Agenda

Council Meeting

6.30pm, Tuesday 14 March 2023

Richmond Town Hall

www.yarracity.vic.gov.au

Council Meetings

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

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

Question Time

Yarra City Council welcomes questions from members of the community.

Registration

To ask a question, you will need to register and provide your question by 6.30pm on the day before the meeting. Late registrations cannot be accepted, and you will be unable to address the meeting without registration.

Asking your question

During Question Time, the Mayor will invite everyone who has registered to ask their question. When your turn comes, come forward to the microphone and:

- state your name;
- direct your question to the Mayor;
- don't raise operational matters that have not been previously raised with the organisation;
- don’t ask questions about matter listed on tonight’s agenda
- don't engage in debate;
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

You will be provided a maximum of three minutes to ask your question, but do not need to use all of this time.

Comments not allowed

When you are addressing the meeting, don't ask a question or make comments which:

- relate to a matter that is being considered by Council at this meeting;
- relate to something outside the powers of the Council;
- are defamatory, indecent, abusive, offensive, irrelevant, trivial or objectionable;
- deal with a subject matter already answered;
- are aimed at embarrassing a Councillor or a member of Council staff;
- include or relate to confidential information; or
- relate to something that is subject to legal proceedings.

Addressing the Council

An opportunity exists to make your views known about a matter that is listed on the agenda for this meeting by addressing the Council directly before a decision is made.

Registration

To ask address Council, you will need to register by 6.30pm on the day before the meeting. Late registrations cannot be accepted, and you will be unable to address the meeting without registration.

Addressing the Council

Before each item is considered by the Council, the Mayor will invite everyone who has registered in relation to that item to address the Council. When your turn comes, come forward to the microphone and:

- state your name;
- direct your statement to the Mayor;
- confine your submission to the subject being considered;
- avoid repeating previous submitters;
- don't ask questions or seek comments from Councillors or others; and
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

You will be provided a maximum of three minutes to speak, but do not need to use all of this time.

Comments not allowed

When you are addressing the meeting, don't make any comments which:

- relate to something other than the matter being considered by the Council;
- are defamatory, indecent, abusive, offensive, irrelevant, trivial or objectionable;
- are aimed at embarrassing a Councillor or a member of Council staff;
- include or relate to confidential information; or
- relate to something that is subject to legal proceedings.

Arrangements to ensure our meetings are accessible to the public

Council meetings are held on the first floor at Richmond Town Hall. Access to the building is available either by the stairs, or via a ramp and lift. Seating is provided to watch the meeting, and the room is wheelchair accessible. Accessible toilet facilities are available. Speakers at the meeting are invited to stand at a lectern to address the Council, and all participants are amplified via an audio system. Meetings are conducted in English.

If you are unable to participate in this environment, we can make arrangements to accommodate you if sufficient notice is given. Some examples of adjustments are:

- a translator in your language
- the presence of an Auslan interpreter
- loan of a portable hearing loop
- reconfiguring the room to facilitate access
- modification of meeting rules to allow you to participate more easily

Recording and Publication of Meetings

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

Order of business

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

1. Acknowledgment of Country

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

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

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

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

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

2. Attendance, apologies and requests for leave of absence

Attendance

Councillors

- Cr Claudia Nguyen — Mayor
- Cr Edward Crossland — Deputy Mayor
- Cr Michael Glynatsis — Councillor
- Cr Stephen Jolly — Councillor
- Cr Herschel Landes — Councillor
- Cr Anab Mohamud — Councillor
- Cr Bridgid O'Brien — Councillor
- Cr Amanda Stone — Councillor
- Cr Sophie Wade — Councillor

Council staff

Chief Executive Officer

- Sue Wilkinson — Chief Executive Officer

General Managers

- Wei Chen — Corporate Services and Transformation
- Brooke Colbert — Governance, Communications and Customer Experience
- Chris Leivers — Infrastructure and Environment
- Kerry McGrath — Community Strengthening
- Mary Osman — City Sustainability and Strategy

Governance

- Rhys Thomas — Senior Governance Advisor
- Mel Nikou — Governance Officer

3. Announcements

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

4. Declarations of conflict of interest

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 Council Meeting held on Tuesday 14 February 2023 be confirmed.

6. Question time

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

7. Council business reports

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7.1	Separation of Waste Charges	8	24
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7.6	Governance Report - March 2023	220	225

8. Notices of motion

Nil

9. Petitions and joint letters

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

10. Questions without notice

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

11. Delegate's reports

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

12. General business

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

13. Urgent business

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

14. Confidential business reports

Nil

7.1 Separation of Waste Charges

Executive Summary

Purpose

This report recommends that Council separates waste and recycling costs from general rates and implements a separate rate for:

- Public waste service for all rateable properties, and
- Kerbside waste service for those properties receiving a kerbside waste service.

This would be achieved by reducing general rates by the equivalent value.

Whilst in future years waste service charges would not be subject to the rate cap, any charges applied would be for cost recovery only, hence limited to the cost of providing waste and recycling services.

It is Councils responsibility to take action to limit the impacts of known future financial risks wherever possible. This is the case with waste services. If waste and recycling service costs are not separated from general rates any additional costs will need to be offset through reductions in other areas of Councils services. Separating the waste charge from general rates is a critical component to ensuring Councils future financial sustainability is not eroded further.

This report **DOES NOT** make any recommendations in relation to changes to current waste and recycling service levels or changes to the frequency of bin collections for the community.

Key Issues

In 2020, the Victorian Government released Recycling Victoria; A new economy, a ten-year policy and action plan to reform the waste system and support the transition to a circular economy.

The Circular Economy (Waste Reduction and Recycling) Act 2021 mandates that all Victorian Councils roll out new standard waste systems, most notably the introduction of a four-stream kerbside waste and recycling service, comprising rubbish, recycling, glass and food organics and green organics (FOGO). The new system also includes the standardisation of bin lid colours, bin material acceptance lists and education campaigns.

Whilst the State's efforts to address systemic issues with the waste and recycling system and support the transition to a circular economy are strongly supported, the reality is that the cost of these reforms will have a direct and significant impact on all Victorian local governments.

In addition to the mandated service changes, all Victorian Councils have been impacted by significant increases to state landfill levy costs. The levy is the charge to dispose waste to landfill and the pricing model set by the state is, at least in part, aimed at encouraging reduction in waste generation and volumes sent to landfill. For Yarra City Council, the landfill levy has increased 90% over the last 3 years to an annual cost in the order of $1.8 million in 2022/23 and further rises are expected in the future.

Every council in Victoria shares these challenges. All other councils in Victoria have taken this into consideration of their financial future and have either separated or made the decision to separate waste services charges.

Yarra is the last Council in Victoria to make the decision to separate waste charges from general rates.

7.1 Separation of Waste Charges

Reference	D23/65105
Author	Wei Chen - Acting General Manager - Corporate Services and Transformation
Authoriser	Chief Executive Officer

Purpose

1. This report recommends that Council separates waste and recycling costs from general rates and implements a separate rate for:
   (a) Public waste service for all rateable properties, and
   (b) Kerbside waste service for those properties that receive a kerbside waste service.
2. This would be achieved by reducing general rates by the equivalent value.
3. Whilst in future years waste service charges would not be subject to the rate cap, any charges applied would be for cost recovery only, hence limited to the cost of providing waste and recycling services.
4. Yarra is the last Council in Victoria to make the decision to separate waste charges from general rates. Failing to do so will impact on not only Council's ability to implement State Government mandated legislative requirements but also the ability to continue to provide other essential services that are highly valued by residents.
5. Council currently provides a range of waste and recycling services to our community. This includes kerbside rubbish, recycling and glass collection services, the trialling of a four-bin service, at-call hard waste and green (garden) waste collections, operation of a recycling centre, street sweeping, servicing public and park litter bins, managing litter and dumped rubbish removal, education and behaviour change programs.
6. Yarra also provides several drop off facilities for items that are not currently recyclable through the kerbside collections including cardboard, phones, batteries, e-waste, soft plastics, polystyrene, bike tyres, mobile metal, light globes and paint.
7. The Circular Economy (Waste Reduction and Recycling) Act 2021 mandates that all Victorian Councils roll out new standard waste systems, most notably the introduction of a four-stream kerbside waste and recycling service, comprising rubbish, recycling, glass and food organics and green organics (FOGO). The new system also includes the standardisation of bin lid colours, bin material acceptance lists and education campaigns.
8. Council has a legislative obligation to continue to provide waste and recycling services. It is also required to take measures to ensure Council's budget is financially sustainable.

Critical analysis

Background

Waste is a global issue

9. Waste is a global issue. A global shift in recycling markets and processing means that places all over the world are adopting different approaches to designing, using and recycling products. Like many other developed countries, Australia has historically relied on international exportation of waste and recyclable materials.
10. Australia generates approximately 67 million tonnes of waste per year, with 55% of that going to recycling facilities, 3% to energy and the remaining 42% to landfill. Approximately 12% of national recycling was exported overseas in 2017-18.

11. Prior to 2018 China was among the largest importer of materials globally. Much of the material they received was heavily contaminated. In 2018, China introduced the National Sword Policy, which put into place stricter acceptance of recycling contamination levels to 0.5% or less.

12. The China's policy restrictions led to a significant decrease in Australia's recycling exports to China. Between 2016-17 and 2017-18, overall waste exports to China decreased from 1.26 to 0.75 million tonnes - a decline of 41%. Most of Australia's recycling export market shifted to other countries in Asia. However, these countries are progressively imposing import restrictions meaning that new approaches to waste and recycling management are urgently needed.

13. After these restrictions were implemented, the global price for recyclable materials plummeted, sparking a recycling crisis. At the same time the state's largest recycling facilities collapsed, dangerous stockpiling and storing practices were uncovered and illegal disposal of toxic waste resulted in a recycling crisis which highlighted a lack of long-term planning and policy co-ordination at the state and federal government level.

Legislative and Policy Reforms

14. In response to the global issues, a wide range of changes in legislation and policy are driving Australia's reform to a circular economy and consequently, increases in the requirements and costs to local councils.

Federal Government Reforms

15. The Australian Government has developed and released several strategies, plans, policies and regulations which directly impact the Australian waste and resource recovery industry including:

    (a) National Food Waste Strategy 2017,

    (b) National Waste Policy 2018, and

    (c) National Packaging Targets 2018;

    (d) National Export Ban 2019;

    (e) Product Stewardship Scheme Act 2011;

    (f) Electronic Waste Ban to Landfill 2019;

16. Overall these aim to;

    (a) reduce waste generation

    (b) increase diversion of material from landfill

    (c) stimulate the local recycling market and circular economy

    (d) increase the use of recycled content

    (e) phase out problematic plastics; and

    (f) regulate the exportation of certain material categories (including glass, plastics and tyres).

State Government Reforms

17. In 2020, the Victorian Government released *Recycling Victoria; A new economy*, a ten-year policy and action plan to reform the waste and recycling system and resource recovery. *Recycling Victoria* complements the National Waste Policy regulatory environment set by the Australian Government.

18. *Recycling Victoria* prioritises a Circular Economy and sets targets for waste generation and diversion from landfill. The key Recycling Victoria targets applicable to local government are:

    (a) Divert 80% of waste from landfill by 2030 and an interim target of 72% by 2025.

    (b) Cut total waste generation by 15% per capita by 2025.

(c) Halve the volume of organic material going to landfill between 2020 and 2030, with an interim target of 20% reduction by 2025.

(d) Increases to the Environment Protection Authority (EPA) Waste Levy (formerly known as the Landfill Levy).

19. *The Circular Economy (Waste Reduction and Recycling) Act 2021* is the accompanying legislation that seeks to legislate a circular economy framework. Amongst other things it has established a new DECCA unit Recycling Victoria (RV) which mandates the requirements for kerbside reform (including standard bin lid colours, material acceptance lists and education campaign) and the introduction of a Container Deposit Scheme.

China's National Sword Policy 2018

20. The China's National Sword Policy restricted China's imports of foreign waste, putting in place stricter acceptance of recycling contamination levels to 0.5%. This has led to changes to the management of recycling and has added substantial cost to the processing of recycling material for all Councils.

National Packaging Targets 2018

21. In 2018 Australia established the ambitious 2025 National Packaging Targets. The Targets create a new sustainable pathway for the way we manage packaging in Australia.

22. The four Targets are:

(a) 100 per cent of packaging being reusable, recyclable or compostable by 2025;

(b) 70 per cent of plastic packaging being recycled or composted by 2025;

(c) 50 per cent of average recycled content included in packaging by 2025; and

(d) The phase out of problematic and unnecessary single-use plastic packaging by 2025.

23. The National Packaging Targets apply to all packaging that is made, used and sold in Australia. Australian Packaging Covenant Organisation (APCO) is charged with delivering the industry-led targets.

National Waste Export Ban

24. In late 2019, the Council of Australian Governments (COAG) agreed that Australia should ban the export of unprocessed plastics, paper and cardboard, glass and tyres, to stimulate and expand Australia's onshore circular recycling economy. Under the agreement:

(a) glass was banned from export by January 2021;

(b) mixed waste plastics by July 2021;

(c) whole and baled tyres by December 2021;

(d) single resin/polymer plastics by July 2022;

(e) unprocessed paper and cardboard by July 2024; and

(f) all bans in effect by July 2024.

Product Stewardship

25. Product Stewardship is an environmental management strategy that means whoever designs, produces, sells, or uses a product takes responsibility for minimising the product's environmental impact throughout all stages of the products' life cycle, including end of life management.

26. Currently, in Australia, materials collected and recycled through a product stewardship scheme include oils, tyres, paint, mobile phones, televisions, batteries, and fluorescent lights.

27. The Federal Governments priority material list includes:

Materials	Scheme implementation Date
Mattresses	December 2023
Photovoltaics	June 2023
Oil containers	December 2023
Child car seats	December 2023
All electronic products	July 2025 (mobile muster launched in July 2022)
Problematic and unnecessary single use plastics,	December 2023
Clothing textiles	Uniforms and workwear (June 2023), other clothing textiles (2025)
End of life tyres	October 2023
Plastics in health-care products	December 2025

Note: All above products also require manufacturers, importers, distributors and retailers to demonstrate measurable product design improvements to increase the durability, reparability, re-usability and/or recyclability 1-2 years after the implementation of the scheme.

Circular Economy (Waste Reduction and Recycling) Act 2021

28. As outlined above, the Circular Economy Act 2021 seeks to legislate a Circular Economy Framework. This is directly impacting all local governments and the types of waste and circular economy services that are provided.

29. Of particular relevance to the City of Yarra is the mandate to roll out a 4-stream kerbside waste and recycling service, comprising of glass (by 2027), comingled recycling, FOGO (by 2030) and rubbish in the Circular Economy Act.

Container Deposit Scheme (CDS)

30. The introduction of a CDS is expected to start in 2023.

31. This will change the mix of materials that Council collects in recycling bins. The experience of other state and territories in Australia is that 25-30% of material is diverted to CDS from the recycling bin. The majority of material collected in Yarra's kerbside glass bin service are not accepted in CDS, so to recover this material, a separate glass bin service is still required.

Victorian Single Use Plastic Ban

32. The Victorian Single Use Plastic Ban stops the sale and supply of a range of single-use plastic items (by February 2023) including plastic straws, cutlery, plates, drink-stirrers, polystyrene food and drink containers and cotton bud sticks.

Environmental Protection Authority (EPA) legislation

33. *The Environment Protection Act* came into effect on 1 July 2021.

34. The new General Environmental Duties (GED) directly affect all Victorian Councils who are now responsible for documenting and tracking all the waste they manage along the supply chain. This requires additional reporting on top of the reporting already provided.

35. It will also require the cooperation of contractors that collect and process the material. The level of expectation in this area, is not clear, and may result in a significant change in the way waste is collected and sorted so that different materials, or waste coming from different streams can be measured separately.

36. This may deliver improved sustainability outcomes based on improved recycling rates; however, the cost and other implications need to be better understood.

Electronic Waste Ban to Landfill

37. In 2019, to address the hazardous nature of electrical items in landfill and the high value of their component materials, the Victorian Government banned e-waste from landfill. Yarra delivered a robust education campaign in the lead up to the ban and provide drop off locations for e-waste.

38. Currently, Yarra accepts e-waste at the Recycling Centre, some libraries and Neighbourhood Houses. Our recyclers, Norstar Steel Recyclers or Tech Collect, break items down into separate materials e.g. glass, steel, plastic. They are then recycled into new products. Our last audit showed 0.4% e-waste present in our landfill bins.

Current Services

39. Council provides a range of waste services to the community;

Service	Description
Kerbside waste collection	**The standard service per property is:** • **80-litre waste bin collected weekly** • **120-litre recycling bin collected fortnightly** • **80-litre glass bin collected fortnightly** ***Note:*** **** Multi Unit Developments (MUDs) – where Council is able to service these sites, receive multiple shared bins; others have a private collection.***
Abbotsford Holistic Waste Trial	**In June 2019, Council commenced a trial across approximately 1,300 households in Abbotsford, with a weekly FOGO collection and fortnightly rubbish, co-mingled (mixed) recycling and segregated glass collections. This service is ongoing to these households.**
Waste collection at Department of Family, Fairness and Housing (DFFH) High Rise sites.	**A six day a week collection of waste from the twelve public housing towers from their waste disposal chute and hopper system.**
'At Call' Hard Waste Service	**Most properties are entitled to two hard waste collections per annum*.** ***Note:*** **** Some multi-unit developments (MUDs) are not eligible for a hard waste collection, due to the lack of space on kerbside.***
'At Call' Green Waste Service	**The system allows for one collection of green waste per fortnight per single use dwellings (SUD's) and some multi-unit dwellings (MUD's) sites where there is space on kerbside**
Street Litter Bins	**Street bins are collected on a nightly basis in busy commercial areas and weekly in other areas.**
Parks Bins	**High profile parks bins are generally serviced daily especially in summer; minimum 6 times per week and the medium/smaller parks are serviced generally 2-3 times per week.** ***Note: additional collections are provided subject to need.***
Waste and recycling service to Yarra supported public events	**Council provides the following festival and events with waste, recycling & cleansing services:** • **Gleadell St Market** • **Victoria St Lunar Festival** • **Johnston St Festival** • **Collingwood Harvest Festival** • **NAIDOC Family Day** • **NAIDOC in the Park** • **The Moon Lantern Festival** • **Music in the Wetlands** • **Sorry Day** ***Note: Council supported festival & events are added to this list for service when required.***

Service	Description
Street Sweeping	**Council provides the following street sweeping services:** • **High use commercial streets – nightly footpath/roads** • **Richmond & Abbotsford around Medically Supervised Injecting - daily** • **Busy streets such as Elizabeth and Coppin Streets – weekly** • **Carparks – weekly** • **Laneways – every 8 weeks** • **All residential streets – monthly** • **Additional sweeping services for autumn leaf and pollen season – for 8 weeks** • **Syringe collecting and disposal - daily** ***Note: An extra street sweeper is used for programmed hotspots and as required.***
Illegal dumping and litter removal	**Council uses a variety of methods to keep local roads and streets clean. Yarra's in-house Litter Response Team has scheduled litter collection areas, which are cleaned daily. They also respond to any dumped rubbish call outs in their designated areas.**
Syringe collection and precinct cleaning – Medically Supervised Injecting Facility	**Council provides daily cleaning in the MSIR precinct to ensure the safety and amenity of this neighbourhood. This includes syringe collection, litter collection, cleansing services and street sweeping.**
Recycling Drop Off Points	**The recycling centre receives a range of goods from residents that cannot be recycled through the current domestic recycling service.** **An extensive range of items are accepted at the Clifton Hill Recycling Centre to be reused including books, plastic containers, baby prams/toys/car seats or recycled including soft plastics, polystyrene, cardboard, bike tyres, mobile phones, batteries, metal, light globes, paint, e-waste.** **Additional drop off points are provided to the community for select recyclable items at Burnley Depot, libraries, neighbourhood houses and other community facilities for select recyclable items at Burnley Depot, libraries, neighbourhood houses and other community facilities.**
Education and behaviour change circular waste programs	**An essential part of the services Yarra delivers is our waste and circular economy education and behaviour change program. Some of these programs include Proudly Plastic Free campaign, Hard Rubbish reuse and repair program, Circular Events program, Food Waste Avoidance program, Food Waste Recycling program.**
Advocacy	**Advocacy for product stewardship, landfill levy being used to advance the transition to circular economy and implementing product/packaging design standards to all levels of government and industry.**

40. In Yarra approximately 40,000 properties receive a kerbside service and 17,600 properties do not.

Commercial and industrial properties and waste services

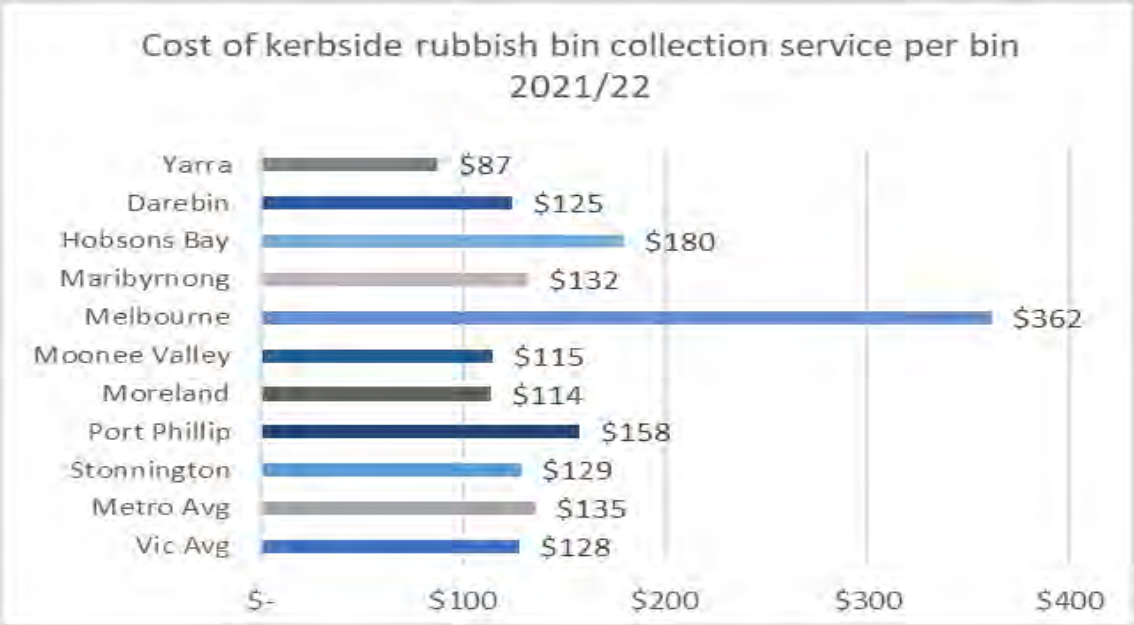
41. Yarra currently provides services to commercial properties in instances where the businesses waste generation rates align with the residential kerbside service (up to 80L of rubbish, 120L of recycling and 80L glass collected once per week). This is generally intended to deal with material generated from lunchrooms and bathrooms for example, but not genuinely commercial waste.

42. Commercial and industrial properties are not obligated to receive the Yarra City Council's waste services.

Yarra Provides an Efficient Service

43. Notwithstanding the increasing cost of waste services, a comparison with other councils highlights the efficiency of Yarra's kerbside waste services, as per below graphs;

(*Source - LGPRF Sector Comparison Report 2022*).



Discussion

Local Government Financial Sustainability

44. Long-term financial sustainability is important if Council is to continue to deliver the services and programs expected by the community. It is also important that community assets are maintained so that the cost does not become a burden for future ratepayers and for council to remain financially viable.

45. The financial sustainability of local governments across Australia continues to be a challenge, with increasing community demand for services, population growth and rising costs associated with maintenance and renewal of ageing infrastructure.

46. Nationally, local government derives nearly 90 percent of its revenue from its own sources (including rates), compared to around 50 percent for state governments. Grants from other levels of government make up just over 10 percent of local government's total revenue.

47. In February 2023 VAGO released the results of the 2021/22 Audits for Local Government (in Victoria). That report noted;

"The COVID-19 pandemic continued to affect the sector in 2021–22.

The sector's financial performance only improved because government funding increased. It would have declined without this financial assistance. The growth in council expenses outpaced the increase in their own source revenue.

Councils' balance sheets remain relatively strong.

Councils face challenges ahead due to the:

(a) council rate cap, which constrains their ability to increase rate revenue

(b) variability in government funding

(c) rising cost of materials and services, which they need to actively manage."

"In 2021–22, Victorian councils generated a combined net surplus of $2.243 billion.

This was $0.121 billion, or 5.7 per cent, more than 2020–21. However, the sector's financial performance would have declined had the Australian Government not advanced (early payment) 75 per cent of the 2022–23 financial assistance grant in 2021–22, up from 50 per cent in 2020–21.

Total revenue increased by 3.4 per cent when you exclude the additional 25 per cent funding received in advance for next financial year.

Total expenses grew by 4.6 per cent, outpacing the increase in own source revenue."

48. As has been the case with all tiers of government during the COVID pandemic, Councils in Victoria have suffered sizeable losses of revenue including through the mandated closure of facilities, significant fee waivers and other measures to support local businesses and struggling community members. At the same time, infrastructure project contract prices are escalating due to supply pressures and competition from state infrastructure projects and the cost of service contracts are increasing, often well above the rate of CPI.

Rate Capping

49. Councils have limited sources of revenue to deliver on community needs with funding derived from:

(a) Rates and charges;

(b) Grants and contributions;

(c) User fees and charges; and

(d) Statutory fees and fines.

50. Rates are the most significant revenue source for Council and make up approximately 60 per cent of annual income. The ability for Council to levy rates is controlled by the Government's 'Fair Go Rating System' which provides that the Minister for Local Government will set an annual cap above which rates cannot be increased without the permission of the Essential Services Commission.

51. Since its inception, the 'Fair Go Rates System' has challenged all Victorian councils long-term financial sustainability and it continues to restrict local governments ability to raise revenue to maintain service delivery levels and invest in community assets.

52. In recent years, the Essential Services Commission has recommended that the rate cap be set equal to the CPI forecast. However, the CPI does not accurately reflect increases in costs faced by local councils, because they have a significantly different composition of expenditure compared to households. Key council expenditures (wages, construction, utilities, etc.) required to provide council services and deliver infrastructure projects have been increasing faster than the CPI. Furthermore, for 2023/24 the rate cap is set at 0.5% below the CPI forecast.

53. A rate cap linked to CPI rather than councils' actual input costs makes it more difficult to provide the same level and mix of services to communities each year let alone expand services in new areas or take on responsibility for costs traditionally the responsibility of other levels of government.

Cost Shifting

54. Cost shifting is a significant issue impacting the financial sustainability of the municipality. Cost shifting by other levels of government to the local government sector is increasing including in areas such as library services, maternal and child health services, planning services and building services.

55. Cost shifting occurs when Commonwealth and state governments transfer program or service responsibilities to local government with insufficient funding or provide grants that don't keep pace with the actual delivery costs incurred by councils.

56. Cost shifting can occur in the following ways:

    (a) Provision of grant funding to commence a new service (and then withdrawing those funds at a later stage leaving Council to fully fund the service);

    (b) Inadequate growth or indexation of funding provided to services;

    (c) Legislative transfer of responsibilities to Local Government;

    (d) Removal of services at one level of Government leaving Local Government as the only service provider.

    (e) Increasing the expectations of service delivery without a commensurate increase in grant funding

57. Rate revenue is commonly used by councils to cover funding shortfalls and meet increasing service demands, new government policy, rising costs and community expectations.

58. For example public libraries were originally funded 50:50 by State and local government. Victorian Government funding has since declined to just 17 per cent of public library operating costs, with councils now contributing 83 per cent of the total cost.

Rising cost of providing waste services

59. The financial cost of waste and recycling services has risen dramatically. The State Government's circular economy plan, *Recycling Victoria: A new economy*, includes positive measures to reduce waste and stimulate the local recycling industry but this comes at a cost. In accordance with the Plan, Council must provide a standardised kerbside service which includes a fourth bin for food and garden organic (FOGO) by 2030.

60. The rising costs to provide existing and mandated waste services to the community are also due to several factors, including:

    (a) Market volatility due to limited players in processing and remanufacturing as well as end markets for the recycle product;

    (b) yearly % increase of logistic contracts due to increase fuel and supply chain costs;

    (c) increase landfill levy (90% over the last 3 years); and

    (d) any increase in service levels, additional services and/or innovation in embedding circular principles.

61. The State Government has and will financially support Councils to deliver kerbside reform, however the contribution provided to Yarra is far short of covering the costs associated with delivering the 4-stream service mandated by the Government.

62. Planning for the implementation of FOGO in accordance with the state mandates has commenced with funding proposed as part of the 2023/24 draft budget for, amongst other things, the purchase of bins. Council has until 2030 to implement FOGO.

63. The increases to the landfill levy from the State Government are substantial.

64. The levy has risen over 90% in the last 3 years, from $65.90 per tonne in 2020/21 to $125.90 per tonne in 2022/23. This was a total cost of $4,242,225 (2020/21 - $939,075, 2021/22 - $1,509,075, 2022/23 - $1,794,075). This increase is well above the amount councils can raise through rates alone, with the Victorian Government rate cap averaging 1.75% over the same period.

65. The cost of delivering waste and recycling services has increased significantly in recent years.

66. For Yarra, this cost increased from $17,843,044 in 2021/22 to $19,263,544 2022/23, an increase of $1,420,500. This reflects an increase of 8% in one year. With a rate cap of 1.75%, the gap between the amount recovered via rates under the rate cap and the actual increased cost to Council for these services was $1,108,245.

67. Council has an obligation to continue to provide waste services. It must also take measures to ensure Council's budget is sustainable and provides for the cost of waste and recycling services.

68. The costs of waste and recycling is continually outpacing the rate cap and the rising cost of waste services is one of the key future risks to council's future financial sustainability.

69. Separating the waste charge from general rates is critical to addressing this risk noting that the charges applied would be for cost recovery only, hence capped by the cost of providing waste and recycling services only.

70. Without a waste charge Yarra will need to reduce the budget allocated to other services proportionately to the increase in budget allocation to waste and recycling services or substantially erode and compromise financial sustainability.

Financial sustainability

71. Council is deeply committed to serving the best interests of the community and recognises that consistent effort will be required to ensure that we remain financially sustainable and make the most effective use of public funds.

72. One of Councils key responsibilities is to ensure it is financial sustainable for both current and future communities. Towards it is important that decisions are future focused and have regard to the emerging needs of the City.

73. Like all other councils across Victoria we are facing financial challenges with rising cost pressures, rate capping and cost shifting, coupled with unprecedented growth and increasing pressure and demand on our services.

74. Work to meet these challenges will need to be ongoing and require constant attention. There is no single solution- rather a holistic approach will be required.

75. This was emphasised by the Municipal Monitor in his final report when he noted "the Council will need to continue addressing its financial problems on an ongoing basis."

76. The Monitor recommended that the Minister for Local Government request an annual performance review by the Victorian Auditor-General's Office (VAGO). This recommendation was welcomed and discussions held VAGO to date indicate that this will be a productive partnership.

77. The preparation of a long term Financial Sustainability Strategy is also underway which aims to provide Council with guidance for the long term sustainable management of its resources. The strategy will seek to articulate the challenges and opportunities for Council and to identify options to ensure long term financial sustainability including both strategic and systemic reforms.

78. Strategic reforms seek to ensure that future investment decisions are based on need, underpinned by evidence and guided by informed strategies including detailed asset management plans, contemporary property management and community infrastructure planning and an ongoing program of service reviews.

79. Systemic reforms include expenditure/cost controls, prudent management of debt, operational efficiencies and capital works delivery management among many others.

80. Separate but related is the responsibility of Councils to also take action to limit the impacts of known future financial risks wherever possible.

81. This is the case with waste services. As demonstrated above, the rising cost of providing waste services is a known risk. Separating the waste charge from general rates is critical to addressing this risk so as to ensure Councils financial sustainability is not eroded further.

82. It is informative that this approach has been implemented across the Victorian local government sector irrespective of each Councils specific financial circumstances.

What is a separate waste charge?

83. Each council collects rates from residents and businesses in its municipality to help fund more than 100 services provided by councils, and maintain local roads, drains and civil infrastructure, council facilities and public open spaces such as parks and gardens.

84. The rate cap set by the state limits the amounts Council can increase rates in a financial year based on the amount it levied in the previous year.

85. The rate cap applies to the council's total rate revenue and not individual properties. In many cases, individual rates may increase or decrease by more (or less) than the capped rise amount because the value of the property has increased or decreased in relation to the value of other properties in the municipality.

86. The general rate and municipal charges are subject to the rate cap. Other elements such as waste charges and other user fees and levies are not capped.

87. Yarra is one of only three out of 79 councils in Victoria that has not yet separated its waste charges from general rates and the only council that has not made a commitment to do so.

88. Whilst in future years waste service charges would not be subject to the rate cap, any charges applied would be for cost recovery only, hence limited to the cost of providing waste and recycling services.

89. Currently, the costs of waste services in Yarra are met by all ratepayers, regardless of whether they use waste services.

90. Under the compliance guideline issued by Essential Services Commission, if a council decides to separate waste service charges, it should ensure that this has a neutral impact on ratepayers and does not result in a windfall gain to the council. That means the revenue from waste service charges should match the decrease in revenue from general rates.

91. The Essential Services Commission monitors and reports on councils that introduce new service charges to ensure that the rate cap is working as intended. Officers have consulted the Essential Services Commission extensively and kept them informed of the recommended approach.

92. The waste services provided by Council can be categorised as:

    (a) Public waste services - Council provides public waste services that benefit the whole community, such as bins in streets and parks, street sweeping, illegal rubbish dumping and litter removal. The estimated total cost of these services in 2023/24 is in the order of $8.1 million. All rate payers benefit from the public waste services.

    (b) Kerbside waste services - Council also provides kerbside waste services, such as the regular household rubbish and recycling bin collection, as well as providing new and replacement bins. The cost of providing kerbside waste services includes transport, fuel, waste management contracts and recyclables processing. This is all kerbside collections – rubbish to landfill, comingled recycling and glass for recycling. The estimated total cost of these services in 2023/24 is in the order of $11.4 million.

    These can be charged differently.

93. The *Local Government Act (1989)* enables Council to declare a service rate or an annual service charge or any combination of rate and charge for waste services.

    (a) Service rate – This is based on property valuation in the same way general rates are applied where properties with lower values pay lower rates. With a service rate there is no correlation with the individual ratepayer consumption of services. This is also the case under our current rating scheme.

    If a service rate is applied to both public and kerbside waste services on *all* rateable properties, there would be no change to the amount they pay.

    (b) Service charge – This is a user pays type approach where ratepayers pay the same charge for the same service, independent of property valuation. For individual properties, the reduction in the general rate is determined by the property value. Therefore, lower value properties will receive a lower reduction in their general rate, while higher value properties will receive a higher reduction in their general rate.

    If a service charge is applied to public waste services and kerbside waste services on *all* rateable properties, it will result in lower value properties facing an overall increase in charges, while higher value properties would see a decrease.

Options

94. Officers consider that the only option available to Council to respond to the waste reforms, limit further possible risks to financial sustainability and to protect the delivery of other Council services in the future, is to separate waste charges from general rates.

95. As noted previously, Yarra is the last council in the state to make this decision.

96. Without a separate waste charge, all future costs associated with waste services will need to be met using rate revenue noting that the costs of waste and recycling is continually outpacing the rate cap. This will directly impact Council's capacity to fund other priorities and its ability to deliver and maintain current services in other areas.

97. This report recommends that Council separates the waste and recycling costs from general rates and implements a separate rate for:

    (a) **Public waste** service for all rateable properties, on the basis that all ratepayers benefit from public waste services. This would cover the costs of street cleaning, parks litter collection, street sweeping and dumped rubbish and litter collection. The impact of this change would be neutral for all ratepayers.

    (b) **Kerbside waste** service for those properties that receive a kerbside waste service, on the basis of a user pays principle, excluding businesses and residents in multi-unit dwellings that do not currently receive council services (and receive private collection services)

98. Under this recommendation, of the properties that receive council waste services the majority will incur minimal additional costs to their total rates in 2023/24. Around about 86% of properties in Yarra that receive waste services range between $ 200,000 and $ 2 million in value. The total impact for properties in this range would be approximately $12 to $115 ($2 per week).

99. Under this recommendation, all properties that do not receive kerbside services will see a reduction in their total rates in 2023/24. About 79% of the properties that fall into this category will have moderate reduction of approximately $33 to $205.

100. On balance, the recommended service rate is considered to have the fairest distribution model for most ratepayers.

101. The amounts quoted above are based on sophisticated modelling projections which have been the subject of independent review. Whilst not expected to vary materially, the exact amounts will be finalised when the budget is set. The draft annual budget including the charges will be subject to public exhibition in April/May 2023.

102. Notwithstanding the modest impact for the majority of rate payers, it is noted that Yarra's Financial Hardship Policy provides support for rate payers if they encounter financial difficulties.

103. This policy is guided by the principles of transparency, confidentiality, efficiency, capacity to pay and equity by treating all ratepayers and service users consistently and in a fair manner. It further aims to provide a platform for rate payers to discuss their outstanding debts or current financial hardship circumstances. Council recognises that financial hardship may arise from a range of individual circumstances and will provide tailored assistance to suit individual circumstances.

Community and stakeholder engagement

104. The proposed engagement approach outlined below incorporates two stages to maximise transparency with the community and allow them to best prepare for the changes to general rates. Should the recommendation be endorsed by Council, the 'inform' level of engagement will be used to communicate the introduction of separate waste service charges. This is in line with Council's Community Engagement Policy.

(a) Officers will undertake significant community engagement to support the introduction of the proposed separation of waste service charges from general rates

(b) The engagement will largely sit within the 'inform' level of the engagement spectrum. This is intended "to provide balanced and objective information to make our community aware of something that has happened or will happen."

(c) The 'inform' level of engagement is appropriate in this instance because it outlines our commitment to providing transparent, balanced and objective information about the waste services charges, whilst being transparent about the minimal level of community influence the community can have over the ultimate decision. Any introduced changes will form part of the budgeting process.

(d) The community will have an opportunity to provide comments if a model for the waste service charges is determined by Council and incorporated into the draft Annual Budget 2023/24, through the public exhibition period.

(e) If endorsed, the community will be informed about the waste service charges through a multi-staged communications approach which will include:

Stage 1 – Waste service charges inform engagement - 15 March – 21 April 2023 (4 weeks)

- Letter and brochure mailed to every Yarra ratepayer (including translations in Yarra's top 5 ratepayer language groups)
- Your Say Yarra project webpage
- Information in the April/May edition of Yarra News
- A 'Depot Open Day' event to be held at the Depot in Clifton Hill
- Personas to explain how the proposed waste service charges will affect different cohorts (e.g. owners of single dwellings and apartments, pensioners, small business owners, larger businesses and non-rateable properties)
- Frequently Asked Questions – available on the Your Say Yarra website.
- Plain-English animated video explaining the separation of waste service charges from general rates (translated into the top 5 ratepayer language groups)
- A video developed in partnership with Yarra's plastics recycling partner APR Plastics explaining the complexity of modern waste and recycling systems.

- Static information stations with brochures and translated materials available at every Yarra library branch and leisure centres
- A 'Waste Station' event intended to educate and raise community awareness about the separation of waste charges from general rates. The community will have the opportunity to speak directly with Officers and Councillors. Support will also be available from Bicultural Liaison Officers for people who speak a language other than English. Additional accessibility support will be offered upon request.
- Comprehensive social media communications and e-newsletters
- Promotion through Council's Bicultural Liaison Officers
- Advertising in CALD community newspapers in the top 5 ratepayer language groups

Stage 2 – Draft Annual Budget exhibition - 21 April – 19 May 2023 (4 weeks)
In addition to the above, the second stage will include:

- Two 'Waste Station' events intended to educate and raise community awareness about the separation of waste charges from general rates. The community will have the opportunity to speak directly with Officers and Councillors. Support will also be available from our Bicultural Liaison Officers for people who speak a language other than English. Additional accessibility support will be offered upon request.
- Four pop-up sessions undertaken as part of seeking feedback on the draft Annual Budget (including comments on the separation of waste service charges from general rates)
- Your Say Yarra project webpage – accepting community feedback on the draft Annual Budget (including comments on the separation of waste service charges from general rates)
- Stakeholder meeting (online webinar) for key stakeholders - representatives of resident groups, advisory committees and others.

Stage 3 – Informing and closing the loop
The outcomes of the engagement, as well as Council's final decision, will be communicated to our community through:

- Yarra News
- Brochure to be included with rates notices and mailed to all Yarra ratepayers (including translations in top 5 ratepayer language groups)
- Brochure/flyers to be made available in all Yarra library branches and customer service centres
- Your Say Yarra website updates
- Social media and Yarra Life e-newsletter

Policy analysis

Alignment to Community Vision and Council Plan

105. The Community Vision 2021-36 – Vision Theme 4 states that:

> 'We are all custodians of City of Yarra. Will our skyline is growing so are our green spaces. We are smarter about how we handle growth and use our resources and energy. We celebrate, enable and promote a circular economy'.

106. The 2021-25 Council Plan includes this statement in strategy objective 1:

'Council is actively working to transition to a circular economy. We recognise the potential environmental and economic benefit of minimising waste, consciously consuming and preserving resources. We are committed to creating and enabling an environment for the circular economy to progress'.

107. The 2021-25 Council Plan includes commitment on financial stewardship in strategy objective 6:

'Manage our finances responsibly and improve long-term financial management planning'.

108. Council has an adopted Long-Term Financial Plan 2022/23 to 2031/32 with one of the key initiatives to continue working towards the potential separation of Waste Service Charges in the 2023/24 Budget.

Climate emergency and sustainability implications

109. The Climate Emergency Plan Strategic Priority 5 - Vision is:
'The Yarra community are conscious consumers who avoid waste, reduce embodied carbon emissions and preserve resources'.

110. The delivery of the new Circular Economy legislation, and complementary programs, aligns with Council's sustainability commitments.

Community and social implications

111. Yarra's Financial Hardship Policy enables Council to support rate payers encountering financial difficulties. This policy is guided by the principles of transparency, confidentiality, efficiency, capacity to pay and equity by treating all ratepayers and service users consistently and in a fair manner. It further aims to provide a platform for rate payers to discuss their outstanding debts or current financial hardship circumstances. Council recognises that financial hardship may arise from a range of individual circumstances and will provide tailored assistance to suit individual circumstances.

Economic development implications

112. The separation of Waste Service Charges will have a positive impact on business ratepayers across the municipality.

113. Business ratepayers currently contribute to waste services through general business rates. However, Council does not offer a commercial collection service, leaving many businesses to contribute both to Councils waste service costs and also to private waste service providers delivering their service.

Human rights and gender equality implications

114. The proposed change to general rates in part seeks to protect Council services from the impact of reduced service delivery as a result of the increasing shortfall in waste services cost recovery.

115. Many of Council's services that this proposal seeks to protect are relied upon by members of the community from lower socio-economic circumstances that experience disadvantage.

Operational analysis

Financial and Resource Impacts

Consideration Of Local Government Act (2020) Principles

116. Council's legislated obligations are articulated through the Financial Management Principles in the *Local Government Act 2020*. These principles require the prudent monitoring and management of financial risks, giving regards to economic circumstances.

117. One of Council's strategic risks is "Financial Sustainability - Failure to adequately manage the organisation and cost shifting to ensure and future proof long term sustainability and service provision". It is critical to ensure that decisions made are in the best long-term interests of the municipality, not only for now but for future generations.

Actions to Reduce Cost of Waste

118. Council is taking a range of actions to address the rising cost of waste, including:
    (a) Ensuring efficient service delivery;
    (b) Education campaigns on avoidance, reduction, repair and reuse supporting the transition to a circular economy;
    (c) Delivering Compost Revolution program, subsiding food waste recycling systems and educating residents about food waste reduction and recycling;
    (d) Encouraging recycling and reducing contamination of recycling stream.

Legal Implications

119. *Section 162 (1)* of the *Local Government Act (1989)* provides Council with the opportunity to declare a service rate or an annual service charge or any combination of such a rate and charge for waste, recycling or resource recovery services.
120. *Section 162 (2)* of the *Local Government Act (1989)* allows Council to declare a service rate or service charge on the basis of any criteria specified by the Council in the rate or charge.
121. The waste service charges would be implemented in accordance with:
    (a) *The Local Government Act 1989*; and
    (b) *Fair Go Rates system – compliance monitoring and reporting guidance for councils 2022–23* issued by Essential Services Commission.

Conclusion

122. It is recommended that Council separate waste service charges from the general rates commencing the 2023/24 financial year and implements a separate rate for:
    (a) Public waste service for all rateable properties, and;
    (b) Kerbside waste service for those properties that receive a kerbside waste service.
123. The separate waste service rates will form part of the draft 2023/2024 budget, which is monitored by the Essential Services Commission.
124. Separating a waste charge in 2023/2024 does not generate any additional revenue for Council.

RECOMMENDATION

1. That Council:
    (a) note its support for the principles of the Circular Economy (Waste Reduction and Recycling) Act 2021 and Recycling Victoria Reforms.
    (b) resolves to separate waste and recycling costs from general rates and implement a separate rate for:
        (i) public waste service for all rateable properties, and
        (ii) kerbside waste service for those properties that receive a kerbside waste service.
    (c) note that the waste service rates will be declared through the draft 2023/2024 Budget.
    (d) note the Revenue and Rating Plan 2021-2025 will be revised to incorporate the decision to separate the waste service charges and reported to Council alongside the draft Budget in April 2023.
    (e) note that Yarra's financial hardship policy is available to assist ratepayers.

Attachments

There are no attachments for this report.

7.2 PPE22/0103 - Development Facilitation Program Referral of Amendment C307 to the Yarra Planning Scheme

Report Summary

Purpose

1. This report provides Council with an assessment of the Development Facilitation Program Referral (DFP) relevant to the Victoria Gardens Site to be considered by the Department of Transport and Planning (DTP).
2. The referral has two components:
   (a) Proposed draft planning scheme Amendment C307 to the Yarra Planning Scheme seeking to guide the Use, Development and Subdivision of land at 610, 620 and 668-682 Victoria Street, 10, 15, 20, 25-35 and 40 River Boulevard, 10 and 29 Elaine Court, Richmond, 3-5, 6 and 15 Christine Crescent, 53-79 Burnley Street, and 1-9 Doonside Street, Richmond, forming part of the expanded Victoria Gardens Site; and
   (b) Consideration of the Planning Permit Application PA2201662 applying to land at 1-9 Doonside Street, Richmond and draft planning permit PA2201662 which applies to land at 53,61-67,77-79 Burnley Street, 1-9 Doonside Street and 620 Victoria Street, Richmond.
3. The Minister for Planning (the Minister) is the Responsible Authority for this combined planning scheme amendment and planning application. This report allows Council to provide comments and recommendations to the DTP; with the Minister the final decision maker.
4. The DTP is seeking Council's comments in relation to this application by 20 March 2023.

Key Planning Considerations

5. The key issue for Council in considering the proposal relates to the acceptability of the revised Comprehensive Development Zone Schedule 1 proposed for the Victoria Gardens Precinct and the planning application for the Doonside Precinct.
6. The combined amendment and planning application are currently on exhibition will all submissions made to DTP. Council's submission will form part of this consultation process.

Financial Implications

7. The application may be referred to a Standing Advisory Committee and cost will be incurred presenting Council's submission.

Recommendation

Summary of recommendations

(see full officer recommendations at the end of this report).

8. That based on the following report, that Council writes to the Department of Transport and Planning (DTP)
   (a) Outlining its concerns with the proposed amendment and planning permit application including:
      (i) Erosion of provisions required by the Development Plan requirements;
      (ii) Exemption from Notice and Appeal rights as outlined in the Comprehensive Development Zone (CDZ) based on the limited information provided in the documentation submitted to date by the permit applicant;
      (iii) Proposed caveats on the provision for affordable housing on the site;

(iv) Poor resolution of open space and pedestrian connectivity across the site and an attempt to exempt the application from the requirements of Clause 53.01 (Public Open Space Contributions); and

(v) Proposed scale of the development.

(b) Outlining recommendations that can be included on any planning permit granted for land at 53, 61-67, 77-79 Burnley Street, 1-9 Doonside Street and 620 Victoria Street, Richmond.

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7.2 PPE22/0103 - Development Facilitation Program Referral of Amendment C307 to the Yarra Planning Scheme

Reference	D23/69806
Author	Lara Fiscalini - Principal Planner
Authoriser	General Manager - City Sustainability and Strategy

Background

Relevant Planning History

1. In 2021, Council was advised by the DTP that a combined planning scheme amendment and planning permit application for the development of the general Victoria Gardens precinct was being sought under Section 96A of the *Planning and Environment Act* 1987 (the Act).
2. Initial conversations had with the DTP and the permit applicant provided Council the opportunity to outline a number of serious concerns with the proposal.
3. Subsequently the application was reviewed by the Victorian Design Review Panel (part of the Office of the Victorian Government Architect), who were not supportive of the proposal; with particular reference to the proposed heights of buildings and the provision of public open space.
4. In response, a revised scheme was resubmitted, which DTP's Development Facilitation Program accepted as being suitable for priority assessment.
5. This report provides the DTP with Council's recommendations and further requirements to be considered by the DTP during their assessment.

The Proposal

6. Draft Amendment C307 relates to the proposed expansion of the Victoria Gardens precinct, which includes the land at 610, 620 and 668-682 Victoria Street, 10, 15, 20 , 25-35 and 40 River Boulevard, 10 and 29 Elaine Court, 3-5, 6 and 15 Christine Crescent, 53-79 Burnley Street and 1-9 Doonside Street, Richmond, with Planning Permit PA2201662 limited to the Doonside precinct at No. 1-9 Doonside Street & 53A - 79 Burnley Street, Richmond (located within the south-west corner of the Victoria Gardens precinct).
7. Figure 1 demonstrates the overall site involved in the proposed amendment, with the orange section highlighting the precinct affected by the permit application only.

Figure 1: Victoria Gardens Comprehensive Development Areas Map. Source: Public Realm Strategy – Arcadia

Planning Scheme Amendment

8. Draft Amendment C307 includes the following sites within the Victoria Gardens precinct;
   (a) No. 610 Victoria Street, Richmond;
   (b) No. 620 Victoria Street, Richmond;
   (c) No. 668 – 682 Victoria Street, Richmond;
   (d) No. 53-79 Burnley Street, Richmond;
   (e) No. 1-9 Doonside Street, Richmond;
   (f) No. 10 River Boulevard, Richmond;
   (g) No. 15 River Boulevard, Richmond;
   (h) No. 20 River Boulevard, Richmond (Lot 9);
   (i) No. 25-35 River Boulevard, Richmond;
   (j) No. 40 River Boulevard, Richmond;
   (k) No. 10 Elaine Court, Richmond;
   (l) No. 29 Elaine Court, Richmond;
   (m) No. 3-5 Christine Crescent, Richmond;

(n) No. 6 Christine Crescent, Richmond; and

(o) No. 15 Christine Crescent, Richmond.

9. The precinct is bordered by Victoria Street to the north, Burnley Street to the west, Doonside Street to the south and the Yarra River to the east.

10. The Victoria Gardens precinct is currently affected by two zones; the Mixed Use Zone (MUZ) and the Comprehensive Development Zone, Schedule 1 (CDZ1). Within the CDZ1 there are several restrictions including mandatory height controls and a sensitive use buffer area which currently prohibits residential use within this portion of the site. The zoning is demonstrated in Figure 2, with the MUZ area shown in pink, the CDZ1 shown in blue and the sensitive use buffer highlighted in yellow.

11. The majority of the Doonside precinct is located within the currently zoned MUZ area.

Figure 2: Zoning and sensitive use buffer on Victoria Gardens Precinct. Source: Vicplan 2022

12. The Victoria Gardens precinct is affected by the following overlays;

(a) Design and Development Overlay, Schedule 2 (DD02) & Schedule 9 (DD09);

(b) Environmental Audit Overlay (EAO);

(c) Heritage Overlay (H0374); and,

(d) Development Contributions Plan Overlay, Schedule 1 (DCP01).

13. Draft Amendment C307 seeks to undertake the following key amendments to the planning controls currently affecting the Victoria Gardens precinct, as follows;

(a) Rezone all land within the existing MUZ to CDZ1, resulting in the entire site being located within the CDZ1;

(b) Replace the existing Schedule 1 to the CDZ with a new Schedule 1. The new schedule will provide a new Comprehensive Development Plan (CDP) for the Victoria Gardens site *'Victoria Gardens Comprehensive Development Plan 2022'*; and will:

(i) amend the mandatory height controls for the River Boulevard Precincts;

(ii) introduce mandatory height controls for the Doonside Precinct, delete the car parking controls and delete the Sensitive Use Buffer; and

(iii) delete the current *'Victorian Gardens Building Envelope and Precinct Plan and Precinct 3 Incorporated Document';*

(c) Introduce a new car parking overlay (Parking Overlay - Schedule 2);

(d) Delete Schedule 9 to the DDO from the previous area of MUZ;

(e) Apply the EAO over the entire site;

(f) Amend the Schedule to Clause 53.01 of the Yarra Planning Scheme (the Scheme) to apply an exemption to the public open space contribution requirements on land within the enlarged CDZ area;

(g) Amend 1.0 of the Schedule to Clause 72.01 to make the Minister for Planning the responsible authority for:

(i) matters under Divisions 1, 1A, 2, 3 and 5 of Part 4 of the Planning and Environment Act 1987 (the Act) and for approving associated matters required by the planning scheme to be done to the satisfaction of the responsible authority for the land within Schedule 1 to Clause 37.02 of the Comprehensive Development Zone (Victoria Gardens Comprehensive Development Plan 2022), save for and excluding the land in Lots 1, 2, 3 and 4 on PS 415801 (located east of River Boulevard within the 'Existing Barkers Road Bridge Precinct'), and Lot 7B on PS608608, and Lot 5 on PS 415801 (located east of River Boulevard within the 'River Boulevard Precinct'); and

(h) With regards to point 13(b)(i) above, the existing mandatory height control (RL38) of Lot 9 (No. 20 River Boulevard) would be replaced with a new mandatory height control (RL75); the remaining existing height controls throughout the wider precinct would not be altered. Lot 9 is shown in yellow in Figure 1.

14. New mandatory height controls would be introduced for the Doonside precinct; these controls are shown in red at Figure 3.

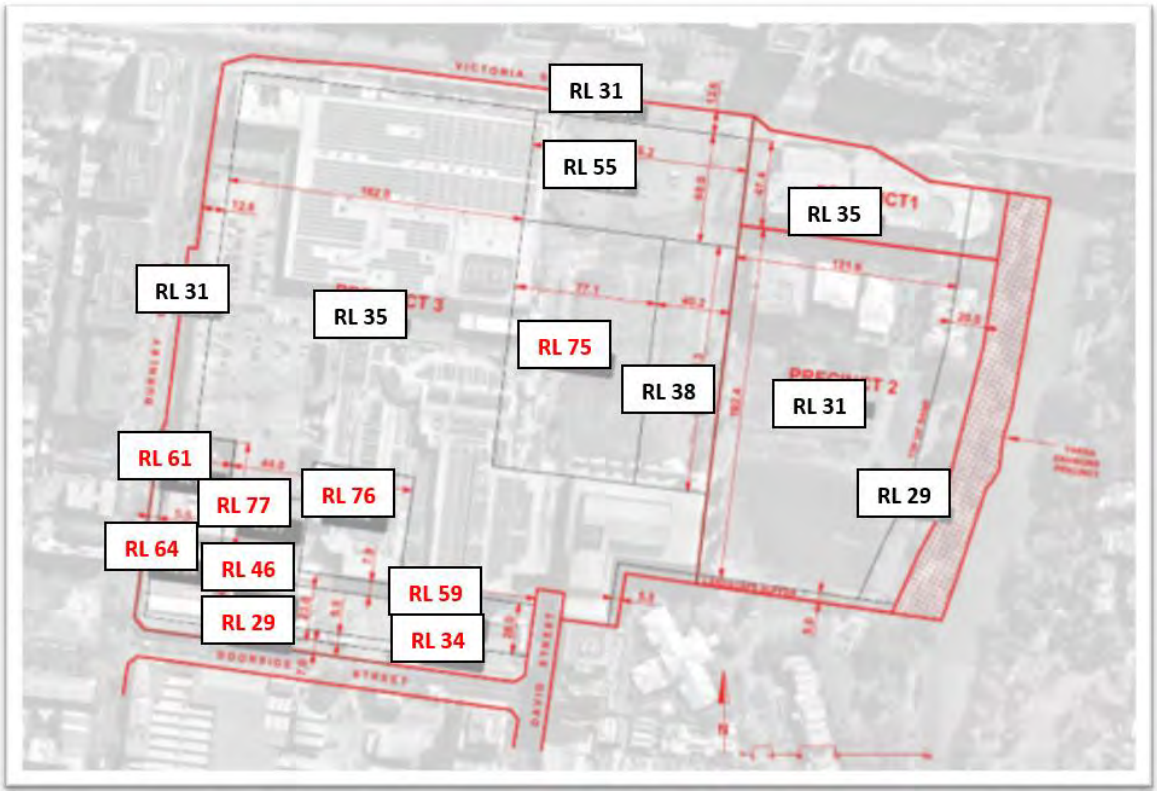

Figure 3: Proposed mandatory heights (new heights in red) within the Victoria Gardens Precinct. Source: Urbis Town Planning report 2022

15. There are no changes proposed to the existing DD02, H0374 or DCP01.

Planning Application

16. The Planning Permit Application PA2201662 (PPA) applies only to the Doonside precinct, which includes the following sites as demonstrated in orange in Figure 1.
    (a) No. 53 Burnley Street;
    (b) No. 61-63 Burnley Street;
    (c) No. 65 Burnley Street;
    (d) No. 67 Burnley Street;
    (e) No. 77-79 Burnley Street;
    (f) No. 1-9 Doonside Street.

17. The proposed works that form part of the PPA are outlined in detail below.

The Proposal

General

18. The PPA seeks approval for the demolition and construction of six multi-storey mixed use buildings, the use of the land for a hotel and a reduction in the standard car parking requirements at 53, 61-67, 77-79 Burnley Street, 1-9 Doonside Street and 620 Victoria Street, Richmond.

19. The proposal comprises a total of 839 'build to rent' apartments located across all buildings. Build-to-rent apartment complexes are designed and constructed by a developer who retains ownership of the building when it's complete. The apartments are then rented out to tenants by the developer, which also manages and maintains the complex.

20. The proposed apartment mix is as follows;
    (a) Studio apartments – 21;
    (b) 1-bedroom apartments – 435 (including 29 with a study);
    (c) 2-bedroom apartments – 369 (including 14 with a study);
    (d) 3-bedroom apartments – 14.

21. The apartments vary in layout and size, with a total of seven different apartment types, ranging between a minimum area of 29.5sqm and maximum area 131.4sqm, with an overall average in size of 74.5sqm.

Affordable housing

22. Affordable housing (associated with dwellings within Doonside Precinct and Lot 9) equalling either not less than 10% affordable housing at a discounted rate, or not less than 2% gifted of market value are proposed to be provided. In respect to Lot 9, the applicant proposes that the Affordable Housing Contribution only applies if the application to increase building height for the lot is approved.

Demolition

23. All existing structures/buildings within the Doonside precinct, with the exception of the former Loyal Studley Hotel at No. 53 Burnley Street, will be demolished. This hotel is located within a site-specific heritage overlay (HO374) along the precinct's western boundary. Demolition works associated with the hotel include the following;
    (a) Removal of the rear wing;
    (b) Removal of the single-storey addition to the south of the original building; and

(c) Removal of a door and a 2.5m section of wall within the ground floor northern wall to create a new opening.

24. These works trigger the requirement for a planning permit, given the location of the hotel within the heritage overlay.

25. The application also proposes to demolish part of the existing shopping complex, limited to an area in the centre of the site (circled in Figure 4 below). The removal of the buildings/structures within the remaining section of the precinct do not require a planning permit.

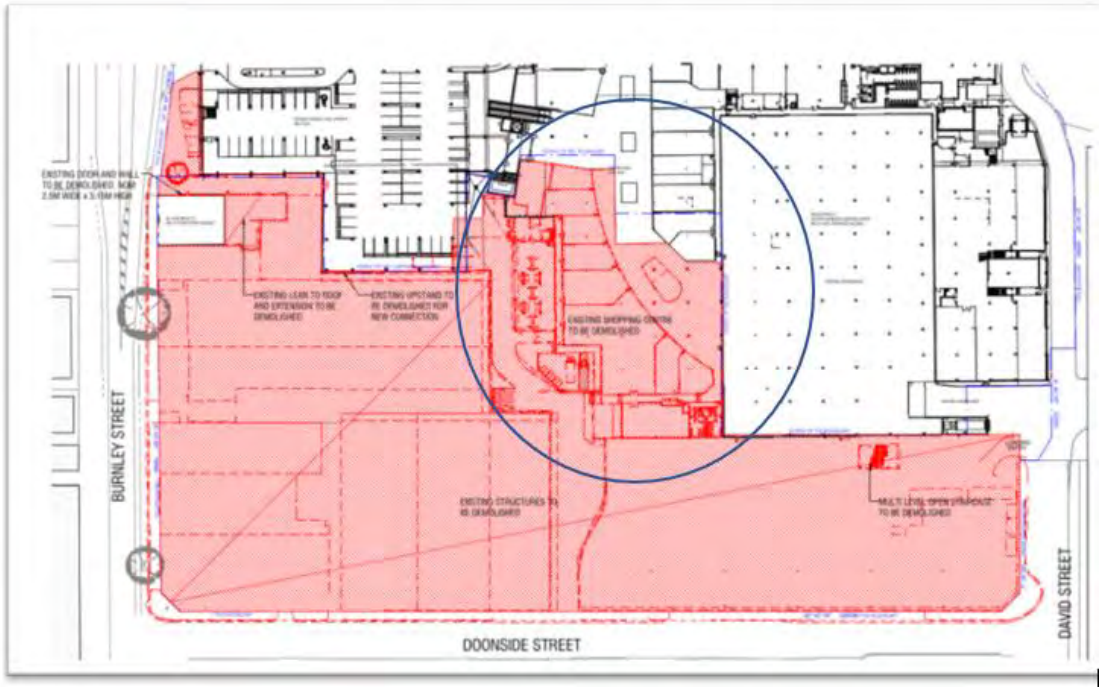

Figure 4: Extent of demolition within the site: Source: Architectural Plans

Development

26. The proposed development of the site comprises six buildings which will be connected via podium levels, shared walkways and open space over two levels of basement car parking. The proposed development will integrate with the existing built form of the Victoria Gardens Shopping Centre to the north. The layout of the buildings and corresponding heights is provided in Figure 5.

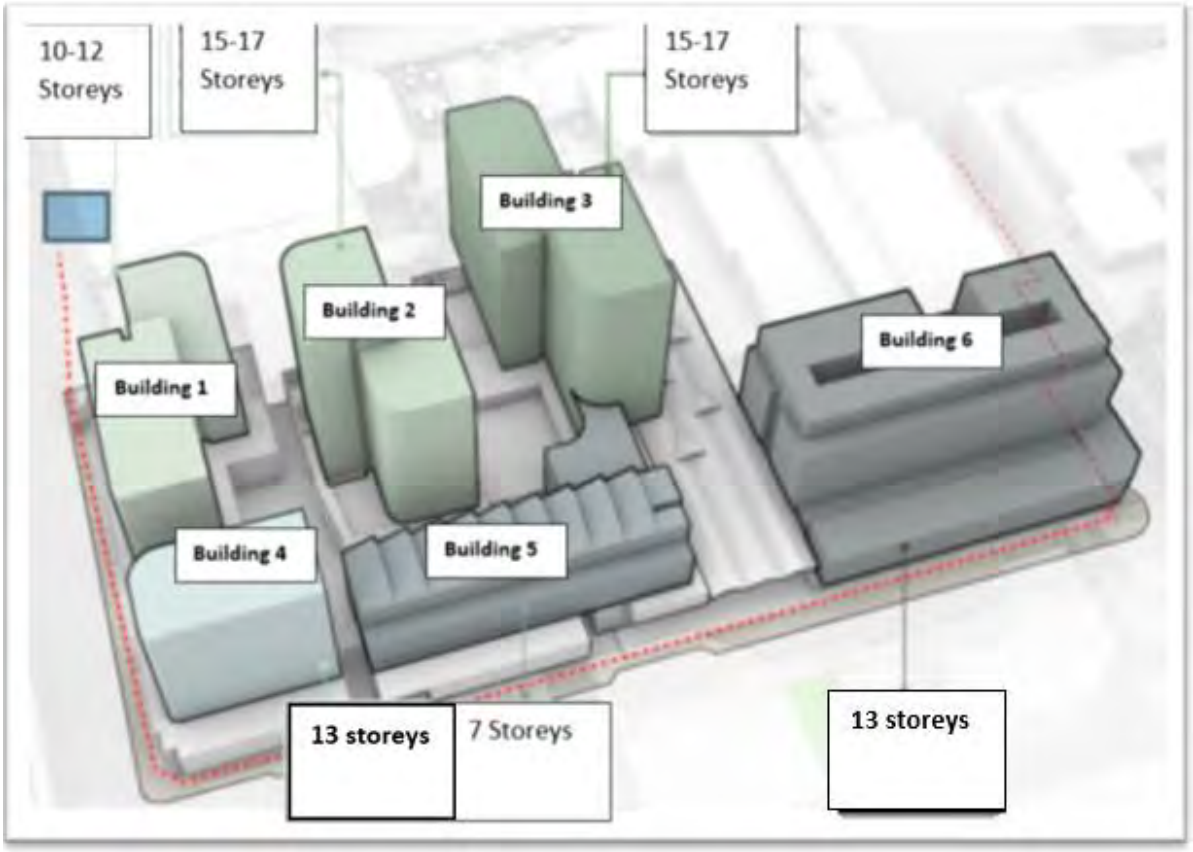

Figure 5: Proposed layout/heights of development: Source: Urbis Town Planning Report 2022

27. Details of each building is as follows;

Building 1 (Burnley Street);

28. Ranging in height between 10-12 storeys with a maximum building height of RL58.5 (excluding plant);

29. This building will contain a hotel (pub), various food and drink premises, retail space, office and residential lobbies at ground level, offices at Level 1 and 141 dwellings above.

Building 2 (central middle building);

30. Ranging in height between 15-17 storeys (plus an additional mezzanine level), with a maximum building height of RL73.75 (excluding plant);

31. This building will contain retail space, residential bike parking, office and residential lobbies at ground level, offices and residential amenities at Level 1 and 136 dwellings above.

Building 3 (central eastern most building);

32. Ranging in height between 15-17 storeys, with a maximum building height of RL73.75 (excluding plant);

33. This building will contain retail and food and drinks premises at ground level with direct connection into the existing shopping centre, communal open space and residential amenities at Level 1 and 215 dwellings above;

Building 4 (Corner of Burnley and Doonside Streets);

34. 13 storeys, with a maximum building height of RL61.55 (excluding plant);

35. This building will contain food and drink premises at ground level with residential lobby area, offices at Level 1 and 77 dwellings above;

Building 5 (Doonside Central):

36. 7 storeys, with a maximum building height of RL 43.25 (excluding plant);

37. This building will contain a retail and food and drink premises at ground level with an office lobby and residential amenity area, offices at Level 1 and 82 dwellings above;

Building 6 (Doonside Eastern Building);

38. 13 storeys (plus an additional two mezzanine levels), with a maximum building height of RL 56.9 (excluding plant);

39. This building will contain a retail space and offices at ground level with bicycle parking and residential lobby area, an entrance to the existing cinema within the Victoria Gardens shopping complex, 2 levels of car parking sleeved by dwellings with a total of 188 dwellings above.

40. A site plan, demonstrating the surrounding streets and internal layout/connectivity of the development is provided at Figure 6.

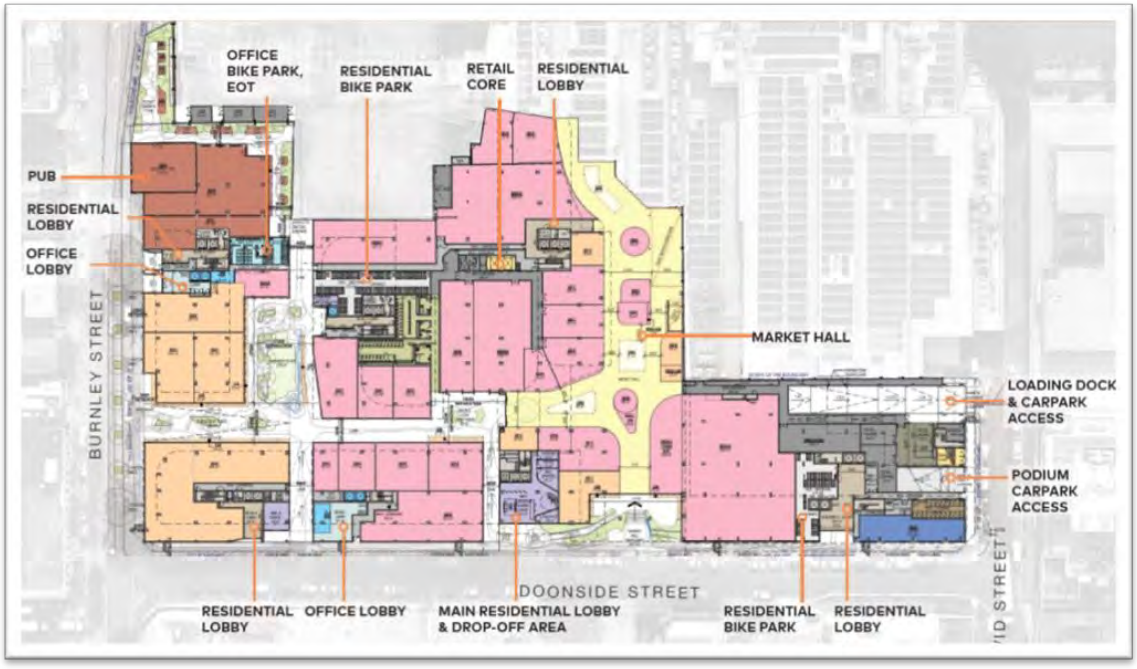

Figure 6: Proposed site plan. Source: Architectural drawings prepared by COX Architecture 2022

41. Images of the proposal, as viewed from Doonside Street in the south and Burnley Street to the west, are provided at Figures 7 & 8.

Figure 7: View of southern elevation from Doonside Street. Source: Urbis Town Planning Report 2022

Figure 8: View of western elevation from Burnley Street. Source: Urbis Town Planning Report 2022

Basement

42. Two levels of basement carparks are proposed; these are located on the western side of the development, with a ramp providing vehicle access from David Street (off Doonside Street) to the east. Additional car parking will be provided above ground within Building 6.

43. The car parking areas will contain the following;
    (a) A total of 518 car parking spaces;
    (b) Residential storage;
    (c) Retail and residential loading areas, with a total of 9 loading bays provided; and
    (d) Retail and residential back of house services, including substation, storage, plant and equipment.

Ground Floor – Level 1

44. At ground floor, the development will be setback a minimum of 2.5m (except for the heritage hotel which remains built to the street) to Burnley Street, Doonside Street and David Street to provide for widened footpaths. Various public realm improvements will be undertaken; these

include new street trees, visitor bicycle hoops and indented car parking spaces along Doonside Street (for short-term parking and loading activity).

45. The Ground Floor - Level 1, including Mezzanine Levels, will provide a wide range of commercial uses, including the Market Hall, with primary access from Doonside Street in the south. The Market Hall is a covered space that comprises retail uses, free-standing kiosks and seating areas, and is integrated through to the Victoria Gardens Shopping Centre in the north. An internal image of the Market Hall is provided at Figure 9, with the external entrance from Doonside Street demonstrated in Figure 10.

Figure 9: Internal view of Market Hall. Source: Urbis Town Planning Report 2022

Figure 10: External view of Market Hall entrance from Doonside Street. Source: Urbis Town Planning Report 2022

46. Offices and retail tenancies will be dispersed throughout the site with the following floor areas proposed;
    (a) Office – 3,485sqm of floor area;
    (b) Food and drink premises – 1,914sqm of floor area;
    (c) Hotel – 1,446sqm of floor area; and
    (d) Shops – 5,185sqm of floor area.

47. The hotel addressing Burnley Street within the existing heritage building at No. 53 Burnley Street will be refurbished, with an addition to the rear.

48. A total of 972 bicycle spaces will extend across three areas at the ground floor and mezzanine levels, both for residents and employees (associated with retail and office spaces) with visitor spaces provided within the site and on-street. The bicycle breakdown is as follows;
    (a) Residential – 844 bicycle spaces;
    (b) Employee – 40 bicycle spaces;
    (c) Visitor – 88 bicycle spaces, with 62 spaces within the external public realm.

Publicly Accessible Open Space and laneways

49. The proposal provides various internal laneways, connected by courtyards and areas of public open space. These are demonstrated in Figure 11 and include:

    (a) Widened pedestrian footpaths along Burnley Street and Doonside Street, including the planting of street trees and provision of public seating;

    (b) Pedestrian laneway along the northern boundary of the site, adjacent to the heritage hotel;

    (c) Public indoor pedestrian access through the Market Hall to the Victoria Gardens Shopping Centre;

    (d) North-south and east-west pedestrian laneways, connecting Burnley and Doonside Streets;

    (e) Pocket Garden, Burnley Laneway and Doonside Plaza with landscaping and deep soil planting incorporated, including trees, planters, in-ground planting, and lawn;

    (f) Double Level Courtyard with landscaping and seating including shade planting and vertical green wall; and,

    (g) Market Hall Square on Doonside Street with a combination of garden beds with canopy trees and a mixture of seating options.

50. Approximately 2,660qsm, or 30% of the total area will be publicly accessible open space and or laneway areas will be provided.

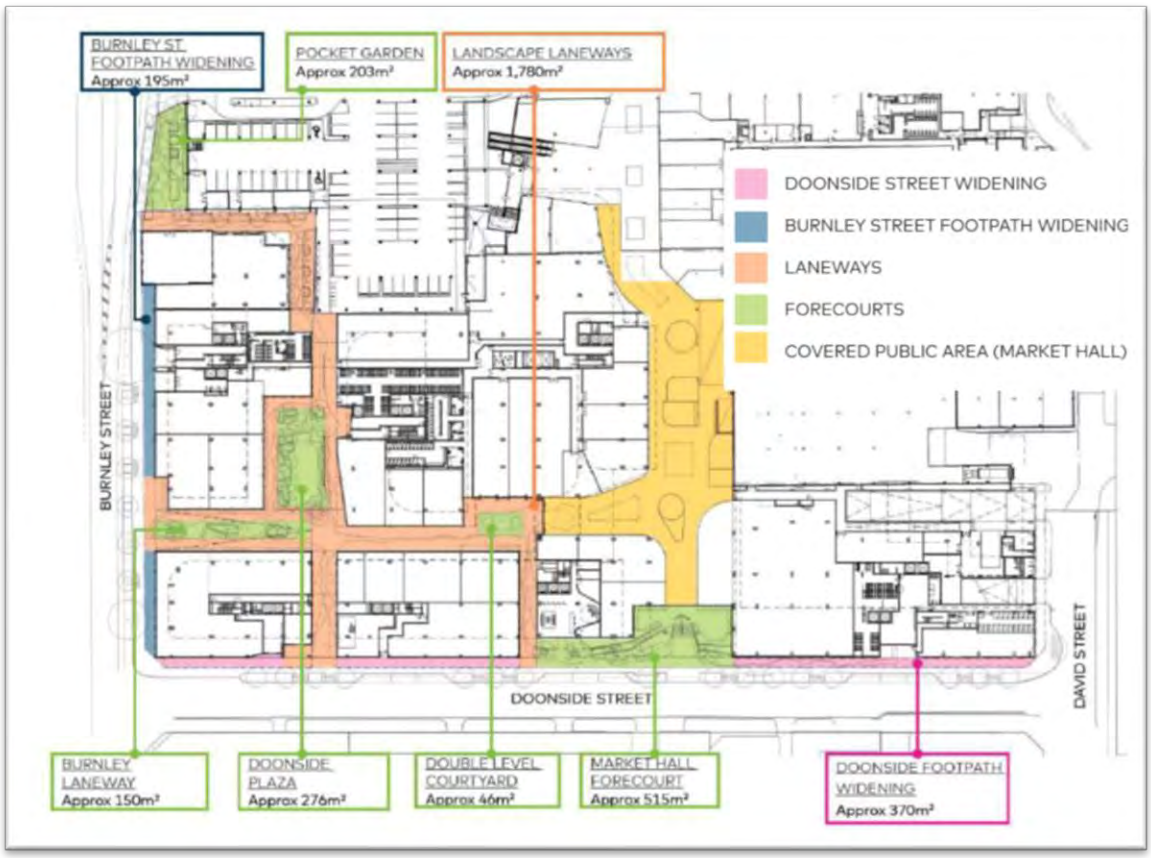

Figure 11: Location of internal laneways and public open space. Source: Urbis Town Planning Report 2022

Private Communal Open Space

51. Communal Private open space and landscaping is provided throughout the development as follows:
    (a) Level 1 residential garden, including a 25m swimming pool, outdoor shower facilities, family area, water feature, grassed areas, substantial planting and outdoor terrace, barbeque and dining areas;

    (b) Level 2 landscaping, including vegetated green roofs (buildings 2 and 3), raised planters to edge of the buildings and with screening planting;

    (c) Level 3 areas, including raised planters and private terraces to Building 6;

    (d) Level 5 communal roof terrace between Buildings 3 and 5, as well as raised planters to Building 5;

    (e) Level 9 raised planters to edge of Building 6.

Materials and Finishes

52. A wide range of construction materials are proposed and have been designed to distinguish between the differing built form elements across the proposal. The key finishes are summarised as follows.

53. The podium will comprise materials including red brick, sandy brick, hit and miss red brickwork, dark grey precast concrete, monument colourbond metal, timber panelling and various glazing types. Examples of the podium finishes are provided in Figures 12 & 13.

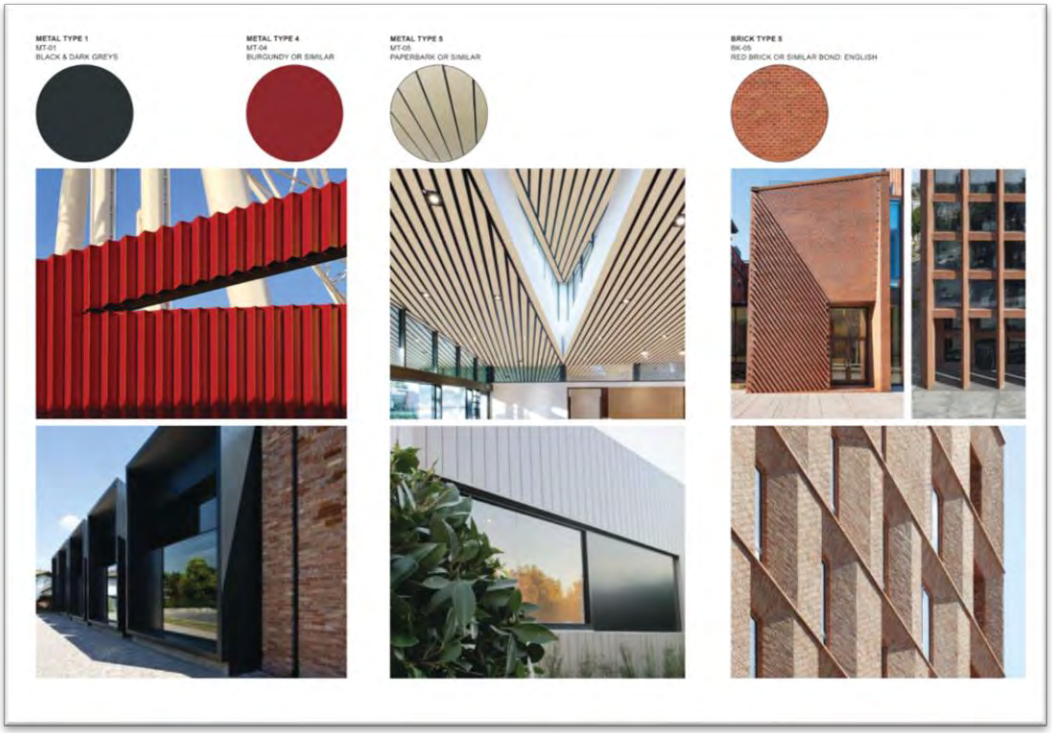

Figure 12: Proposed metal/brick finishes for podium levels. Source: Architectural Plans 2022

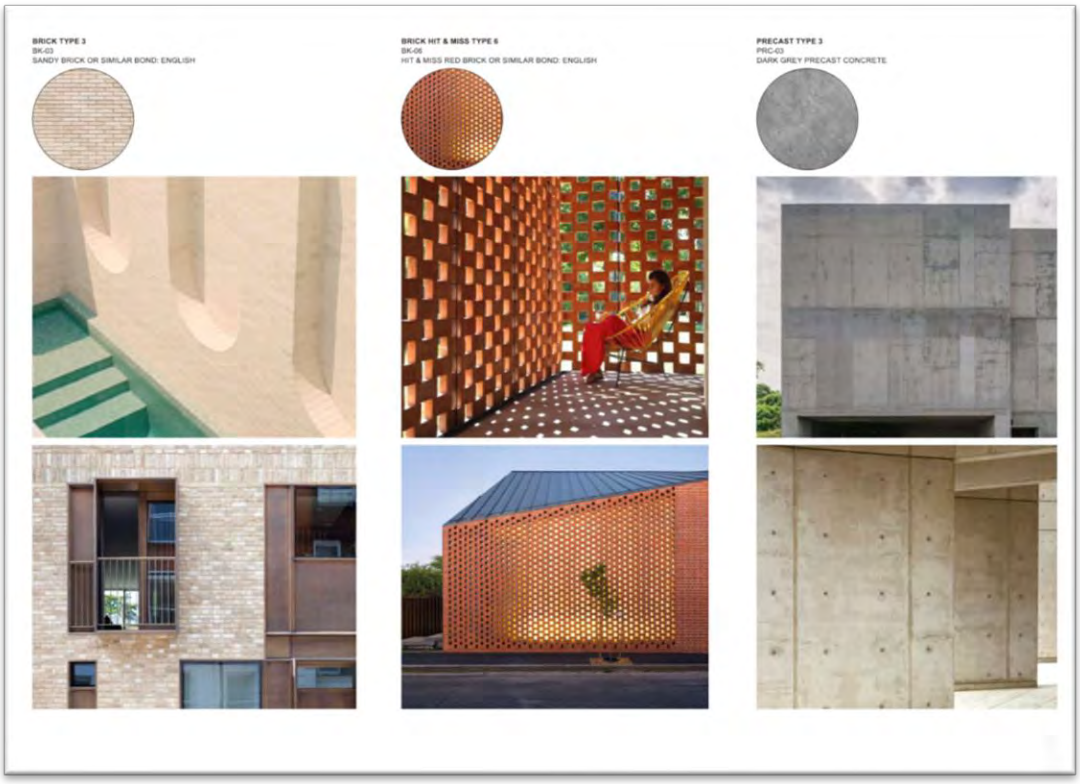

Figure 13: Proposed brick finishes for podium levels. Source: Architectural Plans 2022

54. The towers will be constructed using a wide range of materials, including light and mid grey precast concrete, silver tinted glass, exposed concrete slab edges, various coloured regular and hit and miss brick work, terracotta tiles, with features of mesh screening and metal privacy screening, as well as angled and flat metal balustrades. Examples of the tower finishes are provided in Figures 14 & 15.

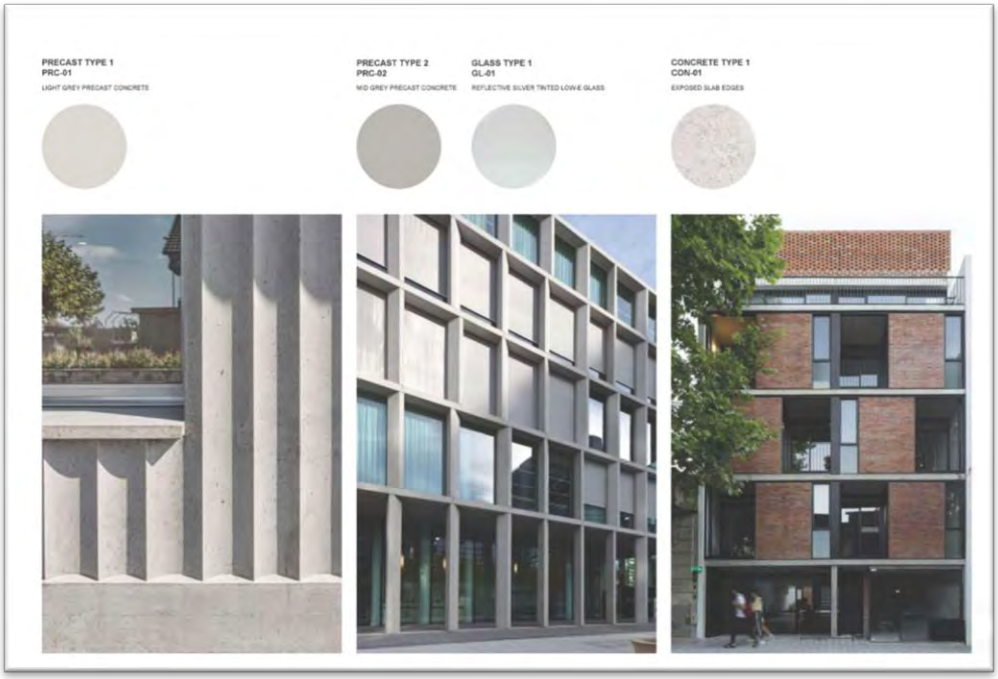

Figure 14: Proposed brick finishes for tower levels. Source: Architectural Plans 2022

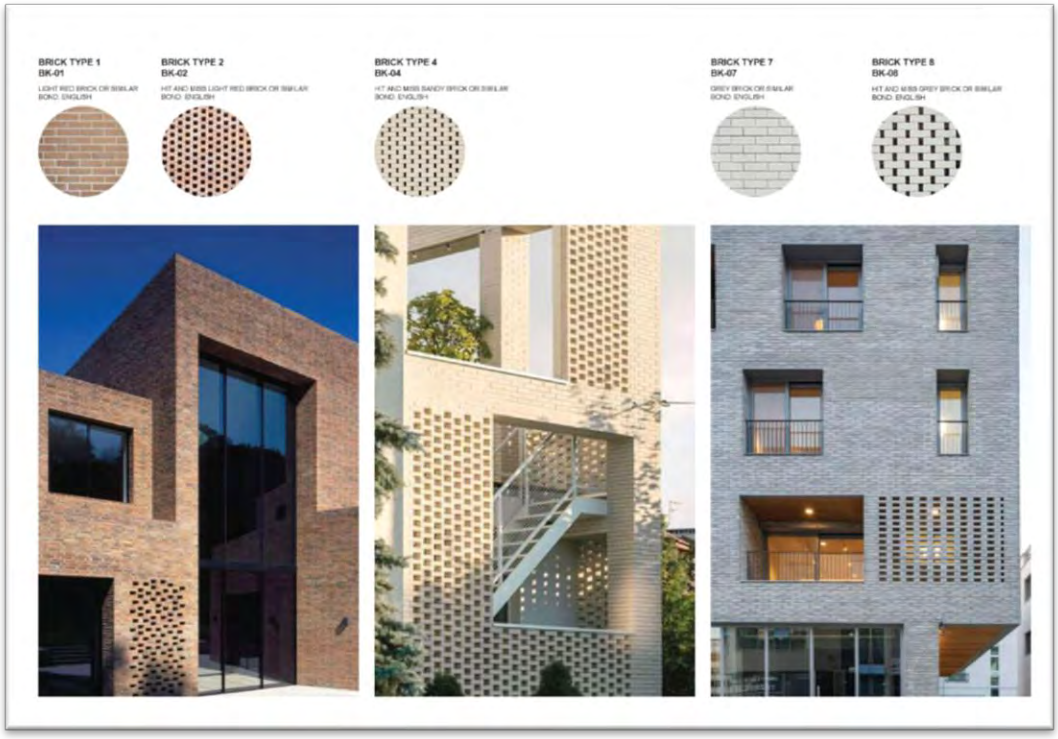

Figure 15: Proposed brick finishes for tower levels. Source: Architectural Plans 2022

Staging

55. The proposal seeks to stage the delivery of the development. Each stage of development can be summarised as follows and demonstrated in Figure 16:

    (a) Stage 1 - basement levels, development at the ground floor and mezzanine levels within the central and eastern portions of the site (Buildings 2, 3, 5, and 6), and development located centrally within the subject site at Level 1 and above (Buildings 2 and 5). This stage will include the ground level Market Hall, Doonside Street entry, retail and residential loading docks, services and substation. (Green).

(b) Stage 2 - development interfacing Burnley Street at the Ground Floor and above of Buildings 1 and 4, including the restoration of the Former Loyal Studley Hotel. This stage includes the Burnley Street footpath widening and entry forecourt (Yellow).

(c) Stage 3 - development located within the eastern portion of the subject site (Building 6) at Level 1 and above (Blue).

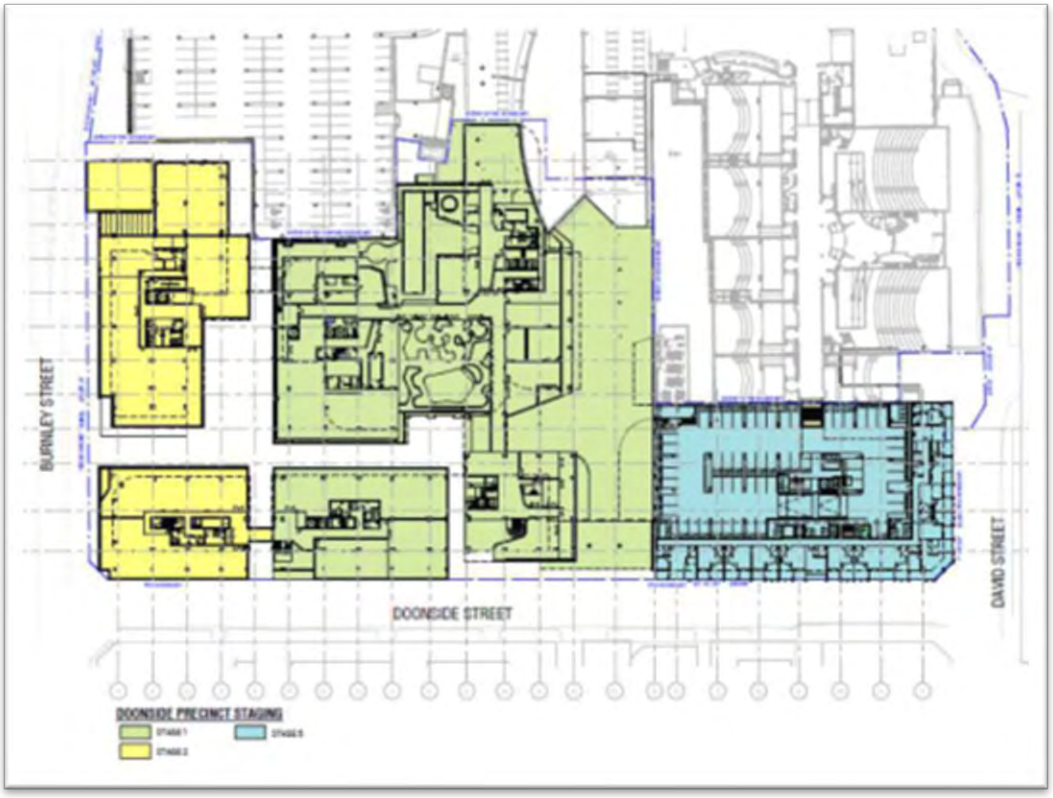

Figure 16: Staging Plan. Source: Urbis Town Planning report 2022

Existing Conditions

Subject Site

56. As previously discussed, and demonstrated in Figure 1 (and reproduced below in Figure 17), the overall Victoria Gardens site comprises four precincts:
    (a) The Victoria Gardens Shopping Centre (including No. 40 River Boulevard);
    (b) Doonside Precinct;
    (c) River Boulevard Precinct, including Lots 9 and 10 & No. 25-35 River Boulevard;
    (d) Barkers Road Bridge Precinct.

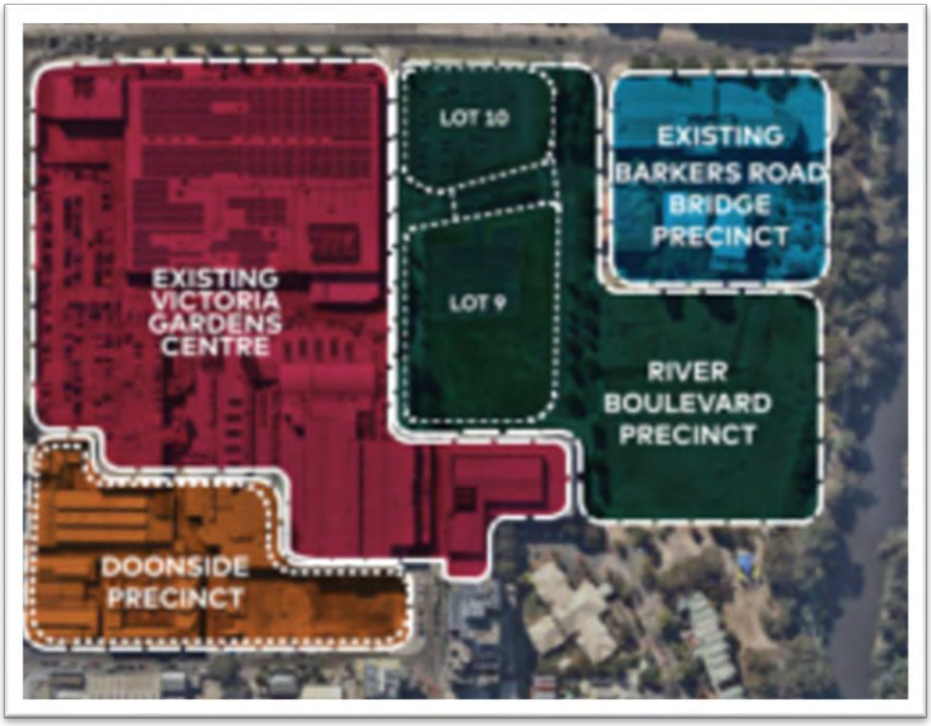

Figure 17: Victoria Gardens Comprehensive Development Areas Map. Source: Public Realm Strategy – Arcadia 2022

57. The Victoria Gardens precinct is bound by Victoria Street to the north, Burnley Street to the west, Doonside Street to the south and the Yarra River Trail to the east. An aerial image of the site is provided at Figure 18.

Figure 18: Aerial image of subject site. Source: Council GIS April 2022

Victoria Gardens Shopping Centre (including No. 40 River Boulevard)

58. The existing Victoria Gardens Shopping Centre (No. 610 & 620 Victoria Street, Richmond) accommodates various retail and commercial land uses, including cinemas, entertainment areas, a food court, specialty retail shops, furniture stores, supermarket (Coles) and a gymnasium. Office floorspace is also provided within the building on the south-eastern corner of Burnley Street and Victoria Street.

59. The existing built form of the Victoria Gardens Shopping Centre can be summarised as follows:
    (a) Overall building height of 5-6 storeys with two levels of basement car parking;

    (b) Two vehicular entry/exits to the car park located along Burnley Street, a park entry point located along Victoria Street and another along the eastern interface accessed from River Boulevard. A loading dock for the Coles Supermarket is located at the rear of the Shopping Centre, accessed via David Street.

    (c) Poor pedestrian interface to the street.

60. For the purposes of the PSA, No. 40 River Boulevard is also considered to be part of the existing Victoria Gardens Shopping Centre area. It is located to the south of Lots 9 & 10. The site contains a four-storey office building known as the BAE Building.

Doonside Precinct (subject of the current planning application)

61. The Doonside Precinct is located directly to the south of the existing Victoria Gardens Shopping Centre and is bound by Burnley Street to the west for approximately 100m, Doonside Street to the south for approximately 205m and David Street to the east. The total site area of the Doonside Precinct is 1.81 hectares.

62. The Doonside Precinct currently accommodates six, single and double-storey brick buildings, fronting Burnley Street and Doonside Street. The remaining site is vacant, accommodating informal, at-grade car parking.

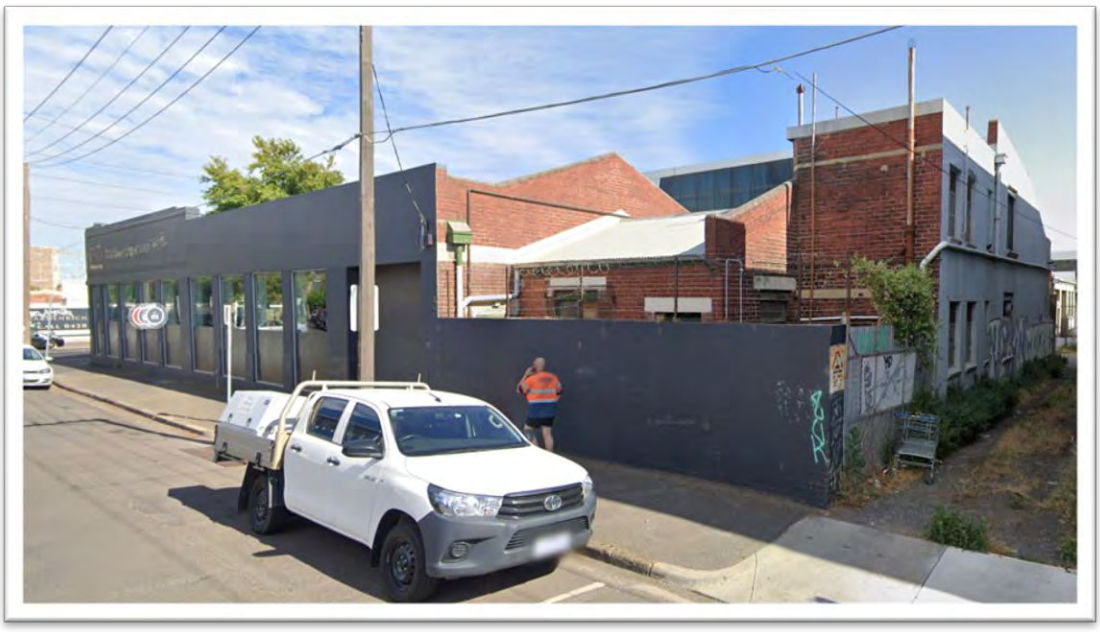

Figure 19: South-west corner from Doonside Street

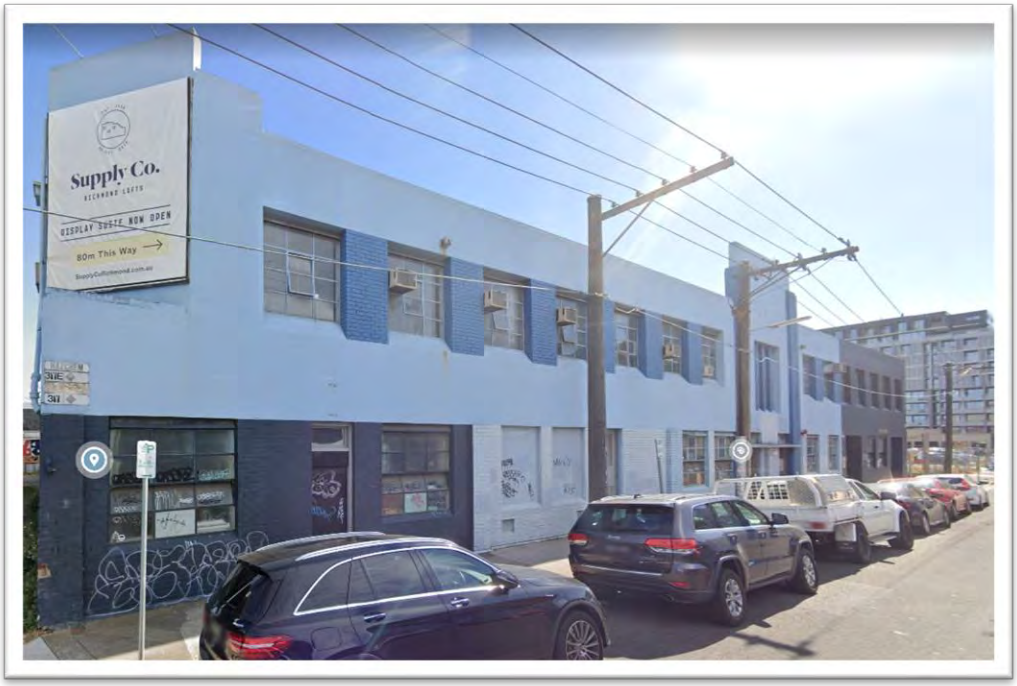

Figure 20: View to east along Doonside Street

Figure 21: South-east corner from Doonside Street

63. The former Loyal Studley Hotel is located at No. 53 Burnley Street (Figure 22). This building is recognised for its heritage value, with a site-specific Heritage Overlay (H0374) affecting the land.

Figure 22: Former Loyal Studley Hotel. Source: Google street view December 2020

River Boulevard Precinct, including Lots 9 and 10 & No. 25-35 River Boulevard

64. The River Boulevard Precinct is to the east of the existing Shopping Centre with an interface to Victoria Street and the Yarra River. It includes:

    (a) Nos. 10 (Lot 10) and 20 (Lot 9) River Boulevard which are currently vacant land/car parking lots (Plans have been endorsed under Planning Permit PLN16/1156 which allow for the construction of five, multi-storey, mixed-use buildings); and

    (b) No. 25-35 River Boulevard which is currently vacant land. A Development Plan (PLN21/0836) and Planning Permit (PLN22/0142) was approved by Council on 28 February 2023 allowing the following;

        (i) Development Plan 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

        (ii) Planning Permit 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).

Barkers Road Bridge Precinct

65. The Barkers Road Bridge Precinct addresses Victoria Street and contains the following buildings;

    (a) No. 660 Victoria Street, a 4-storey office/commercial building fronting Victoria Street. A café and restaurant are located at the ground floor;

    (b) No. 680 Victoria Street, a function centre fronting Victoria Street and the Yarra River; and

    (c) A series of groups of 3-6 storey residential buildings located on Elaine Terrace and Christine Court.

Aboriginal Cultural Heritage

66. The northern and eastern portion of the Victoria Gardens site is within an area of Aboriginal Cultural Heritage Sensitivity, as demonstrated in green in Figure 23. This includes land located within the Victoria Gardens Precinct, the River Boulevard Precinct and Barkers Road Precinct. No new works are proposed within this area as part of the PA.

Figure 23: Area of Aboriginal Cultural Heritage Sensitivity. Source: Urbis Town Planning Report 2022

Certificates of title

67. The Doonside Precinct, comprises a total of seven land parcels as follows:
    (a) Lot 1 on Title Plan 211146G, commonly referred to as No. 53 Burnley Street;
    (b) Lots 1 and 2 in Title Plan 212632R, commonly referred to as No. 61-63 Burnley Street;
    (c) Lot 4 on Lodged Plan 13552, commonly referred to as No. 65 Burnley Street;
    (d) Lot 5 on Lodged Plan 13552, commonly referred to as No. 67 Burnley Street;
    (e) Lot 6 on Lodged Plan 13552, commonly referred to as No. 77-79 Burnley Street;
    (f) Lots 7,8 and 9 on Lodged Plan 13552, commonly referred to as No. 1-9 Doonside Street; and
    (g) Lot 14 on Plan of Subdivision 427328, commonly referred to as No. 620 Victoria Street.

Surrounding Land

68. The subject site is located in an area which includes higher density residential development, industrial uses, a major arterial road and two Activity Centres (Victoria Street and Bridge Road). The proximity to these Major Activity Centres (MAC) ensures that the site has good access to a range of amenities and services, including within the Victoria Gardens Shopping Centre.

69. Several public transport options are accessible within proximity to the subject site, including:
    (a) Tram Routes 109 (Box Hill- Port Melbourne) and 12 (St Kilda - Victoria Gardens) approximately 350- 400m to the north and north-east of the site respectively, servicing Victoria Street;
    (b) Tram Routes 48 (Victoria Harbour Docklands - North Balwyn) and 75 (Etihad Stadium - Vermont South) approximately 550m south of the site, along Bridge Road;
    (c) Bus Route 609 (Hawthorn - Fairfield), approximately 1.2km east of the site;

(d) Burnley Station, approximately 1.5km south of the site;
(e) North Richmond Station, approximately 1.8km west of the site; and
(f) West Richmond Station, approximately 1.9km west of the site.

70. Sustainable travel modes, including cycling and walking, are accessible via the Main Yarra Trail/Capital City Trail off-road bicycle and walking path to the east of the site, along the Yarra River, as well as bicycle and foot paths along Burnley Street to the west.

71. The surrounding area features a variety of building styles, primarily consisting of inter-war factory and commercial buildings typically between one and four storeys in height, and contemporary high-rise apartment and mixed-use developments.

72. The table provided within the Urbis Town Planning Report (Figure 24) provides an overview of the development activity in the area within recent years. This table outlines nearby developments recently approved, under-construction, or constructed.

Address	Development	Status
43 Blazey Street	7 storeys, commercial	Approved
53 Appleton Street	6 storeys, residential	Approved
161 Burnley Street	12 storeys, commercial	Approved
171 Buckingham Street	4 buildings, ranging in height from 5-8 storeys	Under Construction
10-20 River Boulevard	5 buildings, 13 storeys, commercial	Approved
175 Burnley Street	9 storeys, commercial	Approved
649 Victoria Street	10 storeys, residential	Constructed
627 Victoria Street	2 buildings, 9 storeys, residential	Constructed
1 Acacia Place	10 storeys, residential	Constructed
619 Victoria Street	9 storeys, residential	Constructed
20 Shamrock Street	11 storeys, residential	Constructed
132 Burnley Street	8 storeys, commercial	Constructed
36-44 Doonside Street and 27-41 Appleton Street	13 storeys, residential	Constructed
9-15 David Street	11 storeys, residential	Constructed

Figure 24: Surrounding development. Source: Urbis Town Planning Report 2022

73. The more immediate interfaces are as follows;

North

74. To the north of the Doonside and Victoria Garden precincts is Victoria Street, a major arterial road defined as within the 'Principal Road Network – TRZ2' within the Scheme. Victoria

Street provides an east-west connection through Richmond. Adjacent to the subject site, a tram super stop is located on Victoria Street.

75. On the opposite side of Victoria Street, further north, No. 647 Victoria Street is under construction (Figure 25), with the 'Skipping Girl' Sign to the north-east. Also, to the north-east is the 11-13 storey 'Honeywell' residential development. To the north-west are several taller (8 and 10 storeys) residential developments. These are demonstrated in Figure 26.

Figure 25: No. 647 Victoria Street – construction almost completed

Figure 26: Built form to the north-west

East

76. Immediately to the east is David Street, a local road extending between the existing Shopping Centre to the north and Appleton Street to the south. David Street accommodates traffic in either direction and provides vehicular access to loading zones, including the Coles loading bay.

Figure 27: David Street, looking north

77. On the opposite side of David Street is No. 9-15 David Street; an 11-storey apartment building constructed in 2018. Beyond this is the River Boulevard Precinct to the north-east and low scale residential properties to the south-east.

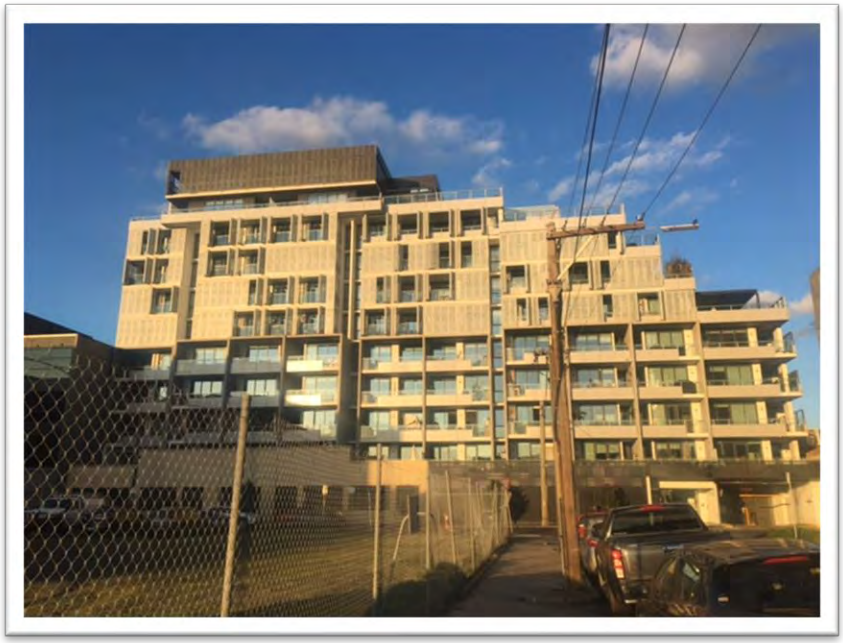

Figure 28: No. 9-15 David Street

78. The Yarra River also borders these areas to the east.

South

79. Immediately to the south is Doonside Street, a local road extending between Burnley Street to the west and David Street to the east. Doonside Street currently accommodates traffic in either direction and restricted on-street car parking on either side of the road.

80. On the southern side of Doonside Street is No. 81-95 Burnley Street and No. 26 Doonside Street which is occupied by Harry the Hirer. The site currently accommodates several warehouse buildings and a large car parking area. The Harry the Hirer site had a Planning Scheme Amendment to the Scheme approved on 6 May 2021 (Amendment C223); this Amendment incorporated Schedule 15 to the Development Plan Overlay (DPO) into the Scheme. This DPO allows a substantial redevelopment of the land to include a number of multi-storey commercial and residential buildings. An application under the DPO is currently being considered by Council. Specific requirements of the DPO and how it affects the subject site will be discussed throughout this assessment.

Figure 29: Harry the Hirer site to the south

81. No. 36-44 Doonside Street is also located on the southern side of Doonside Street, to the south-east. This site accommodates a recently constructed, residential development, between 8 and 13-storeys in height, which comprises a mix of townhouses, apartments and ground floor retail premise (Figure 30).

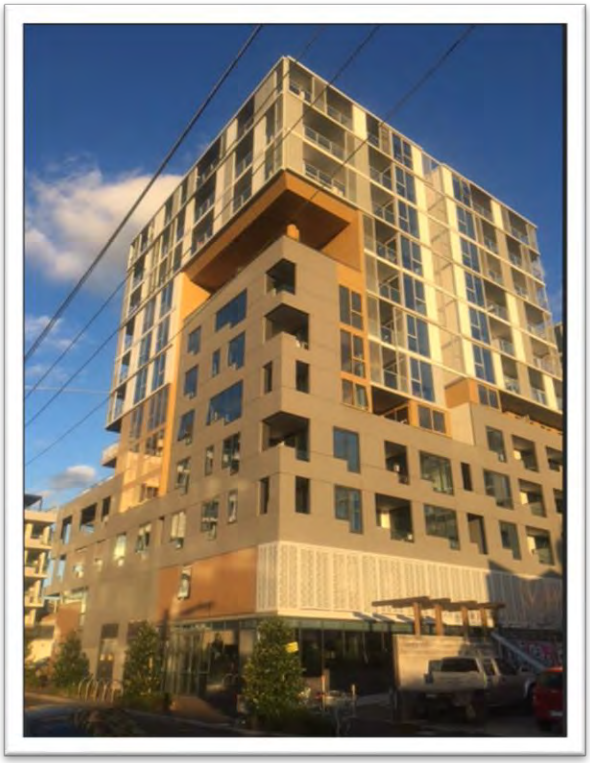

Figure 30: No. 36-44 Doonside Street

West

82. Bounding the subject site to the west is Burnley Street, an arterial road categorised as TRZ2, extending north-south through Richmond. Burnley Street accommodates a lane of traffic, a bicycle lane and on-street car parking in both directions.

83. Further to the west, on the opposite side of Burnley Street, built form ranges between remnant single storey dwellings up to the more recent No. 171 Buckingham Street currently being developed with 6 - 7 multi-storey predominantly residential development (Figure 31). Towards the Victoria Street intersection, built form is typically between 6 – 7 storeys as it interfaces with the Victoria Gardens Shopping centre.

Figure 31: No. 171 Buckingham Street

Planning Scheme Provisions

Zoning

84. The Doonside precinct, the subject of the PPA, is currently included within the MUZ. Amendment C307 seeks to rezone this land to CDZ1 (and amend the current wording of Schedule 1 to the CDZ) to allow for the entire Victoria Gardens precinct to be contained in one zone. The existing and proposed provisions will be outlined below for context.

Mixed Use Zone

85. The purposes of the MUZ are:

    (a) *To implement the Municipal Planning Strategy and the Planning Policy Framework;*
    (b) *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality;*
    (c) *To provide for housing at higher densities;*
    (d) *To encourage development that responds to the existing or preferred neighbourhood character of the area; and*
    (e) *To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.*

86. Pursuant to Clause 32.04-2 of the Scheme, the following uses are *Section 1 – Permit not required* uses:
    (a) Dwelling, Office and Shop.

87. Pursuant to Clause 32.04-2 of the Scheme, the food and drink premises are *Section 2 – Permit required uses* as the overall floor area will exceed 150sqm. The Hotel is also a Section 2 use.

88. Pursuant to Clause 32.04-6 of the Scheme, a planning permit is required to construct two or more dwellings on a lot. For an apartment development of five or more storeys, excluding a basement, the objectives, standards and decisions guidelines of Clause 58 apply.

Existing Comprehensive Development Zone – Schedule 1 (Victoria Gardens Comprehensive Development)

89. Under the current Schedule, the following controls apply:

    (a) Section 1 specifies that a permit is not required for a dwelling;

    (b) Section 1 also specifies that a food and drink premises (other than a hotel) and an office does not require a planning permit as long as they are not located in Precinct 2 of the Victorian Gardens Precinct (as outlined in the *Victorian Gardens Building Envelope and Precinct Plan and Precinct 3 Incorporated Document).* A shop does not require a planning permit as long as it is not located in Precincts 1 & 2. The Doonside Precinct is entirely located within Precinct 3 (refer Figure 3 of this planning report);

    (c) A hotel is a *Section 2 – permit required* use;

    (d) Section 5 specifies 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;

(e) Sections 6,7,8,9 and 10 outline requirements for a development plan, pedestrian amenity and access plan, management plan, transport plan and landscape plan. Section 15 outlines the guidelines for approving plans;

(f) As required under the EAO (further policy below), the CDZ1 requires that an environmental audit is undertaken for sensitive land uses, before works associated with the sensitive use commences on site;

(g) There is a sensitive use buffer along the Doonside Street portion of the CDZ1 (refer Figure 2 of this planning report), which prohibits residential land use (and any other sensitive land use including a childcare centre, a pre-school, a primary school or public open space) within that area;

(h) Section 18 outlines car parking rates for the following uses;
(i) Office; food and drink premises; shop (other than restricted retail); restricted retail premises; trade supplies and residential.

90. The CDZ1 outlines mandatory height controls for the site. Specifically, CDZ1 states that a building or works must not exceed the height above the AHD for any site as shown on the *Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan - Warehouse Area* Incorporated Document.

Proposed Comprehensive Development Zone – Schedule 1

91. A draft Schedule 1 to the CDZ1 has been prepared as part of Amendment C307; this document would replace the existing Schedule 1 to the CDZ. Under the proposed Schedule, the following applies:

(a) The *Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan - Warehouse Area* would be replaced by the *Victoria Gardens Comprehensive Development Plan 2022*. This includes new mandatory height controls as outlined previously within this report.

(b) The planning permit requirements for the specific uses outlined in Section 1 of the amended CDZ1 have not been altered, therefore, the only use requiring a planning permit remains the hotel.

(c) No permit is required to construct a building or construct or carry out works done in accordance with an existing/approved development plan prepared to the satisfaction of the responsible authority. This relates to existing/approved development plans within the wider Victoria Garden precincts (i.e., River Boulevard), with transitionary provisions outlined at paragraph 83(g).

(d) A permit for buildings and works must be generally in accordance with the *Victoria Gardens Comprehensive Development Plan 2022*.

(e) Any requirement in the *Victoria Gardens Comprehensive Development Plan 2022* must be met.

(f) A permit for buildings and works must be generally in accordance with the *Victoria Gardens Comprehensive Development Plan 2022.* Any permit within the Doonside Precinct and Lot 9 must include the following;
(i) A Section 173 Agreement requiring the provision of a Transport Plan;
(ii) A Section 173 Agreement requiring the provision of Affordable Housing (within the Doonside Precinct and Lot 9). Details of the affordable housing provision will be discussed in detail later within this report.
(iii) A Pedestrian amenity and access plan;

(iv) A Landscape Plan; and,
(v) A Transport Plan.

(g) The proposed CDZ1 includes transitional provisions which state that the requirements of the schedule do not apply to an application for a development plan lodged prior to Draft Amendment C307, nor do they apply to an application for an amendment to an approved development plan. This will ensure the existing development plans previously issued can remain in place and can be amended in future as required.

Overlays

92. The subject site is currently affected by the following overlays:
(a) Design and Development Overlay, Schedule 2 (DD02), 'Main Roads and Boulevards';
(b) Design and Development Overlay, Schedule 9 (DD09), 'Doonside Precinct';
(c) Environmental Audit Overlay (EAO);
(d) Heritage Overlay (H0374), '53 Burnley Street Richmond, Former Loyal Studley Hotel'; and
(e) Development Contributions Plan Overlay, Schedule 1 (DCP01).

93. It is proposed to remove the Design and Development Overlay, Schedule 9 (Doonside Precinct) from the subject site to allow for the comprehensive redevelopment of the site as envisaged under the proposed CDZ1.

94. The EAO will be expanded to apply to the entire Victoria Gardens precinct.

95. The provisions of all current overlays are included below.

Design and Development Overlay, Schedule 2 (DD02) 'Main Roads and Boulevards' & Schedule 9 (DD09) 'Doonside Precinct'

96. Pursuant to Clause 43.02-2 of the Scheme, A planning permit is required to construct a building or construct or carry out works.

97. Design objectives of Schedule 2 include the following:
(a) *To recognise the importance of main roads to the image of the City;*
(b) *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity;*
(c) *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards;*
(d) *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design;*
(e) *To encourage high quality contemporary architecture;*
(f) *To encourage urban design that provides for a high level of community safety and comfort;*
(g) *To limit visual clutter; and*
(h) *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

98. Design objectives of Schedule 9 include the following:
(a) *To recognise this Precinct, being on the edge of an activity centre and abutting low rise residential development, as transitional in its location and function;*
(b) *To ensure building design responds to the industrial character of the precinct but respects the character of the established residential areas to the south and east of the Precinct;*
(c) *To respect the scale of development on the south side of Appleton Street;*
(d) *To provide a pedestrian friendly environment along all street frontages;*

(e) *To encourage improvements to the public domain, including the provision of public open space;*
(f) *To ensure that new development does not adversely impact on local traffic conditions;*
(g) *To ensure a high standard of architectural design; and*
(h) *To ensure that new development does not prejudice the ongoing operation of nearby commercial, industrial and warehouse businesses*.

Environmental Audit Overlay (EAO)

99. Pursuant to Clause 45.03-1 of the Scheme, *before a sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school commences or before the construction or carrying out of buildings and works in association with these uses commences:*

(a) *A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or*
(b) *An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use; or*
(c) *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or*
(d) *A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use.*

Heritage Overlay (H0374), '53 Burnley Street Richmond, Former Loyal Studley Hotel'

100. Pursuant to Clause 43.01-1 of the Scheme, a planning permit is required to demolish a building, construct a building and construct or carry out works.

101. '*City of Yarra Database of Heritage Areas, July 2020'* (as saved in incorporated documents on the DTP website Incorporated Documents (planning.vic.gov.au) identifies the site as being 'individually significant' heritage grading.

Development Contributions Plan Overlay, Schedule 1 (DCP01).

102. The subject site is affected by the Development Plan Contributions Overlay (DPCO) – Schedule 1.

103. Pursuant to Clause 45.06-1 a permit granted in the DCPO must;

(a) Be consistent with the provisions of the relevant development contributions plan; and
(b) Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.

104. A planning permit is not required for works under the overlay. However, if a permit was issued in accordance with other permit triggers, conditions should be added to the permit as follows;

(a) *Prior to the commencement of the development, 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 Development Infrastructure Levy within a time specified in the agreement; and

(b) *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.*

Relevant Planning Scheme Amendments

Amendment C269

105. As outlined previously, Amendment C269 proposes to update the local policies in the 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.

106. 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.

Proposed C269 Local Policy reference	Brief Assessment
Clause 02.01-8 – Economic Development	The redevelopment of the Victoria Gardens precinct and in particular, the Doonside Precinct, will provide a substantial extent of economic benefits to the surrounding area via the provision of employment, retail opportunities and new housing.
Clause 02.03- 5 – Housing	The proposal will provide a generous extent of new housing throughout the precinct, with a requirement for the provision for affordable housing included. These aspects will be discussed in detail within the assessment section of this report,
Clause 13.07-1L – Interfaces and Amenity	The policy aspirations of this clause are addressed under the off-site amenity and on-site amenity within the assessment section of this report.
Clause 15.01-1L – Urban Design	Built form and design is discussed extensively in the officer assessment.
Clause 15.01-2L – Building Design	Built form and design is discussed extensively in the officer assessment.
Clause 15.02-1L – Environmentally Sustainable Development	ESD is discussed in the officer assessment.
Clause 17.01-1L – Employment	The proposal features food and drink premises, retail premises and offices that will support employments opportunities within the Victoria Gardens precinct and the

	surrounding area.
Clause 18.02-1L – Sustainable Transport	The provision of extensive bicycle facilities and some reduction of car parking 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 – Infrastructure Contributions	The proposal includes upgrades to the public realm adjacent the Site and recommendations for further changes combined with a suite of conditions will assist the delivery of these upgrades
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.

Particular Provisions

Clause 52.06 – Car Parking

107. Pursuant to Clause 52.06-2, before a new use commences, the required car parking spaces must be provided on the land. Given the existing CDZ1 currently does not apply to the Doonside Precinct, technically the statutory car parking rates outlined in Clause 52.06 (Column B) of the Scheme apply. The table below, as provided by Stantec Traffic Consultants within the application material, provides an overview of the statutory rate as required by both Clause 52.06 of the Scheme, and the existing CDZ1.

Description	Use	Size	Clause 52.06Assessment		Schedule 1 to CDZ Assessment	
			Statutory Parking Rate	Statutory Parking Requirement	Statutory Parking Rate	Statutory Parking Requirement
Apartments	Dwelling (Residents)	839 dwellings (456 x 1-bedroom + 369 x 2-bedroom + 14 x 3-bedroom)	1 space per one- or two-bedroom dwelling 2 spaces per three+ bedroom dwelling	853 spaces	1.5 spaces per dwelling	1,258 spaces
	Dwelling (Visitors)	839 dwellings	None	0 spaces		
Retail	Shop	5,185sqm	3.5 spaces per 100sqm	299 spaces	4.5 spaces per 100sqm	233 spaces
	Food & drink	1,914sqm			0.3 spaces per seat [1]	144 spaces
	Hotel (Pub)	1,446sqm			3.5 spaces per 100sqm*	50 spaces
	Sub-total	8,545sqm				427 spaces
Office		3,485sqm NFA	3.0 spaces per 100sqm	104 spaces	2.5 spaces per 100sqm	87 spaces
		Total		**1,256 spaces**		**1,772 spaces**

108. The application proposes a total of 518 on-site car parking spaces. Pursuant to Clause 52.06-3, a permit is required to reduce 1,256 car parking spaces if the provisions of Clause 52.06 applied. Pursuant to the existing CDZ1, a reduction of 1,772 spaces would be required.

109. Amendment C307 proposes the introduction of a Parking Overlay Schedule 2 to Clause 45.09 of the Scheme. This includes application of new car parking provision rates which provide a new maximum statutory car parking requirement for dwellings, office, shop (including restricted retail) and food and drink premises uses.

110. Within the Parking Overlay, the following permit requirements would apply:
    (a) A permit is not required under Clause 52.06-3 to reduce (including reduce to zero) the number of car parking spaced required under Clause 52.06-5 for any use specified in the Table to this schedule.
    (b) A permit is required to provide more than the maximum parking provision specified for a use in the Table to this schedule.

111. The application of maximum parking rates would mean that a permit would not be required for an application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5. A permit would be required to exceed the parking rate.

112. Within the Parking Overlay, the following number of car parking spaces are required:

Use	Maximum Rate	Measure
Office	2	To each 100sqm of net floor area
Shop (including restricted retail)	3	To each 100sqm of net leasable area
Dwelling	1	Per dwelling
Food and drinks premises	3	To each 100sqm of net leasable area

113. Clause 52.06 rates are adopted where no rates are specified, as per the existing schedule, this will result in an overall reduction to the statutory car parking rate for the proposed development.

Clause 52.34 – Bicycle Facilities

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	839 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	168 resident spaces	844 resident spaces
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	84 visitor spaces.	
Hotel	400 sqm of bar floor area 400 sqm of lounge floor area	1 employee space to each 25 sqm of bar floor area available to the public, plus 1 employee space to each 100 sqm of lounge floor area available to the public	20 employee spaces	40 employee spaces 88 visitor spaces (62 off-site)
		1visitor space to each 25 sqm of bar floor area available to the public, plus 1 visitor space to each 100 sqm of lounge floor area available to the public	20 visitor spaces.	
Office (other than specified in the table)	3,485 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	12 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	3 visitor spaces.	
Retail premises/ shop	7,099 sqm	1 employee space to each 300sqm/600sqm of leasable floor area	15 employee spaces	

		1visitor space to each 300sqm/500sqm of leasable floor area	14 visitor spaces.	
Bicycle Parking Spaces Total			**168 resident spaces 47 employee spaces**	**844 resident spaces 40 employee spaces**
			121 visitor spaces	**88 visitor spaces (62 off-site)**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**4 showers / change rooms**	**8 showers / change rooms**

115. The development provides significantly higher residential bicycle spaces above the requirements of the Scheme; however, it does not meet the statutory requirement of employee or visitor spaces, with the majority of visitor spaces located within the surrounding public realm. Pursuant to Clause 52.34-2, a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.

Clause 53.01 – Public Open Space Contribution and Subdivision

116. A person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both). If no amount is specified, a contribution for public open space may still be required under section 18 of the *Subdivision Act* 1988.

Clause 53.18 – Stormwater Management in Urban Development

117. This clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works:
    (a) *Must meet all of the objectives of Clauses 53.18-5 and 53.18-6; and*
    (b) *Should meet all of the standards of Clauses 53.18-5 and 53.18-6.*

Clause 58 – Apartment Developments

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

119. The purpose of this clause is:
    (a) *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
    (b) *To encourage apartment development that provides reasonable standards of amenity for existing and new residents.*
    (c) *To encourage apartment development that is responsive to the site and the surrounding area.*

Clause 65.01 – Approval of an Application or Plan

120. This clause lists the requirements the responsible authority must consider (as appropriate) when deciding on an application.

Clause 66 – Referral and Notice Provisions

121. Clause 66.02 and Clause 66.03 identify referral requirements and authorities. Relevant to this application:
    (a) *An application to construct a building for a residential development comprising 60 or more dwellings on a lot will be referred to the Head, Transport for Victoria (determining referral authority); and*
    (b) *An application to create or alter access to land adjacent to a declared road will be referred to the Head, Transport for Victoria (determining referral authority).*

122. The above requirements are required to be carried out by DTP.

General Provisions

123. 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 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)

124. The following PPF provisions of the Scheme are relevant:

    Clause 11.01-1R – Settlement – Metropolitan Melbourne

125. The relevant strategy of this clause is to:
    (a) Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts, that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.

    Clause 11.02-1S – Supply of Urban Land

126. The relevant strategy of this clause is to:
    (a) Planning for urban growth should consider:
        (i) Opportunities for the consolidation, redevelopment and intensification of existing urban areas.

    Clause 11.03-1S – Activity Centres

127. The objective of this clause is to:
    (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.
    (b) Relevant strategies include the following;
        (i) Undertake strategic planning for the use and development of land in and around activity centres.
        (ii) Encourage a diversity of housing types at higher densities in and around activity centres.
        (iii) Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.
        (iv) Improve access by walking, cycling and public transport to services and facilities.

    Clause 11.03-2S – Growth Areas

128. The objective of this clause is:
    (a) To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

Clause 13.04-1S – Contaminated and potentially contaminated land

129. The objective of this clause is:
    (a) *To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.*

Clause 13.05-1S – Noise management

130. The objective of this clause is;
    (a) *To assist the management of noise effects on sensitive land uses.*

Clause 15.01 – Built Environment and Heritage
Clause 15.01-1S – Urban design

131. The objective 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

132. The objective is:
    (a) *To create a distinctive and liveable city with quality design and amenity.*

Clause 15.01-2S – Building design

133. The objective is:
    (a) *To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.*

134. Relevant strategies include:
    (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.*

135. This clause also states that planning must consider as relevant:
    (a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*
    (b) *Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-4S – Healthy neighbourhoods

136. The objective of this clause is:
    (a) *To achieve neighbourhoods that foster healthy and active living and community wellbeing.*

Clause 15.01-4R – Healthy neighbourhoods - Metropolitan Melbourne

137. 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

138. The objective of this clause is
    (a) *To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

Clause 15.03-1S – Heritage Conservation

139. The objective of this clause is;
    (a) *To ensure the conservation of places of heritage significance.*

Clause 16 – Housing
Clause 16.01-1R – Housing supply – Metropolitan Melbourne

140. Relevant strategies include;
    (a) *Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*
    (b) *Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.*
    (c) *Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.*

Clause 16.01-2S – Housing affordability

141. The objective of this clause is;
    (a) *To deliver more affordable housing closer to jobs, transport and services.*

142. The relevant strategy is to;
    (a) *Improve housing affordability by;*
        (i) *Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.*

Clause 17.01 – Employment
Clause 17.02-1S – Business

143. The relevant objective of this clause is:
    (a) *To encourage development that meets the communities' needs for retail, entertainment, office and other commercial services.*

144. Relevant strategies include;
    (a) *Locate commercial facilities in existing or planned activity centres.*

(b) *Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.*

Clause 18 – Transport
Clause 18.01-1S – Land use and transport integration

145. The objective of this clause is;
(a) *To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.*

Clause 18.02-1S – Walking

146. The objective of this clause is;
(a) *To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.*

Clause 18.02-2S – Cycling

147. The objective of this clause is;
(a) *To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.*

Clause 18.02-2R – Cycling – Metropolitan Melbourne

148. The strategy of this clause is to;
(a) *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 18.02-3S – Public Transport

149. The objective of this clause is;
(a) *To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.*

Clause 18.02-3R – Principal Public Transport Network

150. Relevant strategies include the following;
(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 19.02-6R – Open Space – Metropolitan Melbourne

151. The relevant objective and strategies of this clause are;
(a) *To strengthen the integrated metropolitan open space network.*
(b) *Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.*

Clause 19.03-1S – Development and infrastructure contributions plans

152. The relevant objective of this clause is;
(a) *To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.*

Clause 19.03-3S – Integrated water management

153. The relevant objective of this clause is;
    (a) *To sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.*

Local Planning Policy Framework (LPPF)

Clause 21 – Municipal Strategic Statement (MSS)
Clause 21.04 – Land Use
Clause 21.04-1 – Accommodation and housing

154. The relevant objectives and strategies of this clause are:
    (a) *Objective 1 To accommodate forecast increases in population.*
        (i) *Strategy 1.1 Ensure that new residential development has proper regard for the strategies applicable to the neighbourhood in question identified in clause 21.08;*
        (ii) *Strategy 1.2 Direct higher density residential development to Strategic Redevelopment Sites identified at clause 21.08 and other sites identified through any structure plans or urban design frameworks.*
        (iii) *Strategy 1.3 Support residual population increases in established neighbourhoods.*
    (b) *Objective 2 To retain a diverse population and household structure;*
        (i) *Support the provision of affordable housing for people of all abilities particularly in larger residential developments and on Strategic Redevelopment Sites.*

Clause 21.04-2 – Activity Centres

155. The relevant objectives and strategies of this clause are:
    (a) *Objective 4 To maintain a balance between local convenience and regional retail roles in Yarra's activity centres*
        (i) *Strategy 4.1 Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.*
    (b) *Objective 5 To maintain the long term viability of activity centres.*
        (i) *Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day.*
        (ii) *Strategy 5.4 Permit residential development that does not compromise the business function of activity centres.*

Clause 21.04-3 Industry, office and commercial

156. The relevant objectives and strategies of this clause are:
    (a) *Objective 8 To increase the number and diversity of local employment opportunities.*

Clause 21.04-5 Parks, gardens and public open space

157. The relevant objectives and strategies of this clause are:
    (a) *Objective 13 To provide an open space network that meets existing and future community needs.*
        (i) *Strategy 13.1 Apply the Public Open Space Contribution Policy at clause 22.12.*
        (ii) *Strategy 13.3 Ensure new development does not have a negative impact on adjoining open space.*

Clause 21.05-1 Heritage

158. The relevant objectives and strategies are:
    (a) *Objective 14 To protect and enhance Yarra's heritage places.*

(i) *Strategy 14.2 Support the restoration of heritage places.*
(ii) *Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
(iii) *Strategy 14.8 Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02*
(iv) *Strategy 14.9 Apply the Landmarks and Tall Structures policy at clause 22.03*

Clause 21.05-2 – Urban design

159. The relevant objectives and strategies of this clause is:
(a) *Objective 16 To reinforce the existing urban framework of Yarra.*
(b) *Objective 17 To retain Yarra's identity as a low-rise urban form with pockets of higher development.*
(i) *Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
- *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.*
(ii) *Strategy 17.3 Apply the Landmarks and Tall Structures policy at clause 22.03.*
(iii) *Strategy 18.2 Enhance the amenity of laneways by applying the Development Abutting Laneway policy at Clause 22.07.*
(c) *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.*
(ii) *Strategy 21.2 Require new development within an activity centre to consider the context of the whole centre recognising that activity centres may consist of sub-precincts, each of which may have a different land use and built form character.*
(iii) *Strategy 21.3 Support new development that contributes to the consolidation and viability of existing activity centres.*
(d) *Objective 22 To encourage the provision of universal access in new development.*

Clause 21.05-4 Public environment

160. The relevant objectives and strategies of this clause is:
(a) *Objective 28: To a provide a public environment that encourages community interaction and activity:*
(i) *Strategy 28.1 Encourage universal access to all new public spaces and buildings.*
(ii) *Strategy 28.2 Ensure that buildings have a human scale at street level.*
(iii) *Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.*
(iv) *Strategy 28.4 Require new development to consider the opportunity to create public spaces as part of new development.*
(v) *Strategy 28.5 Require new development to make a clear distinction between public and private spaces.*
(vi) *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.*
(vii) *Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.*
(viii) *Strategy 28.10 Require site rezonings for new development to consider the inclusion of public domain improvements commensurate with the new use.*

Clause 21.06 - Transport
Clause 21.06-1 Walking and cycling

161. The relevant objectives and strategies of this clause are:
    (a) *Objective 30 To provide safe and convenient pedestrian and bicycle environments.*
        (i) *Strategy 30.1 Improve pedestrian and cycling links in association with new development where possible.*

Clause 21.06-3 The road system and parking

162. The relevant objectives and strategies of this clause are:
    (a) *Objective 32 To reduce the reliance on the private motor car.*

Clause 21.07-1 Environmentally sustainable development

163. The relevant objectives and strategies of this Clause are:
    (a) *Objective 34 To promote environmentally 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.*
        (ii) *Strategy 34.3 Apply the Environmentally Sustainable Development policy at clause 22.17*

Clause 21.08 – Neighbourhoods
Clause 21.08-9 – North Richmond (north of Bridge Road)

164. The Victoria Street Major Activity centre runs along the northern boundary of this neighbourhood. This activity centre spans approximately 2 kilometres and incorporates a variety of land uses along its length – some vibrant and others more dormant in terms of activity and street frontage. Within the centre are three precincts. The subject site is located within Victoria Street East.

165. This precinct incorporates the area between Grosvenor Street in the west and the Yarra River to the east. It includes a combination of retail, bulky goods, entertainment, residential and office land uses. The centre has a key interface with the Yarra River, which defines its northern and eastern boundaries. Significant parts of this precinct have recently undergone extensive redevelopment. With a number of key sites in the area still up for redevelopment, it will continue to evolve. New development must enhance the landscape qualities of the Yarra River and include active frontages on Victoria Street and the River. The Victoria Gardens development has the capacity to incorporate further residential development.

166. Relevant strategies include;
    (a) *Supporting residential and office growth on the Victoria Street Gardens site.*
    (b) *Linking the eastern part of the Victoria Street Major Activity Centre with the open space along the Yarra River.*

Relevant Local Policies

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

167. This policy applies to all new development included in a heritage overlay. The relevant objectives of this clause are:
    (a) *To conserve Yarra's natural and cultural heritage.*
    (b) *To retain significant view lines to, and vistas of, heritage places.*

(c) *To preserve the scale and pattern of streetscapes in heritage places.*
(d) *To ensure that additions and new works to a heritage place respect the significance of the place.*
(e) *To encourage the retention of 'individually significant' and 'contributory' heritage places.*

Clause 22.03 – Landmarks and Tall Structures

168. The objective of this clause is;
(a) *To maintain the prominence of Yarra's valued landmarks and landmark signs.*
(b) *This includes the Skipping Girl sign on Victoria Street.*

Clause 22.05 – Interface Uses Policy.

169. The objectives of this clause are:
(a) *To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.*
(b) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*

Clause 22.07 – Development Abutting Laneways

170. The objectives of this clause are;
(a) *To provide an environment which has a feeling of safety for users of the laneway.*
(b) *To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

Clause 22.10 – Built Form and Design Policy

171. This policy applies to all new development not included in a heritage overlay. Relevant objectives aim 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.*
(f) *Encourage environmentally sustainable development.*

Clause 22.11 – Victoria Street East Precinct Policy

172. The Victoria Street East Precinct is undergoing extensive private-sector redevelopment. The Victoria Gardens Shopping Centre and associated apartments are the first stages in the transformation of industrial sites in the area.

173. Key objectives of this clause are
(a) *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.*
(b) *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.*

(c) *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.*
(d) *To reduce vehicular traffic conflicts with tram services in Victoria Street without the requirement of future road widening.*
(e) *To ensure new development contributes to the provision of appropriate physical and social infrastructure to support the change of uses in the Precinct.*
(f) *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.*
(g) *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.*
(h) *To ensure that the development or redevelopment of this precinct protects the character and amenity of neighbouring residential areas.*
(i) *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.*

Clause 22.12 – Public Open Space Contribution

174. This policy applies to all residential proposals, mixed use proposals incorporating residential uses and proposals incorporating residential subdivision.

175. *The objectives of this clause are;*
(a) *To implement the Yarra Open Space Strategy.*
(b) *To identify when and where land contributions for public open space are preferred over cash contributions.*
(c) *To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, in satisfaction of the public open space contribution requirement.*

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

176. The relevant objectives of this clause are:
(a) *To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended). Currently, these water quality performance objectives require:*
(i) *Suspended Solids - 80% retention of typical urban annual load;*
(ii) *Total Nitrogen - 45% retention of typical urban annual load;*
(iii) *Total Phosphorus - 45% retention of typical urban annual load;*
(iv) *Litter - 70% reduction of typical urban annual load;*
(b) *To promote the use of water sensitive urban design, including stormwater re-use.*

Clause 22.17 – Environmentally Sustainable Development

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

Other relevant documents

178. Clause 15.01-2S states that planning must consider as relevant:
(a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017). (UDG)*

179. Schedule to Clause 72.04 of the Yarra Planning Scheme refers to the following Incorporate Documents which are of relevance to the site:
    (a) *Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan - Warehouse Area;*
    (b) *Victoria Gardens Urban Design Guidelines, May 1997.*

Plan Melbourne

180. 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. 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*
        (i) *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.*

181. 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.

182. 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.

183. 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.

184. Direction 5.3 notes the importance of social infrastructure in supporting strong communities.

Yarra Open Space Strategy 2020

185. The Yarra Open Space Strategy 2020 provides an overarching vision and direction for the future provision, planning, design and management of open space in Yarra to 2031. It considers the current challenges and pressures of and expanding population and inner-city life and how these can be addressed with an expanded and improved public open space network that contributes to a more liveable and sustainable Yarra in the future.

Yarra Housing Strategy

186. The Housing Strategy establishes a framework for residential growth for the municipality to meet emerging housing needs and seeks to direct housing growth to appropriate locations. The Strategy identifies opportunities for over 13,000 new dwellings.

187. The subject land is identified in the Housing Strategy for site specific rezoning (reference to Amendment C223) and includes the land in a “high change” area in the Strategic Housing Framework Plan together with land to the north within the Activity Centre, including confined land on the northern side of Victoria Street.

188. Under 'What type of development is likely in high change areas?' the Strategy explains: It is expected that high change areas will support increased residential densities and housing diversity through mixed use, infill and urban renewal apartment development that will establish new character for a site or precinct.

Social and Affordable Housing Strategy

189. Yarra's Social and Affordable Housing Strategy was adopted at a Council Meeting on Tuesday 12 November 2019. This document outlines Yarra's future vision for the provision of affordable housing within the municipality and outlines its commitments to pursuing strategies that increase social and affordable housing within the City of Yarra.

Yarra Spatial Economic and Employment Strategy

190. This strategy was developed to assist Council to understand and capitalise on the municipality's economic strengths over the next 10 to 15 years. The Strategy seeks to provide guidance for the management of growth and change in employment and economic activity, recognising employment land within the municipality as a strategic resource.

191. Relevant strategies for this land include:
    (a) *Strategy 1 – Support employment growth in Yarra's Activity Centres*
    (b) *Strategy 2 – Retain and grow Yarra's major employment precincts*
    (c) *Strategy 3 – Identify proposed locations for housing growth*
    (d) *Strategy 6 – Retain Yarra's existing industrial precincts for manufacturing and urban services.*

Victoria in Future 2019

192. Victoria in Future is the official state government projection of population and households. Victoria in Future 2019 (VIF2019) covers the period 2016 to 2056 for Victoria and the major regions. For Local Government Areas (LGA), smaller areas (VIFSAs) and Australian Statistical Geography Standard Areas Level 2 (SA2) and above, it covers the period to 2036. VIF2019 shows Victoria remains the fastest-growing state in the country with our population expected to reach 11.2 million by 2056.

Notice of the application

193. Before making a decision about whether to proceed with the draft amendment and draft permit, the Minister for Planning is undertaking consultation under section 20(5) of the Planning and Environment Act 1987 to understand the views of affected parties and to inform the drafting of both the amendment and permit.

194. Following the consultation period, the Minister may decide to refer this matter to the Priority Projects Standing Advisory Committee for further advice before making a decision about whether to prepare, adopt and approve the amendment and permit.

195. Council's submission regarding this application must be lodged with DTP by 20 March 2023.

Referrals

196. The required external referrals (Head, Transport for Victoria (HTV) & EPA) will be undertaken by DTP. Previous correspondence between the Applicant and HTV will be discussed within this assessment.

197. The application was referred to the following internal departments and external consultants and their recommendations are contained within the attachments to this report.

Internal Departments

198. The following internal referrals have been provided:
    (a) Open Space Unit;
    (b) Urban Design Unit (on public realm works);
    (c) Environmental Sustainable Development Advisor (ESD);
    (d) Economic Development;
    (e) Social Planning;
    (f) Strategic Planning;
    (g) Engineering Services Unit;
    (h) Strategic Transport Unit; and
    (i) City Works.

External Consultants

    (j) Urban Design (MGS Architects)
    (k) Heritage (Anita Brady Heritage)
    (l) Traffic (Traffix Group)
    (m) Wind (Vipac)

OFFICER ASSESSMENT

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

    (a) Draft Amendment C307;
        (i) Strategic justification
        (ii) Economic/Community Benefits;
        (iii) Affordable Housing;
        (iv) Proposed Schedule 1 to the Comprehensive Development Plan;
        (v) Environmental Audit Overlay;
        (vi) Building Heights;
        (vii) Lot 9;
        (viii) Publicly Accessible Open Space/pedestrian linkages;
        (ix) Schedule 1 to Clause 53.01

    (b) Planning Permit Application PA2201662
        (i) Built form – Doonside Precinct;
        (ii) Heritage;
        (iii) Architectural Quality;
        (iv) Public Realm;
        (v) Open space and landscape design;
        (vi) Environmentally Sustainable Design;
        (vii) Clause 58 (Apartment Developments);
        (viii) Off-site Amenity;

    (c) Car parking – Parking Overlay;
    (d) Traffic;
    (e) Bicycle facilities;
    (f) Infrastructure;
    (g) Loading;
    (h) Waste;
    (i) Staging;
    (j) Other matters.

Draft Amendment C307

Strategic Justification

200. There is strong policy direction to support the development of the site to provide higher density residential and commercial uses, with policy at Clauses 11, 16, 18 and 21.04 of the Scheme, together with Plan Melbourne, encouraging the accumulation of activities and the intensification of development in and around activity centres. In particular, clause 11.03-1S – Activity Centres encourages a diversity of housing types at higher densities in and around activity centres, with clause 11.02-1S – Supply of Urban Land highlighting that planning should consider opportunities for the consolidation, redevelopment and intensification of existing urban areas. The redevelopment of the Doonside Precinct in particular fulfills this aim.

201. More intensive development of the site is further supported at State level, with clause 16.01-1R – Housing supply – Metropolitan Melbourne seeking to facilitate increased housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport. The subject site provides the opportunity for these objectives to be achieved.

202. Council's Municipal Strategic Statement seeks to *'accommodate forecast increases in population'* (Objective 1), with Strategy 1.2 directing higher density residential development to Strategic Redevelopment Sites and Strategy 1.3 supporting residual population increases in established neighbourhoods.

203. Victoria in Future 2019 (VIF) forecasts that the Richmond Statistical Area Level 2 is anticipated to add 17,100 residents from 2016 to 2036, reaching a population of almost 50,000 people. This represents total growth of 52%. Based on this calculation, Richmond will require roughly 9,300 new dwellings to support the projected population growth. This equates to 465 new dwellings per year. In providing 839 dwellings, the subject development will accommodate a generous share of the anticipated forecast residential dwelling need.

204. The 'Build to Rent' model offers an alternative housing solution that can contribute to alleviating housing stress and moves towards creating communities of long-term residents. This model can also accommodate specific rental arrangements to lower housing costs for people renting long-term, consistent with the outcome sought at Clause 16.01-2S – Housing affordability which is to '*deliver more affordable housing closer to jobs, transport and services'*, however it is not clear if this is what is proposed by this development.

205. The site has excellent access to shops, restaurants, community facilities and supermarkets, ensuring that the proposal will result in efficient use of existing infrastructure, consistent with the vision of Plan Melbourne which seeks to create 20-minute neighbourhoods where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or via public transport. The proposal seeks to increase the commercial and retail offerings within the Doonside Precinct; this outcome is consistent with Clause 17.01 – Employment and Clause 21.04-3 Industry, office and commercial which seek to respectively *'encourage development that meets the communities' needs for retail, entertainment, office and other commercial services'* and *'increase the number and diversity of local employment opportunities'.* The proposal will support economic opportunities in a highly accessible, service-rich area. The uses proposed will increase employment opportunities and are considered complementary to the surrounding area. It is not anticipated that interface issues would arise from the mix of uses proposed.

206. The site is located within the Victoria Street East Precinct of the Victoria Street Major Activity Centre. Clause 22.11 – Victoria Street East Precinct Policy notes that this precinct is undergoing extensive private-sector redevelopment, with the Victoria Gardens Shopping Centre and associated apartments the first stages in the transformation of industrial sites in the area. Key objectives of this provision are to ensure new development contributes to the provision of appropriate physical and social infrastructure to support the change of uses in

the Precinct; 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 and to encourage high quality urban design and architecture throughout the precinct which contributes to the public realm, including the Yarra River corridor and streetscapes.

207. To facilitate this, overarching State policy at 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'.* This is reinforced at clause 15.01-2S – Building design which encourages *'…building design outcomes that contribute positively to the local context and enhance the public realm.'* These elements will be discussed in detail throughout this report.

208. Both State and local policy directives seek to promote the use of sustainable personal transport and increased development close to high-quality transport routes (Clauses 18.02-1S, 18.02-2S, 18.02-2R and 21.06). With regard to car parking, Objective 32 of Clause 21.06-3 seeks to reduce the reliance on the private motor car. The proposed development encourages the use of alternative transport modes to and from the site; this outcome is encouraged by Clause 18 – Transport, Clause 21.06 – Transport and Clause 21.07 – Environmental sustainability.

209. Council officers acknowledge that the site is well-positioned to accommodate more intensive development, with excellent accessibility to jobs, services and public transport. Council's Strategic Planning unit also supports the intensification of the subject site for commercial, retail and residential uses, noting that the site is identified as a 'high change area' in Council's adopted Housing Strategy and is recognised in Council's Spatial Economic and Employment Strategy (SEES) as providing opportunities for higher density employment and housing.

210. However, policy support for more intensive development must be balanced with built form and heritage guidance at Causes 15.03 – Heritage, 21.05 – Built form and Clause 22.02 – Development guidelines for sites subject to the heritage overlay. These policies call for development that responds to the surrounding context with regard to urban character and cultural heritage. It is highlighted that more intensive development must also consider off-site amenity impacts (i.e., overshadowing, wind) on surrounding private and public land. These aspects will be discussed in detail throughout this report.

<u>Economic/community Benefits</u>

211. Documents submitted with the application outline the various benefits that will be delivered by the development of the Doonside Precinct. In summary, the following community benefits have been outlined;
    (a) 839 new dwellings (the provision of affordable housing will be discussed later within this assessment);
    (b) 2,260sqm of publicly accessible open space within the Doonside Precinct;
    (c) New and upgraded internal laneways to provide improved connectivity throughout the precinct;
    (d) The location of the 'Market Place' entrance will revitalise Doonside Street, with additional landscaping and a widened footpath improving the public realm along this streetscape;
    (e) Additional landscaping and entrances along Burnley Street will improve the interface of this streetscape;
    (f) The former Loyal Studley hotel will be restored; and,
    (g) Additional retail opportunities will be provided.

212. Further to this, an Economic Benefits Statement has been prepared by Urbis; this document outlines the following key economic benefits to be delivered as part of the development;

(a) During construction approximately 392 Full-time Equivalent direct and indirect construction related jobs will be created;
(b) The total direct and indirect Gross Value Added (GVA) to the State economy is estimated to be $56 million per annum during construction;
(c) Approximately 776 direct jobs will be supported on-site at capacity on an ongoing basis during operations of the new facilities;
(d) These direct jobs are estimated to induce a further 335 indirect jobs across Victoria as a result of flow-on effects; and,
(e) Approximately $171 million of annual direct and indirect GVA contribution will benefit the State economy on an ongoing basis.

213. Council's Economic Development team reviewed these documents and noted that the proposed development would provide a substantial boost to existing local businesses around the area (Victoria Street, Burnley Street and Bridge Road), both during construction and once completed. This review confirmed that the modelling provided in this document is accurate and would be representative of the output expected from such a development.

Affordable Housing

214. A report prepared by Urbanxchange (September 2022) outlined the proposed provision of affordable housing throughout the development; the report based its strategy for affordable housing on the Victorian Governments Homes for Victorians definition; which defines affordable housing as *'housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs'.*

215. The development proposes to deliver no less than 10% affordable housing, spread across both the Doonside Precinct and Lot 9 (No. 20 River Boulevard), with the provision of any affordable housing within Lot 9 conditional on the approval of the additional height being sought as part of the *Victoria Gardens Comprehensive Development Plan 2022*. With an overall predicted yield of 1,179 dwellings across both sites, this would result in no less than a total of 117 dwellings offered as affordable housing.

216. The affordable housing is proposed to be delivered by one or a combination of the following methods:

(a) Sale of not less than 10% of the total number of approved dwellings at a discount to market value of not less than 20%:
    (i) To a Registered Housing Agency; or
    (ii) To Eligible Households in accordance with an Affordable Housing Management Plan.

(b) Lease of not less than 10% of the total number of approved dwellings at a discount to the market value of not less than 30%, for a time period of not less than 12 years from the occupation of the dwellings:
    (i) To a Registered Housing Agency
    (ii) To Eligible Households in accordance with an Affordable Housing Management Plan.

(c) Any alternative delivery method providing that it demonstrates the total dollar value of the Affordable Housing Contribution is equivalent to not less than 2% of the total market value of the total number of approved dwellings, to the satisfaction of the Responsible Authority.

217. Further to this, Schedule 1 to the CDZ notes that a Section 173 Agreement must be entered into by the developer/owner of the land to ensure the delivery of affordable housing is achieved.

218. The proposed Affordable Housing Management Plan (applicable to paragraph 216 a) ii and b) ii above) is as follows:

    (a) Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), an Affordable Housing Management Plan (the Plan) must be submitted to and approved by the Responsible Authority. When approved, the Plan will form part of this permit. The Plan must include the following detail, all to the satisfaction of the Responsible Authority:

        (i) Delivery of the Affordable Housing managed, leased and sold in accordance with permit condition 1 through an appropriately monitored management arrangement;

        (ii) A framework for regular reporting to the Responsible Authority (for example biannually) to demonstrate ongoing compliance with the approved Plan;

        (iii) Detail of all dwellings leased by the landowner as affordable housing, including the quantity and type of dwellings (e.g. 1- bedroom or studio), including details of any changes to the pool of leased dwellings;

        (iv) Detail on the annual cost of rent for each dwelling and a demonstration that the rental rate is consistent with the prescribed income ranges declared under Section 3AB of the *Planning and Environment Act* 1987; and

        (v) Any other details required to demonstrate compliance with any Section 173 Agreement applying to the land that relates to affordable housing.

Typology of dwellings

219. The applicant proposes the following typology, form and quality for affordable housing:
    (a) Bedrooms numbers;
        (i) Up to 40% to be 1 bedroom
        (ii) Up to 60% to be 2 bedrooms
    (b) Tenure blind
    (c) Silver standards for Liveable Design Guidelines.

220. Council's Social Planning team reviewed the proposed provision of affordable housing and offered the following comments;

    (a) *The applicant has outlined two approaches to deliver affordable housing within the site that are broadly acceptable to Social Strategy. However, these approaches would require negotiations on the discount rate, the ratio of dwellings sold and leased, and the longevity for which the dwellings remain as affordable housing.*

    (b) *The applicant also includes a third option where they seek flexibility to deliver affordable housing using any alternative method, provided that it equates to the equivalent of 2% of the total market value of the total number of approved dwellings. The inclusion of this third option in any affordable housing agreement is not supported by Social Strategy and further details are outlined below.*

221. The typology split of affordable housing dwellings as proposed is supported, as is the proposal for blind tenure. That the dwellings will meet the silver standard for Liveable Design Guidelines is supported and is generally in line with what is required by the National Construction Code.

Sale of dwellings

222. The approach to sell dwellings at a discount rate is supported by Social Planning, provided the parameters of the sale are restricted. The option to sell dwellings at a discount to a Registered Housing Agency is also supported, however they encourage the discount to be increased to a minimum of 25% below market value to ensure the sale is viable to a Registered Housing Agency.

223. Social Strategy recommends a minimum of 5% of the total number of dwellings within the site be offered for sale to a Registered Housing Agency for a minimum of 25% below market value unless otherwise agreed to by the Responsible Authority.

224. Social Strategy recommends that the discounted sale of any dwellings to eligible households be governed by an appropriate State or Federal government affordable purchase scheme and not be offered directly by the applicant to a purchaser.

225. The governance and regulation offered by a State or Federal scheme would ensure the dwellings remained affordable for a set time period, that income eligibility requirements are met and that the discount is preserved for future purchasers.

Lease proposal

226. Social Strategy recommends the lease option be restricted to 5% of the total number of dwellings within the site unless otherwise agreed to by the Responsible Authority.

227. A discount of 30% to market rate for leased properties is ineffective at ensuring the dwellings are affordable. The agreement must also ensure that occupants do not pay more than 30% of their income on affordable housing costs.

228. Social Strategy recommends that the terms of this option be amended to reflect that properties are to be leased at a discount that ensures residents' rent is at a discount of at least 30% of market rate or no more than 30% of their income, whichever is lower.

229. Social Strategy recommends that the term that these dwellings must remain affordable housing be increased to 25 years.

230. Social Strategy recommends removal of the option for dwellings to be leased directly by the applicant to Eligible Households in accordance with an Affordable Housing Management Plan. It is important that the provider of affordable housing has experience with managing affordable housing dwellings, that residents of affordable housing dwellings are provided with the same level of service as private residents, and that residents are treated with dignity and respect.

231. Social Strategy therefore recommends that the dwellings be leased through either a Registered Housing Agency or a Not-for-profit Real Estate Agent with demonstrated experience managing affordable housing.

Any alternative method

232. As noted, the applicant includes a third option where they seek flexibility to deliver affordable housing using any alternative method, provided that it equates to the equivalent of 2% of the total market value of the total number of approved dwellings. This inclusion is not supported by Social Strategy.

233. The proposal is not supported as it does not offer any indication of how affordable housing would be delivered within the site, how monitoring for compliance could be achieved and how it responds to the growing need for affordable housing within the City of Yarra. The inclusion of the third option within a Section 173 Agreement creates uncertainty that appropriate affordable housing would be delivered within the site.

234. The report from the applicant notes it allows them flexibility to respond to changes at a federal policy level and any opportunities that arise from these changes. However, given the timeframe for delivery of affordable housing and range of options created by sale or lease, the third option is not supported.

Additional feedback

235. The calculation of the market value of an affordable housing dwelling would require further discussion prior to documentation of an affordable housing agreement.

236. The caveat on the affordable housing provision for Lot 9 which relies on 'the requirement for an Affordable Housing Contribution is only triggered on approval of a building height on Lot 9 of above RL 38' is not supported. The affordable housing contribution should be applicable no matter what heights are achieved.

237. The proposal to have milestones to deliver the affordable housing within each stage of the development is supported. It is recommended that milestones be included at 25%, 50% and 90% completion of the development to ensure affordable housing is progressively delivered and well-integrated into the broader development.

238. The proposed wording of the permit conditions relating to the affordable housing conditions have been amended to reflect the comments provided above, and will be provided at the end of this report.

Proposed Schedule 1 to the Comprehensive Development Plan

239. A new Schedule 1 to the CDZ has been prepared to replace the existing Schedule 1. This will ensure the entirety of the Victoria Gardens site is subject to the same zone and associated provisions. Changes within the new Schedule 1 have been discussed earlier within this report, with the key components to Amendment C307 outlined below;

    (a) Rezone land known as Land in Title Plans 211146G and 212632R, and Lots 4-9 on Lodged Plan 13552 from Mixed Use Zone (MUZ) to Comprehensive Development Zone, Schedule 1 (CDZ1).

    (b) Replace Schedule 1 to the Comprehensive Development Zone with a new Schedule, amend the height restrictions for the Doonside Precinct and Lot 9 within the River Boulevard Precinct, delete the sensitive use buffer, and apply new car parking provision rates.

    (c) Remove Schedule 9 to the Design and Development Overlay (from the MUZ land).

    (d) Apply the Environmental Audit Overlay to the entire site.

    (e) Apply a new Parking Overlay - Schedule 2 (P02).

    (f) Amend Schedule 1 to Clause 53.01 to exclude the subject land from providing public open space contributions.

    (g) Insert Incorporated Document, *'Victoria Gardens Comprehensive Development Plan, 2022'* to replace *'Victoria Gardens - Building Envelope and Precinct Plan and Precinct 3 Plan - Warehouse Area'* with amended height restrictions for the Doonside Precinct and Lot 9 within River Boulevard Precinct.

240. The following Future Urban Structure (Design Elements) are outlined within the Comprehensive Development Plan (CDP);

(a) Design Element 1: Setbacks, Building Envelopes, Height Limits
(b) Design Element 2: Building Form, Materials and Colour
(c) Design Element 3: Orientation, Overshadowing and Overlooking
(d) Design Element 4: Private Open Space
(e) Design Element 5: Streetscape and Landscape
(f) Design Element 6: Views and Vistas
(g) Design Element 7: Car Park Access and Treatment
(h) Design Element 8: Publicly Accessible Open Space
(i) Design Element 9: Pedestrian Movement and Security
(j) Design Element 10: Signs
(k) Design Element 11: Interface Areas
(l) Design Element 12: Boat Landings
(m) Design Element 13: Heritage Former Loyal Studley Hotel only

241. Council's Strategic Planning unit reviewed the proposed changes to Schedule 1, raising a key concern that the proposed CDZ1 seeks to change the planning process provided for in the current CDZ1.

242. Under the current CDZ1, a series of detailed plans are required (depending on the development). For example, a Development Plan, Pedestrian Amenity and Access Plan, Landscape Plan, Transport Plan and Management Plan may be required. A number of these plans must be submitted to the satisfaction of the responsible authority before new buildings and works can be constructed.

243. The current CDZ1 also requires the development plan, landscape plan, traffic plan and management plan to be displayed for 14-28 days, as outlined below;
    (a) *Display of plans*
        (i) *Before deciding to approve a development plan, landscape plan, traffic plan and management plan the responsible authority must display the plan for public comment. The plan must be displayed:*
            - *Within 28 days after the plan is received by the responsible authority.*
            - *For at least 14 days, but no longer than 28 days.*
        (ii) *The responsible authority may request further information before deciding to display the plan.*
    (b) *The responsible authority must take account of any public comments received in response to this procedure.*
    (c) *The responsible authority must make a decision on the plan or amendment within 28 days after the completion of the display.*
    (d) *The responsible authority may approve a minor amendment to the development plan without the further requirement for a display period.*

244. The amendment changes the process outlined above by deleting the requirement to exhibit the key plans. The requirement for a Development Plan for each precinct has been deleted and some of its requirements are moved to Application Requirements. Requirements for a Pedestrian Amenity and Access Plan, Landscape Plan, Transport Plan and Management Plan have also been relocated to Application Requirements and would form part of a planning permit.

245. Officers understand requirements for non-statutory exhibition (such as the display of plans) are not supported by DTP. However, given the CDZ exempts any planning permit application from notice and appeal if it is generally consistent with the CDP, the community would not have the opportunity to comment on any plans other than the information provided as part of this amendment.

246. On this basis, Officers have strong concerns about the level of detail that is being provided. There is little certainty for the surrounding community around what is proposed. For example, the CDP provides little to no detailed built form guidance. It sets out building heights but does

not address basic building parameters (except high level as Guidelines) e.g. upper level setbacks, building separation, active frontages or overshadowing requirements.

247. It is also noted that other information in the CDP, including the Public Places and Pedestrian Connections Plan (Figure 32) and Access and Movement Network (Figure 33) are also at a high level and lack detail.

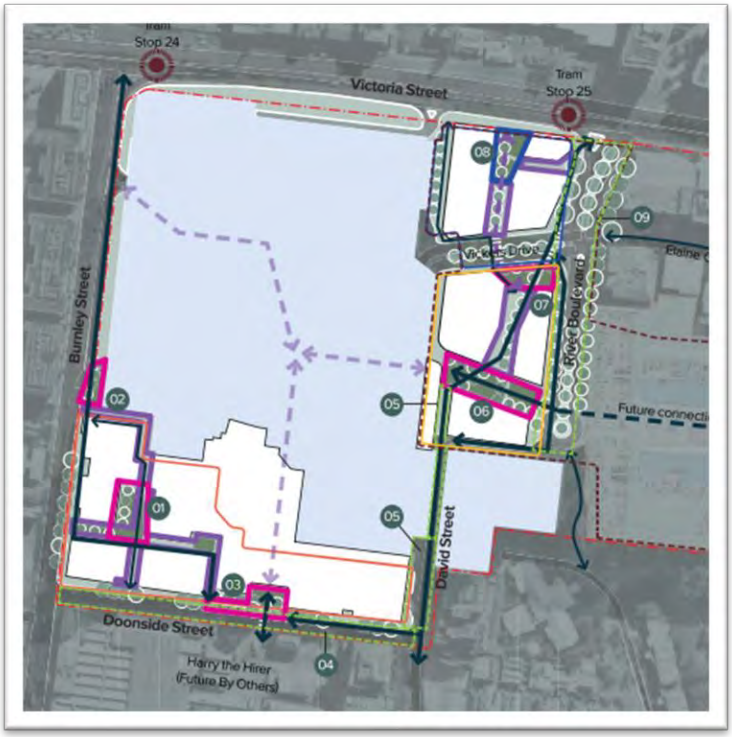

Figure 32: Public Places and Pedestrian Connections Plan. Source: Comprehensive Development Plan 2022

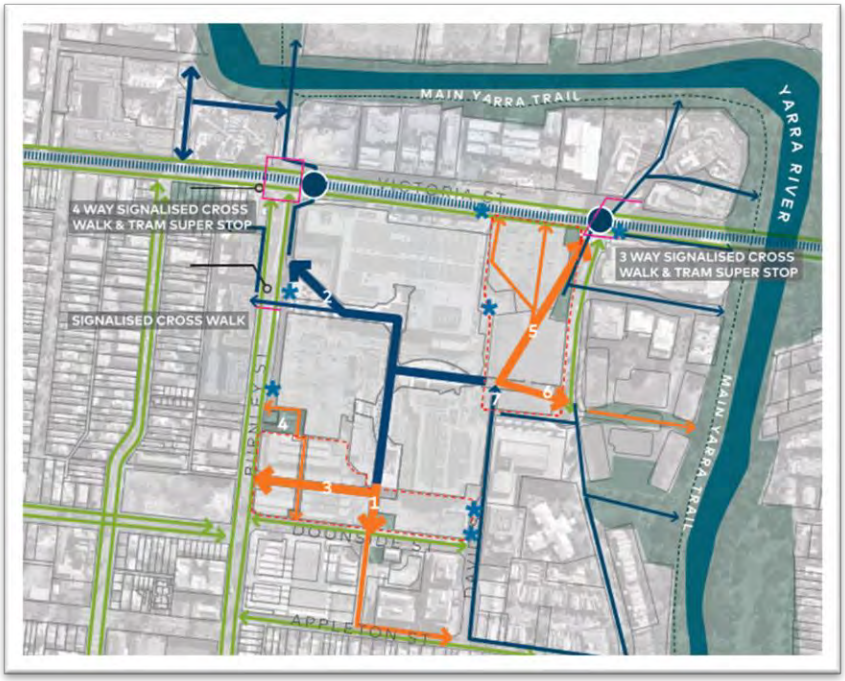

Figure 33: Access and Movement Network: Source: Comprehensive Development Plan 2022

248. To alleviate these concerns, Council's Strategic Planning Officers recommend that the provisions to exhibit a more detailed Development Plan for each precinct (like those required in the Development Plan Overlay) should be retained, which provide more detail and sets out the key built form parameters such as the location of building envelopes prior to the planning permit process.

249. If some form of public exhibition is not retained, the level of detail provided in the CDP should be increased/improved to provide more certainty about what is proposed. Council's Strategic Planning team have provided detailed comments on how this could be achieved; with this document provided as an attachment to this report. Council recommends that the additional information or alterations provided in the attached comments be integrated into an updated CDP, to ensure that a more robust and detailed document is provided. If the level of detail currently provided within the CDP is not modified, the alternative option outlined above of re-advertising individual Development Plans or permit applications for each precinct should be integrated into the process. These matters will be added to the Recommendation section of this report.

Updates to the Table of Uses

250. The amendment makes minor changes to the table of uses which sets out whether planning permits for uses are required or whether the use is prohibited.

251. No changes are proposed to the Section 1 – permit not required table. The following changes have been made to Section 2 – Permit required and Section 3 – Prohibited Uses;
    (a) A number of specific uses have been deleted from Section 2 in the table of uses such as hotel, place of worship, residential building, service station, tavern however they are still section 2 uses as they fall under the catch all clause. Hospital (must not be located in Precinct 2) and veterinary centre (must not be located in Precinct 2) have been added.
    (b) Similarly, the following uses have been deleted from Section 3 of the table; Animal hospital, hospital for infectious diseases and junk yard are still prohibited but not specifically referred to. Others have updated to refer to the correct terminology.

252. Officers support the range of uses provided for in the Table of Uses but consider the changes should be explained in the explanatory report or the planning report.

Incorporated document: Victoria Gardens Comprehensive Development Plan 2022

253. The *Victoria Gardens Comprehensive Development Plan 2022* seeks to replace *The Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area*, and the *Victoria Gardens Urban Design Guidelines 1997*.

254. Officers support a single modernised document which combines the height plan and includes urban design guidance. Officers also support the addition of over-arching plans (Figure 32 – Public Places and Pedestrian Connections and Figure 33 – Access and Movement Network) but consider they should provide more detail, as outlined earlier.

255. The proposed CDP duplicates the existing *Urban Design Guidelines (1997)* for Victoria Gardens. However, the Amendment provides the opportunity to comprehensively review the way design guidance is provided for the site.

256. Officers consider the document should be revised to update the objectives, requirements and guidelines. A number are very unclear and non-specific. There are also gaps in the existing requirements and there is little guidance for individual precincts. As noted above, recommendations on how to achieve this have been included as an attachment to this report, with Council advocating that the CDP be enhanced to incorporate more stringent design guidance.

Amendment documentation

257. An explanatory report has been provided and reviewed by Council's Strategic Planning Officers, who note the following;
    (a) The explanatory report needs to provide further explanation and justification for the amendment.

    (b) The explanatory report is missing the explanation of the changes to the existing CDZ1 e.g., the reasons for any significant changes, an explanation why DDO9 will be deleted and how the amendment addresses the issues it currently contains.

    (c) The instruction sheet has an error and has not listed all the mapping changes. In addition, the *Victoria Gardens Comprehensive Development Plan 2022* is not listed as an incorporated document. To alleviate this, the following recommendations are made;
        (i) Redraft the explanatory report to better explain the proposed amendment and the changes from the current CDZ1 and CDP.
        (ii) Amend the instruction sheet to reference the mapping changes and the CDP as an incorporated document.

Environmental Audit Overlay (EAO)

258. The EAO will be expanded to apply to the eastern portion of the site at the intersection of Doonside and David Streets; the area currently identified as the sensitive use buffer.

259. The application of the EAO across the Doonside Precinct and removal of the sensitive use buffer is supported as all loading is proposed to be located with the basement, there is no longer a requirement for a buffer zone.

260. The application of the EAO across the site simplifies the planning control applicable to the site and utilised the appropriate planning tool to address potential contamination.

Building Heights

261. New mandatory height controls are proposed under the new Schedule 1 to the CDZ which would apply to the Doonside Precinct and Lot 9 within the River Boulevard Precinct.

262. There is no change proposed to height controls to the remaining precincts, including the existing Victoria Gardens Shopping Centre, 40 River Boulevard and the Barkers Road Bridge Precinct. Within the River Boulevard Precinct, there is no change to height controls for Lot 10 or No. 25-35 River Boulevard. The height controls to these precincts will remain consistent with those specified under the current CDZ1.

263. The current CDZ1 applies mandatory height controls, with Clause 17 - Height Control of CDZ1 noting that *'buildings or works must not exceed the height above the AHD for any site as shown on the Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan - Warehouse Area incorporated in this Planning Scheme.'*

264. The retention of mandatory heights within the new CDZ1 is strongly supported.

Built form and massing across the site

265. The Urban Context Report includes a built form and massing diagram (Figure 34) and accompanying text. There are also a number of strategies on Page 32 of the Urban Context Report in a "Future Built Form" Strategy which include:

(a) *Creating an urban marker for the precinct which reinforces its role as a Major Activity Centre;*
(b) *Supporting the established built form characteristic of the streets;*
(c) *Concentrating density at core of the Activity Centre;*
(d) *Framing the entrances to the precinct along Burnley and Victoria Streets through patterning of built form and scale;*
(e) *Transitioning height to ensure suitable protection of established residential.*

266. Concepts such an 'urban marker' or 'framing entrances' are not explained. Further to this, Council's Strategic Planners note that the background documents provide little direction guiding the built form across the site such as massing and strategic justification for the height changes. There is no analysis of how the massing was arrived at or the impacts of potential built form e.g., impacts on residential amenity and overshadowing of any public open space or publicly accessible spaces and scale at street level.

267. Modelling includes views of the proposed built form from above but does not provide any views from street level along Victoria Street, Burnley Street or from the Yarra River banks and the mixed-use areas in Doonside Street.

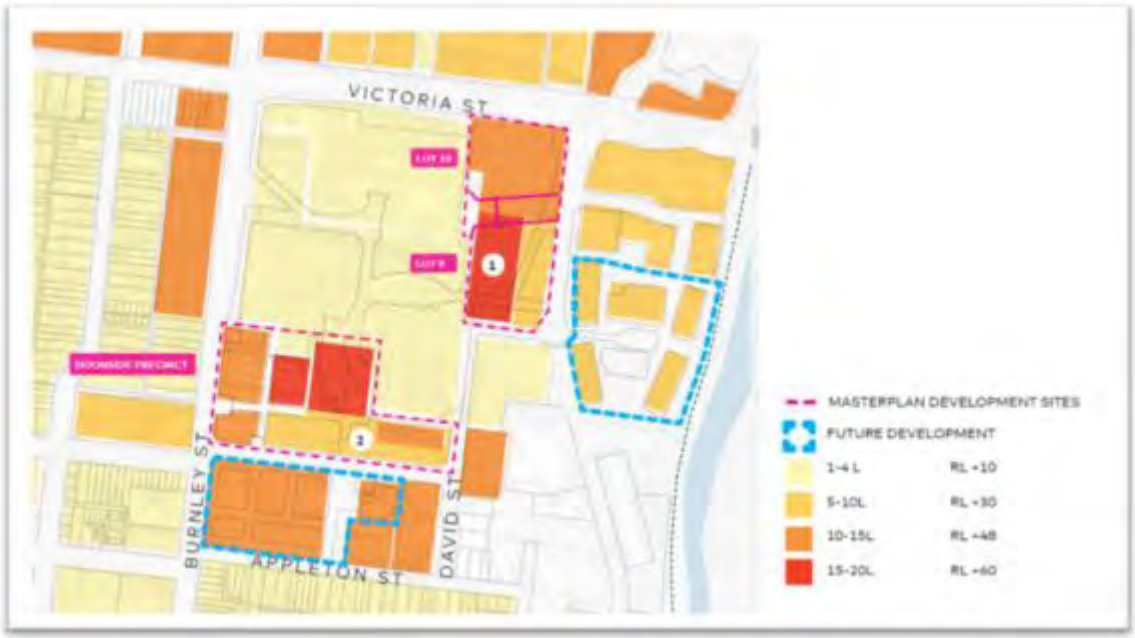

Figure 34: Proposed Built Form and Massing. Source: Urban Context Report 2022

Changes to heights

268. The amendment's supporting information does not clearly explain the changes in building heights. The different plans and changes to the boundaries where various heights apply make it difficult to compare. Better mapping or a table showing the differences between each area would have assisted Council and the community to better understand the proposed changes.

269. In addition, heights are expressed as reduced levels i.e., RLs. No information about what is ground level, apart from for Doonside Street, has been provided. Translation of the RLs into metres above natural ground level would also assist in understanding the degree of change. Again, this makes it challenging for the community to understand the amendment. To alleviate this, it is recommended that more clarity/justification be provided for the changes to building heights and the built form strategy across the entire site. This would include demonstrating how these sites take public and private amenity into account and provide appropriate transitions to external and internal streets and public open space. This could be

achieved by providing plans/tables explaining the changes in heights more simply and clearly.

Heights – Doonside Precinct

270. The proposed heights being sought in the Doonside Precinct as part of the amendment, and which form part of the planning permit application, are outlined below;

Building 1 (Burnley Street);

271. Ranging in height between 10-12 storeys, with a maximum building height of RL58.5 (excluding plant);

272. This building will contain a hotel (pub), various food and drink premises, retail space, office and residential lobbies at ground level, offices at Level 1 and 141 dwellings above.

Building 2 (central middle building);

273. Ranging in height between 15-17 storeys (plus an additional mezzanine level), with a maximum building height of RL73.75 (excluding plant);

274. This building will contain retail space, residential bike parking, office and residential lobbies at ground level, offices and residential amenities at Level 1 and 136 dwellings above.

Building 3 (central eastern most building);

275. Ranging in height between 15-17 storeys, with a maximum building height of RL73.75 (excluding plant);

276. This building will contain retail and food and drinks premises at ground level with direct connection into the existing shopping centre, communal open space and residential amenities at Level 1 and 215 dwellings above;

Building 4 (Corner of Burnley and Doonside Streets);

277. 13 storeys, with a maximum building height of RL61.55 (excluding plant);

278. This building will contain food and drink premises at ground level with residential lobby area, offices at Level 1 and 77 dwellings above;

Building 5 (Doonside Central):

279. 7 storeys, with a maximum building height of RL 43.25 (excluding plant);

280. This building will contain a retail and food and drink premises at ground level with an office lobby and residential amenity area, offices at Level 1 and 82 dwellings above;

Building 6 (Doonside Eastern Building);

281. 13 storeys (plus an additional two mezzanine levels), with a maximum building height of RL 56.9 (excluding plant);

282. This building will contain a retail space and offices at ground level with bicycle parking and residential lobby area, an entrance to the existing cinema within the Victoria Gardens shopping complex, 2 levels of car parking sleeved by dwellings with a total of 188 dwellings above.

283. The heights of each building are demonstrated in Figure 35.

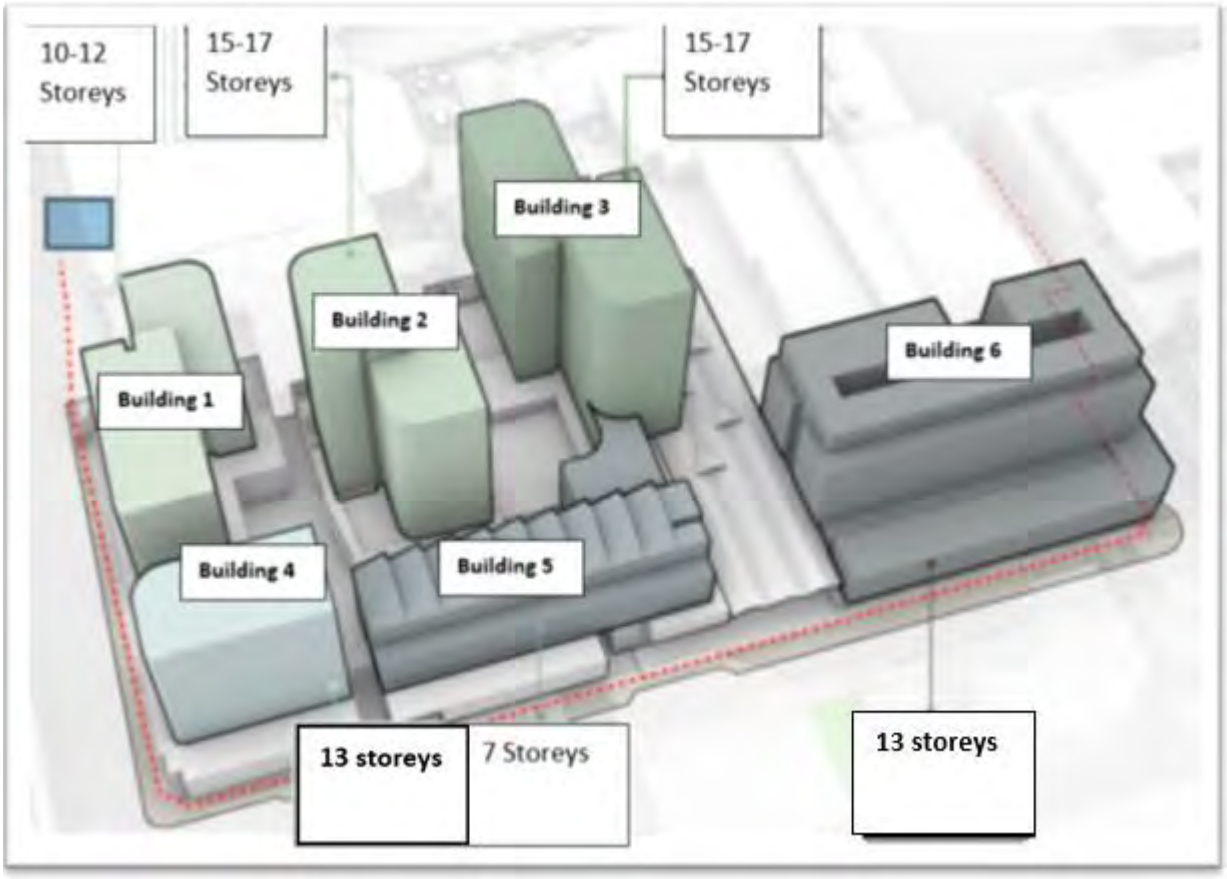

Figure 35: Proposed Building Heights within Doonside Precinct

284. Building podiums provide a street wall to Doonside Street ranging in heights from 13.9m to 18.25m, with podium heights of 13.78m above Burnley Street and 18.03m to David Street. Upper-level built form is setback varying distances from each podium.

Building 1

285. Building 1 is proposed to be constructed at the rear and to the side of the retained heritage hotel orientated to Burnley Street; the location of this building is shown in Figure 36. A comprehensive analysis from a heritage perspective will be undertaken later in this report, however concerns with the relationship of this building to the heritage hotel were raised by Strategic Planning. Whilst the Strategic Planning comments defer to the views of Council's heritage advisor, they believe that a better transition should be provided to this building, with the proposed scale being too high.

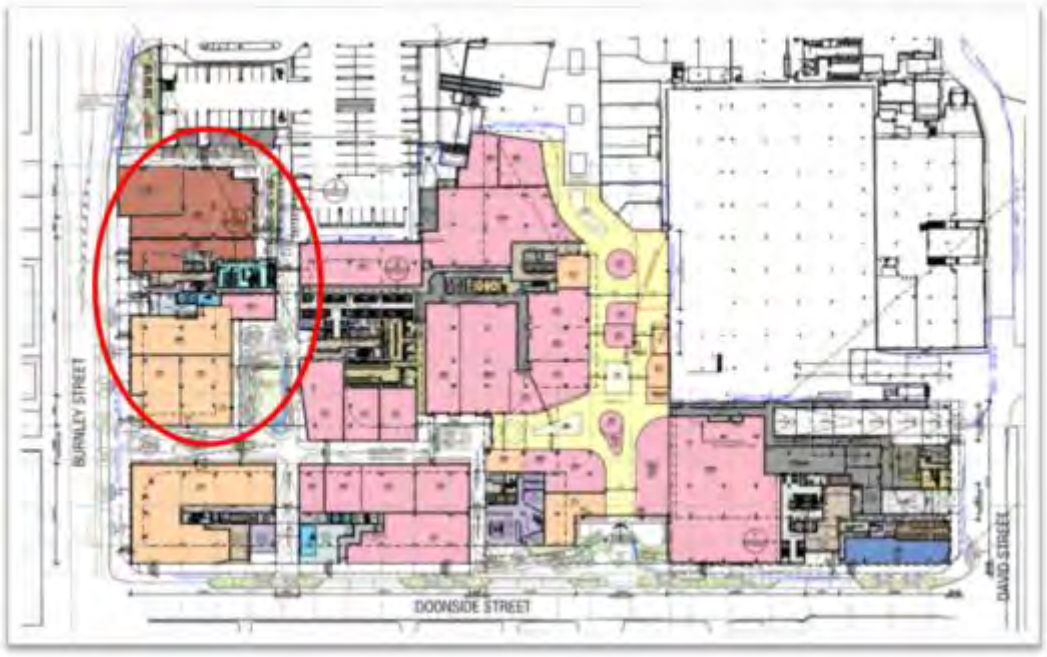

Figure 36: Location of Building 1. Source: Architectural Plans

286. Mr McGauran also raised concerns with the height of this building, however these are not based on the heritage interface, instead noting that *'Building 1….requires surgery to mitigate impacts on the quality of the internal plaza areas and street'.* Further discussion on the scale of this building will be provided within the heritage assessment later within this report.

Buildings 2 & 3

287. The tallest built form, Buildings 2 and 3, are located to the north within the Doonside precinct, with a direct interface with the existing Victoria Gardens Shopping Centre. Building heights reduce in scale towards the two main streetscapes, with 12 and 13-storey buildings addressing Burnley Street and 7 to 13 storeys facing Doonside Street. This provides a degree of transition from the centre of the precinct to the more sensitive street interfaces.

288. The central location of the tallest buildings seeks to limit off-site amenity impacts, with particular reference to overshadowing to Doonside Street. The lower built form addressing the public realm seeks to reduce visual bulk and provide a degree of integration with the existing and emerging context of heights within the adjacent streetscape.

289. The amendment seeks to increase the mandatory heights for the Doonside Precinct from RL31 to RL76. This equates to an increase from 15m (4-5 storeys depending on floor-to-floor heights) to 60m (approximately 17 to 20 storeys).

290. The existing height that applies to the MUZ land in the Doonside Precinct is specified in the current Schedule 9 to the DDO; this is 11m along street frontages and 15.5m with appropriate setbacks above 11m. It also provides for heights above 15.5m which demonstrate a high standard of architectural design and meet overshadowing requirements.

291. Council's Strategic Planning comments note that there is very little explanation or justification for the built form massing or the strategy which guides it and highlight that impacts of these building heights on overshadowing on key streets and public spaces are a key concern.

292. Rob McGauran, from MGS Architects, reviewed the development on behalf of Council. In general, both Strategic Planning and Mr McGauran are supportive of the location of the taller built form in the centre of the precinct, with Strategic Planning noting that heights up to 60m in the centre of the precinct are supported in principle. On this aspect Mr McGauran states;

(a) *I have previously noted that logically the site is one when considered as a whole with the right integrating primary walking street networks and placemaking connections, intensification and greater heights could be considered within the heart of the centre. The magnitudes of difference might be one to argue but logically it would be my view that development that might be 50% higher might be envisaged or up to approximately 60m for taller built form.*

293. Whilst the taller built form in this location is generally supported, Mr McGauran questioned the design of Building 3, as follows;
    (a) *Building 3 could incorporate tower form of up to 60m but whilst I understand why they might have the lower form to the north, logically it should be to the south, scaling down towards the predominant 40m scales south of Doonside Street.*

294. The 'swapping' of the tower heights of Building 3, which would consist of relocating the taller tower (17 storeys) to the north and the lower tower (15 storeys) to the south, would provide an improved transition in height towards the lower built form to the south and may also reduce potential overshadowing impacts to the southern side of Doonside Street. Council recommends that this change be adopted.

Building 4

295. Shadows are a key concern raised by both Strategic Planning officers and Mr McGauran; specifically, how they impact the public realm along the south side of Doonside Street. These shadows are demonstrated in Figures 37 to 41 below. The proposed height of Building 4 (at the corner of Burnley Street and Doonside Street) also exacerbates these off-site impacts. Strategic Planning comments note that; *'the proposed heights on the north-east corner of Burnley and Doonside Streets are similar to the heights proposed for the Harry the Hirer site on the opposite corner directly to the south at 42m (approximately 13 storeys). However, officers are concerned that this height would overshadow the footpath of Doonside Street and Burnley Street'.*

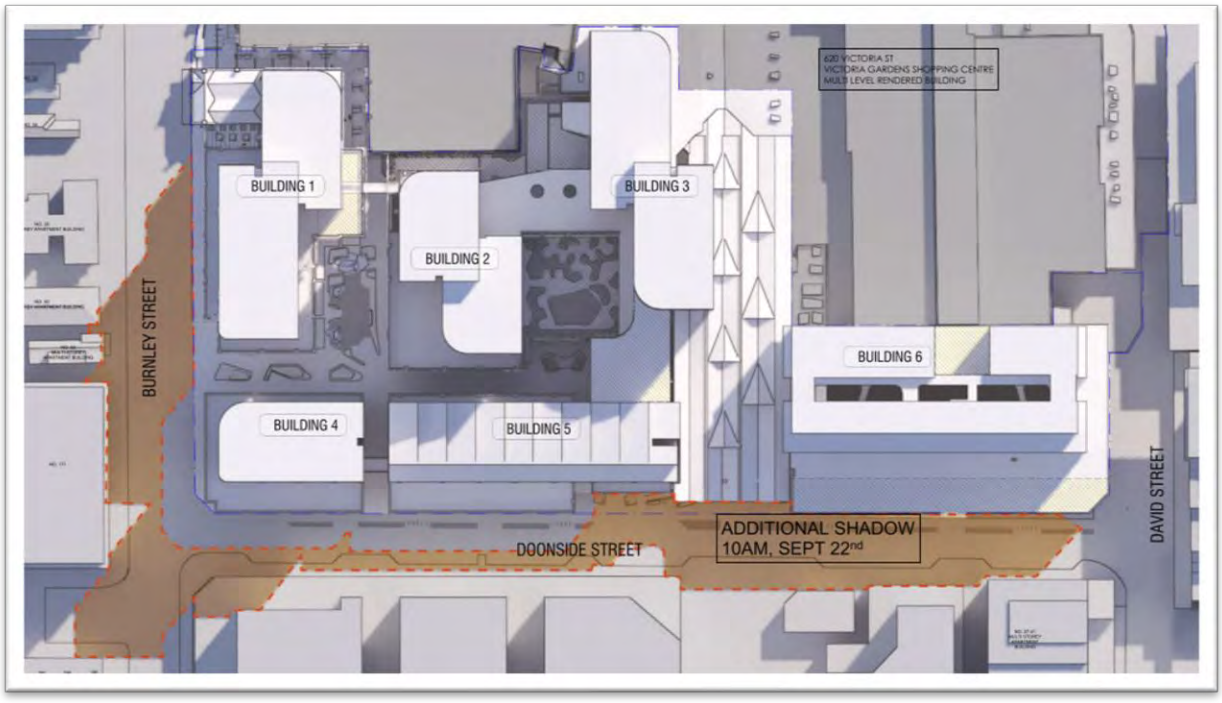

Figure 37: 10am Proposed shadows at 22 September. Source: Architectural Plans

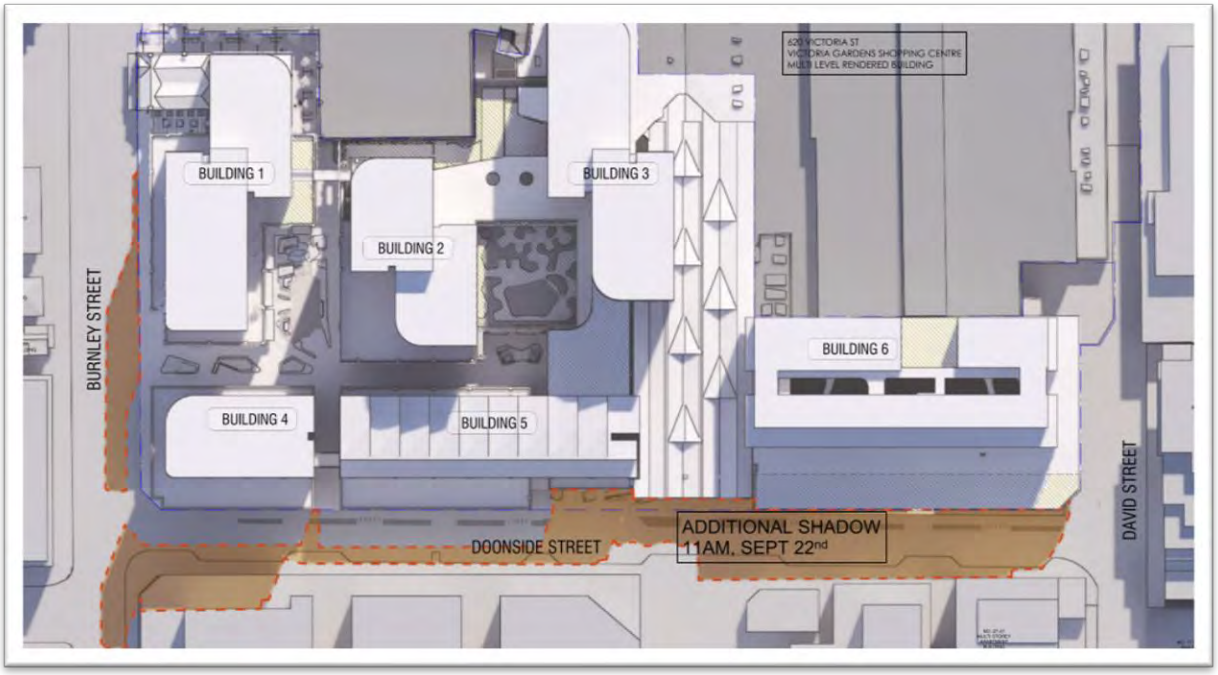

Figure 38: 11am Proposed shadows at 22 September. Source: Architectural Plans

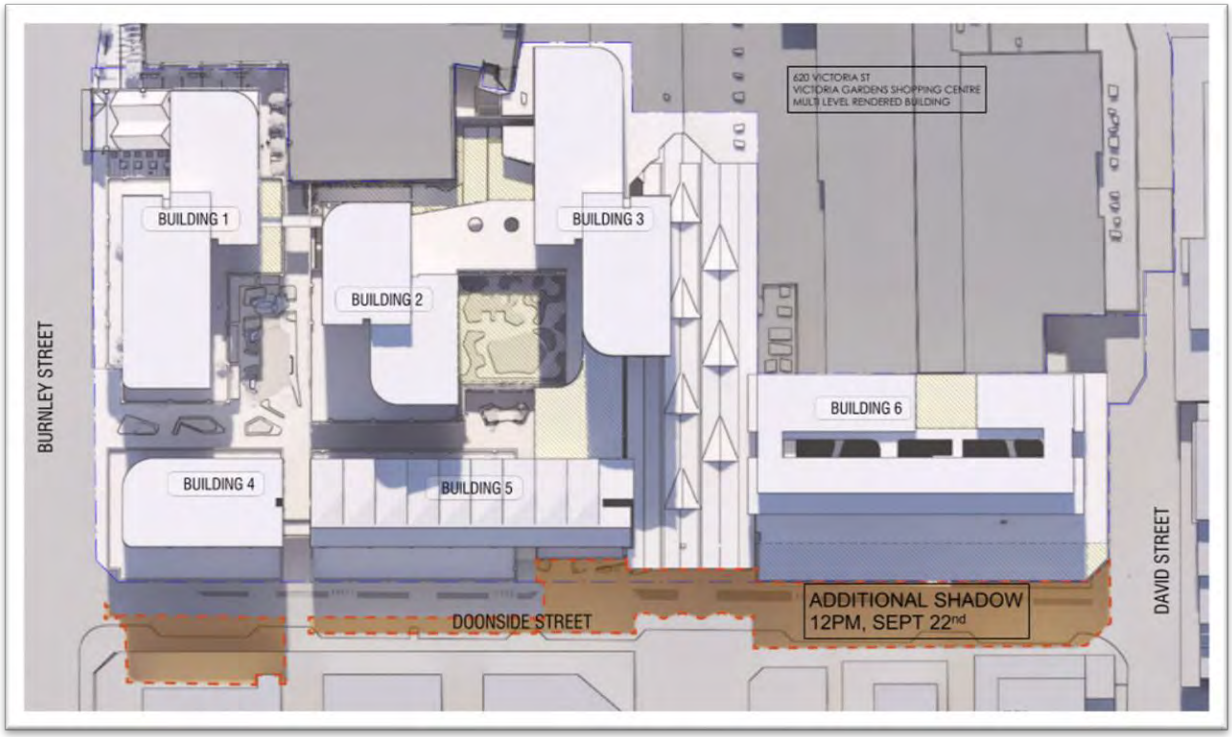

Figure 39: 12pm Proposed shadows at 22 September. Source: Architectural Plans

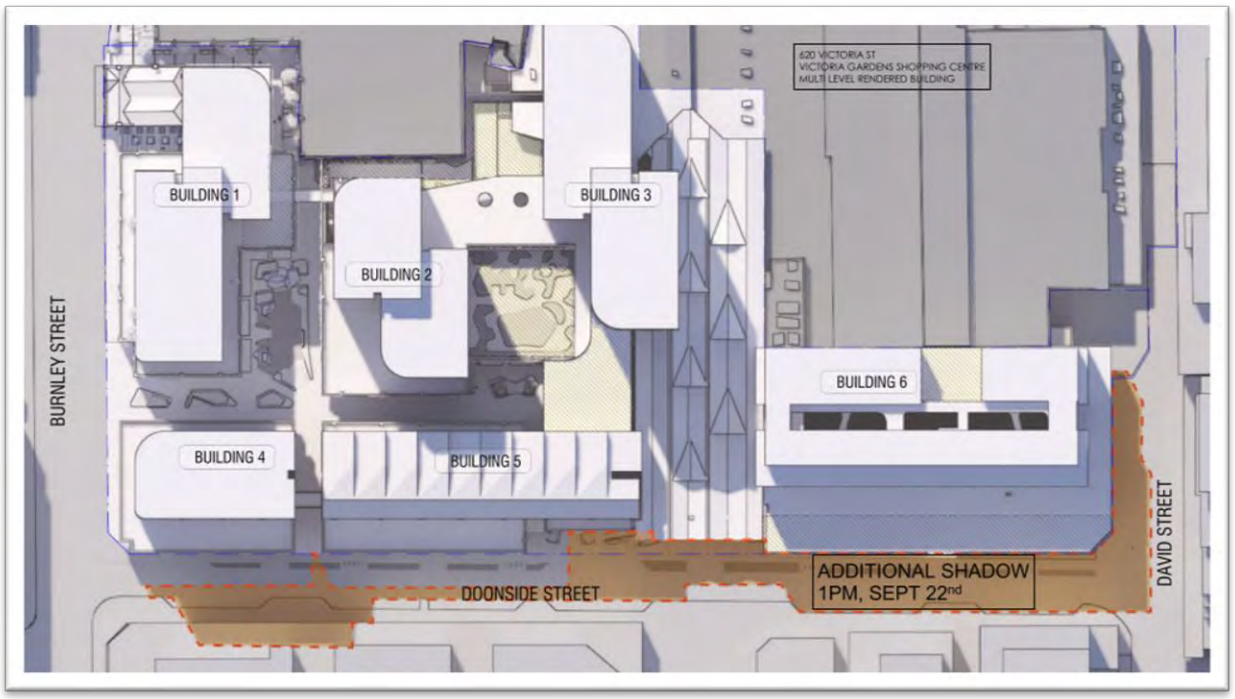

Figure 40: 1pm Proposed shadows at 22 September. Source: Architectural Plans

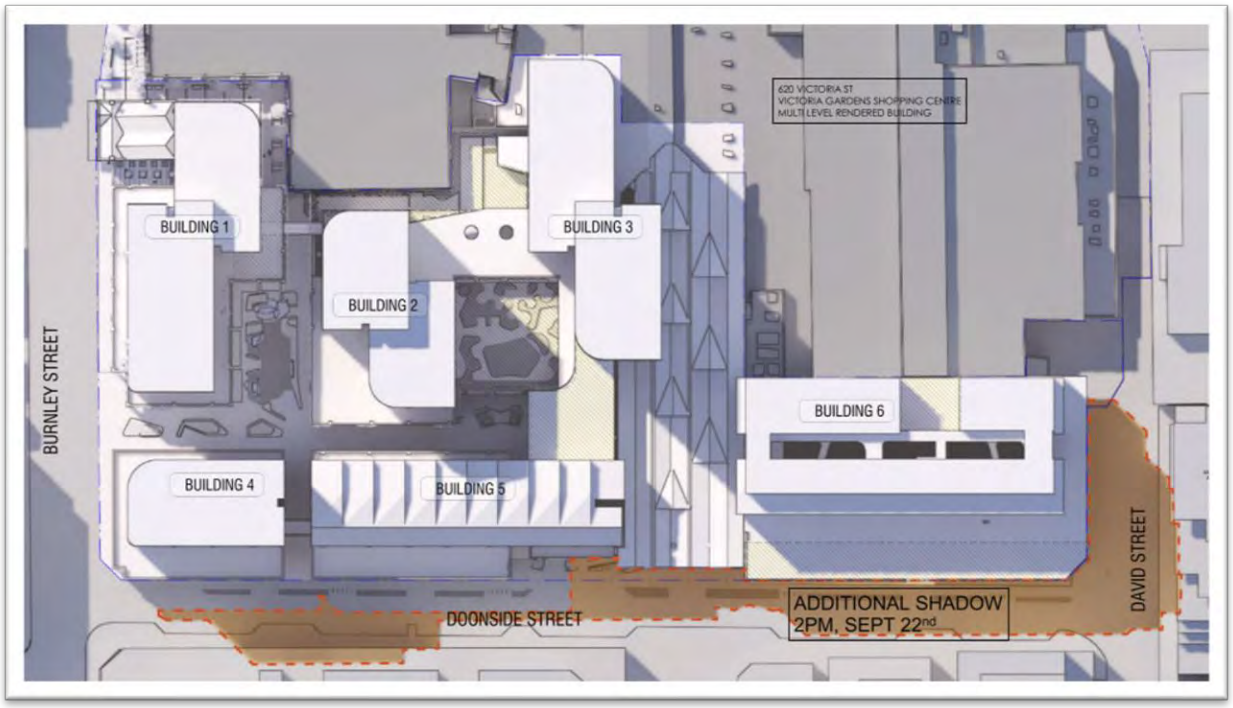

Figure 41: 2pm Proposed shadows at 22 September. Source: Architectural Plans

296. Mr McGauran agrees with this conclusion, noting that; *'based on the principles of preserving solar amenity along with the scaling of the building interfaces with Burnley Street to appropriately connect with the built form of neighbouring zones, it is clear that the indicative scale of building 4 is excessive and substantial change is required……...It would be my recommendation that the scale of the tower is lowered to ensure that the south side of Doonside Street is protected to the kerb line at the September equinox between the hours of 10am and 2pm'.*

297. As demonstrated in the shadow diagrams, the height of Building 4 results in overshadowing of the Burnley Street and Doonside Street intersection or the adjacent southern footpath

along Doonside Street at all hours shown. It is Council's position that any development north of Doonside Street should not overshadow the southern footpath of Doonside Street, between 10am and 2pm at the September equinox. To achieve this outcome, it is clear that a reduction in height of Building 4 will be required.

Buildings 5 & 6

298. A future area of open space is proposed within the Harry the Hirer site to the south of Doonside Street; this is circled in Figure 42. Concerns with shadowing to this proposed park were also raised, with Mr McGauran of the opinion that this future open space should be '*protected from any additional overshadowing arising from development on the subject site between the hours of 11am and 2pm at the winter solstice'*.

Figure 42: Location of future park within southern site. Source: DPO Schedule 15, Yarra Planning Scheme

299. Whilst the final layout of this park has not been approved, and the northern boundary has not been clearly depicted on the shadow diagrams, it appears that a strip of land at the juncture of the park boundary and Doonside Street footpath will be in shadow from 9am until midday at the September equinox. These shadows are created by the height of Building 6 and would increase if measured at the winter solstice.

300. The protection of public open space from overshadowing impacts was discussed in detail within *Durham v Yarra CC [2022] VCAT 556,* in which Member Deidun set aside Council's decision to issue a planning permit, noting that the proposed development (of 6-storeys) was not an appropriate built form response for its context, given its location directly adjacent to a public park.

301. Paragraph 6 of the decision referred to the guidance at Clause 22.10-3.8 of the Scheme concerning the potential shadow impacts on public open space that abuts new development. The Design Objectives of the provision seek to *'ensure that new development does not substantially overshadow adjoining residential private open space or public facilities such as parks and gardens',* with the most relevant design guideline stating that these interfaces should '*maintain sunlight reaching the parkland'.*

302. The decision also references the proposed Clause 15.02-1 – Building Design of Amendment C269 to the Scheme as following;

    (a) *As part of Amendment C269 to the Yarra Planning Scheme, the following policy guidance is to be provided concerning overshadowing of public open space.*

    Policy guidelines
    Consider as relevant:

    (b) *Prevent additional overshadowing of adjacent public open space*
    (c) *Avoid overshadowing of public open space between 10am and 2pm on 22 September*

303. Member Deidun referred to another Tribunal decision within the City of Yarra in which overshadowing of public open space was of relevance. Paragraph 82 of *Forza Capital ATF Forza Grosvenor Street Fund v Yarra CC* [2022] VCAT 128, states the following;

    (a) *We see no reason why the development should not comply with the DDO1 requirement relating to the overshadowing of public open space. It is an important consideration given the amenity provided by such areas in an otherwise built-up environment. The encroachment of shadow may be relatively minor, but it is not outweighed by any other benefits arising from the built form. To the contrary, as submitted by the Council, the development is of an inappropriate design which fails to sufficiently acknowledge or respond to its sensitive interfaces, and the overshadowing of Flockhart Reserve is a further indicator of this.*

304. Council considers similar outcomes should be adopted in this instance, with the subject site and surrounding area emerging as an intensely developed neighbourhood in which public open space will be highly valued. Overshadowing of the future park to the south must be avoided, not only at the September equinox but also within the winter months.

305. Further details on the width of the footpath directly adjacent to the park and confirmation on whether any section of this open space is overshadowed in June must be provided.

306. Whilst ultimately Mr McGauran states that he is generally comfortable with the proposed scale of buildings 5 & 6; based on concerns expressed regarding the shadow diagrams, it is clear that a reduction in heights of both of these buildings are required to achieve the shadow outcomes to Doonside Street and the future park that he requires.

307. Mr McGauran also notes that the eastern footpath of David Street should be protected between the hours of 10am and 2pm at the September equinox. The shadow diagrams indicate that shadows will fall within this space from 2pm onwards. Given the relatively limited impacts throughout the day to this footpath, planning officers are satisfied with this outcome.

308. As outlined, heights throughout the Doonside Precinct and Lot 9 would be addressed via the CDP, with the existing DDO9 proposed to be deleted. This outcome is supported. However, Strategic Planning note that key requirements of DDO9 which relate to the amenity of the public realm and the neighbouring properties should be incorporated into the new CDP. These matters relate to noise, odour, light spill, overlooking and traffic. It is recommended that all amenity provisions be incorporated into the updated document.

309. DDO9 requires that development above 15.5m should not overshadow adjoining streets, public spaces or private properties beyond that are caused by a building of 11m when measured between the hours of 10am and 2pm at the Equinox. Strategic Planning officers also consider an overshadowing requirement should apply to the public open space proposed on the southern side of Doonside Street, as discussed by Mr McGauran. Further to

this, overshadowing requirements should be included for development in Lot 9 to protect the surrounding amenity.

310. The overshadowing requirement should be incorporated into the *Victoria Gardens Comprehensive Development Plan 2022*, with the heights and massing of buildings revised and the requirements in 'Design Element 3 Orientation, Overshadowing and Overlooking' of the CDP updated to include the following under overshadowing:

    (a) Any development north of Doonside Street should not overshadow the southern footpath of Doonside Street, between 10am and 2pm at the September equinox.

    (b) The proposed urban park to the south side of Doonside Street should be protected from any additional overshadowing arising from development on the subject site between the hours of 11am and 2pm at the winter solstice.

    (c) Include overshadowing requirements for development in Lot 9 to protect the surrounding amenity.

Lot 9

311. The amended CDZ1 seeks to amend the height controls within 'Lot 9' by replacing the existing mandatory height control (RL38) with a mandatory height control (RL75). This equates to a substantial increase in height of 37m (i.e., heights of 22m or 6-7 storeys to 59m or 17-18 storeys.).

312. Whilst Strategic Planning noted that higher heights on the western portion of the site transitioning to lower heights on the east are supported in principle; they determined it was difficult to provide comprehensive comments on this aspect of the amendment, given the lack of built form analysis (e.g., overshadowing impacts).

313. To support this height increase, the application relies on the provision of significant public benefits, including integrated placemaking, substantial new public open spaces and economic benefits, however as noted by Mr McGauran '*I would challenge the subsequent assertions that these benefits have both been secured in the vision and that they represent an appropriate apportionment of benefit between private and public interest arising from the substantial intensification proposed'.*

314. In general, Mr McGauran was not supportive of the additional height/scale proposed for Lot 9. He noted that the amendment seeks a substantial increase in density, however the proposed enhancements to the amenity of the public realm to support this increase is not adequately provided. As noted in the assessment of proposed pedestrian linkages (to be undertaken later within this report), he recommends further opportunities be explored for the provision of open space within the site. Relevant comments from Mr McGauran are highlighted below;

    (a) *In broad terms pro-rata expectations for open space should be informed by the recent work on the Harry the Hirer site with an obvious opportunity to provide a substantial new town park for the precinct to host Activity Centre community events in the manner that most village green and town square spaces now do.*

    (b) *This ambition should be incorporated within the Lot 9 River Boulevard interface as the gateway and buffer between the denser and higher core and the adjoining river interface zone, with benchmarks drawn from other renewal areas earlier noted to inform the approach in respect to both site coverage and plot ratio.*

(c) *In the absence of a major space within Lot 9 no substantive uplift in that zone should be contemplated in my view and similarly more modest uplift should be contemplated in the Doonside Precinct.*

315. Planning officers agree that the amendment does not provide adequate community benefits to justify the substantial increase in height being proposed for Lot 9, and additional enhancements to the public realm and pedestrian linkages should be undertaken if additional height on Lot 9 is to be supported. This is discussed in further detail below.

Publicly Accessible Open Space/pedestrian linkages

316. Figure 43 (Picture 3 – Public Place and Pedestrian Connections in the Comprehensive Development Plan) demonstrates the location of proposed publicly accessible spaces, publicly accessible private spaces and publicly accessible laneways throughout the Victoria Gardens Precinct.

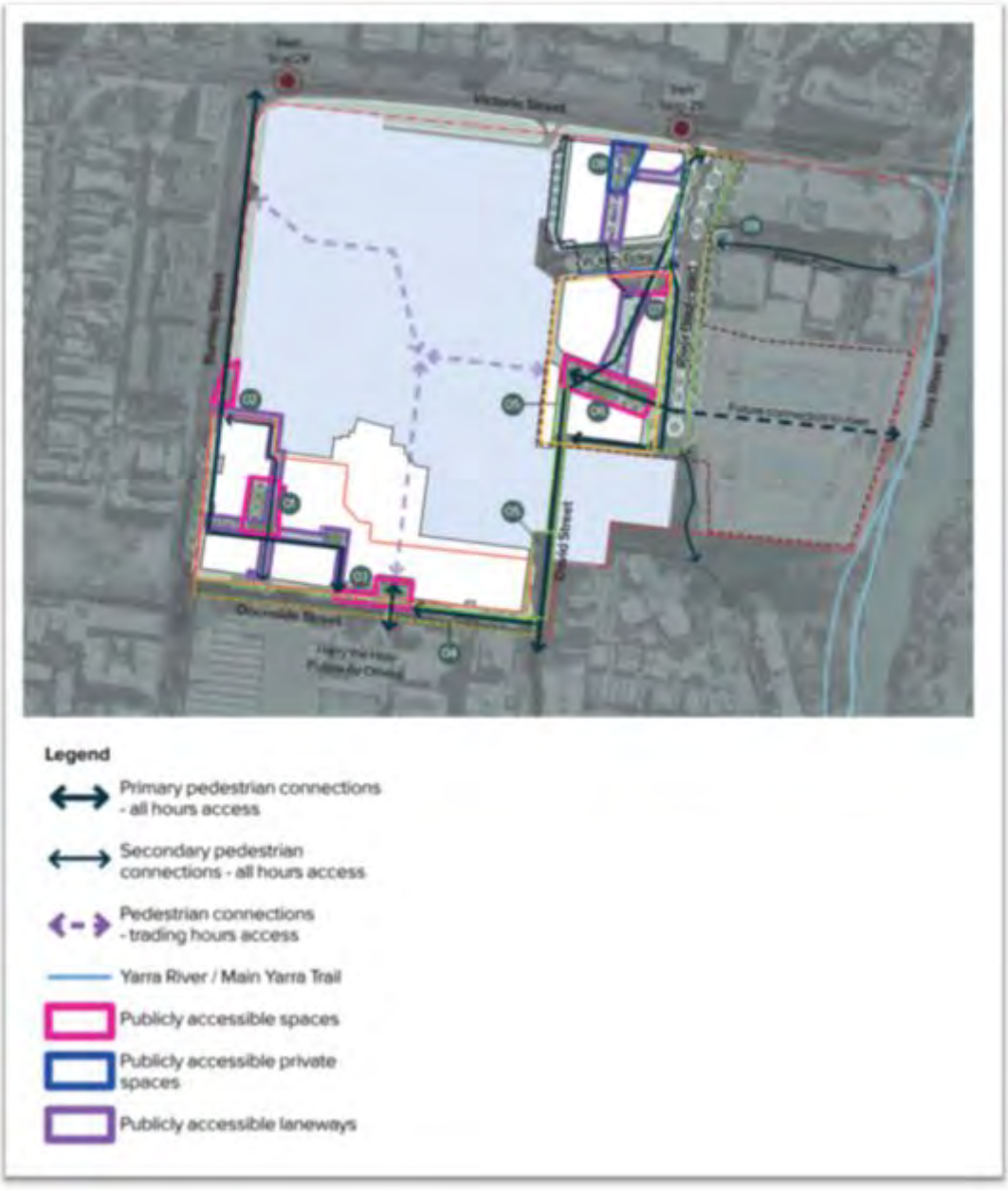

Figure 43: Public Place and Pedestrian Connections. Source: Comprehensive Development Plan

317. The areas of public open space are described in the Town Planning report as follows;

(a) David Street will provide a key pedestrian throughfare through the precinct;
(b) River Passage Plaza (Lot 9) will provide open space to service the River Boulevard Precinct and create a key outdoor space for residents, workers and visitors;
(c) Vickers Drive Forecourt (Lot 9) is a space that transitions between River Boulevard Street to the internal retail laneway network;
(d) River Boulevard Streetscape will be improved to create an attractive pedestrian experience along both sides of the road and as an attractive arrival experience into the precinct;
(e) Victoria Street Plaza (Lot 10) will create an inviting and attractive entrance plaza for the Lot 10 development.

318. The report states that the redevelopment will ensure an improved pedestrian environment and facilities for a growing population and presents a well-considered proposal that integrates with the proposed redevelopment with the existing Shopping Centre to support and improve its ongoing functionality.

319. Mr McGauran questions these outcomes, noting*; 'In my view there is no clear evidence of this, with the proposed linkages through the shopping centre convoluted, reliant on shopping centre operational hours, poorly configured and scoped for convenience when compared to conventional Town Centre precinct permeability'*. He compared the proposal with similarly scaled renewal sites in the City of Yarra, including the Alphington Mills (Amcor) and Fitzroy Gasworks sites, GTV Nine, Harry the Hirer and the North Richmond Housing Estate. Of these, he noted; *'Each is characterised by clear open-to-the-sky primary walking streets bisecting the sites, substantial new tree canopy provision to diminish heat island effects, ambitious community infrastructure and ESD programs and substantial expansion of the public realm supportive of the new residential populations proposed and meaningful contributions at scale of additional affordable housing managed by Community Housing Agencies'.*

320. In his review he provides a 'marked-up' plan (Figure 44) that would envisage the inclusion of a major new soft landscaped public space, a Town Park within Lot 9 at the confluence of River Boulevard and the major two interconnecting east west spines, a more generous market plaza and 24 hour connected laneway networks to the Doonside Street frontage. An amended layout such as this would allow greater use of open space within the precinct and provide more comprehensive connectivity between the Yarra River and Burnley Street.

Figure 44: 'Mock-up' of open space provision. Source: Urban Design Formal advice

321. Without these amendments, Mr McGauran states there will be *'substantial increased demand on each of the arrival interfaces with little contribution by way of additional open space and no additional through block linkages east-west or north-south linking the Doonside precinct to Victoria Street or River Boulevard that are not relying on existing networks already under pressure'.*

322. Strategic Planning officers adopt similar views, noting that the amendment should provide a more comprehensive and detailed framework for the whole of the precinct, with improved pedestrian connections, consideration of the roles of internal and new streets and opportunities for improved interfaces with the street. The provision of visible and beneficial outcomes, additional open space and permeable 'through-block' linkages between all precincts should be incorporated into the design, and the connectivity to the existing shopping complex requires further work to improve its ongoing functionality.

323. Further to this, improved pedestrian permeability into the existing shopping centre should be incorporated into any future design, with the current layout providing an unwelcoming façade to Burnley Street. A design that better integrates the Doonside Precinct and Burnley Street with the existing shopping complex would provide a more user-friendly outcome to this major thoroughfare, improving the pedestrian experience and resulting in an enhanced design outcome that would benefit existing conditions.

324. They note that the definition and the purpose of publicly accessible open space are not clear in the CDP. It is unclear if these equate with public open space. The Yarra Open Space Strategy (2020) defines public open space as:
    (a) *Public open space includes all publicly owned land that is set aside primarily for outdoor recreation, passive outdoor enjoyment and nature conservation and is open to the sky. It includes public parks, gardens, reserves, waterways and squares. Access may be restricted at certain times or at all times on a fee-paying basis. It is generally zoned for public park, recreation or conservation purposes when held in public ownership. (Page 2)*

325. It is also unclear what is meant by 'publicly accessible open spaces' and whether access will be restricted e.g., access will be provided during the daytime or during shopping hours only. Definitions of publicly accessible spaces, publicly accessible private spaces and publicly accessible laneways should be provided, with a Section 173 Agreement incorporated into any planning permit issued to ensure that all laneways and areas of open space are accessible to the public at all times.

326. The Yarra Open Space Strategy identifies a shortfall of open space in this area and Clause 19.02-6L (in C269yara - Yarra's adopted local policy rewrite) identifies this area of Richmond as an area where a land contribution rather than cash contribution is preferred. It is strongly encouraged that increased opportunities for more substantial public open space should be provided, given the substantially increased intensity of development which is proposed.

327. In conclusion, Mr McGauran offers the following comments;

    (a) *I do not accept that the proposed arrangements deliver a net community benefit in public realm improvements as submitted, quite the reverse. I consider that the proposed scale of development is not supported by a commensurate growth in the scale and amenity of public spaces and pedestrian networks through the precinct necessary to deliver a net community benefit outcome.*

    (b) *With the proposed developments east of River Boulevard and the proposed east west linkages along with the substantial populations proposed for the balance of the Lot 9 and adjoining areas, the precinct requires a substantial and timely inclusion of a significant new Town Park that is consistent in its quality, scale and ambitions with the needs of a large new resident and employment population.*

(c) *The absence of these benchmarks of capacity and amenity for public spaces is a glaring omission and something that needs to be addressed by the applicant both in their reports and in the configuration and orientation of development sites and spaces.*

328. Overall, the deficiencies outlined above and the extent of redesign that would be required to address these issues are substantial. Planning officers are not of the opinion that this degree of change could be easily rectified via permit conditions or recommendations.

329. The lack of support for this element affects the proposed increase in heights to Lot 9, as outlined earlier, and on this basis, the proposed increase in height for Lot 9 within the amended CDZ1 is also not supported.

Schedule 1 to Clause 53.01

330. The applicant seeks to amend Schedule 1 to Clause 53.01 to exclude the subject land from providing public open space contributions. They note that given the provision of 2,660qsm (out of a possible 8,783sqm) of publicly accessible open space area within the MUZ, and the previous payment of Public Open Space Contributions as part of the original CDZ development, that any proposed future development should be exempt from the requirements of Clause 22.12 and Clause 53.01.

331. Officers do not support the proposed changes to the Clause 53.01 to exclude the subject land. The explanatory report and planning report comment that public open space contributions have been provided for development in the CDZ, however this is not the case for the area currently included in the MUZ. Additionally, the open space contribution for the general Victoria Gardens Site was 'paid' based on the original rezoning of the land in 1997. Arguably the extent of intensification being proposed by this most recent amendment warrants a review of the open space and more broadly the infrastructure provided on the site for the future population housed on this broader site.

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332. As outlined previously, the application seeks approval for 6 new multi storey buildings containing a mixed-use development. A detailed assessment of the merits of the application, and its integration with the surrounding context, is outlined below.

Existing and emerging context

333. As outlined within the 'site and surrounds' section of this report, the Doonside Precinct is located in an area characterised by a substantial degree of existing higher density development, and is undergoing significant change, with currently under-utilised land being repurposed to provide a vibrant, mixed-use neighbourhood. This particular pocket of Richmond is densely populated, with recently constructed multi-storey developments extending along the northern interface of Victoria Street, and a mixture of existing and emerging multi-level buildings addressing the western side of Burnley Street. In general, these developments range in height from 7 to 11 storeys, with areas of higher built form also located to the south and south-east of the precinct along Doonside Street.

334. The existing Victoria Gardens Shopping centre extends to 6-storeys, with the currently approved Development Plans throughout the remaining Victoria Gardens precincts allowing development between 5 to 10 storeys. The redevelopment of the Harry the Hirer site on the southern side of Doonside Street will further add to the intensification of this area, with heights in the realm of 6 to 17 storeys envisaged. On this basis, the heights proposed within the Doonside Precinct are generally reflective of the existing and emerging context, with the individual heights of each building discussed previously.

335. Clause 22.10-3.3 of the Scheme sets out the local policy in regard to 'setbacks and building height'. The relevant design objective is *"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".* The design guidelines recommend the use of massing or articulation, or changes of surface treatment, or a combination of these to relate taller buildings to the scale of their surrounds and to diminish visual bulk. The policy also contemplates that the overall height of new development may exceed the prevailing building height of the area if the site does not cause off-site impacts.

336. Whilst the taller built form within the centre of the precinct exceeds the general scale of existing development, as noted previously by Mr McGauran, the location of these towers is generally supported. The positioning of the taller buildings reduces the potential for off-site amenity impacts; however, they contribute to the on-site impacts in the form of overshadowing of proposed public open space within the precinct. This aspect will be discussed later within this report.

337. Potential amendments to the heights of specific buildings have been discussed in relation to their overshadowing impacts to Doonside Street. As noted previously, the proposed taller built form has been concentrated internally to the site, with the buildings addressing Doonside Street reduced in scale to address visual bulk and overshadowing impacts to the southern side of Doonside Street. The additional shadow analysis recommended by Council would indicate whether reductions in heights of particular buildings are required to ensure that these shadow impacts are addressed.

338. The Town Planning Report submitted with the application notes that '*The Doonside Precinct forms have been designed to provide for building separation as indicated from the 'Proposed Comprehensive Development Plan – Precincts, Height and Setbacks Plan'. This will minimise visual bulk between the built form on site, when viewed from the surrounding streetscape. These separation distances will ensure that views through the site and to the sky are visible'.* This aspect will be discussed below.

Scale and Massing

339. As a general outline, the massing of the proposed buildings at ground level will be set back 2.5m from the three interfaces; Doonside Street, Burnley Street and David Street. The entrance to the Market Place and the adjacent section of Building 5 will increase this setback to 4.5m from the Doonside Street footpath, creating a small forecourt to this main entry. These setbacks will result in a positive outcome for the existing public realm and will provide a more usable shared space along these streetscapes.

340. Above the podiums fronting all the existing streets, towers 1, 4, 5 and 6 are set back as follows;

    (a) Building 1 – 6.3m to 16.7m from Burnley Street;
    (b) Building 4 – 5.6m from Burnley Street and 7.3m from Doonside Street;
    (c) Building 5 – 7.1m to 11.2m from Doonside Street;
    (d) Building 6 – 13.9m to 18.2m from Doonside Street and 5m to 7.2m from David Street.

341. The setbacks of the tower elements lessen the visual presence of the built form and distinguishes between the upper levels and streetwalls when viewed from Burnley and Doonside Streets. This allows the podiums to be the more visually dominant elements within the streetscape. This is also strengthened through the varied materials and colours used to differentiate the two elements. The proposed massing will provide consistency with the existing pattern of development in the area and will ensure the scale of the buildings around the periphery of the precinct will integrate well with the existing and emerging scale of development along the three external interfaces.

342. Regarding the internal separation provided between the buildings, the minimal internal separation between buildings at the podium levels is as follows;
    (a) Buildings 1 & 2 – 6m;
    (b) Buildings 1 & 4 – 10m;
    (c) Buildings 2 & 5 – 6m;
    (d) Buildings 4 & 5 – 6m.

343. The minimal internal separation between buildings at the tower levels is as follows;
    (a) Buildings 1 & 2 – Ranging between 13.6m, 23.8m and 34m;
    (b) Buildings 2 & 3 – 26.3m
    (c) Buildings 1 & 4 – 14.8m;
    (d) Buildings 2 & 5 – 11.6m;
    (e) Buildings 4 & 5 – 5.8m;
    (f) Buildings 3 & 5 – 21.8m
    (g) Buildings 5 & 6 – 25m.

344. Figure 45 demonstrates the setbacks from external boundaries and the internal separation provided between buildings.

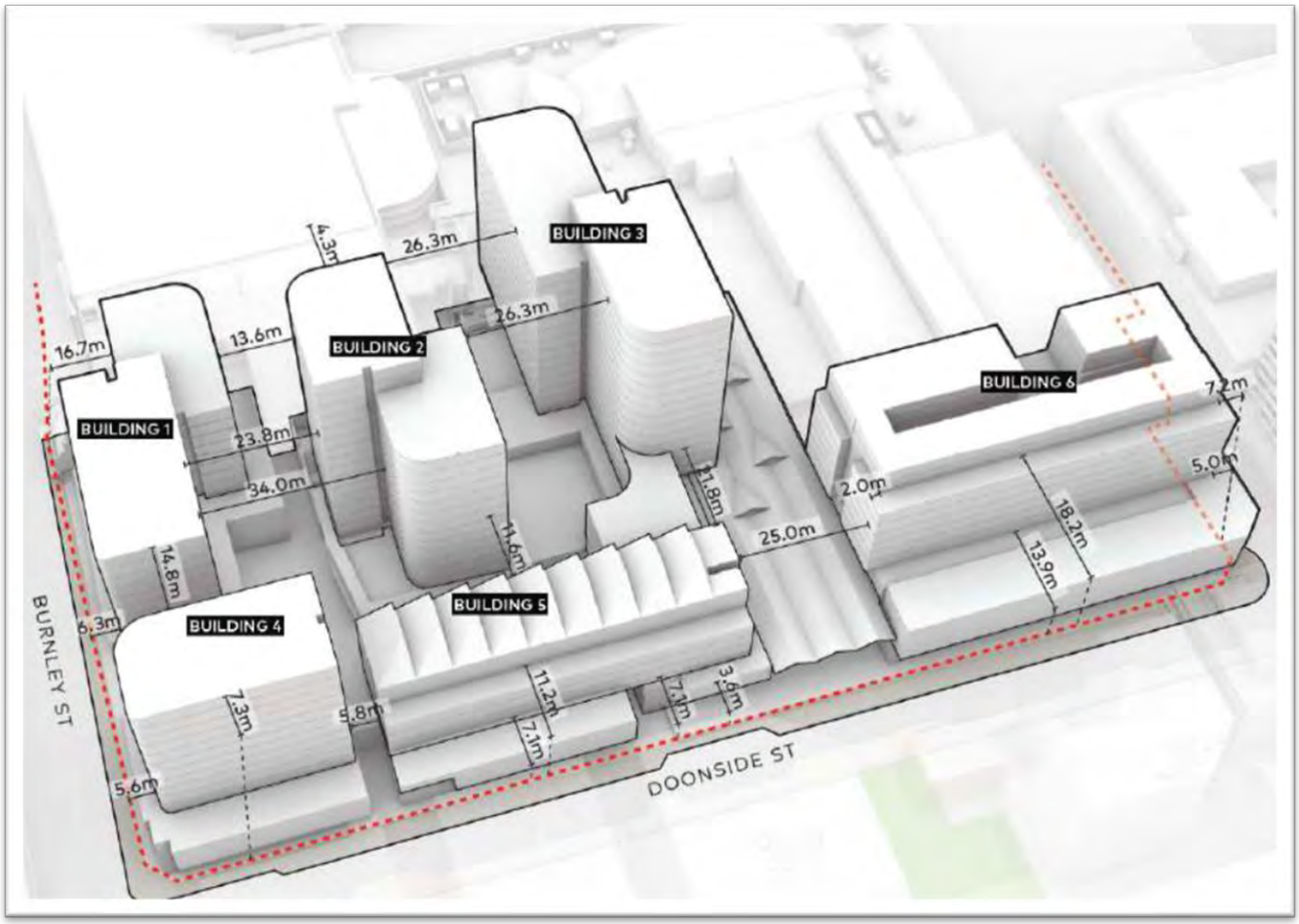

Figure 45: Setbacks and internal separation. Source: Urban Context Report 2022

345. With regards to internal separation; distances range from 5.8m between Buildings 4 & 5 to a maximum of 34m between Buildings 1 & 2. In most instances, separation greater than 9m will be provided; this ensures that privacy screens are not required to alleviate internal views between buildings and adequate outlook and daylight will be provided.

346. This outcome has not been achieved for dwellings in Building 5, with several west-facing bedrooms and terraces screened to avoid overlooking of adjacent habitable rooms in Building 4. Whilst living rooms are not affected, an increase in separation between these buildings would reduce reliance on screening of any rooms. This alteration would also increase daylight and outlook to the dwellings, and subsequently increase daylight to the laneway below. Council officers support this change, by increasing the separation at tower levels between Buildings 4 & 5 to a minimum of 9m. A recommendation to this effect will be included in Council's response.

347. Whilst more generous internal separation is provided for other buildings, the issue of internal overshadowing of the proposed public open spaces remains. Internal separation at podium level also affects the width and amenity of the laneways throughout the precinct. These elements will be discussed in detail within the public realm and open space sections of this report.

Heritage

348. The former Loyal Studley Hotel on Burnley Street is the only section of the site located within the heritage overlay (Figure 35). The 'City of Yarra Database of Heritage Areas, April 2022' identifies the site as 'individually significant' heritage grading.

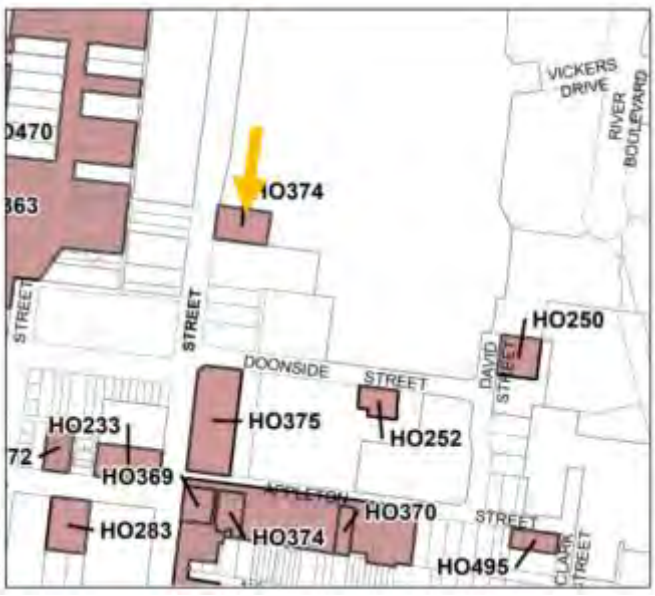

Figure 46: Heritage Overlay. Source: Urbis Town Planning Report 2022

349. The hotel is double storey, of a Queen Anne revival style design, and was constructed in 1892. The building has an asymmetrical facade, with extensive render dressings, and a gabled main roof with slate cladding. Heritage Advice provided to Council by Anita Brady indicates that the hotel has undergone relatively significant modifications. These changes include the addition of a cantilevered verandah, alterations to the ground floor façade, painting of brickwork and the replacement of roof slate. A single-storey addition to the south with a flat roof form has also been incorporated into the building.

350. The proposal seeks to retain the double-storey envelope of the building, to a depth of approximately 16.8m, including the roof form. This element would be incorporated into the new development. The rear portion of the building, along with the single-storey addition to the south, will be removed. Other alterations include the removal of one door and creation of a new opening within the northern wall. The original façade will be restored and integrated into the design, and will be adapted to return to its original use as a Hotel/Pub.

Demolition

351. Clause 22.02-5.1 - Demolition generally discourages the demolition of part of an individually significant or contributory building or removal of contributory elements unless for individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.

352. In her review, Ms Brady notes that in general, the extent of demolition is acceptable. While the demolition to the rear includes original and early fabric, it is accepted that this fabric has been largely altered and is of more limited heritage interest. She does however question the proposed demolition works within the northern wall of the hotel, noting that this alteration appears to be approximately one third of the way along the wall, with the wall being highly visible to Burnley Street.

353. The Heritage Impact Statement (HIS) provided with the application (prepared by Bryce Raworth and dated 30 March 2022) notes that this new opening is a relatively minor alteration in a secondary elevation that can be accommodated without adverse impact. It also states that whilst these works involve removal of a section of original wall, the fabric is not of any particular note, being of conventional construction, while the existing door to be removed is not original.

354. Ms Brady offered in-principal support for this outcome, particularly given the works will preserve the existing layout of the gabled bay along the northern wall, however she noted that more detail would normally be required to confirm this conclusion, with very little detail provided. It is also recommended that the size of the opening be minimised, and that it be setback from the façade to Burnley Street and from the gabled bay visible to the north side wall, as far as possible.

355. Given the individually significant grading of the heritage building, it is recommended that the provision of a Structural Report to ensure the original built form is protected during demolition should be submitted via a permit condition. This requirement will be incorporated into a Conservation Management Plan, discussed further below.

Integration with the heritage hotel

356. The proposed development will be located to the south and east of the existing hotel, with Building 1 to be constructed partially within the HO374 area (at the rear of the hotel).

357. As it presents to Burnley Street, and to the south of the hotel, this building will have a two-storey podium which will be setback 2.5m from the footpath, thereby ensuring a greater setback from the boundary than the heritage façade (which is constructed hard edge to the street). The tower element of the southern portion will be setback 5.5m from Burnley Street. These setbacks behind the line of the heritage facade ensures that the hotel retains visibility in views from the south and south-west. The render in Figure 47 shows the hotel as viewed from the north, with the elevation at Figure 48 demonstrating the heights behind and to the south of the heritage hotel.

Figure 47: View of heritage hotel and Building 1 from the north. Source: Urban Context Report 2022

Figure 48: Building 1 behind heritage hotel. Source: Architectural Plans 2022

358. The HIS states that the height of the podium is approximate to the level of the chimneys of the heritage building, with a height above NGL of 14m. This detail is difficult to discern in the elevations provided, with the chimneys not clearly shown on these drawings and the height from natural ground level (NGL) not depicted. These details should be provided via a condition of any permit issued. Ms Brady noted that if this information is correct, then this outcome is acceptable.

359. A gap in built form of 5.25m will be provided between the southern wall of the hotel and the double-storey podium; this separation will increase to 9.5m for the upper levels of the proposed building. The overall height of the southern section of Building 1 will extend to 12-storeys.

360. A break between the heritage and new fabric is supported. Ms Brady notes that the southern section of Building 1 does not appear to sit within the extent of HO374, and on this basis, the sensitivity of the proposed development to the south side of the heritage building is less. Whilst the difference in overall height of Building 1 to the south of the hotel is substantial, in her analysis, Ms Brady acknowledged that this area of Richmond is anticipated to be subject to substantial development in the future and recognises that low-scale heritage buildings in the area are, and will increasingly, be seen near and adjoining substantial modern buildings including tower developments. She states, *'this sets up a situation where the normally relevant parts of Yarra's local heritage policy at Clause 22.02 cannot be expected to fully apply; and nor those of the proposed new local heritage policy at Clause 15.03-1L (as per Amendment C269)'.*

361. The southern section of Building 1, located outside HO374, is appropriately responsive to its heritage neighbour by utilising a podium form fronting Burnley Street, at a setback of 5.4m from the southern elevation of the former hotel, and with a two-storey height which is in line with the height of the heritage building. The articulation of the podium's street wall into narrower portions is reflective of historical subdivision patterns.

362. Based on the above, Ms Brady concludes that the southern section of Building 1 is generally acceptable from a heritage perspective.

363. To the east, at the rear, Building 1 will directly adjoin the hotel. As noted, this part of Building 1 will be constructed within the HO374 area; this section of the development is subsequently more sensitive with regards to heritage values. The tower element will be set back 15.7m from the Burnley Street façade; however, there will be no setback or degree of separation provided between the heritage fabric of the hotel and the new built form. Further to this, Ms Brady highlights that the HIS outlines the provision of a '*small (1.1 metre) projection into the airspace above the rear plane of the former hotel's roof'.* The details of this projection are not clear, with Ms Brady not able to identify it on the drawings. She noted that as these details are not shown clearly; it is difficult to assess the suitability of these works. However, based on the assumption that this projection is located within the airspace directly above the hotel, as described in the HIS, it is unlikely these works would be supported. A permit condition should require its removal.

364. In the HIS, Mr Raworth states that the setback from Burnley Street *'enables a substantial degree of separation between the old and new built forms'.* Whilst the setback will provide separation between the streetscape and the proposed building; there is no setback provided between the 'old and new built forms' as suggested. The Urban Context report also touches on this subject, noting that *'above and adjacent to the existing building, setbacks provide sufficient breathing room for the heritage elements to stand out and to avoid being visually dominated'.* The works as proposed are not consistent with these statements, and the lack of setback, which results in no visual sense of separation between the original and proposed built form, is considered problematic.

365. In support of the proposed building, Mr Raworth quotes Council's heritage policy relating to 'New Development, Alterations or Additions' at Clause 22.02-05.7.1 of the Scheme, which does not require upper-level additions to industrial, commercial or retail heritage places to be concealed from view; rather, it encourages them to incorporate treatments which make them less apparent. He notes that the use of lightweight finishes and colours will not dominate the heritage building, thereby achieving this outcome.

366. Ms Brady does not share this view, noting that the *'combination of lack of separation, the 'projection into the airspace' above the rear part of the hotel, and the height of the proposed building, will result in an adverse impact'*. She states, *'while the heritage policy is accepted to in part be set aside in this area, it is not to be set aside to this extent'.*

367. Having regard to the above, Ms Brady outlines a number of amendments to the design that may improve the relationship between the heritage fabric and new built form. These changes are supported by Council Officers. She notes that these could include one or a combination of the following:

    (a) Provide a separation of at least 2m between the rear wall of the heritage building and the bulk of the new building, to allow visual separation. This would also ensure that no elements (or architectural details) of the new building project over or intrude into the airspace above the heritage building. The lower levels of the north section, which are not visible from Burnley Street behind the retained heritage building or are of limited visibility, can adjoin or attach to the rear of the hotel and provide a link to the setback upper levels;

    (b) Increase the north setback of the north section of the new building so that it is not fully sited behind the retained heritage building and frees up some space behind the building and in the north-east corner of H0374; and/or;

    (c) Reduce the height of the north section of the building by a level.

368. Council officers consider both the increased northern setback and the reduction in one level of the northern section of Building 1 should be provided.

Conservation works

369. The HIS states '*As part of the proposal, it is recommended that conservation works are undertaken to the retained portion of the heritage building, as this will help to maintain the heritage significance of the place'.* This aligns with Clause 22.02-5.3 – Reconstruction and restoration of the Scheme, which aims to encourage the reconstruction of a building or works which previously existed in a heritage place if:
    (a) The reconstruction will enhance the heritage significance of the heritage place; and,
    (b) Evidence exists to support the accuracy of the reconstruction.

370. The scope of conservation works include removal of non-original paint and redundant accretions, repair of roofing, pointing, decorative cement dressings and timber framed windows as required, as well as the introduction of a sympathetic ground floor facade treatment. It is recommended that a comprehensive Conservation Management Plan should be prepared as a condition of any permit issued for the development. This plan should also incorporate details of how the structural integrity of the original building will be protected during the works.

Architectural quality

371. Policy at Clause 15.01-1S – Urban Design and Clause 22.10 – Built form and design encourages high standards in architecture and urban design. The proposal incorporates a variety of built form and design responses throughout the site, providing a mixed visual outcome with a consistent contemporary theme. A range of materials are proposed to be used; these include brickwork of various colours, concrete, metal cladding and significant areas of glazing. The materiality, when combined with the mixture of heights and setbacks, add a degree of articulation and visual interest which is supported.

Figure 49: View of materiality from the south. Source: Urban Context Report 2022

372. Distinctions between the podium and tower levels will be achieved via the use of contrasting materials; this will add further interest to the design. Significant areas of glazing in the lower levels will provide activation at pedestrian level and increase integration with the public realm. As noted in the Urban Context Report provided with the application, *'the entries to residential, office and significant retail are all intentionally emphasised in double height spaces, larger portals, or a change in geometry'*. This design feature is supported.

373. Design at both podium and tower levels will aim to provide a 'fine-grain' response, via the proportions of windows and use of vertical and horizontal design cues. This will provide further articulation to the walls, with no blank frontages proposed.

374. An extensive degree of brickwork in different colours is used throughout, with the Urban Context report noting that a composition of flat and recessed bricks will add texture to the façades. The use of brickwork is a positive aspect of the development and will reflect the existing character of the surrounding neighbourhood. The variety of brickwork is demonstrated in Figure 50.

Figure 50: Different types of brickwork proposed. Source: Urban Context Report 2022

375. Roof forms will predominantly be flat, with some roofs mimicking an industrial sawtooth design provided for Building 5 and the Market Hall (Figure 51). These elements are located on the lowest built form area within the precinct and therefore the most visible. The inclusion of these roof forms provides a positive connection to the site's industrial past.

Figure 51: Market Hall roof design. Source: Urban Context Report 2022

376. In general, the proposed design and architectural quality of the various buildings throughout the precinct are supported.

Public Realm

377. The proposal outlines public realm works for all street frontages and each will be discussed in turn.

Burnley Street

378. The Burnley Street footpath is proposed to be widened, with a 2.5m setback of all new built form at ground level except for the retained heritage building. New street trees are proposed along this length to improve pedestrian amenity for this precinct. The hotel and a range of food and drink premises will address this interface. Residential and office entrances will be incorporated into the design, with the refurbishment of the Loyal Studley Hotel further activating this frontage. Streetscape works including visitor bicycle parking, pocket landscaping and street trees will enhance the usability and attractiveness of the public realm.

379. Two pedestrian laneways will be provided off Burnley Street, providing access to the existing Victoria Gardens Shopping Centre and an east-west link through the precinct. This will offer improved connectivity for pedestrians and provide visual breaks and views to the sky from the Burnley Street footpath.

380. Various setbacks from the street are incorporated into areas of the podium, with particular reference to the residential and office entrances, and the opening to the forecourt between Buildings 1 & 4, as demonstrated in Figure 52. This outcome, when combined with contrasting material and design elements, will alleviate any repetition in built form and provide a visually interesting response along the eastern streetscape.

Figure 52: View of Burnley Street entrance. Source: Urban Context Report 2022

381. The setbacks and breaks between buildings will maintain the existing pattern of development within the area and provide a 'fine-grained' response at pedestrian level that will alleviate the significant length of the site's interface with Burnley Street.

382. An area described in the application material as a 'pocket-park' will be incorporated into the northern end of the site. This detail will be discussed later within the assessment; however, in general the provision of this landscaped area is supported. The vegetation will obscure views to the existing multi-storey car park associated with the shopping centre and will further activate the streetscape by providing a visual link to further landscaping extending into the site.

383. The plans indicate that low level planters and seating will be incorporated into the entrance to the primary laneway between Buildings 1 & 4. Council's Urban Design comments noted there is the possibility for these elements to protrude into the Burnley Street footpath and compromise the 'shoreline' path of travel along Burnley Street, as demonstrated in Figure 53. Furniture elements or planters should not extend out into this setback.

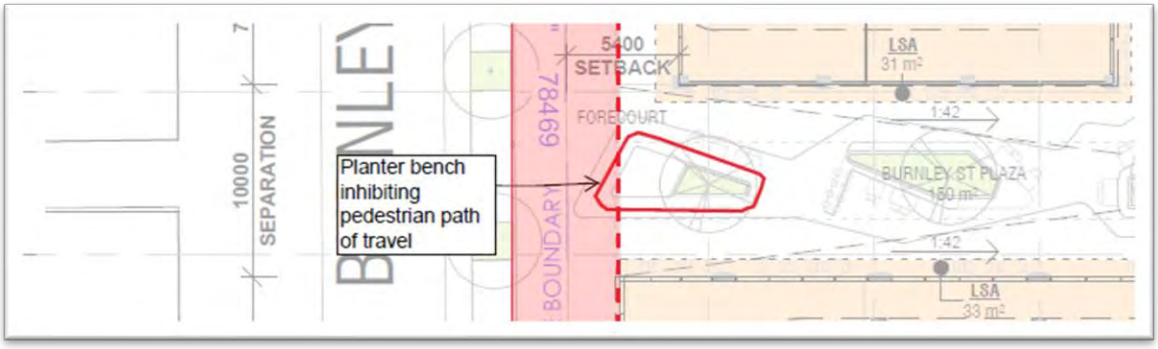

Figure 53: Potential obstruction of Burnley Street footpath. Source: Open Design referral 2022

Doonside Street

384. The Doonside Street streetscape will be similarly enhanced via the widening of the northern pedestrian footpath, with street trees, understorey planting and bicycle hoops incorporated into the design. At ground level, a mixture of retail and food and drink premises will address the street; a high level of glazing will provide passive surveillance to the public realm and visible entrances to the office and residential components will further activate this frontage.

385. As with the Burnley Street response, a variety of setbacks, designs and materials have been incorporated into the podium levels; this creates visual interest by alleviating any homogonous frontage along the street and thereby enhancing the pedestrian experience. This feature is extended to the tower elements above, as demonstrated in Figure 54, with a variety of setbacks, roof forms, façade designs and materiality providing a visually contrasting outcome that successfully relieves the sense of mass when viewed from the south. These aspects are supported.

Figure 54: Market Hall entrance on Doonside Street. Source: Urban Context Report 2022

386. Two laneway connections and the principal entrance to the Market Hall will create a visible sense of address within the street, with the location of the Market Hall entrance increasing pedestrian activity towards the eastern end of the precinct. The location of the Market Hall entrance has been strategically designed to create a direct connection with the future layout of the 'Harry the Hirer' site to the south. Schedule 15 to the DPO, which provides direction for the future design of the southern site, contains an Indicative Framework Plan (Figure 55); this plan includes a north-south laneway and new area of open space that would be located directly to the south of the Market Hall entrance (on the southern side of Doonside Street). This area is circled in the image below.

Figure 55: Indicative Framework Plan for 'Harry the Hirer' in Schedule 15 to the DPO. Source: Yarra Planning Scheme.

387. The Stantec Traffic Report submitted with the application discusses the potential future provision of a raised pedestrian crossing directly opposite the new Market Hall entrance which would provide connectivity between the Victoria Gardens Shopping Centre to the north

and the development on the Harry the Hirer site to the south. This report assumes that the crossing will be delivered by the developer of the Harry the Hirer site. Schedule 15 to the DPO highlights that the future Development Plan and any permits for the southern site must demonstrate how pedestrian movements will be prioritised, with convenient connections to existing infrastructure required.

388. The Masterplan for the Victoria Gardens precinct supports this outcome, with the Urban Context report highlighting that the development should *'extend the axis of main mall structure of shopping centre to Doonside Street and through the proposed north-south link of the Harry the Hirer site to Appleton Street'.* The details of a pedestrian crossing are also included in the Landscape report (Figure 56). Whilst it is clear that these works are anticipated to occur, it is not clear who will deliver these works.

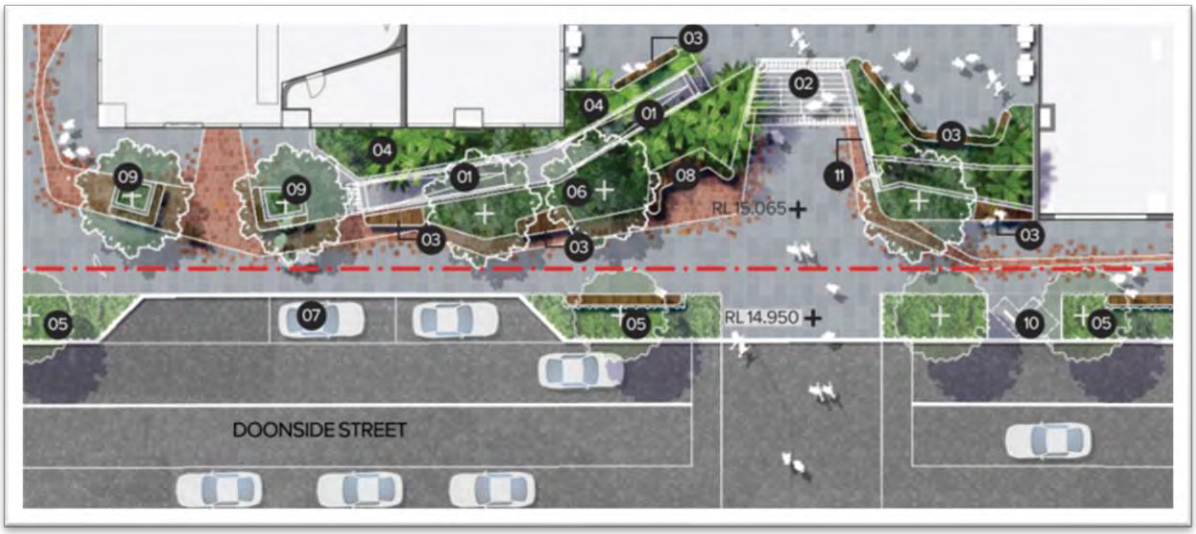

Figure 56: Proposed layout of Market Hall entrance. Source: Landscape Report 2022

389. The provision of a raised pedestrian priority crossing connecting these two sites was discussed and supported in comments by Mr McGauran and Council's Urban Design and Strategic Transport team. The provision of this crossing will create a significant connection between the two precincts and opportunities to explore this via the development of the Doonside precinct is recommended. Council considers a shared contribution between the permit applicant and the applicant for Harry the Hirer to carry out these works is a reasonable outcome, with both developments benefiting from this improvement to the public realm. A permit condition has been recommended accordingly

390. A number of 'indented' car parking spaces will be incorporated into the Doonside Street footpath (also demonstrated in Figure 56); these will provide opportunities for short-term parking, drop-offs, Ubers etc. Whilst Council's Strategic Transport Officer is not supportive of this design, noting that the removal would allow for more on-street bicycle hoops, landscaping and other streetscape improvements, Mr McGauran highlights that these elements are essential, particularly if Doonside Street is promoted as a principal entrance to the precinct.

391. If the removal of the carparking spaces is not feasible, Strategic Transport recommends the integration of appropriate traffic calming designs to limit vehicle volumes and speeds, noting that this design response would result in significant improvements for safety and amenity in the area. The provision of the raised pedestrian crossing as discussed previously would assist in achieving this outcome.

Undergrounding of Electricity – Doonside Street

392. Council Engineers have specified that electricity poles extending along the northern side of Doonside Street should be undergrounded to the satisfaction of the relevant power authority and Council. These works should not interfere with the tree root zones and proposed irrigation systems. All underground utility services within the road reserves fronting all boundaries should be located and protected.

David Street

393. The northern end of David Street has traditionally functioned as a 'back of house' service road, providing access to the existing Coles loading bay and undercroft car parking/loading bay of the BAE building at No. 40 River Boulevard. The 'public realm strategy & principles' and the 'public places & streets' masterplan provided in the Urban Context Report identify David Street as a primary access connection, which would provide 24-hour access between Doonside Street and River Boulevard. The strategy aims to develop and explore outcomes that enhance the public realm and support active travel; with particular regard to David Street. The document seeks to investigate enhancement and pedestrian safety of David Street and to improve the north-south public circulation link through to the River Boulevard Precinct.

394. Mr McGauran notes that *'too much reliance is placed on Doonside and David Street to provide car parking and loading'*. Whilst this is acknowledged, the use of David Street for these functions is the logical outcome, with visibility from the principal streetscapes obscured and vehicle access from Burnley Street (and Doonside Street) discouraged. It is noted however that two additional vehicle entrances are proposed; one to the main basement car park and the second to the above ground car parking proposed in Building 6. In his review, Mr McGauran notes '*The application proposes removal of loading from the street level but introduces two further vehicle entry points onto the contested road space. I have previously sought rationalisation of this and mitigation of its impacts. I am not satisfied this has been adequately prosecuted'*.

395. Council officers agree that the addition of two new vehicle entrances in this section of David Street is not a positive outcome. Consolidation of these entrances, and subsequent consolidation of the two vehicle crossovers, would provide a more integrated response, with less emphasis placed on the back of house functions. A more activated frontage to this street could then be provided. This aspect will be discussed in further detail later within this report.

396. If David Street is to be fully integrated into the pedestrian laneway network of the overall site, enhancement of this public realm is required to increase the safety and amenity of the link to the Yarra River. Enhancement opportunities include tree planting, vertical greening, visible wayfinding, surface treatment upgrades and layered lighting. Such improvements should be integrated into the public realm strategy of the Doonside precinct.

Lighting

397. Council Engineers have recommended that a comprehensive Lighting Plan for public lighting along the street interfaces should be provided, with the following aspects included;
    (a) Existing lighting conditions;
    (b) Proposed temporary lighting solutions;
    (c) Proposed permanent lighting solutions;
    (d) Lighting that needs to be removed/replace as part of development and rationale behind this;
    (e) Poles to be removed/replaced as part of the works; and,
    (f) The lighting category to be used for any proposal and rationale behind this (usually P4 lighting level).

398. These details should also be provided for all publicly accessible laneways/courtyards within the site.

Street trees

399. The Landscape Plan prepared by Arcadia (dated 8 April 2022) indicates where existing and proposed street trees will extend along the site frontages. Of the existing trees, two Plane trees on Burnley Street have been identified; these trees will be retained. A number of existing trees further to the north along Burnley Street have not been included on the plans. In their review, Council's Open Space unit noted that the removal of two existing Plane trees directly adjacent to the car park at the northern end of the site would not be supported. They also noted that two Norfolk Island Pine trees next to the Loyal Studley Hotel are indicated for removal; these trees must be assessed by an arborist to confirm whether they are classified as significant. If they are, a separate application to remove or prune these trees must be submitted to Council.

400. In general, the proposed locations and species of street trees were not supported by Council's Open Space unit. A 'street tree markup' plan has been provided by the Open Space team at Figure 57. This outlines the locations in which street trees are required to be planted. This plan provides additional spacing for Plane trees along Burnley Street, noting that a minimum of 13.5m is required between trees to allow for appropriate canopy spread. The plan also notes that two new street trees are required along David Street; one on the footpath at the David Street/Doonside Street intersection and one in the roadway further to the north.

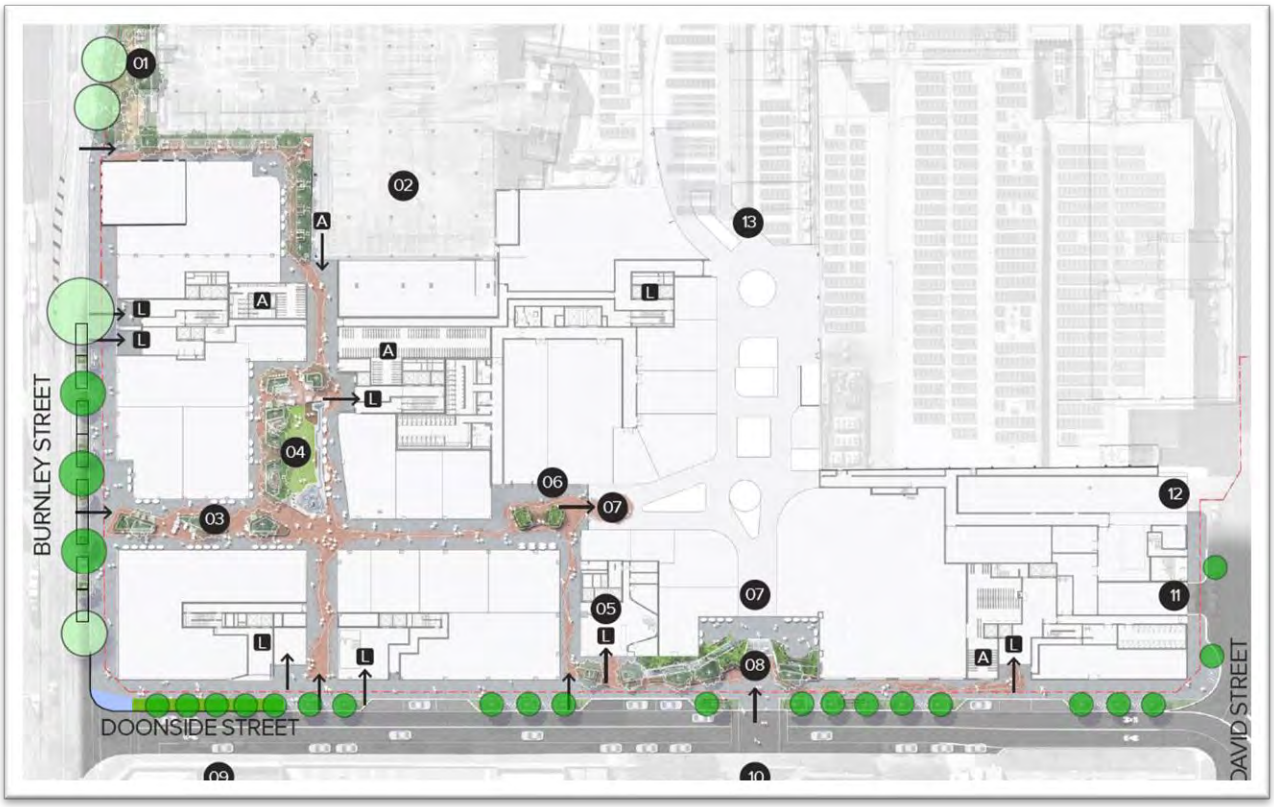

Figure 57: Required Street tree locations. Source: Open Space referral

401. With regards to species, Council's preferred species for Doonside Street is Corymbia Maculata *'Lowana'* (Compact Spotted Gum). For the area of open space in front of the Market Hall, Councils preferred species is Tristaniopsis laurina *'Luscious'*. The final tree species and locations are to be confirmed by Council's arborist and all street tree planting, understorey planting and 24 months establishment/maintenance would be undertaken by Council's tree planting contractor and at the cost of the permit holder.

Open space and landscape design

Laneways/public open space

402. The development proposes several publicly accessible pedestrian laneways throughout the precinct which provide connectivity to nominated areas of public open space. Two access points are provided from Burnley Street and three, including the covered Market Hall, accessed from Doonside Street. The layout of these laneways is demonstrated in Figure 58.

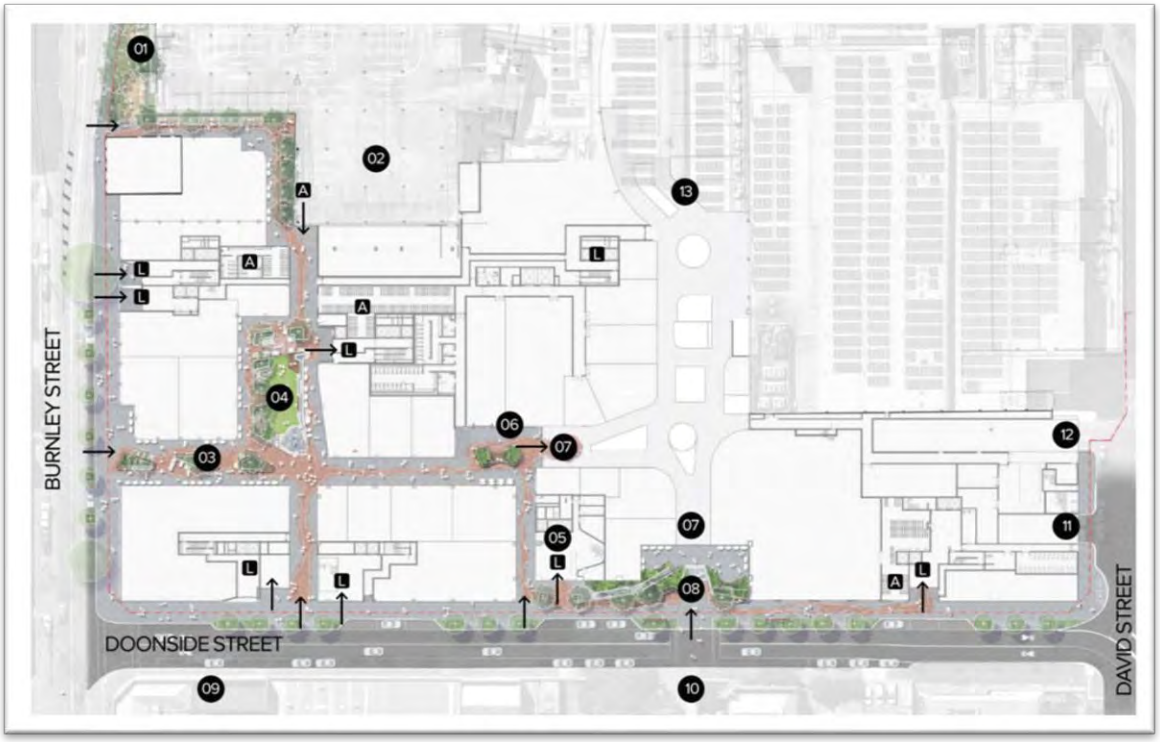

Figure 58: Layout of laneways throughout the site. Source: Urban Context Report 2022

403. The laneways connect five distinct areas of open space, these are highlighted in Figure 59 and include the following;
(a) Pocket Park;
(b) Burnley Laneway;
(c) Doonside Plaza;
(d) Double Level Courtyard;
(e) Market Hall Square.

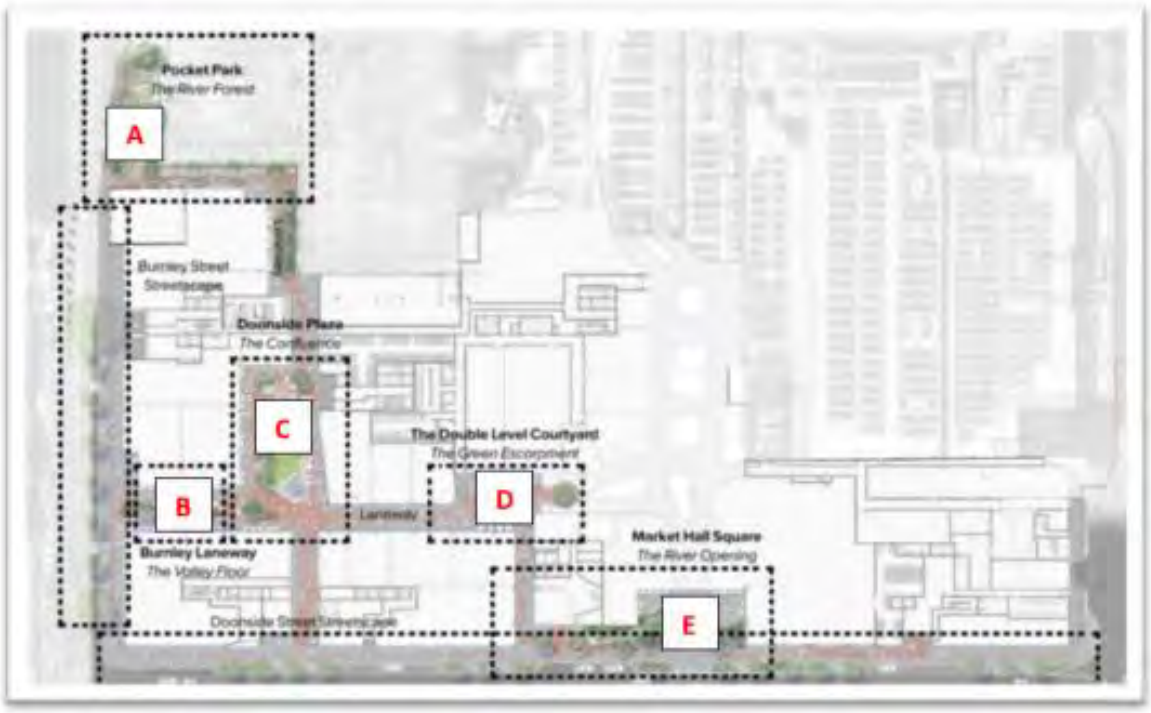

Figure 59: Areas of public open space throughout the site. Source: Urban Context Report 2022

404. The laneways and areas of open space will be discussed in turn.

Pocket park and laneway

405. This area of open space is located at the north-west corner of the development, with access from Burnley Street, and will be directly adjacent to the refurbished Loyal Studley Hotel. A laneway will extend along the northern and eastern sides of the hotel, with a larger area of vegetation, referred to as the 'Pocket Park', directly adjacent to Burnley Street, in front of the existing multi-storey car park.

Figure 60: Pocket Garden and laneway

406. Landscaping, pergolas and vertical climbing planters will obscure views to the car park; this aspect of the open space is supported, with the interface with Burnley Street demonstrated in Figure 61.

Figure 61: View of pocket park from the north. Source: Urban Context report

407. The northern laneway provides a 4.65m wide connection from the Pocket Park to a second laneway running north to south; this provides a pathway through to Doonside Plaza further south. The Landscape Plan indicates that both laneways will contain passive seating and recreation, with inbuilt seating pods, lounges and bar edges. It is likely that the laneways will be incorporated into any future outdoor licensed dining associated with the hotel. Whilst the activation of this area is supported, there is concern that this space will be incorporated into the hotel operations. This would impact the public use of this laneway and remove any benefits otherwise provided to the public realm. This outcome is not supported, with Council recommending that the width of all laneways remain unencumbered by furniture and infrastructure associated with the hotel or future tenancies throughout the precinct. Any outdoor seating areas attached to such premises must be located within separate areas adjacent to these public thoroughfares. A condition has been added to require this.

408. The section of the laneway extending north to south and connecting to Doonside Plaza is encumbered by the employee bicycle storage room and the rear section of retail tenancy G022A, with a section of office at Level 1 overhanging the path. The layout of this portion of laneway is not supported by Council's Urban Design team, who note that the sharp corners, obscured sight lines and enclosed undercroft space behind the hotel present a significant Crime Prevention Through Environmental Design (CPTED) risk. The relocation of the bicycle storage room and G022A tenancy would reduce this safety risk, by providing direct sight lines to this area from the more activated Doonside Plaza in the south. A visual guide to this alteration is provided in Figure 62.

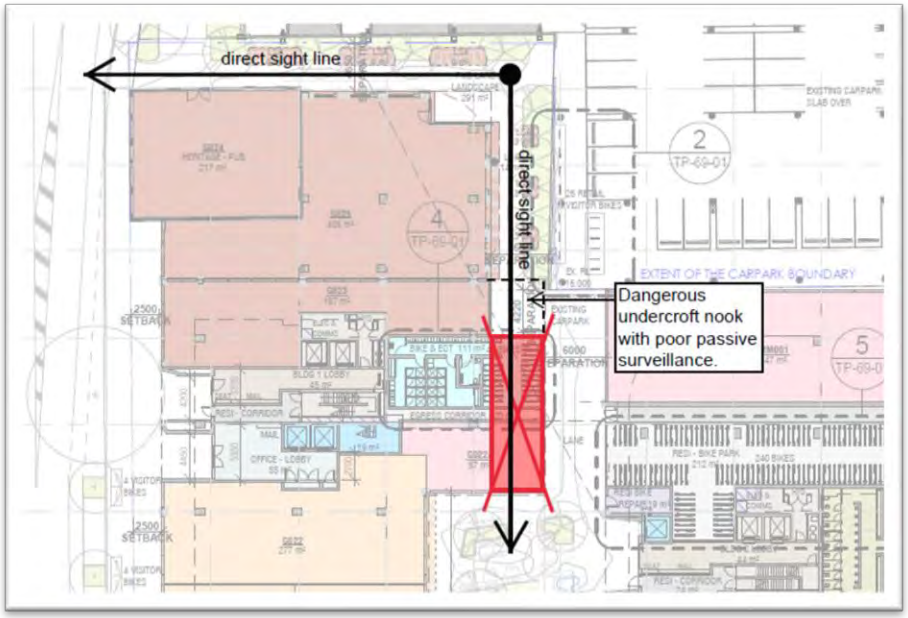

Figure 62: Section of problematic laneway highlighted. Source: Urban Design referral comments

409. Mr McGauran also supports the realignment of this laneway, noting that the eastern wall of Building 1 should be set back further to match the eastern wall of the hotel; this would provide enhanced wayfinding and a sense of safety between these connections. He noted that this laneway should be a 24-hour laneway accessible to the public, with a wider thoroughfare providing a more beneficial addition to the public laneway network in its expanded form. An altered design of this laneway, incorporating measures outlined above, is supported by Council officers.

Burnley Laneway

410. This laneway provides direct access from Burnley Street and is located between Buildings 1 & 4 (highlighted in Figure 63)

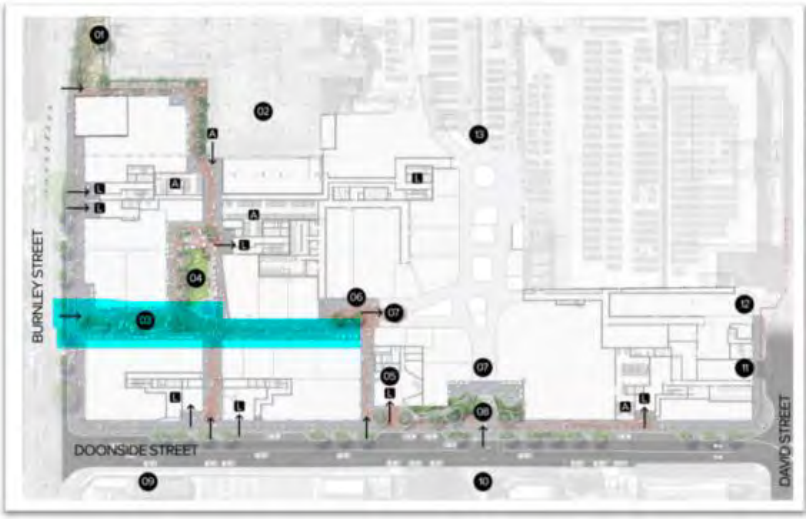

Figure 63: Burnley Laneway.

411. The laneway provides the most visible access point from Burnley Street, as shown in Figure 64. A separation of 10m is provided between podiums, with this increasing to 15m at tower level.

Figure 64: Burnley Street laneway entrance. Source: Urban Context Report 2022

412. The laneway contains raised planters with a variety of seating and provides a clear line of sight and pedestrian access to the centre of the precinct. Food and drink premises and retail uses will address the laneway, ensuring passive surveillance and activation is provided. The south-east corner of Building 1 will incorporate an additional setback from Burnley Street; increasing visibility for pedestrians from this interface. The proposed width of the laneway as it extends between Buildings 1 & 4 is supported and will provide an attractive and welcoming entry from Burnley Street.

413. The laneway continues eastward, with a section extending between Buildings 2 & 5. This section of the laneway connects Doonside Plaza with the Double Level Courtyard, through to the Market Hall. For this section of laneway, the width reduces to 6m at podium level, increasing to 11.6m between the towers. Retail premises will address the laneway at ground level, with offices and residential uses above.

414. This laneway provides an essential break between built form in the centre of the precinct, with north-facing windows/balconies within Building 5 reliant on this separation for outlook, daylight and overall amenity. In his review, Mr McGauran noted that it is critical that the generosity of the western section of this laneway be extended eastwards to meet the Market Hall in a form that provides a more coherent and consistent profile and street wall character. This would enhance the usability of this space, with an increased width benefiting the pedestrian experience throughout the site. Increasing the width of the laneway would also increase the extent of daylight able to access the lower levels of both buildings and create a less imposing built form response.

415. Increasing the width of this section of laneway at podium level from 6m to 10m, and subsequent increased separation above, would result in a substantial redesign of the adjacent built form. This will be discussed later within this assessment.

Doonside Plaza

416. Doonside Plaza is designed to act as a meeting place for all laneways, by providing an open ‘lawn’ to cater for informal activity, events and gatherings (Figure 65). In this space will

include water features, seating pods, raised garden beds and outdoor dining areas. A deep soil zone is provided within this plaza to allow for canopy trees.

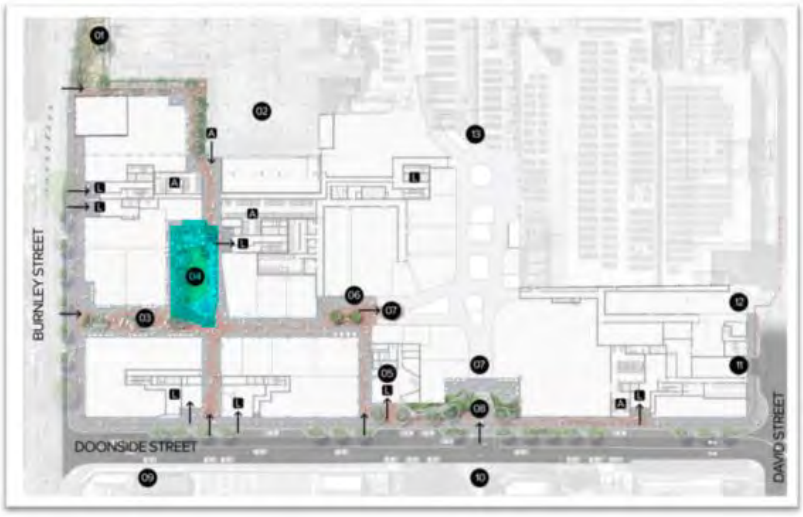

Figure 65: Doonside Plaza

417. The provision of a central meeting place is supported in principle, however there are issues with the location, size and lack of outlook available to this space. As noted by Council's Urban Design team, Doonside Plaza is a predominantly hard space which, when the adjacent pathways and seating areas that service commercial tenancies are subtracted, offers insufficient passive recreation opportunities. Further to this, Doonside Plaza is surrounded by towers and therefore has limited solar access, with this space also having limited visibility from Burnley and Doonside Streets. A further discussion incorporating these issues will be undertaken later within this assessment.

Double Level Courtyard

418. The Double Level Courtyard provides a connection between Burnley Street laneway and Market Hall. Seating and vegetation are proposed within this space (Figure 66).

Figure 66: Double Level Courtyard

419. To enhance the connectivity with the internal space, Mr McGauran recommended that the planting and pavement treatment proposed within this space should extend within the Market Hall to assist in blurring the sense of inside and outside. Dependant on the final design, this concept is supported.

420. A 4m wide laneway provides access from this space through to Doonside Street in the south (Figure 67), with this thoroughfare covered from Level 2 and above with the residential component of Building 5. In his review, Mr McGauran noted that all laneways throughout the site should have a minimum width of 6m, to provide reasonable standards of amenity in the form of landscaping, seating and daylight. An increased width would also provide improved amenity for podium users in terms of daylight and outlook.

Figure 66: North-south laneway

421. This laneway is adjacent to the entrance to the Market Hall, with the vision for this space discussed below. An increased width for this laneway would improve the connectivity with the proposed forecourt to the east and provide a highly usable and attractive frontage within Doonside Street. The widening of this laneway is supported by Council officers.

Market Hall Square

422. The Market Hall and its associated forecourt is designed to provide a key entrance to the precinct and a visible connection with the significant redevelopment site to the south through to the Victoria Gardens Shopping Centre in the north.

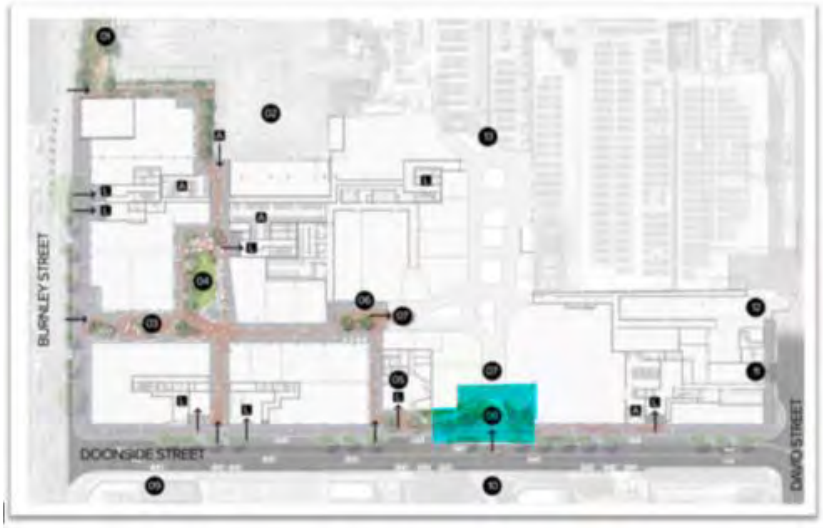

Figure 67: Market Hall Square

Figure 68: Entrance to Market Hall Square. Source: Urban Context Report 2022

423. The Town Planning Report provided with the application notes that the Market Hall forecourt will contain a series of raised planters with large tree ferns, along with a timber performance deck, bluestone paved stairs and a water feature. Whilst the Landscape Plan shows some of these elements, they are not clearly portrayed in the render provided at Figure 68.

424. In his review, Mr McGauran notes '*I had talked in earlier discussions about the need for the marketplace forecourt to be a public square of genuine local value and significance. I am not convinced that its current realisation has as yet hit the mark……This concept needs more work to enhance the quality and amenity and capacity of this space'*. He also notes that *'deep soil planting is needed in the Marketplace forecourt to extend the park character and identity from south of the street to its matching urban piazza to the north side'.*

425. Council officers agree that further enhancements to this space is required, with the potential for additional street setbacks resulting in a more usable area of open space. Whilst the space is referred to as Market Hall 'Square', the current size and configuration appears more as a generous building entrance as opposed to a standalone, effective area of public open space. As noted within this assessment, this area allows for the provision of a significant connection to the southern site, with further activation at the eastern end of Doonside Street being a key vision of both this precinct and the redevelopment to the south. A revised design, including an increase is scale, is highly recommended, with this outcome supported by Council's Open Space team, as will be discussed.

Provision of public open space

426. The above assessment has highlighted specific concerns with each individual area of open space, including the width and alignment of the connecting laneways. The cumulative issues result in significant limitations of the design, with an overall lack of area and amenity provided for the publicly accessible open space throughout the precinct. In his review, Mr McGauran highlights amenity concerns with the areas of open space, noting that the tower heights and their positioning are in some instances negatively impacting the quality of inter-block public spaces. He notes *'the applicant should be encouraged to refine the footprints and forms to demonstrate meaningful access to sunlight at key times of the day to these spaces at the September equinox'.*

427. Issues with the definition and purpose of the proposed publicly accessible open space were raised by Council's Strategic Planners, who noted that these aspects are not clearly defined within the proposed CDP. It is unclear what is meant by 'publicly accessible open spaces' and whether access will be restricted e.g., access will be provided during the daytime or during shopping hours only.

428. Similarly, Council's Urban Design team note that the development's 'open spaces' primarily function as connective spaces, forecourts or licensed alfresco dining areas that service ground floor commercial tenancies. These spaces present very limited community amenity or benefit and should not be counted towards any open space contribution. Comments on the deficiencies of specific open space areas by Council's Urban Design team are demonstrated in Figure 69 and include the following;

    (a) The pocket park in the north-west corner does not meet Yarra's Open Space requirements and is considered an outdoor licenced dining area. This area contains small garden beds and limited publicly accessible recreational areas;

    (b) Burnley Laneway and the Double Level Courtyard do not meet Yarra's Open Space requirements and are laneways servicing the needs of commercial tenancies as opposed to separate areas of public open space;

    (c) The Market Hall Square does not meet Yarra's Open Space requirements and acts predominantly as a forecourt facilitating building access.

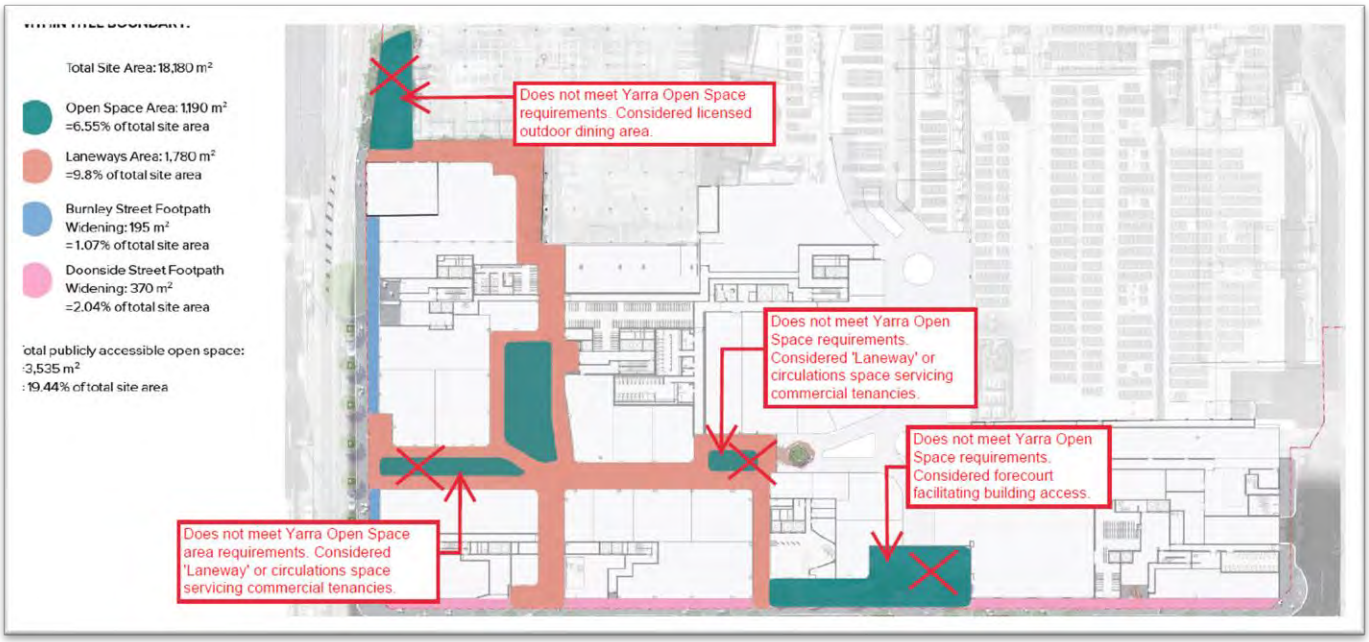

Figure 69: Issues with provision of public open space. Source: Urban Design comments

429. To meet Council's Open Space provisions, the following outcomes would be required;
    (a) One single large parcel of open space (minimum of 395m2), rather than several fragmented spaces;
    (b) The area of open space should have a minimum width of 20m in one direction, with no boundary less than 10m in length;
    (c) The area of open space should receive reasonable sunlight between 9am and 2pm on September 22 and be open to the sky;
    (d) The area of open space should be of a shape and size which will be adequate for the proposed use having regard to the nature of open space in an inner-city environment; and,

(e) The open space should be located or capable of being designed to be subject to high degree of casual surveillance.

430. The provision of additional and improved areas of open space are supported by the Yarra Open Space Strategy, adopted by Council in September 2020. This document identifies the subject site as being in sub-precinct North Richmond C, located between Burnley Street, the Yarra River, and north of Bridge Road. The Strategy identifies a shortfall of open space in this area and Clause 19.02-6L (in C269yara - Yarra's adopted local policy rewrite) identifies this area of Richmond as an area where a land contribution rather than cash contribution is preferred. This outcome is primarily due to the significant forecast increase in its population, as discussed previously within this report.

431. Clause 19.02-6R – Open Space – Metropolitan Melbourne specifically addresses the issue of new open space within redevelopment sites, with a relevant strategy seeking to 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.

432. Given the lack of publicly accessible open space available within this area, it is Council's preference that the development be amended to provide a land contribution for open space. If this outcome cannot be achieved, a monetary contribution for all of the land currently zoned Mixed Use (entire Doonside Precinct) would be required.

Laneway ownership

433. In addition to the issues already raised, Council Engineers have noted that according to Council's GIS and the City of Yarra's Register of Public Roads, the laneway extending along the northern side of the hotel, and a second laneway running in a north-south alignment, are currently Council controlled laneways. These laneways are highlighted in red in Figure 70.

Figure 70: Council laneways highlighted. Source: Council Engineering comments

434. As part of the development, the laneways are effectively being privatised. This would be even more likely if the northern laneway is to be amalgamated into an outdoor licensed area for the hotel. Consequently, the laneways would no longer function as 'roads' and should be

discontinued via a formal process under the provisions of the *Local Government Act* 1989. Council Engineers have noted that works to these laneways would not be approved if they were to remain under Council ownership/control. If the laneways were retained as Council assets, they must be reconstructed to Council standards and in accordance with Council's *Road Infrastructure Materials Policy*, and be accessible for vehicles, bicycles and pedestrians. This issue would have to be resolved prior to any approval on the land. A condition on any permit granted will outline that development cannot be acted on until all process under the *Local Government Act 1989* have been completed.

Public Open Space summary

435. As discussed previously within the 'pedestrian linkages' section of this report (associated with the Planning Amendment), the deficiencies outlined above and the extent of redesign that would be required to address these issues are substantial. Concerns with the overall provision of open space within the Doonside Precinct, when combined with the lack of amenity provided within these areas, would be difficult to rectify via permit conditions or recommendations. Significant changes to building footprints and setbacks would be required. In summary, further work on the provision, layout and amenity of open space within the subject site is deemed necessary.

Landscaping

436. A Landscape Plan prepared by Arcadia provides background on the vision and narrative proposed via the use of landscaping throughout the site, with a general design strategy based on the context of the land and its historical connection. The report highlights that a collaborative process of design via engagement with the Wurundjeri Council will inform the overall approach to placemaking, art and interpretation, planting, spatial programming and material selection. Whilst this concept is welcomed by Council's Open Space team, additional information on how this collaborative process has or will take place is required, and opportunities for features including art, sculpture and plantings that express Wurundjeri values are encouraged.

437. With regards to specific landscaping elements proposed, it is noted that all but one of the trees proposed within the development are exotic. Greater use of native vegetation is highly encouraged.

438. To ensure that all of the proposed landscaping is adequately delivered and maintained, the following requirements must be met;
    (a) Ensure adequate soil volumes are achieved for all trees on structure using the Eelke soil volume simulator;
    (b) Ensure that irrigation is provided to all trees and garden beds on title;
    (c) Ensure that a 24-month establishment period is provided for all proposed planting;
    (d) Passive irrigation must be provided to Doonside Street planted outstands.
    (e) Details of passively irrigated garden beds must be provided to Council for approval with hold points provided for inspection during construction;
    (f) Ensure volumes of growing media are adequate for the plant species proposed (use the ELK soil calculator to determine appropriate species for raised planters);
    (g) Load bearing weights for the building structure should 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; and,
    (h) A greater use of native vegetation is required.

Environmentally sustainable Design

439. Policy at clauses 15.01-2S, 21.07, 22.16 and 22.17 of the Scheme encourages ecologically sustainable development with regard to water and energy efficiency, building construction and ongoing management. A Sustainable Management Plan (SMP) was prepared by

Norman Disney & Young (April 2022); this SMP outlined the following positive ESD attributes to be incorporated into the development;

(a) A formal Green Star 5-star certification under Design & As-Built v1.3. will be achieved, with the project formally registered with the Green Building Council of Australia;
(b) A project-specific Climate Adaptation Plan will be developed for the project;
(c) The project aims for an average of 7-stars NatHERS rating and cooling loads <30MJ/sqm;
(d) Lighting power density is reduced by at least 10% below Green Star requirements;
(e) The non-residential areas will achieve at least 10% improvement on NCC 2019 requirements;
(f) 40 bicycle parks will be installed with accompanying end-of-trip facilities (showers, lockers, and change rooms) for the project's co-work & retail component, including 9 showers and 60 lockers;
(g) 846 bicycle parks will be installed for the residential towers, and at least 26 electric vehicle charging facilities will be installed, comprising 5% of residential car spaces;
(h) A 30kL rainwater collection system will be provided, collecting rainwater from rooftops and re-using for landscape irrigation, and toilets;
(i) The Architect and Head Contractor will ensure that at least 6% of all civil, architectural, and structural products (by cost) meet transparency and sustainability requirements to achieve 2 points in the Sustainable Products Calculator; and,
(j) A 90% demolition and construction target has been confirmed.

440. However, even with the addition of these energy efficiency measures, Council's ESD Advisor concluded that the proposal does not meet Council's ESD best practice standard, with numerous opportunities for improvement identified. The deficiencies and opportunities for improvement are outlined below, as are areas in which further information/clarification is required.

441. The SMP and associated drawings should be updated to incorporate the following requirements or address the following issues.

(a) Design considerations should be made to ensure cooling loads in all apartments do not exceed 30MJ/sqm. While the average may be under this, the standard is there to ensure no individual occupants are exposed to excessive energy costs.
(b) The external shading strategy for upper levels within north and west-facing glazing should be improved.
(c) Given the scale of the development, the approach to on-site renewable energy should be revised. There are significant opportunities to aggregate energy demand across the development.
(d) Confirm provision of operable windows throughout and provide elevations or plans to support this.
(e) Prior to construction, a preliminary JV3 report should be provided (given the NatHERS pathway has been selected in GS).
(f) Confirm the use of electric heat pumps for hot water throughout the development.
(g) Clarify reduction in peak energy demand as a result of building fabric.
(h) Revise commitment and wording around heating and cooling systems to be 'within one star of best available', and clarify HVAC proposed for commercial areas.
(i) Clarify ventilation strategy for the basement car parks.
(j) Clarify whether individual tenancies and dwellings will be metered.
(k) Provide MUSIC modelling (as indicated in the SMP) within a revised Stormwater Report. The revised Stormwater Report should include the following;
    (i) Details to support stormwater discharge claims;
    (ii) Details of stormwater catchment areas to support stormwater diversion claims; and,
    (iii) Details of required stormwater treatment.
(l) Provide clear targets around portland cement reduction, noting that 30% is a recognised industry standard, with the inclusion of fly ash increasing durability.

(m) Consider extending all electric to the commercial component and showing industry leadership.
(n) Consider extending water reuse strategy to service commercial toilet flushing.
(o) Consider increasing the size of the tank to service more water needs within the commercial component of the development.
(p) Consider using materials and designing components to assist with disassembly and adaptive reuse.
(q) Consider a partnership to locate a car-share pod within residential parking, or within broader parking scheme to provide alternatives to private vehicle ownership.

442. These requirements have been added as permit conditions. In addition, a condition requiring confirmation at the completion of each stage, but prior to a certificate of occupancy for any stage being issued, that the Green 5 Star certification has been obtained is recommended.

Clause 58 (Apartment Developments)

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

Clause 58.02-1 – Urban context

444. This Standard has two objectives:
(a) *To ensure that the design responds to the existing urban context or contributes to a preferred future development of the area; and*
(b) *That development responds to the features of the site and the surrounding area.*

445. These matters have been discussed previously within this assessment, with it highlighted that the site is located within an urban area identified for high-density residential and mixed-use development, given the designation of the land as a strategic redevelopment site within a Major Activity Centre. Although concerns with certain heights outlined within the proposal have been raised, in general the proposed apartment buildings, albeit with alterations to scale, are considered to respond appropriately to features of the site and emerging development within the surrounding area.

Clause 58.02-2 – Residential Policies

446. As outlined earlier within the Strategic Justification section, there is general policy support for the proposed development.

Clause 58.02-3 – Dwelling diversity

447. The proposal comprises a total of 839 ‘build to rent’ dwellings located across all buildings. The apartment mix is as follows:
(a) Studio apartments – 21;
(b) 1-bedroom apartments – 435 (including 29 with a study);
(c) 2-bedroom apartments – 369 (including 14 with a study);
(d) 3-bedroom apartments – 14.

448. Whilst the mix of apartments will contribute to the diversity of housing, an increase in the number of 3-bedroom apartments is encouraged, or at the very least, capacity to amalgamate apartments should be demonstrated. This amendment would provide a wider range of accommodation for a variety of household types and would allow more families to live in the area.

Clause 58.02-4 – Infrastructure

449. The subject site is within an established area which is connected to all services. A sub-station will be provided within the basement; this will ensure that appropriate utilities will be provided for the development. Further discussion on potential drainage implications will be undertaken later within this report.

Clause 58.02-5 – Integration with the street

450. This Standard aims to integrate the layout of development with the street and support development that activates street frontages. The development fronts Burnley and Doonside Streets, with shops and food and drink premises addressing these interfaces at ground level. Offices and residential uses are located within the upper floors; balconies associated with the dwellings will address these streets, including David Street, and provide passive surveillance to the public realm. it is considered that the frontage at ground level along David Street would benefit from a more detailed design outcome. Given this street is designated as an internal thoroughfare for the overall precinct, a more visually interesting response should be provided. This has been discussed previously, with a recommendation that the two vehicle entrances be combined to limit their impact on this façade. This would allow for additional activation of this frontage.

451. The primary pedestrian access points are located along Burnley Street and Doonside Street with additional entry points internalised within the site. The vehicle access point is via David Street; this location is considered appropriate given the secondary nature of this street. The layout of this access has been discussed previously within this assessment. Based on the above, the Standard is met.

Clause 58.03-1 – Energy efficiency

452. This standard seeks to ensure that buildings are orientated to make appropriate use of solar energy and sited to ensure that the energy efficiency of existing adjoining dwellings is not unreasonably reduced. Dwellings should also not exceed the maximum NatHERS annual cooling load of 30Mj/M^2 (Climate zone 21 – Melbourne). As outlined previously within the 'energy efficiency' section of this assessment, the SMP concedes that a small number of upper floor apartments with large floor plans and exposed facades may exceed the suggested NatHERS maximum cooling load of 30 MJ/sqm.

453. This outcome should be avoided, and design considerations should be made to ensure cooling loads in all apartments do not exceed 30MJ/sqm. While the average may be under this, the standard is there to ensure no individual occupants are exposed to excessive energy costs. To assist in alleviating this outcome, the external shading strategy for upper levels within north and west-facing glazing should be improved.

454. The applicant has also committed to receiving Green 5 Star accreditation, as noted earlier, this should form part of any planning permit issued for the site

Clause 58.03-2 – Communal open space

455. The Standard notes that a development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30sqm, and if a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5sqm per dwelling or 220sqm, whichever is the lesser. This additional area may be indoors or outdoors and may consist of multiple separate areas of communal open space.

456. The Landscape Plan indicates that a total of 3,205sqm of communal open space is provided throughout the development; this space is outdoors, with the main areas comprising terraces and a swimming pool at Level 1 within Building 2 and roof terraces at Level 3 & Level 5 of Buildings 6 & 5 respectively. A dog park and community garden will be incorporated into the

terrace of Building 5. Internal areas are also provided within a number of the buildings; these include cinemas, dining rooms, kids' playrooms and lounge areas. The provision of open space exceeds the requirements of this Standard and have been designed to provide passive surveillance while ensuring that these areas will not unreasonably overlook any of the proposed dwellings.

Clause 58.03-3 – Solar access to communal open space

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

458. The shadow diagrams indicate that whilst a substantial extent of the communal open space (being the largest and most usable area of open space) at Level 1 will be in shadow during the morning; the shadows dissipate by midday, with a generous area of this space, well in exceedance of 125sqm, receiving sunlight until 2pm. Whilst the shadows decrease after 2pm, an area still in excess of 125sqm will receive direct sunlight. This ensures the Standard will be met.

Clause 58.03-4 – Safety

459. Entrances to residential lobbies are primarily provided at Doonside and Burnley Streets. These entrances are in visible locations where passive surveillance is prevalent. Where entrances are internal, they are not obscured or isolated. Each of the entrances will be equipped with appropriate lighting and security to ensure a high level of safety for future residents is achieved. The Standard is met.

Clause 58.03-5 – Landscaping

460. Whilst landscaping in general has been discussed previously, this Standard contains specific requirements for the provision of canopy cover and deep soil planting. Table 2 in the Standard specifies that for sites greater than 2,500sqm, canopy cover equating to 350sq, plus 20% of site area above 2,500sqm, should be provided, along with 15% of the site providing deep soil opportunities. Table 4 of the Standard specifies the minimum canopy diameter and minimum height of trees that should be provided.

461. The precinct is 1.81 hectares; to meet the above requirements the proposal should provide 3,470sqm of canopy cover and 2,715sqm of deep soil planting. The proposal provides 3,486sqm of canopy cover and 1,116sqm (6.14%) of deep soil area. This results in the Standard being partially met.

462. A variation to the Standard has been sought by the Applicant, who notes that the location of the site within a proposed Comprehensive Development Zone and the Victoria Street MAC results in a context where developments are typically built close to the boundary, thereby providing limited capacity for deep soil planting. The location of the basement car park also provides limitations on deep soil planting possibilities, although it is acknowledged that areas within the basement have been designed specifically to allow this to occur.

463. In general, the extent of landscaping proposed throughout the site is supported and is a considerable improvement on the existing conditions, given the industrial history of the land. A variety of species are proposed, with climbing plants and planter boxes integrated throughout the laneways and areas of open space. Shading opportunities have been provided and the compliant extent of canopy tree cover will enhance the amenity and environment for future occupants. Within the upper levels, planter boxes and areas of green roof are proposed, with a dedicated herb garden provided.

464. It is recommended however that further opportunities for deep soil planting are explored, particularly given the requirement that increased land devoted to public open space be provided. A more comprehensive Landscape Plan should also be provided; this should confirm all species (as opposed to an indicative planting palettes) and should outline how drainage and maintenance of the landscaped areas will be managed.

Clause 58.03-6 – Access

465. Vehicle access is provided from David Street. This interface has been discussed previously; this street provides the least visual impact, being located at the least visible side of the precinct. Two new vehicle crossovers are proposed, the combined width of these crossovers would equate to 46% of the David Street frontage. The removal of one of these crossings is encouraged. This correlates with the removal of the proposed car park within Building 6, to be discussed below.

Clause 58.03-7 – Parking location

466. Car parking is provided within two basement levels, predominantly beneath the western side of the site, with additional parking located at Level 1 and the mezzanine level within Building 6. Direct lift access is provided to Buildings 1-5 from the basement parking; the layout of this parking will provide secure and convenient access to residents of these buildings.

467. The car parking within Building 6 will be located on the same levels as dwellings. The garages will be separated from the dwellings via internal corridors, with Council's Acoustic review raising no concerns with noise impacts from vehicles. The garages will be internally located, with the residential component addressing the streets. This appropriately limits views to the above-ground parking, which is supported.

Clause 58.03-8 – Integrated water and stormwater management

468. A 30kL rainwater collection system will be provided. The development will include portable water reduction through fixtures with high WELS ratings and rainwater collected from suitable rooftops to supply common area toilets and irrigation. As noted within the ESD section of this assessment, further information on aspects of the stormwater management and treatment is required.

Clause 58.04-1 – Building setbacks

469. This Standard provides general guidance on setbacks, including consideration of daylight, overlooking and outlook. The proposed development is surrounded by three street frontages, with minimum distances between all adjacent sites of at least 15m. This separation ensures that no unreasonable views to existing or future residential land are available, thereby reducing reliance on privacy screening and limiting associated impacts on daylight and outlook for all apartments.

Clause 58.04-2 – Internal views

470. To limit views into the private open space and habitable room windows of dwellings within a development, windows and balconies should be designed to prevent overlooking of more than 50% of the private open space of a lower-level dwelling directly below and within the same development.

471. With the exception of Building 6, in which dwellings are located at Level 1 and at the mezzanine level, apartments in the remaining buildings are located at Level 2 and above. Apartments within Building 6 at the lower levels will be east or south-facing (towards David and Doonside Streets); this will ensure no internal views are generated.

472. In general, the extent of separation between the individual buildings will exceed 9m; this will ensure no unreasonable internal views between apartments within separate buildings will occur. A 6m separation is provided between Buildings 4 & 5; it appears that screening measures in the east-facing apartments have been incorporated into habitable spaces to ensure overlooking is suitably mitigated. In other instances, where apartments in the same building are perpendicular to each other; screening measures have been incorporated into one of the apartments to limit views. An example of this is demonstrated in Figure 71.

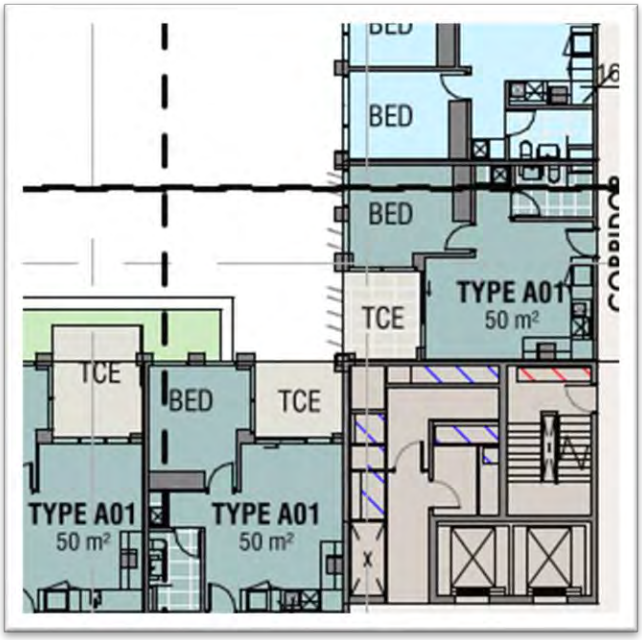

Figure 71: Internal screening measures. Source: Architectural drawings 2022

473. It appears that these screening measures are replicated in the upper levels of the development where necessary, thereby ensuring that this Standard is met. However, to ensure that all internal overlooking opportunities are appropriately managed, the addition of a condition requiring compliance with this Standard should be added to any permit issued.

Clause 58.04-3 – Noise impacts

474. The objectives of this Standard are to contain noise sources in developments that may affect existing dwellings and to protect residents from external and internal noise sources. To assess these impacts, an Acoustic Report was prepared on behalf of the Applicant by Norman, Disney & Young Acoustic Consultants (NDY) and reviewed for Council by SLR Consultants (SLR).

475. Noise sources within the development that may affect existing and proposed dwellings include the following;
    (a) Proposed mechanical plant and equipment/lifts;
    (b) Loading docks/car parking;
    (c) Proposed food and drink premises/offices.

476. External noise impacts which may affect the development are identified as:
    (a) Road traffic from Burnley Street;
    (b) Existing rooftop mechanical plant from Victoria Gardens;
    (c) Existing loading bay at Victoria Gardens.

477. These will be discussed in turn;

Proposed Mechanical plant and equipment/Lifts

478. The NDY report notes that whilst the final mechanical design is still under development it is expected that there will be fans located on the facade throughout the development, with equipment on the rooftop. A list of the types of equipment anticipated and potential attenuation measures is as follows;
    (a) Carpark exhaust and supply fans - treated with attenuators and/or internally lined ductwork;
    (b) Rooftop and balcony condensers - treated with either acoustic louvres or noise barriers (if required);
    (c) Chillers - treated with either acoustic louvres or noise barriers (if required); and
    (d) Fire pump - treated with acoustic louvers, attenuators and/or lined ductwork.

479. It is unclear where or how many 'fans' will be located on the façade, as outlined above, and how these will appear. Details of these features should be provided. All condensers located on the balconies should also be obscured from view. A Façade Strategy can capture these requirements.

480. Implementing the above methods would ensure noise from building services comply with urban Noise Protocol limits at all times. Once completed, the report notes that all building services and acoustic treatments should be reviewed by a suitably qualified acoustic engineer.

481. SLR are supportive of this approach, noting that it is a reasonable response in a high-level planning report. SLR agree that the identified noise criteria should be able to be met using standard noise control treatments and that the design should be reviewed by a suitably qualified acoustic consultant to ensure that the criteria are met.

482. With regards to lifts, in most instances the lift cores are buffered, with no direct connectivity with dwellings. Where this has not been achieved (i.e., Building 4) the lift core will be directly adjacent to kitchens. This outcome is acceptable, with these rooms less sensitive to noise.

Loading dock/car park

483. The Acoustic Report notes that as the loading dock is situated in Basement 2 and is completely enclosed, it is anticipated that any associated noise will readily comply with the relevant noise limits applicable to the proposed apartments and existing dwellings at No. 12 David Street, to the east. An assessment of loading dock noise, including noise emissions from the entrance of the loading dock, would be undertaken as the design progresses to confirm this, with any required acoustic treatment incorporated into the design.

484. In their review, SLR agree that noise from within the loading area is manageable, given that it is fully enclosed and remote from sensitive receivers both within and external to the development. It is highlighted however that some restrictions on delivery times may nevertheless be necessary to achieve the nominated 65 dBA Lmax outside bedroom windows (as sought in the NDY report). In particular, if large supermarket style deliveries are proposed to take place, noise from trucks entering and leaving the basement carpark has the potential to exceed this level. The Traffic Impact Assessment provided by Stantec indicates that all trucks utilising the development would be no longer than 10.8m. A condition has been added to ensure this occurs. The limited size of the trucks will ensure that noise impacts are also addressed.

485. Conditions restricting delivery times are standard on planning permits issued by the City of Yarra. The inclusion of such a condition would be recommended for any permit issued for the site.

Food and drink/commercial premises

486. The Acoustic report contains a recommendation that tenancy agreement requirements are coordinated with hospitality and commercial type uses that are adjacent to or below the proposed apartments, to ensure that any future music and structure-borne noise sources are addressed. These agreements could potentially include the following requirements;
    (a) Where music is to be played above background levels, the operator must seek the input of an acoustic consultant and implement noise limiting devices to ensure Noise Protocol Music limits are met.
    (b) Airborne and structure-borne noise from back of house, kitchen, gyms or similar areas must be controlled so as not to cause unreasonable impact to adjacent or nearby residential uses. This may require consideration of vibration isolated benches, walls and floors in some instances. The operator should seek the advice of an acoustical consultant if high noise levels or impact sounds from such areas are likely.

487. SLR were not satisfied with this outcome, noting that they would prefer potential noise impacts and mitigation measures be explored prior to occupation to ensure that the relevant areas are fit for purpose. This concern is based on the potential for structure borne impacts to occur, noting that there can be limited options for addressing these noise impacts if allowance is not provided within the building layout (e.g., with allowances provided for floor set downs in areas where high performance floors for gyms or large commercial kitchens may be required). They note that the current drawings are not sufficiently detailed to allow a full assessment of risks to be undertaken.

488. It is recommended that an updated Acoustic report be prepared once further detail of future tenancies are known, to ensure that the buildings are fit for the intended purpose.

489. SLR also highlighted that no detail is provided regarding the proposed uses of the commercial levels (offices) of the development. Given the proposed scale of these areas, further acoustic input into the design during the planning phase of the project is considered necessary. The Acoustic report should be updated to include these uses.

Road traffic from Burnley Street

490. The primary noise sources impacting the development will be traffic along Burnley Street to the west. The Standard notes that buildings within a noise influence area specified in Table D5 should be designed and constructed to achieve the following noise levels:
    (a) Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.
    (b) Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

491. Whilst the development is not within a noise influence area; an assessment of road traffic noise was undertaken by NDY, with recommendations for specific glazing configurations to ensure the relevant internal noise levels were met. Higher performance glazing was recommended for lower-level apartments addressing Burnley Street.

492. In their review, SLR noted that whilst the time, date and duration of the traffic noise measurements were not provided in the Acoustic report and should be included, the overall measured level is consistent with previous data they have assessed for Burnley Street, and on those grounds is considered to provide a reasonable indicative assessment of impacts.

493. The review also noted that predicted noise levels at the apartment facades were not presented in the report, and it is unclear what these are or how they have been determined. This information should be included in an updated Acoustic report. However, SLR concluded that the proposed glazing is commensurate with systems they would expect to be required, taking into consideration the measured traffic noise level and the additional distance from the measurement location to apartments.

Existing mechanical equipment

494. The Acoustic report identifies a plant deck located on the rooftop adjacent to Buildings 3 & 6; this includes two plant areas, one servicing Coles and the other servicing the existing cinema. The report notes that noise emissions from these rooftop plants will be appropriately treated to meet noise emissions criteria to the development, with mitigation measures potentially including acoustically lined ductwork, absorptive enclosures, a selection of low noise equipment or relocation of plant equipment.

495. The SLR review notes that the measurements outlined in the report demonstrate that noise from some equipment will be non-compliant, particularly within apartments overlooking the plant areas. To fully assess how these noise impacts can be managed, a detailed noise model is likely to be required to determine the cumulative impacts to all areas of the development. This would require measurements of all potentially contributing plant and equipment, as well as an understanding of when the equipment is operational.

496. SLR recommend that mitigation measures and noise treatment be undertaken at the source in order to control commercial noise, with this being the only means for ensuring ongoing compliance of the existing commercial premises with mandatory noise limits. Hence, a much more detailed assessment and design review would be required, to determine what works need to be undertaken and who is responsible for them.

497. The review highlights that whilst mitigation works can theoretically be undertaken during the detailed design phase of the project, there is a concern that the assumption that this noise can, and will, be controlled to the façade of future apartments may be unrealistic. SLR note that achieving compliant noise levels at the development is likely to be challenging and will potentially involve several parties. Given these complications, it is recommended that this issue be further investigated and resolved during the planning stage of the development.

Existing loading bay at Victoria Gardens

498. Victoria Gardens has a number of loading docks and presumably other potentially noisy back of house areas in close proximity to the subject development. Noise from these areas has the potential to be non-compliant at the future apartments. An assessment of impacts should be provided in the acoustic planning report, taking into consideration the hours of operation of the service areas.

Internal noise levels

499. The Acoustic report outlined the recommended internal noise levels for apartments; these are based generally on *AS/NZS 2107:2016 - Acoustics - Recommended design sound levels and reverberation times for building interiors*. These criteria are outlined in the table at Figure 59 below.

Area	Internal Noise Criteria, L_{eq} (dBA)
Sleeping Areas	35
Living Areas, including Kitchen	40
Retail	50
Commercial	45

Figure 72: Overall Internal Noise Criteria: Source – NDY Acoustic Report 2022

500. SLR confirmed that the proposed criteria are reasonable for road traffic noise and are in line with the levels usually required by the City of Yarra. They noted however that any existing commercial/mechanical plant noise that does not comply with the Noise Protocol at the

subject development, should be designed to meet indoor levels consistent with Part I of the Noise Protocol, as follows;

(a) Noise Protocol Part I indoor limits, being the outdoor limits less 20 dB;
(b) Not more than 30 dBA Leq in bedrooms at night and 35 dBA Leq in living rooms (30 min.);
(c) Not more than 45 dBA Lmax in bedrooms at night and 50 dBA Lmax in living rooms.

501. In addition, commercial plant and equipment noise levels should not exceed the following levels externally:
    (a) Not more than 10 dBA above any Noise Protocol Part I period noise limits, outside any openable windows or doors, and
    (b) For balconies and other private open spaces:
        (i) Not more than 65 dBA during the day
        (ii) Not more than 55 dBA during the evening and night.

502. An amended Acoustic Report should take the above into account.

Clause 58.04-4 – Wind

503. The Standard seeks to ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land. Wind tunnel testing was undertaken on behalf of the Applicant by MEL Consultants (MEL) and reviewed for Council by Vipac. This testing concluded that in general, areas within and outside of the site meet the recommended criterion, with no unsafe wind conditions proposed. Within the Standard, unsafe pedestrian conditions are defined as '*annual maximum 3 second gust wind speed exceeding 20m per second, with a probability of exceedance of 0.1% considering at least 16 wind directions'*. Each specific area will be discussed in turn.

Streets and laneways

504. The applicable criterion that should be met for pedestrian areas is the 'walking criterion'. Along Doonside Street, the walking criterion was met in the majority of testing locations, with many passing the standing or sitting comfort criteria (being more stringent than the walking criterion). Two of the testing locations failed the pedestrian safety criterion outlined in the Standard; these are on the corner of Doonside and David Streets. However, the report notes that the existing wind conditions in this location already fail the Standard D32 pedestrian safety criterion, with the proposed development actually improving the conditions from their current levels.

505. The wind conditions along David Street all meet the walking criterion, with many also satisfying the standing criterion along this throughfare. This outcome is also achieved for testing locations along Burnley Street and within the internal laneways, with a combination of the walking, standing and sitting criterion met.

Building entrances

506. The applicable criterion that should be met for main building areas is the 'standing criterion'. The report notes that the southern entrance on Doonside Street achieves the sitting criterion, with the accompanying maps within the report confirming that either the standing or sitting criteria will be met at all other entrances.

Communal open space

507. The applicable criterion that should be met for outdoor seating areas is the 'sitting criterion'. The report notes that four of the five testing locations within the Level 1 terrace satisfy the sitting criterion, with all meeting the Standard D32 pedestrian safety criterion. This outcome is considered acceptable, with the non-compliant location being directly adjacent to the

swimming pool. However, a more extensive testing area is considered necessarily for the elevated communal areas; given all of the privately accessible open space is provided at elevated levels, a more comprehensive analysis should be undertaken. This is supported by Vipac, who noted that locations on communal terraces on Level 3 and Level 7 (Building 6), Level 5 (between Buildings 3 & 5) should also be assessed.

508. Vipac also highlighted that the Wind report did not provide commentary on the expected wind conditions within individual terraces up the height of the buildings and whether they are expected to meet the recommended wind comfort criterion. Vipac recommended that the MEL Consultants report be updated to include wind analysis/advice on private terraces addressing all interfaces. This further assessment is supported, with Council recommending that the 'sitting' criteria be achieved in all private terraces.

Clause 58.05-1 – Accessibility objective

509. To ensure the design of dwellings caters for people with limited mobility, the Standard notes 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.

510. The BADS summary provided with the application indicates that a total of 59.4% of the proposed dwellings are accessible and have been designed to meet the needs of people with limited mobility. An assessment undertaken by Council's Planning Officer noted however that many of the accessible bathrooms do not fully comply with Design Option A or Design Option B of this Standard.

511. In some instances, the toilet is not located in the corner of the room (as required by Design Option A) and the doorway opens inwards (both options require removable hinges for inward opening doors). To meet the 50% requirement, the layout of all proposed accessible bathrooms must fully comply with the applicable design options outlined in Table 7 of this Standard.

Clause 58.05-2 – Building entry and circulation

512. All of the individual building entries are visible and provide shelter, a sense of address and transitional space around the entry. The internal layout of the buildings provides safe and functional movement of residents, with the majority of residential lobby entrances separated from the commercial entrances.

513. Whilst some of the corridors are quite long (Buildings 5 & 6 in particular), the majority of corridors include at least one source of natural light, avoid obstruction from building services and maintain clear sight lines. It is not clear whether ventilation is provided to the corridors, with no operable windows clearly shown on the elevations. This inclusion is recommended.

Clause 58.05-3 – Private open space

514. To provide adequate private open space for the reasonable recreation and service needs of residents, a dwelling should have private open space as outlined in the table at Figure 73 below.

Table D8 Balcony size			
Orientation of dwelling	**Dwelling type**	**Minimum area**	**Minimum dimension**
North (between north 20 degrees west to north 30 degrees east)	All	8 square metres	1.7 metres
South (between south 30 degrees west to south 30 degrees east)	All	8 square metres	1.2 metres
Any other orientation	Studio or 1 bedroom dwelling	8 square metres	1.8 metres
	2 bedroom dwelling	8 square metres	2 metres
	3 or more bedroom dwelling	12 square metres	2.4 metres

Figure 73: Standard D20 – Yarra Planning Scheme

515. Generally, the areas of private open space meet the requirements outlined above. Only two apartment types (B08A and C01) do not, with the balcony for Apt. type B08A having a minimum dimension of 1.97m (as opposed to 2m) and Apt. type C01 not provided with a balcony.

516. The reduced depth of the balcony for Apt. type B08A is acceptable; this balcony has a width of 4.08m, with a compliant floor area of 8sqm, and provides a usable space with convenient access from the living room.

517. The lack of open space for Apt. type C01 is not supported; the internal layout and size of this studio apartment is insufficient (to be discussed within the 'functional layout' section of the report), with the lack of open space further reducing the internal amenity of this dwelling. It is recommended that this studio be amalgamated with adjacent apartments to provide adequate amenity for future residents.

Clause 58.05-4 – Storage

518. The standard encourages each dwelling to have convenient access to usable and secure storage space in accordance with Table 10, as shown below.

Table D10 Storage		
Dwelling type	**Total minimum storage volume**	**Minimum storage volume within the dwelling**
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

Figure 74: Standard D21 – Yarra Planning Scheme

519. Each dwelling provides convenient access to useable and secure storage, with the BADs diagrams and table confirming that all apartments will comply with both the internal and external storage requirements.

Clause 58.06-1 – Common property

520. The Standard states that developments should clearly delineate public, communal and private areas. Common property should also be functional and capable of efficient management. All communal areas are functional and readily accessible from communal corridors and lifts. The proposed common property areas do not appear to create any spaces that would be difficult to maintain by a future Owners Corporation.

Clause 58.06-2 – Site services

521. The ground floor plan demonstrates that mailboxes are located adjacent to the primary residential lobby for each building. All proposed development services are designed to be installed and easily maintained through ease of access. Facilities and services are provided in the basement levels where possible. If additional services are required along areas of the visible street frontage, they should be carefully integrated into the design.

Clause 58.06-3 – Waste and recycling

522. This aspect will be discussed in detail later within this assessment.

Clause 58.06-4 – External walls and materials

523. The objectives of this Standard seek to ensure external walls use materials appropriate to the existing urban context or preferred future development of the area and to ensure external walls endure and retain their attractiveness by using materials that do not easily deteriorate or stain and weather well over time. The proposed materiality, which contains a mixture of brickwork, precast concrete and metal, relates well to existing built form within the neighbourhood and is considered acceptable within the existing and emerging context.

Clause 58.07-1 – Functional layout

Bedrooms

524. Table D11 within Standard D24 states that the main bedroom should have minimum dimensions of 3.4m x 3m with remaining bedrooms of 3m x 3m. This is to exclude wardrobes. A review of the BADs layout plans by Council's Planning Officer confirms that all of the bedrooms throughout the development meet the Standard.

Living areas

525. Table D8 within Standard D24 specifies a minimum area of 10sqm and width of 3.3m be provided for one-bedroom dwellings, and a minimum area of 12sqm with a minimum width of 3.6m for two or more-bedroom dwellings. This is to exclude kitchen and dining areas. The BADs diagrams indicate that most apartments meet this Standard. The apartment types not fully complying with these dimensions are outlined below;
    (a) Apt. type A04 - the living room includes a minimum of 3.1 m x 3.48m (where 3.3m x 3.3m is required) in width.
    (b) Apt. type B04 – the living room includes a minimum of 3.4 m x 3.93m (where 3.6m x 3.6m is required) in width.
    (c) Apt. type B06 - the living room includes a minimum of 3.495m x 3.6m (where 3.6m x 3.6m is required) in width.
    (d) Apt. type B06 - the living room includes a minimum of 3.55m x 3.6m (where 3.6m x 3.6m is required) in width.

(e) Apt. type B20 - the living room includes a minimum of 3.48m x 3.72m (where 3.6m x 3.6m is required) in width.
(f) Apt. type B21 - the living room includes a minimum of 3.495m x 3.6m (where 3.6m x 3.6m is required) in width.
(g) Apt. type D02 - the living room includes a minimum of 3.35m x 4.1 m (where 3.6m x 3.6m is required) in width.
(h) Apt. type D02A - the living room includes a minimum of 3.35m x 3.8m (where 3.6m x 3.6m is required) in width.

526. In all of these apartments, the second dimension either complies, or is greater than required by the Standard. The overall floor areas of these apartments meet either the required 10sqm or 12sqm and provide functional areas that meet the needs of residents.

527. A number of studio-style apartments are proposed (C01, C03, C02). These are located within Buildings 1, 3 & 6. None of these apartments have been provided with a designated living area; with C01 also having no access to open space.

528. The Tribunal has previously provided guidance on an acceptable outcome for the functional layout of studio apartments, with a specific condition placed on Planning Permit (PLN16/0434) for the land at No. 26-56 Queens Parade, Fitzroy North. In this decision, Member Hewet stated at paragraph 70 of *Gurner 26-56 Queens Parade Pty Ltd v Yarra CC [2021] VCAT 376* that '*we… record our acceptance of studio style apartments as a legitimate form of accommodation that meets the needs of sections of the community', however in doing so, the following requirements were stipulated in Condition 1(k) of the permit:*
All studio dwelling layouts to include:
(a) *A minimum of 10 square metres of living area unencumbered by a kitchen;*
(b) *A minimum 9 square metre bedroom with a minimum dimension on one side of 3 metres;*
(c) *Kitchen with sufficient food preparation areas.*

529. The proposed layout of the studio apartments does not meet these requirements, with the lack of a designated living area impacting the internal amenity of these dwellings to an unacceptable degree. This is exacerbated for Apt. type C01, given its lack of balcony. The layout of these studios is not supported, and it is recommended that these apartments be consolidated/amalgamated with adjacent dwellings or meet the standards outlined above.

Clause 58.07-2 – Room depth

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

531. A significant number of dwellings within the development have dual aspect living rooms, with the depth of all single aspect dwellings meeting the requirements of the Standard.

Clause 58.07-3 – Windows

532. This Standard requires all habitable room windows to have a window to an external wall of a building. In all apartments, all bedrooms and living rooms will have access to a window within an external wall, ensuring that daylight is accessible to all habitable rooms.

533. Daylight Modelling was undertaken across five levels of the six buildings; the modelled apartments were selected to provide a diverse range of outlooks, orientations and internal layouts.

534. The modelling confirmed that the development is able to meet the following BESS performance benchmarks for Indoor Environment Quality (IEQ) - Daylight Access Living Areas and Bedrooms, as follows:
    (a) 80% of the total number of modelled living rooms achieve a daylight factor greater than 1 % to 90% of the floor area of each living area, including kitchens.
    (b) 80% of the total number of modelled bedrooms achieve a daylight factor greater than 0.5% to 90% of the floor area in each room.

535. This outcome ensures that adequate daylight is available across the development.

Clause 58.07-4 – Natural ventilation

536. The Standard notes that a minimum of 40% of apartments should provide effective cross ventilation that has:
    (a) A maximum breeze path through the dwelling of 18m;
    (b) Minimum breeze path through the dwelling of 5m; and
    (c) Ventilation openings with approximately the same area.

537. The BADs summary indicates that a total of 50.5% of dwellings are naturally cross-ventilated. The operability of windows is not shown on floor plans or elevations; to ensure this Standard is met and dwellings receive adequate ventilation, the relevant drawings should be updated accordingly.

Off-site amenity

Overshadowing

Burnley Street

538. Overshadowing to Doonside Street, David Street and the future park within the Harry the Hirer site have been discussed previously within this report. With regards to Burnley Street, the proposed development will cast minor additional shadows to the western side of Burnley Street at the September equinox; these shadows are contained to the morning hours at 9am and 10am, with all shadows dissipating from the western footpath by 11am.

539. The overshadowing of this footpath was discussed within the Panel Report for Harry the Hirer, as follows;
    (a) *Burnley Street is a larger thoroughfare and is expected to carry more substantial pedestrian traffic. Having the footpath free of overshadowing from 11.00am at the equinox would be a reasonable outcome as proposed in the exhibited Amendment given the greater frequency of usage and the nature of this roadway.*
    (b) *The Panel is persuaded that this timeframe represents a generally applied standard in the Planning Scheme and relevant Panel and Victorian Civil and Administrative Tribunal decisions. There is no increased sensitivity of this stretch of Burnley Street that would justify further modification to building envelopes to achieve acceptable overshadowing outcomes.*

540. The lack of overshadowing of this section of the public realm from 11am onwards is supported. It is further noted that no areas of private open spaces associated with the dwellings on the western side of Burnley Street are adversely impacted by the proposal from 10am onwards.

Overlooking

541. The development will not generate any unreasonable overlooking to adjacent sites, with apartments addressing Burnley Street, Doonside Street and David Street all located in excess of 9m from existing and future residential development.

Equitable Development

542. It is not considered that the development will impact future development opportunities on adjacent land, given the three street interfaces and subsequent degree of separation provided to the east, south and west. The site to the east, No. 11 David Street, has already been developed with a multi-storey (maximum 13-stories) apartment building, with a development to a similar scale directly to the south-east of the site. The site to the west is being developed with a 7-storey apartment building; the remaining sites to the west are separated by the generous width of Burnley Street; this will provide an adequate buffer that will maintain daylight and outlook to any future buildings to the west.

543. Anticipated heights within the Harry the Hirer site have been determined within Schedule 15 to the DPO; the lower built form proposed for the buildings along the subject site's southern boundary and the separation provided by Doonside Street will not impact the future development envisioned to the south.

544. With respect of those to the north and north-east, within the Victoria Gardens Shopping Centre, if any land associated with Ikea (including the car park) and Lot 10 were to be developed, this aspect has been considered through the provision of setbacks and building separation included as part of the development. The generous scale of the precinct to the north will allow for suitable setbacks to be incorporated into any future development of that site, without impacting the extent and quality of development that may occur.

Car parking – Parking Overlay

545. Amendment C307 seeks to incorporate Schedule 2 to Clause 45.09 Parking Overlay into the Scheme. The parking overlay would apply to all land within the Victoria Gardens Precinct and would include the following key changes to the way car parking is provided in the precinct compared to current arrangements;
    (a) Changes to the rates of car parking provision for residential, office, shop (including restricted retail) and food & drink land uses.
    (b) Change from providing car parking on a 'minimum rate' basis to a 'maximum rate' basis for these land uses. The setting of maximum rates would allow car parking provisions below the rates without the need to apply for a planning permit.

546. The parking overlay seeks to adopt the maximum car parking rates specified in the table below.

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Office	2	To each 100sqm of net floor area
Shop (including restricted retail)	3	To each 100sqm of net leasable area
Dwelling	1	Per dwelling
Food and drinks premises	3	To each 100sqm of net leasable area

Figure 75: Maximum car parking rates: Source: Schedule 2 to Clause 45.09 Parking Overlay

547. The rates of car parking provision for other uses, such as the hotel, would remain on a 'minimum rate' basis and as they are not specifically outlined in this table, the provisions of Clause 52.06 would continue to apply.

548. The table below indicates how the proposed car parking will be allocated throughout the development, with a total of 484 spaces for 839 dwellings and the remaining 34 spaces allocated to the office use. The existing car parking within the Victoria Gardens shopping

complex would cater for the proposed commercial/retail uses throughout the Doonside Precinct.

Uses	Size/No.	Car Parking	Notes
Residential			
Dwellings: One-bedroom Apt. Two-bedroom Apt. Three-bedroom Apt.	 456 369 14	484, not specifically allocated	0.577 car spaces per dwelling overall
Subtotal	839	484	
Retail			
Shop	5,185m²	None	Public car parking at Victoria Gardens to be available
Food and Beverages	1,914m²		
Hotel	1,446m²		
Subtotal	8,545m²		
Office			
Office	3,485m²	34	1/100m²
Transport Summary			
Car Parking Provision	-	518 car spaces	Located in basement
Bicycle Parking Provision	-	972 bicycle spaces	844 resident 40 employee 88 visitor/customer

Figure 76: Car Parking allocation. Source: Traffix Group referral response October 2022

549. This equates to 0.577 car spaces for the residential use, and 1 to every 100sqm for the offices.

550. Section 2 of the proposed parking overlay notes the following
   (a) *A permit is not required under Clause 52.06-3 to reduce (including reduce to zero) the number of car parking spaced required under Clause 52.06-5 for any use specified in the Table to this schedule.*
   (b) *A permit is required to provide more than the maximum parking provision specified for a use in the Table to this schedule.*

551. The parking objectives to be achieved under the parking overlay are;
   (a) *To identify appropriate car parking rates for development and land uses within the Victoria Gardens Precinct as identified within Schedule 1 of the Comprehensive Development Zone.*
   (b) *To facilitate the continued commercial operation of the Victoria Gardens Precinct, including the Victoria Gardens Shopping Centre and to ensure that appropriate car parking is provided.*
   (c) *To recognise the site's proximity to the Principal Public Transport Network and to reduce car parking demand by encouraging use of sustainable and active transport modes to and from the site.*

552. A Transport Review prepared by Stantec on behalf of the Applicant provides background detail on why a new maximum rate for car parking spaces is being sought. It references a transport paper entitled 'Unlocking Victoria Gardens', prepared by Stantec in 2018. The aim of this paper was to explore an alternative long-term transport strategy for the entire Victoria Gardens precinct, by identifying existing transport challenges within and around the area.

The paper concluded the need to facilitate a 'new approach' which enables more positive transport outcomes as the precinct expands in the future.

553. Extensive traffic modelling was undertaken to inform the outcomes of this paper; this modelling confirmed that the adjacent road networks are nearing capacity during the weekday morning, afternoon, and Saturday midday peaks. The modelling noted that without changes from the current 'business-as-usual' approach to car parking provision, road network performance (including public transport services) will continue to deteriorate and compromise the future of the Victoria Gardens precinct and the surrounding major activity centre.

554. This outcome is supported by a Red Dot VCAT decision *(Ronge v Moreland CC [2017J VCAT 550)* which further expanded on policy behind this approach. The Member clearly advocated for a reduction in the statutory car parking provision in inner-city sites. Relevant statements within the summary of this decision are applicable to this application, as follows;

    (a) *State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling.*

    (b) *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.*

    (c) *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.*

    (d) *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.*

    (e) *Policy tells us the future must be different.*

    (f) *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.*

    (g) *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.*

555. The Stantec report identified six 'interventions' to address the traffic congestion issues, with the first intervention of ‘traffic generation reductions’ recommending the introduction of maximum car parking rates for the precinct. The introduction of maximum rates is anticipated to subsequently reduce traffic generation and promote the use of more sustainable transport modes.

556. The Stantec report highlighted a number of urban renewal precincts across Melbourne, similar or greater in scale than the subject site, in which maximum car parking rates have been proposed or introduced. Outside of Yarra, these include Fisherman’s Bend, various areas within the Docklands and the Footscray Major Activity Centre. These areas have similar characteristics to Victoria Gardens, being key inner-city activity precincts with availability of alternate transport (public transport, walking and cycling), proposed growth and densification and constrained road network capacity.

557. In 2020 City of Yarra Councillors authorised Council officers to request the Minister for Planning to prepare, adopt and approve amendment C281yara to the Yarra Planning Scheme; this amendment supports the introduction of maximum car parking rates within the Cremorne Precinct via the adoption of a parking overlay. The parking overlay would implement a maximum car parking rate for office and retail uses to better manage the increasing traffic congestion in the precinct and encourage a shift to more sustainable transport modes.

558. Potential impacts associated with the adoption of maximum car parking rates were discussed by Stantec, with Traffix providing a response to these outcomes. These are addressed in turn below.

Inadequate provision of car parking leads to detrimental outcome for land uses;

559. Stantec note that the adoption of maximum car parking rates does not immediately result in no car parking being provided. The market will always require some level of car parking, particularly for larger sites such as this. Providing a maximum requirement seeks to achieve a more balanced outcome in this regard, by enabling provision of a lower level of car parking where it is appropriate for the context, whilst enabling higher rates of parking (if required) to be sought via the provision of a planning permit.

560. Traffix agree with this sentiment, noting *'We do not believe zero car parking is likely to be provided for the dwellings and office uses in practice as the market will demand some level of car parking'.*

Inadequate provision of car parking leads to spill-over on local residential streets;

561. As noted above, maximum car parking rates do not equate to 'no car parking' and it is likely that some level of car parking will continue to be provided to meet commercial and user needs. The natural constraints (including the Yarra River) applicable to the site, together with tight parking controls in surrounding areas, will also reduce the likelihood of parking impacts overflowing onto surrounding streets.

562. In response, Traffix notes; '*There is the potential for a development to under-provide car parking and cause off-site car parking impacts. However, we think this is unlikely in this case given how highly controlled public parking is in the nearby area'.*

563. Overall, Traffix were comfortable with the amended car parking rates sought as part of the updated Schedule 1. They concluded '*We do not have a concern with the principle of applying maximum car parking rates to Victoria Gardens. We are generally satisfied that there is adequate justification within the various Stantec reports to support the introduction of maximum parking rates'.*

564. Additional justification to support this outcome is provided below.

565. The maximum parking rate is consistent with Plan Melbourne directions to capitalise on existing transport infrastructure, improve local travel options and support uptake of walking and cycling. Further to this, reduced reliance on car parking is consistent with policy directions and sustainable transport policies contained in the State Planning Policy Framework (SPPF) at Clause 18 of the Scheme.

566. Based on outcomes of the Australian Bureau of Statistics Census (2016), the average car ownership rate for Richmond residents was 1.13 vehicles per dwelling. For people living in a 'flat, unit or apartment in four or more storey block' in Richmond, this average reduced to 0.93 vehicles per dwelling. In total, 20.3% of dwellings in Richmond do not own a motor vehicle and 49.3% of households own one car. Combined, more than two thirds of dwellings

in Richmond own one car or less. The low rate of car ownership in Richmond, particularly amongst higher-density dwellings, provides confidence that providing car parking at a maximum rate of 1 space per dwelling is likely to be sufficient to meet future needs of residents.

567. Examples of similarly scaled developments within proximity to the site and the subsequent car parking rates approved for these developments were provided within the Stantec report. These include the River Boulevard Precinct, which forms part of the greater Victoria Gardens site and the Park House development immediately to the north of Victoria Street. The approved rates are provided within the table at Figure 77 below.

Site	Residential	Office/Commercial	Shop/Retail
Approved rates			
Lots 9 & 10[16]	0.75 spaces / dwelling	2.0 spaces / 100sqm NFA	2.8 spaces / 100sqm LFA
Park House[17]	0.66 – 1.0 spaces / dwelling	2.1 spaces per 100sqm NFA or 2.5 spaces per 100sqm NFA if less than 10,000sqm	0.5 spaces per 100sqm LFA (shop)

Figure 77: Approved rates of surrounding development. Source: Stantec Traffic Report 2022

568. The Panel Report for the 'Harry the Hirer' site to the south was also referenced. Whilst no car parking rates have been determined for this site, the Panel report stated that *'The Panel agrees that there are a range of contextual and policy reasons that support a reduced rate of car parking for this proposal compared with the statutory rate in the Planning Scheme'.*

569. With regards to exceeding the maximum car parking rates, Section 4.0 of the proposed Parking Overlay includes new decision guidelines for such applications. These guidelines are outlined below, with responses provided by Traffix *(in italics);*

(a) The likely demand for car parking spaces.
  (i) *This is reasonable to consider. There should be a second point added that requires consideration of the need for additional car parking.*

(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.
  (i) *This would require consideration of whether shared parking arrangements would make the current car parking more efficient, therefore leading to the question as to whether additional car parking was required in the first instance.*

(c) The possible multi-use of car spaces.
  (i) *This point is either very similar to the point above or it is a reference to additional car parking being adaptable to other uses. It is suggested that this point is clarified or expanded.*

(d) The demand for car spaces generated by the uses established in previous stages of the development.
  (i) *This would require an application for additional car parking was warranted by reviewing the actual demand and availability of car parking in previous stages. This is a reasonable point to consider.*

(e) The accessibility of the site to vehicle traffic.

(i) *This decision point is probably superfluous given the last dot point.*

(f) The proposed layout of parking areas.
(i) *Additional car parking areas are not difficult to remove from an application. The relevance of the layout of the parking areas to an application to over-provide car parking is unlikely to be important.*

(g) The capacity of the existing road system and any proposed modifications to accommodate any increase in traffic
(i) *This is a necessary decision point. Excess car parking should not jeopardise the road network.*

570. In summary, Traffix noted that the following; '*In our view, the decision guidelines should be reviewed for clarity. Some of these appear to overlap. Other decision points should also be considered such as:*
(a) *A clear requirement for the applicant to demonstrate the need for the additional car parking.*
(b) *Requiring the excess car parking to be adaptable for other uses (Le. a land use), so that excess car parking can be repurposed in the event that it is no longer required*
(c) *Consideration of the impact of additional car parking on sustainable transport use'.*

571. Council's Strategic Planning officers defer to the views of Council's traffic engineers and sustainable transport planners in this regard; however they provide support for the reduction of car parking requirements and use of a maximum rate, particularly as the subject site is well connected via trams and cycling routes.

572. The specific reduction being sought as part of the Planning Application are discussed below.

Proposed reduction in car parking provision for the Planning Permit

Existing car parking availability

573. The development is located directly adjacent to the existing multi-storey car park for the Victorian Gardens shopping centre. A total of 2,546 car parking spaces are provided within this car park, including spaces reserved for office use and dedicated pick up/drop off spaces. For visitors, there are 2,173 car parking spaces available to the public on weekends and 2119 on weekdays (based on specific car parking restrictions).

574. The Stantec report provides data from car parking demand surveys that were undertaken in 2019.

Survey Period	No. of Retail Spaces	Existing Floor Area	Peak Car Parking Demand	Minimum Vacancies	Peak Occupancy	Car Parking Rate
Sat 30 March 2019	2,173	53,788sqm	1,753	420	81%	3.26 spaces per 100sqm
Thurs 4 April 2019	2,119		1,100	1,019	52%	2.04 spaces per 100sqm
Sat 11 May 2019	2,173		1,520	653	70%	2.83 spaces per 100sqm

Figure 78: Car parking demand survey results: Source – Stantec Traffic Report 2022

575. This data indicates that on weekdays, the peak occupancy of the available car parking spaces was 51%; this increased to a maximum occupancy of 81% on Saturdays.

576. On the peak survey day (Saturday 30th March 2019), a minimum of 420 car parking space vacancies was recorded. This represents a vacancy of approximately 20% of the available car parking supply.

577. This outcome influences the acceptable rate for retail customers and hotel patrons; this will be discussed in turn.

Residential

578. The residential dwellings would be provided with on-site parking at a rate of 0.577 spaces per dwelling (484 spaces for the 839 dwellings). As noted in the table at Figure 64, the development at Lots 9 and 10 of Victoria Gardens was approved with an on-site parking rate for dwelling at a rate of 0.75 space per dwelling. The approved rate for the Park House development ranges between 0.66 to 1 space per dwelling, with the recently approved Development Plan at No. 25-35 River Boulevard providing a minimum of 0.42 car spaces per dwelling.

579. Council Engineers are supportive of this outcome, noting that this is consistent with many large-scale developments within Yarra, where a proportion of dwellings are not provided with on-site car parking, and highlighting that prospective residents would know up-front whether the dwellings contain on-site parking. The provision of 0.577 spaces per dwelling is considered appropriate in this instance, as the development has very good links to public transport services, bicycle infrastructure and proximity to shops, supermarkets, businesses and essential facilities.

580. Traffix were also generally supportive of this reduction, noting that the residential parking rate, while on the low side, is acceptable in the context of this site. In particularly the site's access to alternative transport modes and those everyday services required by residents is available at Victoria Gardens. Whilst a minor increase to a rate of 0.6 spaces per dwelling was recommended by Traffix; this amendment is not considered necessary by Council Officers.

Office

581. The offices would be provided with on-site parking at a rate of 1 space per 100sqm of floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include:
    (a) No. 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m^2
    (b) No. 51 Langridge Street, Collingwood – 0.54 spaces/100 m^2
    (c) No. 2-16 Northumberland Street, Collingwood – 0.89 spaces/100 m^2

582. The proposed office parking rate is considered appropriate as the site has very good access to public transport and seeks to encourage use of more sustainable forms of transport.

583. Traffix note that this outcome is consistent with current planning practice for offices within the City of Yarra and consistent with Council's sustainable transport objectives.

584. It is widely recognised in transport planning that an office is one land use that is particularly conducive (and important to target) in achieving a mode shift away from private cars to public transport, cycling, walking, etc. This is particularly the case as journey to work trips for office uses are typically made during the commuter peak hours and predominantly involve single occupant vehicles.

585. To support these findings, in a Tribunal decision regarding the car parking reduction associated with an office development, *KM Tram Enterprise Pty Ltd v Boroondara CC [2018] VCAT 1237,* the Member agreed that office developments “are prime candidates” for modal shifts to reduce reliance on private motor vehicles, with the following relevant comments:

[29] In this context of a change from the 'business as usual' approach, I agree with Ms Dunstan that office workers are prime candidates for a mode change given their commuting patterns of travel to and from work during peak times. This is the time when public transport services run at highest frequencies and when Melbourne's roads are most congested. The combination of 'carrot' and 'stick' makes it viable for many office workers commuting to a site such as this to change from private vehicle to public transport.

[30] I am not persuaded that the council's option of reducing the amount of office space so that it better aligns with on-site parking supply is consistent with planning policy. Plan Melbourne which promotes '20-minute neighbourhoods' where most of a person's everyday needs can be met locally within a 20 minute journey from home by walking, cycling or local public transport. The everyday needs referred to include local employment opportunities along with shopping, education and community facilities.

[31] Local employment opportunities in this context are not limited to retail or community services. There is a benefit in encouraging office uses in the '20-minute neighbourhood mix', as it provides opportunities for business owners and their staff to work locally. I find this line of argument is far more persuasive than the council's position of limiting the amount of office floor space so that more cars can be brought into this part of Hawthorn.

586. Based on the above, providing a reduced rate of on-site parking for the offices is considered appropriate, with employees having access to good public transport options and other forms of sustainable transport.

Shop, Food and Drink and Hotel (Pub) Uses

587. No additional on-site car parking is proposed for the food and drink premises, retail and hotel uses. These uses would rely on the existing car parking resources within the Victoria Gardens Shopping complex.

588. A retail parking demand rate of 3 spaces per 100sqm of floor area has been considered a reasonable outcome within the Stantec review; this is slightly lower than the 3.5 spaces per 100sqm of floor area required by Clause 52.06 of the Scheme. This is based on the location of the site and availability of alternative transport options. Adopting a lesser rate would reduce the car parking requirement for these uses from 299 to 256. The adoption of a lesser rate is supported by Traffix and by Council Engineers.

589. Stantec note in their review that the car parking rate for these uses would likely be less than the surveyed rate based on the following;
    (a) The additional retail floor area includes dining uses which are expected to peak in the evening when the retail demands are lower;
    (b) The additional retail land uses (fresh food offering and food & drink premises) are intended to service a more local catchment who will be more inclined to travel by non-private vehicle modes to the centre (compared to existing customers to the Centre); and,
    (c) The current car parking rate is heavily influenced by IKEA.

590. The data provided indicates that at peak times, a minimum of 420 vacancies are available within the existing Victoria Gardens car park (based on the peak occupancy rate of 81%). This vacancy rate would ensure that the anticipated additional car parking spaces of 256 (or 299 if the higher rate is adopted) can be accommodated within the existing shopping complex.

591. Traffix and Council Engineers raised no concern with this outcome.

Car parking reduction

592. In addition to the above, a reduction in the number of on-site car parking spaces from that proposed is further supported by the following;
   (a) The site is within proximity to the following public transport services;
      (i) Victoria Street trams – 300m;
      (ii) Bridge Road trams – 600m;
   (b) Resident, visitor and employee parking permits will not be issued for the development, which will discourage people from parking in the surrounding streets, thereby alleviating pressure on existing parking resources;
   (c) The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarkets, places of employment and education and other essential facilities. The site also has good connectivity to the on- and off-road bicycle network.
   (d) The site is easily accessible by pedestrians. The site also has good connectivity to the on- and off-road bicycle network;
   (e) A total of 950 bicycles are provided (with additional spaces recommended later within this report);
   (f) Customers and clients to the development could combine their visit by engaging in other activities of business whilst in the area.

593. A further reduction in on-site car parking associated with the residential component would be supported by objectives contained in Council's Strategic Transport Statement. The site is ideally located with regard to sustainable transport alternatives and a reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

594. From a traffic engineering perspective, the reduction in parking for the residential, office and retail uses is considered appropriate in the context of the development and the surrounding area. The on-site parking rates are consistent with those approved for many large-scale developments within Yarra, with Council Engineers having no objection to the reduction in the overall car parking requirement for this site.

Car park layout/access

595. Two basement car parking levels are proposed, with access from David Street, with two levels of above-ground car parking proposed within Building 6.

596. Council Engineers have assessed the internal layout of the proposed car parking areas, including access ramps, car parking spaces and vehicle movements. The carriageway widths to the carpark entrances from David Street all comply with the relevant Australian/New Zealand Standard AS/NZS 2890.1:2004, as do the internal ramps providing access between levels. The gradients provided for these ramps comply with *Design standard 3: Gradients* at Clause 52.06. Swept path diagrams confirm that there is adequate room for vehicles to enter and exit the car park, with efficient vehicle movements able to be undertaken internally.

597. Pedestrian slight triangles have not been provided for the basement car park entrance or the exit lane for the entrance to the Level 1 car park of Building 6, and the headroom clearance at the vehicle entrances have not been dimensioned on the drawings. To increase safety at the exits a pedestrian sight triangle measuring 2m by 2.5m should be superimposed for the exit lane of the basement car park entrance and convex mirrors should be installed at the second exit, if this exit is maintained.

598. To ensure that the proposed crossovers are constructed correctly, a ground clearance check is required; this diagram must be provided as a cross-sectional drawing and include a number of spot levels which will determine the safe and efficient clearance of vehicles using the crossovers.

599. With regard to the individual car parking spaces, including the tandem sets, the dimensions of the spaces satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9. Aisle widths and column depths and clearances to walls all comply with the relevant standards. It is noted that accessible parking spaces have not been provided; this element would have to be addressed in an amended design.

Electric vehicles

600. Council's Built Environment Sustainability Scorecard (BESS) guidelines encourage the use of fuel efficient and electric vehicles (EV). The SMP submitted with the application indicates that a minimum of 26 electric vehicle charging facilities will be installed, comprising 5% of residential car spaces. 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.

Traffic

601. The Stantec report provided with the application outlined the following traffic generation expected from the proposed development.

Land Use	Spaces / Floor Area	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		Traffic Generation Rate	Traffic Generation	Traffic Generation Rate	Traffic Generation	Traffic Generation Rate	Traffic Generation
Residential [1]	484 spaces	0.16 movements per space	77	0.16 movements per space	77	0.16 movements per space	77
Office [2]	34 spaces [4]	0.44 movements per space	15	0.36 movements per space	12	-	0
Sub Total		-	92	-	89	-	77
Retail [3]	5,545sqm	0.46 movements per 100sqm	39	1.6 movements per 100sqm	137	2.6 movements per 100sqm	222
Total		-	131 vph	-	226 vph	-	299 vph

Figure 79: Anticipated traffic generation. Source: Stantec Traffic Report 2022

602. Traffix reviewed this data on behalf of Council and raised a number of concerns.

603. The residential traffic generation rate is approximately half of that adopted by Ratio and Traffix Group during the assessment of the Harry the Hirer redevelopment site to the south. That rate adopted 0.3 vehicle trips per dwelling in peak periods, with the rate in the table at Figure 79 anticipating 0.16 vehicle trips per dwelling. The data on which this rate is based was not provided.

604. Whilst Traffix agree that traffic generation rates for inner Melbourne have reduced over time and the 0.3 rate is too conservative based on more recent data, they conclude that the 0.16 rate is not sufficiently conservative. Application of a 0.2 rate is considered more appropriate. Traffix note that the rates used for office and retail traffic generation within the Stantec report were also not conservative enough.

605. Further to this, the traffic analysis is based on 2016 traffic data for the local road network. This data is considered out of date, and for a development of this scale, Traffix believe that more recent data should be sourced.

606. Traffix noted that the traffic distribution data within the Stantec report illustrates a bias for traffic to arrive/depart from the south on a 40/60 basis North/South. This means that it is assumed more traffic will turn left (60%) instead of right (40%) from Doonside Street into Burnley Street. However, Traffix note that existing traffic using Doonside Street is actually biased towards the north under existing conditions with a 60/40 N/S split, resulting in 60% of traffic attempting a right-hand turn into Burnley Street as they leave the site.

607. Additional shortcomings within the Stantec report are the lack of modelling of truck volumes, with the report including no data on trucks entering or turning right out of Doonside Street. Given that Doonside Street will serve as truck access for both Victoria Gardens and the Harry the Hirer site, it is unreasonable to assume truck volumes would be zero on these movements.

608. The report also fails to include any cyclist movements within the analysis, and subsequently any discussion on how an additional 972 bicycles will affect the operation of the Burnley Street and Doonside Street intersection. Finally, whilst the report includes a review of traffic volumes generated by surrounding developments on nearby intersections, it does not include any analysis of the cumulative impact that the development of the Harry the Hirer site will have on the Burnley Street and Doonside Street intersection.

609. This intersection will be the most impacted via the combined development of these two sites, with all traffic/truck access proposed from Doonside Street.

Signalisation of Doonside and Burnley Streets

610. The addition of traffic signals at this intersection was discussed in detail during the assessment undertaken for the Harry the Hirer site, with the Planning Panel report for this development noting that; *'the redevelopment of the site will require signalisation of the Burnley Street and Doonside Street intersection at some stage to ensure safe and functional traffic and pedestrian movement'.*

611. As Harry the Hirer is proposed to be delivered in stages, the report raised the possibility for the delivery of traffic signals to be installed whilst the development is being constructed (as opposed to prior to its commencement).

612. Traffix believe that this intersection does not have adequate capacity to accommodate the additional traffic generated by the development of the subject site, and conclude that this proposal, even prior to the development of the Harry the Hirer site, would likely trigger the need for traffic signals at this intersection. As noted; *'It is our view that the full development of either project would likely trigger the need for traffic signals. Both developments together mean that traffic signals are required earlier'.*

613. Head, Transport for Victoria (HTfV) are also of the view that the development of this site alone would trigger the requirement for signalisation of this intersection. This is outlined in the most recent correspondence regarding the development (16 March 2022), whereby HTfV '*maintains its position that signals at this intersection will ultimately be required for the development of the subject site'.* The letter provides in-principal support for the proposed PSA, on the basis that the following conditions are met:
    (a) *Appropriate options/engineering solutions are provided to adequately address the safety concerns for all road users at the intersection of Doonside/Burnley Streets;*
    (b) *Measures are put in place to ensure signals are ultimately installed within a reasonable timeframe at the comer of Doonside and Burnley Streets prior to the occupation of the building/s in consultation with and to the satisfaction of HTfV;*
    (c) *Costs associated with the delivery of the signalised intersection are borne by the developer/s and quotes provided to HTfV for review; and*

(d) *The timing and funding/financial contributions of the signals are negotiated with the stakeholders and agreed with by Council in consultation with HTfV having regard to other in/active developments within the immediate surrounds.*

614. Stantec does not share this view, stating that the analysis presented in their report indicates that the signalisation of the Burnley Street/Doonside Street intersection is not required to accommodate the additional traffic associated with the proposed development of the subject site. However, as outlined earlier, this analysis is not considered conservative enough, with Traffix of the opinion that higher traffic numbers will be generated.

615. Stantec do acknowledge that the potential signalisation of the intersection would enhance capacity for vehicles accessing Doonside Street for the proposed development and the future development of the Harry the Hirer site and subsequently note that the signalisation of the intersection would be further considered as part of the planning permit application for the Harry the Hirer site. However, they are not of the opinion that the subject site should be responsible for the installation of these signals.

616. To alleviate potential traffic impacts in the short term, Stantec propose the implementation of a short right-turn lane on the Burnley Street south approach; thereby allowing a northbound vehicle to pass a vehicle turning right into Doonside Street. They state that the provision of this right-turn lane is achievable within the existing road reserve, subject to some minor line-marking changes. Stantec also note that this change would require the removal of two trees (mature Plane trees), along with the removal of car parking spaces along the western side of Burnley Street.

617. HTfV also provide a short-term mitigation measure in their most recent correspondence (16 March 2022), noting that right turn movements from Doonside Street into Burnley Street could be prohibited until such time that the intersection is signalised. This outcome is not supported by Traffix, who note that imposing such a restriction would severely limit travel options to the north and east for Victoria Gardens, Harry the Hirer and the nearby area. Doonside Street provides the only option in the immediate area for right turn movements into Burnley Street (which are banned at Appleton Street, North Street and Crown Street further to the south). They note that it is important for the connectivity of the surrounding road network that right turn movements out of Doonside Street are maintained, given the lack of reasonable alternative travel routes.

618. Based on the analysis and opinions provided, it is evident that the combined traffic generated by both major developments will result in the requirement for signalisation of the Burnley and Doonside Street intersection. Further to this, Council officers agree with Traffix and HTfV that the development of the subject site on its own will generate the need for these works.

619. The Harry the Hirer Panel report states that ‘the agent of change’ should be responsible for these works. To facilitate this, the provision of a Section 173 Agreement was built into Schedule 15 to the Development Plan Overlay (Clause 43.04), which outlines the requirements that must be met prior to the approval of a Development Plan and subsequent planning permits for the southern site.

620. Section 3.1 (Permit conditions) of Schedule 15 requires the following;
    (a) An agreement with VicRoads and the responsible authority under section 173 of the Planning and Environment Act 1987 for the provision of works which are identified in the Traffic Impact Assessment Report prepared and approved in accordance with this schedule. The works may include but are not limited to:
        (i) Mitigating works required for each development stage in the development plan; and
        (ii) A two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street if required, approved by VicRoads in consultation with the responsible authority.

621. This provision places the onus on Harry the Hirer to deliver these works. However, there is no guarantee that this proposal will be completed at the same time as the subject development, and as the assessment above concludes that development of the subject site itself will require the signalisation of this intersection, Council officers consider it necessary for a similar provision to be incorporated into any future planning permit for the Doonside Precinct. This ensures that the works are delivered irrespective of which site is constructed first and is considered necessary given the anticipated traffic volumes outlined within the Traffix review.

622. Section 4.0 of the draft Comprehensive Development Plan notes the following;

    (a) *Prior to the commencement of the development, an agreement with the Head, Transport for Victoria and the responsible authority under section 173 of the Planning and Environment Act 1987 for the provision of works which are identified in the Transport Plan prepared and approved in accordance with this schedule. The landowner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including reasonable costs borne by the responsible authority. The works may include but are not limited to:*
        (i) *Mitigating works required for each development stage in the development plan; and*
        (ii) *A two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street if required, approved by VicRoads in consultation with the responsible authority.*

623. Whilst this provision has been included in the draft CDP, it is not included in the draft Planning Permit.

624. It is acknowledged that a reasonable response would be for both developments to share the costs of these works, an opinion shared by Traffix, who state *'It is our view that the most logical and equitable outcome is that Victoria Gardens and the developer of Harry the Hirer meet and agree on an apportionment plan to split the cost of these traffic signals, as these developments individually trigger the need for these traffic signals'.* Council officers support this outcome and recommend that the above provision for a Section 173 Agreement be incorporated into any planning permit issued for the site.

Cyclist trips

625. Burnley Street is part of the Principal Bicycle Network and a Strategic Cycling Corridor providing a bicycle lane in each direction. This is highlighted in comments from Council's Strategic Transport Officer, who notes the following;

    (a) The site is located adjacent to a key bicycle corridor. Buckingham Street is an important informal east-west bicycle route through the precinct. It provides the northernmost possible route running parallel to and as an alternative to Victoria Street further north. This route then continues along Doonside Street to connect to Victoria Gardens and the Main Yarra Trail; and
    (b) This is already a well-used route and this development would place additional trips along this route, particularly for people wishing to access the CBD via Albert Street and Elizabeth Street or via Highett Street, and other north-south routes in the vicinity such as Coppin Street and Lennox/Nicholson Street to further destinations.

626. As noted in the Traffix review, the number of existing cyclists using this link is not recorded or factored into the modelling provided by Stantec. Incorporating cyclist volumes on Burnley Street would reduce the capacity of this intersection to accommodate additional traffic. There is also no assessment of the trips generated by the 972 bicycle spaces proposed by the subject development.

627. To increase the safety and usability of this key bicycle corridor, the Strategic Transport review notes that any intersection design must include:
    (a) safe, protected bicycle on-road lanes;
    (b) pedestrian crossings on all legs;
    (c) auto-on signalisation for pedestrian crossings;
    (d) in-ground detector loops for bicycles in the road surface; and,
    (e) measures to mitigate increased traffic volumes on Buckingham Street.

628. Council officers agree with these outcomes.

Bicycle facilities

629. The development provides a total of 972 bicycle spaces, with these being allocated as follows:
    (a) Residential - 844 spaces;
    (b) Employees - 40 spaces;
    (c) Visitors – 88 spaces (62 spaces off-site).

630. Residential bicycle areas are located throughout the development in secure compounds; at ground level within Building 2 (240 spaces) and Building 6 (126 spaces), and within the mezzanine level in Building 6 (478 spaces).

631. Secure employee spaces with end-of-trip (EOT) facilities are located within a secure facility within Building 1, with visitor spaces provided on-street along David Street, Doonside Street and Burnley Street. A separate area with provision for 26 visitor bicycle spaces is shown to the rear of the Loyal Studley Hotel; it is noted that these spaces are existing and associated with the Victoria Gardens Shopping Complex.

Residential spaces

632. The provision of 844 residential bicycles exceeds Council's best practice rate recommendation of 839 residential spaces (1 per dwelling as specified in Category 6 of the Built Environment Sustainability Scorecard (BESS)). All of the residential spaces will be located within a secure compound, in accordance with the relevant Australian Standard 2890.3 (AS2890.3). The Planning Report provided by the Applicant notes that both horizontal and vertical spaces have been provided; however, the location and number of horizontal spaces are not clearly depicted on the drawings. To comply with AS2890.3, at least 20% of bicycle storage spaces should be provided as horizontal 'at ground' spaces.

633. With regards to the location of the bicycle storage, Council's Strategic Transport Officer recommended that all storage facilities should be located within 30m of the site's entrance, with particular reference to the Doonside and David Street entrances. A significant number of bicycles are located within Building 6; this provides a direct connection to Doonside Street and is considered easily accessible for users. Whilst the facility in Building 2 is located internally; wayfinding signage is proposed, with relatively direct access to this space provided via the internal laneways. The locations and design of this wayfinding signage should be provided in detail.

634. Council's Strategic Transport Officer also recommended the inclusion of additional entrances to the larger bicycle compounds, to ease potential congestion, and the inclusion of electric bicycle charging points. This is to accommodate current and future demand for electric bicycles, which are rapidly increasing in popularity. These additions are supported.

Employee spaces

635. A separate secure facility for 40 employee bicycles is provided at ground level within Building 1. A total of 8 showers/changerooms are provided adjacent to this storage room; this exceeds the minimum statutory requirements under Clause 52.34 of the Scheme.

636. The overall number of employee spaces however falls short of the statutory requirements, which specifies that 56 spaces (for hotel, office and retail employees) should be provided. Further to this, Category 6 of BESS notes that 'non-residential buildings should provide spaces for at least 10% of building occupants'. Whilst this is difficult to calculate for hotel and retail employees; for the office is can be assumed that a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety) applies. This results in a rate of 1 space per 100sqm of floor area. With an overall floor area of 3,485sqm proposed for office use, to meet Council's best practice standard, a total of 35 spaces just for office employees would be required.

637. When combined, the overall number of employee bicycle spaces based on both Clause 52.34 and BESS requirements would equate to 70 spaces. The provision of an additional 30 spaces on top of what is currently proposed is considered a reasonable requirement, given the substantial size of the development and the generous extent of commercial floor area proposed. It is recommended that the number of employee bicycle spaces be increased accordingly, along with the associated EOT facilities. These bicycles must be located within a secure compound, with a minimum of 20% of the spaces provided as ground level (horizontal) spaces in accordance with AS2890.3. The provision of electric bicycle charging points within this compound is also recommended.

Visitor spaces

638. A total of 62 visitor bicycle spaces are proposed along the street frontages of Burnley Street, Doonside Street and David Street. It is noted that whilst 26 on-site visitor spaces are shown on the drawings; these spaces are existing and are located within the existing car park associated with the Victoria Gardens Shopping complex. Council's Strategic Transport Officer has noted that the location of the 26 spaces would be difficult to find for visitors to the site, with poor passive surveillance, and should be relocated throughout the site to be as close as possible to main entrances of the various facilities.

639. Given these spaces are existing and sit outside the subject site, relocation is not possible. Instead, additional space for visitor parking within the site should be provided. The reliance on bicycle parking on adjacent footpaths to the extent proposed is not supported; a preferred outcome is for the number of bicycle hoops on footpaths be reduced, with designated visitor parking areas provided within the site. This outcome would reduce clutter within the public realm and provide convenient and usable bicycle storage for visitors to the site.

640. The statutory requirement for visitor bicycle spaces at Clause 52.34 is 84 spaces for residential visitors, 20 spaces for hotel patrons, 3 spaces for office visitors and 14 spaces for retail customers (based on the respective floor areas proposed). This equates to an overall requirement for 121 visitor spaces. At a minimum, given the substantial scale of the development and its proximity to existing and proposed bicycle lanes and infrastructure, Council recommends the addition of 121 visitor spaces throughout the development. Whilst a number of on-street bicycle hoops would still be supported, the majority of the visitor spaces should be located within the site, in easily accessible and visible locations.

Green Travel Plan

641. The application includes a Green Travel Plan (GTP). The GTP was reviewed by Council's Strategic Transport Officer, who noted that the following items should be included in a modified document;
    (a) The provision of real time passenger information displays for nearby stops within each lobby;

(b) The types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
(c) The types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(d) Security arrangements to access the resident and employee bicycle storage spaces;
(e) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
(f) Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness' and,
(g) Reference to at least 30 electric bicycle charging points for employee and resident bicycle parking, adjacent to appropriate bicycle parking that can safely accommodate electric bicycles.

642. These changes are supported by Council officers.

Infrastructure

643. A number of recommendations and requirements have been highlighted by Council's Civil Engineering Unit. These relate to the protection or reconstruction of Council property, with it considered likely that the construction of the new buildings, the provision of underground utilities and the transporting of construction materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site. These aspects must therefore be maintained or restored as required.

Pavement/road reconstruction

644. It is considered essential that the developer rehabilitates laneways, footpaths, kerbing and other road related items to ensure that Council infrastructure surrounding the site maintains a high level of serviceability. To achieve this outcome, the footpaths, kerb and channel along the property's Burnley Street, Doonside Street and David Street road frontages would be required to be reconstructed once the development is completed. The reconstructed footpaths (in sawn bluestone pavers) must have cross-falls of 1 in 40 and any redundant vehicle crossings within these frontages should be demolished and reinstated with paving, kerb and channel.

645. Council would also require the Doonside Street and David Street road pavements to be re-sheeted upon the completion of works. Any areas of pavement failure are to be reinstated with full-depth road pavement in accordance with Council requirements. Further to this, redundant property drains under the footpaths must be removed and reinstated to Council's satisfaction.

Drainage

646. A Council drain capacity assessment and catchment analysis is required to determine if the site's legal point of discharge can be discharged to a Council drain. A detailed drainage design, together with hydraulic and hydrological calculations, is also required to be submitted to Council for assessment and approval.

647. To ensure the requirements outlined above are met, Council Engineers have requested that detailed engineering design drawings of all infrastructure works associated with the development are submitted to Council for assessment and approval.

648. As outlined previously within this report, Council Engineers have noted that two laneways within the site are Council controlled laneways. Based on the works proposed, the laneways

would no longer function as 'roads' and should be discontinued via a formal process under the provisions of the *Local Government Act* 1989

Loading

649. Two separate loading areas are proposed; the primary loading bay area is within Basement level 2, with a secondary area provided within the ground level of Building 6. Both of these loading areas are accessed from David Street.

650. The main loading area within Basement 2 provides separate provisions for retail (northern end of the loading area) and residential land use (southern area of the loading area). The secondary area within Building 6 is allocated for retail loading and is expected to be used infrequently as indicated in the Traffic Impact Assessment provided by Stantec.

651. Swept paths demonstrating the vehicle access arrangements within the loading areas are included in the Transport Impact Assessment; these swept path diagrams indicate that the maximum lengths of trucks using the development will be 10.8m. Council Engineers have reviewed these diagrams and confirmed they are acceptable. Engineers have also confirmed that the areas set aside for the loading docks in Basement 2 and the retail loading bay adjacent to the main accessway (near the David Street entrance) are considered satisfactory. A permit condition will ensure that trucks no longer than 10.8m can access the site.

Waste

652. A Waste Management Plan (WMP) (prepared by WSP and dated April 2022) outlines the waste strategy proposed for the subject site.

653. Residential waste systems include general waste (garbage), commingled recycling, glass, organics, hard waste and e-waste (electronic waste). Dual chutes will be provided for the disposal of waste generated from each residential tower. One chute will be dedicated to general waste and another dedicated to commingled recycling with each chute directly outputting into the relevant compactors within the waste room at Basement Level 2.

654. Commercial waste systems include general waste (garbage), commingled recycling, glass and organics, along with extended waste streams that include waxed cardboard, polystyrene, secure paper, soft plastics, hard waste and e-waste. This waste will also be stored in Basement Level 2.

655. Within the ground floor of Building 6 it is anticipated that a fresh food grocer may be located in the area indicated as Retail MM004. This has been considered separately as part of the WMP.

656. In terms of waste collection, the report outlines that all commercial and residential waste collections will occur from the waste rooms located on Basement Level 2; this ensures that all waste will be stored onsite and hidden from public view. The waste will be collected via the loading bays and carried out by private contractors.

657. A swept path assessment has been prepared as part of the WMP. This demonstrates that the nominated waste collection vehicle can access the loading areas from David Street. Council Engineers have confirmed that the swept path diagrams demonstrate that a small rigid vehicle, a medium rigid vehicle and a 10.8m long hooklift vehicle can access and egressing the retail and residential loading docks in Basement 2 in a satisfactory manner.

658. Council's City Works Engineers reviewed the WMP and provided the following recommendations:

(a) Up to seven collections per stream as outlined in the retail MM004 plan is excessive and should be reduced;
(b) The 660 litre bins proposed for the residential glass stream may not be appropriate due to weight constraints. This requires review to assess whether it will impact the bin configuration, space requirements and design of the waste system; and
(c) Food waste diversion from this site must be conducted via private contractor, reference to future Council organic collection must be removed.

Staging

659. The proposal seeks to stage the delivery of development. Each stage of development can be summarised as follows and demonstrated in Figure 80:

(a) Stage 1 - basement levels, development at the ground floor and mezzanine levels within the central and eastern portions of the site (Buildings 2, 3, 5, and 6), and development located centrally within the subject site at Level 1 and above (Buildings 2 and 5). This stage will include the ground level Market Hall, Doonside Street entry, retail and residential loading docks, services and substation.

(b) Stage 2 - development interfacing Burnley Street at the Ground Floor and above of Buildings 1 and 4, including the restoration of the Former Loyal Studley Hotel. This stage includes the Burnley Street footpath widening and entry forecourt.

(c) Stage 3 - development located within the eastern portion of the subject site (Building 6) at Level 1 and above.

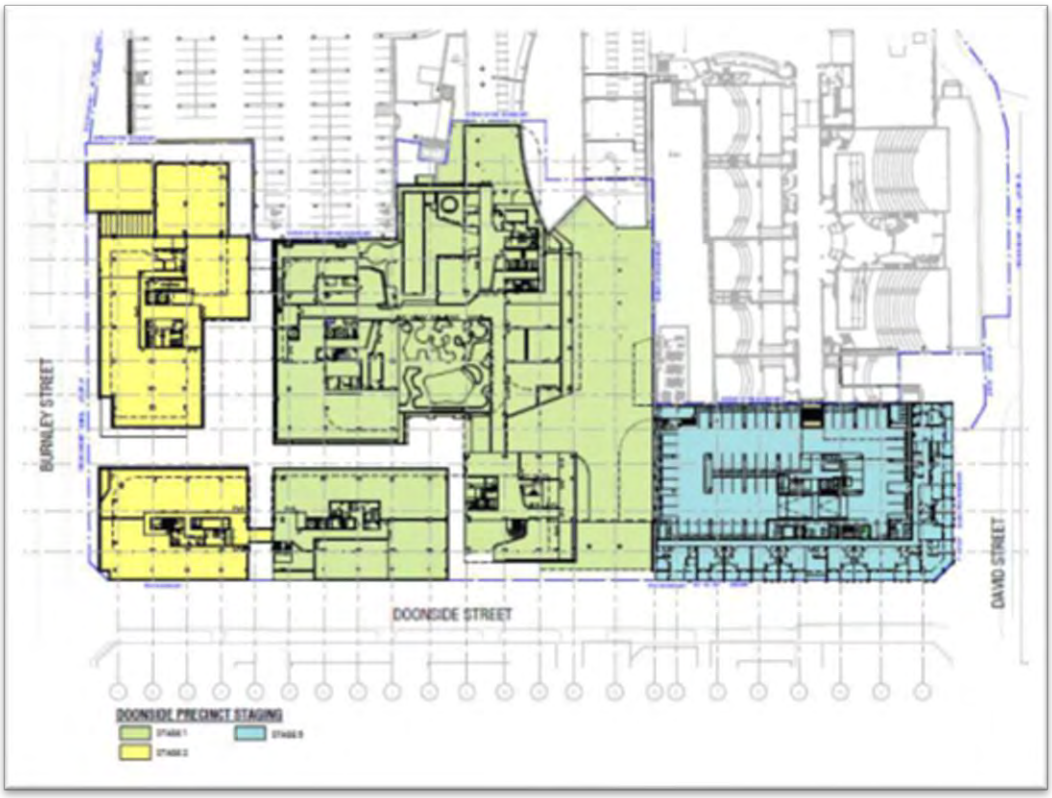

Figure 80: Staging Plan. Source: Urbis Town Planning report 2022

660. The Staging Plan was reviewed by Council's Engineers, who noted that additional information would be required prior to the endorsement of any staging of the development. These requirements are outlined in detail below.

(a) A pedestrian and vehicle access strategy should be prepared and submitted for all phases of the staging;

(b) A drainage scheme to suit the proposed staging is required, with drainage to be considered throughout the development in its entirety rather than in isolation;

(c) As with the provision of drainage infrastructure, utility services will need to be completed across the whole development and may not be able to be staged in isolation;

(d) The staged construction of the development needs to be considered in the Construction Management Plan; and

(e) Details on temporary routes and arrangements for waste collection vehicles servicing the stages should be provided and approved by Council's Waste Engineers.

Other matters

661. As noted earlier within the report, the hotel use is a *Section 2 – permit required use* under the CDZ1. The application material does not include any information on potential operating hours of the hotel or patron numbers. These details will require clarification and assessment by DELWP in the final review of the application. Draft permit conditions referring to these elements have been included in the Recommendation section below.

Financial Implications

662. There are no financial impacts.

Economic Implications

663. The economic benefits of the development have been outlined in detail throughout the above assessment.

Sustainability Implications

664. Sustainability has been considered as part of the assessment and conditions will be recommended to the DTP.

Social Implications

665. The community and social aspects of the development have been outlined in detail throughout the above assessment.

Human Rights Implications

666. There are no human rights impacts to be considered in this report.

Communications with CALD Communities Implications

667. No CALD community implications are known.

Legal Implications

668. There are no consequential legal implications given that Council is only providing advice to DTP and is not the RA of the subject site.

Conclusion

669. It is recommended that Council advise the Minister for Planning of the concerns embodied within this report, and outlined within the recommendation section below, and recommend conditions should they be of the mind to issue a planning permit.

RECOMMENDATION

1. That the Council:
   (a) Note the officer report and the application material; and
   (b) Write to the Minister of Planning and the Department of Transport and Planning outlining the following.
2. Concerns with the proposed combined application:
   (a) The lack of detail included within Schedule 1 of the CDZ. Additional detail is required to be incorporated into the revised Schedule 1 to the Comprehensive Development Zone to ensure this provides clarity around the future development potential of the site;
   (b) The revision of Public Open Space across the site. The extent of public open space should be increased in scale and redesigned to improve amenity, with the width and design of pedestrian linkages and the location, scale, design and extent of overshadowing within areas of public open spaces further refined to provide larger and more usable areas of open space;
   (c) Additional enhancements to the public realm and pedestrian linkages should be undertaken if additional height on Lot 9 is to be supported. Overshadowing requirements for development in Lot 9 should be included to protect the surrounding amenity;
   (d) The proposed changes to Clause 53.01 to exclude the subject land from providing public open space contributions is unsupported and has no strategic justification;
   (e) The proposed heights of buildings require amendment based on outcomes from further overshadowing analysis and in response to details outlined in the planning permit conditions; and
   (f) The provision of affordable housing lacks clarity, and the caveat to provide affordable housing based on the approval of additional height for Lot 9 is not supported.
3. Comprehensive Development Plan – re-drafting requirements
   (a) Retain the provisions to exhibit a more detailed development plan for each precinct (such as those required in the Development Plan Overlay) which provide more detail and set out the key built form parameters such as the location of building envelopes prior to the planning permit process;
   (b) The level of detail provided in the Comprehensive Development Plan must be increased to provide more certainty about what is proposed. Thoroughly revise all

objectives, requirements, and guidelines in the Comprehensive Development Plan to provide more detail and direction. Provide plans / tables explaining the changes in heights more simply and clearly;

(c) Provide more detailed explanation of changes to the table of uses in the Explanatory Report or background planning report;

(d) Amend the instruction sheet to correctly reference the mapping changes and to include the Comprehensive Development Plan as an Incorporated Document within the Scheme;

(e) Provide more direct and usable pedestrian linkages from Burnley Street into the existing Victoria Gardens Shopping Centre;

(f) Amend the Affordable Housing provision to be in accordance with Council requirements outlined in Condition 42;

(g) Incorporate the changes to built form outcomes as outlined in the planning permit conditions;

(h) Replicate the amenity provisions outlined in Schedule 9 to the Design and Development Overlay, including requirements to address odour, noise and overlooking;

(i) Delete the proposal to increase the height to Lot 9;

(j) Provide a Community Infrastructure Plan;

(k) Provide a public open space contribution;

(l) Provide more clarity/justification for the changes to building heights and the built form strategy across the entire site. This would include demonstrating how these sites take public and private amenity into account and provide appropriate transitions to external and internal streets and public open space; and

(m) The overshadowing requirement should be incorporated into the *Victoria Gardens Comprehensive Development Plan 2022*, with the heights and massing of buildings revised and the requirements in 'Design Element 3 Orientation, Overshadowing and Overlooking' of the CDP updated to include the following under overshadowing:

(i) Any development north of Doonside Street should not overshadow the southern footpath of Doonside Street, between 10am and 2pm at the September equinox;

(ii) The proposed urban park to the south side of Doonside Street should be protected from any additional overshadowing arising from development on the subject site between the hours of 11am and 2pm at the winter solstice; and

(iii) Include overshadowing requirements for development in Lot 9 to protect the surrounding amenity.

4. <u>Schedule 2 to Clause 45.09 Parking Overlay</u>

(a) The decision guidelines for permit applications at Section 4 of Clause 45.09 amended to incorporate the following or provide additional information as follows;

(i) The likely demand for car parking spaces;

(ii) Demonstrate the need for additional car parking;

(iii) The extent to which the various uses of the land are likely to generate different levels of demand for car parking at different times, including consideration of whether shared parking arrangements would make the current car parking more efficient;

(iv) The demand for car spaces generated by the uses established in previous stages of the development;

(v) The capacity of the existing road system and any proposed modifications to accommodate any increase in traffic;

(vi) Whether any excess car parking is adaptable for other uses (i.e., a land use), so that excess car parking can be repurposed in the event that it is no longer required; and,

(vii) Consideration of the impact of additional car parking on sustainable transport use.

5. If the DTP issue a planning permit, Council recommends that the following conditions should be included in any future development of the site.

Conditions to be included on Planning Permit PA2201662

The permit allows;

- *Staged development of the land to allow for construction of multi-storey buildings with basements and carrying out of buildings and works on a lot under Clause 37.02-4, 43.02-2 and 43.01-1.*
- *Use of the land for a Hotel under Clause 37.02-2.*
- *Partial demolition of the existing building under Clause 43.01-1;*
- *Reduce the employee and visitor bicycle provision under Clause 52.34-2.*

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 generally in accordance with the plans prepared by Cox and NH Architecture dated 28 April 2021, but modified to show:

Design:

(a) A reduction in relevant building heights to ensure no overshadowing of the southern footpath of Doonside Street between 10am and 2pm at the September equinox and no overshadowing of the proposed 'pocket park' on the southern side of Doonside Street between the hours of 11am and 2pm at the winter solstice;

(b) The setback of the eastern wall of Building 1 increased to match the setback of the eastern wall of the hotel, with the employee bicycle storage room and tenancy G022A relocated to provide a direct line of sight from north to south along the adjacent laneway;

(c) The separation at tower levels between Buildings 4 & 5 increased to a minimum of 9m;

(d) The tower heights of Building 3 to be 'swapped', with the taller tower (17 storeys) to be located to the north and the lower tower (15 storeys) to the south;

(e) Provide more detailed elevations to clearly demonstrate the location of the retained chimneys on the heritage hotel and the overall dimension (from NGL) of the proposed streetwall of Building 1;

(f) The western wall of Building 1 set back a minimum of 2m from the rear wall of the heritage hotel;

(g) Remove the 1.1m projection into the airspace above the hotel roof;

(h) An increased northern setback of Building 1 so that it is not fully sited behind the hotel;

(i) Reduce the height of the north section of Building 1 by one level;

(j) Reduce the size of the proposed opening in the northern wall of the hotel and increase its setback from the hotel façade;

(k) Views from the public realm to all on-balcony condensers to be obscured; and

(l) The David Street frontage at ground level to be amended to include further activation, consolidation of vehicle entrances, additional glazing and visually interesting design features to improve its integration with the street.

Public Realm/Open Space:

(a) The layout of open space within the site amended as follows;

(b) The provision of one single parcel of open space (minimum of 395sqm), rather than several fragmented spaces;

(c) The area of open space should have a minimum width of 20m in one direction, with no boundary less than 10m in length;

(d) The area of open space should receive reasonable sunlight between 9am and 2pm at the equinox and be open to the sky;

(e) The open space should be located or capable of being designed to be subject to high degree of casual surveillance;

(f) The section of laneway between Building 2 and Building 5 increased to a minimum width of 10m, with subsequent increases in the tower levels above;

(g) The addition of planting and paving treatments within the entrance to the Market Hall (where directly adjacent to the Double level Courtyard);

(h) All laneways throughout the development to have a minimum width of 6m;

(i) The Market Hall Square increased in size to provide a usable distinct area of public open space;

(j) All seating/planter elements proposed within laneways to be clear of pedestrian 'path of travel';

(k) Electricity poles along the northern side of Doonside Street to be undergrounded to the satisfaction of the relevant power authority and the responsible authority;

(l) Consolidation of the two vehicle entrances to David Street, with operational and design changes to reduce the extent of the crossover/garage doors within the ground floor frontage; and

(m) All laneways to be unencumbered by furniture and infrastructure associated with the hotel or future tenancies throughout the precinct. Any outdoor seating areas attached to such premises must be located within separate areas adjacent to the laneways.

Clause 58

(a) Increased provision of 3- & 4-bedroom apartments, or confirmation that apartments can be easily amalgamated to increase overall size;

(b) Any additional screening measures to ensure compliance with Clause 58.04-2 – Internal views if required;

(c) The layout of all accessible bathrooms to fully comply with all requirements within either Option A or Option B of Standard D18;

(d) Ventilation provided to all corridors;

(e) The proposed studio apartment types either be deleted, amended to provide the following requirements, or amalgamated to provide larger apartments;

    (i) A minimum of 10 square metres of living area unencumbered by a kitchen;

    (ii) A minimum 9 square metre bedroom with a minimum dimension on one

side of 3 metres;

(iii) Kitchen with sufficient food preparation areas;

(iv) A minimum balcony size of 8sqm.

Traffic/bicycle

(a) Consolidate vehicle entrances and crossovers on David Street;

(b) The provision of a pedestrian sight triangle measuring 2m by 2.5m superimposed on the vehicle exit lane of the basement car park entrance;

(c) The installation of convex mirrors at all vehicle entrances/exits;

(d) The headroom clearance at the vehicle entrances dimensioned on the drawings;

(e) The provision of a detailed ground clearance check; provided as a cross-sectional drawing and include a number of spot levels which will determine the safe and efficient clearance of vehicles using the crossovers;

(f) Clarification as to whether accessible parking spaces are required, and if so, the basement layout amended to accommodate these;

(g) The location of the 26 electric vehicle charging facilities clearly shown;

(h) All car parking areas electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose;

(i) A minimum of 20% of residential bicycle spaces to be horizontal 'at-grade' spaces, in accordance with AS2890.3;

(j) Details of the locations and design of wayfinding signage to all bicycle storage areas;

(k) The provision of a minimum of 70 employee bicycle spaces, and associated increase in end-of-trip facilities. These bicycles must be located within a secure compound, with a minimum of 20% provided as horizontal 'at-grade' spaces in accordance with AS2890.3;

(l) The provision of electric bicycle charging points within the employee bicycle storage facility; and

(m) The provision of a minimum of 121 visitor bicycle spaces, with the majority of the spaces to be located within the site boundaries in accessible and visible locations.

Reports and Plans:

(a) Any requirement of the endorsed Conservation Management Plan (condition 5) (where relevant to show on plans);

(b) Any requirement of the endorsed Façade Strategy (Condition 7) (where relevant to show on plans);

(c) Any requirement of the endorsed Sustainable Management Plan (condition 11) (where relevant to show on plans);

(d) Any requirement of the endorsed Waste Management Plan (condition 14) (where relevant to show on plans);

(e) Any requirement of the endorsed Landscape Plan (condition 16) (where relevant to show on plans);

(f) Any requirement of the endorsed Arborist Report (condition 18) (where relevant to show on plans);

(g) Any requirement of the endorsed Tree Management Plan (condition 19) (where relevant to show on plans);

(h) Any requirement of the endorsed Acoustic Report (condition 21) (where relevant to show on plans)

(i) Any requirement of the endorsed Wind Impact Assessment Report (condition 24) (where relevant to show on plans);

(j) Any requirement of the endorsed Lighting Plan (condition 25) (where relevant to show on plans);

(k) Any requirement of the endorsed Pedestrian Access Plan (condition 28) (where relevant to show on plans); and

(l) Any requirement of the endorsed Public Realm Plan (condition 30) (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.

Staging

3. Prior to the commencement of development (excluding site preparation works, early site preparation works and bulk excavation), amended staging plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Staging Pans will be endorsed and will form part of this permit. The amended Staging Plans must be generally in accordance with TP-13-01 to TP-13-06 (inclusive) and TP-13-23 prepared by Cox Architecture and dated 28 March 2022, but modified to include;

(a) A pedestrian and vehicle access strategy for all phases of the staging;
(b) A drainage scheme to suit the proposed staging, with drainage to be considered throughout the development in its entirety rather than in isolation;
(c) Details of how utility services will be considered throughout the development in its entirety rather than in isolation;
(d) Details of how the staging of the construction will be considered in conjunction with the Construction Management Plan;
(e) Details on temporary routes and arrangements for waste collection vehicles servicing the stages to the satisfaction of Council's Waste Engineers.

4. Any condition of this permit may be satisfied in stages in accordance with the Staging Plan approved under Condition 3, to the satisfaction of the Responsible Authority.

Conservation Management Plan

5. In conjunction with the submission of development plans under Condition 1, a Conservation Management Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will form part of this permit. The Conservation Management Plan must include, but not be limited to, the following;

(a) Fully dimensioned and accurately measured plans at a scale of no less than 1 :50 prepared by a suitably qualified heritage practitioner/architect, detailing:
    i. The proposed reconstruction, restoration or works to the existing walls and roof of the heritage hotel, with notations clearly outlining any changes from existing conditions or use of new materials; and
    ii. A Structural Report addressing all demolition and protection methods for

retained built form during demolition.

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

Façade Strategy

7. In conjunction with the submission of development plans under condition 1, a Façade Strategy to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Façade Strategy will be endorsed and will form part of this document. The Façade Strategy must include, but not be limited to, the following;

   (a) Elevation drawings at a scale of 1 :20 illustrating typical podium details, entries and doors, and utilities and typical tower facade details of each building;
   (b) Section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form of each building;
   (c) Information about how the façades will be maintained, including any vegetation.
   (d) Detailed design renders of all buildings;
   (e) Detailed design drawings and renders for all laneways and building entrances, including all residential and lobby areas;
   (f) Images of all material samples;
   (g) Clarification on the location and appearance of the proposed 'fans' referenced in the Acoustic Report;
   (h) Details of the amended design of the David Street frontage, as required by Condition 1

8. The provisions, recommendations and requirements of the endorsed Façade Strategy must be implemented and complied with to the satisfaction of the Responsible Authority.

Ongoing architect involvement

9. As part of the ongoing progress and development of the site, Cox Architecture, NH Architecture or another architectural firm to the satisfaction of the Responsible Authority must be engaged to:

   (a) oversee design and construction of the development; and
   (b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Discontinuance of laneway

10. The development must not commence until relevant areas of the public laneways that the development is to be developed on are discontinued under the provisions of the *Local Government Act 1989*, and privately owned and associated with instruments of title forming the address of this planning permit.

Sustainable Management Plan

11. In conjunction with the submission of development plans under Condition 1, 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 Sustainability Management Plan prepared by Norman, Disney & Young and dated 1 April 2022, but modified to include;

(a) Cooling loads not exceeding 30MJ/sqm in all apartments;
(b) Additional external shading strategies for the upper levels within north and west-facing glazing;
(c) Further opportunities for on-site renewable energy;
(d) Provision of operable windows throughout the development;
(e) Prior to construction, the provision of a preliminary JV3 report (given the NatHERS pathway has been selected in GS);
(f) Confirm the use of electric heat pumps for hot water throughout the development;
(g) Clarify reduction in peak energy demand as a result of building fabric;
(h) Revise commitment and wording around heating and cooling systems to be 'within one star of best available', and clarify HVAC proposed for commercial areas;
(i) Clarify ventilation strategy for the basement car parks;
(j) Clarify whether individual tenancies and dwellings will be metered;
(k) Provide MUSIC modelling (as indicated in the SMP) within a revised Stormwater Report. The revised Stormwater Report should include the following
    i. Details to support stormwater discharge claims;
    ii. Details of stormwater catchment areas to support stormwater diversion claims; and,
    iii. Details of required stormwater treatment.
(l) Provide clear targets around portland cement reduction, noting that 30% is a recognised industry standard, with the inclusion of fly ash increasing durability;
(m) Increase the size of rainwater tanks and extend the water reuse strategy to service commercial toilet flushing.

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

13. Confirmation at the completion of each stage, but prior to a certificate of occupancy for any stage being issued, that the Green 5 Star certification has been obtained.

Waste Management Plan

14. In conjunction with the submission of development plans under Condition 1, 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 WSP and dated 7 April 2022, but modified to include:

(a) A reduction in the number of collections per week per waste stream;
(b) A review of whether the 660 litre bins proposed for the residential glass stream is appropriate due to weight constraints;
(c) Confirmation that food waste diversion will be conducted via private contractor.

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

Landscape Plan

16. In conjunction with the submission of development plans under Condition 1, an amended Landscape Plan to the satisfaction of the Responsible Authority must be

prepared and submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must be generally in accordance with the Landscape Plan prepared by Arcadia and dated 8 April 2022, but modified to include;

(a) Additional information on how the collaborative process of design via engagement with the Wurundjeri Council will inform the overall approach to placemaking, art and interpretation, planting, spatial programming and material selection;

(b) Ensure adequate soil volumes are achieved for all trees on structure using the Elke soil volume simulator;

(c) Ensure that irrigation is provided to all trees and garden beds on title;

(d) A 24-month establishment period for all proposed planting;

(e) Passive irrigation must be provided to Doonside planted outstands. Details of passively irrigated garden beds must be provided to Council for approval with hold points provided for inspection during construction.

(f) Ensure volumes of growing media are adequate for the plant species proposed (use the Elke soil calculator to determine appropriate species for raised planters).

(g) Greater use of native vegetation;

(h) Retention of all existing Plane trees along Burnley Street;

(i) The location of all proposed street trees to the satisfaction of the Responsible Authority;

(j) Tree species along Doonside Street to be *Corymbia Maculata 'Lowana'* (Compact Spotted Gum).

(k) Tree species in front of the Market Hall to be Tristaniopsis laurina 'Luscious'.

(l) The retention of the two Norfolk Pine trees adjacent to the Loyal Studley Hotel, if the Arborist Report required at Condition 18 assesses these trees as 'significant'.

(m) The provision of two new street trees along David Street; one footpath tree at the corner with Doonside Street and one roadway tree adjacent to the cinema entry;

(n) The provision of two new public benches along the Burnley Street footpath and three along Doonside Street. The benches should be Yarra standard timber bench with backrest, refer to Yarra Public Domain Manual 3.1.1;

(o) The final tree species and locations and all under storey planting to be confirmed by Council's arborist.

(p) The installation of passively irrigated garden beds, kerbs, drainage, soils and mulch within Doonside Street to be undertaken by the permit holder, to the satisfaction of the responsible authority;

(q) The provision of additional areas for deep soil planting opportunities.

(r) Deletion of any planters/furniture protruding into the widened footpath to Burnely Street from the 'pocket park'; and

(s) Vertical greening to the David Street façade.

17. 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,
(d) to the satisfaction of the Responsible Authority.

Arborist Report

18. In conjunction with the submission of development plans under Condition 1, an Arborist Report 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 Arborist Report will be endorsed and will form part of this permit. The Arborist Report must include the following;

(a) An assessment of the two Norfolk Island Pine trees adjacent to the Loyal Studley Hotel to ascertain whether these trees are classified as 'significant'. If they are, the trees must be retained and tree protection measures, as outlined in the Tree Management Plan condition below, must be implemented to protect the trees pre, during and post construction.

Tree Management Plan

19. In conjunction with the submission of development plans under Condition 1, 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 permit. The Tree Management Plan must make recommendations for:

(a) the protection of existing street trees outside the property's frontage:
    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.

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

Acoustic report

21. In conjunction with the submission of development plans under Condition 1, an amended Acoustic Report to the satisfaction of the Responsible Authority must be prepared and submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must be generally in accordance with the acoustic report prepared by Norman Disney & Young Consulting Engineers and dated 1 March 2022, but modified to include;

(a) Further information on potential noise impacts and mitigation measures associated with the proposed tenancies, to ensure that a full assessment of potential risks are identified and addressed prior to occupation;
(b) Further details on potential noise impacts to/from the office levels of the development;

(c) The time, date and duration of the traffic noise measurements;
(d) The predicted noise levels at the apartment facades;
(e) A detailed noise model of existing mechanical plant equipment within the Victoria Gardens shopping complex, with noise mitigation measures required at the source if deemed necessary by the noise modelling. Any existing commercial/mechanical plant noise that does not comply with the Noise Protocol at the subject development should be mitigated to meet indoor levels consistent with Part I of the Noise Protocol, as follows;
    i. Noise Protocol Part I indoor limits, being the outdoor limits less 20 dB;
        1. Not more than 30 dBA Leq in bedrooms at night and 35 dBA Leq in living rooms (30 min.);
        2. Not more than 45 dBA Lmax in bedrooms at night and 50 dBA Lmax in living rooms
(f) Confirmation that commercial plant and equipment noise levels should not exceed the following levels externally:
    i. Not more than 10 dBA above any Noise Protocol Part I period noise limits, outside any openable windows or doors, an
    ii. For balconies and other private open spaces:
        1. Not more than 65 dBA during the day
        2. Not more than 55 dBA during the evening and night.
(g) Assessment of noise impacts from existing and proposed loading bays.

22. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Post construction Acoustic Report

23. Within 3 months of the construction of each stage, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must assess the compliance with the requirements outlined in Condition xx, and where necessary, make recommendations to limit the noise impacts in accordance with Environment Protection Regulations under the Environment Protection Act 2017 and the incorporated Noise Protocol (Publication 1826.4, Environment Protection Authority, May 2021) or any other requirement to the satisfaction of the Responsible Authority, as may be amended from time to time.

Wind Report

24. In conjunction with the submission of development plans under Condition 1, 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 MEL Consultants and dated 31 March 2022, but modified to include (or show):

(a) An assessment of additional locations on communal terraces located on level 3 and Level 7 (Building 6) and Level 5 (between Buildings 3 & 5);
(b) Proposed wind conditions within individual terraces, with the ‘sitting’ criteria to be achieved.
(c) The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Lighting Plan

25. In conjunction with the submission of development plans under Condition 1, a Lighting Plan incorporating street interfaces and public laneways/courtyards within the site to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Lighting Plan will be endorsed and will form part of this permit. The Lighting Plan must include the following;

    (a) Existing lighting conditions;
    (b) Proposed temporary lighting solutions;
    (c) Proposed permanent lighting solutions;
    (d) Details of proposed 'layered' lighting along David Street;
    (e) Lighting that needs to be removed/replace as part of development and rationale behind this;
    (f) Poles to be removed/replaced as part of the works;
    (g) The lighting category to be used for any proposal and rationale behind this (usually P4 lighting level);
    (h) The following Standards to be met;
        i. AS1158.1.1 and AS1158.3.1:2020 – This should be shown on a lux diagram plan with lighting arrangements (i.e. fixture, category of lighting, whether poles are proposed or not, height clearances etc);
        ii. AS4282:2019 – lux diagram showing light spill levels against any habitable windows in surrounding area;
    (i) Lighting calculations for existing and proposed in accordance with relevant standard requirements from AS1158.1.1 & AS1158.3.1;
    (j) Lighting consultant statement of lighting level proposed/existing in accordance with AS1158.3.1:2020 (1158.1.1) (light technical parameters) – usually lux diagram, tables & statement.

26. The provisions, recommendations and requirements of the endorsed Lighting Plan must be implemented and complied with at no cost to Council and to the satisfaction of the Responsible Authority.

27. 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 and internal laneways must be provided on the subject site. Lighting must be:

    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity,
    (e) to the satisfaction of the Responsible Authority

Pedestrian Access Plan

28. In conjunction with the submission of development plans under Condition 1, a Pedestrian Access Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Pedestrian Access Plan will be endorsed and will form part of this permit. The Pedestrian Access Plan must include the following;

    (a) Pedestrian accessibility within all laneways and public spaces, with all levels and grading details provided. The finished floor levels of all pedestrian entrances of the development must be designed to match the design levels at the DDA footpaths (i.e. – back of footpath levels, along the property lines).

(b) A paving and surface material plan of the entire site;
(c) The provision of any required ramp landings, tactiles, and handrails to facilitate DDA access (accommodated within the title boundary); and,
(d) Details on the approach to CPTED and night-time management of the laneways.

29. The provisions, recommendations and requirements of the endorsed Pedestrian Access Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Public Realm Plan

30. In conjunction with the submission of development plans under Condition 1 or by such later date as is approved by the Responsible Authority, a detail Public Ream Plan (Civil and Landscape) for all public realm works be submitted to and approved by the Responsible Authority. When approved, the Public Realm Plan will be endorsed and will form part of this permit. The must include but not limited to the following;

(a) Detailed layout plan indicating all existing and proposed features and surface levels
(b) All proposed landscaping between the completed footpaths and title boundaries as shown on the landscape plan required by condition (x) of the permit;
(c) Longitudinal sections along the property boundary, back of kerb and invert of the channel
(d) Cross sections from property boundary to property boundary at 5 metre intervals indicating existing and proposed levels at changes in grade.
(e) Stormwater drainage in accordance with the Council approved stormwater strategy, including design computations, longitudinal sections, pit schedule and details.
(f) Detailed layout (size, depth, location) of existing and proposed service utilities, including private property connections to each type.
(g) All surfaces must be designed in accordance with DDA requirements
(h) Proposed paving and surface materials for walkways between the completed footpaths and front entrances;
(i) Details on how public and private land will be delineated;
(j) All proposed streetscape fixtures to be as per Technical Notes: City of Yarra Public Domain Manual, with all required clearances to be dimensioned. The location of the street furniture to take into consideration the clearance from kerb line, building line, entry doors, street signs, on-ground or underground services and proposed street trees;
(k) New street lighting and poles along Doonside Street. Location of light poles and associated infrastructure to be considered within street cross section to ensure that large canopy trees to Doonside Street are not compromised;
(l) A detailed technical cross section of Burnley Street with all service alignments and depths; service offsets; drainage; lighting; and root zones to ensure feasibility of large canopy trees;
(m) Inclusion of kerb ramps, driveways or other access points noted on the plans to allow bicycles to travel from street level to footpath level to access on-street bicycle parking;
(n) The provision of a raised pedestrian priority crossing connecting the Market Hall entrance with the future park on the southern side of Doonside Street; Further details on the provision of this crossing are provided in Condition 32.
(o) Traffic calming designs along Doonside Street; and,
(p) The design of the indented parking areas along the north side of Doonside Street to be in accordance with the Australian/New Zealand Standard AS/NZS 2890.5:2020 Parking facilities Part 5: On-street parking.

31. All street tree planting, understorey planting located with the public realm must be planted and for a prior of no less than 24 months after establishment must be maintained. The planting and maintenance is to be undertaken by Council's tree planting contractor and all costs to be borne by the permit holder. A monetary contribution would equate to $53,700.

32. 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'*.

33. Before the development commences, the permit holder and the applicant for Harry the Hirer must make a joint contribution to a total of $175,000 to the Responsible Authority to be used for the construction of the raised pedestrian crossing between the Market Square entrance and the 'pocket park' on the southern side of Doonside Street.

34. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of the electricity connection along the northern side of Doonside Street underground to facilitate the development must be undertaken:

    (a) in accordance with any requirements or conditions imposed by the relevant authority;
    (b) so as not to interfere with the tree root zones and irrigation systems for any plantings (including street trees);
    (c) at the permit holder's cost; and
    (d) to the satisfaction of the Responsible Authority.

Intersection of Burnley Street and Doonside Street

35. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, a two-way or a four-way signalised intersection between Burnley Street/Doonside Street/Buckingham Street must be constructed and approved by VicRoads in consultation with the Responsible Authority. The provision of this intersection must be undertaken in conjunction with the Applicant for Harry the Hirer. The intersection must include (but not be limited to) the following;

    (a) safe, protected bicycle on-road lanes;
    (b) pedestrian crossings on all legs;
    (c) auto-on signalisation for pedestrian crossings; and,
    (d) in-ground detector loops for bicycles in the road surface.

Car parking/Traffic

36. Before the development 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;
    (e) to the satisfaction of the Responsible Authority.

37. Unless otherwise approved by the Responsible Authority, the loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.

38. Unless otherwise approved by the Responsible Authority, delivery and collection of goods to and from the land (including waste) 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.

Car Park Management Plan

39. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, 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 permit. The Car Park Management Plan must address, but not be limited to, the following;

    (a) the number and location of car parking spaces allocated to all uses;
    (b) the number and location of car spaces for shared use, including time of shared use;
    (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) Confirmation that all trucks accessing the development are no longer than 10.8m, with appropriating signage outlining this size limitation;
    (g) the collection of waste and garbage; which must be in accordance with the Waste Management Plan required by Condition 12; and
    (h) details regarding the management of loading and unloading of goods and materials.

40. 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.

Green Travel Plan

41. Before the development is occupied, 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 Green Travel Plan will be endorsed and will form part of this permit. The Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by Stantec and dated 15 July 2022, but amended to include;

    (a) The provision of real time passenger information displays for nearby stops within each lobby
    (b) The types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e., hanging or floor mounted spaces)
    (c) The types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
    (d) Security arrangements to access the resident and employee bicycle storage spaces
    (e) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;

(f) Reference to a minimum 40A single phase electrical sub circuit should be installed to the car park areas for 'EV readiness' and,
(g) Reference to at least 30 electric bicycle charging points for employee and resident bicycle parking, adjacent to appropriate bicycle parking that can safely accommodate electric bicycles.

42. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Section 173 Agreement – Affordable Housing

43. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land (or another person anticipated to become the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the *Planning and Environment Act* 1987 (the Agreement) to provide for the delivery of affordable housing (the Affordable Housing Contribution).

(a) The Agreement must include terms that provide for the manner in which the Affordable Housing Contribution is to be made, including when and how the contribution is to be made;

(b) The Agreement must specify that the Affordable Housing Contribution of not less than ten per cent of the total number of approved dwellings will be delivered by one or a combination of the following methods, all to the satisfaction of Responsible Authority;

(i) Sale of not less than five per cent of the total number of approved dwellings at a discount to market value of not less than 25 per cent:

a. to a Registered Housing Agency; or

b. to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 26 below; or

(ii) Lease of not more than five per cent of the total number of approved dwellings at a discount to market value of not less than 30 per cent, or no more than 30 per cent of the renter's income, whichever is the lower, for not less than 25 years from the occupation of the dwellings:

a. to a Registered Housing Agency.

(c) Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land must:

(i) do all things necessary to enable the Responsible Authority to register the Agreement with the Registrar of Titles in accordance with section 181 of the *Planning and Environment Act* 1987; and

(ii) pay to the Responsible Authority its reasonable costs and disbursements incurred in relation to the negotiation, preparation, execution and registration of the Agreement on the certificate of title to the land;

(d) Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), an Affordable Housing Management Plan (the Plan) must be submitted to and approved by the Responsible Authority. When approved, the Plan will form part of this permit. The Plan must include the following detail, all to the satisfaction of the Responsible Authority:

(i) Delivery of the Affordable Housing leased and sold in accordance with permit condition 34 through an appropriately monitored management

arrangement;

(ii) A framework for biannual reporting to the Responsible Authority to demonstrate ongoing compliance with the approved Plan;

(iii) Detail of all dwellings leased by the landowner to a Registered Housing Agency as affordable housing, including the tenure, quantity and type of dwellings (e.g. 1 bedroom or 2-bedroom);

(iv) Detail on the annual cost of rent for each dwelling and a demonstration that the rental rate is consistent with the prescribed income ranges declared under Section 3AB of the *Planning and Environment Act* 1987; and

(v) Any other details required to demonstrate compliance with any Section 173 Agreement applying to the land that relates to affordable housing.

44. This requirement does not apply to affordable housing sold to a Registered Housing Agency in accordance with Condition 42.

Section 173 Agreement (Publicly Accessible Open Space)

45. Within six months of the commencement of works (excluding site preparation works, early site preparation works and bulk excavation), 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, providing for the following:

(a) The Owner must provide unfettered 24-hour public access over (and inclusive of the provision of lighting) that part of the land to be used as "publicly accessible open space" in accordance with the Publicly Accessible Open Space Plan prepared by Arcadia and dated 8 April 2022. Table and seating associated with adjacent retail uses may be located within the publicly accessible open space subject to the approval of the Responsible Authority;

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

(c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land; and

(d) The owner, or other person in anticipation of becoming the owner, must meet all of the reasonable expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

Section 173 Agreement (Traffic works)

46. Prior to the commencement of the development, an agreement with the Head, Transport for Victoria and the Responsible Authority under section 173 of the *Planning and Environment Act* 1987 for the provision of works which are identified in the Transport Plan prepared and approved in accordance with this schedule. The landowner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including reasonable costs borne by the responsible authority. The works may include but are not limited to:

(a) Mitigating works required for each development stage in the development plan; and

(b) A two-way or a four-way signalised intersection between Burnley

Street/Doonside Street/Buckingham Street, approved by VicRoads in consultation with the Responsible Authority.

Infrastructure

47. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, the footpaths, kerb and channel along the property's frontages must be reconstructed. The reconstructed footpaths (in sawn bluestone pavers) must have cross-falls of 1 in 40.

48. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, the full width road pavement outside the property's frontage must be profiled and re-sheeted;

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

49. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority the relocation of any service poles, structures or pits necessary to facilitate the development must be undertaken:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

50. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:

    (a) in accordance with any requirements or conditions imposed by Council
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

51. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

52. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development or must be reconstructed:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

53. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, 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.

54. Before the development is occupied, either the Council owned laneways be discontinued via a formal process under the provisions of the Local Government Act 1989, or if maintained under Council ownership, the laneways must be reconstructed to Council standards and in accordance with Council's Road Infrastructure Materials Policy, and be accessible for vehicles, bicycles and pedestrians.

55. Redundant property drains under the footpaths must be removed and reinstated to Council's satisfaction.

56. A drain capacity assessment and catchment analysis are required to determine if the

site's legal point of discharge can be discharged to a Council drain.

57. Detailed engineering design drawings of all infrastructure works associated with the development are to be submitted to Council for assessment and approval.

Land Use Conditions – Hotel

58. Except with the prior written consent of the Responsible Authority, the hotel authorised by this permit may only operate between the following hours;

    (a) XX to XX

59. Except with the prior written consent of the Responsible Authority, the outdoor areas for patrons of the hotel authorised by this permit may only operate between the following hours;

    (a) XX to XX

60. No more than XX patrons are permitted within the hotel at any one time.

61. The provision of music on the land must be at a background noise levels.

62. Speakers external to the building must not be erected or used.

63. The amenity of the area must not be detrimentally affected by the construction and use, 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; and

    (e) to the satisfaction of the Responsible Authority.

64. The use and development must comply at all times 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).

65. Emptying of bottles and cans into bins external of the building may only occur between 7am and 10pm on any day.

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

General

67. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

68. Before the development 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.

69. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

70. Before the development 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.

71. Before the development 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.

72. Unless otherwise approved by the Responsible Authority, 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.

73. Before 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 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.

Construction Times

74. 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.

Development Contributions

75. Prior to the commencement of the development, 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 Development Infrastructure Levy within a time specified in the agreement.

76. 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 Plan

77. 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 approved Construction Management Plan must not be altered without the prior written consent of the Responsible Authority. The plan must provide for:

    (a) Staging of works;

    (b) pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;

    (c) works necessary to protect road and other infrastructure;

    (d) remediation of any damage to road and other infrastructure;

    (e) 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;

    (f) facilities for vehicle washing, which must be located on the land;

    (g) 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;

(h) site security;

(i) 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;

(j) the construction program;

(k) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

(l) parking facilities for construction workers;

(m) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

(n) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

(o) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;

(p) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;

(q) A Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.;

(r) Any site-specific requirements;

(s) 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:

(t) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(u) 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;

(v) vehicle borne material must not accumulate on the roads abutting the land;

(w) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(x) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

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

Time expiry

79. This permit will expire if:

(a) the development is not commenced within three years of the date of this permit;
(b) the development is not completed within seven years of the date of this permit; or
(c) the use (Hotel) is not commenced within eight 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:

This site is subject to a Heritage Overlay. A planning permit may be required for any external works.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirement of the Environmental Audit Overlay must be met prior to the commencement of the development permitted under the permit.

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

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.

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.

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.

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.

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.

Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.

In accordance with the Yarra Planning Scheme, a 4.5 per cent public open space contribution will apply in the event of the subdivision of the land.

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 (signs and line markings) as a result of development works must be approved by Council's Parking Management unit.

All future employees, residents, owners and occupiers within the development approved under this permit will not be permitted to obtain business, resident or visitor parking permits.

These 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 Victoria Gardens Project - Economic Development referral comments

2 Victoria Gardens Project - Traffix Referral comments

3 Victoria Gardens Project - Heritage referral comments

4 Victoria Gardens Project - External Urban Design referral comments

5 Victoria Gardens Project - External Wind Consultant referral comments

6 Victoria Gardens Project - Acoustic referral comments

7 Victoria Gardens Project - Open Space referral comments

8 Victoria Gardens Project - Engineering referral comments on traffic/car park layout

9 Victoria Gardens Project - Engineering referral comments on staging

10 Victoria Gardens Project - Engineering referral comments on parking overlay

11 Victoria Gardens Project - Waste referral comments

12 Victoria Gardens Draft Amendment C307 - Additional UD comments regarding costing for raised pedestrian crossing

13 Victoria Gardens Project - ESD referral comments

14 Victoria Gardens Project - Planning Permit Application PA2201662 - Town Planning Report

15 Victoria Gardens Project - Planning Permit Application PA2201662 - Architectural Plans

16 Victoria Gardens Project - Planning Permit Application PA2201662 - Development Summary

17 Victoria Gardens Project - Planning Permit Application PA2201662 - Acoustic Report

18 Victoria Gardens Project - Planning Permit Application PA2201662 - Waste Management Plan

19 Victoria Gardens Project - Planning Permit Application PA2201662 - Heritage Impact Statement

20 Victoria Gardens Project - Planning Permit Application PA2201662 - Landscape Plan

21 Victoria Gardens Project - Planning Permit Application PA2201662 - Wind Assessment

22 Victoria Gardens Project - Planning Permit Application PA2201662 - Sustainable Management Plan

23 Victoria Gardens Project - Planning Permit Application PA2201662 - WSUD Report

24 Victoria Gardens Draft Amendment C307 - Draft Planning Permit

25 Victoria Gardens Draft Amendment C307 - Schedule 53.01 POS Contribution

26 Victoria Gardens Draft Amendment C307 - Parking Overlay Schedule 2

27 Victoria Gardens Draft Amendment C307 - CDZ Schedule 37.02

28 Victoria Gardens Draft Amendment C307 - Instruction Sheet Sept 2022

29 Victoria Gardens Draft Amendment C307 - Explanatory Report

30 Victoria Gardens Draft Amendment C307 - CDZ Transport Report

31 Victoria Gardens Draft Amendment C307 - Comprehensive Development Plan 2022

32 Victoria Gardens Draft Amendment C307- Affordable Housing Report

33 Victoria Gardens Draft Amendment C307 - Traffic Impact Assessment

34 Victoria Gardens Draft Amendment C307 - Community Benefits Report

35 Victoria Gardens Draft Amendment C307 - Economic Benefits Statement

36 Victoria Gardens Draft Amendment C307 - Lots 9 & 10 Wind Impacts

37 Victoria Gardens Draft Amendment C307 - Public Realm Strategy

38 Victoria Gardens Draft Amendment C307 - Urban Context Report

File Note

Date: 8 June 2022

Property Address: 610, 620 and 668-682 Victoria Street, 10, 15, 20, 25-35 and 40 River Boulevard, 10 and 29 Elaine Court, Richmond, 3-5, 6 and 15 Christine Crescent, 53-79 Burnley Street, and 1-9 Doonside Street, Richmond

Application No: PPE22/0103

COMMENTS:

Yarra has used URBIS for a number of economic studies, and I feel as though they do a good job at calculating estimates.

The key points pulled out in the Exec summary I feel are the most interesting

During Construction

- Around 392 Full-time Equivalent (FTE) direct and indirect construction related jobs supported per annum during construction
- Some $56 million Gross Value Added or GVA contribution to the State economy per annum during construction

Over a 5 year period which is what the build is estimated to take, this is substantial, and will be a huge boost to existing local businesses around the area (Victoria St, Burnley St and Bridge Road)

Long Terms

- Around 776 direct jobs (full-time, part[1]time and casual) supported on-site at capacity on an ongoing basis during operations of the new facilities
- These direct jobs are estimated to induce a further 335 indirect jobs across Victoria as a result of flow-on effects
- Approximately $171 million of annual direct and indirect GVA contribution to the State economy on an ongoing basis

Additionally, the Doonside component with its build to rent model is strongly supported as housing affordability, and affordability in Yarra as a whole is one of our greatest threats.

In summary, I think that the modelling is accurate and would be representative of the output expected from such a development.

Simon Osborne
Economic Development Coordinator
T (03) 9205 5398 **M** 0406 869 319

Traffic Engineering Review

Traffix Group

To:	Lara Fiscalini (Yarra City Council)	From:	Leigh Furness (Traffix Group)
Our Ref:	G30499M-03A	Date:	Thursday, 27 October 2022

Victoria Gardens, Doonside Precinct – Proposed Redevelopment

Introduction

This review relates to a proposal by Salta to expand Victoria Gardens Shopping Centre in Richmond. The expansion is located on the north side of Doonside Street.

Further to your instructions, please find following our detailed review of the transport implications of this proposal. In undertaking this review, we have considered the following key documents:

- Transport Impact Assessment by Stantec, dated 15th July, 2022 (Issue C)
- Transport Review of the proposed Parking Overlay, letter by Stantec dated 15th July, 2022
- The proposed Parking Overlay
- Development plans and summary by Cox Architecture and NH Architecture, dated 28th April, 2022
- The Traffic Works Assessment report prepared by Traffix Group for the Harry the Hirer site (Ref: G30102R-01G), dated March, 2022
- The Panel Report for Amendment C223 (Harry the Hirer rezoning)

Proposal

The proposal is for an expansion of Victoria Gardens Shopping Centre in Richmond. It affects the land to the south of the Shopping Centre, on the north-east corner of the Burnley Street/Doonside Street intersection. The proposal is for a mixed use expansion comprising 839 apartments and approximately 12,000m^2 of commercial and office space.

The proposal has several components:

- a Planning Permit application,
- an amendment to the Comprehensive Development Zone (CDZ1) that applies to the Victoria Gardens Precinct and apply the CDZ1 to existing MUZ land, and
- Application of a Parking Overlay to the site

A development summary extracted from the Stantec report is presented in the table below.

Table 1: Development Summary

Characteristics	Description		
Uses	**Size/No.**	**Car Parking**	**Notes**
Residential			
Dwellings: One-bedroom Apt. Two-bedroom Apt. Three-bedroom Apt.	 456 369 14	484, not specifically allocated	0.577 car spaces per dwelling overall
Subtotal	*839*	484	
Retail			
Shop	5,185m^2	None	Public car parking at Victoria Gardens to be available
Food and Beverages	1,914m^2		
Hotel	1,446m^2		
Subtotal	8,545m^2		
Office			
Office	3,485m^2	34	1/100m^2
Transport Summary			
Car Parking Provision	-	518 car spaces	Located in basement
Bicycle Parking Provision	-	972 bicycle spaces	844 resident 40 employee 88 visitor/customer
Other	**Notes**		
Vehicle Access	2 x two-way crossovers to David Street on east boundary.		
Changes to on-street parking	See Changes to Doonside Street section below table.		
Loading Provision	<u>Basement</u> Retail • 2 x Small Rigid Vehicle (SRV) and 2 x Medium Rigid Vehicle (MRV) Residential • 2 x Small Rigid Vehicle (SRV) and 2 x Medium Rigid Vehicle (MRV) <u>Ground</u> • One x Medium Rigid Vehicle (MRV)		
Waste Collection	Within basement using 10.7m long trucks and compactors behind the MRV bays		

Changes to Doonside Street

The proposal includes modifications to Doonside Street, in particular the northern side. Figure 1 shows the Stantec plan of the proposed changes.

The key proposals are to:

- Widen the footpath along the north side of Doonside Steet to 4.0m.
- Providing indented parking (9 spaces) on the north side of Doonside Street. There is a loss of on-street parking overall.
- Retaining the existing kerbline on the south side of Doonside Street, which allows a 2.3m wide parking lane on the south side and 6.2m for a traffic lane in each direction.
- A "potential future" raised pedestrian crossing, located mid-block along Doonside Street. This would connect the development to the Harry the Hirer site (the TIA assumes that this would be delivered by Harry the Hirer).
- Sharrow line marking for cyclists on Doonside Street.

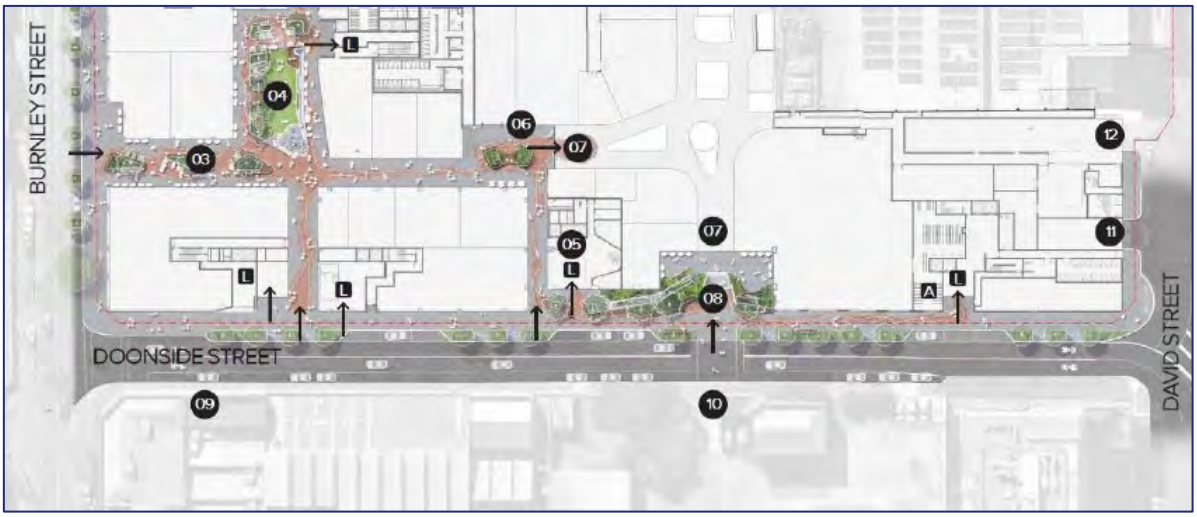

Figure 1. Extract of Figure 4.2 of the GTA/Stantec TIA illustrating proposed streetscape changes

The proposed street configuration would be an acceptable outcome from a traffic engineering perspective.

There is the potential to improve the streetscape in Doonside Street and for Victoria Gardens and Harry the Hirer to work together with Council to deliver these works. Similar to our comments on the traffic impacts of this proposal (see below), we would recommend both parties in conjunction with Council come together to work out a plan to deliver a consistent streetscape for the benefit of all road users and nearby land uses.

Traffic Impacts

Previous History

The Planning Panel for C223 (Harry the Hirer) specifically considered the need for traffic signals at the Doonside St/Burnley St intersection. Regarding this upgrade, the Panel concluded that:

- *The redevelopment of the site will require signalisation of the Burnley Street and Doonside Street intersection at some stage to ensure safe and functional traffic and pedestrian movement.*
- *It is reasonable for the schedule to the Development Plan Overlay to require the Proponent as the agent of change to contribute to all uncollected costs of the upgrade to the extent required in the absence of any identified mechanism by which the costs of these works can be levied on surrounding landowners.*

Traffic Generation of Victoria Gardens by Stantec

The Stantec report sets out the traffic generation expected by the proposal at Table 7.3, which is reproduced below.

Land Use	Spaces / Floor Area	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		Traffic Generation Rate	Traffic Generation	Traffic Generation Rate	Traffic Generation	Traffic Generation Rate	Traffic Generation
Residential [1]	484 spaces	0.16 movements per space	77	0.16 movements per space	77	0.16 movements per space	77
Office [2]	34 spaces [4]	0.44 movements per space	15	0.36 movements per space	12	-	0
Sub Total		-	*92*	-	*89*	-	*77*
Retail [3]	8,545sqm	0.46 movements per 100sqm	39	1.6 movements per 100sqm	137	2.6 movements per 100sqm	222
Total		-	131 vph	-	226 vph	-	299 vph

[1] Rates sourced from traffic surveys of residential developments in the Victoria Gardens precinct.
[2] Rates adopted from the RMS Guide to Traffic Generating Developments Guide (Technical Note dated August 2013).
[3] Rates based on the traffic surveys of the existing shopping centre and adopting a 25% reduction factor noting that data indicates that as centres grow, they generate traffic at a lower per sqm rate.
[4] The proposed additional extra parking spaces have been allocated to the office/medical centre use

We have three concerns with the traffic generation rates above:

- The residential traffic generation rate is approximately half of that adopted by Ratio and Traffix Group during the assessment of Harry the Hirer (which adopted 0.3 vehicle trips per dwelling with a car space in peak periods). This flows into the assessment of both this proposal, and the detailed assessment of all other projects in the nearby area. The data on which this rate is based is not provided.

  We agree that traffic generation rates for inner areas of Melbourne have reduced over time and the 0.3 trips/resident car space rate is too conservative based on more recent data.

The Traffix Group report supporting the Development Plan application for Harry the Hirer adopted a traffic generation rate of 0.2 trip/resident car space. This was based on a review of case study data, ABS data and trip generation data.

In our view, the 0.16 trip/resident car space is not sufficiently conservative. Application of the 0.2 trip/resident car space rate is more appropriate and will allow for a direct comparison between the two projects.

The recommend office traffic generation rate in the cited RMS Technical Note is 1.6 and 1.2 vehicles trips per 100m^2 in the AM and PM peak hours, respectively. This is not a movement per car space rate, as was adopted by Stantec. It is not clear from the data in the RMS Technical Note how these rates were derived.

However, adoption of the recommended RMS rate results in unrealistic traffic generation rates given the low level of car parking provided[1]. The office parking rate adopted should be based on 50% turnover of office car spaces, which is the more common rate applied to office developments with low car parking provision.

- The retail rate should not be discounted by 25% as this is not conservative. The expansion represents a 13% increase in floor area at Victoria Gardens from circa 54,000m^2 to 62,000m^2.

  The RMS Technical note cited in this table include guidance on shopping centre traffic generation rates (see below). While there is a tread to lower traffic generation rates as shopping centre sizes increase, this does not materially reduce for larger centres over 30,000m^2.

Range in Total Floor Area (GLFA – m^2)	Peak Hour Generation Rate (vehicles per 100m^2 GLFA)			
	Thursday (V(P)/A)	Friday (V(P)/A)	Saturday PVT (A)	Sunday
0 – 10,000	12.3	12.5	16.3	
10,000 – 20,000	7.6 (6.2)	6.2 (6.7)	7.5 (7.5)	(6.6)
20,000 – 30,000	5.9 (6.0)	5.6 (5.9)	7.5 (7.0)	(6.3)
30,000 – 40,000	4.6	3.7	6.1	
40,000 – 70,000	(4.4)	(4.4)	(5.5)	(4.6)
70,000+	(3.1)	(4.0)	(3.6)	(3.2)

The traffic analysis is based on 2016 traffic data for the local road network. We appreciate the difficulty in obtaining accurate traffic data during the pandemic (when the modelling was initially completed). However, it is now late-2022 and there are no significant pandemic restrictions and more recent data should be sourced. The Stantec analysis also makes assumptions about the traffic impact of nearby developments completed since 2016. Sourcing more current data may allow these completed developments to be included by default in the base traffic data (rather than added on).

Burnley Street is part of the Principal Bicycle Network and a Strategic Cycling Corridor providing a bicycle lane in each direction. The number of cyclists on this link is not recorded or factored into the modelling. Incorporating cyclist volumes on Burnley Street would reduce the capacity of this intersection to accommodate additional traffic, compared to the Stantec

[1] Application of these rates results in 56 vehicle trips in the AM peak hour, compared to only 34 office car spaces on-site.

model. As cyclists are not included in the modelling, there is also no assessment of the trips generated by the 972 bicycle spaces proposed by Victoria Gardens.

To construct a base-case traffic volume scenario, Stantec include the expected traffic generation of other developments in the nearby area. The analysis of other developments uses the following traffic generation rates:

- the same residential traffic generation rate 0.16 movements per residential car space, which in our view is on the low side.
- a retail rate of 0.92 movements per car space, however the source is not cited.
- a commercial (office) rate of 0.36 movements per car space, which in our view is also low.

Finally, the traffic distribution contained at Appendix H illustrates a bias for traffic to arrive/depart from the south on a 40/60 basis North/South. Existing traffic using Doonside Street is biased towards the north under existing conditions with a 60/40 N/S split.

We were provided with the SIDRA modelling files created by Stantec for the Burnley St/Doonside St intersection (from June 2022). We were provided with the PM peak hour only. We have two concerns with the modelling:

- The gap acceptance values specified in the SIDRA have been manually adjusted to lower values than the SIDRA default values and there is no explanation in the Traffic Report. This has resulted in the modelling calculating movement capacities based on gap values that are substantially below the default values in SIDRA or in the Austroads Guidelines. In the case of the critical right turn out movement, the model is using values indicating that is as easy for drivers to turn right out of Doonside Street (across two lanes of opposing traffic) as it is to turn right into Doonside Street.

Model	Critical gap / Follow up gap		
	Right turn in	Right turn out	Left turn out
SIDRA default*	4.00 / 2.00	4.80 / 3.10	4.50 / 2.50
Stantec Model	4.00 / 2.00	3.80 / 2.30	4.59 / 1.53
*T-intersection, 2 lane major road, stop condition			

  Adopting the default values in SIDRA indicates that the Burnley St/Doonside St intersection does not have adequate capacity to accommodate the development.

- The modelling of truck volumes has no trucks turning left or right into Doonside Street and none turning right out of Doonside Street. Given that Doonside Street will serve as truck access for both Victoria Gardens and Harry the Hirer, it does not appear reasonable to assume truck volumes would be zero on these movements.

The Stantec assessment does not include Harry the Hirer, it leaves this analysis to be completed at the application stage of Harry the Hirer.

The Stantec analysis concludes that:

- *The proposed development is expected to result in relatively minor increases in traffic volumes at surrounding intersections, particularly at the Victoria Street / Burnley Street and Victoria Street / River Boulevard intersections. Against the existing traffic volumes*

in the vicinity of the site, the proposed development cannot be expected to materially worsen the performance of surrounding intersections.

- *The Burnley Street / Doonside Street is expected to operate with a "good" level of service under post development conditions, noting that the DOS of 0.71 is well less than the 'ideal' limit of 0.9 typically adopted for unsignalised intersections. In the context and given there is no identifiable systemic road safety issue at this intersection (as outlined in Section 2.3), the completion of mitigating road works at the intersection as a result of the proposed development is not considered to be necessary.*

It is noted that this latter conclusion is consistent with the analysis undertaken and conclusions reached by the transport experts for the Planning Scheme Amendment for the 'Harry the Hirer' site, which concluded the signalisation of the intersection was not required due to currently approved development nor the first stage of that development.

Our view is that the Victoria Gardens development would likely trigger the need for traffic signals. The Stantec assessment has several shortcomings:

- It relies on 2016 traffic data and newer data should be collected to form the base case.
- The traffic generation rates adopted are not particularly conservative.
- The gap values adopted in the analysis are too low, resulting in a traffic model that over-represents the capacity of the intersection to accommodate additional traffic.
- The traffic distribution at Burnley Street is weighted to the south, whereas previous planning for Harry the Hirer and the current traffic volumes using Doonside Street are weighted to the north.
- It does not include cyclists or pedestrians in the analysis, which impacts the capacity of this intersection.
- Truck distribution assumptions do not appear realistic.

Addressing these shortcomings in our view is likely to result in an intersection model that would indicate that signalisation is required because of the Victoria Gardens expansion.

Harry the Hirer

A Traffic Works Assessment has been prepared by Traffix Group to support the Harry the Hirer Development Plan which has recently been submitted to Council. This assessment concluded that:

- Signalisation of Burnley St/Doonside St is required at full development of the Harry the Hirer site.
- Part of Harry the Hirer could be delivered before signalisation was required (at an intersection DoS of 0.9). This report proposes allowing the following yield before signalisation:
  - The existing Harry the Hirer business
  - 500 dwellings
  - 4,000m^2 of office space
  - 3,000m^2 of shop/retail space

The conclusion of the Traffic Works Assessment is similar Stantec conclusion – that a significant scale of development on Doonside Street can proceed before signalisation is required at the Burnley St/Doonside St intersection.

Assessment

The Planning Panel for Harry the Hirer concludes that the Doonside Street/Burnley Street intersection ultimately requires signalisation to accommodate the full development of Harry the Hirer. Traffic Works Assessment submitted as part of the development plan agrees with this finding and sets a development scale that can be accommodated before signalisation is required.

There is capacity in the existing intersection to accommodate some additional traffic, either by Victoria Gardens or Harry the Hirer. It is our view that the full development of either project would likely trigger the need for traffic signals. Both developments together mean that traffic signals are required earlier.

Whichever project proceeds first would use entire spare capacity of the existing intersection. Without certainty that both projects would be completed, it is not a realistic option to require by permit condition each development to pay for a certain proportion, in case the other never proceeds. As per the Planning Panel conclusion, in the absence of any other mechanism to deliver the traffic signals, the agent of change would need to provide them.

It is our view that the most logical and equitable outcome is that Victoria Gardens and the developer of Harry the Hirer meet and agree on an apportionment plan to split the cost of these traffic signals, as these developments trigger individually trigger the need for these traffic signals.

Department of Transport Position

We have reviewed the letter by the Department of Transport (DoT) dated 16th March, 2022, appended to the Stantec Traffic Report.

We agree with the overall view from the DoT that traffic signals are ultimately required to be installed in a reasonable timeframe. The simultaneous development of both sites brings this requirement forwards.

We disagree that the DoT's possible alternative option of prohibiting right turn movements out of Doonside Street being a possible interim solution (as does the Stantec Traffic Report).

Imposing this ban would severely limit travel options to the north and east for Victoria Gardens, Harry the Hirer and the nearby area. Doonside Street provides the only option in the immediate area for right turn movements into Burnley Street (which are banned at Appleton Street, North Street and Crown Street). It is important for the connectivity of the network that right turn movements out of Doonside Street are maintained, given the lack of reasonable alternative travel routes.

Review of Changes to CDZ1 and Introduction of a Parking Overlay

This control was introduced in 2009 and predates the rewriting of Clause 52.06 (2012) and the introduction of Parking Overlays or the application of the Column B parking rates under the Principal Public Transport Network (2018).

Clause 18 of Schedule 1 to the Comprehensive Development Zone specifies car parking rates for a variety of uses. These are reproduced below.

Table 2: Parking rates under CDZ1

Use	No. of Spaces
Office	2.5 spaces per 100m²
Food and drink premises (other than Hotel, Tavern and Take Away food premises)	0.3 spaces per seat
Shop (other than Restricted retail premises)	4.5 spaces per 100m²
Place of assembly	0.3 per seat or square metre available to the public
Restricted retail premises	2.0 spaces per 100m²
Trade supplies	2.0 spaces per 100m²
Residential	1.5 spaces per dwelling

Some of these parking rates are not consistent with the current Column B parking rates of Clause 52.06.

The proposal by the applicant for a new Parking Overlay which would generally reduce the current parking rates and apply these as maximum parking rates, as per the following table.

Table 3: Proposed parking rate changes

Use	Current CDZ rate (minimum)	Proposed Parking Overlay rate (maximum)
Existing Rates		
Residential	1.5 spaces per dwelling	
Office	2.5 spaces per 100sqm	
Shop (other than Restricted Retail)	4.5 spaces per 100sqm	
Food & Drink Premises (other than Hotel, Tavern and Take Away food premises)	0.3 spaces per seat	
Restricted Retail	2 spaces per 100sqm	
Trade Supplies	2 spaces per 100sqm	
Place of Assembly	0.3 per seat or square metre available to the public	
Proposed Rates		
Residential		1 space per dwelling
Office		2 spaces per 100sqm NFA
Shop (including Restricted Retail)		3 spaces per 100sqm NLA
Food & Drink Premises		3 spaces per 100sqm NLA

The change to maximum car parking rates is significant. It means that:

- By default, zero car parking would be acceptable for any use with a maximum car parking rate. We do not believe zero car parking is likely to be provided for the dwellings and office uses in practice as the market will demand some level of car parking (indeed, the proposal includes a Planning Permit application with non-zero rates). While the application does propose 8,545m^2 of commercial space with no additional car parking, it is relying on existing parking resources that are underutilised.
- Any proposal to exceed these rates would trigger a planning permit requirement in relation to car parking.
- There is the potential for a development site that is subject to maximum rates to under-provide car parking and cause off-site car parking impacts. However, we think this is unlikely in this case given how highly controlled public parking is in the nearby area.

We do not have a concern with the principle of applying maximum car parking rates to Victoria Gardens. We are generally satisfied that there is adequate justification within the various Stantec reports to support the introduction of maximum parking rates.

In our view, the proposed Hotel would not fall under the maximum Food and drink premises parking rate specified in the Overlay. A Hotel has its own car parking requirement under

Clause 52.06-5 and it would default to this rate under the Overlay as currently drafted. It is suggested that legal advice is sought to confirm this viewpoint. We agree with the intent of the Overlay to specify maximum rates for all likely uses and recommend that a 'Hotel' use is included specifically into the Table of uses in the Parking Overlay.

Section 4.0 of the Parking Overlay includes new decision guidelines for applications to exceed the maximum car parking rates specified. It is good practice to include such requirements to give guidance on when granting a permit to exceed the maximum car parking rates may be appropriate.

Our comments on the proposed decision guidelines are set out in the following table.

Decision Guideline	Comment
The likely demand for car parking spaces.	This is reasonable to consider. There should be a second point added the requires *consideration of the need for additional car parking*.
The extent to which the various uses of the land are likely to generate different levels of demand for car parking at different times.	This would require consideration of whether shared parking arrangements would make the current car parking more efficient, therefore leading to the question as to whether additional car parking was required in the first instance.
The possible multi-use of car spaces.	This point is either very similar to the point above or it is a reference to additional car parking being adaptable to other uses. It is suggested that this point is clarified or expanded.
The demand for car spaces generated by the uses established in previous stages of the development.	This would require an application for additional car parking was warranted be reviewing the actual demand and availability of car parking in previous stages. This is a reasonable point to consider.
The accessibility of the site to vehicle traffic.	This decision point is probably superfluous given the last dot point.
The proposed layout of parking areas.	Additional car parking areas are not difficult to remove from an application. The relevance of the layout of the parking areas to an application to over-provide car parking is unlikely to be important.
The capacity of the existing road system and any proposed modifications to accommodate any increase in traffic	This is a necessary decision point. Excess car parking should not jeopardise the road network.

In our view, the decision guidelines should be reviewed for clarity. Some of these appear to overlap. Other decision points should also be considered such as:

- A clear requirement for the applicant to demonstrate the need for the additional car parking.
- Requiring the excess car parking to be adaptable for other uses (i.e. a land use), so that excess car parking can be repurposed in the event that it is not longer required.
- Consideration of the impact of additional car parking on sustainable transport use.

The submitted traffic reports do not discuss these decision guidelines or justify why they were chosen. It would be beneficial if the applicant provided justification as to why these decision guidelines were selected.

The Parking Overlay can, but elects not to, include financial contribution requirements or additional carpark design standards. It is appropriate that it does not in the context of the proposal to apply the Parking Overlay to what is effectively a single site.

Review of Car Parking Provision

The development proposal is for 518 car spaces, 484 allocated to residents and 34 to the office space. The rate of parking equates to:

- 0.577 car spaces per dwelling overall.
- Approx. 1 space per 100m^2 of office space.
- No additional car parking is proposed for circa 8,500m^2 of retail (Food & Drink, Shop and Hotel (pub)). These uses would rely on the existing car parking resources of Victoria Gardens.

The statutory car parking requirements of the development are set out in the following table, including the Clause 52.06 rates and proposed Parking Overlay.

Table 4: Statutory Car Parking Assessment – Column B of Clause 52.06-5

Use	Size / No.	Car Parking Rate (Car Parking 52.06-5 Column B)	Minimum Parking Requirement[1]	Car Parking Rate (Parking Overlay)	Parking Requirement	Parking Provision	Shortfall / Surplus
Dwellings							
One-bed apt.	456	1 space per one/two-bedroom dwelling	456	Max. 1 per dwelling	Max 839	484	Cl52.06 -369 Parking Overlay - Complies
Two-bed apt.	369		369				
Three-bed apt.	14	2 spaces per three or more bedroom dwelling	28				
Visitors	839	None required	0			0	-
Retail							
Shop	5,185m^2	3.5 car spaces per 100m^2 LFA	181	Max. 2 car spaces per 100m^2 LFA	Max. 103	0 Within Victoria Gardens	Cl52.06 -103 Parking Overlay - Complies
Food & Beverage	1,914m^2	3.5 car spaces per 100m^2 LFA	66	Max. 3 car spaces per 100m^2 LFA	Max. 57		Cl52.06 -66 Parking Overlay - Complies
Hotel	1,446m^2	3.5 car spaces per 100m^2 LFA	50	Min. 3.5 car spaces per 100m^2 LFA[2]	Max. 50		Cl52.06 -50 Parking Overlay - Complies
Office							
Office	3,485m^2	3.0 car spaces per 100m^2 NFA	104	Max. 2.0 car spaces per 100m^2 NFA	Max. 69	34	Cl52.06 -70 Parking Overlay - Complies
TOTAL			**1,254**		**Max 1,118**	**512**	Complies

Notes:
1. Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.
2. As currently worded, the default, minimum car parking rate of Clause 52.06-5 applies to a Hotel. However, the assessment assumes that the Parking Overlay is amended to apply a maximum rate to a Hotel as well, as intended.

The development has a statutory car parking requirement for a minimum of 1,254 car spaces under Clause 52.06-5 or a maximum of 1,118 car spaces under proposed Parking Overlay.

Both the Traffic Report and letter by Stantec provide justification for these rates and proposed car parking levels.

We are satisfied that the level of car parking proposed is appropriate for the following key reasons. These are the key reasons only, as there are multiple factors to consider when determining appropriate car parking levels:

- The residential parking rate, while on the low side, is acceptable in the context of this site. In particularly the site's access to alternative transport modes and those everyday services required by residents is available at Victoria Gardens.
- The office parking rate of 1 space/100m^2 is consistent with current planning practice for offices within the City of Yarra (not just Cremorne) and consistent with Council's sustainable transport objectives. Although we would note that the Parking Overlay would allow car parking at 2 spaces/100m^2, or twice the proposed office parking provision rate.

  The retail car parking demand can be accommodated within the existing parking resources of Victoria Gardens. The Clause 52.06-5 requirement for these uses is 297 car spaces. The empirical demand forecast by Stantec is 256 car spaces. Surveys by Stantec in March, April and May of 2019 found that Victoria Gardens operates with a minimum of 420 vacancies (81% occupancy) at peak times.

Bicycle Parking Provision and Design

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

The development provides bicycle parking as follows:

- 844 resident spaces
- 40 employee spaces
- 88 retail/visitor spaces

The statutory bicycle parking requirement of the development under Clause 52.34 is set out in the table below.

Table 5: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents or Employees	Visitors or Customers	
Dwelling	839	1 space to each 5 dwellings	1 space to each 10 dwellings	168 resident 84 visitor
Office	3,485m^2	1 space to each 300m^2 NFA if the NFA exceeds 1,000m^2	1 space to each 1,000m^2 NFA if the NFA exceeds 1,000m^2	12 employee 3 visitor
Shop	5,185m^2	1 space to each 600m^2 LFA if the LFA exceeds 1000m^2	1 space to each 500m^2 LFA if the LFA exceeds 1000m^2	9 employee 10 customer
Retail, other than specified (Food and Beverage)	1,914m^2	1 space to each 300m^2 LFA	1 space to each 500m^2 LFA	6 employee 4 customer
Hotel	1,446m^2 (Assuming 400m^2 of bar and 400m^2 of lounge space, as per Stantec Report)	1 to each 25m^2 of bar floor area available to the public, plus 1 to each 100 m^2 of lounge floor area available to the public	1 to each 25m^2 of bar floor area available to the public, plus 1 to each 100m^2 of lounge floor area available to the public	20 employee 20 customer
TOTAL				**336 spaces**

Numerically, the provision of 972 bicycle spaces satisfies the bicycle parking provision requirements of Clause 52.34. However, the provision of 40 employee spaces is marginally below the 47 spaces statutorily required. It also does not satisfy the empirical bicycle parking demand assessment (Table 4.2 of the Traffic Report).

In our view, the level of employee bicycle spaces should be increased to reflect current practice to provide higher levels of bicycle parking than the statutory minimum, particularly where a low car parking rate is sought.

Clause 52.34 also requires consideration of end-of-trip facilities and the design of the bicycle parking spaces. The table below reviews the design and provision of these facilities.

Table 6: Design of Bicycle Parking

Requirement	Assessment	Design Response
End of Trip Facilities - Table 2 & 3 of Clause 52.34-5		
If 5 or more employee bicycle spaces are required, 1 one shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.	✓	Five showers are required for 47 employee bicycle spaces and eight are provided.
1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.	✓	The changeroom is combined with the shower.
Design of Bicycle Parking		
Does the design comply with the design requirements of Clause 52.34-6?	✓	
Does the design comply with the requirements of AS2890.3-2015?	✓	

Based on the above, we are satisfied that the provision of bicycle parking accords with the requirements of Clause 52.34.

Carpark Design and Layout

The proposed car park layout has been assessed under the following guidelines:

- Clause 52.06-9 of the Planning Scheme (Design Standards for car parking),
- AS2890.1-2004 – Part 1: Off-Street Car Parking (where relevant), and
- AS2890.6-2009 – Part 6: Off-Street Car Parking for People with Disabilities.

We are generally satisfied that:

- The access location to the carparks via David Street is acceptable from a traffic engineering perspective.
- The internal access strategy is logical and workable.
- The general dimensions of the car spaces, aisles and general layout is generally satisfactory.

The plans do not include section drawings with dimensions that clearly demonstrate that there is adequate headroom clearance for trucks accessing the basement, including along the ramp. This should be requested.

Overall, we are generally satisfied that the plans propose a highly functional carpark arrangement.

Loading and Waste Collection

The plans propose substantial areas for loading within the basement with 8 loading bays. These can accommodate a various of truck sizes up to the Medium Rigid Vehicle and large waste collection trucks.

We are satisfied that loading and waste is appropriately catered for, with two exceptions:

- There is a secondary loading area for the eastern building accessed directly via the ramp. This requires trucks accessing this area to reverse over the only vehicle access to the basement.
- The basement loading bays are appropriately separated from the other car parking areas, however it does require the largest waste trucks to reverse into these loading areas using the main vehicle accessway, which is not ideal from a safety or operational perspective.

Confirmation should be sought as to whether the 'island' shown along the central accessway leading out of the basement carpark is a physical or line marked island. A physical island appears as though it would impede truck exit movements by the 10.8m long waste truck.

Green Travel Plan

We have reviewed the Green Travel Plan contained at Appendix D of the Traffic Report and have no comments to make. We find it satisfactory.

Conclusions

On completing our review of the proposed expansion at Victoria Gardens, we are of the opinion that:

a) It is proposed to alter the Doonside streetscape significantly, however we are generally satisfied that what is proposed is reasonable from a transport engineering perspective. This should be coordinated by Yarra City Council and in conjunction with Salta and the developer of the Harry the Hirer site to deliver an appropriate streetscape that benefits all road users and abutting land uses.

b) The traffic analysis provided is not detailed enough for a comprehensive review and further information/justification is required regarding:

- It relies on 2016 traffic data.
- The traffic generation rates adopted are not particularly conservative.
- The traffic distribution at Burnley Street is weighted to the south, where as previous planning for Harry the Hirer and the current traffic volumes using Doonside Street are weighted more evenly between north and south.
- The gap analysis values adopted in the model are below recommended SIDRA and Austroads values and the modelling over represents the capacity of the intersection.
- It does not include cyclists in the analysis, which impacts the capacity of Burnley St/Doonside Street intersection.
- Truck distribution assumptions do not appear realistic.

c) It is likely that the Victoria Gardens expansion would trigger the need for traffic signals at Doonside Street.

d) Logically, Salta and the developer of the Harry the Hirer site should come to an agreement about how to deliver the future traffic signals required at Burnley Street/Doonside Street. Both developments are of a significant size and key drivers of traffic through this intersection.

e) The proposed Parking Overlay is generally acceptable. The application of maximum car parking rates means that:

- By default, zero car parking would be acceptable for any use with a maximum car parking rate. We do not believe zero car parking is likely to be provided for the dwellings and office uses in practice as the market will demand some level of car parking.
- Any proposal to exceed these rates would trigger a planning permit requirement in relation to car parking.

f) We support the maximum parking rates proposed for Dwellings, Offices and Shops on this site and the various reports provided by GTA/Stantec adequately support this change.

g) The proposed maximum rate for Food and drink premises is acceptable, however it does not extend to a Hotel, which has its own car parking rate even though it is nested under another use. It is recommended that Hotel is specified separately in Table 1 of the Parking Overlay.

h) The decision guidelines of the Parking Overlay should be reviewed for clarity. The applicant should also provide some justification as to why these guidelines were chosen. The following decision guidelines should also be considered:
   - An assessment of the need for the additional car parking.
   - Requiring the excess car parking to be adaptable for other uses (i.e. a land use), so that excess car parking can be repurposed in the event that it is no longer required.
   - Consideration of the impact of additional car parking on sustainable transport use.

i) The level of car parking proposed is acceptable and is adequately justified. The following is a summary of the key reasons why we find the car parking acceptable:
   - The residential parking rate, while on the low side, is acceptable in the context of this site. In particularly the site's access to alternative transport modes and those everyday services required by residents is available at Victoria Gardens.
   - The office parking rate of 1 space/100m^2 is consistent with current planning practice for offices within the City of Yarra (not just Cremorne) and consistent with Council's sustainable transport objectives.
   - The retail car parking demand can be accommodated within the existing parking resources of Victoria Gardens.

j) The provision of bicycle parking is well in excess of the requirements of Clause 52.34 and generally acceptable, subject to an increase in the number of employee bicycle spaces.

k) The vehicle access arrangements and carpark areas are generally compliant with the relevant standards and will provide a functional carpark layout. However, it is recommended updated section drawings are sought that clearly detail the headroom clearance available to the loading bays and along the basement ramps.

l) The vehicle access arrangements and carpark areas appear logical and functional.

m) Vehicle loading and waste collection are generally acceptable, although:
   - It is not ideal that the secondary loading bay conflicts with the main vehicle ramp (trucks need to stop and reverse across the carpark entrance ramp).
   - It would be preferrable that waste truck reversing movements did not need to occur across the main vehicle accessway

   These shortcomings are in the context that the accessway services a 518 space carpark generating up to 92 vehicle trips in a peak hour.

n) The proposed Green Travel Plan is satisfactory.

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MEMORANDUM

TO	Lara Fiscalini, City of Yarra	FROM	Anita Brady
RE	Victoria Gardens Expansion, 1-9 Doonside Street, Richmond	DATE	20 June 2022

Introduction

This memorandum addresses a Section 96A Planning Application, for a combined planning scheme amendment and permit application, for the above property (your reference CREF22/00105) and specifically in relation to heritage. The application relates to a proposed major development of land associated with Victoria Gardens, albeit the heritage consideration is confined to works to, and development adjoining, the Loyal Studley Hotel at 53 Burnley Street, Richmond. The latter has an individual Heritage Overlay (HO374), and Council seeks a review of the proposal with specific reference to the potential heritage impacts on the historic hotel.

In relation to the planning application, the following have been reviewed here:

- Heritage Impacts Statement prepared by Bryce Raworth (March 2022, referred to below as the 'HIS report')
- Architectural plans and drawings prepared by Cox Architects (March 2022)
- Planning Report prepared by Urbis (April 2022, referred to below as the 'Planning Report').

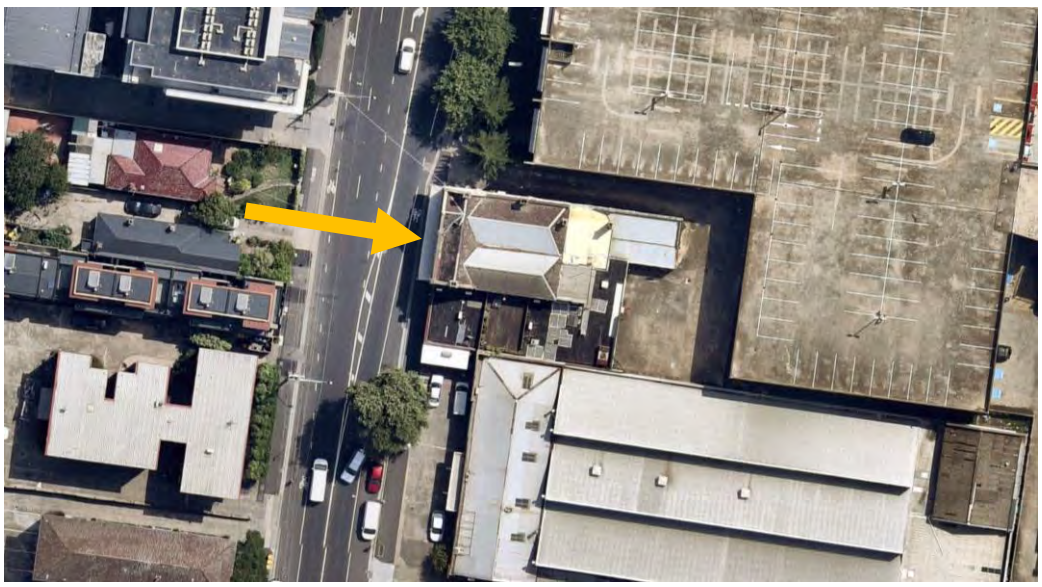

Figure 1 Recent aerial photograph, with the historic hotel indicated, facing Burnley Street
Source: Nearmap February 2022

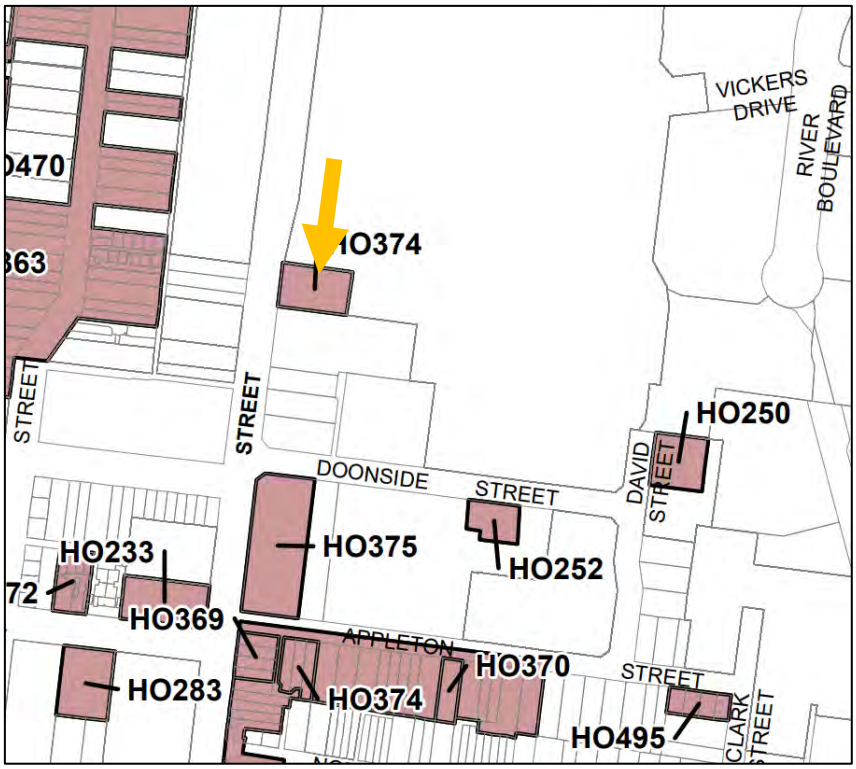

Figure 2 Yarra Heritage Overlay map, with the subject property indicated (HO374)
Source: Planning Schemes Online

Figure 3 Former Loyal Studley Hotel

Design & Development Overlay

The subject property is included in DDO2, 'Main Roads & Boulevards'. The 'Design objectives' include reference to heritage, as follows:

- To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.
- To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.

The property is also included in DDO9, 'Doonside Precinct'. While the 'Design objectives' do not reference heritage, the 'Design guidelines' do, as follows:

> Before deciding on an application, the responsible authority must consider, as appropriate:
>
> - The effect of the development on the identified heritage places within the precinct.

It is also noted that the Section 96A Planning Application seeks the deletion of DDO9, including its height limits, largely on the basis that when it was introduced into the planning scheme the surrounding area was largely industrial and since that time a number of apartment buildings have been approved and/or constructed.

The DDOs are not further commented on below.

Description

The Loyal Studley Hotel is a two-storey over-painted brick building constructed in 1891 (HIS report identifies 1892), which has been altered and extended over time.

The following description is downloaded from the HERMES database:

> This two-storey English Queen Anne revival style hotel has a red brick (painted over) asymmetrical facade, with extensive render dressings, and a gabled main roof with slate cladding. The left facade bay is in a gabled parapet form with the hotel name and date, as an abstracted cartouche, and an upper triangular panel, with a moulded cartouche, finial, and scrolls supporting a Tuscan pier, with a balloon. The upper level facade has three windows to each facade bay, with ogee heads and apronwork below cills. The window heads penetrate the frieze mould below the deep dentilated cornice. The roof had terra-cotta cresting and three chimneys with deeply moulded cornices.
>
> The cantilevered verandah is an addition and, typical for a Victorian-era hotel, the ground floor facade has been altered. All of the brickwork has been painted and some roof slates replaced, along with the terra-cotta cresting. These changes either apply to areas of low stylistic expression, such as the ground level facade, or are reversible in terms of the significant upper level (paint removal).

And from the HIS report (p.4):

> Historical photographs show that a small single storey addition was made to the south of the facade by 1945, presenting to Burnley Street with a ground

floor treatment that matched the original building. This addition has been further extended in more recent times, and flat roofed additions made to the rear wing.

The Loyal Studley Hotel is associated with a much larger area for which the planning scheme amendment (Victoria Gardens Expansion) is proposed. Within this larger area, it is specifically located in an area described in the Planning Report as the Doonside Precinct (1-9 Doonside Street, Richmond), which contains seven land parcels. The subject site, at 53 Burnley Street, is one of the land parcels. It adjoins, on its north and east sides, the existing Victoria Gardens Centre.

Significance

From the HERMES database (and identified as being from the Yarra Yarra Heritage Gap Study (2007):

> What is significant?
>
> The former Loyal Studley Hotel at 53 Burnley Street, Richmond is significant to the extent of the nineteenth century fabric.
>
> Built in 1891 for owner Patrick Carmody, the hotel was designed by architect James Wood in the English Queen Anne Revival style. It is a two-storey red brick (since over-painted) building with an asymmetrical facade, extensive render dressings and a gabled main roof with slate roof-cladding.
>
> Non-original alterations and additions to the building are not significant.
>
> How is it significant?
>
> The former Loyal Studley Hotel at 53 Burnley Street, Richmond is historically, socially and aesthetically significant to the locality of Richmond and the City of Yarra.
>
> Why is it significant?
>
> The former Loyal Studley Hotel is aesthetically significant (Criterion E):
>
> -as an early example of the English Queen Anne Revival manner, applied to a suburban hotel, despite alterations.
>
> -as a stylistic precedent for later architecturally significant hotels, such as the Perseverance and the Daniel O'Connell, built up to twenty years later, and the work of the talented architect, James Wood.
>
> The former Loyal Studley Hotel is historically and socially significant (Criteria A & G):
>
> -as a public gathering place over a long period and the site of one of the key hotels in the small nearby Yarraberg settlement over an even longer period.

Proposed development

The proposed development will be located to the south and south-east of the historic hotel. There will be no change to the north of the hotel.

The proposal for the Doonside Precinct, as per the Planning Report (p.8), is as follows:

> The permit application proposal is for the development of six key buildings, across one, predominately two-storey mixed-use podium (containing a mix of retail and commercial uses), and a two storey basement car park. The six buildings including two taller residential buildings: Buildings 2 and 3 are between 14 and 16 storeys in height, and four perimeter residential apartment buildings: Buildings 1 and 4 to 6 which range between 7 and 10 storeys. Publicly accessible open space is integrated throughout the development, including pedestrian linkages, forecourts and a Market Hall.

And (Planning Report pp. 36-37):

> The proposed development comprises six (6) distinct building forms integrated with the existing heritage building at No. 53 Burnley Street, which are all interlinked through the podium levels, shared walkways and open space areas…The proposed development will also integrate with the existing built form of the Victoria Gardens Shopping Centre to the north.
>
> …Building 1 is proposed to front Burnley Street and Buildings 4, 5 and 6 will front Doonside Street. Buildings 2 and 3 are setback behind, internal to the subject site. All buildings with a frontage to Burnley or Doonside Street have a podium presentation to the street.

Regarding the historic hotel (Planning Report pp. 75-76):

> The proposal seeks to retain most of the front portion of the existing two-storey brick building, while the rear portion of the building will be demolished to allow for the new development…
>
> The demolition works proposed are contained to the rear portion and southern wing of the building, including later alterations and additions which are of no heritage significance.
>
> The primary, three-dimensional heritage fabric of the Former Loyal Studley Hotel is to be retained, and restored and integrated appropriately into the design of the new built form to be adapted to return to its original use as a Hotel/Pub.
>
> …The form and materiality of Building 1, including the use of light grey precast concrete, terracotta tiles, dark metal balustrade and clear glazing, will ensure the new development is visually disparate from the original, retained heritage fabric, particularly considering the proposed setback.
>
> The ground level additions will be located to the rear and adjacent to the heritage place, providing new life to the building and connecting it with the surrounding contemporary development.

From the HIS report (p.17 onwards):

> The works will also involve demolition of part of the former Loyal Studley Hotel, including the whole of the rear wing including the skillion and flat roofed elements, and the single storey addition to the south of the facade. The main two storey envelope with hipped roofs will be retained to a depth of approximately 16.8 metres and incorporated into the new development,

> albeit with some alteration. This includes the removal of one door and a 2.5 metre length of wall to the ground floor of the north elevation to create a new opening.
>
> The multi-storey form of Building 1 is to be constructed partially within the HO374 area. As presents to Burnley Street, Building 1 will have a two storey podium form. The west elevation of the podium is set back 2.5 metres from Burnley Street and there is a 5.4 metre wide void to the south of the retained heritage building. The height of the podium approximates the level of the chimneys to the heritage building.
>
> The tower element of Building 1 rises to a maximum height of ten storeys to the rear of the retained heritage building, at a setback of approximately 15.7 metres from the facade…The tower levels to the south have a 5.5 metre setback from Burnley Street and 9.5 metre setback from the south elevation of the heritage building.

HIS report (p.20):

> As part of the proposal, it is recommended that conservation works are undertaken to the retained portion of the heritage building, as this will help to maintain the heritage significance of the place. While such works can be guided by historical photographs of the place, a detailed inspection of the subject site would be required to confirm the appropriate scope. It is suggested that such works would include removal of non-original paint and redundant accretions, repair of roofing, pointing, decorative cement dressings and timber framed windows as required, as well as introduction of a sympathetic ground floor facade treatment. A schedule of conservation works could be prepared as a condition of any permit issued for the redevelopment.

Analysis of heritage issues and comments on heritage impacts

As noted, the focus of this analysis and comments is on the proposed development as relates to the historic Loyal Studley Hotel at 53 Burnley Street, Richmond, which has an individual Heritage Overlay control (HO374). Under the Overlay, external land development, building and paint controls apply, but no internal or tree controls.

The documentation in the Cox Architects plans, accepting that the plans cover a substantial development, is lacking in detail in relation to the heritage building, its treatment and the proposed adjoining Building 1. The elevations especially lack this detail, making it difficult to assess aspects of the proposal.

This analysis also recognises that this area of Richmond is anticipated to be subject to substantial development and that low-scale heritage buildings in the general area are, and will increasingly, be seen near and adjoining substantial modern buildings including tower developments. Developments of this type have already been constructed and/or approved in the general area, as set out on p.23 of the 'Planning Report'. However, some of these are at some distance from the subject site, and not all adjoin or are in a Heritage Overlay place as is the case here. Nevertheless, this sets up a situation where the normally relevant parts of Yarra's local heritage policy at Clause 22.02 cannot be expected to fully apply; and nor those of the proposed new local heritage policy at Clause 15.03-1L (as per Amendment C269).

It is also understood that at present, and unlike some of the local and nearby areas where substantial buildings have been constructed and/or approved, the site of HO374 is not subject to a zone or a DDO or DPO which currently anticipates substantial height. This distinguishes the site, again at present, from similarly proposed developments immediately to the south on Burnley and Doonside streets.

Turning to the proposed works:

The proposed **extent of demolition** is acceptable. While the demolition to the rear includes original and early fabric, it is accepted that this is altered and/or utilitarian fabric, and on that basis is of more limited heritage interest. The main front part of the building, including the original primary roof form, is being retained, which is supported.

The proposed **conservation works** are also supported.

An **alteration to the north elevation** of the hotel building is identified in the plans (TP-15-03) as follows:

> Existing door and wall to be demolished. nom 2.5m wide x 3.15m high

This alteration appears to be about one third(?) of the way along the wall, with the wall being highly visible to Burnley Street, albeit it is a side wall. The HIS report describes it as 'the removal of one door and a 2.5 metre length of wall to the ground floor of the north elevation to create a new opening'. There is otherwise limited detail provided in the documentation.

On the impact of this work, the HIS report also notes:

> The opening to be introduced to the north elevation of the hotel is designed to provide connection with a new pocket garden that is proposed to the north side of the heritage building. Although these works involve removal of a section of original wall, the fabric is not of any particular note, being of conventional construction, while the existing door to be removed is not original. The opening is situated at a setback from the street, preserving the form of the west end of the building to the depth of the gabled bay. The new opening is a relatively minor alteration in a secondary elevation that can be accommodated without adverse impact.

Where the proposed opening will preserve the form of the gabled bay, then in a general sense this aspect of the proposal is acceptable. However, more detail would normally be required to confirm this conclusion, so the acceptability of the opening is qualified here. It is also recommended that the size of the opening be minimised, and that it be setback from the façade to Burnley Street and from the gabled bay visible to the north side wall, as far as possible.

Turning to the proposed **Building 1** which will adjoin the heritage building on its east side (up to 10-11 storeys) and will be set-off on its south side (up to 12-13 storeys). There are north and south sections to this proposed building. Also, to reiterate, the documentation in the architectural plans including the elevations make it difficult to assess aspects of the proposal, including the potential impacts as relate to Building 1.

The proposed materials are not commented on, other than to note that they are generally typical of the contemporary materials seen in similar developments, including developments which adjoin heritage buildings.

For the **south section of Building 1** there is a setback, or separation, of 5.2m to the south side of the retained part of the hotel building, which increases at the upper levels. This building, to Burnley Street, will also have a two-storey podium on its west side which will be set back from Burnley Street by 2.5m; this will place it behind the façade line of the hotel, which has no setback to Burnley Street. The west setback also increases at the upper levels. According to the HIS report, the height of the podium is approximate to the level of the chimneys to the heritage building. While this is difficult to discern from the documentation, it is acceptable if that is the case.

The location of the south section of Building 1 also appears to be outside the extent of HO374, and the HIS report describes it as being outside the Heritage Overlay. This means that the sensitivity of the proposed development to the south side of the heritage building is less, especially in this evolving area of Richmond. This, together with understanding that the overarching strategic direction of this general area will increasingly result in low scale heritage buildings being seen in close proximity to modern tower buildings, means that the south section of Building 1 is generally acceptable.

However, the **north section of Building 1** to the east side of the hotel is included in HO374 for a substantial extent; it also appears to have no setback or separation from the rear of the heritage building. While the new building will be constructed some 15.7 metres from the façade of the historic hotel, which equals the setback to Burnley Street, the fact of there being no setback from the rear of the heritage building to a 10-11 storey building, including no visual sense of separation, is problematic. There is also the matter of, as described in the HIS report, a 'small (1.1 metre) projection into the airspace above the rear plane of the former hotel's roof'. These appear to be vertical elements(?) to the west façade of the north section of Building 1, albeit again this is lacking in detail.

The combination of lack of separation, the 'projection into the airspace' above the rear part of the hotel, and the height of the proposed building, will result in an adverse impact. While the heritage policy is accepted to in part be set aside in this area, it is not to be set aside to this extent, especially where other current policy and strategic planning considerations do not at present give support for what is proposed for HO374. The general acceptability of the south section of Building 1, as currently proposed, also requires some greater balance or benefit to the heritage building with the proposed north section of Building 1.

Having regard for the above, it is recommended that the relationship between the north section of Building 1 and the retained hotel building, be improved. This can include one or in preference a combination of the following:

- Setback and separate the bulk of the north section of the new building from the rear of the heritage building, with a setback of about 2m recommended for the bulk of the building. This will provide the visual separation, as sought; it will also ensure that no elements (or architectural details) of the new building project over or intrude into the airspace above the heritage building. The lower levels of the north section, which are not visible from Burnley Street behind the retained heritage building or are of limited visibility, can adjoin or attach to the rear of the hotel and provide a link to the setback upper levels.
- Increase the north setback of the north section of the new building so that it is not fully sited behind the retained heritage building and frees up some space behind the building and in the north-east corner of HO374.
- Reduce the height of the north section of the building by a level.

The above suggestions would, in preference, require further review if implemented to confirm the acceptability of the outcome. Also, as emphasised here, the lack of detail in the documentation has implications for assessing aspects of the proposal, and making the recommendations included above. Again, further detail would be welcomed as well as an opportunity to review any/all of the above recommendations, where the plans are updated.

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INDEPENDENT URBAN DESIGN ADVICE

PROPOSED VICTORIA GARDENS EXPANSION

JULY 2022

Prepared by
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Our Ref: 22047

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BACKGROUND

1. In May 2022 I was asked by the City of Yarra (Council) to provide urban design advice on a planning application for land at Victoria Gardens, Richmond.
2. In April 2022 the applicant lodged an amended Section 96A Planning Application submission for a combined planning scheme amendment, and permit application. The planning scheme amendment (Victoria Gardens Expansion) relates to the overall site with specific changes associated with the Doonside Precinct and the River Boulevard Precinct. The permit application relates only to the Doonside Precinct at 1-9 Doonside Street, Richmond.
3. Council have specifically asked for my opinion on aspects I have assessed previously, these relate to scale of the built form, building separation, laneway interfaces and widths and locations/useability of proposed communal open space within the site. I will also comment on the building design.
4. I have also been asked to assess the height increases the applicant is proposing over the site, with particular reference to Lot 9 (shown on page 34 of the Section 96A Planning Report).
5. I have previously had discussion with the applicant around earlier presentations and conceptual thinking.

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. The Victoria Gardens Expansion area comprises four precincts:

   > The existing Victoria Gardens Shopping Centre (including No. 40 River Boulevard, the existing commercial building on site)
   > Doonside Precinct
   > River Boulevard Precinct, including Lots 9 and 10 & No. 25-35 River Boulevard
   > Barkers Road Bridge Precinct.

STATUTORY AND STRATEGIC PLANNING CONTEXT

PLAN MELBOURNE

8. Within *Plan Melbourne,* there are several outcomes, directions and policies that need to be considered when reviewing this proposal from an urban design perspective.
9. *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.
10. 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

11. 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.

12. 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.

13. 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.
14. 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.
15. 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

16. State and regional planning provisions relevant to this application are set out below:
17. 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.

18. 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.

19. 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.

20. 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.

21. 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.

22. 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.

23. 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.
24. 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.
25. Clause 18.01-1 Land use and transport planning outlines strategies to develop an integrated, equitable and accessible transport networks that connects people to jobs and services and goods to the market. The following strategies are relevant to this proposal:

    a) Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
    b) Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.

26. Clause 18.02-2S Public Transport seeks to increase the use of public transport and encourage increased development close to high quality public transport networks.
27. Clause 18.02-4S Car parking encourages the efficient provision of car parking by consolidating facilitates and ensuring that such facilities achieve a high quality of urban design and protects local amenity, including pedestrians and other users.
28. 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.

29. 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

30. 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.

31. 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.

32. 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.
33. 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.

34. 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."

35. 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.

36. 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.

37. Clause 21.07 Environmental sustainability promotes environmentally sustainable development.
38. Clause 21.08 Neighbourhoods sets out locally specific objectives and strategies for each neighbourhood, the site sits within the North Richmond Neighbourhood.

39. 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.
40. 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 new tall 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.

41. 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.
42. 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

43. 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).

44. 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.

45. 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.

46. 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

47. 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

48. Design guidelines specifically see that new development should:
49. 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.

50. 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.

51. 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,

52. 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.
53. 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.
54. 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.
55. Clause 22.10 Built form and design policy
56. Clause 22.16 Stormwater Management (Water Sensitive Urban Design)
57. Clause 22.17 Environmentally Sustainable Development

58. Clause 52.06 Car Parking
59. Clause 52.35 Bicycle Facilities

SCHEDULE 1 TO THE COMPREHENSIVE DEVELOPMENT ZONE (CDZ1)

60. This clause applies to land generally bounded by Victoria Street, Burnley Street, the Yarra River and Doonside Street (in part) Richmond, as defined by the incorporated document "Victoria Gardens - Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area".

61. 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 River bank.
    - 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

62. 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.
63. The western Mixed-Use area of the site has a Design Development Overlay DDO9 Doonside Precinct. This overlay acknowledges amongst other things that:

a) To recognise this Precinct, being on the edge of an activity centre and abutting low rise residential development, is transitional in its location and function.
b) To ensure building design responds to the industrial character of the precinct but respects the character of the established residential areas to the south (and less relevantly) east of the Precinct.
c) To provide a pedestrian friendly environment along all street frontages.
d) To encourage improvements to the public domain, including the provision of public open space.
e) To ensure that new development does not adversely impact on local traffic conditions.
f) To ensure a high standard of architectural design.
g) To ensure that new development does not prejudice the ongoing operation of nearby commercial, industrial and warehouse businesses.

Heights and Setbacks

64. The DDO contemplates that:

a) Buildings on Doonside, Burnley and David Streets should be built to the property frontage.
b) The height of any development in the precinct should not exceed:
> 11m along street frontages.
> 15.5m with appropriate setbacks above 11m.
c) Development above 15.5m it notes:
> Should demonstrate a high standard of architectural design.
> Should not overshadow adjoining streets, public spaces or private properties beyond that caused by a building of 11m when measured between the hours of 10.00am and 2.00pm at the Equinox.

Amenity

65. It further notes Development that includes residential or other sensitive uses should:

a) Minimise the potential impacts of local business (including noise, light, odour and 24 hour traffic movements), in the design and construction of buildings.
b) Include design and noise attenuation measures that achieve the noise levels (within any noise sensitive areas) that are calculated by applying the method in Schedule B of State Environment Protection Policy No. N-1 'Control of Noise from Commerce, Industry and Trade' (SEPP N-1) for calculation of noise limits.
c) Locate and if necessary, screen private open spaces, including balconies, to attenuate industrial noise to meet the requirements of SEPP N-1.
d) Incorporate design measures that minimise the potential impact of non-routine odour emission

Decision Guidelines

66. Before deciding on an application, the DDO notes that the responsible authority must consider, as appropriate:

> The effect of the development on the identified heritage places within the precinct.
> The impact of traffic generated by the proposal and whether it is likely to require additional traffic management control works in the neighbourhood.
> How ground level commercial occupancy addresses the Burnley Street frontage.
a) How the design, height and form of development responds to the built form character of Victoria Gardens and existing development in Appleton Street.
b) How the design, height and visual bulk of building/s on the site address potential negative amenity impacts on surrounding development.
c) How the proposal improves the street environment for pedestrians along street frontages.
d) The location of, and access to, parking facilities and their effect on the local road network.

e) The effectiveness of new residential development and other noise sensitive uses in protecting their own amenity where potentially affected by existing commercial, industrial, and warehouse businesses.

67. Obviously with the approval of the amendment for the Harry the Hirer Site south of Doonside Street, some of the anticipated nature of scale and form that underpinned this earlier work has changed. That said, equally the amendment highlighted that with intensification came a need to provide a significant amplification of the public domain and the 24 hour pedestrian street networks that supported it. The amendment also established criteria for the protection of the southern footpaths relied on by those working, living in and visiting the precinct and also for the western side of Burnley Street along with appropriate setbacks and moderation of scale impacts on heritage buildings south of Doonside Street.

OTHER RELEVANT STRATEGIC DOCUMENTS

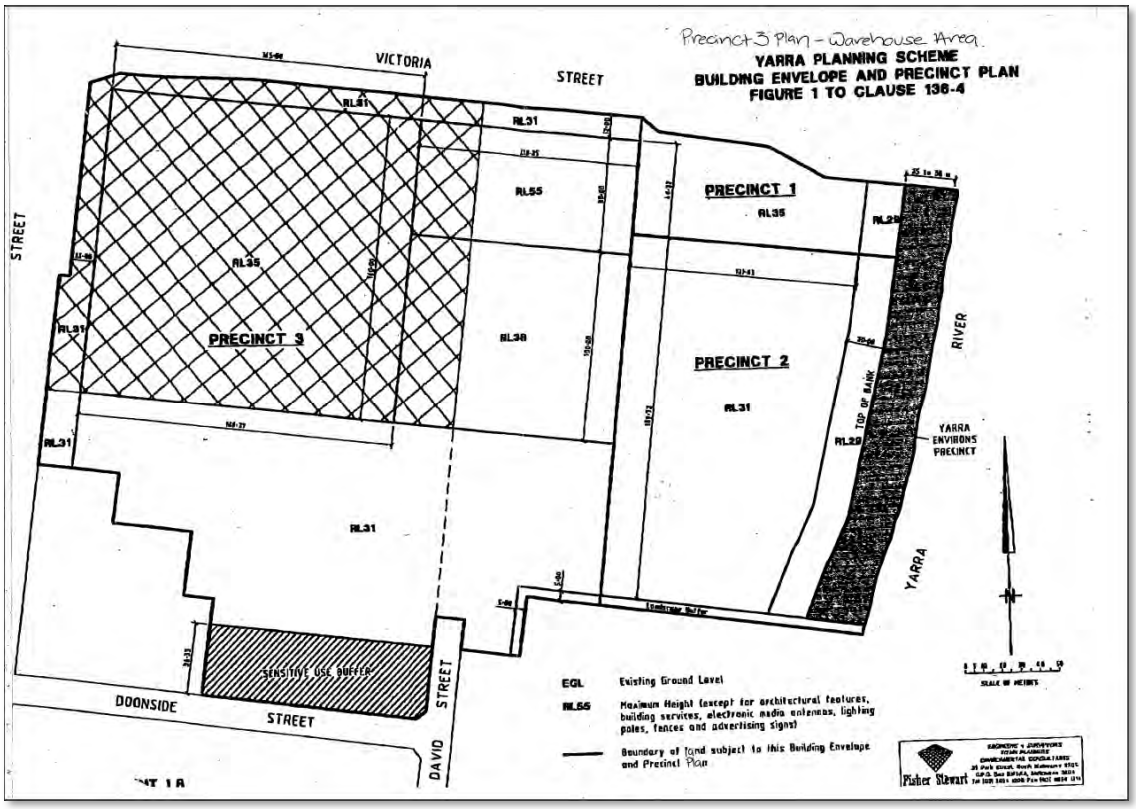
Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area

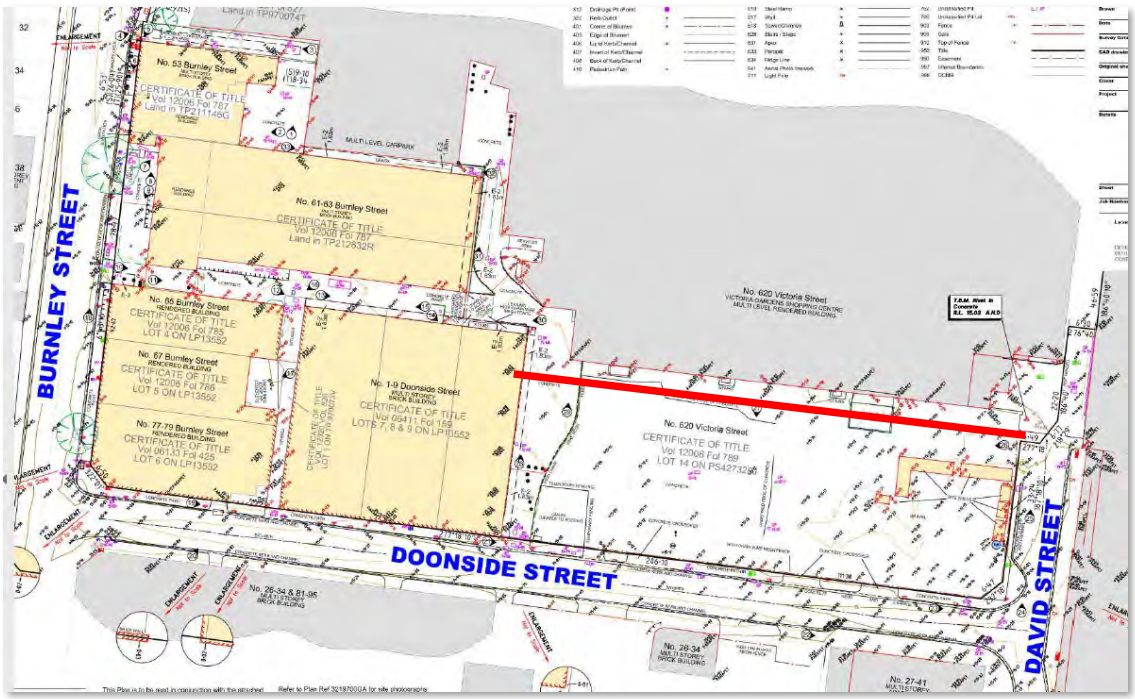
68. Provisions of the CDZ1 identify that the use of the land and approval of a development for any and all stages must be generally in accordance with this building envelope and precinct plan. Height requirements at Clause 17 of the CDZ1 further identify that:

> *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.*

69. 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,'





70. The red line indicates the northern extent of the Sensitive Use Buffer.
71. Whilst the eastern section of the proposal is primarily in the sensitive Buffer Zone, the western section sits within Schedule 9 of the DDO

Victoria Garden Urban Design Guidelines (November 1996)

72. 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':

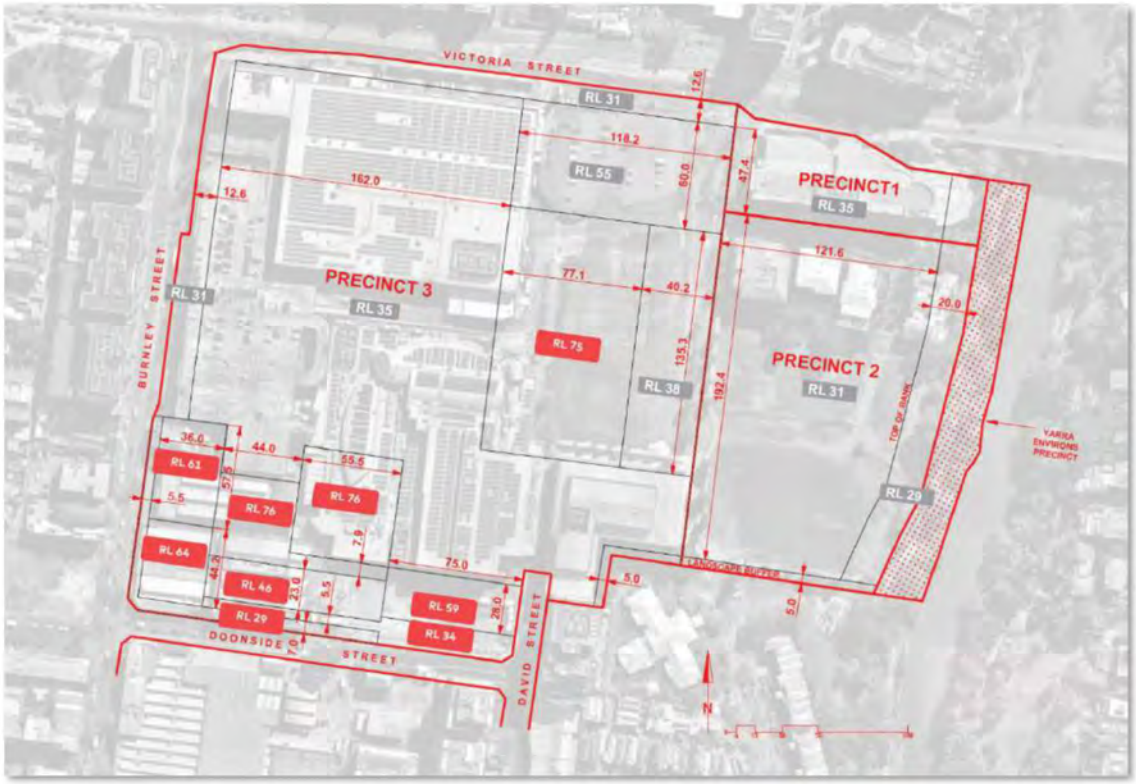
> Design Element 1 – Setbacks, Building Envelopes and Height Limits
> Design Element 2 – Building Form, Materials and Colour
> Design Element 3 – Orientation, Overshadowing and Overlooking
> Design Element 4 – Streetscape and Landscape
> Design Element 5 – Views and Vistas
> Design Element 6 – Car Park 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

A Proposed Amendment

73. Pages 33 and 34 of the Planning submission put forward a proposal to rezone the a segment of the proposed site from Mixed Use to a Comprehensive Development Zone. The proposition is outlined below:
74. There are five key components to the Planning Scheme Amendment request as follows:

a) Rezone land known as Land in Title Plans 211146G and 212632R, and Lots 4-9 on Lodged Plan 13552 from Mixed Use Zone (MUZ) to Comprehensive Development Zone, Schedule 1 (CDZ1)
b) Replace Schedule 1 to the Comprehensive Development Zone with a new Schedule (new format) with the height restriction amended over the Doonside Precinct and Lot 9 within River Boulevard Precinct, deletion of the sensitive use buffer, and application of new car parking provision rates (refer to Section 4.1.1 for further details)
c) Remove Schedule 9 to the Design and Development Overlay
d) Apply the Environmental Audit Overlay to land subject to the 'sensitive use buffer' of CDZ1, located within Lot 14 on Plan of Subdivision 427328
e) Insert Incorporated Document, 'Victoria Gardens Comprehensive Development Plan, 2022' to replace 'Victoria Gardens – Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area' with the height restriction amended over the Doonside Precinct and Lot 9 within River Boulevard Precinct, and deletion of the sensitive use buffer

75. The Planning Scheme Amendment request also seeks to update the Yarra Planning Scheme Maps to reflect the above changes as outlined within the Instruction Sheet. 4.1.1. Schedule 1 to the Comprehensive Development Zone
76. A new Schedule 1 to the CDZ has been proposed to replace the existing Schedule 1. This will it is claimed ensure the entirety of the subject site is subject to the same zone and associated provisions.
77. While the current Schedule 1 to the CDZ applies to the broader Victoria Gardens Comprehensive Development area, generally bound by Victoria Street, Burnley Street, the Yarra River and Doonside Street (in part), it is proposed that the new Schedule will apply to the entirety of the subject site as indicated within Figure 15, including the Doonside Precinct.
78. The proposed new Schedule 1 to the CDZ has been drafted to follow the current drafting format, replacing the old format of the existing Schedule 1.
79. A map has been prepared in support of the proposal and shown below



EGL EXISTING GROUND LEVEL

RL 55 Maximum Height (except for architectural features building services, electronic media antennas, lighting poles, fences and advertising signs) to which building and works may be constructed shown thus being the Reduced Level above the Australian Height Datum

Boundary of land subject to this Comprehensive Development Plan

NOTE: FINAL DIMENSIONS AND SETOUT SUBJECT TO FORMAL SURVEY COORDINATION

PROPOSED

VICTORIA GARDENS COMPREHENSIVE DEVELOPMENT PLAN

RL XX MANDATORY BUILDING HEIGHT CONTROL

RL XX DISCRETIONARY BUILDING HEIGHT CONTROL

80. Key changes and new requirements of the proposed Schedule 1 to the Comprehensive Development Zone are proposed and are noted as follows:

a) Reference to a new 'Victoria Gardens Comprehensive Development Plan 2022' for the Victoria Gardens

b) Expansion area, including the various precincts. This is to reflect the incorporated document 'Victoria Gardens – Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse

Area'. Amendments to table of uses to align with current formatting and recent changes to land use terminology.

c) Reference to the Victoria Gardens Masterplan & Urban Design Guidelines which reflect the existing incorporated document title Victoria Gardens Urban Design Guidelines.
d) Amendment to the height controls over the Doonside and River Boulevard Precincts, requiring all buildings or works to not exceed the heights shown in the Victoria Gardens Comprehensive Development Plan 2022.
e) Deletion of the sensitive use buffer as it applies to the Doonside Precinct, alternatively extending the Environmental Audit Overlay to affect the entirety of the subject site.
f) Application of new car parking provision rates, providing a new maximum statutory car parking requirement for dwellings, office and shop uses, and confirmation that the statutory car parking requirement for food and drink premises, place of assembly, restricted retail premises and trade supplies are minimums. No changes are proposed to any of the other car parking rates. Clause 52.06 rates are adopted where no rates are specified, as per the existing schedule, this will result in an overall reduction to the statutory car parking rate for the proposed development.
g) Transitional Provisions which state that for any approved development plans or any amendments to them, the requirements of the CDZ are as they were in force immediately before the gazettal of the amendment, continue to apply.
h) It is claimed that the new CDZ1 will facilitate the Victoria Gardens Expansion, including the redevelopment of the Doonside Precinct, as well as enhancing the publicly accessible open space offering and increased connections through both Doonside and River Boulevard Precincts.

The Proposal

81. Given the above proposition it is disappointing that very little detail is provided in the proposal around a vision for Lot 9 and its integration with the broader expanded network of spaces, including the significant neighbourhood proposed for the Doonside Precinct.
82. Clearly the opportunity does exist in my view for substantial development within key parts of the precinct, but this is predicated on coordinated approaches to placemaking including integrated through precinct 24 hr public space connections, substantial new public spaces and places and carefully curated integration with surrounding emerging and existing neighbourhoods.
83. Sections 6.2 and 6.3 of the Planning report seek to outline the proposed Economic and Public Benefits. This proposal it is said presents a significant opportunity for redevelopment and provision of substantial public realm benefits.

Comment

84. I would agree with this statement however I would challenge the subsequent assertions that these benefits have both been secured in the vision and that they represent an appropriate apportionment of benefit between private and public interest arising from the substantial intensification proposed. Somewhat frustratingly, I see this working against the long-term interests of both workforces and residents within the precinct.
85. The application also makes the leap in asserting that intensification of housing in the precinct necessarily delivers affordable housing. The Planning and Environment Act is clear on the definition for affordable housing and the application is at this stage unambitious in securing substantive contributions to long term secure affordable rental housing as prescribed therein.
86. The proposal claims that redevelopment will ensure an improved pedestrian environment and facilities for a growing population *and is considered highly coherent with policy directives of both State and Local Planning Policy Frameworks. The application presents a well-considered proposal that integrates with the proposed redevelopment with the existing Shopping Centre to support and improve its ongoing functionality.*

87. In my view there is no clear evidence of this with the proposed linkages through the shopping centre convoluted, reliant on shopping centre operational hours, poorly configured and scoped for convenience when compared to conventional Town Centre precinct permeability.
88. To accommodate the proposed scope of change envisaged, the joint owners of the precinct need to develop a holistic approach to the CDZ consistent with the expectations applied to other locations where similar change is envisaged. In the absence of this coordinated action it is apparent that the outcomes will be poor and the reliance on already stressed perimeter spaces and street networks will become unacceptable.
The mapping below applies a more conventional approach that would envisage the inclusion of a major new soft landscaped public space, a Town Park within Lot 9 of the precinct at the confluence of River Boulevard and the major two interconnecting east west spines, a more generous market plaza and 24 hour connected laneway networks to the Doonside Street frontage, and through-centre new streets conducive to enhanced integration of the precincts.

Comment

89. In reviewing the extent of material provided with the application (shown below) it is difficult to sustain such a proposition when benchmarked against renewal of comparative size elsewhere in the City of Yarra such as for example the Alphington Mills and Fitzroy Gasworks, Channel 9 site, the Doonside Street Harry the Hirer site to the south of the subject site or the North Richmond Housing Estate.
90. Each is characterised by clear open-to-the-sky primary walking streets bisecting the sites, substantial new tree canopy provision to diminish heat island effects, ambitious community infrastructure and ESD programs and substantial expansion of the public realm supportive of the new residential populations proposed and meaningful contributions at scale of additional affordable housing managed by Community Housing Agencies.

'Net Community Benefit'

91. It is claimed by the applicant *that this redevelopment will provide an improved pedestrian environment and facilities for a growing population*.
92. Without the initiatives I have outlined above I am unconvinced this will be the case with substantial increased demand on each of the arrival interfaces with little contribution by way of

additional open space and no additional through block linkages east-west or north south linking the Doonside precinct to Victoria Street or River Boulevard that are not relying on existing networks already under pressure.

93. With the Public Transport in the former and Parkland assets in the latter relied on for reasonable levels of amenity and access to open space given the paucity of the provision within the collective proposals for amendment.
94. To suggest that *the public realm strategy is a well-considered proposal and integrates with the proposed redevelopment of the overall site and also with the existing Shopping Centre to support and improve its ongoing functionality for all,* is at odds with the emerging benchmarks for the transitions of shopping malls into Town Centres and the aligned permeability we are seeing elsewhere globally and across Australia. Quite simply the proposal as proposed above falls well short of these benchmarks.

Comment

95. I do not accept that the proposed arrangements deliver a net community benefit in public realm improvements as submitted, quite the reverse. I consider that the proposed scale of development is not supported by a commensurate growth in the scale and amenity of public spaces and pedestrian networks through the precinct necessary to deliver a net community benefit outcome.

The Doonside Proposal

96. Some good thinking and progress have been made regarding architectural language and the development of interblock permeability as well as the acknowledgement of the significance of the amenity and activation of the two primary street interfaces.
97. The thinking however needs to be supported by amplified principles of place making for the integration of the precinct into the attributes and changing intensity and movement network shifts that ensure these arrangements are fit for purpose and for the substantial additional population envisaged within the development.
98. Additionally, they should be informed by well established principles in the city regarding the importance of streetscape amenity in principal walking streets.
99. Doonside Street, like Appleton Street and Burnley Street requires protection of amenity to cater to the substantial new populations of pedestrians shopping, living, recreating and working in the buildings and neighbourhoods interfacing with these spines including the subject site.
100. Additionally the development of the site should be informed by earlier feedback we have provided regarding height, shared amenity, quality of semi-private podium shared areas and the importance of interconnectivity through the precinct.

Laneways

101. As noted, the provision of laneways is supported, and their general alignment is similarly supported.
102. What is not supported is the narrow dimensional characteristics, lack of clear wayfinding and overhanging of the laneway at key locations.
103. The expansion of this ambition through the inclusion of agreed principles with neighbouring partners to provide a framework for enhanced walkability, interconnectivity with the river environs and the core shopping centre precinct should form part of the strategy.
104. Without this as noted earlier, too much reliance is placed on Doonside Street and David Street to supply the carparking access to the site and lading and to provide access to the river and open space corridors therein that are of metropolitan significance. There is an obvious mutual interest outcome for the abutting owners of developing a shared approach to this vision to both introduce more visitation to the precinct and heighten the development prospects therein. Without this permeability, necessarily a more curtailed ambition and replication will arise.

105. We are told repeatedly the differing ownerships necessitate other options. I would only note many examples exist globally of satisfactory outcomes involving much more complex technical and ownership structures.
106. In this instance there are demonstrable ownership synergies that must be leveraged now for the reasons earlier noted if the suggested land use uplift and associated value can be optimised in conjunction with the necessary transformations in placemaking, affordable housing, community infrastructure and street networks to deliver nett community benefit.
107. As a principal, laneways should be 6m in width to enable some flexibility over time around external seating and activities associated with internal use, landscaping, reasonable standards of amenity for users in podium levels to each side and sunlight into the ground level spaces. This laneway should continue at this width through to Doonside Street. Both north-south laneways connecting to Doonside Street should be 6m in width and both should have a minimum 6m double height volume before any interconnecting bridge over or dwellings to invest them with the necessary civic scale commensurate with their role.
108. In the example such as described below the east façade of the podium of building 1 south of the hotel should be realigned to match its abutting northern podium east wing, creating a generous and varied transition into the plaza beyond and enhanced wayfinding and sense of safety between these connections. This proposed new lane manifested as a public lane and interconnecting Doonside Street north and south of the existing hotel and its proposed neighbouring Building 1 must be a 24hour laneway open to the public and forming part of the public laneway network in its expanded form.
109. The Doonside Street footpath is ambiguous in how buildings meet the street with differences between plans and associated renderings. Currently the footpath capacity is modest. Commencing logic must be that the capacity of Doonside Street including its corner interface with David Street and Burnley Street must be increased to facilitate the vibrant street life and amenity underpinning the masterplan principles.
110. I support the principle that Doonside Street will be a key front door for the precinct and the drop-off areas for short stay parking, disability parking, taxis and Ubers will be essential. Similarly, space will be required for the avenue tree planting envisaged in the rendering with a 6m canopy zone considered a minimum.
111. Zones for outdoor seating also need to be considered within this context as does a revised treatment linking the proposed pedestrian lane and park south of Doonside Street with the proposed urban Plaza and entry to the marketplace to the northern side of Doonside Street. It is recommended therefore that setbacks are provided uniformly to the Doonside Street frontage to accommodate a minimum pavement zone of 6m into which indented parking can be provided at points between outstand public seating and tree areas.
112. Similarly, it is critical in my view that the generosity of the east-west lane from Burnley Street is extended eastwards to meet the Marketplace entry in a form that provides a more coherent and consistent profile and street wall character.
113. It will be important within the key intersecting urban square at the junction of north and south laneways to provide opportunities for deep soil planting for one or more feature trees that over time will become key elements of the site. I also think deep soil planting is needed in the Marketplace forecourt to extend the park character and identity from south of the street to its matching urban piazza to the north side.
114. I had talked in earlier discussions about the need for the marketplace forecourt to be a public square of genuine local value and significance. I am not convinced that its current realisation has hit the mark.
115. As a guide I would suggest the dimensional characteristics of the space should be in the order of 400-500m out to the kerb outstand line and configured to host a range of events complimentary to the park opposite.

116. I note the current configuration has a roofed structure that obviates the potential for sunlight to this space. There would seem to be an opportunity with alternative profiles to bring sunlight into the space from the north, particularly given the proposed substantial setbacks of Building 3.
117. This concept needs more work to enhance the quality and amenity and capacity of this space.
118. There is value in my view of separating the taller Building 3 from Building 5 at levels 3 and 4 to diminish the bulk and create a clearer visual break.

Scale of buildings and urban amenity

119. Based on the principles of preserving solar amenity along with the scaling of the building interfaces with Burnley Street to appropriately connect with the built form of neighbouring zones it is clear that the indicative scale of building 4 is excessive and substantial change is required.
120. It would be my recommendation that the scale of the tower is lowered to ensure that the south side of Doonside Street is protected to the kerb line at the September equinox between the hours of 10:00am and 2:00pm.

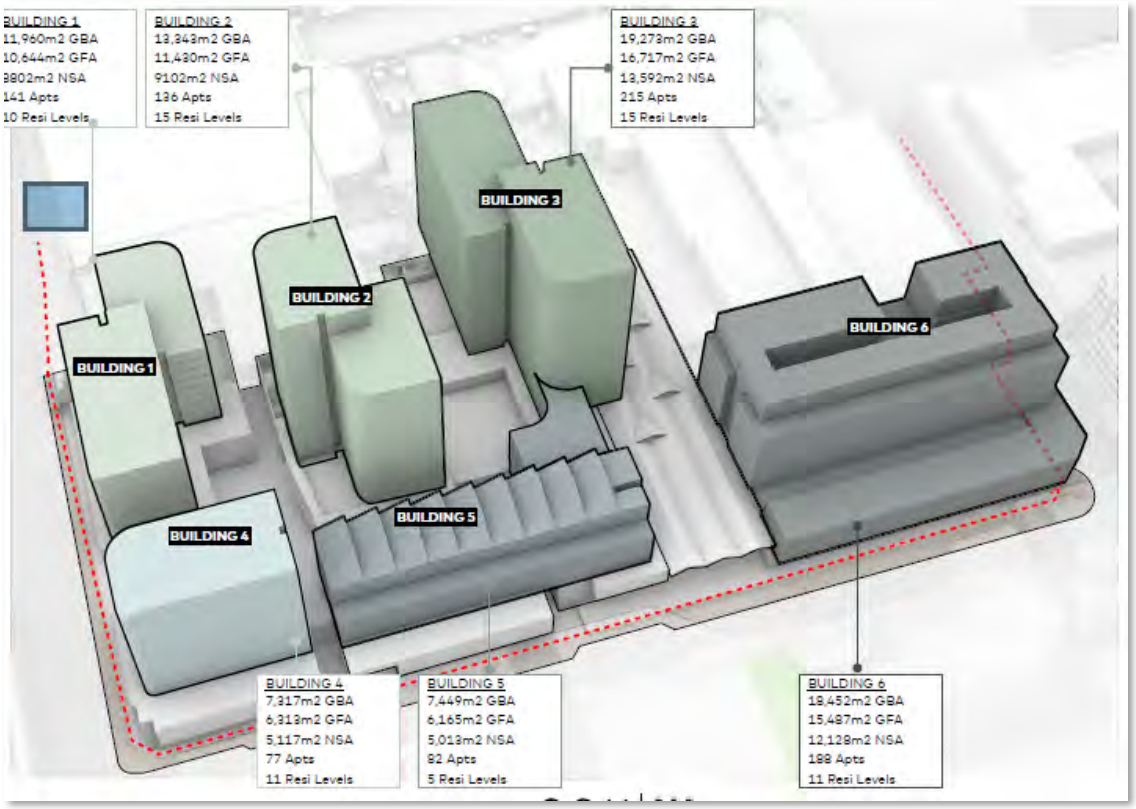
121. It is my view that the proposed urban park to the south side of Doonside Street should be protected from any additional overshadowing arising from development on the subject site between the hours of 11:00am and 2:00pm at the winter solstice.
122. I would similarly argue that the eastern footpath of David Street should be protected between the hours of 10:00am and 2:00pm at the September equinox.
123. The laneways are doing a lot of heavy lifting for visitor, resident and worker amenity within the site for what is envisaged as a substantial population. Assessed against the amenity outcomes noted earlier it is clear that the tower heights and their positioning are in some instances negatively impacting the quality of inter-block public spaces.
124. The applicant should be encouraged to refine the footprints and forms to demonstrate meaningful access to sunlight at key times of the day to these spaces at the September equinox.
125. Similar provisions should be put in place for the proposed new east west links north and south of Lot 9 and the suggested substantive Town Park therein.

Interfacing with heritage

126. The resolution of the building massing, particularly at the interface with the former hotel on Burnley Street requires more work to deliver the street interface continuity and, in its massing, support a contextually responsive precinct scale.
127. The proposed podium level roofs and the roof of lower tower forms in juxtaposition with higher tower forms provides an important opportunity for a coordinated approach to achieving a series of objectives including reducing urban heat island effects and passive and active recreation areas, children's play and early learning areas, fitness zones, shared community hubs and social spaces, community gardens, business and coworking, external complimentary breakout areas, etc.
128. The proposal also illustrates the potential nexus for these spaces to include in some instances commercial spaces further activating and accessed from the adjoining laneway network. The plans as presented have not to this point provided this narrative.
129. I would suggest higher roof areas are reserved for primary green energy generation measures but that all upper lower tower roofs are associated with social, landscape amenity, recreational and productive zones for occupiers of the buildings. The efficacy of these areas will require careful programming of interfacing supporting shared space and the design of the building edge and external spaces so that at least 25% of the external space is available at all times of the year for comfortable occupation in windy and rainy conditions as sought by the Urban Design Guidelines of Victoria.
130. Notably these spaces should in each occupancy building provide external areas that are suitable in their wind speed to facilitate long sitting along with more active utilisation i.e., they must be fit for purpose and support liveability, not simply be safe. The opportunity to have some uses that might interconnect with the key laneway spaces to create for example a rooftop or balcony experience should also be explored as an attribute of many of the more popular destinational areas of the city.

Reverse amenity

131. Additionally residential uses interfacing with the primary laneway plaza should be invested with reverse amenity criteria that can ensure the lane and plaza can be a lively nigh-time venue whilst residents continue to enjoy inside amenity.



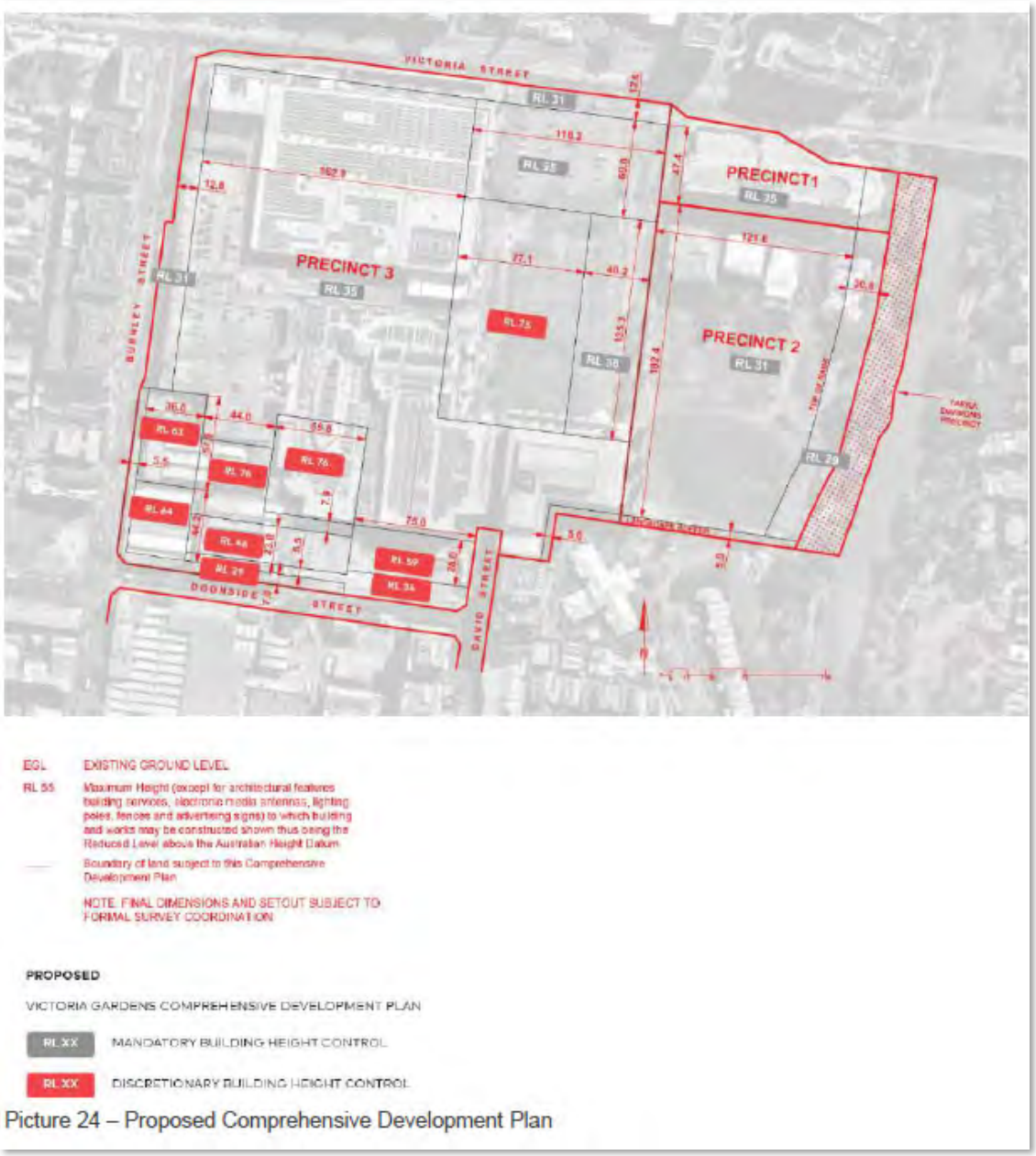
Affordable housing and diversity

132. I was not able to glean from the applicant's material a clear approach to affordable housing for the project.
133. The site is eminently suited to a substantive diversification of households and the inclusion of affordable housing, with the nearby workforces largely meeting the keyworker low- and moderate-income thresholds and emerging critical needs. The focus of this housing can also be on households with low parking demand to mitigate impacts on surrounding streets.
134. To support development taller than that delivered opposite in Burnley Street of less than half the proposed taller scales in this instance, a net community benefit is necessary that might be achieved through a combination of measures that should as a foundation include a substantive affordable for rent component of the GFA of residential accommodation. It would be my view that a reasonable basis would be 10% of the residential GFA.
135. Whilst the general layouts are competently managed the development would also benefit from some increased diversification including a greater number of 3-bedroom dwellings and a larger build to rent component of the mix.
136. The applicant should also look at the measures that have been applied to ensure that there is no overlooking between units within the same tower at internal corners.

Above ground parking

137. The inclusion of further above ground carparking is in my view a retrograde step and needs to be reviewed. It is apparent elsewhere in adjoining development that this is not necessary, and the importance of the ground plan being dedicated to both economically productive and amenity enriching activity should be self-evident. Parking above ground will only further encumber opportunities for ground level interconnectivity.

The tower heights and the proposed CDZ



Picture 24 – Proposed Comprehensive Development Plan

138. The proposal seeks the following across the 3 precincts.

a) Lot 9 proposes an uplift of 37m from RL 38 to RL 75, an effective amplification in excess of 60% in development potential.
b) The Sensitive Buffer Zone area in the south eastern precinct north of the proposed Harry the Hirer renewal parklands and heritage buildings proposes a stepped form with RL 34 at the street interface and a step up to RL 59 (25m increase to the 28m wide zone between the existing centre and this area.)
c) Hinterland areas of the development most distant from the two Burnley Street and Doonside Frontages (but reliant on the latter for primary access) propose heights of RL 76 where heights immediately adjacent anticipate RL 35 or some 41m lower in the current CDZ area, stepping down to RL 61 south of the heritage hotel on Burnley Street and RL 64 to the

corner with Doonside Street. Lower but nonetheless significant scales of RL 29 stepping up to RL 46 are proposed to balance of the Doonside Street frontage.

The southwestern Doonside Precinct

139. I have previously commented on the necessary reduction in the characteristics of Building 4 to stich the precinct into the Burnley Street environs and ensure that offsite impacts are mitigated. Typically, the precinct's renewal has been characterised by development of 4-12 levels and the recent C233 Amendment continues to support this principle.
140. I have previously noted that logically the site is one when considered as a whole, where with the right integrating primary walking street networks and placemaking connections, intensification and greater heights could be considered within the heart of the centre.
141. The magnitudes of difference might be one to argue, but logically it would be my view that development that might be 50% higher might be envisaged (or up to approximately 60m for taller built form) in the centre of a broadened Activity Centre central precinct that incorporated the adjoining shopping centre zone in an integrated way and had associated substantial landscaped walking streets and public places interconnecting the neighbourhoods rather than the largely introverted mall core sleeved with modestly permeable high density areas as currently modelled.
142. Buildings at the edges however should in my view continue to foster the character of the broader precinct and provide the necessary transitioning edges. They would similarly be expected to preserve the amenity of abutting streets and underpin the amenity of the internal laneway network.
143. I am comfortable with the proposed scales for Buildings 5 and 6 subject to necessary tweaking required to address offsite impacts noted earlier aimed at protecting the amenity of the public realm.
144. Building 1, like Building 4, requires significant surgery to mitigate impacts on the quality of the internal plaza areas and street.
145. Building 3 could incorporate tower form of up to 60m but whilst I understand why they might have the lower form to the north, logically it should be to the south, scaling down towards the predominant 40m scales south of Doonside Street.
146. As continually noted in this report, support for such a scale would be necessarily linked to the upgrading of the quality of pedestrian links through the site in both capacity and after centre hour utility and safety.
147. Secondary entrance opportunities to the towers need to be enhanced too off these laneway networks if Doonside Street is not to be overwhelmed by the multiple roles it is expected to serve.
148. Enhanced interconnection of the east-west laneway network directly into an expanded market plaza zone would be critical as would the enhanced integration of the eastern end of the precinct with Bond Street and its eastern linkages to the Yarra Trail and the eastern boulevard as part of an expanded and substantially upgraded walking network.

Lot 9

149. The resolution and proposed scale of Lot 9 is not supported in its current form.

    a) The proposition of substantial uplift without substantial enhancements to the shared capacity and amenity of the public realm is not sustained.
    b) In broad terms pro-rata expectations for open space should be informed by the recent work on the Harry the Hirer site with an obvious opportunity to provide a substantial new town park for the precinct to host Activity Centre community events in the manner that most village green and town square spaces now do.
    c) This ambition should be incorporated within the Lot 9 River Boulevard interface as the gateway and buffer between the denser and higher core and the adjoining river interface

zone, with benchmarks drawn from other renewal areas earlier noted to inform the approach in respect to both site coverage and plot ratio.

d) The absence of these benchmarks of capacity and amenity for public spaces is a glaring omission and something that needs to be addressed by the applicant both in their reports and in the configuration and orientation of development sites and spaces. The core deliverables delivered under the proposal must demonstrate genuine community benefit and accommodate the necessary shift in the allocation of public space and street networks to accommodate the high density urban form envisaged by the applicant and its associated substantial increases in population both pedestrian and vehicular.

150. With the proposed developments east of River Boulevard and the proposed east west linkages along with the substantial populations proposed for the balance of the Lot 9 and adjoining areas, the precinct requires a substantial and timely inclusion of a significant new Town Park that is consistent in its quality, scale and ambitions with the needs of a large new resident and employment population.
151. In the absence of a major space within Lot 9 no substantive uplift in that zone should be contemplated in my view and similarly more modest uplift should be contemplated in the Doonside Precinct.

David Street and the eastern interface and Burnley Street frontage

152. There is also an opportunity to interlink its provision and scale in part with community benefit that might be assigned to the broader development zone, car parking and access.
153. David Street to the eastern edge provides a critical all hours north-south pedestrian link to the parklands, river and Victoria Street superstop.
154. Up until now, except for the new residential apartments to the east, developments have largely given it over to a servicing role. This necessarily must change.
155. The application proposes removal of loading from the street level but introduces two further vehicle entry points onto the contested road space. I have previously sought rationalisation of this and mitigation of its impacts. I am not satisfied this has been adequately prosecuted.
156. I would agree with the OVGA that maximum car parking capacities need to be allocated to sites and that these are equitably apportioned between developments, with the Prahran Central precinct an example of such an approach. This could as a by-product, support housing types with lower demand profiles i.e. affordable, build to rent, older persons independent living and short term accommodation and commercial use that will diminish demand along with more ambitious share travel options

CONCLUSION

157. Good progress is being made but more needs to be done with the Lot 9 area and the east-west and north-south linkages and public realm expansion and the amenity of streets and spaces requiring particular focus.

Prepared by Robert McGauran

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City of Yarra

9 June 2022

Ref: 30N-22-0203-TNT-35464-0

333 Bridge Road, Richmond, VIC 3121

Dear eServices,

PPE22-0103 1-9 Doonside St, Richmond

This peer review of MEL Consultants "*Environmental Wind Speed Measurements on a Wind Tunnel Model of Doonside Precinct, Richmond*" (Report: 162-20-WT-ENV-02) and "*Victoria Gardens-River Boulevard Precinct Built form Changes to Lots 9 and 10 Environmental Wind Consideration*" (Letter: 162-20-DE-EWC-02), dated March 2022, 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 the architectural drawings provided (see Attachment). Our comments are as follows:

i. The wind tunnel test assessment was based on the design drawings provided on 9 February 2022.

ii. The wind tunnel test was setup with a minimum 400m radius proximity model at a 1:400 scale and the approach Terrain Category 3 was used. Vipac has no issues with this and finds it sufficient.

iii. Vipac has no issues with the methodology, wind sampling technique and environmental wind criteria.

iv. There were 60 locations tested in total, with 5 locations on the communal terraces and 1 at the roof carpark.

    a. Vipac recommends more locations on communal terraces located on level 3 and Level 7 (Building 6), Level 5 (between Buildings 3 & 5) should also be assessed.

v. The findings from the report can be summarised as follows:
    a. With the proposed development, all pedestrian pathways in the public realm measured wind speeds within the walking and safety criterion. 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. The Communal terraces on the podium outdoor recreational areas measured wind speeds within the recommended standing comfort criterion. Locations 51, 52, 53 and 56 meet the more stringent sitting comfort criterion.

        i. Vipac has no issues with this, however more wind data should be provided to assess the wind condition on the high-level communal terraces; Level 3 and Level 7 (Building 6), Level 5 (between Buildings 3 and 5). As such we recommend that the MEL Consultants report be updated to include wind analysis/advice on these areas.

    d. The report did not provide commentary on the expected wind conditions on the individual terraces up the height of the buildings and whether they are expected to meet the recommended wind comfort criterion. Vipac recommends that the MEL Consultants report be updated to include wind analysis/advice on the private terraces.

vi. As of part of planning scheme amendment to River Boulevard, some changes to the built forms were proposed. MEL consultant assessed that the new approved Lots 9 and 10 Buildings provide more shielding on the west and southwest sides of the development. MEL consultant is working with the

design team to address any wind effects at this early massing stage. Vipac has no issues with this at this stage.

In conclusion, the MEL Consultants "*Environmental Wind Speed Measurements on a Wind Tunnel Model of Doonside Precinct, Richmond" and "Victoria Gardens-River Boulevard Precinct Built form Changes to Lots 9 and 10 Environmental Wind Consideration*" used the proper analysis and methodology to analyse the wind effects on the pedestrian level surrounding the proposed development and on some selected outdoor recreational areas in detail. The report found that the proposed design would have an acceptable wind environment within the recommended wind comfort criteria. However, some clarifications should be sought from MEL Consultants regarding the high-level communal terraces and individual terraces up the height of the buildings. The wind tunnel report complied with the City of Yarra plan permit conditions for wind report in PPE22/0103.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Farzin Ghanadi

Consulting Engineer

Eric Yuen

Wind Group Leader

ATTACHMENTS

Victoria Gardens Doonside Precinct. (28 March 2022). *1-9 Doonside St, Richmond (Architectural Drawings)*

S. Chi & M. Eaddy. (March 2022). *Environmental Wind Speed Measurements on a Wind Tunnel Model of Doonside Precinct, Richmond.* MEL Consultants.

City of Yarra, (24 May 2022). PPE22/0103

14 June 2022

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Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Lara Fiscalini

Dear Lara

81-95 Burnley 1-9 Doonside Street, Richmond
Development Application Acoustic Review

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic documentation prepared to support the application for a residential development at 81-95 Burnley 1-9 Doonside Street, Richmond.

Details of the acoustic report are as follows:

- Title: Victoria Gardens Doonside Precinct
- Date: 1 March 2022
- Reference: Rev. 4.0-DA Submission
- Prepared for: Salta Property Group
- Prepared by: NDY Pty Ltd

The report has been prepared to address noise issues to and from the subject development.

SLR have been asked to review the provided report and provide an opinion on the internal noise levels to the proposed apartments from both traffic and mechanical plant.

1 Background

(Section 1, 2, 3.1.2 and 4.1 of the report)

The proposal is for a 16 level + basement mixed use development at 1-9 Doonside Street, Richmond. The development is an extension of the Victoria Gardens shopping centre. The project comprises:

- 6 separate towers with a common podium.
- Two levels of basement carparking. Loading area, and services.
- Ground floor retail and offices (retail understood to be linked to the existing Victoria Gardens shopping centre).
- Level 1 residential amenities, offices, hotel and apartments.
- Level 2 apartments and carparking.

  - Levels 3 to 16, apartments and resident amenities.
- Noise impacts to the subject development are identified as:
  - Road traffic from Burnley Street.
  - Rooftop mechanical plant from Victoria Gardens and from the development itself.
- Potential noise impacts from the development are identified in Section 4.1 as:
  - Mechanical plant and equipment including carpark fans, rooftop condenser units, chillers and pumps.
  - Loading dock.
  - Proposed food and beverages uses.
- Representative sensitive receivers with respect to noise emissions from the site are identified as:
  - 65 Burnley Street (i.e. apartments within the subject development itself),
  - 54 Leslie Street (i.e. single dwelling representative of the general residential area west of the development),
  - 12 David Street (existing multi-level apartment building to the east of the site),
  - 39 Appleton Street (multi-level mixed use building under construction south of the development site).

SLR Comments: *The proposed use and noise impacts to and from the development have generally been identified and/or described. No detail is provided regarding the proposed uses of the commercial levels of the development, and we have assumed that these are not finalised at this stage of the design. However, these areas appear to be extensive, and further acoustic input into the design during the planning phase of the project is likely to be necessary.*

2 Noise Protocol Part I limits

(Section 3.1 of the report)

Noise from the subject development is proposed to be assessed to Victorian EPA Noise Protocol / Publication 1826.4. Zoning levels have been calculated for dwellings in the existing residential area to the west of the subject development, and for the subject development itself. Results are presented in Table 1.

Attended background noise levels were measured at 54 Leslie Street during the 'day period' (period not defined). These levels have been used to provide estimations of noise limits for all receivers. The estimated limits are presented in Tables 2 and 3 of the report. NDY observe that the limits may change following further measurements.

SLR Comment: *The provided approach and interim noise limits are reasonable in the context of a high level planning report, and appear to be conservative. We agree that further measurements should be undertaken in the future to confirm noise limits.*

3 Assessment of noise from the project

3.1 Project mechanical plant

(Section 4.2 of the report)

NDY present conceptual options for controlling noise from project mechanical plant and recommend that the design by reviewed by a suitably qualified acoustic consultant to ensure that the criteria are met.

SLR Comment: *The proposed approach is reasonable in a high level planning report. We agree that the identified noise criteria should be able to be met using standard noise control treatments.*

3.2 Loading dock noise

(Sections 3.3 and 4.3 of the report)

Noise from loading dock activity is proposed to be assessed to the Noise Protocol limits and sleep disturbance criterion of 65 LAmax, dB outside bedroom windows at night.

The project loading dock is observed to be located in Basement 2 and fully enclosed (there is also a level of retail separating the loading dock from apartments). NDY state that compliance will be able to be achieved at the nearest dwellings including the multilevel residential development at 12 David Street which is opposite the basement entrance.

SLR Comment: *We agree that noise from within the loading area is manageable on this project, given that it is fully enclosed and remote from sensitive receivers both within and external to the subject development. Some restrictions on delivery times may nevertheless be necessary to achieve the nominated 65 dBA Lmax outside bedroom windows, particularly if large supermarket style deliveries are proposed to take place, as noise from trucks entering and leaving the basement carpark has the potential to exceed this level.*

4 Food and beverage tenancies

(Section 4.4 of the report)

NDY recommend including clauses within the tenancy agreement to require future tenants to address noise from music and airborne and structureborne noise from the food and beverage tenancies and gyms or similar areas.

SLR Comment: *Depending on the detailed design and proposed uses, we would prefer to see the developer take more responsibility for noise from these areas to ensure that they are fit for purpose.*

Our concerns are in relation to any areas where structureborne impacts to the floor are likely, as there can be limited options for addressing this noise if allowance is not provided within the base building layout (e.g. with allowances provided for floor setdowns in areas where high performance floors for gyms or large commercial kitchens may be required). However, the current drawings are not sufficiently detailed for us to assess potential risks on this project. We suggest that the acoustic planning report be updated once further detail of future tenancies are known, to ensure that the building is fit for the intended purpose.

We also note that the layout may preclude some anticipated uses, such as use of outdoor patron areas during the night period. The acoustic planning report should identify any such constraints in order to minimise the risk of attracting tenants who cannot comply with the relevant acoustic requirements without compromising their operations.

5 Noise intrusion

5.1 Criteria

(Section 5.1 of the report)

Design criteria for noise intrusion are derived from AS/NZS2107 and are equal to 35 dBA Leq in bedrooms and 40dBA in living rooms. Criteria are also nominated for non residential areas of the development.

SLR Comment: *The proposed criteria are reasonable for road traffic noise and are in line with the levels usually required by the City of Yarra.*

However, any existing commercial / mechanical plant noise that does not comply with the Noise Protocol at the subject development, should be designed to meet indoor levels consistent with Part I of the Noise Protocol, consistent with the advice provided in Section 4.4 of the City of Yarra 'Guidelines – managing noise impacts in urban development'. The relevant levels are:

- *Noise Protocol Part I indoor limits, being the outdoor limits less 20 dB (i.e. updated from the City of Yarra Guidelines to take the more onerous Noise Protocol adjustment into consideration), and*
- *Not more than 30 dBA L_{eq} in bedrooms at night and 35 dBA L_{eq} in living rooms (30 min.).*
- *Not more than 45 dBA L_{max} in bedrooms at night and 50 dBA L_{max} in living rooms.*
- *In addition to the above, commercial plant and equipment noise levels should not exceed the following levels externally:*
  - *Not more than 10 dBA above any Noise Protocol Part I period noise limits, outside any openable windows or doors, and*
- *For balconies and other private open spaces:*
  - *Not more than 65 dBA during the day*
  - *Not more than 55 dBA during the evening and night*

5.2 Road Traffic Noise

5.2.1 Quantification of impacts

(Section 5.2 of the report)

NDY have conducted attended measurements of road traffic noise 6.5 m from the centre of Burnley Street. The measured level was 70 dBA LAeq.

SLR Comments: *The time, date and duration of the traffic noise measurement/s are not provided in the report. This information should be presented for transparency. However, the overall measured level is consistent with data we have previously seen for Burnley Street, and on those grounds is considered to provide a reasonable indicative assessment of impacts.*

5.2.2 Control of noise from road traffic

(Section 5.3 of the report)

Recommendations for glazing to address external noise are provided in Table 8. All residential apartments are proposed to be glazed with Rw = 37 to Rw = 39 glazing, with the higher performance glazing applying to lower level apartments overlooking Burnley street and apartments in towers exposed to noise from roof mounted mechanical plant. Indicative glazing configurations required to meet the specified ratings are presented in Table 8. Advice is also provided for façade upgrades to the lower level commercial tenancies.

SLR Comment: *The predicted noise levels at the apartment facades are not presented in the report, and it is unclear what these are or how they have been determined. However, the proposed glazing is commensurate with systems we would expect to be required taking into consideration the measured traffic noise level and the additional distance from the measurement location to apartments.*

5.3 Existing commercial mechanical plant

5.3.1 Quantification of impacts

(Section 5.2 of the report)

NDY have measured mechanical plant noise at 10 m from the plant deck. The octave band levels are presented in Table 7. The overall level is 54 dBA.

SLR Comments: *We assume that the measurement was taken relative to the Coles plant deck highlighted in Figure 21 of the report as this the plant in closest proximity to the subject site.*

The provided measurement provides a good indication that the equipment will be non-compliant at overlooking apartments in the subject development, however it is not sufficient to fully quantify impacts. Both Victoria Gardens and the subject development site are extensive, and overlooking apartments are likely to be exposed to noise from a number of items of plant and equipment and different plant deck areas. A detailed noise model is likely to be required to determine the cumulative impacts to all areas of the subject development, and this would necessitate measurements of all potentially contributing plant and equipment, as well as an understanding of when that equipment operated.

5.4 Control of existing commercial roof mounted mechanical plant

(Section 5.4 of the report)

NDY state that noise from the existing roof mounted plant will be treated to ensure that the Noise Protocol external limits are met. They note that options include provision of acoustically lined duct, absorptive enclosures, replacement and/or relocation of plant and equipment.

SLR Comments: *Treatment of noise at the source is the preferred approach to control commercial noise to proposed new dwellings and is the only means for ensuring ongoing compliance of the existing commercial premises with mandatory noise limits. However, the proposed works are potentially extensive and a much more detailed assessment and design review would be required than has been provided here, to determine what works need to be undertaken and who is responsible for them.*

While this work can theoretically be undertaken during the detailed design phase of the project, we are concerned that the assumption that this noise can, and will, be controlled to the façade of future apartments may be unrealistic. As a minimum, it is likely to require coordination of a number of parties including the equipment owners and operators, the Victoria Gardens Body Corporate and the subject site developer to work out what can be done and who will pay for it. Given the potential complexity of this process we recommend that it proceed during the planning stage of the development, while there is Council involvement.

6 Other matters

There are several delivery docks in the Victoria Gardens shopping centre, including the Coles dock on the south east corner of the site, and the docks between the Victoria Gardens carpark and the shopping centre (this area is currently accessed via a road through the subject site – and it is unclear how the dock will be accessed following construction of the subject development). Noise from truck movements and delivery activity to the subject development should be addressed in the acoustic report, taking into consideration the delivery hours and the relevant noise criteria, including sleep disturbance criteria for any 24 hour facilities.

7 Summary

SLR has reviewed the acoustic report prepared to address noise to and from the mixed use development proposed for 1-9 Doonside Street, Richmond. The development is extensive and the provided architectural drawings are not fully detailed with respect to the proposed uses of the Ground and Level 1 tenancies. Consistent with this, the provided report is of a 'high level' nature, and appears to provide conceptual advice for addressing the acoustic issues, rather than the level of detail usually provided in acoustic planning report in the City of Yarra. We recommend that the following matters be further addressed:

- Noise from the proposed ground and first floor commercial tenancies - the report proposes that all noise from the ground and Level 1 commercial tenants should be addressed by the commercial tenants themselves, and recommends that tenancy agreements be put in place to ensure that appropriate criteria are met. We recommend that the acoustic report is updated once further information regarding the proposed use of these areas is available, to ensure that the buildings are fit for purpose and that future tenants have a clear understanding of any site constraints. In particular, we recommend that the report:
  - Identify any likely structureborne noise sources , such as commercial gyms and large commercial kitchens, and nominate necessary structural isolation and setdowns if necessary to accommodate the required isolated flooring. Alternatively, the report could provide guidance on restriction of commercial uses (eg. no gyms etc.).
  - Review any proposed outdoor patron areas and provide advice for managing impacts to existing and proposed apartments.
- Road traffic noise ingress – further detail of the road traffic noise measurements including the time and duration of measurements should be provided in the planning acoustic report. The calculated road traffic noise level at the most impacted residential façade/s should also be presented.

- Existing commercial noise – the current report demonstrates that noise from some equipment will be non-compliant at the subject development, but does not provide sufficient detail to enable the specific items of non-compliant equipment to be identified or options for addressing their non-compliance to be developed. Achieving compliant noise levels at the subject development is likely to be challenging and will potentially involve a number of parties. Given these complications, we recommend that this issue be further investigated and resolved during the planning stage of the development, with Council involvement.
- Existing loading dock noise and rubbish collection – Victoria Gardens has a number of loading docks and presumably other potentially noisy back of house areas in close proximity to the subject development. Noise from these areas has the potential to be non-compliant at the future apartments. An assessment of impacts should be provided in the acoustic planning report, taking into consideration the hours of operation of the service areas.

The report does not propose to assess existing commercial noise to internal criteria. Assessment of existing commercial noise to external criteria, as proposed by NDY, is best practice and we recommend that this approach be adopted insofar as it can be. However, if an assessment to internal criteria is proposed for any apartments, the criteria should be no greater than the Noise Protocol Part I internal limits, with the default effective indoor noise limit being equal to the external limit less 20 dB, and the assessment in accordance with the City of Yarra Guidelines, which includes consideration of external areas.

Yours faithfully

Dianne Williams
Principal – Acoustics

Checked/Authorised by: JA

Internal - City Strategy - Open Space Services
Formal Referral Request

Application Information	
Officer	Lara Fiscalini
Council Reference	PPE22/0103
Address	1-9 Doonside St, Richmond VIC 3121
Proposal	Victoria Gardens Expansion
Zone	MUZ - Mixed Use Zone Comprehensive Development Zone (Schedule 1)
Overlay(s)	EAO - Environmental Audit Overlay DDO9 - Design and Development Overlay - Schedule 9 DCPO1
Previously Referred	No - First Referral D22/121208 - S96A Application - Victoria Ga_xpansion - Architectural Plans_compressed D22/101086 - S96A Application - Victoria Gardens Doonside Expansion - Landscape - Final D22/101082 - S96A Application - Victoria Gardens Doonside Expansion - Public Realm Strategy D22/101063 - S96A Application - Victoria Gardens Doonside Expansion - Urban Context Report
Referral IREF22/00740 Due	15 June 2022

Please note the limited timeframe in providing these comments – the application is being assessed as a joint application/amendment by DEWLP, with Council provided with a restricted timeframe in which to form our position.

City Strategy - Open Space Services (Design)

Referral Type:

Council's Open Space Design (City Strategy) are requested to make comment on the following:

- Landscaping Plan (which shows landscaping proposed within the development's property boundary)
- Landscaping Plan and plant schedules
- Details for planter boxes and other furniture within laneways and communal open spaces
- Irrigation and maintenance
- Clause 58.03-5 landscaping objectives (soil volumes, deep soil planting). The following report may assist in this review. D22/121245 - S96A Application - Victoria Ga_ - Section 96A Planning Report_compressed

The application also seeks to amend the current wording of Schedule 1 to the Comprehensive Development Zone, please see link below. Whilst still in draft form, this references requirements to be considered for the landscaping aspect of the proposal. Could comments please reference this document as well.

D22/101127 - S96A Application - Victoria Gardens Doonside Expansion - PSA. Amend Doc - CDZ Schedule 1

Comments

I have reviewed the plans submitted by Arcadia Melbourne (Issue 6 - 8/04/2022) for the above planning application.

The plans show that landscaping and planting is shown on the ground level through to level 9.

General Design Stratgey
The design strategy starts well with acknowledgement of the Wurundjeri, but then is lacking in any follow through.

"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 biophilic connections*
- *Reveals opportunities for land management partnerships*
- *Cares for Country*
- *Respects first peoples through reconciliatory processes*
- *Creates unique neighbourhoods and facilitates civic stewardship"*

Consultant to advise:

- How have they “built upon existing ties with local First Nations organisations”?
- What has the “reconciliatory process of collaborative design” involved? Have they met with the Wurundjeri for an on-site discussion about what the land means to them?
- The landscape narrative talks about “Creation of a ‘river line’ referencing the flow of the Birrarung connecting through the public realm. River bends create spaces for people to slow down and occupy, while river straights encourage pedestrian movement and flow”. Elders would have reflections to add to the proposed ‘river line’ theme and other elements.
- There is opportunity for art, sculpture and plantings that express Wurundjeri values etc. The Wurundjeri would guide on this. Aside from the river line, the “Indigneous Design Strategy” doesn’t appear to shape other elements of the landscape plan (eg. canopy structures etc.). It is noted that all but one of the propsed trees within the development site are exotic.

Open Space Land Contributions

The Yarra Open Space Strategy, adopted by Council in September 2020, identifies the subject site as being in sub-precinct North Richmond C, located between Burnley Street, the Yarra River, and north of Bridge Road. This sub-precinct has a shortage of open space, primarily because of the significant forecast increase in its population. It is expected that an additional 3,600 residents and 1,234 workers will be living in this sub-precinct by 2031.

The Open Space Strategy therefore recommends that an additional Small Local open space be provided in the northwest of sub-precinct North Richmond C. To this end, it instructs that land contributions be sought from large development sites in this sub-precinct, in preference to cash contributions.

The subject site, 1-9 Doonside Street, presents Council with a unique and strategic opportunity to create a Small Local open space in a much-needed area. Given the total land parcel is 8,783sqm, this would equate to approximately 395.23 sq m.
The existing development proposal includes three small “open spaces”, however none of these spaces fulfils in full the developer contribution responsibility for this site for the following reasons:

a) They function primarily as connective spaces, forecourts, or licensed alfresco dining areas that service ground floor commercial tenancies and present limited community amenity or benefit. They do not appear to offer any significant public open space amenity for rest and relaxation due to pedestrian access requirements and public dining. It is not acceptable for outdoor dining to be in open space. Footpath dining in Yarra is provided within the road reserve.

b) They are extremely limited in size and offer little in the way of recreational diversity. The “Pocket Garden” and “Market Hall Square” consist largely of connecting pathways and small garden beds. “Doonside Plaza”, the largest of the spaces (276m2), is a predominantly hard space which, when the

adjacent pathways and seating areas that service commercial tenancies are subtracted, offers insufficient passive recreation opportunities.

c) All three of the spaces sit beneath canopy structures which service adjacent commercial uses (by definition, public open space is typically set aside for outdoor recreation, nature conservation and passive enjoyment and is open to the sky).

d) Doonside Plaza and Market Hall Square are both surrounded by towers and therefore have limited solar access – a key requirement for the provision of new open space in the Open Space Strategy.

e) Doonside Plaza has limited visibility from Burnley and Doonside Streets, which creates issues around the public's perception of the useability/accessibility of the spaces.

It is therefore requested that the development site be re-designed in such a way that ***a land contribution be provided specifically for the purpose of creating an appropriately sized, publicly accessible open space*** for the new population in this sub-precinct.

Criteria for new open space

In considering the incorporation of a new Small Local open space in the development, the following criteria should be met:

- One single large parcel of open space (min 395m2), rather than several fragmented spaces.
- Have a minimum width of 20 metres in one direction, and no boundary less than 10m in length (YOSS p 83).
- Should receive reasonable sunlight between 9am and 2pm on September 22. (YOSS p. 104) and be open to the sky.
- Should be located away from major or secondary arterial roads.
- Should be of shape and size which will be adequate for the proposed use having regard to the nature of open space in an inner-city environment.
- Should be located or capable of being designed to be subject to high degree of casual surveillance.

The following key landscape design principles apply to all new parks within the City of Yarra:

Local Identity - Create a network of parks that interpret the environmental values of the site to create a strong local 'sense of place'. The designs must also respond to the rich cultural and industrial heritage of the site.

Access - Ensure easy, safe, and appealing access for pedestrians and cyclists to the parks and into the broader Richmond neighbourhood and beyond.

Flexibility - Design open spaces to cater for a diverse range activity flexible enough to meet the needs of the current population and the next, as the area and its demographics evolve.

Safety - Create active and accessible places for all people with a high degree of both real and perceived safety. Ensure visibility from adjoining streets throughout a majority of each of the sites.

Environmental sustainability - Demonstrate a sustainable use of resources through the design of the park network in terms of plant and tree species selection, energy efficiency, water usage and materials selection; and

Accessibility – a design review is required by a DDA consultant for each of the park's design.

Levels 1 - 9 landscape plans

No comment provided at this stage, as these spaces are 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.

Capital Works:

There are no known planned / approved capital works around the site being led by the Open Space Planning & Design Team.

Landscape Architect: Fiona O'Byrne

Date: 23/6/2022

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Lara Fiscalini
Officer	Mark Pisani
Council Reference	IREF22/00739
Address	1-9 Doonside Street, Richmond
Application No.	PPE22/0103
Proposal	Referral - Internal – Development Engineering
Comments Sought	Victoria Gardens expansion

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
Cox Architecture	TP-10-01 *Survey Title Plan - As supplied by Veris*	2	28 March 2022
	TP-11-01 *Proposed Context Plan*	2	28 March 2022
	TP-11-02 *Proposed Site Plan*	2	28 March 2022
	TP-13-01 *Staging Plan – Basement 02*	2	28 March 2022
	TP-13-02 *Staging Plan – Basement 01*	2	28 March 2022
	TP-13-03 *Staging Plan – Ground Floor & Mezzanine Plan*	2	28 March 2022
	TP-13-04 *Staging Plan – Level 01*	2	28 March 2022
	TP-13-05 *Staging Plan – Level 01 & Mezzanine*	2	28 March 2022
	TP-13-06 *Staging Plan – Level 02*	2	28 March 2022
	TP-21-01 *Basement 2 Plan*	2	28 March 2022
	TP-21-02 *Basement 1 Plan*	2	28 March 2022
	TP-21-03 *Ground Floor& Mezzanine Plan*	2	28 March 2022
	TP-21-04 *Level 1 Plan*	2	28 March 2022

	TP-21-05 *Level 1 Mezzanine Plan* TP-21-06 *Level 2 Plan* TP-30-01 *Overall Elevations* TP-30-02 *Overall Elevations* TP-30-03 *Overall Elevations (Internal)* TP-30-04 *Overall Elevations (Internal)* TP-30-05 *Overall Elevations (Internal)* TP-30-10 *South Elevation-Zone A* TP-30-10 *South Elevation-Zone B* TP-30-13 *North Elevation-Zone B* TP-30-14 *East Elevation* TP-30-15 *West Elevation* TP-30-16 *South Elevation – Internal Looking North* TP-30-17 *North Elevation – Internal Looking South* TP-30-18 *East Elevation – Internal Looking East – 1* TP-30-19 *East Elevation – Internal Looking West – 2* TP-30-20 *West Elevation – Internal Looking East – 3* TP-30-21 *West Elevation – Internal Looking West – 4* TP-40-01 *Section A-A* TP-40-02 *Section B-B* TP-40-03 *Section C-C* TP-40-04 *Section D-D* TP-40-05 *Section E-E – Zone A* TP-40-06 *Section E-E – Zone B*	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	28 March 2022 28 March 2022
Stantec	Transport Impact Assessment Transport Review	B	13 April 2022 12 April 2022
Arcadia	Landscape Town Planning Package	6	8 April 2022

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme and Schedule 2 to the Comprehensive Development Zone, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Clause 52.06 Requirement*	CDZ1 Requirement	No. of Spaces Allocated
One-Bedroom Dwelling	456	853	1,258	484
Two-Bedroom Dwelling	369			
Three-Bedroom Dwelling	14			
Office	3,485 m^2	104	87	34
Shop	5,185 m^2	299	233	0
Food and Drink	1,914 m^2		144	
Hotel (Pub)**	1,446 m^2		50	
	Total	**1,256 spaces**	**1,772 spaces**	**518 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.

****** Since CDZ1 does not have a parking rate for the pub, Stantec has adopted the rate used in Clause 52.06-5 to determine the parking requirement for this use.

To reduce the number of car parking spaces, the method used determine the appropriateness of the car parking provision under Clause 52.06 could be adopted.

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	The residential dwellings would be provided with on-site parking at a rate of 0.577 spaces per dwelling (484 spaces for the 839 dwellings). Stantec has identified that the approved development at Lots 9 and 10 of Victoria Gardens, the on-site parking for the dwellings was approved at a rate of 1.0 space per dwelling. Prospective residents would know up-front whether the dwellings contain on-site parking. As with many large scale developments we have reviewed, a proportion of dwellings are not provided with any on-site parking. The provision of 0.577 spaces per dwelling is considered appropriate in this instance, as the development has very good links to public transport services, bicycle infrastructure and proximity to shops, supermarkets, businesses and essential facilities.
Parking Demand for the Office Use	The office would be provided with on-site parking at a rate of 0.98 spaces per 100 square metres of

	floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include: ▪ 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m^2 ▪ 51 Langridge Street, Collingwood – 0.54 spaces/100 m^2 ▪ 2-16 Northumberland Street, Collingwood – 0.89 spaces/100 m^2 The proposed office parking rate of 0.98 spaces per 100 square metres of floor area is considered appropriate as the site has very good access to public transport and seeks to encourage use of more sustainable forms of transport.
Parking Demand for the Shop, Food and Drink and Hotel (Pub) Uses	A retail parking demand rate of 3.0 spaces per 100 square metres of floor area has been adopted by Stantec, based on a previously approved rate. The on-site parking occupancy of the Victoria Gardens car park back in 2019 suggests that there would be sufficient capacity to accommodate the retail parking demand (256 spaces) within the existing car park.
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 – 300 metre walk ▪ Bridge Road trams – 600 metre walk
Multi-purpose Trips within the Area	Customers and clients to the development could combine their visit by engaging in other activities or business within the overall Victoria Gardens shopping centre.
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes, shops, supermarkets, 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

For the subject site, the following considerations 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.

Adequacy of Car Parking

From a traffic engineering perspective, the reduction in parking for the residential, office and retail uses is considered appropriate in the context of the development and the surrounding area. The on-site parking rates are fairly consistent with those approved/adopted for many large scale developments within Yarra.

The Engineering Referral team has no objection to the reduction in the car parking requirement for this site.

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
Residential	0.16 trips per space in each peak hour	77	77	77
Office	0.44 trips per space in each AM peak hour 0.36 trips per space in each PM peak hour	15	12	-
Retail	0.46 trips/100 m^2 in each AM peak hour 1.6 trips/100 m^2 in each AM peak hour 2.6 trips/100 m^2 in each Saturday peak hour	39	137	222
	Total	**131 trips**	**226 trips**	**299 trips**

The traffic generated by the residential and office components would be access the site via David Street and Doonside Street. The traffic generated by retail parking demand would use the existing shopping centre car park.

Trip Generation from Developments of the Surrounding Area

Stantec has tabulated the trip generations from recently approved developments within the surrounding area. The rates adopted by Stantec to estimate the trip generation for the developments are somewhat lower than the rates we would have adopted. For example the development at 171 Buckingham Street was approved with a peak hour trip generation of 49 trips per peak hour (as opposed to 36 trips per hour). Overall, the traffic volumes provided by Stantec give an indicative snapshot of trips generated by the surrounding developments.

The trip generations provided by Stantec did not include the land at 81 Burnley Street, the former 'Harry the Hirer' site. Whilst a development proposal has not been formally lodged with Council for that site, an estimated trip generation from this land could have been factored into Stantec's summation of trip generations.

Intersection Analysis

To assess the traffic impact of the surrounding intersections, Stantec had used traffic volume data from 2016, which would now be considered outdated (please see Traffic unit's comments below). The SIDRA analysis of the surrounding intersections needs to be revisited by sourcing more recent traffic volume data.

Additional Comment from Council's Traffic

Council's Traffic unit (Karen Wong, Acting Coordinator Traffic) has also reviewed the proposal and provides the following comment:

Item	Traffic Unit's Comment
Existing Volume Data	The existing volumes (2016) should be validated with more recent surveys to account for current conditions. Especially since there would be changes after COVID.
River Boulevard	The proposed traffic generation proposed is pushing River Boulevard beyond 3,000 vehicles per day. Is the current signal phasing adequate? Please provide for modelling of that intersection.
Doonside Street/Burnley Street Intersection	Similarly Doonside and Burnley is likely to be signalised due to the various development in the area. Please ensure they include the proposed for Harry the Hirer. I have attached the draft signal layout [a separate pdf file which is to be read in conjunction with this item]. Note that it is likely to change.
Delivery and Waste Collection Movements	More information of delivery and waste collection movement. What are the expected truck sizes and demonstrate if current and potential future settings (include the signalisation of Doonside and Burnley) can accommodate the anticipated movements.
Pedestrian Crossing – Doonside Street	Details of the proposed pedestrian crossing will need to be provided as parking on the south side of Doonside Street will likely to be removed. Also any lighting requirement will need to be considered as part of this development (DoT approval required).

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Basement Ramp West Side of David Street	The development entrance has a carriageway width of 6.5 metres with additional 300 mm wide kerbs, which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Development Entrance – Ramp to Level 1 Car Park West Side of David Street	The entrance leading up to Level 1 Car Park has a carriageway width of 5.8 metres with additional 300 mm wide kerbs, which satisfies AS/NZS 2890.1:2004.
Visibility	A pedestrian sight triangle has not been superimposed for the basement car park entrance. A pedestrian sight triangle has not been provided at the exit lane for the entrance to the Level 1 car park of Building 6.
Headroom Clearance	Not dimensioned on the drawings.
Internal Ramped Accessways	The ramped accessway between Basement 1 and Basement 2 have clear individual lane widths of 3.25 metres which satisfy AS/NZS 2890/1:2004. The internal ramped accessway within the car park of Building 6 has a carriageway width of 5.8 metres with 300 mm wide additional kerbs, which satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 to 3.0 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Tandem Parking Sets	The 10.3 metre lengths of the tandem parking sets satisfy *Design standard 2*.
Accessible Parking Space	Accessible parking spaces have not been provided
Aisles	The aisle widths range from 5.7 to 7.875 metres, which satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Columns are positioned outside of parking space clearance envelopes as required by *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.
Clearances to Walls	Spaces adjacent to walls have been provided with 300 mm clearances, which satisfy *Design standard 2.*
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	Entrance to Basement Ramp: The ramp profile from the west alignment of David Street comprises a flat section of 2.5 metres followed by a ramp grade of 1 in 20 extending for 6.8 metres. Entrance to Car Park of Building 6: The ramp profile for the first 5.0 metres inside property is flat.

	The ramp grades within the first 5.0 metres for both access points satisfy *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	
Vehicle Entry and Exit Movements Entrances off David Street V162221-AT07-01*****	The swept path diagrams for a B99 deign vehicle and an oncoming B85 design vehicle entering and exiting the two entrances off David Street are considered satisfactory.
Medium Rigid Vehicle Ingress and Egress Retail Loading Dock V162221-AT07-02 V162221-AT07-03	The swept path diagrams for an 8.8 metre long medium rigid vehicle entering and exiting the development via David street and manoeuvring into and out of the retail loading dock are considered satisfactory.
Small Rigid Vehicle Ingress and Egress Retail Loading Dock V162221-AT07-04 V162221-AT07-05	The swept path diagrams for 6.4 metre long small rigid vehicle entering and exiting the development via David street and manoeuvring into and out of the retail loading dock are considered satisfactory.
Vehicle Passing Movements Basement 1 V162221-AT05-01	The vehicle passing movements of a B99 design vehicle and an oncoming B85 design vehicle at the top of the internal ramp in Basement 1 are considered satisfactory.
Vehicle Passing Movements Basement 2 V162221-AT06-01	The vehicle passing movements of a B99 design vehicle and an oncoming B85 design vehicle within Basement 2 are considered satisfactory.
Truck Manoeuvrability Retail and Residential Loading Docks Basement 2 V162221-AT03-01 to V162221-AT03-13	The swept path diagrams for a small rigid vehicle, a medium rigid vehicle and a 10.8 metre long hooklift vehicle access and egressing the retail and residential loading docks in Basement 2 are considered satisfactory.
Other Items	
Loading Arrangements	The areas set aside for the loading docks in Basement 2 and the retail loading bay adjacent to the main accessway (near the David Street entrance) are considered satisfactory.
Vehicle Crossing Ground Clearance	A vehicle crossing ground clearance check is to be undertaken for each newly constructed 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 – Entrances off David Street	A pedestrian sight triangle measuring 2.0 metres by 2.5 metres is to be superimposed for the exit lane of the basement car park entrance. Since no pedestrian sight triangle has been provided for the exit lane at the entrance to Level 1 car park of Building 6, a convex mirror is to be installed.
Headroom Clearance	The headroom clearances at the development entrances off David Street have not been dimensioned on the drawings.
Accessible Parking Spaces	The applicant is to confirm whether accessible parking spaces are required for the development (particularly for the office users).
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, David Street. 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.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
General	
Impact on Council Road Assets during Construction	The construction of the new buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site. It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for employees, visitors and other users of the site.
Council Laneways	
Council Laneways within the Development Site	A check of Council's GIS and the City of Yarra's *Register of Public Roads* indicates that there are currently two Council controlled laneways within the development site, as shown in the snippet below (coloured red): The east-west aligned laneway adjacent to the land at 53 Burnley Street is laneway 3064 and the north-south aligned lane abutting the rears of 65 to 77 Burnley Street is laneway 705. As part of the landscaping works, the laneways are effectively being privatised. As a consequence, the laneways would no longer function as 'roads' and should be discontinued via a formal process under the provisions of the *Local Government Act* 1989.

	We will not approve the works as proposed for the laneways should they remain under Council ownership/control. If the laneways are retained as Council assets, they must be reconstructed to Council standard and in accordance with Council's *Road Infrastructure Materials Policy*, and be accessible for vehicles, bicycles and pedestrians.
Frontage Roads along Development Site	
Kerb and Channel Reconstruction Footpath Reconstruction	Construction works at the site and the occupation of the footpaths during works will impact on the condition of the footpaths and kerb and channel. The provision of underground utilities often require open cut trenches to be made – which result patch-work reinstatements. The Permit Holder is to reconstruct the footpaths and kerb and channel along the property's Burnley Street, Doonside Street and David street road frontages. The reconstructed footpaths (in sawn bluestone pavers) must have cross-falls of 1 in 40.
Pavement Re-sheeting	Heavy vehicle movements and activities made by plant often scour and deteriorate the condition of the road pavement – noticeable by cracking, dislodging of material/stones and heaving in the pavement. The Doonside Street and David Street road pavements are to be re-sheeted upon the completion of works. Any areas of pavement failure are to be reinstated with full-depth road pavement in accordance with Council requirements.
Removal of Redundant Vehicle Crossings	All redundant vehicle crossings are to be demolished and reinstated with paving, kerb and channel.
Removal of Redundant Property Drains	Redundant property drains under the footpaths must be removed and reinstated to Council's satisfaction.
Undergrounding of Electricity – Doonside Street	The applicant is to underground electricity along the north side of Doonside Street to the satisfaction of the relevant power authority and Council. The undergrounding of power must not interfere with the tree root zones and irrigation systems for the trees.
Engineering Design	
Inception Meeting between the Applicant's Civil Engineering Consultant and Council's Civil Infrastructure Team	Before the preparation of the detailed engineering design commences, the applicant must convene an inception meeting with Council's Civil Infrastructure team to discuss the civil engineering and drainage design aspects of the infrastructure works associated with the development.
Detailed Engineering Design	The applicant must submit detailed engineering design drawings of all infrastructure works associated with the development to Council for assessment and approval.
Proving of Underground Utilities	The applicant must locate and prove all underground utility services within the road reserves fronting the development.
Indented Parking Areas – Doonside Street	The design of the indented parking areas along the north side of Doonside Street is to be in accordance with the Australian/New Zealand Standard AS/NZS 2890.5:2020 *Parking facilities Part 5: On-street parking*.

Legal Point of Discharge (LPD)	A Council drain capacity assessment and catchment analysis is required to determine if the site's LPD can be discharged to a Council drain. A detailed drainage design, together with hydraulic and hydrological calculations, is also required to be submitted to Council for assessment and approval. To assist the applicant, base maps showing the existing drainage infrastructure surrounding the site have been appended to this memo.
Public Lighting	A lighting consultant is to be engaged to provide a lighting report detailing the following: ▪ Existing lighting conditions. ▪ Proposed temporary lighting solution. ▪ Proposed permanent lighting solution. ▪ Lighting that needs to be removed/replace as part of development and rationale behind this. ▪ Lighting category to be used for any proposal and rationale behind this (usually P4 lighting level). Plans to be provided should include: ▪ Existing lighting conditions should be shown for comparison against proposed lighting conditions. ▪ Temporary and Permanent Lighting Plan/Proposal to be provided in accordance with the below standards: o AS1158.1.1 and AS1158.3.1:2020 – should be shown on a lux diagram plan with lighting arrangements (i.e. fixture, category of lighting, whether poles are proposed or not, height clearances etc) o AS4282:2019 – lux diagram showing light spill levels against any habitable windows in surrounding area o Lighting calculations for existing and proposed in accordance with relevant standard requirements from AS1158.1.1 & AS1158.3.1 o Lighting consultant statement of lighting level proposed/existing in accordance with AS1158.3.1:2020 (1158.1.1)(light technical parameters) – usually lux diagram, tables & statement o Should be particularly provided for the laneway sections given there are plaza/courtyard areas proposed which would attract pedestrians (or will these be private?) ▪ Poles to be removed/replaced as part of works.
Other Items	
Pedestrian Crossing – Doonside Street	The applicant is to coordinate with other developers in relation to infrastructure works in Doonside Street, particularly the possible new pedestrian crossing in Doonside Street (outside the Harry The Hirer site).
Finished Floor Levels	The finished floor levels of all pedestrian entrances of the development must be designed to match the design levels at the DDA footpaths (i.e. – back of footpath levels, along the property lines). The applicant may need readjust levels internally if required.

GENERAL ENGINEERING CONDITIONS

Civil Works

Upon the completion of all building works and connections for underground utility services,

- The kerb and channel along the property's Burnley Street, Doonside Street and David Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpaths along the property's Burnley Street, Doonside Street and David Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The road pavements along the property's Doonside Street and David Street road frontages are to be re-sheeted to Council's satisfaction and at the permit holder's cost. Any areas of pavement failure associated with the development works shall require full depth pavement reinstatement.
- All redundant property drain outlets from the site into the road reserve must be removed and reinstated with infrastructure to Council's satisfaction at the Permit Holder's cost.
- All redundant vehicle crossings must be demolished and reinstated with paving, nature strip and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- The developer must prepare and submit detailed engineering design drawings of all road infrastructure works associated with this development to Council for assessment and approval.

Vehicle Crossings

- At the design phase of the development (before construction), the finished floor levels of the slab or accessway must be first designed/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 via the frontage road.
- 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.

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.

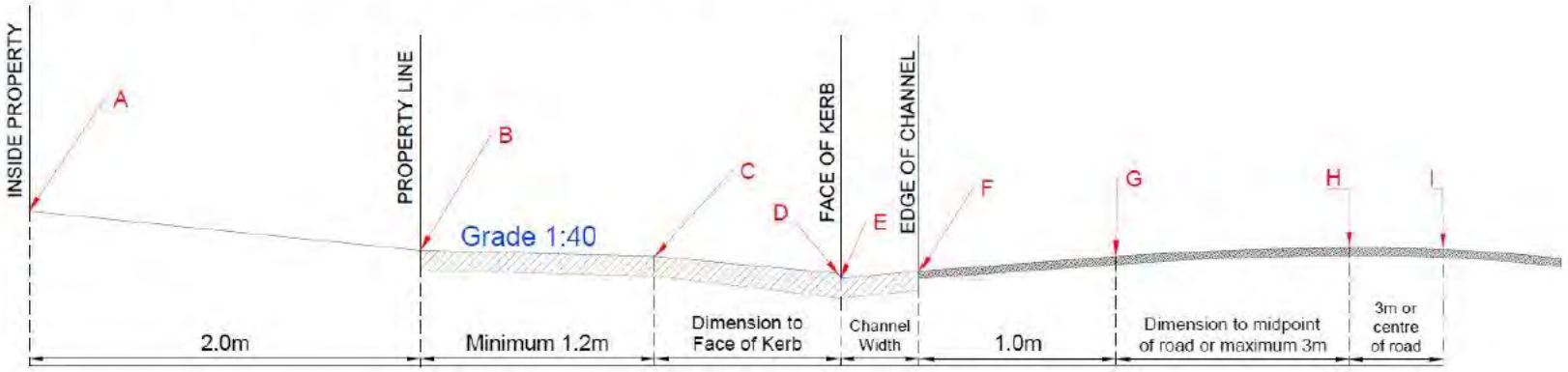
Engineer:	Mark Pisani
Signature:	
Date:	16 June 2022

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.



EXISTING DRAINAGE NETWORK – Burnley Street Frontage

EXISTING DRAINAGE NETWORK – Doonside Street and David Street Frontages

Development Engineering Formal Referral Response

STAGING OF DEVELOPMENT WORKS

Item	Assessment
Waste Collection	
Waste Collection Activities	For temporary routes and arrangements for waste collection vehicles servicing the stages should be sought from Council's City Works – Waste Management team.
Information to be Provided for the Proposed Staging by the Developer	
Pedestrian and Vehicle Access Strategy	A pedestrian and vehicle access strategy should be prepared and submitted for all phases of the staging.
Drainage Scheme	The applicant is to confirm a drainage scheme to suit proposed staging. Drainage is to be considered throughout the development it in entirety rather than in isolation.
Construction Management Plan	It is understood that a Construction Management Plan will be submitted for the development. The staged construction of the development needs to be considered in the CMP.
Provision of Utilities	As with the provision of drainage infrastructure, utility services will need to be completed across the whole development and may not be able to be staged in isolation.

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Lara Fiscalini
Officer	Mark Pisani
Council Reference	IREF22/00739
Address	1-9 Doonside Street, Richmond
Application No.	PPE22/0103
Proposal	Referral - Internal – Development Engineering
Comments Sought	Victoria Gardens Expansion; Car Parking Overlay

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
Urbis	Section 96A Planning Report		October 2022
Stantec	Traffic Impact Assessment Victoria Gardens Precinct – Revision to Schedule 1 to the Comprehensive Development Zone (CDZ) & Addition of New Car Parking Overlay – Transport Review	C	15 July 2022 15 July 2022

Schedule 1 to the Comprehensive Development Zone

Item	Details
Background	
Proposed Car Parking Overlay	Comment is sought from the Engineering Referral team on the appropriateness of a new car parking overlay for Victoria Gardens.
Car Parking Overlay	
Parking Rates	The proposed car parking overlay would apply new maximum car parking rates for the various uses on the site, as follows: ▪ Office – 2 spaces/100 m^2 of net floor area ▪ Shop* - 3 spaces/100 m^2 of net leasable area ▪ Dwelling – 1 space to each dwelling ▪ Food and drink premises - 3 spaces/100 m^2 of net leasable area All other rates that are listed in Table 1 of Clause 52.06-5 (column B) would apply. * includes restricted retail use.
Proposed Development	The updated Transport Impact Assessment has used the proposed parking rates from the car parking overlay. The rates are not dissimilar to those of listed in Schedule 2 of the Comprehensive Development Zone. Table 7.2 of the report indicates that the maximum car parking requirement would be 1,164 car parking spaces. The on-site car parking provision of 518 spaces remains unchanged from the previous revision.
Appropriateness of the Car Parking Overlay	The current parking rates for the Comprehensive Development Zone are minimum parking rates. The use of maximum parking rates in a car parking overlay aims to potentially limit vehicle trip generation and limit the growth of vehicle demand on the surrounding road network. Having a finite supply of on-site parking would encourage the use of more sustainable forms of transport. The Victoria Gardens precinct is well serviced by public transport and bicycle infrastructure. In light of the above, the Engineering Referral team has no objection to the use of a car parking overlay for Victoria Gardens.

Engineer: Mark Pisani

Signature:

Date: 24 October 2022

Civil Works
Formal Referral Response

Application Information	
Referral Officer	Lara Fiscalini
Officer	Atha Athanasi
Council Reference	PPE22/0103
Address	1-9 Doonside St, Richmond VIC 3121
Proposal	Victoria Gardens Expansion
Comments Sought	Statutory Planning Referral memo: D22/122606

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.

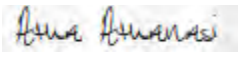
Comments

The waste management plan for The Victoria Gardens Doonside expansion, 1-9 Doonside St, Richmond authored by WSP and dated 07/04/2022 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Up to Seven collections per stream as outlined in the retail MM004 plan is excessive and should be reduced.
2. The 660 litre bins proposed for the residential glass stream may not be appropriate due to weight constraints, please review as this may impact the bin configuration, space requirements and design of the waste system.
3. Food waste diversion from this site must be conducted via private contractor, please remove reference to future Council organic collection.

Officer: Atha Athanasi

Signature: 

Date:07/067/2022

MEMO

To:	Lara Fiscalini (Statutory Planning)
From:	John Williams (Urban Design)
Date:	02 March 2023
Site Address:	1-9 Doonside St, Richmond VIC 3121
Application No:	PPE22/0103
Proposal:	Victoria Gardens Expansion
Comments Sought:	D22/122403 - IREF22/00734 - Internal Referral Formal Request

COMMENTS SOUGHT

Urban Design comments have been sought on indicative costing for the proposed raised pedestrian crossing of Doonside Street adjacent to the Market Square building entrance.

URBAN DESIGN COMMENTS

Based off benchmarking of similar projects we estimate that the Market Square entrance raised pedestrian crossing works would cost approximately $150,000. We would recommend including a $25,000 contingency on top of this.

ESD Formal Referral Response

Application Information	
Referral Officer	Lara Fiscalini
Officer	Gavin Ashley
Council Reference	PPE22/0103
Address	1-9 Doonside St, Richmond VIC 3121
Proposal	Victoria Gardens Expansion
Comments Sought	Click here to view the link to the Statutory Planning Referral memo: **D22/122764**

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:

- The SMP and WSUD reports submitted with the application

In assessing this application, the following documents were reviewed:

- Sustainability Management Plan prepared by Norma, Disney & Young (Rev 1.7 – 01.04.2022)
- Architectural Plans prepared by COX Architecture (Rev 2 – 28.03.2022)
- Stormwater and Sustainable Design Assessment prepared by Bonacci Group Pty. Ltd. (28.03.2022)
- Waste Management Plan prepared by WSP (Rev 6 – 07.04.2022)

Comments

The standard of the submitted ESD does not meet Council's Environmental Sustainable Design (ESD) standards.

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:

ESD commitment / deficiency	Condition and Reason
1	
2	
3	

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

- A formal Green Star 5-star certification under Design & As-Built v1.3. The project is formally registered with the GBCA (SMP, p. 2).
- A project-specific Climate Adaptation Plan will be developed for the project (SMP, p. 5)
- The project aims for an average of 7-stars NatHERS rating throughout, and cooling loads <30MJ/sqm (SMP, p. 8).
- Lighting power density is reduced by at least 10% below Green Star requirements (SMP, p. 9).
- The non-residential areas will achieve at least 10% improvement on NCC 2019 requirements (SMP, p. 9).
- 40 bicycle parks will be installed with accompanying end-of-trip facilities (showers, lockers, and change rooms) for the project's co-work & retail component, including 9 showers and 60 lockers (SMP, p. 10).
- 846 bicycle parks will be installed for the residential towers, and at least 26 electric vehicle charging facilities will be installed, comprising 5% of residential car spaces (SMP, p. 10).
- A 30kL rainwater collection system will be provided, collecting rainwater from rooftops and re-using for landscape irrigation, and toilets (SMP, p. 11).
- The Architect and Head Contractor will ensure that at least 6% of all civil, architectural, and structural products (by cost) meet transparency and sustainability requirements to achieve 2 points in the Sustainable Products Calculator (SMP, p. 12).
- A 90% demolition and construction target has been confirmed (SMP, p. 12).

(2) Application ESD Deficiencies

- The SMP concedes that a small number of upper floor apartments 'with large floor plans and exposed facades, may exceed the suggested NatHERS maximum cooling load of 30 MJ/sqm (SMP, p. 9).
    - Design considerations should be made to ensure cooling loads to not exceed 30MJ/sqm. While the *average* may be under this, the standard is there to ensure no individual occupants are exposed to excessive energy costs as our climate becomes hotter.
- Improve the external shading strategy for north and west facing glazing not underneath balcony areas, particularly upper levels (above level 3).
- Given the scale of the development, the approach to on-site renewable energy should be revised. There are significant opportunities to aggregate energy demand across the development.

(3) Outstanding Information

- Confirm provision of operable windows throughout and provide elevations or plans to support claim.
- Prior to construction, provide a preliminary JV3 report to support claim (given NatHERS pathway has been selected in GS).
- Confirm use of electric heat pumps for hot water throughout.
- Clarify reduction in peak energy demand as a result of building fabric.
- Revise commitment and wording around heating and cooling systems to be 'within one star of best available', and clarify HVAC proposed for commercial area
- Clarify ventilation strategy for the basement car parks.
- Clarify whether individual tenancies and dwellings will be metered.
- Provide MUSIC modelling (as indicated in the SMP) within a revised Stormwater Report to support claim.
- Include details within revised Stormwater Report to support stormwater discharge claims.
- Include details of stormwater catchment areas within revised Stormwater Report to support stormwater diversion claims.
- Include details of required stormwater treatment within the revised Stormwater Report.
- Provide clear targets around portland cement reduction, noting that 30% is a recognised industry standard, with the inclusion of fly ash increasing durability
- Clarify misalignment between SMP which states 517 residential parks and plans that indicate 518.
- Provide a Green Travel Plan.
- Efforts should be made to organise private collection for residential organic collection prior to the City of Yarra's service.

(4) ESD Improvement Opportunities

- Consider extending all electric to the commercial component and showing industry leadership.
- Consider extending water reuse strategy to service commercial toilet flushing.
- Consider increasing size of tank to service more water needs within the commercial component of the development.
- Consider using materials and designing components to assist with disassembly and adaptive reuse (see Future Arena in Rio).
- Consider a partnership to locate a car-share pod within residential parking, or within broader parking scheme to provide alternatives to private vehicle ownership.

Recommendations

The applicant is required to address the items identified as ESD deficiencies or outstanding information, and consider the ESD improvement opportunities.

ESD Officer: ASHLEYG

Signature: Gavin Ashley

Date: 21.06.2022

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.

Sustainable Management Plan (SMP)

for planning applications being considered by Yarra Council

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	Operable windows to every bedroom and living area are mentioned in the preliminary NatHERS modelling (SMP, p. 16). The BADS assessment suggests compliance in terms of cross-ventilation (TP-58-81).	Confirm provision of operable windows throughout and provide elevations or plans to support claim.	3
Daylight & Solar Access	The GS pathway indicates that at least 40% of the nominated area will achieve high levels of daylight (SMP, p. 20), with modelling provided to suggest 80% of living areas to have DF>1.0 and 80% of bedrooms with a DF>0.5 (SMP, p. 22).	Satisfactory.	1
External Views	At least 60% of the nominated area has a clear line of sight to a high quality internal or external view (SMP, p. 20).	Satisfactory.	1
Hazardous Materials and VOC	At least 95% of all paints, adhesives, sealants, and carpets used in the building will meet the Total Volatile Organic Compound (TVOC) limits stipulated by the GBCA. 95% of engineered wood to meet formaldehyde limits specified by the GBCA (SMP, p. 7).	Satisfactory.	1
Thermal Comfort	Predicted Mean Vote (PMV) levels between -1 and +1 and 7-star NatHERS through building fabric, glazing and mixed mode ventilation (SMP, p. 8).	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	The non-residential areas will achieve at least 10% improvement on NCC 2019 requirements	Prior to construction, provide a preliminary JV3 report to support claim (given NatHERS pathway has been selected in GS).	3
Thermal Performance	The project aims for an average of 7-stars NatHERS rating throughout the residential component (SMP, p. 8).	Satisfactory.	1
Greenhouse Gas Emissions	No specific reductions provided, however the SMP states that the project will be Net Zero Carbon Emission for all residential common area and back of house services through a combination of passive design strategies, high performance facades and services strategies, on-site renewable energy, purchase of off-site renewable energy and carbon offsetting (SMP, p. 2).	Satisfactory.	1
Hot Water System	No information has been provided in the SMP. The plans indicate heat pumps (TP-21-17).	Confirm use of electric heat pumps for hot water throughout.	3
Peak Energy Demand	No information has been provided.	Clarify reduction in peak energy demand as a result of building fabric.	3
Effective Shading	While the use of balconies provides shading throughout, there remains vast amounts of glazing in living rooms and bedrooms exposed, particularly on the north and west façade.	Improve the external shading strategy for north and west facing glazing not underneath balcony areas, particularly upper levels (above level 3).	2
Efficient HVAC system	The SMP states that air conditioning systems for cooling will have a minimum 3-star	Revise commitment and wording around heating and cooling systems to be 'within	3

	energy rating (SMP, p. 9). It is not clear what HVAC system is proposed for commercial areas.	one star of best available', and clarify HVAC proposed for commercial area.	
Car Park Ventilation	No information has been provided.	Clarify ventilation strategy for the basement car parks.	3
Efficient Lighting	Lighting power density is reduced by at least 10% below Green Star requirements in addition to automated light systems and energy efficient LEDs (SMP, p. 9).	Satisfactory.	1
Electricity Generation	No rooftop solar PV system proposed.	Given the scale of the development, the approach to on-site renewable energy should be revised. There are significant opportunities to aggregate energy demand across the development.	2
Other	All-electric building services for the residential component, eliminating the use of natural gas and other fossil fuels (SMP, p. 2).	Satisfactory. Consider extending all electric to the commercial component and showing industry leadership.	1 / 4

* **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	Water efficient fixtures and fittings (SMP, p. 10): • 5 star WELS taps • 4 star WELS toilets, • 3 star WELS showers (maximum 7.5L/min), • 5 star WELS urinals, • 4 star WELS clothes washing machines, and • 5 star WELS dishwashers	Satisfactory.	1
Water for Toilet Flushing	A 30kL rainwater collection system will be provided, collecting rainwater from rooftops and re-using for landscape irrigation, and toilets (SMP, p. 11).	Satisfactory. Consider extending strategy to service commercial toilet flushing.	1 / 4
Water Meter	The SMP states that metering will be included to monitor all major energy and water uses (>5% energy, >10% water) for the project, and all different functional spaces (different usage profiles) will be separately metered (SMP, p. 19).	Clarify whether individual tenancies and dwellings will be metered.	3
Landscape Irrigation	As above.	Satisfactory.	1
Other	The fire protection system will not expel water for testing (SMP, p. 11).	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: 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	No STORM or MUSIC modelling provided yet, however the GS pathway claims credit 26.2 *for Stormwater Pollution Targets* (SMP, p. 24).	Provide MUSIC modelling (as indicated in the SMP) within a revised Stormwater Report to support claim.	3
Discharge to sewer	GS credit 26.1 *Stormwater Peak Discharge* has been claimed, indicated that the post-development peak Average Recurrence Interval (ARI) event discharge from the site will not exceed the pre-development peak ARI event discharge.	Include details within revised Stormwater Report to support stormwater discharge claims.	3
Stormwater Diversion	No specific details provided.	Include details of stormwater catchment areas within revised Stormwater Report to support stormwater diversion claims.	3
Stormwater Detention	A 30-kL rainwater tank has been proposed.	Satisfactory. Consider increasing size to service more water needs within the commercial component of the development.	4
Stormwater Treatment	No specific details provided.	Include details of required stormwater treatment within the revised Stormwater Report.	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	The Architect and Head Contractor will ensure that at least 6% of all civil, architectural, and structural products (by cost) meet transparency and sustainability requirements to achieve 2 points in the Sustainable Products Calculator (including recycled materials) (SMP, p. 14).	Satisfactory.	1
Embodied Energy of Concrete and Steel	The SMP mentions that steel and portland cement content will be reduced, however does not specify a target (SMP, p. 14).	Provide clear targets around portland cement reduction, noting that 30% is a recognised industry standard, with the inclusion of fly ash increasing durability.	3
Sustainable Timber	At least 95% of all timber used in the building and construction works is reused or sourced from FSC or PEFC (SMP, p. 14).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider using materials and designing components to assist with disassembly and adaptive reuse (see Future Arena in Rio).	4
PVC	At least 90% of all permanent formwork, pipes, flooring, blinds, and cables installed will be non-PVC alternative materials and have an Environmental Product Declaration (EPD) or will meet the GBCA's Best Practice Guidelines for PVC (SMP, p. 14).	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: 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 reduction in the statutory car parking requirements will be provided for the residential element (518 spaces total for 839 apartments).	Clarify misalignment between SMP which states 517 residential parks and plans that indicate 518.	3
Bike Parking Spaces	846 bicycle parks will be installed for the residential towers, with 40 spaces provided for the commercial component (SMP, p. 10).	Satisfactory.	1
End of Trip Facilities	For the office component, EoT facilities are provided in the form of 9 showers and 60 lockers (SMP, p. 10 & TP-21-03).	Satisfactory.	1
Car Share Facilities	No information has been provided.	Consider a partnership to locate a car-share pod within residential parking, or within broader parking scheme to provide alternatives to private vehicle ownership.	4
Electric vehicle charging	At least 26 electric vehicle charging facilities will be installed, comprising 5% of residential car spaces (518 residential car spaces total) (SMP, p. 10).	Satisfactory.	1
Green Travel Plan	No Green Travel Plan provided at time of assessment.	Provide a Green Travel Plan.	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	The SMP states that the Head Contractor will be required to ensure that at least 90% of construction and demolition waste (excluding hazardous waste) is diverted from landfill. This is likely to be fulfilled by engaging a commingled waste contractor who will perform offsite waste segregation (SMP, p. 12).	Satisfactory.	1
Operational Waste Management	An operational Waste Management Plan has been provided, with multiple residential and commercial waste rooms throughout.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	For the residential component; commingled recycling and e-waste/hard-waste provided with glass and organics listed as 'future provision'. For the commercial component; Commingled Recycling, Cardboard, Glass, Organics (via macerator), Waxed Cardboard, Polystyrene, Secure Paper, Soft Plastics, Cooking Oil, Hard Waste and E-waste (WMP, p. 11).	Efforts should be made to organise private collection for residential organic collection prior to the City of Yarra's service.	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: 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 developed.	Satisfactory.	1
Maintaining / Enhancing Ecological Value	Approximately 3,535 sqm of publicly accessible open space of which 1,190 sqm of 6.55% is for green areas (Landscape Plan, p. 58), 6.14% of the site as deep soil zones (p. 59). In addition, 3,205 sqm (17.63%) for residential communal open spaces and 733 sqm (4.03%) for green roofs (p. 85).	Satisfactory.	1
Heat Island Effect	At least 75% of the site will comprise vegetation or roofing materials with a three-year Solar Reflectance Index (SRI)>64, hard-scaping elements with a three-year SRI>34 and/or areas shaded by vertical building elements at the summer solstice (SMP, p. 13).	Satisfactory.	1
Other	Cross sections and soil depths provided in the Landscape Plan.	Satisfactory.	1
Green wall, roofs, facades	Green roof provided as per summary above.	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*
Innovation Challenge – Financial Transparency	The project will disclose and comprehensively itemize design, construction, documentation, and project costs.	Satisfactory.	1
Innovation Challenge – Contractor Education	Training will be provided to contractors and subcontractors regarding core concepts of global warming, climate change and the health impacts of minimum building practices.	Satisfactory.	1
Innovation Challenge – High Performance Site Offices	The site offices will aim for high sustainability performance. These will achieve 75% of the High-Performance Site Office Checklist requirements.	Satisfactory.	1
Innovation – Global Sustainability	The following preapproved Innovation credits for 30E Global Sustainability will be sought: 30E BREEAM Design for Robustness, 30E Green Star Performance: Green Cleaning, 30E Green Star Performance: Procurement and Purchasing 30E Green Star Performance: Groundskeeping Practices	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: 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	Minimum 12 month building tuning will take place, from occupancy with quarterly measurement and adjustments (SMP, p. 18).	Satisfactory.	1
Building Users Guide	The contractor will be required to produce building user information in language that can be understood by all relevant stakeholders (SMP, p. 5).	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	The head contractor will have an ISO14001 certified Environmental Management System and be required to implement a project-specific Environmental Management Plan in place for construction, in line with best practice guidelines (SMP, p. 5).	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

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.

URBIS

VICTORIA GARDENS EXPANSION

SECTION 96A PLANNING REPORT

Prepared for:

VICINITY MANAGER PTY LIMITED IN ITS CAPACITY AS TRUSTEE OF THE VICTORIA GARDENS RETAIL TRUST

October2022

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0015257
Report Version	October 2022

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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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INTRODUCTION

This report has been prepared by Urbis on behalf of Vicinity Management Pty Ltd Limited in its capacity as trustee of the Victoria Gardens Retail Trust, as part of the Section 96A Planning Application for a combined planning scheme amendment, and a permit application.

The planning scheme amendment (Victoria Gardens Expansion shown in blue in Figure 1) relates to the overall site with specific changes associated with the Doonside Precinct and the River Boulevard Precinct. The permit application relates only to the Doonside Precinct at No. 1-9 Doonside Street, Richmond.

Figure 1 – Victoria Gardens Comprehensive Development Areas Map

The Doonside Precinct is located immediately to the south of the existing Victoria Gardens Shopping Centre in the City of Yarra, and is bound by Burnley Street to the west, David Street to the east and Doonside Street to the south. The 1.81Ha site, comprising seven land parcels, is strategically located adjacent to the Shopping Centre, presenting a significant opportunity to rejuvenate, not only the subject site to create a truly mixed-use precinct and connected community, but contributing to the evolution of the surrounding urban environment.

The River Boulevard Precinct is located to the north-east of the Doonside Precinct and to the east of the existing Victoria Gardens Shopping Centre. It is bound by Victoria Street to its north, the Yarra River to its east, with David Street intersecting it at its southern end. It is essentially separated into four parcels, being centrally divided by River Boulevard, with Vickers Drive creating an east-west connection. The incorporation of this precinct within the planning scheme amendment will enhance the permeability of the area and provide connections through generous public realm contributions.

Planning Scheme Amendment (PSA) – Victoria Gardens Expansion (Doonside & River Boulevard Precincts Only)

Under existing conditions, the Victoria Gardens Expansion area is affected by two zones (Mixed Use Zone) and the Comprehensive Development Zone, Schedule 1 (CDZ1). Within the CDZ1 there are several restrictions including mandatory height controls and a sensitive use buffer which prohibits residential use on a portion of the overall site.

As part of the PSA, the proposal generally seeks to (further detail provided in the body of the report):

- Rezone the existing Mixed-Use Zone (MUZ) land located within the Victoria Gardens Expansion area to the Comprehensive Development Zone, Schedule 1 (CDZ1).
- Replace Schedule 1 to the CDZ with a new Schedule 1. The new CDZ Schedule will provide a new Comprehensive Development Plan (CDP) for the Victoria Gardens Expansion area and will amend the height controls for the Doonside and River Boulevard Precincts, delete the car parking controls, and delete the Sensitive Use Buffer. The new CDP will include additional pedestrian connectivity throughout the site, and publicly accessible spaces.
- As a consequential result of the re-zoning, Schedule 9 to the Design and Development Overlay will need to be deleted from the previous MUZ land.
- As a consequential result of deleting the car parking controls, these have been inserted in a new parking overlay (Parking Overlay – Schedule 2) which will be introduced.
- Apply the Environmental Audit Overlay over the entire of the enlarged CDZ area.
- Amend the Schedule to Clause 53.01 of the Yarra Planning Scheme to apply an exemption to the public open space contribution requirements on land within the enlarged CDZ area.

As indicated above, new and amended mandatory height controls are proposed under the proposed Schedule 1 to the CDZ for the Doonside Precinct and specifically Lot 9 within the River Boulevard Precinct. However, we note that submissions are made within this report as to why the applied height controls should be discretionary rather than mandatory.

There is no change proposed to height controls to the existing Victoria Gardens Shopping Centre, including 40 River Boulevard, and the Barkers Road Bridge Precinct. Within River Boulevard Precinct, there is no height control change to Lot 10 or No. 25-35 River Boulevard. The height controls which apply to these precincts will remain consistent with those specified under the current CDZ1.

The subject site is currently affected by the Design and Development Overlay, Schedule 2 (DDO2), Design and Development Overlay, Schedule 9 (DDO9), the Environmental Audit Overlay (EAO), the Heritage Overlay Schedule 374 (HO374) and the Development Contributions Plan Overlay, Schedule 1 (DCPO1). It is sought to extend the EAO to affect the entirety of the subject site and delete the DDO9. There are no changes proposed to the DDO2, HO374 or DCPO1. It is also proposed to apply a Parking Overlay over the Victoria Gardens Expansion area and introduce a new Schedule that addresses parking controls specific to the CDZ area.

Permit Application – Doonside Precinct Only

The permit application proposal is for the partial demolition of the existing heritage building, for the development of six key buildings, across one, predominately two-storey mixed-use podium (containing a mix of retail and commercial uses), and a two storey basement car park.

The six buildings include:

- two taller residential buildings: Buildings 2 and 3 are between 14 and 16 storeys in height; and
- four perimeter residential apartment buildings: Buildings 1, and 4 to 6 which range between 7 and 10 storeys.

Publicly accessible open space is integrated throughout the development, including pedestrian linkages, forecourts and a Market Hall.

KEY PROJECT DELIVERABLES

The **Victoria Gardens Expansion** proposal will facilitate the following outcomes:

- A total of 9 new or updated pathways and entrances
- A total of 9,780sqm of new publicly accessible open space
- Over 3,397 new jobs
- 15,2450 sqm of retail floorspace (GFA)
- 30,085 sqm of commercial floorspace (GFA)
- Lot 9 will deliver affordable housing equalling either no less than 10% affordable housing at a discounted rate, or not less than 2% gifted of market value. The affordable housing requirements for Lot 9 are only triggered on approval of building height above RL 38 (i.e., above the existing mandatory building height).

The **Doonside Precinct** proposal will specifically facilitate the following outcomes:

- The Doonside Precinct will deliver affordable housing equalling either no less than 10% affordable housing at a discounted rate, or not less than 2% gifted of market value.
- Housing diversity, incorporating seven different apartment typologies with varied layouts, and providing a total of 839 new dwellings with good internal amenity aligned with the Better Apartment Design Standards
- 8,545 sqm of retail floorspace (GFA), including a new Market Hall
- 3,485 sqm of commercial floorspace (GFA)
- Restoration of existing heritage fabric, the Former Loyal Studley Hotel
- Public realm improvements, including footpath widenings, accessible laneway connections, forecourts and open space areas at the ground floor to both Burnley and Doonside Streets.
- Approximately 3,535sqm of outdoor public realm and forecourts and 1,900sqm of covered publicly accessible space

REPORT PURPOSE

Urbis has been engaged by the Vicinity Management Pty Ltd Limited in its capacity as trustee of the Victoria Gardens Retail Trust and has worked closely with the Project Consultant Team to prepare a Section 96A Planning Application (combined Planning Scheme Amendment and Planning Permit Application) to facilitate the expansion of their Richmond site.

The proposed planning scheme amendment seeks to rezone MUZ land, replace Schedule 1 to the CDZ with a new Schedule 1, expand the EAO, apply the Parking Overlay Schedule 2, and delete DDO9 of the Yarra Planning Scheme. These changes are sought to the land described as **Doonside Precinct** and **River Boulevard Precinct**, with the new Schedule affecting the wider Victoria Gardens Expansion area (refer to Figure 1 and Figure 2 for location diagrams).

Doonside Precinct forms the planning permit application component of this report.

This report assesses the planning merits of the proposal and its consistency with the relevant State and Local planning policy directions from a social, economic, built form, environmental and amenity perspective.

This report accompanies a Section 96A Planning Application and should be read in conjunction with the following documents:

Planning Scheme Amendment (PSA) supporting documentation:

- Urban Context Report (including Master Plan Strategy), prepared by Cox Architecture and NH Architecture, dated April 2022
- Economic Impact Statement – Victoria Gardens Expansion, prepared by Urbis Pty Ltd, dated April 2022

- Affordable Housing Report – Doonside and River Boulevard Precincts, prepared by Urban Exchange, dated September 2022
- Community Benefit Report, Victoria Gardens Expansion, prepared by Vicinity Centres, dated September 2022
- Public Realm Strategy, Victoria Gardens Expansion, prepared by Arcadia, dated 8 April 2022
- Wind Assessment – River Boulevard Precinct, prepared by MEL Consultants, dated 31 March 2022
- Transport Review, prepared by Stantec (formerly GTA Consultants), dated 15 July 2022
- EPA Signed Response - Victoria Gardens Rezone - 30.04.2021
- Comprehensive Development Plan, dated October 2022

Doonside Precinct permit application supporting documentation:

- Urban Context Report (including Master Plan Strategy), prepared by Cox Architecture and NH Architecture, dated April 2022
- Architectural Drawings, prepared by Cox Architecture and NH Architecture, dated March 2022
- Economic Impact Statement – Doonside Precinct, prepared by Urbis Pty Ltd, dated April 2022
- Landscape Plan – Doonside Precinct, prepared by Arcadia, dated 8 April 2022
- Heritage Impact Statement – Doonside Precinct, prepared by Bryce Raworth, dated 30 March 2021
- Transport Impact Assessment (including Green Travel Plan) – Doonside Precinct, prepared by Stantec (formerly GTA Consultants), dated 15 July 2022
- Waste Management Plan – Doonside Precinct, prepared by WSP, dated 7 April 2022
- Sustainability Management Plan – Doonside Precinct, prepared by Norman Disney & Young Consulting Engineers, dated 1 April 2022
- Wind Assessment – Doonside Precinct, prepared by MEL Consultants, dated March 2022
- Acoustic Report – Doonside Precinct, prepared by Norman Disney & Young Consulting Engineers, dated 1 March 2022
- Stormwater and Sustainable Design Assessment – Doonside Precinct, prepared by Bonacci Group Pty Ltd, dated 28 March 2022
- Preliminary Site Investigation for Contamination Report, prepared by Douglas Partners, dated 28 April 2021

1.
VISION

1. VISION

The vision for the Doonside Precinct is:

'Victoria Gardens expansion will capture Richmond's inner-city vitality by creating a dynamic, new generation mixed use precinct designed to promote a connected community, enhance individual well-being and contribute to the transformation of an evolving urban environment.'

The Victoria Gardens Doonside Precinct vision will be achieved through the following key principles:

- **Vibrant Marketplace**

  Culture in its many forms is the process and outcome of human activity which enriches individuals and communities. Doonside Precinct will be a 'marketplace' in its fullest sense - a place which rewards residents, workers and visitors with a dynamic cultural cavalcade of social and commercial activity. It will be a place which fosters social and commercial interaction, providing a platform to encounter and observe a wide array of people, activities, performances and events.

- **Physically and Socially Connected**

  Doonside Precinct should be distinguished by its visual transparency into, and within, the precinct; and the obvious ease of physical movement across its threshold in order to emphasise connectivity to its immediate and surrounding physical and social environment. In particular, the design will optimise the centre's appeal across all age groups to forge an inclusive social setting.

- **Diverse and Open**

  Victoria Gardens' overall appeal will be heightened by Doonside Precinct, providing increased diversity of amenity and the mix of social, retail and commercial options available to residents, workers, shoppers and visitors alike. The centre's street-level design will serve to promote interest and optimise physical access, including for those transiting through the precinct to further destinations.

- **A Rewarding Public Realm**

  A highlight of the project will be the creation of an engaging and inviting 'public realm' throughout the expansion and linking to the existing shopping centre. Ensuring scope for future, unimagined occupation and use by occasional or frequent users and, significantly, integrating the project site within its wider precinct. This inherent 'opportunity' for the wider community, together with residents, retailers, workers and shoppers, ensures that the overall Victoria Gardens Precinct will serve as a valuable community asset.

2.

SUBJECT SITE AND SURROUNDS

2. SUBJECT SITE AND SURROUNDS

2.1. SUBJECT SITE AND CONTEXT

The subject site, referred to herein as the **Victoria Gardens Expansion**, is located within Richmond, approximately 3.5 kilometres east of Melbourne's Central Business District, in the City of Yarra. It comprises a key component of the Victoria Street Major Activity Centre, located at the eastern end of the Centre, adjacent to the Yarra River.

The Victoria Gardens Expansion area is subject of the existing Comprehensive Development Zone, Schedule 1, and is generally bound by Victoria Street to the north, Burnley Street to the west, Doonside Street to the South and the Yarra River Trail to the east.

As previously discussed, and demonstrated in Figure 1 (outlined in blue), the Victoria Gardens Expansion area comprises four precincts:

- the existing Victoria Gardens Shopping Centre (including No. 40 River Boulevard, the existing commercial building on site);
- Doonside Precinct;
- River Boulevard Precinct, including Lots 9 and 10 & No. 25-35 River Boulevard;
- Barkers Road Bridge Precinct.

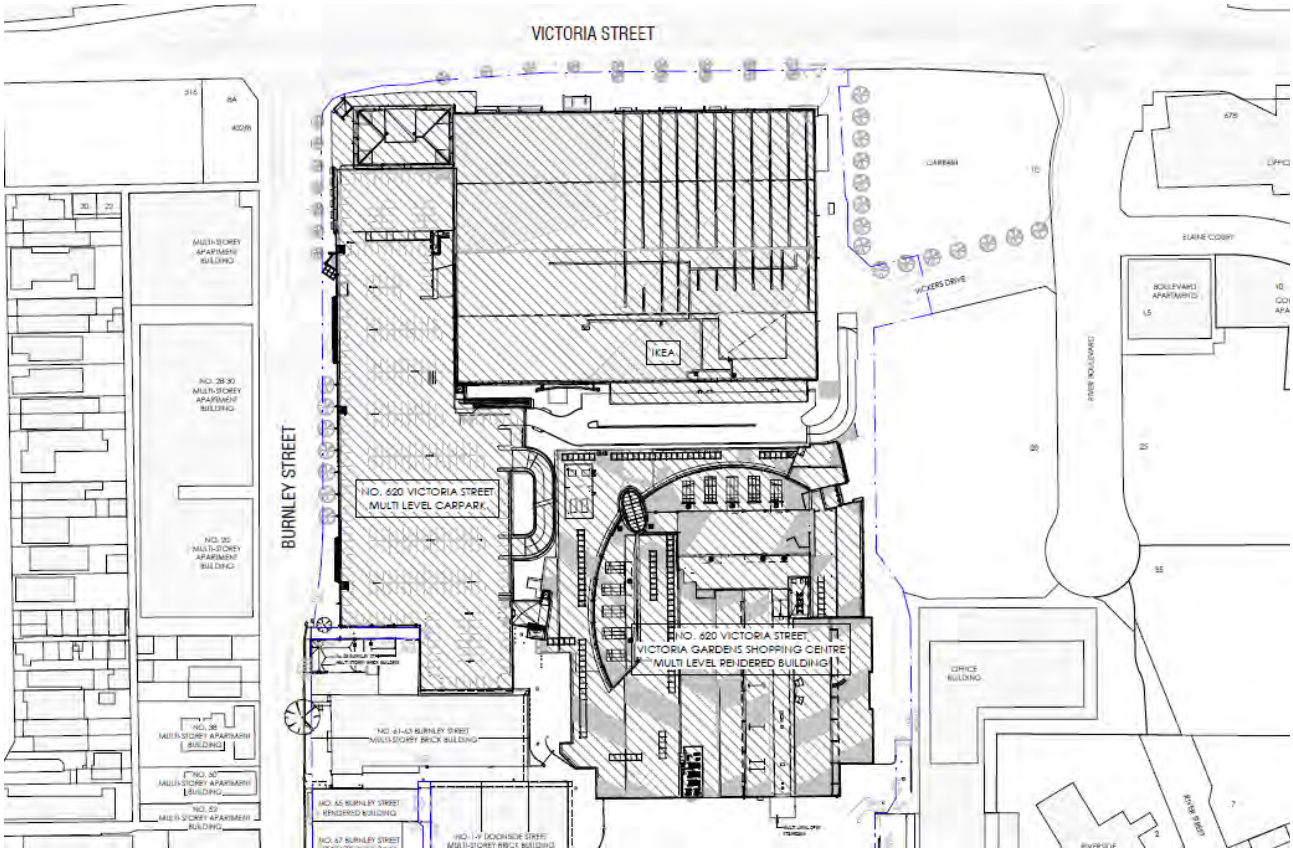
The existing **Victoria Gardens Shopping Centre** (No. 610 & 620 Victoria Street, Richmond) accommodates various retail and commercial land uses, including cinemas, entertainment areas, a food court, specialty retail shops, a discount department store, furniture stores, supermarket (Coles) and a gymnasium. Office floorspace is also provided within the building to the north-western corner of the Shopping Centre at No. 600 Victoria Street, on the south-eastern corner of Burnley Street and Victoria Street.

The existing built form of the Victoria Gardens Shopping Centre can be summarised as follows:

- Overall building height of 5-6 storeys (approximately 20m), with two levels of basement car parking;
- A six storey office building located at the corner of Burnley and Victoria Streets;
- A six level commercial car park, including two levels of basement car parking within the northern and western portion of the site, and Ground Floor – to Level 3 car parking within the western portion of the site, adjacent to the Burnley Street interface;
- Two vehicular entry/exits to the car park are located along Burnley Street, a park entry point located one along Victoria Street and another along the eastern interface accessed from River Boulevard. A loading dock for the Coles Supermarket is located at the rear of the Shopping Centre, accessed via David Street.

For the purposes of this amendment, No. 40 River Boulevard is also considered to be part of the existing Victoria Gardens Shopping Centre area. It is located to the south of the Nos. 10 and 20 River Boulevard. The property accommodates a four-storey office building (BAE Building).

Figure 2 – Victoria Gardens Existing Built Form



Source: Cox Architecture / NH Architecture

Figure 3 – Victoria Gardens Shopping Centre

Picture 1 – Victoria Gardens, eastern elevation

Picture 2 – Victoria Gardens, eastern car park entry

The **Doonside Precinct** is located directly to the south of the existing Victoria Gardens Shopping Centre and is bound by Burnley Street to the west for approximately 100 metres, Doonside Street to the south for approximately 205.05 metres, and David Street to the east. The total site area of the Doonside Precinct is 1.81Ha hectares.

The Doonside Precinct, comprises a total of seven land parcels as follows:

- Lot 1 on Title Plan 211146G, commonly referred to as No. 53 Burnley Street
- Lots 1 and 2 in Title Plan 212632R, commonly referred to as No. 61-63 Burnley Street
- Lot 4 on Lodged Plan 13552, commonly referred to as No. 65 Burnley Street

- Lot 5 on Lodged Plan 13552, commonly referred to as No. 67 Burnley Street
- Lot 6 on Lodged Plan 13552, commonly referred to as No. 77-79 Burnley Street
- Lots 7, 8 and 9 on Lodged Plan 13552, commonly referred to as No. 1-9 Doonside Street
- Lot 14 on Plan of Subdivision 427328, commonly referred to as No. 620 Victoria Street

The Doonside Precinct currently accommodates six, single and double storey brick buildings, fronting Burnley Street and Doonside Street. The balance of the area is currently vacant, accommodating informal, at-grade car parking.

At No. 53 Burnley Street, the Doonside Precinct accommodates the Former Loyal Studley. The building is recognised for its heritage value, with a site-specific Heritage Overlay (HO374) affecting the allotment.

The **River Boulevard Precinct** is to the east of the Shopping Centre with an interface to Victoria Street and the Yarra River. It includes:

- Nos. 10 (Lot 10) and 20 (Lot 9) River Boulevard which are currently vacant land (however Architectural Plans have recently been endorsed under Planning Permit PLN17/1143 which allow for the construction of five, multi-storey, mixed-use buildings).
- No. 25-35 River Boulevard which is currently an undeveloped parcel of land with a development plan approval for a maximum 8 storey residential development (PL10/0156).

No. 40 River Boulevard is located to the south of the Nos. 10 and 20 River Boulevard and accommodates a four-storey office building (BAE Building). For the purposes of this amendment, this is considered to be part of the existing Victoria Gardens Shopping Centre area.

The River Boulevard Precinct comprises a total of 5 land parcels as follows:

- Lot 9C on Plan of Subdivision 608608
- Lot 10B on Plan of Subdivision 500667
- Lot 6A on Plan of Subdivision 608608
- Lot 7B on Plan of Subdivision 608608
- Lot 5 on Plan of Subdivision 415801

Facing Victoria Street, within the **Barkers Road Bridge Precinct** are the following:

- No. 660 Victoria Street, a 4-storey office/commercial building fronting Victoria Street. A café and restaurant are also located at the ground floor;
- No. 680 Victoria Street, a function centre fronting Victoria Street and the Yarra River;
- A series of groups of 3-6 storey residential buildings located on Elaine Terrace and Christine Court.

Figure 4 – Aerial View of the Subject Site

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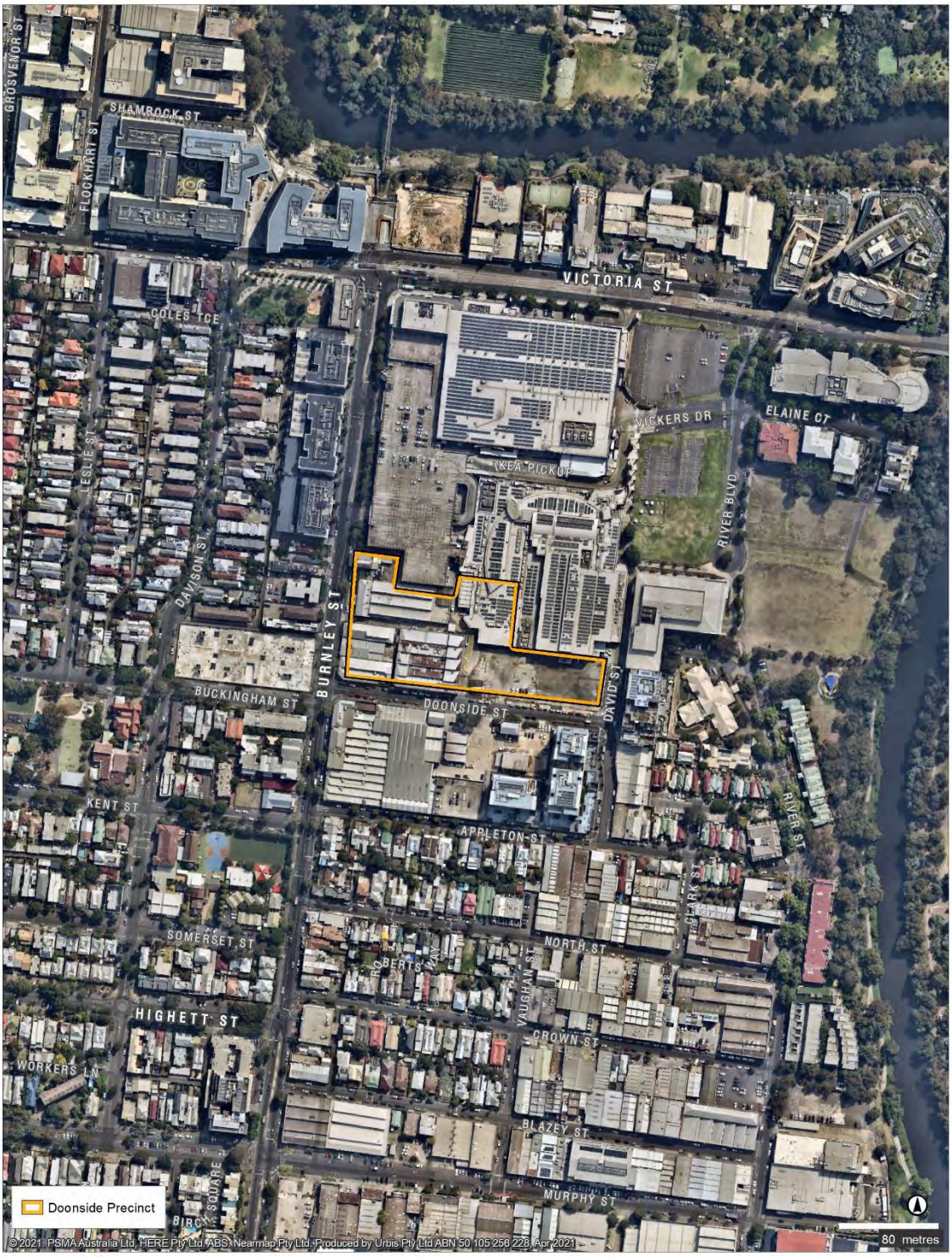
VICTORIA GARDENS EXPANSION
SITE LOCATION

Figure 5 – Doonside Precinct Only



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DOONSIDE PRECINCT – 1-9 DOONSIDE STREET, RICHMOND

SITE LOCATION

2.2. IMMEDIATE INTERFACES

The land immediately surrounding the subject site (the Victoria Gardens Expansion area) is described as follows:

2.2.1. North

To the north of the Victoria Gardens Expansion area is Victoria Street, a major arterial road categorised as Transport Road Zone 2 (Principal Road network) (TRZ2), providing an east-west connection through Richmond. Adjacent to the subject site, a tram super stop is also located on Victoria Street.

On the opposite side of Victoria Street are low scale office buildings, some of which are heritage. The Skipping Girl sign is to the north. To the north-east of the subject site is the 11-13 storey 'Honeywell' residential development. To the north-west are a number of taller (8 and 9 storeys) residential developments on the northern side of Victoria Street.

Figure 6 – Northern Interface

Picture 3 – Victoria Street

Picture 4 – Victoria Street

2.2.2. East

Immediately to the east of the Doonside Precinct is David Street, a local road, extending between the Shopping Centre to the north and Appleton Street to the south. David Street accommodates traffic in either direction and provides vehicular access to loading zones, including the Coles loading bay at the northern end and for No. 40 River Boulevard.

On the opposite side of David Street, is No. 9-15 David Street, which accommodates an 11-storey apartment building, constructed in 2018. Beyond this, is the River Boulevard Precinct to the north-east and low scale residential properties to the south-east.

The Yarra River borders these areas to the east.

Figure 7 – Eastern Interface

Picture 5 – David Street, looking north

Picture 6 – No. 9-15 David Street

2.2.3. South

Bounding the subject site to the south is Doonside Street, a local road, extending between Burnley Street to the west and David Street to the east. Doonside Street currently accommodates traffic in either direction and restricted on-street car parking on either side of the road.

On the southern side of Doonside Street, opposite the subject site, is No. 81-95 Burnley Street and No. 26 Doonside Street which is currently occupied by Harry the Hirer. The site currently accommodates several warehouse buildings and a large car parking area. The Harry the Hirer site has recently had a Planning Scheme Amendment to the Yarra Planning Scheme approved on 6 May 2021 (Amendment C223), which seeks to amend the planning controls on the land to allow a multi-storey residential and commercial development. The recently approved amendment includes a preferred maximum height of 42m for the northern portion of the site, opposite the subject site.

No. 36-44 Doonside Street is also located on the southern side of Doonside Street at the eastern end of the street. No. 36-44 Doonside Street accommodates a recently constructed, residential development, between 8 and 13-storeys in height, which comprises a mix of townhouses, apartments and ground floor retail premises.

Figure 8 – Southern Interface

Picture 7 – Doonside Street, looking west

Picture 8 – Doonside Street, looking east

Picture 9 – Harry the Hirer Site

Picture 10 – Harry the Hirer Site

Picture 11 – 36-44 Doonside Street

Picture 12 – 36-44 Doonside Street

2.2.4. West

Bounding the subject site to the west is Burnley Street, an arterial road categorised as TRZ2, extending north-south through Richmond. Burnley Street accommodates a lane of traffic, a bicycle lane and on-street car parking in both directions.

Further to the west, on the opposite side of Burnley Street is land located within the General Residential Zone (Schedule 3), comprising a mix of three-storey brick apartment buildings, single-storey dwellings, and modern residential developments of medium-higher density, further north, on the western side of Burnley Street.

Further south along Burnley Street, the streetscape consists of lower rise residential buildings (between single and four storeys) interspersed with higher built form between five and nine storeys and older heritage or industrial buildings. A mixed-use building (up to eight storeys in height) is currently under construction at No. 171 Buckingham Street, located opposite the south-eastern corner of the subject site.

Figure 9 – Western Interface

Picture 13 – Burnley Street, looking south

Picture 14 – Burnley Street, looking north

2.3. THE WIDER AREA

The subject site is located in an area which includes lower scale residential, re-development areas, industrial uses, a major arterial road and two Activity Centres (Victoria Street and Bridge Road). There is also land within the Priority Development Zones to the north-west and to the north.

The subject site is afforded excellent access to a range of amenities and services in the surrounding area, including within the Victoria Gardens Shopping Centre itself.

Several public transport options are accessible within proximity to the subject site, including:

- Tram Routes 109 (Box Hill – Port Melbourne) and 12 (St Kilda – Victoria Gardens) approximately 350-400m to the north and north-east of the site respectively, servicing Victoria Street;
- Tram Routes 48 (Victoria Harbour Docklands – North Balwyn) and 75 (Etihad Stadium – Vermont South) approximately 550m south of the site, along Bridge Road;
- Bus Route 609 (Hawthorn – Fairfield), approximately 1.2km east of the site;
- Burnley Station, approximately 1.5km south of the site;
- North Richmond Station, approximately 1.8km west of the site;
- West Richmond Station, approximately 1.9km west of the site;
- Hawthorn Station approximately 2 kilometres south-east of the site.

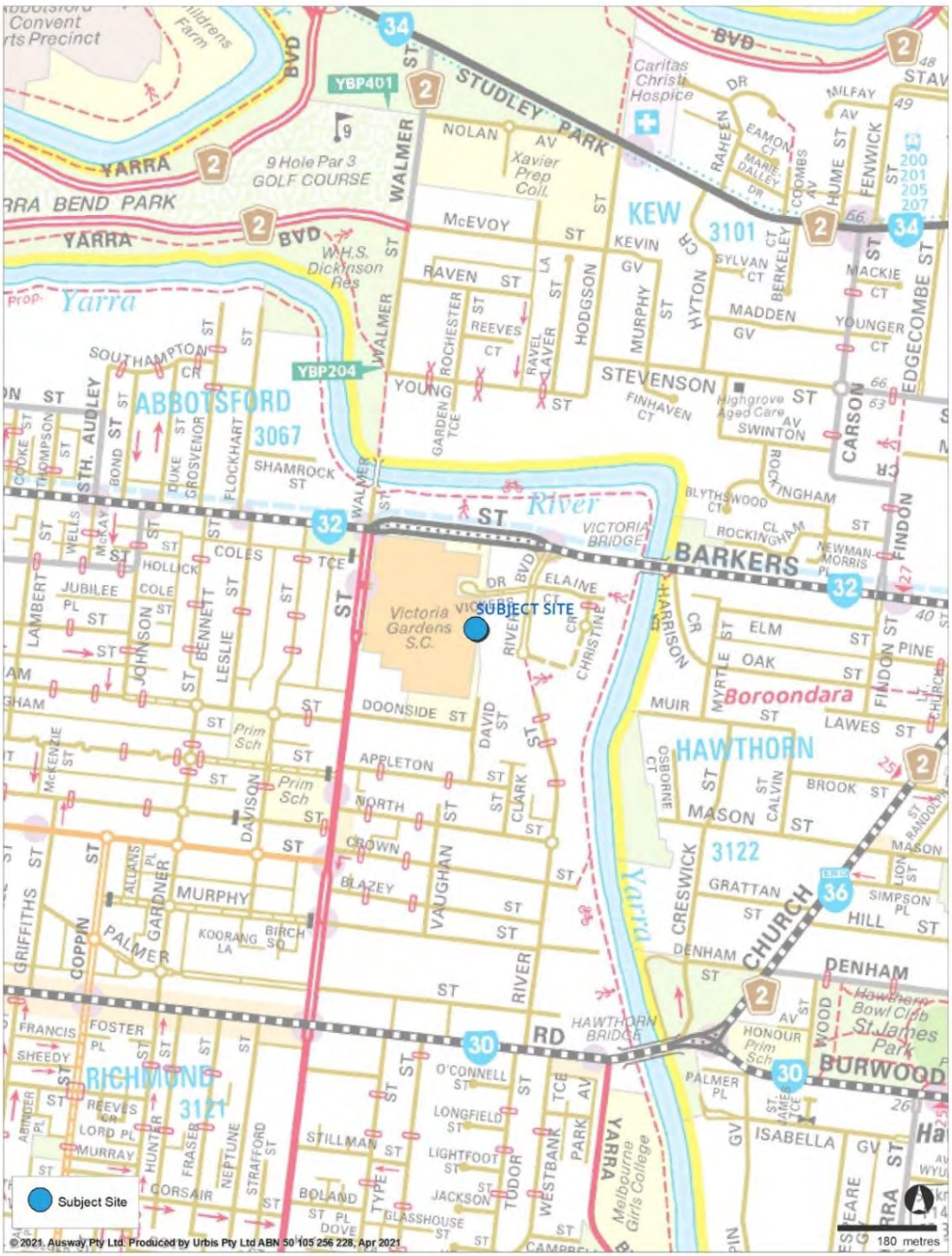
Sustainable travel modes, including cycling and walking, are also accessible via the Main Yarra Trail/Capital City Trail off-road bicycle and walking path to the east of the site, along the Yarra River, as well as bicycle and foot paths along Burnley Street to the west.

As shown in Figures 10 and 11 below, the local area comprises a number of community facilities (including open spaces) in proximity to the site, including:

- Williams Reserve
- Annettes Place Park
- Yarra Bend Golf Course
- Yarraberg Children's Centre Richmond
- Yarra Bend Park
- Main Yarra Trail
- Studley Park Golf Course

- Yarra Primary School
- Trinity Catholic School
- Citizens Park
- Richmond High School

Figure 10 – Subject Site Location & Context



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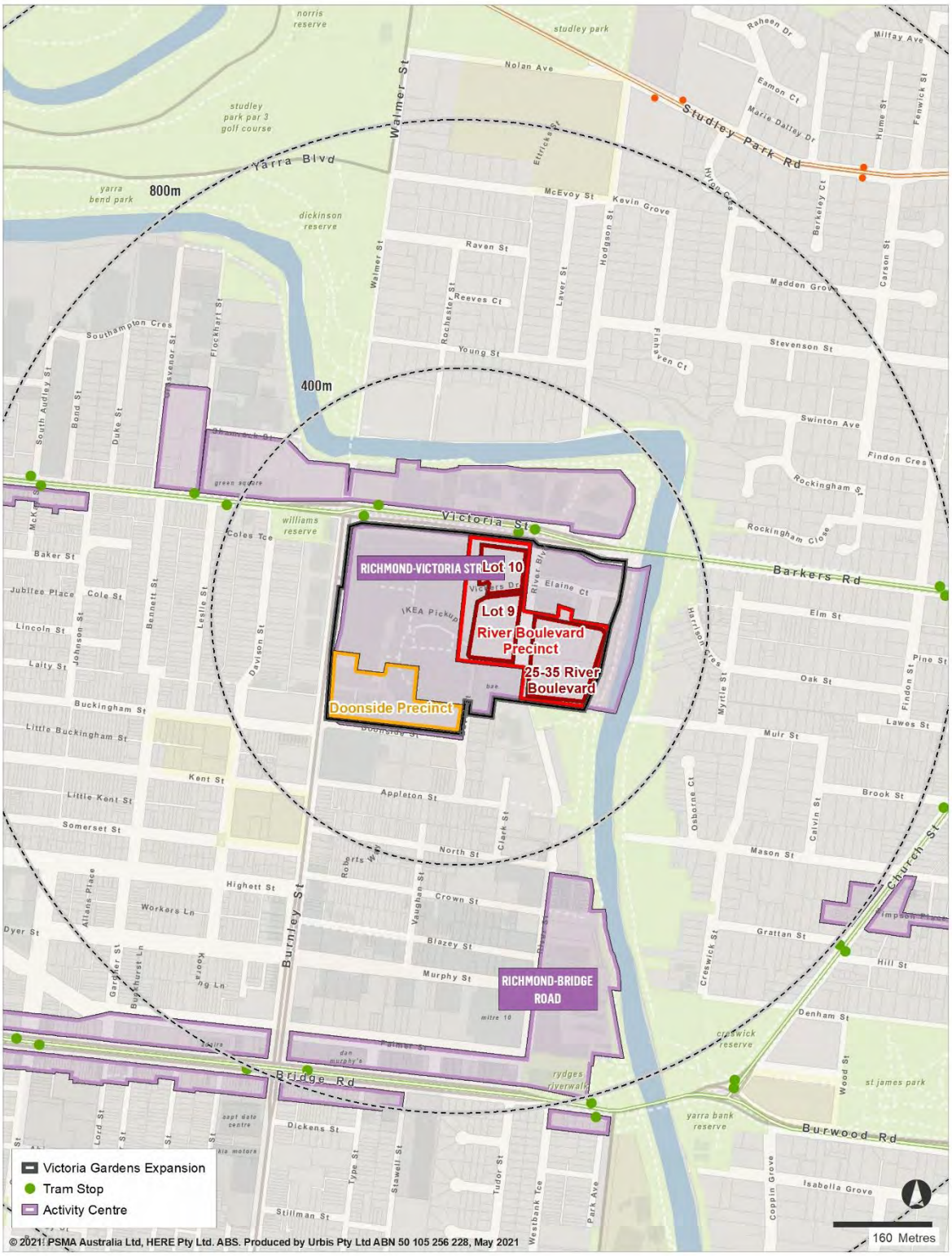
VICTORIA GARDENS EXPANSION
SITE LOCATION

Figure 11 – Surrounding Urban Context, including Public Transport Services



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VICTORIA GARDENS EXPANSION
ACTIVITY CENTRES & PUBLIC TRANSPORT

2.4. SURROUNDING DEVELOPMENT APPROVALS

The subject site is located within an established area of Melbourne and comprises an eclectic mix of uses, including retail, commercial and residential development.

The surrounding area features a variety of building styles, primarily consisting of inter-war factory and commercial buildings typically between one and four storeys in height, and contemporary high-rise apartment and mixed-use developments which are reflective of the rapid growth and transformation this area of Richmond.

Victoria Gardens Shopping Centre, opened in 2003, has contributed to the growth of this area as a true mixed-use precinct, and has attracted development growth particularly within the residential market.

The following table provides an overview of the development activity in the area within recent years, providing examples of developments recently approved, under-construction, or constructed.

Table 1 – Surrounding Development Approvals

Address	Development	Status
43 Blazey Street	7 storeys, commercial	Approved
53 Appleton Street	6 storeys, residential	Approved
161 Burnley Street	12 storeys, commercial	Approved
171 Buckingham Street	4 buildings, ranging in height from 5-8 storeys	Under Construction
10-20 River Boulevard	5 buildings, 13 storeys, commercial	Approved
175 Burnley Street	9 storeys, commercial	Approved
649 Victoria Street	10 storeys, residential	Constructed
627 Victoria Street	2 buildings, 9 storeys, residential	Constructed
1 Acacia Place	10 storeys, residential	Constructed
619 Victoria Street	9 storeys, residential	Constructed
20 Shamrock Street	11 storeys, residential	Constructed
132 Burnley Street	8 storeys, commercial	Constructed
36-44 Doonside Street and 27-41 Appleton Street	13 storeys, residential	Constructed
9-15 David Street	11 storeys, residential	Constructed

Located on the southern side of Doonside Street, discretionary building heights of up to 42m are approved as part of the Development Plan Overlay associated with the Harry the Hirer Site (as per the approval of Amendment C223yara dated 6 May 2021).

Figure 12 – Surrounding Developments (Constructed / Under Construction)

Picture 15 – No. 9-15 David Street

Picture 16 – No. 36-44 Doonside Street

Picture 17 – No. 520 Victoria Street

Picture 18 – No. 627 Victoria Street

3.

PLANNING POLICY AND CONTROL CONTEXT

3. PLANNING POLICY AND CONTROL CONTEXT

The subject site is subject to the provisions of the Yarra Planning Scheme. The planning provisions considered of relevance to this combined Section 96A amendment and permit application proposal are summarised below.

A complete outline of the planning policies and controls affecting the subject site is provided at **Appendix A**.

3.1. PLANNING POLICY FRAMEWORK

The following State Planning Policies are of relevance to the consideration of this proposal:

- Clause 11.01-1S – Settlement
- Clause 11.01-1-R – Settlement – Metropolitan Melbourne
- Clause 11.02-1S – Supply of Urban Land
- Clause 11.03-1S – Activity Centres
- Clause 11.03-1R – Activity Centres – Metropolitan Melbourne
- Clause 12.03-1R – Yarra River Protection
- Clause 13.04-1S – Contaminated and Potentially Contaminated Land
- Clause 13.05-1S – Noise Abatement
- Clause 13.06-1S – Air Quality Management
- Clause 13.07-1S – Land Use Compatibility
- Clause 15.01-1S – Urban Design
- Clause 15.01-1R – Urban Design – Metropolitan Melbourne
- Clause 15.01-2S – Building Design
- Clause 15.01-4R – Healthy Neighbourhoods - Metropolitan Melbourne
- Clause 15.01-5S – Neighbourhood Character
- Clause 15.03-1S – Heritage Conservation
- Clause 16.01-1S – Housing Supply
- Clause 16.01-1R – Housing Supply – Metropolitan Melbourne
- Clause 16.01-2S – Housing Affordability
- Clause 17.01-1S – Diversified Economy
- Clause 17.01-1R – Diversified Economy – Metropolitan Melbourne
- Clause 17.02-1S – Business
- Clause 18.01-2S – Transport System
- Clause 18.01-3S – Sustainable and Safe Transport
- Clause 18.02-1S – Walking
- Clause 18.02-2S – Cycling
- Clause 18.02-3S – Public Transport
- Clause 18.02-3R – Principal Public Transport Network

3.2. LOCAL PLANNING POLICY FRAMEWORK

The Local Planning Policy Framework (LPPF) comprises the Municipal Strategic Statement and the Local Planning Policies. The following provisions of Yarra's Local Planning Policy Framework which are of relevance are:

- Clause 21.02 – Municipal Profile
- Clause 21.03 – Vision
- Clause 21.04-1 – Accommodation and Housing
- Clause 21.04-2 – Activity Centres
- Clause 21.04-3 – Industry, Office and Commercial
- Clause 21.05-2 – Urban Design
- Clause 21.05-3 – Built Form Character
- Clause 21.05-4 – Public Environment
- Clause 21.06 – Transport
- Clause 21.07 – Environmental Sustainability
- Clause 21.08-9 – North Richmond (area north of Bridge Road)
- Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay
- Clause 22.03 – Landmarks and Tall Structures
- Clause 22.05 – Interfaces Uses Policy
- Clause 22.10 – Built Form and Design Policy
- Clause 22.11 – Victoria Street East Precinct Policy
- Clause 22.12 – Public Open Space Contributions
- Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)
- Clause 22.17 – Environmentally Sustainable Development

3.3. INCORPORATED DOCUMENTS

Schedule to Clause 72.04 of the Yarra Planning Scheme refers to the following Incorporated Documents which are of relevance to the site:

- *Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area;*
- *Victoria Gardens Urban Design Guidelines, May 1997;*

3.4. ZONING

The subject site is currently located across two zones: the MUZ and the CDZ1 which refers to the 'Victoria Gardens Comprehensive Development'.

A rezoning of the MUZ land is sought to the CDZ, Schedule 1 to allow for the land to be contained in one zone and facilitate the redevelopment of the subject site.

3.4.1. Existing Comprehensive Development Zone

It is proposed to rezone the MUZ land within the subject site to CDZ1 and amend the Schedule 1 to the CDZ.

The purposes of the CDZ are:

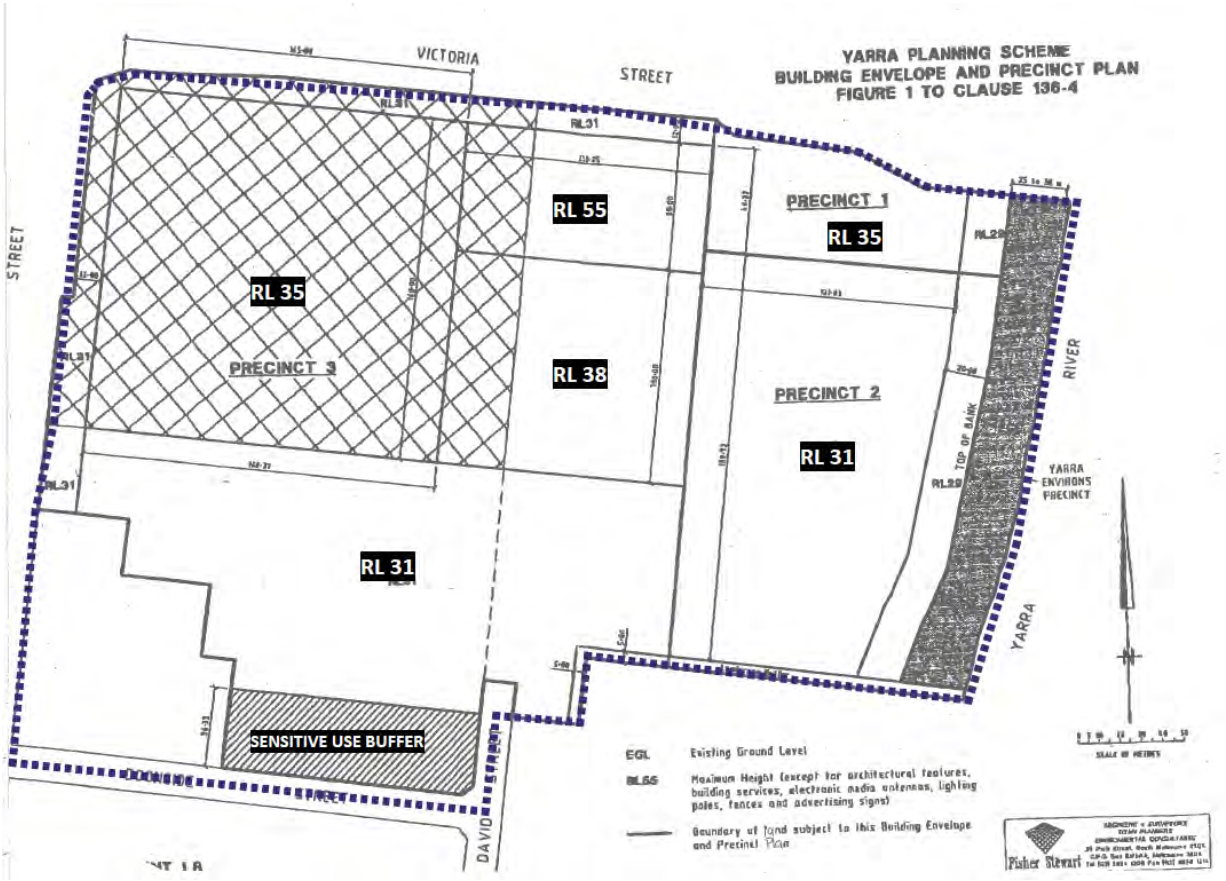
- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for a range of uses and the development of land in accordance with a comprehensive development plan incorporated in this scheme.*

Under the current Schedule, the following applies:

- Under Section 5, 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.
- Sections 6, 7, 8, 9 and 10 outline requirements for a development plan, pedestrian amenity and access plan, management plan, transport plan and landscape plan. Section 15 outlines the guidelines for approving plans.
- As required under the Environmental Audit Overlay (further policy below), the CDZ1 requires that an environmental audit is undertaken for sensitive land uses, before either works associated with the sensitive use or the use itself commences on site.
- There is a sensitive use buffer along the Doonside Street portion of the Comprehensive Development Zone (CDZ1) (shown as hatched within Figure 13), which prohibits residential land use (and any other sensitive land use including a child care centre, a pre-school, a primary school or public open space) within that area.
- Section 18 outlines car parking rates for the following uses:
  - Office; food and drink premises; shop (other than restricted retail); restricted retail premises; trade supplies and residential.
- Section 19 states that the dimensions of the car spaces, access lanes and driveways and layout of parking areas must meet the requirements of Clause 52.06 unless the responsible authority agrees otherwise.

The existing CDZ1 outlines mandatory height controls for the site. Specifically, CDZ1 states that a building or works must not exceed the height above the AHD for any site as shown on the *Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area* incorporated in this Planning Scheme.

Figure 13 – existing Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area



Source: Yarra Planning Scheme (notations added by Urbis Pty Ltd)

3.4.2. Proposed Schedule 1 to the Comprehensive Development Zone

A draft Schedule 1 to the CDZ1 has been prepared as part of this planning scheme amendment, which will replace the existing Schedule 1 to the CDZ. The existing schedule is sought to be replaced as it is now considered out-dated and not formatted according to current practice.

The new CDZ1 planning control seeks to update the existing provisions of the Victoria Gardens Comprehensive Development area to align to the current drafting format and facilitate the Victoria Gardens Expansion, including the redevelopment of the Doonside Precinct.

The proposed CDZ1 includes transitional provisions which state that the requirements of the schedule do not apply to an application for a development plan lodged prior to the planning scheme amendment, nor do they apply to an application for an amendment to an approved development plan. This will ensure the existing Development Plans previously issued, can remain in place and can be amended in future as required. Any future developments (not already approved) would be via planning permits under the CDZ to be considered and assessed under the same regime for Development Plans under the current CDZ1.

Please refer to Section 4.1 of this report for further details on the proposed changes to the Comprehensive Development Zone.

3.5. OVERLAYS

The subject site is currently affected by the following overlays:

- Design and Development Overlay, Schedule 2 (DDO2), '*Main Roads and Boulevards*'
- Design and Development Overlay, Schedule 9 (DDO9), '*Doonside Precinct*'
- Environmental Audit Overlay (EAO)
- Heritage Overlay (HO374), *'53 Burnley Street Richmond, Former Loyal Studley Hotel'*
- Development Contributions Plan Overlay, Schedule 1 (DCPO1), *'Yarra Development Contributions Plan'*

It is proposed to remove the Design and Development Overlay, Schedule 9 (Doonside Precinct) from the subject site to allow for the comprehensive redevelopment of the site as envisaged under the proposed CDZ1.

The EAO will be expanded to apply to the eastern portion of the site at the intersection of Doonside and David Streets. As part of the new Schedule to the CDZ, the car parking controls were removed, and including within a new Parking Overlay (Schedule 2 (PO2)). The PO2 reduces the number of land uses which have been specifically referenced, and for those remaining, there are new maximum car parking rates.

No changes are proposed to the other overlays affecting the site, as listed above. The details of each overlay as it applies to the subject site is described within **Appendix A** of this report.

It is noted that the northern and eastern portion of the Victoria Gardens Expansion site is an area of Aboriginal Cultural Heritage Sensitivity, as shown in Picture 22 at Section 3.6 of this report. This includes land located within the Victoria Gardens Precinct, the River Boulevard Precinct and Barkers Road Precinct. No new works however are proposed within this area.

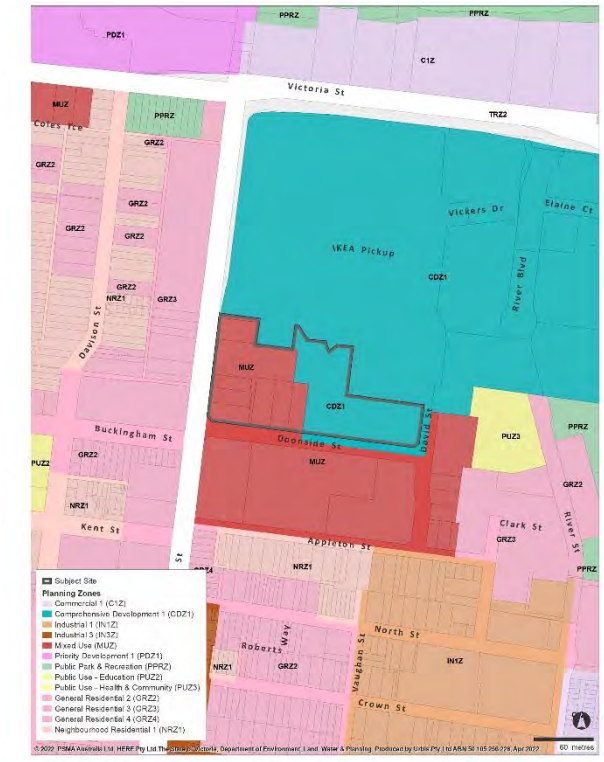
As confirmed within Council's Delegate Report dated 30 May 2018, Nos. 10 and 20 River Boulevard have been subject to significant ground disturbance and as such the development of Lots 9 and 10 do not trigger the need for a Cultural Heritage Management Plan (CHMP) under the *Aboriginal Heritage Act 2006*. No additional overlays are proposed to be applied to the land as part of this Section 96A combined planning permit application and planning scheme amendment.

3.6. PARTICULAR AND GENERAL PROVISIONS

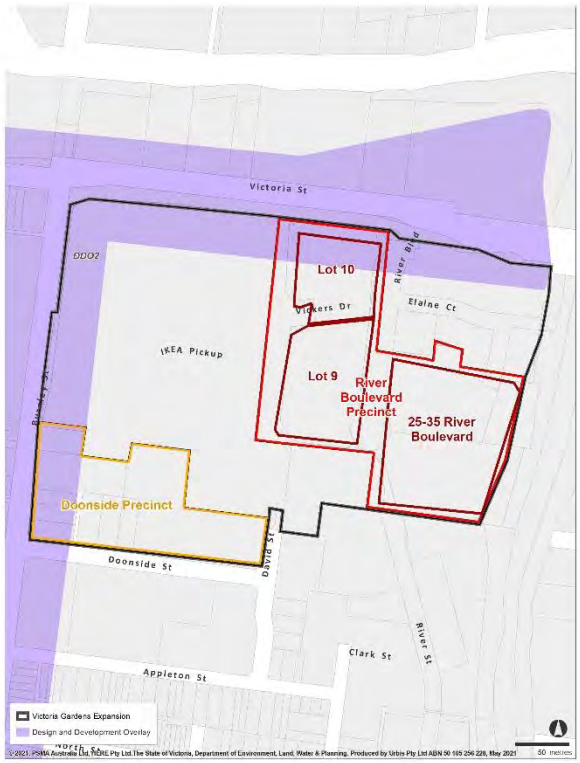
The following Particular Provisions of the Yarra Planning Scheme are of relevance to the proposal and are summarised in **Appendix A** as relevant to the subject site:

- Clause 52.06 – Car Parking
- Clause 52.34 – Bicycle Facilities
- Clause 53.18 – Stormwater Management in Urban Developments
- Clause 58 – Apartment Developments
- Clause 65 – Decision Guidelines

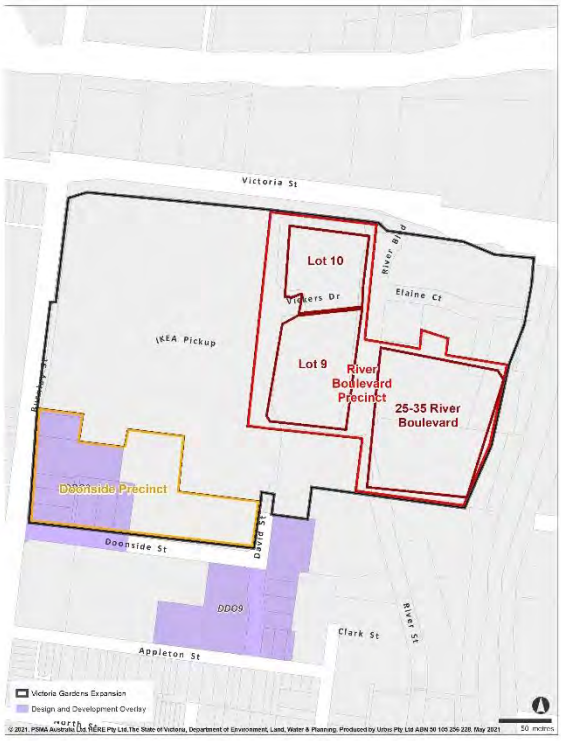
Figure 14 – Victoria Gardens Expansion Zone and Overlay Maps (Existing)



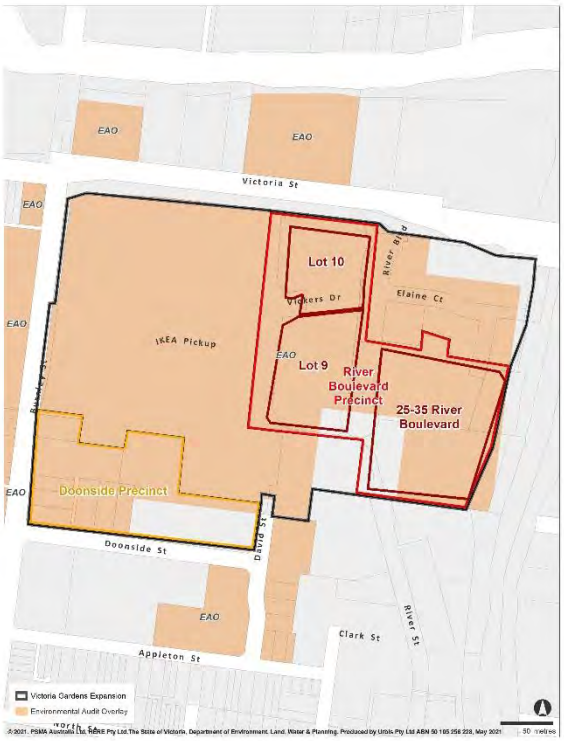
URBIS **1-9 DOONSIDE STREET, RICHMOND**
PLANNING ZONES



URBIS **VICTORIA GARDENS EXPANSION**
DESIGN AND DEVELOPMENT OVERLAY (DDO2)



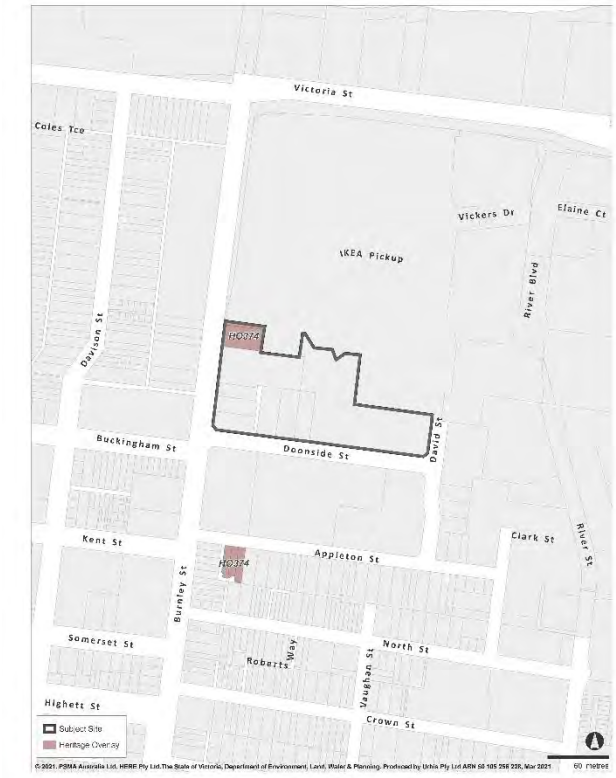
URBIS **VICTORIA GARDENS EXPANSION**
DESIGN AND DEVELOPMENT OVERLAY (DDO9)



URBIS **VICTORIA GARDENS EXPANSION**
ENVIRONMENTAL AUDIT OVERLAY (EAO)

Picture 19 – Design and Development Overlay, Schedule 9

Picture 20 – Environmental Audit Overlay



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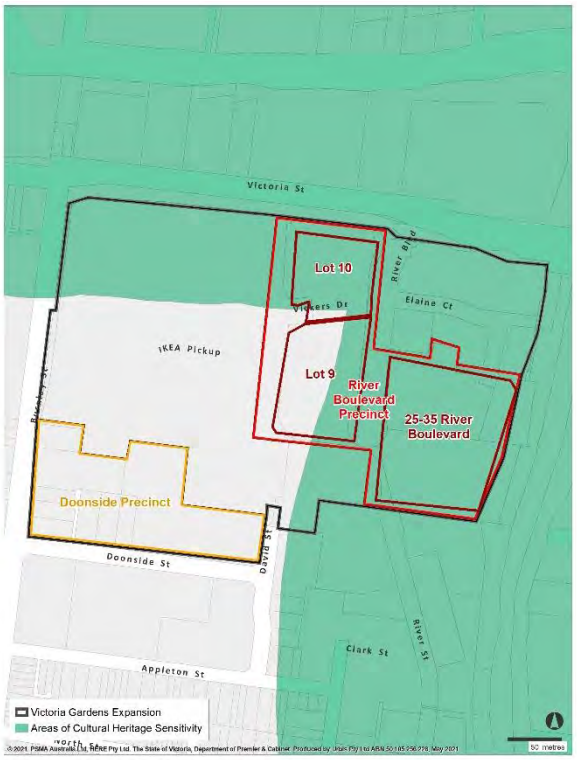
1-9 DOONSIDE STREET, RICHMOND
HERITAGE OVERLAY (HO374)

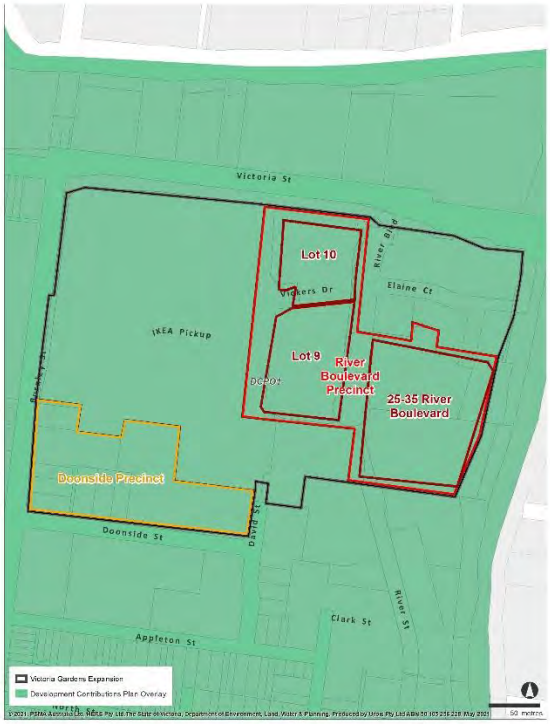
Picture 21 – Heritage Overlay



URBIS

VICTORIA GARDENS EXPANSION
AREA OF CULTURAL HERITAGE SENSITIVITY

Picture 22 – Cultural Heritage Sensitivity Area



URBIS

VICTORIA GARDENS EXPANSION
DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (DCPO1)

Picture 23 – Development Contributions Plan Overlay

4. THE PROPOSAL

4. THE PROPOSAL

The proposal seeks a combined Planning Scheme Amendment request to rezone the Mixed Use Zone (MUZ) land to a Comprehensive Development Zone, Schedule 1 (CDZ1), and a planning permit application under Section 96A of the *Planning and Environment Act 1987*.

It is proposed to rezone the MUZ land to CDZ1 to facilitate the Victoria Gardens Expansion, and more specifically, the redevelopment of the Doonside Precinct in the context of the adjoining CDZ land and broader Victoria Gardens Expansion site.

The design of the Victoria Gardens Expansion has evolved through detailed analysis of the subject site and surrounding area, extensive collaboration and advice from various specialists, and ongoing discussions with the Yarra City Council's statutory and strategic planning units, and the Department of Environment, Land, Water and Planning (DELWP).

Detailed Architectural Plans have been prepared by Cox Architecture and NH Architecture and should be considered alongside the summary provided.

4.1. PLANNING SCHEME AMENDMENT REQUEST

There are five key components to the Planning Scheme Amendment request as follows:

- Rezone land known as Land in Title Plans 211146G and 212632R, and Lots 4-9 on Lodged Plan 13552 from Mixed Use Zone (MUZ) to **Comprehensive Development Zone, Schedule 1 (CDZ1)**
- Replace **Schedule 1 to the Comprehensive Development Zone** with a new Schedule (new format) with the height restriction amended over the Doonside Precinct and Lot 9 within River Boulevard Precinct, and deletion of the sensitive use buffer (refer to Section 4.1.1 for further details)
- Apply the **Parking Overlay** over the Victoria Gardens Expansion Area and introduce Schedule 2 that addresses parking controls specific to Victoria Gardens
- Remove **Schedule 9 to the Design and Development Overlay**
- Apply the **Environmental Audit Overlay** to land subject to the 'sensitive use buffer' of CDZ1, located within Lot 14 on Plan of Subdivision 427328
- Amend the **Schedule to Clause 53.01** of the Yarra Planning Scheme to apply an exemption to the public open space contribution requirements on land within the CDZ1.
- Insert Incorporated Document, '*Victoria Gardens Comprehensive Development Plan, 2022'* to replace the existing incorporated documents ('Victoria Gardens – Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area' and the Victoria Gardens Urban Design Guidelines) with the height restrictions amended over the Doonside Precinct and Lot 9 within River Boulevard Precinct, and deletion of the sensitive use buffer as shown on the 'Comprehensive Development Plan – Precincts, Height and Setbacks Plan (Figure 15).

The Planning Scheme Amendment request also seeks to update the Yarra Planning Scheme Maps to reflect the above changes as outlined within the Instruction Sheet.

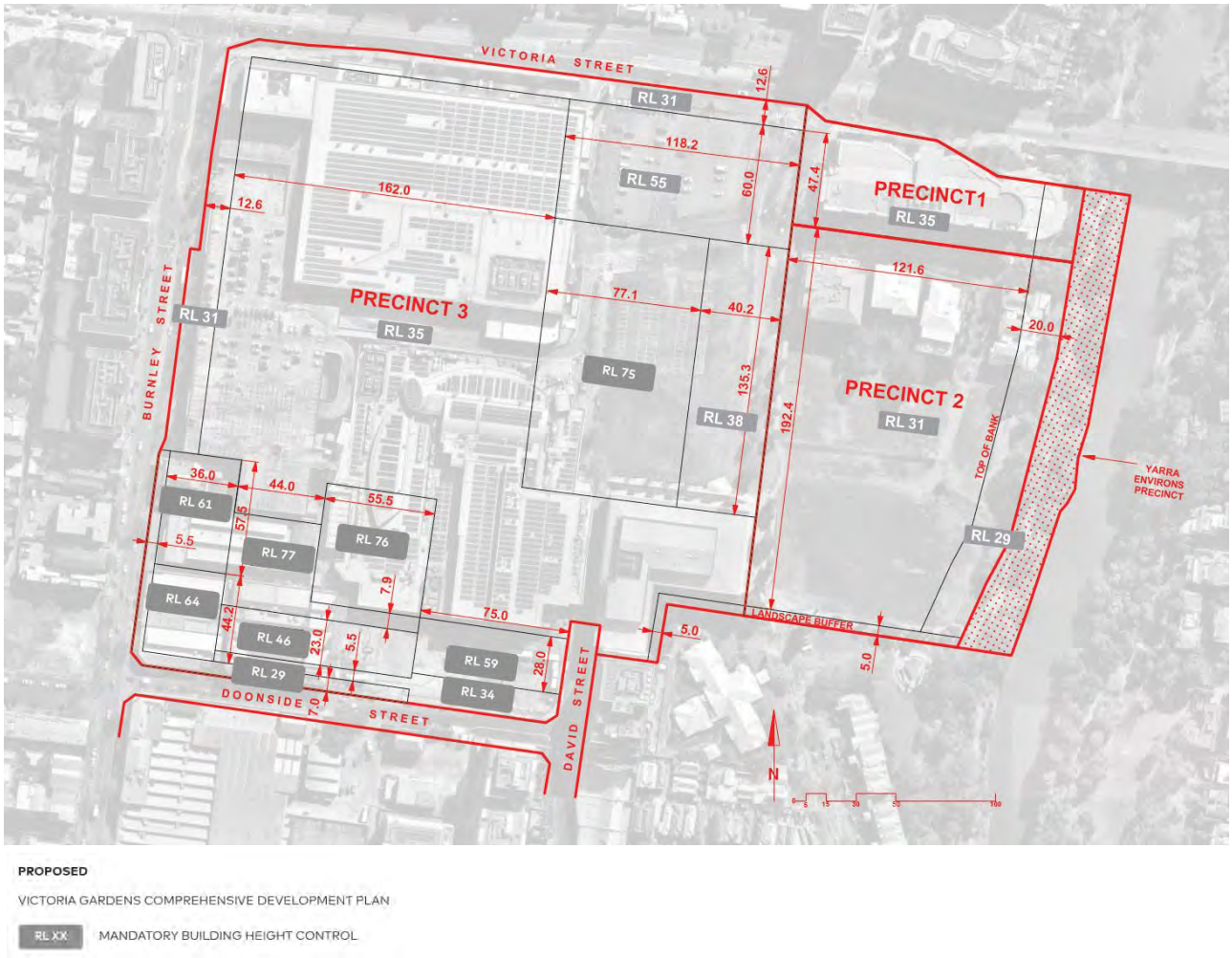
4.1.1. Schedule 1 to the Comprehensive Development Zone

As previously outlined at Section 3 of this report, a new Schedule 1 to the CDZ has been prepared to replace the existing Schedule 1. This will ensure the entirety of the subject site is subject to the same zone and associated provisions.

While the current Schedule 1 to the CDZ applies to the broader Victoria Gardens Comprehensive Development area, generally bound by Victoria Street, Burnley Street, the Yarra River and Doonside Street (in part), the new Schedule will apply to the entirety of the subject site as indicated within Figure 15, including the Doonside Precinct.

The proposed new Schedule 1 to the CDZ has been drafted to follow the current drafting format, replacing the old format of the existing Schedule 1.

Figure 15 – Proposed Comprehensive Development Plan – Precincts, Height and Setbacks Plan



Source: Cox Architecture / NH Architecture

Key changes and new requirements of the proposed Schedule 1 to the Comprehensive Development Zone are noted as follows:

- Reference to a new '*Victoria Gardens Comprehensive Development Plan 2022*' for the Victoria Gardens Expansion area, including the various precincts. Amendments to table of uses to align with current formatting and recent changes to land use terminology.
- Deletion of references to the Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan and the Victoria Gardens Urban Design Guidelines.
- Amendment to the height controls over the Doonside and River Boulevard Precincts, applying discretionary building height controls to Doonside Precinct and Lot 9 as shown in the *Victoria Gardens Comprehensive Development Plan 2022*.
- Requirements to provide affordable housing within Doonside Precinct and Lot 9 (triggered on approval of building height above RL 38 (i.e., above the existing mandatory building height)) equalling either not less than 10% affordable housing at a discounted rate, or not less than 2% gifted of market value.
- Deletion of the sensitive use buffer as it applies to the Doonside Precinct, alternatively extending the Environmental Audit Overlay to affect the entirety of the subject site.
- Planning permit applications exempted from the notice requirements when they are located within the following overlays
  - 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).

- Deletion of the following aspects of the Schedule:
  - Under Section 5, 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.
  - Section 18 outlining the car parking rates.
- Transitional Provisions which state that for any approved development plans or any amendments to them, the requirements of the CDZ are as they were in force immediately before the gazettal of the amendment, continue to apply.

The new CDZ1 will facilitate the Victoria Gardens Expansion, including the redevelopment of the Doonside Precinct, as well as enhancing the publicly accessible open space offering and increased connections through both Doonside and River Boulevard Precincts.

Refer to **Appendix B**, for further detail.

4.1.2. Parking Overlay – Schedule 1

The introduction of a Parking Overlay Schedule which includes application of new car parking provision rates, providing a new maximum statutory car parking requirement for dwellings, office, shop (including restricted retail) and food and drink premises uses.

Within the Parking Overlay, the following permit requirements would apply:

- A permit is not required under Clause 52.06-3 to reduce (including reduce to zero) the number of car parking spaced required under Clause 52.06-5 for any use specified in the Table to this schedule.
- A permit is required to provide more than the maximum parking provision specified for a use in the Table to this schedule.

The application of maximum parking rates would mean that a permit would not be required for an application to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5. A permit would be required to exceed the parking rate.

Within the Parking Overlay, the following number of car parking spaces are required:

Use	Maximum Rate	Measure
Office	2	To each 100sqm of net floor area
Shop (including restricted retail)	3	To each 100sqm of net leasable area
Dwelling	1	Per dwelling
Food and drinks premises	3	To each 100sqm of net leasable area

Clause 52.06 rates are adopted where no rates are specified, as per the existing schedule, this will result in an overall reduction to the statutory car parking rate for the proposed development.

4.1.3. Victoria Gardens Comprehensive Development Plan, 2022

Within the Victoria Gardens Comprehensive Development Plan, 2022, building heights associated with Doonside Precinct and Lot 9 will be amended, and the sensitive use buffer deleted.

The Victoria Gardens Comprehensive Development Plan (CDP), 2022 has been developed as part of the CDZ Amendment. The CDP sets out objectives for enhancing the public pathways and circulation, that link

together a series of proposed publicly accessible spaces, whilst delivering increased amenity in the form of retail, commercial, social, and residential infrastructure.

The following Future Urban Structure is outlined within the CDP, with these being a combination of the previous CDZ requirements and the previously incorporate Urban Design Guidelines):

- Design Element 1: Setbacks, Building Envelopes, Height Limits
- Design Element 2: Building Form, Materials and Colour
- Design Element 3: Orientation, Overshadowing and Overlooking
- Design Element 4: Private Open Space
- Design Element 5: Streetscape and Landscape
- Design Element 6: Views and Vistas
- Design Element 7: Car Park Access and Treatment
- Design Element 8: Publicly Accessible Open Space
- Design Element 9: Pedestrian Movement and Security
- Design Element 10: Signs
- Design Element 11: Interface Areas
- Design Element 11: Boat Landings
- Design Element 12: Heritage Former Loyal Studley Hotel only (new inclusion)

As part of this, a Public Realm Strategy has been prepared by Arcadia as an overarching document for the open spaces in the Victoria Gardens Expansion, providing objectives and guidelines to the network of publicly accessible open spaces in this development.

Figure 16 – Victoria Gardens Expansion Public Open Spaces and Connectivity

Source: Arcadia (Victoria Gardens Expansion Public Realm Strategy)

4.2. PLANNING PERMIT PROPOSAL

Within the Yarra Planning Scheme, a permit is required pursuant to:

- **Clause 37.02** (Comprehensive Development Zone) to construct a building and carry out works
- **Clause 37.02** (Comprehensive Development Zone) to use the land as a Hotel/Bar.
- **Clause 37.02** (Comprehensive Development Zone) to reduce the number of car parking spaces required
- **Clause 43.02 (Design and Development Overlay)** to construct a building and carry out works
- **Clause 43.01 (Heritage Overlay)** to partial demolish a building and to construct a building and carry out works

Regarding the use of the land, under the proposed Schedule 1 to the CDZ all bar one use proposed as part of the Victoria Gardens Expansion are nominated as Section 1, as-of-right uses. This includes the following uses – dwelling, office (other than within Precinct 2), food and drink premises, (other than within Precinct 2) and shop (other than within Precinct 1 or 2). The land uses proposed are to be located within the Doonside Precinct, outside Precincts 1 and 2.

A permit is required however for a Hotel/Bar, being a Section 2 use under the CDZ1.

4.2.1. Doonside Precinct in Detail

4.2.1.1. Built Form

The proposed development comprises six (6) distinct building forms integrated with the existing heritage building at No. 53 Burnley Street, which are all interlinked through the podium levels, shared walkways and open space areas, both publicly and privately accessible. The proposed development will also integrate with the existing built form of the Victoria Gardens Shopping Centre to the north.

The six (6) distinct building forms range between seven (7) and seventeen (17) storeys. The buildings are labelled on the architectural plans as Building 1, 2, 3, 4, 5, and 6. Building 1 is proposed to front Burnley Street and Buildings 4, 5 and 6 will front Doonside Street. Buildings 2 and 3 are setback behind, internal to the subject site. All buildings with a frontage to Burnley or Doonside Street have a podium presentation to the street.

Notably, the primary heritage fabric of the building located at No. 53 Burnley Street will be retained, while the rear of the building will be demolished to allow for the integration into the new built form proposed.

Figure 17 - Render of Doonside Precinct

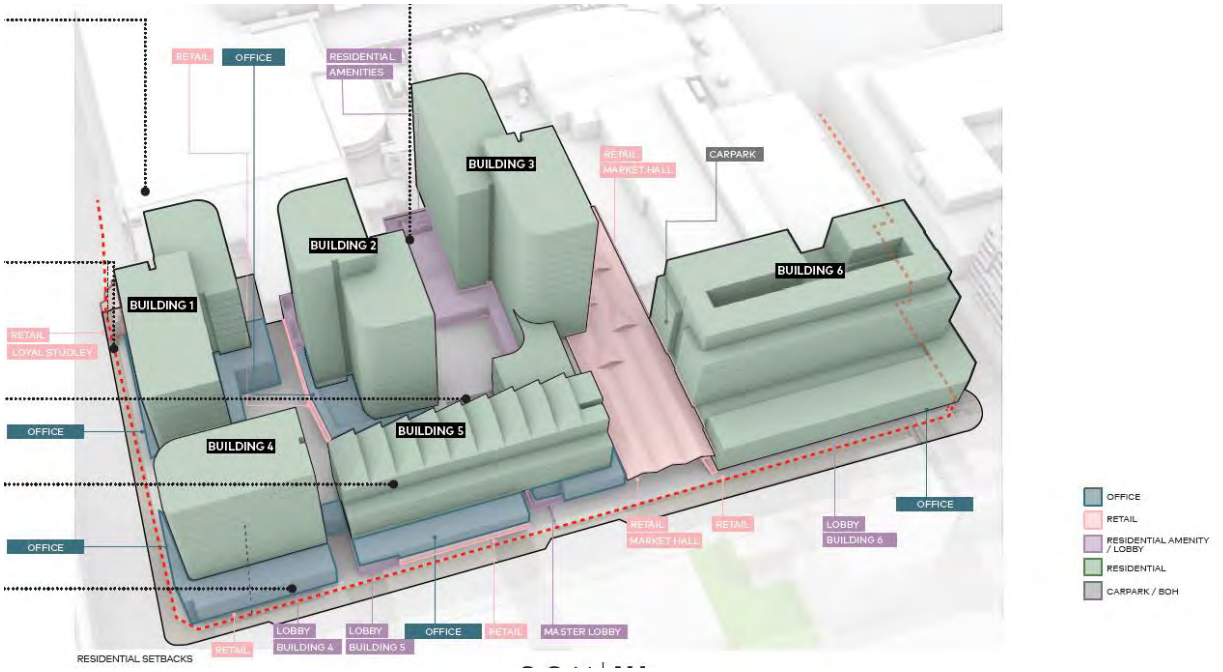
Source: Cox Architecture and NH Architecture

The proposed built form can be generally summarised as follows:

- Two level basement car park, located on the western side of the development. The car park entry/exit will be accessed via David Street to the east, at the ground floor level.

- The Ground Floor – Level 1, including Mezzanine Levels, will form the podium elements of the proposed buildings and will provide a wide range of uses, including:
  - Market Hall, providing for a range of speciality fresh food retailers
  - Hotel (Pub) facing Burnley Street within the heritage building to be retained
  - Bicycle parking, across three areas at the ground floor and mezzanine levels, both for residents and employees (associated with retail and office spaces) with visitor spaces provided on-street
  - Building services, including Level 1 and Level 1 mezzanine car parking within Building 6
- Ground floor setbacks, a minimum of 2.5m (except for the heritage building) to Burnley Street, Doonside Street and David Street to provide for widened footpaths
- Above the podium form, the six (6) distinct buildings, each comprising dwellings, can be described as follows:
  - **Building 1:** ranging in height between 10-12 storeys (plus an additional mezzanine level), with a maximum building height of RL 58.5m (excluding plant)
  - **Building 2:** Ranging in height between 15-17 storeys (plus an additional mezzanine level), with a maximum building height of RL 73.75m (excluding plant)
  - **Building 3:** Ranging in height between 15-17 storeys, with a maximum building height of RL 73.75m (excluding plant)
  - **Building 4:** 13 storeys plus mezzanine, with a maximum building height of RL 61.55m (excluding plant)
  - **Building 5:** Two interlocked forms to create one building being 7 storeys, with a maximum building height of RL 43.25m (excluding plant)
  - **Building 6:** ranging in height between 11 storeys (plus an additional two mezzanine levels), with a maximum building height of RL 56.9m (excluding plant)
  - Building 2 and 3 will be interlinked by built form at the ground and first floor levels
- Generous landscaping is provided across podium rooftops and centrally within the site on Level 1, where the built form is setback from the podium elements below.

Figure 18 – Built Form Massing and Proposed Uses across the Subject Site



Source: Cox Architecture and NH Architecture

4.2.1.2. Development Summary

The proposal comprises the following breakdown of land uses across the built form:

Table 2 – Development Summary

Proposal Area	Land Use Summary
Basement Level 2	172 car parking spaces Retail and residential plant and back-of-house (BOH) Services including substation and rainwater pump Residential storage Retail and Residential loading areas
Basement Level 1	172 car parking spaces Residential storage Retail and residential plant and back-of-house (BOH)
Ground Floor, including mezzanine above	Market Hall Retail Office Residential and Office Lobbies Bicycle Parking including End-of-Trip-Facilities (EOTF) Residential storage Secondary Retail loading Hotel (Pub)
Level 1, including mezzanine above	Commercial, including office Residential lobby and amenities including indoor cinema, games room, spa/pool, lounge, dining areas, music room, gymnasium, multi-purpose rooms, library, meeting room, kids play room Car park area within Building 6 Hotel (Pub) Retail 28 dwellings (Building 6)
Building 1	141 dwellings
Building 2	136 dwellings
Building 3	215 dwellings
Building 4	77 dwellings

Proposal Area	Land Use Summary
Building 5	82 dwellings
Building 6	188 dwellings

Total areas of retail and office use are as follows:

- Retail: total of 8,545 m^2 (GLAR)
- Commercial Office: 3,485 m^2 (NLA)

Please refer to the Development Summary, including within the Architectural package, prepared by Cox Architecture and NH Architecture for further detail.

Residential Breakdown

The proposal comprises a total of 839 dwellings located within all buildings as outlined in Table 2 above. The proposed mix of dwelling types provides a range of options for future residents. The apartment mix is as follows:

- Studio apartments: 21
- 1 bedroom apartments: 435 (including 29 with a study)
- 2 bedroom apartments: 369 (including 14 with a study)
- 3 bedroom apartments: 14

The apartments vary both in layout and size, with a total of seven different apartment types, ranging between a minimum area of 29.5m^2 and maximum area 131.4m^2, with an overall average in size of 74.5m^2.

Notably, all apartments have been designed to ensure compliance with the Better Apartments Design Standards (BADS).

Please refer to the Apartment Layout Plans, included within the Architectural package, prepared by Cox Architecture and NH Architecture for further detail. An assessment against the BADS is also included at Section 7.5 and **Appendix C** of this report.

Affordable housing (associated with dwellings within Doonside Precinct and Lot 9) equalling either not less than 10% affordable housing at a discounted rate, or not less than 2% gifted of market value be provided as part of the development proposal.

4.2.1.3. Publicly Accessible Open Space and Landscaping

The proposal contains several publicly accessible open spaces, a Market Hall, and private (including communal) open space associated with the residential component. These areas are summarised below and assessed in further detail in Section 7.2 of this report.

A landscape architectural package has been prepared by Arcadia and should be read alongside this summary:

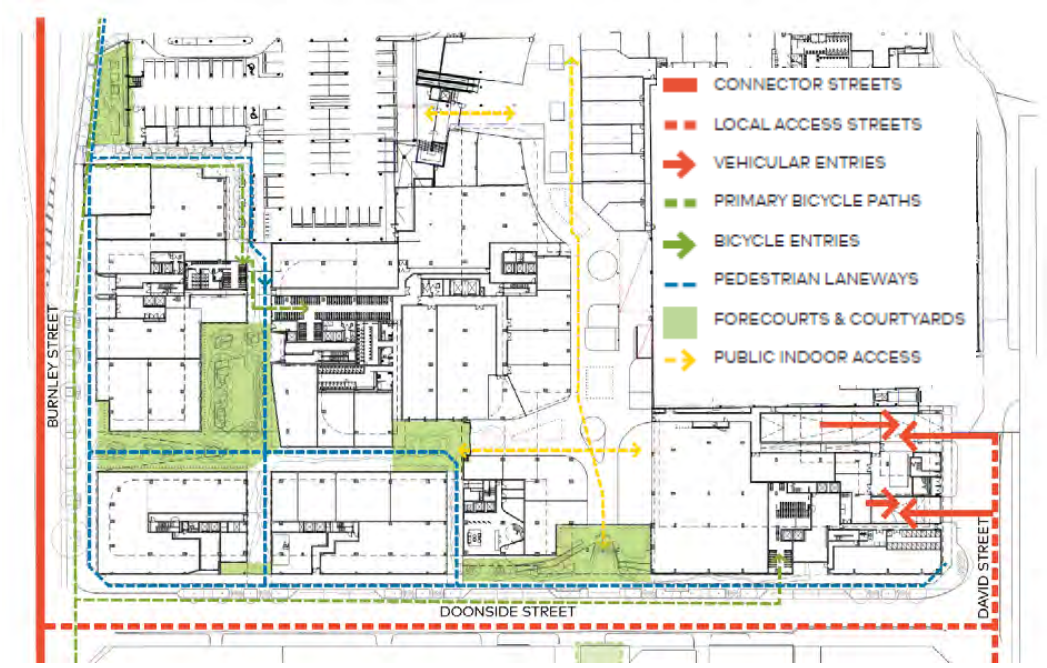
Publicly Accessible Open Space

The proposal increases connectivity and open space across the site, providing various internal laneways, connected by courtyards and areas of public open space. These include:

- Widened pedestrian footpaths along Burnley Street and Doonside Street, including the planting of street trees and provision of public seating
- Pedestrian laneway, along the northern boundary of the site, adjacent to the heritage building (to be retained)
- Public indoor pedestrian access through Market Hall and through to the Victoria Gardens Shopping Centre
- North-south and east-west pedestrian laneways, connecting Burnley and Doonside Streets, between Buildings 1/2, 1/4, 4/5, 2/5, and 5/6

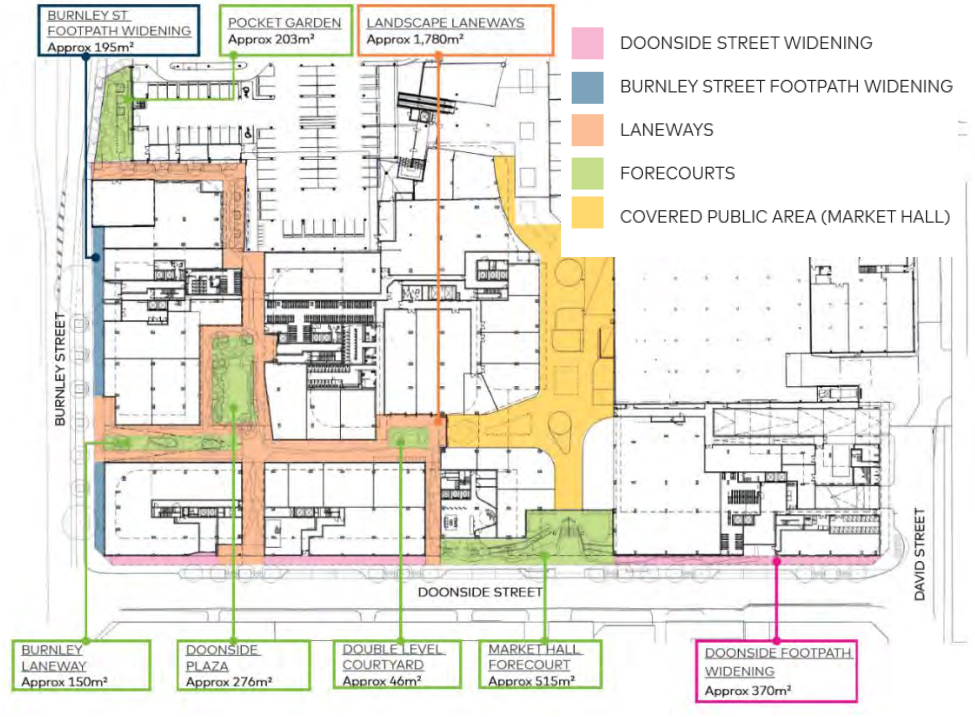
- Pocket Garden, Burnley Laneway, and Doonside Plaza with substantial landscaping with deep soil planting incorporated, including trees, planters, in-ground planting, and lawn. Furniture including various forms of seating will also be provided throughout.
- Double Level Courtyard with landscaping and seating including lush shade planting and vertical green wall
- Market Hall Square with a combination of garden beds with canopy trees and a mixture of seating options

Picture 24 – Ground Floor Publicly Accessible Open Space



Source: Cox Architecture and NH Architecture (Urban Context Report)

Picture 25 – Ground Floor Activation – Connections & Primary Moves



Source: Cox Architecture and NH Architecture (Urban Context Report)

Market Hall

The Market Hall is proposed to be located centrally within the subject site, with primary access provided off Doonside Street and the Market Hall Square to the south. The Market Hall is a covered space that comprises retail uses, free-standing kiosks and seating areas at the ground floor, and is integrated through to the Victoria Gardens Shopping Centre.

Figure 19 - Market Hall Render

Source: Cox Architecture and NH Architecture (Urban Context Report)

4.2.1.4. Public Open Space Contributions

Given the provision of 2,660sqm (out of a possible 8,783sqm) of publicly accessible open space area within the current MUZ, and the previous payment of Public Open Space Constructions as part of the original CDZ development, it is proposed that any future development would be exempt from the requirements of Clause 22.12 and Clause 53.01.

The current provision of Publicly Accessible Open Space equates to 30.285 percent of the land currently zoned MUZ, which far exceeds the contribution requirements of Clause 22.12 and Clause 53.01. We consider that any further financial contributions would be onerous and unreasonable.

As such, we propose that an exemption to the public open space contributions is incorporated within the Schedule to Clause 53.01 of the Yarra Planning Scheme.

4.2.1.5. Private & Communal Open Space and Landscaping

Private open space and landscaping is provided in the form of private, communal and landscaped publicly accessible open space for residents and visitors. These spaces consist of:

- Level 1 residential garden, including a 25m swimming pool, outdoor shower facilities, family area, water feature, grassed areas, substantial planting and outdoor terrace, barbeque and dining areas
- Level 2 landscaping, including vegetated green roofs, raised planters to edge of the buildings and with screening planting
- Level 3 areas, including raised planters and private terraces to Building 6
- Level 5 communal roof terrace between Buildings 3 and 5, as well as raised planters to Building 5
- Level 7 and 8 communal terrace with raised planters
- Level 9 raised planters to edge of Building 6

4.2.1.6. Materials and Finishes

The materials and finishes of the proposal have been chosen to reference those materials historic to the area, as well as contemporary materials evident in the surrounds. A wide range of construction materials are proposed and have been designed to distinguish between the differing built form elements across the proposal. The key finishes chosen across the different built form elements are summarised as follows:

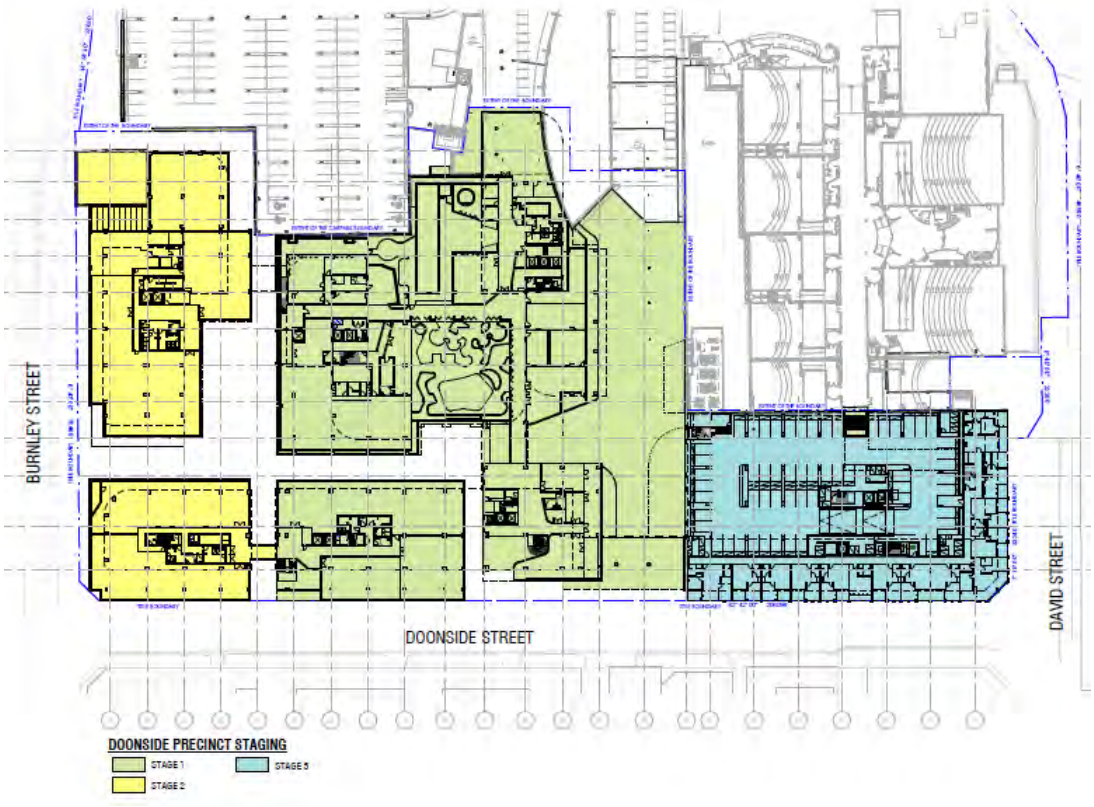
- The **podium** will comprise materials including red brick, sandy brick, hit and miss red brickwork and dark grey precast concrete. Further articulation will be provided through the use of monument colourbond metal, timber panelling and various glazing types.
- The **towers** will be constructed using a wide range of materials, including light and mid grey precast concrete, silver tinted glass, exposed concrete slab edges, various coloured regular and hit and miss brick work, terracotta tiles, with features of mesh screening and metal privacy screening, as well as angled and flat metal balustrades.

4.2.1.7. Staging of the Development

The proposal seeks to stage the delivery of development for the Doonside Precinct over time. Each stage of development can be summarised as follows:

- **Stage 1** – basement levels, development at the ground floor and mezzanine levels within the central and eastern portions of the site (Buildings 2, 3, 5, and 6), and development located centrally within the subject site at Level 1 and above (Buildings 2, 3 and 5). This stage will include the ground level Market Hall, Doonside Street entry, retail and residential loading docks, services and substation.
- **Stage 2** – development interfacing Burnley Street at the Ground Floor and above of Buildings 1 and 4, including the restoration of the Former Loyal Studley Hotel. This stage includes the Burnley Street footpath widening and entry forecourt.
- **Stage 3** – development located within the eastern portion of the subject site (Building 6) at Level 1 and above.

Figure 20 – Development Staging Plan (note Level 1 only, refer to Architectural Drawings for all Staging Plans)



Source: Cox Architecture and NH Architecture

5. PLANNING SCHEME AMENDMENT STRATEGIC CONSIDERATIONS

5. PLANNING SCHEME AMENDMENT STRATEGIC CONSIDERATIONS

5.1. DOES THE PROPOSAL MEET THE REQUIREMENTS OF THE CDZ?

The Victoria Gardens Expansion proposal achieves and meets all the relevant requirements of the Comprehensive Development Zone, Schedule 1. An assessment against the key requirements of the proposed CDZ is provided below as follows:

- **Uses** – all land uses proposed on the subject site are permissible under the CDZ1, noting that all uses comply with the relevant condition requirements. The key land uses proposed are Section 1 uses, noting the accompanying condition requirements are met. These are noted in the table below.

Table 3 – Proposed Uses and compliance with CDZ – Schedule 1

Use	Condition	Compliance
Section 1 (no permit required)		
Food and drink premises	Must not be located in Precinct 2.	Comply
Office	Must not be located in Precinct 2.	Comply
Dwelling	N/A	N/A
Restricted retail premises	N/A	N/A
Shop	Must not be located in Precinct 1 or 2.	Comply
Section 2 (permit required)		
Hotel	N/A	N/A

- **Car Parking requirements –** As a result of the proposed car parking controls within the proposed Parking Overlay schedule, the Victoria Gardens Expansion requires a total maximum statutory car parking requirement of 1 space per dwelling, 2 spaces per 100sqm for office and 3 spaces per 100sqm for shop and food and drink premises land uses.

  In total, the proposed development of the Doonside Precinct provides for a total of 518 car parking spaces, to be allocated to residential and office uses. As such, the car parking provision will comply with the maximum statutory car parking requirement associated with the proposed dwellings, office and shop land uses on site, while a reduction to the car parking requirements associated with the hotel (pub) and food and drink premises on site is sought for the proposal. Having regard to the Transport Impact Assessment, including parking demand assessment, undertaken by Stantec (formerly GTA consultants), the proposed reduction to the car parking requirements is considered appropriate. Namely, the proposed development seeks to utilise the existing public transport network in proximity to the site and encourage the use of sustainable transport modes, aligning with the broader objectives for sustainable transport within the municipality.

- **Comprehensive Development Plan –** The proposal is generally in accordance with, and in compliance with the requirements of the Victoria Gardens Comprehensive Development Plan 2022. All building heights proposed have been designed in accordance with those outlined in the Comprehensive Development Plan – Precincts, Height and Setbacks Plan (Figure 15) to ensure compliance.

5.2. WHY IS THE AMENDMENT REQUIRED?

The Victoria Gardens Expansion presents a significant opportunity to rejuvenate, not only the subject site to create a truly mixed-use precinct and connected community, but also contribute to the evolution of the surrounding urban environment.

The existing planning controls that apply to the subject site are out of date and now lack relevance in both the physical and planning context of the subject site. As such, the planning controls are in need of updating to accelerate the activity centre planning for the Victoria Gardens Comprehensive Development area and ensure the planning controls reflect the significant urban renewal which surrounds the site and has occurred since the construction of the existing Victoria Gardens Shopping Centre. This application will act as a catalyst for the revitalisation of Victoria Gardens and its integration with the surrounding area of Richmond, and the broader area of Yarra.

The Doonside Precinct will create a vibrant land use mix of retail, residential, office and publicly accessible open space, contributing significantly to the rejuvenation of the area. The River Boulevard Precinct presents as a unique opportunity within a generally fine-grained area, to provide for significant public realm improvements, generous publicly accessible spaces and improved connectivity within and through the site, including to the Yarra River.

The amendment is required to allow the currently underutilised land to be appropriately developed in line with the strategic vision for the area in a holistic manner with the overall Victoria Gardens area.

The Doonside Precinct development offers the opportunity to enhance the centre through new retail, commercial and residential development and urban renewal of former industrial land with significant job creation generated through the project lifespan and permanent jobs once completed.

5.2.1. Current Zones

Under current conditions, the Doonside Precinct is located over two zones with part of the site within a Mixed Use Zone. This leads to a very complicated set of planning controls with multiple planning approvals required to realise the Doonside Precinct project including a planning scheme amendment, planning permit (MUZ land) and development plan (CDZ land) approval required for the single Doonside Precinct development. The Comprehensive Development Zone is now over 20 years old, is not in a current drafting format and importantly does not appropriately align with strategic planning policy for intensification of Major Activity Centres.

The expansion of the CDZ into the MUZ land would allow the whole site to be considered under the same zone, requirements and decision guidelines. The zone continues to be useful given that there are large areas within the current CDZ which have not been completed yet and the CDZ is a higher order zone appropriate for the Activity Centre.

5.2.2. Deletion of DDO9

The deletion of Design and Development Overlay Schedule 9 from the Doonside Precinct (where it currently applies) is acceptable given the design objectives have been met within the proposal in the following manner.

It should also be noted that the subject site is separated from the low scale residential areas by the sites to the south (including the Harry the Hirer site and also Burnley Street to the west):

- *To recognise this Precinct, being on the edge of an activity centre and abutting low rise residential development, as transitional in its location and function;*

The proposal is recognised as being part of the Activity Centre through its inclusion as part of the CDZ with the buildings responding to the surrounding emerging character of built form. The sites further to the south are abutting low scale residential development.

- *To ensure building design responds to the industrial character of the precinct but respects the character of the established residential areas to the south and east of the Precinct;*

The proposed design and material palette reflects the former industrial character of the precinct with a modern interpretation. The fine-grained nature of the materials chosen are reflective of the character of the established residential areas.

- *To respect the scale of development on the south side of Appleton Street;*

The Harry the Hirer site and the constructed apartments to the south provide the transition to the lower scale residential areas on the southern side of Appleton Street.

- *To provide a pedestrian friendly environment along all street frontages;*

A significant improvement with respect to creating a pedestrian friendly environment along all street frontages is achieved through the proposal. This includes widened footpaths, landscaping, street furniture, active uses, and publicly accessible open spaces.

- *To encourage improvements to the public domain, including the provision of public open space;*

The proposed Doonside Precinct within the Victoria Gardens Expansion will incorporate approximately 3,535 sqm of publicly accessible open space for the enjoyment of the community, in the form of various open spaces, including plazas and squares, interlinked by laneway connections. These are centred around the key public realm areas on the ground floor, being the Burnley Laneway, Pocket Garden, Doonside Plaza, Double Level Courtyard, the Market Hall Square and the both the Burnley and Doonside streetscapes.

- *To ensure that new development does not adversely impact on local traffic conditions;*

Overall, it is considered that the supply of car parking is appropriate for the proposed development, considering it is supported by Council's strategy to reduce private vehicle usage.

Stantec (formerly GTA Consultants) have confirmed that considering existing traffic volumes and noting that the constrained nature of the surrounding road network, the traffic impact of this additional traffic is expected to be minor.

- *To ensure a high standard of architectural design; and*

As indicated, the proposal presents an exemplar high standard of architectural design.

- *To ensure that new development does not prejudice the ongoing operation of nearby commercial, industrial and warehouse businesses.*

At the time DDO9 was introduced into the planning scheme the majority of the surrounding area was largely industrial. Since that time a number of apartment buildings have been approved and constructed, with the Harry the Hirer site rezoned to Mixed Use Zone and including a residential component within Amendment C223yara (approved 6 May 2021). Nevertheless, given the adjacency to the Victoria Gardens Shopping Centre, ensuring the ongoing functioning of the commercial uses within it have been a key consideration.

Amendment to Clause 53.01

Given the provision of 2,660qsm (out of a possible 8,783sqm) of publicly accessible open space area within the current MUZ, and the previous payment of Public Open Space Constructions as part of the original CDZ development, it is proposed that any future development would be exempt from the requirements of Clause 22.12 and Clause 53.01.

The current provision of Publicly Accessible Open Space equates to 30.285 percent of the land currently zoned MUZ, which far exceeds the contribution requirements of Clause 22.12 and Clause 53.01. We consider that any further financial contributions would be onerous and unreasonable.

As such, we propose that an exemption to the public open space contributions is incorporated within the proposed Schedule to Clause 53.01 of the Yarra Planning Scheme.

Introduction of the Parking Overlay

The parking overlay is required to be introduced to the Planning Scheme and it will incorporate new car parking rates. The introduction of a Parking Overlay Schedule which includes application of new car parking provision rates, providing a new maximum statutory car parking requirement for dwellings, office, shop (including restricted retail) and food and drink premises uses. Where they are not specifically mentioned, Column B of Clause 52.06 will apply. The objectives of the parking overlay to be achieved are as follows:

- To identify appropriate car parking rates for development and land uses within the Victoria Gardens Precinct as identified within Schedule 1 of the Comprehensive Development Zone.
- To facilitate the continued commercial operation of the Victoria Gardens Precinct, including the Victoria Gardens Shopping Centre and to ensure that appropriate car parking is provided.

- To recognise the site's proximity to the Principal Public Transport Network and to reduce car parking demand by encouraging use of sustainable and active transport modes to and from the site.

The current car parking requirements specified in the CDZ were incorporated into the Yarra Planning Scheme in April 2009 and are now considerably out of date with current practice and the requirements for the site. The proposed revision to the CDZ seeks to remove the parking rates and move them to a standalone parking overlay specific to the subject land.

Exemptions within CDZ

Under the existing CDZ Schedule 1, Section 5, the provisions of Clause 44.04 (Land Subject to Inundation Overlay - LSIO), Clause 42.03 (Significant Landscape Overlay - SLO), Clause 43.02 (Design and Development Overlay - DDO) and Clause 43.01 (Heritage Overlay - HO) do not apply to any development constructed in accordance with an approved development plan.

Given the current formatting of Clause 37.02 does not allow a Schedule to exempt permit requirements under other overlays, this is not able to be transferred over to the proposed amended CDZ Schedule 1. However, allows a Schedule to exempt applications under other provisions 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 (see below). As such, the proposed amended Schedule 1 has now been amended to exempts application under the SLO, DDO and HO from notice requirements and review rights. We note that LSIO already includes exemptions from notice and review.

5.3. DOES THE AMENDMENT IMPLEMENT THE OBJECTIVES OF PLANNING IN VICTORIA?

The *Planning and Environment Act 1987* establishes the objectives of planning in sections 4(1) and 12(1). The amendment upholds the objectives of planning by way of the following:

- Providing for the fair, orderly, economic and sustainable use and development of the site
- Facilitating a development that incorporates best-practice ESD initiatives, contributing to sustainable built form
- Providing a vibrant, mixed-use precinct that supports a pleasant and safe working and living and environment
- Ensuring no unreasonable impact on buildings identified of specific historic or cultural value
- Supporting the redevelopment of the site with improved facilities for net community benefit
- The development accords with the above objectives through the application of the Comprehensive Development Zone to the site, ensuring the objectives within the Planning Policy Framework are achieved.
- Further, the proposal responds to the present and future interests of Victorians by facilitating a high-quality, sustainable development that will provide significant community benefits.

5.4. DOES THE AMENDMENT ADDRESS ANY ENVIRONMENTAL, SOCIAL AND ECONOMIC EFFECTS?

Planning in Victoria

The amendment is consistent with the objectives of planning in Victoria. It will provide for the appropriate use and development of the land, and will provide a pleasant working, living and recreational environment for residents, workers and visitors to the site.

Environmental effects

The amendment will have positive effects on the environment by facilitating the development of landscaped public open space and private open space on land which currently has no vegetation. The development proposal also incorporates a wide range of environmentally sustainable design (ESD) features to ensure the environmental impacts of intensifying the land uses on the site are minimised.

In addition, the proposed design response and built form massing appropriately responds to environmental wind conditions, and environmental preliminary site investigations would ensure appropriate outcomes for sensitive uses residential above potentially contaminated land.

Critically, the proposed design response and built form massing appropriately respond to the Yarra River overshadowing controls (DDO1). As part of the amendment, the eastern portion of the Doonside Precinct will be included within the EAO and as such, this will facilitate the rehabilitation of the site.

Social effects

The amendment will have positive impacts on the community through facilitating the provision of the following:

- Enhancing the public realm and supporting active travel and the environment. A total of 9,750 sqm of public open space is proposed including a public realm connection between River Boulevard and the Yarra River Trail.
- The opportunity for increasing housing opportunities in an area that is proximate to community facilities, schools, health services, public open space and public transport options.
- The consolidation of the land as a mixed-use development, providing a range of dwelling types, commercial and retail offerings and employment at the site.
- The opportunity to bring additional uses to a significant activity centre in Yarra.
- Revitalising and reshaping Victoria Gardens Shopping Centre through promoting an increase in the local population of residents, visitors and workers.
- Recreational and social interaction opportunities via the public open space, linkages through and around the site, and provision of retail spaces and public realm improvements.
- A safer environment with activated street frontages and passive surveillance provided from the new built form that will replace the existing largely blank walls.
- Providing a share of the additional dwellings that the Richmond area will need to support projected population levels.
- The Build-to-Rent (BTR) element introduces a greater diversity of housing into the area. There is a need to provide other housing options to residents moving into the area.
- BTR also contributes to alleviating housing stress and creates communities of long-term residents. BTR rental arrangements will lower housing costs for people renting long-term, reduce rental stress, both financially and mentally, and creating communities of long-term residents.
- Providing new publicly accessible open space to support and sustainably meet the open space needs of the existing and future community. Green space provides a range of social, mental, physical and environmental benefits to residents.

Economic Effects

- The proposed development across the development sites is estimated to have a total construction cost of around $900 million inclusive of GST over an anticipated construction timeframe of 7 years in total.
- On average, 681 FTE direct & indirect jobs are likely to be created for the State on an annualised basis during construction, with many accruing locally. Total direct and indirect Gross Value-Added (GVA) to the State economy is estimated at $97.2 million per annum on average over the construction period in constant 2021 dollars.
- Upon completion, the proposed expansion will support around 3,397 total direct jobs (full-time, part-time and casual) on-site across the retail and commercial spaces, childcare centre and managing the build-to-rent apartments. This is a significant uplift compared to the precinct employment level in 2016 of 2,610.
- The direct jobs are estimated to induce a further 1,902 additional jobs within Victoria as a result of flow-on effects. There will be an estimated $836.5 million per annum indirect and indirect GVA contribution to the Victorian economy generated from the daily operation and management of facilities within the development.

- On-site residents will spend an estimated $22,800 on retail goods and services on a per capita basis by 2029. The total retail spending by on-site residents is therefore estimated to reach $73 million by this time.

5.5. DOES THE AMENDMENT ADDRESS RELEVANT BUSHFIRE RISK?

The subject site is not located within the Bushfire Management Overlay, nor within a designated 'Bushfire Prone Area' under planning policy. The amendment will not increase the risk to life, property, infrastructure or the natural environment from bushfire.

5.6. DOES THE AMENDMENT COMPLY WITH ALL THE RELEVANT MINISTER'S DIRECTIONS?

The amendment is consistent with the relevant Ministerial Directions, as follows:

- The proposed amendment accords with Ministerial Direction No. 1 'Potentially Contaminated Land' and does not pose any adverse environmental effects. The site is partly located within the Environmental Audit Overlay (EAO) and the land will be appropriately remediated, if necessary, in accordance with the requirements of this Overlay. As part of the amendment, the eastern portion of the site will also be included within the EAO.
- The proposal complies with Ministerial Direction No. 9 'Metropolitan Strategy' as it facilitates the redevelopment of the site in accordance with the directions contained within Plan Melbourne: 2017-2050, including the principle of 20-minute neighbourhoods.
- The explanatory report addresses the required strategic assessment guidelines in accordance with Ministerial Direction No.11 'Strategic Assessment of Amendments'.
- In line with Ministerial Direction No. 19 comments have been sought from the EPA and have been provided as part of this submission. This application addresses any views of the relevant authority.

5.7. HOW DOES THE AMENDMENT SUPPORT OR IMPLEMENT THE STATE PLANNING POLICY FRAMEWORK PPF?

The proposal is highly consistent with the objectives and policies contained within the Planning Policy Framework (PPF) and achieves the outcomes relating to Plan Melbourne, Urban Growth, Open Space, Metropolitan Melbourne, Environmental Risks, Water, Built Environment and Heritage, Residential Development, Commercial, Integrated Transport, Movement Networks and Infrastructure for the following reasons:

- The amendment ensures policy direction for activity centres can be met by providing the opportunity for high-quality mixed use development within a Major Activity Centre that can introduce a form of higher density housing. The land can be consolidated as a mixed-use precinct, including housing, commercial and retail uses that will be well serviced by public transport, retail and community services. (**Clause 11**)
- The amendment ensures that the policy direction for activity centres can be met by increasing housing yield in a convenient and established urban environment with excellent access to public transport, services and employment. (**Clause 11**)
- Any potential contaminated land can be addressed via the requirements of the Environmental Audit Overlay. (**Clause 13**)
- The proposed development will ensure the preservation of an appropriate degree of heritage fabric and is designed to sit comfortably within the existing heritage context. (**Clause 15.03**)
- The amendment ensures policy direction for a safe, functional and high-quality urban environment can be met. This amendment facilitates a form of higher-density housing along a transport corridor that is well separated from surrounding residential areas. (**Clause 15**)
- Publicly accessible open space will be provided throughout the site to extend and diversify the surrounding street network. (**Clause 15**)

- It will provide a high quality development which will respond appropriately to the surrounding area and the characteristics of the subject site, including heritage through an attractive and innovative design response which will introduce contemporary built form to this site. (**Clause 15**)
- The proposal will contribute to the quality of the public realm by achieving high standards in urban design, while based on a comprehensive site analysis to take into consideration the surrounding context. (**Clause 15**)
- Where possible, the proposal will achieve excellence in energy efficient building design which implements key ESD principles. (**Clause 15**)
- The proposal provides a range of dwelling typologies and sizes to increase housing choice and improve affordability. (**Clause 16**)
- It will contribute to objectives for mixed use development of Richmond which is intended to accommodate both residential and commercial land uses. It will provide a mix and level of activity to attract people for a variety of reasons within a safe environment and to provide a range of active frontages and land uses. (**Clause 17**)
- The proposed development serves to strengthen the provision of infrastructure for sustainable transport options, including easy access for pedestrians to ground levels, as well as plentiful facilities for cyclists and easy access for public transport uses. This design also facilitates the development of the 20-minute neighbourhood, which focuses on accessibility via non-vehicular means. **(Clause 18**)
- It will make better use of existing infrastructure and will provide an improved range of housing choice and business opportunities within the immediate locality for both current and future residents. (**Clause 19**)

5.8. HOW DOES THE AMENDMENT SUPPORT OR IMPLEMENT THE LOCAL PLANNING POLICY FRAMEWORK, AND SPECIFICALLY THE MUNICIPAL STRATEGIC STATEMENT?

The proposal is consistent with the MSS and local policy, including Council's vision for the Victoria Street MAC area, as it will provide a high-quality mixed-use development that is consistent with the mixed-use nature of the wider Richmond precinct.

Specifically, the proposal is considered to respond to the relevant policy context for the following reasons:

- In terms of land uses, the supporting mix of uses proposed is consistent with Objective 5 of the MSS within **Clause 21.04-2** and would complement the role and function of the Victoria Street MAC, Victoria Gardens Shopping Centre and surrounding area, as well as strengthening its long-term viability as a destination for the local community.
- The proposal is generally consistent with Council's built form policy at **Clause 21.05-2** (Urban Design). The proposed building height will address the five relevant criteria for higher density development for the following reasons:
  - Provides significant upper level setbacks
  - Is of architectural design excellence
  - Achieves excellence in environmental sustainability objectives in design
  - Provides a high quality restoration and adaptive re-use of the heritage building, the Former Studley Hotel
  - Makes a significant contribution to the enhancement of the public domain
  - Provides for affordable rental housing
- The proposal will provide new laneway connections though the site, linking in with the surrounding existing network. The proposal will incorporate publicly accessible open space for the enjoyment of the community, in the form of various open spaces, including plazas and squares, interlinked by laneway connections. These are centred around the key public realm areas on the ground floor, being the Pocket Garden, Burnley Laneway, Double Level Courtyard, the Market Hall Square and the Doonside/Burnley streetscapes, which are discussed below.

- The proposal will contribute to the consolidation and viability of the Victoria Street Activity Centre, as it will provide a mixed use development with residential, office and retail components, on the fringe and within close walking distance of the activity centre.
- The development will assist in achieving Council's objectives at **Clause 21.06** (Transport) as it will provide higher density housing options within close proximity of public transport and is within walking distance of services within the Victoria Street Activity Centre. It is well connected to a variety of cycling and walking networks within the surrounding area.
- The proposal has regard to **Clause 21.07** (Environmental Sustainability) as it adopts sustainable building design through the use of a variety of ESD features.
- The proposal is consistent with **Clause 21.08** (Neighbourhoods), which encourages the provision of land uses close to Victoria Gardens that supports its role and by contributing to the fine-grained network of pedestrian friendly streets east of Burnley Street and north of Doonside Street. Further, the proposal will contribute positively to the surrounding urban fabric and public realm.
- Through the retention and restoration of the hotel, the existing building will be significantly improved compared to existing conditions which is compliant with heritage policy at **Clause 22.02-5.3**.
- As per **Clause 22.03** (Landmarks and Tall Buildings), the proposal will add to the interest of the urban form and skyline.
- The proposal will provide a reasonable level of amenity within the proposed dwellings, as desired within **Clause 22.05** (Interface Uses Policy). The site has the benefit of its locality with limited sensitive interfaces other than existing residential buildings across David and Doonside Streets, therefore it is not envisaged that any adverse amenity impacts will result.
- The proposal will provide a positive contribution to the character of the area, including through replacing the existing blank facades with activated building frontages, and will provide built form that is safe, convenient, attractive, accessible and sustainable, consistent with **Clause 22.10** (Built Form and Design Policy).
- The proposal meets the objectives of **Clause 22.11 (Victoria Street East Precinct Policy)** given:
  - it does not impact the Yarra River corridor;
  - does not result in unreasonable additional traffic implications;
  - encourages the use of public transport;
  - improves pedestrian connectivity within and through the street;
  - improves existing infrastructure;
  - has an appropriate land use mix and is of a high quality design which respects and protects the character of neighbouring residential properties; and
  - ensures sunlight and amenity is maintained to public spaces.
- The proposal will, as part of the ESD features, appropriately minimise the hydrological impact of the development through water sensitive urban design and stormwater re-use wherever possible, consistent with **Clause 22.16** (Stormwater Management (Water Sensitive Urban Design).

5.9. DOES THE AMENDMENT MAKE PROPER USE OF THE VICTORIA PLANNING PROVISIONS?

The Comprehensive Development Zone has been applied to the land appropriately to facilitate the Victoria Gardens Shopping Centre development. Given the development is yet to be completed and the proposed development will form part of the overall precinct, it is appropriate to apply a Comprehensive Development Plan to the entirety of the subject site.

The purpose of the Comprehensive Development Zone is to provide for a range of uses and the development of land in accordance with a comprehensive development plan incorporated into the planning scheme.

The Parking Overlay is the appropriate location to include site specific car parking controls.

The Schedule to Clause 53.01 is the appropriate location to specific any particulars for the Public Open Space Contributions.

5.10. HOW DOES THE AMENDMENT ADDRESS THE VIEWS OF ANY RELEVANT AGENCY?

Council Strategic and Statutory Planning departments have been consulted extensively on the preparation of the planning scheme amendment.

The views of relevant agencies will be sought by the responsible authority through the assessment process.

5.11. DOES THE AMENDMENT ADDRESS RELEVANT REQUIREMENTS OF THE TRANSPORT INTEGRATION ACT 2010?

The planning scheme amendment will provide for the integration of transport and land use and facilitate access to social and economic opportunities as sought in the *Transport Integration Act 2010*.

The site is well serviced by existing public and private transport networks, which will enable residents, workers and visitors to access the site by a range of transport modes.

This is discussed in further detail within the Transport Impact Assessment prepared by Stantec (formerly GTA Consultants).

5.12. RESOURCE AND ADMINISTRATIVE COSTS

The amendment would not place any unreasonable resource or administrative costs on the responsible authority.

6.

PLANNING SCHEME AMENDMENT PLANNING CONSIDERATIONS

6. PLANNING SCHEME AMENDMENT PLANNING CONSIDERATIONS

The following sections of this report address the key planning considerations, which are:

- Planning policy support for the proposed planning scheme amendment and development
- Economic benefits and land use mix
- Public benefits
- Transport, traffic and parking
- Environmental considerations

6.1. PLANNING POLICY SUPPORT AND STRATEGIC JUSTIFICATION

The proposed planning scheme amendment enjoys strong strategic support at the State and local policy level. The site is within a Major Activity Centre where retail based intensive development is encouraged. The Richmond neighbourhood is undergoing significant change, with several higher-density developments approved, under construction and completed within the immediate area. This development will provide a positive strategic opportunity for development within a well-resourced, inner-urban environment with a proposed built form that responds to the diverse pattern of urban form in the neighbourhood and with limited off-site amenity impacts.

Plan Melbourne and the Planning Policy Framework (PPF) envisage Major Activity Centres as a focus for a mix of commercial and higher-density residential development in order to consolidate urban environments and support local economic growth in areas near established jobs, services, and public transport.

State and local strategic policies identify Victoria Street as a Major Activity Centre (MAC), the highest order of activity centres within Yarra's hierarchy. The Victoria Gardens Expansion area is located strategically within the Victoria Street MAC as identified within Yarra's Strategic Framework Plan at Clause 21.03 of the Planning Scheme. Furthermore, Clause 21.03 recognises the strategic importance of the subject site as a 'strategic re-development site' within the Residential Development Opportunities Map at Figure 2. Amendment C269yara continues to acknowledge activity centres as the focus for growth due to their proximity to transport infrastructure.

The surrounding area has already had substantial redevelopment and is anticipated to undergo the most significant degree of change of all the activity centres in Yarra. This is further entrenched given the recent approval of Amendment C223yara directly to the south.

This planning scheme amendment to the Yarra Planning Scheme directly aligns to the strategic importance of the subject site, as recognised within the Planning Scheme Framework.

Picture 26 – Major Activity Centres (subject site identified in yellow)

Source: Figure 1 within Clause 21.03 of Yarra Planning Scheme (DELWP, 2021)

Picture 27 – Strategic re-development site (subject site identified in yellow)

Source: Figure 2 within Clause 21.03 of Yarra Planning Scheme (DELWP, 2021)

Employment

The metropolitan planning strategy, Plan Melbourne 2017-2050 locates the City of Yarra within the 'Inner South East Region'. Plan Melbourne 2017-2050 outlines that an additional 1.5 million new jobs will need to be accommodated over the next 35 years. Plan Melbourne forecasts that the inner region will add 233,000 jobs between 2015 and 2031. These will be primarily within professional scientific and technical services, finance and insurance services, healthcare and social assistance, public administration and safety. Many of these typically require office floor space. The proposal meets this policy by locating a high-quality mixed use development within an inner-city area where there is strategic intent and need for employment growth. The MICLUP outlines that the City of Yarra will account for at least 43,000 jobs within the Inner Metro Region, between 2016 and 2031 with this equating to growth of 2.7 percent.

The proposal is further supported by Council's adopted Spatial Economic and Employment Strategy (SEES) which aims to support employment growth in Yarra's Activity Centres (including Victoria Street and Victoria Gardens). The report identifies that *"Victoria Gardens Shopping Centre provides diversity to Yarra's retail offer with a larger format, multi-anchor centre that combines supermarkets, conventional retail and bulky goods retail. Although a break from the traditional main street retail formats, the centre provides a complimentary offer and serves a catchment that extends well beyond Yarra."* The SEES outlines that *"Victoria Gardens is an attraction for a sub-regional population and serves a large and growing local community. The centre provides a different retail format and experience to the street-based offer of the western end of Victoria Street."* The SEES confirms that there is demand for an additional 55,000sqm of floor space projected over the next 15 years (since 2008) The proposed Victoria Gardens Expansion is uniquely placed to take advantage of this adjacency, as well as providing improved connectivity to Victoria Street and the Shopping Centre from the surrounding residential developments and established low scale dwellings.

Broadly, the objectives of this strategy are in line with the proposal by:

- identifying locations that are best suited for accommodating growth and change;
- identifying opportunities for employment precincts; and
- identifying areas where council needs to support growth and change in economic and employment activity.

The construction and provision of commercial and retail floor space will serve to contribute positively to the local economy. The proposal will result in approximately 681 direct and indirect jobs during construction, approximately 3,397 total jobs through the operation of the new retail and commercial facilities, approximately 1,902 additional jobs across Victoria due to flow-on effects. In particular, the redevelopment will assist with strengthening the commercial uses of the area and provide a valuable local employment hub which will complement the surrounding uses and the existing Shopping Centre.

Population Growth

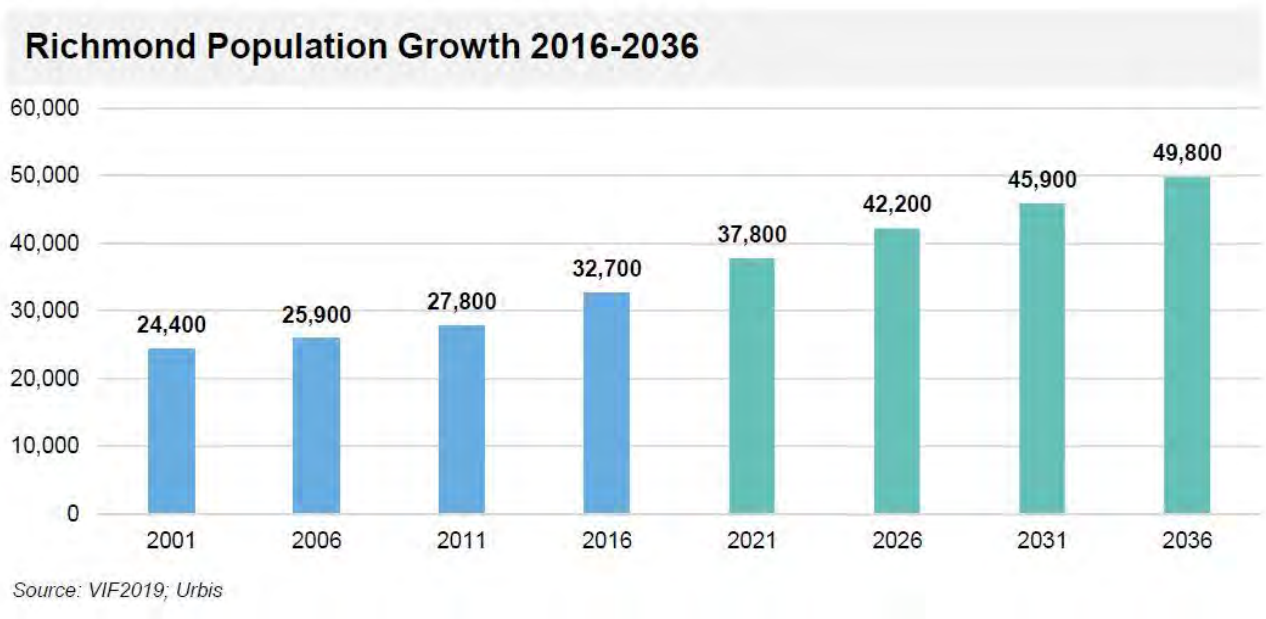
Plan Melbourne anticipates that 1.6 million new dwellings will be required in and around Melbourne to house the projected population growth over the next three decades. The Plan seeks to support the continued growth and diversification of activity centres and encourage new development along the existing and planned transport network, to give communities access to a wide range of goods and services and provide further employment opportunities.

The City of Yarra's population, similarly with metropolitan Melbourne, has been experiencing rapid growth with an increase of 17,208 people[1] between 2011 and 2016, representing an annual increase of 3.7 percent. In the 2016 Census, there were 86,657 people living within Yarra with the current population forecast[2] for 2021 being 104,905 and 136,450 people by 2036. Beyond this, the Victoria In Future (VIF) 2019 forecasts expect a further 2.2 million people to live in metropolitan Melbourne between 2036 and 2056. The demographic forecasting firm id Consulting (used by the City of Yarra) estimates that the population for Yarra in 2041 will be 157,600 people, a growth rate of 69%.

[1] City of Yarra Housing Strategy November 2018 - Page 41

[2] Victorian State Government Victoria in Future 2019 Population Projections 2016 to 2056 July 2019

Figure 21 – Victoria In Future (VIF) Forecast for Richmond



Importantly, *Clause 21.02 - Municipal Profile* of the Yarra Planning Scheme relies on population forecasts created in 2004 where it was forecast that the population would reach 90,000 by 2031. In effect, the population that the planning scheme originally planned for by 2031 has been surpassed significantly and many years in advance. The recent official population projections within Victoria in Future 2019 (VIF 2019)[3], expects that metropolitan Melbourne will add 4 million people from 2018 to 2056, resulting in an overall population of 9 million. VIF 2019 projects that Inner Melbourne (City of Yarra, City of Melbourne and City of Port Phillip) will grow significantly and will experience the second highest average annual growth rate of 2.4% up to 2036, second only to Metropolitan Growth Areas.

In providing 1,679 dwellings across the Victoria Gardens Comprehensive Development area, including 839 dwellings as part of the proposed Doonside Precinct, the Victoria Gardens Expansion will accommodate a share of the anticipated forecast residential growth. As with many inner urban areas, there is an increasing need for affordable housing options. According to the City of Yarra Social and Affordable Housing Strategy 2019, the total unmet need for affordable housing in Yarra in 2016 is estimated to be about 9% (3,571) of all households. The proposed development will respond to this need. The BTR element introduces a greater diversity of housing into the area. BTR also contributes to alleviating housing stress and creates communities of long-term residents. BTR arrangements will lower housing costs for people renting long-term, alleviating rental stress, both financially and mentally, and creating communities of long-term residents.

The overall population growth will continue to manifest itself through greater economic demand and activity generated by that population growth and increase demand for land to accommodate housing, industry and services.

Plan Melbourne seeks to create 20-minute neighbourhoods, where people can access most of their everyday needs within a 20-minute walk from home with access to safe cycling and via public transport. The proposal facilitates this by locating high density housing and employment space within a MAC where a number of services, employment opportunities and facilities are able to be accessed within short walking distance. Additionally, the site is within proximity to established residential areas which provides opportunities for future employees to live close to their workplace.

The intent of the PPF and *Plan Melbourne* as they apply to housing opportunity areas located within established activity centres within inner city Melbourne is clear. The policies are supportive of urban consolidation in locations that are well served by existing infrastructure, as well as the provision of dwellings of assorted styles and sizes to meet the community's current and future needs.

[3] ibid

Planning Policy Framework

State and Local Policies (such as clauses 11.01-1R, 11.03-1S, 16.01-1R and 18.02-3S) encourage the concentration of development in activity centres and intensifying development on sites well connected to public transport. This part of Richmond is undergoing change and there is strong state policy support for increased density in this area.

Policy encourages the concentration of higher density residential developments in established areas and supports proposals which achieve the urban growth objectives at clauses 11.01-1S, 11.03-1S and 16.01-1S of the Scheme through the provision of a mixed-use development on land close to existing transport corridors and services.

In terms of land uses, the supporting mix of uses proposed is consistent with Objective 5 of the Municipal Strategic Statement within Clause 21.04-2 and would complement the role and function of the Victoria Street MAC and Victoria Gardens Shopping Centre, and surrounding area, as well as strengthening its long-term viability as a destination for the local community. Local policy in the Yarra Planning Scheme further supports a mixed of uses on the site and encourages increased housing densities to meet the needs of the diverse Yarra community. The proposal delivers on these objectives by providing a new and diverse housing mix.

Further, the planning scheme amendment will facilitate the redevelopment of a key strategic re-development site within the municipality, as identified within Yarra's vision at Clause 21.03. The proposal aligns to Yarra's vision for the site, recognising the opportunity for increased residential development within the subject site.

Yarra City Council's planning policy identifies the vibrant and mixed-use nature of activity centers as an important attribute of the municipality and seeks to encourage their long-term viability through development and land uses that contributes to adaptation, redevelopment, and economic growth. Clause 21.04-3 also seeks to increase the number and diversity of employment opportunities, specifically identifying service industries as an area where opportunities have been created by declines in traditional manufacturing businesses. The proposal complies with this policy and achieves these goals.

6.2. ECONOMIC BENEFITS & LAND USE MIX

The Comprehensive Development Zone proposes the following uses as permitted uses on the site:

- Residential
- Office (including Medical Centre)
- Retail (Shop & Food and Drinks Premises)

The economic benefits of the proposed mixed-use expansion is significant and includes the following:

- The current single and double storey warehouses and at-grade loading area are an underdevelopment and inefficient use of the site. The provision of 15,258sqm and 30,085sqm of retail and office floor space respectively will generate significant employment opportunities as part of the redevelopment of the land, which will assist in revitalising the area, improving activation along Doonside Street, throughout the Victoria Gardens Expansion and as it integrates with the broader area.
- The office spaces are of an appropriate size given the location of the site and the current and projected market conditions.
- The various uses (office, retail and residential) are viable in terms of function, locality and size in the immediate site context and surrounding area. It is considered that these will complement the Shopping Centre.
- The additional retail uses will service residents and employees within the new development, as well as the wider catchment including complementing the existing retail and commercial premises within the Shopping Centre. The new residential population will assist to ensure these new businesses are viable.
- It will locate high density residential development near employment areas, including the CBD, other businesses in Richmond, Cremorne, Abbotsford, Collingwood, the eastern suburbs, and the Victoria Street Major Activity Centre.
- The provision of high-density residential development contributes to the provision of affordable housing within the municipality.

- The existing built form and the industrial uses of the site are out of context with the finer grain of the surrounding environment, particularly in-line with the recently approved amendment to the south of the site to rezone industrial land for mixed use. Greater activity at the ground level will improve passive surveillance in the area, creating a safer pedestrian environment along Doonside and David Streets.

In terms of the economic aspect, the proposal provides substantial benefits and contributes significantly by achieving the following:

- Total construction cost of around $900 million inclusive of GST in 2022, and an anticipated construction timeframe of approximately 7 years.
- On average, 681 Full-time Equivalent (FTE) direct and indirect jobs are likely to be created for the State on an annualised basis during construction, with many accruing locally.
- Total direct and indirect Gross Value-Added (GVA) to the State economy is estimated at $97 million per annum on average over the construction period in constant 2022 dollars.
- Upon completion, the proposed expansion will support around 3,397 jobs (full-time, part-time and casual) on site across the retail and commercial spaces and managing the build-to-rent apartments.
- The direct jobs are estimated to induce a further 1,902 additional jobs within Victoria as a result of flow-on effects.
- There will be an estimated $837 million per annum in direct and indirect GVA contribution to the Victorian economy generated from the daily operation and management of facilities within the development.
- On-site residents will spend an estimated $22,800 on retail goods and services on a per capita basis by 2029. The total retail spending by on site residents is therefore estimated to reach $73 million by this time. This is available to support existing and future businesses, not only on-site, but also in the surrounding region.

Please refer to the Victoria Gardens Expansion Economic Benefits Statement (Doonside Precinct & River Boulevard Precinct) prepared by Urbis for full details.

6.3. PUBLIC BENEFITS

This proposal presents a significant opportunity for redevelopment and provision of affordable housing and substantial public realm benefits. This redevelopment will ensure an improved pedestrian environment and facilities for a growing population and is considered highly coherent with policy directives of both State and Local Planning Policy Frameworks. The application presents a well-considered proposal that integrates with the proposed re-development with the existing Shopping Centre to support and improve its ongoing functionality.

The Planning Scheme is a network of policies and objectives, which is to be read as a complete document with an understanding that objectives of urban consolidation and employment growth can conflict with neighbourhood character and other objectives. Clause 71.02-3 requires planning authorities to ingrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.

In reviewing this application, a comprehensive evaluation of the proposal has been carried out with consideration to the purposes and objectives sought to be achieved by the *Planning and Environment Act* 1987 and the Yarra Planning Scheme, the applicable decision guidelines, and as to whether there is a net community benefit and sustainable development outcome.

'Net Community Benefit' remains at the forefront of ensuring integration of such proposals within the relevant Planning Policy Frameworks. The approach to determining whether a development will achieve net community benefit involves weighing up the benefits and disbenefits of a proposal having regard to relevant policies and planning controls.

Having carried out an assessment of the sometimes competing state and local policies and objectives against the particulars of this development, we submit that on balance this proposal represents a positive outcome that will benefit the wider community. This redevelopment will provide a significant number of affordable housing dwellings, an improved pedestrian environment and facilities for a growing population. This is considered in-line with policy directives of both State and Local Planning Policy Frameworks. The public realm strategy is a well-considered proposal and integrates with the proposed redevelopment of the

overall site and also with the existing Shopping Centre to support and improve its ongoing functionality for all.

The proposed amendment includes affordable housing to be provided (associated with dwellings within Doonside Precinct and Lot 9 only) equalling not less than 10% affordable housing at a discounted rate, or not less than 2% gifted of market value be provided as part of the development proposal. The affordable housing requirements for Lot 9 will only be triggered on approval of building height above RL 38 which is the existing height control. It is proposed to amend this height control to RL 75 as part of the planning scheme amendment (see Figure 23).

We submit that the affordable housing requirement should be triggered for Lot 9 only in the event that the amended Lot 9 height is approved as proposed given the permit applicant already benefits from an approved built form of up to RL 38 without the provision of any affordable housing. It would be inequitable to require the provision of affordable housing where only a minor increase is approved above the existing permitted height.

Figure 22 – Improved Connectivity Through Victoria Gardens Expansion

Source: Arcadia Public Realm Strategy

River Boulevard Precinct

Public open spaces and publicly accessible private open space associated with River Boulevard Precinct include:

- David Street will be improved as a key pedestrian throughfare through the precinct.
- River Passage Plaza (Lot 9) will create a generous large open space to service the River Boulevard Precinct and to create a key outdoor space for residents, workers and visitors.
- Vickers Drive Forecourt (Lot 9) is a space that transitions between River Boulevard Street to the internal retail laneway network. An inviting and attractive entrance plaza for the Lot 9 development is anticipated.
- River Boulevard Streetscape will be improved to create an attractive pedestrian experience along both sides of the road and as an attractive arrival experience into the precinct.
- Victoria Street Plaza (Lot 10) will create an inviting and attractive entrance plaza for the Lot 10 development.

Doonside Precinct

- Revitalisation of Burnley and Doonside Streets though the widening (an additional 2.5m in width, totalling 565sqm) and renewal footpaths, street tree plantings and furniture.
- Creation of public gathering and meeting spaces (total of 3,535 sqm in area) associated with Doonside Precinct including:
  - Doonside Plaza (276sqm)
  - Market Hall Forecourt (515sqm) along Doonside Street
  - Burnley Laneway (150sqm) along Burnley Street
  - The Double Level Courtyard (46sqm) located centrally within the site
  - Pocket Garden (203sqm) along Burnley Street
  - Landscaped laneways (1,780sqm) throughout the ground floor
  - Doonside Footpath Widening (370sqm)
  - Burnley Street Footpath Widening (195sqm)
- Improved permeability within and through the site:
  - North-south connection (1,900sqm) associated with the Market Hall which aligns with the internal areas Shopping Centre and the proposed pedestrian connection through the Harry the Hirer site and to Appleton Street beyond.
  - North-south internal laneway closer to Burnley Street, providing a connection between the Hotel, Shopping Centre, Burnley Laneway and Doonside Plaza.
  - East-west internal laneway linking the two aforementioned connections with all the new meeting spaces (total of 1,780sqm in area associated with laneways)
- Net Zero Carbon Development, complying with the Council's Zero Carbon Local Policy through achieving Carbon Certification.
- Prioritise sustainable transport – new pedestrian and cycling connections, linking to existing public transport nodes along Victoria Street, between the established residential areas to the south and through the development and Shopping Centre
- A total of 50 new trees will be planted at street level to improve the pedestrian experience and assist to reduce the urban heat island effect
- An additional 53 trees proposed from Level 1 and above providing green spaces for future occupants and to assist in reducing the urban heat island effect
- Limited shadowing on the southern Doonside footpath ensuring that any pedestrians walking along this space can experience sunlight whilst walking within a higher density, inner urban environment
- High quality restoration and re-use of the historic hotel, Former Loyal Studley Hotel which has been significantly altered over time

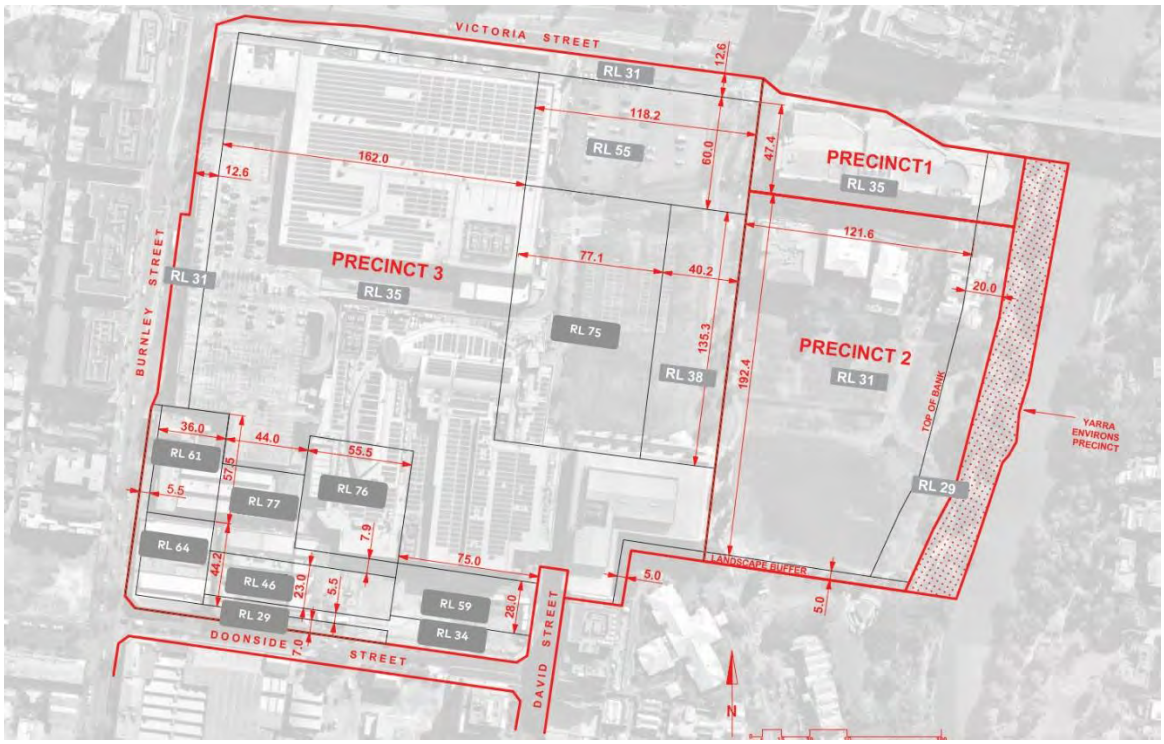
Please refer to submitted Community Benefit Report prepared by Vicinity Centres for further detail.

6.4. HEIGHT CONTROLS

The subject site, located within the Victoria Street MAC, provides a large, consolidated site which presents a unique opportunity for redevelopment. The land is relatively unconstrained and bound by three roads to its remaining key interfaces. This, coupled with the site's surrounding urban context, means the subject site is strategically well-placed to accommodate higher-density development.

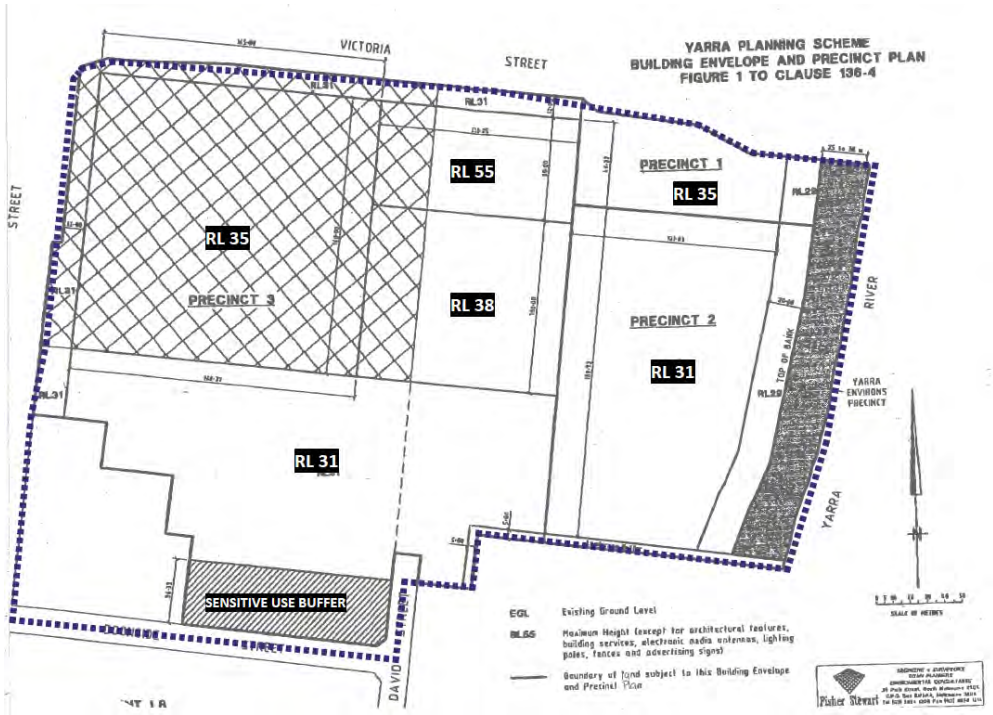
As indicated within the heights associated with Doonside Precinct and Lot 9 are proposed to be amended as indicated within the 'Comprehensive Development Plan – Precincts, Height and Setbacks Plan', the following is proposed:

Figure 23 (repeated image) – Proposed Comprehensive Development Plan – Precincts, Height and Setbacks Plan



We note existing Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area:

Picture 28 – Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area



The urban fabric of the surrounding area is currently in a state of transition where underutilised, lower scale industrial/commercial properties, have increasingly been redeveloped with higher-density development. Recently constructed and approved developments in the surrounding area reflect building heights commonly between 6-13 storeys being achieved outside of the Activity Centre.

Strategy 17.2 at Clause 21.05-2 of the Scheme states that development in activity centres and on strategic redevelopment sites should generally be no more than 5-6 levels unless it can be demonstrated that the proposal can achieve specific benefits. We note that throughout the City of Yarra, including within Richmond and the Victoria Street MAC, there have been several approvals which have significantly exceeded this policy guideline.

Additionally, Clause 22.10-3.3 sets out the local policy in regard to 'setbacks and building height'. The relevant design objective is "*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*". The design guidelines at this clause suggest the use of massing or articulation, or changes of surface treatment, or a combination of these to relate taller buildings to the scale of their surrounds and to diminish bulk. The policy also contemplates that the overall height of new development may exceed the prevailing building height of the area if the site does not cause off-site impacts.

The issue of development which is higher than surrounding built form was discussed in the 2012 Red Dot Victorian Civil and Administrative Tribunal (VCAT) decision, *Pace Developments v Port Phillip CC* (includes Summary) (Red Dot) [2012] VCAT 1277:

[58] We accept that the building will be taller and will be seen, but the notion of respectful development does not mean that new buildings must replicate that which exists nor does it imply that they will not result in change. As we have noted, change must be contemplated in an area where growth is encouraged by the MSS and chance to improve, or perhaps in this case repair, the urban environment.

Following on from this, the following comments were made by the Tribunal with respect to visibility, in *Rowcliffe Pty Ltd v Stonnington CC* [2004] VCAT 46 (29 January 2004):

[54] If mere visibility becomes the test across metropolitan Melbourne, then it will be virtually impossible to construct buildings above the prevailing scale. This, in turn, would render it impossible to achieve the clearly stated urban consolidation objectives expressed in the Planning Scheme, objectives which Clause 11 requires us "to give effect to". The Tribunal rejects the notion that, because some of the buildings would be visible above the existing built form, they are therefore unacceptable. Rather, the test is whether the proposal is complementary to the surrounding area, and of a scale that can be assimilated without unreasonably disturbing the surrounding built environment.

Having regard to the specific benefits required to support taller built form (outlined at Clause 21.05-2), the policy guidance relating to building height more generally, and the VCAT case law, it is submitted that the proposal complies with the policy for the following reasons:

- The current height controls were put into place over 20 years ago, when the surrounding area was low scale and prior to any of the higher density developments in the surrounds being approved. Reduced building heights would be a lost opportunity for a key redevelopment site located within a Major Activity Centre, and would be an underdevelopment of the site.
- The Doonside Precinct is a unique large, consolidated site of 1.81Ha hectares which has the capacity to accommodate higher density built form with no physical amenity impacts such as wind or shadow impacts onto the surrounding area.
- Lot 9 is a significantly larger site, well setback from any primary street frontages and shieled by adjoining built form.
- The site at 25-35 River Boulevard provides a buffer for both Doonside Precinct and Lot 9 from the more sensitive areas associated with the Yarra River and the Significant Landscape Overlay to the east. No changes are proposed to this component when compared to the existing Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan.
- The proposed amendment provides for a generous contribution of affordable rental housing.

- The proposal provides significant contribution to publicly accessible open space and enhancements to the public domain, through the creation of several new laneway connections, publicly accessible open space forecourts and courtyards, and widened footpaths to Burnley, Doonside and David Street.
- The Doonside Precinct forms have been designed to provide for building separation as indicated from the 'Proposed Comprehensive Development Plan – Precincts, Height and Setbacks Plan' (Figure 15). This will minimise visual bulk between the built form on site, when viewed from the surrounding streetscape. These separation distances will ensure that views through the site and to the sky are visible. Whilst we note that Lot 9 does not include any detailed planning permit application, given the detail provided in the CDP, any future applications will comply with the Future Urban Structure.
- The taller built form has been concentrated internally to the site with generous setbacks to the street to accommodate taller form, while the buildings along Doonside Street have a comparatively reduced building height to ensure off-site amenity impacts are minimised, including visual bulk and overshadowing impacts to the southern side of Doonside Street.
- The proposed building heights will not dominate or detract from any key landmarks in the area.
- Across the Doonside Precinct and Lot 9, building heights have been staggered and manipulated to provide visual interest and reduce visual bulk when viewed from the surrounding streetscape.

For the above reasons, the proposal has demonstrated sufficient justification to go beyond the 5-6 levels as outlined within Clause 21.05-2, and as such the proposed maximum heights are considered justified and appropriate.

Whilst the proposed maximum height is taller than abutting existing built form, it responds to the immediate and future height context of this part of Richmond and the site's setting within the Activity Centre. There is a clearly established emerging character of higher built form in the area, many of which substantially exceed the 5-6 levels referenced in Clause 21.05-2. All of these attributes, as well as the site's position within the Victoria Street MAC, favour the land's potential for a greater height with the proposal fitting in with the emerging height range in the area.

6.4.1. Is the application of mandatory height controls appropriate?

The amendment applies mandatory building height controls to entire Victoria Gardens Precinct. However, we consider that mandatory height controls are not appropriate in the context of the Victoria Gardens Expansion and particularly within the Doonside Precinct and Lot 9. We submit that discretionary height controls should be applied across these two precincts, which is further discussed as follows.

Applying blanket mandatory building height controls across Doonside Precinct and Lot 9 contradicts DELWP's applicable Planning Practice Note 60 '*Height and Setback Controls for Activity Centres'* (June 2015), which provides clear guidance on the application of discretionary and mandatory controls. It states:

> *The application of discretionary controls, combined with clear design objectives is the preferred form of height and setback controls. Discretionary controls are more likely to facilitate appropriate built form outcomes than mandatory controls by providing more flexibility to accommodate contextual variations and innovative design. This preferred form of height control has been supported through a number of planning panels, more so than mandatory controls.*
>
> *When appropriate maximum and minimum height and setback controls are identified, they should be included in the relevant planning scheme as discretionary controls with clear design objectives.*
>
> *Mandatory height and setback controls (that is, controls that cannot be exceeded under any circumstance) will only be considered in exceptional circumstances.*
>
> *Where blanket mandatory height and setback controls are proposed over most or the entire activity centre, rigorous strategic justification has to be provided.*

The Practice Note defines 'exceptional circumstances' as *individual locations or specific and confined precincts* that might include:

- Sensitive coastal environments

- Significant landscape precincts
- Significant heritage places (where other controls are demonstrated to be inadequate to protect unique heritage values)
- Sites of recognised State significance
- Helicopter and aeroplane flight paths.

The Doonside Precinct and Lot 9 (which form part of the Victoria Street Major Activity Centre, as clearly outlined in the City of Yarra's strategic document '*Activity Centres Roles and Boundaries*' (April 2022)) do not meet the definition of 'exceptional circumstances' for the following reasons:

- Neither is abutting a sensitive coastal environment or significant landscape precinct. We note that 25-35 River Boulevard is abutting the Yarra River (which is a more sensitive location) and as such, there is no change proposed to its mandatory controls.
- The heritage significance of the Former Loyal Studley Hotel can be managed through the application of the heritage overlay and local policy. Additionally, it forms part of the Doonside Precinct development and as such, can be assessed as part of the planning permit application.
- They do not include any sites of recognised State significance.
- They are not located within an area of helicopter and aeroplane flight paths.

Accordingly, we submit that discretionary height controls should be applied to the Doonside Precinct and Lot 9 as this would directly respond to the guidelines outlined within the Planning Practice Note 60 as well as the intent of the Victoria Street Activity Centre.

Further, the application of discretionary height controls is consistent with other nearby approvals including the Harry the Hirer redevelopment site on the southern side of Doonside Street. As part of Amendment C223yara, preferred heights were sought over the site to the south, with the northern portion having a preferred maximum height of 42 metres. Within the Panel Report associated with this amendment, there was significant discussions with respect to the preferred building heights which was ultimately supported, with the report outlining:

Another important consideration is that the Amendment proposes a discretionary control. The preferred maximum heights outlined as the basis for the Development Plan would not necessarily preclude detailed planning permit applications for development with elements that exceed preferred maximums. These would need to be justified on the basis of consistency with precinct built form outcomes, a high standard of design and limited on and off-site impacts.

The above is similar to the circumstances of the proposed CDP and as such, a commensurate control should be proposed, also being discretionary.

For the reasons outlined above, mandatory building height controls are inappropriate for Doonside Precinct and Lot 9.

6.5. ENVIRONMENTAL CONSIDERATIONS

The proposed massing has been designed to appropriately respond to the environmental wind conditions of the site.

MEL Consultants have been engaged and provided preliminary advice on the new connections proposed through the River Boulevard Precinct (specifically Lots 9 and 10). Importantly, they are working actively with the design team to ensure any wind effects are appropriately mitigated and the pedestrian throughfare between the Yarra River, the River Boulevard Precinct and Victoria Gardens Precinct provide a high degree of amenity.

Please refer to Section 7.3.3 of this report for wind considerations as they relate specifically to the Doonside Precinct.

6.6. TRANSPORT, TRAFFIC AND PARKING

Statutory Requirement

Under the current planning context, due to the subject site being both inside and outside of the CDZ, two sets of statutory car parking rates apply. For the part of the site that lies within the CDZ, the statutory car parking rates are those stipulated within Schedule 1 to the CDZ for Victoria Gardens where the uses are listed. For the remainder and for the portion of the site that lies outside of the CDZ, the statutory car parking rates are those detailed in Column B of Clause 52.06.

Following the approval of the amendment, the entire Victoria Gardens Precinct will be within the CDZ1. It is proposed to apply the Parking Overlay over the Victoria Gardens Expansion Area and introduce a new Schedule that addresses parking controls specific to Victoria Gardens. The new schedule will apply maximum car parking rates to specific uses, and Clause 52.06 rates will be adopted where no rate is specified.

As indicated within the Transport Review prepared by Stantec (formerly GTA Consultants), the current car parking requirements were incorporated into the Yarra Planning Scheme in April 2009 and are therefore considerably out of date with current practice and the requirements for the site. The controls within the Parking Overlay schedule propose two key changes to the way car parking is provided compared to the current controls:

- Changes to the rates of car parking provision for dwellings, office, shop (including restricted retail) and food and drink premises uses (refer Table 4 below), reducing the overall statutory parking requirement for the uses (place of assembly, and trade supplies are no longer included); and
- Amending the car parking control to apply a 'maximum rate'. The application of maximum rates would allow car parking provisions below the specified rates without the need to apply for a planning permit.

As part of this amendment, we are seeking to amend the car parking rates associated with the residential, office, shop (including restricted retail), and food and drink premises uses as shown in the table below. It is noted that no changes are proposed to the current statutory car parking rates for a place of assembly and trade supplies are no longer specified.

Table 4 – Proposed Car Parking rates within the Parking Overlay

Use	**Current Rate (minimum)**	**Proposed Rate (maximum)**
Office	2.5 spaces per 100m^2	2.0 spaces per 100m^2 (NFA)
Food and drink premises	0.3 spaces per seat	3.0 spaces per 100m^2
Shop (including Restricted retail premises)	4.5 spaces per 100m^2	3.0 spaces per 100m^2 (LFA)
Place of Assembly	0.3 per seat or square metre available to the public	Clause 52.06 rates apply
Restricted retail premises	2.0 spaces per 100m^2	Included under 'Shop'
Trade supplies	2.0 spaces per 100m^2	Clause 52.06 rates apply
Dwelling	1.5 spaces per dwelling	1.0 space per dwelling

Source: Transport Impact Assessment Report, prepared by Stantec

The site has good access to existing public transport, walking and cycling facilities which service the existing Shopping Centre. The surrounding road network is generally congested during peak periods. The future planning for surrounding roads (Victoria Street / Burnley Street intersection) by the relevant authorities purposefully seek to reduce their vehicle capacity to prioritise walking, cycling and public transport modes.

Policy Justification & VCAT Analysis

The Planning Scheme encourages a forward-thinking approach towards decreasing reliance on car-based travel with VCAT supporting a reduction in private motor vehicle reliance in developments. Both State and Local Planning Policy at Clauses 18.01-3S, 21.04-2 and 21.06 discourage facilitating car-based travel by encouraging reduced rates of car parking in locations such as the subject site that are well connected to public transport networks, and where cycling and walking are practical alternatives. Clause 22.11 relating specifically to Victoria Street East also includes objectives to reduce vehicular traffic in the precinct by developing an integrated pedestrian and cycling network in the precinct and by encouraging use of public transport.

A Red Dot VCAT decision (*Ronge v Moreland CC [2017]* VCAT 550) further expanded on policy behind this approach. The Member clearly advocated for a reduction in the statutory car parking provision in inner-city sites.

Relevant statements within the summary of this decision are applicable to this application, as follows;

- *State and local planning policies are already acknowledging the change that is required in the way in which people travel with Plan Melbourne 2017-2050 and State policies referring to 20-minute neighbourhoods and greater reliance on walking and cycling.*
- *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.*

The *Ronge v Moreland* decision confirms that in inner city areas, where there is access to alternative forms of transport (such as the subject site), we need to change how we are currently moving around Melbourne. Providing less car parking spaces encourages people to cycle, walk or use public transport in compliance with policy at Clauses 18.01-3S, 18.02-1S, 18.02-2S and 21.06 of the Yarra Planning Scheme.

In context of integrated decision making as set out in the Yarra Planning Scheme at Clause 71.02-3, the consideration of policy extends from what the parking needs are for the site, to broader policy aspirations for this site as part of the Victoria Street Major Activity Centre. Clause 21.06 of the Yarra Planning Scheme seeks to promote more sustainable transport patterns by ensuring major activity and neighbourhood centres are well serviced by public transport, by encouraging walking and cycling through providing safe and accessible public spaces, and by concentrating activities that generate high numbers of trips in highly accessible locations. There are a wide range of initiatives needed to address traffic issues, with most of these going beyond individual applications which only address this on a case-by-case basis. Additionally, this only forms one part of the overall management of car parking demand and supply. Rather, within MACs, a centre wide approach is more appropriate to support the centre's long-term viability.

In an activity centre, car parking issues have a part to play, but should not dominate when assessing an application for a use or development. This is supported by a number of Red Dot VCAT decisions including *Vincent Corporation Pty Ltd v Moreland CC* (Red Dot) [2015] VCAT 2049 and *Great Oaks Pty Ltd v Greater Dandenong CC (Red Dot)* [2015] VCAT 1673 (amongst others).

Specifically looking at the office component, numerous recent VCAT decisions have confirmed that office uses are most suited to modal shifts to reduce reliance on motor vehicles. It is also broadly accepted that the rates outlined under clause 52.06 are excessive for higher density developments within the inner urban area. Within a 2018 VCAT decision regarding the car parking reduction associated with an office development, *KM Tram Enterprise Pty Ltd v Boroondara CC* [2018] VCAT 1237, the Tribunal made the following relevant comments:

[29] In this context of a change from the 'business as usual' approach, I agree with Ms Dunstan that office workers are prime candidates for a mode change given their commuting patterns of travel to and from work during peak times. This is the time when public transport services run at highest frequencies and when Melbourne's roads are most congested. The combination of 'carrot' and 'stick' makes it viable for many office workers commuting to a site such as this to change from private vehicle to public transport.

[30] I am not persuaded that the council's option of reducing the amount of office space so that it better aligns with on-site parking supply is consistent with planning policy. Plan Melbourne which promotes '20 minute neighbourhoods' where most of a person's everyday needs can be met locally within a 20 minute journey from home by walking, cycling or local public transport. The everyday needs referred to include local employment opportunities along with shopping, education and community facilities.

[31] Local employment opportunities in this context are not limited to retail or community services. There is a benefit in encouraging office uses in the '20 minute neighbourhood mix', as it provides opportunities for business owners and their staff to work locally. I find this line of argument is far more persuasive than the council's position of limiting the amount of office floor space so that more cars can be brought into this part of Hawthorn.

In addition to the support from VCAT, Stantec (formerly GTA Consultants) have confirmed within their report that there is empirical evidence to provide reduced car parking rates compared to the current rates within the Planning Scheme. The empirical evidence refers to GTA's 'Unlocking Victoria Gardens' transport paper, recent approvals on Lots 9 & 10 within the River Boulevard Precinct, and the recently proposed Parking Overlay for Cremorne.

Given the subject site's location in an activity centre, a centre wide approach is necessary. The site enjoys a high level of access to bicycle infrastructure, car share vehicles and is rated as highly walkable with a Walk score of 92 out of 100, which identifies the site as a "walkers paradise" with daily errands not requiring a car.

Traffic Analysis

As indicated within the Transport Review, modelling indicates that the surrounding road network is already nearing or exceeding capacity. Accordingly, the proposed changes to car parking (and in turn, traffic generation) are intended to 'slow the growth' in demand, rather than provide additional capacity on the network.

The Unlocking Victoria Gardens discussion paper proposes several options for reducing the impacts of through-traffic, including reallocating road space to promote active and public transport and introducing treatments and measures along Victoria Street.

With respect to the changes associated with the increased height for Lot 9 forming part of this amendment, Stantec (formerly GTA Consultants) have formed the following view:

- *The potential changes to development yield would effectively lower the rate of car parking provision compared to the approved scheme. This outcome would be consistent with the discussion above that recommends maximum car parking rates.*
- *As there is no increase in total car parking quantum, the resultant traffic generation of the alternative development scheme would be similar or the same as the level that was previously approved. As such, the alternate development scheme would not be expected to have a greater traffic impact than was previously approved.*

Doonside Precinct is discussed within the Planning Permit Application Section of this report.

7.

DOONSIDE PRECINCT PLANNING PERMIT APPLICATION

7. DOONSIDE PRECINCT PLANNING PERMIT APPLICATION

The following sections of this report address the key planning considerations as they relate to the Doonside Precinct Planning Permit Application, which are:

- Built form and design response
- Public realm and open space offering
- Environmental considerations
- External amenity impacts
- Internal and BADS assessment
- Movement and access
- Building services, including traffic, parking, loading and waste

7.1. BUILT FORM AND DESIGN RESPONSE

The proposed development has derived from an in-depth context analysis which considered both the physical and planning context of the subject site and surrounding area. The urban context analysis identified several site opportunities and constraints, informing the overall built form and design proposal for the Doonside Precinct. Further, it is considered that the proposed development strongly aligns to the objectives for the broader Victoria Gardens Comprehensive Development Plan 2022 (under the CDZ1).

The key considerations regarding design and built form, addressed in this section of the report, are:

- Architectural Design
- Scale and Massing
- Building Heights (specifically associated with the particulars of Doonside Precinct)
- Burnley, Doonside and David Street Interfaces
- Response to Heritage

The Urban Design Analysis and Design Response has been prepared by Cox Architecture and NH Architecture and is enclosed with this submission, providing full details.

7.1.1. Architectural Design

The proposed development benefits from two leading architects: Cox Architecture and NH Architecture. The architects have worked collaboratively, including in considerable collaboration with industry specialists, to achieve a highly resolved design. The buildings are contemporary, and are of excellent architectural quality, as encouraged by Yarra's Planning Policy Framework, and particularly the objectives outlined under the CDZ1.

Quality architectural design has been achieved across the subject site and will significantly enhance not only the subject site but will also contribute to the evolving urban fabric of Richmond. This is achieved through:

- The use of a range of building materials evident in the surrounding area, including various brick colours and patterns, concrete, metal cladding and glazing. Importantly, the chosen materiality is intentionally varied between the podium and tower forms, as well as between buildings, ensuring architectural distinction between buildings on site while retaining a consistent language throughout.
- Providing a clear distinction between the podium and tower forms above, through the use of varied materials, building setbacks and building separation.
- The roof structures of the Market Hall and Building 5 being designed to provide for visual interest and intrigue, both from the streetscape and internally to the development.

- Highly articulated ground floor and podium levels, improving the pedestrian experience. A series of publicly accessible open spaces for use by the community, will also provide for a high level of activation at the ground floor and within the surrounding streetscapes.
- Complementary landscaping and public realm improvements, as discussed further in Section 7.2 below.

The proposed architectural response, materials and colours are generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

Figure 24 – Façade Materiality

Source: Cox Architecture and NH Architecture

7.1.2. Scale and Massing

The proposed massing has been formulated based on several factors including policy and physical context, site characteristics, view analysis, solar access and diversity in form. As illustrated in the Architectural Design Response, the proposed development seeks to respond to the surrounding interfaces, intentionally varying the massing of the built form across the site to create diversity in height and respond to the surrounding streetscapes.

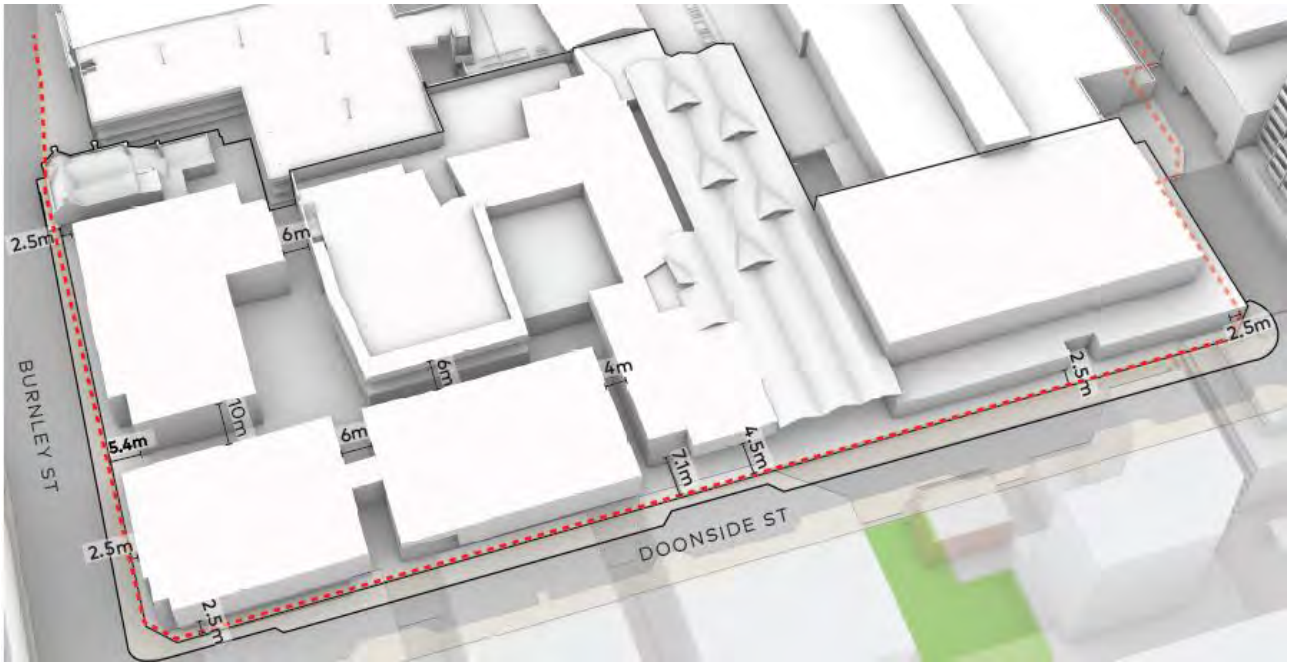
The proposed scale and massing of the ground floor plane, the podium, the towers, and resulting views are discussed in turn below. The proposed scale and massing are generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

7.1.2.1. Ground Floor Plane

The ground floor plane has been designed to increase permeability through the site, including integration with the existing Victoria Gardens Shopping Centre and the wider Victoria Gardens Expansion area. In particular, planning for retail uses was a key influencer in determining the ground floor plane and to emphasise activation, both within the site and to the adjoining streetscape, in order to strengthen the urban character of the area. Effectively planning for the ground floor uses also accommodate the configuration of basement car parking and lift cores for the buildings above.

This has been achieved at the ground floor by setbacks from Burnley, Doonside and David Streets to provide widened footpaths, while also massing the built form across the site to create new open laneways and publicly accessible open space. The massing of the ground floor and site setbacks are demonstrated in Figure 24 below. Please refer to Sections 4.2.1 of this report for further discussion.

Figure 25 – Site Setbacks



Source: Cox Architecture and NH Architecture (Urban Design Report)

7.1.2.2. Podium

The podium provides a street wall to Doonside Street of between 13.9 - 18.25 metres (above NGL), Burnley Street of 13.78 metres, and David Street of 18.03 metres, while the upper built form is setback behind. This ensures a human scale to the built form as it presents to the surrounding streetscapes, including to existing and future development particularly as part of the Harry the Hirer redevelopment on the southern side of Doonside Street.

7.1.2.3. Above the Podium

The buildings effectively act as a direct response to the emerging and existing surrounding built form. By positioning the taller forms to the north away from street frontages, this allows views to the taller forms to be

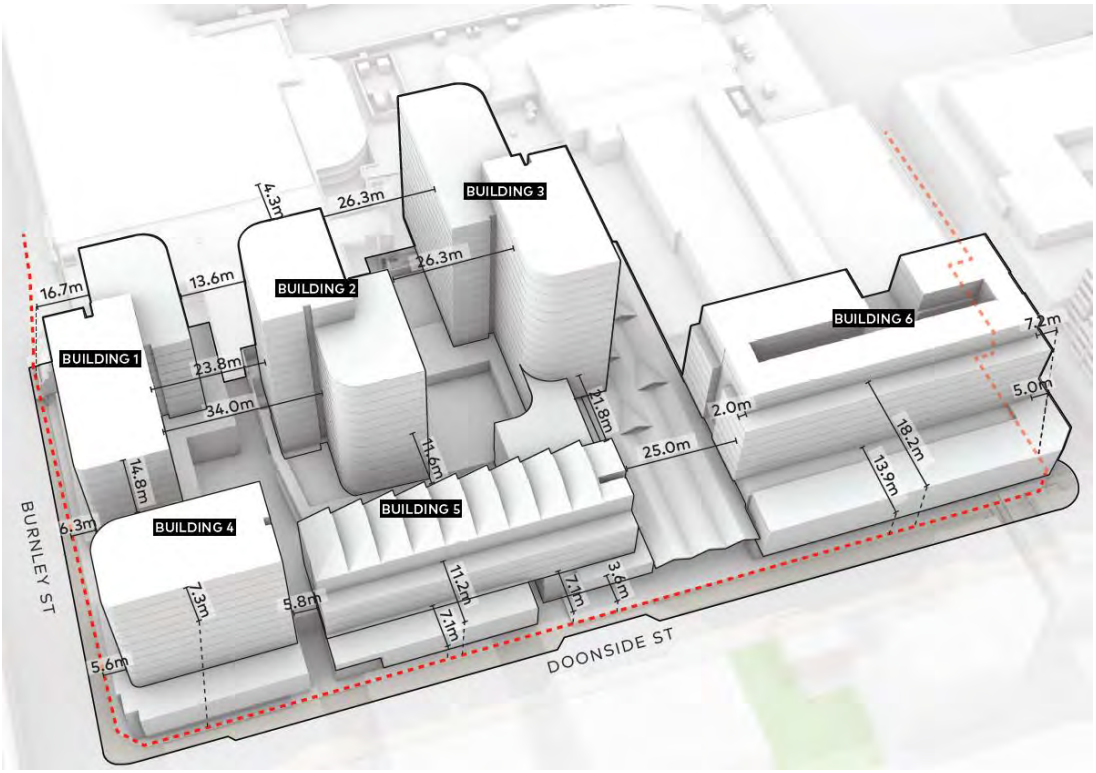
mitigated, particularly as the built form interfacing the streets are setback above the podium in the order of 5.6 metres to 16.7 metres from Burnley Street and 7.1 metres to 13.9 metres from Doonside Street.

The tallest built form, Buildings 2 and 3, are concentrated centrally along the northern aspect of the site, leveraging their position adjacent to the Victoria Gardens Shopping Centre. The building heights of the towers then step down towards Burnley Street, providing a transition towards the streetscape, and ensuring alignment with the pedestrian view plane along Burnley Street. The massing of built form along Doonside Street varies between 7 and 15 storeys, while the buildings to the northern side of the site range between 10 storeys (fronting Burnley Street) and 17 storeys (internal to the site).

By providing lower building heights along Doonside Street, particularly Buildings 5 and 6, this will reduce visual bulk impacts and the perceived height of the taller forms of the north. Importantly, it also ensures that solar access to the proposed future open space on the Harry the Hirer Site, the southern side of Doonside Street, and the Yarra River (including within the winter solstice) is protected. Additionally, this will provide a degree of consistency in the built form along Doonside Street, consistent with the Harry the Hirer Site.

Along David Street, setbacks of the upper form are between 5 metres and 7.2 metres. These setbacks of the upper form lessen the visual presence of the built form and distinguish between the upper levels and street wall. This will ensure that the street wall will be the more visually dominant element within the streetscape. This is also strengthened through the varied materials and colours used to differentiate them.

Figure 26 – Built Form Massing and Setbacks



Source: Cox Architecture and NH Architecture (Urban Context Report)

7.1.3. Building Heights

We note that the proposed scale and massing are generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

Considering this, the following elements of the Doonside Precinct complies with the relevant planning policy and the CDP for the following reasons:

- The proposal provides significant upper-level setbacks in the order of between 15.7 metres and 13.99 metres respectively from Burnley and Doonside Streets.

- High-quality architectural materials are proposed which will ensure the built form provides visual interest to the surrounding streetscape (this is discussed in further detail in Section 7.1.1).
- The proposed built form has regard to sunlight access and amenity to the streets and public spaces within and beyond the site (as discussed in Section 2.3.2 of the CDP 2022).
- The buildings do not dominate or detract from any key landmarks in the area.
- The proposal is cognisant of the surrounding built form while capitalising on views from the site of the Melbourne skyline, Yarra river corridor and surrounding parkland (as outlined in Section 2.2 of the CDP 2022).
- The proposal provides a high-quality restoration and adaptive re-use of the Former Loyal Studley Hotel.
- The building height, namely of Building 1, has been designed to not overwhelm the heritage building. Above the podium, Building 1 will vary in height between 10 – 12 storeys, with the lower building height adjoining the heritage building and the higher building height set back from the heritage building by 9.59 metres.
- The buildings reflect a transition in height, scale and massing in respect to the surrounding developments (consistent with Objective 4 of the CDP 2022)
- The proposal provides exemplary architecture and building design, providing visual distinction between towers (this is discussed in further detail in Section 7.1.1).
- The proposed separation between buildings of between 5.75 metres and 34 metres will provide punctuation and rhythm along Burnley Street and Doonside Street in particular.
- The integrated landscaping elements will seek to soften the built form and building height. The proposed development incorporates best practice in environmentally sustainable design, from the design stage through to construction and operation, and aligns with Council's zero carbon local policy initiatives (as outlined in Section 7.3.1).

Figure 27 – Building Form and viewed from Doonside Street

Source: Cox Architecture and NH Architecture (Urban Context Report)

7.1.4. Burnley Street

The western Burnley Street portion of the subject site is affected by Design and Development Overlay, Schedule 2 (Main Roads and Boulevards) (DDO2). The proposal complies with the objectives of the CDZ1

and DDO2 and is generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

The proposed development has been designed at the Burnley Street interface to enhance the historic qualities of the site, while providing leading building design which will strengthen the urban character of Burnley Street and significantly improve street activation:

- The Former Loyal Studley Hotel, recognised for its individual heritage significance, is sought to be retained and integrated into the Doonside Precinct, which will continue to contribute to the historic identity of Richmond.
- The built form, specifically Buildings 1 and 4, have been designed to read as distinct buildings when viewed from Burnley Street, above the podium form, through variation in levels, materiality and a building separation of 10 metres at the ground level. Combined, these elements will provide consistency with the existing pattern of development and contemporary character of the streetscape, particularly evident on the western side of Burnley Street to the north of the subject site.
- The podium, designed by leading architects and landscape architects, will create a new high-quality built form edge to Burnley Street, replacing tired commercial buildings, with a highly articulated and active ground floor plane below.
- The genuine mix of land uses, coupled with two new pedestrian laneways off Burnley Street, connecting through the subject site and providing additional access to the existing Victoria Gardens Shopping Centre, will substantially improve connectivity and the pedestrian experience through the site.

Figure 28 – Burnley Street Interface Architectural Render

Figure 29 – Burnley Street Interface Architectural Render

Source: ***Cox Architecture and NH Architecture (Urban Context Report)***

7.1.5. Doonside and David Streets

Further to Section 7.1.4 above, the proposed development has been carefully designed to respond to Doonside and David Street, to substantially enhance the public interfaces, particularly compared to existing conditions. The proposal complies with the objectives of the CDZ1 and is generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

At the ground floor level, the podium design has been integral to creating meaningful street activation and a sense of space. The ground floor setbacks and massing of the podium across the site, will provide for widened footpaths, as well as laneway connections and publicly accessible open space through the subject site. The built form separation across the podium also aids in breaking up the breadth of the site, particularly when viewed and experienced from the street level.

The forecourts designed both to Burnley Street and Doonside Street (and discussed in more detailed in Section 7.2 of this report) will also seek to open ground floor areas, providing a sense of address and inviting people into the site off the street.

By locating retail premises, shops and food and drink premises at the ground floor which incorporate clear glazing to the façade, a considerable degree of activation will be provided throughout the day and at night which delivers an opportunity for these uses to interface with the street. Further to this, the commercial lobbies, associated with the Level 1 office space, and various residential lobbies will also ensure movement and activation is visible from along the streetscape throughout all hours, in addition to the Market Hall and Hotel entrances. This activation is facilitated through the location of the residential and office lobbies along both Burnley and Doonside Streets.

Figure 30 – Doonside Street Render

Source: Cox Architecture and NH Architecture (Urban Context Report)

David Street will provide for the primary vehicular access point to the on-site car park, as well as loading, waste and other services. This allows the primary street frontages of Doonside and Burnley Streets to remain free of additional vehicle access movements and retains the existing servicing role which David Street provides, particularly at the northern end of the street, adjacent to the existing Victoria Gardens Shopping Centre. This also allows Doonside and Burnley Streets to be primarily focused on pedestrian activity. With widened footpaths and the provision of a commercial space as an active sleeve, David Street will not be limited to services but will also provide improved pedestrian amenity.

Across all interfaces, as discussed in Section 7.1.2.2 of this report, the podium form also provides for a high degree of articulation through the use of materials, including various brick, concrete, metal and glazing colours and textures. This will create visual interest when viewed from the streetscape, as well as surrounding interfaces.

The podium form, activated façade, setback upper built form and publicly accessible spaces are considered to support the significant rejuvenation of the surrounding streetscapes.

Figure 31 – Doonside Street activation

Source: ***Cox Architecture and NH Architecture (Urban Context Report)***

7.1.6. Former Loyal Studley Hotel

The proposal has been assessed and found to comply with the relevant heritage policies, particularly Council's local heritage policy at Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay), the provisions of Clause 43.01 (Heritage Overlay), as well as the *Yarra Heritage Database*. The proposal complies with the objectives of the CDZ1 and is generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

The subject site comprises various industrial factory/warehouse buildings, while No. 53 Burnley Street, located in the north-western corner of the subject site, is the only building recognised for its heritage value and is individually identified in Schedule 374 of the Heritage Overlay. No. 53 Burnley Street accommodates the 'Former Loyal Studley Hotel', a two-storey brick building constructed in 1891, with various alterations and additions which have occurred over time.

The proposal seeks to retain most of the front portion of the existing two-storey brick building, while the rear portion of the building will be demolished to allow for the new development. Having regard to the relevant heritage policies, the proposed development is considered appropriate from a heritage perspective, for the following reasons:

- The demolition works proposed are contained to the rear portion and southern wing of the building, including later alterations and additions which are of no heritage significance, and accordingly, will not adversely affect the significance of the Former Loyal Studley Hotel and in-line with policy at Clause 22.02-5.1.
- The primary, three-dimensional heritage fabric of the Former Loyal Studley Hotel is to be retained, and restored and integrated appropriately into the design of the new built form to be adapted to return to its original use as a Hotel/Pub.

- Building 1 has been carefully designed with appropriate building heights as it presents to the Former Loyal Studley Hotel, ensuring the new development is visually recessed and the heritage value is respected, in compliance with policy within Clause 22.02.
- The form and materiality of Building 1, including the use of light grey precast concrete, terracotta tiles, dark metal balustrade and clear glazing, will ensure the new development is visually disparate from the original, retained heritage fabric, particularly considering the proposed setback.
- The ground level additions will be located to the rear and adjacent to the heritage place, providing new life to the building and connecting it with the surrounding contemporary development.

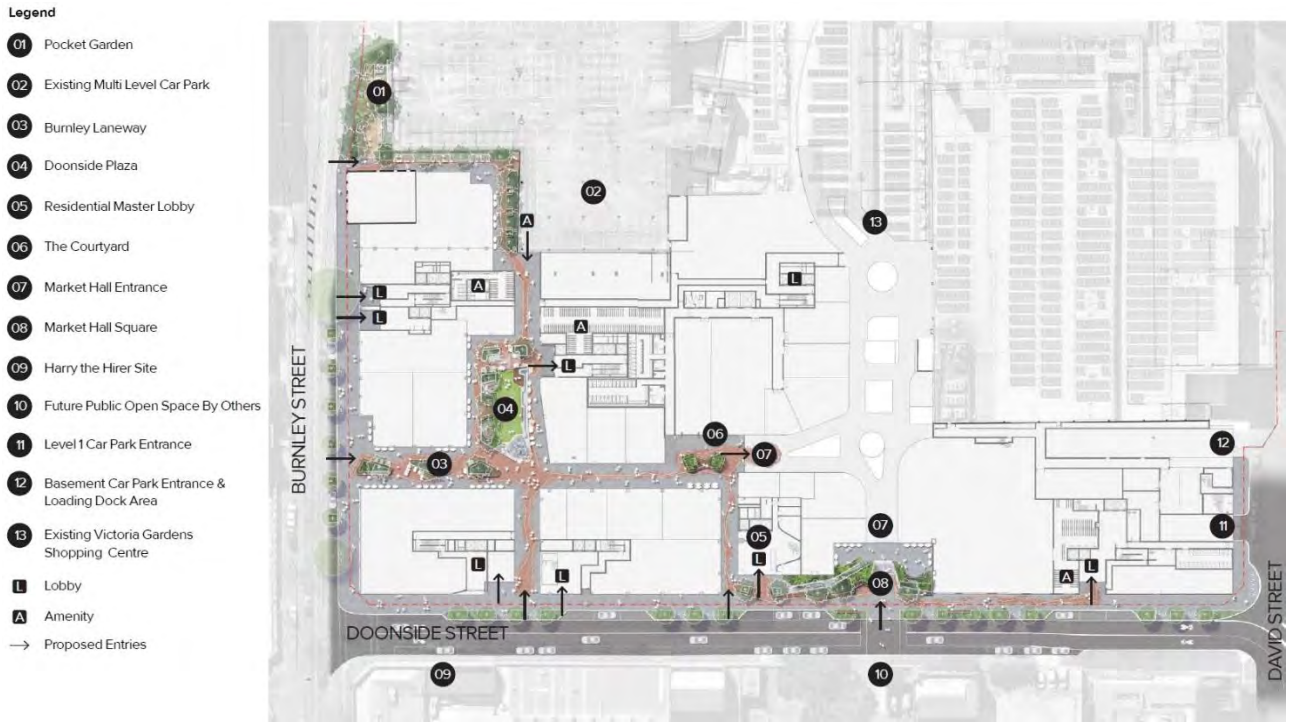
A Heritage Impact Statement has been prepared by Bryce Raworth, considering the appropriateness of the proposed development from a heritage perspective, and is enclosed with this submission.

7.2. PUBLIC REALM AND OPEN SPACE

The Doonside Precinct development has been designed to contribute positivity to the public realm, transforming the existing urban environment, creating an inviting, connected and thriving mixed-use precinct in Richmond. Policy at Clauses 15.01-2S and 22.10-3.4 require the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user. The proposed public realm and open space provision and design comply with the objectives of the CDZ1 and are generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

The proposal will incorporate approximately 3,535 sqm of publicly accessible open space for the enjoyment of the community, in the form of various open spaces, including plazas and squares, interlinked by laneway connections. These are centred around the key public realm areas on the ground floor, being the Pocket Garden, Burnley Laneway, Double Level Courtyard, the Market Hall Square and the Doonside streetscape, which are discussed in turn below.

Figure 32 – Landscape Plan



Source: Arcadia

These spaces have been thoughtfully curated by Arcadia Landscape Architecture and all details are provided within the Landscaping Architectural Town Planning Package, accompanying this submission.

Burnley Laneway & Doonside Plaza

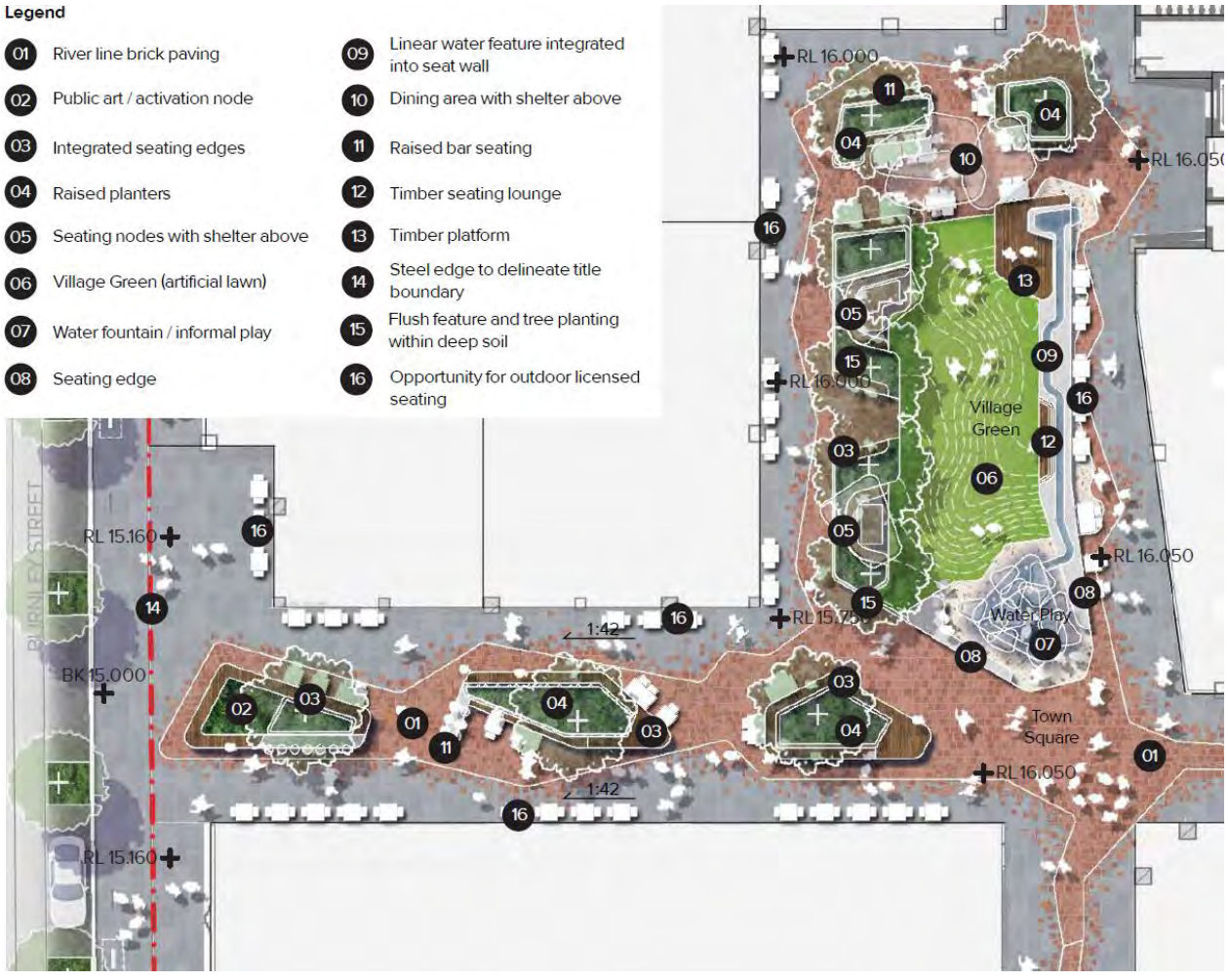
The Burnley Laneway is located directly off Burnley Street, and provides an opening designed to draw people into the site. The laneway leads to the key central space within the Precinct, the Doonside Plaza. Centrally located, the plaza acts as a 'Confluence,' where the 'River Lines' of the adjacent laneways meet to create a public space for the general public, shoppers, office workers and residents. The space is framed around the Village Green, an open, undulating synthetic lawn for informal activity, events and gatherings. Incorporating fixed and loose furniture the space provides an enclosed outdoor dining experience beneath a feature canopy structure.

The Burnley Laneway has been designed and developed through the concept of '*The Valley Floor*', which provides three key areas interlinked by hard and soft landscaping elements: the village green, designed to invite visitors into the precinct and provide an open lawn area, the water play area, introducing a water feature for activity, and the Town Square, an intersecting point of various laneways which provides a focal point to the public realm, with a timber stage.

The use of bluestone paving, coloured brick pavers, and timber furniture will be in keeping with the urban character of Richmond, while planting of deciduous trees and understorey planting within raised garden beds, will soften and green the space.

Additionally, the built form is setback between 2.5 metres and 5.4 metres along Burnley Street at the ground floor level, except for the existing heritage building to be retained which is located on the site boundary. This will enable widened footpaths along Burley Street for approximately 90 metres, improving the existing conditions and enhancing the pedestrian experience along this interface.

Figure 33 – Burnley Laneway – The Valley Floor



Source: Arcadia

Figure 34 - Doonside Plaza

The Double Level Courtyard

The Double Level Courtyard, is nestled internal to the subject site between Buildings 2, 3, 5 and 6 and can be accessed directly off Doonside Street to the south or Burnley Street to the west. The Double Level Courtyard has been designed as '*The Green Escarpment*', providing a well-vegetated area for passive occupation which also provides a visual and landscape connection to the Level 1 courtyard above.

'The Green Escarpment' features various raised planters with tree ferns, timber edge seating and an elevated timber deck. A vertical landscaping treatment will be provided to the northern retail façade at the ground floor, ensuring that this open air courtyard will provide visual interest and relief between the built form.

Figure 35 – Double Level Courtyard – The Green Escarpment

Source: Arcadia

Market Hall & Market Hall Square

The Market Hall is a primary element of the retail offering at the ground floor, which will provide a combination of free-standing kiosks, specialty shops and food and drink premises. The Market Hall provides a north-south extension into Victoria Gardens Shopping Centre from Market Hall Square, opening up to Doonside Street. The Market Hall is 1,900sqm in area, which is in addition to the 3,535sqm of publicly accessible space provided.

Figure 36 – Market Hall Renders – Interior with roof structure (left), view from Doonside Street (right)

Source: Cox Architecture and NH Architecture (Urban Context Report)

Market Hall Square has been designed as '*The River Opening*', providing a central opening to the precinct along Doonside Street, drawing people into the internal laneways and precinct more broadly. Market Hall Square, with a width of 23.7 metres, is designed to create a hub of activity of people moving through the square to the residential lobby, the Market Hall or along Doonside Street. The Market Hall Square has been strategically positioned to provide a connection to the future laneway proposed as part of the Harry the Hirer site redevelopment on the southern side of Doonside Street (subject of Amendment C223 of the Yarra Planning Scheme – approved 6 May 2021), and to Appleton Street.

Raised planters with large tree ferns will frame the entrance, while hard landscaping elements, including a timber performance deck, bluestone paved stairs and an integrated water feature, will provide visual interest across the space.

Figure 37 – Market Hall Square

Source: Arcadia

Pocket Garden

Located at the north western corner adjacent to Burnley Street, the Pocket Garden provides an enclosed open space that leads visitors into the development. The space provides for passive seating and recreation, with inbuilt seating pods, lounges and bar edges. This represents a substantial greening along the Burnley Street frontage and existing car parking area.

Adjacent to the garden is a pedestrian laneway, comprising of bench seating and table settings. Garden bed and canopy tree planting assist in providing a pedestrian scale to the laneway and softening the adjacent multi level car park.

Figure 38 – Pocket Garden

Doonside and Burnley Street footpaths

The street frontages will provide substantial public realm improvements, through the widening of the footpath by 2.5 metres, the provision of landscaping, improved street paving, street furniture and an activated ground floor interface.

The widened footpaths will provide a consistent street profile and increase the width of the footpaths, including a landscaped edge. A consistent row of street trees are proposed to be planted greening the streetscape and softening the built form.

7.3. ENVIRONMENTAL CONSIDERATIONS

7.3.1. Environmentally Sustainable Design

Environmentally Sustainable Design and innovation has been a primary consideration of the proposal. The City of Yarra have various policies in place and initiatives, namely Clause 22.17 (Environmentally Sustainable Development) and 22.16 (Stormwater Management – Water Sensitive Urban Design) of the Planning Scheme, which seek to encourage the integration of environmentally sustainable design within any new development. This local policy complements those found within the PPF including Clauses 15.02-1S and 21.07. The proposal complies with the objectives of the CDZ1 and is generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

A Sustainability Management Plan (SMP) has been prepared by NDY for the Doonside Precinct and demonstrates in detail how the proposed development achieves environmentally sustainable design.

The SMP demonstrates that the proposal will provide a highly resolved and integrated design response, and which is committed to achieving, from design through to construction:

- 5 Star Green Star Design and As-Built
- 5.5 Star minimum, a 7 Star average, NatHERS rating for apartments
- Net Zero Carbon Emission for all residential common area and back of house services through a combination of passive design strategies, high performance facades and services strategies, on-site renewable energy, purchase of off-site renewable energy and carbon offsetting
- An all-electric building services strategy for residential, eliminating the use of natural gas and other fossil fuels.
- A balanced approach to on-site renewable energy and the activation of roof spaces for communal gatherings and greater ecological value and amenity.
- Potable water reduction through fixtures with high WELS ratings and rainwater collected from suitable rooftops to supply common area toilets and urinal flushing, and irrigation. A 30kL rainwater collection system will be provided, collecting rainwater from rooftops and re-using for landscape irrigation, and toilets and residential amenities urinal flushing.

These features demonstrate a significant commitment of the project, which aims to promote waste avoidance, particularly through construction, and the efficient use of resources, particularly in future operation of the development, considerably contributing to the sustainability of not only the project, but the broader City of Yarra.

The commitments noted above are achieved through a range of initiatives across the development, ensuring compliance with Clause 22.17 of the Yarra Planning Scheme, including:

- Sustainable travel and end-of-trip facilities, including a high proportion of bicycle parking spaces, and electric vehicle charging facilities
- High performance façade systems
- Passive design strategies
- On-site renewable energy
- Purchasing of off-site renewable energy and carbon offsetting
- Residential building services strategy to eliminate the use of natural gas and other fossil fuels
- Water efficient fixtures, fittings and appliances
- Landscaping opportunities

Overall, the proposal demonstrates the application of ESD principles and will achieve a 5 Star Green Star design and building, as well as ultimately, contributing to the future sustainability of not only the proposed development, but the broader sustainability of the City of Yarra.

7.3.2. Land Contamination Assessment

A preliminary site investigation report regarding potentially contaminated land has been undertaken by Douglas Partners and is enclosed with this submission.

The preliminary findings of the report note that historically, various land uses with the potential for contamination were undertaken on the subject site and, following investigations, some areas of environmental concern have been identified. These areas do not pose an unacceptable risk either during construction or for future use of the site for commercial activities.

The future environmental investigations to be carried out, will form a Condition of Permit and be in accordance with the requirements of the proposed Schedule 1 to the Comprehensive Development Zone. This will ensure that the subject site is suitable for its proposed sensitive use.

7.3.3. Wind Impacts

A Wind Tunnel Assessment has been prepared by MEL Consultants, which has assessed the wind conditions on and around the proposed development, including at test locations on Doonside Street, David Street, Burnley Street, the proposed internal laneway, south entrance, and outdoor open space area.

The Wind Tunnel Assessment demonstrates that across all the test location areas the criterion for walking comfort is achieved, or are equivalent to the existing wind conditions where they are shown to be above the walking criterion which is appropriate for pedestrian transit areas. Many locations also demonstrate sitting and standing comfort criterion is achieved which are typically suggested for building entrances and outdoor seating areas.

The internal publicly accessible laneway has also been assessed and results in meeting sitting and standing criterion. To the podium outdoor recreational area, the sitting criterion is passed in all locations save for in the swimming pool.

Please refer to the Wind Tunnel Assessment, prepared by MEL Consulting, for further discussion.

7.4. EXTERNAL AMENITY CONSIDERATIONS

The policy framework for amenity considerations is contained within Clause 22.05 (Interface uses policy), as well as the Urban Design Guidelines referred to in Clause 15.01-2S.

Clause 55 of the Scheme provides some guidance on these matters (although not strictly applicable). The site has limited sensitive interfaces with three street frontages forming the title boundaries. These distances and lack of direct abuttal mitigate off-site amenity impacts. The proposal complies with the objectives of the CDZ1 and is generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

Land to the north and south are used for commercial purposes which limits off-site amenity considerations to primarily regarding equitable development only.

The only existing sensitive interfaces are the apartment developments to the south and east along Doonside and David Streets. The future context of the approved Harry the Hirer amendment will also be considered. The future apartments are located within the MUZ, and therefore amenity impacts within must be considered in their zoning context, where there is an expectation of higher density developments and their adjacency to a MAC.

7.4.1. Overshadowing

The Yarra Planning Scheme and planning controls applicable to this planning permit application do not specify prescriptive overshadowing tests for the subject site. The CDP includes a number of objectives and guidelines associated with overshadowing which the proposal complies with.

Noting that there will be no overshadowing impacts to the Yarra River (including at the winter solstice), overshadowing cast by the proposed development has therefore been analysed against two key considerations: overshadowing to the surrounding streetscape, namely Doonside Street and Burnley Street, and overshadowing to future public open space.

Through the design evolution of the proposed development, potential overshadowing impacts has been a key consideration, and, more specifically, the shadow impacts to Doonside Street, located immediately to the south of the proposal.

A Shadow Analysis, taken at the September equinox, has been provided as part of the Architectural packaged prepared by Cox Architecture and NH Architecture.

Doonside Street

By virtue of the subject site's orientation, additional shadowing cast by the proposed development to Doonside Street is to be expected, while impacts to the southern Doonside Street footpath have sought to be minimised.

As is evident within the shadow diagrams, sections of the footpath are, from 10am, free from any shadows, with this increasing through the course of the day. Sections of the footpath are in light and shade at various times, ensuring that most of the southern footpath is in sunlight throughout the day at the September equinox. The additional overshadowing cast to the southern footpath is considered appropriate and compliant with policy, given it is minor and decreases over the course of the day.

In terms of the overshadowing impacts to the existing apartment buildings to the south and east along Doonside and David Streets between 9am and 3pm at the September equinox, the proposal does not impact these until 2pm, where the lower levels of the west-facing apartments of No. 9-15 David Street are shaded, however, given this is only for two hours, this is considered acceptable.

Burnley Street

The proposed development will cast minor additional shadows to Burnley Street at the September equinox.

The shadow cast by the proposed development, however, is contained to the morning hours at 9am and 10am, ensuring the amenity of the streetscape is not unreasonably impacted.

Notably, the western side of the footpath will remain in sunlight through the day, from 11am. This is in-line with commentary provided within the Panel Report for Amendment C223 to the Yarra Planning Scheme relating to the Harry the Hirer site where the following remarks were made:

Burnley Street is a larger thoroughfare and is expected to carry more substantial pedestrian traffic. Having the footpath free of overshadowing from 11.00am at the equinox would be a reasonable outcome as proposed in the exhibited Amendment given the greater frequency of usage and the nature of this roadway.

The Panel is persuaded that this timeframe represents a generally applied standard in the Planning Scheme and relevant Panel and Victorian Civil and Administrative Tribunal decisions. There is no increased sensitivity of this stretch of Burnley Street that would justify further modification to building envelopes to achieve acceptable overshadowing outcomes.

As indicated within the shadow diagrams, none of the private open spaces associated with the dwellings on the western side of Burnley Street are adversely impacted by the proposal from 10am onwards.

Future Public Open Space to the south

Located centrally along the southern side of Doonside Street, future public open space as per the approved Amendment C223 to the Yarra Planning Scheme.

As demonstrated within the Shadow Analysis provided, the future public open space proposed, will not be impacted by any additional overshadowing cast by the proposed development at the September equinox, ensuring sunlight access throughout the day is protected. This is particularly significant due to the proposal being to the north of this future space. As such, the heights as proposed do not result in adverse impacts to the proposed park.

7.4.2. Overlooking

The proposed development is more than 9m in distance from any existing or proposed habitable room windows given the three street frontages are each greater than 9m.

Accordingly, this exceeds the more stringent Rescode requirements, and as such, is acceptable. The proposal complies with the objectives of the CDZ1 and is generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

7.4.3. Noise

An acoustic report has been prepared by NDY which confirms the proposal will not result in unreasonable off-site amenity impacts. The subject site is located within a commercial area along a busy road where there are higher noise levels anticipated. Any noise levels as a result of the use of the dwellings would be typical of a residence. Plant and equipment are located on top of the building however this is substantially setback from any dwellings (existing and proposed).

The following major sources of noise emissions associated with the development were expected to be:

- Building services equipment
- Loading dock

Nevertheless, the acoustic report addresses these and subject to recommendations and confirms compliance with the Environment Protection Regulations (2021). The proposal complies with the objectives of the CDZ1 and is generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

It should be noted that some elements will be addressed during the detailed design phase as the information required for addressing them becomes available.

With respect to the food and drinks premises, it is suggested that further tenancy agreement requirements be put on hospitality and commercial type uses that are adjacent or above/below residential uses so as to ensure that music and structure borne sources are addressed and comply with the Environment Protection Regulations (2021).

Please refer to the assessment by NDY for further information.

7.4.4. Equitable Development

The sites to the south, west and east will not be impacted by the proposal from an equitable development consideration as they are separated by the width of streets which provides a reasonable buffer.

Further to this, those to the south-east and east have already been developed.

With respect of those to the north and north-east, within the Shopping Centre, if any land associated with Ikea (including the car park) and Lot 10 were to be developed, this has already been considered through the provision of setbacks and building separation included as part of the development. The proposal complies with the objectives of the CDZ1 and is generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

7.5. INTERNAL AMENITY AND BADS ASSESSMENT

The quality of the internal spaces has been assessed using Clauses 58 and achieves an exceptionally high level of compliance with these standards and objectives. Generally speaking:

- Apartments generally having a northern, southern, eastern or western orientation (many with at least dual aspect for excellent outlook opportunities) with wide setback distances to adjoining built form
- Highly usable and functional layouts for all dwellings
- Generous private open space and communal areas (both indoor and outdoor facilities) for residents
- Convenient access to car spaces and services

With respect to the BADS, the proposal provides:

- Apartments are typically generously sized, with many including large living spaces. A mixture of one, two and three bedroom apartments cater to differing household needs.
- Provision of a landscaped communal area with a wide variety of offerings including dining areas, BBQ and seating areas, in excess of the requirements of Standard D7 of Clause 58.

- There are limited opportunities for internal views to lower level apartments given the screening mechanisms employed and location of windows, ensuring compliance with the requirements of Standard D15.
- The provided wind report confirms the proposal meets the requirements of Standard D17.
- A total of 59.4 percent of apartments comply with Standard D18 in relation to accessibility, ensuring that the design of the dwellings provides for the needs of people with limited mobility.
- All balconies are of a size and dimension compliant Standard D20 which ensures they will be highly usable spaces for the recreation and service needs of any future resident.
- All apartments have been provided with internal and external storage volumes exceeding the requirements of Standard D21.
- The vast majority of living rooms and all bedrooms comply with the functional layout requirements of Standard D26 and where they do not, this is due to the curved nature of walls, however in each instance provide an additional area for enjoyment of future residents. Studio apartments provide flexible internal spaces for future residents.
- All bedrooms have a window to an external wall with none relying on a secondary area and complying with the requirements of Clause D28.
- The layout of the proposal results in 50% of apartments achieving compliant breeze paths, exceeding the requirement for 40 per cent pursuant to Standard D29.

It is further noted that the development provides sufficient setbacks where adjacent to sites that may see substantial development in the future to ensure that the quality of the development is not compromised by any future development. This will ensure that the apartments within the development will remain as high-quality spaces.

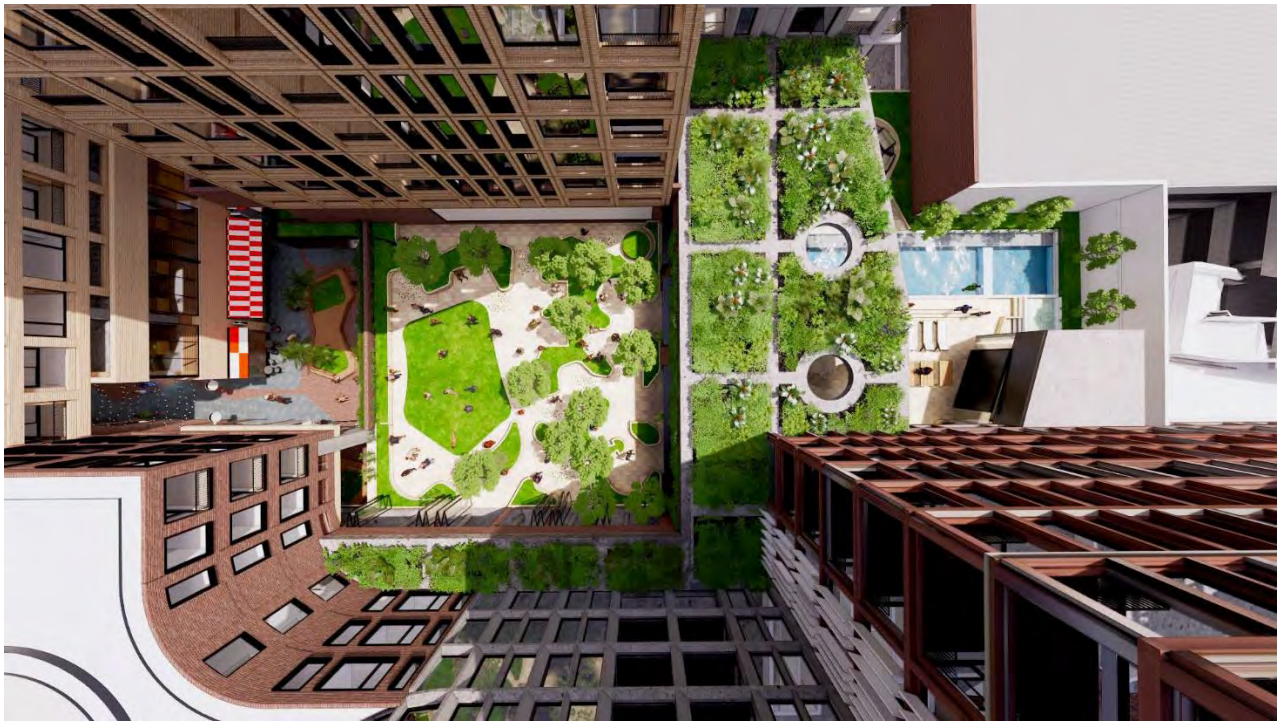
An assessment of the proposal against Clause 58 of the Yarra Planning Scheme is found at **Appendix C**. The proposal complies with the objectives of the CDZ1 and is generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

In addition to the above, the proposal offers significant benefits to future residents through the site's location within an Activity Centre and as such, the consequential ease of access to its associated retail, entertainment and services. All of this will be within short walking distance to future residents. Future residents will also have access to the numerous community facilities outlined within Section 4.2.

Daylight Modelling has been prepared as part of Appendix D of the submitted Sustainability Management Plan – Doonside Precinct, prepared by Norman Disney & Young Consulting Engineers, dated 1 April 2022. This confirms that the results from the daylight factor assessment indicate that this development is able to meet the following BESS performance benchmarks for Indoor Environment Quality (IEQ) – Daylight Access Living Areas and Bedrooms:

- 80% of the total number of modelled living rooms achieve a daylight factor greater than 1% to 90% of the floor area of each living area, including kitchens.
- 80% of the total number of modelled bedrooms achieve a daylight factor greater than 0.5% to 90% of the floor area in each room.

Figure 39 – Level 1 Residential Garden



Source: NH Architecture

7.6. MOVEMENT AND ACCESS

A Transport Impact Assessment has been prepared by Stantec (formerly GTA Consultants) in support of the proposal. The Assessment is strategic in nature, assessing the overarching considerations of applicable planning policies and controls, parking, traffic and access.

As previously indicated, David Street will provide for the primary vehicular access point to the on-site car park, as well as loading, waste and other services, resulting in two access points. This consolidates the vehicle and loading entry whilst also resulting in a high-quality urban design outcome within this major urban renewal precinct. Car parking is located behind active sleeves or within basements. This also ensures the primary street frontages of Doonside and Burnley Streets remain free of additional vehicle access movements and retains the existing servicing role which David Street provides, particularly at the northern end of the street, adjacent to the existing Victoria Gardens Shopping Centre.

This also allows Doonside and Burnley Streets to be primarily focused on pedestrian activity. With widened footpaths and the provision of community space as an active sleeve, David Street will not be limited to services but will also provide improved pedestrian amenity.

The proposal complies with the objectives of the CDZ1 and is generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.

The following discussion is based on the findings of the Transport Impact Assessment.

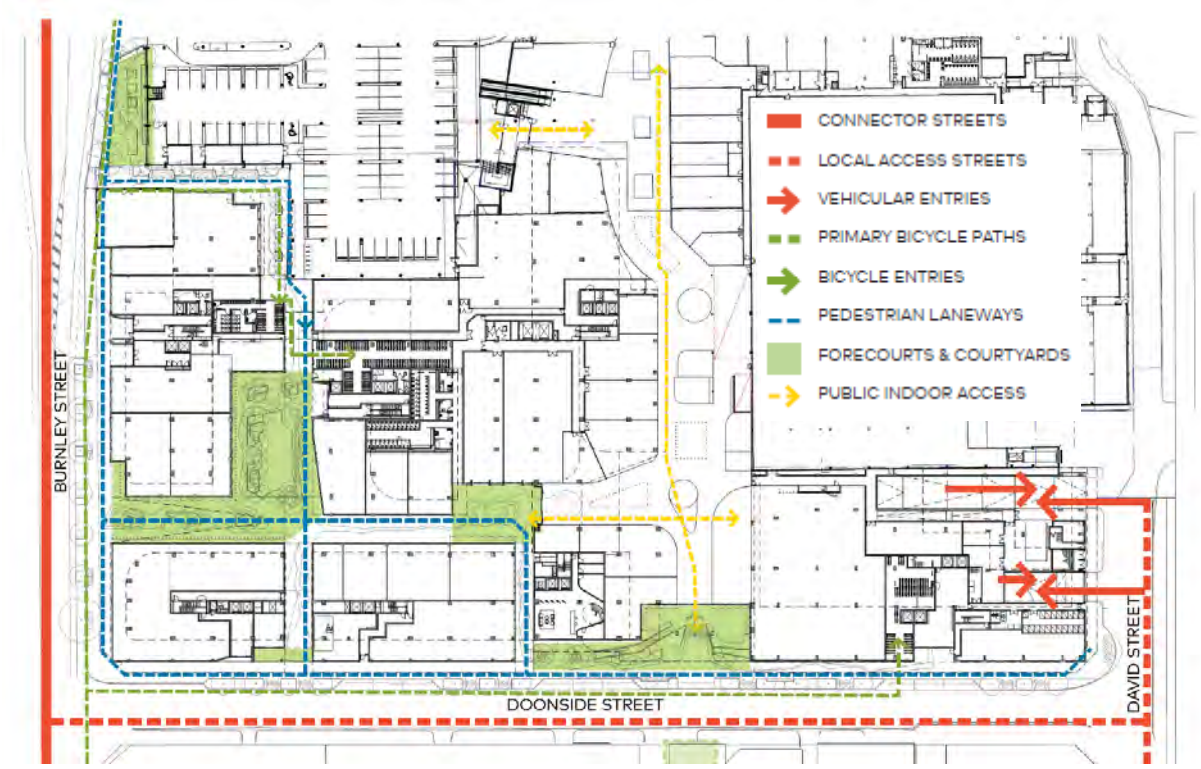
7.6.1. Sustainable Transport

7.6.1.1. Pedestrian Network

The proposed development has been designed to maximise pedestrian access and permeability at the ground plane.

This is achieved through the provision of multiple pedestrian connections to pathways on the abutting road network (Burnley Street and Doonside Street) which will provide pedestrian movements both to/from the lift cores, through the site to Victoria Gardens Shopping Centre, to the Victoria Street tram stops and to planned developments south of the site. This is in addition to providing connections within the site to River Boulevard Precinct.

Figure 40 – Pedestrian Network



Source: Cox Architecture / NH Architecture

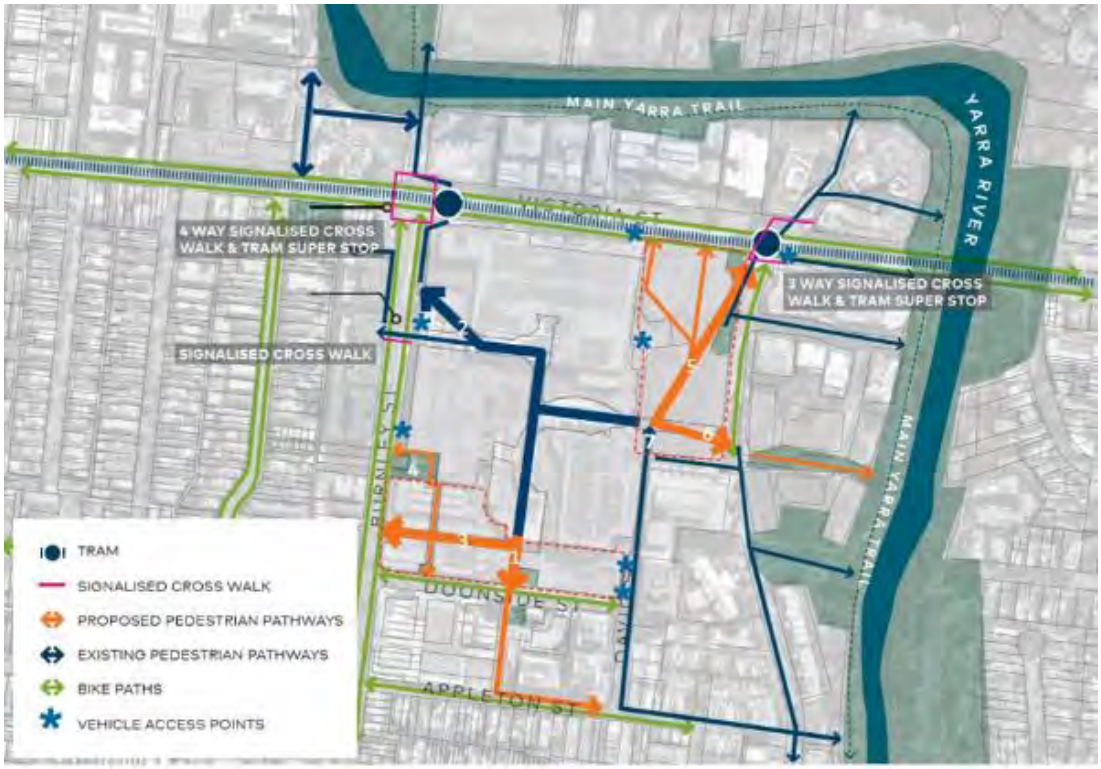
Proposed connectivity through the site includes:

- A pathway running east-west between Burnley Street and the new Market Hall area.
- A pathway running north-south, through the new Market Hall expansion area, connecting the existing shopping centre and Doonside Street and onto the future 'Harry the Hirer' site to the south and Appleton Street beyond. This provides connections both within the site, and outward also, creating a new gateway to this precinct.
- An additional laneway connecting Doonside Street with the main east-west pathway.
- Integrate the heritage hotel into the movement network as a secondary laneway route.

Looking outward, pedestrian connections include:

- Alignment of tram super stop and signalised intersection through Lots 9 and 10 to intersect with proposed circulation paths, creating clear pedestrian legibility and way finding.
- Eastern entrance connecting with River Boulevard and development sites along the river.
- Connection of David Street to integrate with proposed circulation paths.

Figure 41 – Access and Movement Network



Source: Cox Architecture / NH Architecture

7.6.1.2. Bicycle Parking Provision

The development provides a total of 972 bicycle spaces with these being allocated as follows:

- Residential – 844 spaces
- Employees – 40 spaces
- Visitors – 88 spaces including 62 spaces in the public realm

Secure employee spaces have been provided centrally within the ground floor with residential bike spaces split between the ground floor and the mezzanine of Building 6. Retail spaces are located adjacent to the existing car park, with visitor spaces provided on street along David, Doonside and Burnley Streets.

End-of-trip-facilities (EOTF) for employees are provided within the ground floor of the building and directly accessed from both the Doonside and Burnley Street lobbies. A bicycle repair area is provided adjacent to the EOTF. A total of 8 showers/changerooms are provided on ground floor, exceeding the minimum statutory requirements under Clause 52.34.

The surrounding bike network supports higher bicycle usage, with designated bike paths located along the Yarra River. On-site bicycle parking will incorporate appropriate wayfinding signs so that it is clear to staff and visitors that these areas are specifically for the storage of bicycles.

Bicycle spaces will be appropriate designed according to AS2890.3 as follows:

- 1.8 metres long horizontal spaces
- 1.2 metres long vertical or hanging spaces
- Minimum 500mm spacing
- Minimum 1.5 metres wide access aisles on approach to and at the parking facilities.

Please refer to submitted Transport Impact Assessment and Green Travel Plan prepared by Stantec (formerly GTA Consultants) for further detail.

7.6.1.3. Green Travel Plan

A Green Travel Plan prepared by Stantec (formerly GTA Consultants) is enclosed as part of this application as an appendix to the TIA.

It is a management tool designed to reduce the reliance on motor vehicles, minimise the negative impacts of transport on the environment, manage car parking demands associated with the development, improve opportunities for those without access to a car and maximise the benefits associated with 'green travel'.

This is part of the development's high reaching sustainability goals, as the proposal will achieve best practice in both environmentally sustainable design and everyday practices. It will also encourage employees and residents to uptake sustainable transport modes with the limited availability of on-site car parking.

7.6.2. Car Parking Provision

As discussed in Section 6.5 of this report, an analysis of VCAT cases and empirical evidence has been undertaken to determine the appropriate car parking rate for the proposed development.

Following the approval of the amendment, the entire Victoria Gardens Precinct will be within the CDZ1. It is proposed to apply the Parking Overlay over the Victoria Gardens Expansion Area including over the Doonside Precinct and introduce a new Schedule that addresses parking controls specific to Victoria Gardens. The new schedule will apply maximum car parking rates to specific uses, and Clause 52.06 rates will be adopted where no rate is specified. The proposal has been assessed under the proposed car parking controls of the new Parking Overlay schedule.

Figure 42 - Car Parking Rates

Description	Use	Size / No.	Statutory Assessment	
			Maximum Rate	Maximum Requirement
Apartments	Dwelling (Residents)	839 dwellings (456 x 1-bedroom + 369 x 2-bedroom + 14 x 3-bedroom)	1 space per dwelling	839 spaces
	Dwelling (Visitors)	839 dwellings		
Office	-	3,485sqm NFA	2 spaces per 100sqm	69 spaces
Retail	Shop	5,185sqm		
	Food & drink	1,914sqm		
	Hotel (Pub) [1]	1,446sqm		
	Sub-total	8,545sqm	3 spaces per 100sqm	256 spaces
		Total		1,164 spaces (max.)

[1] Nested under Food & drink.

Source: Stantec (formerly GTA Consultants)

The provision of 518 car parking spaces is equal to 45% of the maximum statutory requirement, which complies with the statutory requirement. A full assessment of the statutory requirements against the car parking provision is detailed in the Transport Impact Assessment prepared by Stantec (formerly GTA Consultants).

The key findings of the Traffic Impact Assessment provided by Stantec (formerly GTA Consultants) can be summarised as follows:

- *The site has good accessibility to Melbourne's public transport network, being located on the Victoria Street tram corridor.*
- *The encouragement of the use of public transport, walking and cycling as modes of transport is central to achieving the objectives of the various transport policies relevant to the site (including the "Unlocking*

Victoria Gardens" document). As such, a travel demand management approach has been adopted for the site.

- *This report identifies various transport responses to address the future transport needs of the proposed development. These include improvements to walking and cycling both internal and external to the site and notably reduced car parking rates (i.e., 45% of the statutory maximum requirement).*
- *With the adoption of the various responses, the transport impacts of the proposed development are expected to be relatively modest and will not significantly change the operation of the already congested road network.*

Please refer to the submitted Transport Impact Assessment prepared by Stantec (formerly GTA Consultants) for further detail.

7.6.3. Car Parking Layout and Access Arrangement

The proposed carparking layout and access arrangements have been assessed under the relevant guidelines. The layout complies with the requirements of the CDZ1. A summary of the key elements includes:

7.6.3.1. Accessways

- Access to the basement and Building 6 car parking is proposed directly from David Street via two separate ramps.
- Swept paths which demonstrate the vehicle access arrangements along the access ramps and within the car parking areas are included in the Transport Impact Assessment.

7.6.3.2. Car Parking Spaces

- All car spaces are provided in accordance with the minimum requirements of Clause 52.06-9.
- DDA parking spaces have been provided in accordance with the requirements of AS2890.6:2009.
- Car spaces adjacent to walls and structures have been provided with appropriate clearances to allow for satisfactory car door opening and in accordance with AS2890.1:2004.
- Adequate headroom clearance is provided to, from and throughout the car parking areas. In particular, a minimum headroom clearance of at least 2.2m will be provided in excess of the statutory requirement under Clause 52.06-9 of the Planning Scheme (Design Standard 2) and in accordance with the relevant Australian Standard (AS2890.1:2004).
- Stantec (formerly GTA Consultants) is satisfied that the design of the spaces is acceptable and Swept Path Diagrams have been provided as part of their report.

7.6.4. Traffic Impacts

Stantec (formerly GTA Consultants) has undertaken a thorough assessment of the likely demand generated by the use and ultimately found that the car parking provision is acceptable.

The maximum anticipated traffic generation of the proposed development is 131, 226 and 299 movements during the weekday AM, weekday PM and Saturday peak hours, respectively.

Within their assessment, Stantec (formerly GTA Consultants) analysed the predicted traffic generation of the proposed development and other approved developments in the precinct and have estimated the additional peak hour traffic expected through each of the surrounding key intersections (Victoria & Doonside Streets, Victoria Street & River Boulevard, Burnley Street & Victoria Gardens Signalised access and Burnley & Doonside Streets). Stantec (formerly GTA Consultants) have confirmed that considering existing traffic volumes and noting the constrained nature of the surrounding road network, the traffic impact of this additional traffic is expected to be relatively minor.

Drilling down further into the traffic impact analysis, Stantec (formerly GTA Consultants) assessed the operation of the Doonside Street/Burnley Street intersection under existing conditions, and also post-development using the SIDRA program, which measures intersection performance. This modelling shows that the intersection is expected to operate with a "good" level of service under post-development conditions as an unsignalised intersection.

It is acknowledged that as part of the Harry the Hirer development to the south, it is likely the intersection will be signalised in the future. Whilst the proposed development on the subject site does not trigger this requirement, the potential signalisation of the intersection would enhance capacity for vehicles accessing Doonside Street.

Please refer to the assessment by Stantec (formerly GTA Consultants) for further information.

7.6.5. Loading

In order to accommodate on-site loading the development includes:

- The primary loading bay area is within Basement Level 2 and a secondary area is provided within the ground level of Building 6. Both are accessed from David Street.
- The main loading area within Basement 2 provides separate provisions for retail (northern end of the loading area) and residential land use (southern area of the loading area).
- The secondary area within Building is allocated for retail loading and is expected to be used infrequently as indicated in the assessment by Stantec (formerly GTA Consultants).
- Swept paths which demonstrate the vehicle access arrangements within the loading areas are included in the Transport Impact Assessment

Based on the above, we are satisfied that adequate loading opportunities are provided on-site as part of the development and there will be no impact on amenity, road safety or traffic flow as a result of the proposed development,

7.6.6. Waste

WSP has prepared a Waste Management Plan (WMP) that outlines the strategy proposed for the subject site.

Residential waste systems include general waste (garbage), commingled recycling, glass, organics, hard waste and e-waste (electronic waste). Dual chutes will be provided for the disposal of waste generated from each residential tower. One chute will be dedicated to general waste and another dedicated to commingled recycling with each chute directly outputting into the relevant compactors within the waste room.

Core commercial waste systems include general waste (garbage), commingled recycling, glass and organics. Extended waste streams include waxed cardboard, polystyrene, secure paper, soft plastics, hard waste and e-waste. Throughout the facility it will be ensured that it is as easy to dispose of all other core waste streams as it is garbage. This will be achieved by ensuring the development is appropriately furnished with bin stations throughout the individual rooms, ancillary spaces and communal areas.

Within the ground floor of Building 6 it is also anticipated that a fresh food grocer may be located in the area indicated as Retail MM004. This has been considered as part of the WMP.

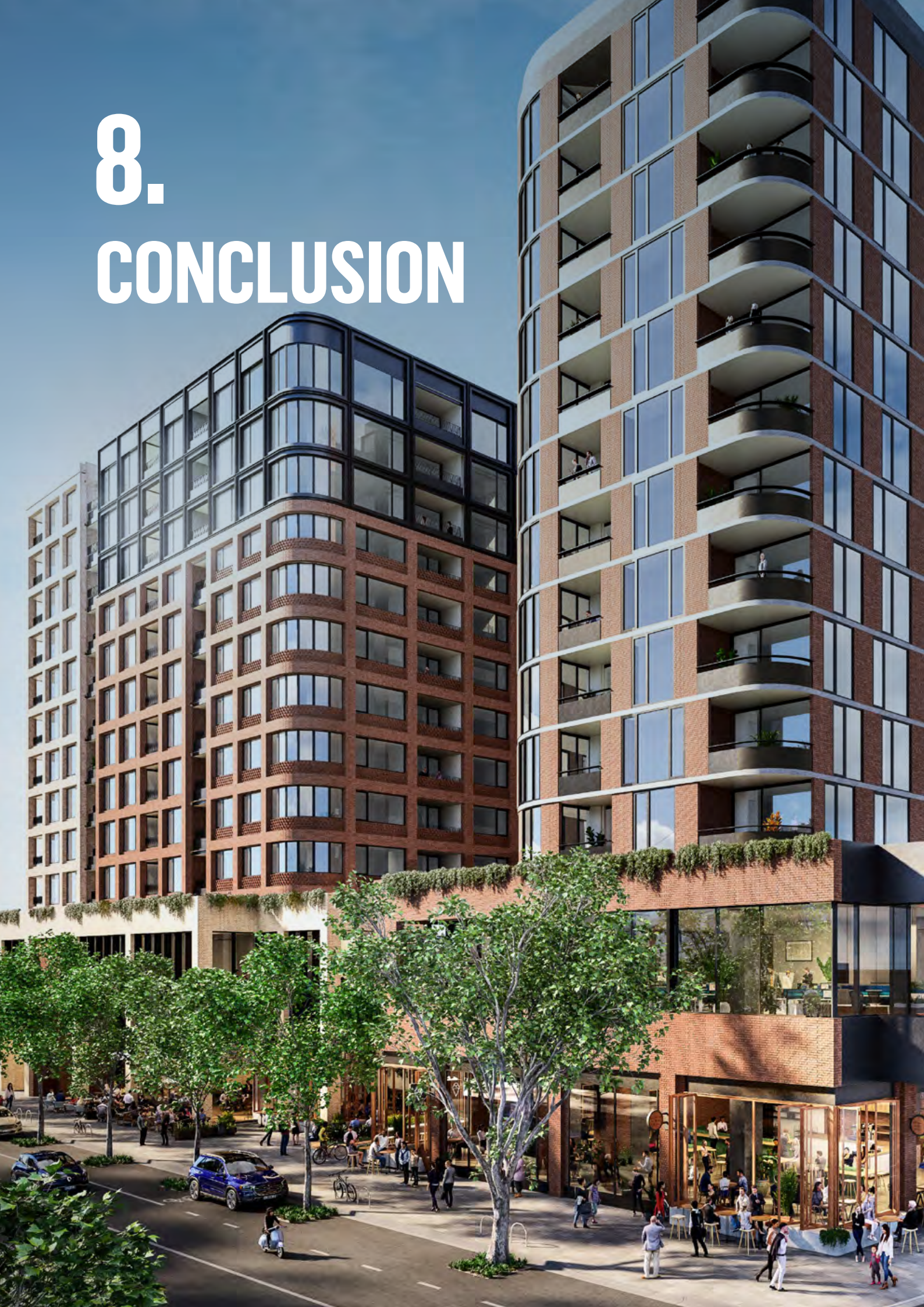
In terms of waste collection, the report outlines the following:

- All commercial and residential waste collection will occur from the waste rooms located on Basement Level 2
- Waste shall be collected from within the subject site via the loading bays and carried out by private contractors. The collection contractor shall transfer bins between the waste areas and the truck
- Waste shall be stored within the development (hidden from external view).

A swept path assessment has been prepared and is included as part of the Waste Management Plan (WMP). This demonstrates that the nominated waste collection vehicle can access the loading areas from David Street.

Please refer to the Waste Management Plan by WSP for further information.

8.
CONCLUSION



8. CONCLUSION

The assessment provided in this report has determined that the application for a Planning Scheme Amendment for the Victoria Gardens Expansion area and planning permit for the Doonside Precinct, an integrated mixed-use precinct on the subject site, is strongly supported by key policy drivers and will provide an enduring contribution to economic, social and built form outcomes for Richmond and the broader municipality.

The proposed development has been designed through extensive context analysis of the subject site and surrounding area, and through collaboration with various industry specialists.

Having regard for the assessment contained within this report, the Doonside Precinct is considered appropriate and worthy of support for the following key reasons:

Victoria Gardens Expansion

- The proposal to rezone the entirety of the land to the Comprehensive Development Zone, draft Schedule 1, is consistent with the Yarra Planning Policy Framework and allows for the redevelopment of the site in the context of the surrounding zoning and strategic redevelopment sites.
- Victoria Gardens Expansion is a unique opportunity within a generally fine-grained and built-up inner city area to provide significant public realm improvements, generous publicly accessible spaces and improved connectivity within and through the site, including to the Yarra River.
- The proposed development will offer a diverse range of housing options, with several apartment typologies, as well as affordable rental housing.
- The proposal will substantially support the economy both locally and regionally.
- The provision of 15,245 sqm and 30,085 sqm of retail and office floor space respectively will generate significant employment opportunities as part of the redevelopment of the land, which will assist in revitalising the area, improving activation along Doonside Street, throughout the Victoria Gardens Expansion and as it integrates with the broader area.

Doonside Precinct

- The proposal complies with the objectives of the CDZ1 and is generally in accordance with, and in compliance with the vision, objectives, future urban structure, requirements and guidelines of the Victoria Gardens Comprehensive Development Plan 2022.
- The proposal demonstrates a high level of consistency with the provisions of the Yarra Planning Scheme and the State Planning Policy Framework.
- The development will demonstrate exemplary architecture and design innovation.
- The redevelopment of the subject site in its entirety allows a significant contribution to be made to the public realm, with the inclusion of laneways and a number of publicly accessible open space areas and Market Hall for the community to enjoy.
- The ground plane is designed to provide significant activation to the surrounding streetscape as well as enhancing permeability, providing for efficient movement through the site and great connectivity of the area.
- The proposed residential component of the development demonstrates a high level of compliance with the Better Apartment Design Standards, providing areas of communal open space, appropriate internal dimensions and associated amenities.
- The landscaping and publicly accessible areas, including the forecourts, courtyards, internal laneways and Market Hall, will substantially contribute to the improved activation and enhancement of the public realm and surrounding streetscapes.

DISCLAIMER

This report is dated 7 October 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 Vicinity Management Pty Ltd Limited in its capacity as trustee of the Victoria Gardens Retail Trust **(Instructing Party)** for the purpose of Town Planning **(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.

APPENDICES

APPENDIX A

APPENDIX A - EXISTING PLANNING CONTROLS AND POLICIES

PLAN MELBOURNE

Plan Melbourne locates Yarra within the 'Inner South East Region'. Plan Melbourne also acknowledges that, in the past decade, planning approaches have not adequately addressed area and population-based needs. It recognises that in the future, service planning and resource allocation will need to take account of population distribution, growth projections and existing infrastructure and resources.

Direction 1.1 seeks to 'create a city structure that strengthens Melbourne's competitiveness for jobs and investment' allowing key commercial land is available in locations that support growth, connectivity and requirements of proximity to the CBD. Policy 1.1.1 supports the direction of central city to become Australia's largest commercial centre by 2050 through investment of existing commercial locations, innovative design and strengthen existing assets. Policy 1.1.2 directs planning for the redevelopment of major urban renewal precincts in and around the central city to deliver high-quality, distinct and diverse neighbourhoods offering a mix of uses.

Policy 1.1.7 acknowledges that population growth will continue to drive demand for well-located and competitively priced commercial land. It outlines that an adequate supply of commercial land needs to be secured to accommodate this growth.

Direction 1.2 seeks to improve access to jobs across Melbourne and closer to where people live with Direction 1.3 aiming to create development opportunities at urban renewal precincts across Melbourne including within the existing transport network.

Plan Melbourne introduces the '20-minute neighbourhood' concept, which seeks to create healthy, safe and active local communities. It suggests healthy communities are those where people can access most of their everyday needs (including employment) within a 20-minute walk, cycle or via public transport. These neighbourhoods must be safe, accessible and well connected for pedestrians and cyclists. This is underpinned by policy within Directions 3.3 and 5.1.

PLANNING POLICY FRAMEWORK

The Planning Policy Framework seeks to foster the objectives of planning in Victoria through appropriate planning policies and practices. These seek to encompass relevant environmental, social and economic factors.

It is considered that the proposal satisfactorily meets the relevant State and Local Planning Policy noting the following:

- **Clause 11 Settlement** recognises that planning is to 'anticipate and respond to the needs of existing and future communities through provision of zones and service land for housing, employment, recreation and open space, commercial and community facilities and infrastructure'. The policy also seeks to facilitate sustainable development that takes full advantage of existing settlement patterns.
- **Clause 11.01-1R – 'Settlement - Metropolitan Melbourne'** seeks to 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' and 'Create mixed-use neighbourhoods at varying densities.. ..that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities'*.
- **Clause 11.02-1S – 'Supply of urban land'** seeks 'to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses' and consider 'opportunities for the consolidation, redevelopment and intensification of existing urban areas'.
- **Clause 11.03-1S – 'Activity Centres'** encourages the development of mixed use activity centres accommodating major retail, residential, commercial, administrative, entertainment and cultural developments that are highly accessible to the community. This includes strategies to 'support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies'.

- **Clause 13.04-1S – 'Contaminated and potentially contaminated land'** seeks to ensure that potentially contaminated land is suitable for its intended future use and that contaminated land is used safely.
- **Clause 13.05-1S 'Noise abatement'** seeks to 'ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the
- **Clause 15.01S Urban Design** aims to 'create urban environments that are safe, function and provide good quality environments with a sense of place and cultural identity'
- **Clause 15.01-2S Building Design** provides a range of urban design strategies which seek 'to achieve building design outcomes that contribute positively to the local context and enhance the public realm'. This clause also states that planning must consider as relevant:
  - Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).
- **Clause 15.01-4R Healthy neighbourhoods - Metropolitan Melbourne** includes the strategy to create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs (including employment) within a 20 minute walk, cycle or local public transport trip from their home.
- **Clause 15.01-5S Neighbourhood character** aims 'to recognise, support and protect neighbourhood character, cultural identity, and sense of place.' The policy ensures development responds to its context and reinforces a sense of place and the valued features.
- **Clause 15.01-5S – 'Neighbourhood character'** aims 'to recognise, support and protect neighbourhood character, cultural identity, and sense of place.' The policy ensures development responds to its context and reinforces a sense of place and the valued features.
- **Clause 15.03-1S – 'Heritage conservation'** promotes the conservation of significant heritage places.
- **Clause 16.01-1R Housing Supply – Metropolitan Melbourne** aims to manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in major activity centres and to facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport. The policy seeks to create mixed-use neighbourhoods at varying densities that offer more choice in housing. This policy allows 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 16.01-2S Housing Affordability** aims to deliver more affordable housing closer to jobs, transport, and services. The policy aims to improve housing affordability by ensuring land supply continues to be sufficient to meet demand, increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
- **Clause 17.01-1S – 'Diversified Economy'** aims to strengthen and diversify the economy to facilitate grown in a range of employment sectors.
- **Clause 17.01-1R – 'Diversified economy – Metropolitan Melbourne'** seeks to plan for the redevelopment of Major Urban-Renewal Precincts in and around the Central City to deliver high-quality, distinct and diverse neighbourhoods offering a mix of uses
- **Clause 17.02-1S – 'Business'** encourages 'development that meets the community's needs for retail, entertainment, office and other commercial services' by locating commercial facilities in existing activity centres.
- **Clause 18.02-1S – 'Sustainable personal transport'** seeks to promote the use of sustainable personal transport with strategies ensuring development and the planning for new suburbs, urban renewal precincts, and transit-oriented development areas (such as railway stations) provide

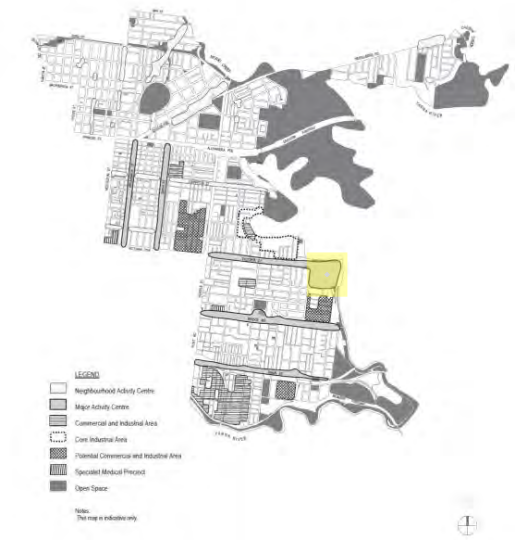
opportunities to promote more walking and cycling and ensuring the provision of bicycle end-of-trip facilities in commercial buildings

- **Clause 18.02-1S – 'Walking'** aims to facilitate an efficient and safe walking network and increase the proportion of trips made by walking
- **Clause 18.02-2S – 'Cycling'** aims to facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling
- **Clause 18.02-3S – 'Public Transport'** aims to facilitate greater use of public transport and promote increased development close to high-quality public transport routes
- **Clause 18.02-3R – 'Principal Public Transport Network'** seeks to 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.

LOCAL PLANNING POLICY FRAMEWORK

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

- **Clause 21.02 – 'Municipal Profile'** acknowledges the role that the Major Activity Centres, including the Victoria Street Major Activity Centre, has as 'a powerful economic engine for the municipality, and in varying degrees draw on tourists and destination shoppers from overseas, interstate and country Victoria as well as Greater Melbourne'.
- **Clause 21.03 – 'Vision'** establishes a vison for the City of Yarra that entails, amongst other things, increased employment opportunities and mixed land use character; identified areas of low-rise and higher development; high quality new developments; and the utilisation as active (walk and cycling) and public transport as the primary way of accessing employment. The site is identified within Figures 1 and 2 of Clause 21.03 as being within the Victoria Street Major Activity centre and as a Strategic Redevelopment Site as shown below:



- **Clause 21.04-1 Accommodation and Housing** aims to accommodate forecast increases in population, retain a diverse population and household structure and reduce potential amenity conflicts between residential and other uses.
- **Clause 21.04-2 – 'Activity Centres'** identifies Swan Street as a 'Major Activity Centre with a regional retail and entertainment focus', and further addresses the following objectives and strategies (selected):

- Objective 4: To maintain a balance between local convenience and regional retail roles in Yarra's activity centres
    - Strategy 4.1 Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres
    - Strategy 4.2 Support the regional role of the Major Activity Centres as an important component of Yarra's economy and as a metropolitan destination.
- Objective 5: To maintain the long term viability of activity centres.
    - Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.

- **Clause 21.04-3 Land Use (Industry, office and commercial)** acknowledges that commercial sectors underpin a sustainable economy and provide employment. This policy outlines that Yarra City Council plans to retain and foster a diverse and viable economic base. The decline in manufacturing activity has created an opportunity for service businesses which has maintained employment levels within the municipality. There is also a continuing demand for office land for a variety of future uses and activities that value an inner metropolitan location. The objective of this clause seeks to increase the number and diversity of local employment opportunities.
- **Clause 21.05 Built Form** builds on policy at Clause 15 and sets out strategies to achieve appropriate built environment and heritage outcomes within the municipality. Within this, **Clause 21.05-1 Heritage** aims to protect and enhance Yarra's heritage places. This will relevantly be achieved by supporting the restoration of heritage places and applying the local heritage policy at clause 22.02. Urban design mattes are covered under **Clause 21.05-2 Urban Design** which aims to achieve the following objectives:
    - To reinforce the existing urban framework of Yarra
    - To retain Yarra's identity as a low-rise urban form with pockets of higher development
    - To retain, enhance and extend Yarra's fine grain street pattern
    - To ensure that new development contributes positively to Yarra's urban fabric
    - To enhance the built form character of Yarra's activity centres
    - To encourage the provision of universal access in new development.

    Strategies to achieve these include:

    - Strategy 17.2 - Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
        - 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.
    - Strategy 21.1 - Require development within Yarra's activity centres to respect and not dominate existing built form
    - Strategy 21.2 - Require new development within an activity centre to consider the context of the whole centre recognising that activity centres may consist of sub-precincts, each of which may have a different land use and built form character.

  - Strategy 21.3 - Support new development that contributes to the consolidation and viability of existing activity centres.

- **Clause 21.05-4 Public environment** aims to provide a public environment that encourages community interaction and activity which requires to ensure that buildings have a human scale at street level and require buildings and public spaces to provide a safe and attractive public environment.
- **Clause 21.06 Transport** seeks to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.
- **Clause 21.07-1 Environmental Sustainability** seeks to 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 reductions and management, solar access, orientation and layout of development, building materials and waste minimisation.
- **Clause 21.08-9 North Richmond** identifies that the Victoria Street Major Activity centre runs along the northern boundary of this neighbourhood. This activity centre spans approximately 2 kilometres and incorporates a variety of land uses along its length – some vibrant and others more dormant in terms of activity and street frontage. Within the centre are three precincts with the subject site being identified within the Victoria Street East precinct which is referenced as follows:
  - This precinct incorporates the area between Grosvenor Street in the west and the Yarra River to the east. It includes a combination of retail, bulky goods, entertainment, residential and office land uses. The centre has a key interface with the Yarra River, which defines its northern and eastern boundaries. Significant parts of this precinct have recently undergone extensive redevelopment. With a number of key sites in the area still up for redevelopment, it will continue to evolve. New development must enhance the landscape qualities of the Yarra River and include active frontages on Victoria Street and the River. The Victoria Gardens development has the capacity to incorporate further residential development.
  - To the east of Burnley Street is an area of mixed industrial character with a pocket of low rise residential development. Given the proximity of this area to Victoria Gardens and the limited demand envisaged for the reuse of large industrial sites, there is potential for a wider range of employment uses including offices to locate in this precinct. It is important to:
    - protect the pocket of Residential 1 zoned land.
    - provide land use close to the Victoria Gardens Activity Centre that supports the role of the centre i.e. residential plus mixed uses.
    - continue to retain industry but allow office development further south and east of the Residential 1 and Mixed Use areas.'
  - Land use strategies for the North Richmond neighbourhood which are relevant to the subject site include:
    - supporting a change of use to residential plus mixed uses in the industrial area abutting the southern boundary of Victoria Gardens.
    - protecting the neighbourhood character and residential amenity of the existing Residential 1 areas to the south and west of Victoria Gardens.
    - supporting residential and office growth on the Victoria Street Gardens site.
  - Built form strategies for the North Richmond neighbourhood which are relevant to the subject site include:
    - Creating a fine-grained network of pedestrian-friendly streets east of Burnley Street and north of Doonside Street.
- **Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay** provides development guidance to ensure the protection and enhancement of Yarra's heritage places. Policy seeks to generally encourage the retention of buildings within Heritage Overlays, unless the

building is not a contributory building (**Clause 22.02-5.1**). Further the policy seeks to ensure new development meets the relevant built form guidelines at **Clause 22.02-5.7**. This policy refers to an incorporated document (*City of Yarra Review of Heritage Areas 2007 Appendix 8, revised from time to time*), which identifies the level of significance for all buildings/sites within the Heritage Overlay. In this instance, the subject site is identified as 'individually significant' within a site-specific heritage overlay

- **Clause 22.03 Landmarks and Tall Structures'** aims to ensure that the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline. The review site is not located near any identified landmarks.
- **Clause 22.05 - Interface Uses Policy** applies to applications for use or development within Commercial Zones (amongst others). The relevant objective of this clause is: to enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.
- **Clause 22.10 - Built Form and Design Policy** outlines several design elements that address various built form issues. It seeks (among other things) to ensure new development respects the scale and form of surrounding development and create a positive interface between the private domain and public spaces. The policy applies to all new development not included in a heritage overlay
- **Clause 22.11 – Victoria East Precinct Policy** provides a holistic vision and approach to the development of the precinct. The policy addresses the Yarra River corridor, traffic and access, provision of infrastructure, land use mix and design of built form.
- **Clause 22.12 Public Open Space Contribution** identifies the subject site as being within an area where land contributions will be preferred over cash contributions. **Clause 22.12-3** provides selection criteria for land to be contributed. Given the provision of 2,660qsm (out of a possible 8,783sqm) of Publicly Accessible Open Space area within MUZ, and the previous payment of Public Open Space Constructions as part of the original CDZ development, it is proposed that any future development would be exempt from the requirements of Clause 22.12 and Clause 53.01. This could be included as an exemption within Clause 53.01 of the Yarra Planning Scheme. The current provision of Publicly Accessible Open Space would equate to 30.285 percent of the overall MUZ land.
- **Clause 22.16 - Stormwater Management (Water Sensitive Urban Design)** seeks to ensure new development achieves the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines.
- **Clause 22.17 - Environmentally Sustainable Development** applies to all new residential and non-residential development in the City of Yarra. 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.

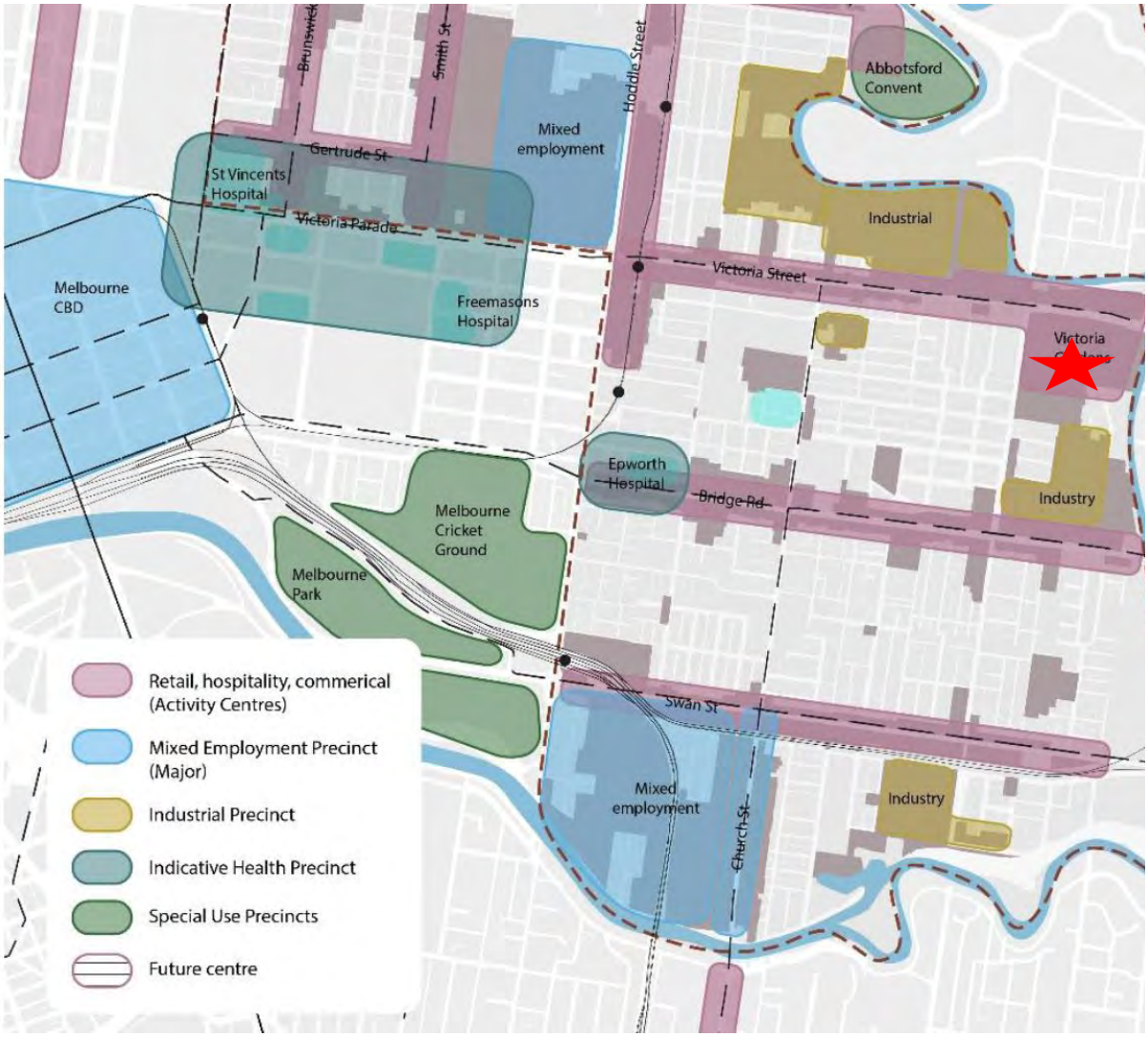
REFERENCE AND OTHER DOCUMENTS

Yarra Spatial Economic and Employment Strategy (SEES) August 2018

The Spatial Economic and Employment Strategy (SEES) sets out a vision for the future of Yarra's economy building on existing policies, analysis of existing conditions and emerging trends, and addresses a number of specific policy issues.

The subject site is located within an Activity Centre (retail, hospitality and commercial) as shown on Figure 1 below which seeks to ensure continued employment growth in Yarra's activity centres. Broadly, the objectives of this strategy are in line with the proposal by, identifying locations that are best suited for accommodating growth and change, and identify areas where council needs to support growth and change in economic and employment activity.

Figure 1 Spatial Economic and Employment Strategy (SEES)



Picture 1 SEES Precinct Map
Subject Site =
Source: City of Yarra SEES 2018

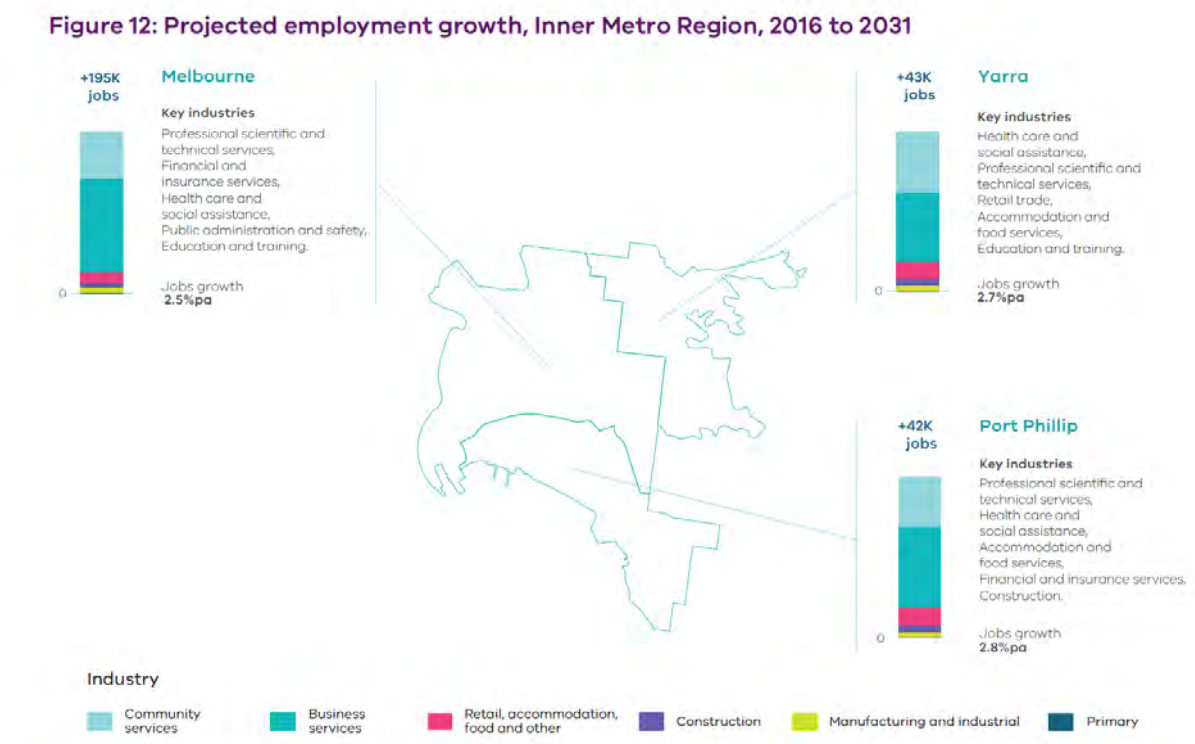
Melbourne Industrial and Commercial Land Use Plan (MICLUP) 2020

The Melbourne Industrial and Commercial Land Use Plan builds on the relevant policies and actions of Plan Melbourne 2017-2050. It provides an overview of current and future needs for industrial and commercial land across metropolitan Melbourne and puts in place a planning framework to support state and local government to plan for future employment and industry needs more effectively, and better inform future strategic directions.

Map 5 within the document shows the commercial land within the inner metro region, identifying the review site being adjacent to existing regionally significant commercial area (Swan Street Major Activity Centre).

The MICLUP anticipates an additional 4 million square metres of commercial floor space will be required across the Inner Metro Region by 2031. Of this, approximately 3.3 million square metres is anticipated to be required for office uses and the remaining floor space to be allocated for retail. Whilst the City of Melbourne is anticipated to accommodate the majority of the additional floor spaces required, the City of Yarra is expected to provide an additional 548,000sqm, in addition to the existing 933,400sqm of commercial floor space.

Figure 2 Projected employment growth for the Inner Metro Region, between 2016 and 2031, as per MICLUP *Yarra Spatial Economic and Employment Strategy (SEES) August 2018*



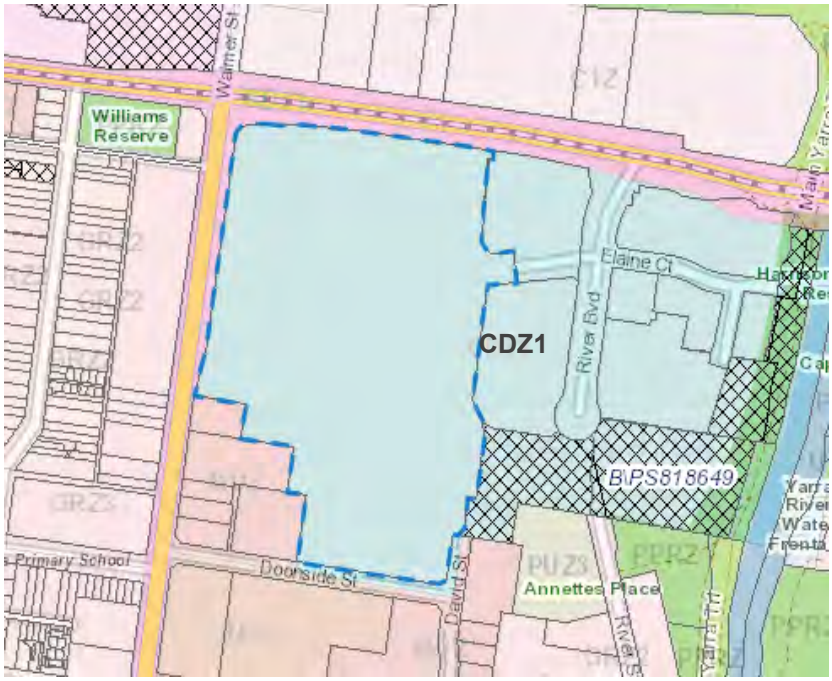
ZONES

The subject site is partly located within the Mixed Use Zone (MUZ) and the Comprehensive Development Zone – Schedule 1 (CDZ1). The relevant purposes of this zone include:

Comprehensive Development Zone

Schedule 1 to the Comprehensive Development Zone (CDZ1) refers to 'Victoria Gardens Comprehensive Development' and sets out several purposes for the land. The CDZ1 land is '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"'.

Figure 3 Schedule 1 to the Comprehensive Development Zone (CDZ1)



Key purposes of relevance include:

- 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 limit overshadowing affecting the amenity of adjoining land and, in particular, areas of public open space and the Yarra River.

For buildings and works, a permit or a Development Plan is required under the CDZ1. Under the CDZ1 provisions, a Development Plan functions and presents in almost an identical manner and will be assessed in a similar way as a planning permit.

No planning permit is required for buildings and works if in accordance with an approved development plan.

Under Section 2, of Schedule 1 to the CDZ, a use of land shall be in accordance with the Table of uses to this Clause and the incorporated document "Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area".

The CDZ1 outlines mandatory height controls for the site. Specifically, CDZ1 states that a building or works must not exceed the height above the AHD 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.

Mixed Use Zone

The subject site is located within the Mixed Use Zone (MUZ). The relevant purpose of the zone is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
- To provide for housing at higher densities
- To encourage development that responds to the existing or preferred neighbourhood character of the area.
- To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.

In accordance with the MUZ:

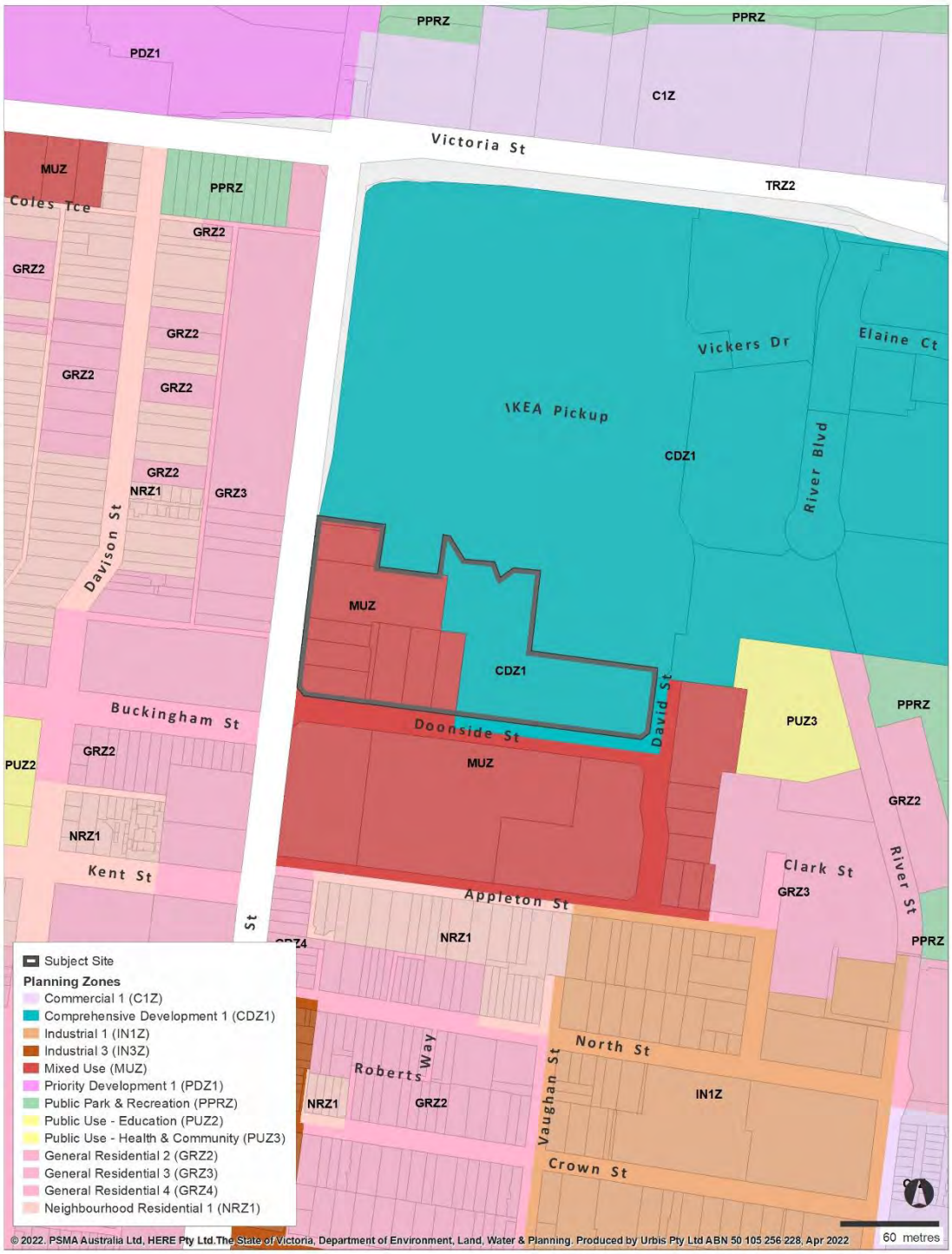
- Use of the land for an Office (exceeding 250sqm) and Shop (exceeding 150sqm) requires a planning permit, pursuant to Clause 32.04-2.
- Use of the land for a Food and Drinks Premises exceeding 150sqm, requires a planning permit, pursuant to Clause 32.04-2.
- Use of the land for accommodation does not require a planning permit, pursuant to Clause 32.04-2.
- Construct a building or construct or carry out works for a Section 2 use, pursuant to Clause 32.04-9.

Road Zone

Victoria and Burnley Streets are categorised as a Road Zone, Category 1. Pursuant to Clause 36.04-2, a planning permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 36.04-1.

The proposal includes works within the zone. Accordingly, a planning permit is required.

The proposed uses are not listed in Section 1 or 3 and are therefore a Section 2 use (permit required).



URBIS

1-9 DOONSIDE STREET, RICHMOND

PLANNING ZONES

Map 1 Zone Map

OVERLAYS

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

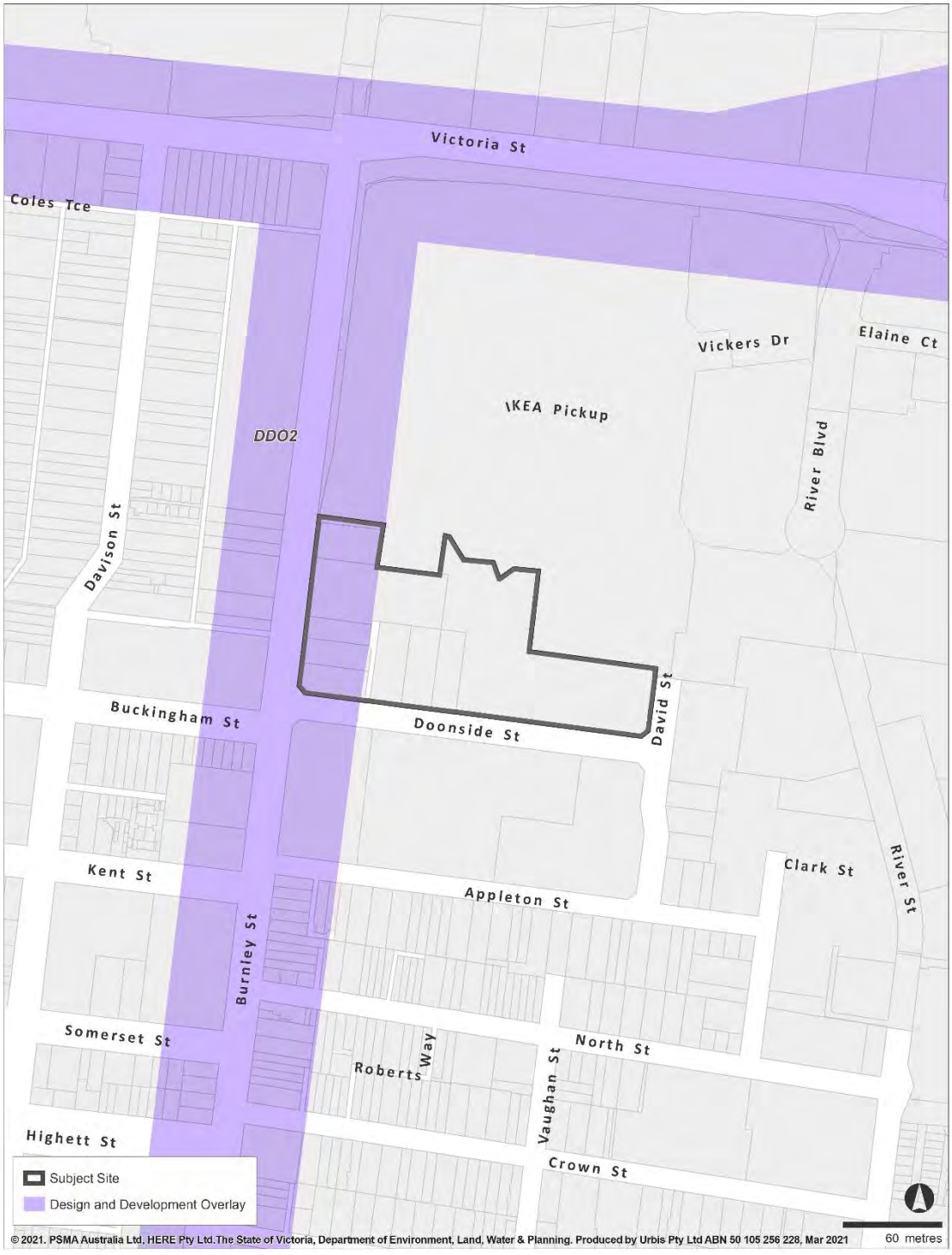
The site is subject to Schedule 2 of the Design and Development Overlay.

Schedule 2 is for the Main Roads and Boulevards and has the following Design Objectives:

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

The schedule also includes a series of buildings and works requirements which are discussed in the assessment.

Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works.



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1-9 DOONSIDE STREET, RICHMOND

DESIGN AND DEVELOPMENT OVERLAY (DDO2)

Map 2 Design and Development Overlay (Schedule 2)

Clause 43.02 Design and Development Overlay – Schedule 9 (Doonside Precinct)

The site is subject to Schedule 9 of the Design and Development Overlay.

Schedule 9 is for the Doonside Precinct and has the following Design Objectives:

- To recognise this Precinct, being on the edge of an activity centre and abutting low rise residential development, as transitional in its location and function;
- To ensure building design responds to the industrial character of the precinct but respects the character of the established residential areas to the south and east of the Precinct;
- To respect the scale of development on the south side of Appleton Street;
- To provide a pedestrian friendly environment along all street frontages;
- To encourage improvements to the public domain, including the provision of public open space;
- To ensure that new development does not adversely impact on local traffic conditions;
- To ensure a high standard of architectural design; and
- To ensure that new development does not prejudice the ongoing operation of nearby commercial, industrial and warehouse businesses.

Under Clause 2.0 of the DDO9, there are requirements relating to building heights and setbacks, building design, traffic, permeability and public spaces, amenity and landscaping.

It should be noted that none of the requirements in the DDO9 are mandatory.

Pursuant to Clause 43.02-2, a permit is required to construct or carry out works.

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1-9 DOONSIDE STREET, RICHMOND

DESIGN AND DEVELOPMENT OVERLAY (DDO9)

Map 3 Design and Development Overlay (Schedule 9)

Clause 43.01 Heritage Overlay – Schedule (HO374)

HO374 53 Burnley Street Richmond, Former Loyal Studley Hotel

Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014

The site is subject to the Heritage Overlay – Schedule 336 the purpose of the overlay

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

Specifically, a permit is required to:

- Demolish or remove a building
- Construct a building or construct or carry out works
- Externally alter a building by structural work, rendering, sandblasting or in any other way

Pursuant to Clause 43.01 a permit is required to construct a building or construct or carry out works

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1-9 DOONSIDE STREET, RICHMOND

HERITAGE OVERLAY (HO374)

Map 4 Heritage Overlay Map

Environmental Audit Overlay

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

- A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or
- An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.

A planning permit is required for works under the overlay.

Map 5 Environmental Audit Overlay

DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY – SCHEDULE 1

Pursuant to Clause 45.06-1 a permit granted must;

- Be consistent with the provisions of the relevant development contributions plan;
- 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.

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

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

Map 6 Development Contributions Plan Overlay (Schedule 1)

AMENDMENTS

Amendment C269yara

Amendment C269yara to the Yarra Planning Scheme proposes a review of the local policy framework to respond to the structure of planning schemes introduced by Amendment VC148. The amendment was exhibited between 20 August and 15 October 2020 with the planning panel having concluded and the panel report released. The Council meeting was held on Tuesday 19 April 2022 and a decision was made to adopt the amendment. The Minister for Planning has not made a decision in relation to this amendment at the time of writing this report.

Relevant clauses of the draft amendment are outlined below.

- **Proposed Clause 02.02** proposes a 'Vision' for the municipality as *'A vibrant, liveable and sustainable inner-city that the community can be proud of'*.
- **Proposed Clause 02.03** 'Activity centres' identifies Victoria Street as a major activity centre (as per the Strategic framework found at Clause 02.04), which provide a wide range of goods and services, some servicing larger sub-regional catchments. Activity centres are identified as the focus for growth in Yarra with the additional of mid-rise commercial development and apartments due to their proximity to transport infrastructure, shops and services. New development is supported to be of a scale appropriate to the role and capacity of the activity centre that supports the centre's unique character and provides a mix of uses.
- **Proposed Clause 02.03** 'Built environment and heritage' seeks to ensure development and growth maintains and enhances the unique character and heritage of the city, in part by reinforcing Yarra's low-scale neighbourhoods by directing mid-rise buildings to appropriate locations including neighbourhood activity centres.
- **Proposed Clause 02.03** 'Housing' directs housing growth to appropriate locations, including areas of activity centres that have good access to public transport, jobs, open space and other services. This clause also supports facilitating accessible, adaptable, and affordable housing options.
- **Proposed Clause 02.03** 'Economic development' proposes to promote activity centres as the preferred location for retail, services and entertainment and support diverse land uses mixes.
- **Proposed Clause 02.03** 'Transport' promotes the provision of convenient access to public and active transport by facilitating more compact and diverse land uses and development in neighbourhood activity centres well served by public transport.
- **Proposed Clause 02.04** 'Strategic Framework Plan' locates the site in the Brunswick Street Major Activity Centre and as part of a 'moderate change area'.
- **Proposed Clause 11.03-1L** 'Activity Centres' proposes an objective *'to manage a sustainable network of activity centres that facilitate appropriate economic and housing growth and provide attractive places for social and community interaction'* which in turn is supported by strategies to support development that is consistent with the capacity for each centre.
- **Proposed Clause 11.03L** 'Interfaces and Amenity' proposes objectives to protect the normal operation of business and industrial activities from new residential use and development and to provide a reasonable level of amenity to new residential development within or adjacent to land in commercial and industrial zones, while not impeding the growth and operation of surrounding non-residential development and land use in those zones. It also aims to promote land use outcomes that advance the primary purpose of a zone by ensuring amenity considerations facilitate intended land uses permissible in the zone. Relevant strategies include new residential use and development to include design measures to minimise the impact of the normal operation of existing commercial and industrial operations on the amenity of the dwelling.
- **Proposed Clause 15.01-1L** 'Urban Design' provides strategies relating to public realm, wind, weather protection, and development adjoining laneways (amongst other items) which seek to facilitate safe, amenable, and quality urban design outcomes.

- **Proposed Clause 15.01-2L** 'Building design' contains strategies relating to building form and design, which broadly seek to ensure new development is of an appropriate height and scale, with mid-rise development directed to neighbourhood activity centres, that buildings provide appropriate ground and upper level setbacks, that site coverage reflects the immediate area, and that equitable development is considered (amongst other considerations).
- **Proposed Clause 15.03-1L** 'Heritage' provides directions for new development in heritage areas and makes reference to the *City of Yarra Review of Heritage Overlay Areas 2007 Appendix 8*.
- **Proposed Clause 16.01-2L** 'Location of residential development' seeks to direct the majority of new housing to activity centres and major regeneration areas.

GENERAL AND PARTICULAR PROVISIONS

Clause 52.06 – Car Parking

Pursuant to Clause 52.06-1, before a new use commences the number of car parking spaces required under Clause 52.06-5 must be provided to the satisfaction of the Responsible Authority.

Under the current planning context, due to the subject site being partially inside and outside of the CDZ, two sets of statutory car parking rates apply. For the part of the site that lies within the CDZ, the statutory car parking rates are those stipulated within Schedule 1 to the CDZ for Victoria Gardens. For the site that lies outside of the CDZ, the statutory car parking rates are those detailed in Column B of Clause 52.06.

Following the approval of the amendment, the entire Victoria Gardens Precinct will be within the CDZ1. As such, the statutory car parking rates are those stipulated within Schedule 1 to the CDZ for Victoria Gardens. Clause 52.06 rates are adopted where no rate is specified within the CDZ1.

Please refer to submitted Transport Impact Assessment and Green Travel Plan prepared by Stantec (formally GTA Consultants) for further detail.

Clause 52.34 – Bicycle Facilities

Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land. The following bicycle rates apply pursuant to Clause 52.34-5:

Use	Size	Statutory Rate		Statutory Requirement	
		Employee/ Resident	Visitor/Shopper	Employee/ Resident	Visitor/ Shopper
Residential	839 dwellings	1 space per 5 dwellings	1 space per 10 dwellings	168	84
Office	3,485sqm	1 space per 300sqm NFA	1 space per 1,000sqm NFA	12	3
Retail	8,319sqm	1 staff space per 300sqm LFA	1 visitor space per 500sqm LFA	28	17
Hotel	1,195sqm (assume 400sqm bar and 400sqm lounge floor area)	1 to each 25 sq m of bar floor area available to the public plus 1 to each 100 sqm of lounge floor area available to the public	1 to each 25 sq m of bar floor area available to the public plus 1 to each 100 sqm of lounge floor area available to the public	20	20
Total				214	111

Figure 4 Statutory Requirement for Bicycle Facilities

The proposed development has a minimum statutory requirement of 325 bicycle spaces, pursuant to Clause 52.34 of the Yarra Planning Scheme.

The proposed development provides a total of 950 on-site bicycle spaces within the development and 40 on-street spaces along David and Doonside Streets. This substantially exceeds the minimum requirement.

Please refer to submitted Transport Impact Assessment and Green Travel Plan prepared by Stantec (formally GTA Consultants) for further detail.

Clause 58 – Better Apartment Design Standards

The provisions of Clause 58 are relevant to this application owing to the requirements of the CDZ.

A development must meet the Objectives of Clause 58.

An assessment against this clause is provided within **Appendix C**.

Clause 65 – Decision Guidelines

The responsible authority must consider the decision guidelines of Clause 65 when considering a planning permit application.

APPENDIX B

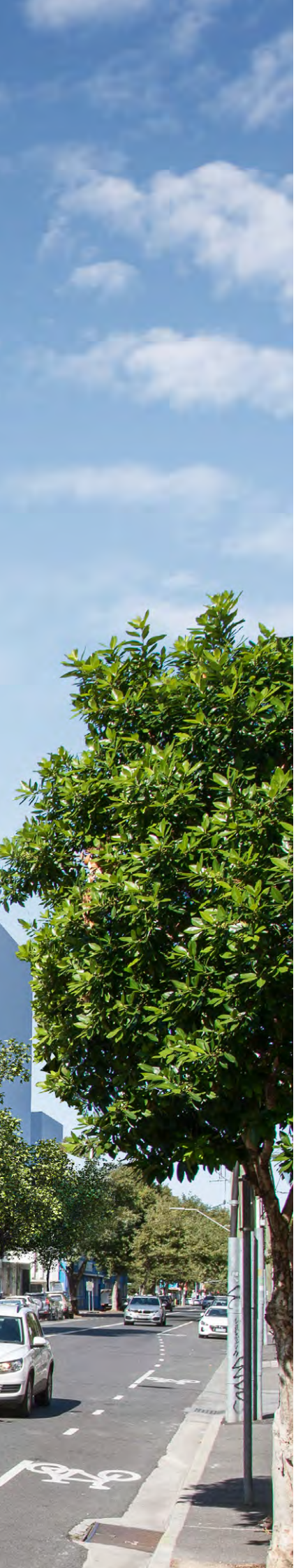
APPENDIX B - AMENDMENT DOCUMENTS

VICTORIA GARDENS

COMPREHENSIVE DEVELOPMENT PLAN

OCTOBER 2022

STUDLEY



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01 INTRODUCTION

This document applies to land generally bounded by Victoria Street, Burnley Street, the Yarra River and Doonside Street, Richmond, with all land included in the Comprehensive Development Zone – Schedule 1.

The purpose of this document is to establish the Masterplan Vision and urban design guidelines which will facilitate and achieve a site responsive development of the Victoria Gardens site (formerly known as the Vickers Ruwolt site, Ajax Fasteners and CUB sites).

The Comprehensive Development Plan (CDP) is a long-term plan to facilitate the redevelopment of the Precinct as a residential and commercial/mixed use precinct.

It describes the future layout and use of the partially vacant precinct as a modern urban residential based community, including how and where community and transport infrastructure are planned to support development. The CDP and the Comprehensive Development Zone provide a set of controls, requirements and guidelines that will guide the development of the Precinct for many years.

The CDP is intended to provide a framework to guide the redevelopment of the site. The CDP's implementation will include the detailed plans to be prepared by the proponent, and approved by the Responsible Authority in advance of development. The Schedule to the CDZ provides guidance on how these detailed plans must be prepared.

The CDP will assist to guide the Responsible Authority in respect to the approval of the planning permits in accordance with the CDP.

The CDP addresses the issues associated with the development of land. In considering if a development is acceptable, the Responsible Authority must assess the proposal against the objectives, requirements and guidelines of the CDP.

The CDP has 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.

The CDP is designed to be flexible in approach. This document illustrates the benefits of a performance based approach. The guidelines seek to achieve a site responsive and innovative development.

1.1. HOW TO READ THIS DOCUMENT

The CDP is incorporated into the Yarra Planning Scheme. As such it should be read as part of the planning scheme.

The way in which the various elements of the CDP are to be applied is as follows:

Vision, Broad Design Principles and Objectives: The vision, broad design principles and objectives must be complied with.

Future Urban Structure: The future urban structure of the site (as described in part 4 of the CDP) must be generally complied with, to the satisfaction of the responsible authority. Variations may be permitted by the responsible authority, provided the overall vision and objectives for the development of the site are complied with.

Requirements: Requirements R1, R2 and R3 must be complied with. must be satisfied in the design of a development.

Guidelines: All guidelines should be complied with. Guidelines outline matters that should be taken into account in the design of a development. If the responsible authority is satisfied that an application for an alternative to a guideline satisfies the vision, objectives or requirements of the CDP, then the responsible authority may consider the alternative.

02 OUTCOMES

2.1. VISION

Building upon the development of Victoria Gardens and the surrounding precinct, a masterplan framework has been established to strengthen the core of the activity centre and transform the underutilised and vacant parcels of land.

The masterplan set outs objectives for enhancing the public pathways that link together a series of proposed public spaces, whilst delivering increased amenity in the form of retail, commercial, social, and residential infrastructure. It seeks to ensure that each land use element has its own identity and is integrated with the visual character of the total development, in a way that responds to the site's Yarra River location and provides occupiers with an attractive, convenient, quality commercial, residential and social environment. The masterplan also aims to ensure:

- The urban design addresses the surrounding existing industrial and residential interfaces in a variety of ways; and
- Is cognisant of the importance of the site as a strategic gateway to the inner city.

The masterplan develops the precinct's role as a major activity centre, marking its place in the broader context of Melbourne through built form relationships and the establishment of a Victoria Gardens cluster.

2.2. BROAD DESIGN PRINCIPLES

Broad design principles from which the Urban Design Guidelines have been developed include:

- To create a site response which capitalises on views from the site of the Melbourne skyline, the Yarra river corridor and surrounding parkland and which is cognisant of the surrounding building form;
- To create an integrated comprehensive development with a "sense of place";
- To encourage opportunities for recreational activities along the Yarra River; to link additional public open-space areas within the site to existing open-space along the Yarra and to ensure that public open space areas are accessible to the general public;
- To develop an architectural response to the site that reflects:
  - Its importance as a strategic gateway to the inner city;
  - Its residential and commercial interfaces; and
  - Its frontage to the Yarra River;
- To ensure reasonable levels of privacy for the residential component of the development;
- To ensure that a high standard of pedestrian safety and security is reflected in the planning and detailing of the development and which capitalises on opportunities for natural surveillance;
- To ensure that the development sets a design standard for future development within the general area particularly along the Yarra River escarpment;
- To improve and promote public access to the area;
- To improve the landscape quality of Public Open Space;
- To limit traffic speed and optimise pedestrian safety through carefully designed traffic access and movement arrangements;
- To progressively rehabilitate existing riparian vegetation and further enhance the river and its banks as an ecological corridor;
- To promote contemporary architecture which is complementary with the surrounding areas.

2.3. OBJECTIVES

2.3.1. Public Realm

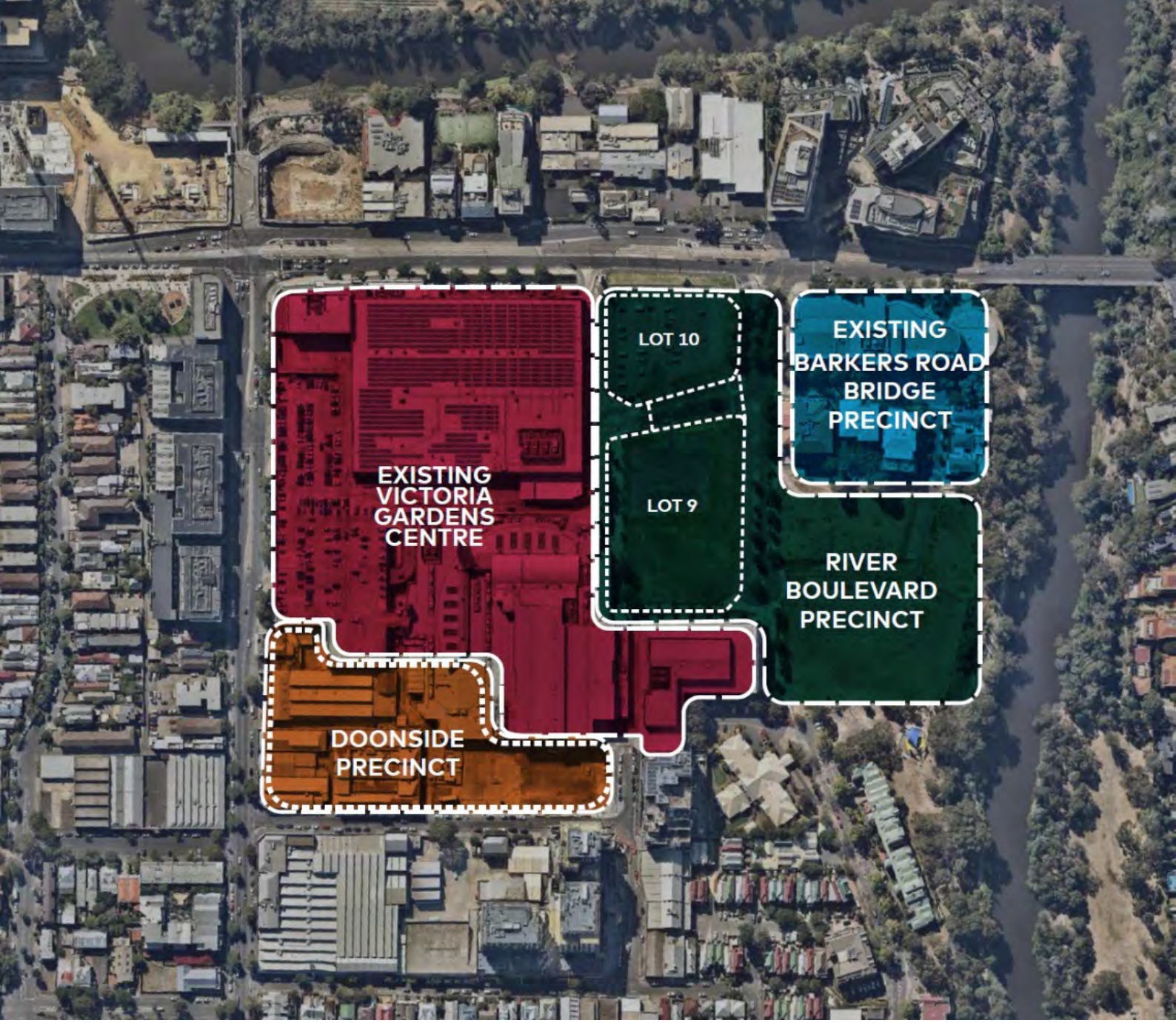
Objectives	
O1	Extend and enhance connections around and through the Victoria Gardens Centre to improve the relationship of the centre to its surrounds
O2	Create new public spaces, nodes and linkages throughout Victoria Gardens to create gathering spaces for the community to enjoy
O3	Design high amenity urban spaces with good solar access and design qualities, including those that reduce wind impact, reflective of the site's identity within the context of Richmond and the Yarra River
O4	Provide new retail opportunities to ensure the existing shopping centre is engaged within the street network and public environments of Richmond through new entrances and public spaces leading into the shopping centre

2.3.2. Built Form

Objectives	
O5	Create new building form that follows the pattern of urban development and recognises the primacy of Victoria Gardens as an Activity Centre
O6	New built form that has regard to appropriate sunlight and amenity to the streets and public spaces within and beyond the site
O7	High density residential development will support a future population that can take advantage of the location benefits offered by Victoria Gardens

2.3.3. Retail, Commercial and Mixed Land Use

Objectives	
O8	Rejuvenate and create a truly mixed-use precinct and connected community
O9	Increase the retail and commercial uses to ensure high quality services are maintained for residents and workers
O10	Increase residential opportunities within Doonside Precinct and River Boulevard Precinct expansion areas to provide a variety of choice



Picture 1 - Victoria Gardens Development Plan Precincts

Source: COX and NH

03
SITE CONTEXT

The Victoria Gardens area is comprised of a number of precincts, which include the Existing Victoria Gardens Centre and Existing Barkers Road Bridge Precinct. Doonside Precinct and River Boulevard Precinct form the Victoria Gardens Expansion areas (Picture 1).

The Victoria Gardens Expansion Area include the Doonside Precinct and the River Boulevard Precinct as illustrated at Picture 1.

3.1. EXISTING VICTORIA GARDENS CENTRE

The Existing Victoria Gardens Centre (No. 620 Victoria Street, Richmond) accommodates various retail and commercial land uses, including cinemas, entertainment areas, a food court, specialty retail shops, a discount department store, furniture stores, supermarket (Coles) and a gymnasium. Office floorspace is also provided within the building to the north-western corner of the Shopping Centre and incorporates an office building at 40 River Boulevard. This building is already constructed and is associated with an Approved Development Plan.

3.2. EXISTING BARKERS ROAD BRIDGE PRECINCT

The Existing Barkers Road Bridge Precinct fronts Victoria Street and River Boulevard and consists of:

- No. 660 Victoria Street, a 4-storey office/commercial building fronting Victoria Street. A café and restaurant are also located at the ground floor.
- No. 680 Victoria Street, a function centre fronting Victoria Street and the Yarra River.
- A group of 3-6 storey residential buildings

3.3. RIVER BOULEVARD PRECINCT

The River Boulevard Precinct is to the east of the Shopping Centre with an interface to Victoria Street and the Yarra River. It is essentially separated into four parcels, being centrally divided by River Boulevard, with Vickers Drive creating an east-west connection. It includes:

- Nos. 10 (Lot 10) and 20 River Boulevard (Lot 9) which are currently undeveloped land parcels (with a current development plan approval for a maximum 12 storey mixed use development).
- No. 25-35 River Boulevard which is currently an undeveloped parcel of land (with a current development plan approval for a maximum 8 storey residential development).

3.4. DOONSIDE PRECINCT

The Doonside Precinct is located immediately to the south of the Existing Victoria Gardens Shopping Centre. The 1.81Ha site, comprising seven land parcels, is strategically located adjacent to the Shopping Centre.

At No. 53 Burnley Street, the Doonside Precinct accommodates the Former Loyal Studley Hotel. The building is recognised for its heritage value, with a site-specific Heritage Overlay (HO374) affecting the property. An overview of the Former Loyal Studley Hotel is outlined below.

3.4.1. Former Loyal Studley Hotel (Heritage Place)

The Former Loyal Studley Hotel is located to the north-east corner of Burnley and Doonside Streets in Richmond. The Loyal Studley Hotel was constructed in 1892.

An L-shaped rear wing borders a laneway to the north with an asphalted yard to the south-east. The hotel building has been described as follows:

This two-storey English Queen Anne revival style hotel has a red brick (painted over) asymmetrical facade, with extensive render dressings, and a gabled main roof with slate cladding. The left facade bay is in a gabled parapet form with the hotel name and date, as an abstracted cartouche, and an upper triangular panel, with a moulded cartouche, finial, and scrolls supporting a Tuscan pier, with a balloon. The upper level facade has three windows to each facade bay, with ogee heads and apron work below sills. The window heads penetrate the frieze mould below the deep dentilated cornice.

The roof had terra-cotta cresting and three chimneys with deeply moulded cornices. The cantilevered verandah is an addition and, typical for a Victorian-era hotel, the ground floor facade has been altered. All of the brickwork has been painted and some roof slates replaced, along with the terra-cotta cresting.

Historical photographs show that a small single storey addition was made to the south of the facade by 1945, presenting to Burnley Street with a ground floor treatment that matched the original building.

This addition has been further extended in more recent times, and flat roofed additions made to the rear wing. A number of alterations have occurred at ground floor and to the external materials.

Prominent elements of the heritage place include the three-dimensional form of the front pitched roof, including the front detailed gable end, detailed front façade, first floor windows and front chimneys.

3.5. SURROUNDING CONTEXT

Important features of the site's immediate surrounds include:

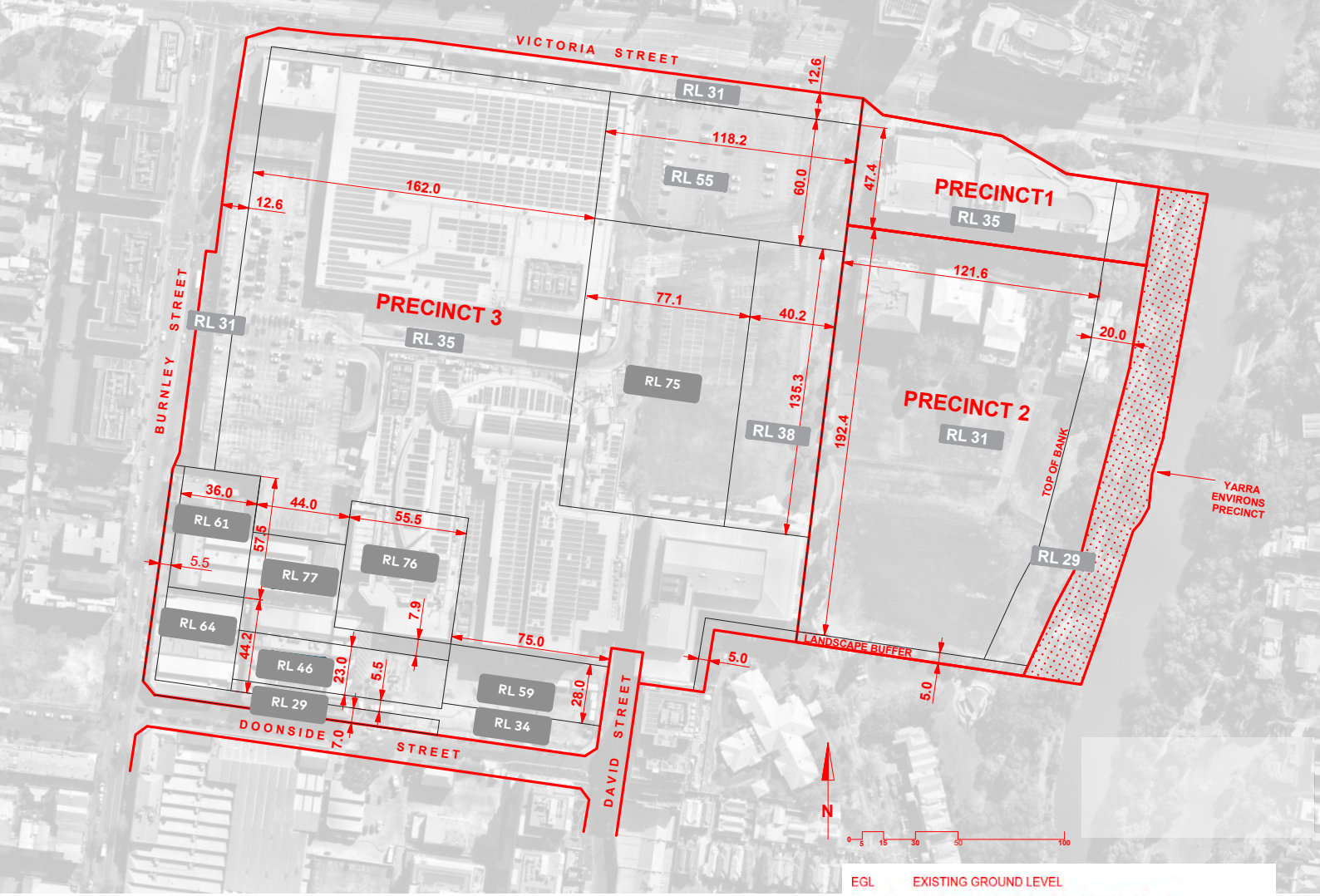
- Parkland areas developed on the opposite river bank in Hawthorn;
- Office and residential developments to the north of Victoria Street (e.g. Skipping Girl development);
- The adjacent historic Victoria Bridge;
- The linear public open-space along the Yarra River which includes the shared path;
- The river as an ecological corridor;
- The river as an important waterway link to the CBD, including Southbank;
- The residential development, Yarraberg to the south;
- The site is the "Gateway to the City of Yarra";
- The Yarra River and areas of steep valley escarpment;
- Views into the site from surrounding areas, particularly the Barkers Road 'Cutting'.

04 FUTURE URBAN STRUCTURE

4.1.1. DESIGN ELEMENT 1: SETBACKS, BUILDING ENVELOPES, HEIGHT LIMITS

Objectives	
O1	Acknowledge the value of the historic landmark “Skipping Girl” in the urban landscape
O2	To ensure development of the site complements and enhances the surrounding streetscape and built form
O3	To integrate, where appropriate, the layout and design of the proposal with the surrounding neighbourhood and abutting uses
O4	To reflect a transition of building height, scale and massing in respect to surrounding development
O5	To respect the significance of the Yarra River and the valley

Requirements	
R1	Any building or works must not exceed the mandatory height limit above the Australian Height Datum as shown in Picture 2 of the CDP. This does not apply to: ▪ Architectural features, building services (including but not limited to lifts and rooftop plant), electronic media antennas, flagpoles, lighting poles, fences and advertising signs. ▪ Buildings and works associated with rooftop communal open space
R2	The Yarra River Environs Precinct shown in Picture 2 of the CDP must only be developed for: ▪ Pedestrian and bicycle linkages. ▪ Boat landings, boardwalks, terraces, decks, seating and ancillary works. ▪ Public recreational facilities
R3	The Landscape Buffer shown in Picture 2 of the CDP must only be developed for: ▪ Pedestrian and bicycle linkages. ▪ Linkages to any building. ▪ Landscaping and open space. ▪ Recreational facilities.



Picture 2 - Comprehensive Development Plan – Precincts, Height and Setbacks Plan

Source: COX and NH

Guidelines	
G1	Any building or works must not exceed the mandatory height above the Australian Height Datum for any particular site as shown on the CDP. This does not apply to: ▪ Architectural features, building services (including but not limited to lifts and rooftop plant), electronic media antennas, flagpoles, lighting poles, fences and advertising signs. ▪ Buildings and works associated with rooftop communal open space
G2	A landscape buffer shall be provided to interface with the river bank/eastern boundary
G3	Continuous wall lengths fronting the Yarra River, should not exceed approximately 10 metres, without a step, an offset, or a distinct break in unit length
G4	No more than 50% of the eastern boundary shall be built to. At least a 2 metre setback shall be provided to the remaining 50%
G5	Setbacks, building envelopes and height limits are to be in accordance with Picture 1 of the CDP.
G6	The development of land for the following must meet the relevant requirements of Clause 55: ▪ Two or more dwellings on a lot ▪ A dwelling or extension of a dwelling if it is on common property ▪ A residential building or extension of a residential building This does not apply to a development of five or more storeys, excluding a basement
G7	An apartment development of five or more storeys, excluding a basement, must meet the relevant requirements of Clause 58

4.1.2. DESIGN ELEMENT 2: BUILDING FORM, MATERIALS AND COLOUR

Objectives	
O6	Building design to capitalise on river corridor and city sky line views
O7	To articulate strategic aspects of the site by including its entrances in tactical locations including, the corner of Burnley and Victoria Street and the Victoria Bridge edge
O8	To create high levels of community safety within the site
O9	To encourage a variety of architectural forms, roofscapes and façade treatments across the site which is reflective of the cultural and architectural diversity of the surrounding area

Guidelines	
General	
G8	Buildings directly fronting the Yarra River are to 'complement' the Yarra River environs
G9	Install windows along street sides of buildings for increased natural surveillance where appropriate
G10	The residential component fronting the Yarra River shall not exceed three storeys
G11	Limit the number of on-site fences as a means of ensuring natural surveillance
G12	Consider the character and appearance of any proposed buildings or works and their significance to the architectural and historic character and appearance of the area
Form	
G13	External walls to be appropriately articulated with a variety of details and fenestration
G14	Public entrances to the site to be prominent and encourage pedestrian access to the Yarra River corridor and associated open space
G15	Roofscapes to be appropriately detailed and varied in light of their prominence from surrounding higher ground. Lift over run rooms, plant equipment and other operations to be appropriately designed or concealed
G16	Consider the design and visual appearance of the roofscape
G17	Ensure the location of plant and equipment minimises impact on the design of the roofscape

G18	The design of buildings should be cognisant of community safety and provide for natural surveillance. For example, encourage windows overlooking public areas and access ways of adequate width to allow for safety view lines
G19	Ensure the location, bulk and appearance of the proposed buildings and works will be in keeping with the character and appearance of adjacent buildings and the area
G20	The design of development fronting the Yarra River corridor to be respectful of the waterway as a natural system and also in its role as a heavily used open space activity spine. Only low rise fences or those obscured by landscaping should be allowed
G21	The strategic importance of the corner of Burnley and Victoria Streets to be emphasised through design
G22	Where possible, activities fronting Victoria and Burnley Streets to be interactive with the streetscape and communicate a 'people friendly' response to the surroundings

Materials and Colour

G23	Building materials for development fronting the Yarra River Corridor to be in harmony with the river as a natural system
G24	Reflective glazing is not encouraged unless it can be demonstrated to the Responsible Authority that reflections will not have a detrimental impact on surrounding properties and existing and proposed built form within the site
G25	Roof materials to be non reflective in nature and of a colour which is in context with the surrounding built form
G26	All façade and material control contained in these guidelines apply equally to all building elevations
G27	**External wall for residential developments:** A range of materials may be used to achieve diversity. Where concrete panels are used, these are to have a finish which is complementary with the masonry theme to the satisfaction of the Responsible Authority
G28	**Frontages:** For buildings located on the east side of the site, particular emphasis consistent with the Guidelines should be given to the façade, landscape and fencing treatment to frontages facing onto the Yarra River
G29	**Fences:** ▪ Front fences for medium density housing are generally limited to a height of 1.2 metres to achieve an "open" appearance ▪ 1.8 metre fence height with a "closed" appearance where appropriate, in cases where the front garden is the only available sunny open space
G30	**Building Entrances:** ▪ entrances shall be clearly visible from the street ▪ major entrances should include disabled access
G31	**Lighting:** Lighting will be encouraged to achieve the following: ▪ flood lighting should be restricted to "landmark' elements ▪ main publicly accessible open spaces should be well lit and visible at night from the main public footpath ▪ the lighting of all buildings at ground level is encouraged as a public safety measure ▪ lighting should not be directed toward residential areas

4.1.3. DESIGN ELEMENT 3: ORIENTATION, OVERSHADOWING AND OVERLOOKING

Objectives	
O10	To address potential overlooking from commercial buildings into dwellings at the early planning design stage of each proposal
O11	To allow sun access into private open spaces of residential dwellings
O12	To ensure adequate daylighting and direct sunlight to private open spaces of dwellings, public areas and outdoor commercial areas
O13	To maintain reasonable sunlight penetration of the Yarra River Corridor
O14	To maximise opportunities for views from the site, such as the Yarra River Corridor and the city skyline and surrounding areas
O15	To orientate and locate commercial buildings to minimise overlooking of private open space
O16	To orientate commercial buildings and residential dwellings to take advantage of the views of the Yarra River

Guidelines	
Orientation and Overshadowing	
G32	Access to daylight of dwellings and private open space shall achieve the relevant objectives of the Better Apartment Design Standards
G33	Appropriate sun shade devices to be installed on north and west facing buildings where required
G34	Ensure that overshadowing of the Yarra River Corridor and Main Yarra Trail between 9.00arn and 3.00pm on 22 September allows for 4 hours of sunlight
G35	Taller built forms within the development must be cognisant of the nature of proposed development to the south and the need for this to receive adequate sunlight
Overlooking	
G36	All buildings and open space should be orientated to facilitate energy conservation and passive solar access
G37	Encourage innovative design or consider overlooking prevention techniques to limit unreasonable overlooking from commercial buildings to residential dwellings
G38	Orientate living room windows in residential dwellings at the east of the site to take advantage of the Yarra views where possible
G39	Private open space, communal amenity and publicly accessible open space areas are encouraged to have a northerly aspect
G40	Provide windows in eastern elevations of any commercial building in the north east corner so as to take advantage of the views of the Yarra
G41	The design and siting of buildings must suitably address existing and potential overlooking within the development

4.1.4. DESIGN ELEMENT 4: PRIVATE OPEN SPACE

Objectives	
O17	Private open space should receive adequate daylight
O18	To provide useable private and publicly accessible open space areas of high amenity

Guidelines	
G42	Dwellings should have adequate private open space areas in accordance with the requirements of the Better Apartment Design Standards

4.1.5. DESIGN ELEMENT 5: STREETSCAPE AND LANDSCAPE

Objectives	
O19	Maximising the benefit of open space through convenient access, creation of appropriate spaces and facilities to encourage use
O20	To ensure a strong landscape design theme on the curtilages of the site which reflects its strategic importance
O21	To ensure onsite landscape design that is of a high standard and minimises hard surfaces and site runoff
O22	To ensure street frontages are adequately paved and finished and where appropriate, landscaping treatments are included
O23	To ensure that the indigenous landscape character of the Yarra River corridor is progressively rehabilitated and enhanced

Guidelines	
G43	Improve the landscape quality of publicly accessible space considering as relevant the Lower Yarra River Corridor Study – Recommendations Report (applying to the Yarra River and its environs)
G44	Landscape works on the river frontage should utilise the local indigenous flora
G45	Native and exotic planting themes can be adopted away from the river edge
G46	Service areas, garbage receptacle areas and parking areas should be screened to the satisfaction of the Responsible Authority
G47	To soften industrial interfaces as appropriate
G48	Within the site and on Burnley and Victoria Street frontages, to encourage appropriate planting themes which soften the impact of the development and create pedestrian friendly environments
G49	Consider whether the location, bulk and appearance of the buildings and works will be in keeping with the character and appearance of the area
G50	Consider whether the location, bulk, outline and appearance of the buildings or works will be in keeping with or enhance the skyline when viewed from the river, or the Yarra Boulevard, or from prominent scenic viewpoints within the valley environs
G51	Ensure appropriate conservation and enhancement of the area
G52	Minimise any removal, destruction or lopping of native vegetation wherever possible to reduce impact on the natural environment and landscape values
G53	Ensure any proposed landscaping will be in keeping with the character and appearance of the area

4.1.6. DESIGN ELEMENT 6: VIEWS AND VISTAS

Objectives	
O24	Encourage development in keeping with the character and appearance of the area
O25	Ensure that the riparian appearance of the Yarra River Corridor is maintained
O26	Protect and enhance the skyline when viewed from the river or its banks, or the Yarra Boulevard, or from prominent scenic view points within the valley environs
O27	Protect the areas along rivers from visual intrusion caused by the inappropriate siting or appearance of buildings or works
O28	The viewline from the Barkers Road "Cutting" to the west should be reasonably maintained
O29	To encourage development consistent with any concept plan approved for the area
O30	To maintain views across the site from the north and east where reasonable and practical

Guidelines	
G54	Development should be located to maintain reasonable west and south viewlines across the site in accordance with the Precincts, Height and Setbacks Plan
G55	To respect the existing view of the CBD from the Barkers Road "Cutting"
G56	Views towards the west from surrounding residential development to the east including the CBD skyline should be considered.

4.1.7. DESIGN ELEMENT 7: CAR PARK ACCESS AND TREATMENT

Objectives	
O31	Shared provision of car parking spaces is encouraged, where possible to minimise areas of parking
O32	To ensure adequate landscaping of ground level car parking areas
O33	To ensure that the appearance, location and entrances to on site car parking do not detrimentally affect streetscape amenity
O34	To minimise pedestrian/vehicle conflict

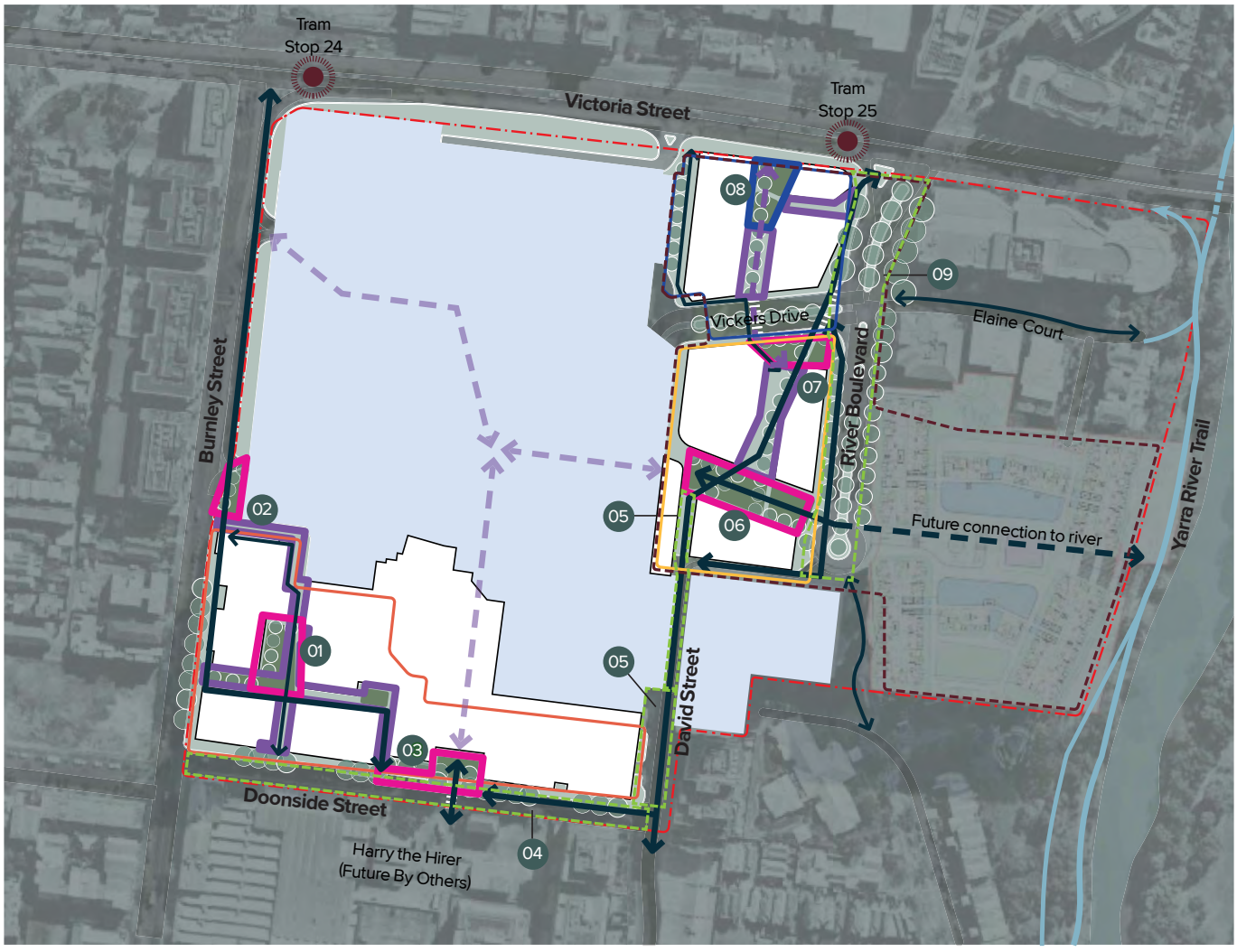
Guidelines	
G57	Any internal street must be provided with landscaping with street trees of an appropriate species
G58	Any open lot car park should be planted with deciduous trees to provide for solar access in the winter months
G59	Any open lot car park, unless screened appropriately, must be setback at least 3.0 metres from a street frontage and the setback area must be landscaped
G60	Car parking access off Victoria Street must take into account the requirement for traffic signalisation
G61	Pedestrian footpaths of at least 1.0 metre width shall be provided through large car parking areas
G62	Ensure the location of any proposed off street parking area is appropriate
G63	Consider points of access to and from the land and whether they are suitably located
G64	Consider the layout of car parking areas and accessways to them
G65	Consider the impact of traffic generated by the proposal and whether it is likely to require special traffic management or control works in the neighbourhood
G66	Ensure the provision of loading facilities is adequate
G67	Ensure the provision of safe and efficient pedestrian and cyclist movement to, from and on the land and adjoining roads
G68	Consider strategies for encouraging sustainable travel, including use of public transport and non-motorised travel
G69	Ensure the dimensions of the car spaces, access lanes and driveways and layout of parking areas meet the requirements of Clause 52.06 unless the responsible authority agrees otherwise
G70	Ensure facilities for vehicles to load and unload are provided on the land to the satisfaction of the responsible authority
G71	Ensure goods are able to be stored and transported to, from and on the land to the satisfaction of the responsible authority

4.1.8. DESIGN ELEMENT 8: PUBLICLY ACCESSIBLE OPEN SPACE

Objectives	
O35	To promote the public use of the Yarra River and environs
O36	To provide useable private and public open space areas of high amenity

Guidelines	
G72	Open space abutting street frontages should create a visual connection between the building and the street
G73	Provide pedestrian links from and through the site to the Yarra River for the general public
G74	Consider any policy, structure plan or guidelines relating to the Yarra River or the Victoria Gardens centre that have been adopted by the responsible authority Refer to Picture 3 - Public Places and Pedestrian Connections & Picture 4 – Access and Movement Network

Picture 3 Public Places and Pedestrian Connections
Source: Arcadia



Doonside Precinct:
01 Doonside Plaza
02 Pocket Garden
03 Market Hall Square
04 Doonside Street

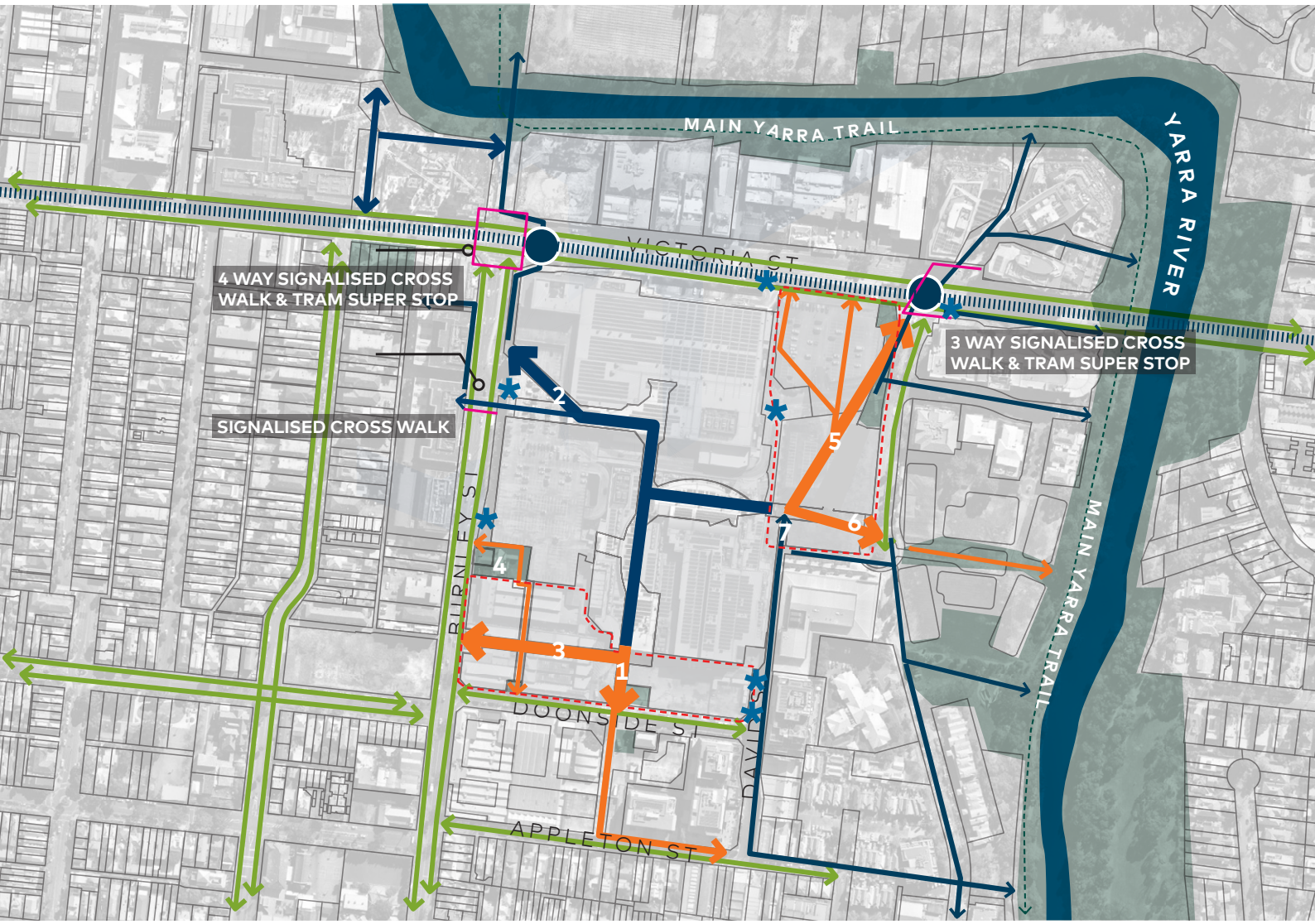
River Boulevard Precinct:
05 David Street
06 River Passage Plaza (Lot 9)
07 River Boulevard Forecourt (Lot 9)
08 Victoria Street Plaza (Lot 10, open during trading hours)
09 River Boulevard

Legend
- Primary pedestrian connections - all hours access
- Secondary pedestrian connections - all hours access
- Pedestrian connections - trading hours access
- Yarra River / Main Yarra Trail
- Publicly accessible spaces
- Publicly accessible private spaces
- Publicly accessible laneways

4.1.9. DESIGN ELEMENT 9: PEDESTRIAN MOVEMENT AND SECURITY

Objectives	
O37	Avoid dark and secluded areas internally and externally
O38	Ensure a high level of natural surveillance where possible
O39	Ensure safe and effective pedestrian linkages
O40	Ensure safe environment for entire site
O41	Through the design of buildings, clearly mark entrances to all public building frontages

Guidelines	
G75	Any necessary isolated areas should be well lit
G76	Clearly differentiate with landscaping and paving treatments, private space, communal space belonging to the residents of Victoria Gardens and accessible public space
G77	Clearly differentiate with landscaping and paving treatments, the key vehicle movement areas, the parking areas and the key pedestrian areas
G78	Create clear lines of sight between the internal and external pedestrian areas (of the shopping and entertainment areas) in an open design to assist orientation and safety
G79	Create safe and effective pedestrian linkages between the retail, office component and entertainment component and the residential area
G80	Develop clear, safe and direct pedestrian links with a high level of natural surveillance to the adjacent residential areas, in particular Yarraberg
G81	Ensure car parks are not too expansive to minimise walking distances and maximise security surveillance
G82	Ensure clear visibility at intersections within the residential precinct
G83	Locate entertainment facilities in areas which are well exposed, well lit and easily accessible from car parking and tram and bus stop areas
G84	Provide activation of ground level street frontages and contribution to amenity and safety of pedestrian spaces
G85	Provide pedestrian and bicycle linkages from the surrounding area to the site and the Yarra River.
G86	Provide publicly accessible open space along the river
G87	Provide physical and visual connections from and through the site to the river corridor
G88	Consider opportunities for recreational activities along the Yarra River Refer to Picture 3 - Public Places and Pedestrian Connections & Picture 4 – Access and Movement Network



Picture 4 Access and Movement Network

Source: Cox Architecture

4.1.10. DESIGN ELEMENT 10: SIGNS

Objectives	
O42	Confusion with directional and traffic signs should be avoided
O43	Identify appropriate locations for advertising signs
O44	Signs should complement the style, scale and character of the development
O45	Signs should not obscure architectural detail
O46	To ensure that advertising signs do not detrimentally impact on the viewlines to the CBD
O47	To ensure that advertising signs do not impinge on the Yarra River environs
O48	To respect the historic “Skipping Girl” sign
O49	Visual clutter is discouraged

Guidelines	
G89	Roof top signs, above parapet signs, pole signs and promotional signs are generally not encouraged unless it can be demonstrated that the sign is compatible with the appearance of the development, the streetscape and the skyline
G90	Freestanding promotional signs should be avoided by placing signs on existing walls

4.1.11. DESIGN ELEMENT 11: INTERFACE AREAS

Guidelines	
G91	Encourage community interaction rather than segregation, develop the interface area between the proposed development and Yarraberg in a mutually compatible way
G92	Locate service areas, delivery areas, loading docks and rubbish collection areas where they introduce minimal detriment to the streetscape and key pedestrian movement and entrance areas
G93	Maintain areas around the office buildings in such a way that there are no isolated pockets
G94	Maximise natural surveillance and security with respect to the siting of the housing, public open space and other activities
G95	To avoid detrimental visual and noise impact, vehicle movement ramps and decks should be carefully located and respectful of adjacent uses
Riverside House	
G96	Consider the special needs of Riverside House
G97	Have regard to the level of activity created immediately adjoining the rear yard of Riverside House
G98	Through the design and orientation of buildings immediately adjoining the rear yard of Riverside House, be respectful of the sensitivities of the functions of Riverside House
G99	Consider the compatibility of proposed buildings and works with adjoining development and the Yarra River in terms of building design, built form and land use

4.1.12. DESIGN ELEMENT 12: BOAT LANDINGS

Objectives	
O50	Boat landings are encouraged to provide a link from the rivers edge into the site and for river uses
O51	To provide an embarking/disembarking point for boat users

Guidelines	
G100	Landings should be no longer than 6 metres of river frontage lengths and should not extend more than 1.5 metres over the river edge. Jetties should be designed as landings parallel to the water's edge rather than structures jutting out longitudinally into the river like a beachside pier structure. Decks should be no longer than l metre to 1.5 metres above average high water level

4.1.13. DESIGN ELEMENT 13: HERITAGE FORMER LOYAL STUDLEY HOTEL ONLY

Objectives	
O52	To conserve and enhance the prominent elements of the heritage place.
O53	To conserve and enhance those prominent elements which contribute to the significance of the heritage place.
O54	To ensure that development does not adversely affect the significance of the prominent elements of the heritage place.
O55	Allow for the adaptive re-use of the heritage place.

Guidelines	
G101	Whether the location, bulk, form or appearance of the proposed building will adversely affect the prominent elements of the heritage place
G102	Whether the proposed works will adversely affect the significance, character or appearance of the prominent elements of the heritage place
G103	Whether the proposed sign will adversely affect the significance, character or appearance of the prominent elements of the heritage place
G104	Whether the proposed sign will adversely affect the significance, character or appearance of the prominent elements of the heritage place

DRAFT C307yara

SCHEDULE 1 TO CLAUSE 37.02 COMPREHENSIVE DEVELOPMENT ZONE

Shown on the planning scheme map as **CDZ1**.

VICTORIA GARDENS COMPREHENSIVE DEVELOPMENT PLAN

Land

This schedule applies to land generally bounded by Victoria Street, Burnley Street, the Yarra River and Doonside Street, Richmond, as shown on the Victoria Gardens Comprehensive Development Plan 2022 ('CDP').

Purpose

- To ensure that development on the site will be of a high standard of urban design, will complement and enhance the Yarra River environment, and provide for greater public access, in particular for pedestrians and cyclists, to and along the Yarra River bank.
- To ensure that the combination of uses (office, retail, entertainment, residential, commercial and ancillary uses), their overall density and the scale, character and level of redevelopment are compatible with:
  - 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 encourage the provision of active frontages to streetscapes and high quality interfaces with the public realm and internal pedestrian interfaces which improve pedestrian amenity and safety and enhance connectivity within and to surrounding development.
- To ensure new development does not unreasonably impact on the amenity of adjoining land as a result of overshadowing, wind, drainage or flooding.

1.0 Table of uses

DRAFT C307yara

Section 1 - Permit not required

Use	Condition
Amusement parlour	Floor area not to exceed 800m2. Must not be located in Precincts 1 or 2.
Art gallery	
Bank	
Bed and breakfast	No more than 5 persons may be accommodated away from their normal place of residence. At least two car parking spaces must be provided. Any bed and breakfast sign must not exceed 0.2 square metre.
Betting agency	
Child Care Centre	
Cinema	Not more than 2,400 seats. Must not be located in Precinct 1 or 2.

Dwelling (other than Bed and Breakfast and Caretaker's house)	
Electoral office	
Food and drink premises (other than Bar and Hotel)	Must not be located in Precinct 2.
Home based business	
Informal outdoor recreation	
Medical centre	
Minor utility installation	
Motor repairs	Must be located in Precinct 3.
Office	Must not be located in Precinct 2.
Place of assembly (other than Amusement parlour, Art gallery, Cinema and Place of worship)	Must not be located in Precinct 1 or 2.
Postal agency	
Residential hotel	
Restricted retail premises	
Shop (other than Adult sex bookshop, Convenience shop, and Trade supplies)	Must not be located in Precinct 1 or 2.
Trade supplies (other Timber yard)	
Warehouse	Must be located in Precinct 3 Must not be a purpose listed in the table to Clause 53.10
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01.

Section 2 - Permit required

Use	Condition
Convenience shop	Must be located in Precincts 1 or 2.
Hospital	Must not be located in Precinct 2.
Industry (Other Than Motor Repairs And Refuse Disposal)	Any industry with a purpose shown with a Note 1 or 2 in the table to Clause 53.10 must be located in Precinct 3.
Vehicle Store	Must be located in Precinct 3.
Veterinary centre	Must not be located in Precinct 2.
Any other use not in Section 1 or 3	

Section 3 - Prohibited

Use

Animal husbandry
Brothel
Cemetery
Corrective institution
Crematorium
Extractive industry
Freezing and cool storage
Fuel depot
Milk depot
Motor racing track
Race course
Racing dog training
Refuse disposal
Saleyard
Timber yard
Utility installation (other than a Minor utility installation)

2.0 Use of land

DRAFT C307yara

Requirements

Use of land must be generally in accordance with the Victoria Gardens Comprehensive Development Plan 2022.

Any requirement of the Victoria Gardens Comprehensive Development Plan 2022 must be met. A use must not detrimentally affect the amenity of the neighbourhood, including through the:

- Transport of materials,goods or commoditioes to or from the land.
- Appearance of any building, works or materials.
- Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, wastewater, waste products, grit or oil.

Application Requirements

The following application requirements apply to an application for a permit in addition to those specified in Clause 37.02-2 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A description of the use, including the types of activities which will be carried out, and the likely number of employees.
- A description of the likely effects of the use on the local and regional traffic network and the following matters:
  - The works, services or facilities required to cater for those effects so that the efficiency and safety of the traffic network is maintained.
  - The proposed method of funding the required works, service or facilities.
- A description of the likely effects, if any, of the use on the neighbourhood, including noise levels, air-borne emissions and emissions to land and water, rubbish removal and storage, the hours of delivery and despatch of goods and materials, hours of operation and light spill, solar access and glare.
- Plans drawn to scale which show:
  - The boundaries and dimensions of the site.
  - Detailed land use

- Details of how the use addresses the objectives and requirements of the Victoria Gardens Comprehensive Development Plan 2022.

Exemption from notice and review

An application for the use of land 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 if it is generally in accordance with the Victoria Gardens Comprehensive Development Plan 2022.

Decision Guidelines

The following decision guidelines apply to an application for a permit in addition to those specified in Clause 37.02 and elsewhere in the scheme which must be considered, as appropriate, by the
responsible authority:

- The Victoria Gardens Comprehensive Development Plan 2022.

3.0 Subdivision

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C307yara

Requirements

A permit for the subdivision of the land must be generally in accordance with the Victoria Gardens Comprehensive Development Plan 2022.

Any requirement of the Victoria Gardens Comprehensive Development Plan 2022 must be met.

Application Requirements

None specified.

Exemption from notice and review

An application for the subdivision of land under Clause 37.02, Clause 44.04, Clause 42.03, Clause 43.02 and Clause 43.01 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.

Decision guidelines

The following decision guidelines apply to an application for a permit, in addition to those specified in Clause 37.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The Victoria Gardens Compreheensive Development Plan 2022.
- The location and function of public reserves, road reserves and other areas that are accessible to members of the public.
- How any proposed public roads integrate with the surrounding road network.
- The effect of the subdivision on the redevelopment of the area in the long term.

4.0 Buildings and works

DRAFT C307yara

Requirement

No permit is required to construct a building or construct or carry out works done in accordance with a development plan prepared to the satisfaction of the responsible authority.

A permit for buildings and works must be generally in accordance with the Victoria Gardens Comprehensive Development Plan 2022.

Any requirement in the Victoria Gardens Comprehensive Development Plan 2022 must be met.

A permit for buildings and works within the Doonside Precinct, as identified in Figure 2 of the Victoria Gardens Comprehensive Development Plan, must include the following conditions:

Requirements for a Section 173 Agreement – Transport Plan

Prior to the commencement of the development, an agreement with the Head, Transport for Victoria and the responsible authority under section 173 of the *Planning and Environment Act* 1987 for the provision of works which are identified in the Transport Plan prepared and approved in accordance with this schedule. The landowner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including reasonable costs borne by the responsible authority. The works may include but are not limited to:

- Mitigating works required for each development stage in the development plan; and
- A two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street if required, approved by VicRoads in consultation with the responsible authority.

Requirements for a Section 173 Agreement – Affordable Housing (Doonside Precinct Only)

1. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land (or another person anticipated to become the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the *Planning and Environment Act 1987* (the Agreement) to provide for the delivery of affordable housing (the Affordable Housing Contribution).

   The Agreement must include terms that provide for the manner in which the Affordable Housing Contribution is to be made, including when and how the contribution is to be made.

   The Agreement must specify that the Affordable Housing Contribution will be delivered by one or a combination of the following methods, all to the satisfaction of Responsible Authority:

   a. Sale of not less than ten per cent of the total number of approved dwellings at a discount to market value of not less than 20 per cent:

      i. to a Registered Housing Agency; or

      ii. to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

   b. Lease of not less than ten per cent of the total number of approved dwellings at a discount to market value of not less than 30 per cent, for not less than 12 years from the occupation of the dwellings:

      i. to a Registered Housing Agency; or

ii. to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

c. An alternative delivery method providing that it demonstrates the total dollar value of the Affordable Housing Contribution is equivalent to not less than two per cent of the total market value of the total number of approved dwellings, to the satisfaction of the Responsible Authority.

For the purpose of the above requirements and Agreement:

- 'Eligible Household' means a household that meets the threshold for a very low income household, low-income household or moderate income household, consistent with Section 3AB of the Planning and Environment Act 1987.
- 'Affordable Housing' has the same meaning as any definition of that phrase contained within the Planning and Environment Act 1987.
- 'Market Value' means the value of a Dwelling as determined by an independent qualified Valuer.

2. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land must:

a. do all things necessary to enable the Responsible Authority to register the Agreement with the Registrar of Titles in accordance with section 181 of the Planning and Environment Act 1987; and

b. pay to the Responsible Authority its reasonable costs and disbursements incurred in relation to the negotiation, preparation, execution and registration of the Agreement on the certificate of title to the land.

Affordable Housing Management Plan (Doonside Precinct Only)

3. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), an Affordable Housing Management Plan (the Plan) must be submitted to and approved by the Responsible Authority. When approved, the Plan will form part of this permit. The Plan must include the following detail, all to the satisfaction of the Responsible Authority:

a. Delivery of the Affordable Housing managed, leased and sold in accordance with permit condition 1 through an appropriately monitored management arrangement;

b. A framework for regular reporting to the Responsible Authority (for example biannually) to demonstrate ongoing compliance with the approved Plan;

c. Detail of all dwellings leased by the landowner as affordable housing, including the quantity and type of dwellings (e.g. 1 bedroom or studio), including details of any changes to the pool of leased dwellings;

d. Detail on the annual cost of rent for each dwelling and a demonstration that the rental rate is consistent with the prescribed income ranges declared under Section 3AB of the Planning and Environment Act 1987;

e. Any other details reasonably required to demonstrate compliance with any Section 173 Agreement applying to the land that relates to affordable housing.

This requirement does not apply to affordable housing sold or leased to a Registered Housing Agency in accordance with condition 1.

A permit for buildings and works in Lot 9, as identified in Figure 2 of the Victoria Gardens Comprehensive Development Plan 2022, must include the following condition:

Requirements for a Section 173 Agreement – Affordable Housing (Lot 9 Only)

1. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land (or another person anticipated to become the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 (the Agreement) to provide for the delivery of affordable housing (the Affordable Housing Contribution).

   The agreement must include terms that provide for the manner in which the Affordable Housing Contribution is to be made, including when and how the contribution is to be made.

   The Agreement must, subject to the limitation set out in clause 1d) in respect to Lot 9, specify that the Affordable Housing Contribution will be delivered by one or a combination of the following methods, all to the satisfaction of Responsible Authority:

   a. Sale of not less than ten per cent of the total number of approved dwellings at a discount to market value of not less than 20 per cent:

      i. To a Registered Housing Agency; or

      ii. to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

   b. Lease of not less than ten per cent of the total number of approved dwellings at a discount to market value of not less than 30 per cent, for not less than 12 years from the occupation of the dwellings:

      i. To a Registered Housing Agency; or

      ii. To Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

   c. Any alternative delivery method providing that it demonstrates the total dollar value of the Affordable Housing Contribution is equivalent to not less than two per cent of the total market value of the total number of approved dwellings, to the satisfaction of the responsible Authority.

   d. In respect to Lot 9, the requirement for an Affordable Housing Contribution is only triggered on approval of building height on Lot 9 of above RL 38.

      For the purpose of the Agreement:

      - 'Eligible Household' means a household that meets the threshold for a very low income household, low-income household or moderate income household, consistent with Section 3AB of the *Planning and Environment Act 1987*.

      - 'Affordable Housing' has the same meaning as any definition of that phrase contained within the *Planning and Environment Act 1987*.

      - 'Market Value' means the value of a Dwelling as determined by an independent, qualified Valuer.

2. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land must:

a. do all things necessary to enable the Responsible Authority to register the agreement with the Registrar of Titles in accordance with section 181 of the Planning and Environment Act 1987; and

b. pay to the Responsible Authority its reasonable costs and disbursements incurred in relation to the negotiation, preparation, execution and registration of the agreement on the certificate of title to the land.

Affordable Housing Management Plan (Lot 9 Only)

3. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), an Affordable Housing Management Plan (the Plan) must be submitted to and approved by the Responsible Authority. When approved, the plan will form part of this permit. The plan must include the following detail, all to the satisfaction of the Responsible Authority:

a. Delivery of the Affordable Housing managed, leased and sold in accordance with permit condition 1 through an appropriately monitored management arrangement;

b. A framework for regular reporting to the Responsible Authority (for example biannually) to demonstrate ongoing compliance with the approved Plan;

c. Detail of all dwellings leased by the landowner as affordable housing, including the quantity and type of dwellings (e.g. 1 bedroom or studio), including details of any changes to the pool of leased dwellings;

d. Detail on the annual cost of rent for each dwelling and a demonstration that the rental rate is consistent with the prescribed income ranges declared under Section 3AB of the Planning and Environment Act 1987;

e. Any other details required to demonstrate compliance with any Section 173 Agreement applying to the land that relates to affordable housing.

This requirement does not apply to affordable housing sold or leased to a Registered Housing Agency in accordance with condition 1.

The requirements of this schedule do not apply to:

- An application to prepare a development plan (including an application to amend an approved development plan) made before the approval date of Amendment C307yara. For such applications, the requirements of this planning scheme continue to apply as they were in force immediately before the approval date of Amendment C307yara.
- An application to amend an approved development plan made after the approval date of Amendment C307yara, unless the amendment would create or increase any non-compliance with the requirements of the planning scheme as they were in force immediately before the approval date of Amendment C307yara. For such applications, the requirements of this planning scheme continue to apply as they were in force immediately before the approval date of Amendment C307yara.

Application Requirements

The following application requirements apply to an application in addition to those specified in Clause 37.02-4 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority.

General

Plans which demonstrate as appropriate:

- The location, height, dimensions and floor area of all buildings and works.
- The proposed uses of each building.
- The location of all vehicle, bicycle and pedestrian ways.
- The location and layout of, and access to, all car parking areas.
- The location of all open space, including areas available to the public.
- Landscaping in accordance with this Schedule.
- The location of any pedestrian or bicycle link to the Yarra River to be provided.
- The colours and details of material to be used for external walls.
- The integrated development of the cinema and retail floorspace.
- The integrated development of retail, office or residential development with activated ground level street frontages and provision for passive surveillance from upper levels.
- The location of and access to public transport and passenger facilities.
- Provision for and access to loading and unloading facilities of vehicles.
- Details of waste collection, storage and removal facilities and areas.

Pedestrian amenity and access plan

Where the application relates to development of the land for office or retail purposes a detailed pedestrian amenity and access plan, which demonstrates, as appropriate, how the development of the land will:

- Contribute to improving the amenity and public safety of pedestrian spaces and the public realm.
- Activate internal and external frontages.
- Improve pedestrian access to public transport facilities.
- Improve pedestrian permeability within the site, to the river environs and enhance connectivity to other redevelopment precincts surrounding Victoria Gardens

Landscape Plan

A detailed landscape plan to the satisfaction of the responsible authority, which shows as appropriate:

- The overall landscaping concept for the stage(s) of the development under consideration. The areas of open space that will be available to the public (public areas).
- A detailed planting schedule for the stage(s) under consideration.
- Details of on-going maintenance management for the proposed landscaping.
- If the land is to be developed in stages, show the area that will be available as open space at completion of each stage.
- Any landscaping proposed for streets, road reserves and public areas.
- The landscape treatment of the Victoria Street, Doonside Street and Burnley Street frontages of the land.

Transport plan

A transport plan, which shows as appropriate:

- Proposed traffic management and traffic control works considered necessary in adjoining and nearby roads when the development or any stage is completed.
- Means of vehicular ingress to and egress from the site.

- The arrangements for internal access and movement including details of internal access roads.
- The timing of the proposed traffic works relative to the staging of the development under the development plan.
- Preferred locations for loading and unloading facilities.
- The number, location and allocation of car parking spaces.
- Public transport arrangements and access routes and means of integration with public transport.
- Pedestrian access and movement network.
- Bicycle paths and their connection to the existing bicycle network.
- Proposed sustainable travel initiatives, including estimated mode share targets and actions to encourage use of public transport and non-motorised travel.

Decision Guidelines

The following decision guidelines apply to an application for a permit in addition to those specified in Clause 37.02-4 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

General

- The Victoria Gardens Comprehensive Development Plan 2022.
- Any views of the Head, Transport for Victoria.

5.0 Signs

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Sign requirements are at Clause 52.05. All land located within Precinct 1 and 3 of the Precincts and Envelopes Plan of the Victoria Gardens Comprehensive Development Plan 2022 are in category 1 of Clause 52.05. All other land is in Category 3 of Clause 52.05.

PLANNING PERMIT

GRANTED UNDER SECTION 96I OF THE PLANNING AND ENVIRONMENT ACT 1987

Permit No.: PA2201662

Planning scheme: Yarra City Council

Responsible authority: DELWP

ADDRESS OF THE LAND:

- 53 Burnley Street, Richmond
- 61-67 Burnley Street, Richmond
- 77-79 Burnley Street, Richmond
- 1-9 Doonside Street, Richmond
- 620 Victoria Street, Richmond

THE PERMIT ALLOWS:

- Staged development of the land to allow for construction of multi-storey buildings with basements, and carrying out of buildings and works on a lot under Clause 37.02-4, 43.02-2 and 43.01-1.
- Use of the land for a Hotel under Clause 37.02-2.
- Partial demolition of the existing building under Clause 43.01-1;

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

AMENDED PLANS REQUIRED

1. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation), 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 plans TPXXX – TPXXX inclusive, all dated XXX prepared by Cox Architecture and NH Architecture, but modified to show:
   a) XXX

Date issued:	**Date permit comes into operation:** (or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)	**Signature for the responsible authority:**

b) XXX…

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.

Staging

3. The development of the land may be undertaken in stages. Before the commencement of development (excluding site preparation works, early site preparation works and bulk excavation), a staging plan generally in accordance with XX by Cox Architecture and dated XX must be submitted to and approved by the Responsible Authority. The staging plan may be altered and updated from time to time to the satisfaction of the Responsible Authority.

4. Any condition of this permit may be satisfied in stages in accordance with the Staging Plan approved under Condition 3, to the satisfaction of the Responsible Authority.

Sustainable Management Plan

5. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation), 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 approved SMP must not be altered without the prior written consent of the Responsible Authority. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan dated 1 April 2022, prepared by Norman Disney & Young, but modified to include or show:
   (a) XXX
   (b) XXX
   (c) XXX…

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. The approved SMP must not be altered without the prior written consent of the Responsible Authority.

Waste Management Plan

7. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation) 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 approved WMP must not be altered without the prior written consent of the Responsible Authority. The

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amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by WSP and dated 7 April 2022 but modified to include:
(a) XXX
(b) XXX
(c) XXX…

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. The approved WMP must not be altered without the prior written consent 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

Acoustic report

10. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation), an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The approved Acoustic Report must not be altered without the prior written consent of the Responsible Authority. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Norman Disney & Young Consulting Engineers and dated 1 March 2022, but modified to include (or show, or address):
(a) XXX
(b) XXX
(c) XXX…

11. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority. The approved Acoustic Report must not be altered without the prior written consent of the Responsible Authority.

Landscape Plan

12. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation), 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 Arcadia and dated 8 April 2022, but modified to include (or show):

(a) XXX
(b) XXX
(c) XXX…

Date issued:	**Date permit comes into operation:** **(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)**	**Signature for the responsible authority:**

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13. 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,

    to the satisfaction of the Responsible Authority.

Wind

14. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation), 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 approved Wind Assessment Report must not be altered without the prior written consent of the Responsible Authority. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by MEL Consultants and dated March 2022, but modified to include (or show):

    (a) XXX
    (b) XXX
    (c) XXX…

15. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority. The approved Wind Assessment Report must not be altered without the prior written consent of the Responsible Authority.

Affordable Housing

Section 173 Agreement

16. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land (or another person anticipated to become the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the *Planning and Environment Act 1987* (the Agreement) to provide for the delivery of affordable housing (the Affordable Housing Contribution).

Date issued:	**Date permit comes into operation:** **(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)**	**Signature for the responsible authority:**

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The Agreement must include terms that provide for the manner in which the Affordable Housing Contribution is to be made, including when and how the contribution is to be made.

The Agreement must specify that the Affordable Housing Contribution will be delivered by one or a combination of the following methods, all to the satisfaction of Responsible Authority:

(a) Sale of not less than **ten per cent** of the total number of approved dwellings at a discount to market value of not less than **20 per cent**:

(i) to a Registered Housing Agency; or

(ii) to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

(b) Lease of not less than **ten per cent** of the total number of approved dwellings at a discount to market value of not less than **30 per cent**, for not less than 12 years from the occupation of the dwellings:

(i) to a Registered Housing Agency; or

(ii) to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

(c) An alternative delivery method providing that it demonstrates the total dollar value of the Affordable Housing Contribution is equivalent to not less than two per cent of the total market value of the total number of approved dwellings, to the satisfaction of the Responsible Authority.

For the purpose of the above requirements and Agreement:

- 'Eligible Household' means a household that meets the threshold for a very low income household, low-income household or moderate income household, consistent with Section 3AB of the *Planning and Environment Act 1987*.
- 'Affordable Housing' has the same meaning as any definition of that phrase contained within the *Planning and Environment Act 1987*.
- 'Market Value' means the value of a Dwelling as determined by an independent qualified Valuer.

17. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land must:

(a) do all things necessary to enable the Responsible Authority to register the Agreement with the Registrar of Titles in accordance with section 181 of the *Planning and Environment Act 1987*; and

Date issued:	**Date permit comes into operation:** **(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)**	**Signature for the responsible authority:**

DRAFT

(b) pay to the Responsible Authority its reasonable costs and disbursements incurred in relation to the negotiation, preparation, execution and registration of the Agreement on the certificate of title to the land.

Affordable Housing Management Plan

18. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), an Affordable Housing Management Plan (the Plan) must be submitted to and approved by the Responsible Authority. When approved, the plan will form part of this permit. The plan must include the following detail, all to the satisfaction of the Responsible Authority:

(a) Delivery of the Affordable Housing managed, leased and sold in accordance with permit condition 1 through an appropriately monitored management arrangement;
(b) A framework for regular reporting to the Responsible Authority (for example biannually) to demonstrate ongoing compliance with the approved Plan;

(c) Detail of all dwellings leased by the landowner as affordable housing, including the quantity and type of dwellings (e.g. 1 bedroom or studio), including details of any changes to the pool of leased dwellings;

(d) Detail on the annual cost of rent for each dwelling and a demonstration that the rental rate is consistent with the prescribed income ranges declared under Section 3AB of the *Planning and Environment Act 1987*;

(e) Any other details required to demonstrate compliance with any Section 173 Agreement applying to the land that relates to affordable housing.

This requirement does not apply to affordable housing sold or leased to a Registered Housing Agency in accordance with Condition 16.

Section 173 Agreement (Publicly Accessible Open Space)

19. Within six months of the commencement of works (excluding site preparation works, early site preparation works and bulk excavation), 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*, providing for the following:

(a) The Owner must provide unfettered 24 hour public access over (and inclusive of the provision of lighting) that part of the land to be used as “publicly accessible open space” in accordance with the Publicly Accessible Open Space Plan prepared by Arcadia and dated 8 April 2022. Table and seating associated with adjacent retail uses may be located within the publicly accessible open space subject to the approval of the Responsible Authority;

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 19(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

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(c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition 19(a).

20. The owner, or other person in anticipation of becoming the owner, must meet all of the reasonable expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

VicRoads Conditions (Conditions X to X)

21. XX

22. XX

Road Infrastructure

23. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:

    (a) in accordance with any requirements or conditions imposed by Council;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

24. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

25. Before the building is 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 permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

Car parking

26. 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

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(d) line-marked or provided with some adequate means of showing the car parking spaces;

to the satisfaction of the Responsible Authority.

27. Unless otherwise approved by the Responsible Authority, the loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.

28. Unless otherwise approved by the Responsible Authority, delivery and collection of goods to and from the land (including waste) may only occur between 7am and 6pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

Green Travel Plan

29. Before the development is occupied, 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 permit. The approved Green Travel Plan must not be altered without the prior written consent of the Responsible Authority. The Green Travel Plan must include, but not be limited to, the following:

    (a) describe the location in the context of alternative modes of transport;
    (b) employee welcome packs (e.g. provision of Met Cards/Myki);
    (c) a designated 'manager' or 'champion' responsible for co-ordination and implementation;
    (d) details of bicycle parking and bicycle routes;
    (e) details of GTP funding and management responsibilities; and
    (f) include provisions to be updated not less than every 5 years.

30. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority. The approved Green Travel Plan must not be altered without the prior written consent of the Responsible Authority.

Lighting

31. 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 and internal laneway must be provided on the subject site. Lighting must be:
    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity,

    to the satisfaction of the Responsible Authority.

General

Date issued:	**Date permit comes into operation:** **(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)**	**Signature for the responsible authority:**

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32. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

33. The amenity of the area must not be detrimentally affected by the construction and use, 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.
    (e) to the satisfaction of the Responsible Authority.

34. The use and development must comply at all times with the noise limits specified in the relevant Environment Protection Authority guidelines as may be amended from time to time.

35. Emptying of bottles and cans into bins external of the building may only occur between 7am and 10pm on any day.

36. 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.

37. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

38. Unless otherwise approved by the Responsible Authority, 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.

39. 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.

Construction Management

40. 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 approved Construction Management Plan must not be altered without the prior written consent of the Responsible Authority. The plan must provide for:

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(a) Staging of works;
(b) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
(c) works necessary to protect road and other infrastructure;
(d) remediation of any damage to road and other infrastructure;
(e) 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;
(f) facilities for vehicle washing, which must be located on the land;
(g) 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;
(h) site security;
(i) 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;
(j) the construction program;
(k) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
(l) parking facilities for construction workers;
(m) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
(n) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(o) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
(p) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
(q) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.
(r) In preparing the Noise and Vibration Management Plan, consideration must be given to:
    (iii) using lower noise work practice and equipment;
    (iv) the suitability of the land for the use of an electric crane;
    (v) silencing all mechanical plant by the best practical means using current technology;

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(vi) fitting pneumatic tools with an effective silencer;

(vii) other relevant considerations; and

(viii) any site-specific requirements.

During the construction:

(s) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(t) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
(u) vehicle borne material must not accumulate on the roads abutting the land;
(v) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(w) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

41. This permit will expire if:
(a) the development is not commenced within three years of the date of this permit;
(b) the development is not completed within seven years of the date of this permit; or
(c) the use (Hotel) is not commenced within eight years of the date of this permit or
(d) the use (Hotel) 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.

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Date of amendment	*Brief description of amendment*	*Name of responsible authority that approved the amendment*

Date issued:	**Date permit comes into operation:** **(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)**	**Signature for the responsible authority:**

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Date issued:	Date permit comes into operation: (or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)	Signature for the responsible authority:

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit. The permit was granted by the Minister under section 96I of the **Planning and Environment Act 1987** on approval of Amendment No. C207yara to the Yarra Planning Scheme.

WHEN DOES THE PERMIT BEGIN?

The permit operates from a day specified in the permit being a day on or after the day on which the amendment to which the permit applies comes into operation.

WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development requires the certification of a plan of subdivision or consolidation under the **Subdivision Act 1988** and the plan is not certified within two years of the issue of a permit, unless the permit contains a different provision; or
   - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if—
   - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
   - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development: or
   - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

- In accordance with section 96M of the **Planning and Environment Act 1987**, the applicant may not apply to the Victorian Civil and Administrative Tribunal for a review of any condition in this permit.

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Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C307yara
PLANNING PERMIT APPLICATION PA2201662
EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Minister for Planning, who is the planning authority for this amendment.

The amendment has been made at the request of the Vicinity Management Pty Ltd Limited in its capacity as trustee of the Victoria Gardens Retail Trust.

Land affected by the amendment

The amendment applies to the land as follows:

- 610 Victoria Street, Richmond
- 620 Victoria Street, Richmond
- 668 – 682 Victoria Street, Richmond
- 53-79 Burnley Street, Richmond
- 1-9 Doonside Street, Richmond
- 10 River Boulevard, Richmond
- 15 River Boulevard, Richmond
- 20 River Boulevard, Richmond
- 25-35 River Boulevard, Richmond
- 40 River Boulevard, Richmond
- 10 Elaine Court, Richmond
- 29 Elaine Court, Richmond
- 3-5 Christine Crescent, Richmond
- 6 Christine Crescent, Richmond
- 15 Christine Crescent, Richmond

The amendment is a combined planning permit application and planning scheme amendment under Section 96A of the Act.

The planning permit application applies to the Doonside Precinct only as referenced in the plan above and formally known as:

- Lot 1 on Title Plan 211146G, commonly referred to as No. 53 Burnley Street
- Lots 1 and 2 in Title Plan 212632R, commonly referred to as No. 61-63 Burnley Street
- Lot 4 on Lodged Plan 13552, commonly referred to as No. 65 Burnley Street
- Lot 5 on Lodged Plan 13552, commonly referred to as No. 67 Burnley Street
- Lot 6 on Lodged Plan 13552, commonly referred to as No. 77-79 Burnley Street
- Lots 8 and 9 on Lodged Plan 13552, commonly referred to as No. 1-9 Doonside Street
- Lot 14 on Plan of Subdivision 427328, commonly referred to as No. 620 Victoria Street

What the amendment does

The Amendment proposes to make the following changes to the Yarra Planning Scheme:

- Rezone land known as Land in Title Plans 211146G and 212632R, and Lots 4-9 on Lodged Plan 13552 from Mixed Use Zone (MUZ) to Comprehensive Development Zone, Schedule 1 (CDZ1)

- Replace Schedule 1 to the Comprehensive Development Zone with a new Schedule (new format) with the height restriction amended over the Doonside Precinct and Lot 9 within River Boulevard Precinct, deletion of the sensitive use buffer, deletion of permit application exemptions for overlays and replacement with exemption from notice requirements from the commensurate overlays
- Remove Schedule 9 to the Design and Development Overlay
- Apply the Environmental Audit Overlay to land subject to the 'sensitive use buffer' of CDZ1, located within Lot 14 on Plan of Subdivision 427328
- Apply the Parking Overlay – Schedule 2 (PO2) to the land affected by the amendment
- Amend Schedule 1 to Clause 53.01 to exclude the subject land from providing public open space contributions
- Insert Incorporated Document, 'Victoria Gardens Comprehensive Development Plan, 2022' to replace 'Victoria Gardens – Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area' and Victoria Gardens Urban Design Guidelines

The planning permit application seeks approval for:

- **Clause 37.02** (Comprehensive Development Zone) to construct a building and carry out works
- **Clause 37.02** (Comprehensive Development Zone) to use the land as a Hotel/Bar.
- **Clause 37.02** (Comprehensive Development Zone) to reduce the number of car parking spaces required
- **Clause 43.01 (Heritage Overlay)** to allow for partial demolition and to construct a building and carry out works
- **Clause 43.02 (Design and Development Overlay)** to construct a building and carry out works

Strategic assessment of the amendment

Why is the amendment required?

The Victoria Gardens Expansion presents a significant opportunity to rejuvenate, not only the subject site to create a truly mixed-use precinct and connected community, but also contribute to the evolution of the surrounding urban environment.

The existing planning controls that apply to the subject site are out of date and now lack relevance in both the physical and planning context of the subject site. As such, the planning controls are in need of updating to accelerate the activity centre planning for the Victoria Gardens Comprehensive Development area and ensure the planning controls reflect the significant urban renewal which surrounds the site and has occurred since the construction of the existing Victoria Gardens Shopping Centre. This application will act as a catalyst for the revitalisation of Victoria Gardens and its integration with the surrounding area of Richmond, and the broader area of Yarra.

The Doonside Precinct will create a vibrant land use mix of retail, residential, office and publicly accessible open space, contributing significantly to the rejuvenation of the area. River Boulevard Precinct presents as a unique opportunity within a generally fine-grained area, to provide for significant public realm improvements, generous publicly accessible spaces and improved connectivity within and through the site, including to the Yarra River.

The amendment is required to allow the currently underutilised land to be appropriately developed in line with the strategic vision for the area in a holistic manner with the overall Victoria Gardens area.

The Doonside Precinct development offers the opportunity to enhance the centre through new retail, commercial and residential development and urban renewal of former industrial land with significant job creation generated through the project lifespan and permanent jobs once completed.'

Current Zones

Under current conditions, the Doonside Precinct is located over two zones with part of the site within a Mixed Use Zone. This leads to a very complicated set of planning controls with multiple planning

approvals required to realise the Doonside Precinct project including a planning scheme amendment, planning permit (MUZ land) and development plan (CDZ land) approval required for the single Doonside Precinct development. The Comprehensive Development Zone is now over 20 years old, is not in a current drafting format and importantly does not appropriately align with strategic planning policy for intensification of Major Activity Centres.

The expansion of the CDZ into the MUZ land would allow the whole site to be considered under the same zone, requirements and decision guidelines. The zone continues to be useful given that there are large areas within the current CDZ which have not been completed yet and the CDZ is a higher order zone appropriate for the Activity Centre.

Deletion of DDO9

The deletion of Design and Development Overlay Schedule 9 from the Doonside Precinct (where it currently applies) is acceptable given the design objectives have been met within the proposal in the following manner.

It should also be noted that the subject site is separated from the low scale residential areas by the sites to the south (including the Harry the Hirer site and also Burnley Street to the west):

- *To recognise this Precinct, being on the edge of an activity centre and abutting low rise residential development, as transitional in its location and function;*

The proposal is recognised as being part of the Activity Centre through its inclusion as part of the CDZ with the buildings responding to the surrounding emerging character of built form. The sites further to the south are abutting low scale residential development.

- *To ensure building design responds to the industrial character of the precinct but respects the character of the established residential areas to the south and east of the Precinct;*

The proposed design and material palette reflects the former industrial character of the precinct with a modern interpretation. The fine-grained nature of the materials chosen are reflective of the character of the established residential areas.

- *To respect the scale of development on the south side of Appleton Street;*

The Harry the Hirer site and the constructed apartments to the south provide the transition to the lower scale residential areas on the southern side of Appleton Street.

- *To provide a pedestrian friendly environment along all street frontages;*

A significant improvement with respect to creating a pedestrian friendly environment along all street frontages is achieved through the proposal. This includes widened footpaths, landscaping, street furniture, active uses, and publicly accessible open spaces.

- *To encourage improvements to the public domain, including the provision of public open space;*

The proposed Doonside Precinct within the Victoria Gardens Expansion will incorporate approximately 3,500 sqm of publicly accessible open space for the enjoyment of the community, in the form of various open spaces, including plazas and squares, interlinked by laneway connections. These are centred around the key public realm areas on the ground floor, being the Burnley Laneway, Pocket Garden, Doonside Plaza, Double Level Courtyard, the Market Hall Square and the both the Burnley and Doonside streetscapes.

- *To ensure that new development does not adversely impact on local traffic conditions;*

Overall, it is considered that the supply of car parking is appropriate for the proposed development, considering it is supported by Council's strategy to reduce private vehicle usage.

Stantec (formerly GTA Consultants) have confirmed that considering existing traffic volumes and noting that the constrained nature of the surrounding road network, the traffic impact of this additional traffic is expected to be minor.

- *To ensure a high standard of architectural design; and*

As indicated, the proposal presents an exemplar high standard of architectural design.

- *To ensure that new development does not prejudice the ongoing operation of nearby commercial, industrial and warehouse businesses.*

At the time DDO9 was introduced into the planning scheme the majority of the surrounding area was largely industrial. Since that time a number of apartment buildings have been approved and constructed, including the Harry the Hirer (directly to the south) site rezoned to Mixed Use Zone and including a residential component within Amendment C223yara (approved 6 May 2021). Nevertheless, given the adjacency to the Victoria Gardens Shopping Centre, ensuring the ongoing functioning of the commercial uses within it have been a key consideration.

Amendment to Clause 53.01

Given the provision of 2,660qsm (out of a possible 8,783sqm) of publicly accessible open space area within the current MUZ, and the previous payment of Public Open Space Constructions as part of the original CDZ development, it is proposed that any future development would be exempt from the requirements of Clause 22.12 and Clause 53.01.

The current provision of Publicly Accessible Open Space equates to 30.285 percent of the land currently zoned MUZ, which far exceeds the contribution requirements of Clause 22.12 and Clause 53.01. We consider that any further financial contributions would be onerous and unreasonable.

As such, we propose that an exemption to the public open space contributions is incorporated within the proposed Schedule to Clause 53.01 of the Yarra Planning Scheme.

Introduction of the Parking Overlay

The parking overlay is required to be introduced to the Planning Scheme and it will incorporate new car parking rates. The introduction of a Parking Overlay Schedule which includes application of new car parking provision rates, providing a new maximum statutory car parking requirement for dwellings, office, shop (including restricted retail) and food and drink premises uses. Where they are not specifically mentioned, Column B of Clause 52.06 will apply. The objectives of the parking overlay to be achieved are as follows:

- To identify appropriate car parking rates for development and land uses within the Victoria Gardens Precinct as identified within Schedule 1 of the Comprehensive Development Zone.
- To facilitate the continued commercial operation of the Victoria Gardens Precinct, including the Victoria Gardens Shopping Centre and to ensure that appropriate car parking is provided.
- To recognise the site's proximity to the Principal Public Transport Network and to reduce car parking demand by encouraging use of sustainable and active transport modes to and from the site.

The current car parking requirements specified in the CDZ were incorporated into the Yarra Planning Scheme in April 2009 and are now considerably out of date with current practice and the requirements for the site. The proposed revision to the CDZ seeks to remove the parking rates and move them to a standalone parking overlay specific to the subject land.

Exemptions within CDZ

Under the existing CDZ Schedule 1, Section 5, the provisions of Clause 44.04 (Land Subject to Inundation Overlay - LSIO), Clause 42.03 (Significant Landscape Overlay - SLO), Clause 43.02 (Design and Development Overlay - DDO) and Clause 43.01 (Heritage Overlay - HO) do not apply to any development constructed in accordance with an approved development plan.

Given the current formatting of Clause 37.02 does not allow a Schedule to exempt permit requirements under other overlays, this is not able to be transferred over to the proposed amended CDZ Schedule 1. However, allows a Schedule to exempt applications under other provisions 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 (see below). As such, the proposed amended Schedule 1 has now been amended to exempt applications under the SLO, DDO and HO from notice requirements and review rights. We note that LSIO already includes exemptions from notice and review.

How does the amendment implement the objectives of planning in Victoria?

The *Planning and Environment Act 1987* establishes the objectives of planning in sections 4(1) and 12(1). The amendment upholds the objectives of planning by way of the following:

- Providing for the fair, orderly, economic and sustainable use and development of the site
- Facilitating a development that incorporates best-practice ESD initiatives, contributing to sustainable built form
- Providing a vibrant, mixed-use precinct that supports a pleasant and safe working and living and environment
- Ensuring no unreasonable impact on buildings identified of specific historic or cultural value
- Supporting the redevelopment of the site with improved facilities for net community benefit
- The development accords with the above objectives through the application of the Comprehensive Development Zone to the site, containing objectives ensuring the objectives within the Planning Policy Framework are achieved.
- Further, the proposal responds to the present and future interests of Victorians by providing a facilitating a high-quality, sustainable development that will provide significant community benefits.

How does the amendment address any environmental, social and economic effects?

Planning in Victoria

The amendment is consistent with the objectives of planning in Victoria. It will provide for the appropriate use and development of the land, and will provide a pleasant working, living and recreational environment for residents, workers and visitors to the site.

Environmental effects

The amendment will have positive effects on the environment by facilitating the development of landscaped public open space and private open space on a site which currently has no vegetation. The development proposal also incorporates a wide range of environmentally sustainable design (ESD) features to ensure the environmental impacts of intensifying the land uses on the site are minimised.

In addition, the proposed design response and built form massing appropriately responds to environmental wind conditions, and environmental preliminary site investigations would ensure appropriate outcomes for sensitive uses residential above potentially contaminated land.

Further, critically, the proposed design response and built form massing appropriately respond to the Yarra River overshadowing controls (DDO1). As part of the amendment, the eastern portion of the site will be included within the EAO and as such, this will facilitate the rehabilitation of the site.

Social effects

The amendment will have positive impacts on the community through facilitating the provision of the following:

- Enhancing the public realm and supporting active travel and the environment. A total of 9,750 sqm of public open space is proposed including a public realm connection between River Boulevard and the Yarra River Trail.
- The opportunity for increasing housing opportunities in an area that is proximate to community facilities, schools, health services, public open space and public transport options.
- The consolidation of the land as a mixed-use development, providing a range of dwelling types, commercial and retail offerings and employment at the site.
- The opportunity to bring additional uses to a significant activity centre in Yarra,
- Revitalising and reshaping Victoria Gardens Shopping Centre through promoting an increase in the local population of residents, visitors and workers.
- Recreational and social interaction opportunities via the public open space, linkages through and around the site, and provision of retail spaces and public realm improvements.
- A safer environment with activated street frontages and passive surveillance provided from the new built form that will replace the existing largely blank walls.
- Providing a share of the additional dwellings that the Richmond area will need to support projected population levels

- The Build-to-Rent (BTR) element introduces a greater diversity of housing into the area. There is a need to provide other housing options to residents moving into the area.
- BTR also contributes to alleviating housing stress and creates communities of long-term residents. BTR rental arrangements will lower housing costs for people renting long-term, reduce rental stress, both financially and mentally, and creating communities of long-term residents.
- Providing new publicly accessible open space to support and sustainably meet the open space needs of the existing and future community. Green space provides a range of social, mental, physical and environmental benefits to residents.

Economic Effects

- Total construction cost of around $900 million inclusive of GST in 2022, and an anticipated construction timeframe of approximately 7 years.
- On average, 681 Full-time Equivalent (FTE) direct and indirect jobs are likely to be created for the State on an annualised basis during construction, with many accruing locally.
- Total direct and indirect Gross Value-Added (GVA) to the State economy is estimated at $97 million per annum on average over the construction period in constant 2022 dollars.
- Upon completion, the proposed expansion will support around 3,397 jobs (full-time, part-time and casual) on site across the retail and commercial spaces and managing the build-to-rent apartments.
- The direct jobs are estimated to induce a further 1,902 additional jobs within Victoria as a result of flow-on effects.
- There will be an estimated $837 million per annum in direct and indirect GVA contribution to the Victorian economy generated from the daily operation and management of facilities within the development.
- On-site residents will spend an estimated $22,800 on retail goods and services on a per capita basis by 2029. The total retail spending by on site residents is therefore estimated to reach $73 million by this time. This is available to support existing and future businesses, not only on-site, but also in the surrounding region.

Does the amendment address relevant bushfire risk?

The subject site is not located within the Bushfire Management Overlay, nor within a designated 'Bushfire Prone Area' under planning policy. The amendment will not increase the risk to life, property, infrastructure or the natural environment from bushfire.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is consistent with the relevant Ministerial Directions, as follows:

- The proposed amendment accords with Ministerial Direction No. 1 'Potentially Contaminated Land' and does not pose any adverse environmental effects. The site is partly located within the Environmental Audit Overlay (EAO) and the land will be appropriately remediated, if necessary, in accordance with the requirements of this Overlay. As part of the amendment, the eastern portion of the site will also be included within the EAO.
- The proposal complies with Ministerial Direction No. 9 'Metropolitan Strategy' as it facilitates the redevelopment of the site in accordance with the directions contained within Plan Melbourne: 2017-2050, including the principle of 20-minute neighbourhoods.
- The explanatory report addresses the required strategic assessment guidelines in accordance with Ministerial Direction No.11 'Strategic Assessment of Amendments'.
- In line with Ministerial Direction No. 19 comments have been sought from the EPA and have been provided as part of this submission. This application addresses any views of the relevant authority.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The proposal is highly consistent with the objectives and policies contained within the Planning Policy Framework (PPF) and achieves the outcomes relating to Plan Melbourne, Urban Growth, Open Space, Metropolitan Melbourne, Environmental Risks, Water, Built Environment and Heritage, Residential Development, Commercial, Integrated Transport, Movement Networks and Infrastructure for the following reasons:

- The amendment ensures policy direction for activity centres can be met by providing the opportunity for high-quality mixed use development within a Major Activity Centre that can introduce a form of higher density housing. The land can be consolidated as a mixed-use precinct, including housing, commercial and retail uses that will be well serviced by public transport, retail and community services. (**Clause 11**)
- The amendment ensures that the policy direction for activity centres can be met by increasing housing yield in a convenient and established urban environment with excellent access to public transport, services and employment. (**Clause 11**)
- Any potential contaminated land can be addressed via the requirements of the Environmental Audit Overlay. (**Clause 13**)
- The proposed development will ensure the preservation of an appropriate degree of heritage fabric and is designed to sit comfortably within the existing heritage context. (**Clause 15.03**)
- The amendment ensures policy direction for a safe, functional and high-quality urban environment can be met. This amendment facilitates a form of higher-density housing along a transport corridor that is well separated from surrounding residential areas. (**Clause 15**)
- Publicly accessible open space will be provided throughout the site to extend and diversify the surrounding street network. (**Clause 15**)
- It will provide a high quality development which will respond appropriately to the surrounding area and the characteristics of the subject site, including heritage through an attractive and innovative design response which will introduce contemporary built form to this site. (**Clause 15**)
- The proposal will contribute to the quality of the public realm by achieving high standards in urban design, while based on a comprehensive site analysis to take into consideration the surrounding context. (**Clause 15**)
- Where possible, the proposal will include the introduction of excellence in energy efficient building design which implements key ESD principles. (**Clause 15**)
- The proposal provides a range of dwelling typologies and sizes to increase housing choice and improve affordability. (**Clause 16**)
- It will contribute to objectives for mixed use development of Richmond which is intended to accommodate both residential and commercial land uses. It will provide a mix and level of activity to attract people for a variety of reasons within a safe environment and to provide a range of active frontages and land uses. (**Clause 17**)
- The proposed development serves to strengthen the provision of infrastructure for sustainable transport options, including easy access for pedestrians to ground levels, as well as plentiful facilities for cyclists and easy access for public transport uses. This design also facilitates the development of the 20-minute neighbourhood, which focuses on accessibility via non-vehicular means (**Clause 18**).
- It will make better use of existing infrastructure and will provide an improved range of housing choice and business opportunities within the immediate locality for both current and future residents. (**Clause 19**)

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The proposal is consistent with the MSS and local policy, including Council's vision for the Victoria Street MAC area, as it will provide a high-quality mixed-use development that is consistent with the mixed-use nature of the wider Richmond precinct.

Specifically, the proposal is considered to respond to the relevant policy context for the following reasons:

- In terms of land uses, the supporting mix of uses proposed is consistent with Objective 5 of the MSS within Clause 21.04-2 and would complement the role and function of the Victoria Street MAC and Victoria Gardens Shopping Centre, and surrounding area, as well as strengthening its long-term viability as a destination for the local community.
- The proposal is generally consistent with Council's built form policy at Clause 21.05-2 (Urban Design). The proposed building height will address the five relevant criteria for higher development for the following reasons:
  - Provides significant upper level setbacks
  - Is of architectural design excellence
  - Achieves excellence in environmental sustainability objectives in design
  - Provides a high quality restoration and adaptive re-use of the heritage building, the Former Loyal Studley Hotel
  - Makes a significant contribution to the enhancement of the public domain
  - Provides for affordable rental housing
- The proposal will provide new laneway connections though the site, linking in with the surrounding existing network. The proposal will incorporate publicly accessible open space for the enjoyment of the community, in the form of various open spaces, including plazas and squares, interlinked by laneway connections. These are centred around the key public realm areas on the ground floor, being the Pocket Garden, Burnley Laneway, Double Level Courtyard, the Market Hall Square and the Doonside/Burnley streetscapes.
- The proposal will contribute to the consolidation and viability of the Victoria Street Activity Centre, as it will provide a mixed use development with residential, office and retail components, on the fringe and within close walking distance of the activity centre.
- The development will assist in achieving Council's objectives at Clause 21.06 (Transport) as it will provide higher density housing options within close proximity of public transport and is within walking distance of services within the Victoria Street Activity Centre. It is well connected to a variety of cycling and walking networks within the surrounding area.
- The proposal has regard to Clause 21.07 (Environmental Sustainability) as it adopts sustainable building design through the use of a variety of ESD features.
- The proposal is consistent with Clause 21.08 (Neighbourhoods), which describes encourages the provision of land uses close to Victoria Gardens that supports its role and by contributing to the fine-grained network of pedestrian friendly streets east of Burnley Street and north of Doonside Street. Further the proposal will contribute positively to the surrounding urban fabric and public realm.
- Through the retention and restoration of the hotel, the existing building will be significantly improved compared to existing conditions which is compliant with heritage policy at Clause 22.02-5.3.
- As per Clause 22.03 (Landmarks and Tall Buildings), the proposal will add to the interest of the urban form and skyline.
- The proposal will provide a reasonable level of amenity within the proposed dwellings, as desired within Clause 22.05 (Interface Uses Policy). The site has the benefit of its locality with limited sensitive interfaces other than existing residential buildings across David and Doonside Streets, therefore it is not envisaged that there are any adverse amenity impacts.
- The proposal will form a positive contribution to the character of the area, including through replacing the existing blank facades with activated building frontages, and will provide built form that is safe, convenient, attractive, accessible and sustainable, consistent with Clause 22.10 (Built Form and Design Policy).

- The proposal will, as part of the ESD features, appropriately minimise the hydrological impact of the development through water sensitive urban design and stormwater re-use wherever possible, consistent with Clause 22.16 (Stormwater Management (Water Sensitive Urban Design)).
- The proposal meets the objectives of Clause 22.11 related to the Victoria Street East Precinct Policy given:
  - it does not impact the Yarra River corridor;
  - does not result in unreasonable additional traffic implications;
  - encourages the use of public transport;
  - improves pedestrian connectivity within and through the street;
  - improves existing infrastructure;
  - has an appropriate land use mix and is of a high quality design which respects and protects the character of neighbouring residential properties; and
  - ensures sunlight and amenity is maintained to public spaces.

Does the amendment make proper use of the Victoria Planning Provisions?

The Comprehensive Development Zone has been successfully utilised to facilitate the Victoria Gardens Shopping Centre development. Given the development is yet to be completed, and the proposed development will form part of the overall precinct, it is appropriate to apply a Comprehensive Development Plan to the subject site.

The purpose of the Comprehensive Development Zone is to provide for a range of uses and the development of land in accordance with a comprehensive development plan incorporated into the planning scheme.

The Parking Overlay is the appropriate location to include site specific car parking controls.

The Schedule to Clause 53.01 is the appropriate location to specific any particulars for the Public Open Space Contributions.

How does the amendment address the views of any relevant agency?

Council's Strategic and Statutory Planning departments have been consulted extensively on the preparation of the planning scheme amendment.

The views of relevant agencies will be sought by the responsible authority through the assessment process.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The planning scheme amendment will provide for the integration of transport and land use and facilitate access to social and economic opportunities as sought in the *Transport Integration Act 2010*.

The site is well serviced by existing public and private transport networks, which will enable residents, workers and visitors to access the site by a range of transport modes.

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment would not place any unreasonable resource or administrative costs on the responsible authority.

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C307yara

INSTRUCTION SHEET

The planning authority for this amendment is the Minister for Planning.

The Yarra Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of three attached maps sheets.

Zoning Maps

1. Planning Scheme Map No. 7 is amended in the manner shown on the attached map marked "Yarra Planning Scheme, Amendment C307yara".

Overlay Maps

2. Amend Planning Scheme Map No. 7DDO. is amended in the manner shown on the attached map marked "Yarra Planning Scheme, Amendment C307yara"

3. Amend Planning Scheme Map No. 7EAO. is amended in the manner shown on the attached map marked "Yarra Planning Scheme, Amendment C307yara"

4. Amend Planning Scheme Map No. 7PO. is amended in the manner shown on the attached map marked "Yarra Planning Scheme, Amendment C307yara"

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

5. In **Zones** – Clause 37.02, replace Schedule 1 with a new Schedule 1 in the form of the attached document.

6. In **Overlays** – Clause 45.09, insert Schedule 2 with a new Schedule 2 in the form of the attached document.

7. In **Particular Provisions** – Clause 53.01, amend the Schedule to Clause 53.01 in the form of the attached document.

End of document

DRAFT C207yara

SCHEDULE 2 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO2**.

VICTORIA GARDENS PRECINCT

1.0 Parking objectives to be achieved

DRAFT C207yara

- To identify appropriate car parking rates for development and land uses within the Victoria Gardens Precinct as identified within Schedule 1 of the Comprehensive Development Zone.
- To facilitate the continued commercial operation of the Victoria Gardens Precinct, including the Victoria Gardens Shopping Centre and to ensure that appropriate car parking is provided.
- To recognise the site's proximity to the Principal Public Transport Network and to reduce car parking demand by encouraging use of sustainable and active transport modes to and from the site.

2.0 Permit requirement

DRAFT C207yara

A permit is not required under Clause 52.06-3 to reduce (including reduce to zero) the number of car parking spaced required under Clause 52.06-5 for any use specified in the Table to this schedule.

A permit is required to provide more than the maximum parking provision specified for a use in the Table to this schedule.

3.0 Number of car parking spaces required

DRAFT C207yara

If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Table: Car parking spaces

Office	2	To each 100sqm of net floor area
Shop (including restricted retail)	3	To each 100sqm of net leasable area
Dwelling	1	Per dwelling
Food and drinks premises	3	To each 100sqm of net leasable area

For all other uses listed in Table 1 of Clause 52.06-5, the *Rate* in Column B of Table 1 in Clause 52.06-5 applies.

See 45.09-4 for relevant provisions.

4.0 Decision guidelines for permit applications

DRAFT C207yara

The following decision guidelines apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 45.09 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The likely demand for car parking spaces.
- The extent to which the various uses of the land are likely to generate different levels of demand for car parking at different times.

- The possible multi-use of car spaces.
- The demand for car spaces generated by the uses established in previous stages of the development.
- The accessibility of the site to vehicle traffic.
- The proposed layout of parking areas.
- The capacity of the existing road system and any proposed modifications to accommodate any increase in traffic

5.0 Financial contribution requirement

DRAFT C207yara

None specified.

6.0 Requirements for a car parking plan

DRAFT C207yara

None specified.

7.0 Design standards for car parking

DRAFT C207yara

None specified.

8.0 Decision guidelines for car parking plans

DRAFT C207yara

None specified.

9.0 Background document

DRAFT C207yara

None specified.

XXX
C207yara

SCHEDULE TO CLAUSE 53.01 PUBLIC OPEN SPACE CONTRIBUTION AND SUBDIVISION

1.0 Subdivision and public open space contribution

XXX
C207yara

Type or location of subdivision	Amount of contribution for public open space
Land or buildings intended to be used for residential purposes.	4.5%
Land shown as CDZ1 on the planning scheme maps (Victoria Gardens Comprehensive Development Plan)	0%

APPENDIX C

APPENDIX C - BETTER APARTMENT DESIGN STANDARDS (BADS) ASSESSMENT

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
58.02-1 – Urban Context objectives	Standard D1	✓ **Complies** The proposed design response is appropriate to the site context and the urban surrounds. For further discussion please refer to the town planning report, to be read in conjunction with the Urban Design Response prepared by COX Architects accompanying this submission. Please refer to Sections 6.1 and 7.1 of the Town Planning Report for further discussion.
58.02-2 - Residential policy objectives	Standard D2	**Complies ✓** The proposed development is consistent with the relevant Housing Policies within the State and Local Planning Policy Frameworks. Please refer to Section 6.1 of the Town Planning Report for further discussion.
58.02-3 - Dwelling diversity objective	Standard D3	**Complies ✓** The proposed development provides a range of one, two and three bedroom dwellings and double storey lofts. This is a good mix of apartments sizes and styles which meets the standard. This contributes to housing choice and diversity and provides a different apartment product in the area.
58.02-4 - Infrastructure objectives	Standard D4	**Complies ✓** The subject site is within an established area which is connected to all services. Appropriate utilities will be provided for the development.
58.02-5 - Integration with the street objective	Standard D5	**Complies ✓** The vehicle access point is via David Street and is appropriately sized, designed and located. The primary pedestrian access points are along Doonside Street with additional entry points being internalised and accessed via both Burnley and Doonside Streets. These have been designed as inviting and easily identifiable spaces leading to lobbies. The development fronts both Burnley and Doonside Streets. with commercial uses and upper-level dwellings which is appropriate for the context.

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
58.03-1 Energy efficiency objectives	Standard D6	**Complies ✓** The proposed development is oriented to optimise access to northern light. Significant analysis was conducted to ensure that dwellings have appropriate daylight access. Dwellings are oriented to the north, east and west where possible. Buildings 1 and 4 to 6 each face streets which are at least 15 metres in width. The design of the building is also such that no unreasonable impact will occur to neighbouring properties, including future proofing for future development on adjacent lots to the north. The NatHERS climate zone is 21, and the development should therefore no exceed an annual cooling load of 30 MJ/m2. The Sustainable Design Assessment prepared by NDY confirms compliance with this.
58.03-2 Communal open space objective	Standard D7	**Complies ✓** A total of 2,117 square metres of Communal Open Space is provided as part of the development as outlined within the development summary provided by COX Architecture. This is accessible, practical and can easily be maintained. The development proposes extensive communal areas, both internal and external, for future occupants. Specifically, the external communal open space areas far exceed the 250 square metres requirement under the Standard, and have been designed to provide passive surveillance while ensuring that these areas will not unreasonably overlook any of the proposed dwellings. The communal open space areas have been designed to incorporate a high-quality landscape response. Please refer to the Architectural Plans prepared by COX Architecture and the Landscape Plans prepared by Arcadia for further details.
58.03-3 Solar access to communal outdoor open space objective	Standard D8	**Complies ✓** As confirmed within the overshadowing plans provided within the Urban Context Report provided by COX Architecture, there is an area of at least 125 square metres of Communal Open Space which receives sunlight for a minimum of two hours between 9am and 3pm on 21 June.

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
58.03-4 Safety objective	Standard D9	**Complies ✓** Entrances to residential lobbies are provided at Doonside and Burnley Streets. Each of the entrances are not obscured or isolated and are located along areas where passive surveillance is prevalent. Where entrances are internal, they are in highly visible locations. Each of the entrances will be equipped with appropriate lighting and security to ensure a high level of safety for future residents is achieved. Private open spaces are appropriately screened.
58.03-5 Landscaping objectives	Standard D10	**Complies with objectives ✓** The proposal provides 1,116sqm of deep soil which is substantial considering the inner urban environment and the location of basement levels which equates to 6.14 percent of the overall site. The location of the site within a Comprehensive Development Zone and the Victoria Street MAC results in a context where developments are typically built close to the boundary providing limited-to-no capacity for deep soil planting. The proposed landscaping as defined within the Landscape Plan prepared by Arcadia are considered appropriate for the proposed development respecting the landscape character of the area. Landscaping is proposed at the within the communal areas as well as integrated throughout the development. The development includes a curated landscape response that integrates with the overall development. The proposal includes approximately 3,486sqm of canopy cover which is significant for a development within an inner urban location such as this which was previously industrial. Arcadia have provided a comprehensive Landscape Plan illustrating the considered approach to landscaping throughout the site and both the public and private realm proposed within the development. Please refer to the Landscape Plan prepared by Arcadia for further details.
58.03-6 Access objective	Standard D11	**Complies ✓** Two new crossovers are proposed along David Street, however only the north-most is for the residential use.

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
		The vehicle crossover will service residents and the commercial components of the development also. The width of the crossover does not exceed 33% of the street frontage. Please refer to the Traffic Report prepared by GTA Consultants for further discussion.
58.03-7 Parking location objectives	Standard D12	**Complies ✓** Car Parking is accessible via David Street. The car parking is undercover and is reasonably close and convenient to dwellings (via lifts) whilst being sufficiently separated. The car park is secure and is well ventilated. Please refer to the Traffic Report prepared by GTA Consultants for further discussion.
58.03-8 Integrated water and stormwater management objectives	Standard D13	**Complies ✓** The proposed development has been designed to collect rainwater where possible. The development will include potable water reduction through fixtures with high WELS ratings and rainwater collected from suitable rooftops to supply common area toilets and urinal flushing, and irrigation. An ESD Report, which includes a Stormwater Management Plan, has been prepared by NDY. Please refer to this for further discussion.
58.04-1 Building setback objectives	Standard D14	**Complies ✓** The proposed development to site frontages is consistent with development within the surrounding area. The building setbacks vary and as previously stated, the subject site is surrounded by at least three street frontages which are at least 15m in width, thus providing significant setback distances. Within the development, buildings are separated between 5.8 metres and 34 metres. Due to these distances, the proposal is not reliant on screening to reduce views as the only habitable room windows within 9m are those to the west. Where necessary, windows can be screened to avoid unreasonable internal views overlooking. These setbacks will allow for adequate daylight to new habitable room windows and provide an excellent

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
		outlook even if development were to occur on adjoining land.
58.04-2 Internal views objective	Standard D15	**Complies ✓** Windows and balconies have been designed to prevent overlooking of more than 50% of the private open space of a lower-level dwelling directly below and within the development.
58.04-3 Noise impacts objectives	Standard D16	**Complies ✓** The proposed development complies the requirements of Standard D16. Plant and equipment are centrally located on the roof of buildings, and hence are well separated from bedrooms of existing and proposed dwellings. The lift cores are not adjacent to any bedrooms, however there are instances where they are adjacent to kitchens. These are considered less sensitive as they are typically used when occupants are awake and using their kitchen. Hence the lift is less likely to result in adverse impacts. The layout will minimise noise impact between dwellings, with all dwellings either oriented towards a boundary or a wide building separation. This location also provides good separation from sensitive spaces within the building. There are no unusual noise sources in the surrounding area. The building will be a quality construction which will protect future residents from unreasonable noise impacts. The site is not located within a noise influence area. Please refer to the Acoustic Report prepared by NDY for further details.
58.04-4 Wind Impacts objective	Standard D17	**Complies ✓** The proposal will not generate unsafe wind conditions and complies with the relevant wind criterion of this Standard. Please refer to the Wind Tunnel Assessment, prepared by MEL Consulting, for further discussion.
58.05-1 Accessibility objective	Standard D18	**Complies ✓** A total of 59.4% of the proposed dwellings are accessible and have been designed to meet the needs of people with limited mobility.

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
58.05-2 Building entry and circulation objectives	Standard D19	**Complies ✓** Building entries are visible and provide shelter, a sense of address, and transitional space. The internal layout of the buildings provides safe and functional movement of residents. Residential lobby entrances are separate from the commercial lobbies. All common areas associated with the residential component of the building, including corridors, will benefit from access to at least one natural light source. Corridors are short in length and do not have any obstructions with clear line sights. All dwellings have easy access to and from the lift core and staircases.
58.05-3 Private open space objective	Standard D20	**Complies with objectives ✓** All dwellings comply with Standard D19. 1 and 2 Bedroom Apartments provide a Private Open Space area of 8sqm. 3 Bedroom Apartments provide a Private Open Space area of 12sqm. The minimum dimensions of each Private Open Space area are also achieved.
58.05-4 Storage objective	Standard D21	**Complies ✓** Each dwelling provides convenient access to useable and secure storage. Each dwelling complies with both the internal and external storage requirements.
58.06-1 Common property objectives	Standard D22	**Complies ✓** Public, communal and private areas are clearly delineated. The common property should be capable of efficient management.
58.06-2 Site services objectives	Standard D23	**Complies ✓** All proposed development services are designed to be installed and easily maintained through ease of access, and adaptability of site facilities and location. Facilities and services are provided in the basement levels (where possible). Where proposed along the street frontage they are integrated into the design.

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
		Mailboxes are located adjacent to the primary residential lobby.
58.06-3 Waste and recycling objectives	Standard D24	**Complies ✓** The waste and recycling facilities are provided at the ground floor and basement levels of the development. Residents will have access to bin chutes at each level of the development, where they will be able to dispose of garbage and recycling materials. Please refer to the Waste Management Plan prepared by WSP for further details.
58.06-4 External walls and materials objective	Standard D25	**Complies ✓** The proposal incorporates high quality and durable materials.
58.07-1 Functional layout objective	Standard D26	**Complies with objectives ✓** The majority of living rooms and bedrooms meet the required dimensions. Where they do not comply, this is due to the curved nature of the external wall. The non-compliant apartments are: ▪ Apartment A04 - the living room includes a minimum of 3.1m x 3.48m (where 3.3m x 3.3m is required) in width. ▪ Apartment B06 – the living room includes a minimum of 3.495m x 3.6m (where 3.6m x 3.6m is required) in width. ▪ Apartment B06 – the living room includes a minimum of 3.55m x 3.6m (where 3.6m x 3.6m is required) in width. ▪ Apartment B20 - the living room includes a minimum of 3.48m x 3.72m (where 3.6m x 3.6m is required) in width. ▪ Apartment B21 - the living room includes a minimum of 3.495m x 3.6m (where 3.6m x 3.6m is required)in width. ▪ Apartment D02 - the living room includes a minimum of 3.35m x 4.1m (where 3.6m x 3.6m is required) in width. ▪ Apartment D02A - the living room includes a minimum of 3.35m x 3.8m (where 3.6m x 3.6m is required) in width. ▪ Apartment D06 – the edge of the living room does not comply due to the curved wall. ▪ In each instance, the living room have an additional area and as such, meet the objective as they are functional areas that meet the needs of residents.

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
		The bedrooms are generous given the additional area and the design of the development ensures these rooms are provided with undisturbed outlook and high levels of internal amenity. With respect to the living rooms, it is considered that these areas continue to be highly usable, in most cases exceeding the minimum area requirements and ensure functionality and usability for future occupants. Please refer to the Architectural Plans prepared by COX Architecture, which depict the layouts of each dwelling type in detail.
58.07-2 Room depth objective	Standard D27	**Complies ✓** All proposed dwellings within the development will either have at least dual aspects or in the instance of a single aspect room will provide adequate daylight access into all habitable rooms due to their limited room depth in compliance with the Standard.
58.07-3 Windows objective	Standard D28	**Complies ✓** All habitable rooms within the development will comprise a window in an external wall of the building providing daylight access to all habitable rooms.
58.07-4 Natural ventilation objectives	Standard D29	**Complies ✓** A total of 50.5% of dwellings are naturally cross ventilated, which exceeds Standard D7 significantly. Please refer to the Architectural Plans prepared by COX Architecture for further details.

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Rev	Description	By	Date
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22

VICTORIA GARDENS DOONSIDE STREET EXPANSION

1-9 Doonside St, Richmond VIC 3121

DRAWING LIST

SHEET No.	SHEET NAME	Current Revision
TP-01-00	COVER SHEET - DRAWING INDEX	2
TP-10-01	SURVEY TITLE PLAN- AS SUPPLIED BY VERIS	2
TP-11-00	EXISTING CONTEXT PLAN	2
TP-11-01	PROPOSED CONTEXT PLAN	2
TP-11-02	PROPOSED SITE PLAN	2
TP-13-01	STAGING PLAN - BASEMENT 02	2
TP-13-02	STAGING PLAN - BASEMENT 01	2
TP-13-03	STAGING PLAN - GROUND FLOOR & MEZZANINE PLAN	2
TP-13-04	STAGING PLAN - LEVEL 01	2
TP-13-05	STAGING PLAN - LEVEL 01 MEZZANINE	2
TP-13-06	STAGING PLAN - LEVEL 02 & TOWERS	2
TP-13-23	STAGING PLAN - ROOF PLAN	2
TP-14-02	EXISTING PLAN - BASEMENT 01	2
TP-14-03	EXISTING PLAN - GROUND FLOOR	2
TP-14-04	EXISTING PLAN - LEVEL 01	2
TP-14-05	EXISTING PLAN - LEVEL 02	2
TP-14-06	EXISTING PLAN - LEVEL 03	2
TP-14-09	EXISTING PLAN - ROOF	2
TP-15-02	DEMOLITION PLAN - EXISTING BASMENT 01	2
TP-15-03	DEMOLITION PLAN - EXISTING GROUND FLOOR	2
TP-15-04	DEMOLITION PLAN - EXISTING LEVEL 01	2
TP-15-05	DEMOLITION PLAN - EXISTING LEVEL 02	2
TP-15-06	DEMOITION PLAN - EXISTING LEVEL 03	2
TP-15-09	DEMOLITION PLAN - EXISTING ROOF	2
TP-21-01	BASEMENT 2 PLAN	2
TP-21-02	BASEMENT 1 PLAN	2
TP-21-03	GROUND FLOOR PLAN & MEZZANINE PLAN	2
TP-21-04	LEVEL 1 PLAN	2
TP-21-05	LEVEL 1 MEZZANINE PLAN	2
TP-21-06	LEVEL 2 PLAN	2
TP-21-07	LEVEL 3 PLAN	2
TP-21-08	LEVEL 4 PLAN	1
TP-21-09	LEVEL 5 PLAN	2
TP-21-10	LEVEL 6 PLAN	2
TP-21-11	LEVEL 7-8 PLAN	2

DRAWING LIST

SHEET No.	SHEET NAME	Current Revision
TP-21-12	LEVEL 9 PLAN	2
TP-21-13	LEVEL 10 PLAN	2
TP-21-14	LEVEL 11 PLAN	2
TP-21-15	LEVEL 12-14 PLAN	2
TP-21-16	LEVEL 15-16 PLAN	2
TP-21-17	ROOF PLAN	2
TP-27-01	LEVEL 2 ZONING PLAN - BUILDING 4+5	2
TP-27-02	LEVEL 3-4 ZONING PLAN - BUILDING 4+5	2
TP-27-03	LEVEL 5 ZONING PLAN - BUILDING 4+5	2
TP-27-04	LEVEL 6 - ZONING PLAN - BUILDING 4+5	1
TP-27-05	LEVEL 7-12 - ZONING PLAN - BUILDING 4+5	1
TP-27-20	LEVEL 1 ZONING PLAN - BUILDING 6	2
TP-27-21	LEVEL 1 MEZZANINE ZONING PLAN - BUILDING 6	2
TP-27-22	LEVEL 2 ZONING PLAN - BUILDING 6	2
TP-27-23	LEVEL 3 ZONING PLAN - BUILDING 6	2
TP-27-25	LEVEL 7 ZONING PLAN - BUILDING 6	2
TP-27-26	LEVEL 8 ZONING PLAN - BUILDING 6	1
TP-27-27	LEVEL 9 ZONING PLAN - BUILDING 6	2
TP-27-28	LEVEL 10 ZONING PLAN - BUILDING 6	1
TP-27-30	LEVEL 2-4 ZONING PLAN - TOWERS	2
TP-27-31	LEVEL 5-9 ZONING PLAN - TOWERS	2
TP-27-32	LEVEL 10 ZONING PLAN - TOWERS	2
TP-27-33	LEVEL 11 ZONING PLAN- TOWERS	1
TP-27-34	LEVEL 12-14 ZONING PLAN - TOWERS	2
TP-27-35	LEVEL 15-16 ZONING PLAN - TOWERS	2
TP-30-01	OVERALL ELEVATIONS	2
TP-30-02	OVERALL ELEVATIONS	2
TP-30-03	OVERALL ELEVATIONS (INTERNAL)	2
TP-30-04	OVERALL ELEVATIONS (INTERNAL)	2
TP-30-05	OVERALL ELEVATIONS (INTERNAL)	2
TP-30-10	SOUTH ELEVATION-ZONE A	2
TP-30-11	SOUTH ELEVATION-ZONE B	2
TP-30-12	NORTH ELEVATION-ZONE A	2
TP-30-13	NORTH ELEVATION-ZONE B	2
TP-30-14	EAST ELEVATION	2

DRAWING LIST

SHEET No.	SHEET NAME	Current Revision
TP-30-15	WEST ELEVATION	2
TP-30-16	SOUTH ELEVATION - INTERNAL LOOKING NORTH	2
TP-30-17	NORTH ELEVATION - INTERNAL LOOKING SOUTH	2
TP-30-18	EAST ELEVATION - INTERNAL LOOKING EAST - 1	2
TP-30-19	EAST ELEVATION - INTERNAL LOOKING WEST - 2	2
TP-30-20	WEST ELEVATION - INTERNAL LOOKING EAST - 3	2
TP-30-21	WEST ELEVATION - INTERNAL LOOKING WEST - 4	2
TP-40-01	SECTION A-A	2
TP-40-02	SECTION B-B	2
TP-40-03	SECTION C-C	2
TP-40-04	SECTION D-D	2
TP-40-05	SECTION E-E -ZONE A	2
TP-40-06	SECTION E-E -ZONE B	2
TP-45-10	FRONT SETBACK SECTION DETAILS - PODIUM	2
TP-58-01	BADS COMPLIANCE ANALYSIS PLANS - SHEET 1	2
TP-58-02	BADS COMPLIANCE ANALYSIS PLANS - SHEET 2	2
TP-58-03	BADS COMPLIANCE ANALYSIS PLANS - SHEET 3	2
TP-58-04	BADS COMPLIANCE ANALYSIS PLANS - SHEET 4	2
TP-58-05	BADS COMPLIANCE ANALYSIS PLANS - SHEET 5	2
TP-58-06	BADS COMPLIANCE ANALYSIS PLANS - SHEET 6	2
TP-58-07	BADS COMPLIANCE ANALYSIS PLANS - SHEET 7	2
TP-58-08	BADS COMPLIANCE ANALYSIS PLANS - SHEET 8	2
TP-58-09	BADS COMPLIANCE ANALYSIS PLANS - SHEET 9	2
TP-58-10	BADS COMPLIANCE ANALYSIS PLANS - SHEET 10	2
TP-58-11	BADS COMPLIANCE ANALYSIS PLANS - SHEET 11	2
TP-58-12	BADS COMPLIANCE ANALYSIS PLANS - SHEET 12	1
TP-58-20	BADS COMPLIANCE ANALYSIS PLANS - SHEET 1	2
TP-58-21	BADS COMPLIANCE ANALYSIS PLANS - SHEET 2	2
TP-58-30	BADS COMPLIANCE ANALYSIS PLANS - SHEET 1	2
TP-58-31	BADS COMPLIANCE ANALYSIS PLANS - SHEET 2	2
TP-58-40	BADS COMPLIANCE ANALYSIS PLANS - SHEET 1	2
TP-58-41	BADS COMPLIANCE ANALYSIS PLANS - SHEET 2	2
TP-58-50	BADS COMPLIANCE ANALYSIS PLANS - SHEET 1	2
TP-58-60	BADS COMPLIANCE ANALYSIS PLANS - SHEET 1	1
TP-58-61	BADS COMPLIANCE ANALYSIS PLANS - SHEET 2	1

DRAWING LIST

SHEET No.	SHEET NAME	Current Revision
TP-58-62	BADS COMPLIANCE ANALYSIS PLANS - SHEET 3	1
TP-58-63	BADS COMPLIANCE ANALYSIS PLANS - SHEET 4	1
TP-58-64	BADS COMPLIANCE ANALYSIS PLANS - SHEET 5	1
TP-58-65	BADS COMPLIANCE ANALYSIS PLANS - SHEET 6	1
TP-58-66	BADS COMPLIANCE ANALYSIS PLANS - SHEET 7	1
TP-58-70	BADS COMPLIANCE ANALYSIS PLANS - SHEET 1	1
TP-58-71	BADS COMPLIANCE ANALYSIS PLANS - SHEET 2	1
TP-58-72	BADS COMPLIANCE ANALYSIS PLANS - SHEET 3	1
TP-58-73	BADS COMPLIANCE ANALYSIS PLANS - SHEET 4	1
TP-58-80	BADS COMPLIANCE ANALYSIS TABLE - SHEET 1	1
TP-58-81	BADS COMPLIANCE ANALYSIS TABLE - SHEET 2	1
TP-58-90	BADS COMPLIANCE TYPICAL SECTION - SHEET 1	1
TP-59-01	TYPE B APARTMENTS - SHEET 1	2
TP-59-02	TYPE B APARTMENTS - SHEET 2	2
TP-59-03	TYPE B APARTMENTS - SHEET 3	2
TP-59-04	TYPE B APARTMENTS - SHEET 4	2
TP-59-05	TYPE B APARTMENTS - SHEET 5	2
TP-59-06	TYPE B APARTMENTS - SHEET 6	2
TP-59-07	TYPE B APARTMENTS - SHEET 7	2
TP-59-08	TYPE B APARTMENTS - SHEET 8	2
TP-59-09	TYPE B APARTMENTS - SHEET 9	2
TP-59-10	TYPE B APARTMENTS - SHEET 10	2
TP-59-11	TYPE B APARTMENTS - SHEET 11	2
TP-59-12	TYPE B APARTMENTS - SHEET 12	1
TP-59-20	TYPE BS APARTMENTS - SHEET 1	2
TP-59-21	TYPE BS APARTMENTS - SHEET 2	1
TP-59-30	TYPE A APARTMENTS - SHEET 1	2
TP-59-31	TYPE A APARTMENTS - SHEET 2	2
TP-59-40	TYPE AS APARTMENTS - SHEET 1	2
TP-59-41	TYPE AS APARTMENTS - SHEET 2	2
TP-59-50	TYPE C APARTMENTS - SHEET 1	2
TP-59-60	TYPE D APARTMENTS - SHEET 1	2
TP-59-61	TYPE D APARTMENTS - SHEET 2	2
TP-59-62	TYPE D APARTMENTS - SHEET 3	2
TP-59-63	TYPE D APARTMENTS - SHEET 4	2

DRAWING LIST

SHEET No.	SHEET NAME	Current Revision
TP-59-70	TYPE E APARTMENTS - SHEET 1	1
TP-59-71	TYPE E APARTMENTS - SHEET 2	1
TP-69-01	BIKE PARKS CALL OUT PLANS	1
TP-83-01	SHADOW DIAGRAM -SEP 21,9AM	2
TP-83-02	SHADOW DIAGRAM -SEP 21,10AM	2
TP-83-03	SHADOW DIAGRAM -SEP 21,11AM	2
TP-83-04	SHADOW DIAGRAM -SEP 21,12PM	2
TP-83-05	SHADOW DIAGRAM -SEP 21,1PM	2
TP-83-06	SHADOW DIAGRAM -SEP 21,2PM	2
TP-83-07	SHADOW DIAGRAM -SEP 21,3PM	2
TP-90-01	MATERIAL BOARD - PODIUM - SHEET 1	2
TP-90-02	MATERIAL BOARD - PODIUM - SHEET 2	2
TP-90-03	MATERIAL BOARD - PODIUM - SHEET 3	2
TP-90-10	MATERIAL BOARD - TOWER - SHEET 1	2
TP-90-11	MATERIAL BOARD - TOWER - SHEET 2	2
TP-90-12	MATERIAL BOARD - TOWER - SHEET 3	2
TP-90-13	MATERIAL BOARD - TOWER - SHEET 4	2

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Drawing Title
COVER SHEET - DRAWING INDEX

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** AS/SK/DS/NA/JM/RC
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Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-01-00	**North:**

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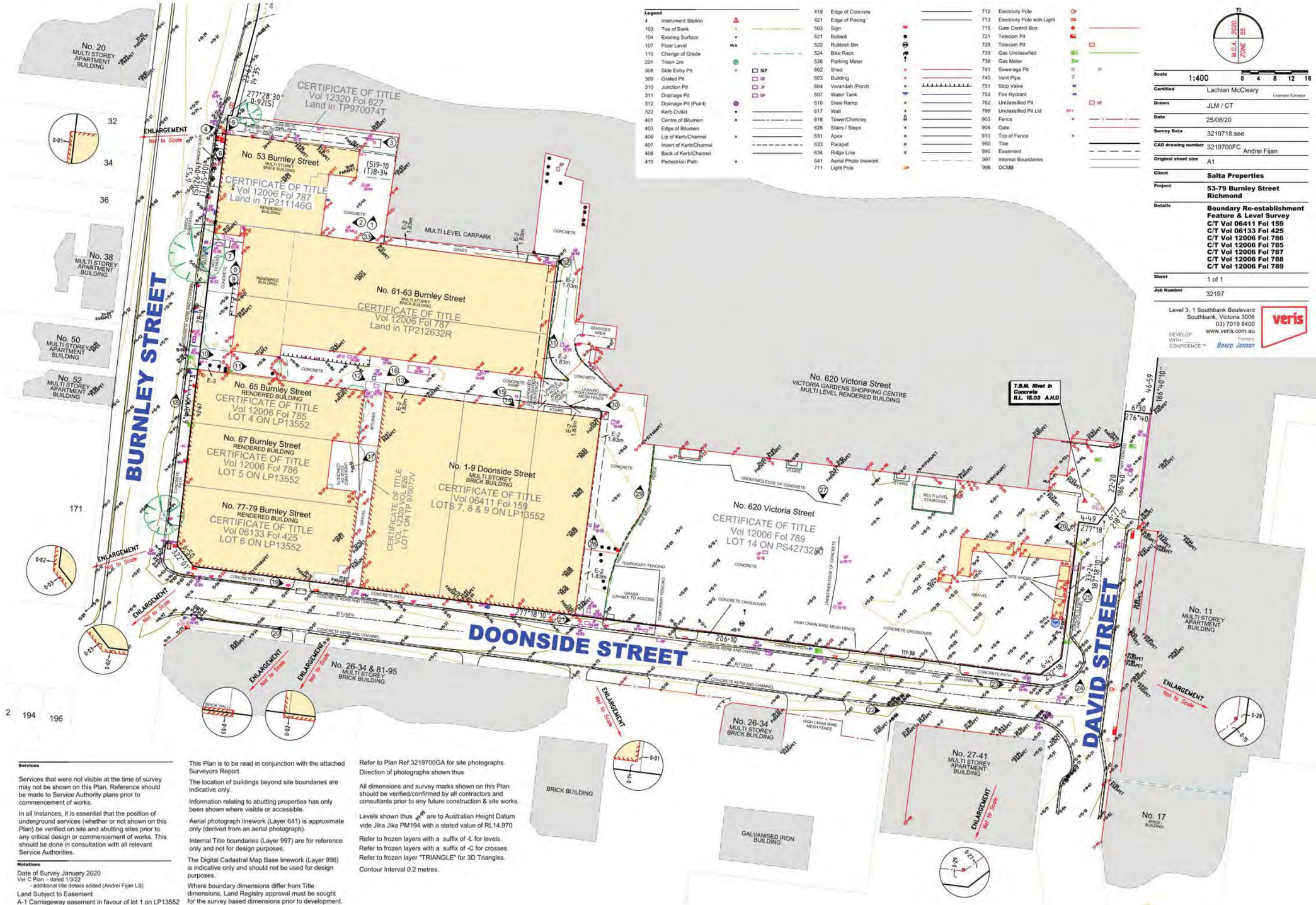

Legend

4	Instrument Station	419	Edge of Concrete	712	Electricity Pole
103	Toe of Bank	421	Edge of Paving	713	Electricity Pole with Light
104	Existing Surface	503	Sign	715	Gate Control Box
107	Floor Level	521	Bollard	721	Telecom Pit
110	Change of Grade	522	Rubbish Bin	729	Telecom Pit
201	Tree> 2m	524	Bike Rack	733	Gas Unclassified
308	Side Entry Pit	526	Parking Meter	738	Gas Meter
309	Grated Pit	602	Shed	741	Sewerage Pit
310	Junction Pit	603	Building	745	Vent Pipe
311	Drainage Pit	604	Verandah /Porch	751	Stop Valve
312	Drainage Pit (Point)	607	Water Tank	753	Fire Hydrant
322	Kerb Outlet	610	Steel Ramp	762	Unclassified Pit
401	Centre of Bitumen	617	Wall	786	Unclassified Pit Lid
403	Edge of Bitumen	618	Tower/Chimney	903	Fence
406	Lip of Kerb/Channel	628	Stairs / Steps	904	Gate
407	Invert of Kerb/Channel	631	Apex	910	Top of Fence
408	Back of Kerb/Channel	633	Parapet	950	Title
410	Pedestrian Path	634	Ridge Line	990	Easement
		641	Aerial Photo linework	997	Internal Boundaries
		711	Light Pole	998	DCMB

Services

Services that were not visible at the time of survey may not be shown on this Plan. Reference should be made to Service Authority plans prior to commencement of works.

In all instances, it is essential that the position of underground services (whether or not shown on this Plan) be verified on site and abutting sites prior to any critical design or commencement of works. This should be done in consultation with all relevant Service Authorities.

Notations

Date of Survey January 2020
Ver C Plan - dated 1/3/22
- additional title details added (Andrei Fijan LS)

Land Subject to Easement
A-1 Carriageway easement in favour of lot 1 on LP13552
E-2 Drainage and Sewerage in favour of lots on LP13552
E-3 Carriageway in favour of lot 4 on LP13552
E-4 Sewerage - see TP970074T

This Plan is to be read in conjunction with the attached Surveyors Report.

The location of buildings beyond site boundaries are indicative only.

Information relating to abutting properties has only been shown where visible or accessible.

Aerial photograph linework (Layer 641) is approximate only (derived from an aerial photograph).

Internal Title boundaries (Layer 997) are for reference only and not for design purposes.

The Digital Cadastral Map Base linework (Layer 998) is indicative only and should not be used for design purposes.

Where boundary dimensions differ from Title dimensions, Land Registry approval must be sought for the survey based dimensions prior to development.
(S) - Survey
(T) - Title

Refer to Plan Ref:3219700GA for site photographs.
Direction of photographs shown thus

All dimensions and survey marks shown on this Plan should be verified/confirmed by all contractors and consultants prior to any future construction & site works.

Levels shown thus 15.45 are to Australian Height Datum vide Jika Jika PM194 with a stated value of RL14.970

Refer to frozen layers with a suffix of -L for levels.
Refer to frozen layers with a suffix of -C for crosses.
Refer to frozen layer "TRIANGLE" for 3D Triangles.

Contour Interval 0.2 metres.

M.C.A. 2020 55 ZONE 71

Scale	1:400 (0 4 8 12 16)
Certified	Lachlan McCleary, Licensed Surveyor
Drawn	JLM / CT
Date	25/08/20
Survey Data	3219718.see
CAD drawing number	3219700FC Andrei Fijan
Original sheet size	A1
Client	**Salta Properties**
Project	**53-79 Burnley Street Richmond**
Details	**Boundary Re-establishment Feature & Level Survey** **C/T Vol 06411 Fol 159** **C/T Vol 06133 Fol 425** **C/T Vol 12006 Fol 786** **C/T Vol 12006 Fol 785** **C/T Vol 12006 Fol 787** **C/T Vol 12006 Fol 788** **C/T Vol 12006 Fol 789**
Sheet	1 of 1
Job Number	32197

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Drawing Title	SURVEY TITLE PLAN- AS SUPPLIED BY VERIS
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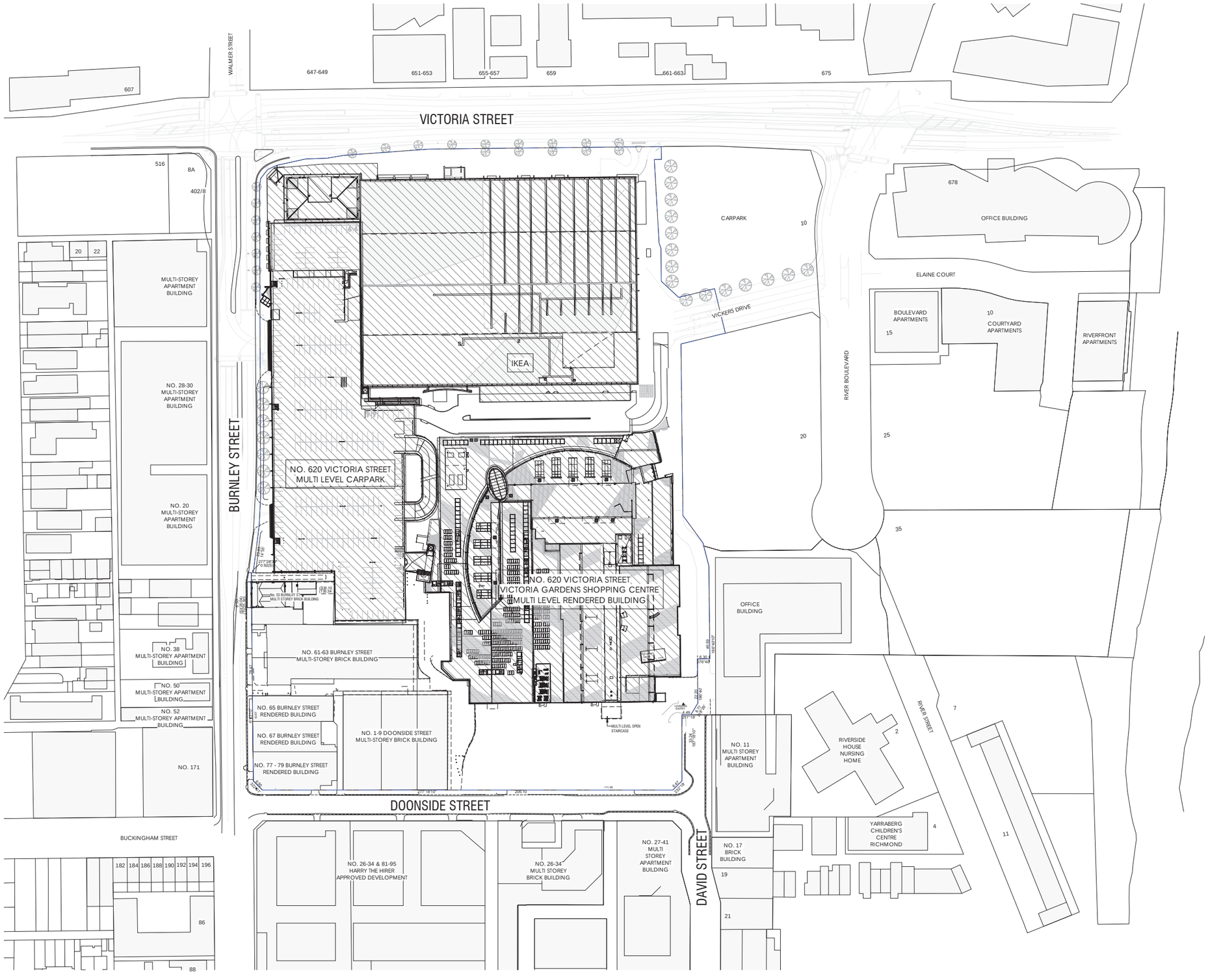

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Drawing Title
EXISTING CONTEXT PLAN

Document Control Status:
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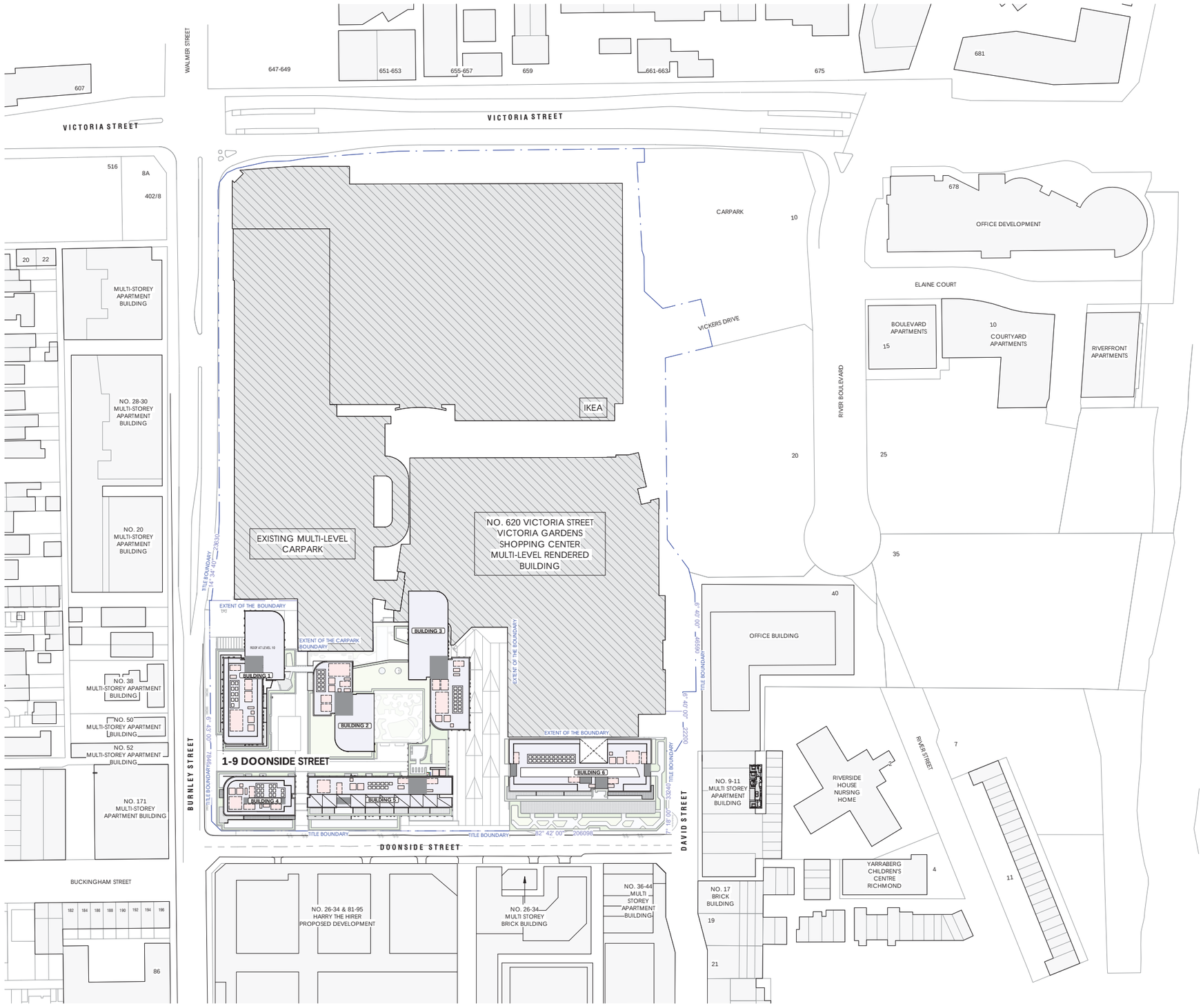

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Drawing Title
PROPOSED CONTEXT PLAN

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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EXISTING MULTI-LEVEL CARPARK

NO. 620 VICTORIA STREET
VICTORIA GARDENS
SHOPPING CENTER
MULTI-LEVEL RENDERED
BUILDING

BURNLEY STREET

TITLE BOUNDARY

14° 34' 40" 23630

BUILDING 1

BUILDING 2

BUILDING 3

EXTENT OF THE BOUNDARY

EXTENT OF THE CARPARK BOUNDARY

4540 SETBACK

6310 SETBACK

4620 SETBACK

ROOF AT LEVEL 10
RL 52.400

ROOF AT LEVEL 15
RL 67.650

16870 BUILDING SEPARATION

26300 BUILDING SEPARATION

26300 BUILDING SEPARATION

34000 BUILDING SEPARATION

18600 SETBACK

ROOF AT LEVEL 2
RL 28.000

ROOF AT LEVEL 17
RL 73.750

ROOF AT LEVEL 12
RL 58.500

ROOF AT LEVEL 11
RL 56.900

ROOF AT LEVEL 09
RL 50.450

ROOF AT LEVEL 03
RL 32.150

ROOF AT LEVEL 13
RL 61.550

ROOF AT LEVEL 07

ROOF AT LEVEL 05
RL 37.150

ROOF AT LEVEL 02
RL 28.000

29720
33210
21860
24420
27900
21450
23870
27360
20180
25780
20280
22530
25780

15030 BUILDING SEPARATION

11630 BUILDING SEPARATION

21930 BUILDING SEPARATION

24400 BUILDING SEPARATION

5500 SETBACK

5840

1-9 DOONSIDE STREET

NO. 38
MULTI-STOREY APARTMENT BUILDING

NO. 50
MULTI-STOREY APARTMENT BUILDING

NO. 52
MULTI-STOREY APARTMENT BUILDING

NO. 171
MULTI STOREY
APARTMENT BUILDING

TITLE BOUNDARY 6° 43' 00" 24480

TITLE BOUNDARY 6° 40' 00" 22200

TITLE BOUNDARY 71° 18' 00" 33240

TITLE BOUNDARY 82° 42' 00" 206098

OFFICE BUILDING

NO. 9-11
MULTI STOREY
APARTMENT
BUILDING

DAVID STREET

BUILDING 4

BUILDING 5

BUILDING 6

DOONSIDE STREET

30480
23380
31360
27560
20460
31370
27570
25300
15480
35400
30900
16910
34090
29420
15600
23860
21960
16960
7250

BUCKINGHAM STREET

196

NO. 26-34 & 81-95
HARRY THE HIRER
PROPOSED DEVELOPMENT

NO. 26-34
MULTI STOREY
BRICK BUILDING

NO. 36-44 MULTI
STOREY APARTMENT
BUILDING

19

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Drawing Title
PROPOSED SITE PLAN

Document Control Status:
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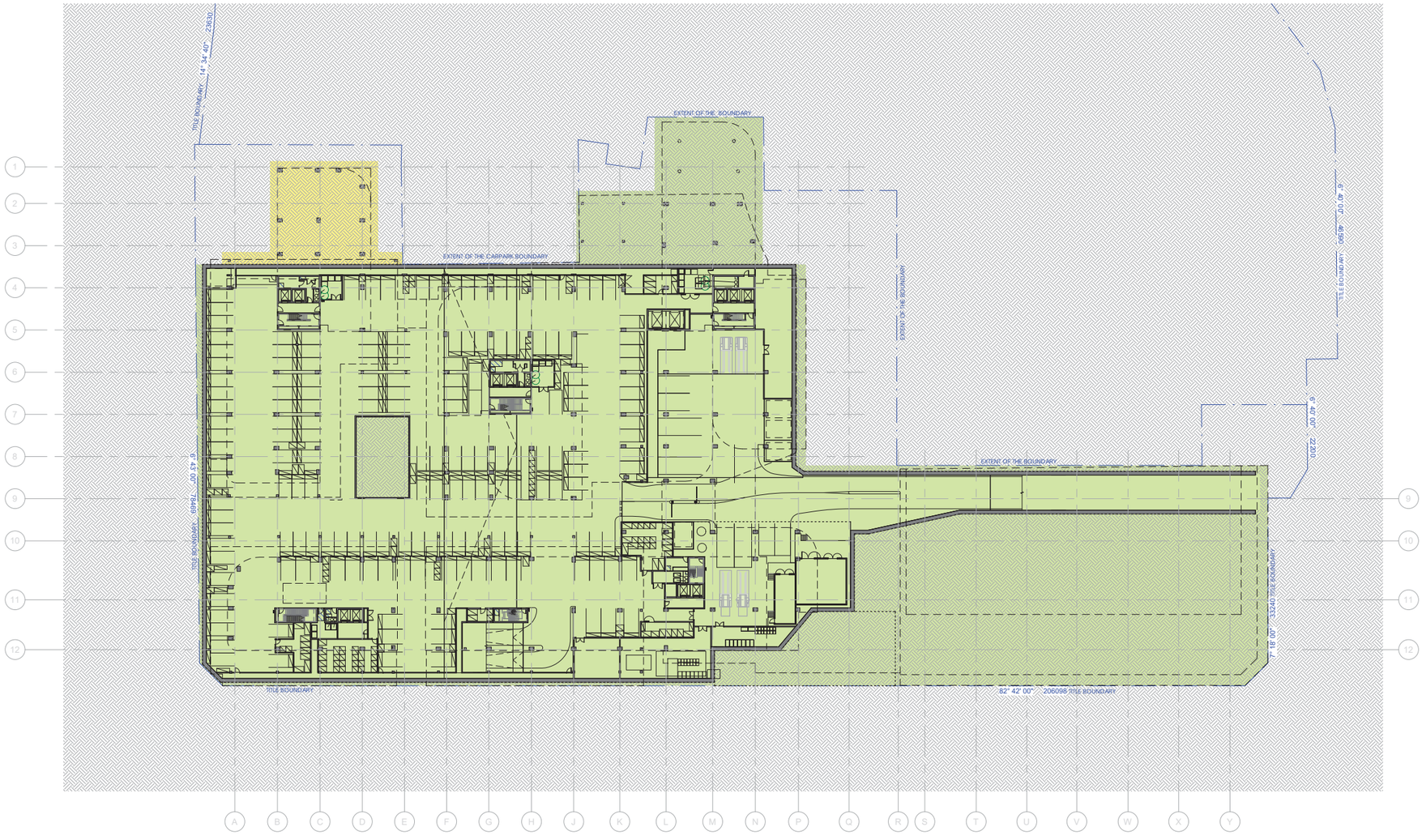

DOONSIDE PRECINCT STAGING

STAGE 1

STAGE 2

STAGE 3

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Drawing Title
STAGING PLAN - BASEMENT 02

Document Control Status:
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A1 DRAWING SHEET	**Drawn:** SK
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Drawing Number: TP-13-01	**North:**

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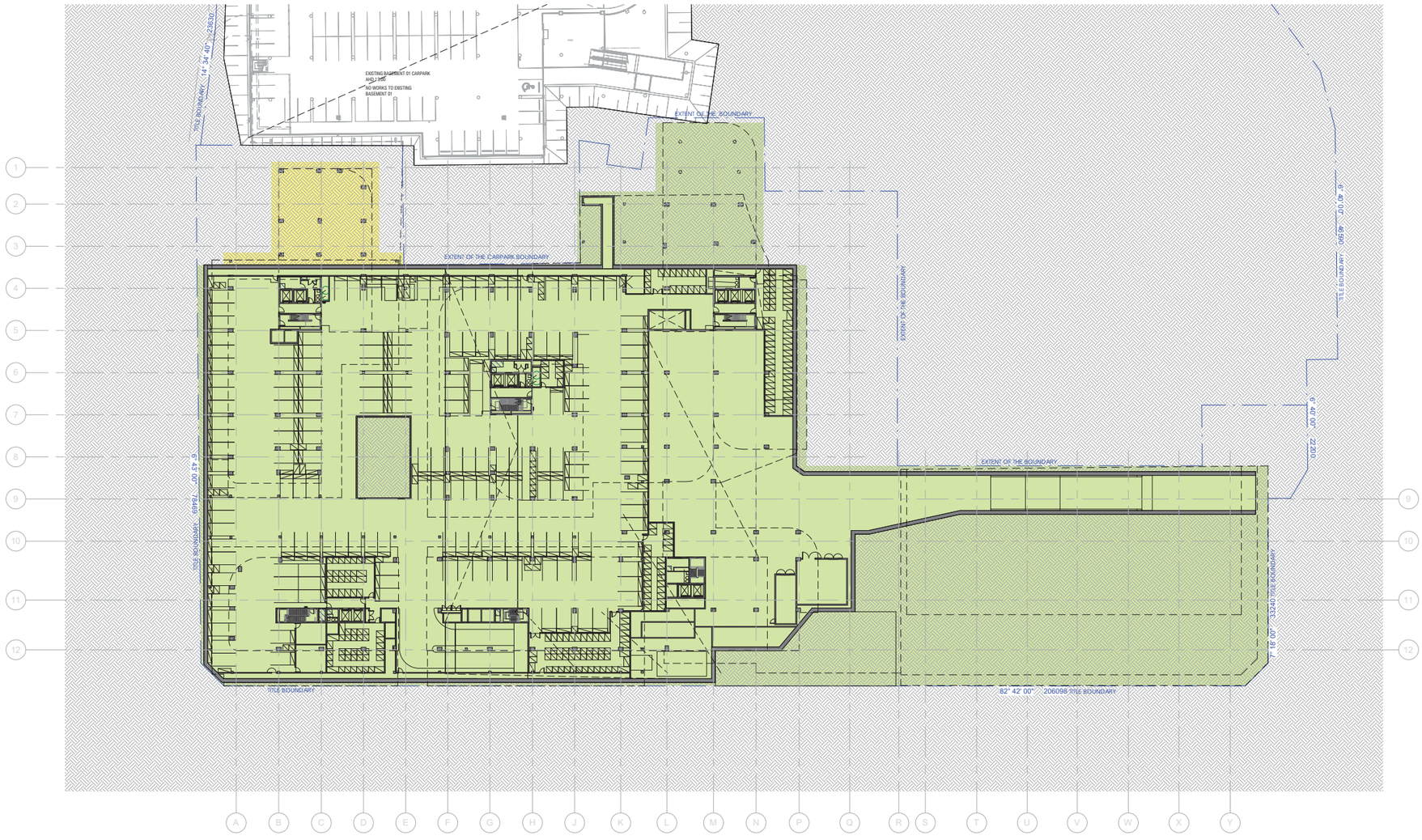

DOONSIDE PRECINCT STAGING

STAGE 1

STAGE 2

STAGE 3

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Drawing Title
STAGING PLAN - BASEMENT 01

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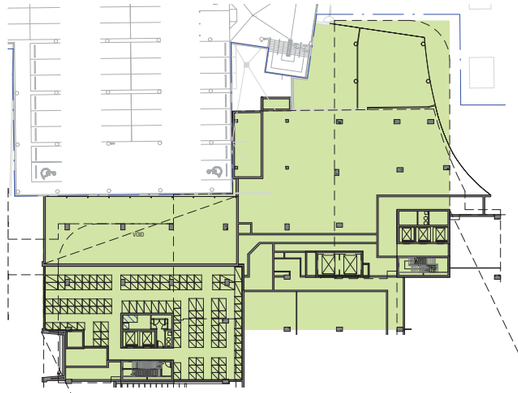
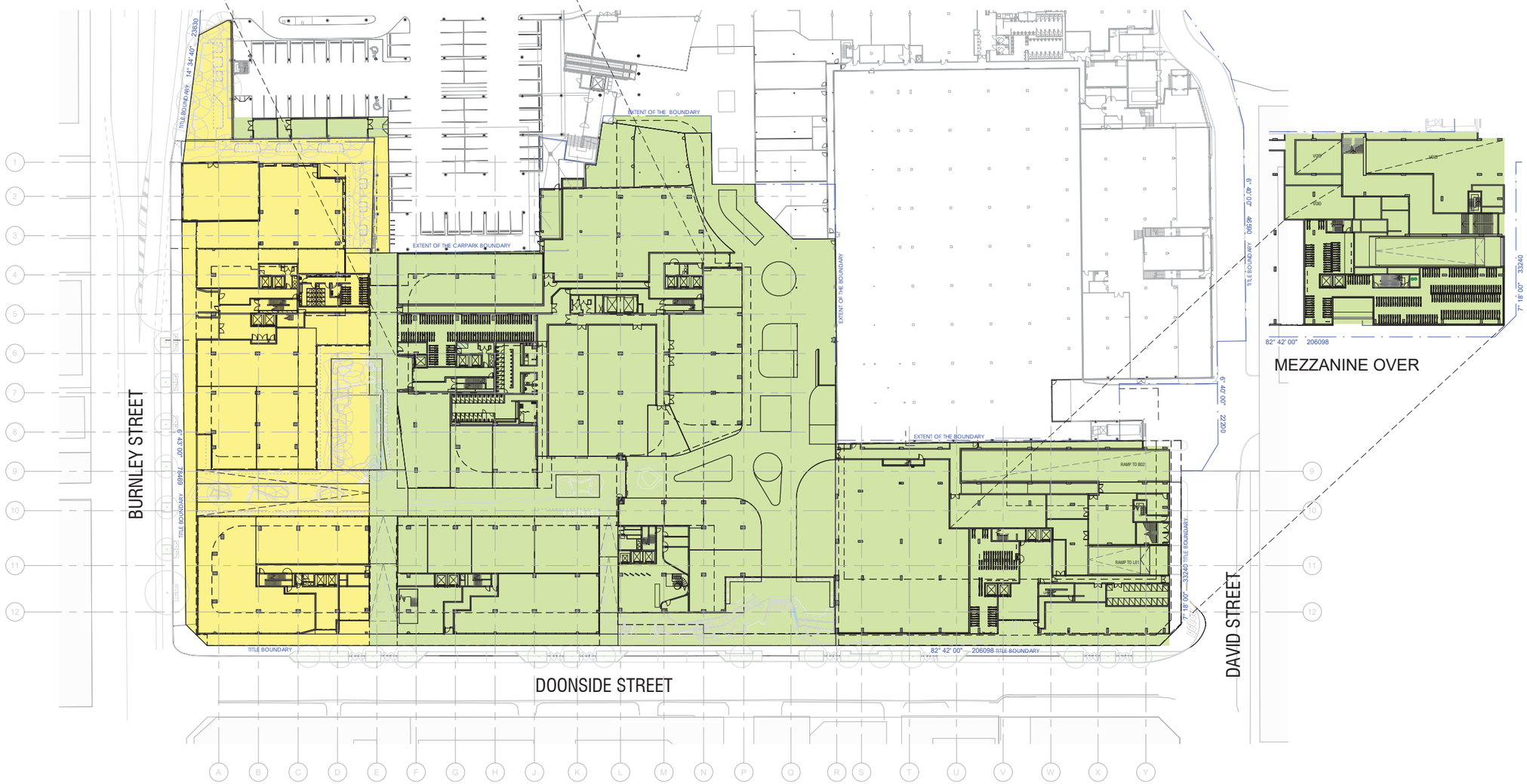


MEZZANINE OVER



MEZZANINE OVER

DOONSIDE PRECINCT STAGING

STAGE 1

STAGE 2

STAGE 3

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Drawing Title
STAGING PLAN - GROUND FLOOR & MEZZANINE PLAN

Document Control Status:
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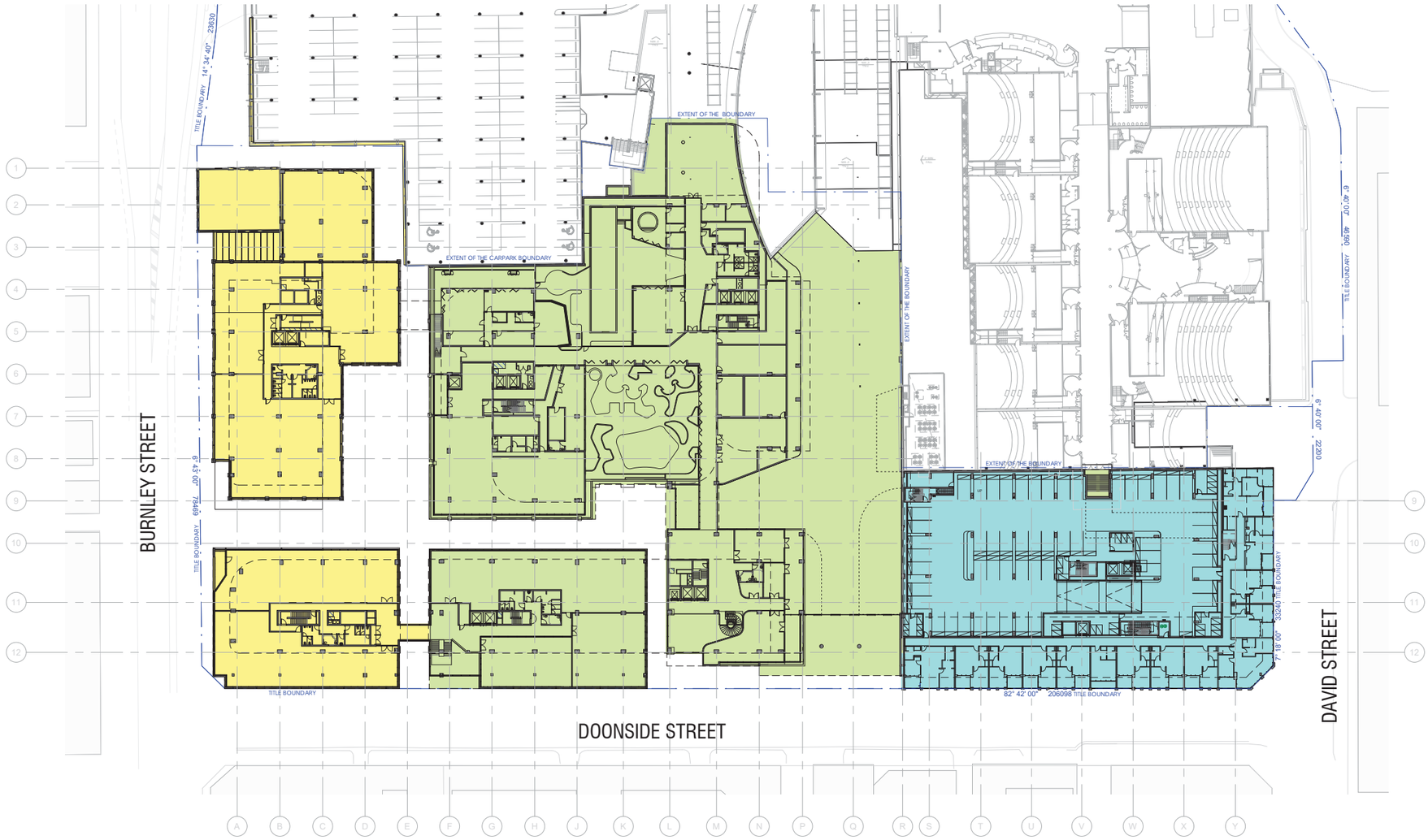

DOONSIDE PRECINCT STAGING

- STAGE 1
- STAGE 2
- STAGE 3

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
STAGING PLAN - LEVEL 01

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
Co-ordinated: SK	**Scale:** 1 : 500 @ A1
Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
Drawing Number: TP-13-04	**North:**

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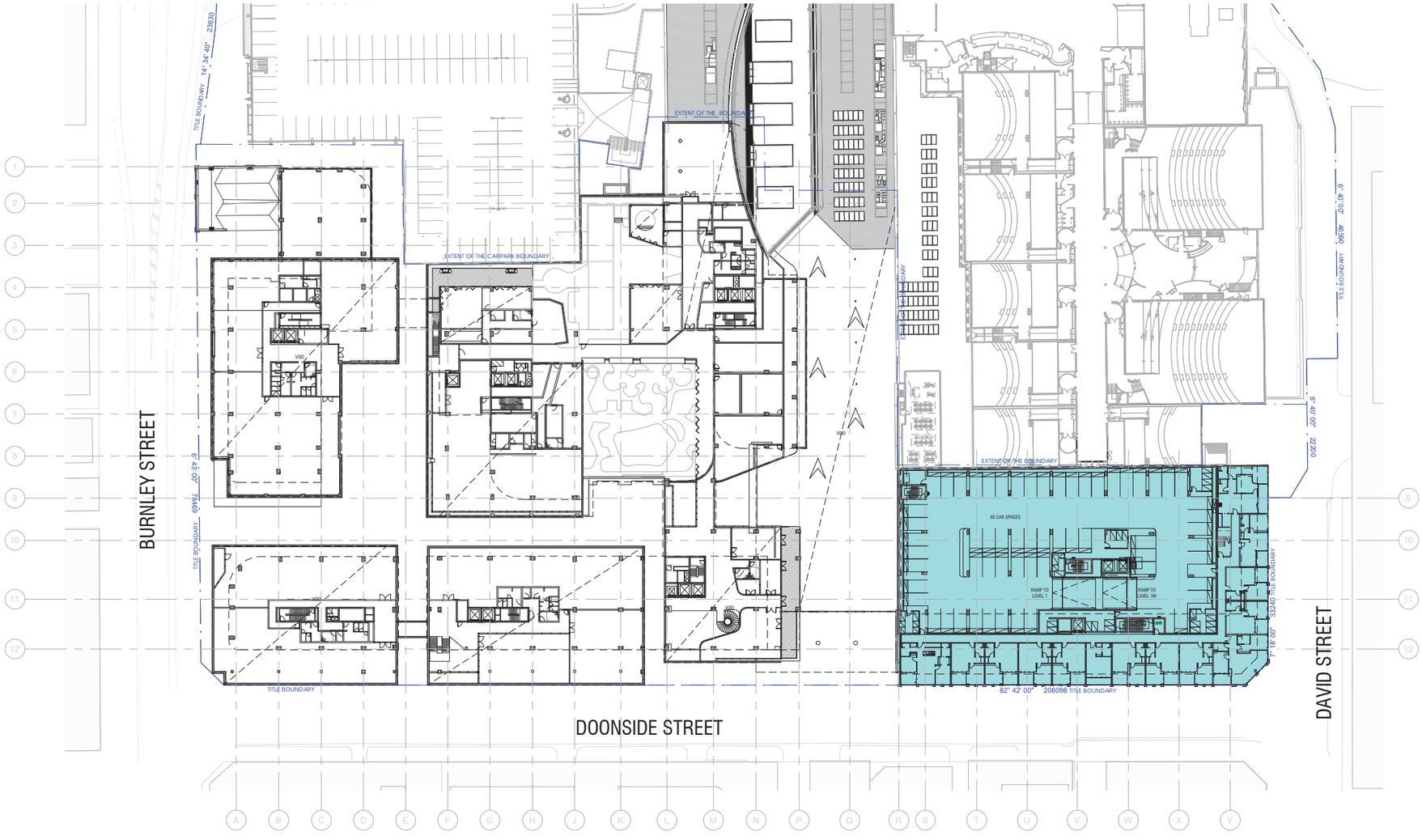

DOONSIDE PRECINCT STAGING

STAGE 1

STAGE 2

STAGE 3

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Project No.
3190102.00 / A190043

Project
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1-9 Doonside St, Richmond VIC 3121

Drawing Title
STAGING PLAN - LEVEL 01 MEZZANINE

Document Control Status:
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A1 DRAWING SHEET	**Drawn:** AS/SK
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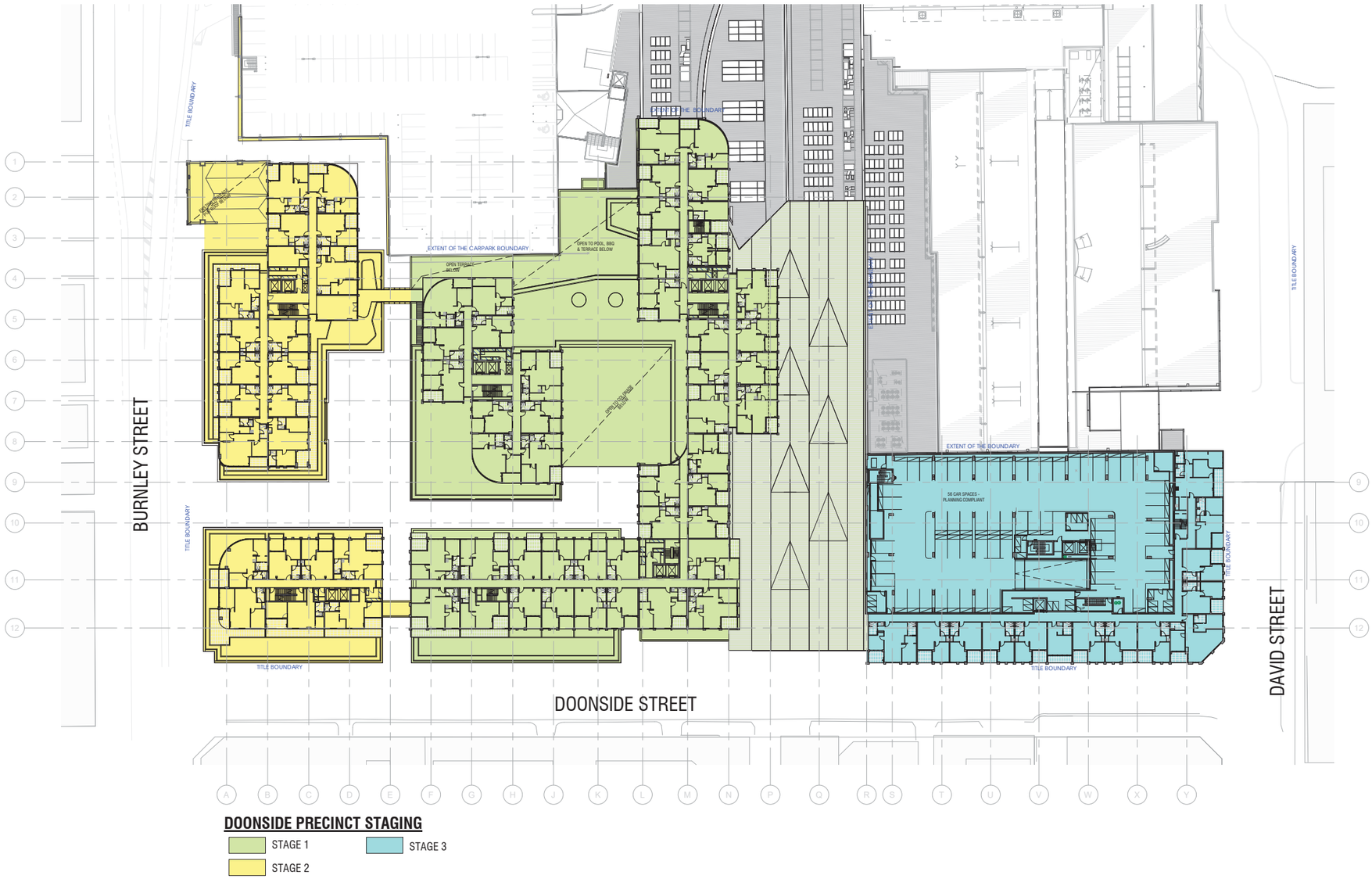

DOONSIDE PRECINCT STAGING

- STAGE 1
- STAGE 2
- STAGE 3

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Drawing Title
STAGING PLAN - LEVEL 02

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
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Project Architect: SK	**Date:** 28/03/22
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Drawing Number: TP-13-06	**North:**

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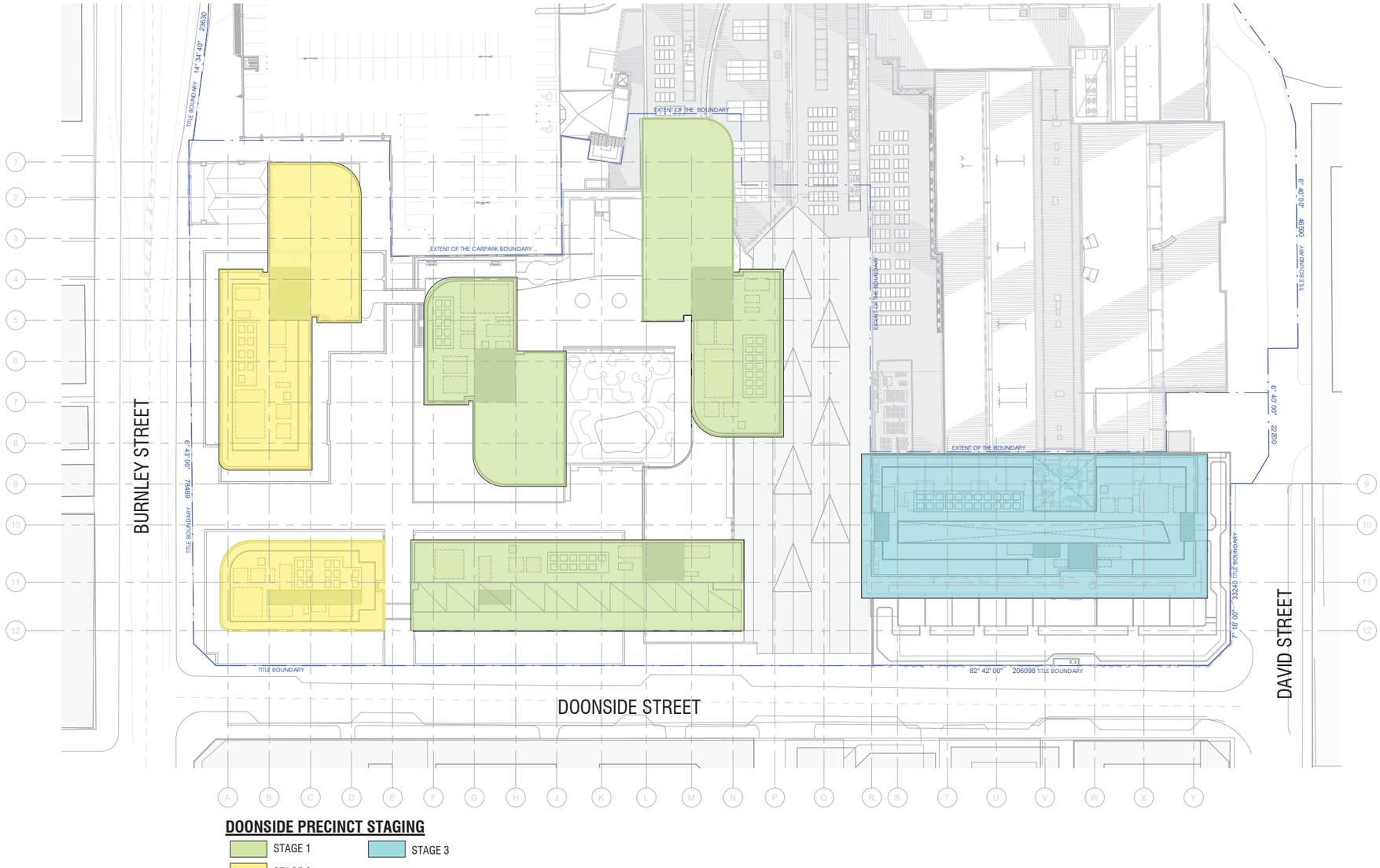

DOONSIDE PRECINCT STAGING

STAGE 1

STAGE 2

STAGE 3

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3190102.00 / A190043

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1-9 Doonside St, Richmond VIC 3121

Drawing Title
STAGING PLAN - ROOF PLAN

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
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Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
Drawing Number: TP-13-23	**North:**

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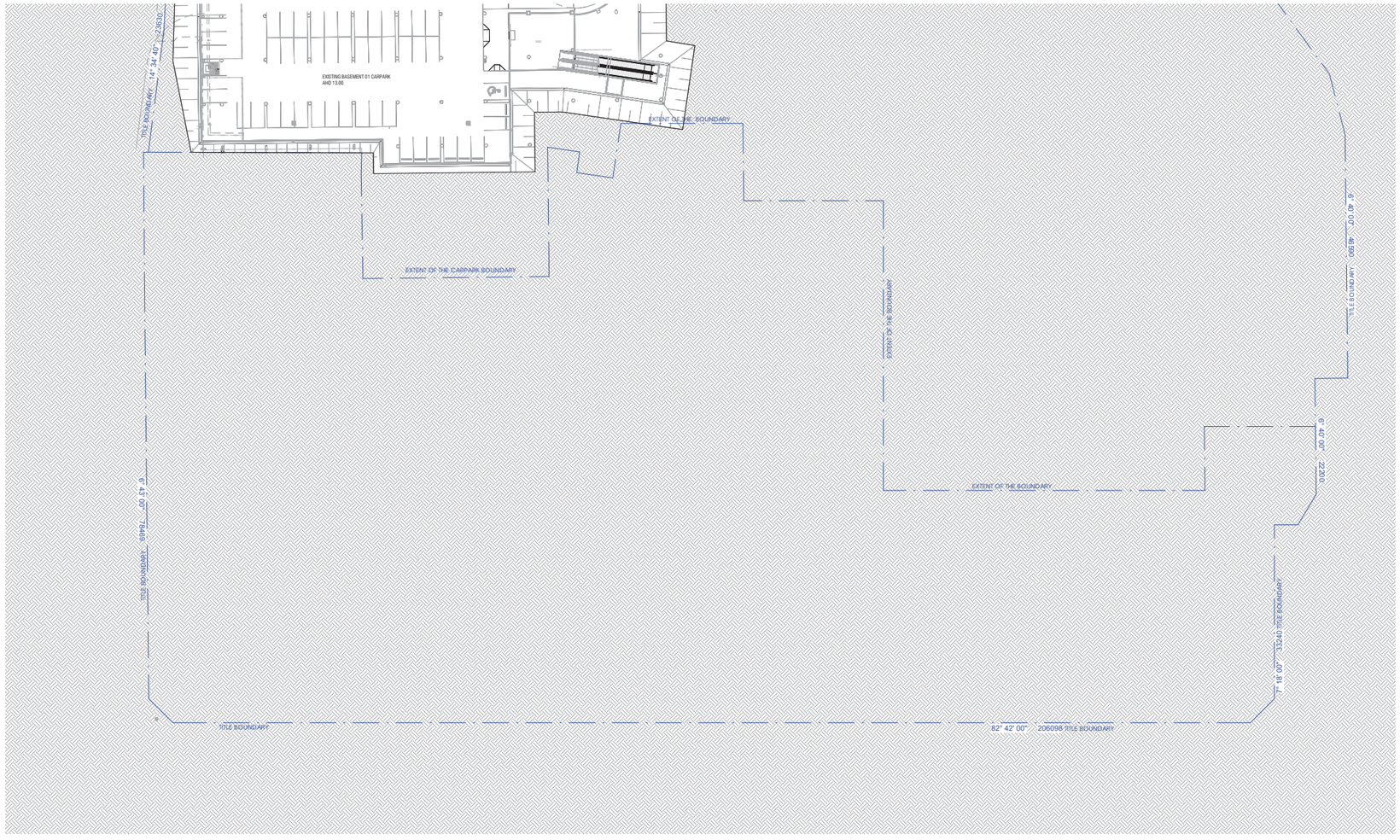
EXISTING BASEMENT 01 CARPARK
AND 13.00
EXTENT OF SITE BOUNDARY
EXTENT OF THE CARPARK BOUNDARY
EXTENT OF THE BOUNDARY
TITLE BOUNDARY
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206098 TITLE BOUNDARY
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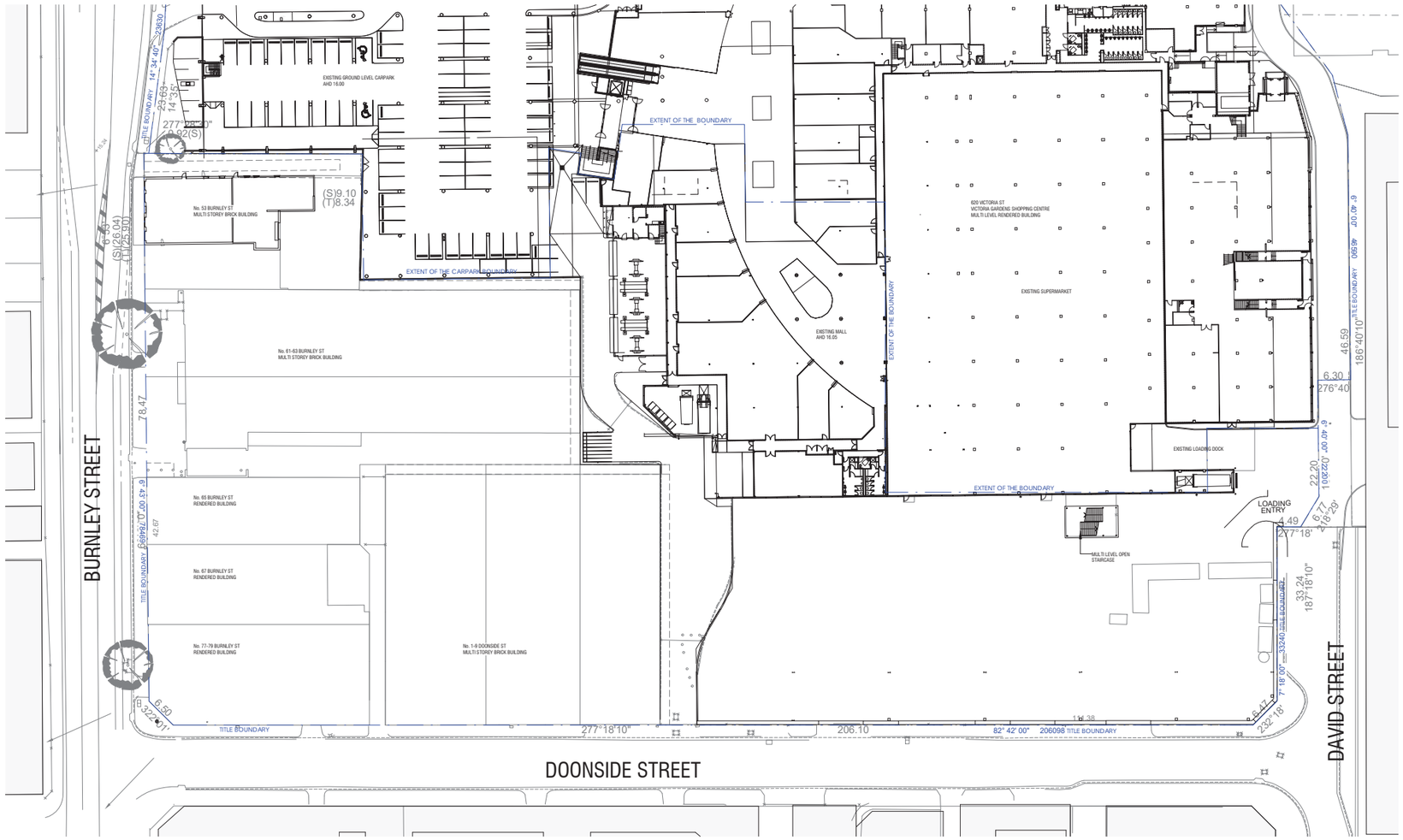

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Drawing Title
EXISTING PLAN - GROUND FLOOR

Document Control Status:
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A1 DRAWING SHEET	**Drawn:** AS/SK
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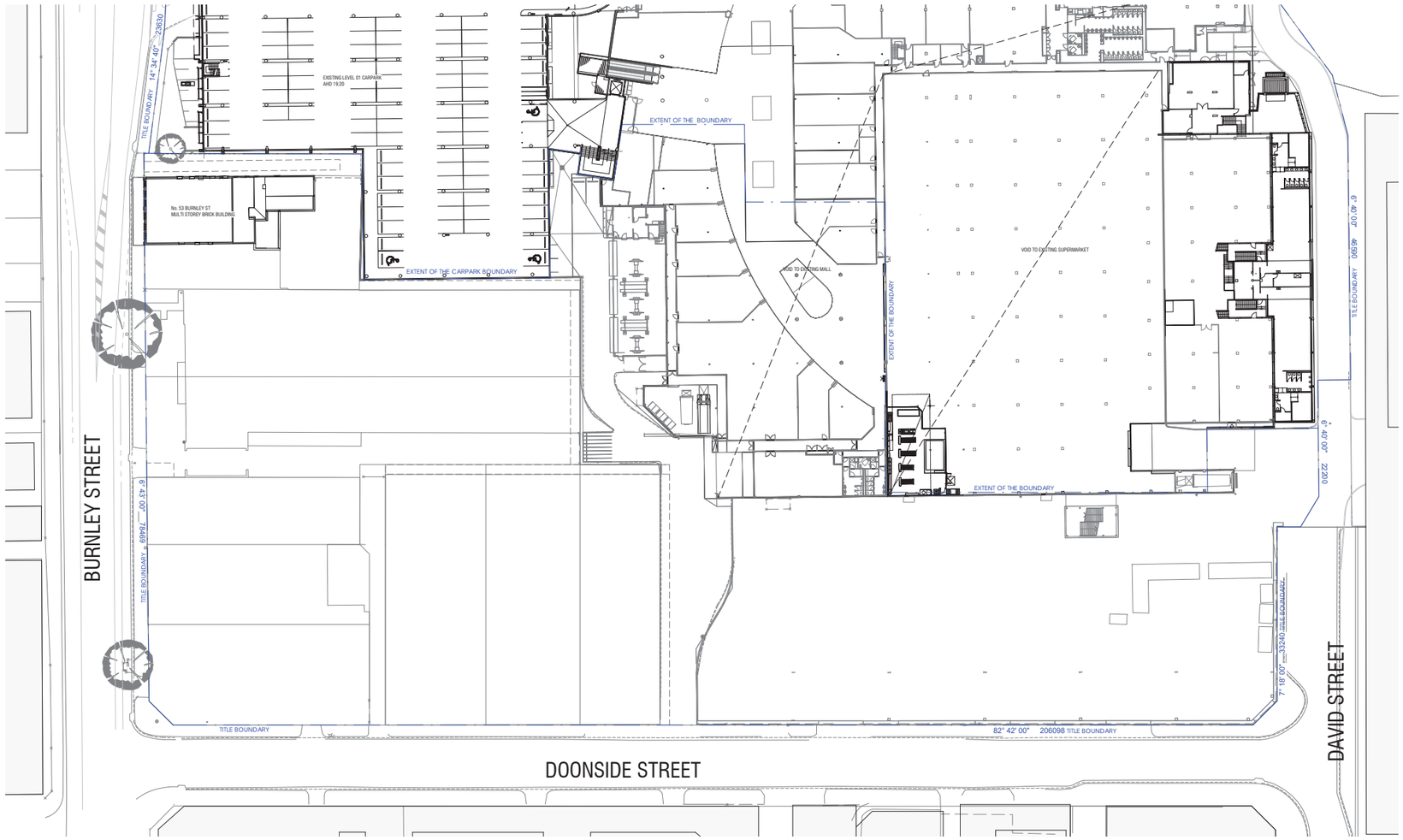

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Project No.
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Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
EXISTING PLAN - LEVEL 01

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
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Project Architect: SK	**Date:** 28/03/22
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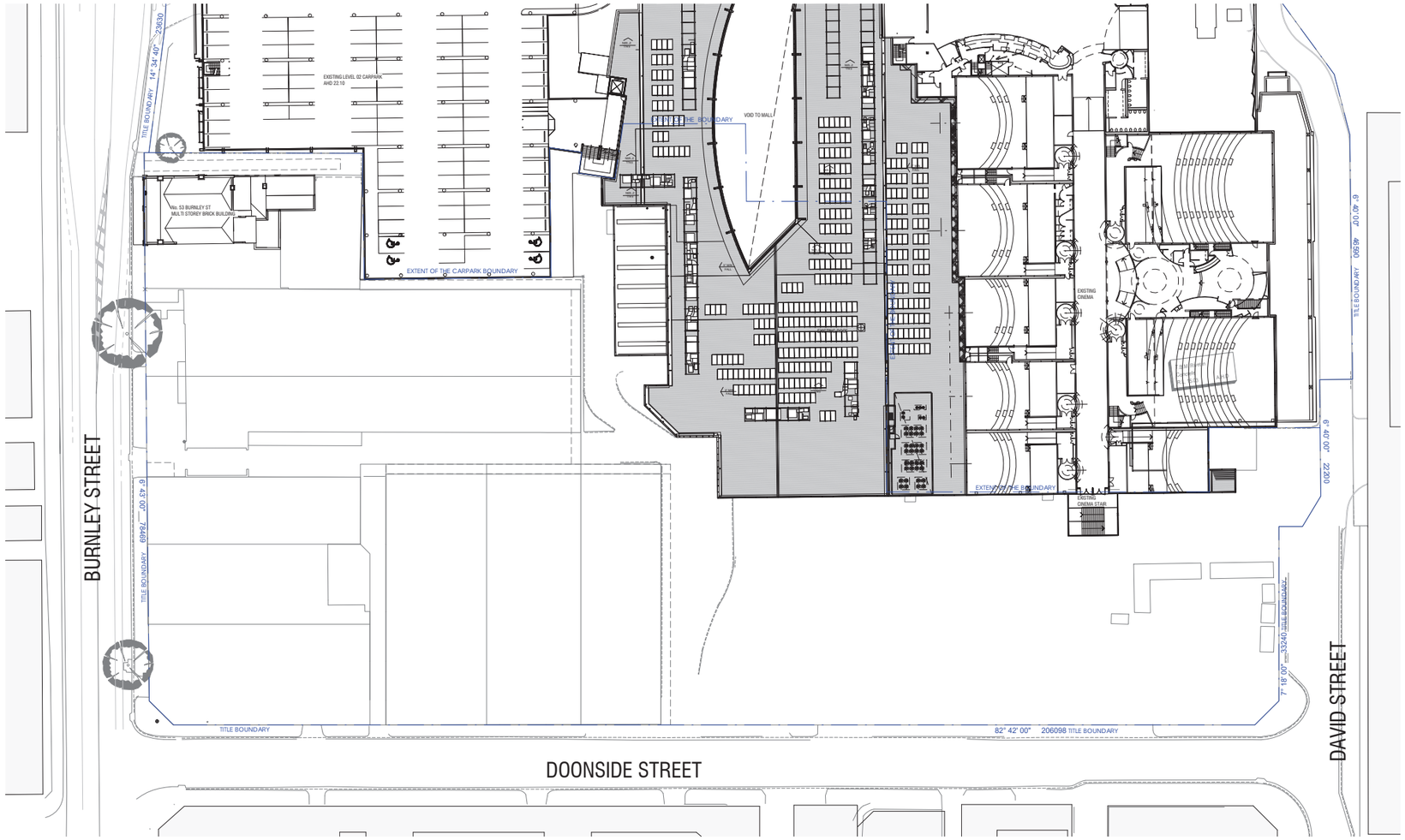

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Project
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Drawing Title
EXISTING PLAN - LEVEL 02

Document Control Status:
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A1 DRAWING SHEET	**Drawn:** AS/SK
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Project Architect: SK	**Date:** 28/03/22
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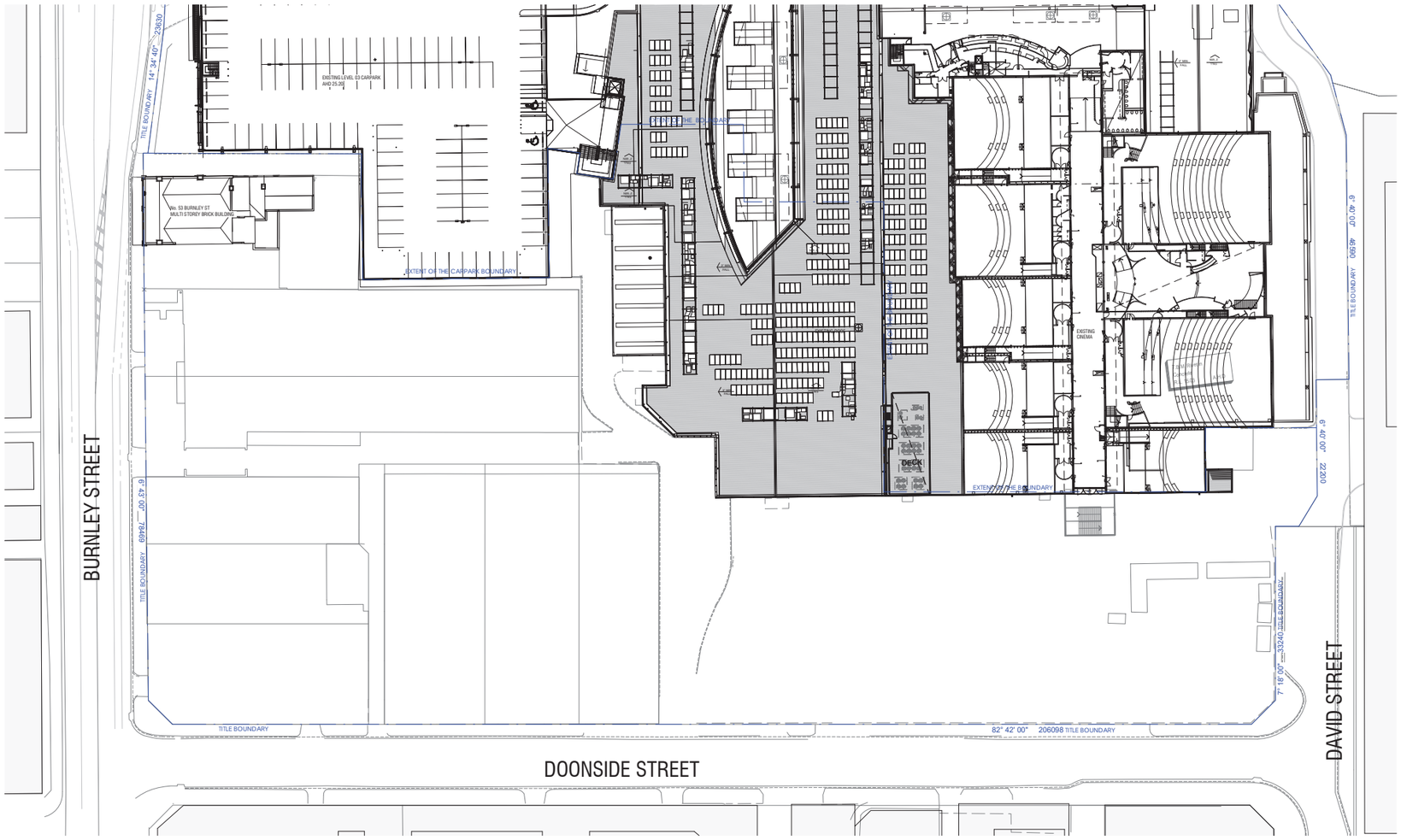

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Project
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Drawing Title
EXISTING PLAN - LEVEL 03

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** SK
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Project Architect: SK	**Date:** 28/03/22
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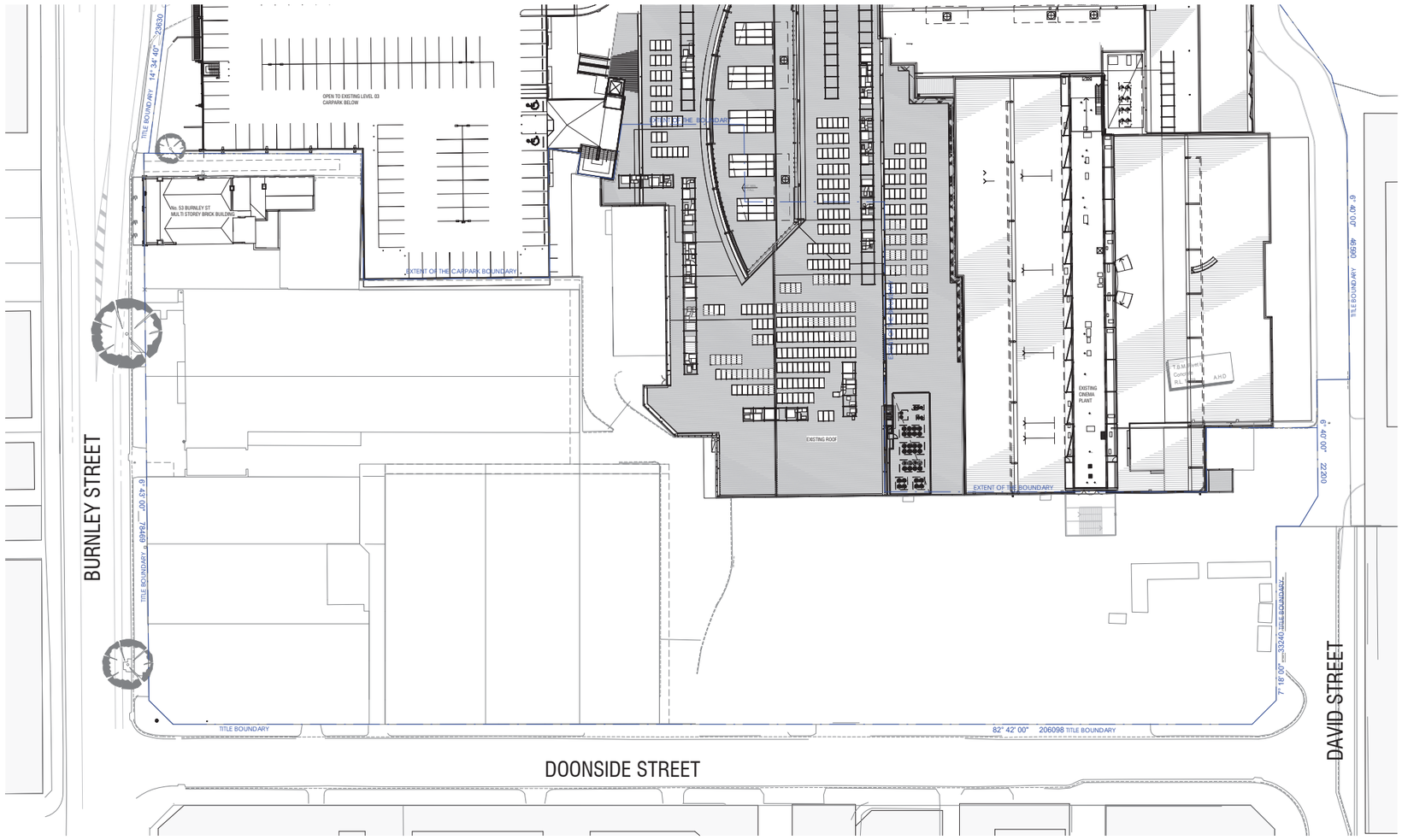

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Project
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Drawing Title
EXISTING PLAN - ROOF

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
Co-ordinated: SK	**Scale:** 1 : 500 @ A1
Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
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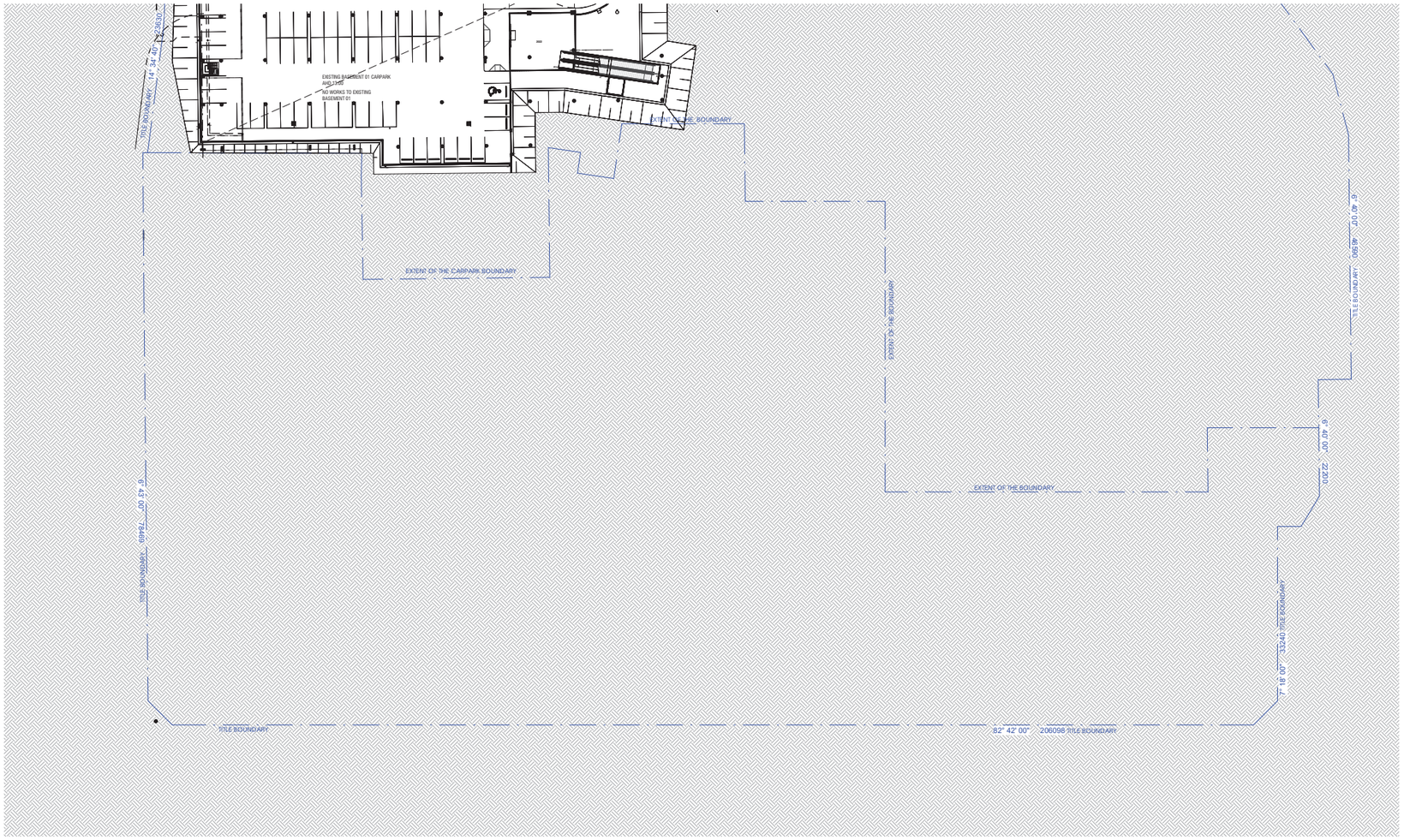

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Project
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1-9 Doonside St, Richmond VIC 3121

Drawing Title
DEMOLITION PLAN - EXISTING BASEMENT 01

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
Co-ordinated: AS/SK	**Scale:** 1 : 500 @ A1
Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
Drawing Number: TP-15-02	**North:**

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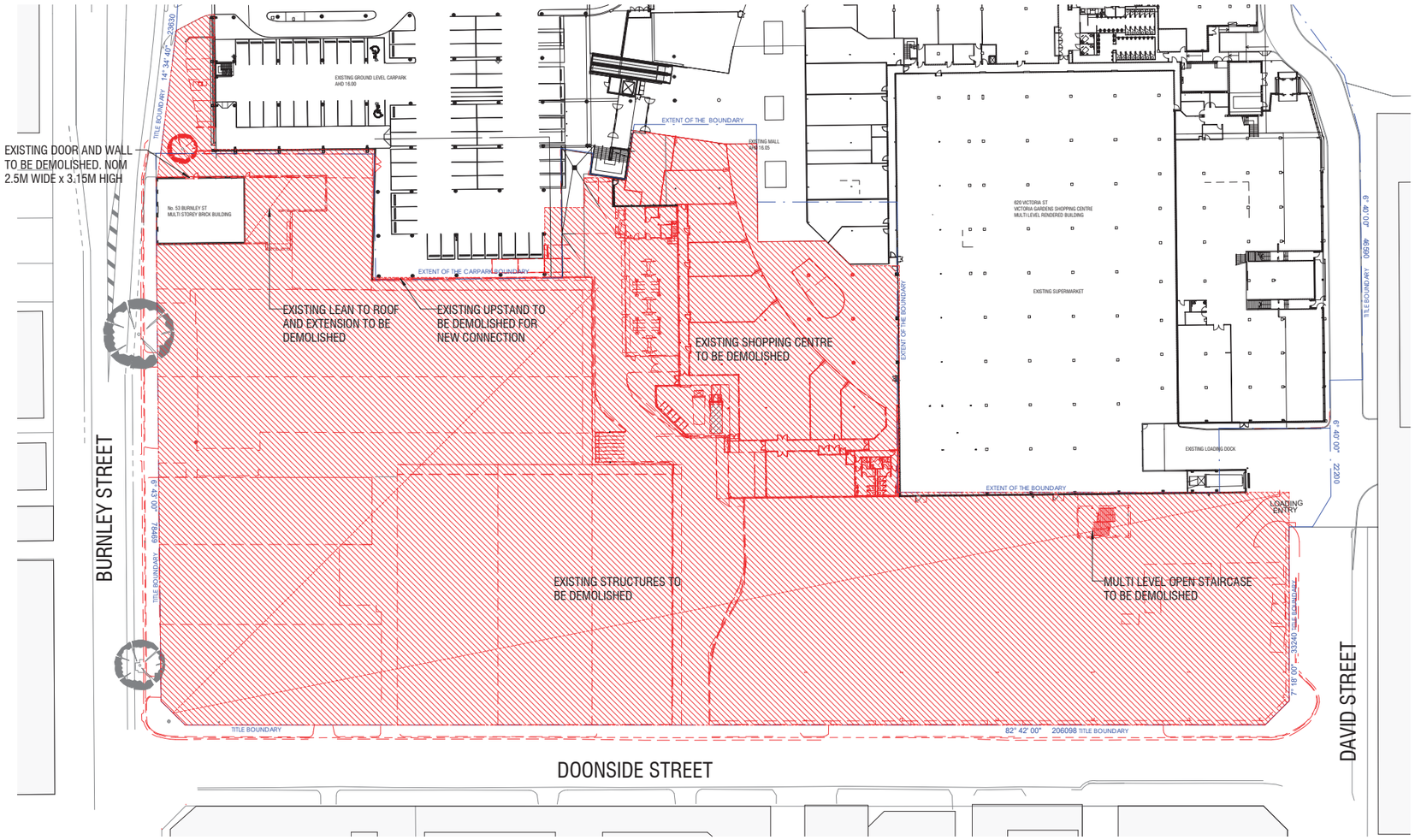

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Project No.
3190102.00 / A190043

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Drawing Title
DEMOLITION PLAN - EXISTING GROUND FLOOR

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
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Project Architect: SK	**Date:** 28/03/22
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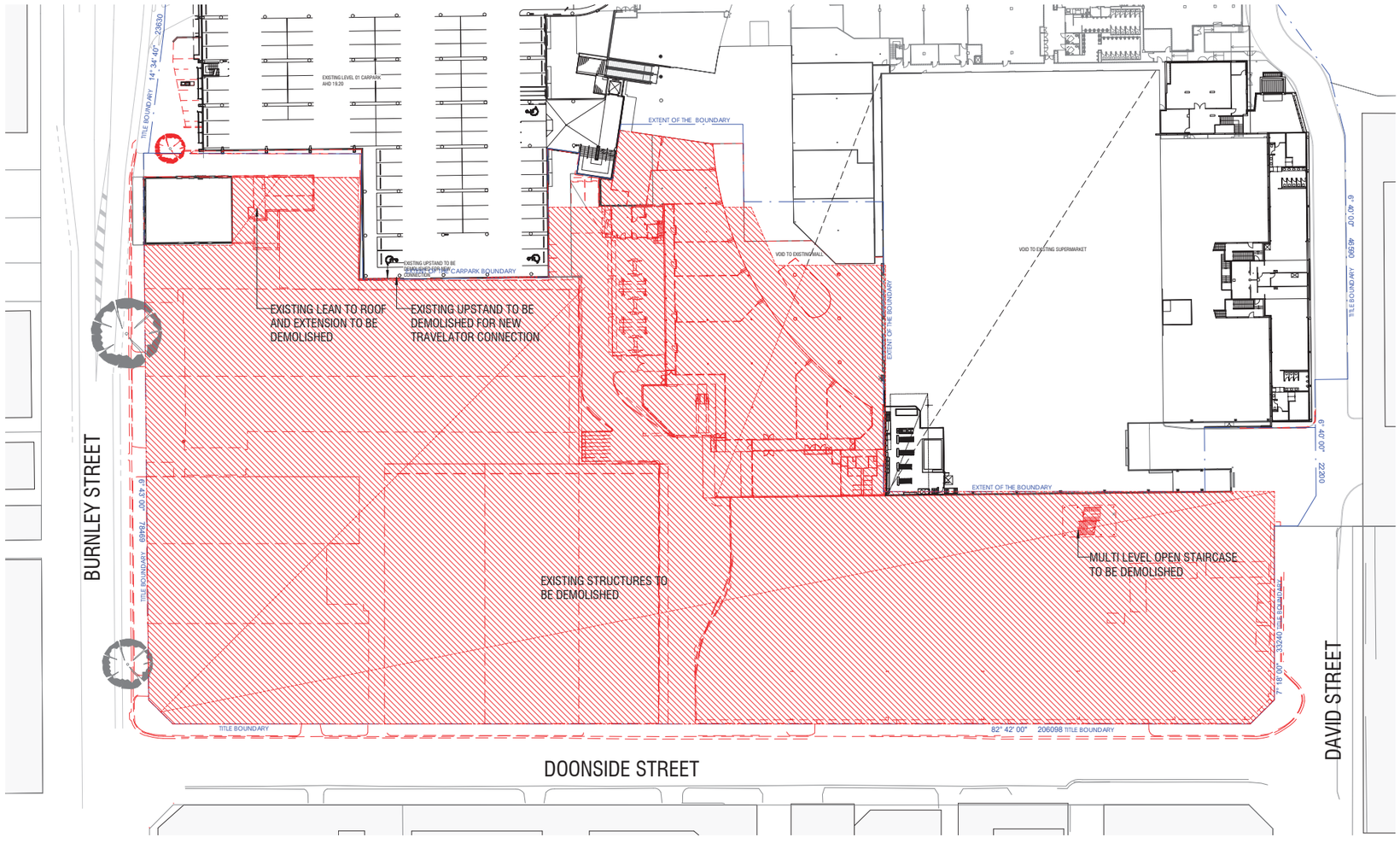

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Project No.
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Drawing Title
DEMOLITION PLAN - EXISTING LEVEL 01

Document Control Status:
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A1 DRAWING SHEET	**Drawn:** AS/SK
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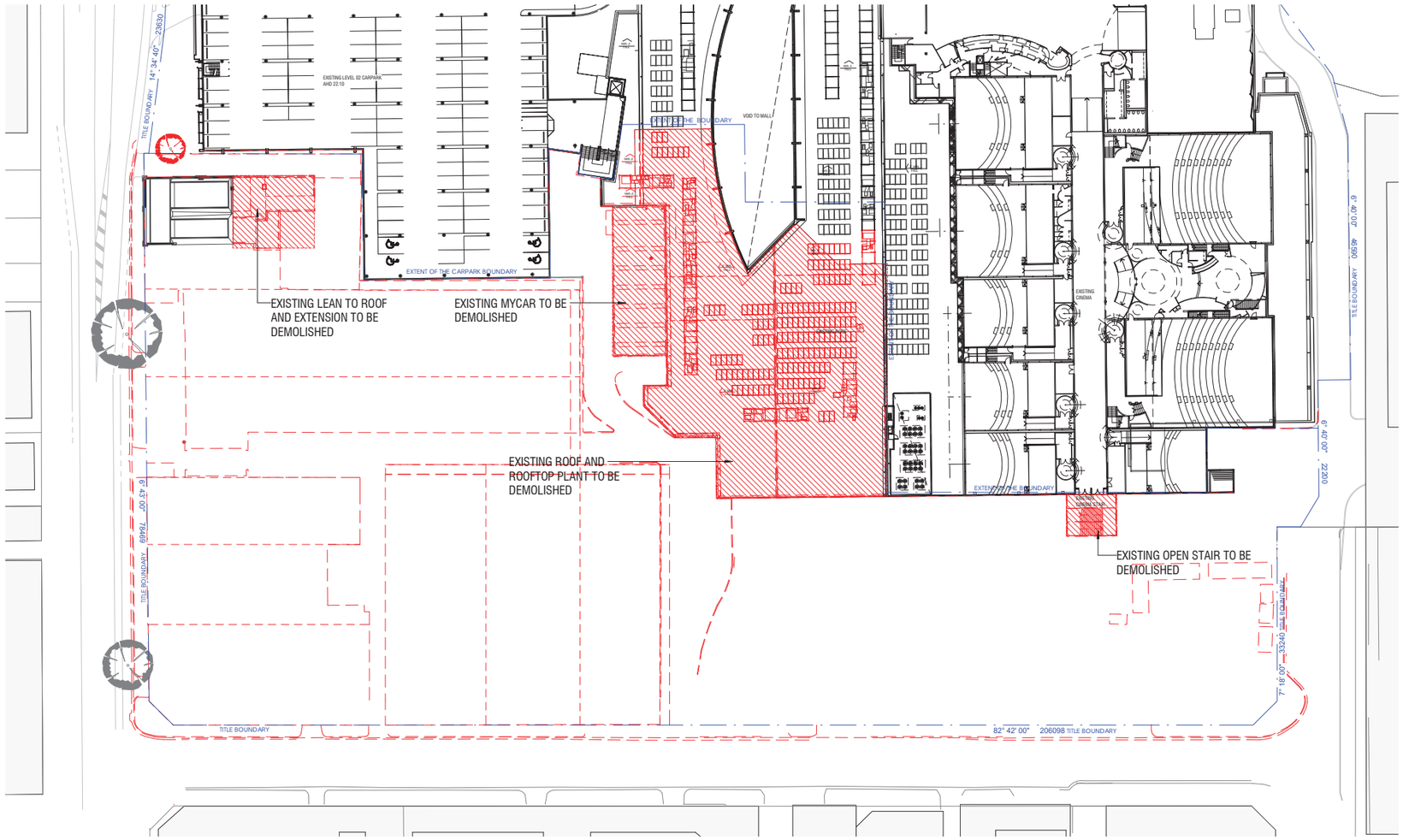

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Project
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Drawing Title
DEMOLITION PLAN - EXISTING LEVEL 02

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
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Project Architect: SK	**Date:** 28/03/22
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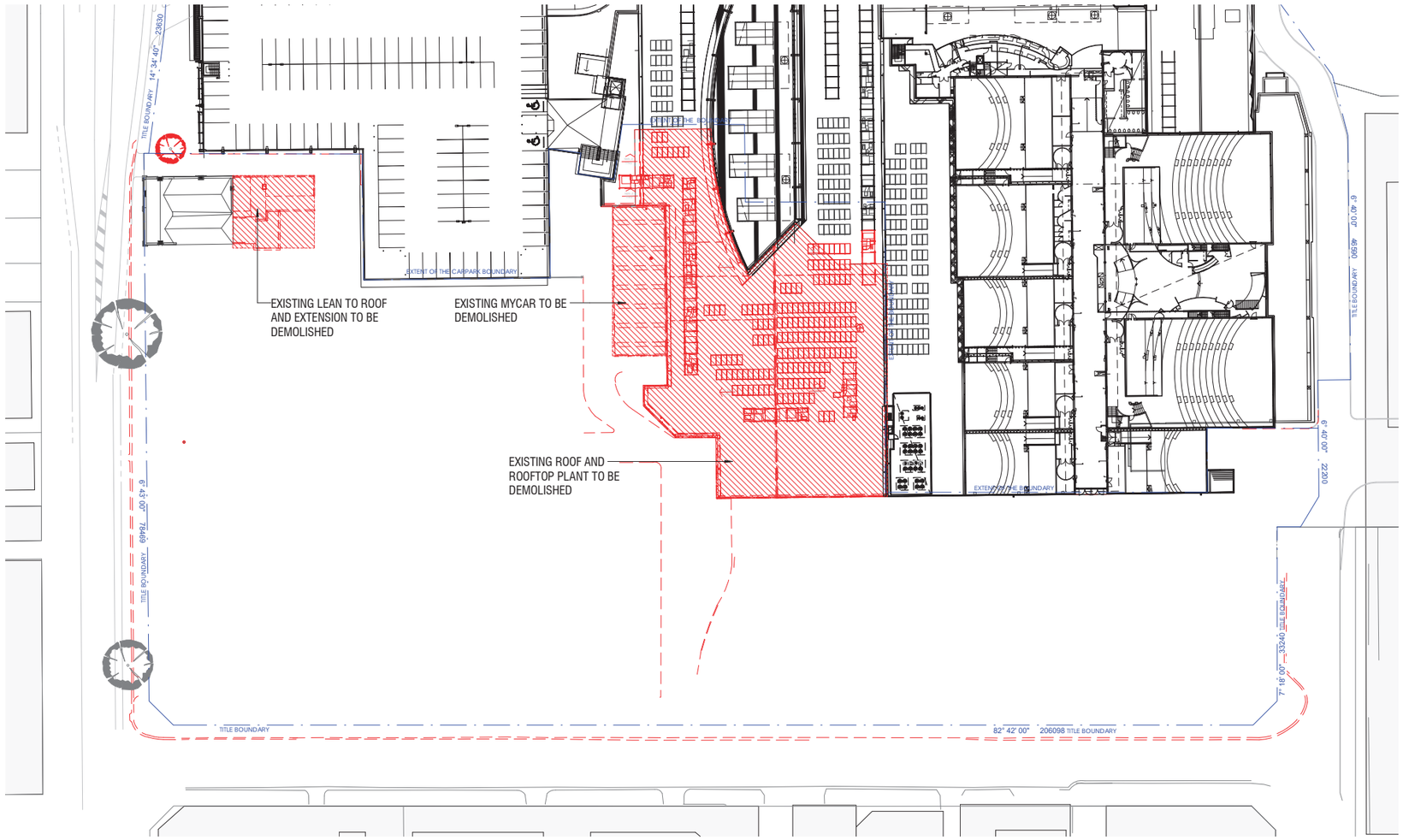

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Project
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Drawing Title
DEMOLITION PLAN - EXISTING LEVEL 03

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
Co-ordinated: AS/SK	**Scale:** 1 : 500 @ A1
Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
Drawing Number: TP-15-06	**North:**

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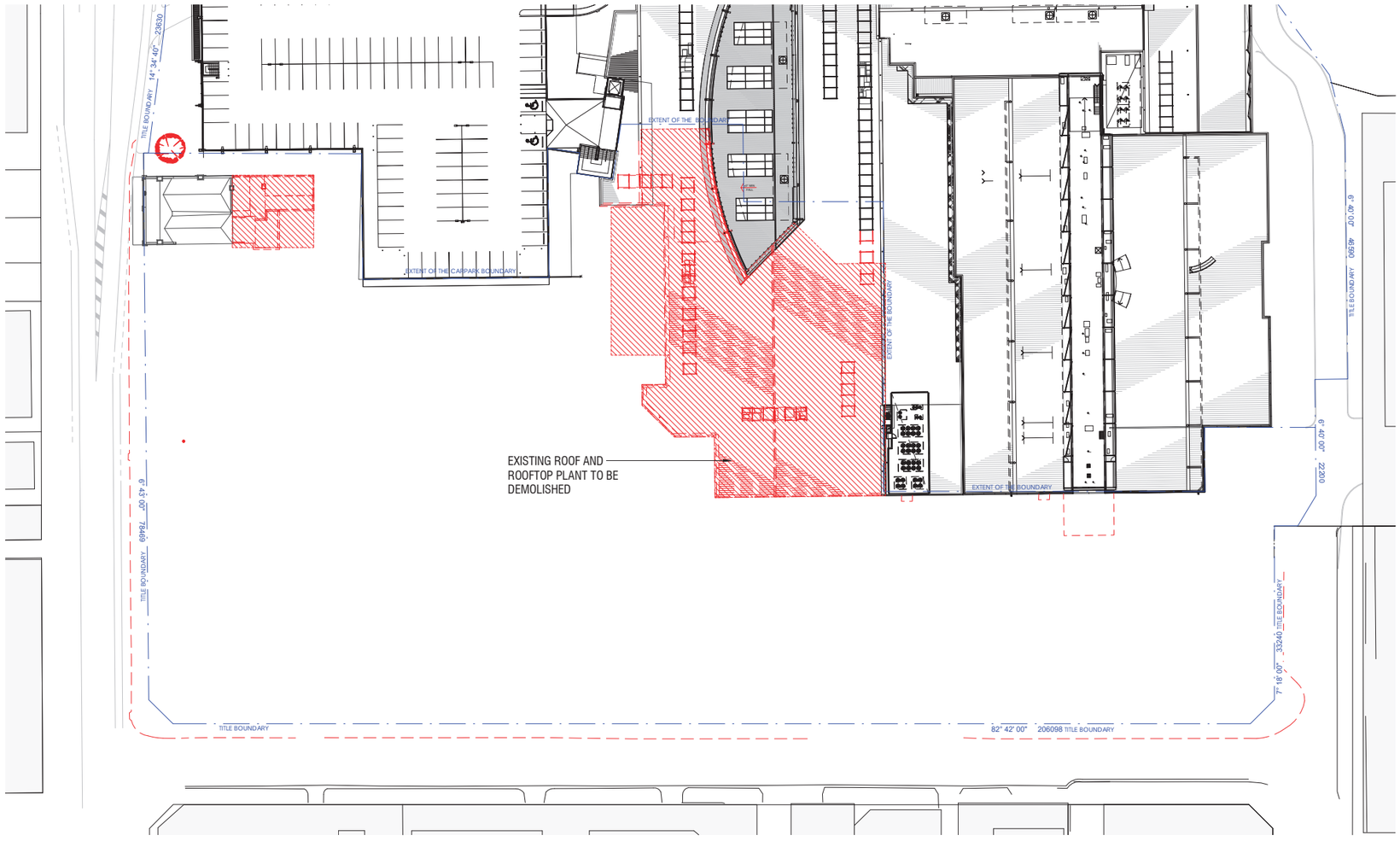

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Project No.
3190102.00 / A190043

Project
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Drawing Title
DEMOLITION PLAN - EXISTING ROOF

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
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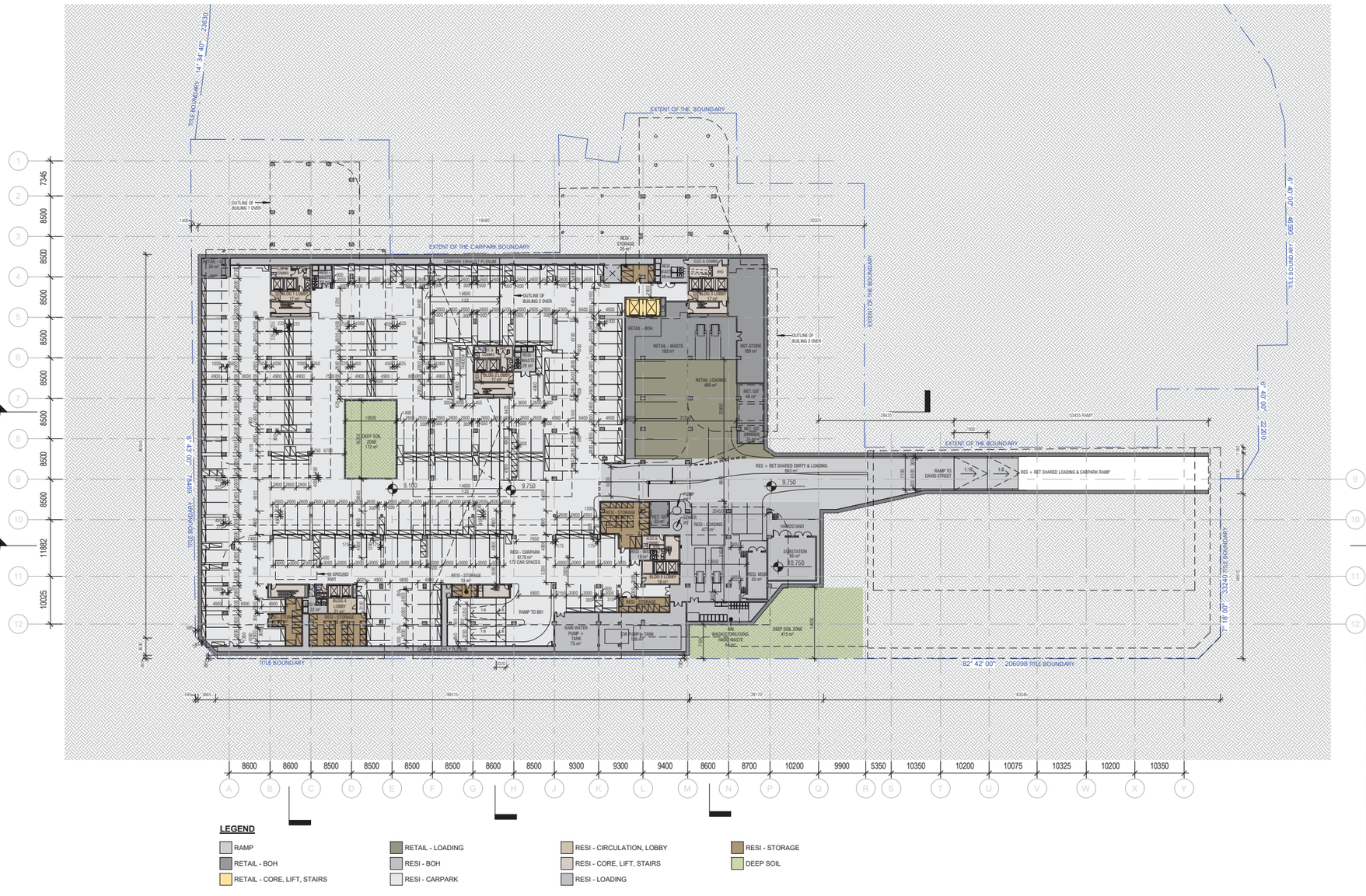

B02 - STOREROOMS		
USES	AREA	VOLUME
RESI - STORAGE	273 m²	401.58 m³
	273 m²	401.58 m³

RESIDENTIAL EXTERNAL STORAGE SCHEDULE - B02			
TYPE MARK	TYPE	QTY	VOLUME
ST01	ST01_ABOVE BONNET - 2.2m² - 2.6x0.9	122	268.40 m³
ST02	ST02_ABOVE BONNET - 2.4m² - 3.0x0.8	26	62.40 m³
ST03	ST03_BACK OF PARK - 3.0m² - 1.8x0.8	2	6.00 m³
ST04	ST04_BACK OF PARK - 4.0m² - 2.6x0.8	23	92.00 m³
ST05	ST05_BACK OF PARK - 5.0m² - 3.0x0.8	3	15.00 m³
STC01	STC01_STORAGE CAGE - 3.0m² - 1.2x1.2	54	162.00 m³
STC02	STC02_STORAGE CAGE - 4.0m² - 1.2x1.6	41	164.00 m³
STC03	STC03_STORAGE CAGE - 5.0m² - 1.2x2.0	33	165.00 m³
STC04	STC04_STORAGE CAGE - 6.0m² - 2.4x1.2	13	78.00 m³
TOTAL		317	1012.80 m³

RESIDENTIAL - PARKING SCHEDULE - B02	
TYPE	COUNT
Off Street_4900x2600 RESI_MIN 6.4 Aisle	141
Off Street_4900x3000 RESI_MIN 5.2 Aisle	29
Off Street_6700x2300 RESI_Parallel_Planning 52.06_3.6m Aisle	1
Off Street_5400x2600 RESI TANDEM	1
TOTAL NUMBER OF CARSPACES	172

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Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BASEMENT 2 PLAN

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
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Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
Drawing Number: TP-21-01	**North:**

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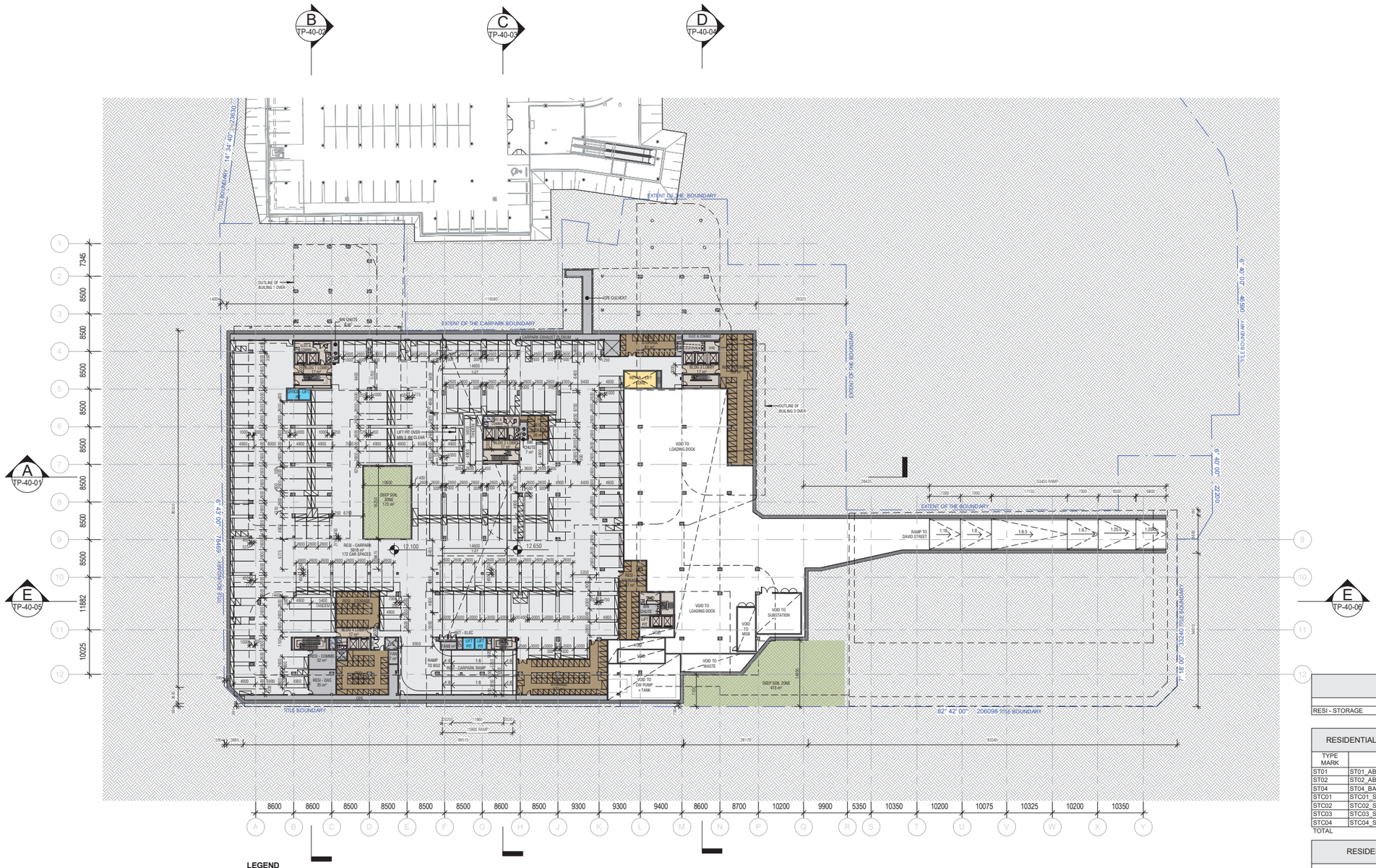

LEGEND

- RETAIL - BOH
- RETAIL - CORE, LIFT, STAIRS
- RESI - BOH
- RESI - CARPARK
- RESI - CIRCULATION, LOBBY
- RESI - CORE, LIFT, STAIRS
- RESI - STORAGE
- OFFICE - CORE, LIFT, STAIRS
- DEEP SOIL

B01 - STOREROOMS		
USES	AREA	VOLUME
RESI - STORAGE	726 m²	1067.28 m³
	726 m²	1067.28 m³

RESIDENTIAL EXTERNAL STORAGE SCHEDULE - B01			
TYPE MARK	TYPE	QTY	VOLUME
ST01	ST01_ABOVE BONNET - 2.2m² - 2.6x0.9	131	288.20 m³
ST02	ST02_ABOVE BONNET - 2.4m² - 3.0x0.8	18	43.20 m³
ST04	ST04_BACK OF PARK - 4.0m² - 2.6x0.8	24	96.00 m³
STC01	STC01_STORAGE CAGE - 3.0m² - 1.2x1.2	120	360.00 m³
STC02	STC02_STORAGE CAGE - 4.0m² - 1.2x1.6	90	360.00 m³
STC03	STC03_STORAGE CAGE - 5.0m² - 1.2x2.0	68	340.00 m³
STC04	STC04_STORAGE CAGE - 6.0m² - 2.4x1.2	11	66.00 m³
TOTAL		462	1553.40 m³

RESIDENTIAL - PARKING SCHEDULE - B01	
Type	COUNT
Off Street_6700x2300 RESI_Parallel_Planning 52.06_3.6m Aisle	1
Off Street_4900x2600 RESI_MIN 6.4 Aisle	149
Off Street_4900x3000 RESI_MIN 5.2 Aisle	18
Off Street_5400x2600 RESI TANDEM	4
TOTAL	172

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BASEMENT 1 PLAN

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** AS/SK
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Project Director: PS/NB	**Revision:** 2
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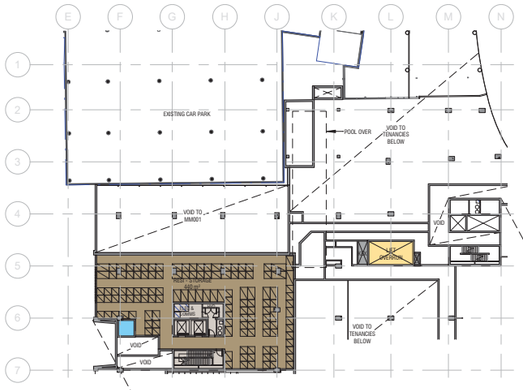
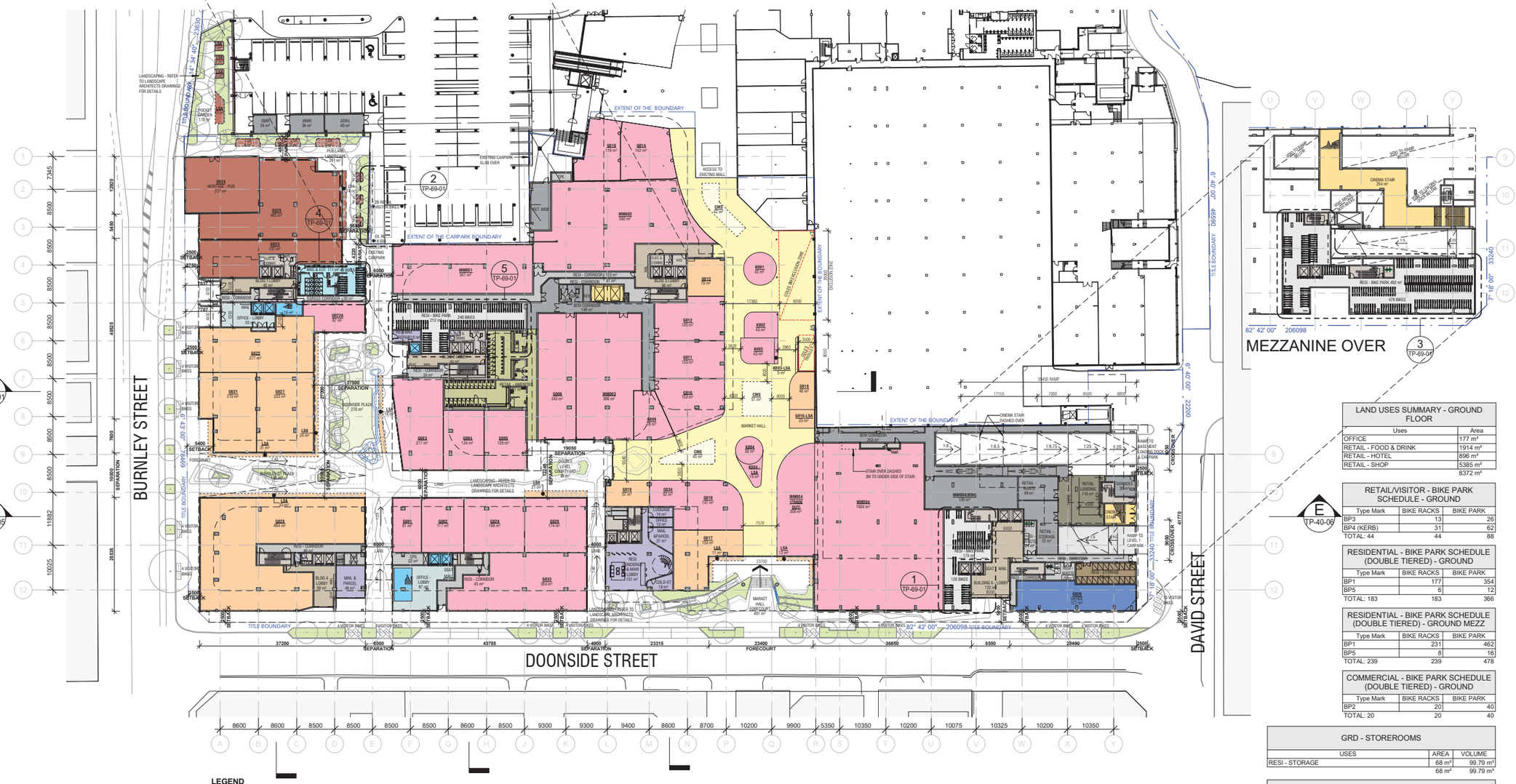


MEZZANINE OVER

GRD MEZZ - STOREROOMS		
USES	AREA	VOLUME
RESI - STORAGE	440 m²	646.67 m³
	440 m²	646.67 m³

RESIDENTIAL EXTERNAL STORAGE SCHEDULE - GROUND MEZZANINE			
TYPE MARK	TYPE	QTY	VOLUME
STC01	STC01_STORAGE CAGE - 3.0m² - 1.2x1.2	100	300.00 m³
STC02	STC02_STORAGE CAGE - 4.0m² - 1.2x1.6	15	60.00 m³
STC03	STC03_STORAGE CAGE - 5.0m² - 1.2x2.0	13	65.00 m³
STC04	STC04_STORAGE CAGE - 6.0m² - 2.4x1.2	4	24.00 m³
TOTAL		132	449.00 m³


B TP-40-02
C TP-40-03
D TP-40-04
A TP-40-01
E TP-40-05
E TP-40-06
BURNLEY STREET
DOONSIDE STREET
DAVID STREET
TITLE BOUNDARY
EXTENT OF THE BOUNDARY
EXTENT OF THE CARPARK BOUNDARY
LANDSCAPING - REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR DETAILS
POCKET GARDEN 178 m²
PUBLIC/RL LANDSCAPE 261 m²
HERITAGE - PUB 277 m²
DOONSIDE PLAZA 270 m²
MARKET HALL
MARKET HALL FORECOURT 491 m²
EXISTING CARPARK SLAB OVER
ACCESS TO EXISTING MALL
RESI - BIKE PARK 240 BIKES
RESI - BIKE PARK 478 BIKES
RESI - CORRIDOR 103 m²
RESI - CORRIDOR 142 m²
RESI - CORRIDOR 45 m²
RESI - CORRIDOR 60 m²
RESI - CORRIDOR 100 m²
RESI - CORRIDOR 126 m²
RESI - CORRIDOR 122 m²
RESI - CORRIDOR 122 m²
RESI - CORRIDOR 122

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B
TP-40-02
C
TP-40-03
D
TP-40-04
A
TP-40-01
E
TP-40-05
E
TP-40-06
1
TP-27-20
TILE BOUND ARY 14° 34' 40" 23630
CARPARK SCREEN
EXISTING LEVEL 2 CARPARK NOM 16.22.100
EXTENT OF THE CARPARK BOUNDARY
EXISTING VOID TO MALL BELOW
GYM 271 m²
RESI - POOL (25m x 5m) 125 m²
LANDSCAPE - POOL 330 m²
REFER LANDSCAPE ARCHITECT DRAWINGS FOR DETAILS
POOL AMN. 113 m²
YOGA / MULTI-PURPOSE 125 m²
RESI - PLANT 76 m²
KIDS PLAY 87 m²
CINEMA 77 m²
MUSIC 47 m²
WINE BAR / LOUNGE / MUTU 116 m²
COLONNADE 378 m²
LANDSCAPE - COLONNADE 567 m²
REFER LANDSCAPE ARCHITECT DRAWINGS FOR DETAILS
BUILDING 3 OVER
LEVEL 1 - 3B EXTENT 131 m²
EXISTING PLANT
EXISTING ROOF
EXISTING CINEMA
RESI - RESERVOIRS 30 m²
RESI - CARPARK 1781 m² 56 CAR SPACES
RAMP TO DAVID ST
RAMP TO LVL 1M
CINEMA STAIR ON GF MEZZ BELOW DASHED OVER
RETAIL BULKHEAD BELOW
UNDER TRADE OUT BELOW
VOID TO MEZZANINE MALL ENTRY
BUILDING 1 OVER
BUILDING 2 OVER
BUILDING 3 OVER
BUILDING 4 OVER
BUILDING 5 OVER
1-001 HERITAGE - PUB 206 m²
1-002 152 m²
C01001 OFFICE 267 m²
C01002 OFFICE 298 m²
C01001C OFFICE 533 m²
C01004A OFFICE 541 m²
C01002A OFFICE 383 m²
C01003A OFFICE 474 m²
C01002B OFFICE 400 m²
C01003B OFFICE 229 m²
LOBBY & CIRCULATION 138 m²
BUILDING 2 LOBBY 37 m²
LOBBY 178 m²
LOBBY & CIRCULATION 172 m²
OUTDOOR TERRACE 114 m²
DINING 72 m²
DINING 90 m²
DINING 90 m²
WINE 25 m²
BOH 58 m²
KEK 11 m²
BOH 15 m²
BOH 15 m²
RESI - PLANT 38 m²
EGRESS CORR 7 m²
LOUNGE 37 m²
LOUNGE 37 m²
LOUNGE 37 m²
OFFICE 58 m²
OFFICE 15 m²
OFFICE 15 m²
TERRACE 116 m²
TERRACE 172 m²
TERRACE 15 m²
TERRACE 15 m²
TERRACE 15

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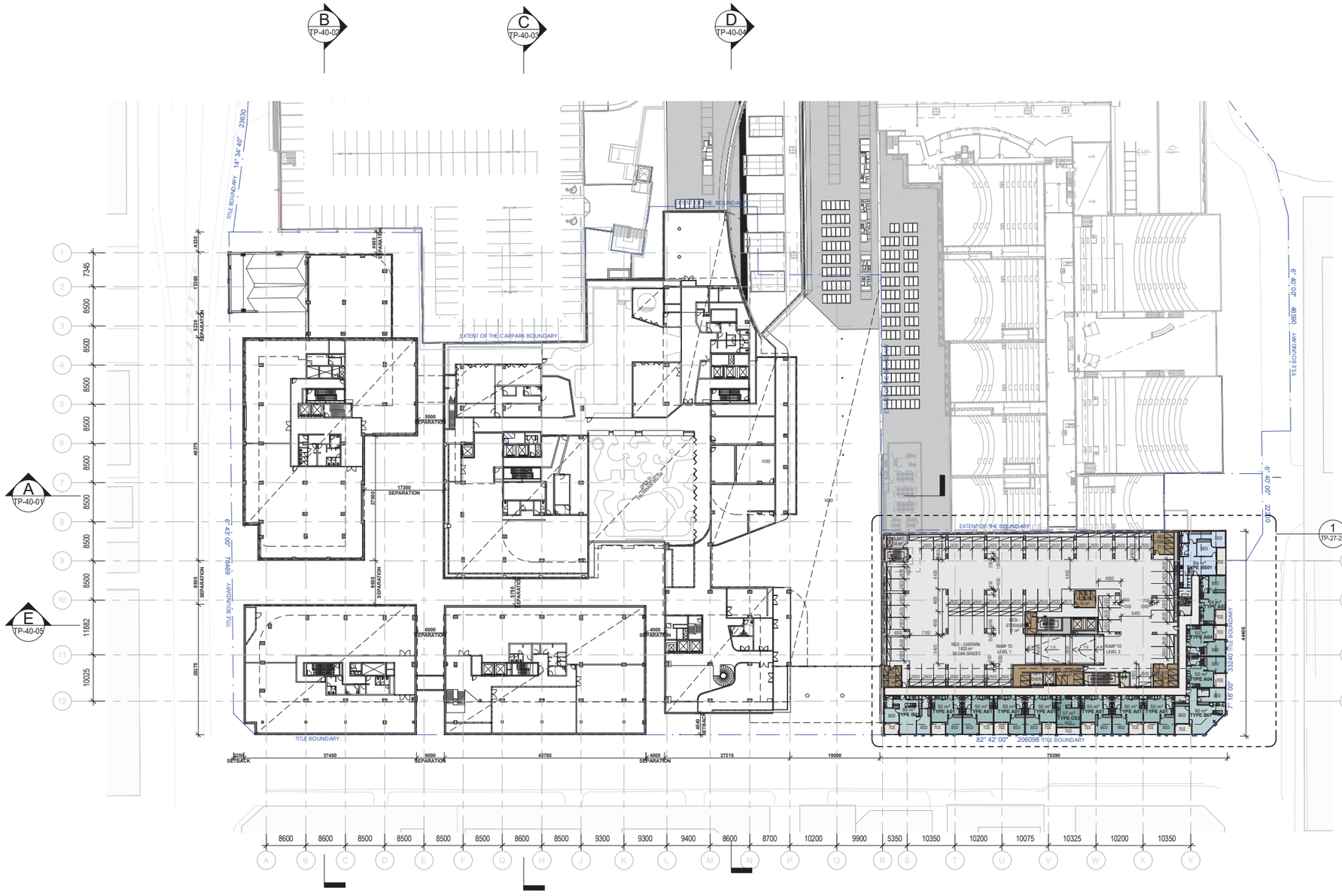

LEGEND

- RETAIL - CARPARK SCREEN
- RESI - BOH
- RESI - CARPARK
- RESI - CORE, LIFT, STAIRS
- RESI - STORAGE

L1M - STOREROOMS		
USES	AREA	VOLUME
RESI - STORAGE	139 m²	203.89 m³
	139 m²	203.89 m³

RESIDENTIAL EXTERNAL STORAGE SCHEDULE - LEVEL 1 MEZZANINE			
TYPE MARK	TYPE	QTY	VOLUME
ST01	ST01_ABOVE BONNET - 2.2m³ - 2.6x0.9	53	116.60 m³
ST04	ST04_BACK OF PARK - 4.0m³ - 2.6x0.8	7	28.00 m³
STC01	STC01_STORAGE CAGE - 3.0m³ - 1.2x1.2	5	15.00 m³
STC03	STC03_STORAGE CAGE - 5.0m³ - 1.2x2.0	23	115.00 m³
TOTAL		88	274.60 m³

RESIDENTIAL - PARKING SCHEDULE - LEVEL 1M	
Type	COUNT
Off Street_4900x2600 RESI_MIN 6.4 Aisle	59
TOTAL	59

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Drawing Title
LEVEL 1 MEZZANINE PLAN

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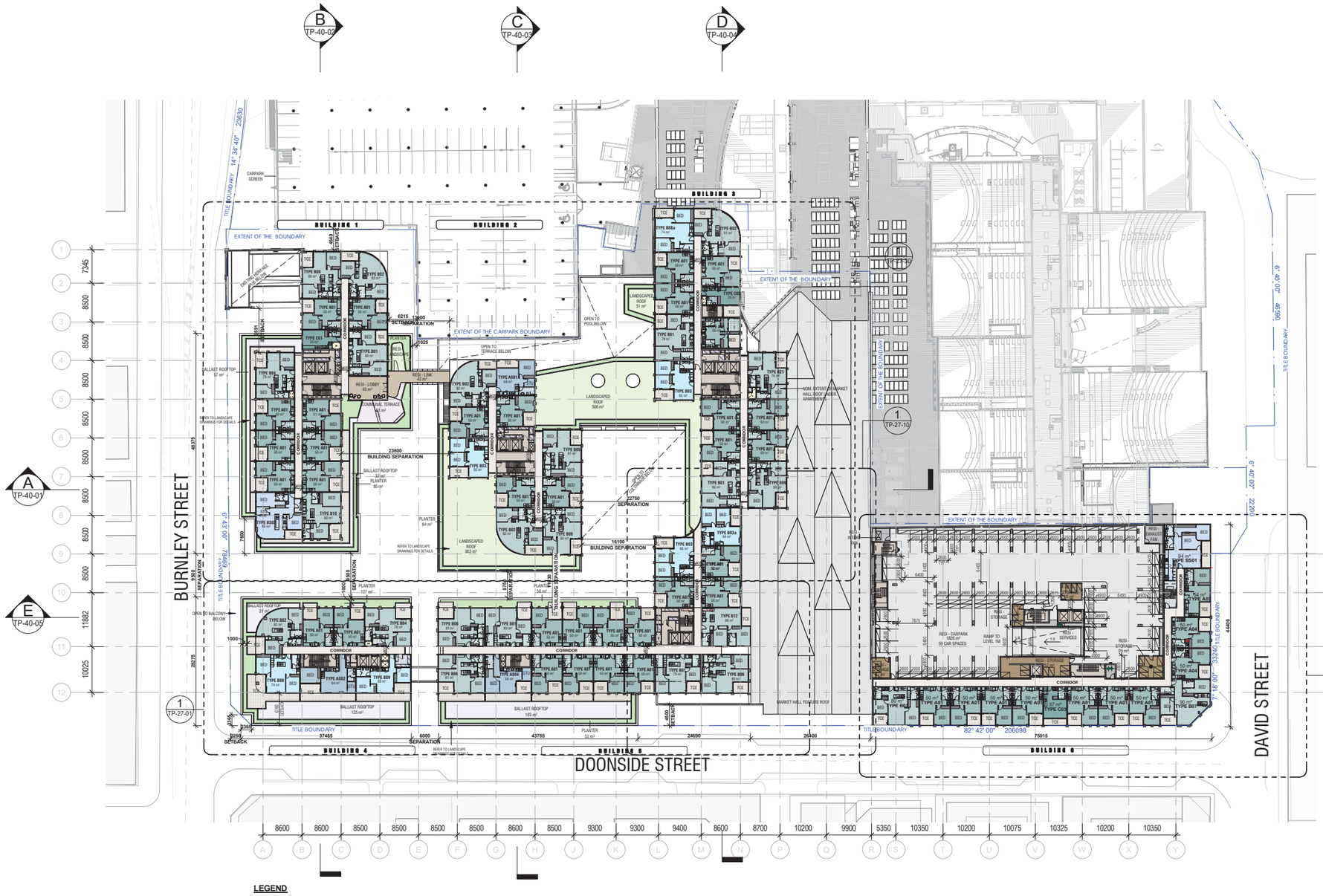

L2 - STOREROOMS		
USES	AREA	VOLUME
RESI - STORAGE	127 m²	186.33 m³
	127 m²	186.33 m³

RESIDENTIAL EXTERNAL STORAGE SCHEDULE - LEVEL 2			
TYPE MARK	TYPE	QTY	VOLUME
ST01	ST01_ABOVE BONNET - 2.2m² - 2.6x0.9	53	116.60 m³
ST04	ST04_BACK OF PARK - 4.0m² - 2.6x0.8	7	28.00 m³
STC01	STC01_STORAGE CAGE - 3.0m² - 1.2x1.2	1	3.00 m³
STC03	STC03_STORAGE CAGE - 5.0m² - 1.2x2.0	21	105.00 m³
TOTAL		82	252.60 m³

RESIDENTIAL - PARKING SCHEDULE - LEVEL 2	
Type	COUNT
Off Street_4900x2600 RESI_MIN 6.4 Aisle	59
TOTAL	59

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Drawing Title
LEVEL 2 PLAN

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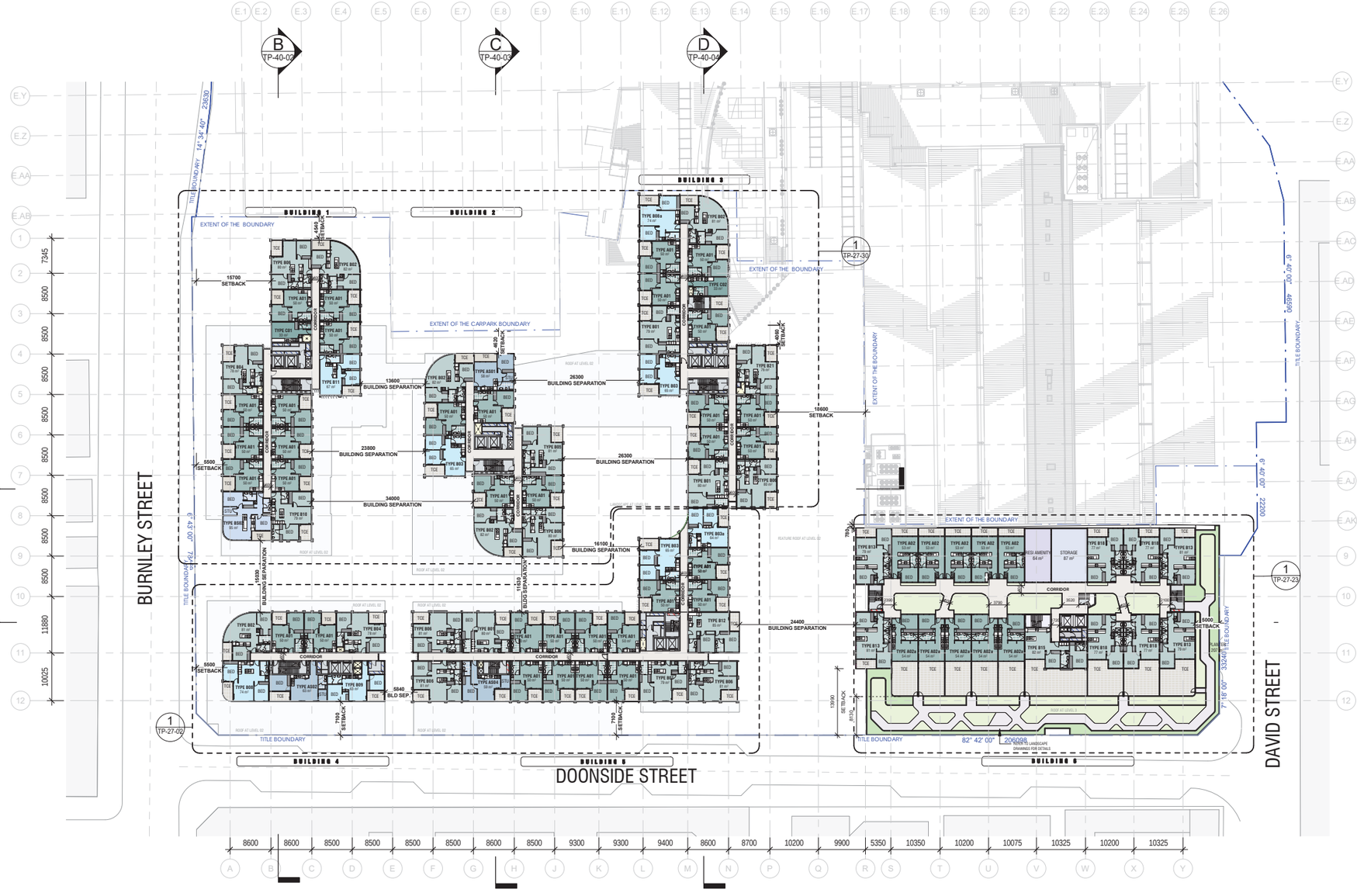

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Drawing Title
LEVEL 3 PLAN

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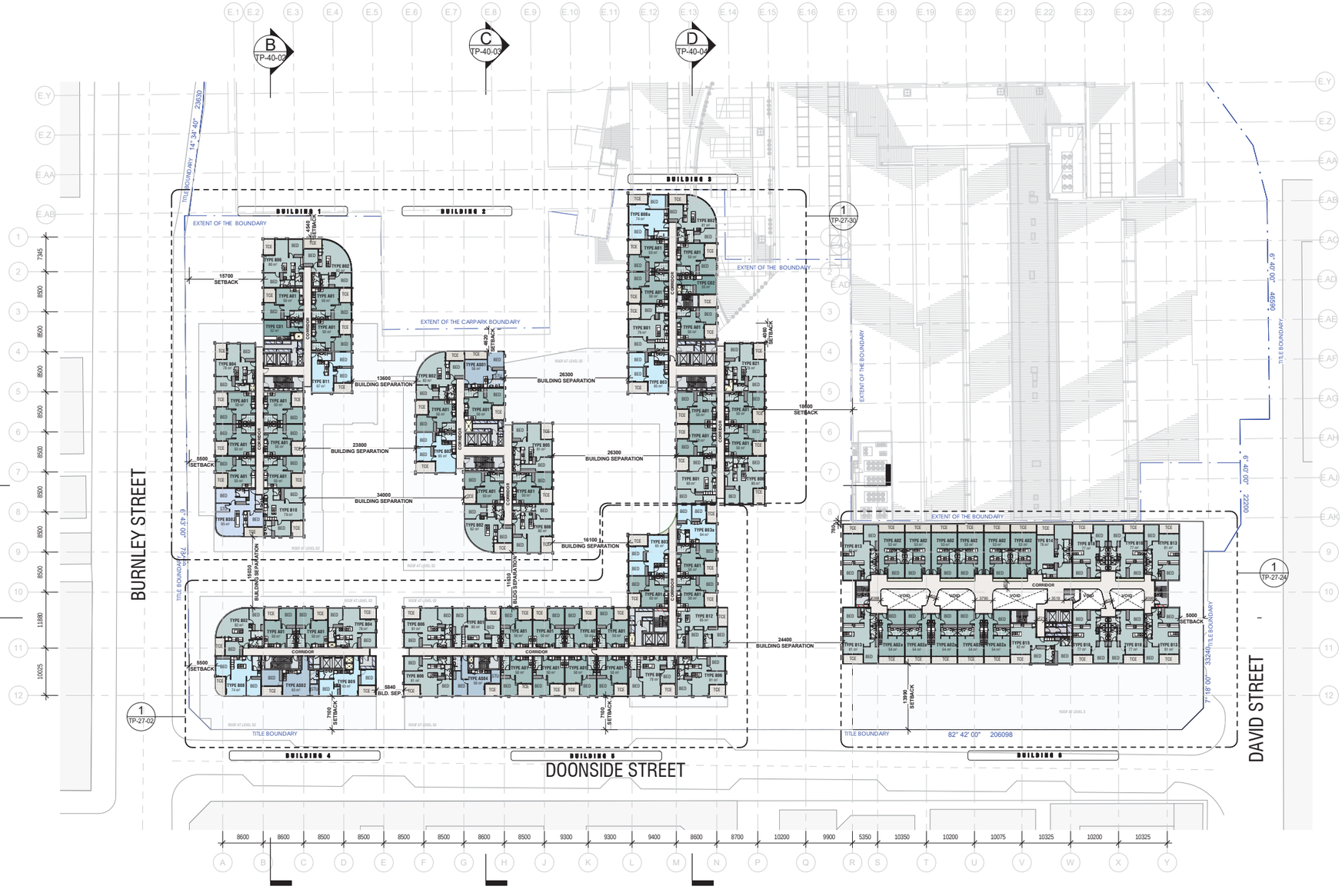

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Drawing Title
LEVEL 4 PLAN

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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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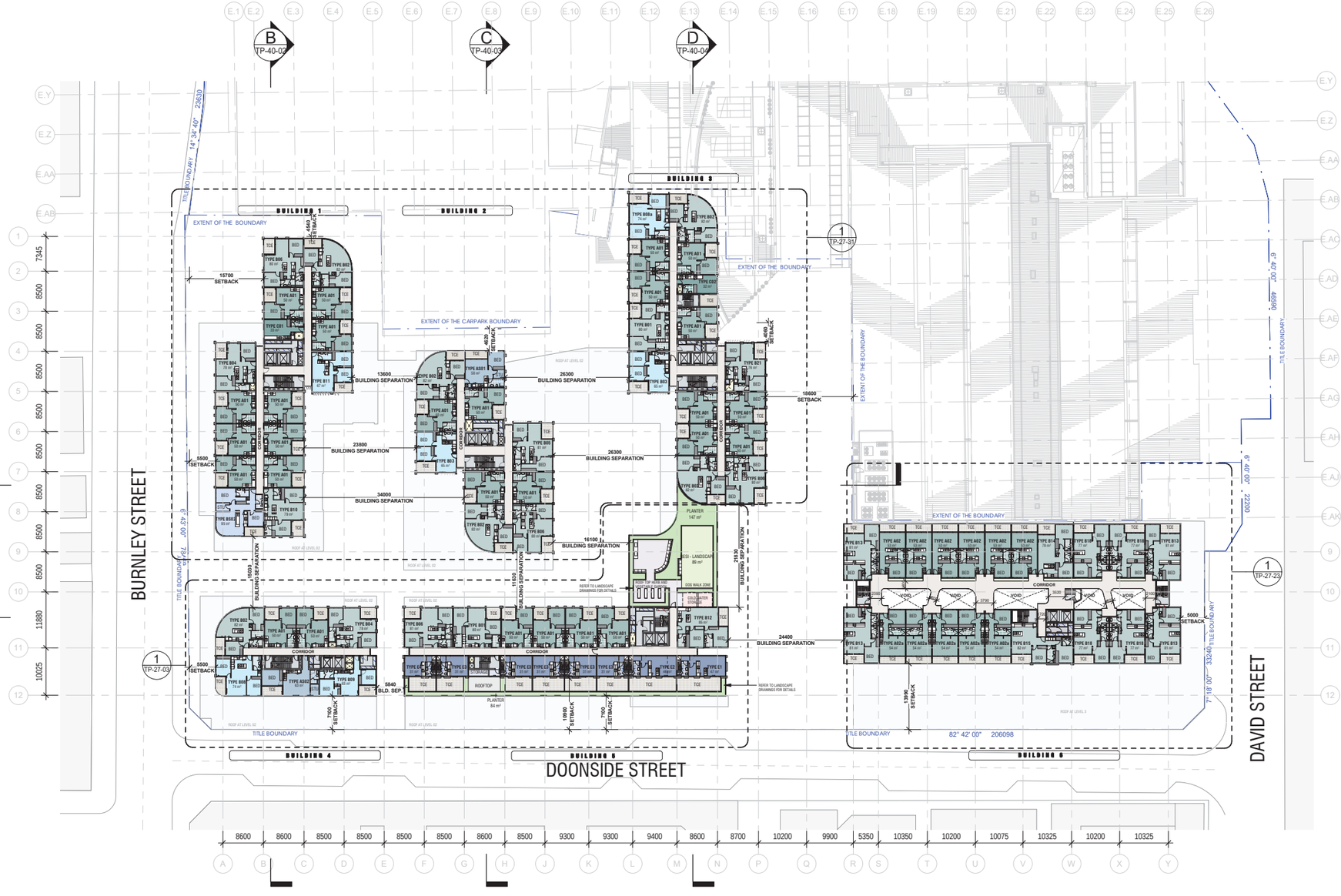

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Drawing Title
LEVEL 5 PLAN

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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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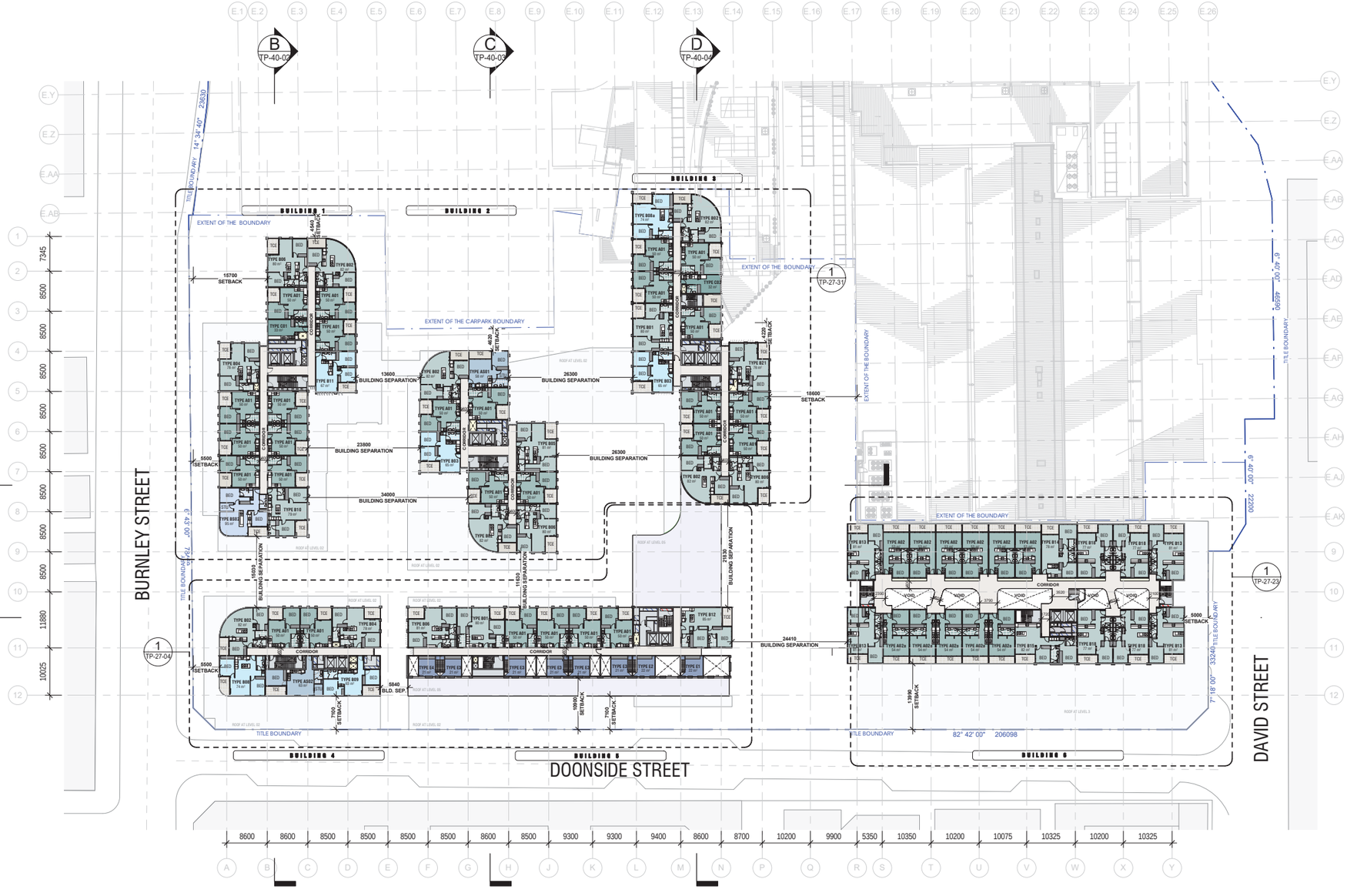

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Drawing Title
LEVEL 6 PLAN

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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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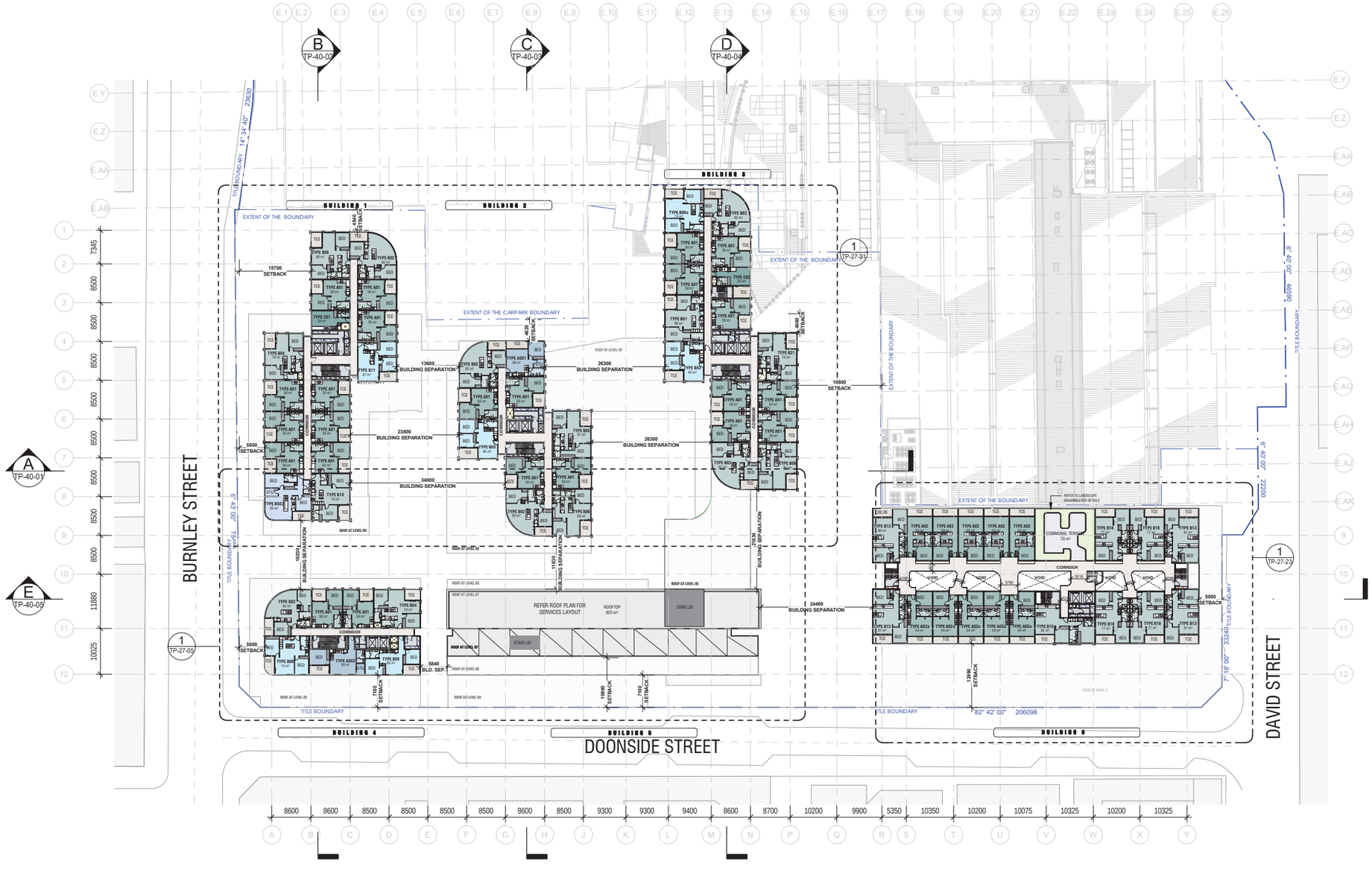

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Project
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Drawing Title
LEVEL 7-8 PLAN

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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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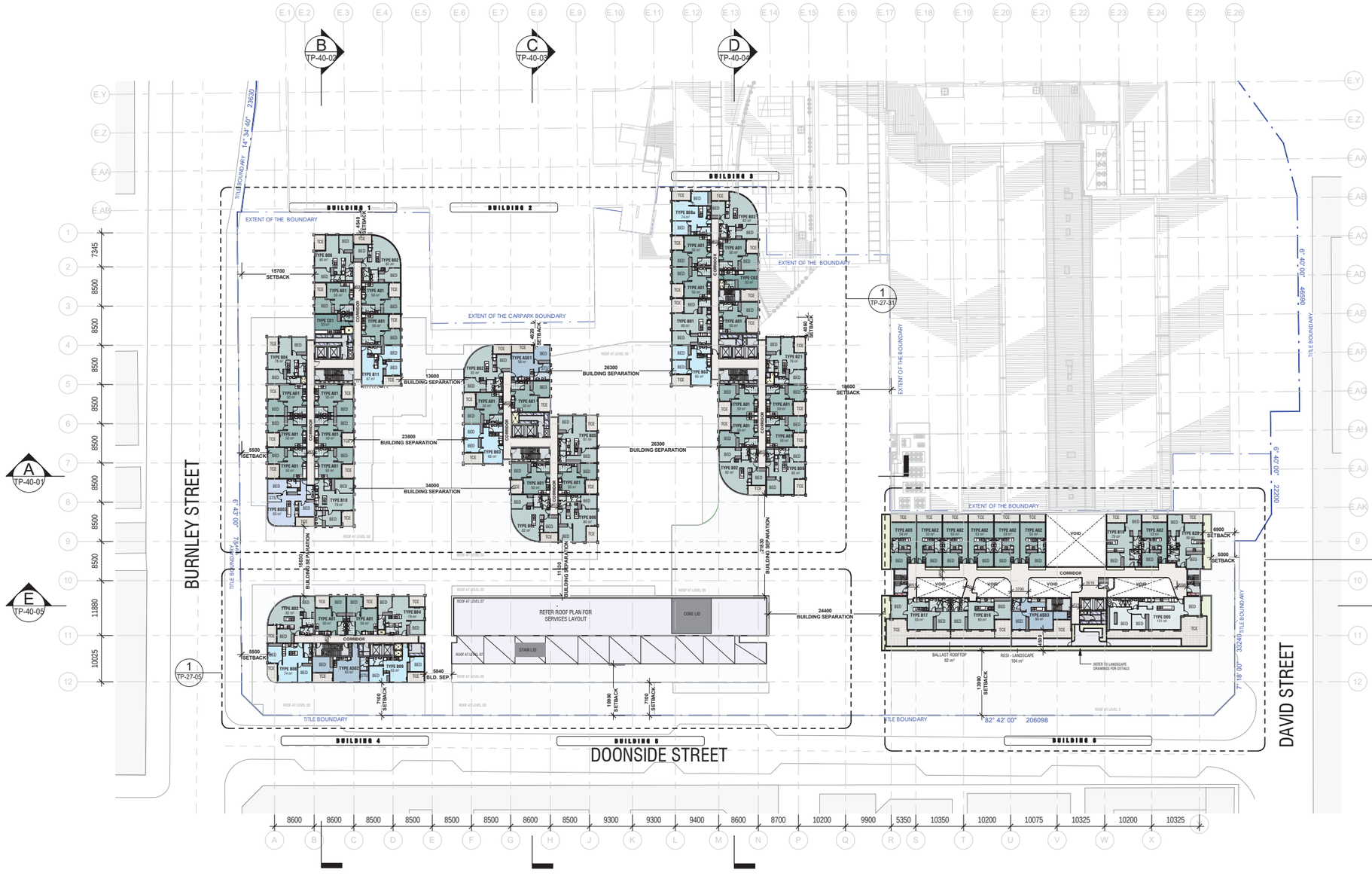

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Drawing Title
LEVEL 9 PLAN

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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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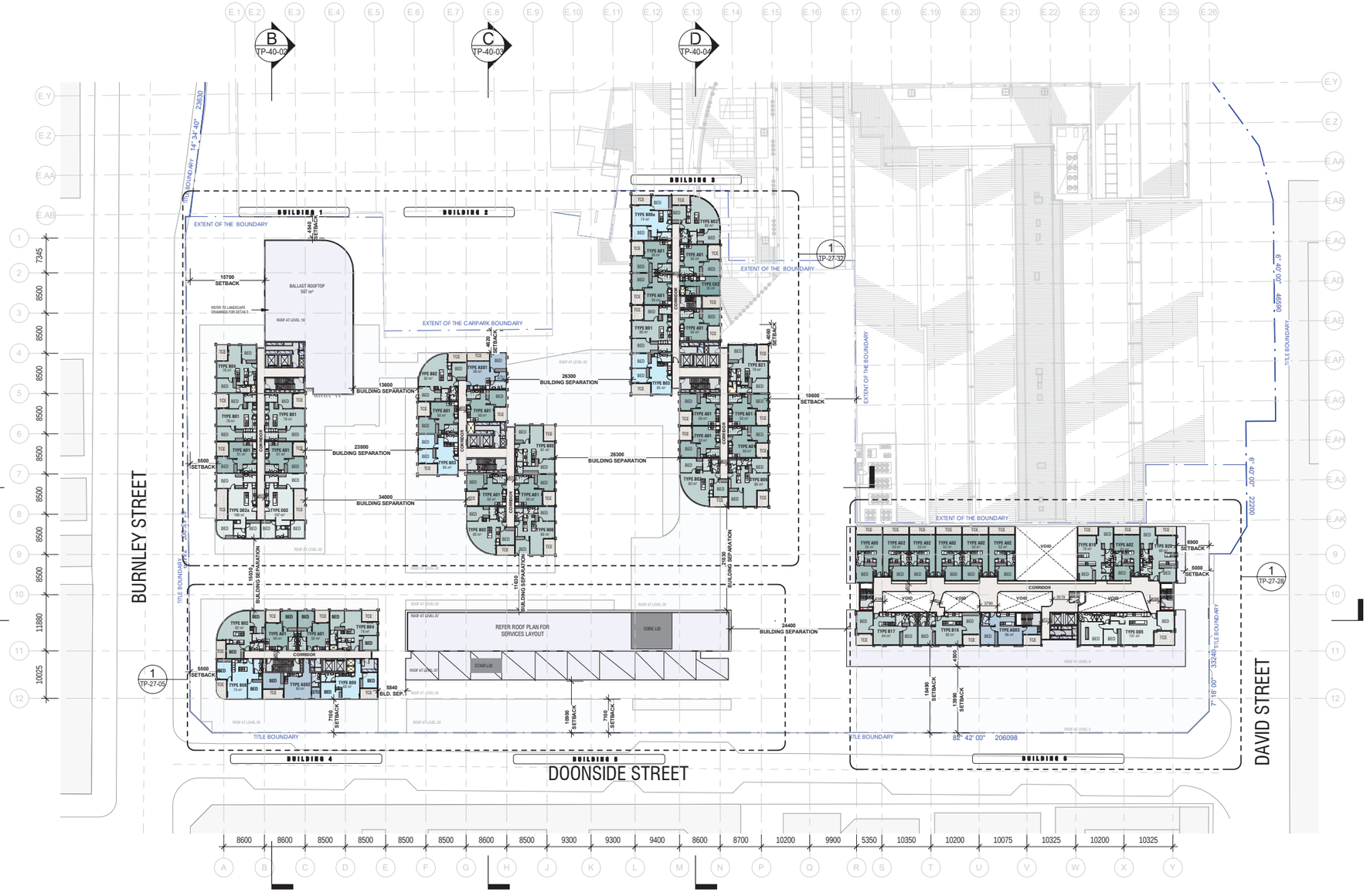

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Drawing Title
LEVEL 10 PLAN

Document Control Status:
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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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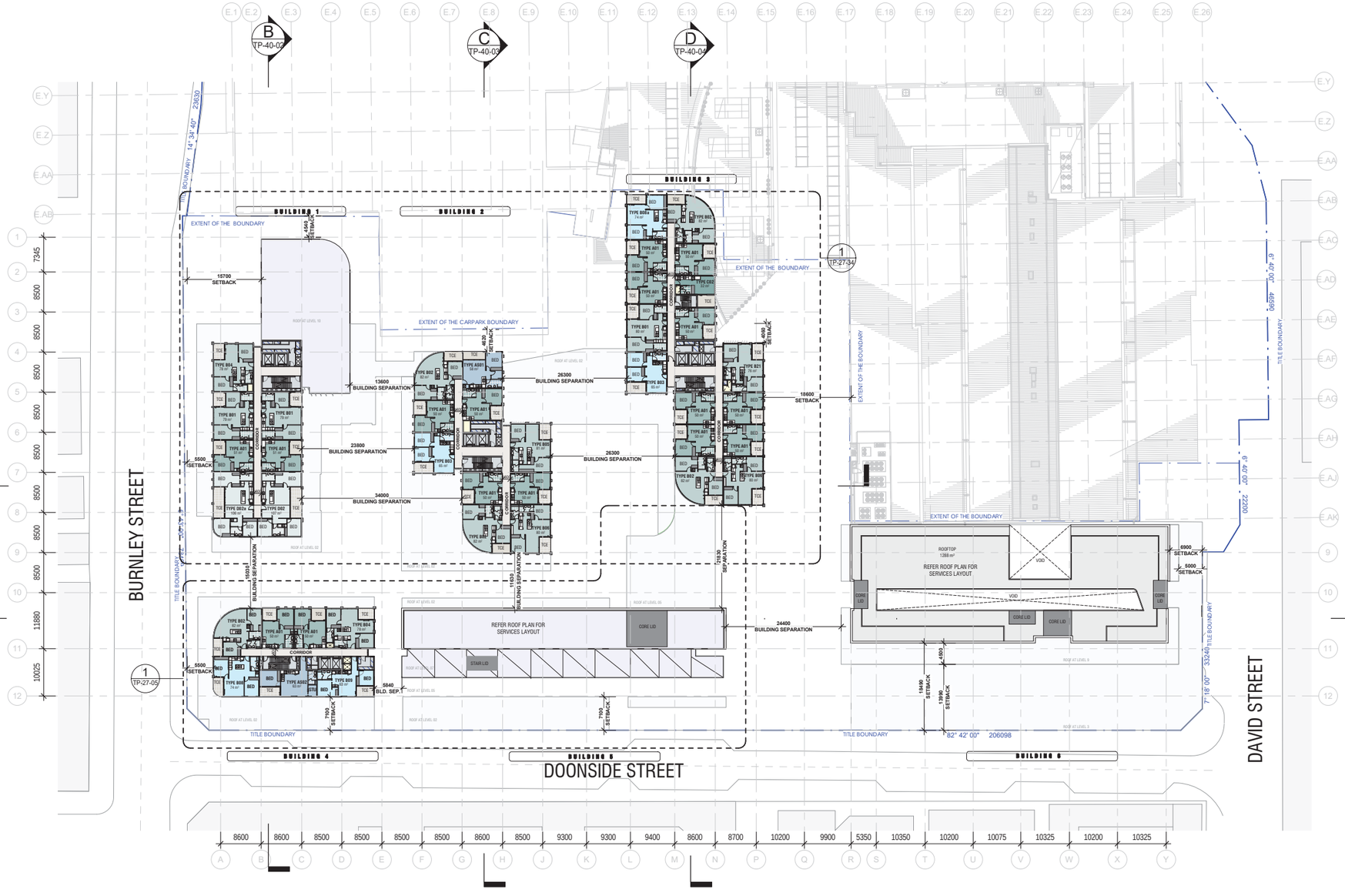
2	FOR TOWN PLANNING	JM	28.03.22



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Project No.
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Project
Victoria Gardens Doonside Precinct
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Drawing Title
LEVEL 11 PLAN

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 500 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
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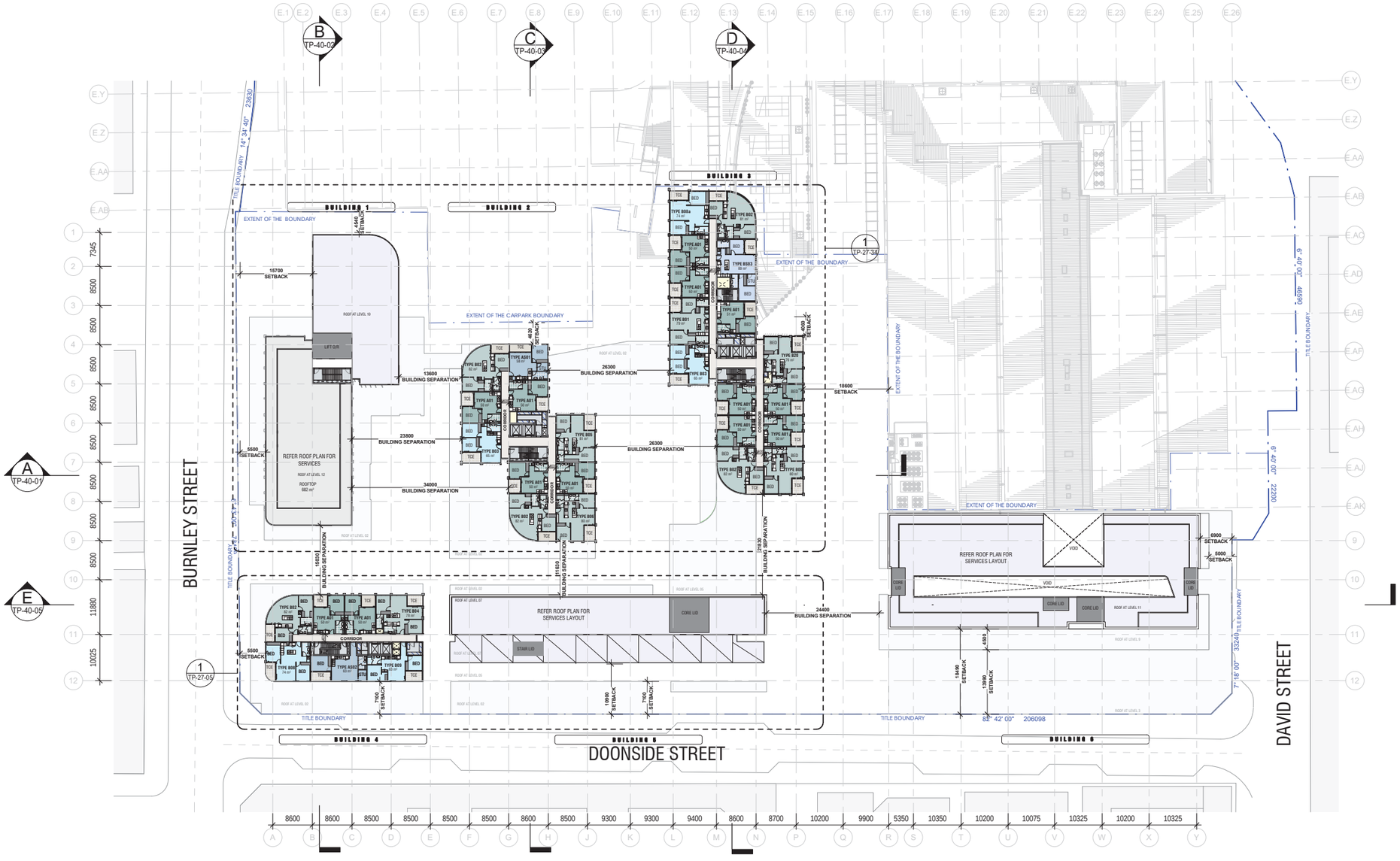
2	FOR TOWN PLANNING	JM	28.03.22



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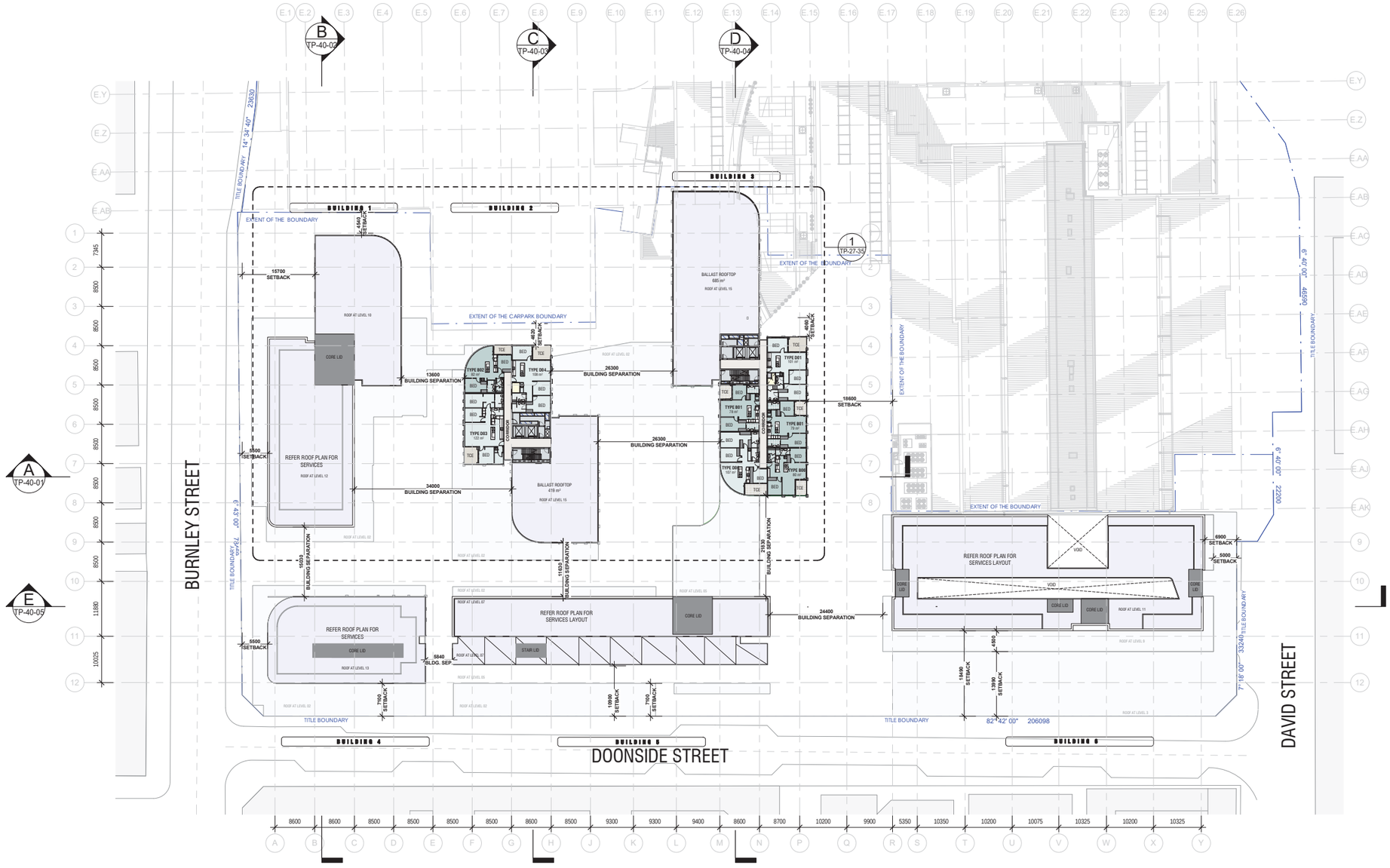

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Project No.
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Drawing Title
LEVEL 15-16 PLAN

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 500 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-21-16	**North:**

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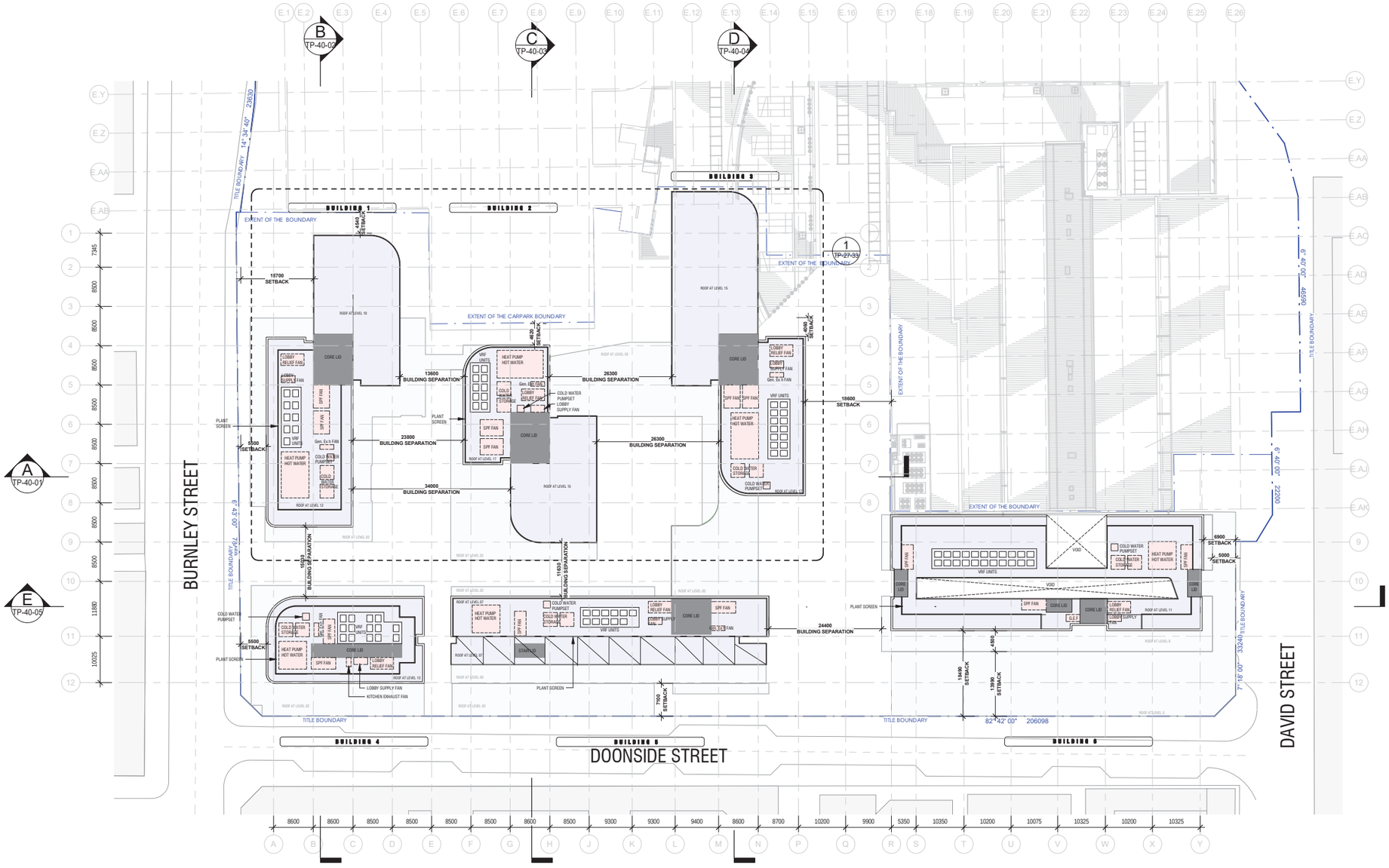

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Drawing Title
ROOF PLAN

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 500 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-21-17	**North:**

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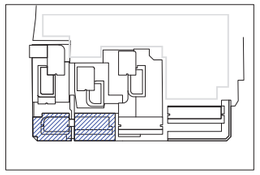
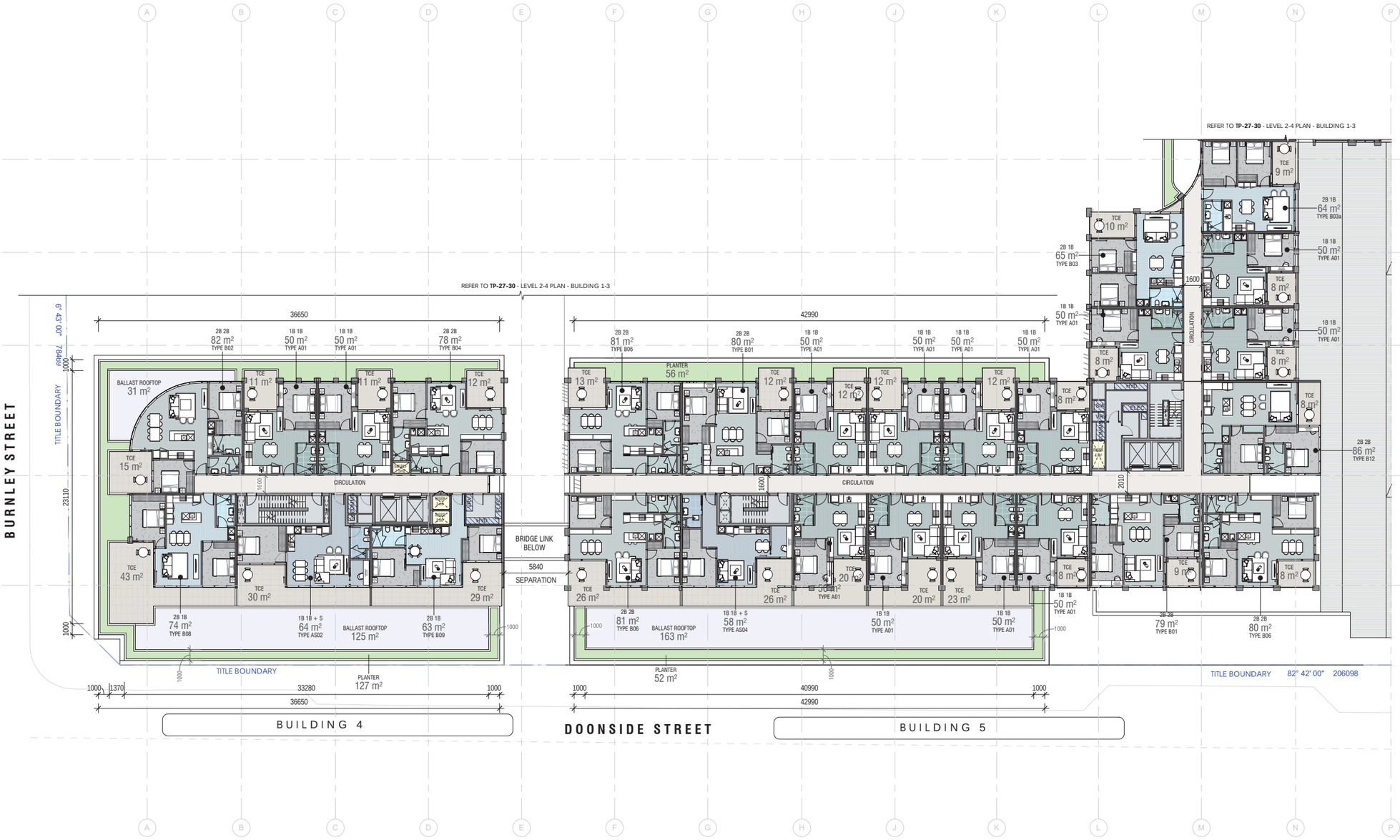
2	FOR TOWN PLANNING	JM	28.03.22





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Drawing Title
LEVEL 2 ZONING PLAN - BUILDING 4+5

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: 1 : 200 @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
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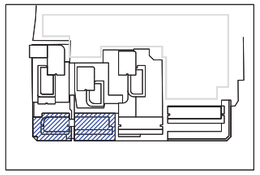
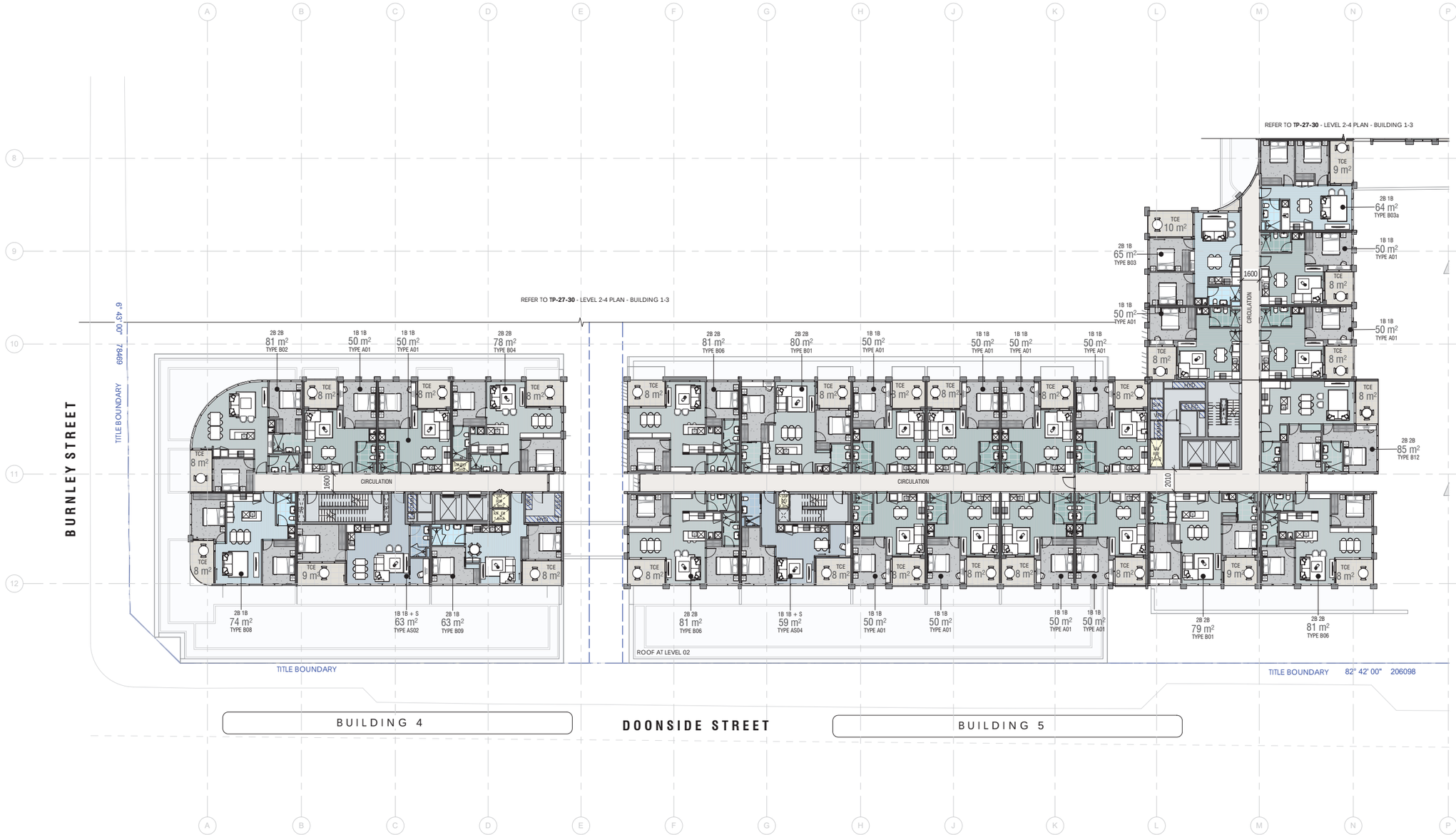
2	FOR TOWN PLANNING	JM	28.03.22





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Project
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Drawing Title
LEVEL 3-4 ZONING PLAN - BUILDING 4+5

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
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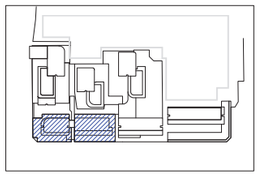
2	FOR TOWN PLANNING	JM	28.03.22



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Project
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Drawing Title
LEVEL 5 ZONING PLAN - BUILDING 4+5

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: 1 : 200 @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-27-03	North:

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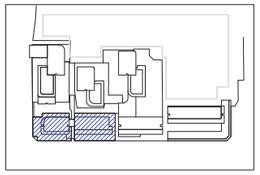

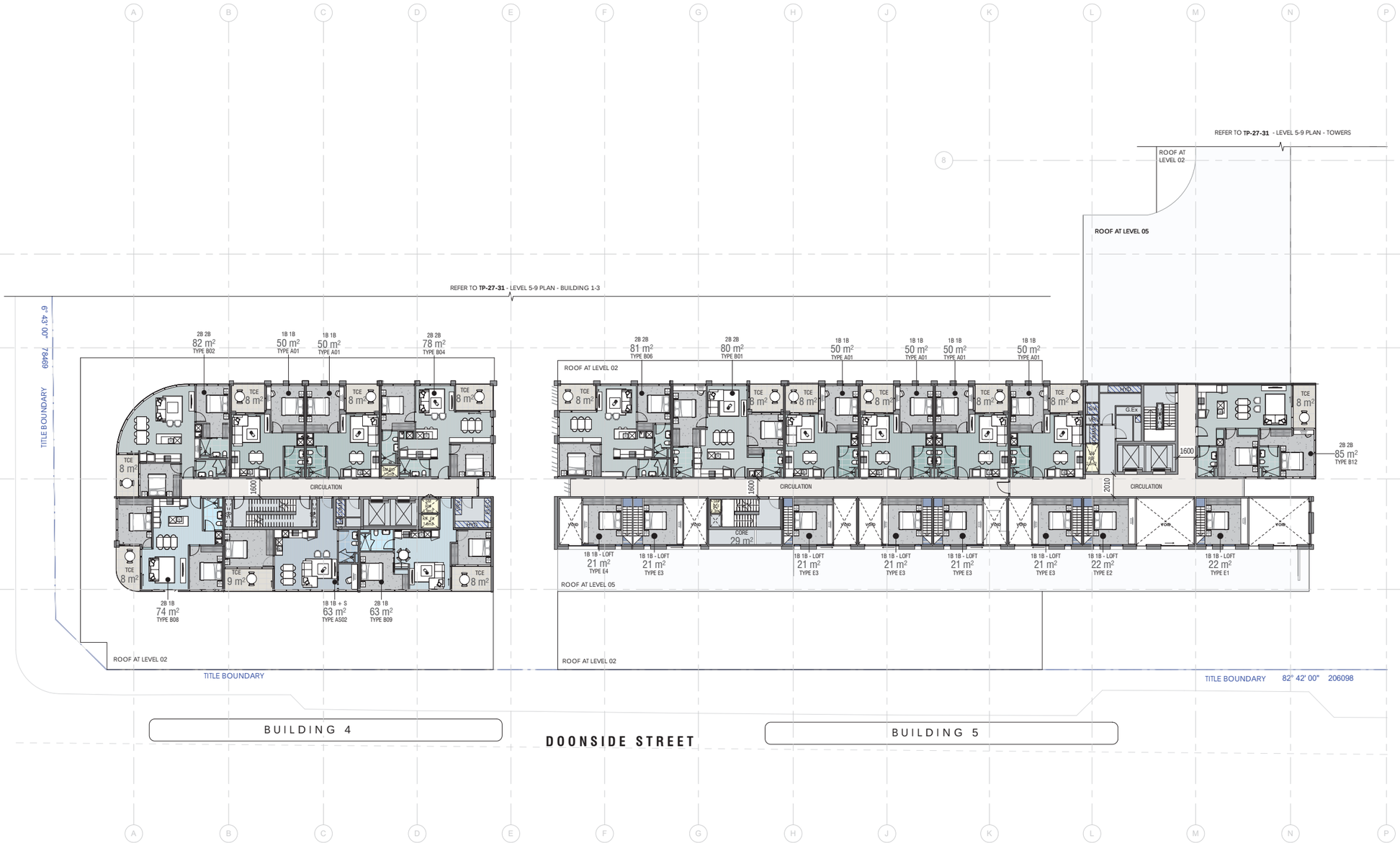

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Project No.
3190102.00 / A190043

Project
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1-9 Doonside St, Richmond VIC 3121

Drawing Title
LEVEL 6 - ZONING PLAN - BUILDING 4+5

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: 1 : 200 @ A1
Project Architect: Designer	Date: 28.03.22
Project Director: Approver	Revision: 1
Drawing Number: TP-27-04	North:

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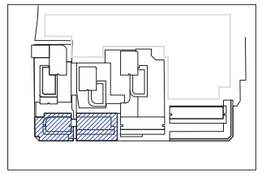

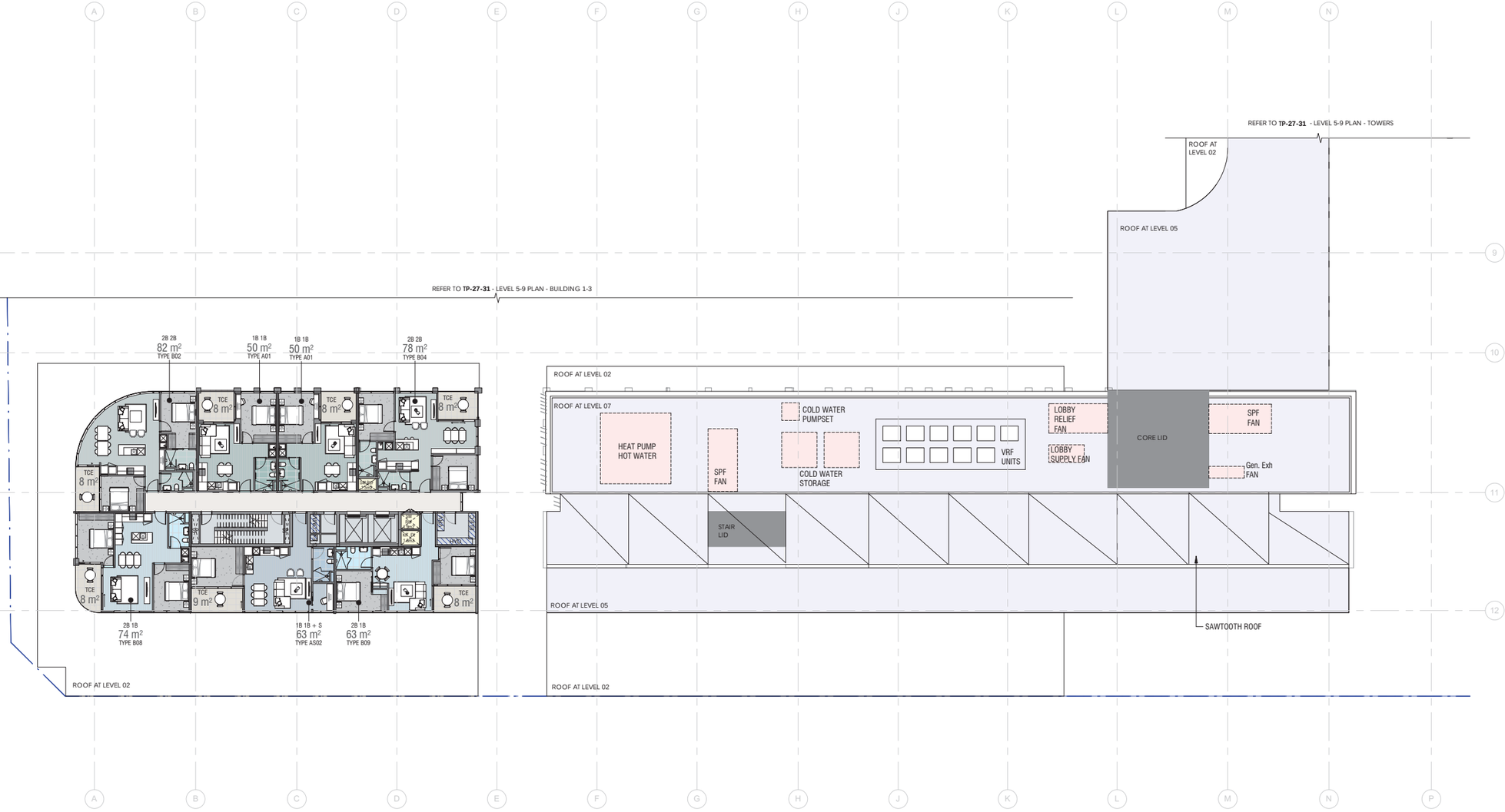

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Drawing Title
LEVEL 7-12 - ZONING PLAN - BUILDING 4+5

Document Control Status:
TOWN PLANNING

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Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: Designer	**Date:** 28.03.22
Project Director: Approver	**Revision:** 1
Drawing Number: TP-27-05	**North:**

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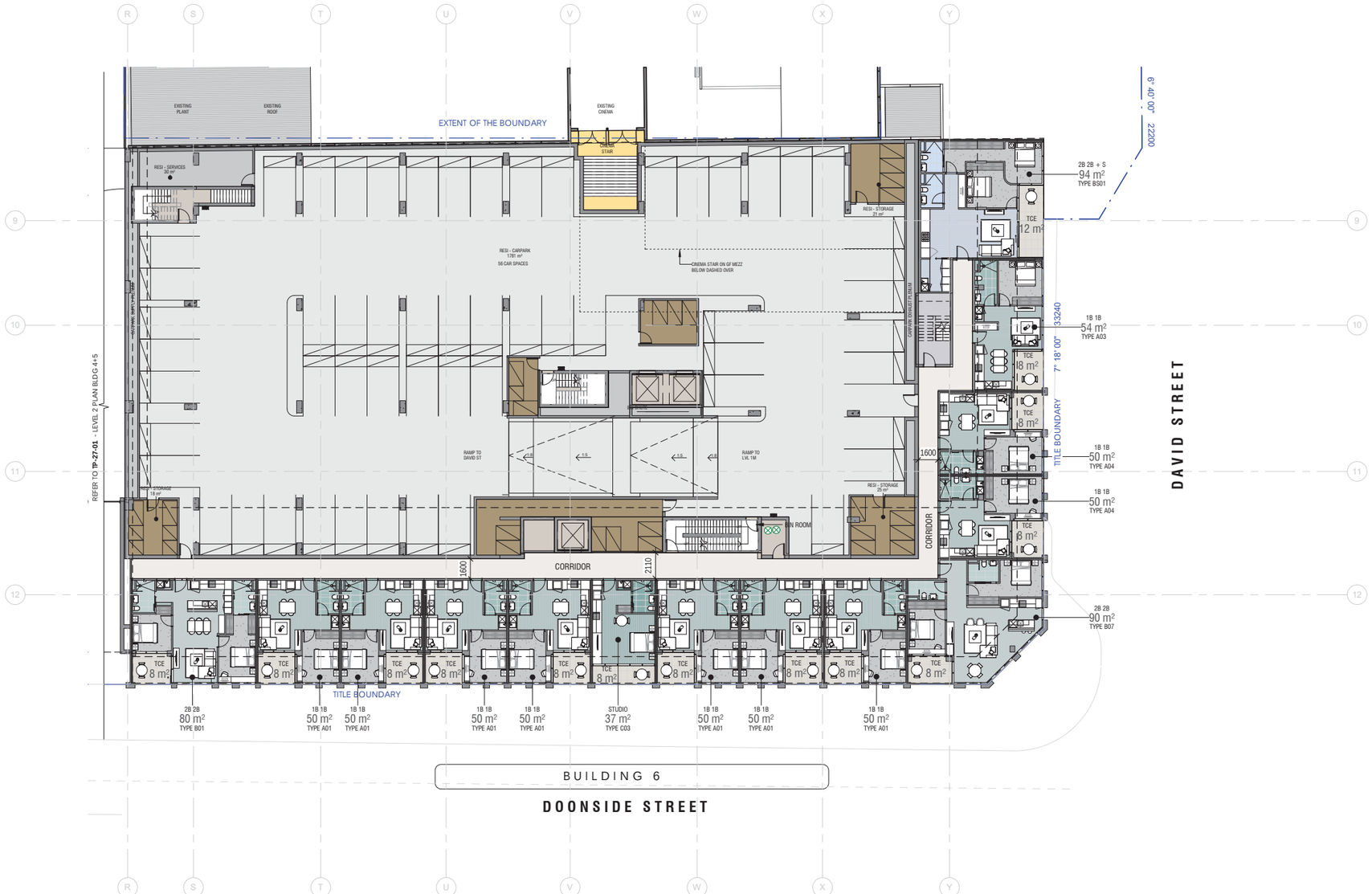

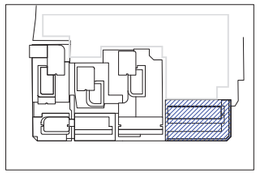

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Drawing Title
LEVEL 1 ZONING PLAN - BUILDING 6

Document Control Status:
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Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
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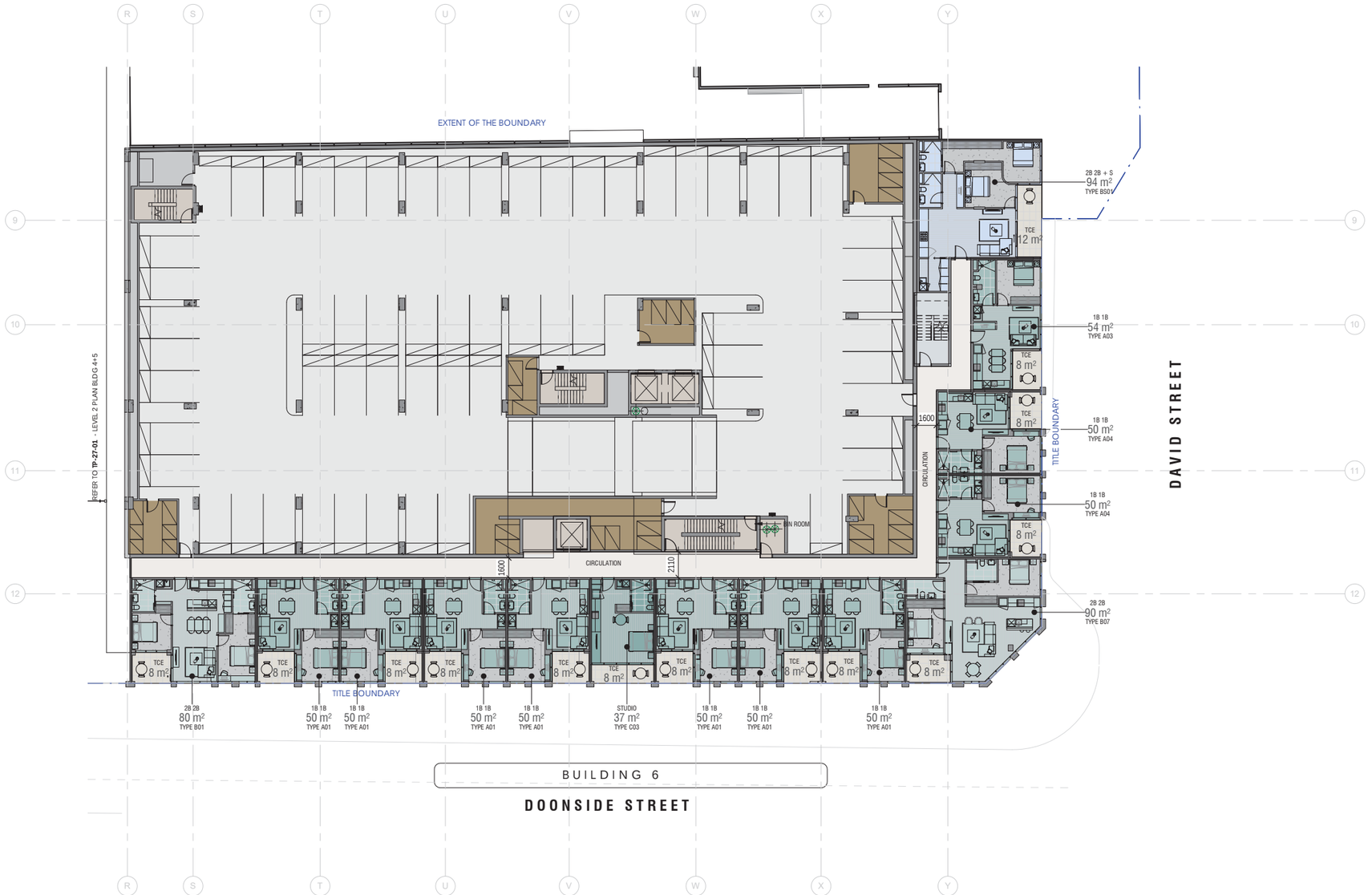

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Drawing Title
LEVEL 1 MEZZANINE ZONING PLAN - BUILDING 6

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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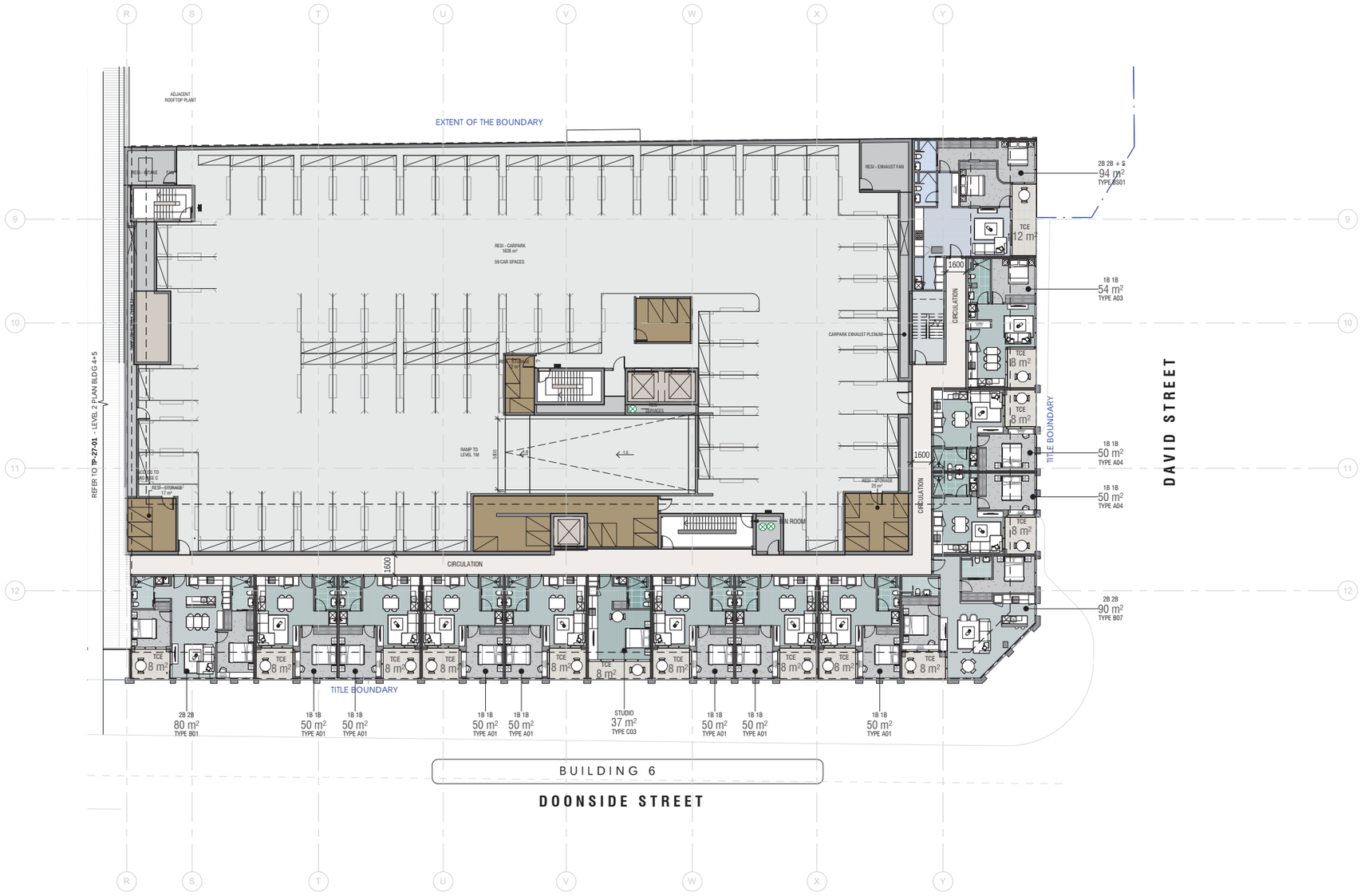

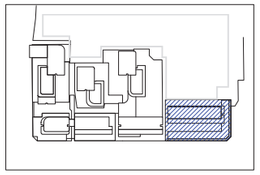

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Drawing Title
LEVEL 2 ZONING PLAN - BUILDING 6

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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
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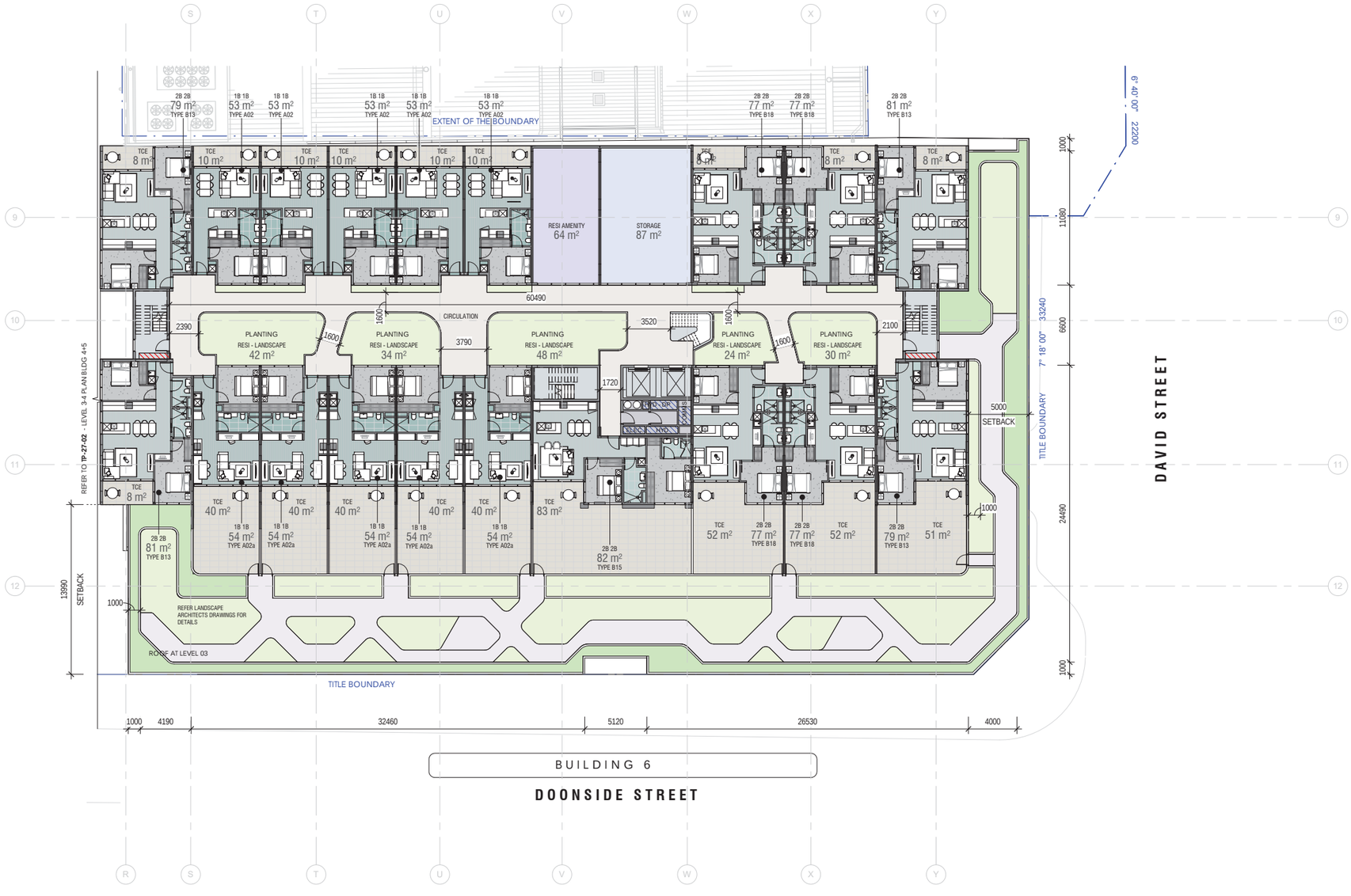

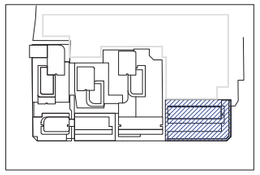

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Drawing Title
LEVEL 3 ZONING PLAN - BUILDING 6

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
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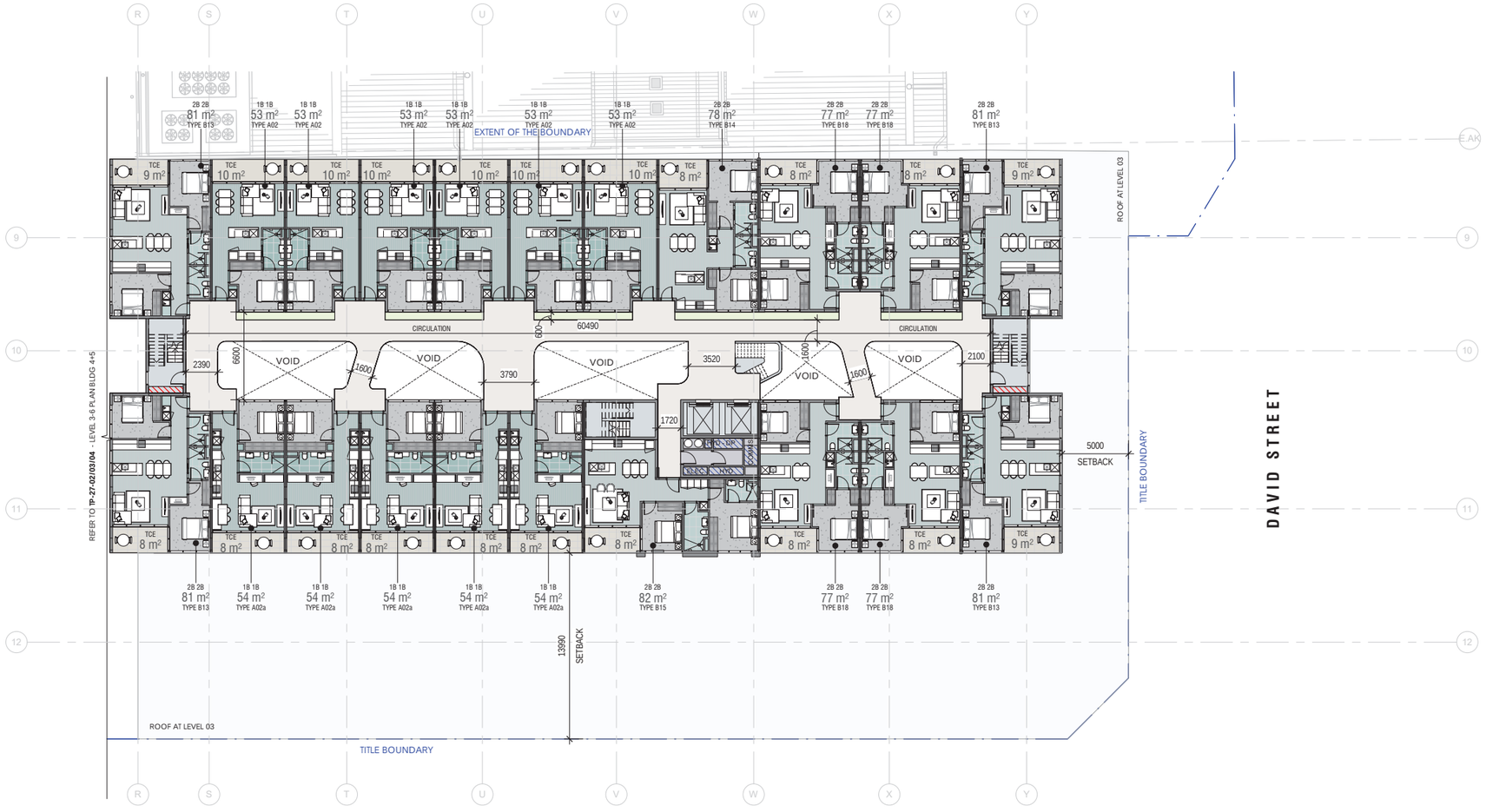
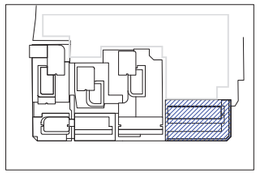


BUILDING 6

DOONSIDE STREET



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Drawing Title
LEVEL 4-6 ZONING PLAN - BUILDING 6

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.04.21
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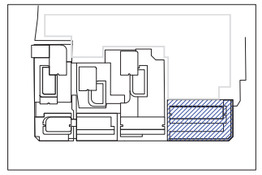
BUILDING 6

DOONSIDE STREET



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Client
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Project No.
3190102.00 / A190043

Project
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Drawing Title
LEVEL 7 ZONING PLAN - BUILDING 6

Document Control Status:
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Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
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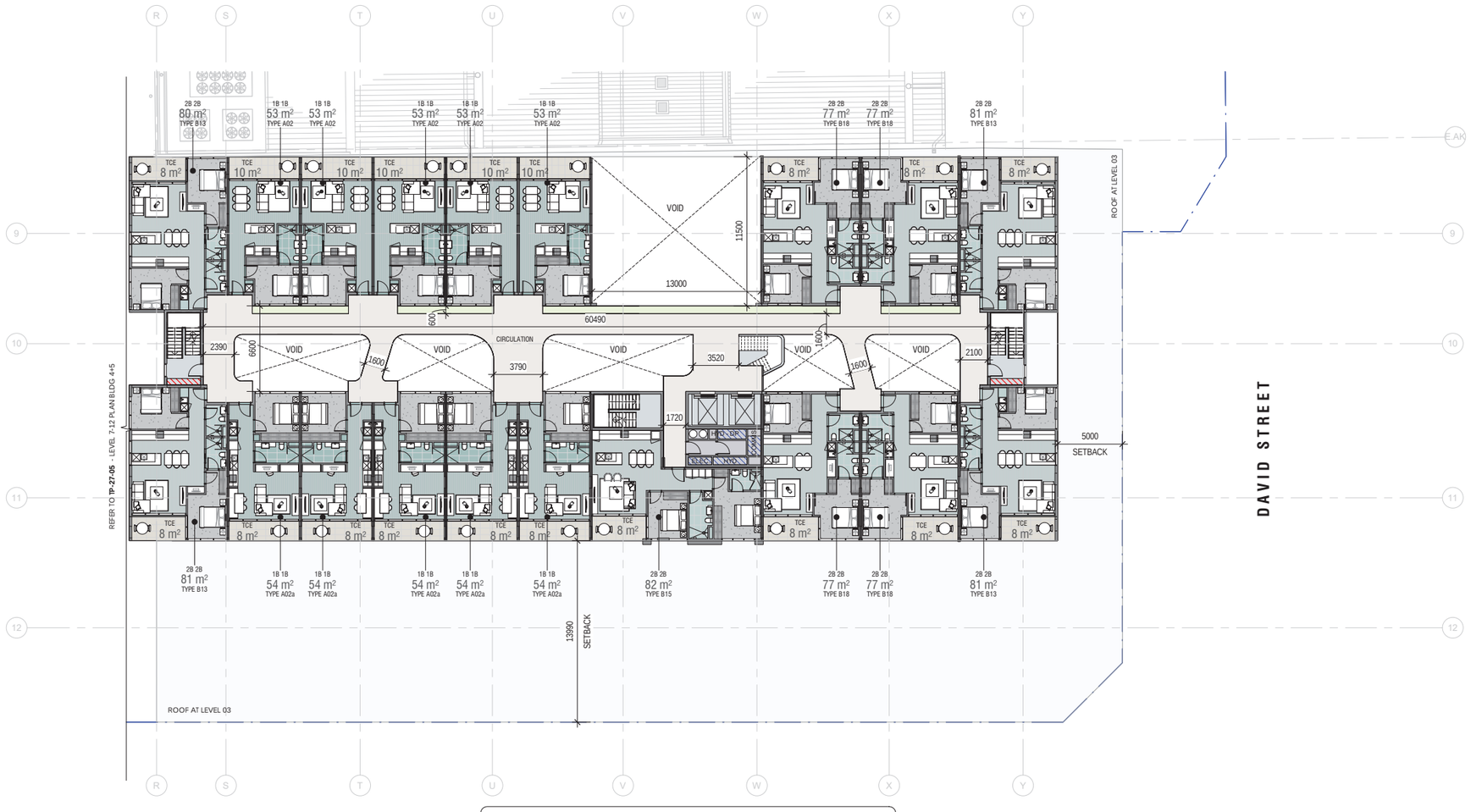
Rev	Description	By	Date
1	FOR TOWN PLANNING	JM	28.03.22



BUILDING 6

DOONSIDE STREET

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
LEVEL 8 ZONING PLAN - BUILDING 6

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: Designer	**Date:** 28.03.22
Project Director: Approver	**Revision:** 1
Drawing Number: TP-27-26	**North:**

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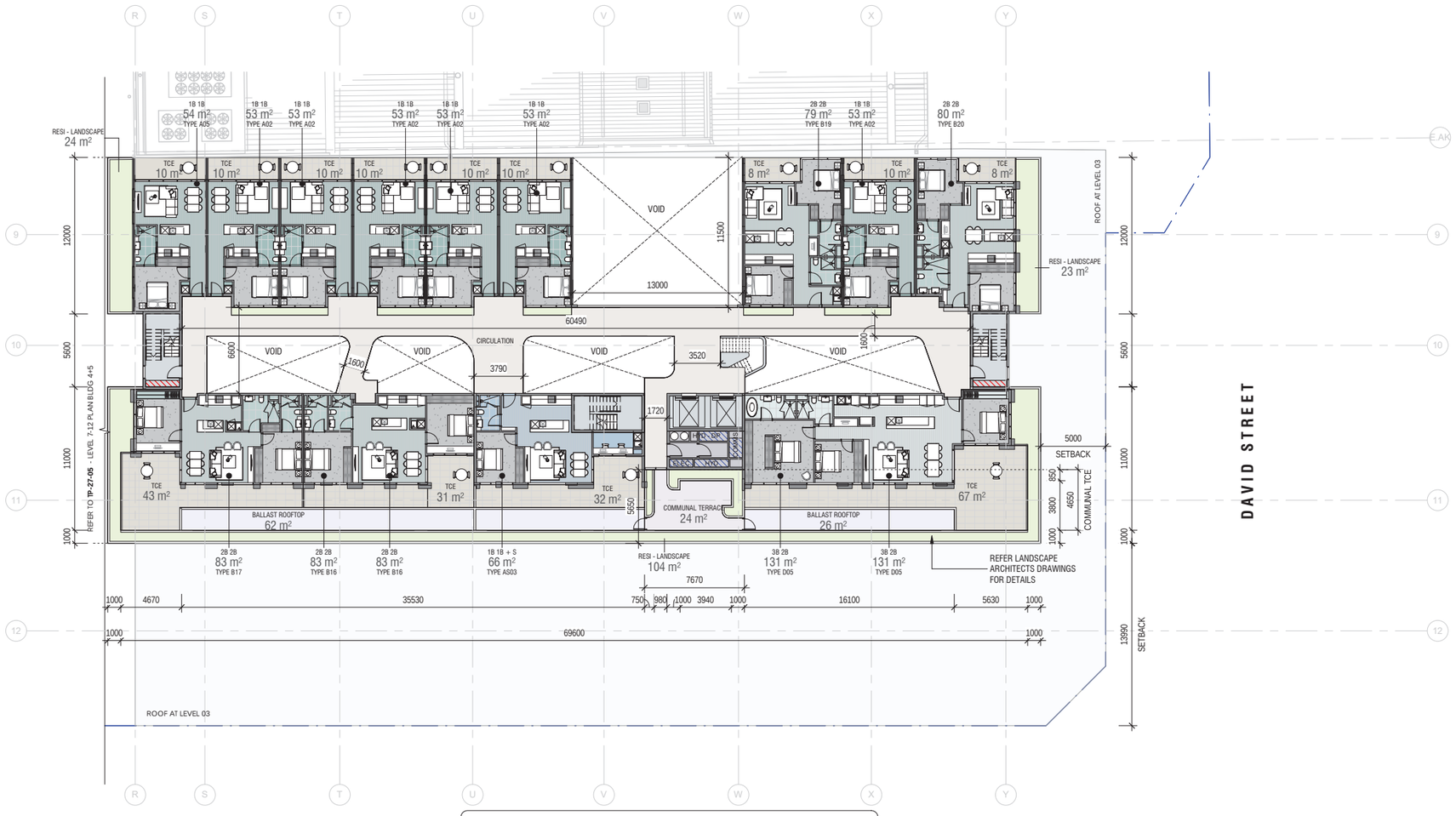
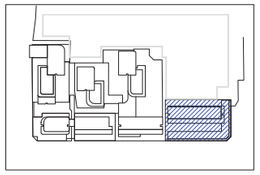
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22



BUILDING 6



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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
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Drawing Title
LEVEL 9 ZONING PLAN - BUILDING 6

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-27-27	**North:**

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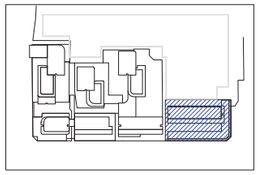

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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
LEVEL 10 ZONING PLAN - BUILDING 6

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: Designer	**Date:** 28.03.22
Project Director: Approver	**Revision:** 1
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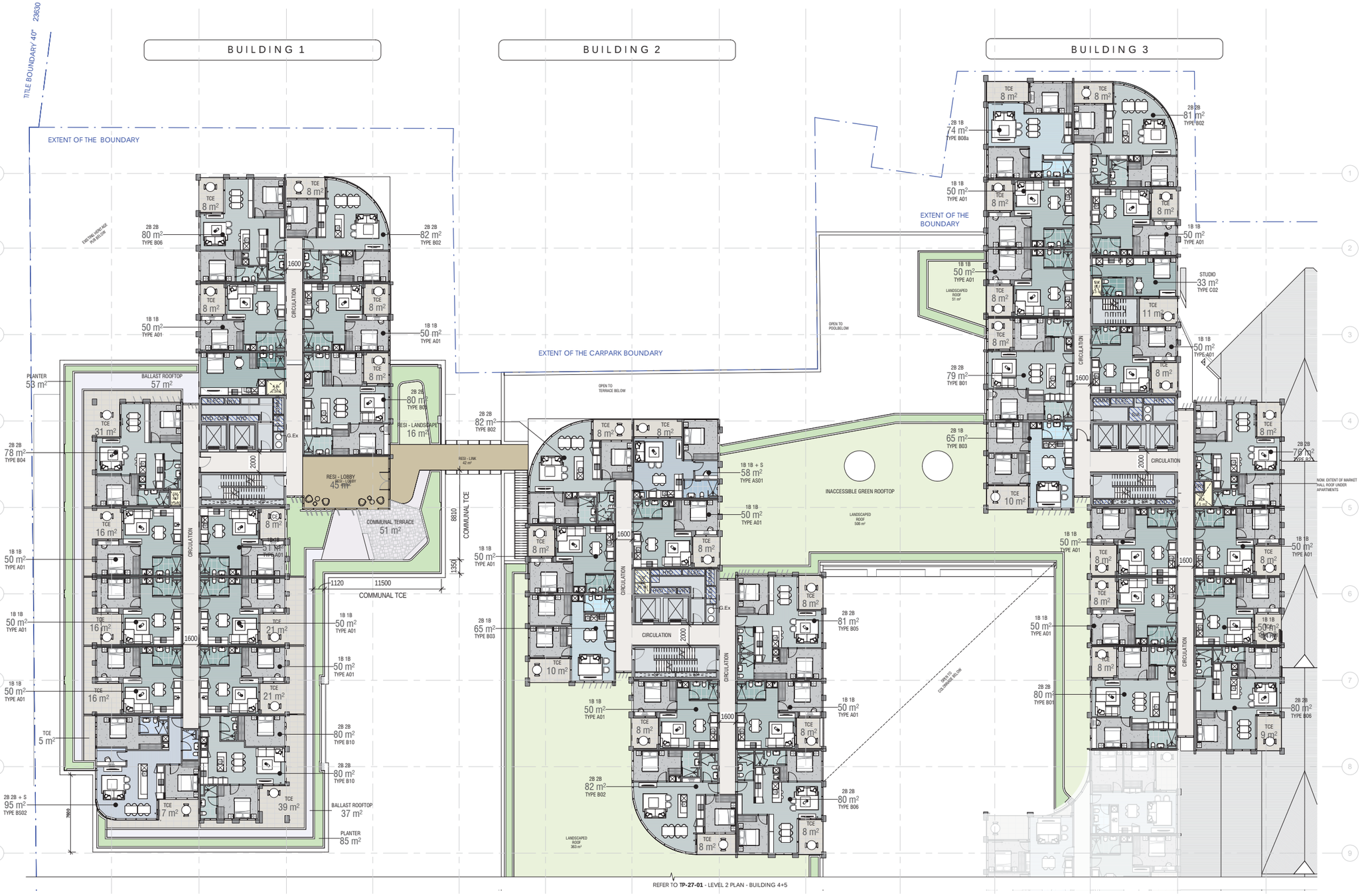
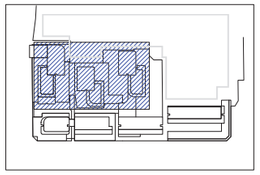
2	FOR TOWN PLANNING	JM	28.03.22





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Project
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Drawing Title
LEVEL 2-4 ZONING PLAN - TOWERS

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-27-30	**North:**

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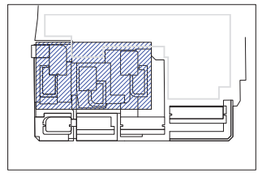

BUILDING 1

BUILDING 2

BUILDING 3

TITLE BOUNDARY 40° 23630

EXTENT OF THE BOUNDARY

EXTENT OF THE CARPARK BOUNDARY

ROOF AT LEVEL 02

REFER TO **TP-27-03** - LEVEL 5 PLAN - BUILDING 4+5

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Drawing Title
LEVEL 5-9 ZONING PLAN - TOWERS

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-27-31	**North:**

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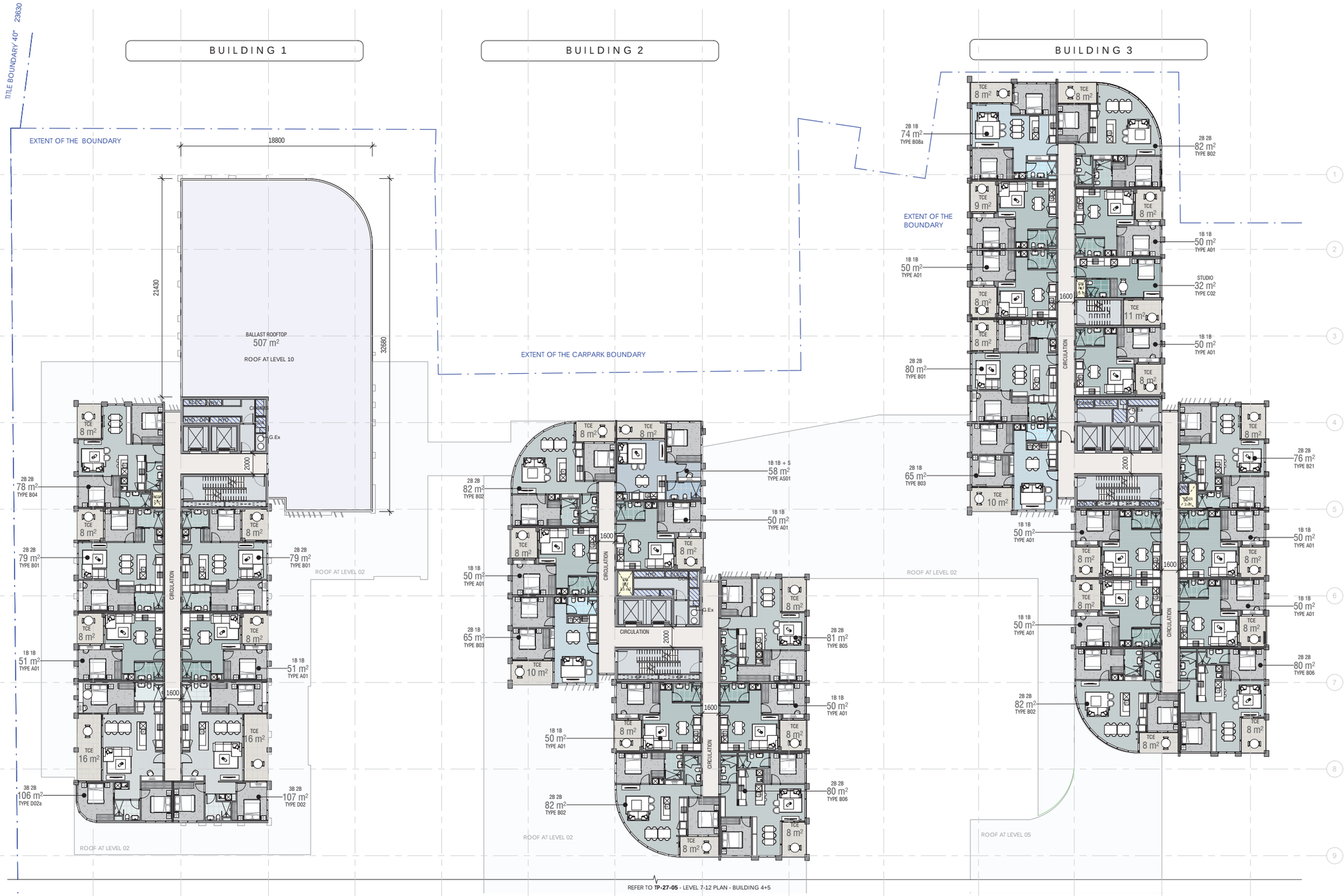
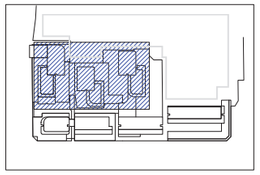
2	FOR TOWN PLANNING	JM	28.03.22





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Project
Victoria Gardens Doonside Precinct
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Drawing Title
LEVEL 10 ZONING PLAN - TOWERS

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-27-32	**North:**

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Rev	Description	By	Date
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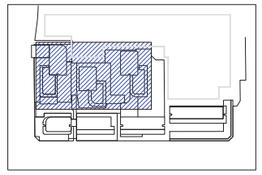

BUILDING 1

BUILDING 2

BUILDING 3

TITLE BOUNDARY 40° 23630

EXTENT OF THE BOUNDARY

EXTENT OF THE CARPARK BOUNDARY

ROOF AT LEVEL 10

ROOF AT LEVEL 02

ROOF AT LEVEL 05

TOWER B - LEVELS 11-17

REFER TO **TP-27-05** - LEVEL 7-12 PLAN - BUILDING 4+5

CIRCULATION

2000

1600

2B 2B 78 m² TYPE B04

2B 2B 79 m² TYPE B01

1B 1B 51 m² TYPE A01

3B 2B 106 m² TYPE D02a

3B 2B 107 m² TYPE D02

1B 1B + S 58 m² TYPE AS01

2B 2B 82 m² TYPE B02

1B 1B 50 m² TYPE A01

1B 1B 65 m² TYPE B03

2B 2B 81 m² TYPE B05

2B 2B 80 m² TYPE B06

2B 1B 74 m² TYPE B08a

2B 2B 82 m² TYPE B02

1B 1B 50 m² TYPE A01

STUDIO 32 m² TYPE C02

2B 2B 80 m² TYPE B01

2B 2B 65 m² TYPE B03

2B 2B 76 m² TYPE B21

TCE 8 m² / 9 m² / 10 m² / 11 m² / 16 m²

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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
LEVEL 11 ZONING PLAN- TOWERS

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 1
Drawing Number: TP-27-33	**North:**

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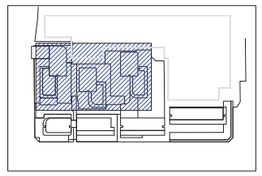
2	FOR TOWN PLANNING	JM	28.03.22



BUILDING 1

BUILDING 2

BUILDING 3

TITLE BOUNDARY 40° 23630

EXTENT OF THE BOUNDARY

EXTENT OF THE CARPARK BOUNDARY

ROOF AT LEVEL 10

CORE LID

LOBBY RELIEF FAN

LOBBY SUPPLY FAN

SPF FAN

SPF FAN

VRF UNITS

Gen. Ex h FAN

COLD WATER PUMPSET

HEAT PUMP HOT WATER

COLD WATER STORAGE

ROOFTOP

ROOF AT LEVEL 12 682 m²

ROOF AT LEVEL 02

ROOF AT LEVEL 02

ROOF AT LEVEL 02

ROOF AT LEVEL 05

CIRCULATION

1600

2000

TCE 8 m² / TCE 9 m² / TCE 10 m²

2B 1B 74 m² TYPE B08a

2B 2B 81 m² TYPE B02

2B 2B + S 89 m² TYPE BS03

1B 1B 50 m² TYPE A01

2B 2B 79 m² TYPE B01

1B 1B 51 m² TYPE A01

2B 1B 65 m² TYPE B03

2B 2B 76 m² TYPE B20

2B 2B 82 m² TYPE B02

1B 1B + S 58 m² TYPE AS01

1B 1B 50 m² TYPE A01

2B 2B 81 m² TYPE B05

2B 2B 80 m² TYPE B06

REFER TO **TP-27-05** - LEVEL 7-12 PLAN - BUILDING 4+5

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3190102.00 / A190043

Project
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1-9 Doonside St, Richmond VIC 3121

Drawing Title
LEVEL 12-14 ZONING PLAN - TOWERS

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-27-34	**North:**

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Rev	Description	By	Date
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BUILDING 1

BUILDING 2

BUILDING 3

ROOF AT LEVEL 10

REFER TO TP-27-34 FOR SERVICES LAYOUT ON ROOF

ROOF AT LEVEL 12

ROOF AT LEVEL 02

2B 2B
82 m²
TYPE B02

TCE
8 m²

TCE
13 m²

3B 2B
108 m²
TYPE D04

1600

CIRCULATION

3B 2B
122 m²
TYPE D03

TCE
11 m²

G.Ex

BALLAST ROOFTOP
419 m²
ROOF AT LEVEL 15

ROOF AT LEVEL 02

BALLAST ROOFTOP
685 m²
ROOF AT LEVEL 15

ROOF AT LEVEL 02

2B 2B
78 m²
TYPE B01

3B 2B
107 m²
TYPE D06

TCE
13 m²

3B 2B
101 m²
TYPE D01

TCE
9 m²

TCE
8 m²

2B 2B
79 m²
TYPE B01

1600

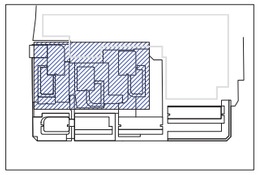
CIRCULATION

2B 2B
80 m²
TYPE B06

TCE
8 m²

TCE
13 m²

ROOF AT LEVEL 05



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Project No.
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Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
LEVEL 15-16 ZONING PLAN - TOWERS

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 200 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
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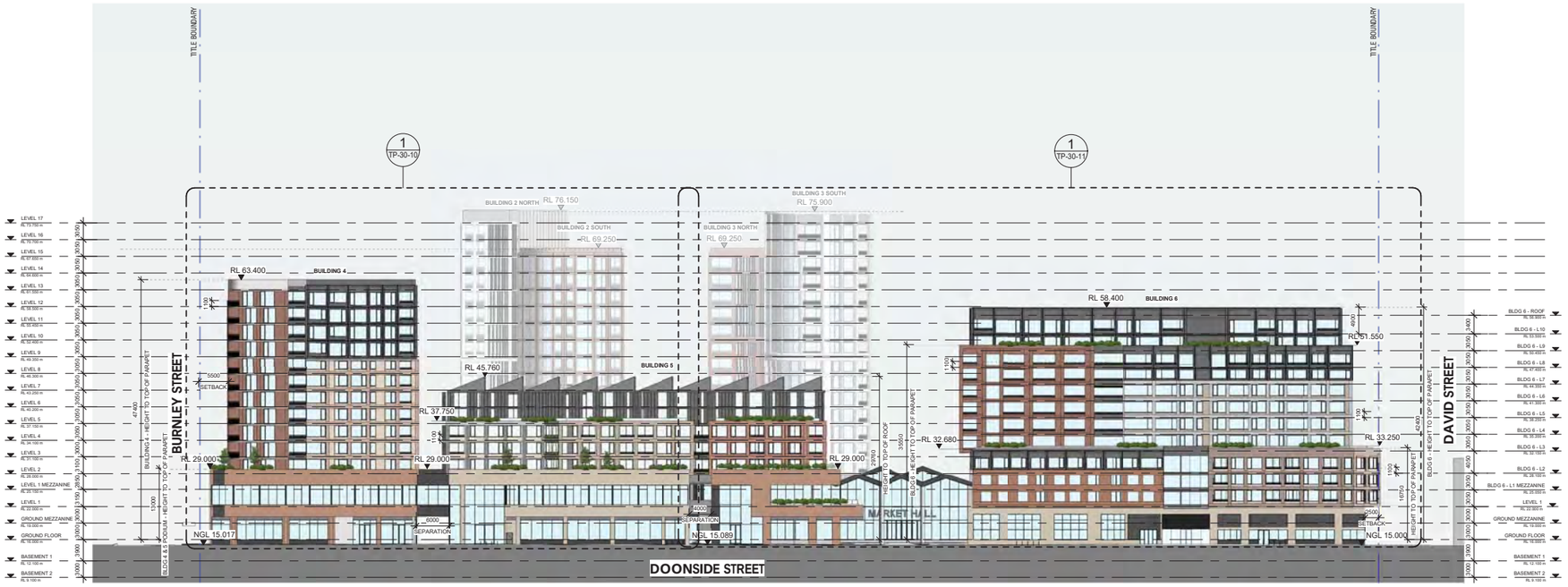
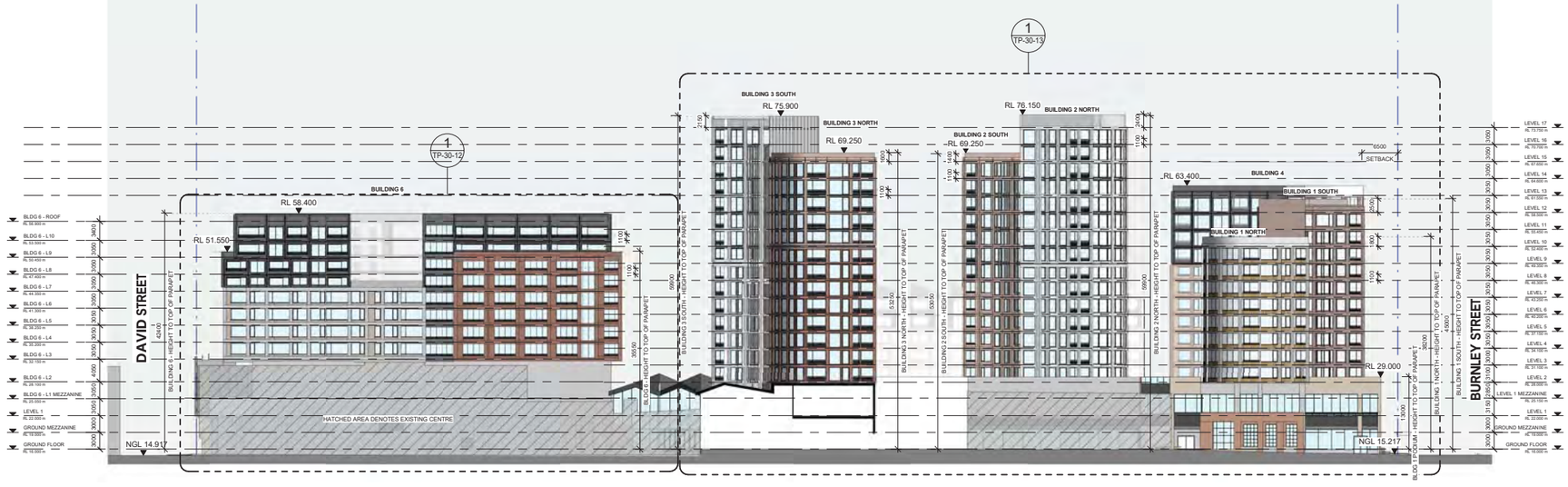
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22



1 SOUTH ELEVATION - OVERALL

1 : 500

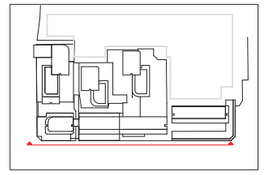


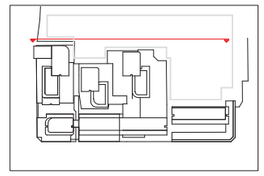
2 NORTH ELEVATION - OVERALL

1 : 500

MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH





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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
OVERALL ELEVATIONS

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:500
Project Architect: SK/NA/JM	Date: 06.06.22
Project Director: PS/RN	Revision: 3
Drawing Number: TP-30-01	North:

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2	FOR TOWN PLANNING	JM	28.03.22
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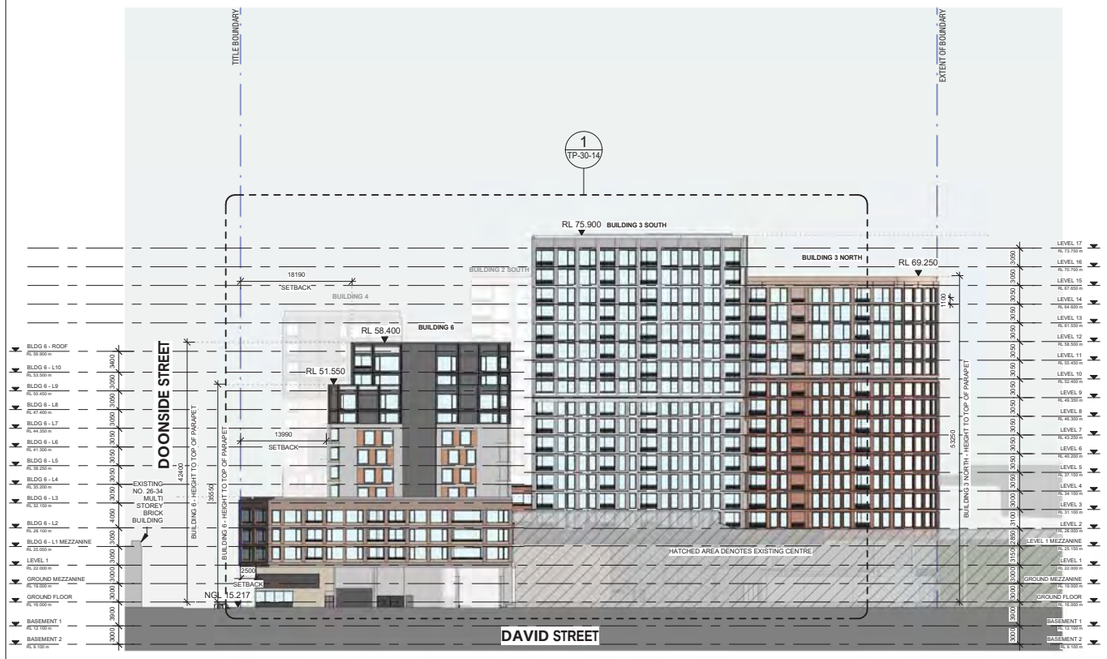
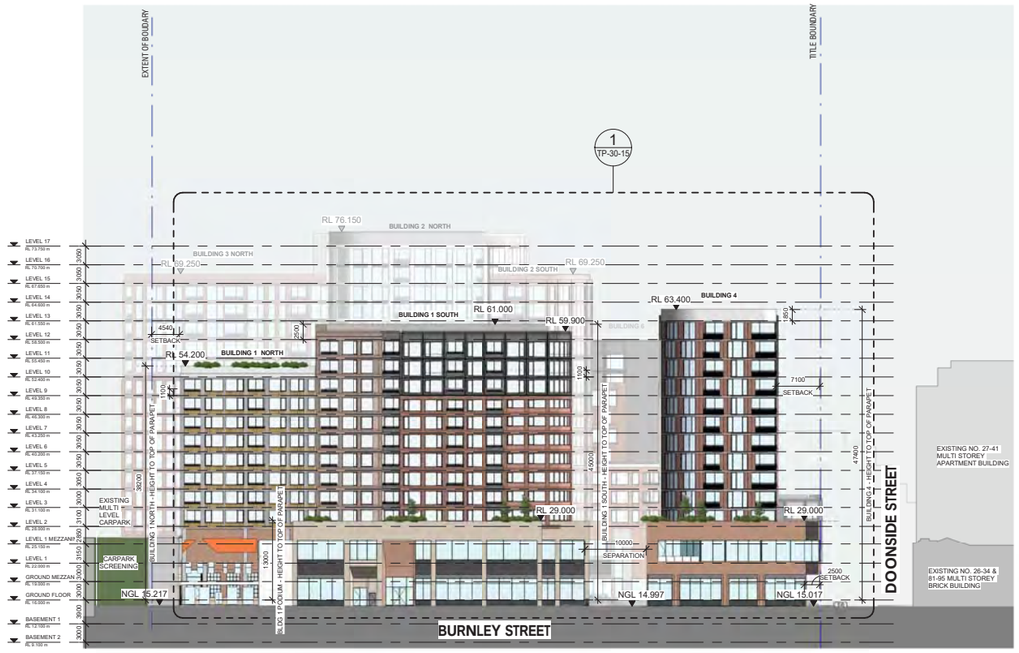
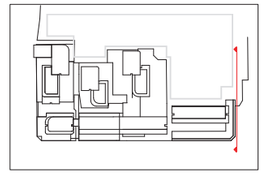
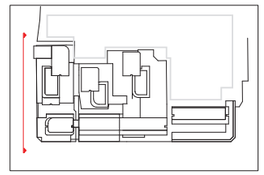


1 EAST ELEVATION - OVERALL
1 : 500



2 WEST ELEVATION - OVERALL
1 : 500





MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
OVERALL ELEVATIONS

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: SK/AS/NA/JM	**Scale:** 1:500
Project Architect: SK/NA/JM	**Date:** 06.06.22
Project Director: PS/RN	**Revision:** 3
Drawing Number: TP-30-02	**North:**

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Rev	Description	By	Date
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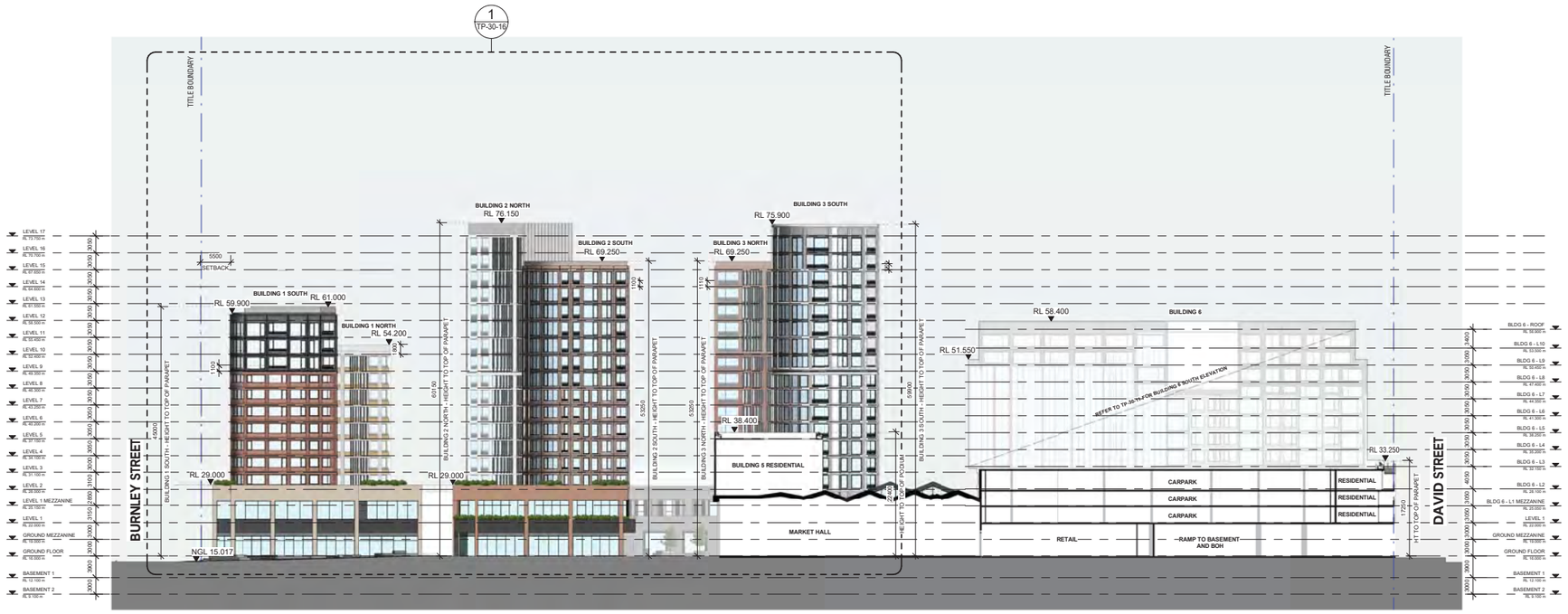
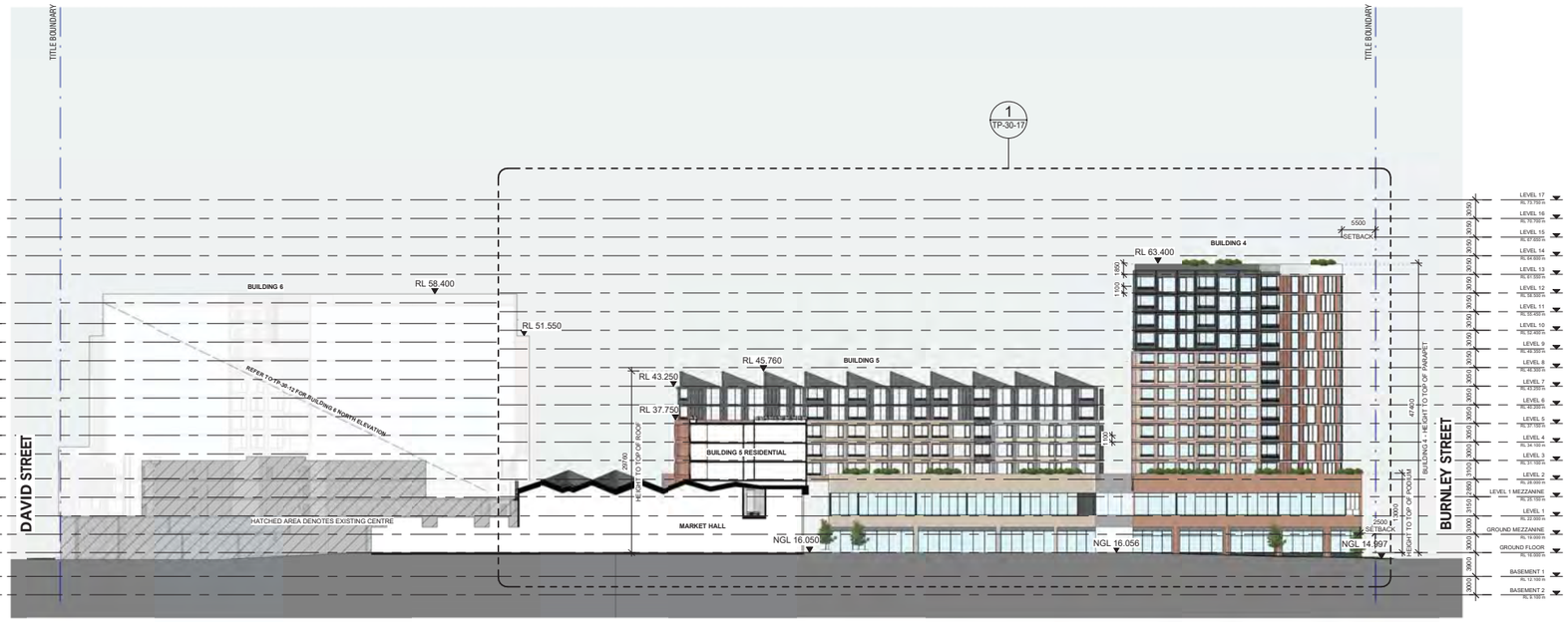
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22



1 SOUTH ELEVATION - INTERNAL OVERALL LOOKING NORTH
1 : 500



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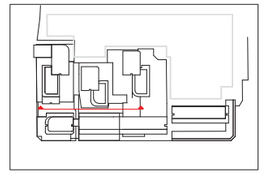
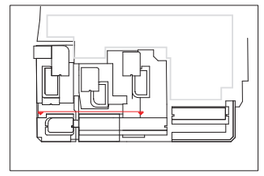
1 : 500





MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
OVERALL ELEVATIONS (INTERNAL)

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:500
Project Architect: SK/NA/JM	Date: 06.06.22
Project Director: PS/RN	Revision: 3
Drawing Number: TP-30-03	North:

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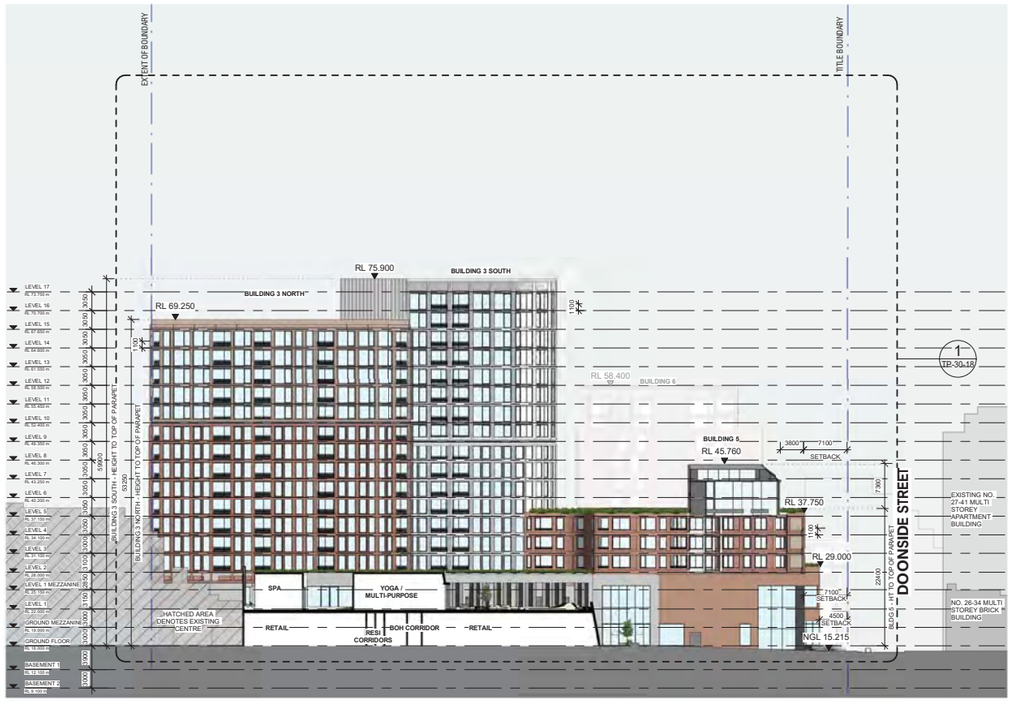
3	FOR TOWN PLANNING	NA	06.06.22



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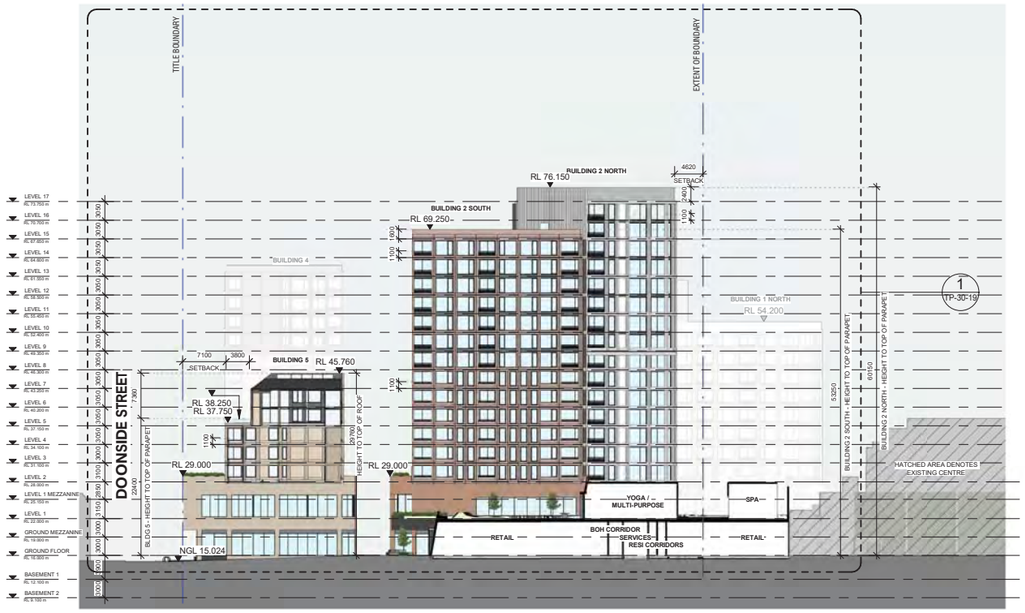
1 : 500



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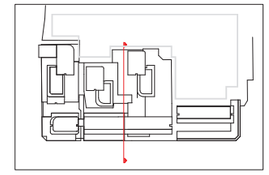
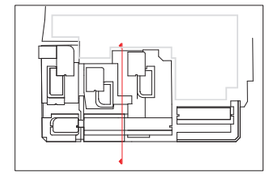
1 : 500





MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
OVERALL ELEVATIONS (INTERNAL)

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: SK/AS/NA/JM	**Scale:** 1:500
Project Architect: SK/NA/JM	**Date:** 06.06.22
Project Director: PS/RN	**Revision:** 3
Drawing Number: TP-30-04	**North:**

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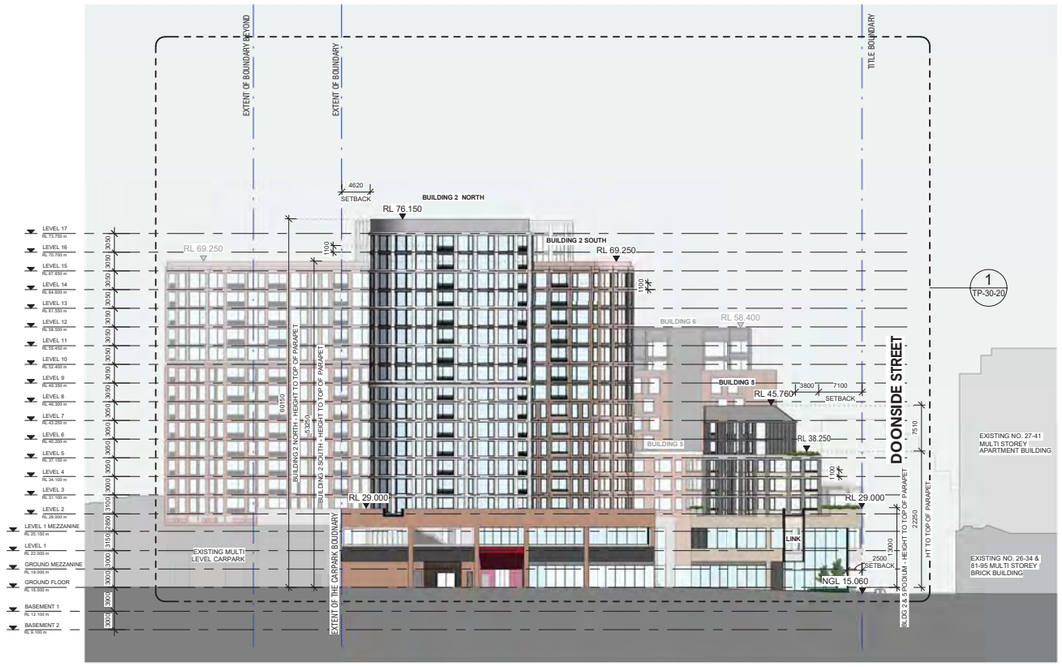
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22

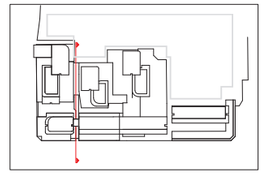


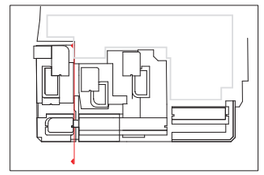
1 WEST ELEVATION - INTERNAL OVERALL LOOKING EAST
1 : 500

2 WEST ELEVATION - INTERNAL OVERALL LOOKING WEST
1 : 500

MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH





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Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
OVERALL ELEVATIONS (INTERNAL)

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:500
Project Architect: SK/NA/JM	Date: 06.06.22
Project Director: PS/RN	Revision: 3
Drawing Number: TP-30-05	North:

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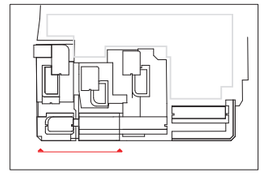
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22



MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
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METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
SOUTH ELEVATION-ZONE A

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:200
Project Architect: SK/NA/JM	Date: 06.06.22
Project Director: PS/RN	Revision: 3
Drawing Number: TP-30-10	North:

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Rev	Description	By	Date
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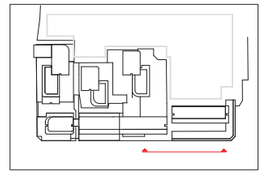
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22



MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
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Client
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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
SOUTH ELEVATION-ZONE B

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:200
Project Architect: SK/NA/JM	Date: 06.06.22
Project Director: PS/RN	Revision: 3
Drawing Number: TP-30-11	North:

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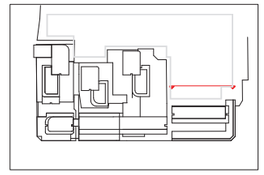
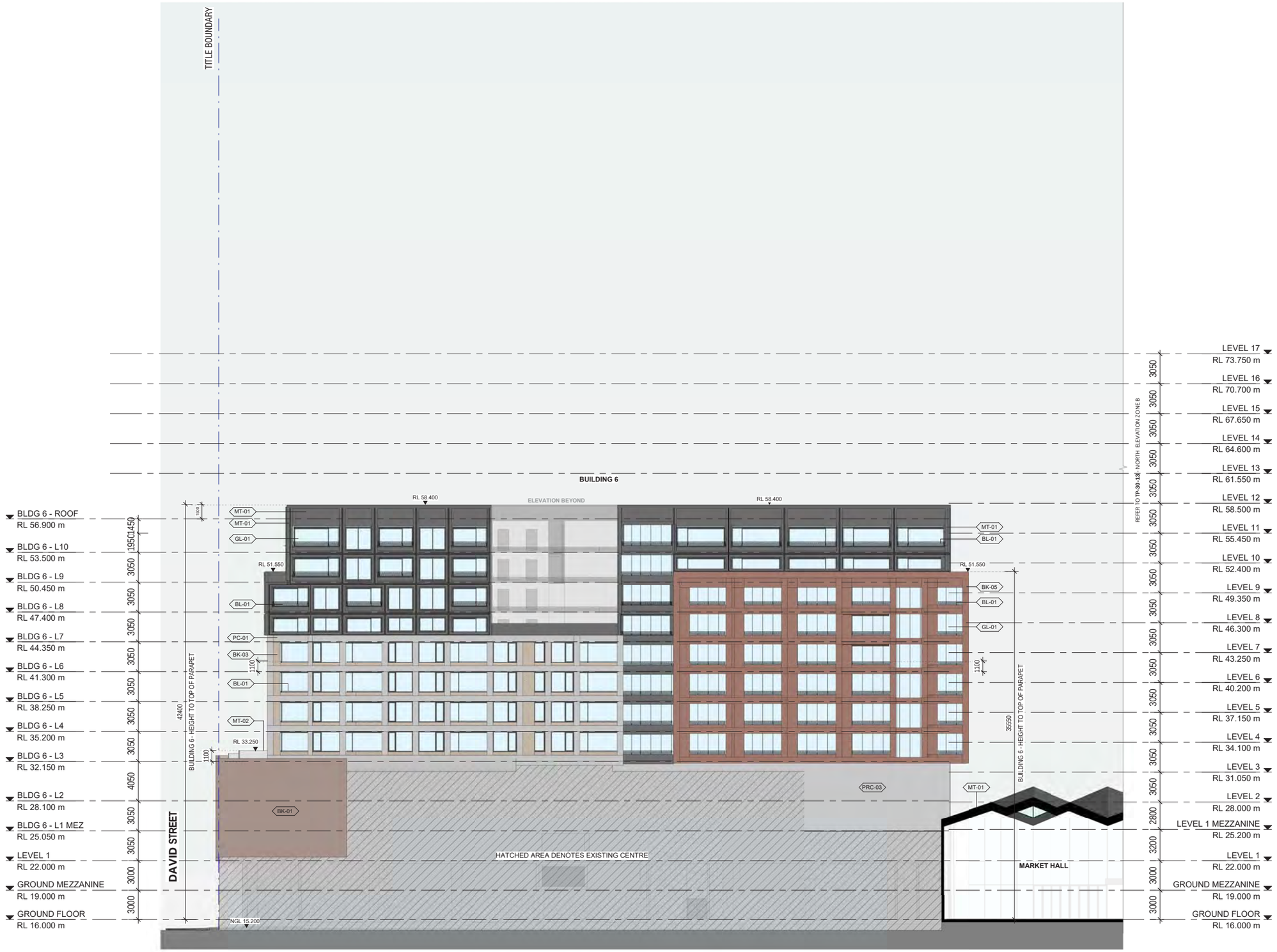
3	FOR TOWN PLANNING	NA	06.06.22





MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
NORTH ELEVATION-ZONE A

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:200
Project Architect: SK/NA/JM	Date: 06.06.22
Project Director: PS/RN	Revision: 3
Drawing Number: TP-30-12	North:

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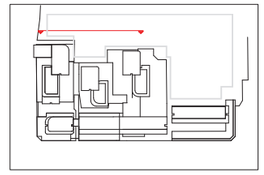
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22



MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Project
Victoria Gardens Doonside Precinct
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Drawing Title
NORTH ELEVATION-ZONE B

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:200
Project Architect: SK/NA/JM	Date: 06.06.22
Project Director: PS/RN	Revision: 3
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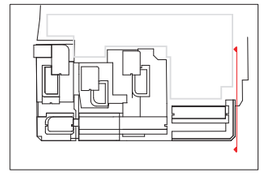
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22



MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Vicinity Centres & Salta Properties

Project No.
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Project
Victoria Gardens Doonside Precinct
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Drawing Title
EAST ELEVATION

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:200
Project Architect: SK/NA/JM	Date: 06.06.22
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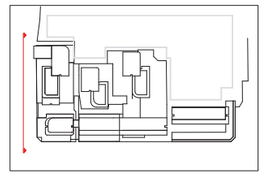
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22



MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Drawing Title
WEST ELEVATION

Document Control Status:
TOWN PLANNING

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Project Architect: SK/NA/JM	**Date:** 06.06.22
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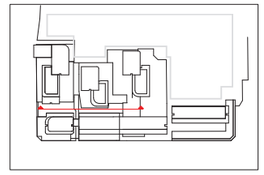
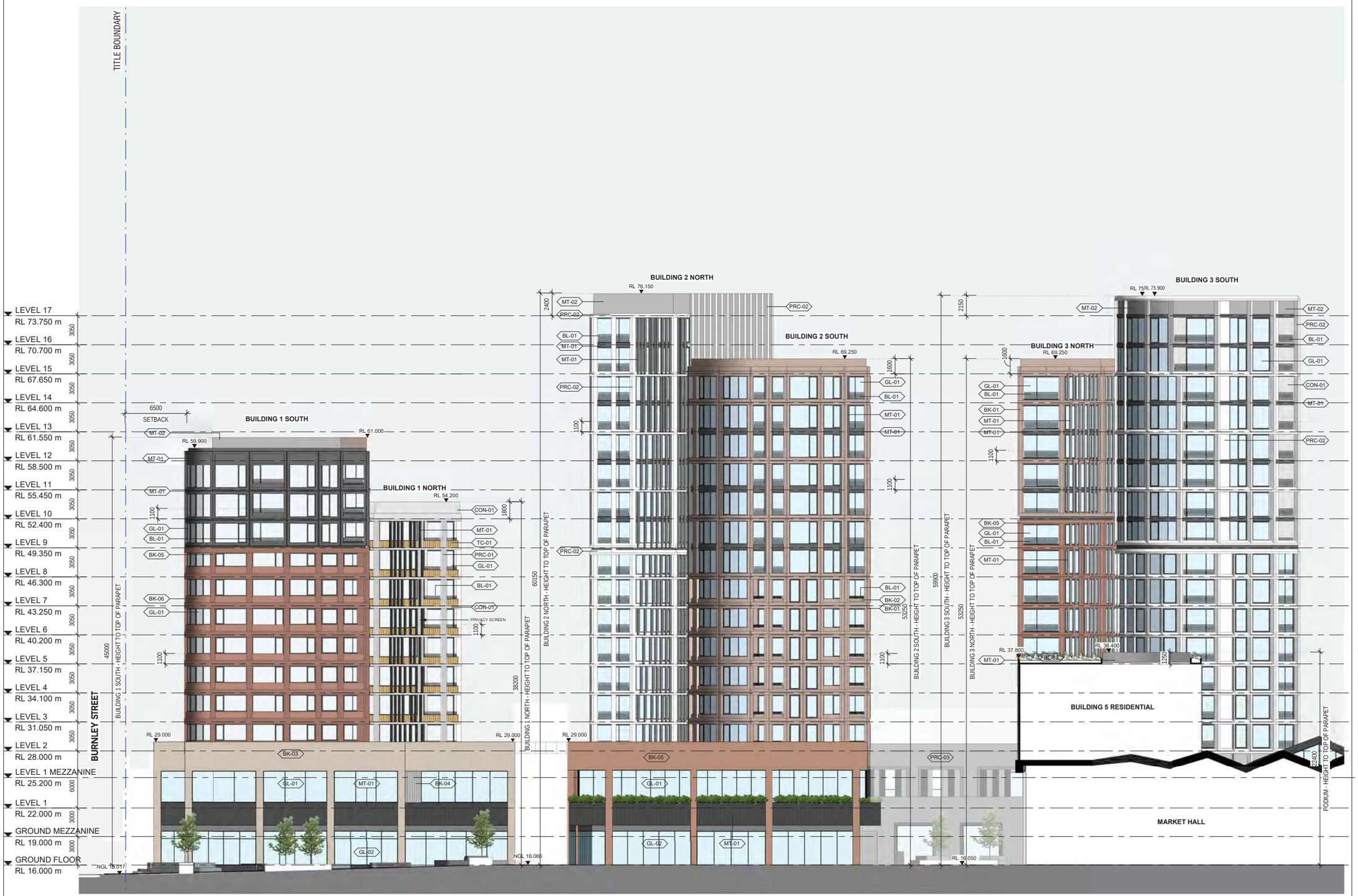
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22





MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Project
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Drawing Title
SOUTH ELEVATION - INTERNAL LOOKING NORTH

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
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Project Architect: SK/NA/JM	Date: 06.06.22
Project Director: PS/RN	Revision: 3
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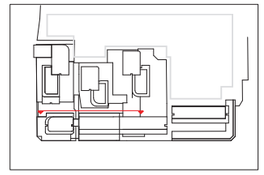
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22



MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	BRICK or SIMILAR BOND: ENGLISH

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Drawing Title
NORTH ELEVATION - INTERNAL LOOKING SOUTH

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: SK/AS/NA/JM	**Scale:** 1:200
Project Architect: SK/NA/JM	**Date:** 06.06.22
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Drawing Number: TP-30-17	**North:**

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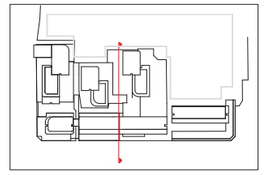
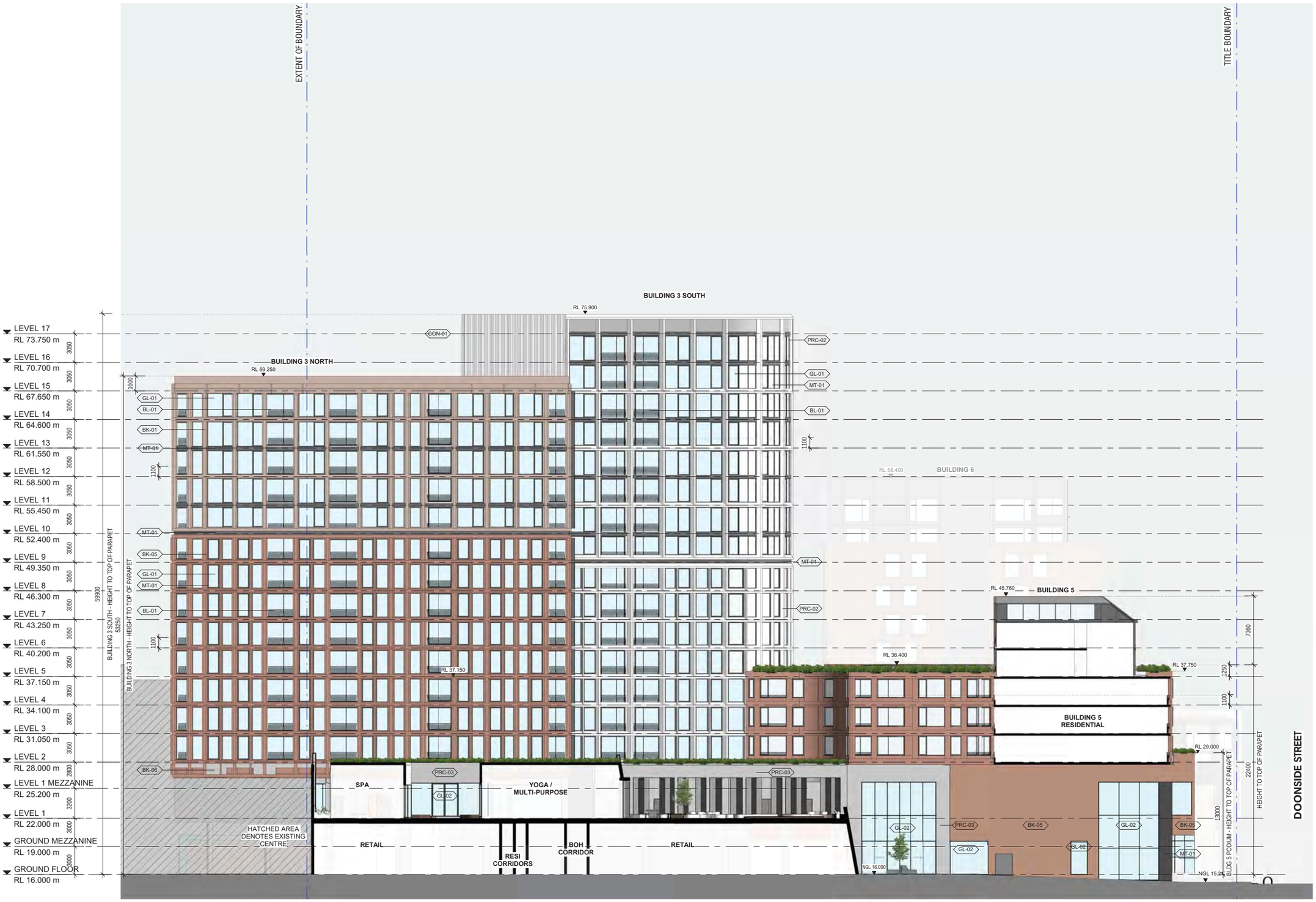
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22





MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
EAST ELEVATION - INTERNAL LOOKING EAST - 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:200
Project Architect: SK/NA/JM	Date: 06.06.22
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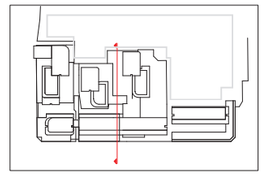
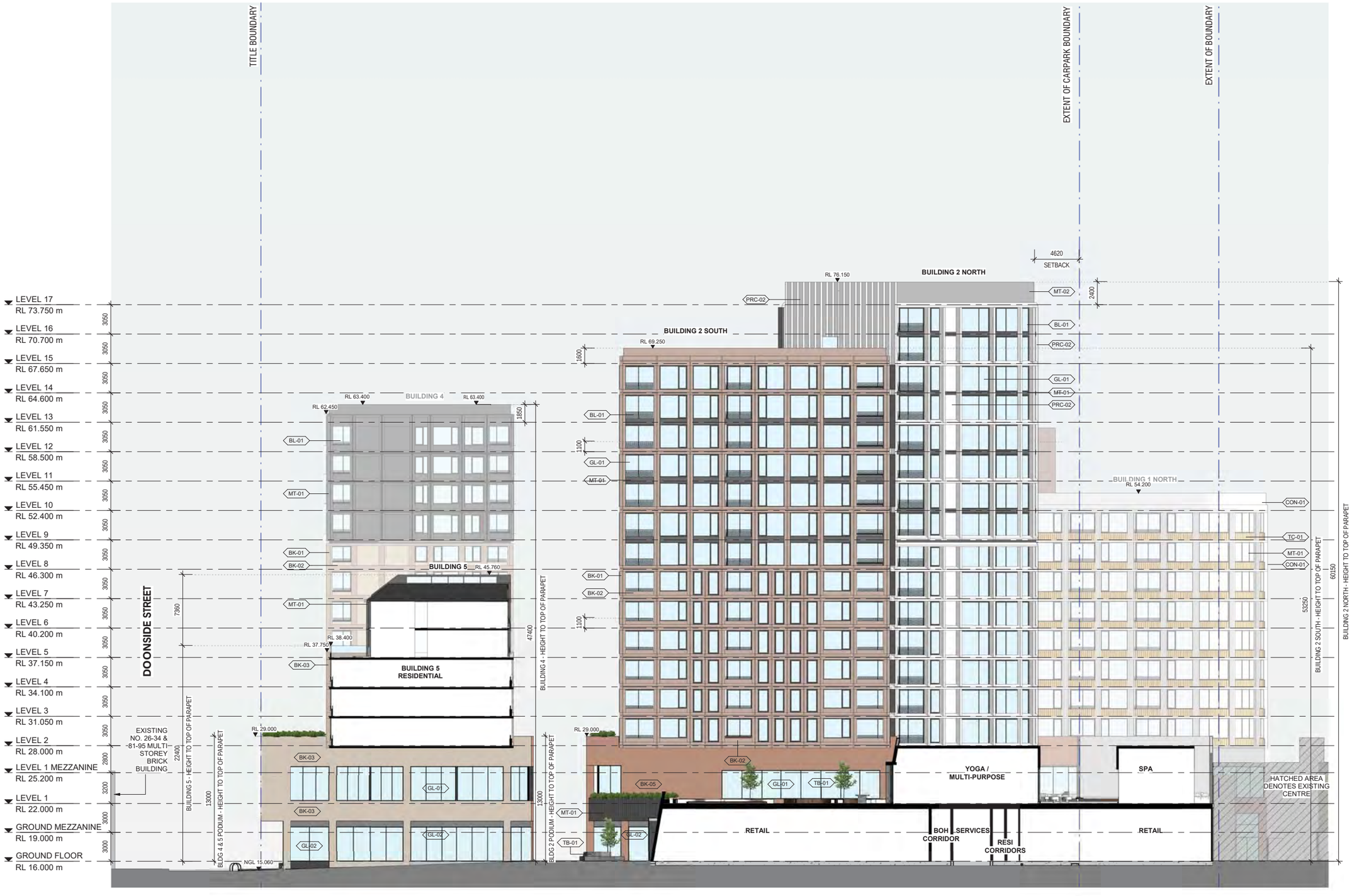
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22





MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Drawing Title
EAST ELEVATION - INTERNAL LOOKING WEST - 2

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:200
Project Architect: SK/NA/JM	Date: 06.06.22
Project Director: PS/RN	Revision: 3
Drawing Number: TP-30-19	North:

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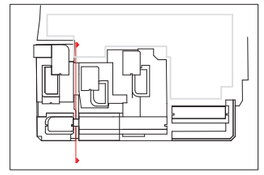
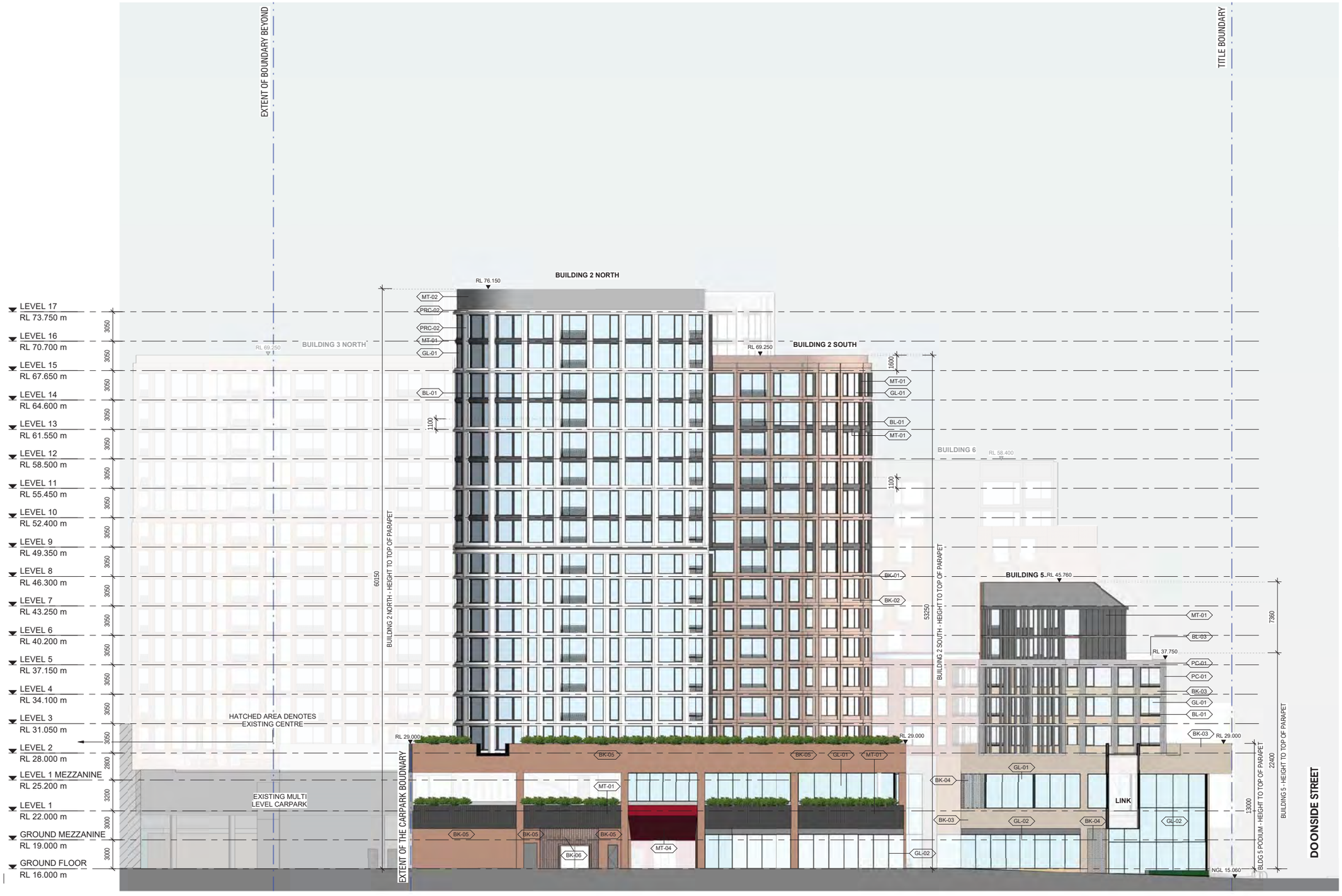
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22





MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Drawing Title
WEST ELEVATION - INTERNAL LOOKING EAST - 3

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:200
Project Architect: SK/NA/JM	Date: 06.06.22
Project Director: PS/RN	Revision: 3
Drawing Number: TP-30-20	North:

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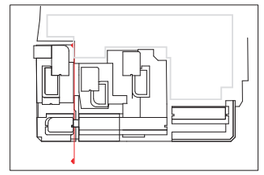
2	FOR TOWN PLANNING	JM	28.03.22
3	FOR TOWN PLANNING	NA	06.06.22



MATERIAL LEGEND

METAL TYPE 1	**METAL TYPE 2**	**METAL TYPE 3**	**METAL TYPE 4**	**METAL TYPE 5**	**BALUSTRADE TYPE 1**	**BALUSTRADE TYPE 2**	**BALUSTRADE TYPE 3**	**PRECAST TYPE 1**	**PRECAST TYPE 2**	**PRECAST TYPE 3**	**CONCRETE TYPE 1**	**GLASS TYPE 1**	**GLASS TYPE 2**	**GLASS TYPE 3**	**TERRACOTTA TYPE 1**	**BRICK TYPE 1**	**BRICK TYPE 2**	**BRICK TYPE 3**	**BRICK TYPE 4**	**BRICK TYPE 5**	**BRICK TYPE 6**	**BRICK TYPE 7**	**BRICK HIT & MISS TYPE 8**
MT-01	MT-02	MT-03	MT-04	MT-05	BL-01	BL-02	BL-03	PRC-01	PRC-02	PRC-03	CON-01	GL-01	GL-02	GL-03	TC-01	BK-01	BK-02	BK-03	BK-04	BK-05	BK-06	BK-07	BK-08
METAL - BLACK AND DARK GREYS	MESH SCREEN	METAL BATTEN PRIVACY SCREEN	METAL - BURGUNDY OR SIMILAR	METAL - BEIGE OR SIMILAR	METAL BALUSTRADE	FLAT METAL BALUSTRADE	12mm GLASS BALUSTRADE	LIGHT GREY PRECAST CONCRETE	MID GREY PRECAST CONCRETE	DARK GREY PRECAST CONCRETE	EXPOSED SLAB EDGES	REFLECTIVE SLIVER TINTED LOW-E GLASS	TRANSPARENT LOW-E SHOPFRONT GLASS	NON-VISIBLE GLAZING	TERRACOTTA TILES or SIMILAR	LIGHT RED BRICK or SIMILAR BOND: ENGLISH	LIGHT RED BRICK or SIM. BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	SANDY BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	RED BRICK or SIMILAR BOND: ENGLISH	GREY BRICK or SIMILAR BOND: ENGLISH	HIT & MISS GREY BRICK or SIMILAR BOND: ENGLISH

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Drawing Title
WEST ELEVATION - INTERNAL LOOKING WEST - 4

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1:200
Project Architect: SK/NA/JM	Date: 06.06.22
Project Director: PS/RN	Revision: 3
Drawing Number: TP-30-21	North:

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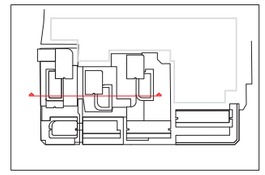
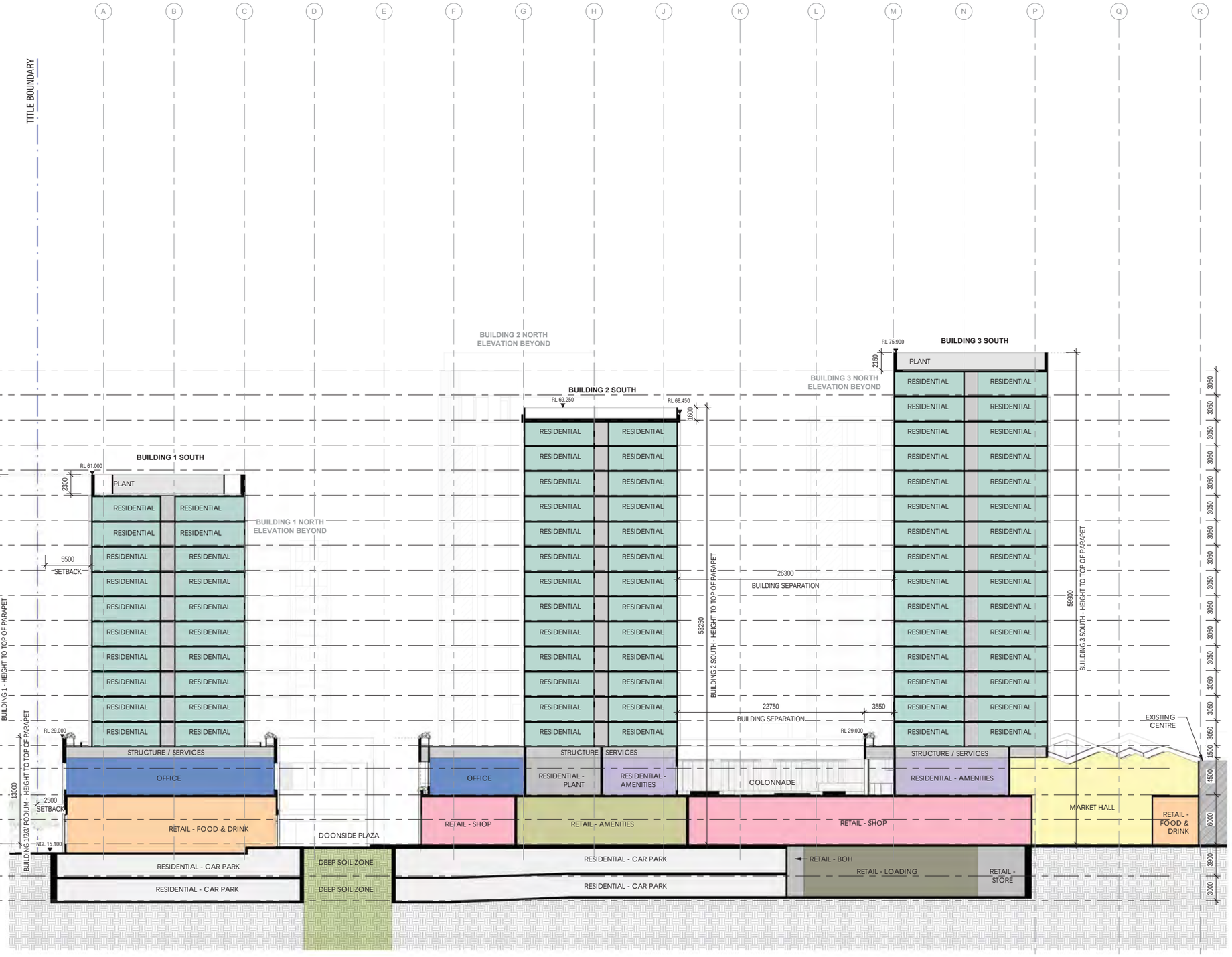
2	FOR TOWN PLANNING	JM	28.03.22





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Drawing Title
SECTION A-A

Document Control Status:
TOWN PLANNING

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Co-ordinated: SK/AS/NA/JM	**Scale:** 1 : 250 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/NB	**Revision:** 2
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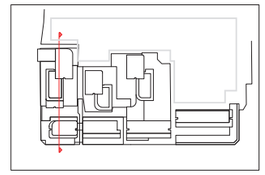

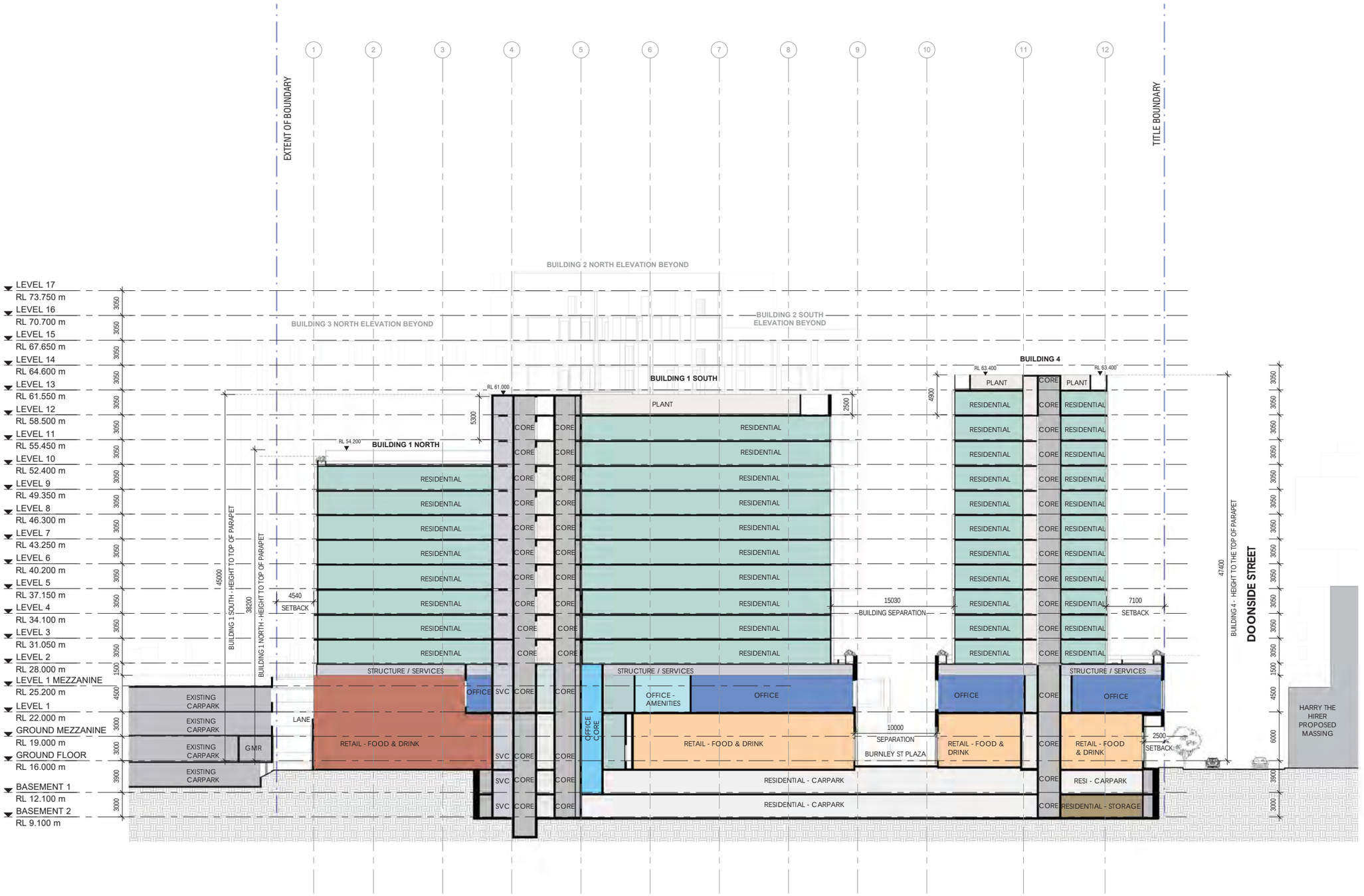

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Drawing Title
SECTION B-B

Document Control Status:
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Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-40-02	**North:**

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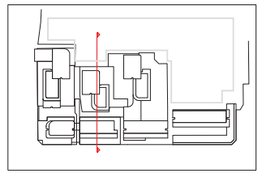

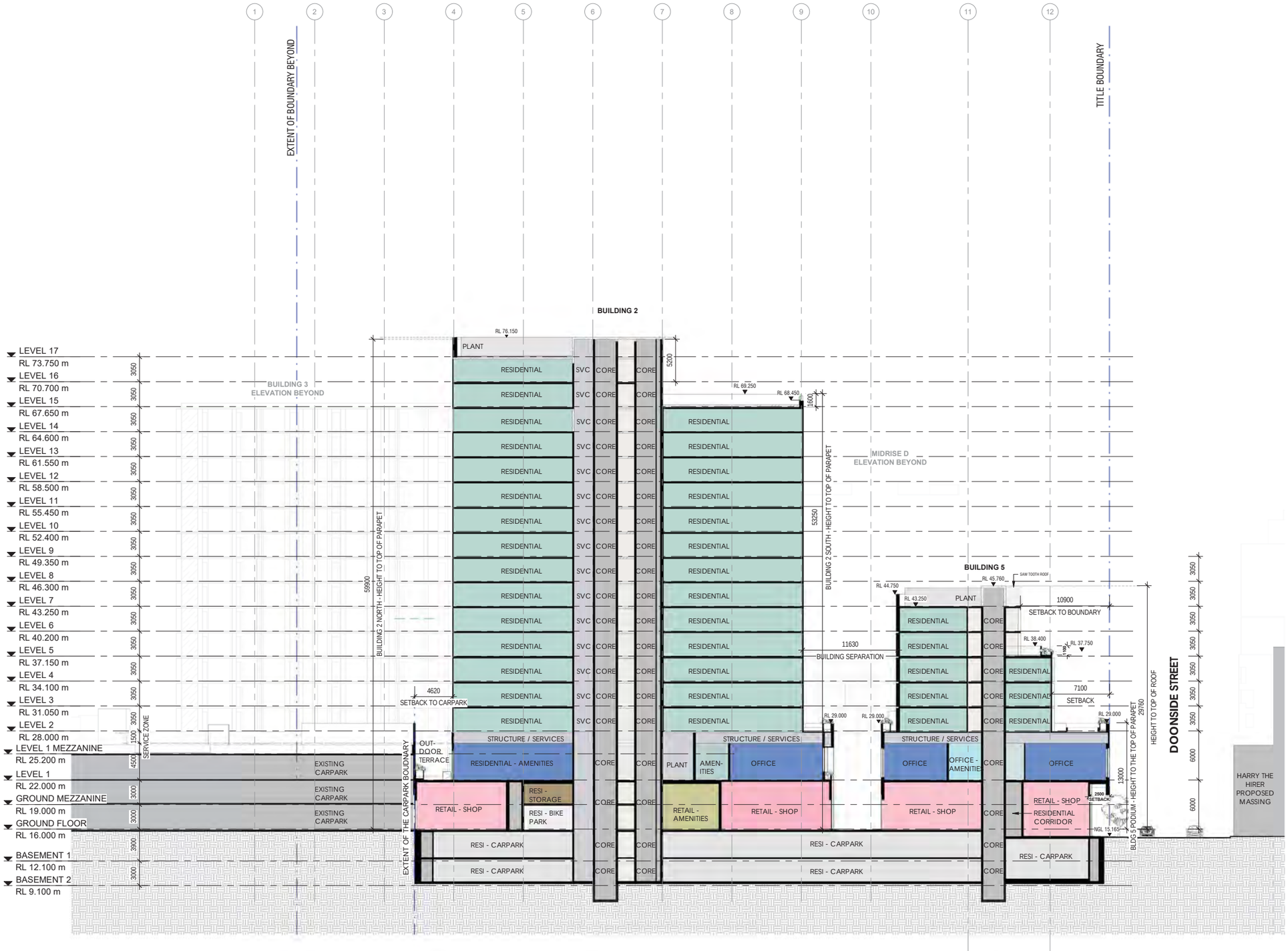

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Project
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Drawing Title
SECTION C-C

Document Control Status:
TOWN PLANNING

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Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
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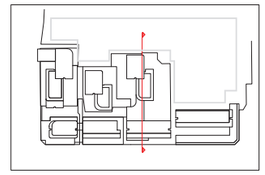
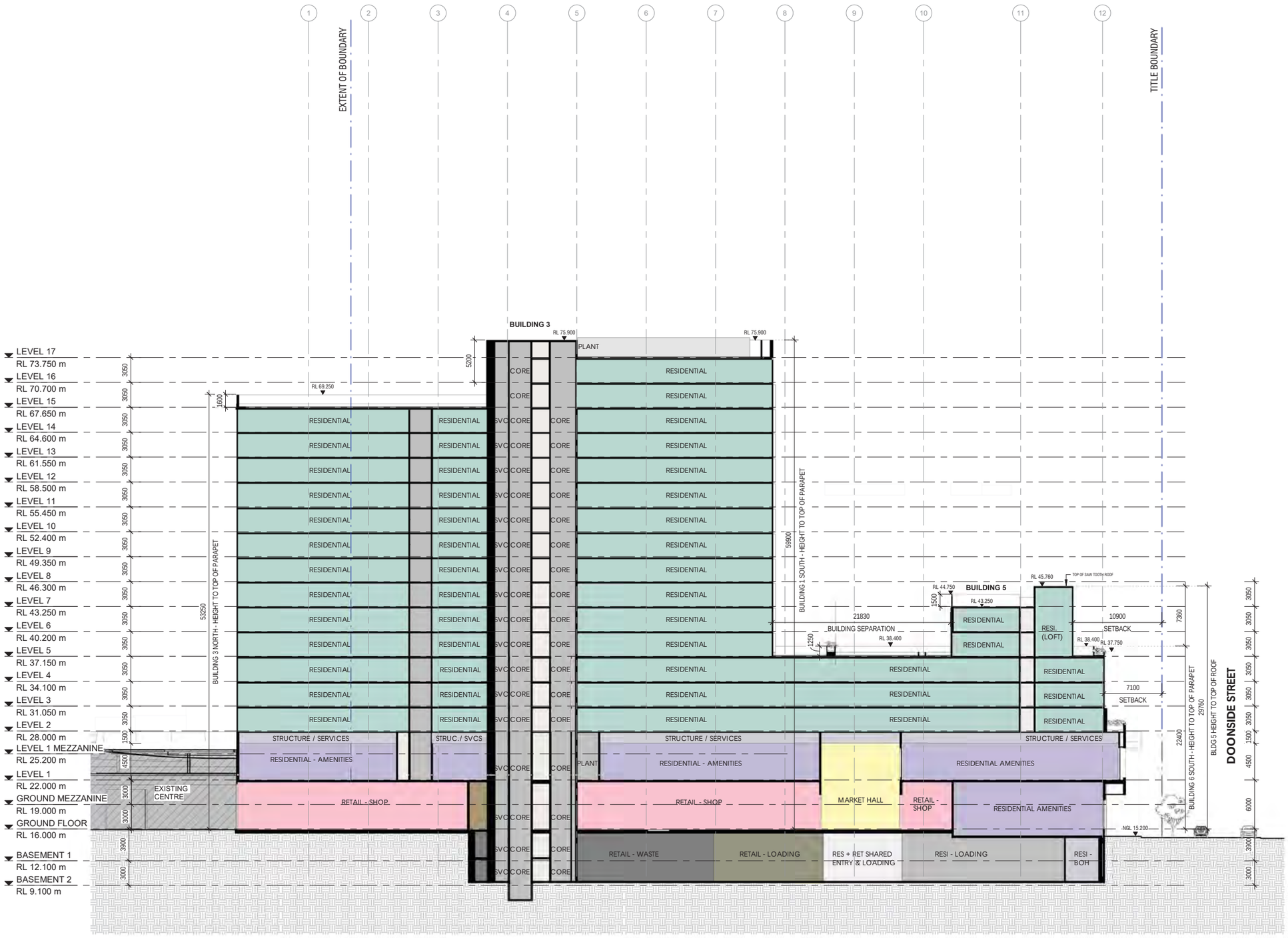
2	FOR TOWN PLANNING	JM	28.03.22





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Project
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Drawing Title
SECTION D-D

Document Control Status:
TOWN PLANNING

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Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-40-04	**North:**

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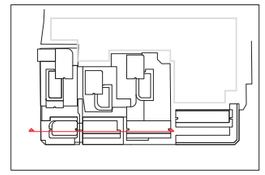

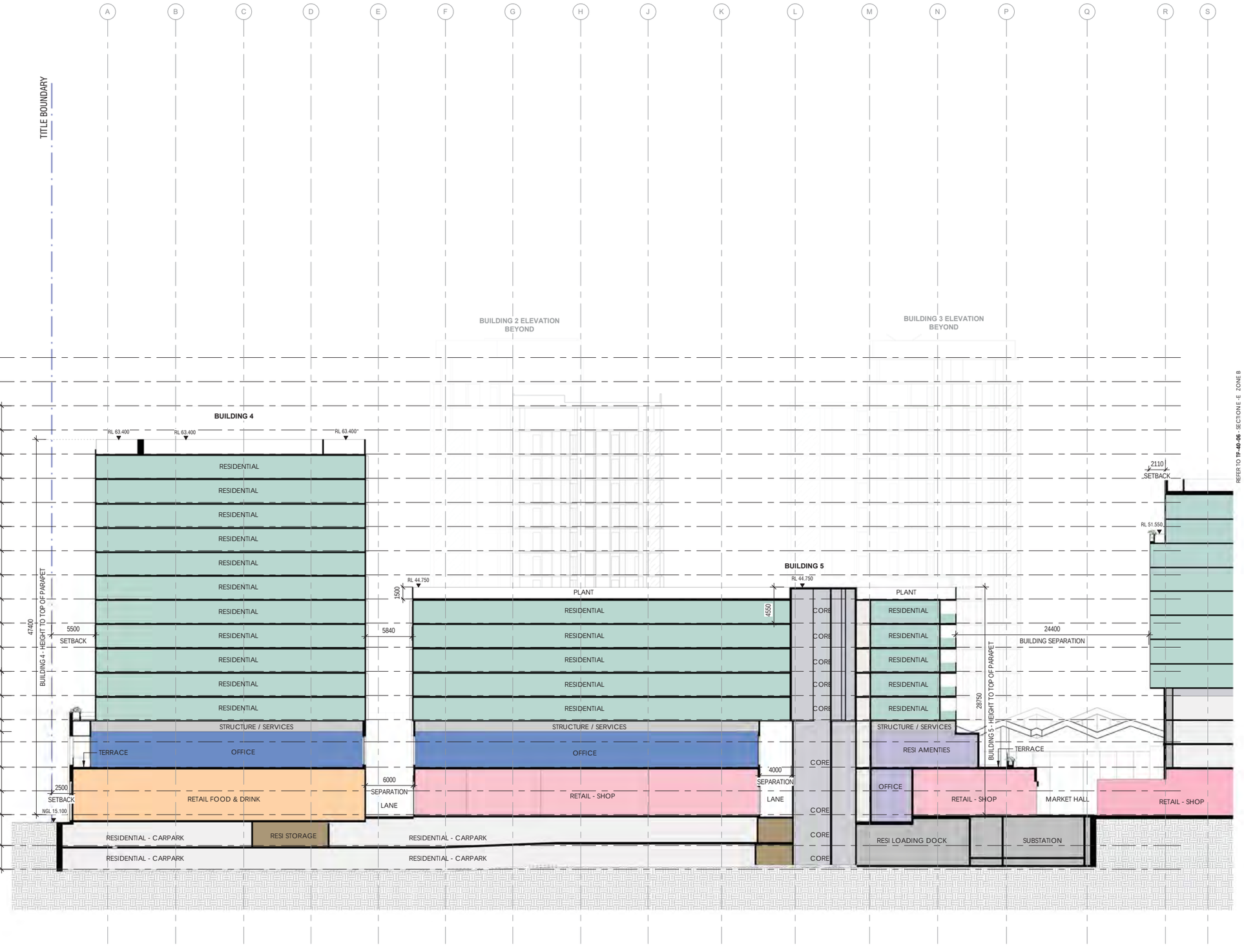

REFER TO **TP-40-06** SECTION E-E ZONE B

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Drawing Title
SECTION E-E -ZONE A

Document Control Status:
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Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
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Rev	Description	By	Date
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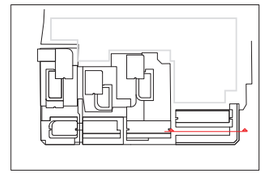
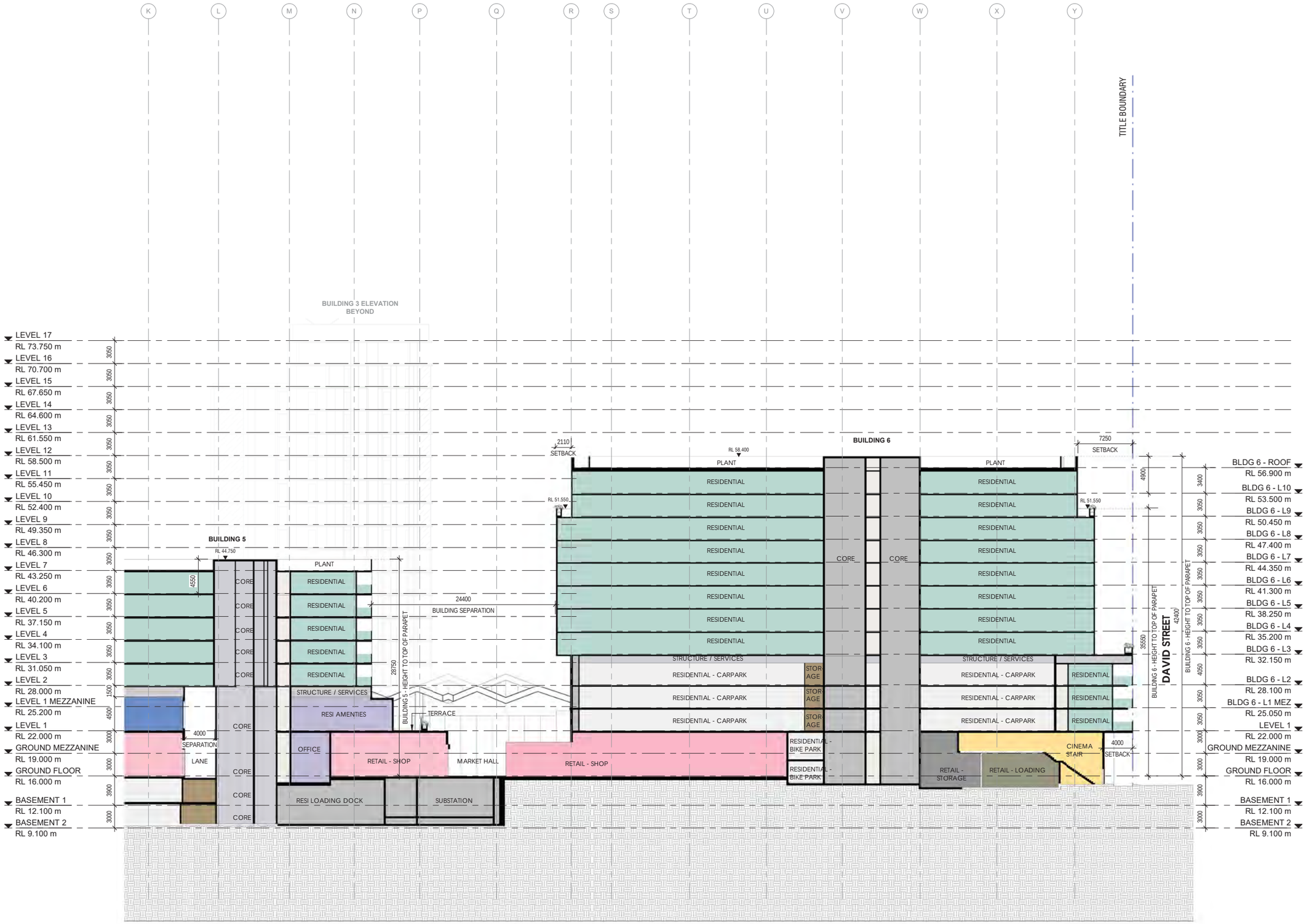
2	FOR TOWN PLANNING	JM	28.03.22





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Drawing Title
SECTION E-E -ZONE B

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: SK/AS/NA/JM	Scale: 1 : 250 @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-40-06	North:

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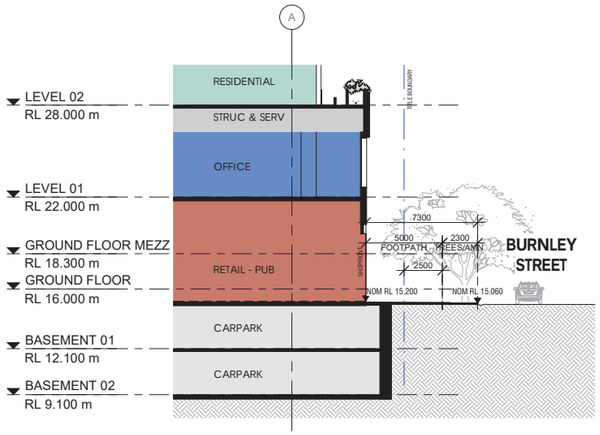

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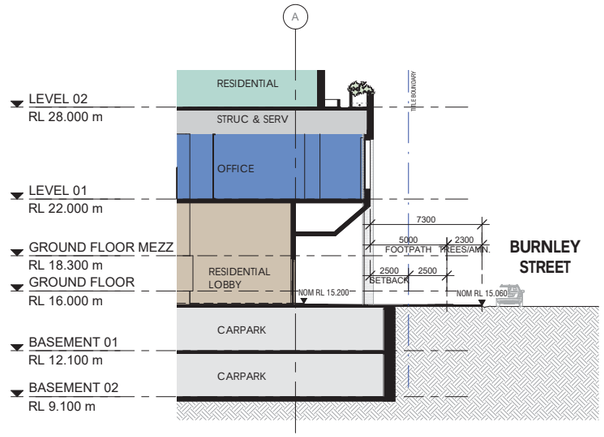

2 RESIDENTIAL LOBBY STREET ENTRY
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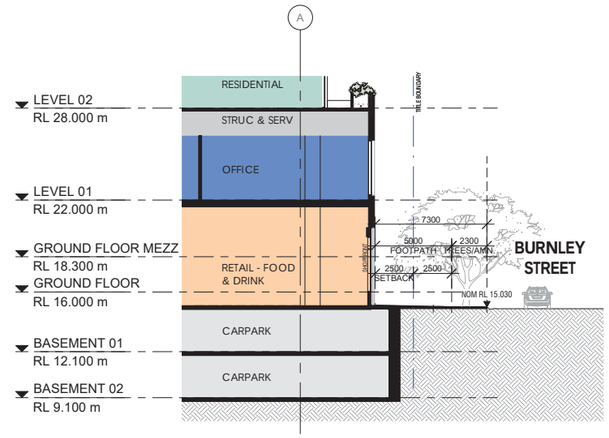

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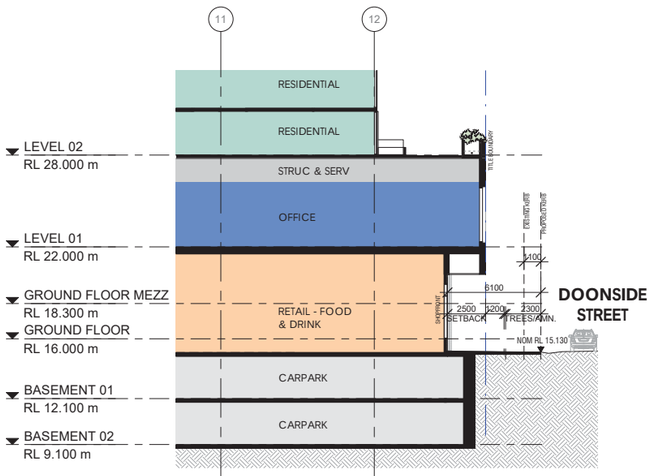

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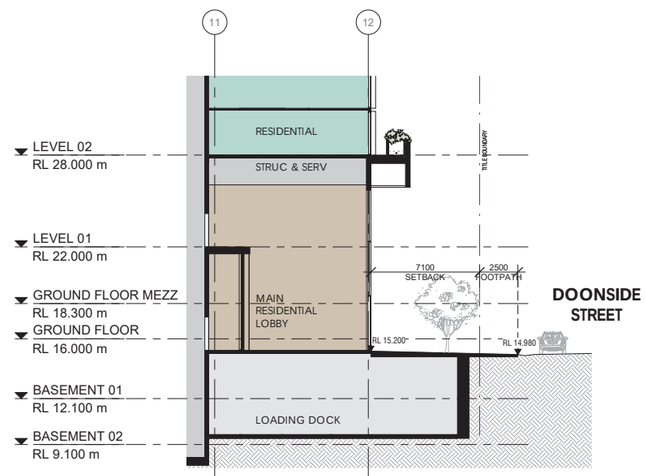
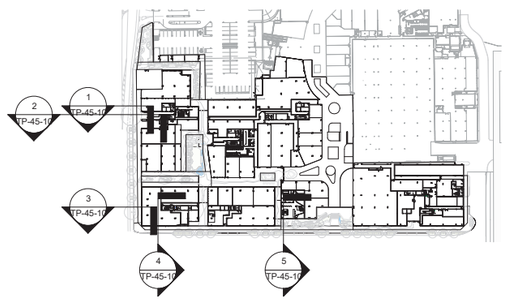


5 RESIDENTIAL LOBBY MAIN ENTRY
1 : 200



A KEY PLAN
1 : 2000

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Rev	Description	By	Date
1	FOR TOWN PLANNING	SK	23.04.21
2	FOR TOWN PLANNING	SK	28.03.22

Cox Architecture
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NH Architecture
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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
FRONT SETBACK SECTION DETAILS - PODIUM

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	Drawn: AS/SK
Co-ordinated: AS/SK	Scale: As indicated @ A1
Project Architect: SK	Date: 28/03/22
Project Director: PS/NB	Revision: 2
Drawing Number: TP-45-10	North:

Cox Architecture Pty Ltd ACN 002 535 891

PLOT STAMP DATE: Thu 24/03/2022 11:46:41 AM

LOWER LEVELS

TYPE B01

BUILDING 3:	L2-14
BUILDING 5:	L2-4
BUILDING 6:	L1-2

TYPE B02

BUILDING 1:	L2-9
BUILDING 2:	L2-16
BUILDING 3:	L2-14
BUILDING 4:	L2-5

UPPER LEVELS

TYPE B01

BUILDING 1:	L10-11
BUILDING 3:	L15-16
BUILDING 5:	L5-6

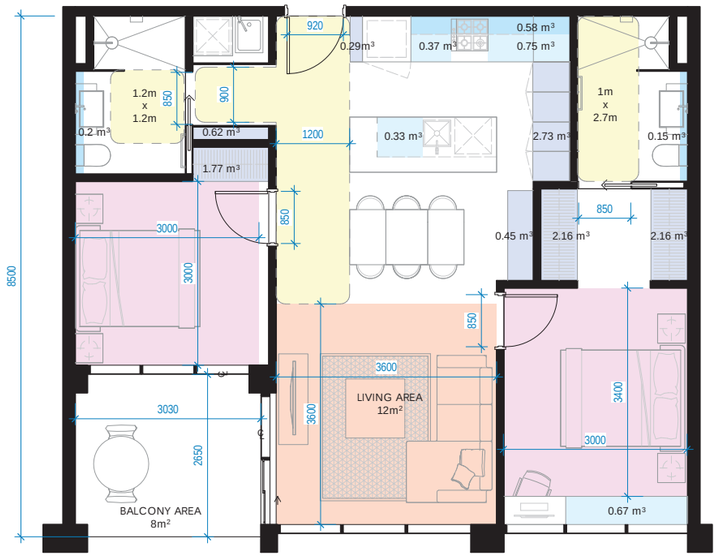
TYPE B02

BUILDING 2:	L15-16
BUILDING 4:	L6-10

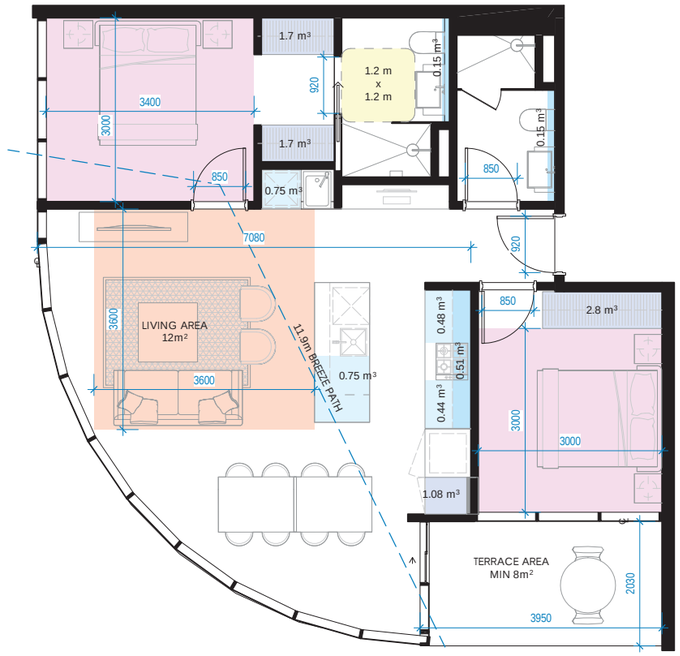
	Room / Dwelling / Requirement	Min / Max	Dimension	B01	B02
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	13.65	10.36
		Min	5m³ External	0.35	3.64
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✘	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✘	✘

	Room / Dwelling / Requirement	Min / Max	Dimension	B01	B02
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✘	✘
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A	A
	All DDA Compliance measures met?			✘	✘

Number of Apartment Type	36	70



APARTMENT TYPE B01



APARTMENT TYPE B02

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Rev	Description	By	Date
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-58-01	North:

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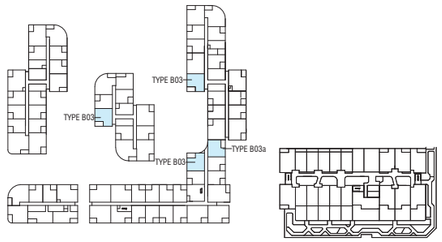
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22



LOWER LEVELS

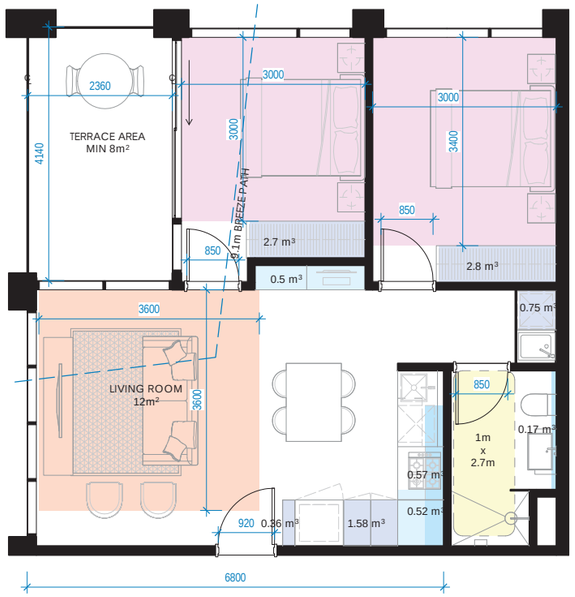
TYPE B03

BUILDING 2:	L2-14
BUILDING 3:	L2-14
BUILDING 5:	L2-4

TYPE B03a

BUILDING 5:	L2-4

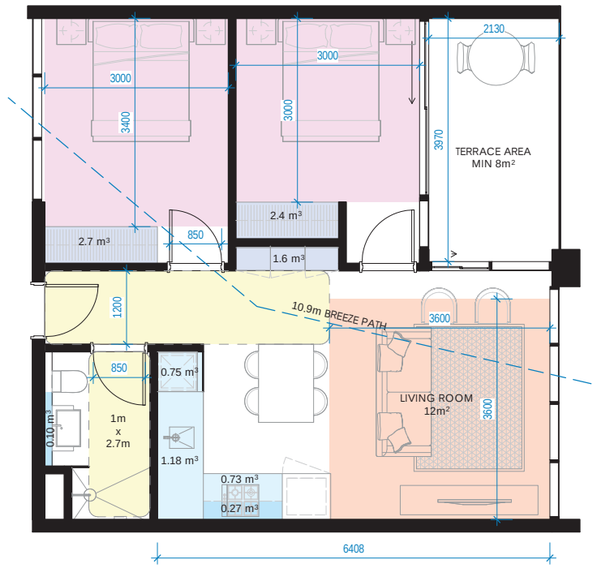
Room / Dwelling / Requirement		Min / Max	Dimension	B03	B03a
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9.95	9.73
		Min	5m³ External	4.05	4.27
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✓



APARTMENT TYPE B03

Room / Dwelling / Requirement		Min / Max	Dimension	B03	B03a
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B
	All DDA Compliance measures met?			✗	✓

Number of Apartment Type	29	3



APARTMENT TYPE B03A

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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 2

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-58-02	North:

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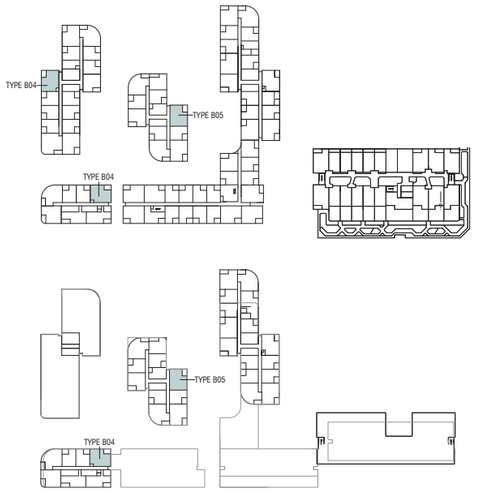
2	FOR TOWN PLANNING	JM	28.03.22



LOWER LEVELS

TYPE B04

BUILDING 1: L2-9
BUILDING 4: L2-4

TYPE B05

BUILDING 2: L2-14

UPPER LEVELS

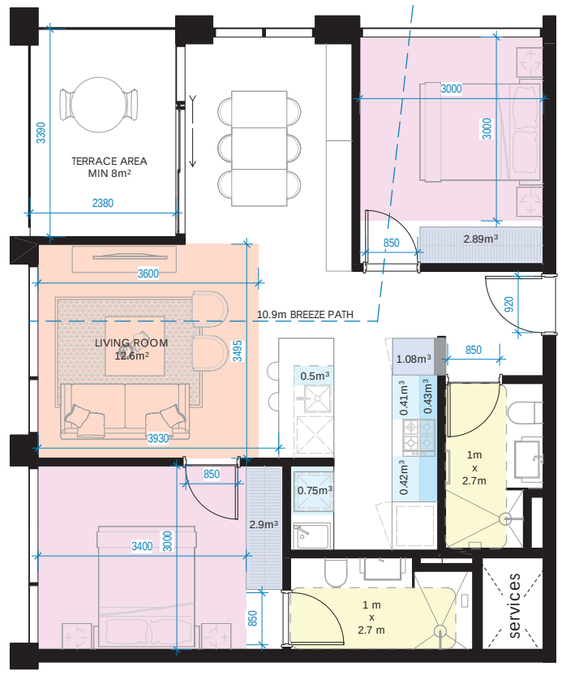
TYPE B04

BUILDING 1: L10-11
BUILDING 4: L5-12

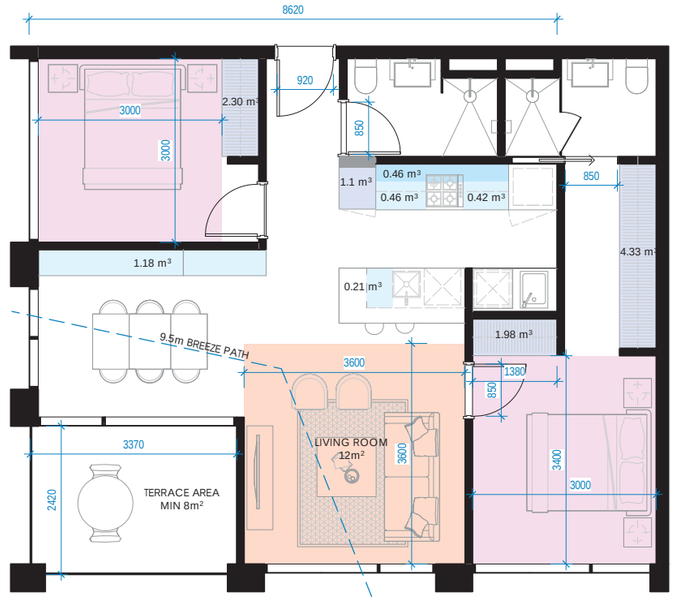
TYPE B05

-

	Room / Dwelling / Requirement	Min / Max	Dimension	B04	B05
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✗	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9.63	12.23
		Min	5m³ External	4.37	1.77
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✗



APARTMENT TYPE B04



APARTMENT TYPE B05

	Room / Dwelling / Requirement	Min / Max	Dimension	B04	B05
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B
	All DDA Compliance measures met?			✗	✗

Number of Apartment Type	21	13

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 3

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET

Drawn: NA/JM/RC
Co-ordinated: NA/JM
Scale: As indicated @ A1
Project Architect: SK/NA/JM
Date: 28.03.22
Project Director: PS/RN
Revision: 2
Drawing Number: TP-58-03
North:

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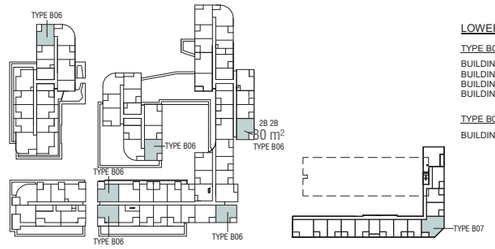
2	FOR TOWN PLANNING	JM	28.03.22



LOWER LEVELS

TYPE B06

BUILDING 1: L2-9
BUILDING 2: L2-14
BUILDING 3: L5-14
BUILDING 5: L2-4

TYPE B07:

BUILDING 6: L1-2

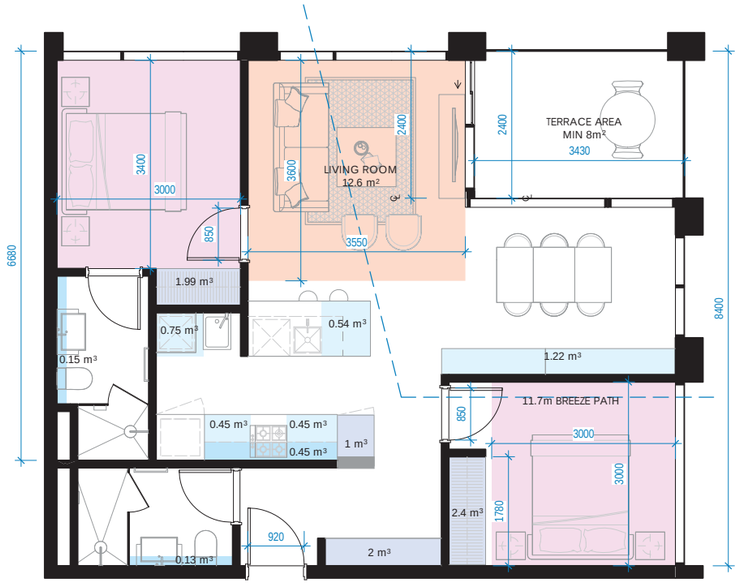
UPPER LEVELS

TYPE B06

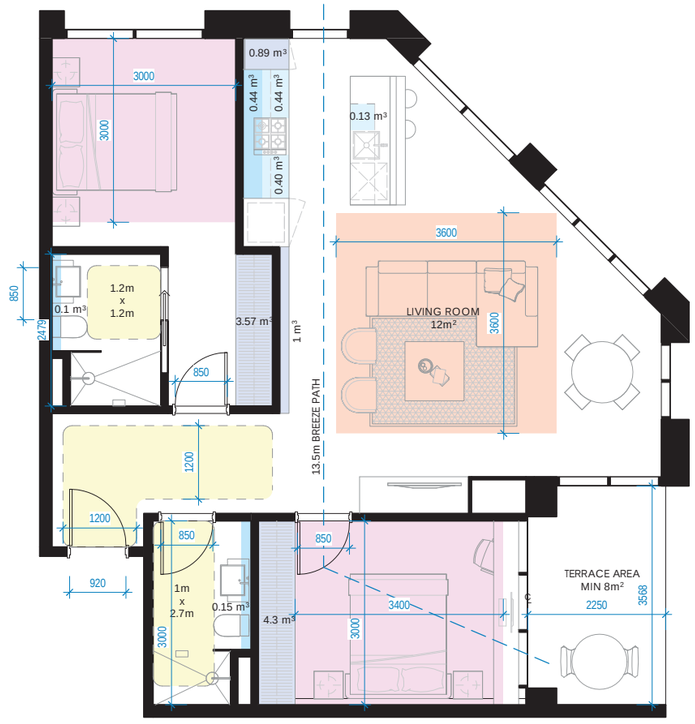
BUILDING 2: L2-14
BUILDING 3: L15
BUILDING 5: L5-6

TYPE B07

-



APARTMENT TYPE B06



APARTMENT TYPE B07

	Room / Dwelling / Requirement	Min / Max	Dimension	B06	B07
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✗	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	11.53	11.42
		Min	5m³ External	2.47	2.58
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	B06	B07
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	A
	All DDA Compliance measures met?			✗	✓

Number of Apartment Type	47	24

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 4

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET

Drawn: NA/JM/RC
Co-ordinated: NA/JM
Scale: As indicated @ A1
Project Architect: SK/NA/JM
Date: 28.03.22
Project Director: PS/RN
Revision: 2
Drawing Number: TP-58-04
North:

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Rev	Description	By	Date
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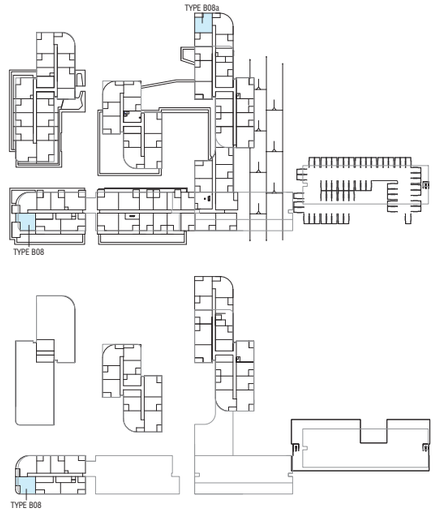
2	FOR TOWN PLANNING	JM	28.03.22



LOWER LEVELS

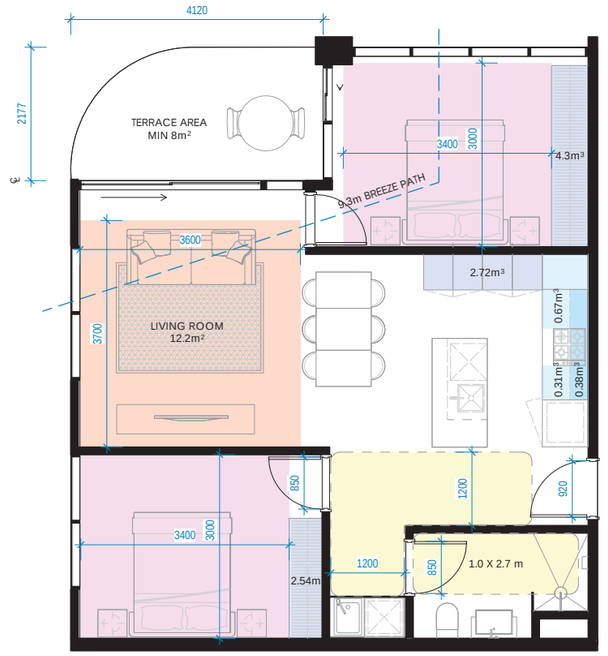
TYPE B08
BUILDING 4: L2-4

TYPE B08a
BUILDING 3: L2-14

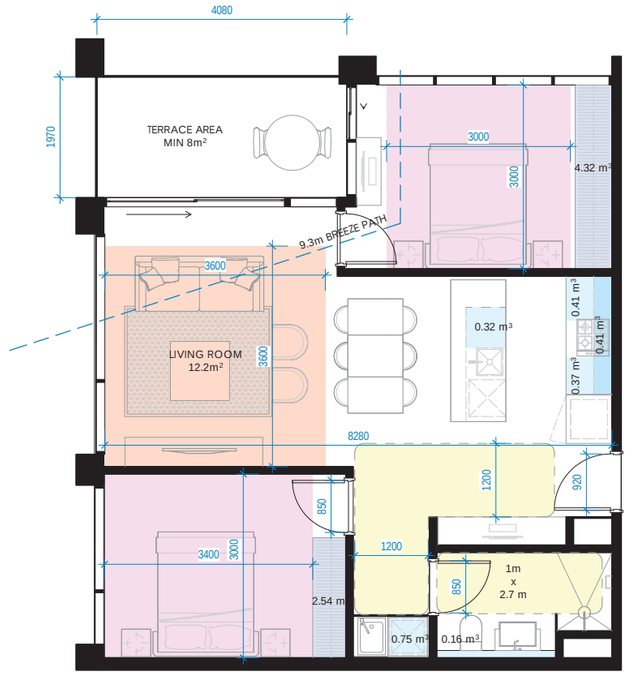
UPPER LEVELS

TYPE B08
BUILDING 4: L5-12

TYPE B08a
-



APARTMENT TYPE B08



APARTMENT TYPE B08A

	Room / Dwelling / Requirement	Min / Max	Dimension	B08	B8a
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	10.92	9.28
		Min	5m³ External	3.08	4.72
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✘
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✓	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	B08	B08a
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B
	All DDA Compliance measures met?			✓	✓

Number of Apartment Type	11	13

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 5

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET
Drawn: NA/JM/RC
Co-ordinated: NA/JM
Scale: As indicated @ A1
Project Architect: SK/NA/JM
Date: 28.03.22
Project Director: PS/RN
Revision: 2
Drawing Number: TP-58-05
North:

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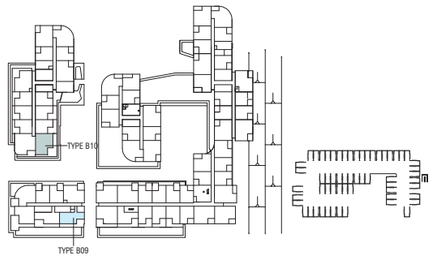
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22



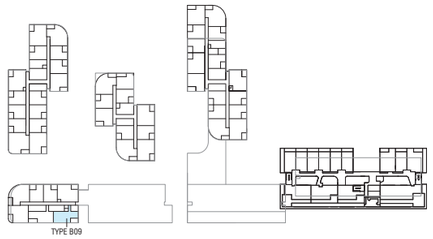
LOWER LEVELS

TYPE B09

BUILDING 4: L2-4

TYPE B10

BUILDING 1: L2-9



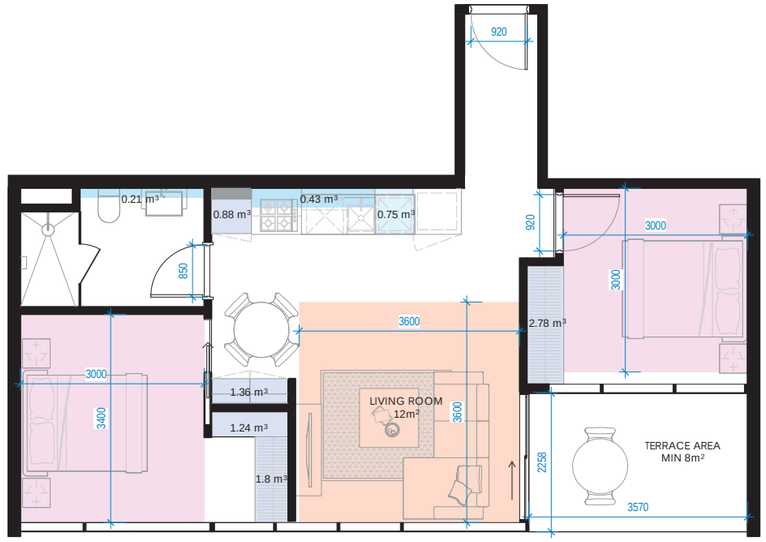
UPPER LEVELS

TYPE B09

BUILDING 4: L5-12

TYPE B10

-

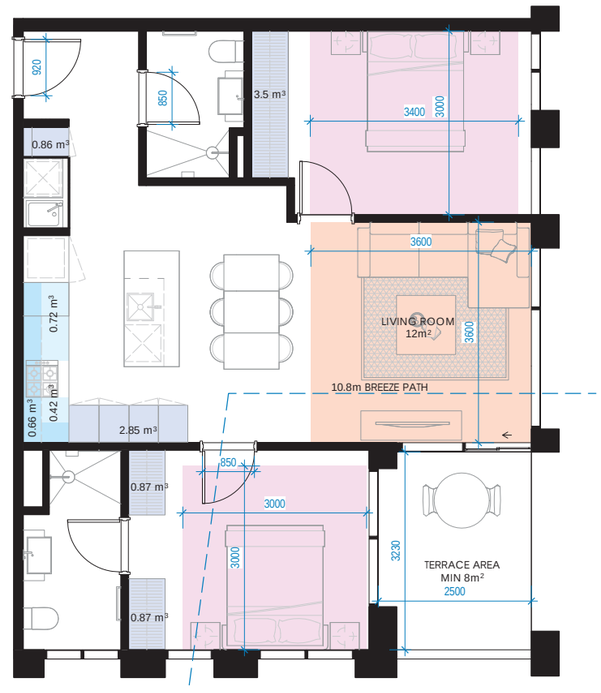


APARTMENT TYPE B09

	Room / Dwelling / Requirement	Min / Max	Dimension	B09	B10
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9.33	10.75
		Min	5m³ External	4.67	3.25
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✘	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✘	✘

	Room / Dwelling / Requirement	Min / Max	Dimension	B09	B10
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✘	✘
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✘	✘
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✘	✘
	All DDA Compliance measures met?			✘	✘

Number of Apartment Type	11	8



APARTMENT TYPE B10

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Client
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Project
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Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 6

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: Designer	Date: 28.03.22
Project Director: Approver	Revision: 2
Drawing Number: TP-58-06	North:

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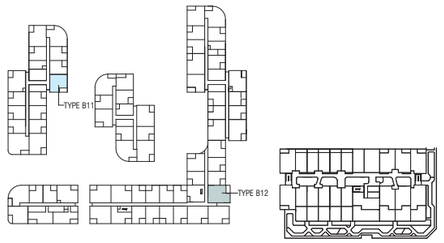
2	FOR TOWN PLANNING	JM	28.03.22



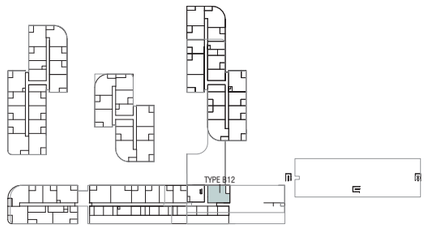
LOWER LEVELS

TYPE B11

BUILDING 1: L3-9

TYPE B12:

BUILDING 5: L2-4



UPPER LEVELS

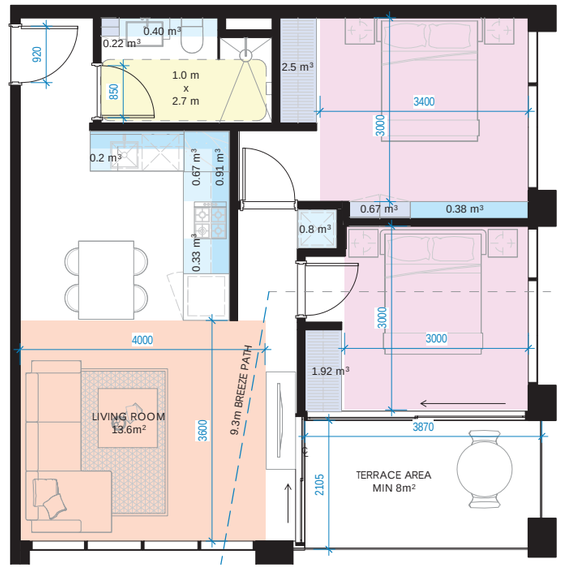
TYPE B11

-

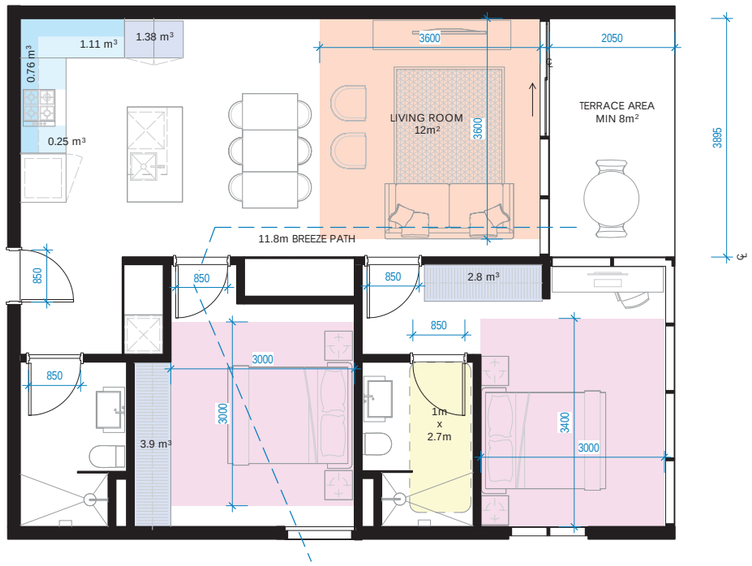
TYPE B12:

BUILDING 5: L5-6

	Room / Dwelling / Requirement	Min / Max	Dimension	B11	B12
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9	10.12
		Min	5m³ External	5	3.88
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✗



APARTMENT TYPE B11



APARTMENT TYPE B12

	Room / Dwelling / Requirement	Min / Max	Dimension	B11	B12
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B
	All DDA Compliance measures met?			✗	✗

Number of Apartment Type	7	5

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
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1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 7

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As Indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-58-07	North:

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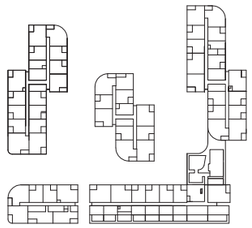
2	FOR TOWN PLANNING	JM	28.03.22

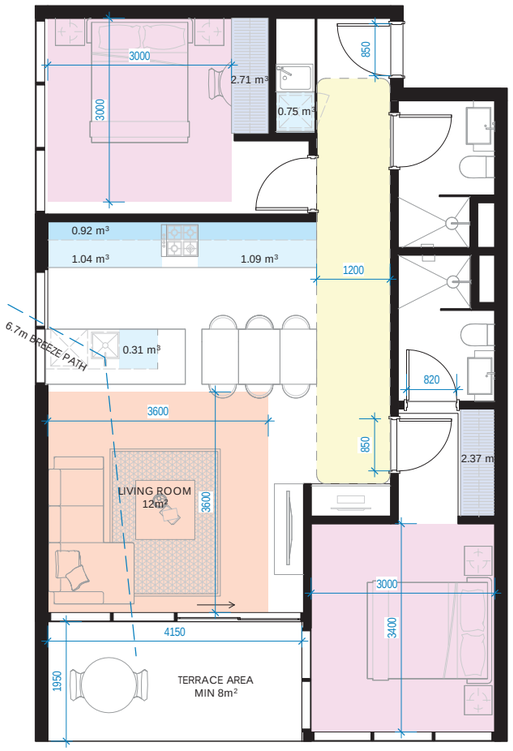


UPPER LEVELS

TYPE B13
BUILDING 6: L3-8

TYPE B14:
BUILDING 6: L4-6

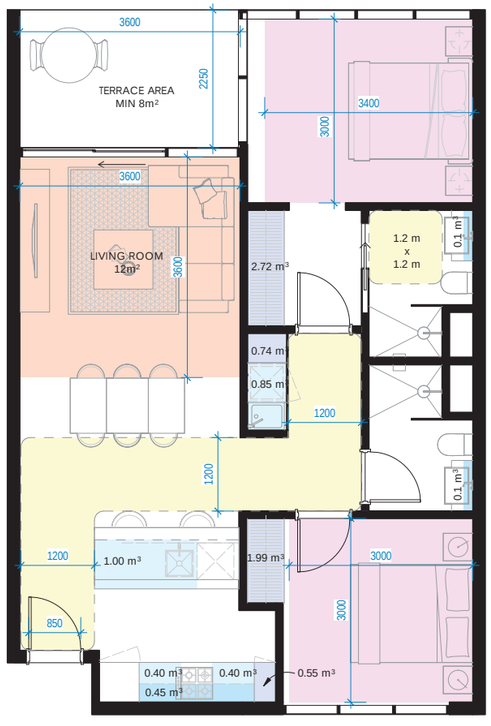
	Room / Dwelling / Requirement	Min / Max	Dimension	B13	B14
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9.19	9.3
		Min	5m³ External	4.81	4.7
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✗
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²		
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	✓	✓
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✓



APARTMENT TYPE B13

	Room / Dwelling / Requirement	Min / Max	Dimension	B13	B14
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗	A
	All DDA Compliance measures met?			✗	✓

Number of Apartment Type	3	6



APARTMENT TYPE B14

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Client
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Project No.
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Project
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1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 8

Document Control Status:
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A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-58-08	North:

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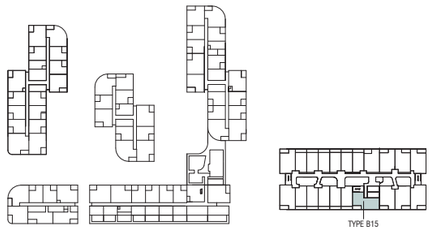
2	FOR TOWN PLANNING	JM	28.03.22



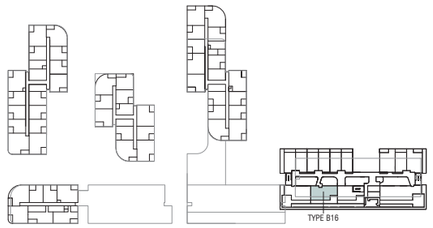
UPPER LEVELS

TYPE B15

BUILDING 6: L3-8

TYPE B16:

-



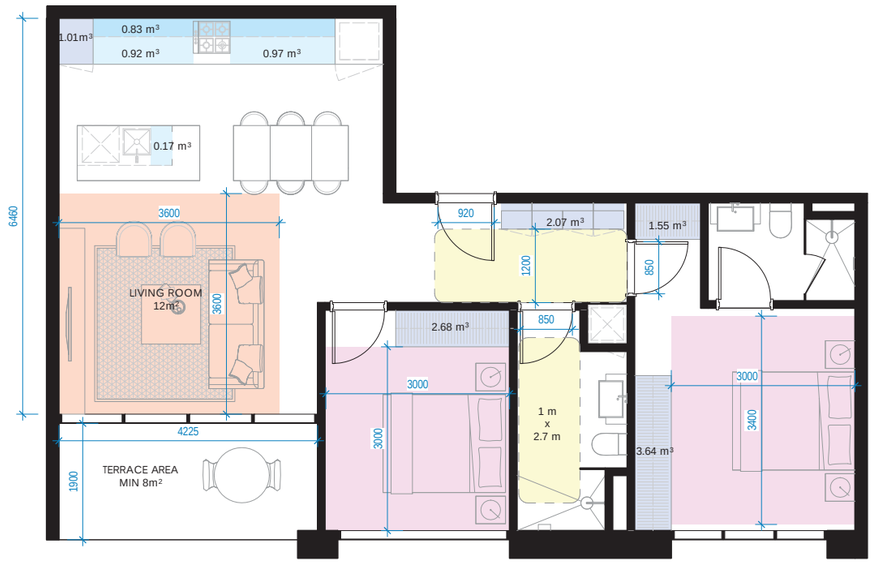
UPPER LEVELS

TYPE B15

-

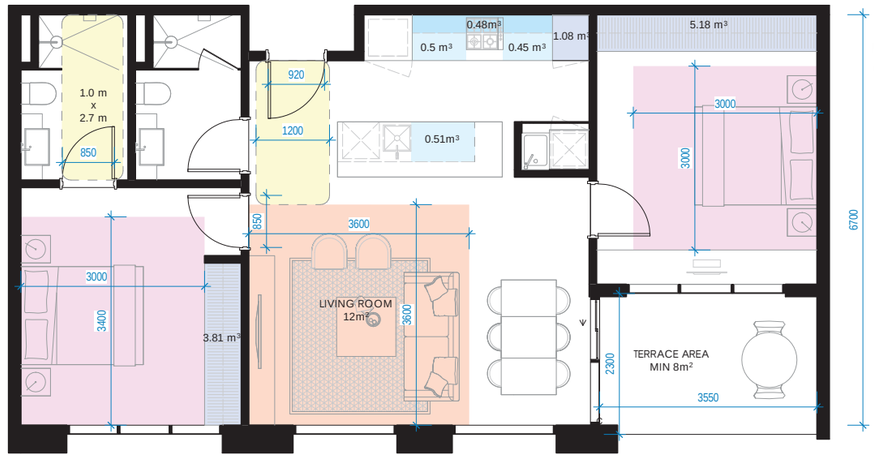
TYPE B16:

BUILDING 6: L9-10



APARTMENT TYPE B15

	Room / Dwelling / Requirement	Min / Max	Dimension	B15	B16
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	13.67	12.01
		Min	5m³ External	0.33	1.99
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✗
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✗	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✓



APARTMENT TYPE B16

	Room / Dwelling / Requirement	Min / Max	Dimension	B15	B16
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗	B
	All DDA Compliance measures met?			✗	✓

Number of Apartment Type	2	2

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
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1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 9

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-58-09	North:

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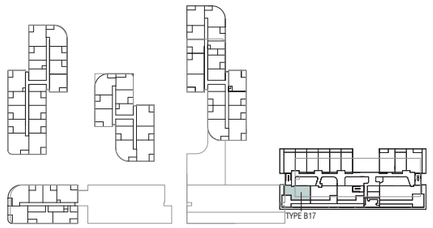
2	FOR TOWN PLANNING	JM	28.03.22



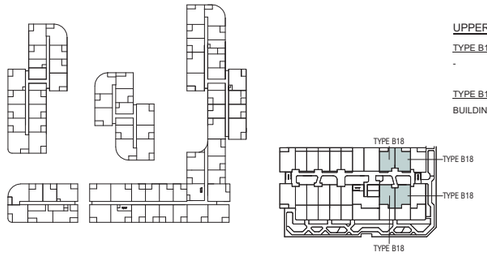
UPPER LEVELS

TYPE B17

BUILDING 6: L9-10

TYPE B18:

-



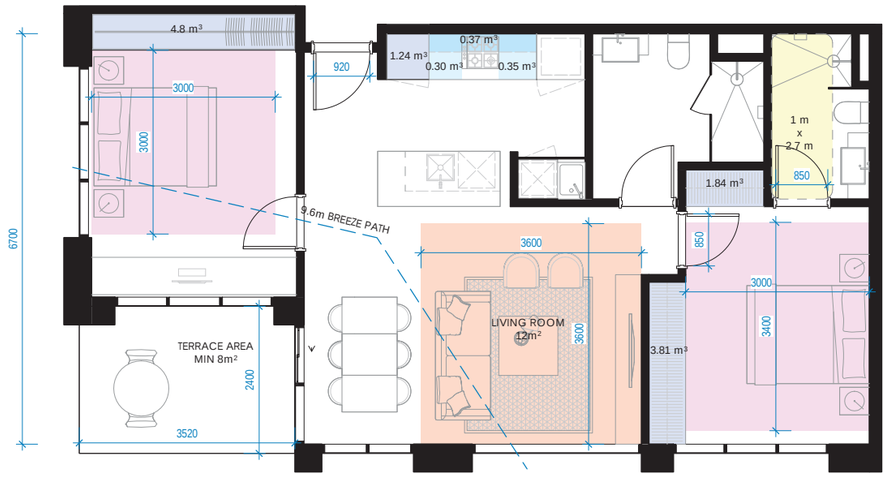
UPPER LEVELS

TYPE B17

-

TYPE B18:

BUILDING 6: L3-8



APARTMENT TYPE B17

	Room / Dwelling / Requirement	Min / Max	Dimension	B17	B18
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	12.71	9.31
		Min	5m³ External	1.29	4.69
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		✓
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✘	✓

APARTMENT TYPE B18

	Room / Dwelling / Requirement	Min / Max	Dimension	B17	B18
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✘	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✘	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	A
	All DDA Compliance measures met?			✘	✓

Number of Apartment Type	2	24

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Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 10

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-58-10	North:

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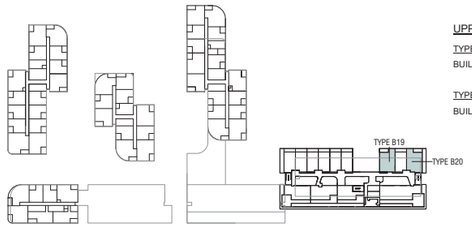
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22

LOWER LEVELS

TYPE B19
-

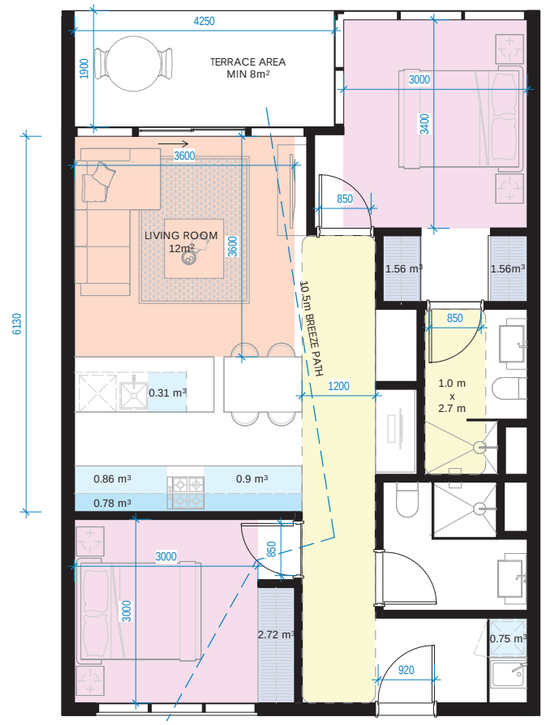
TYPE B20:
BUILDING 3: L12-14



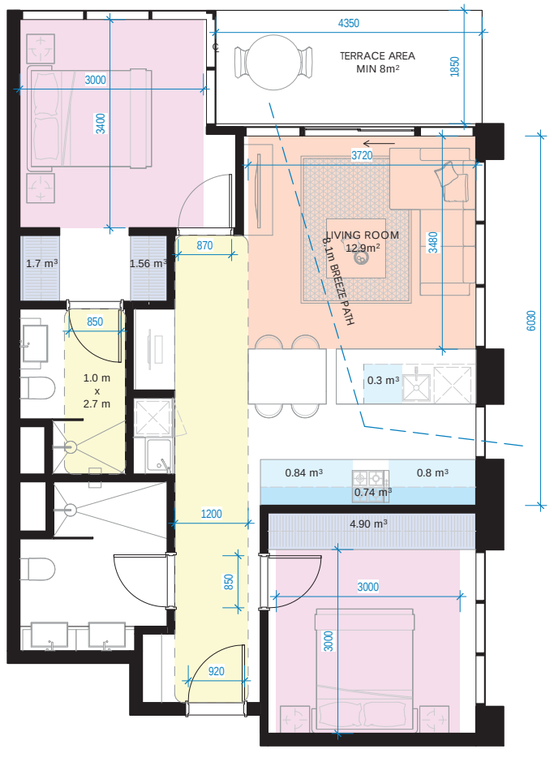
UPPER LEVELS

TYPE B19
BUILDING 6: L9-10

TYPE B20:
BUILDING 6: L9-10



APARTMENT TYPE B19



APARTMENT TYPE B20

	Room / Dwelling / Requirement	Min / Max	Dimension	B19	B20
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✗
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9.44	10.84
		Min	5m³ External	4.56	3.16
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²		
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	✓	✓
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✓	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	B19	B20
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B
	All DDA Compliance measures met?			✓	✓

Number of Apartment Type	2	6

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Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 11

Document Control Status:
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A1 DRAWING SHEET	Drawn: NA/JM/RC
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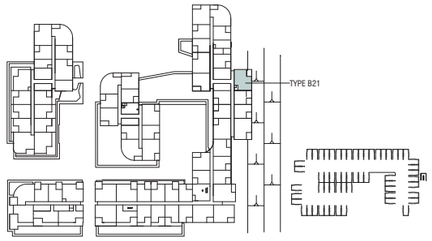
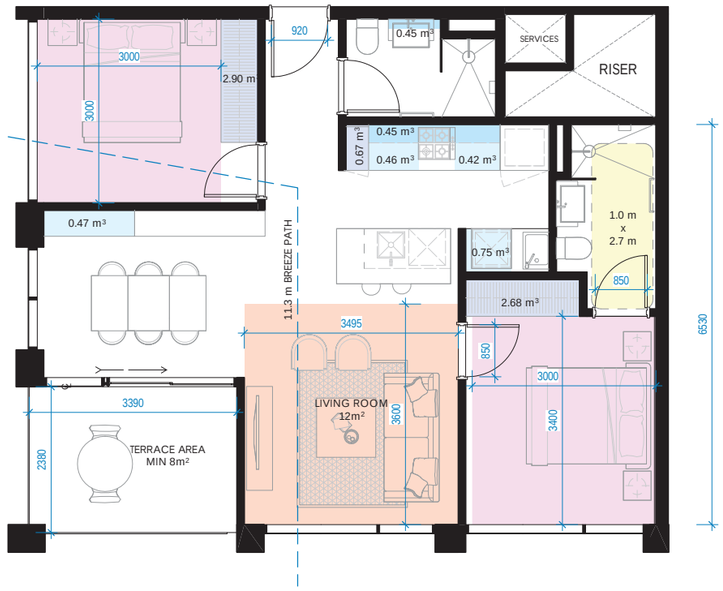


LOWER LEVELS

TYPE B21

BUILDING 3: L2-5

Room / Dwelling / Requirement		Min / Max	Dimension	B21
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✗
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	10.84
		Min	5m³ External	3.16
		Min	14m³ Total	14
		Min	14m³ Total	✓
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗



APARTMENT TYPE B21

Room / Dwelling / Requirement		Min / Max	Dimension	B21
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B
	All DDA Compliance measures met?			✗

Number of Apartment Type	10

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Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 12

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
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Project Architect: Designer	Date: 28.03.22
Project Director: Approver	Revision: 1
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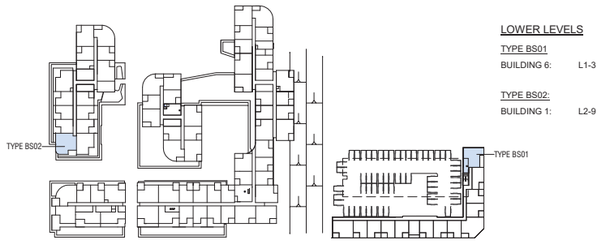


LOWER LEVELS

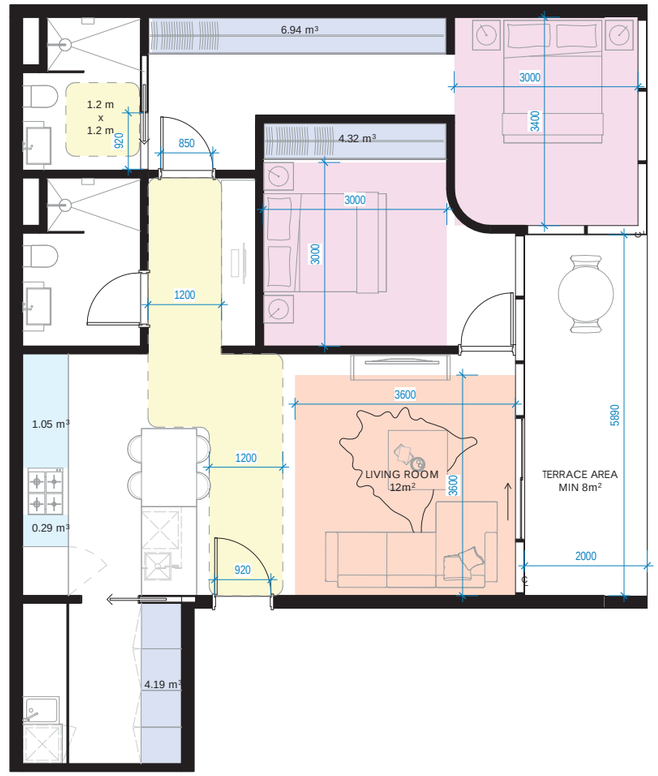
TYPE BS01
BUILDING 6: L1-3

TYPE BS02:
BUILDING 1: L2-9

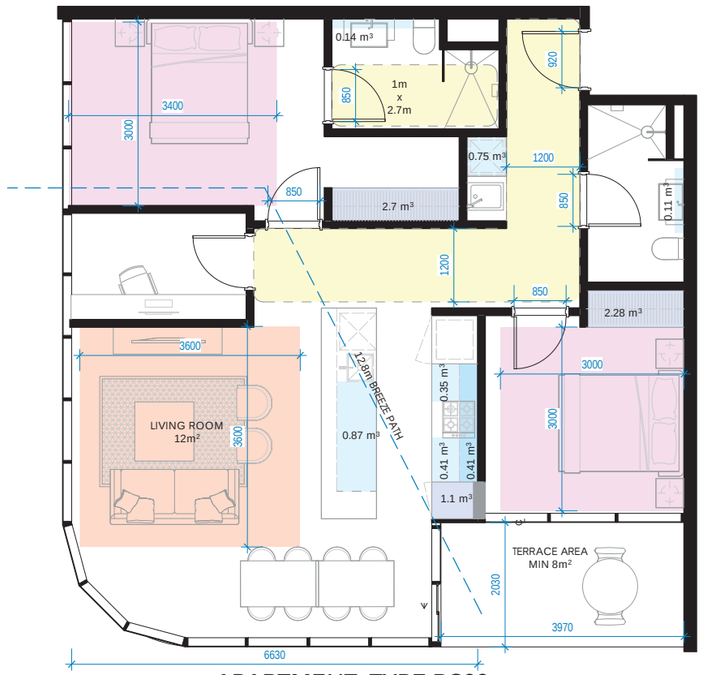
	Room / Dwelling / Requirement	Min / Max	Dimension	BS01	BS02
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	16.79	9.12
		Min	5m³ External	0	4.88
		Min	14m³ Total	16.79	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✗	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✓	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	BS01	BS02
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A	B
	All DDA Compliance measures met?			✓	✓

Number of Apartment Type	3	8



APARTMENT TYPE BS01



APARTMENT TYPE BS02

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Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 1

Document Control Status:
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A1 DRAWING SHEET	Drawn: NA/JM/RC
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Project Director: PS/RN	Revision: 2
Drawing Number: TP-58-20	North:

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Rev	Description	By	Date
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22

UPPER LEVELS

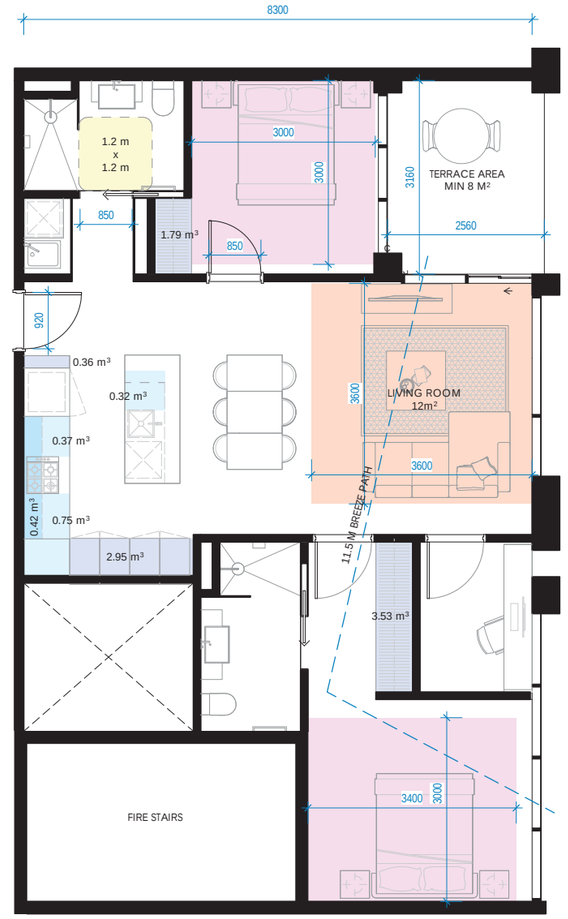
TYPE BS03

BUILDING 3: L12-14

	Room / Dwelling / Requirement	Min / Max	Dimension	BS03
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	10.49
		Min	5m³ External	3.51
		Min	14m³ Total	14
		Min	14m³ Total	✓
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	BS03
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗
	All DDA Compliance measures met?			✗

Number of Apartment Type	3



APARTMENT TYPE BS03

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Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 2

Document Control Status:
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A1 DRAWING SHEET	Drawn: NA/JM/RC
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Project Architect: Designer	Date: 28.03.22
Project Director: Approver	Revision: 2
Drawing Number: TP-58-21	North:

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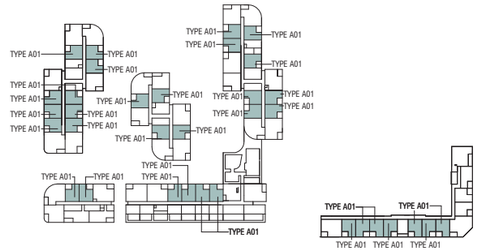
2	FOR TOWN PLANNING	JM	28.03.22



LOWER LEVELS

TYPE A01

BUILDING 1: L2-14
BUILDING 3: L2-14
BUILDING 4: L2-4
BUILDING 5: L2-4
BUILDING 6: L1-2

TYPE A02

-

TYPE A02a

-

TYPE A01

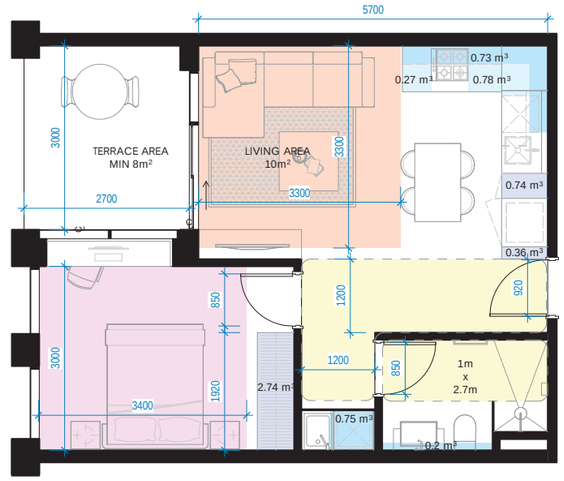
BUILDING 4: L5-12
BUILDING 5: L5-6

TYPE A02

BUILDING 6: L3-10

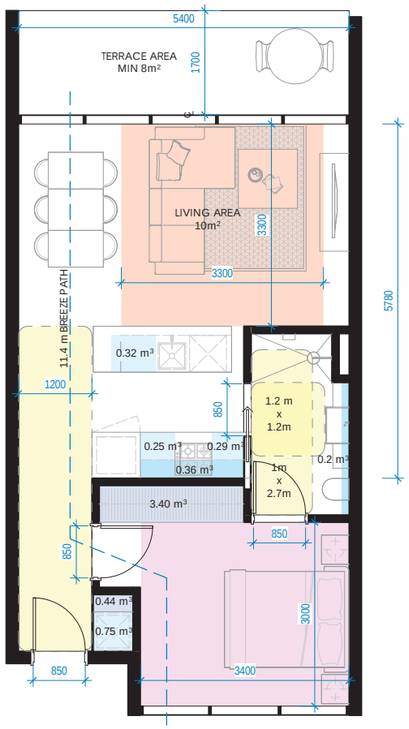
TYPE A02a

BUILDING 6: L3-8

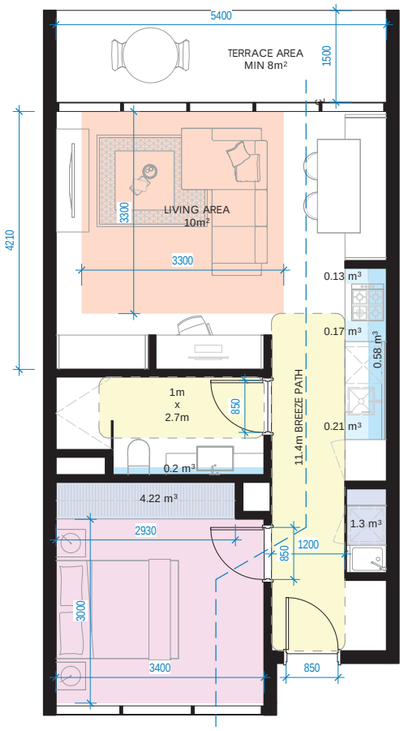


APARTMENT TYPE A01

	Room / Dwelling / Requirement	Min / Max	Dimension	A01	A02	A02a
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m			
	Living Area	Min	3.3m W / 10m²	✓	✓	✓
	Living Area	Min	3.6m W / 12m²			
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓
Storage	Studio Dwelling	Min	5m³ Within			
		Min	3m³ External			
		Min	8m³ Total			
		Min	8m³ Total			
	1 Bedroom Dwelling	Min	6m³ Within	6.15	6.01	6.61
		Min	4m³ External	3.85	3.99	3.39
		Min	10m³ Total	10	10	10
		Min	10m³ Total	✓	✓	✓
	2 Bedroom Dwelling	Min	9m³ Within			
		Min	5m³ External			
		Min	14m³ Total			
		Min	14m³ Total			
	3+ Bedroom Dwelling	Min	12m³ Within			
		Min	6m³ External			
		Min	18m³ Total			
		Min	18m³ Total			
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		✓	✓
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²			✓
	2 Bedroom Dwelling	Min	2.0m W / 8m²			
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²			
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²			
	3+ Bedroom Dwelling	Min	2.4m W / 12m²			
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²			
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²			
DDA Compliance	All DDA Measures met	See table below		✓	✓	✓



APARTMENT TYPE A02



APARTMENT TYPE A02A

	Room / Dwelling / Requirement	Min / Max	Dimension	A01	A02	A02a
DDA Compliance	Front Door Opening	Min	850mm	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B	B
	All DDA Compliance measures met?			✓	✓	✓

Number of Apartment Type	312	45	30

Cox Architecture
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NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-58-30	North:

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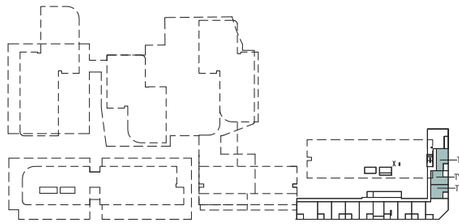
Rev	Description	By	Date
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22

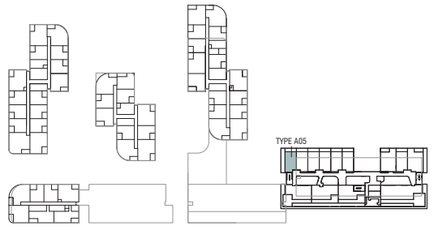


LOWER LEVELS

TYPE A03
BUILDING 6: L1-2

TYPE A04
BUILDING 6: L1-2

TYPE A05
-



UPPER LEVELS

TYPE A03
-

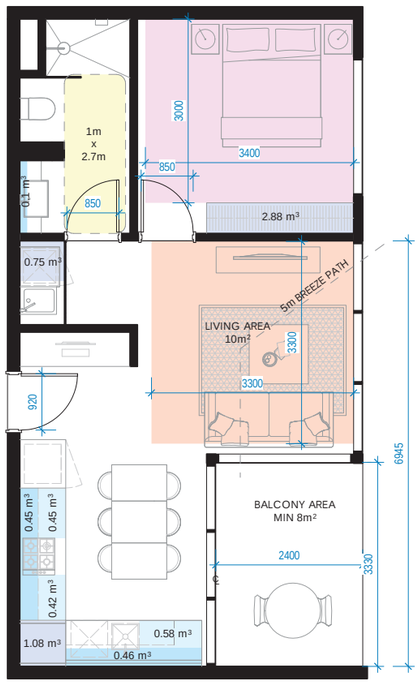
TYPE A04
-

TYPE A05
BUILDING 6: L9-10

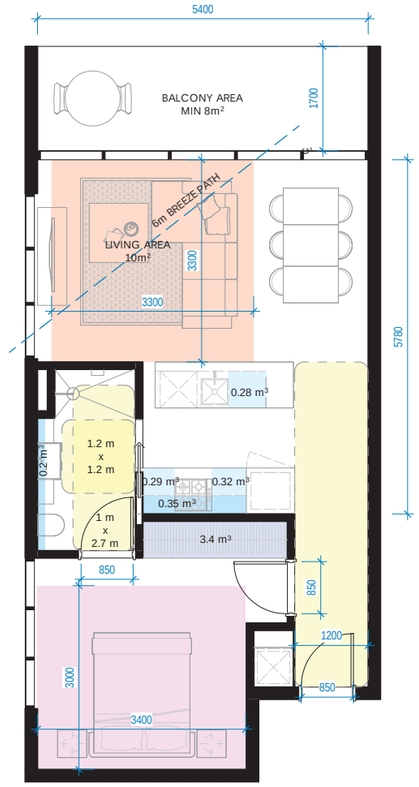
	Room / Dwelling / Requirement	Min / Max	Dimension	A03	A04	A05
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m			
	Living Area	Min	3.3m W / 10m²	✓	✗	✓
	Living Area	Min	3.6m W / 12m²			
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓
Storage	Studio Dwelling	Min	5m³ Within			
		Min	3m³ External			
		Min	8m³ Total			
		Min	8m³ Total			
	1 Bedroom Dwelling	Min	6m³ Within	7.17	7.17	6.55
		Min	4m³ External	2.83	2.83	3.45
		Min	10m³ Total	10	10	10
		Min	10m³ Total	✓	✓	✓
	2 Bedroom Dwelling	Min	9m³ Within			
		Min	5m³ External			
		Min	14m³ Total			
		Min	14m³ Total			
	3+ Bedroom Dwelling	Min	12m³ Within			
		Min	6m³ External			
		Min	18m³ Total			
		Min	18m³ Total			
Cross-ventilation	Dwelling	n/a	Cross-ventiliation present	✓	✗	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓	✓	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²			
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²			
	2 Bedroom Dwelling	Min	2.0m W / 8m²			
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²			
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²			
	3+ Bedroom Dwelling	Min	2.4m W / 12m²			
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²			
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²			
DDA Compliance	All DDA Measures met	See table below		✗	✗	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	A03	A04	A05
DDA Compliance	Front Door Opening	Min	850mm	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	✗	B
	All DDA Compliance measures met?			✗	✗	✓

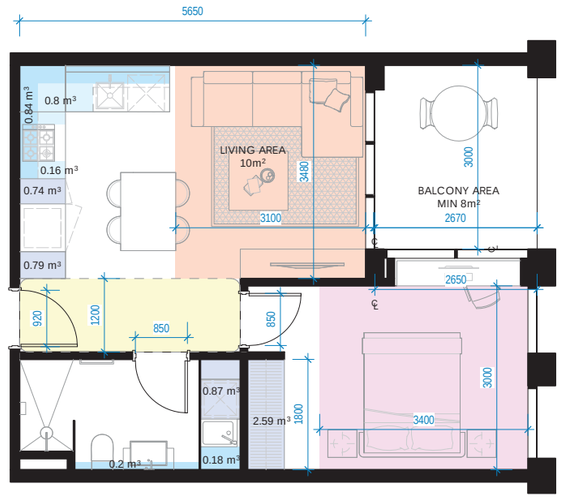
Number of Apartment Type	312	45	30



APARTMENT TYPE A03



APARTMENT TYPE A05



APARTMENT TYPE A04

Cox Architecture
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NH Architecture
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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 2

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-58-31	North:

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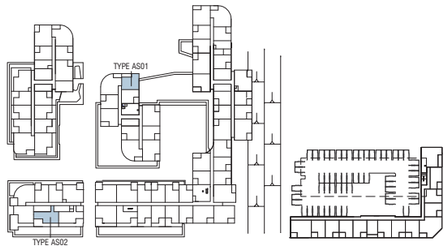
2	FOR TOWN PLANNING	JM	28.03.22



LOWER LEVELS

TYPE AS01
BUILDING 2: L2-14

TYPE AS02
BUILDING 4: L2-4

UPPER LEVELS

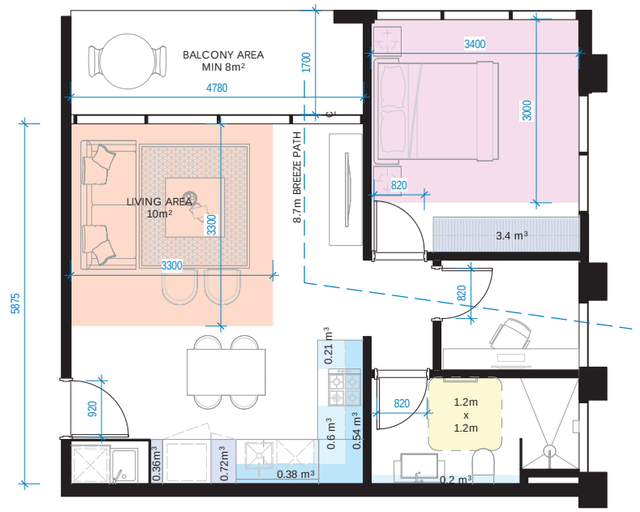
TYPE AS01
-

TYPE AS02
BUILDING 4: L5-12

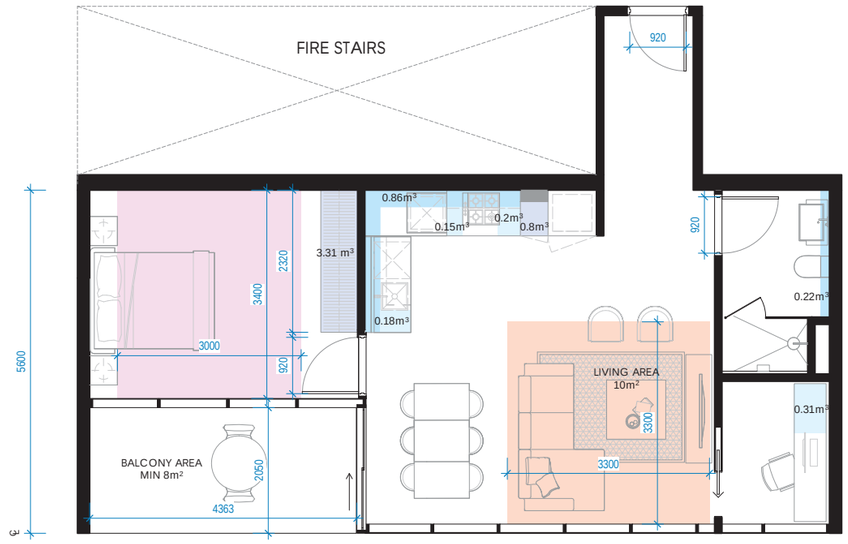
	Room / Dwelling / Requirement	Min / Max	Dimension	AS01	AS02
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m		
	Living Area	Min	3.3m W / 10m²	✓	✓
	Living Area	Min	3.6m W / 12m²		
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within	6.57	6.03
		Min	4m³ External	3.43	3.97
		Min	10m³ Total	10	10
		Min	10m³ Total	✓	✓
	2 Bedroom Dwelling	Min	9m³ Within		
		Min	5m³ External		
		Min	14m³ Total		
		Min	14m³ Total		
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✗
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²		
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✗

	Room / Dwelling / Requirement	Min / Max	Dimension	AS01	AS02
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A	✗
	All DDA Compliance measures met?			✗	✗

Number of Apartment Type	13	11



APARTMENT TYPE AS01



APARTMENT TYPE AS02

Cox Architecture
www.coxarchitecture.com.au

NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
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Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-58-40	North:

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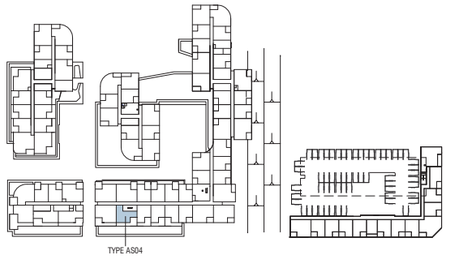
2	FOR TOWN PLANNING	JM	28.03.22



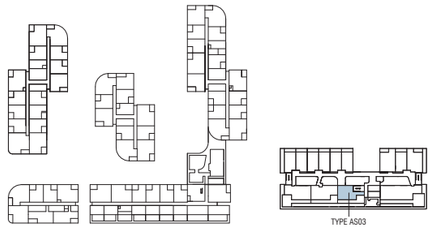
LOWER LEVELS

TYPE AS03

-

TYPE AS04

BUILDING 5: L2-4



UPPER LEVELS

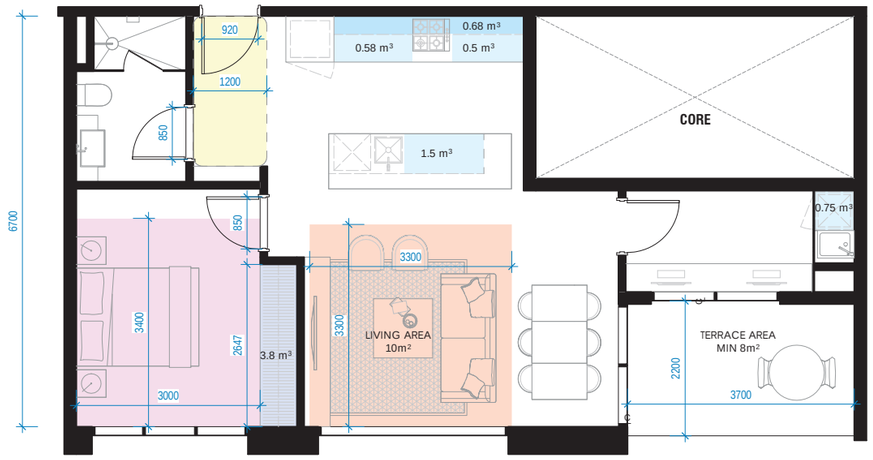
TYPE AS03

BUILDING 5: L9-10

TYPE AS04

-

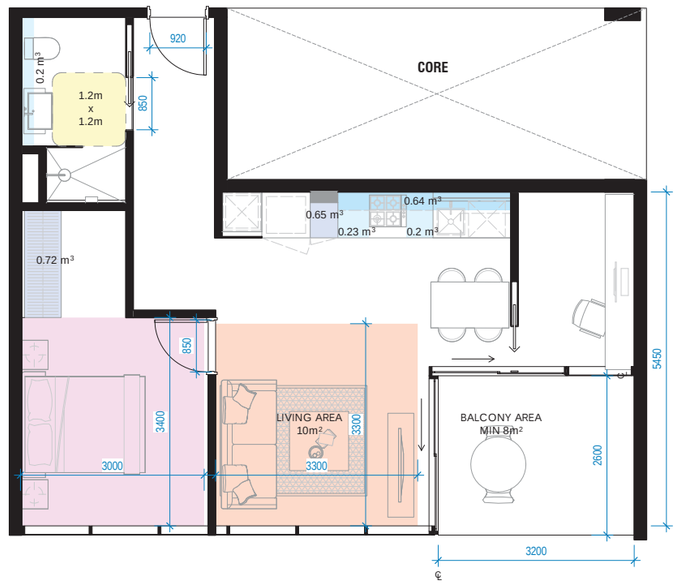
	Room / Dwelling / Requirement	Min / Max	Dimension	AS03	AS04
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m		
	Living Area	Min	3.3m W / 10m²	✓	✓
	Living Area	Min	3.6m W / 12m²		
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within	6.79	14.59
		Min	4m³ External	3.21	0
		Min	10m³ Total	10	14.59
		Min	10m³ Total	✓	✓
	2 Bedroom Dwelling	Min	9m³ Within		
		Min	5m³ External		
		Min	14m³ Total		
		Min	14m³ Total		
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✘	✘
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²		
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✘	✘



APARTMENT TYPE AS03

	Room / Dwelling / Requirement	Min / Max	Dimension	AS03	AS04
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✘	✘
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✘	✘
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✘	A
	All DDA Compliance measures met?			✘	✘

Number of Apartment Type	2	3



APARTMENT TYPE AS04

Cox Architecture
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NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
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1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 2

Document Control Status:
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A1 DRAWING SHEET	Drawn: NA/JM/RC
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Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-58-41	North:

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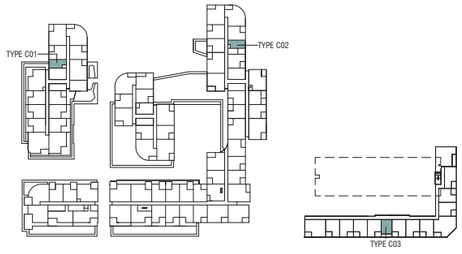
2	FOR TOWN PLANNING	JM	28.03.22

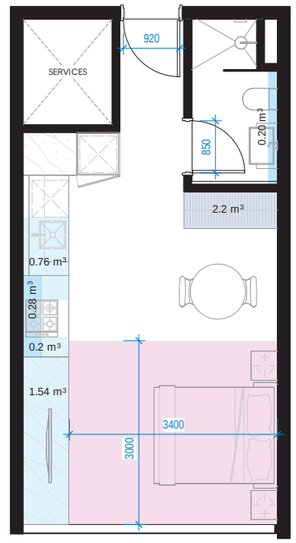


LOWER LEVEL

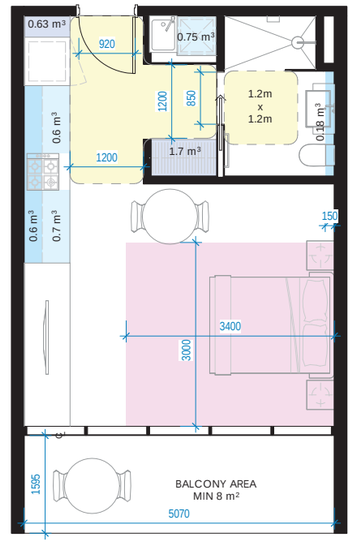
TYPE C01
BUILDING 1: L2-9

TYPE C02
BUILDING 3: L2-11

TYPE C03
BUILDING 6: L1, L1M, L2



APARTMENT TYPE C01

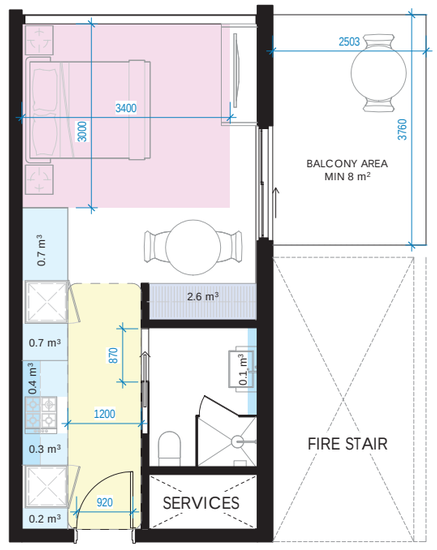


APARTMENT TYPE C03

	Room / Dwelling / Requirement	Min / Max	Dimension	C01	C02	C03
Functional Layout	Main Bedroom	Min	3.0m x 3.4m			
	Other Bedrooms	Min	3.0m x 3.0m			
	Living Area	Min	3.3m W / 10m²			
	Living Area	Min	3.6m W / 12m²			
Room Depth	Open Plan Layout	Max	9m Depth			
Storage	Studio Dwelling	Min	5m³ Within	5	5	5
		Min	3m³ External	3	3	3
		Min	8m³ Total	8	8	8
		Min	8m³ Total	✓	✓	✓
	1 Bedroom Dwelling	Min	6m³ Within			
		Min	4m³ External			
		Min	10m³ Total			
		Min	10m³ Total			
	2 Bedroom Dwelling	Min	9m³ Within			
		Min	5m³ External			
		Min	14m³ Total			
		Min	14m³ Total			
	3+ Bedroom Dwelling	Min	12m³ Within			
		Min	6m³ External			
		Min	18m³ Total			
		Min	18m³ Total			
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✘	✘	✘
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²			
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²			
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	✘	✓	✓
	2 Bedroom Dwelling	Min	2.0m W / 8m²			
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²			
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²			
	3+ Bedroom Dwelling	Min	2.4m W / 12m²			
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²			
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²			
DDA Compliance	All DDA Measures met	See table below		✘	✘	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	C01	C02	C03
DDA Compliance	Front Door Opening	Min	850mm	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✘	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✘	✘	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✘	✘	A
	All DDA Compliance measures met?			✘	✘	✓

Number of Apartment Type	8	10	3



APARTMENT TYPE C02

Cox Architecture
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NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: Designer	Date: 28.03.22
Project Director: Approver	Revision: 2
Drawing Number: TP-58-50	North:

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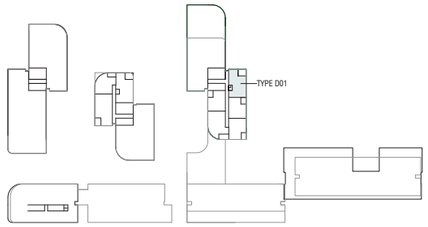
Rev	Description	By	Date
1	FOR TOWN PLANNING	JM	28.03.22



UPPER LEVEL

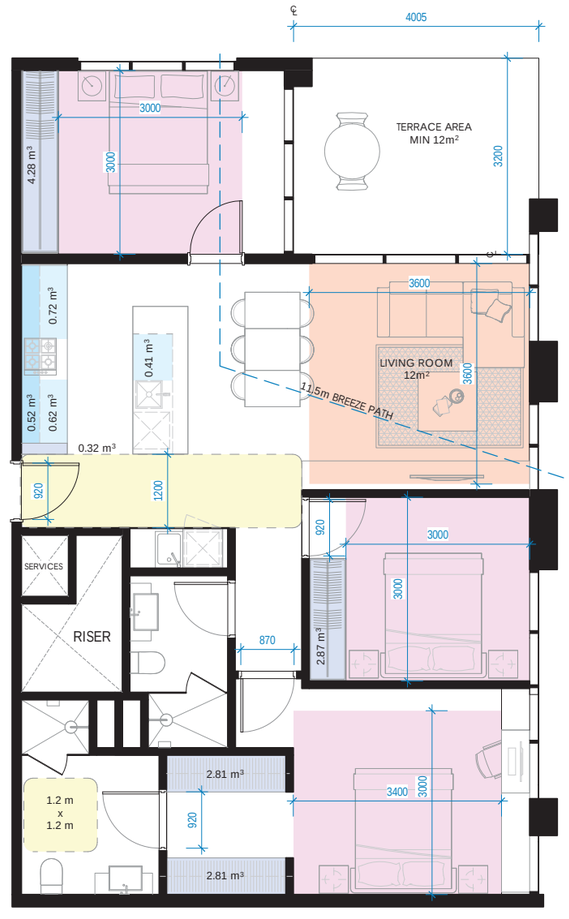
TYPE D01

BUILDING 3: L15

	Room / Dwelling / Requirement	Min / Max	Dimension	D01
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	15.36
		Min	6m³ External	2.64
		Min	18m³ Total	18
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✘

	Room / Dwelling / Requirement	Min / Max	Dimension	D01
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✘
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A
	All DDA Compliance measures met?			✘

Number of Apartment Type	2



APARTMENT TYPE D01

Cox Architecture
www.coxarchitecture.com.au

NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 1
Drawing Number: TP-58-60	North:

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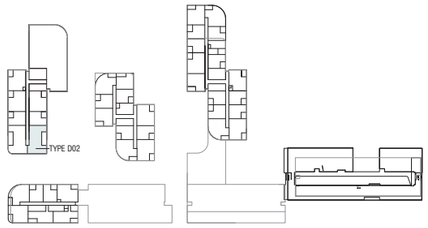


LOWER LEVEL

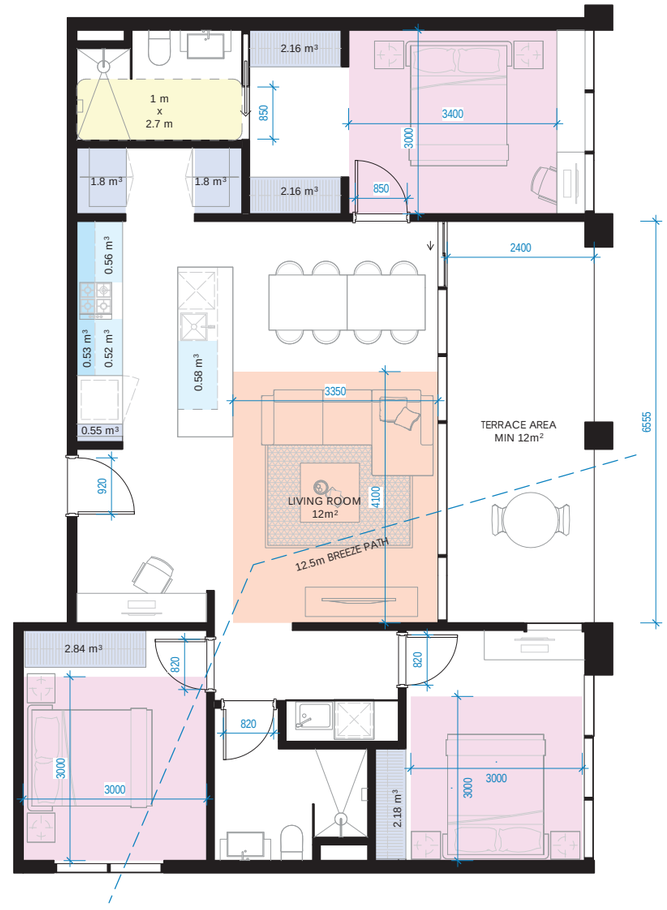
TYPE D02

BUILDING 1: L10-11

	Room / Dwelling / Requirement	Min / Max	Dimension	D02
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✗
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	15.68
		Min	6m³ External	2.32
		Min	18m³ Total	18
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	D02
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B
	All DDA Compliance measures met?			✗

Number of Apartment Type	2



APARTMENT TYPE D02

Cox Architecture
www.coxarchitecture.com.au

NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 2

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
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Project Architect: Designer	Date: 28.03.22
Project Director: Approver	Revision: 1
Drawing Number: TP-58-61	North:

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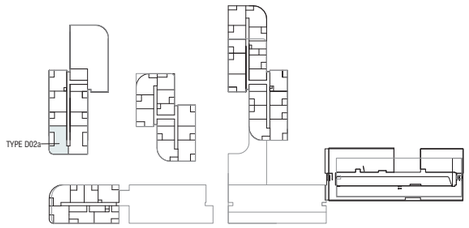


LOWER LEVEL

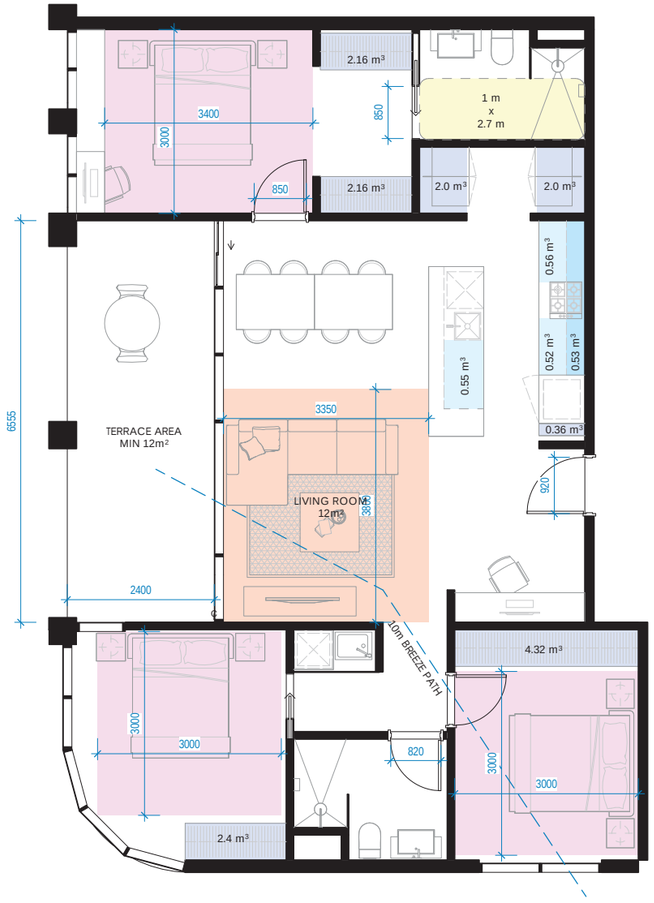
TYPE D02a

BUILDING 1: L10-11

	Room / Dwelling / Requirement	Min / Max	Dimension	D02a
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✗
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	17.56
		Min	6m³ External	0.44
		Min	18m³ Total	18
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	D02a
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B
	All DDA Compliance measures met?			✗

Number of Apartment Type	2



APARTMENT TYPE D02A

Cox Architecture
www.coxarchitecture.com.au

NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 3

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
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Project Architect: Designer	Date: 28.03.22
Project Director: Approver	Revision: 1
Drawing Number: TP-58-62	North:

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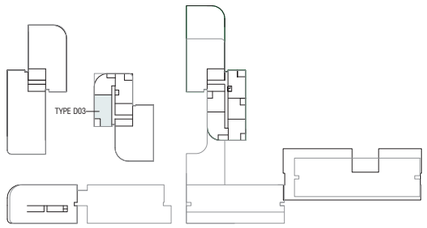
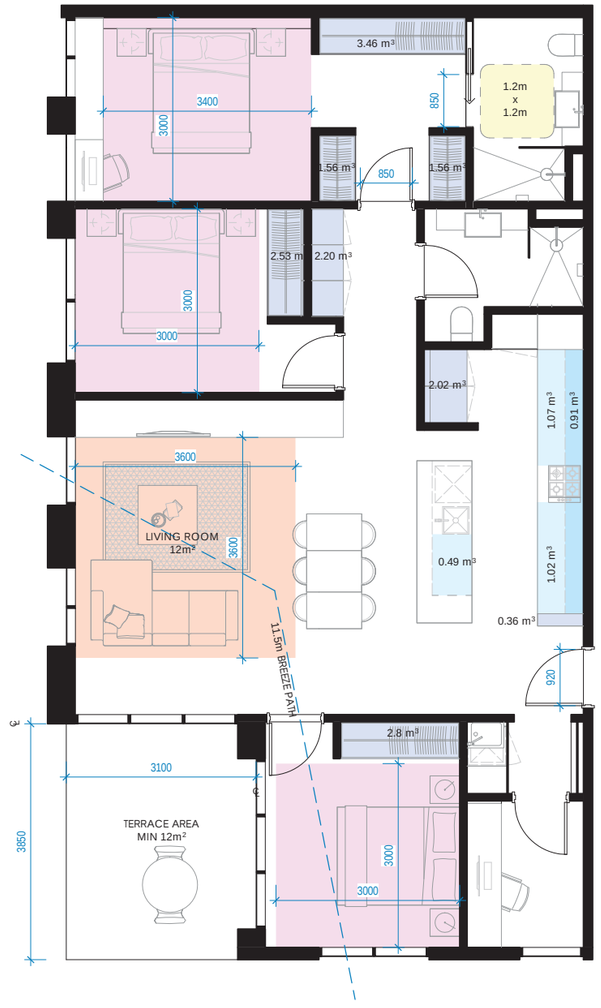


UPPER LEVEL

TYPE D03

BUILDING 2: L15-16

Room / Dwelling / Requirement		Min / Max	Dimension	D03
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	19.98
		Min	6m³ External	0
		Min	18m³ Total	19.98
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✘



APARTMENT TYPE D03

Room / Dwelling / Requirement		Min / Max	Dimension	D03
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✘
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A
	All DDA Compliance measures met?			✘

Number of Apartment Type	2

Cox Architecture
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NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 4

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
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Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 1
Drawing Number: TP-58-63	North:

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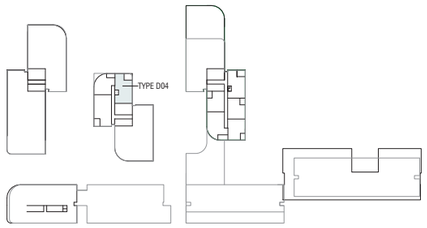


UPPER LEVEL

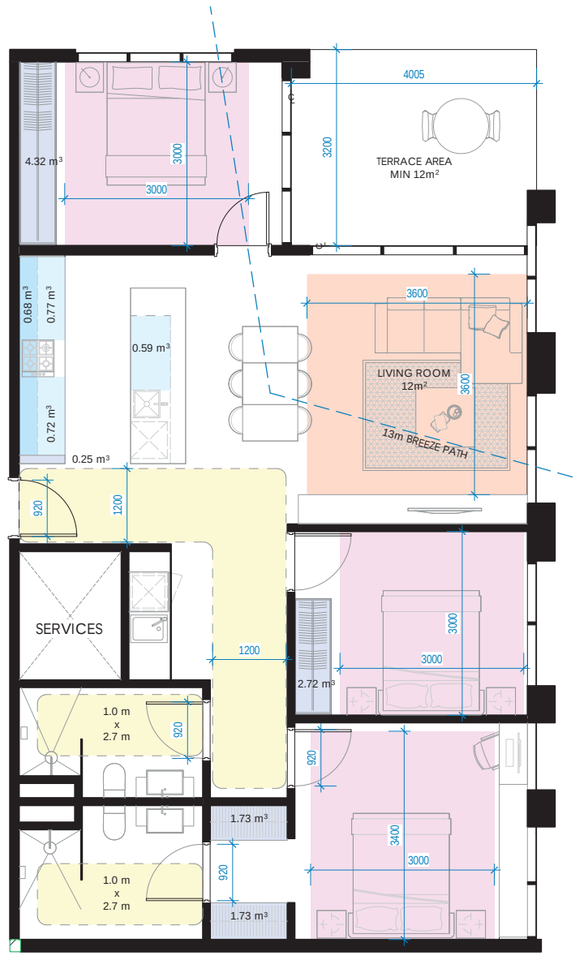
TYPE D04

BUILDING 2: L15-16

	Room / Dwelling / Requirement	Min / Max	Dimension	D04
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	13.51
		Min	6m³ External	4.49
		Min	18m³ Total	18
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✓

	Room / Dwelling / Requirement	Min / Max	Dimension	D04
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B
	All DDA Compliance measures met?			✓

Number of Apartment Type	2



APARTMENT TYPE D04

Cox Architecture
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NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 5

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 1
Drawing Number: TP-58-64	North:

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Rev	Description	By	Date
1	FOR TOWN PLANNING	JM	28.03.22

UPPER LEVEL

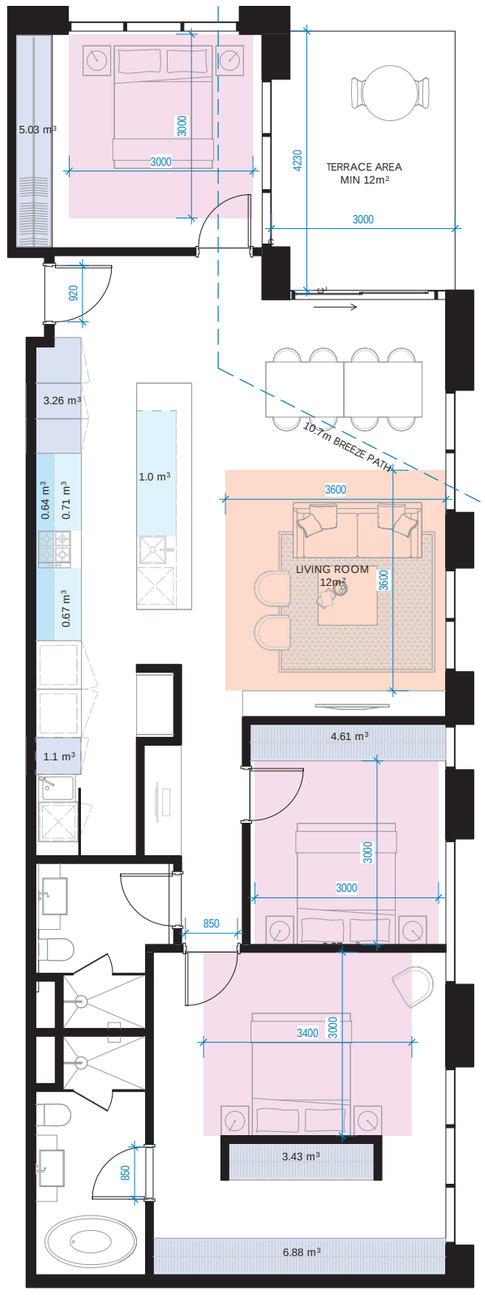
TYPE D05

BUILDING 6: L9-10

	Room / Dwelling / Requirement	Min / Max	Dimension	D05
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	27.33
		Min	6m³ External	0
		Min	18m³ Total	27.33
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✘

	Room / Dwelling / Requirement	Min / Max	Dimension	D05
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✘
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B
	All DDA Compliance measures met?			✘

Number of Apartment Type	2



APARTMENT TYPE D05

Cox Architecture
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NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 6

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 1
Drawing Number: TP-58-65	North:

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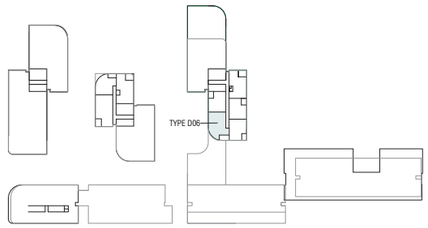
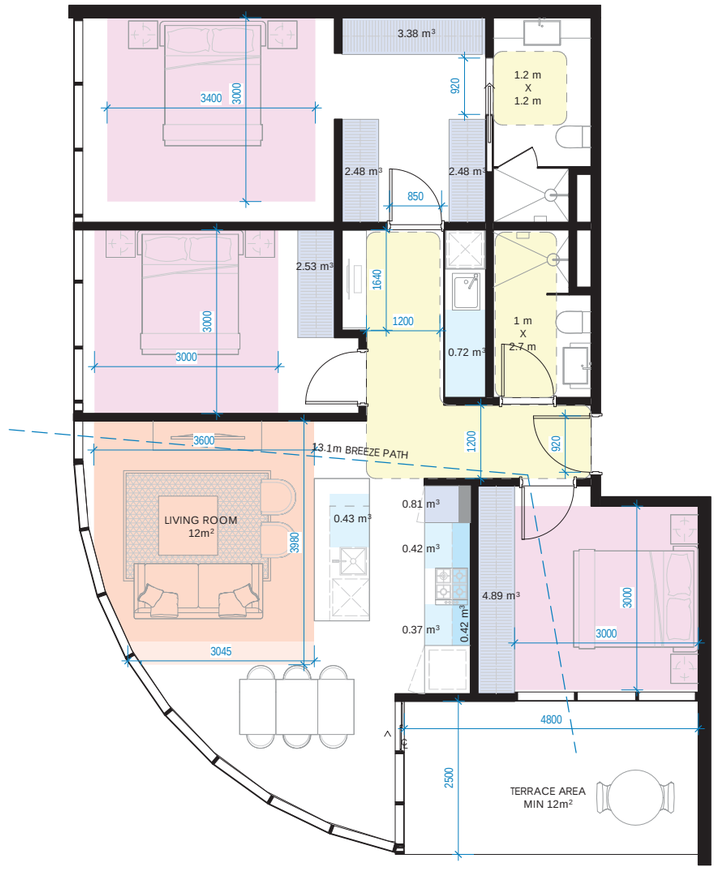
Rev	Description	By	Date
1	FOR TOWN PLANNING	JM	28.03.22



UPPER LEVEL

TYPE D06

BUILDING 3: L15-16



	Room / Dwelling / Requirement	Min / Max	Dimension	D06
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	19.14
		Min	6m³ External	0
		Min	18m³ Total	19.14
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✓

	Room / Dwelling / Requirement	Min / Max	Dimension	D06
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A
	All DDA Compliance measures met?			✓

Number of Apartment Type	2

APARTMENT TYPE D06

Cox Architecture
www.coxarchitecture.com.au

NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 7

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 1
Drawing Number: TP-58-66	North:

Cox Architecture Pty Ltd ACN 002 535 891

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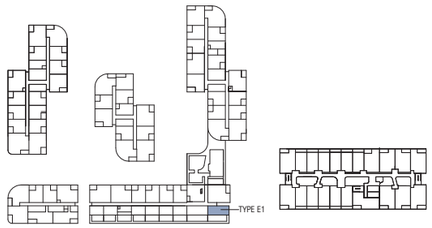
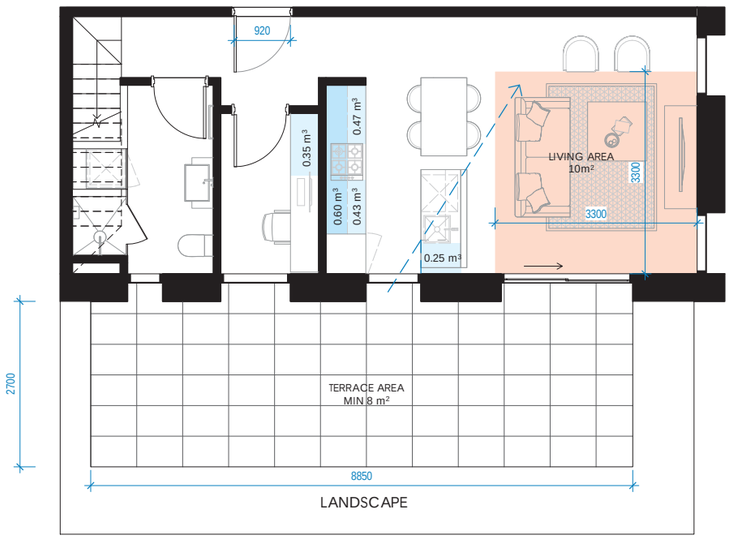
Rev	Description	By	Date
1	FOR TOWN PLANNING	JM	28.03.22



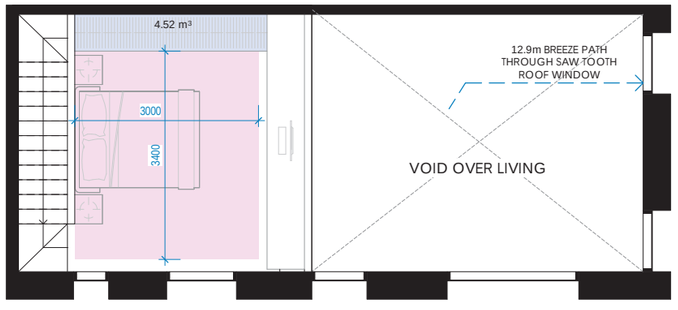
UPPER LEVELS

TYPE E1

BUILDING 5: L5



LOWER PLAN



UPPER PLAN

	Room / Dwelling / Requirement	Min / Max	Dimension	E01
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	
	Living Area	Min	3.3m W / 10m²	✓
	Living Area	Min	3.6m W / 12m²	
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	7.48
		Min	4m³ External	2.52
		Min	10m³ Total	10
		Min	10m³ Total	✓
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	E01
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗
	All DDA Compliance measures met?			✗

Number of Apartment Type	1

APARTMENT TYPE E01

Cox Architecture
www.coxarchitecture.com.au

NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET

Drawn: NA/JM/RC
Co-ordinated: NA/JM
Scale: As indicated @ A1
Project Architect: Designer
Date: 28.03.22
Project Director: Approver
Revision: 1
Drawing Number: TP-58-70
North:

Cox Architecture Pty Ltd ACN 002 535 891

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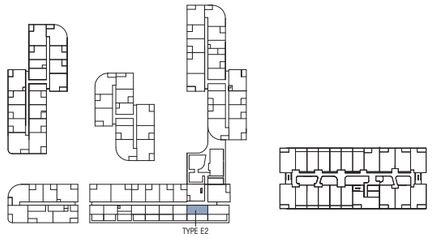
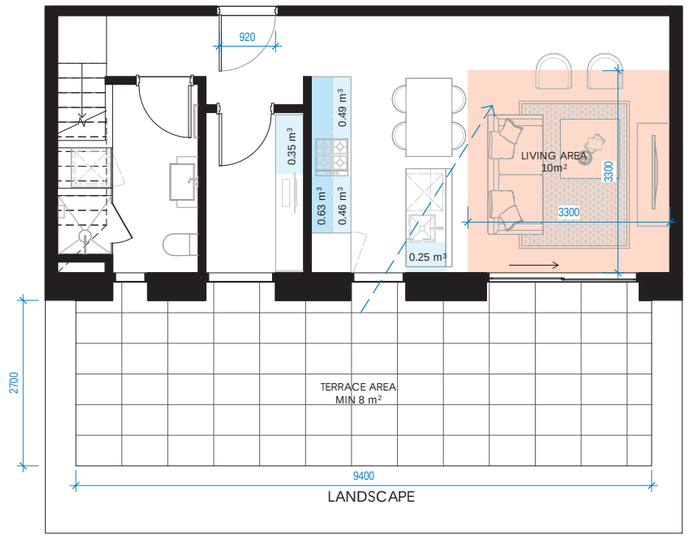
Rev	Description	By	Date
1	FOR TOWN PLANNING	JM	28.03.22



UPPER LEVELS

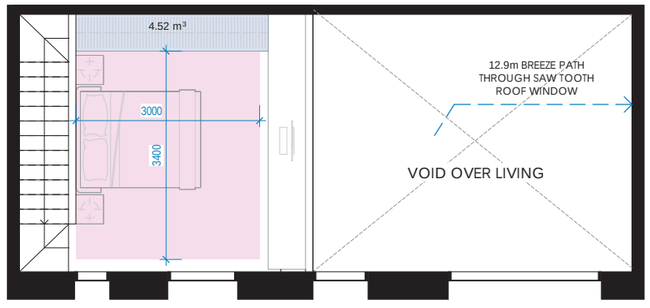
TYPE E2

BUILDING 5: L5



	Room / Dwelling / Requirement	Min / Max	Dimension	E02
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	
	Living Area	Min	3.3m W / 10m²	✓
	Living Area	Min	3.6m W / 12m²	
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	7.48
		Min	4m³ External	2.52
		Min	10m³ Total	10
		Min	10m³ Total	✓
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

LOWER PLAN



UPPER PLAN

	Room / Dwelling / Requirement	Min / Max	Dimension	E02
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗
	All DDA Compliance measures met?			✗

Number of Apartment Type	1

APARTMENT TYPE E02

Cox Architecture
www.coxarchitecture.com.au

NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 2

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: Designer	Date: 28.03.22
Project Director: Approver	Revision: 1
Drawing Number: TP-58-71	North:

Cox Architecture Pty Ltd ACN 002 535 891

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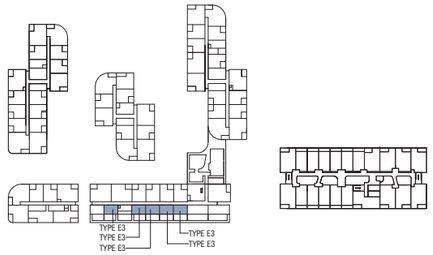
Rev	Description	By	Date
1	FOR TOWN PLANNING	JM	28.03.22



UPPER LEVELS

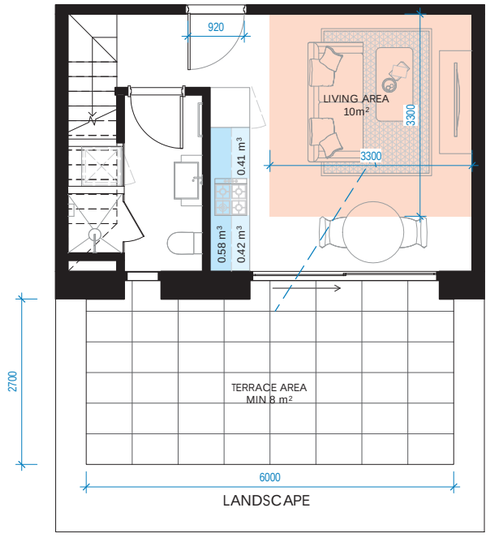
TYPE E3

BUILDING 5: L5

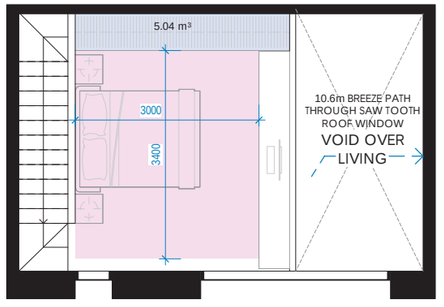
	Room / Dwelling / Requirement	Min / Max	Dimension	E03
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	
	Living Area	Min	3.3m W / 10m²	✓
	Living Area	Min	3.6m W / 12m²	
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	6.45
		Min	4m³ External	3.55
		Min	10m³ Total	10
		Min	10m³ Total	✓
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	E03
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗
	All DDA Compliance measures met?			✗

Number of Apartment Type	5



LOWER PLAN



UPPER PLAN

APARTMENT TYPE E03

Cox Architecture
www.coxarchitecture.com.au

NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 3

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: Designer	Date: 28.03.22
Project Director: Approver	Revision: 1
Drawing Number: TP-58-72	North:

Cox Architecture Pty Ltd ACN 002 535 891

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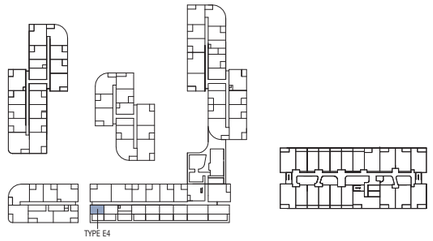
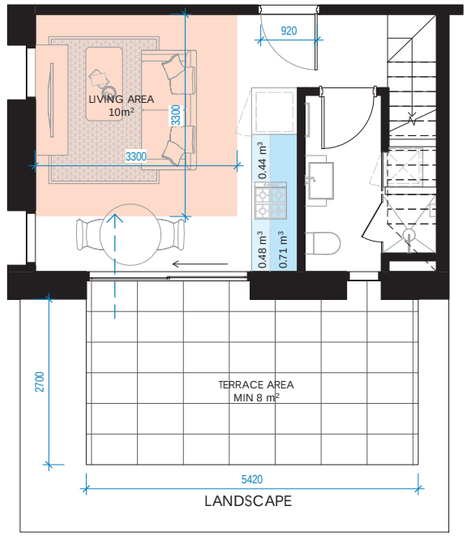
Rev	Description	By	Date
1	FOR TOWN PLANNING	JM	28.03.22



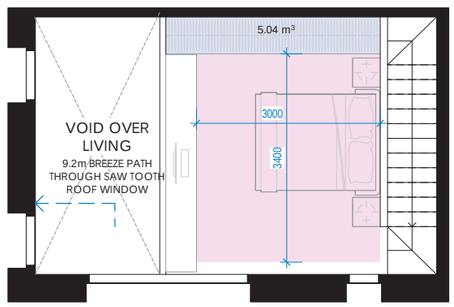
UPPER LEVELS

TYPE E4

BUILDING 5: L5



LOWER PLAN



UPPER PLAN

	Room / Dwelling / Requirement	Min / Max	Dimension	E04
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	
	Living Area	Min	3.3m W / 10m²	✓
	Living Area	Min	3.6m W / 12m²	
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	6.67
		Min	4m³ External	3.33
		Min	10m³ Total	10
		Min	10m³ Total	✓
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	E04
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗
	All DDA Compliance measures met?			✗

Number of Apartment Type	1

APARTMENT TYPE E04

Cox Architecture
www.coxarchitecture.com.au

NH Architecture
www.nharchitecture.net

Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BADS COMPLIANCE ANALYSIS PLANS - SHEET 4

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: As indicated @ A1
Project Architect: Designer	Date: 28.03.22
Project Director: Approver	Revision: 1
Drawing Number: TP-58-73	North:

Cox Architecture Pty Ltd ACN 002 535 891

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Rev	Description	By	Date
1	FOR TOWN PLANNING	JM	28.03.22

BADS Compliance

	Room / Dwelling / Requirement	Min / Max	Dimension	1 BED						1 BED STUDY				2 BED																			
				A01	A02	A02a	A03	A04	A05	A501	A502	A503	A504	B01	B02	B03	B03a	B04	B05	B06	B07	B08	B08a	B09	B10	B11	B12	B13	B14	B15	B16	B17	B18	B19	B20	B21
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m											✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Living Area	Min	3.3m W / 10m²	✓	✓	✓	✓	✗	✓	✓	✓	✓	✓																						
	Living Area	Min	3.6m W / 12m²											✓	✓	✓	✓	✗	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Storage	Studio Dwelling	Min	5m³ Within																																
		Min	3m³ External																																
		Min	8m³ Total																																
		Min	6m³ Total																																
	1 Bedroom Dwelling	Min	6m³ Within	6.15	6.81	6.61	7.17	7.17	6.15	6.57	6.88	6.79	14.56																						
		Min	8m³ External	3.85	3.88	3.39	2.83	2.83	3.85	3.43	3.07	3.21	0																						
		Min	10m³ Total	10	10	10	10	10	10	10	10	10	14.55																						
		Min	10m³ Total	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																						
	2 Bedroom Dwelling	Min	8m³ Within											13.69	16.86	9.95	9.73	9.63	13.23	13.50	11.92	10.92	9.28	9.33	10.75	9	19.12	9.29	9.0	13.07	12.83	12.71	9.63	9.68	10.89	10.89
		Min	5m³ External											3.29	1.64	9.05	4.27	4.37	2.77	2.47	2.08	2.08	4.72	4.67	3.25	5	3.88	4.91	5.7	6.53	1.09	1.29	6.89	4.56	2.16	2.16
		Min	14m³ Total											14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	13	14	14	14	14	14	14
		Min	14m³ Total											✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within																																
		Min	6m³ External																																
		Min	18m³ Total																																
		Min	18m³ Total																																
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✓	✓	✓	✗	✓	✓	✗	✗	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	✗	✗	✓	✓	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓			✓	✓	✓	✓	✓	✓	✓																						
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		✓																														
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²			✓																													
	2 Bedroom Dwelling	Min	2.0m W / 8m²											✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓				✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²																													✓	✓	✓	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²																									✓		✓					
	3+ Bedroom Dwelling	Min	2.4m W / 12m²																																
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²																																
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²																																
BDA Compliance	All BDA Measures met	See table below		✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✓	✗	✓	✓	✓	✗

DDA Compliance

	Room / Dwelling / Requirement	Min / Max	Dimension	1 BED						1 BED STUDY				2 BED																			
				A01	A02	A02a	A03	A04	A05	A501	A502	A503	A504	B01	B02	B03	B03a	B04	B05	B06	B07	B08	B08a	B09	B10	B11	B12	B13	B14	B15	B16	B17	B18	B19	B20	B21
DDA Compliance	Front Door Opening	Min	850mm	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓	✓	✗	✓	✓	✗	✗	✗	✗	✗	✗	✗	✓	✓	✗	✗	✓	✓	✗	✗	✗	✗	✓	✓	✓	✓	✗	✓	✓	✓	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓	✓	✓	✗	✓	✗	✗	✗	✗	✓	✓	✓	✓	✓	✗	✗	✓	✓	✓	✗	✗	✗	✗	✓	✗	✓	✓	✗	✓	✓	✓	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A	B	B	A	✗	B	✗	✗	✗	✗	A	B	B	✗	B	B	✗	B	B	✗	B	B	✗	B	B	✗	B	B	✗	B	B	B	✗
	All DDA Compliance measures met?			✓	✓	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✓	✗	✗
	Number of Apartment Type			112	45	30	1	6	2	13	11	1	3	86	70	29	1	21	13	47	24	11	13	11	8	7	5	3	6	2	2	2	24	2	6	10

	Room / Dwelling / Requirement	Min / Max	Dimension	2 BED STUDY			STUDIO			1 BED							1 BED LOFT			
				B501	B502	B503	C01	C02	C03	D01	D02	D02a	D03	D04	D05	D06	E01	E02	E03	E04
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓				
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Living Area	Min	3.3m W / 10m²														✓	✓	✓	
	Living Area	Min	3.6m W / 12m²	✓	✓	✓				✓	✗	✗	✓	✓	✓	✓				
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Storage	Studio Dwelling	Min	5m³ Within				5	5	5											
		Min	3m³ External				3	3	3											
		Min	8m³ Total				8	8	8											
		Min	6m³ Total				✓	✓	✓											
	1 Bedroom Dwelling	Min	6m³ Within														7.88	7.49	6.85	6.67
		Min	8m³ External														2.12	2.51	3.15	3.33
		Min	10m³ Total														10	10	10	10
		Min	10m³ Total														✓	✓	✓	✓
	2 Bedroom Dwelling	Min	8m³ Within	26.39	9.12	10.46														
		Min	5m³ External	0	4.88	1.53														
		Min	14m³ Total	14.75	14	14														
		Min	14m³ Total	✓	✓	✓														
	3+ Bedroom Dwelling	Min	12m³ Within							15.36	15.08	17.56	18.98	13.51	27.33	18.93				
		Min	6m³ External							2.64	2.12	0.84	0	6.49	0	0				
		Min	18m³ Total							18	18	18	20.96	18	27.33	18.93				
		Min	18m³ Total							✓	✓	✓	✓	✓	✓	✓				
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✓	✓	✗	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²														✓	✓	✓	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²																	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²				✗	✓	✓											
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓	✓														
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²																	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²																	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²							✓	✓	✓	✓	✓	✓	✓				
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²																	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²																	
DDA Compliance	All DDA Measures met	See table below		✓	✓	✗	✗	✗	✓	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	✗

DDA Compliance

	Room / Dwelling / Requirement	Min / Max	Dimension	2 BED STUDY			STUDIO			1 BED							1 BED LOFT			
				B501	B502	B503	C01	C02	C03	D01	D02	D02a	D03	D04	D05	D06	E01	E02	E03	E04
DDA Compliance	Front Door Opening	Min	850mm	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓	✗	✗	✓	✓	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓	✓	✗	✗	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A	B	✗	✗	✗	A	B	B	B	B	B	B	A	✗	✗	✗	✗
	All DDA Compliance measures met?			✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✓	✗	✓	✗	✗	✗	✗
	Number of Apartment Type			3	8	3	6	10	3	2	2	2	1	2	2	2	1	1	1	1

Total Apartments	639
Total Fully DDA Compliant	488

NOTE:
* ALL BATHROOMS HAVE HOBLESS SHOWERS
** ALL AIR CONDITIONING AND CONDENSER UNITS ARE LOCATED ON ROOFS

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Project
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Drawing Title
BADS COMPLIANCE ANALYSIS TABLE - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 100 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 1
Drawing Number: TP-58-80	**North:**

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	Dwelling Type	QTY Compliant Dwellings	M^3 Total Area Provided	% Current Scheme	M^3 Total Area BADS Minimum	BADS Compliant
Functional Layout		839	_	100.0%	100.0%	✓
Room Depth		839	_	100.0%	100.0%	✓
Storage Min. Internal	Studios 1 bedroom dwelling 2 bedroom dwelling 3 bedroom dwelling	839	105 2674.27 3985.25 256.7	100.0%	105 2562 3321 168	✓
Storage Min. Total	Studios 1 bedroom dwelling 2 bedroom dwelling 3 bedroom dwelling	839	168 4270 5124 252	100.0%	168 4270 5124 252	✓
Cross-ventilation		424	_	50.5%	40.0%	✓
Private Open Space						
All DDA Measures		498	_	59.4%	50.0%	✓

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Drawing Title
BADS COMPLIANCE ANALYSIS TABLE - SHEET 2

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: 1 : 20 @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 1
Drawing Number: TP-58-81	North:

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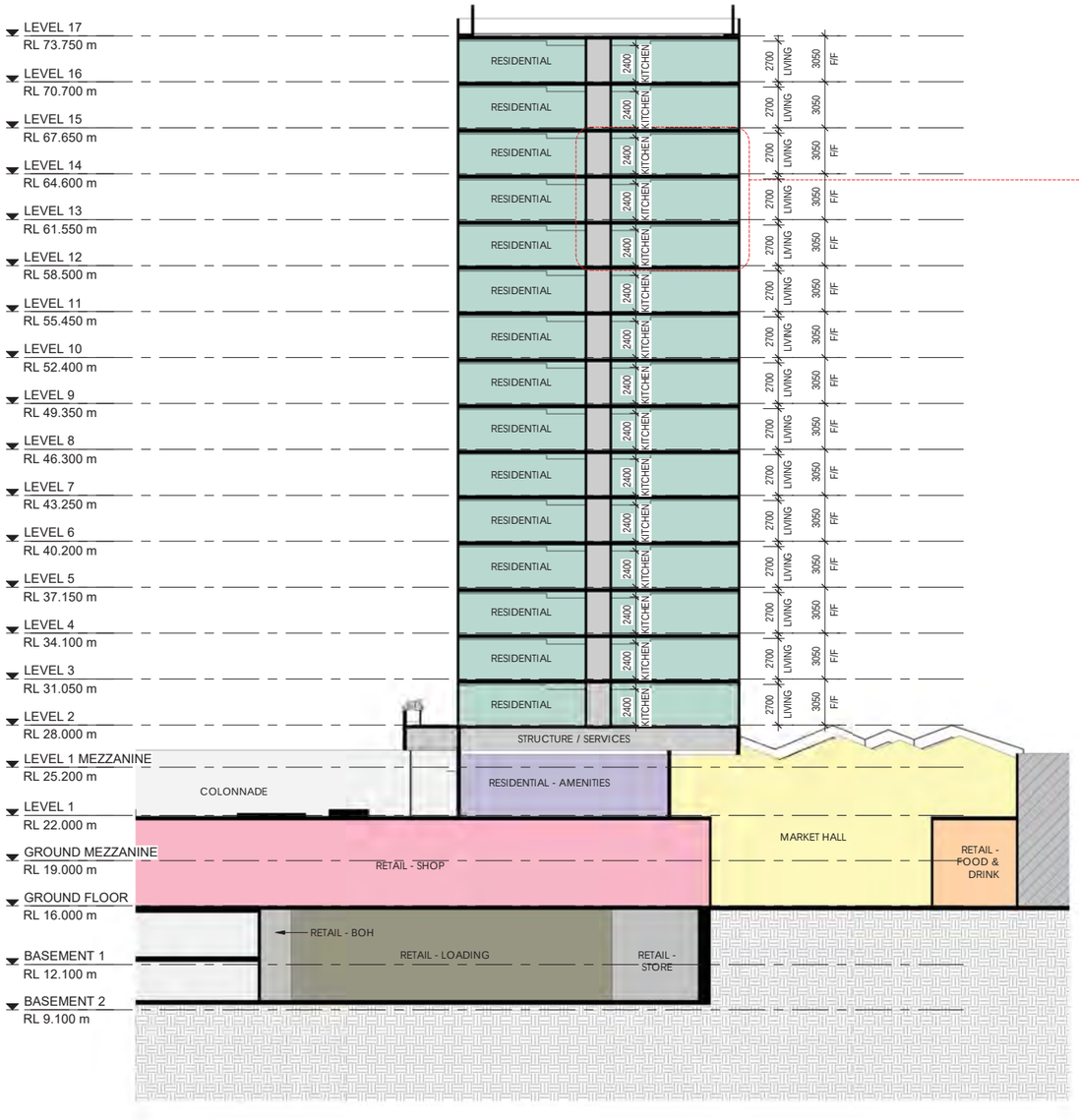

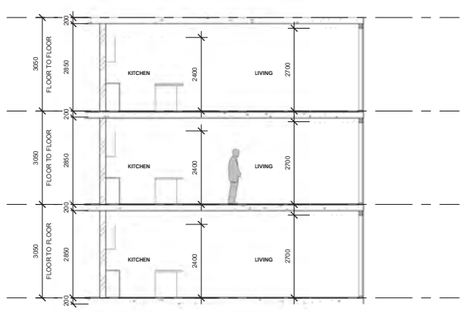

TYPICAL APARTMENT 1:100

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Drawing Title
BADS COMPLIANCE
TYPICAL SECTION - SHEET 1

Document Control Status:
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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** As indicated @ A1
Project Architect: Designer	**Date:** 28.03.22
Project Director: Approver	**Revision:** 1
Drawing Number: TP-58-90	**North:**

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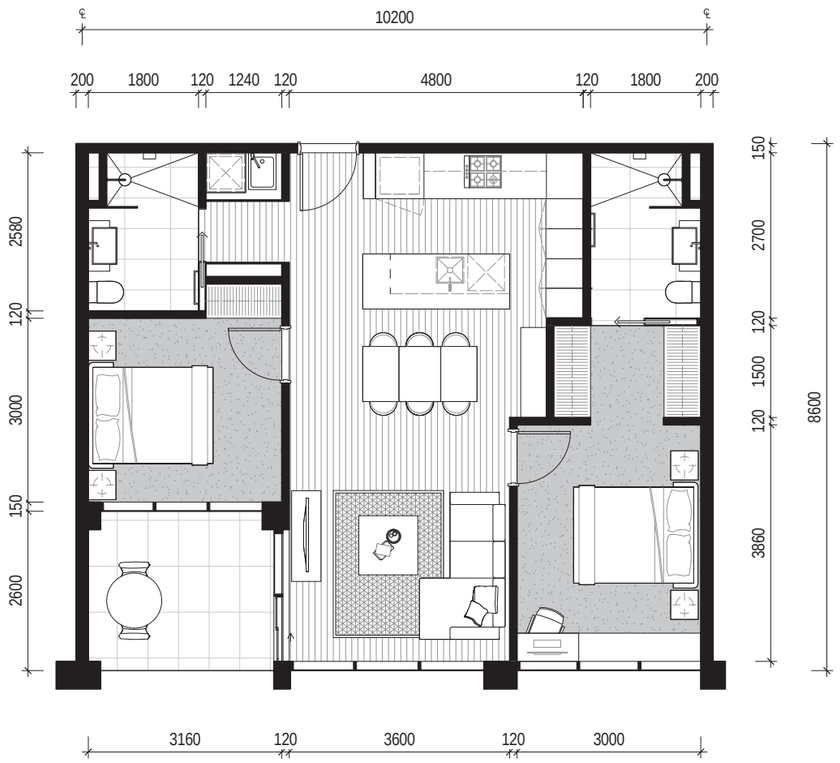
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22



2B2B - TYPE B01

NSA 79.2 m²
TCE 8.2 m²

2B2B - TYPE B02

NSA 82.0 m²
TCE 8 m²

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Drawing Title
TYPE B APARTMENTS - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-59-01	**North:**

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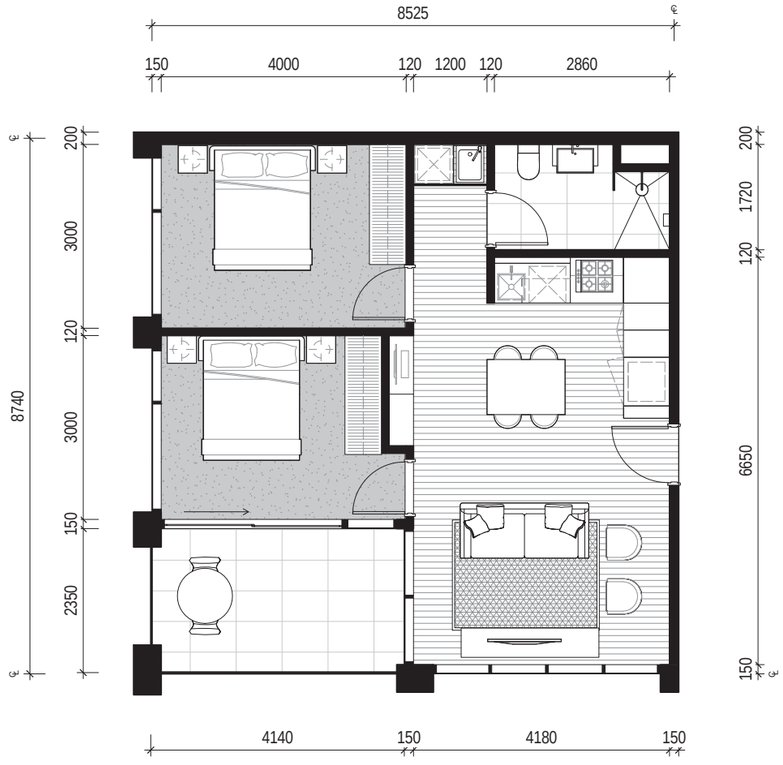
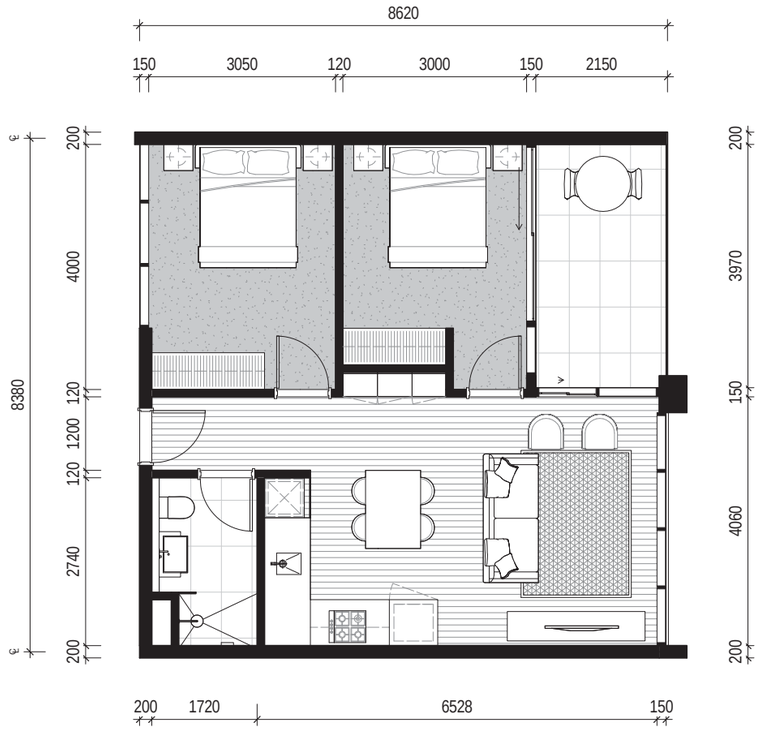
2	FOR TOWN PLANNING	JM	28.03.22



2B1B - TYPE B03

NSA 65.4 m²
TCE 9.6 m²



2B1B - TYPE B03a

NSA 63.5 m²
TCE 8.4 m²

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Drawing Title
TYPE B APARTMENTS - SHEET 2

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-59-02	**North:**

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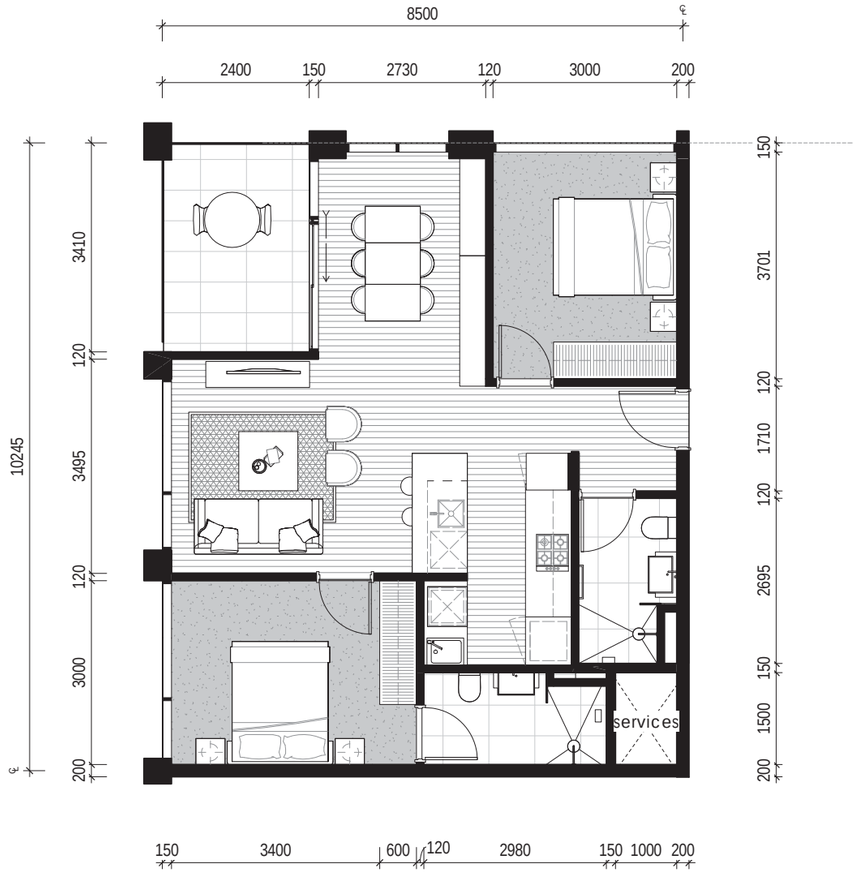
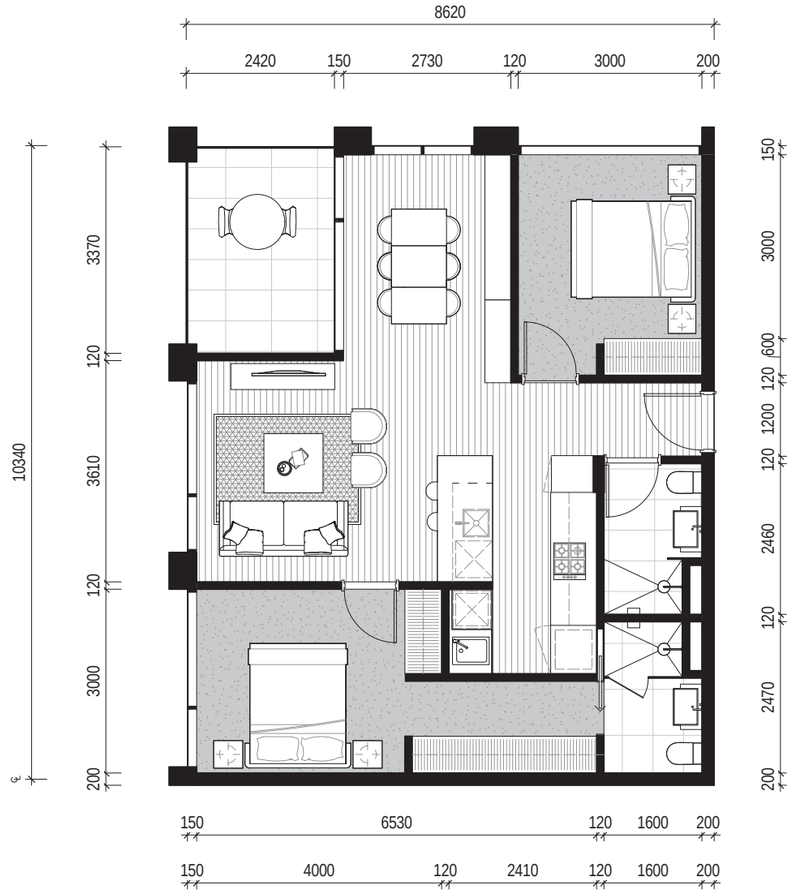
2	FOR TOWN PLANNING	JM	28.03.22



2B2B - TYPE B04

NSA 77.5m²
TCE 8.0 m²



2B2B - TYPE B05

NSA 80.7 m²
TCE 8.0 m²

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Drawing Title
TYPE B APARTMENTS - SHEET 3

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 23/04/2021
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-59-03	**North:**

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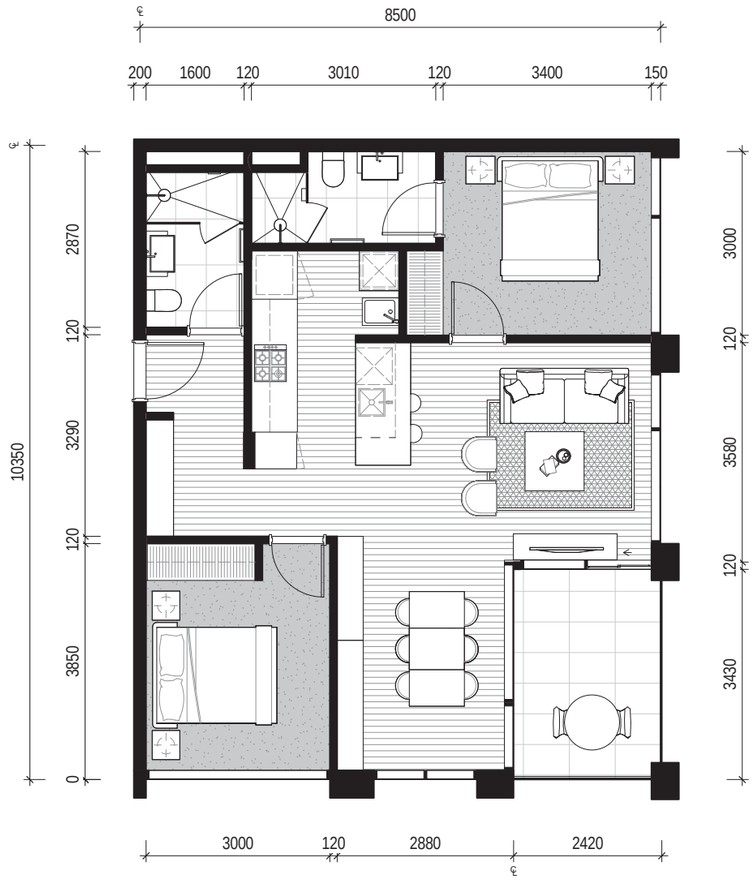
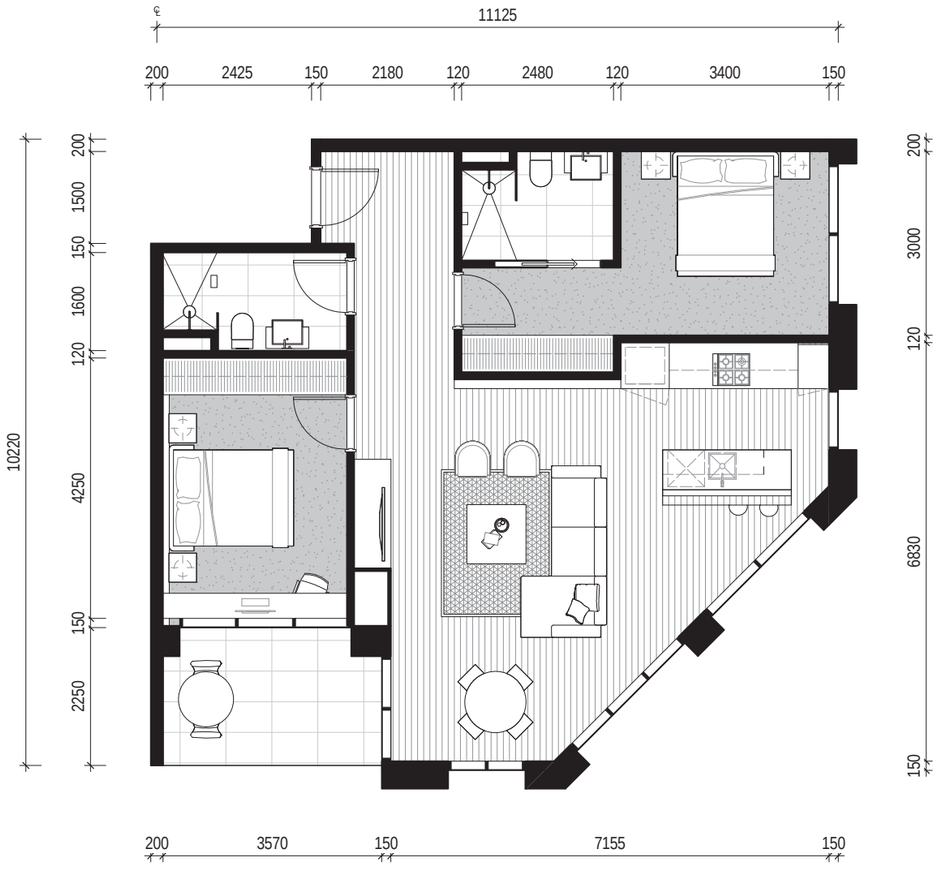


2B2B - TYPE B06

NSA 80.7 m²
TCE 8.1 m²



2B2B - TYPE B07

NSA 90.3 m²
TCE 8.0 m²

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Drawing Title
TYPE B APARTMENTS - SHEET 4

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-59-04	**North:**

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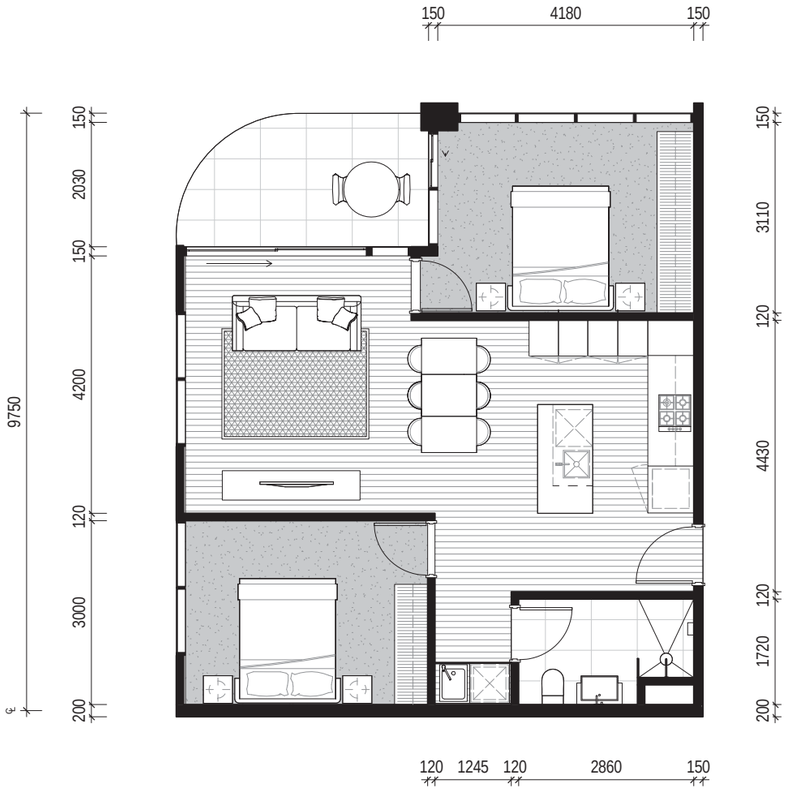
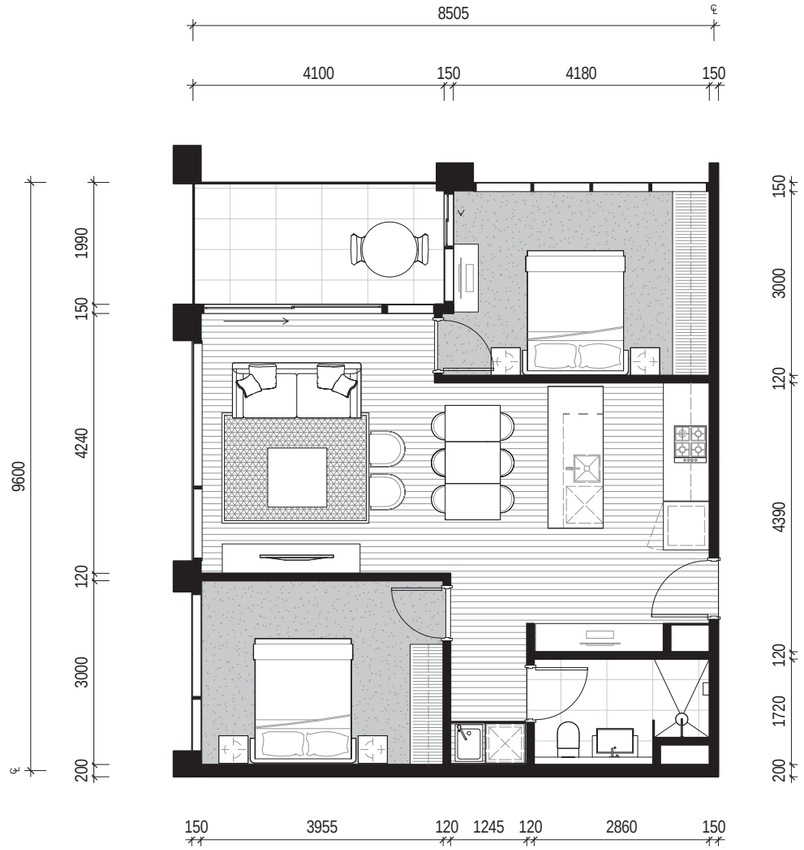
2	FOR TOWN PLANNING	JM	28.03.22



2B2B - TYPE B08

NSA 74.7 m²
TCE 8.1 m²



2B2B - TYPE B08a

NSA 74.3 m²
TCE 8.2 m²

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Drawing Title
TYPE B APARTMENTS - SHEET 5

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
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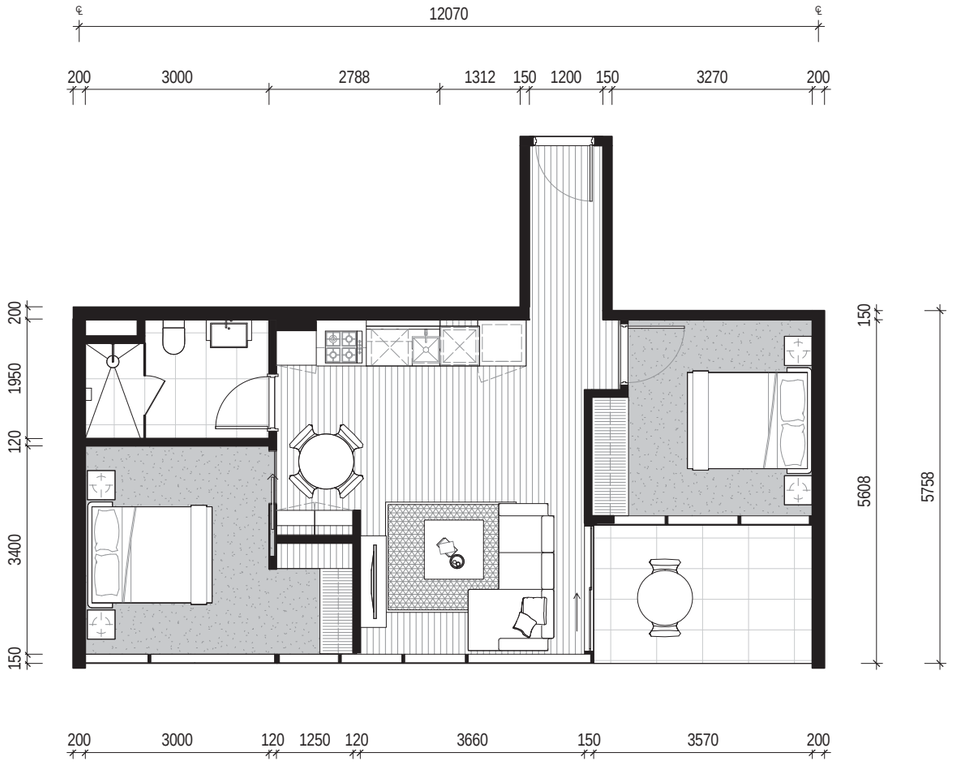
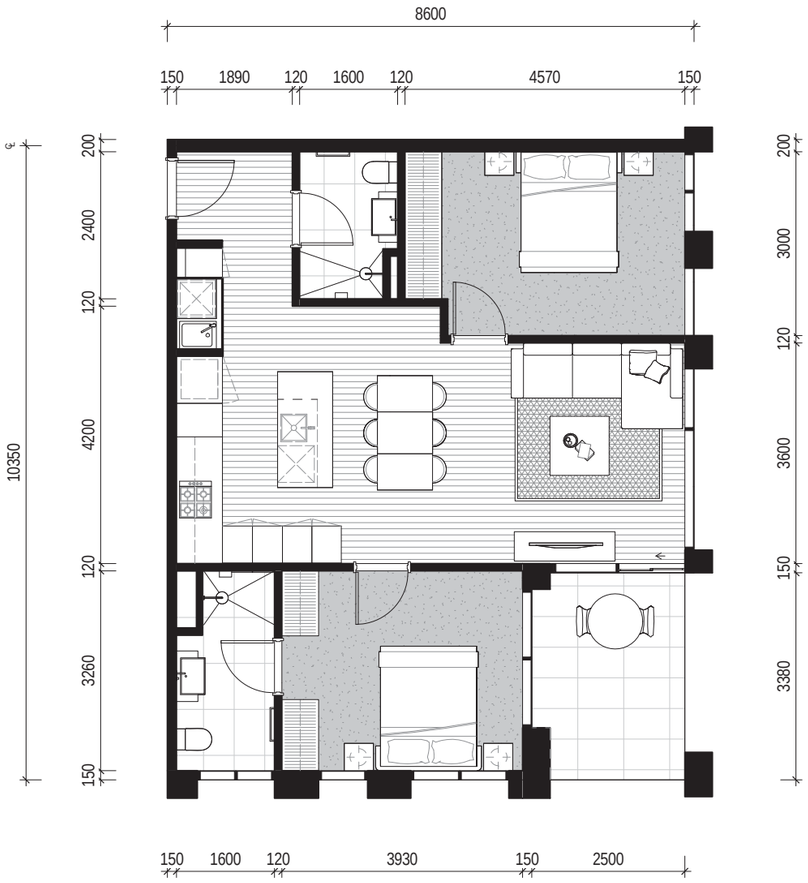


2B2B - TYPE B09

NSA 63.1 m²
TCE 8.1 m²



2B2B - TYPE B10

NSA 80.0 m²
TCE 8.1 m²

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Drawing Title
TYPE B APARTMENTS - SHEET 6

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-59-06	**North:**

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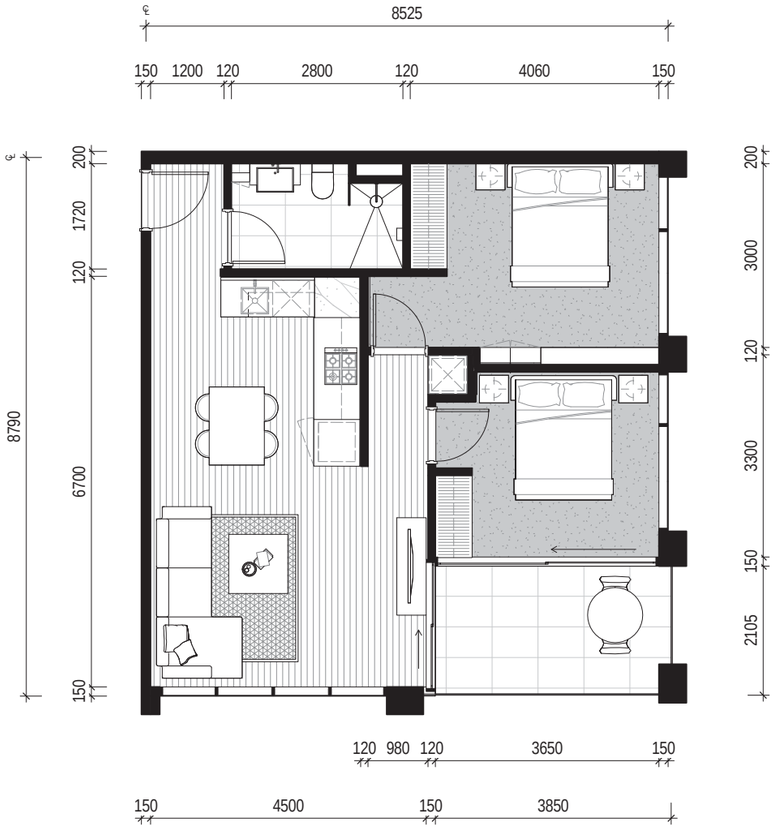
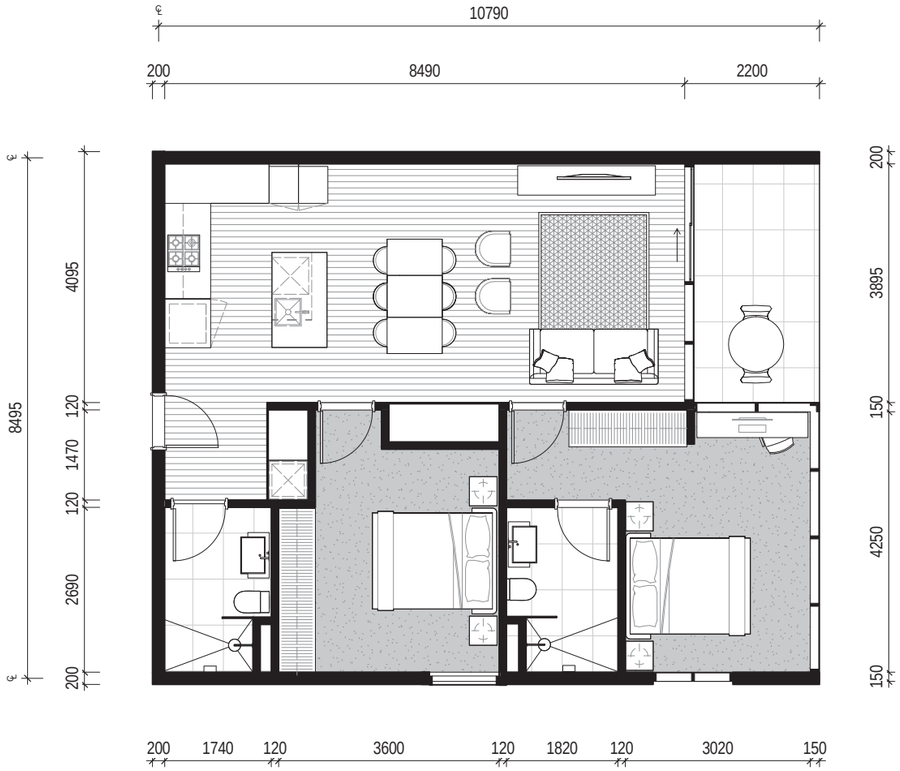


2B2B - TYPE B11

NSA 67.5 m²
TCE 8.0 m²



2B2B - TYPE B12

NSA 84.9 m²
TCE 8.0 m²

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Drawing Title
TYPE B APARTMENTS - SHEET 7

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: 1 : 50 @ A1
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Drawing Number: TP-59-07	North:

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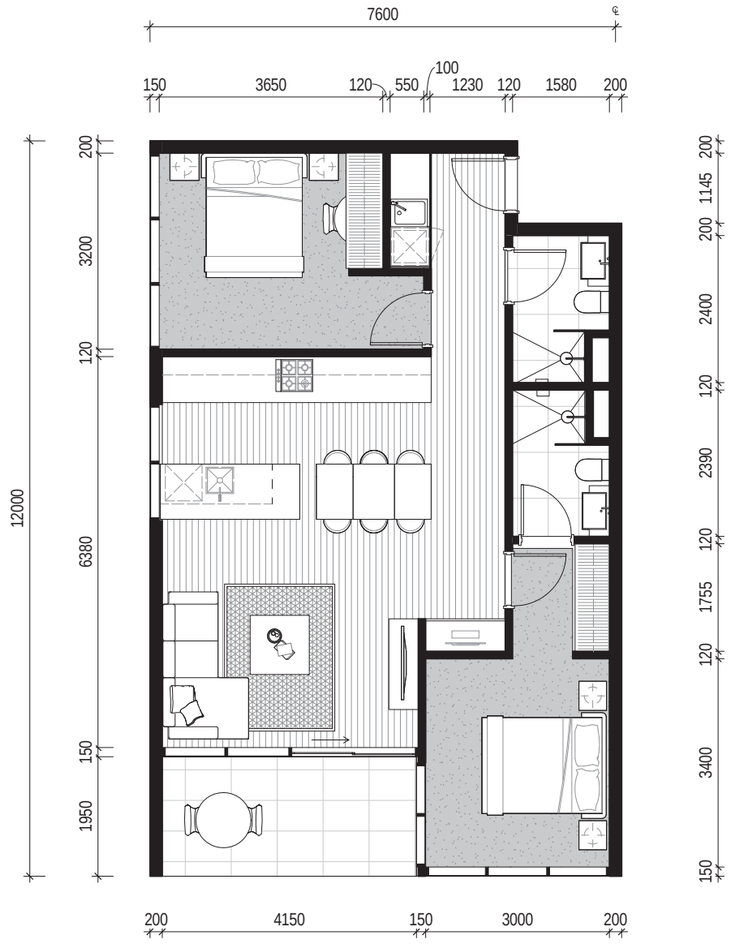
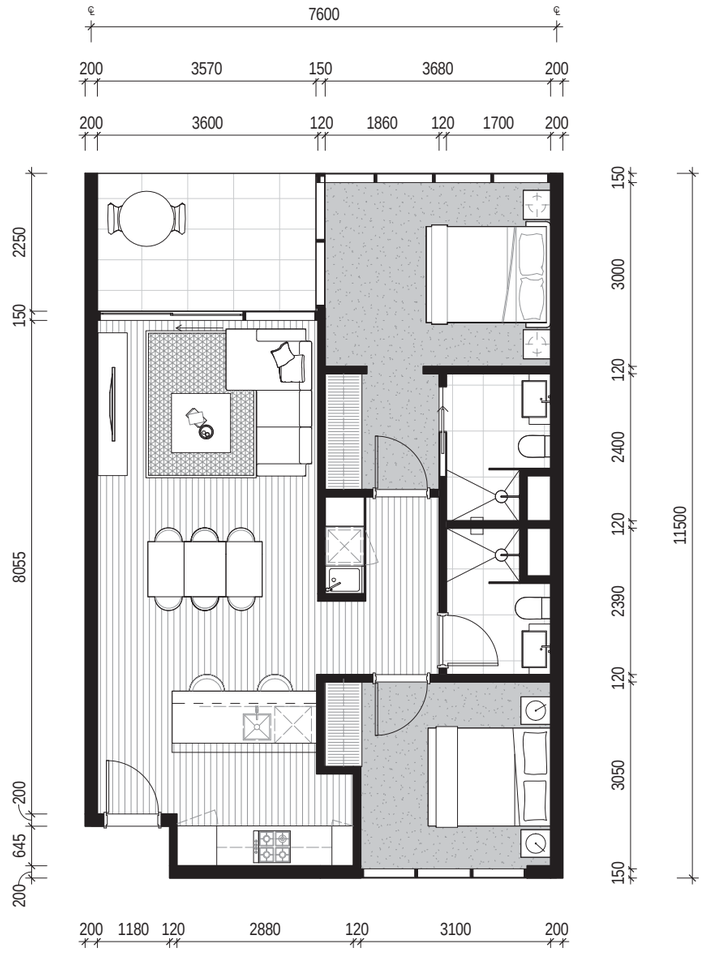


2B2B - TYPE B13

NSA 80.5 m²
TCE 8.0 m²



2B2B - TYPE B14

NSA 78.0 m²
TCE 8.0 m²

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A1 DRAWING SHEET	Drawn: NA/JM/RC
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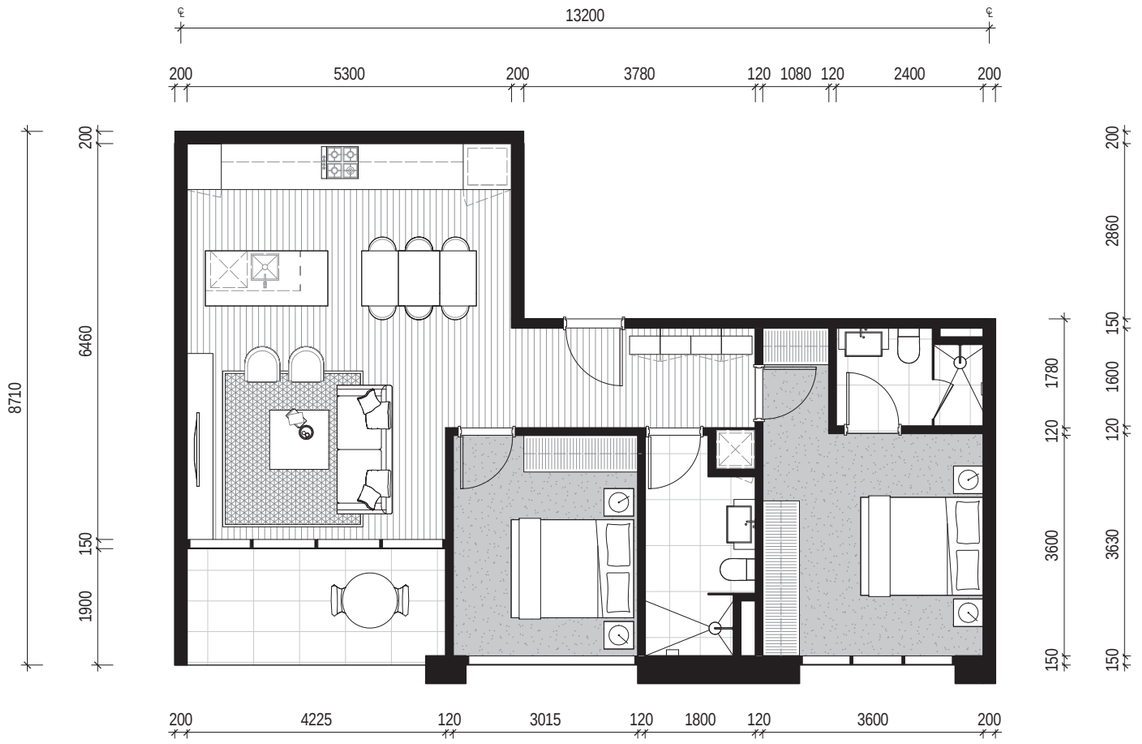
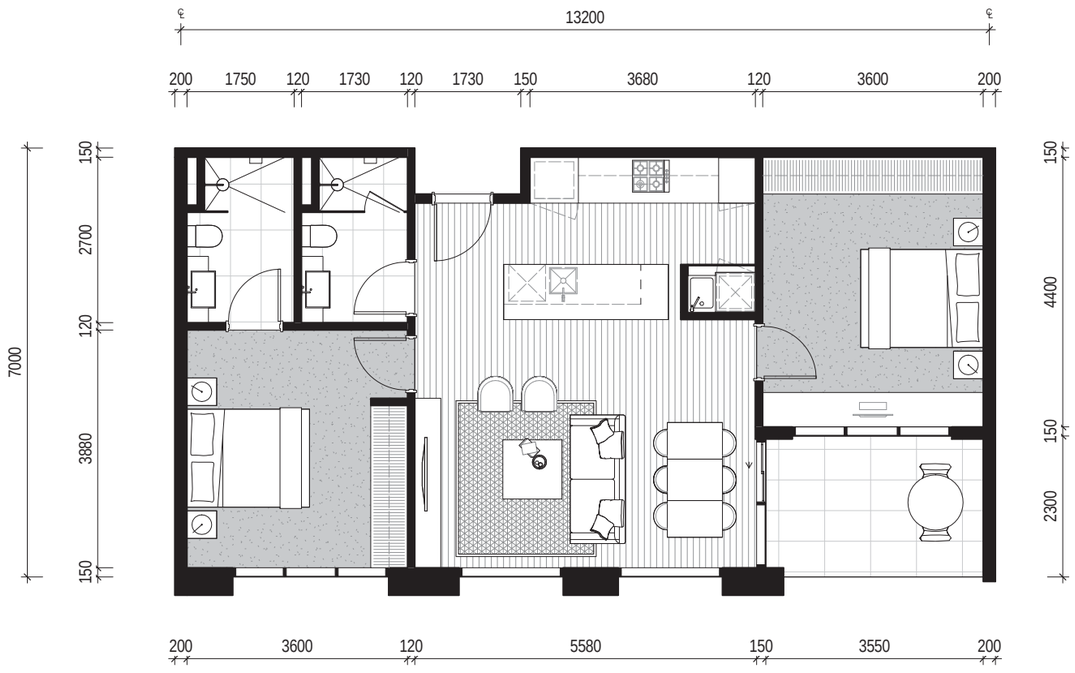


2B2B - TYPE B15

NSA 82.3 m²
TCE 8.0 m²



2B2B - TYPE B16

NSA 82.7 m²
TCE 8.1 m²

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Drawing Title
TYPE B APARTMENTS - SHEET 9

Document Control Status:
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A1 DRAWING SHEET	Drawn: NA/JM/RC
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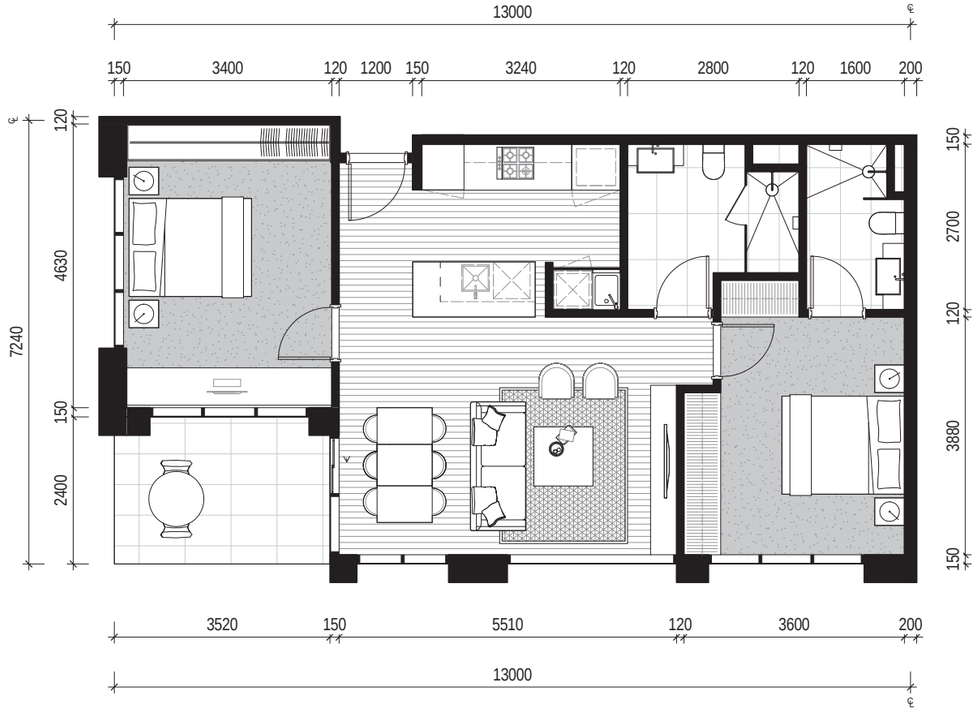
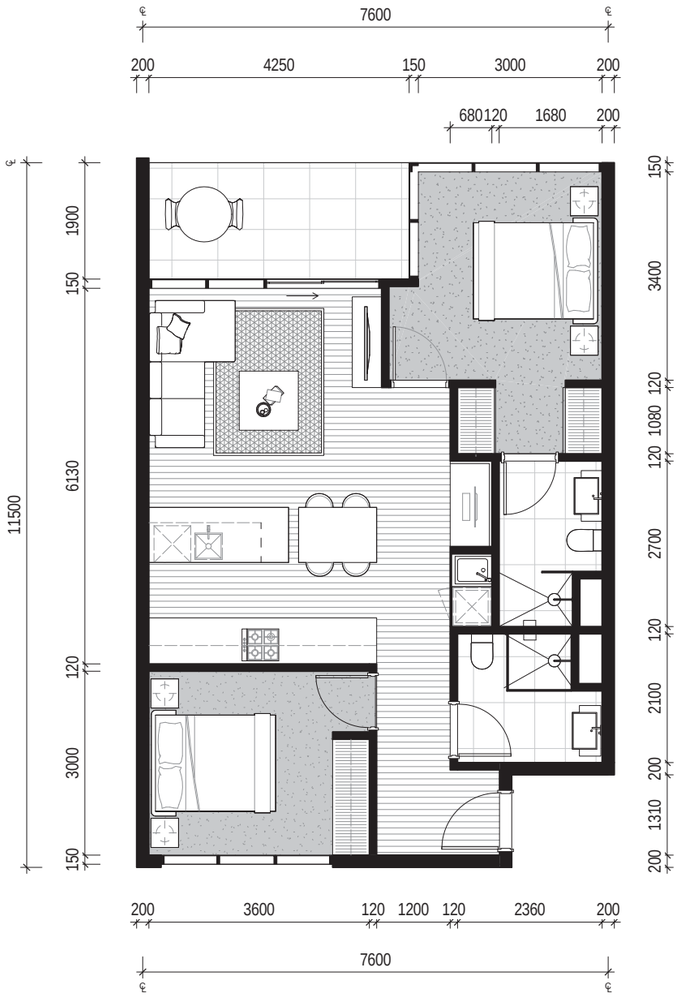


2B2B - TYPE B17

NSA 83.3m²
TCE 8.4 m²



2B2B - TYPE B18

NSA 76.4 m²
TCE 8.0 m²

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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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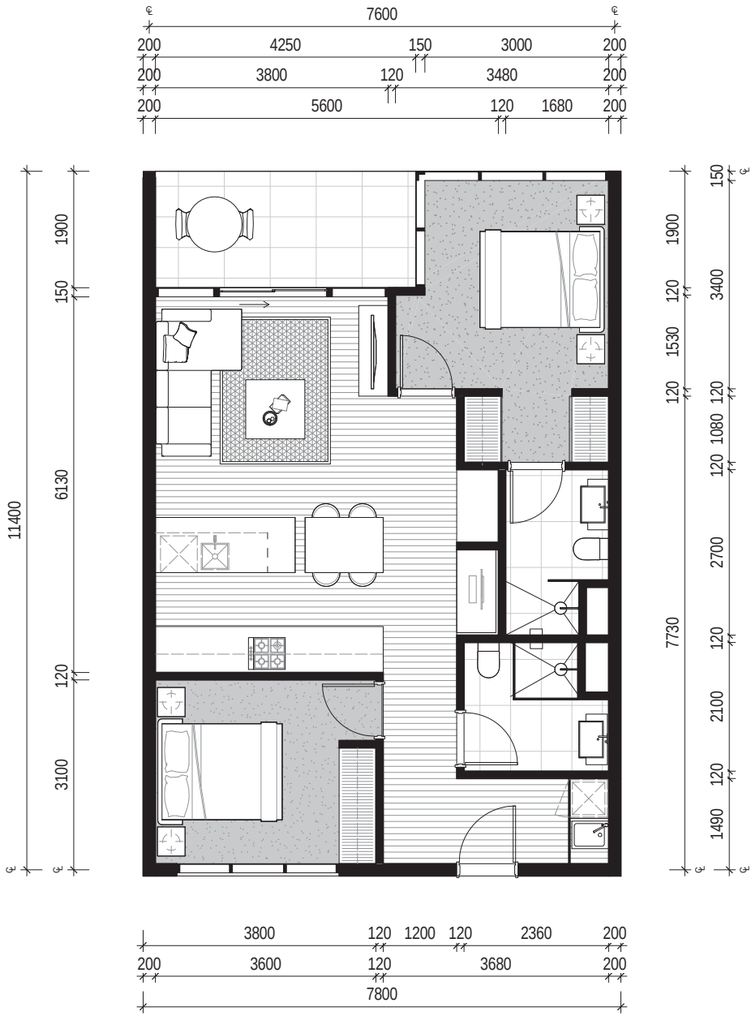
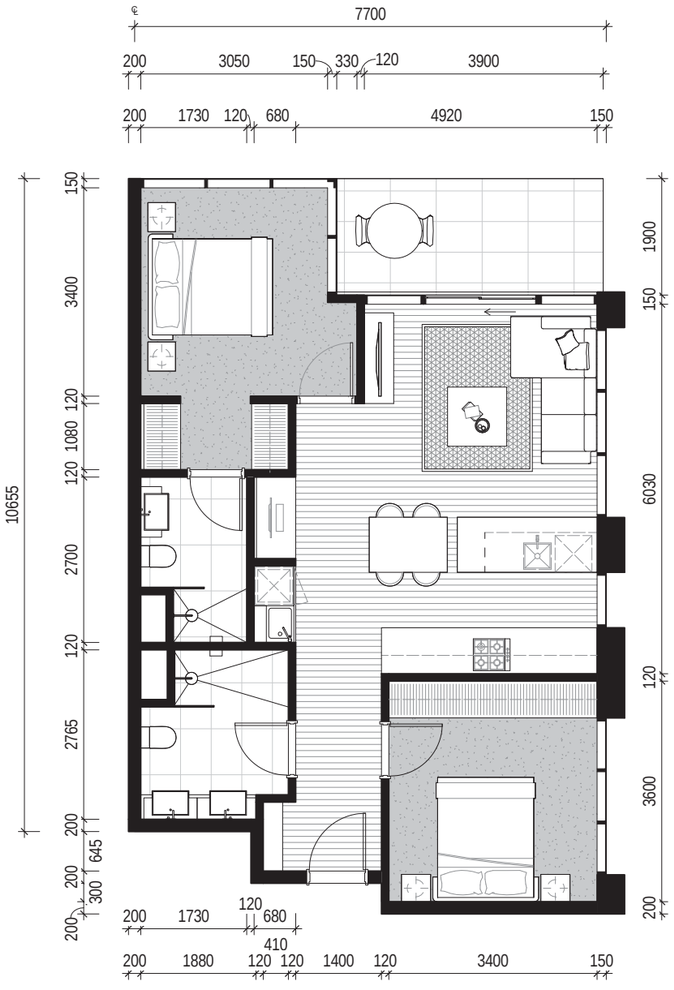


2B2B - TYPE B19

NSA 79.9 m²
TCE 8.0 m²



2B2B - TYPE B20

NSA 79.7 m²
TCE 8.0 m²

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Drawing Title
TYPE B APARTMENTS - SHEET 11

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
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Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-59-11	**North:**

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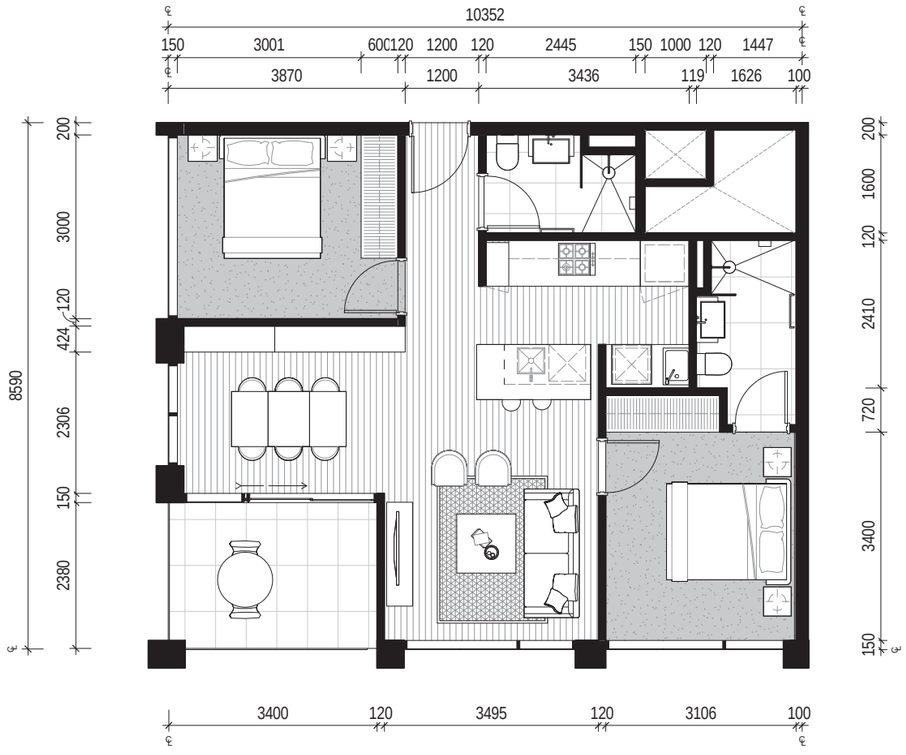

2B2B - TYPE B21

NSA 76 m²
TCE 8 m²

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Drawing Title
TYPE B APARTMENTS - SHEET 12

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
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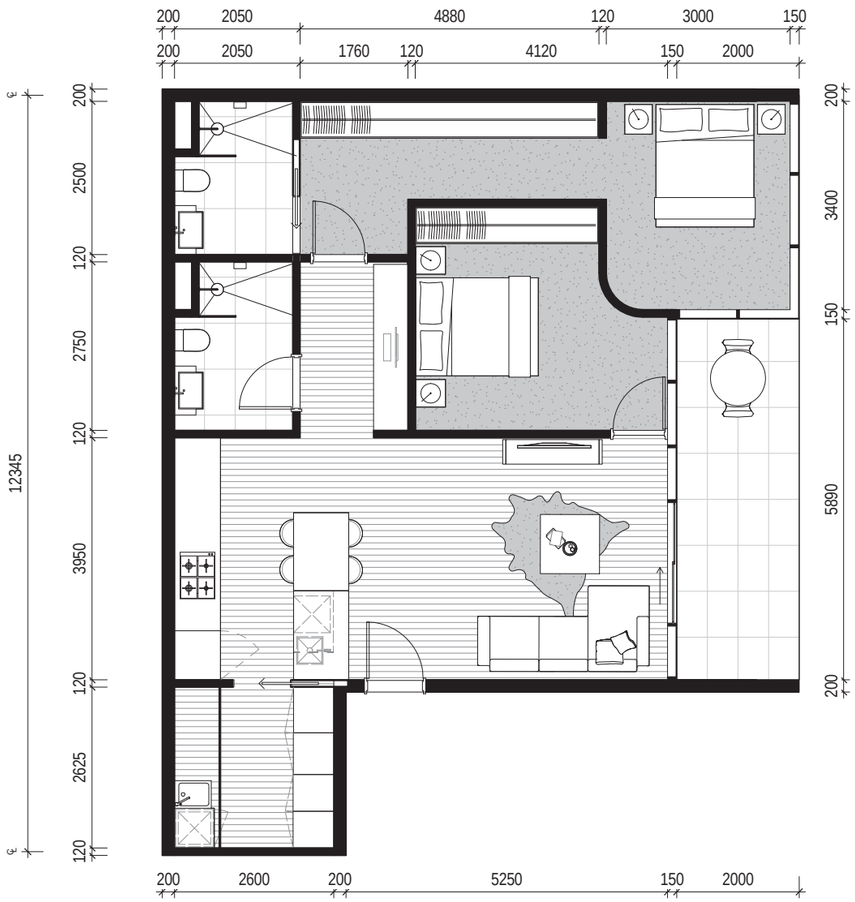
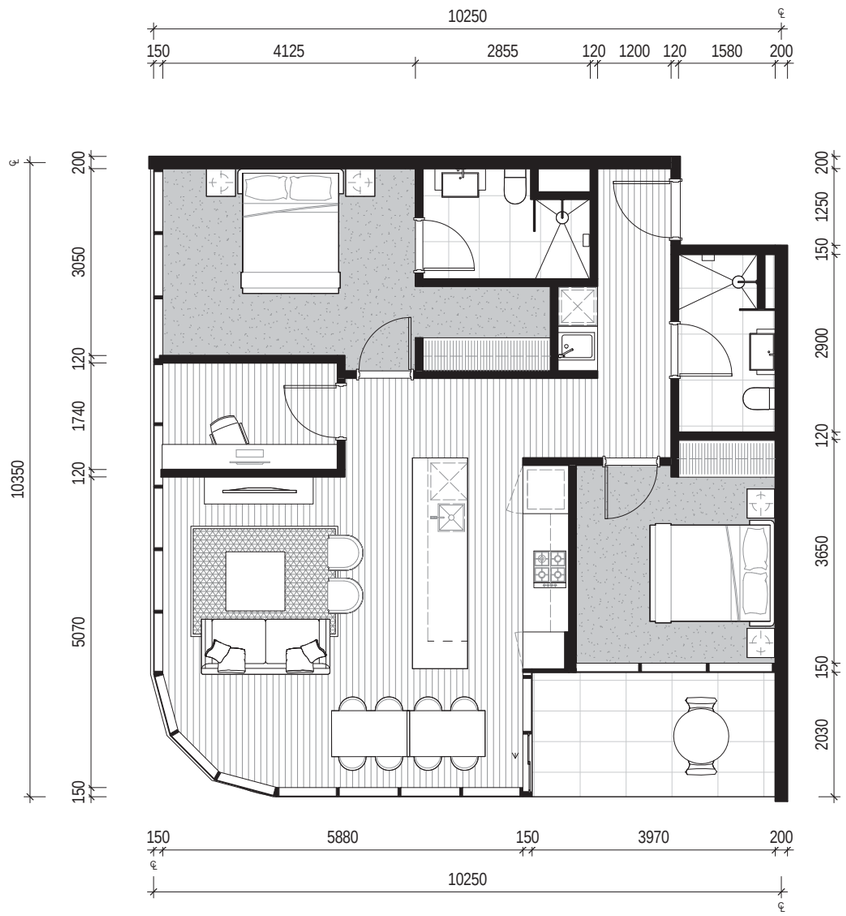


2B2B + STUDY - TYPE BS01

NSA 94.2 m²
TCE 11.7 m²



2B2B + STUDY - TYPE BS02

NSA 95.6 m²
TCE 8.0 m²

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Drawing Title
TYPE BS APARTMENTS - SHEET 1

Document Control Status:
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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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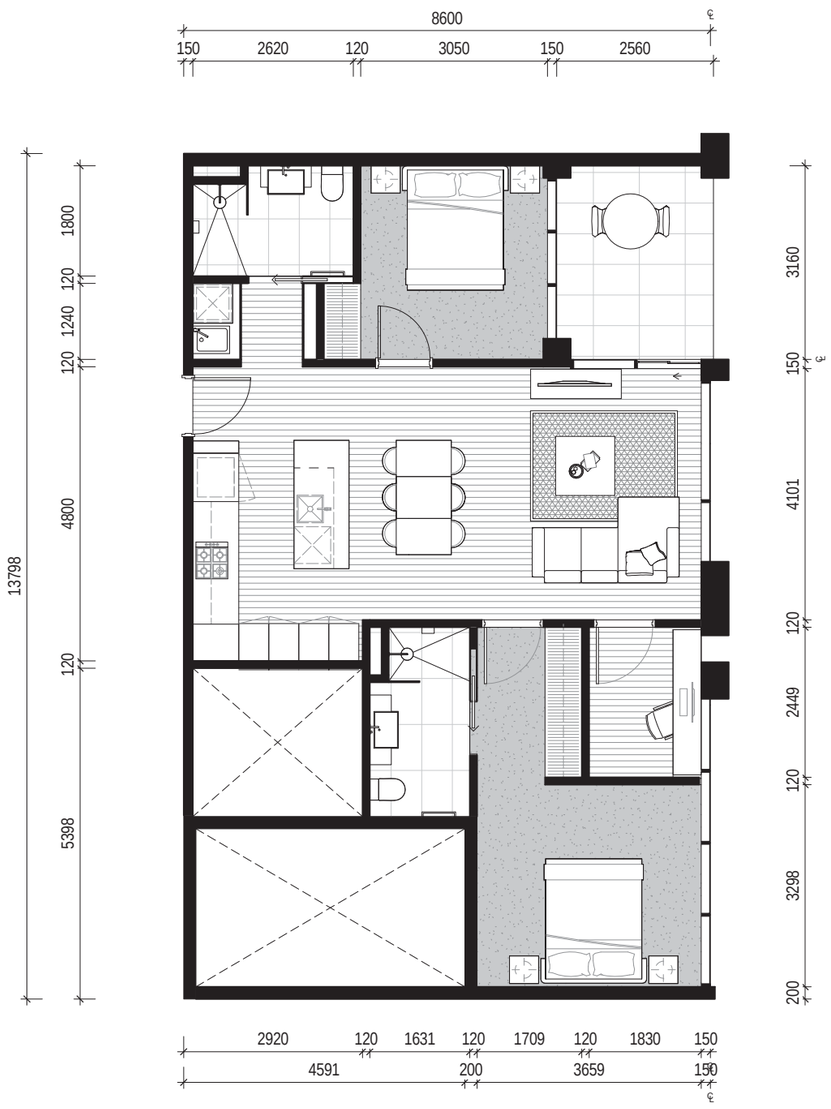

2B2BS - TYPE BS03

NSA 88.7 m²
TCE 8.6 m²

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Drawing Title
TYPE BS APARTMENTS - SHEET 2

Document Control Status:
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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
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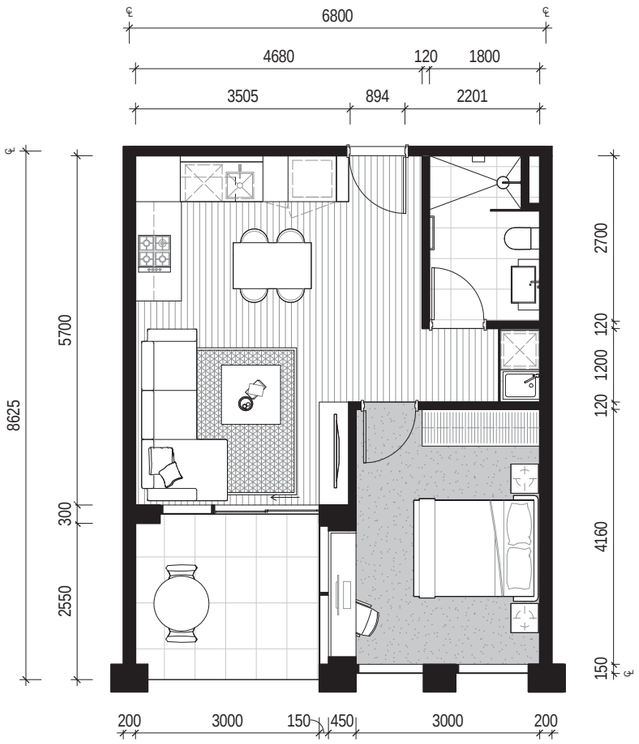
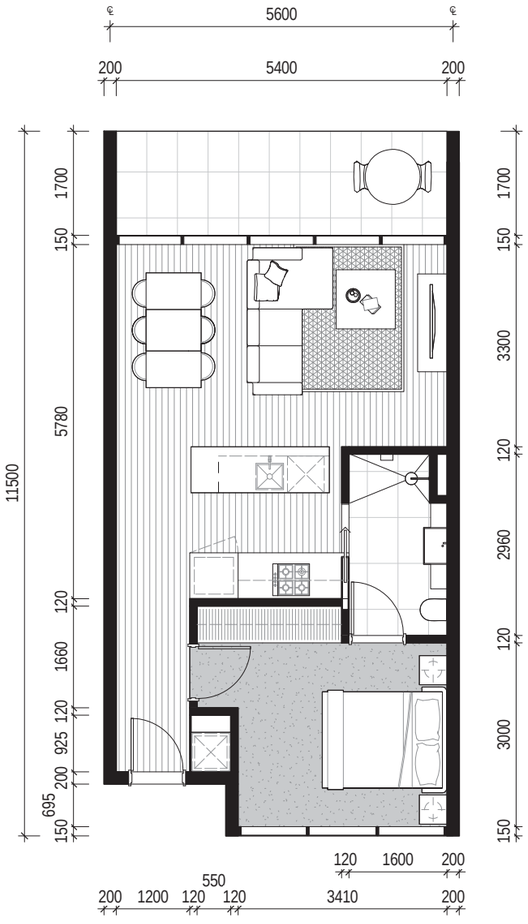


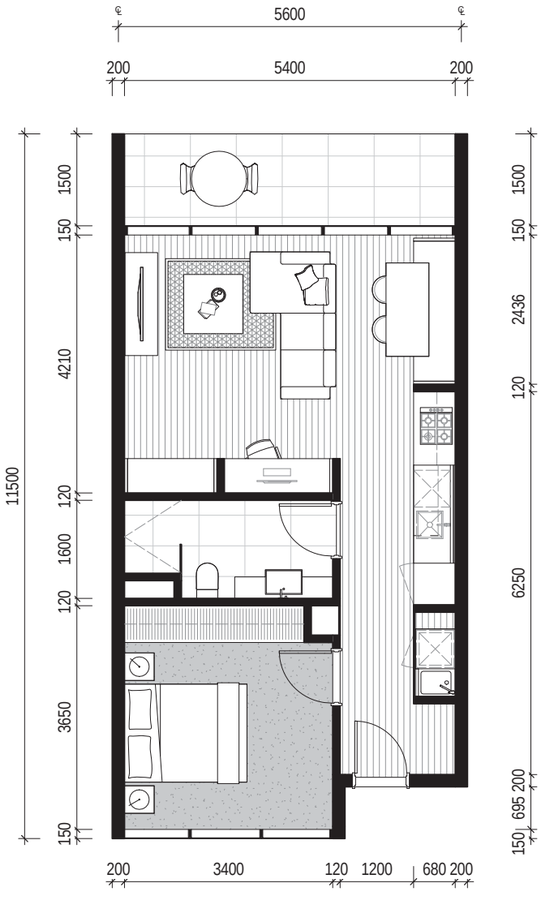
1B1B - TYPE A01

NSA 50.4 m²
TCE 8.1 m²



1B1B - TYPE A02

NSA 53.2 m²
TCE 9.1 m²



1B1B - TYPE A02a

NSA 54.3 m²
TCE 8.1 m²

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Drawing Title
TYPE A APARTMENTS - SHEET 1

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A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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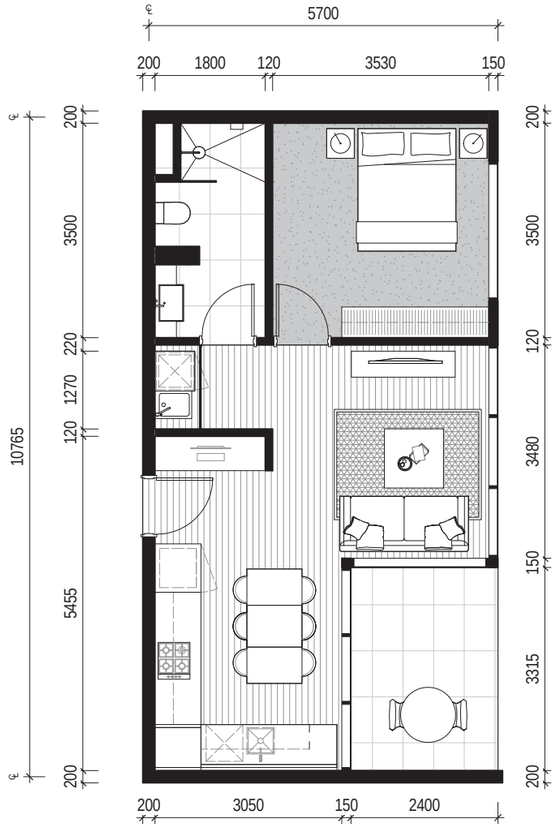
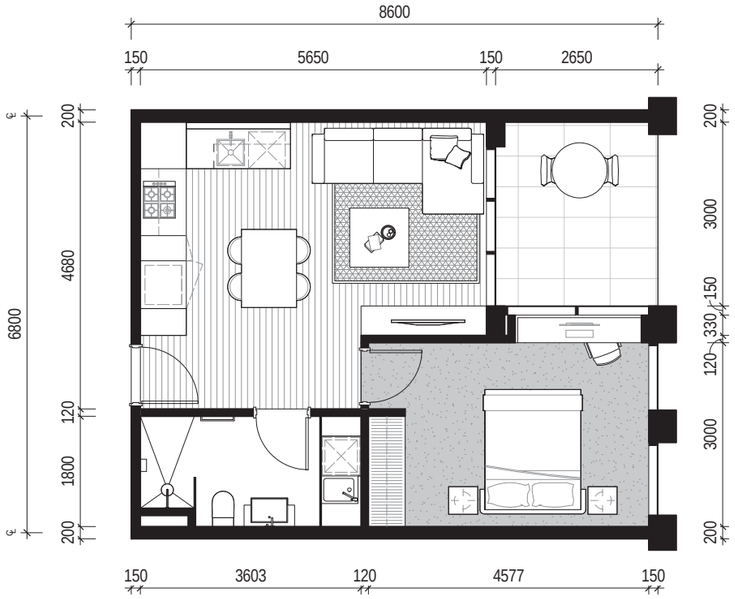


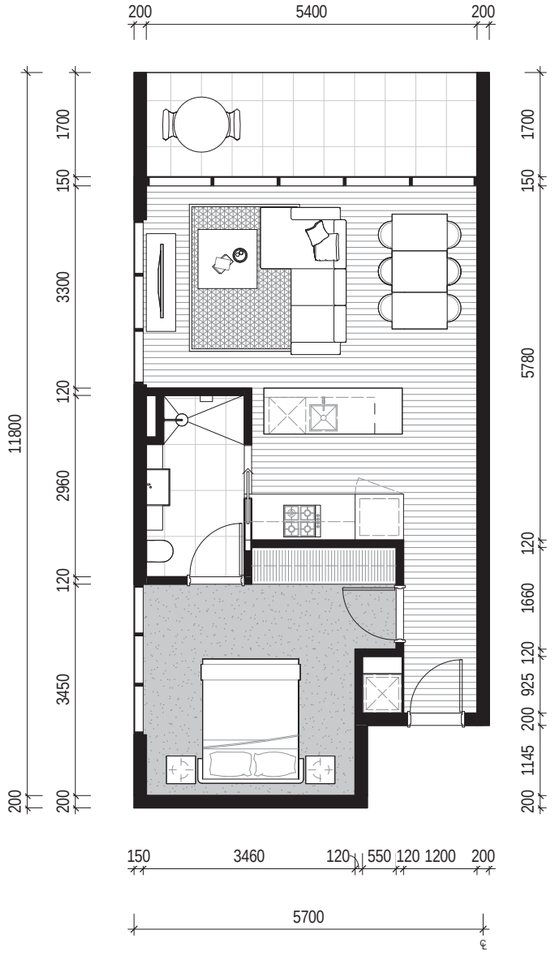
1B1B - TYPE A03

NSA 54.2m²
TCE 8.0 m²



1B1B - TYPE A04

NSA 50.2m²
TCE 8.0 m²



1B1B - TYPE A05

NSA 55.4m²
TCE 9.1 m²

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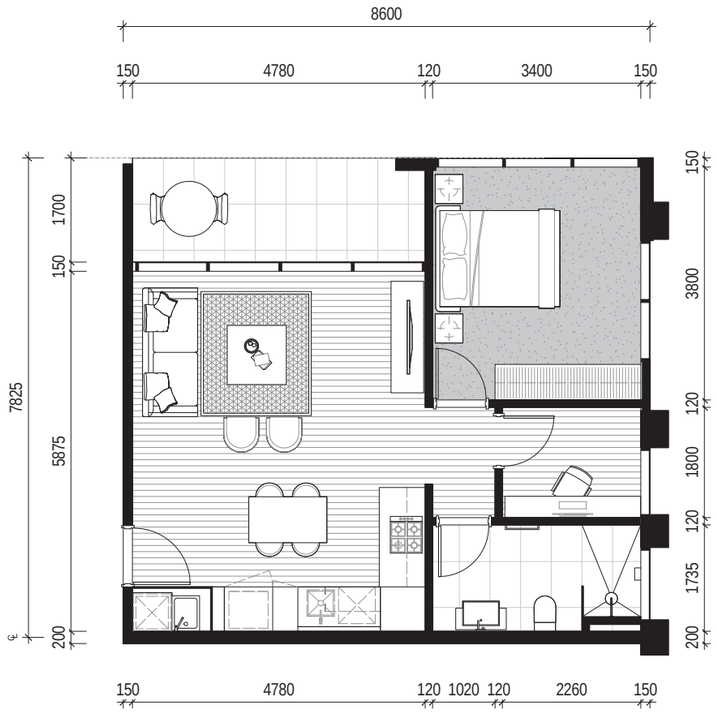
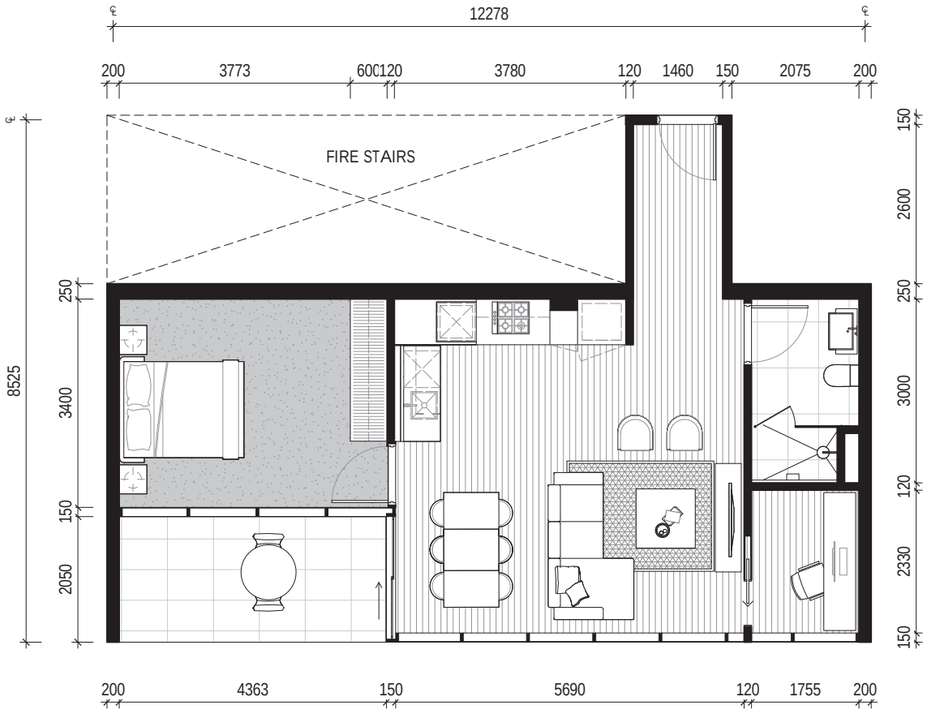


1B1B + STUDY - TYPE AS01

NSA 58.9 m²
TCE 8.0 m²



1B1B + STUDY - TYPE AS02

NSA 63.8 m²
TCE 8.9 m²

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
TYPE AS APARTMENTS - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-59-40	**North:**

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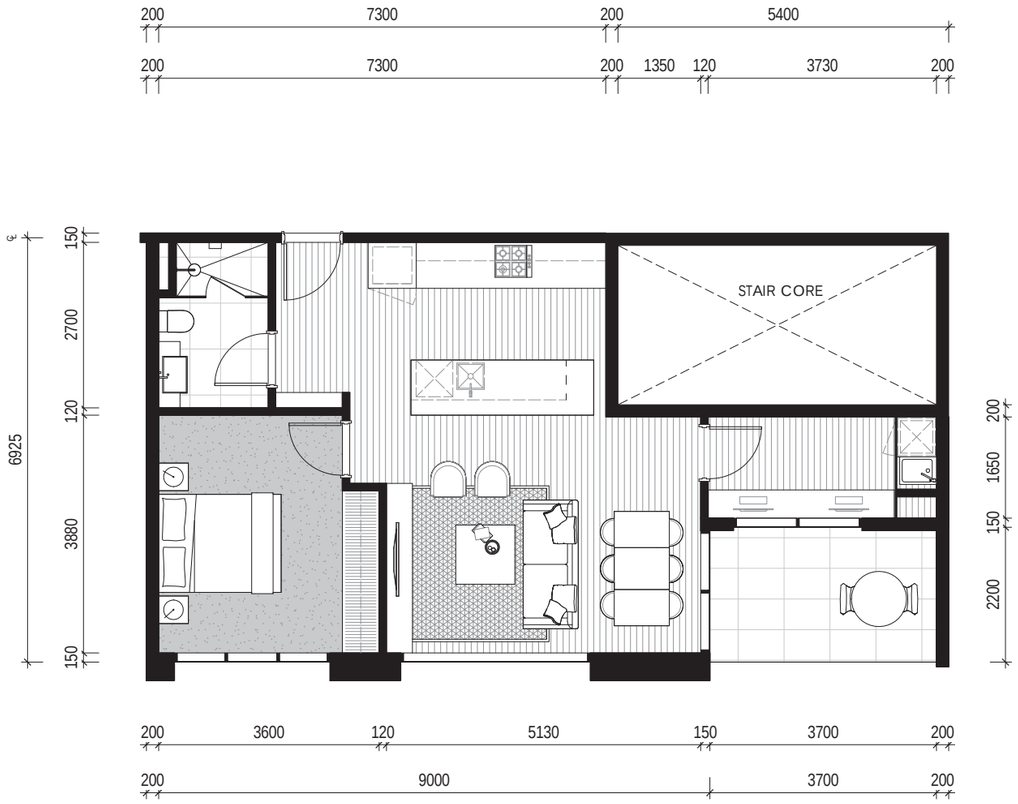
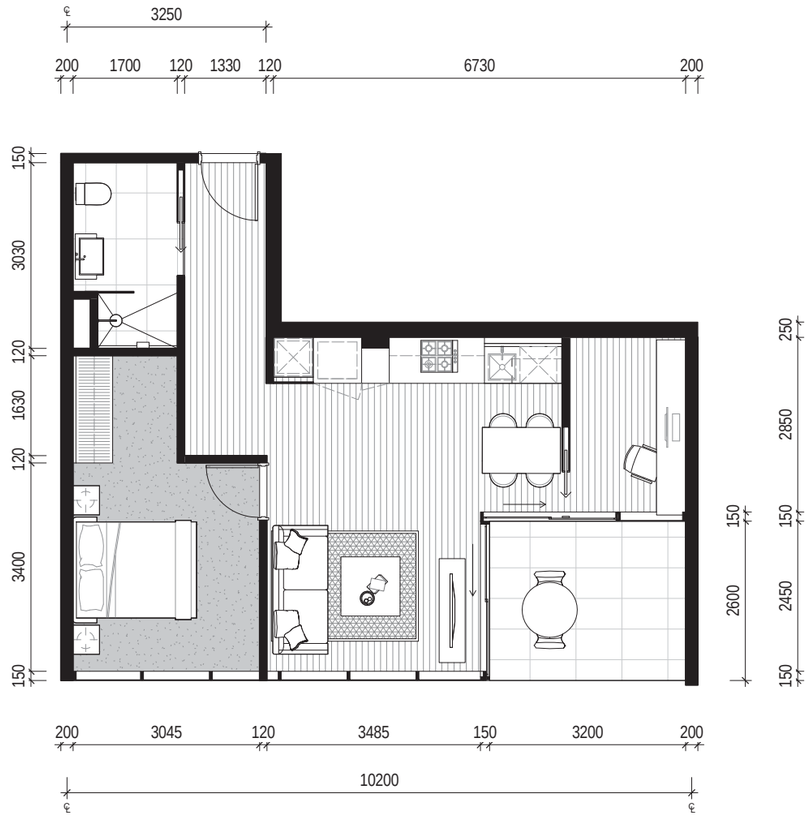
Rev	Description	By	Date
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22



1B1B + STUDY - TYPE AS03

NSA 65.6 m²
TCE 8.1 m²



1B1B + STUDY - TYPE AS04

NSA 58.2 m²
TCE 8.3 m²

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3190102.00 / A190043

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Drawing Title
TYPE AS APARTMENTS - SHEET 2

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
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Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
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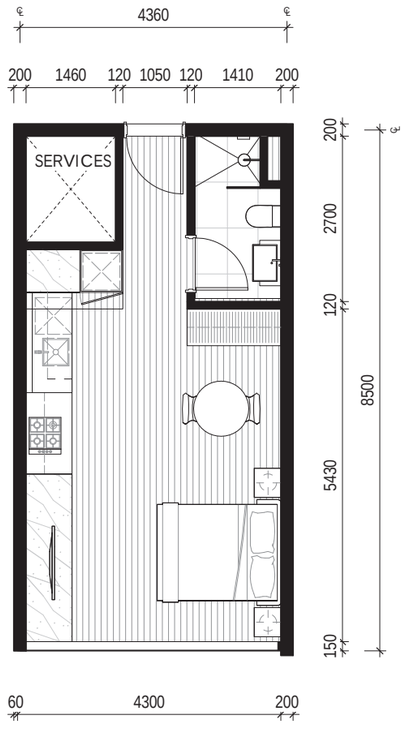
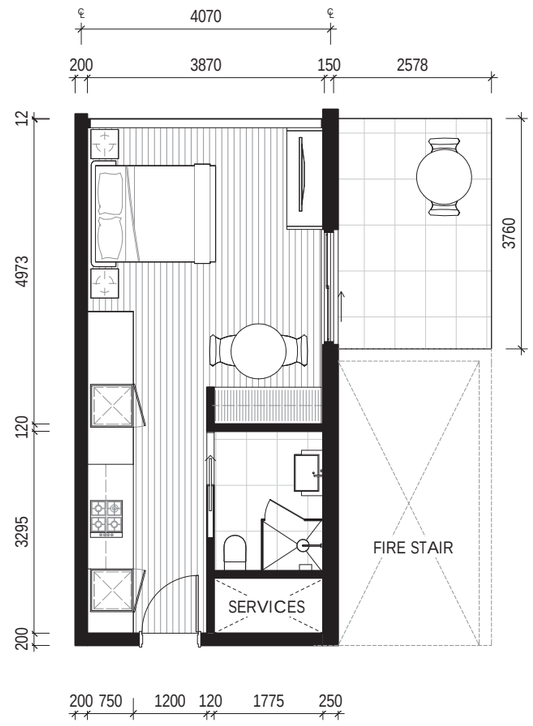
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22



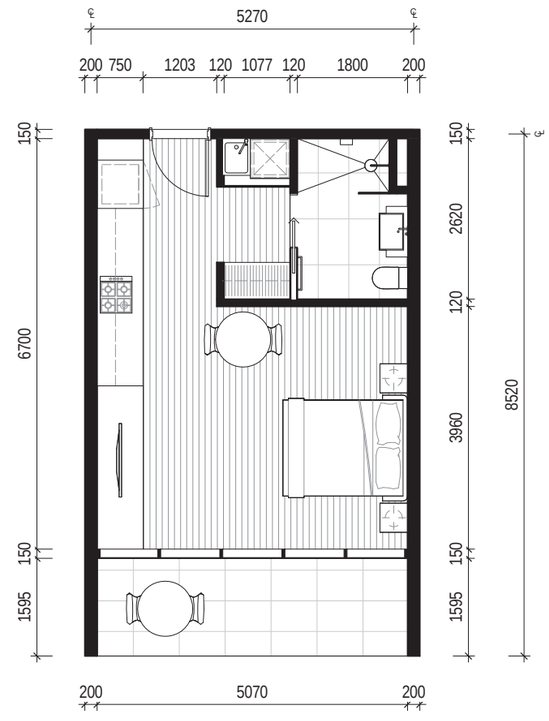
STUDIO - TYPE C01

NSA 32.4 m²
TCE na



STUDIO - TYPE C02

NSA 29.5 m²
TCE 9.8 m²



STUDIO - TYPE C03

NSA 37.5 m²
TCE 8.0m²

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Drawing Title
TYPE C APARTMENTS - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-59-50	**North:**

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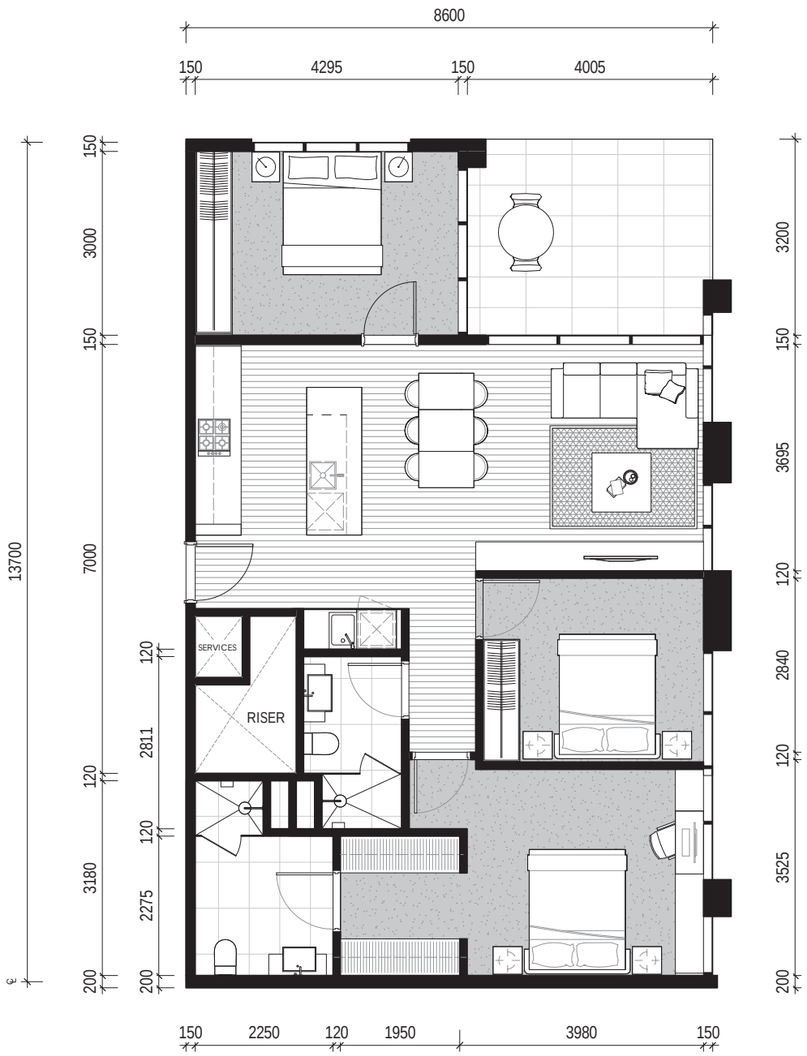
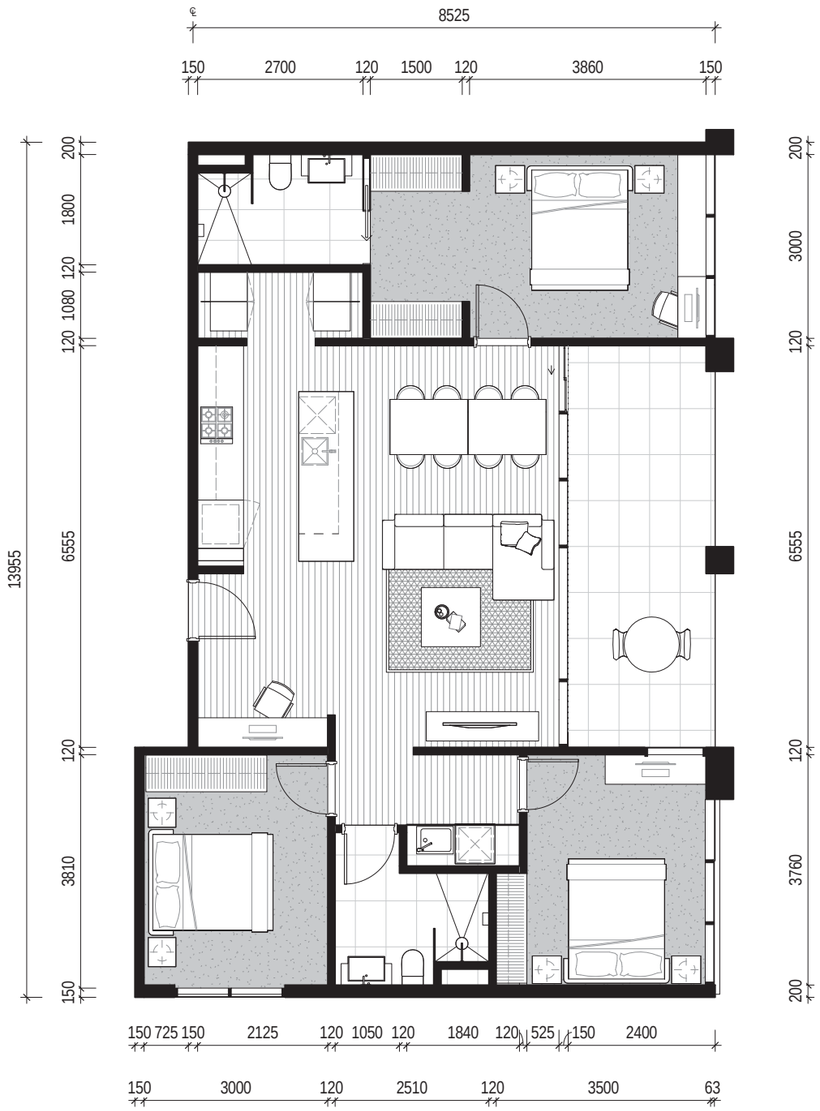
Rev	Description	By	Date
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22



3B2B - TYPE D01

NSA 99.8 m²
TCE 12.8 m²



3B2B - TYPE D02

NSA 106.5 m²
TCE 15.7 m²

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Project
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1-9 Doonside St, Richmond VIC 3121

Drawing Title
TYPE D APARTMENTS - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: 1 : 50 @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
Drawing Number: TP-59-60	North:

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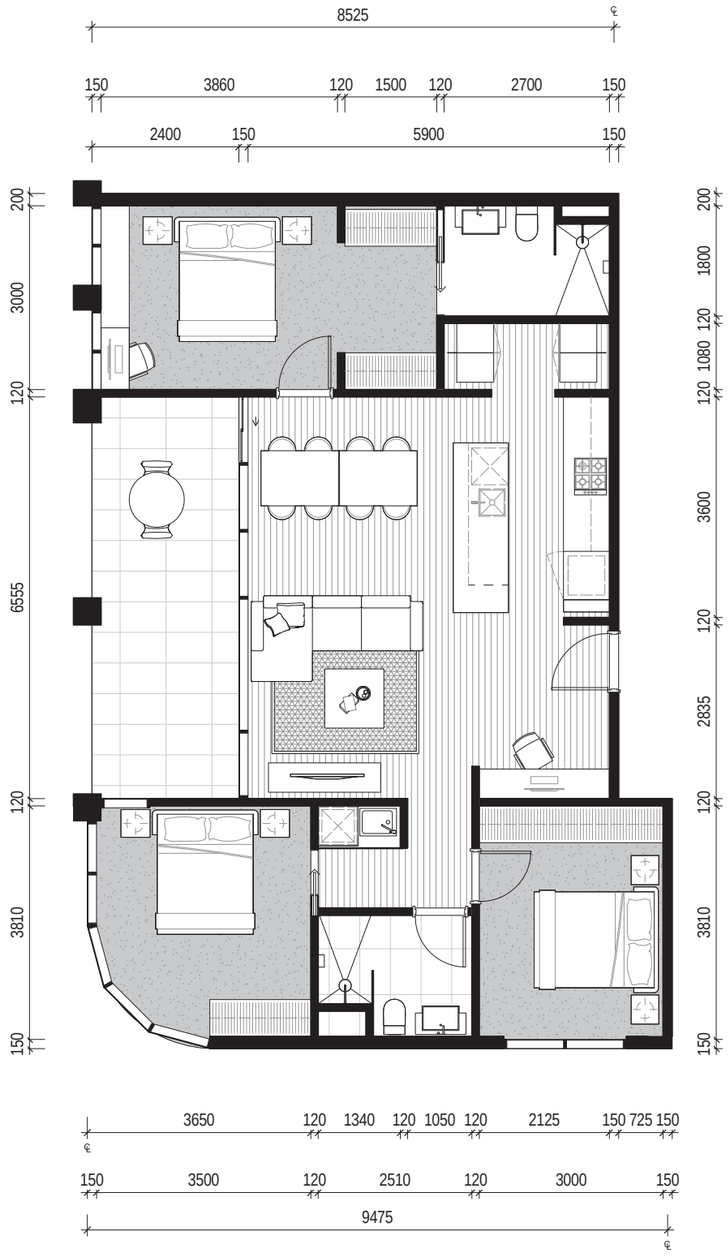
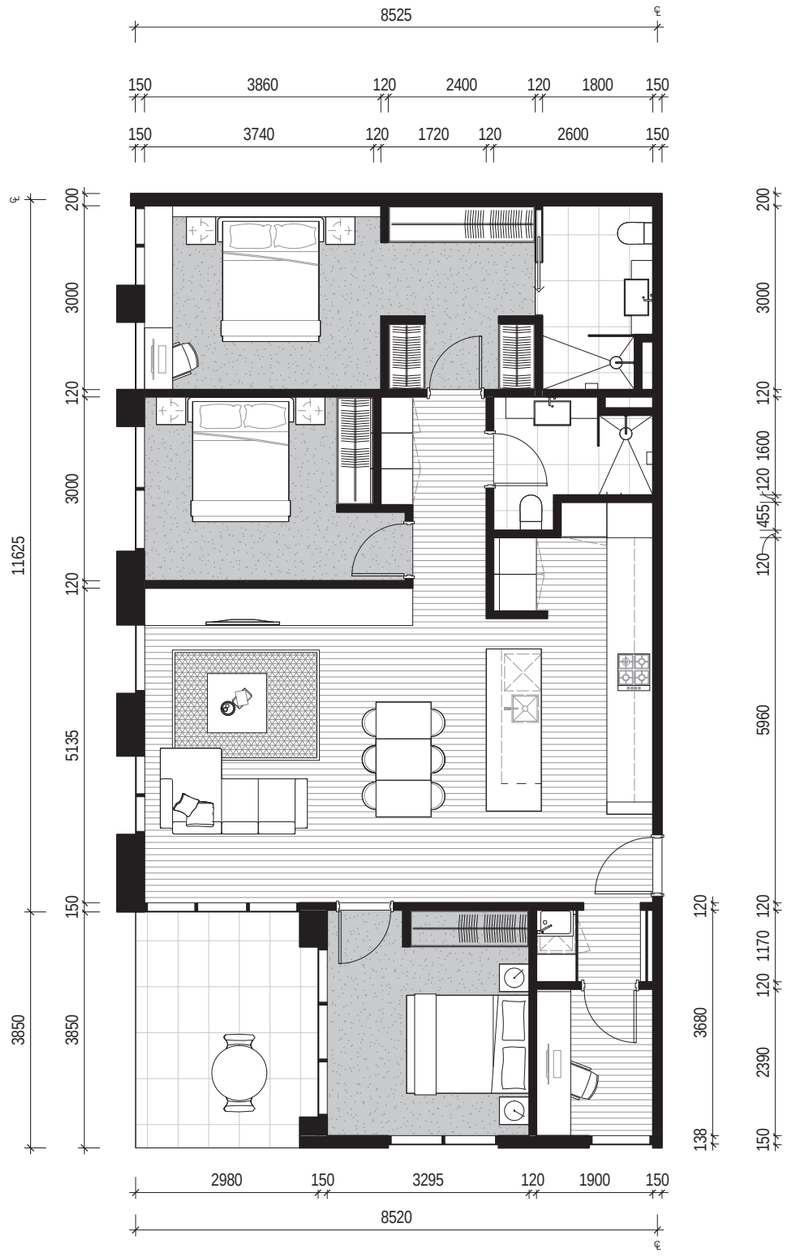


3B2B - TYPE D02a

NSA 106.0 m²
TCE 15.7 m²



3B2B - TYPE D03

NSA 121.2 m²
TCE 11.1 m²

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Project No.
3190102.00 / A190043

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1-9 Doonside St, Richmond VIC 3121

Drawing Title
TYPE D APARTMENTS - SHEET 2

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: 1 : 50 @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 2
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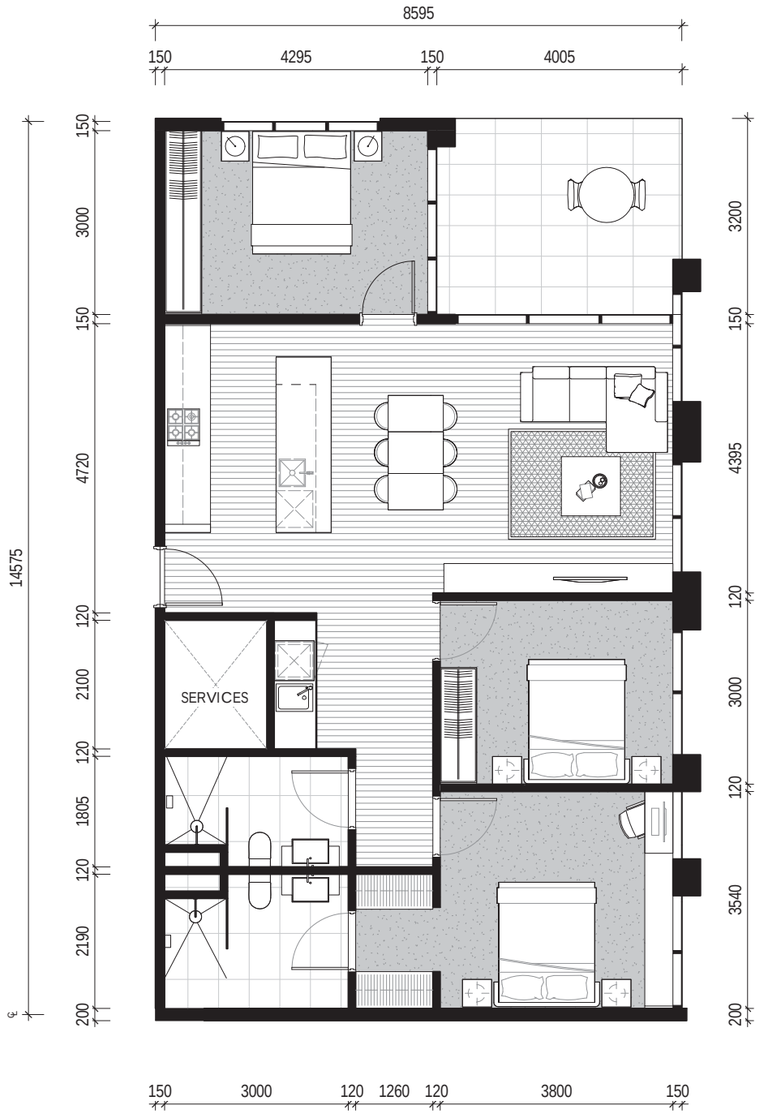
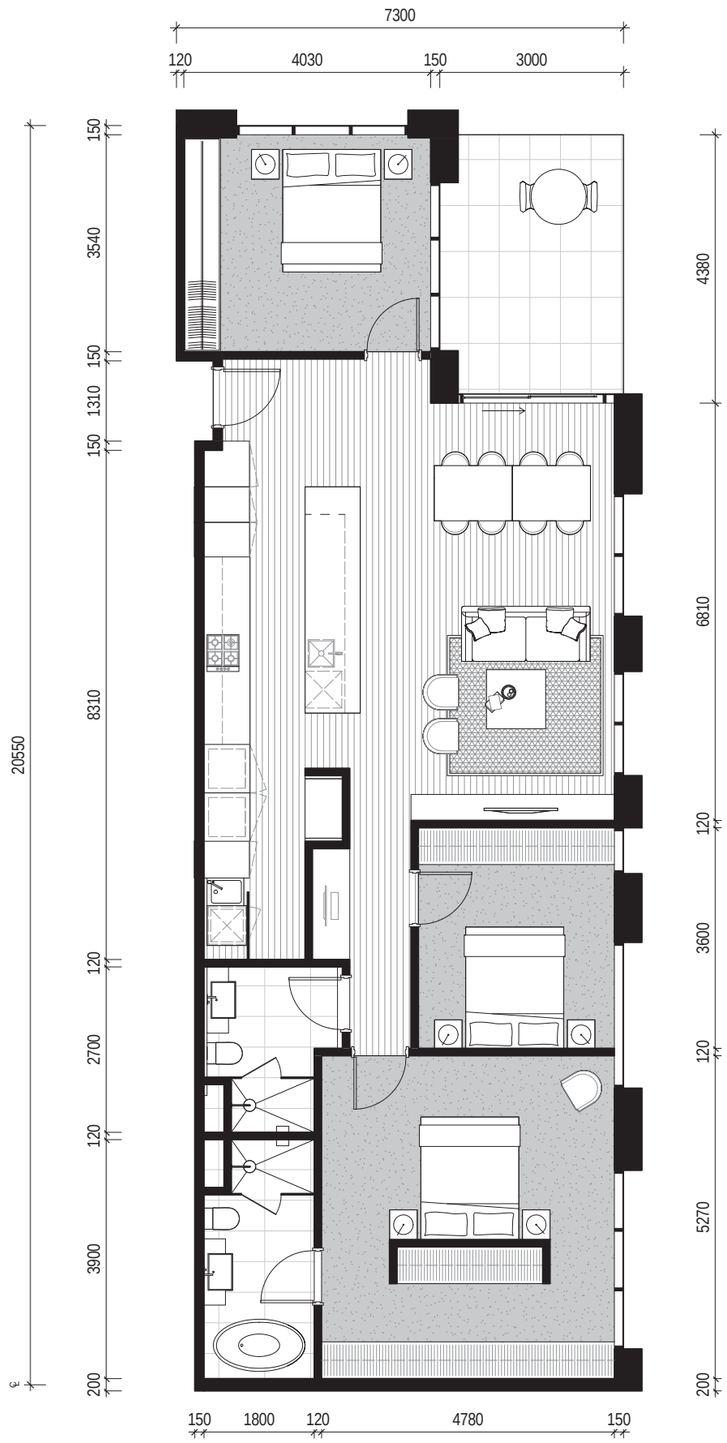
2	FOR TOWN PLANNING	JM	28.03.22



3B2B - TYPE D04

NSA 107.2m²
TCE 12.5 m²



3B2B - TYPE D05

NSA 131.4 m²
TCE 12.2 m²

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Project
Victoria Gardens Doonside Precinct
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Drawing Title
TYPE D APARTMENTS - SHEET 3

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-59-62	**North:**

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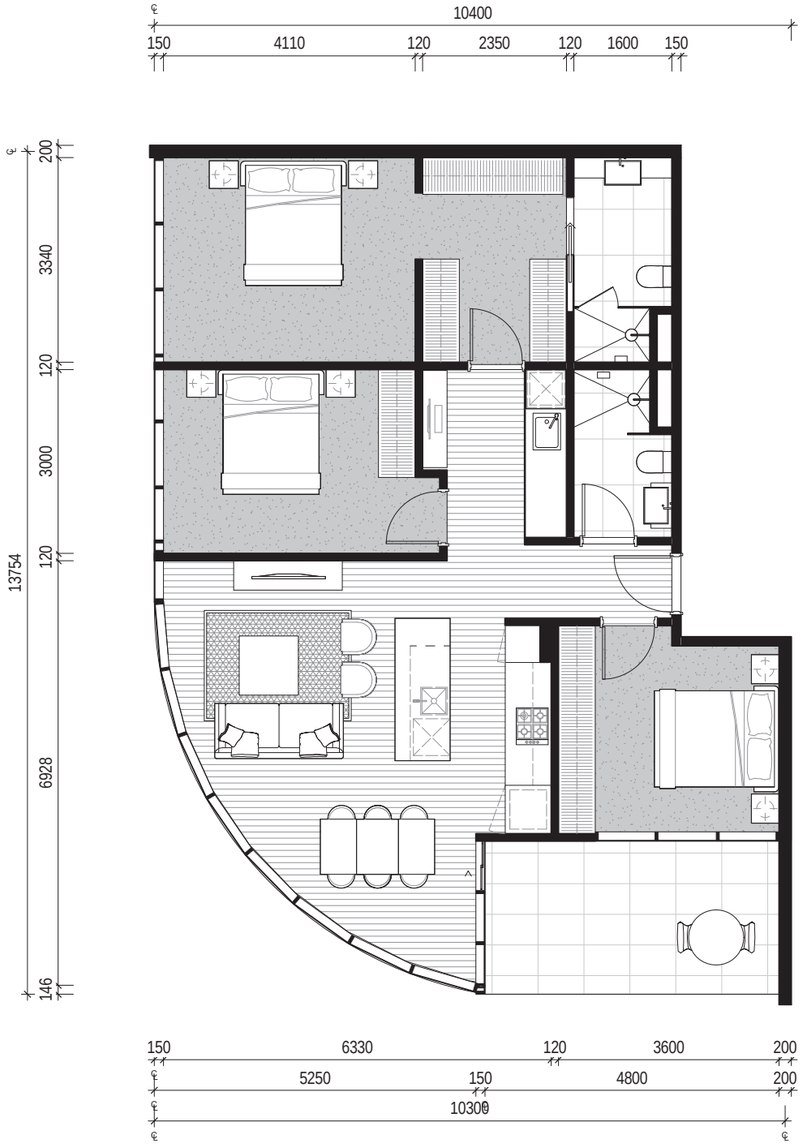
2	FOR TOWN PLANNING	JM	28.03.22



3B2B - TYPE D06

NSA 107.43 m²
TCE 12.7 m²

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Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
TYPE D APARTMENTS - SHEET 4

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-59-63	**North:**

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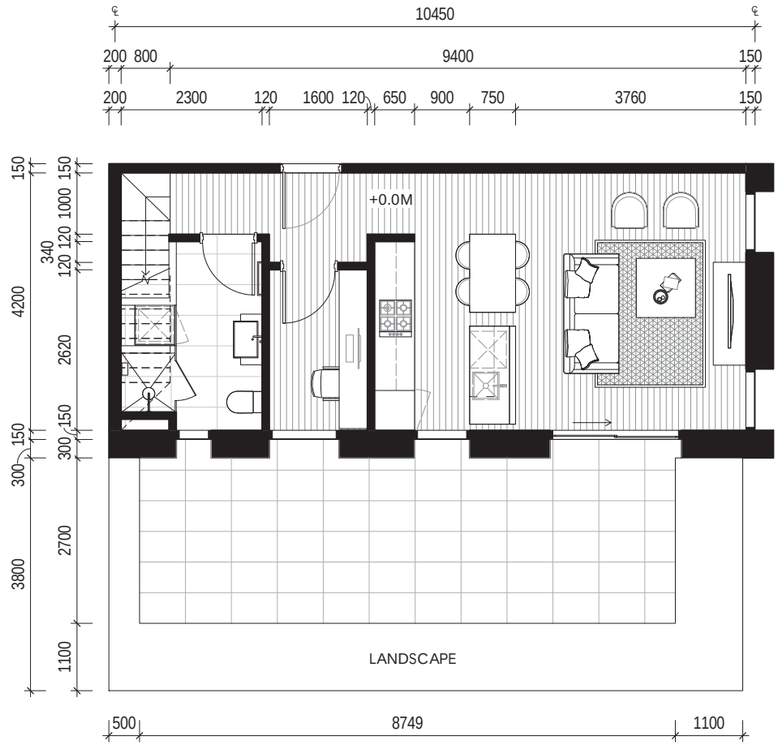
Rev	Description	By	Date
1	FOR TOWN PLANNING	JM	28.03.22

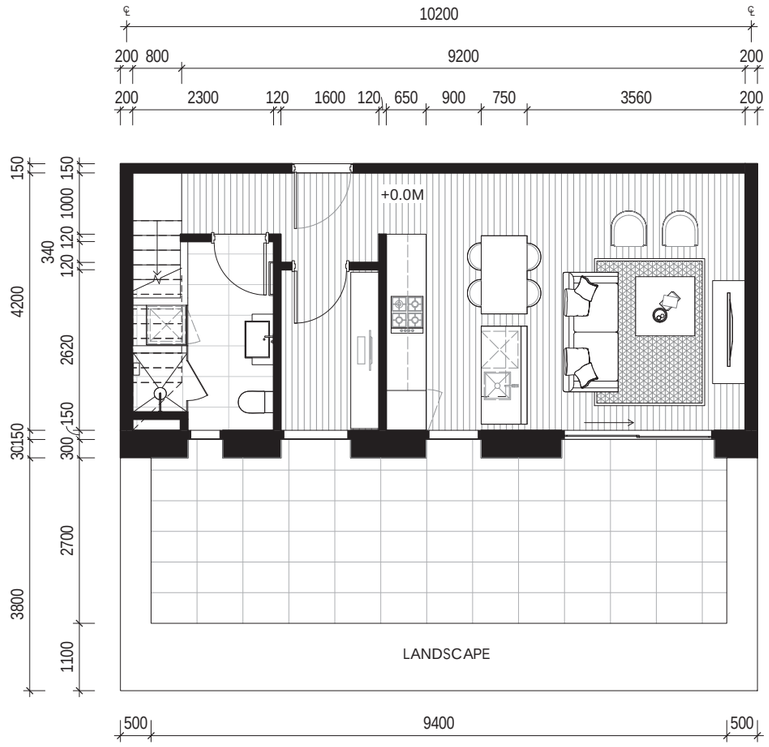


LOWER PLAN

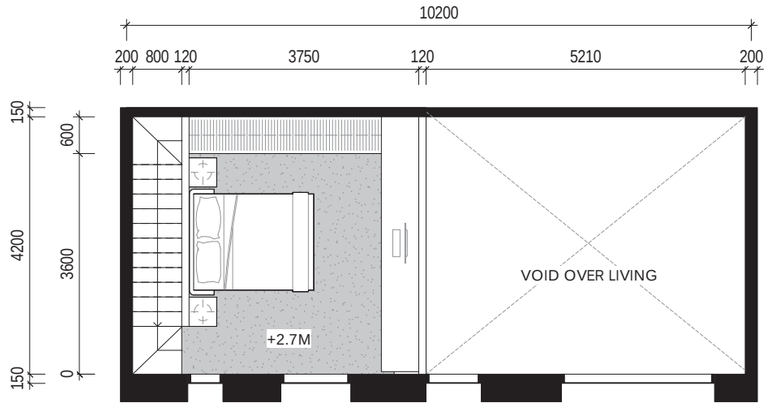
UPPER PLAN

1B1B + STUDY (LOFT) - TYPE E01

NSA 69.0 m²
TCE 25.0 m²



LOWER PLAN



UPPER PLAN

1B1B + STUDY (LOFT) - TYPE E02

NSA 68.0 m²
TCE 26.9 m²

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3190102.00 / A190043

Project
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1-9 Doonside St, Richmond VIC 3121

Drawing Title
TYPE E APARTMENTS - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** NA/JM/RC
Co-ordinated: NA/JM	**Scale:** 1 : 50 @ A1
Project Architect: SK/NA/JM	**Date:** 28.03.22
Project Director: PS/RN	**Revision:** 1
Drawing Number: TP-59-70	**North:**

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Rev	Description	By	Date
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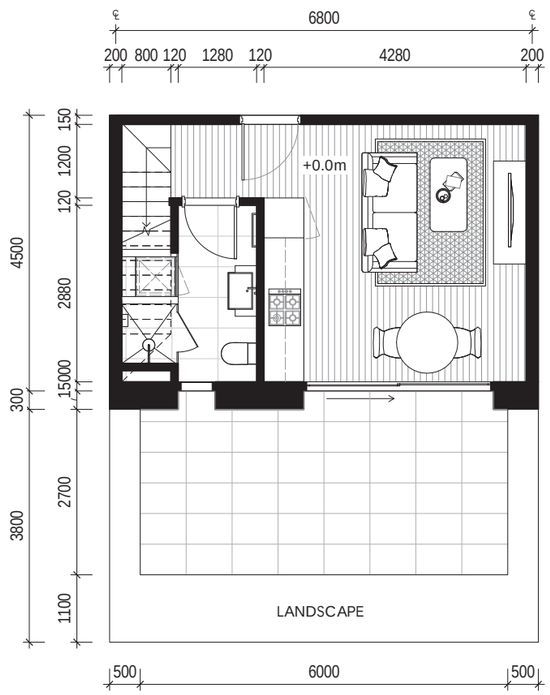
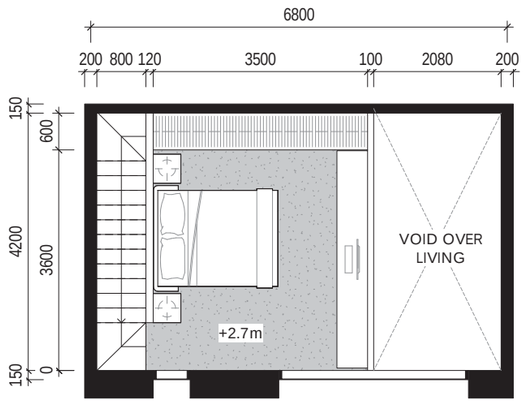


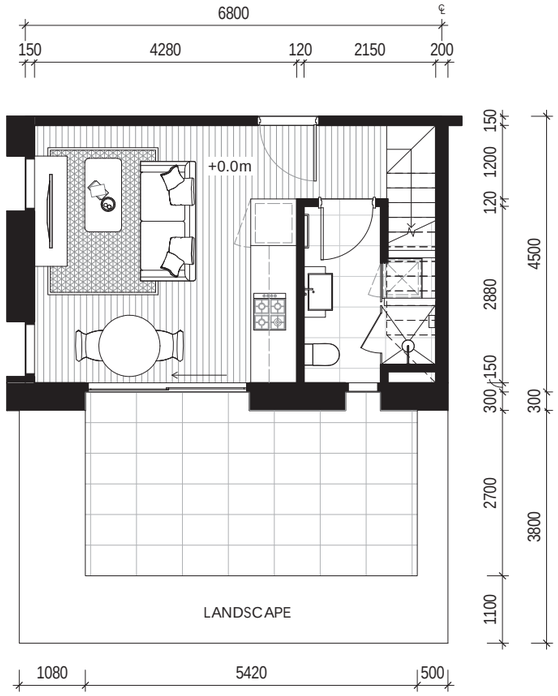
LOWER PLAN



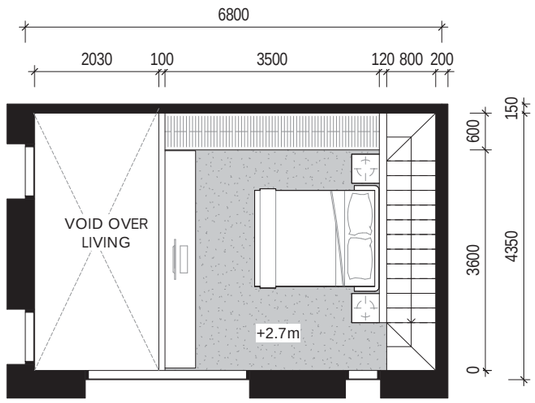
UPPER PLAN

1B1B (LOFT) - TYPE E03

NSA 51.3 m²
TCE 17.3 m²



LOWER PLAN



UPPER PLAN

1B1B (LOFT) - TYPE E04

NSA 51.3 m²
TCE 15.6 m²

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3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
TYPE E APARTMENTS - SHEET 2

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	Drawn: NA/JM/RC
Co-ordinated: NA/JM	Scale: 1 : 50 @ A1
Project Architect: SK/NA/JM	Date: 28.03.22
Project Director: PS/RN	Revision: 1
Drawing Number: TP-59-71	North:

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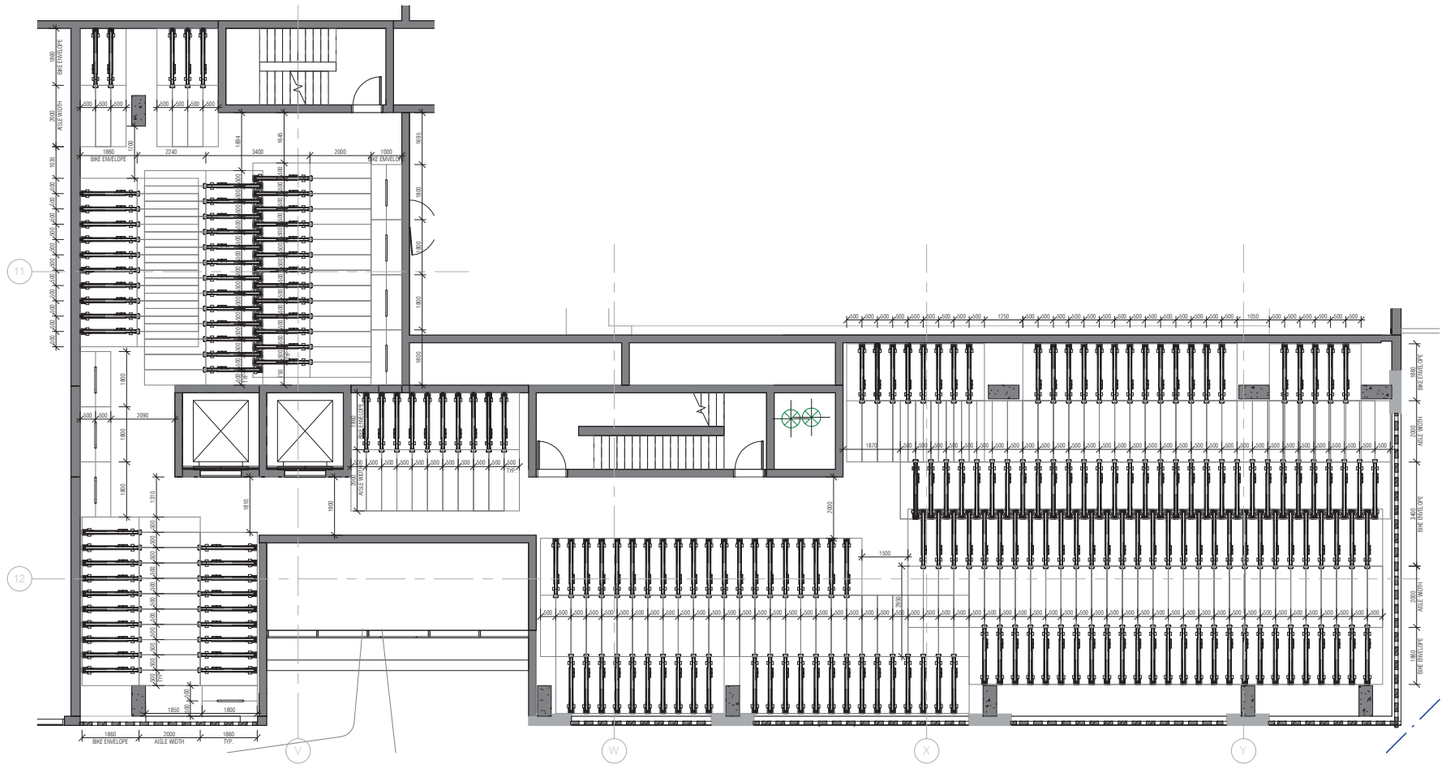
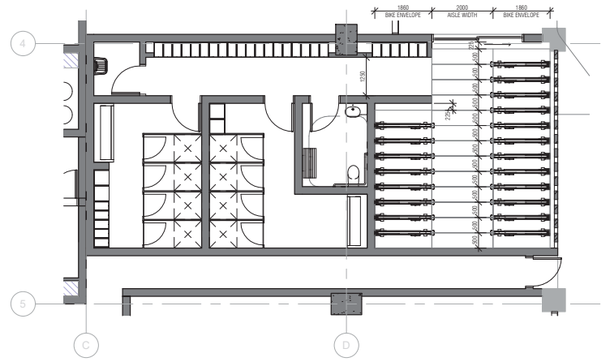
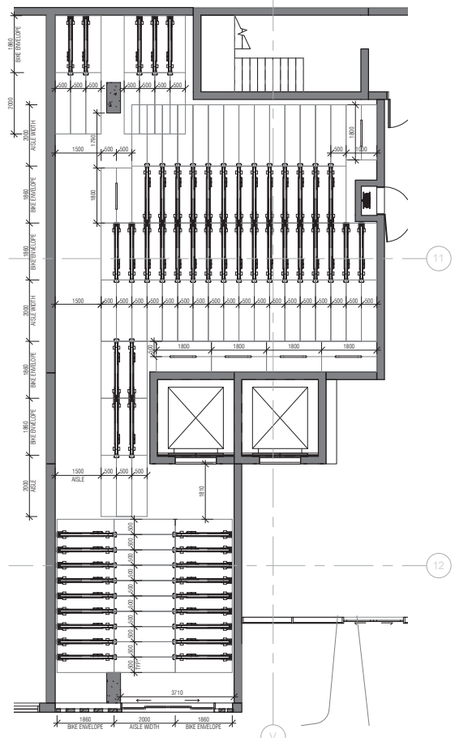


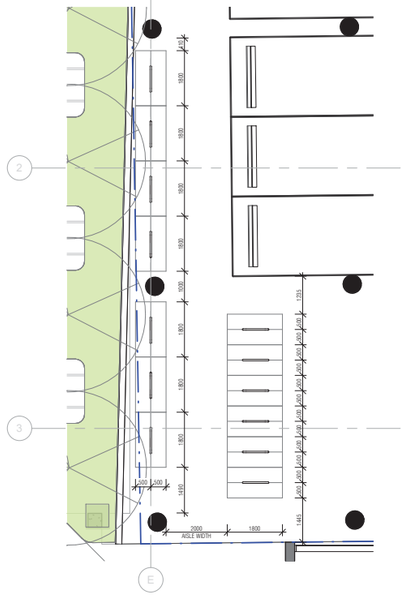
3 GROUND MEZZANINE FLOOR_BUILDING 6
1 : 100



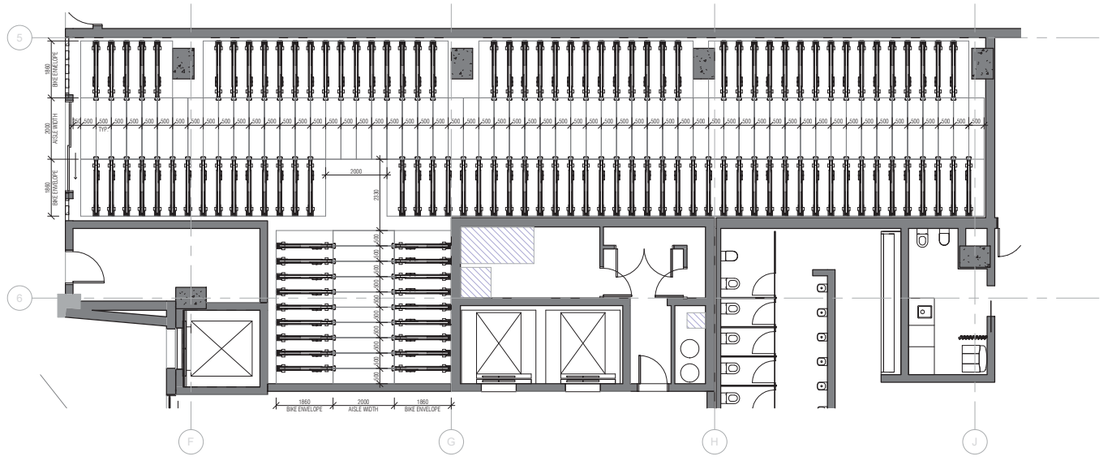
4 GROUND FLOOR_BUILDING 1
1 : 100



1 GROUND FLOOR_BUILDING 6
1 : 100



2 GROUND LEVEL_EX. CAPRARK
1 : 100



5 GROUND FLOOR_BUILDING 2
1 : 100

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Drawing Title
BIKE PARKS CALL OUT PLANS

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	Drawn: Author
Co-ordinated: Checker	Scale: 1 : 100 @ A1
Project Architect: Designer	Date: 28/03/22
Project Director: PS/NB	Revision: 1
Drawing Number: TP-69-01	North:

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Rev	Description	By	Date
1	FOR TOWN PLANNING	SK	23.04.21
2	FOR TOWN PLANNING	SK	28.03.22

LEGEND - SHADOW DIAGRAM

ADDITIONAL SHADOWS FROM PROPOSED DOONSIDE PRECINCT

No. 620 VICTORIA ST
MULTI LEVEL CARPARK

620 VICTORIA ST
VICTORIA GARDENS SHOPPING CENTRE
MULTI LEVEL RENDERED BUILDING

BUILDING 1
BUILDING 2
BUILDING 3
BUILDING 4
BUILDING 5
BUILDING 6

ADDITIONAL SHADOW
9AM, SEPT 22nd

BADS (Approx Areas):

External communal area = 2117sqm
Area with sun = 400sqm

NO. 20 MULTI-STOREY APARTMENT BUILDING
NO. 32
NO. 34
NO. 38 MULTI-STOREY APARTMENT BUILDING
NO. 50 MULTI-STOREY APARTMENT BUILDING
NO. 52 MULTI-STOREY APARTMENT BUILDING
NO. 171
BURNLEY STREET
DOONSIDE STREET
DAVID STREET
BUCKINGHAM STREET
OFFICE BUILDING
NO. 11 MULTI STOREY APARTMENT BUILDING
NO. 27-41 MULTI STOREY APARTMENT BUILDING
NO. 17 BRICK BUILDING
NO. 26-34 & 81-95 HARRY THE HIRER APPROVED DEVELOPMENT
NO. 26-34 MULTI STOREY BRICK BUILDING
182 184 186 188 190 192 194 196

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

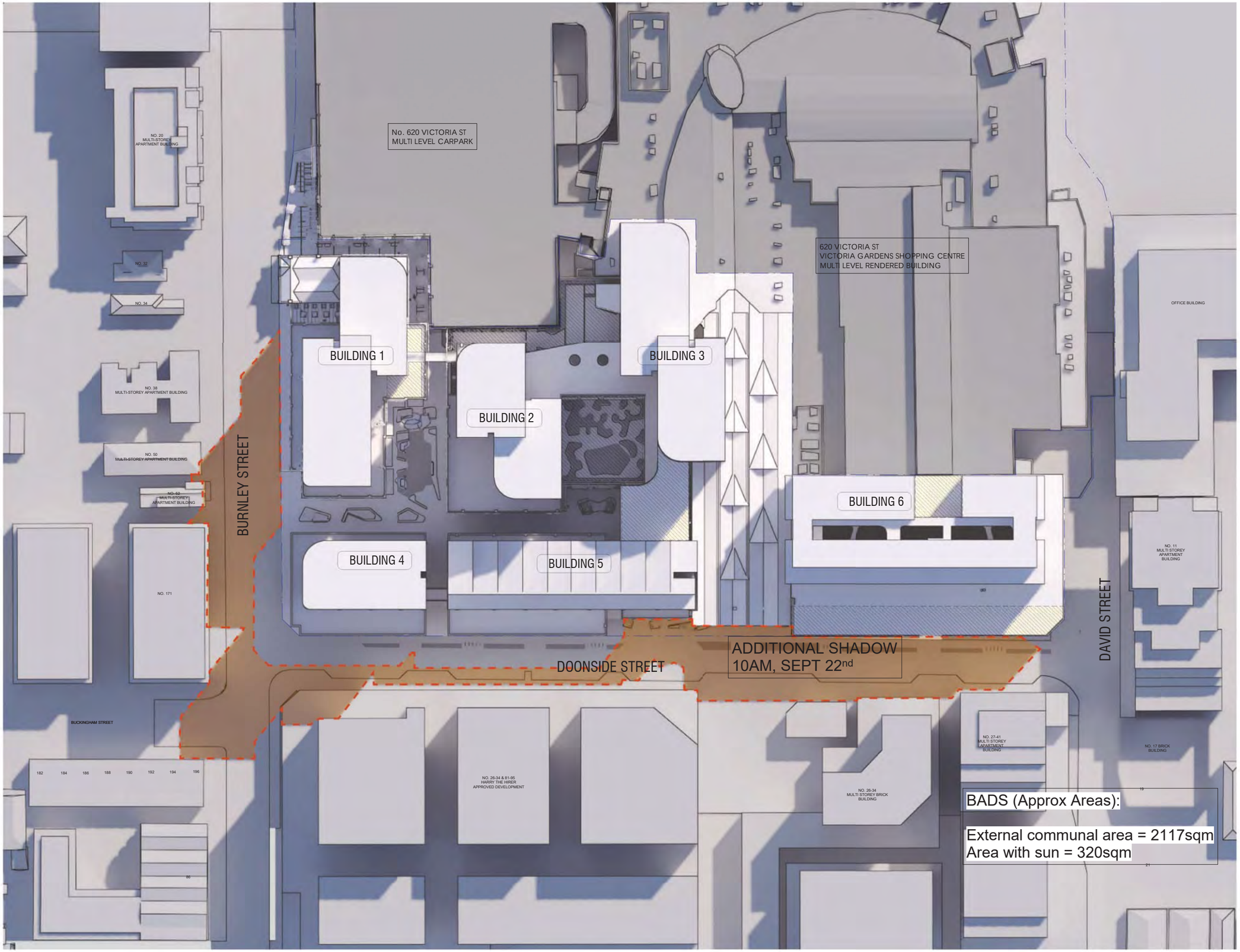
Drawing Title
SHADOW DIAGRAM - SEPT 22, 9AM

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	Drawn: JS/MC
Co-ordinated: DS	Scale: 1 : 500 @ A1
Project Architect: SK	Date: 28/03/22
Project Director: PS/NB	Revision: 2
Drawing Number: TP-80-01	North:

Cox Architecture Pty Ltd ACN 002 535 891

PLOT STAMP DATE: Thu 24/03/2022 12:00:48 PM



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Rev	Description	By	Date
1	FOR TOWN PLANNING	SK	23.04.21
2	FOR TOWN PLANNING	SK	28.03.22

LEGEND - SHADOW DIAGRAM

ADDITIONAL SHADOWS FROM PROPOSED DOONSIDE PRECINCT

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Client
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Project No.
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Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

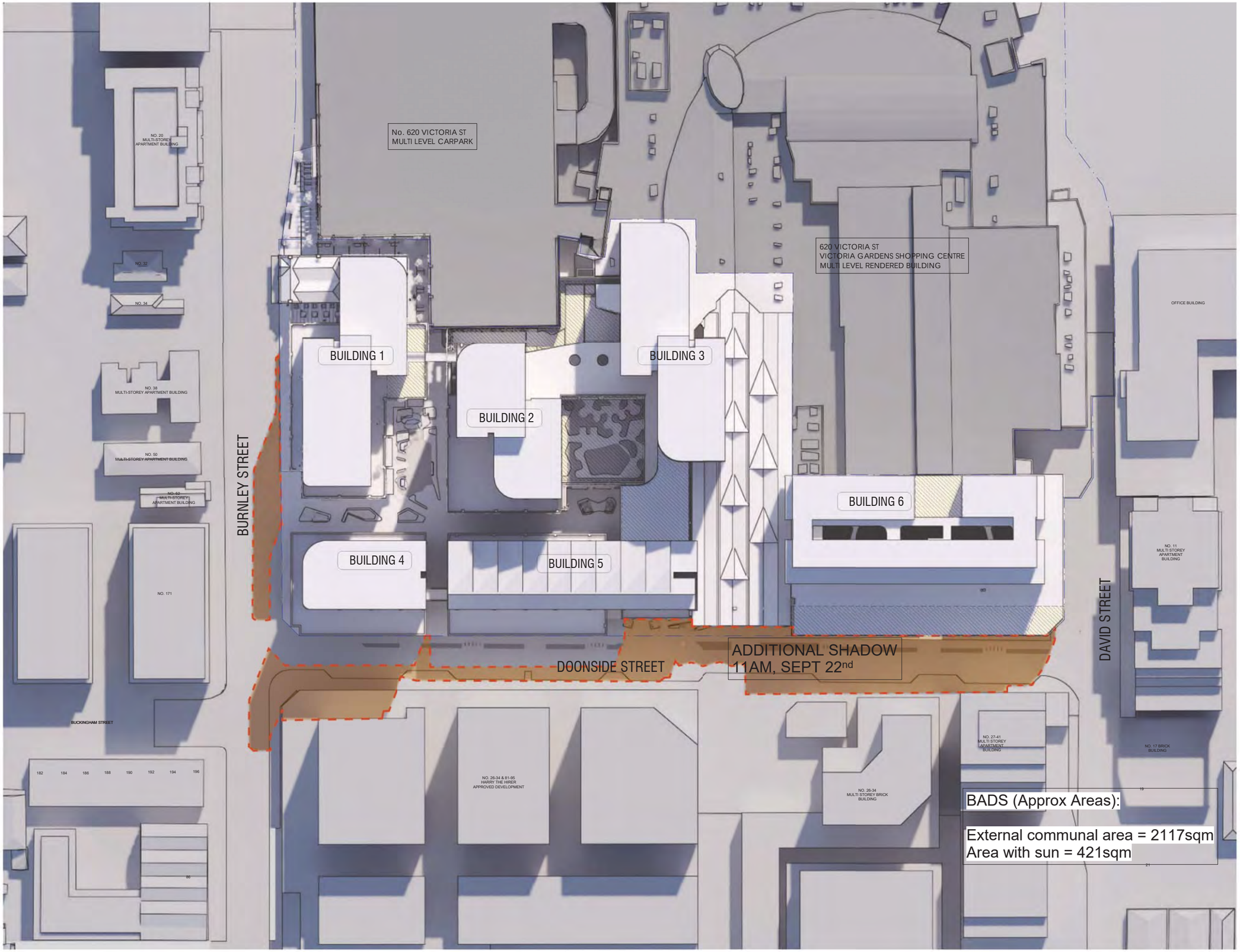
Drawing Title
SHADOW DIAGRAM - SEPT 22, 10AM

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	Drawn: JS/MC
Co-ordinated: DS	Scale: 1 : 500 @ A1
Project Architect: SK	Date: 28/03/22
Project Director: PS/NB	Revision: 2
Drawing Number: TP-80-02	North:

Cox Architecture Pty Ltd ACN 002 535 891

PLOT STAMP DATE: Thu 24/03/2022 12:00:52 PM



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Rev	Description	By	Date
1	FOR TOWN PLANNING	SK	23.04.21
2	FOR TOWN PLANNING	SK	28.03.22

LEGEND - SHADOW DIAGRAM

ADDITIONAL SHADOWS FROM PROPOSED DOONSIDE PRECINCT

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Project No.
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Project
Victoria Gardens Doonside Precinct
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Drawing Title
SHADOW DIAGRAM - SEPT 22, 11AM

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	Drawn: JS/MC
Co-ordinated: DS	Scale: 1 : 500 @ A1
Project Architect: SK	Date: 28/03/22
Project Director: PS/NB	Revision: 2
Drawing Number: TP-80-03	North:

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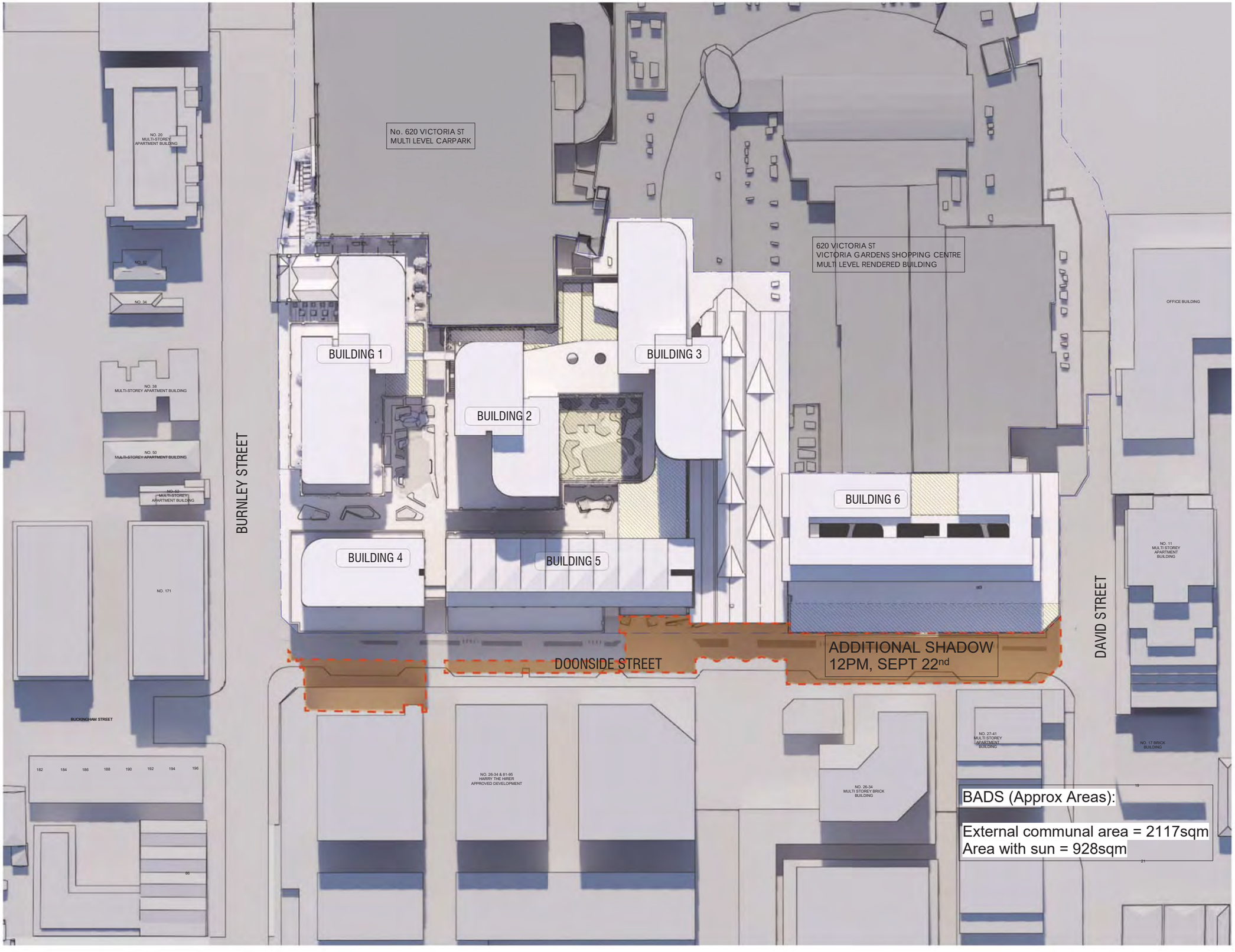
1	FOR TOWN PLANNING	SK	23.04.21
2	FOR TOWN PLANNING	SK	28.03.22



LEGEND - SHADOW DIAGRAM

ADDITIONAL SHADOWS FROM PROPOSED DOONSIDE PRECINCT

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Project
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Drawing Title
SHADOW DIAGRAM - SEPT 22, 12PM

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** JS/MC
Co-ordinated: DS	**Scale:** 1 : 500 @ A1
Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
Drawing Number: TP-80-04	**North:**

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PLOT STAMP DATE: Thu 24/03/2022 12:00:59 PM

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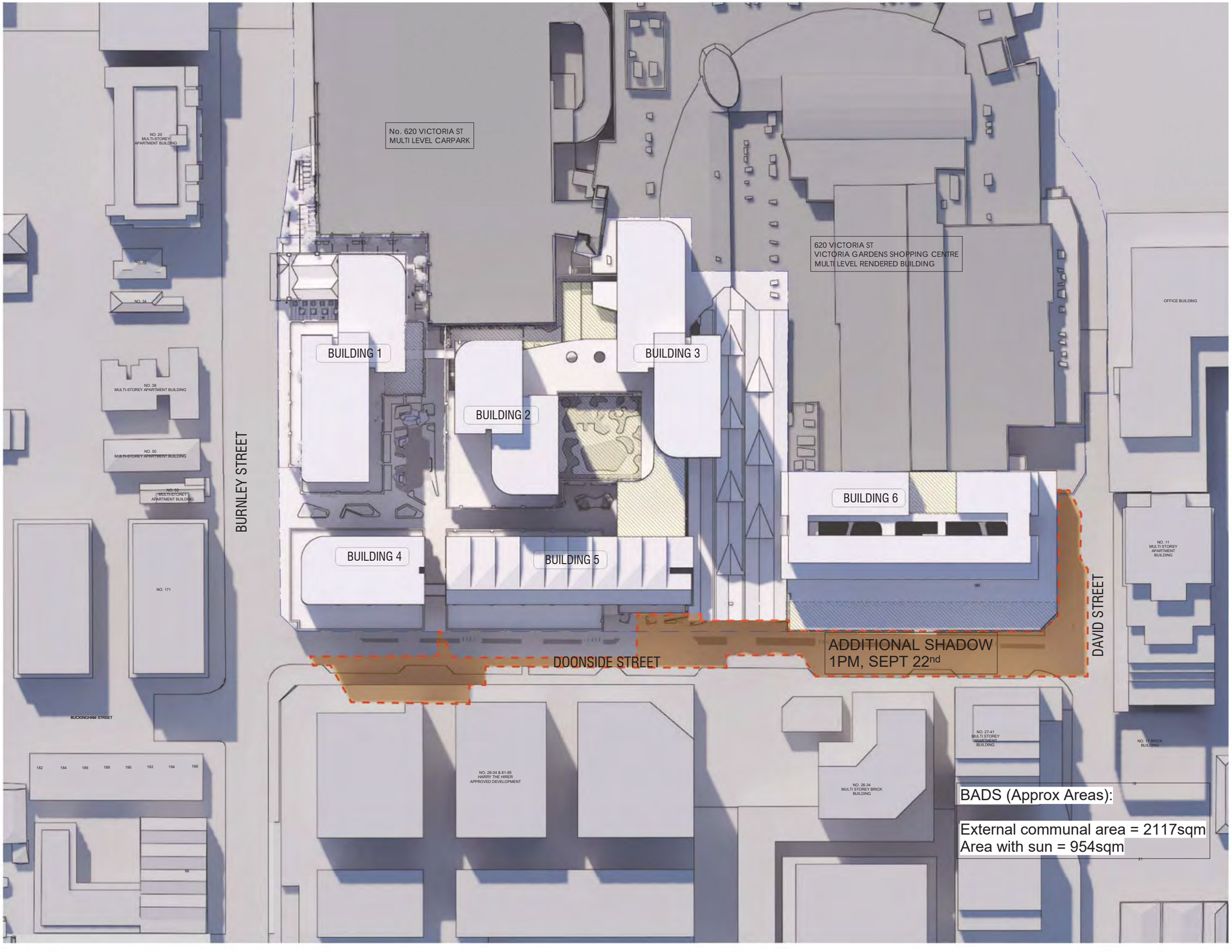
Rev	Description	By	Date
1	FOR TOWN PLANNING	SK	23.04.21
2	FOR TOWN PLANNING	SK	28.03.22



LEGEND - SHADOW DIAGRAM

ADDITIONAL SHADOWS FROM PROPOSED DOONSIDE PRECINCT

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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
SHADOW DIAGRAM - SEPT 22, 1PM

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** JS/MC
Co-ordinated: DS	**Scale:** 1 : 500 @ A1
Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
Drawing Number: TP-80-05	**North:**

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PLOT STAMP DATE: Thu 24/03/2022 12:01:02 PM

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2	FOR TOWN PLANNING	SK	28.03.22

LEGEND - SHADOW DIAGRAM

ADDITIONAL SHADOWS FROM PROPOSED DOONSIDE PRECINCT

No. 620 VICTORIA ST
MULTI LEVEL CARPARK

620 VICTORIA ST
VICTORIA GARDENS SHOPPING CENTRE
MULTI LEVEL RENDERED BUILDING

BUILDING 1
BUILDING 2
BUILDING 3
BUILDING 4
BUILDING 5
BUILDING 6

BURNLEY STREET
DOONSIDE STREET
DAVID STREET
BUCKINGHAM STREET

NO. 20 MULTI-STOREY APARTMENT BUILDING
NO. 32
NO. 34
NO. 38 MULTI-STOREY APARTMENT BUILDING
NO. 50 MULTI-STOREY APARTMENT BUILDING
NO. 52 MULTI-STOREY APARTMENT BUILDING
NO. 171
182 184 186 188 190 192 194 196
NO. 26-34 & 81-95 HARRY THE HIRER APPROVED DEVELOPMENT
NO. 26-34 MULTI STOREY BRICK BUILDING
NO. 27-41 MULTI STOREY APARTMENT BUILDING
NO. 17 BRICK BUILDING
NO. 11 MULTI STOREY APARTMENT BUILDING
OFFICE BUILDING

ADDITIONAL SHADOW
2PM, SEPT 22nd

BADS (Approx Areas):

External communal area = 2117sqm
Area with sun = 738sqm

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Project
Victoria Gardens Doonside Precinct
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Drawing Title
SHADOW DIAGRAM - SEPT 22, 2PM

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	Drawn: JS/MC
Co-ordinated: DS	Scale: 1 : 500 @ A1
Project Architect: SK	Date: 28/03/22
Project Director: PS/NB	Revision: 2
Drawing Number: TP-80-06	North:

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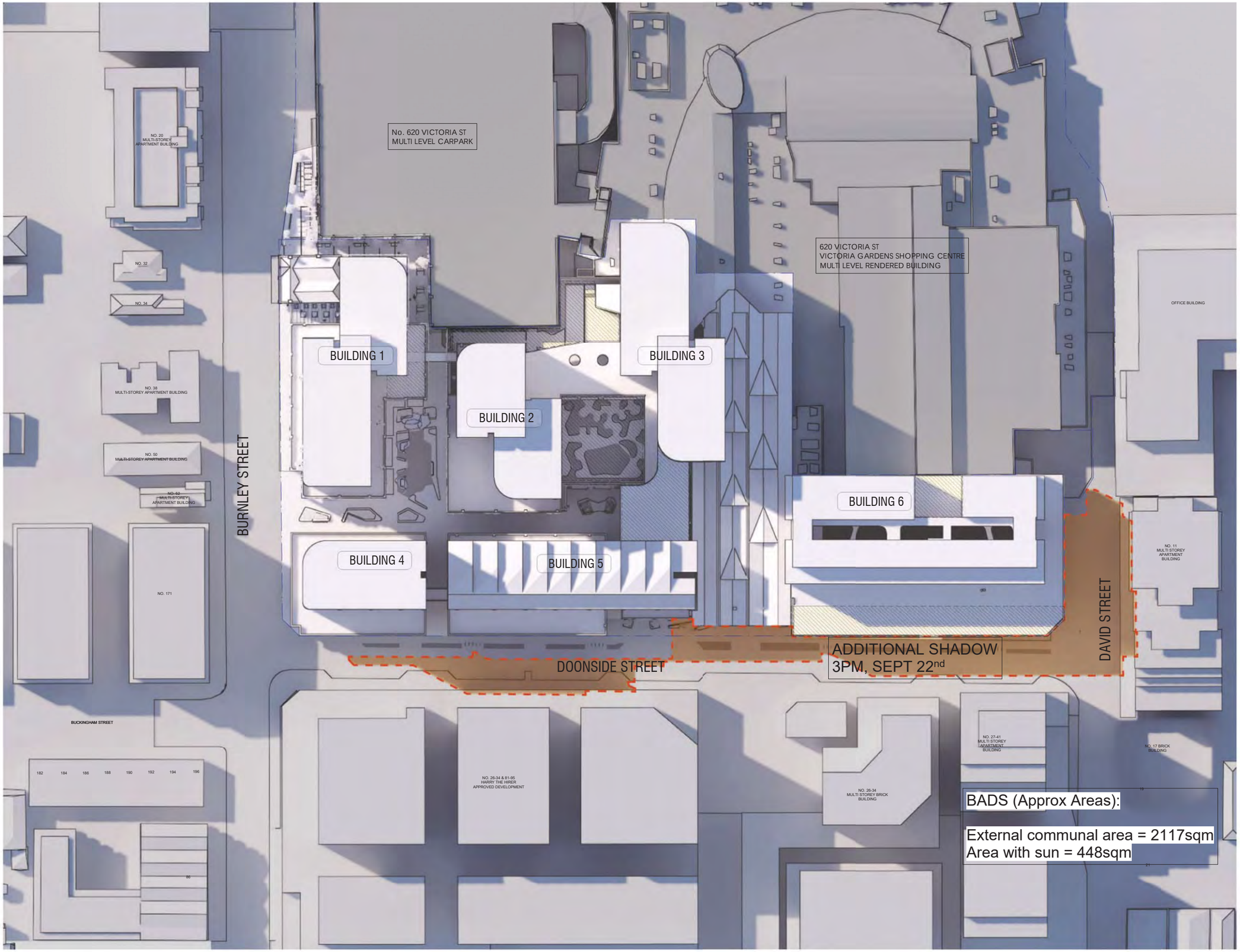
2	FOR TOWN PLANNING	SK	28.03.22

LEGEND - SHADOW DIAGRAM

ADDITIONAL SHADOWS FROM PROPOSED DOONSIDE PRECINCT



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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
SHADOW DIAGRAM - SEPT 22, 3PM

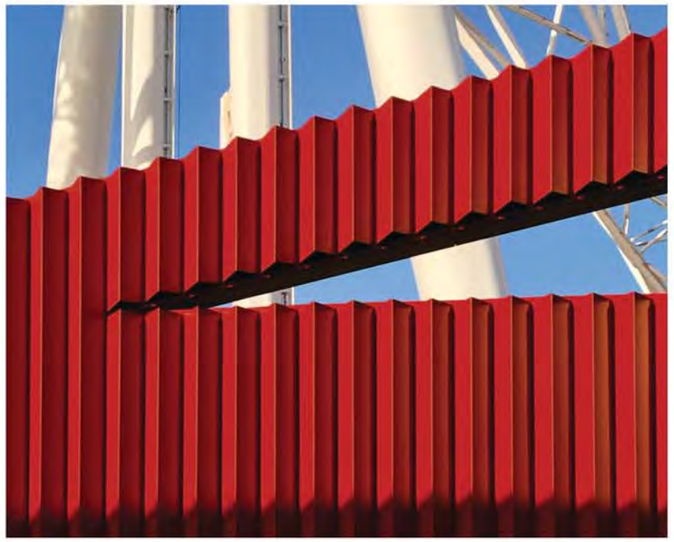
Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** JS/MC
Co-ordinated: DS	**Scale:** 1 : 500 @ A1
Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
Drawing Number: TP-80-07	**North:**

Cox Architecture Pty Ltd ACN 002 535 891

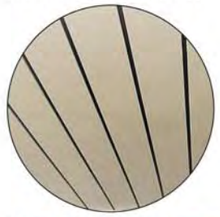
PLOT STAMP DATE: Thu 24/03/2022 12:01:08 PM

METAL TYPE 1
MT-01
BLACK & DARK GREYS

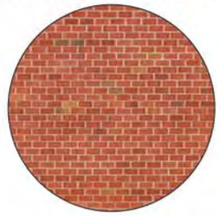


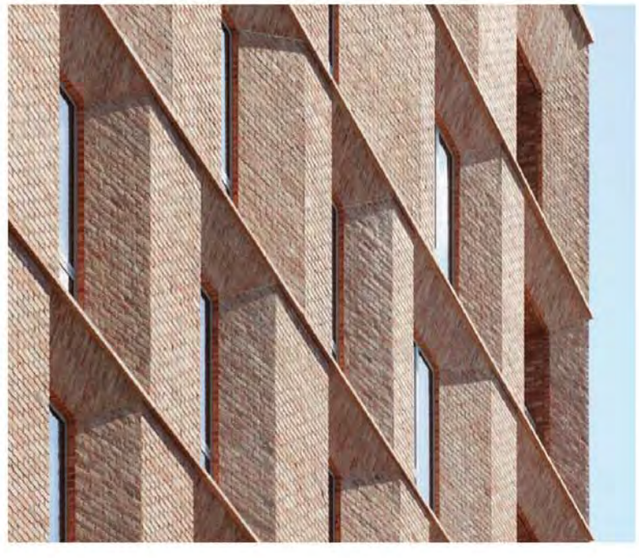
METAL TYPE 4
MT-04
BURGUNDY OR SIMILAR

METAL TYPE 5
MT-05
PAPERBARK OR SIMILAR



BRICK TYPE 5
BK-05
RED BRICK OR SIMILAR BOND: ENGLISH





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2	FOR TOWN PLANNING	SK	28.03.22

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
MATERIAL BOARD - PODIUM - SHEET 1

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET

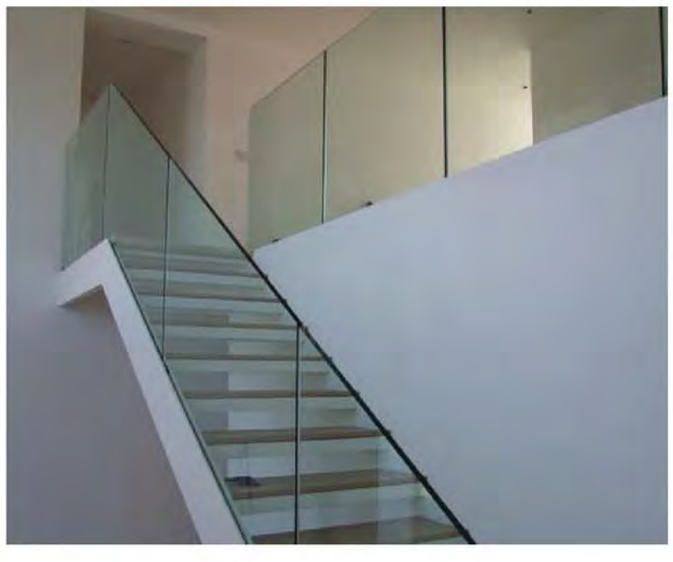
Co-ordinated: SK
Project Architect: SK
Project Director: PS/NB
Drawing Number: TP-90-01

Drawn: DS
Scale: 1 : 600 @ A1
Date: 28/03/22
Revision: 2
North:

Cox Architecture Pty Ltd ACN 002 535 891

PLOT STAMP DATE: Fri 25/03/2022 10:55:11 AM

BALUSTRADE TYPE 3
BL-03
12MM GLASS BALUSTRADE



GLASS TYPE 2
GL-02
TRANSPARENT LOW-E SHOPFRONT GLASS

GLASS TYPE 3
GL-03
NON-VISIBLE GLAZING

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Client
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Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
MATERIAL BOARD - PODIUM - SHEET 2

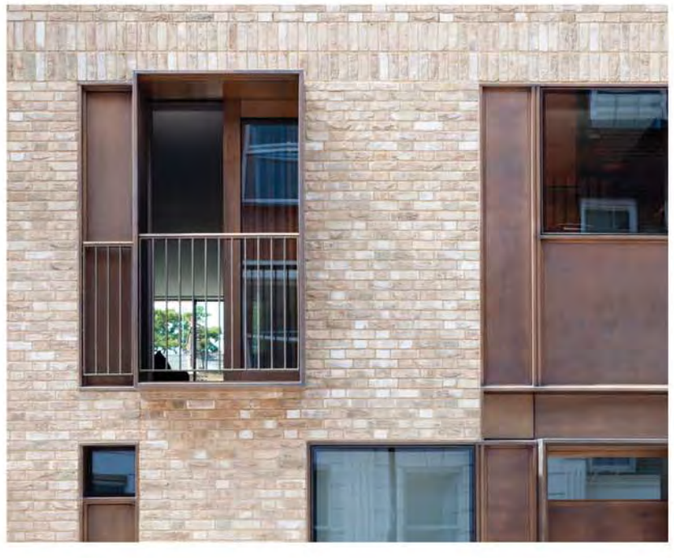
Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** DS
Co-ordinated: SK	**Scale:** 1 : 600 @ A1
Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
Drawing Number: TP-90-02	**North:**

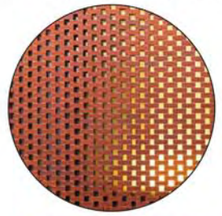
Cox Architecture Pty Ltd ACN 002 535 891

PLOT STAMP DATE: Thu 24/03/2022 11:43:54 AM

BRICK TYPE 3
BK-03
SANDY BRICK OR SIMILAR BOND: ENGLISH



BRICK HIT & MISS TYPE 6
BK-06
HIT & MISS RED BRICK OR SIMILAR BOND: ENGLISH



PRECAST TYPE 3
PRC-03
DARK GREY PRECAST CONCRETE

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Drawing Title
MATERIAL BOARD - PODIUM - SHEET 3

Document Control Status:
FOR INFORMATION

A1 DRAWING SHEET	**Drawn:** DS
Co-ordinated: SK	**Scale:** 1 : 600 @ A1
Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
Drawing Number: TP-90-03	**North:**

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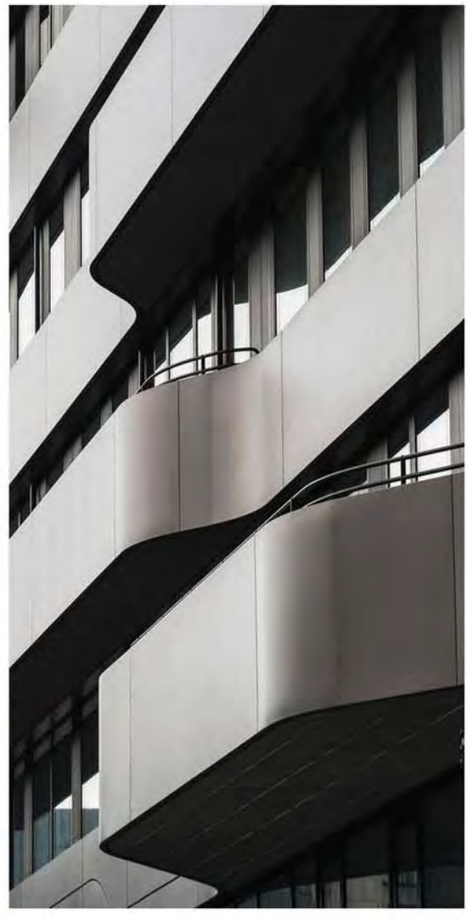
Rev	Description	By	Date
1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22

BALUSTRADE TYPE 1
BL-01

ANGLED METAL BALUSTRADE

BALUSTRADE TYPE 2
BL-02

FLAT METAL BALUSTRADE



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Project No.
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Project
Victoria Gardens Doonside Precinct
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Drawing Title
MATERIAL BOARD - TOWER - SHEET 1

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** DS/SK/NA/JM/RC
Co-ordinated: SK/AS/NA/JM	**Scale:** 1 : 500 @ A1
Project Architect: SK/NA/JM	**Date:** 28/04/2021
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-90-10	**North:**

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PRECAST TYPE 1
PRC-01

LIGHT GREY PRECAST CONCRETE

PRECAST TYPE 2
PRC-02

MID GREY PRECAST CONCRETE

GLASS TYPE 1
GL-01

REFLECTIVE SILVER TINTED LOW-E GLASS

CONCRETE TYPE 1
CON-01

EXPOSED SLAB EDGES

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Project
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Drawing Title
MATERIAL BOARD - TOWER - SHEET 2

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET

Drawn: DS/SK/NA/JM/RC
Co-ordinated: SK/AS/NA/JM
Scale: 1 : 500 @ A1
Project Architect: SK/NA/JM
Date: 28/04/2021
Project Director: PS/RN
Revision: 2
Drawing Number: TP-90-11
North:

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2	FOR TOWN PLANNING	JM	28.03.22

BRICK TYPE 1
BK-01

LIGHT RED BRICK OR SIMILAR
BOND: ENGLISH

BRICK TYPE 2
BK-02

HIT AND MISS LIGHT RED BRICK OR SIMILAR
BOND: ENGLISH

BRICK TYPE 4
BK-04

HIT AND MISS SANDY BRICK OR SIMILAR
BOND: ENGLISH

BRICK TYPE 7
BK-07

GREY BRICK OR SIMILAR
BOND: ENGLISH

BRICK TYPE 8
BK-08

HIT AND MISS GREY BRICK OR SIMILAR
BOND: ENGLISH

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Project No.
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Project
Victoria Gardens Doonside Precinct
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Drawing Title
MATERIAL BOARD - TOWER - SHEET 3

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** DS/SK/NA/JM/RC
Co-ordinated: SK/AS/NA/JM	**Scale:** 1 : 500 @ A1
Project Architect: SK/NA/JM	**Date:** 28/04/2021
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-90-12	**North:**

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1	FOR TOWNPLANNING	JM	28.04.21
2	FOR TOWN PLANNING	JM	28.03.22

TERRACOTTA TYPE 1
TC-01

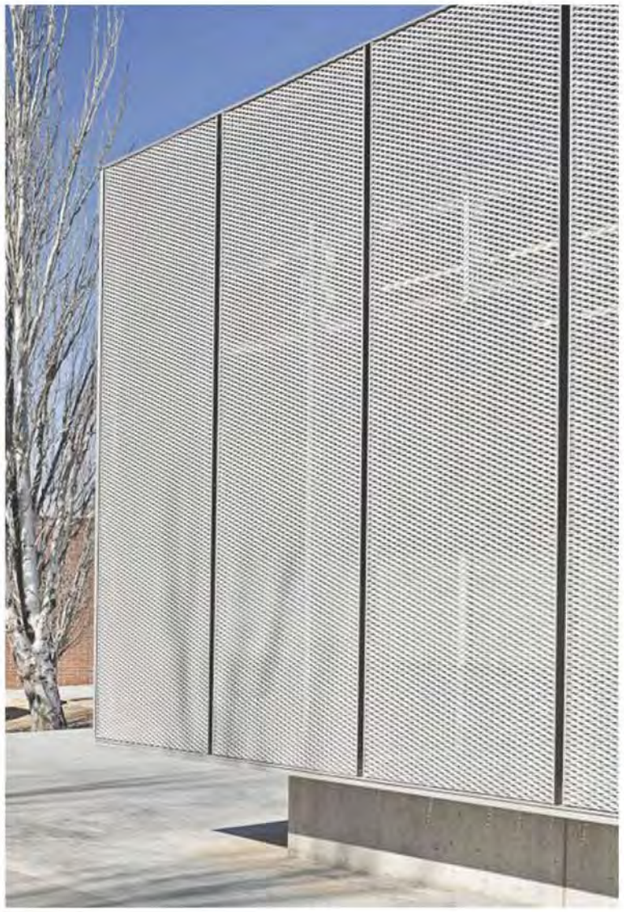
TERRACOTTA TILES OR SIMILAR

METAL TYPE 2
MT-02

MESH SCREEN

METAL TYPE 3
MT-03

METAL BATTEN PRIVACY SCREEN



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3190102.00 / A190043

Project
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Drawing Title
MATERIAL BOARD - TOWER - SHEET 4

Document Control Status:
TOWN PLANNING

A1 DRAWING SHEET	**Drawn:** DS/SK/NA/JM/RC
Co-ordinated: SK/AS/NA/JM	**Scale:** 1 : 500 @ A1
Project Architect: SK/NA/JM	**Date:** 28/04/2021
Project Director: PS/RN	**Revision:** 2
Drawing Number: TP-90-13	**North:**

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PLOT STAMP DATE: 5/04/2022 1:11:56 PM

Area Schedule - TOWN PLANNING SUBMISSION

Victoria Garden Doonside Precinct

Development Summary - REV 32

11/04/2022

BUILDING 4			BUILDING 5			BUILDING 6			BUILDING 1			BUILDING 2			BUILDING 3		
height	RL	level	height	RL	level	height	RL	level	height	RL	level	height	RL	level	height	RL	level
m	m	no	m	m	no	m	m	no	m	m	no	m	m	no	m	m	no
													74.100			74.100	
												3.40	70.700	16	3.40	70.700	16
												3.05	67.650	15	3.05	67.650	15
												3.05	64.600	14	3.05	64.600	14
	61.900									61.900		3.05	61.550	13	3.05	61.550	13
3.40	58.500	12							3.40	58.500	12	3.05	58.500	12	3.05	58.500	12
3.05	55.450	11					56.900		3.05	55.450	11	3.05	55.450	11	3.05	55.450	11
3.05	52.400	10				3.40	53.500	10	3.05	52.400	10	3.05	52.400	10	3.05	52.400	10
3.05	49.350	9				3.05	50.450	9	3.05	49.350	9	3.05	49.350	9	3.05	49.350	9
3.05	46.300	8				3.05	47.400	8	3.05	46.300	8	3.05	46.300	8	3.05	46.300	8
3.05	43.250	7				3.05	44.350	7	3.05	43.250	7	3.05	43.250	7	3.05	43.250	7
3.05	40.200	6	3.05	40.200	6	3.05	41.300	6	3.05	40.200	6	3.05	40.200	6	3.05	40.200	6
3.05	37.150	5	3.05	37.150	5	3.05	38.250	5	3.05	37.150	5	3.05	37.150	5	3.05	37.150	5
3.05	34.100	4	3.05	34.100	4	3.05	35.200	4	3.05	34.100	4	3.05	34.100	4	3.05	34.100	4
3.05	31.050	3	3.05	31.050	3	3.05	32.150	3	3.05	31.050	3	3.05	31.050	3	3.05	31.050	3
3.05	28.000	2	3.05	28.000	2	4.05	28.100	2	3.05	28.000	2	3.05	28.000	2	3.05	28.000	2
1.50			1.50			3.05	25.050	1 MEZZ	1.50			1.50			1.50		
4.50	22.000	1	4.50	22.000	1	3.05	22.000	1	4.50	22.000	1	4.50	22.000	1	4.50	22.000	1
									3.00	19.000	G MEZZ						
6.78	15.220	G	6.78	15.220	G	6.00	16.000	G	3.78	15.220	G	6.78	15.220	G	6.00	16.000	G
3.00	12.400	B1	3.00	12.400	B1				-3.00	12.400	B1	-3.00	12.400	B1	-3.00	12.400	B1
3.00	9.400	B2	3.00	9.400	B2				-3.00	9.400	B2	-3.00	9.400	B2	-3.00	9.400	B2

Total GFA	85497
Site	18,180
Plot Ratio	4.7

Total Residential	
GFA	66676
NSA	53677

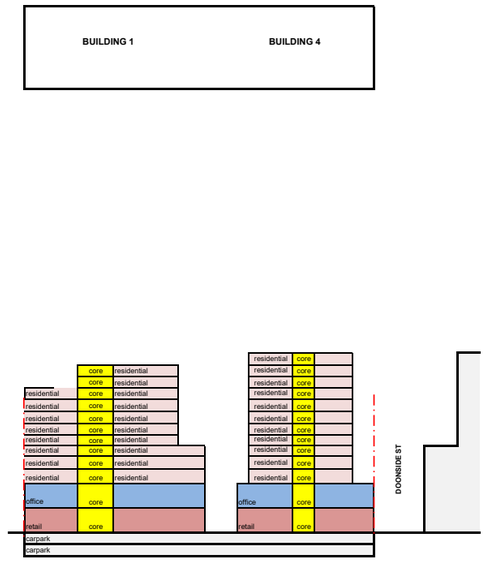
Apartment Numbers	#	MIX
Studio	21	3%
1 BED 1 BATH	406	48%
1 BED 1 BATH STUDY	29	3%
2 BED 1BATH	74	9%
2 BED 2BATH	281	33%
2 BED 2BATH STUDY	14	2%
3 BED	14	2%
TOTAL	839	100%

Total Retail	
GFA	14227
GLAR	8545

Total Office	
GFA	4594
NLA	3485

Total Carpark	
GFA	25221
CARPARK NUMBERS	518
BICYCLE NUMBERS	844

Total Communal for BADS	
GFA	2117



SECTION THROUGH BURNLEY

COX
Level 2, 167 Flinders Lane
Melbourne 3000 VIC

NHArchitecture
Level 7, 12-20 Flinders Lane
Melbourne 3000 VIC

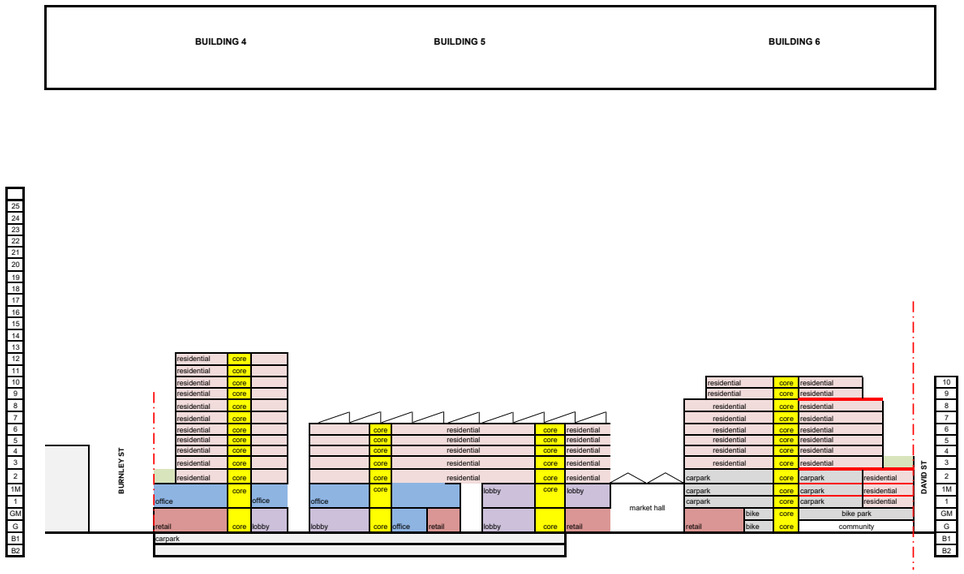
Area Schedule - TOWN PLANNING SUBMISSION

Victoria Garden Doonside Precinct

Development Summary - REV 32

11/04/2022

BUILDING 4			BUILDING 5			BUILDING 6			BUILDING 1			BUILDING 2			BUILDING 3		
height	RL	level	height	RL	level	height	RL	level	height	RL	level	height	RL	level	height	RL	level
m	m	no	m	m	no	m	m	no	m	m	no	m	m	no	m	m	no
													74.100			74.100	
												3.40	70.700	16	3.40	70.700	16
												3.05	67.650	15	3.05	67.650	15
												3.05	64.600	14	3.05	64.600	14
	61.900									61.900		3.05	61.550	13	3.05	61.550	13
3.40	58.500	12							3.40	58.500	12	3.05	58.500	12	3.05	58.500	12
3.05	55.450	11					56.900		3.05	55.450	11	3.05	55.450	11	3.05	55.450	11
3.05	52.400	10				3.40	53.500	10	3.05	52.400	10	3.05	52.400	10	3.05	52.400	10
3.05	49.350	9				3.05	50.450	9	3.05	49.350	9	3.05	49.350	9	3.05	49.350	9
3.05	46.300	8				3.05	47.400	8	3.05	46.300	8	3.05	46.300	8	3.05	46.300	8
3.05	43.250	7				3.05	44.350	7	3.05	43.250	7	3.05	43.250	7	3.05	43.250	7
3.05	40.200	6	3.05	40.200	6	3.05	41.300	6	3.05	40.200	6	3.05	40.200	6	3.05	40.200	6
3.05	37.150	5	3.05	37.150	5	3.05	38.250	5	3.05	37.150	5	3.05	37.150	5	3.05	37.150	5
3.05	34.100	4	3.05	34.100	4	3.05	35.200	4	3.05	34.100	4	3.05	34.100	4	3.05	34.100	4
3.05	31.050	3	3.05	31.050	3	3.05	32.150	3	3.05	31.050	3	3.05	31.050	3	3.05	31.050	3
3.05	28.000	2	3.05	28.000	2	4.05	28.100	2	3.05	28.000	2	3.05	28.000	2	3.05	28.000	2
1.50			1.50			3.05	25.050	1 MEZZ	1.50			1.50			1.50		
4.50	22.000	1	4.50	22.000	1	3.05	22.000	1	4.50	22.000	1	4.50	22.000	1	4.50	22.000	1
									3.00	19.000	G MEZZ						
6.78	15.220	G	6.78	15.220	G	6.00	16.000	G	3.78	15.220	G	6.78	15.220	G	6.00	16.000	G
3.00	12.400	B1	3.00	12.400	B1				-3.00	12.400	B1	-3.00	12.400	B1	-3.00	12.400	B1
3.00	9.400	B2	3.00	9.400	B2				-3.00	9.400	B2	-3.00	9.400	B2	-3.00	9.400	B2



MID RISE APARTMENTS - SECTION THROUGH DOONSIDE

COX
Level 2, 167 Flinders Lane
Melbourne 3000 VIC

NHArchitecture
Level 7, 12-20 Flinders Lane
Melbourne 3000 VIC

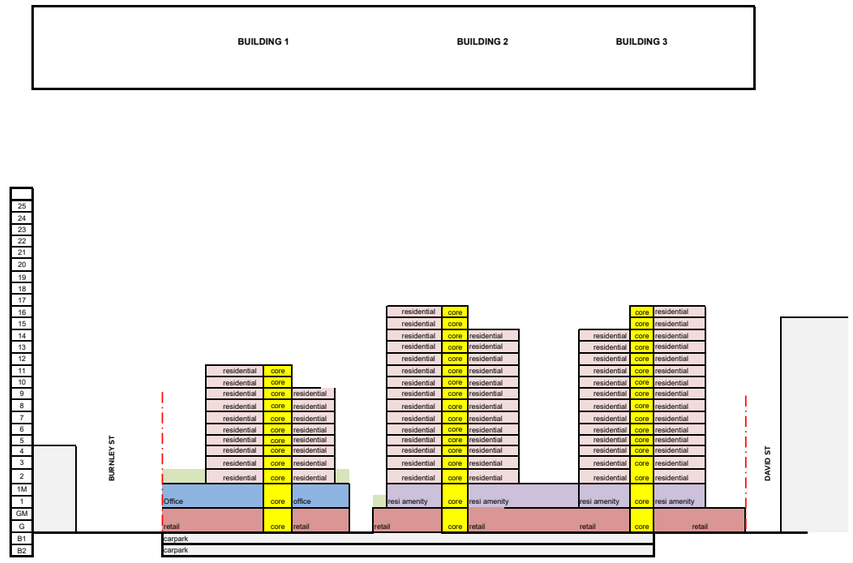
Area Schedule - TOWN PLANNING SUBMISSION

Victoria Garden Doonside Precinct

Development Summary - REV 32

11/04/2022

BUILDING 4			BUILDING 5			BUILDING 6			BUILDING 1			BUILDING 2			BUILDING 3		
height	RL	level	height	RL	level	height	RL	level	height	RL	level	height	RL	level	height	RL	level
m	m	no	m	m	no	m	m	no	m	m	no	m	m	no	m	m	no
													74.100			74.100	
												3.40	70.700	16	3.40	70.700	16
												3.05	67.650	15	3.05	67.650	15
												3.05	64.600	14	3.05	64.600	14
	61.900									61.900		3.05	61.550	13	3.05	61.550	13
3.40	58.500	12							3.40	58.500	12	3.05	58.500	12	3.05	58.500	12
3.05	55.450	11					56.900		3.05	55.450	11	3.05	55.450	11	3.05	55.450	11
3.05	52.400	10				3.40	53.500	10	3.05	52.400	10	3.05	52.400	10	3.05	52.400	10
3.05	49.350	9				3.05	50.450	9	3.05	49.350	9	3.05	49.350	9	3.05	49.350	9
3.05	46.300	8				3.05	47.400	8	3.05	46.300	8	3.05	46.300	8	3.05	46.300	8
3.05	43.250	7				3.05	44.350	7	3.05	43.250	7	3.05	43.250	7	3.05	43.250	7
3.05	40.200	6	3.05	40.200	6	3.05	41.300	6	3.05	40.200	6	3.05	40.200	6	3.05	40.200	6
3.05	37.150	5	3.05	37.150	5	3.05	38.250	5	3.05	37.150	5	3.05	37.150	5	3.05	37.150	5
3.05	34.100	4	3.05	34.100	4	3.05	35.200	4	3.05	34.100	4	3.05	34.100	4	3.05	34.100	4
3.05	31.050	3	3.05	31.050	3	3.05	32.150	3	3.05	31.050	3	3.05	31.050	3	3.05	31.050	3
3.05	28.000	2	3.05	28.000	2	4.05	28.100	2	3.05	28.000	2	3.05	28.000	2	3.05	28.000	2
1.50			1.50			3.05	25.050	1 MEZZ	1.50			1.50			1.50		
4.50	22.000	1	4.50	22.000	1	3.05	22.000	1	4.50	22.000	1	4.50	22.000	1	4.50	22.000	1
									3.00	19.000	G MEZZ						
6.78	15.220	G	6.78	15.220	G	6.00	16.000	G	3.78	15.220	G	6.78	15.220	G	6.00	16.000	G
3.00	12.400	B1	3.00	12.400	B1				-3.00	12.400	B1	-3.00	12.400	B1	-3.00	12.400	B1
3.00	9.400	B2	3.00	9.400	B2				-3.00	9.400	B2	-3.00	9.400	B2	-3.00	9.400	B2



HIGH RISE TOWERS - SECTION THROUGH DOONSIDE

COX
Level 2, 167 Flinders Lane
Melbourne 3000 VIC

NHArchitecture
Level 7, 12-20 Flinders Lane
Melbourne 3000 VIC

Area Schedule - TOWN PLANNING SUBMISSION

Victoria Garden Doonside Precinct

Development Summary - REV 32

11/04/2022

BUILDING 4				BUILDING 5				BUILDING 6				BUILDING 1				BUILDING 2				BUILDING 3			
Height	RL	Level		Height	RL	Level		Height	RL	Level		Height	RL	Level		Height	RL	Level		Height	RL	Level	
m	m	no		m	m	no		m	m	no		m	m	no		m	m	no		m	m	no	
																	74.100				74.100		
																3.40	70.700	16		3.40	70.700	16	
																3.05	67.650	15		3.05	67.650	15	
																3.05	64.600	14		3.05	64.600	14	
	61.900												61.900			3.05	61.550	13		3.05	61.550	13	
3.40	58.500	12										3.40	58.500	12		3.05	58.500	12		3.05	58.500	12	
3.05	55.450	11							56.900			3.05	55.450	11		3.05	55.450	11		3.05	55.450	11	
3.05	52.400	10						3.40	53.500	10		3.05	52.400	10		3.05	52.400	10		3.05	52.400	10	
3.05	49.350	9						3.05	50.450	9		3.05	49.350	9		3.05	49.350	9		3.05	49.350	9	
3.05	46.300	8						3.05	47.400	8		3.05	46.300	8		3.05	46.300	8		3.05	46.300	8	
3.05	43.250	7						3.05	44.350	7		3.05	43.250	7		3.05	43.250	7		3.05	43.250	7	
3.05	40.200	6		3.05	40.200	6		3.05	41.300	6		3.05	40.200	6		3.05	40.200	6		3.05	40.200	6	
3.05	37.150	5		3.05	37.150	5		3.05	38.250	5		3.05	37.150	5		3.05	37.150	5		3.05	37.150	5	
3.05	34.100	4		3.05	34.100	4		3.05	35.200	4		3.05	34.100	4		3.05	34.100	4		3.05	34.100	4	
3.05	31.050	3		3.05	31.050	3		3.05	32.150	3		3.05	31.050	3		3.05	31.050	3		3.05	31.050	3	
3.05	28.000	2		3.05	28.000	2		4.05	28.100	2		3.05	28.000	2		3.05	28.000	2		3.05	28.000	2	
1.50				1.50				3.05	25.050	1 MEZZ		1.50				1.50				1.50			
4.50	22.000	1		4.50	22.000	1		3.05	22.000	1		4.50	22.000	1		4.50	22.000	1		4.50	22.000	1	
												3.00	19.000	G MEZZ									
6.78	15.220	G		6.78	15.220	G		6.00	16.000	G		3.78	15.220	G		6.78	15.220	G		6.00	16.000	G	
3.00	12.400	B1		3.00	12.400	B1						-3.00	12.400	B1		-3.00	12.400	B1		-3.00	12.400	B1	
3.00	9.400	B2		3.00	9.400	B2						-3.00	9.400	B2		-3.00	9.400	B2		-3.00	9.400	B2	

BUILDING 1

Levels	Residential NSA	Plant / BOH	Zone Circulation Area	BFA	Terraces	Landscape	Communal Terrace	Accessible Roof Services	Inaccessible Gravel Roof	Residential Lobby	GBA	% Efficiency	# Studio	# 1 Bed 1 Bath	# 1 Bed 1 Bath Study	# 2 Bed 1 Bath	# 2 Bed 2 Bath	# 2 Bed 2 Bath Study	# 3 Bed 2 Bath	#pt. Number	Notes
	sqm	sqm	sqm	sqm	sqm						sqm										
16																					
15																					
14																					
13																					
12																					
11	549.8		154.2	704	71.9						776	78%		2			3		2	7	
10	549.8		154.2	704	71.9	100.7	179		209.1		1265	78%		2			3		2	7	
9	969.8		191.4	1161	121.7						1283	84%	1	9		1	4	1		16	
8	969.8		191.4	1161	121.7						1283	84%	1	9		1	4	1		16	
7	969.8		191.4	1161	121.7						1283	84%	1	9		1	4	1		16	
6	969.8		191.4	1161	121.7						1283	84%	1	9		1	4	1		16	
5	969.8		191.4	1161	121.7						1283	84%	1	9		1	4	1		16	
4	969.8		191.4	1161	121.7						1283	84%	1	9		1	4	1		16	
3	969.8		191.4	1161	121.7						1283	84%	1	9		1	4	1		16	
2	931.7		192.0	1124	230.2	297.5	51	93.9		45	1841	83%	1	8			5	1		15	
1M																					
1																					
GM																					
G																					
B1																					
B2																					
	8820		1840	10660	1226	398	230	94	209	45	12862	82%	8	75	-	7	39	8	4	141	
													6%	53%	0%	5%	28%	6%	3%	100%	

BUILDING 2

Levels	Residential NSA	Plant / BOH	Zone Circulation Area	BFA	Terraces	Landscape	Inaccessible Gravel Roof	GBA	% Efficiency	# Studio	# 1 Bed 1 Bath	# 1 Bed 1 Bath Study	# 1 Bed 2 Bath	# 2 Bed 2 Bath	# 2 Bed 2 Bath Study	# 3 Bed 2 Bath	#pt. Number	Notes
	sqm	sqm	sqm	sqm	sqm			sqm										
16	311.8		129.5	441	32.6			474	71%				1		2	3		
15	311.8		129.5	441	32.6		419	892	71%				1		2	3		
14	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
13	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
12	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
11	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
10	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
9	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
8	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
7	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
6	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
5	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
4	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
3	650.2		159.1	809	82.8			892	80%	0	4	1	1	4			10	
2	650.2		159.1	809	82.8	865		1757	80%	0	4	1	1	4			10	*
1M																		
1																		
GM																		
G																		
B1																		
B2																		
	9076		2327	11404	1142	865	419	13829	79%	-	52	13	13	54	-	4	136	
										0%	38%	10%	10%	40%	0%	3%	100%	

BUILDING 3

Levels	Residential NSA	Plant / BOH	Zone Circulation Area	BFA	Terraces	Landscape	Inaccessible Gravel Roof	GBA	% Efficiency	# Studio	# 1 Bed 1 Bath	# 1 Bed 1 Bath Study	# 1 Bed 2 Bath	# 2 Bed 2 Bath	# 2 Bed 2 Bath Study	# 3 Bed 2 Bath	#pt. Number	Notes
	sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm										
16	446.1		143.7	590	50.7			641	76%				3		2	5		
15	446.1		143.7	590	50.7	684		1325	76%				3		2	5		
14	981.3		220.4	1202	123.5			1325	82%		7		2	5	1		15	
13	981.3		220.4	1202	123.5			1325	82%		7		2	5	1		15	
12	981.3		220.4	1202	123.5			1325	82%		7		2	5	1		15	
11	973.6		216.1	1190	135.0			1325	82%	1	8		2	5			16	
10	973.6		216.1	1190	135.0			1325	82%	1	8		2	5			16	
9	973.6		216.1	1190	135.0			1325	82%	1	8		2	5			16	
8	973.6		216.1	1190	135.0			1325	82%	1	8		2	5			16	
7	973.6		216.1	1190	135.0			1325	82%	1	8		2	5			16	
6	973.6		216.1	1190	135.0			1325	82%	1	8		2	5			16	
5	973.6		216.1	1190	135.0			1325	82%	1	8		2	5			16	
4	971.4		223.0	1194	135.9			1330	81%	1	8		2	5			16	
3	971.4		223.0	1194	135.9			1330	81%	1	8		2	5			16	
2	971.4		223.0	1194	135.9	50.4		1381	81%	1	8		2	5			16	
1M																		
1																		
GM																		
G																		
B1																		
B2																		
	13568		3130	16696	1825	50	684	19255	81%	10	101	-	26	71	3	4	215	
										5%	47%	0%	12%	33%	1%	2%	100%	

BUILDING 1 - 3 MIX	#	MIX
Studio	18	4%
1 BED 1 BATH	228	46%
1 BED 1 BATH STUDY	13	3%
2 BED 1BATH	46	9%
2 BED 2BATH	164	33%
2 BED 2BATH STUDY	11	2%
3 BED	12	2%
TOTAL	492	100%

* Note: Landscape includes roof between Buildig 2+3

COX
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Melbourne 3000 VIC

NHArchitecture
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Melbourne 3000 VIC

Area Schedule - TOWN PLANNING SUBMISSION

Victoria Garden Doonside Precinct

Development Summary - REV 32

11/04/2022

BUILDING 4

height	RL	level
m	m	no
	61.900	
3.40	58.500	12
3.05	55.450	11
3.05	52.400	10
3.05	49.350	9
3.05	46.300	8
3.05	43.250	7
3.05	40.200	6
3.05	37.150	5
3.05	34.100	4
3.05	31.050	3
3.05	28.000	2
1.50		
4.50	22.000	1
6.78	15.220	G
3.00	12.400	B1
3.00	9.400	B2

BUILDING 5

height	RL	level
m	m	no
3.05	40.200	6
3.05	37.150	5
3.05	34.100	4
3.05	31.050	3
3.05	28.000	2
1.50		
4.50	22.000	1
6.78	15.220	G
3.00	12.400	B1
3.00	9.400	B2

BUILDING 6

height	RL	level
m	m	no
3.05	40.200	6
3.05	41.300	6
3.05	38.250	5
3.05	35.200	4
3.05	32.157	3
4.05	28.100	2
3.05	25.050	1 MEZZ
3.05	22.000	1
6.00	16.000	G

BUILDING 1

height	RL	level
m	m	no
	61.900	
3.40	58.500	12
3.05	55.450	11
3.05	52.400	10
3.05	49.350	9
3.05	46.300	8
3.05	43.250	7
3.05	40.200	6
3.05	37.150	5
3.05	34.100	4
3.05	31.050	3
3.05	28.000	2
1.50		
4.50	22.000	1
3.00	19.000	G MEZZ
3.78	15.220	G
-3.00	12.400	B1
-3.00	9.400	B2

BUILDING 2

height	RL	level
m	m	no
	74.100	
3.40	70.700	16
3.05	67.650	15
3.05	64.600	14
3.05	61.550	13
3.05	58.500	12
3.05	55.450	11
3.05	52.400	10
3.05	49.350	9
3.05	46.300	8
3.05	43.250	7
3.05	40.200	6
3.05	37.150	5
3.05	34.100	4
3.05	31.050	3
3.05	28.000	2
1.50		
4.50	22.000	1
4.50	19.000	G MEZZ
4.50	15.220	G
-3.00	12.400	B1
-3.00	9.400	B2

BUILDING 3

height	RL	level
m	m	no
	74.100	
3.40	70.700	16
3.05	67.650	15
3.05	64.600	14
3.05	61.550	13
3.05	58.500	12
3.05	55.450	11
3.05	52.400	10
3.05	49.350	9
3.05	46.300	8
3.05	43.250	7
3.05	40.200	6
3.05	37.150	5
3.05	34.100	4
3.05	31.050	3
3.05	28.000	2
4.50	22.000	1
6.00	16.000	G
-3.00	12.400	B1
-3.00	9.400	B2

BUILDING 4

levels	Residential NSA	Plant / BOH / Storage	Cores/ Circulation Area	GFA	Terraces	Landscape	Inaccessible Gravel Roof	GBA	% Efficiency	# Studio	# 1 Bed 1 Bath	# 1 Bed 1 Bath Study	# 2 Bed 1 Bath	# 2 Bed 2 Bath	# 2 Bed 2 Bath Study	# 3 Bed 2 Bath	Apt. Number	notes
	sqm	sqm	sqm	sqm	sqm			sqm									#	
25																		
24																		
23																		
22																		
21																		
20																		
19																		
18																		
17																		
16																		
15																		
14																		
13																		
12	461.2		111.4	572.6	58.2			630.8	81%		2	1	2	2			7	
11	461.2		111.4	572.6	58.2			630.8	81%		2	1	2	2			7	
10	461.2		111.4	572.6	58.2			630.8	81%		2	1	2	2			7	
9	461.2		111.4	572.6	58.2			630.8	81%		2	1	2	2			7	
8	461.2		111.4	572.6	58.2			630.8	81%		2	1	2	2			7	
7	461.2		111.4	572.6	58.2			630.8	81%		2	1	2	2			7	
6	461.2		111.4	572.6	58.2			630.8	81%		2	1	2	2			7	
5	461.2		111.4	572.6	58.2			630.8	81%		2	1	2	2			7	
4	461.2		111.4	572.6	58.2			630.8	81%		2	1	2	2			7	
3	461.2		111.4	572.6	58.2			630.8	81%		2	1	2	2			7	
2	461.2		111.4	572.6	151.4	126.6	159	1010	81%		2	1	2	2			7	
1M																		
1																		
GM																		
G																		
B1																		
B2																		
	5073.2	0	1225	6299	733.4	126.6	159	7318	81%	0	22	11	22	22	0	0	77	*
MIX										0	29%	14%	29%	29%	0%	0%	100%	

BUILDING 5

Levels	Residential NSA	Plant / BOH / Storage	Cores/ Circulation Area	GFA	Terraces	Landscape	Inaccessible Gravel Roof	Communal Terrace	Residential Amenity	GBA	% Efficiency	# Studio	# 1 Bed 1 Bath	# 1 Bed 1 Bath Study	# 2 Bed 1 Bath	# 2 Bed 2 Bath	# 2 Bed 2 Bath Study	# 3 Bed 2 Bath	Apt. Number	notes
	sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm									#	
25																				
24																				
23																				
22																				
21																				
20																				
19																				
18																				
17																				
16																				
15																				
14																				
13																				
12																				
11																				
10																				
9																				
8																				
7																				
6	615.4		214	829.4	56.7					886.1	74%		4			3			7	
5	723.1		217.4	940.5	231.8	319.7	14.9	98.3		1605.2	77%		12			3			15	
4	1227.5		236.1	1464	141.6					1605.2	84%		11	1	2	6			20	
3	1227.5		236.1	1464	141.6					1605.2	84%		11	1	2	6			20	
2	1227.5		236.1	1464	208	108.1	163			1942.7	84%		11	1	2	6			20	
1M																				
1																				
GM																				
G																				
B1																				
B2																				
	6021		1140	6161	779.7	427.8	177.9	98.3	0	7644	81%	0	49	3	6	24	0	0	82	*
MIX												-	60%	4%	7%	29%	0%	0%	100%	

BUILDING 6

Levels	AHD	Residential NSA	Plant / BOH / Storage	Cores/ Circulation Area	GFA	Terraces	Communal Terrace	Residential Amenity	landscape	Inaccessible Gravel Roof	GBA	% Efficiency	# Studio	# 1 Bed 1 Bath	# 1 Bed 1 Bath Study	# 2 Bed 1 Bath	# 2 Bed 2 Bath	# 2 Bed 2 Bath Study	# 3 Bed 2 Bath	# 3 Bed 2 Bath Study	# 4 Bed 2 Bath	# 4 Bed 2 Bath Study	# 5 Bed 2 Bath	# Apt. Number
		sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm	sqm													
25																								
24																								
23																								
22																								
21																								
20																								
19																								
18																								
17																								
16																								
15																								
14																								
13																								
12																								
11	56.90																							
10	53.50	897.7		298.7	1196	121			24		1341	75%		7	1		4		1	13				
9	50.45	897.7		298.7	1196	148	23.8		180	88.2	1636	75%		7	1		4		1	13				
8	47.40	1251.4		319.5	1571	162			26		1759	80%		10			9			19				
7	44.35	1251.4		327.4	1579	162	70.1		101		1912	79%		10			9			19				
6	41.30	1382.1		323.6	1706	182			24		1912	81%		11			10			21				
5	38.25	1382.1		323.6	1706	182			24		1912	81%		11			10			21				
4	35.20	1382.1		323.6	1706	182			24		1912	81%		11			10			21				
3	32.15	1248.7		323.6	1572	529	266	64.3	745.4		3177	79%		10			9			19				
2	28.10	809.4		265.6	1075	117					1192	75%	1	10			2	1		14				
1M	25.05	809.4		265.6	1075	117					1192	75%	1	10			2	1		14				
1	22.00	809.4		265.6	1075	117					1192	75%	1	10			2	1		14				
GM	0.00																							
G	16.00																							
B1																								
B2																								
		12121	0	3336	15457	2019	359.9	64.3	1148	88.2	19137	78%	3	107	2	0	71	3	2	188				
MIX													2%	57%	1%	0%	38%	2%	1%	100%				

BUILDING 4 - 6 MIX	#	MIX
Studio	3	1%
1 BED 1 BATH	178	51%
1 BED 1 BATH STUDY	16	5%
2 BED 1BATH	28	8%
2 BED 2BATH	117	34%
2 BED 2BATH STUDY	3	1%
3 BED	2	1%
TOTAL	347	100%

COX
Level 2, 167 Flinders Lane
Melbourne 3000 VIC

NHArchitecture
Level 7, 12-20 Flinders Lane
Melbourne 3000 VIC

Area Schedule - TOWN PLANNING SUBMISSION

Victoria Garden Doonside Precinct

Development Summary - REV 32

11/04/2022

BUILDING 4			BUILDING 5			BUILDING 6			BUILDING 1			BUILDING 2			BUILDING 3		
Height	RL	Level	Height	RL	Level	Height	RL	Level	Height	RL	Level	Height	RL	Level	Height	RL	Level
m	m	no	m	m	no	m	m	no	m	m	no	m	m	no	m	m	no
													74.100			74.100	
												3.40	70.700	16	3.40	70.700	16
												3.05	67.650	15	3.05	67.650	15
												3.05	64.600	14	3.05	64.600	14
	61.900									61.900		3.05	61.550	13	3.05	61.550	13
3.40	58.500	12							3.40	58.500	12	3.05	58.500	12	3.05	58.500	12
3.05	55.450	11					56.900		3.05	55.450	11	3.05	55.450	11	3.05	55.450	11
3.05	52.400	10				3.40	53.500	10	3.05	52.400	10	3.05	52.400	10	3.05	52.400	10
3.05	49.350	9				3.05	50.450	9	3.05	49.350	9	3.05	49.350	9	3.05	49.350	9
3.05	46.300	8				3.05	47.400	8	3.05	46.300	8	3.05	46.300	8	3.05	46.300	8
3.05	43.250	7				3.05	44.350	7	3.05	43.250	7	3.05	43.250	7	3.05	43.250	7
3.05	40.200	6	3.05	40.200	6	3.05	41.300	6	3.05	40.200	6	3.05	40.200	6	3.05	40.200	6
3.05	37.150	5	3.05	37.150	5	3.05	38.250	5	3.05	37.150	5	3.05	37.150	5	3.05	37.150	5
3.05	34.100	4	3.05	34.100	4	3.05	35.200	4	3.05	34.100	4	3.05	34.100	4	3.05	34.100	4
3.05	31.050	3	3.05	31.050	3	3.05	32.150	3	3.05	31.050	3	3.05	31.050	3	3.05	31.050	3
3.05	28.000	2	3.05	28.000	2	4.05	28.100	2	3.05	28.000	2	3.05	28.000	2	3.05	28.000	2
1.50			1.50			3.05	25.050	1 MEZZ	1.50			1.50			1.50		
4.50	22.000	1	4.50	22.000	1	3.05	22.000	1	4.50	22.000	1	4.50	22.000	1	4.50	22.000	1
									3.00	19.000	G MEZZ						
6.78	15.220	G	6.78	15.220	G	6.00	16.000	G	3.78	15.220	G	6.78	15.220	G	6.00	16.000	G
3.00	12.400	B1	3.00	12.400	B1				-3.00	12.400	B1	-3.00	12.400	B1	-3.00	12.400	B1
3.00	9.400	B2	3.00	9.400	B2				-3.00	9.400	B2	-3.00	9.400	B2	-3.00	9.400	B2

| RESIDENTIAL - AMENITY, LOBBIES, STORAGE, BIKE PARKS & BUILDING 6 | | | | | | | | | | | | |

Area Schedule - TOWN PLANNING SUBMISSION

Victoria Garden Doonside Precinct

Development Summary - REV 32

11/04/2022

BUILDING 4			BUILDING 5			BUILDING 6			BUILDING 1			BUILDING 2			BUILDING 3		
Height	RL	Level	Height	RL	Level	Height	RL	Level	Height	RL	Level	Height	RL	Level	Height	RL	Level
m	m	no	m	m	no	m	m	no	m	m	no	m	m	no	m	m	no
													74.100			74.100	
												3.40	70.700	16	3.40	70.700	16
												3.05	67.650	15	3.05	67.650	15
												3.05	64.600	14	3.05	64.600	14
	61.900									61.900		3.05	61.550	13	3.05	61.550	13
3.40	58.500	12							3.40	58.500	12	3.05	58.500	12	3.05	58.500	12
3.05	55.450	11					56.900		3.05	55.450	11	3.05	55.450	11	3.05	55.450	11
3.05	52.400	10				3.40	53.500	10	3.05	52.400	10	3.05	52.400	10	3.05	52.400	10
3.05	49.350	9				3.05	50.450	9	3.05	49.350	9	3.05	49.350	9	3.05	49.350	9
3.05	46.300	8				3.05	47.400	8	3.05	46.300	8	3.05	46.300	8	3.05	46.300	8
3.05	43.250	7				3.05	44.350	7	3.05	43.250	7	3.05	43.250	7	3.05	43.250	7
3.05	40.200	6	3.05	40.200	6	3.05	41.300	6	3.05	40.200	6	3.05	40.200	6	3.05	40.200	6
3.05	37.150	5	3.05	37.150	5	3.05	38.250	5	3.05	37.150	5	3.05	37.150	5	3.05	37.150	5
3.05	34.100	4	3.05	34.100	4	3.05	35.200	4	3.05	34.100	4	3.05	34.100	4	3.05	34.100	4
3.05	31.050	3	3.05	31.050	3	3.05	32.150	3	3.05	31.050	3	3.05	31.050	3	3.05	31.050	3
3.05	28.000	2	3.05	28.000	2	4.05	28.100	2	3.05	28.000	2	3.05	28.000	2	3.05	28.000	2
1.50			1.50			3.05	25.050	1 MEZZ	1.50			1.50			1.50		
4.50	22.000	1	4.50	22.000	1	3.05	22.000	1	4.50	22.000	1	4.50	22.000	1	4.50	22.000	1
									3.00	19.000	G MEZZ						
6.78	15.220	G	6.78	15.220	G	6.00	16.000	G	3.78	15.220	G	6.78	15.220	G	6.00	16.000	G
3.00	12.400	B1	3.00	12.400	B1				-3.00	12.400	B1	-3.00	12.400	B1	-3.00	12.400	B1
3.00	9.400	B2	3.00	9.400	B2				-3.00	9.400	B2	-3.00	9.400	B2	-3.00	9.400	B2

BASEMENTS - CARPARK, LOADING, RAMP, BOH, STORAGE, LOBBIES														
Levels	Residential Car & Bike Parking	Residential Loading	Lobby	Storage	Residential Plant BOH	# Carpark Nos.	# Bicycle Nos.	Retail Loading	Retail Plant / BOH	Core / Vertical Transport / Stair	Core / Vertical Transport / Stair	Loading Dock / Ramp	BUFA
	sqm	sqm	sqm	sqm	sqm			sqm	sqm	sqm	sqm	sqm	sqm
	RESIDENTIAL							RETAIL			COMM.		
25													
24													
23													
22													
21													
20													
19													
18													
17													
16													
15													
14													
13													
12													
11													
10													
9													
8													
7													
6													
5													
4													
3													
2													
1M													
1													
GM													
G													
B1	6087		70	726	470	172	0		6	33	33		7425
B2	6725	477	90	273	828	172	0	470	563	33		1110	10569
	12812	477	160	999	1298	344	0	470	569	66	33	1110	17994

LANDSCAPE (PODIUM)				
Levels	Forecourts, lanes, passages*	Level 1 Colonnade, terraces	Level 2 Amenities Roof	BUFA Landscape
	sqm	sqm	sqm	sqm
	LANDSCAPE			
25				
24				
23				
22				
21				
20				
19				
18				
17				
16				
15				
14				
13				
12				
11				
10				
9				
8				
7				
6				
5				
4				
3				
2			920	920
1M				
1		1555		1555
GM				
G	3810			3810
B1				
B2				
	3810	1555	920	6285

| OFFICE | | | | | | | | | | | | | |

Report

Acoustic Services

VICTORIA GARDENS DOONSIDE PRECINCT
Salta Property Group

CONFIDENTIAL

Revision: 4.0 – DA Submission
Issued: 1 March 2022

Norman Disney & Young
A TETRA TECH COMPANY

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1 EXECUTIVE SUMMARY

1.1 Purpose

This report presents our acoustic assessment of the proposed Victoria Gardens Doonside Precinct mixed-use development at 1-9 Doonside Street. The proposed development will comprise various uses including:

- Basement 2:
  - Loading dock
  - Car park
  - Services
- Basement 1:
  - Car park
  - Storage spaces
  - Services
- Ground Floor:
  - Retail including mini/major, specialty, lane way and mall circulation
  - Mixed use including a retail/showroom and heritage hotel
  - Office
  - Services
  - Bike/End of trip facilities
- Level 1
  - Residential amenities, including pool, gym and games room
  - Commercial offices
  - Mixed use includes a heritage pub
  - Residences
  - Residential car park
- Level 1 – Mezzanine
  - Residences
  - Residential car park
  - Storage spaces
- Level 2
  - Residences
  - Residential car park
- Levels 3-16
  - Residences
  - Residential amenities

This document addresses the following:

- Noise limits based on the Noise Assessment Protocol in Victoria to be achieved by mechanical plant equipment of the development to existing neighbouring residential locations as well as residential dwellings within the development
- Sleep disturbance criteria
- External noise criteria within the development
- NCC requirements for the residential component
- Results of traffic noise measurements and attenuation measures to generally achieve AS/NZS 2107:2016 recommended internal noise criteria for traffic noise

1.2 Authority

Authority to undertake this report was provided by Richard Trevisan of Salta Property Group.

1.3 Information Sources

This report was written with reference to the following documents:

- The National Construction Code of Australia (NCC)
- Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, Publication 1826.4, May 2021 (referred to as the Noise Protocol within this document) - Part I: Commercial, Industrial and Trade Premises
- Environment Protection Act, No.51, 2017
- Environment Protection Regulations (2021), S.R No 47/2021
- Australian/New Zealand Standard AS/NZS 2107:2016 – Recommended design sound levels and reverberation times for building interiors
- New South Wales Road Noise Policy, March 2011

1.4 Revision History

Revision	Date Issued	Comment
1.0	9th November 2020	DA Submission
2.0	24th February 2021	DA Submission
3.0	16th April 2021	DA Submission
4.0	24th February 2021	DA Submission

2 PROJECT DESCRIPTION

The proposed development is bounded to the north by Victoria Gardens shopping centre and car park, to the east by David St, to the south by Doonside St and to the west by Burnley St.

Figure 1 - Site Context

The main source of external noise is traffic noise along Burnley St to the west and, in localised areas on the development, rooftop plant associated with Victoria Gardens shopping centre. Rooftop plant from within the development itself will also have some impact on the development. These will be controlled and treated as described in the following sections.

2.1 Development layout

Figure 2 provides an overview of the planned development while

Figure 3 to Figure 19 show layouts from Basement 2 to rooftop.

Figure 2 - Development Render from Doonside St Looking North.

Figure 3 - Basement 2 Plan

Figure 4 – Basement 1 Plan

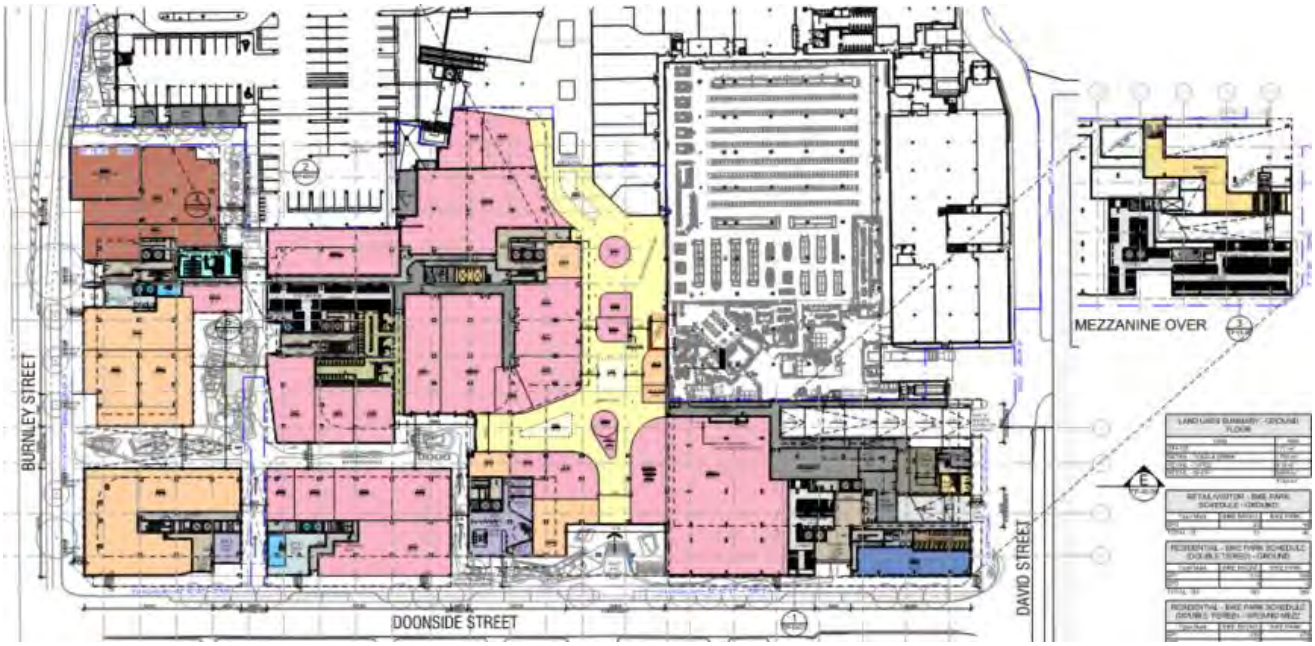

Figure 5 – Ground Floor and Mezzanine Plan

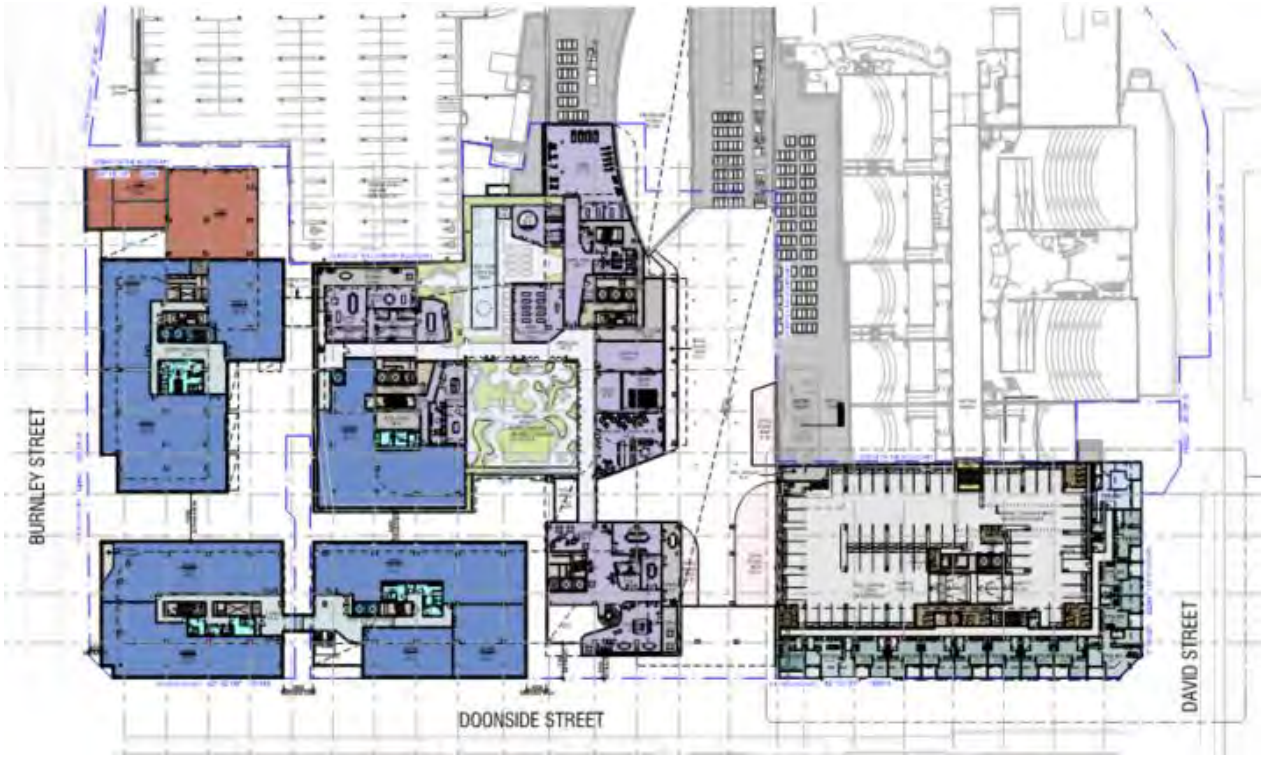

Figure 6 - Level 1 Plan

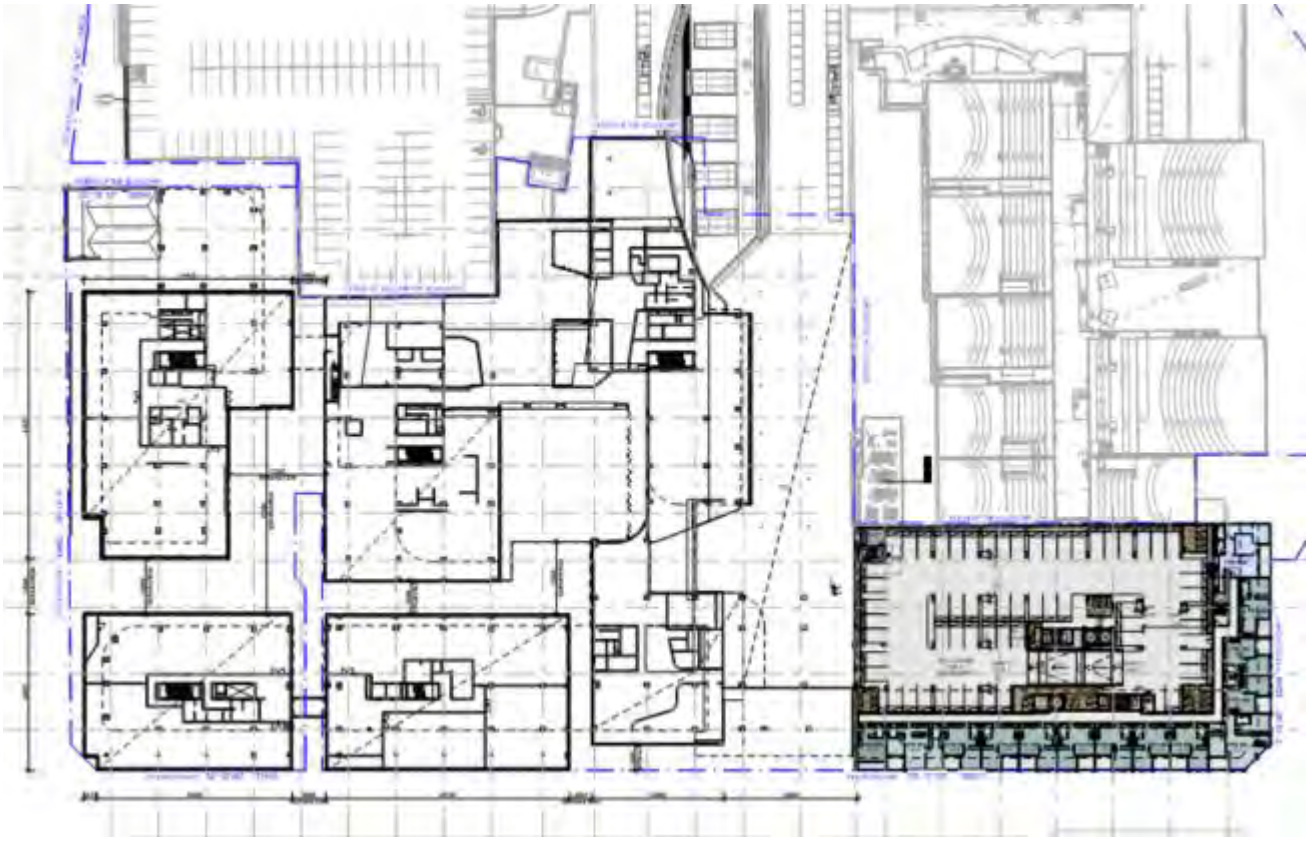

Figure 7 – Level 1 Mezzanine

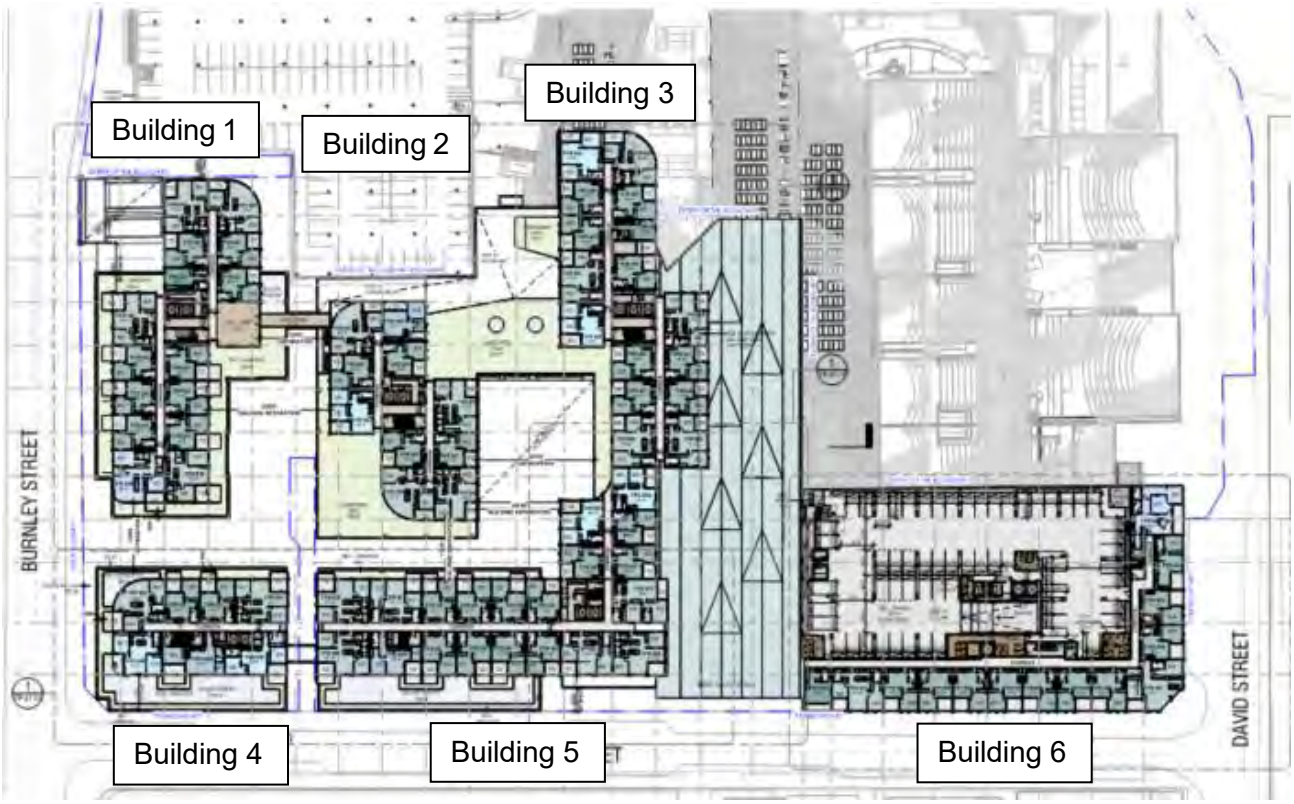

Figure 8 - Level 2 Plan

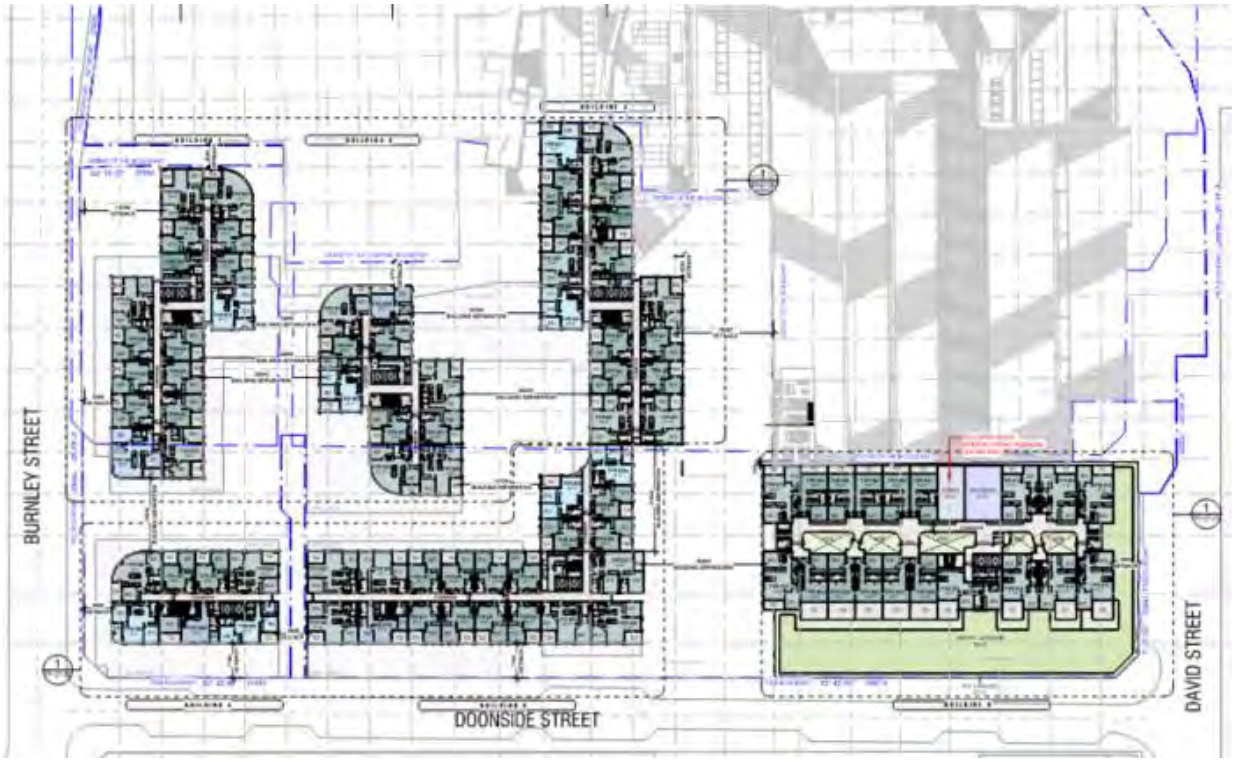

Figure 9 - Level 3 Plan

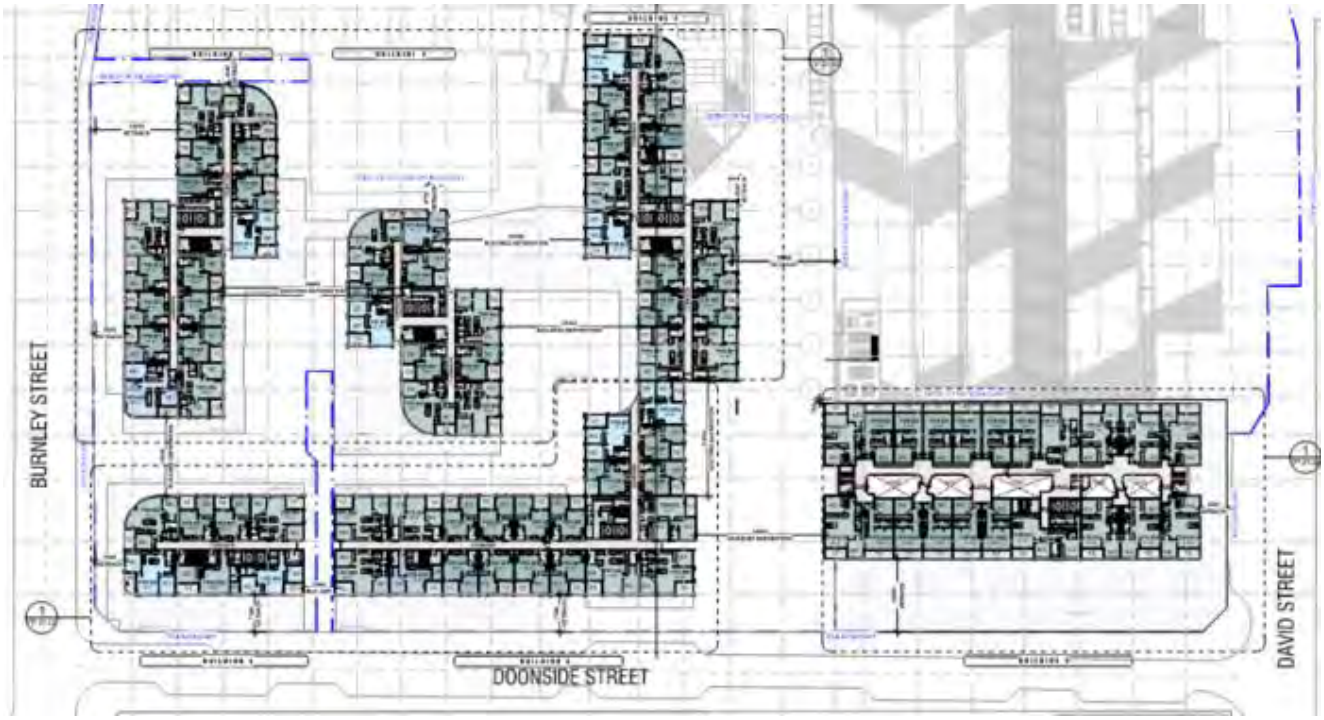

Figure 10 – Level 4 Plan

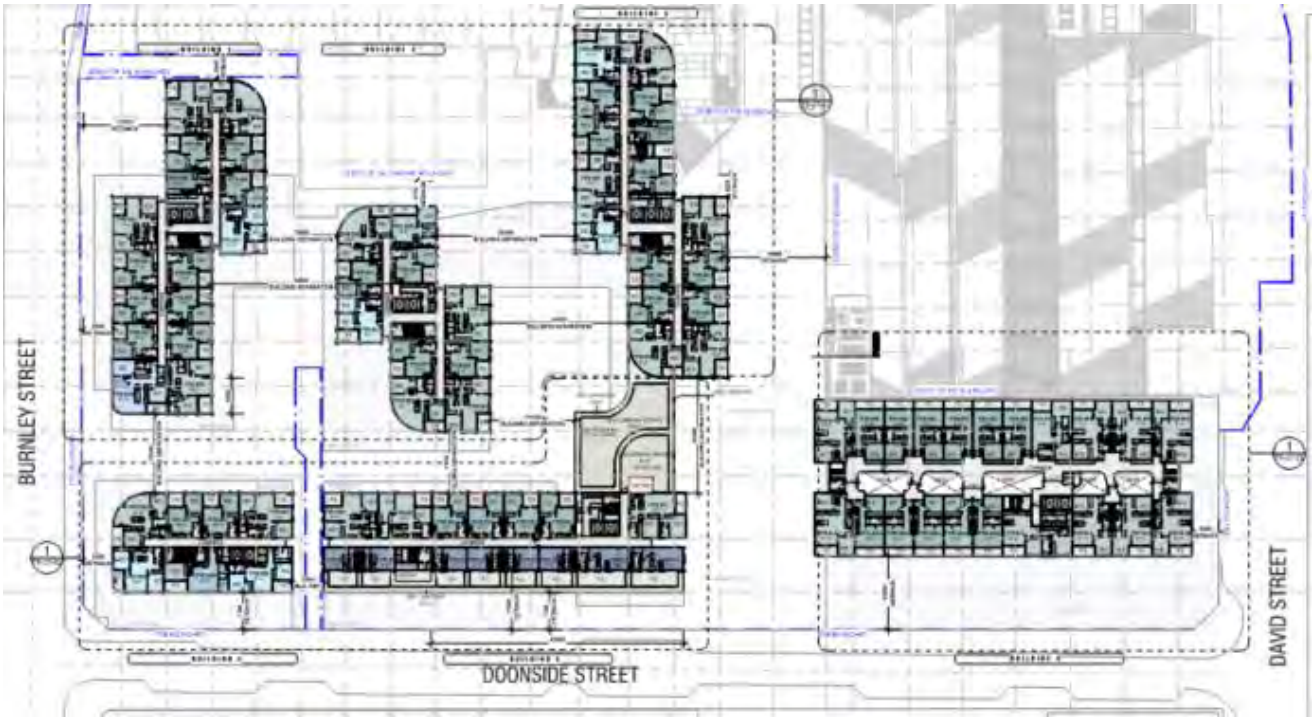

Figure 11 - Level 5 Plan

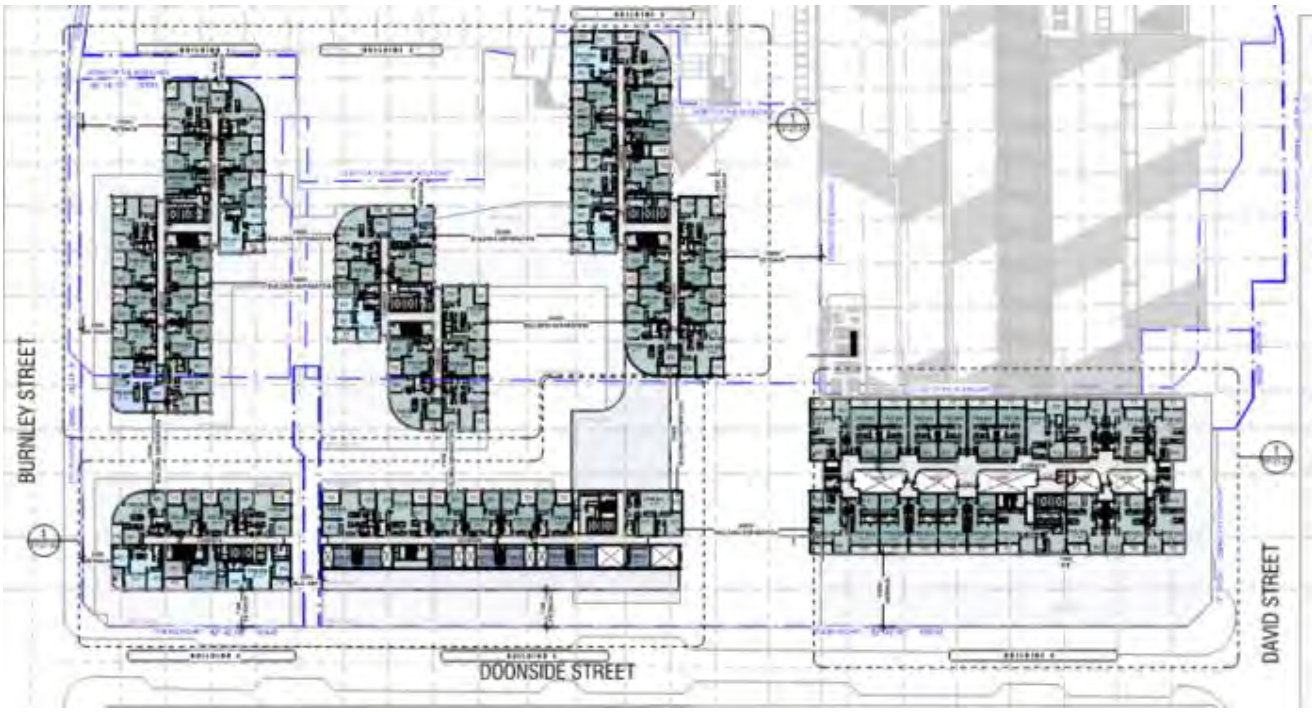

Figure 12 - Level 6 Plan

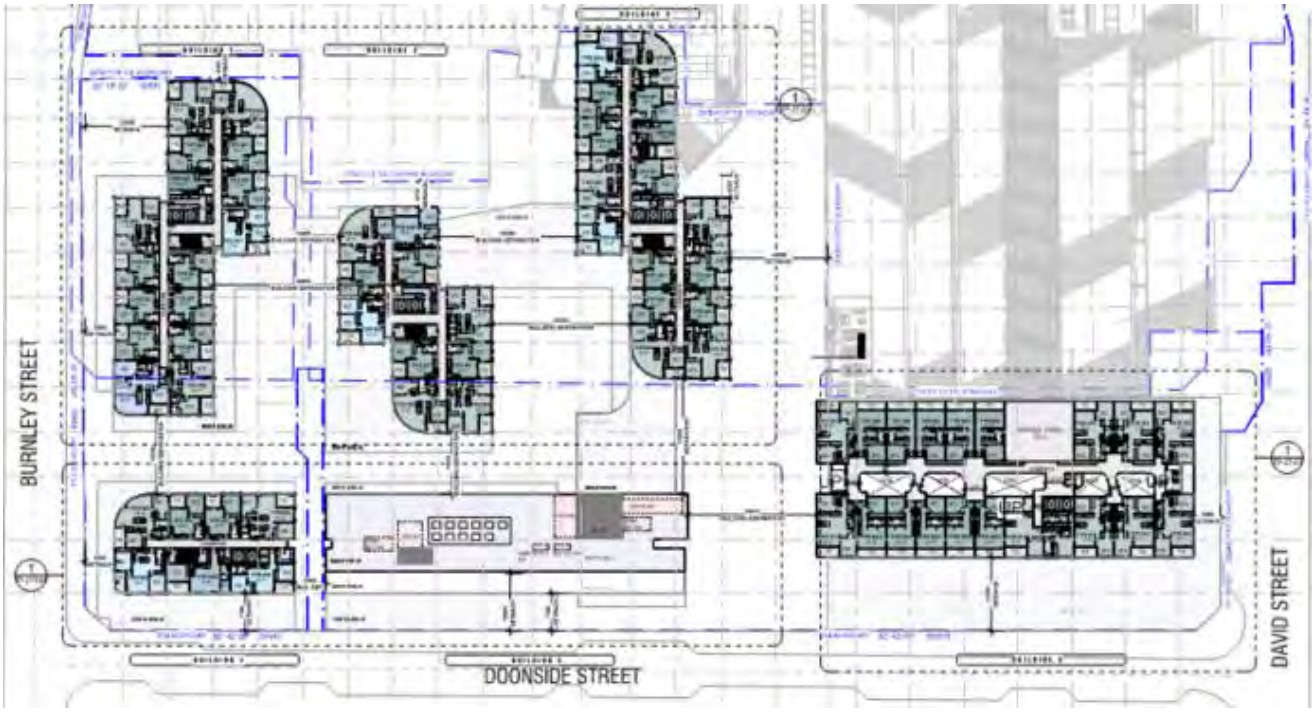

Figure 13 - Level 7-8 Plan

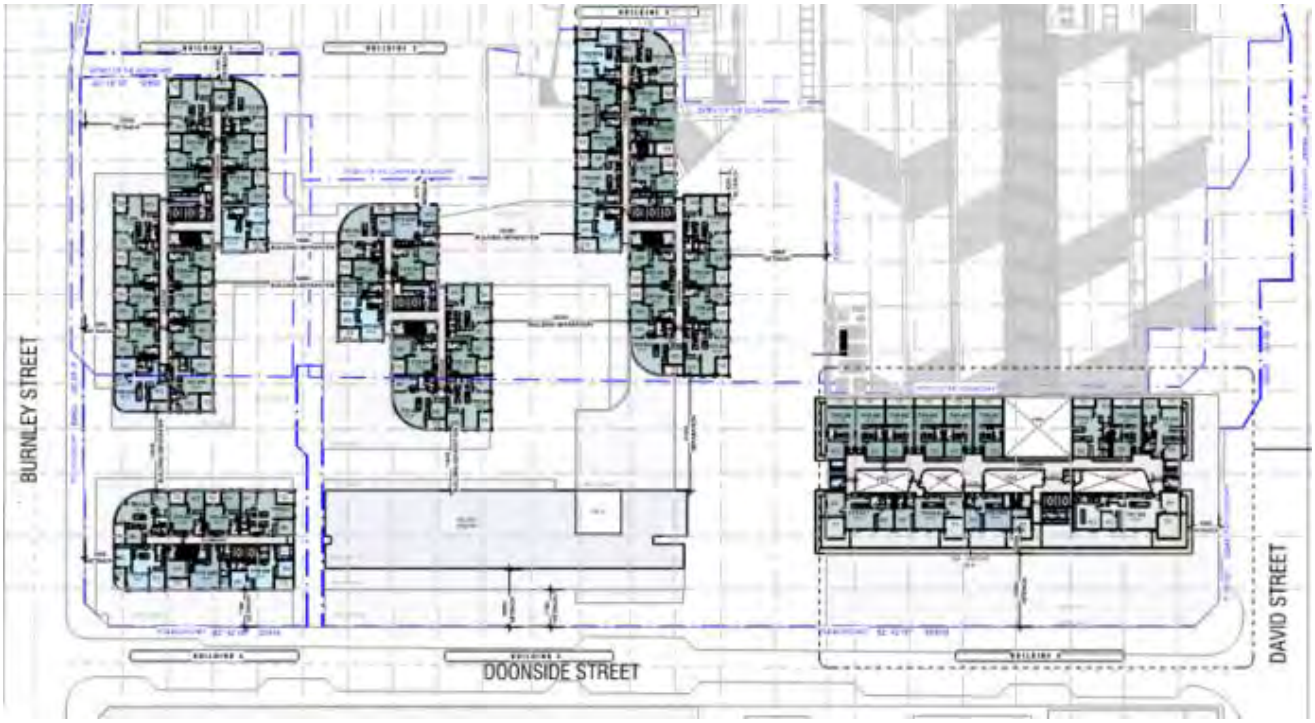

Figure 14 – Level 9 Plan

Figure 15 – Level 10 Plan

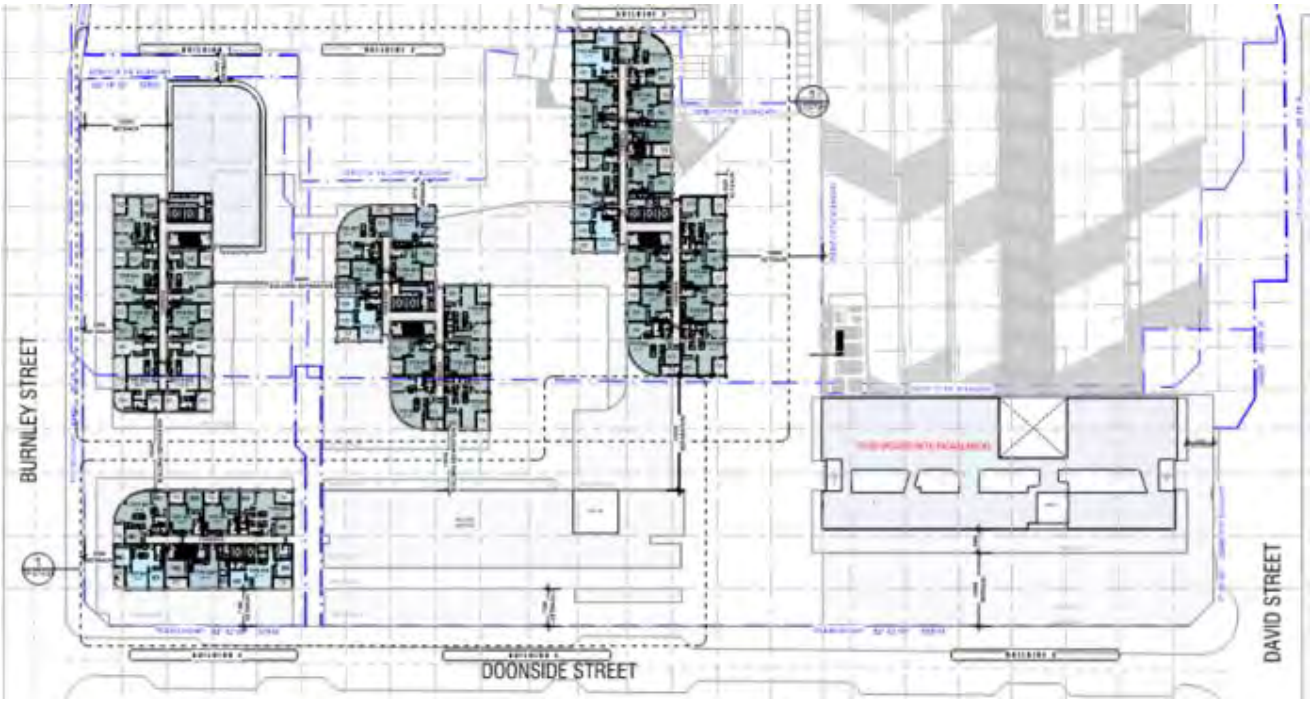

Figure 16 – Level 11 Plan

Figure 17 – Level 12 – 14 Plans

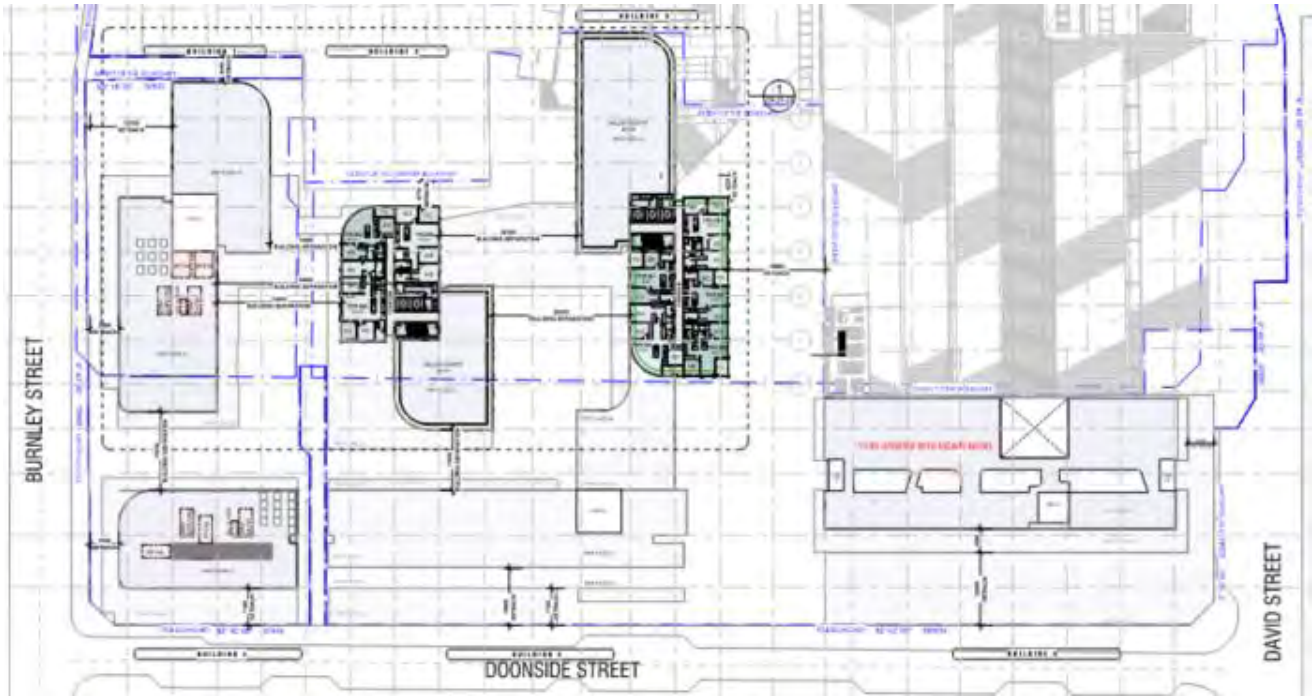

Figure 18 – Level 15 – 16 Plans

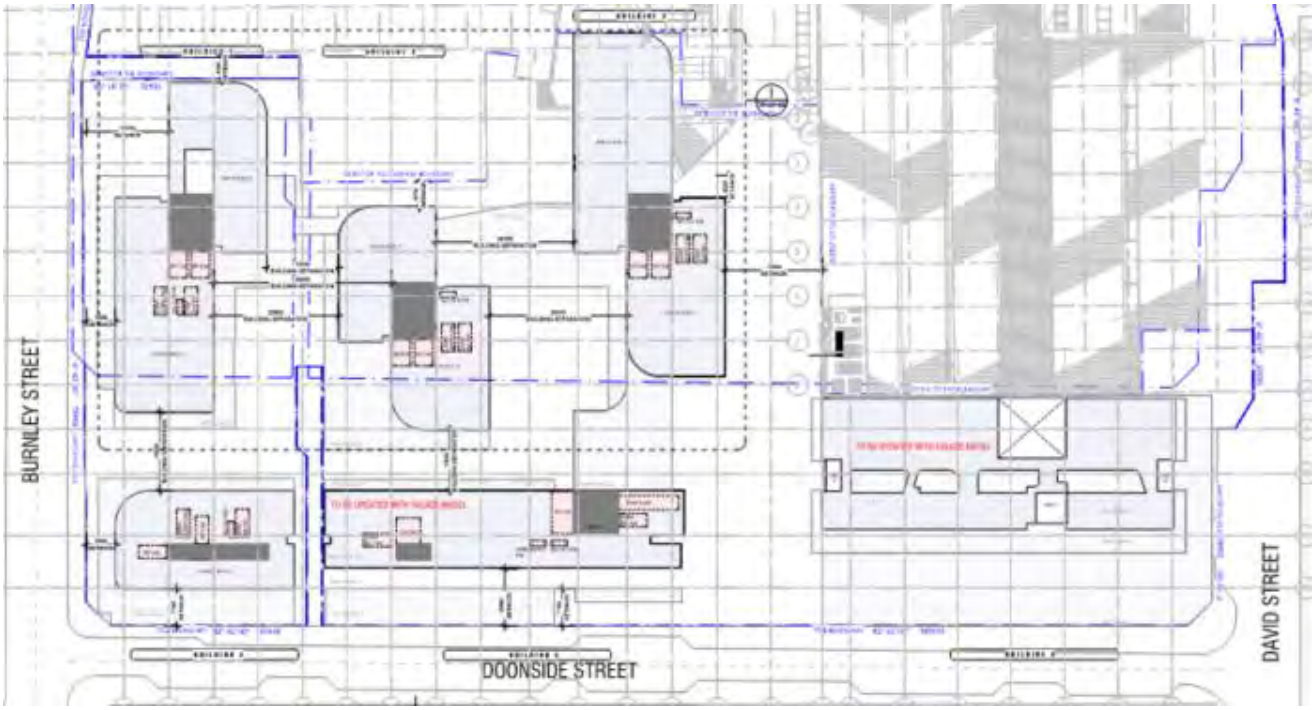

Figure 19 – Roof Plan

3 ACCEPTABLE NOISE EMISSION LEVELS

This section outlines the Environment Protection Regulations and Noise Protocol requirements of this project, preliminary control strategies of the mechanical plant are also provided in order achieve Noise Protocol limits.

3.1 Environment Protection Regulations and Noise Limit and Assessment Protocol Publication 1826.4 - Part I: Commercial, Industrial and Trade Premises

Section 118 of the Environment Protection Regulation 2021 relating to unreasonable noise emissions from commercial industrial and trade premises applies to this site and states the following:

> *"**118 Unreasonable noise from commercial, industrial and trade premises***
>
> *(1) For the purposes of paragraph (b) of the definition of unreasonable noise in section 3(1) of the Act, noise emitted from commercial, industrial and trade premises is prescribed to be unreasonable noise if the effective noise level of the noise exceeds—*
>
> *(a) the noise limit that applies at the time the noise is emitted; or*
>
> *(b) the alternative assessment criterion that applies at the time the noise is emitted if the assessment of an effective noise level is conducted at an alternative assessment location in accordance with the Noise Protocol."*

Unreasonable noise as defined in the Environment Protection Act 2017 is noise that:

a) is unreasonable having regard to the following—
- *i. its volume, intensity or duration;*
- *ii. its character;*
- *iii. the time, place and other circumstances in which it is emitted;*
- *iv. how often it is emitted;*
- *v. any prescribed factors; or*

b) is prescribed to be unreasonable noise

Therefore the appropriate noise regulations for the proposed development are outlined in Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues (referred to as Noise Protocol throughout this document).

Determining the acceptable noise emission levels using the Noise Protocol is a multi-step process, involving:

- Determining a zoning level, based on the location of the subject site
- Adjusting the zoning level, based on background noise level measurements conducted around the subject site.

The limits determined by the Noise Protocol apply to residential properties affected by noise emissions from the subject site.

3.1.1 Noise limits – Urban Area Method (Publication 1826.4 Part I)

To determine the zoning level, two concentric circles of diameter 140 and 400 metres are drawn around the noise sensitive location on the Victoria - Environment, Land, Water and Planning - Planning Maps Online. The area of the different zones (as scheduled in the Noise Protocol) is measured and the Influencing Factor is then calculated.

Due to the potential for significantly different zoning levels we have calculated at two residential receivers with differing influencing factors. Figure 20 below shows the zoning types for the areas in question along with the concentric circles located at 54 Leslie St and at 65 Burnley St within in the development.

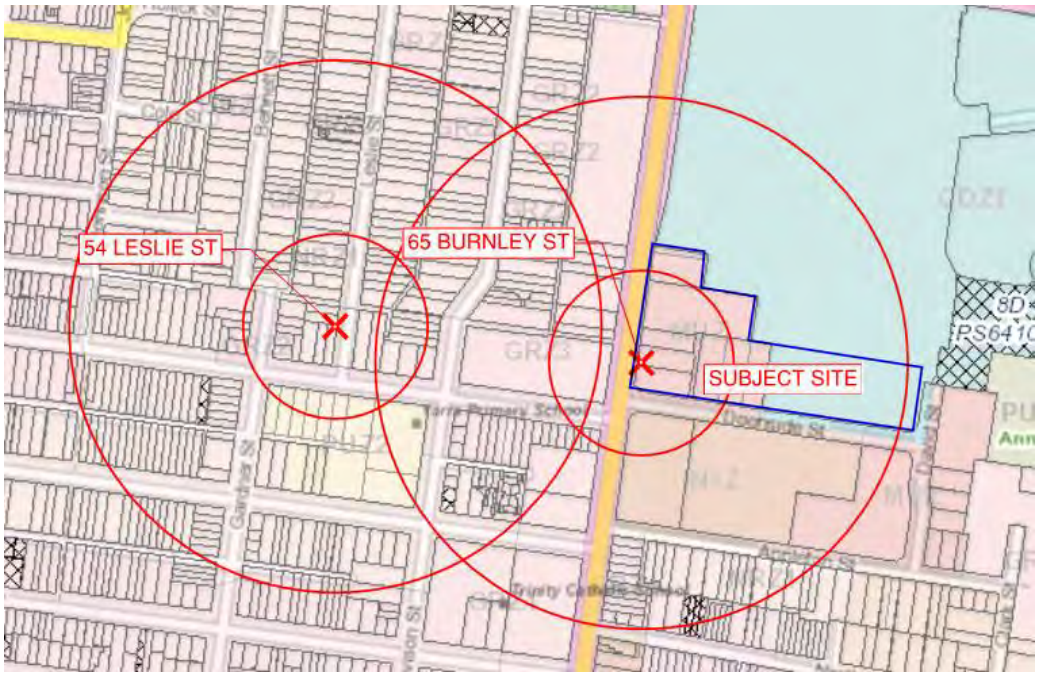

Figure 20 Urban Area - Zoning Diagram.

For the most affected residential zone receivers, the Influencing Factor (IF) is calculated to be 0.0 at 54 Leslie St and 0.38 at 65 Burnley St. The Zoning Level for Day, Evening and Night is then calculated as per Table 1 below.

Table 1 - Zoning Limits

Designated Period	Day and Time		Zoning Limits (dBA)	
			54 Leslie St	65 Burnley St
Day	Monday – Saturday (except public holidays)	0700 - 1800	50	57
	Sunday and Public Holidays	None		
Evening	Monday – Saturday (except public holidays)	1800 - 2200	44	50
	Sunday and Public Holidays	0700 - 2200		
Night	All days	2200 - 0700	39	45

3.1.2 Sensitive Receptors

54 Leslie St and 65 Burnley St is the basis of our Calculated Noise Limit assessment due to anticipated lower Influencing Factors based on surrounding zone uses within the concentric circles. In addition to 54 Leslie St and 65 Burnley St, all sensitive receivers surrounding the site will be considered in the noise emission assessment including the following addresses:

- 50 Burnley St
- 12 David St
- 39 Appleton St

3.1.3 Existing Noise Environment

According to the Noise Protocol, a minimum of two hand-held representative measurements are required during each period that the premises will normally operate, i.e. day, evening or night periods, to determine whether the background noise level is “neutral”, “high” or “low”.

If background noise levels are determined to be “neutral”, the zoning level becomes the noise limit. If background levels are not “neutral”, additional measurements are required and the zoning level is set relative to the background noise level present at the receiving location.

Background noise measurements were completed during the day at the subject site to determine the existing noise environment and any corrections to be applied to the Zoning Level noise limits. Table 2 and Table 3 schedules the background-corrected noise limits for day, evening and night based on these measurements.

Table 2 - Noise Limits Based on Measured Background Levels (54 Leslie St)

Time of Day	Zoning Level (dBA)	Measured Background, L90 (dBA)	Background Noise Level Classification	Calculated Noise Limit (dBA)
Day	50	39	Neutral	50
Evening	44	-	Neutral*	44
Night	39	-	Neutral*	39

**We have used the Neutral classification for the Evening and Night periods based on the outcome of the Day period background noise measurement*

Table 3 - Noise Limits Based on Measured Background Levels (65 Burnley St)

Time of Day	Zoning Level (dBA)	Measured Background, L90 (dBA)	Background Noise Level Classification	Calculated Noise Limit (dBA)
Day	57	39	Low	53
Evening	50	-	Low*	47
Night	45	-	Low*	42

**We have used the Low classification for the Evening and Night periods based on the outcome of the Day period background noise measurement. These levels may be subject to change, pending future measurements.*

3.1.4 Noise limits – Emergency equipment

Noise emitted during operation of equipment used solely in relation to emergencies are to comply with adjusted noise protocol limits in relation to its emergency status. This means that the noise limits in Table 2 and Table 3 shall be increased by 10 dB for day period and 5 dB for other periods.

These noise limits are shown below with equipment used in relation to emergencies:

> *"(a) a fire pump means a water pump permanently installed on a premises for extinguishing fires in emergencies;*
>
> *(b) a standby boiler means a boiler which is used to supply hot water or steam in an emergency as an alternative to the normal boiler;*
>
> *(c) a standby generator means a generator of electrical power used as an alternative to the mains supply in emergencies or for a maximum period of 4 hours per month for maintenance purposes;*
>
> *(d) a smoke spill fan means a fan that forms part of a building emergency smoke control system;*
>
> *(e) a stair pressurisation system means a pressurisation system used in emergencies to protect stairwells from smoke ingress;*
>
> *(f) a hospital specialist ventilation system means a mechanical ventilation system used in relation to an emergency to prevent the spread of airborne infection, or other biological or chemical agents."*

Table 4 - Noise Limits for Standby Generators, Boilers and Fire Pumps

Time of Day	Standby Generator, Boiler and Fire Pump Noise Limits (dBA)	
	54 Leslie St	65 Burnley St
Day	60	63
Evening	49	52
Night	44	47

3.2 Environment Protection Regulations 2021

Under the *Environment Protection Regulations 2021 S.R. No. 47/2008, Part 5.3, Division 2,* certain activities, such as the use of domestic air conditioning systems, are restricted in their permitted hours of operation.

According to this legislation, if SOUs are serviced by individual air conditioning units, these will not be permitted to operate at night unless they are inaudible at the most affected residential neighbour.

The night period for air conditioning operation is defined as:

- Monday to Friday - before 7am and after 10pm for heating and before 7am and after 11pm for cooling
- Weekends and public holidays - before 9am and after 10pm for heating and before 9am and after 11pm for cooling

If the air conditioning is centralised and operated by the Body Corporate or building owner (rather than by each individual resident), it will instead be required to comply with Noise Protocol limits of the development.

3.3 Sleep Disturbance Criteria

Noise intrusion within apartments surrounding the development have the potential to cause sleep disturbance for activities occurring during the night period 2200-0700hrs. A document published by the New South Wales Government Department of Environment Climate Change and Water, *NSW Road Noise Policy*, has compared a number sleep disturbance criteria and concluded that maximum internal noise levels below 50-55 dB L_{Amax} are unlikely to cause awakening. Assuming dwellings have open windows at night, providing a transmission loss of 10-15 dB, we propose the sleep disturbance criteria to apply at the façade of residences shown in Table 5. This criterion will influence the design of noise emission treatment from the development, primarily from building services.

Table 5 – Sleep Disturbance Criteria

Time Period	Maximum Noise Level incident on Façade (dBA L_{max})
Night (2200-0700)	65

4 NOISE EMISSION ASSESSMENT

4.1 Noise Emission Sources

We expect the following major noise sources within the development:

- Building services equipment
  - Car park exhaust and supply fans
  - Rooftop condensers serving residential towers
  - Chillers located over the shopping centre car park
  - Fire pump
  - Pool pump
- Loading dock
- Food & beverage uses

Treatment of these noise sources will be addressed in the following sections.

4.2 Building Services Treatment Recommendations

Although the mechanical design is still under development it is expected that there will be fans located on the facade throughout the development, with some major equipment on the rooftop.

The following lists the types of equipment and provides initial guidance on the design intent in complying with both Noise Protocol and internal levels.

- Car park exhaust and supply fans – treated with attenuators and/or internally lined ductwork
- Rooftop and balcony condensers – treated with either acoustic louvres or noise barriers (if required).
- Chillers – treated with either acoustic louvres or noise barriers (if required)
- Fire pump - treated with acoustic louvers, attenuators and/or lined ductwork

Implementing the above methods would ensure noise from building services sources comply with urban Noise Protocol limits at all times. All building services and acoustic treatment should be reviewed by a suitably qualified acoustic engineer.

4.3 Loading Dock Noise

Given that the loading dock is situated on Basement 2 and is therefore completely enclosed and forced ventilated we expect any loading dock noise to readily comply with the relevant noise emission limits. An assessment of loading dock noise, including noise emission from the entrance of the loading dock, will be carried out as the design progresses to confirm this, with any required acoustic treatment incorporated into the design.

Loading dock noise will be assessed to Noise Protocol L_{eq} criteria as well as the L_{Amax} sleep disturbance criteria outlined in 3.2 to the nearest affected residence at 12 David St.

4.4 Food & Beverage Noise Emissions

We recommend that further tenancy agreement requirements be put on hospitality and commercial type uses that are adjacent or above / below residential to ensure any future music and structure-borne noise sources are addressed. Suggested inclusions are as follows:

- Where music is to be potentially played above background levels, the operator must seek the input of an acoustic consultant and implement noise limiting devices to ensure Noise Protocol Music limits are met.
- Airborne and structure-borne noise from back of house, kitchen, gyms or similar areas must be controlled so as not to cause unreasonable impact to adjacent or nearby residential uses. This may require consideration of vibration isolated benches, walls and floors in some instances. The operator should seek the advice of an acoustical consultant if high noise levels or impact sounds from such areas are likely.

5 NOISE INTRUSION

This section outlines the recommended project internal noise levels based generally on AS/NSZ 2107:2016 standard with recommended minimum facade construction configurations required to achieve these internal noise levels. Commentary is also provided on noise impacts from existing commercial developments.

5.1 Internal Noise Criteria

Table 6 outlines the recommended project internal noise levels, which are based generally on AS/NZS 2107:2016 - *Acoustics - Recommended design sound levels and reverberation times for building interiors*. These criteria are inclusive of both external noise intrusion and building services noise contributions.

Table 6 - Overall Internal Noise Criteria.

Area	Internal Noise Criteria, L_{eq} (dBA)
Sleeping Areas	35
Living Areas, including Kitchen	40
Retail	50
Commercial	45

5.2 External Noise Sources

The primary noise sources impacting the development will be traffic along Burnley St to the West and noise from existing plant on the rooftop of Victoria Gardens shopping centre (including noise emissions from the cinema roof top plant). NDY have taken initial traffic and plant noise measurements, noted in Table 7.

Table 7 - External Noise Source Measurements.

Measurement Description	Sound pressure level (dB) per octave frequency band							
	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz
Traffic noise on Burnley St[1]	68	64	66	65	68	62	52	45
Plant noise[2]	67	63	55	48	46	41	44	38

[1] *Measured 6.5m from the centreline of Burnley St*
[2] *Measured 10m from the plant*

5.3 Glazing Recommendations

Based on the measurements recorded in Table 7, we recommend implementing glazing that meets the proposed Rw ratings provided in Table 8 (refer to Figure 8 for building name conventions). Indicative glazing configurations (but not limited to) have been provided to meet the proposed Rw ratings. Final glazing selections are to be reviewed by the acoustic engineer.

Table 8 - Recommend Glazing (Rw) Performance

Area	Building	Façade	Level	Rw Rating	Indicative Glazing Configuration
Retail and Commercial	Building 1, Building 4	West, facing Burnley St	L00-L01M	Rw 37	6mm float/12mm air gap /6.38mm laminate
Residences	Building 1, Building 4	West, facing Burnley St	L02-L04	Rw 39	6mm float/12mm air gap/8.76mm laminate
Residences	Building 3, Building 6	East	L02-L04	Rw 39	6mm float/12mm air gap/8.76mm laminate
Residences	Building 6	Northwest corner	L02-L06	Rw 39	6mm float/12mm air gap/8.76mm laminate
Residences	All others	All others	All others	Rw 37	6mm float/12mm air gap/6.38mm laminate
Rest of development				Rw 33	6mm float/12mm air gap/6mm float

5.4 External Noise Impacts

A plant deck is located on the rooftop adjacent Tower 3 and 6 (this includes two plant areas, one servicing Coles and the other servicing the cinema). Noise emissions from these rooftop plants will be appropriately treated to meet noise emissions criteria to the development. Treatments such as, but not limited to, additional acoustically lined ductwork, absorptive enclosures, selection of low noise equipment or relocation of plant equipment may be used to achieve compliance. Figure 21 highlights the rooftop plants of concern.

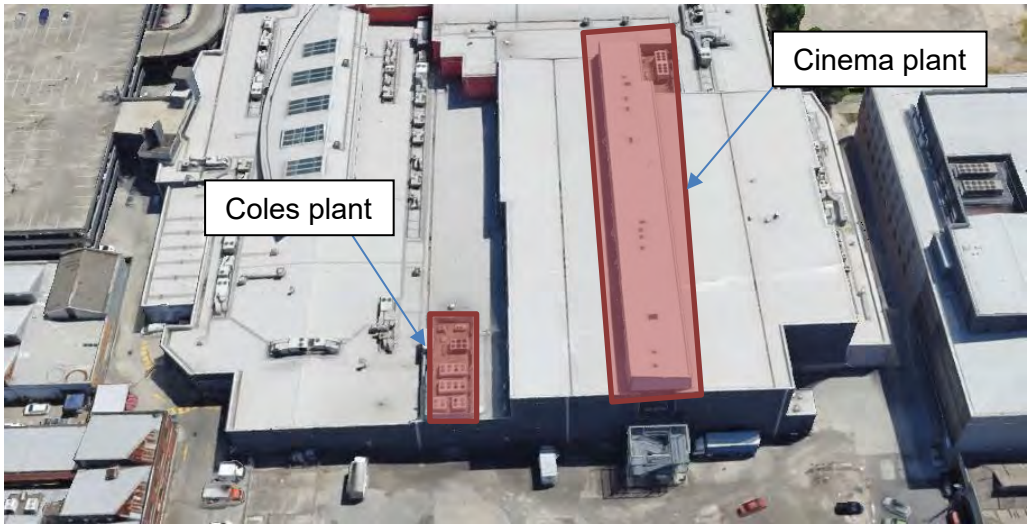

Figure 21 – Location of Adjacent Rooftop Plant

6 SOUND INSULATION – NCC VOLUME ONE – BUILDING CODE OF AUSTRALIA

6.1 Sound Control Between Residences

The residential units constitute a Class 2 building under the National Construction Code (NCC), and as such will be required to comply with part F5 of the Code to prevent undue sound transmission in the building, as described in Table 9.

Table 9 - Residential Intertenancy Design Criteria.

	Minimum Airborne Insulation Rating	Maximum Impact Insulation Rating
Sound Insulation of Floors		
Separating SOUs	$R_w + C_{tr}$ 50	$L_{n,w}$ 62
Separating a dwelling from a plantroom, lift shaft, stairway, public corridor, public lobby, etc.	$R_w + C_{tr}$ 50	$L_{n,w}$ 62
Separating a balcony from a dwelling below	-	$L_{n,w}$ 62
Sound Insulation of Walls		
Separating dwellings, generally	$R_w + C_{tr}$ 50	-
Separating a habitable room in one dwelling from a bathroom, sanitary compartment, laundry or kitchen in an adjoining dwelling	$R_w + C_{tr}$ 50	Discontinuous
Separating a dwelling from a stairway, public corridor, public lobby, etc.	R_w 50	-
Separating a dwelling from a plantroom or lift shaft	R_w 50	Discontinuous
Between a car park and a dwelling	R_w 50	Discontinuous
Separating rooms within the same dwelling	No specific requirements	-
Door separating a dwelling from a stairway, public corridor, public lobby, etc.	R_w 30	-
Sound Insulation of Services		
Riser, wall or ceiling construction separating a duct, soil, waste, storm water or water supply pipe passing through more than one dwelling from - - a habitable room - a non-habitable room or kitchen	$R_w + C_{tr}$ 40 $R_w + C_{tr}$ 25	- -
Circulating or other pumps	Flexible coupling required	
Electrical outlets located in a wall separating dwellings	Electrical outlets must be offset from each other: ▪ In masonry walling, not less than 100mm; and ▪ In timber or steel framed walling, not less than 300mm.	

7 CONCLUSION

This report has provided commentary around the noise impacts of the proposed Victoria Gardens Doonside Precinct at 1-9 Doonside Street. We expect the major sources of noise emission from the development to be:

- Building services equipment
- Loading dock
- Food & beverage outlets

Subject to appropriate treatment and design considerations outlined in this report, the proposal should comply with the relevant design targets. The design will be reviewed through the detailed design stages to ensure appropriate treatment is incorporated.

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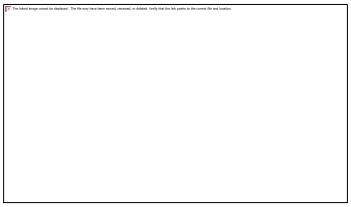

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02	12/01/2021	Waste Management Plan (Draft)
03	19/04/2021	Waste Management Plan (Draft)
04	26/04/2021	Waste Management Plan
05	09/03/2022	Waste Management Plan
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	NAME	DATE	SIGNATURE
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Approved by:	Brad Parker	07/04/2022	

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1 SUMMARY

The below is a summary of the waste management strategy proposed for the subject site. The complete report must be read in detail prior to implementing the waste management plan.

Located at 1-9 Doonside Street, Richmond the proposed expansion project will deliver a new and vibrant mixed-use development spanning three towers and four midrise buildings, with two levels of basement car parking.

For operational efficiencies, independent waste systems have been allocated to the following components of the development:

- Residential
- Commercial
    - Retail MM004 is separated from the wider commercial offering (refer below in Section 5)

Retail MM004 waste is to be managed independently of all other waste systems (inclusive of an isolated loading arrangement) in accordance with the tenants' operational requirement, and will not share other waste systems within the development. For the purpose of waste estimation, MM004 is assumed by WSP to operate as a grocer. Refer to Section 5 for more details.

The following waste systems and collection arrangements are proposed for the development:

Table 1 Waste Collection Summary

Use	Stream	Item	Collections per Week	Collection
Residential	Garbage	1x 25m^3 Compactor	Up to 1	All Collections by Private Contractor
	Commingled Recycling	1x 25m^3 Compactor	1	
	Glass	8x 660 Litre Bins	2	
	Organics	21x 120 Litre Bins	4	
	Hard Waste & E-Waste	8m^2 Hard Waste Area	As Required	
Commercial	Garbage	1x 15m^3 Compactor	Up to 2	
	Commingled Recycling	6x 1100 Litre Bins	3	
	Cardboard	1x 15m^3 Compactor	1	
	Glass	10x 60 Litre Bins	2	
	Organics	1x 6000L Sludge Tank	3	
	Extended Waste Streams (i.e. e-waste, soft plastic)*	Bins or Allocated Storage Area as Appropriate	As Required*	
Retail MM004**	Garbage	5x 1100 Litre Bins	(Up to) 7	
	Commingled Recycling	3x 1100 Litre Bins	(Up to) 7	
	Cardboard	4x Cardboard Bales	(Up to) 2	
	Organics	1x 4000L Sludge Tank	(Up to) 3	
	Extended Waste Streams (i.e. e-waste, soft plastic)*	Bins or Allocated Storage Area as Appropriate	As Required*	

** Extended waste streams (i.e. e-waste or soft plastic) will be collected on an as required basis due to the requirement to accumulate a sufficient volume of material prior to collection. Anticipated collection of approx. 1 per month per stream.*

***As the retail MM004 waste is to be managed in accordance with the occupants' operational plan and standard design fitout preferences for waste, the above collection detail is provided as a **possible** arrangement only. In practice, waste stream separation, equipment and collection frequency may differ to that listed above.*

RESIDENTIAL WASTE COLLECTION

Residential waste collections will occur on-site directly from the basement 02 waste rooms. A 10.8m hook lift truck or smaller collection vehicle will be utilised to perform all collections, entering and exiting the ground floor loading dock, accessed via Davis Street. A minimum height clearance of 4.5m at the point of compactor lift and 4.0m throughout vehicle path of travel has been allowed for within the loading dock and associated access. Swept path analysis showing sufficient access is provided in Appendix B.

For streams not managed within the compactors, collection vehicles will prop within the basement 02 residential loading dock, with operators to collect the material directly from the waste room and return empty storage containers (if appropriate) immediately upon emptying.

COMMERCIAL WASTE COLLECTION

All commercial waste collections will occur on-site directly from the basement 02 waste room. A 10.8m hook lift or smaller collection vehicle will be utilised to perform all collections, entering and exiting the basement 02 loading dock, accessed via Davis Street. A minimum height clearance of 4.5m at the point of compactor lift and 4.0m throughout vehicle path of travel has been allowed for within the loading dock and associated access. Swept path analysis showing sufficient access is provided in Appendix B.

For streams not managed within the compactors, collection vehicles will prop within the basement 02 commercial loading dock, with operators to collect the material directly from the waste room and return empty storage containers (if appropriate) immediately upon emptying.

A macerator unit and glass crusher have been implemented on-site for the management of organic waste and glass respectively, extending from the retail and market hall uses.

RETAIL MM004 WASTE COLLECTION

All waste will be stored on-site within the separate loading dock (refer to Appendix A). Collections will occur directly from the on-site loading bay provided in the loading dock, as appropriate per waste stream.

Collection vehicles (8.8 metre or smaller sized vehicles) will enter and exit the site via Davis Street. Swept paths showing sufficient vehicle access are provided in Appendix B.

No bins will be stored outside of the title boundary or presented to kerb for collection at any time.

Building Management will ensure sufficient access is provided for collection vehicle operators during collection times.

2 INTRODUCTION

The following Waste Management Plan has been prepared for a proposed mixed-use development at 1-9 Doonside Street, Richmond.

This Waste Management Plan (WMP) has been prepared based on City of Yarra waste management requirements and best practice waste management methodology and technologies commonly available in Australia. The waste generation rates provided within have been prepared based on *City of Yarra's Waste Management Plan Policy for Multi-Unit Developments* (2018).

The waste services proposed throughout this Waste Management Plan will be reviewed with respect to any change in the operational requirements of the subject development over time. Revised waste management plans will be issued to Council for approval prior to adoption.

2.1 LAND USE

Client:	Vicinity Centres and Salta Properties
Land Use Type:	Mixed Commercial & Residential
Number Levels:	17 levels and 2 additional basement levels

Table 2 Development Summary

Use	**Area**/Quantity
Residential (1 Bed) (including Studio Apartments)	456 Apartments
Residential (2 Bed)	369 Apartments
Residential (3 Bed)	14 Apartments
Retail (Food & Drink)	1,914 sq.m
Retail (Shop) (including Mini-Majors)	5,385 sq.m
Retail (Hotel)	1,446 sq.m
Office	3,485 sq.m

3 RESIDENTIAL WASTE MANAGEMENT PLAN

The following waste management strategy addresses the residential components of the subject development.

The residential waste management strategy has been developed in alignment with the services provided by City of Yarra (general waste, commingled recycling and glass collection). This Waste Management Plan makes allowance for extended waste streams and methodologies to enhance the ability to divert waste from landfill.

3.1 WASTE GENERATION

Waste generation rates per week are shown in Table 3 and Table 4 are based on a 7 day per week operation for apartment services.

Table 3 Residential - Waste Generation Rates

Use	Weekly Generation Rate (Litres / Apartment / Week)			
	General Waste	Recycling	Glass*	Organics
Residential – 1 Bed	30	50	10	10
Residential – 2 Bed	38	68	12	12
Residential – 3 Bed	45	85	15	15

Table 4 Residential - Waste Generation Assessment

Use	Quantity / Area (Net Leasable)	Weekly Waste Volume (Litres / Week)			
		General Waste	Recycling	Glass*	Organics
Residential – 1 Bed	456	13,680	22,800	4,560	4,560
Residential – 2 Bed	369	14,022	25,092	4,428	4,428
Residential – 3 Bed	14	630	1,190	210	210
TOTAL		**28,332**	**49,082**	**9,198**	**9,198**

**Glass waste may be incorporated into the commingled recycling stream until such time as Council or State Government require separation to occur.*

3.2 WASTE SYSTEMS

Waste shall be sorted on-site by residents as appropriate into the following core streams:

- General Waste (Garbage)
- Commingled Recycling
- Glass
- Organics
- Hard Waste
- E-waste (Electronic Waste)

3.2.1 DUAL CHUTES

Dual chutes will be provided for the disposal of waste generated from each residential tower. There is to be one chute dedicated to garbage and another dedicated to commingled recycling. The chute doors will be signed as garbage or commingled recycling as appropriate. Each chute will output directly into the stream appropriate compactors within the refuse room.

Rubber skirting is to be provided at the end of the chutes to ensure debris from chute will not create a risk to operators.

3.2.2 CORE WASTE STREAMS

3.2.2.1 GENERAL WASTE, COMMINGLED RECYCLING, & GLASS (FUTURE PROVISION)

Each apartment shall have provisions for plastic lined bins to have a minimum cumulative capacity of 35 litres each for the temporary holding of garbage, commingled recycling and glass. Tenants will transfer bagged garbage and loose recyclables as required into the appropriate waste chute provided on each floor. Glass and organics will be provided with drop-off locations within the basement 02 level storage area.

3.2.3 ORGANICS (FUTURE PROVISION)

It is understood that the City of Yarra are considering offering organics (food waste) collection service for residents in the future. As such, provisions for separate 120 litre organics drop-off bins have been made within the residential waste room on basement 02.

If implemented, each apartment shall have provision for kitchen organics caddys (refer to Figure 1) to have a minimum capacity of 6 litres for the temporary holding of organics (food waste). Residents will transfer the organic waste to the 120 litre organics bins within the basement 02 waste room as required. Kitchen caddys may be lined with biodegradable bags (i.e. corn-starch bags) or paper (i.e. newspaper) if desired.

Figure 1 Example Kitchen Organics Caddy

Residential generation rates for organics are based on the Residential Multi-Unit Development Waste Generation Rates (Over 8 Dwellings) from the *City of Frankston Waste Management Guidelines for Multi-Unit Developments* (2016). Organics generation rates are shown in Table 5 and are based on a seven (7) day per week operation.

Table 5 Weekly Organics Generation Rates

Usage	Organics (L/week)
One Bedroom	10
Two Bedroom	12
Three Bedroom	15

A weekly organics generation assessment for the northern and southern residential towers is shown in Table 6.

Table 6 Northern Tower – Weekly Organics Generation Assessment

Usage	Quantity	Organics (L/week)
One Bedroom	456	4,560
Two Bedroom	369	4,428
Three Bedroom	14	210
TOTAL	**839**	**9,196**

3.2.4 HARD WASTE

A secure hard waste area of 8m^2 has been allocated within the basement 02 back of house / loading dock area 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.

3.2.5 E-WASTE

Approximately 2m^2 of the 8m^2 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 120 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.

E-waste collections will be arranged by building management (or equivalent) via a private contractor as required.

3.3 INTERNAL WASTE TRANSFER & HANDLING

All waste transfer paths are to be exclusively within the site title boundary and should not require cleaners/tenants to exit title to perform operations. Transfer routes for waste collections are not to include stairs or gradients greater than 1:14.

Transfer of waste bins from the chute termination rooms to the centralised compactors will be undertaken by facilities/cleaning staff using a mechanical tug or ride-on tug. Bin transfer is anticipated to occur once per day, per core, and will occur entirely within the basement.

3.4 WASTE MANAGEMENT EQUIPMENT

The waste management strategy will utilise compactors for the general waste and paper/cardboard streams, due to the large volumes anticipated. All other streams will be managed via bins or an allocated storage area as appropriate to the steam.

Table 7 and Table 8 details the storage method, size, capacity and frequency of collection required for the development. Compactors are assumed to provide a compaction ratio of 3:1; in practice, higher compaction ratios may be achieved subject to material disposed and supplier equipment capabilities.

Table 7 Residential Waste Storage & Capacity

Stream	Storage Method	Size	Qty	Collections per Week	Weekly Capacity (L) (Uncompacted)	Weekly Volume (L) (Uncompacted)
General Waste	Compactor	25m^3	1	1	75,000	28,332
Commingled Recycling	Compactor	25m^3	1	1	75,000	49,082
Glass	Bin Based	660 Litre	8	2	10,560	9,199
Food Organics	Bin Based	120 Litre	21	4	10,080	9,198
Hard Waste & E-waste	Lined Marked Area	8m^2	-	As required	-	-

Table 8 Typical Storage Unit Dimensions

Unit	Width (mm)	Depth (mm)	Height (mm)
25m^3 Compactor	7,380	2,480	2,480
660 Litre Bin	1,260	780	1,330
120 Litre Bin	480	545	930

3.4.1 EXTENDED WASTE STREAMS

Table 9 below describes the systems for the extended waste streams. Refer to Appendix A for a complete layout.

Due to the requirement for a suitable volume of each waste to be generated prior to collection, all extended streams will be collected on an as-required basis by a private collection contractor once the storage area capacity is reached.

Table 9 Extended Waste Stream Storage

Waste Stream	Storage Method
Hard Waste	Dedicated caged or line-marked storage area adjacent to loading dock
Electronic Waste (E-Waste)	Dedicated line-marked storage area and/or 660 litre bin within waste store

3.5 WASTE STORAGE AREA AND LOCATION

Table 10 demonstrates the cumulative area requirements (excluding circulation) in comparison to the designed provision of ground level waste storage to demonstrate the adequacy of the area provided.

Table 10 Waste Storage Area Requirements

Waste Equipment	Area Required	Area Provided
2no. 25m^3 Compactor	18.31m^2	176.00m^2
8no. 660L Bin	7.86m^2	
21no. 120L Bin	5.49m^2	
Hard Waste Area	6.00m^2	
E-waste Area	2.00m^2	
TOTAL	**57.97m^2**	**176.00m^2**

3.6 BIN SUPPLIER AND COLOURS

All bins will be provided by private supplier. The below bin colours are specified by Australian Standard AS4123.7 2006, however due the private nature of the collection, these are only recommendations and are not mandatory:

- Garbage (general waste) bins shall have red lids with dark green or black body.
- Recycle bins shall have yellow lids with dark green or black body.
- Glass bins shall have purple lids with dark green or black body.
- Organics bins shall have lime green lids with dark green or black body.
- E-Waste bins shall have white lids with dark green or black body

Private collection contractors often supply their own bins for collection.

3.7 SIGNAGE

Waste storage areas and bins will be clearly marked and signed with the industry standard signage approved by Sustainability Victoria (such as that illustrated in Figure 2 below) or equivalent.

Users will be instructed by building management to adhere to these requirements.

Figure 2 Sustainability Victoria Waste Signage

3.8 RESIDENTIAL WASTE COLLECTION METHODOLOGY

All waste will be collected via a private contractor as outlined in Table 11.

Table 11 Residential Collection Summary

Use	Stream	Item	Collections per Week
Residential	Garbage	1x 25m^3 Compactor	Up to 1
	Commingled Recycling	1x 25m^3 Compactor	1
	Glass	8x 660 Litre Bins	2
	Organics	21x 120 Litre Bins	4
	Hard Waste & E-Waste	8m^2 Hard Waste Area	As Required

** Extended waste streams (i.e. e-waste) will be collected on an as required basis due to the requirement to accumulate a sufficient volume of material prior to collection. Anticipated collection of approx. 1 per month per stream.*

Residential waste collections will occur on-site directly from the basement 02 residential loading dock. A 10.8m hook lift or smaller collection vehicle will be utilised to perform all collections, entering and exiting the basement 02 loading dock, accessed via Davis Street. A minimum height clearance of 4.5m at the point of compactor lift and 4.0m throughout vehicle path of travel, been allowed for within the loading dock. Swept path analysis showing sufficient access is provided in Appendix B.

For streams not managed within the compactors, collection vehicles will prop within the basement 02 residential loading dock, with operators to collect the material directly from the waste room and return empty storage containers (if appropriate) immediately upon emptying.

Bins will not be stored outside of the title boundary or presented to kerb for collection at any time.

Building management will ensure sufficient access is provided for operators during collection times. Typically, operators are provided with keypad/swipe card access to the service doors.

4 COMMERCIAL WASTE MANAGEMENT PLAN

The following waste management strategy addresses the commercial components (retail, market hall and office) of the subject development.

4.1 WASTE GENERATION

To provide a conservative waste volume estimate, a commercial waste generation rate has been adopted for each proposed use as outlined in Table 12 using the following assumptions:

- Retail tenancies (Food & Drink) are considered as food and beverage tenancies
- Retail (Shop) are assumed to operate as non-food tenancies
- Retail (Hotel) are assumed to operate as food and beverage tenancies
- Retail tenancy MM004 (1,204m^2) is assumed to operate as a grocer and is to have an independent loading/waste management arrangement and is therefore excluded from the below figures. Refer to Section 5 for detail.

These will provide for future change of use if undertaken.

Table 12 Proposed Commercial Tenancy Use

Proposed Use (As per Development Summary)	Adopted Commercial Waste Generation Rate	Area (m^2)
Retail (Food & Drink)	Retail (Food & Beverage)	1,914
Retail (Shop)	Retail (Non-Food)	4,181
Retail (Hotel)	Retail (Food & Beverage)	1,446
Office	Commercial Office	3,485

Waste generation rates per week are shown in Table 13. All retail uses are based on a seven (7) day per week operation while office uses are based on a five (5) day per week operation.

Retail (food, non-food and restaurant) waste generation rates provided are based on City of Melbourne's common commercial waste generation rates within the City of Melbourne's Guidelines for Preparing a Waste Management Plan (2017).

Office generation rates are based on waste volume data held by WSP sourced from a number of similar operational developments.

Cardboard, organics and glass generation rates for the retail uses have been derived from the following EPA NSW documents:

- Document 120339 – *Reducing business waste industry fact sheet: Cafes and Restaurant (2012).*

Table 13 Commercial - Weekly Waste Generation Rates

Use	Generation Rate (L/100m^2/week)				
	Garbage	Recycling	Cardboard	Glass	Organics
Retail (Food)	1,050	305	945	150	1,050
Retail (Non-food)	350	175	175	-	-
Retail (Hotel)	1,050	305	945	150	1,050
Commercial Office	45	25	25	-	5

Weekly waste generation assessment for the development is shown in Table 14.

Nominated areas provided in Table 14 below are those considered as the primary area in which activities will be undertaken for the nominated use (i.e. dedicated room, dining area or tenancy space). Ancillary areas (i.e. toilets, store rooms, lobbies, foyers, lifts, stairwells, etc.) are considered to generate waste in service of these spaces and are therefore not included in the net leasable area documented below.

Table 14 Commercial - Weekly Waste Generation Assessment

Use	Area (m^2)	Waste Volume (L/week)				
		Garbage	Recycling	Cardboard	Glass	Organics
Retail (Food)	1,914	20,097	5,838	18,087	2,871	20,097
Retail (Non-food)	4,181	14,634	7,317	7,317	0	0
Retail (Hotel)	1,446	15,183	4,410	13,665	2,169	15,183
Commercial Office	3,485	1,568	871	871	0	174
TOTAL		**51,482**	**18,436**	**39,940**	**5,040**	**35,454**

4.2 WASTE SYSTEMS

Waste shall be sorted on-site by tenants as appropriate into the following streams:

Core Waste Streams

- Garbage (General Waste)
- Commingled Recycling
- Cardboard
- Glass
- Organics

Extended Waste Streams

- Waxed Cardboard
- Polystyrene
- Secure Paper
- Soft Plastics
- Cooking Oil
- Hard Waste
- E-waste

Throughout the facility it will be ensured that it is as easy to dispose of all other core waste streams as it is garbage. This will be achieved by ensuring the development is appropriately furnished with bin stations throughout the individual rooms, ancillary spaces and communal areas. Clear signage is to be appropriately displayed in combination with the bin stations to identify the segregation of waste streams and correct use of the bins.

Bin stations will be used to encourage the separation of waste streams and diversion from landfill. The bin stations incorporate the provision of multiple bins for different waste streams at central locations and common areas for ease of disposal. This system is beneficial as users are required to make a conscious decision as to which bin they place their refuse in, typically resulting in a reduced volume of garbage (landfill).

The use of bin stations also reduces the amount of locations cleaners are required to service throughout the development.

Figure 3 Example Bin Station Application

Brand: *Ecobins*

Brand: *Method Bins*

4.2.1 CORE WASTE STREAMS

Commercial tenancies shall have minimum provisions for a single bin station per room or collective area for all uses. Each bin station is recommended to consist of a minimum of three bins to have a minimum cumulative capacity as outlined in Table 15 for the temporary holding of the core waste streams: garbage, commingled recycling and glass.

Anticipated minimum disposal frequency per day for each tenancy use is also outlined in Table 15. “Transfer frequency” within the below table refers to the frequency at which waste will be required to be transferred from the commercial tenancies to the waste disposal systems on basement 02.

Internal waste storage, temporary bin provision, and transfer frequency will ultimately be determined by the tenant and facilities management.

Table 15 Commercial - Tenancy Bin Capacity Rates & Disposal Frequency

Tenancy Use	Bin Capacity by Stream (Litres per 100m^2 of NLA)					Transfer Frequency per Day
	Garbage	Commingled Recycling	Cardboard	Glass	Organics	
Retail (Non-food)	75	22	68	11	75	2
Retail (Food)	50	25	25	0	0	1
Retail (Hotel)	75	22	68	11	75	2
Commercial	6	4	4	0	1	1

4.2.2 GARBAGE & CARDBOARD

Two 15m^3 compactors will be used for the disposal and management of garbage and cardboard waste (separate compactors) generated by the commercial tenancy spaces. Only trained staff and cleaners are to operate the compactor.

Tenants and/or cleaners will be responsible for transferring and disposing garbage or cardboard waste directly into the appropriate compactor (refer to Appendix A).

4.2.3 COMMINGLED RECYCLABLES

Commingled recyclables are to be disposed of loosely within the 1,100L bins provided within the waste room, with any plastic liners used for transfer to be disposed of within the garbage bins.

4.2.4 ORGANICS

Organic waste extending from the development will be managed via a macerator unit located within the commercial waste area on the basement 02 (refer to Appendix A). Macerator units operate similar to a blending mechanism to process organic waste, reducing the organic input into a sludge-like product. The resulting sludge behaves largely as a liquid, and can be pumped (typically through a 75mm piping connection) to a large holding tank for storage. With respect to the proposed development the macerator provided will ultimately discharge into a 4,000L holding tank provided within the ground floor loading dock.

The macerator unit will be fitted with a bin lifter attachment enabling immediate disposal of 120L organics bins into the unit. If desired, the bin lifter can be fitted with smart-card access technology, which will record both user identification and the weight of the material being disposed of. In addition to assisting building management in identifying any vendors responsible for equipment misuse, such technology could provide a basis in which vendors are charged for organics disposal on a pro-rata basis under any future leasing agreements.

Figure 4 Example Macerator Unit with Bin Lifter & Sludge Tank

RETAIL

Retail tenancies may be furnished with small bins/tubs for the separation of temporary holding of food organics, as deemed appropriate by the occupant(s). Tenants/staff will transfer and empty these bins/tubs into the larger 120L organics bin provided in the basement 02 commercial waste room.

Figure 5 Example Small Organics Bins

23L Organics Caddy/Bin

7L Maze Kitchen Caddy

Alternatively, 120L drop-off bins may be distributed throughout appropriate back of house areas for the immediate disposal of organic waste, as deemed appropriate by building management (or equivalent).

Staff/building management will transfer and empty full 120L bins into the macerator unit as required.

OFFICE

The office tenancies may be furnished with kitchen caddys or small bins for the separation and temporary holding of food organics, as deemed appropriate by the occupant(s). These are typically located within kitchenettes or food preparation areas within the tenancy spaces. Cleaners/staff will manually empty loose organic waste from these bins into the 120 litre organics bins provided within the basement 02 commercial waste room.

Cleaners/building management will transfer and empty full 120L bins into the macerator unit as required.

4.2.5 GLASS

Glass waste produced from the retail and/or market hall tenancies is to be managed via a glass crusher, with waste collected in small 20-40 litre tubs to be transferred into the crusher. Transfer, handling and disposal of glass waste is to be undertaken at appropriate times and in such a manner so as to minimise associated noise impact. The glass crusher will output crushed glass into 60 litre bins for collection.

Glass crusher units typically provide a volume reduction of 5:1.

4.2.6 SOFT PLASTICS

Based on the waste stream composition of similar commercial buildings, it is anticipated that a moderate volume of soft plastics will be generated from the proposed development which supports independent stream management.

Soft plastic will be managed with 1,100L holding bins provided within the waste room for the temporary holding of soft plastics until such time as the volume is sufficient for collection.

4.2.7 WAXED CARDBOARD

Waxed cardboard shall be flattened and stored within the provided storage frame within the waste room. Tenants and/or cleaners will be responsible for transferring and disposing waxed cardboard waste directly into the cardboard drop-off cage/bin provided in the waste room. No waxed cardboard is to be disposed of within the compactor.

Figure 6 Example Cardboard Drop-off Cages

4.2.8 COOKING OIL

Based on the waste stream composition of similar retail food tenancies, it is anticipated that a moderate volume of cooking oil will be generated from the proposed development which supports independent stream management.

Used cooking oil will be managed with 700L vacuum tank provided within the waste room for the temporary holding of used cooking oil until such time as the volume is sufficient for collection.

Figure 7 Example Vacuum Tank

4.2.9 HARD WASTE

A secure hard waste area of 8m^2 has been allocated within the commercial loading dock area 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.

4.2.10 E-WASTE

Approximately 2m^2 of the 8m^2 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 660 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.

E-waste collections will be arranged by building management (or equivalent) via a private contractor as required.

4.2.11 SECURE PAPER

Commercial tenancies may be furnished with secure paper bins as deemed appropriate by the commercial tenant(s). Secure paper collections will be performed on an “as required” basis via an authorised contractor.

Collection contractors will enter the building, collect and exchange the secure paper bins directly from the individual commercial tenancies on each floor, as per common practice. The commercial tenant and/or building management (or equivalent) will coordinate collection services.

4.3 INTERNAL WASTE TRANSFER & HANDLING

All waste transfer paths are to be exclusively within the site title boundary and should not require cleaners/tenants to exit title to perform operations. Transfer routes for waste collections are not to include stairs or gradients greater than 1:14.

4.3.1 RETAIL

Bins / bin stations throughout the retail and market hall components are anticipated to be cleared by staff/cleaners in accordance with building management operations. Staff/cleaners will manually transfer and empty these bins into the appropriate compactors and larger collection bins provided within basement 02 waste room, as required.

Garbage waste is to be disposed of bagged, and all other waste streams are to be disposed of loosely, with all plastic liners to be appropriately disposed of within the garbage bins provided.

4.3.2 OFFICE

Bins / bin stations throughout the offices spaces are anticipated to be cleared by cleaning staff in accordance with building management operations. Cleaners will manually empty these bins utilising cleaners' trolleys.

Material from the trolleys is to be decanted into the appropriate compactors and larger collection bins provided in the basement 02 commercial waste room. Waste transfer will generally occur via the internal lift (or goods lift), primarily outside of standard office operational hours.

Garbage waste is to be disposed of bagged, and all other waste streams are to be disposed of loosely, with all plastic liners to be appropriately disposed of within the 1100 litre garbage bins.

4.4 WASTE EQUIPMENT REQUIRED

4.4.1 BIN QUANTITY, SIZE & COLLECTION FREQUENCY

Table 16 through to Table 20 contain information regarding bin quantity, size, and frequency of collection required for the development.

Due to variance between capacity and actual volumes, from time to time fewer bins than those specified may be required to be collected. Only full bins will be presented for collection.

Table 16 Garbage & Cardboard Information & Capacity

Garbage & Cardboard					
Stream	**Compactor Size**	**Quantity**	**Collections per Week**	**Weekly Capacity (Uncompacted) (L)**	**Weekly Volume (Uncompacted) (L)**
Garbage	$15m^3$	1	Up to 2	90,000	51,482
Cardboard	$15m^3$	1	1	45,000	39,940

Table 17 Commingled Recycling Information & Capacity

Commingled Recycling					
Equipment	**Equipment Size**	**Quantity**	**Collections per Week**	**Weekly Capacity (L)**	**Weekly Volume (L)**
Bin-Based	1100 Litre	6	3	19,800	18,436

Crushed glass bins are shared between retail uses of the development. Crushed class bin requirements are outlined in Table 18. The glass crusher reduces the volume of glass waste at a rate of approximately 5:1.

Table 18 Glass Information & Capacity

Crushed Glass (5:1 Reduction)				
Bin Size	**Quantity Bins**	**Collections per Week**	**Weekly Capacity (Crushed)(L)**	**Weekly Volume (Crushed)(L)**
60 Litre	10	2	1,200	1,008

Table 19 contains information regarding the capacity and dimensions of the proposed macerator unit and sludge tank for the management of organic waste from the development.

The macerator reduces the volume of organic waste at a rate of approximately 2:1.

Note that the specifications listed within Table 19 are for reference only and must be confirmed with the nominated supplier prior to any works commencing.

Table 19 Organics Equipment - Macerator Sludge Tank Capacity

Macerator Sludge Tank (2:1 Reduction)				
Tank Size	**Quantity**	**Collection Per Week**	**Weekly Capacity (Sludge)**	**Weekly Volume (Sludge)**
6,000L	1	3	18,000	17,727

Table 20 Typical Equipment Dimensions

Typical Equipment Dimensions (mm)			
Equipment Size	**Width**	**Depth**	**Height**
15m^3 Compactor	2,460	7,380	2,480
1100 Litre	1,240	1,070	1,330
660 Litre	1,260	1,070	1,330
240 Litre	585	730	1,060
120 Litre	480	545	930
60 Litre	462	497	640
Organic Macerator	3,860	1,000	2,070
6,000L Sludge Tank (Cylindrical)	1,700	1,000	3,000
Bin Wash Equipment	1,773	2,510	2,218
Waste Weighing System	1,600	1,700	1,500
120L-240L Bin Lifter	950	1,150	2,265

4.4.2 EXTENDED WASTE STREAMS

Table 21 below describes the systems for the extended waste streams. Refer to Appendix A for a complete layout.

Due to the requirement for a suitable volume of each waste to be generated prior to collection, all extended streams will be collected on an as-required basis by a private collection contractor once the storage area capacity is reached.

Table 21 Extended Waste Stream Storage

Waste Stream	Storage Method
Fish and Meat	To be stored within a cold room area, in 120L or 240L bins subject to collection operator preference.
Soft Plastic	To be bagged using a gathering stand (refer Figure 8 below for example) or an 1100 litre bin subject to collection contractor preference
Expanded Polystyrene (EPS)	To be stored within a gathering stand (refer Figure 8 below for example) or an 1100 litre bin subject to collection contractor preference
Waxed Cardboard	Dedicated line-marked storage area and/or 1,100 litre bin within waste store
Used Cooking Oil	To be stored within dedicated 700L vacuum tank within waste store
Hard Waste	Dedicated caged or line-marked storage area adjacent to loading dock
Electronic Waste (E-Waste)	Dedicated line-marked storage area and/or 660 litre bin within waste store
Unique Recyclables	Generally stored within smaller bins appropriate to the stream within a dedicated area as nominated adjacent to the loading dock. The space will be flexible to response do increases and decreases in volume generated.

Figure 8 Example Soft Plastic Gathering Stand

4.5 WASTE STORAGE AREA & LOCATION

Table 22 demonstrates the cumulative area requirements (excluding circulation) and provision of commercial waste areas.

Table 22 Waste Storage Area Requirements

Use	Waste Equipment	Area Required	Area Provided
Commercial (Retail Waste Area)	1no. 15m^3 Garbage Compactor	12.30m^2	183.00m^2
	6no. 1100L Recycling Bins	7.96m^2	
	1no. 15m^3 Cardboard Compactor	12.30m^2	
	1no. Glass Crusher	0.33m^2	
	6no. 60L Crushed Glass Bins	1.35m^2	
	8no. 120L Organics Bins	2.08m^2	
	1no. Macerator Unit & Bin Lifter	5.06m^2	
	1no. Sludge Tank	1.70m^2	
	Extended Waste Streams area	3.00m^2	
	Hard Waste area	6.00m^2	
	E-waste area	2.00m^2	
	Fish and Meat cold room	7.21m^2	
	1no. Bin Wash Equipment	4.45m^2	
	1no. Waste Weighing System	2.72m^2	
	1no. 120L-240L Bin Lifter	1.09m^2	
TOTAL		**69.11m^2**	**183.00m^2**

4.6 BIN COLOUR AND SUPPLIER

All bins will be provided by private supplier. The below bin colours are specified by Australian Standard AS4123.7 2006, however due the private nature of the collection, these are only recommendations and are not mandatory:

- Garbage (general waste) bins shall have red lids with dark green or black body.
- Recycle bins shall have yellow lids with dark green or black body.
- Cardboard bins shall have blue lids with blue body.
- Organics bins shall have green lids with dark green or black body.
- Glass bins shall have purple lids with light green body.
- E-waste bins shall have white lids with dark green or black body.

Private collection contractors often supply their own bins for collection.

4.7 SIGNAGE

Waste drop-off areas, bins and equipment will be clearly marked and signed with the industry standard signage approved by Sustainability Victoria or equivalent. The typical Sustainability Victoria signage is depicted in Figure 9.

Commercial tenants will be instructed by building management to adhere to these requirements.

Figure 9 Sustainability Victoria Waste Signage

4.8 WASTE COLLECTION METHODOLOGY

All waste will be collected via a private contractor as outlined in Table 23.

Table 23 Commercial Collection Summary

Use	Stream	Item	Collections per Week
Commercial	Garbage	1x 15m^3 Compactor	Up to 2
	Commingled Recycling	6x 1100 Litre Bins	3
	Cardboard	1x 15m^3 Compactor	1
	Glass (Crushed)	10x 60 Litre Bins	2
	Organics	1x 6000L Sludge Tank	3
	Extended Waste Streams (i.e. e-waste, soft plastic)*	Bins or Allocated Storage Area as Appropriate	As Required*

** Extended waste streams (i.e. e-waste or soft plastic) will be collected on an as required basis due to the requirement to accumulate a sufficient volume of material prior to collection. Anticipated collection of approx. 1 per month per stream.*

All commercial waste collections will occur on-site directly from the basement 02 loading dock. A 10.8m hook lift or smaller collection vehicle will be utilised to perform all collections, entering and exiting the basement 02 loading dock, accessed via Davis Street. A minimum height clearance of 4.5m at the point of compactor lift and 4.0m throughout vehicle path of travel, been allowed for within the loading dock. Swept path analysis showing sufficient access is provided in Appendix B.

For streams not managed within the compactors, collection vehicles will prop within the basement 02 retail loading dock, with operators to collect the material directly from the waste room and return empty storage containers (if appropriate) immediately upon emptying.

Staff/cleaners will ensure bins are placed next to the loading bay during collection times and return them to waste room once emptied. A macerator unit and glass crusher have been implemented on-site for the management of organic waste and glass extending from the retail and market hall uses.

Bins will not be stored outside of the title boundary or presented to kerb for collection at any time.

Building management will ensure sufficient access is provided for operators during collection times. Typically, operators are provided with keypad/swipe card access to the service doors.

5 RETAIL MM004 WASTE MANAGEMENT

Retail MM004 waste is to be managed independently of all other waste systems and will not share waste systems with the wider building due to tenant requirements and practice. Strategies for the remaining commercial components are addressed in Section 4.

For the purpose of waste estimation, WSP has assumed MM004 will operate as a grocer. Grocer waste generation rates as shown are based on case study data held by WSP for a similar offering.

Given grocer waste is to be managed in accordance with the occupants' operational plan and standard design fitout preferences for waste, the following section provides a high-level summary of possible operations only. In practice waste volumes, stream separation and collection arrangements may differ to that described below, however the following principles will apply regardless of operations:

- All collections will occur via the onsite loading dock
- All waste (including equipment) will be stored within the waste storage area, with no waste storage external to the title

5.1 WASTE GENERATION

Waste generation rates are shown in Table 24. Calculations are based on a 7 day per week operation. A waste generation assessment prepared in accordance with these rates is shown in Table 25.

Grocer waste generation rates as shown are based on case study data held by WSP.

Any areas considered ancillary to the active area of the grocer (i.e. the 150m^2 grocer back of house) are not considered to generate additional waste, and as such are not included in the area shown below. Waste generated by these areas is created in service of the active uses of the grocer and is therefore incorporated into the rates shown below.

Table 24 Waste Generation Rates – Retail MM004

Use	Weekly Generation Rate (Litres / 100m^2 / Week)			
	General Waste	Recycling	Paper/Cardboard	Food Organics
Retail MM004 (Grocer)	1,050	560	3,500	1,050

Table 25 Waste Generation Assessment - Retail MM004

Use	Quantity / Area (Net Leasable)	Weekly Waste Volume (Litres / Week)			
		General Waste	Recycling	Paper /Cardboard	Food Organics
Retail MM004 (Grocer)	1,204	12,642	6,742	42,140	12,642

5.2 WASTE SYSTEMS

A typical grocer occupant of this scale will typically separate waste into the following streams on-site at a minimum:

- Garbage (General Waste)
- Commingled Recycling
- Cardboard
- Organics

Pending operational preference, WSP note that large scale grocers often separate waste into further streams as follows:

- Waxed Cardboard
- Soft Plastics
- Additional Recyclables (steel, polystyrene, etc.)

Each waste stream will be managed internally by staff/cleaners as per the occupants' operational plan.

5.3 WASTE EQUIPMENT & AREA REQUIREMENT

Table 26 through Table 30 contain information regarding equipment quantity, size and frequency of collection.

The below equipment detail is as such provided as a **possible** arrangement, noting that actual garbage bin size, baler model and collection frequencies may differ in actual practice.

Table 26 Equipment Information and Capacity

Bin Information and Capacity				
Waste Stream	**Equipment**	**Collections Per Week**	**Weekly Capacity**	**Weekly Volume**
Garbage	4 x 1100L Bins	(Up to) 7	30,800	12,642
Recycling	3 x 1100L Bins	(Up to) 7	23,100	6,742

5.3.1 ORGANICS EQUIPMENT

Table 27 contain information regarding the capacity and dimensions of the proposed macerator unit and sludge tank for the management of organic waste from the grocer.

The macerator reduces the volume of organic waste at a rate of approximately 2:1.

Note that the specifications listed within Table 27 are for reference only and must be confirmed with the nominated supplier prior to any works commencing.

Table 27 Macerator Sludge Tank Capacity

Macerator Sludge Tank (2:1 Reduction)				
Tank Size	**Quantity**	**Collection Per Week**	**Weekly Capacity (Sludge) (L)**	**Weekly Volume (Sludge) (L)**
4,000L	1	Up to 3	12,000	6,321

5.3.2 BALER INFORMATION & BALE COLLECTION FREQUENCY

Table 28 below contains information regarding the cardboard baler size, bale size and the frequency of bale collection.

A compaction ratio of 3:1 is anticipated for the baled cardboard to provide a conservative estimate.

Table 28 Cardboard Bale Information & Capacity

Cardboard Bales (3:1 Reduction)				
Baler Type	**No. Bales**	**Collection Per Week**	**Weekly Capacity (L)**	**Weekly Volume (L)**
Vertical Baler (Bramidan X25 as Reference Unit)	4	2	18,432	14,047

5.3.3 EXTENDED WASTE STREAMS

Table 29 below describes the systems for the extended waste streams. Refer to Appendix A for a complete layout.

Due to the requirement for a suitable volume of each waste to be generated prior to collection, all extended streams will be collected on an as-required basis by a private collection contractor once the storage area capacity is reached.

Table 29 Extended Waste Stream Storage

Waste Stream	Storage Method
Waxed Cardboard	To be flattened and stored within a storage frame
Soft Plastic	To be bagged using a gathering stand (refer Figure 8 below for example)
Expanded Polystyrene (EPS)	To be stored within a gathering stand (refer Figure 8 below for example) or an 1100 litre bin subject to collection contractor preference
Hard Waste	Dedicated caged or line-marked storage area adjacent to loading dock
Electronic Waste (E-Waste)	Dedicated line-marked storage area and/or 660 litre bin within waste store
Unique Recyclables	Generally stored within smaller bins appropriate to the stream within a dedicated area as nominated adjacent to the loading dock. The space will be flexible to response do increases and decreases in volume generated.

Table 30 Typical Equipment Dimensions

Typical Bin Dimensions (mm)			
Item	**Width**	**Depth**	**Height**
1100L Bin	1800	1375	1250
660L Bin	1,260	1,070	1,330
Baler (X25 or equivalent)	1,745	1,260	1,995
Cardboard Bale	1,200	800	800
Organic Macerator	3,860	1,000	2,070
4,000L Sludge Tank (Cylindrical)	1,500	1,000	2,700

5.4 BIN STORAGE AREA AND LOCATION

Table 31 demonstrates the cumulative area requirements (excluding circulation) and provision of waste areas of the assumed equipment detailed in Section 5.3. Actual waste storage requirement may vary in actual practice.

Table 31 Waste Storage Requirements

Waste Store	Item	Area Required	Area Provided
Retail MM004 BoH	8no. 1100L Bins	10.65m^2	49.00m^2
	Cardboard (Bales and Baler)	6.04m^2	
	1no. Macerator Unit & Bin Lifter	5.06m^2	
	1no. Sludge Tank	1.50m^2	
	Extended Waste Streams	1.96m^2	
	TOTAL	**25.21m^2**	**49.00m^2**

Please refer to scaled waste room drawing shown in Appendix A.

5.5 WASTE COLLECTION METHODOLOGY

Retail MM004 waste will be collected by a private contractor as per the occupants' operational plan, generally in accordance with Table 32.

Table 32 Retail MM004 Waste Collection Summary

Use	Stream	Item	Collections per Week
Retail MM004	Garbage	4x 1100 Litre Bins	Up to 7
	Commingled Recycling	3x 1100 Litre Bins	Up to 7
	Cardboard	4x Cardboard Bales	Up to 2
	Organics	1x 4000L Sludge Tank	Up to 3
	Extended Waste Streams (i.e. polystyrene, soft plastic)*	Bins or Allocated Storage Area as Appropriate	As Required*
** Extended waste streams (i.e. e-waste or soft plastic) will be collected on an as required basis due to the requirement to accumulate a sufficient volume of material prior to collection. Anticipated collection of approx. 1 per month per stream.*			

All waste will be stored on-site within the dedicated loading dock area (refer to Appendix A). Collections will occur directly from the on-site loading bay provided within loading dock, as appropriate per waste stream.

Collection vehicles (8.8 metre or smaller sized vehicles) will enter and exit the site via Davis Street. Swept paths showing sufficient vehicle access are provided in Appendix B.

No waste will be stored outside of the title boundary or presented to kerb for collection at any time.

The occupant will be responsible for providing access to the back of house areas for collection operators as appropriate.

6 STANDARDS & COMPLIANCE

6.1 VENTILATION

Ventilation will be provided in accordance with Australian Standard AS1668.

6.2 WASHING & VERMIN PREVENTION

An appropriately drained wash down area will be provided within the commercial and residential basement 02 waste area in which each bin is to be regularly washed by building management (or equivalent). Bin washing area or bin wash bays must discharge to a grease trap.

Alternatively, a third-party bin washing service may be engaged to perform regular washing of bins. Bin washing suppliers must retain all waste water to within their washing apparatus and not impact on the drainage provisions of the site.

6.3 NOISE REDUCTION

All waste areas shall meet BCA and AS2107 acoustic requirements as appropriate with operational hours and collection times assigned to minimise acoustic impact on surrounding premises.

7 RISK ASSESSMENT

Table 33 outlines waste items for consideration for the formation of a site risk register by building management. Note that the below is not intended (or to be considered) as a complete list of risks for the site.

Table 33 Risk Assessment

Risk	Risk Category (Likelihood; Impact)	Mitigation Measure
Injury sustained through improper waste handling.	Possible; Moderate	Training should be provided to staff / cleaners addressing correct manual handling techniques in accordance with *Occupational Health and Safety Act* (2004) and associated regulations. Staff / cleaners should be further provided with personal protective equipment as appropriate. A suitable path of travel between the waste room, loading dock and commercial facilities is available throughout the site. Staff / cleaners will not be required to transverse steps or any grades greater than 1:14 in disposing of waste.
Injury sustained through waste collection operations.	Possible; Moderate	Garbage and recycling bin size limited to a maximum 1100L specified for both garbage and recycling, as per common industry practice. Loading dock provided at grade within waste room. Collection operators will **not** need to transfer bins across improper grades. Further separation of food organics will further minimise garbage bin weight.
Overflow of waste (i.e. bins filled to over-capacity) resulting in slipping / tripping hazard for users.	Possible; Moderate	Waste design provided such that adequate bin capacity is provided for all streams, as to avoid bin overflow. Waste transfer paths and storage facilities will be sealed and cleaned routinely. Building management (or equivalent) to ensure that an appropriate cleaning/maintenance regime is implemented to maintain the slip rating of floor surfaces as appropriate, and to remove any water or waste spillages when required.
Equipment damage resulting from untrained staff using equipment, resulting in equipment down time.	Possible; Low	Only trained personnel as nominated by building management (or equivalent) should permitted to utilise waste equipment. The organic macerators should be operated in accordance with the equipment supplier guidelines / requirements.
Conflict between pedestrians (public and/or staff) and collection vehicle.	Unlikely; High	Collection vehicles will both enter and exit the site in a forwards direction, providing a direct line of site for pedestrian interference. Collections will be undertaken outside typical development operational hours, during which pedestrian activity throughout the surrounding areas will be minimal. Loading dock layout should cater for nominated vehicle sizes, clear zones and loading areas.
Improper ventilation measures provided.	Unlikely; Low	Refer Section 6.1
Improper measures vermin protection measures provided.	Unlikely; Low	Refer Section 6.2
Improper noise reduction measures provided.	Unlikely; Low	Refer Section 6.3

8 HIGH LEVEL PURCHASING SCHEDULE

Table 34 and Table 35 lists the waste equipment required for the development under the conditions proposed within this report. This table **excludes MM004 equipment** as it will be procured by the operator.

Table 34 Equipment Supply Schedule

Item	Quantity	Typical Service Requirements*	Supplier**	Comments
Waste Chutes	14	Nil	Private Supplier (Wastech or equivalent)	
Bin Changeover System	5	Nil	Private Supplier (Wastech or equivalent)	
15m^3 Compactor	1	Power: 415V 32A Power	Private Supplier (Wastech or equivalent)	1no. Garbage 1no. Cardboard
25m^3 Compactor	1	Power: 415V 32A Power	Private Supplier (Wastech or equivalent)	1no. Garbage 1no. Recycling
Compactor Bin Lifter	4	Power: 415V 32A Power	Private Supplier (Wastech or equivalent)	Attached to each compactor
1100 Litre Garbage Bins	21	Nil	Private Supplier (Sulo or equivalent)	
1100 Litre Recycling Bins	29	Nil	Private Supplier (Sulo or equivalent)	
660 Litre Glass Bins	7	Nil	Private Supplier (Sulo or equivalent)	
120 Litre Organics Bins	22	Nil	Private Supplier (Sulo or equivalent)	
60 Litre Glass Bins	8	Nil	Private Supplier (Sulo or equivalent)	
Macerator (Pulpmaster Goliath or equivalent)	1	Power Supply: 3 Phase 20Amp 5 Pin wall outlet with RCD protection. Water Requirements: Tempered water supply is to be provided. Grease trap connection	Private Supplier (JJ Richards or equivalent)	
5,000L Sludge Tank (Cylindrical)	1			
120L-240L Bin Lifter	1	Power Supply: 1-phase, 3-phase or battery.	Private Supplier (Wastech or equivalent)	
Glass Crusher (BottleCycler or equivalent)	1	Power Supply: 240V 10A	Private Supplier (BottleCycler or Equivalent)	
Bin Wash Equipment	1	Power Supply: 3 Phase 20Amp 5 Pin wall outlet with RCD protection. Water Requirements: Cold water and grease trap connection	Private Supplier (Rhima or equivalent)	
Waste Weighing System	1	Power Supply: 1-phase, 3-phase or battery.	Private Supplier (Wastech or equivalent)	

Table 35 Equipment Supply Schedule – Extended Streams

Item	Quantity	Typical Services Requirement(s)*	Supplier
1,100L Bin	1 No. Polystyrene 1 No. Soft Plastics	Nil	Private Supplier (Sulo or equivalent)
660L Bin	1 No. E-Waste	Nil	Private Supplier (Sulo or equivalent)
120L Bin	4 No. Fish and Meat	N/A	Private Supplier (Sulo or equivalent)
Gathering Rack (Recycle Rack)	1 No. for Extended Waste Streams	Power Supply: 415V 32A Power per unit-	Private Supplier *(Wastech or equivalent)*
700L Tank	1 No. for Used Cooking Oil	Power Supply: 240V 10A	Private Supplier *(Auscol or equivalent)*
* *Services requirements are indicative only and must be confirmed with the manufacture prior to commencement of construction*			

8.1 SUPPLIER CONTACT INFORMATION

A complimentary listing of contractors and equipment suppliers is provided in Table 36 below for your reference. You are not obligated to procure goods/services from these companies. This is not, nor is it intended to be, a complete list of available suppliers. WSP does not warrant (or make representations for) the goods/services provided by these suppliers.

Table 36 Supplier Contact List

Service Type	Contractor / Supplier Name	Phone	Website
Private Waste Collectors	Citywide Service Solutions Pty Ltd	(03) 9261 5000	www.citywide.com.au
	SUEZ Environment	13 13 35	www.sita.com.au
	Cleanaway	13 13 39	www.cleanaway.com.au
	Veolia	132 955	www.veolia.com
Equipment Suppliers	Wastech Engineering (Compactors, Chutes, Weighing system)	(03) 8787 1600	www.wastech.com.au
	Sulo Australia (Bins)	1300 364 388	www.sulo.com.au
	JJ Richards (Macerator)	(03) 9794 5722	https://www.jjrichards.com.au/
	Rhima (Bin Wash Equipment)	1300 347 944	https://www.rhima.com.au/
	Auscol (Oil Tank)	1800 629 476	https://auscol.com.au/ https://businessrecycling.com.au/business/30590
Bin Washing Services	The Bin Butlers	1300 788 123	www.thebinbutlers.com.au
	Kerbside Clean-A-Bin	(03) 9830 7381	www.kerbsidecleanabin-srp.com.au
	Calcorp Services	1800 225 267	www.calcorpservices.com.au
	WBCM Environmental Australia	1300 800 621	www.wbcm-aust.com.au
E-waste Collection Services	TechCollect	1300 229 837	www.techcollect.com.au
	Mobile Muster	1800 249 113	www.mobilemuster.com.au
	ToxFree	1300 869 373	www.toxfree.com.au

APPENDIX A

SCALED DRAWINGS

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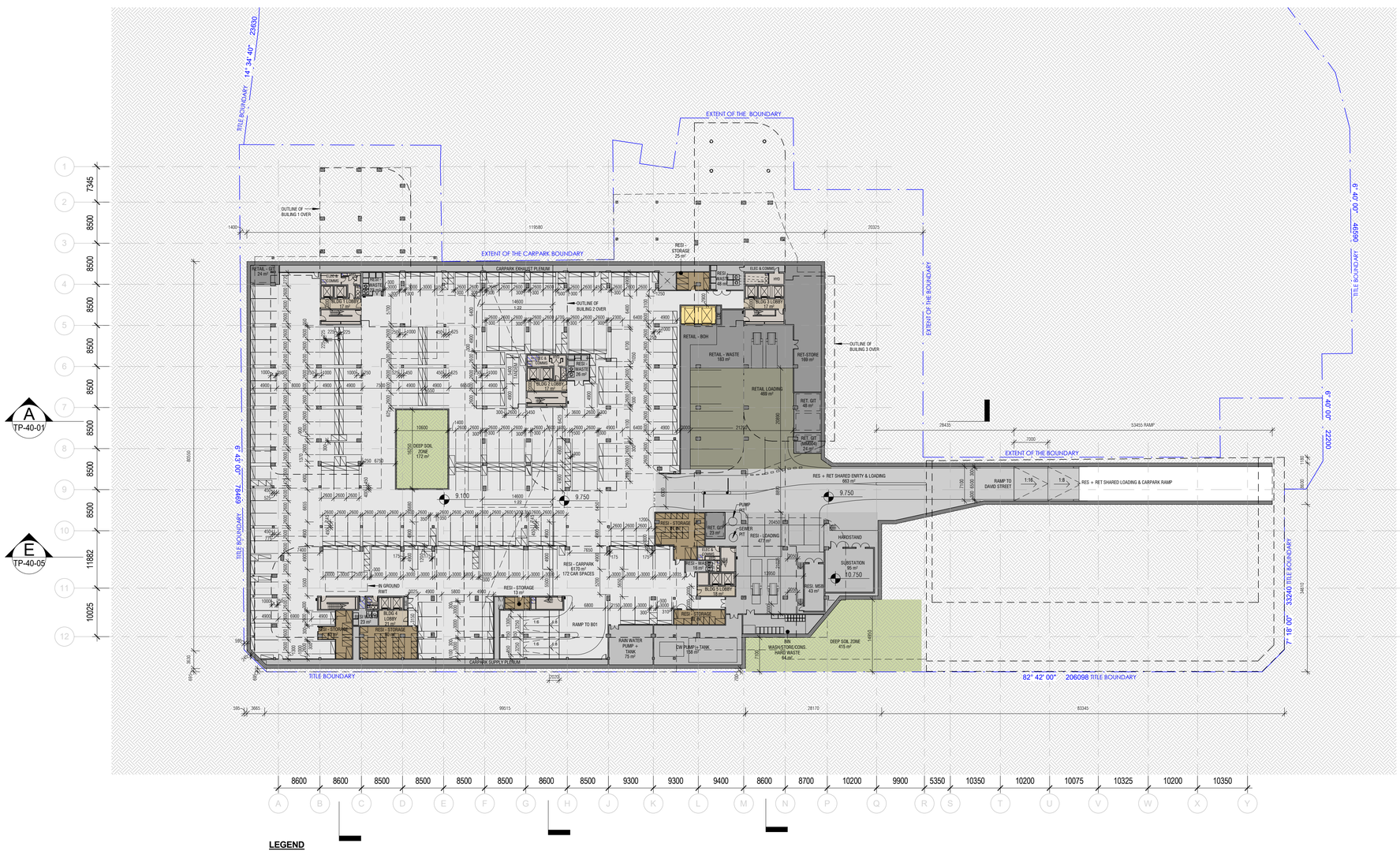
2	FOR TOWN PLANNING	SK	28.03.22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C TP-40-03
D TP-40-04
A TP-40-01
E TP-40-05
E TP-40-06
TITLE BOUNDARY
14° 34' 40"
23630
EXTENT OF THE BOUNDARY
EXTENT OF THE CARPARK BOUNDARY
OUTLINE OF BUILING 1 OVER
OUTLINE OF BUILING 2 OVER
OUTLINE OF BUILING 3 OVER
CARPARK EXHAUST PLENUM
RETAIL - GIT 24 m²
RETAIL - BOH
RETAIL - WASTE 183 m²
RET-STORE 169 m²
RETAIL LOADING 469 m²
RET. GIT 48 m²
RET. GIT 34 m²
BLDG 1 LOBBY 17 m²
BLDG 2 LOBBY 17 m²
BLDG 3 LOBBY 17 m²
BLDG 4 LOBBY 24 m²
BLDG 5 LOBBY 18 m²
BLDG 6 LOBBY 23 m²
RESI - WASTE 13 m²
RESI - WASTE 18 m²
RESI - STORAGE 25 m²
RESI - STORAGE 40 m²
RESI - STORAGE 13 m²
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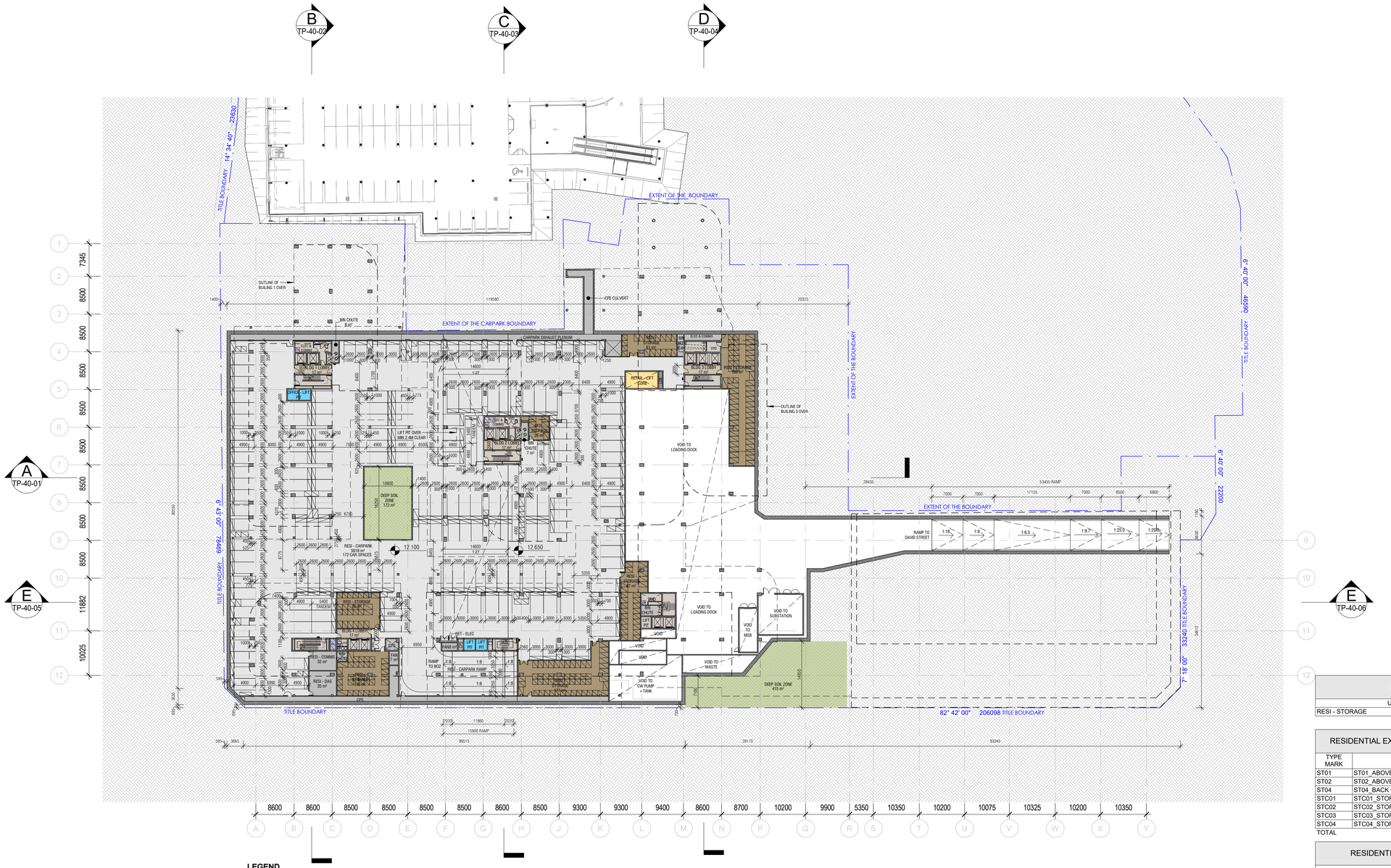

LEGEND

- RETAIL - BOH
- RETAIL - CORE, LIFT, STAIRS
- RESI - BOH
- RESI - CARPARK
- RESI - CIRCULATION, LOBBY
- RESI - CORE, LIFT, STAIRS
- RESI - STORAGE
- OFFICE - CORE, LIFT, STAIRS
- DEEP SOIL

B01 - STOREROOMS

USES	AREA	VOLUME
RESI - STORAGE	726 m²	1067.28 m³
	726 m²	1067.28 m³

RESIDENTIAL EXTERNAL STORAGE SCHEDULE - B01

TYPE MARK	TYPE	QTY	VOLUME
ST01	ST01_ABOVE BONNET - 2.2m³ - 2.6x0.9	131	288.20 m³
ST02	ST02_ABOVE BONNET - 2.4m³ - 3.0x0.8	18	43.20 m³
ST04	ST04_BACK OF PARK - 4.0m³ - 2.6x0.8	24	96.00 m³
STC01	STC01_STORAGE CAGE - 3.0m³ - 1.2x1.2	120	360.00 m³
STC02	STC02_STORAGE CAGE - 4.0m³ - 1.2x1.6	90	360.00 m³
STC03	STC03_STORAGE CAGE - 5.0m³ - 1.2x2.0	68	340.00 m³
STC04	STC04_STORAGE CAGE - 6.0m³ - 2.4x1.2	11	66.00 m³
TOTAL		462	1553.40 m³

RESIDENTIAL - PARKING SCHEDULE - B01

Type	COUNT
Off Street_6700x2300 RESI_Parallel_Planning 52.06_3.6m Aisle	1
Off Street_4900x2600 RESI_MIN 6.4 Aisle	149
Off Street_4900x3000 RESI_MIN 5.2 Aisle	18
Off Street_5400x2600 RESI TANDEM	4
TOTAL	172

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
BASEMENT 1 PLAN

Document Control Status:
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A1 DRAWING SHEET	**Drawn:** AS/SK
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Project Architect: SK	**Date:** 28/03/22
Project Director: PS/NB	**Revision:** 2
Drawing Number: TP-21-02	**North:**

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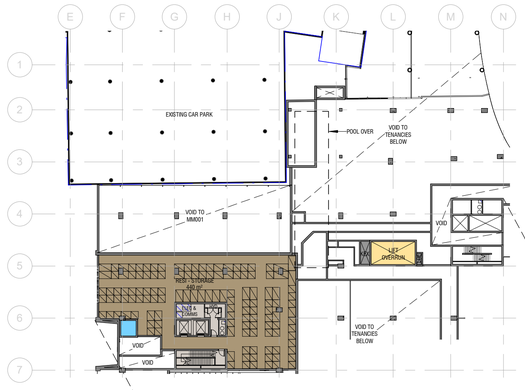
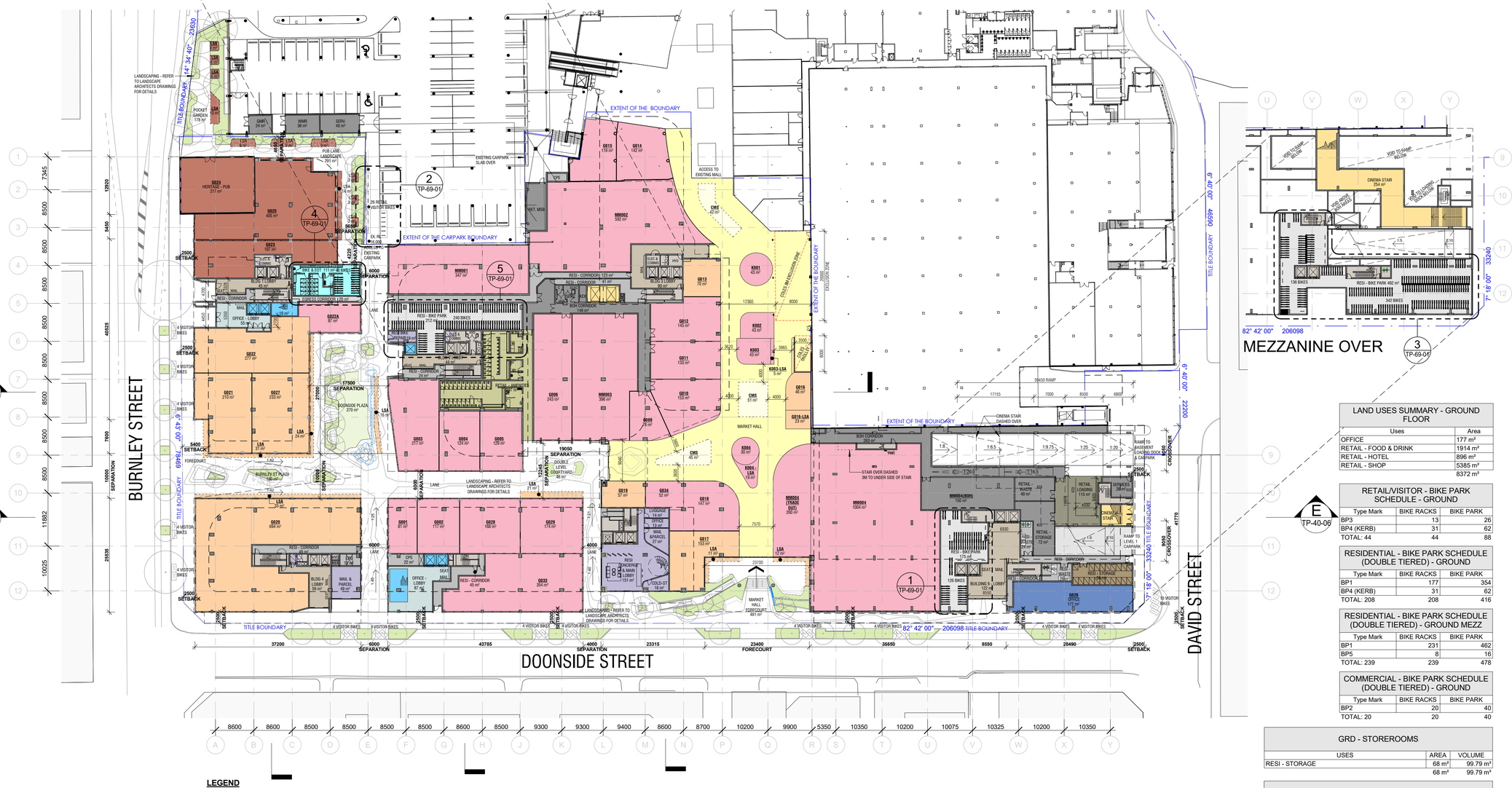


MEZZANINE OVER

GRD MEZZ - STOREROOMS		
USES	AREA	VOLUME
RESI - STORAGE	440 m²	646.67 m³
	440 m²	646.67 m³

RESIDENTIAL EXTERNAL STORAGE SCHEDULE - GEOUND MEZZANINE			
TYPE MARK	TYPE	QTY	VOLUME
STC01	STC01_STORAGE CAGE - 3.0m³ - 1.2x1.2	100	300.00 m³
STC02	STC02_STORAGE CAGE - 4.0m³ - 1.2x1.6	15	60.00 m³
STC03	STC03_STORAGE CAGE - 5.0m³ - 1.2x2.0	13	65.00 m³
STC04	STC04_STORAGE CAGE - 6.0m³ - 2.4x1.2	4	24.00 m³
TOTAL		132	449.00 m³


B TP-40-02
C TP-40-03
D TP-40-04
A TP-40-01
E TP-40-05
E TP-40-06
BURNLEY STREET
DAVID STREET
DOONSIDE STREET
TITLE BOUNDARY
EXTENT OF THE BOUNDARY
EXTENT OF THE CARPARK BOUNDARY
LANDSCAPING - REFER TO LANDSCAPE ARCHITECTS DRAWINGS FOR DETAILS
EXISTING CARPARK SLAB OVER
ACCESS TO EXISTING MALL
MARKET HALL
MARKET HALL FORECOURT
CINEMA STAIR DASHED OVER
STAIR OVER DASHED 3M TO UNDER SIDE OF STAIR
RAMP TO BASEMENT LOADING DOCK & CARPARK
RAMP TO LEVEL 1 CARPARK
DOONSIDE PLAZA
BURNLEY ST PLAZA
POCKET GARDEN
PUB LANE LANDSCAPE
RESI - BIKE PARK
RESI - CORRIDOR
RESI - GARAGE
RESI - STORAGE
RETAIL - WASTE
RETAIL - STORAGE
RETAIL LOADING
CINEMA - STAIR
SERVICES
BOH CORRIDOR
BUILDING 6 LOBBY
BUILDING 4 LOBBY
OFFICE - LOBBY
MAIL & PARCEL
MAIL APPAREL
LUGGAGE
SEAT MAIL
CPO
RET. MSB
DB RETAIL VISITOR BOOS
EX. HV
EXISTING CARPARK
LIFT OVERRUN
VOID TO FOYER BELOW
VOID TO RAMP BELOW
CINEMA STAIR 254 m²
VOID TO LOWER LEVEL BELOW
VOID TO LOWER LEVEL BELOW
RESI - BIKE PARK 492 m²
130 BIKES
342 BIKES
126 BIKES
82° 42' 00" 206098 TITLE BOUNDARY
6° 40' 00"
7° 18' 00"
33240
33220
46590
23630
14° 34' 40"
9° 43' 00"
69940
37200
43785
23315
23400 FORECOURT
35550
8550
28490
2500 SETBACK
6000 SEPARATION
4000 SEPARATION
19050 SEPARATION
17500 SEPARATION
5400 SETBACK
2500 SETBACK
6000 LANE
4000 LANE
4 VISITOR BIKES
2 VISITOR BIKES
6 VISITOR BIKES
8 VISITOR BIKES
1 TP-69-01
2 TP-69-01
3 TP-69-01
4 TP-69-01
5 TP-69-01
8600 8600 8500 8500 8500 8500 8600 8500 9300 9300 9400 8600 8700 10200 9900 5350 10350 10200 10075 10325 10200 10350
A B C D E F G H J K L M N P Q R S T U V W X Y
1 2 3 4 5 6 7 8 9 10 11 12
7345 12930 8500 5450 8500 8500 8500 8500 8500 7600 11882 10025 46926
G024 HERITAGE - PUB 217 m²
G025 405 m²
G023 197 m²
G022 277 m²
G022A 67 m²
G021 210 m²
G027 233 m²
G026 694 m²
G001 61 m²
G002 117 m²
G028 168 m²
G029 174 m²
G033 354 m²
G003 217 m²
G004 134 m²
G005 129 m²
G006 243 m²
MM003 396 m²
MM002 592 m²
MM001 347 m²
G015 119 m²
G014 162 m²
G013 70 m²
G012 145 m²
G011 133 m²
G010 153 m²
G009 78 m²
G019 87 m²
G034 52 m²
G018 147 m²
G017 153 m²
K001 43 m²
K002 43 m²
K003 43 m²
K003-LSA 5 m²
K004 30 m²
K004-LSA 19 m²
G016 66 m²
G016-LSA 33 m²
CMS 42 m²
CMS 41 m²
CMS 45 m²
MM004 1004 m²
MM004 (BOH) 100 m²
MM004 (TRADE OUT) 209 m²
G026 OFFICE 177 m²
RETAIL - WASTE 49 m²
RETAIL - STORAGE 72 m²
RETAIL LOADING 115 m²
SERVICES 28 m²
CINEMA - STAIR 15 m²
RAMP TO LEVEL 1 CARPARK
RESI - GARAGE 175 m²
RESI - STORAGE 122 m²
BUILDING 6 LOBBY 122 m²
RESI - CORRIDOR 45 m²
RESI - CORRIDOR 123 m²
RESI - CORRIDOR 141 m²
RESI - CORRIDOR 149 m²
RESI - CORRIDOR 24 m²
RESI - CORRIDOR 263 m²
RESI - CORRIDOR 37 m²
RESI - CORRIDOR 69 m²
RESI - CORRIDOR 49 m²
RESI - CORRIDOR 45 m²
RESI - CORRIDOR 37 m²
RESI - CORRIDOR 49 m²
RESI - CORRIDOR 49 m²
RESI - CORRIDOR 49

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B
TP-40-02
C
TP-40-03
D
TP-40-04
A
TP-40-01
E
TP-40-05
E
TP-40-06
1
TP-27-20
TITLE BOUNDARY
141° 34' 40"
23630
CARPARK SCREEN
EXISTING LEVEL 2 CARPARK NOM. RL22.100
EXTENT OF THE CARPARK BOUNDARY
EXISTING VOID TO MALL BELOW
EXISTING ROOF
GYM 271 m²
SPA 7 m²
SPA 58 m²
SAUNA 13 m²
STEAM 10 m²
LANDSCAPE - POOL 372 m²
RESI - POOL (25m x 5m) 125 m²
REFER LANDSCAPE ARCHITECT DRAWINGS FOR DETAILS
POOL AMN. 113 m²
LOUVRE
BUILDING 3 OVER
LEVEL 1 LAB EXTENT 131 m²
RESI - PLANT 76 m²
KIDS PLAY 87 m²
CINEMA 72 m²
MUSIC 47 m²
WINE BAR / LOUNGE / MUTLI 156 m²
COLONNADE 378 m²
LANDSCAPE - COLONNADE 587 m²
REFER LANDSCAPE ARCHITECT DRAWINGS FOR DETAILS
BUILDING 2 OVER
VOID TO MARKET HALL ENTRY
MMO04 TRADE OUT BELOW
RETAIL BULKHEAD BELOW
VOID
LOUNGE 1000 m²
MEETING ROOMS 1000 m²
AMPHITHEATRE 1000 m²
OFFICE 1000 m²
TERRACE 64 m²
LOUNGE 1000 m²
TERRACE 1000 m²
RESI RESERVOIRS 30 m²
EXISTING PLANT
EXISTING ROOF
EXISTING CINEMA
BACK OF HOUSE TO MARKET HALL
G016 BELOW
EXTENT OF THE BOUNDARY
CINEMA STAIR
CINEMA STAIR ON GF MEZZ BELOW DASHED OVER
RESI STORAGE 11 m²
RESI - CARPARK 1781 m² 56 CAR SPACES
RAMP TO DAVID ST
RAMP TO LVL 1M
RESI STORAGE 21 m²
RESI STORAGE 15 m²
RESI STORAGE 15 m²
RESI STORAGE 15

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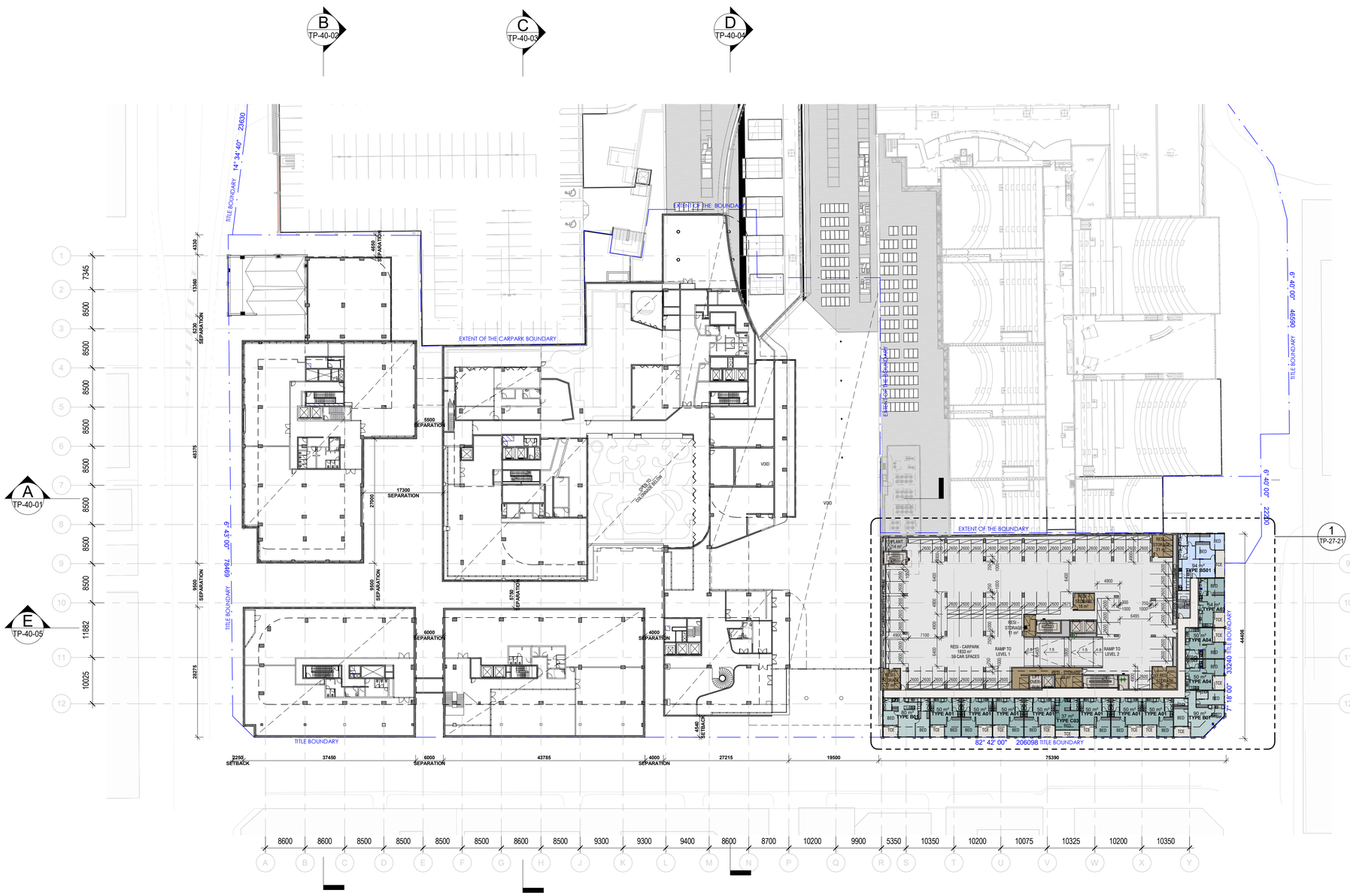

LEGEND

- RETAIL - CARPARK SCREEN
- RESI - BOH
- RESI - CARPARK
- RESI - CORE, LIFT, STAIRS
- RESI - STORAGE

L1M - STOREROOMS		
USES	AREA	VOLUME
RESI - STORAGE	139 m²	203.89 m³
	139 m²	203.89 m³

RESIDENTIAL EXTERNAL STORAGE SCHEDULE - LEVEL 1 MEZZANINE			
TYPE MARK	TYPE	QTY	VOLUME
ST01	ST01_ABOVE BONNET - 2.2m³ - 2.6x0.9	53	116.60 m³
ST04	ST04_BACK OF PARK - 4.0m³ - 2.6x0.8	7	28.00 m³
STC01	STC01_STORAGE CAGE - 3.0m³ - 1.2x1.2	5	15.00 m³
STC03	STC03_STORAGE CAGE - 5.0m³ - 1.2x2.0	23	115.00 m³
TOTAL		88	274.60 m³

RESIDENTIAL - PARKING SCHEDULE - LEVEL 1M	
Type	COUNT
Off Street_4900x2600 RESI_MIN 6.4 Aisle	59
TOTAL	59

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Client
Vicinity Centres & Salta Properties

Project No.
3190102.00 / A190043

Project
Victoria Gardens Doonside Precinct
1-9 Doonside St, Richmond VIC 3121

Drawing Title
LEVEL 1 MEZZANINE PLAN

Document Control Status:
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Drawing Number: TP-21-05	**North:**

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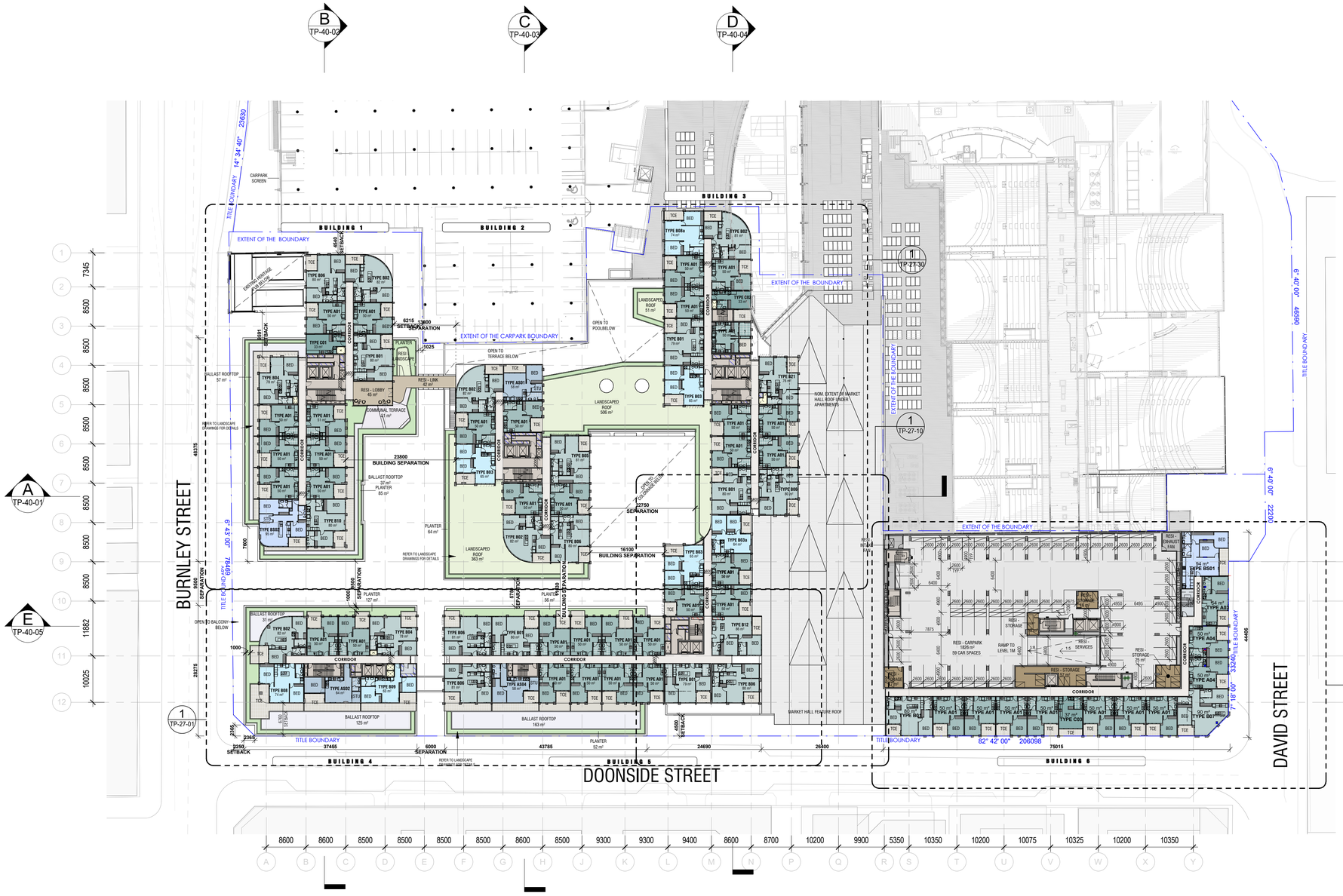
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C TP-40-03
D TP-40-04
A TP-40-01
E TP-40-05
E TP-40-06
1 TP-27-01
1 TP-27-10
1 TP-27-30
1 TP-27-22
BURNLEY STREET
DOONSIDE STREET
DAVID STREET
TITLE BOUNDARY
EXTENT OF THE BOUNDARY
EXTENT OF THE CARPARK BOUNDARY
BUILDING 1
BUILDING 2
BUILDING 3
BUILDING 4
BUILDING 5
BUILDING 6
CARPARK SCREEN
EXISTING HERITAGE FACADE BEYOND
OPEN TO POOLBELOW
OPEN TO TERRACE BELOW
OPEN TO BALCONY BELOW
LANDSCAPED ROOF 506 m²
LANDSCAPED ROOF 363 m²
LANDSCAPED ROOF 51 m²
COMMUNAL TERRACE 121 m²
RESI - LOBBY 42 m²
RESI - LINK 42 m²
RESI - CARPARK 1826 m² 59 CAR SPACES
RESI - STORAGE
RESI - STORAGE 25 m²
RESI - SERVICES
RAMP TO LEVEL 1M
RESI - EXHAUST FAN
NOM. EXTENT OF MARKET HALL ROOF UNDER APARTMENTS
MARKET HALL FEATURE ROOF
BALLAST ROOFTOP 57 m²
BALLAST ROOFTOP 37 m² PLANTER 85 m²
BALLAST ROOFTOP 31 m²
BALLAST ROOFTOP 125 m²
BALLAST ROOFTOP 163 m²
PLANTER 64 m²
PLANTER 127 m²
PLANTER 56 m²
PLANTER 52 m²
REFER TO LANDSCAPE DRAWINGS FOR DETAILS
CORRIDOR
23800 BUILDING SEPARATION
16100 BUILDING SEPARATION
2750 SEPARATION
6215 SETBACK
13600 SEPARATION
1025
6000 SEPARATION
2250 SETBACK
4000 SETBACK
1000 SEPARATION
6750 SEPARATION
37465
43785
24690
26400
75015
206098
82° 42' 00"
14° 34' 40"
23630
46590
33240
22200
44375
24575
11882
10025
7345
8500
7860
2395
6400
4400
2200
1000
TYPE A01
TYPE A02
TYPE A03
TYPE A04
TYPE A05
TYPE A06
TYPE A07
TYPE A08
TYPE A09
TYPE A10
TYPE A11
TYPE A12
TYPE A13
TYPE A14
TYPE A15
TYPE A16
TYPE A17
TYPE A18
TYPE A19
TYPE A20
TYPE

APPENDIX B

COLLECTION VEHICLE SWEPT PATHS

MRV
STANDARDS 2002 (AU)

MRV
STANDARDS 2002 (AU)

MRV
STANDARDS 2002 (AU)

82° 42'

MRV
STANDARDS 2002 (AU)

MRV
STANDARDS 2002 (AU)

82° 42'

MRV
STANDARDS 2018 (AU)

MRV
STANDARDS 2018 (AU)

MRV
STANDARDS 2018 (AU)

82° 42'

MRV
STANDARDS 2018 (AU)

MRV
STANDARDS 2018 (AU)

82° 42'

MRV
STANDARDS 2018 (AU)

MRV
STANDARDS 2018 (AU)

MRV
STANDARDS 2018 (AU)

MRV
STANDARDS 2018 (AU)

82° 42'

MRV
STANDARDS 2018 (A4)

MRV
STANDARDS 2018 (A4)

MRV
STANDARDS 2018 (A4)

MRV
STANDARDS 2018 (A4)

82° 42'

HOOKLIFT TRUCK 10.8m
GTA-VIC

HOOKLIFT TRUCK 10.8m
GTA-VIC

HOOKLIFT TRUCK 10.8m
GTA-VIC

HOOKLIFT TRUCK 10.8m
GTA-VIC

82° 42'

HOOKLIFT TRUCK 10.8m
GTA-VIC

HOOKLIFT TRUCK 10.8m
GTA-VIC

82° 42'

HOOKLIFT TRUCK 10.8m
GTA-VIC

HOOKLIFT TRUCK 10.8m
GTA-VIC

HOOKLIFT TRUCK 10.8m
GTA-VIC

HOOKLIFT TRUCK 10.8m
GTA-VIC

HOOKLIFT TRUCK 10.8m
GTA-VIC

82° 42'

HOOKLIFT TRUCK 10.8m
GTA-VIC

HOOKLIFT TRUCK 10.8m
GTA-VIC

82° 42'

Bryce Raworth
CONSERVATION | HERITAGE

Heritage Impact Statement

Doonside Precinct
1-9 Doonside Street, Richmond

Application for permit – Proposed Redevelopment
Update 30 March 2022

246 Albert Road
South Melbourne VIC 3205
+61 3 9525 4299
info@bryceraworth.com.au

bryceraworth.com.au

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2.0 Sources of Information 2
3.0 Brief History and Description 4
4.0 Significance 12
5.0 Policy Considerations 13
6.0 Development Proposal 17

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1.0 Introduction

This assessment of heritage impacts was prepared at the request of Case Meallin on behalf of the owner of the property collectively known as 1-9 Doonside Street, Richmond. It relates to a proposal to partially demolish the existing built form on the subject land and construct a multi-storey mixed use development known as the Doonside Precinct.

By way of background, a town planning submission was lodged with the Department of Environment, Land, Water and Planning (DELWP) on 7 May 2021. The submission was referred a number of parties including the Office of the Victorian Government Architect and Yarra City Council amongst others. A formal response from DELWP dated 3 September 2021 identified a number of items requiring further resolution. Those relating to heritage considerations included the following:

> *1. Consistent with our recommendations from 19 January 2021, the advice of the Office of the Victorian Government Architect (OVGA) and the Yarra City Council (the council), The substantial scale and density of the proposed development is considered to be out of context with the existing and emerging built form character of the broader precinct. To resolve this, it is suggested that:*
>
> *c. The plans be revised to respond to the specific built form and massing concerns raised by the OVGA on page 4 of the Design Review Report, dated 7 July 2021, including overshadowing impacts to the southern footpath of Doonside Street and impacts to the heritage building on Burnley Street (former Royal Studley Hotel).*

The OVGA Design Review Report referred to above included the following comments of relevance:

> *Given the complexity of building relationships some of the key massing concerns are listed below and need further refinement:*
>
> - *Tower A North – overwhelming scale and proximity to the heritage building. (TP 30 02)*
> - *Tower A North + South - the 3-metre overhang (office) along Burnley Street creates low quality street edge and limited space for street trees to grow to maturity. The podium inhibits views of the heritage building from the south. (TP-30-10)*

This report is an updated version of that dated 20 April 2021 which accompanied the original application. The report reviews the significance of the historical buildings on the site and comments on whether the development scheme as amended is appropriate in character and detail, and whether it is acceptable in terms of its impact on fabric of identified heritage significance as included in the Heritage Overlay.

2.0 Sources of Information

The analysis below draws upon internal and external site visits along with a review of the relevant documents and resources including the following.

- *Development Guideline for Sites Subject to the Heritage Overlay (Clause 22.02)*
- *Heritage Overlay (Clause 43.01) in the Yarra Planning Scheme.*
- *City of Yarra Review of Heritage Overlay Areas 2007*
- *Heritage Gap Study Review of 17 Precincts: Stage 2 Report (revised 2016)*

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- *Yarra Heritage Database.*
- *Historic MMBW Plans*
- *Amendment C269 documentation*

The report has been prepared by Bryce Raworth Pty Ltd, and is to be read in conjunction with the drawings prepared by Cox Architecture and NH Architecture and other documents submitted with respect to this application.

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3.0 Brief History and Description

The subject site is located to the north-east corner of Burnley and Doonside Streets in Richmond. In the late nineteenth and early twentieth centuries this area of Richmond, known as Yarraberg, was the scene of much industry. Scottish immigrant David Mitchell, builder, manufacturer and business owner, purchased 16 acres of land on the east side of Burnley Street. Here he built a shanty dwelling fronting the street in the early 1850s. Following his marriage in 1856 he constructed a large dwelling known as Doonside to replace the shanty. This would be the birthplace in 1861 of daughter Helen, later known as Dame Nellie Melba, the noted opera singer. A plaque on today's 77 Burnley Street commemorates this fact.[1]

Industrial premises on the eastern portion of Mitchell's land included a factory for steam-made and pressed bricks, built in 1859, and a cement works. The extensive workshops on the land were badly damaged by fire in 1888, although the works were rebuilt.[2] The 1902 Melbourne and Metropolitan Board of Works (MMBW) plan shows a timber works with engine house, an old brick kiln, and a cement works with engine room, furnaces, kilns and puddling mills in existence at this time (Figure 1).

Further north, at 53 Burnley Street, the Loyal Studley Hotel was constructed in 1892. The 1902 MMBW plan shows the hotel building with a cellar and upstairs amenities (Figure 2). An L-shaped rear wing borders a laneway to the north with an asphalted yard to the south-east. The hotel building has been described as follows:

> *This two-storey English Queen Anne revival style hotel has a red brick (painted over) asymmetrical facade, with extensive render dressings, and a gabled main roof with slate cladding. The left facade bay is in a gabled parapet form with the hotel name and date, as an abstracted cartouche, and an upper triangular panel, with a moulded cartouche, finial, and scrolls supporting a Tuscan pier, with a balloon. The upper level facade has three windows to each facade bay, with ogee heads and apronwork below sills. The window heads penetrate the frieze mould below the deep dentilated cornice. The roof had terra-cotta cresting and three chimneys with deeply moulded cornices.*
>
> *The cantilevered verandah is an addition and, typical for a Victorian-era hotel, the ground floor facade has been altered. All of the brickwork has been painted and some roof slates replaced, along with the terra-cotta cresting.*[3]

Historical photographs show that a small single storey addition was made to the south of the facade by 1945, presenting to Burnley Street with a ground floor treatment that matched the original building. This addition has been further extended in more recent times, and flat roofed additions made to the rear wing.

In 1930, some years after Mitchell's death in 1916, his estate was subdivided for new factory sites. The dwelling Doonside was demolished, and Doonside Street aligned through its former location. A number of industrial premises were then constructed on the subject site throughout the 1930s.

---

1 City of Yarra Heritage Gap Study p.82
2 'Mitchell, David (1829–1916)', Australian Dictionary of Biography online, https://adb.anu.edu.au/biography/mitchell-david-4209
3 'Loyal Studley Hotel', Yarra Heritage Database

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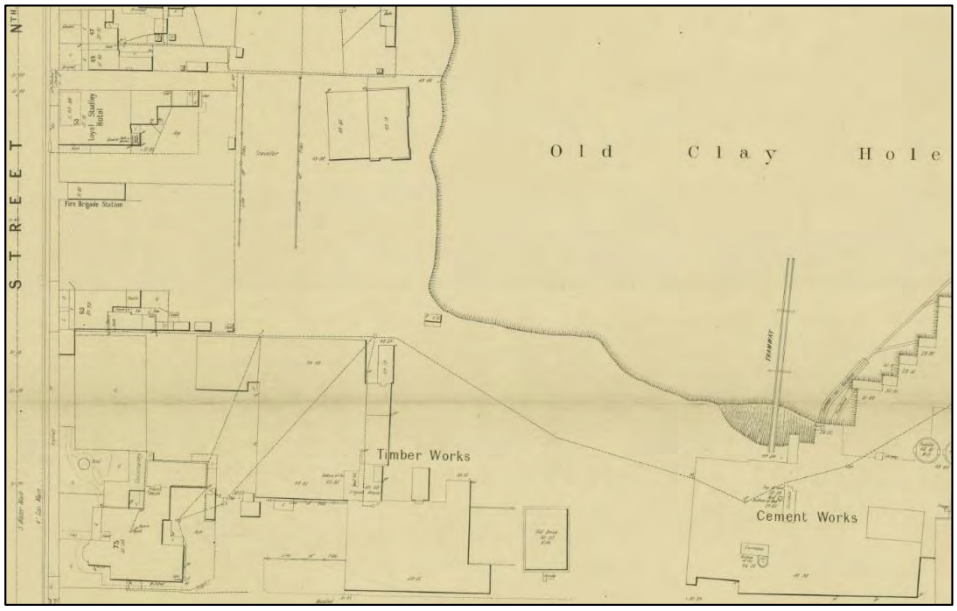

Figure 1 *Detail of MMBW plan from 1902, showing the area of land on the eastern side of Burnley Street.*
Source: State Library of Victoria.

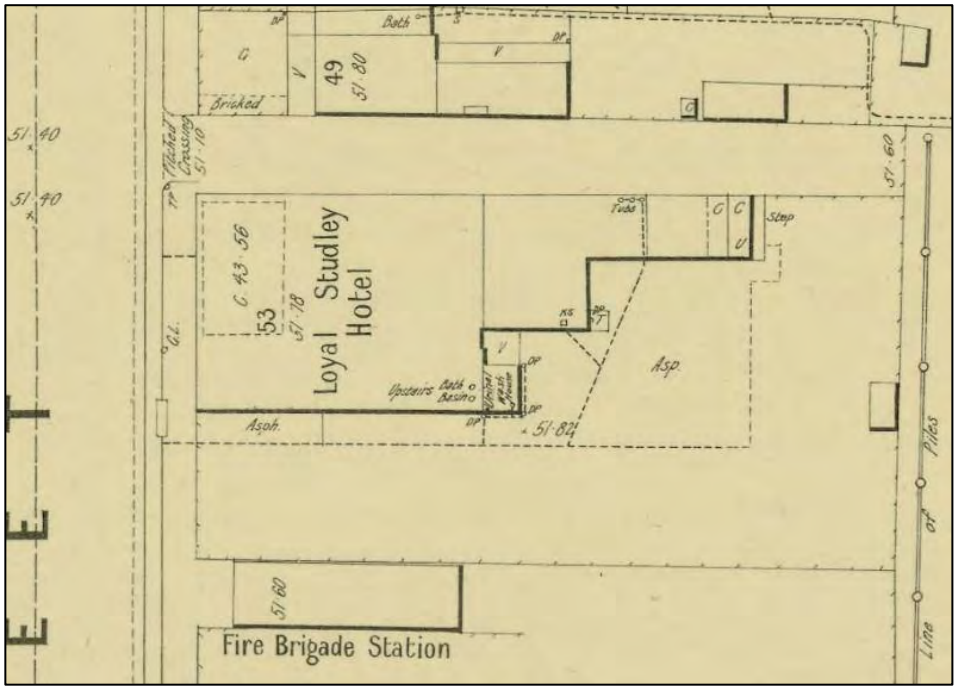

Figure 2 *The Loyal Studley Hotel as shown on the 1902 MMBW plan.*
Source: State Library of Victoria.

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Figure 3 *The facade of the hotel in c.1970s.*
Source: Melton City Library.

Figure 4 *View from the south-west, c.1970s, showing the addition to the south of the facade.*
Source: Melton City Library.

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61-63 Burnley Street was built in the late 1930s and initially occupied by Platers Pty Ltd, an electroplate manufacturer. The facade of the single storey building has fenestration divided by fluted pilasters and a parapet decorated with a solider course brick frieze. Originally symmetrical with shallow breakfronts at both ends, the southernmost breakfront has been partially demolished to allow for a driveway providing access to the rear.

The single-storey factory at 65 Burnley Street was constructed in the early 1930s and occupied by Chandler Brothers, lime merchants in 1935. The parapet has an added soldier course frieze to match 61-63 Burnley Street to the north.

67 Burnley Street was constructed in the late 1930s and initially occupied by Avery's Garden Insecticide Co. The relatively plain, parapeted facade is rendered and overpainted.

The factory at 77 Burnley Street, to the corner of Doonside Street, was built in 1937-8 and manufactured Jex steel wool. The single storey brick building has been rendered and overpainted, and features an entrance to the chamfered corner with decorative fluting and floral motifs.

The former Leggett's factory at 1-9 Doonside Street was constructed in the late 1930s. The large two storey building is of overpainted brick with a rendered first floor and parapet. Windows are multi-paned steel framed windows while the central entry is marked by a tall rectangular pediment.

Figure 5 *Aerial photograph showing the north-east corner of Burnely and Doonside streets in 1945. The Loyal Studley Hotel is indicated by the arrow. Source: Landata.vic.gov.au*

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Figure 6 *The former Loyal Studley Hotel as viewed from the north-west.*

Figure 7 *The former Loyal Studley Hotel as viewed from the south-west, showing the single-storey addition at right.*

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Figure 8 *The rear wing and additions to the former hotel.*

Figure 9 *The north elevation as viewed from the laneway.*

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Figure 10 61-63 Burnley Street.

Figure 11 65 and 67 Burnley Street.

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Figure 12 The west elevation of 77 Burnley Street.

Figure 13 1-9 Doonside Street.

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4.0 Significance

Part of the subject site, being the building addressed as 53 Burnley Street, is individually identified in the Schedule to the Heritage Overlay of the *Yarra Planning Scheme* as HO374. External paint controls, but no internal alteration controls or tree controls, apply as a result of this overlay.

The other properties in the development area, comprising 61-63, 65, 67 and 77 Burnley Street and 1-9 Doonside Street, were investigated in the *Heritage Gap Study Review of 17 Precincts: Stage 2 Report* prepared by Context. The Amendment C214 Panel concluded that the precinct Heritage Overlay control recommended by this study was not warranted, and that the amendment should be abandoned. As a result, there are no Heritage Overlay controls in place on these properties.

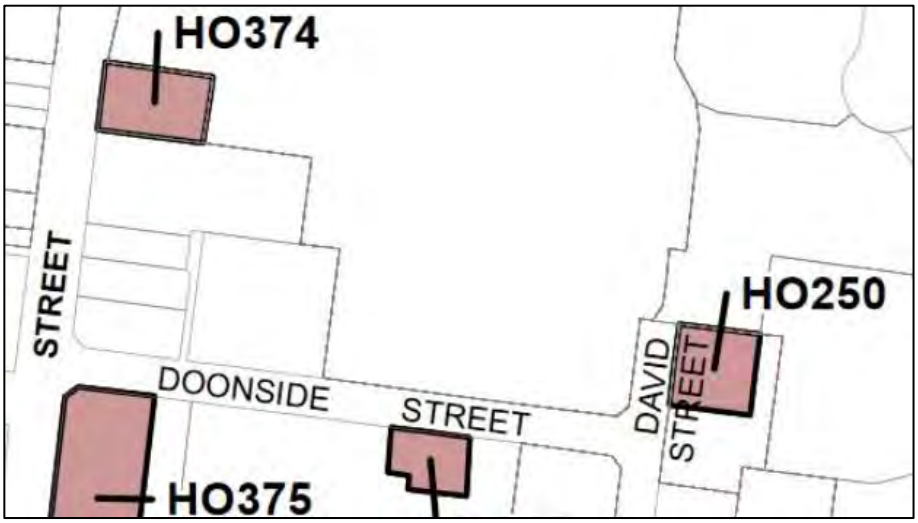

Figure 14 *Heritage overlay map, showing the former Loyal Studley Hotel as HO374.*
Source: Yarra Planning Scheme.

Figure 15 *The extent of HO374 as relates to the built fabric on the subject site is shaded pink.*
Source: mapshare.vic.gov.au

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5.0 Policy Considerations

As part of the development site is included in HO374, it is subject to the provisions of Clause 43.01, the Heritage Overlay. The purpose of this overlay is as follows:

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

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay.*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*

The proposal will be assessed against Council's local heritage policy as set out under Clause 22.02. This policy provides more detailed guidance as to the forms of development that might be appropriate in heritage overlay areas. The policy in relation to demolition is as follows:

> *Removal of Part of a Heritage Place or Contributory Elements*
>
> *Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.*
>
> *Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*
>
> - *That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).*
>
> *[…]*

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- *For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.*

The policy in relation new development is as follows:

Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

- *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
- *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
- *Be visually recessive and not dominate the heritage place.*
- *Be distinguishable from the original historic fabric.*
- *Not remove, cover, damage or change original historic fabric.*
- *Not obscure views of principle façades.*
- *Consider the architectural integrity and context of the heritage place or contributory element.*

Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.

Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.

Minimise the visibility of new additions by:

- *Locating ground level additions and any higher elements towards the rear of the site.*
- *Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1)*
- *Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 and for Individually significant buildings refer to Figure 3).*
- *Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.*

Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.

[…]

Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail)

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

- *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.*
- *Incorporate treatments which make them less apparent.*

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It is noted that Amendment C269 to the *Yarra Planning Scheme*, the adoption of which is currently under consideration, proposes to update the local policies 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 (PPF). The proposed Clause 15.03-1L includes the following policy in relation to new development, alterations and additions:

Retain and protect individually significant and contributory buildings as identified in the incorporated document in schedule to clause 72.04 'City of Yarra Database of Heritage Significant Areas.'

Promote development that is high quality and respectful in its design response by:

- *Maintaining the heritage character of the existing building or streetscape.*
- *Respecting the scale and massing of the existing heritage building or streetscape.*
- *Retaining the pattern of streetscapes in heritage places.*
- *Not visually dominating the existing heritage building or streetscape.*
- *Not detracting from or competing with the significant elements of the existing heritage building or streetscape.*
- *Maintaining the prominence of significant and contributory elements of the heritage place.*
- *Respecting the following elements of the heritage place:*
  - *Pattern, proportion and spacing of elements on an elevation.*
  - *Orientation to the street.*
  - *Setbacks.*
  - *Street wall.*
  - *Relationship between solid and void.*
  - *Roof form.*
  - *Chimney.*
  - *Materials.*
- *Being visually recessive against the heritage fabric through:*
  - *Siting.*
  - *Mass.*
  - *Scale.*
  - *Materials.*
  - *Architectural detailing.*
  - *Texture.*
  - *Linking additions to historic form.*
- *Protecting and conserving the view of heritage places from the public realm (except from laneways).*

Use materials and finishes that minimise the visual impact of development by:

- *Avoiding highly contrasting, vibrant colours and reflective materials (not including solar panels).*
- *Reflecting the historic character of the place.*

Maintain views to the front of an individually significant or contributory building or views to a secondary façade where the building has two street frontages by not:

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- *Building over the front of it.*
- *Extending into the air space above the front of it.*
- *Obscuring views of its principal façade/s.*

Set back additions:

- *To avoid facadism, where only the visible façade is retained and the remaining fabric is demolished.*
- *To maintain the visibility of the three-dimensional form and depth of a building.*

Retain or reinstate original street furniture and bluestone road or laneway materials and details.

In circumstances where primary pedestrian access is provided from a laneway, allow for any reinstatement to provide universal access.

Ensure that adaptation of heritage places is consistent with the principles of good conservation.

Proposed policy in relation to partial demolition is as follows:

Avoid the demolition of any part of an individually significant or contributory building unless all of the following can be demonstrated:

- *The fabric does not contribute to the significance of the place.*
- *The demolition will not adversely affect the significance of the heritage place.*
- *The partial demolition will contribute to the long-term conservation of the heritage place.*
- *The area of demolition is not visible from:*
  - *The street frontage (other than a laneway).*
  - *A park or public open space immediately adjoining the site.*
- *The removal of part of the building allows its three-dimensional form to be retained and does not result in the retention of only the visible facade of the building and demolishing the remainder.*
- *The replacement building is a high quality design.*

Proposed policy in relation to commercial heritage places is as follows:

Require all buildings and works to respect and respond to the existing proportions, patterning and massing of nineteenth and early twentieth century facades and streetscapes.

Maintain the prominence of the street wall through appropriate upper level setbacks.

Require new development in activity centres to respect the prevailing street wall height in the immediate area.

Protect and conserve heritage shopfronts and verandahs.

Require that new shopfronts complement the general form and proportion of glazing and openings of adjoining original or early shopfronts, if any.

Maintain the existing canopy / verandah height of adjoining heritage buildings and the heritage streetscape.

Require a simple contemporary verandah design, consistent with the form and scale of adjoining verandahs.

Require inset balconies above the street wall rather than projecting balconies.

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Retain the visual prominence of both facades of buildings on corner sites (not including laneways).

6.0 Development Proposal

The wider development site is proposed to be redeveloped with three multi-storey towers and four midrise buildings. To facilitate the development, the existing buildings at 61-63, 65, 67 and 77 Burnley Street and 1-9 Doonside Street will be totally demolished. The works will also involve demolition of part of the former Loyal Studley Hotel, including the whole of the rear wing including the skillion and flat roofed elements, and the single storey addition to the south of the facade. The main two storey envelope with hipped roofs will be retained to a depth of approximately 16.8 metres and incorporated into the new development, albeit with some alteration. This includes the removal of one door and a 2.5 metre length of wall to the ground floor of the north elevation to create a new opening.

The multi-storey form of Building 1 is to be constructed partially within the HO374 area. As presents to Burnley Street, Building 1 will have a two storey podium form. The west elevation of the podium is set back 2.5 metres from Burnley Street and there is a 5.4 metre wide void to the south of the retained heritage building. The height of the podium approximates the level of the chimneys to the heritage building.

The tower element of Building 1 rises to a maximum height of ten storeys to the rear of the retained heritage building, at a setback of approximately 15.7 metres from the facade. The east elevation to this section of the tower will have light grey precast concrete columns, terracotta tiled spandrels and reflective silver tinted glazing. The tower levels to the south have a 5.5 metre setback from Burnley Street and 9.5 metre setback from the south elevation of the heritage building.

From a heritage perspective, there are several considerations in relation to the proposal – including the demolition of a majority of the built fabric on the site and the partial demolition of the former hotel, and also the appropriateness of the alterations to the heritage building and the new development. These aspects of the proposal are discussed separately below.

Demolition

Although a large proportion of the existing built form on the development site is to be totally demolished, the 1930s structures at 61-63, 65, 67 and 77 Burnley Street and 1-9 Doonside Street are not included in the Heritage Overlay. As such, their demolition is not a concern from a heritage perspective.

The section of the site that is included in the Heritage Overlay, mapped as HO374, applies to the former Loyal Studley Hotel including its rear wing and side addition. The side addition does not form part of the early or original fabric of the place. Along with the remainder of the ground floor, it was transformed in more recent times to accommodate a showroom/retail function with large shop windows, and now does not demonstrate the original hotel use. Policy at Clause 22.02 encourages '*the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place*.' The removal of

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this utilitarian addition is in line with policy and will have no impact on the significance of the former hotel.

Local heritage policy also states that demolition of part of an individually significant place is discouraged unless '*For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.*' While the 1902 MMBW plan shows that the hotel incorporated a rear wing from early in its history, this wing has undergone various phases of alteration and extension. It is not a prominent element of the place, with what little visibility it does have from Burnley Street limited to a narrow viewcone to the north-west. The utilitarian form of the wing also lacks the decorative detailing that distinguishes the front portion of the building.

The depth of the front section of the building that is to be retained, in the order of 16.8 metres, is ample to maintain the three dimensional appearance of the former hotel, as well as to indicate its original function. Retained fabric also includes four chimneys, which will maintain the appearance of the roofscape. Overall the extent of demolition proposed will not have an unacceptable impact on the significance of the place, and as such is supported.

Alterations

The opening to be introduced to the north elevation of the hotel is designed to provide connection with a new pocket garden that is proposed to the north side of the heritage building. Although these works involve removal of a section of original wall, the fabric is not of any particular note, being of conventional construction, while the existing door to be removed is not original. The opening is situated at a setback from the street, preserving the form of the west end of the building to the depth of the gabled bay. The new opening is a relatively minor alteration in a secondary elevation that can be accommodated without adverse impact.

New built form

New works in the heritage overlay area consist of the construction of Building 1. This multi-storey structure has been designed in a way that is appropriately respectful of the retained heritage building, and is supported. The north section of Building 1 is to be constructed at a generous setback from the heritage facade, at a distance of approximately 15.7 metres, which enables a substantial degree of separation between the old and new forms. This is in keeping with policy that encourages new development to '*Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements'*.

The tower has a small (1.1 metre) projection into the airspace above the rear plane of the former hotel's roof. This projection can be accommodated without adverse visual impact given its minor depth, and the heritage building will retain its primacy in street level views. The design of the tower includes an undercroft at the lower levels, which, when coupled with the setback of the podium form to the south, will maintain the heritage building as a discrete object in the overall development.

Council's heritage policy relating to 'New Development, Alterations or Additions' does not require upper level additions to industrial, commercial or retail heritage places to be concealed from view; rather, it encourages them to be treated in a way that makes them less apparent. The section of the tower to the

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rear of the former hotel incorporates visually lightweight finishes and colours that will not dominate the heritage building, while the tower's west elevation has a regular geometric expression that does not compete with the former hotel (Figure 16).

The OVGA Design Review Report in relation to the scheme as originally submitted included comments relating to the '*overwhelming scale and proximity to the heritage building'* of Tower A North (Building 1). This concern has been addressed by way of a reduction in the height of the envelope to the rear of the heritage building, from 14 storeys to 10 storeys. The reduced height of the tower, together with the setbacks and architectural language as discussed above, ensures that the heritage building will not be visually overwhelmed within the new development.

It is further noted that the design of Building 1 is commensurate with emerging expectations for tall higher density development to the rear of heritage buildings in this area. The recent Amendment C223 to rezone and apply a Development Plan Overlay to 81-95 Burnley Street and 26-34 Doonside Street, south of the subject site, includes a minimum 10 metre upper level (above podium) setback from Burnley Street for the proposed 12 storey (42 metre tall) development on HO375.

The southern section of Building 1, located outside of the Heritage Overlay area, is appropriately responsive to its heritage neighbour by utilising a podium form fronting Burnley Street, at a setback of 5.4 metres from the southern elevation of the former hotel, and with a two storey height which is in line with the height of the heritage building. The articulation of the podium's street wall into narrower portions is reflective of historical subdivision patterns. In response to commentary in the OVGA Design Review Report that '*the podium inhibits views of the heritage building from the south'*, the amended scheme has introduced a 2.5 metre setback to the west elevation of the podium. This setback behind the line of the heritage building's facade ensures that the hotel retains visibility in views from the south and south-west.

Figure 16 *Render montage looking south along Burnley Street. The section of the tower to the rear of the former hotel incorporates visually lightweight finishes and colours that will not dominate the heritage building.*

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Figure 17 *Render montage looking north-east toward the heritage building. The podium of Building 1 has a 2.5 metre setback from the property boundary, ensuring that the heritage building remains visible in views from the south.*

The tower of Building 1 South above the podium has a 9.5 metre setback from the south elevation of the heritage building and a 5.5 metre setback from the street, which is appropriately respectful and ensures that the hotel will be viewed as a discrete historical element within the new development.

As part of the proposal, it is recommended that conservation works are undertaken to the retained portion of the heritage building, as this will help to maintain the heritage significance of the place. While such works can be guided by historical photographs of the place, a detailed inspection of the subject site would be required to confirm the appropriate scope. It is suggested that such works would include removal of non-original paint and redundant accretions, repair of roofing, pointing, decorative cement dressings and timber framed windows as required, as well as introduction of a sympathetic ground floor facade treatment. A schedule of conservation works could be prepared as a condition of any permit issued for the redevelopment.

In conclusion, the proposed development as amended successfully balances outcomes in terms of the retention of heritage fabric, a more intensive use of the site and the height and character of the new built form. The form of Building 1, the height and podium setbacks of which have been revised in response to comments from the OVGA, reduces the apparent dominance of the new building volume and gives prominence to the retained section of the former Loyal Studley Hotel in views along Burnley Street. Although the works will result in a substantial degree of change to the site, this change will not have an unacceptable impact on the significance of the heritage place. The scheme has been designed with appropriate regard for relevant Council policy at Clause 22.02 and Clause 43.01, as well as for the proposed Clause15.03-1L and heritage considerations more generally.

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ARCADIA

Victoria Gardens Doonside Precinct
Landscape Architectural Town Planning Package

Prepared for Vicinity Centres & Salta Properties
8 April 2022
Issue 6

ARCADIA

Issue	6
Date	8/04/2022
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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.

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PROJECT INTRODUCTION

Introduction

Vicinity Centres and Salta Properties have engaged Arcadia Landscape Architecture to undertake a landscape architectural concept of the proposed retail and mixed use development located along Doonside Street in Richmond.

This development seeks to expand the offering of Victoria Gardens through a laneway and market hall retail experience, with mixed use and residential towers above.

This Concept Design Town Planning Report presents the landscape architectural proposal for the development, supporting its vision to create a dynamic mixed use precinct, with an open, inviting and engaging public realm for the community, residents and shoppers alike.

Site and Surrounds

Legend

01 Project Site

02 Victoria Gardens Shopping Centre

03 Multi Level Car Park

04 Harry the Hirer Site

05 Yarra River

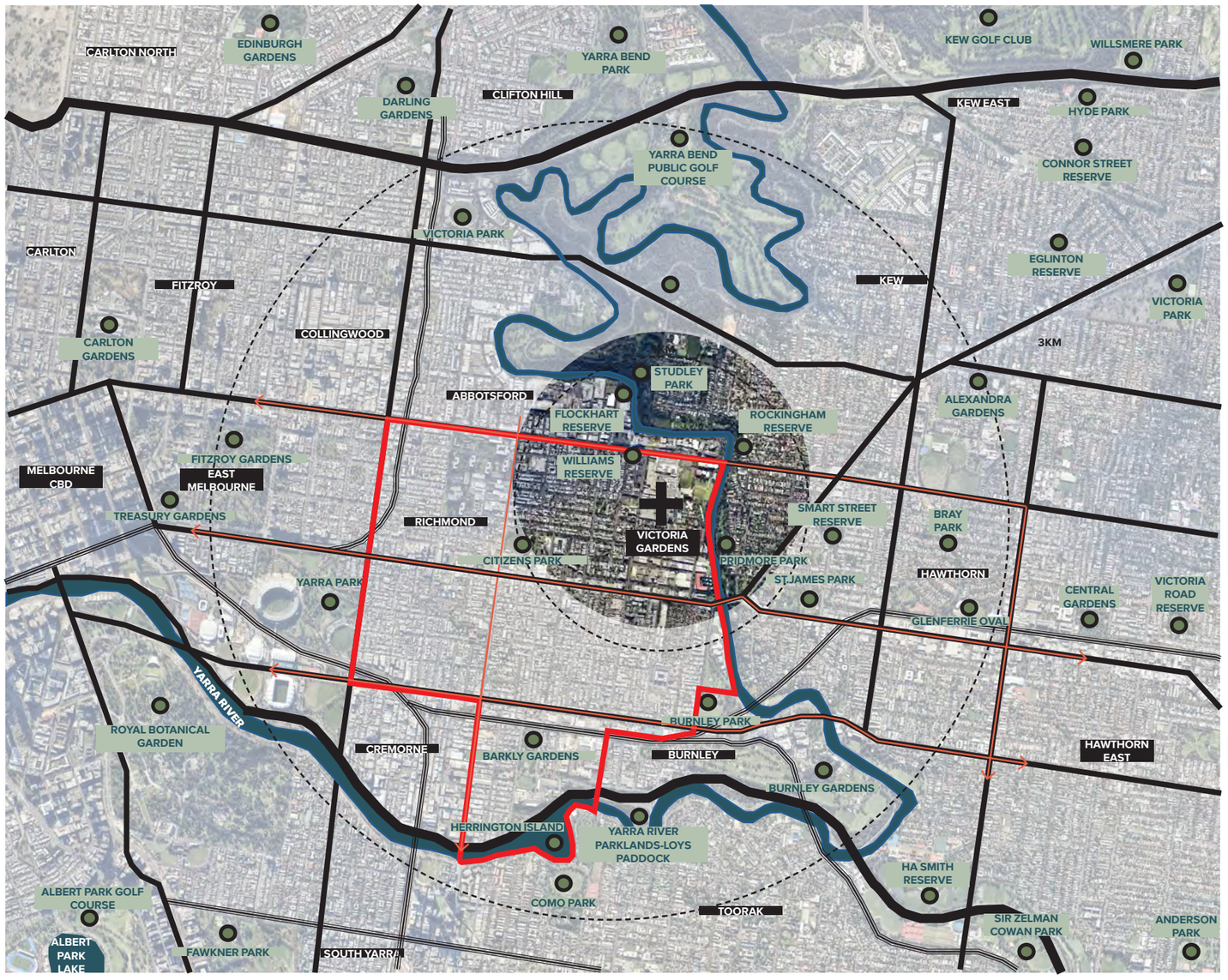
Site Context

The development site is located along Doonside Street, in the north east corner of Richmond and is bounded between Victoria Gardens Shopping Centre to the north, Burnley Street to the west and David Street to the east.

The broader area is undergoing significant redevelopment, transitioning in built form character from industrial warehouses to residential towers.

The site is located in close proximity to the retail and dining precincts of Victoria Street and Bridge Road, both of which are serviced by tram lines.

The Yarra River to the north and east of the site is a significant natural, cultural and recreational corridor for the area and contains the Main Yarra Trail that connects the area to central Melbourne.



Site Context

Legend

- Richmond Suburb Extents
- Rail Lines
- Water Body
- Tram Lines Within 3km of Site
- Freeway
- Primary Roads
- Public Parks / Garden Reserves

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 warrongguny, 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 communit**y 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**.

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.

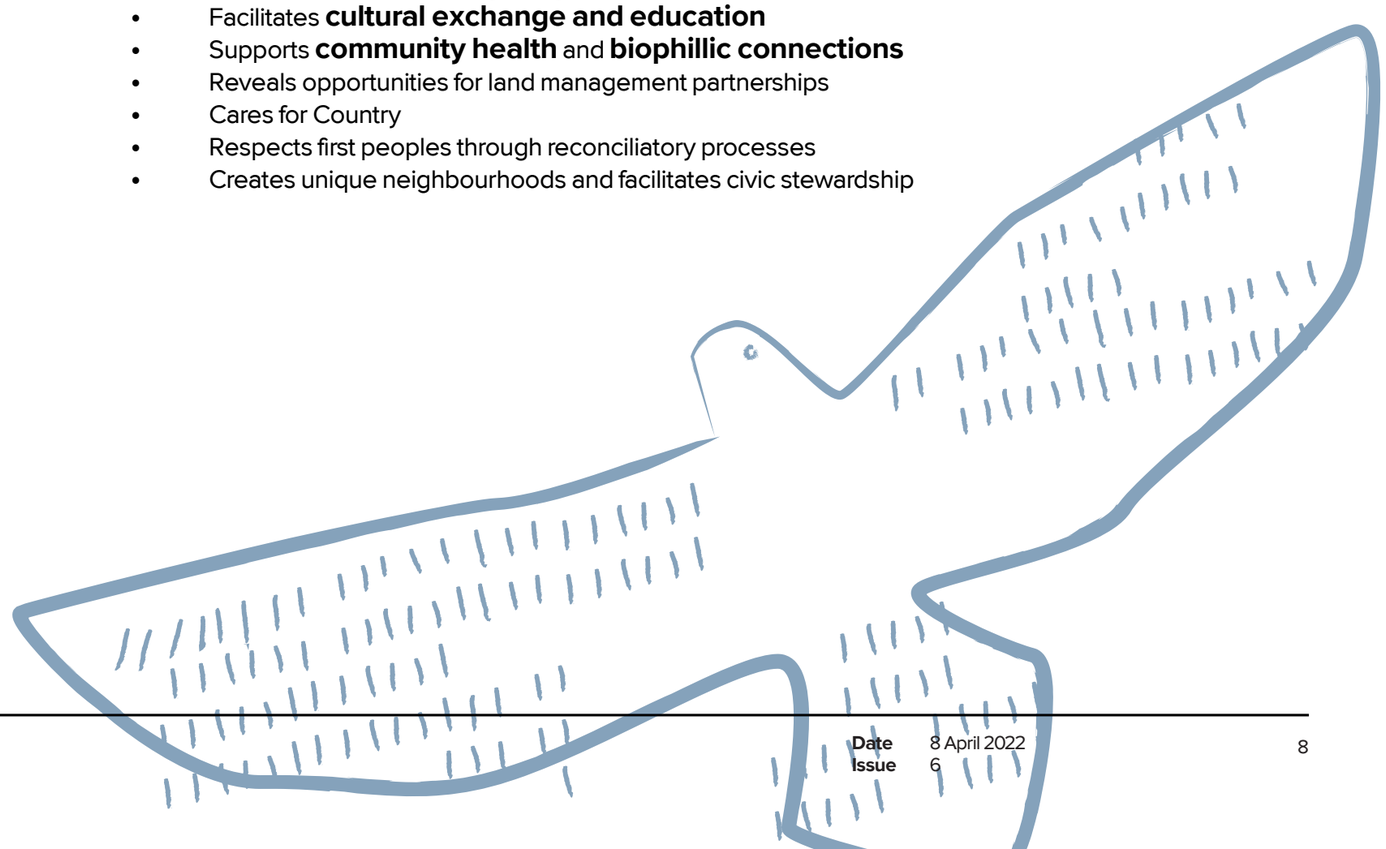
Indigenous Design Strategy

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



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

Eons B.P.

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 becomes 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 1886

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 Doonside Precinct Development Site.
Text shown in grey relates to the broader Richmond area.

Project Site History

The Doonside Estate

1852 — David Mitchell, father of Nellie Melba, began a brickworks there in 1852

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

1888 — David Mitchell's brickworks, iron workers shop, blacksmiths shop and large carpenters and joiners shop at the rear of his home at Burnley Street were destroyed by fire

1914

1922 — Ruwolt diversified into heavy industrial work, producing road-making equipment, crushing machinery for mine-work, brewing machinery and hydraulic presses for the nascent car industry

1925 — Predating the Doonside subdivision, a fibrous plaster factory was built on the north-east corner of Burnley Street and Appleton Street (first listed as in Sands and McDougall Directory as 89-95 Burnley Street)

1927-1930 — Bethanga Bridge was built. The bridge was designed in New South Wales by Department of Main Roads engineer Percy Allen and the trusses were built by Vickers Ruwolt in Melbourne

1930 — In 1930, the plaster factory listed at 89-95 Burnley Street was taken over by Russell Manufacturing Co. Pty Ltd, a firm allied with Repco

1931 — The Doonside Estate was subdivided and offered for sale in providing 34 lots on Burnley, Doonside, David and Appleton Streets

1938 — Vickers Ruwolt becomes one of the largest engineering companies in Australia with 600-700 workers

1939 — Repco/Russell Manufacturing constructed a double-storey office and laboratory building at present day 26 Doonside Street.

1943 — in 1943, residences at 5 and 7 Appleton Street disappear from Sands and McDougall directories. These sites were presumably absorbed into the expanding Russell factory Street

1946 — Ruwolt died in 1946 and company became Vickers Ruwolt Pty Limited

Late 1950's-1960's — By 1958, the Russell factory had expanded further east along Appleton Street to take over sites at no.13 and 15. 1960s Around the same time the production of the Repco-Brabham engine was relocated from Richmond to another Repco facility at Maidstone

1985 — By 1985, Harry the Hirer started

2006 — The Vickers Ruwolt site was redeveloped for the Victoria Gardens shopping centre (including a massive IKEA showroom) and mixed commercial/residential uses

The Site

Charles Ruwolt Pty Ltd moved to Victoria Street, Richmond, Melbourne, the name Ruwolt & Co.

Note:
Text shown in black directly relates to the Doonside Precinct Development Site.
Text shown in grey relates to the broader Richmond area.

VISION

Project Vision

Victoria Gardens Doonside Precinct will capture Richmond's inner-city vitality by creating a dynamic, new generation mixed use precinct, designed to promote a connected community, enhance individual wellbeing and lead the transformation of an evolving urban environment.

Project Design Pillars

VIBRANT MARKETPLACE

Culture in its many forms is the process and outcome of human activity which enriches individuals and communities. Victoria Gardens will be a 'marketplace' in its fullest sense - a place which rewards residents, retailers and visitors with a dynamic cultural cavalcade of social and commercial activity. It will be a place which fosters social and commercial interaction, providing a platform to encounter and observe a wide array of people, activities, performances and events.

PHYSICALLY & SOCIALLY CONNECTED

Victoria Gardens should be distinguished by its visual transparency into, and within, the precinct; and the obvious ease of physical movement across its threshold in order to emphasise connectivity to its immediate physical and social environment. In particular, the design will optimise the centre's appeal across all age groups to forge an inclusive social setting.

DIVERSE & OPEN

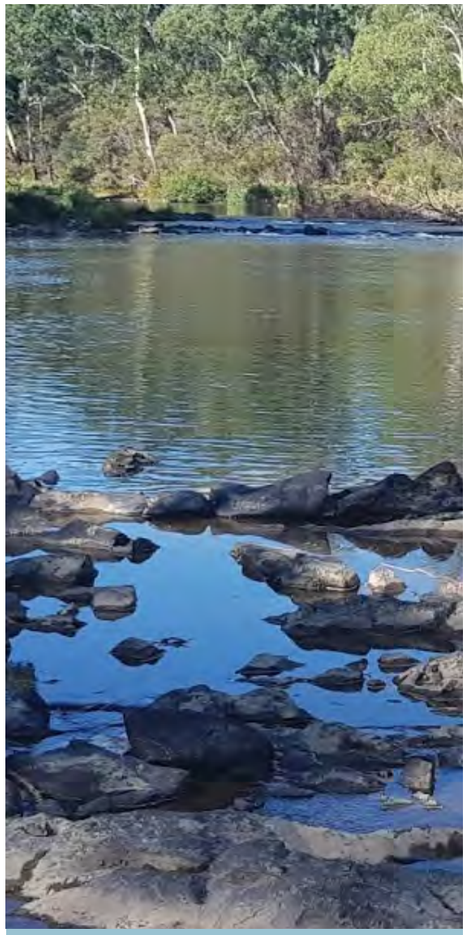
Victoria Gardens' appeal will be heightened by the diversity of amenity and the mix of social and retail options available to residents, shoppers and visitors alike. The centre's street-level design will serve to promote interest and optimise physical access, including for those transiting through the precinct to further destinations.

A REWARDING PUBLIC REALM

A highlight of the project will be the creation of an engaging and inviting 'public realm' throughout the centre, ensuring scope for future, unimagined occupation and use by occasional or frequent users and, significantly, integrating the project site within its wider precinct. This inherent 'opportunity' for the wider community, together with residents, retailers and shoppers, ensures that Victoria Gardens will serve as a valuable community asset.

LANDSCAPE NARRATIVE

Landscape Layers



The Birrarung - Water

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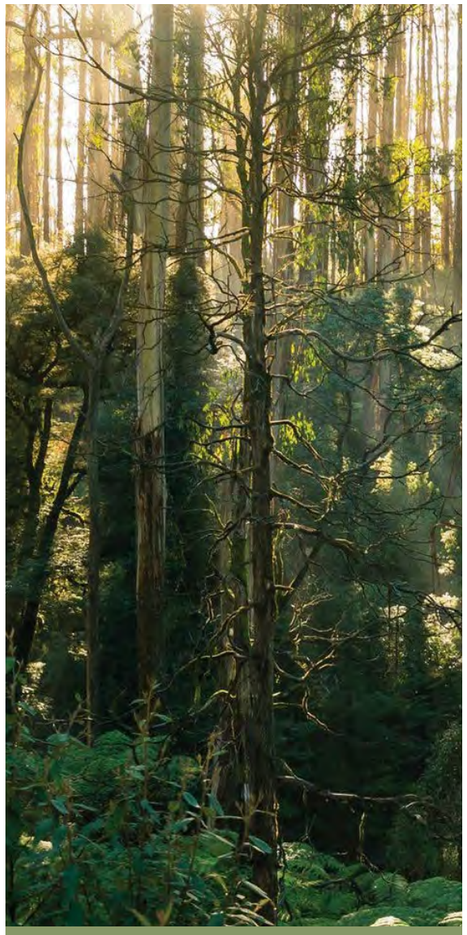

The Birrarung - Vegetation

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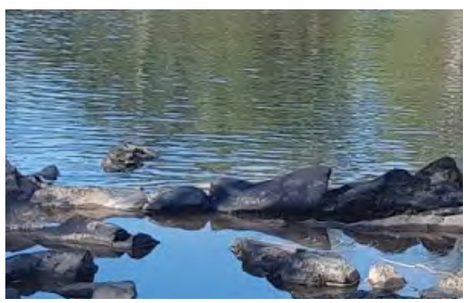
Richmond Character

+

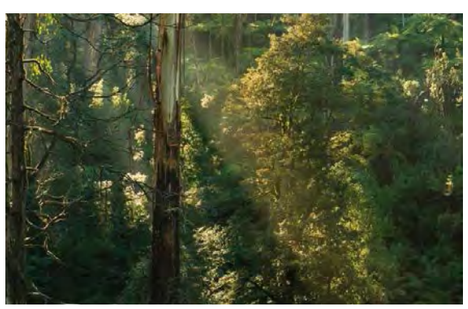
Site History

Landscape Layers



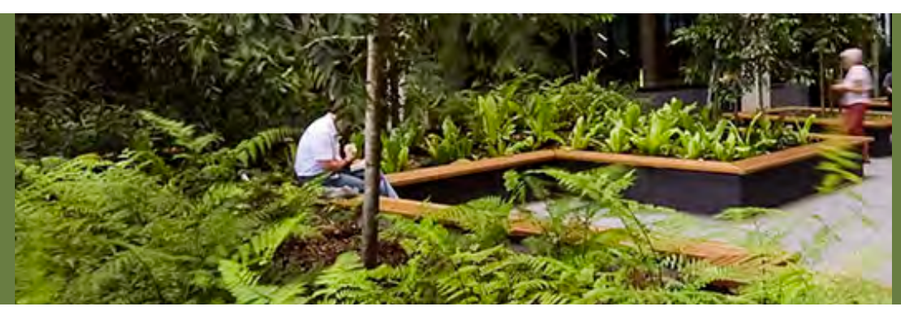
The Birrarung - Water

Creation of a ‘river line’ referencing the flow of the Birrarung connecting through the public realm.
River bends create spaces for people to slow down and occupy, while river straights encourage pedestrian movement and flow



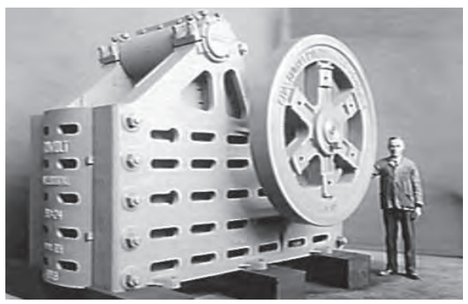
The Birrarung - Vegetation

Referencing the plant character of the Birrarung within the Yarra Ranges that is suitable for the site micro climate



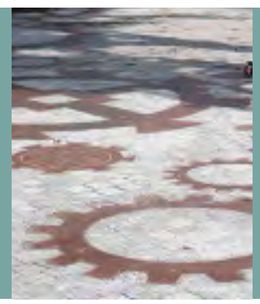
Richmond Character

Incorporating the texture and materiality of brick and bluestone to create a place that is distinctly of Richmond

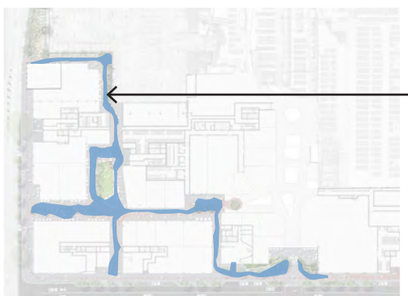


Site History

Incorporating elements throughout the fabric of the design that express the rich Indigenous and European site history, significance and narrative

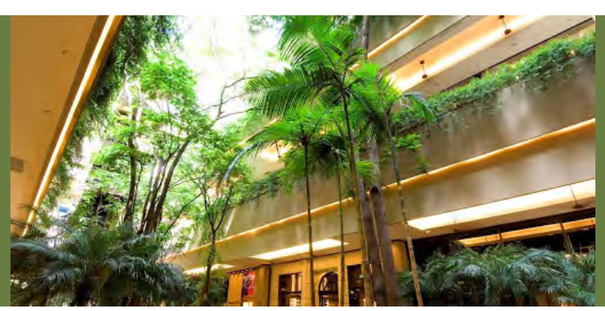


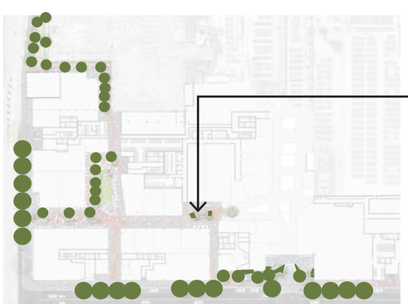
Landscape Layers



The Birrarung - Water

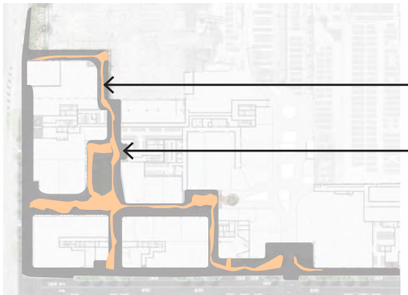
‘River Line’





The Birrarung - Vegetation

Fern tree gardens



Richmond Character

Brick pavement to ‘River Line’

Bluestone pavement to public realm

Site History

Opportunities for interpretation elements

Landscape Design Pillars

Make it Human

Improving the human experience and interaction with the site is fundamental. Basic user centered design principles will humanise the urban experience and welcome people back to this place to enjoy.

Make it Local

Reconnecting the local community with their place, their story and their people. Local stories and identity that reflect community desires and diversity are to be infused to create ownership and transform space into ‘Place’.

Make it Activated

Support 18 hour activation of the precinct through layers of activity, uses and events appealing to a wide variety of patrons

Make it Textured

Selective use of materials through landscape to create a tapestry of spaces. Reflective of the variety of textures and materials that make up Richmond’s built character.

GROUND LEVEL LANDSCAPE CONCEPT

Precinct Character

Spaces for people and activation

Green, textured and lush

Distinct pavement treatment

Activated edges and clear pedestrian movement

Ground Level Landscape Concept

Overall Plan

Legend

01 Pocket Garden

02 Existing Multi Level Car Park

03 Burnley Laneway

04 Doonside Plaza

05 Residential Master Lobby

06 The Courtyard

07 Market Hall Entrance

08 Market Hall Square

09 Harry the Hirer Site

10 Future Public Open Space By Others

11 Level 1 Car Park Entrance

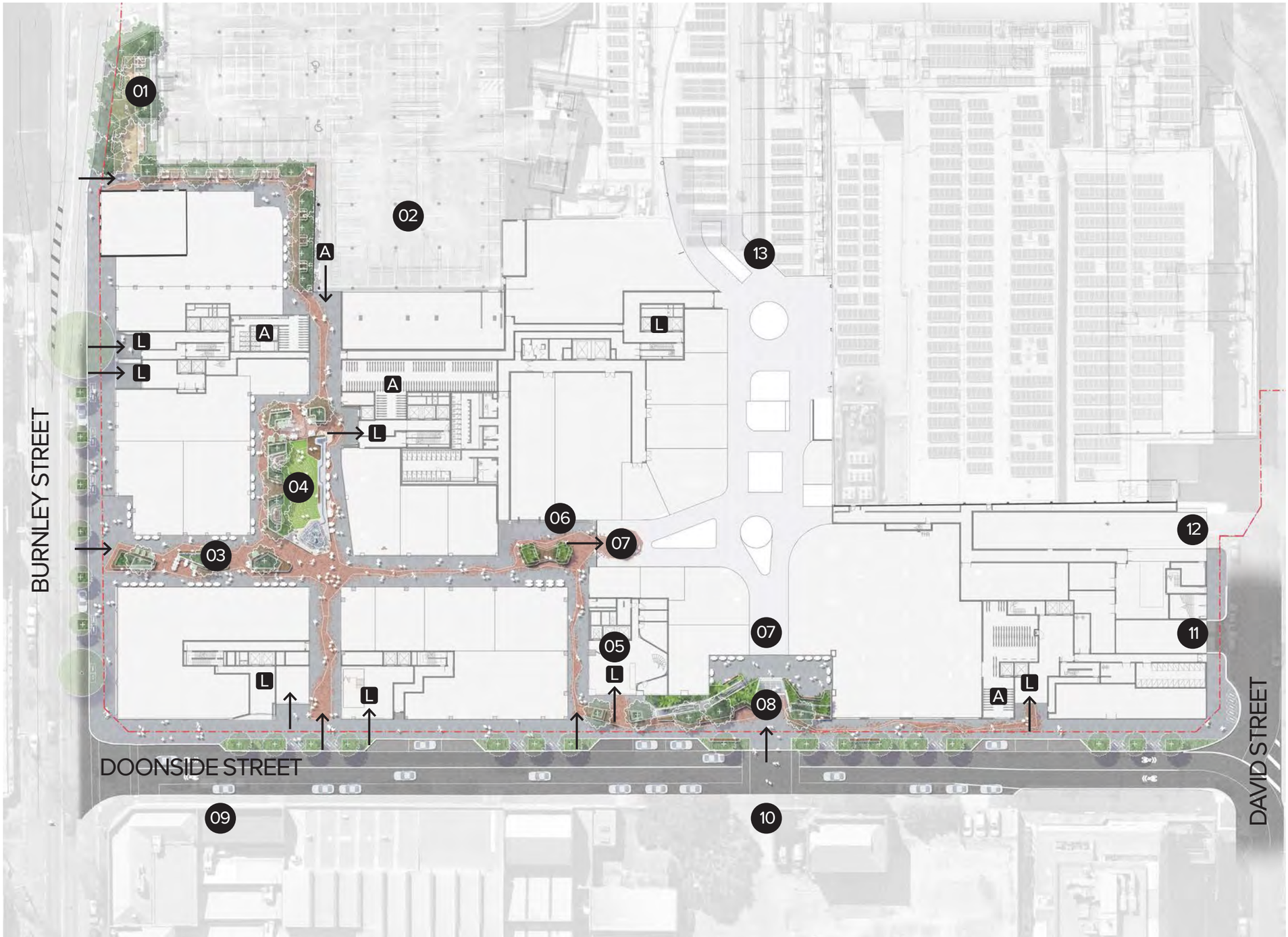
12 Basement Car Park Entrance & Loading Dock Area

13 Existing Victoria Gardens Shopping Centre

L Lobby

A Amenity

→ Proposed Entries



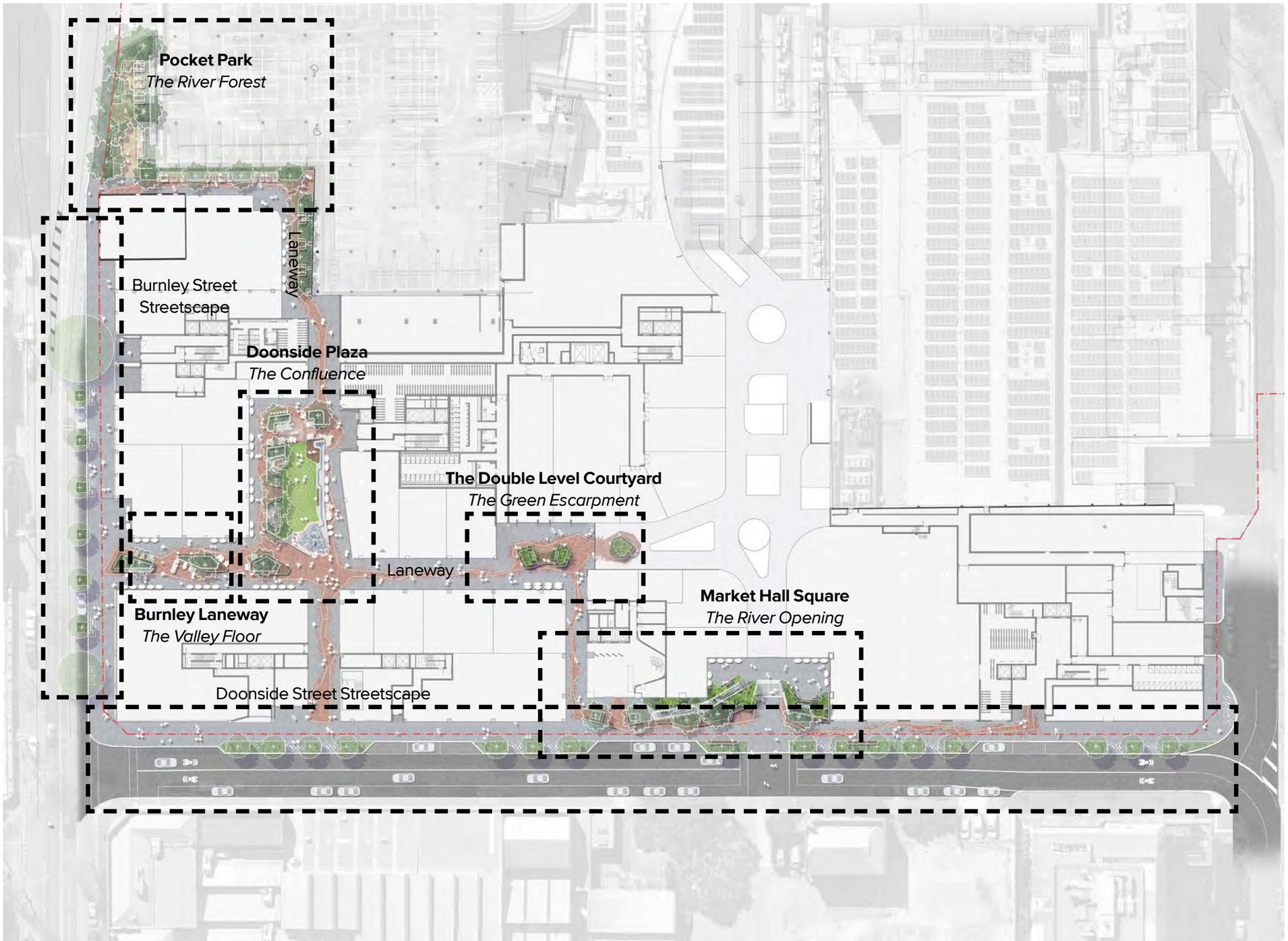
Key Public Realm Areas

The landscape concept for the ground floor proposes an engaging, open and inviting public realm for the community, residents and shoppers, while enhancing the streetscape amenity of Doonside and Burnely Streets.

The key spaces of the ground floor are:

- Doonside Plaza, the *Confluence;*
- Burnley Laneway, the *Valley Floor;*
- Double Level Courtyard, the *Green Escarpment;*
- Market Hall Square, the *River Opening;* and
- Pocket Park, the *River Forest*

Each of these spaces reference different spatial qualities of the Yarra River corridor, from it's source in the Yarra Ranges to where it meets Port Phillip Bay.



Doonside Plaza - *The Confluence* and Burnley Laneway - *The Valley Floor*

Situated in a break between the adjacent built form, the Burnley Laneway acts as a valley floor, an open space that invites visitors to commence their journey into the precinct. It is also a starting point of the 'River Line,' the pavement treatment that frames spaces of occupation and movement and connects through the public realm.

The laneway contains raised planters with variety of seating edges clear sight and pedestrian movement lines along the retail edges into the precinct.

The laneway leads to the key central space within the Precinct, the Doonside Plaza. The plaza acts as a 'Confluence,' where the 'River Lines' of the adjacent laneways meet to create a public space for the general public, shoppers, office workers and residents.

The space is framed around the Village Green, an open, undulating synthetic lawn for informal activity, events and gatherings.

To the southern end, an interactive water fountain is provided encouraging informal play and activity at the laneway junction. The fountain is fed by a water ribbon feature, located along an elevated seat wall and spills onto the fountain.

To the east is the Garden Room, incorporating seating pods framed and enclosed with feature paving and canopy trees flush with the adjacent pavement, located above the available deep soil below.

The northern end is the Dining Room, an outdoor dining space activated by both the general public and adjacent tenancies. Incorporating fixed and loose furniture the space provides an enclosed outdoor dining experience beneath a feature canopy structure.

Legend

01 River line brick paving
02 Public art / activation node
03 Integrated seating edges
04 Raised planters
05 Seating nodes with shelter above
06 Village Green (artificial lawn)
07 Water fountain / informal play
08 Seating edge
09 Linear water feature integrated into seat wall
10 Dining area with shelter above
11 Raised bar seating
12 Timber seating lounge
13 Timber platform
14 Steel edge to delineate title boundary
15 Flush feature and tree planting within deep soil
16 Opportunity for outdoor licensed seating

Doonside Plaza and Burnley Laneway - Experience

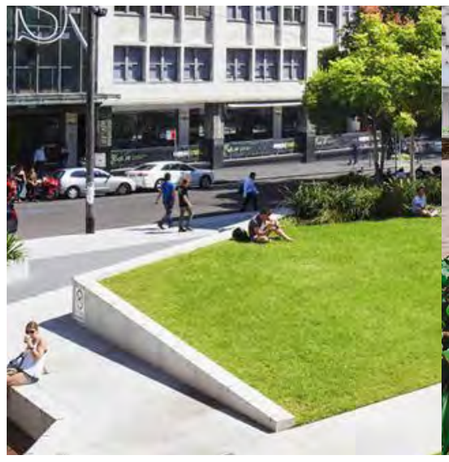
THE EXPERIENCE

EXPERIENCE
A space for meeting and gathering with friends and family, the built elements provide the platform for these engagements.

See: Delighted children in the water play with parents taking a breather. Green islands of glossy, lush shade hardy plants.
Hear: Conversations, debates, laughter, clicking on the pavement of heeled boots, busker performing in the Town Square stage.
Smell: Food from the variety of F&B vendors.
Taste: Steak sandwich, strong latte, a fresh almond croissant, a packed lunch from home.
Feel: Sheltered, temperate, friendly, relaxed, basking in the afternoon sun on the Village Green.

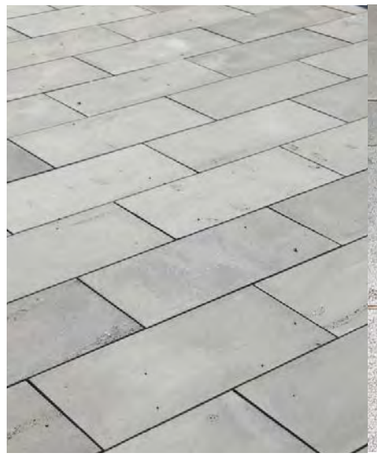
PROGRAMME
/ Tables and benches
/ Shade
/ Water Play
/ Raised sitting edges
/ Tactile plants
/ Lawn area
/ Performance space
/ Seasonal installations

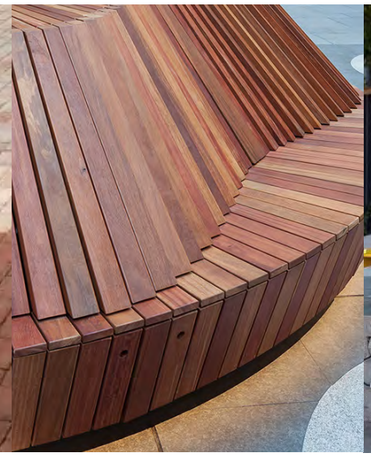
CHARACTER



SPATIAL QUALITIES
The Burnley Laneway and Doonside Plaza are designed to offer a variety of spaces that encourages people to slow down and take a moment. With seating edges to the raised garden beds and a provision of low to high tables and a range of seat types, this series of spaces caters to a wide range of users' needs from resting, waiting, eating, playful discovery, people watching or just enjoying the space.

ELEMENTS





MATERIALITY
Bluestone paving consistent to the CoY standard is the proposed canvas for the precinct with complementary in colour brick pavers proposed to the occupation spaces.
The ground plane materiality wraps up to brick walls and a timber furniture palette affords warmth and longevity and gives a nod to the contextual Richmond material character. The raised garden bed edges keeps continuity between the precicnt's other spaces.

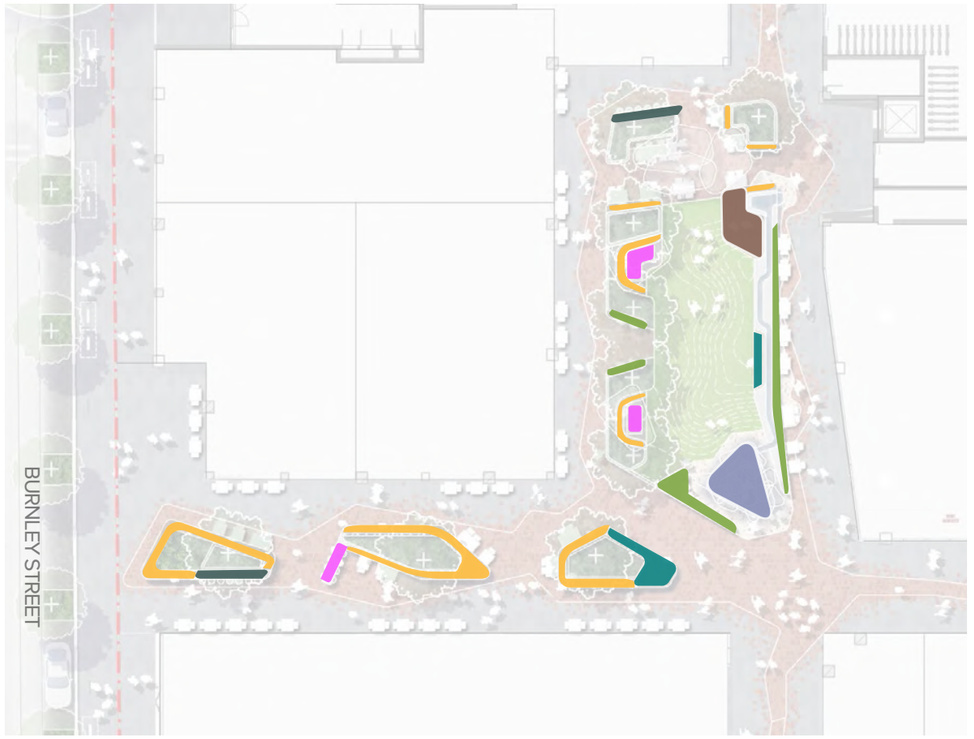
Doonside Plaza and Burnley Laneway - Analysis

Access + Circulation

Legend

- Footpath
- Primary pedestrian route
- Secondary pedestrian route

Seating Amenity



Legend

- Integrated planter wall seating
- Integrated concrete seating
- Integrated bar table seating
- Integrated day bed
- Informal Stage
- Communal dining table
- Flexible Stage/ Water Fountain

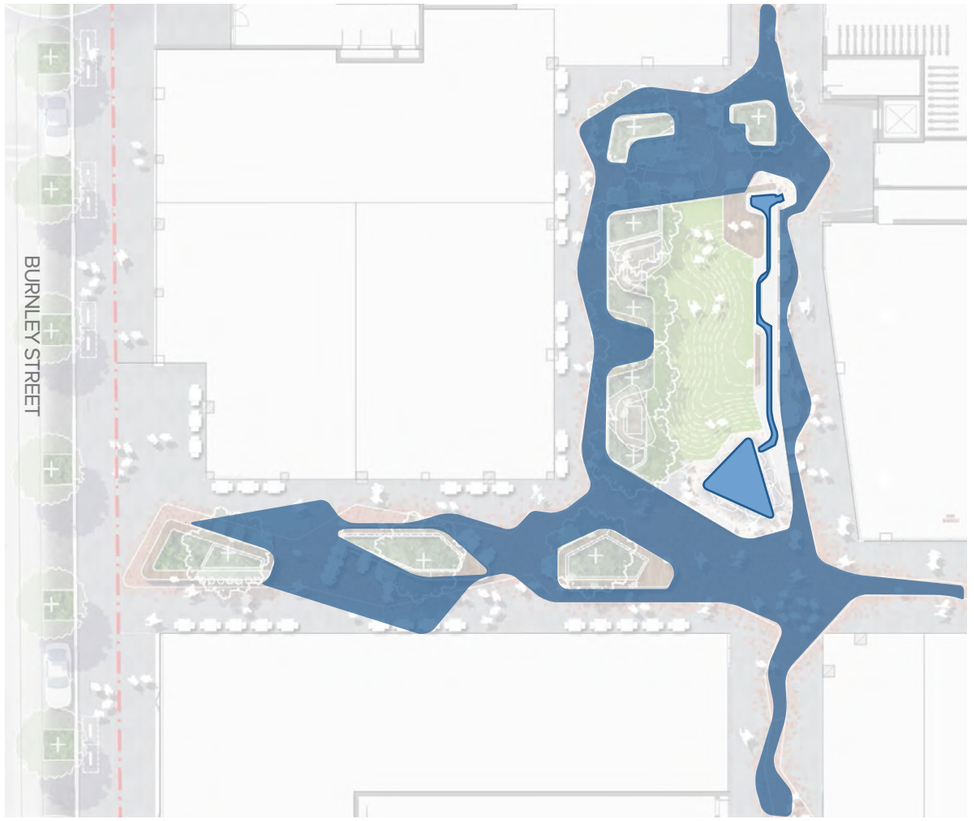
Doonside Plaza and Burnley Laneway - Analysis

Soft Landscape

Legend

- Raised planter with low lush shade ground covers
- Inground planting
- Lawn
- Deciduous trees (selected for shade tolerance)
- Street trees

River Line

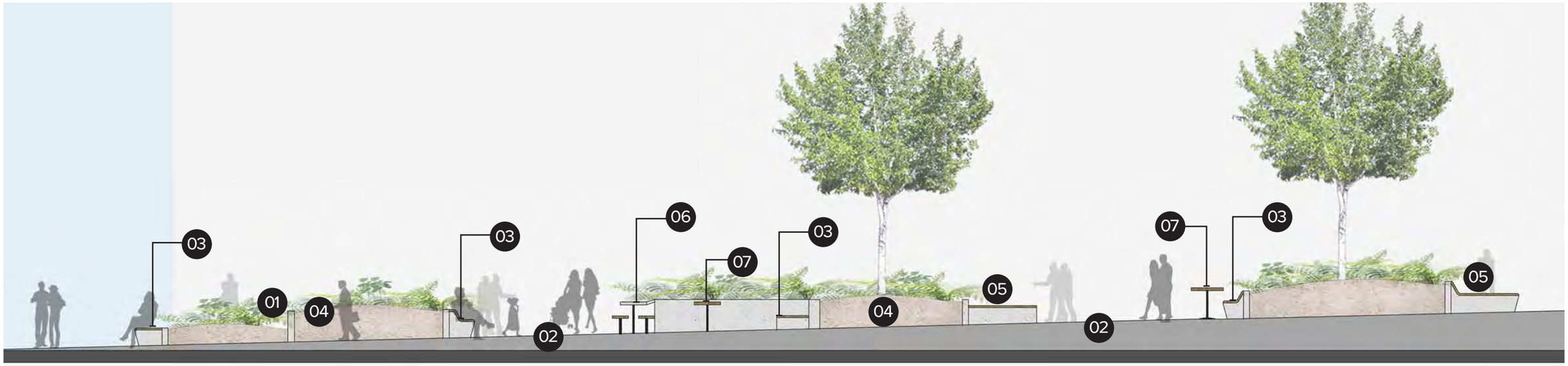


Legend

- Integrated water element
- River line - brick paving

Ground Level Landscape Concept

Burnley Laneway - Section A



Legend

01 Entry signage

02 River line brick paving

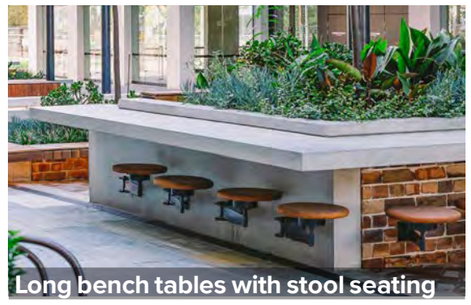
03 Timber topped seating

04 Raised planters

05 Timber lounge seating

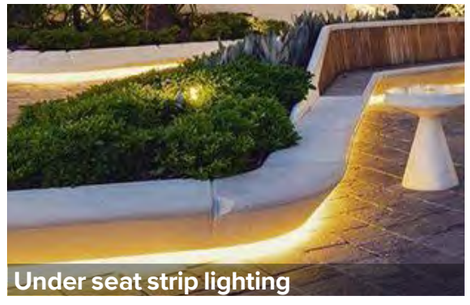
06 Communal dining table

07 Flexible dining table


Long bench tables with stool seating

Variety of seat types

Low, lush understory planting


Under seat strip lighting

Burnley Laneway - Section B

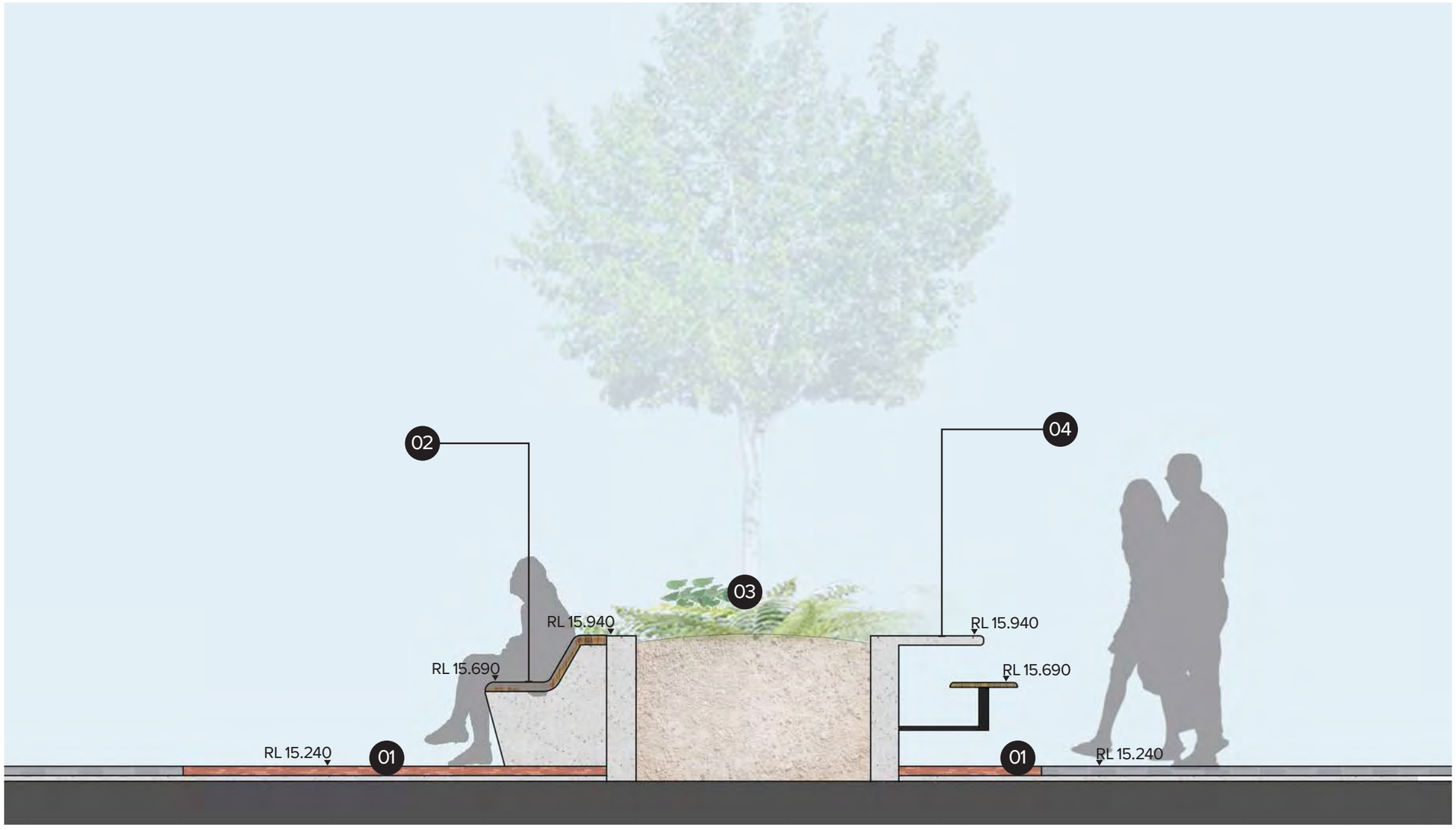
Legend

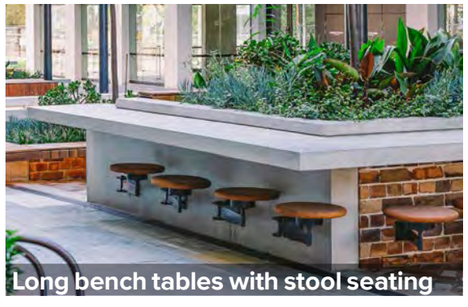
01 Feature pavement to entry

02 Integrated planter wall seating

03 Lush shade planting with low feature groundcover

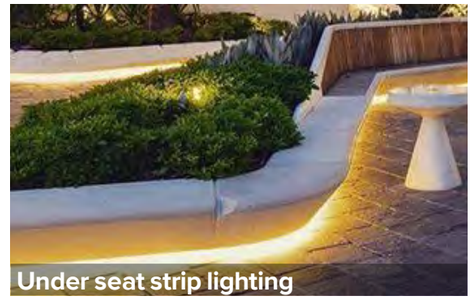
04 Integrated planter bar seating



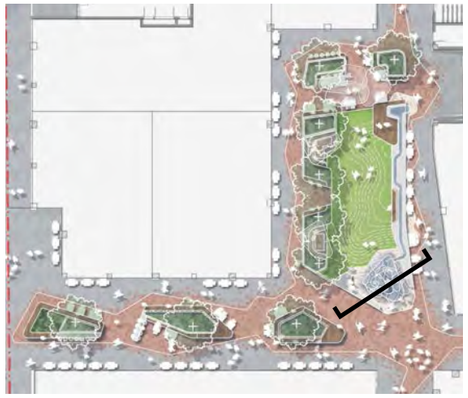

Long bench tables with stool seating

Variety of seat types

Low, lush understory planting


Under seat strip lighting

Doonside Plaza - Section C



Legend

01 Flexible Stage / Water Fountain

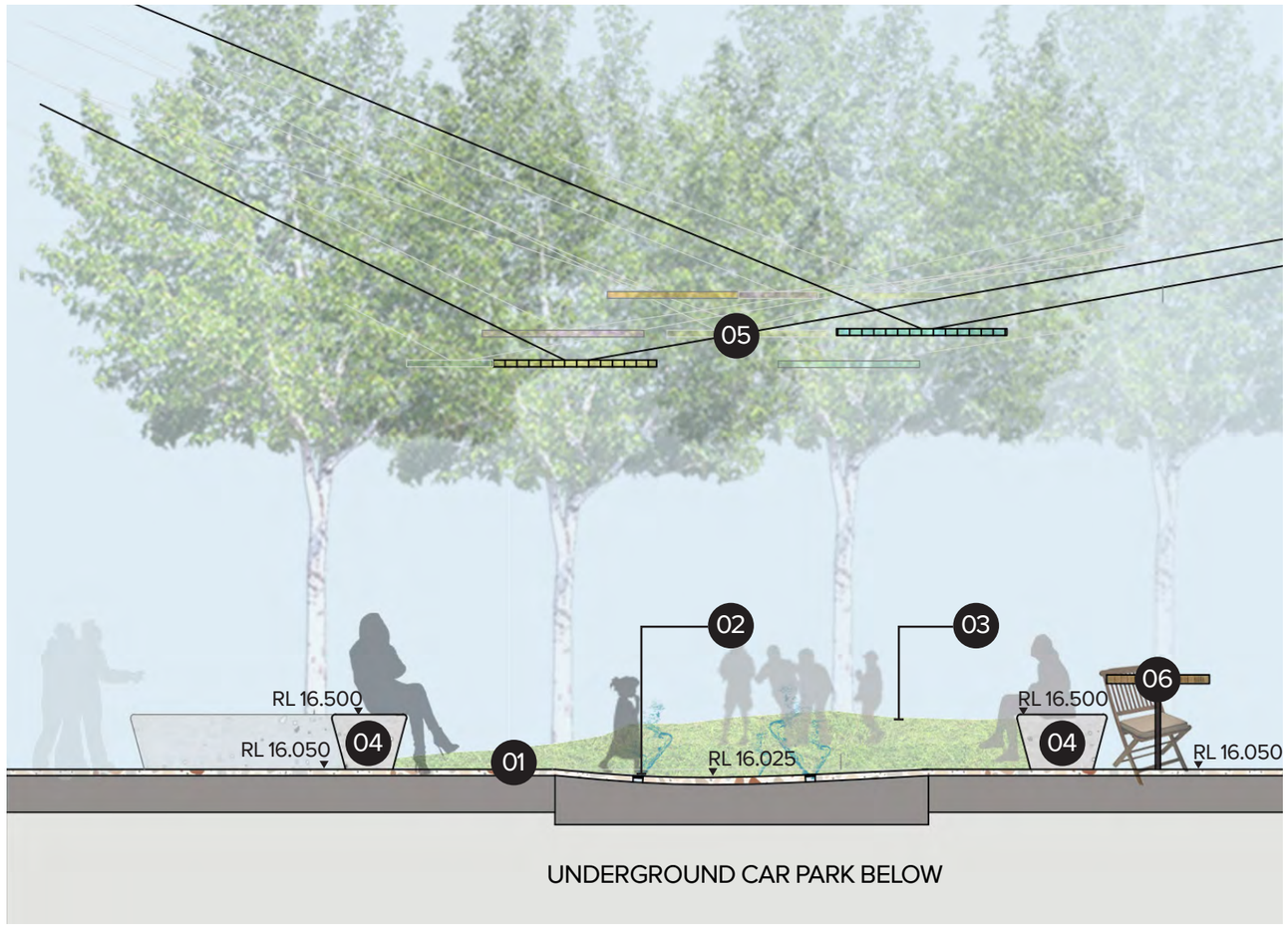
02 Feature pavement at flexible stage

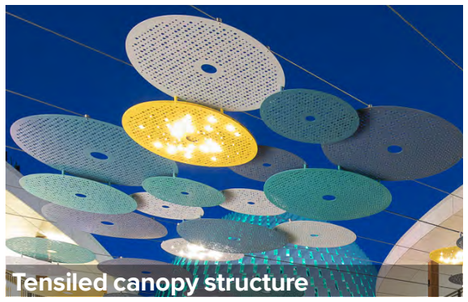
03 Undulating Artificial Turf Lawn (in background)

04 Integrated seat wall

05 Tensiled Canopy Structure

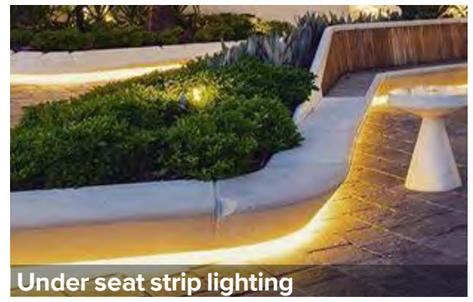
06 Opportunity for licensed seating




Tensiled canopy structure

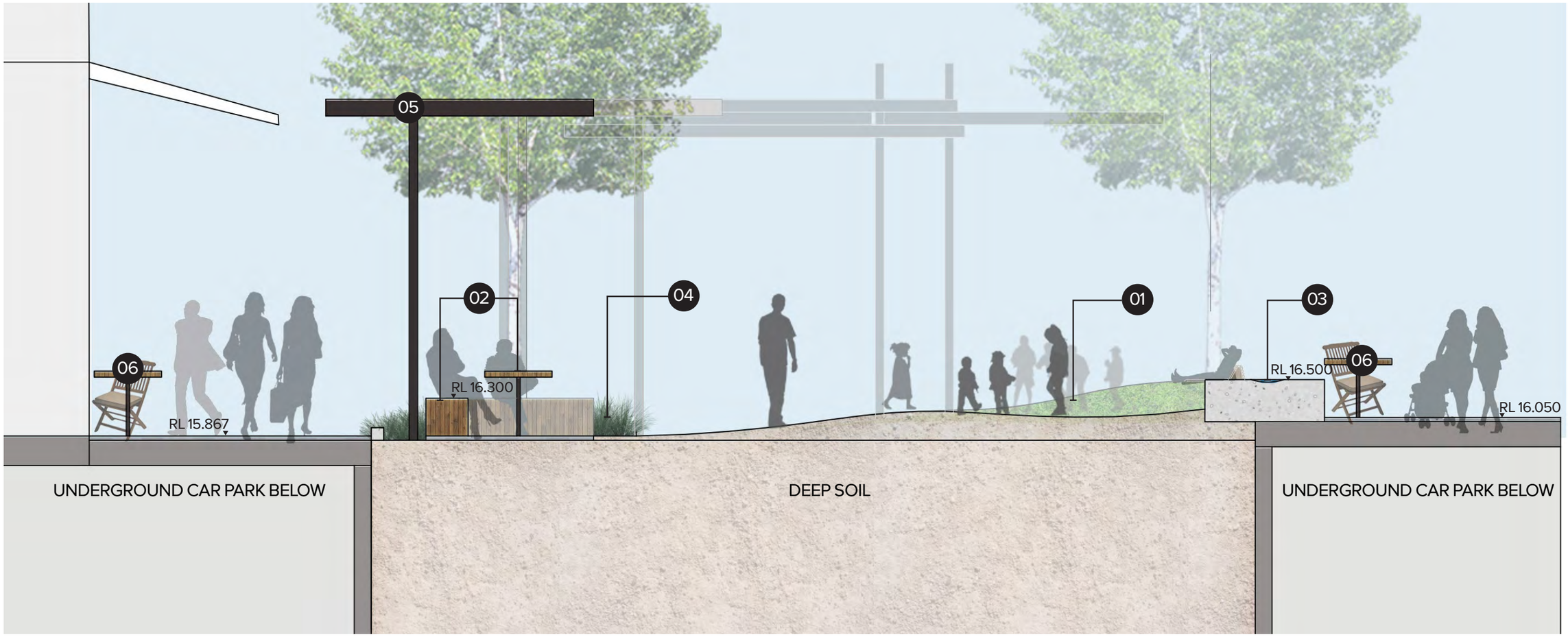
Water fountain / plaza

Undulating artificial lawn


Under seat strip lighting

Ground Level Landscape Concept

Doonside Plaza - Section D



Legend

01 Undulating Artificial Turf Lawn

02 Integrated seating and table

03 Integrated water feature + seating

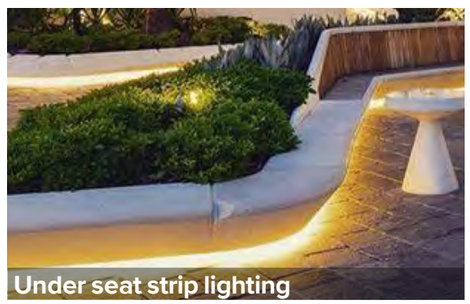
04 Low, lush shade hardy understory planting with deciduous canopy trees over

05 Canopy Structure

06 Opportunity for licensed seating

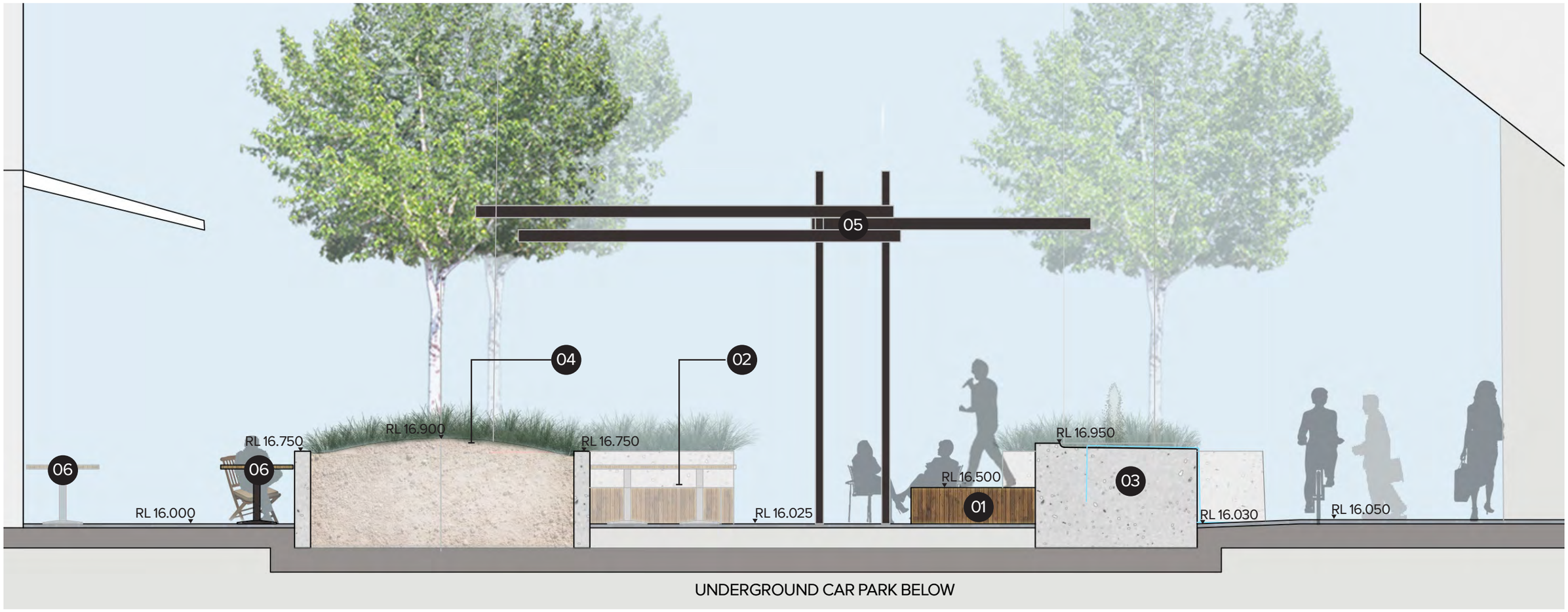
Variety of seat types

Undulating artificial lawn


Under seat strip lighting

Ground Level Landscape Concept

Doonside Plaza - Section E



Legend

01 Informal Stage / Seating

02 Integrated planter wall seating and table (in background)

03 Water feature

04 Raised planter planting with deciduous canopy trees over

05 Canopy Structure

06 Opportunity for licensed seating

Water feature

Trees in raised planter with seating

Music and events

Ground Level Landscape Concept

Pocket Garden and Laneway - *The River Forest*

Located at the north western corner ajacent to Burnley Street, the Pocket Garden provides an enclosed open space that leads visitors into the development.

The Pocket Garden references the 'River Forest' of the Yarra, providing a sense of embrace with surrounding feature vegetation, canopy trees and climbing plants to a pergola structure above.

The space provides for passive seating and recreation, with inbuilt seating pods, lounges and bar edges, with the flexibility of further activation through outdoor licensed dining.

Adjacent to the garden is a pedestrian laneway, comprising of bench seating and table settings. Garden bed and canopy tree planting assist in providing a pedestrian scale to the laneway and softening the adjacent multi level car park.

Legend

01 Pocket Garden

02 River line brick paving

03 Trees in deep soil

04 Pergolas and catenary lighting

05 Seating tables / long benches for loose furniture

06 Decomposed granite with open areas for flexibility

07 Deep soil garden bed to car park edge flush with paving

08 Integrated bar table

09 Integrated bench seating and tables - Option for use by public or as licensed seating

10 Canopy trees along car park interface in deep soil

11 Flush car park access points

12 Raised planter to Pocket Garden

13 1m wide plenum for basement car park natural ventilation

14 Opportunity for outdoor licensed seating

Pocket Garden - Section A

Legend

01 Raised planter

02 Bluestone footpath

03 Compacted toppings surface

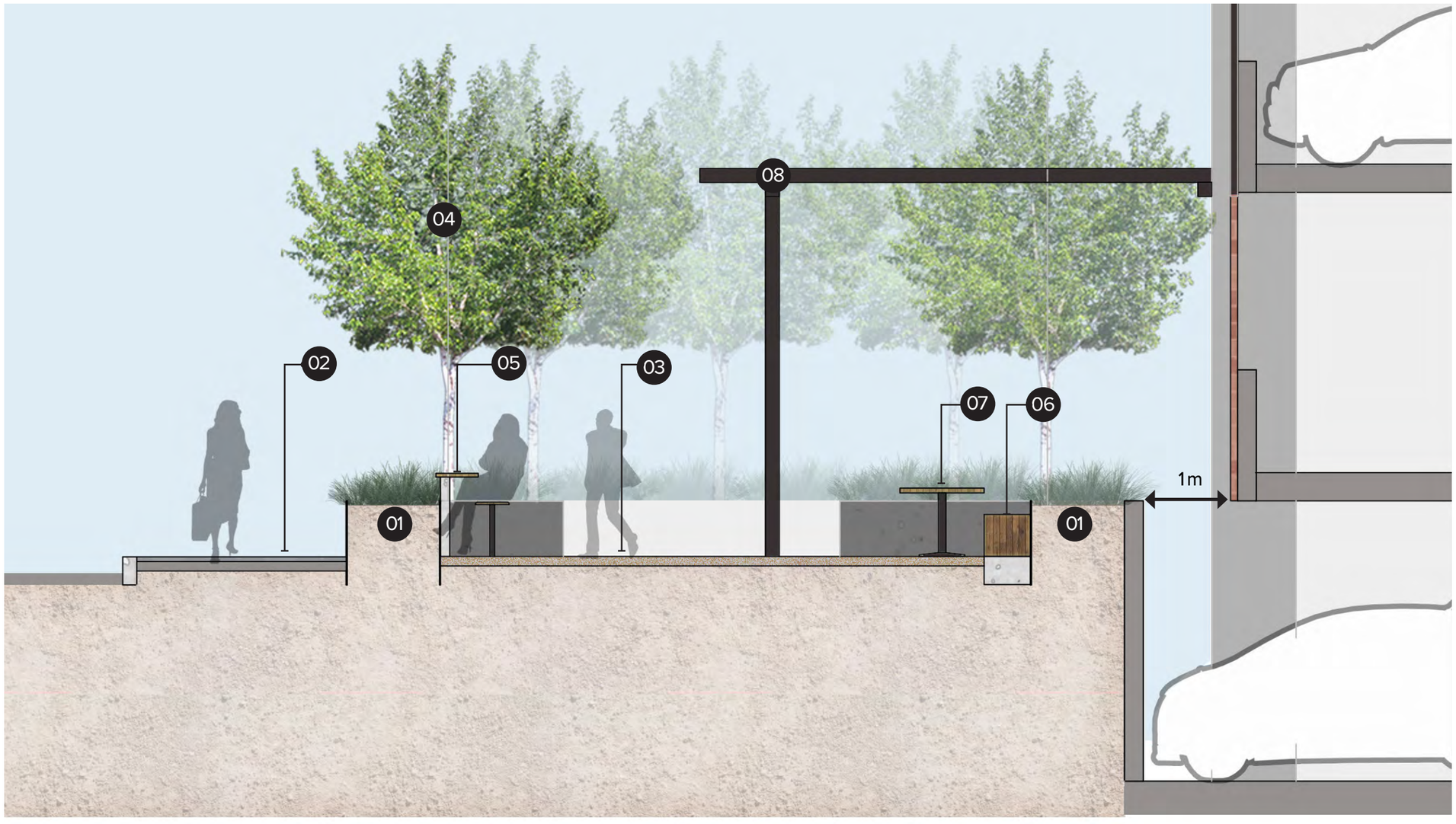
04 Feature tree

05 Bar table

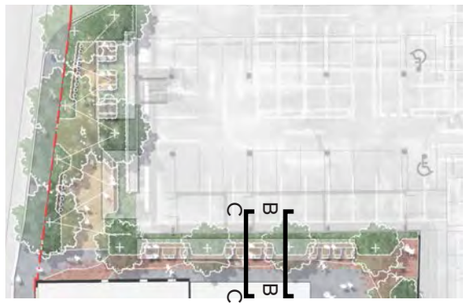
06 Timber seating

07 Opportunity for licensed seating

08 Pergola structure



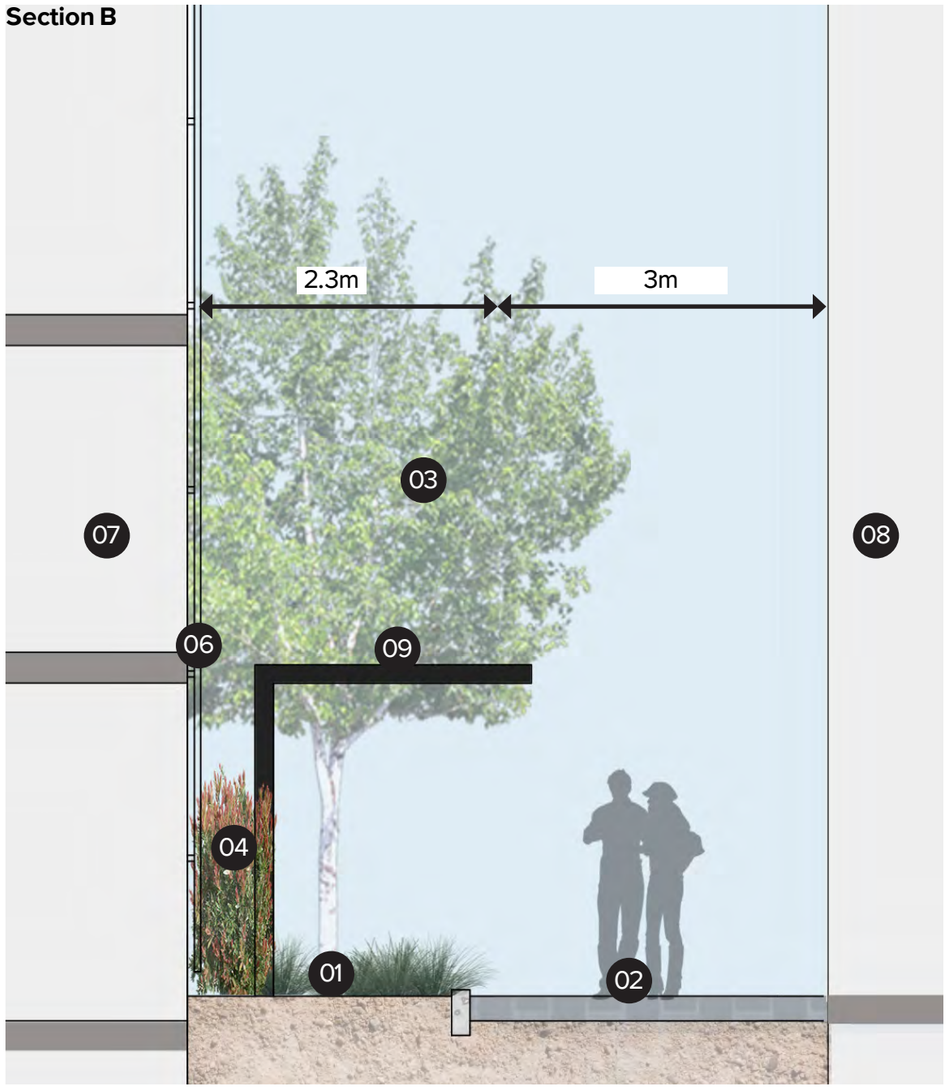
Pocket Garden Laneway - Section B and C



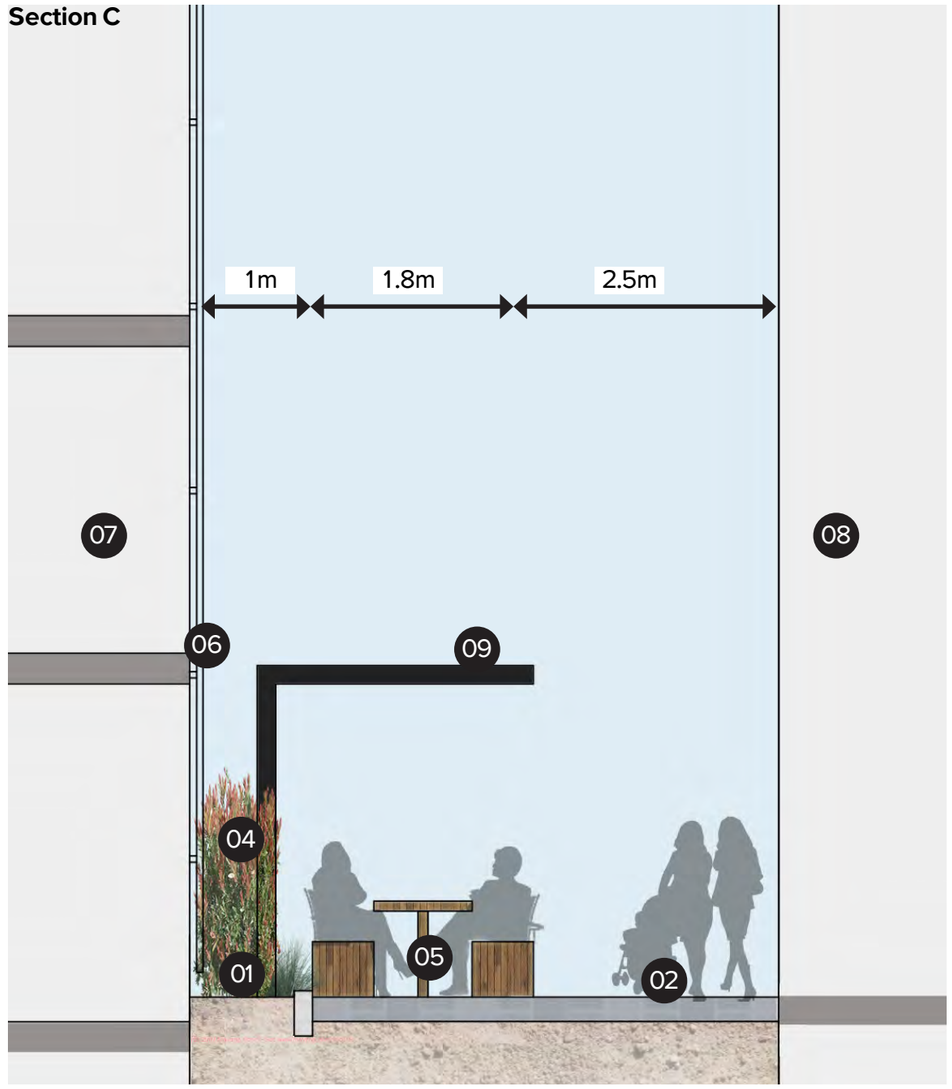
Legend

01 Raised planter
02 Bluestone footpath
03 Feature tree
04 Screening shrubs
05 Outdoor seating area
06 Architectural screen
07 Multi-deck car park
08 Adjacent building
09 Pergola structure

Section B



Section C



Pocket Garden Laneway - Section D-E

Legend

01 Raised planter

02 Bluestone footpath

03 Feature tree

04 Screening shrubs

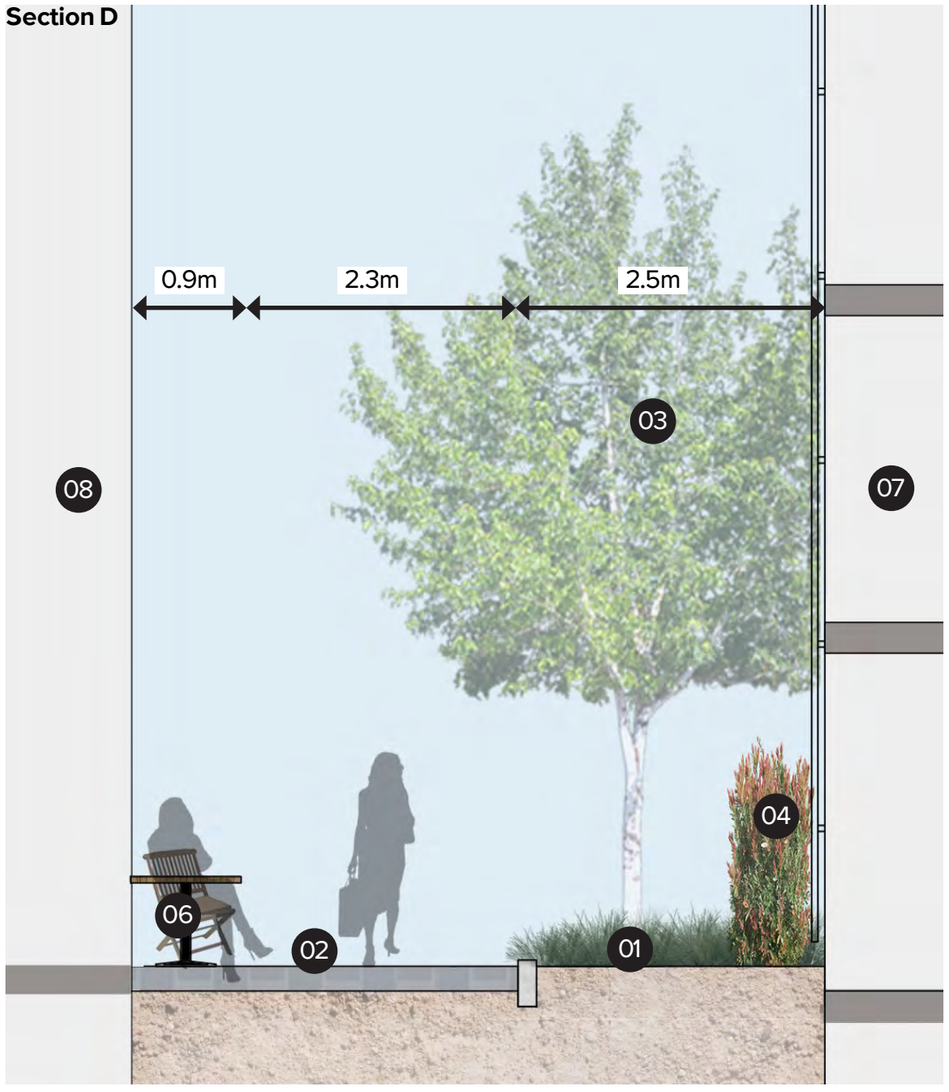
05 Outdoor seating area

06 Opportunity for licensed seating

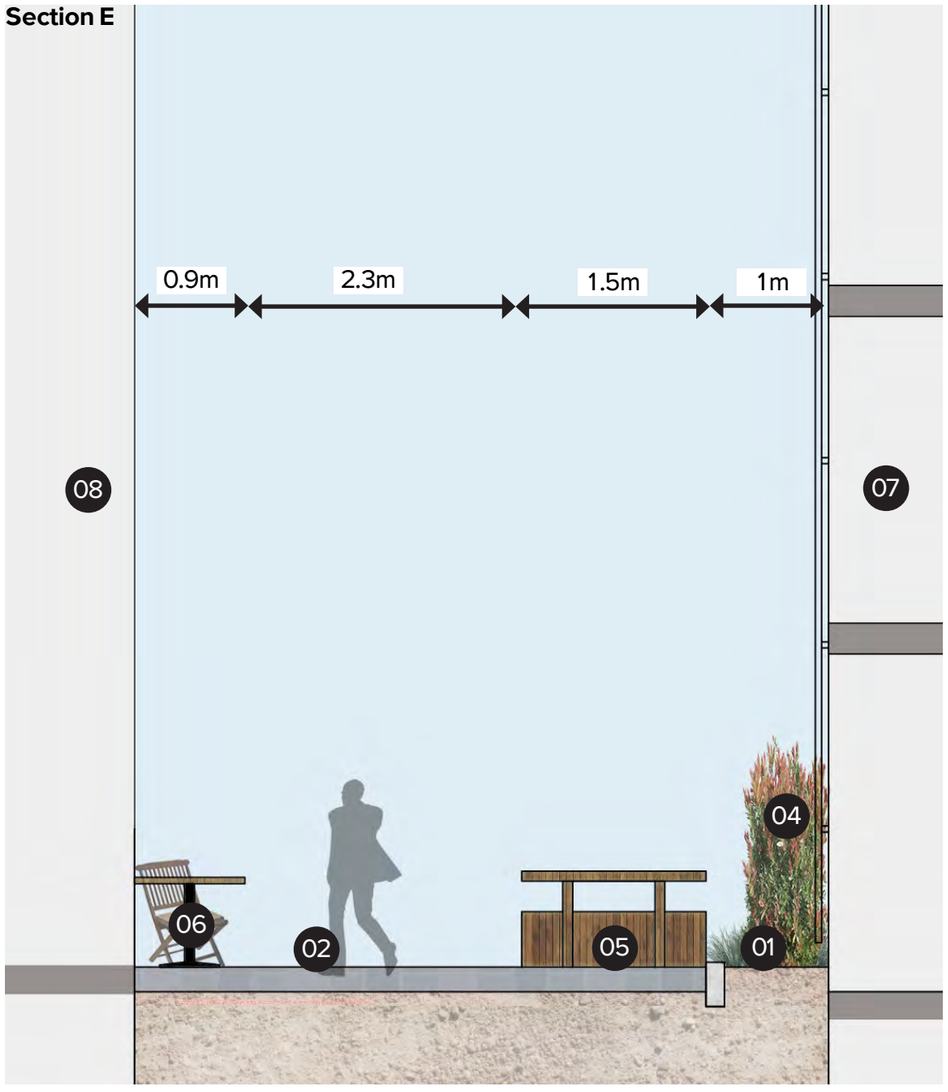
07 Multi-deck car park

08 Adjacent building

Section D



Section E



Pocket Garden - Experience

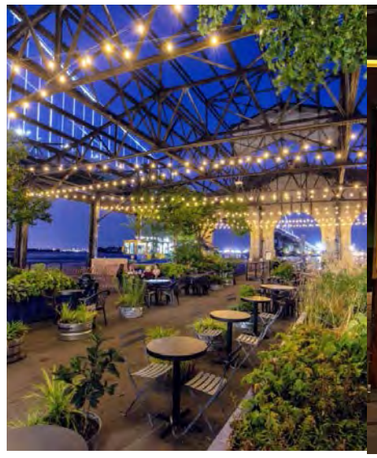
THE EXPERIENCE

EXPERIENCE
An enclosed green space, surrounded by lush vegetation and tree canopy above. Intimate seating areas for individuals, small and large groups.

See: Canopy vegetation
Hear: Footsteps of pedestrians down Burnley Street and laneway
Smell: Flowering plants
Taste: A cocktail
Feel: Sheltered, comfortable

PROGRAMME
/ Seats & benches
/ Shade
/ Raised seating edges
/ Bar settings
/ Table settings
/ Tactile plants
/ Feature pergola structure above

CHARACTER



SPATIAL QUALITIES
The Pocket Garden provides an open air open space, surrounded by vegetation providing a comforting feeling of enclosure.

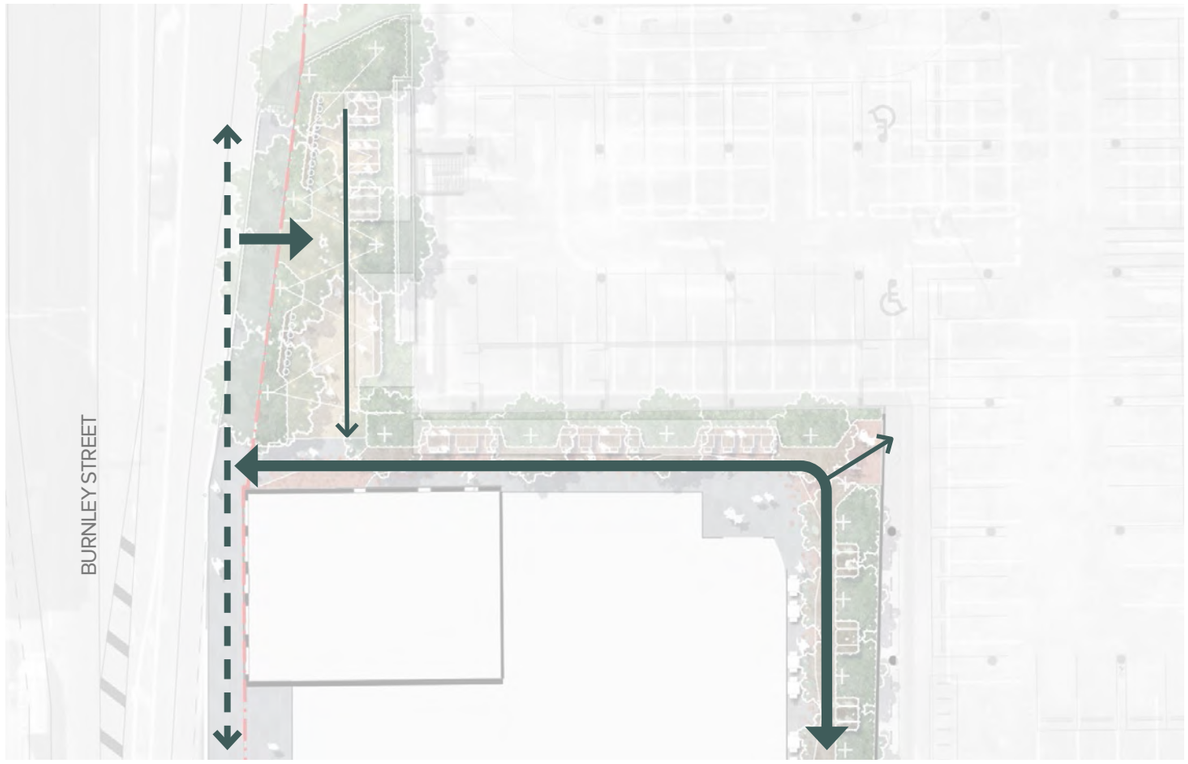
ELEMENTS

MATERIALITY
A natural materiality palette framed by the adjacent brick and bluestone paving of the precinct.

Compacted toppings providing a permeable surface to assist in passive irrigation to the adjacent planting and trees.

Pocket Garden - Analysis

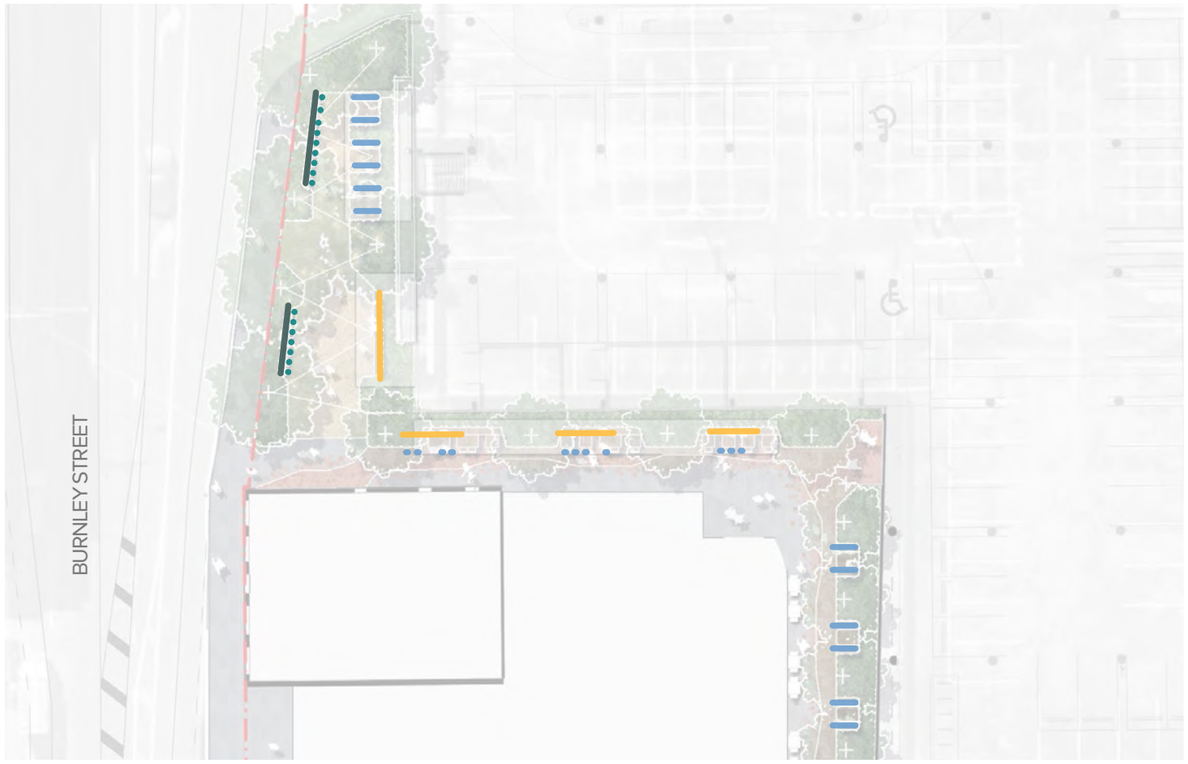
Access + Circulation



Legend

- Primary pedestrian route
- Secondary pedestrian route
- Burnley Street Footpath

Seating Amenity



Legend

- Integrated linear seating
- Integrated group seating
- Integrated planter wall to bar height table
- Inegrated bar seating

Pocket Garden - Analysis

Soft Landscape

Legend

- Raised planter with lush shade planting and climbers for pergolas
- Deepsoil planter flush with paving with lush shade planting and screening shrubs along walls
- Shade tolerant feature trees

River Line

Legend

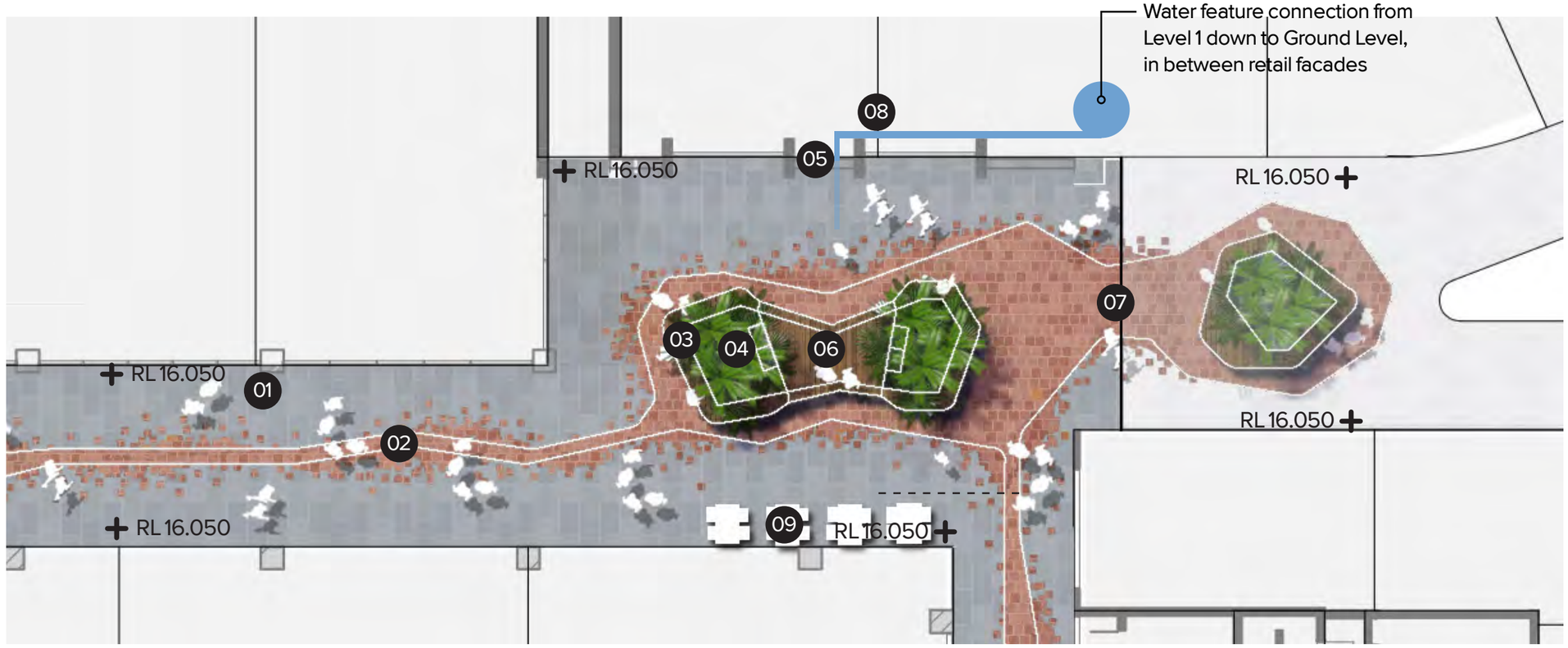
- River line - brick paving

The Double Level Courtyard - *The Green Escarpment*

Referencing the vegetated escarpments of the Yarra River corridor, the Double Level Courtyard provides a vertical green connection to the adjacent Level 1 Courtyard.

The space provides for passive occupation and respite beneath a canopy of tree ferns that reference the unique ecology of the Yarra Ranges.

The planting and pavement treatment extend within the Market Hall to assist in blurring the sense and of inside and outside.



Legend

01 Bluestone paving

02 Feature brick paving

03 Seating edge to raised planters

04 Raised planters with tree ferns

05 Planting to retail facade from Ground Level to Level 1 (module system)

06 Elevated timber deck

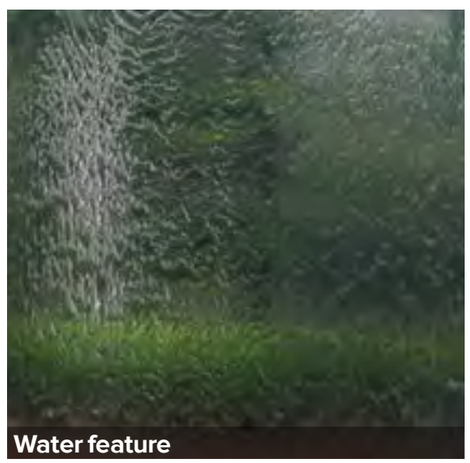
07 Market Hall entrance

08 Water feature from Level 1

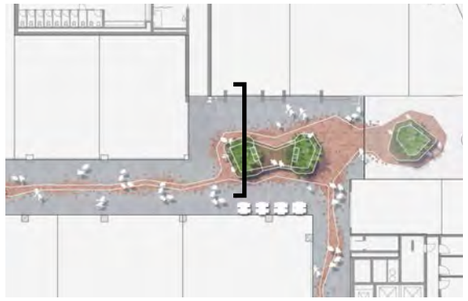
09 Opportunity for outdoor licensed seating

Maintaining clear site lines

Planting to retail facade


Water feature

The Double Level Courtyard - Section A



Legend

01 Feature brick paving

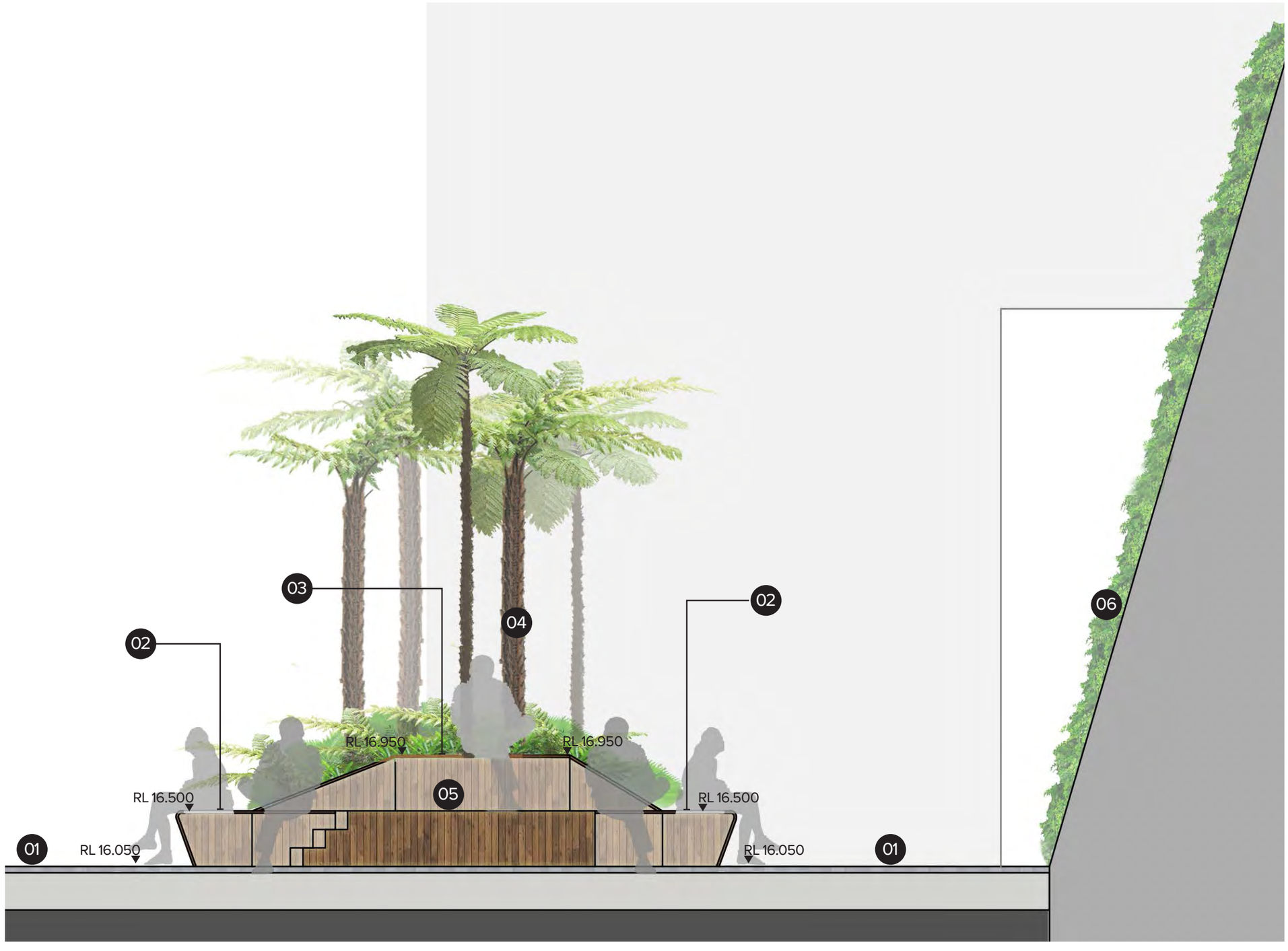
02 Integrated planter wall lounge

03 Integrated planter wall seating

04 Lush shade planting with low feature groundcover

05 Timber platform

06 Vertical green wall to retail facade from Ground Level to Level 1 (module system)



The Double Level Courtyard - Section B

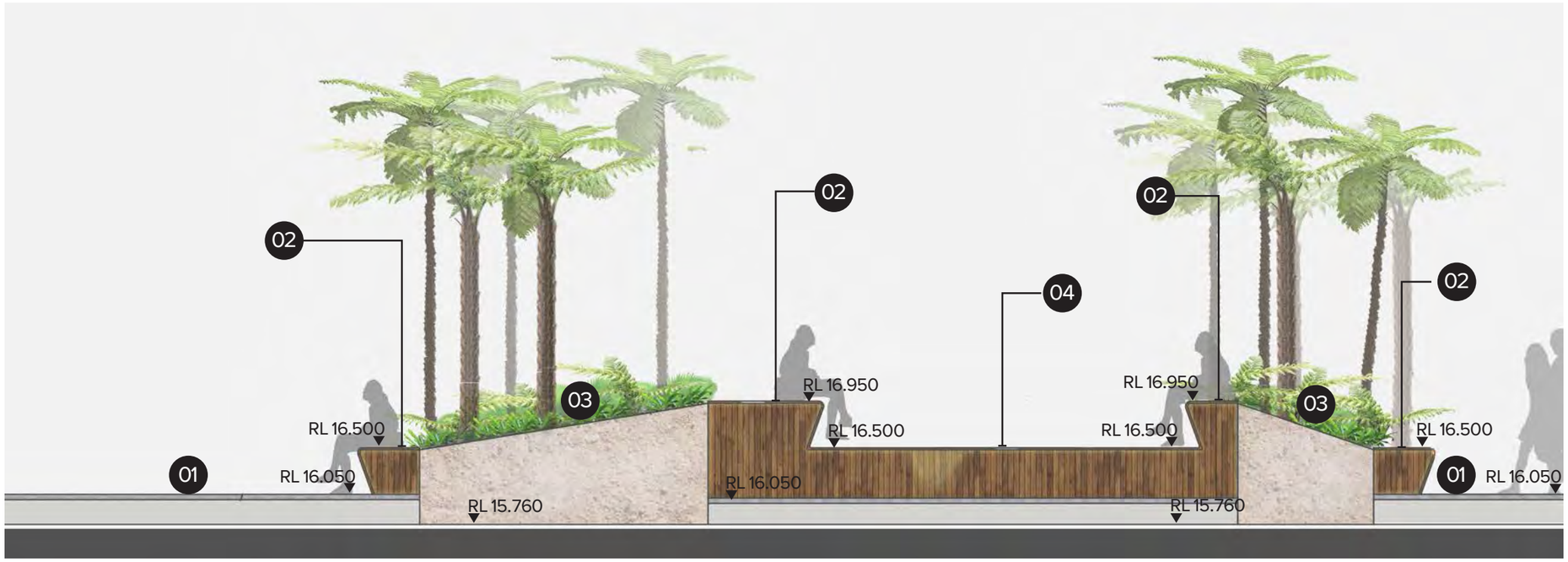
Legend

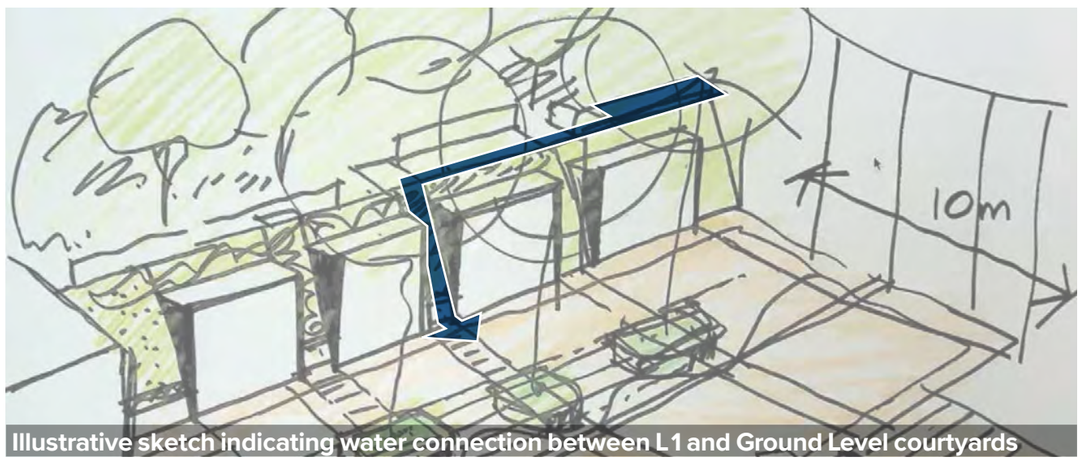
01 Feature brick paving

02 Integrated planter wall seating

03 Lush shade planting with low feature groundcover

04 Timber deck

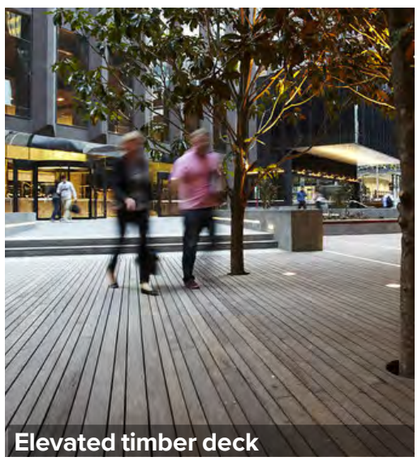




Illustrative sketch indicating water connection between L1 and Ground Level courtyards

Tree fern canopy overhead

Integrated planter wall seating


Elevated timber deck

The Double Level Courtyard - Experience

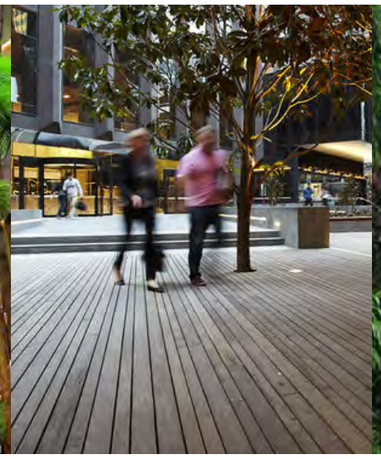
THE EXPERIENCE

EXPERIENCE
A green, quieter space than from the bustle of Burnley Street Plaza boasting a feature vertical green wall that visually connects the Ground Level up to Level 1 Residential Gardens.

See: Cascading vegetation
Hear: Faint tunes from an office worker's headphones, the trickling of water from Level 1 down to Ground Level along the vertical green wall.
Smell: Aroma diffuser, fresh juice being squeezed.
Taste: A detox juice, quinoa salad, a sashimi bento box.
Feel: Sheltered, temperate, dappled shade, rejuvenated.

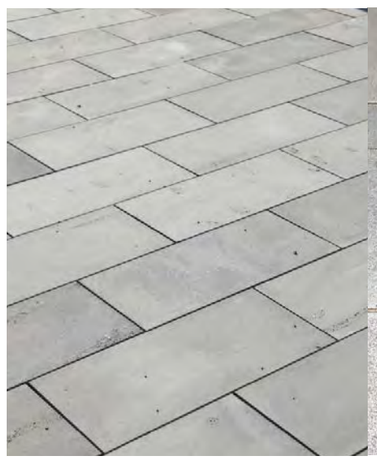
PROGRAMME
/ Seats & benches
/ Shade
/ Midday sun
/ Raised seating edges
/ Tactile plants
/ Feature tree fern overhead
/ Elevated deck area
/ Vertical green wall

CHARACTER



SPATIAL QUALITIES
The Ground Level courtyard offers an open air courtyard, protected from the wind that provides a comforting feeling of enclosure.

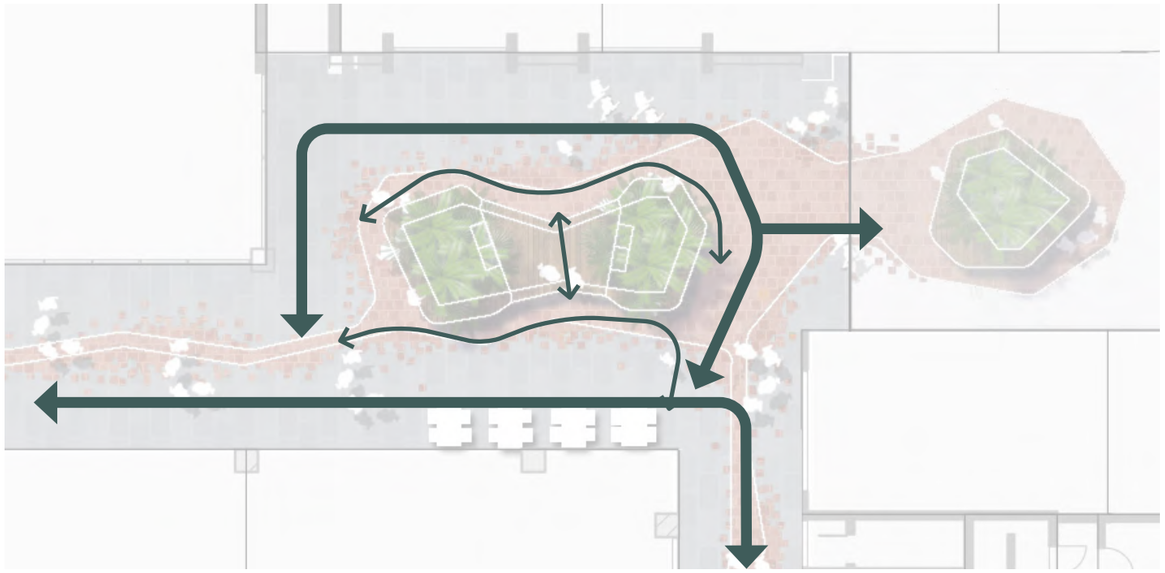
ELEMENTS



MATERIALITY
Bluestone paving consistent to the CoY standard is the proposed canvas for the precinct with complementary in colour brick pavers proposed to the occupation spaces.
The ground plane materiality wraps up to brick walls and a timber furniture palette affords strength and longevity and gives a nod to the contextual Richmond material character. The raised garden bed edges keeps continuity between the precicnt's other spaces.

The Double Level Courtyard - Analysis

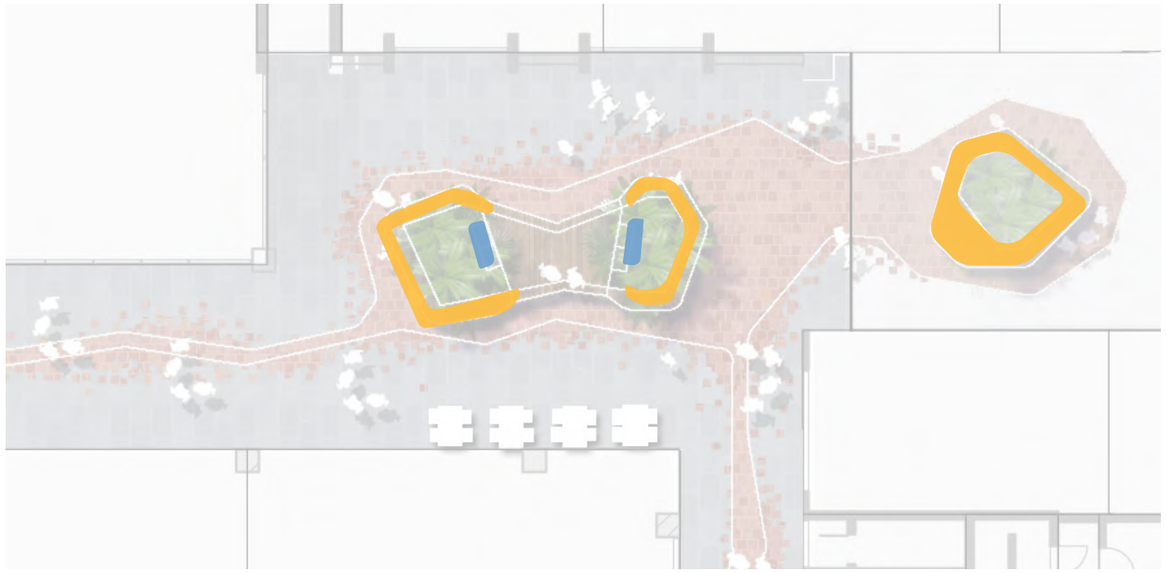
Access + Circulation



Legend

- Primary pedestrian route
- Secondary pedestrian route

Seating Amenity

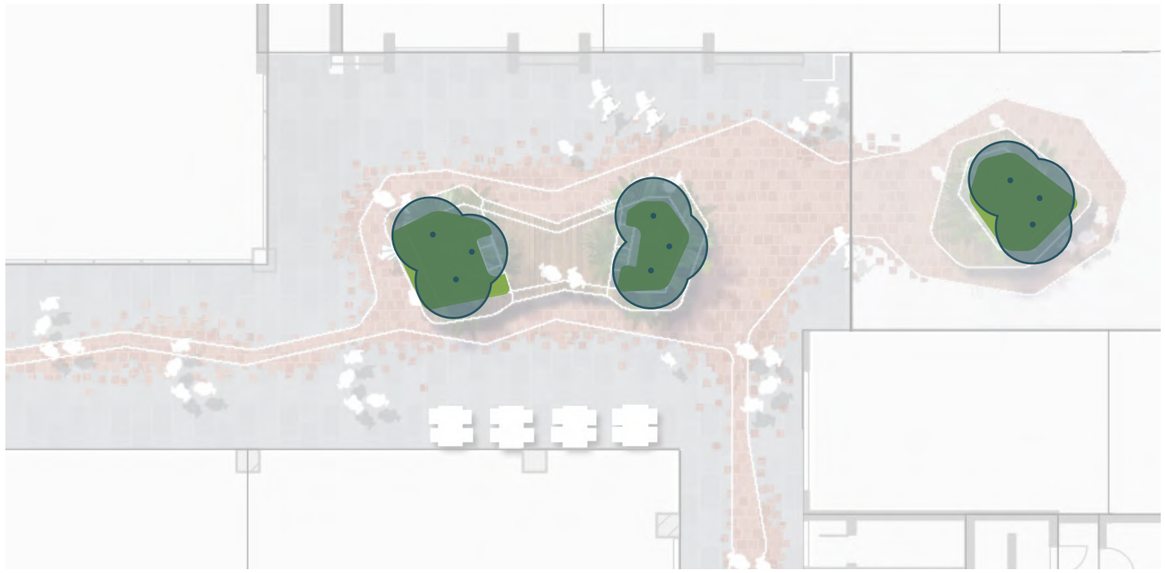


Legend

- Integrated planter wall seating
- Integrated seat with backrest

The Double Level Courtyard - Analysis

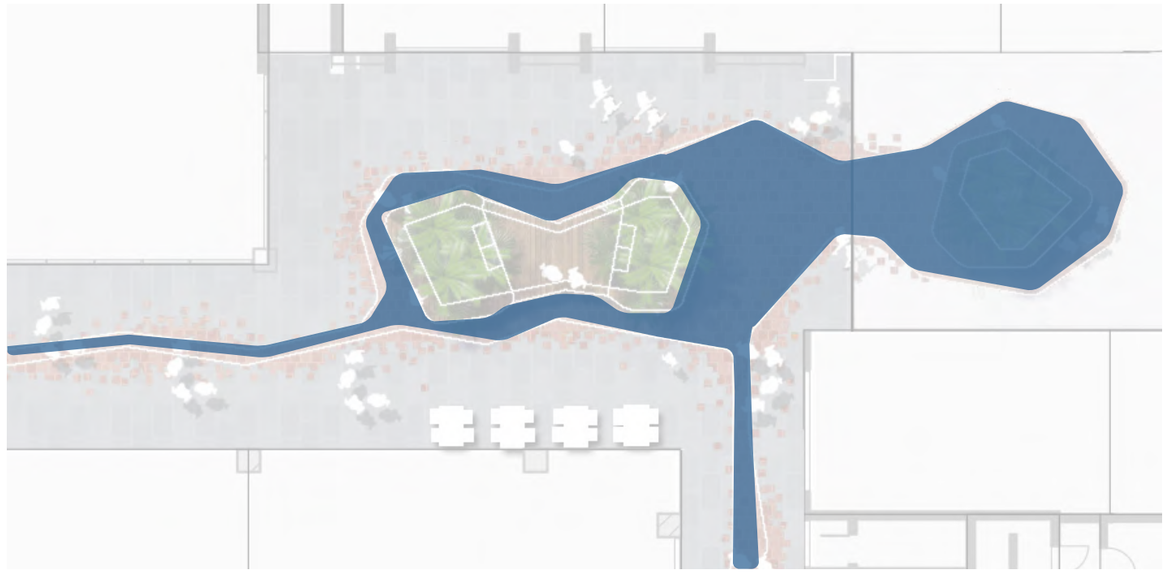
Soft Landscape



Legend

- Raised planter with lush shade planting and large feature shrubs
- Feature tree ferns

River Line



Legend

- River line - brick paving

Ground Level Landscape Concept

Market Hall Square - *The River Opening*

The Market Hall Square is the river opening, where the 'River Line' journeys from the internal laneways to the openness of this space and Doonside Street.

The square will become a centre of movement, interaction and occupation, enlivened by the bustle of people moving through the space to the Market Hall, residential lobby or along Doonside Street.

A series of garden beds with canopy trees and seating conditions provide flexibility and a range of options to sit and observe the surroundings.

The timber platform will contribute to this life of the space with a deck that can be used to stage small performances and events, capturing the attention of visitors and passers by.

The space is also framed around and facilitates the future connection from the Market Hall entrance to the laneway proposed for the Harry the Hirer redevelopment site.

Legend

01 1:15 Ramp

02 Stairs (6 stairs in flight)

03 Edge seating to planting

04 Planter to ramp (in deep soil)

05 Street trees and planting

06 At grade planter to ramp with trees (in deep soil)

07 Indented car bay

08 Performance / seating timber deck

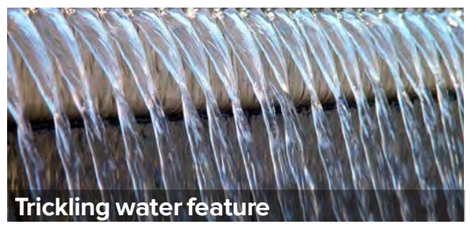
09 Raised planter with trees and seat edging

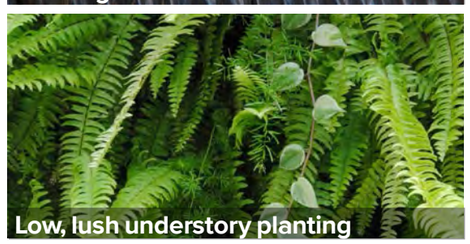
10 Bicycle hoops

11 Water feature

12 Opportunity for outdoor licensed seating

Public seating & stage to the street


Trickling water feature


Low, lush understory planting

Music and events

Ground Level Landscape Concept

Market Hall Square - Experience

THE EXPERIENCE

A lively zone interfacing the newly activated Doonside Street frontage where residents, pedestrians and visitors alike spend time or pass through.

See: People bustling along and through Doonside Street
Hear: A busker on the stage
Smell: Fresh produce and flowers
Taste: A crunchy granny smith
Feel: A part of something larger - the buzz of the street life

PROGRAMME
/ Seats & benches
/ Shade
/ Raised seating edges
/ Tactile plants
/ Feature tree fern overhead
/ Elevated deck area
/ Vertical green wall

CHARACTER

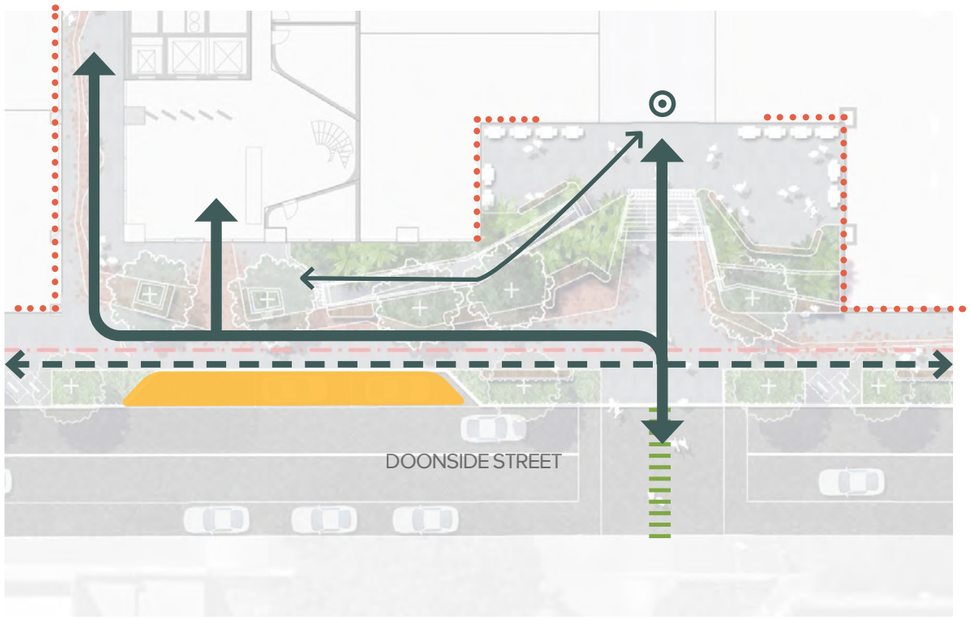
SPATIAL QUALITIES
- Openess of the streetscape
- Street trees and canopy vegetation creating a sense of scale
- Open and clear sight and movement lines

ELEMENTS

MATERIALITY
Bluestone paving consistent to the CoY standard is the proposed canvas for the precinct with complementary in colour brick pavers proposed to the occupation spaces.
The ground plane materiality wraps up to brick walls and a timber furniture palette affords strength and longevity and gives a nod to the contextual Richmond material character. The raised garden bed edges keeps continuity between the precicnt's other spaces.

Market Hall Square - Analysis

Access + Circulation



Legend

- Doonside Street footpath
- Future pedestrian crossing
- Primary pedestrian route
- Secondary pedestrian route
- Market Hall entry
- Opportunity for short term parking (loading, drop off and pick up)
- Retail frontage

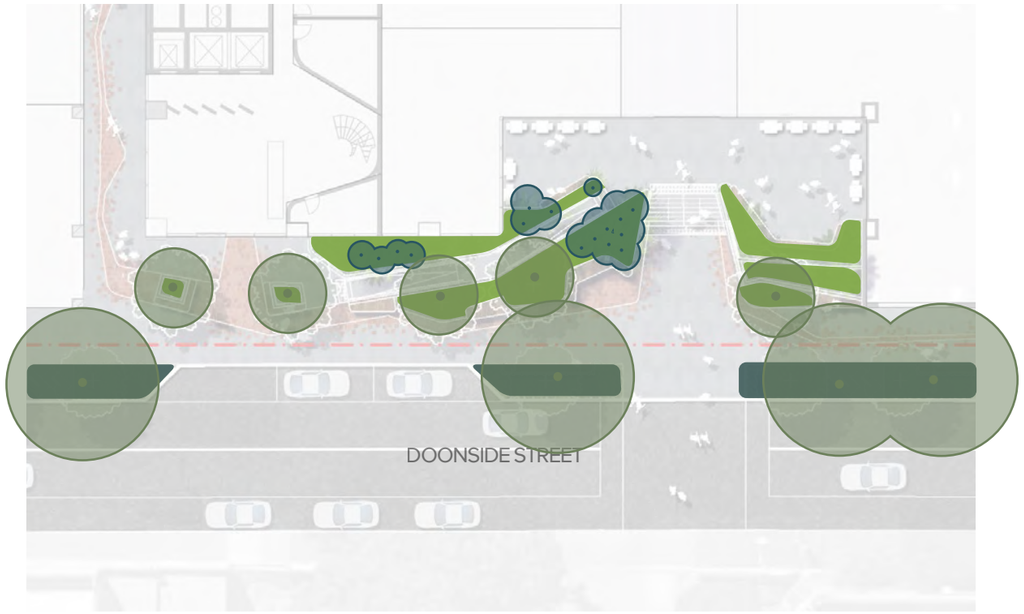
Seating Amenity

Legend

- Integrated planter wall seating

Market Hall Square - Analysis

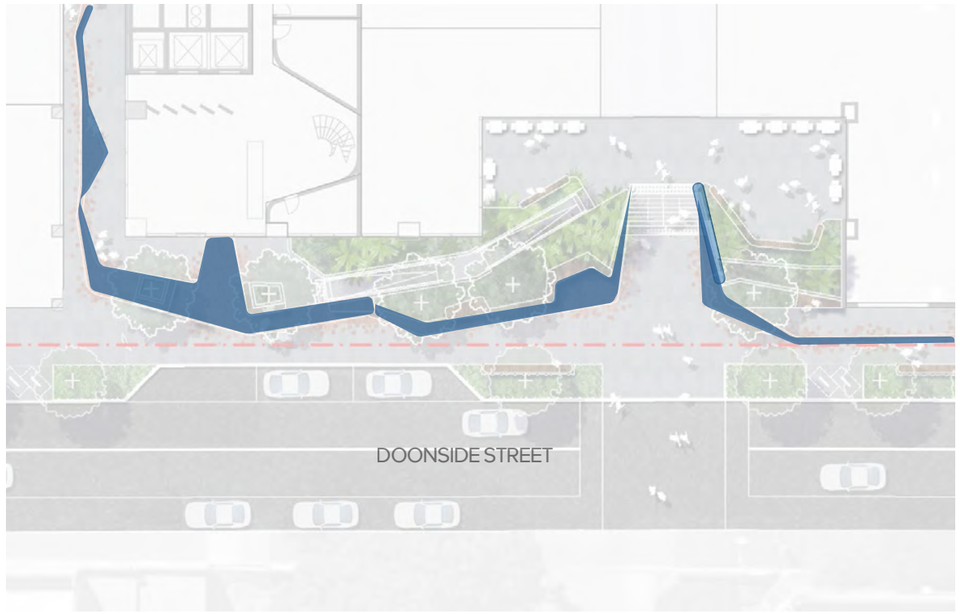
Soft Landscaping



Legend

- Raised planter with lush shade planting
- Inground streetscape planting
- Proposed trees
- Feature tree ferns

River Line



Legend

- Integrated water element
- River line - brick paving

Market Hall Square - Section A

Legend

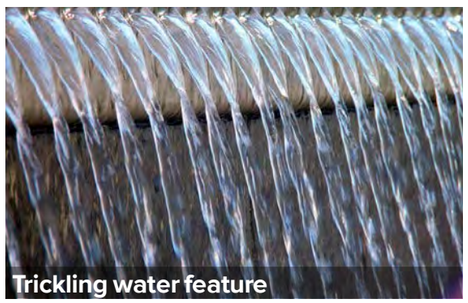
01 Bluestone paving

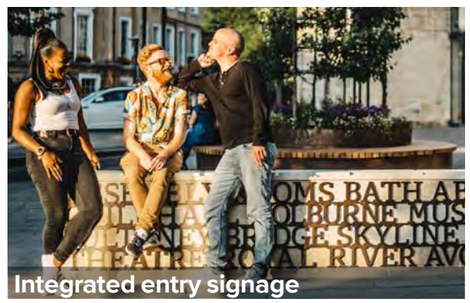
02 Water feature

03 Lush shade planting on terraced planters(In the background)

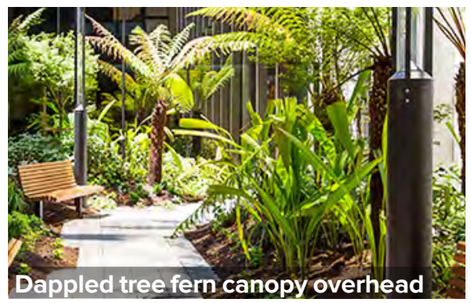
04 Stairs to market hall entrance

05 Handrail


Trickling water feature


Integrated entry signage

Terraced planters


Dappled tree fern canopy overhead

Low, lush understory planting

Market Hall Square - Section B

Legend

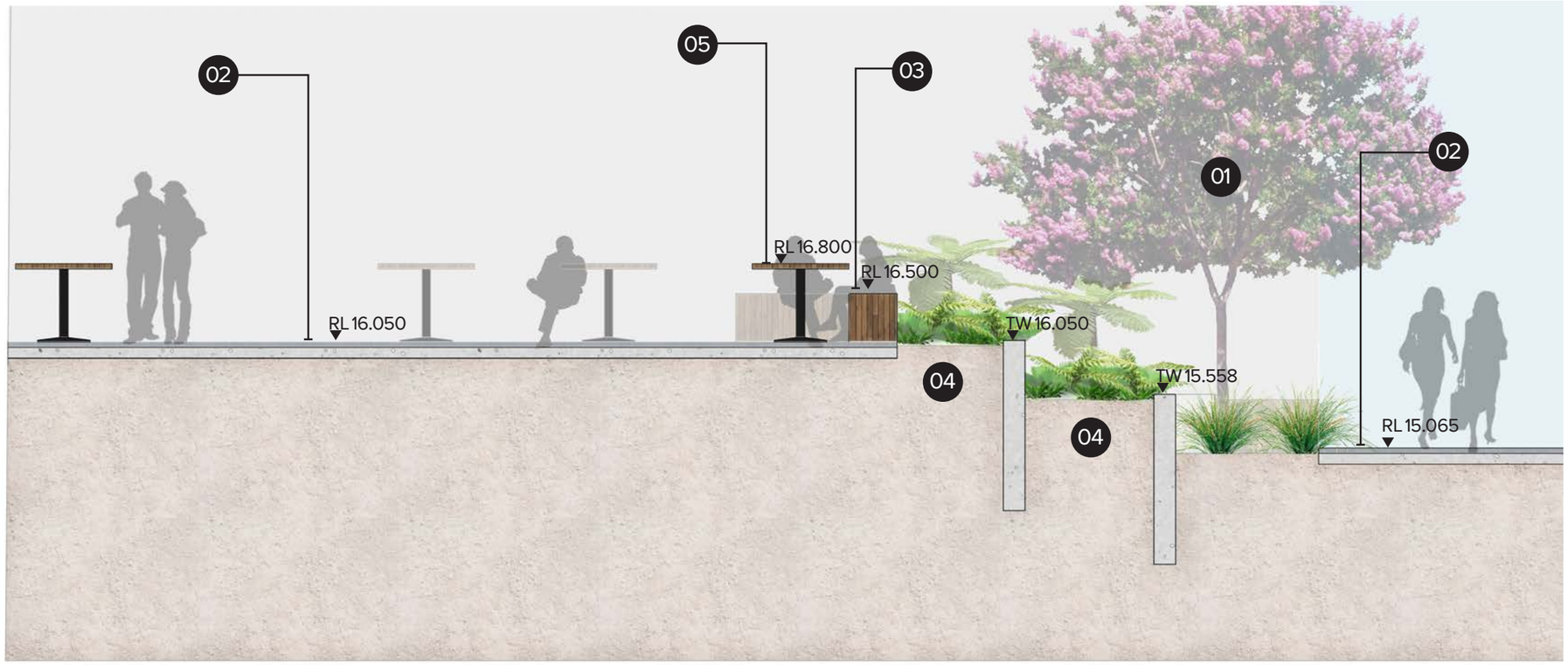
01 Feature tree

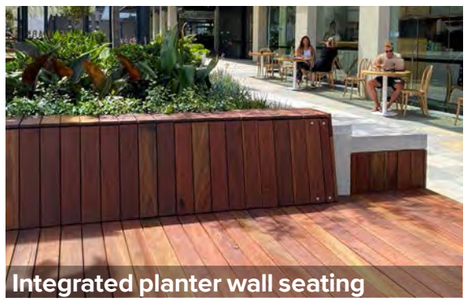
02 Bluestone paving

03 Timber seating

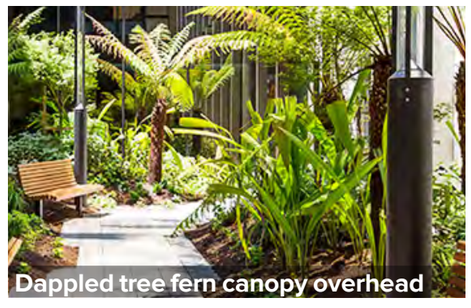
04 Lush shade planting on terraced planers

05 Opportunity for licensed seating




Integrated planter wall seating

Terraced planters

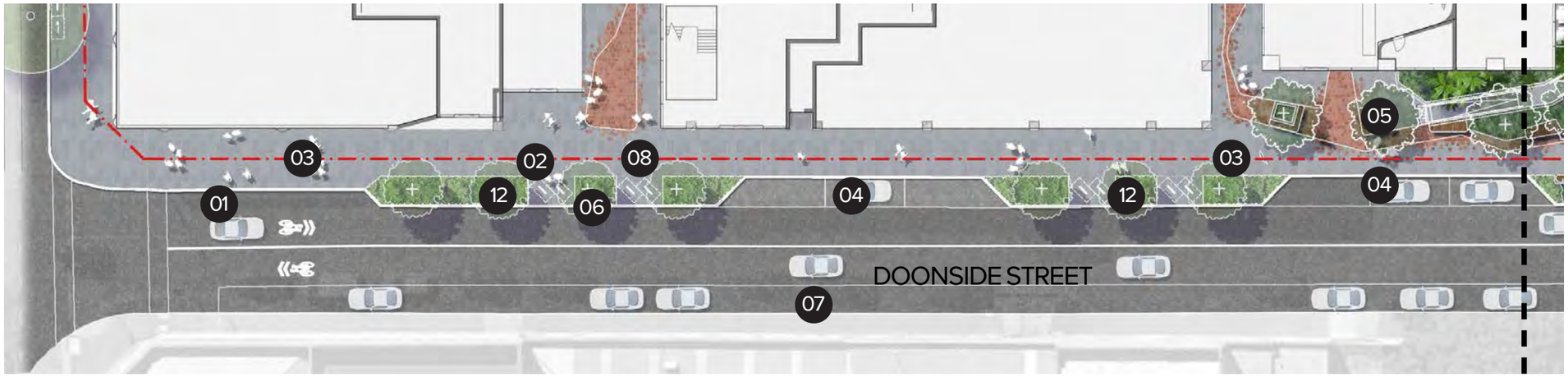

Dappled tree fern canopy overhead

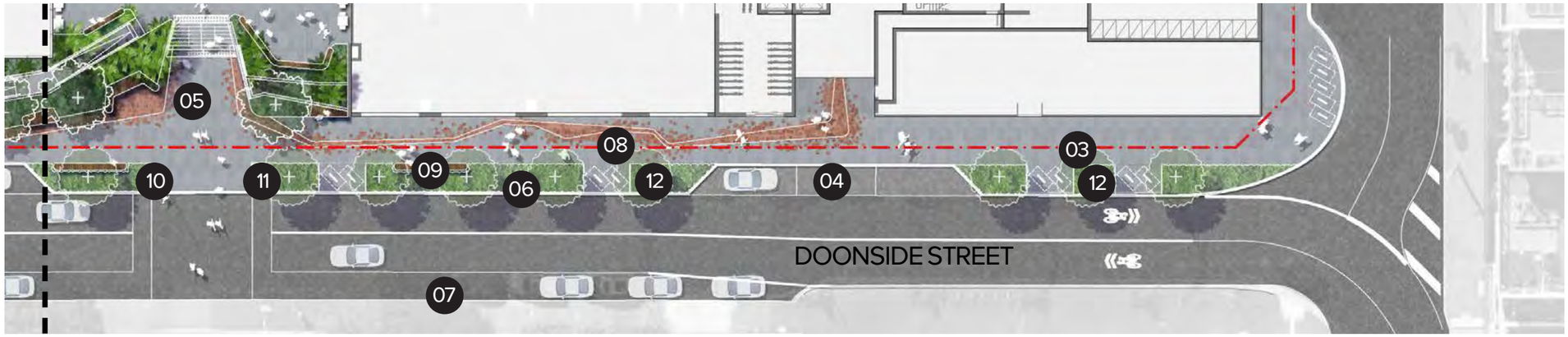
Low, lush understory planting

Ground Level Landscape Concept

Doonside Street

The Doonside Street streetscape will be enhanced through the widening of the northern pedestrian footpath, providing opportunity for street trees, understorey planting, bicycle hoops and other amenities.





Legend

01 20m No stopping zone

02 Steel edge to delineate title boundary

03 Footpath widened. Street trees/ planting & street furniture proposed within this zone

04 Opportunity for short term parking (loading, drop off and pick up)

05 Market Hall Square

06 Revised kerb alignment

07 South side of Doonside Street to remain as per existing - no proposed changes.

08 Bike hoops

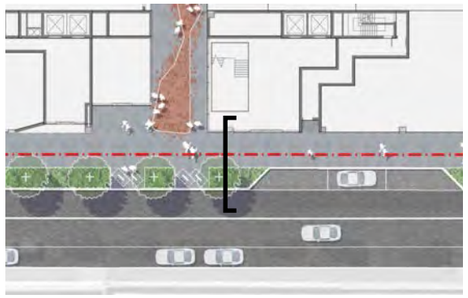
09 Seat with backrest

10 Bin enclosure

11 Drinking fountain

12 Street trees at intervals along Doonside Street

Doonside Street - Section A



Legend

01 Steel edge to delineate title boundary

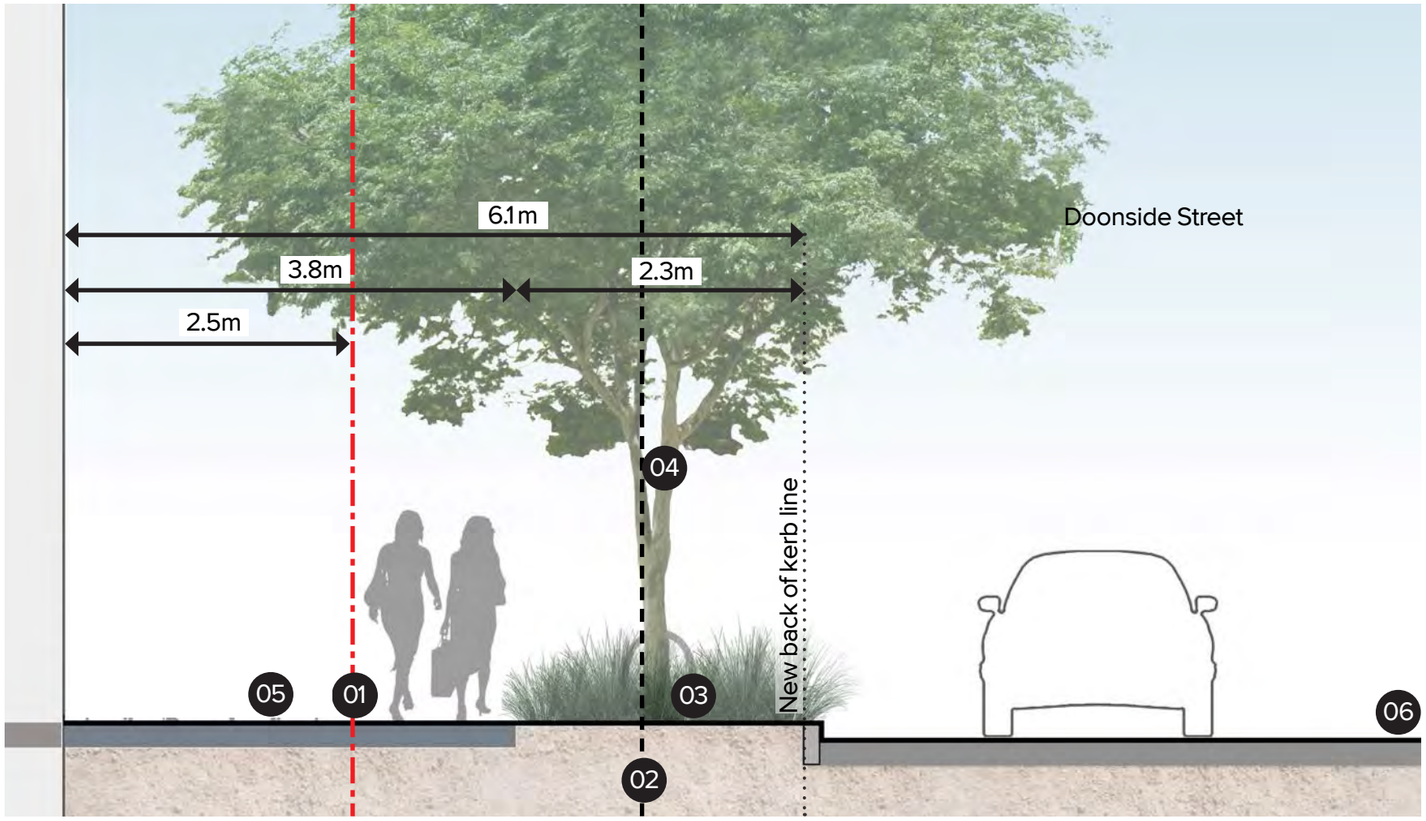
02 Existing kerb line (dashed line)

03 Garden bed with feature planting

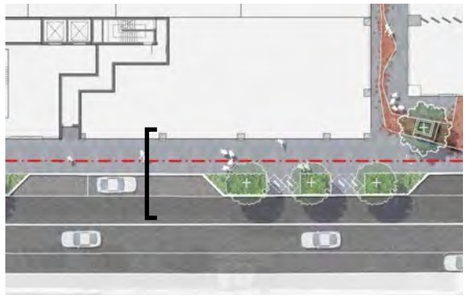
04 Street Tree

05 Widened pedestrian footpath. Opportunity for street furniture & street trees/planting to be located within this zone.

06 South side of Doonside Street to remain as per existing. No proposed changes.



Doonside Street - Section B



Legend

01 Steel edge to delineate title boundary

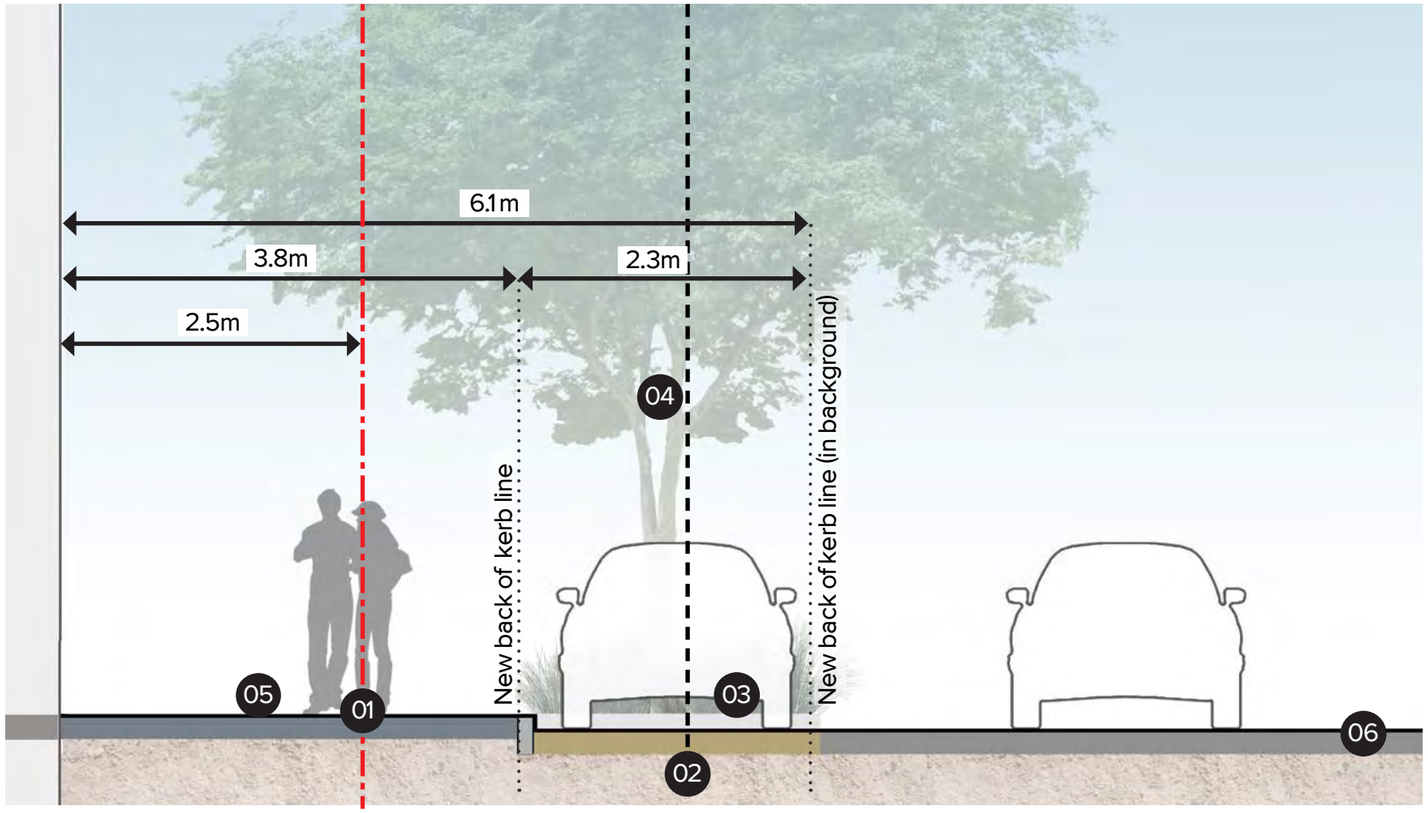
02 Existing kerb line (dashed line)

03 Indented car parking bay

04 Street Tree (in background)

05 Widened pedestrian footpath. Opportunity for street furniture & street trees/planting to be located within this zone.

06 South side of Doonside Street to remain as per existing. No proposed changes.



Ground Level Landscape Concept

Burnley Street

The Burnley streetscape will be improved with a building set back providing a wider footpath, opportunity for additional streetscape amenities such as bicycle hoops and new street tree planting along front of kerb (matching existing) spaced to provide individual car parking spaces.

Legend

01 Widened pedestrian footpath

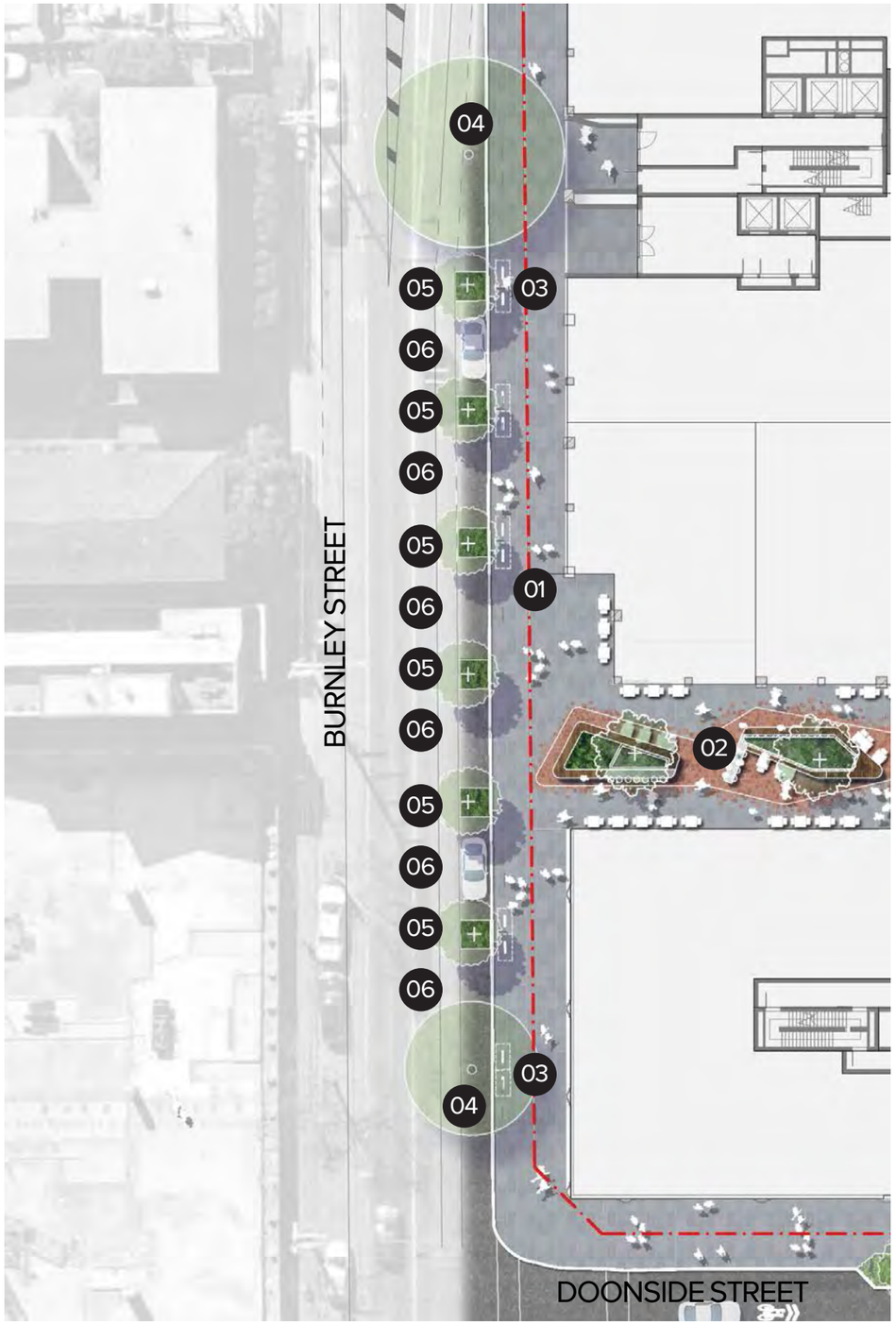
02 Burnley Laneway

03 Bicycle hoops

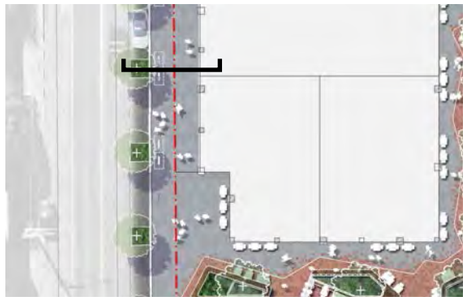
04 Existing street trees

05 Proposed street trees in cut outs with feature planting

06 Opportunity for short term parking (loading, drop off and pick up)



Burnley Street - Section A



Legend

01 Bike lane to remain as per existing

02 New street tree pit with low planting

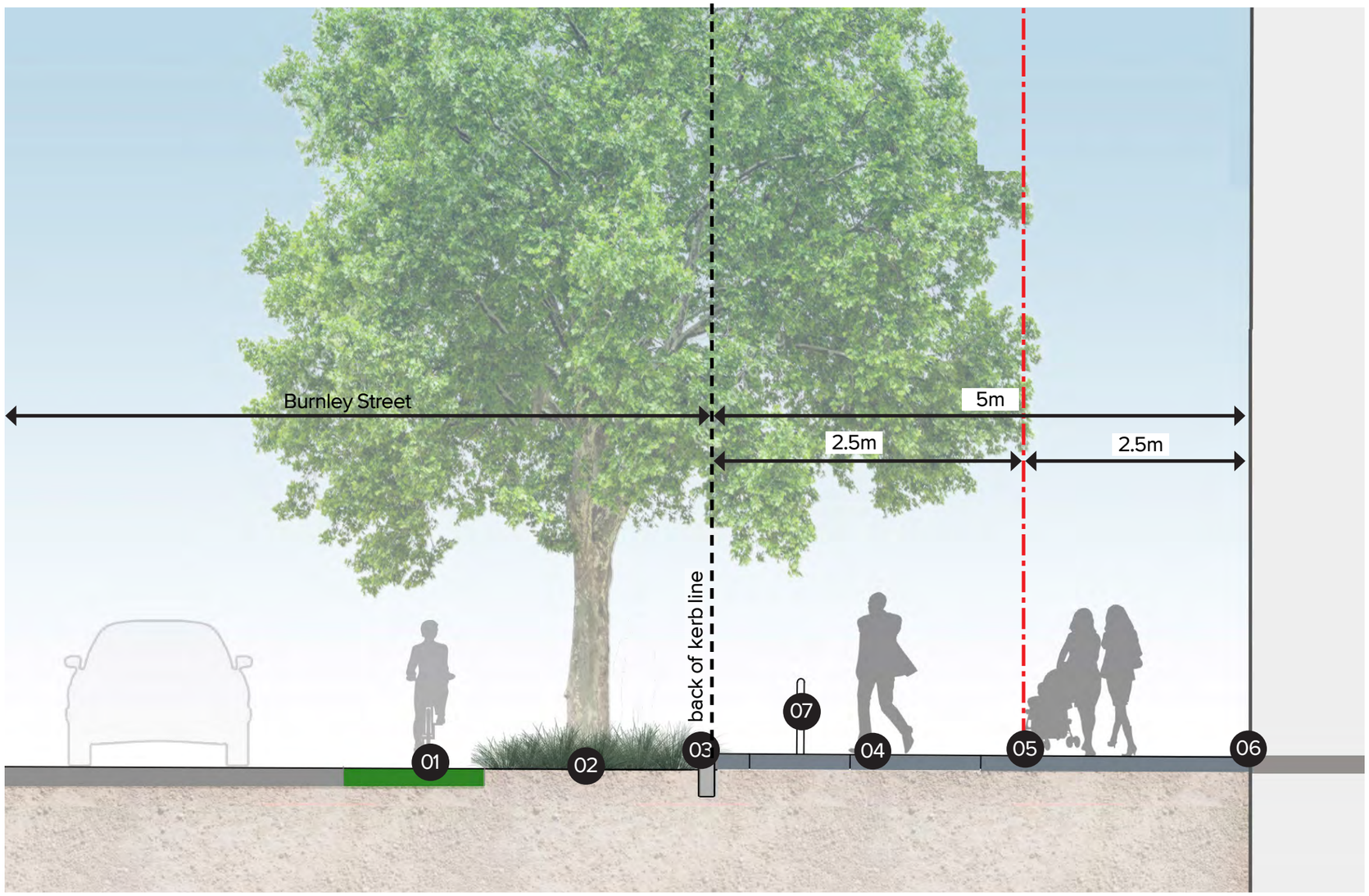
03 Existing kerb alignment

04 Footpath

05 Steel edge to delineate title boundary

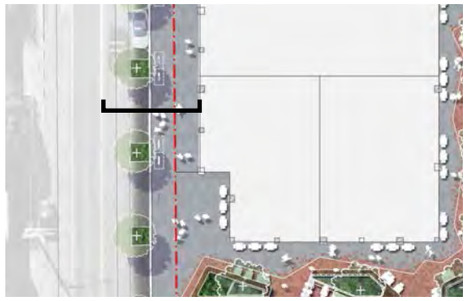
06 Building setback from title boundary

07 Bicycle hoops



Ground Level Landscape Concept

Burnley Street - Section B



Legend

01 Bike lane to remain as per existing

02 Parallel car parking space

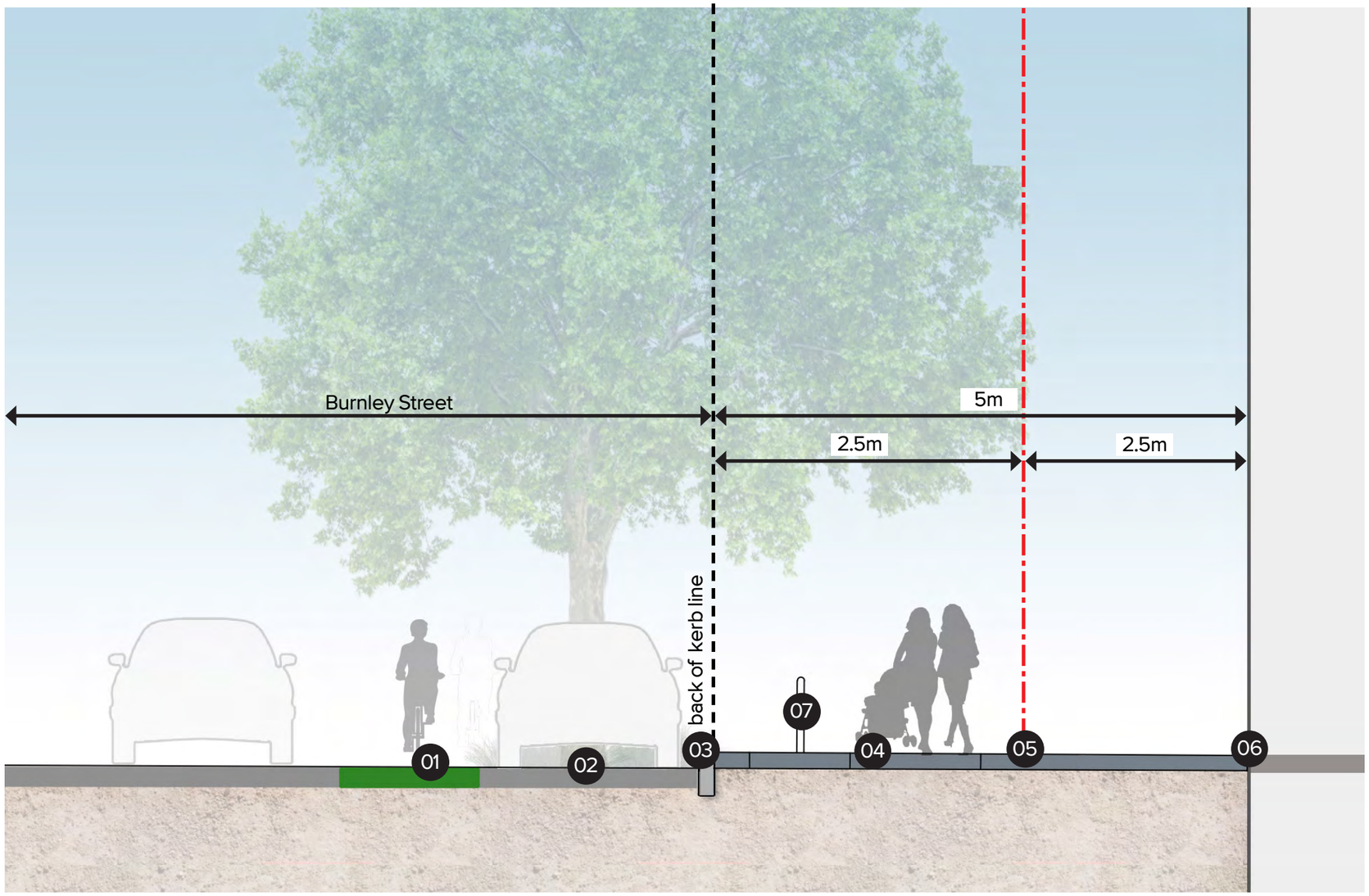
03 Existing kerb alignment

04 Footpath

05 Steel edge to delineate title boundary

06 Building setback from title boundary

07 Bicycle hoops



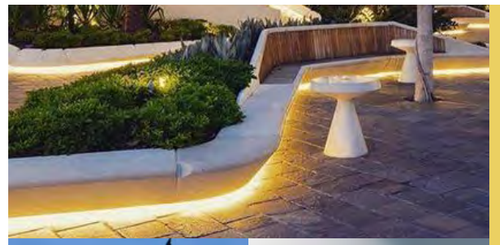
Public Realm Materials & Elements

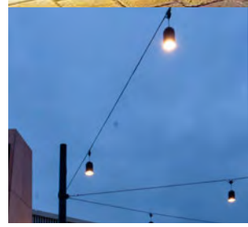
SEATING ELEMENTS

A range of custom seating elements are to be detailed to contribute to the Victoria Gardens Doonside Precinct environment.

A combination of brick, hardwood timber, powdercoated steel and stainless steel will be utilised to provide a robust, durable and attractive setting.

LIGHTING





Post-top light fittings within the public realm is proposed to be a graphite metal grey finish.

LED strip lighting is proposed to the underside of seating & planter walls.

Catenary lighting to the laneways and ground level zones is proposed.

New street light poles and locations along Doonside Street to be approved by Council.

PLANTERS

Brick wall planter boxes are utilised throughout the podium landscape with consideration of soil depths, internal drainage, waterproofing and external finish.

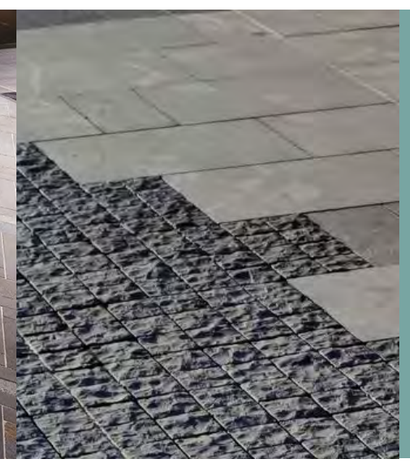
STREET FURNITURE

120L Bin Enclosures for both general and recycle bins with stainless steel finish proposed with a custom perforated pattern.

Stainless steel bicycle hoops and drinking fountain proposed to Council standards.

Stand alone timber seats and benches proposed to be custom to contribute to the Precinct environment .

PAVING



Referencing the bluestone pitcher laneways of Richmond, bluestone paving is proposed to footpaths and laneways, consistent to the CoY standard, 495 x 245 mm unit paver.

Recycled brick paving to the ‘River Line’ reference the industrial character of the location. Complementary brick colours will be selected to provide texture and richness to the ground plane, that also flatter the cooler tones of bluestone.

Publicly Accessible Open Space Plan

WITHIN TITLE BOUNDARY:

Total Site Area: 18,180 m^2

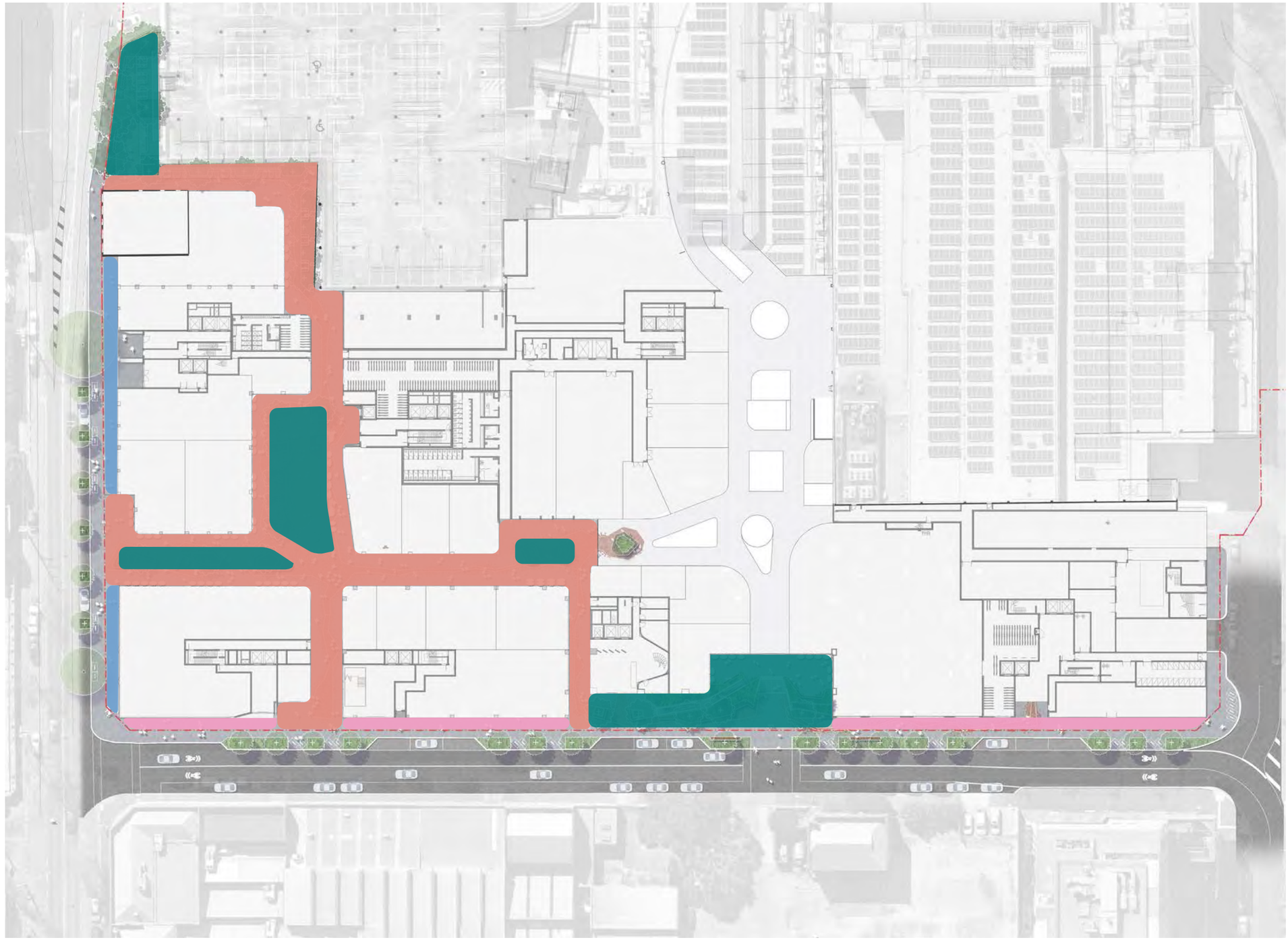
Open Space Area: 1,190 m^2
=6.55% of total site area

Laneways Area: 1,780 m^2
=9.8% of total site area

Burnley Street Footpath
Widening: 195 m^2
=1.07% of total site area

Doonside Street Footpath
Widening: 370 m^2
=2.04% of total site area

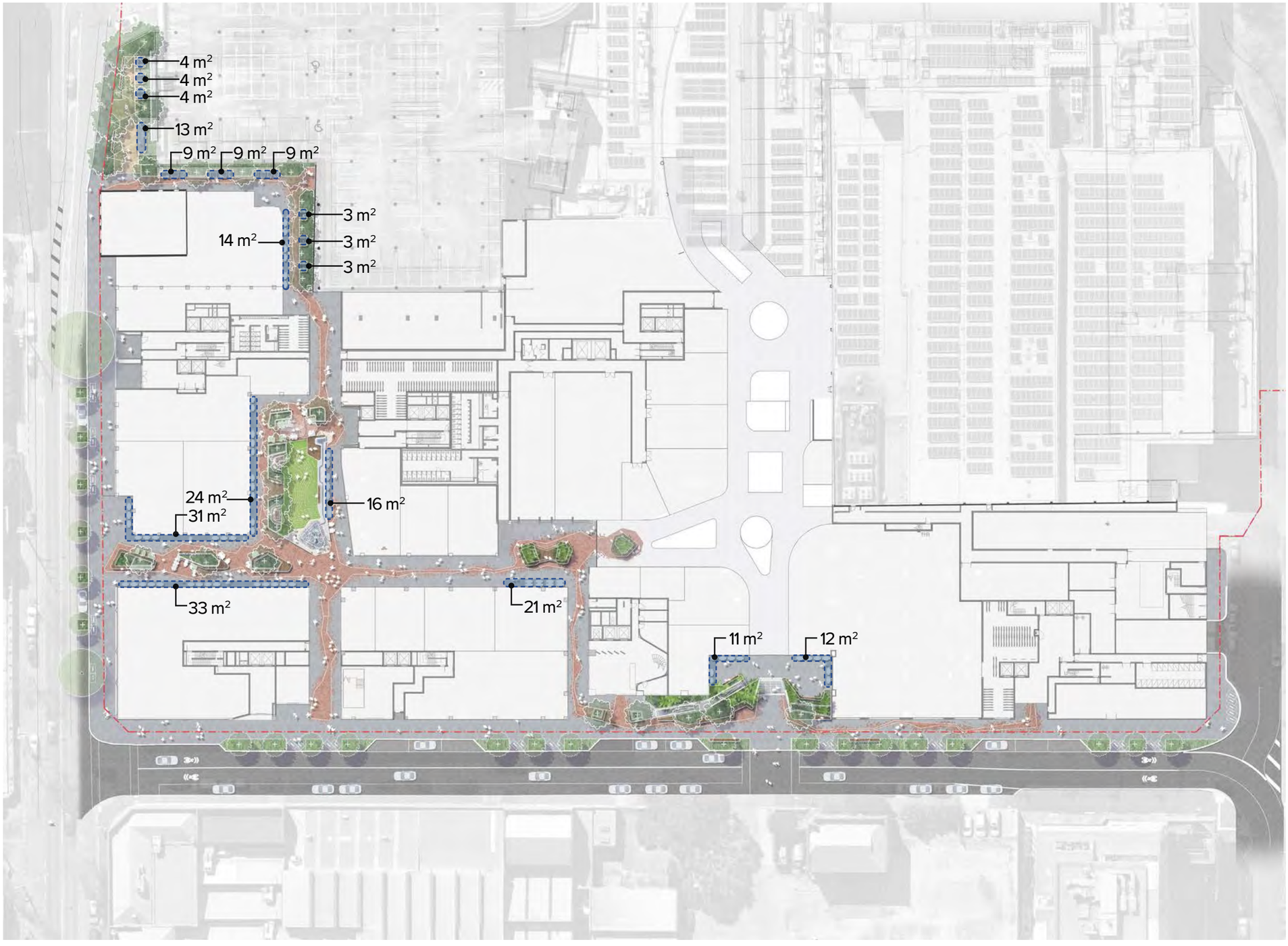
Total publicly accessible open space:
=3,535 m^2
= 19.44% of total site area



Licensed Seating Area Plan

The project site provides the opportunity for outdoor licensed seating areas, servicing adjacent commercial tenancies and supporting the activity of the laneways and open spaces.

Opportunity for Licensed Seating Area: 223 m²



Ground Level Landscape Concept

Deep Soil Area Plan

Total Site Area: 18,180 m²

Total Deep soil Area: 1,116 m²

Total Deep Soil of site area
= 6.14%

Total Permeable Surfaces within Deepsoil Area (Garden bed / Decomposed granite / Artificial Turf):
= 512 m²
= 46% of total deep soil area
= 2.82% of total site area

Ground Level Landscape Concept

Tree Plan

Legend

Existing tree in carriageway to be retained - *Platanus sp.*

Proposed

Platanus x acerifolia
London Plane to match adjacent existing (6 total)

Tristaniopsis laurina
Kanooka Water Gum (16 total)

Acer negundo
Box Elder Maple (5 total)

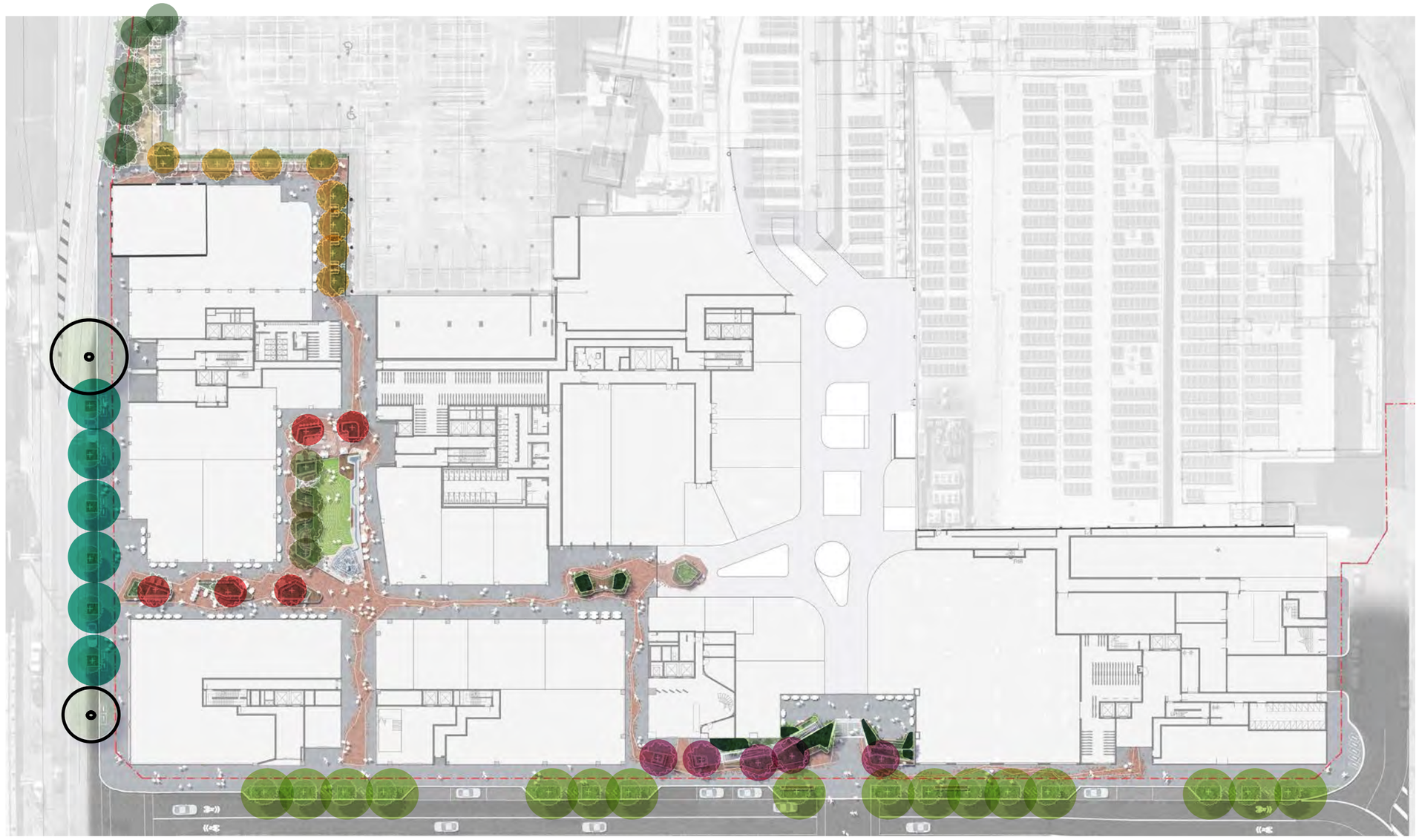
Lagerstroemia indica
Crepe Myrtle (5 total)

Cercis canadensis
Eastern Redbud (8 total)

Fraxinus pennsylvanica 'Cimmzam' Cimmaron Ash (4 total)

Ulmus parvifolia 'Todd'
Chinese Elm (6 total)

Dicksonia antarctica
Soft Tree Fern *& Cyathea sp.* varieties

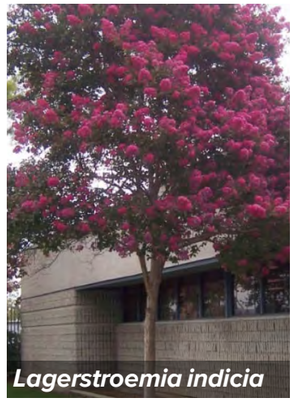


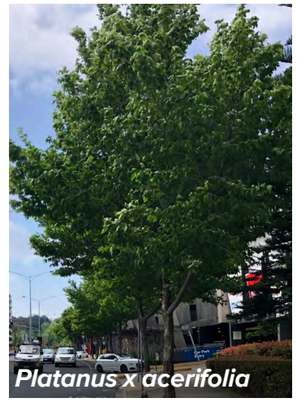
Acer negundo

Cercis canadensis

Ulmus parvifolia 'Todd'

Fraxinus pennsylvanica

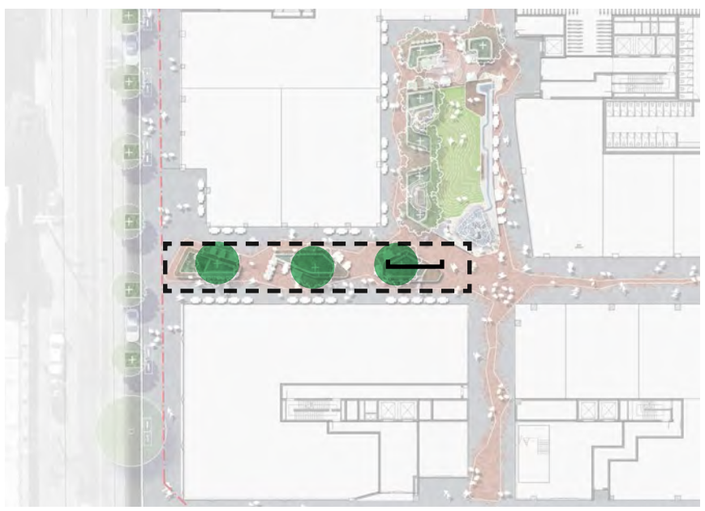

Lagerstroemia indicia

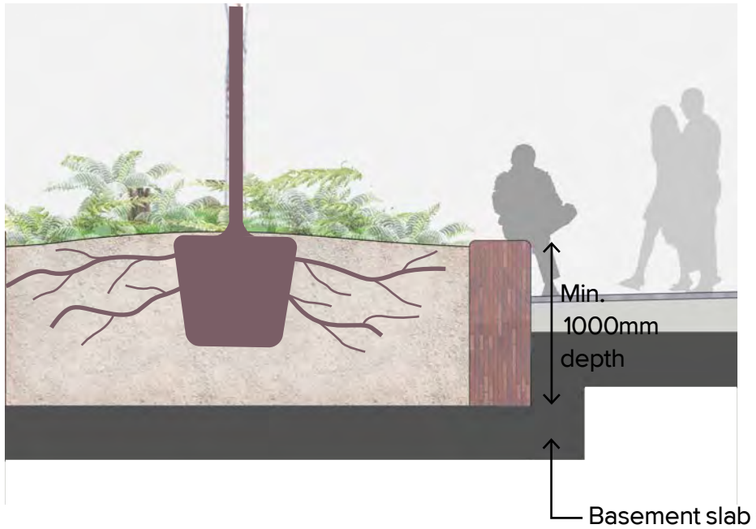

Platanus x acerifolia

Tristaniopsis laurina

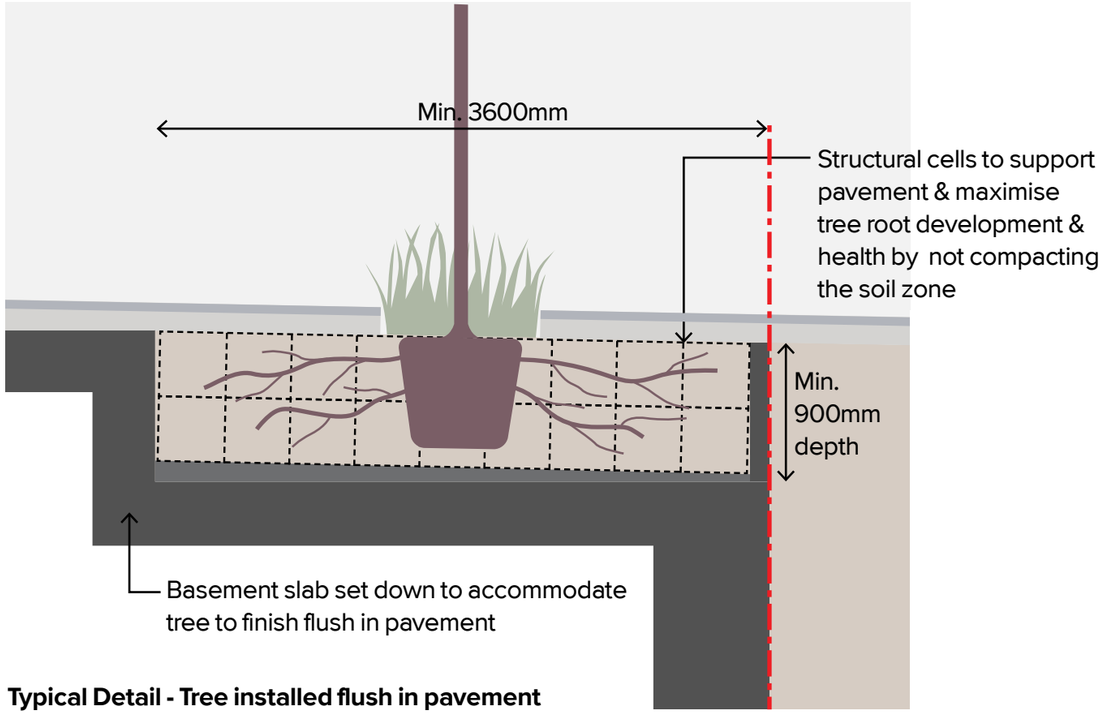
Dicksonia antarctica

Trees over Structure





Typical Detail - Tree installed in raised planter



Typical Detail - Tree installed flush in pavement

Plant Schedule

CODE	BOTANIC NAME	COMMON NAME	MATURE SIZE H x W (m)	INSTALLATION SIZE	TYPE	SPACING
	TREES					
An	*Acer negundo sp.*	Box Elder	9 x 6	150L	Exotic	As shown
Cc	*Cercis canadensis*	Eastern Redbud	8 x 6	150L	Exotic	As shown
Fp	*Fraxinus pennsylvanica 'Cimmzam'*	Cimmaron Ash	13 x 8	150L	Exotic	As shown
Li	*Lagerstroemia indica sp.*	Crepe Myrtle	8 x 6	150L	Exotic	As shown
Up	*Ulmus parvifolia 'Todd'*	Chinese Elm	10 x 11	150L	Exotic	As shown
	STREET TREES					
Pa	*Platanus x acerifolia*	London Plane Tree	12 x 5	150L	Exotic	As shown
Tl	*Tristaniopsis laurina sp.*	Kanooka Water Gum	12 x 5	150L	Native	As shown
	LOW SHRUBS, GRASSES & GROUNDCOVERS					
Aca	*Alpinia caerulea*	Redback Native Ginger	1.5 x 2	150mm pot	Native	6 / m^2
Cg	*Casuarina glauca (prostrate)*	Prostrate Swamp Oak	0.2 x 1.5	150mm pot	Native	6 / m^2
Dc	*Dianella caerulea*	Flax Lily	0.5 x 0.5	150mm pot	Native	6 / m^2
Dt	*Dianella tasmanica*	Tasman Flax Lily	1 x 0.5	150mm pot	Native	6 / m^2
Dr	*Dichondra repens*	Kidneyweed	0.15 x 2	150mm pot	Native	6 / m^2
Hg	*Helmholtzia glaberrima*	Stream Lily	1 x 1.5	150mm pot	Native	6 / m^2
Lg	*Liriope giganteum*	Turf Lily	0.6 x 0.6	150mm pot	Exotic	6 / m^2
Lm	*Liriope muscari*	Lily Turf	0.4 x 0.4	150mm pot	Exotic	6 / m^2
Lp	*Libertia paniculata*	Grass Flag	0.5 x 0.5	150mm pot	Native	6 / m^2
Ll	*Lomandra longifolia 'Tanika'*	Mat Rush	1 x 1	150mm pot	Native	6 / m^2
Lr	*Ligularia reniformis*	Tractor Seat	1 x 1	150mm pot	Exotic	6 / m^2
Px	*Philadendron x 'Xanadu'*	Philadendron	0.9 x 0.7	150mm pot	Exotic	6 / m^2
Ss	*Soleirolia soleirolii*	Baby's Tears	0.15 x 1	150mm pot	Exotic	6 / m^2
Vh	*Viola hederacea*	Native Violet	0.2 x 0.5	150mm pot	Native	6 / m^2
	TREE FERNS					
Bn	*Blechnum nudum*	Fishbone Water Fern	1 x 1	1m	Native	6 / m^2
Ca	*Cyathea cunninghamii*	Slender Tree Fern	Up to 10.0m	1.5m	Native	6 / m^2
Da	*Dicksonia antarctica*	Soft Tree Fern	Up to 12.0m	1.8 - 2.4m H	Native	6 / m^2
	FERNS					
Ah	*Adiantum hispidulum*	Rough Maidenhair	0.5 x 0.5	150mm pot	Native	6 / m^2
Aa	*Asplenium australasicum*	Bird's Nest Fern	1.5 x 1.5	150mm pot	Native	6 / m^2
Da	*Doodia australis*	Rasp Fern	0.4 x 0.6	150mm pot	Native	6 / m^2
Ds	*Davallia solida*	Hare's Foot	0.5 x 1	150mm pot	Native	6 / m^2
Hg	*Hypolepis glandulifera*	Downy Ground Fern	1 x 1.8	150mm pot	Native	6 / m^2
Md	*Microsorium diversifolium*	Kangaroo Fern	0.3 x 0.6	150mm pot	Native	6 / m^2
Pp	*Polystichum proliferum*	Mother Shield Fern	0.6 x 0.6	150mm pot	Native	6 / m^2

Acer negundo
Box Elder Maple

Lagerstroemia indica
Crepe Myrtle

Platanus x acerifolia
London Plane Tree

Tristaniopsis laurina
Kanooka Gum

Alpinia caerulea
Redback Native Ginger

Casuarina glauca
Prostrate Swamp Oak

Dianella caerulea
Flax Lily

Dichondara repens
Kidney Weed

Liriope muscari
Turf Lily

Ligularia reniformis
Tractor Seat

Lomandra longifolia
'Tanika' Mat Rush

Philodendron Xanadu
Philodendron

Soleirolia soleirolii
Baby's Tears

Viola hederacea
Native Violet

Adiantum hispidulum
Rough Maidenhair

Asplenium australasicum
Bird's Nest Fern

Dicksonia antarctica
Soft Tree Fern

Doodia aspera
Prickly Rasp Fern

Microsorium diversifolium
Kangaroo Fern

Polystichum proliferum
Mother Shield Fern

LEVEL 1
LANDSCAPE CONCEPT

Level 1 Residential Garden

The Level 1 Residential Garden is an external rooftop space for the residential community that provides a diversity of activity and amenities within an attractive vegetated setting.

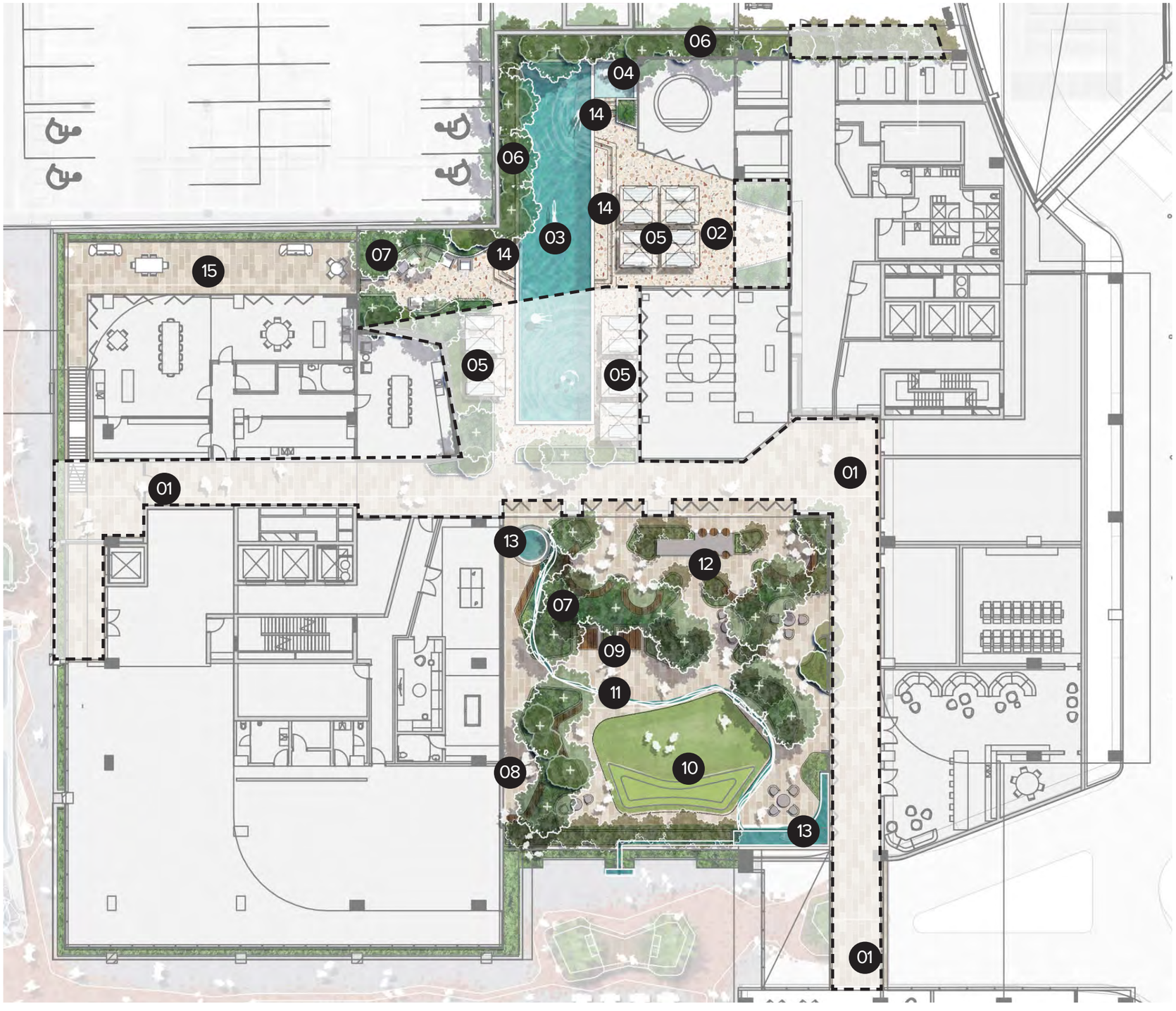
The space is structured around a central sloped lawn that provides a flexible surface for passive and active use. Seating and dining spaces with a barbecue cater for groups of varying sizes and flow out spaces are provided from adjacent amenity rooms. In addition a lap pool area with cabanas shelters is provided to the north.

Total communal open space area is 1738 m^2

Legend

- 01 Light colour unit paving
- 02 Feature pavement
- 03 Lap pool
- 04 Spa
- 05 Sun Lounge & Umbrellas
- 06 Perimeter planting to pool edge
- 07 Trees and lush shade tolerant planting
- 08 Outdoor working area
- 09 Daybeds nestled in planting
- 10 Turfed area with grassy knoll
- 11 Meandering water feature
- 12 BBQ and dining area
- 13 Water feature
- 14 Stairs to pool and spa
- 15 Outdoor terrace to dining rooms

Area under cover of level 2



Level 1 Residential Garden - Section A

Legend

01 Feature trees

02 Lush understory planting

03 Reflection Pond

04 BBQ and dining area

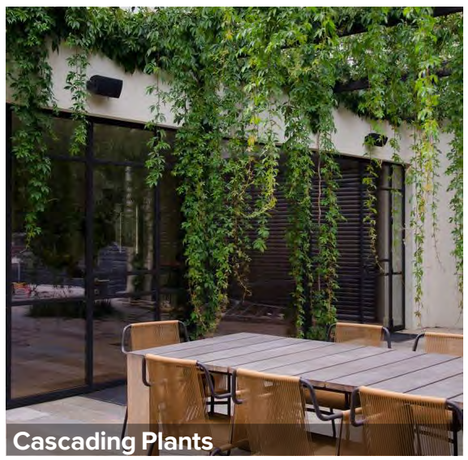
05 Seating nooks

06 Colonade

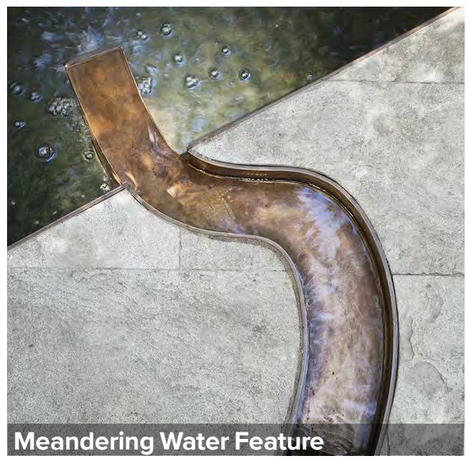
07 Building B Lobby & Amenities

08 Light colour unit pavers on pedestal to match architecture

Communal Dining Area


Cascading Plants

Reflection Pond


Meandering Water Feature

Level 1 Residential Garden - Section B

Legend

01 Trees

02 Lush planting in raised planters

03 Daybeds nestled in planting

04 Seating nooks

Level 1 Residential Garden - Section C

Legend

01 The Double Level Courtyard - Ground Level

02 Vertical green wall

03 Glass balustrade

04 Grass knoll & lawn area

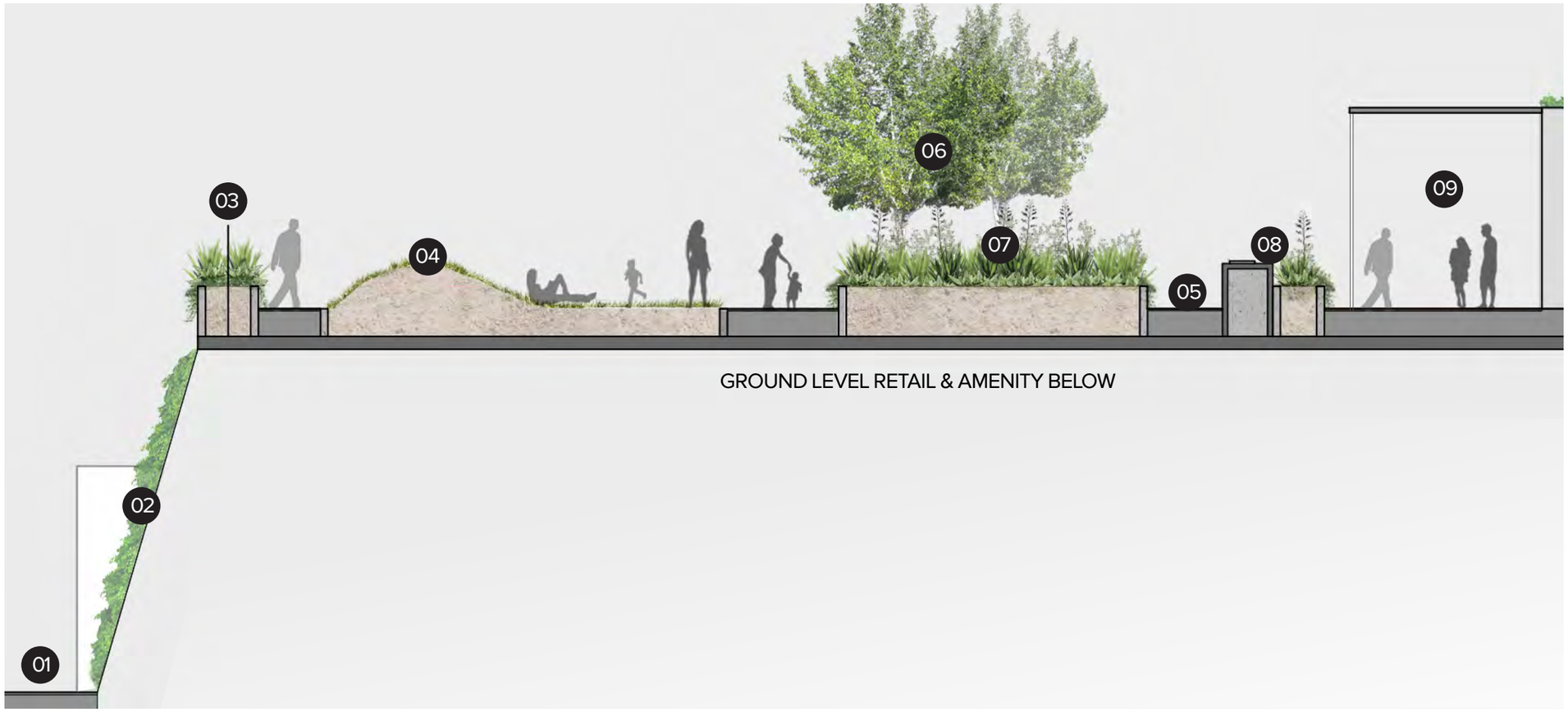
05 Light coloured unit paver

06 Feature trees in raised planters

07 Lush understory planting

08 BBQ & dining area

09 Colonade



Level 1 Residential Garden - Section D

GROUND LEVEL RETAIL & AMENITY BELOW

01 Pool fence / gate

02 Outdoor shower

03 Sun lounges

04 Loose furniture lounge

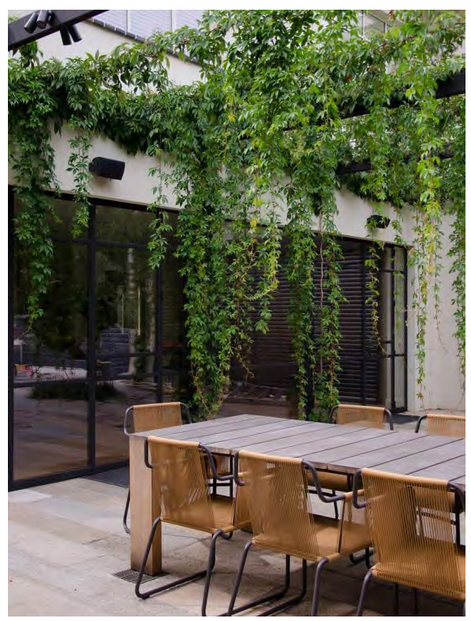
05 Raised planters

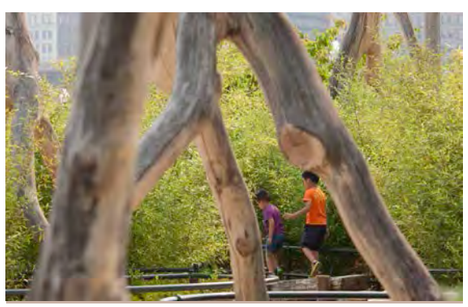
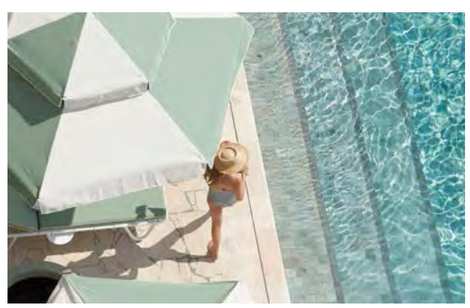
06 Outdoor spa

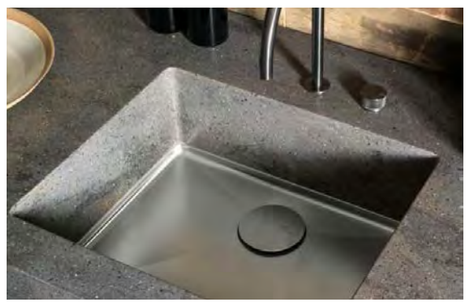
07 Pool

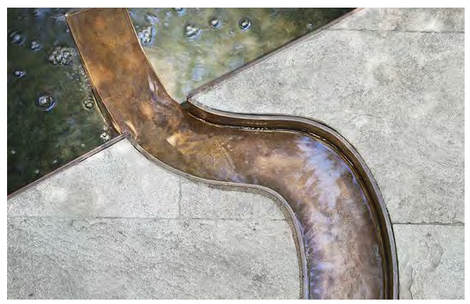
08 Pool stair

Level 1 Residential Garden - Precedents & Materials







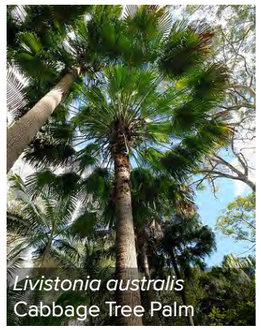
Level 1 - Plant Schedule

CODE	BOTANIC NAME	COMMON NAME	MATURE SIZE H x W (m)	INSTALLATION SIZE	TYPE	SPACING
	TREES & PALMS					
An	*Acer negundo sp.*	Box Elder	9 x 6	150L	Exotic	As shown
Cj	*Camellia japonica*	Camelia Tree	4 x 2.5	150L	Exotic	As shown
Li	*Lagerstroemia indica sp.*	Crepe Myrtle	8 x6	150L	Exotic	As shown
La	*Livistonia australis*	Cabbage Tree Palm	10 x 5	3 - 5m clear trunk	Native	As shown
	RESIDENTIAL GARDENS					
Am	*Acanthus mollis*	Bear's Breeches	1 x 1	150mm pot	Exotic	6 / m^2
Ah	*Adiantum hispidulum*	Rough Maidenhair	0.5 x 0.5	150mm pot	Native	6 / m^2
Ac	*Alpinia caerulea*	Redback Native Ginger	1.5 x 2	150mm pot	Native	6 / m^2
Aa	*Asplenium australasicum*	Bird's Nest Fern	1.5 x 1.5	150mm pot	Native	6 / m^2
Cm	*Clivia miniata Yellow*	Yellow Clivia	0.5 x 0.5	150mm pot	Exotic	6 / m^2
Cr	*Cycas revoluta*	Sago Palm	1 x 1.5	150mm pot	Native	6 / m^2
Ds	*Davallia solida*	Hare's Foot	0.5 x 1	150mm pot	Native	6 / m^2
Dr	*Dichondra repens*	Kidneyweed	0.15 x 2	150mm pot	Native	6 / m^2
Da	*Doodia australis*	Rasp Fern	0.4 x 0.6	150mm pot	Native	6 / m^2
Fj	*Fatsia japonica*	Japanese aralia	2 x 1.5	150mm pot	Exotic	6 / m^2
Hg	*Helmholtzia glaberrima*	Stream Lily	1 x 1.5	150mm pot	Native	6 / m^2
Ln	*Lysimachia nummularia*	Moneywort	0.15 x 0.45	150mm pot	Exotic	6 / m^2
Lr	*Ligularia reniformis*	Tractor Seat	1 x 1	150mm pot	Exotic	6 / m^2
Md	*Monstera deliciosa*	Fruit Salad Plant	3 x 2	150mm pot	Exotic	6 / m^2
Pt	*Pittosporum tobira 'Miss Muffet'*	Miss Muffet	1 x 1	150mm pot	Native	6 / m^2
Px	*Philadendron x 'Xanadu'*	Philadendron	0.9 x 0.7	150mm pot	Exotic	6 / m^2
Ss	*Soleirolia soleirolii*	Baby's Tears	0.15 x 1	150mm pot	Exotic	6 / m^2
Sw	*Spathiphyllum wallisii 'Sensation'*	Giant Peace Lily	1.5 x 1.5	150mm pot	Exotic	6 / m^2
Vh	*Viola hederacea*	Native Violet	0.2 x 0.5	150mm pot	Native	6 / m^2
Hg	*Hypolepis glandulifera*	Downy Ground Fern	1 x 1.8	150mm pot	Native	6 / m^2
Md	*Microsorium diversifolium*	Kangaroo Fern	0.3 x 0.6	150mm pot	Native	6 / m^2
Pp	*Polystichum proliferum*	Mother Shield-fern	0.6 x 0.6	150mm pot	Native	6 / m^2
	LEVEL 1 BALCONY / EDGE PLANTING					
Am	*Acanthus mollis*	Bear's Breeches	1 x 1	150mm pot	Exotic	3 / lin.m
Dr	*Dichondra repens*	Kidneyweed	0.15 x 2	150mm pot	Native	3 / lin.m
Tj	*Trachelospermum jasminoides*	Star Jasmine	4 x 3	150mm pot	Exotic	3 / lin.m
Vh	*Viola hederacea*	Native Violet	0.2 x 0.5	150mm pot	Native	3 / lin.m
	VERTICAL GREEN WALL (Selection to be developed with Green Wall Supplier)					
Lg	*Liriope giganteum*	Turf Lily	0.6 x 0.6	150mm pot	Exotic	Per Module System
Lm	*Liriope muscari*	Lilyturf	0.4 x 0.4	150mm pot	Exotic	Per Module System
Dc	*Dianella caerulea*	Flax Lily	0.5 x 0.5	150mm pot	Native	Per Module System
Md	*Microsorium diversifolium*	Kangaroo Fern	0.3 x 0.6	150mm pot	Native	Per Module System
Px	*Philadendron sp.*	Philadendron	varies	150mm pot	Exotic	Per Module System

Acer negundo
Box Elder Maple

Lagerstroemia indica
Crepe Myrtle

Camelia japonica
Camelia


Livistonia australis
Cabbage Tree Palm

Clivia minita 'Yellow'
Yellow Clivia

Cycas revoluta
Sago Palm

Dianella caerulea
Flax Lily

Dichondara repens
Kidney Weed

Liriope muscari
Turf Lily

Ligularia reniformis
Tractor Seat

Lomandra longifolia 'Tanika'
Mat Rush

Philodendron Xanadu
Philodendron

Soleirolia soleirolii
Baby's Tears

Viola hederacea
Native Violet

Adiantum hispidulum
Rough Maidenhair

Asplenium australasicum
Bird's Nest Fern

Dicksonia antarctica
Soft Tree Fern

Doodia aspera
Prickly Rasp Fern

Microsorium diversifolium
Kangaroo Fern

Spathiphyllum 'Sensation'
Giant Peace Lily

LEVELS 2+
LANDSCAPE CONCEPT

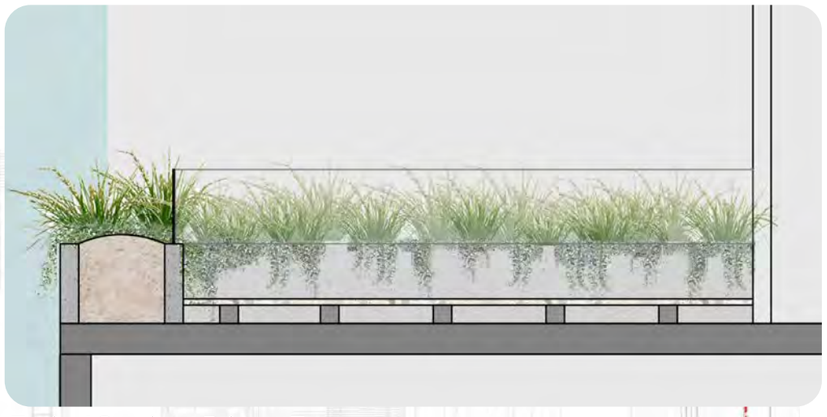
Level 2

Legend

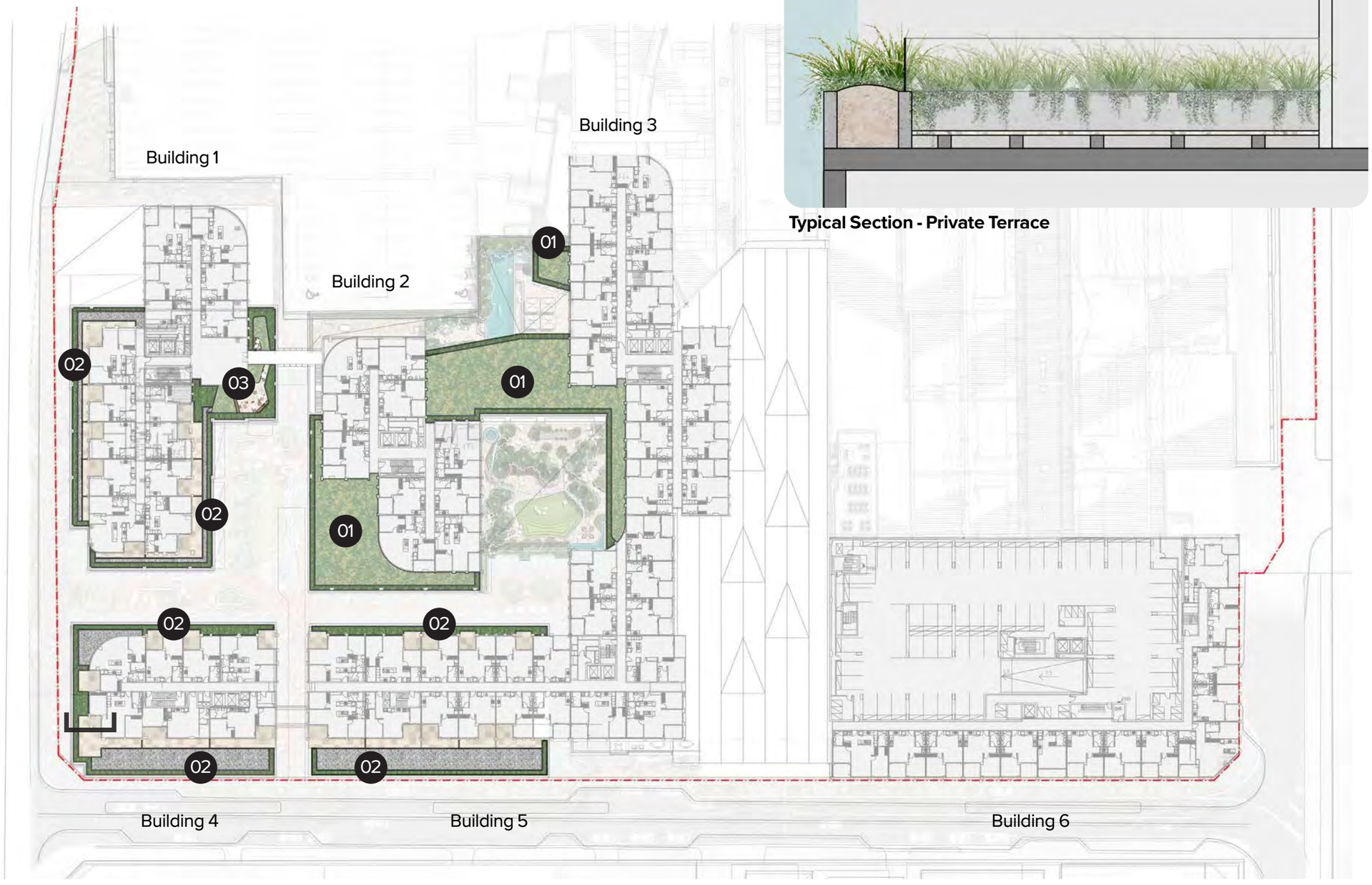
01 Vegetated green roofs (total area 733 m2)

02 Raised planters to edge of building

03 Communal roof terrace (total area 139 m2)



Typical Section - Private Terrace



Level 3

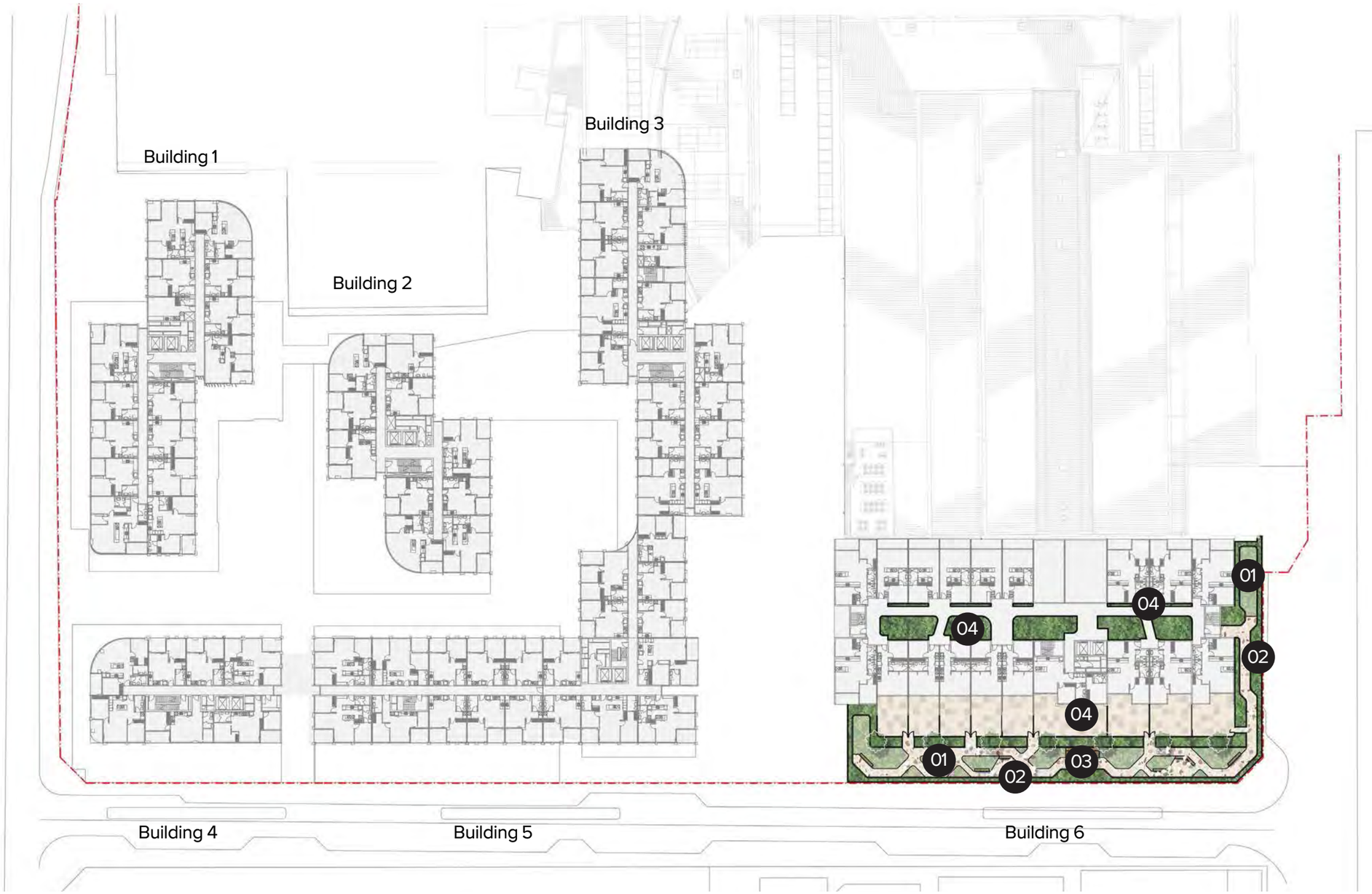
Legend

01 Vegetated green roofs

02 Raised planters to edge of building

03 Communal roof terrace (total area 809 m²)

04 Raised planters



Level 3 - Building 6 Roof Terrace

Legend

01 Raised planters with shade tolerant planting

02 Raised planters to edge of building

03 Raised planters with small tree plating to private terraces

04 Private terraces

05 Green roof planting

06 Lounge seating area

07 Small seating areas

08 Path with feature paving

Level 4

Legend

01 Raised planters with shade tolerant planting

Level 5

Legend

01 Raised planters with shade tolerant planting

02 Communal roof terrace (total area 334 m²)

03 Raised planters to edge of building

Level 5 - Building 5 Roof Terrace

Legend

01 Raised planters with feature planting and small trees

02 Raised planter to building edge

03 Dog park with synthetic lawn, low mounding and seating

04 Community herb and vegetable garden

05 Communal lounge

06 BBQ

07 Seating edges

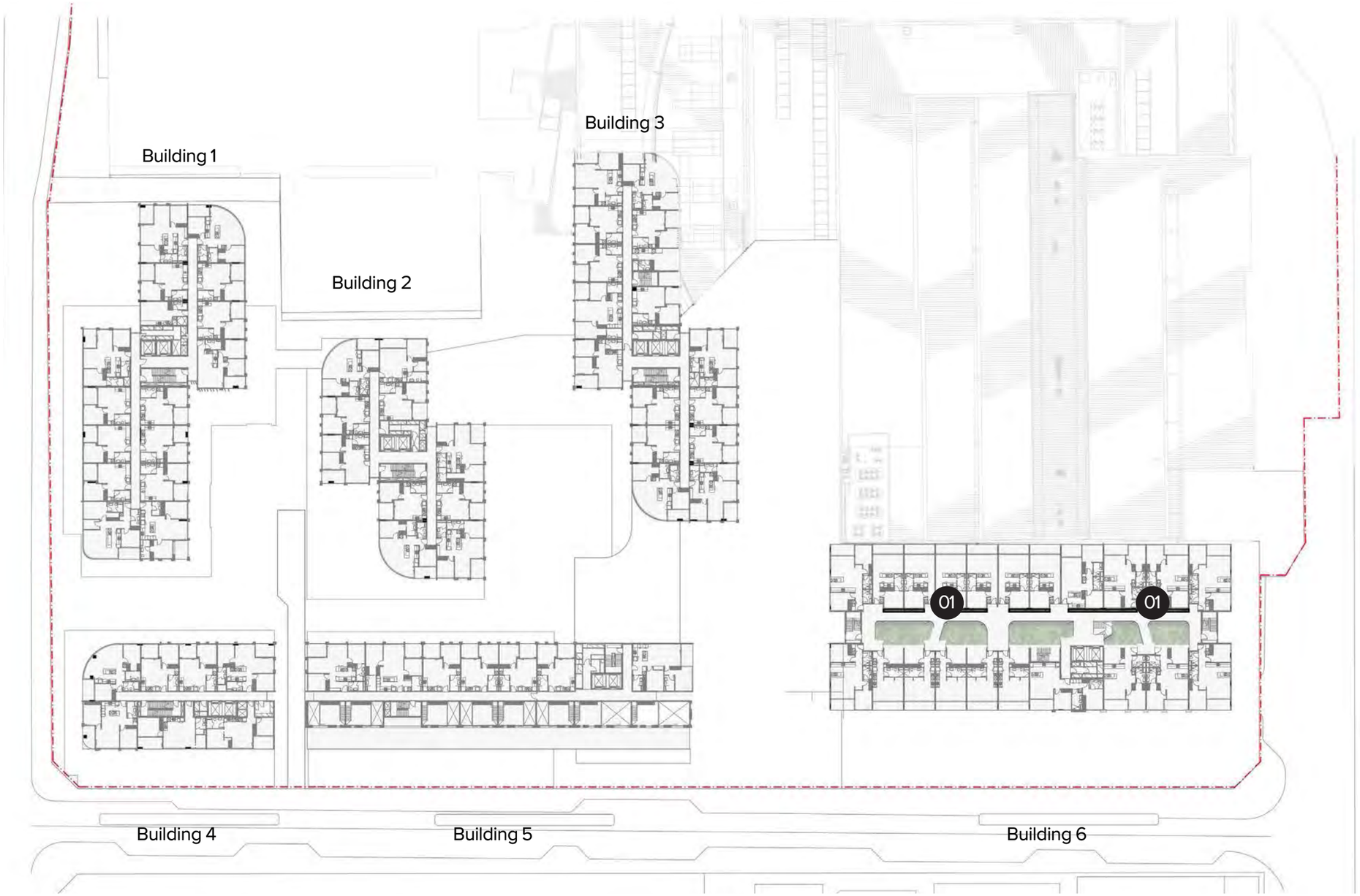
08 Dining areas

09 Private terraces

Level 6

Legend

01 Raised planters with shade tolerant planting

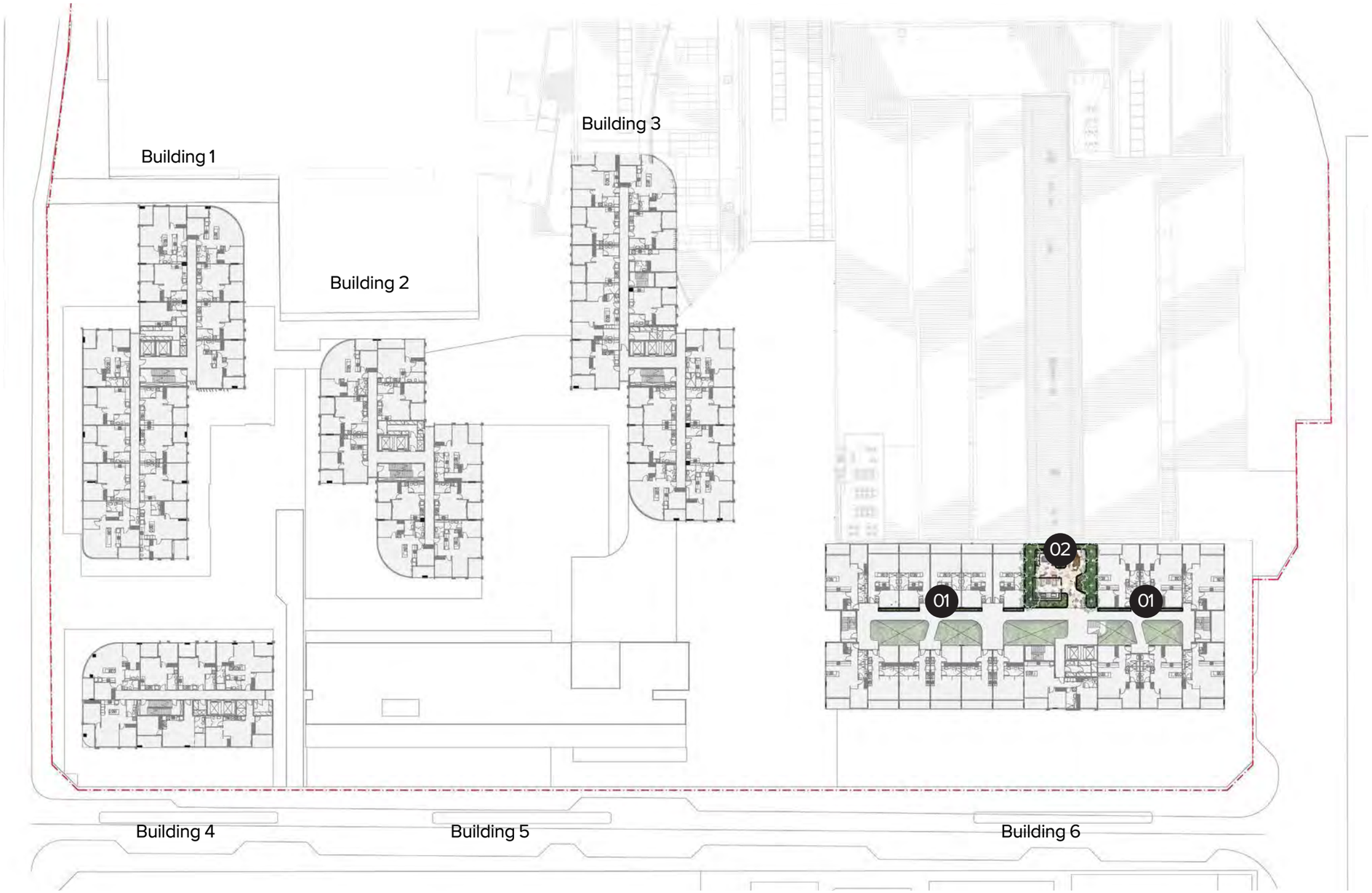


Level 7

Legend

01 Raised planters with shade tolerant planting

02 Communal roof terrace (total area 150 m²)



Level 7 - Building 6 Roof Terrace

Legend

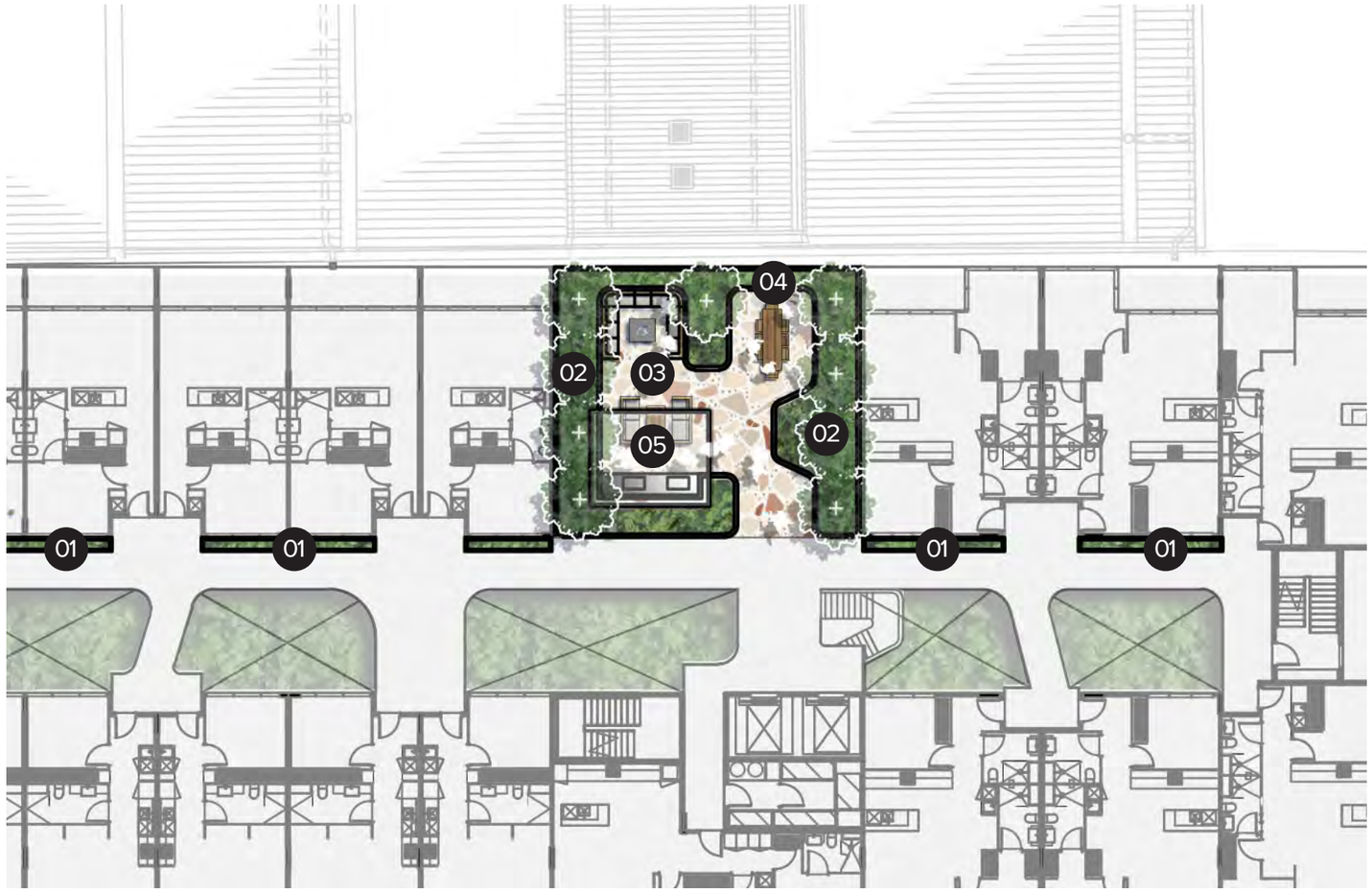
01 Raised planters

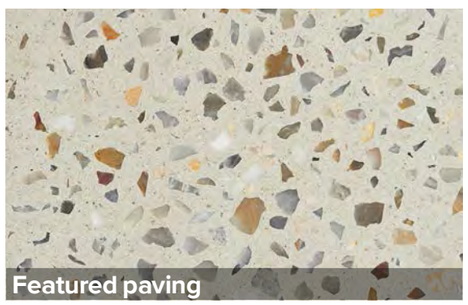
02 Feature trees and lush shade tolerant planting in raised planters

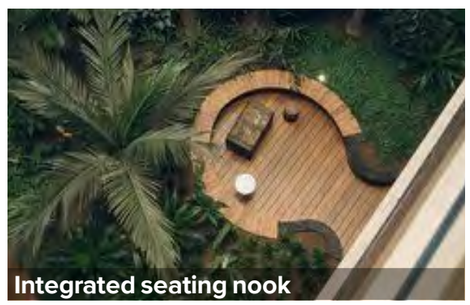
03 Seating lounge

04 Dining areas

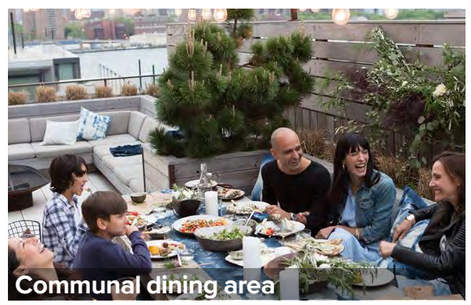
05 BBQ

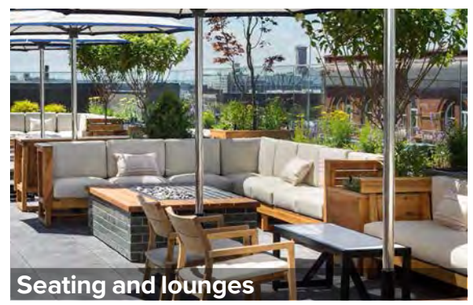



Featured paving


Integrated seating nook

Lush buffer planting


Communal dining area


Seating and lounges

Level 8

Legend

01 Raised planters with shade tolerant planting

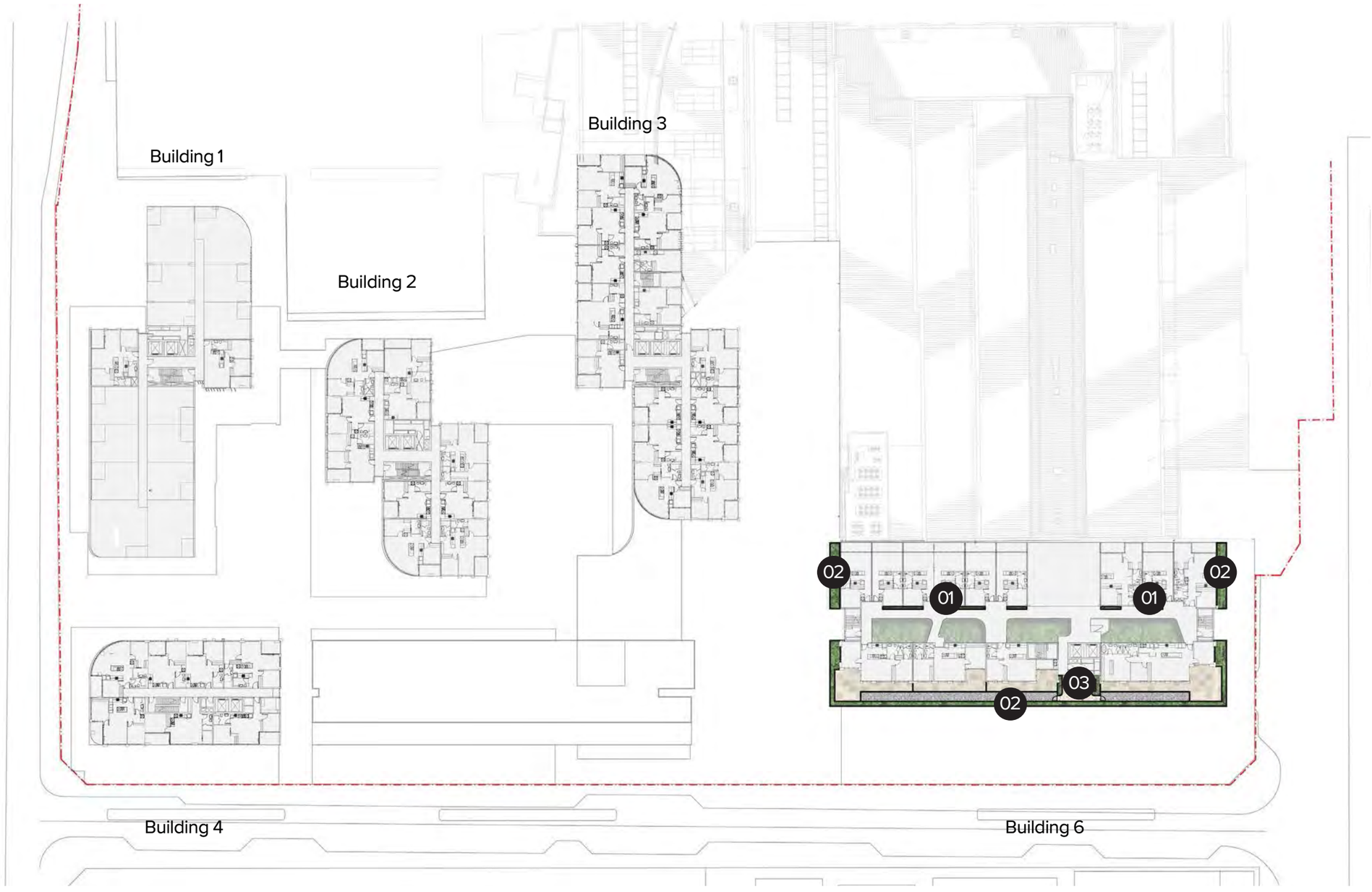
Level 9

Legend

01 Raised planters with shade tolerant planting

02 Raised planters to edge of building

03 Communal roof terrace (total area 35 m^2)



Level 9 - Building 6 Roof Terrace

Legend

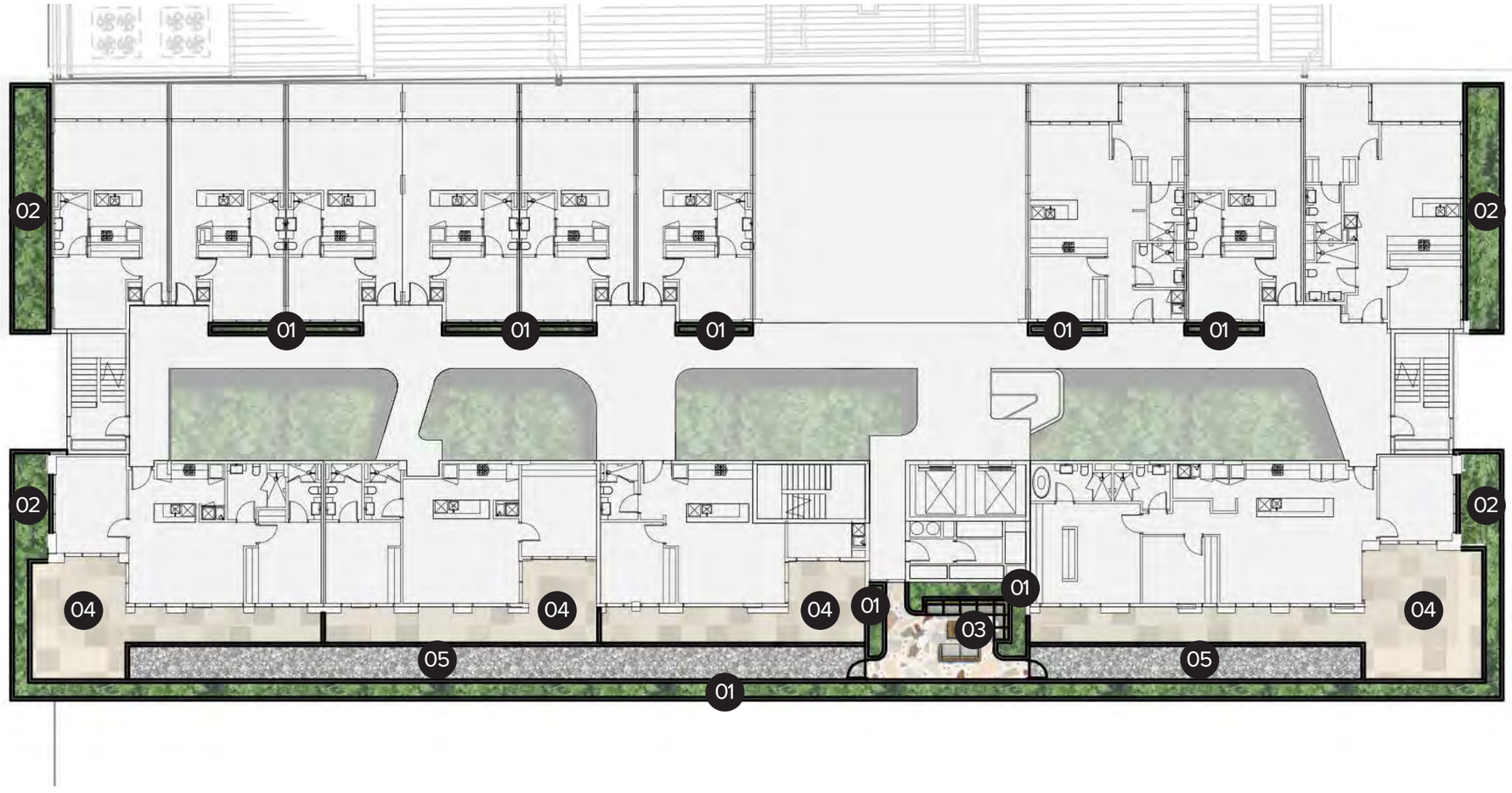
01 Raised planters with shade tolerant planting

02 Raised planters to edge of building

03 Seating lounge

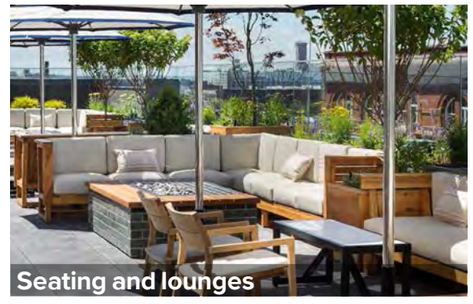
04 Private terraces

05 Ballast maintenance path



Featured paving

Lush buffer planting


Seating and lounges

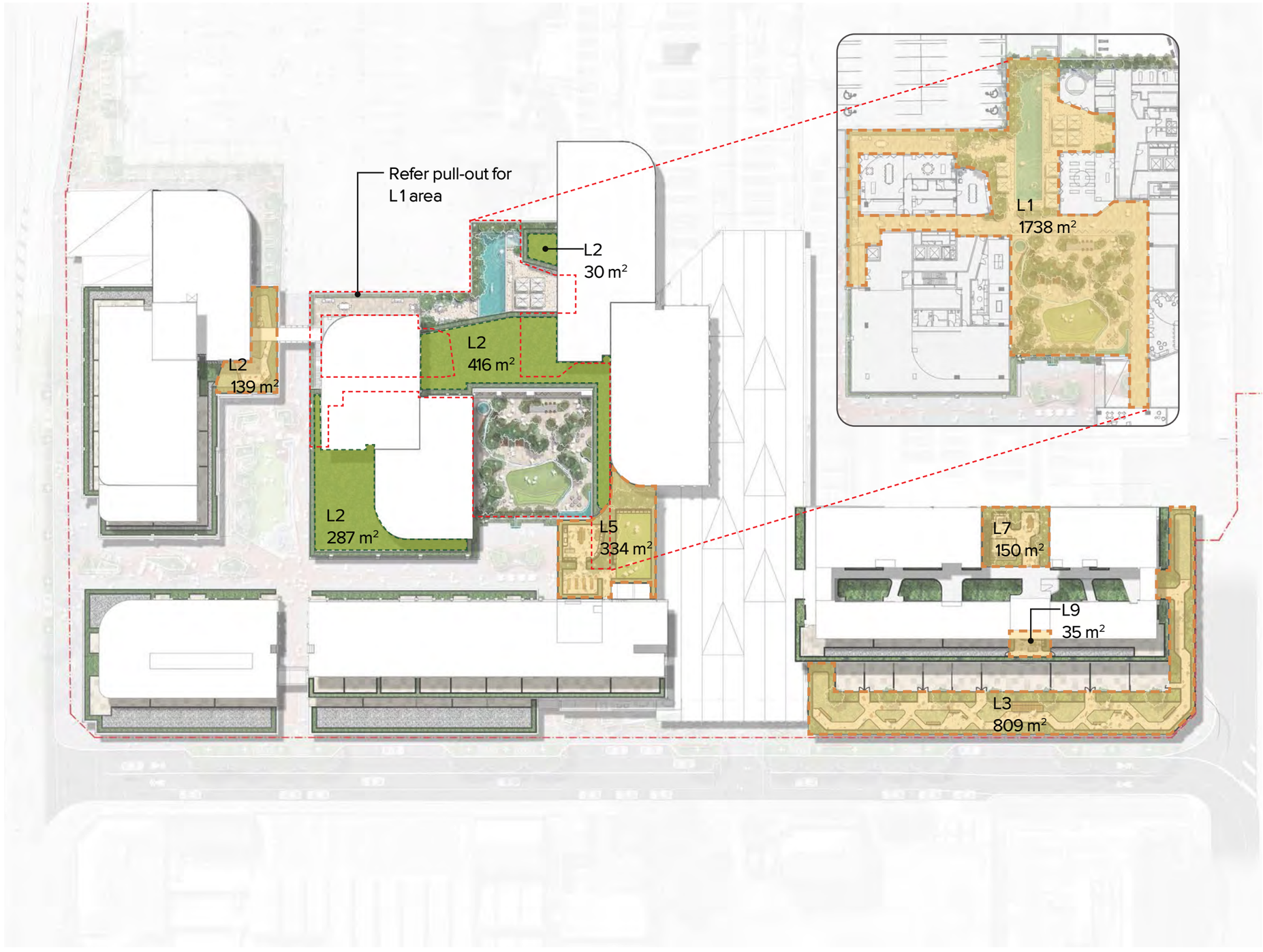
Residential Communal Space Provision Plan

Total Site Area: 18,180 m²

Total Green Roof Area: 733 m²
= 4.03% of total site area

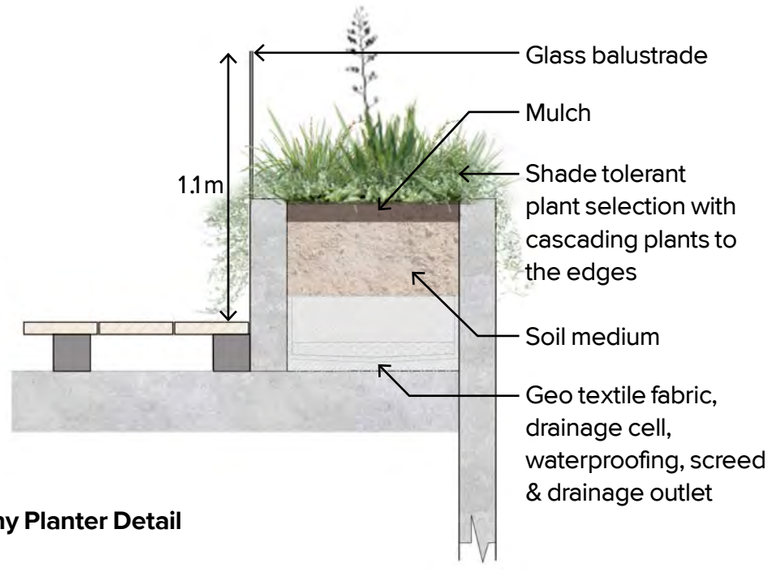
Total Communal Open Space Area:
3,205 m²
= 17.63% of total site area

	Communal Open Space (m2)	Green Roof (m2)
Level 1	1738	
Level 2	139	733
Level 3	809	
Level 5	334	
Level 7	150	
Level 9	35	
Total	3205	733

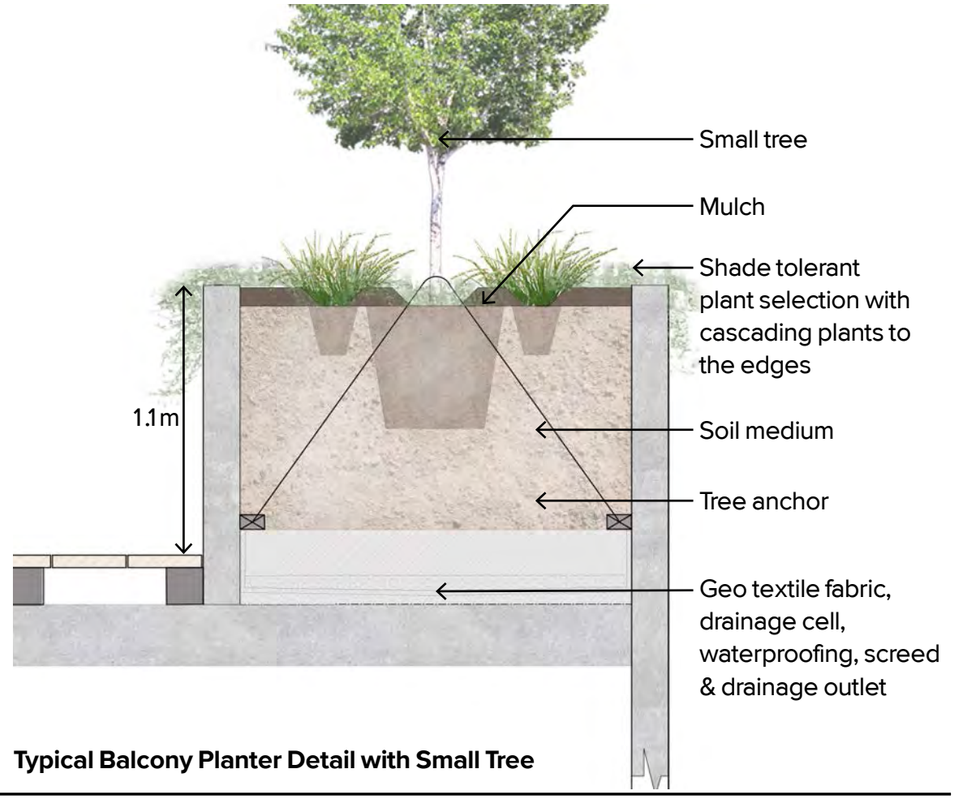


Indicative Planting Palette

CODE	BOTANIC NAME	COMMON NAME	MATURE SIZE H x W (m)	INSTALLATION SIZE	TYPE	SPACING
	TREES					
Ms	*Malus 'Sutyzam' sp.*	Crab Apple Tree	6 x 5	150L	Exotic	As shown
	LEVEL 2+ BALCONY / EDGE PLANTING					
	North					
Dr	*Dichondra repens*	Kidneyweed	0.15 x 2	150mm pot	Native	3 / lin.m
Am	*Acanthus mollis*	Bear's Breeches	1 x 1	150mm pot	Exotic	3 / lin.m
Hs	*Hibbertia scandens*	Snake Vine	1 x 1	150mm pot	Native	3 / lin.m
Tj	*Trachelospermum jasminoides*	Star Jasmine	4 x 3	150mm pot	Exotic	3 / lin.m
Vh	*Viola hederacea*	Native Violet	0.2 x 0.5	150mm pot	Native	3 / lin.m
	East					
Dr	*Dichondra repens*	Kidneyweed	0.15 x 2	150mm pot	Native	3 / lin.m
Lg	*Liriope giganteum*	Turf Lily	0.6 x 0.6	150mm pot	Native	3 / lin.m
Lm	*Liriope muscari*	Lilyturf	0.4 x 0.4	150mm pot	Native	3 / lin.m
Vh	*Viola hederacea*	Native Violet	0.2 x 0.5	150mm pot	Native	3 / lin.m
	South					
Dc	*Dianella caerulea*	Flax Lily	0.5 x 0.5	150mm pot	Native	3 / lin.m
Dt	*Dianella tasmanica*	Tasman Flax-lily	1 x 0.5	150mm pot	Native	3 / lin.m
Dr	*Dichondra repens*	Kidneyweed	0.15 x 2	150mm pot	Native	3 / lin.m
Vh	*Viola hederacea*	Native Violet	0.2 x 0.5	150mm pot	Native	3 / lin.m
	West					
Dr	*Dichondra repens*	Kidneyweed	0.15 x 2	150mm pot	Native	3 / lin.m
Ll	*Lomandra longifolia 'Tanika'*	Mat Rush	1 x 1	150mm pot	Native	3 / lin.m
Hs	*Hibbertia scandens*	Snake Vine	1 x 1	150mm pot	Native	3 / lin.m
Tj	*Trachelospermum jasminoides*	Star Jasmine	4 x 3	150mm pot	Exotic	3 / lin.m
Vh	*Viola hederacea*	Native Violet	0.2 x 0.5	150mm pot	Native	3 / lin.m
	LEVEL 2+ GREEN ROOF					
Cr	*Carpobrotus rossii*	Karkalla	0.2 x 4.0	150mm pot	Native	6 / m^2
Dc	*Dianella caerulea*	Flax Lily	0.5 x 0.5	150mm pot	Native	6 / m^2
Dt	*Dianella tasmanica*	Tasman Flax-lily	1 x 0.5	150mm pot	Native	6 / m^2
Lg	*Liriope giganteum*	Turf Lily	0.6 x 0.6	150mm pot	Exotic	6 / m^2
Lm	*Liriope muscari*	Lily Turf	0.4 x 0.4	150mm pot	Exotic	6 / m^2
Ll	*Lomandra longifolia 'Tanika'*	Mat Rush	1 x 1	150mm pot	Native	6 / m^2
Vh	*Viola hederacea*	Native Violet	0.2 x 0.5	150mm pot	Native	6 / m^2
	LEVEL 2+ ROOF TERRACES					
Am	*Acanthus mollis*	Bear's Breeches	1 x 1	150mm pot	Exotic	6 / m^2
Ar	*Ajuga reptans*	Bugleweed	0.15 x 0.5	150mm pot	Exotic	6 / m^2
Aa	*Asplenium australasicum*	Bird's Nest Fern	1.5 x 1.5	150mm pot	Native	6 / m^2
Dc	*Dianella caerulea*	Flax Lily	0.5 x 0.5	150mm pot	Native	6 / m^2
Dt	*Dianella tasmanica*	Tasman Flax-lily	1 x 0.5	150mm pot	Native	6 / m^2
Dr	*Dichondra repens*	Kidneyweed	0.15 x 2	150mm pot	Native	6 / m^2
Px	*Philadendron x 'Xanadu'*	Philadendron	0.9 x 0.7	150mm pot	Exotic	6 / m^2
Ss	*Soleirolia soleirolii*	Baby's Tears	0.15 x 1	150mm pot	Exotic	6 / m^2
Vh	*Viola hederacea*	Native Violet	0.2 x 0.5	150mm pot	Native	6 / m^2



Typical Balcony Planter Detail



Typical Balcony Planter Detail with Small Tree

ARCADIA
DOONSIDE
RESTAURANT
RESTAURANT
BEER GARDEN
l'ital

ENVIRONMENTAL WIND SPEED MEASUREMENTS ON A WIND TUNNEL MODEL OF DOONSIDE PRECINCT, RICHMOND

By

S. Chi

&

M. Eaddy

SUMMARY

Wind tunnel tests have been conducted on a 1/400 scale model of the Doonside Precinct Development. The model of the Development within surrounding buildings was tested in a simulated upstream boundary layer of the natural wind to determine likely environmental wind conditions. These wind conditions have been related to the freestream mean wind speed at a reference height of 300m and compared with criteria developed for the Melbourne region as a function of wind direction.

For the Proposed Configuration, the wind conditions along Doonside Street at all Test Locations have been shown to satisfy the walking comfort criterion, with many Test Locations meeting the sitting or standing comfort criteria. The wind conditions at the main entrance on Doonside Street have been shown to achieve the sitting comfort criterion.

For the Proposed Configuration, the wind conditions along Burnley Street at all Test Locations have been shown to satisfy the walking comfort criterion, with many Test Locations meeting the sitting or standing comfort criteria.

For the Proposed Configuration, the wind conditions in the surrounding streetscapes have been shown to pass the Standard D32 pedestrian safety criterion. The wind conditions on the outdoor areas have been shown to satisfy the standing comfort criterion, with many satisfying the sitting criterion and pass the Standard D32 pedestrian safety criterion.

The wind conditions for the Existing Configuration for all Test Locations are presented and most have been shown to satisfy the walking comfort criterion and the Standard D32 pedestrian safety criterion. The wind conditions at Test Locations 17, 18 and 54 for the Existing Configuration fail the Standard D32 safety criterion but are improved by the proposed development to satisfy this criterion.

Report 162-20-WT-ENV-02

March 2022

DOONSIDE PRECINCT DEVELOPMENT, RICHMOND
ENVIRONMENTAL WIND TUNNEL MODELLING

MEL CONSULTANTS REPORT NO: **162-20-WT-ENV-02**

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Engineer Date: 22 March 2022

REVIEWED BY:

M. Eaddy
Managing Director Date: 25 March 2022

RELEASED BY:

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Managing Director Date: 25 March 2022

REVISION HISTORY

Revision No:	Date Issued	Reason/Comment
0	7 January 2021	Initial Issue
1	21 April 2021	Project Name Change
2	25 March 2022	Redesign

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APPENDIX A – TEST LOCATION 3 SECOND GUST WIND CRITERIA PLOTS AS A FUNCTION OF WIND DIRECTION ..... - 27 -

1. INTRODUCTION

The Doonside Precinct Development will be a mixed used development built up to a height of approximately 58m (16 levels) on Doonside Street, Richmond, south of the Victoria Gardens Shopping Centre. The masterplan development will include several buildings with interlocking towers and create new pedestrian connections between Doonside Street, Burnley Street, and the Victoria Gardens Shopping Centre shown in Figure 1.

Figure 1: Doonside Precinct, Development Location

Vicinity Centres PM Pty Ltd, has commissioned a wind tunnel model study to quantify and assess the pedestrian wind effects of the Proposed Development on the surrounding streetscapes and terraces within the development. These tests were carried out in the MEL Consultants wind tunnel during March 2022.

2. ENVIRONMENTAL WIND CRITERIA

The advancement of wind tunnel testing techniques, using large boundary layer flows to simulate the natural wind, has facilitated the prediction of wind speeds likely to be induced around a development. The Yarra Planning Scheme defines wind safety and comfort criteria in Clause 58.04-4 (Standard D32) and these criteria are defined as follows:

Unsafe wind conditions means the hourly maximum 3 second gust which exceeds 20 metres/second from any wind direction considering at least 16 wind directions with the corresponding probability of exceedance percentage.

Comfortable wind conditions means a mean wind speed from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than:

3 metres/second for **sitting areas**

- Sitting criterion: generally acceptable for stationary, long exposure activities such as dining at outdoor restaurants or theatres.

4 metres/second for **standing areas**

- Standing criterion: generally acceptable for stationary short exposure activities such as window shopping, standing or sitting in plazas.

5 metres/second for **walking areas**

- Walking criterion: generally acceptable for walking in urban and suburban areas.

Mean wind speed means the maximum of:

- Hourly mean wind speed, or
- Gust equivalent mean wind speed (3 second gust wind speed divided by 1.85)

It is noted that Standard D32 criteria is the same as BADS pedestrian comfort criterion.

The above comfort criteria are pass/fail criteria which assess the integrated probability of all wind directions to determine whether a location passes or fails the threshold criterion. The safety criterion is a pass/fail criterion based upon exceedance of the wind speed for any one wind direction. For completeness, this report will provide data for each Test Location as a function of wind direction in Appendix A.

The Standard D32 comfort criteria guidelines do not provide any methodology or worked example as how to obtain the 'from all wind directions combined'. Therefore, to obtain the probability for all wind directions combined we will apply the methodology described in the research paper by Melbourne (1978) to determine the probability for all wind directions. The guidelines use the definition of mean wind speed as based on the hourly wind speed so the probabilities will be determined from the hourly wind data for an applicable automatic weather station for Melbourne. The probability data used have been corrected for the approach terrain at the location of the automatic weather station and referenced to 10m in Terrain Category 2. This is the standard reference height of AS/NZS1170.2:2021.

2.1 Suggested Pedestrian Comfort Criteria.

The Doonside Precinct Development will have a main entrance on Doonside Street. The laneways of the Doonside Precinct connect to the surrounding streetscapes at locations along Burnley and Doonside Streets. There is an open outdoor seating area and a pool located on Level 1 of the Proposed development.

The target wind conditions for these pedestrian accessible areas are recommended to be the following:

- Pedestrian Transit Areas — Walking Criterion
- Main Building Entrances — Standing Criterion
- Outdoor seating areas — Sitting Criterion

The activation of the public realm external to the site would depend on the existing wind conditions in the streetscapes that are often beyond the control of the Proposed Development. For cases where the existing wind conditions in the public realm external to the site are on the walking criterion, then the Proposed Development should not have any adverse wind effects in these areas.

The wind conditions on the open outdoor seating area have been recommended to satisfy the sitting criterion as these spaces could be considered elective when external conditions would be perceived as acceptable for the desired activity. Users of these outdoor areas will need to be educated on the wind effects and loose objects should not be left unattended in outdoor areas.

3. MODEL AND EXPERIMENTAL TECHNIQUES

A 1/400 scale model of the Doonside Precinct, Development was constructed from the CAD model provided by Cox Architecture, received on the 9th February, 2022.

The 1/400 scale model of the Doonside Precinct, Richmond Development and surrounding buildings were tested in a model of the natural wind generated by flow over roughness elements augmented by vorticity generators at the beginning of the wind tunnel working section. The basic natural wind model was for flow over suburban terrain, the characteristics of which are given in Figure 3. The surrounding wind tunnel model of all significant buildings, out to a minimum radius of 400m, modified the approach wind model for the presence of the surrounding buildings.

The techniques used to investigate the environmental wind conditions and the method of determining the local criteria are given in detail in Reference 2. In these tests, measurements in the development areas are inside separated regions and peak velocity squared ratios were required to make conclusions about likely wind conditions. In summary, measurements were made of the peak gust wind velocity with a hot wire anemometer at various stations and expressed as a squared ratio with the mean wind velocity at a scaled reference height of 300m. This gives the peak velocity squared ratio

$$\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$$

Wind tunnel velocity measurements were made for an equivalent 1-hour period in full scale and filtered to provide an equivalent full scale 3 second gust wind speed. Photographs of the model as tested in the wind tunnel are shown in Figures 4a and 4b. The Test Locations in the surrounding streetscapes, and at various floor levels of the buildings are shown in Figures 5a and 5b.

4. DISCUSSION OF RESULTS

Velocity measurements were made at various locations around the Doonside Precinct, Development for different wind directions at 22.5° intervals. As discussed in Section 2, the Standard D32 Guidelines wind comfort criteria are pass/fail criteria based on an assessment of the probability for all wind directions combined. The wind comfort criteria for sitting, standing and walking are given in percentage for which a given mean wind speed is exceeded. A test location will satisfy the sitting, standing and walking criteria if the percentage for which a given mean wind speed is exceeded is below 20%. Therefore, to assess the wind comfort conditions the exceedances will be presented in tabular form in Tables 1 –7 and colour coded; green for below 20% exceedance, orange for above 20% exceedance and for pedestrian safety conditions, green or red for pass/fail respectively.

The Existing Configuration is defined as the buildings that currently exist on the site, which is partially cleared and surrounded by hoardings (included in the existing configuration study). The Proposed Configuration for the Doonside Precinct, Development was as defined by a 3D CAD model provided by Cox Architecture, received on the 9th February, 2022. To assess the wind conditions the percentage exceedances will be presented in tabular form in Tables 1 to 7. For completeness, these data are also provided in Appendix A as a function of wind direction and compared with the pedestrian criteria based on gust wind speeds.

4.1 Summaries of Discussion

To assist with the assessment of the wind conditions, summaries of the wind comfort criteria satisfied and the pass/fail of the safety criterion based on the Standard D32 Guidelines at the Test Locations have been presented using a colour code system in the following figures:

- Existing Configuration – Ground Level Figure 6
- Proposed Configuration – Ground Level Figure 7a
- Proposed Configuration – Upper-Level Figure 7b

Different colours have been used to represent the wind criteria achieved at the respective Test Locations.

4.2 Doonside Street

The wind conditions for the Proposed Configuration along Doonside Street (Test Locations 1 to 6, 8 to 12, 17 to 24 and 50) have been shown to satisfy the walking comfort criterion with many Test Locations passing the standing or sitting comfort criteria.

The wind conditions for the Existing Configuration at Test Locations 17 and 18 fails the Standard D32 pedestrian safety criterion. However, the Proposed Development has shown to improve the wind comfort criterion to satisfy the standing criterion and pass the Standard D32 pedestrian safety criterion.

The criteria achieved for both the Existing and Proposed Configurations have been presented in Table 1. All Test Locations for Proposed configuration have been shown to pass the Standard D32 pedestrian safety criterion.

The wind conditions as a function of wind direction based on the gust criteria for Melbourne are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results for all wind directions.

Table 1: Pedestrian Wind Comfort and Safety – Doonside Street

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
1	Existing	23%	12%	6%	Pass
	Proposed	43%	27%	15%	Pass
2	Existing	22%	11%	5%	Pass
	Proposed	22%	10%	5%	Pass
3	Proposed	30%	16%	8%	Pass
4	Existing	16%	7%	2%	Pass
	Proposed	9%	3%	1%	Pass
5	Existing	32%	17%	8%	Pass
	Proposed	9%	3%	1%	Pass
6	Existing	43%	28%	17%	Pass
	Proposed	32%	17%	8%	Pass
8	Existing	38%	22%	12%	Pass
	Proposed	14%	5%	2%	Pass
9	Proposed	21%	11%	5%	Pass
10	Proposed	30%	16%	8%	Pass
11	Existing	27%	14%	6%	Pass
	Proposed	29%	15%	7%	Pass
12	Existing	43%	28%	18%	Pass
	Proposed	37%	22%	11%	Pass
17	Existing	44%	29%	19%	FAIL
	Proposed	29%	14%	6%	Pass
18	Existing	46%	33%	23%	FAIL
	Proposed	33%	20%	10%	Pass
19	Existing	35%	22%	14%	Pass
	Proposed	37%	21%	11%	Pass
20	Existing	27%	13%	5%	Pass
	Proposed	18%	7%	3%	Pass
21	Existing	23%	10%	3%	Pass
	Proposed	17%	6%	2%	Pass
22	Existing	36%	21%	10%	Pass
	Proposed	10%	3%	1%	Pass
23	Existing	22%	11%	5%	Pass
	Proposed	17%	6%	2%	Pass
24	Existing	40%	25%	15%	Pass
	Proposed	33%	17%	8%	Pass
50	Existing	19%	8%	2%	Pass
	Proposed	16%	6%	2%	Pass

4.3 David Street

The wind conditions for the Proposed Configuration along David Street (Test Locations 3a and 13 to 16) have been shown to satisfy the standing comfort criterion with Test Location 13 passing the sitting comfort criterion.

The criteria achieved for both the Existing and Proposed Configurations have been presented in Table 2. All Test Locations have been shown to pass the Standard D32 pedestrian safety criterion.

The wind conditions as a function of wind direction based on the gust criteria for Melbourne are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results for all wind directions.

Table 2: Pedestrian Wind Comfort and Safety – David Street

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
3a	Proposed	28%	18%	12%	Pass
13	Proposed	17%	8%	3%	Pass
14	Existing	30%	15%	7%	Pass
	Proposed	26%	19%	13%	Pass
15	Existing	26%	14%	7%	Pass
	Proposed	25%	15%	9%	Pass
16	Existing	21%	10%	4%	Pass
	Proposed	35%	20%	11%	Pass

4.4 Burnley Street

The wind conditions for the Proposed Configuration along Burnley Street (Test Locations 25 to 38) have been shown to satisfy the walking comfort criterion with many Test Locations satisfying the standing or sitting comfort criteria.

The criteria achieved for both the Existing and Proposed Configurations have been presented in Table 3. All Test Locations have been shown to pass the Standard D32 pedestrian safety criterion.

The wind conditions as a function of wind direction based on the gust criteria for Melbourne are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results for all wind directions.

Table 3: Pedestrian Wind Comfort and Safety – Burnley Street

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
25	Existing	44%	27%	16%	Pass
	Proposed	20%	9%	4%	Pass
26	Existing	46%	31%	20%	Pass
	Proposed	35%	20%	9%	Pass
27	Proposed	34%	19%	9%	Pass
28	Existing	24%	13%	8%	Pass
	Proposed	40%	25%	14%	Pass
29	Existing	15%	6%	2%	Pass
	Proposed	25%	11%	4%	Pass
30	Existing	22%	9%	3%	Pass
	Proposed	26%	13%	6%	Pass
31	Existing	22%	9%	3%	Pass
	Proposed	17%	6%	2%	Pass
32	Existing	23%	9%	3%	Pass
	Proposed	26%	13%	6%	Pass
33	Existing	15%	6%	2%	Pass
	Proposed	14%	6%	2%	Pass
34	Existing	17%	9%	4%	Pass
	Proposed	36%	22%	12%	Pass
35	Existing	17%	7%	3%	Pass
	Proposed	20%	8%	3%	Pass
36	Existing	13%	6%	2%	Pass
	Proposed	37%	21%	11%	Pass
37	Existing	18%	8%	3%	Pass
	Proposed	38%	22%	11%	Pass
38	Proposed	40%	24%	13%	Pass

4.5 Laneway

The wind conditions for the Proposed Configuration along the Laneway (Test Locations 7 and 39 to 47) have been shown to satisfy the walking comfort criterion with many Test Locations achieving the standing or sitting comfort criteria.

The criteria achieved for both the Existing and Proposed Configurations have been presented in Table 4. All Test Locations have been shown to pass the Standard D32 pedestrian safety criterion.

The wind conditions as a function of wind direction based on the gust criteria for Melbourne are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results for all wind directions.

Table 4: Pedestrian Wind Comfort and Safety – Laneway

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
7	Proposed	23%	10%	4%	Pass
39	Proposed	22%	10%	4%	Pass
40a	Proposed	18%	7%	3%	Pass
40	Proposed	34%	18%	10%	Pass
41	Existing	10%	3%	1%	Pass
	Proposed	40%	25%	14%	Pass
41a	Proposed	21%	8%	3%	Pass
42	Proposed	14%	6%	2%	Pass
43	Existing	22%	12%	6%	Pass
	Proposed	18%	8%	2%	Pass
45	Proposed	15%	4%	1%	Pass
46	Proposed	16%	9%	5%	Pass
47	Existing	6%	1%	1%	Pass
	Proposed	11%	4%	1%	Pass
47a	Proposed	16%	8%	3%	Pass

4.6 South Entrance

The wind conditions for the Proposed Configuration at the south entrance (Test Locations 48 and 49) have been shown to satisfy the sitting comfort criterion.

The criteria achieved for both the Existing and Proposed Configurations have been presented in Table 5. All Test Locations have been shown to pass the Standard D32 pedestrian safety criterion.

The wind conditions as a function of wind direction based on the gust criteria for Melbourne are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results for all wind directions.

Table 5: Pedestrian Wind Comfort and Safety – South Entrance

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
48	Existing	40%	24%	14%	Pass
	Proposed	9%	3%	1%	Pass
49	Proposed	2%	1%	1%	Pass

4.7 Podium Outdoor Recreational Areas

The wind conditions for the Proposed Configuration on the Podium Outdoor Recreational Areas (Test Locations 51 to 53 and 55 to 56) have been shown to satisfy the standing comfort criterion with some Test Locations 51 to 53 and 56 satisfying the sitting criterion. Test Location 55 is located at the location of the propose swimming pool.

The criteria achieved for both the Existing and Proposed Configurations have been presented in Table 6. All Test Locations have been shown to pass the Standard D32 pedestrian safety criterion.

The wind conditions as a function of wind direction based on the gust criteria for Melbourne are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results for all wind directions.

Table 6: Pedestrian Wind Comfort and Safety – Podium Outdoor Recreational Area

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
51	Proposed	15%	5%	1%	Pass
52	Proposed	19%	7%	2%	Pass
53	Proposed	18%	7%	3%	Pass
55	Proposed	27%	16%	9%	Pass
56	Proposed	9%	3%	1%	Pass

4.8 Existing Roof Carpark

The wind conditions for the Proposed Configuration on the Roof Carpark (Test Location 54) have been shown to satisfy the walking comfort criterion.

The wind conditions for the Existing Configuration at Test Locations 54 does not satisfy the walking comfort criterion and fails the Standard D32 pedestrian safety criterion. However, the Proposed Development has shown to improve the wind comfort criterion to satisfy the walking comfort criterion and pass the Standard D32 pedestrian safety criterion.

The criteria achieved for both the Existing and Proposed Configurations have been presented in Table 7. All Test Locations for Proposed configuration have been shown to pass the Standard D32 pedestrian safety criterion.

The wind conditions as a function of wind direction based on the gust criteria for Melbourne are presented in Appendix A. It is noted that at each Test Location the directional specific wind conditions may be lower or higher than those of the tabulated results for all wind directions.

Table 7: Pedestrian Wind Comfort and Safety – Existing Roof Carpark

Test Location	Configuration	Wind Comfort Criteria			
		Sitting	Standing	Walking	Safety
54	Existing	55%	40%	28%	FAIL
	Proposed	39%	26%	16%	Pass

5. CONCLUSIONS

Wind tunnel tests have been conducted on a 1/400 scale model of the Doonside Precinct Development. The model of the Development within surrounding buildings was tested in a simulated upstream boundary layer of the natural wind to determine likely environmental wind conditions. These wind conditions have been related to the freestream mean wind speed at a reference height of 300m and compared with criteria developed for the Melbourne region as a function of wind direction.

For the Proposed Configuration, the wind conditions along Doonside Street at all Test Locations have been shown to satisfy the walking comfort criterion, with many Test Locations meeting the sitting or standing comfort criteria. The wind conditions at the main entrance on Doonside Street have been shown to achieve the sitting comfort criterion.

For the Proposed Configuration, the wind conditions along Burnley Street at all Test Locations have been shown to satisfy the walking comfort criterion, with many Test Locations meeting the sitting or standing comfort criteria.

For the Proposed Configuration, the wind conditions in the surrounding streetscapes have been shown to pass the Standard D32 pedestrian safety criterion. The wind conditions on the outdoor areas have been shown to satisfy the standing comfort criterion, with many satisfying the sitting criterion and pass the Standard D32 pedestrian safety criterion.

The wind conditions for the Existing Configuration for all Test Locations are presented and most have been shown to satisfy the walking comfort criterion and the Standard D32 pedestrian safety criterion. The wind conditions at Test Locations 17, 18 and 54 for the Existing Configuration fail the Standard D32 safety criterion but are improved by the proposed development to satisfy this criterion.

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MEL CONSULTANTS

March 2022

REFERENCES

1. W. H. Melbourne, Criteria for environmental wind conditions, Journal of Industrial Aerodynamics, Volume 3, 1978, pp. 241-249
2. W. H. Melbourne, Wind environment studies in Australia, Journal of Industrial Aerodynamics, Volume 3, 1978, pp. 201-214

FIGURES

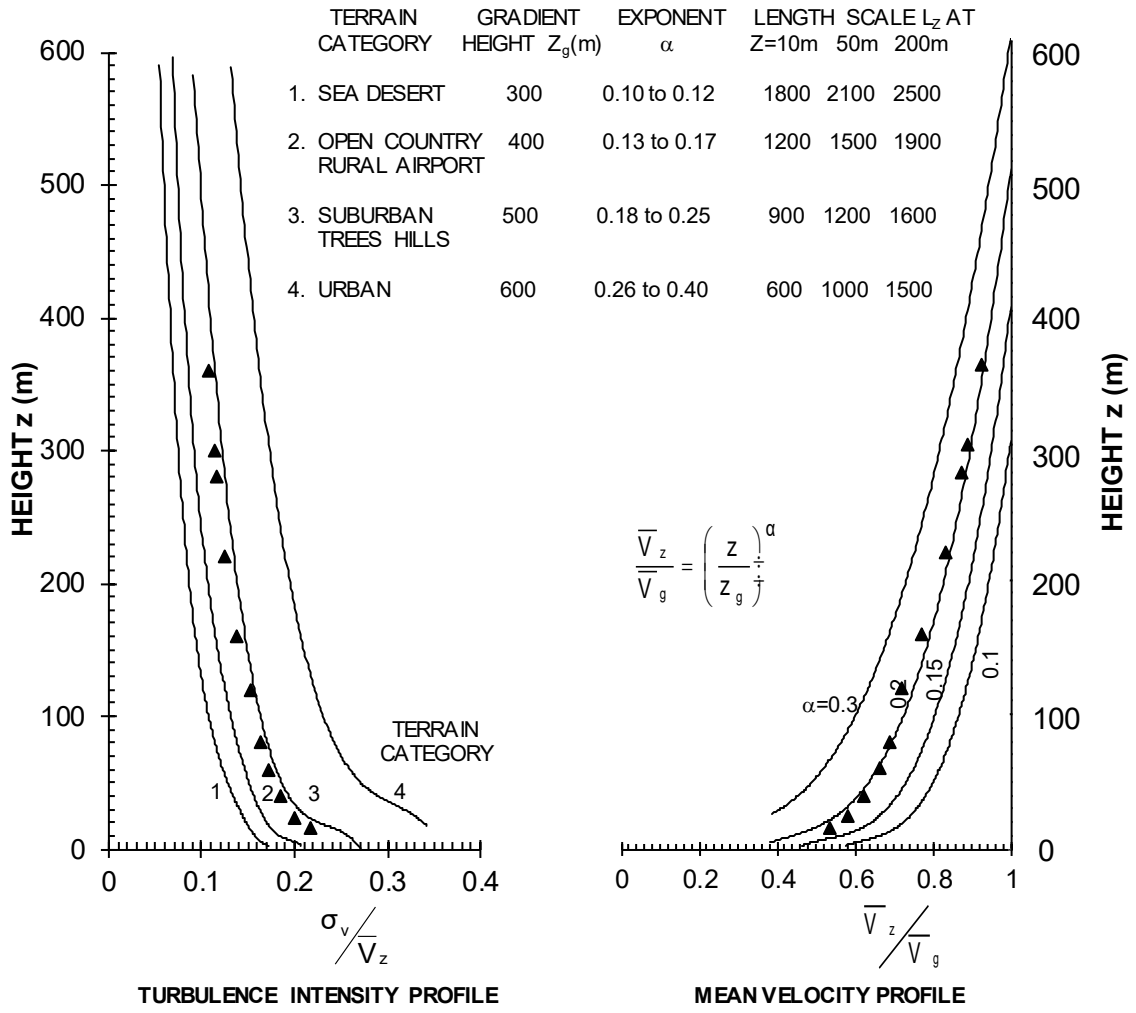


Figure 3 - 1/400 scale TC3 boundary layer turbulence intensity and mean velocity profiles in the MEL Consultants Boundary Layer Wind Tunnel 4.8m x 2.2m working section, scaled to full scale dimensions.

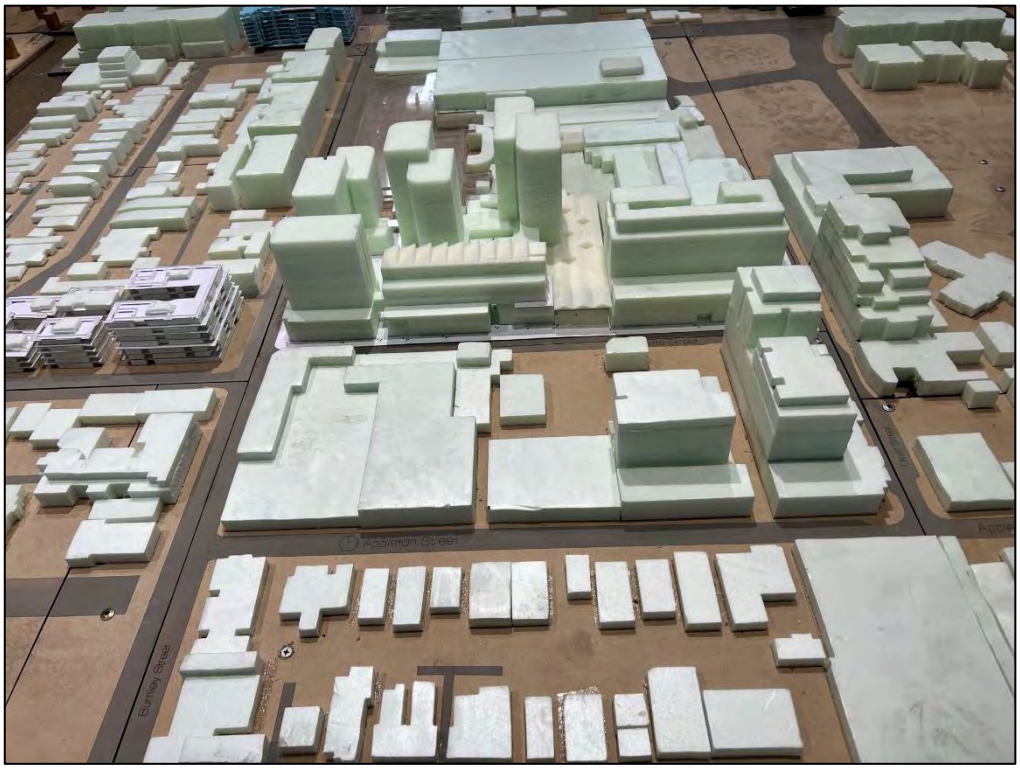


Figure 4a – View from the South of the 1/400 Proposed scale model of the Doonside Precinct, Richmond Development in the wind tunnel.

Figure 4b – Close-up view from the Southwest of the 1/400 Proposed scale model of the Doonside Precinct, Richmond Development in the wind tunnel.

Figure 5a - Ground Level Test Locations around the Doonside Precinct, Richmond Development.

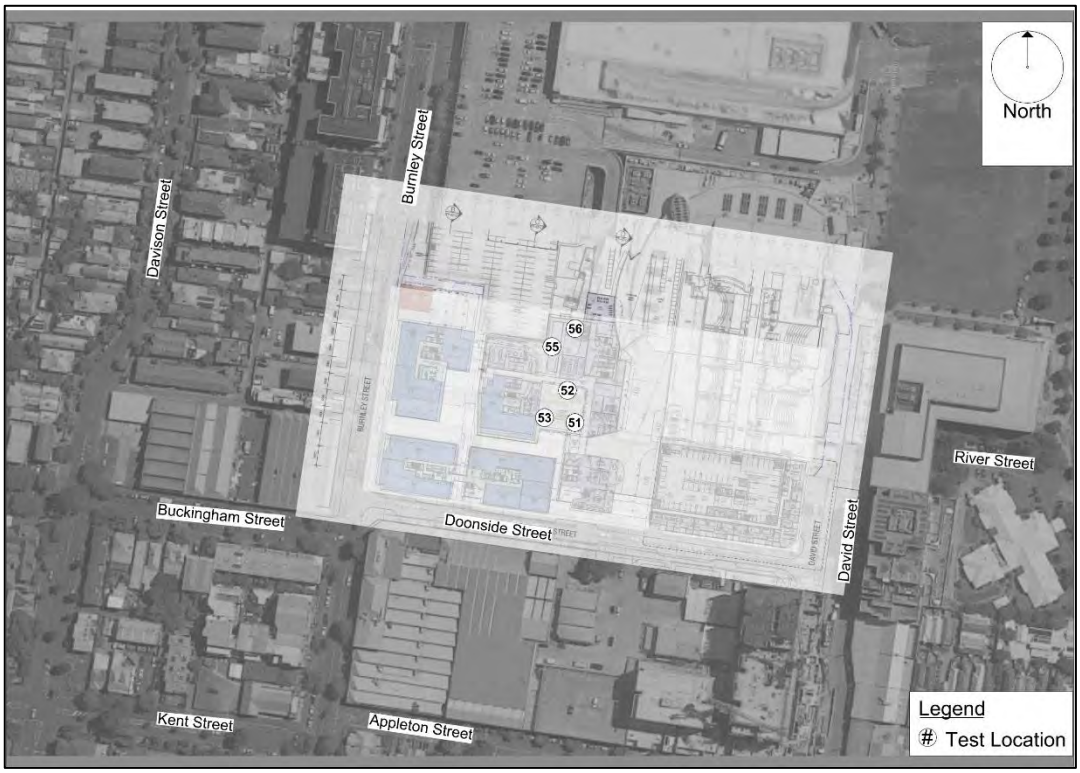


Figure 5b - Proposed Upper-Level Test Locations around the Doonside Precinct, Richmond Development.

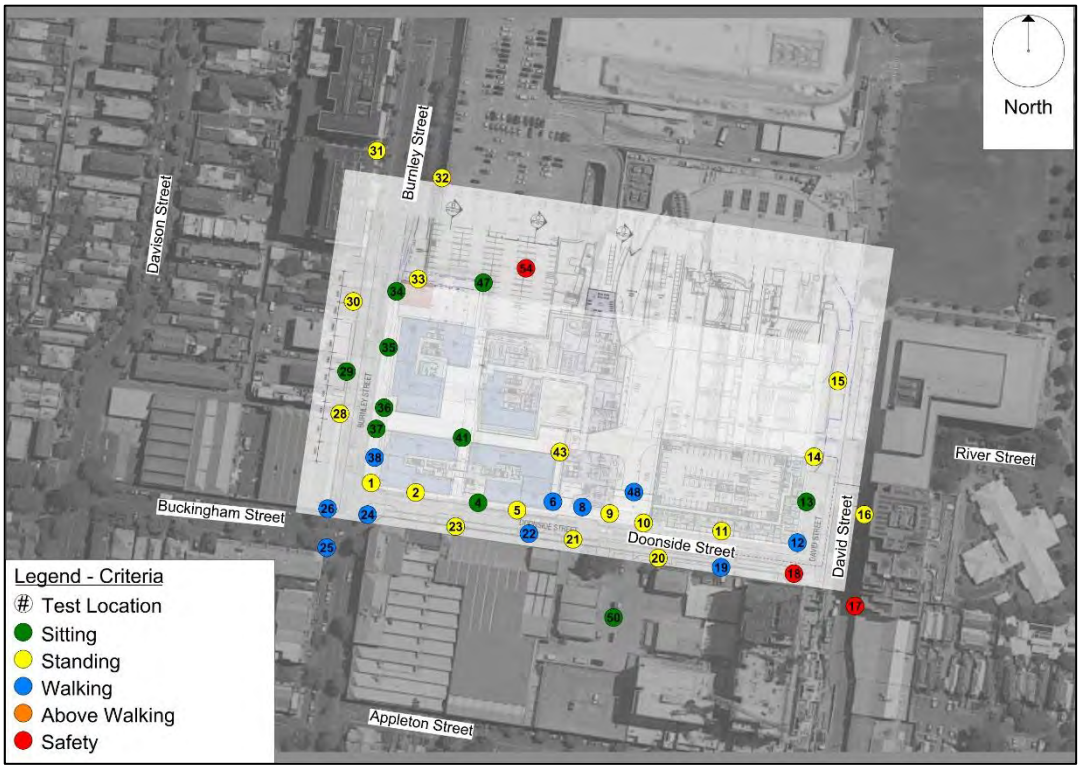


Figure 6 - Summary of wind conditions in and around the Doonside Precinct, Richmond Development for 360° of wind direction in the Existing Configuration.

Figure 7a - Summary of wind conditions in and around the Doonside Precinct, Richmond Development for 360° of wind direction in the Proposed Configuration.

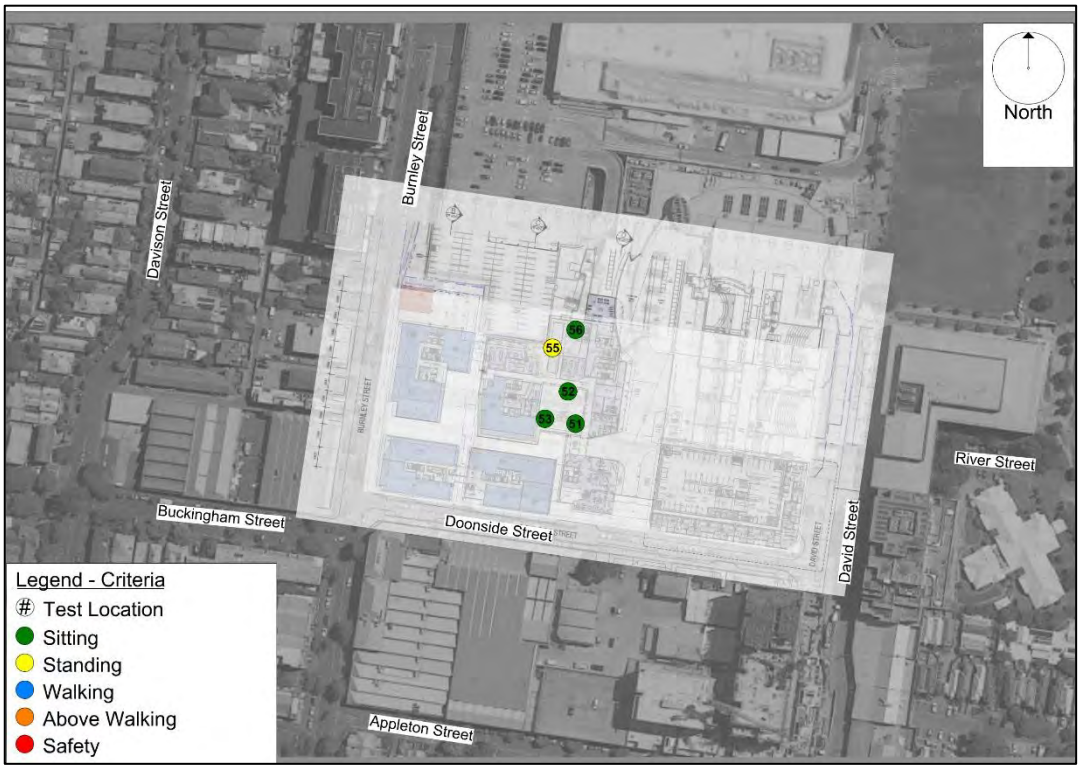
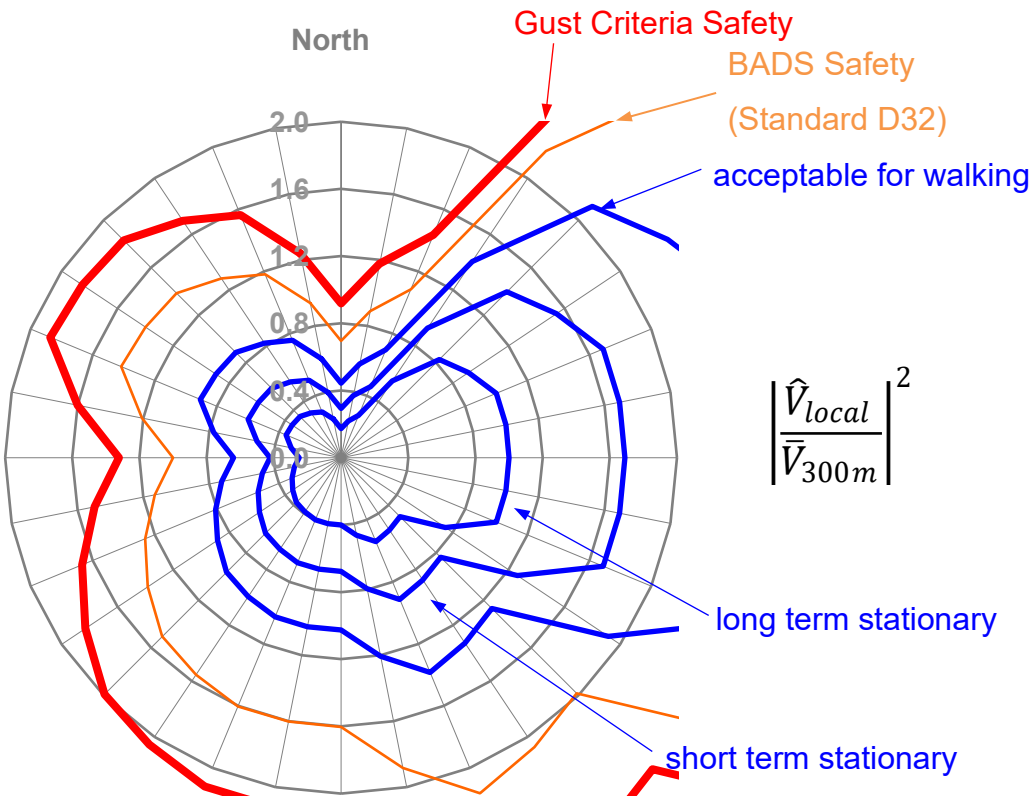


Figure 7b - Summary of wind conditions for Level 1 of the Doonside Precinct, Richmond Development for 360° of wind direction in the Proposed Configuration.

APPENDIX A – TEST LOCATION 3 SECOND GUST WIND CRITERIA PLOTS AS A FUNCTION OF WIND DIRECTION



Appendix A1 - Environmental wind criteria for Melbourne as a function of wind direction based on a 3 second gust.

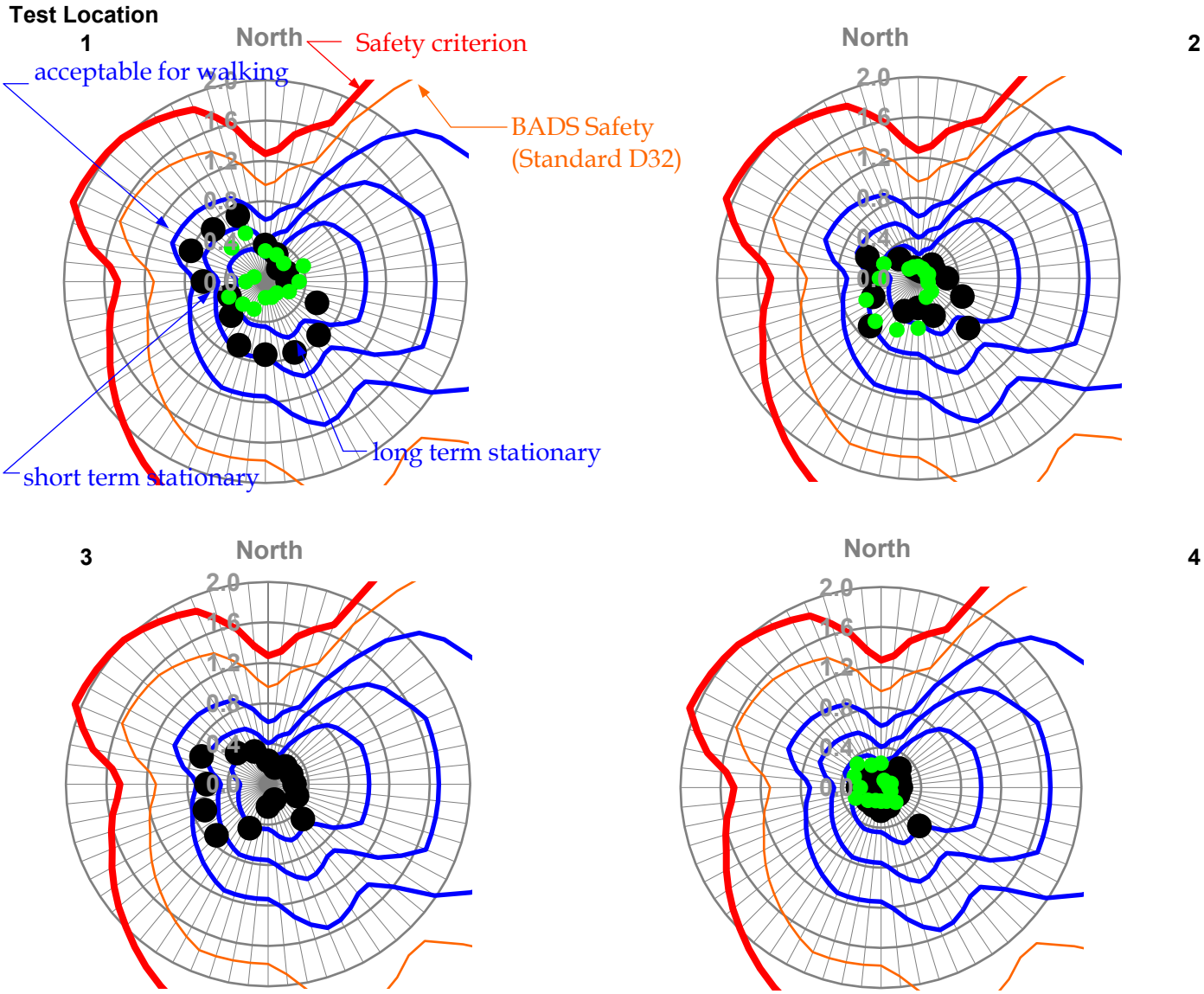
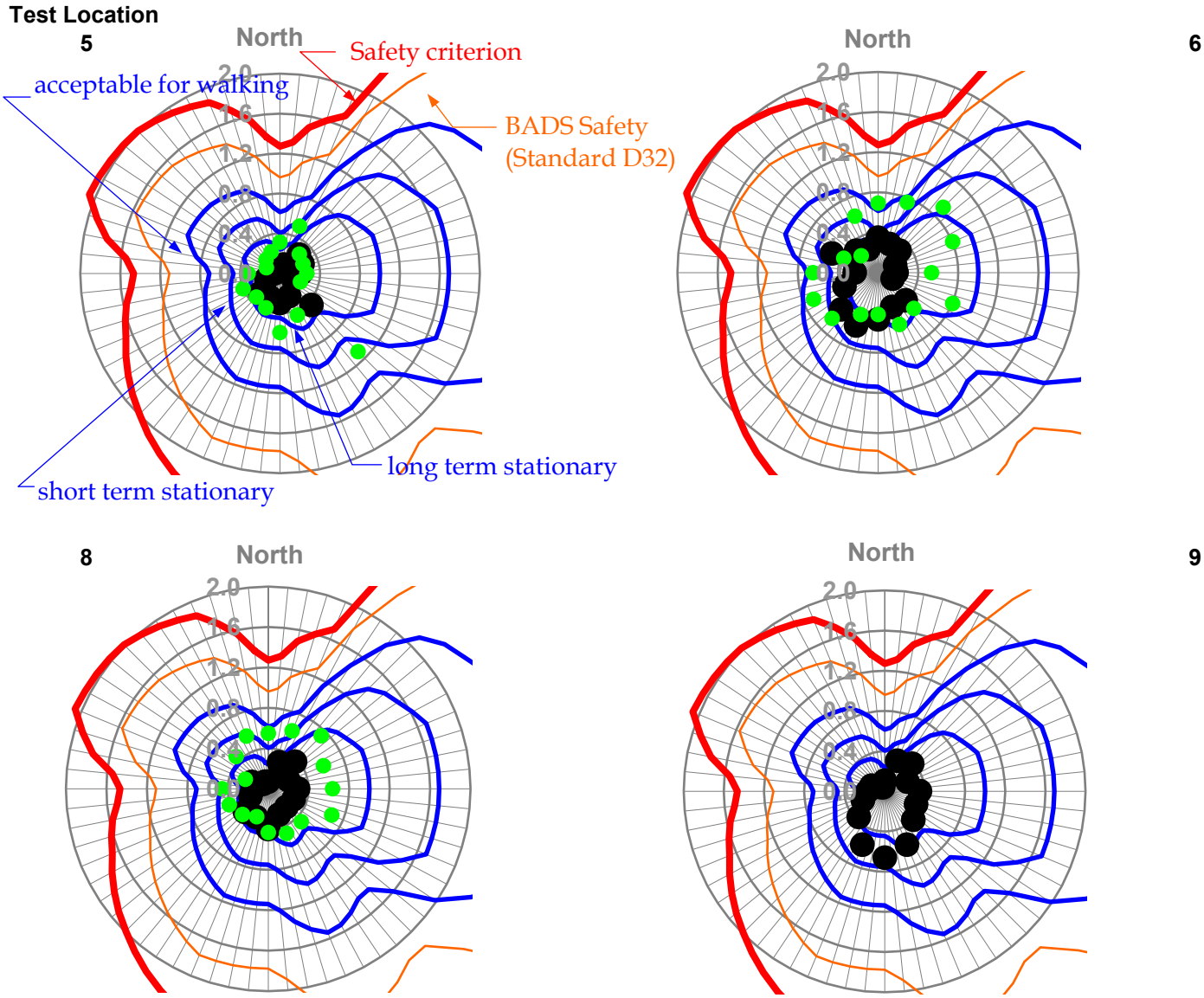


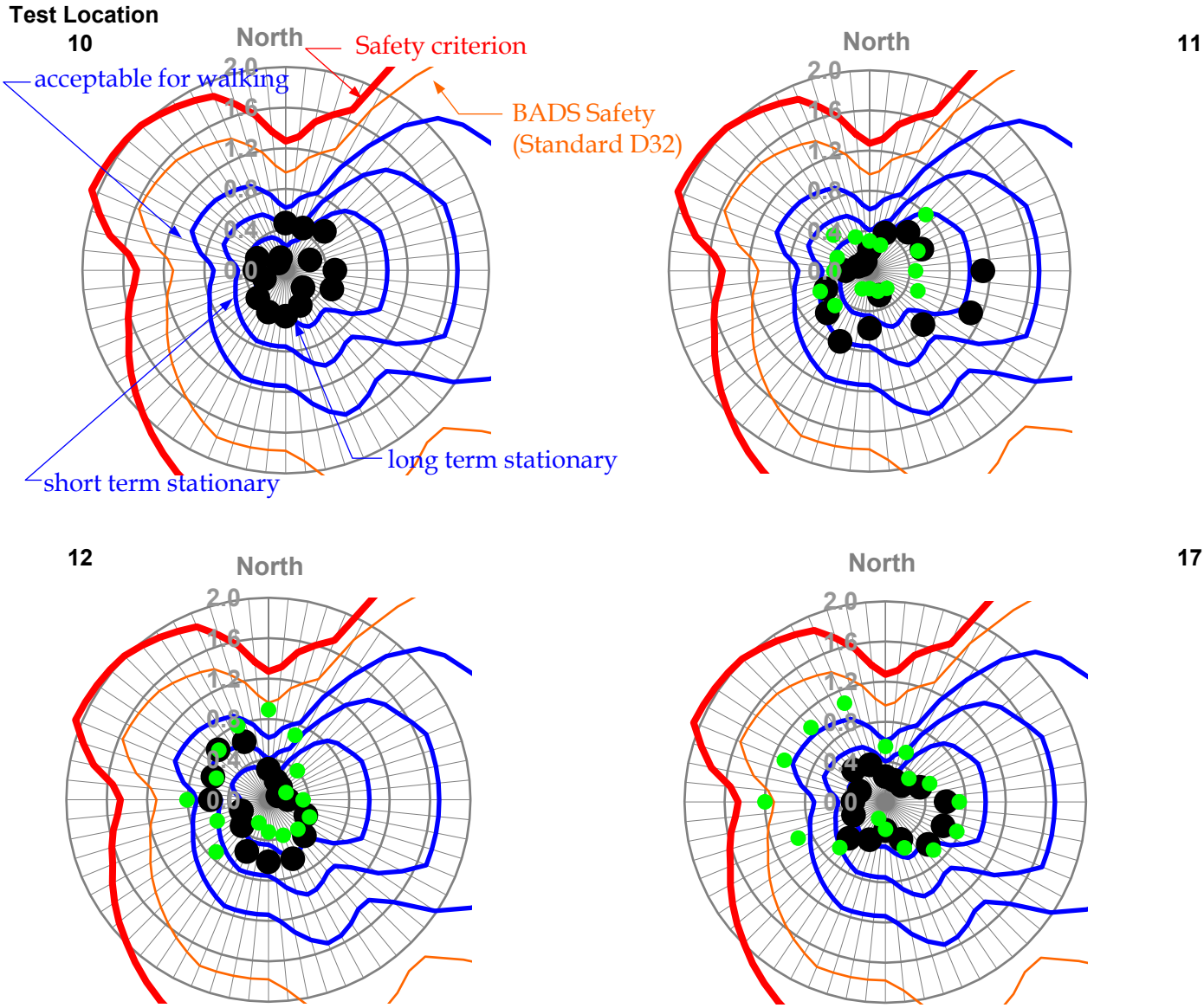
Figure A2 - Doonside Street



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration	●
Existing Configuration	●

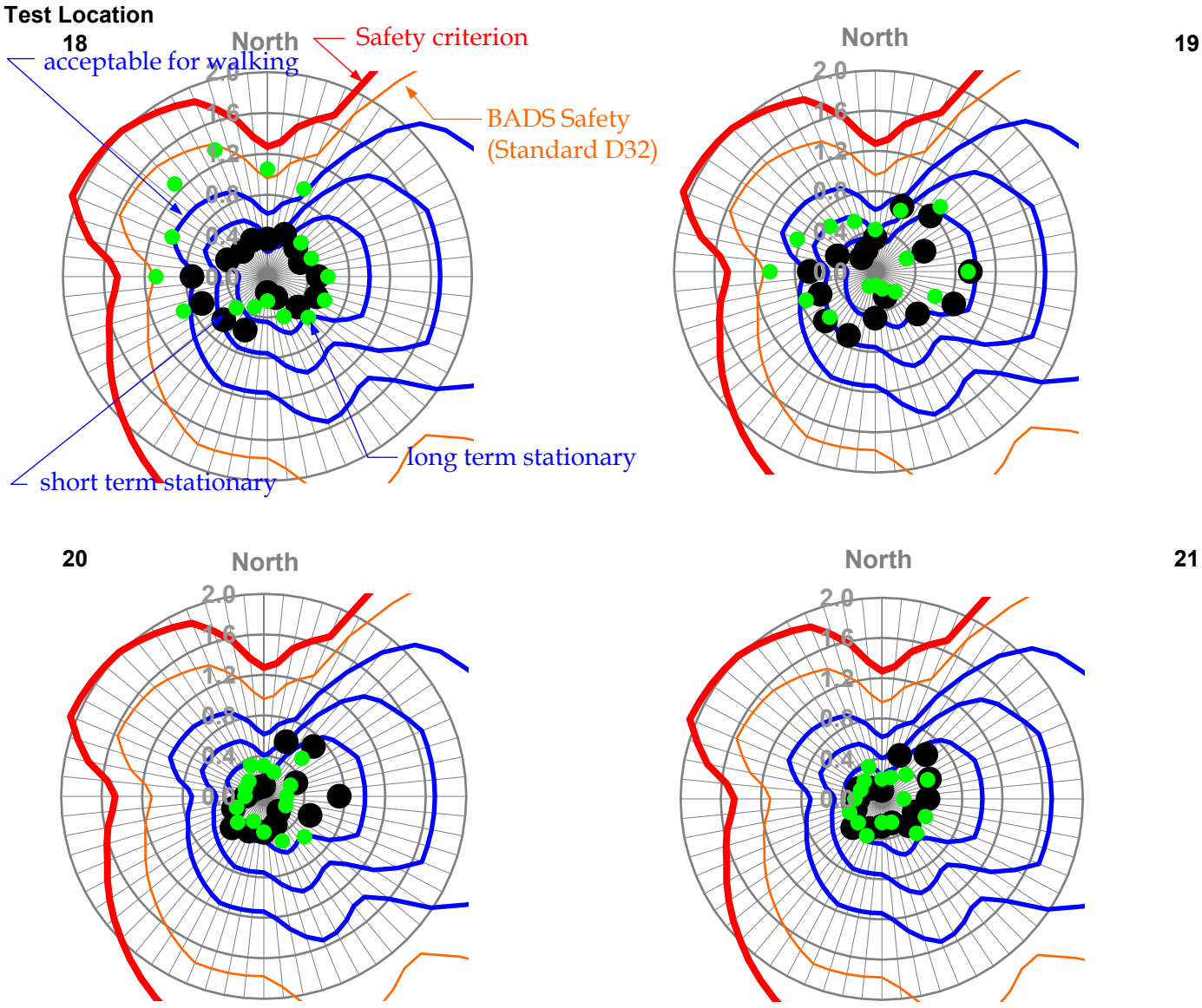
Figure A3 - Doonside Street - continued



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration	●
Existing Configuration	●

Figure A4 - Doonside Street - continued



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration
Existing Configuration

Figure A5 - Doonside Street - continued

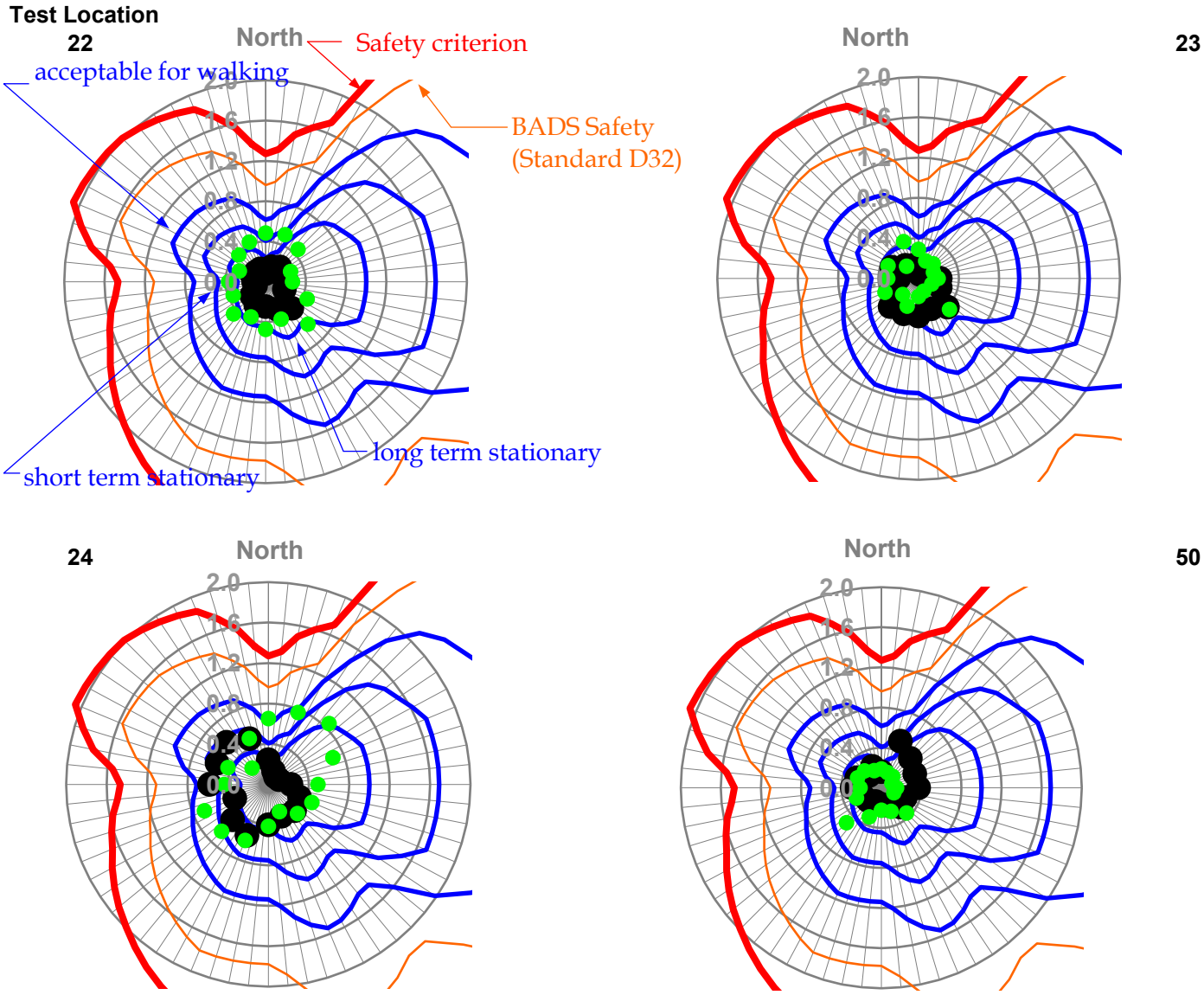
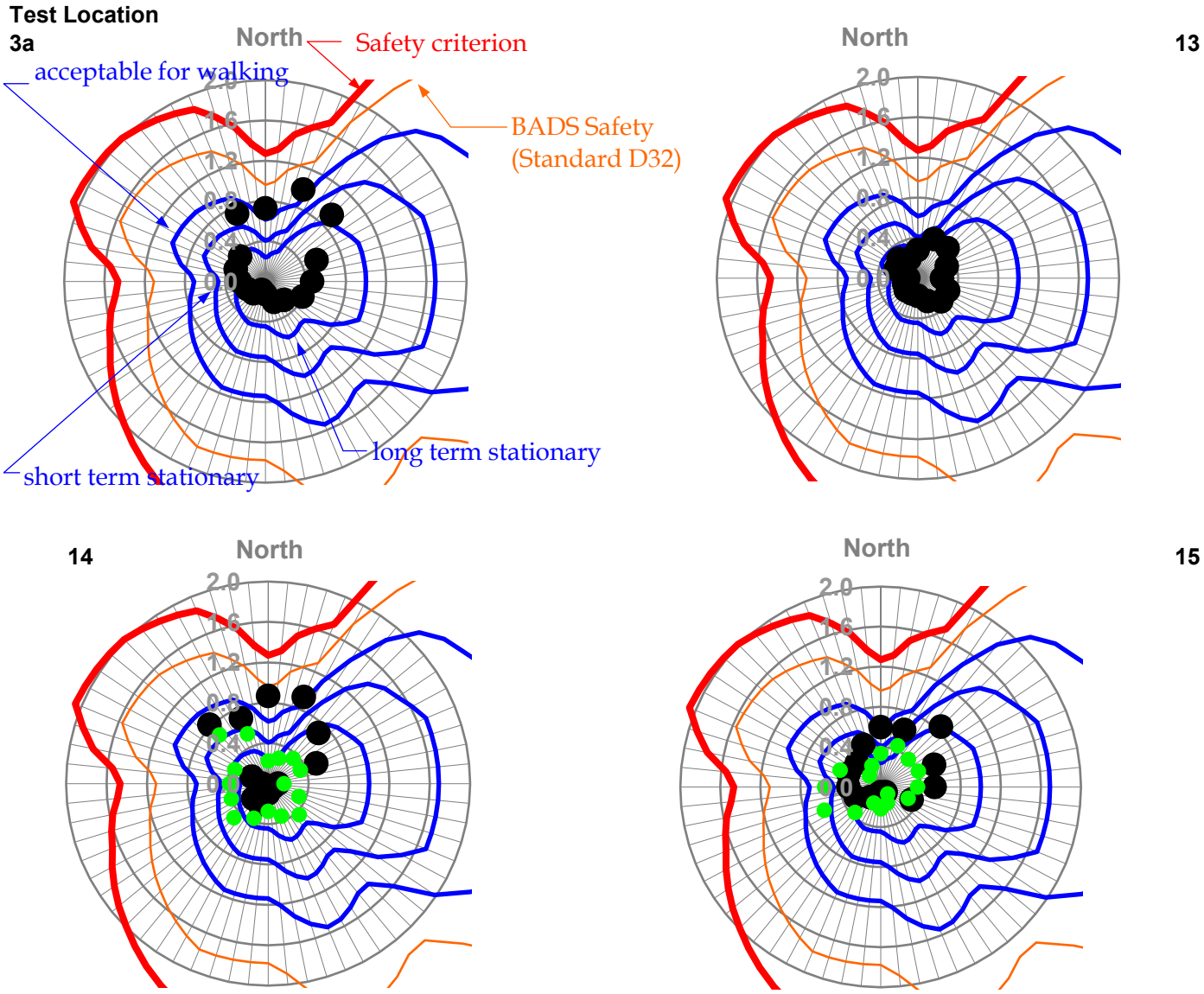


Figure A6 - Doonside Street - continued



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration	●
Existing Configuration	●

Figure A7 - David Street

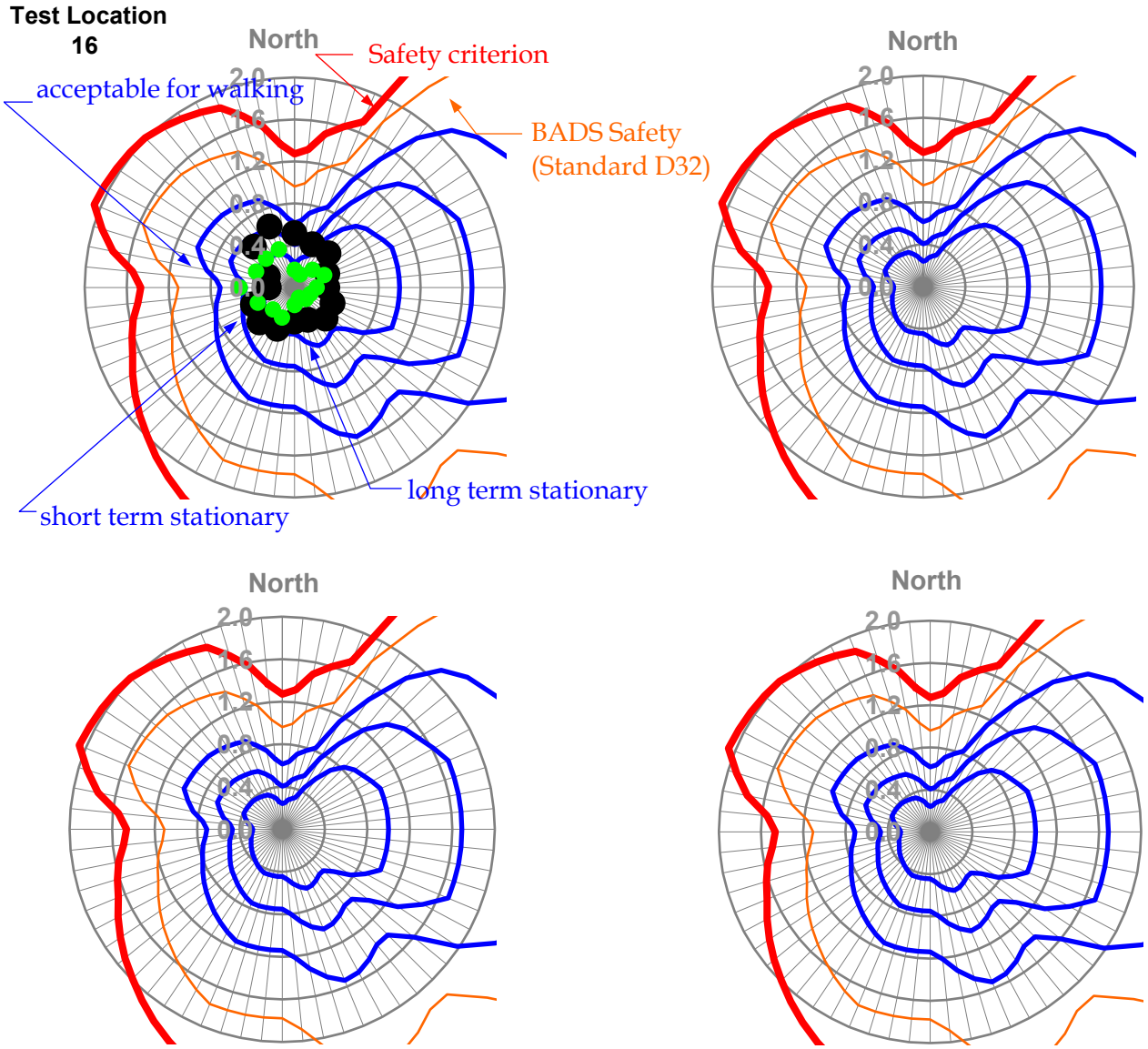
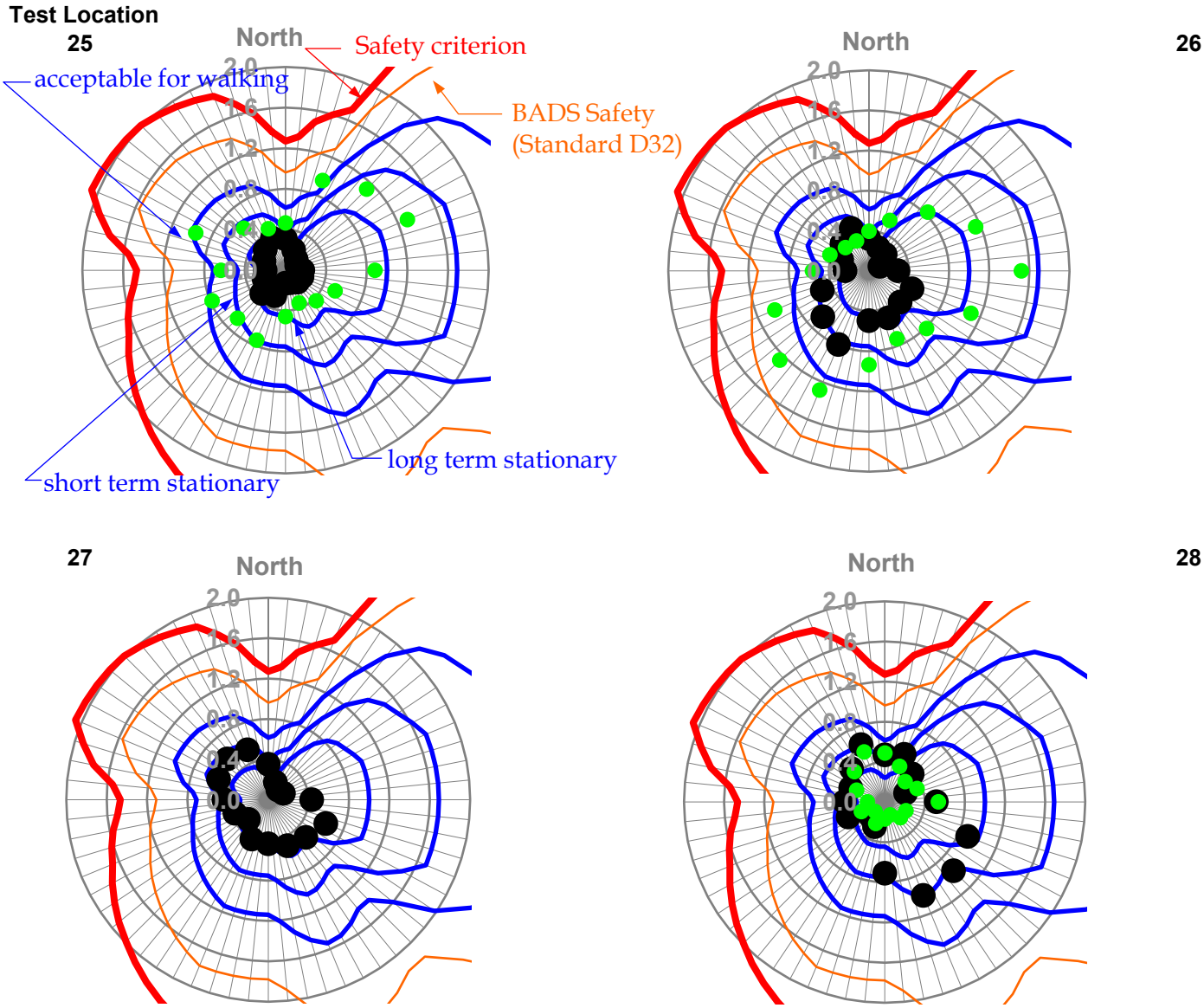


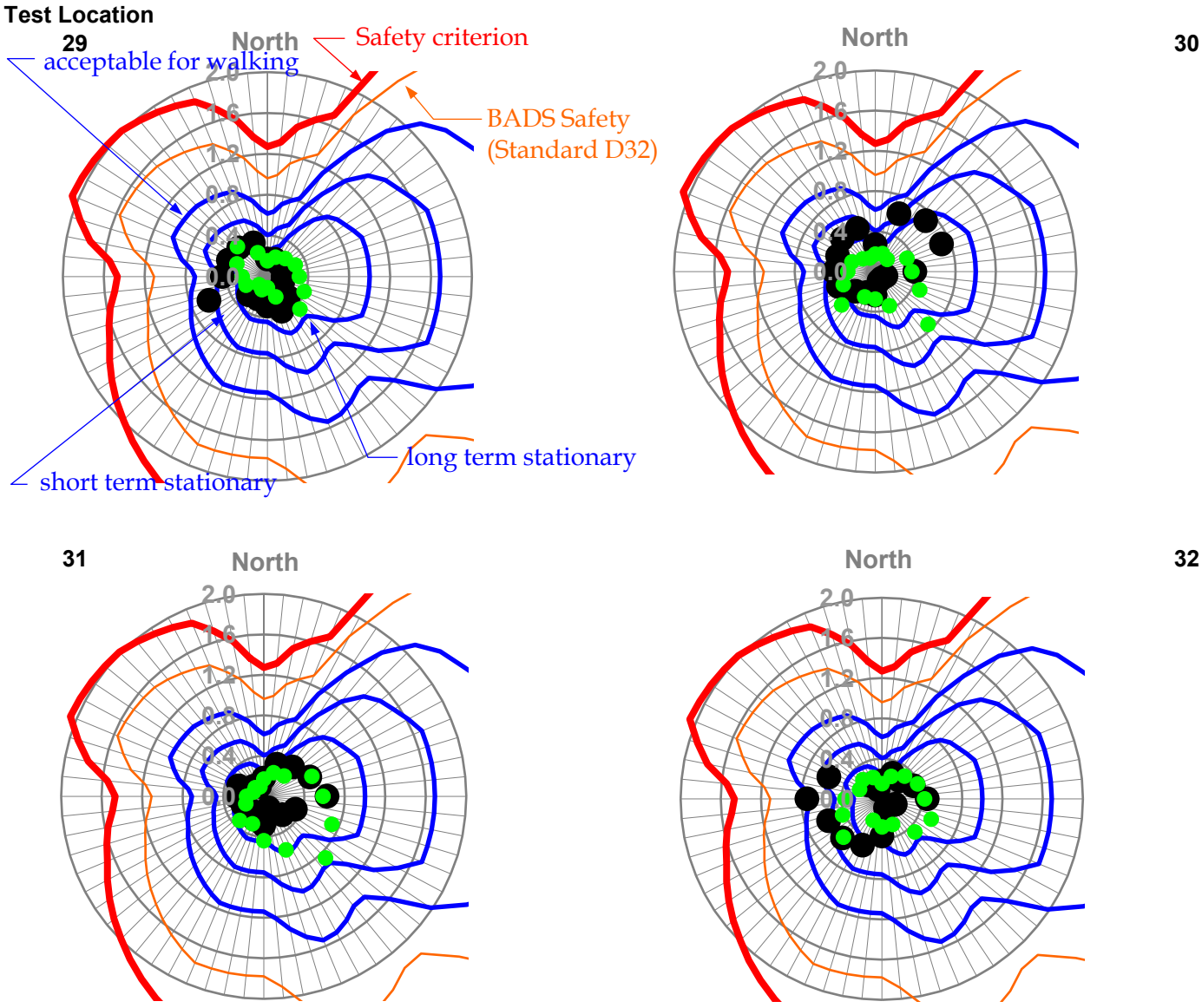
Figure A8 - David Street - Continued



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration	●
Existing Configuration	●

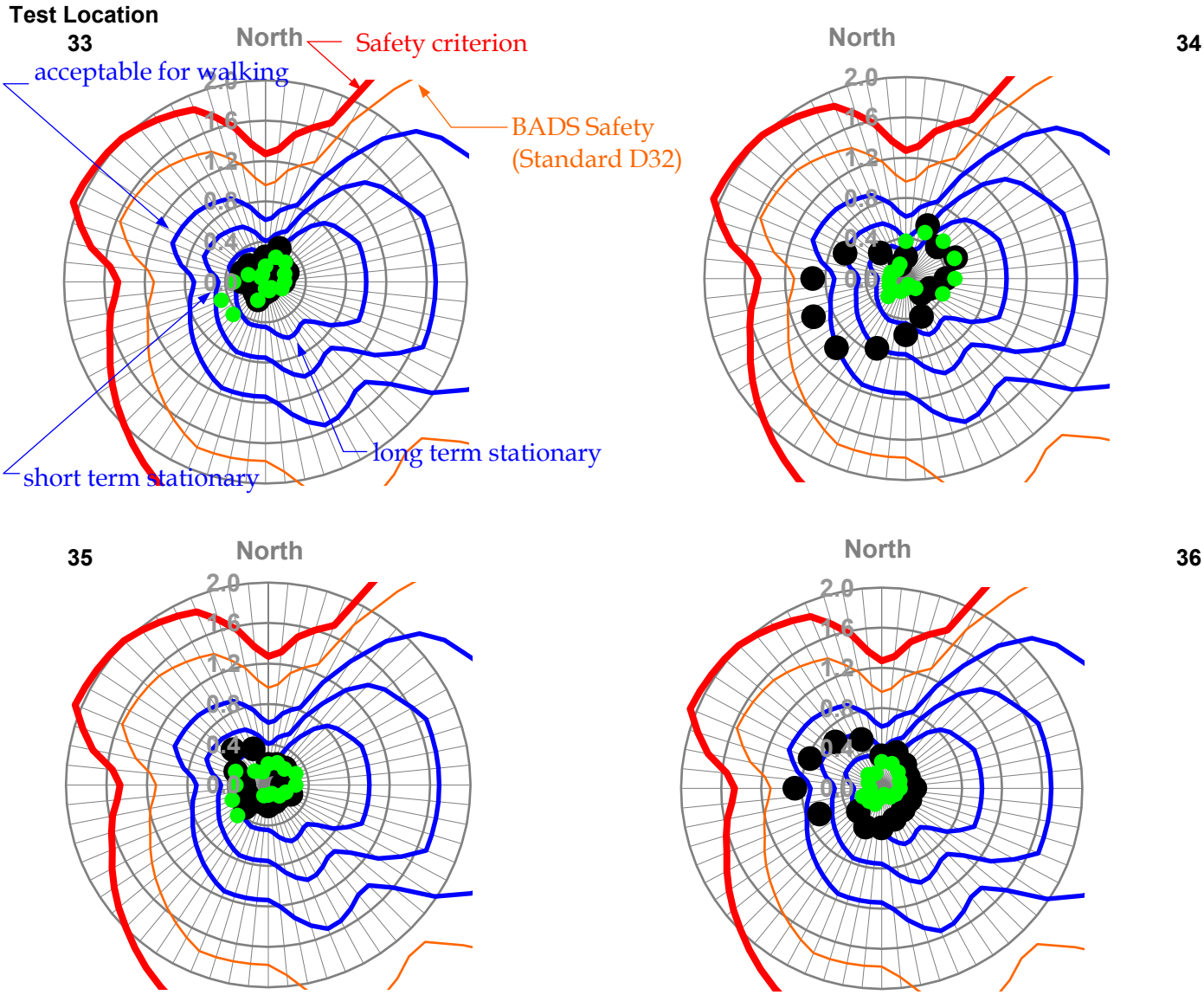
Figure A9 - Burnley Street



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration
Existing Configuration

Figure A10 - Burnley Street - continued



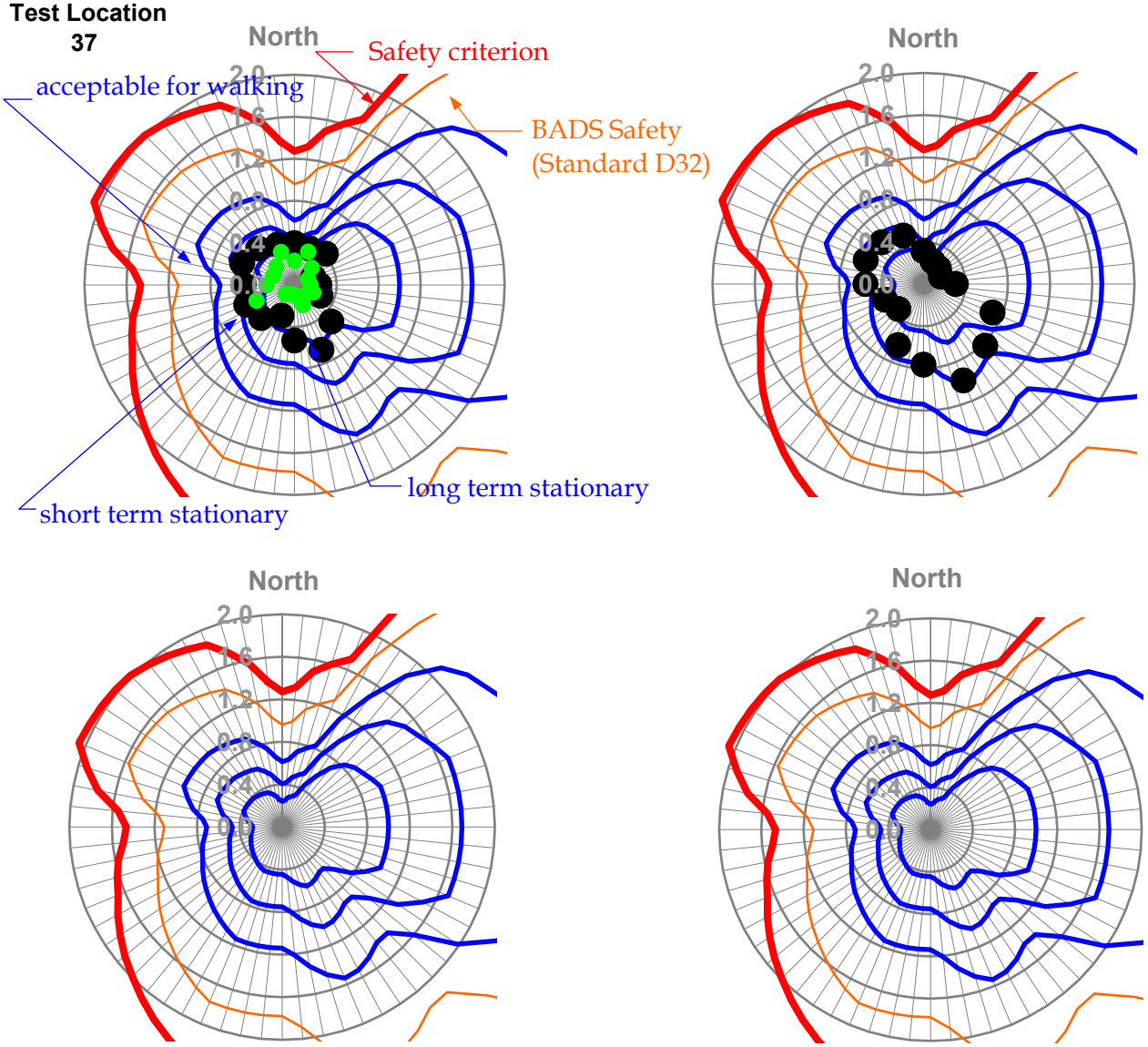
Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration ●
Existing Configuration ●

Figure A11 - Burnley Street - continued

Test Location

37



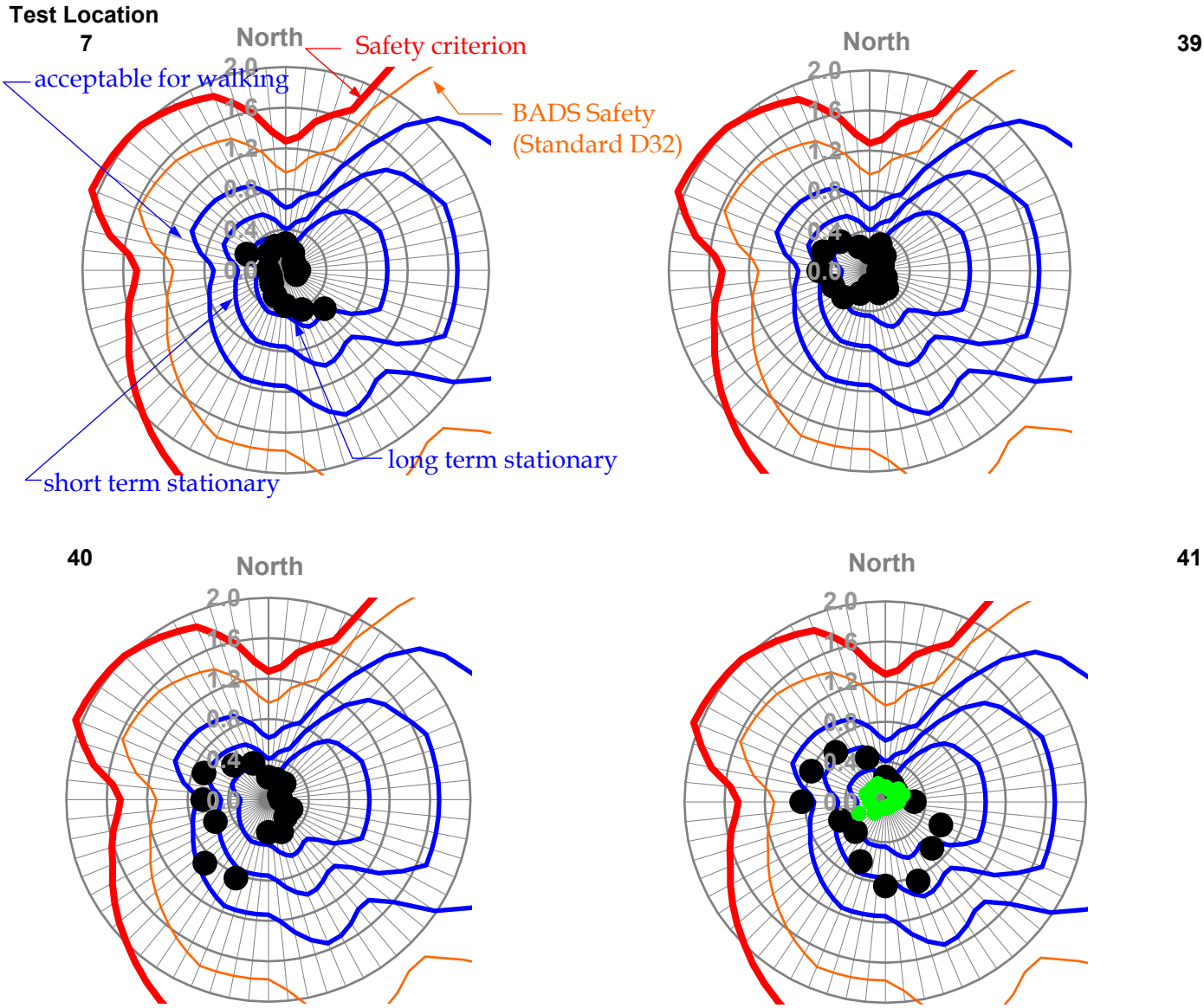
38

Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration

Existing Configuration

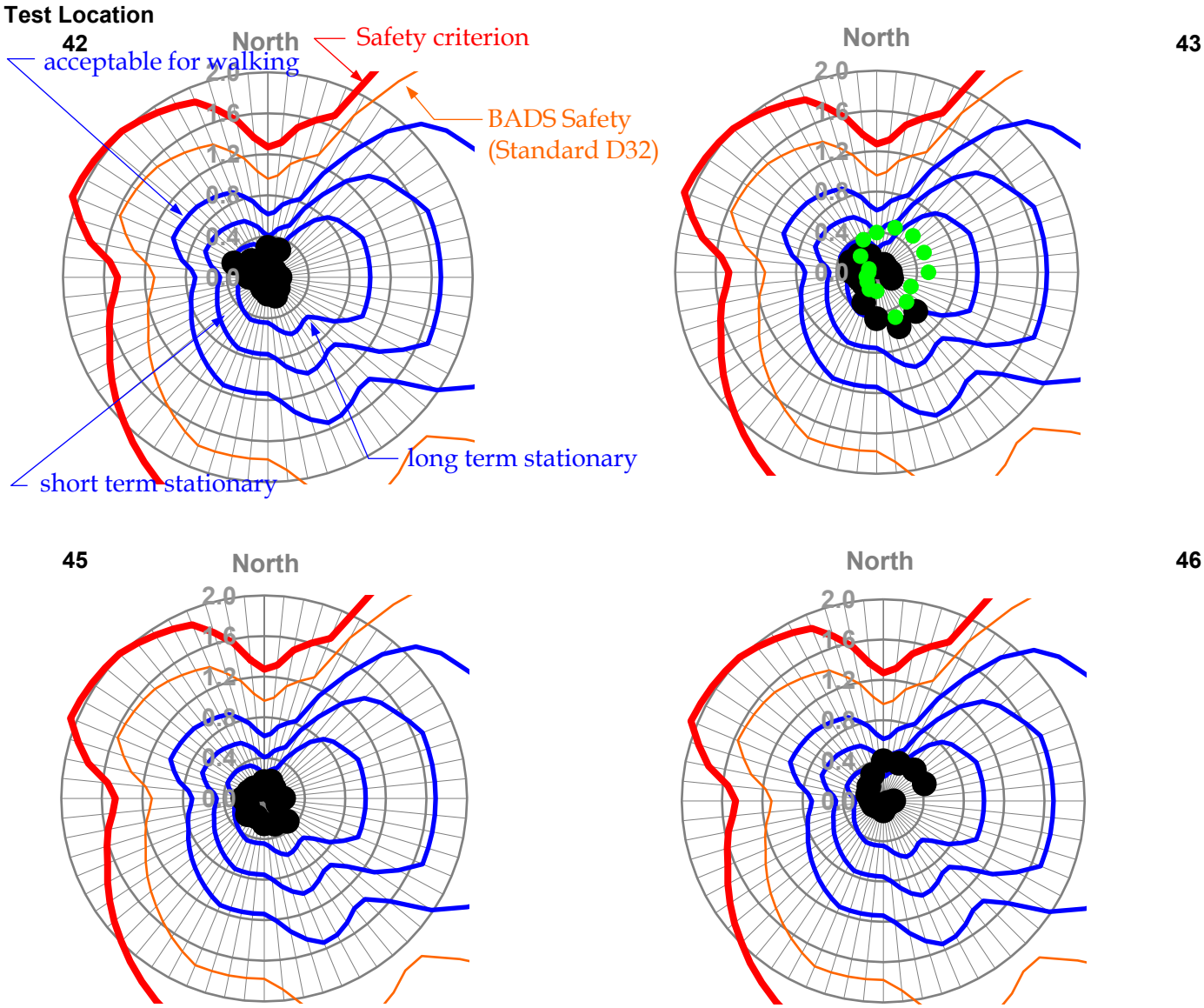
Figure A12 - Burnley Street - continued



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration	●
Existing Configuration	●

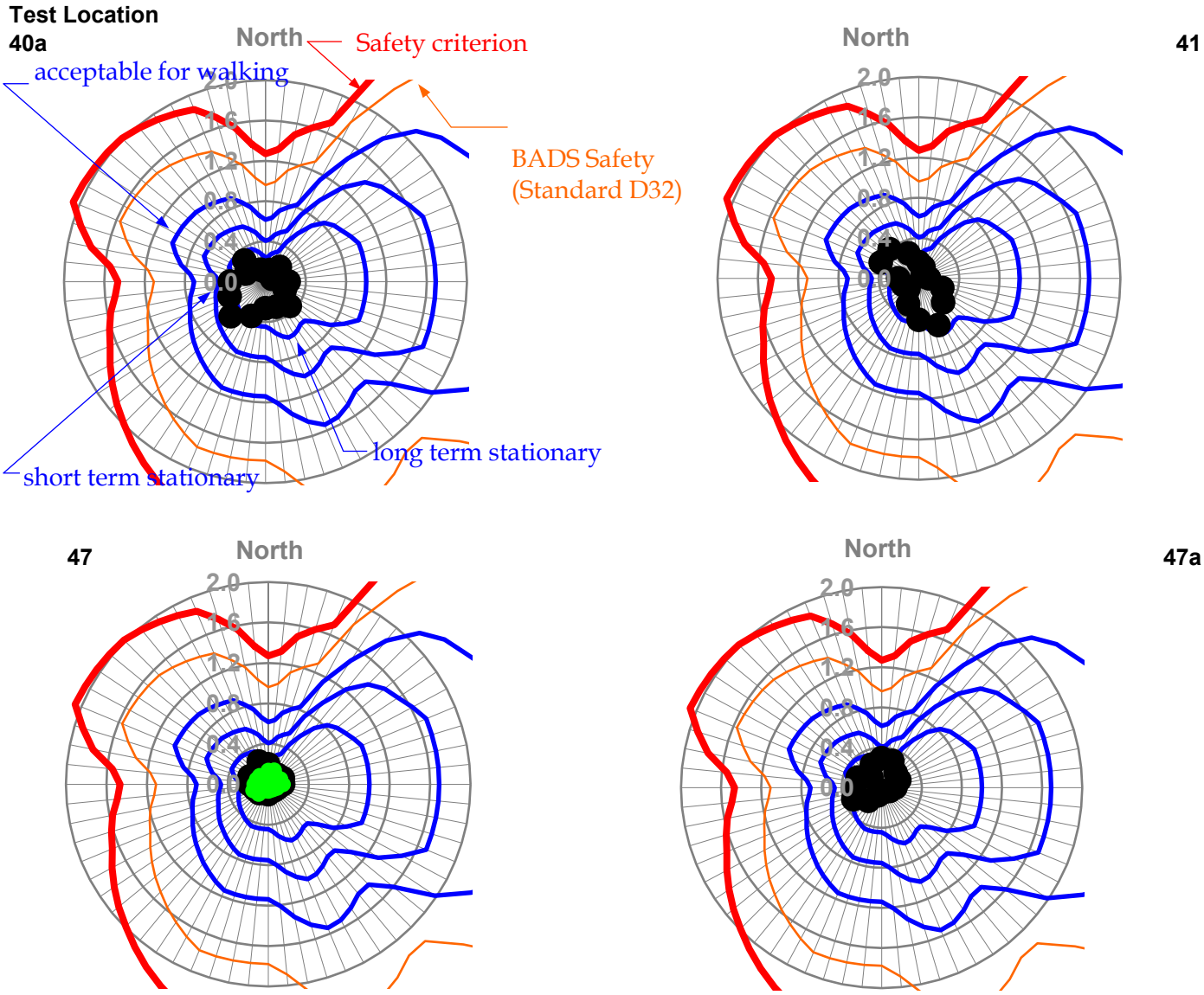
Figure A13 - Laneway



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration
Existing Configuration

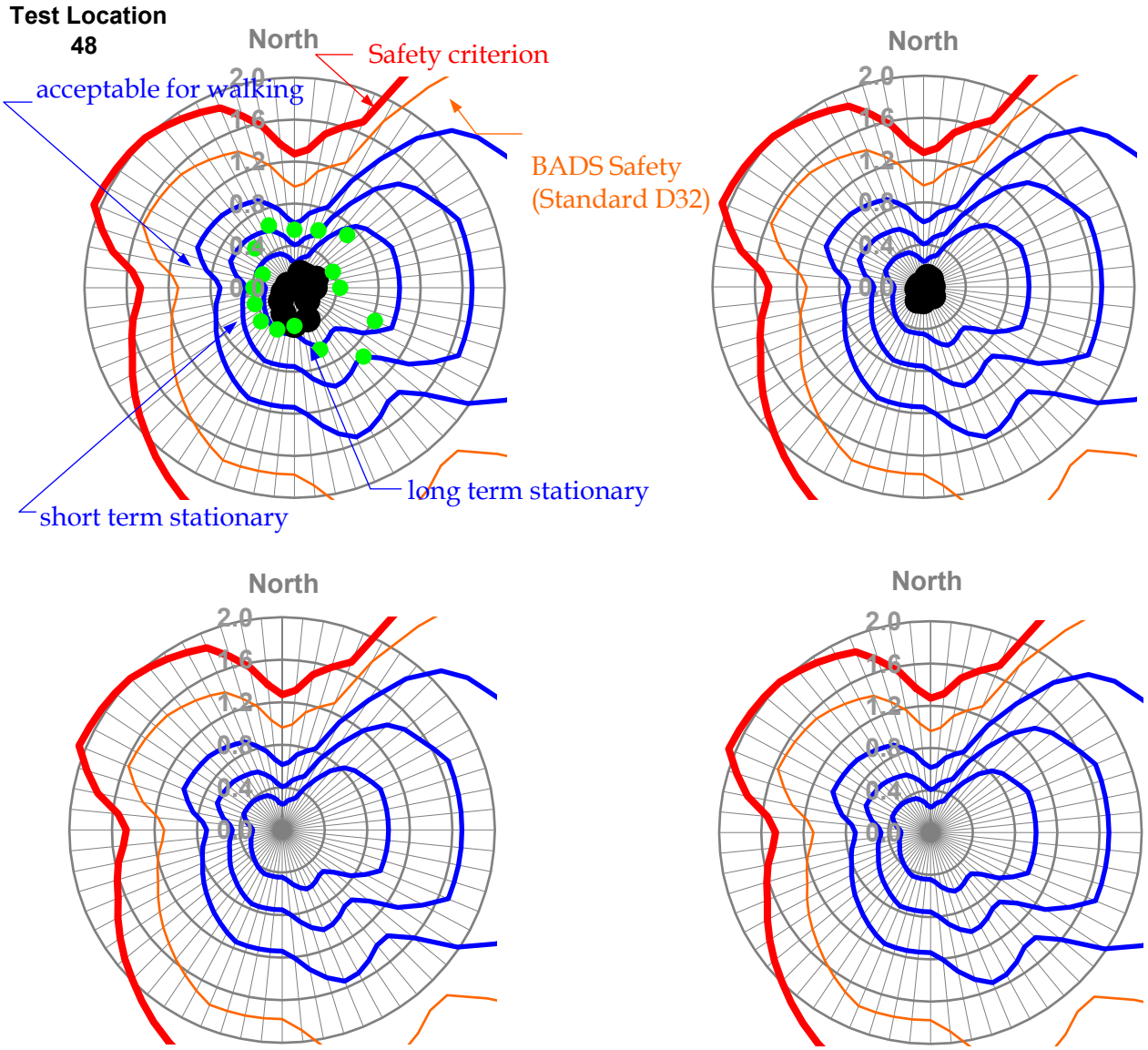
Figure A14 - Laneway - continued



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration
Existing Configuration

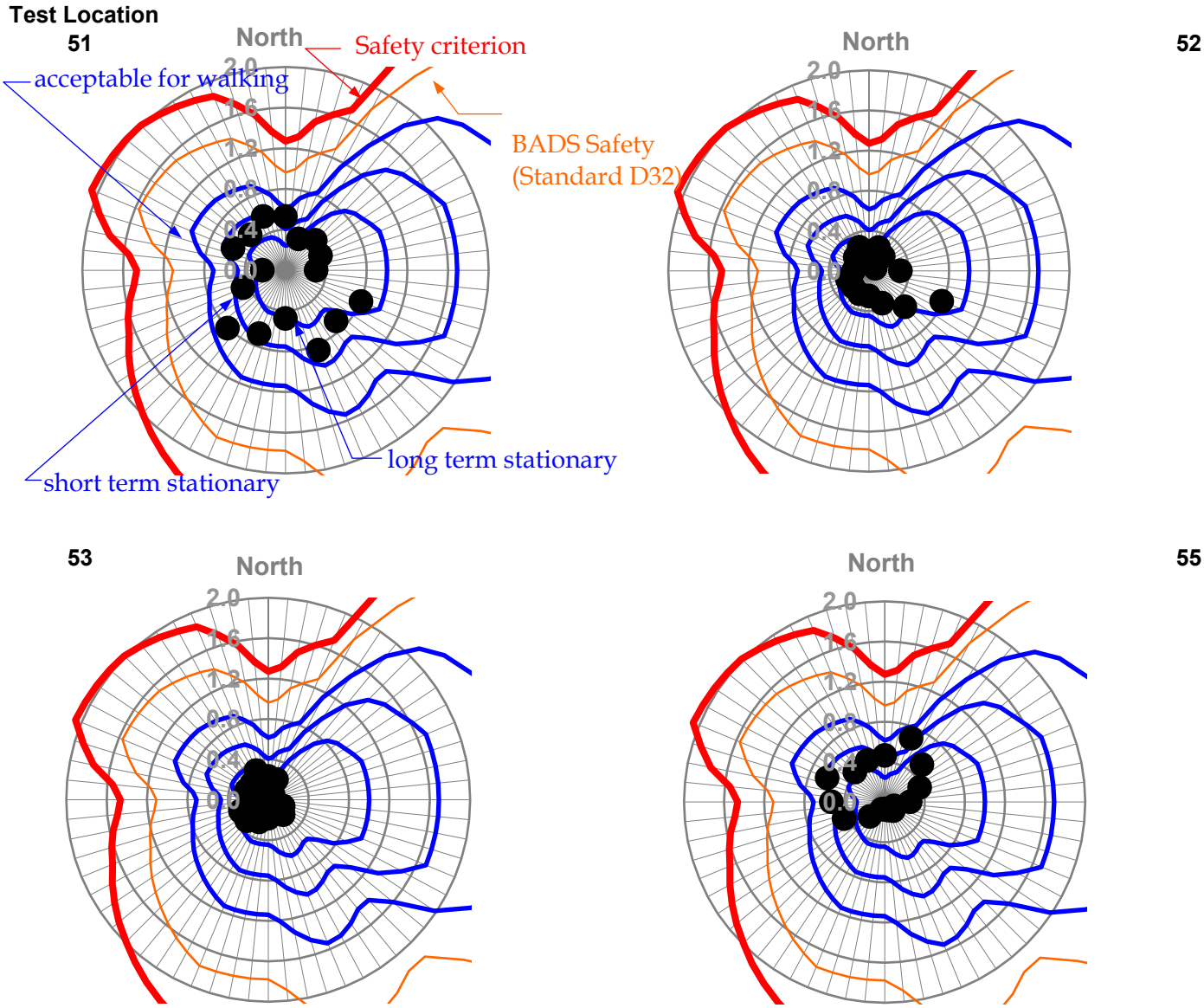
Figure A15 - Laneway - continued



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration
Existing Configuration

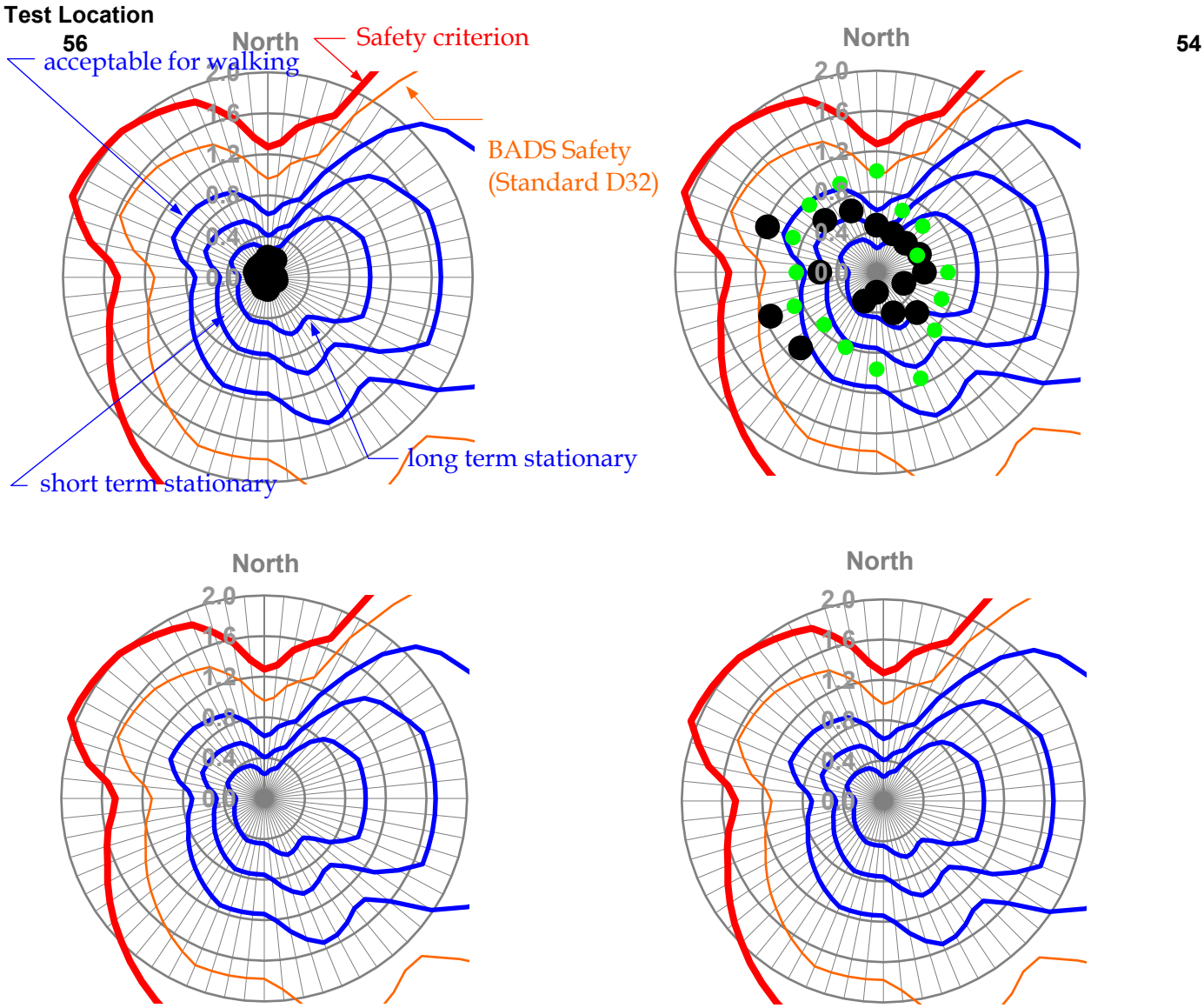
Figure A16 - South Entrance



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration ●

Figure A17 - Podium Outdoor Recreational Area



Peak velocity squared ratio $\left|\frac{\hat{V}_{local}}{\bar{V}_{300m}}\right|^2$ *as a function of wind direction*

Proposed Configuration
Existing Configuration

Figure A18 - Existing Roof Carpark

Norman Disney & Young
A TETRA TECH COMPANY

Vicinity and Salta

Doonside Precinct Project

Sustainability Management Plan

CONFIDENTIAL | **Revision:** 1.7– FINAL | **Issued:** 1 April 2022

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1 EXECUTIVE SUMMARY

1.1 Introduction

This Sustainability Management Plan (SMP) has been prepared to provide an overview of the sustainable design initiatives for the proposed new mixed-used development located at 1-9 Doonside Street, Richmond. The development includes a series of towers and mid-rise units, with 6 residential towers varying between 6 and 16 levels above ground. The development is comprised of:

- Two basement level residential carparks;
- Ground and Level 1 with retail, offices, lobby, back of house spaces, and end-of-trip (EOT) facilities;
- Residential units from level 1 to 16, across diverse towers.

This report describes how the project achieves the sustainability requirements of the Yarra City Council Local Planning Policy, Clause 22.17, "Environmentally Sustainable Development", addressing the sustainability objectives:

- Energy performance
- Water resources
- Indoor Environment Quality
- Stormwater Management
- Transport
- Waste Management
- Urban Ecology

The site has been assessed using Green Star Design and As-Built (D&AB) v1.3, achieving 5 stars (Australian Excellence).

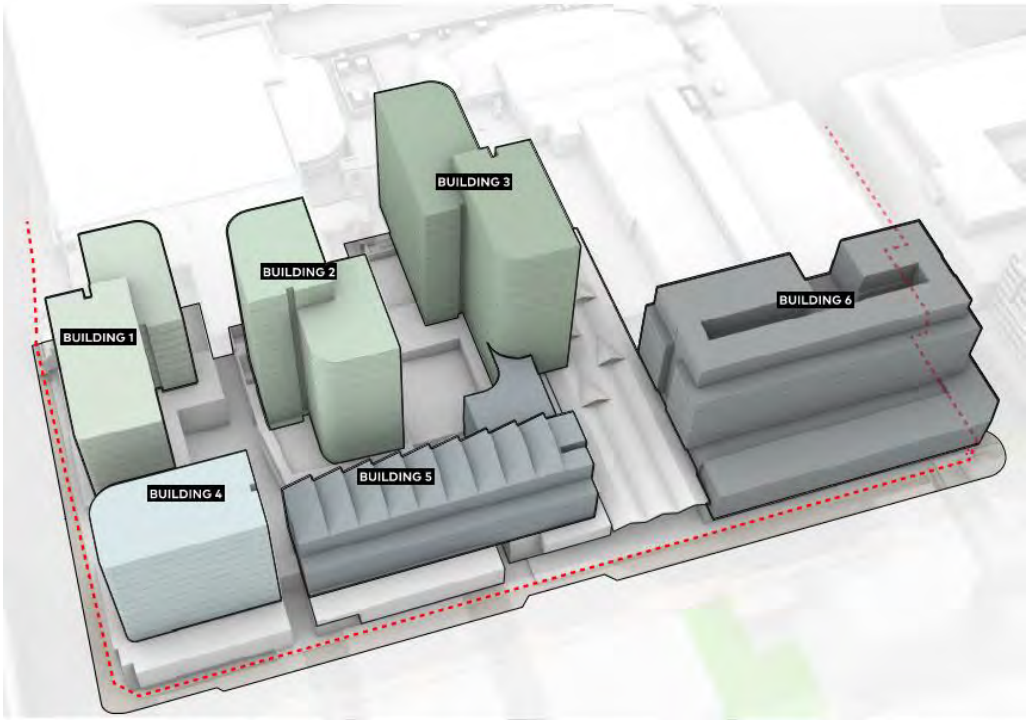


Figure 1: Proposed design

1.2 Sustainability Objectives

The proposed development will pursue several sustainability initiatives, in line with the objectives identified within Clause 22.17. Through early design input from sustainability professionals, the project aims to improve the efficient use of resources, by reducing the energy and potable water demand of the building in operation.

Throughout the construction phase, the project will seek to promote the use of sustainable building materials and construction practices which promote waste avoidance. The proposed development also intends to provide a healthy indoor environment for building occupants.

1.3 Summary of Key ESD Initiatives

This application is supported by the use of the Green Star Design & As Built v1.3 tool to benchmark the environmental performance of the development, with a total of 60 points targeted (the full Green Star pathway is included in Appendix A). The following summarises some of the key ESD initiatives in the project:

- A formal Green Star certification under Design & As-Built v1.3. The project is formally registered with the GBCA.
- A high-efficiency façade, leading to a NatHERS rating for the apartments of 5.5 Star minimum and 7.0 Star average.
- Net Zero Carbon Emission for all residential common area and back of house services through a combination of passive design strategies, high performance facades and services strategies, on-site renewable energy, purchase of off-site renewable energy and carbon offsetting
- An all-electric building services strategy for residential, eliminating the use of natural gas and other fossil fuels.
- A balanced approach to on-site renewable energy and the activation of roof spaces for communal gatherings and greater ecological value & amenity.
- Potable water reduction through fixtures with high WELS ratings and rainwater collected from suitable rooftops to supply common area toilets and urinal flushing, and irrigation.

2 INTRODUCTION

2.1 Purpose

This Environmentally Sustainable Design Statement has been prepared in accordance with Yarra City Council planning requirements to detail the sustainability features of the proposed development.

2.2 Information Sources

The following information sources have been used in the preparation of this report:

- City of Yarra Planning Scheme: Clause 22.17 “Environmentally Sustainable Development”;
- Green Star Design & As Built v1.3 Submission Guidelines;
- Architectural drawings prepared by Cox Architecture and NH Architecture on 28/03/2022; and
- Discussions and workshops with the design team.

2.3 Revision History

Table 1: Revision History Record

Revision	Date	Reason for Issue
1.0	17/11/2020	Draft for Design Team Review
1.1	24/02/2021	NatHERS Performance Note
1.2	20/04/2021	Updates to the Green Star Pathway and Document Wording
1.3	22/04/2021	Updates to Innovation and Lighting Comfort Credits
1.4	10/03/2022	NatHERS and Daylight Modelling Appendices
1.5	15/03/2022	Updates to the Executive Summary
1.6	18/03/2022	Updates to Daylight Modelling and Water and Transport Credits
1.7	1/04/2022	Updated Cover Image; Introduction Image; Daylight Modelling Images and Results.

3 SUSTAINABILITY INITIATIVES

In order to demonstrate how the proposed development meets the Yarra City Council objectives in Clause 22.17, the proposed development has been benchmarked against the Green Star Design & As Built v1.3 Tool. **The project is committed to achieving a minimum 5-Star Green Star rating.** The summary chart in Figure 2 presents the current pathway to achieve this design standard (refer Appendix A for full pathway).

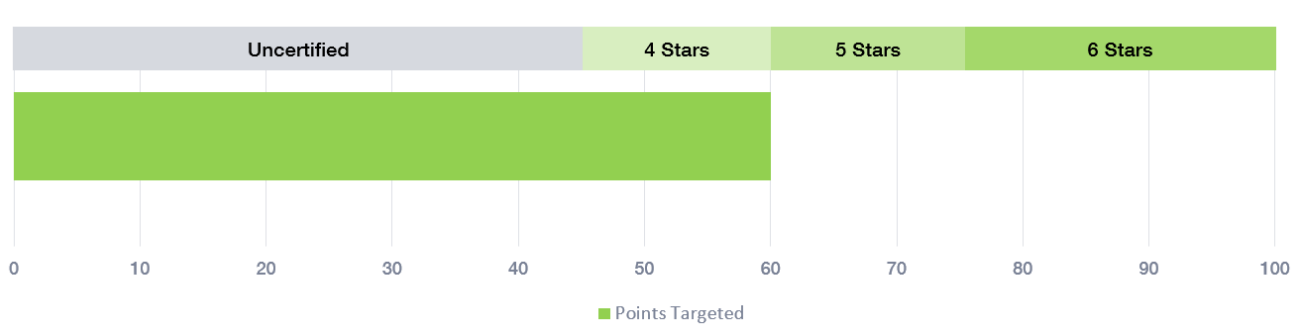


Figure 2: Preliminary Green Star pathway

In the following sections, credits are further detailed. The project intends to target all credits indicated in the pathway, some credits identified require further information/design development to confirm their achievability on the project and might be subject to exchange for alternative credits, ultimately achieving the same or greater number of total points as indicated above.

The initiatives listed in this report will form the basis for detailed studies during design development and only those items which prove to be effective from a performance and health and wellbeing perspective will be adopted. There may therefore be subsequent amendments to specific elements of this document throughout the project implementation as further studies are undertaken. The final pathway and relevant design details and specification clauses will be incorporated into the project's tender documentation. The Head Contractor will ultimately be responsible for ensuring this design potential is realised, and if any targeted credits become unsuitable throughout the course of the project, the Head Contractor will be required to adopt additional Green Star credits such that equivalence with a 5 Star Green Star design standard or higher is maintained.

The following sub-sections outline the initiatives incorporated into the renewed development in line with the Green Star categories and credits. Overall responsibility for implementation lies with the Head Contractor, but parties with design responsibility for each initiative are included against each credit. Relevant sub-contractors are then responsible for implementing the design in accordance with the Green Star requirements described herein.

3.1 Management

The following initiatives have been incorporated into the proposed design to ensure that the project minimises its environmental impact through construction and operational management and are anticipated to achieve the following number of points in the Management category.

Table 2: Management ESD Initiatives

	Credit	Project Response	Points Targeted	Implementation Responsibility
1	Accredited Professional	A Green Star Accredited Professional has been engaged in the early design stages to advise the project in relation to Green Star and environmentally sustainable development.	1	Building Owner/ESD Consultant

	Credit	Project Response	Points Targeted	Implementation Responsibility
2	Commissioning and Tuning	Environmental performance targets will be set by the project team, followed by a comprehensive commissioning and tuning process. This process will commence during the design phase, and prior to construction, with a services and maintainability review. An Independent Commissioning Agent will be appointed to advise, monitor and verity all commissioning and tuning, from the design phase onwards. Air permeability testing will be undertaken for 10% of the building's total envelope area to validate building air tightness.	4	Building Owner/Services Consultants/Sub-contractors / ICA
3	Adaptation and Resilience	A project-specific Climate Adaptation Plan will be developed for the project, and solutions included in the building design and construction will address risks identified in the Plan.	2	Climate Change Consultant
4	Building Information	All building services subcontractors will be required to provide comprehensive Operations and Maintenance information to the facilities management team. The contractor will be required to produce building user information in language that can be understood by all relevant stakeholders.	1	Head Contractor/ Services Sub-contractors
5	Commitment to Performance	The building owner will commit to setting targets and measuring results for the environmental performance of the building, including reporting on at least a quarterly basis. The building owner will commit to extending the life of interior finishes (inc. common areas in multi-unit residential space) for at least 10 years.	2	Building Owner
6	Metering and Monitoring	The services design will document a metering and monitoring strategy for energy and water sources and install meters and monitoring equipment for all common and major uses. The monitoring strategy will be capable of accurately and clearly presenting data consumption trends, to help inform facilities management and building occupants of their environmental impact. Figure 3 shows a typical metering system connected to a BMS, with trend display capabilities.	1	Services Consultants
7	Responsible Building Practices	The head contractor will have an ISO14001 certified Environmental Management System and be required to implement a project-specific Environmental Management Plan in place for construction, in line with best practice guidelines. High quality staff support will be put in place to promote positive mental and physical health	2	Head Contractor

	Credit	Project Response	Points Targeted	Implementation Responsibility
		outcomes of site activities and enhance site workers' knowledge of sustainable practices.		
8	Operational Waste	A qualified waste auditor has been engaged to undertake a waste audit of the site to determine waste and recycling streams and generation rates, and develop an Operational Waste Management Plan (OWMP). The OWMP prescribes and assesses the waste facilities to meet compliance with best practice approaches, including setting generation and/or diversion targets, methods for encouraging waste separation, safety and access requirements, and include a review process to allow assessment and improvement during operation. Collection bins or storage containers will be provided for building occupant use to allow for separation of all applicable waste streams: general waste, commingled recycling, and other waste stream. A dedicated area for the storage and collection of the applicable waste streams will be provided and be sufficiently sized to accommodate all bins for at least one collection cycle. Waste chutes will be provided for 2 waste streams: general waste and comingled recycling. Access to waste collection areas will adhere to best practices.	1	Waste Consultant/ Architect

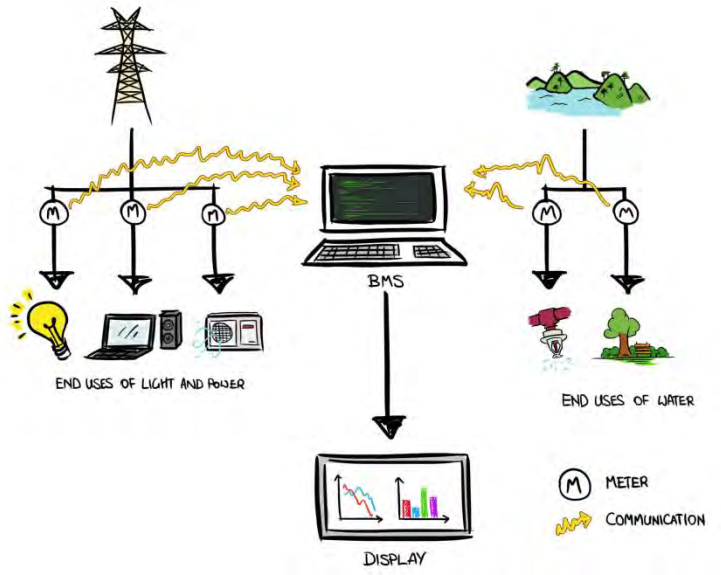


Figure 3: Typical BMS monitoring system

3.2 Indoor Environmental Quality

The following initiatives have been incorporated into the proposed design to enhance the comfort and well-being of building occupants and are anticipated to achieve the following number of points in the Indoor Environment Quality category.

Table 3: Indoor Environmental Quality ESD Initiatives

	Credit	Project Response	Points Targeted	Implementation Responsibility
9	Indoor Air Quality	The mechanical system will be designed to mitigate entry of outdoor pollutants, including minimum separation distances between pollution sources and outdoor air intakes. Adequate access for maintenance will be incorporated into the design, and all ductwork will be cleaned prior to occupation. Sufficient outdoor air will be provided to ensure that levels of indoor air pollutants are maintained below acceptable levels. Pollutants, such as those arising from printing equipment, cooking processes and equipment, and vehicle exhaust, will be limited by either removing the source of pollutants from the nominated area, or exhausting the pollutants directly to the outside while limiting their entry into other areas of the project. Residential kitchens are not required to be physically separated, but will address the exhaust/elimination of pollutants through a) a non-recirculating exhaust system, exhausting directly to outside; or b) a recirculating system, with filtration media that has been proven to effectively remove kitchen pollutants.	3	Mechanical Consultant/ Architect
10	Acoustic Comfort	An acoustic consultant will address noise transmission in enclosed spaces, such as meeting rooms, private offices, classrooms, residential apartments (bounding apartment construction), and any other similar space where it is expected that noise should not carry over from one space to the next.	1	Acoustic Consultant/ Head Contractor
11	Lighting Comfort	The internal lighting will be designed to provide well-lit and flicker-free spaces and enable a high degree of comfort to occupants. The strategy for lighting will be finalized in detailed design. Glare from artificial lighting will be eliminated and minimum lighting levels will be provided as per best practice general illuminance guidelines (AS1680.1/2). For general illuminance in residential spaces: in living spaces, kitchen, bathrooms and bedrooms the lighting design will include or permit general fixed lighting that provides good maintained illuminance values for the entire room Localised lighting control will be provided in the project. Office areas will provide task lighting or organic response lighting, allowing occupants to control their immediate environment. In residential	2	Architect/ Electrical Consultant

	Credit	Project Response	Points Targeted	Implementation Responsibility
		spaces, sufficient power outlets for future task lights will be provided.		
12	Visual Comfort	Glare will be reduced through a combination of blinds, screens, etc.	Complies	Architect
12.1	Daylight	40% of nominated areas will achieve a daylight factor of at least 1.5% to living and dining rooms. Daylight Best Practice has been demonstrated as per the BESS performance requirements. Refer to Appendix D for further details.	1	Architect
12.2	Views	60% of the nominated area will have a clear line of sight to a high quality internal or external view.	1	Architect
13	Indoor Pollutants	At least 95% of all paints, adhesives, sealants, and carpets used in the building will meet the Total Volatile Organic Compound (TVOC) limits stipulated by the Green Building Council of Australia (GBCA). At least 95% of all engineered wood products used in the building will meet the formaldehyde limits stipulated by the GBCA. The project will also aim to meet the ultra-low VOC requirements for at least 50% of paints, as per the Innovation credit in Section 4.9.	2	Architect/ Head Contractor
14	Thermal Comfort	HVAC systems will be designed to provide a high level of comfort, with Predicted Mean Vote (PMV) levels between -1 and +1. As well, an average NatHERS rating of 7 Stars or greater will be achieved.	1	Architect / Mechanical Consultant / Sustainability Consultant

3.3 Energy

The following initiatives have been incorporated into the proposed design to enhance the energy efficiency of the buildings and are anticipated to achieve the following number of points in the Energy category.

Table 4: Energy ESD Initiatives

	Credit	Project Response	Points Targeted	Implementation Responsibility
15	Greenhouse Gas Emission	The project aims for 5 points under a mixed GHG Emissions credit analysis, strategies will be confirmed during Detailed Design. A minimum of 3 points is required for a 5-star Green Star D&AB rating. The class 2 multi-unit residential dwellings will achieve high thermal performance. The project aims for an average of 7-stars NatHERS rating throughout, which goes beyond the NatHERS minimum requirement. The apartments will also meet the maximum cooling loads established by the City of	5	Architect/ Electrical Consultant/ Mechanical Consultant/ Hydraulic Consultant

		Yarra Planning Scheme Clause 55.07 Apartment Developments (30MJ/m2.annum for climate zone 21). Note a small number of upper floor apartments with large floor plans and exposed facades, may exceed the suggested NatHERS maximum cooling load of 30 MJ/m2.a. This outcome will not compromise the development's overall minimum 5.5 Star and average 7.0 Star NatHERS energy performance commitment and provides a high level of indoor environment quality. A low SHGC glazing has been modelled with the proposed silver glazing. The residential glazing is likely to require thermally broken frames. Adopting a higher SHGC could reduce glazing performance requirements by improving passive solar gains. Furthermore, high levels of insulation and high spec glazing have been assessed and will continue to be refined in order to satisfy performance targets and to provide comfort to the occupants. Lighting power density is reduced by at least 10% below Green Star requirements. Independent light switching and automated lighting control systems will also be provided as per Green Star. Air conditioning systems for cooling will have a minimum 3-star energy rating. The rated cooling or heating capacity of the unit will not exceed the design cooling or heating load, whichever is greater, by more than 15%. A lower proportion of the development consists of office/retail spaces which will achieve high energy efficiency. The non-residential areas will achieve at least 10% improvement on NCC 2019 requirements. Initiatives for these spaces include sizing of mechanical equipment, ductwork, and pipework to minimise pressure losses. A high-efficiency thermally improved façade and solar control glass to minimise HVAC loads. Energy-efficient LED lighting will be installed to all areas, with lighting power densities significantly below the NCC maximum values.		

3.4 Transport

The following initiatives have been incorporated into the proposed design to promote sustainable transport options and are anticipated to achieve the following number of points in the Transport category.

Table 5: Transport ESD Initiatives

	Credit	Project Response	Points Targeted	Implementation Responsibility
17	Sustainable Transport	The location of the site achieves a Walk Score of 94, meaning daily errands do not require a car (refer Figure 3). The site also achieved a Transit Score of 75 and is close to several public transport options including trams and trains. 40 bicycle parks will be installed with accompanying end-of-trip facilities (showers, lockers, and change rooms) for the project's co-work & retail component, including 9 showers and 60 lockers. 846 bicycle parks will be installed for the residential towers. At least 26 electric vehicle charging facilities will be installed, comprising 5% of residential car spaces (517 residential car spaces total). A reduction in the statutory car parking requirements will be provided for the residential element.	6	Architect / Electrical Consultant

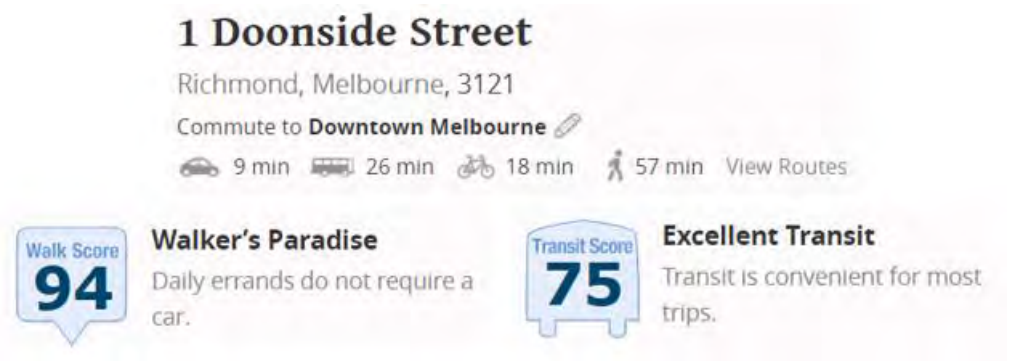


Figure 4: Walkscore output (www.walkscore.com)

3.5 Water

The following initiatives have been incorporated into the proposed design to enhance the water efficiency of the proposed development and reduce potable water consumption and are anticipated to achieve the following number of points in the Water category.

Table 6: Water ESD Initiatives

	Credit	Project Response	Points Targeted	Implementation Responsibility
18	Potable Water	The prescriptive pathway is sought to demonstrate that the building's predicted potable water consumption has been reduced through best practice water saving design features. Bathrooms and kitchens will have fixtures with high WELS ratings, for example: ▸ 5 star taps,	3	Architect Hydraulic Consultant Landscape Consultant/ Hydraulic Consultant

	Credit	Project Response	Points Targeted	Implementation Responsibility
		▸ 4 star toilets, ▸ 3 star showers (maximum 7.5L/min), ▸ 5 star urinals, ▸ 4 star clothes washing machines, and ▸ 5 star dishwashers A 30kL rainwater collection system will be provided, collecting rainwater from rooftops and re-using for landscape irrigation, and toilets and residential amenities urinal flushing, as shown in Figure 5. The fire protection system will not expel water for testing. The final strategy will be detailed in design development, based on the final landscape irrigation water demand and the stormwater management requirements.		

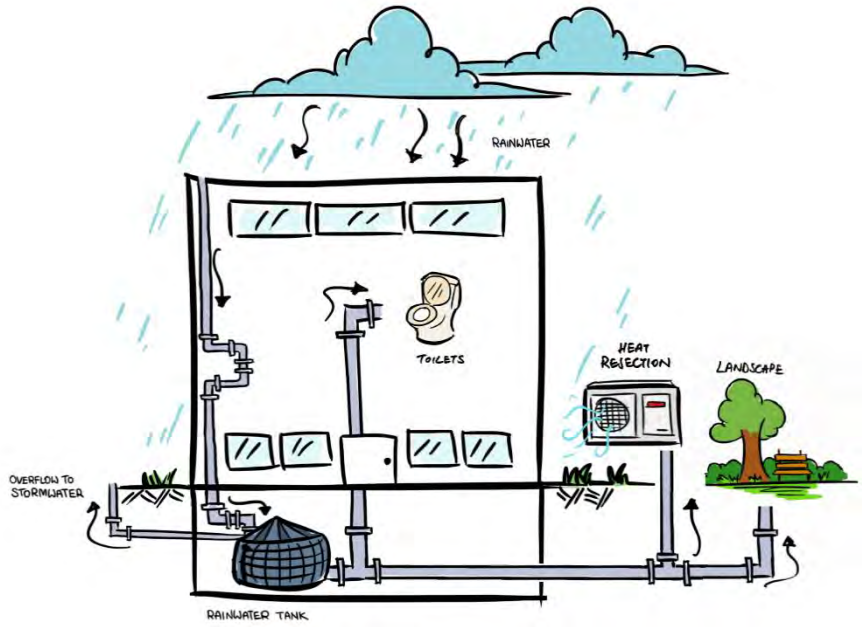


Figure 5: Rainwater harvesting system for landscape irrigation

3.6 Materials

The following initiatives have been incorporated into the Green Star pathway to reduce the natural resources consumption and environmental impacts resulting from the manufacture and procurement of materials, achieving the following number of points in the Materials category.

Table 7: Materials ESD Initiatives

	Credit	Project Response	Points Targeted	Implementation Responsibility
19	Life Cycle Impacts	The mass of steel (framing or reinforcement) used in the project will be reduced. The GHG emissions and/or resources associated with the use of concrete will be reduced, i.e. through Portland cement content, mix water, or aggregates content.	2	Structural Consultant/ Head Contractor
20	Responsible Building Materials	Steel The Head Contractor will be required to source 95% of all steel used in the building structure from a Responsible Steel Maker, as defined under Green Star submission guidelines. 60% of all reinforcing bar and mesh sourced for the project will be manufactured using energy-reducing processes.	1	Structural Consultant/ Head Contractor
		Timber At least 95% of all timber used in the building and construction works is reused or sourced from a Forest Stewardship Council (FSC) or Programme for the Endorsement of Forest Certification (PEFC) accredited scheme.	1	Architect/Head Contractor
		PVC At least 90% of all permanent formwork, pipes, flooring, blinds, and cables installed will be non-PVC alternative materials and have an Environmental Product Declaration (EPD) or will meet the GBCA's Best Practice Guidelines for PVC.	1	Architect/ Services Consultants/ Head Contractor
21	Sustainable Products	The Architect and Head Contractor will ensure that at least 6% of all civil, architectural, and structural products (by cost) meet transparency and sustainability requirements to achieve 2 points in the Sustainable Products Calculator. To count towards this credit, products must fall under one of the following initiatives: Reused Products, Recycled Content Products, Environmental Product Declarations, Third-Party Certification or Stewardship Programs.	2	Architect/Head Contractor
22	Construction and Demolition Waste	The Head Contractor will be required to ensure that at least 90% of construction and demolition waste (excluding hazardous waste) is diverted from landfill. This is likely to be fulfilled by engaging a commingled waste contractor who will perform offsite waste segregation.	1	Head Contractor/Waste Contractor

3.7 Land Use & Ecology

The following initiatives have been incorporated into the proposed design to reduce negative impacts on the site's ecological value and are anticipated to achieve the following number of points in the Land Use & Ecology category.

Table 8: Land Use & Ecology ESD Initiatives

	Credit	Project Response	Points Targeted	Implementation Responsibility
23	Ecological Value	The site does not have critically endangered, endangered, or vulnerable species, or ecological communities present at the time of purchase. The ecological value of the site will be improved compared to the state of the site prior to the proposed development. This is expected to be achieved through increased planting of higher-value vegetation.	1	Head Contractor/ Building Owner/ Landscape Architect
24	Sustainable Sites	The site does not include any old growth forest or wetland of High National Importance, does not impact on Matters of National Significance, and at least 75% of the site was previously developed land. If hazardous materials are identified in the existing building, they will be removed and remediated in accordance with best practice guidelines.	1	Head Contractor
25	Heat Island Effect	At least 75% of the site will comprise vegetation, roofing materials with a three-year Solar Reflectance Index (SRI)>64, hard-scaping elements with a three-year SRI>34 and/or areas shaded by vertical building elements at the summer solstice.	1	Architect/ Landscape Architect

3.8 Emissions

The following initiatives have been incorporated into the proposed design to reduce harmful emissions from the site, anticipated to achieve the following number of points in the Emissions category.

Table 9: Emissions ESD Initiatives

	Credit	Project Response	Points Targeted	Implementation Responsibility
26	Stormwater	The final design will implement a stormwater management strategy that ensures the post-development peak event discharge from the site does not exceed the pre-development peak event discharge. This strategy will be finalized in detailed design and will incorporate 30kL rainwater tank for collection and reuse. The stormwater treatment train will also be designed to achieve the following pollution reduction targets, as demonstrated via a MUSIC model: ▸ Total Suspended Solids – 80% reduction, ▸ Gross Pollutants – 90% reduction, ▸ Total Nitrogen – 45% reduction, ▸ Total Phosphorus – 60% reduction.	2	Civil Consultant

	Credit	Project Response	Points Targeted	Implementation Responsibility
27	Light Pollution	The lighting in external areas of the development will comply with AS 4282:1997 to minimize the obtrusive effects of the external lighting. All external lighting on site will achieve a reduction in light pollution by ensuring no external luminaire has an upward light ratio exceeding 5%.	1	Architect/ Electrical Consultant

3.9 Innovation

The following initiatives have been included in the proposed design, achieving the following number of points in the Innovation category.

Table 10: Innovation ESD Initiatives

	Credit	Project Response	Points Targeted	Implementation Responsibility
30	Innovation Challenge – Financial Transparency	The project will disclose and comprehensively itemize design, construction, documentation, and project costs.	1	Client
30	Innovation Challenge – Contractor Education	Training will be provided to contractors and subcontractors regarding core concepts of global warming, climate change and the health impacts of minimum building practices. Site specific training will also be delivered highlighting the sustainable solutions implemented in the project and the certifications targeted (i.e. Green Star). At least 80% of all contractors and subcontractors that are present on-site for at least three days will receive the training.	1	Head Contractor
30	Innovation Challenge – High Performance Site Offices	The site offices will aim for high sustainability performance. These will achieve 75% of the High Performance Site Office Checklist requirements. As well, an assessment of the satisfaction of the occupants of the site office will be performed during its use, and where issues were found, they will be addressed (i.e. BOSSA).	1	Head Contractor
30	Innovation - Global Sustainability	The following preapproved Innovation credits for 30E Global Sustainability will be sought: 30E BREEAM Design for Robustness 30E Green Star Performance: Green Cleaning 30E Green Star Performance: Procurement and Purchasing 30E Green Star Performance: Groundskeeping Practices	4	Client / Architect

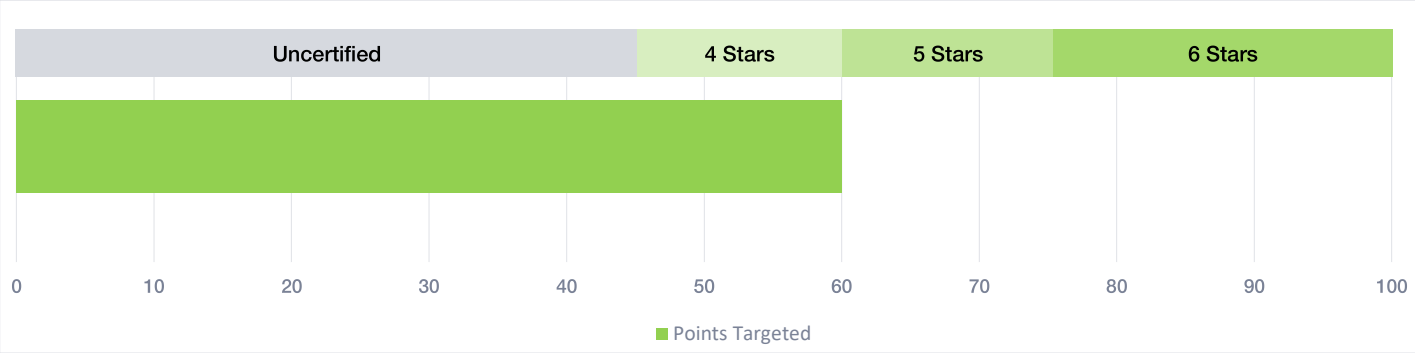
APPENDIX A – GREEN STAR PRELIMINARY PATHWAY

See the following page:

Design & As Built v1.3 Scorecard

Project:	Victoria Gardens Doonside Expansion
Targeted Rating:	5 Star - Australian Excellence
Date:	Apr-21

Core Points Available	Points Targeted	Total Score Targeted
100	60.0	60.0



NA	CATEGORY / CREDIT	AIM OF THE CREDIT / SELECTION	CODE	CREDIT CRITERIA	POINTS AVAILABLE	Points Targeted	Responsible Party	Comments
	Management				14			
	Green Star Accredited Professional	To recognise the appointment and active involvement of a Green Star Accredited Professional in order to ensure that the rating tool is applied effectively and as intended.	1.0	Accredited Professional	1	1	NDY Sustainability	NDY engaged as GSAP.
	Commissioning and Tuning	To encourage and recognise commissioning, handover and tuning initiatives that ensure all building services operate to their full potential.	2.0	Environmental Performance Targets	-	Complies	Client / NDY Sustainability	The project will set and document operational environmental performance targets for the project (generally energy and water consumption) in early design phase. Services design team will create an Owners Project Requirements (OPR) document that describes basic functions, operations, metering, and maintenance of the Nominated Building Systems.
			2.1	Services and Maintainability Review	1	1	Services / Contractor / ICA	Review of the design prior to construction for maintainability, commissionability, safety, and fitness-for-purpose by construction and operation-side stakeholders will take place, with responses by relevant design team members.
			2.2	Building Commissioning	1	1	Services / Contractor / ICA	Pre-commissioning and commissioning will be undertaken for the project in accordance with Commissioning Specification, Commissioning Plan(s) and Green Star recognised standards (e.g. CIBSE commissioning codes). Air permeability testing will be performed. The Air Tightness Contractor will be engaged early.
			2.3	Building Systems Tuning	1	1	Services / Contractor / ICA	Minimum 12 month building tuning will take place, from occupancy with quarterly measurement and adjustments. Building Tuning team will be created to undertake the process, including the Facilities Manager, Owners Representative, ICA, Head Contractor and Services design team as required.
			2.4	Independent Commissioning Agent	1	1	ICA	An independent commissioning professional (separate from the design team) will be engaged.
	Adaptation and Resilience	To encourage and recognise projects that are resilient to the impacts of a changing climate and natural disasters.	3.1	Implementation of a Climate Adaptation Plan	2	2	CCR&A Professional	Qualified professional will be engaged to undertake the research and reporting.
	Building Information	To recognise the development and provision of building information that facilitates understanding of a building's systems, operation and maintenance requirements, and environmental targets to enable the optimised performance.	4.1	Building Information	1	1	Contractor / Services / NDY Sustainability	Best Practice O&M Manuals will be developed by the Contractor (as defined under Green Star credit 4). Building Log Book will be developed by the Contractor in line with CIBSE TM31, covering all Nominated Building Systems, with systems description input by the design team. Building Log Book will be provided to the Building Owner prior to Practical Completion.
	Commitment to Performance	To recognise practices that encourage building owners, building occupants and facilities management teams to set targets and monitor environmental performance in a	5.1	Environmental Building Performance	1	1	Client / NDY Sustainability	Building Owner to make a written internal commitment (policy, guideline, or environmental management plan) to at least 2 environmental performance targets (GHG emissions, Potable Water consumption, Operational Waste, Indoor Environment Quality). Commitment will include quarterly reporting to relevant stakeholders and will state the targets in units (e.g. kWh/m2, kg/CO2/m2, kL/m2).

	collaborative way.	5.2	End of Life Waste Performance	1	1
Metering and Monitoring	To recognise the implementation of effective energy and water metering and monitoring systems.	6.0	Metering	-	Complies
		6.1	Monitoring Systems	1	1
Responsible Building Practices	To reward projects that use best practice formal environmental management procedures during construction.	7.0	Environmental Management Plan	-	Complies
		7.1	Formalised Environmental Management System	1	1
		7.2	High Quality Staff Support	1	1
Operational Waste	Performance Pathway	8A	Performance Pathway - Specialist Plan	1	1
		8B	Prescriptive Pathway - Facilities	-	
Total				**14**	**14**

Client / NDY Sustainability	Building Owner will make a written internal commitment (policy, guideline, or environmental management plan) to extend the life of the interior fitout or finishes to at least 10 yrs, barring minor wear and tear or minor repairs.
Services	Metering will be included to monitor all major energy and water uses (>5% energy, >10% water) for the project, and all different functional spaces (different usage profiles) will be separately metered. Meters to be validated as per NABERS Ratings" Protocol and be capable of producing alerts for inaccuracies exceeding their meter class rating.
Services	Monitoring system and strategy, will be capable of capturing and processing data produced by water meters. Metering equipment will be validated in accordance with the most current 'Validating Non-Utility Meters for NABERS Ratings' protocol.
Services	Head contractor will develop and implement project specific best practice EMP meeting requirements of the NSW EMS Guidelines.
Contractor	Contractor will hold and maintain a formalised Environmental Management System (EMS) independently certified to AS/NZS ISO 14001, BS 7750, or EMAS. Certification party will be an International Accreditation Forum member. Contractor will provide certification as part of tender submission. Auditing reports, including non-conformities and actions taken will be provided.
Contractor	Previously an innovation point. At least 3 issues (mental and physical) will be addressed through programs and policies. As well, sustainability training will be provided to site workers.
Waste Consultant / Architect	Qualified waste auditor has been engaged to undertake a waste audit of the site to determine waste and recycling streams and generation rates, and develop an Operational Waste Management Plan (OWMP), which prescribes and assesses the waste facilities to meet compliance with best practice approaches, including setting generation and/or diversion targets, methods for encouraging waste separation, safety and access requirements, and include a review process to allow assessment and improvement during operation.

Indoor Environment Quality				**17**	
Indoor Air Quality	To recognise projects that provide high air quality to occupants.	9.1	Ventilation System Attributes	1	1
		9.2	Provision of Outdoor Air	2	1
		9.3	Exhaust or Elimination of Pollutants	1	1
Acoustic Comfort	To reward projects that provide appropriate and comfortable acoustic conditions for occupants.	10.1	Internal Noise Levels	1	
		10.2	Reverberation	1	
		10.3	Acoustic Separation	1	1
		11.0	Minimum Lighting Comfort	-	Complies

Mechanical	Co-ordination from mechanical services and contractor will be performed regarding position of air intakes, design for ease of maintenance and cleaning and ductwork to be cleaned prior to occupation. Entry of outdoor air pollutants is mitigated (as per ASHRAE Standard 62.1:2013) through minimum separation distances between pollution sources and outdoor air intakes.
Mechanical / Architect	Outdoor air will be provided as per AS 1668.2:2012 requirements, providing the appropriate quantity of outdoor air for the activities and conditions in the space. Note compliance for IEQ credits is required to be demonstrated across 95% of the nominated area, in order for this credit tot be achieved. As per FAQ F-00051, for residential buildings, please note that the 95% compliance criteria needs will be met for individual dwellings, not as an overall GFA of nominated area.
Mechanical	The nominated pollutants, such as those arising from printing equipment, cooking processes and equipment, and vehicle exhaust, are limited by exhausting the pollutants directly to the outside while limiting their entry into other areas of the project. Provision for exhaust will be given in printing/photocopying rooms. Guidance will be provided to the tenants to ensure appropriate installation. Each print room must achieve a minimum flow rate in accordance with AS1668.2-2012. All kitchens will be ventilated in accordance with AS 1668.2:2012. A separate exhaust system will be provided for the kitchen exhaust and the kitchen will be physically separated from the adjacent spaces or have an opening no larger than an area of 2.5m2. Residential kitchens are not required to be physically separated, but will address the exhaust/elimination of pollutants through a) a non-recirculating exhaust system, exhausting directly to outside; or b) a recirculating system, with filtration media that has been proven to effectively remove kitchen pollutants. All pollutants from vehicles in an enclosed space will be exhausted to a dedicated exhaust riser or directly to the outside, in accordance with Section 4 of AS1668.2-2012
Acoustic Consultant / Contractor	Project will address noise transmission in enclosed spaces, which are meeting rooms, private offices, classrooms, residential apartments (bounding apartment construction), and any other similar space where it is expected that noise should not carry over from one space to the next.
Electrical / Architect	Primary and secondary spaces will have lighting that is flicker free and accurately address the perception of colour in the space. High frequency ballasts and CRI of at least 80 for all luminaires.

	Lighting Comfort	To encourage and recognise well-lit spaces that provide a high degree of comfort to users.	11.1	General Illuminance and Glare Reduction	1	1
			11.2	Surface Illuminance	1	
			11.3	Localised Lighting Control	1	1
	Visual Comfort	To recognise the delivery of well-lit spaces that provide high levels of visual comfort to building occupants.	12.0	Glare Reduction	-	Complies
			12.1	Daylight	2	1
			12.2	Views	1	1
	Indoor Pollutants	To recognise projects that safeguard occupant health through the reduction in internal air pollutant levels.	13.1	Paints, Adhesives, Sealants and Carpets	1	1
			13.2	Engineered Wood Products	1	1
	Thermal Comfort	To encourage and recognise projects that achieve high levels of thermal comfort.	14.1	Thermal Comfort	1	1
			14.2	Advanced Thermal Comfort	1	
	Total				**17**	**11**

Electrical / Architect	Glare from artificial lighting will be eliminated and minimum lighting levels will be provided as per best practice general illuminance guidelines (AS1680.1/2). Regarding glare, bare light sources will be fitted with baffles, louvers, translucent diffusers, ceiling design, or other means that obscures the direct light source from all viewing angles of occupants, including occupants looking directly upwards. For general illuminance in residential spaces: in living spaces, kitchen, bathrooms and bedrooms the lighting design will include or permit general fixed lighting that provides good maintained illuminance values for the entire room (for example the 10th edition of The Lighting Handbook (Chapter 33) by the Illuminating Engineering Society (IES); and all installed fittings will have a rated colour variation not exceeding 3 MacAdam Ellipses (decorative fittings being exempt).
Electrical / Architect	Commercial: Provision of task lighting or organic response lighting - occupants need to be able to control their immediate environment so additional technology needed e.g. comfy app. Residential: In residential spaces, this requirement can be achieved through the provision of sufficient power outlets for future task lights.
Architect	Glare from sunlight through viewing facades will be reduced by blinds with occupancy control and a VLT <10%. This will provide glare reduction to 95% of the area of viewing facade. For Residential areas, where it is expected that blinds will be installed by the occupiers of residential units, these spaces are excluded from this minimum requirement.
Architect	At least 40% of the nominated area will achieve high levels of daylight. Residential: Note where the functional requirements of the space need that the visual comfort conditions differ from the requirements of this credit (such as bedroom/sleeping area), or if the space will not be regularly occupied (for example a residential bathroom), these areas may be excluded.
Architect	At least 60% of the nominated area has a clear line of sight to a high quality internal or external view.
Architect / Contractor	At least 95% of all internally applied paints, adhesives, sealants and carpets will meet stipulated 'Total VOC limits'
Architect / Contractor	At least 95% (by area) of all engineered wood products will meet stipulated formaldehyde emission limits.
Architect / NDY Sustainability / Mechanical Consultant	Commercial: A high degree of thermal comfort will be provided to occupants in the space, equivalent to 80% of all occupants being satisfied in the space. Residential: An average NatHERS rating of 7 Stars or greater will be achieved.

Energy						
				22		
Greenhouse Gas Emissions	B. NatHERS Pathway	15A.0	Conditional Requirement: Prescriptive Pathway	-		
		15A.1	Building Envelope	-		
		15A.2	Wall-Glazing Construction and Retail Display Glazing	-		
		15A.3	Lighting	-		
		15A.4	Ventilation and Air-conditioning	-		
		15A.5	Domestic Hot Water Systems	-		
		15A.6	Transition Plan	1		
		15A.7	Fuel Switching	1		
		15A.8	On-Site Storage	1		
		15A.9	Vertical Transportation	1		
		15A.10	Off-Site Renewables	5		
		15B.0	Conditional Requirement: NatHERS Pathway	-	Complies	NDY Sustainability	A minimum 5 star rating has been set, therefore a minimum of 3 points will be targeted in this credit.
		15B.1	NatHERS Pathway	16	5	NDY Sustainability / Services / Architect	Project is targeting NatHERS 7 star average. Additional energy efficiency strategies will be incorporated to meet 5 points in credit 15.
		15C.0	Conditional Requirement: BASIX Pathway	-			
		15C.1	BASIX Pathway	-			
		15D.0	Conditional Requirement: NABERS Pathway	-			
		15D.1	NABERS Energy Commitment Agreement Pathway	-			
		15E.0	Conditional Requirement: Reference Building Pathway	-			
		15E.1	Comparison to a Reference Building Pathway	-			
Peak Electricity Demand Reduction	Prescriptive Pathway	16A	Prescriptive Pathway - On-site Energy Generation	1			
		16B	Performance Pathway - Reference Building	-			
Total				26	5		

Transport						
				10		
Sustainable Transport	Prescriptive Pathway	17A.1	Performance Pathway	0			
		17B.1	Access by Public Transport	3	2	NDY Sustainability	The project is located in an accessible area via public transport
		17B.2	Reduced Car Parking Provision	1	1	Architect	The project will have a reduction in the number of car parking spaces when compared to a standard-practice building.
		17B.3	Low Emission Vehicle Infrastructure	1	1	Architect / Electrical	Parking spaces and/or dedicated infrastructure will be provided to support the uptake of low-emission vehicles.

		17B.4	Active Transport Facilities	1	1	Architect	Bicycle parking and associated facilities will be provided to regular building occupants and visitors.
		17B.5	Walkable Neighbourhoods	1	1	NDY Sustainability	Project is located conveniently to amenities, scoring a walkscore of 94 (>80 required).
Total				**7**	**6**		

Water				**12**			
Potable Water	Prescriptive Pathway	18A.1	Potable Water - Performance Pathway	0			
		18B.1	Sanitary Fixture Efficiency	1	1	Architect / Hydraulics	Water-efficient fixtures and fittings will be selected for the project.
		18B.2	Rainwater Reuse	1			
		18B.3	Heat Rejection	2			
		18B.4	Landscape Irrigation	1	1	Landscape Consultant / Hydraulics	Either drip irrigation with moisture sensor override will be installed, or not potable water will be used for irrigation.
		18B.5	Fire System Test Water	1	1	Fire / Hydraulics	One of the following conditions will be met in the fire system test water strategy: The fire protection system will not expel water for testing; The fire protection system will include temporary storage for 80% of the routine fire protection system test water and maintenance drain-downs for reuse on-site calculated on the basis that any single zone is drained down annually; or If sprinkler systems are installed, each floor will be fitted with isolation valves or shut-off points for system-by-system testing.
Total				**6**	**3**		

Materials				**14**			
Life Cycle Impacts	Prescriptive Pathway - Life Cycle Impacts	19A.1	Comparative Life Cycle Assessment	0			
		19A.2	Additional Life Cycle Impact Reporting	5			
		19B.1	Concrete	3	1	Structural / Contractor	The GHG emissions and/or resources associated with the use of concrete will be reduced, i.e. through Portland cement content, mix water, or aggregates content.
		19B.2	Steel	1	1	Structural / Contractor	The mass of steel (framing or reinforcement) used in the project will be reduced
		19B.3	Building Reuse	4			
		19B.4	Structural Timber	4			
Responsible Building Materials	To reward projects that include materials that are responsibly sourced or have a sustainable supply chain.	20.1	Structural and Reinforcing Steel	1	1	Structural / Contractor	95% of all steel will be sourced from a responsible steel maker and either 60% of fabricated structural steelwork will be supplied by a steel fabricator accredited to ASI, or 60% of all reinforcing bar and mesh will be produced using energy-reducing processes in its manufacture.
		20.2	Timber Products	1	1	Architect / Contractor	95% of all timber used in building and construction will either be certified by a forest certification scheme that meets GBCA's criteria, or from a reused source
		20.3	Permanent Formwork, Pipes, Flooring, Blinds and Cables	1	1	Architect / Services / Contractor	90% of all permanent formwork, pipes, flooring, blinds and cables either will not contain PVC or will meet the GBCAs best practice guidelines for PVC
Sustainable Products	To encourage sustainability and transparency in product specification.	21.1	Product Transparency and Sustainability	3	2	Architect / Contractor	A proportion of all materials used in the project will meet transparency and sustainability requirements (such as Reused Products, Recycled Content Products, Environmental Product Declarations, Third Party Certification, Stewardship Programs). 2 points = 6% compliant products (by cost against total project materials cost)
Construction and	Percentage Benchmark	22A	Fixed Benchmark	-			

Demolition Waste	Percentage Benchmark	22B	Percentage Benchmark	1	1
Total				**12**	**8**

Contractor	A significant proportion of construction and demolition waste, 90%, will be diverted from landfill

Land Use & Ecology				**6**	
Ecological Value	To reward projects that improve the ecological value of their site.	23.0	Endangered, Threatened or Vulnerable Species	-	Complies
		23.1	Ecological Value	3	1
Sustainable Sites	To reward projects that choose to develop sites that have limited ecological value, re-use previously developed land and remediate contaminate land.	24.0	Conditional Requirement	-	Complies
		24.1	Reuse of Land	1	1
		24.2	Contamination and Hazardous Materials	1	
Heat Island Effect	To encourage and recognise projects that reduce the contribution of the project site to the heat island effect.	25.0	Heat Island Effect Reduction	1	1
Total				**6**	**3**

Client	The minimum requirement is met: no critically endangered, endangered or vulnerable species, or ecological communities are present on the site.
Landscape Architect	The ecological value of the site will be improved by the project. Native vegetation will be included in the landscaped areas.
NDY Sustainability	Site meets requirements: The project side does not include old growth forest, prime agricultural land, a wetland of 'High National Importance'; nor does it impact on 'Matters of National Significance'.
NDY Sustainability	Site meets requirements as the site was previously developed land
Landscape Architect / Contractor	Landscaping and roofing materials will be kept light in colour.

Emissions				5	
Stormwater	To reward projects that minimise peak stormwater flows and reduce pollutants entering public sewer infrastructure.	26.1	Stormwater Peak Discharge	1	1
		26.2	Stormwater Pollution Targets	1	1
Light Pollution	To reward projects that minimise light pollution.	27.0	Light Pollution to Neighbouring Bodies	-	Complies
		27.1	Light Pollution to Night Sky	1	1
Microbial Control	To recognise projects that implement systems to minimise the impacts associated with harmful microbes in building systems.	28.0	Legionella Impacts from Cooling Systems	1	
Refrigerant Impacts	To encourage operational practices that minimise the environmental impacts of refrigeration equipment.	29.0	Refrigerants Impacts	1	
Total				**5**	**3**

Civil	This will be incorporated through WSUD and appropriate rainwater storage and treatment. The post-development peak Average Recurrence Interval (ARI) event discharge from the site will not exceed the pre-development peak ARI event discharge.
Civil	Civil / hydraulic consultant to advise on stormwater treatment.
Architect / Electrical	Outdoor lighting will comply with AS4282:1997 to control the obtrusive effects of outdoor lighting.
Client / Electrical	The project will control the external light sources' upward light output ratio to be < 5%

Innovation				10	
Innovative Technology or Process	The project meets the aims of an existing credit using a technology or process that is considered innovative in Australia or the world.	30A	Innovative Technology or Process	10	
Market Transformation	The project has undertaken a sustainability initiative that substantially contributes to the broader market transformation towards sustainable development in	30B	Market Transformation - Soft Landings		
Improving on Green Star Benchmarks	The project has achieved full points in a Green Star credit and demonstrates a substantial improvement on the benchmark required to achieve full points.	30C	Improving on Green Star Benchmarks - Stormwater		
			Improving on Green Star Benchmarks - Sustainable Products		
			Improving on Green Star Benchmarks - Supplementary or Tenancy Fit out Systems Review		
			Improving on Green Star Benchmarks - Ultra Low VOCs		
Innovation Challenge	Where the project addresses an sustainability issue not included within any of the Credits in the existing Green Star rating tools.	30D	Innovation Challenge - Contractor Education		1
			Innovation Challenge - High Performance Site Offices		1
			Innovation Challenge - Local Procurement		
			Innovation Challenge - Occupant Engagement		
			Innovation Challenge - Community Benefit		
			Innovation Challenge - Financial Transparency		1
Global Sustainability	Project teams may adopt an approved credit from a Global Green Building Rating tool that addresses a sustainability issue that is currently outside the scope of this Green Star rating tools.	30E	Global Sustainability		4
Total				**10**	**7**

Contractor	Sustainability objectives and requirements must be addressed in site inductions for all of the Contractor's personnel and Subcontractor's personnel engaged in the Contractor's Activities. Contractor must participate in sustainability forums, hosted by the Principal's Representative on a monthly basis and must present progress updates, sustainability performance information and sustainability lessons learned and provide other information as requested.
	The impacts of site shed construction and occupation will be considered. A checklist will be filled and discussed to encourage a minimum level of amenity and compliance in aspects such as ISO certification, responsibly sourced materials, metering, etc.
Client/Main Contractor	The project team will disclose the costs of sustainable building practices used for the project, and to agree to participate in a yearly report developed by GBCA that will inform the building industry on the true costs of sustainability.
Client/Architect	The following preapproved Innovation credits for 30E Global Sustainability will be sought: 30E BREEAM Design for Robustness 30E Green Star Performance: Green Cleaning 30E Green Star Performance: Procurement and Purchasing 30E Green Star Performance: Groundskeeping Practices

APPENDIX B – PRELIMINARY NATHERS RESULTS

The Yarra City Council Planning Scheme sets out requirements for apartment developments in Clause 55.07. Part of these requirements is to meet a maximum NatHERS cooling load of 30 MJ/m2. The apartments are targeting a minimum 5.5 star NatHERS rating and a 7.0 star average.

Table 11 outlines the assumptions that have been included in the preliminary NatHERS assessment.

Table 12 displays the results of preliminary modelling, demonstrating a 7.1 star average for modelled dwellings and a 5.9 star minimum. The maximum cooling load is 25.1 MJ/m2.

Please note that the assessment has been based on the limited information available at this stage, and it is only intended to provide indicative information on the expected performance of the proposed development.

Table 11: Assumptions of Preliminary NatHERS Assessment

Building Fabric	Typical Insulation Value
Floor construction	Uninsulated between neighbouring dwellings R2.0 added insulation above open air, basements, terraces etc.
Roof/ceiling construction	R3.5 added insulation where exposed or unconditioned above (i.e. terrace above)
External Wall/Spandrels	R2.5 added insulation
Internal wall (to unconditioned spaces)	R2.0 added insulation
Party wall (between apartments)	R2.0 added insulation or as per acoustic requirements
Floor coverings	Carpet (bedrooms) Floating timber (living/kitchens) Tiles (wet areas)
Glazing system	All apartments (silver glazing with potentially thermally broken frames) • Awning and fixed glazing U value ≤ 2.88, SHGC = 0.29 (within 5%) • Sliding and casement glazing U value ≤ 2.9, SHGC = 0.27 (within 5%)
Glazing operability	Operable windows to all bedrooms and kitchen/living areas
Sealing	Weather stripped windows Exhaust fans and downlights sealed
Downlights	LED downlights with 50mm clearance

Table 12: Preliminary NatHERS Modelling Results

Dwelling	Star Rating	Energy (MJ/m^2)		
		Total	Heating	Cooling
Building 1: Level 2, East, 1 Bed (A01)	7.7	62.1	48.7	13.4
Building 1: Level 2, West, 1 Bed (A01)	7.7	62.8	48.6	14.2
Building 2: Level 2, South West, 2 Bed (B02)	5.9	117.4	103.3	14.1
Building 2: Level 14, South West, 2 Bed (B02)	5.9	116.0	92.8	23.2

Dwelling	Star Rating	Energy (MJ/m²)		
		Total	Heating	Cooling
Building 2: Level 2, North West, 2 Bed (B02)	6.1	111.6	100.1	11.5
Building 2: Level 16, North West, 2 Bed (B02)	6.5	97.6	72.5	25.1
Building 3: Level 14, East, 1 Bed (A01)	7.5	66.7	48.5	18.2
Building 3: Level 14, West, 1 Bed (A01)	7.4	69.9	47.7	22.2
Building 4: Level 12, North, 1 Bed (A01)	8.1	50.0	32.9	17.1
Building 5: Level 2, North, 1 Bed (A01)	7.9	55.2	42.8	12.4
Building 6: Level 1, South, 1 Bed (A01)	7.7	62.2	52.8	9.4
Building 6: Level 2, South, 1 Bed (A01)	8.7	34.2	24.9	9.4
Building 6: Level 1, North East, 2 Bed (BS01)	5.9	116.0	107.5	8.5
Building 6: Level 2, North East, 2 Bed (BS01)	6.8	88.2	77.6	10.6
Building 6: Level 3, South, 1 Bed (A02a)	7.4	68.2	57.0	11.2
Average	**7.1**	**78.5**	**63.8**	**14.7**

APPENDIX C – NATHERS SAMPLE REPORTS

The following pages contain a subset of the NatHERS Sample reports for the modelling discussed in Appendix B. The reports included correspond to the apartments listed below:

- Building 1: Level 2, West, 1 Bed (A01)
- Building 2: Level 14, South West, 2 Bed (B02)
- Building 6: Level 1, North East, 2 Bed (BS01)

See the following page:

Residential Energy Rating — Non-Accredited 1A9D4V169T

This rating report has been completed by a **rater (non-accredited assessor)***. For more details see the NatHERS House Energy Rating Scheme (NatHERS) website www.nathers.gov.au.

About the rating NatHERS software models expected thermal energy loads using information on design and construction, climate and common patterns of household use. The software does not take into account appliances apart from the airflow impacts from ceiling fans.

Star rating 7.7

Annual thermal performance

Total 62.8 MJ/m², **Heating** 48.6 MJ/m², **Cooling** 14.2 MJ/m²

Property

Address 1-9 Doonside St, Richmond, VIC, 3121
Lot/DP number -
NCC Class Class 2
Type New Home

Verification

To verify this certificate, scan the QR code or visit When using either link, ensure you are visiting www.FR5.com.au.

Plans

Main plan -
Prepared by -

Construction and environment

Assessed floor area (m²)* **Exposure type**
Conditioned* 35.8 open
Unconditioned* 4
Total 39.8 **NatHERS climate zone**
Garage - 21 Melbourne RO

Rater*

Name -
Business name Norman Disney & Young
Email -
Phone 0413157483
Declaration of interest Declaration not completed

National Construction Code (NCC) requirements

The NCC's requirements for NatHERS-rated houses are detailed in 3.12.0(a)(i) and 3.12.5 of the NCC Volume Two. For apartments the requirements are detailed in J0.2 and J5 to J8 of the NCC Volume One.

In NCC 2019, these requirements include minimum star ratings and separate heating and cooling load limits that need to be met by buildings and apartments through the NatHERS assessment. Requirements additional to the NatHERS assessment that must also be satisfied include, but are not limited to: insulation installation methods, thermal breaks, building sealing, water heating and pumping, and artificial lighting requirements. The NCC and NatHERS Heating and Cooling Load Limits (Australian Building Codes Board Standard) are available at www.abcb.gov.au.

State and territory variations and additions to the NCC may also apply.

*Raters (non-accredited assessors) are not required to have any formal qualifications, insurance, ongoing professional development or quality assurance checks on their ratings. This is distinct from NatHERS accredited assessors who are required to have qualifications, ongoing professional development and have quality assurance checks on their ratings.

Rating report check

Ensure the dwelling is designed and then built as per the rating report. While you need to check the accuracy of the whole rating report, the following spot check covers some important items impacting the dwelling's rating.

Genuine rating report

Does this rating report match the one available at the web address or QR code in the verification box on the front page? Does the set of stamped plans for the dwelling have a rating report number on the stamp that matches this rating report?

Any questions or concerns about this report should be directed to the rater in the first instance. If the rater is unable to address these questions or concerns, the state or territory building code authority should be contacted.

Ceiling penetrations*

Does the 'number' and 'type' of ceiling penetrations (e.g. downlights, exhaust fans, etc) shown on the stamped plans or installed, match what is shown in this rating report?

Windows

Does the installed window meet the substitution tolerances (SHGC and U-value) and window type, of the window shown on this rating report? Substituted values must be based on the Australian Fenestration Rating Council (AFRC) protocol.

Apartment entrance doors

Does the 'External Door Schedule' show apartment entrance doors? Please note that an 'external door' between the modelled dwelling and a shared space, such as an enclosed corridor or foyer, should not be included in the assessment (because it overstates the possible ventilation) and would invalidate the rating report.

Exposure*

Has the appropriate exposure level (terrain) been applied? For example, it is unlikely that a ground-floor apartment is 'exposed' or a top floor high-rise apartment is 'protected'.

Provisional* values

Have provisional values been used in the assessment and, if so, noted in 'additional notes' below?

Additional Notes

Window and glazed door *type and performance*

Default* windows					
Window ID	**Window Description**	**Maximum U-value***	**SHGC***	**Substitution tolerance ranges**	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* windows					
Window ID	**Window Description**	**Maximum U-value***	**SHGC***	**Substitution tolerance ranges**	
				SHGC lower limit	SHGC upper limit
CAP-116-15 B	Capral Futureline 54W Awning Window DG 6SolT-12Ar-6	2.88	0.29	0.28	0.3
CAP-057-92 A	Capral 900 Sliding Door DG 6mmPH0860Clr-12Ar-638	2.9	0.27	0.26	0.28

* Refer to glossary.

Nationwide House Energy Rating Scheme (NatHERS) is an initiative of the Australian, state and territory governments. For more details see www.nathers.gov.au.

Window and glazed door *Schedule*

Location	Window ID	Window no.	Height (mm)	Width (mm)	Window type	Opening %	Orientation	Window shading device*
Bed	CAP-116-15 B	Opening 7	1900	2678	awning	30.0	E	No
Bed	CAP-116-15 B	Opening 8	2000	1827	awning	30.0	N	No
Living	CAP-057-92 A	Opening 9	1900	2292	sliding	30.0	E	No

Roof window *type and performance value*

Default* roof windows					
Window ID	Window Description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* roof windows					
Window ID	Window Description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Roof window *schedule*

Location	Window ID	Window no.	Opening %	Area (m^2)	Orientation	Outdoor shade	Indoor shade
No Data Available							

Skylight *type and performance*

Skylight ID	Skylight description
No Data Available	

Skylight *schedule*

Location	Skylight ID	Skylight No.	Skylight shaft length (mm)	Area (m^2)	Orient-ation	Outdoor shade	Diffuser	Skylight shaft reflectance
No Data Available								

External door *schedule*

Location	Height (mm)	Width (mm)	Opening %	Orientation
No Data Available				

* Refer to glossary.

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External wall *type*

Wall ID	Wall type	Solar absorptance	Wall shade (colour)	Bulk insulation (R-value)	Reflective wall wrap*
1	FR5 - Metal Clad Framed	0.5	Medium	Cellulose fibre (loose fill): R2.5 (R2.5)	No
2	FR5 - Internal Plasterboard Stud Wall	0.5	Medium	Cellulose fibre (loose fill): R2.0 (R2.0)	No

External wall *schedule*

Location	Wall ID	Height (mm)	Width (mm)	Orientation	Horizontal shading feature* maximum projection (mm)	Vertical shading feature (yes/no)
Bed	1	2700	3325	E	0	Yes
Bed	1	2700	2412	N	0	Yes
Bed	2	2700	1656	S	0	No
Bed	1	2700	2272	S	0	No
Living	1	2700	2906	E	2500	Yes
Living	2	2700	5402	N	0	No
Living	2	2700	4363	W	0	No
Living	2	2700	1080	S	0	No
Bath	2	2700	1571	W	0	No
Bath	2	2700	2530	S	0	No

Internal wall *type*

Wall ID	Wall type	Area (m²)	Bulk insulation
1	FR5 - Internal Plasterboard Stud Wall	11.7	
2	FR5 - Internal Plasterboard Stud Wall	11	Cellulose fibre (loose fill): R2.0 (R2.0)

Floor *type*

Location	Construction	Area (m²)	Sub-floor ventilation	Added insulation (R-value)	Covering
Bed	FR5 - 200mm concrete slab	12.4	Elevated	R2.0	Carpet
Living	FR5 - 200mm concrete slab	23.4	Elevated	R2.0	Timber
Bath	FR5 - 200mm concrete slab	4	Elevated	R2.0	Tiles

Ceiling *type*

Location	Construction material/type	Bulk insulation R-value (may include edge batt values)	Reflective wrap*
No Data Available			

* Refer to glossary.

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Ceiling *penetrations**

Location	Quantity	Type	Diameter (mm)	Sealed/unsealed
Bed	2	Downlights	100	Sealed
Living	1	Exhaust Fans	250	Sealed
Living	8	Downlights	100	Sealed
Bath	1	Exhaust Fans	200	Sealed
Bath	2	Downlights	100	Sealed

Ceiling *fans*

Location	Quantity	Diameter (mm)
No Data Available		

Roof *type*

Construction	Added insulation (R-value)	Solar absorptance	Roof shade
Slab:Slab - Suspended Slab : 200mm: 200mm Suspended Slab	0.0	0.5	Medium

Explanatory Notes

About this report

A residential energy rating is a comprehensive, dynamic computer modelling evaluation of a home, using the floorplans, elevations and specifications to estimate an energy load. It addresses the building layout, orientation and fabric (i.e. walls, windows, floors, roofs and ceilings), but does not cover the water or energy use of appliances or energy production of solar panels.

Ratings are based on a unique climate zone where the home is located and are generated using standard assumptions, including occupancy patterns and thermostat settings. The actual energy consumption of a home may vary significantly from the predicted energy load, as the assumptions used in the rating will not match actual usage patterns. For example, the number of occupants and personal heating or cooling preferences will vary.

While the figures are an indicative guide to energy use, they can be used as a reliable guide for comparing different dwelling designs and to demonstrate that the design meets the energy efficiency requirements in the National Construction Code. Homes that are energy efficient use less energy, are warmer on cool days, cooler on hot days and cost less to run. The higher the star rating the more thermally efficient the dwelling is.

Raters

Raters (non-accredited assessors) may not have completed a recognised software training course, do not have quality assurance checks conducted through NatHERS processes, do not have any ongoing training requirements **and are not supported or recognised under NatHERS.**

Any questions or concerns about this report should be directed to the rater in the first instance. If the rater is unable to address these questions or concerns, the state or territory building code authority should be contacted.

Disclaimer

The format of the energy rating report was developed by the NatHERS Administrator. However the content of each individual rating report is entered and created by the rater. It is the responsibility of the rater who prepared this rating report to use NatHERS accredited software correctly and follow the NatHERS Technical Notes to produce the rating report.

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Nationwide House Energy Rating Scheme (NatHERS) is an initiative of the Australian, state and territory governments. For more details see www.nathers.gov.au.

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Information presented in this report relies on a range of standard assumptions (both embedded in NatHERS accredited software and made by the rater who prepared this report), including assumptions about occupancy, indoor air temperature and local climate.

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Glossary

Annual energy load	the predicted amount of energy required for heating and cooling, based on standard occupancy assumptions.
Assessed floor area	the floor area modelled in the software for the purpose of the NatHERS assessment. Note, this may not be consistent with the floor area in the design documents.
Ceiling penetrations	features that require a penetration to the ceiling, including downlights, vents, exhaust fans, rangehoods, chimneys and flues. Excludes fixtures attached to the ceiling with small holes through the ceiling for wiring, e.g. ceiling fans; pendant lights, and heating and cooling ducts.
Conditioned	a zone within a dwelling that is expected to require heating and cooling based on standard occupancy assumptions. In some circumstances it will include garages.
Custom windows	windows listed in NatHERS software that are available on the market in Australia and have a WERS (Window Energy Rating Scheme) rating.
Default windows	windows that are representative of a specific type of window product and whose properties have been derived by statistical methods.
Entrance door	these signify ventilation benefits in the modelling software and must not be modelled as a door when opening to a minimally ventilated corridor in a Class 2 building.
Exposure category - exposed	terrain with no obstructions e.g. flat grazing land, ocean-frontage, desert, exposed high-rise unit (usually above 10 floors).
Exposure category - open	terrain with few obstructions at a similar height e.g. grasslands with few well scattered obstructions below 10m, farmland with scattered sheds, lightly vegetated bush blocks, elevated units (e.g. above 3 floors).
Exposure category - suburban	terrain with numerous, closely spaced obstructions below 10m e.g. suburban housing, heavily vegetated bushland areas.
Exposure category - protected	terrain with numerous, closely spaced obstructions over 10 m e.g. city and industrial areas.
Horizontal shading feature	provides shading to the building in the horizontal plane, e.g. eaves, verandahs, pergolas, carports, or overhangs or balconies from upper levels.
National Construction Code (NCC) Class	the NCC groups buildings by their function and use, and assigns a classification code. NatHERS software models NCC Class 1, 2 or 4 buildings and attached Class 10a buildings. Definitions can be found at www.abcb.gov.au.
Opening Percentage	the openability percentage or operable (moveable) area of doors or windows that is used in ventilation calculations.
Provisional value	an assumed value that does not represent an actual value. For example, if the wall colour is unspecified in the documentation, a provisional value of 'medium' must be modelled. Acceptable provisional values are outlined in the NatHERS Technical Note and can be found at www.nathers.gov.au
Reflective wrap (also known as foil)	can be applied to walls, roofs and ceilings. When combined with an appropriate airgap and emissivity value, it provides insulative properties.
Roof window	for NatHERS this is typically an operable window (i.e. can be opened), will have a plaster or similar light well if there is an attic space, and generally does not have a diffuser.
Shading device	a device fixed to windows that provides shading e.g. window awnings or screens but excludes eaves.
Shading features	includes neighbouring buildings, fences, and wing walls, but excludes eaves.
Solar heat gain coefficient (SHGC)	the fraction of incident solar radiation admitted through a window, both directly transmitted as well as absorbed and subsequently released inward. SHGC is expressed as a number between 0 and 1. The lower a window's SHGC, the less solar heat it transmits.
Skylight (also known as roof lights)	for NatHERS this is typically a moulded unit with flexible reflective tubing (light well) and a diffuser at ceiling level.
U-value	the rate of heat transfer through a window. The lower the U-value, the better the insulating ability.
Unconditioned	a zone within a dwelling that is assumed to not require heating and cooling based on standard occupancy assumptions.

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Vertical shading features	provides shading to the building in the vertical plane and can be parallel or perpendicular to the subject wall/window. Includes privacy screens, other walls in the building (wing walls), fences, other buildings, vegetation (protected or listed heritage trees).

PREVIEW PREVIEW PREVIEW PREVIEW

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Residential Energy Rating — Non-Accredited ZIOGI4LCVO

This rating report has been completed by a **rater (non-accredited assessor)***. For more details see the NatHERS House Energy Rating Scheme (NatHERS) website www.nathers.gov.au.

About the rating NatHERS software models expected thermal energy loads using information on design and construction, climate and common patterns of household use. The software does not take into account appliances apart from the airflow impacts from ceiling fans.

Star rating 5.9

Annual thermal performance

Total 116 MJ/m², **Heating** 92.8 MJ/m², **Cooling** 23.2 MJ/m²

Property

Address 1-9 Doonside St, Richmond, VIC, 3121
Lot/DP number -
NCC Class Class 2
Type New Home

Verification

To verify this certificate, scan the QR code or visit When using either link, ensure you are visiting www.FR5.com.au.

Plans

Main plan -
Prepared by -

Construction and environment

Assessed floor area (m²)* **Exposure type**
Conditioned* 66 exposed
Unconditioned* 4.3 **NatHERS climate zone**
Total 70.3 21 Melbourne RO
Garage -

Rater*

Name -
Business name Norman Disney & Young
Email -
Phone 0413157483
Declaration of interest Declaration not completed

National Construction Code (NCC) requirements

The NCC's requirements for NatHERS-rated houses are detailed in 3.12.0(a)(i) and 3.12.5 of the NCC Volume Two. For apartments the requirements are detailed in J0.2 and J5 to J8 of the NCC Volume One.

In NCC 2019, these requirements include minimum star ratings and separate heating and cooling load limits that need to be met by buildings and apartments through the NatHERS assessment. Requirements additional to the NatHERS assessment that must also be satisfied include, but are not limited to: insulation installation methods, thermal breaks, building sealing, water heating and pumping, and artificial lighting requirements. The NCC and NatHERS Heating and Cooling Load Limits (Australian Building Codes Board Standard) are available at www.abcb.gov.au.

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Rating report check

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Ceiling penetrations*

Does the 'number' and 'type' of ceiling penetrations (e.g. downlights, exhaust fans, etc) shown on the stamped plans or installed, match what is shown in this rating report?

Windows

Does the installed window meet the substitution tolerances (SHGC and U-value) and window type, of the window shown on this rating report? Substituted values must be based on the Australian Fenestration Rating Council (AFRC) protocol.

Apartment entrance doors

Does the 'External Door Schedule' show apartment entrance doors? Please note that an 'external door' between the modelled dwelling and a shared space, such as an enclosed corridor or foyer, should not be included in the assessment (because it overstates the possible ventilation) and would invalidate the rating report.

Exposure*

Has the appropriate exposure level (terrain) been applied? For example, it is unlikely that a ground-floor apartment is 'exposed' or a top floor high-rise apartment is 'protected'.

Provisional* values

Have provisional values been used in the assessment and, if so, noted in 'additional notes' below?

Additional Notes

Window and glazed door *type and performance*

Default* windows					
Window ID	**Window Description**	**Maximum U-value***	**SHGC***	**Substitution tolerance ranges**	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* windows					
Window ID	**Window Description**	**Maximum U-value***	**SHGC***	**Substitution tolerance ranges**	
				SHGC lower limit	SHGC upper limit
CAP-116-15 B	Capral Futureline 54W Awning Window DG 6SolT-12Ar-6	2.88	0.29	0.28	0.3
CAP-057-92 A	Capral 900 Sliding Door DG 6mmPH0860Clr-12Ar-638	2.9	0.27	0.26	0.28

* Refer to glossary.

Nationwide House Energy Rating Scheme (NatHERS) is an initiative of the Australian, state and territory governments. For more details see www.nathers.gov.au.

Window and glazed door *Schedule*

Location	Window ID	Window no.	Height (mm)	Width (mm)	Window type	Opening %	Orientation	Window shading device*
Living	CAP-116-15 B	Opening 13	1900	1354	awning	60.0	W	No
Living	CAP-116-15 B	Opening 12	1900	1434	awning	60.0	W	No
Living	CAP-116-15 B	Opening 11	1900	1605	awning	60.0	WSW	No
Living	CAP-116-15 B	Opening 10	1900	957	awning	60.0	SW	No
Living	CAP-116-15 B	Opening 9	1900	1202	awning	60.0	SW	No
Living	CAP-116-15 B	Opening 8	1900	887	awning	60.0	SSW	No
Living	CAP-116-15 B	Opening 7	1900	1178	awning	60.0	SSW	No
Living	CAP-057-92 A	Opening 15	1900	1521	sliding	30.0	E	No
Bed 2	CAP-116-15 B	Opening 16	1900	2664	awning	60.0	S	No
Master	CAP-116-15 B	Opening 14	2150	2648	awning	60.0	W	No

Roof window *type and performance value*

Default* roof windows					
Window ID	Window Description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* roof windows					
Window ID	Window Description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Roof window *schedule*

Location	Window ID	Window no.	Opening %	Area (m²)	Orientation	Outdoor shade	Indoor shade
No Data Available							

Skylight *type and performance*

Skylight ID	Skylight description
No Data Available	

Skylight *schedule*

* Refer to glossary.

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Location	Skylight ID	Skylight No.	Skylight shaft length (mm)	Area (m²)	Orient-ation	Outdoor shade	Diffuser	Skylight shaft reflectance
No Data Available								

External door *schedule*

Location	Height (mm)	Width (mm)	Opening %	Orientation
No Data Available				

External wall *type*

Wall ID	Wall type	Solar absorptance	Wall shade (colour)	Bulk insulation (R-value)	Reflective wall wrap*
1	FR5 - Internal Plasterboard Stud Wall	0.5	Medium	Cellulose fibre (loose fill): R2.0 (R2.0)	No
2	FR5 - Metal Clad Framed	0.5	Medium	Cellulose fibre (loose fill): R2.5 (R2.5)	No
3	FR5 - Metal Clad Framed	0.5	Medium		No

External wall *schedule*

Location	Wall ID	Height (mm)	Width (mm)	Orientation	Horizontal shading feature* maximum projection (mm)	Vertical shading feature (yes/no)
Living	1	2700	1073	E	0	No
Living	2	2700	1585	W	0	Yes
Living	2	2700	1564	W	0	Yes
Living	2	2700	1823	WSW	0	Yes
Living	2	2700	1166	SW	0	No
Living	2	2700	1458	SW	0	No
Living	2	2700	1137	SSW	0	No
Living	2	2700	1467	SSW	0	No
Living	2	2700	1680	E	3836	Yes
Living	3	2700	236	N	0	Yes
Living	3	2700	271	E	0	Yes
Living	2	2700	1002	S	0	Yes
Bed 2	1	2700	1783	N	0	No
Bed 2	2	2700	2934	S	2169	Yes
Bed 2	1	2700	3506	E	0	No
Master	2	2700	2874	W	0	Yes
Master	1	2700	2088	N	0	No
Master	2	2700	2546	N	0	No
Ensuite	1	2700	180	E	0	No
Ensuite	1	2700	1573	N	0	No

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Bath	1	2700	2708	E	0	No
Bath	1	2700	1580	N	0	No

Internal wall *type*

Wall ID	Wall type	Area (m²)	Bulk insulation
1	FR5 - Internal Plasterboard Stud Wall	32.4	
2	FR5 - Internal Plasterboard Stud Wall	15.2	Cellulose fibre (loose fill): R2.0 (R2.0)

Floor *type*

Location	Construction	Area (m²)	Sub-floor ventilation	Added insulation (R-value)	Covering
Living	FR5 - 200mm concrete slab	39.3	Enclosed	R0.0	Timber
Bed 2	FR5 - 200mm concrete slab	10.4	Enclosed	R0.0	Carpet
Master	FR5 - 200mm concrete slab	12.4	Enclosed	R0.0	Carpet
Ensuite	FR5 - 200mm concrete slab	3.8	Enclosed	R0.0	Tiles
Bath	FR5 - 200mm concrete slab	4.3	Enclosed	R0.0	Tiles

Ceiling *type*

Location	Construction material/type	Bulk insulation R-value (may include edge batt values)	Reflective wrap*
Living	Plasterboard	R3.5	No
Bed 2	Plasterboard	R3.5	No
Master	Plasterboard	R3.5	No
Ensuite	Plasterboard	R3.5	No
Bath	Plasterboard	R3.5	No

Ceiling *penetrations**

Location	Quantity	Type	Diameter (mm)	Sealed/unsealed
Living	1	Exhaust Fans	250	Sealed
Living	14	Downlights	100	Sealed
Bed 2	2	Downlights	100	Sealed
Master	2	Downlights	100	Sealed
Ensuite	1	Exhaust Fans	200	Sealed
Ensuite	2	Downlights	100	Sealed
Bath	1	Exhaust Fans	200	Sealed
Bath	2	Downlights	100	Sealed

Ceiling *fans*

Location	Quantity	Diameter (mm)

* Refer to glossary.

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No Data Available

Roof *type*

Construction	Added insulation (R-value)	Solar absorptance	Roof shade
Slab:Slab - Suspended Slab : 200mm: 200mm Suspended Slab	0.0	0.5	Medium

Explanatory Notes

About this report

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Entrance door	these signify ventilation benefits in the modelling software and must not be modelled as a door when opening to a minimally ventilated corridor in a Class 2 building.
Exposure category - exposed	terrain with no obstructions e.g. flat grazing land, ocean-frontage, desert, exposed high-rise unit (usually above 10 floors).
Exposure category - open	terrain with few obstructions at a similar height e.g. grasslands with few well scattered obstructions below 10m, farmland with scattered sheds, lightly vegetated bush blocks, elevated units (e.g. above 3 floors).
Exposure category - suburban	terrain with numerous, closely spaced obstructions below 10m e.g. suburban housing, heavily vegetated bushland areas.
Exposure category - protected	terrain with numerous, closely spaced obstructions over 10 m e.g. city and industrial areas.
Horizontal shading feature	provides shading to the building in the horizontal plane, e.g. eaves, verandahs, pergolas, carports, or overhangs or balconies from upper levels.
National Construction Code (NCC) Class	the NCC groups buildings by their function and use, and assigns a classification code. NatHERS software models NCC Class 1, 2 or 4 buildings and attached Class 10a buildings. Definitions can be found at www.abcb.gov.au.
Opening Percentage	the openability percentage or operable (moveable) area of doors or windows that is used in ventilation calculations.
Provisional value	an assumed value that does not represent an actual value. For example, if the wall colour is unspecified in the documentation, a provisional value of 'medium' must be modelled. Acceptable provisional values are outlined in the NatHERS Technical Note and can be found at www.nathers.gov.au
Reflective wrap (also known as foil)	can be applied to walls, roofs and ceilings. When combined with an appropriate airgap and emissivity value, it provides insulative properties.
Roof window	for NatHERS this is typically an operable window (i.e. can be opened), will have a plaster or similar light well if there is an attic space, and generally does not have a diffuser.
Shading device	a device fixed to windows that provides shading e.g. window awnings or screens but excludes eaves.
Shading features	includes neighbouring buildings, fences, and wing walls, but excludes eaves.
Solar heat gain coefficient (SHGC)	the fraction of incident solar radiation admitted through a window, both directly transmitted as well as absorbed and subsequently released inward. SHGC is expressed as a number between 0 and 1. The lower a window's SHGC, the less solar heat it transmits.
Skylight (also known as roof lights)	for NatHERS this is typically a moulded unit with flexible reflective tubing (light well) and a diffuser at ceiling level.
U-value	the rate of heat transfer through a window. The lower the U-value, the better the insulating ability.
Unconditioned	a zone within a dwelling that is assumed to not require heating and cooling based on standard occupancy assumptions.
Vertical shading features	provides shading to the building in the vertical plane and can be parallel or perpendicular to the subject wall/window. Includes privacy screens, other walls in the building (wing walls), fences, other buildings, vegetation (protected or listed heritage trees).

* Refer to glossary.

Nationwide House Energy Rating Scheme (NatHERS) is an initiative of the Australian, state and territory governments. For more details see www.nathers.gov.au.

Residential Energy Rating — Non-Accredited HT6777EM8K

This rating report has been completed by a **rater (non-accredited assessor)***. For more details see the NatHERS House Energy Rating Scheme (NatHERS) website www.nathers.gov.au.

About the rating NatHERS software models expected thermal energy loads using information on design and construction, climate and common patterns of household use. The software does not take into account appliances apart from the airflow impacts from ceiling fans.

Star rating 5.9

Annual thermal performance

Total 116 MJ/m², **Heating** 107.5 MJ/m², **Cooling** 8.5 MJ/m²

Property

Address 1-9 Doonside St, Richmond, VIC, 3121
Lot/DP number -
NCC Class Class 2
Type New Home

Verification

To verify this certificate, scan the QR code or visit When using either link, ensure you are visiting www.FR5.com.au.

Plans

Main plan -
Prepared by -

Construction and environment

Assessed floor area (m²)* **Exposure type**
Conditioned* 81.2 open
Unconditioned* 4.5 **NatHERS climate zone**
Total 85.7 21 Melbourne RO
Garage -

Rater*

Name -
Business name Norman Disney & Young
Email -
Phone 0413157483
Declaration of interest Declaration not completed

National Construction Code (NCC) requirements

The NCC's requirements for NatHERS-rated houses are detailed in 3.12.0(a)(i) and 3.12.5 of the NCC Volume Two. For apartments the requirements are detailed in J0.2 and J5 to J8 of the NCC Volume One.

In NCC 2019, these requirements include minimum star ratings and separate heating and cooling load limits that need to be met by buildings and apartments through the NatHERS assessment. Requirements additional to the NatHERS assessment that must also be satisfied include, but are not limited to: insulation installation methods, thermal breaks, building sealing, water heating and pumping, and artificial lighting requirements. The NCC and NatHERS Heating and Cooling Load Limits (Australian Building Codes Board Standard) are available at www.abcb.gov.au.

State and territory variations and additions to the NCC may also apply.

*Raters (non-accredited assessors) are not required to have any formal qualifications, insurance, ongoing professional development or quality assurance checks on their ratings. This is distinct from NatHERS accredited assessors who are required to have qualifications, ongoing professional development and have quality assurance checks on their ratings.

* Refer to glossary.

Nationwide House Energy Rating Scheme (NatHERS) is an initiative of the Australian, state and territory governments. For more details see www.nathers.gov.au.

Rating report check

Ensure the dwelling is designed and then built as per the rating report. While you need to check the accuracy of the whole rating report, the following spot check covers some important items impacting the dwelling's rating.

Genuine rating report

Does this rating report match the one available at the web address or QR code in the verification box on the front page? Does the set of stamped plans for the dwelling have a rating report number on the stamp that matches this rating report?

Any questions or concerns about this report should be directed to the rater in the first instance. If the rater is unable to address these questions or concerns, the state or territory building code authority should be contacted.

Ceiling penetrations*

Does the 'number' and 'type' of ceiling penetrations (e.g. downlights, exhaust fans, etc) shown on the stamped plans or installed, match what is shown in this rating report?

Windows

Does the installed window meet the substitution tolerances (SHGC and U-value) and window type, of the window shown on this rating report? Substituted values must be based on the Australian Fenestration Rating Council (AFRC) protocol.

Apartment entrance doors

Does the 'External Door Schedule' show apartment entrance doors? Please note that an 'external door' between the modelled dwelling and a shared space, such as an enclosed corridor or foyer, should not be included in the assessment (because it overstates the possible ventilation) and would invalidate the rating report.

Exposure*

Has the appropriate exposure level (terrain) been applied? For example, it is unlikely that a ground-floor apartment is 'exposed' or a top floor high-rise apartment is 'protected'.

Provisional* values

Have provisional values been used in the assessment and, if so, noted in 'additional notes' below?

Additional Notes

Window and glazed door *type and performance*

Default* windows					
Window ID	**Window Description**	**Maximum U-value***	**SHGC***	**Substitution tolerance ranges**	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* windows					
Window ID	**Window Description**	**Maximum U-value***	**SHGC***	**Substitution tolerance ranges**	
				SHGC lower limit	SHGC upper limit
CAP-057-92 A	Capral 900 Sliding Door DG 6mmPH0860Clr-12Ar-638	2.9	0.27	0.26	0.28
CAP-116-15 B	Capral Futureline 54W Awning Window DG 6SolT-12Ar-6	2.88	0.29	0.28	0.3

* Refer to glossary.

Nationwide House Energy Rating Scheme (NatHERS) is an initiative of the Australian, state and territory governments. For more details see www.nathers.gov.au.

Window and glazed door *Schedule*

Location	Window ID	Window no.	Height (mm)	Width (mm)	Window type	Opening %	Orientation	Window shading device*
Kitchen/Living	CAP-057-92 A	Balcony Sliding Door	2200	3622	sliding	30.0	E	No
Bed Central	CAP-116-15 B	2nd Bed Window	2200	1478	awning	30.0	E	No
Master Bedroom	CAP-116-15 B	Master Operable	2200	1745	awning	30.0	S	No
Master Bedroom	CAP-116-15 B	Master Fixed Lrg	2200	3281	awning	20.0	E	No

Roof window *type and performance value*

Default* roof windows

Window ID	Window Description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Custom* roof windows

Window ID	Window Description	Maximum U-value*	SHGC*	Substitution tolerance ranges	
				SHGC lower limit	SHGC upper limit
No Data Available					

Roof window *schedule*

Location	Window ID	Window no.	Opening %	Area (m²)	Orientation	Outdoor shade	Indoor shade
No Data Available							

Skylight *type and performance*

Skylight ID	Skylight description
No Data Available	

Skylight *schedule*

Location	Skylight ID	Skylight No.	Skylight shaft length (mm)	Area (m²)	Orient-ation	Outdoor shade	Diffuser	Skylight shaft reflectance
No Data Available								

External door *schedule*

* Refer to glossary.

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Location	Height (mm)	Width (mm)	Opening %	Orientation
No Data Available				

External wall *type*

Wall ID	Wall type	Solar absorptance	Wall shade (colour)	Bulk insulation (R-value)	Reflective wall wrap*
1	FR5 - Internal Plasterboard Stud Wall	0.5	Medium	Cellulose fibre (loose fill): R2.0 (R2.0)	No
2	FR5 - Metal Clad Framed	0.5	Medium	Cellulose fibre (loose fill): R2.5 (R2.5)	No
3	FR5 - Internal Plasterboard Stud Wall	0.5	Medium	Cellulose fibre (loose fill): R2.5 (R2.5)	No

External wall *schedule*

Location	Wall ID	Height (mm)	Width (mm)	Orientation	Horizontal shading feature* maximum projection (mm)	Vertical shading feature (yes/no)
Kitchen/Living	1	2700	5447	S	0	No
Kitchen/Living	2	2700	3870	E	1936	Yes
Kitchen/Living	3	2700	4024	W	0	Yes
Bed Central	2	2700	1621	E	1959	Yes
Bathroom	3	2700	2555	W	0	Yes
Bathroom	2	2700	107	S	0	Yes
Bathroom	2	2700	173	N	0	Yes
Ensuite	3	2700	2421	W	0	Yes
Ensuite	2	2700	1979	N	0	Yes
Master Bedroom	2	2700	1992	S	5901	Yes
Master Bedroom	2	2700	3552	E	0	No
Master Bedroom	2	2700	7783	N	0	Yes
Laundry	3	2700	2806	W	0	Yes
Laundry	1	2700	2581	S	0	No
Laundry	1	2700	2805	E	0	No

Internal wall *type*

Wall ID	Wall type	Area (m²)	Bulk insulation
1	FR5 - Internal Plasterboard Stud Wall	38	
2	FR5 - Internal Plasterboard Stud Wall	29.5	Cellulose fibre (loose fill): R2.0 (R2.0)

Floor *type*

Location	Construction	Area (m²)	Sub-floor ventilation	Added insulation (R-value)	Covering

* Refer to glossary.

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Kitchen/Living	FR5 - 200mm concrete slab	36.7	Elevated	R2.0	Timber
Bed Central	FR5 - 200mm concrete slab	12.4	Elevated	R2.0	Carpet
Bathroom	FR5 - 200mm concrete slab	4.5	Elevated	R2.0	Tiles
Ensuite	FR5 - 200mm concrete slab	4.8	Elevated	R2.0	Tiles
Master Bedroom	FR5 - 200mm concrete slab	20.1	Elevated	R2.0	Carpet
Laundry	FR5 - 200mm concrete slab	7.2	Elevated	R2.0	Tiles

Ceiling *type*

Location	Construction material/type	Bulk insulation R-value (may include edge batt values)	Reflective wrap*
No Data Available			

Ceiling *penetrations**

Location	Quantity	Type	Diameter (mm)	Sealed/unsealed
Kitchen/Living	1	Exhaust Fans	250	Sealed
Kitchen/Living	12	Downlights	100	Unsealed
Bed Central	2	Downlights	100	Unsealed
Bathroom	1	Exhaust Fans	200	Sealed
Bathroom	2	Downlights	100	Unsealed
Ensuite	1	Exhaust Fans	200	Sealed
Ensuite	2	Downlights	100	Unsealed
Master Bedroom	2	Downlights	100	Unsealed
Laundry	1	Exhaust Fans	200	Sealed
Laundry	1	Downlights	100	Unsealed

Ceiling *fans*

Location	Quantity	Diameter (mm)
No Data Available		

Roof *type*

Construction	Added insulation (R-value)	Solar absorptance	Roof shade
Slab:Slab - Suspended Slab : 200mm: 200mm Suspended Slab	0.0	0.3	Light

Explanatory Notes

About this report

A residential energy rating is a comprehensive, dynamic computer modelling evaluation of a home, using the floorplans, elevations and specifications to estimate an energy load. It addresses the building layout, orientation and fabric (i.e. walls, windows, floors, roofs and ceilings), but does not cover the water or energy use of appliances or energy production of solar panels.

Ratings are based on a unique climate zone where the home is located and are generated using standard assumptions,

* Refer to glossary.

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including occupancy patterns and thermostat settings. The actual energy consumption of a home may vary significantly from the predicted energy load, as the assumptions used in the rating will not match actual usage patterns. For example, the number of occupants and personal heating or cooling preferences will vary.

While the figures are an indicative guide to energy use, they can be used as a reliable guide for comparing different dwelling designs and to demonstrate that the design meets the energy efficiency requirements in the National Construction Code. Homes that are energy efficient use less energy, are warmer on cool days, cooler on hot days and cost less to run. The higher the star rating the more thermally efficient the dwelling is.

Raters

Raters (non-accredited assessors) may not have completed a recognised software training course, do not have quality assurance checks conducted through NatHERS processes, do not have any ongoing training requirements **and are not supported or recognised under NatHERS.**

Any questions or concerns about this report should be directed to the rater in the first instance. If the rater is unable to address these questions or concerns, the state or territory building code authority should be contacted.

Disclaimer

The format of the energy rating report was developed by the NatHERS Administrator. However the content of each individual rating report is entered and created by the rater. It is the responsibility of the rater who prepared this rating report to use NatHERS accredited software correctly and follow the NatHERS Technical Notes to produce the rating report.

The predicted annual energy load in this rating report is an estimate based on an assessment of the building by the rater. It is not a prediction of actual energy use, but may be used to compare how other buildings are likely to perform when used in a similar way.

Information presented in this report relies on a range of standard assumptions (both embedded in NatHERS accredited software and made by the rater who prepared this report), including assumptions about occupancy, indoor air temperature and local climate.

Not all assumptions that may have been made by the rater while using the NatHERS accredited software tool, are presented in this report. Further details or data files may be available from the rater.

Glossary

Annual energy load	the predicted amount of energy required for heating and cooling, based on standard occupancy assumptions.
Assessed floor area	the floor area modelled in the software for the purpose of the NatHERS assessment. Note, this may not be consistent with the floor area in the design documents.
Ceiling penetrations	features that require a penetration to the ceiling, including downlights, vents, exhaust fans, rangehoods, chimneys and flues. Excludes fixtures attached to the ceiling with small holes through the ceiling for wiring, e.g. ceiling fans; pendant lights, and heating and cooling ducts.
Conditioned	a zone within a dwelling that is expected to require heating and cooling based on standard occupancy assumptions. In some circumstances it will include garages.
Custom windows	windows listed in NatHERS software that are available on the market in Australia and have a WERS (Window Energy Rating Scheme) rating.
Default windows	windows that are representative of a specific type of window product and whose properties have been derived by statistical methods.
Entrance door	these signify ventilation benefits in the modelling software and must not be modelled as a door when opening to a minimally ventilated corridor in a Class 2 building.
Exposure category - exposed	terrain with no obstructions e.g. flat grazing land, ocean-frontage, desert, exposed high-rise unit (usually above 10 floors).
Exposure category - open	terrain with few obstructions at a similar height e.g. grasslands with few well scattered obstructions below 10m, farmland with scattered sheds, lightly vegetated bush blocks, elevated units (e.g. above 3 floors).
Exposure category - suburban	terrain with numerous, closely spaced obstructions below 10m e.g. suburban housing, heavily vegetated bushland areas.
Exposure category - protected	terrain with numerous, closely spaced obstructions over 10 m e.g. city and industrial areas.

* Refer to glossary.

Nationwide House Energy Rating Scheme (NatHERS) is an initiative of the Australian, state and territory governments. For more details see www.nathers.gov.au.

Horizontal shading feature	provides shading to the building in the horizontal plane, e.g. eaves, verandahs, pergolas, carports, or overhangs or balconies from upper levels.
National Construction Code (NCC) Class	the NCC groups buildings by their function and use, and assigns a classification code. NatHERS software models NCC Class 1, 2 or 4 buildings and attached Class 10a buildings. Definitions can be found at www.abcb.gov.au.
Opening Percentage	the openability percentage or operable (moveable) area of doors or windows that is used in ventilation calculations.
Provisional value	an assumed value that does not represent an actual value. For example, if the wall colour is unspecified in the documentation, a provisional value of 'medium' must be modelled. Acceptable provisional values are outlined in the NatHERS Technical Note and can be found at www.nathers.gov.au
Reflective wrap (also known as foil)	can be applied to walls, roofs and ceilings. When combined with an appropriate airgap and emissivity value, it provides insulative properties.
Roof window	for NatHERS this is typically an operable window (i.e. can be opened), will have a plaster or similar light well if there is an attic space, and generally does not have a diffuser.
Shading device	a device fixed to windows that provides shading e.g. window awnings or screens but excludes eaves.
Shading features	includes neighbouring buildings, fences, and wing walls, but excludes eaves.
Solar heat gain coefficient (SHGC)	the fraction of incident solar radiation admitted through a window, both directly transmitted as well as absorbed and subsequently released inward. SHGC is expressed as a number between 0 and 1. The lower a window's SHGC, the less solar heat it transmits.
Skylight (also known as roof lights)	for NatHERS this is typically a moulded unit with flexible reflective tubing (light well) and a diffuser at ceiling level.
U-value	the rate of heat transfer through a window. The lower the U-value, the better the insulating ability.
Unconditioned	a zone within a dwelling that is assumed to not require heating and cooling based on standard occupancy assumptions.
Vertical shading features	provides shading to the building in the vertical plane and can be parallel or perpendicular to the subject wall/window. Includes privacy screens, other walls in the building (wing walls), fences, other buildings, vegetation (protected or listed heritage trees).

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APPENDIX D – DAYLIGHT MODELLING REPORT

Scope of Modelling

The purpose of this report is to present the daylight factor assessment results for the Doonside Precinct project in order to demonstrate compliance as set out under the Built Environment Sustainability Scorecard (BESS) tool. Five levels across the six residential towers have been modelled with consideration of internal layout and adjacent buildings. The selected subset of modelled apartments encapsulates the diversity of the residential towers to demonstrate compliance with BESS performance requirements for all apartments.

Benchmark performance for the project is set out under the BESS: Indoor Environment Quality (IEQ) – Daylight Access Living Areas and Bedrooms tool. The daylight factor requirements are as follows:

- 80% of the total number of living rooms achieve a daylight factor greater than 1% to 90% of the floor area of each living area, including kitchens.
- 80% of the total number of bedrooms achieve a daylight factor greater than 0.5% to 90% of the floor area in each room.

Simulation Software and Methodology

The Daylight Factor analysis was performed by FlucsDL using the Radiance calculation engine within the IES-VE software package. The daylight study for this project utilised the CIE overcast/uniform design sky model.

For each modelled space, the walls, windows, floor and ceiling are created to form analysis zones. The steps taken for the study are as follows:

- Build the model and incorporate material properties (walls, ceiling, floor, glazing)
- Add internal partitions (where applicable) and incorporate their material properties
- Build adjacent buildings and other physical obstructions surrounding the building
- Complete daylight factor analysis of base model.

Overshadowing

Overshadowing of the design building has been taken into account. A nearby building or feature must be included in the model where:

- Its height is at least a third of the height of the proposed building design, and
- The angle between the nearest point at the top of that building or feature and the nearest base point of the proposed building is greater than the June 21st (winter solstice) midday altitude of the sun.

Building Envelope & Assumptions

Glazing Systems

The glazing properties are modelled in accordance with the Façade Specification and façade system types as indicated on the architectural elevation drawings. The glazing performance used for external windows is:

- Double glazed, low-e, silver-tinted with a total system Visual Light Transmittance (VLT) of 0.5.

Other Envelope Elements

The following assumptions have been made:

- Transient and unoccupied spaces such as corridors and wardrobes have been excluded from the modelled area
- The reflectance of external buildings and structures is assumed to be 0.4.

Internal Surfaces

FlucsDL defines surface reflectance properties as a function of the specified material colour (the amount of reflected light) and its specularity (the directionality of the reflected light). In order to allow a specific reflectance value to be set, an internal function converts a specified reflectance value to the applicable surface colour. In addition, the quality of the surface finish, e.g. matt or gloss, affects the specularity value (0 representing completely diffuse reflection, and 1 representing completely specular reflection). For the purpose of this simulation, the following reflectance and specularity values have been specified below in Table 13.

Table 13: Internal Surface Reflectance Summary

Surface	Reflectance	Comment
Wall	0.7	Typical for white plasterboard or similar
Floor	0.5	Typical for light coloured tile/floorboards or similar
Ceiling	0.8	Typical for white plasterboard or similar

Modelled building geometry

A screenshot of the building analysis model is included below:

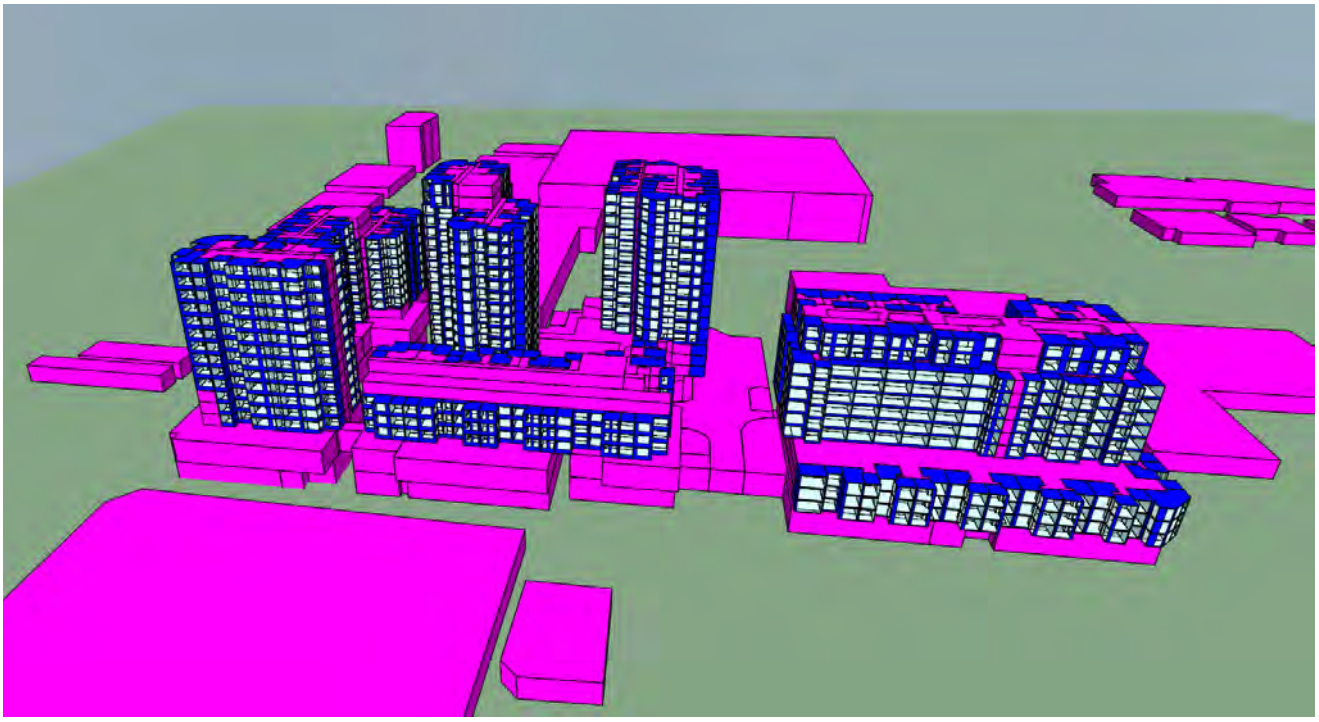


Figure 6: Modelled geometry – Southern Elevation

Results

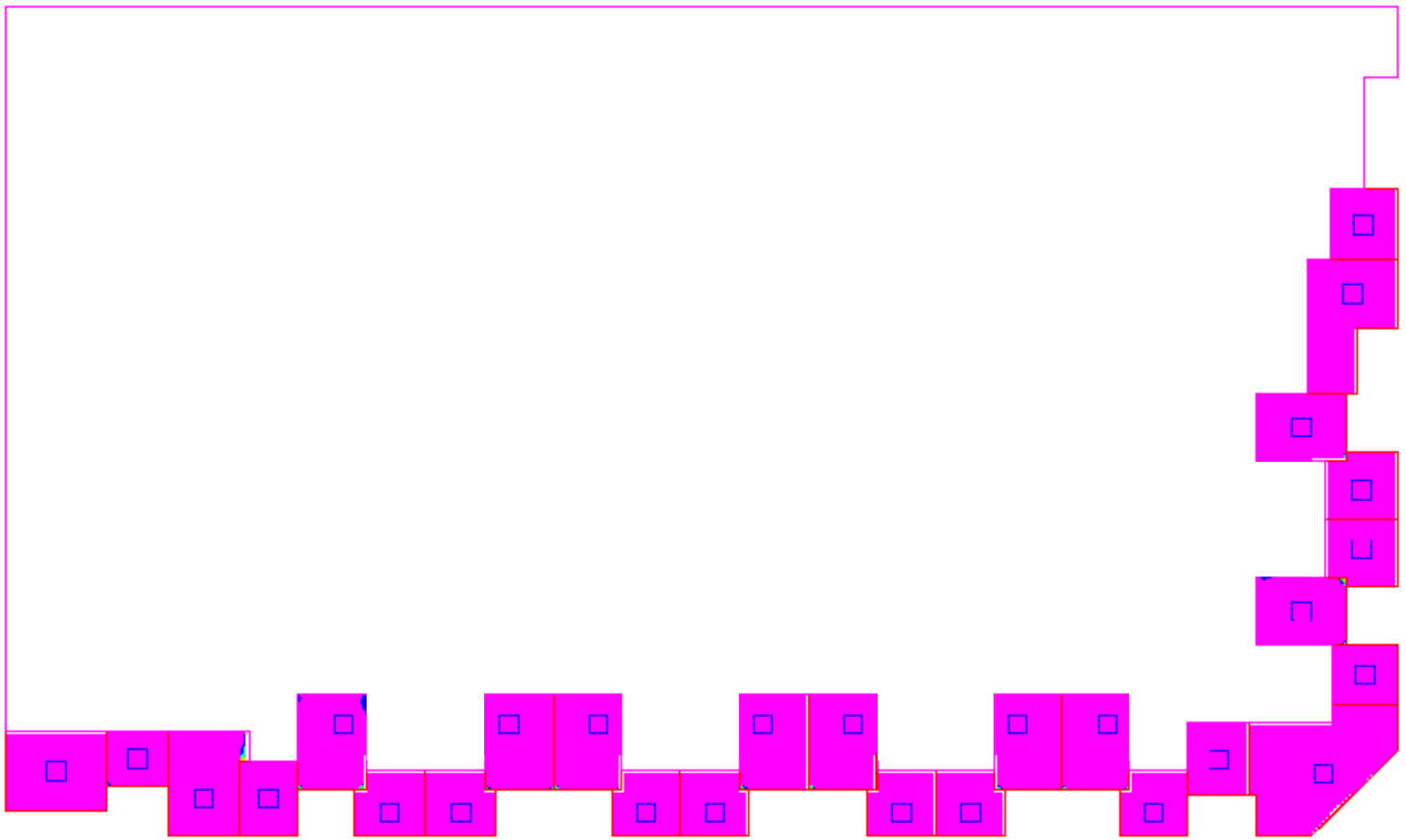
Table 14 summarises the results for the daylight factor assessment and demonstrates compliance with the BESS performance benchmark for kitchen/living areas and bedrooms across the sample set.

Table 14: Summary of Daylight Modelling Results According to BESS Compliance

Level	Proportion of Compliant Kitchen/Living Rooms (%)	Proportion of Compliant Bedrooms (%)
1	100% (13/14)	100% (16/16)
4	70% (63/90)	93% (109/128)
8	82% (55/68)	92% (83/97)
12	97% (31/32)	100% (49/49)
16	100% (8/8)	100% (20/20)
Overall	**80% (170/212)**	**89% (277/310)**

See the following pages for images of level 1, 4, 8, 12 and 16 daylight modelling results:

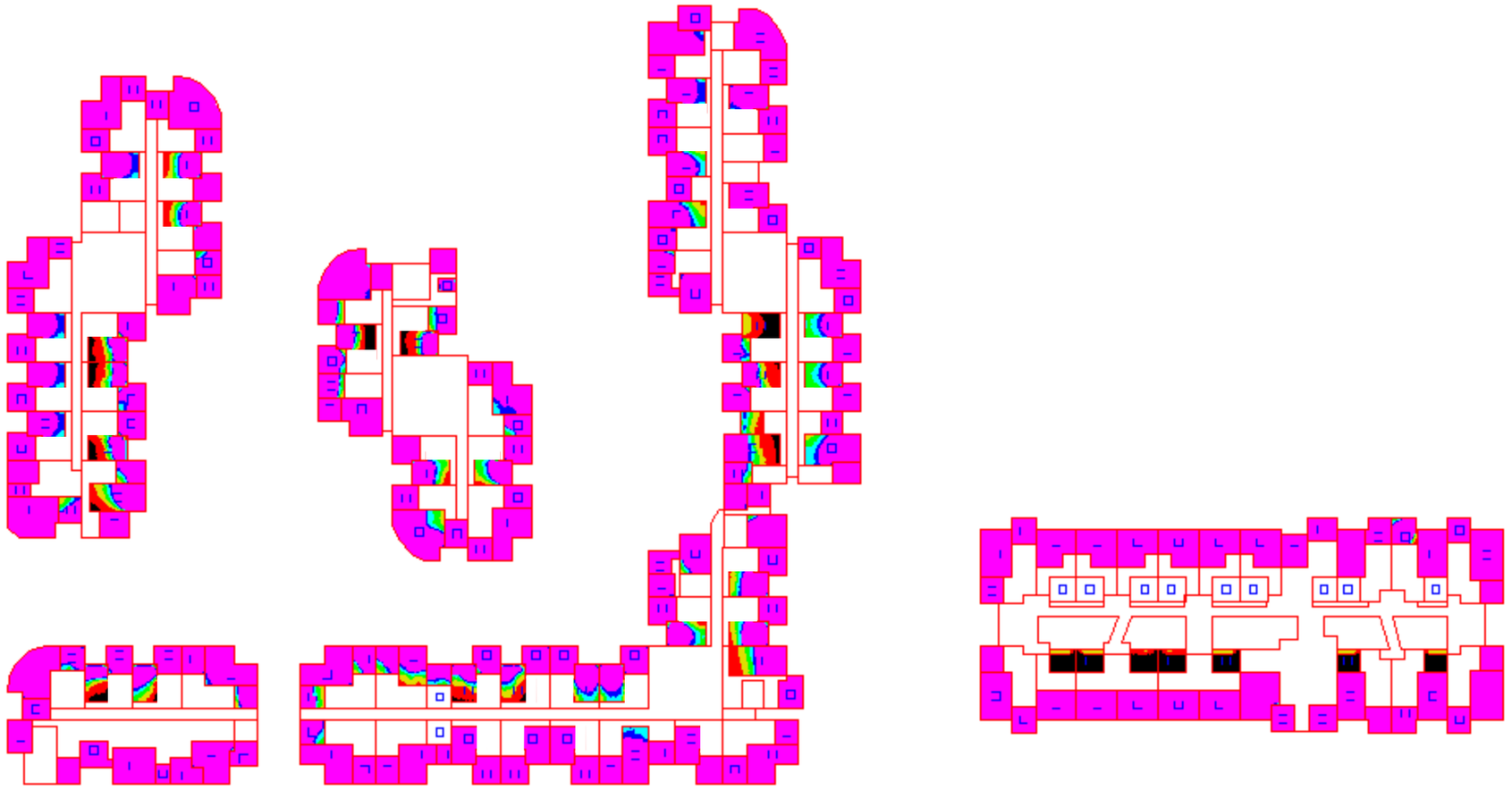
L01

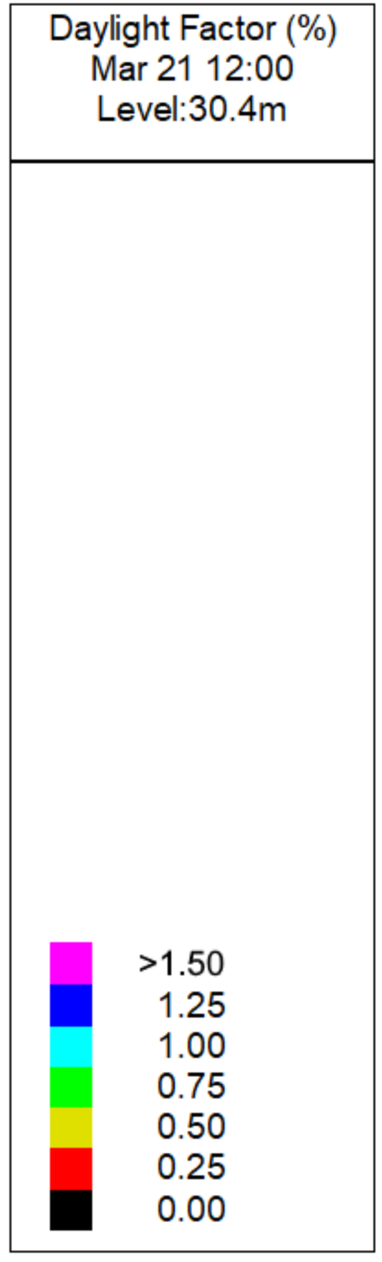


Daylight Factor (%)
Mar 21 12:00
Level:30.4m

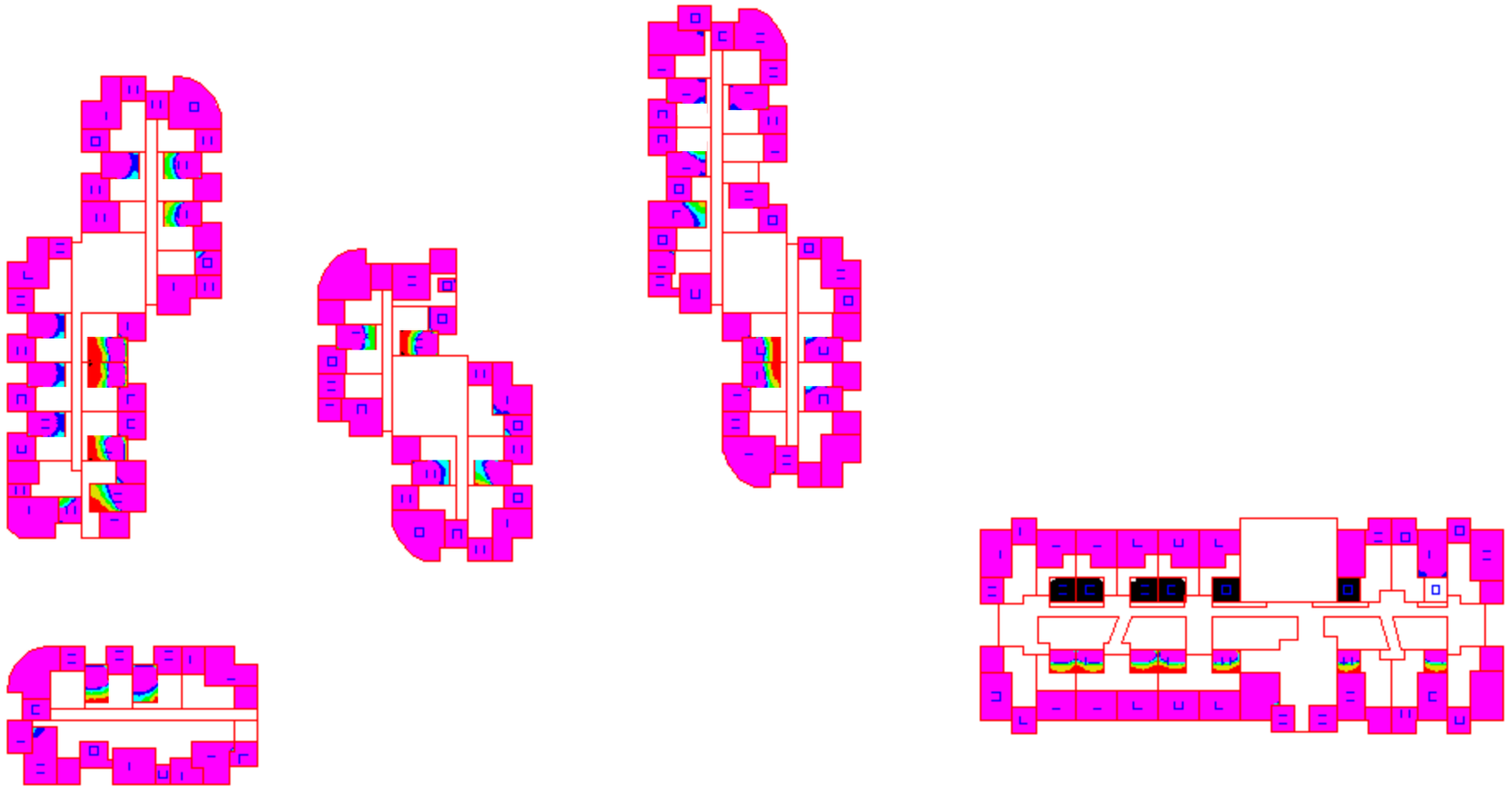
>1.50
1.25
1.00
0.75
0.50
0.25
0.00

L04

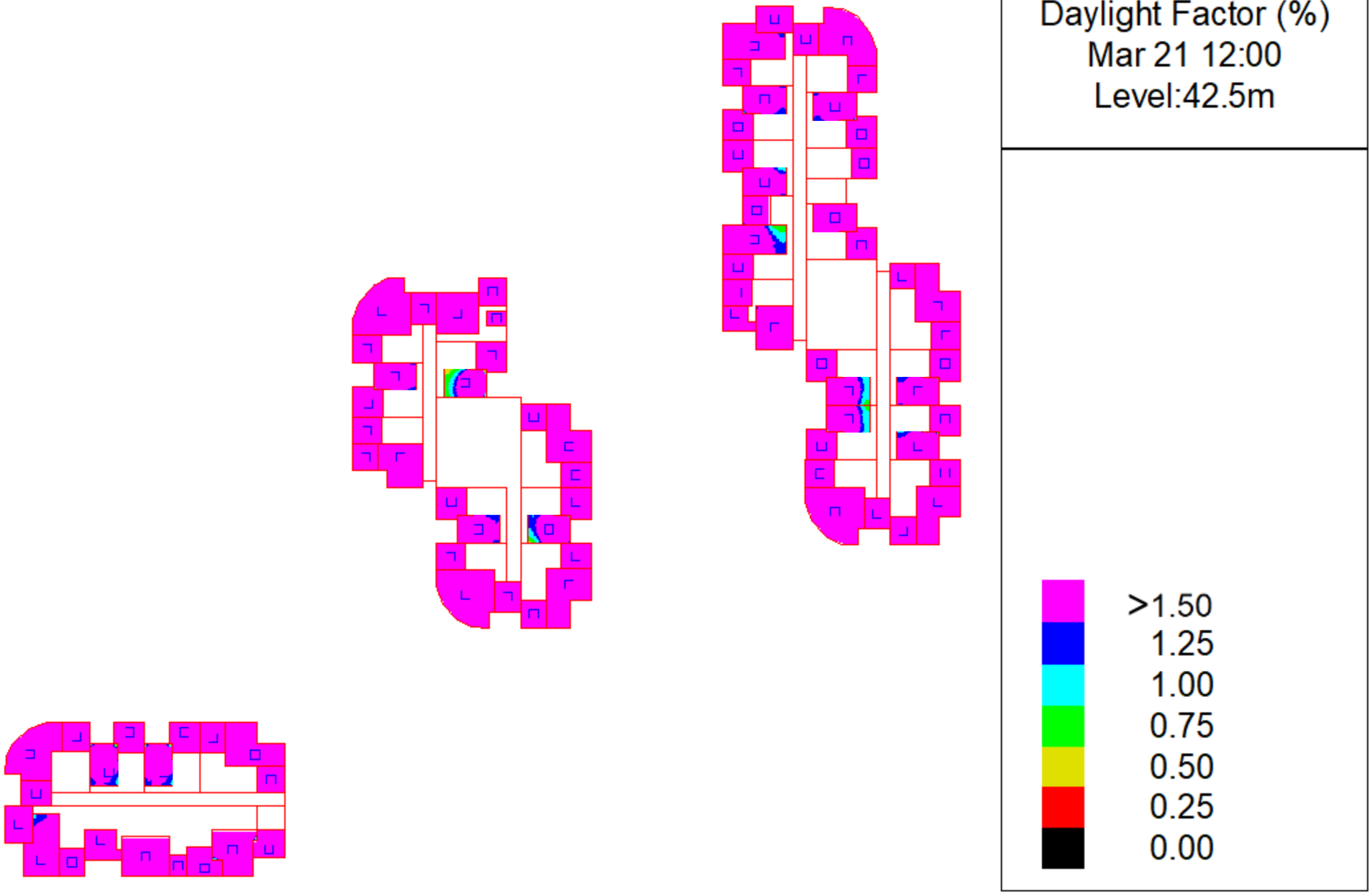



Daylight Factor (%)
Mar 21 12:00
Level:30.4m
>1.50
1.25
1.00
0.75
0.50
0.25
0.00

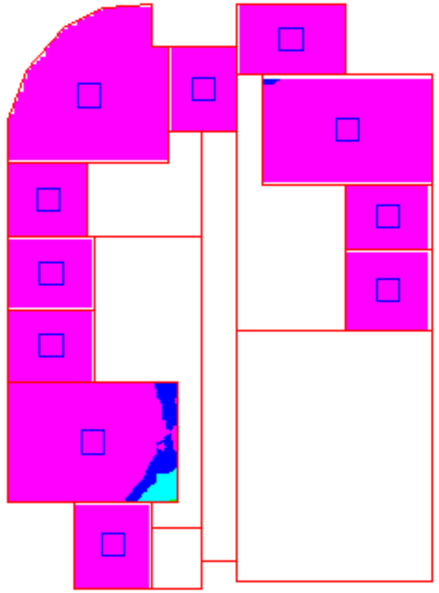
L08

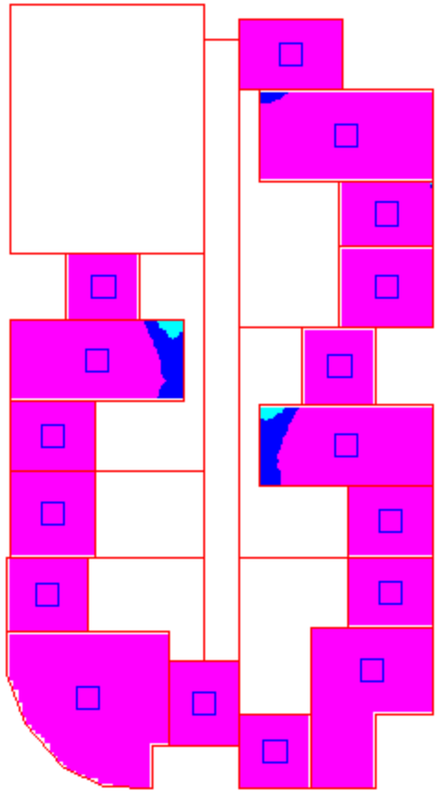

Daylight Factor (%)
Mar 21 12:00
Level:30.4m
>1.50
1.25
1.00
0.75
0.50
0.25
0.00

L12


Daylight Factor (%)
Mar 21 12:00
Level:42.5m
>1.50
1.25
1.00
0.75
0.50
0.25
0.00

L16





Daylight Factor (%)
Mar 21 12:00
Level:54.7m

>1.50
1.25
1.00
0.75
0.50
0.25
0.00

Conclusion

The results from the daylight factor assessment indicate that this development is able to meet the following BESS performance benchmarks for Indoor Environment Quality (IEQ) – Daylight Access Living Areas and Bedrooms:

- 80% of the total number of modelled living rooms achieve a daylight factor greater than 1% to 90% of the floor area of each living area, including kitchens.
- 80% of the total number of modelled bedrooms achieve a daylight factor greater than 0.5% to 90% of the floor area in each room.

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STORMWATER AND SUSTAINABLE DESIGN ASSESSMENT

PLANNING PURPOSES ONLY

FOR

DOONSIDE PRECINCT

Project Reference: 12088 01C

Prepared by:
Bonacci Group Pty. Ltd.

DECEMBER 2020

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STORMWATER AND SUSTAINABLE DESIGN ASSESSMENT – DOONSIDE PRECINCT

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Eros Cavallin
Associated Director

STORMWATER AND SUSTAINABLE DESIGN ASSESSMENT – DOONSIDE PRECINCT

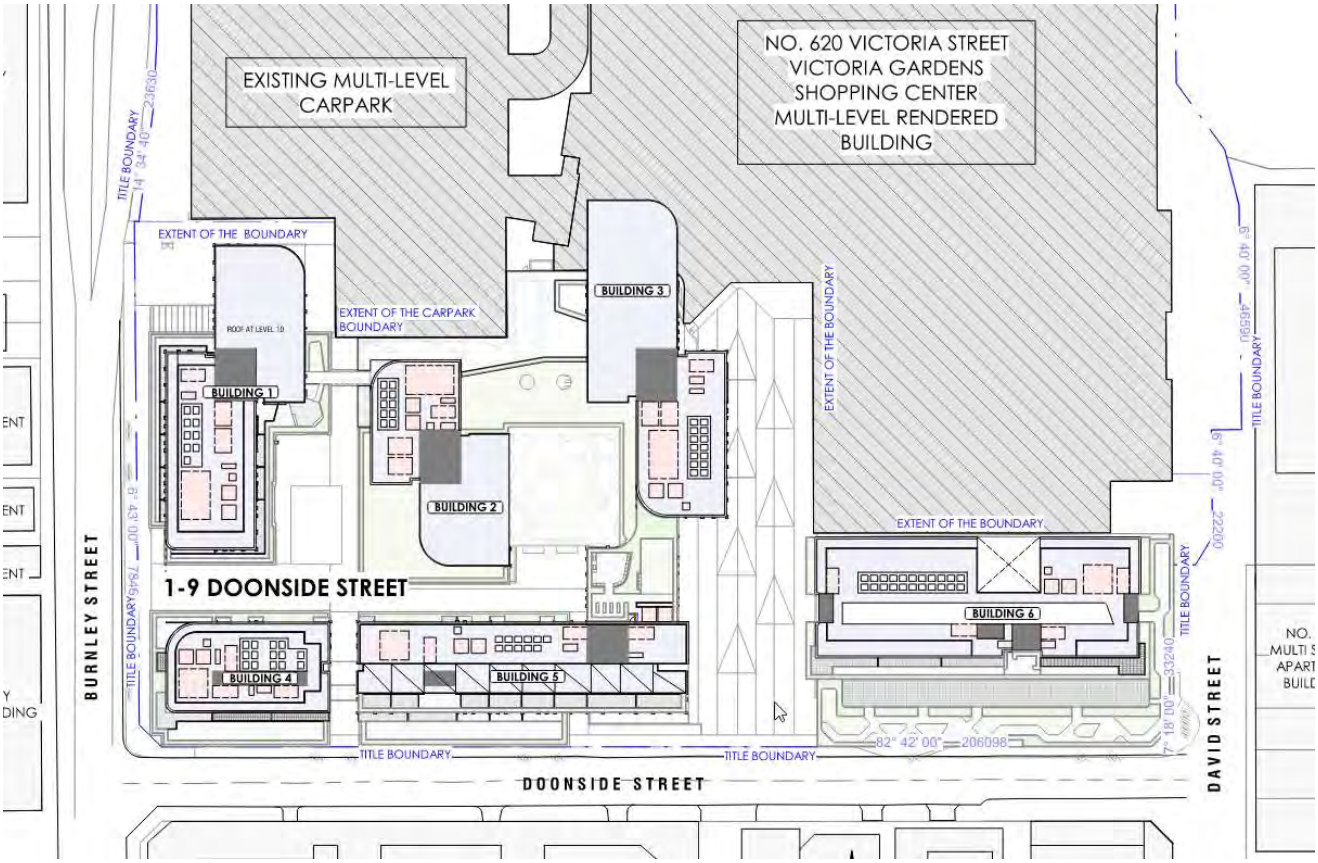
INTRODUCTION

This Stormwater and Sustainable Design Assessment Report has been prepared on behalf of Vicinity Centres in support of a planning application for the redevelopment of the Victoria Gardens Shopping Centre (Doonside Precinct).

This report details the strategy across the redevelopment area to address the general stormwater requirements for the site and adequately responds to the City of Yarra Planning Scheme Local Policy 22.16 (WSUD).

Existing Site Topography

The development site is located within the boundary of the Victoria Gardens Shopping Centre and extending into acquired separate land titles located along Burnley and Doonside Street, extending over an area of approximately 1.71 hectares.



Doonside Precinct

Legal Point of Discharge

Yarra City Council has not provided a formal legal point of discharge for the development as multiple sites exist and a detailed assessment is required of the catchment conditions.

The connection locations are currently a works in progress and will require further consultation with council. The existing council drainage infrastructure servicing the development site includes stormwater pipe networks located along both Burnley and Doonside Street.

Council Engineering will be consulted during the design phase to provide advice on the legal point of discharge. The submission to council will be supported by a concept design of the building hydraulic drainage

which has considered the site constraints and catchment requirements to ensure discharges are in line with existing conditions.

Subject to council approval multiple legal points of discharge will be considered as part of the building drainage discharge.

SITE CONDITIONS

Pre-Development

The existing condition across the subject site predominately consists of impervious areas (roofing and hardstand pavements) and no landscaping areas. The site currently consists of several detached buildings comprising of industrial building and commercial space.

A drainage pipe network located along Burnley Street ranges from 300 – 375 dia and discharges to the south. Whilst Doonside Street includes a drainage network commencing to the east of the ridge line which conveys flows to the east towards David Street. Preliminary council asset plans indicate the drainage along Doonside Street consists of a dual piped system which includes sizes up to 525 dia.

The pre-development catchment conditions include discharge to the Burnley Street infrastructure for existing property titles located at No. 53, 61-63, 65, 67 and 77-79 Burnley Street. The 3 existing titles for properties located at No. 1-9 Doonside Street discharge to the Doonside Street network. Refer Pre-Development Catchment Plan on Appendix A of this report.

An area of catchment within the existing Victorian Gardens Shopping Centre which includes a service roadway, loading dock and localized building drainage is collected and conveyed also to the Doonside Street drainage network.

Post Development Requirements

The post-development conditions will generally maintain the existing catchment areas. As far as is practically feasible, all flows from the development will be conveyed to the nominated legal points of discharge. Ongoing liaison with council will be required throughout the design process to ensure acceptance of proposed stormwater drainage and treatment methods. Refer Appendix B.

The building stormwater drainage network will essentially consist of a suspended pipe system. Flows from the roof areas will be collected and conveyed to a rainwater tank. The extent of roof area directed to the rainwater tank system will be further evaluated during the design phase of the project, by the hydraulic engineer.

To accommodate the basement level of the building, an appropriately designed drainage network will convey sub-surface flows to a drainage wet well. Drainage behind the site retention retaining wall will be via strip drains and a spoon drain at the base to the retaining wall.

A pump well located within the basement will discharge water to the Doonside Street council drainage network via a rising main.

Stormwater detention has currently not been provided and is subject to planning permit and further council advice.

Melbourne Water Flood Report and Overland Flow Paths

Melbourne Water has advised that this site is not subject to flooding. Refer to Appendix C.

Existing survey level information indicates that the Burnley Street road reservation falls in a southern direction towards the Doonside Street intersection. The Doonside Street road reserve includes a ridge line located

STORMWATER AND SUSTAINABLE DESIGN ASSESSMENT – DOONSIDE PRECINCT

approximately 50m to the east of the Burnley Street intersection. A low point exists mid-way between Burnley Street and David Street.

Based on the survey information made available, it is unclear at this stage whether overland flows conveyed along Burnley Street enter the Doonside Street road reservation when rainfall events exceed the capacity of the inground drainage network.

Overflows from the roof drainage collection tank will be directed via suspended drainage, by a diversion valve, to the site's legal point of discharge, either in Burnley Street or Doonside Street. Contributing catchments and proposed discharge rates will be assessed as part of the building hydraulic design.

WSUD POLICY MEASURES

The WSUD initiatives for the site will ensure compliance as outlined in the Yarra City Council's Sustainable Design Assessment Clause 22.16-2.

Table 1 below indicates the objectives for Yarra City Council WSUD Stormwater Quality Targets.

Water Quality Parameters	% Reduction
Total Suspended Solids (TSS)	80
Total Phosphorus (TP)	45
Total Nitrogen (TN)	45
Gross Pollutants (Litter)	70

Table 1 – Yarra City Council WSUD Stormwater Quality Targets

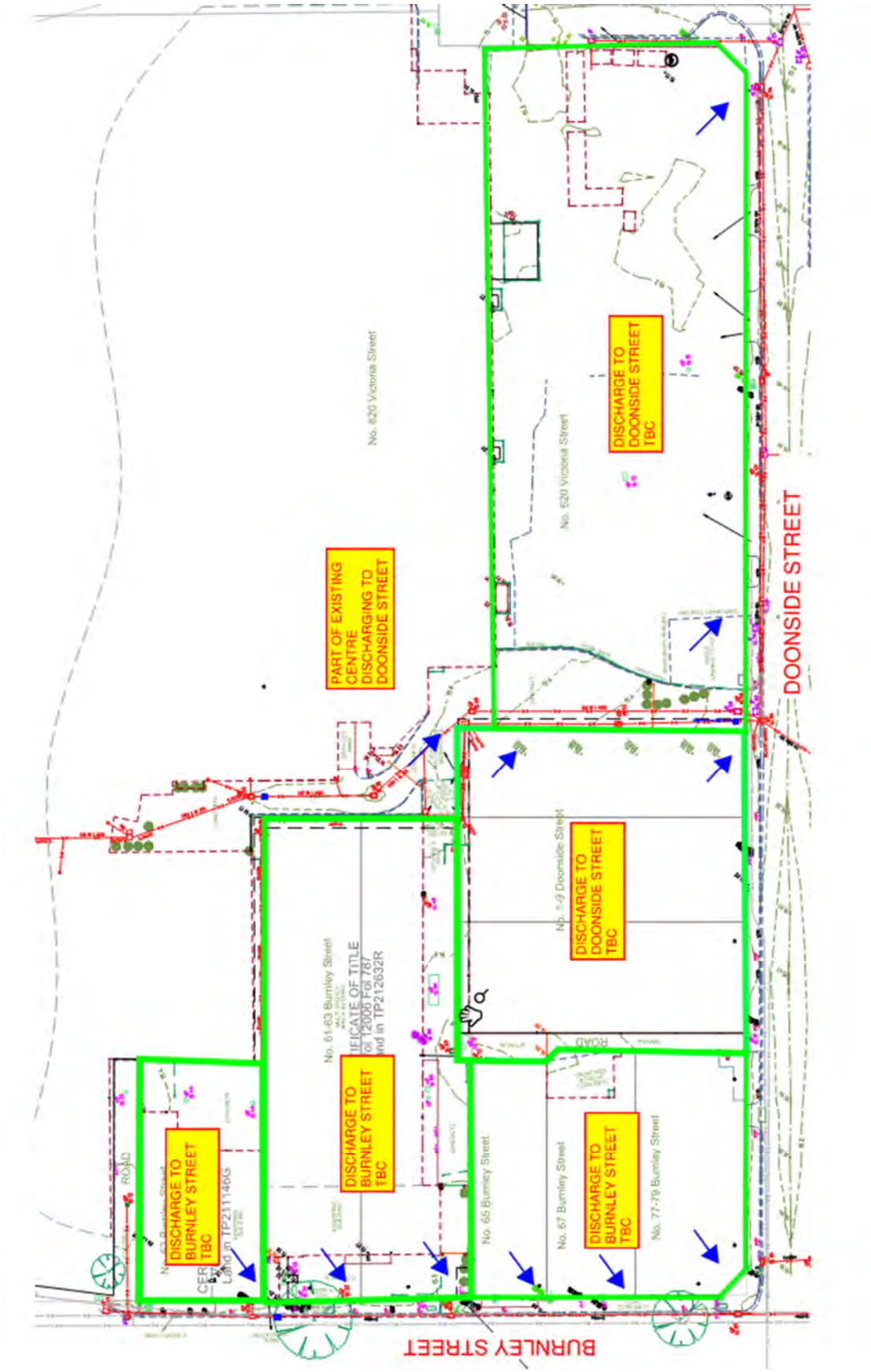
Details to be addressed as part of the Planning Condition requirements for the project will include a supporting analysis of the development and catchment. The design and analysis will address rainwater harvesting opportunities from the building and incorporate a hydraulic drainage network which collects runoff from the roof which will be diverted to rainwater harvesting tanks.

Reuse opportunities to be considered as part of the hydraulic design will include toilet flushing and irrigation. Additional treatment measures for pedestrian zones may also include rain gardens and proprietary water treatment units.

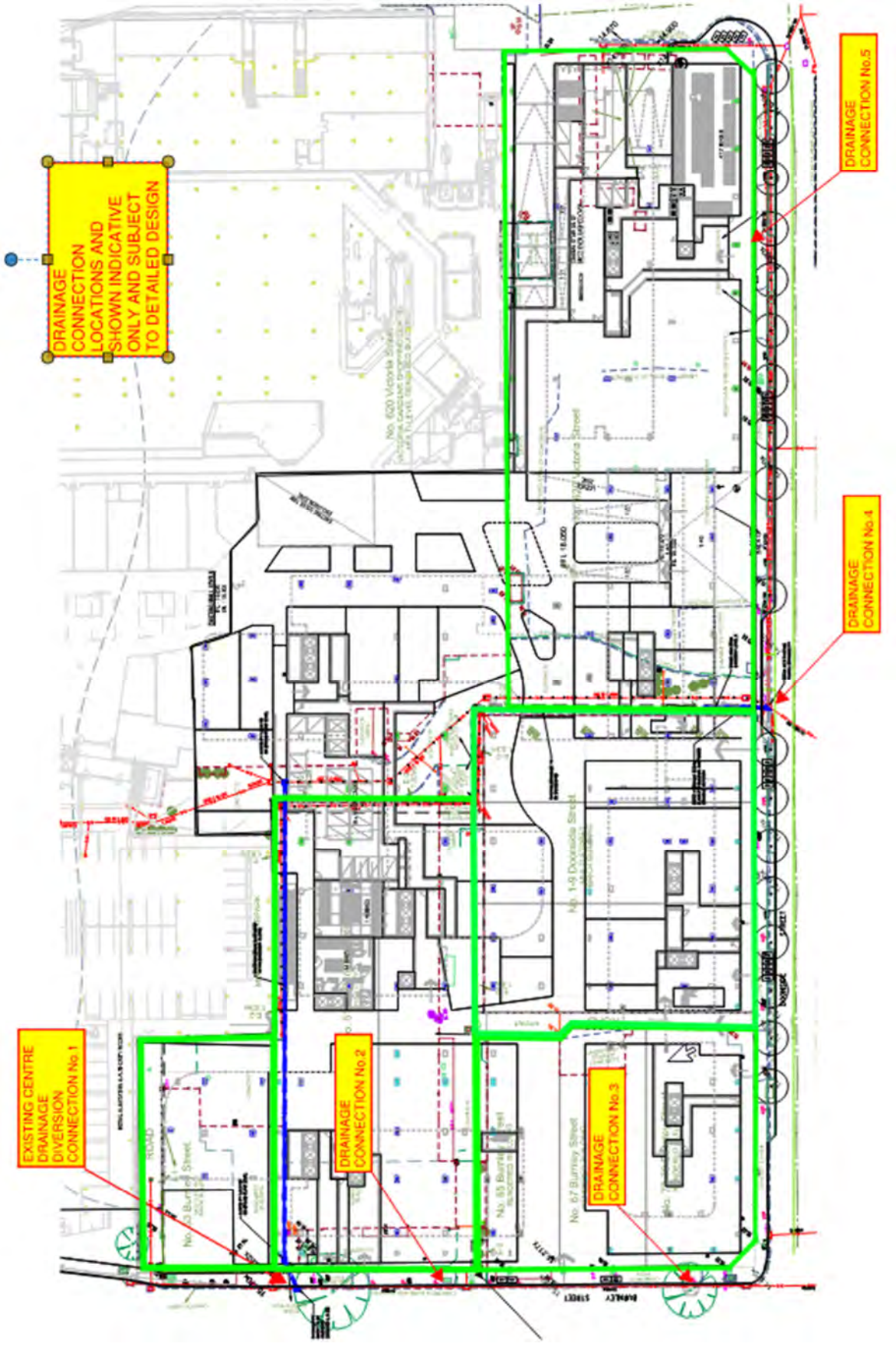
The development defined ESD boundary will be assessed using Melbourne Water's Rating Calculator 'STORM' for compliance or MUSIC software to justify the pollution reduction targets.

The project's hydraulic/services engineers will be responsible for the design of the tanks and rainwater reticulation.

Appendix A – Pre-Development Catchment Plan



Appendix B – Development Drainage Discharge Concept plan



STORMWATER AND SUSTAINABLE DESIGN ASSESSMENT – DOONSIDE PRECINCT

Appendix C – Melbourne Water Flood Level Advice

Melbourne Water

14 October 2020

Teresa Gu
Meinhardt-Bonacci
Level 11/501 Swanston Street
Melbourne VIC 3000

Dear Teresa,

Proposal: Flood level certificates
Site location: Doonside Street, Richmond VIC 3121

Melbourne Water reference: MWA-1188023
Date referred: 07/10/2020

Flooding may be associated with the Melbourne Water regional drainage system and/or the local Council drainage systems. Information available at Melbourne Water indicates that the property is not subject to flooding from Melbourne Water's drainage system, based on a rainfall event which has a 1% Annual Exceedance Probability (AEP), that is, a 1% probability of being equalled or exceeded in any one year. To determine if a property is subject to flooding from the local Council drainage system you will need to contact the relevant Council for flood information.

For the purposes of the Building Code of Australia - Building in Flood Hazard Areas, there is no applicable flow rate velocity associated with the above property. Melbourne Water does not have any information in relation to flow velocities associated with the local Council drainage system.

Important to note:

Melbourne Water provides flood advice under Section 202(2) of the Water Act 1989.

This letter does not constitute approval for any proposed development for planning or building.

To obtain more information or Melbourne Water's requirements for any proposed development, please contact our Customer Service Centre on 131 722 or make an application here.

The property may be affected by flooding from lesser and more frequent flood events or from the local drainage system. To determine if your property is affected by the local drainage system, please consult your local council.

The flood level advice provided is based on the most accurate information currently available. This estimated flood information may change and is valid for 3 months from the date of this letter. If you are proposing to develop this land after such time, it is recommended that new advice be obtained from Melbourne Water.

For more information in relation to flooding or additional services that Melbourne Water can provide please visit our website.

PLANNING PERMIT

GRANTED UNDER SECTION 96I OF THE PLANNING AND ENVIRONMENT ACT 1987

Permit No.: PA2201662

Planning scheme: Yarra City Council

Responsible authority: DELWP

ADDRESS OF THE LAND:

- 53 Burnley Street, Richmond
- 61-67 Burnley Street, Richmond
- 77-79 Burnley Street, Richmond
- 1-9 Doonside Street, Richmond
- 620 Victoria Street, Richmond

THE PERMIT ALLOWS:

- Staged development of the land to allow for construction of multi-storey buildings with basements, and carrying out of buildings and works on a lot under Clause 37.02-4, 43.02-2 and 43.01-1.
- Use of the land for a Hotel under Clause 37.02-2.
- Partial demolition of the existing building under Clause 43.01-1;

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

AMENDED PLANS REQUIRED

1. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation), 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 plans TPXXX – TPXXX inclusive, all dated XXX prepared by Cox Architecture and NH Architecture, but modified to show:
   a) XXX

Date issued:	**Date permit comes into operation:** (or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)	**Signature for the responsible authority:**

b) XXX…

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.

Staging

3. The development of the land may be undertaken in stages. Before the commencement of development (excluding site preparation works, early site preparation works and bulk excavation), a staging plan generally in accordance with XX by Cox Architecture and dated XX must be submitted to and approved by the Responsible Authority. The staging plan may be altered and updated from time to time to the satisfaction of the Responsible Authority.

4. Any condition of this permit may be satisfied in stages in accordance with the Staging Plan approved under Condition 3, to the satisfaction of the Responsible Authority.

Sustainable Management Plan

5. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation), 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 approved SMP must not be altered without the prior written consent of the Responsible Authority. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan dated 1 April 2022, prepared by Norman Disney & Young, but modified to include or show:
   (a) XXX
   (b) XXX
   (c) XXX…

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. The approved SMP must not be altered without the prior written consent of the Responsible Authority.

Waste Management Plan

7. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation) 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 approved WMP must not be altered without the prior written consent of the Responsible Authority. The

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amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by WSP and dated 7 April 2022 but modified to include:
(a) XXX
(b) XXX
(c) XXX…

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. The approved WMP must not be altered without the prior written consent 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

Acoustic report

10. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation), an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The approved Acoustic Report must not be altered without the prior written consent of the Responsible Authority. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Norman Disney & Young Consulting Engineers and dated 1 March 2022, but modified to include (or show, or address):
(a) XXX
(b) XXX
(c) XXX…

11. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority. The approved Acoustic Report must not be altered without the prior written consent of the Responsible Authority.

Landscape Plan

12. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation), 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 Arcadia and dated 8 April 2022, but modified to include (or show):

(a) XXX
(b) XXX
(c) XXX…

Date issued:	**Date permit comes into operation:** **(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)**	**Signature for the responsible authority:**

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13. 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,

    to the satisfaction of the Responsible Authority.

Wind

14. Before the development commences (excluding site preparation works, early site preparation works and bulk excavation), 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 approved Wind Assessment Report must not be altered without the prior written consent of the Responsible Authority. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by MEL Consultants and dated March 2022, but modified to include (or show):

    (a) XXX
    (b) XXX
    (c) XXX…

15. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority. The approved Wind Assessment Report must not be altered without the prior written consent of the Responsible Authority.

Affordable Housing

Section 173 Agreement

16. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land (or another person anticipated to become the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the *Planning and Environment Act 1987* (the Agreement) to provide for the delivery of affordable housing (the Affordable Housing Contribution).

Date issued:	**Date permit comes into operation:** **(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)**	**Signature for the responsible authority:**

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The Agreement must include terms that provide for the manner in which the Affordable Housing Contribution is to be made, including when and how the contribution is to be made.

The Agreement must specify that the Affordable Housing Contribution will be delivered by one or a combination of the following methods, all to the satisfaction of Responsible Authority:

(a) Sale of not less than **ten per cent** of the total number of approved dwellings at a discount to market value of not less than **20 per cent**:

(i) to a Registered Housing Agency; or

(ii) to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

(b) Lease of not less than **ten per cent** of the total number of approved dwellings at a discount to market value of not less than **30 per cent**, for not less than 12 years from the occupation of the dwellings:

(i) to a Registered Housing Agency; or

(ii) to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

(c) An alternative delivery method providing that it demonstrates the total dollar value of the Affordable Housing Contribution is equivalent to not less than two per cent of the total market value of the total number of approved dwellings, to the satisfaction of the Responsible Authority.

For the purpose of the above requirements and Agreement:

- 'Eligible Household' means a household that meets the threshold for a very low income household, low-income household or moderate income household, consistent with Section 3AB of the *Planning and Environment Act 1987*.
- 'Affordable Housing' has the same meaning as any definition of that phrase contained within the *Planning and Environment Act 1987*.
- 'Market Value' means the value of a Dwelling as determined by an independent qualified Valuer.

17. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land must:

(a) do all things necessary to enable the Responsible Authority to register the Agreement with the Registrar of Titles in accordance with section 181 of the *Planning and Environment Act 1987*; and

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Date issued:	**Date permit comes into operation:** **(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)**	**Signature for the responsible authority:**

(b) pay to the Responsible Authority its reasonable costs and disbursements incurred in relation to the negotiation, preparation, execution and registration of the Agreement on the certificate of title to the land.

Affordable Housing Management Plan

18. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), an Affordable Housing Management Plan (the Plan) must be submitted to and approved by the Responsible Authority. When approved, the plan will form part of this permit. The plan must include the following detail, all to the satisfaction of the Responsible Authority:

(a) Delivery of the Affordable Housing managed, leased and sold in accordance with permit condition 1 through an appropriately monitored management arrangement;
(b) A framework for regular reporting to the Responsible Authority (for example biannually) to demonstrate ongoing compliance with the approved Plan;

(c) Detail of all dwellings leased by the landowner as affordable housing, including the quantity and type of dwellings (e.g. 1 bedroom or studio), including details of any changes to the pool of leased dwellings;

(d) Detail on the annual cost of rent for each dwelling and a demonstration that the rental rate is consistent with the prescribed income ranges declared under Section 3AB of the *Planning and Environment Act 1987*;

(e) Any other details required to demonstrate compliance with any Section 173 Agreement applying to the land that relates to affordable housing.

This requirement does not apply to affordable housing sold or leased to a Registered Housing Agency in accordance with Condition 16.

Section 173 Agreement (Publicly Accessible Open Space)

19. Within six months of the commencement of works (excluding site preparation works, early site preparation works and bulk excavation), 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*, providing for the following:

(a) The Owner must provide unfettered 24 hour public access over (and inclusive of the provision of lighting) that part of the land to be used as “publicly accessible open space” in accordance with the Publicly Accessible Open Space Plan prepared by Arcadia and dated 8 April 2022. Table and seating associated with adjacent retail uses may be located within the publicly accessible open space subject to the approval of the Responsible Authority;

(b) The owner is responsible for maintaining at all times the areas that are private land open to the public described in condition 19(a) at the cost of the owners of the site and to the satisfaction of the Yarra City Council;

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(c) The owner(s) must obtain and maintain insurance, approved by Yarra City Council, for the public liability and indemnify Yarra City Council against all claims resulting from any damage, loss, death or injury in connection with the public accessing the land described in condition 19(a).

20. The owner, or other person in anticipation of becoming the owner, must meet all of the reasonable expenses of the preparation and registration of the agreement, including the reasonable costs borne by the Responsible Authority.

VicRoads Conditions (Conditions X to X)

21. XX

22. XX

Road Infrastructure

23. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:

    (a) in accordance with any requirements or conditions imposed by Council;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

24. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

25. Before the building is 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 permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

Car parking

26. 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

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(d) line-marked or provided with some adequate means of showing the car parking spaces;

to the satisfaction of the Responsible Authority.

27. Unless otherwise approved by the Responsible Authority, the loading and unloading of vehicles and the delivery of goods to and from the land must be conducted entirely within the land to the satisfaction of the Responsible Authority.

28. Unless otherwise approved by the Responsible Authority, delivery and collection of goods to and from the land (including waste) may only occur between 7am and 6pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

Green Travel Plan

29. Before the development is occupied, 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 permit. The approved Green Travel Plan must not be altered without the prior written consent of the Responsible Authority. The Green Travel Plan must include, but not be limited to, the following:

    (a) describe the location in the context of alternative modes of transport;
    (b) employee welcome packs (e.g. provision of Met Cards/Myki);
    (c) a designated 'manager' or 'champion' responsible for co-ordination and implementation;
    (d) details of bicycle parking and bicycle routes;
    (e) details of GTP funding and management responsibilities; and
    (f) include provisions to be updated not less than every 5 years.

30. The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority. The approved Green Travel Plan must not be altered without the prior written consent of the Responsible Authority.

Lighting

31. 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 and internal laneway must be provided on the subject site. Lighting must be:
    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity,

    to the satisfaction of the Responsible Authority.

General

Date issued:	**Date permit comes into operation:** **(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)**	**Signature for the responsible authority:**

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32. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

33. The amenity of the area must not be detrimentally affected by the construction and use, 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.
    (e) to the satisfaction of the Responsible Authority.

34. The use and development must comply at all times with the noise limits specified in the relevant Environment Protection Authority guidelines as may be amended from time to time.

35. Emptying of bottles and cans into bins external of the building may only occur between 7am and 10pm on any day.

36. 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.

37. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

38. Unless otherwise approved by the Responsible Authority, 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.

39. 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.

Construction Management

40. 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 approved Construction Management Plan must not be altered without the prior written consent of the Responsible Authority. The plan must provide for:

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(a) Staging of works;
(b) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
(c) works necessary to protect road and other infrastructure;
(d) remediation of any damage to road and other infrastructure;
(e) 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;
(f) facilities for vehicle washing, which must be located on the land;
(g) 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;
(h) site security;
(i) 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;
(j) the construction program;
(k) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
(l) parking facilities for construction workers;
(m) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
(n) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(o) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
(p) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
(q) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority.
(r) In preparing the Noise and Vibration Management Plan, consideration must be given to:
    (iii) using lower noise work practice and equipment;
    (iv) the suitability of the land for the use of an electric crane;
    (v) silencing all mechanical plant by the best practical means using current technology;

Date issued:	**Date permit comes into operation:** **(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)**	**Signature for the responsible authority:**

DRAFT

(vi) fitting pneumatic tools with an effective silencer;

(vii) other relevant considerations; and

(viii) any site-specific requirements.

During the construction:

(s) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(t) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
(u) vehicle borne material must not accumulate on the roads abutting the land;
(v) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(w) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

Time expiry

41. This permit will expire if:
(a) the development is not commenced within three years of the date of this permit;
(b) the development is not completed within seven years of the date of this permit; or
(c) the use (Hotel) is not commenced within eight years of the date of this permit or
(d) the use (Hotel) 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.

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Date of amendment	*Brief description of amendment*	*Name of responsible authority that approved the amendment*

Date issued:	**Date permit comes into operation:** **(or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)**	**Signature for the responsible authority:**

DRAFT

Date issued:	Date permit comes into operation: (or if no date is specified, the permit comes into operation on the same day as the amendment to which the permit applies comes into operation)	Signature for the responsible authority:

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit. The permit was granted by the Minister under section 96I of the **Planning and Environment Act 1987** on approval of Amendment No. C207yara to the Yarra Planning Scheme.

WHEN DOES THE PERMIT BEGIN?

The permit operates from a day specified in the permit being a day on or after the day on which the amendment to which the permit applies comes into operation.

WHEN DOES A PERMIT EXPIRE?

1. A permit for the development of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development requires the certification of a plan of subdivision or consolidation under the **Subdivision Act 1988** and the plan is not certified within two years of the issue of a permit, unless the permit contains a different provision; or
   - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if—
   - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
   - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development: or
   - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

- In accordance with section 96M of the **Planning and Environment Act 1987**, the applicant may not apply to the Victorian Civil and Administrative Tribunal for a review of any condition in this permit.

DRAFT

XXX
C207yara

SCHEDULE TO CLAUSE 53.01 PUBLIC OPEN SPACE CONTRIBUTION AND SUBDIVISION

1.0 Subdivision and public open space contribution

XXX
C207yara

Type or location of subdivision	Amount of contribution for public open space
Land or buildings intended to be used for residential purposes.	4.5%
Land shown as CDZ1 on the planning scheme maps (Victoria Gardens Comprehensive Development Plan)	0%

DRAFT C207yara

SCHEDULE 2 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO2**.

VICTORIA GARDENS PRECINCT

1.0 Parking objectives to be achieved

DRAFT C207yara

- To identify appropriate car parking rates for development and land uses within the Victoria Gardens Precinct as identified within Schedule 1 of the Comprehensive Development Zone.
- To facilitate the continued commercial operation of the Victoria Gardens Precinct, including the Victoria Gardens Shopping Centre and to ensure that appropriate car parking is provided.
- To recognise the site's proximity to the Principal Public Transport Network and to reduce car parking demand by encouraging use of sustainable and active transport modes to and from the site.

2.0 Permit requirement

DRAFT C207yara

A permit is not required under Clause 52.06-3 to reduce (including reduce to zero) the number of car parking spaced required under Clause 52.06-5 for any use specified in the Table to this schedule.

A permit is required to provide more than the maximum parking provision specified for a use in the Table to this schedule.

3.0 Number of car parking spaces required

DRAFT C207yara

If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Table: Car parking spaces

Office	2	To each 100sqm of net floor area
Shop (including restricted retail)	3	To each 100sqm of net leasable area
Dwelling	1	Per dwelling
Food and drinks premises	3	To each 100sqm of net leasable area

For all other uses listed in Table 1 of Clause 52.06-5, the *Rate* in Column B of Table 1 in Clause 52.06-5 applies.

See 45.09-4 for relevant provisions.

4.0 Decision guidelines for permit applications

DRAFT C207yara

The following decision guidelines apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 45.09 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The likely demand for car parking spaces.
- The extent to which the various uses of the land are likely to generate different levels of demand for car parking at different times.

- The possible multi-use of car spaces.
- The demand for car spaces generated by the uses established in previous stages of the development.
- The accessibility of the site to vehicle traffic.
- The proposed layout of parking areas.
- The capacity of the existing road system and any proposed modifications to accommodate any increase in traffic

5.0 Financial contribution requirement

DRAFT C207yara

None specified.

6.0 Requirements for a car parking plan

DRAFT C207yara

None specified.

7.0 Design standards for car parking

DRAFT C207yara

None specified.

8.0 Decision guidelines for car parking plans

DRAFT C207yara

None specified.

9.0 Background document

DRAFT C207yara

None specified.

DRAFT C307yara

SCHEDULE 1 TO CLAUSE 37.02 COMPREHENSIVE DEVELOPMENT ZONE

Shown on the planning scheme map as **CDZ1**.

VICTORIA GARDENS COMPREHENSIVE DEVELOPMENT PLAN

Land

This schedule applies to land generally bounded by Victoria Street, Burnley Street, the Yarra River and Doonside Street, Richmond, as shown on the Victoria Gardens Comprehensive Development Plan 2022 ('CDP').

Purpose

- To ensure that development on the site will be of a high standard of urban design, will complement and enhance the Yarra River environment, and provide for greater public access, in particular for pedestrians and cyclists, to and along the Yarra River bank.
- To ensure that the combination of uses (office, retail, entertainment, residential, commercial and ancillary uses), their overall density and the scale, character and level of redevelopment are compatible with:
  - 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 encourage the provision of active frontages to streetscapes and high quality interfaces with the public realm and internal pedestrian interfaces which improve pedestrian amenity and safety and enhance connectivity within and to surrounding development.
- To ensure new development does not unreasonably impact on the amenity of adjoining land as a result of overshadowing, wind, drainage or flooding.

1.0 Table of uses

DRAFT C307yara

Section 1 - Permit not required

Use	Condition
Amusement parlour	Floor area not to exceed 800m2. Must not be located in Precincts 1 or 2.
Art gallery	
Bank	
Bed and breakfast	No more than 5 persons may be accommodated away from their normal place of residence. At least two car parking spaces must be provided. Any bed and breakfast sign must not exceed 0.2 square metre.
Betting agency	
Child Care Centre	
Cinema	Not more than 2,400 seats. Must not be located in Precinct 1 or 2.

Dwelling (other than Bed and Breakfast and Caretaker's house)	
Electoral office	
Food and drink premises (other than Bar and Hotel)	Must not be located in Precinct 2.
Home based business	
Informal outdoor recreation	
Medical centre	
Minor utility installation	
Motor repairs	Must be located in Precinct 3.
Office	Must not be located in Precinct 2.
Place of assembly (other than Amusement parlour, Art gallery, Cinema and Place of worship)	Must not be located in Precinct 1 or 2.
Postal agency	
Residential hotel	
Restricted retail premises	
Shop (other than Adult sex bookshop, Convenience shop, and Trade supplies)	Must not be located in Precinct 1 or 2.
Trade supplies (other Timber yard)	
Warehouse	Must be located in Precinct 3 Must not be a purpose listed in the table to Clause 53.10
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01.

Section 2 - Permit required

Use	Condition
Convenience shop	Must be located in Precincts 1 or 2.
Hospital	Must not be located in Precinct 2.
Industry (Other Than Motor Repairs And Refuse Disposal)	Any industry with a purpose shown with a Note 1 or 2 in the table to Clause 53.10 must be located in Precinct 3.
Vehicle Store	Must be located in Precinct 3.
Veterinary centre	Must not be located in Precinct 2.
Any other use not in Section 1 or 3	

Section 3 - Prohibited

Use

Animal husbandry
Brothel
Cemetery
Corrective institution
Crematorium
Extractive industry
Freezing and cool storage
Fuel depot
Milk depot
Motor racing track
Race course
Racing dog training
Refuse disposal
Saleyard
Timber yard
Utility installation (other than a Minor utility installation)

2.0 Use of land

DRAFT C307yara

Requirements

Use of land must be generally in accordance with the Victoria Gardens Comprehensive Development Plan 2022.

Any requirement of the Victoria Gardens Comprehensive Development Plan 2022 must be met. A use must not detrimentally affect the amenity of the neighbourhood, including through the:

- Transport of materials,goods or commoditioes to or from the land.
- Appearance of any building, works or materials.
- Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, wastewater, waste products, grit or oil.

Application Requirements

The following application requirements apply to an application for a permit in addition to those specified in Clause 37.02-2 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A description of the use, including the types of activities which will be carried out, and the likely number of employees.
- A description of the likely effects of the use on the local and regional traffic network and the following matters:
  - The works, services or facilities required to cater for those effects so that the efficiency and safety of the traffic network is maintained.
  - The proposed method of funding the required works, service or facilities.
- A description of the likely effects, if any, of the use on the neighbourhood, including noise levels, air-borne emissions and emissions to land and water, rubbish removal and storage, the hours of delivery and despatch of goods and materials, hours of operation and light spill, solar access and glare.
- Plans drawn to scale which show:
  - The boundaries and dimensions of the site.
  - Detailed land use

- Details of how the use addresses the objectives and requirements of the Victoria Gardens Comprehensive Development Plan 2022.

Exemption from notice and review

An application for the use of land 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 if it is generally in accordance with the Victoria Gardens Comprehensive Development Plan 2022.

Decision Guidelines

The following decision guidelines apply to an application for a permit in addition to those specified in Clause 37.02 and elsewhere in the scheme which must be considered, as appropriate, by the
responsible authority:

- The Victoria Gardens Comprehensive Development Plan 2022.

3.0 Subdivision

DRAFT
C307yara

Requirements

A permit for the subdivision of the land must be generally in accordance with the Victoria Gardens Comprehensive Development Plan 2022.

Any requirement of the Victoria Gardens Comprehensive Development Plan 2022 must be met.

Application Requirements

None specified.

Exemption from notice and review

An application for the subdivision of land under Clause 37.02, Clause 44.04, Clause 42.03, Clause 43.02 and Clause 43.01 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.

Decision guidelines

The following decision guidelines apply to an application for a permit, in addition to those specified in Clause 37.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The Victoria Gardens Compreheensive Development Plan 2022.
- The location and function of public reserves, road reserves and other areas that are accessible to members of the public.
- How any proposed public roads integrate with the surrounding road network.
- The effect of the subdivision on the redevelopment of the area in the long term.

4.0 Buildings and works

DRAFT C307yara

Requirement

No permit is required to construct a building or construct or carry out works done in accordance with a development plan prepared to the satisfaction of the responsible authority.

A permit for buildings and works must be generally in accordance with the Victoria Gardens Comprehensive Development Plan 2022.

Any requirement in the Victoria Gardens Comprehensive Development Plan 2022 must be met.

A permit for buildings and works within the Doonside Precinct, as identified in Figure 2 of the Victoria Gardens Comprehensive Development Plan, must include the following conditions:

Requirements for a Section 173 Agreement – Transport Plan

Prior to the commencement of the development, an agreement with the Head, Transport for Victoria and the responsible authority under section 173 of the *Planning and Environment Act* 1987 for the provision of works which are identified in the Transport Plan prepared and approved in accordance with this schedule. The landowner, or other person in anticipation of becoming the owner, must meet all of the expenses of the preparation and registration of the agreement, including reasonable costs borne by the responsible authority. The works may include but are not limited to:

- Mitigating works required for each development stage in the development plan; and
- A two way or a four way signalised intersection between Burnley Street/Doonside Street/Buckingham Street if required, approved by VicRoads in consultation with the responsible authority.

Requirements for a Section 173 Agreement – Affordable Housing (Doonside Precinct Only)

1. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land (or another person anticipated to become the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the *Planning and Environment Act 1987* (the Agreement) to provide for the delivery of affordable housing (the Affordable Housing Contribution).

   The Agreement must include terms that provide for the manner in which the Affordable Housing Contribution is to be made, including when and how the contribution is to be made.

   The Agreement must specify that the Affordable Housing Contribution will be delivered by one or a combination of the following methods, all to the satisfaction of Responsible Authority:

   a. Sale of not less than ten per cent of the total number of approved dwellings at a discount to market value of not less than 20 per cent:

      i. to a Registered Housing Agency; or

      ii. to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

   b. Lease of not less than ten per cent of the total number of approved dwellings at a discount to market value of not less than 30 per cent, for not less than 12 years from the occupation of the dwellings:

      i. to a Registered Housing Agency; or

ii. to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

c. An alternative delivery method providing that it demonstrates the total dollar value of the Affordable Housing Contribution is equivalent to not less than two per cent of the total market value of the total number of approved dwellings, to the satisfaction of the Responsible Authority.

For the purpose of the above requirements and Agreement:

- 'Eligible Household' means a household that meets the threshold for a very low income household, low-income household or moderate income household, consistent with Section 3AB of the Planning and Environment Act 1987.
- 'Affordable Housing' has the same meaning as any definition of that phrase contained within the Planning and Environment Act 1987.
- 'Market Value' means the value of a Dwelling as determined by an independent qualified Valuer.

2. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land must:

a. do all things necessary to enable the Responsible Authority to register the Agreement with the Registrar of Titles in accordance with section 181 of the Planning and Environment Act 1987; and

b. pay to the Responsible Authority its reasonable costs and disbursements incurred in relation to the negotiation, preparation, execution and registration of the Agreement on the certificate of title to the land.

Affordable Housing Management Plan (Doonside Precinct Only)

3. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), an Affordable Housing Management Plan (the Plan) must be submitted to and approved by the Responsible Authority. When approved, the Plan will form part of this permit. The Plan must include the following detail, all to the satisfaction of the Responsible Authority:

a. Delivery of the Affordable Housing managed, leased and sold in accordance with permit condition 1 through an appropriately monitored management arrangement;

b. A framework for regular reporting to the Responsible Authority (for example biannually) to demonstrate ongoing compliance with the approved Plan;

c. Detail of all dwellings leased by the landowner as affordable housing, including the quantity and type of dwellings (e.g. 1 bedroom or studio), including details of any changes to the pool of leased dwellings;

d. Detail on the annual cost of rent for each dwelling and a demonstration that the rental rate is consistent with the prescribed income ranges declared under Section 3AB of the Planning and Environment Act 1987;

e. Any other details reasonably required to demonstrate compliance with any Section 173 Agreement applying to the land that relates to affordable housing.

This requirement does not apply to affordable housing sold or leased to a Registered Housing Agency in accordance with condition 1.

A permit for buildings and works in Lot 9, as identified in Figure 2 of the Victoria Gardens Comprehensive Development Plan 2022, must include the following condition:

Requirements for a Section 173 Agreement – Affordable Housing (Lot 9 Only)

1. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land (or another person anticipated to become the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the Planning and Environment Act 1987 (the Agreement) to provide for the delivery of affordable housing (the Affordable Housing Contribution).

   The agreement must include terms that provide for the manner in which the Affordable Housing Contribution is to be made, including when and how the contribution is to be made.

   The Agreement must, subject to the limitation set out in clause 1d) in respect to Lot 9, specify that the Affordable Housing Contribution will be delivered by one or a combination of the following methods, all to the satisfaction of Responsible Authority:

   a. Sale of not less than ten per cent of the total number of approved dwellings at a discount to market value of not less than 20 per cent:

      i. To a Registered Housing Agency; or

      ii. to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

   b. Lease of not less than ten per cent of the total number of approved dwellings at a discount to market value of not less than 30 per cent, for not less than 12 years from the occupation of the dwellings:

      i. To a Registered Housing Agency; or

      ii. To Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

   c. Any alternative delivery method providing that it demonstrates the total dollar value of the Affordable Housing Contribution is equivalent to not less than two per cent of the total market value of the total number of approved dwellings, to the satisfaction of the responsible Authority.

   d. In respect to Lot 9, the requirement for an Affordable Housing Contribution is only triggered on approval of building height on Lot 9 of above RL 38.

      For the purpose of the Agreement:

      - 'Eligible Household' means a household that meets the threshold for a very low income household, low-income household or moderate income household, consistent with Section 3AB of the *Planning and Environment Act 1987*.

      - 'Affordable Housing' has the same meaning as any definition of that phrase contained within the *Planning and Environment Act 1987*.

      - 'Market Value' means the value of a Dwelling as determined by an independent, qualified Valuer.

2. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land must:

a. do all things necessary to enable the Responsible Authority to register the agreement with the Registrar of Titles in accordance with section 181 of the Planning and Environment Act 1987; and

b. pay to the Responsible Authority its reasonable costs and disbursements incurred in relation to the negotiation, preparation, execution and registration of the agreement on the certificate of title to the land.

Affordable Housing Management Plan (Lot 9 Only)

3. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), an Affordable Housing Management Plan (the Plan) must be submitted to and approved by the Responsible Authority. When approved, the plan will form part of this permit. The plan must include the following detail, all to the satisfaction of the Responsible Authority:

a. Delivery of the Affordable Housing managed, leased and sold in accordance with permit condition 1 through an appropriately monitored management arrangement;

b. A framework for regular reporting to the Responsible Authority (for example biannually) to demonstrate ongoing compliance with the approved Plan;

c. Detail of all dwellings leased by the landowner as affordable housing, including the quantity and type of dwellings (e.g. 1 bedroom or studio), including details of any changes to the pool of leased dwellings;

d. Detail on the annual cost of rent for each dwelling and a demonstration that the rental rate is consistent with the prescribed income ranges declared under Section 3AB of the Planning and Environment Act 1987;

e. Any other details required to demonstrate compliance with any Section 173 Agreement applying to the land that relates to affordable housing.

This requirement does not apply to affordable housing sold or leased to a Registered Housing Agency in accordance with condition 1.

The requirements of this schedule do not apply to:

- An application to prepare a development plan (including an application to amend an approved development plan) made before the approval date of Amendment C307yara. For such applications, the requirements of this planning scheme continue to apply as they were in force immediately before the approval date of Amendment C307yara.
- An application to amend an approved development plan made after the approval date of Amendment C307yara, unless the amendment would create or increase any non-compliance with the requirements of the planning scheme as they were in force immediately before the approval date of Amendment C307yara. For such applications, the requirements of this planning scheme continue to apply as they were in force immediately before the approval date of Amendment C307yara.

Application Requirements

The following application requirements apply to an application in addition to those specified in Clause 37.02-4 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority.

General

Plans which demonstrate as appropriate:

- The location, height, dimensions and floor area of all buildings and works.
- The proposed uses of each building.
- The location of all vehicle, bicycle and pedestrian ways.
- The location and layout of, and access to, all car parking areas.
- The location of all open space, including areas available to the public.
- Landscaping in accordance with this Schedule.
- The location of any pedestrian or bicycle link to the Yarra River to be provided.
- The colours and details of material to be used for external walls.
- The integrated development of the cinema and retail floorspace.
- The integrated development of retail, office or residential development with activated ground level street frontages and provision for passive surveillance from upper levels.
- The location of and access to public transport and passenger facilities.
- Provision for and access to loading and unloading facilities of vehicles.
- Details of waste collection, storage and removal facilities and areas.

Pedestrian amenity and access plan

Where the application relates to development of the land for office or retail purposes a detailed pedestrian amenity and access plan, which demonstrates, as appropriate, how the development of the land will:

- Contribute to improving the amenity and public safety of pedestrian spaces and the public realm.
- Activate internal and external frontages.
- Improve pedestrian access to public transport facilities.
- Improve pedestrian permeability within the site, to the river environs and enhance connectivity to other redevelopment precincts surrounding Victoria Gardens

Landscape Plan

A detailed landscape plan to the satisfaction of the responsible authority, which shows as appropriate:

- The overall landscaping concept for the stage(s) of the development under consideration. The areas of open space that will be available to the public (public areas).
- A detailed planting schedule for the stage(s) under consideration.
- Details of on-going maintenance management for the proposed landscaping.
- If the land is to be developed in stages, show the area that will be available as open space at completion of each stage.
- Any landscaping proposed for streets, road reserves and public areas.
- The landscape treatment of the Victoria Street, Doonside Street and Burnley Street frontages of the land.

Transport plan

A transport plan, which shows as appropriate:

- Proposed traffic management and traffic control works considered necessary in adjoining and nearby roads when the development or any stage is completed.
- Means of vehicular ingress to and egress from the site.

- The arrangements for internal access and movement including details of internal access roads.
- The timing of the proposed traffic works relative to the staging of the development under the development plan.
- Preferred locations for loading and unloading facilities.
- The number, location and allocation of car parking spaces.
- Public transport arrangements and access routes and means of integration with public transport.
- Pedestrian access and movement network.
- Bicycle paths and their connection to the existing bicycle network.
- Proposed sustainable travel initiatives, including estimated mode share targets and actions to encourage use of public transport and non-motorised travel.

Decision Guidelines

The following decision guidelines apply to an application for a permit in addition to those specified in Clause 37.02-4 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

General

- The Victoria Gardens Comprehensive Development Plan 2022.
- Any views of the Head, Transport for Victoria.

5.0 Signs

DRAFT C307yara

Sign requirements are at Clause 52.05. All land located within Precinct 1 and 3 of the Precincts and Envelopes Plan of the Victoria Gardens Comprehensive Development Plan 2022 are in category 1 of Clause 52.05. All other land is in Category 3 of Clause 52.05.

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C307yara

INSTRUCTION SHEET

The planning authority for this amendment is the Minister for Planning.

The Yarra Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of three attached maps sheets.

Zoning Maps

1. Planning Scheme Map No. 7 is amended in the manner shown on the attached map marked "Yarra Planning Scheme, Amendment C307yara".

Overlay Maps

2. Amend Planning Scheme Map No. 7DDO. is amended in the manner shown on the attached map marked "Yarra Planning Scheme, Amendment C307yara"

3. Amend Planning Scheme Map No. 7EAO. is amended in the manner shown on the attached map marked "Yarra Planning Scheme, Amendment C307yara"

4. Amend Planning Scheme Map No. 7PO. is amended in the manner shown on the attached map marked "Yarra Planning Scheme, Amendment C307yara"

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

5. In **Zones** – Clause 37.02, replace Schedule 1 with a new Schedule 1 in the form of the attached document.

6. In **Overlays** – Clause 45.09, insert Schedule 2 with a new Schedule 2 in the form of the attached document.

7. In **Particular Provisions** – Clause 53.01, amend the Schedule to Clause 53.01 in the form of the attached document.

End of document

Planning and Environment Act 1987

YARRA PLANNING SCHEME

AMENDMENT C307yara
PLANNING PERMIT APPLICATION PA2201662
EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Minister for Planning, who is the planning authority for this amendment.

The amendment has been made at the request of the Vicinity Management Pty Ltd Limited in its capacity as trustee of the Victoria Gardens Retail Trust.

Land affected by the amendment

The amendment applies to the land as follows:

- 610 Victoria Street, Richmond
- 620 Victoria Street, Richmond
- 668 – 682 Victoria Street, Richmond
- 53-79 Burnley Street, Richmond
- 1-9 Doonside Street, Richmond
- 10 River Boulevard, Richmond
- 15 River Boulevard, Richmond
- 20 River Boulevard, Richmond
- 25-35 River Boulevard, Richmond
- 40 River Boulevard, Richmond
- 10 Elaine Court, Richmond
- 29 Elaine Court, Richmond
- 3-5 Christine Crescent, Richmond
- 6 Christine Crescent, Richmond
- 15 Christine Crescent, Richmond

The amendment is a combined planning permit application and planning scheme amendment under Section 96A of the Act.

The planning permit application applies to the Doonside Precinct only as referenced in the plan above and formally known as:

- Lot 1 on Title Plan 211146G, commonly referred to as No. 53 Burnley Street
- Lots 1 and 2 in Title Plan 212632R, commonly referred to as No. 61-63 Burnley Street
- Lot 4 on Lodged Plan 13552, commonly referred to as No. 65 Burnley Street
- Lot 5 on Lodged Plan 13552, commonly referred to as No. 67 Burnley Street
- Lot 6 on Lodged Plan 13552, commonly referred to as No. 77-79 Burnley Street
- Lots 8 and 9 on Lodged Plan 13552, commonly referred to as No. 1-9 Doonside Street
- Lot 14 on Plan of Subdivision 427328, commonly referred to as No. 620 Victoria Street

What the amendment does

The Amendment proposes to make the following changes to the Yarra Planning Scheme:

- Rezone land known as Land in Title Plans 211146G and 212632R, and Lots 4-9 on Lodged Plan 13552 from Mixed Use Zone (MUZ) to Comprehensive Development Zone, Schedule 1 (CDZ1)
- Replace Schedule 1 to the Comprehensive Development Zone with a new Schedule (new format) with the height restriction amended over the Doonside Precinct and Lot 9 within River Boulevard Precinct, deletion of the sensitive use buffer, deletion of permit application exemptions for overlays and replacement with exemption from notice requirements from the commensurate overlays
- Remove Schedule 9 to the Design and Development Overlay
- Apply the Environmental Audit Overlay to land subject to the 'sensitive use buffer' of CDZ1, located within Lot 14 on Plan of Subdivision 427328
- Apply the Parking Overlay – Schedule 2 (PO2) to the land affected by the amendment
- Amend Schedule 1 to Clause 53.01 to exclude the subject land from providing public open space contributions
- Insert Incorporated Document, 'Victoria Gardens Comprehensive Development Plan, 2022' to replace 'Victoria Gardens – Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area' and Victoria Gardens Urban Design Guidelines

The planning permit application seeks approval for:

- **Clause 37.02** (Comprehensive Development Zone) to construct a building and carry out works
- **Clause 37.02** (Comprehensive Development Zone) to use the land as a Hotel/Bar.
- **Clause 37.02** (Comprehensive Development Zone) to reduce the number of car parking spaces required
- **Clause 43.01 (Heritage Overlay)** to allow for partial demolition and to construct a building and carry out works
- **Clause 43.02 (Design and Development Overlay)** to construct a building and carry out works

Strategic assessment of the amendment

Why is the amendment required?

The Victoria Gardens Expansion presents a significant opportunity to rejuvenate, not only the subject site to create a truly mixed-use precinct and connected community, but also contribute to the evolution of the surrounding urban environment.

The existing planning controls that apply to the subject site are out of date and now lack relevance in both the physical and planning context of the subject site. As such, the planning controls are in need of updating to accelerate the activity centre planning for the Victoria Gardens Comprehensive Development area and ensure the planning controls reflect the significant urban renewal which surrounds the site and has occurred since the construction of the existing Victoria Gardens Shopping Centre. This application will act as a catalyst for the revitalisation of Victoria Gardens and its integration with the surrounding area of Richmond, and the broader area of Yarra.

The Doonside Precinct will create a vibrant land use mix of retail, residential, office and publicly accessible open space, contributing significantly to the rejuvenation of the area. River Boulevard Precinct presents as a unique opportunity within a generally fine-grained area, to provide for significant public realm improvements, generous publicly accessible spaces and improved connectivity within and through the site, including to the Yarra River.

The amendment is required to allow the currently underutilised land to be appropriately developed in line with the strategic vision for the area in a holistic manner with the overall Victoria Gardens area.

The Doonside Precinct development offers the opportunity to enhance the centre through new retail, commercial and residential development and urban renewal of former industrial land with significant job creation generated through the project lifespan and permanent jobs once completed.'

Current Zones

Under current conditions, the Doonside Precinct is located over two zones with part of the site within a Mixed Use Zone. This leads to a very complicated set of planning controls with multiple planning approvals required to realise the Doonside Precinct project including a planning scheme amendment, planning permit (MUZ land) and development plan (CDZ land) approval required for the single Doonside Precinct development. The Comprehensive Development Zone is now over 20 years old, is not in a current drafting format and importantly does not appropriately align with strategic planning policy for intensification of Major Activity Centres.

The expansion of the CDZ into the MUZ land would allow the whole site to be considered under the same zone, requirements and decision guidelines. The zone continues to be useful given that there are large areas within the current CDZ which have not been completed yet and the CDZ is a higher order zone appropriate for the Activity Centre.

Deletion of DDO9

The deletion of Design and Development Overlay Schedule 9 from the Doonside Precinct (where it currently applies) is acceptable given the design objectives have been met within the proposal in the following manner.

It should also be noted that the subject site is separated from the low scale residential areas by the sites to the south (including the Harry the Hirer site and also Burnley Street to the west):

- *To recognise this Precinct, being on the edge of an activity centre and abutting low rise residential development, as transitional in its location and function;*

The proposal is recognised as being part of the Activity Centre through its inclusion as part of the CDZ with the buildings responding to the surrounding emerging character of built form. The sites further to the south are abutting low scale residential development.

- *To ensure building design responds to the industrial character of the precinct but respects the character of the established residential areas to the south and east of the Precinct;*

The proposed design and material palette reflects the former industrial character of the precinct with a modern interpretation. The fine-grained nature of the materials chosen are reflective of the character of the established residential areas.

- *To respect the scale of development on the south side of Appleton Street;*

The Harry the Hirer site and the constructed apartments to the south provide the transition to the lower scale residential areas on the southern side of Appleton Street.

- *To provide a pedestrian friendly environment along all street frontages;*

A significant improvement with respect to creating a pedestrian friendly environment along all street frontages is achieved through the proposal. This includes widened footpaths, landscaping, street furniture, active uses, and publicly accessible open spaces.

- *To encourage improvements to the public domain, including the provision of public open space;*

The proposed Doonside Precinct within the Victoria Gardens Expansion will incorporate approximately 3,500 sqm of publicly accessible open space for the enjoyment of the community, in the form of various open spaces, including plazas and squares, interlinked by laneway connections. These are centred around the key public realm areas on the ground floor, being the Burnley Laneway, Pocket Garden, Doonside Plaza, Double Level Courtyard, the Market Hall Square and the both the Burnley and Doonside streetscapes.

- *To ensure that new development does not adversely impact on local traffic conditions;*

Overall, it is considered that the supply of car parking is appropriate for the proposed development, considering it is supported by Council's strategy to reduce private vehicle usage.

Stantec (formerly GTA Consultants) have confirmed that considering existing traffic volumes and noting that the constrained nature of the surrounding road network, the traffic impact of this additional traffic is expected to be minor.

- *To ensure a high standard of architectural design; and*

As indicated, the proposal presents an exemplar high standard of architectural design.

- *To ensure that new development does not prejudice the ongoing operation of nearby commercial, industrial and warehouse businesses.*

At the time DDO9 was introduced into the planning scheme the majority of the surrounding area was largely industrial. Since that time a number of apartment buildings have been approved and constructed, including the Harry the Hirer (directly to the south) site rezoned to Mixed Use Zone and including a residential component within Amendment C223yara (approved 6 May 2021). Nevertheless, given the adjacency to the Victoria Gardens Shopping Centre, ensuring the ongoing functioning of the commercial uses within it have been a key consideration.

Amendment to Clause 53.01

Given the provision of 2,660qsm (out of a possible 8,783sqm) of publicly accessible open space area within the current MUZ, and the previous payment of Public Open Space Constructions as part of the original CDZ development, it is proposed that any future development would be exempt from the requirements of Clause 22.12 and Clause 53.01.

The current provision of Publicly Accessible Open Space equates to 30.285 percent of the land currently zoned MUZ, which far exceeds the contribution requirements of Clause 22.12 and Clause 53.01. We consider that any further financial contributions would be onerous and unreasonable.

As such, we propose that an exemption to the public open space contributions is incorporated within the proposed Schedule to Clause 53.01 of the Yarra Planning Scheme.

Introduction of the Parking Overlay

The parking overlay is required to be introduced to the Planning Scheme and it will incorporate new car parking rates. The introduction of a Parking Overlay Schedule which includes application of new car parking provision rates, providing a new maximum statutory car parking requirement for dwellings, office, shop (including restricted retail) and food and drink premises uses. Where they are not specifically mentioned, Column B of Clause 52.06 will apply. The objectives of the parking overlay to be achieved are as follows:

- To identify appropriate car parking rates for development and land uses within the Victoria Gardens Precinct as identified within Schedule 1 of the Comprehensive Development Zone.
- To facilitate the continued commercial operation of the Victoria Gardens Precinct, including the Victoria Gardens Shopping Centre and to ensure that appropriate car parking is provided.
- To recognise the site's proximity to the Principal Public Transport Network and to reduce car parking demand by encouraging use of sustainable and active transport modes to and from the site.

The current car parking requirements specified in the CDZ were incorporated into the Yarra Planning Scheme in April 2009 and are now considerably out of date with current practice and the requirements for the site. The proposed revision to the CDZ seeks to remove the parking rates and move them to a standalone parking overlay specific to the subject land.

Exemptions within CDZ

Under the existing CDZ Schedule 1, Section 5, the provisions of Clause 44.04 (Land Subject to Inundation Overlay - LSIO), Clause 42.03 (Significant Landscape Overlay - SLO), Clause 43.02 (Design and Development Overlay - DDO) and Clause 43.01 (Heritage Overlay - HO) do not apply to any development constructed in accordance with an approved development plan.

Given the current formatting of Clause 37.02 does not allow a Schedule to exempt permit requirements under other overlays, this is not able to be transferred over to the proposed amended CDZ Schedule 1.

However, allows a Schedule to exempt applications under other provisions 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 (see below). As such, the proposed amended Schedule 1 has now been amended to exempt applications under the SLO, DDO and HO from notice requirements and review rights. We note that LSIO already includes exemptions from notice and review.

How does the amendment implement the objectives of planning in Victoria?

The *Planning and Environment Act 1987* establishes the objectives of planning in sections 4(1) and 12(1). The amendment upholds the objectives of planning by way of the following:

- Providing for the fair, orderly, economic and sustainable use and development of the site
- Facilitating a development that incorporates best-practice ESD initiatives, contributing to sustainable built form
- Providing a vibrant, mixed-use precinct that supports a pleasant and safe working and living and environment
- Ensuring no unreasonable impact on buildings identified of specific historic or cultural value
- Supporting the redevelopment of the site with improved facilities for net community benefit
- The development accords with the above objectives through the application of the Comprehensive Development Zone to the site, containing objectives ensuring the objectives within the Planning Policy Framework are achieved.
- Further, the proposal responds to the present and future interests of Victorians by providing a facilitating a high-quality, sustainable development that will provide significant community benefits.

How does the amendment address any environmental, social and economic effects?

Planning in Victoria

The amendment is consistent with the objectives of planning in Victoria. It will provide for the appropriate use and development of the land, and will provide a pleasant working, living and recreational environment for residents, workers and visitors to the site.

Environmental effects

The amendment will have positive effects on the environment by facilitating the development of landscaped public open space and private open space on a site which currently has no vegetation. The development proposal also incorporates a wide range of environmentally sustainable design (ESD) features to ensure the environmental impacts of intensifying the land uses on the site are minimised.

In addition, the proposed design response and built form massing appropriately responds to environmental wind conditions, and environmental preliminary site investigations would ensure appropriate outcomes for sensitive uses residential above potentially contaminated land.

Further, critically, the proposed design response and built form massing appropriately respond to the Yarra River overshadowing controls (DDO1). As part of the amendment, the eastern portion of the site will be included within the EAO and as such, this will facilitate the rehabilitation of the site.

Social effects

The amendment will have positive impacts on the community through facilitating the provision of the following:

- Enhancing the public realm and supporting active travel and the environment. A total of 9,750 sqm of public open space is proposed including a public realm connection between River Boulevard and the Yarra River Trail.
- The opportunity for increasing housing opportunities in an area that is proximate to community facilities, schools, health services, public open space and public transport options.
- The consolidation of the land as a mixed-use development, providing a range of dwelling types, commercial and retail offerings and employment at the site.

- The opportunity to bring additional uses to a significant activity centre in Yarra,
- Revitalising and reshaping Victoria Gardens Shopping Centre through promoting an increase in the local population of residents, visitors and workers.
- Recreational and social interaction opportunities via the public open space, linkages through and around the site, and provision of retail spaces and public realm improvements.
- A safer environment with activated street frontages and passive surveillance provided from the new built form that will replace the existing largely blank walls.
- Providing a share of the additional dwellings that the Richmond area will need to support projected population levels
- The Build-to-Rent (BTR) element introduces a greater diversity of housing into the area. There is a need to provide other housing options to residents moving into the area.
- BTR also contributes to alleviating housing stress and creates communities of long-term residents. BTR rental arrangements will lower housing costs for people renting long-term, reduce rental stress, both financially and mentally, and creating communities of long-term residents.
- Providing new publicly accessible open space to support and sustainably meet the open space needs of the existing and future community. Green space provides a range of social, mental, physical and environmental benefits to residents.

Economic Effects

- Total construction cost of around $900 million inclusive of GST in 2022, and an anticipated construction timeframe of approximately 7 years.
- On average, 681 Full-time Equivalent (FTE) direct and indirect jobs are likely to be created for the State on an annualised basis during construction, with many accruing locally.
- Total direct and indirect Gross Value-Added (GVA) to the State economy is estimated at $97 million per annum on average over the construction period in constant 2022 dollars.
- Upon completion, the proposed expansion will support around 3,397 jobs (full-time, part-time and casual) on site across the retail and commercial spaces and managing the build-to-rent apartments.
- The direct jobs are estimated to induce a further 1,902 additional jobs within Victoria as a result of flow-on effects.
- There will be an estimated $837 million per annum in direct and indirect GVA contribution to the Victorian economy generated from the daily operation and management of facilities within the development.
- On-site residents will spend an estimated $22,800 on retail goods and services on a per capita basis by 2029. The total retail spending by on site residents is therefore estimated to reach $73 million by this time. This is available to support existing and future businesses, not only on-site, but also in the surrounding region.

Does the amendment address relevant bushfire risk?

The subject site is not located within the Bushfire Management Overlay, nor within a designated 'Bushfire Prone Area' under planning policy. The amendment will not increase the risk to life, property, infrastructure or the natural environment from bushfire.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is consistent with the relevant Ministerial Directions, as follows:

- The proposed amendment accords with Ministerial Direction No. 1 'Potentially Contaminated Land' and does not pose any adverse environmental effects. The site is partly located within the Environmental Audit Overlay (EAO) and the land will be appropriately remediated, if necessary, in accordance with the requirements of this Overlay. As part of the amendment, the eastern portion of the site will also be included within the EAO.
- The proposal complies with Ministerial Direction No. 9 'Metropolitan Strategy' as it facilitates the redevelopment of the site in accordance with the directions contained within Plan Melbourne: 2017-2050, including the principle of 20-minute neighbourhoods.
- The explanatory report addresses the required strategic assessment guidelines in accordance with Ministerial Direction No.11 'Strategic Assessment of Amendments'.
- In line with Ministerial Direction No. 19 comments have been sought from the EPA and have been provided as part of this submission. This application addresses any views of the relevant authority.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The proposal is highly consistent with the objectives and policies contained within the Planning Policy Framework (PPF) and achieves the outcomes relating to Plan Melbourne, Urban Growth, Open Space, Metropolitan Melbourne, Environmental Risks, Water, Built Environment and Heritage, Residential Development, Commercial, Integrated Transport, Movement Networks and Infrastructure for the following reasons:

- The amendment ensures policy direction for activity centres can be met by providing the opportunity for high-quality mixed use development within a Major Activity Centre that can introduce a form of higher density housing. The land can be consolidated as a mixed-use precinct, including housing, commercial and retail uses that will be well serviced by public transport, retail and community services. (**Clause 11**)
- The amendment ensures that the policy direction for activity centres can be met by increasing housing yield in a convenient and established urban environment with excellent access to public transport, services and employment. (**Clause 11**)
- Any potential contaminated land can be addressed via the requirements of the Environmental Audit Overlay. (**Clause 13**)
- The proposed development will ensure the preservation of an appropriate degree of heritage fabric and is designed to sit comfortably within the existing heritage context. (**Clause 15.03**)
- The amendment ensures policy direction for a safe, functional and high-quality urban environment can be met. This amendment facilitates a form of higher-density housing along a transport corridor that is well separated from surrounding residential areas. (**Clause 15**)
- Publicly accessible open space will be provided throughout the site to extend and diversify the surrounding street network. (**Clause 15**)
- It will provide a high quality development which will respond appropriately to the surrounding area and the characteristics of the subject site, including heritage through an attractive and innovative design response which will introduce contemporary built form to this site. (**Clause 15**)
- The proposal will contribute to the quality of the public realm by achieving high standards in urban design, while based on a comprehensive site analysis to take into consideration the surrounding context. (**Clause 15**)
- Where possible, the proposal will include the introduction of excellence in energy efficient building design which implements key ESD principles. (**Clause 15**)
- The proposal provides a range of dwelling typologies and sizes to increase housing choice and improve affordability. (**Clause 16**)
- It will contribute to objectives for mixed use development of Richmond which is intended to accommodate both residential and commercial land uses. It will provide a mix and level of activity

to attract people for a variety of reasons within a safe environment and to provide a range of active frontages and land uses. (**Clause 17**)

- The proposed development serves to strengthen the provision of infrastructure for sustainable transport options, including easy access for pedestrians to ground levels, as well as plentiful facilities for cyclists and easy access for public transport uses. This design also facilitates the development of the 20-minute neighbourhood, which focuses on accessibility via non-vehicular means (**Clause 18**).
- It will make better use of existing infrastructure and will provide an improved range of housing choice and business opportunities within the immediate locality for both current and future residents. (**Clause 19**)

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The proposal is consistent with the MSS and local policy, including Council's vision for the Victoria Street MAC area, as it will provide a high-quality mixed-use development that is consistent with the mixed-use nature of the wider Richmond precinct.

Specifically, the proposal is considered to respond to the relevant policy context for the following reasons:

- In terms of land uses, the supporting mix of uses proposed is consistent with Objective 5 of the MSS within Clause 21.04-2 and would complement the role and function of the Victoria Street MAC and Victoria Gardens Shopping Centre, and surrounding area, as well as strengthening its long-term viability as a destination for the local community.
- The proposal is generally consistent with Council's built form policy at Clause 21.05-2 (Urban Design). The proposed building height will address the five relevant criteria for higher development for the following reasons:
  - Provides significant upper level setbacks
  - Is of architectural design excellence
  - Achieves excellence in environmental sustainability objectives in design
  - Provides a high quality restoration and adaptive re-use of the heritage building, the Former Loyal Studley Hotel
  - Makes a significant contribution to the enhancement of the public domain
  - Provides for affordable rental housing
- The proposal will provide new laneway connections though the site, linking in with the surrounding existing network. The proposal will incorporate publicly accessible open space for the enjoyment of the community, in the form of various open spaces, including plazas and squares, interlinked by laneway connections. These are centred around the key public realm areas on the ground floor, being the Pocket Garden, Burnley Laneway, Double Level Courtyard, the Market Hall Square and the Doonside/Burnley streetscapes.
- The proposal will contribute to the consolidation and viability of the Victoria Street Activity Centre, as it will provide a mixed use development with residential, office and retail components, on the fringe and within close walking distance of the activity centre.
- The development will assist in achieving Council's objectives at Clause 21.06 (Transport) as it will provide higher density housing options within close proximity of public transport and is within walking distance of services within the Victoria Street Activity Centre. It is well connected to a variety of cycling and walking networks within the surrounding area.
- The proposal has regard to Clause 21.07 (Environmental Sustainability) as it adopts sustainable building design through the use of a variety of ESD features.
- The proposal is consistent with Clause 21.08 (Neighbourhoods), which describes encourages the provision of land uses close to Victoria Gardens that supports its role and by contributing to the

fine-grained network of pedestrian friendly streets east of Burnley Street and north of Doonside Street. Further the proposal will contribute positively to the surrounding urban fabric and public realm.

- Through the retention and restoration of the hotel, the existing building will be significantly improved compared to existing conditions which is compliant with heritage policy at Clause 22.02-5.3.
- As per Clause 22.03 (Landmarks and Tall Buildings), the proposal will add to the interest of the urban form and skyline.
- The proposal will provide a reasonable level of amenity within the proposed dwellings, as desired within Clause 22.05 (Interface Uses Policy). The site has the benefit of its locality with limited sensitive interfaces other than existing residential buildings across David and Doonside Streets, therefore it is not envisaged that there are any adverse amenity impacts.
- The proposal will form a positive contribution to the character of the area, including through replacing the existing blank facades with activated building frontages, and will provide built form that is safe, convenient, attractive, accessible and sustainable, consistent with Clause 22.10 (Built Form and Design Policy).
- The proposal will, as part of the ESD features, appropriately minimise the hydrological impact of the development through water sensitive urban design and stormwater re-use wherever possible, consistent with Clause 22.16 (Stormwater Management (Water Sensitive Urban Design)).
- The proposal meets the objectives of Clause 22.11 related to the Victoria Street East Precinct Policy given:
  - it does not impact the Yarra River corridor;
  - does not result in unreasonable additional traffic implications;
  - encourages the use of public transport;
  - improves pedestrian connectivity within and through the street;
  - improves existing infrastructure;
  - has an appropriate land use mix and is of a high quality design which respects and protects the character of neighbouring residential properties; and
  - ensures sunlight and amenity is maintained to public spaces.

Does the amendment make proper use of the Victoria Planning Provisions?

The Comprehensive Development Zone has been successfully utilised to facilitate the Victoria Gardens Shopping Centre development. Given the development is yet to be completed, and the proposed development will form part of the overall precinct, it is appropriate to apply a Comprehensive Development Plan to the subject site.

The purpose of the Comprehensive Development Zone is to provide for a range of uses and the development of land in accordance with a comprehensive development plan incorporated into the planning scheme.

The Parking Overlay is the appropriate location to include site specific car parking controls.

The Schedule to Clause 53.01 is the appropriate location to specific any particulars for the Public Open Space Contributions.

How does the amendment address the views of any relevant agency?

Council's Strategic and Statutory Planning departments have been consulted extensively on the preparation of the planning scheme amendment.

The views of relevant agencies will be sought by the responsible authority through the assessment process.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The planning scheme amendment will provide for the integration of transport and land use and facilitate access to social and economic opportunities as sought in the *Transport Integration Act 2010*.

The site is well serviced by existing public and private transport networks, which will enable residents, workers and visitors to access the site by a range of transport modes.

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment would not place any unreasonable resource or administrative costs on the responsible authority.

REF: V162221

DATE: 15 July 2022

Salta Properties
Level 26, 35 Collins Street
MELBOURNE VIC 3000

Attention: Richard Trevisan (Senior Development Manager)

Dear Richard,

RE: VICTORIA GARDENS PRECINCT – REVISION TO SCHEDULE 1 TO THE COMPREHENSIVE DEVELOPMENT ZONE (CDZ) & ADDITION OF NEW CAR PARKING OVERLAY – TRANSPORT REVIEW

Overview

Salta Properties ('Salta'), with Vicinity Centres (VCX), is seeking a revision of *Schedule 1 to the Comprehensive Development Zone* (CDZ1) ('Schedule') for the Victoria Gardens precinct. It is understood that the revisions to the CDZ1 will include (but are not limited to):

- The expansion of the CDZ1 zone to include land located on the northeast corner of the Burnley Street / Doonside Street intersection (currently Mixed Use Zone), as shown in Figure 1.
- The replacement of the previous Incorporated Document ('*Victoria Gardens – Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area'*) with a new Incorporated Document titled *'Victoria Gardens Comprehensive Development Plan 2022'*.
- The removal of the car parking rates from CDZ1 and the creation of a new Parking Overlay for the precinct which includes maximum car parking rates (replacing the current minimum car parking rates).
- The inclusion of other text changes and addition of discussion around Section 173 agreements.

In April 2021, GTA, now Stantec, was requested to undertake a review of the proposed revisions to the Schedule, including associated Incorporated Document, and the new Parking Overlay from a transport perspective and provide our views. In this context, this letter contains discussion regarding:

- The **background** on the current development and transport context
- The appropriateness of the transport directions contained with the **revised Schedule and Incorporated Document**
- The appropriateness of the **car parking controls** to be included in the new Parking Overlay.

This letter has been prepared having regard to the analysis and recommendations outlined in the 2018 transport discussion paper for the precinct entitled *Unlocking Victoria Gardens* (prepared by GTA, now Stantec, refer Attachment A). This paper was prepared with the benefit of extensive traffic modelling which identified the transport challenges for the precinct and the need to facilitate a 'new approach' which enables more positive transport outcomes as the precinct unfolds. This paper was prepared in consultation with Yarra City Council ('Council'), Transport for Victoria, PTV and VicRoads (now Department of Transport) and its findings were broadly accepted (refer Attachment B).

This letter is structured accordingly.

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Figure 1: Revised area for the Victoria Gardens Comprehensive Development Zone (CDZ1), with additional area (currently Mixed-Use Zone) outlined in yellow[1]

Background

Development Context

The Comprehensive Development Zone for Victoria Gardens ('current CDZ1') was first established in 1999, with minor revisions made thereafter.

Since that time, the area has undergone significant development, including a 50,000sqm shopping centre (inclusive of IKEA store) as well as office and residential development. A range of developments have been constructed, are under construction, permitted or are currently in planning on the periphery of the site, including several residential developments along Burnley and Victoria Streets.

Within the subject site, three developments have been permitted, but not yet constructed, comprising:

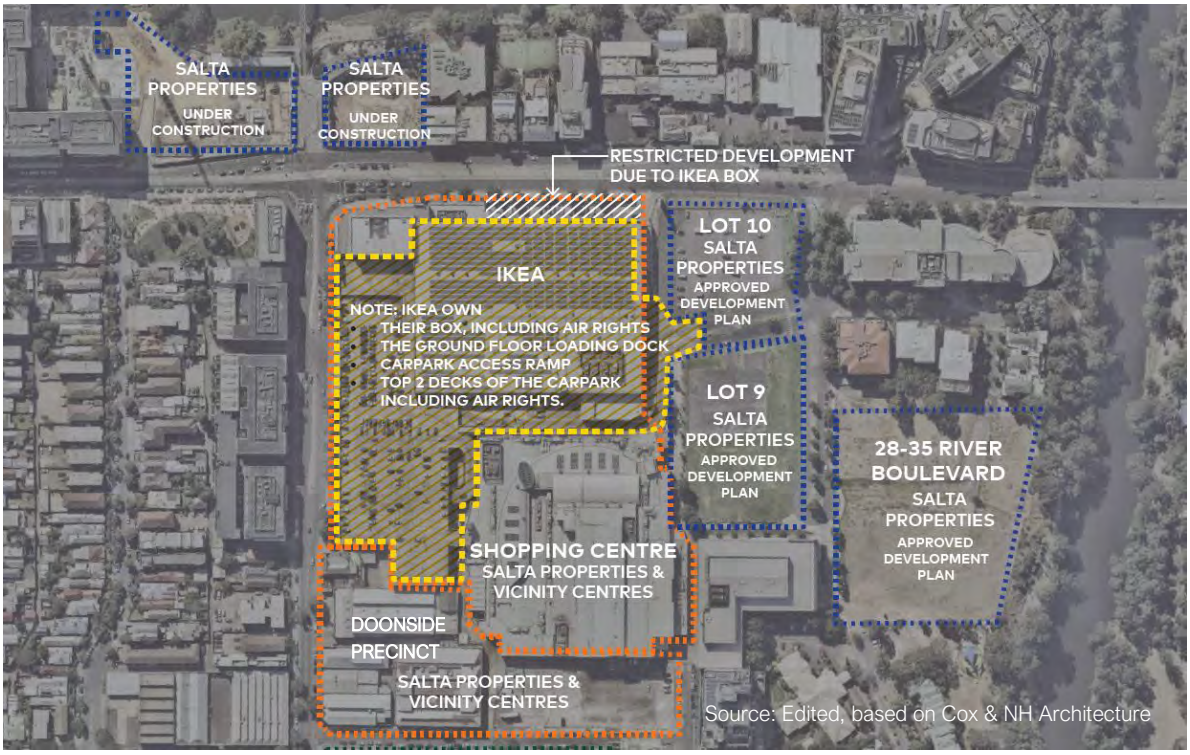
- 'Lot 9', located on River Boulevard, east of the existing Shopping Centre
- 'Lot 10', located on River Boulevard, east of the existing Shopping Centre, fronting Victoria Street.
- 28-35 River Boulevard, located between River Boulevard and the Yarra River.

Planning is also in progress for the 'Doonside Precinct' (at the south-west of the subject site). The current development status of land within the area is shown in Figure 2. The developments approved on the sites shown in Figure 2 have been supported by transport impact assessment reports prepared by GTA, now Stantec,[2] and other transport consultants.

It is noted that this letter does not seek to reproduce those assessments or the key findings, however, does provide some high-level commentary regarding the comparative traffic generation impacts of differing development yields on the sites listed above. This commentary is included for reference only as it is assumed that any changes to the approved developments on these sites, which may occur following the CDZ1 revisions, will be subject to separate approval processes.

[1] Draft Master Planning Strategy for Victoria Gardens
[2] These reports can be provided on request if required.

Figure 2: Current development status of sites within the CDZ1[1]



Transport Context

Victoria Gardens is emerging as a genuine 'mixed-use' precinct, building on its inner-city locale, role as a major activity centre, existing connectivity to the tram network, cycle lanes and riverside trails, and ability to service a range of needs locally within walking distance (Walk Score of 93/100)[3].

However, as development continues and population growth occurs more broadly in Richmond and suburbs to the east, the abutting road network is becoming increasingly congested. This is exacerbated by:

- Physical constraints imposed by the Yarra River on the northern and eastern aspects. Given limited options to cross the Yarra River more broadly, Victoria Street (and Bridge Road to the south) do the heavy lifting in terms of east-west road connections.
- Local area treatments in adjacent neighbourhoods to the south and west which appropriately reduce speeds and through-traffic volumes in residential areas, but consequently concentrate traffic loads on key links, such as Victoria Street and Burnley Street.
- Ongoing growth under current transport planning policies which no longer reflect their context or modern transport planning aspirations, with high minimum car parking rates and limited mechanisms or incentives to enable more sustainable outcomes.
- Competing demands for road space - for example, Victoria Street west of Burnley Street is a designated 'Primary Route' Strategic Cycling Corridor but does not have commensurate facilities.

To set an alternative long-term transport strategy for the precinct, Salta commissioned a transport strategy for the precinct in 2018. This commission culminated in the preparation of the transport paper entitled *Unlocking Victoria Gardens*[4] (prepared by GTA, now Stantec, refer Attachment A).

[3] WalkScore for 20 River Boulevard, Richmond, as of 21 April 2020, link
[4] *Unlocking Victoria Gardens*, Stantec Australia on behalf of Salta Properties, 5 February 2018

This paper was prepared with the benefit of extensive traffic modelling which identified the transport challenges for the precinct and the need to facilitate a 'new approach' which enables more positive transport outcomes as the precinct unfolds. It was prepared in consultation with Yarra City Council ('Council'), Transport for Victoria, PTV and VicRoads (now DOT) and its findings were broadly accepted (refer Attachment B).

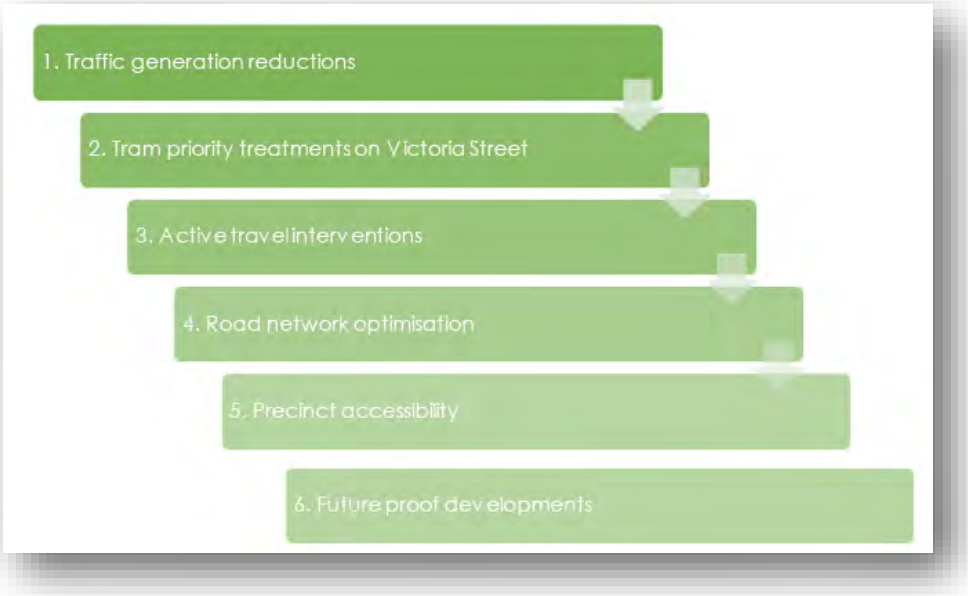
The traffic modelling undertaken for *Unlocking Victoria Gardens* confirmed that the adjacent road network is nearing capacity during the weekday morning, afternoon, and Saturday midday peaks. The congestion plots as sourced from the paper are shown below in Figure 3 and 4.

Figure 3: Simulated volume vs capacity (V/C ratio) - AM Peak (red = near capacity)[4]

Figure 4: Simulated volume vs capacity (V/C ratio) - PM Peak (red = near capacity) [4]

The paper identified six key 'interventions' to address the traffic congestion issues, unlock the potential of the Victoria Gardens precinct and achieve the planning objectives of CDZ1. The six interventions are outlined in Figure 5 below, noting that that first intervention (traffic generation reductions) included a recommendation to introduce maximum car parking rates for the precinct[5]. The benefit of introducing maximum car parking rates is outlined later in this report.

Figure 5: Six interventions identified within *Unlocking Victoria Gardens*[4]



[5] The approved Lot 9 & 10 development application adopted parking rates in accordance with the identified maximum car parking rates. Similarly, the proposed Doonside Precinct development proposes rates consistent with the identified maximum car parking rates.

Revised Schedule and Incorporated Document

Preamble

The Purpose of the revised Schedule is outlined as follows:

- *"To ensure that development on the site will be of a high standard of urban design, will complement and enhance the Yarra River environment, and* ***provide for greater public access, in particular for pedestrians and cyclists, to and along the Yarra River bank.***
- *To ensure that the combination of uses (office, retail, entertainment, residential, commercial and ancillary uses), their overall density and the scale, character and level of redevelopment are compatible with:*
  - *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 encourage the provision of active frontages to streetscapes and high quality interfaces with the public realm and internal pedestrian interfaces which improve pedestrian amenity and safety and enhance connectivity within and to surrounding development.*
- *To ensure new development does not unreasonably impact on the amenity of adjoining land as a result of overshadowing, wind, drainage or flooding."*

In my view, the key considerations of this Purpose relevant to traffic and transport are the provision of safe active travel connections to enhance connectivity to the surrounding area, and the traffic capacity of the existing road system to accommodate additional traffic generated by the development of the precinct. These two considerations are bolded above and discussed below:

Network Traffic Capacity

I consider that the master planning that has been completed to support the revisions to the CDZ1, together with the proposed changes in the Schedule, will assist to ensure that the development of the site occurs in a manner which is compatible (as far as practicable) with the lack of road network traffic capacity.

In my view, this has been achieved via the following:

1. The proposed changes will help to facilitate mixed-use development on the site, which is aligned with the objectives of the 20-minute city. This can be expected to help maximise trip containment on the site and encourage more trips by walking and cycling.
2. The masterplan proposes no new points of vehicle access to the precinct car parks and instead seeks to maximise the efficiency of existing intersections. This is likely to include the signalisation of the Doonside Street / Burnley Street intersection in the future.
3. The proposed changes to the Schedule include the introduction of maximum car parking rates, as a proactive measure to reduce traffic generation and encourage use of active travel and public transport modes. The appropriateness of these rates is discussed later in this report.

Overall, I am satisfied that the new controls will help to achieve development outcomes on the site that help to minimise traffic impacts by reducing car parking provisions as far as commercially practicable and encouraging the use of public transport, walking and cycling.

Pedestrian (and Cycling) Permeability & Connectivity

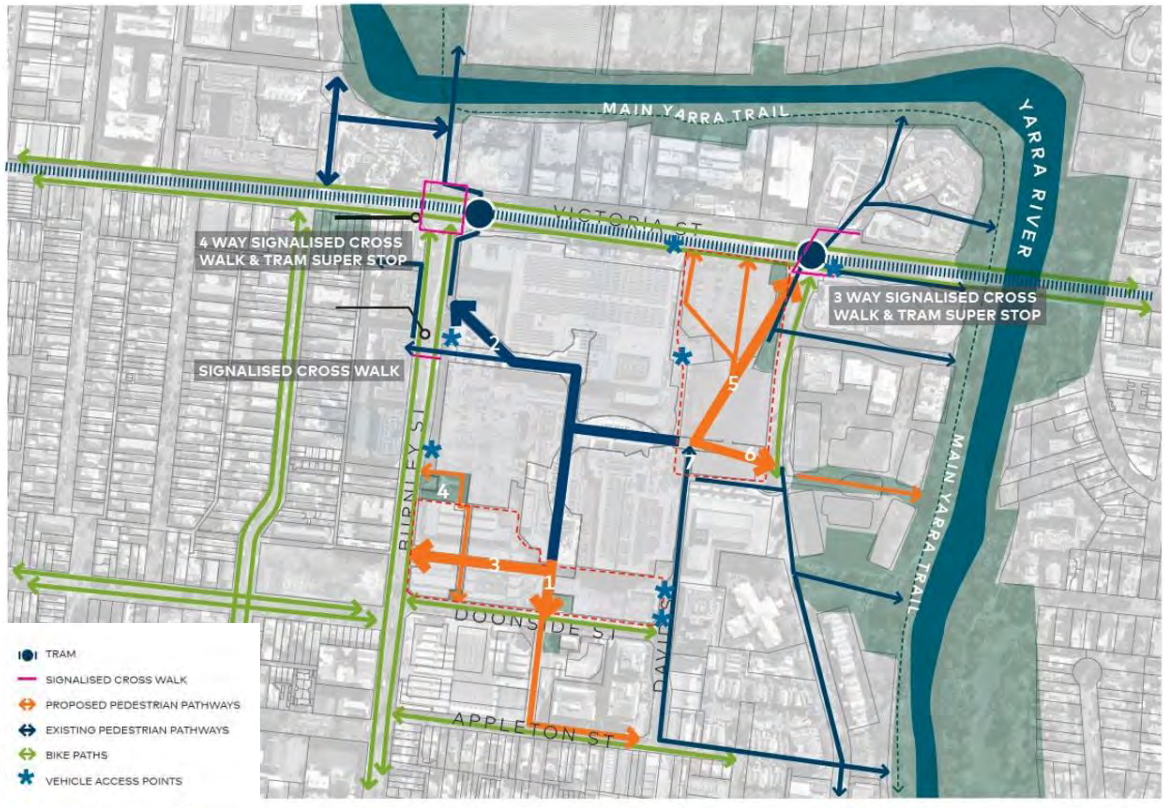
It is understood that a key driver for the revised CDZ1, which is also reflected in the updated masterplan that accompanies it, has been the enhancement of pedestrian connections through site, particularly – but not limited to – improved connections to/from the Yarra River trails through Lot 9.

For reference, Figure 5 has been sourced from the masterplan documentation to show the proposed pedestrian and cycling connections both to/from the surrounding area (including public transport stops) and through the site itself.

These connections include:

- New pedestrian entrance to/from Doonside Street/Appleton Street (Ref. 1)
- New pedestrian connection to/from Burnley Street at south of side (Ref. 3)
- New pedestrian connection to/from the tram stops at River Boulevard through Lots 9 and 10 (Ref. 5)
- New pedestrian connection to/from the Yarra River through Lot 9 (Ref. 6)
- Potential improvements along David Street to improve pedestrian access (Ref. 7)

Figure 6: Proposed new connections and permeability



The proposal to create new linkages through the site is consistent with planning policy for the site, including the *Victoria Street Structure Plan* (which proposes new north-south and east-west links through the site as 'desirable links' with 'pedestrian emphasis') and *Unlocking Victoria Gardens* which similarly recommends promotion of active travel links through the site to connect to external pathways.

Overall, I am satisfied that the new controls, together with the updated masterplan, will promote development that improves pedestrian amenity and safety, enhances connectivity within and to surrounding development and pathways (including the Yarra River) and provides greater public access through the site for pedestrians and cyclists.

Car Parking Requirements

Proposed Parking Rate Changes

The current car parking requirements specified in the CDZ were incorporated into the Yarra Planning Scheme in April 2009 and are now considerably out of date with current practice and the requirements for the site. The proposed revision to the CDZ seeks to remove the parking rates and move them to a standalone parking overlay. The new Parking Overlay will include three key changes to the way car parking is provided in the precinct compared to current arrangements:

- Changes to the rates of car parking provision for residential, office, shop (including restricted retail[6]), and food & drink land uses.
- Change from providing car parking on a 'minimum rate' basis to a 'maximum rate' basis for these land uses. The setting of maximum rates would allow car parking provisions below the rates without the need to apply for a planning permit.
- Deletion of rates for place of assembly and trade supplies land uses, which means statutory requirements for these land uses are per Table 1 (Column B) to Clause 52.06-5 of the Yarra Planning Scheme.

The proposed rates are outlined at *Section 18.0* of the revised Schedule and summarised in Table 1 below.

Table 1: Proposed changes to car parking rates

Use	Current CDZ rate (minimum)	Proposed Parking Overlay rate (maximum)
Existing Rates		
Residential	1.5 spaces per dwelling	
Office	2.5 spaces per 100sqm	
Shop (other than Restricted Retail)	4.5 spaces per 100sqm	
Food & Drink Premises (other than Hotel, Tavern and Take Away food premises)	0.3 spaces per seat	
Restricted Retail	2 spaces per 100sqm	
Trade Supplies	2 spaces per 100sqm	
Place of Assembly	0.3 per seat or square metre available to the public	
Proposed Rates		
Residential		1 space per dwelling
Office		2 spaces per 100sqm NFA
Shop (including Restricted Retail)		3 spaces per 100sqm NLA
Food & Drink Premises		3 spaces per 100sqm NLA

[6] The inclusion of restricted retail within the proposed shop rate (i.e., a maximum of 3. 0 car spaces per 100sqm) has principally been adopted for simplicity to have one maximum retail rate applicable to all retail land uses. This is discussed later in this letter.

Suitability of 'Maximum Rate' Basis

Alignment with strategic objectives

The first intervention from *Unlocking Victoria Gardens* recommends managing locally generated vehicle trips by reducing car parking provision (including through the introduction of maximum car parking rates), increasing precinct parking opportunities, enabling a mix of land use to maximise trip localisation and containment, and promoting alternate transport modes.

The need for this vehicle generation reduction was based on extensive traffic modelling undertaken at the time (which was reviewed by VicRoads, now the Department of Transport) which showed that without changes from the current 'business-as-usual' approach to car parking provision, road network performance (including public transport services) will continue to deteriorate and compromise the future of the Victoria Gardens precinct and the surrounding major activity centre. Further discussion regarding this traffic modelling is contained within Attachment A.

Reductions to the availability of car parking is also consistent with the *Victoria Street Structure Plan*, which proposes to "provide or manage car-parking which meets essential needs in and around the centre, but also encourages use of alternatives to the car"[7], and strategic priority #4 (transition to zero emission transport) in the *Climate Emergency Plan* and general management of traffic and road safety per the *Council Plan 2017-21.*

Moreover, it is also consistent with several objectives within Council's *Strategic Transport Statement*, including:

- "STO 3: Advocate for increased performance of public transport across Melbourne and thereby reduce the number of car trips and through traffic by both Yarra and non-Yarra residents."
- "STO 5: Ensure Council's response to parking demand is based on Yarra's parking hierarchy and sustainable transport principles."[8]

More broadly, the revised CDZ1 is also consistent with *Plan Melbourne* directions to capitalise on existing transport infrastructure, improve local travel options and support uptake of walking and cycling[9], as well as other sustainable transport policies contained in the *State Planning Policy Framework (SPPF)* at Clause 18.

Overall, I am satisfied that the proposal to establish maximum car parking rates is appropriate as it will help to meaningfully reduce the traffic generation of the site (compared to a business-as-usual approach) and, in turn, reduce the growth in vehicle demand on the surrounding road network.

Alignment with current practice

In recent times, the historically adopted 'predict-and-provide' approach to car parking provision has been steadily replaced by a range of travel demand management techniques which challenge historical travel behaviours and encourage mode change away from private motor vehicle use.

The implementation of maximum car parking rates is one such technique which enables developments to strike 'the right balance' between progressive transport outcomes and the commercial and user need for car parking. This technique is often considered to represent the "stick" to force mode share change, which is commonly adopted in parallel with softer "carrot" measures such as the provision of bicycle parking.

Maximum car parking rates have been proposed or introduced in a range of modern city-adjacent urban renewal precincts across Melbourne, including Fishermans Bend[10], Macaulay[11], West Melbourne[12], Arden[13] and Cremorne[14]. These areas have generally similar characteristics as Victoria Gardens as key inner-city activity precincts with

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[7] *Victoria Street Structure Plan*, City of Yarra, 20 April 2010, link
[8] *Strategic Transport Statement*, City of Yarra, 2006, link
[9] *Plan Melbourne 2017-2050,* Victorian Government, 2017, link
[10] *Schedule 1 to Clause 45.0 Parking Overlay – Fishermans Bend Urban Renewal Area,* 2018, link
[11] *Macaulay Draft Structure Plan Refresh,* City of Melbourne, 2020, link
[12] *West Melbourne Structure Plan 2018*, City of Melbourne, 2018, link
[13] *Draft Arden Structure Plan,* VPA, City of Melbourne and State Government, June 2020, link
[14] *Agenda of Council Meeting – 1 September 2020,* City of Yarra, p.41 onwards, link

availability of alternate transport (public transport, walking and cycling), proposed growth and densification, and constrained road network capacity. The parking rates for various precincts where maximum rates have been adopted (or proposed) are presented in Attachment C.

Notably (given the local context), Yarra City Council also recently supported the introduction of maximum car parking rates within the Cremorne Enterprise Precinct on the basis of (amongst others)[14]:

- Rapid rate of development and land use change
- Significant number of car trips, constrained road network and high levels of traffic congestion
- Extensive car parking detracting from built-form outcomes and streetscape appearance
- Excessive current rates in the Planning Scheme which are not reflective of local environs/accessibility

Overall, I am satisfied that the introduction of maximum car parking rates at Victoria Gardens is consistent with modern direction and practice commonly adopted across similar metropolitan area of Melbourne where a more proactive approach is necessary to balance commercial / user needs for car parking and the achievement of more sustainable transport outcomes.

Ability to manage potentially adverse impacts

There are three key potential adverse impacts associated with introducing maximum car parking rates. These potential impacts, including the extent to which they can be managed at Victoria Gardens, are discussed in Table 2.

Table 2: Potential adverse impacts and management

Potential impact	Management
Inadequate provision of car parking leads to detrimental outcome for land uses	Maximum car parking rates do not equate to 'no car parking'. There is likely to remain some level of commercial and user need for car parking and it is in the interests of the developers / owners / landlords to provide a level of car parking which meets the 'right balance' between this demand and improved transport outcomes. Maximum car parking rates provide this balance by enabling provision of a lower level of car parking where it is appropriate for the context 'as-of-right', whilst enabling higher rates of parking (if required) to be sought through the planning permit process.
Inadequate provision of car parking leads to spill-over on local residential streets / surrounds	As noted above, maximum car parking rates do not equate to 'no car parking' and it is likely that some level of car parking will continue to be provided in future developments to meet commercial and user needs. The natural constraints (including the Yarra River) applicable to the site, together with tight parking controls in surrounding areas, will also reduce the likelihood of parking impacts overflowing onto surrounding streets.
Reducing local traffic generation 'induces' a higher level of through traffic	Modelling indicates that the surrounding road network is already nearing or exceeding capacity. Proposed changes to car parking (and in turn, traffic generation) are intended to 'slow the growth' in demand, rather than provide additional capacity on the network. In any case, the *Unlocking Victoria Gardens* discussion paper proposes several options for reducing the impacts of through-traffic, including reallocating road space to promote active and public transport and introducing treatments and measures along Victoria Street.

Overall, for the reasons outlined above, I am satisfied that the potential adverse impacts of the adoption of maximum car parking rates will not be a problem for Victoria Gardens or its surrounds. This view is based on the current parking controls, physical constraints, and good transport alternatives applicable to the site and its surrounds which will mitigate potential adverse impacts.

Suitability of Proposed Rates

As outlined in the previous section, the strategic justification for reducing levels of car parking is supported by local and metropolitan objectives, as well as alleviating the impacts of growth on the surrounding road network.

However, this approach needs to be balanced with enabling a level of car parking to be provided which meets the likely commercial and user needs of the land use and preserves the accessibility, economic viability, and productivity of the precinct.

This section reviews the adequacy of the proposed rates to ensure they suitably meet this balance.

Benchmark against car ownership

The Australian Bureau of Statistics Census of Population and Housing collects data on car ownership. At the 2016 Census, people living in Richmond (suburb) owned an average of 1.13 vehicles per dwelling.

This reflects a full mix of housing types, densities, and locations, noting that the site would likely fall under the higher-density end of the spectrum. For example, people living in a 'flat, unit or apartment in four or more storey block' in Richmond (suburb) owned an average of 0.93 vehicles per dwelling.[15] As an alternate metric, it is noted that 20.3% of dwellings in Richmond do not own a motor vehicle and 49.3% of households own one motor vehicle. Together, more than two thirds of dwellings in Richmond own one car or less.[16]

It is acknowledged that while there are a range of factors which can influence car ownership, the low rate of car ownership in Richmond, particularly amongst higher-density dwellings, provides confidence that providing car parking at a maximum rate of 1 space per dwelling is likely to be sufficient to meet needs. It is also again noted that a parking provision at a rate above this maximum will be able to be sought via a planning permit.

Benchmarking against recent planning permit approvals / assessments

Four significant mixed-use developments in the immediate vicinity of Victoria Gardens have been recently proposed, approved or are in planning, with reduced provision of car parking compared to statutory requirements:

- 'Lots 9 & 10' development, located immediately east of the shopping centre west of River Boulevard. This application was approved.
- 'Harry the Hirer' site, located at 81-95 Burnley Street, Richmond & 26-34 Doonside Street, Richmond. This site was recently supported at a Panel Hearing, and it is understood that a development plan is soon to be lodged.
- 'Park House' development, bound by Walmer Street, Victoria Street, Flockhart Street, land immediately north of Shamrock Street and the Yarra River. This application was approved and rates incorporated into the Planning Scheme.
- 'Doonside Precinct', located on the north-east corner of Doonside Street and Burnley Street, in planning.

It is noted that the Planning Scheme amendment for the 'Harry the Hirer site' recently went to Planning Panel. The Panel report found that *"…independent traffic engineer experts for Council and the Proponent respectively, strongly supported a reduction in the rate of car parking for this site compared with the Planning Scheme rate…"*. The report also found that *"the acceptability of no visitor parking and lower rates of parking was principally founded on the basis of car ownership and ABS statistics, the location close to services and facilities, highly controlled parking restrictions in surrounding streets, the integrated network of public transport plus sustainability policies discouraging car dependence"*. The Panel accepted this consensus but did not comment on specific rates.[17]

The rates approved or proposed are outlined in Table 3 and compared with the CDZ1 rates in Figure 7.

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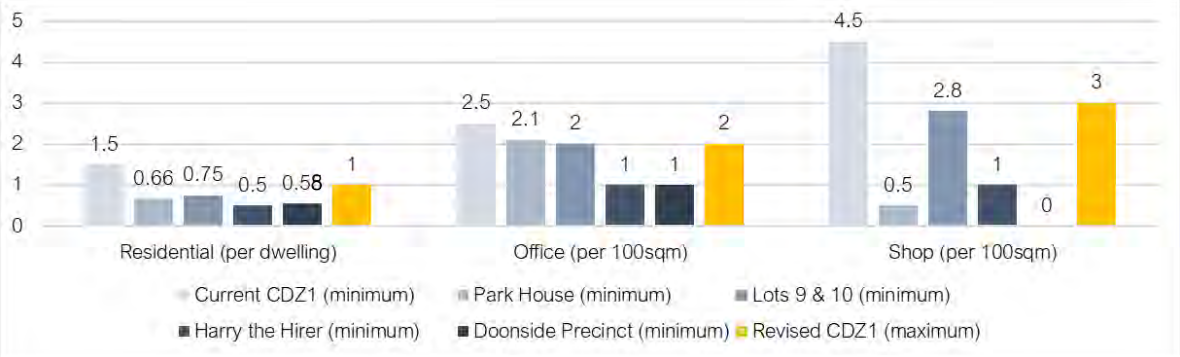
[15] GTA database, based on Australian Bureau of Statistics Census of Population and Housing 2016
[16] *2016 Census QuickStats – Richmond (Vic.),* Australian Bureau of Statistics, link
[17] *Yarra Planning Scheme Amendment C223yara Panel Report,* Planning Panels Victoria, 23 July 2020, p. 53-54, link

Table 3: Approved / proposed car parking rates for adjacent mixed-use developments

Site	Residential	Office/Commercial	Shop/Retail
Approved rates			
Lots 9 & 10[18]	0.75 spaces / dwelling	2.0 spaces / 100sqm NFA	2.8 spaces / 100sqm LFA
Park House[19]	0.66 – 1.0 spaces / dwelling	2.1 spaces per 100sqm NFA or 2.5 spaces per 100sqm NFA if less than 10,000sqm	0.5 spaces per 100sqm LFA (shop)
Harry the Hirer[20]	0.5 – 0.8 spaces / dwelling No on-site visitor parking	1.0 – 2.5 spaces per 100sqm LFA	1 space per 100sqm LFA (staff)
Proposed rates			
Doonside Precinct	0.577 spaces / dwelling No on-site visitor parking	1.0 space per 100sqm	0 spaces per 100sqm NLA

For reference, a comparison of the above rates to the current and proposed CDZ1 parking rates is presented in Figure 7. This figure shows that the proposed rates are consistent with the rates that have commonly been adopted and supported in the precinct.

Figure 7: Comparison of rates for adjacent mixed-use sites (showing lower bound where a range is given)



Overall, I am satisfied that the parking rates proposed under the revised controls are appropriate given they are consistent the rates approved or recommended for the adjacent sites. This comparison provides confidence that the maximums proposed are aligned with the likely upper demands of the land uses in the precinct.

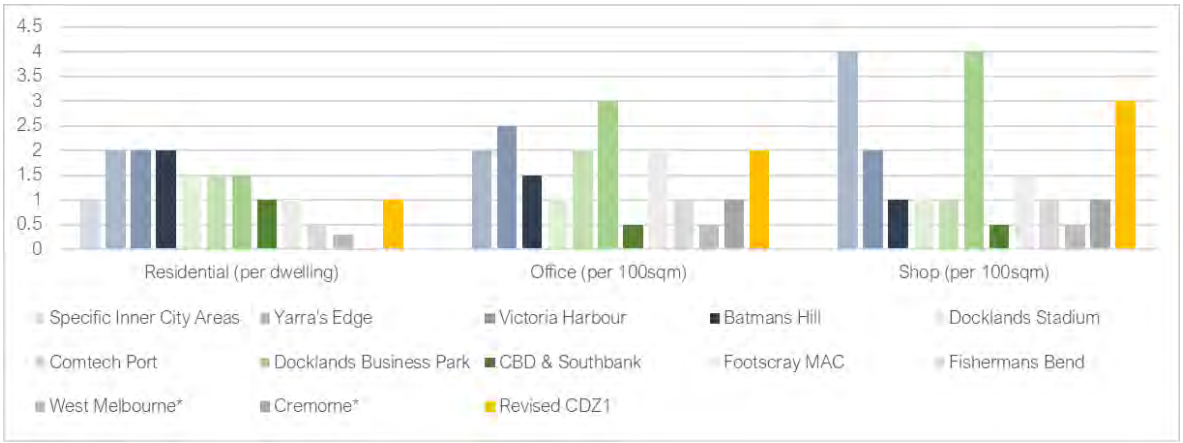
Benchmarking against maximum car parking rates in other metropolitan Melbourne areas

As outlined earlier, maximum car parking rates have been adopted or pursued in a range of locales across Melbourne, including in the CBD and Southbank, city-fringe locations (such as North Melbourne, Carlton, Docklands and Fishermans Bend) and inner-urban areas (Footscray, West Melbourne* and Cremorne*).

[18] *Proposed Mixed Used Development, Lots 9 & 10 Victoria Gardens, Transport Impact Assessment* prepared by GTA, now Stantec dated 19 December 2017
[19] *Schedule 1 to the Priority Development Zone – Victoria Street East Precinct - Yarra Planning Scheme*, p. 7-8, link
[20] *Proposed Mixed Use Rezoning, 81-95 Burnley Street, Richmond & 26-34 Doonside Street, Richmond, Traffic Impact Assessment* prepared by Ratio, dated 19 December 2018, p.29 (residential), p. 30 (retail and commercial) – this development is now approved

A comparison of adopted and proposed rates for residential, office and shop land uses in these other areas, compared to the rates proposed in the revised CDZ1, is presented in Figure 8, broadly in chronological order of adoption. Further detail is provided in Attachment C.

Figure 8: Snapshot of maximum car parking rates (refer Attachment C), showing lower bound where a range is provided, or equivalent rates where a calculation is provided



* denotes proposed rates subject to Planning Scheme Amendment and Ministerial approval

This figure shows that the maximum car parking rates proposed under the revised CDZ1 fall somewhere within the 'middle of the range'. This (middle of the range) outcome is considered appropriate given that the other areas generally have a higher level of public transport accessibility than Victoria Gardens.

Overall, I am satisfied that the rates proposed are appropriate, noting that the proposed shop and food & drink rate of a maximum of 3.0 car spaces per 100sqm is also consistent with empirical data for the existing Victoria Gardens shopping centre which contains a mixture of retail floor area types i.e., shop, food & drink, restricted retail, etc.)[21].

Benchmarking against Clause 52.06 Parking Rates (Column B Rates)

The adoption of a single car parking rate for all shop and food and drink premises land use classifications (i.e., up to 3 car spaces per 100sqm) also aligns with current practice in Clause 52.06 which includes the same parking rates for a variety of comparable and often interchangeable land uses in activity centres.

Specifically, it noted that the Column B rates in Table 1 to Clause 52.06-5 include the same parking rate (being 3.5 car spaces per 100sqm LFA) for the following land uses: Bar, Convenience Restaurant, Food & Drink Premises, Hotel, Medical Premises, Restaurant, and Shop.

In this context, the adoption of the proposed maximum rate of 3 car spaces per 100sqm for a variety of shop and food & drink land uses is considered appropriate. This includes specifying restricted retail within this maximum retail rate, which allows for lesser car parking provisions to be adopted in accordance with the travel demand management approach proposed for Victoria Gardens[22].

Other Considerations (Lot 9 Traffic Impacts)

It is understood that the revisions to the Incorporated Document will also allow additional development height, which will in turn allow an increase in the development yield on Lot 9 (River Boulevard Precinct) compared to previously approved (any such development revision will be subject to a separate planning permit approval).

[21] Surveys undertaken over three different weekends in 2019 recorded an average car retail parking rate of 3.05 car spaces per 100sqm.
[22] As outlined earlier, the inclusion of restricted retail within the proposed shop rate (i.e., a maximum of 3. 0 car spaces per 100sqm) has principally been adopted for simplicity to have one maximum retail rate applicable to all retail land uses.

Despite the potential development yield on this site (subject to Council approval), it is understood that the total car parking quantum previously approved on the site will not increase. Moreover, it is understood that the car parking for the revised site would continue to be provided in accordance with the maximum rates documented in this letter (i.e., 1 space / dwelling, 2 spaces / 100sqm office NFA, and 3 spaces / 100sqm shop and food & drink LFA).

In this context, I note:

1. The potential changes to development yield would effectively lower the rate of car parking provision compared to the approved scheme. This outcome would be consistent with the discussion above that recommends maximum car parking rates.
2. As there is no increase in total car parking quantum, the resultant traffic generation of the alternative development scheme would be similar or the same as the level that was previously approved. As such, the alternate development scheme would not be expected to have a greater traffic impact that was previously approved.

I hope the above is clear. Naturally, should you have any queries, please contact me.

Yours sincerely

GTA, NOW STANTEC

Tim De Young
Director

encl.

Attachment A – Unlocking Victoria Gardens
Attachment B – Council submission to Unlocking Victoria Gardens
Attachment C – Further detail regarding other maximum parking rates in Melbourne

Attachment A -
Unlocking Victoria Gardens

UNLOCKING VICTORIA GARDENS

Transport Discussion Paper
Client: Salta Properties Pty Ltd
Project ID: V128260
Issue: 05 February 2018

GTAconsultants

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IT'S TIME TO DISRUPT THE STATUS QUO. YESTERDAY'S THINKING WILL NOT CREATE THE TOMORROW VICTORIA GARDENS DESERVES.

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1. INTRODUCTION

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1.1
CONTEXT

In 1999, the Victoria Gardens Comprehensive Development Zone was incorporated into the Yarra Planning Scheme (replacing the previously adopted Incorporated Document for Victoria Gardens Shopping Centre).

The Comprehensive Development Zone (CDZ1) applied to land generally bound by Victoria Street, Burnley Street, the Yarra River and Doonside Street (in part) in Richmond. The purpose of CDZ1 was multifaceted and included:

- "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 River bank..."

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To ensure appropriate transport conditions were maintained, CDZ1 mandated the preparation of a "Transport Plan" to the satisfaction of the responsible authority (and VicRoads where applicable to existing public roads) before the start of any development approved within the affected land. The CDZ1 noted that the "Transport Plan" must show the following as appropriate:

- "Proposed traffic management and traffic control works considered necessary in adjoining and nearby roads when the development or any stage is completed.

- Means of vehicular ingress to and egress from the site.

- Means of internal circulation including details of internal access roads.

- The timing of the proposed traffic works relative to the staging of the development under the development plan.

- Public transport arrangements and access routes.

- Bicycle route arrangements and access routes."

Since the incorporation of CDZ1 (and subsequent minor revisions thereof), significant development has occurred within the affected land. This development has included the construction of a 50,000 sqm shopping centre inclusive of an IKEA store, as well as office and residential development. Furthermore, additional development on the affected land has been approved and is either in the process of construction or is pending construction commencement for various reasons. In addition, abutting residential development has also occurred, including (most notably) Hamton's "Haven" residential development at 679 Victoria Street.

In all cases, the planning permit applications for these developments has been supported by transport impact assessments (or "transport plans") that have assessed the anticipated future operation of the transport network under post development conditions. These assessments have largely been completed in a piecemeal manner, however, with no holistic assessment completed for the full development of the affected land (i.e. constructed, approved and future development) since the incorporation of CDZ1.

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1.2
PURPOSE OF THIS REVIEW

Melbourne, its inner east and Victoria Gardens are growing at a rapid pace. Demands on Melbourne's transport system are intensifying and the task of managing that system is becoming increasingly complex. As a result, there is a clear and pressing need to undertake a holistic assessment of the way the transport system will operate around Victoria Gardens on that precinct's full development.

It is clear that the road system around Victoria Gardens is already highly congested. If this congestion is not tackled through a coordinated approach to developing and managing the transport system in this area, the objectives of CDZ1 are unlikely to be realised. Already, land use outcomes at Victoria Gardens are being constrained by the effects of transport congestion.

Victoria Gardens represents a prime opportunity to achieve a number of both State and Local Government's land use policies and objectives. The recent establishment of Transport for Victoria to plan, manage and coordinate Victoria's transport system means the time is right for this holistic transport assessment.

This report summarises the findings of this assessment and has been informed by extensive transport modelling undertaken using the mesoscopic Aimsun modelling package. This modelling has been completed in collaboration with various transport agencies. (We note a VicRoads approved Calibration and Validation Report was issued on 30 August 2017.) However, this is not a detailed modelling report. Rather, it identifies tangible interventions in relation both to transport and to land use (including planning controls) that can be implemented to unlock the potential of Victoria Gardens and best facilitate its full development.

The overall purpose of this report is to facilitate a "**new approach**" for Victoria Gardens, which challenges norms, encourages new opportunities and creates enhanced collaboration between all stakeholders. Our aim is that it be used by these stakeholders as a document to guide effective land use and transport system interventions, in turn enabling development of Victoria Gardens into an intensified, mixed use precinct. Importantly, the transport interventions considered are not solely limited to those a private sector developer (namely Salta Properties, for whom this report has been prepared) can deliver, but also calls for action by Transport for Victoria, Public Transport Victoria, VicRoads and Council.

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1.3
CONSULTATION & REFERENCES

This report has been prepared in consultation with various transport stakeholders. This report also references modelling outputs that are not specifically contained within in full detail, but which can also be provided on request. The stakeholders engaged in the process of preparing this report include:

- Transport for Victoria (TfV)
- Public Transport Victoria (PTV)
- VicRoads
- Yarra City Council ('Council')
- Salta Properties ('Salta')

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2. VICTORIA GARDENS IN 2018

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2.1
DEVELOPMENT

The Victoria Gardens precinct is undergoing significant redevelopment with seven developments surrounding Victoria Gardens in various stages of planning and construction. Details of the land use mix and indicative car parking provision are shown in the image over the page. It is noted the numbers on the figure denote the approximate number of car parks to be delivered.

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2.2
PLANNING CONTROLS

2.2.1 VICTORIA STREET STRUCTURE PLAN

The Victoria Street Structure Plan established objectives and strategies for transport and land use to facilitate substantial change to the Victoria Gardens Precinct, as outlined below:

Land Use Objectives

- Develop a diversity of housing, concentration of office-based businesses and accessibility to shopping services.

- Warehouse conversions and redevelopment to mix of office and residential.

Transport and Access Objectives

- Improve the attractiveness and safety of cycling (particularly on Burnley Street) with an improved network of routes and facilities.

- Improve pedestrian accessibility with safer, easier and more direct routes.

- Improvements to public transport services, including:

  > Priority to tram services in Victoria Street.
  > Explore opportunities for a bus service in Burnley Street linking Victoria Street trams and Victoria Gardens to Burnley Station and other tram and train services.

- Improve local traffic accessibility and reduce through traffic (particularly on Burnley Street and the east of Victoria Street).

The Structure Plan specifically highlights the eastern precinct, which includes Victoria Gardens, as an area that will undergo substantial change, as shown in the figure at right.

Areas of Change, Victoria Street Structure Plan

Whilst the land use growth, and change projected in the Structure Plan is occurring, the transport network interventions necessary to achieve the Transport and Access objectives are yet to be realised.

The main departures from the Structure Plan include:

- Differing planning controls north and south of Victoria Street generating differing outcomes.

- The transport and access objectives do not appear to have been met, including:

  > no priority for tram services on Victoria Street
  > no bus services or safe cycling facilities on Burnley Street
  > no clear attempts to reduce through traffic

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2.2.2 COMPREHENSIVE DEVELOPMENT ZONE

As outlined in Section 1.1, the Comprehensive Development Zone (CDZ1) was established in 1999 to encourage the comprehensive redevelopment of the wider Victoria Gardens precinct. Whilst CDZ1 has been revised since its incorporation in 1999, the planning controls underpinning CDZ1 do not appear to support the overarching strategic objectives established in the Victoria Street Structure Plan or state policies, such as Plan Melbourne. Several examples of conflicts or limitations are outlined below:

- The car parking rates in the CDZ1 are set with the following high minimums. Further commentary on this is outlined later in this section:

    > Dwellings @ 1.5 / dwelling
    > Office @ 2.5 / 100sqm
    > Retail @ 4.5 / 100sqm

- There are no minimum rates set for bike parking or clear incentives to provide sufficient end of trip facilities.

- There is no guidance provided regarding how transport prioritisation (and trade-offs) will be achieved.

- There are no dispensation mechanisms to support car parking below minimums, such as:

    > Travel Plans and Green Plans (with supporting monitoring programs)
    > Contributions to active travel (EoT facilities and relevant surrounding infrastructure)
    > Shared parking opportunities between land uses (i.e. supporting mixed use)

- There is no Infrastructure Contribution Plan to fund necessary transport interventions.
- There is policy inconsistency between surrounding areas creating loop holes.
- There is a lack of incentives to develop the diversity of land uses.

Car parking requirements in the CDZ1

The existing CDZ1 rates were incorporated into the Yarra Planning Scheme in April 2009, and are no longer appropriate for the precinct as they are too high given the current surrounding context. They are too high for several reasons:

- For several land uses, the CDZ1 parking rates are higher than the parking rates outlined in Clause 52.06 of the Yarra Planning Scheme. If the intent of the CDZ1 is to encourage increased density within the precinct, the car parking rates should be lower to leverage the increased density, shared car parking and benefits of adjacent mixed use development, and limit the financial burden on the developer to encourage the desired mix of land uses.

- The CDZ1 recommends 1.5 to 2.1 times the amount of parking spaces that Yarra residents of one and two-bedrooms dwellings actually use. Supporting this ABS Census data from 2006 to 2016 shows car ownership rates for apartments within Yarra are generally trending downwards.

- The existing CDZ1 parking rates are too high to support the active and public transport visions of the Structure Plan and State policies, by continuing car oriented transport planning.

Despite its aspirations, the CDZ1 is not breaking the cycle of car dependence.

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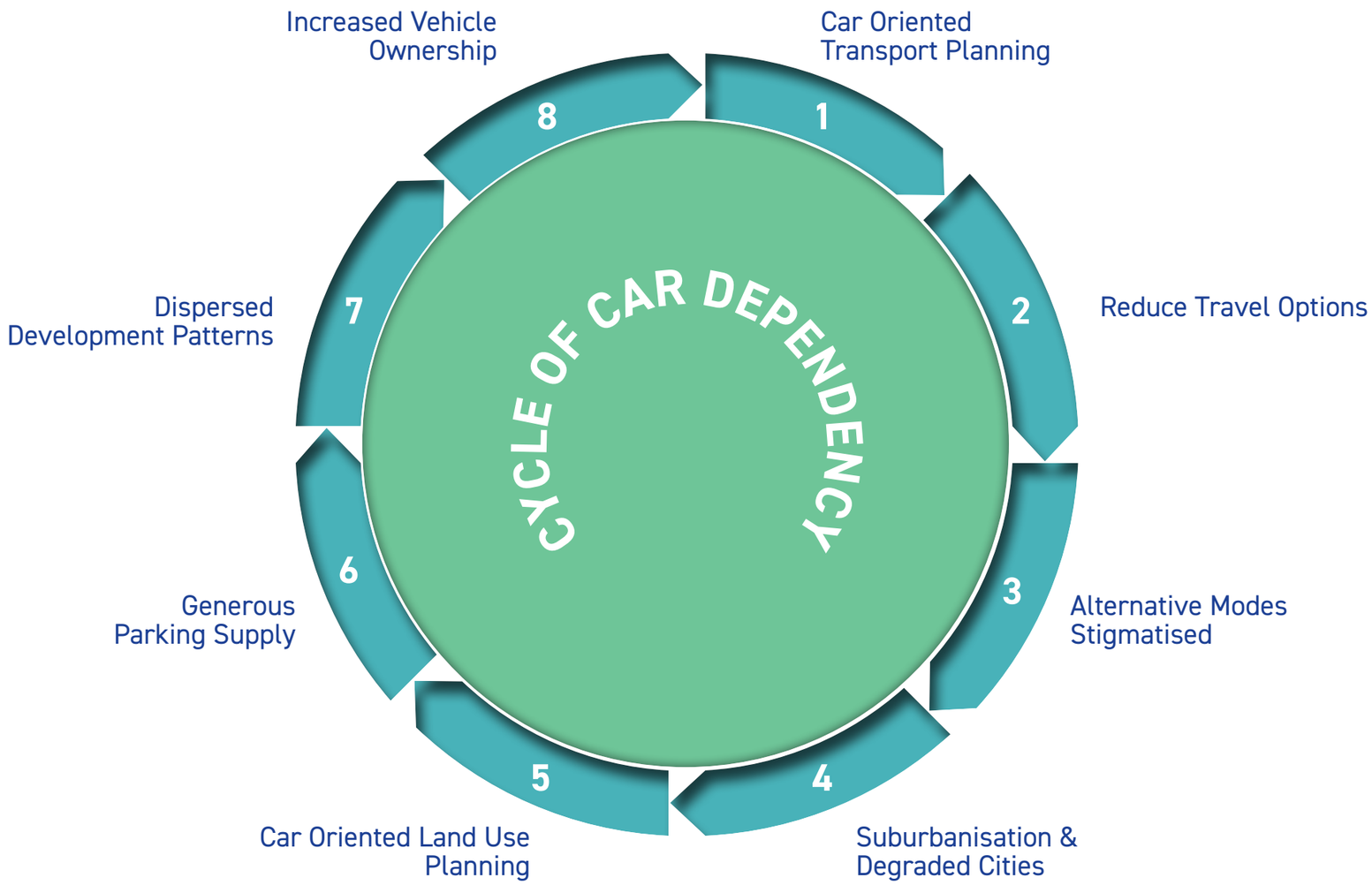

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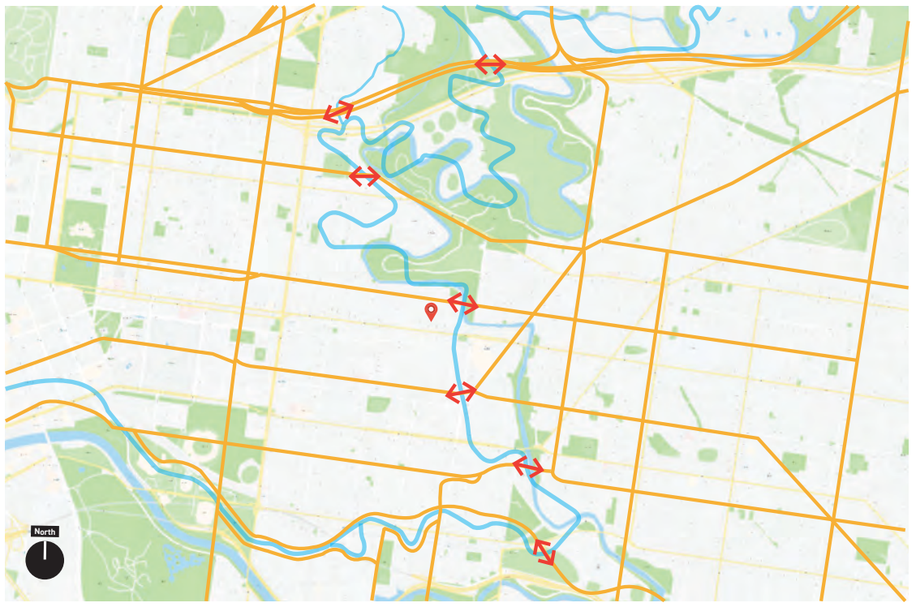
2.3
TRANSPORT NETWORK

The Victoria Gardens precinct is located on the corner of Victoria Street and Burnley Street, east of the CBD in Richmond, in a part of Melbourne known for network congestion. This congestion is not only a perceived phenomenon. The surrounding road network is constrained and is nearing capacity during the weekday AM, PM and Saturday midday peaks.

The Yarra River is a significant barrier to east-west travel, as there are only four river crossings between the Eastern Freeway and CityLink to cater for east-west movements, two of which are Victoria Street and Bridge Road. These limited river crossings act as funnels for the heavy east-west traffic flows between the CBD and the eastern suburbs, creating key constraints in the wider network.

Given there are few alternatives, both Victoria Street and Bridge Road have high strategic importance for all modes. Within the VicRoads SmartRoads framework, both are classified as priority streets for trams, bikes and pedestrians. However, when all modes are prioritised, and road space is limited, strategic decision making about network operation is compromised.



The road network is constrained due to the Yarra River and a lack of continuous north-south connections

As anticipated in a constrained network, modelling of the existing conditions showed that all modes currently experience significant delay during the weekday AM, PM and Saturday midday peaks.

The three figures on the following pages demonstrate that traffic on Victoria Street between Burnley Street and Findon Crescent currently exceeds the capacity of the road, and is reaching a point where traffic flow is unstable, and excessive queuing and delays are experienced. Victoria Street, for the remainder of the model extent is nearing capacity, with volume / capacity ratio approaching one. Bridge Road between Church Street and Burwood Road is also approaching capacity.

In the PM peak, average tram speeds are as low as 13 km/h through the precinct. This traffic congestion, created by an unsustainable transportation system, is responsible for significant economic and productivity costs for commuters and goods transporters.

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Another metric that demonstrates the poor operation of the network is the intersection Level of Service (LOS). Intersection LOS for key intersections for each peak period are provided in Table below.

Intersection	AM	PM	SAT
Burnley Street / Victoria Street	E	F	F
Bridge Road / Burnley Street	F	F	F
Bridge Road / River Street	A	B	B
Victoria Street / River Boulevard	B	A	C
Burnley Street / Victoria Gardens Western Access	B	B	B

A review of the Level of Service results show that the intersections of Bridge Road / Burnley Street and Burnley Street / Victoria Street are critical locations in all peak hours, operating with a Level of Service “F” or “E”. The signalised intersections along Victoria Street operate with Level of Service “C” to “F”.

It is noted that the LoS calculations are just one measure of performance and should not be treated as a defining metric for an intersections operation. In reality, congestion impacts can extend across multiple intersections (i.e. rolling congestion), which is not readily accounted for when reviewing each intersection in isolation.

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3. FUTURE "BUSINESS AS USUAL" CONDITIONS

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3.1
THE CONSEQUENCES OF BAU THINKING

As the network is already exceeding capacity during peak periods, it follows that any additional trips on the network as a result of development in and near the vicinity of Victoria Gardens are likely to increase congestion.

To understand a sense of the scale of the potential implications, a 2031 future growth scenario was modelled, applying probable traffic generation for developments occurring within and outside the model extent.

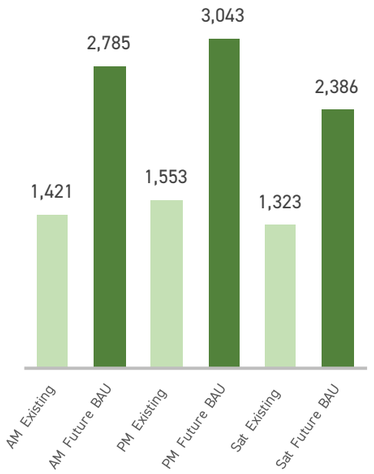
By 2031, a significant increase in vehicle trips is expected to be generated from outside and within the study area. This report is not contesting the likelihood of increased demand for vehicle trips. The land use changes within the precinct that are driving the increased demand for trips has predominantly been approved, or at least supported in principle by the CDZ1.

The reality is that land use changes and associated increased demand for trips will occur. What is contestable, however, is the nature and mode these trips will use in the future.

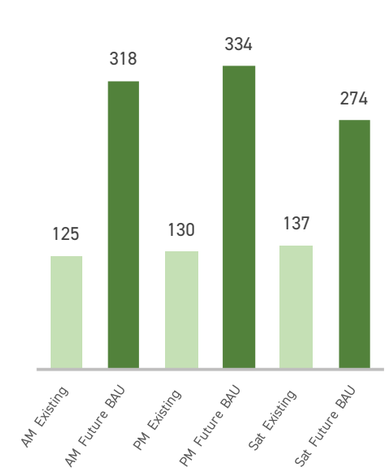
The preliminary modelling completed for the precinct shows that in the future, people will not be able to access the precinct as they do now. Reduced speeds, and increased travel times and delays will likely congest the network to the point that people will either need to reconsider their need to travel (impacting the economic viability of the precinct) or change their mode. The decisions that are made now are critical to supporting the precinct to transition to a future where people access the precinct via mass transit and active transport. Based on the modelling outputs, it is clear that without intervention, the cumulative impacts of developments will substantially impair the transport network's operation across all metrics, threatening the future of the precinct.

3.1.1 THE TRANSPORT NETWORK CONSEQUENCES

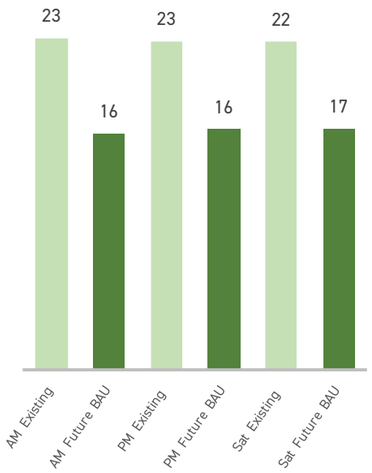
The transport network consequences of business as usual thinking are severe. In all tested peak hours, the car travel time through the network almost doubled, with delay times for cars 2.5 times higher than the existing network operation. In all tested peak hours, car speeds are between 5 to 7 km/h slower.



Car: Travel Time (h)



Car: Delay Time (sec/km)



Car: Speed (km/h)

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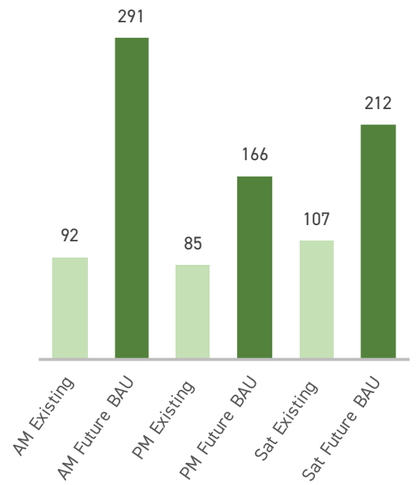
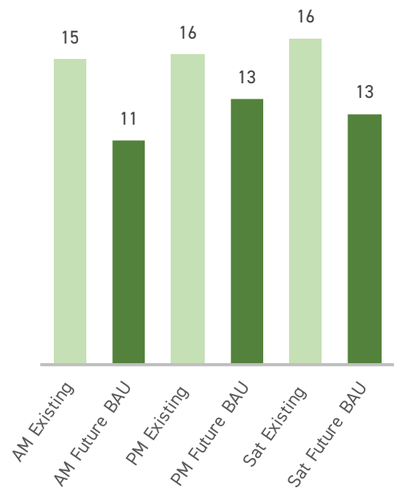
The modelled results for trams are also very poor, with delay times doubling and tram speeds reducing by between 3 to 4 km/h. Research completed by AustRoads found that people are very responsive to changes in delay and public transport travel speeds. So this magnitude of change to delay and speed is likely to reduce tram patronage, and ultimately reduce accessibility of the precinct.



Tram: Delay Time (sec/km)



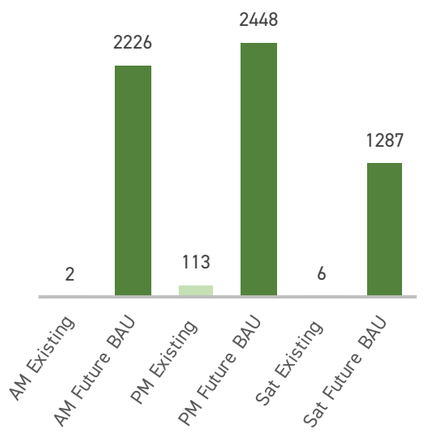
Tram: Speed (km/h)

Whilst the modelled speed, travel time and delays are all poor, it is not likely a true reflection of the future conditions of the network. As the future model was so congested there was a significant number of vehicles 'waiting to enter' the model.

This is a measure of the number of vehicles outside the model extent waiting to access the network. Put in another way, this is the number of vehicles that within a 60-minute period cannot access the Victoria Gardens precinct due to congestion on the network. In the 'business as usual' 2031 PM peak hour, there are 2448 unreleased vehicles compared to 113 vehicles in the current scenario.

This is a clear indicator of the scale of the intervention required.

The interventions proposed within this report seek to find alternative options for those unreleased vehicles, because they represent a demand that the network currently cannot meet, and a cost on the economy and the environment that is not acceptable.



Vehicles waiting to enter

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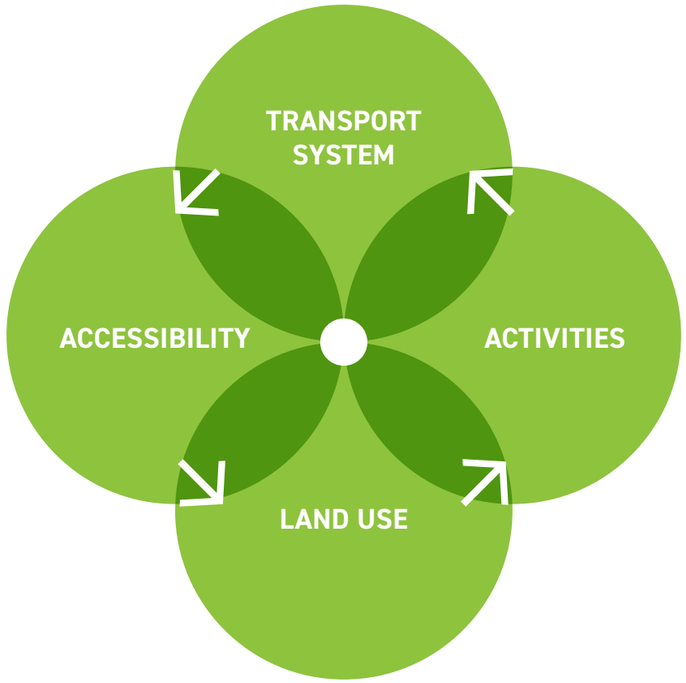
3.1.2 THE LAND USE CONSEQUENCES

In the Victoria Gardens precinct, the transport system is dictating land use outcomes as some land uses are not commercially viable for development due to the impacts of traffic congestion.

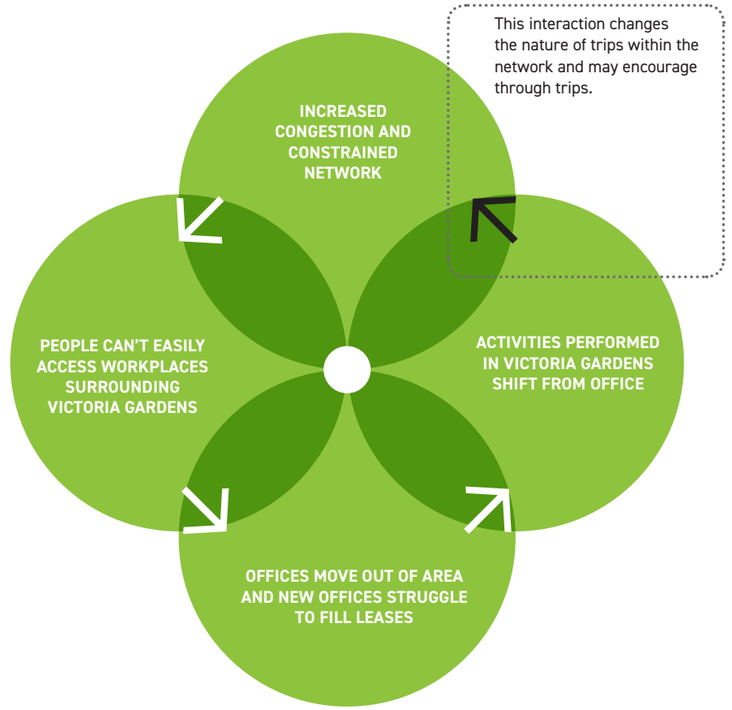
Without intervention, the operation of the transport network will continue to compromise the aspirations of the Structure Plan.

As there are significant constraints in the current transport system surrounding Victoria Gardens, accessibility is being constrained, which is in turn constraining the potential land uses. This is playing out most clearly in the context of the office land use. Both the perception, and reality of congestion in the network is reducing the desirability of office leases in the precinct. The impact of this is that the land uses that are desirable in that precinct change over time, and the activities associated with the new land use place different demands on the transport system, as shown in the figure below.



An increase in the provision of office space in the Victoria Gardens precinct (in line with the intent of the CDZ) would boost the day-time economy in a way that residential could not. Missing this opportunity has significant consequences to the future of Victoria Gardens, constrains the ability to provide white collar employment in this area and impacts the economic prosperity of the wider precinct.

The diversity of land use outcomes aspired to in Structure Plan the will not be achieved if the transport system cannot provide adequate accessibility to facilitate a mix of activities.



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3.2
SUMMARY

The preliminary modelling completed for the precinct shows that a status quo approach to land use changes and transport will compromise the future of the Victoria Gardens precinct.

In the future, the transport network operation is likely to be congested to the point that it compromises land use outcomes. The first signs of this are already being observed with office vacancies.

This challenge demands a new style of thinking as without significant intervention, the business as usual approach will stifle growth in the precinct.

The "**good news**" is that such interventions are possible.

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WHAT RESPONSES ARE REQUIRED TO UNLOCK VICTORIA GARDENS AND SUSTAIN COMMERCIAL GROWTH IN A CONSTRAINED TRANSPORT NETWORK?

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4. THE ALTERNATE APPROACH

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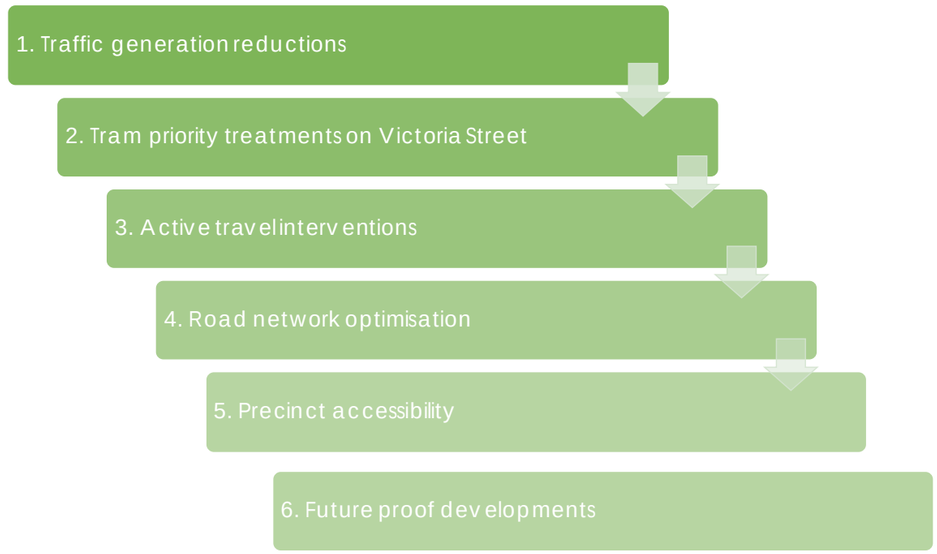
RESPONSES REQUIRED TO UNLOCK VICTORIA GARDENS

As Victoria Gardens Shopping Centre incorporates a destination retail use (IKEA), providing vehicular access will be fundamental to its success in its current form. Whilst disruptive technologies are likely to alter the shopping experience and the transport task, for the foreseeable future, providing capacity in the road network by reducing demand and achieving mode shift will be critical to supporting the economic growth of the precinct.

Development is currently driving certain transport outcomes by fostering a dependence on private vehicles and encouraging growth in trips that the road network cannot indefinitely sustain. A different style of development, and a true mixed-use precinct, focussed on trip containment and integration with sustainable transport will be fundamental to reducing the strain on the transport network.

Any interventions that cater for future growth would need to be mindful of the strategic importance of Victoria Street and Bridge Road to cater for east-west movements within the wider transport network. However, reducing the attractiveness of vehicle throughput of private east-west travel, coupled with improvements to east-west public transport will encourage mode shift or traffic redistribution.

The following section outlines six interventions that are recommended to unlock the potential of the Victoria Gardens precinct and achieve the planning objectives of CDZ1.



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THE FOCUS NEEDS TO SHIFT FROM THE MOVEMENT OF CARS TO THE MOVEMENT OF PEOPLE

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4.1 INTERVENTION ONE: REDUCE TRAFFIC GENERATION

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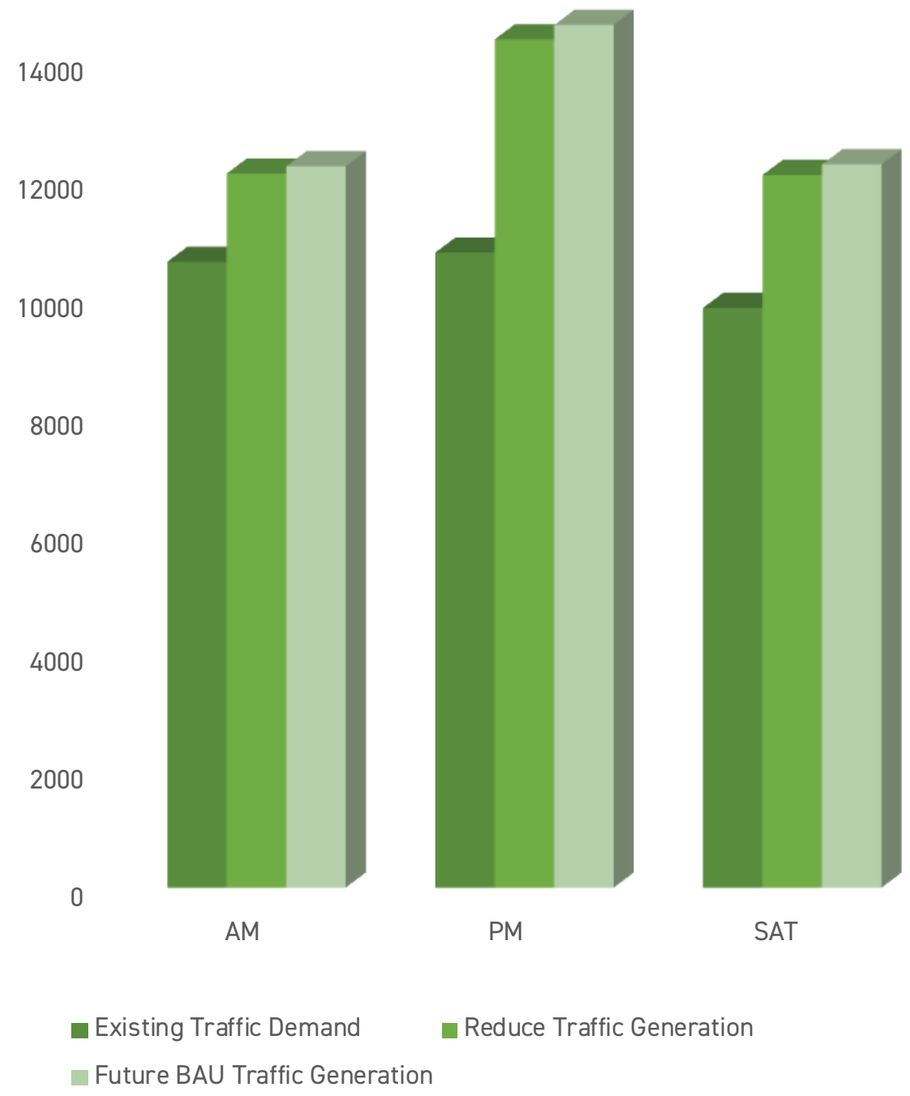
4.1.1 REDUCE TRAFFIC GENERATION

Future demands on the road network come from both increased population growth outside the precinct, and the developments within the Victoria Gardens precinct. As established earlier in the report, these increased demands are not able to be sustained within the existing road network. An opportunity to limit this impact comes through reducing the increased demands from within the precinct.

There are several options available to reduce traffic generation from new developments including reducing car parking provision, promoting active travel and encouraging a mix of land uses to increase trip containment. The assumptions made during the modelling process resulted in a 15 percent reduction in traffic generation, with a 10 percent reduction of trips from within the model, and a 5 percent reduction of trips from outside the model extent. The figure at right shows the likely impact of reducing traffic generation from, and outside of, the precinct.



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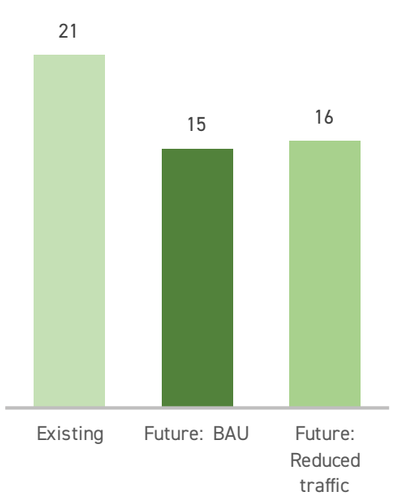
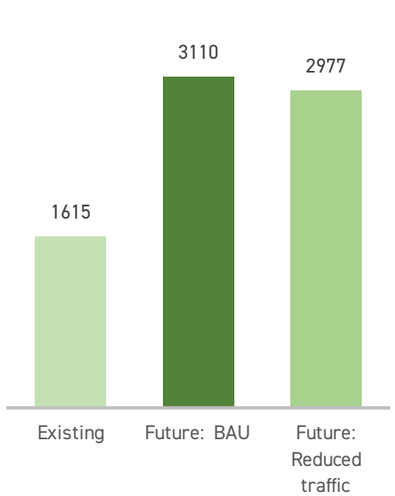
4.1.2 WHY REDUCE TRAFFIC GENERATION?

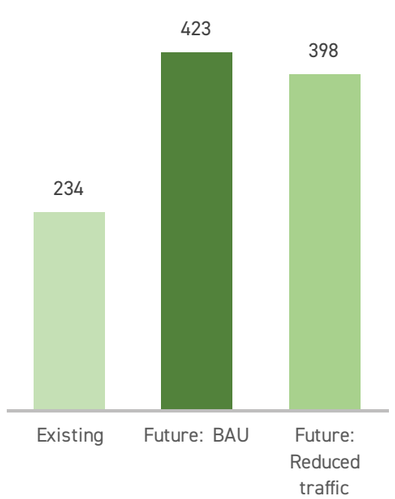
Given the relationship between traffic flow and vehicle speeds, it is self-evident that removing vehicles from the network will improve network performance. This was supported through modelling, which showed that for all modes vehicle speeds increased, and travel time and delays both decreased. The most compelling statistic, however, is the significant reduction in vehicles waiting to enter the model. The reduction in traffic generation resulted in approximately 600 less vehicles waiting outside the model extent for up to 60 minutes.



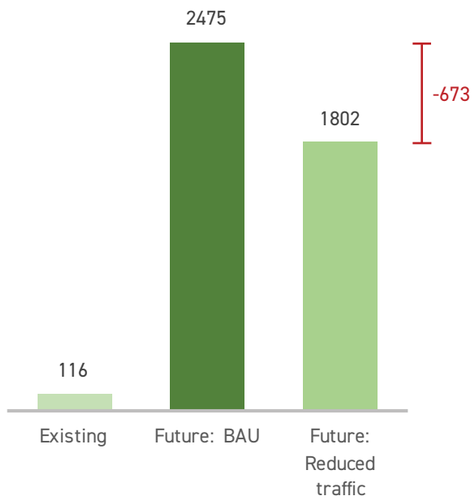
Speed - All modes (km/h)



Total Travel Time - All modes (h)



Delay Time - All modes (sec/km)



Vehicles Waiting to Enter (veh)

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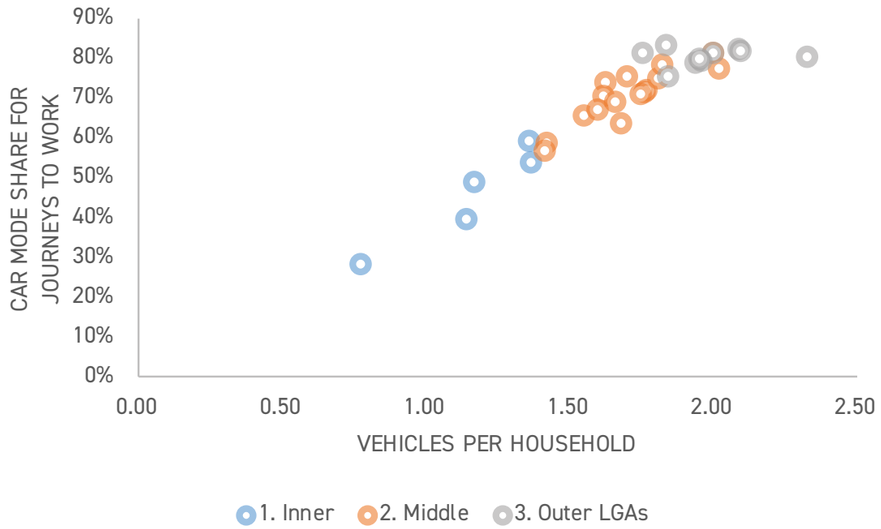
4.1.3 HOW CAN YOU REDUCE TRAFFIC GENERATION?
OPTION ONE:
INTRODUCE CAR PARKING MAXIMUMS

It is widely understood that a reduction in car parking supply can break the cycle of car dependence by discouraging private vehicle ownership and ultimately reducing mode share as shown in the figure below.



Locations with higher car ownership have higher levels of car travel to work. Reducing car ownership by reducing car parking supply will support mode shift to alternative means of transport.

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However, given that market forces are intrinsically linked to land use development a balance needs to be struck between the under and over supply of car parking.

Requiring too much on-site car parking increases the cost of development, decreases the attractiveness of development and potentially leads to inducing traffic generation which increases traffic congestion levels within the precinct. However, if mandated parking rates are too low to be commercially viable, the market will either respond with an undersupply of car parking which may unreasonably increase car parking along abutting streets, or developers choose not to invest in the area.

Introducing maximum parking rates can be used to achieve this balance, by mandating a maximum rate that achieves the transport aspirations and allows the market to determine what rate below the maximum suits the development's needs.

MECHANISMS TO SUPPORT MAXIMUM CAR PARKING RATES

- Support the implementation of car sharing schemes within developments
- Introduce minimum rates for bike parking and minimum requirement for end of trip facilities
- Provide guidance on prioritising location of bike parking over car parking
- Maximise the use of existing car parking facilities
- Establish an Infrastructure Contribution Plan to support the funding of required transport infrastructure (to improve alternatives to private vehicle travel)

OPTION TWO:

MAXIMISE PRECINCT PARKING OPPORTUNITIES

Given the scale and mixed-use nature of the precinct, all opportunities to maximise the sharing of car parking (further to the principles of the 'activity-centre approach' to car parking) should be pursued. In reality, all uses are unlikely to generate their peak car parking demands simultaneously and it should therefore be possible to reduce (individual) parking provisions.

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OPTION THREE:
LEADING AND COMMITTING TO CHANGE IN LAND USE

Victoria Gardens and the surrounding redevelopments is developing into a diverse mixed-use precinct. The inclusion of land uses like childcare and medical centres within Victoria Gardens goes a long way to achieving this objective.

THE STRATEGIC CONTEXT:
Plan Melbourne aims to make the '20-Minute Neighbourhood' a reality for every Melburnian. A 20-minute neighbourhood can create a more cohesive and inclusive community with a vibrant local economy.

As the community evolves into a dense, young and aspirational residential community, there exists an opportunity to further drive change and support economic development within the local area.

The precinct has the ability to prioritise developments that will exist in a self-contained environment. The Planning framework should support the types of land uses, and services that are required in a 20-minute neighbourhood.

WHY IS IT CRITICAL?
The transport network is becoming increasingly constrained and this is creating barriers to access the wider local area. Without strong mechanisms in place to drive the remaining mixed use development for the broader local area, opportunities for economic growth beyond the current situation may be constrained.

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4.1.4 WHERE TO FROM HERE?

The next steps for Council:

Initiate an amendment to the parking rates in the CDZ1 overlay within the Yarra Planning Scheme to mandate car parking maximum rates generally as follows:

> 1 space / dwelling
> 2 spaces / 100sqm NFA for office
> 3 spaces / 100sqm LFA for retail

As part of this amendment, consideration should also be given to setting minimum rates for the provision of other sustainable infrastructure for residential apartments in particular. This could include:

> 1 resident bicycle space / dwelling
> 1 car share space / 20 dwellings

In order to achieve the land use responses required, there are numerous stakeholders that need to be involved:

> Developers
> Local Government
> VPA
> TfV
> VicRoads
> PTV
> Community

We can use the knowledge of the existing transport network and tested future transport / land use scenarios to make informed decisions on what developments would shape the overarching vision for Victoria Gardens. This will guide the long term commercial viability of the precinct. The next steps are:

- The Planning Scheme needs to have clear mechanisms and incentives to align with the overarching strategic vision, such as streamlined approvals for target land uses and lower parking provisions.

- Policy needs to be consistent within the wider local area.

- The 'predict and provide' approach needs to be replaced by travel demand management initiatives.

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4.2 INTERVENTION TWO: TRAM PRIORITY TREATMENTS ON VICTORIA STREET

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4.2.1 TRAM PRIORITY TREATMENTS ON VICTORIA STREET

It is clear from the preliminary modelling that maintaining the status quo approach to transport in the Victoria Gardens precinct is no longer possible. With the projected increases in population and trips, low-occupancy vehicles cannot be supported as the primary way to access the precinct. The precinct demands a mass transit solution. Delivering a solution that allows for an increased movement of people is critical to the success of the precinct.

The Victoria Gardens precinct is in the optimal position to achieve a mass transit solution, with existing tram routes operating on Victoria Street and Bridge Road providing a facility to support mode shift from cars to trams.

Currently the tram on Victoria Street operates within mixed traffic, with tram stops every 260 – 300 metres. Because of this, the trams experience poor reliability and low travel speeds, with the route 12 and 109 travelling at an average speed of 14.5 km/h in the PM peak.

Fifteen percent of Richmond residents currently catch the tram to work, which is less than half the number of residents who drive to work (40%) . One reason preventing mode shift could be related to the higher travel time, and reduced reliability of tram travel within Richmond.

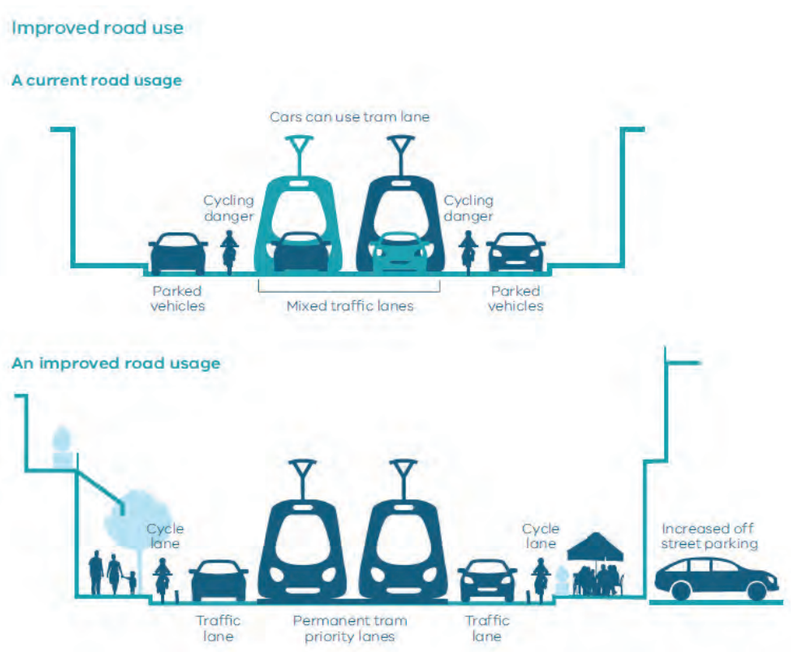
This poses the question as to how to prioritise tram travel along Victoria Street to promote tram usage. The Structure Plan and Plan Melbourne both advocate for the prioritisation of trams but do not specify the form of priority. In the following section, we outline two options to prioritise trams: installing tram fairways and reducing through traffic.

VicRoads SmartRoads framework classifies Victoria Street and Bridge Road as priority routes for bicycles, pedestrians and trams. Whilst both are primary state arterials, neither are priority traffic routes. Despite their classification within the planning framework, the infrastructure, road space and signalling does not support priority for active and public transport modes.

OPTION ONE:
INSTALL A TRAM FAIRWAY

The first option is to install a tram fairway on Victoria Street between Victoria Gardens and Victoria Parade, as has been delivered along much of Bridge Road. The separation of trams and private vehicles will result in improved reliability and travel times for trams and a subsequent increase in travel times and congestion for private vehicles, encouraging a mode shift from private vehicles to trams.

The implementation of fairways requires the reallocation of road space and will impact on the provision of on-street car parking. A conceptual cross section is outlined in figure below.



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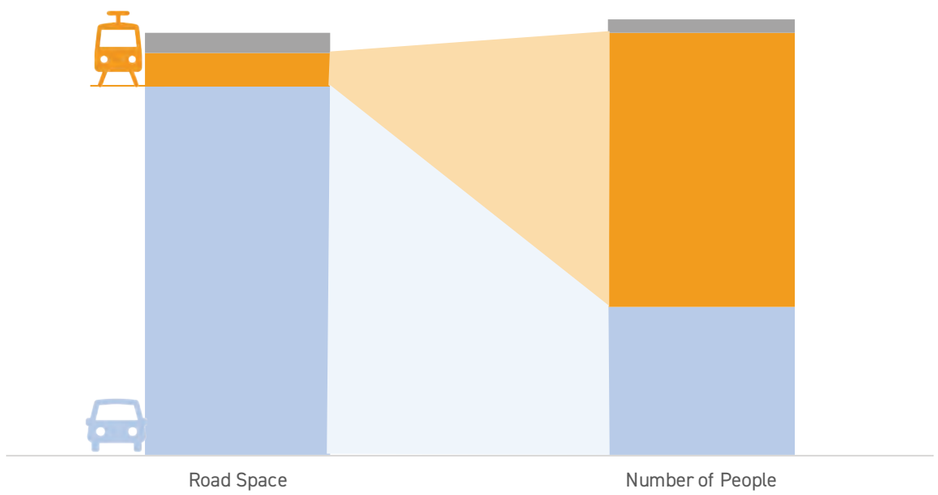
WHY CONSTRUCT A TRAM FAIRWAY?

It has been established that the primary objective is to facilitate the increase in number of people who can access and pass through the precinct. The most efficient allocation of road space on Victoria Street to achieve the mass movement of people is through a tram. Trams require significantly less road space relative to the number of people they can carry, as shown in the figure below.



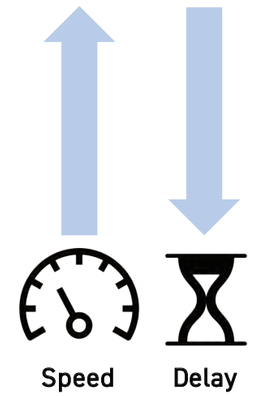
Not only are trams a more efficient use of space, but installing a tram fairway was also observed to improve network performance. Conservative preliminary modelling shows that the reallocation of road space on Victoria Street to a tram fairway is likely to increase tram travel speeds, and car travel speeds by 2 km/h and reduce delay times by approximately 30 seconds for trams.

MOVEMENT AND PLACE FRAMEWORK APPROACH

Victoria Street currently has a high place value and high movement needs. The right solution that unlocks the potential of Victoria Gardens will need to be mindful of maintaining the movement function, without compromising the place value.

This recognises the importance of Victoria Street as a key east-west link within a constrained network, whilst also ensuring that through traffic does not reduce people's willingness to shop, work, live and dwell in the precinct.

Mode	Model	Delay Times (seconds)	Travel Times (km/hr)
Car	Base	334	16
	Tram Fairway	314	18
Bus	Base	166	13
	Tram Fairway	134	15



Results based on modelling undertaken by GTA comparing Base Case 2031 vs Tram Fairway on Victoria Street 2031.

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The implementation of a tram fairway, when combined with the benefits of reduced traffic generation recommended in intervention one, will also result in significantly reduced travel times when compared to the existing situation. As shown in the graph below, without intervention, the projected growth in the precinct will increase tram travel times. Whilst reducing traffic generation and constructing a new road link (outlined in intervention 5 below), will improve tram travel times, the best result for tram users will come with the implementation of a priority tram lane.

Another benefit of improving travel time is that it allows for greater service frequency, which again positively influences demand. The cumulative impact of these benefits results in an increased number of people accessing the corridor by public transport.

Trams take up significantly less room on the road despite catering for more passengers than cars representing a more efficient use of road space.

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The link between a reduction in travel times and the increase in patronage is widely acknowledged, with research completed by AustRoads finding that reducing travel time delays can increase patronage by between 3 to 20 percent . Further, a Project Impact Report for the O-Bahn City Access Project in Adelaide, demonstrated that patronage increased most due to improvements to travel time & reliability.

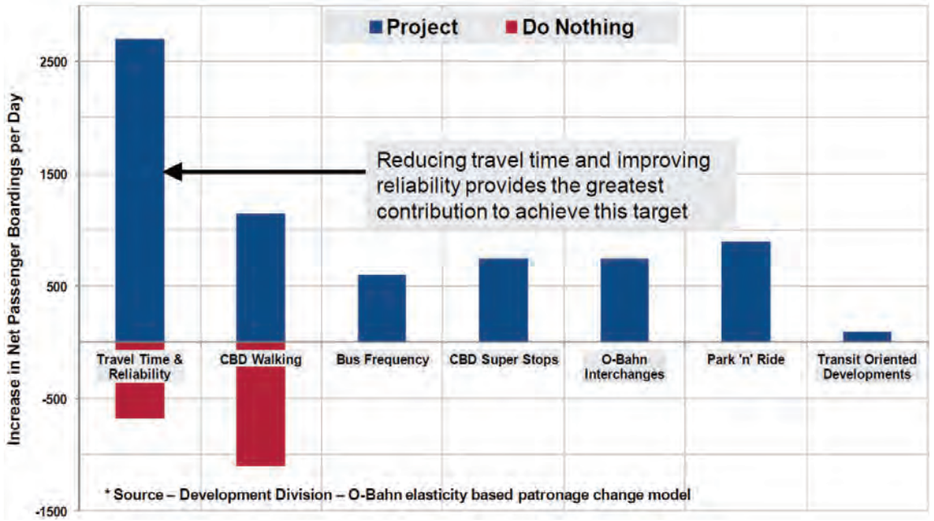

Figure shows the daily passenger boarding increase to achieve public transport targets modelled before and after project results
Source: The O-Bahn City Access Project: Project Impact Report, DPTI, SA Government, 2017

ADDITIONAL BENEFITS OF THIS IMPLEMENTATION INCLUDE:

- Improved cycling connections to / from Victoria Garden
- Lower / constrained car parking at Victoria Gardens
- Allow tram service frequency to be increased, enabling greater volumes of people to access the precinct

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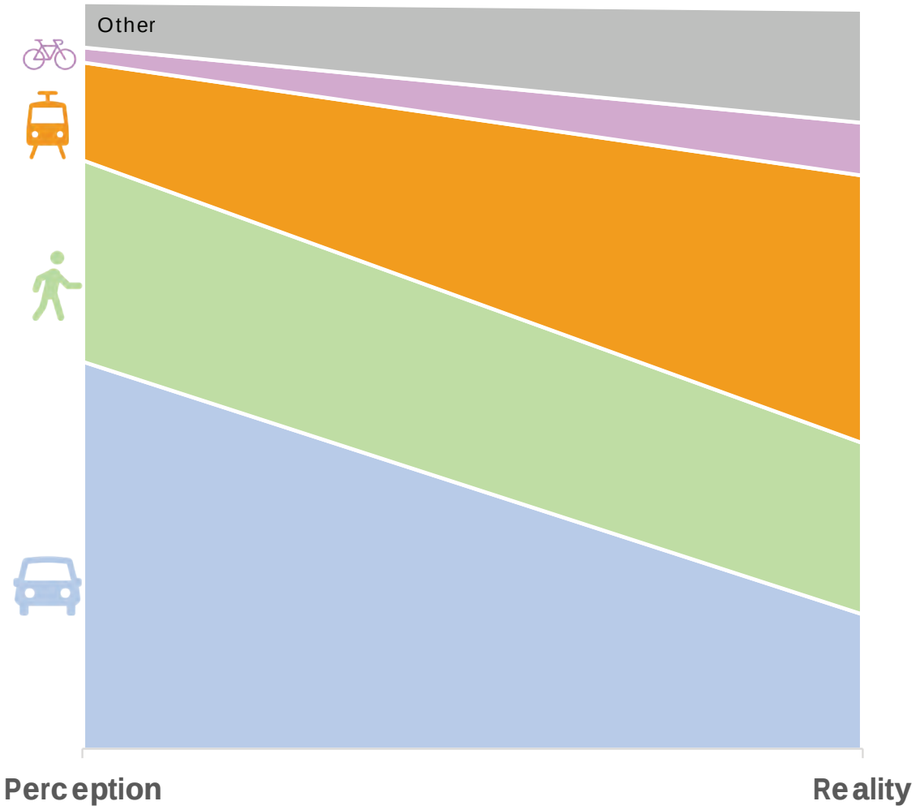
Whilst it is acknowledged that there are significant benefits to implementing tram fairways, there is also a key hurdle to overcome, which is the removal or relocation of on-street car parking.

On-street car parking would need to be removed on both sides of Victoria Street if this option was implemented. The removal of car parking along Victoria Street may be negatively perceived, particularly by local traders. However, studies have shown that traders often overestimate the importance of car parking on their business and underestimate the number of patrons using other modes. As shown at right, the research indicated that more people were using public transport than cars to access a number of restaurants, despite restaurateurs thinking that there were five times more people driving than actually were.

Whilst a challenging prospect, on-street car parking has been removed to support improved public transport facilities from key and local roads in locations such as High Street, Northcote and Acland Street, St Kilda.



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OPTION TWO:
REDUCE THROUGH TRAFFIC

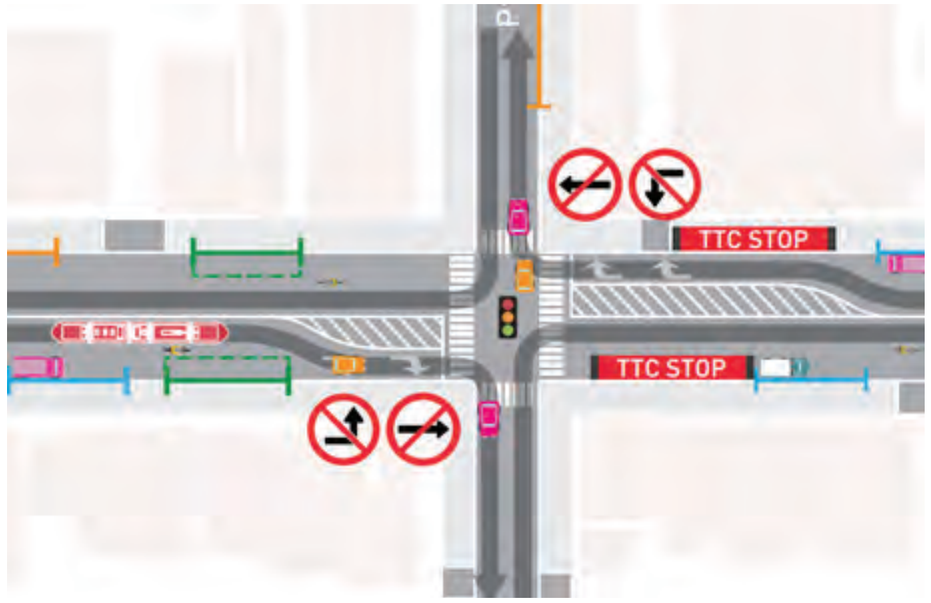
Another option to prioritise tram movements along Victoria Street involves reducing through traffic, and reducing the number of right turning vehicles, both of which cause delays to tram movements.

An example of this type of scheme is a pilot project being undertaken by the City of Toronto. The program is designed to move people more efficiently whilst improving economic prosperity and place making by restricting private vehicles travelling through intersections and instead giving priority to streetcars. The scheme was implemented by banning several right turns, and restricting through-traffic by mandating left turns at key intersections.

Initial results show that within the first two months the ridership on the streetcars increased by 25%, reliability increased by 33% and streetcar travel times reduced by 4 minutes (along a 6km length). And whilst the majority of average car travel times increased in the first month, they returned to baseline results in the second month.

A benefit of this scheme over a tram fairway is that the kerbside lane can be repurposed to suit the street's requirements. For example, some on-street car parking can be retained to enable loading and parking for people with disabilities. And at other points, the footpath can be extended to create opportunities for on-street dining or garden beds.

Similarly to the tram fairway, this solution would require consideration of potential streets where east-west traffic is likely to be redistributed to. The intent of the scheme is that a large proportion of those trips would shift modes to tram travel, however, care must be taken to mitigate any unintended consequences on side streets.



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4.2.2 WHERE TO FROM HERE?

Given how critical the mass transit of people is to the success of the precinct, we recommend that tram prioritisation is pursued with urgency. The next step would be for Transport for Victoria to develop a concept scheme to deliver tram prioritisation. Preliminary modelling has demonstrated that achieving mode shift to mass transit is the critical component, however, we anticipate that further modelling may be required once the concept scheme is established (the preliminary modelling undertaken by GTA which has informed this report could likely be used as a base).

The implementation of tram prioritisation will require input from all stakeholders namely TfV, PTV, Yarra Trams, VicRoads, Yarra City Council and traders' associations.

Next steps for TfV:

- Develop and implement a tram priority scheme for Victoria Street

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4.3 INTERVENTION THREE: ACTIVE TRAVEL INTERVENTIONS

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4.3.1 ACTIVE TRAVEL INTERVENTIONS

There is an opportunity to leverage off a relatively high base of active travel to promote cycling and walking for people accessing Victoria Gardens. The current cycling and walking journey to work mode shares in Richmond are higher than the Melbourne average.

As shown in the table at right, there are higher mode shares for Richmond residents than employees in Richmond, which is likely to be related to the connectivity and proximity to the CBD's employment. This presents an opportunity for improvements to strengthen the existing connections to the CBD, and connectivity to residential areas outside the Richmond area.

Mode	People who live in Richmond	People who work in Richmond
Cycling	6.1%	3.6%
Walking	13.8%	6.5%

4.3.2 WHY ENCOURAGE ACTIVE TRAVEL?

The implementation of cycling and pedestrian infrastructure will support mode shift to active transport reducing traffic congestion within the precinct and supporting economic uplift at the precinct. The benefits of a reduction in motor vehicles in the road network were demonstrated in the modelling outputs included in intervention one: reduce traffic generation.

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4.3.3 HOW DO YOU ENCOURAGE ACTIVE TRAVEL?

This section will outline the following five recommendations:

1. Construct bicycle lanes to connect existing key cycling routes and Strategic Cycling Corridors (SCC)
2. Construct new crossing opportunities
3. Improve existing crossing points
4. Provide end of trip facilities
5. Encourage large developments to consider cycling and pedestrian permeability

OPTION ONE:
CONSTRUCT BICYCLE LANES TO CONNECT EXISTING KEY CYCLING ROUTES AND STRATEGIC CYCLING CORRIDORS (SCC)

To maximise the benefit of new infrastructure and provide increased accessibility to Victoria Gardens, an option is to strengthen a network of shimmy routes through Richmond. In particular, there is opportunity to provide links on the following routes:

- Connecting Doonside Street to the SCC on Elizabeth Street via Buckingham and Johnson Streets
- Connecting Victoria Gardens with SCC via Muir, Myrtle and Elm Streets, and Muir, Calvin and Brook Streets

OPTION TWO:
CONSTRUCT NEW CROSSING OPPORTUNITIES

There are several physical barriers to active transport uptake, including the Yarra River and streets with high traffic volumes. An option to reduce these barriers is to provide additional crossing opportunities.

One opportunity is to construct a bridge over the Yarra River to connect Victoria Gardens with the proposed cycle path on Muir Street. This would provide an east-west crossing opportunity for cyclists who wish to utilise streets with less traffic, and may not have the confidence to ride on Victoria Street.

Another opportunity is to construct traffic signals at the intersection of Doonside and Burnley Streets. This provides safe crossing between new developments proposed on Doonside Street and provides east-west connectivity to a proposed 'shimmy route' on Buckingham Street.

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OPTION THREE:
IMPROVE EXISTING CROSSING POINTS

There are several existing signalised intersections and crossing points that would benefit from additional priority given to cycling.

Firstly, at the Victoria Street / Burnley Street intersection, a bicycle head start on the north bound approach would provide protection for bicycles through the intersection. It is noted that this may not be required if the intersection upgrade proceeds, as bicycles will have access to separated shared paths on the north of the intersection.

The second option is to provide a bicycle crossing point at the existing pedestrian operated signals (POS) on Barkers Road, east of Findon Street. The existing footpaths would need to be converted to shared user paths, and a bicycle lantern added to the existing POS.

OPTION FOUR:
PROVIDE END OF TRIP FACILITIES

End of trip facilities should be provided in the proposed developments. This encompasses facilities such as bike parking, lockers, showers and change rooms.

Good access should be established between the end of-trip facilities and the surrounding bike network. And the design details need to be right – bike parking should be user friendly and attractive, safe and secure, with good wayfinding, and easy to maintain and clean. The requirement to provide such facilities imposes costs on developers and ultimately on owners and occupiers, so the requirements need to be appropriate and effective.

The wayfinding to existing end-of-trip facilities at Victoria Gardens should be improved, with consideration of including details of cycling and walking options on the 'Getting Here' page of the Victoria Gardens website.

OPTION FIVE:
ENCOURAGE LARGE DEVELOPMENTS TO CONSIDER CYCLING AND PEDESTRIAN PERMEABILITY

Opportunities to create new links through developments should be maximised so they do not become barriers. Providing increased permeability for cyclists and pedestrians will enable short trips to be completed faster by cycling or walking over driving, encouraging mode shift.

4.3.4 WHERE TO FROM HERE?

It is recommended that all intervention options are pursued by Council, with the support of developers. An additional step would be for Council to amend the Planning Scheme to mandate (or at least guide) the provision of end of trip facilities, and/or implement an Infrastructure Contribution Plan to recoup the funds from developers who are likely to benefit from an improved bicycle network.

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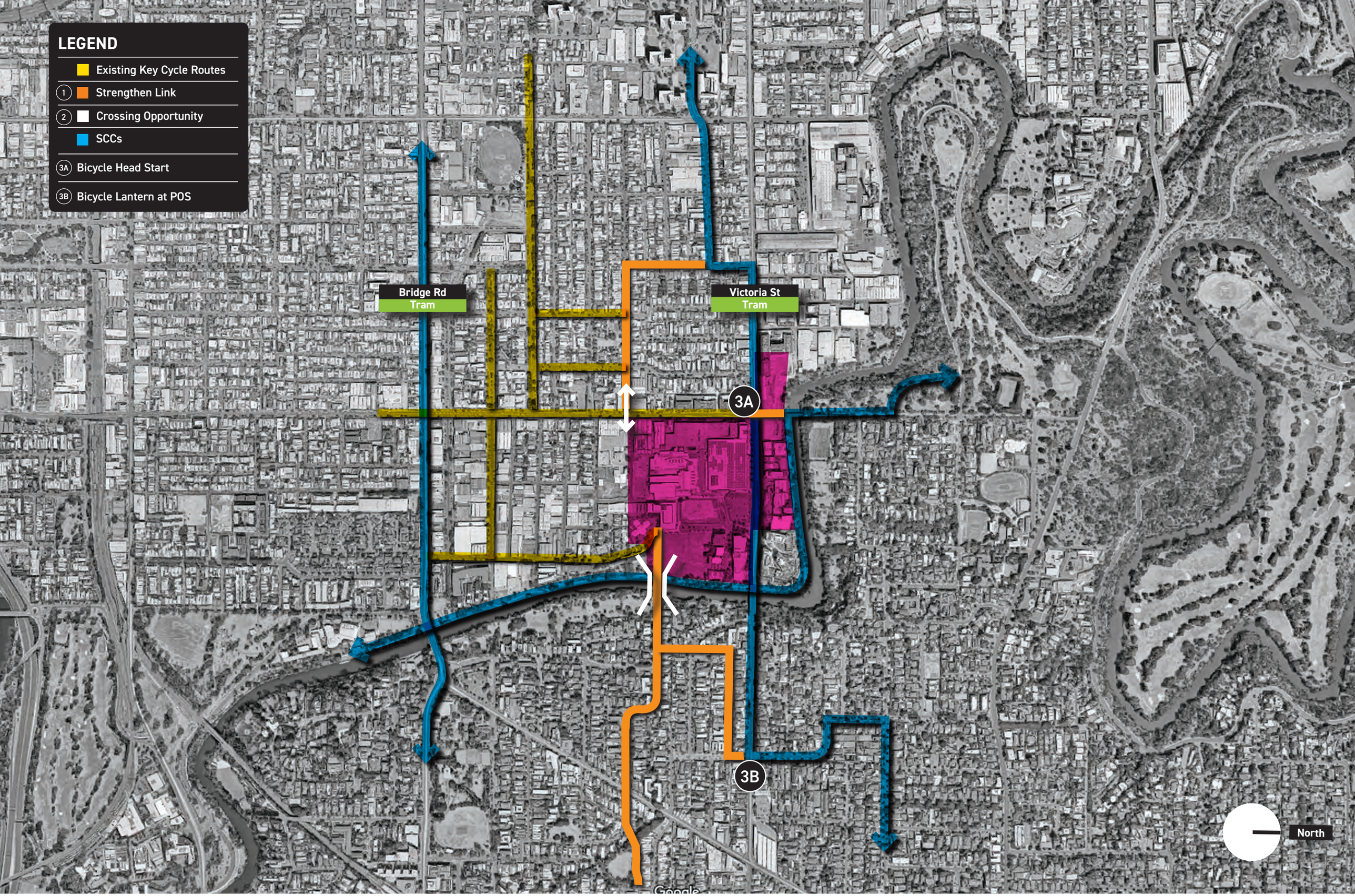

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4.4 INTERVENTION FOUR: ROAD NETWORK OPTIMISATION

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4.4.1 ROAD NETWORK OPTIMISATION

The preliminary modelling completed for the Victoria Gardens precinct highlighted there is opportunity to optimise the existing road network operation. By optimising the existing road network operation, it is possible to increase the capacity of the road without investing in infrastructure.

4.4.2 HOW DO YOU OPTIMISE ROAD NETWORK OPERATE?

One opportunity identified during the preliminary modelling conducted related to relieving a key network constraint.

Currently there are delays caused by right turning vehicles from Bridge Road (east approach) into Burnley Street (north approach). Optimising the signal phasing to provide additional green time to the right turn movement allows more vehicles to clear the intersection, improving the travel times for inbound trams.

However, consideration needs to be made to ensure that the gains made for right turning vehicles does not compromise the network as a whole.

4.4.3 WHERE TO FROM HERE?

It is recommended that VicRoads review signal phasing along the length of Victoria and Burnley Streets and Bridge Road to determine whether any signal phasing changes or linking of signals would improve the network operation. This review should also consider opportunities to prioritise tram movements.

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4.5 INTERVENTION FIVE: PRECINCT ACCESSIBILITY

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4.5.1 PRECINCT ACCESSIBILITY

The increased population and development activity occurring within and around the precinct will place different demands on the transport network. These demands may require the modification of the existing road network to safely accommodate growth, and to ensure that the increased growth does not occur at the cost of accessibility, compromising the economic viability of the precinct.

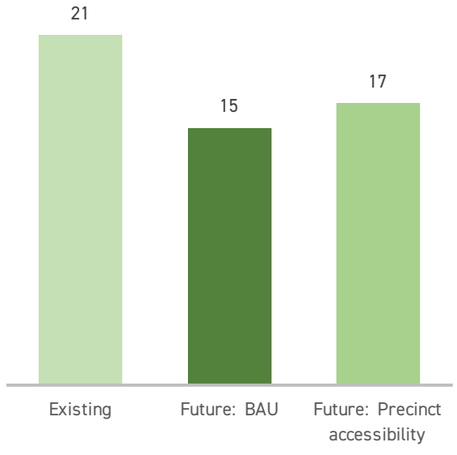
4.5.2 WHY INCREASE PRECINCT ACCESSIBILITY?

The throughput on the major east-west roads are constrained at the intersections. Increasing precinct accessibility balances the demands across the intersections (e.g. reduces circuitous travel demands), improving network operation. The preliminary modelling found that the accessibility interventions increased travel speeds for all modes, and reduced travel times and delays for all modes. Again, the vehicles waiting to enter the model reduced significantly with a reduction of approximately 1,200 vehicles waiting outside the model extent.

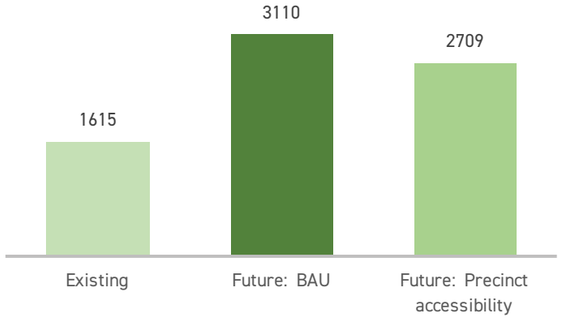
INDUCED DEMAND

As stated earlier in this section, providing and supporting vehicular access will be fundamental to the success of Victoria Gardens Shopping Centre in its current form, so it is acknowledged that road based interventions are a necessary component of the suite of interventions required to unlock the potential of the precinct. However, care must be taken to ensure that the road based interventions are not implemented without a comprehensive TDM program to limit the potential for induced demand.

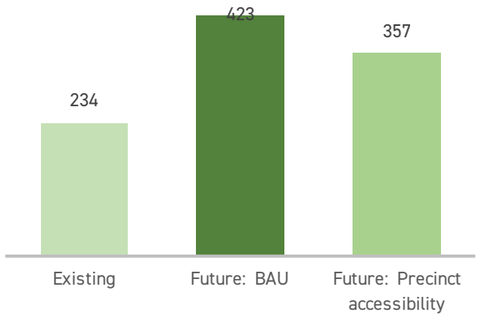
Induced traffic demand is the actuality where following the increase in capacity on our road network, additional traffic is generated. When a new road is built, congestion reduces in the short term, but it can encourage more people to drive their cars on the new road because of the added convenience. The success of the Victoria Gardens precinct will ultimately come down to providing access for people, not vehicles.



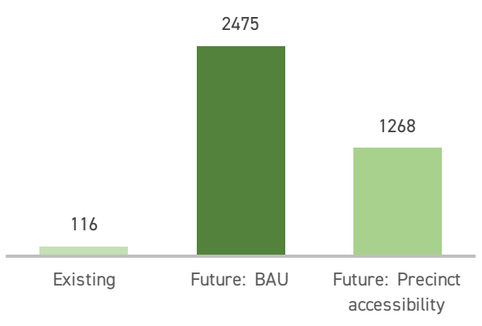
Speed - All modes (km/h)



Total Travel Time - All modes (h)



Delay Time - All modes (sec/km)



Vehicles Waiting to Enter (veh)

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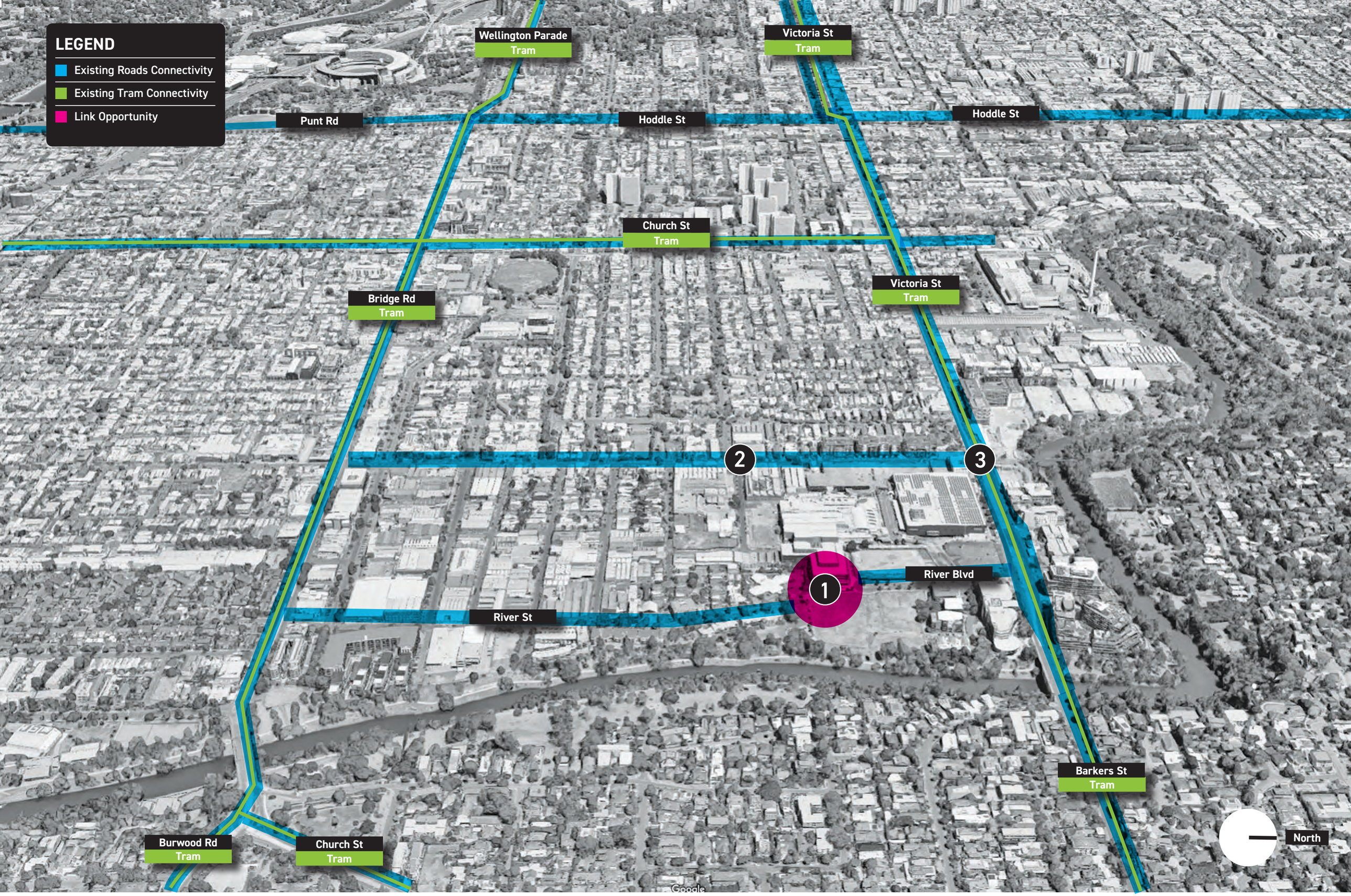

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4.5.3 HOW DO WE IMPROVE THE ROAD-BASED ACCESSIBILITY OF THE PRECINCT?

Three opportunities have been identified, and tested, to improve precinct accessibility including providing a road connection between River Street and River Boulevard, signalising the intersection of Doonside and Burnley Streets, and modifying the intersection layout at Victoria and Burnley Streets. They are outlined below.

OPTION ONE: ROAD CONNECTION BETWEEN RIVER STREET AND RIVER BOULEVARD

One of the major network constraints relates to the delays caused by right turning vehicles from Bridge Road (east) into Burnley Street (north).

An option to balance demands within the network is to connect River Street with River Boulevard. This would allow additional vehicle access to and from the Victoria Gardens precinct by removing circuitous traffic from the east that uses Burnley Street to access the precinct.

This new connection would remove a portion of the right turning vehicles from the east leg of the Bridge Road / Burnley Street intersection, and redistribute them to the River Street / Bridge Road intersection.

This redistribution may require the signalisation of the River Street / Bridge Road intersection to safely accommodate the increased number of turning movements. Given that the right turning movements into Burnley Street share the tram lane, the easing of congestion at this point will improve tram travel times.

The delivery of this connection could potentially even lead to the option of banning right turns from the east approach of the Burnley St / Bridge Rd intersection to prioritise public transport.

Notwithstanding, the additional access point may encourage additional traffic to utilise the connection. It is recommended that this intervention is complemented with other transport interventions to prevent the link inducing additional trips. This could include but not be limited to local area traffic management.

Preliminary transport modelling has been completed, which outlines the addition of the River Street connection will maintain average speeds and reduce delays across the network whilst allowing more vehicles to travel through / access the precinct in the peak hour.

Salta own the property that links River Street and River Boulevard, which is currently providing pedestrian and cycling connectivity between Victoria Gardens and the properties to the south. Salta have a permit to construct on this lot, with endorsed drawings allowing a structure to be built up to the property boundary, essentially removing this connectivity. At a minimum, it is recommended that this pedestrian and cycling connectivity is preserved and upgraded. However, we primarily recommend that the development approval be modified to allow for a full two-lane road connection be constructed. As this would require Salta to forego the land, it is recommended that Council fund the construction of the road.

OPTION TWO: SIGNALISATION OF DOONSIDE STREET/BURNLEY STREET INTERSECTION

The scale of growth anticipated along and to the south of Doonside Street will generate significant turning movements at the intersection of Doonside Street and Burnley Street. In order to safely accommodate these turning movements, it is recommended that the intersection is signalised. This will also provide an additional safe east-west crossing point for pedestrians and cyclists over Burnley Street.

To limit the impact to traffic flows on Burnley Street, it is proposed that the signals are linked to the traffic signals north and south of the Doonside Street intersection to allow streamlined flow.

Local area traffic management on Buckingham Street must also be taken into consideration to ensure that the signals do not induce traffic along this local street.

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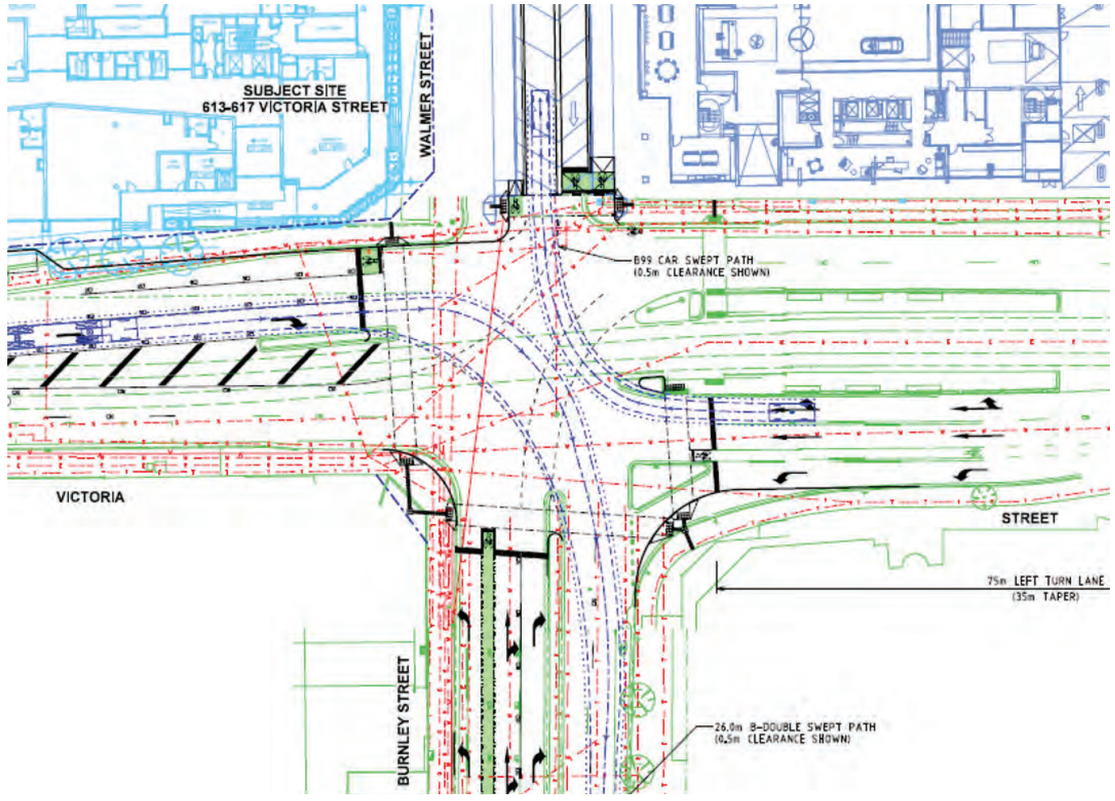
OPTION THREE: MODIFY THE VICTORIA STREET / BURNLEY STREET INTERSECTION LAYOUT

The Victoria Street / Burnley Street intersection is the major network constraint within the precinct. It is proposed that the two through lanes westbound on Victoria Street are retained plus the left-turn lane, with a right-turn peak hour ban in the AM peak from the east approach. To improve connectivity to the Victoria Street super stop the left-turn slip lane should be removed, and reinstated with a signalised crossing for north-south pedestrians travelling across Victoria Street or to the super stop. This pedestrian movement can then typically be completed in one phase.

Implementing peak hour right turn bans will increase the intersection through-put by removing delays associated with right turning vehicles. This will have benefits for tram and private vehicle travel times.

This proposal will result in a reduced level of access to the residential developments on the north side of Victoria Street noting that inbound movements for residential developments are low in the AM peak hour.



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4.5.4 WHERE TO FROM HERE?

It is recommended that all three intervention options are pursued. This will require input and collaboration from VicRoads, Council and Salta.

The actions for VicRoads include:

- Monitor the need for signals at Bridge Road / River Street
- Install signals at Burnley Street / Doonside Street, linking their operation to signals north and south on Burnley Street
- Determine active travel options that can be built into signalisation of the intersection
- Modify intersection layout at Victoria Street / Burnley Street to improve walking and provide potential to improve inbound AM travel times for trams and private vehicles
- Review signal timing at the Bridge Road / Burnley Street Intersection

The actions for Council include:

- Engage with Salta to preserve the potential for a road connection between River Street and River Boulevard. This could include commencing the process to declare the link a road under Section 11 of the Road Management Act
- Consider the local area traffic management treatments required on Buckingham Street to mitigate potential issues with a signalised intersection at Doonside Street

The actions for Salta include:

- Apply to amend the endorsed drawings for 35 River Boulevard to preserve land on the lot to be converted to road reserve, should Council wish to proceed with the River Street connection

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4.6 INTERVENTION SIX: FUTURE PROOF DEVELOPMENTS

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4.6.1 FUTURE PROOF DEVELOPMENTS

The nature of the transport task is changing, and is likely to reduce the demand for private car ownership and subsequently, parking requirements.

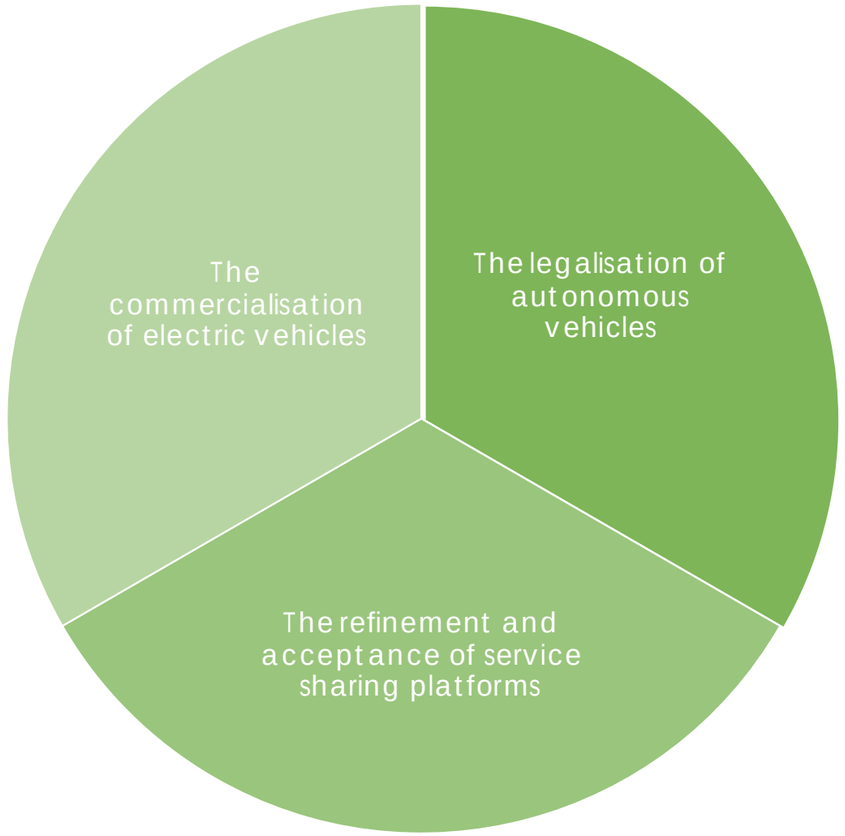
Conventional projections of parking demand that are based on an assumption that the current model of individual car ownership will continue, need to be challenged.

An alternative view is that a confluence of three factors – the commercialisation of electric vehicles, the legalisation of autonomous vehicles and the refinement and acceptance of service sharing platforms – will create an environment for a new and disruptive business model to emerge. This business model is called Mobility as a Service (MaaS).

Mobility as a Service is on track to disrupt the transport industry. In the MaaS model, private vehicles would not be owned, but instead MaaS in the form of rides in autonomous electric vehicles (AEVs) would be purchased. In this model, AEVs would carry passengers around the city on demand but would not need any parking to be provided in high density locations.

High take up of this model is based on the idea that the extremely low per kilometre operating costs of AEVs would translate into a downwards step change in the cost of travel. Modelling (performed by others) suggests that AEV travel would be in the order of 10 times cheaper per kilometre than travel by conventional individual ownership means.

Scenario testing, performed in an American context, suggests that within 10 years of the legalisation of autonomous vehicles for general road use (which is possible within the next five years), 95% of city travel would be undertaken using AEVs (Arbib & Seba, 2017).



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4.6.2 WHERE TO FROM HERE?

In order for the developments in Victoria Gardens to be future proofed against disruptions in the transport system, it is recommended the following options are considered:

Next steps for Council:

- Setting maximum parking rates to reflect the reducing car ownership rates (as above)
- Unbundling car parking from the developer's land use to facilitate and encourage technologies that share car parking
- Supporting ride sharing platforms to access the precinct through drop off bays, financial incentives and priority road space

Next steps for Salta:

- Supporting ride sharing platforms to access the precinct through drop off bays, with potential in-store incentives for car pooling or mass transit
- Where necessary, consider constructing multi-deck car parking with minimum floor to ceiling heights of 3 metres, to enable parking to be repurposed

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5. SUMMARY & NEXT STEPS

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5.1
SUMMARY

This report confirms that the existing transport network in the vicinity of Victoria Gardens is heavily congested during peak hours, particularly with respect to private vehicle travel.

This congestion is due to various factors, including the heavy east-west traffic flows between the CBD and eastern suburbs during peak periods, the constrained width of abutting roads and the competing demands that these roads service. The extent of traffic to/from Victoria Gardens is also a factor but is a lesser contributor to this congestion, as it represents a relatively small proportion of total network traffic flows.

As Victoria Gardens and surrounding land area continue to intensify, this congestion will notably worsen, with the future "business as usual" conditions modelling indicating that car and tram travel speeds are likely to deteriorate by approximately 25-35% under such conditions.

To best facilitate the full development of Victoria Gardens and the surrounding area, this report outlines that numerous interventions are required. These interventions relate both to transport and land use for implementation/action by both the public and private sectors. The preliminary modelling undertaken to inform this report indicates that these interventions can be expected to improve the transport network, compared to the future "business as usual" conditions, albeit the congestion levels are likely to remain higher than existing conditions (given the magnitude of land use uplift expected).

The recommended interventions seek to:

- balance transport priorities on the network,
- dampen the demand for transport,
- encourage mode shift change,
- provide more direct and efficient vehicle access to land uses, and
- encourage a truly mixed-use precinct (to in turn maximise trip containment and lessen transport impacts).

These interventions require collaboration and attention by all stakeholders, and will likely fail to deliver the maximum benefit if only delivered in part. This report seeks to outline a collaborative approach by which the interventions can be pursued.

The next steps are outlined over the page.

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5.2
NEXT STEPS

The next steps for members of the working group have been included in the body of the report under each intervention option. They are recreated below for ease of reference.

INTERVENTION ONE:
REDUCE TRAFFIC GENERATION

The next steps for Council:

- Initiate an amendment to the parking rates in the CDZ1 overlay within the Yarra Planning Scheme to mandate car parking maximum rates, generally as follows:
  - > 1 space / dwelling
  - > 2 spaces / 100sqm NFA for office
  - > 3 spaces / 100sqm LFA for retail
- Review the Planning Scheme with the view to establish clear mechanisms and incentives to align with the overarching strategic vision, such as streamlined approvals for target land uses and lower parking provisions.
- Review planning policy with the view to increase consistency within the wider local area

INTERVENTION TWO:
TRAM PRIORITY TREATMENTS ON VICTORIA STREET

The next step for TfV:

- Develop and implement a tram priority scheme for Victoria Street

INTERVENTION THREE:
ACTIVE TRAVEL INTERVENTIONS

The next steps for Council:

- Amend the Planning Scheme to mandate/guide the provision of end of trip facilities
- Implement an Infrastructure Contribution Plan to recoup the funds from developers who are likely to benefit from an improved bicycle network

INTERVENTION FOUR:
ROAD NETWORK OPTIMISATION

The next step for VicRoads:

- Review signal phasing along the length of Victoria and Burnley Streets and Bridge Road to determine whether any signal phasing changes or linking of signals would improve the network operation

INTERVENTION FIVE:
PRECINCT ACCESSIBILITY

The next steps for VicRoads:

- Monitor the need for signals at Bridge Road / River Street
- Install signals at Burnley Street / Doonside Street, linking their operation to signals north and south on Burnley Street
- Determine active travel options that can be built into signalisation of the intersection
- Modify intersection layout at Victoria Street / Burnley Street to improve walking and provide potential to improve inbound AM travel times for trams and private vehicles.
- Review signal timing at the Bridge Road / Burnley Street Intersection

The next steps for Council:

- Engage with Salta to preserve the potential for a road connection between River Street and River Boulevard
- Consider the local area traffic management treatments required on Buckingham Street to mitigate potential issues with a signalised intersection at Doonside Street

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INTERVENTION FIVE:
PRECINCT ACCESSIBILITY (CONT'D)

The next steps for Salta:

- Apply to amend the endorsed drawings for 35 River Boulevard to preserve land on the lot to be converted to road reserve, should Council wish to proceed with the River Street connection

INTERVENTION SIX:
FUTURE PROOF DEVELOPMENTS

The next steps for Council:

- Setting maximum parking rates to reflect the reducing car ownership rates
- Unbundling car parking from the developer's land use to facilitate and encourage technologies that share car parking
- Supporting ride sharing platforms to access the precinct through drop off bays, financial incentives and priority road space

Next steps for Salta:

- Supporting ride sharing platforms to access the precinct through drop off bays, with potential instore incentives for car pooling or mass transit
- Where necessary, consider constructing multi-deck car parking with minimum floor to ceiling heights of 3 metres, to enable parking to be repurposed

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GTAconsultants

GTA Consultants
Level 25, 55 Collins Street
Melbourne, VIC 3000
(03) 9851 9600

Project Contacts:
Tim De Young
Phoebe Hollins

Attachment B -
Council submission to Unlocking Victoria Gardens

Our ref: D18/43967
Your ref: D18/27114
Contact: Jane Waldock 9205 5733

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DX 30205
T (03) 9205 5555
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E info@yarracity.vic.gov.au
W www.yarracity.vic.gov.au
Interpreter Services (03) 9208 1940
TTY 133 677 then (03) 9205 5555
ABN 98 394 086 520

8 March 2018

Tim de Young
Director
GTA Consultants
55 Collins St VIC 3000

Via email Tim.deYoung@gta.com.au

Dear Tim

Victoria Gardens – Transport Discussion Paper

I write to you regarding the recently circulated 'Unlocking Victoria Gardens' Transport Discussion Paper, and the working group proposed by GTA Consultants.

It is understood that the Transport Discussion Paper has been developed on behalf of your client Salta Properties. It is noted that Salta Properties own considerable land holdings within the Victoria Gardens precinct, have an ongoing financial stake to the Victoria Gardens shopping centre and have a number of developments planned within the Victoria Gardens precinct.

Council appreciates the work that GTA have put into the discussion paper, and sees value in developing a coordinated response to the transport, planning and placemaking issues that face the Victoria Gardens precinct. Council also values the opportunity to engage with stakeholders including Transport for Victoria; VicRoads; PTV; Yarra Trams; residents and businesses. Notwithstanding this, Council has, however, some governance and due process concerns about its ongoing participation in an informal working group that is led by a consultant representing the interests of a single private land owner.

Given this concern, a more formal arrangement for a Victoria Gardens Working Group which includes an agreed Terms of Reference is considered appropriate and necessary. The Terms of Reference should outline (amongst other things):

- the intended role of the group and what it seeks to achieve; (intended outputs and outcomes)
- a formalised list of members;
- procedural and governance aspects clearly articulated
- meeting arrangements; and
- other relevant aspects for the conduct of the meetings.

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It is considered that the working group should be sponsored by one or more of the public agencies involved. The landowners involved in the project may wish to provide monetary support for the analysis work that would be required to provide a robust report.

It would be valuable to discuss this matter at a time convenient to all parties and I would be happy to sponsor a meeting around this governance topic. I can be contacted on Bruce.Phillips@yarracity.vic.gov.au or 9205 5300.

Yours sincerely

Bruce Philips
Director Planning and Place Making

cc: Garry Button, Acting Deputy Sanctuary Network Planning, Transport for Victoria
Vince Punaro Regional Director Metro North West, VicRoads
Les Kulesza Principal Advisor, Network Development, Yarra Trams

Attachment C -
Further detail regarding other maximum parking rates in Melbourne

Table C1: Car Parking Rates for similar activity centres / precincts

Location	Residential	Office/Commercial	Shop/Retail
Adopted rates within Planning Scheme			
Fishermans Bend Urban Renewal Area (PO13)[23], 2018	0.5 spaces / dwelling 1 space / dwelling to each 3 or more bedroom dwelling	1 space per 100sqm GFA	1 space per 100sqm GFA (retail or restricted retail)
Specific Inner-City Areas (i.e., North Melb., Carlton) (PO12)[24], 2013	1 space / dwelling	-	-
Footscray MAC (PO1)[25], 2015 – note – min. rates also apply	1 space / dwelling (1-br, 2-br or studio) 1.5 space / dwelling (3-br+)	2 spaces per 100sqm GFA	1.5 spaces per 100sqm GFA (shop)
Docklands – Yarra's Edge (PO11)[26], 2013	2 spaces / dwelling	2 spaces per 100sqm GFA	4 spaces per 100sqm GFA (retail)
Docklands – Victoria Harbour (PO6)[27], 2013	2 spaces / dwelling	2.5 spaces per 100sqm GFA	2 – 4 spaces per 100sqm GFA (retail, rate by map)
Docklands – Batmans Hill (PO7)[28], 2013	2 spaces / dwelling	1.5 spaces per 100sqm GFA	1 space per 100sqm GFA (other use)
Docklands – Stadium Precinct (PO8)[29], 2013	1.5 spaces / dwelling	1 space per 100sqm GFA (other use)	1 space per 100sqm GFA (other use)
Docklands – Comtech Port (PO9)[30], 2013	1.5 spaces / dwelling	2 spaces per 100sqm GFA	1 space per 100sqm GFA (other use)
Docklands – Business Park (PO10), 2013	1.5 spaces / dwelling	3 spaces per 100sqm GFA	4 spaces per 100sqm GFA (retail)
Capital City Zone – Outside the Retail Core (PO1)[31], 2013	1 space / dwelling	0.5 spaces / 100sqm	

[23] *Schedule 13 to Clause 45.09 Parking Overlay – Melbourne Planning Scheme*, link
[24] *Schedule 12 to the Parking Overlay – Melbourne Planning Scheme*, link
[25] *Schedule 1 to Clause 45.09 Parking Overlay – Maribyrnong Planning Scheme*, link
[26] *Schedule 11 to the Parking Overlay – Melbourne Planning Scheme*, link
[27] *Schedule 6 to the Parking Overlay – Melbourne Planning Scheme,* link
[28] *Schedule 7 to the Parking Overlay – Melbourne Planning Scheme,* link
[29] *Schedule 8 to the Parking Overlay – Melbourne Planning Scheme,* link
[30] *Schedule 9 to the Parking Overlay – Melbourne Planning Scheme,* link
[31] *Schedule 1 to the Parking Overlay – Melbourne Planning Scheme,* link

Planning Scheme Amendments in progress			
West Melbourne (Amendment C309)[32] – currently referred to Minister for Planning	0.3 spaces / dwelling – noting Panel report uses rate of: 0.3 spaces / dwelling (1-br), 0.45 spaces / dwelling (2-br) 0.6 spaces / dwelling (3-br+)	0.5 spaces per 100sqm NFA (other use)	0.5 spaces per 100sqm NFA (other use)
Cremorne (Amendment C281)[14] – recently endorsed by Council	-	1 space per 100sqm floor area	1 space per 100sqm floor area

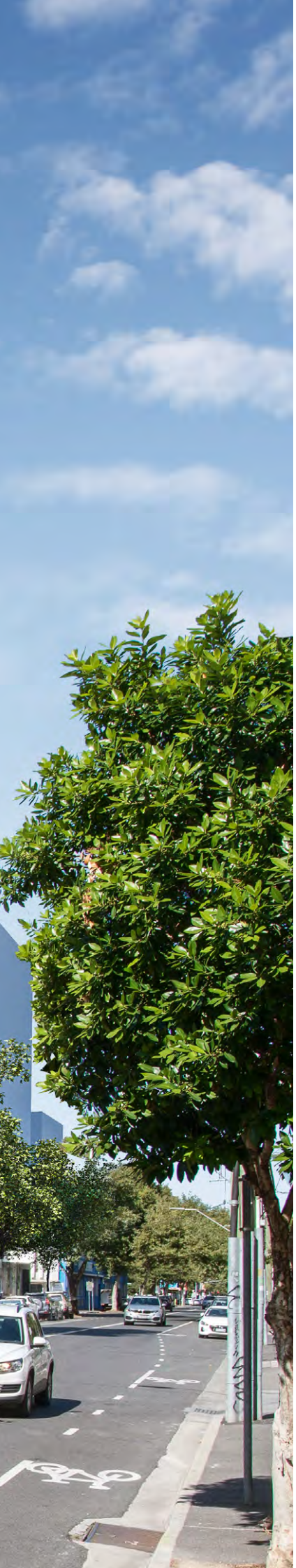
[32] *Melbourne Planning Scheme Amendment C309 – West Melbourne Structure Plan*, Planning Panels Victoria, 11 October 2019, link

VICTORIA GARDENS

COMPREHENSIVE DEVELOPMENT PLAN

OCTOBER 2022

STUDLEY



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01 INTRODUCTION

This document applies to land generally bounded by Victoria Street, Burnley Street, the Yarra River and Doonside Street, Richmond, with all land included in the Comprehensive Development Zone – Schedule 1.

The purpose of this document is to establish the Masterplan Vision and urban design guidelines which will facilitate and achieve a site responsive development of the Victoria Gardens site (formerly known as the Vickers Ruwolt site, Ajax Fasteners and CUB sites).

The Comprehensive Development Plan (CDP) is a long-term plan to facilitate the redevelopment of the Precinct as a residential and commercial/mixed use precinct.

It describes the future layout and use of the partially vacant precinct as a modern urban residential based community, including how and where community and transport infrastructure are planned to support development. The CDP and the Comprehensive Development Zone provide a set of controls, requirements and guidelines that will guide the development of the Precinct for many years.

The CDP is intended to provide a framework to guide the redevelopment of the site. The CDP's implementation will include the detailed plans to be prepared by the proponent, and approved by the Responsible Authority in advance of development. The Schedule to the CDZ provides guidance on how these detailed plans must be prepared.

The CDP will assist to guide the Responsible Authority in respect to the approval of the planning permits in accordance with the CDP.

The CDP addresses the issues associated with the development of land. In considering if a development is acceptable, the Responsible Authority must assess the proposal against the objectives, requirements and guidelines of the CDP.

The CDP has 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.

The CDP is designed to be flexible in approach. This document illustrates the benefits of a performance based approach. The guidelines seek to achieve a site responsive and innovative development.

1.1. HOW TO READ THIS DOCUMENT

The CDP is incorporated into the Yarra Planning Scheme. As such it should be read as part of the planning scheme.

The way in which the various elements of the CDP are to be applied is as follows:

Vision, Broad Design Principles and Objectives: The vision, broad design principles and objectives must be complied with.

Future Urban Structure: The future urban structure of the site (as described in part 4 of the CDP) must be generally complied with, to the satisfaction of the responsible authority. Variations may be permitted by the responsible authority, provided the overall vision and objectives for the development of the site are complied with.

Requirements: Requirements R1, R2 and R3 must be complied with. must be satisfied in the design of a development.

Guidelines: All guidelines should be complied with. Guidelines outline matters that should be taken into account in the design of a development. If the responsible authority is satisfied that an application for an alternative to a guideline satisfies the vision, objectives or requirements of the CDP, then the responsible authority may consider the alternative.

02 OUTCOMES

2.1. VISION

Building upon the development of Victoria Gardens and the surrounding precinct, a masterplan framework has been established to strengthen the core of the activity centre and transform the underutilised and vacant parcels of land.

The masterplan set outs objectives for enhancing the public pathways that link together a series of proposed public spaces, whilst delivering increased amenity in the form of retail, commercial, social, and residential infrastructure. It seeks to ensure that each land use element has its own identity and is integrated with the visual character of the total development, in a way that responds to the site's Yarra River location and provides occupiers with an attractive, convenient, quality commercial, residential and social environment. The masterplan also aims to ensure:

- The urban design addresses the surrounding existing industrial and residential interfaces in a variety of ways; and
- Is cognisant of the importance of the site as a strategic gateway to the inner city.

The masterplan develops the precinct's role as a major activity centre, marking its place in the broader context of Melbourne through built form relationships and the establishment of a Victoria Gardens cluster.

2.2. BROAD DESIGN PRINCIPLES

Broad design principles from which the Urban Design Guidelines have been developed include:

- To create a site response which capitalises on views from the site of the Melbourne skyline, the Yarra river corridor and surrounding parkland and which is cognisant of the surrounding building form;
- To create an integrated comprehensive development with a "sense of place";
- To encourage opportunities for recreational activities along the Yarra River; to link additional public open-space areas within the site to existing open-space along the Yarra and to ensure that public open space areas are accessible to the general public;
- To develop an architectural response to the site that reflects:
  - Its importance as a strategic gateway to the inner city;
  - Its residential and commercial interfaces; and
  - Its frontage to the Yarra River;
- To ensure reasonable levels of privacy for the residential component of the development;
- To ensure that a high standard of pedestrian safety and security is reflected in the planning and detailing of the development and which capitalises on opportunities for natural surveillance;
- To ensure that the development sets a design standard for future development within the general area particularly along the Yarra River escarpment;
- To improve and promote public access to the area;
- To improve the landscape quality of Public Open Space;
- To limit traffic speed and optimise pedestrian safety through carefully designed traffic access and movement arrangements;
- To progressively rehabilitate existing riparian vegetation and further enhance the river and its banks as an ecological corridor;
- To promote contemporary architecture which is complementary with the surrounding areas.

2.3. OBJECTIVES

2.3.1. Public Realm

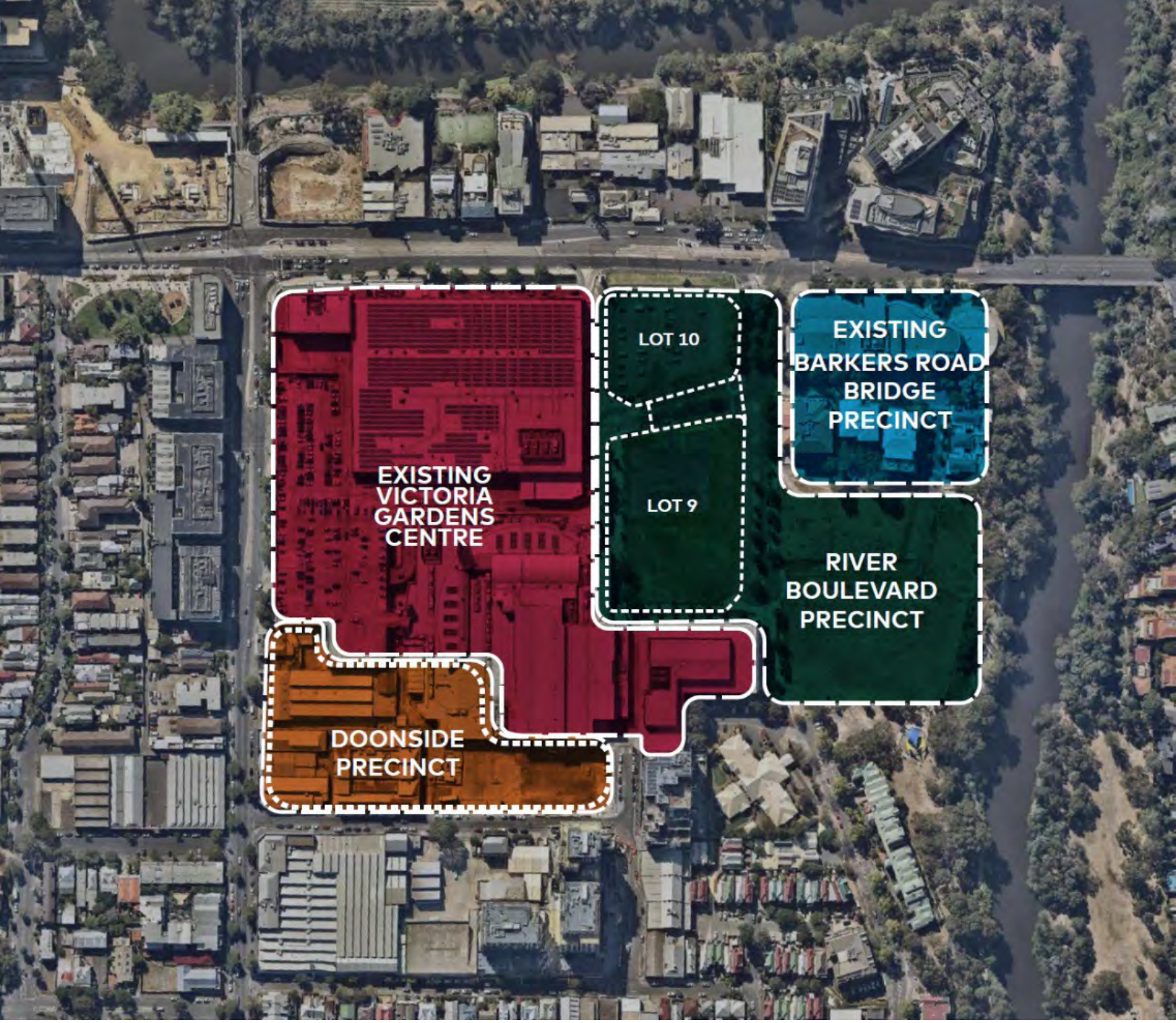
Objectives	
O1	Extend and enhance connections around and through the Victoria Gardens Centre to improve the relationship of the centre to its surrounds
O2	Create new public spaces, nodes and linkages throughout Victoria Gardens to create gathering spaces for the community to enjoy
O3	Design high amenity urban spaces with good solar access and design qualities, including those that reduce wind impact, reflective of the site's identity within the context of Richmond and the Yarra River
O4	Provide new retail opportunities to ensure the existing shopping centre is engaged within the street network and public environments of Richmond through new entrances and public spaces leading into the shopping centre

2.3.2. Built Form

Objectives	
O5	Create new building form that follows the pattern of urban development and recognises the primacy of Victoria Gardens as an Activity Centre
O6	New built form that has regard to appropriate sunlight and amenity to the streets and public spaces within and beyond the site
O7	High density residential development will support a future population that can take advantage of the location benefits offered by Victoria Gardens

2.3.3. Retail, Commercial and Mixed Land Use

Objectives	
O8	Rejuvenate and create a truly mixed-use precinct and connected community
O9	Increase the retail and commercial uses to ensure high quality services are maintained for residents and workers
O10	Increase residential opportunities within Doonside Precinct and River Boulevard Precinct expansion areas to provide a variety of choice



Picture 1 - Victoria Gardens Development Plan Precincts

Source: COX and NH

03
SITE CONTEXT

The Victoria Gardens area is comprised of a number of precincts, which include the Existing Victoria Gardens Centre and Existing Barkers Road Bridge Precinct. Doonside Precinct and River Boulevard Precinct form the Victoria Gardens Expansion areas (Picture 1).

The Victoria Gardens Expansion Area include the Doonside Precinct and the River Boulevard Precinct as illustrated at Picture 1.

3.1. EXISTING VICTORIA GARDENS CENTRE

The Existing Victoria Gardens Centre (No. 620 Victoria Street, Richmond) accommodates various retail and commercial land uses, including cinemas, entertainment areas, a food court, specialty retail shops, a discount department store, furniture stores, supermarket (Coles) and a gymnasium. Office floorspace is also provided within the building to the north-western corner of the Shopping Centre and incorporates an office building at 40 River Boulevard. This building is already constructed and is associated with an Approved Development Plan.

3.2. EXISTING BARKERS ROAD BRIDGE PRECINCT

The Existing Barkers Road Bridge Precinct fronts Victoria Street and River Boulevard and consists of:

- No. 660 Victoria Street, a 4-storey office/commercial building fronting Victoria Street. A café and restaurant are also located at the ground floor.
- No. 680 Victoria Street, a function centre fronting Victoria Street and the Yarra River.
- A group of 3-6 storey residential buildings

3.3. RIVER BOULEVARD PRECINCT

The River Boulevard Precinct is to the east of the Shopping Centre with an interface to Victoria Street and the Yarra River. It is essentially separated into four parcels, being centrally divided by River Boulevard, with Vickers Drive creating an east-west connection. It includes:

- Nos. 10 (Lot 10) and 20 River Boulevard (Lot 9) which are currently undeveloped land parcels (with a current development plan approval for a maximum 12 storey mixed use development).
- No. 25-35 River Boulevard which is currently an undeveloped parcel of land (with a current development plan approval for a maximum 8 storey residential development).

3.4. DOONSIDE PRECINCT

The Doonside Precinct is located immediately to the south of the Existing Victoria Gardens Shopping Centre. The 1.81Ha site, comprising seven land parcels, is strategically located adjacent to the Shopping Centre.

At No. 53 Burnley Street, the Doonside Precinct accommodates the Former Loyal Studley Hotel. The building is recognised for its heritage value, with a site-specific Heritage Overlay (HO374) affecting the property. An overview of the Former Loyal Studley Hotel is outlined below.

3.4.1. Former Loyal Studley Hotel (Heritage Place)

The Former Loyal Studley Hotel is located to the north-east corner of Burnley and Doonside Streets in Richmond. The Loyal Studley Hotel was constructed in 1892.

An L-shaped rear wing borders a laneway to the north with an asphalted yard to the south-east. The hotel building has been described as follows:

This two-storey English Queen Anne revival style hotel has a red brick (painted over) asymmetrical facade, with extensive render dressings, and a gabled main roof with slate cladding. The left facade bay is in a gabled parapet form with the hotel name and date, as an abstracted cartouche, and an upper triangular panel, with a moulded cartouche, finial, and scrolls supporting a Tuscan pier, with a balloon. The upper level facade has three windows to each facade bay, with ogee heads and apron work below sills. The window heads penetrate the frieze mould below the deep dentilated cornice.

The roof had terra-cotta cresting and three chimneys with deeply moulded cornices. The cantilevered verandah is an addition and, typical for a Victorian-era hotel, the ground floor facade has been altered. All of the brickwork has been painted and some roof slates replaced, along with the terra-cotta cresting.

Historical photographs show that a small single storey addition was made to the south of the facade by 1945, presenting to Burnley Street with a ground floor treatment that matched the original building.

This addition has been further extended in more recent times, and flat roofed additions made to the rear wing. A number of alterations have occurred at ground floor and to the external materials.

Prominent elements of the heritage place include the three-dimensional form of the front pitched roof, including the front detailed gable end, detailed front façade, first floor windows and front chimneys.

3.5. SURROUNDING CONTEXT

Important features of the site's immediate surrounds include:

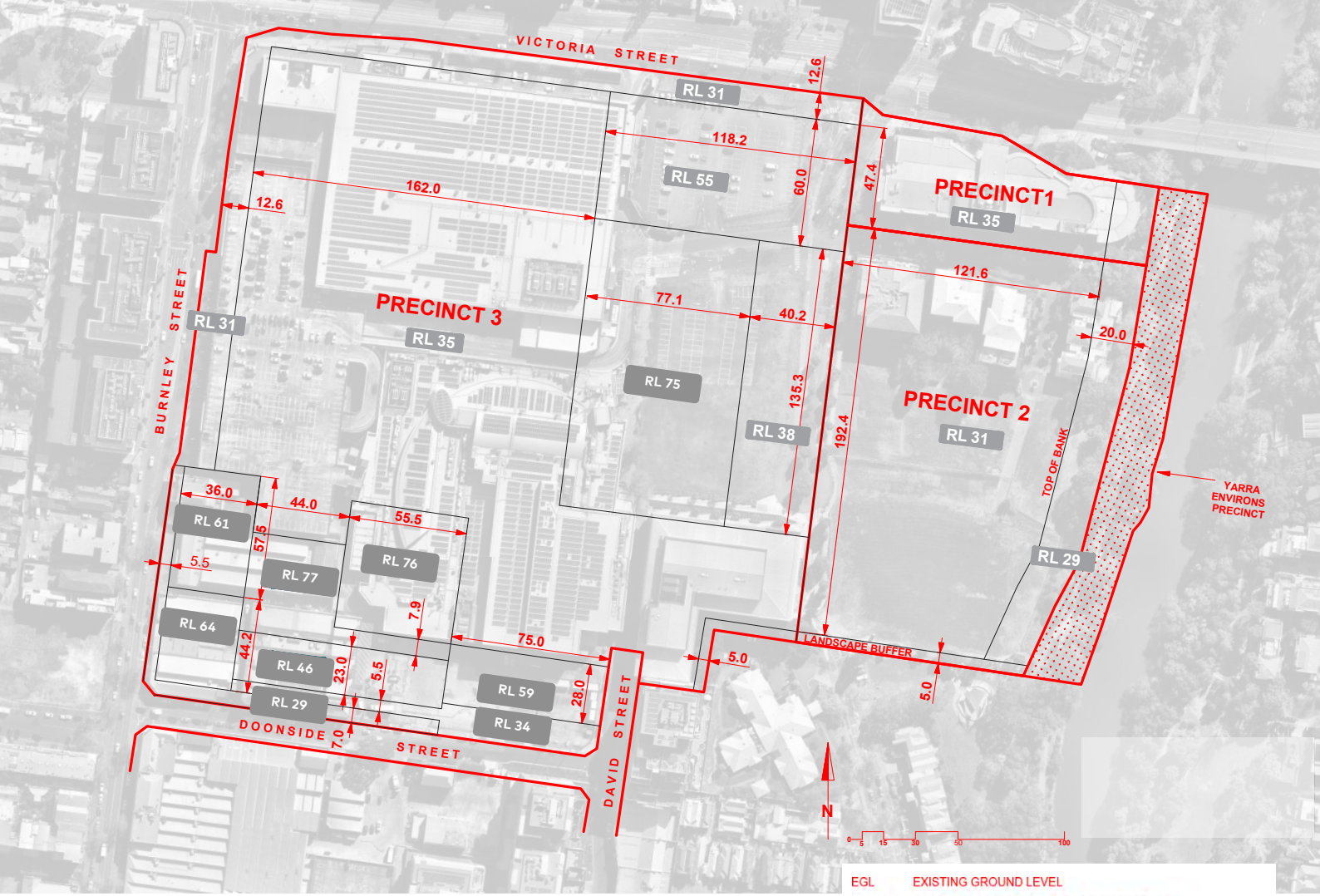
- Parkland areas developed on the opposite river bank in Hawthorn;
- Office and residential developments to the north of Victoria Street (e.g. Skipping Girl development);
- The adjacent historic Victoria Bridge;
- The linear public open-space along the Yarra River which includes the shared path;
- The river as an ecological corridor;
- The river as an important waterway link to the CBD, including Southbank;
- The residential development, Yarraberg to the south;
- The site is the "Gateway to the City of Yarra";
- The Yarra River and areas of steep valley escarpment;
- Views into the site from surrounding areas, particularly the Barkers Road 'Cutting'.

04 FUTURE URBAN STRUCTURE

4.1.1. DESIGN ELEMENT 1: SETBACKS, BUILDING ENVELOPES, HEIGHT LIMITS

Objectives	
O1	Acknowledge the value of the historic landmark “Skipping Girl” in the urban landscape
O2	To ensure development of the site complements and enhances the surrounding streetscape and built form
O3	To integrate, where appropriate, the layout and design of the proposal with the surrounding neighbourhood and abutting uses
O4	To reflect a transition of building height, scale and massing in respect to surrounding development
O5	To respect the significance of the Yarra River and the valley

Requirements	
R1	Any building or works must not exceed the mandatory height limit above the Australian Height Datum as shown in Picture 2 of the CDP. This does not apply to: ▪ Architectural features, building services (including but not limited to lifts and rooftop plant), electronic media antennas, flagpoles, lighting poles, fences and advertising signs. ▪ Buildings and works associated with rooftop communal open space
R2	The Yarra River Environs Precinct shown in Picture 2 of the CDP must only be developed for: ▪ Pedestrian and bicycle linkages. ▪ Boat landings, boardwalks, terraces, decks, seating and ancillary works. ▪ Public recreational facilities
R3	The Landscape Buffer shown in Picture 2 of the CDP must only be developed for: ▪ Pedestrian and bicycle linkages. ▪ Linkages to any building. ▪ Landscaping and open space. ▪ Recreational facilities.



Picture 2 - Comprehensive Development Plan – Precincts, Height and Setbacks Plan

Source: COX and NH

Guidelines	
G1	Any building or works must not exceed the mandatory height above the Australian Height Datum for any particular site as shown on the CDP. This does not apply to: ▪ Architectural features, building services (including but not limited to lifts and rooftop plant), electronic media antennas, flagpoles, lighting poles, fences and advertising signs. ▪ Buildings and works associated with rooftop communal open space
G2	A landscape buffer shall be provided to interface with the river bank/eastern boundary
G3	Continuous wall lengths fronting the Yarra River, should not exceed approximately 10 metres, without a step, an offset, or a distinct break in unit length
G4	No more than 50% of the eastern boundary shall be built to. At least a 2 metre setback shall be provided to the remaining 50%
G5	Setbacks, building envelopes and height limits are to be in accordance with Picture 1 of the CDP.
G6	The development of land for the following must meet the relevant requirements of Clause 55: ▪ Two or more dwellings on a lot ▪ A dwelling or extension of a dwelling if it is on common property ▪ A residential building or extension of a residential building This does not apply to a development of five or more storeys, excluding a basement
G7	An apartment development of five or more storeys, excluding a basement, must meet the relevant requirements of Clause 58

4.1.2. DESIGN ELEMENT 2: BUILDING FORM, MATERIALS AND COLOUR

Objectives	
O6	Building design to capitalise on river corridor and city sky line views
O7	To articulate strategic aspects of the site by including its entrances in tactical locations including, the corner of Burnley and Victoria Street and the Victoria Bridge edge
O8	To create high levels of community safety within the site
O9	To encourage a variety of architectural forms, roofscapes and façade treatments across the site which is reflective of the cultural and architectural diversity of the surrounding area

Guidelines	
General	
G8	Buildings directly fronting the Yarra River are to 'complement' the Yarra River environs
G9	Install windows along street sides of buildings for increased natural surveillance where appropriate
G10	The residential component fronting the Yarra River shall not exceed three storeys
G11	Limit the number of on-site fences as a means of ensuring natural surveillance
G12	Consider the character and appearance of any proposed buildings or works and their significance to the architectural and historic character and appearance of the area
Form	
G13	External walls to be appropriately articulated with a variety of details and fenestration
G14	Public entrances to the site to be prominent and encourage pedestrian access to the Yarra River corridor and associated open space
G15	Roofscapes to be appropriately detailed and varied in light of their prominence from surrounding higher ground. Lift over run rooms, plant equipment and other operations to be appropriately designed or concealed
G16	Consider the design and visual appearance of the roofscape
G17	Ensure the location of plant and equipment minimises impact on the design of the roofscape

G18	The design of buildings should be cognisant of community safety and provide for natural surveillance. For example, encourage windows overlooking public areas and access ways of adequate width to allow for safety view lines
G19	Ensure the location, bulk and appearance of the proposed buildings and works will be in keeping with the character and appearance of adjacent buildings and the area
G20	The design of development fronting the Yarra River corridor to be respectful of the waterway as a natural system and also in its role as a heavily used open space activity spine. Only low rise fences or those obscured by landscaping should be allowed
G21	The strategic importance of the corner of Burnley and Victoria Streets to be emphasised through design
G22	Where possible, activities fronting Victoria and Burnley Streets to be interactive with the streetscape and communicate a 'people friendly' response to the surroundings

Materials and Colour

G23	Building materials for development fronting the Yarra River Corridor to be in harmony with the river as a natural system
G24	Reflective glazing is not encouraged unless it can be demonstrated to the Responsible Authority that reflections will not have a detrimental impact on surrounding properties and existing and proposed built form within the site
G25	Roof materials to be non reflective in nature and of a colour which is in context with the surrounding built form
G26	All façade and material control contained in these guidelines apply equally to all building elevations
G27	**External wall for residential developments:** A range of materials may be used to achieve diversity. Where concrete panels are used, these are to have a finish which is complementary with the masonry theme to the satisfaction of the Responsible Authority
G28	**Frontages:** For buildings located on the east side of the site, particular emphasis consistent with the Guidelines should be given to the façade, landscape and fencing treatment to frontages facing onto the Yarra River
G29	**Fences:** ▪ Front fences for medium density housing are generally limited to a height of 1.2 metres to achieve an "open" appearance ▪ 1.8 metre fence height with a "closed" appearance where appropriate, in cases where the front garden is the only available sunny open space
G30	**Building Entrances:** ▪ entrances shall be clearly visible from the street ▪ major entrances should include disabled access
G31	**Lighting:** Lighting will be encouraged to achieve the following: ▪ flood lighting should be restricted to "landmark' elements ▪ main publicly accessible open spaces should be well lit and visible at night from the main public footpath ▪ the lighting of all buildings at ground level is encouraged as a public safety measure ▪ lighting should not be directed toward residential areas

4.1.3. DESIGN ELEMENT 3: ORIENTATION, OVERSHADOWING AND OVERLOOKING

Objectives	
O10	To address potential overlooking from commercial buildings into dwellings at the early planning design stage of each proposal
O11	To allow sun access into private open spaces of residential dwellings
O12	To ensure adequate daylighting and direct sunlight to private open spaces of dwellings, public areas and outdoor commercial areas
O13	To maintain reasonable sunlight penetration of the Yarra River Corridor
O14	To maximise opportunities for views from the site, such as the Yarra River Corridor and the city skyline and surrounding areas
O15	To orientate and locate commercial buildings to minimise overlooking of private open space
O16	To orientate commercial buildings and residential dwellings to take advantage of the views of the Yarra River

Guidelines	
Orientation and Overshadowing	
G32	Access to daylight of dwellings and private open space shall achieve the relevant objectives of the Better Apartment Design Standards
G33	Appropriate sun shade devices to be installed on north and west facing buildings where required
G34	Ensure that overshadowing of the Yarra River Corridor and Main Yarra Trail between 9.00arn and 3.00pm on 22 September allows for 4 hours of sunlight
G35	Taller built forms within the development must be cognisant of the nature of proposed development to the south and the need for this to receive adequate sunlight
Overlooking	
G36	All buildings and open space should be orientated to facilitate energy conservation and passive solar access
G37	Encourage innovative design or consider overlooking prevention techniques to limit unreasonable overlooking from commercial buildings to residential dwellings
G38	Orientate living room windows in residential dwellings at the east of the site to take advantage of the Yarra views where possible
G39	Private open space, communal amenity and publicly accessible open space areas are encouraged to have a northerly aspect
G40	Provide windows in eastern elevations of any commercial building in the north east corner so as to take advantage of the views of the Yarra
G41	The design and siting of buildings must suitably address existing and potential overlooking within the development

4.1.4. DESIGN ELEMENT 4: PRIVATE OPEN SPACE

Objectives	
O17	Private open space should receive adequate daylight
O18	To provide useable private and publicly accessible open space areas of high amenity

Guidelines	
G42	Dwellings should have adequate private open space areas in accordance with the requirements of the Better Apartment Design Standards

4.1.5. DESIGN ELEMENT 5: STREETSCAPE AND LANDSCAPE

Objectives	
O19	Maximising the benefit of open space through convenient access, creation of appropriate spaces and facilities to encourage use
O20	To ensure a strong landscape design theme on the curtilages of the site which reflects its strategic importance
O21	To ensure onsite landscape design that is of a high standard and minimises hard surfaces and site runoff
O22	To ensure street frontages are adequately paved and finished and where appropriate, landscaping treatments are included
O23	To ensure that the indigenous landscape character of the Yarra River corridor is progressively rehabilitated and enhanced

Guidelines	
G43	Improve the landscape quality of publicly accessible space considering as relevant the Lower Yarra River Corridor Study – Recommendations Report (applying to the Yarra River and its environs)
G44	Landscape works on the river frontage should utilise the local indigenous flora
G45	Native and exotic planting themes can be adopted away from the river edge
G46	Service areas, garbage receptacle areas and parking areas should be screened to the satisfaction of the Responsible Authority
G47	To soften industrial interfaces as appropriate
G48	Within the site and on Burnley and Victoria Street frontages, to encourage appropriate planting themes which soften the impact of the development and create pedestrian friendly environments
G49	Consider whether the location, bulk and appearance of the buildings and works will be in keeping with the character and appearance of the area
G50	Consider whether the location, bulk, outline and appearance of the buildings or works will be in keeping with or enhance the skyline when viewed from the river, or the Yarra Boulevard, or from prominent scenic viewpoints within the valley environs
G51	Ensure appropriate conservation and enhancement of the area
G52	Minimise any removal, destruction or lopping of native vegetation wherever possible to reduce impact on the natural environment and landscape values
G53	Ensure any proposed landscaping will be in keeping with the character and appearance of the area

4.1.6. DESIGN ELEMENT 6: VIEWS AND VISTAS

Objectives	
O24	Encourage development in keeping with the character and appearance of the area
O25	Ensure that the riparian appearance of the Yarra River Corridor is maintained
O26	Protect and enhance the skyline when viewed from the river or its banks, or the Yarra Boulevard, or from prominent scenic view points within the valley environs
O27	Protect the areas along rivers from visual intrusion caused by the inappropriate siting or appearance of buildings or works
O28	The viewline from the Barkers Road "Cutting" to the west should be reasonably maintained
O29	To encourage development consistent with any concept plan approved for the area
O30	To maintain views across the site from the north and east where reasonable and practical

Guidelines	
G54	Development should be located to maintain reasonable west and south viewlines across the site in accordance with the Precincts, Height and Setbacks Plan
G55	To respect the existing view of the CBD from the Barkers Road "Cutting"
G56	Views towards the west from surrounding residential development to the east including the CBD skyline should be considered.

4.1.7. DESIGN ELEMENT 7: CAR PARK ACCESS AND TREATMENT

Objectives	
O31	Shared provision of car parking spaces is encouraged, where possible to minimise areas of parking
O32	To ensure adequate landscaping of ground level car parking areas
O33	To ensure that the appearance, location and entrances to on site car parking do not detrimentally affect streetscape amenity
O34	To minimise pedestrian/vehicle conflict

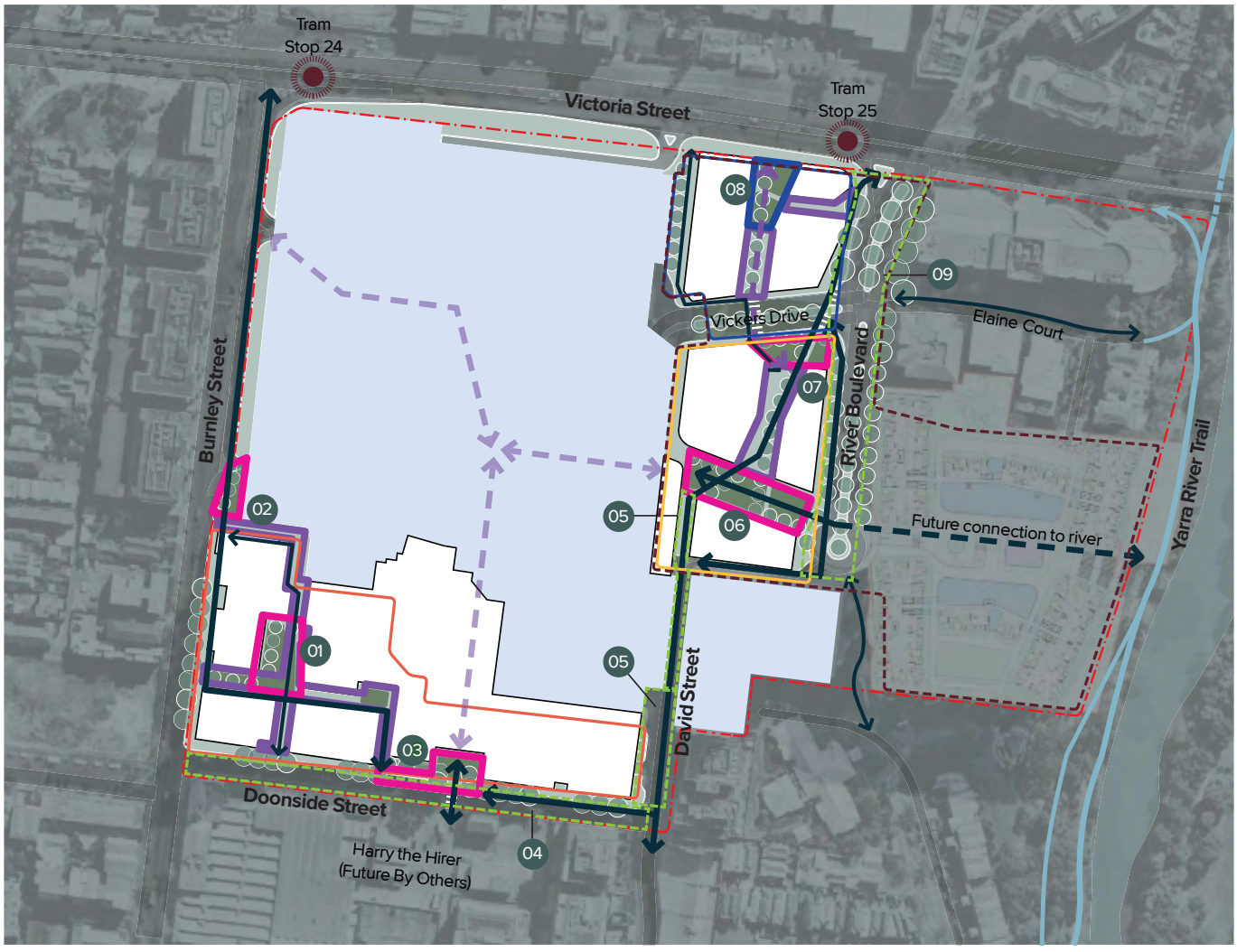
Guidelines	
G57	Any internal street must be provided with landscaping with street trees of an appropriate species
G58	Any open lot car park should be planted with deciduous trees to provide for solar access in the winter months
G59	Any open lot car park, unless screened appropriately, must be setback at least 3.0 metres from a street frontage and the setback area must be landscaped
G60	Car parking access off Victoria Street must take into account the requirement for traffic signalisation
G61	Pedestrian footpaths of at least 1.0 metre width shall be provided through large car parking areas
G62	Ensure the location of any proposed off street parking area is appropriate
G63	Consider points of access to and from the land and whether they are suitably located
G64	Consider the layout of car parking areas and accessways to them
G65	Consider the impact of traffic generated by the proposal and whether it is likely to require special traffic management or control works in the neighbourhood
G66	Ensure the provision of loading facilities is adequate
G67	Ensure the provision of safe and efficient pedestrian and cyclist movement to, from and on the land and adjoining roads
G68	Consider strategies for encouraging sustainable travel, including use of public transport and non-motorised travel
G69	Ensure the dimensions of the car spaces, access lanes and driveways and layout of parking areas meet the requirements of Clause 52.06 unless the responsible authority agrees otherwise
G70	Ensure facilities for vehicles to load and unload are provided on the land to the satisfaction of the responsible authority
G71	Ensure goods are able to be stored and transported to, from and on the land to the satisfaction of the responsible authority

4.1.8. DESIGN ELEMENT 8: PUBLICLY ACCESSIBLE OPEN SPACE

Objectives	
O35	To promote the public use of the Yarra River and environs
O36	To provide useable private and public open space areas of high amenity

Guidelines	
G72	Open space abutting street frontages should create a visual connection between the building and the street
G73	Provide pedestrian links from and through the site to the Yarra River for the general public
G74	Consider any policy, structure plan or guidelines relating to the Yarra River or the Victoria Gardens centre that have been adopted by the responsible authority Refer to Picture 3 - Public Places and Pedestrian Connections & Picture 4 – Access and Movement Network

Picture 3 Public Places and Pedestrian Connections
Source: Arcadia



Doonside Precinct:
01 Doonside Plaza
02 Pocket Garden
03 Market Hall Square
04 Doonside Street

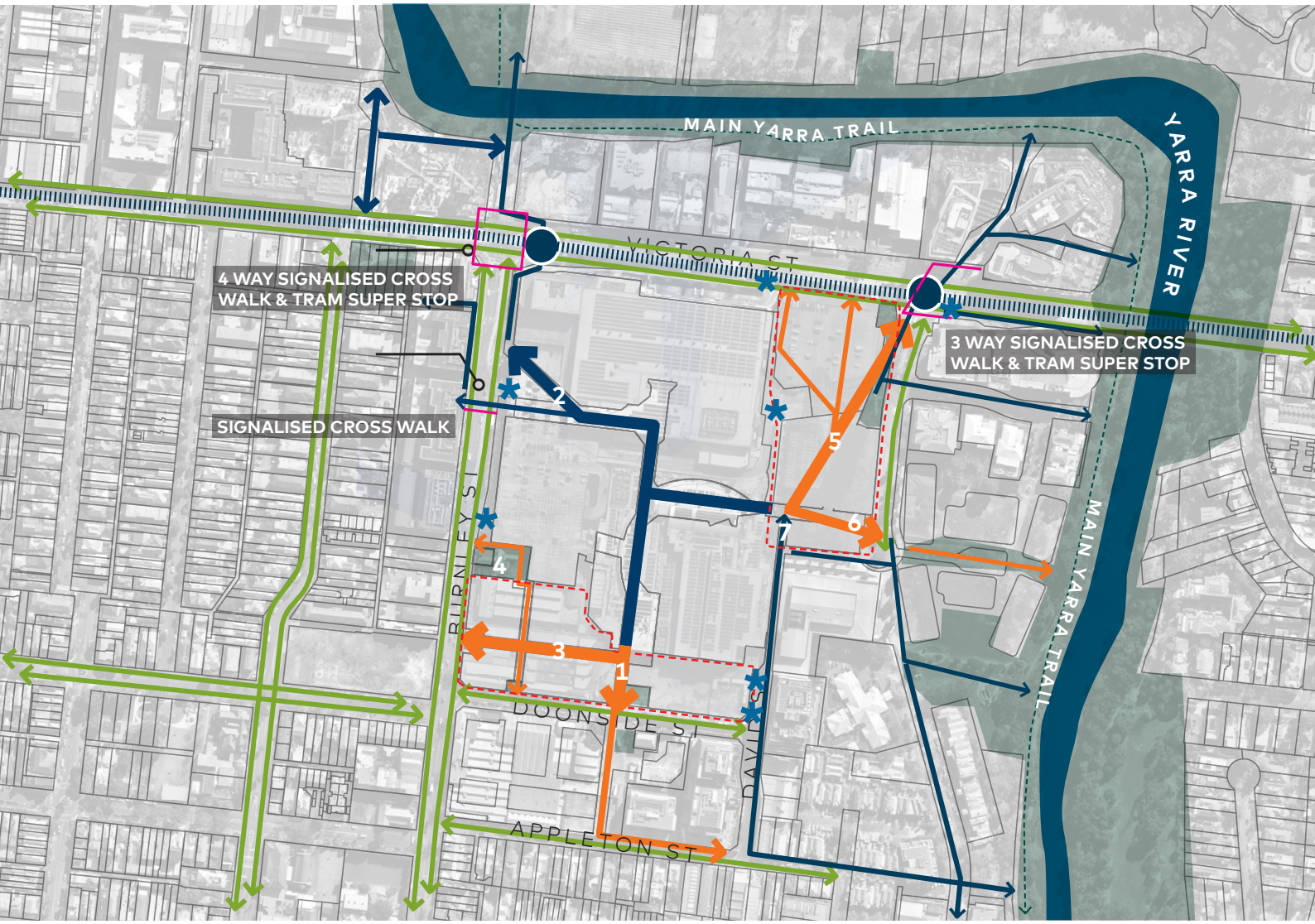
River Boulevard Precinct:
05 David Street
06 River Passage Plaza (Lot 9)
07 River Boulevard Forecourt (Lot 9)
08 Victoria Street Plaza (Lot 10, open during trading hours)
09 River Boulevard

Legend
- Primary pedestrian connections - all hours access
- Secondary pedestrian connections - all hours access
- Pedestrian connections - trading hours access
- Yarra River / Main Yarra Trail
- Publicly accessible spaces
- Publicly accessible private spaces
- Publicly accessible laneways

4.1.9. DESIGN ELEMENT 9: PEDESTRIAN MOVEMENT AND SECURITY

Objectives	
O37	Avoid dark and secluded areas internally and externally
O38	Ensure a high level of natural surveillance where possible
O39	Ensure safe and effective pedestrian linkages
O40	Ensure safe environment for entire site
O41	Through the design of buildings, clearly mark entrances to all public building frontages

Guidelines	
G75	Any necessary isolated areas should be well lit
G76	Clearly differentiate with landscaping and paving treatments, private space, communal space belonging to the residents of Victoria Gardens and accessible public space
G77	Clearly differentiate with landscaping and paving treatments, the key vehicle movement areas, the parking areas and the key pedestrian areas
G78	Create clear lines of sight between the internal and external pedestrian areas (of the shopping and entertainment areas) in an open design to assist orientation and safety
G79	Create safe and effective pedestrian linkages between the retail, office component and entertainment component and the residential area
G80	Develop clear, safe and direct pedestrian links with a high level of natural surveillance to the adjacent residential areas, in particular Yarraberg
G81	Ensure car parks are not too expansive to minimise walking distances and maximise security surveillance
G82	Ensure clear visibility at intersections within the residential precinct
G83	Locate entertainment facilities in areas which are well exposed, well lit and easily accessible from car parking and tram and bus stop areas
G84	Provide activation of ground level street frontages and contribution to amenity and safety of pedestrian spaces
G85	Provide pedestrian and bicycle linkages from the surrounding area to the site and the Yarra River.
G86	Provide publicly accessible open space along the river
G87	Provide physical and visual connections from and through the site to the river corridor
G88	Consider opportunities for recreational activities along the Yarra River Refer to Picture 3 - Public Places and Pedestrian Connections & Picture 4 – Access and Movement Network



Picture 4 Access and Movement Network

Source: Cox Architecture

4.1.10. DESIGN ELEMENT 10: SIGNS

Objectives	
O42	Confusion with directional and traffic signs should be avoided
O43	Identify appropriate locations for advertising signs
O44	Signs should complement the style, scale and character of the development
O45	Signs should not obscure architectural detail
O46	To ensure that advertising signs do not detrimentally impact on the viewlines to the CBD
O47	To ensure that advertising signs do not impinge on the Yarra River environs
O48	To respect the historic “Skipping Girl” sign
O49	Visual clutter is discouraged

Guidelines	
G89	Roof top signs, above parapet signs, pole signs and promotional signs are generally not encouraged unless it can be demonstrated that the sign is compatible with the appearance of the development, the streetscape and the skyline
G90	Freestanding promotional signs should be avoided by placing signs on existing walls

4.1.11. DESIGN ELEMENT 11: INTERFACE AREAS

Guidelines	
G91	Encourage community interaction rather than segregation, develop the interface area between the proposed development and Yarraberg in a mutually compatible way
G92	Locate service areas, delivery areas, loading docks and rubbish collection areas where they introduce minimal detriment to the streetscape and key pedestrian movement and entrance areas
G93	Maintain areas around the office buildings in such a way that there are no isolated pockets
G94	Maximise natural surveillance and security with respect to the siting of the housing, public open space and other activities
G95	To avoid detrimental visual and noise impact, vehicle movement ramps and decks should be carefully located and respectful of adjacent uses
Riverside House	
G96	Consider the special needs of Riverside House
G97	Have regard to the level of activity created immediately adjoining the rear yard of Riverside House
G98	Through the design and orientation of buildings immediately adjoining the rear yard of Riverside House, be respectful of the sensitivities of the functions of Riverside House
G99	Consider the compatibility of proposed buildings and works with adjoining development and the Yarra River in terms of building design, built form and land use

4.1.12. DESIGN ELEMENT 12: BOAT LANDINGS

Objectives	
O50	Boat landings are encouraged to provide a link from the rivers edge into the site and for river uses
O51	To provide an embarking/disembarking point for boat users

Guidelines	
G100	Landings should be no longer than 6 metres of river frontage lengths and should not extend more than 1.5 metres over the river edge. Jetties should be designed as landings parallel to the water's edge rather than structures jutting out longitudinally into the river like a beachside pier structure. Decks should be no longer than l metre to 1.5 metres above average high water level

4.1.13. DESIGN ELEMENT 13: HERITAGE FORMER LOYAL STUDLEY HOTEL ONLY

Objectives	
O52	To conserve and enhance the prominent elements of the heritage place.
O53	To conserve and enhance those prominent elements which contribute to the significance of the heritage place.
O54	To ensure that development does not adversely affect the significance of the prominent elements of the heritage place.
O55	Allow for the adaptive re-use of the heritage place.

Guidelines	
G101	Whether the location, bulk, form or appearance of the proposed building will adversely affect the prominent elements of the heritage place
G102	Whether the proposed works will adversely affect the significance, character or appearance of the prominent elements of the heritage place
G103	Whether the proposed sign will adversely affect the significance, character or appearance of the prominent elements of the heritage place
G104	Whether the proposed sign will adversely affect the significance, character or appearance of the prominent elements of the heritage place

URBANXCHANGE

Affordable Housing Report

Victoria Gardens Expansion

Doonside Precinct and River Boulevard Precinct Richmond

September 2022

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1 EXECUTIVE SUMMARY

The owners are seeking to undertake development as part of the Victoria Gardens Expansion, being the Doonside Precinct (Salta Properties and Vicinity Centres as Co Owners) within the City of Yarra. The River Boulevard Precinct (lot 9) is also being considered as part of the proposed planning scheme amendment.

The precincts are located at 1-9 Doonside Street and 20 River Boulevard, Richmond. The Doonside precinct has two zonings being a Comprehensive Development Zone and a Mixed Use Zone. The remaining site has an approved control for development that is being considered for amendment in the overall Victoria Gardens CDZ.

A portion of the Doonside site will require a planning scheme amendment to achieve the appropriate zoning. Lot 9 will seek amendments to exceed the mandatory height control. Initial yield studies indicate a yield of 839 dwellings for Doonside and 340 dwellings for Lot 9 being 1,179 dwellings that may be delivered over an extended period (refer attachment 2). The development will take place over a number of stages and the timing of the stage releases is market dependant, but it is envisaged that the timing will be approximately a 5 year period for Doonside and subsequently further 3 year period for Lot 9.

It is noted that the remainder of the Victoria Gardens Precinct will remain unchanged and not affected by the recommendations of this report.

The report has based its strategy for affordable housing on the Victorian Governments *Homes for Victorians* definition.

> *Affordable Housing is housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.*

The definition as supplied in *Homes for Victorians* is also defined in Section 3AA of the Victorian Planning and Environment Act 1987 which contains the following definition of affordable housing:

> *(1) For the purposes of this Act, affordable housing is housing, including social housing, that is appropriate for the housing needs of any of the following—*
>
> *(a) very low income households;*
>
> *(b) low income households;*
>
> *(c) moderate income households.*
>
> *(2) For the purposes of determining what is appropriate for the housing needs of very low income households, low income households and moderate income households, regard must be had to the matters specified by the Minister by notice published in the Government Gazette.*

The Victorian Government, under section 3AB of the Planning and Environment Act 1987, has specified income ranges for Greater Melbourne with respect to affordable housing.

This report is written in a time of possible considerable change in the affordable and social housing policy direction federally. With the change of federal government, there will be substantial opportunities for affordable housing in multiple tenure types to meet the needs of the low to moderate income earners.

It is on this basis that the provision of affordable housing is being considered for the site.

Whatever affordable housing solution/s are offered should be supported by demographic data to ensure that the proposal offered is robust and supportable by an independent review. The key highlights for the City of Yarra are:

- Home ownership rates among 25-34 year olds has fallen from more than 60 per cent (1991) to 40 per cent (2021). For 35-44 year olds, home

ownership has fallen fast – from 74 per cent in 1991 to around 55 per cent today – and home-ownership is also declining for 45-54 year olds[1].

- City of Yarra has a higher proportion of the population represented in 20 – 44year olds
- Housing tenure shows that Yarra has a higher proportion of properties for rent and a lower percentage of properties outright ownership and mortgage compared to Greater Melbourne.
- The City of Yarra has income ranges for the very low and high income but is underrepresented in low to moderate income earners.
- 85% of key workers within Yarra travel into the municipality.

The City of Yarra recognises that affordable housing matters. The City of Yarra *Social and Affordable Housing Strategy* (2019) seeks dwellings to be delivered as affordable housing within new developments, that is appropriate and that will add to the diversity and quality of housing stock in the area.

Council is faced with a number of complex matters for resolution:

- How do you grow the affordable housing for key workers in Yarra?
- How do you ensure a range of dwellings that are appropriate?
- How do you increase affordable housing outcomes to allow for both the current young and projected ageing community?

There are a number of affordable housing mechanisms for consideration; these include:

Restricted purchase – price controlled housing that is made available for purchase by those on defined incomes.

Build to rent – Developers and their financiers build dwellings and, instead of selling the dwellings, retain them to let. Rents may be set at market rent or, for affordable and social housing, at an appropriate discount to market rents.

Social housing – This housing is owned by a state government or by a Registered Housing Association (RHA) or Registered Housing Provider (RHP). RHA/ RHPs who will typically seek to develop and build dwellings and hold the completed dwellings for extended periods.

The application of these models for affordable housing to income groups is shown in the following table.

Table 1- Affordable housing models against target groups

Category	Model	Target Group
Affordable Purchase	• Restricted purchase • Shared Equity	• Low to moderate income earners – 20-45 years
Below market rental	• Build to rent	• Low to moderate income earners – 20-45 years
Public, community or indigenous housing	• Public/state housing and associated renewal programmes • Housing Associations, including bond aggregators	• Low to very low income groups – all age groups – particularly the ageing community and those with disabilities

It is noted that the development of the site will take place in stages. The affordable housing proposal for each stage (even if no affordable housing is to be supplied in the stage) should be included in the masterplan. The affordable housing should be tenure blind.

[1] Burke et al. (2014). Burke, T., Stone, W. and Ralston, L. *Generational change in home purchase opportunity in Australia.* 232. Australian Housing and Urban Research Institute

The proposed affordable housing outcomes could be considered as a number of options (as prescribed in the draft amended CDZ schedule 1):

1. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land (or another person anticipated to become the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the *Planning and Environment Act 1987* (the Agreement) to provide for the delivery of affordable housing (the Affordable Housing Contribution).

   The agreement must include terms that provide for the manner in which the Affordable Housing Contribution is to be made, including when and how the contribution is to be made.

   The Agreement must, subject to the limitation set out in clause 1d) in respect to Lot 9, specify that the Affordable Housing Contribution will be delivered by one or a combination of the following methods, all to the satisfaction of Responsible Authority:

   a. Sale of not less than **ten per cent** of the total number of approved dwellings at a discount to market value of not less than **20 per cent**:

      i. To a Registered Housing Agency; or

      ii. to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

   b. Lease of not less than **ten per cent** of the total number of approved dwellings at a discount to market value of not less than **30 per cent,** for not less than 12 years from the occupation of the dwellings:

      i. To a Registered Housing Agency; or

      ii. To Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

   c. Any alternative delivery method providing that it demonstrates the total dollar value of the Affordable Housing Contribution is equivalent to not less that **two per cent** of the total market value of the total number of approved dwellings, to the satisfaction of the responsible Authority.

   d. In respect to Lot 9, the requirement for an Affordable Housing Contribution is only triggered on approval of building height on Lot 9 above RL 38.

   For the purpose of the Agreement:

   - 'Eligible Houshehold' means a household that meets the threshold for a very low income household, low-income household or moderate income household, consistent with Section 3AB of the *Planning and Environment Act 1987*.
   - 'Affordable Housing' has the same meaning as any definition of that phrase contained within the *Planning and Environment Act 1987*.
   - 'Market Value' means the value of a Dwelling as determined by an independent, qualified Valuer.

2. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land must:

   a. do all things necessary to enable the Responsible Authority to register the agreement with the Registrar of Titles in accordance with section 181 of the *Planning and Environment Act 1987*; and

   b. pay to the Responsible Authority its costs and disbursements incurred in relation to the negotiation, preparation, execution and registration of the agreement on the certificate of title to the land.

The Affordable Housing Management Plan should be as follows:

1. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), an Affordable Housing Management Plan (the Plan) must be submitted to and approved by the Responsible Authority. When approved, the plan will form part of this permit. The plan must include the following detail, all to the satisfaction of the Responsible Authority:

a. Delivery of the Affordable Housing managed, leased and sold in accordance with permit condition 1 through an appropriately monitored management arrangement;
b. A framework for regular reporting to the Responsible Authority (for example biannually) to demonstrate ongoing compliance with the approved Plan;

c. Detail of all dwellings leased by the landowner as affordable housing, including the quantity and type of dwellings (e.g. 1 bedroom or studio), including details of any changes to the pool of leased dwellings;

d. Detail on the annual cost of rent for each dwelling and a demonstration that the rental rate is consistent with the prescribed income ranges declared under Section 3AB of the *Planning and Environment Act 1987*;

e. Any other details required to demonstrate compliance with any Section 173 Agreement applying to the land that relates to affordable housing.

This requirement does not apply to affordable housing sold or leased to a Registered Housing Agency in accordance with condition 1.

2 BACKGROUND

The owners are seeking to undertake development as part of the Victoria Gardens Expansion, being the Doonside Precinct (Salta Properties and Vicinity Centres as Co Owners) within the City of Yarra. The River Boulevard Precinct (lot 9) is also being considered as part of the proposed planning scheme amendment.

The precincts are located at 1-9 Doonside Street and 20 River Boulevard, Richmond. The Doonside precinct has two zonings being a Comprehensive Development Zone and a Mixed Use Zone. The remaining site has an approved control for development that is being considered for amendment in the overall Victoria Gardens Expansion.

The project was originally submitted in 2021 for planning approvals and subsequently further amended and resubmitted in 2022.

The remaining site has an approved control for development that is being considered in the overall Victoria Gardens review. A portion of the Doonside site will require a planning scheme amendment to achieve the appropriate zoning. Lot 9 will seek amendments to exceed the mandatory height control. Initial yield studies indicate a yield of 839 dwellings for Doonside and 340 dwellings for Lot 9 being 1,179 dwellings that may be delivered over an extended period. The development will take place over a number of stages and the timing of the stage releases is market dependant, but it is envisaged that the timing will be approximately a 5 year period for Doonside and subsequently further 3 year period for Lot 9.

It is noted that the remainder of the Victoria Gardens Precinct will remain unchanged and not affected by the recommendations of this report.

This affordable housing report is a part of its town planning application.

The City of Yarra *Social and Affordable Housing Strategy* (2019) seeks dwellings to be delivered as affordable housing within new developments, that is appropriate and that will add to the diversity and quality of housing stock in the area.

Council is faced with a number of complex matters for resolution:

- How do you grow the population of those aged between 20 and 39 years?
- How do you ensure a range of dwellings that are appropriate?
- How do you increase affordable housing outcomes to allow for both the current young and projected ageing community?

It is noted that the Victorian Government's Homes for Victorians provides definitions of Affordable Housing. The Planning and Environment Act and associated practice notes indicate that the implementation of affordable housing is voluntary.

This report is written in a time of possible considerable change in the affordable and social housing policy direction federally. With the change of federal government, there will be substantial opportunities for affordable housing in multiple tenure types to meet the needs of the low to moderate income earners.

The Federal Government position at the election on affordable housing was:

- A policy position to assist in the delivery of 30,000 affordable and social housing dwellings over 5 years through the establishment of a Housing Future Fund
- Key target areas are key workers, regional housing, family violence and older women
- Only 6,000 of the dwellings will be social housing
- The proposal is to introduce tenures such as shared equity – including all levels of government contributing land on a long hold shared equity basis
- The introduction of a build to rent that would provide a subsidy over a given period to provide housing for key workers

As in all things the funding will be directed to where it is perceived the best value for money lies.

The Victorian Government in 2020 announced the Victorian Social Housing Growth Fund. Much of the grant money has been allocated through this fund.

3 DEFINITIONS AND STRATEGIC CONTEXT

3.1 THE DEFINITION UNDER 'HOMES FOR VICTORIANS' AND THE PLANNING AND ENVIRONMENT ACT 1987

The Victorian Government policy *Homes for Victorians* provides a clear definition of affordable housing:

> *Affordable Housing is housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.*

The *Homes for Victorians* policy also provides the following definitions of public, community and social housing:

> Public Housing
>
> *Housing owned and managed by the Director of Housing. The Government provides public housing to eligible disadvantaged Victorians including those unemployed, on low incomes, with a disability, with a mental illness or at risk of homelessness.*
>
> Community Housing
>
> *Housing owned or managed by community housing agencies for low income people, including those eligible for public housing. Community housing agencies are regulated by the Government.*
>
> Social Housing
>
> *Social housing is an umbrella term that includes both public housing and community housing. Its provision usually involves some degree of subsidy.*

Section 3AA of the *Victorian Planning and Environment Act 1987* essentially adopts the Homes for Victorians definition of affordable housing, as follows:

> *(1) For the purposes of this Act, affordable housing is housing, including social housing, that is appropriate for the housing needs of any of the following—*
>
> *(a) very low income households;*
>
> *(b) low income households;*
>
> *(c) moderate income households.*
>
> *(2) For the purposes of determining what is appropriate for the housing needs of very low income households, low income households and moderate income households, regard must be had to the matters specified by the Minister by notice published in the Government Gazette.*

3.2 AFFORDABLE HOUSING IN THE PLANNING AND ENVIRONMENT ACT 1987

In 2018, the Planning and Environment Act (the Act) was amended to include a new Objective to "facilitate the provision of affordable housing in Victoria" and to include a definition of affordable housing (as described in section 3.1 of this report).

The affordable housing framework established under these reforms also introduces two new instruments and a range of support, guidance and educational material.

The first instrument is the specification of the income levels associated with very low, low and moderate income households for affordable housing that is not social housing. A Governor in Council Order setting out these income levels has been published and will be updated annually in the Government Gazette (refer to table 2 for the current rates).

The second instrument is the Ministerial Notice relating to the specified matters referred to in Section 3AA(2), which lists the following as "matters to which regard must be had for the purposes of determining what is appropriate for the housing needs of very low, low and moderate income households:

- *Allocation*
- *Affordability (in terms of the capacity for very low income, low income and moderate income households that it is intended for)*
- *Longevity (in terms of the public benefit of the provision)*
- *Tenure*
- *Type of housing, in terms of form and quality*
- *Location, in terms of site location and proximity to amenities, employment and transport*
- *Integration, in terms of the physical build and local community*
- *The following official estimates of housing need:*
    - *Australian Bureau of Statistics Community Profiles*
    - *Census profiles for Victoria*
    - *Department of Health and Human Services Rental Report*
    - *Metropolitan regional housing plans to guide housing growth*
    - *Public housing waiting list (Victorian Housing Register list)*
    - *Victoria in Future data tables.*

Various supporting materials have also been prepared by the State Government to assist with the application of the legislative reforms. These include an example (template) Section 173 Agreement for affordable housing, and guidelines for seeking and negotiating the agreements.

These latter guidelines suggest a four-step process for the negotiation of agreements, as follows:

1) Preparation of the strategic basis by the responsible authority.
2) Pre-negotiation between the responsible authority and landowners, and also potentially the end recipient of the affordable housing and a broker. The key focus should be on the responsible authority clearly articulating the proposed affordable housing outcome they are seeking.
3) Negotiation between the parties to discuss the viability of including an affordable housing component within the development, the end recipient's capacity to support the outcome, and the method and terms by which the affordable housing will be delivered.
4) Delivery of the affordable housing by the landowners.

Further guidance from DELWP outlines the requirements for a Responsible Authority to: [2]

- *establish strategic justification for an affordable housing request,*
- *identify value to support the delivery,*
- *ensure clear land-owner agreement,*
- *not unduly impact commerciality of the development,*
- *give regard to a registered housing agencies support for the proposal, and*
- *test it against the definition and list of matters (as outlined by the Minister for Planning).*

The Victorian Government, under Section 3AB of the Planning and Environment Act 1987, has specified the following income ranges for Greater Melbourne with respect to affordable housing that is not social housing:

[2] Available at: https://www.planning.vic.gov.au/policy-and-strategy/affordable-housing including Ministerial Notice 'Specified Matters under Section 3AA(2)', (Accessed 17 May 2018)

Table 2 - Governor in Council Orders, July 2022

	Very low income range (annual)	Low income range (annual)	Moderate income range (annual)
Single adult	Up to $26,680	$26,681 to $42,680	$42,681 to $64,020
Couple, no dependents	Up to $40,010	$40,011 to $64,030	$64,031 to $96,030
Family (with one or two parents) and dependent children	Up to $56,010	$56,011 to $89,630	$89,631 to $134,450

3.3 CITY OF YARRA

The City of Yarra has some policy/strategy positions on affordable housing. The relevant sections of each of the strategies are identified below:

Yarra Council Plan 2017 – 2021

Objective 1 of the *Yarra Council Plan* is Community health, safety and well-being – and the community priorities have been summarised as

> *Promote an effective and compassionate approach to rough sleeping and advocate for affordable, appropriate housing*

The strategies to achieve this objective are outlined in 1.7

> *Number of requests for homelessness assistance responded to by Council*
>
> *Deliver the Social and Affordable Housing Strategy*
>
> *Continue to deliver effective homelessness outreach in the municipality with partnering agencies*

Objective 2 of the *Yarra Council Plan* is Development and growth– and the affordable housing priorities have been summarised as

> *Actively plan for Yarra's projected growth and development and advocate for an increase in social and affordable housing*

The strategies to achieve this objective are outlined in 4.2

> *Preparation of a planning scheme amendment to introduce new Municipal Strategic Statement and local planning policies*
>
> *Satisfaction with aspects of planning and housing development.*
>
> *Deliver the Housing Strategy*
>
> *Deliver the Social and Affordable Housing Strategy*

This is seen to be delivered as follows:

> *4.2.1 Prepare a Housing Strategy to manage residential growth*
>
> *4.2.5 Advocate to federal and state governments through Yarra IMAP, MAV, ISMMF, VLGA on affordable and community housing*

City of Yarra Social and Affordable Housing Strategy

In November 2019 Council endorsed the City of Yarra Social and Affordable Housing Strategy.

The report notes:

> *In order to maintain a socio-economically diverse population it will be important to consider this spectrum of affordable housing needs and products, and aim to ensure that affordable and accessible options are available to a mix of income ranges. In addition to supporting our most vulnerable in the community to have a safe and stable home, housing affordability is also about ensuring that those who are vital to our community and economy – including key workers – have local housing options that are affordable and appropriate to their needs. Providing options and opportunities for people on moderate incomes to live affordably takes pressure off the system, and further, it addresses the polarised nature of the current municipal housing market where there is a finite supply of social housing and the balance is only affordable to those with high incomes.*

The strategy goes on to identify four objectives as follows:

> *Strategic Direction 1 (SD1): Be a leading local government in realising affordable housing outcomes at new developments across Yarra.*
>
> *Strategic Direction 2 (SD2): Make effective and prudent direct investments in social and affordable housing.*
>
> *Strategic Direction 3 (SD3): Partner, facilitate and engage with all stakeholders to increase social and affordable housing in Yarra.*
>
> *Strategic Direction 4 (SD4): Continue to pursue evidence-based, strategic advocacy to other levels of government for improved housing outcomes.*

Strategic Direction 1 is applicable to this application and the mechanisms by which that will be addressed are outlined in Section 6 of this report.

3.4 WHAT DOES AFFORDABLE HOUSING LOOK LIKE?

There is a variety of affordable housing delivery models available to meet the housing needs of different income groups, as conceptually illustrated in Figure 1 below. The level of government subsidy associated with each model is proportional to the income band and, therefore, the capacity of the household to pay market rent or mortgages.

The models identified in Figure 1 provide a simple conceptual framework for considering the relationship between income groups, tenure types and the relative level of government subsidy that might be needed for each model to be applied.

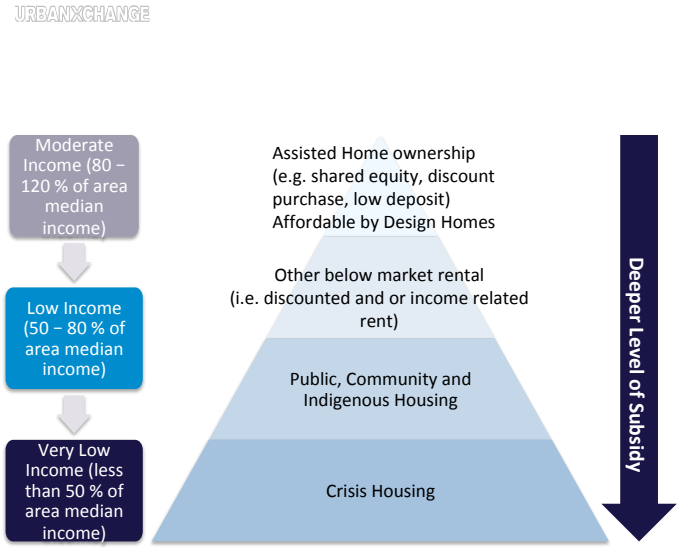

Figure 1 - Income ranges to affordable housing models and depth of subsidy

All of the models shown in Figure 1 may be applicable in Yarra, as follows:

- Affordable by design, which would involve small lot housing and/or sustainable design features
- Assisted home ownership, which would include housing bought at a capped market price and the affordability retained through a restriction on title, shared equity, or rent to buy
- Below market rental, which would include build to rent, co-operative models, and a reinvented NRAS
- Public, community and indigenous, which would include public housing development and renewal projects or bond aggregators
- Crisis housing.

The potential categories of affordable housing and the particular delivery models that relate to them are set out in Table 3.

Table 3 – Models of Affordable Housing

Category	Model
Affordable by design	Small lot housing Sustainable housing designs
Affordable	Deliberative Development Affordable Purchase
Assisted home ownership	Shared equity Rent to buy Restricted purchase
Below market rental	Build to rent NDIS/SDA
Public, community or indigenous housing	Public/state housing and associated renewal programmes Housing Associations, including bond aggregators
Crisis housing	Rooming houses Hostels Transitional housing

4 DEMOGRAPHIC OVERVIEW

An overview of the demographics of the Australian housing market is provided in Attachment 1. The specifics of the broader market and how they are reflected in the City of Yarra are noted below.

4.1 AUSTRALIAN CONTEXT

Since the mid-1990s. Over the long term, prices have risen rapidly in all cities and most regions, although there are variations from year to year[3]. Average prices have increased from about two to three times average disposable incomes in the 1980s and early 1990s to about five times more recently[4]. Median prices have increased from around four times median incomes in the early 1990s to more than seven times today (and more than eight times in Sydney and Melbourne)[5].

Population growth is a basic, if often overlooked, factor in differences between housing systems. High population growth means that a housing system needs to continually add new stock, which may have implications for the replacement of old stock; the investment of resources in new supply needs also to be financed and implemented. Volatility in rates of growth may pose challenges for the planning, financing and marketing of housing. All these factors may have implications for the distribution of housing between sectors and between people.

Home ownership rose rapidly in Australia in the early 1950s, from about 50 per cent to 70 per cent. Overall home ownership remained around 70 per cent for the next 50 years; a slight decline during the past decade saw it fall to 67 per cent in 2016.

But the ageing of the Australian population has concealed a greater fall in home-ownership rates during the past 20 years for all but the oldest households. Younger Australians have always had lower incomes and less accumulated savings, hence lower home-ownership rates. But between 1981 and 2016, home ownership rates among 25-34 year olds fell from more than 60 per cent to 45 per cent (see figure 4 – attachment 1).

Consequently, without intervention, home ownership rates are unlikely to bounce back over time. For 35-44 year olds, home ownership has fallen fast – from 74 per cent in 1991 to around 62 per cent today – and home-ownership is also declining for 45-54 year olds. These trends are expected to translate into a 10 percentage point fall in home-ownership rates for over-65s by 2046.

Home ownership has been the Australian way of wealth creation for many generations. Many aspects of Australian policy, including areas relating to retirement incomes, access to finance and rental tenure, have been built on the assumption that most Australians will own their home.

Today's trends suggest that a greater proportion of people reaching retirement age will be renting and that more of them will depend on the private rental market rather than social and public housing. They also indicate that, without adequate incomes, the rate of homelessness will increase.

Accurate predictions for the growth of household formation relative to income have not been available since the Abbott Government ceased the work of the National Housing Supply Council. However, the work of the National Supply

[3] Stapledon (2012).
[4] C. Kent (2013); Ellis (2017a); and Fox and Finlay (2012).
[5] The median dwelling price compared with median household disposable income is the best price-to-income measure, but median measures are often not as readily available as average measures: CoreLogic (2016). Other price-to-income measures are even higher due to differences in measuring incomes and prices (for example, Demographia (2017) calculates Sydney has a price-to-income ratio of 12).

Council has remained valid and indicates we should expect a rapid increase in lone person households, mostly at the expense of family households. It also indicates a need for a diversity of housing types to meet changing household structures in the future.

Of particular note is the increase of lone person households in Australia's capital cities, particularly Melbourne. The biggest increase in lone person households will be seen by those in the 20 – 35 age in the moderate income range.

4.2 OVERVIEW OF POPULATION AND HOUSING ISSUES IN THE YARRA COUNCIL

The 2021 ABS Census provides an overview of the existing community within Yarra.

Analysis of the five year age groups of the City of Yarra in 2021 compared to Greater Melbourne shows that there was a lower proportion of people in the younger age groups (under 15) as well as a lower proportion of people in the older age groups (65+). It has a higher proportion of those aged between 25 and 34 years of age.

Table 4 Population of Melbourne/Yarra via age categories (2021)

Five year age groups	Yarra Number	Yarra %	Greater Melbourne %
0 to 4	3,636	4	5.9
5 to 9	3,076	3.4	6.3
10 to 14	2,816	3.1	6
15 to 19	2,557	2.8	5.6
20 to 24	6,582	7.3	6.7
25 to 29	13,872	15.4	7.8
30 to 34	13,046	14.5	8.2
35 to 39	8,819	9.8	8
40 to 44	6,382	7.1	6.9
45 to 49	5,224	5.8	6.5
50 to 54	4,995	5.5	6.3
55 to 59	4,454	4.9	5.7
60 to 64	3,972	4.4	5.1
65 to 69	3,263	3.6	4.4
70 to 74	2,931	3.3	3.9
75 to 79	1,956	2.2	2.8
80 to 84	1,246	1.4	2
85 and over	1,268	1.4	2

What is evident from the age data is that the City of Yarra has a larger population representation in the 20 – 44 year age groups. These are the people for whom affordable housing is important.

In the City of Yarra, 25.8% of the population earned an income of $2,000 or more per week in 2021. This group has grown by 5% since the 2016 census.

Individual income levels in City of Yarra in 2021 compared to Greater Melbourne shows that there was a higher proportion of people earning a high income (those earning $2,000 per week or more) and a lower proportion of low income people (those earning less than $500 per week).

Overall, 25.8% of the population earned a high income, and 20.4% earned a low income, compared with 13.7% and 32.1% respectively for Greater Melbourne. This was further verified by 8.2% of the population earning over $3,500 per week, compared to Greater Melbourne of 3.6%. There were also much lower levels of those earning moderate incomes.

What is evident from the data is that there is an underrepresentation in Yarra of low and moderate income earners. This is further evident in the household incomes where some 35.5% of households in Yarra earned an income of $3,000, compared to 25.3% of Greater Melbourne. Equally there is a lower percentage of those earning low to moderate household incomes.

The major differences between the household incomes of City of Yarra and Greater Melbourne were:

- A larger percentage of households who earned $4,500 - $4,999 (8.4% compared to 4.6%)
- A larger percentage of households who earned $6,000 - $7,999 (5.8% compared to 2.9%)
- A smaller percentage of households who earned $650 - $799 (3.3% compared to 5.0%)
- A smaller percentage of households who earned $2,500 - $2,999 (6.0% compared to 7.6%)

Reviewing the individual and household income data shows that the group aged between 25 and 39 years who are a large part of the Yarra population are also high to very high income earners.

The 2021 census data for professions is yet to be released but the data for highest school completion is available and over 82% of the population in Yarra completed year 12.

An analysis of the jobs held by the resident population in City of Yarra in 2016 shows the three most popular occupations were:

- Professionals (21,760 people or 42.9%)
- Managers (8,519 people or 16.8%)
- Clerical and Administrative Workers (5,543 people or 10.9%)

In combination these three occupations accounted for 70.5% of the employed resident population. This is shown on the figure below. Further this figure suggests that those members of the community who support Yarra such as community workers, shop assistants etc are living outside the municipality and with 85% of those employed outside of Yarra travelling into the municipality for employment. Council in its Social and Affordable Housing Strategy identified the following groups as key workers:

Traditional occupations defined as key workers (in alphabetical order):

- Automobile, Bus and Rail Drivers (to help access to jobs)
- Defence Force Members, Fire Fighters and Police
- Health and Welfare Support Workers (includes ambulance officers and paramedics)
- Midwifery and Nursing Professionals
- School Teachers

Additional key worker occupations specific to the Yarra economy:

- Artists, Musicians and other Arts Professionals
- Hospitality Workers
- Child Carers (
- Cleaners and Laundry Workers

Analysis of the employment status (as a percentage of the labour force) in the City of Yarra compared to Greater Melbourne shows that there was a higher proportion in employment, and a lower proportion unemployed. Overall 70% worked full-time and 29% part time.

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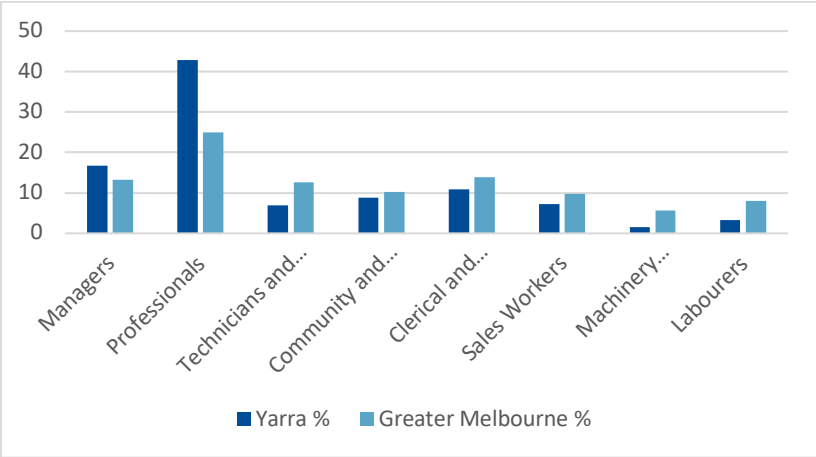


Figure 2 - Yarra professions compared to Greater Melbourne

The household sizes in the Yarra are shown below as percentages of the total households:

Table 5 Household sizes in Yarra against Greater Melbourne (2021)

Number of persons usually resident	Yarra %	Greater Melbourne %
1 person	37	24.8
2 persons	37.3	31.3
3 persons	13.9	16.9
4 persons	8.8	17.2
5 persons	2.4	6.6
6 or more persons	0.6	3.2

The household/family types in the City of Yarra in 2021 compared to Greater Melbourne shows that there was:

- A larger percentage of households with 1 person resident (37.0% compared to 24.8%)
- A larger percentage of households with 2 persons resident (37.3% compared to 31.3%)
- A smaller percentage of households with 4 persons resident (8.8% compared to 17.2%)
- A smaller percentage of households with 5 persons resident (2.4% compared to 6.6%)

In reviewing the house sizes in Yarra in 2021 compared to Greater Melbourne shows that there was a lower proportion of one and two bedroom dwellings compared to the number of persons resident.

Table 6 Household compositions in Yarra against Greater Melbourne (2021)

Number of bedrooms	Yarra %	Greater Melbourne %
1 bedroom	19.9	6.0
2 bedroom	42.3	19.7
3 bedroom	25.1	38.0
4 bedroom	6.2	26.0
5 bedroom plus	1.3	5.6

While the proportion of smaller dwellings is greater than Melbourne, Yarra has almost 75% of its households as single or two person and only 62% of dwellings are 1 or 2 bedroom dwellings. Together with the predicted growth in single person households, it suggests that 1 and 2 bedroom dwellings would be the most appropriate.

4.3 POPULATION AND HOUSING PROJECTIONS FOR YARRA

Accurate predictions on the growth of household formation relative to income has not been available since the Abbott Government ceased the work of the National Housing Supply Council. Prior to its closure, the National Housing Supply Council forecasts were accurate. The National Housing Supply Council 2nd State of Supply report (2010), indicates that not only is there a negative amount of affordable housing for all people in the first three deciles (that is 75% of the population) of income, but that what housing is available to them is likely to be occupied by people with higher incomes.

The projections of national underlying demand by household type ('000 households, with percentage of increase in brackets), 2009 to 2029, medium household growth scenario is shown below:

Table 7 – National Housing Supply Council forecasts of household types

Household		2012	2013	2014	2019	2029	Trending
2xparent family	2,689.4 31.5%	2,767.0 30.7%	2,793.7 30.5%	2,820.9 30.2%	2,960.4 29.2%	3,228.4 27.5%	↓
1xparent Family	973.6 11.4%	1,010.6 11.2%	1,021.2 11.1%	1,030.8 11.1%	1,081.0 10.7%	1,212.6 10.3%	↓
Couples no children	2,318.5 27.2%	2,475.6 27.5%	2,527.6 27.6%	2,578.7 27.6%	2,813.1 27.7%	3,170.5 27.0%	→
Lone person	2,210.8 25.9%	2,396.8 26.6%	2,463.3 26.9%	2,531.6 27.1%	2,896.5 28.6%	3,712.8 31.6%	↑
Group	337.7 4.0%	355.9 4.0%	361.3 3.9%	366.4 3.9%	389.8 3.8%	435.7 3.7%	↓

The conclusion to be drawn from this table is to expect a rapid increase in lone person households, mostly at the expense of family households. To support the increase in lone households there needs to be smaller dwellings that are affordable to meet the need.

The growth in households in Capital Cities in Australia, particularly Melbourne, by those in the 20 – 35 age groups in the moderate income range is shown in the large increases in rental housing by private landlords from the 2011 – 2016 census data. The 20 – 35 year age group is typically the age at which households are formed.

The Yarra population and household forecasts (prepared by id consulting) present what is driving population change in the community and how the population, age structure and household types will change moving forward.

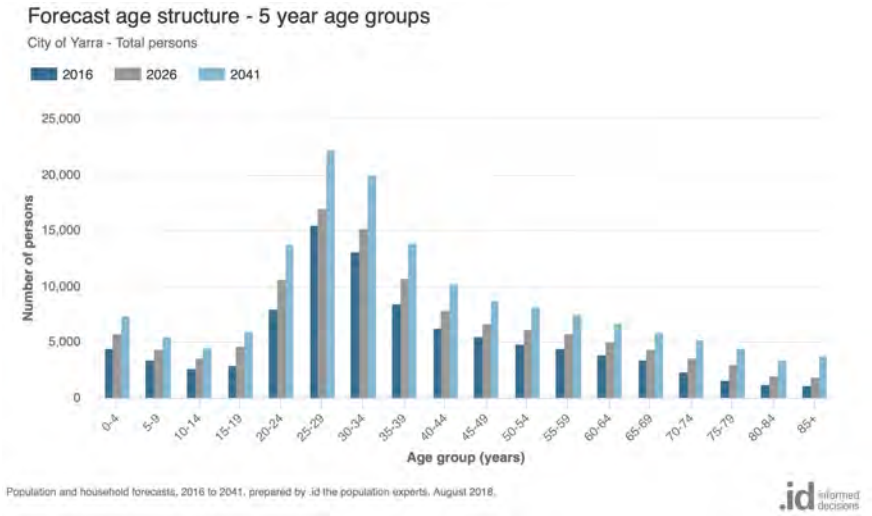
The id population forecasts suggest that The City of Yarra population forecast for 2022 is 108,632, and is forecast to grow to 157,607 by 2041, this 50% plus growth.

This increase in population is also matched by an increase in the number of households from 48,452 in 2021 census to a predicted 73,711 in 2041. The size of households is expected to decline from 2.15 persons per household in 2021 to 2.10 persons in 2041.

The increase in population and households in Yarra is supported by net migration into the municipality.

In 2021, the dominant age structure for persons in the City of Yarra was ages 25 to 29, which accounted for 15.4% of the total persons and followed by 30 – 34 at 14.5%.

Figure 3 - Forecast age structure for City of Yarra



The question that arises where will there be a supply of housing that is affordable for low to moderate income earners who are in the 20 – 34 year age groups?

4.4 FORECAST AFFORDABLE HOUSING SUPPLY AND NEED IN YARRA

The need for social and affordable housing moving forward is a forecast. As at the 2021 census data Yarra had 44.5% of individuals, and 53.0% of households that would have classified for affordable housing against the requirements of the Table 8.

The number of individuals and households that identified as very low, low or moderate income households in Yarra in the 2021 census data on the basis of Table 8 is shown below:

Table 8 - Individuals and Households who classify in GIC Orders within Yarra

Income	Individuals		Households	
	$ per week	% of individuals	$ per week	% of households
Very Low	513	20.3	1,075	19.8
Low	820	9.8	1,750	15.6
Moderate	1,230	14.4	2,500	17.6
TOTAL %		44.5		53.0

5 MINISTERIAL GUIDELINES ON AFFORDABLE HOUSING

The purpose of the Victorian Government affordable housing reforms is to encourage an increase in affordable housing through local councils seeking a voluntary affordable housing contribution, as part of planning approval processes[6]. The legislated definition of affordable housing and the associated GIC Orders set out the income bands for individuals and households that the State Government considers to be in need of affordable housing as described in Section 3 of this report.

The current State government policy does not specify any maximum percentage of an individual, couple or family's income should be assumed as being spent on housing costs. However, there is broad support for the concept that individuals and households should spend no more than 30 per cent of income on housing costs. The position of 30% was established by AHURI (Yates and Gabriel, 2006)

The Planning and Environment Act 1987, Section 3AA(2) includes reference to the Ministerial Notice relating to the specified matters and lists "matters to which regard must be had for the purposes of determining what is appropriate for the housing needs of very low, low and moderate income households." The table below provides a response to the matters in the Ministerial Notice as these maybe applied to the Doonside Precinct and River Boulevard Precinct, Lot 9 Victoria Gardens development sites.

Table 9 - Application of the Ministerial Guidelines

Matter	Urbanxchange s recommendation
Allocation	The definition of affordability as set out in the Planning and Environment Act 1987, Section 3AA (i.e. very low, low and moderate income earners) should be applied in relation to any affordable housing provisions at the site. The application of all income categories is justified based on the demographics and housing need in the Yarra LGA. It will be incumbent upon the operator/landowner of the affordable housing to ensure that the occupants meet the income eligibility criteria as set out in the GIC Orders at the time that purchase (for those with restricted purchase) or occupancy (build to rent or social housing) commences. This can be achieved by evidence of income accompanied by an executed Statutory Declaration from the occupier noting that they are within the specified GIC Income criteria.

[6] https://www.dhhs.vic.gov.au/delivering-social-housing-affordable-housing-contribution

Matter	Urbanxchange s recommendation
Affordability (in terms of the capacity for very low income, low income and moderate income households that it is intended for)	Occupants of the dwellings should pay no more than 30% of income on affordable housing costs. The affordability is for occupants who meet the income eligibility criteria as set out in the GIC Orders at the time that occupancy commences. In this instance the affordable housing is targeted at moderate income earners. The position of 30% was established by AHURI (Yates and Gabriel, 2006) and has been adopted by all levels of government and the broader housing industry as an agreed position.
Longevity (in terms of the public benefit of the provision)	The affordable housing should be provisioned as follows: • Restricted purchase for 20 years, via agreed mechanisms that have a maximum time limit of 20 years from initial occupancy for finance purposes. • Build to rent for a period of 12 years from initial occupancy • Social housing via agreed mechanisms that have a time limit from initial purchase. The longevity of ownership to the actual site cannot be in perpetuity as financial institutions will not finance projects with this condition.
Tenure	Urbanxchange suggests that the following range of potential tenure solutions: • Restricted purchase (private) • Build to Rent (either private or RHA) It is noted that the City of Yarra has the highest proportion of social housing compared to any other LGA in Victoria. In addition, it has a significant shortfall of affordable rental dwellings. On this basis social housing is not recommended. The identified group of 20 – 39 years with low to moderate income earners may not be in a position to pursue restricted purchase. In addition, the possible extended time frame (5 years) for implementation of affordable housing within the project means that there will be wider solutions for supply of housing as time progresses and there is a need to leave the ability for these solutions to be applied.
Type of housing, in terms of form and quality	The housing should be tenure blind and meet Silver living standards from the Liveable Design Guides and if the properties are apartments the Better Apartment Design Standards. The size of the dwellings needs to meet the identified demographic need of smaller housing for 20 – 39 year olds.

Matter	Urbanxchange s recommendation
	Based on the projected demographic need for single person and smaller households (as outlined in section 4.2, Urbanxchange suggests the following: • Up to 40% x 1 bedroom • Up to 60% x 2 Bedroom
Location, in terms of site location and proximity to amenities, employment and transport	The site is close to all the required amenities to support affordable housing.
Integration, in terms of the physical build and local community	It is premature to determine whether the housing format should be within a standalone building, integrated within a mixed tenure building, or a blend of both outcomes. The developers will advise the location of the affordable housing dwellings at a future date. There is no substantive research to demonstrate that affordable housing, in the quantity being considered is preferred in either stand alone or salt and pepper. The affordable housing dwellings should be tenure blind.
The following official estimates of housing need: • Australian Bureau of Statistics Community Profiles • Census profiles for Victoria • Department of Health and Human Services Rental Report • Metropolitan regional housing plans to guide housing growth • Public housing waiting list (Victorian Housing Register list) • Victoria in Future data tables.	The data in section 4. and Attachment 1 of this report indicate that the need within Yarra is: o For housing for those aged 20 – 39 years o Housing for low to moderate income households o Need for an increase in stock providing opportunities for younger people to who are on low to moderate incomes. o Quality rental stock

5.1 AFFORDABLE HOUSING TENURES

Affordable housing can cover many tenures, social rental, private rental, rent-to-buy, low cost purchase and purchase. It is important to recognise that the various tenure types will allow various sections of the community access to housing to meet needs from low to moderate income earners.

Outlined below are the many tenure types that can be applied to affordable housing.

Affordable purchase. This is a form of price controlled purchase housing that is accessible to purchase by those on defined incomes. So far, only South Australia has fully recognised that affordable housing purchase as a mechanism of providing affordable housing. The key principles of affordable purchase models are as follows:

- The dwelling must be offered for sale at or below a nominated 'affordable' price
- The dwelling must be offered for sale to eligible buyers
- The discount for affordable housing for the first purchaser is preserved for future purchasers.

In Victoria, The Nightingale housing model has a transparent process to documenting land purchase and development costs and, the purchase price is based on the development achieving a return of 20 per cent.

The price of housing in the Nightingale model is not always 'affordable' as defined for example under Victorian Government's definition (although some of the projects under this model do have an explicit affordable housing component). However, it is delivering 'high value for money' housing by reallocating the cost-savings associated with removing items such as car-parking, marketing costs, etc. into other design and building features. However, the principles of price control for the first and subsequent purchasers is established.

Under this model there is a system of controlling purchase price as well as mechanisms to prevent the first purchaser having a windfall gain at the expense of future owners. Title covenants have been developed that provide a formula for the resale of the property. The model recognises capital growth for each progressive purchaser/seller and it also recognises that the market opportunity provided to the first purchaser should be transferred.

Build to rent. Developers and their financiers build multi-unit buildings and instead of selling the units, retain them to let to tenant households. Rents may be set at market rent or, for affordable and social housing, at an appropriate discount to market rents. The NRAS was a build to rent model. The question becomes as to how the rental subsidy system is applied.

Social housing. This is owned by a state government or by a community housing organisation. Community housing organisations are not-for-profit corporations that own and/or manage community housing and are registered by Federal and/or state housing regulators. Housing Associations and Providers are independent companies that are overseen by a skills-based board.

Tier 1 Housing Associations are seen by government as organisations that:

- Own, manage and develop affordable rental housing
- Provide housing support and assistance to clients
- Are viable businesses, partnering with government and the community
- Have met registration criteria and meet ongoing regulatory compliance against performance standards.

Social housing is unlikely to be utilised by key workers but is necessary as part of the wider affordable housing spectrum.

5.2 MONITORING AFFORDABLE HOUSING CONTRIBUTION

1. If Build to Rent is agreed how does responsible authority satisfy itself that the tenants are eligible?

   To achieve this Urbanxchange believes that an appropriate position would be:

   - The tenant of the affordable housing must meet the Victorian Governments eligibility criteria as published in the GIC Orders at the time occupancy. This will be proven by evidence of income and a statutory declaration by the occupant noting income compliance at or below the threshold incomes with the GIC Orders at the time of occupancy. The property manager will have copies as evidence of both the income and statutory declaration. It is noted that it is a criminal offence to lie on a statutory declaration. Occupants of the dwellings should pay no more than 30% of income on affordable housing costs. The affordability is for occupants who meet the income eligibility criteria as set out in the GIC Orders at the time that occupancy commences. In this instance the affordable housing is targeted at moderate income earners.
   - This can be capped at no more than 70% of market rent. Market rent can be defined by the market rents provided as assessed by an independent qualified valuer.
   - The items that should be critical to the affordable housing tenant experience are:
     - that all the property and apartments are maintained to a high standard
     - the leases all comply with the Residential Tenancy Act
     - The occupants of the dwellings, at the commencement of the lease, meet the requirements of the GIC Orders at the time of occupancy
     - The rent charged are affordable being no more than 70% or market rent or 30% of income.

     The question then is how the responsible authority get comfort that the above listed activities are occurring. It is proposed that the property manager complete a biannual attestation to the effect that all the above criteria are being met. The attestation can be submitted to responsible authority annually.

2. If affordable purchase is agreed how does responsible authority satisfy itself that the discount is applied and maintained and that the occupants are eligible?

   To achieve this Urbanxchange believes that an appropriate position would be:

   - The purchaser of the affordable housing must meet the Victorian Governments eligibility criteria as published in the GIC Orders at the time purchase. This will be proven by evidence of income and a statutory declaration by the occupant noting income compliance at or below the threshold incomes with the GIC Orders at the time of purchase.
   - A covenant on title, similar to those recently implemented in The Commons Project in Brunswick, have been developed that provide a formula for the resale of the property that recognises capital growth for each purchaser but also recognises that the market opportunity provided to the first purchaser should be transferred. In addition, each purchaser must be an owner occupier.
   - A Statutory Declaration process be implemented on purchasers purchasing the properties that requires:
     - Over 18 years of age;

- Resident of Melbourne;
- Not own property or land, and
- Currently be living in rental accommodation (public or private), or with family or friends, or be homeless.

For the avoidance of doubt, the prescribed terms for the affordable housing provisions and management are set out in the draft amended CDZ 1.

6 CITY OF YARRA STRATEGIC DIRECTION REVIEW

In November 2019 Council endorsed the City of Yarra Social and Affordable Housing Strategy.

The strategy goes on to identify four objectives as follows:

Strategic Direction 1 (SD1): Be a leading local government in realising affordable housing outcomes at new developments across Yarra.

Strategic Direction 2 (SD2): Make effective and prudent direct investments in social and affordable housing.

Strategic Direction 3 (SD3): Partner, facilitate and engage with all stakeholders to increase social and affordable housing in Yarra.

Strategic Direction 4 (SD4): Continue to pursue evidence-based, strategic advocacy to other levels of government for improved housing outcomes.

Strategic Direction 1 is applicable to this application and the mechanisms by which that will be addressed are outlined below.

SD1.1 Enhance Council policy and practice in regard to affordable housing agreements at significant developments

Table 10 - Application of Council Directions on Affordable Housing – SD1.1

Direction	Council Position	Urbanxchange Recommendation
Direction 1.1.1	When land is rezoned to allow residential use, this positively impacts the site value and Council considers that it is reasonable to capture some of this value and direct it towards improving the provision of affordable housing in the municipality. Council will continue to seek provisions for at least 10% affordable housing to be transferred to a registered housing agency, or an alternative of equal or better benefit, to the satisfaction of Council, at the rezoning of land for residential use that allows more than 50 dwellings.	The developers will seek to deliver ten percent of the finished dwellings located within Doonside Precinct and River Boulevard Precinct, Lot 9 that is only triggered on approval of building height on Lot 9 above RL 38, as affordable housing and excluding the remainder of Victoria Gardens sites. Or any alternative delivery method providing that it demonstrates the total dollar value of the Affordable Housing Contribution is equivalent to not less that two per cent of the total market value of the total number of approved dwellings, to the satisfaction of the responsible Authority. Refer to the draft amended CDZ 1 for more detailed outline of the prescribed terms (Requirements for a Section 173 Agreement - Affordable Housing, condition 1).
Direction 1.1.2	Council expects that an affordable housing agreement will be reflected in the Development Plan Overlay (DPO) or a S173 until the conditions are met, or for a predefined number of years. The specific expectations are articulated in the Policy Guidance Note.	Refer to the draft amended CDZ 1 that prescribes the 'Requirements for a Section 173 Agreement for Affordable Housing including the terms and tenure. Refer page for 4 a summary of those terms.

Direction	Council Position	Urbanxchange Recommendation
Direction 1.1.3	Council will continue to request Housing Diversity Reports from proponents and that these reports provide the information necessary for informed consideration. The specific expectations are articulated in the Policy Guidance Note.	This report is provided in response to the requirement.
Direction 1.1.4	As articulated in the Policy Guidance Note, a range of households have been identified that fall within the definition of affordable housing and are unable to afford safe, secure and appropriate housing in the local market. These groups have specific needs – number of bedrooms, accessibility, supportive services etc. – which Council wants addressed at significant developments in Yarra. These households are: • homeless persons, • lower income renters, • Aboriginal and Torres Strait Islander people, • people with disabilities, and • key workers in the local economy.	The definition of affordability as set out in the Planning and Environment Act 1987, Section 3AA (i.e. very low, low and moderate income earners) should be applied in relation to any affordable housing provisions at the site. The application of all income categories is justified based on the demographics and housing need in the Yarra LGA. The data in section 4 and Attachment 1 of this report indicate that the need within Yarra is: o For housing for those aged 20 – 39 years o Housing for low-moderate income households o Need for an increase in stock providing opportunities for younger people to who are on low to moderate incomes. o Quality rental stock
Direction 1.1.5	To demonstrate strategic justification, Council will publish up-to-date statistics on demand for affordable housing for the municipality to its website and make reference to these within the Policy Guidance Note	This is a Council requirement. However, we would refer to section 4 of this report.
Direction 1.1.6	Council will investigate new assessment criteria for considering when an affordable housing requirement has been triggered (e.g. based on residential floor area, dollar value or dwelling yield). Upon completion, Council will consider whether the Policy Guidance Note is to be amended to include these assessment criteria.	Refer above under item 1.1.1.
Direction 1.1.7	Council will investigate whether there are particular circumstances where cash-in-lieu of dwellings delivered in-situ is either warranted or advantageous and how such funds could be managed (for instance a trust). Upon completion, Council will consider whether the Policy Guidance Note is to be amended to include this option.	If the Victorian Government implements a levy for affordable housing through the planning scheme, the developer reserves its rights to provide the levy as an alternate to providing the dwellings on site.

Direction	Council Position	Urbanxchange Recommendation
Direction 1.1.8	Council will continue to be responsive and proactive with regards to any changes from other levels of government that open up new mechanisms or opportunities for achieving affordable housing outcomes through the planning system	Given the changing economic and policy environment associated with affordable housing options it is recommended that a Section 173 Agreement is used as the mechanism during the update of the relevant planning controls (being the Comprehensive Development Zone and Plan) and town planning stage (via permit conditions) to deliver the affordable housing. The detailed wording of the Section 173 Agreement is to be resolved prior to the occupation of a specified stage of the project.

Table 11 - Application of Council Directions on Affordable Housing – SD1.2

Direction	Council Position	Urbanxchange Recommendation
Direction 1.2.1	Council expects that any affordable housing should be tenure blind and integrated with market housing, meaning that subsidised and private dwellings should not be able to be readily differentiated through either their appearance, quality or amenity and should have equal access to all communal indoor and outdoor spaces.	Vicinity Centre and Salta note that the manager of the properties should decide what access is applicable.
Direction 1.2.2	Council expects affordable housing dwellings to promote high accessibility standards by being in accordance with *Livable Housing Design Guidelines'* Silver level or higher.	Vicinity Centres and Salta Properties agree with this position and commit to ensure that the provision of silver standard will be met.
Direction 1.2.3	Council expects affordable housing dwellings to be built to a high standard in terms of durability and energy-efficiency to decrease ongoing maintenance costs.	Vicinity Centre and Salta agree with this position and commit to ensure that the provision of affordable housing will be built to a quality to ensure affordable living.

7 CONCLUSION

Consideration should be given to below market rental for key workers within Yarra. Based on mature markets overseas, the affordable rental option is likely to gain traction in Australia and help with the supply of housing across the housing spectrum. These mechanisms will require only partial or no government funding to achieve outcomes. Given the changing political environment and the extended period over which the development will take place, the affordable housing should be flexible to reflect the changing environment. The Doonside Precinct will generally seek to deliver ten percent of the finished dwellings as affordable housing (as outlined in the below affordable housing outcomes, and as per the draft amended CDZ 1 schedule).

Noting that a five percent of dwellings as affordable housing has been adopted as follows:

- Precinct 15 (City of Hobsons Bay) 5% (in planning controls)
- East Village (City of Glen Eira) 5% (S173 agreement)
- Fishermans Bend (City of Melbourne and City of Port Phillip) - 6% (in planning controls)
- City of Knox 5% (City of Knox, Affordable Housing Action Plan)
- City of Moreland 5% (City of Moreland Affordable Housing Action Plan)

It is noted that the development of the site will take place in stages. The affordable housing proposal for each stage (even if no affordable housing is to be supplied in the stage) should be included in the masterplan. The affordable housing should be tenure blind.

The proposed affordable housing outcomes could be considered as a number of options (as prescribed in the draft amended CDZ schedule 1):

1. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land (or another person anticipated to become the owner of the land) must enter into an agreement with the Responsible Authority pursuant to section 173 of the *Planning and Environment Act 1987* (the Agreement) to provide for the delivery of affordable housing (the Affordable Housing Contribution).

The agreement must include terms that provide for the manner in which the Affordable Housing Contribution is to be made, including when and how the contribution is to be made.

The Agreement must, subject to the limitation set out in clause 1d) in respect to Lot 9, specify that the Affordable Housing Contribution will be delivered by one or a combination of the following methods, all to the satisfaction of Responsible Authority:

a. Sale of not less than **ten per cent** of the total number of approved dwellings at a discount to market value of not less than **20 per cent**:

   i. To a Registered Housing Agency; or

   ii. to Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

b. Lease of not less than ten per cent of the total number of approved dwellings at a discount to market value of not less than 30 per cent, for not less than 12 years from the occupation of the dwellings:

   i. To a Registered Housing Agency; or

   ii. To Eligible Households in accordance with an Affordable Housing Management Plan approved pursuant to condition 3 below; or

c. Any alternative delivery method providing that it demonstrates the total dollar value of the Affordable Housing Contribution is equivalent to not less that two per cent of the total market value of the total number of approved dwellings, to the satisfaction of the responsible Authority.

d. In respect to Lot 9, the requirement for an Affordable Housing Contribution is only triggered on approval of building height on Lot 9 above RL 38.

For the purpose of the Agreement:

- 'Eligible Houshehold' means a household that meets the threshold for a very low income household, low-income household or moderate income household, consistent with Section 3AB of the *Planning and Environment Act 1987*.
- 'Affordable Housing' has the same meaning as any definition of that phrase contained within the *Planning and Environment Act 1987*.
- 'Market Value' means the value of a Dwelling as determined by an independent, qualified Valuer.

2. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), the owner of the land must:

   a. do all things necessary to enable the Responsible Authority to register the agreement with the Registrar of Titles in accordance with section 181 of the *Planning and Environment Act 1987*; and

   b. pay to the Responsible Authority its costs and disbursements incurred in relation to the negotiation, preparation, execution and registration of the agreement on the certificate of title to the land.

The Affordable Housing Management Plan should be as follows:

1. Prior to issue of a certificate of occupancy for the development (or relevant stages of the development), an Affordable Housing Management Plan (the Plan) must be submitted to and approved by the Responsible Authority. When approved, the plan will form part of this permit. The plan must include the following detail, all to the satisfaction of the Responsible Authority:

   a. Delivery of the Affordable Housing managed, leased and sold in accordance with permit condition 1 through an appropriately monitored management arrangement;
   b. A framework for regular reporting to the Responsible Authority (for example biannually) to demonstrate ongoing compliance with the approved Plan;

   c. Detail of all dwellings leased by the landowner as affordable housing, including the quantity and type of dwellings (e.g. 1 bedroom or studio), including details of any changes to the pool of leased dwellings;

   d. Detail on the annual cost of rent for each dwelling and a demonstration that the rental rate is consistent with the prescribed income ranges declared under Section 3AB of the *Planning and Environment Act 1987*;

   e. Any other details required to demonstrate compliance with any Section 173 Agreement applying to the land that relates to affordable housing.

This requirement doesn't not apply to affordable housing sold or leased to a Registered Housing Agency in accordance with condition 1.

8 ATTACHMENT 1 – OVERVIEW OF AUSTRALIAN HOUSING

Australian dwelling prices have grown much faster than incomes, particularly since the mid-1990s. Long-term, prices have risen rapidly in all cities and most regions, although there are variations from year to year.[7] Average prices have increased from about two to three times' average disposable incomes in the 1980s and early 1990s, to about five times more recently[8]. Median prices have increased from around four times' median incomes in the early 1990s to more than seven times today (and more than eight times in Sydney)[9].

Population growth is a basic, if often overlooked factor in differences between housing systems. High population growth means that a housing system needs to continuously add new stock, which may have implications for the replacement of old stock; the investment of resources in new supply needs also to be financed and implemented. Volatility in rates of growth may pose challenges for the planning, financing and marketing of housing. All these factors may have implications for the distribution of housing between sectors and between people.

House prices have always been significantly higher in Australia's major cities than in the regions. The location of dwellings in relation to cities, infrastructure and employment is largely dependent on housing prices. The underlying value of the land is directly reflected in the price. While Australia has an abundance of land, there is a limited supply of well located land, particularly close to the centre of our biggest cities.

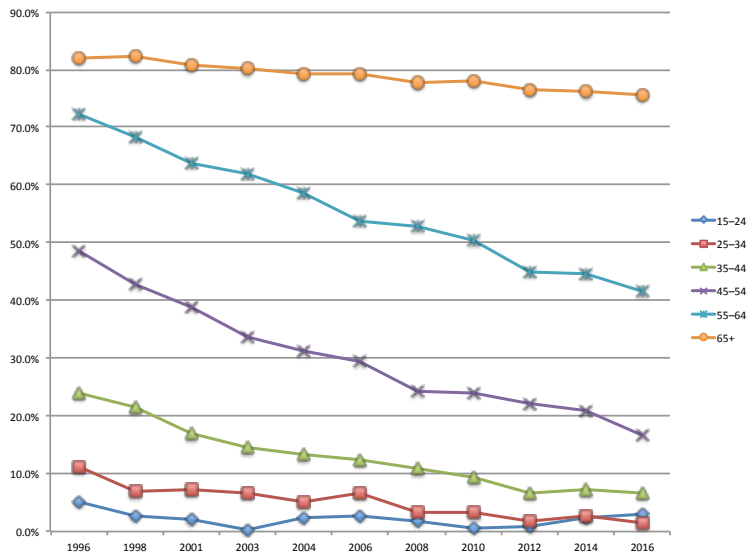
Home ownership rose rapidly in Australia in the early 1950s, from about 50 per cent to 70 per cent. Overall home ownership remained around 70 per cent for the next 50 years; a slight decline during the past decade saw it fall to 67 per cent in 2016.

But the ageing of the Australian population has concealed a greater fall in home-ownership rates during the past 20 years for all but the oldest households. Younger Australians have always had lower incomes and less accumulated savings, hence lower home-ownership rates. But between 1981 and 2016, home ownership rates among 25-34 year olds fell from more than 60 per cent to 45 per cent (see Figure 4). Only some of this is the result of people starting work, forming long-term partnerships, and having children later in life. Ownership of one's own home has also fallen for middle-age households, suggesting that most of the fall in home ownership is due to higher dwelling prices rather than changing preferences for home ownership among the young.

Consequently, without intervention, home ownership rates are unlikely to bounce back over time. For 35-44 year olds, home ownership has fallen fast – from 74 per cent in 1991 to around 62 per cent today – and home-ownership is also declining for 45-54 year olds. These trends are expected to translate into a 10-percentage point fall in home-ownership rates for over-65s by 2046.

[7] Stapledon (2012).
[8] C. Kent (2013); Ellis (2017a); and Fox and Finlay (2012).
[9] The median dwelling price compared with median household disposable income is the best price-to-income measure, but median measures are often not as readily available as average measures: CoreLogic (2016). Other price-to-income measures are even higher due to differences in measuring incomes and prices (for example, Demographia (2017) calculates Sydney has a price-to-income ratio of 12).

Figure 4 - Home ownership rates via age groups (%)



If

This is further extrapolated to home ownership rates by age and income in 1981 and 2016 and reviewed against the quintiles as was done by Burke[10], the resultant information shows a dramatic fall in home ownership among the 25-34 age group, particularly for those at or below the median, as shown Table 12.

Table 12. Home ownership rates by age and income, 1981 and 2016 (%)

% of income earners	25 - 34		35 - 44		45 - 54		55 - 64	
	1981	2016	1981	2016	1981	2016	1981	2016
Lowest 20	62.7	22.7	67.1	36.8	69.9	47.7	76.6	60.5
21 - 40	52.0	34.1	65.5	52.8	72.3	61.6	78.5	70.8
41 - 60	62.3	45.6	76	65.9	77.4	73.5	82.4	80.5
61- 80	65.1	49.6	79.8	70.0	82.5	78.6	86.4	84.1
81+	62.5	55.1	79.9	72.0	87.6	82.1	88.3	87.8

Home ownership has been the Australian way of wealth creation for many generations. Many aspects of Australian policy, including areas relating to retirement incomes, access to finance and rental tenure, have been built on the assumption that most Australians will own their home.

Existing trends suggest that a greater proportion of people reaching retirement age will be renting and that more of them will depend on the private rental market rather than social and public housing (Table 13).

[10] Burke et al. (2014). Burke, T., Stone, W. and Ralston, L. *Generational change in home purchase opportunity in Australia.* 232. Australian Housing and Urban Research Institute

More homeowners will still be paying off their mortgage when they retire, as the proportion of 55-64 year olds who own their houses outright fell from 72 per cent in 1995-96 to 42 per cent in 2015-16.

Table 13. Percentages of households that own home outright, by age group

Year	15–24	25–34	35–44	45–54	55–64	65+
1996	5.1	11.1	23.9	48.5	72.2	81.9
1998	2.6	7.1	21.4	42.8	68.2	82.4
2001	2.0	7.2	17.1	38.8	63.9	80.7
2003	0.3	6.8	14.5	33.6	62.0	80.2
2004	2.4	5.0	13.4	31.4	58.6	79.2
2006	2.7	6.5	12.4	29.3	53.7	79.2
2008	1.8	3.4	10.8	24.2	52.8	77.8
2010	0.6	3.3	9.3	23.9	50.3	78.1
2012	0.8	1.8	6.8	22.1	45.0	76.4
2014	2.5	2.7	7.4	21.0	44.6	76.3
2016	3.0	1.5	6.5	16.6	41.6	75.5

The Grattan Institute report *The wealth of generations*[11] showed that today's generation of young Australians are at increasing risk of being worse off than their parents. Older Australians are capturing a growing share of the nation's resources.

Despite the global financial crisis, households in the 65-74 year old age bracket today are $480,000 wealthier in real terms than households of that age group 12 years ago. Households that were in the 35-44 year old group in 2005-06 increased their average wealth by almost $600,000 in the subsequent decade.

Many younger Australians are adapting rising house prices by starting independent living much later. Many chose to stay at home or rely upon family and friends to assist with the start of their home purchase.

[11] Daley et al. (2014). Daley, J., Wood, D., Weidmann, B. and Harrison, C. *The wealth of generations*. Report No. 2014-13. Grattan Institute

Table 14. Percentage of 20-34 year olds who are the head of their household

Year	Australia	Victoria
1981	36.2	36.0
1986	36.7	35.8
1991	36.0	34.8
1996	37.3	35.9
2001	37.3	35.9
2006	36.0	35.0
2011	34.0	33.2
2016	32.6	32.2

Table 15 of housing tenure across Australia cities shows the fall in outright ownership and even ownership with a mortgage. The growth of rental housing in our two biggest cities is also evident.

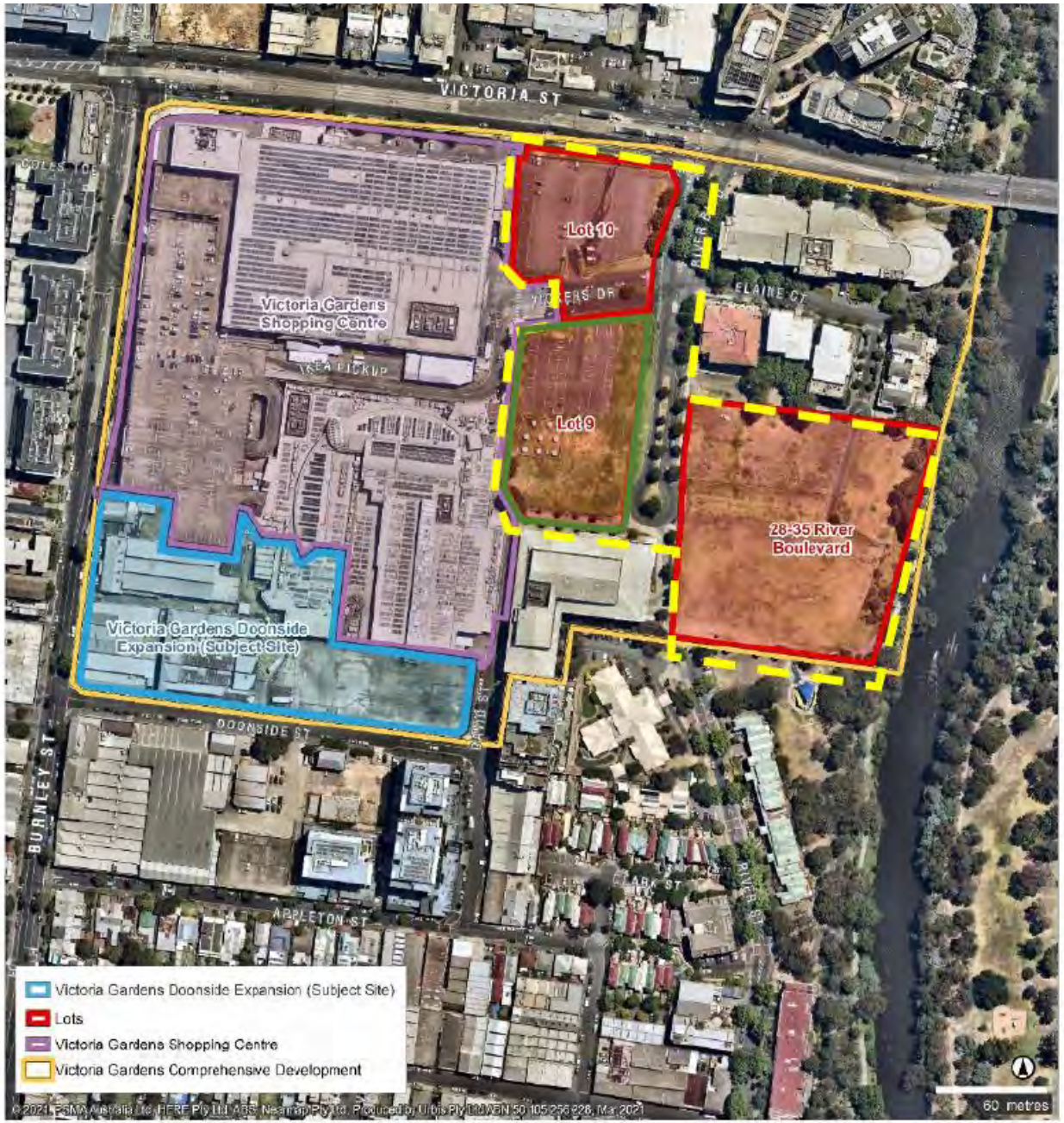
The change in dwelling tenure status between the 2011 and 2016 census data is shown below:

Table 15 – Change in housing tenure in Australian Capital Cities from 2011 to 2016 census data

Tenure	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart
Owned outright	2.24%	2.54%	4.26%	0.96%	5.12%	1.88%
Owned with a mortgage	1.88%	7.37%	4.39%	3.65%	13.73%	2.23%
Rented:	12.98%	17.35%	11.07%	6.23%	5.80%	7.41%
Social	-1.01%	-0.10%	-3.30%	-9.99%	-5.01%	-4.98%
Private	15.61%	19.53%	13.20%	11.41%	7.68%	11.17%
Landlord type not stated	-7.71%	-10.21%	-13.77%	-20.42%	-13.84%	-5.15%
Other tenure type	16.50%	17.77%	12.87%	11.47%	3.06%	13.63%
Tenure type not stated	17.56%	25.32%	30.66%	17.27%	22.38%	29.48%

Those not stating the tenure type is significant, as is the growth on private rentals.

9 ATTACHMENT 2 – ZONE OVERLAY MAP



Victoria Gardens Expansion (Legend)

Doonside Expansion – referred to as 'Doonside Precinct' (subject site, including affordable housing provision within report)

River Boulevard Precinct (lot 9/ 10 & 28-35 River Boulevard)

Lot 9 (added subject site, including introduction of affordable housing . The requirement for an Affordable Housing Contribution is only triggered on approval of building height on Lot 9 above RL 38.)

Existing Victoria Gardens Shopping Centre

Victoria Gardens Shopping Centre

Doonside Precinct
Transport Impact Assessment

Prepared by: Stantec Australia Pty Ltd for Vicinity Centres & Salta Properties

on 15/07/2022

Reference: V162221

Issue #: C

GTAconsultants now Stantec

Victoria Gardens Shopping Centre

Doonside Precinct
Transport Impact Assessment

Client: Vicinity Centres & Salta Properties

on 15/07/2022

Reference: V162221

Issue #: C

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	20/04/21	Final	Hui-Lin Tan	Andrew Farran	Tim De Young	Tim De Young
B	13/04/2022	Revised Final	Sharu Paranathan	Supun Perera	Tim De Young	Tim De Young
C	15/07/2022	Revised Final (CDZ Parking Update)	Sharu Paranathan	Supun Perera	Tim De Young	

GTA Report (VIC)

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EXECUTIVE SUMMARY

Planning approval is being sought for a proposed mixed-use development on land generally located on and to the south of the existing Victoria Gardens Shopping Centre (Centre).

The proposed development is referred to as 'Doonside Precinct' and includes the expansion of the existing Centre at ground and first levels to provide additional retail (ground level only) and commercial floor area and the construction of six residential apartment buildings.

The site has good access to existing public transport, walking and cycling facilities which service the existing Centre. During peak hours, however, the surrounding road network is generally congested, with limited scope to accommodate significant additional vehicle demands. Indeed, recent works on the surrounding roads (specifically the Victoria Street / Burnley Street intersection) have reduced vehicle capacity to prioritise walking, cycling and public transport modes. These works have been completed as they align with local policy, as well as 'Unlocking Victoria Gardens', which seek to encourage the use of public transport, walking and cycling as modes of transport.

In such circumstance, it is appropriate to adopt a travel demand management approach for the development of the site. This approach is consistent with various local policies, planning controls and the "Unlocking Victoria Gardens" transport strategy and involves the prioritisation of sustainable transport modes over private vehicles.

This report contains an assessment of the likely transport impacts of the proposed development and outlines the proposed modal responses that are to be completed by the Applicant to minimise traffic impacts and improve existing facilities. These responses are summarised in Table ES1.

The report concludes that the transport impacts of the proposed development are expected to be relatively minor and will not unreasonably impact the operation of the already congested road network. This conclusion is based on the reality that the most beneficial mitigation that the Applicant can (and is proposing to) undertake is to reduce the development's car parking provision as far as commercially viable to reduce its traffic generation and to complete works to encourage alternate modes of transport.

Table ES1: Transport Responses

Mode	Development Response
	• Improved pedestrian north-south and east-west permeability through the site. • Improved pedestrian facilities and public realm along the site's frontages to Burnley Street, Doonside Street and David Street. • Creation of north-south link connecting to "Harry the Hirer" site to the south and to Victoria Street trams to the north.
	• Provision of bicycle parking for employees, residents, and retail customers (assuming a 5 to 10% mode share for new trips to the Centre). • Provision of high-quality end of trip facilities for employees at the Centre (showers and changerooms provided at approximately double the statutory requirement). • Provision of bicycle line marking and removal of on-street car parking on Doonside Street.
	• Provision of separated retail and residential loading docks, where trucks can enter and exit in a forward direction, which will minimise amenity impacts to surrounding properties. • Provision of enclosed basement loading docks away from the ground floor allow for additional ground floor areas to be pedestrianised and activated.
	• Adoption of a travel demand management approach to car parking provision which results in a reduced car parking provision well below the statutory maximum car parking requirement. • Adoption of reduced car parking rates (and no additional retail car parking) to proactively suppress traffic generation to and from the site and in turn minimise the impact on the operation of the surrounding road network.

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B. “Unlocking Victoria Gardens” Transport Paper
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E. Loading Dock Swept Path Assessments
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G. Car Parking Swept Path Assessments
H. Traffic Distribution Calculations
I. Burnley Street / Doonside Street SIDRA Results

1. INTRODUCTION

01

1.1. Overview

A planning scheme amendment and planning permit are being sought for a proposed development at Victoria Gardens Shopping Centre (the Centre) in Richmond.

The proposed development affects land located at the southern end of the Centre which fronts Doonside Street to the south, David Street to the east, and Burnley Street to the west. The affected land is hereafter referred to as the Doonside Precinct.

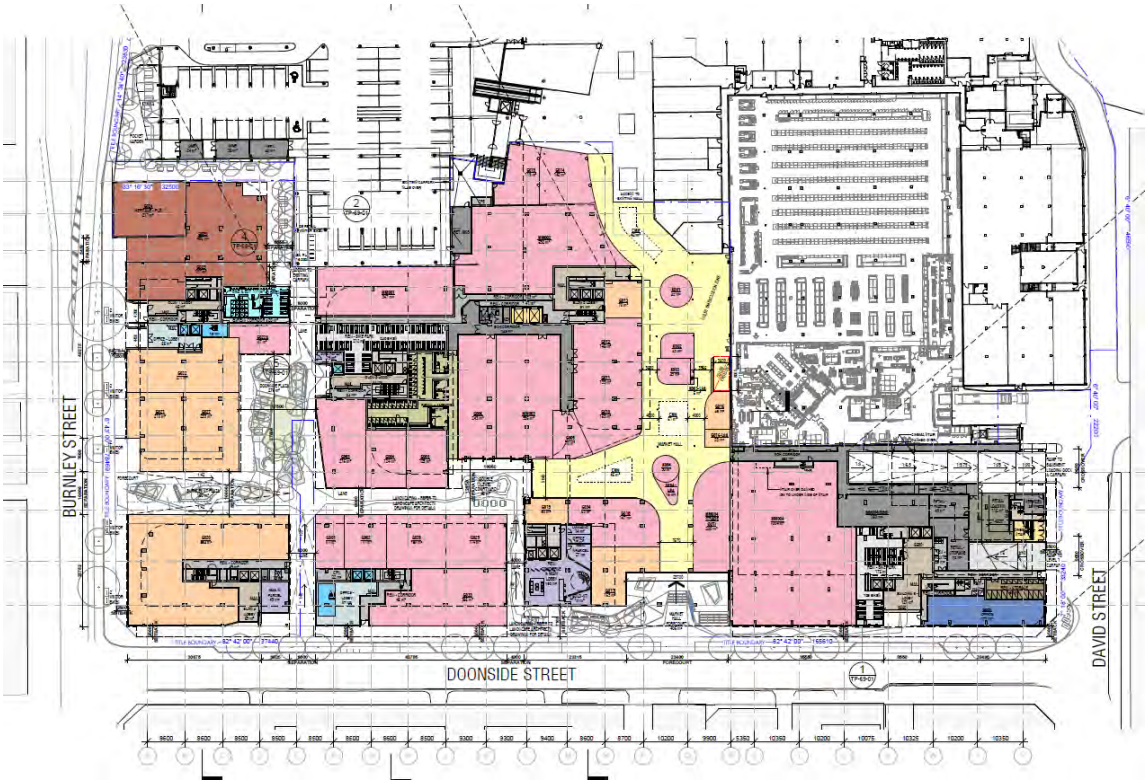
For reference, a summary of the development is presented in Table 1.1, with the ground and mezzanine levels of the proposed development also shown in Figure 1.1. This table and figures highlight:

- The proposed development includes the creation of 839 residential apartments, 8,545sqm GLAR of retail and 3,485sqm NLA of office.
- The proposed development includes the provision of 518 car spaces, 972 bicycle spaces and two separate loading areas (with 8 loading bays at basement level and 1 loading bay near David Street). Vehicle access to the car parking and loading areas is proposed via connections to David Street at the east (with no vehicle access proposed to Doonside Street or Burnley Street).

Table 1.1: Development Summary

Land Uses		
Land Use Classification	**Description**	**Size / No.**
Residential	1-bed apartment	456 dwellings (including 21 studio apartments)
	2-bed apartment	369 dwellings
	3-bed apartment	14 dwellings
	Total	**839 dwellings**
Retail	Shop	5,185 sqm
	Food and Beverages	1,914 sqm
	Hotel	1,446 sqm
	Total	**8,545 sqm GLAR**
Office		3,485sqm NLA
Transport Infrastructure		
Car Spaces	Residential	484 car spaces
	Retail	No additional retail car spaces provided
	Office	34 car spaces
	Total	***518 car spaces***
Bicycle Spaces	Resident	844 bicycle spaces
	Employee	40 bicycle spaces
	Visitor	88 bicycle spaces incl. 62 in the external public realm
	Total	**972 bicycle spaces incl. 62 in the external public realm**
Loading Bays		9 loading bays

Figure 1.1: Proposed Development – Ground & Mezzanine Level Layout



1.2. Authority Engagement

In the preparation of plans for the proposed development, consultation occurred with the Department of Environment, Land, Water and Planning (DELWP), who in turn sought comments from the Department of Transport (DOT).

Specific feedback on the development was provided from these authorities within three letters dated 3 September 2021 (DELWP), 10 August 2021, and 16 March 2022 (DOT). The relevant transport matters contained within these letters, and how they are addressed within the development plans and/or this report, are summarised in Table 1.2 (DELWP comments) and Table 1.3 (DOT comments).

Table 1.2: DELWP Comments and Responses

No.	DELWP Comment	Stantec Response
DELWP Letter dated 3 September 2021		
5	…The design of vehicle access and loading points to David Street requires further work to ensure safe and efficient outcomes are achieved for pedestrians and vehicle movements. Additional information is required to allow for more through considerations of these traffic impacts	The design of the development including its vehicle access have been cognisant of the competing and vehicle and pedestrian demands on David Street. Key Design features include: • The provision of additional car parking has been minimised as far as commercially practical to limit the traffic generation of the development. This approach is consistent with the 'Unlocking Vitoria Gardens' Transport Strategy. • The vehicle accesses proposed onto David Street (one for the basement car park and one for the upper-level car parks) have been designed to ensure that all vehicles are able to enter and exit the site in a forward direction. This

No.	DELWP Comment	Stantec Response
		includes all loading vehicles which are accessed off the two vehicle accesses. As a result of these changes, vehicle volumes along David Street will be low and completed in a manner which minimise negative implications on pedestrian amenity and safety.
6	In line with advice from DoT and the council, signalisation of Doonside & Burnley Streets is considered necessary to support the proposal. Consultation with the owner of the land at 81-95 Burnley Street, Richmond and DoT is recommended, with the aim to reach agreement for equitable contribution to required intersection upgrades.	Section 7.4.3 explains in detail into the future condition and its impact on the Doonside Street/ Burnley Street intersection. Whilst it is agreed that the signalisation of the intersection would enhance the capacity and safety of vehicles accessing Doonside Street, the analysis contained within this report outlines it is not required for the development.
17	Traffic engineering documentation updated to include: a) SIDRA model diagrams b) More detail on the assumptions adopted within the report c) More details on how the SIDRA model is calibrated d) More details on the traffic surveys completed to inform the base case of the model e) Justification for traffic generation rates.	This detail is provided in Section 7.4.3, noting the electronic SIDRA files can be provided on request.
18	A traffic review of Victoria & Burnley Streets signal phasing, including any options for right turn bans along Victoria Street to assist tram priority and delivery times for any works proposed.	Signal phasing and turn bans were only recently explored at this intersection by the Applicant (Salta) for the Park House development. The review resulted in modifications to the intersection to improve tram movements and pedestrian access to the tram stop. The completion of another review is not considered required at this time. However, if deemed necessary by DELWP, it is recommended it be included as an appropriately worded permit condition.
19	A review of the intersection of Burnley Street & Victoria Street to improve and tram operations (as outlined in the Discussion Paper) and the delivery of any works recommended.	Refer above comment.

Table 1.2: DOT Comments and Responses

No.	DOT Comment	Stantec Response
DOT letter dated 10 August 2021		
1	Signalisation of Doonside & Burnley Streets is considered necessary as part of this Amendment and Department is not prepared to fund this work.	This matter is further explored in Section 7.4.4 of this report, noting that the subsequent DOT letter dated 16 March 2022 (which is included at **Appendix A**) acknowledges the potential for interim road works.
2	Traffic review of Victoria Street to assist tram priority and delivery times for any works proposed.	The proposed review of tram priority along Victoria Street was recommended within 'Unlocking Victoria Gardens' transport strategy (included at **Appendix B**) as an action for the Department of Transport / PTV. In our view, the completion of this review by DOT is appropriate given it will inevitably require trade-offs to be made that prioritise one user type (trams and/or pedestrians and cyclists) over others (cars including those turning into local streets). It is unreasonable to require this review to be led by a transport engineer engaged by a private sector developer for a site some distance from this tram corridor. Notwithstanding this, if this review is considered to be necessary by DELWP, it is recommended that it be included in an appropriately worded permit condition that involves the completion of the study but not the resultant implementation of the works given they are not reasonably able to be determined until the study is completed,
3	Review of intersection of Burnley & Victoria Streets to improve pedestrian/cycle safety, vehicle and tram operation as outlined in the Discussion Paper and the delivery of any works recommended.	Signal phasing and turn bans were only recently explored at this intersection by the Applicant (Salta) for the Park House development. The review resulted in modifications to the intersection to improve tram movements and pedestrian access to the tram stop. The completion of another review is not considered required at this time. However, if deemed necessary by DELWP, it is recommended it be included as an appropriately worded permit condition.
4	End of Trip bike maintenance space / facility within the residential use of the development.	This area will be provided and can be shown in further detail when plans for the proposed development are endorsed.
DOT letter dated 16 March 2022 (refer Appendix A)		
H,TFV (DOT) provides in principle support for the proposed planning scheme amendment provided: a) Appropriate options/engineering solutions are provided to adequately address the safety concerns for all road users at the intersection of Doonside / Burnley Streets. b) Measures are put in place to ensure signals are ultimately installed within a reasonable timeframe at the corner of Doonside and Burnley Streets prior to the occupation of the building/s in consultation with and to the satisfaction of HTfV. c) Costs associated with the delivery of the signalised intersection are borne by the developer/s and quotes provided to HTfV for review. d) The timing and funding/financial contributions of the signals are negotiated with the stakeholders and agreed with by Council in consultation with HTfV having regard to other in/active developments within the immediate surrounds.	DOT in principle support of the proposed planning scheme amendment is noted and is consistent with expectations based on discussions with the authority. As outlined in Section 7.4, the signalisation of the Burnley Street / Doonside Street intersection is not considered necessary for the proposed development given it proposes a low provision of car parking to reduces its traffic generation. Rather, it is proposed to implement temporary works at the intersection to improve its capacity. These works are generally consistent with DOT's options and are discussed later in this report.

No.	DOT Comment	Stantec Response
	Subject to satisfactorily resolving the above HTfV would be amenable to: i. Alternative options/solutions being considered in the interim until further detailed traffic and transport analysis is undertaken in due course. ii. To prohibit right turn movements out of Doonside into Burnley Street (in the short term) until the intersection is signalised and /or a planning application/s and permits are activated for nearby sites. iii. Council approved agreed cost contribution is reached with relevant stakeholders within a reasonable timeframe.	Alternative works are proposed within this report for this intersection. These include additional capacity for movements into and out of Doonside Street. At this time, prohibition of the right-turn movement out of Doonside Street is not considered necessary for the safety or capacity of the intersection. However, the Applicants confirm they are happy to continue to work with DOT to explore this option and would not have a fundamental objection to its implementation if deemed required. With respect to any cost contributions to the future signalisation of the intersection, the Applicant has advised it offers no objection to such an arrangement, subject to its cost contribution being reasonable and proportionate to the predicted traffic generated by the development through the intersection in comparison to other developments in the precinct. This method of cost apportionment is considered reasonable given the proposed development is proactively lessening its car parking provision to reduce its traffic generation and thus impacts, whereas other developments may not adopt this approach.

1.3. Purpose & Structure of this Report

The report sets out an assessment of the transport impacts of the proposed development and how those impacts are either minimised or managed through the architectural design. It considers:

1. The existing conditions pursuant to the transport network in the vicinity of the site and any relevant transport or planning policy relevant to the site – ***refer to Section 2***
2. The expected trip generation of the proposed development and the proposed transport response to best accommodate these trips on the surrounding transport network – ***refer to Section 3***
3. The details of the proposed transport response with respect to each relevant transport mode / consideration, including: Active transport – ***refer to Section 4,*** Public transport– ***refer to Section 5,*** Loading and waste collection – ***refer to Section 6***, and Parking & Traffic – ***refer to Section 7***

1.4. References

In preparing this report, reference has been made to the following:

- Yarra City Council Planning Scheme
- Unlocking Victoria Gardens Transport Discussion Paper (February 2018)
- Victoria Gardens Shopping Centre Car Parking Study (May 2019)
- Ratio Report 'Proposed Mixed Use Rezoning: 81-95 Burnley Street & 26-34 Doonside Street, Richmond' dated 19 December 2018
- Charmaine Dunstan (Traffix Group) 'Amendment C223 to the Yarra Planning Scheme: 81-95 Burnley Street & 26 Doonside Street, Richmond' dated 8 May 2020.
- plans for the proposed development prepared by Cox Architecture and NH Architecture
- Australian Standard / New Zealand Standard, Parking Facilities (AS2890)
- other documents as nominated.

2. EXISTING CONDITIONS

02

2.1. Location

2.1.1. Site Location

Victoria Gardens Shopping Centre (the Centre) is approximately 6.5ha is bound by Victoria Street to the north, Burnley Street to the west, Doonside Street to the south and River Boulevard to the east. It is located within a Comprehensive Development Zone (CDZ1).

The Doonside Precinct on which the planning scheme amendment and planning permit application is sought is located south of the broader shopping centre site. It is partly located within a Mixed Use Zone (MUZ) and a Comprehensive Development Zone – Schedule 1 (CDZ1) and is presently either vacant or occupied by restricted retail or industrial tenancies.

The surrounding properties include a mix of medium and high-density residential, retail and commercial land uses within the Victoria Street Activity Centre to the north and west of the site, and relatively low-scale residential and industrial land uses to the south.

The location of the site and the surrounding environs is shown in Figure 2.1, with the land zoning map provided in Figure 2.2.

Figure 2.1: Subject Site and its Environs

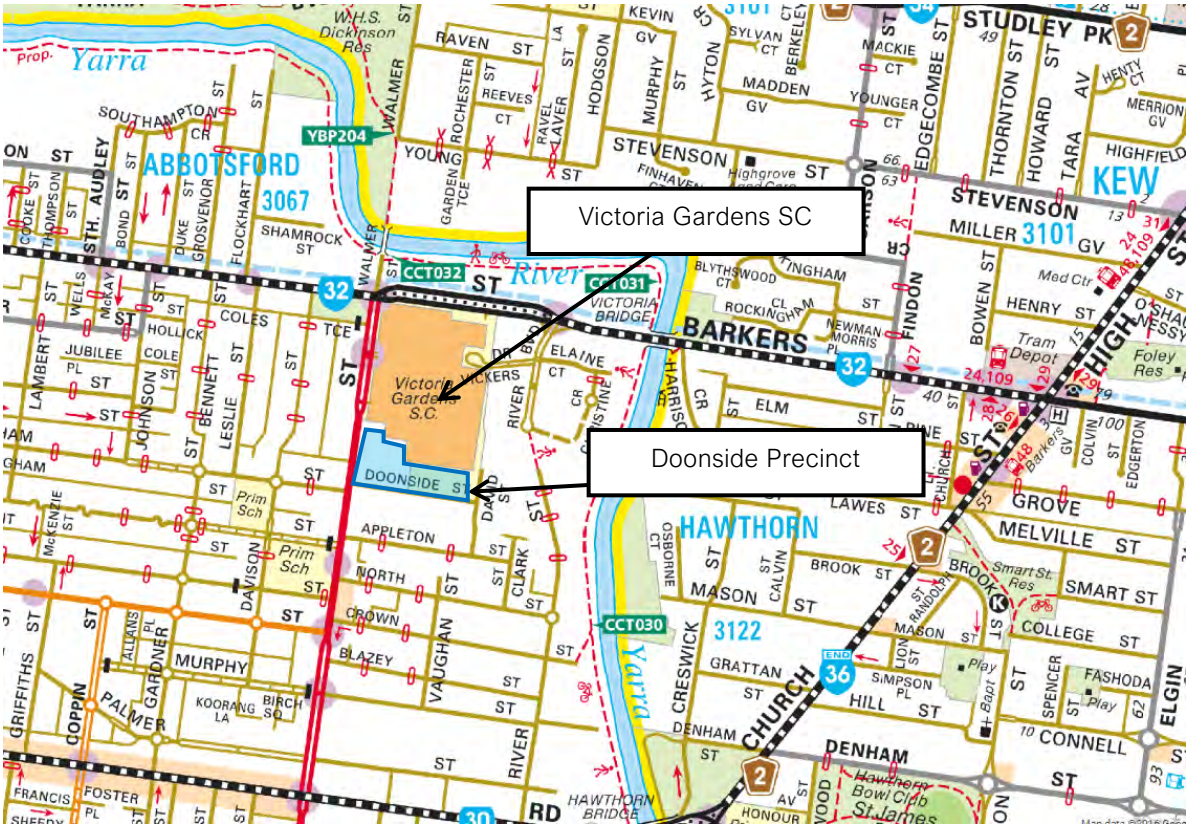


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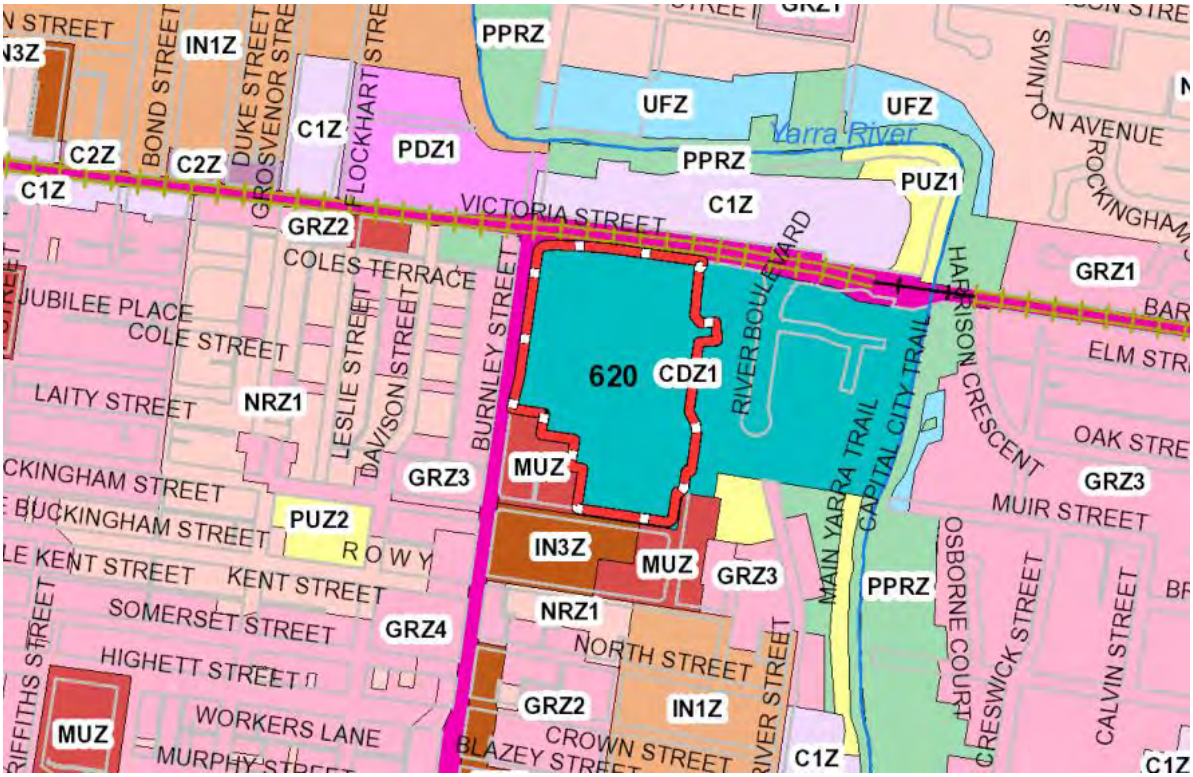
Figure 2.2: Land Zoning Map



2.1.2. Shopping Centre Operation

The Centre comprises 53,788sqm of retail floor area with key tenants including IKEA, Hoyts Cinemas, K-mart and a Coles supermarket.

It accommodates 2,546 spaces, including spaces reserved for office use and dedicated pick up / drop off spaces. For visitors to the Centre, there are 2,173 car parking spaces available to the public on weekends and 2119 on weekdays[1].

Car parking demand surveys undertaken in 2019 indicates the following peak car parking demands:

- Weekday: 1,100 spaces (51% occupancy)
- Saturday: 1,753 spaces (81% occupancy)

Traffic surveys undertaken in December 2016 (for the Unlocking Victoria Gardens transport paper; refer to discussion later in this report) indicate the following traffic generation during peak periods (based on a floor area of 53,788sqm):

- Weekday AM Peak Hour: 0.61 movements per 100sqm
- Weekday PM Peak Hour: 2.1 movements per 100sqm
- Saturday Peak Hour: 3.4 movements per 100sqm

[1] Weekend excludes reserved / secure spaces in the basement (206 spaces) and CARe car park (167 spaces). Weekday spaces exclude 260 reserved/secure spaces in the basement and 167 spaces in the CARe car park.

2.2. Transport Network

2.2.1. Overview

The Centre is located south of the Victoria Street / Burnley Street tram stop (Tram Stop 24), which operates along Victoria Street and provides a connection to the Melbourne CBD and eastern suburbs through to Box Hill.

From a road network perspective, the Centre is bound by Victoria Street to the north, Burnley Street to the west, Doonside Street to the south and River Boulevard to the east. Victoria Street is classified as a primary arterial and Burnley Street a secondary arterial road, whilst Doonside Street and River Boulevard are both lower order local roads.

Previous traffic modelling undertaken by GTA for Victoria Gardens, coupled with recent observations, indicate that traffic congestion occurs along Victoria Street and Burnley Street corridors during peak periods. This congestion results in slow travel speeds and delays during these periods and can impact tram services along Victoria Street.

A summary of the existing transport network is detailed in Table 2.1.

Table 2.1: Summary of Existing Transport Network

Mode	Summary of Existing Situation
	• The site is connected to the Victoria Street Activity Centre via pedestrian links along Victoria and Burnley Street. • Pedestrian footpaths are provided on both sides of most roads in the vicinity of the site. However, on Victoria Street and Burnley Street paths are generally located close to the edge of the carriageway, reducing amenity. The footpath on Doonside Street along the site's frontage is relatively narrow at 2.5m. • Overall, the site has a walk score of 92 out of 100 which equates to "very walkable" (most errands can be accomplished on foot).
	• Burnley Street and Victoria Street (east of Burnley Street) presently have on-road bicycle lanes. Victoria Street, west of Burnley Street, is currently an 'informal' bicycle path – with bicycle facilities provided. • While Burnley Street is identified as priority bike routes under Smart Roads, it provides limited infrastructure. However, Victoria Street is classified as a Strategic Cycling Corridor until Johnston Street, where it redirects onto local roads. • An established off-road shared user path network is provided along the Yarra River which connects the site to surrounding catchments.
	• The Route 12 and 109 trams connect the site to Melbourne CBD. The tram route currently operates at high frequencies (with services available every 5 minutes during peak periods). The tram routes currently share the road space with general traffic which often results in slow and unreliable travel times. • Overall, the local area has a transit score of 74 out of 100 which equates to "excellent transit" (transit is convenient for most trips)
	• Victoria Street and Burnley Street are identified as freight routes. Victoria Street currently carries a low proportion of heavy vehicles (1% of daily traffic). Burnley Road carries higher heavy vehicle volumes (6% of daily traffic). • Doonside Street is currently used by heavy vehicles to access to access abutting land uses (including Victoria Gardens).
	• Victoria Street operates at capacity during peak periods, with the combination of vehicles and trams sharing road space often creating queuing at notable intersections (such as Victoria and Burnley) during peak periods. • Similarly, Burnley Street experiences high volumes of traffic during the peak period. • Doonside Street carries relatively modest traffic volumes, adequate capacity generally exists at its intersection with Burnley Street to accommodate current demands (although the capacity of the intersection is heavily influenced by queueing on Burnley Street).

2.2.2. Pedestrian Infrastructure & Accessibility

The existing pedestrian environment on Doonside Street in the immediate vicinity of the site is currently relatively poor, with very narrow footpath widths provided along both sides of the road (particularly in comparison to the road widths).

Further from the site, there are also relatively sparse pedestrian crossings of key road and other major impediments to pedestrian flows (such as the Yarra River). For example, on Burnley Street, there are signalised pedestrian crossings provided approximately 220m north and 150m south of Doonside Street, with no crossing points provided between. These crossings are shown in Figure 2.3 and Figure 2.4, respectively.

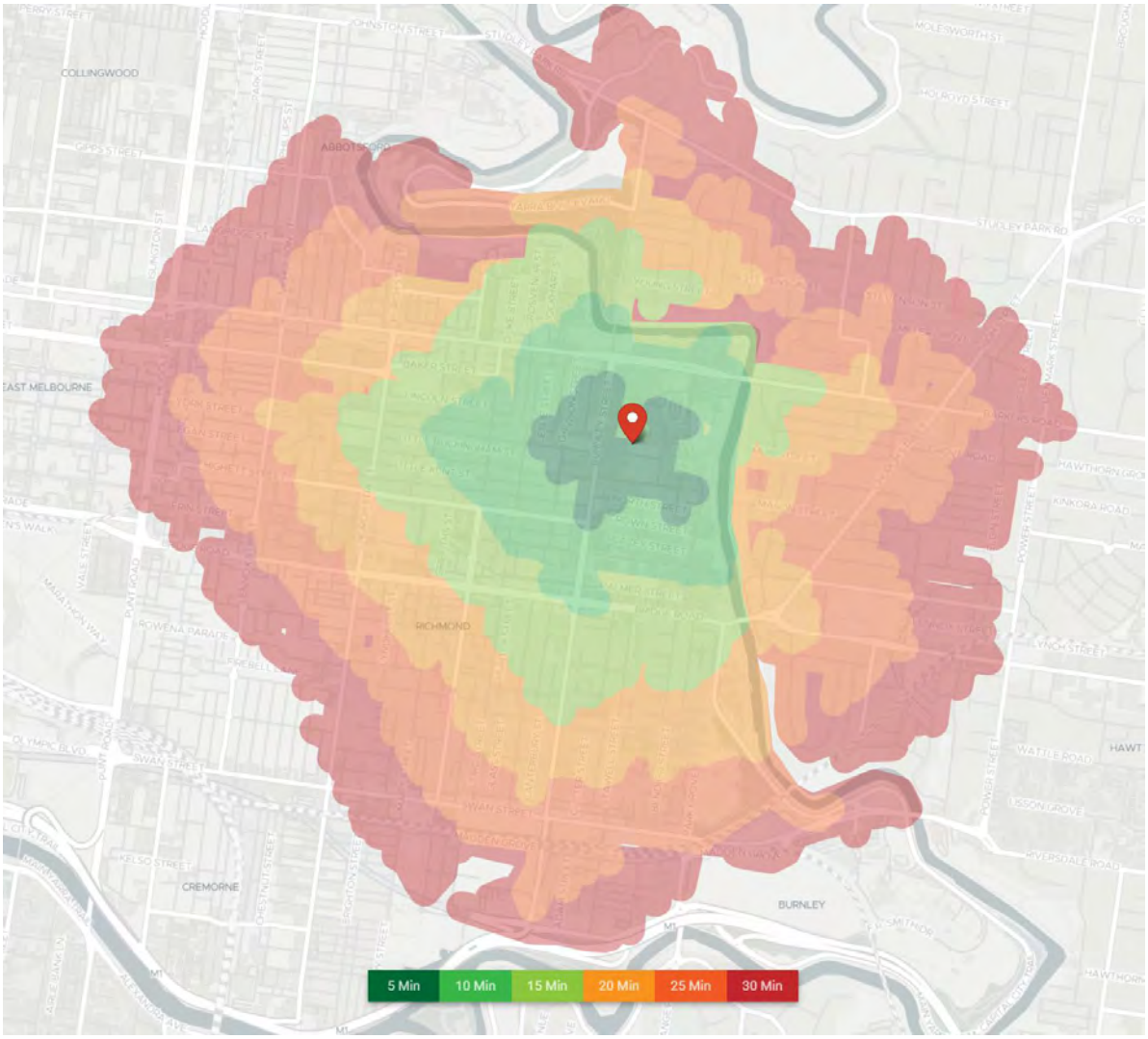
Figure 2.3: Burnley Street Pedestrian Crossing 1

Figure 2.4: Burnley Street Pedestrian Crossing 2

Despite the shortcomings of local pedestrian infrastructure, the walkability of the site (as measured by www.walkscore.com.au) is very good, with a score of 92 out of 100 for Doonside Street indicating that most daily errands can be completed without a car. Indeed, this score infers that the site is a "Walker's Paradise"). The available walking catchment within 30 minutes of the site, at 5-minute intervals, is also provided in Figure 2.3 and indicates that locations such as East Richmond Station, Burnley Station, Hawthorn Station, and Kew Junction are within comfortable walking distance.

Overall, whilst existing pedestrian infrastructure in the vicinity of the site could be substantially improved via (for example) wider footpaths and enhanced crossings, walking opportunities for future residents and occupants of the site are very strong.

Figure 2.3: Walking (Isochrone) Catchment Area from 5 to 30 Minutes



(Source: Targomo)

2.2.3. Cycling Catchment

The site is well serviced by an established network of shared, on and off-road cycling and shared path facilities. Typically, the type of cycling facility provided on the surrounding road network is governed by road hierarchy, traffic volume, traffic speed and available carriageway width.

For example, on-road bike lanes are provided on Victoria Street and Burney Street (abutting the Centre) reflective of the arterial nature and higher traffic volumes and speeds on these roads. Whilst shared (or sharrow line marking) is provided on lower volume and speed local roads with narrow carriageways such as Birmingham Street, Baker Street and Johnson Street. Other local roads with low volumes and speeds, such as Davison Street and Gardner Street provide, on-road bike lanes as a result of their wider carriageways.

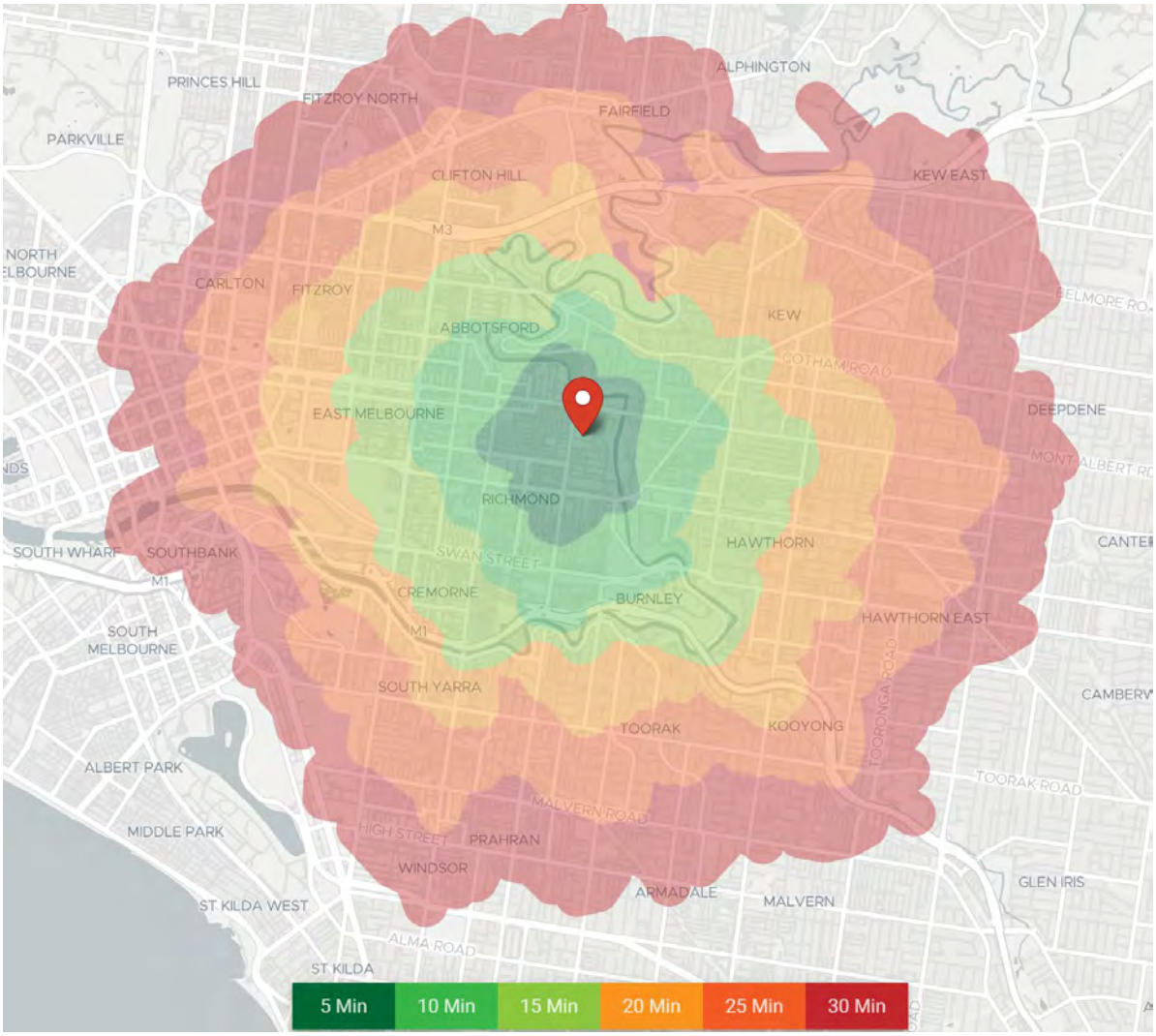
Some of the existing cycle treatment surrounding the site are illustrated in **Figure 2.4** to **Figure 2.5**.

Figure 2.4: Burnley Street – On-road Bike Lane

Figure 2.5: Davison Street – On-road Bike Lane

The available cycling catchment within a 30-minute cycling catchments at five-minute intervals is provided in Figure 2.6 and shows it extends to the Melbourne CBD.

Figure 2.6: Cycling (Isochrone) Catchment Area from 5 to 30 Minutes

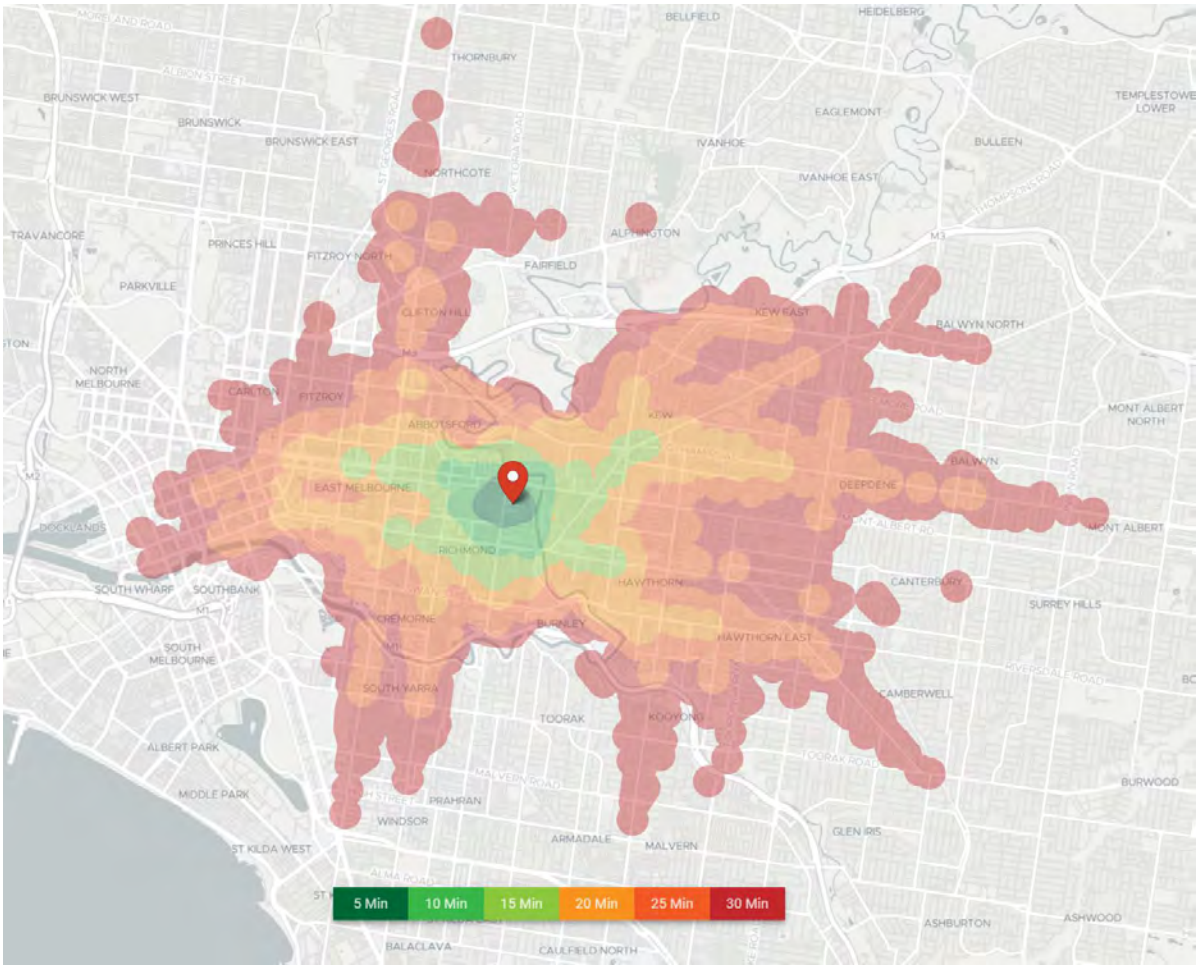


(Source: Targomo)

2.2.4. Public Transport Catchment

The site is located within short walking distance of tram stops which provide frequent and convenient access to surrounding suburbs and the CBD. The available public transport catchment within 30 minutes of the subject site, at 5-minute intervals, is presented in Figure 2.7, indicating that the site is well serviced by public transport, with a significant population residing within the catchment.

Figure 2.7: Public Transport Catchment Area from 5 to 30 Minutes



(Source: Targomo)

2.3. Crash Statistics

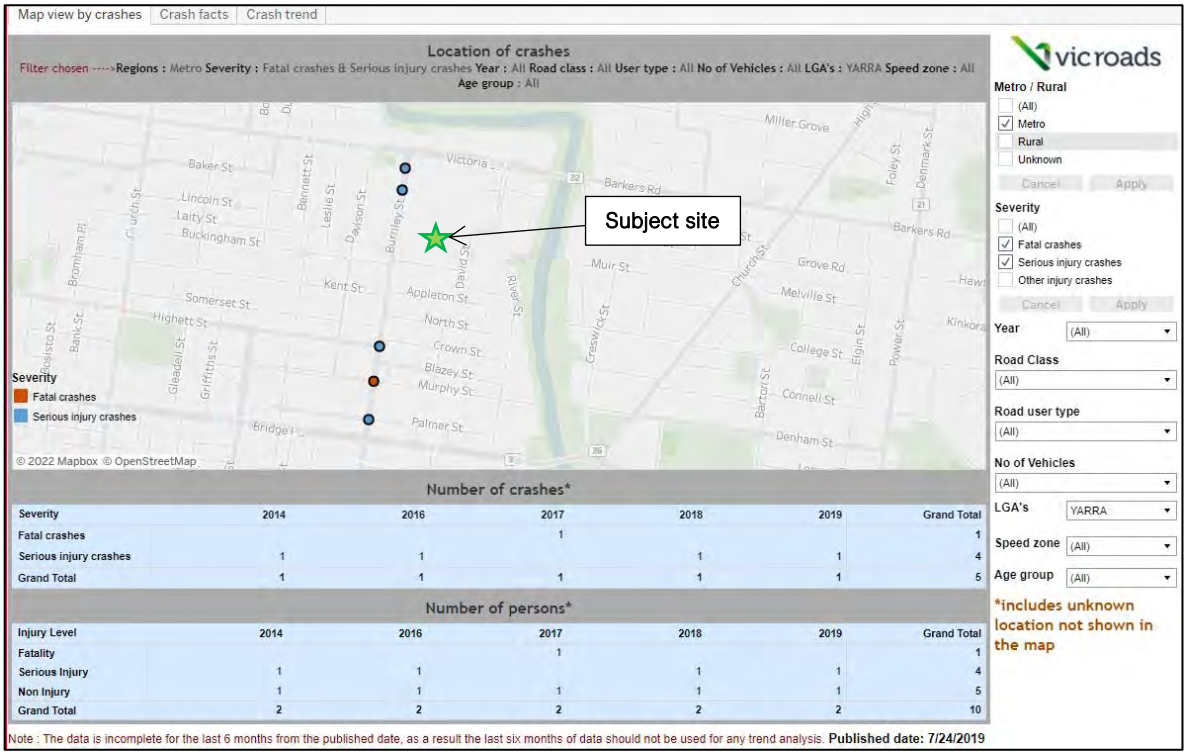
The crash history for the site locality (between 2014-2019) was obtained from the VicRoads Interactive Crashstats website, with a summary shown in Figure 2.9.

This figure shows that the Burnley Street corridor between Victoria Street and Bridge Road has seen a total of 5 crashes (4 serious injury crashes and 1 fatal crash) within the 5-year period between 2014 to 2019, at a rate of 1 crash per year.

At the Doonside Street / Burnley Street intersection, no serios or fatal crash was recorded during this period, which indicates there is no identifiable systemic road safety issue (based on the history for the site locality) at this intersection.

It is noted that this finding is also consistent with the expert opinion contained within the Traffic Assessment (prepared by Charmaine Dunstan, Traffix Group) titled 'Amendment C223 to the Yarra Planning Scheme: 81-95 Burnley Street & 26 Doonside Street, Richmond', dated 8 May 2020.

Figure 2.9 Crash Statistics



(Source: Crash stat facts (tableau.com))

2.4. Relevant Planning Policy

2.4.1. Unlocking Victoria Gardens

In 2016/17, GTA was engaged by Salta Properties to prepare a transport masterplan for Victoria Gardens in collaboration with Transport for Victoria, Public Transport Victoria, and VicRoads (now all under the umbrella of the Department of Transport), and Yarra Council.

This engagement included extensive traffic modelling and culminated in the preparation of the 'Unlocking Victoria Gardens' transport paper. This paper is reproduced at Appendix B of this report and outlines a multi-modal assessment of the future operation of the transport network servicing the precinct following its intended full development.

The paper identifies that if a "Business as Usual" approach is taken, a high level of car dependency will continue, the existing transport network will become further congested, and land use development in the precinct is likely to be constrained. In lieu of this historic approach, the paper identifies means to improve the accessibility of Victoria Gardens and unlock its development potential through the following six key interventions:

The paper was circulated to all authorities including Council at the time of its finalisation and continues to be an important strategic transport report for the precinct. For reference, a letter outlining Council's general support of the proposed strategy is provided at Appendix C of this report.

Further discussion regarding the paper and its recommendations in relation to car and bicycle parking is presented later in this report.

2.4.2. Schedule 9 to the Design Development Overlay

Schedule 9 to Clause 43.02 of the Yarra Planning Scheme provides the overarching strategic direction for development of the Doonside Street precinct.

The schedule applies to the western land parcel of the subject site, noting that the eastern part of the site is subject to the planning controls of the Comprehensive Development Zone.

The Schedule details design objectives and building and works requirements for the precinct, including the following pertaining to transport items:

Design objectives

The relevant transport related design objectives are reproduced below:

- *"To provide a pedestrian friendly environment along all street frontages.*
- *To encourage improvements to the public domain, including the provision of public open space.*
- *To ensure that new development does not adversely impact on local traffic conditions."*

The following transport related building and works requirements are applicable to the site:

"Traffic

- *Vehicular access and traffic movements in Appleton Street should be minimised.*

Permeability and public spaces

- *Through block connections for pedestrians should be provided wherever possible to link Appleton Street, Doonside Street and Victoria Gardens. Public open space should have a street frontage."*

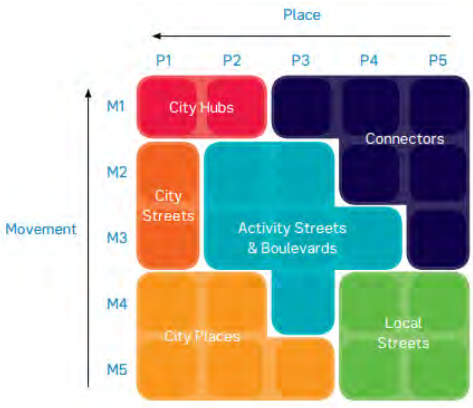
The following transport related decision guidelines are identified for consideration by the responsible authority when assessing any application in the precinct:

- *"The impact of traffic generated by the proposal and whether it is likely to require additional traffic management control works in the neighbourhood*
- *How the proposal improves the street environment for pedestrians along street frontages.*
- *The location of, and access to, parking facilities and their effect on the local road network."*

2.4.3. Movement & Place

Contemporary transport planning considers the use and classification of a street / road in terms of both the movement function it provides alongside with the place function it serves.

For major highways and arterial roads, the movement function is paramount whereas the place function is less relevant. In contrast, for residential and urban streets, the place function is paramount, and the movement function is a lesser consideration. In the immediate vicinity of the site, it is evident that Burnley Street currently operates primarily as a movement corridor, whilst Victoria Street has a stronger place function (with high pedestrian movement).



The Movement and Place framework seeks to provide a consistent methodology for designing streets that are best suited to balance the needs of places, for people to live, work and enjoy, with transport users that is appropriate for how the road and places used by communities. The types of streets that the Movement and Place framework seeks to identify are illustrated in the figure above.

2.4.4. Other Policies & Documents

There are numerous State and Local Government policy documents applicable to the site and surrounds which provide guidance on appropriate land use and development.

The encouragement of the use of public transport, walking and cycling as preferred modes of transport, and a reduction in the reliance on private car use, are central tenants / principles of these documents. This modal hierarchy change is critical to achieving the aims of the various policy documents affecting the area and directing how it develops into the future.

An overview of the key policy documents is provided in Table 2.2.

Table 2.2: Transport Policy Overview

Document		Key Messages
Plan Melbourne (Refresh)		• Delivering a pipeline of large scale, city shaping infrastructure and urban renewal projects • Delivering a new 'integrated economic triangle', connecting key employment clusters, industrial precincts and economic gateways. • Integrating active transport development into existing and future land use to support a productive city. • Supporting 20-minute neighbourhoods by promoting local active transport choices and improving active/public transport infrastructure for the local area. • Victoria Street is identified as a Major Activity Centre.
Transport Integration Act		• Victoria's principal transport statute • Establishes a framework for the provision of an integrated and sustainable transport system in Victoria • Six transport system objectives and eight decision-making principles • Establishes a triple bottom line approach – economic prosperity, social and economic inclusion, and being resource efficient and environmentally responsible

Clause 37.02 of the Yarra Planning Scheme		• The Comprehensive Development Zone (CDZ) defines planning requirements of Victoria Gardens Shopping Centre
		• The Clause identifies the following transport objectives that are sought to be achieved:
		  • *"To ensure that the combination of uses, their overall density and the scale, character and level of redevelopment are compatible with the capacity of the existing road system and any proposed modifications to accommodate any increase in traffic.*
		  • *To provide greater public access, in particular for pedestrians and cyclists, to and along the Yarra River bank.*
		  • *To improve pedestrian amenity and safety and enhance connectivity within and to surrounding development."*

2.5. Summary

The site is highly accessible by active and public transport modes providing a strong connection to Melbourne CBD, noting that the City of Yarra is also continuing to invest in improving the cycling network throughout the municipality.

During peak hours, however, the surrounding road network is generally congested, with limited scope to accommodate significant additional vehicle demands. Indeed, recent works on the surrounding roads (specifically the Victoria Street / Burnley Street intersection) have reduced vehicle capacity to prioritise walking, cycling and public transport modes. These works have been completed as they align with local policy, as well as 'Unlocking Victoria Gardens', which seek to encourage the use of public transport, walking and cycling as modes of transport.

It is evident that Victoria Gardens represents a significant opportunity to reduce the transport footprint of the proposed development by promoting transport alternatives to private vehicle travel. In this context, it is considered appropriate that the future development of the site adopts a multi-modal transport approach.

3. TRIP GENERATION

03

3.1. Overview

As outlined in Unlocking Victoria Gardens, the successful development of the precinct (including the Doonside precinct) will rely on an approach which prioritises the movement of people over the movement of cars.

This approach does not mean that vehicle access to the precinct should be precluded or reduced (noting that vehicle accessibility will always remain an important success factor for a retail asset containing an Ikea), but rather than actions to encourage sustainable transport modes should be actively encouraged.

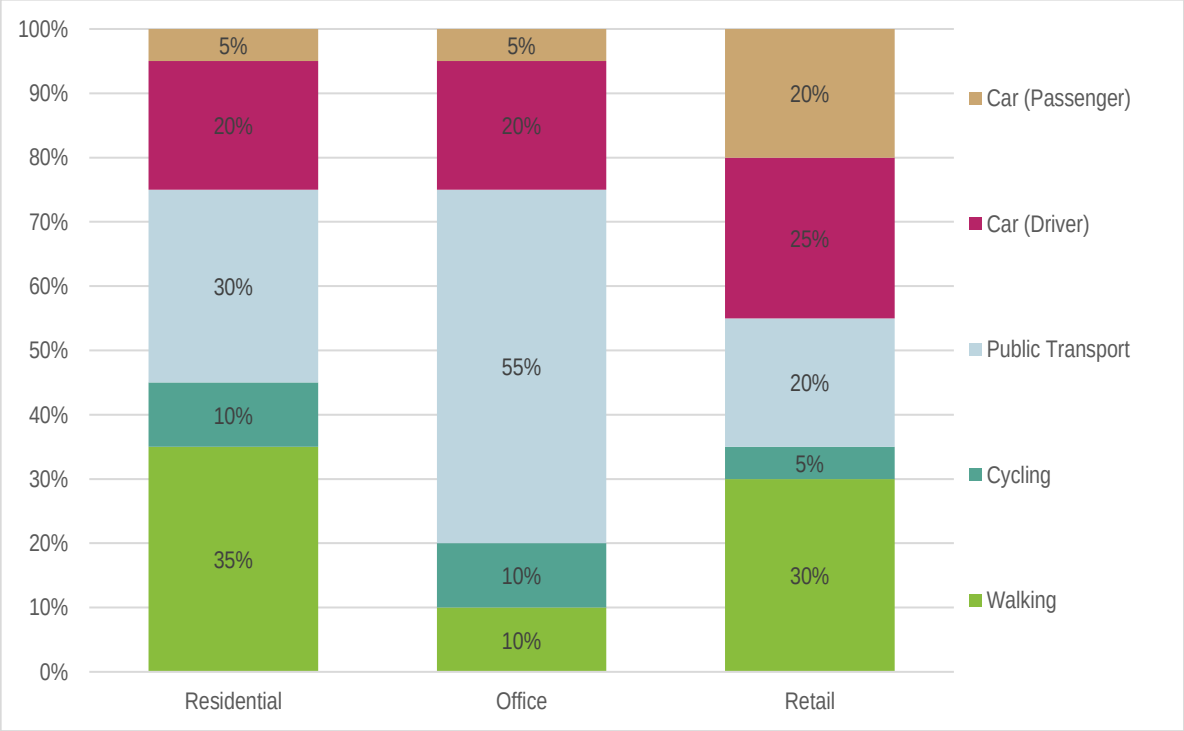
In the context of the development proposal, this has been achieved through the purposeful design of the site to improve pedestrian connectivity, encourage walking, cycling and public transport as preferred modes of transport, and reducing car parking provisions as far as commercially viable to reduced traffic generation and thus impacts.

3.2. Mode Share Targets

For the purposes of the assessment contained in this report, mode splits for trips to/from the proposed residential, commercial, and retail land uses have been assumed (incorporating all trips generated).

The target mode splits have been assumed based on our experience on other projects but remain indicative only and for use only to estimate peak hour trips to/from the site. The assumed / target mode splits are shown in Figure 3.1.

Figure 3.1: Transport Mode Share Targets



3.3. Estimated Trip Generation

The forecast trip generation for all land uses is presented in Table 3.1, with the estimates by mode of transport presented in Figure 3.1.

This table and figure indicate that up to approximately 936 person trips can be expected to/from the site (excluding internal trips only) during the weekday PM peak hour, including approximately 234 public transport trips, 286 walking trips, 232 vehicle trips (plus 112 passenger trips) and 72 bicycle trips.

It is noted that the trip generation estimate is based on the sources quoted and assumes that a multi-purpose / internal trip containment factor of 25% for all land uses. This factor has been sourced from the RMS Guide to Traffic Generating Developments document.

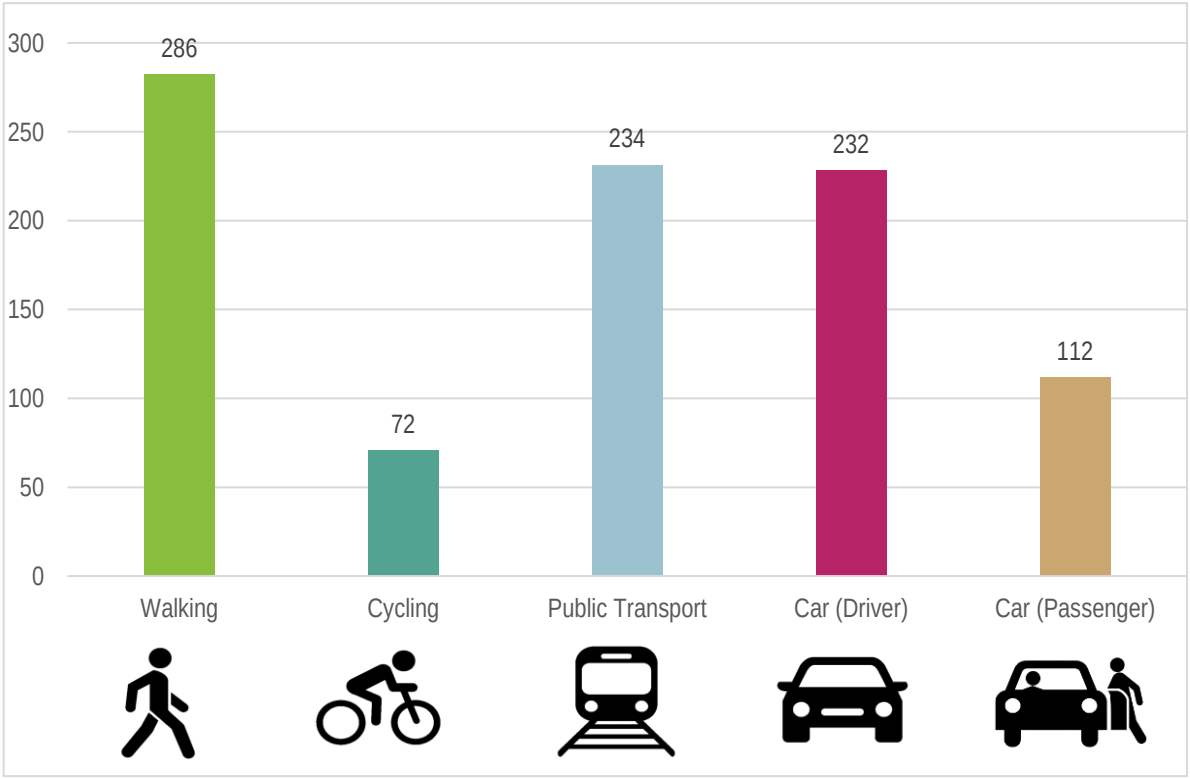
Table 3.1: Trips Generated by Use – Weekday PM Peak Hour

Land Use	Size	Trip Generation Rate	Trip Generation Estimate	External Trip Generation Estimate
Residential	839 dwellings	0.65 trips per apartment [1]	546	409
Office	3,485sqm	3.0 trips per 100sqm [2]	105	78
Retail	8,545sqm	7.0 trips per 100sqm [1]	598	448
Total				**936 trips**

[1] Sourced from the RMS Guide Technical Direction (August 2013).

[2] Assumed, using guidance from RMS Technical Direction (August 2013). Represents average rate for inner metropolitan offices and rounded up to nearest 0.5, scaled up by 50% to represent higher employee density for coworking space.

Figure 3.2: Estimated Trips Generated by Mode – Weekday PM Peak Hour



4. ACTIVE TRAVEL

04

4.1. Overview

The proposed development is expected to generate approximately 286 walking trips and 72 cycling trips during the PM peak hour, with a further 234 public transport trips to/from the surrounding public transport services. Accordingly, the prioritisation of walking and cycling will be crucial for the development.

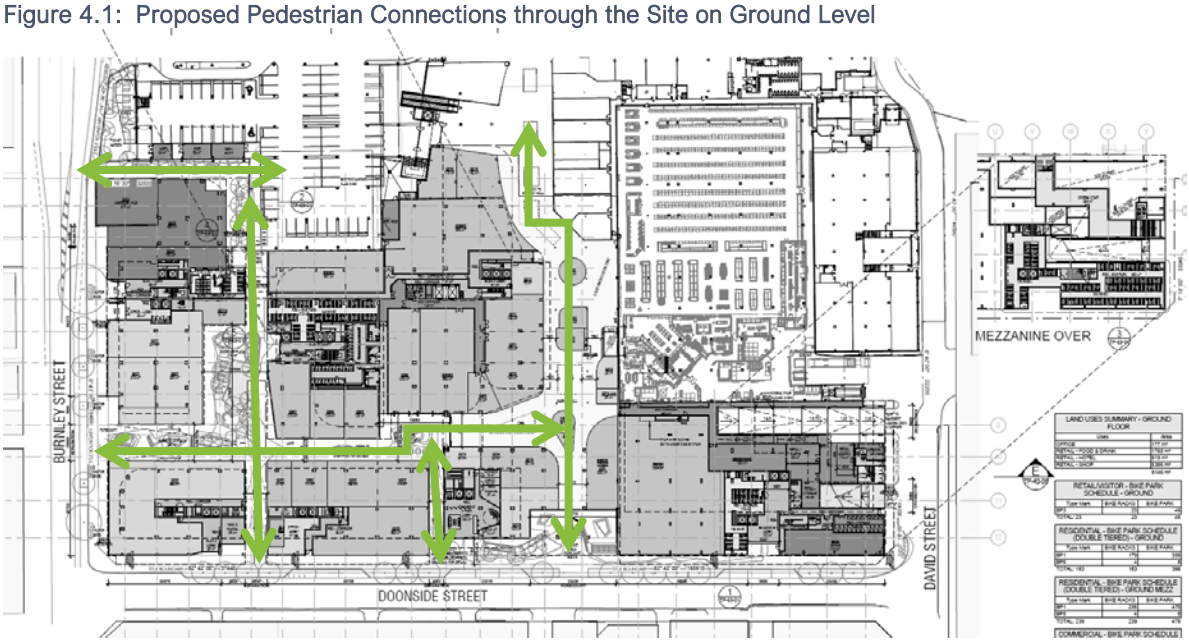
The expected level of pedestrian movement to, from and through the site warrants the provision of high-quality pedestrian connections and ground level public realm within the development. Similarly, the provision of suitable bicycle parking, end-of-trip facilities and connections will be important to achieve the desired mode split to cycling.

4.2. Pedestrian Access and Permeability

The proposed development has been designed to maximise pedestrian access and permeability at the ground plane.

This is achieved through the provision of multiple pedestrian connections to pathways on the abutting road network (Burnley Street and Doonside Street) which will provide pedestrian movements both to/from the lift cores, through the site to Victoria Gardens Shopping Centre and to planned developments south of the site. The pedestrian permeability is shown in Figure 4.1.

Figure 4.1: Proposed Pedestrian Connections through the Site on Ground Level



This figure highlights that the pedestrian connections through the site will include:

- One new connection running east-west between Burnley Street and the new Market Hall expansion.
- Two new connections running north-south, including one through the new Market Hall expansion, connecting the existing shopping centre and Doonside Street and ultimately onto the future 'Harry the Hirer' site.
- Additional connections through the development including one to the north of the hotel (pub).

It is noted that the new north-south links through the site will provide an alternate and improved route for pedestrians accessing Victoria Gardens shopping centre from the land to the south of Doonside Street. These new links, with associated improved amenity, weather protection, security, and lighting, can be expected to reduce existing pedestrian demands along David Street. In this context, improvement works on David Street are not considered necessary.

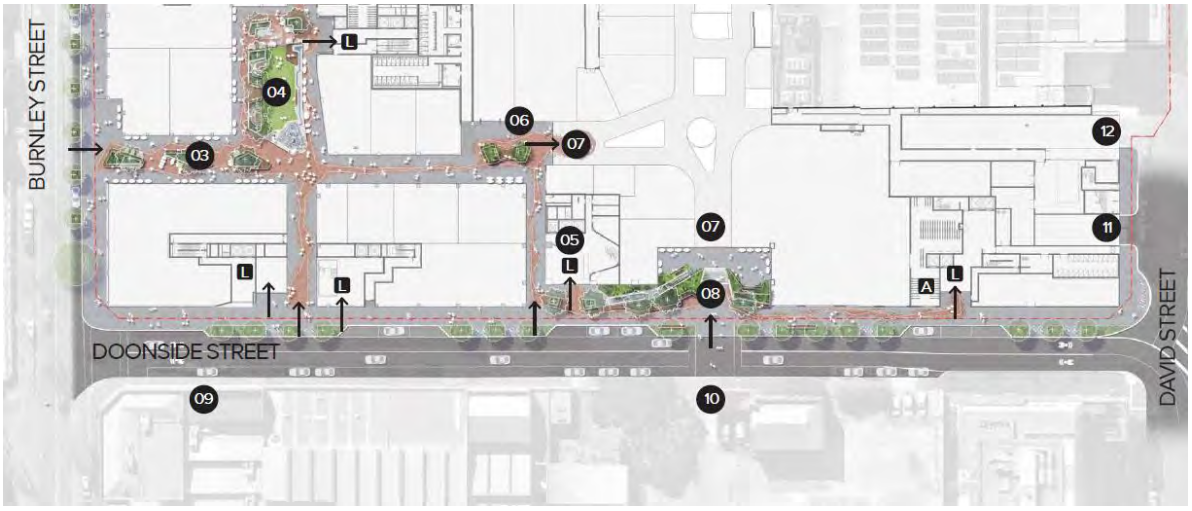
4.3. Doonside Street Cross-section & Design Enhancements

The cross-section of Doonside Street is to be modified as follows:

1. The widening of the existing footpath on the north side of Doonside Street from 2.0m to approximately 4.0m at the ground level. This widened footpath and associated improved public realm will enhance the pedestrian experience on Doonside Street.
2. The provision of three indented car parking areas, with each area containing three car spaces, on the northern side of Doonside Street, within the widened footpath. These car spaces are proposed for short-term parking and loading activity and are expected to be signed in this manner (subject to Council approval).
3. The retention of the existing kerb alignment and 2.3m wide parallel parking lane on the southern side of Doonside Street, which in turn retains a through carriageway width of approximately 6.2m. This arrangement will retain the ability for the public realm on the southern side of the street to be improved with the development of the Harry the Hirer site (either by widening the footpath into the site and/or widening the footpath at the expense of the parallel parking lane).
4. The potential future provision of a raised pedestrian crossing directly opposite the new Market Hall pedestrian link, to further improve connectivity between the Victoria Gardens shopping centre and the development on the Harry the Hirer site. (It is assumed that this crossing will be delivered by the developer of the Harry the Hirer site).
5. The provision of on-road 'sharrow' line marking symbols to make all users more aware of the mixed-use environment of Doonside Street.

For reference, the proposed Doonside Street cross-section is shown in the Arcadia plan in **Figure 4.2**.

Figure 4.2: Proposed Doonside Street Cross-section



4.4. Bicycle Parking & End-of-Trip Facilities

4.4.1. Statutory Requirement

Statutory requirements for the provision of bicycle parking are set out in Clause 52.34 of the Yarra Planning Scheme. An assessment of the statutory requirements for the provision of bicycle facilities for the development proposal is set out in Table 4.1.

Table 4.1: Statutory Requirement for Bicycle Facilities

Use	Size	Statutory Rate		Statutory Requirement	
		Employee/ Resident	Visitor/Shopper	Employee/ Resident	Visitor/ Shopper
Residential	839 dwellings	1 space per 5 dwellings	1 space per 10 dwellings	168	84
Office	3,485sqm	1 space per 300sqm NFA	1 space per 1,000sqm NFA	12	3
Retail [2]	7,099sqm [1]	1 staff space per 300sqm LFA	1 visitor space per 500sqm LFA	24	14
Hotel [2]	1,446sqm (assumed at 400sqm bar and 400sqm lounge floor area)	1 to each 25 sq m of bar floor area available to the public plus 1 to each 100 sqm of lounge floor area available to the public	1 to each 25 sq m of bar floor area available to the public plus 1 to each 100 sqm of lounge floor area available to the public	20	20
Total				**224**	**121**

[1] Includes 5,185sqm of shop and 1,914sqm of food & drink, as shown in development schedule.
[2] For statutory assessment of the bicycle requirement, the hotel and retail have been assessed separately. Combined the total area is 8,545 sqm

Table 4.1 indicates that the proposed development generates a statutory requirement of 345 bicycle parking spaces, including 168 resident spaces, 56 office spaces, and 121 visitor spaces. This total requirement is being notably exceeded by the proposed provisions, as discussed below.

4.4.2. Anticipated Bicycle Parking Demand

In accordance with the modal hierarchy and transport approach adopted for the proposed development, the provision of bicycle parking for the proposed development aspires to align more with best practice, than the statutory minimums.

In this respect, guidance on the appropriate bicycle parking provision for the proposed development has been sought form the Austroads Guide to Traffic Management: Bicycle Parking Facilities, which bases recommended bicycle parking provisions on future mode share split targets (approx. 10% minimum to bicycle). As mode split targets of 5-10% have been utilised for each of the land uses (refer to Section 3 of this report), the Austroads rates have been factored to reflect the site-specific analysis.

Using this methodology, a summary of the recommended bicycle parking rates and provision for the proposed development is presented in Table 4.2.

Table 4.2: Recommended Bicycle Parking Provision

Land Use	Size	Mode Share to Cycling	Provision Rate		Recommended Provision	
			Long-Stay	Short-Stay	Long-Stay	Short-Stay
Residential	839 dwellings	10%	0.5 to 1.0 spaces per dwelling	0.02 spaces per dwelling	420 to 839 spaces	17 spaces
Office	3,485sqm	10%	1.0 space per 100sqm [1]	0.1 spaces per 100sqm	34 spaces	3 spaces
Retail [2]	8,545sqm	5%	0.1 spaces per 100sqm	0.4 spaces per 100sqm	9 spaces	34 spaces
Total					**463 to 882 spaces**	**54 spaces**

[1] Austroads rate factored up by 50% to account for increased employee density associated with the proposed co-working space.
[2] Includes shop, food & drink and hotel land uses for this assessment.

Table 4.2 indicates a bicycle parking demand of up to 517 to 936 bicycle spaces could be expected, including 420 to 839 resident bicycle spaces, 43 staff bicycle spaces (office & retail) and up to 54 short stay / visitor bicycle spaces.

4.4.3. Adequacy of Proposed Bicycle Parking

The architectural plans prepared for the proposed development indicate that 972 bicycle parking spaces are to be provided on-site, including:

- Resident spaces 844 spaces
- Employee spaces: 40 spaces
- Retail & visitor spaces: 88 spaces including 62 spaces in the external public realm

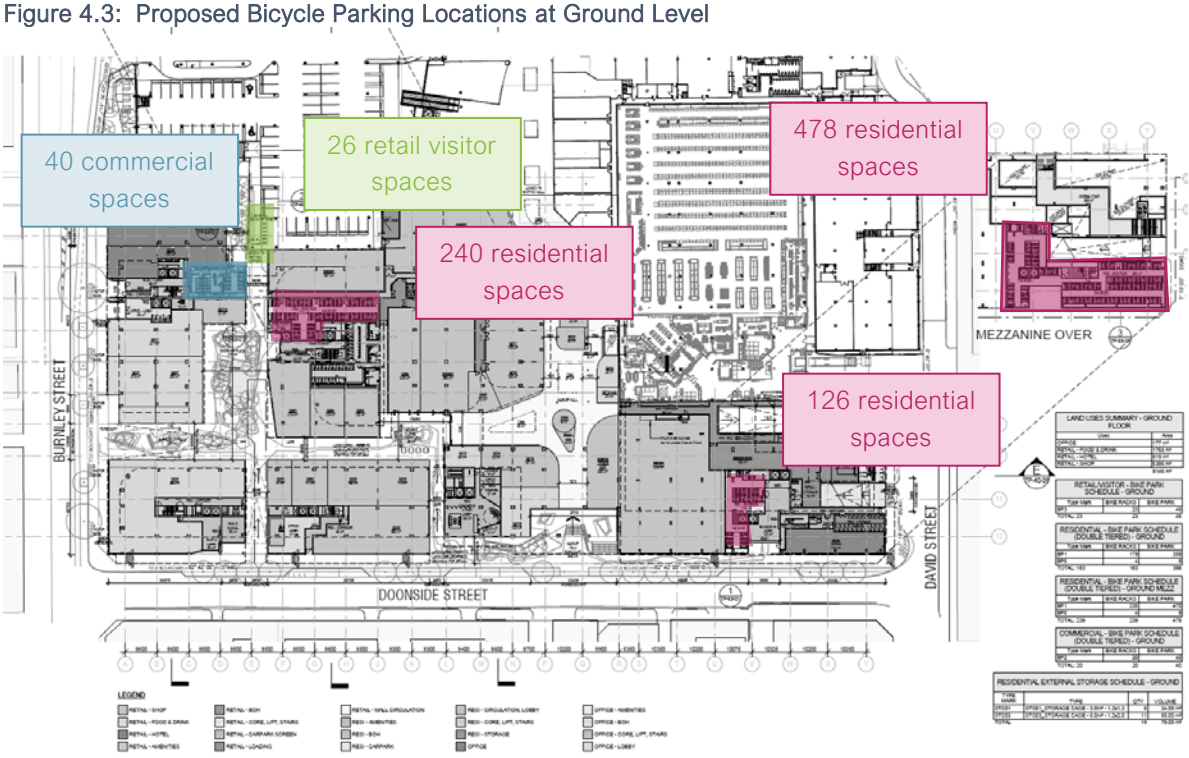
The bicycle parking supply in these areas meet the upper end of the recommended range identified above and are considered suitable for the proposed development.

The bicycle parking spaces are located as follows:

- 432 bicycle parking spaces are located at ground level in the areas shown in **Figure 4.3**. Access to these spaces is provided via the internal pedestrian pathways described earlier in this report and/or direct connections onto Doonside Street.
- 478 bicycle parking spaces are located at a mezzanine level at the eastern end of Doonside Street as also shown in Figure 4.3. All of these spaces are proposed for resident use. Access to these spaces is provided via a lift off the residential lobby.
- 62 bicycle parking spaces are provided within the public realm on Doonside Street and Burnley Street.

Overall, it is evident that the proposed bicycle parking provision notably exceeds the minimum statutory requirements and aligns with the recommended rates (sourced from the Austroads Guide). In this regard, the proposed provision is considered suitable and can be expected to promote active modes of travel as an alternative to private vehicle use.

Figure 4.3: Proposed Bicycle Parking Locations at Ground Level



4.4.4. End-of-Trip Facilities

Clause 52.34-3 of the Yarra Planning Scheme also requires 1 shower for the first 5 employee bicycle parking spaces and 1 shower for each subsequent 10 employee bicycle parking spaces (if 5 or more employee bicycle parking spaces are required).

Application of the above rates to the statutory employee bicycle parking requirement of 43 bicycle spaces indicates that the proposal also generates a statutory requirement of 5 change rooms/showers. The proposed development includes 8 showers co-located with the employee bicycle parking on ground level, which exceed the minimum requirement.

4.4.5. Bicycle Parking Layout

The bicycle parking layout will be provided in accordance with AS2890.3 or be designed in accordance with manufacturer's specifications.

4.5. Summary

The proposed development has been designed to maximise pedestrian access and permeability at the ground plane. This is achieved through the provision of multiple pedestrian connections to pathways on the abutting road network (Burnley Street and Doonside Street) which will provide pedestrian movements both to/from the lift cores and through the site to the centre. Bicycle parking and end-of-trip facilities have also been provided above statutory requirements and are considered appropriate for the proposed development. Access to the ground level bicycle parking is provided via the pathways or located near lift cores.

5. PUBLIC TRANSPORT

05

5.1. Overview

The proposed development is expected to generate approximately 254 additional public transport trips during the weekday PM peak hour from surrounding public transport services. These trips are likely to be spread across the tram, bus and train services and may include multiple modes (e.g., walk and then train).

5.2. Improved Connectivity to Stops

The proposed development has been designed to improve pedestrian accessibility and amenity along the site's frontages, as outlined in Section 4 of this report. These improvements will assist to encourage the use of public transport by favouring pedestrian and public transport movements ahead of private motor vehicle movements.

The road works recently completed by Salta at the Victoria Street/Burnley Street intersection is arguably the most relevant example of this prioritisation. At this intersection, the left-turn slip lane that formerly provided movements from Victoria Street (east approach) to Burnley Street (south approach) has been removed by a traditional left-turn lane. Despite the capacity reduction associated with these road works, the works were completed as they improved connection to the Victoria Street tram stops.

5.3. Reduced Car Parking Provisions

As outlined later in this report, the proposed car parking provision for the residential, retail and office uses is notably lower than the statutory requirements. The reduced provisions will help to proactively encourage the use of public transport.

5.4. Green Travel Planning Initiatives

The use of public transport as a preferred mode of travel to/from the development will be supported through a range of other 'soft measures', including the preparation of a Green Travel Plan (GTP) for future staff and residents of the proposed development. A draft of this GTP is included at Appendix D.

5.5. Summary

The proposed development seeks to encourage the use of public transport as a preferred mode of travel to/from the site via the provision of improve connections to stops, reduced car parking provisions and other green travel planning initiatives. These responses are considered appropriate to maximise the use of public transport.

6. LOADING & WASTE COLLECTION

06

6.1. Overview

The proposed development will generate loading and waste collection demands for the new residential, retail, and commercial land uses as part of this development. Loading areas will be located away from key pedestrian links to improve the amenity and permeability of the site.

It is noted that vehicle access to the loading areas is purposefully provided via David Street to minimise pedestrian and vehicle conflict along the site's Burnley Street and Doonside Street frontages. Indeed, the loading area access via David Street is co-located with the existing Coles loading access.

6.2. Loading Arrangements

6.2.1. Overview

The proposed development incorporates two new loading areas, including:

1. A main loading dock provided at basement level, and
2. A secondary loading dock provided at ground level off David Street.

The new loading areas are shown in Figure 6.1 and Figure 6.2, respectively, with further information for each provided below.

6.2.2. Main Basement Loading Dock

The main loading area for the proposed development is located at basement level, with vehicle access provided off the combined car and loading vehicle access road off David Street.

The loading area provides separate provisions for retail (northern end of the loading area) and residential land use (southern area of the loading area). It has been designed such that all vehicles can enter and exit the site in a forward direction and without undertaking reversing movements across the car park access road[2]. The basement loading areas accommodate the following bays / compactors:

Retail

- 2 x Small Rigid Vehicle (SRV)
- 2 x Medium Rigid Vehicle (MRV)
- 2 compactors accessed by a 10.7m waste collection vehicle

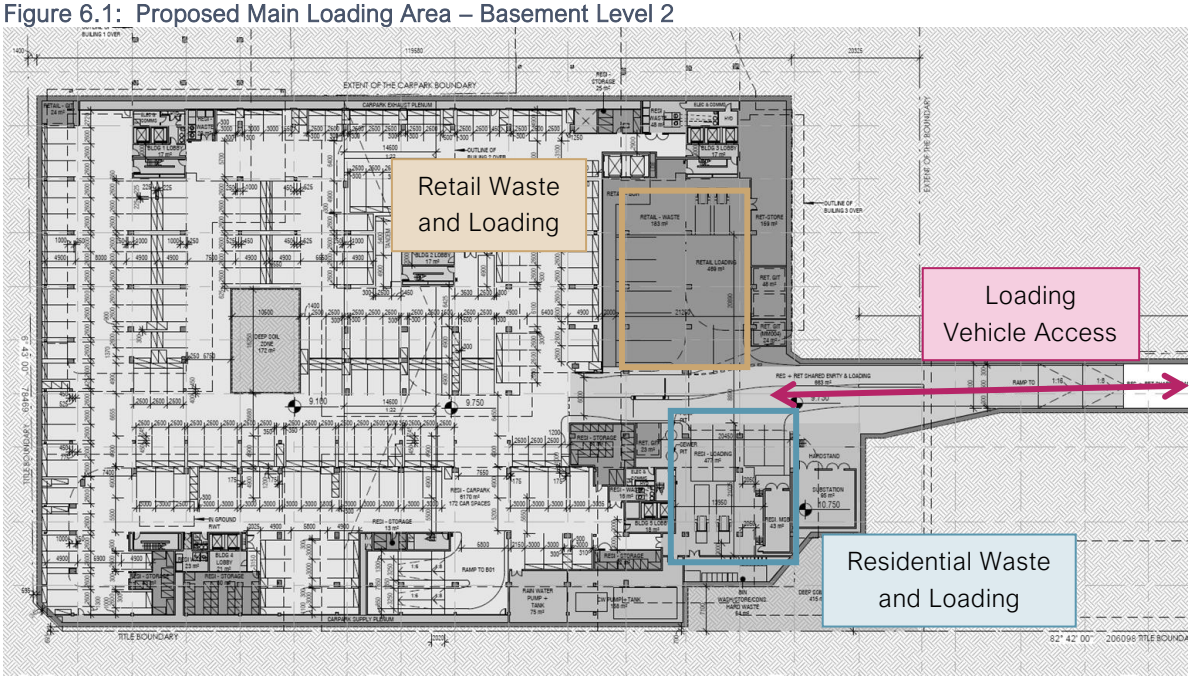
Residential

- 2 x Small Rigid Vehicle (SRV)
- 2 x Medium Rigid Vehicles (MRV)
- 2 compactors accessed by a 10.7m waste collection vehicle and located behind the MRV bays

The adequacy of the basement loading dock design has been checked using AutoTURN (a computer package designed to simulate vehicle swept paths in a CAD environment). The results of this swept path assessment are shown in Appendix E and indicates that appropriate access is provided to all bays.

[2] It is noted that only the compactor collection vehicles need to reverse across the car park access road. This arrangement is considered acceptable given that compactor collections will occur outside of periods of peak activity to/from the car parks.

Figure 6.1: Proposed Main Loading Area – Basement Level 2



In the unlikely event that a loading vehicle arrives at the basement loading dock as another loading vehicle is manoeuvring into or out of a loading bay, the arriving vehicle would be required to prop within the accessway. Such an outcome is considered acceptable given that the accessway is straight, exceeds minimum width requirements and the basement loading area is setback from David Street such that vehicles will not queue beyond the property boundary.

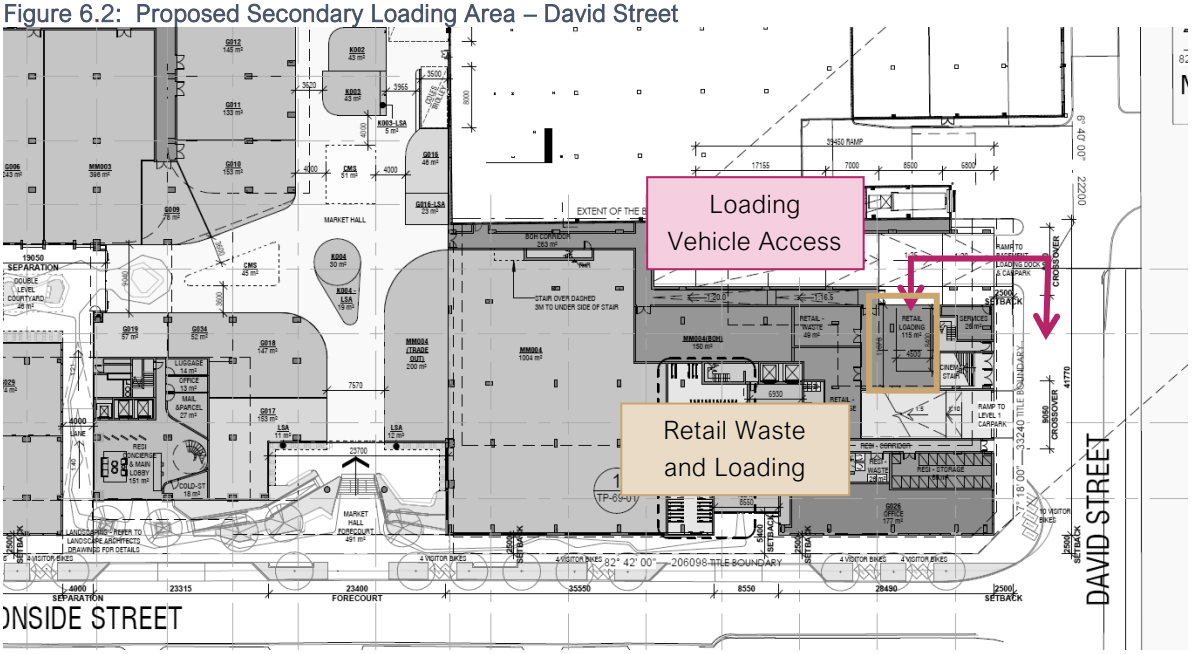
6.2.3. Secondary Ground Level Loading Dock off David Street

A secondary ground level loading area is provided to serve the eastern building and provides space for a single MRV (with reduced height clearance).

Access into this loading bay is via a reverse movement from the basement accessway, noting that loading vehicles are able to enter and exit the accessway in a forward direction via David Street. In the event that a loading vehicle arrives to the site when the ground level dock is occupied, they will be directed to enter the basement level loading area.

This arrangement is considered acceptable, noting that such movements will be infrequent and traffic volumes on the accessway are modest. Swept paths for this dock are also included in Appendix E.

Figure 6.2: Proposed Secondary Loading Area – David Street



6.3. Waste Collection

It is understood that waste collection for the proposed development will also occur from the loading areas detailed above. Further detail regarding the proposed waste management arrangements is outlined in a separate report prepared by WSP to accompany this development application.

6.4. Summary

The proposed development includes the provision of new loading areas accessed via David Street, away from current and proposed major pedestrian links. The location of the service area access points off David Street and away from Doonside Street allows for an improved urban design outcome along the site's Doonside Street frontage.

7. CAR PARKING & TRAFFIC

07

7.1. Overview

The proposed development is expected to generate up to approximately 230 person trips by car driver during the weekday PM peak hour. This generation is modest in the overall context of the development as the transport approach adopted purposefully seeks to reduce the car parking provision to encourage public transport use and reduce traffic generation and impacts.

The traffic impact of the development of the broader Victoria Gardens precinct was examined in detail in the Unlocking Victoria Gardens transport paper. This included the preparation of a traffic model for the precinct which was submitted to authorities to confirm the 'Business as Usual' approach could not be adopted for future development. Rather, the transport paper recommended the adoption of reduced car parking rates (amongst other measures) to reduce the traffic generation of the future developments. This approach has been adopted for the proposed development.

7.2. Car Parking

7.2.1. Context

The standard approach to car parking provision which involves the setting of minimum car parking rates for land uses has historical origins which follow a *'predict and provide'* approach.

The Austroads 'Guide to Traffic Management Part 11 (2017)' describes this approach as a technique which readily interprets a *'parking problem'* as an issue of *'inadequate supply'*. It goes on to note that this problematic ideology is underlined by the premise that:

- *"More parking is better,*
- *Every destination should satisfy its own parking needs (minimum ratios),*
- *Car parks should never fill,*
- *Parking should always be free or subsidised or incorporated into buildings costs."*

Over the past decade, the *'predict and provide'* approach has been steadily replaced by a range of travel demand management techniques which challenge historical travel behaviours and encourage mode change away (reversing the trend) from private motor vehicle travel, particularly during road network peak hours.

For the future development at Victoria Gardens, it is considered appropriate to adopt a reduced car parking rate approach to maximise travel by sustainable transport modes (walking, cycling and public transport) and minimise, as far as practical, travel by private motor vehicle. This will require a change to the 'status quo' in terms of the supply and management of car parking for both existing and future land uses.

This approach has also been supported by Yarra City Council in the Cremorne precinct, which has similar levels of traffic congestion, restricted car parking conditions and proximity to public transport as Victoria Gardens. (It is accepted that public transport in Cremorne is better than this part of Richmond).

Discussion regarding the recommended car parking provision for the future development for Victoria Gardens, and associated traffic impacts of that provision, is detailed below.

7.2.2. Existing Car Parking Conditions

Car parking demand surveys of the existing car park were undertaken during the following periods:

- Saturday 30 March 2019 between 9am and 7pm
- Thursday 4 April 2019 between 9am to 7pm
- Saturday 11 May 2019 between 9am and 7pm

It is noted that data from the above dates was used for the assessment as the reporting was undertaken during the COVID period when new surveys would not have been accurate. Advice provided by Vicinity Centres indicates that this car parking data is appropriate for the Centre, if not conservative on the high side.

A summary of the existing retail peak parking demands, including the car parking occupancy and per 100sqm rate of car parking demand, is presented in Table 7.1.

It is noted that a review of boom gate data identified that the peak survey day of Saturday 30 March 2019 represented the 90th percentile busiest Saturday which exceeds the typical 85th percentile design day conditions. As such, the below analysis is considered conservative.

Table 7.1: Existing Parking Provision, Demand, Vacancies and Occupancies

Survey Period	No. of Retail Spaces	Existing Floor Area	Peak Car Parking Demand	Minimum Vacancies	Peak Occupancy	Car Parking Rate
Sat 30 March 2019	2,173	53,788sqm	1,753	420	81%	3.26 spaces per 100sqm
Thurs 4 April 2019	2,119		1,100	1,019	52%	2.04 spaces per 100sqm
Sat 11 May 2019	2,173		1,520	653	70%	2.83 spaces per 100sqm

Table 7.1 indicates:

- The retail parking demands on a Saturday range between 2.83 and 3.26 car spaces per 100sqm, with the average of these two rates equal to 3.05 car spaces per 100sqm.
- On the peak survey day (Saturday 30th March 2019), which was determined to be equal to the 90th percentile car parking conditions, a minimum of 420 car parking space vacancies was recorded within the car parks. This represents a vacancy of approximately 20% of the available car parking supply.

For the retail floor area within the proposed development, it is considered that car parking would likely be generated at a lesser rate than the upper surveyed rate for the following reasons:

- The additional retail floor area includes dining uses which are expected to peak in the evening when the retail demands are lower.
- The additional retail land uses (fresh food offering and food & drink premises) are intended to service a more local catchment who will be more inclined to travel by non-private vehicle modes to the centre (compared to existing customers to the Centre).
- The current car parking rate is heavily influenced by IKEA.

7.2.3. Statutory Requirements

Based on the rates contained within the Parking Overlay applicable to the precinct, the statutory car parking requirement for the proposed development is presented below in Table 7.2.

Table 7.2: Statutory Parking Requirement

Description	Use	Size / No.	Statutory Assessment	
			Maximum Rate	Maximum Requirement
Apartments	Dwelling (Residents)	839 dwellings (456 x 1-bedroom + 369 x 2-bedroom + 14 x 3-bedroom)	1 space per dwelling	839 spaces
	Dwelling (Visitors)	839 dwellings		
Office	-	3,485sqm NFA	2 spaces per 100sqm	69 spaces
Retail	Shop	5,185sqm		
	Food & drink	1,914sqm		
	Hotel (Pub) [1]	1,446sqm		
	Sub-total	8,545sqm	3 spaces per 100sqm	256 spaces
		Total		**1,164 spaces (max.)**

[1] Nested under Food & drink.

Table 7.2 indicates that the proposed development generates a statutory car parking requirement of a maximum of 1,164 car spaces.

7.2.4. Adequacy of Proposed Car Parking Provision

In this instance, the proposed development includes a total of 518 car spaces, equal to 45% of the maximum statutory maximum requirement, which complies with the statutory requirement.

This provision includes 34 car spaces for the office (equal to a rate of 1 car space per 100sqm NFA, compared to the statutory maximum rate of 2 car spaces per 100sqm NFA) and 484 car spaces for residents (equal to a rate of 0.577 car spaces per dwelling, compared to the statutory maximum rate of 1 car space per apartment).

For the additional retail floor area, no additional retail car parking is proposed, which also aligns with the statutory maximum. Notwithstanding this, it is noted that even if the additional retail floor area generated a demand of up to 256 car spaces[3] (i.e., adopting the maximum rate of 3 car spaces per 100sqm), the additional retail demand would be less than the minimum number of vacant car spaces available within the Centre at present (i.e., 420 car spaces as outlined in Section 7.2.2).

In this context, the proposed car parking provision is considered appropriate.

[3] This demand estimate assumes the statutory maximum and is considered conservative on the high side; that is, it is likely to materially overstate the additional retail car parking demands of the proposed development

7.3. Car Parking Layout & Vehicle Access Arrangements

The proposed parking layout has been assessed in respect to the relevant Design Standards set out in Clause 52.06-09 of the Planning Scheme. A summary of compliance is set out below, with a full assessment provided in Appendix F.

Design Standard 1: Accessways

- The minimum width of the two-way ramp is 6.4m between walls, exceeding the requirements of Clause 52.06 of the Planning Scheme
- Headroom of 2.2m will be provided at all points within the basement car parks, meeting the requirements of the Australian Standards and the Yarra City Council Planning Scheme

Design Standard 2: Car Parking Spaces

- The basement car parking spaces are generally proposed to be 4.9m long by 2.6m wide, accessed off a 6.4m wide aisle, or 4.9m long by 3.0m wide, accessed off a 5.5m wide aisle, or 4.9m long by 3.2m access of 4.8m aisle, in accordance with the requirements of Clause 52.06 of the Yarra City Council Planning Scheme
- Spaces are provided with minimum clearance of 0.3m to walls, complying with Australian Standards.
- The columns within the car park are located in accordance with the requirements of Diagram 1 of Clause 52.06 of the Yarra City Council Planning Scheme.
- A 1.0m extension is provided to 'dead-end' car park aisles to allow vehicles to exit end bays satisfactorily in accordance with the requirements of Clause 2.4.2(c) of AS/NZS 2890.1:2004.

Design Standard 3: Gradients

- Complies, noting that the car park is a public/private car park.

Design Standard 4: Mechanical Parking

- Not applicable.

Design Standard 5: Urban Design

- Urban design is outside the scope of this report.

Design Standard 6: Safety

- Lighting and signage is not shown but should be incorporated at the detailed design stage.

Design Standard 7: Landscaping

- Landscaping is outside the scope of this report.

The accessibility of the car parks has also been assessed using AutoTurn. The swept path analysis is contained in Appendix G and indicates that suitable vehicle access and circulation is provided in the car parks. This includes simultaneous two-way flow is provided entering the basement and to the B1-B2 ramp, and one-way flow circulation around the midrise car park (which is considered acceptable given the small quantum of car parking and forecast traffic generation).

7.4. Traffic Impact

7.4.1. Traffic Generation

A summary of the anticipated peak traffic generation from the additional land uses proposed as part of the proposed development is presented in Table 7.3.

Table 7.3: Peak Hour Traffic Generation Estimate

Land Use	Spaces / Floor Area	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		Traffic Generation Rate	Traffic Generation	Traffic Generation Rate	Traffic Generation	Traffic Generation Rate	Traffic Generation
Residential [1]	484 spaces	0.16 movements per space	77	0.16 movements per space	77	0.16 movements per space	77
Office [2]	34 spaces [4]	0.44 movements per space	15	0.36 movements per space	12	-	0
Sub Total		-	*92*	-	*89*	-	*77*
Retail [3]	8,545sqm	0.46 movements per 100sqm	39	1.6 movements per 100sqm	137	2.6 movements per 100sqm	222
Total		-	131 vph	-	226 vph	-	299 vph

[1] Rates sourced from traffic surveys of residential developments in the Victoria Gardens precinct.
[2] Rates adopted from the RMS Guide to Traffic Generating Developments Guide (Technical Note dated August 2013).
[3] Rates based on the traffic surveys of the existing shopping centre and adopting a 25% reduction factor noting that data indicates that as centres grow, they generate traffic at a lower per sqm rate.
[4] The proposed additional extra parking spaces have been allocated to the office/medical centre use

Table 7.3 indicates that the proposed development is expected to generate approximately 131, 226 and 299 vehicle movements during the weekday AM, weekday PM and Saturday peak hours, respectively. (This PM peak hour traffic generation estimate generally aligns with the trip generation estimate detailed in Section 3 of this proposal i.e., 226 vehicle movement trips vs. 232 person trips by car driver).

The forecast traffic generation for the site is considered relatively modest given the overall scale of the proposed development, which is the benefit of the travel demand management strategy that has been adopted for the site. This outcome is consistent with the recommendations contained in the Unlocking Victoria Gardens transport strategy.

7.4.2. Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposed development will be influenced by various factors, including the:

- configuration of the arterial road network in the immediate vicinity of the site
- existing operation of intersections providing access between the local and arterial road network
- surrounding employment centres, retail centres and schools in relation to the site
- configuration of access points to the site
- location of allocated car parking.

As detailed earlier in this report, the proposed development will accommodate residential and office car parking only (which is accessed off Doonside Street), with all retail car parking demand accommodated in the existing shopping centre car parks. Accordingly, the additional retail generated traffic will be distributed to and from the centre via the existing shopping centre access points, whilst the residential

and office generated traffic has been predominantly distributed to and from the site via David Street and Doonside Street.

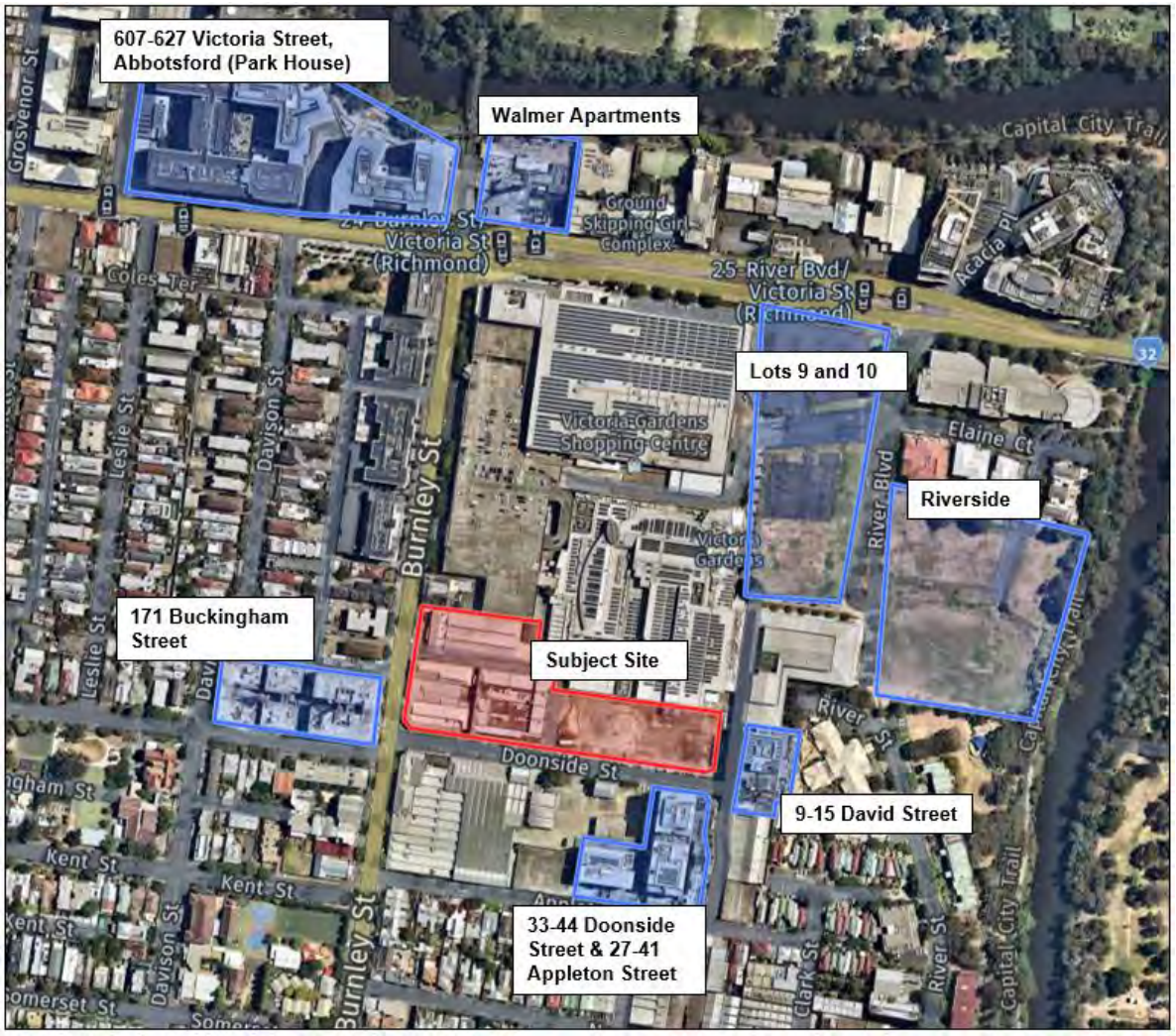
The distribution of the traffic generated by the proposed development is summarised in Appendix H.

7.4.3. Traffic Impacts

Base Case Traffic Volumes

To ensure that the assessment of traffic impacts is robust, it is prudent to consider the likely traffic generation of surrounding developments sites have recently been approved, including but not limited to those currently under or nearing construction. For this assessment, the development sites shown below in Figure 7.1 have been considered.

Figure 7.1: Approved Developments within the Site Locality



It is noted that the Harry the Hirer site has not been included in this assessment as it has only been rezoned and it is understood that a planning permit application is yet to be lodged. It is expected that the transport impact assessment submitted for that development will include an assessment of the traffic generation of the proposed development[4].

[4] In 2021, the Applicant and Stantec met with the owner of the Harry the Site (Gurner) and its traffic engineers (Traffix) and shared information regarding the anticipated traffic generation of the proposed development.

Based on our understanding of the development yields and parking provisions for these sites, and using the traffic generation rates detailed below, an estimate of the traffic generation of these developments is summarised in Table 7.5.

Table 7.5: Traffic Generation from Approved Developments

Site Location	Use	Number of Car Spaces	PM Peak	
			Traffic Generation Rate	Traffic Generation
607-627 Victoria Street, Abbotsford (Park House)	Residential	505 spaces	Residential – 0.16 movements per car space Retail – 0.92 movements per car space Commercial – 0.36 movements per car space	86
	Retail	6 spaces		
9-15 David Street[1]	Residential	172 spaces		28
33-44 Doonside Street & 27-41 Appleton Street[1]	Residential	323 spaces		56
	Commercial	12 spaces (assumed)		
171 Buckingham Street[1]	Residential	222 spaces		36
Walmer Apartments	Residential	170 spaces		46
	Retail	20 spaces		
Lots 9 & 10	Residential	320 spaces		273
	Retail	210 spaces		
	Commercial	80 spaces		
Riverside	Residential	548 spaces		88
			Total	**613 vph**

[1] Information has been sourced from the Transport Assessment for 81-95 Burnley Street & 26 Doonside Street, Richmond (Amendment C223 to the Yarra Planning Scheme) – Traffix Group Report dated 8th May 2020.

Table 7.5 indicates that the key developments sites in the vicinity of Victoria Gardens (excluding the proposed development itself) can be expected to generate approximately 613 vehicle movements during the weekday PM peak hour.

As outlined in Section 7.4.2, the distribution of the traffic generated by these key development sites will influenced by a range of factors. These factors will mean that the total traffic generation will never be experienced at any one location but will rather be distributed across the network. For the purposes of this assessment, the traffic distributions presented in Appendix H has been assumed for each of these development sites.

In this context, the peak hour traffic volumes expected through each of the surrounding key intersections has been estimated and summarised for PM peak hour in Table 7.6.

Table 7.6: Additional Traffic Generation Through Surrounding Intersections (PM Peak Hour)

Scenario / Development	Source	Total Intersection Vehicle Movements per Hour			
		Victoria Street / River Boulevard	Victoria Street / Burnley Street	Burnley Street / SC Access	Burnley Street / Doonside Street
Existing	2016 surveyed volumes	2647	2735	1593	1828
David Street	Table 7.5 & Appendix H	5	9	9	22
Appleton Street		9	18	18	43
Buckingham Street		11	11	11	26
Park House		25	57	32	32
Walmer		9	30	12	12
Riverside		88	62	27	27
Lots 9 & 10		416	283	141	141
Sub Total (Future Base Volumes)		*3210*	*3205*	*1843*	*2131*
Proposed Development	Table 7.4 & Appendix H	96	86	93	119
TOTAL		3306	3291	1936	2250
Proposed Development Percentage Increase		3.0%	2.7%	5.0%	5.6%

Table 7.6 indicates that the proposed development is expected to result in relatively minor increases in traffic volumes at surrounding intersections, particularly at the Victoria Street / Burnley Street and Victoria Street / River Boulevard intersections.

This assessment is also highly conservative as it assumes that new traffic generation from the precinct does not displace through / passing traffic. In reality, it is expected that as the traffic generation of the precinct increases, the amount of through traffic (particularly along Victoria Street) will decrease. This observation is consistent with historic SCATS data collected in the precinct which indicates that peak hour traffic volumes through the Victoria Street / Burnley Street intersection have not increased over the past decade, despite the significant development in the precinct during that period. It is also consistent with recent works undertaken at the Victoria Street / Burnley Street intersection which have improved pedestrian access in favour of vehicle movements.

For a similar reason, the SIDRA analysis presented in the following sections is also conservative on the high side.

Burnley Street / Doonside Street Intersection Operation

The operation of the Doonside Street / Burnley Street intersection for the critical PM peak hour has been assessed using SIDRA INTERSECTION under the following scenarios:

- Scenario 1 – Existing conditions i.e., based on 2016 survey results)
- Scenario 2 – Future base conditions i.e., traffic generated by approved developments detailed above superimposed on Scenario 1.
- Scenario 3 – Future post-development i.e., traffic generated from the proposed development superimposed on Scenario 2.

The commonly used measure of intersection performance is referred to as the *Degree of Saturation (DOS)*. The DOS represents the flow-to-capacity ratio for the most critical movement on each leg of the

intersection. For unsignalised intersections, a DOS of 0.90 is typically considered the 'ideal' limit, beyond which queues and delays increase disproportionately[5].

A summary of the SIDRA analysis for the three scenarios are summarised in Table 7.7, Table 7.8 and Table 7.9 respectively, with full SIDRA results provided in Appendix I of this report. The tables indicate:

- Scenario 1 / Table 7.7 - The intersection currently operates with an "excellent" level of service, based on the DOS of 0.5, with minimal vehicle delays and queuing on all approaches.
- Scenario 2 / Table 7.8 - Following development of the surrounding sites (base case conditions), the intersection can be expected to operate with a "very good" level of service. In comparison to the existing conditions, key changes in intersection performance will include:
    - The DOS increases from 0.5 to 0.64,
    - The average delays slightly increase on all approaches,
    - The 95th percentile queue increases on the southern approach from 8m to 25m. This queue increase occurs as the right-turn volume from Burnley Street into Doonside Street increases and there is only one lane providing through and right-turn lanes on the south approach. As such, whilst the volume of right-turning traffic is modest, it increases the queue on this approach as northbound vehicles cannot pass the turning vehicle.
- Scenario 3 / Table 7.9 - Under post-development conditions, the intersection can be expected to operate with a "good" level of service. In comparison to the base case conditions, key changes in intersection performance will include:
    - The DOS increases from 0.64 to 0.71,
    - The average delays again slightly increase on all approaches,
    - The 95th percentile queue increases on the southern approach from 25m to 47m. This queue increase occurs as the right-turn volume from Burnley Street into Doonside Street increases as a result of the proposed development, which increases the queue of vehicles travelling north.

Table 7.7: Existing PM Peak Hour Operation for Burnley Street / Doonside Street Intersection

Peak Hour	Approach	Existing Conditions (Scenario 1)		
		DOS	Average Delay (sec)	95th Percentile Queue (m)
PM	Burnley Street (south)	0.50	1	8
	Doonside Street (east)	0.16	18	4
	Burnley Street (north)	0.43	0	0

DOS – Degree of Saturation

[5] SIDRA INTERSECTION adopts the following criteria for Level of Service assessment:

Level of Service		Intersection Degree of Saturation (DOS)		
		Unsignalised Intersection	Signalised Intersection	Roundabout
A	Excellent	<=0.60	<=0.60	<=0.60
B	Very Good	0.60-0.70	0.60-0.70	0.60-0.70
C	Good	0.70-0.80	0.70-0.90	0.70-0.85
D	Acceptable	0.80-0.90	0.90-0.95	0.85-0.95
E	Poor	0.90-1.00	0.95-1.00	0.95-1.00
F	Very Poor	>=1.0	>=1.0	>=1.0

Table 7.8: Future Base PM Peak Hour Operation for Burnley Street / Doonside Street Intersection

Peak Hour	Approach	Future Base Conditions (Scenario 2)		
		DOS	Average Delay (sec)	95th Percentile Queue (m)
PM	Burnley Street (south)	0.64	3	25
	Doonside Street (east)	0.28	25	8
	Burnley Street (north)	0.48	0	0

Table 7.9: Post Development PM Peak Hour Operation for Burnley Street / Doonside Street Intersection

Peak Hour	Approach	Post Development Conditions (Scenario 3)		
		DOS	Average Delay (sec)	95th Percentile Queue (m)
PM	Burnley Street (south)	0.71	6	47
	Doonside Street (east)	0.43	32	13
	Burnley Street (north)	0.49	1	0

Conclusions

The key conclusions from the above assessment include:

- The proposed development is expected to result in relatively minor increases in traffic volumes at surrounding intersections, particularly at the Victoria Street / Burnley Street and Victoria Street / River Boulevard intersections. Against the existing traffic volumes in the vicinity of the site, the proposed development cannot be expected to materially worsen the performance of surrounding intersections.
- The Burnley Street / Doonside Street is expected to operate with a "good" level of service under post development conditions, noting that the DOS of 0.71 is well less than the 'ideal' limit of 0.9 typically adopted for unsignalised intersections. In the context and given there is no identifiable systemic road safety issue at this intersection (as outlined in Section 2.3), the completion of mitigating road works at the intersection as a result of the proposed development is not considered to be necessary.

It is noted that this latter conclusion is consistent with the analysis undertaken and conclusions reached by the transport experts for the Planning Scheme Amendment for the 'Harry the Hirer' site, which concluded the signalisation of the intersection was not required due to currently approved development nor the first stage of that development.

7.4.4. Traffic Mitigation

Potential Mitigation Option

The SIDRA analysis presented above indicates that mitigating road works are not considered necessary to accommodate the traffic generation of the proposed development.

Notwithstanding this, it is noted that the SIDRA analysis presented in Table 7.12 indicates that the 95th percentile vehicle queue on the Burnley Street south approach is expected to increase to up to 47m during the weekday PM peak hour, with an average delay of 6 seconds. Whilst the post-development intersection operation is well within acceptable limits, options to mitigate this queue and delay have been explored.

In our view, the simplest means to mitigate this impact would be to provide a short right-turn lane on the Burnley Street south approach to allow a northbound vehicle to pass a vehicle turning right into Doonside Street. The provision of this right-turn lane is achievable within the existing road reserve, subject to some

minor line-marking changes, but would require the removal of two trees which are currently positioned within the road pavement on the west side of the road[6]. In addition to this change, parking on the south side of Doonside Street east of Burnley Street could be prohibited for approximately 20m to better allow separate left and right-turn lanes on that approach.

The operation of the intersection assuming these works is summarised in Table 7.10, with the full results also presented Appendix I of this report.

Table 7.10: Post Development PM Peak Hour Operation for Burnley Street / Doonside Street Intersection – with Mitigation Works

Peak Hour	Approach	Future Post-Development (Scenario 3 – Mitigated)		
		DOS	Average Delay (sec)	95th Percentile Queue (m)
PM	Burnley Street (south)	0.55	1	4
	Doonside Street (east)	0.50	39	11
	Burnley Street (north)	0.49	1	0

DOS – Degree of Saturation

Table 7.10 indicates that the mitigating works described above would significantly improve the operation of the intersection, particularly on the Burnley Street south approach (which would experience a queue and delay similar to existing conditions and better than future base conditions).

Other Mitigation Options

As an interim mitigation measure, the DOT letter dated 16 March 2022 identifies the option of prohibiting the right-turn out of Burnley Street.

In our view, this mitigation measure is most commonly adopted where there is an existing accident history involving right-turn movements, or where an increase in right-turn movements is expected to result in increase in this accident type (e.g., by drivers taking smaller gaps than they would otherwise normally seek due to lengthy delays.).

As the SIDRA analysis presented in Table 7.12 (post development, no mitigation) and Table 7.13 (post development, with mitigation) indicates that the Doonside Street east approach is expected to operate without length queues or delays, the prohibition of the right-turn movement is not considered necessary.

It is further noted that the mitigation measure identified by DOT, nor the ultimate signalisation of the intersection, would mitigate the vehicle queuing expected on the Burnley Street south approach. Indeed, the signalisation of the intersection would further increase these queues and delays. Whilst not presented by DOT as an option, the banning of the right-turn into Doonside Street is also not considered practical given the need to retain access to loading for Victoria Gardens Shopping Centre which typically enter Doonside Street from the south.

For the above reasons, the mitigation option recommended above involving the provision of a short right-turn lane on Burnley Street and minor parking prohibitions on Doonside Street is considered preferable, should mitigation at the intersection be deemed necessary for the proposed development.

Ultimate Intersection Signalisation.

The analysis presented above indicates that the signalisation of the Burnley Street/Doonside Street intersection is not required to accommodate the additional traffic to/from Doonside Street associated with the proposed development.

[6] The trees are currently located within the pavement, not on the verge, and will ultimately need to be removed if the intersection is to be signalised.

Notwithstanding this analysis, it is acknowledged that the potential signalisation of the intersection would enhance capacity for vehicles accessing Doonside Street for the proposed development and the future development of the Harry the Hirer site (as well as improved pedestrian connection across Burnley Street adjacent the site).

In this regard, it is expected the signalisation of the intersection would be further considered as part of the planning permit application for the Harry the Hirer the site which we understand is expected to generate in the order of 300 vehicle movements in the PM peak hour.

7.5. Summary

The traffic impacts of the proposed development are considered acceptable, noting the following:

- The adoption of a travel demand management approach (reduced car parking provision) limits the traffic impact of the development.
- The proportion of additional traffic generated by the development through each of the surrounding intersections is relatively minor (less than 10% during the PM peak hour). Against existing traffic volumes in the vicinity of the site, it is considered that the additional traffic generated by the proposed development could not be expected to compromise the safety or function of the surrounding road network.
- The SIDRA assessment of the Burnley Street / Doonside Street intersection indicates that adequate capacity exists to accommodate the additional traffic generation associated with the proposed development. Notwithstanding this, an option to mitigate the impacts of the proposed development by providing a short right-turn lane on Burnley Street and installing a minor parking prohibition on Doonside Street is presented in this report and could be required as a condition of permit.

8. CONCLUSION

08

Based on the analysis and discussions presented within this report, the following conclusions are made:

- The site has good accessibility to Melbourne's public transport network, being located on the Victoria Street tram corridor.
- The encouragement of the use of public transport, walking and cycling as modes of transport is central to achieving the objectives of the various transport policies relevant to the site (including the "Unlocking Victoria Gardens" document). As such, a travel demand management approach has been adopted for the site.
- This report identifies various transport responses to address the future transport needs of the proposed development. These include improvements to walking and cycling both internal and external to the site and notably reduced car parking rates (i.e., 45% of the statutory maximum requirement).
- With the adoption of the various responses, the transport impacts of the proposed development are expected to be relatively modest and will not significantly change the operation of the already congested road network.

A. LETTER FROM DEPARTMENT OF TRANSPORT

A

Department of Transport

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16 March 2022

Ref: PSA157/21

Huw Wilson
Senior Planner
Development Facilitation Planning
Department of Environment, Land, Water and Planning
E: huw.wilson@delwp.vic.gov.au

Dear Mr. Wilson

Victoria Gardens Expansion (Development Facilitation Program Project No. DFP – 160)

Further to our correspondence dated 10 August 2021, Head, Transport for Victoria (HTfV) has reviewed the response to the Department of Environment, Land, Water and Planning (DELWP) request for information dated 17 November 2021 prepared by Stantec.

In summary, HTfV maintains it's position that signals at Burnley and Doonside are ultimately required for this development.

To assist DELWP assess whether the project meets the Development Facilitation Program eligibility criteria for priority assessment, HTfV offers the following additional comments:

- H,TFV provides in principle support for the proposed planning scheme amendment provided:

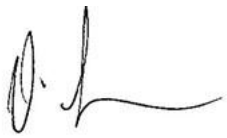
a) Appropriate options/engineering solutions are provided to adequately address the safety concerns for all road users at the intersection of Doonside/Burnley Streets.
b) Measures are put in place to ensure signals are ultimately installed within a reasonable timeframe at the corner of Doonside and Burnley Streets prior to the occupation of the building/s in consultation with and to the satisfaction of HTfV.
c) Costs associated with the delivery of the signalised intersection are borne by the developer/s and quotes provided to HTfV for review.
d) The timing and funding/financial contributions of the signals are negotiated with the stakeholders and agreed with by Council in consultation with HTfV having regard to other in/active developments within the immediate surrounds.

Subject to satisfactorily resolving the above HTfV would be amenable to:

i. Alternative options/solutions being considered in the interim until further detailed traffic and transport analysis is undertaken in due course.
ii. To prohibit right turn movements out of Doonside into Burnley Street (in the short term) until the intersection is signalised and /or a planning application/s and permits are activated for nearby sites.
iii. Council approved agreed cost contribution is reached with relevant stakeholders within a reasonable timeframe.

Should you require any further clarification, please feel free to contact Gillian Menegas on email Gillian.Menegas@roads.vic.gov.au.

Yours sincerely



DWAYNE SINGLETON
Team Leader Statutory Planning
Metropolitan North West Region

16/3/2022

B. "UNLOCKING VICTORIA GARDENS" TRANSPORT PAPER

B

UNLOCKING VICTORIA GARDENS

Transport Discussion Paper
Client: Salta Properties Pty Ltd
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IT'S TIME TO DISRUPT THE STATUS QUO. YESTERDAY'S THINKING WILL NOT CREATE THE TOMORROW VICTORIA GARDENS DESERVES.

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1. INTRODUCTION

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1.1
CONTEXT

In 1999, the Victoria Gardens Comprehensive Development Zone was incorporated into the Yarra Planning Scheme (replacing the previously adopted Incorporated Document for Victoria Gardens Shopping Centre).

The Comprehensive Development Zone (CDZ1) applied to land generally bound by Victoria Street, Burnley Street, the Yarra River and Doonside Street (in part) in Richmond. The purpose of CDZ1 was multifaceted and included:

- "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 River bank..."

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To ensure appropriate transport conditions were maintained, CDZ1 mandated the preparation of a "Transport Plan" to the satisfaction of the responsible authority (and VicRoads where applicable to existing public roads) before the start of any development approved within the affected land. The CDZ1 noted that the "Transport Plan" must show the following as appropriate:

- "Proposed traffic management and traffic control works considered necessary in adjoining and nearby roads when the development or any stage is completed.

- Means of vehicular ingress to and egress from the site.

- Means of internal circulation including details of internal access roads.

- The timing of the proposed traffic works relative to the staging of the development under the development plan.

- Public transport arrangements and access routes.

- Bicycle route arrangements and access routes."

Since the incorporation of CDZ1 (and subsequent minor revisions thereof), significant development has occurred within the affected land. This development has included the construction of a 50,000 sqm shopping centre inclusive of an IKEA store, as well as office and residential development. Furthermore, additional development on the affected land has been approved and is either in the process of construction or is pending construction commencement for various reasons. In addition, abutting residential development has also occurred, including (most notably) Hamton's "Haven" residential development at 679 Victoria Street.

In all cases, the planning permit applications for these developments has been supported by transport impact assessments (or "transport plans") that have assessed the anticipated future operation of the transport network under post development conditions. These assessments have largely been completed in a piecemeal manner, however, with no holistic assessment completed for the full development of the affected land (i.e. constructed, approved and future development) since the incorporation of CDZ1.

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1.2
PURPOSE OF THIS REVIEW

Melbourne, its inner east and Victoria Gardens are growing at a rapid pace. Demands on Melbourne's transport system are intensifying and the task of managing that system is becoming increasingly complex. As a result, there is a clear and pressing need to undertake a holistic assessment of the way the transport system will operate around Victoria Gardens on that precinct's full development.

It is clear that the road system around Victoria Gardens is already highly congested. If this congestion is not tackled through a coordinated approach to developing and managing the transport system in this area, the objectives of CDZ1 are unlikely to be realised. Already, land use outcomes at Victoria Gardens are being constrained by the effects of transport congestion.

Victoria Gardens represents a prime opportunity to achieve a number of both State and Local Government's land use policies and objectives. The recent establishment of Transport for Victoria to plan, manage and coordinate Victoria's transport system means the time is right for this holistic transport assessment.

This report summarises the findings of this assessment and has been informed by extensive transport modelling undertaken using the mesoscopic Aimsun modelling package. This modelling has been completed in collaboration with various transport agencies. (We note a VicRoads approved Calibration and Validation Report was issued on 30 August 2017.) However, this is not a detailed modelling report. Rather, it identifies tangible interventions in relation both to transport and to land use (including planning controls) that can be implemented to unlock the potential of Victoria Gardens and best facilitate its full development.

The overall purpose of this report is to facilitate a "**new approach**" for Victoria Gardens, which challenges norms, encourages new opportunities and creates enhanced collaboration between all stakeholders. Our aim is that it be used by these stakeholders as a document to guide effective land use and transport system interventions, in turn enabling development of Victoria Gardens into an intensified, mixed use precinct. Importantly, the transport interventions considered are not solely limited to those a private sector developer (namely Salta Properties, for whom this report has been prepared) can deliver, but also calls for action by Transport for Victoria, Public Transport Victoria, VicRoads and Council.

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1.3
CONSULTATION & REFERENCES

This report has been prepared in consultation with various transport stakeholders. This report also references modelling outputs that are not specifically contained within in full detail, but which can also be provided on request. The stakeholders engaged in the process of preparing this report include:

- Transport for Victoria (TfV)
- Public Transport Victoria (PTV)
- VicRoads
- Yarra City Council ('Council')
- Salta Properties ('Salta')

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2. VICTORIA GARDENS IN 2018

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2.1
DEVELOPMENT

The Victoria Gardens precinct is undergoing significant redevelopment with seven developments surrounding Victoria Gardens in various stages of planning and construction. Details of the land use mix and indicative car parking provision are shown in the image over the page. It is noted the numbers on the figure denote the approximate number of car parks to be delivered.

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2.2
PLANNING CONTROLS

2.2.1 VICTORIA STREET STRUCTURE PLAN

The Victoria Street Structure Plan established objectives and strategies for transport and land use to facilitate substantial change to the Victoria Gardens Precinct, as outlined below:

Land Use Objectives

- Develop a diversity of housing, concentration of office-based businesses and accessibility to shopping services.

- Warehouse conversions and redevelopment to mix of office and residential.

Transport and Access Objectives

- Improve the attractiveness and safety of cycling (particularly on Burnley Street) with an improved network of routes and facilities.

- Improve pedestrian accessibility with safer, easier and more direct routes.

- Improvements to public transport services, including:

  > Priority to tram services in Victoria Street.
  > Explore opportunities for a bus service in Burnley Street linking Victoria Street trams and Victoria Gardens to Burnley Station and other tram and train services.

- Improve local traffic accessibility and reduce through traffic (particularly on Burnley Street and the east of Victoria Street).

The Structure Plan specifically highlights the eastern precinct, which includes Victoria Gardens, as an area that will undergo substantial change, as shown in the figure at right.

Areas of Change, Victoria Street Structure Plan

Whilst the land use growth, and change projected in the Structure Plan is occurring, the transport network interventions necessary to achieve the Transport and Access objectives are yet to be realised.

The main departures from the Structure Plan include:

- Differing planning controls north and south of Victoria Street generating differing outcomes.

- The transport and access objectives do not appear to have been met, including:

  > no priority for tram services on Victoria Street
  > no bus services or safe cycling facilities on Burnley Street
  > no clear attempts to reduce through traffic

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2.2.2 COMPREHENSIVE DEVELOPMENT ZONE

As outlined in Section 1.1, the Comprehensive Development Zone (CDZ1) was established in 1999 to encourage the comprehensive redevelopment of the wider Victoria Gardens precinct. Whilst CDZ1 has been revised since its incorporation in 1999, the planning controls underpinning CDZ1 do not appear to support the overarching strategic objectives established in the Victoria Street Structure Plan or state policies, such as Plan Melbourne. Several examples of conflicts or limitations are outlined below:

- The car parking rates in the CDZ1 are set with the following high minimums. Further commentary on this is outlined later in this section:

    > Dwellings @ 1.5 / dwelling
    > Office @ 2.5 / 100sqm
    > Retail @ 4.5 / 100sqm

- There are no minimum rates set for bike parking or clear incentives to provide sufficient end of trip facilities.

- There is no guidance provided regarding how transport prioritisation (and trade-offs) will be achieved.

- There are no dispensation mechanisms to support car parking below minimums, such as:

    > Travel Plans and Green Plans (with supporting monitoring programs)
    > Contributions to active travel (EoT facilities and relevant surrounding infrastructure)
    > Shared parking opportunities between land uses (i.e. supporting mixed use)

- There is no Infrastructure Contribution Plan to fund necessary transport interventions.
- There is policy inconsistency between surrounding areas creating loop holes.
- There is a lack of incentives to develop the diversity of land uses.

Car parking requirements in the CDZ1

The existing CDZ1 rates were incorporated into the Yarra Planning Scheme in April 2009, and are no longer appropriate for the precinct as they are too high given the current surrounding context. They are too high for several reasons:

- For several land uses, the CDZ1 parking rates are higher than the parking rates outlined in Clause 52.06 of the Yarra Planning Scheme. If the intent of the CDZ1 is to encourage increased density within the precinct, the car parking rates should be lower to leverage the increased density, shared car parking and benefits of adjacent mixed use development, and limit the financial burden on the developer to encourage the desired mix of land uses.

- The CDZ1 recommends 1.5 to 2.1 times the amount of parking spaces that Yarra residents of one and two-bedrooms dwellings actually use. Supporting this ABS Census data from 2006 to 2016 shows car ownership rates for apartments within Yarra are generally trending downwards.

- The existing CDZ1 parking rates are too high to support the active and public transport visions of the Structure Plan and State policies, by continuing car oriented transport planning.

Despite its aspirations, the CDZ1 is not breaking the cycle of car dependence.

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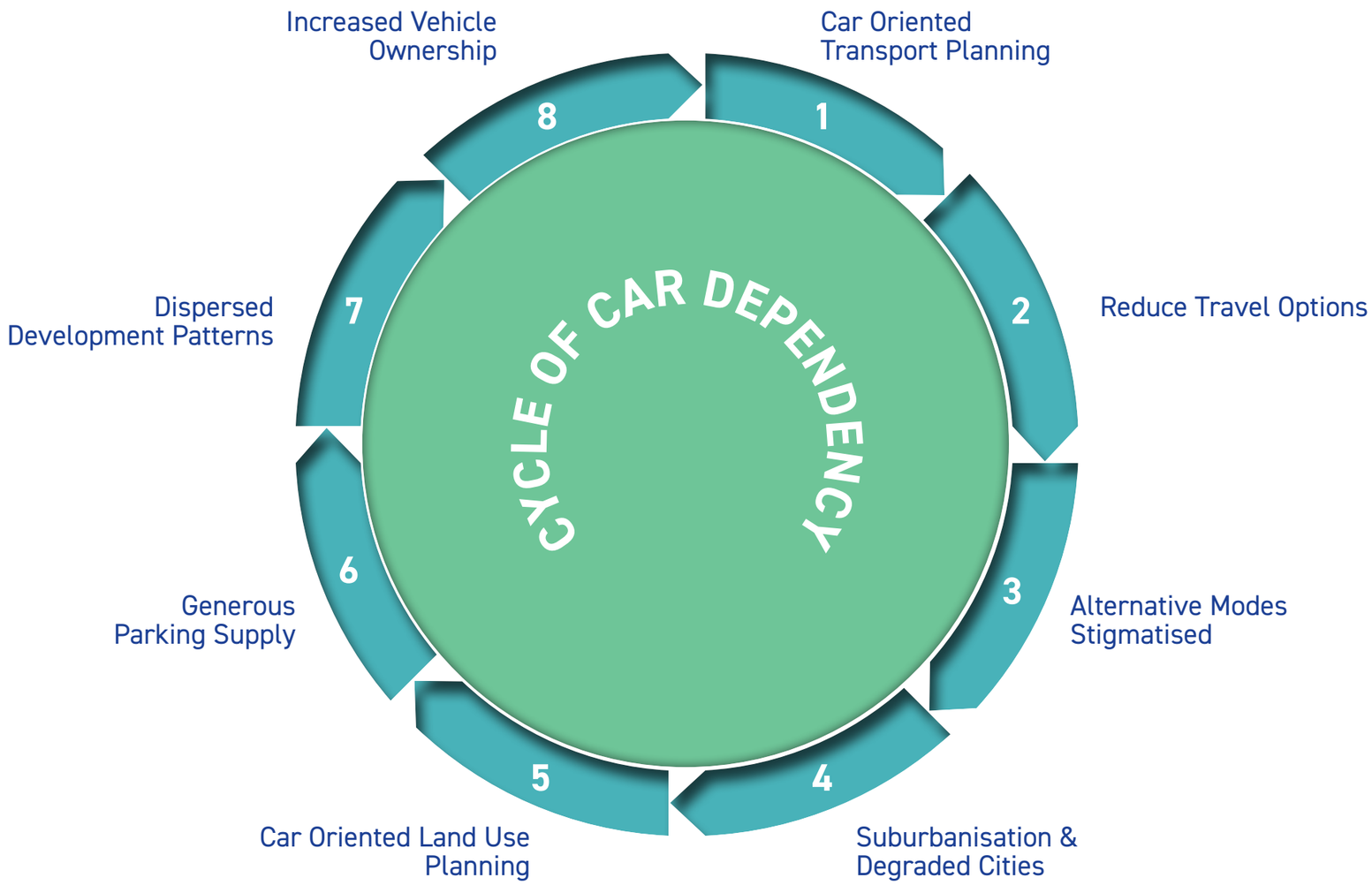

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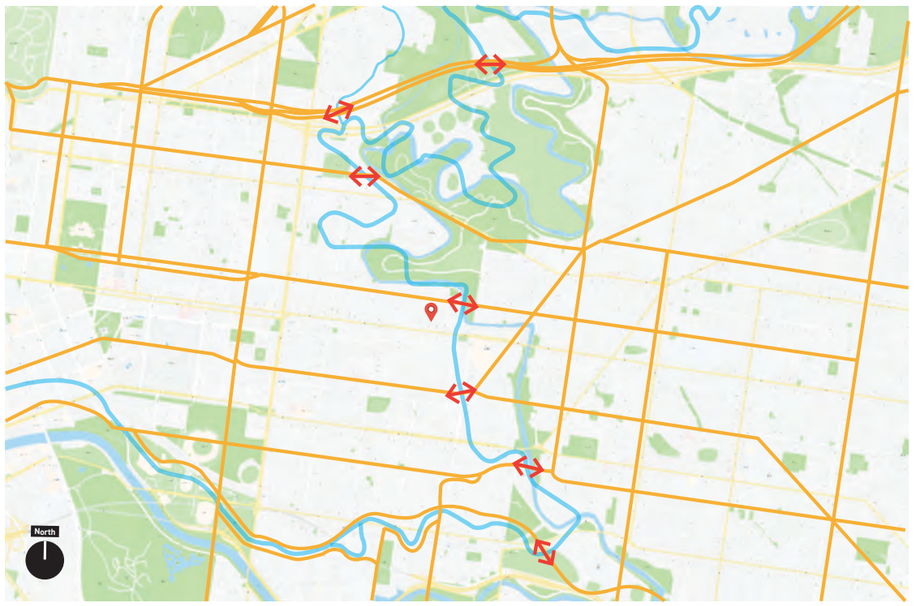
2.3
TRANSPORT NETWORK

The Victoria Gardens precinct is located on the corner of Victoria Street and Burnley Street, east of the CBD in Richmond, in a part of Melbourne known for network congestion. This congestion is not only a perceived phenomenon. The surrounding road network is constrained and is nearing capacity during the weekday AM, PM and Saturday midday peaks.

The Yarra River is a significant barrier to east-west travel, as there are only four river crossings between the Eastern Freeway and CityLink to cater for east-west movements, two of which are Victoria Street and Bridge Road. These limited river crossings act as funnels for the heavy east-west traffic flows between the CBD and the eastern suburbs, creating key constraints in the wider network.

Given there are few alternatives, both Victoria Street and Bridge Road have high strategic importance for all modes. Within the VicRoads SmartRoads framework, both are classified as priority streets for trams, bikes and pedestrians. However, when all modes are prioritised, and road space is limited, strategic decision making about network operation is compromised.



The road network is constrained due to the Yarra River and a lack of continuous north-south connections

As anticipated in a constrained network, modelling of the existing conditions showed that all modes currently experience significant delay during the weekday AM, PM and Saturday midday peaks.

The three figures on the following pages demonstrate that traffic on Victoria Street between Burnley Street and Findon Crescent currently exceeds the capacity of the road, and is reaching a point where traffic flow is unstable, and excessive queuing and delays are experienced. Victoria Street, for the remainder of the model extent is nearing capacity, with volume / capacity ratio approaching one. Bridge Road between Church Street and Burwood Road is also approaching capacity.

In the PM peak, average tram speeds are as low as 13 km/h through the precinct. This traffic congestion, created by an unsustainable transportation system, is responsible for significant economic and productivity costs for commuters and goods transporters.

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Another metric that demonstrates the poor operation of the network is the intersection Level of Service (LOS). Intersection LOS for key intersections for each peak period are provided in Table below.

Intersection	AM	PM	SAT
Burnley Street / Victoria Street	E	F	F
Bridge Road / Burnley Street	F	F	F
Bridge Road / River Street	A	B	B
Victoria Street / River Boulevard	B	A	C
Burnley Street / Victoria Gardens Western Access	B	B	B

A review of the Level of Service results show that the intersections of Bridge Road / Burnley Street and Burnley Street / Victoria Street are critical locations in all peak hours, operating with a Level of Service “F” or “E”. The signalised intersections along Victoria Street operate with Level of Service “C” to “F”.

It is noted that the LoS calculations are just one measure of performance and should not be treated as a defining metric for an intersections operation. In reality, congestion impacts can extend across multiple intersections (i.e. rolling congestion), which is not readily accounted for when reviewing each intersection in isolation.

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3. FUTURE "BUSINESS AS USUAL" CONDITIONS

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3.1
THE CONSEQUENCES OF BAU THINKING

As the network is already exceeding capacity during peak periods, it follows that any additional trips on the network as a result of development in and near the vicinity of Victoria Gardens are likely to increase congestion.

To understand a sense of the scale of the potential implications, a 2031 future growth scenario was modelled, applying probable traffic generation for developments occurring within and outside the model extent.

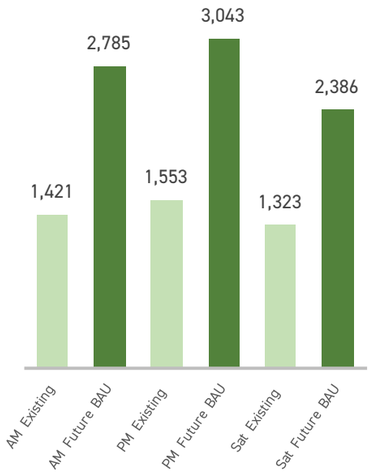
By 2031, a significant increase in vehicle trips is expected to be generated from outside and within the study area. This report is not contesting the likelihood of increased demand for vehicle trips. The land use changes within the precinct that are driving the increased demand for trips has predominantly been approved, or at least supported in principle by the CDZ1.

The reality is that land use changes and associated increased demand for trips will occur. What is contestable, however, is the nature and mode these trips will use in the future.

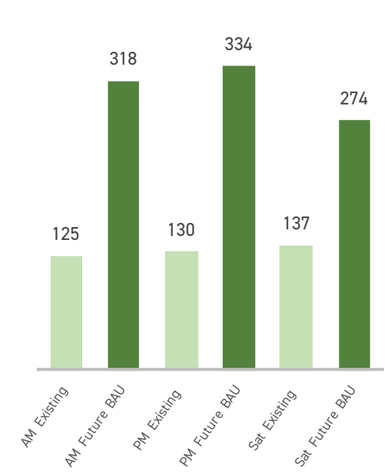
The preliminary modelling completed for the precinct shows that in the future, people will not be able to access the precinct as they do now. Reduced speeds, and increased travel times and delays will likely congest the network to the point that people will either need to reconsider their need to travel (impacting the economic viability of the precinct) or change their mode. The decisions that are made now are critical to supporting the precinct to transition to a future where people access the precinct via mass transit and active transport. Based on the modelling outputs, it is clear that without intervention, the cumulative impacts of developments will substantially impair the transport network's operation across all metrics, threatening the future of the precinct.

3.1.1 THE TRANSPORT NETWORK CONSEQUENCES

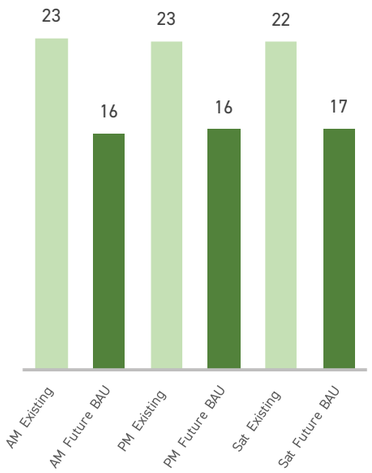
The transport network consequences of business as usual thinking are severe. In all tested peak hours, the car travel time through the network almost doubled, with delay times for cars 2.5 times higher than the existing network operation. In all tested peak hours, car speeds are between 5 to 7 km/h slower.



Car: Travel Time (h)



Car: Delay Time (sec/km)



Car: Speed (km/h)

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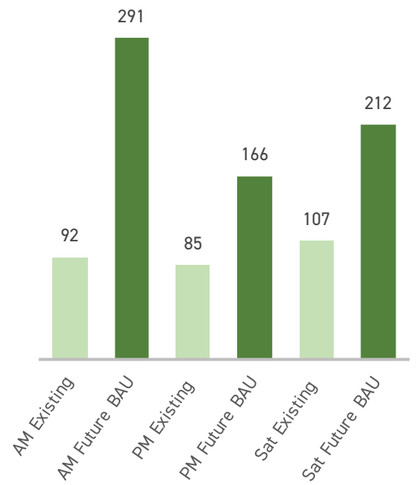
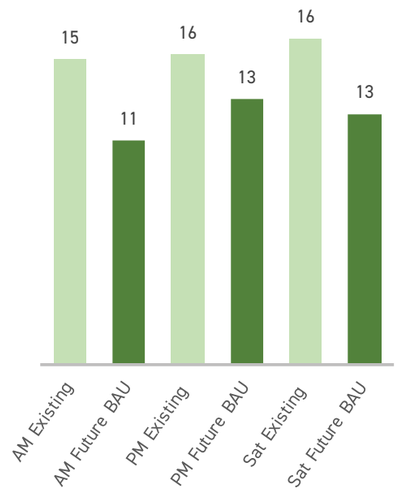
The modelled results for trams are also very poor, with delay times doubling and tram speeds reducing by between 3 to 4 km/h. Research completed by AustRoads found that people are very responsive to changes in delay and public transport travel speeds. So this magnitude of change to delay and speed is likely to reduce tram patronage, and ultimately reduce accessibility of the precinct.



Tram: Delay Time (sec/km)



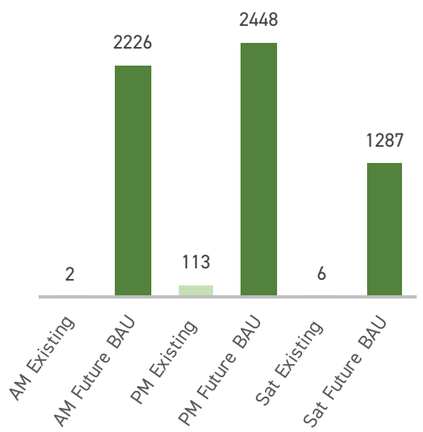
Tram: Speed (km/h)

Whilst the modelled speed, travel time and delays are all poor, it is not likely a true reflection of the future conditions of the network. As the future model was so congested there was a significant number of vehicles 'waiting to enter' the model.

This is a measure of the number of vehicles outside the model extent waiting to access the network. Put in another way, this is the number of vehicles that within a 60-minute period cannot access the Victoria Gardens precinct due to congestion on the network. In the 'business as usual' 2031 PM peak hour, there are 2448 unreleased vehicles compared to 113 vehicles in the current scenario.

This is a clear indicator of the scale of the intervention required.

The interventions proposed within this report seek to find alternative options for those unreleased vehicles, because they represent a demand that the network currently cannot meet, and a cost on the economy and the environment that is not acceptable.



Vehicles waiting to enter

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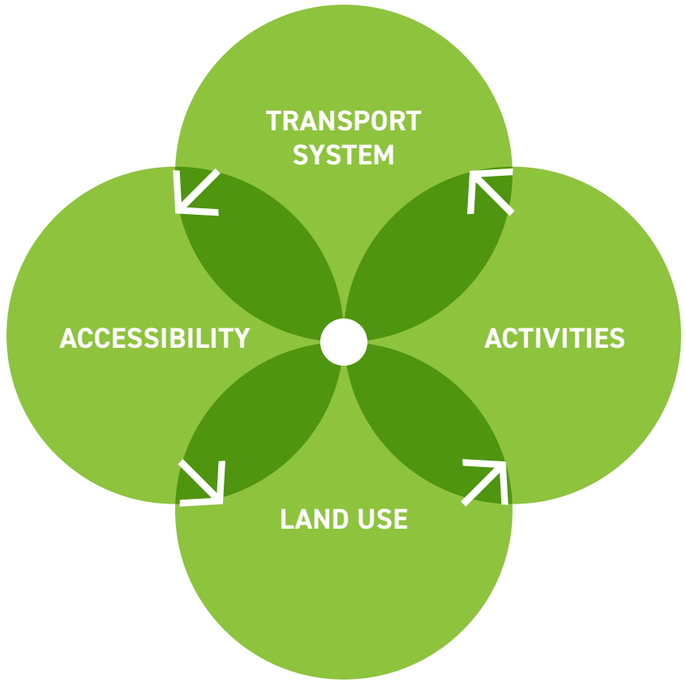
3.1.2 THE LAND USE CONSEQUENCES

In the Victoria Gardens precinct, the transport system is dictating land use outcomes as some land uses are not commercially viable for development due to the impacts of traffic congestion.

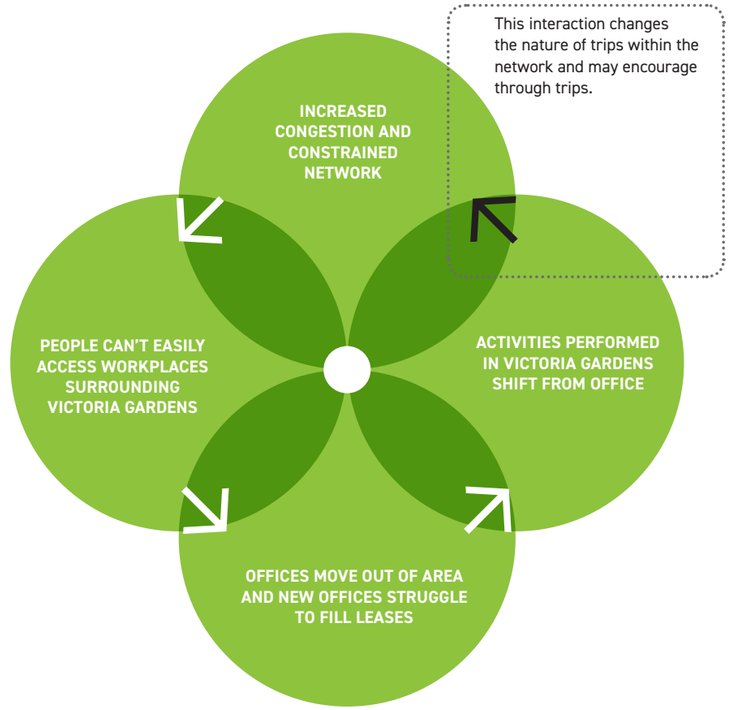
Without intervention, the operation of the transport network will continue to compromise the aspirations of the Structure Plan.

As there are significant constraints in the current transport system surrounding Victoria Gardens, accessibility is being constrained, which is in turn constraining the potential land uses. This is playing out most clearly in the context of the office land use. Both the perception, and reality of congestion in the network is reducing the desirability of office leases in the precinct. The impact of this is that the land uses that are desirable in that precinct change over time, and the activities associated with the new land use place different demands on the transport system, as shown in the figure below.



An increase in the provision of office space in the Victoria Gardens precinct (in line with the intent of the CDZ) would boost the day-time economy in a way that residential could not. Missing this opportunity has significant consequences to the future of Victoria Gardens, constrains the ability to provide white collar employment in this area and impacts the economic prosperity of the wider precinct.

The diversity of land use outcomes aspired to in Structure Plan the will not be achieved if the transport system cannot provide adequate accessibility to facilitate a mix of activities.



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3.2
SUMMARY

The preliminary modelling completed for the precinct shows that a status quo approach to land use changes and transport will compromise the future of the Victoria Gardens precinct.

In the future, the transport network operation is likely to be congested to the point that it compromises land use outcomes. The first signs of this are already being observed with office vacancies.

This challenge demands a new style of thinking as without significant intervention, the business as usual approach will stifle growth in the precinct.

The "**good news**" is that such interventions are possible.

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WHAT RESPONSES ARE REQUIRED TO UNLOCK VICTORIA GARDENS AND SUSTAIN COMMERCIAL GROWTH IN A CONSTRAINED TRANSPORT NETWORK?

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4. THE ALTERNATE APPROACH

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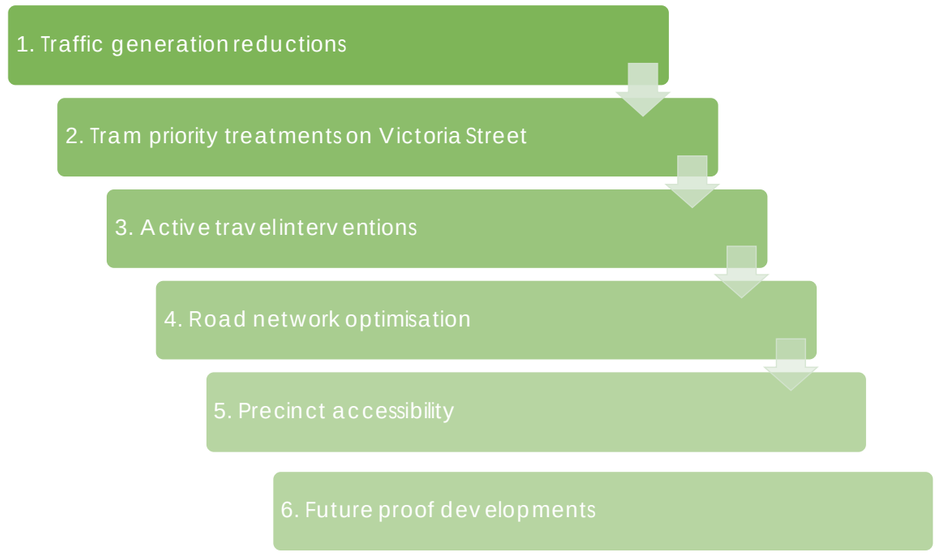
RESPONSES REQUIRED TO UNLOCK VICTORIA GARDENS

As Victoria Gardens Shopping Centre incorporates a destination retail use (IKEA), providing vehicular access will be fundamental to its success in its current form. Whilst disruptive technologies are likely to alter the shopping experience and the transport task, for the foreseeable future, providing capacity in the road network by reducing demand and achieving mode shift will be critical to supporting the economic growth of the precinct.

Development is currently driving certain transport outcomes by fostering a dependence on private vehicles and encouraging growth in trips that the road network cannot indefinitely sustain. A different style of development, and a true mixed-use precinct, focussed on trip containment and integration with sustainable transport will be fundamental to reducing the strain on the transport network.

Any interventions that cater for future growth would need to be mindful of the strategic importance of Victoria Street and Bridge Road to cater for east-west movements within the wider transport network. However, reducing the attractiveness of vehicle throughput of private east-west travel, coupled with improvements to east-west public transport will encourage mode shift or traffic redistribution.

The following section outlines six interventions that are recommended to unlock the potential of the Victoria Gardens precinct and achieve the planning objectives of CDZ1.



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THE FOCUS NEEDS TO SHIFT FROM THE MOVEMENT OF CARS TO THE MOVEMENT OF PEOPLE

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4.1 INTERVENTION ONE: REDUCE TRAFFIC GENERATION

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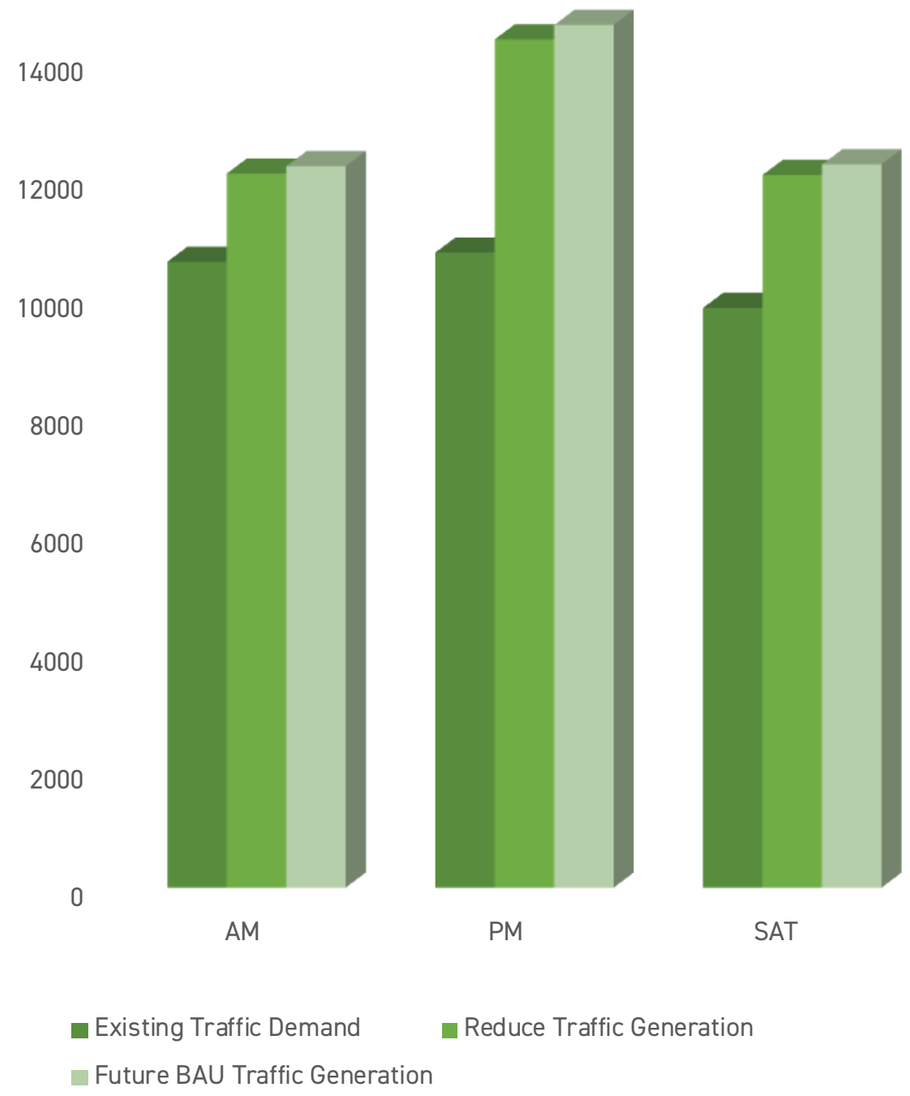
4.1.1 REDUCE TRAFFIC GENERATION

Future demands on the road network come from both increased population growth outside the precinct, and the developments within the Victoria Gardens precinct. As established earlier in the report, these increased demands are not able to be sustained within the existing road network. An opportunity to limit this impact comes through reducing the increased demands from within the precinct.

There are several options available to reduce traffic generation from new developments including reducing car parking provision, promoting active travel and encouraging a mix of land uses to increase trip containment. The assumptions made during the modelling process resulted in a 15 percent reduction in traffic generation, with a 10 percent reduction of trips from within the model, and a 5 percent reduction of trips from outside the model extent. The figure at right shows the likely impact of reducing traffic generation from, and outside of, the precinct.



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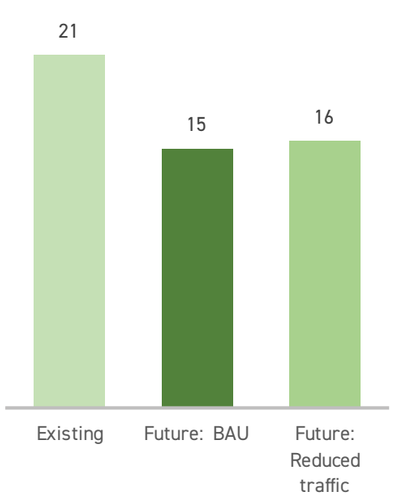
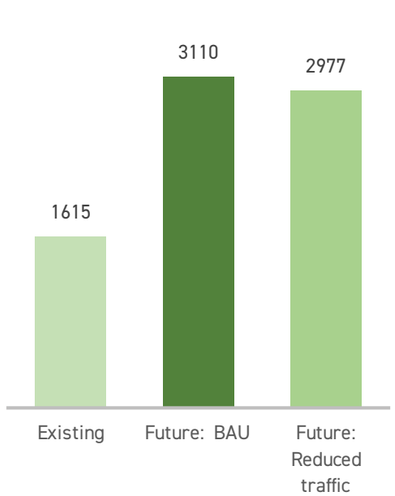
4.1.2 WHY REDUCE TRAFFIC GENERATION?

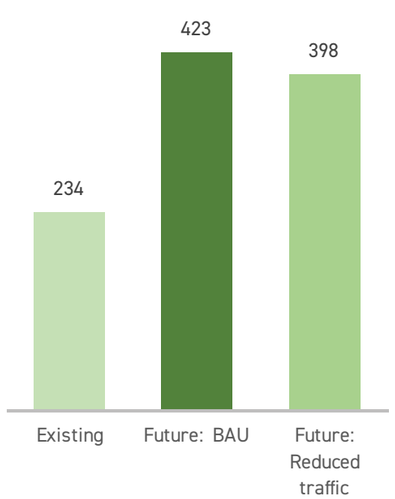
Given the relationship between traffic flow and vehicle speeds, it is self-evident that removing vehicles from the network will improve network performance. This was supported through modelling, which showed that for all modes vehicle speeds increased, and travel time and delays both decreased. The most compelling statistic, however, is the significant reduction in vehicles waiting to enter the model. The reduction in traffic generation resulted in approximately 600 less vehicles waiting outside the model extent for up to 60 minutes.



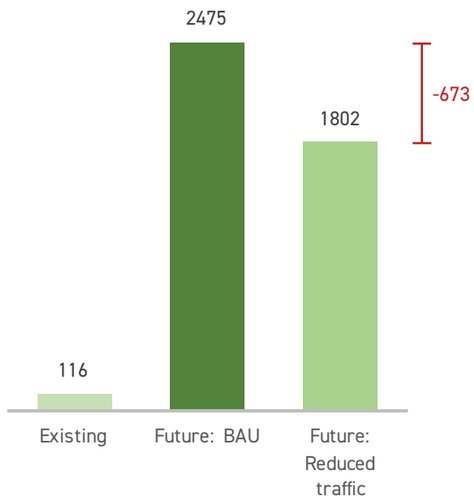
Speed - All modes (km/h)



Total Travel Time - All modes (h)



Delay Time - All modes (sec/km)



Vehicles Waiting to Enter (veh)

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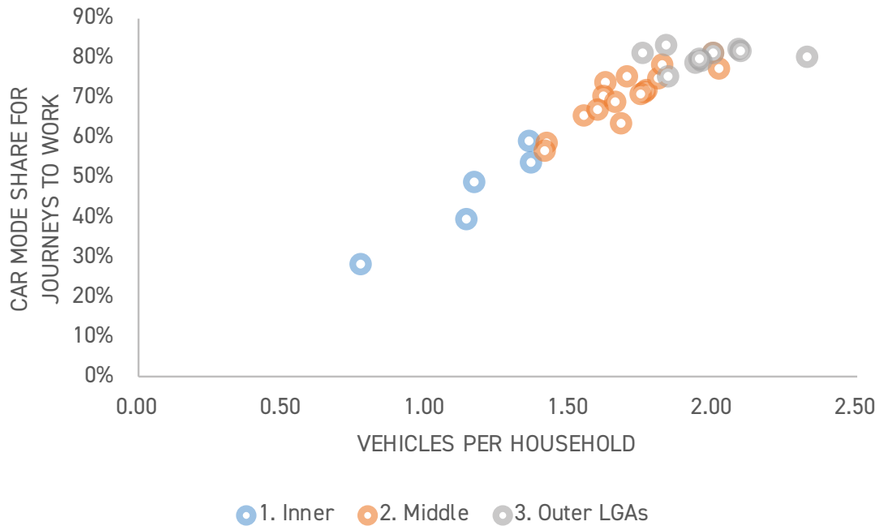
4.1.3 HOW CAN YOU REDUCE TRAFFIC GENERATION?
OPTION ONE:
INTRODUCE CAR PARKING MAXIMUMS

It is widely understood that a reduction in car parking supply can break the cycle of car dependence by discouraging private vehicle ownership and ultimately reducing mode share as shown in the figure below.



Locations with higher car ownership have higher levels of car travel to work. Reducing car ownership by reducing car parking supply will support mode shift to alternative means of transport.

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However, given that market forces are intrinsically linked to land use development a balance needs to be struck between the under and over supply of car parking.

Requiring too much on-site car parking increases the cost of development, decreases the attractiveness of development and potentially leads to inducing traffic generation which increases traffic congestion levels within the precinct. However, if mandated parking rates are too low to be commercially viable, the market will either respond with an undersupply of car parking which may unreasonably increase car parking along abutting streets, or developers choose not to invest in the area.

Introducing maximum parking rates can be used to achieve this balance, by mandating a maximum rate that achieves the transport aspirations and allows the market to determine what rate below the maximum suits the development's needs.

MECHANISMS TO SUPPORT MAXIMUM CAR PARKING RATES

- Support the implementation of car sharing schemes within developments
- Introduce minimum rates for bike parking and minimum requirement for end of trip facilities
- Provide guidance on prioritising location of bike parking over car parking
- Maximise the use of existing car parking facilities
- Establish an Infrastructure Contribution Plan to support the funding of required transport infrastructure (to improve alternatives to private vehicle travel)

OPTION TWO:

MAXIMISE PRECINCT PARKING OPPORTUNITIES

Given the scale and mixed-use nature of the precinct, all opportunities to maximise the sharing of car parking (further to the principles of the 'activity-centre approach' to car parking) should be pursued. In reality, all uses are unlikely to generate their peak car parking demands simultaneously and it should therefore be possible to reduce (individual) parking provisions.

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OPTION THREE:
LEADING AND COMMITTING TO CHANGE IN LAND USE

Victoria Gardens and the surrounding redevelopments is developing into a diverse mixed-use precinct. The inclusion of land uses like childcare and medical centres within Victoria Gardens goes a long way to achieving this objective.

THE STRATEGIC CONTEXT:
Plan Melbourne aims to make the '20-Minute Neighbourhood' a reality for every Melburnian. A 20-minute neighbourhood can create a more cohesive and inclusive community with a vibrant local economy.

As the community evolves into a dense, young and aspirational residential community, there exists an opportunity to further drive change and support economic development within the local area.

The precinct has the ability to prioritise developments that will exist in a self-contained environment. The Planning framework should support the types of land uses, and services that are required in a 20-minute neighbourhood.

WHY IS IT CRITICAL?
The transport network is becoming increasingly constrained and this is creating barriers to access the wider local area. Without strong mechanisms in place to drive the remaining mixed use development for the broader local area, opportunities for economic growth beyond the current situation may be constrained.

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4.1.4 WHERE TO FROM HERE?

The next steps for Council:

Initiate an amendment to the parking rates in the CDZ1 overlay within the Yarra Planning Scheme to mandate car parking maximum rates generally as follows:

> 1 space / dwelling
> 2 spaces / 100sqm NFA for office
> 3 spaces / 100sqm LFA for retail

As part of this amendment, consideration should also be given to setting minimum rates for the provision of other sustainable infrastructure for residential apartments in particular. This could include:

> 1 resident bicycle space / dwelling
> 1 car share space / 20 dwellings

In order to achieve the land use responses required, there are numerous stakeholders that need to be involved:

> Developers
> Local Government
> VPA
> TfV
> VicRoads
> PTV
> Community

We can use the knowledge of the existing transport network and tested future transport / land use scenarios to make informed decisions on what developments would shape the overarching vision for Victoria Gardens. This will guide the long term commercial viability of the precinct. The next steps are:

- The Planning Scheme needs to have clear mechanisms and incentives to align with the overarching strategic vision, such as streamlined approvals for target land uses and lower parking provisions.

- Policy needs to be consistent within the wider local area.

- The 'predict and provide' approach needs to be replaced by travel demand management initiatives.

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4.2 INTERVENTION TWO: TRAM PRIORITY TREATMENTS ON VICTORIA STREET

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4.2.1 TRAM PRIORITY TREATMENTS ON VICTORIA STREET

It is clear from the preliminary modelling that maintaining the status quo approach to transport in the Victoria Gardens precinct is no longer possible. With the projected increases in population and trips, low-occupancy vehicles cannot be supported as the primary way to access the precinct. The precinct demands a mass transit solution. Delivering a solution that allows for an increased movement of people is critical to the success of the precinct.

The Victoria Gardens precinct is in the optimal position to achieve a mass transit solution, with existing tram routes operating on Victoria Street and Bridge Road providing a facility to support mode shift from cars to trams.

Currently the tram on Victoria Street operates within mixed traffic, with tram stops every 260 – 300 metres. Because of this, the trams experience poor reliability and low travel speeds, with the route 12 and 109 travelling at an average speed of 14.5 km/h in the PM peak.

Fifteen percent of Richmond residents currently catch the tram to work, which is less than half the number of residents who drive to work (40%) . One reason preventing mode shift could be related to the higher travel time, and reduced reliability of tram travel within Richmond.

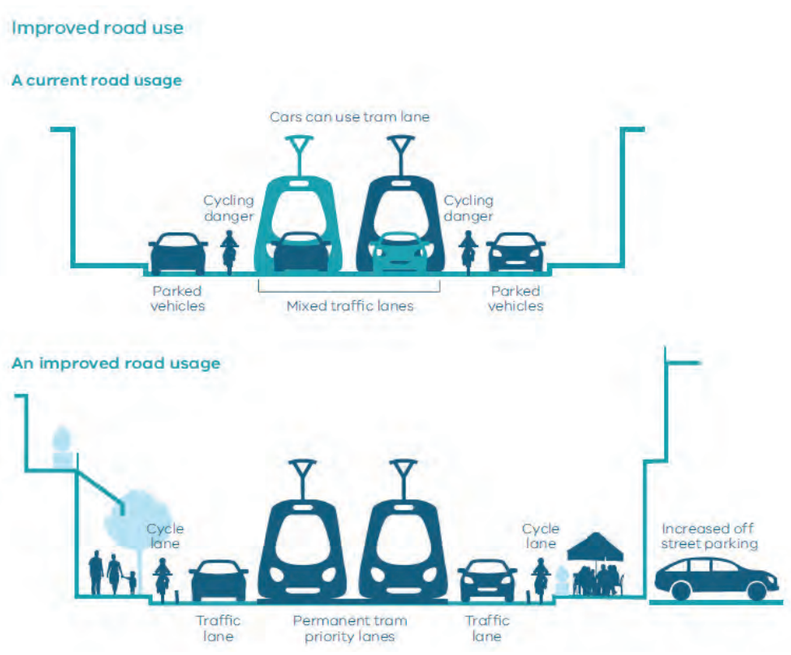
This poses the question as to how to prioritise tram travel along Victoria Street to promote tram usage. The Structure Plan and Plan Melbourne both advocate for the prioritisation of trams but do not specify the form of priority. In the following section, we outline two options to prioritise trams: installing tram fairways and reducing through traffic.

VicRoads SmartRoads framework classifies Victoria Street and Bridge Road as priority routes for bicycles, pedestrians and trams. Whilst both are primary state arterials, neither are priority traffic routes. Despite their classification within the planning framework, the infrastructure, road space and signalling does not support priority for active and public transport modes.

OPTION ONE:
INSTALL A TRAM FAIRWAY

The first option is to install a tram fairway on Victoria Street between Victoria Gardens and Victoria Parade, as has been delivered along much of Bridge Road. The separation of trams and private vehicles will result in improved reliability and travel times for trams and a subsequent increase in travel times and congestion for private vehicles, encouraging a mode shift from private vehicles to trams.

The implementation of fairways requires the reallocation of road space and will impact on the provision of on-street car parking. A conceptual cross section is outlined in figure below.



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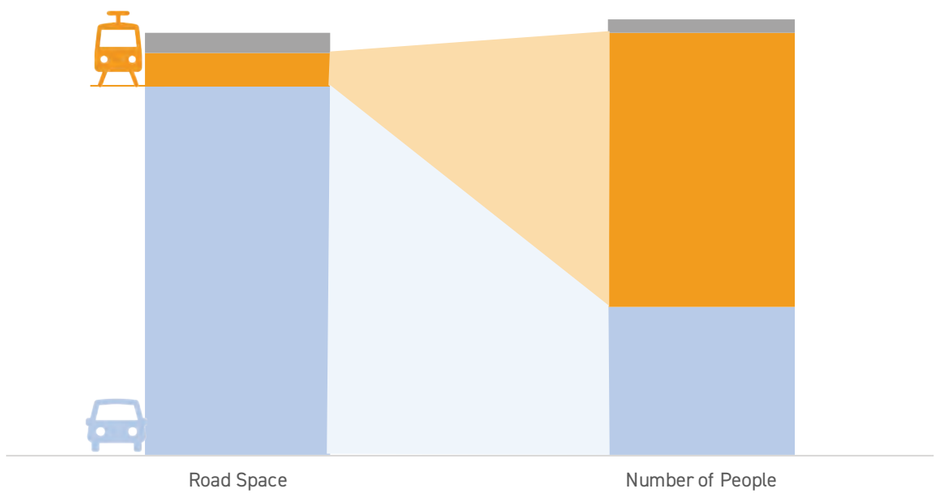
WHY CONSTRUCT A TRAM FAIRWAY?

It has been established that the primary objective is to facilitate the increase in number of people who can access and pass through the precinct. The most efficient allocation of road space on Victoria Street to achieve the mass movement of people is through a tram. Trams require significantly less road space relative to the number of people they can carry, as shown in the figure below.



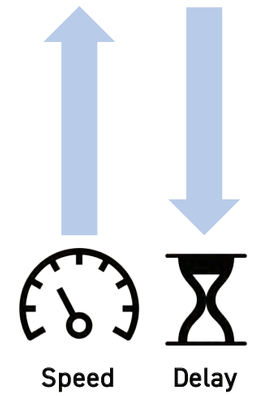
Not only are trams a more efficient use of space, but installing a tram fairway was also observed to improve network performance. Conservative preliminary modelling shows that the reallocation of road space on Victoria Street to a tram fairway is likely to increase tram travel speeds, and car travel speeds by 2 km/h and reduce delay times by approximately 30 seconds for trams.

MOVEMENT AND PLACE FRAMEWORK APPROACH

Victoria Street currently has a high place value and high movement needs. The right solution that unlocks the potential of Victoria Gardens will need to be mindful of maintaining the movement function, without compromising the place value.

This recognises the importance of Victoria Street as a key east-west link within a constrained network, whilst also ensuring that through traffic does not reduce people's willingness to shop, work, live and dwell in the precinct.

Mode	Model	Delay Times (seconds)	Travel Times (km/hr)
Car	Base	334	16
	Tram Fairway	314	18
Bus	Base	166	13
	Tram Fairway	134	15



Results based on modelling undertaken by GTA comparing Base Case 2031 vs Tram Fairway on Victoria Street 2031.

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The implementation of a tram fairway, when combined with the benefits of reduced traffic generation recommended in intervention one, will also result in significantly reduced travel times when compared to the existing situation. As shown in the graph below, without intervention, the projected growth in the precinct will increase tram travel times. Whilst reducing traffic generation and constructing a new road link (outlined in intervention 5 below), will improve tram travel times, the best result for tram users will come with the implementation of a priority tram lane.

Another benefit of improving travel time is that it allows for greater service frequency, which again positively influences demand. The cumulative impact of these benefits results in an increased number of people accessing the corridor by public transport.

Trams take up significantly less room on the road despite catering for more passengers than cars representing a more efficient use of road space.

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The link between a reduction in travel times and the increase in patronage is widely acknowledged, with research completed by AustRoads finding that reducing travel time delays can increase patronage by between 3 to 20 percent . Further, a Project Impact Report for the O-Bahn City Access Project in Adelaide, demonstrated that patronage increased most due to improvements to travel time & reliability.

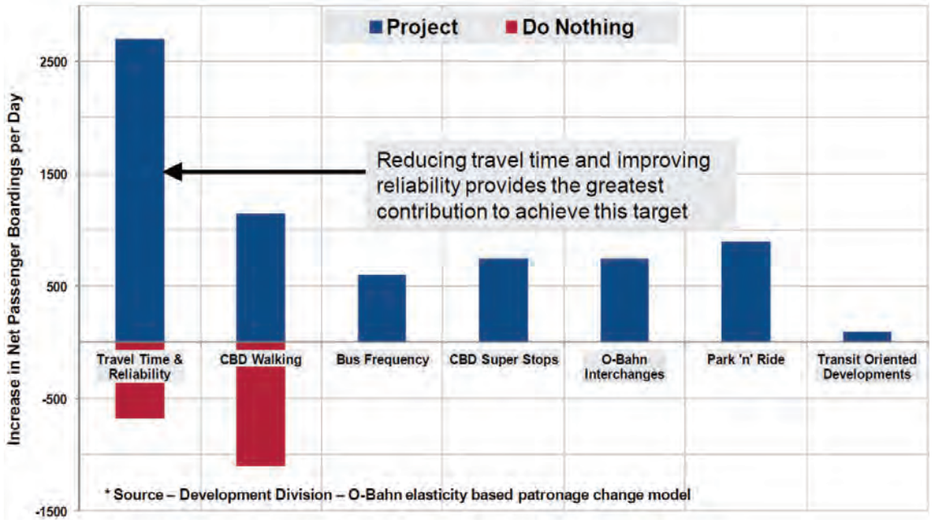

Figure shows the daily passenger boarding increase to achieve public transport targets modelled before and after project results
Source: The O-Bahn City Access Project: Project Impact Report, DPTI, SA Government, 2017

ADDITIONAL BENEFITS OF THIS IMPLEMENTATION INCLUDE:

- Improved cycling connections to / from Victoria Garden
- Lower / constrained car parking at Victoria Gardens
- Allow tram service frequency to be increased, enabling greater volumes of people to access the precinct

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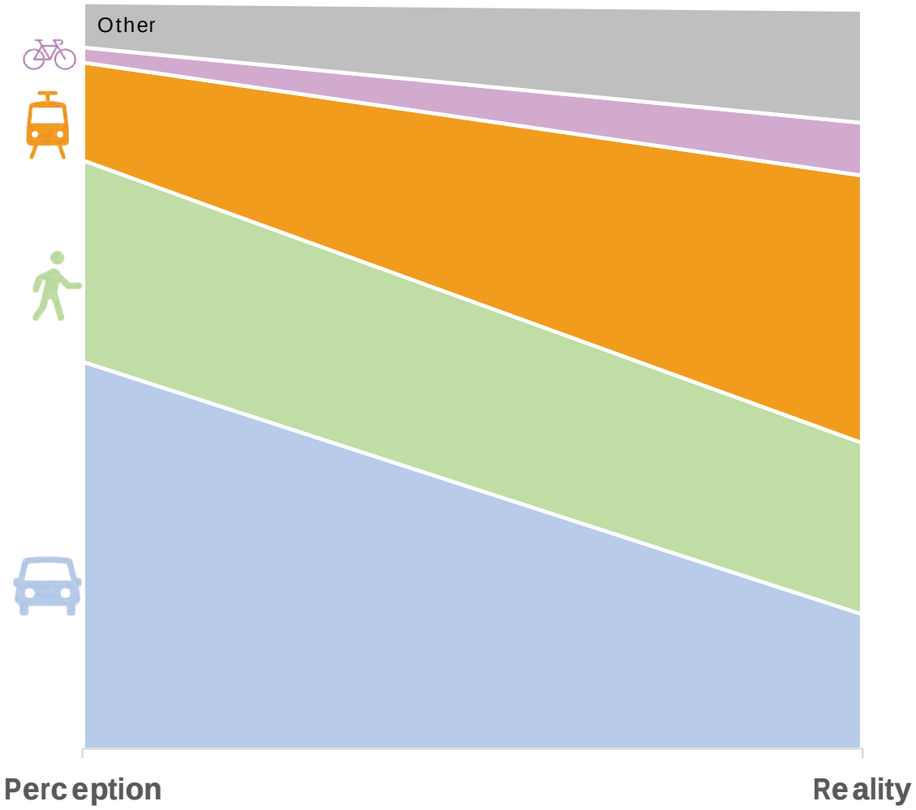
Whilst it is acknowledged that there are significant benefits to implementing tram fairways, there is also a key hurdle to overcome, which is the removal or relocation of on-street car parking.

On-street car parking would need to be removed on both sides of Victoria Street if this option was implemented. The removal of car parking along Victoria Street may be negatively perceived, particularly by local traders. However, studies have shown that traders often overestimate the importance of car parking on their business and underestimate the number of patrons using other modes. As shown at right, the research indicated that more people were using public transport than cars to access a number of restaurants, despite restaurateurs thinking that there were five times more people driving than actually were.

Whilst a challenging prospect, on-street car parking has been removed to support improved public transport facilities from key and local roads in locations such as High Street, Northcote and Acland Street, St Kilda.



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OPTION TWO:
REDUCE THROUGH TRAFFIC

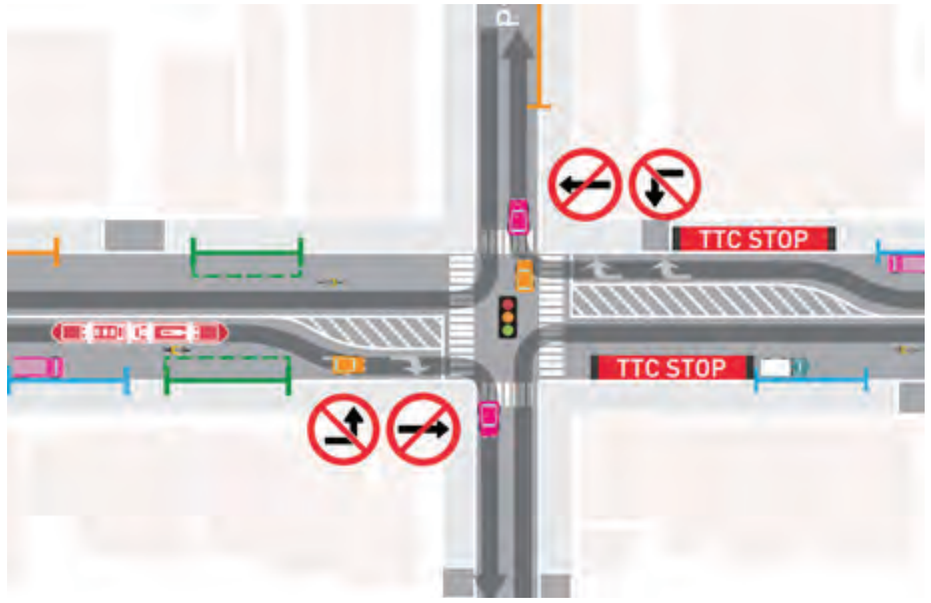
Another option to prioritise tram movements along Victoria Street involves reducing through traffic, and reducing the number of right turning vehicles, both of which cause delays to tram movements.

An example of this type of scheme is a pilot project being undertaken by the City of Toronto. The program is designed to move people more efficiently whilst improving economic prosperity and place making by restricting private vehicles travelling through intersections and instead giving priority to streetcars. The scheme was implemented by banning several right turns, and restricting through-traffic by mandating left turns at key intersections.

Initial results show that within the first two months the ridership on the streetcars increased by 25%, reliability increased by 33% and streetcar travel times reduced by 4 minutes (along a 6km length). And whilst the majority of average car travel times increased in the first month, they returned to baseline results in the second month.

A benefit of this scheme over a tram fairway is that the kerbside lane can be repurposed to suit the street's requirements. For example, some on-street car parking can be retained to enable loading and parking for people with disabilities. And at other points, the footpath can be extended to create opportunities for on-street dining or garden beds.

Similarly to the tram fairway, this solution would require consideration of potential streets where east-west traffic is likely to be redistributed to. The intent of the scheme is that a large proportion of those trips would shift modes to tram travel, however, care must be taken to mitigate any unintended consequences on side streets.



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4.2.2 WHERE TO FROM HERE?

Given how critical the mass transit of people is to the success of the precinct, we recommend that tram prioritisation is pursued with urgency. The next step would be for Transport for Victoria to develop a concept scheme to deliver tram prioritisation. Preliminary modelling has demonstrated that achieving mode shift to mass transit is the critical component, however, we anticipate that further modelling may be required once the concept scheme is established (the preliminary modelling undertaken by GTA which has informed this report could likely be used as a base).

The implementation of tram prioritisation will require input from all stakeholders namely TfV, PTV, Yarra Trams, VicRoads, Yarra City Council and traders' associations.

Next steps for TfV:

- Develop and implement a tram priority scheme for Victoria Street

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4.3 INTERVENTION THREE: ACTIVE TRAVEL INTERVENTIONS

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4.3.1 ACTIVE TRAVEL INTERVENTIONS

There is an opportunity to leverage off a relatively high base of active travel to promote cycling and walking for people accessing Victoria Gardens. The current cycling and walking journey to work mode shares in Richmond are higher than the Melbourne average.

As shown in the table at right, there are higher mode shares for Richmond residents than employees in Richmond, which is likely to be related to the connectivity and proximity to the CBD's employment. This presents an opportunity for improvements to strengthen the existing connections to the CBD, and connectivity to residential areas outside the Richmond area.

Mode	People who live in Richmond	People who work in Richmond
Cycling	6.1%	3.6%
Walking	13.8%	6.5%

4.3.2 WHY ENCOURAGE ACTIVE TRAVEL?

The implementation of cycling and pedestrian infrastructure will support mode shift to active transport reducing traffic congestion within the precinct and supporting economic uplift at the precinct. The benefits of a reduction in motor vehicles in the road network were demonstrated in the modelling outputs included in intervention one: reduce traffic generation.

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4.3.3 HOW DO YOU ENCOURAGE ACTIVE TRAVEL?

This section will outline the following five recommendations:

1. Construct bicycle lanes to connect existing key cycling routes and Strategic Cycling Corridors (SCC)
2. Construct new crossing opportunities
3. Improve existing crossing points
4. Provide end of trip facilities
5. Encourage large developments to consider cycling and pedestrian permeability

OPTION ONE:
CONSTRUCT BICYCLE LANES TO CONNECT EXISTING KEY CYCLING ROUTES AND STRATEGIC CYCLING CORRIDORS (SCC)

To maximise the benefit of new infrastructure and provide increased accessibility to Victoria Gardens, an option is to strengthen a network of shimmy routes through Richmond. In particular, there is opportunity to provide links on the following routes:

- Connecting Doonside Street to the SCC on Elizabeth Street via Buckingham and Johnson Streets
- Connecting Victoria Gardens with SCC via Muir, Myrtle and Elm Streets, and Muir, Calvin and Brook Streets

OPTION TWO:
CONSTRUCT NEW CROSSING OPPORTUNITIES

There are several physical barriers to active transport uptake, including the Yarra River and streets with high traffic volumes. An option to reduce these barriers is to provide additional crossing opportunities.

One opportunity is to construct a bridge over the Yarra River to connect Victoria Gardens with the proposed cycle path on Muir Street. This would provide an east-west crossing opportunity for cyclists who wish to utilise streets with less traffic, and may not have the confidence to ride on Victoria Street.

Another opportunity is to construct traffic signals at the intersection of Doonside and Burnley Streets. This provides safe crossing between new developments proposed on Doonside Street and provides east-west connectivity to a proposed 'shimmy route' on Buckingham Street.

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OPTION THREE:
IMPROVE EXISTING CROSSING POINTS

There are several existing signalised intersections and crossing points that would benefit from additional priority given to cycling.

Firstly, at the Victoria Street / Burnley Street intersection, a bicycle head start on the north bound approach would provide protection for bicycles through the intersection. It is noted that this may not be required if the intersection upgrade proceeds, as bicycles will have access to separated shared paths on the north of the intersection.

The second option is to provide a bicycle crossing point at the existing pedestrian operated signals (POS) on Barkers Road, east of Findon Street. The existing footpaths would need to be converted to shared user paths, and a bicycle lantern added to the existing POS.

OPTION FOUR:
PROVIDE END OF TRIP FACILITIES

End of trip facilities should be provided in the proposed developments. This encompasses facilities such as bike parking, lockers, showers and change rooms.

Good access should be established between the end of-trip facilities and the surrounding bike network. And the design details need to be right – bike parking should be user friendly and attractive, safe and secure, with good wayfinding, and easy to maintain and clean. The requirement to provide such facilities imposes costs on developers and ultimately on owners and occupiers, so the requirements need to be appropriate and effective.

The wayfinding to existing end-of-trip facilities at Victoria Gardens should be improved, with consideration of including details of cycling and walking options on the 'Getting Here' page of the Victoria Gardens website.

OPTION FIVE:
ENCOURAGE LARGE DEVELOPMENTS TO CONSIDER CYCLING AND PEDESTRIAN PERMEABILITY

Opportunities to create new links through developments should be maximised so they do not become barriers. Providing increased permeability for cyclists and pedestrians will enable short trips to be completed faster by cycling or walking over driving, encouraging mode shift.

4.3.4 WHERE TO FROM HERE?

It is recommended that all intervention options are pursued by Council, with the support of developers. An additional step would be for Council to amend the Planning Scheme to mandate (or at least guide) the provision of end of trip facilities, and/or implement an Infrastructure Contribution Plan to recoup the funds from developers who are likely to benefit from an improved bicycle network.

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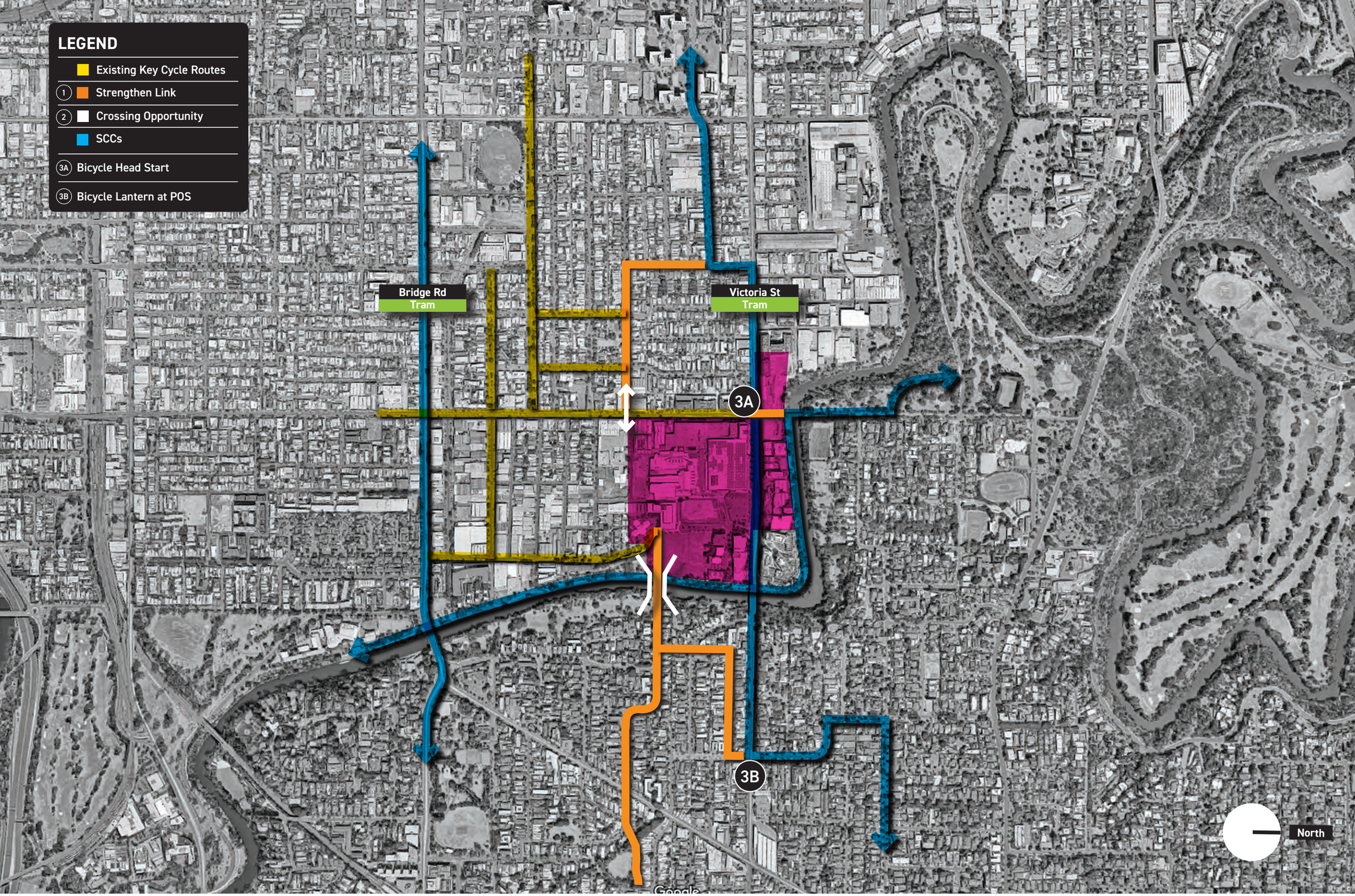

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4.4 INTERVENTION FOUR: ROAD NETWORK OPTIMISATION

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4.4.1 ROAD NETWORK OPTIMISATION

The preliminary modelling completed for the Victoria Gardens precinct highlighted there is opportunity to optimise the existing road network operation. By optimising the existing road network operation, it is possible to increase the capacity of the road without investing in infrastructure.

4.4.2 HOW DO YOU OPTIMISE ROAD NETWORK OPERATE?

One opportunity identified during the preliminary modelling conducted related to relieving a key network constraint.

Currently there are delays caused by right turning vehicles from Bridge Road (east approach) into Burnley Street (north approach). Optimising the signal phasing to provide additional green time to the right turn movement allows more vehicles to clear the intersection, improving the travel times for inbound trams.

However, consideration needs to be made to ensure that the gains made for right turning vehicles does not compromise the network as a whole.

4.4.3 WHERE TO FROM HERE?

It is recommended that VicRoads review signal phasing along the length of Victoria and Burnley Streets and Bridge Road to determine whether any signal phasing changes or linking of signals would improve the network operation. This review should also consider opportunities to prioritise tram movements.

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4.5 INTERVENTION FIVE: PRECINCT ACCESSIBILITY

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4.5.1 PRECINCT ACCESSIBILITY

The increased population and development activity occurring within and around the precinct will place different demands on the transport network. These demands may require the modification of the existing road network to safely accommodate growth, and to ensure that the increased growth does not occur at the cost of accessibility, compromising the economic viability of the precinct.

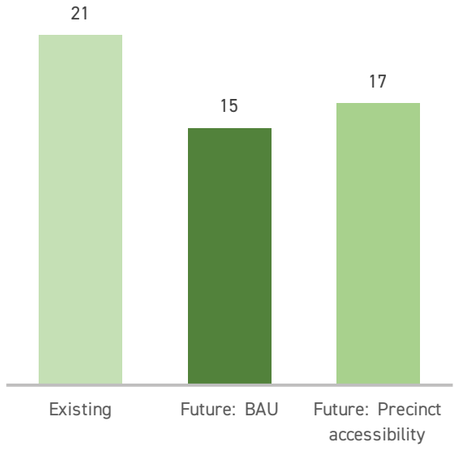
4.5.2 WHY INCREASE PRECINCT ACCESSIBILITY?

The throughput on the major east-west roads are constrained at the intersections. Increasing precinct accessibility balances the demands across the intersections (e.g. reduces circuitous travel demands), improving network operation. The preliminary modelling found that the accessibility interventions increased travel speeds for all modes, and reduced travel times and delays for all modes. Again, the vehicles waiting to enter the model reduced significantly with a reduction of approximately 1,200 vehicles waiting outside the model extent.

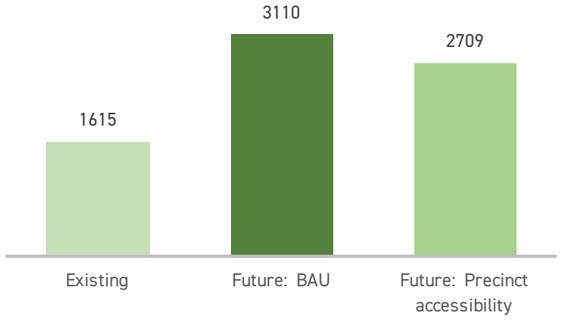
INDUCED DEMAND

As stated earlier in this section, providing and supporting vehicular access will be fundamental to the success of Victoria Gardens Shopping Centre in its current form, so it is acknowledged that road based interventions are a necessary component of the suite of interventions required to unlock the potential of the precinct. However, care must be taken to ensure that the road based interventions are not implemented without a comprehensive TDM program to limit the potential for induced demand.

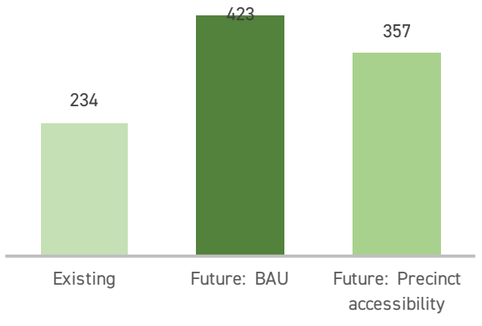
Induced traffic demand is the actuality where following the increase in capacity on our road network, additional traffic is generated. When a new road is built, congestion reduces in the short term, but it can encourage more people to drive their cars on the new road because of the added convenience. The success of the Victoria Gardens precinct will ultimately come down to providing access for people, not vehicles.



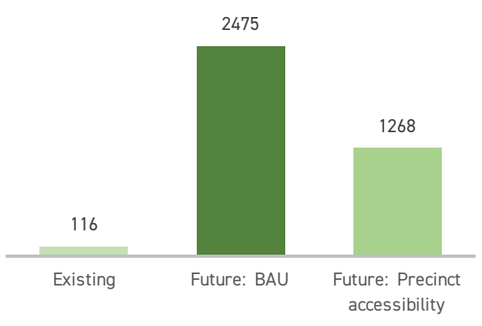
Speed - All modes (km/h)



Total Travel Time - All modes (h)



Delay Time - All modes (sec/km)



Vehicles Waiting to Enter (veh)

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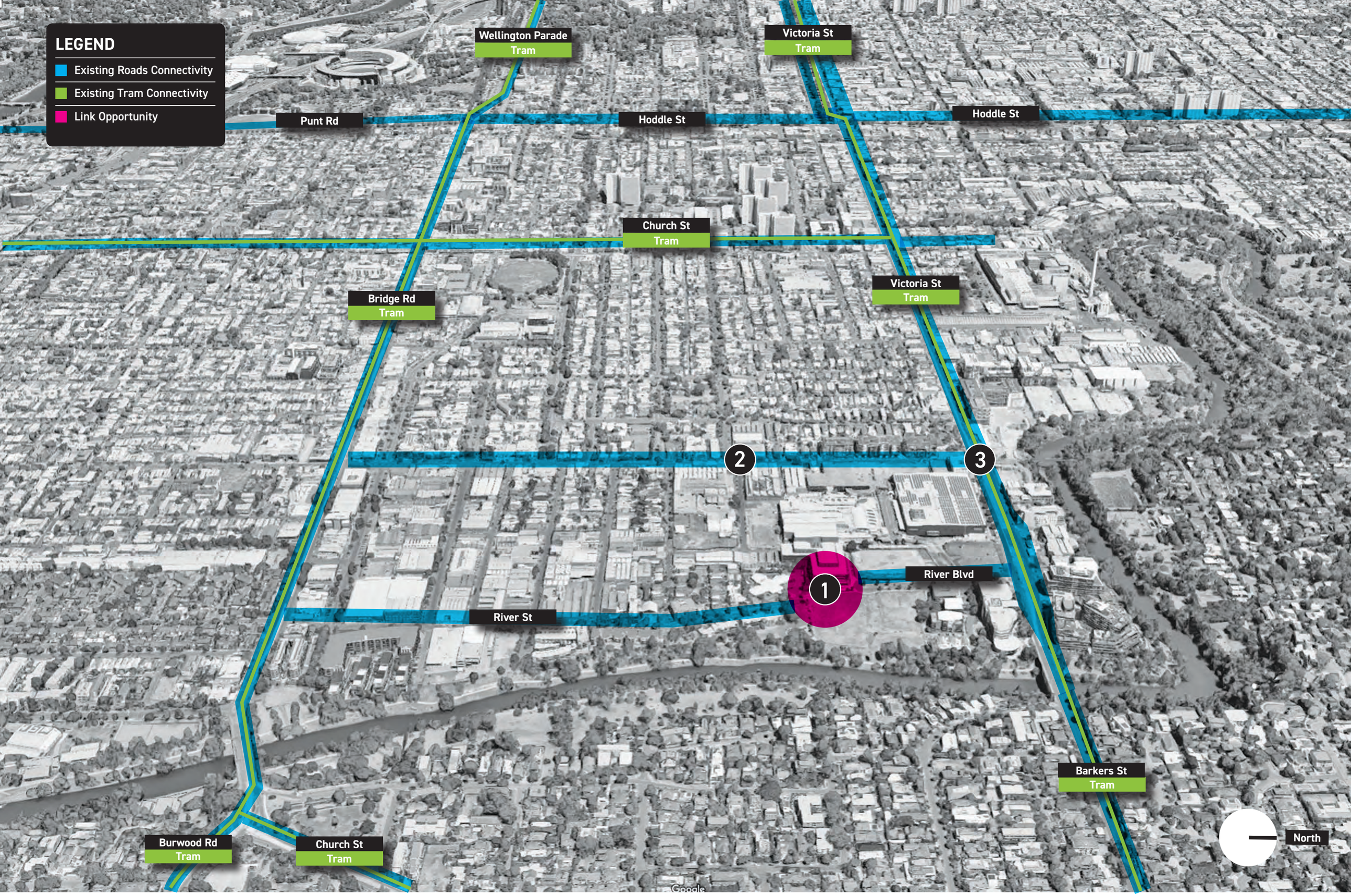

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4.5.3 HOW DO WE IMPROVE THE ROAD-BASED ACCESSIBILITY OF THE PRECINCT?

Three opportunities have been identified, and tested, to improve precinct accessibility including providing a road connection between River Street and River Boulevard, signalising the intersection of Doonside and Burnley Streets, and modifying the intersection layout at Victoria and Burnley Streets. They are outlined below.

OPTION ONE: ROAD CONNECTION BETWEEN RIVER STREET AND RIVER BOULEVARD

One of the major network constraints relates to the delays caused by right turning vehicles from Bridge Road (east) into Burnley Street (north).

An option to balance demands within the network is to connect River Street with River Boulevard. This would allow additional vehicle access to and from the Victoria Gardens precinct by removing circuitous traffic from the east that uses Burnley Street to access the precinct.

This new connection would remove a portion of the right turning vehicles from the east leg of the Bridge Road / Burnley Street intersection, and redistribute them to the River Street / Bridge Road intersection.

This redistribution may require the signalisation of the River Street / Bridge Road intersection to safely accommodate the increased number of turning movements. Given that the right turning movements into Burnley Street share the tram lane, the easing of congestion at this point will improve tram travel times.

The delivery of this connection could potentially even lead to the option of banning right turns from the east approach of the Burnley St / Bridge Rd intersection to prioritise public transport.

Notwithstanding, the additional access point may encourage additional traffic to utilise the connection. It is recommended that this intervention is complemented with other transport interventions to prevent the link inducing additional trips. This could include but not be limited to local area traffic management.

Preliminary transport modelling has been completed, which outlines the addition of the River Street connection will maintain average speeds and reduce delays across the network whilst allowing more vehicles to travel through / access the precinct in the peak hour.

Salta own the property that links River Street and River Boulevard, which is currently providing pedestrian and cycling connectivity between Victoria Gardens and the properties to the south. Salta have a permit to construct on this lot, with endorsed drawings allowing a structure to be built up to the property boundary, essentially removing this connectivity. At a minimum, it is recommended that this pedestrian and cycling connectivity is preserved and upgraded. However, we primarily recommend that the development approval be modified to allow for a full two-lane road connection be constructed. As this would require Salta to forego the land, it is recommended that Council fund the construction of the road.

OPTION TWO: SIGNALISATION OF DOONSIDE STREET/BURNLEY STREET INTERSECTION

The scale of growth anticipated along and to the south of Doonside Street will generate significant turning movements at the intersection of Doonside Street and Burnley Street. In order to safely accommodate these turning movements, it is recommended that the intersection is signalised. This will also provide an additional safe east-west crossing point for pedestrians and cyclists over Burnley Street.

To limit the impact to traffic flows on Burnley Street, it is proposed that the signals are linked to the traffic signals north and south of the Doonside Street intersection to allow streamlined flow.

Local area traffic management on Buckingham Street must also be taken into consideration to ensure that the signals do not induce traffic along this local street.

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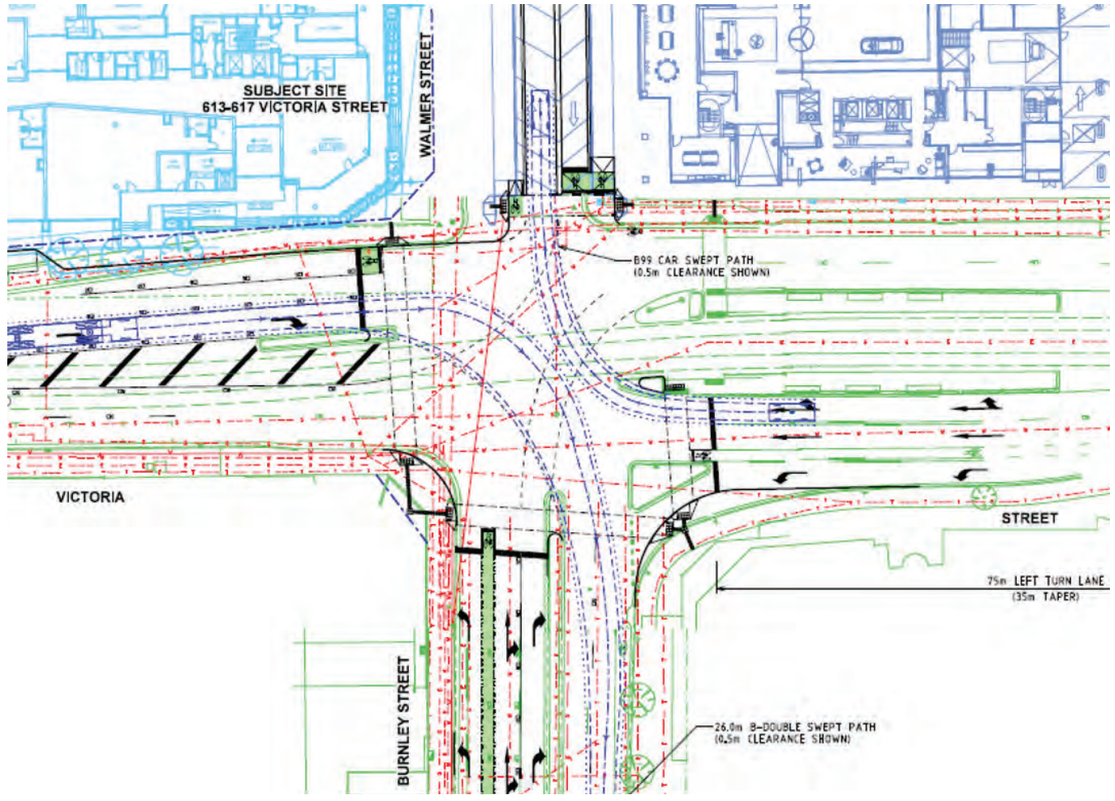
OPTION THREE: MODIFY THE VICTORIA STREET / BURNLEY STREET INTERSECTION LAYOUT

The Victoria Street / Burnley Street intersection is the major network constraint within the precinct. It is proposed that the two through lanes westbound on Victoria Street are retained plus the left-turn lane, with a right-turn peak hour ban in the AM peak from the east approach. To improve connectivity to the Victoria Street super stop the left-turn slip lane should be removed, and reinstated with a signalised crossing for north-south pedestrians travelling across Victoria Street or to the super stop. This pedestrian movement can then typically be completed in one phase.

Implementing peak hour right turn bans will increase the intersection through-put by removing delays associated with right turning vehicles. This will have benefits for tram and private vehicle travel times.

This proposal will result in a reduced level of access to the residential developments on the north side of Victoria Street noting that inbound movements for residential developments are low in the AM peak hour.



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4.5.4 WHERE TO FROM HERE?

It is recommended that all three intervention options are pursued. This will require input and collaboration from VicRoads, Council and Salta.

The actions for VicRoads include:

- Monitor the need for signals at Bridge Road / River Street
- Install signals at Burnley Street / Doonside Street, linking their operation to signals north and south on Burnley Street
- Determine active travel options that can be built into signalisation of the intersection
- Modify intersection layout at Victoria Street / Burnley Street to improve walking and provide potential to improve inbound AM travel times for trams and private vehicles
- Review signal timing at the Bridge Road / Burnley Street Intersection

The actions for Council include:

- Engage with Salta to preserve the potential for a road connection between River Street and River Boulevard. This could include commencing the process to declare the link a road under Section 11 of the Road Management Act
- Consider the local area traffic management treatments required on Buckingham Street to mitigate potential issues with a signalised intersection at Doonside Street

The actions for Salta include:

- Apply to amend the endorsed drawings for 35 River Boulevard to preserve land on the lot to be converted to road reserve, should Council wish to proceed with the River Street connection

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4.6 INTERVENTION SIX: FUTURE PROOF DEVELOPMENTS

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4.6.1 FUTURE PROOF DEVELOPMENTS

The nature of the transport task is changing, and is likely to reduce the demand for private car ownership and subsequently, parking requirements.

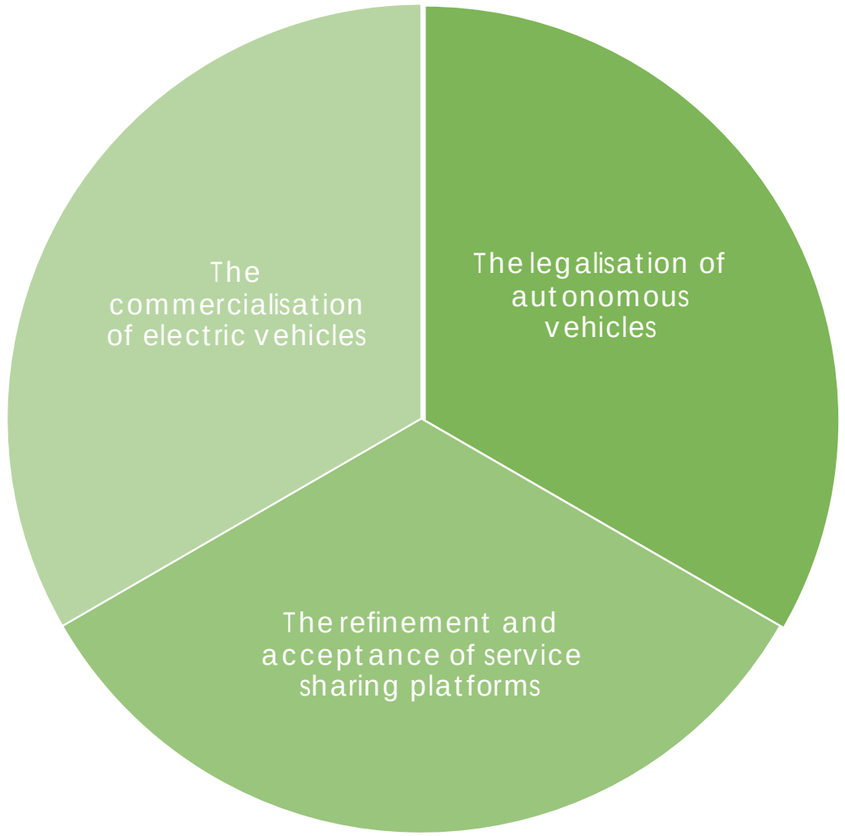
Conventional projections of parking demand that are based on an assumption that the current model of individual car ownership will continue, need to be challenged.

An alternative view is that a confluence of three factors – the commercialisation of electric vehicles, the legalisation of autonomous vehicles and the refinement and acceptance of service sharing platforms – will create an environment for a new and disruptive business model to emerge. This business model is called Mobility as a Service (MaaS).

Mobility as a Service is on track to disrupt the transport industry. In the MaaS model, private vehicles would not be owned, but instead MaaS in the form of rides in autonomous electric vehicles (AEVs) would be purchased. In this model, AEVs would carry passengers around the city on demand but would not need any parking to be provided in high density locations.

High take up of this model is based on the idea that the extremely low per kilometre operating costs of AEVs would translate into a downwards step change in the cost of travel. Modelling (performed by others) suggests that AEV travel would be in the order of 10 times cheaper per kilometre than travel by conventional individual ownership means.

Scenario testing, performed in an American context, suggests that within 10 years of the legalisation of autonomous vehicles for general road use (which is possible within the next five years), 95% of city travel would be undertaken using AEVs (Arbib & Seba, 2017).



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4.6.2 WHERE TO FROM HERE?

In order for the developments in Victoria Gardens to be future proofed against disruptions in the transport system, it is recommended the following options are considered:

Next steps for Council:

- Setting maximum parking rates to reflect the reducing car ownership rates (as above)
- Unbundling car parking from the developer's land use to facilitate and encourage technologies that share car parking
- Supporting ride sharing platforms to access the precinct through drop off bays, financial incentives and priority road space

Next steps for Salta:

- Supporting ride sharing platforms to access the precinct through drop off bays, with potential in-store incentives for car pooling or mass transit
- Where necessary, consider constructing multi-deck car parking with minimum floor to ceiling heights of 3 metres, to enable parking to be repurposed

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5. SUMMARY & NEXT STEPS

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5.1
SUMMARY

This report confirms that the existing transport network in the vicinity of Victoria Gardens is heavily congested during peak hours, particularly with respect to private vehicle travel.

This congestion is due to various factors, including the heavy east-west traffic flows between the CBD and eastern suburbs during peak periods, the constrained width of abutting roads and the competing demands that these roads service. The extent of traffic to/from Victoria Gardens is also a factor but is a lesser contributor to this congestion, as it represents a relatively small proportion of total network traffic flows.

As Victoria Gardens and surrounding land area continue to intensify, this congestion will notably worsen, with the future "business as usual" conditions modelling indicating that car and tram travel speeds are likely to deteriorate by approximately 25-35% under such conditions.

To best facilitate the full development of Victoria Gardens and the surrounding area, this report outlines that numerous interventions are required. These interventions relate both to transport and land use for implementation/action by both the public and private sectors. The preliminary modelling undertaken to inform this report indicates that these interventions can be expected to improve the transport network, compared to the future "business as usual" conditions, albeit the congestion levels are likely to remain higher than existing conditions (given the magnitude of land use uplift expected).

The recommended interventions seek to:

- balance transport priorities on the network,
- dampen the demand for transport,
- encourage mode shift change,
- provide more direct and efficient vehicle access to land uses, and
- encourage a truly mixed-use precinct (to in turn maximise trip containment and lessen transport impacts).

These interventions require collaboration and attention by all stakeholders, and will likely fail to deliver the maximum benefit if only delivered in part. This report seeks to outline a collaborative approach by which the interventions can be pursued.

The next steps are outlined over the page.

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5.2
NEXT STEPS

The next steps for members of the working group have been included in the body of the report under each intervention option. They are recreated below for ease of reference.

INTERVENTION ONE:
REDUCE TRAFFIC GENERATION

The next steps for Council:

- Initiate an amendment to the parking rates in the CDZ1 overlay within the Yarra Planning Scheme to mandate car parking maximum rates, generally as follows:
  - > 1 space / dwelling
  - > 2 spaces / 100sqm NFA for office
  - > 3 spaces / 100sqm LFA for retail
- Review the Planning Scheme with the view to establish clear mechanisms and incentives to align with the overarching strategic vision, such as streamlined approvals for target land uses and lower parking provisions.
- Review planning policy with the view to increase consistency within the wider local area

INTERVENTION TWO:
TRAM PRIORITY TREATMENTS ON VICTORIA STREET

The next step for TfV:

- Develop and implement a tram priority scheme for Victoria Street

INTERVENTION THREE:
ACTIVE TRAVEL INTERVENTIONS

The next steps for Council:

- Amend the Planning Scheme to mandate/guide the provision of end of trip facilities
- Implement an Infrastructure Contribution Plan to recoup the funds from developers who are likely to benefit from an improved bicycle network

INTERVENTION FOUR:
ROAD NETWORK OPTIMISATION

The next step for VicRoads:

- Review signal phasing along the length of Victoria and Burnley Streets and Bridge Road to determine whether any signal phasing changes or linking of signals would improve the network operation

INTERVENTION FIVE:
PRECINCT ACCESSIBILITY

The next steps for VicRoads:

- Monitor the need for signals at Bridge Road / River Street
- Install signals at Burnley Street / Doonside Street, linking their operation to signals north and south on Burnley Street
- Determine active travel options that can be built into signalisation of the intersection
- Modify intersection layout at Victoria Street / Burnley Street to improve walking and provide potential to improve inbound AM travel times for trams and private vehicles.
- Review signal timing at the Bridge Road / Burnley Street Intersection

The next steps for Council:

- Engage with Salta to preserve the potential for a road connection between River Street and River Boulevard
- Consider the local area traffic management treatments required on Buckingham Street to mitigate potential issues with a signalised intersection at Doonside Street

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INTERVENTION FIVE:
PRECINCT ACCESSIBILITY (CONT'D)

The next steps for Salta:

- Apply to amend the endorsed drawings for 35 River Boulevard to preserve land on the lot to be converted to road reserve, should Council wish to proceed with the River Street connection

INTERVENTION SIX:
FUTURE PROOF DEVELOPMENTS

The next steps for Council:

- Setting maximum parking rates to reflect the reducing car ownership rates
- Unbundling car parking from the developer's land use to facilitate and encourage technologies that share car parking
- Supporting ride sharing platforms to access the precinct through drop off bays, financial incentives and priority road space

Next steps for Salta:

- Supporting ride sharing platforms to access the precinct through drop off bays, with potential instore incentives for car pooling or mass transit
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Project Contacts:
Tim De Young
Phoebe Hollins

C. YARRA CITY COUNCIL RESPONSE TO “UNLOCKING VICTORIA GARDENS”

C

Our ref: D18/43967
Your ref: D18/27114
Contact: Jane Waldock 9205 5733

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8 March 2018

Tim de Young
Director
GTA Consultants
55 Collins St VIC 3000

Via email Tim.deYoung@gta.com.au

Dear Tim

Victoria Gardens – Transport Discussion Paper

I write to you regarding the recently circulated 'Unlocking Victoria Gardens' Transport Discussion Paper, and the working group proposed by GTA Consultants.

It is understood that the Transport Discussion Paper has been developed on behalf of your client Salta Properties. It is noted that Salta Properties own considerable land holdings within the Victoria Gardens precinct, have an ongoing financial stake to the Victoria Gardens shopping centre and have a number of developments planned within the Victoria Gardens precinct.

Council appreciates the work that GTA have put into the discussion paper, and sees value in developing a coordinated response to the transport, planning and placemaking issues that face the Victoria Gardens precinct. Council also values the opportunity to engage with stakeholders including Transport for Victoria; VicRoads; PTV; Yarra Trams; residents and businesses. Notwithstanding this, Council has, however, some governance and due process concerns about its ongoing participation in an informal working group that is led by a consultant representing the interests of a single private land owner.

Given this concern, a more formal arrangement for a Victoria Gardens Working Group which includes an agreed Terms of Reference is considered appropriate and necessary. The Terms of Reference should outline (amongst other things):

- the intended role of the group and what it seeks to achieve; (intended outputs and outcomes)
- a formalised list of members;
- procedural and governance aspects clearly articulated
- meeting arrangements; and
- other relevant aspects for the conduct of the meetings.

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It is considered that the working group should be sponsored by one or more of the public agencies involved. The landowners involved in the project may wish to provide monetary support for the analysis work that would be required to provide a robust report.

It would be valuable to discuss this matter at a time convenient to all parties and I would be happy to sponsor a meeting around this governance topic. I can be contacted on Bruce.Phillips@yarracity.vic.gov.au or 9205 5300.

Yours sincerely

Bruce Philips
Director Planning and Place Making

cc: Garry Button, Acting Deputy Sanctuary Network Planning, Transport for Victoria
Vince Punaro Regional Director Metro North West, VicRoads
Les Kulesza Principal Advisor, Network Development, Yarra Trams

D. GREEN TRAVEL PLAN

D

Victoria Gardens Shopping Centre

Doonside Precinct
Green Travel Plan

Prepared by: Stantec Australia Pty Ltd for Vicinity Centres & Salta Properties

on 15/07/2022

Reference: V162221

Issue #: D

Stantec

Victoria Gardens Shopping Centre

Doonside Precinct
Green Travel Plan

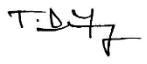
Client: Vicinity Centres & Salta Properties

on 15/07/2022

Reference: V162221

Issue #: D

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	19/02/21	Final	Hui-Lin Tan	Andrew Farran	Tim De Young	Tim De Young
B	20/04/21	Final	Hui-Lin Tan	Andrew Farran	Tim De Young	Tim De Young
C	13/04/2022	Final	Sharu Paranathan	Supun Perera	Tim De Young	Tim De Young
D	15/06/2022	Final	Sharu Paranathan	Supun Perera	Tim De Young	

GTA Report Green Travel Plan

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1. BACKGROUND

1.1. Purpose

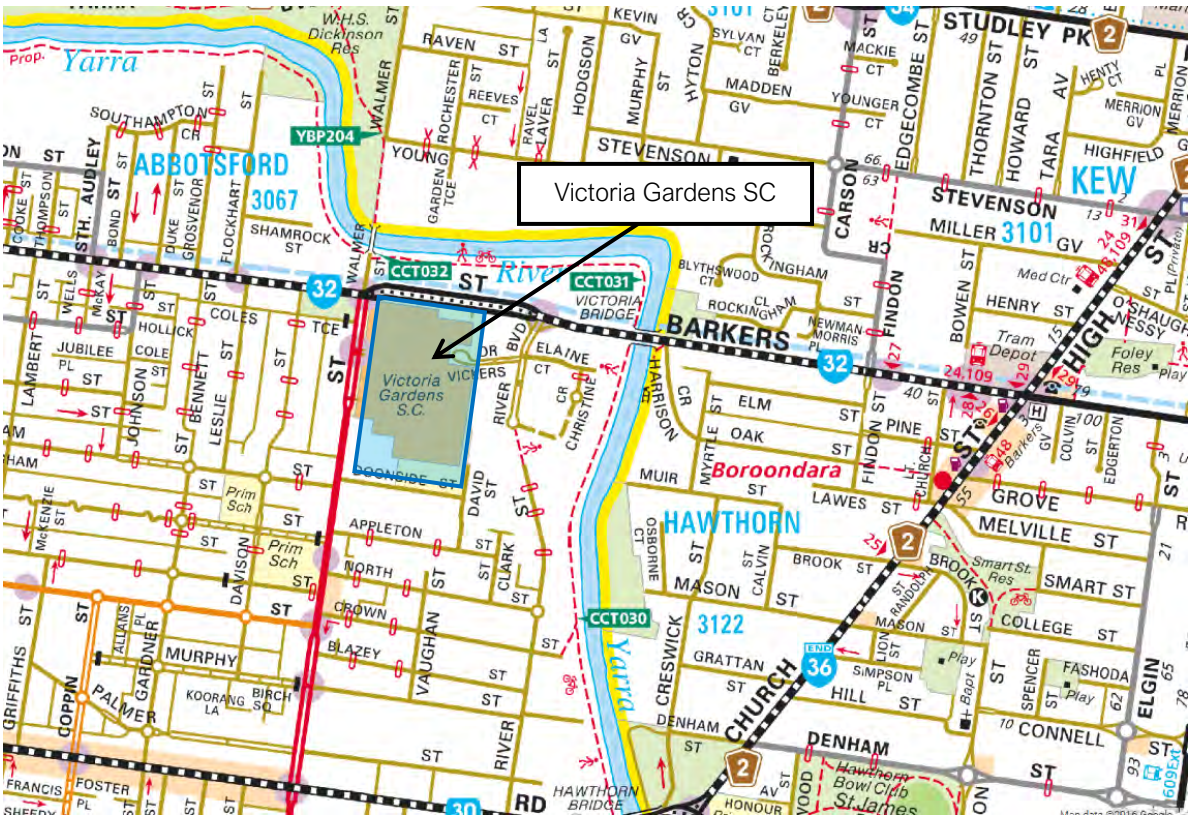
This Green Travel Plan (GTP) has been prepared for the proposed development, known as the Doonside Precinct, at Victoria Gardens Shopping Centre in Richmond.

Its principal purpose is to reduce the environmental impact of travel to/from the site by promoting the use of active and sustainable transport modes (e.g., walking, cycling and public transport) and the more efficient use of motor vehicles (e.g., by reducing the reliance of single occupancy car journeys). It also seeks to reduce congestion on the abutting road network by minimising peak hour travel to/from the site as far as practicable.

1.2. Site Context

The proposed development affects land located at the southern end of the Centre which fronts Doonside Street to the south, David Street to the east, and Burnley Street to the west. The affected land is hereafter referred to as the Doonside Precinct and is shown in Figure 1.1.

Figure 1.1: Subject Site and its Environs



1.3. Development Proposal

The proposed development incorporates the expansion of the Centre at ground and first levels to provide additional retail (ground level only) and commercial floor area and the construction of four mid-rise and three tower residential developments, as well as creation of a new basement and upper-level car parking plus basement and ground level loading areas.

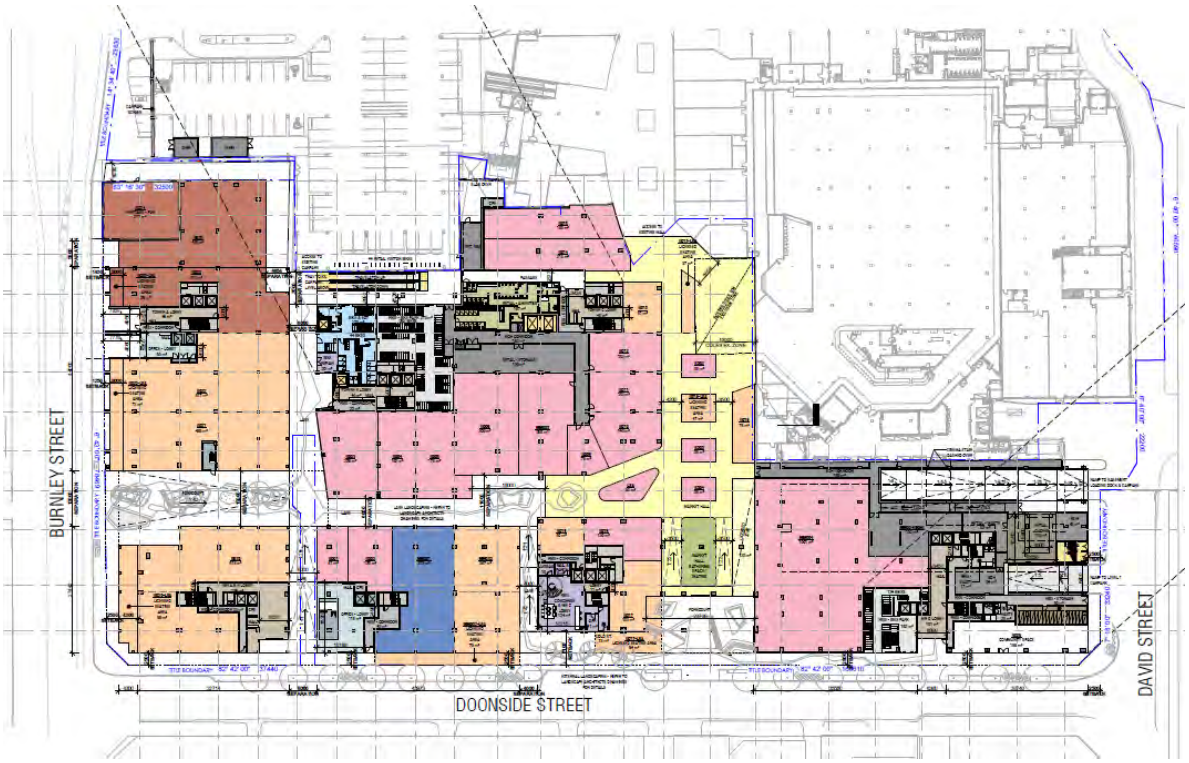
For reference, a summary of the development presented in Table 1.1, with the ground level of the proposed development also shown in Figure 1.2. This table and figure highlights:

- The proposed development includes the creation of 839 residential apartments, 8,545sqm GLAR of retail and 3,485sqm NLA of office.
- The proposed development includes the provision of 518 car spaces, 950 bicycle spaces and two separate loading areas (with 8 loading bays at basement level and 1 loading bay near David Street). Vehicle access to the car parking and loading areas is proposed via connections to David Street at the east (with no vehicle access proposed to Doonside Street or Burnley Street).

Table 1.1: Development Summary

Land Uses		
Land Use Classification	Description	Size / No.
Residential	1-bed apartment	456 dwellings (including 21 studio apartments)
	2-bed apartment	369 dwellings
	3-bed apartment	14 dwellings
	Total	**839 dwellings**
Retail	Shop	5,185 sqm
	Food and Beverages	1,914 sqm
	Hotel	1,446 sqm
	Total	**8,545 sqm GLAR**
Office		3,485sqm NLA
Transport Infrastructure		
Car Spaces	Residential	484 car spaces
	Retail	No additional retail car spaces provided
	Office	34 car spaces
	Total	***518 car spaces***
Bicycle Spaces	Resident	844 bicycle spaces
	Employee	40 bicycle spaces
	Visitor	86 bicycle spaces incl. 62 in the public realm
	Total	**970 bicycle spaces**
Loading Bays		9 loading bays

Figure 1.2: Proposed Development – Ground & Mezzanine Level Layout



1.4. References

In preparing this report, reference has been made to the following:

- an inspection of the site and its surrounds
- Yarra City Council Planning Scheme
- plans for the proposed development prepared by Cox Architecture and NH Architecture, Project No. 3190102.00 /A190043, dated 28 March 2022
- other documents and data as referenced in this report.

2. SITE AUDIT

2.1. Overview

The site is located directly south of the Victoria Street tram stop (Tram Stop 24), which operates along Victoria Street, providing a connection to Melbourne CBD and eastern suburbs through to Box Hill.

It is connected to both North Richmond and Burnley Stations which are both 1.6km from the site via established pedestrian links along Victoria Street and Burnley Street (an approximate 20-25min walk). There are presently no bus services proximate to Victoria Gardens.

From a road network perspective, the site is bound by Victoria Street to the north, Burnley Street to the west, Doonside Street to the south and River Boulevard to the east. Victoria Street and Burnley Street are both high order arterial roads (Road Zone 1), whilst Doonside Street and Riverside Boulevard are both lower order local roads. Previous traffic modelling undertaken by GTA for Victoria Gardens, coupled with recent on-site observations, indicate that significant traffic congestion occurs along Victoria Street and Burnley Street corridors during peak periods. This congestion results in slow travel speeds and delays during these periods and can impact tram services along Victoria Street. Outside of these core peaks however the road network, particularly the roads accessing the site, operate better with materially lower levels of congestion.

2.2. Pedestrian Access

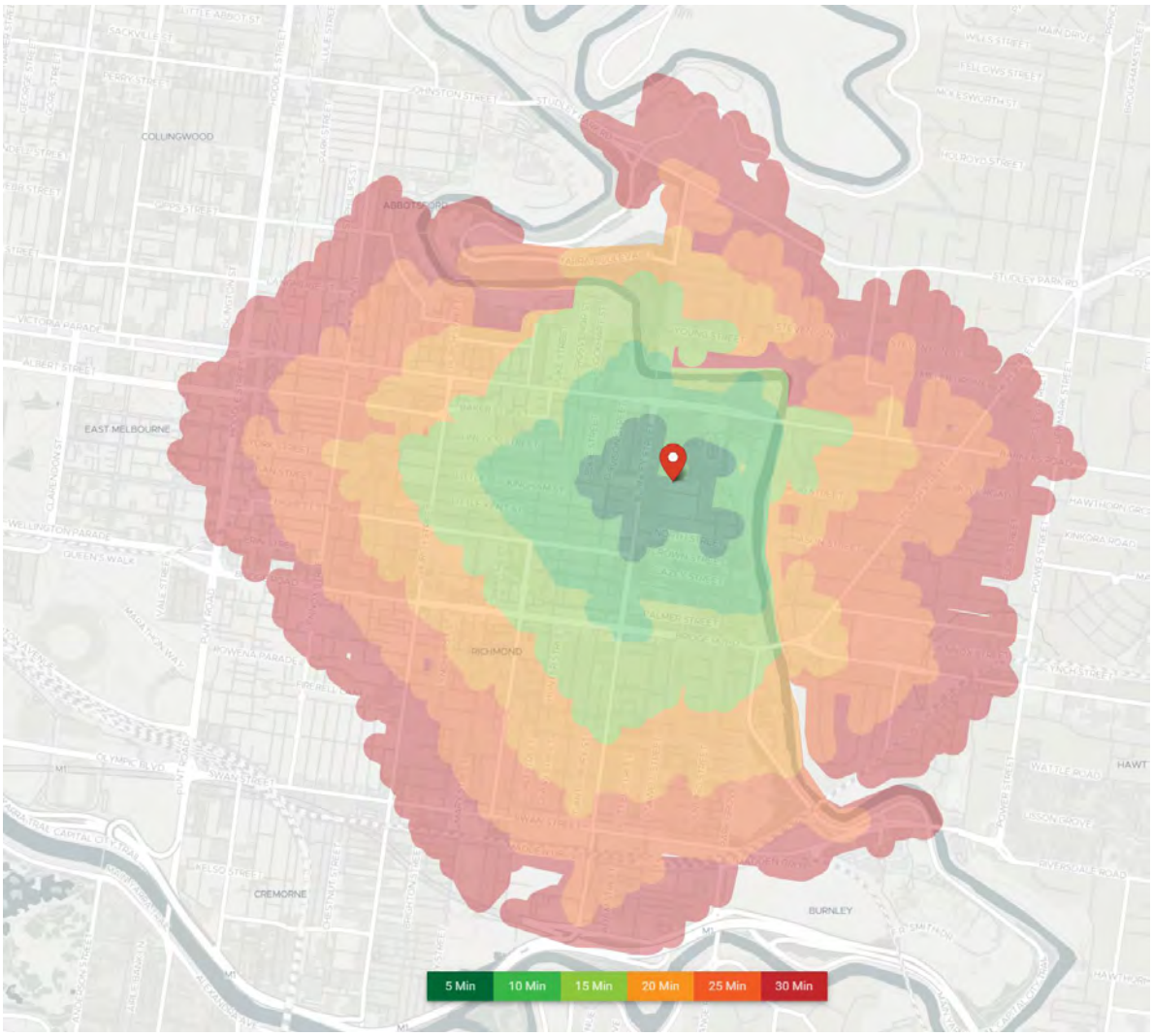
2.2.1. Existing Connectivity

The site is reasonably well connected to the surrounding area with pedestrian footpaths provided on both sides of most roads in the vicinity of the site. However, on Victoria Street and Burnley Street paths are generally located close to the edge of the carriageway, reducing amenity. Sections of Doonside Street benefit from increased footpath width. Moreover, Victoria Street (outside Victoria Gardens) and Burnley Street act as barriers to pedestrian movements through the network.

2.2.2. Existing Catchment

The available walking catchment within 30 minutes of the subject site at 5-minute intervals, is provided in Figure 2.1. This figure indicates that locations such as East Richmond Station, Burnley Station, Hawthorn Station, and Kew Junction are within comfortable walking distance. The walkable distance is impeded by the few crossing options available across the Yarra River.

Figure 2.1: Walking (Isochrone) Catchment Area from 5 to 30 Minutes



(Source: Targomo)

2.3. Cycling Access

2.3.1. Existing Connectivity

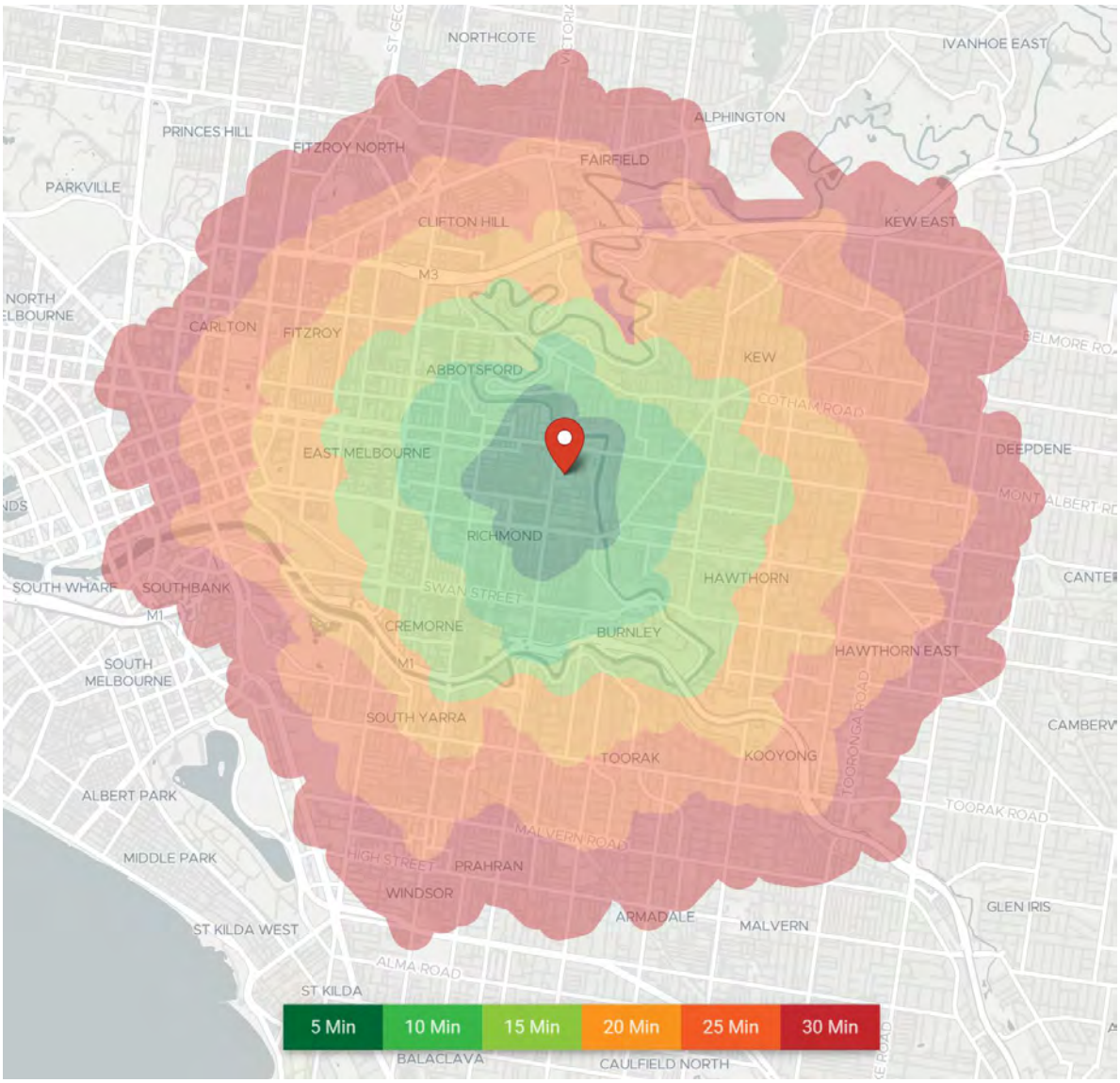
The site is well situated within the surrounding bicycle network, with on-road bicycle lanes on Burnley Street and Victoria Street (east of Burnley Street). Victoria Street, west of Burnley Street, is currently an 'informal' bicycle path – with bicycle facilities provided. While Burnley Street is identified as a priority bike route under Smart Roads, it provides limited infrastructure. However, Victoria Street is classified as a Strategic Cycling Corridor until Johnston Street, where it redirects onto local roads.

An established off-road shared user path network is also provided along the Yarra River which connects the site to surrounding catchments.

2.3.2. Existing Catchment

The available cycling catchment within a 30-minute cycling catchments, at five-minute intervals, is provided in Figure 2.2. It extends to the CBD in the west and provides access to the off-road cycling network along the Yarra River.

Figure 2.2: Cycling (Isochrone) Catchment Area from 5 to 30 Minutes



(Source: Targomo)

2.4. Public Transport Access

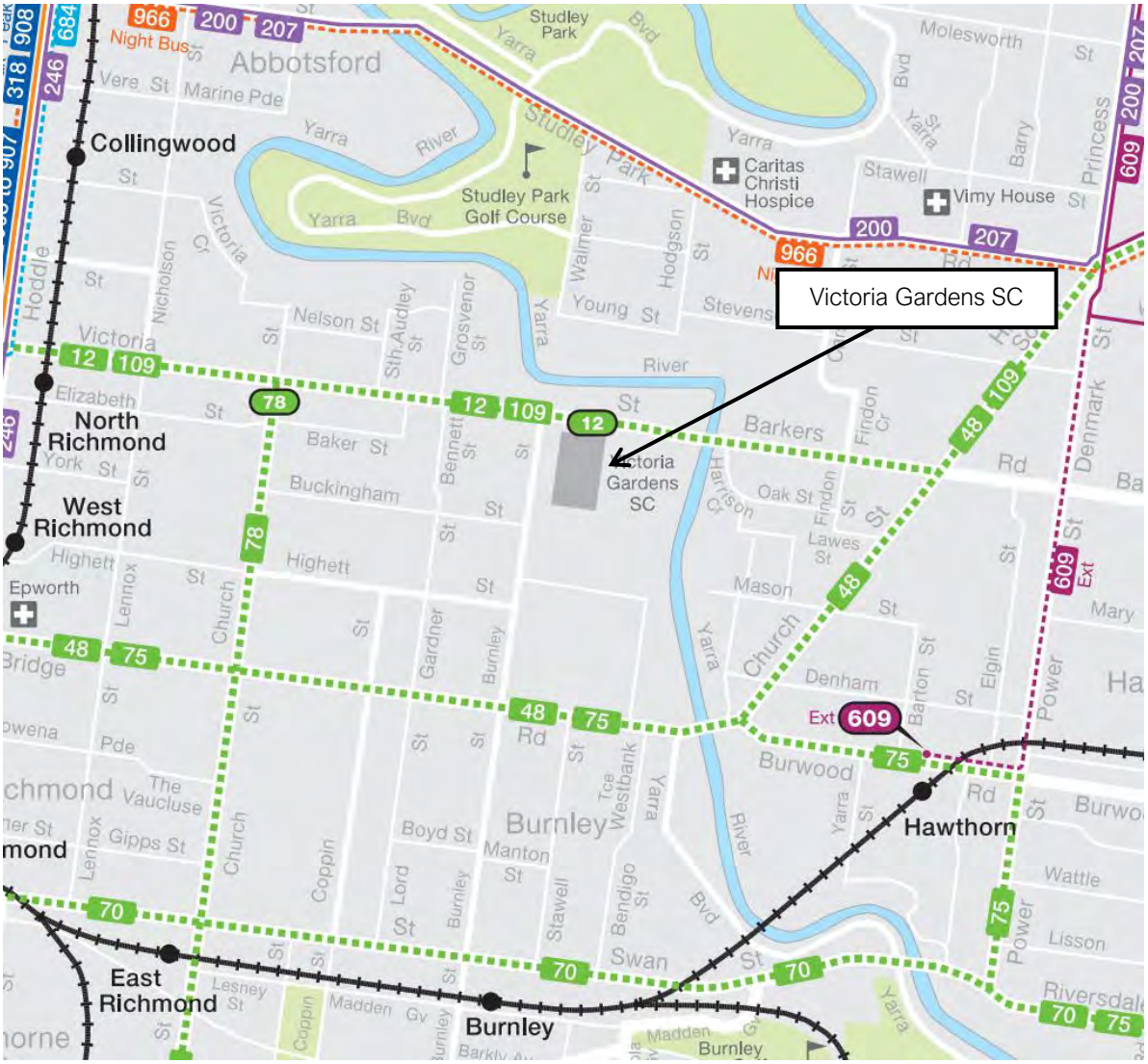
2.4.1. Existing Services

The site is located directly south of the Victoria Street tram stop (Tram Stop 24), which operates along Victoria Street. It provides a connection to Melbourne CBD and eastern suburbs through to Box Hill, with both the Route 12 and 109 trams operating at 10-minute frequencies throughout the day.

It is also connected to two train stations, an approximate 20-25min walk to North Richmond to the east (also accessible by tram) and Burnley to the south. There are presently no bus services proximate to Victoria Gardens.

The public transport services in the vicinity of the site is reproduced in Figure 2.3.

Figure 2.3: Public Transport Map

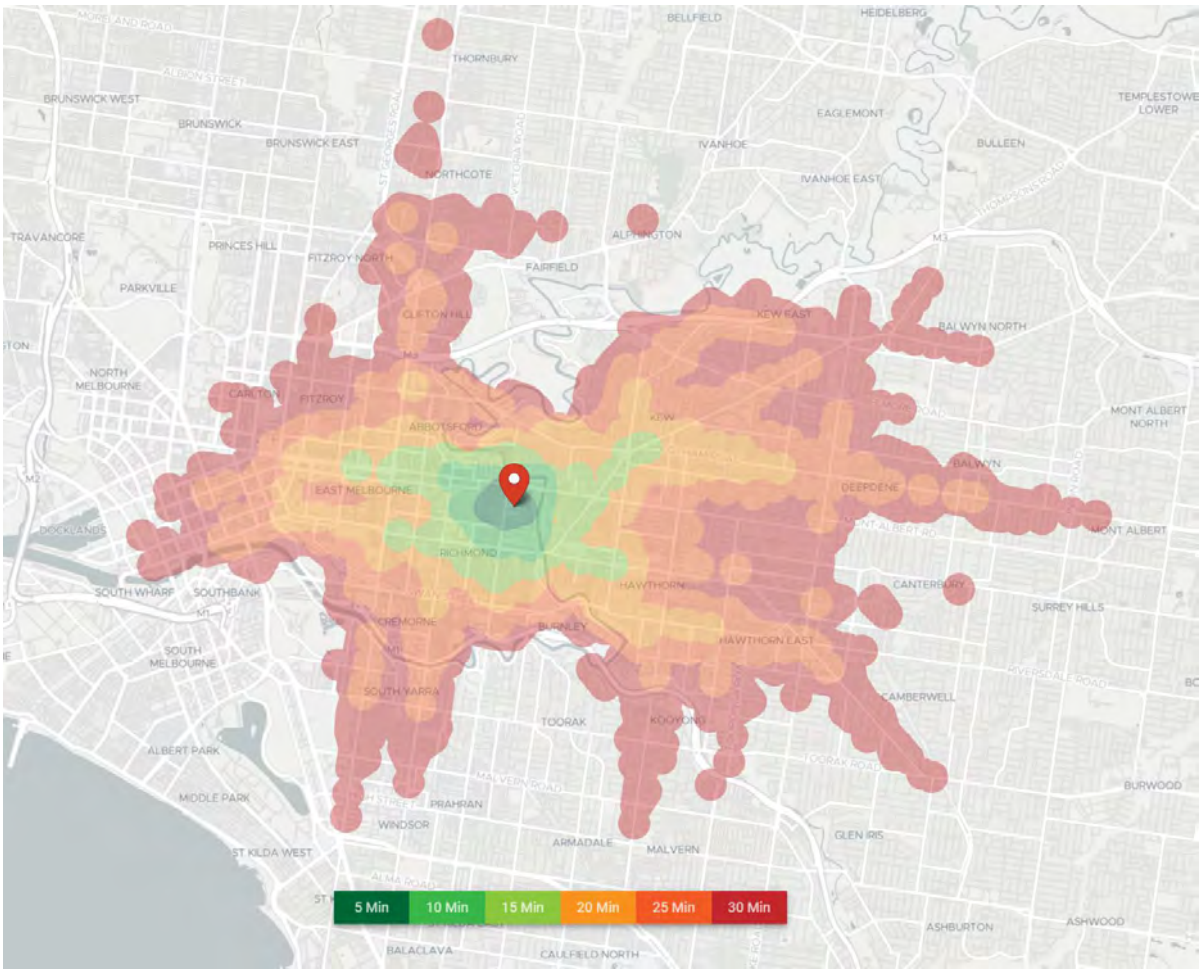


(Source: Public Transport Victoria)

2.4.2. Existing Catchment

The site is located within short walking distance of tram stops which provide frequent and convenient access to surrounding suburbs and the CBD. The available public transport catchment within 30 minutes of the subject site, at 5-minute intervals, is presented in Figure 2.4, indicating that the site is well serviced by public transport, with a significant population residing within the catchment.

Figure 2.4: Public Transport Catchment Area from 5 to 30 Minutes

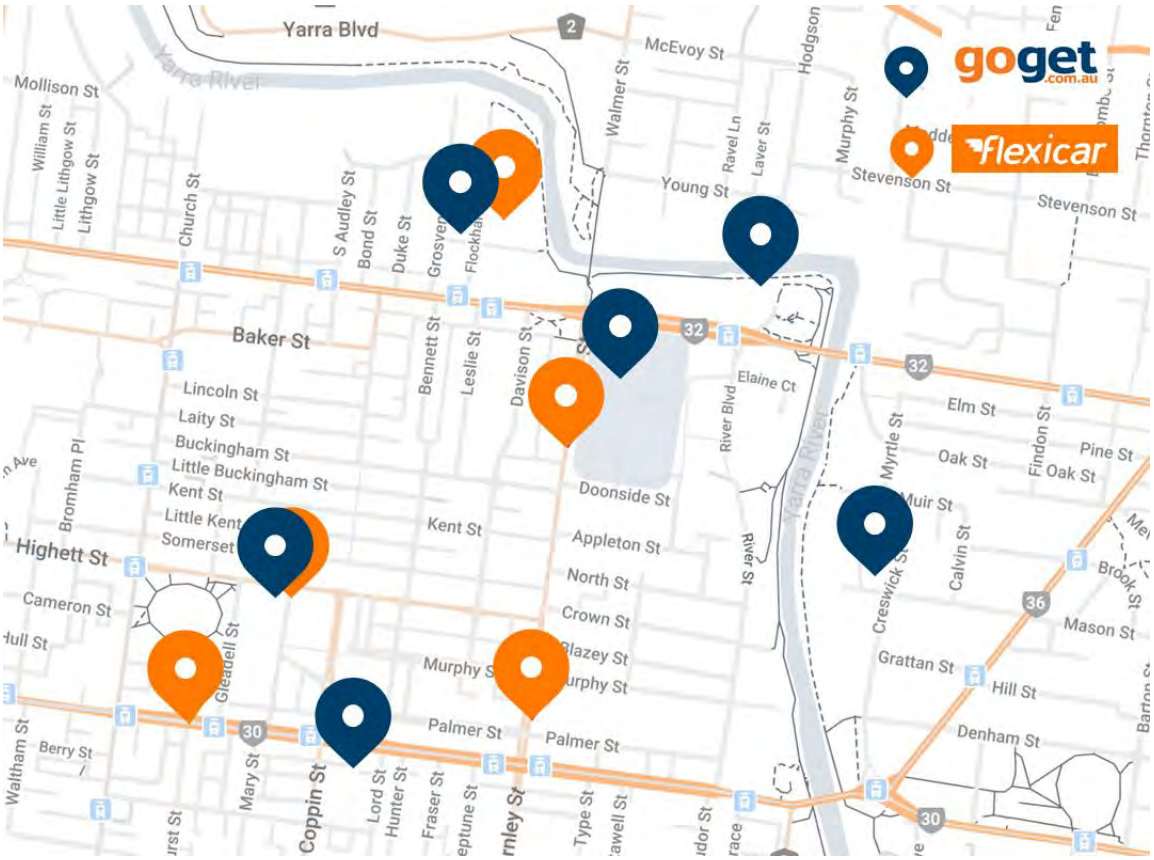


(Source: Targomo)

2.5. Car Share Opportunities

Car share is available in the vicinity of the site, including at the Victoria Gardens Ikea and on Burnley Street adjacent to the site. The location of available car share sites is presented in Figure 2.4, indicating that the site is well served by car share. As development occurs, and demand for such services increase, it is expected that more car share vehicles will be provided in the area.

Figure 2.5: Car Share Locations



3. TRAVEL MODE TARGETS

3.1. Existing Mode Shares

3.1.1. Overview

For the purposes of this study, and as a baseline for further monitoring/review, guidance regarding existing travel behaviour has been sought from the Australian Bureau of Statistics (ABS) 2016 Census 'Travel to Work' data.[1] Statistical areas are summarised by place of residence and employment in Figure 3.1 and Figure 3.2.

3.1.2. Residents

Figure 3.1 illustrates the method of travel for residents in Richmond.

Figure 3.1: Existing Mode of Travel to Work - Richmond (ABS 2016) – By Residence

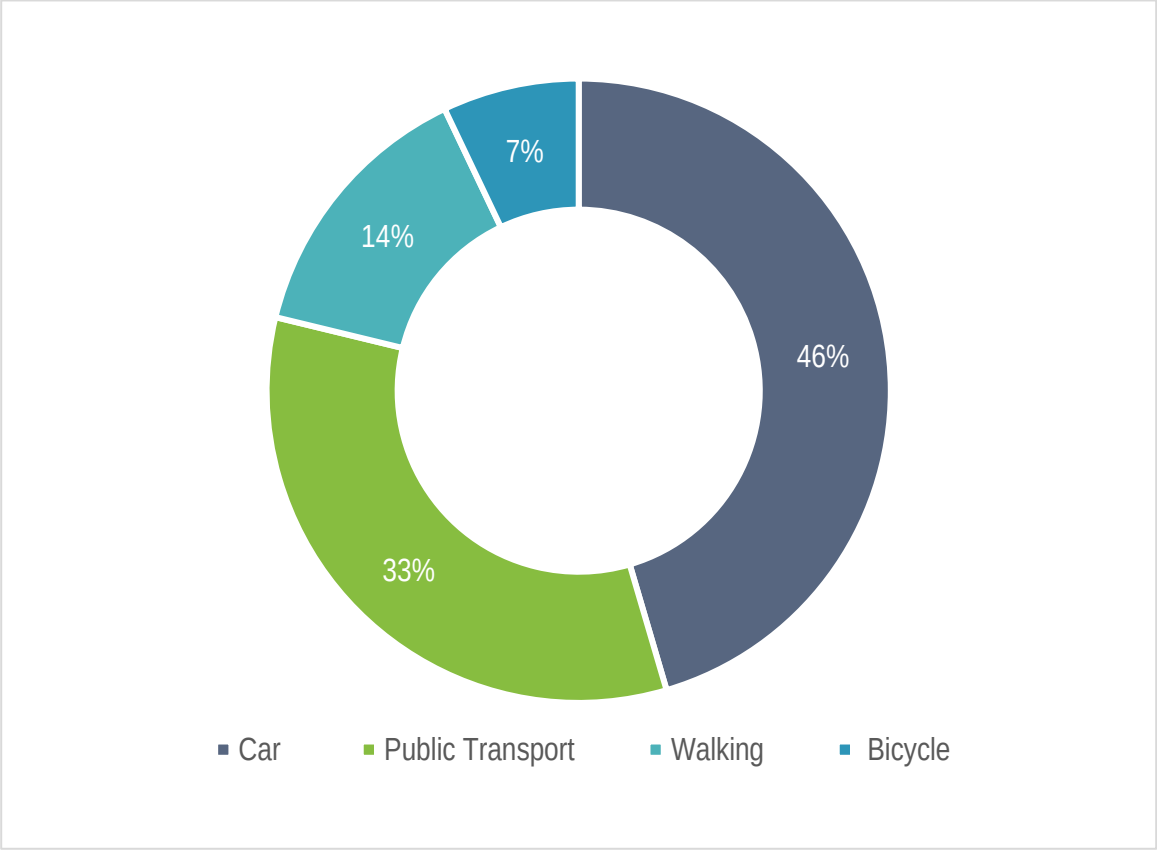


Figure 3.1 shows that 46% of residents within Richmond travel to work via private vehicle, with 33% travelling via public transport. Active travel accounts for the remaining 21% of trips to work with 14% of residents walking and 7% of residents cycling to work.

[1] From data for residents of 17 Inner Melbourne municipalities, including Maribyrnong, Hobsons Bay, Moonee Valley, Moreland, Darebin, Banyule, Manningham, Boroondara, Stonnington, Yarra, Melbourne, Glen Eira, Bayside, Monash, Whitehorse, Kingston and Port Phillip.

3.1.3. Local Workers

To approximate the existing transport usage characteristics of future staff, the ABS data is referenced. Figure 3.2Figure 3.1 illustrates the method of travel for workers in Richmond.

Figure 3.2: Existing Mode of Travel to Work - Richmond (ABS 2016) – By Employment

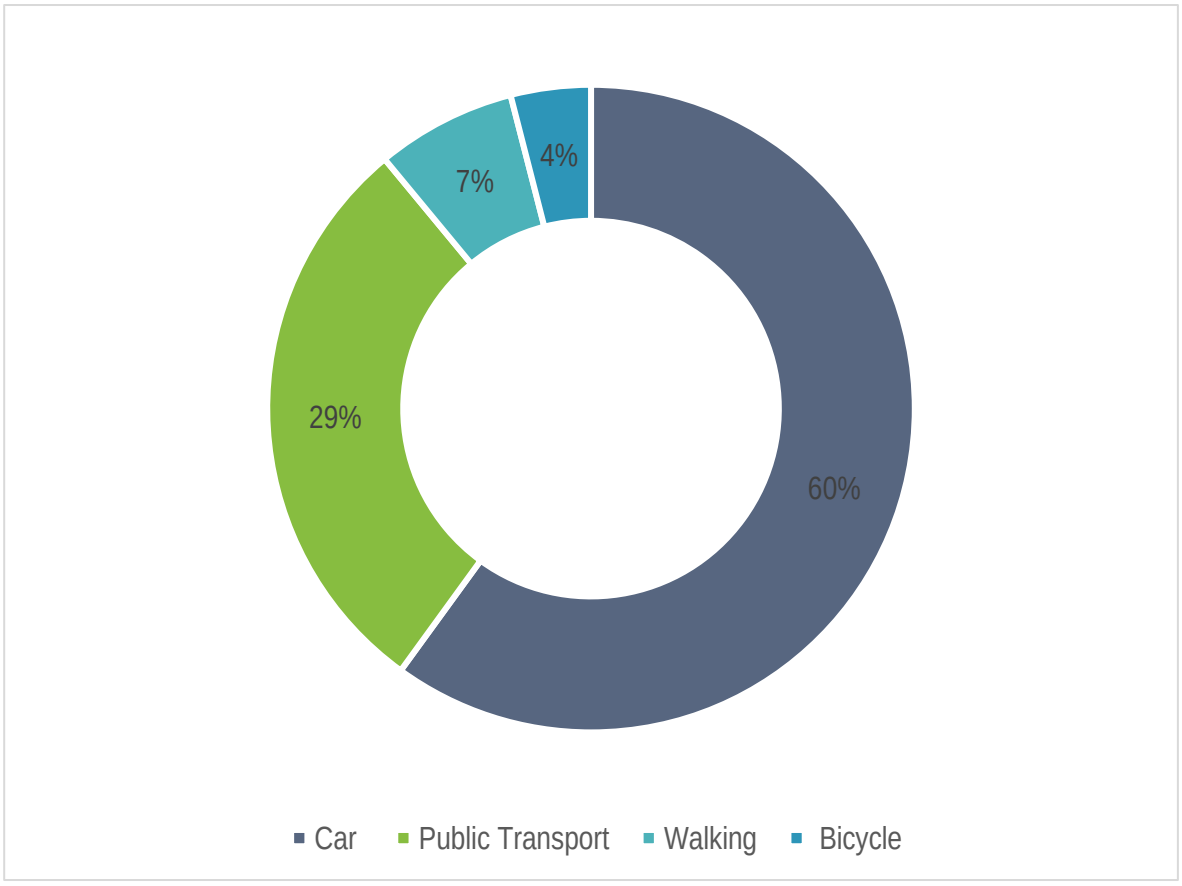


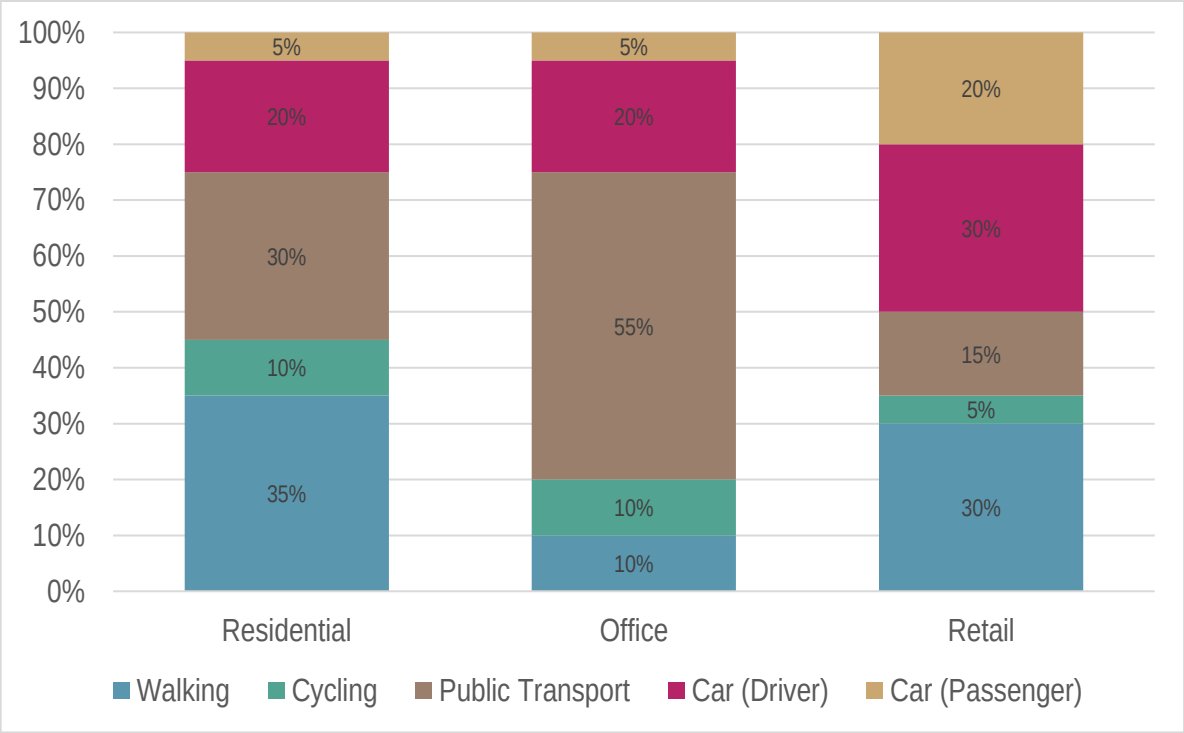
Figure 3.2 indicates that private car is the primary travel mode to work in Richmond, comprising approximately 60% of journeys to work. This is followed by public transport at approximately 29% of journeys, with walking and cycling comprising approximately 11% of journeys.

3.2. Mode Share Targets

For the purposes of the assessment in this report, mode share targets have been assumed based on the site context (including the existing travel behaviour data), experience on other projects and adopted car parking rates.

The mode share targets are shown in Figure 3.3 and indicate a significant increase in the use of public transport and active travel modes (and a corresponding decrease in the use of vehicle) against existing conditions. Importantly, it is noted that the retail mode share targets presented below only relate to external trips to/from the precinct (and therefore exclude other internal trips that will more naturally favour walking, cycling and public transport modes).

Figure 3.3: Mode Share Forecasts



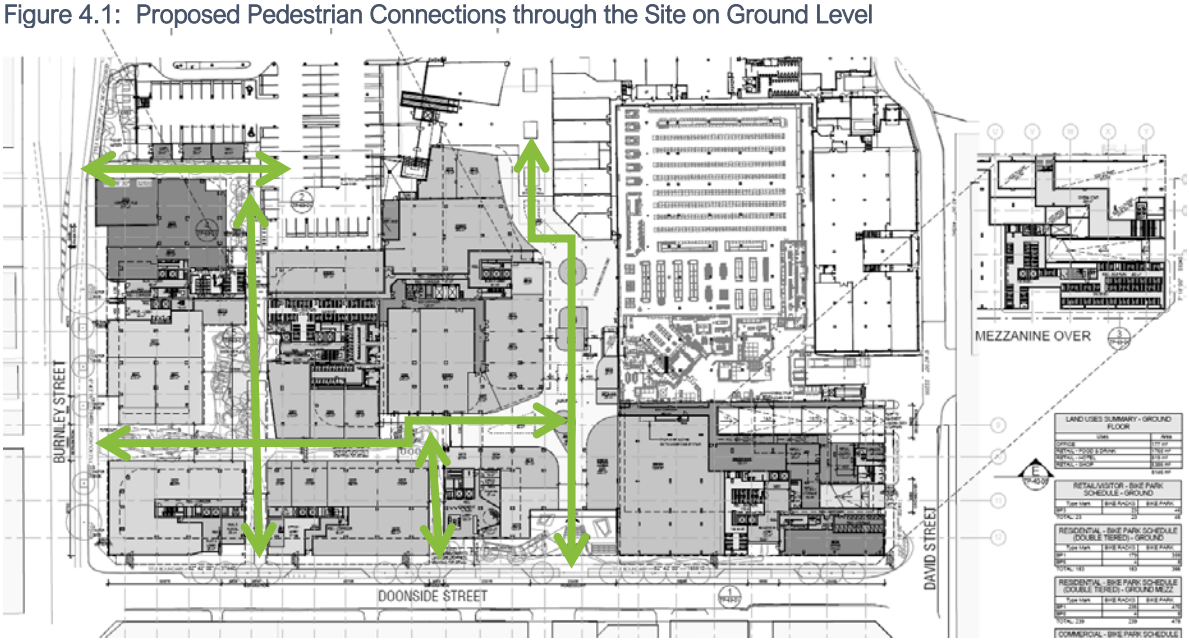
4. ACTIONS

4.1. Preamble

The proposed development has been designed to maximise pedestrian access and permeability at the ground plane.

This is achieved through the provision of multiple pedestrian connections to pathways on the abutting road network (Burnley Street and Doonside Street) which will provide pedestrian movements both to/from the lift cores, through the site to Victoria Gardens Shopping Centre and to the Victoria Street tram stops and to planned developments south of the site. The pedestrian permeability is shown in **Figure 4.1**.

Figure 4.1: Proposed Pedestrian Connections through the Site on Ground Level



This figure highlights that pedestrian connections through the site will include:

- One new connection running east-west between Burnley Street and the new Market Hall expansion.
- Two new connections running north-south, including one through the new Market Hall expansion, connecting the existing shopping centre and Doonside Street and ultimately onto the future 'Harry the Hirer' site.
- Additional connections through the development including one to the north of the hotel (pub).

The use of cycling as a mode of travel to the proposed development is also encouraged via the provision of high-quality bicycle parking and end-of-trip facilities that are incorporated into the buildings. Bicycle parking is proposed to be provided as follows:

- Residential bicycle parking – 844 spaces
- Employee bicycle parking – 40 spaces
- Retail and visitor bicycle parking – 86 spaces

4.2. Recommended Measures and Actions

To further support the encouragement of the use of walking, cycling and public transport as the preferred modes of travel to/from the site (in addition to the "hard measures" detailed above), the following list of actions presented in this section form the basis for implementation of this Plan.

Each action is accompanied by a timeframe as to when it could be implemented. Collectively, these actions aim to achieve the mode split targets set out in the previous section of this report and the objectives stated earlier. However, it should be noted that not all these actions should be viewed as being compulsory but rather as potential options that should investigated and implemented as appropriate for the future occupants of the site. The relevance of each action will depend on numerous factors.

4.2.1. Walking

Action	Timing	Residential	Mixed Use
Identify employees living near work that may be interested in walking to work	Ongoing		✓
Produce a map showing safe walking routes to and from your site with times, not distances, to local facilities, such as shops and public transport stops	Annually	✓	✓
Provide umbrellas at reception for rainy days	Ongoing	✓	✓
Negotiate with Yarra City Council for improvements to footpaths used by staff	Ongoing		✓
Participate in 'National Walk to Work Day'	Annually		✓

4.2.2. Cycling

Action	Timing	Residential	Mixed Use
Establish an internal Bicycle Users Group (BUG). BUGs are formed by people who want to work together to improve facilities for cyclists and encourage cycling	Ongoing		✓
Develop a 'bike buddy' scheme for inexperienced cyclists	Ongoing		✓
Organise cyclist's breakfast	Annually		✓
Ensure bicycle parking and end-of-trip facilities are well maintained and clean.	Ongoing	✓	✓
Monitor visitor bicycle parking demands and provide additional bicycle parking for visitors as required.	Ongoing	✓	✓
Ensure bicycle parking is clearly visible or provide signage to direct people to cycle bays	Pre-occupation	✓	✓
Supply a workplace toolkit consisting of puncture repair equipment, a bike pump, a spare lock and lights	Pre-occupation		✓
Provide a pool bicycle for staff to use when making short work trips during the day	Pre-occupation		✓
Provide interest free loans for staff to buy a bicycle which they then pay back from their wages	Ongoing		✓

Action	Timing	Residential	Mixed Use
Provide an on-site bicycle maintenance service (either as a special one day event or on a regular basis)	Annually	✓	✓
Provide insurance cover for those cycling on work business	Ongoing		✓
Provide a map showing cycling routes within the vicinity of the site and local facilities such as shops and public transport stops	Annually and ongoing	✓	✓
Use bicycle couriers for local deliveries	Ongoing		✓
Participate in annual events such as 'Ride to Work Day'	Annually		✓
Work with local cycling businesses to encourage cycling through discounts, advice and, even training	Annually and ongoing	✓	✓

4.2.3. Public Transport

Action	Timing	Residential	Mixed Use
Develop a map showing public transport routes to work / key locations	Pre-occupation	✓	✓
Install notice boards with leaflets and maps showing the main public transport routes to and from work and key locations	Pre-occupation	✓	✓
Provide employees with a complimentary myki card with $10 preloaded, or sign up for the myki Commuter Club	Ongoing		✓
Encourage public transport use for business travel	Ongoing		✓
Ensure tickets are available at the workplace for work travel during the day	Ongoing		✓

4.2.4. Car Parking

Action	Timing	Residential	Mixed Use
Set up a carpooling database	Ongoing	✓	✓
Allocate priority parking spaces for carpooling staff	Ongoing		✓
Provide a guaranteed ride home for carpooling staff	Ongoing		✓
Engage with share car service providers to install share car spaces in the site	Annually	✓	✓

4.2.5. Teleworking & Flexi-working

Action	Timing	Residential	Mixed Use
Encourage teleworking and flexi-working practices	Ongoing		✓
List common office tasks which can be completed at home	Ongoing		✓
Draw up a work from home agreement for participating staff members	Ongoing		✓
Inspect the home office to ensure it complies with Occupational Health and Safety standards	Ongoing		✓

5. MONITORING AND REVIEW

5.1. Overview

For this Plan to be effective, it should be reviewed on a regular basis to ensure that the mode share set out in Section 3 of this report are being met.

To account for the settling of activity levels at the site, it is recommended that mode shares are reviewed approximately 12 months after the development is constructed and occupied. This review should be completed by undertaking travel mode questionnaire surveys for residents.

The results of these surveys should be used to assess the achievement of changes in mode splits towards the targets and determine the necessity of potential adaptive measures. If the monitoring process reveals that a shift towards the identified mode split targets is not occurring, several ameliorative measures could be adopted to further assist the achievement of the integrated transport goals. These measures could include:

- Provide additional material to residents identifying access to alternative transport modes.
- Review use of on-site bicycle share scheme and identify any barriers to use (pricing, visibility, etc.)

5.2. Responsibility

It is suggested that a travel plan "champion" be appointed to manage the implementation of preferred actions. The "champion" would take responsibility for monitoring and reviewing the Plan, with the primary aim of the "champion" to include:

- review Green Travel Plan initiatives and determine a program for implementation
- oversee completion of post occupancy surveys and follow up actions arising from these
- update mode split targets in line with post occupancy surveys
- assist and promote activities and disseminate information
- advocate sustainable transport modes amongst residents.

The travel plan "champion" would be responsible for the Plan remaining a "live" document, with it being amended as necessary to meet the mode split targets.

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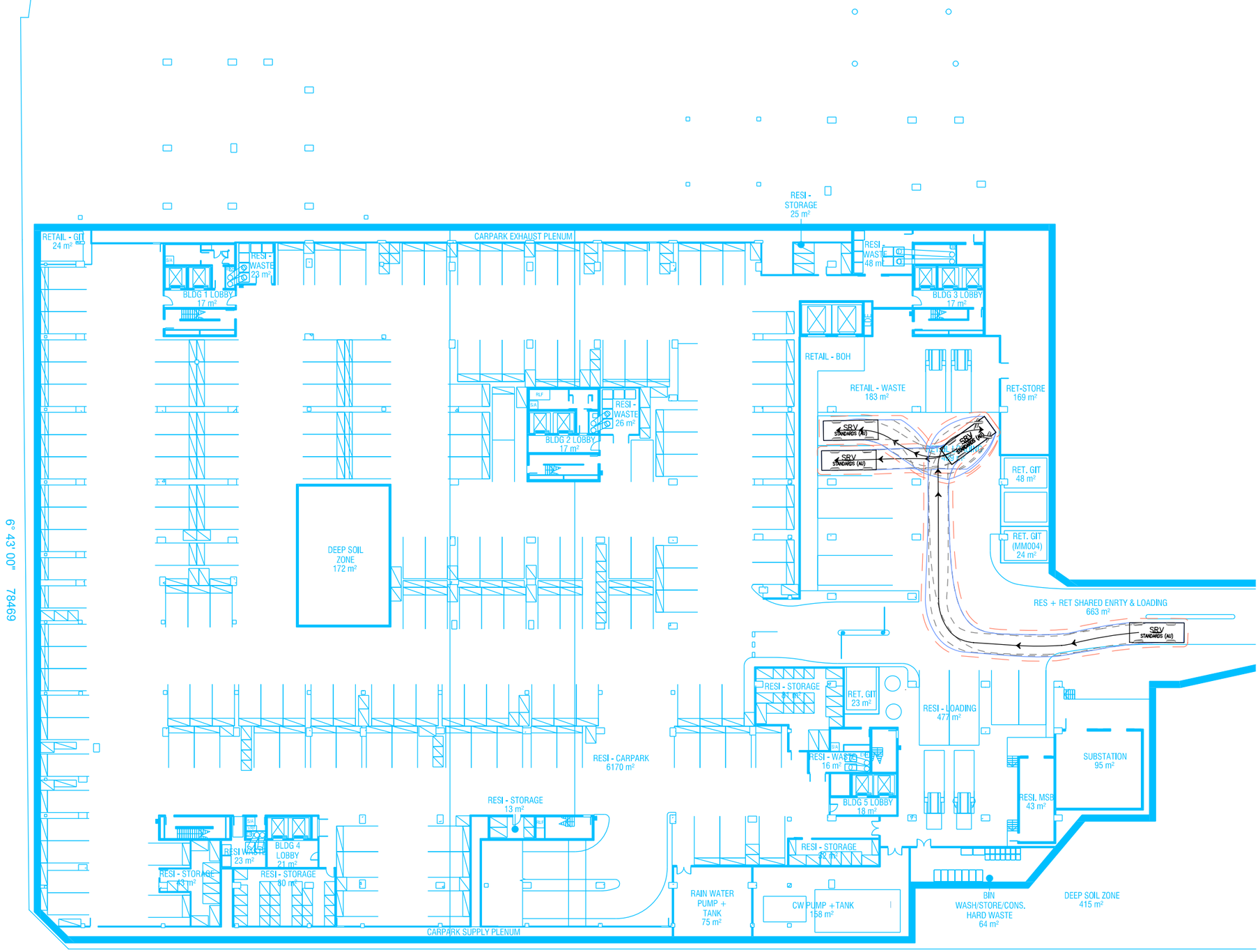
E. LOADING DOCK SWEPT PATH ASSESSMENTS

E



SWEPT PATH KEY

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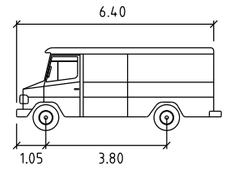
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



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Steering Angle	: 38.0

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PLOTTED BY : skumar ON 03/25/22 AT 15:47:20

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

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APPROVED BY T.DE YOUNG	DATE ISSUED 25 MARCH 2022
CAD FILE NO. V162221-AT03-P11.dgn	SCALE A3 0 5.0 10.0 1:500

VICTORIA GARDENS SC
RETAIL LOADING DOCK

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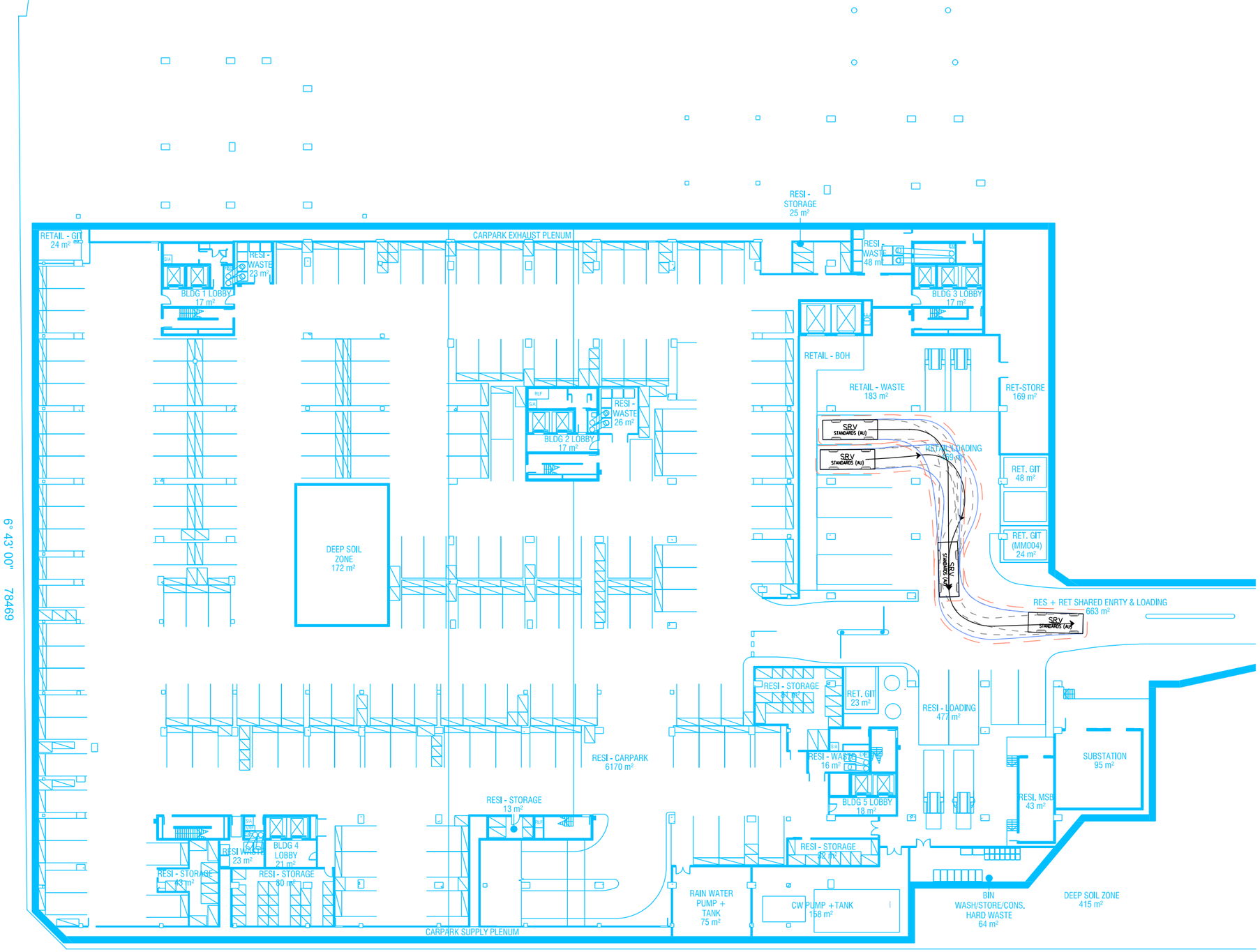

SWEPT PATH KEY

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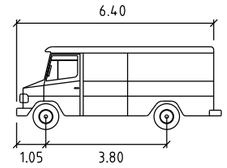
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



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SRV EGRESS SWEPT PATH ASSESSMENT

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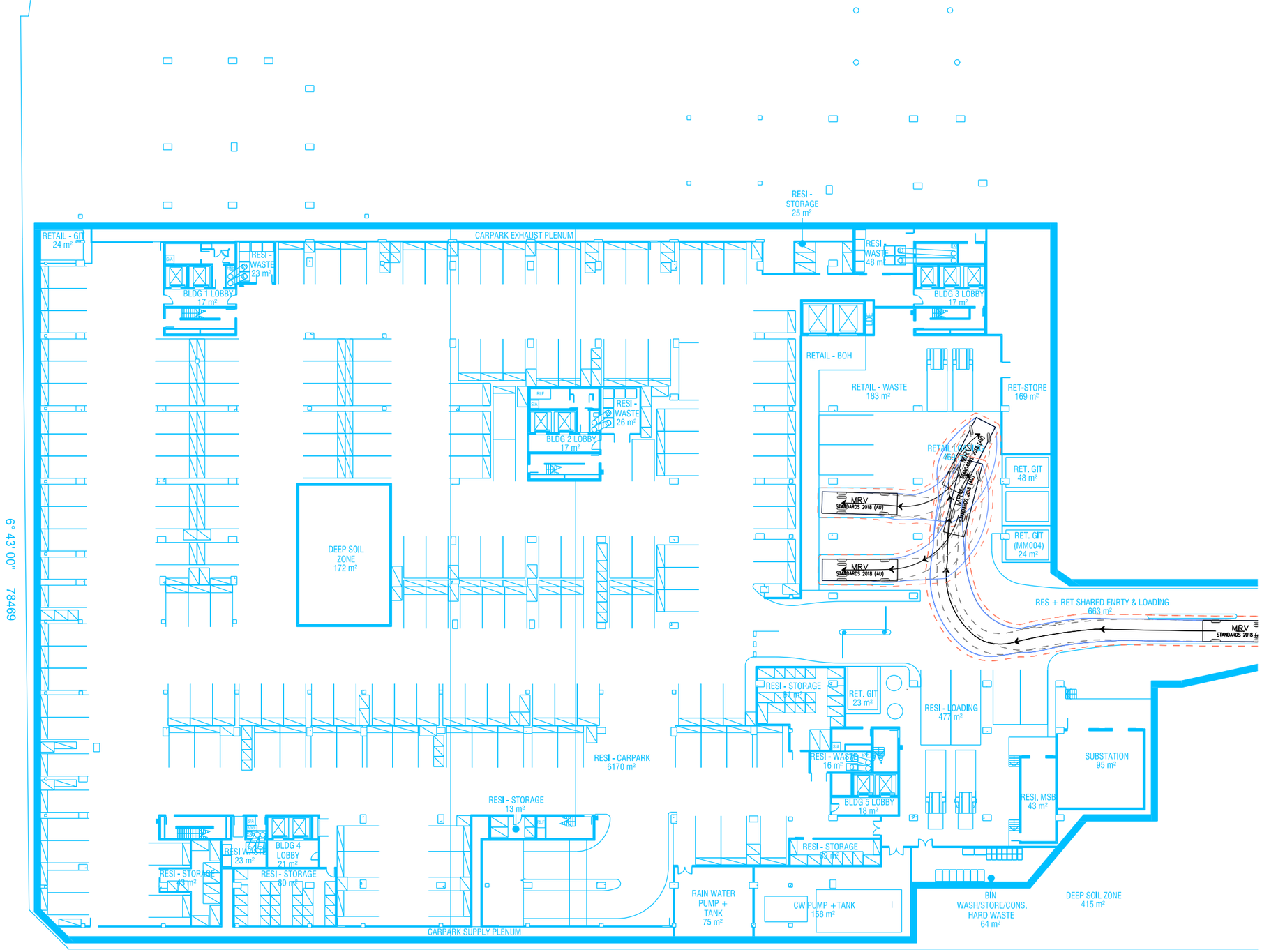

SWEPT PATH KEY

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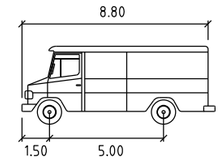
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



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ON 03/25/22 AT 15:47:47

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MRV INGRESS SWEPT PATH ASSESSMENT

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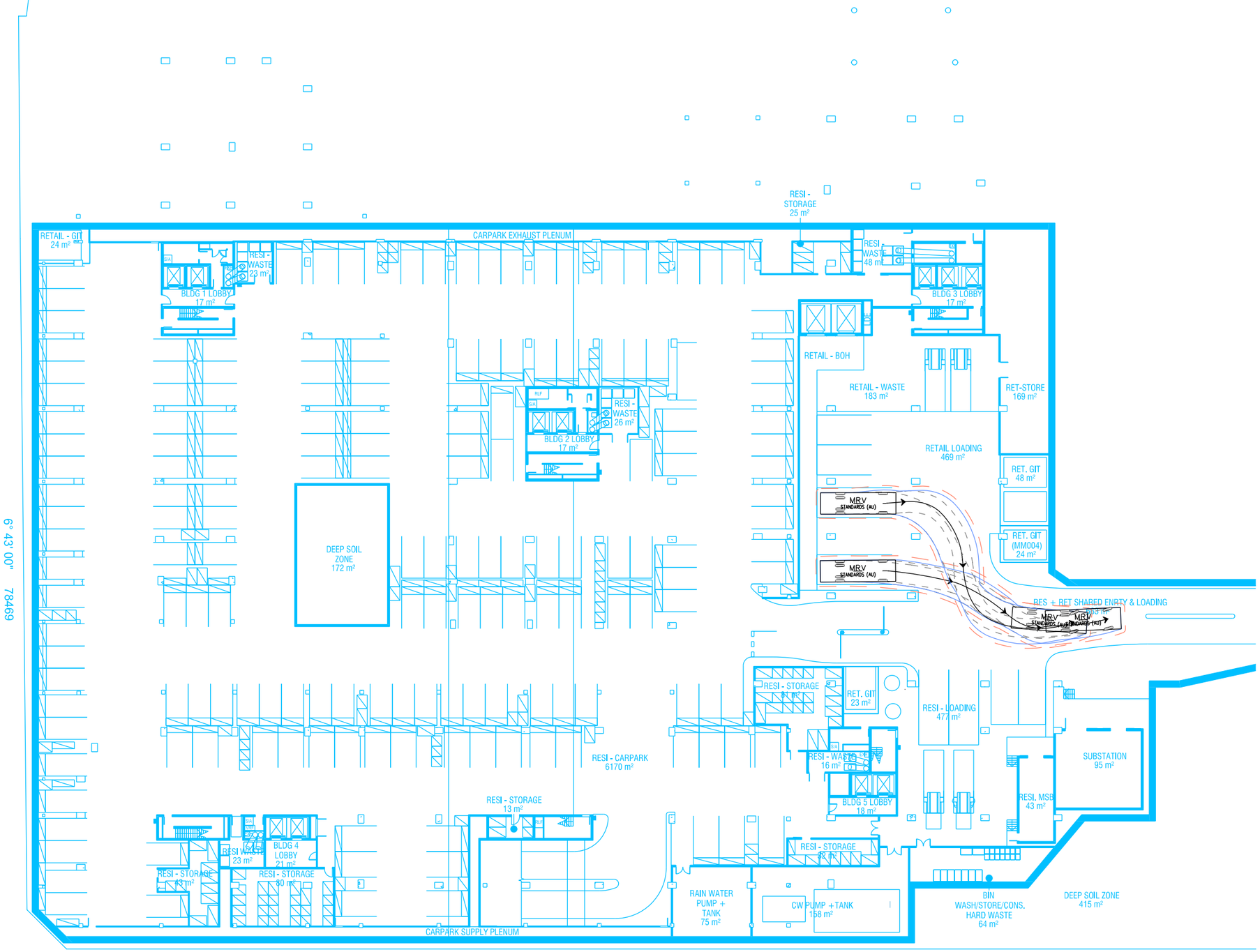

SWEPT PATH KEY

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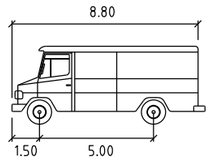
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



MRV AS2890.2 metres

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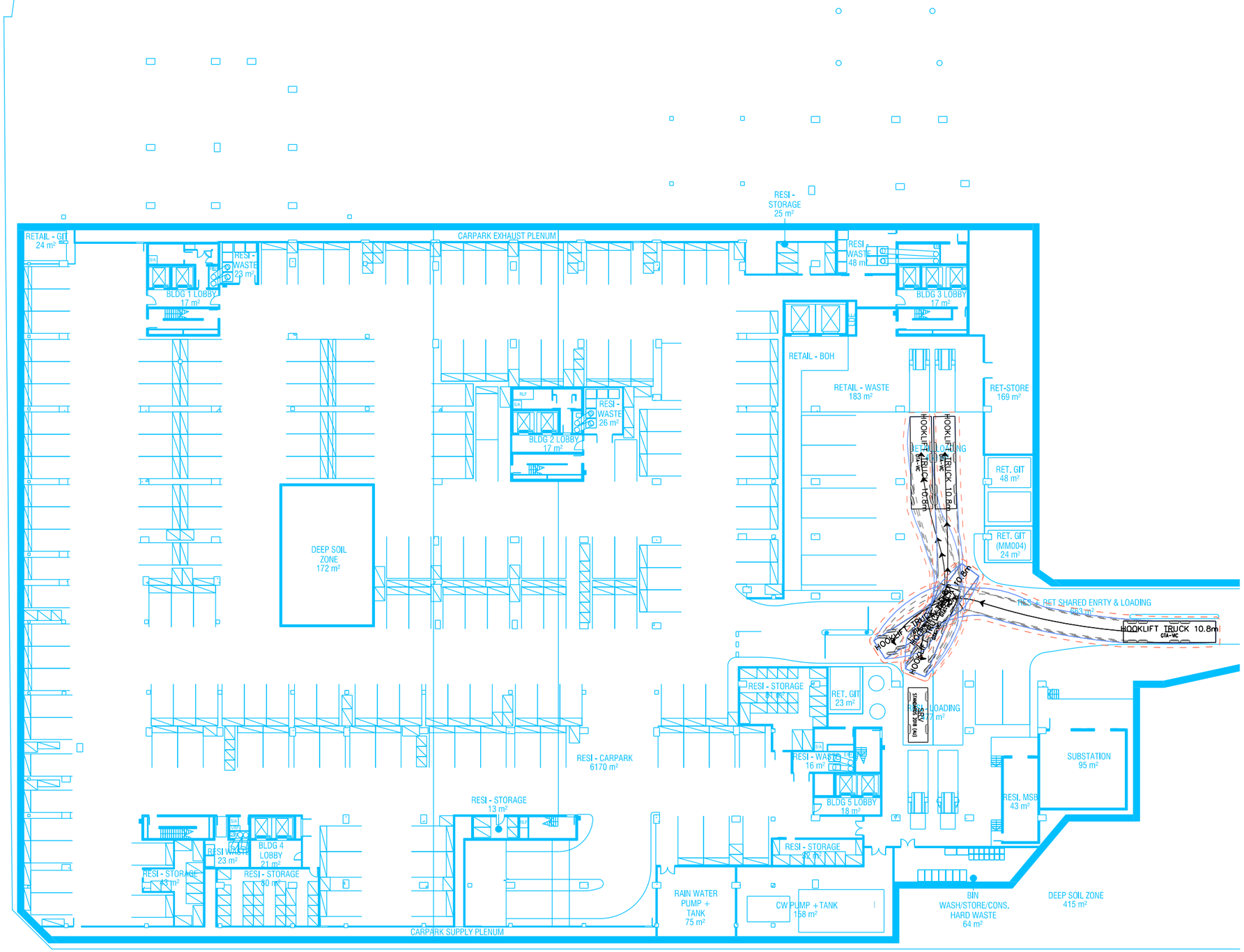

SWEPT PATH KEY

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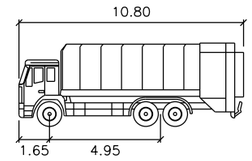
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



HOOKLIFT TRUCK 10.8m

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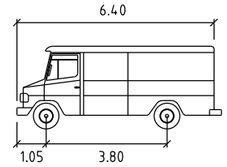
Steering Angle	: 27.1



SRV

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Steering Angle	: 38.0

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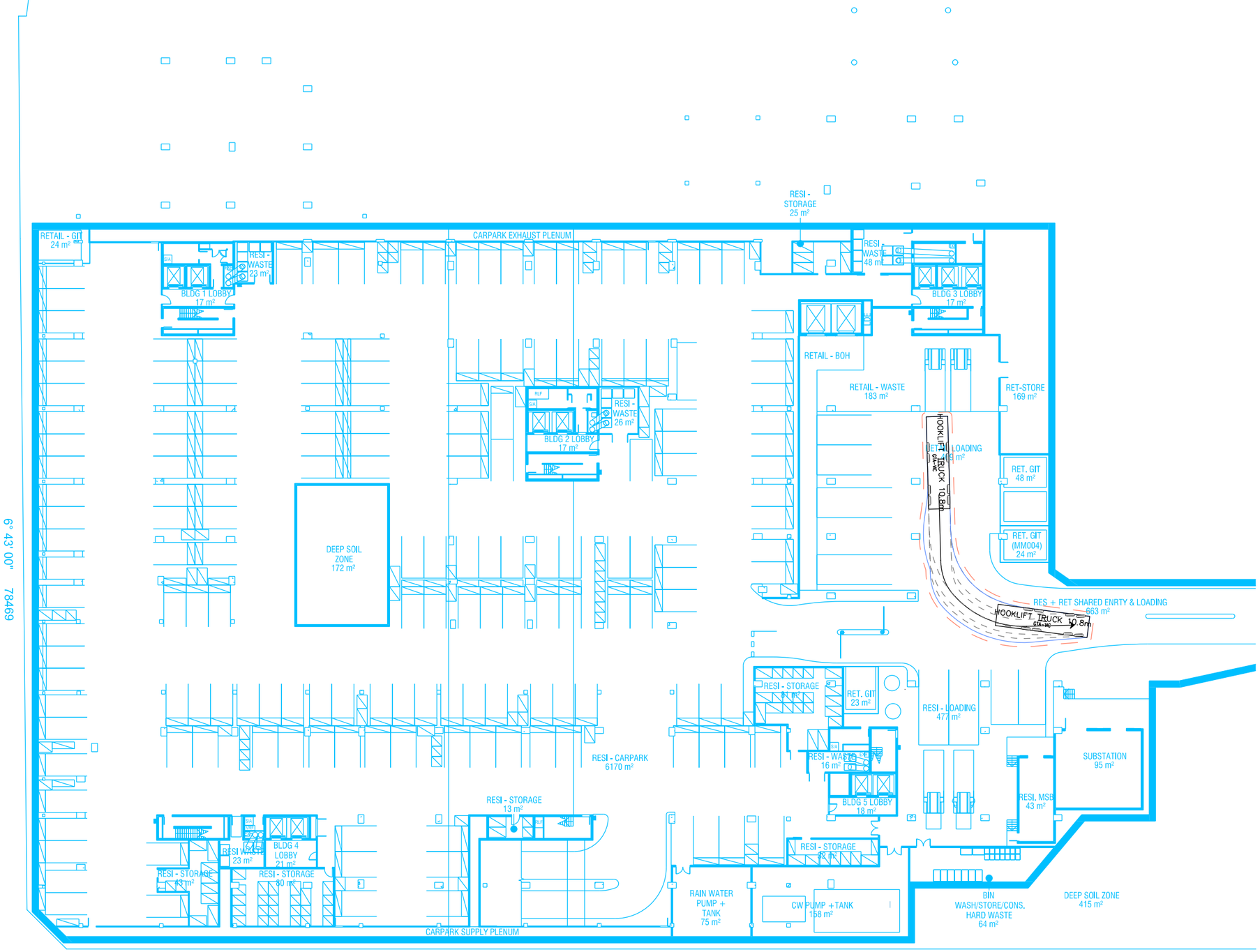
VICTORIA GARDENS SC
RETAIL LOADING DOCK

WASTE COLLECTION INGRESS SWEPT PATH ASSESSMENT

DRAWING NO. V162221-AT03-05 SHEET 05 OF 13 ISSUE P11



SWEPT PATH KEY

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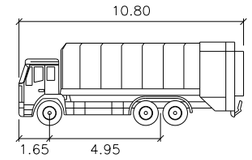
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



HOOKLIFT TRUCK 10.8m

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 27.1

N

PLOTTED BY : skumar ON 03/25/22 AT 15:48:22

GTAconsultants NOW Stantec

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T.DE YOUNG	DATE ISSUED 25 MARCH 2022

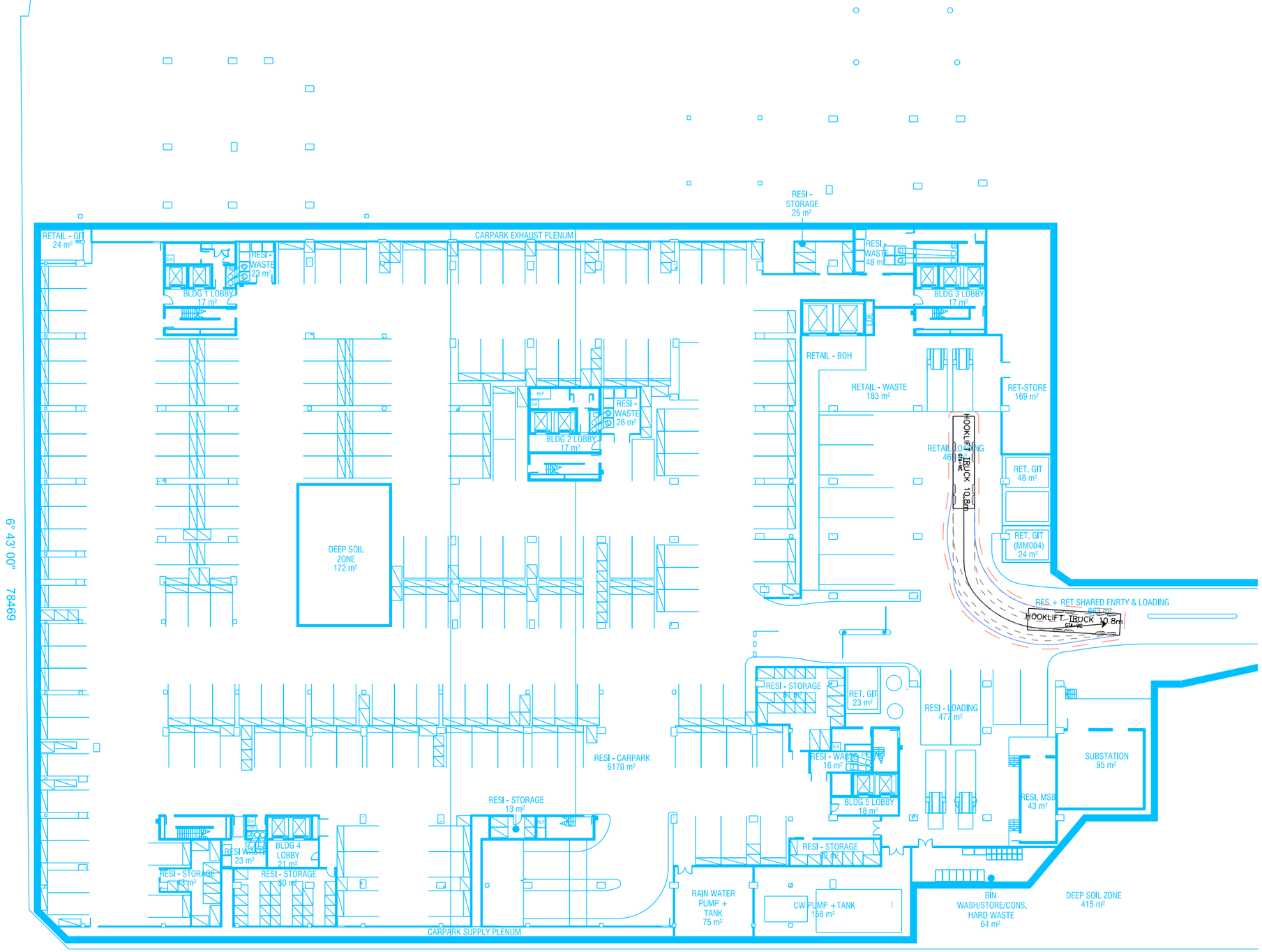
SCALE A3 0 5.0 10.0 1:500

CAD FILE NO. V162221-AT03-P11.dgn

VICTORIA GARDENS SC
RETAIL LOADING DOCK

WASTE COLLECTION EGRESS SWEPT PATH ASSESSMENT

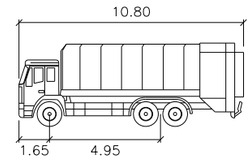
DRAWING NO. V162221-AT03-06 SHEET 06 OF 13 ISSUE P11



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



HOOKLIFT TRUCK 10.8m

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 27.1

N

PLOTTED BY : skumar ON 03/25/22 AT 15:4833

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PRELIMINARY PLAN
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DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T.DE YOUNG	DATE ISSUED 25 MARCH 2022

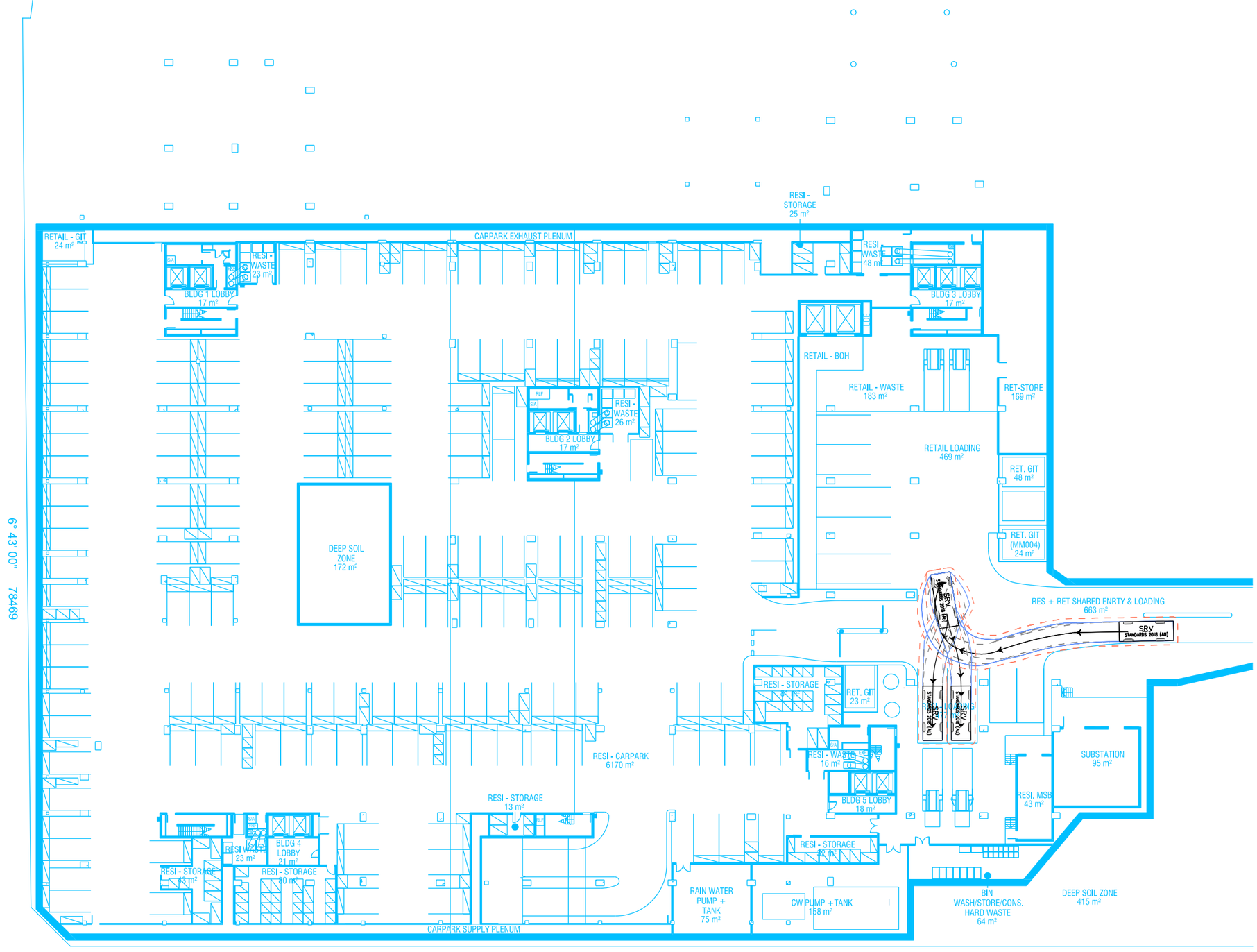
SCALE A3 0 5.0 10.0 1:500

CAD FILE NO. V162221-AT03-P11.dgn

VICTORIA GARDENS SC
RETAIL LOADING DOCK

WASTE COLLECTION EGRESS SWEPT PATH ASSESSMENT

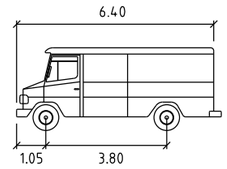
DRAWING NO. V162221-AT03-07 SHEET 07 OF 13 ISSUE P11



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



SRV	metres
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

N

PLOTTED BY : skumar ON 03/25/22 AT 15:48:49

GTA consultants NOW Stantec

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T.DE YOUNG	DATE ISSUED 25 MARCH 2022

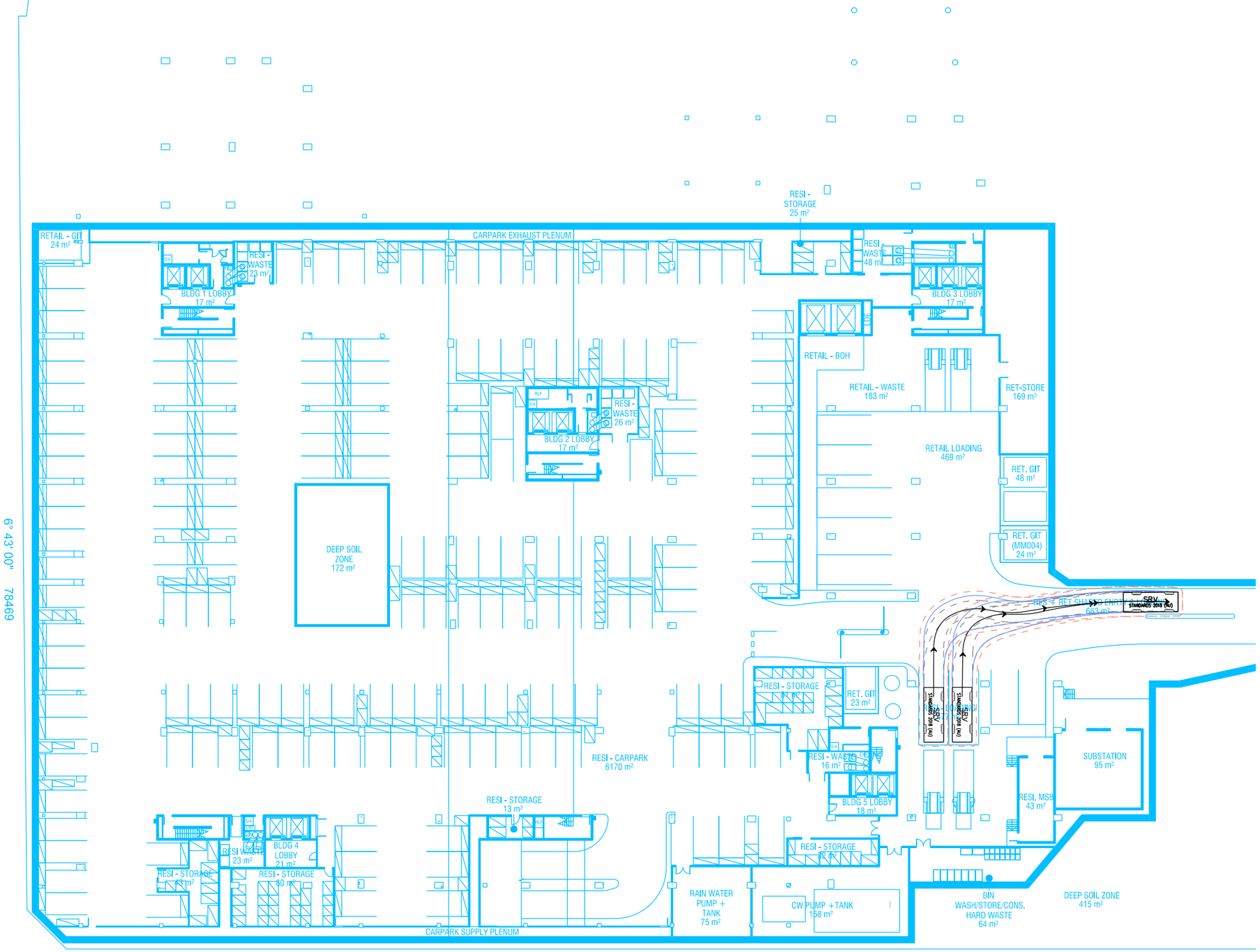
SCALE A3 — 0 5.0 10.0 — 1:500

CAD FILE NO. V162221-AT03-P11.dgn

VICTORIA GARDENS SC
RESIDENTIAL LOADING DOCK

SRV INGRESS SWEPT PATH ASSESSMENT

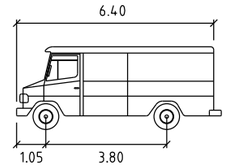
DRAWING NO. V162221-AT03-08 SHEET 08 OF 13 ISSUE P11



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



SRV	metres
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

N

ON 03/25/22 AT 15:4934

PLOTTED BY : skumar

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T.DE YOUNG	DATE ISSUED 25 MARCH 2022

SCALE A3 0 5.0 10.0 1:500

CAD FILE NO. V162221-AT03-P11.dgn

VICTORIA GARDENS SC
RESIDENTIAL LOADING DOCK

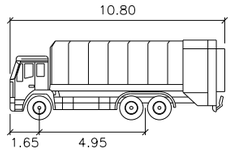
SRV EGRESS SWEPT PATH ASSESSMENT

DRAWING NO. V162221-AT03-09 SHEET 09 OF 13 ISSUE P11

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



HOOKLIFT TRUCK 10.8m

meters

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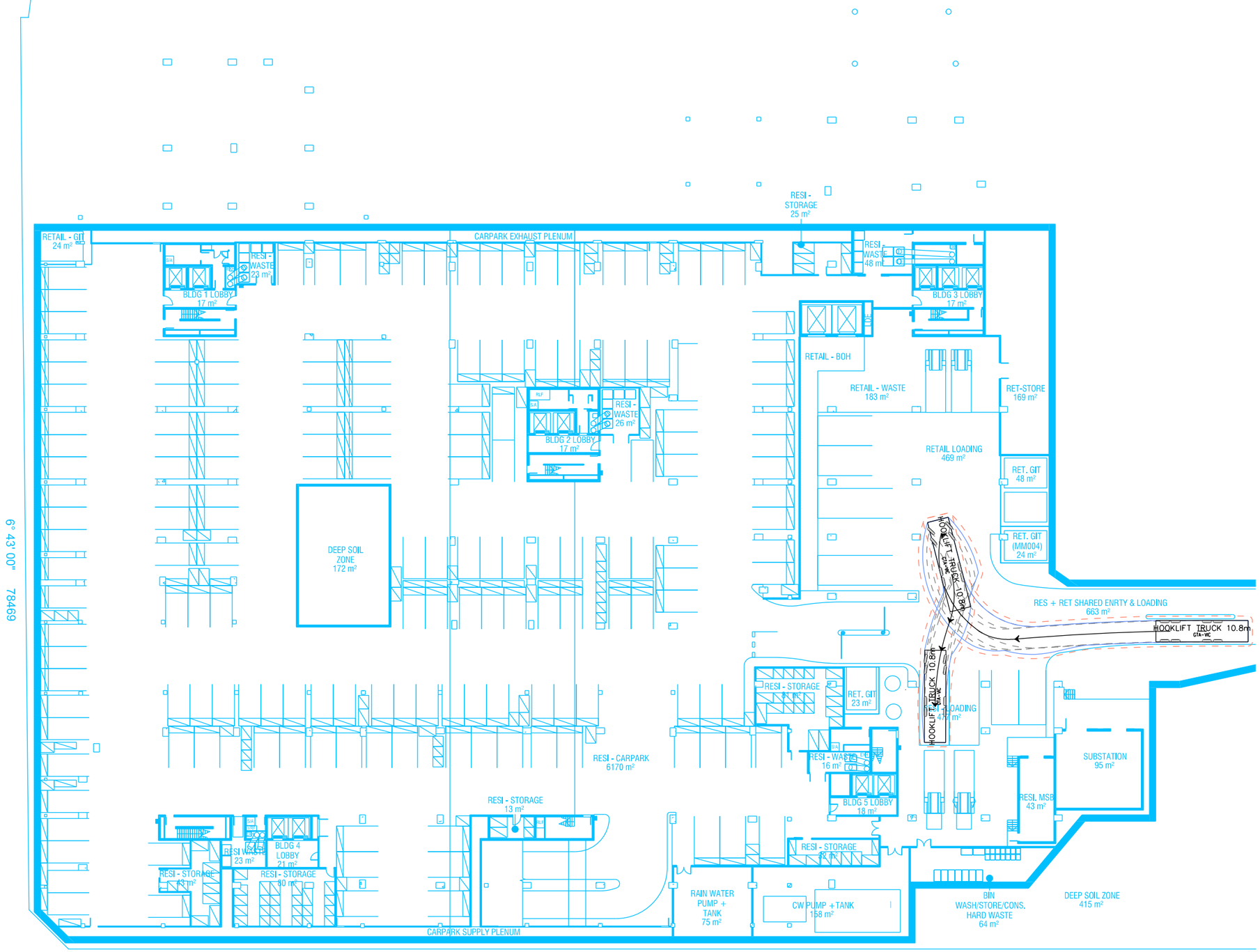
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 27.1



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PLOTTED BY : skumar
ON 03/25/22 AT 15:51:14

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T.DE YOUNG	DATE ISSUED 25 MARCH 2022

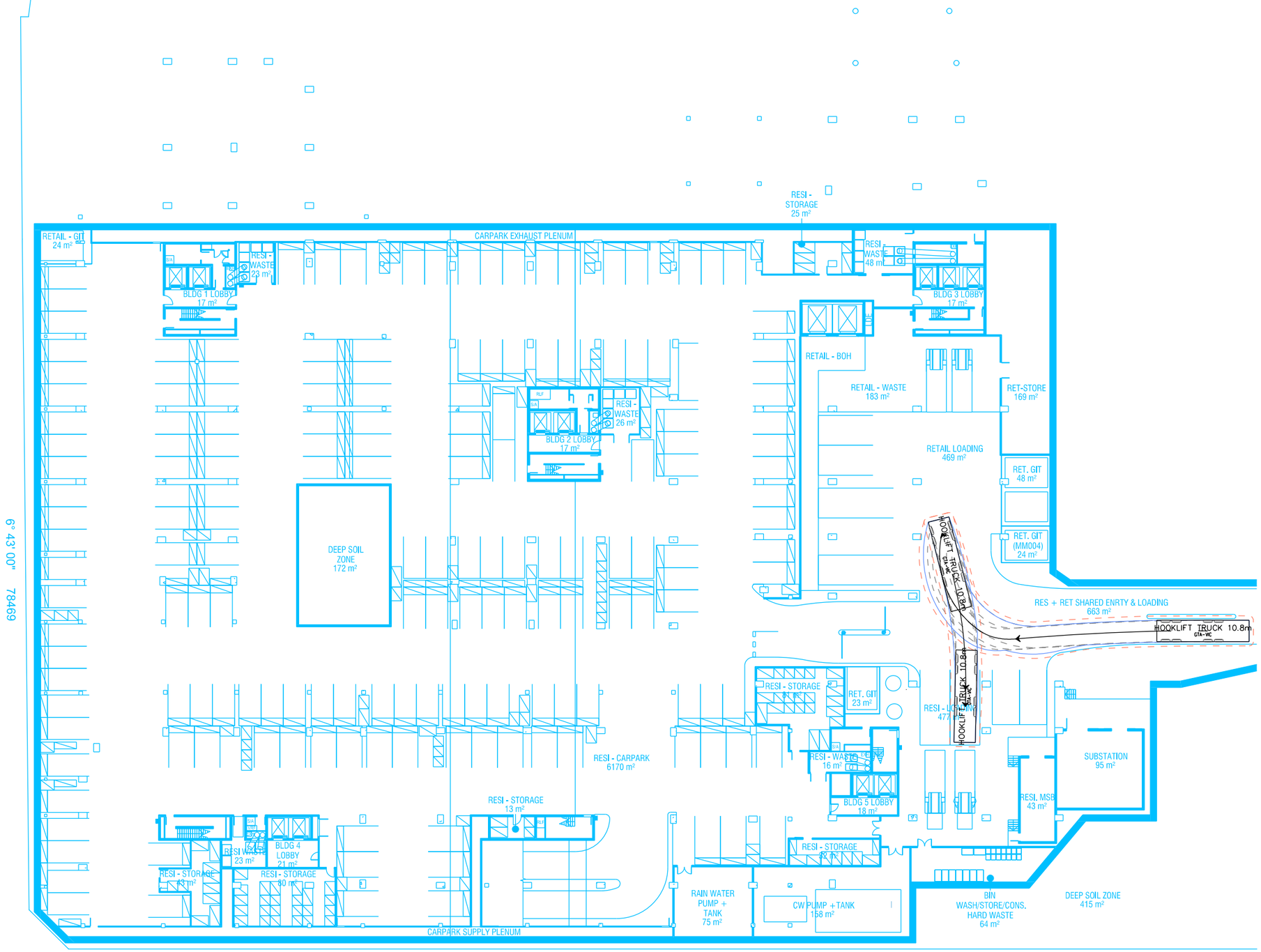
SCALE A3 0 5.0 10.0 1:500

CAD FILE NO. V162221-AT03-P11.dgn

VICTORIA GARDENS SC
RESIDENTIAL LOADING DOCK

WASTE COLLECTION INGRESS SWEPT PATH ASSESSMENT

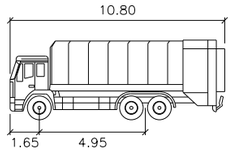
DRAWING NO. V162221-AT03-10 SHEET 10 OF 13 ISSUE P11



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



HOOKLIFT TRUCK 10.8m

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 27.1

N

PLOTTED BY : skumar ON 03/25/22 AT 15:52:15

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PRELIMINARY PLAN
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DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T.DE YOUNG	DATE ISSUED 25 MARCH 2022

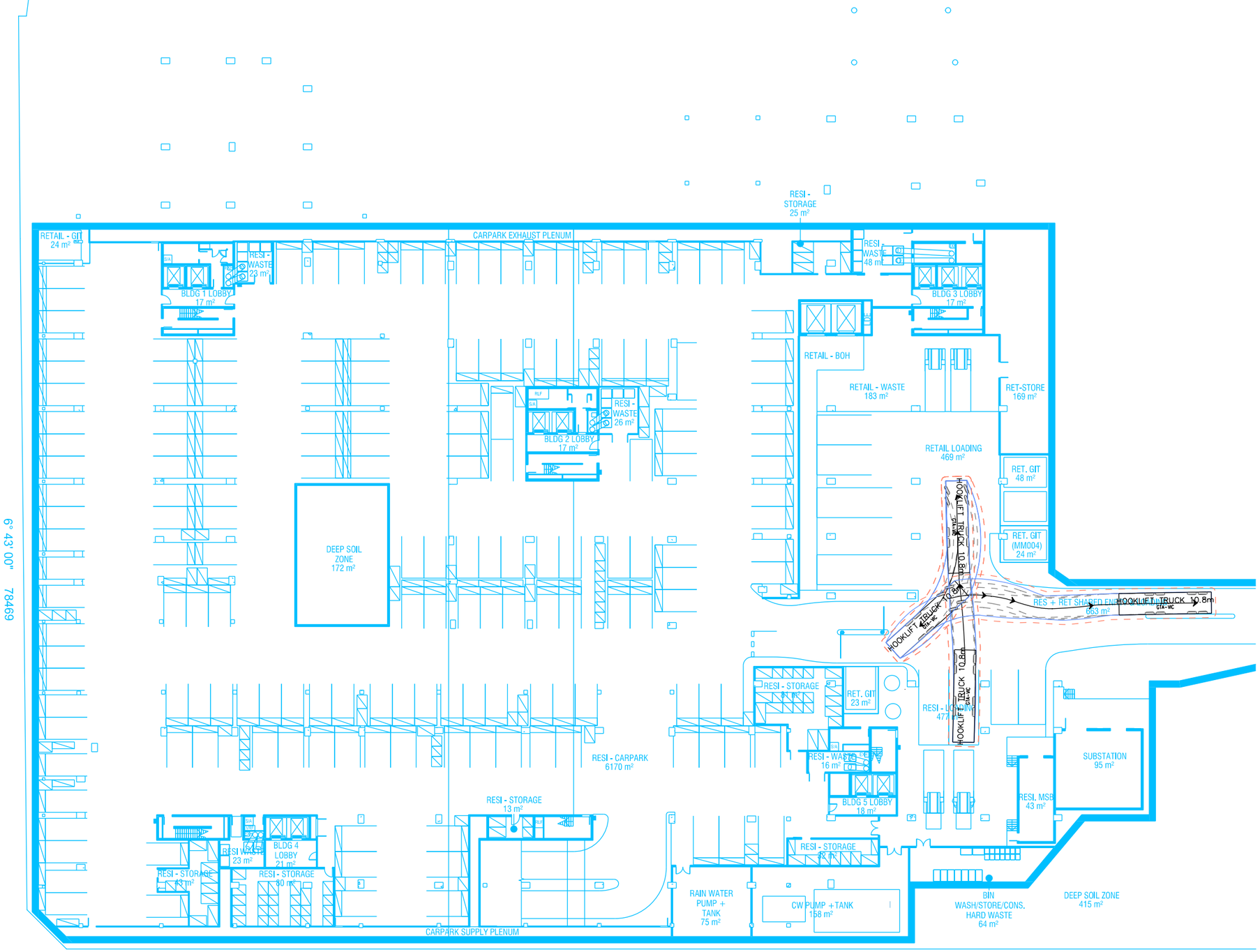
SCALE A3 0 5.0 10.0 1:500

CAD FILE NO. V162221-AT03-P11.dgn

VICTORIA GARDENS SC
RESIDENTIAL LOADING DOCK

WASTE COLLECTION INGRESS SWEPT PATH ASSESSMENT

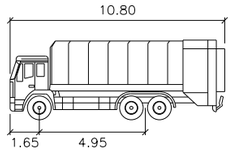
DRAWING NO. V162221-AT03-11 SHEET 11 OF 13 ISSUE P11



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



HOOKLIFT TRUCK 10.8m

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 27.1

N

ON 03/25/22 AT 16:08:39

PLOTTED BY : skumar

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T.DE YOUNG	DATE ISSUED 25 MARCH 2022

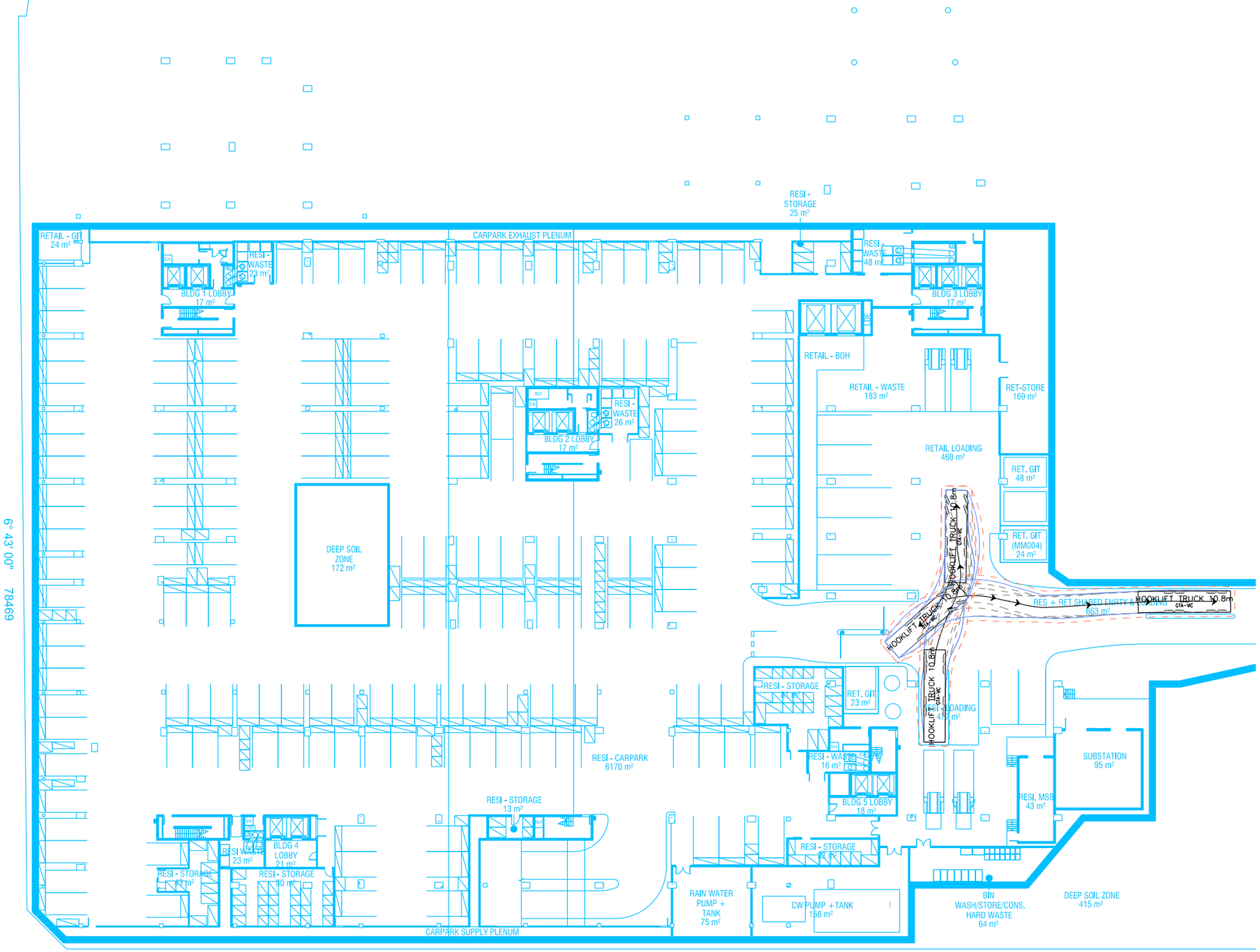
SCALE A3 0 5.0 10.0 1:500

CAD FILE NO. V162221-AT03-P11.dgn

VICTORIA GARDENS SC
RESIDENTIAL LOADING DOCK

WASTE COLLECTION INGRESS SWEPT PATH ASSESSMENT

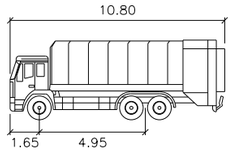
DRAWING NO. V162221-AT03-12 SHEET 12 OF 13 ISSUE P11



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



HOOKLIFT TRUCK 10.8m

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 27.1

N

ON 25/03/2022 AT 4:10:56 PM

PLOTTED BY : skumar

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PRELIMINARY PLAN
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DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T.DE YOUNG	DATE ISSUED 25 MARCH 2022

SCALE A3 0 5.0 10.0 1:500

CAD FILE NO. V162221-AT03-P11.dgn

VICTORIA GARDENS SC
RESIDENTIAL LOADING DOCK

WASTE COLLECTION INGRESS SWEPT PATH ASSESSMENT

DRAWING NO. V162221-AT03-13 SHEET 13 OF 13 ISSUE P11

F. CAR PARKING COMPLIANCE CHECKLIST

F

F.1. Planning Scheme Requirements (Vic)

Design Standard 1 – Accessways

Standard	Compliant
Accessways must:	
Be at least 3 metres wide.	Yes – Accessways are at least 6m wide
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	No curved ramps provided
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	Yes – 1m aisle extension provided to facilitate egress movement
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8 metres.	Yes – height clearance provided
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.	Yes – vehicles can exit the site in a forward direction
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone.	Yes – two-way flow maintained throughout
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Yes – adequate visibility provided
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.	N/A
If entry to the car space is from a road, the width of the accessway may include the road.	N/A

Design Standard 2 – Car Parking Spaces

Standard	Compliant
Car parking spaces and accessways must have the minimum dimensions in Table 2 of the Clause.	Yes – All spaces are in accordance with the Yarra Planning Scheme
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 other than: A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1 of the design standard. A structure, which may project into the space if it is at least 2.1 metres above the space.	Yes – columns provided within designated areas

Standard	Compliant
Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.	N/A
Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.	Yes – tandem bays are provided at 5.4m
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	N/A
Disabled car parking spaces must be designed in accordance with AS 2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.	Yes – Adequate disabled spaces have been provided

Design Standard 3: Gradients

Standard	Compliant
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. This does not apply to accessways serving three dwellings or less.	Yes – All gradients are compliant
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 of the design standard and be designed for vehicles travelling in a forward direction.	Yes – All gradients are compliant
Where the difference in grade between two sections of ramp or floor is greater that 1:8(12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.	Yes – All gradients are compliant
Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances.	Yes – All gradients are compliant

Design Standard 4: Mechanical Parking

Standard	Compliant
At least 25% of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres	N/A
Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation	N/A
The design and operation is to the satisfaction of the responsible authority	N/A

Design Standard 5: Urban Design

Standard	Compliant
Ground level car parking, garage doors and accessways must not visually dominate public space.	N/A
Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.	Yes – car park entry is away from activated street frontage
Design of car parks must take into account their use as entry points to the site.	Yes – car park entry is away from activated street frontage
Design of new internal streets in developments must maximise on street parking opportunities.	Yes – pick-up / drop-off provided along Doonside Street

Design Standard 6: Safety

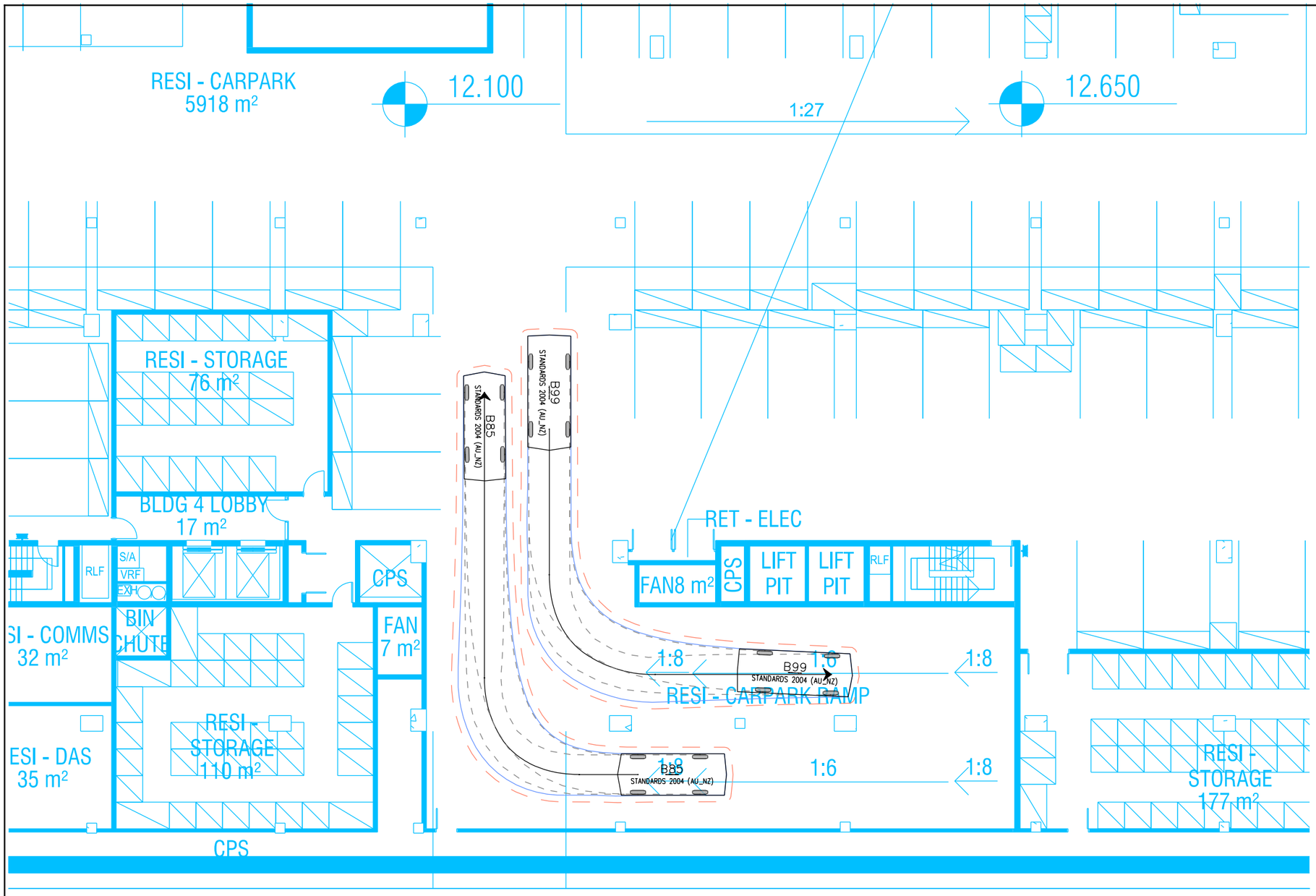
Standard	Compliant
Car parking must be well lit and clearly signed.	Yes – adequate lighting provided
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	Yes – ground floor is an open and visible format. The basement level car parks will be provided with adequate security
Pedestrian access to car parking areas from the street must be convenient.	Yes – lift access is provided in the basement carparks
Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.	Yes – pedestrian footpaths are provided on the ground floor.

Design Standard 7: Landscaping

Standard	Compliant
The layout of car parking areas must provide for water sensitive design treatment and landscaping.	N/A
Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.	Yes – planters provided where appropriate
Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.	Yes – planters provided where appropriate

G. CAR PARKING SWEPT PATH ASSESSMENTS

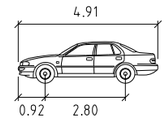
G



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



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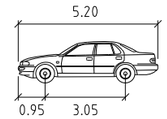
Steering Angle	: 34.0



B99 6.3mR metres

Width	: 1.94
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

N

PLOTTED BY : skumar
ON 25/03/2022 AT 3:27:34 PM

GTAconsultants NOW Stantec

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T. DE YOUNG	DATE ISSUED 25 MARCH 2022

SCALE A3 0 2.0 4.0 1:200

CAD FILE NO. V162221-AT05-P3.dgn

VICTORIA GARDENS SC
BASEMENT 1

B99 & B85 SWEPT PATH ASSESSMENT

DRAWING NO. V162221-AT05-01 SHEET 01 OF 01 ISSUE P3

9.100

1:22

9.750

B85
STANDARDS 2004 (AU_NZ)

B9
STANDARDS 20

RESI - STORAGE
81 m²

RET. GIT
23 m²

S/A

RESI - WASTE
16 m²

EXH

RESI - CARPARK
6170 m²

BLDG 5 LOBBY
18 m²

RESI - STORAGE
13 m²

RLF

1:6

1:8

B85
STANDARDS 2004 (AU_NZ)

1:6

1:8

B99
STANDARDS 2004 (AU_NZ)

RESI - STORAGE
32 m²

RAIN WATER
PUMP +
TANK
75 m²

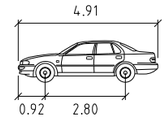
CW PUMP + TANK
158 m²

CARPARK SUPPLY PLENUM

SWEPT PATH KEY

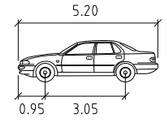
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



B85 metres

Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0



B99 6.3mR metres

Width	: 1.94
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

N

ON 25/03/2022 AT 4:14:38 PM

PLOTTED BY : skumar

GTA consultants

NOW Stantec

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

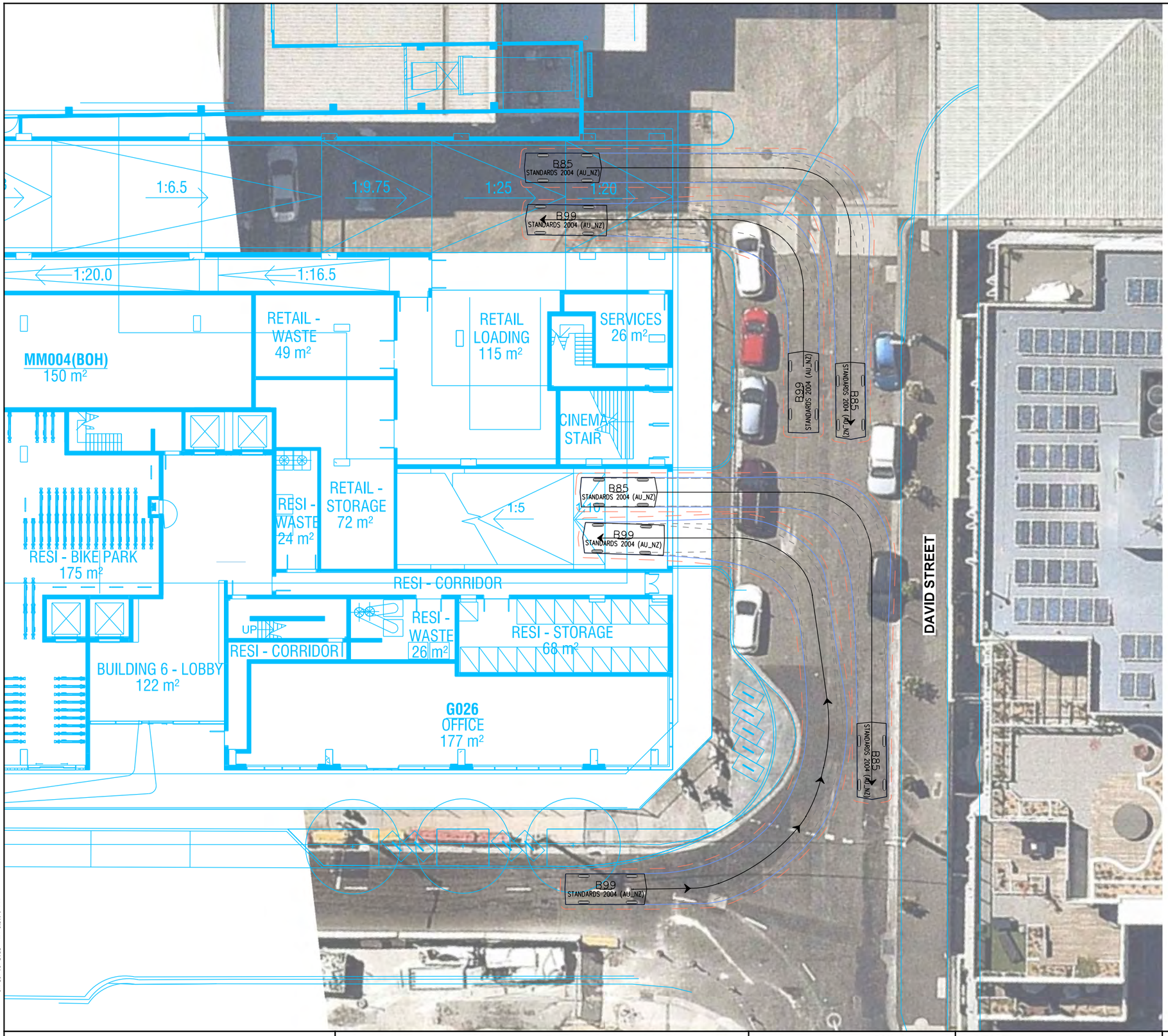
DESIGNED S. KUMAR
DESIGN CHECK A. WHALE
APPROVED BY T. DE YOUNG
DATE ISSUED 25 MARCH 2022

SCALE A3 0 2.0 4.0 1:200
CAD FILE NO. V162221-AT06-P3.dgn

VICTORIA GARDENS SC
BASEMENT 2

B99 & B85 SWEPT PATH ASSESSMENT

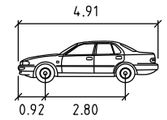
DRAWING NO. V162221-AT06-01 SHEET 01 OF 01 ISSUE P3



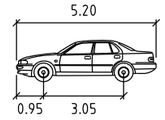
SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



B85	metres
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0



B99 6.3mR	metres
Width	: 1.94
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

PLOTTED BY : skumar ON 25/03/2022 AT 3:20:18 PM

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PRELIMINARY PLAN
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WARNING
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THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T. DE YOUNG	DATE ISSUED 25 MARCH 2022

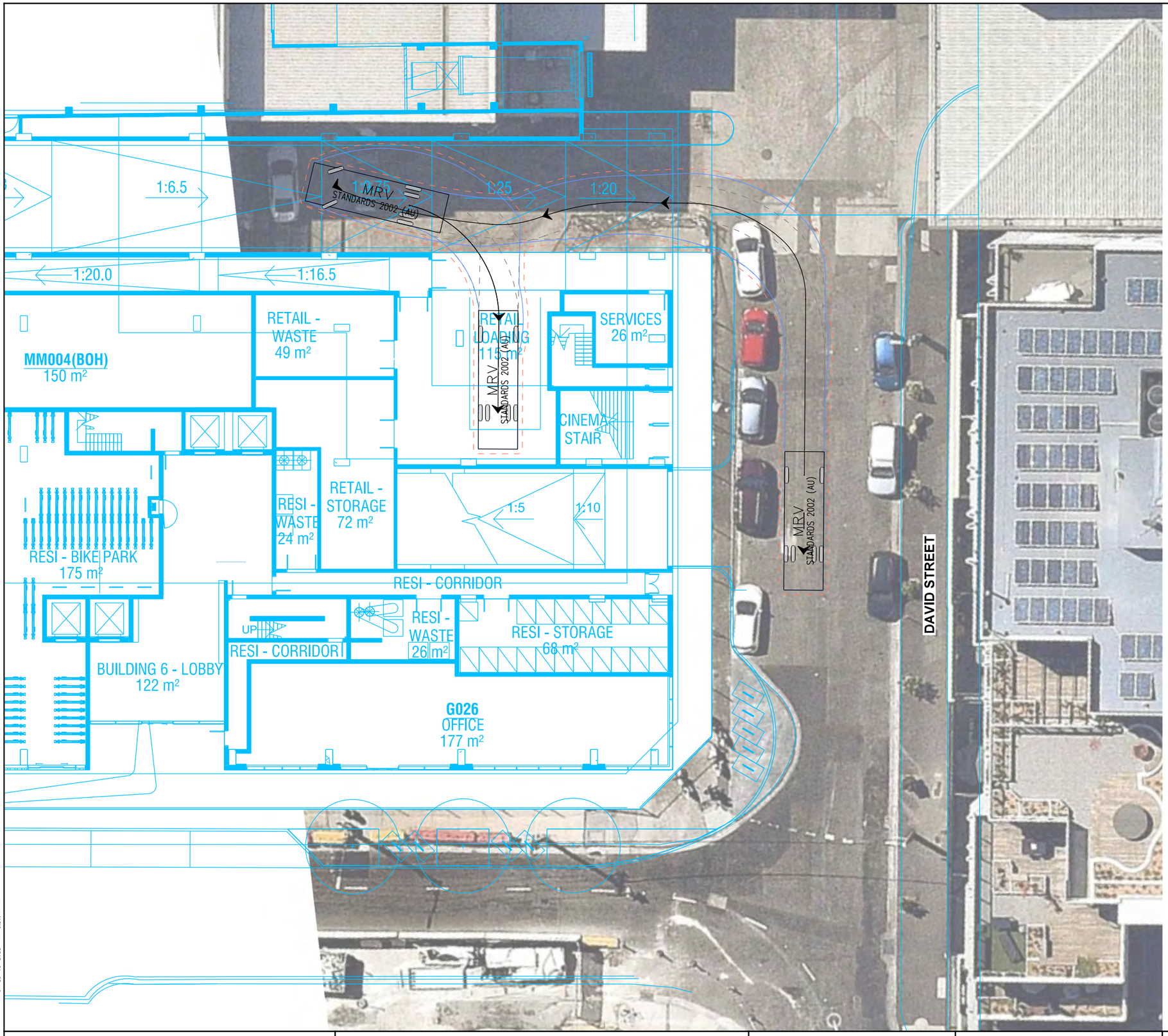
SCALE A3 — 0 2.5 5.0 1:250

CAD FILE NO. V162221-AT07-P6.dgn

VICTORIA GARDENS SC - MID RISE
DAVID STREET, RICHMOND

B99 & B85 SWEPT PATH ASSESSMENT

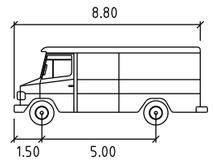
DRAWING NO. V162221-AT07-01 SHEET 01 OF 05 ISSUE P7



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



MRV AS2890.2 metres

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

N

ON 25/03/2022 AT 3:20:19 PM

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APPROVED BY T. DE YOUNG	DATE ISSUED 25 MARCH 2022

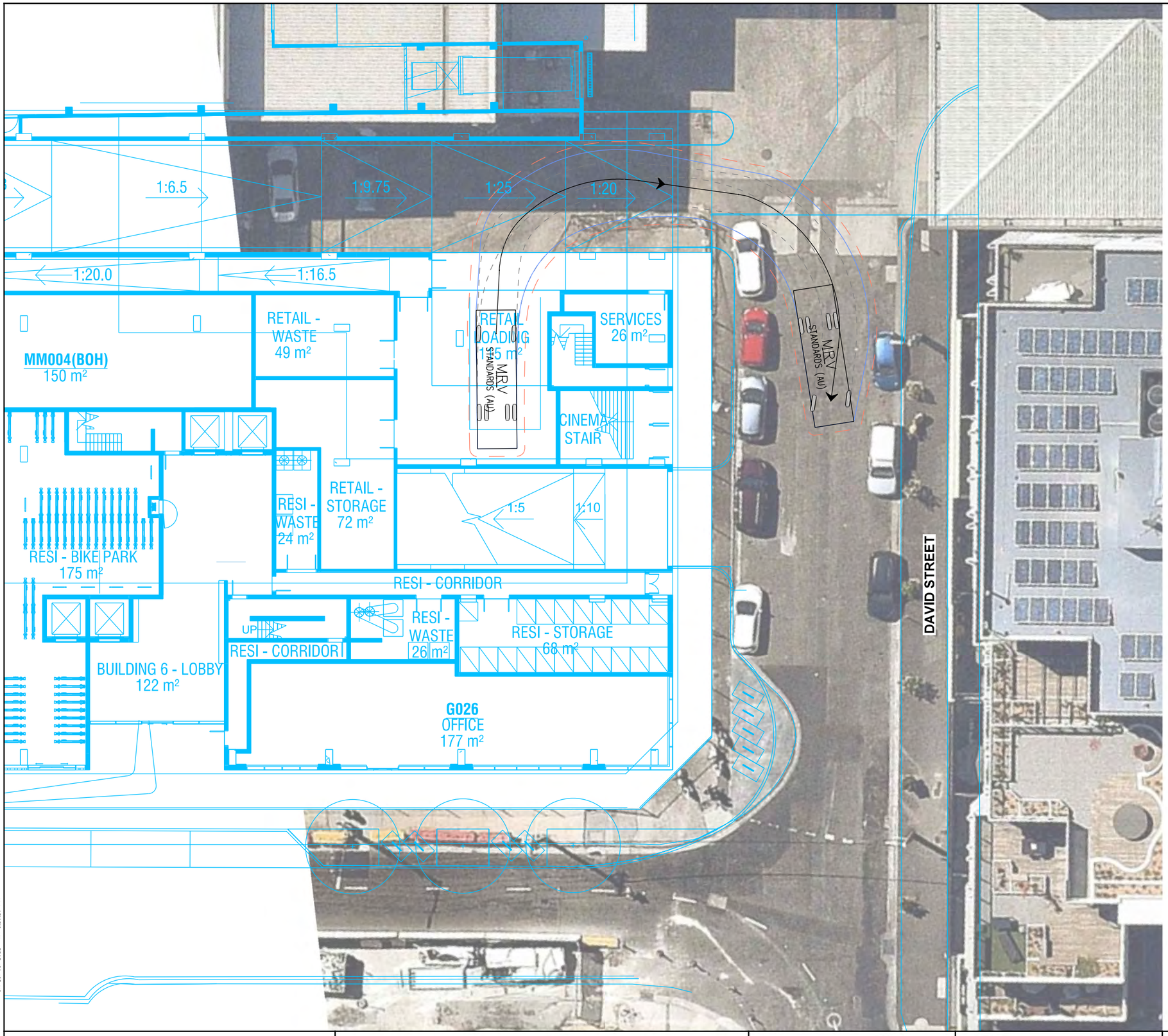
SCALE A3 0 2.5 5.0 1:250

CAD FILE NO. V162221-AT07-P6.dgn

VICTORIA GARDENS SC - MID RISE
DAVID STREET, RICHMOND

MRV INGRESS SWEPT PATH ASSESSMENT

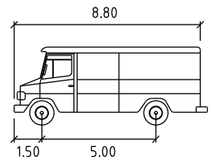
DRAWING NO. V162221-AT07-02 SHEET 02 OF 05 ISSUE P7



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



MRV AS2890.2 metres

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

N

ON 25/03/2022 AT 3:20:20 PM

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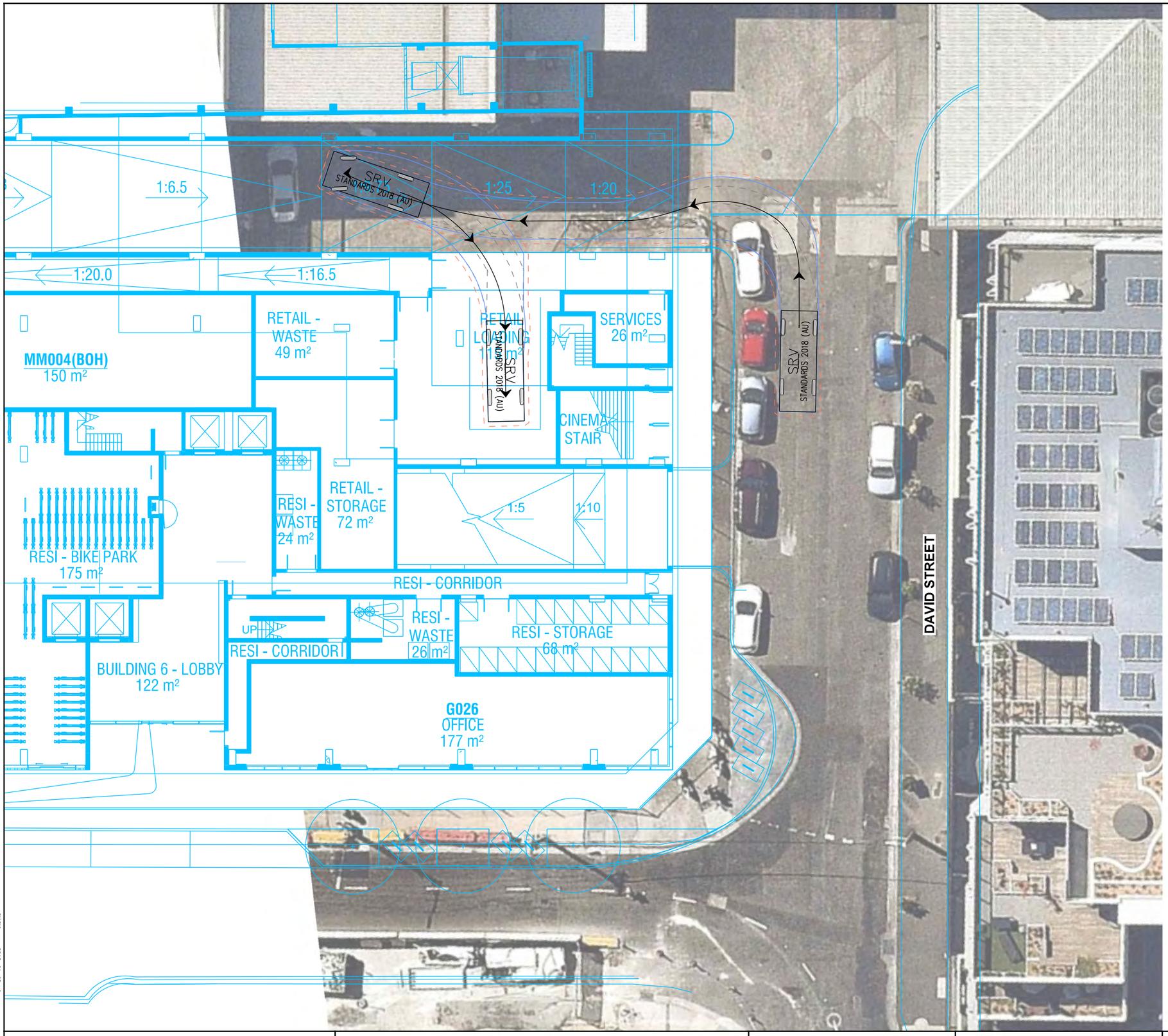
APPROVED BY T. DE YOUNG
DATE ISSUED 25 MARCH 2022

SCALE A3 0 2.5 5.0 1:250
CAD FILE NO. V162221-AT07-P6.dgn

VICTORIA GARDENS SC - MID RISE
DAVID STREET, RICHMOND

MRV EGRESS SWEPT PATH ASSESSMENT

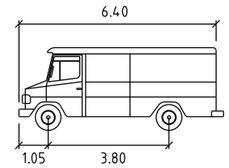
DRAWING NO. V162221-AT07-03 SHEET 03 OF 05 ISSUE P7



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



SRV	metres
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

ON 25/03/2022 AT 3:20:21 PM

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DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T. DE YOUNG	DATE ISSUED 25 MARCH 2022

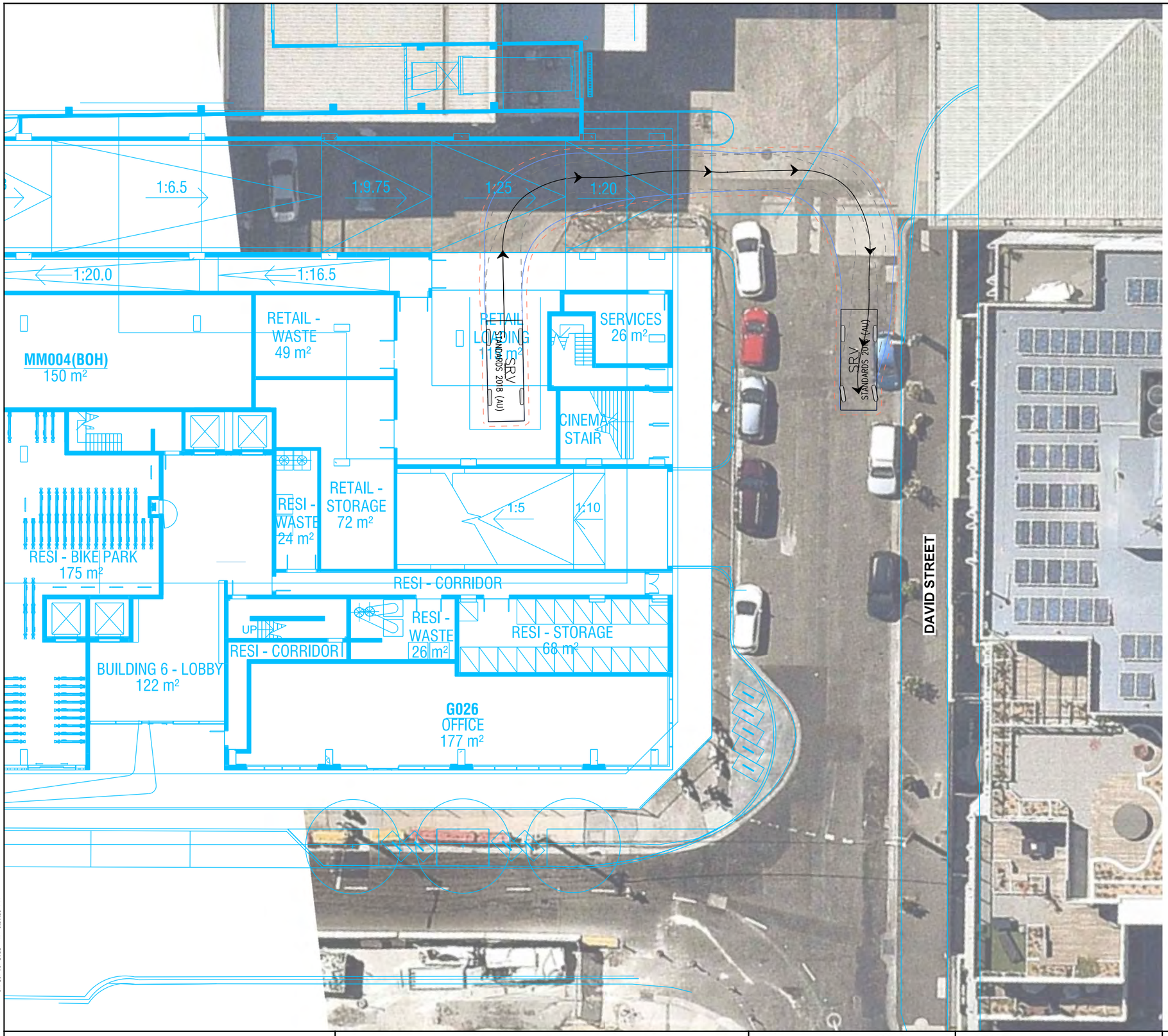
SCALE A3 0 2.5 5.0 1:250

CAD FILE NO. V162221-AT07-P6.dgn

VICTORIA GARDENS SC - MID RISE
DAVID STREET, RICHMOND

SRV INGRESS SWEPT PATH ASSESSMENT

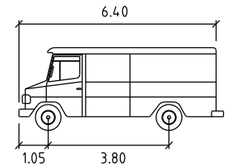
DRAWING NO. V162221-AT07-04 SHEET 04 OF 05 ISSUE P7



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



SRV	metres
Width	: 2.30
Track	: 2.30
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

N

ON 25/03/2022 AT 3:20:23 PM

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DESIGNED S. KUMAR	DESIGN CHECK A. WHALE
APPROVED BY T. DE YOUNG	DATE ISSUED 25 MARCH 2022

SCALE A3 0 2.5 5.0 1:250

CAD FILE NO. V162221-AT07-P6.dgn

VICTORIA GARDENS SC - MID RISE
DAVID STREET, RICHMOND

SRV EGRESS SWEPT PATH ASSESSMENT

DRAWING NO. V162221-AT07-05 SHEET 05 OF 05 ISSUE P7

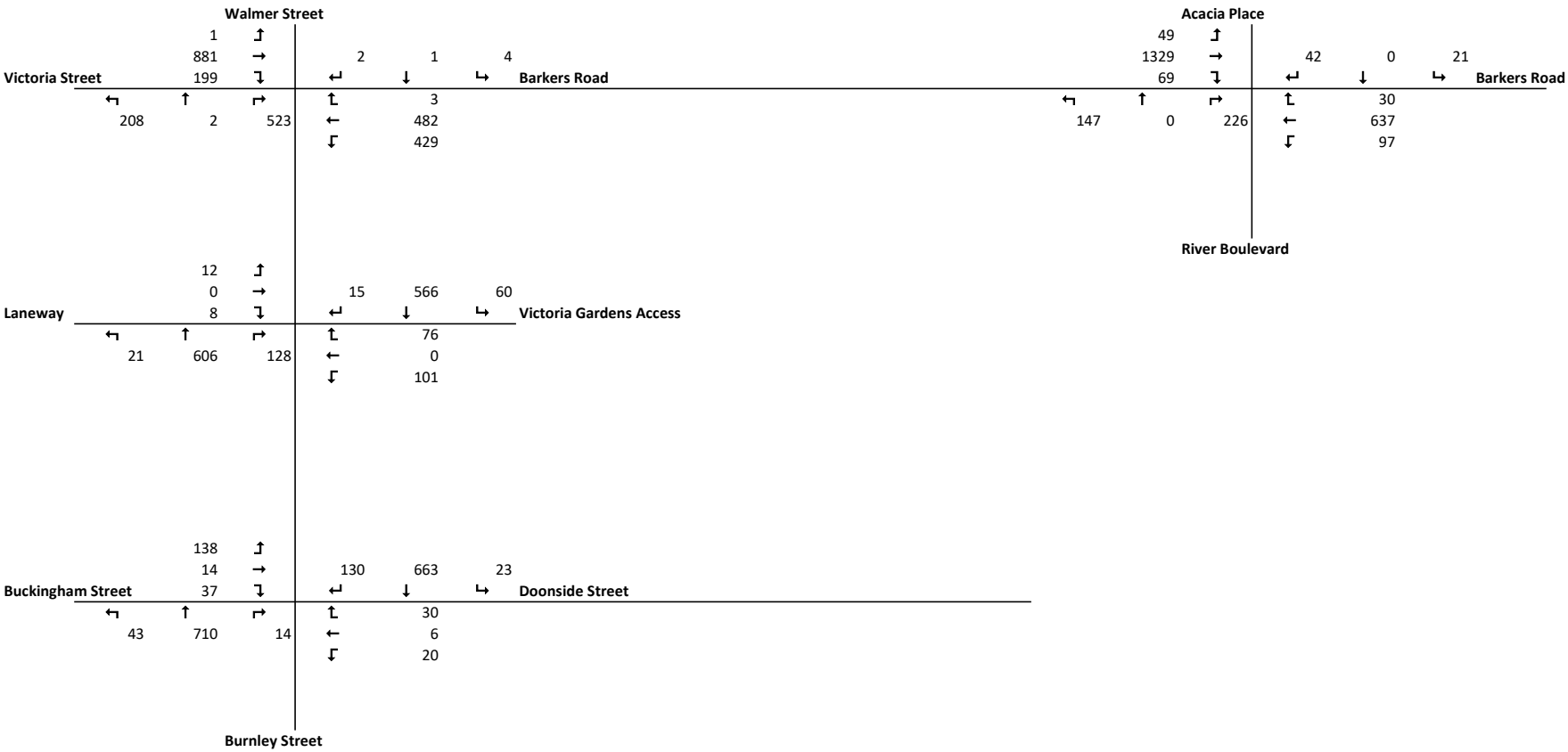
H. TRAFFIC DISTRIBUTION CALCULATIONS

H

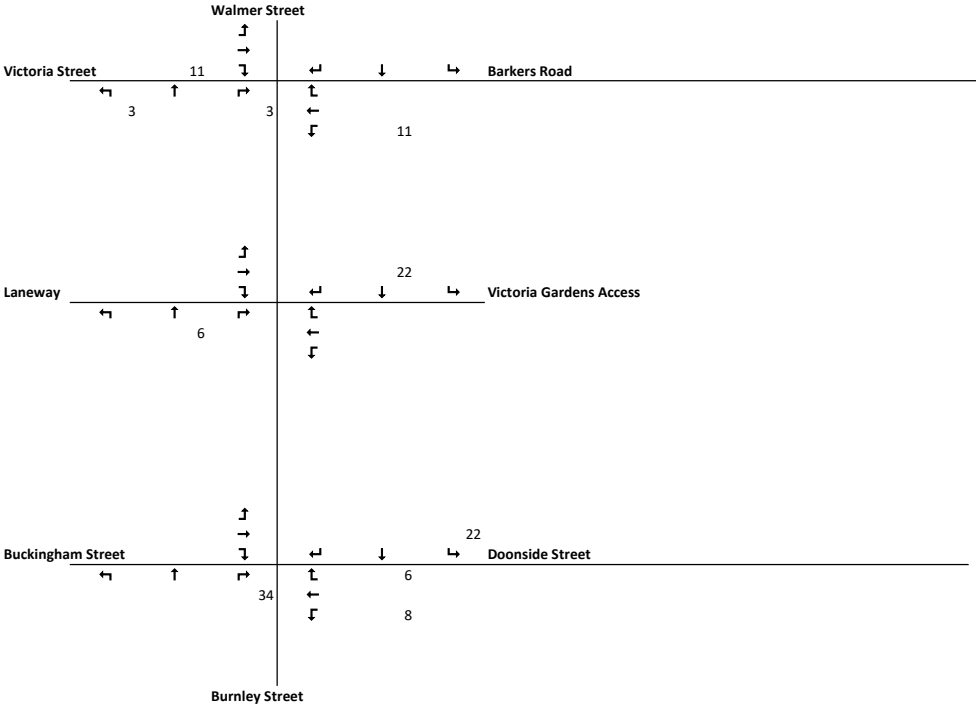
Doonside - TOTAL

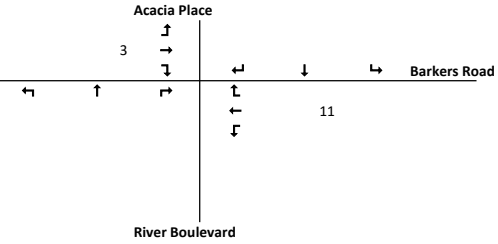
Scenario	Total Intersection Volume			
	Victoria/River	Victoria/Burnley	Burnley/SC	Burnley/Doonside
Existing	2647	2735	1593	1828
David Street	5	9	9	22
Appleton Street	9	18	18	43
Buckingham Street	11	11	11	26
Park House	25	57	32	32
Walmer	9	30	12	12
Riverside	88	62	27	27
Lots 9 & 10	416	283	141	141
Sub-total (Future Base)	3210	3205	1843	2131
Proposed Development	**96**	**86**	**93**	**119**
TOTAL		**3291**	**1936**	**2250**
Proposed Development % Increase over Future Base	***3.0%***	***2.7%***	***5.0%***	***5.6%***

Existing Traffic Volumes



Doonside - Residential

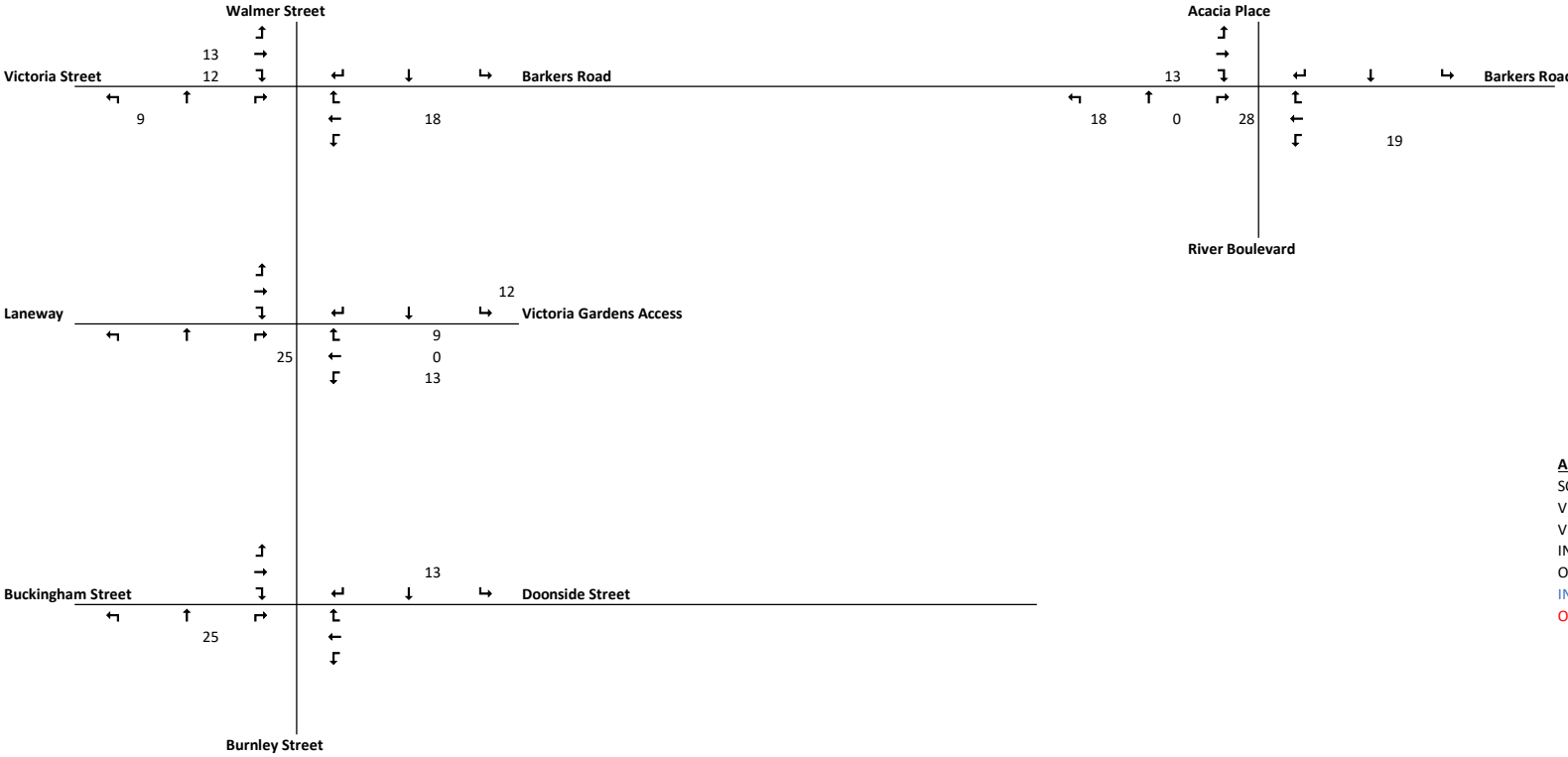




Assumptions:

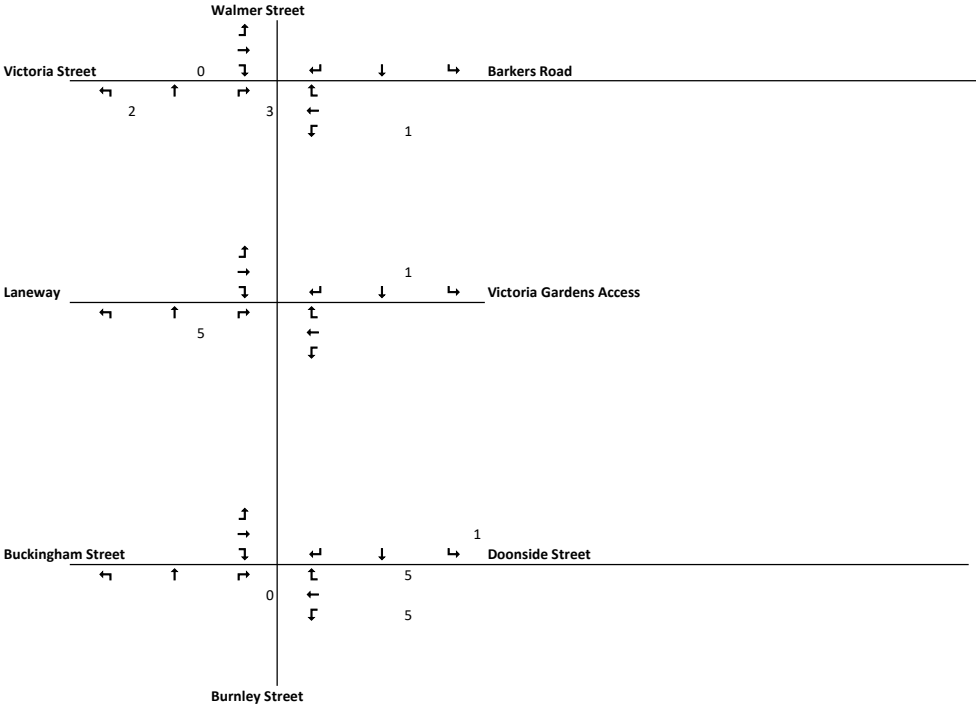
Spaces	484	
VPH/Spaces	0.16	
VPH	70	assuming 90% by Doonside
IN%	80%	
OUT%	20%	
IN VPH	56	
OUT VPH	14	
IN NORTH %	40%	
IN SOUTH %	60%	
OUT NORTH %	40%	
OUT SOUTH %	60%	
IN NORTH VPH	22	
IN SOUTH VPH	34	
OUT NORTH VPH	6	
OUT SOUTH VPH	8	

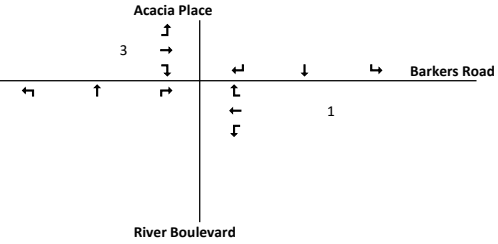
Doonside - Retail



Assumptions:	
SQM	8545
VPH/100 SQM	1.6
VPH	137
IN%	50%
OUT%	50%
IN VPH	69
OUT VPH	68

Doonside - Office

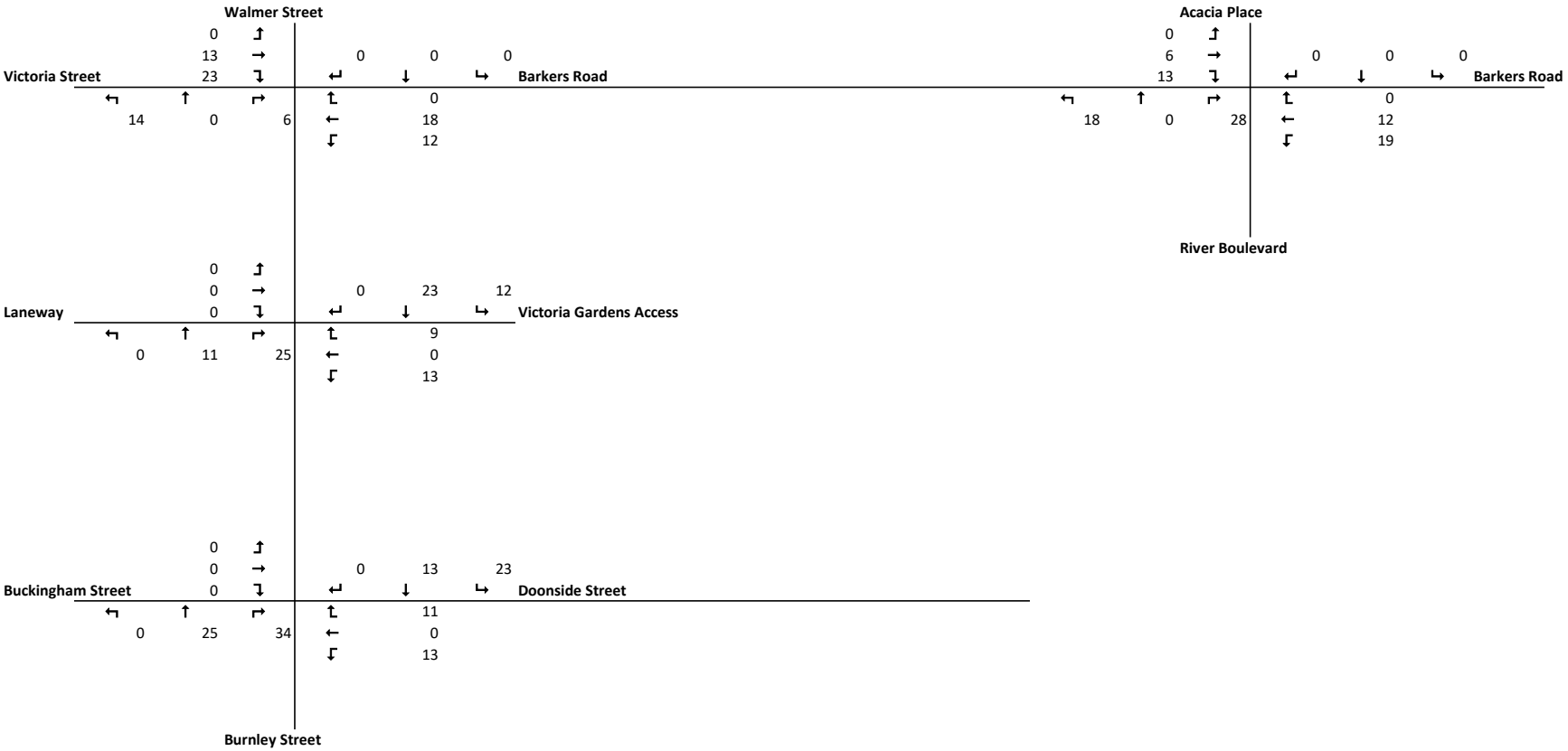




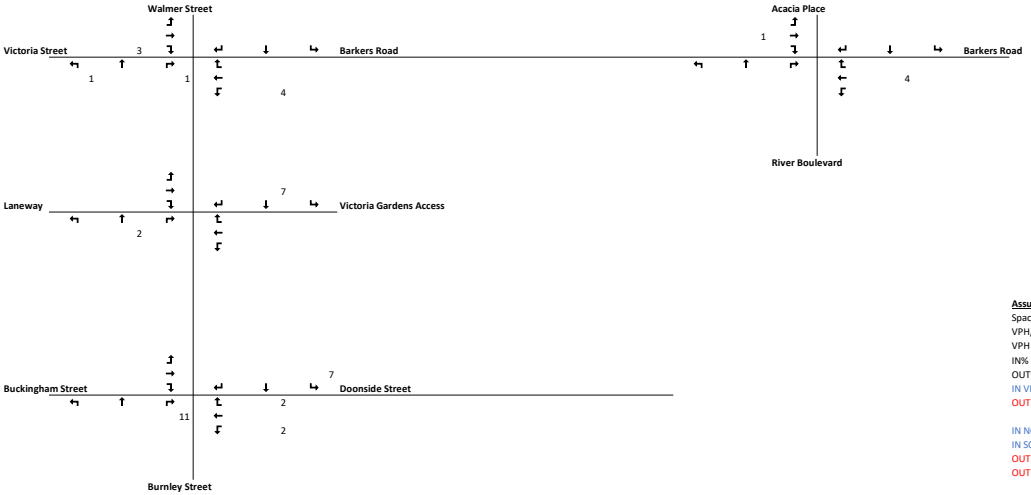
Assumptions:

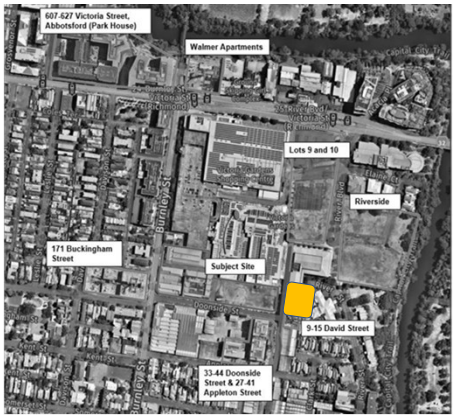
Spaces	34	
VPH/Spaces	0.36	
VPH	11	assuming 90% by Doonside
IN%	10%	
OUT%	90%	
IN VPH	1	
OUT VPH	10	
IN NORTH %	50%	
IN SOUTH %	50%	
OUT NORTH %	50%	
OUT SOUTH %	50%	
IN NORTH VPH	1	
IN SOUTH VPH	0	
OUT NORTH VPH	5	
OUT SOUTH VPH	5	

Doonside - TOTAL


Walmer Street
Acacia Place
Victoria Street
Barkers Road
Barkers Road
River Boulevard
Laneway
Victoria Gardens Access
Buckingham Street
Doonside Street
Burnley Street
0
13
23
14
0
6
0
0
0
0
18
12
0
0
0
0

David Street - Residential

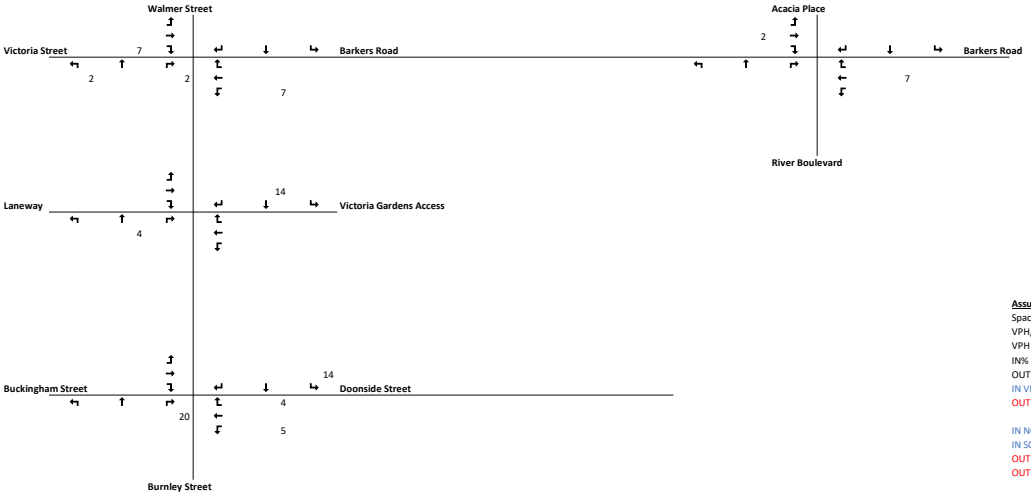


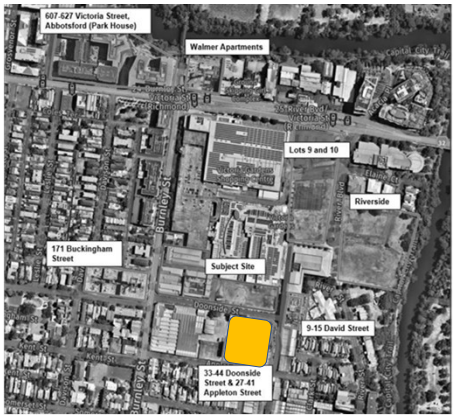


Assumptions:

Spaces	172	
VPH/Spaces	0.16	
VPH	22	assuming 80% by Doonside
IN%	80%	
OUT%	20%	
IN VPH	18	
OUT VPH	4	
IN NORTH %	40%	
IN SOUTH %	60%	
OUT NORTH %	40%	
OUT SOUTH %	60%	
IN NORTH VPH	7	
IN SOUTH VPH	11	
OUT NORTH VPH	2	
OUT SOUTH VPH	2	

Appleton Street - Residential

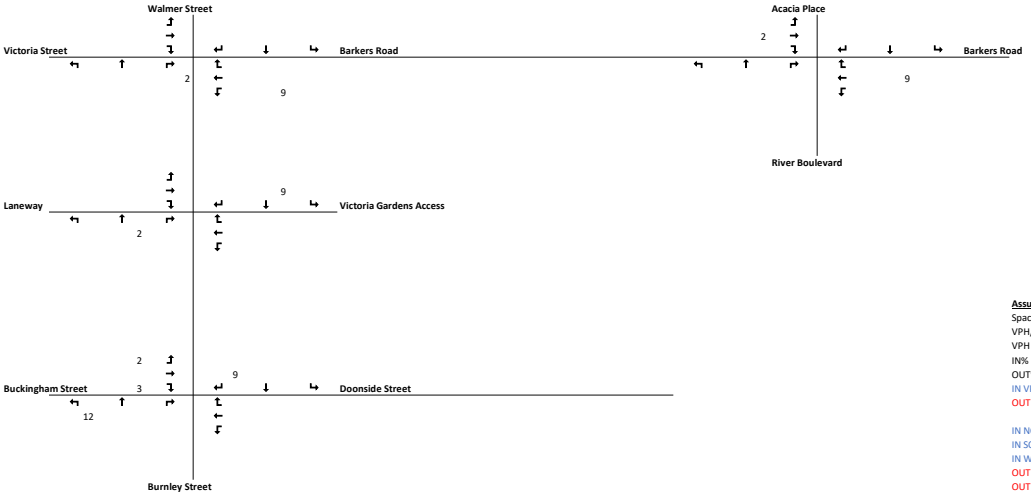




Assumptions:

Spaces	335	
VPH/Spaces	0.16	
VPH	43	assuming 80% by Doonside
IN%	80%	
OUT%	20%	
IN VPH	34	
OUT VPH	9	
IN NORTH %	40%	
IN SOUTH %	60%	
OUT NORTH %	40%	
OUT SOUTH %	60%	
IN NORTH VPH	14	
IN SOUTH VPH	20	
OUT NORTH VPH	4	
OUT SOUTH VPH	5	

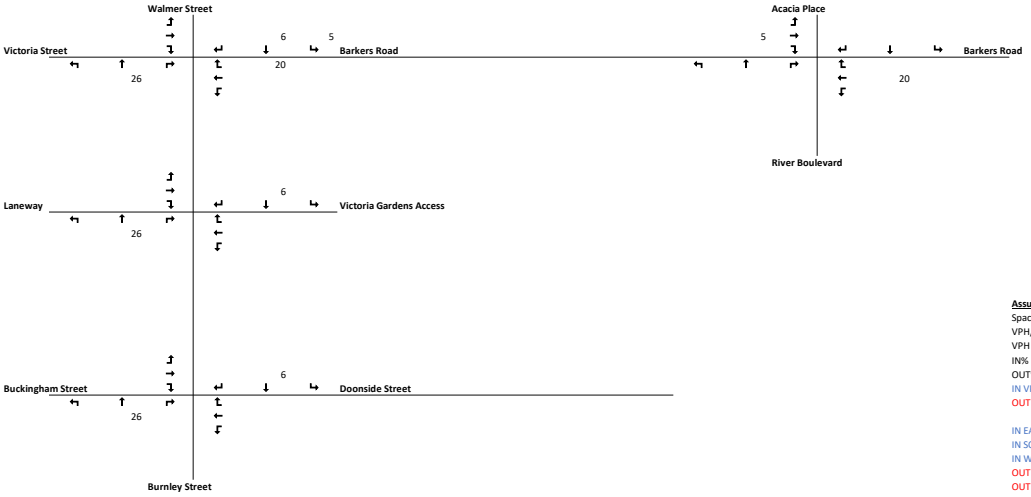
Buckingham Street - Residential

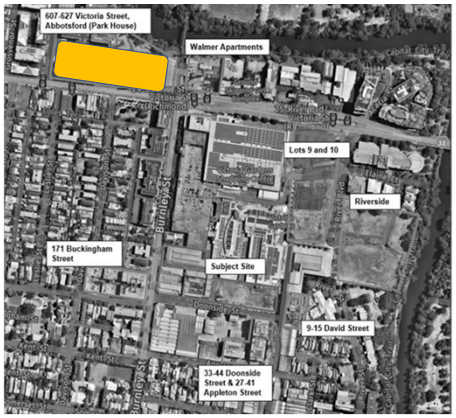


Assumptions:

Spaces	222	
VPH/Spaces	0.16	
VPH	36	assuming 70% by Buckingham
IN%	80%	
OUT%	20%	
IN VPH	29	
OUT VPH	7	
IN NORTH %	30%	
IN SOUTH %	40%	
IN WEST %	30%	
OUT NORTH %	30%	
OUT SOUTH %	40%	
OUT WEST %	30%	
IN NORTH VPH	9	
IN SOUTH VPH	12	
IN WEST VPH		excluded as assumed to west via Buckingham
OUT NORTH VPH	2	
OUT SOUTH VPH	3	
OUT WEST VPH		excluded as assumed to west via Buckingham

Park House - Residential

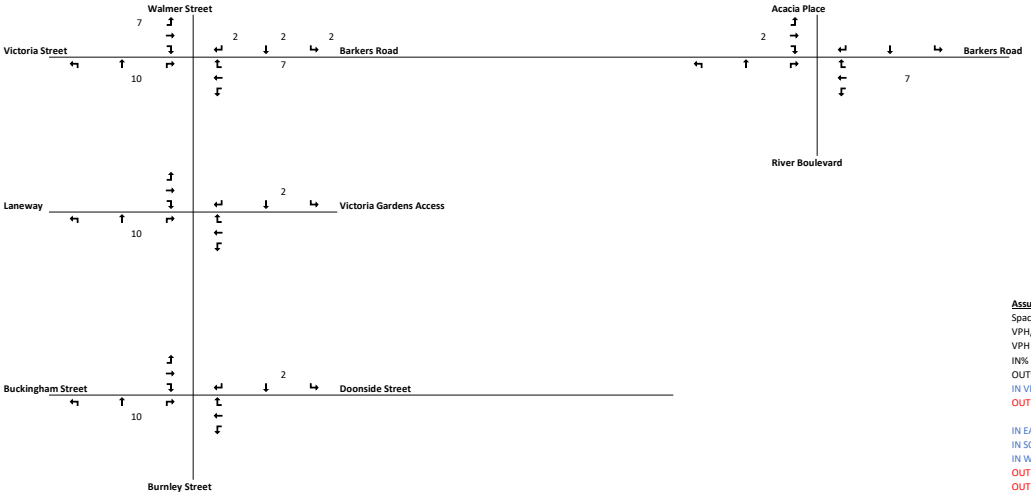


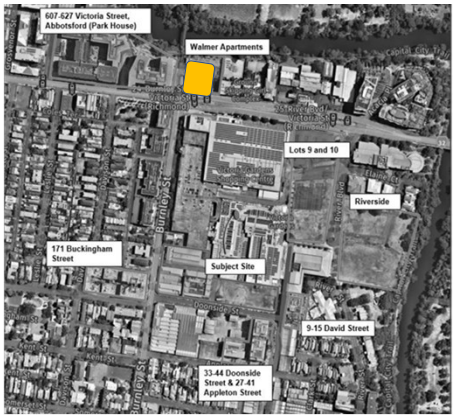


Assumptions:

Spaces	511
VPH/Spaces	0.16
VPH	82
IN%	80%
OUT%	20%
IN VPH	66
OUT VPH	16
IN EAST %	30%
IN SOUTH %	40%
IN WEST %	30%
OUT EAST %	30%
OUT SOUTH %	40%
OUT WEST %	30%
IN EAST VPH	20
IN SOUTH VPH	26
IN WEST VPH	excluded as assumed via Flockkart
OUT EAST VPH	5
OUT SOUTH VPH	6
OUT WEST VPH	excluded as assumed via Flockkart

Walmer - Residential

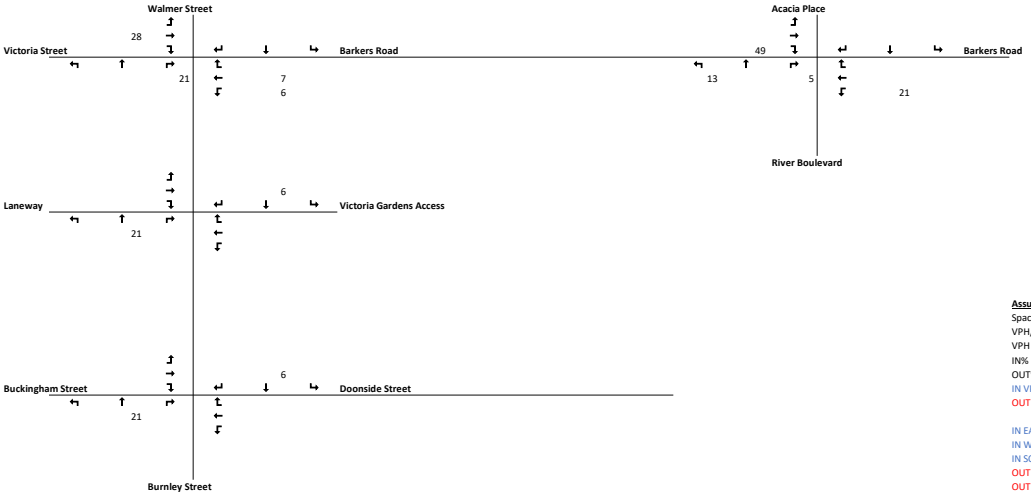




Assumptions:

Spaces	190	
VPH/Spaces	0.16	
VPH	30	assuming 100% by Walmer
IN%	80%	
OUT%	20%	
IN VPH	24	
OUT VPH	6	
IN EAST %	30%	
IN SOUTH %	40%	
IN WEST %	30%	
OUT EAST %	30%	
OUT SOUTH %	40%	
OUT WEST %	30%	
IN EAST VPH	7	
IN SOUTH VPH	10	
IN WEST VPH	7	
OUT EAST VPH	2	
OUT SOUTH VPH	2	
OUT WEST VPH	2	

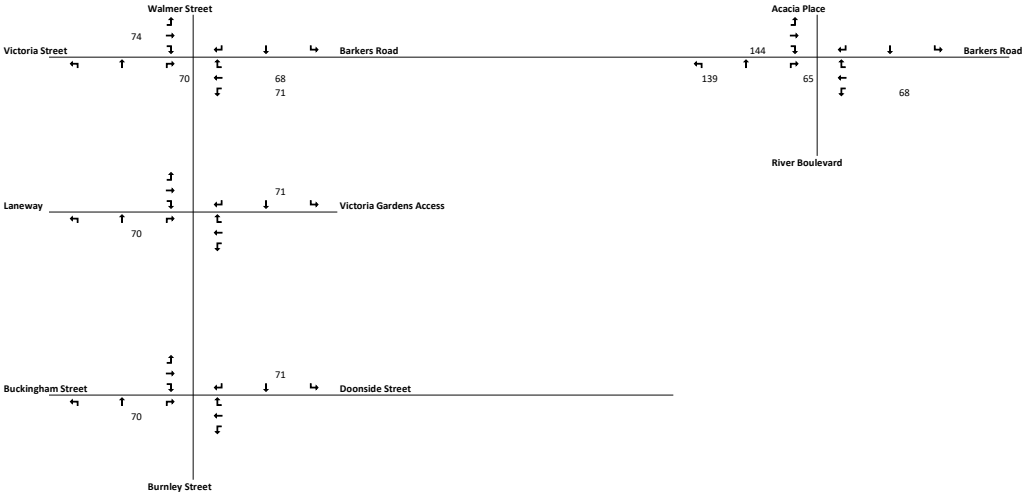
Riverside - Residential



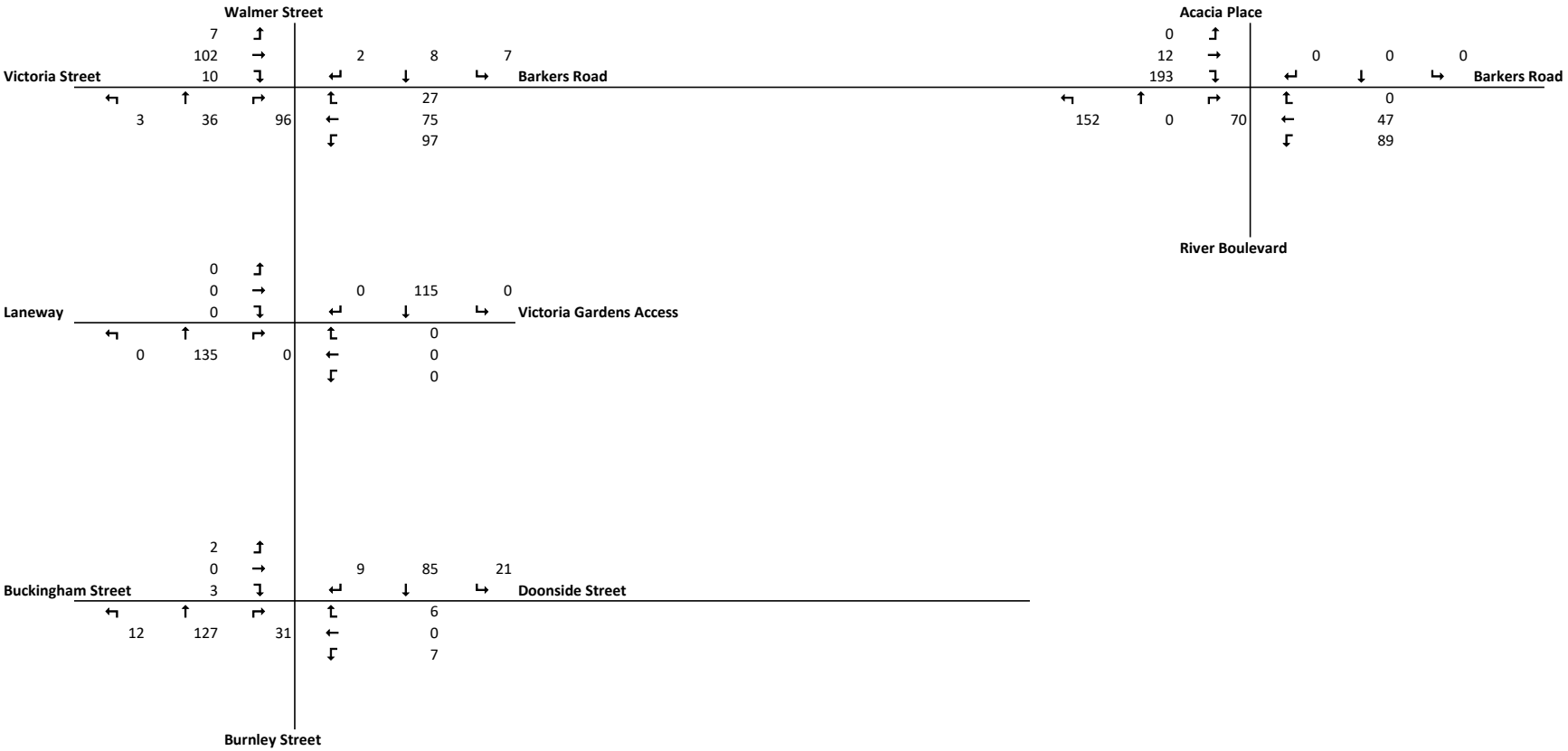
Assumptions:

Spaces	548
VPH/Spaces	0.16
VPH	88
IN%	80%
OUT%	20%
IN VPH	70
OUT VPH	18
IN EAST %	30%
IN WEST %	40%
IN SOUTH %	30%
OUT EAST %	30%
OUT WEST %	40%
OUT SOUTH %	30%
IN EAST VPH	21
IN WEST VPH	28
IN SOUTH VPH	21
OUT EAST VPH	5
OUT WEST VPH	7
OUT SOUTH VPH	6

Lots 9 & 10 - TOTAL

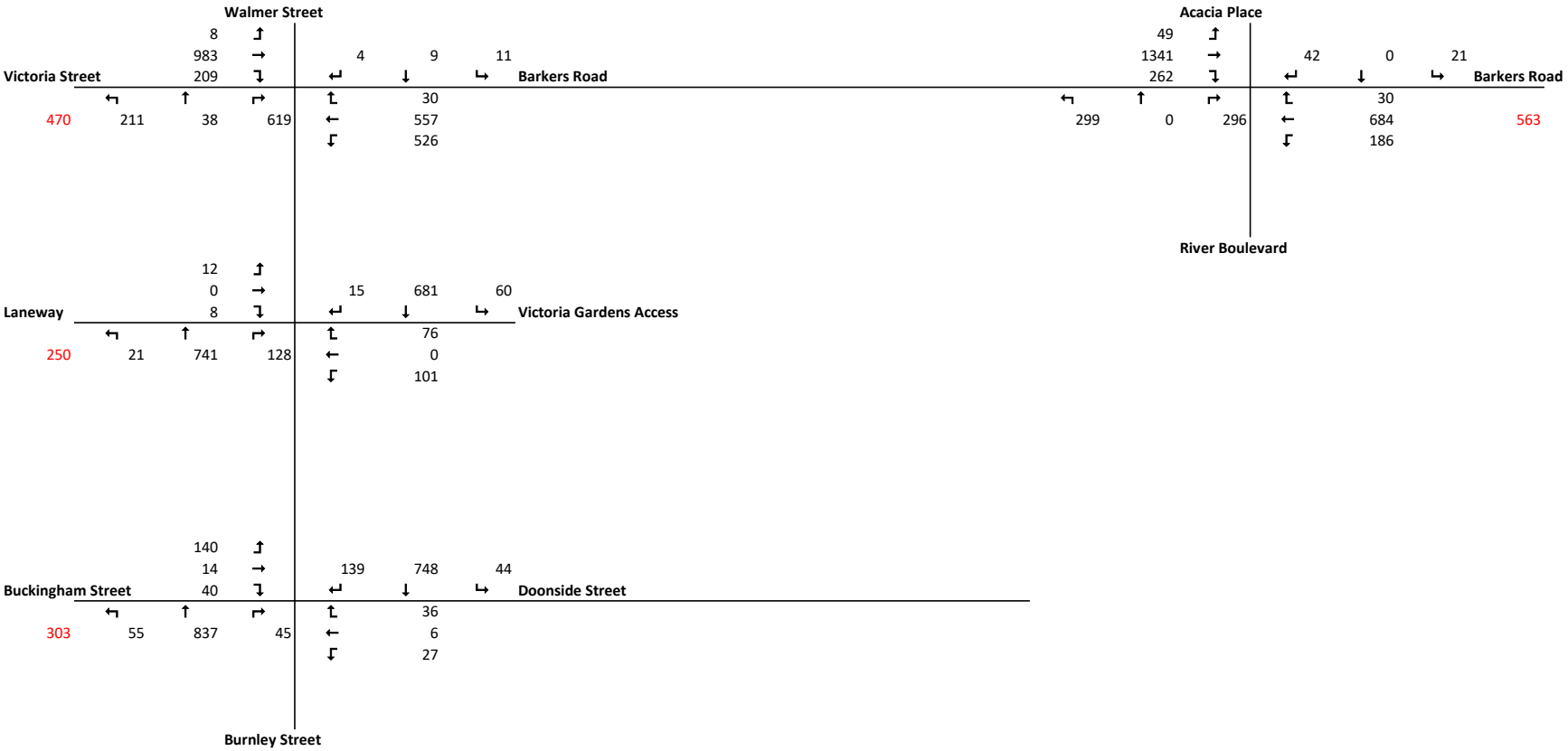


All Other Developments - TOTAL (excluding Proposed Development)



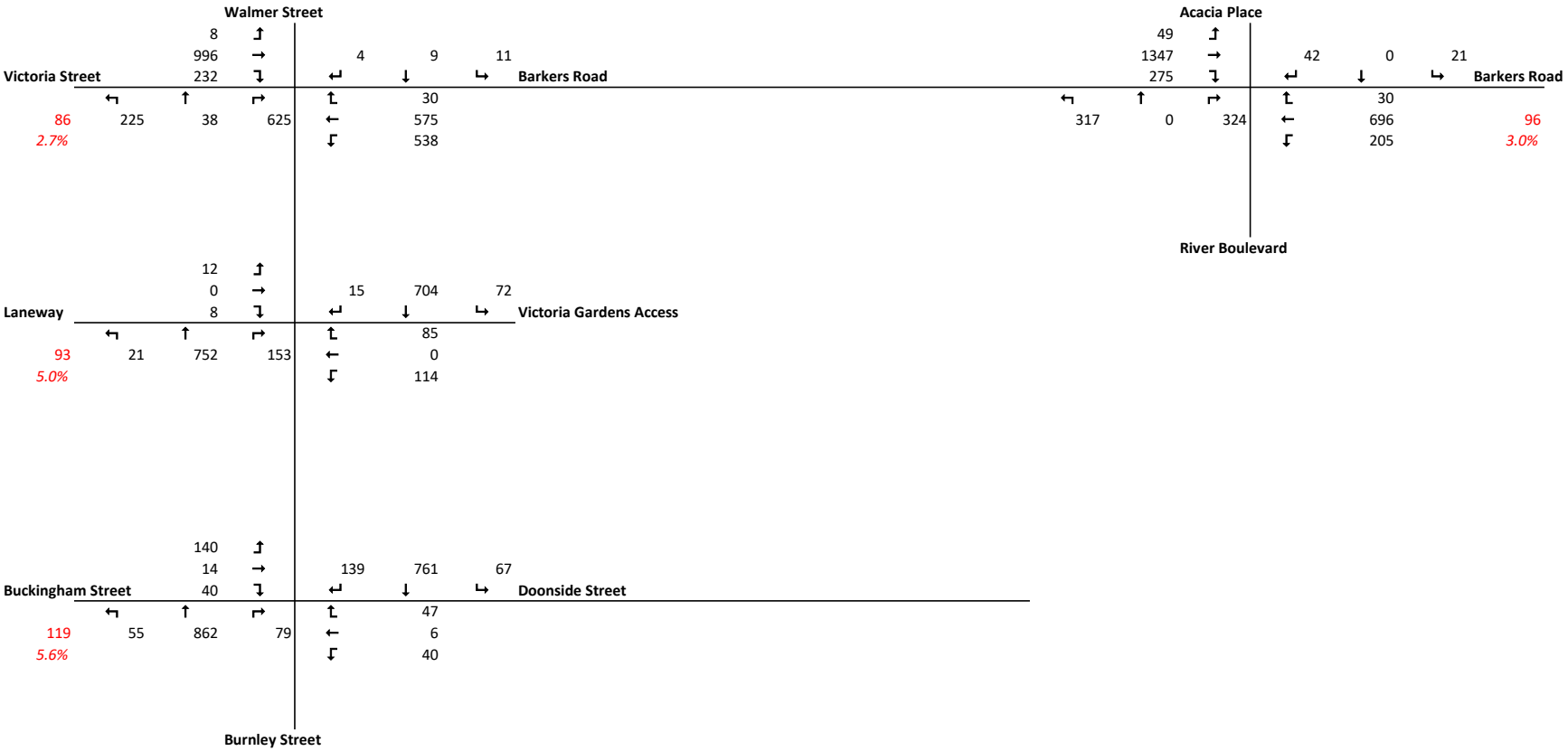
Future Base Traffic Volumes

Legend: Traffic volume increase over Existing Volumes



Future Post Development Traffic Volumes

Legend: Traffic volume increase over Future Base Volumes, including % increases



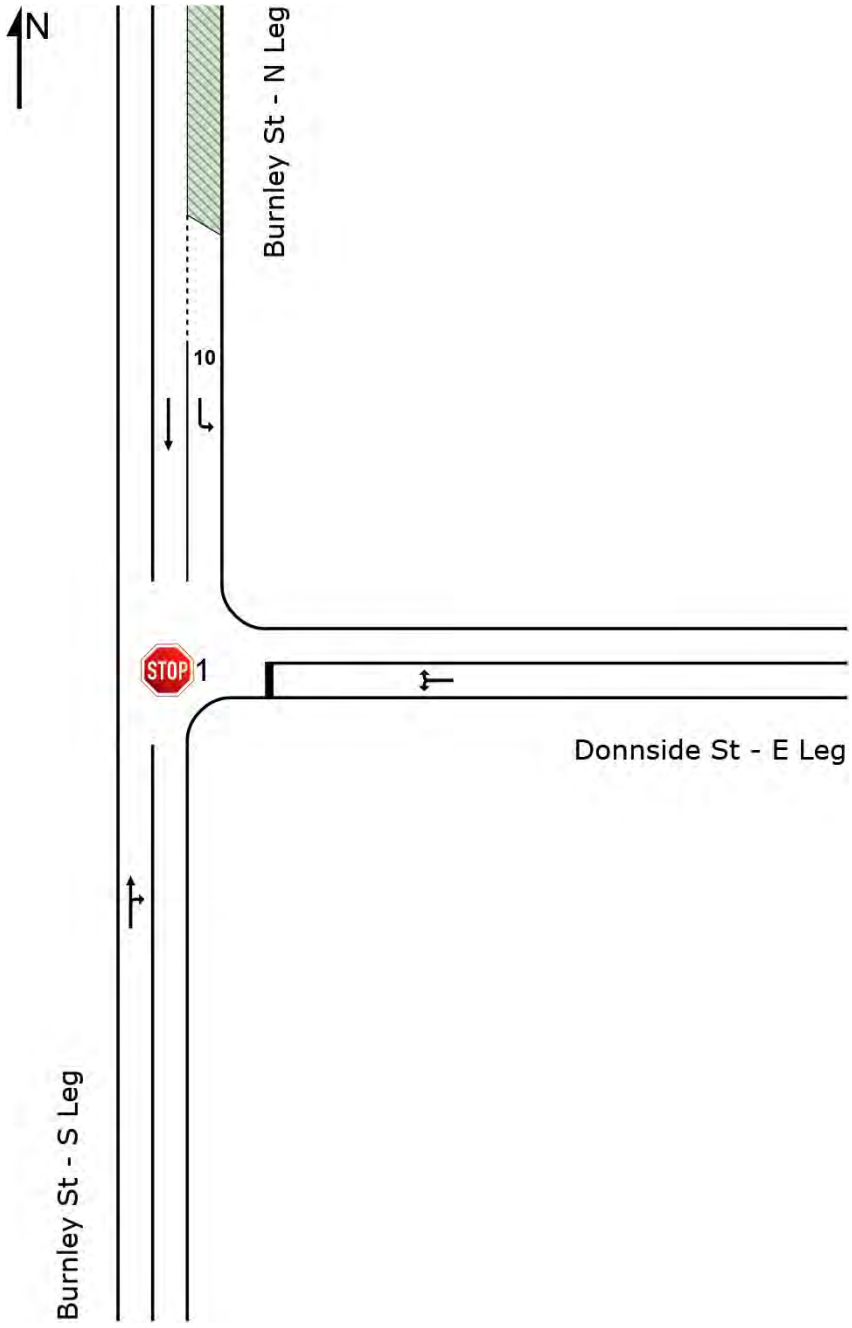
I. BURNLEY STREET / DOONSIDE STREET SIDRA RESULTS

SITE LAYOUT

Site: 1 [Existing PM (Site Folder: Scenario 1 - Existing Conditions)]

Burnley St / Doonside St
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 1 [Existing PM (Site Folder: Scenario 1 - Existing Conditions)]

Burnley St / Doonside St
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burnley St - S Leg														
2	T1	848	13	893	1.5	0.504	0.8	LOS A	1.1	7.9	0.12	0.02	0.17	58.8
3	R2	28	0	29	0.0	0.504	14.5	LOS B	1.1	7.9	0.12	0.02	0.17	56.6
Approach		876	13	922	1.5	0.504	1.2	NA	1.1	7.9	0.12	0.02	0.17	58.7
East: Donnside St - E Leg														
4	L2	26	2	27	7.7	0.159	14.9	LOS B	0.6	4.3	0.80	0.97	0.80	45.9
6	R2	30	0	32	0.0	0.159	21.4	LOS C	0.6	4.3	0.80	0.97	0.80	45.9
Approach		56	2	59	3.6	0.159	18.4	LOS C	0.6	4.3	0.80	0.97	0.80	45.9
North: Burnley St - N Leg														
7	L2	23	0	24	0.0	0.013	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
8	T1	793	10	835	1.3	0.432	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		816	10	859	1.2	0.432	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
All Vehicles		1748	25	1840	1.4	0.504	1.3	NA	1.1	7.9	0.09	0.05	0.11	58.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [Future Base PM (Site Folder: Scenario 2 - Future Base)]

Burnley St / Doonside St
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burnley St - S Leg														
2	T1	977	1.4	1028	1.4	0.636	2.4	LOS A	3.6	25.4	0.30	0.04	0.47	56.8
3	R2	59	0.0	62	0.0	0.636	19.8	LOS C	3.6	25.4	0.30	0.04	0.47	54.8
Approach		1036	1.3	1091	1.3	0.636	3.4	NA	3.6	25.4	0.30	0.04	0.47	56.7
East: Donnside St - E Leg														
4	L2	33	6.1	35	6.1	0.282	17.5	LOS C	1.1	7.6	0.87	1.03	0.99	42.4
6	R2	36	0.0	38	0.0	0.282	32.1	LOS D	1.1	7.6	0.87	1.03	0.99	42.4
Approach		69	2.9	73	2.9	0.282	25.1	LOS D	1.1	7.6	0.87	1.03	0.99	42.4
North: Burnley St - N Leg														
7	L2	44	0.0	46	0.0	0.025	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
8	T1	887	1.2	934	1.2	0.482	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		931	1.1	980	1.1	0.482	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.3
All Vehicles		2036	1.3	2143	1.3	0.636	2.8	NA	3.6	25.4	0.18	0.07	0.27	57.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [PD (Doonside Only) PM (Site Folder: Scenario 3 - Future Base+Post Dev)]

Burnley St / Doonside St
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burnley St - S Leg														
2	T1	1002	1.3	1055	1.3	0.717	4.4	LOS A	6.7	47.1	0.49	0.08	0.83	54.6
3	R2	93	0.0	98	0.0	0.717	22.5	LOS C	6.7	47.1	0.49	0.08	0.83	52.7
Approach		1095	1.2	1153	1.2	0.717	5.9	NA	6.7	47.1	0.49	0.08	0.83	54.5
East: Donnside St - E Leg														
4	L2	46	4.2	48	4.2	0.433	23.0	LOS C	1.8	12.7	0.90	1.08	1.18	39.3
6	R2	47	0.0	49	0.0	0.433	40.8	LOS E	1.8	12.7	0.90	1.08	1.18	39.3
Approach		93	2.1	98	2.1	0.433	32.0	LOS D	1.8	12.7	0.90	1.08	1.18	39.3
North: Burnley St - N Leg														
7	L2	67	0.0	71	0.0	0.038	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
8	T1	900	1.1	947	1.1	0.489	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		967	1.0	1018	1.0	0.489	0.6	NA	0.0	0.0	0.00	0.04	0.00	59.2
All Vehicles		2155	1.2	2268	1.2	0.717	4.7	NA	6.7	47.1	0.29	0.10	0.47	55.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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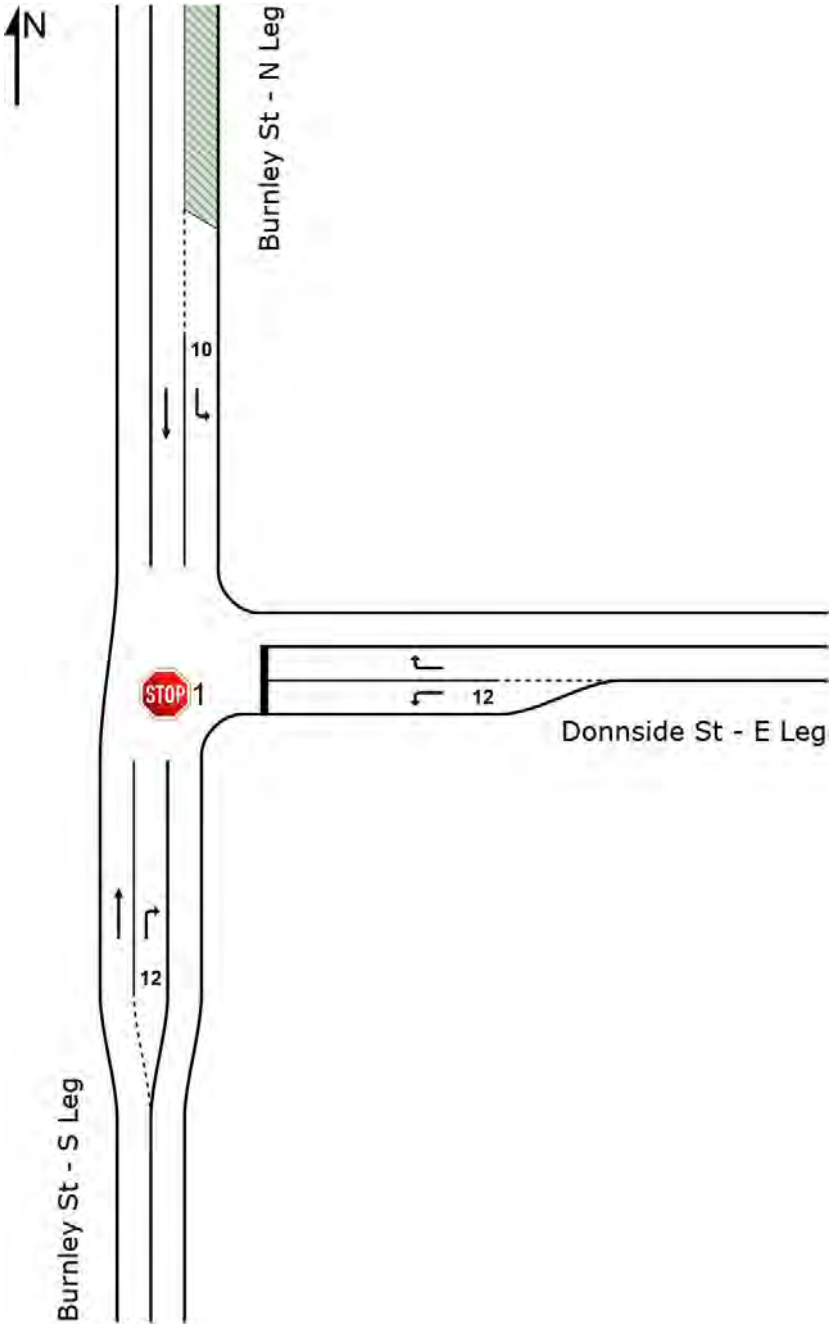
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SITE LAYOUT

Site: 1 [PD (Doonside Only) PM (Site Folder: Scenario 3 - Mitigated)]

Burnley St / Doonside St
Site Category: (None)
Stop (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 1 [PD (Doonside Only) PM (Site Folder: Scenario a - Mitigated)]

Burnley St / Doonside St
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burnley St - S Leg														
2	T1	1002	1.3	1055	1.3	0.550	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
3	R2	93	0.0	98	0.0	0.170	11.8	LOS B	0.6	4.2	0.72	0.88	0.72	48.9
Approach		1095	1.2	1153	1.2	0.550	1.2	NA	0.6	4.2	0.06	0.08	0.06	58.4
East: Donnside St - E Leg														
4	L2	46	4.2	48	4.2	0.123	19.3	LOS C	0.6	4.0	0.80	1.00	0.80	45.5
6	R2	47	0.0	49	0.0	0.497	58.6	LOS F	1.6	11.3	0.96	1.06	1.21	30.5
Approach		93	2.1	98	2.1	0.497	39.2	LOS E	1.6	11.3	0.88	1.03	1.01	36.5
North: Burnley St - N Leg														
7	L2	67	0.0	71	0.0	0.038	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	53.6
8	T1	900	1.1	947	1.1	0.489	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		967	1.0	1018	1.0	0.489	0.6	NA	0.0	0.0	0.00	0.04	0.00	59.2
All Vehicles		2155	1.2	2268	1.2	0.550	2.6	NA	1.6	11.3	0.07	0.10	0.07	57.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Community Benefits of the proposed Victoria Gardens Expansions

Doonside Precinct and River Boulevard Precinct

September 2022

VICINITY CENTRES

SALTA

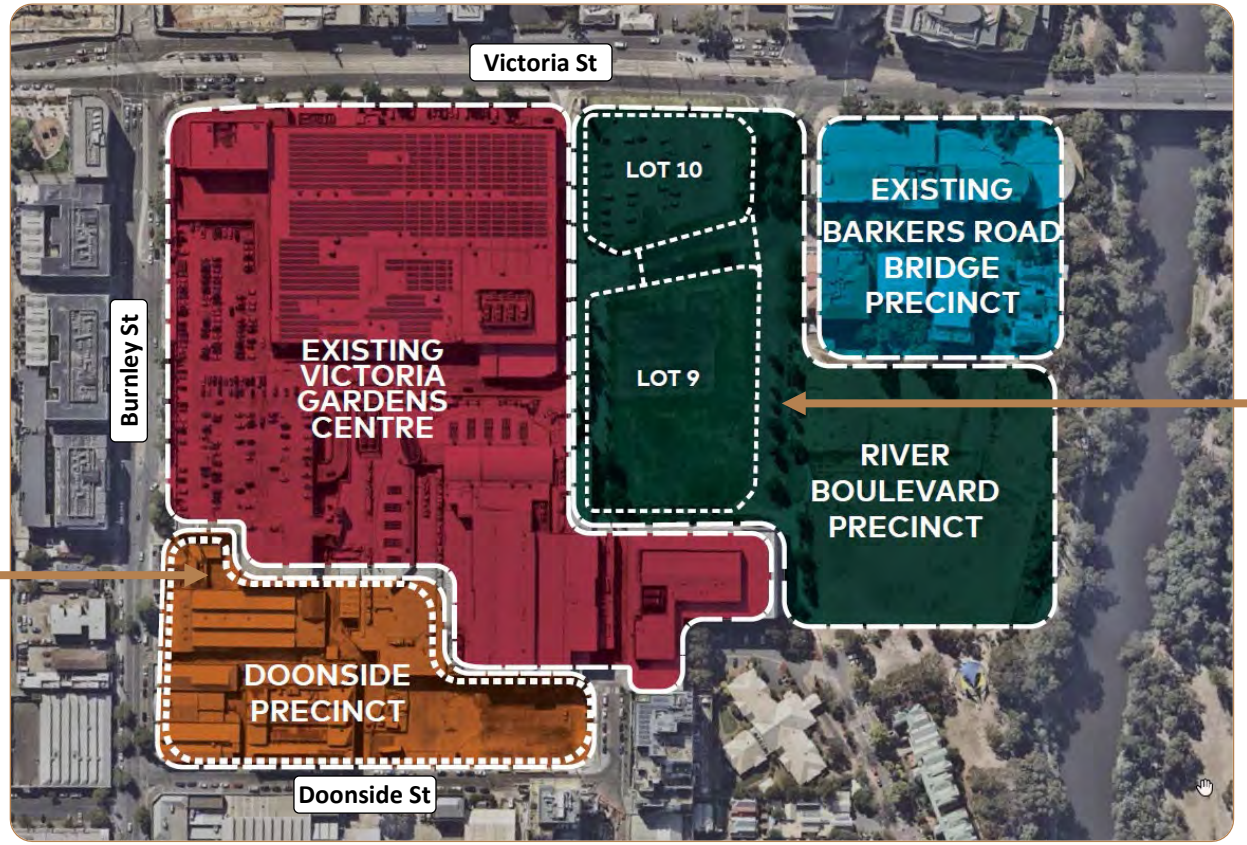
CITY OF YARRA

Introduction

This report highlights the community benefits that form part of the proposed Doonside Precinct and River Boulevard Precinct expansions

The proposed Doonside Precinct expansion includes:

- 839 homes
- 3,500m² office/work space
- 8,500m² expansion of the retail centre
- 3,500m² of new safe, outdoor publicly accessible open space



The proposed River Boulevard expansion includes:

- 840 homes
- 26,600m² office/work space
- 6,700m² of retail NLA
- Child care facility (110 children)
- 6,245m² of new safe, outdoor publicly accessible open space

Victoria Gardens is well positioned to evolve into the precinct's anchor and urban marker

The original Victoria Gardens development has led to a large increase in population and associated amenity in the surrounding area

City context

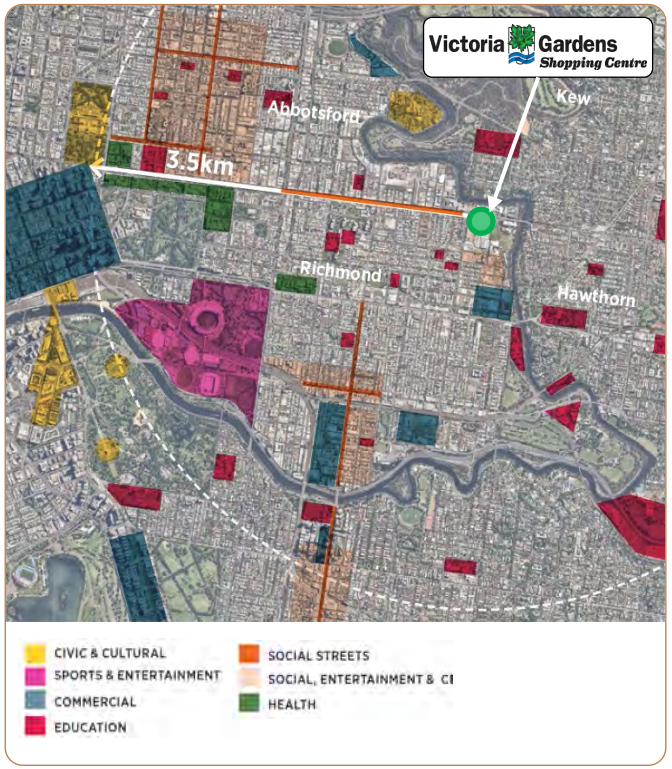
- Is in close proximity to the **city and public transport links**
- Is within **Melbourne's established inner east**
- Is well **serviced by amenity**

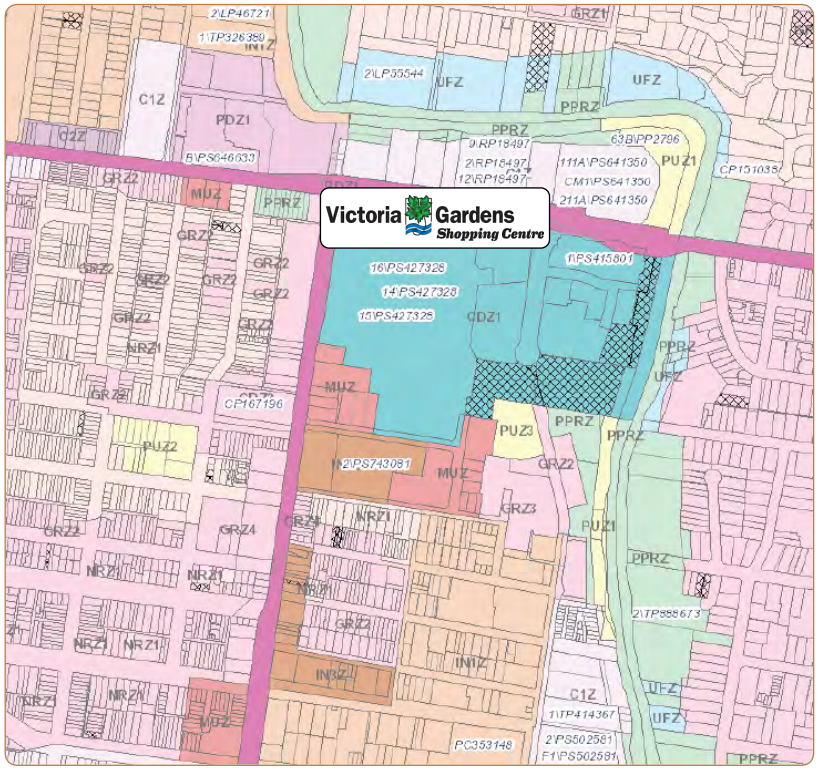
Precinct characteristics

- Availability of **large sites** due to industrial uses
- Amenity of the **Yarra River, parkland, shopping centre and commercial workplaces**

Planning controls

Supportive planning controls and **strategic policy to promote urban consolidation** of the precinct, providing **significant employment opportunities and increased housing density and diversity**.





The community will benefit from the proposed Victoria Gardens expansions in six key ways

The local community always has and will continue to be integral to Victoria Gardens' evolution

The proposed Victoria Gardens Doonside and River Boulevard Precincts expansions will:

1. Physically connect the centre to the surrounding area

9 new and/or upgraded pathways and entrances

2. Create quality publicly accessible open space for the community

~9,750m² of new publicly accessible open space

3. Restore and connect with local heritage

Celebrate the diverse cultural histories of the site

4. Provide new jobs on-site via a diverse mix of land uses

3,300+ new jobs across a diverse set of uses

5. Create affordable homes for the community's key workers

Up to 10% of dwellings being high quality affordable homes

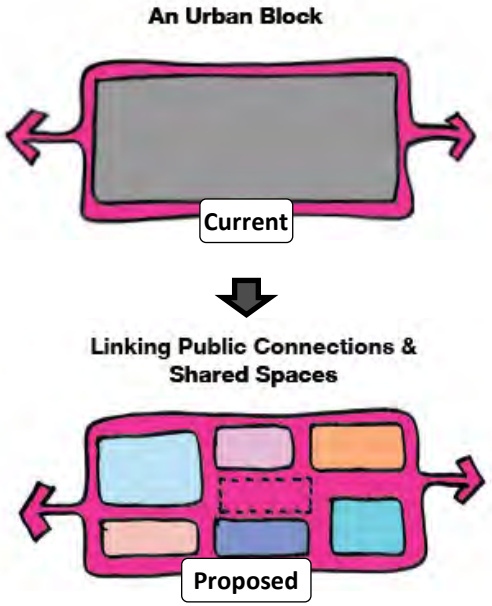
6. Provide a marketplace for the community

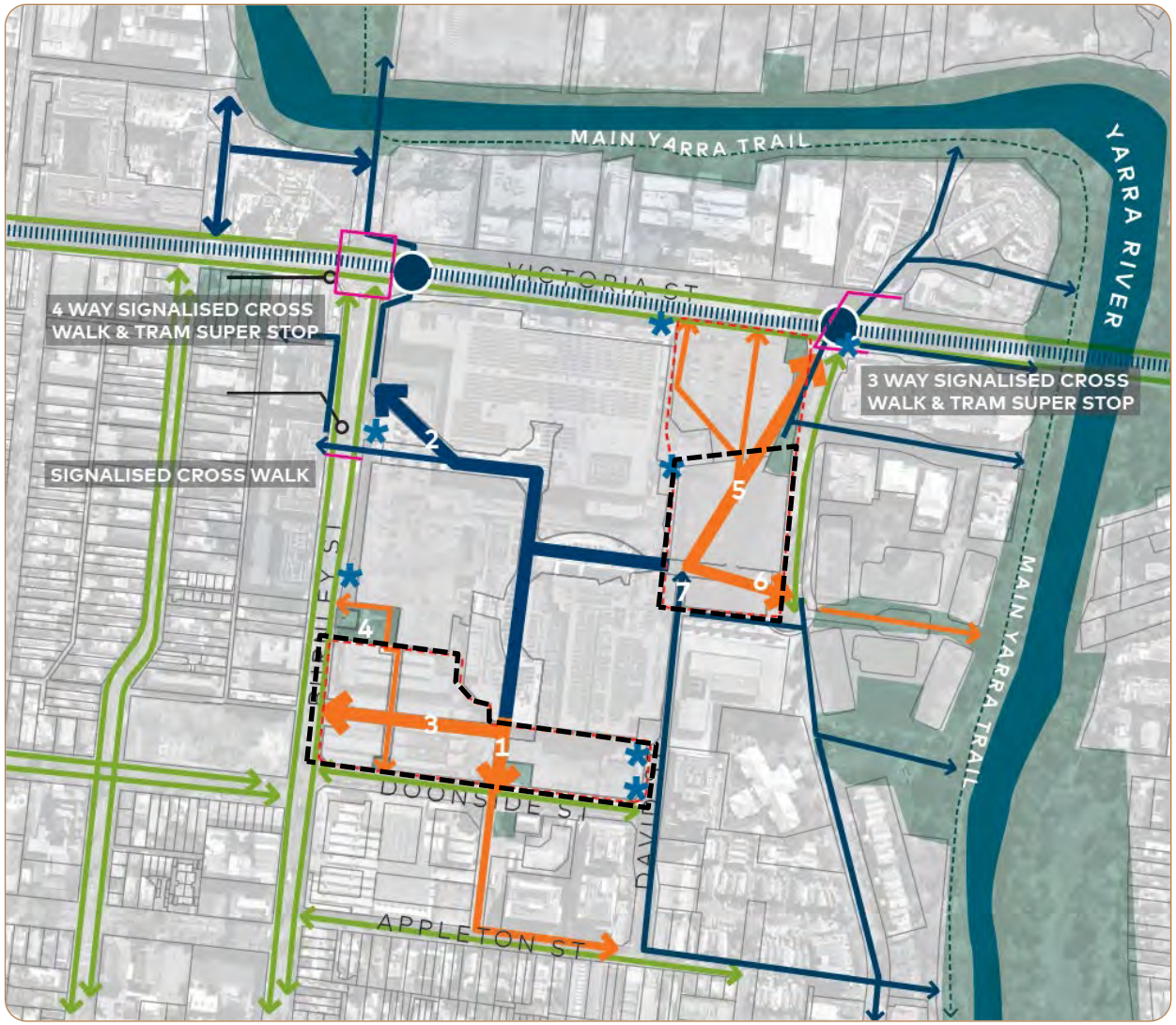
15,000m² retail expansion, including a new market hall

1. Physically connect the centre to the surrounding area

Victoria Gardens will be opened up and connected to the rest of Richmond through visual transparency and inviting interfaces

The expansions will **greatly increase the permeability of the site**, allowing Richmond to flow throughout the space, breaking down the urban block.





1. Extend the axis of main mall structure of the shopping centre to Doonside Street and through the proposed north-south link of the Harry the Hirer site to Appleton Street. Creating a new gateway to the precinct.

2. Investigate improvement of pedestrian entry from Burnley Street, keying in with existing signalised cross walk, whilst providing a clear arrival sequence from the tram super stop.

3. Create a main east-west connection to Burnley Street supported by the retail environment.

4. Integrate heritage hotel into the movement network as a secondary laneway route.

5. Investigate extension of alignment of tram super stop and signalised intersection through Lots 9 & 10 to intersect with proposed circulation paths, creating clear pedestrian legibility and way finding.

6. Investigate eastern entrance connecting with River Boulevard and development sites along the river.

7. Explore opportunities to improve David Street to integrate with proposed circulation paths.

1. Physically connect the centre to the surrounding area – Doonside Precinct expansion

Proposed new Doonside Precinct and Market Hall Square and entry

Market Hall entry:
A new main entrance of Victoria Gardens shopping centre will lead into the expanded market hall.

Doonside Street:
Investment in revitalising Doonside St though widening and renewing footpaths, creation of public gathering and meeting spaces, tree planting, and providing a link to the proposed green link though to Appleton Street
(see appendix for more detail).

Proposed new Market Hall Square – Doonside Precinct expansion

1. Physically connect the centre to the surrounding area – Doonside Precinct expansion

Proposed new Burnley Street Plaza and entrance

Burnley Street interface:
The key interface will be considerably improved via passive surveillance and increased interaction with the street.

Burnley Street:
Investment in revitalising Burnley Street through widening and renewing footpaths, creation of public gathering and meeting spaces and tree planting
(see appendix for more detail).

Proposed new Burnley Street Plaza and entrance – Doonside Precinct expansion

1. Physically connect the centre to the surrounding area – River Boulevard expansion

The River Boulevard Precinct expansion will use publicly accessible space to connect the precinct to the rest of Richmond (and beyond)

The River Boulevard Precinct expansion **will connect Victoria Gardens to the Yarra River corridor through a series of public spaces and pedestrian walkways**.

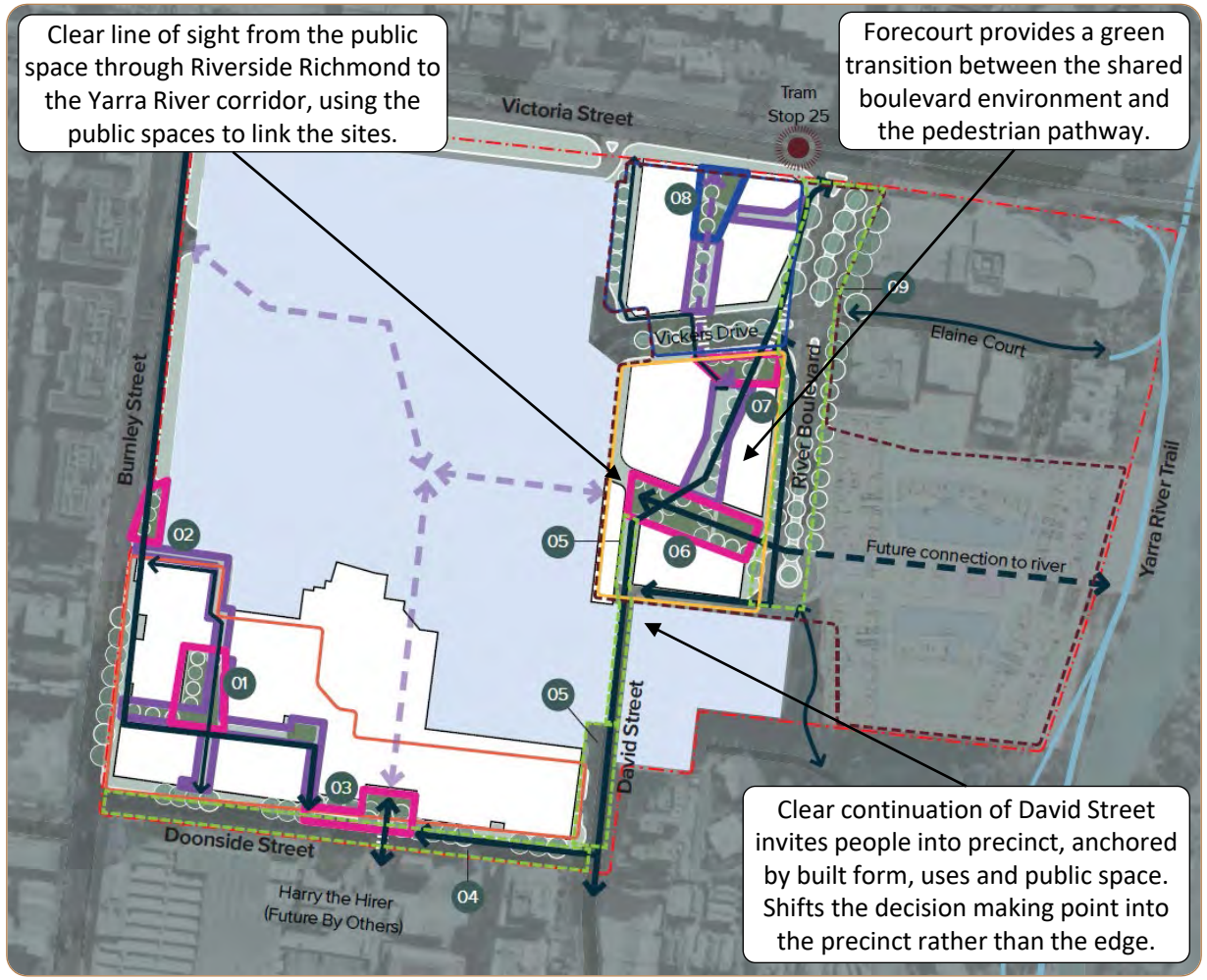
KEY:

Doonside Precinct

1. Doonside Plaza
2. Pocket Garden
3. Market Hall Square
4. Doonside Street
5. David Street

River Boulevard Precinct

6. River Passage Plaza (Lot 9)
7. River Blvd Forecourt (Lot 9)
8. Victoria Street Plaza (Lot 10)
9. River Boulevard



Benchmark examples

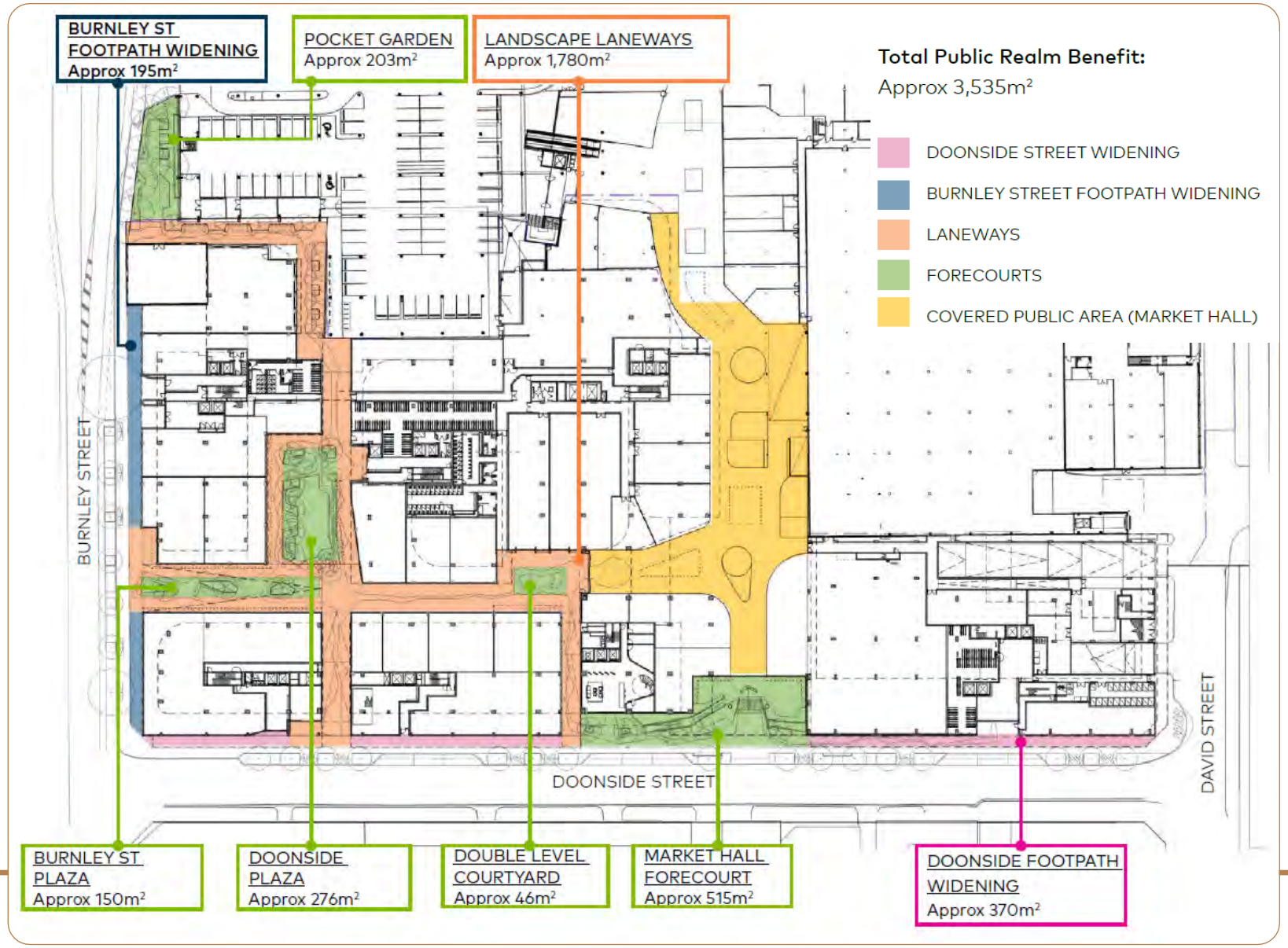
2. Create quality publicly accessible space for the community – Doonside Precinct expansion

New publicly accessible spaces, revitalised laneways and upgraded footpaths will dramatically improve the area's public realm

The Doonside Precinct expansion will invest $8.3M into new publicly accessible open space
(or 11% of the expansion land value)

The Doonside Precinct expansion will provide:

- ~3,500m² of safe, outdoor public realm, forecourts and laneways
- ~1,900m² of covered publicly accessible space
- Footpath widening of Doonside and Burnley Streets to improve safety and comfort (see appendix for more detail)
- 5 expanded and/or upgraded publicly available civic spaces



2. Create quality publicly accessible space for the community – Doonside Precinct expansion

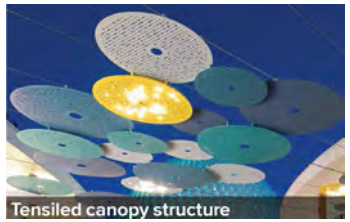
Activated landscaping will help rejuvenate the area's public realm and draw the community into the space

The proposed Victoria Gardens Doonside Precinct expansion **will have a strong focus on sustainability:**

- Net Zero Carbon Emissions for all residential common area and back of house services through a combination of passive design strategies, high performance facades and services strategies, on-site renewable energy, purchase of off-site renewable energy and carbon offsetting
- Prioritise sustainable transport – new pedestrian and cycling connections, links to existing public transport nodes
- 50 new trees will be planted on ground level (on site and along Doonside and Burnley streets), improving the public realm experience; an additional 53 trees from level 1 and above
- There will be limited shadowing on the southern Doonside footpath as a result of well considered design principles (see appendix for details)

Proposed Doonside Plaza – Doonside Precinct expansion

Long bench tables with stool seating



Tensiled canopy structure

Undulating artificial lawn

Water fountain / plaza

2. Create quality publicly accessible space for the community – River Boulevard Precinct expansion

The proposed expansion will help to improve Richmond's publicly accessible open space network

The proposed Lots 9 and 10 River Boulevard expansion **will provide ~2,300m² of publicly accessible open space**, that will be available to the community 24 hours a day.

These spaces will **have large amounts of sunlight at different times of the day**, encouraging different areas of habitation for different activities (see appendix for details).

An additional ~3,950m² of publicly accessible open space will be available within the broader River Boulevard precinct.

The River Boulevard (Lots 9 and 10) expansion will provide:

River Passage Plaza
A ~1,280m² plaza that provides a space for the community to dwell

River Boulevard Forecourt
A ~400m² zone at the north of the site that connects Lot 9 to Lot 10

The Street
A ~620m² North-South link connecting the River Passage Plaza to the Forecourt

Benchmark example

The Concourse, Chatswood NSW

3. Restore and connect with local heritage

Celebration of the area's indigenous, cultural and artistic heritage

Both the Doonside Precinct and River Boulevard Precinct expansions **will celebrate Richmond's diverse cultural heritage by**:

- Building authentic relationships with the Traditional Owners
- Commit to undertaking a cultural study of the site and undertake to reflect these histories in the built environment

Our Vision:

We are actively contributing to the creation of positive change, respect, acknowledgement and opportunities with Aboriginal and Torres Strait Islander people.

We understand our role as asset creators and owners is to not only build strong relationships but also to create places that acknowledge and recognise their link to Country.

Through our Sustainability strategy, we aim to shape stronger and more resilient communities by enabling positive social change and enhancing community connection through our assets and developments.

Looking Forward, by Emma Hollingsworth

3. Restore and connect with local heritage – Doonside Precinct expansion

The Doonside Precinct expansion includes the restoration of the Loyal Studley Hotel, greatly increasing its prominence within the neighbourhood

Restoring the pub and its activities, providing expanded landscaped forecourt zones where street activity is supported. The pub is framed by the new buildings and their architecture giving prominence to its northern elevation in the context of Burnley Street. Opportunity to improve the existing carpark street elevation to increase the quality and invitation of the streetscape.

Artist impression

4. Provide over 3,300 additional jobs on-site via a diverse mix of land uses

The Victoria Gardens expansions will support the local Richmond economy through the creation of jobs and increased economic activity

In total, the Doonside Precinct and River Boulevard expansions **will support the economy with:**

Added during construction:

$97.2M average value added p.a. | **681 jobs** p.a. for 7 years

Once complete and operational:

$836.5M Value added p.a. | **3,397 jobs** ongoing on-site

The Doonside Precinct expansion:[1]

- During construction, $56.0M will be added to the State economy each year, including 392 jobs for 5 years (FTE, direct and indirect)
- Once complete, the daily operation and management of the facilities within the development will contribute $171.1M to the economy each year (direct and indirect
- The expansion will support 776 ongoing jobs on-site (full-time, part-time and casual), spread across the new retail, commercial office and residential BTR

Both expansions will **evolve the precinct's usage types, further diversifying the Richmond Major Activity Centre**

The River Boulevard expansion:[1]

- During construction, $41.2M will be added to the State economy each year, including 681 jobs over 7 years (FTE, direct and indirect)
- Once complete, the daily operation and management of the facilities within the development will contribute $665.4M to the economy each year (direct and indirect)
- The expansion will support 2,621 ongoing jobs on-site (full-time, part-time and casual), spread across the new retail, commercial office, childcare centre and residential BTR

1: URBIS (2022) – Victoria Gardens Expansion

5. Create affordable homes for the community's key workers

Victoria Gardens will help provide a home for the many local key workers who currently can't afford to live in the area

There is a **large unmet need for affordable housing within the area**[1]:

- There are currently very few affordable private rental properties (0.6% in Yarra)
- The total unmet need for affordable housing in Yarra in 2016 was estimated to be ~9% (3,571) of all households
- 85% of people who work in Yarra do not live in Yarra, many due to housing affordability

Victoria Gardens seeks to work with State and the community to assist with the creation of more affordable housing within Richmond

Proposed Building 2– Doonside Precinct expansion

Affordable housing provisions:

Doonside Precinct

Up to 10% affordable for rent homes, targeted to key local workers

River Boulevard (Lot 9 only)

Up to 10% affordable for rent homes, targeted to key local workers (which is only triggered on approval of building height on Lot 9 of above RL 38)

Quality affordable housing that is tenure blind and located across the residential developments

Up to 10% of total apartment yield will be affordable housing[2]

1: Data sourced from City of Yarra Social and Affordable Housing Strategy October 2019.
2: Doonside and Lot 9 only.

6. Provide a marketplace for the community – Doonside Precinct expansion

Victoria Gardens' retail amenity will be transformed into a vibrant multi use marketplace for Richmond's growing population

The Doonside Precinct expansion will **take an already successful retail centre into the future with an upgraded and more diverse offering.**

The Doonside Precinct expansion will provide:

- An expanded fresh food Market Hall
- New categories that support the local area's needs (e.g. health and wellness)
- A new restaurant precinct to stimulate the evening economy

Proposed new Market Hall space – Doonside Precinct expansion

Appendix

Proposed Victoria Gardens Doonside Precinct expansion

VICINITY CENTRES

Doonside: Prioritisation of active/public transport and proactive reduction in parking provisions to minimise traffic impacts

The Doonside Precinct expansion will have a very modest impact on traffic in comparison to the existing traffic generated by/passing through the precinct.

Active and public transport

The proposed development **has a strong focus on supporting active travel and public transport connection.**

The proposed development will provide:

Improved and new pedestrian connections to surrounding streets/PT and improved pedestrian amenity

972 bicycle parks including EOT facilities - well in excess of statutory requirements

Parking

The proposed development **proactively reduces car parking provisions to minimise traffic impacts:**

- ***Retail*** – No additional parking is proposed, demand to be accommodated within existing vacancies.
- ***Office*** – Parking is proposed at a rate of ~1 space/100m² (a third of the typical statutory car parking rate).
- ***Residential*** – Parking is proposed at a rate of ~1 space/2 apartments (less than a half of the typical statutory car parking rate).

Traffic

The **resultant traffic generation and impact of the proposed development is likely to be very modest** in comparison to the existing traffic generation of the overall centre/precinct[1]:

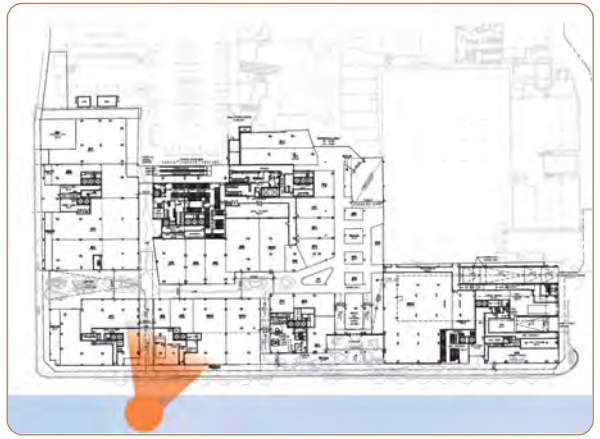
- ***Retail*** – ~130 additional vehicle movements can be expected during the weekday PM peak hour. This traffic will be spread across the existing access points to the Shopping Centre, which will mean the resultant impact is likely to be very minor.
- ***Office and Residential*** – ~90 additional vehicle movements can be expected during the weekday PM peak hour. This traffic will be directed onto Doonside Street, with the majority likely to be distributed through the Doonside & Burnley Streets intersection. Traffic capacity improvement works are expected via line marking changes, but the signalisation of the intersection is nor deemed necessary for the proposed development.

1: GTA Traffic Consultants (2020)

Main Office lobby and Doonside Street laneway entry

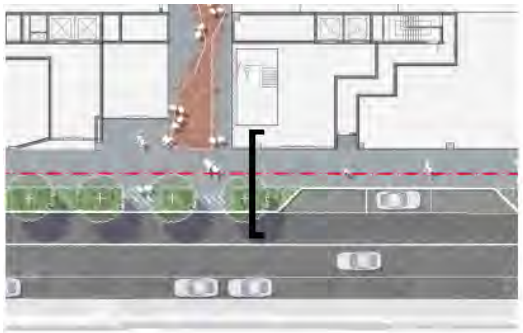
Forecourt providing expanded public realm for various pedestrian movements.

Proposed new main office entry – Doonside Precinct expansion



Doonside Street – Section A

Footpath widening



Legend

01 Steel edge to delineate title boundary

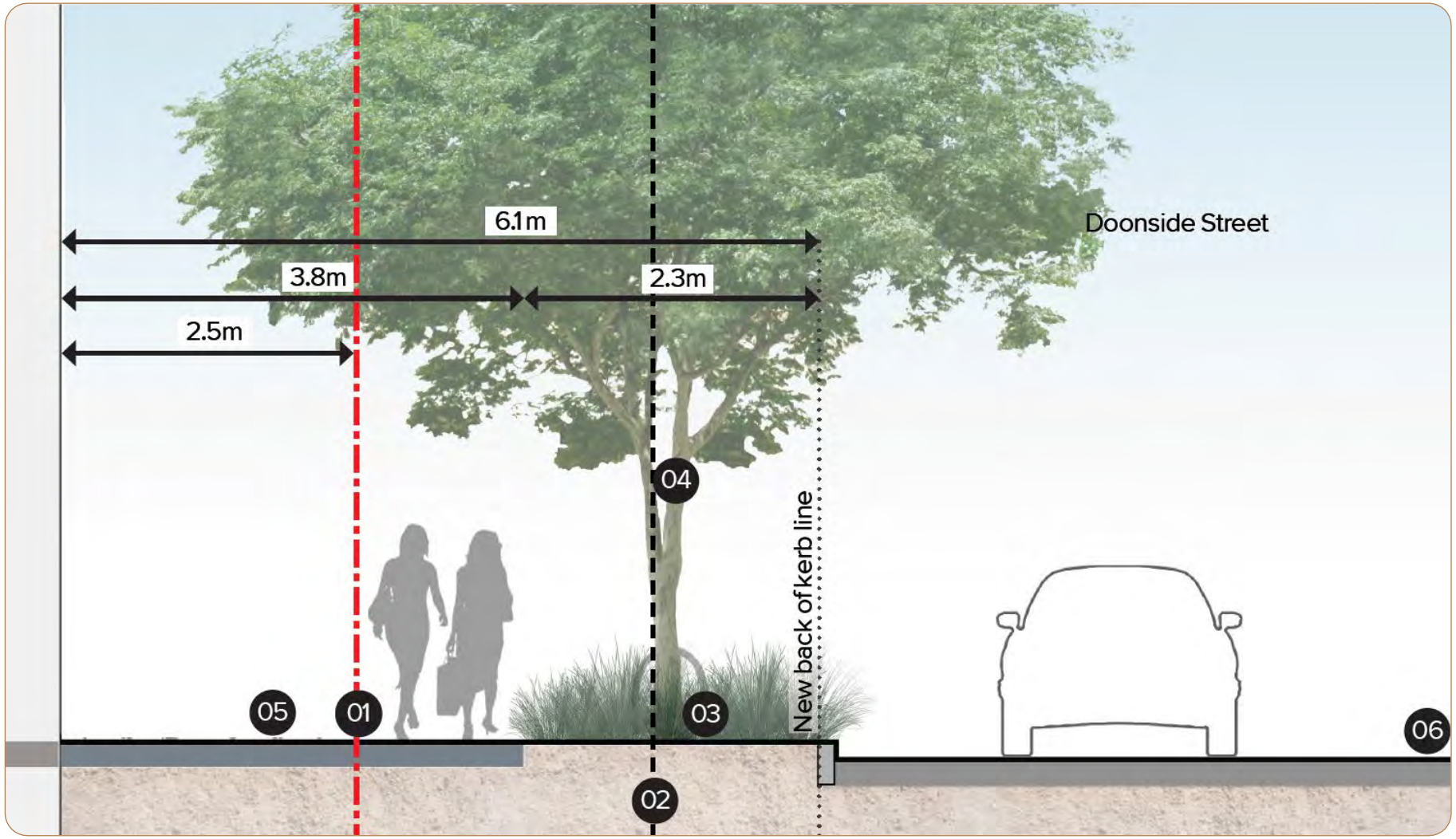
02 Existing kerb line (dashed line)

03 Garden bed with feature planting

04 Street Tree

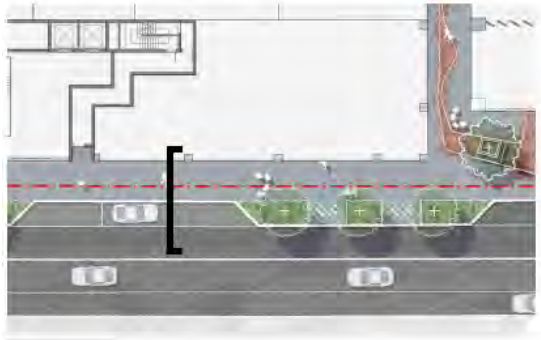
05 Widened pedestrian footpath. Opportunity for street furniture & street trees/planting to be located within this zone.

06 South side of Doonside Street to remain as per existing. No proposed changes.



Doonside Street – Section B

Footpath widening



Legend

01 Steel edge to delineate title boundary

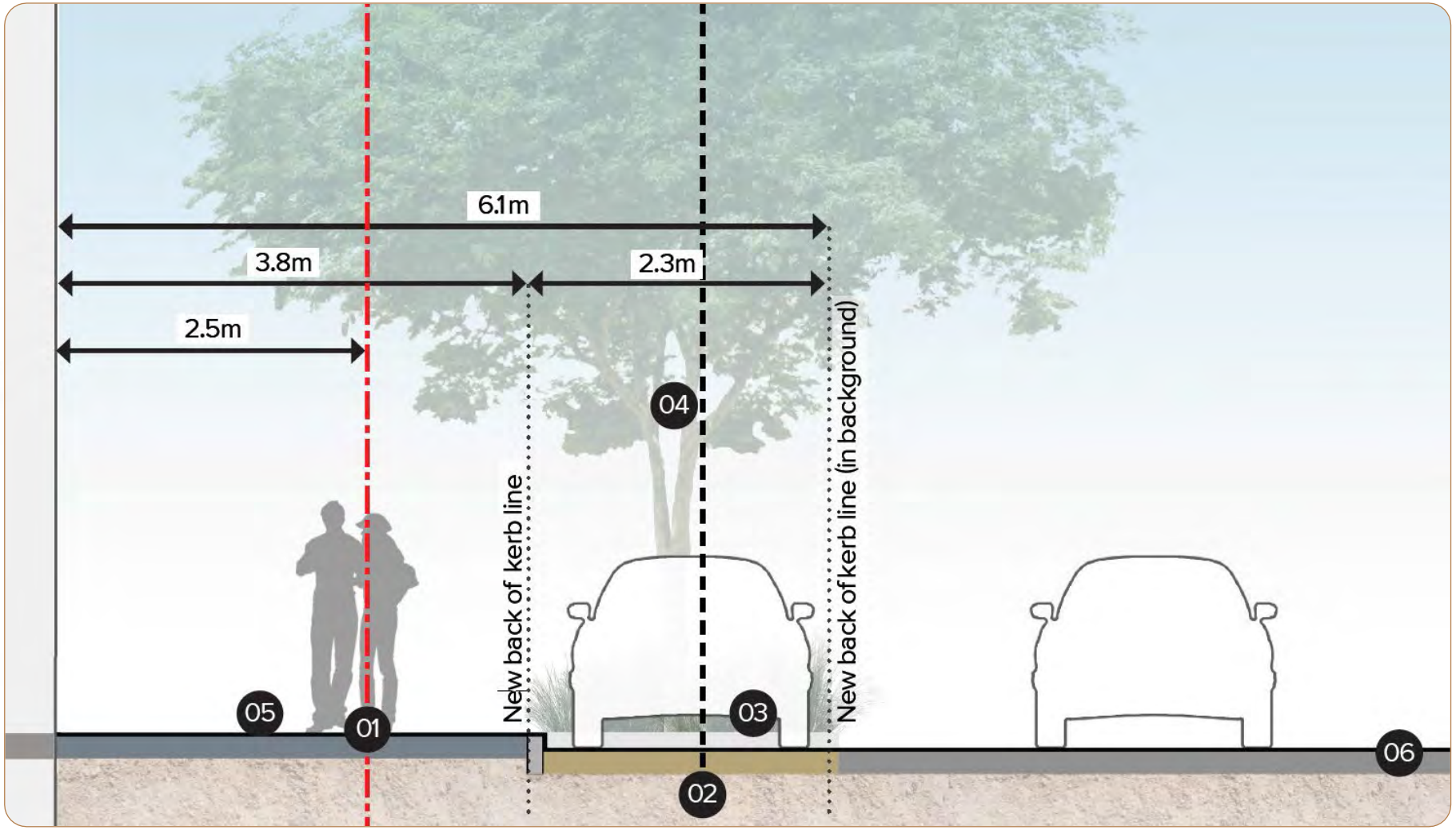
02 Existing kerb line (dashed line)

03 Indented car parking bay

04 Street Tree (in background)

05 Widened pedestrian footpath. Opportunity for street furniture & street trees/planting to be located within this zone.

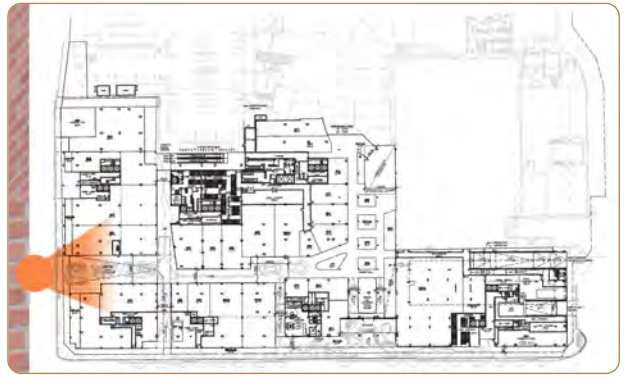
06 South side of Doonside Street to remain as per existing. No proposed changes.



Burnley Street Plaza

Entry forecourt providing expanded public realm for various pedestrian movements, and emphasising address to the site.

Proposed new Burnley Street entry – Doonside Precinct expansion



Burnley Street – Section A

Footpath widening

Legend

01 Bike lane to remain as per existing

02 New street tree pit with low planting

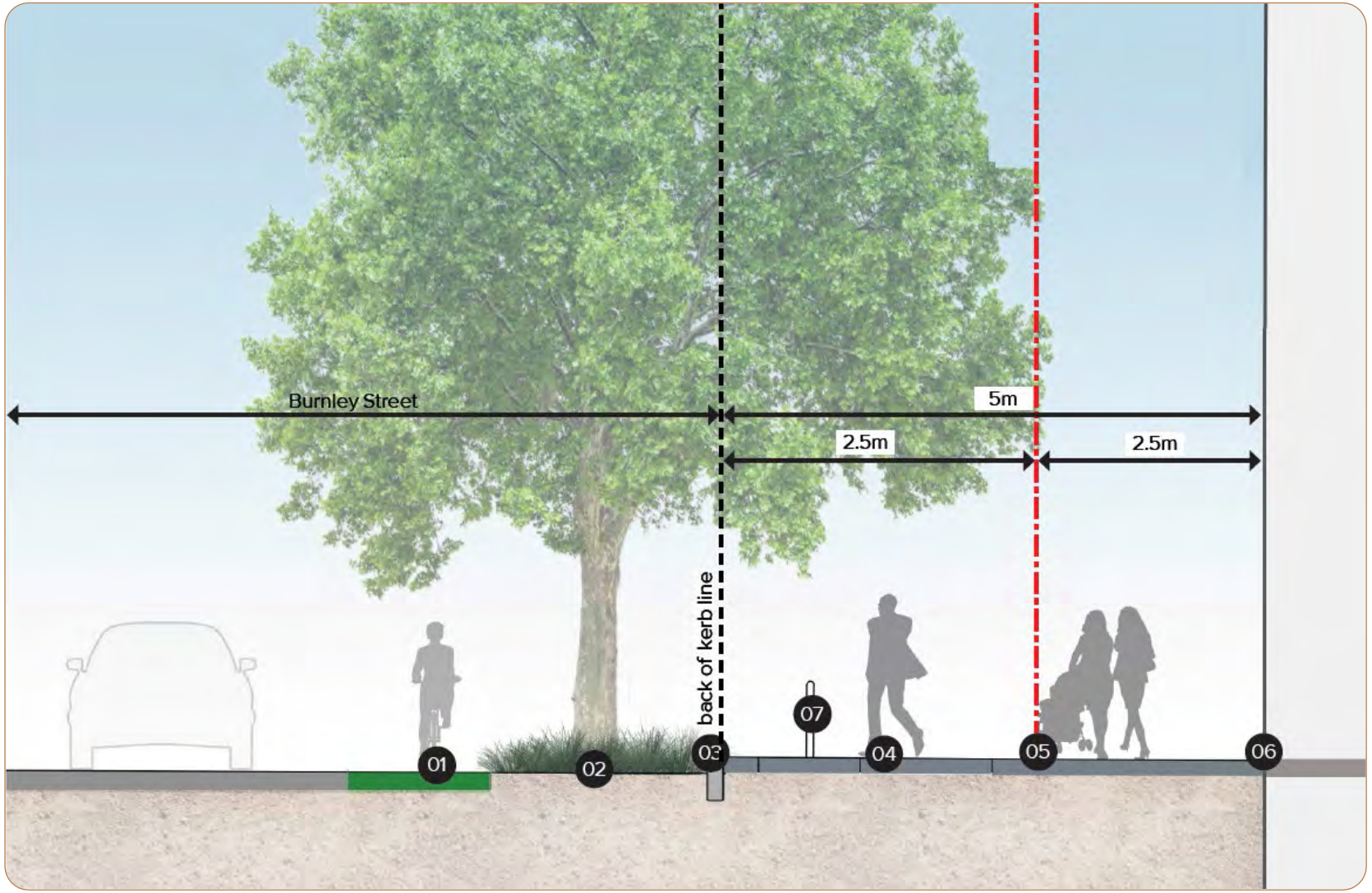
03 Existing kerb alignment

04 Footpath

05 Steel edge to delineate title boundary

06 Building setback from title boundary

07 Bicycle hoops



Burnley Street – Section B

Footpath widening

Legend

01 Bike lane to remain as per existing

02 Parallel car parking space

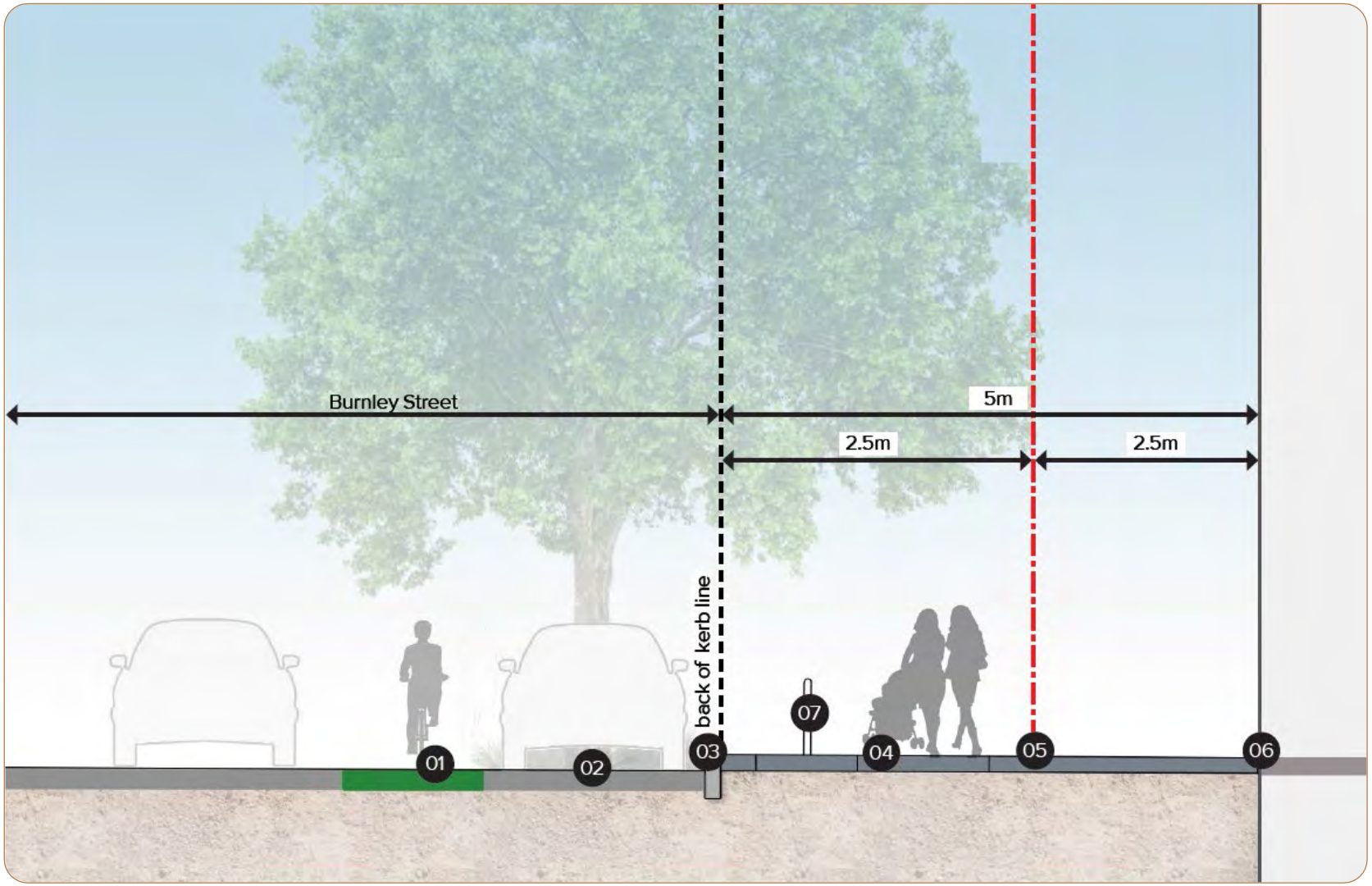
03 Existing kerb alignment

04 Footpath

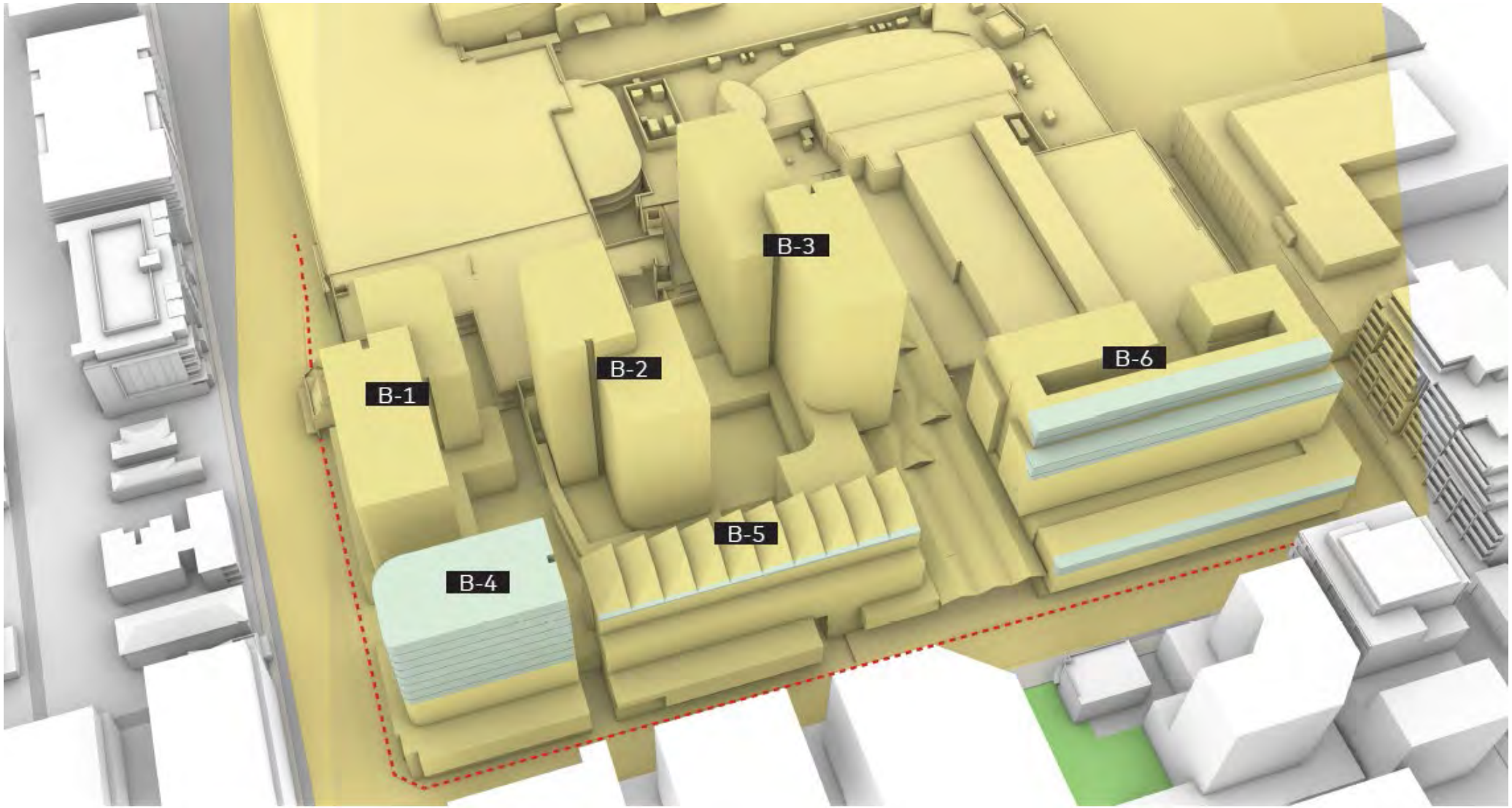
05 Steel edge to delineate title boundary

06 Building setback from title boundary

07 Bicycle hoops

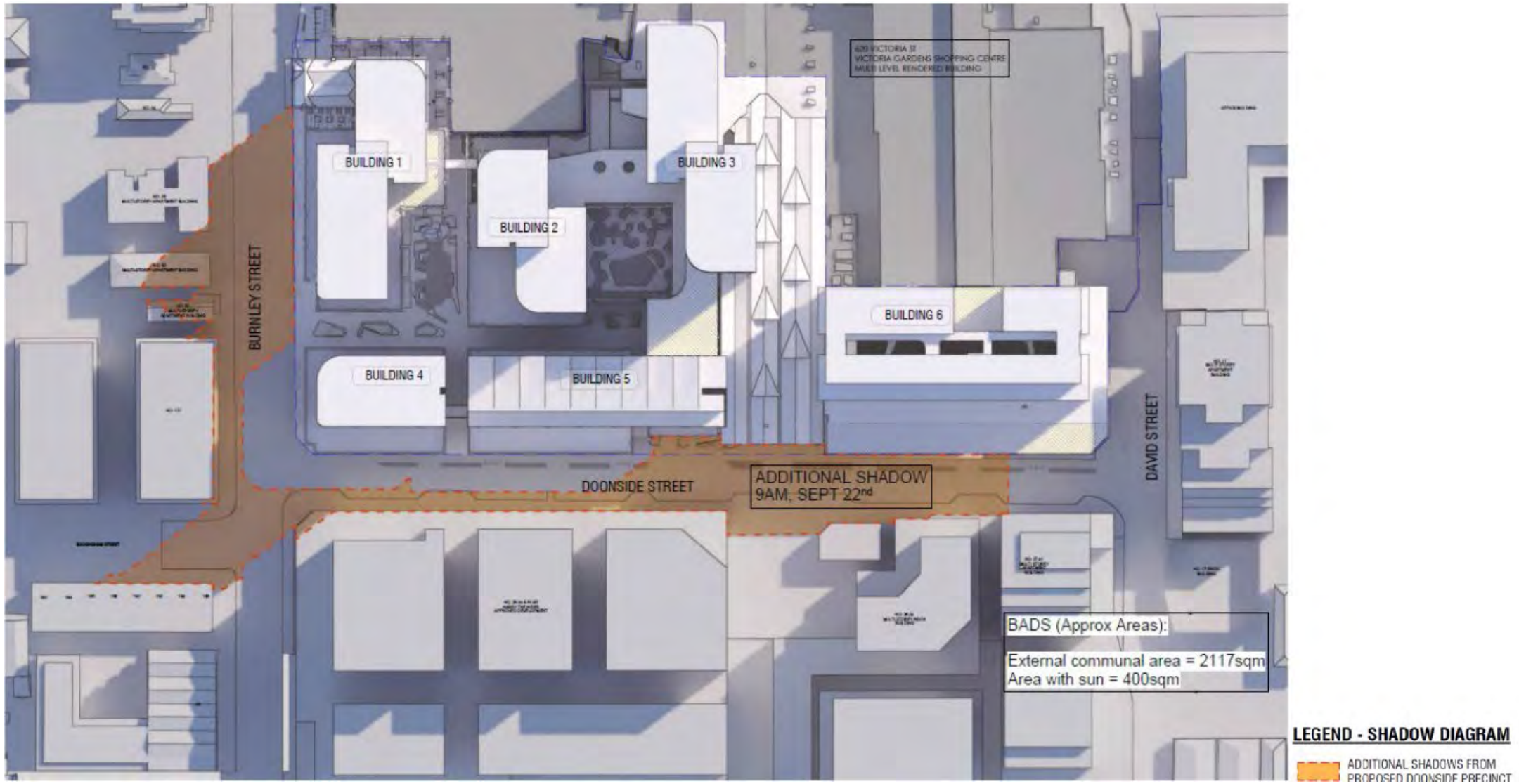


Doonside: Solar plane – September 22 Equinox



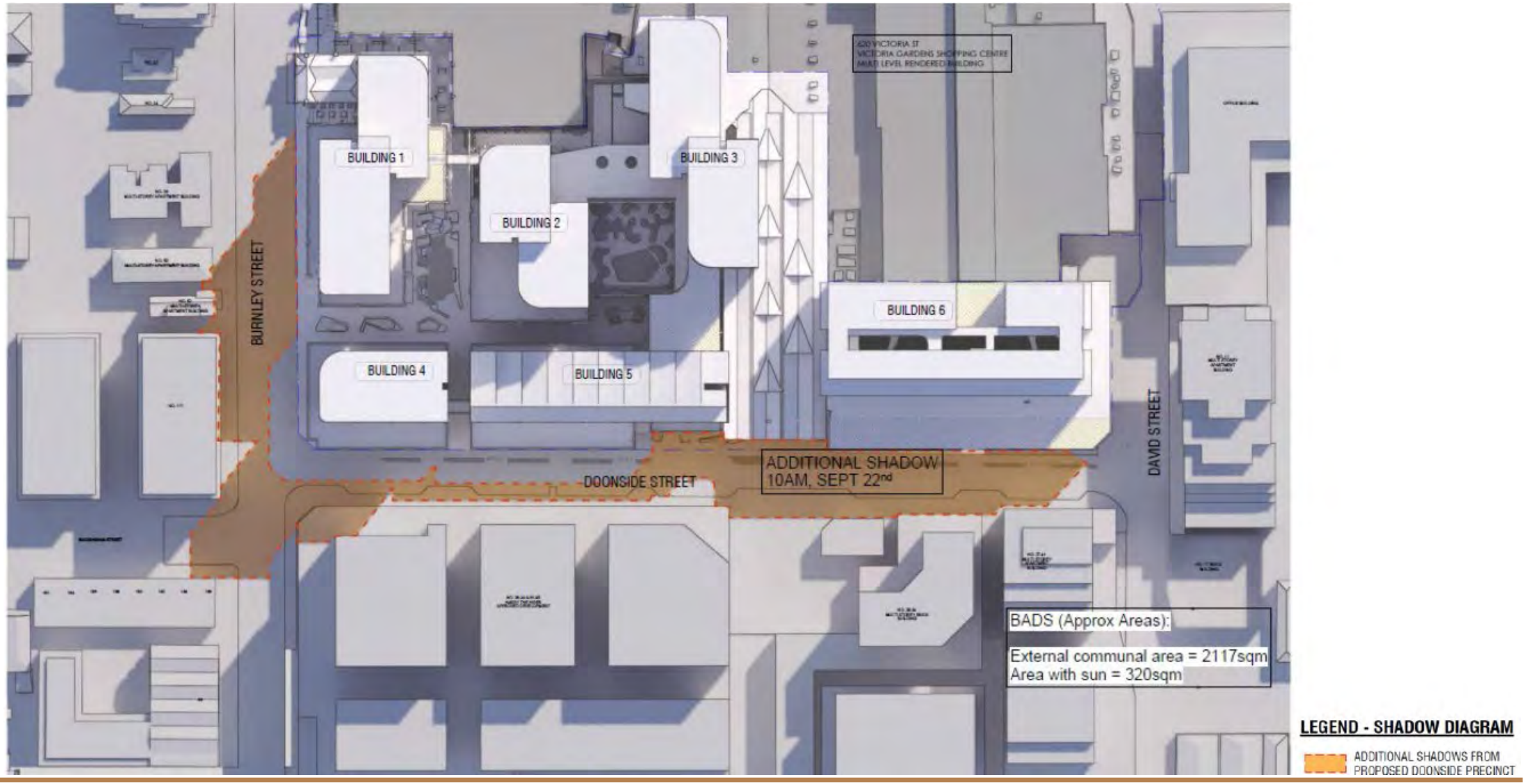
Doonside: 9am shadow study

Solar studies



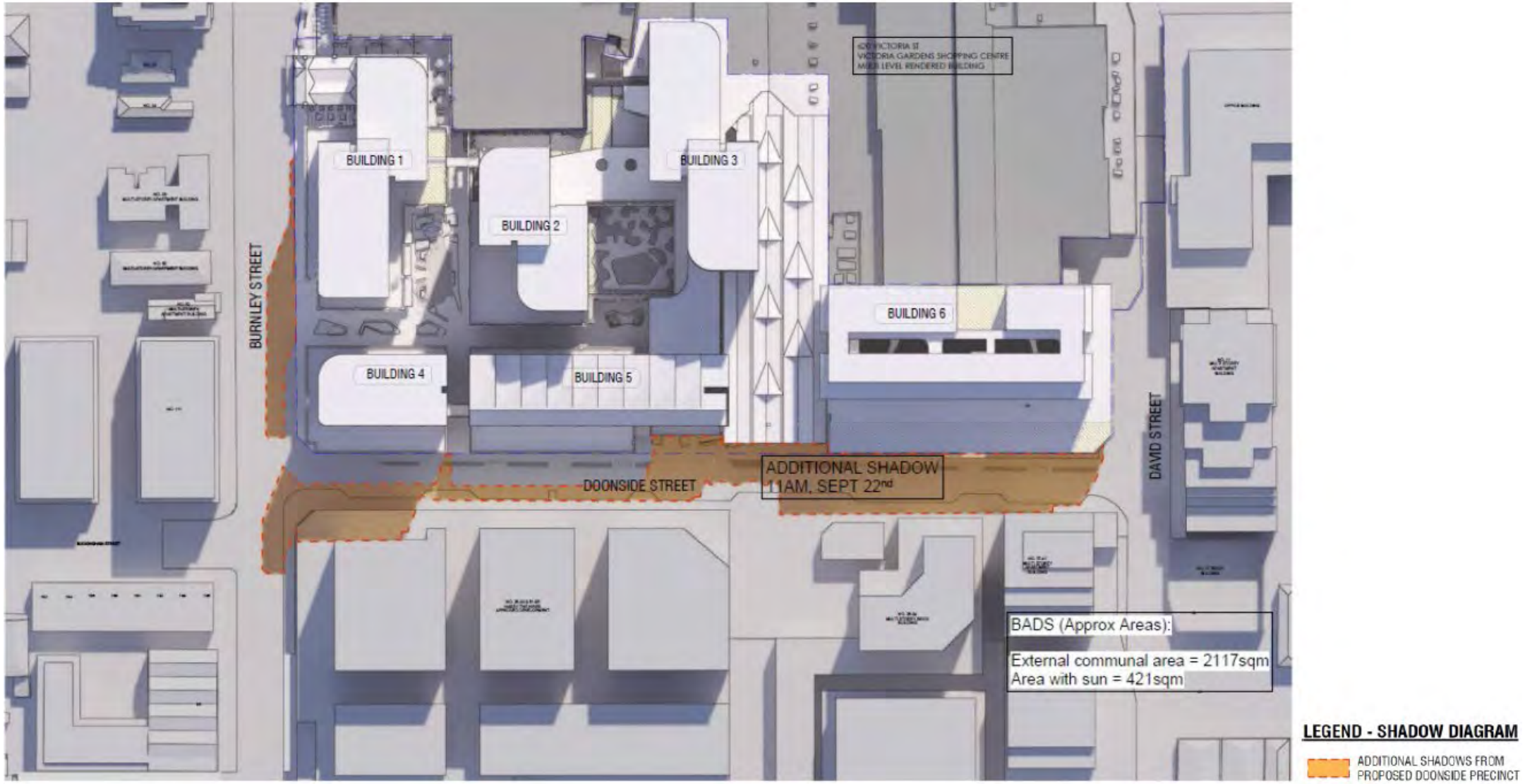
Doonside: 10am shadow study

Solar studies



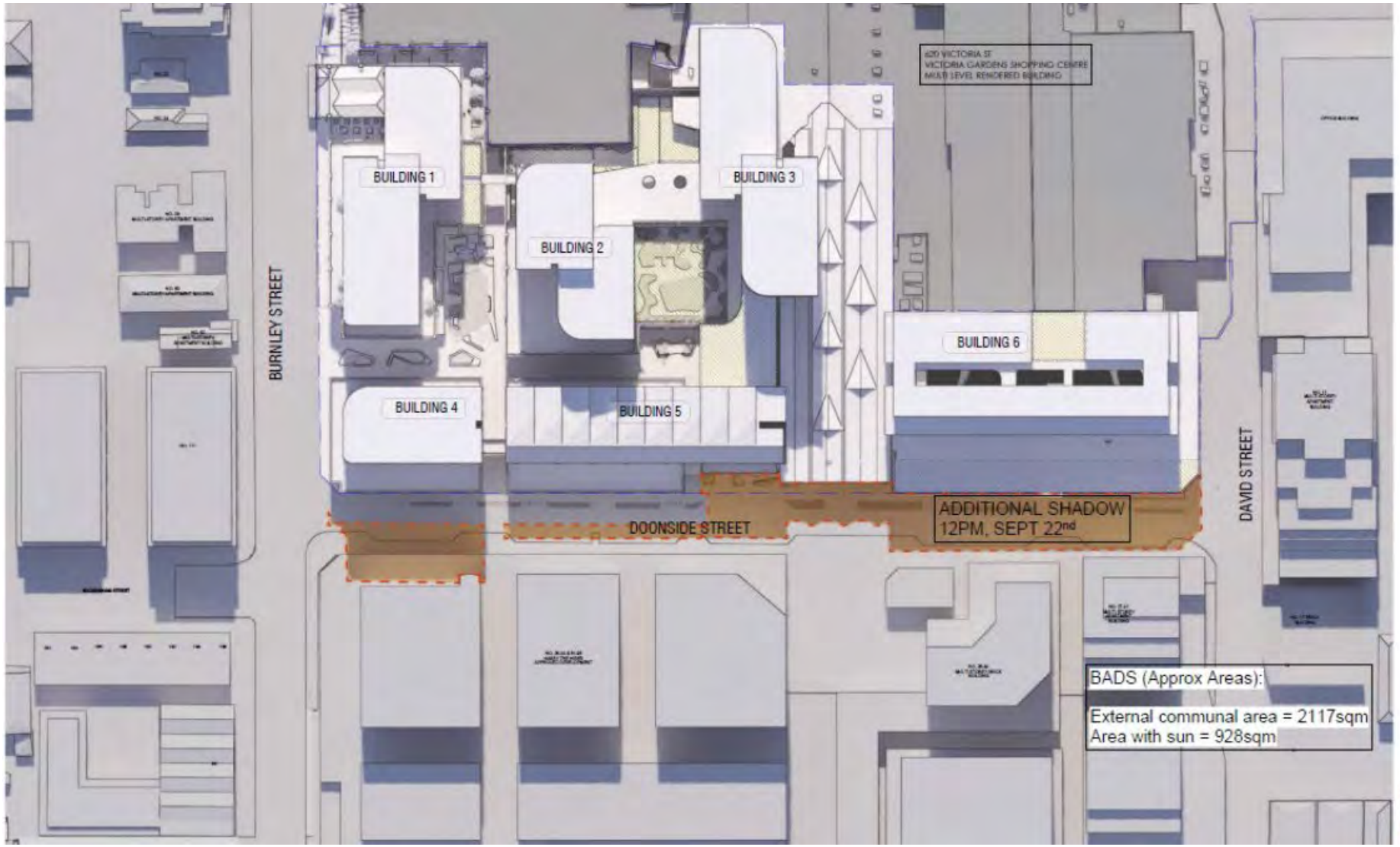
Doonside: 11am shadow study

Solar studies



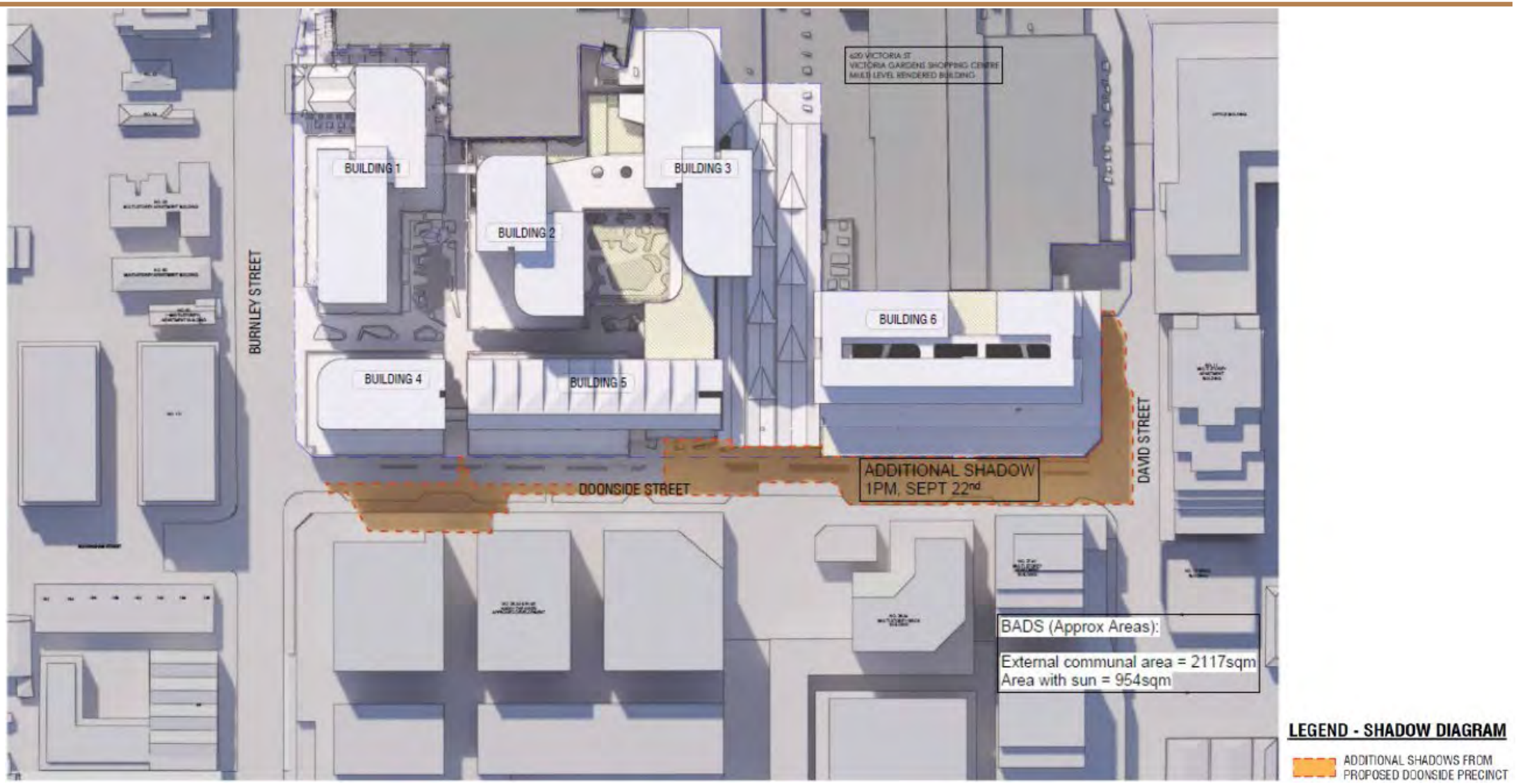
Doonside: 12pm shadow study

Solar studies



Doonside: 1pm shadow study

Solar studies



Doonside: 2pm shadow study

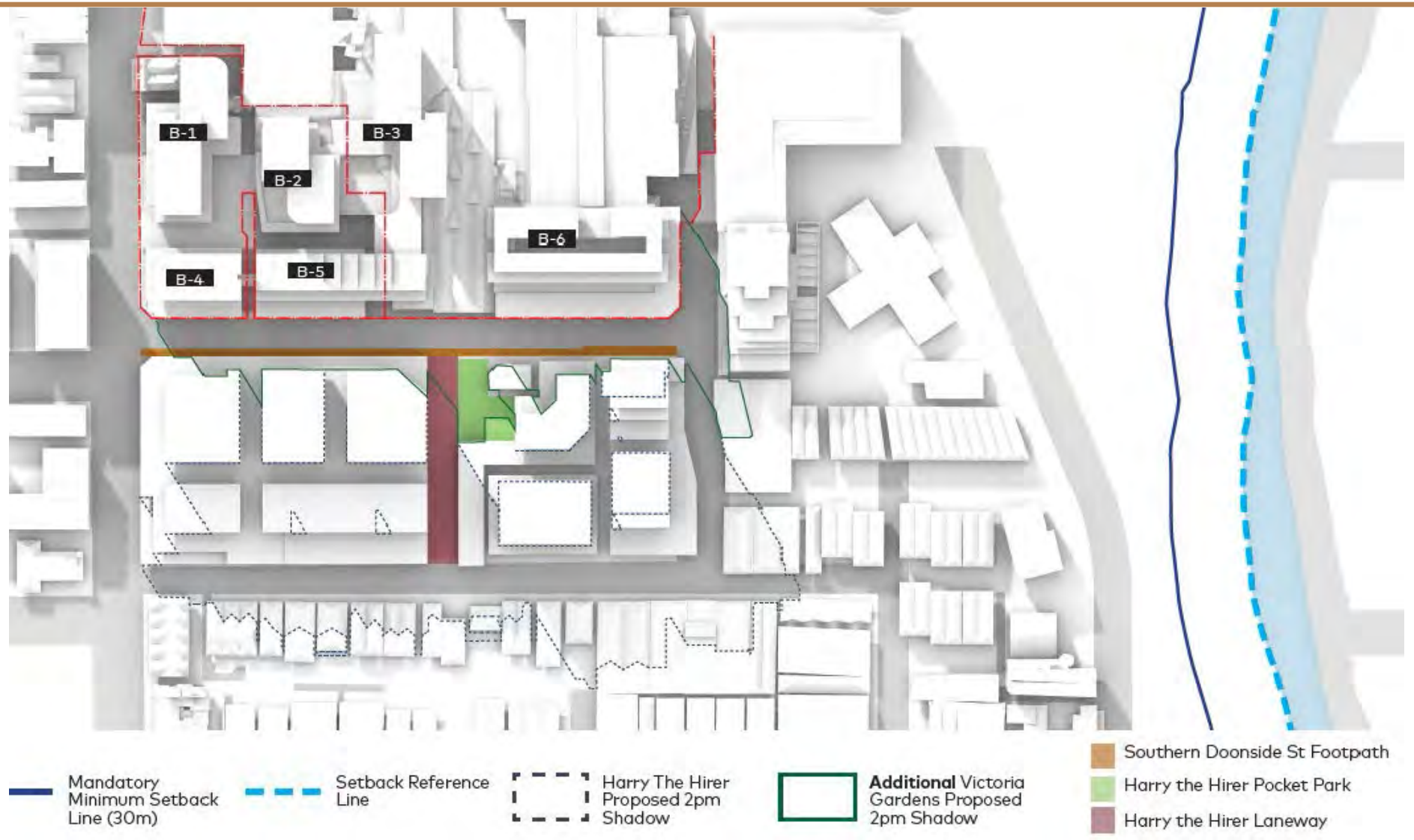
Solar studies

Doonside: 3pm shadow study

Solar studies

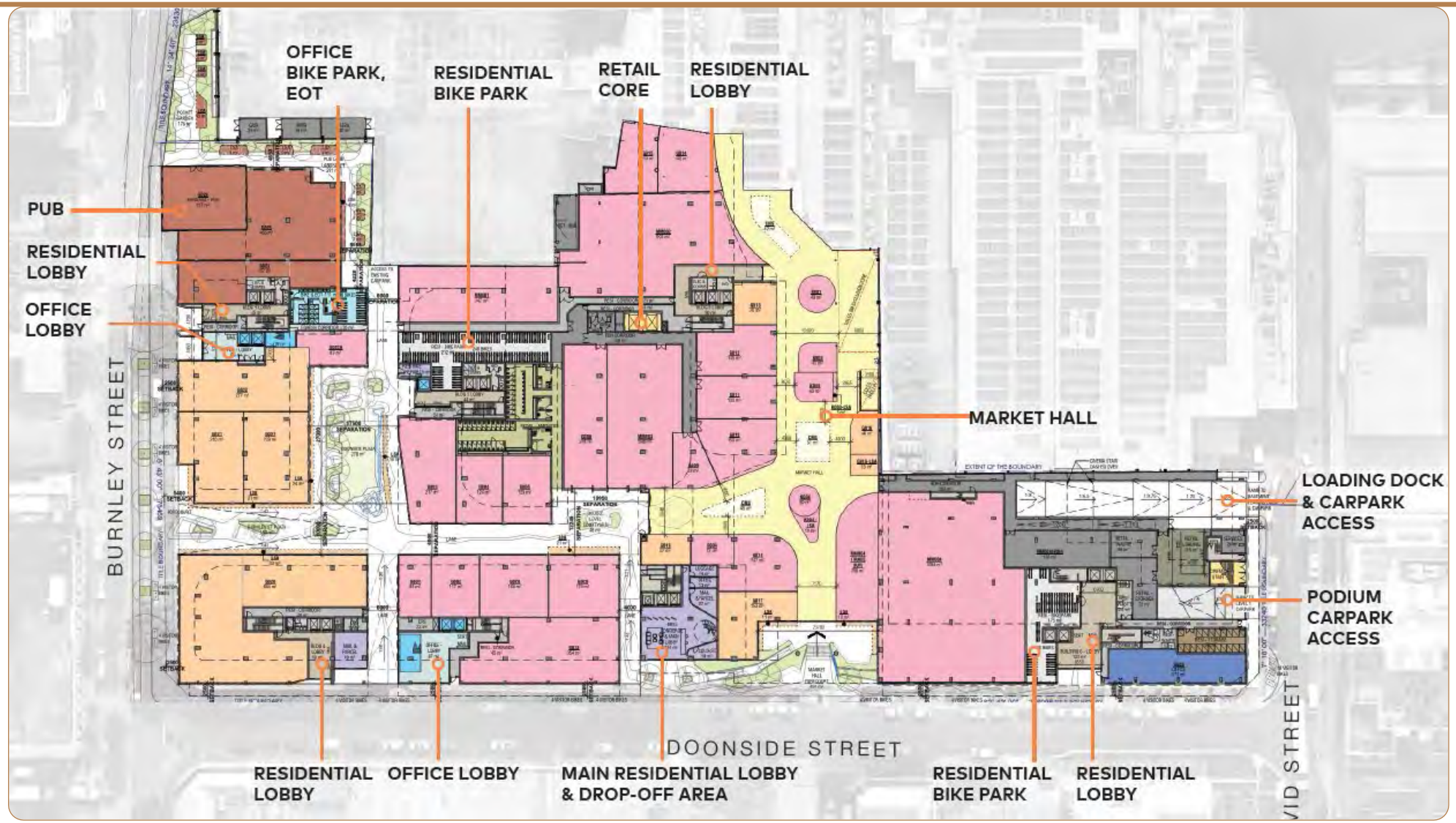
Doonside: 2pm 22nd June shadow study

Solar studies



Doonside Precinct proposed ground floor plan

Proposed Victoria Gardens Doonside Precinct expansion

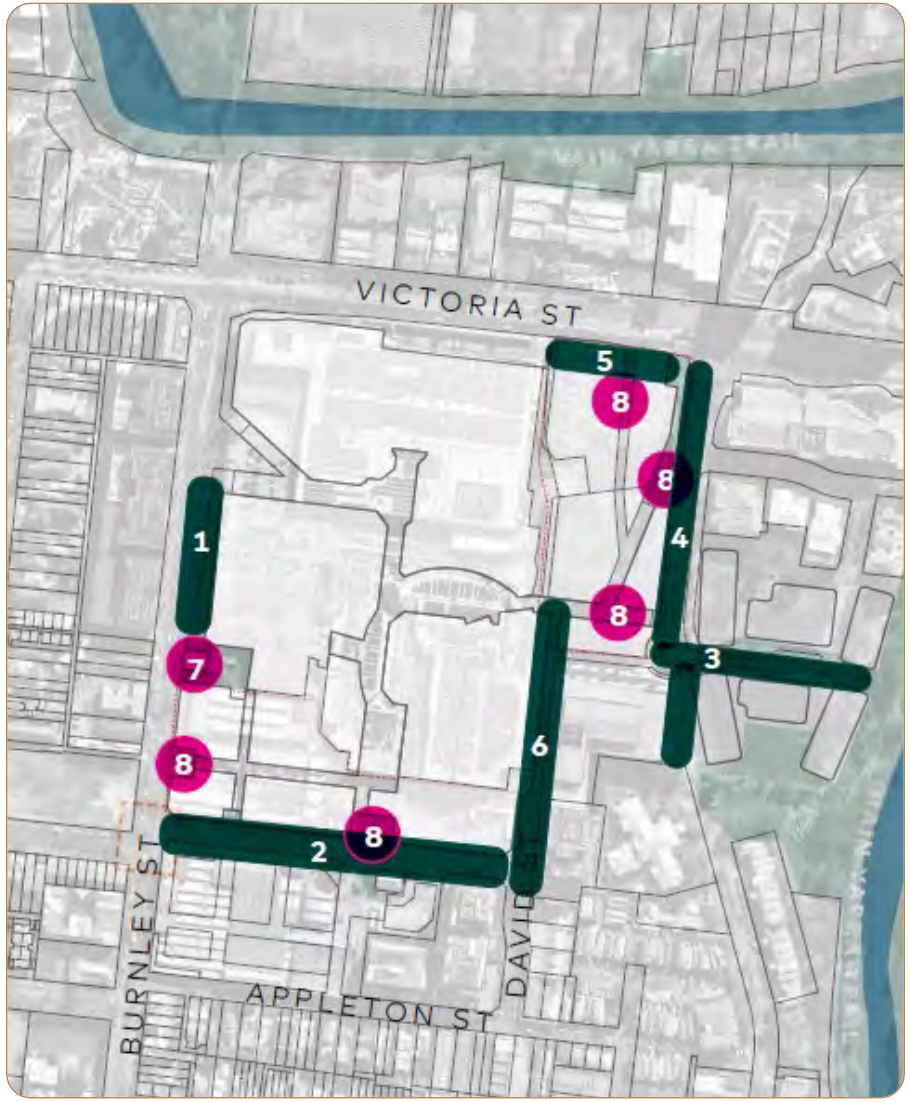


Precinct publicly accessible open spaces

Victoria Gardens masterplan objectives

Victoria Gardens masterplan

- Develop and explore strategies that enhance the public realm and support active travel and the environment, through the design of the built environment and operational overlays
- Targeting specific zones associated with the potential development site



1. Improve carpark interface with Burnley Street to enhance the pedestrian experience of the space as well the outlook for the neighbouring residences.

2. Explore opportunities to improve Doonside Street through retail, workplace and residential address and activation. Explore increased setback at street level to provide cover and improve sense of width of the public realm.

3. Explore improved public experience and connection to the Yarra River and River Street, through legible pedestrian pathways.

4. Seek to improve the walk-ability and bike paths of River Boulevard, providing safe vehicle drop of zones and legible entrances. Seek to support boulevard street typology with landscape and planting zones.

5. Investigate improvement of pedestrian experience along Victoria Street frontage.

6. Investigate enhancement and pedestrian safety of David Street to improve north-south public circulation to link through River Boulevard Precinct.

7. Refurbishment of heritage hotel to increase activity along Burnley Street.

8. Public forecourts at key entries to create an expanded public realm, improved sight-lines, legibility and invitation.

Appendix

Proposed Lot 9 (River Boulevard Precinct) development

VICINITY CENTRES

Lot 9: Active/public transport

Prioritisation of active and public transport and proactive reduction in parking provisions will minimise traffic impacts.

Active and public transport

The proposed development **has a strong focus on supporting active travel and public transport connection.**

The proposed development will provide:

Improved and new pedestrian connections to surrounding streets, public transport and improved pedestrian amenity

Bicycle parking and end-of-trip facilities - in excess of statutory requirements

Parking

The proposed development **proactively reduces car parking provisions to minimise traffic impacts:**

- ***Retail*** – Shop - 3 spaces / 100m² (1.5 less than statutory rate 4.5) and Restricted retail premises and trade supplies 2 space / 100m²
- ***Office*** – Parking is proposed at a rate of ~2 space/100m² (80% of the typical statutory car parking rate).
- ***Residential*** – Parking is proposed at a rate of ~1 space/1 apartments (a third less than typical statutory car parking rate).

Overall demand to be accommodated within approved car parking under the existing planning permit for Lot 9.

Traffic

The resultant traffic generation and **impact of the proposed development is likely to be similar or the same as the level that was previously approved:**

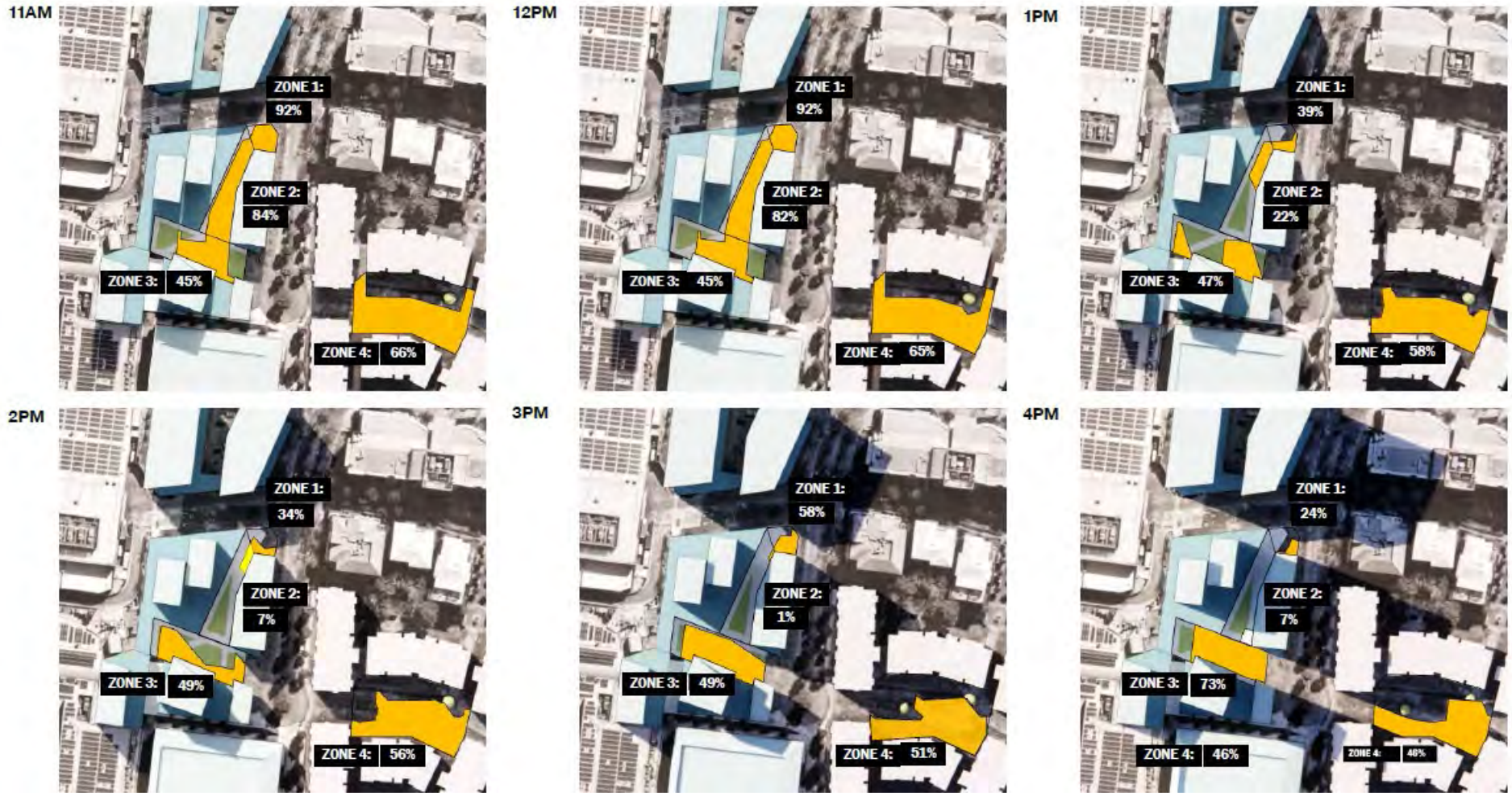
- Despite proposed yield increased to Lot 9, car parking quantum will not increase from the current planning permit already approved on the site
- It will be provided in accordance with the proposal to adopt a maximum car parking rate structure (i.e., 1 space / dwelling, 2 spaces / 100m² office NFA, and 3 spaces / 100m² shop LFA) by way of a proposed amendment to the Comprehensive Development Zone Schedule 1
- As there is no increase in total car parking quantum, the resultant traffic generation of the alternative development scheme would be similar or the same as the level that was previously approved
- As such, the alternate development scheme would not be expected to have a greater traffic impact that was previously approved

Lot 9: Massing solar analysis

Solar studies

As per the public realm strategy the analysis has divided the areas into zones, **with each zone offering a different type of public space and use**.

What the analysis reveals is the **availability to large percentages of sunlight for the precinct at different times of the day**, encouraging different areas of habitation for different activities.



URBIS

VICTORIA GARDENS EXPANSION

Doonside Precinct & River Boulevard Precinct (Lot 9, Lot 10, 25-35 River Boulevard)

Economic Benefits Statement

Prepared for Salta Properties and Vicinity Centres
April 2022

CONTENTS

Executive Summary	3
Development Context	4
Economic Benefits to the State	7
Other Benefits of Development	10
Appendices	15

EXECUTIVE SUMMARY

Project Overview

- Urbis has been engaged to conduct an independent economic assessment of proposed developments within the Victoria Gardens Expansion. The relevant development sites are known as the **Doonside Precinct and River Boulevard Precinct.**
- This analysis uses the REMPLAN modelling tool in quantifying the potential employment and economic benefits likely to be generated from the proposed development during both the construction phase and on an ongoing operation basis at full capacity.
- The proposed development and key findings are summarised below.

Victoria Gardens Expansion

- The proposed Victoria Gardens Expansion aims to transform the site into more than just a shopping centre, growing the mix of uses and amenity in the precinct.
- The expansion seeks to develop a series of precincts around the retail core, tied together by a coherent public realm. These precincts include the Doonside Precinct and River Boulevard Precinct (Lot 9, Lot 10 and 25-35 River Boulevard).
- Together, these two precincts will provide
  - 1,679 build-to-rent (BTR) apartments
  - 30,085 sq.m of commercial office space
  - 15,245 sq.m of additional retail space
  - A 110-place childcare centre; and,
  - 9,780 sq.m of public open space.
- According to information provided by Salta Properties and Vicinity Centres, the total construction cost is estimated to be $900 million (in $2022 and including GST).
- The anticipated overall construction timeframe is approximately seven years commencing in late 2022.

Summary of Key Findings

- The employment and economic benefits likely to be generated from the expansion are significant. These benefits include:
  - Approximately **681 Full-time Equivalent (FTE)** direct and indirect construction related jobs per annum on average during construction
  - Some **$97 million Gross Value Added** or GVA contribution to the State economy per annum on average during construction
  - Approximately **3,397 total jobs (full-time, part-time and casual) supported on-site at capacity** on an ongoing basis through operation of the new commercial facilities
  - These direct jobs are estimated to induce **a further 1,902 indirect jobs across Victoria** as a result of flow on effects
  - Close to **$837 million of annual direct and indirect GVA contribution** to the State economy on an ongoing basis.

DEVELOPMENT CONTEXT

VICTORIA GARDENS

Overview

Victoria Gardens is located in the suburb of Richmond, approximately 4 km from the Melbourne CBD. The centre is located at the eastern end of the Victoria Street Major Activity Centre, which stretches some 2 km in an east-west direction, between Hoddle Street and the Yarra River. Public transport access is mainly provided via tram services along Victoria Street as well as local suburban bus routes.

Richmond is an evolving inner-city suburb with a demographically diverse resident base. Through urban renewal, replacement of older, light industrial uses with higher density housing and commercial development, a general process of gentrification is occurring. The urban form is changing significantly, and more and more residents and workers are moving into the area.

The local area surrounding Victoria Gardens is one of the key urban regeneration precincts in Richmond. It has and continues to be experiencing a major process of urban renewal and densification featuring a broad range of high-rise residential developments, retail facilities, and new office buildings.

The core Victoria Gardens site is approximately 12 hectares in area and is bounded by the Yarra River to the east, Victoria Street to the north, part of Doonside Street to the south and Burnley Street to the west.

The proposed expansion incorporates future development sites adjacent to and surrounding the Victoria Gardens Centre. This includes the Doonside Precinct and River Boulevard Precinct (Lot 9, Lot 10 and 25-35 River Boulevard).

Victoria Gardens Expansion Precincts

Source: Salta Properties & Vicinity Centres

PROPOSED DEVELOPMENT

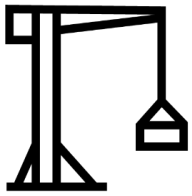
Bringing together a range of complementary uses, the current plans for the proposed development across the four precincts include the following elements:

	Doonside Precinct	River Boulevard Precinct			Total
		Lot 9	Lot 10	25-35 River Boulevard	
LAND USE					
Residential BTR	839 apartments	340 apartments	n.a.	500 apartments	1,679 apartments
Retail / Restricted Retail	8,545 sq.m NLA	4,200 sq.m NLA	2,500 sq.m NLA	n.a.	15,245 sq.m NLA
Commercial Office	3,485 sq.m NLA	3,600 sq.m NLA	Up to 23,000 sq.m NLA	n.a.	30,085 sq.m NLA
Community Space	n.a.	110 place childcare facility	n.a.	n.a.	110 place childcare facility
Open Space	3,535 sq.m	2,300 sq.m	945 sq.m	3,000 sq.m	9,780 sq.m
CONSTRUCTION COST & PROGRAM					
Estimated Construction Cost (incl. GST)	$370 million	$175 million	$151 million	$204 million	$900 million
Delivery Timeframe	~5 years (Nov. 2023-Oct. 2028)	~3 years (Oct. 2026-May. 2029)	~3 years (Mar. 2026-Nov. 2028)	~2 years (Aug. 2022-Jun. 2024)	~7 years (Aug. 2022-May. 2029)

Source: Salta Properties & Vicinity Centres

ECONOMIC BENEFITS TO THE STATE

CONSTRUCTION PHASE BENEFITS – TOTAL EXPANSION



The proposed development across the development sites is estimated to have a total construction cost of around **$900 million** inclusive of GST over an anticipated construction timeframe of 7 years in total.

On average, **681 FTE direct & indirect jobs** are likely to be created for the State on an annualised basis during construction, with many accruing locally.

Total direct and indirect Gross Value-Added (GVA) to the State economy is estimated at **$97.2 million** per annum on average over the construction period in constant 2021 dollars.

A breakdown of benefits by precinct is provided in the Appendix.

Average annual full-time equivalent jobs created

281

DIRECT FTE* JOBS

Avg. direct FTE jobs per year on-site during construction

400

INDIRECT FTE* JOBS

Avg. indirect FTE jobs per year during construction

Gross value added to the state economy annually

$37.5 M

DIRECT GVA*

Avg. annual direct GVA to the State economy

$59.7 M

INDIRECT GVA*

Avg. annual indirect GVA to the State economy

** FTE = Full-Time Equivalent, GVA = Gross Value Added, Indirect benefits refer to Supply Chain effects but not Consumption Effects. See page 16 for more information.*

Source: REMPLAN; Salta Properties; Vicinity Centres; Urbis

ONGOING EMPLOYMENT & ECONOMIC BENEFITS – TOTAL EXPANSION

Upon completion, the proposed expansion will support around **3,397 total direct jobs** (full-time, part-time and casual) on-site across the retail and commercial spaces, childcare centre and managing the build-to-rent apartments. This is a significant uplift compared to the precinct employment level in 2016 of 2,610.

The direct jobs are estimated to induce a further **1,902 additional jobs** within Victoria as a result of flow-on effects.

There will be an estimated **$836.5 million** per annum in direct and indirect GVA contribution to the Victorian economy generated from the daily operation and management of facilities within the development.

A breakdown of benefits by precinct is provided in the Appendix.

Total on-going jobs created

3,397
DIRECT JOBS

Total jobs on an ongoing basis at capacity on-site

1,902
INDIRECT JOBS

Total indirect jobs on an ongoing basis at capacity

Gross value added to the state economy

$506.9 M
DIRECT GVA*

Annual direct GVA to the State economy

$329.6 M
INDIRECT GVA *

Annual indirect GVA to the State economy

** GVA = Gross Value Added, Indirect benefits refer to Supply Chain effects but not Consumption Effects.*
See page 16 for more information.

Source: REMPLAN; Salta Properties; Vicinity Centres; Urbis

OTHER BENEFITS

OTHER BENEFITS OF DEVELOPMENT

Beyond the quantification of economic contributions already identified, the proposed expansion also presents broader economic-related benefits to the local region, including, but not limited to:

- Providing a share of the additional dwellings that the Richmond area will need to **support projected population** levels (discussed in more detail overleaf).
- The Build-to-Rent element introduces a **greater diversity of housing** into the area. There is a need to provide other housing options to residents moving into the area.
- Build-to-Rent also contributes to **alleviating housing stress** and creates communities of long-term residents. BTR rental arrangements will lower housing costs for people renting long-term, reduce rental stress, both financially and mentally, and creating communities of long-term residents.
- Facilitating better usage of the existing shopping facilities and better community access overall. New residents and workers will **increase the available spending market** to support existing and future businesses, not only on-site, but also in the surrounding area (detailed further on page 13).
- Providing new open space to support and sustainably meet the open space needs of the existing and future community. Green space provides a range of social, mental, physical and environmental benefits to residents. As outlined on page 14, the **benefits of open space have an associated economic value.**
- Development will generate **increased taxation revenue** for both state and local government. For the local Council, benefits include the increased rateable value of the land which not only increases rates paid but enhances Council's borrowing capacity against increased valuation.

Source: Salta Properties & Vicinity Centres

SUPPORTING RICHMOND'S PROJECTED POPULATION GROWTH

Overview

The residential component of the expansion is a response to the identified **need for increased dwellings to support the growing population** in the area.

The chart opposite shows the projected resident population based on the official State Government forecast, Victoria In Future (VIF) 2019[1].

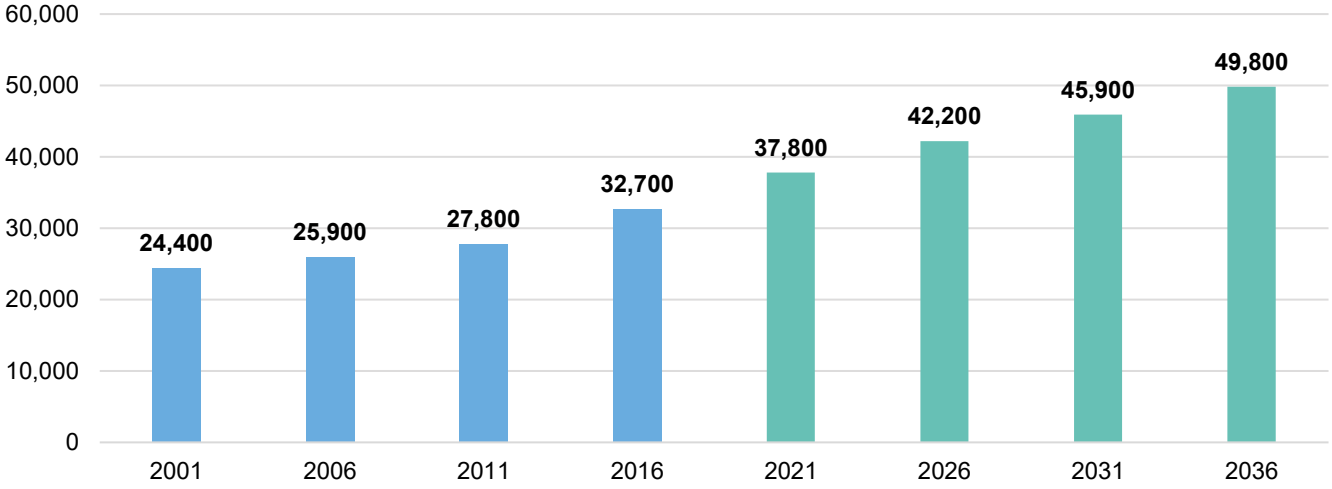
According to VIF2019, the Richmond Statistical Area Level 2 (SA2)[2] is anticipated to add 17,100 people from 2016 to 2036, reaching a population of almost 50,000 people. This represents strong average annual average growth for an established area of 2.1% or total growth of 52%.

Based on VIF2019, from 2016 to 2036, Richmond will require roughly 9,300 new dwellings to support the projected population growth. This equates to 465 new dwellings per year.

In providing 1,679 dwellings, the subject development will accommodate a share of the anticipated residential growth, reducing pressure for development elsewhere.

As with many inner city areas, there is an increasing need for affordable housing options. According to the *City of Yarra Social and Affordable Housing Strategy 2019*, the total unmet need for affordable housing in Yarra in 2016 is estimated to be about 9% (3,571) of all households. Again, the proposed development will respond to this need by providing apartments which are typically priced below freestanding homes or townhouses.

Richmond Population Growth 2016-2036



Source: VIF2019; Urbis

1. Note these projections do not take into account the impacts of the COVID-19 pandemic over the next year or so, although they are seen as a reasonable estimate still of population growth over an extended period.

2. Comprises the suburbs of Richmond, Burnley and Cremorne.

SUPPORTING EXISTING & FUTURE RETAIL AND COMMERCIAL ACTIVITY

Overview

The expansion will improve integration of the centre with the growing resident base, facilitating better usage of the existing facilities and better community access overall.

On-site residents and office workers will increase retail spending available to support existing and future businesses, not only on-site, but also in the surrounding region.

On-site residents will spend an estimated $22,800* on retail goods and services on a per capita basis by 2029. The total retail spending by on-site residents is therefore estimated to reach $73 million by this time.

To assess the spending potential of office workers, our analysis draws on the results of the Urbis National Office Worker Survey. On-site office workers have been benchmarked against similarly located buildings (i.e. city fringe). On this basis, we estimate each worker has the potential to spend an average of **$25 per day*** in 2029. Annual total retail spending by on-site office workers is estimated to reach $15.8 million by 2029.

**Retail spending estimates are inclusive of GST and in $2022. Note worker spend estimates represent the average amount spent in person per worker per day either while at work, arriving at work or before returning home.*

Source: MarketInfo; Salta Properties; Vicinity Centres; Urbis

Estimated Resident Retail Spend

$22,800
PER ANNUM *

Avg. yearly spend per capita of on-site residents ($2022)

$73 M
IN 2029 *

Total annual spending of on-site residents that could be directed to local businesses

Estimated retail spending of office workers

$25
PER DAY

Avg. daily spend of office workers while at work

$15.8 M
IN 2029

Total annual spending while at work that could be directed to local businesses

ECONOMIC BENEFITS OF PROVIDING OPEN SPACE

Overview

Central to the expansion is enhancing the public realm and supporting active travel and the environment. In total, some **9,780 sq.m of public open space is proposed** including a public realm connection between River Boulevard and the Yarra River Trail. This is a significant and meaningful allowance on privately-owned land. The estimated value of the "additional" public open space being provided, over and above the minimum requirement, is around $46 million*.

The area is currently underutilised with independent parcels of land which lack a coherent public network. The Victoria Gardens Masterplan Framework sets out strategies to enhance the permeability of the area, connecting the land parcels through considered public spaces offering different types of habitation and relief and drawing upon the qualities of the river corridor.

As an established inner urban municipality, the City of Yarra is experiencing significant change and growth. A key challenge is the mounting pressure on the open space network as density continues to increase. The City of Yarra recognises that there is a need to increase the local open space network and has a strong commitment to ensuring that a diverse range of quality connected open spaces is provided within the municipality. The Yarra Open Space Strategy, 2020 (YOSS) prioritises providing new open space in medium and high density precincts where substantial change is forecast and the new community will create a need for additional open space. The proposed open space at Victoria Gardens will support and sustainably meet the open space needs of the existing and future community.

*This is based on the minimum requirement of open space calculated at 4.5% of the land area of the two precincts, and an average land value of $5,900-$7,500/sq.m based on the sale of Burnley Street Laneway.

Open space benefits

There is considerable research demonstrating the myriad of social, mental, physical, environmental and economic benefits that open space can provide. Although it is difficult to put a dollar figure on it, all of these benefits have an associated economic value for the community. Examples of some of the benefits of open space include the following:

Physical	• Providing children with an opportunity to play and learn. • Providing opportunities for physical exercise (formal and informal). • Providing places to exercise dogs on and off-leash.
Social	• Enhancing social connectedness and sense of belonging to the community by providing affordable places for social gatherings.
Environmental	• Conserving biodiversity (e.g. providing habitat and foraging opportunities to a range of birds, animals, insects as well as supporting native vegetation communities). • Production of ecosystem services (e.g. cooling, pollination, noise reduction). • Connecting us with the natural world. • Enhancing neighbourhood character. • Contributing significantly to a sense of civic pride in a place.
Mental	• Offering restorative qualities and thereby reduce stress and an improved sense of wellbeing. • Providing pleasant places to be outdoors.
Economic	• Direct economic benefits flow to property owners nearby (e.g. increased property values, enhanced amenity supports higher commercial rents/returns) • Well-designed and active open space can support nearby commercial activity (e.g. cafes/restaurants, other employment opportunities, tourism development and the support of major industries such as sport, personal fitness, and landscape products and services). • Other economic benefits flow from the environmental and health and well-being benefits of publicly accessible open space. For example, open space provision can reduce health costs associated with improved physical and mental health opportunities, while cooling and other environmental costs can be reduced.

Source: Adapted from the City of Casey

APPENDICES

METHODOLOGY & DEFINITIONS

The REMPLAN methodology

Analysis presented here uses REMPLAN economic modelling to assess current and potential economic impacts. REMPLAN is an Input-Output model that captures inter-industry relationships within an economy. It can assess the area-specific direct and flow-on implications across industry sectors in terms of employment, wages and salaries, output and value-added, allowing for analysis of impacts at the State of Victoria level.

Key points regarding the workings or terminology of the model are as follows:

- REMPLAN uses either the value of investment or employment generation as the primary input. For this analysis, the value of total upfront investment has been used as the key input to assess the benefits of the construction phase.
- Outputs from the model include employment generated through the project and economic Gross Value Added (GVA) at the State level
- Outputs from the model include employment generated through the project at both the local and the state level.
- Employment generated is calculated over the life of the construction phase; or in terms of the on-going operations, total on-going jobs generated.
- Both the direct and indirect employment are modelled:
  - *Direct* refers to the effect felt within the industry as a result of the investment. For example, the construction phase will directly result in the creation of construction jobs.
  - *Indirect* effects are those felt within industries that supply goods to the industries directly affected.
- It should be noted that the results presented in this report are estimates only based on the existing state of economic activity in the area. Due to the static nature of input-output modelling, they have the potential to overstate the actual effects. Nonetheless, the analysis still reflects the fact that employment growth will be positive for the State and the local area.
- Urbis consider that in the absence of the investment package it is unlikely that similar projects would be undertaken within the same period, and therefore the investments can be considered *additional*.

Definitions

Construction cost is the estimated investment value for the development over the anticipated delivery period, measured in constant 2022 dollars (i.e. excluding inflation) including GST.

Gross Value Added or **GVA** is a measure of the value of goods and services produced in an area, industry or sector of an economy during a certain period of time. In this case, GVA represents the total economic contribution of the investment. GVA is measured in constant 2022 dollars (i.e. excluding inflation) including GST.

ASSUMPTIONS

Estimating on-site employment

The number of direct jobs was estimated by referring to industry benchmarks and Urbis' experience in staffing requirements for different land uses. Based on the floorspace of each of the proposed uses, the expansion is estimated to generate 3,397 on-going direct jobs at capacity on-site.

These jobs are entered into REMPLAN to produce an estimate for indirect jobs and direct and indirect gross value added (GVA) contributions.

It is estimated that the BTR units will create approximately 50 jobs (including concierge, estate management, building management, cleaners, maintenance and gardeners). This is based on information provided by Salta Properties and Vicinity Centres.

For the retail and commercial office space on-site employment has been calculated using **net lettable area** (NLA). An average workspace ratio is applied to the NLA to calculate on-site employment.

Average workspace ratios of 19 sq.m per person for retail space and 12 sq.m per person for commercial office space.

Childcare centre employment is based on the minimum educator to child ratio requirements for children's education and care services.

GVA benefits generated from office-based jobs are calculated on the assumption that the commercial office is to be **occupied by tenants in the Professional, Scientific and Technology Services industry**.

GVA benefits generated from retail jobs are calculated on the assumption that the space is to be split evenly by **café/restaurants** and **retail shops**.

Precinct	Land Use	Scale	Estimated Direct Employment
Doonside Precinct	Residential BTR	839 apartments	25
	Retail	8,545 sq.m	461
	Commercial Office	3,485 sq.m	290
	Sub-total		**776**
Lot 9	Residential BTR	340 apartments	10
	Retail	4,200 sq.m	227
	Commercial Office	3,600 sq.m	300
	Childcare Centre	110 places	17
	Sub-total		**554**
Lot 10	Residential BTR	-	-
	Retail	2,500 sq.m	135
	Commercial Office	Up to 23,000 sq.m	1,917
	Sub-total		**2,052**
25-35 River Boulevard	Residential BTR	500 apartments	15
Total			**3,397**

Source: ABS, Salta Properties & Vicinity Centres, Urbis

DATA TABLES – CONSTRUCTION PHASE

River Boulevard Precinct

Total Expansion (2022 – 2029)

Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output ($M)	128.6	163.4	292.0
Employment (FTE Jobs Per Annum)	281 jobs for 7 years	400 jobs for 7 years	681 jobs for 7 years
Value-added ($M)	37.5	59.7	97.2

Doonside Precinct (2023 – 2028)

Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output ($M)	74.0	94.0	168.0
Employment (FTE Jobs Per Annum)	162 jobs for 5 years	230 jobs for 5 years	392 jobs for 5 years
Value-added ($M)	21.6	34.4	56

Lot 9 (2026 – 2029)

Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output ($M)	58.3	74.1	132.4
Employment (FTE Jobs Per Annum)	127 jobs for 3 years	181 jobs for 3 years	308 jobs for 3 years
Value-added ($M)	16.9	27.1	44.0

Lot 10 (2026 – 2028)

Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output ($M)	50.3	63.9	114.2
Employment (FTE Jobs Per Annum)	110 jobs for 3 years	156 jobs for 3 years	266 jobs for 3 years
Value-added ($M)	14.7	23.4	$38.1m

25-35 River Boulevard (2022 – 2024)

Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output ($M)	102	129.6	231.6
Employment (FTE Jobs Per Annum)	223 jobs for 2 years	317 jobs for 2 years	540 jobs for 2 years
Value-added ($M)	29.7	47.4	77.1

** FTE = Full-Time Equivalent, GVA = Gross Value Added. Indirect benefits refer to Supply Chain effects but not Consumption Effects. See page 16 for more information.*

Source: REMPLAN; Salta Properties; Vicinity Centres; Urbis

DATA TABLES – OPERATION PHASE

Total Expansion

Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output ($M)	971.8	701.8	1,673.6
Employment (Jobs)	3,397	1,902	5,299
Value-added ($M)	506.9	329.6	836.5

Doonside Precinct

Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output ($M)	193.7	127.9	321.6
Employment (Jobs)	776	335	1,111
Value-added ($M)	110.6	60.5	171.1

River Boulevard Precinct

Lot 9

Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output ($M)	141.6	98.8	240.4
Employment (Jobs)	554	265	819
Value-added ($M)	76.7	46.4	123.1

Lot 10

Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output ($M)	606.2	460.4	1,066.6
Employment (Jobs)	2,052	1,269	3,321
Value-added ($M)	298.6	215.2	513.8

25-35 River Boulevard

Impact Summary	Direct Effect	Supply-Chain Effect	Total Effect
Output ($M)	30.4	14.6	45.0
Employment (Jobs)	15	32	47
Value-added ($M)	20.9	7.6	28.5

** FTE = Full-Time Equivalent, GVA = Gross Value Added, Indirect benefits refer to Supply Chain effects but not Consumption Effects. See page 16 for more information.*

Source: REMPLAN; Salta Properties; Vicinity Centres; Urbis

This report is dated 12 April 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's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Salta Properties and Vicinity Centres (Instructing Party) for the purpose of an Economic Benefit Snapshot (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or made in relation to 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. 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.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

In preparing this report, Urbis may rely on or refer to documents in a language other than English which Urbis will procure the translation of into English. Urbis is not responsible for the accuracy or completeness of such translations and to the extent that the inaccurate or incomplete translation of any document results in any statement or opinion made in this report being inaccurate or incomplete, Urbis expressly disclaims any liability for that inaccuracy or incompleteness.

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 belief on reasonable grounds that such statements and opinions are correct and not misleading bearing in mind the necessary limitations noted in the previous paragraphs. Further, no responsibility is accepted by Urbis or any of its officers or employees for any errors, including errors in data which is either supplied by the Instructing Party, supplied by a third party to Urbis, or which Urbis is required to estimate, or omissions howsoever arising in the preparation of this report, provided that this will not absolve Urbis from liability arising from an opinion expressed recklessly or in bad faith.

Urbis staff responsible for this report were:

Director	Rhys Quick
Analyst	Viren Sood

Project code	P0015257

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COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The data and information that informs and supports our opinions, estimates, surveys, forecasts, projections, conclusion, judgments, assumptions and recommendations contained in this report are predominantly generated over long periods, and is reflective of the circumstances applying in the past. Significant economic, health and other local and world events can, however, take a period of time for the market to absorb and to be reflected in such data and information. In many instances a change in market thinking and actual market conditions as at the date of this report may not be reflected in the data and information used to support the Report Content.

The recent international outbreak of the Novel Coronavirus (COIVID-19), which the World Health Organisation declared a global health emergency in January 2020 and pandemic on 11 March 2020, has and continues to cause considerable business uncertainty which in turn materially impacts market conditions and the Australian and world economies more broadly.

The uncertainty has and is continuing to impact the Australian real estate market and business operations. The full extent of the impact on the real estate market and more broadly on the Australian economy and how long that impact will last is not known and it is not possible to accurately and definitively predict. Some business sectors, such as the retail, hotel and tourism sectors, have reported material impacts on trading performance. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The data and information that informs and supports the Report Content is current as at the date of this report and (unless otherwise specifically stated in the Report) does not necessarily reflect the full impact of the COVID-19 Outbreak on the Australian economy, the asset(s) and any associated business operations to which the report relates. It is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event and the various programs and initiatives governments have adopted in attempting to address its impact. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong has been, and may be further, materially impacted by the COVID-19 Outbreak within a short space of time and that it will have a longer lasting impact than we have assumed. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Where we have sought to address the impact of the COVID-19 Outbreak in the Report, we have had to make estimates, assumptions, conclusions and judgements that (unless otherwise specifically stated in the Report) are not directly supported by available and reliable data and information. Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

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M E L
CONSULTANTS

(ACN 004 230 013)

Ref: 162-20-DE-EWC-02
31 March 2022

Case Meallin
cwilliams@casemeallin.com.au

Attn: Campbell Williams

Dear Campbell,

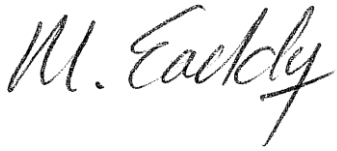
Victoria Gardens – River Boulevard Precinct
Built form Changes to Lots 9 and 10
Environmental Wind Considerations

The Victoria Gardens River Boulevard Precinct will be located to the east of the existing Victoria Gardens Shopping Centre. Development Plans for Lots 9 and 10 (which form part of the River Boulevard Precinct) have previously been approved by the City of Yarra, however changes to the built forms are now proposed as part of the planning scheme amendment. The proposed built form changes and approved development plans are shown in Figure 1.

The proposed amendment to River Boulevard makes changes to the envelopes for the built form massing and the intended ground level connections through the site. The Lots 9 and 10 buildings would benefit from the shielding provided by the existing low-rise shopping centre for the west sector wind directions and the future Doonside Precinct to the southwest. The Victoria Street frontage of Lot 10 and the upper levels of Lots 9 and 10 would have exposure to the prevailing north and west sector wind directions, which would create wind impacts around the development. Built form massing drawings associated for Lots 9 and 10 are still being developed and MEL Consultants are working with the design team to address any wind effects through high quality architectural responses at this early massing stage. MEL Consultants desktop advice and future wind tunnel studies will assist with achieving the vision of a

pedestrian thoroughfare between the Yarra River, the River Precinct, and Victoria Gardens Shopping Centre that has significant areas of pedestrian activation for stationary activities (sitting and standing).

Yours sincerely,



M. Eaddy
MEL Consultants Pty Ltd

Figure 1: Masterplan of the River Precinct Lots 9 and 10 (proposed and approved)

Victoria Gardens Expansion Public Realm Strategy

Prepared for Salta Properties
8 April 2022
Issue 7

ARCADIA

Issue	7
Date	8/04/2022
Prepared By	Nelson Gomes, Principal

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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.

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Victoria Street Plaza (Lot 10)
River Boulevard Streetscape (Lots 9 and 10)

Doonside and River Boulevard Precincts
Internal Laneways

Vision & Principles

This Public Realm Strategy has been prepared as an overarching document for the open spaces in the Victoria Gardens Expansion, providing objectives and guidelines to the network of publicly accessible open spaces in this development. This document is to be read in conjunction with the Victoria Gardens Doonside Precinct Urban Context Report.

The Victoria Gardens Expansion proposal presents a significant opportunity for the provision of substantial public realm benefits.

This redevelopment will provide an improved pedestrian environment and facilities for a growing population. This is considered in-line policy directives of both State and Local Planning Policy Frameworks.

The public realm strategy is a well considered proposal and integrates with the proposed redevelopment of the overall site and also with the existing Shopping Centre to support and improve its ongoing functionality for the public, visitors, residents and workers alike.

A series of principles have been developed to provide a design framework for the Victoria Gardens Expansion public realm strategy and are as follows.

Respect & Reflect

Celebrate the site's River Story, Indigenous and European heritage.

River Connection

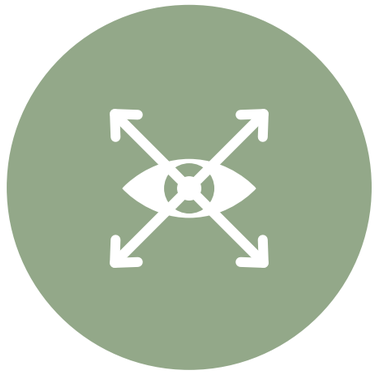
Creation of a 'river line' referencing the flow of the Birrarung as a consistent thread connecting through all public realm spaces.

Where the river bends creates spaces for people to slow down and occupy, while river straights encourage pedestrian movement and flow.

A Network of Publicly Accessible Spaces

Creation of diverse publicly accessible open spaces that cater for the growing residential, worker and visitor populations.

Create places to:
- Socialise - small and larger groups
- Walk, run, rest and recover
- Relax in
- To retreat



Streets & Pedestrian Connections

Providing a network of streets and laneways that provide safe, comfortable and welcoming connections between key destinations.

Accessibility within the Landscape

Propose a considered building footprint that responds to the site topography ensuring that accessibility is a priority.

Landscape Narrative

Informed by the site history and context, establish and carry through a consistent landscape narrative throughout Victoria Gardens Expansion for a unified precinct outcome.

The Birrarung - Water

+

The Birrarung - Vegetation

+

Richmond Character

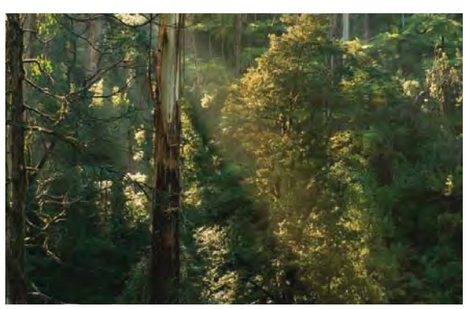
+

Site History

Landscape Layers

The Birrarung - Water

Creation of a ‘river line’ referencing the flow of the Birrarung connecting through the public realm.
River bends create spaces for people to slow down and occupy, while river straights encourage pedestrian movement and flow.

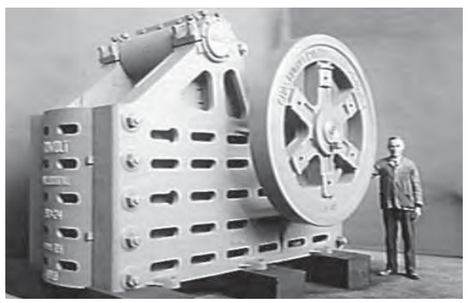


The Birrarung - Vegetation

Referencing the plant character of the Birrarung within the Yarra Ranges that is suitable for the site micro climate.

Richmond Character

Incorporating the texture and materiality of brick and bluestone to create a place that is distinctly of Richmond.



Site History

Incorporating elements throughout the fabric of the design that express the rich Indigenous and European site history, significance and narrative.

Victoria Gardens Expansion - Precincts

The Victoria Gardens Expansion comprises of the three linked precincts:

- IKEA & Victoria Gardens Shopping Centre Precinct
- Doonside Precinct
- River Boulevard Precinct

Legend

Victoria Gardens Precinct

Note: For the 28-35 River Boulevard Development Site, the Approved Town Planning Application is shown. Refer to these plans, which provides further information on the open space provision and provides the river connection as shown.

Victoria Gardens Expansion - Publicly Accessible Open Spaces

These localised precincts consist of the following public realm spaces for occupation and movement alike, that form part of the larger network providing diversity of use:

Doonside Precinct:

01 Doonside Plaza

02 Pocket Garden

03 Market Hall Square

04 Doonside Street

River Boulevard Precinct:

05 David Street

06 River Passage Plaza (Lot 9)

07 River Boulevard Forecourt (Lot 9)

08 Victoria Street Plaza (Lot 10, open during trading hours)

09 River Boulevard

Legend

- Primary pedestrian connections - all hours access
- Secondary pedestrian connections - all hours access
- Pedestrian connections - trading hours access
- Yarra River / Main Yarra Trail
- Publicly accessible spaces
- Publicly accessible private spaces
- Publicly accessible laneways

Doonside Precinct
Doonside Plaza

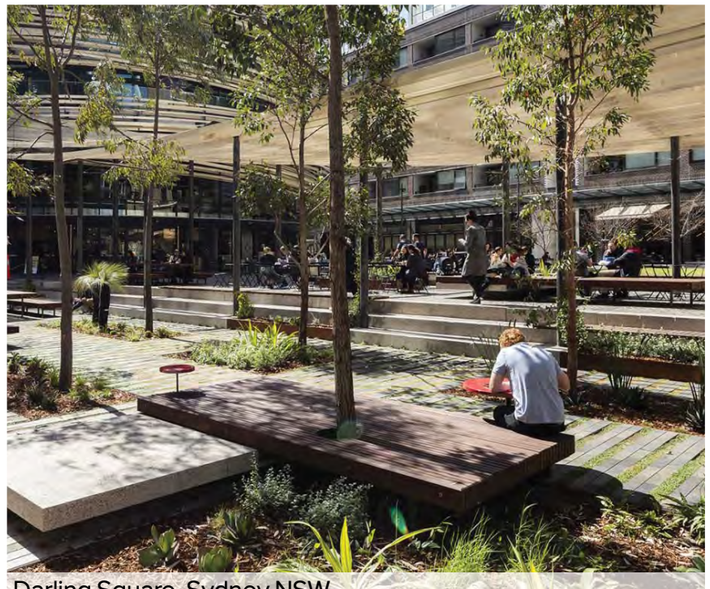
Objectives

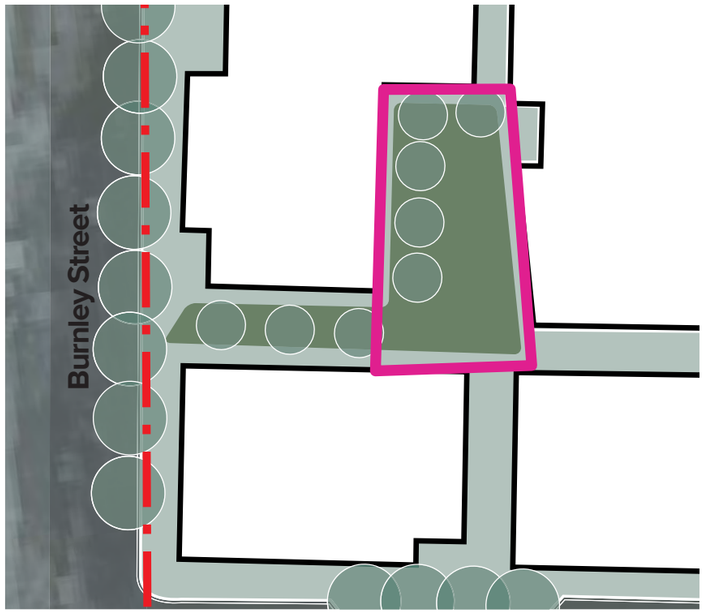
- To create a generous open space as a central focus for Doonside Precinct.
- To create a space that appeals to the public, visitors, residents and workers alike.
- To provide a variety of spaces and amenities to allow for a diversity of use and activation.

Guidelines

- Provide amenities to support activation at the junction of the adjacent internal laneways, creating an internal focal space for the precinct.
- Promote the space as the focal heart of the precinct through events and activities.
- Design the space to provide flexibility to cater for small and large gatherings, and use throughout the day and into the evening.
- Create a variety of active edges to the space that can be used for a variety of different uses, such as dining, sitting, socialising and the like throughout all times of the day.
- Create a large lawn area to provide a unique open space offering for the precinct.
- Provide canopy trees for amenity and scale.
- Provide clear pedestrian routes and view lines into the space.
- Optimise the location of users and amenities based on solar aspect.
- Utilise a consistent material, furniture and pavement palette for consistency across the precinct.
- Explore opportunities to convey the landscape narrative of the precinct within the design outcome.

Westpac Place, Sydney NSW


Darling Square, Sydney NSW



Precinct Diagram
Doonside Plaza

Newmarket, Randwick NSW

Doonside Precinct Pocket Garden

Objectives

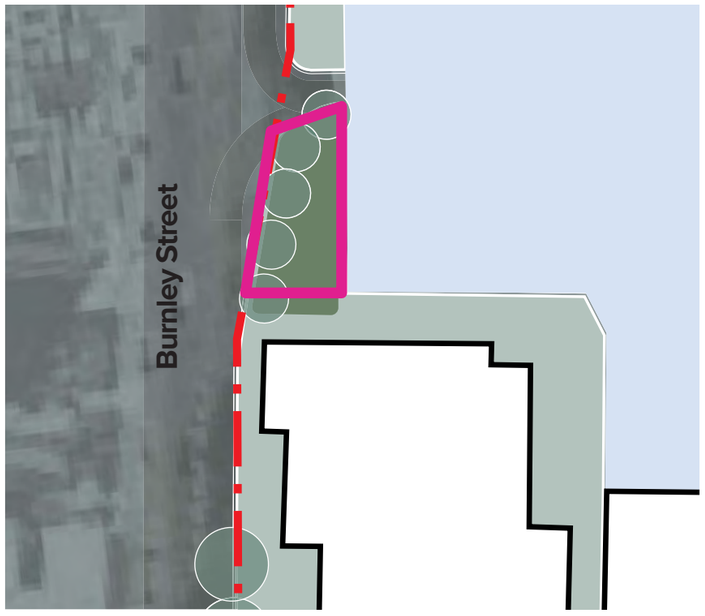
- To create an inviting and attractive entrance space for the Doonside Precinct.
- To create space that transitions between Burnley Street to the internal retail laneway network.
- To create a space that appeals to the public, visitors, residents and workers alike.
- To contribute to the presentation and amenity of Burnley Street.

Guidelines

- Create an intimate open space with vegetation providing a sense of enclosure.
- Provide amenities to support use of the space by the general public and as an outdoor licensed space.
- Provide vegetation to provide visual separation from the vehicular activity of Burnley Street.
- Investigate the opportunity to treat the interface to the adjacent multi level car park.
- Utilise a consistent material, furniture and pavement palette for consistency across the precinct.
- Explore opportunities to convey the landscape narrative of the precinct within the design outcome.

Hopscotch Bar, Melbourne VIC

Fish Lane, Brisbane QLD



Precinct Diagram
Pocket Park

The Standard, Melbourne VIC

Doonside Precinct
Market Hall Square

Objectives

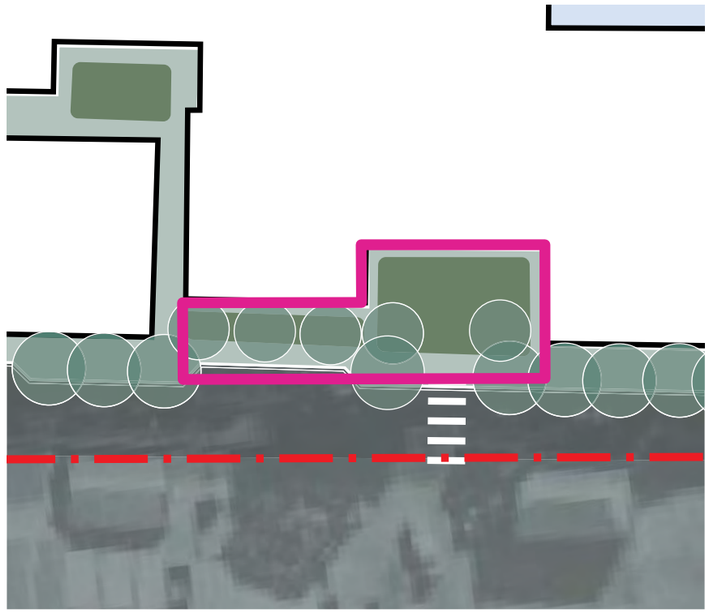
- To create a celebratory and activated entrance into the Market Hall.
- To respond to and create a clear pedestrian linkage to the opposite Harry the Hirer future development site.
- To bring the internal Market Hall experience to the public realm through outdoor dining.
- To contribute to the life and activity of Doonside Street.
- To create a space that appeals to the public, visitors, residents and workers alike.

Guidelines

- Provide generous pedestrian access from the Market Hall entrance to the future Harry the Hirer internal laneway and public open space.
- Create a variety of outdoor dining options for the general public and adjacent dining premises.
- Provide clear pedestrian access from car parking / loading to the Market Hall and commercial / residential building entrances.
- Utilise a consistent material, furniture and pavement palette for consistency across the precinct.
- Provide canopy trees for amenity and scale.
- Explore opportunities to convey the landscape narrative of the precinct within the design outcome.

Tea Tree Plaza, Modbury SA

Old Spitalfields Market, London UK



Precinct Diagram
Market Hall Square

Windsor Plaza, near Windsor Station VIC

Doonside Precinct
Doonside Street Streetscape

Objectives

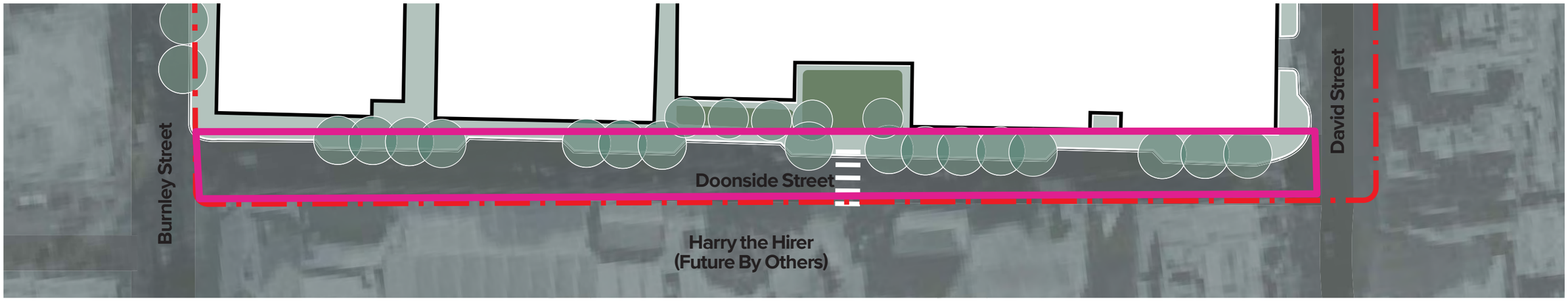
- To enhance Doonside Street as an attractive and pedestrian friendly streetscape environment.
- To improve the streetscape to respond to the scale and amenity of the Doonside Precinct and Harry the Hirer future development site.

Guideline

- Increase the pedestrian path width on the northern side through the removal of on street car parking.
- Provide low level planting along back of kerb to create a sense of separation between pedestrian and vehicular traffic.
- Incorporate avenue street tree planting to improve streetscape amenity and scale for pedestrians.
- Continue the existing street tree species *Tristaniopsis laurina* for consistency along the streetscape.
- Provide a pedestrian priority crossing point between the Doonside Precinct and Harry the Hirer site.
- Utilise a consistent material, furniture and pavement palette for consistency across the precinct.
- Provide streetscape amenities including rubbish bins, seating and bicycle hoops and locate them to not interfere with pedestrian movement lines.

Retail / F&B Streetscape

King Street, Brisbane Showgrounds QLD



Precinct Diagram
Doonside Street

River Boulevard Precinct
David Street Streetscape (Lot 9)

Objectives

- To improve David Street as a key pedestrian thoroughfare through the precinct.
- To promote clear and safe pedestrian and vehicle access and movement.

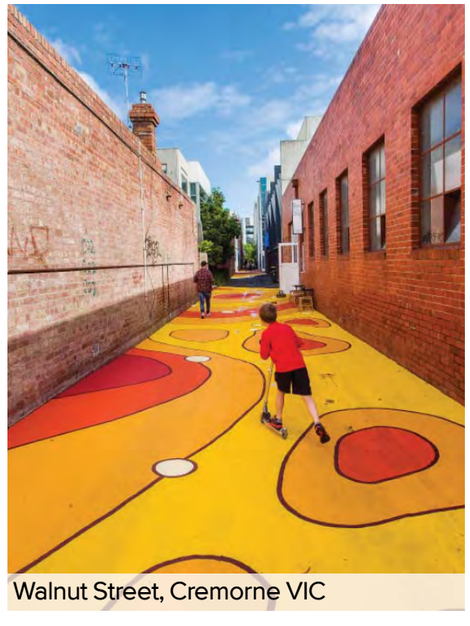
Guidelines

- Prioritise pedestrian movement along the eastern side of David Street to reduce crossing points with vehicle access and loading.
- Resolve potential conflict between vehicular loading bays and pedestrians on Davis Street by providing defined pedestrian path routes.
- Encourage active frontages and clear sight lines along David Street for pedestrian sense of safety.
- Incorporate wayfinding signage and visual markers through built form for pedestrian legibility.
- Incorporate vegetation both at ground level and canopy trees to improve amenity.
- Utilise a consistent material, furniture and pavement palette for consistency across the precinct.
- Explore opportunities for public art, surface graphics, lighting installation and the like to activate the streetscape.
- Provide streetscape amenities including rubbish bins, seating and bicycle hoops and locate them to not interfere with pedestrian or vehicle access.

Coromandel Place, Melbourne VIC

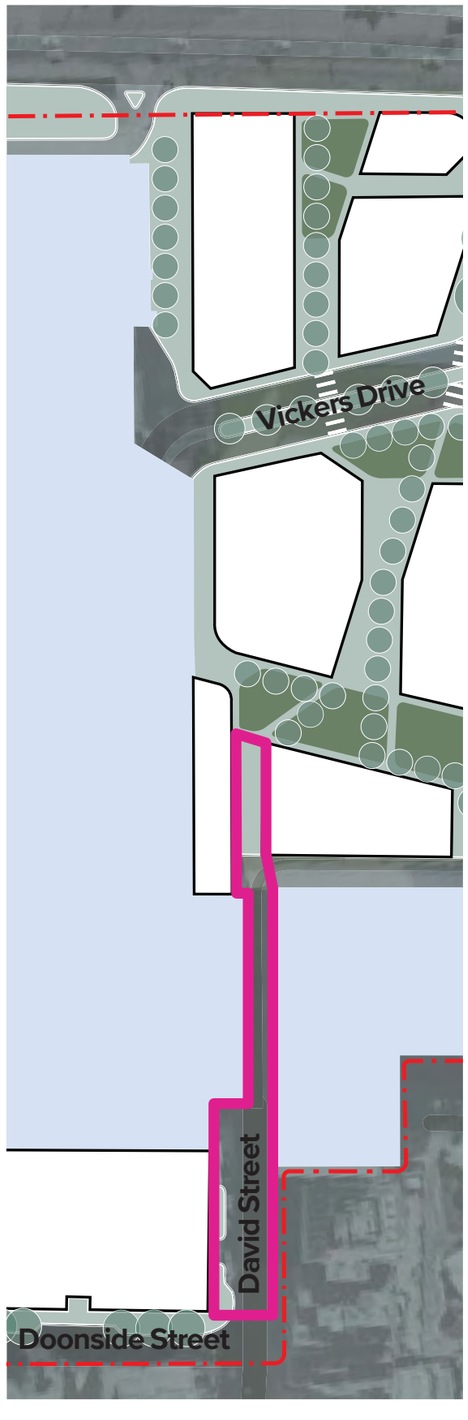
Alley Oop, Vancouver Canada

Collins Court, Hobart TAS



Walnut Street, Cremorne VIC

Precinct Diagram
David Street



River Boulevard Precinct
River Passage Plaza (Lot 9)

Objectives

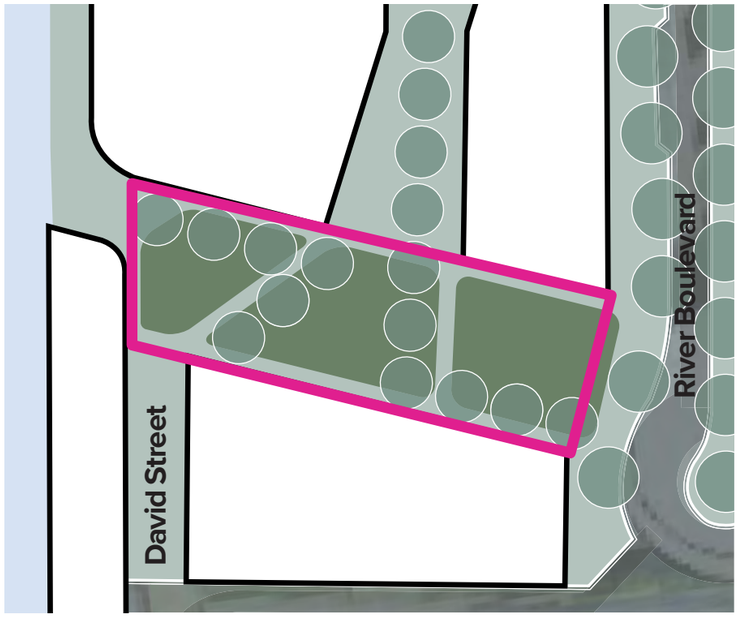
- To create a generous large open space to service the River Boulevard Precinct.
- To create a focal space for residents, workers, visitors, shoppers alike.
- To create a visual and accessible connection to the Yarra River corridor.

Guidelines

- Create a large lawn area to provide a unique open space offering for the precinct.
- Promote the space as the focal heart of the precinct through large scale events and activities.
- Design the space to provide flexibility to cater for small and large gatherings, and use throughout the day and into the evening.
- Create a variety of active edges to the space that can be used for a variety of different uses, such as dining, sitting, socialising and the like throughout all times of the day.
- Frame views towards the Yarra River through the siting of pedestrian paths and canopy vegetation.
- Provide large canopy trees that respond to the scale of the space along with lower planting to provide sense of intimacy and amenity.
- Provide clear movement paths through the space to connect with adjacent laneways.
- Provide amenities to support outdoor dining from adjacent tenancies.
- Incorporate wide steps leading down to the River Boulevard interface.
- Explore opportunities to incorporate public art, including large scale interventions.
- Consider prominent design elements within the space to assist with wayfinding from adjacent streets and laneways.
- Utilise a consistent material, furniture and pavement palette for consistency across the precinct.
- Explore opportunities to convey the landscape narrative of the precinct within the design outcome.

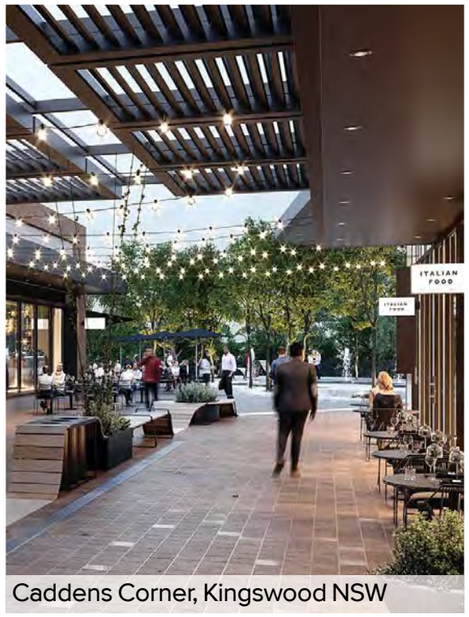
St Pancaras Square, London UK

Town Centre, Rouse Hill NSW



Precinct Diagram
River Passage Plaza

Steam Mill Lane, Haymarket NSW



Caddens Corner, Kingswood NSW

River Boulevard Precinct
Vickers Drive Forecourt (Lot 9)

Objectives

- To create an inviting and attractive entrance plaza for the Lot 9 development.
- To create a space that transitions between River Boulevard Street to the internal retail laneway network.
- To provide a variety of spaces and amenities to allow for a diversity of use and activation.
- To contribute to the presentation and amenity of both River Boulevard and Vickers Drive.

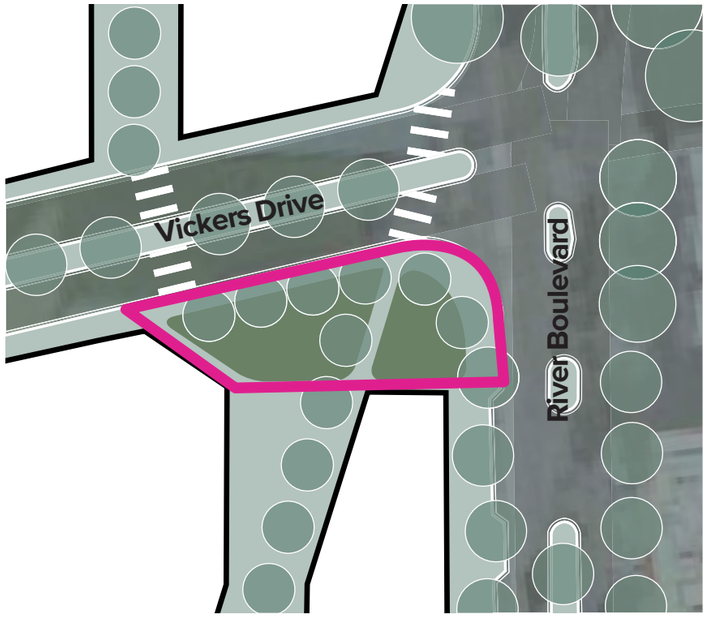
Guidelines

- Provide amenities to support temporary events and activation to service both Lot 9 and Lot 10.
- Provide a variety of options for seating and socialisation.
- Ensure clear movement and sight lines for pedestrians through Lot 9 to Victoria Street and the super tram stop.
- Provide canopy trees for amenity and scale.
- Optimise the location of users and amenities based on solar aspect.
- Utilise a consistent material, furniture and pavement palette for consistency across the precinct.
- Explore opportunities to convey the landscape narrative of the precinct within the design outcome.

The Concourse, Chatswood NSW

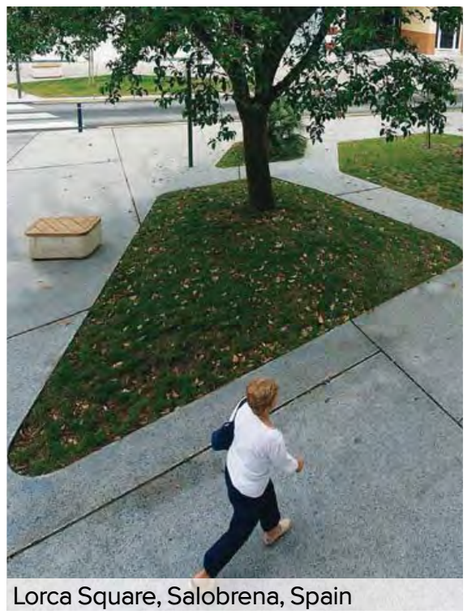
Dee Why Square, Dee Why NSW

Silence by Tadao Ando, Mayfair UK



Precinct Diagram
River Boulevard Forecourt

King Street, Prahran VIC


Lorca Square, Salobrena, Spain

River Boulevard Precinct
Victoria Street Plaza (Lot 10)

Objectives

- To create an inviting and attractive entrance plaza for the Lot 10 development.
- To create a space that transitions between Victoria Street to the internal retail laneway network.
- To provide a variety of spaces and amenities to allow for a diversity of use and activation.
- To contribute to the presentation and amenity of Victoria Street

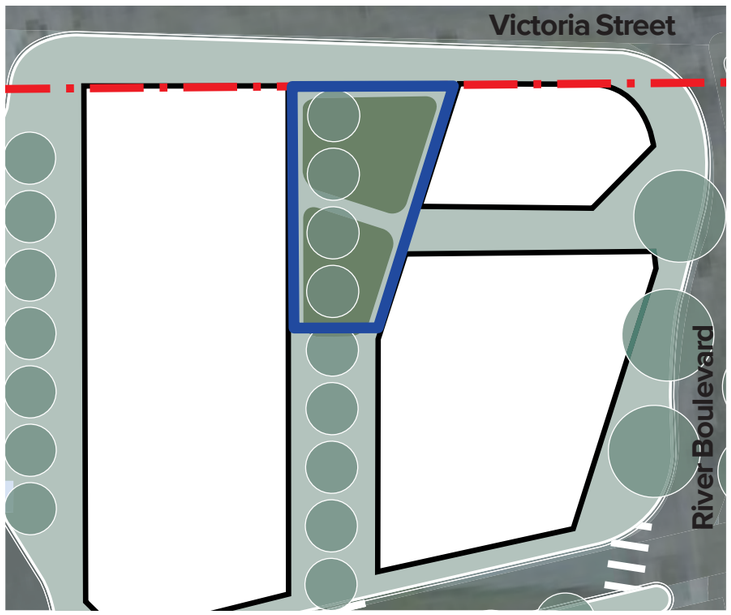
Guidelines

- Provide a variety of options for seating and socialisation.
- Ensure clear movement and sight lines for pedestrians through Lot 10 to Victoria Street.
- Provide amenities to support outdoor dining from adjacent tenancies.
- Provide canopy trees for amenity and scale.
- Optimise the location of users and amenities based on solar aspect.
- Utilise a consistent material, furniture and pavement palette for consistency across the precinct.
- Explore opportunities to convey the landscape narrative of the precinct within the design outcome.

St James Plaza, Melbourne VIC

Village Green, University of Technology Sydney NSW

QV Square, Melbourne VIC



Precinct Diagram
Victoria Street Plaza

Southern Cross Lane, Melbourne VIC

River Boulevard Precinct
River Boulevard Streetscape (Lots 9 and 10)

Objectives

- To enhance the existing streetscape amenity of River Boulevard.
- To protect the role of the streetscape as an attractive arrival experience into the precinct.
- To ensure the streetscape provides both a commercial and residential interface and character.
- To create an attractive pedestrian experience along both sides of the road.

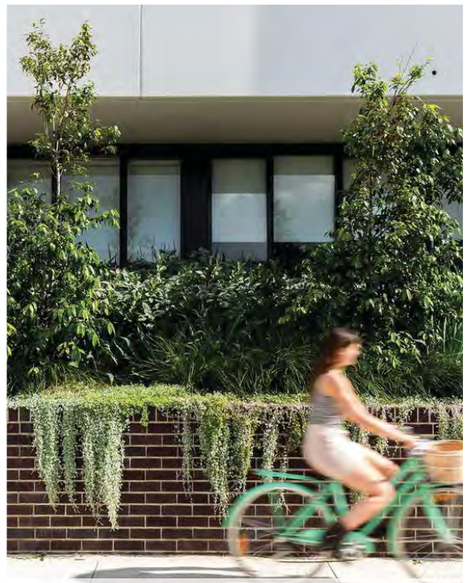
Guidelines

- Where possible, retain existing canopy tree planting along the streetscape.
- Maximise additional tree planting where appropriate that respects the existing character and species of the streetscape, with *Platanus orientalis* north of Vickers Drive and south *Angophora costata* of Vickers Drive.
- Provide suitable footpath widths and supporting streetscape amenities along each side of River Boulevard that respond to adjacent built form use, scale and land use.
- Provide pedestrian priority crossing points across Vickers Drive.
- Utilise a consistent material, furniture and pavement palette for consistency across the precinct.
- Provide streetscape amenities including rubbish bins, seating and bicycle hoops and locate them to not interfere with pedestrian movement lines.

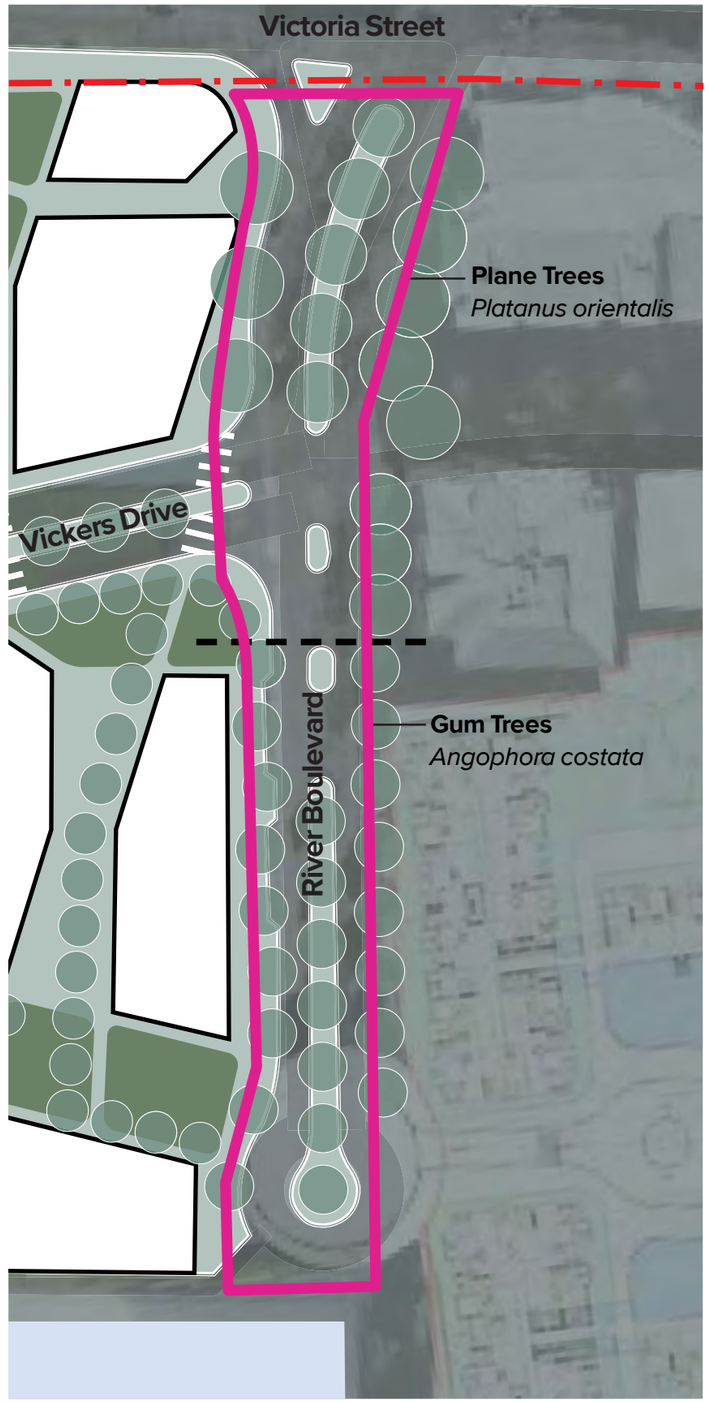
Retail Street, San Diego, USA

Gantry Apartments, Camperdown, NSW

Residential Street, Takanini, NZ



Eve Apartments, Erskineville, NSW



Precinct Diagram
River Boulevard

Doonside and River Boulevard Precincts Internal Laneways

Objectives

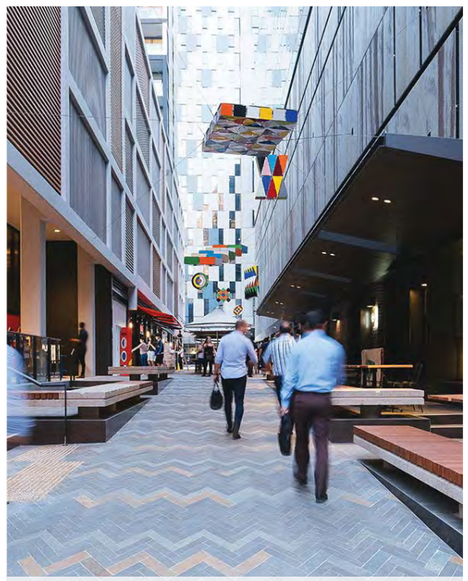
- To create an attractive retail laneway experience across the Precincts.
- To provide connectivity through and in between development lots for pedestrian connectivity.

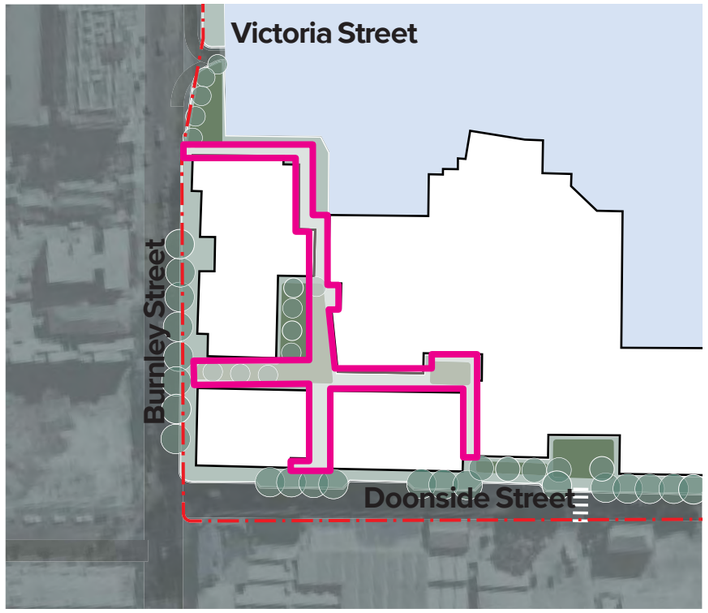
Guidelines

- Provide sufficient pedestrian movement paths along laneways and retail frontages.
- Provide space for outdoor dining / retail while ensuring clear pedestrian movement.
- Ensure clear sight lines along and across laneways.
- Incorporate canopy tree and lower storey planting where appropriate for amenity.
- Provide seating, bins and other amenities at regular intervals.
- Utilise a consistent material, furniture and pavement palette for consistency across the precinct.
- Explore opportunities to convey the landscape narrative of the precinct within the design outcome.

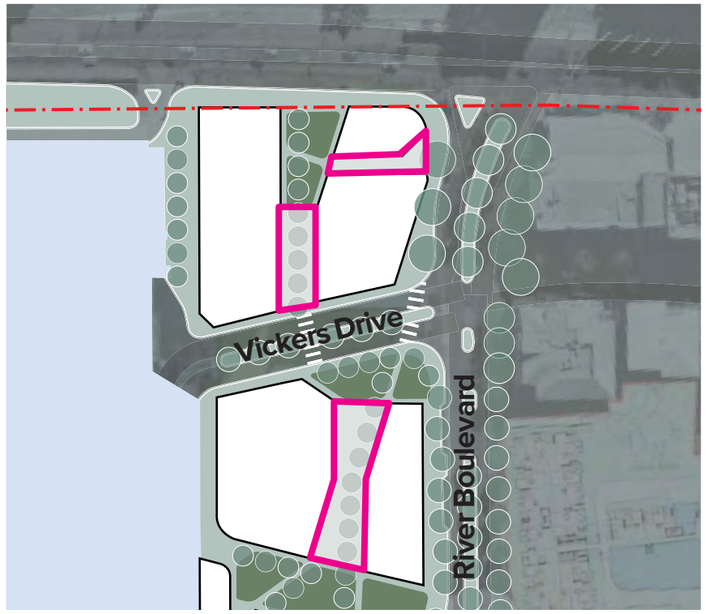
Caddens Corner, Kingswood NSW

Southern Cross Lane, Melbourne VIC


Steam Mill Lane, Haymarket NSW



Precinct Diagram
Doonside Precinct Laneways



Precinct Diagram
River Boulevard Precinct Laneways

ARCADIA

Victoria Gardens Expansion

MASTERPLAN STRATEGY & 1-9 DOONSIDE STREET

URBAN CONTEXT REPORT

COX NH

Prepared for the Department of Environment, Land, Water and Planning
APRIL 2022

MASTERPLAN ⟵ ⟶ 1-9 DOONSIDE STREET TOWN PLANNING APPLICATION

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1.3 Precinct Overview
1.4 Urban Design Framework Opportunities
1.5 Potential Site Development
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2.4 The Existing Centre
2.5 Precincts Of The Activity Centre
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01

INTRODUCTION

0 1 INTRODUCTION

1.1 PROJECT INTRODUCTION

The town planning application has been prepared by Urbis, COX Architecture and NH Architecture on behalf of Salta Properties and Vicinity Centres.

The application consists of two primary parts

- Victoria Gardens Expansion Masterplan Strategy
- Townplanning application of Doonside Precinct

The Doonside Precinct application is a multi-tower mixed-use proposal that comprises of:

- Retail
- Commercial Office
- Carparking
  - » 2 levels of underground carpark + 3 levels of podium
- Residential towers:
  - » 839 apartments
  - » Landscaped, usable terraces
- Residential communal amenity

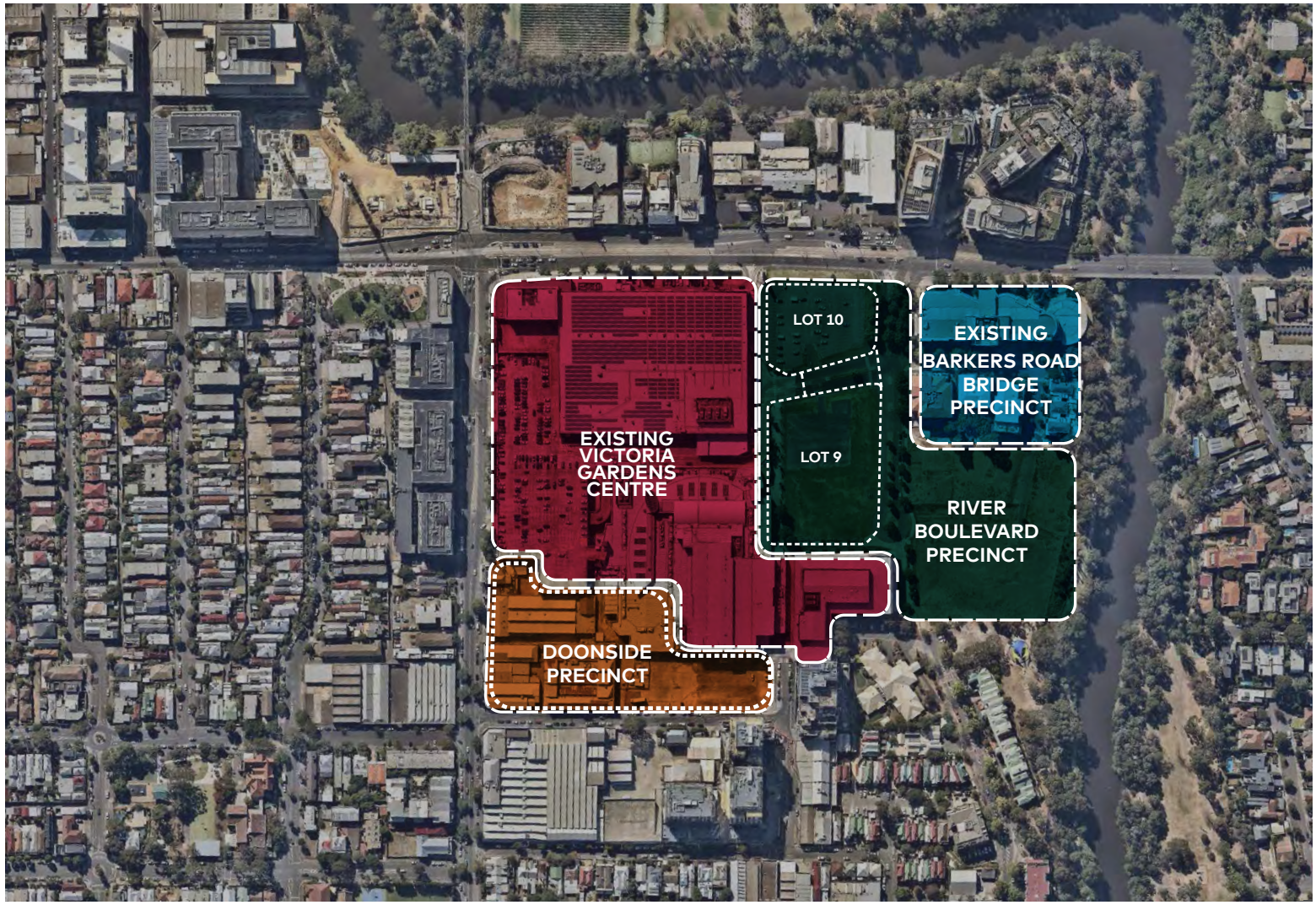
1.2 PROJECT TEAM

Client	Salta Properties and Vicinity Centres
Architecture & Design	COX Architecture and NH Architecture
Planning Consultant	Urbis
Building Surveyor	Veris
Structural Engineer	Bonacci
Building Services Consultant	NDY
Cost Planners	WT Partnership Australia
Traffic Consultant	Stantec
ESD Consultant	NDY
Civil Engineer	Bonacci
Acoustics Engineer	NDY
Landscape Architects	Arcadia Landscape Architecture
Environmental Engineer	Douglas Partners
Wind	MEL Consultants
Economic	Urbis
Heritage	Bryce Raworth
Affordable Housing	Urbanxchange

1.3 PRECINCT OVERVIEW

Victoria Gardens is located within the suburb of Richmond in the inner east of Melbourne, 3.5km from the CBD. The Doonside precinct is approximately 1.81ha in area, directly east of Melbourne's CBD, and is positioned within the Victoria Street Activity Centre.

Victoria Gardens is comprised of a number of precincts, which include, the Existing Victoria Gardens Centre, Doonside Precinct, River Boulevard Precinct and the Existing Barkers Road Bridge.

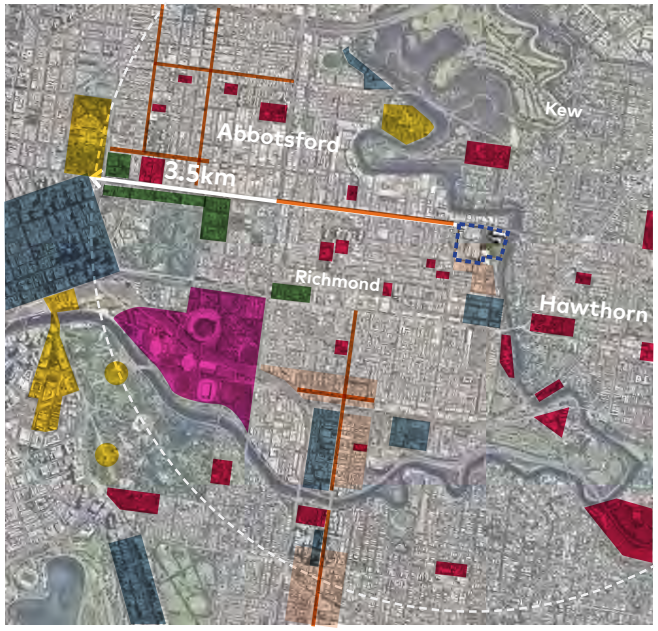


01 INTRODUCTION

1.4 URBAN DESIGN FRAMEWORK OPPORTUNITIES

CITY CONTEXT

Proximity to city and public transport links, as well as the established suburbs of Melbourne with well provisioned amenity - education, workplace, health, entertainment



- CIVIC & CULTURAL
- SPORTS & ENTERTAINMENT
- COMMERCIAL
- EDUCATION
- SOCIAL STREETS
- SOCIAL, ENTERTAINMENT & CREATIVE PRECINCTS
- HEALTH

- ZONE OF INVESTIGATION

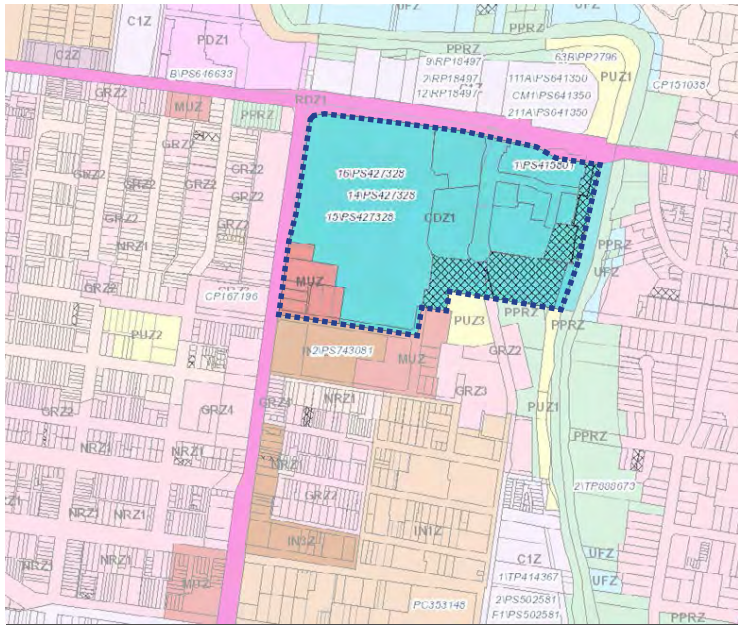
PRECINCT CHARACTERISTICS

Availability of large sites due to existing and former industrial uses
Amenity of the Yarra River and parkland
Amenity of the shopping centre and commercial workplaces

- ZONE OF INVESTIGATION

PLANNING CONTROLS

Supportive planning controls and strategic policy to promote urban consolidation of the precinct, providing significant employment opportunities and increased housing density



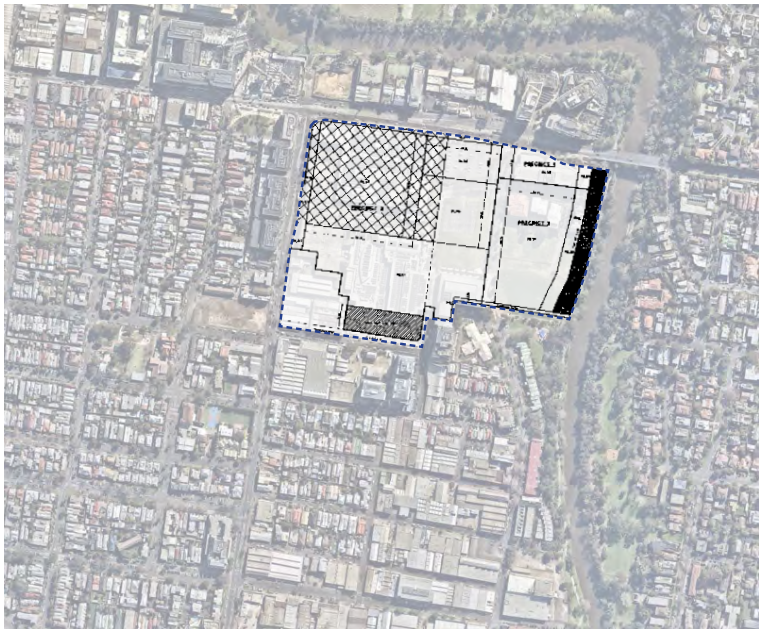
- COMPREHENSIVE DEVELOPMENT ZONE
- MIXED USE ZONE

- ZONE OF INVESTIGATION

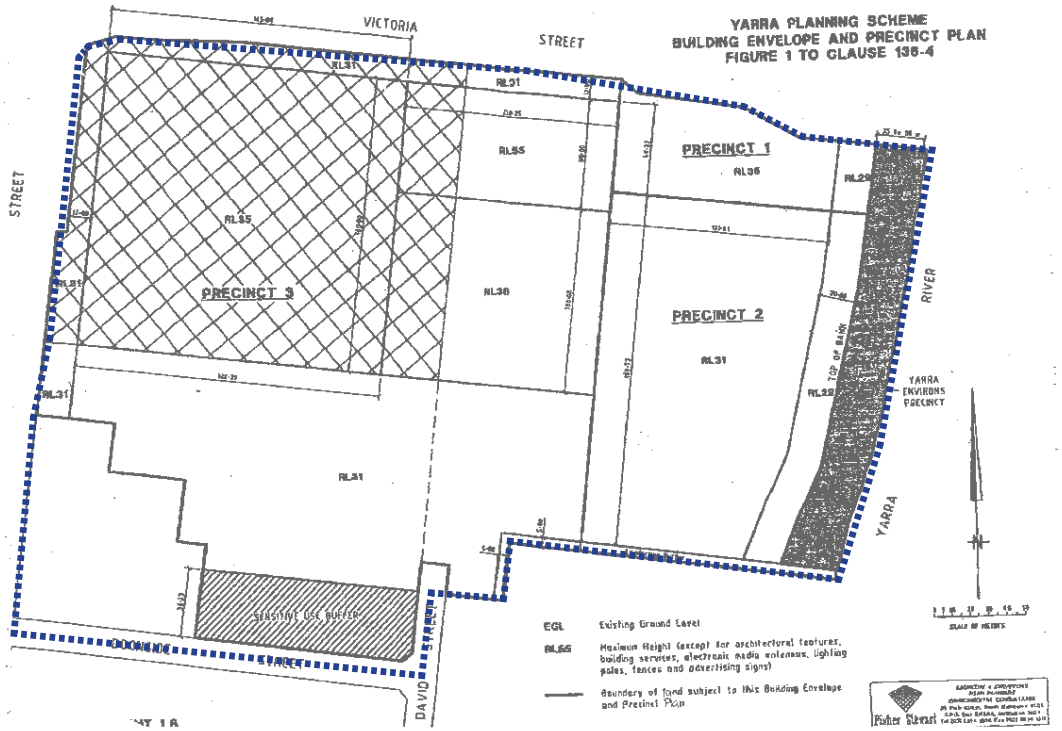
COX | NH

PRECINCT 3 PLAN - WAREHOUSE AREA

The Victoria Gardens Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area is incorporated in the Yarra Planning Scheme and outlines mandatory height controls, indicates the area covered by the sensitive use buffer and divides the site into three precincts which are linked to the table of uses within Schedule 1 to the Comprehensive Development Zone.



ZONE OF INVESTIGATION



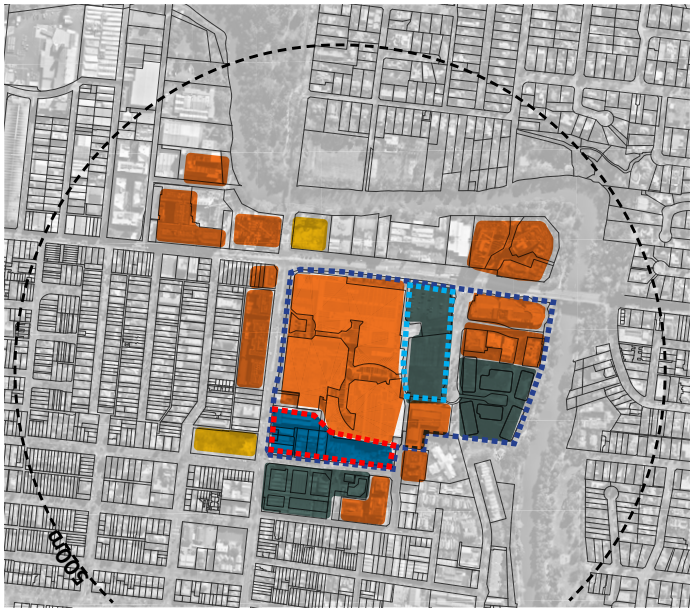
ZONE OF INVESTIGATION

01 INTRODUCTION

1.5 POTENTIAL SITE DEVELOPMENT

COMPLETED / CURRENT / PERMITTED DEVELOPMENT

The original development of Victoria Gardens has led to a significant increase in population and associated amenity in the surrounding precinct. The surrounding area features a variety of building styles, primarily consisting of inter-war factory and commercial buildings typically between one and four storeys in height, and contemporary 10-12 storey high-rise apartment and mixed-use developments which are reflective of the rapid growth and transformation this area of Richmond

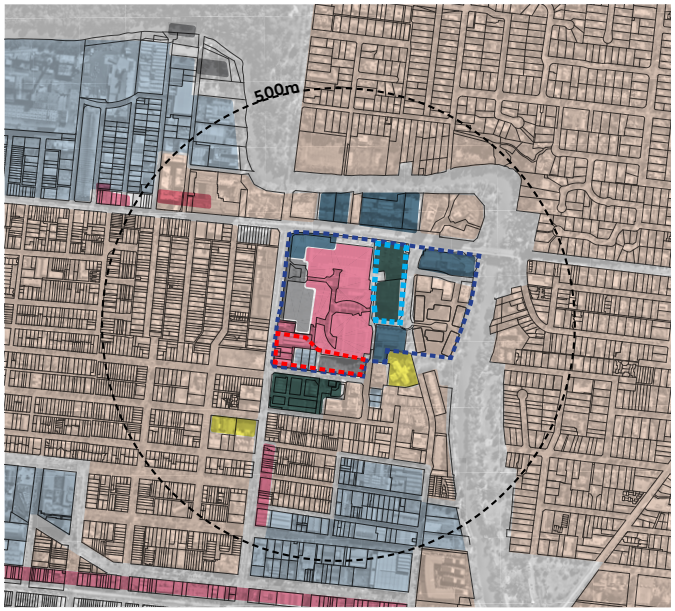


- COMPLETED
- UNDER CONSTRUCTION
- PERMIT APPROVED
- PLANNING APPLICATION / FUTURE DEVELOPMENT

- ZONE OF INVESTIGATION
- VICTORIA GARDENS DOONSIDE PRECINCT
- VICTORIA GARDENS LOT 9 & 10

USES - EXISTING & PROPOSED

Located within a dominate residential area, the Victoria Gardens Precinct has a large variety and mix of uses resulting from recent and proposed developments, which have focused on retail and office space (61,000m^2 of NLA) emphasizing its role as an activity centre.



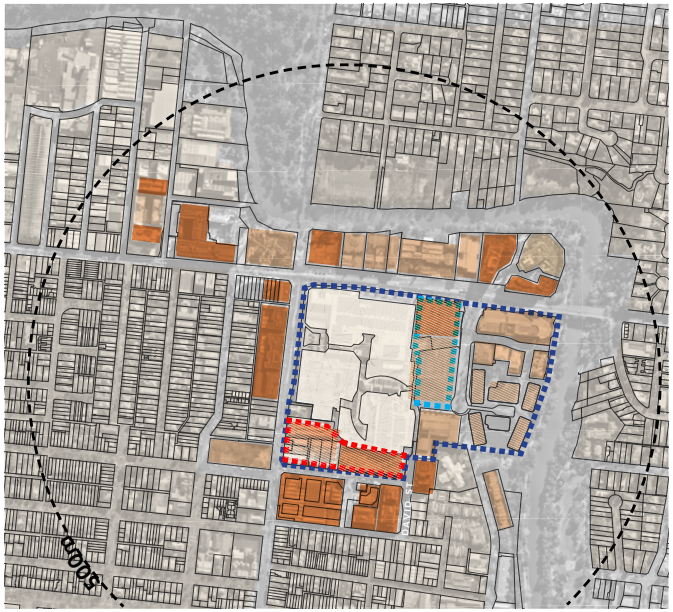
- RETAIL
- CIVIC
- COMMERCIAL
- RESIDENTIAL
- MIXED USE
- INDUSTRIAL
- CARPARK

- ZONE OF INVESTIGATION
- VICTORIA GARDENS DOONSIDE PRECINCT
- VICTORIA GARDENS LOT 9 & 10

HEIGHTS & BUILT FORM - EXISTING & APPROVED

Growing density and height around the centre, as a result of recent development

Illustrates opportunity of Victoria Gardens to anchor the precinct, and to be the urban marker for the precinct



- 1 - 3L
- 4 - 8L
- 9 - 14L

- ZONE OF INVESTIGATION
- VICTORIA GARDENS DOONSIDE PRECINCT
- VICTORIA GARDENS LOT 9 & 10

- APPROVED / PERMITTED DEVELOPMENT HEIGHT

LAND OWNERSHIP

The masterplan has considered the complex land ownership structures across the precincts, that have differing development interests and priorities, to unlock the opportunity sites within the River Boulevard and Doonside Precincts.

Due to the current long term lease configurations of the shopping centre and IKEA's ownerships of their store box and the 2 x upper car park decks there is currently no potential for re-development or significant change anticipated in the long term to the Victoria Gardens Shopping Centre.

The Masterplan strategy has established a framework to increase the centres connectivity and relationship with the broader activity centre by developing the underutilised adjacent sites with enhanced pedestrian networks, public spaces, and increased diversity of uses and population to transform the centres interface.

SALTA & VICINITY PROPERTY
SALTA PROPERTY
IKEA OWNED
OTHER OWNERSHIP

01 INTRODUCTION

1.6 MUNICIPAL STRATEGIC STATEMENT

The vision for the City of Yarra as identified in Clause 21.03 is to accommodate a diverse range of people, including families, the aged, the disabled, and those who are socially or economically disadvantaged, as well as providing increased opportunities for employment and ensuring all new development demonstrates design excellence.

The Victoria Gardens Expansion area is identified as part of the Victoria Street Major Activity Centre within Figure 1 of Clause 21.03 of the Yarra Planning Scheme. Accordingly, through this classification, intensive re-development is encouraged by planning policy.

Plan Melbourne and the Planning Policy Framework (PPF) envisage Major Activity Centres as a focus for a mix of commercial and higher-density residential development in order to consolidate urban environments and support local economic growth in areas near established jobs, services, and public transport.

State and local strategic policies identify Victoria Street as a Major Activity Centre (MAC), the highest order of activity centres within Yarra's hierarchy.

REFERENCE: YARRA PLANNING SCHEME - STRATEGIC FRAMEWORK PLAN

1.7 PRECINCT ANALYSIS

1 YARRA RIVER

2 ABBOTSFORD CONVENT

3 MCG

4 HERRING ISLAND SCULPTURE PARK

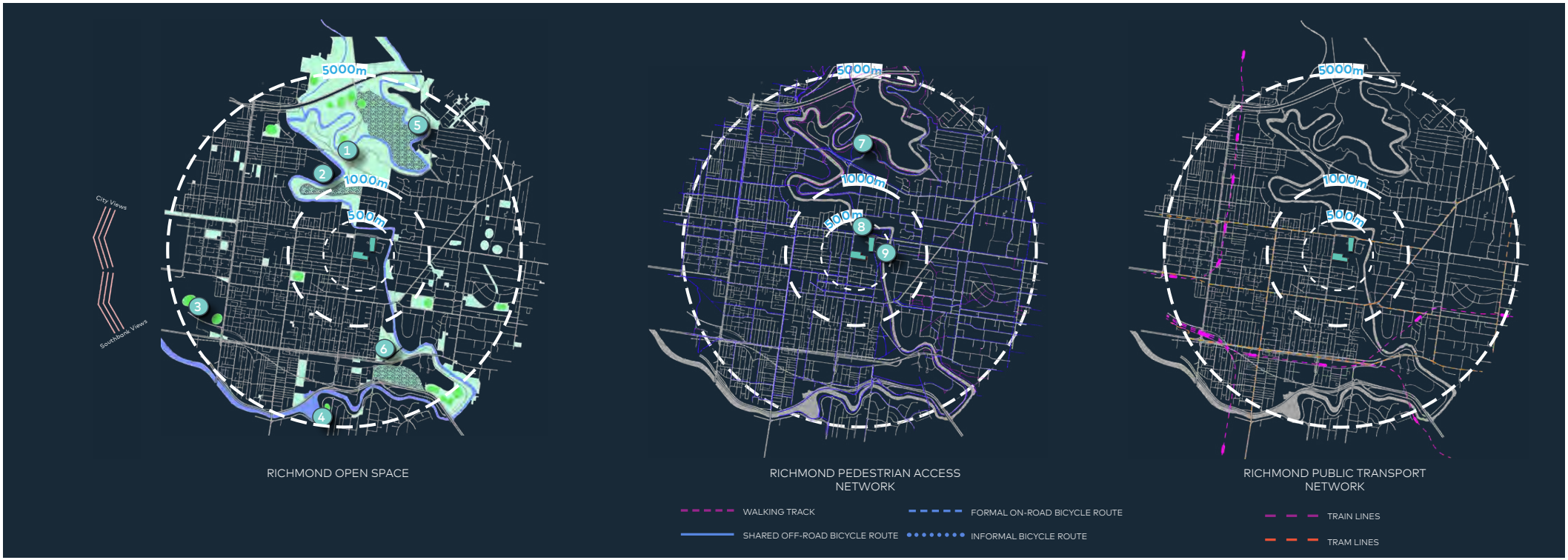
5 BELLBIRD PARK

6 THE CORROBOREE TREE

7 STUDLEY PARK

8 WALMER ST BRIDGE

9 MAIN YARRA TRAIL



02

MASTERPLAN STRATEGY

0 2 MASTERPLAN STRATEGY

MASTERPLAN CONTENTS

2.1 Masterplan Vision
2.2 Historical Development
2.3 The Precinct
2.4 The Existing Centre
2.5 Precincts Of The Activity Centre
2.6 Victoria Gardens Expansion
- Doonside and River Boulevard Precincts
2.7 Circulation and Open Space
2.8 Access & Movement Network
2.9 Public Places & Streets
2.10 Public Realm-
Strategy & Principles
2.11 Built Form & Massing
2.12 Future Built Form
& Height Control

2.1 MASTERPLAN VISION

Building upon the development of Victoria Gardens and the surrounding precinct, a masterplan framework has been established to strength the core of the activity centre, and transform the underutilised and vacant parcels of land.

The masterplan set outs objectives for enhancing the public pathways and circulation, that link together a series of proposed public spaces, whilst delivering increased amenity in the form of retail, commercial, social, and residential infrastructure.

The masterplan develops the precinct's role as the activity centre, marking its place in the broader context of Melbourne through built form relationships and the establishment of a Victoria Gardens cluster.

02 MASTERPLAN STRATEGY

2.2 HISTORICAL DEVELOPMENT

Pre-European Settlement

Land of the Wurundjeri Peoples of the Kulin Nation

Circa 1850

Conversion of river corridor into market gardens and farming land

1918

Establishment of Charles Ruwolt Factory

1930

Growth of Factory

Cable cars along Victoria St converted to electric traction

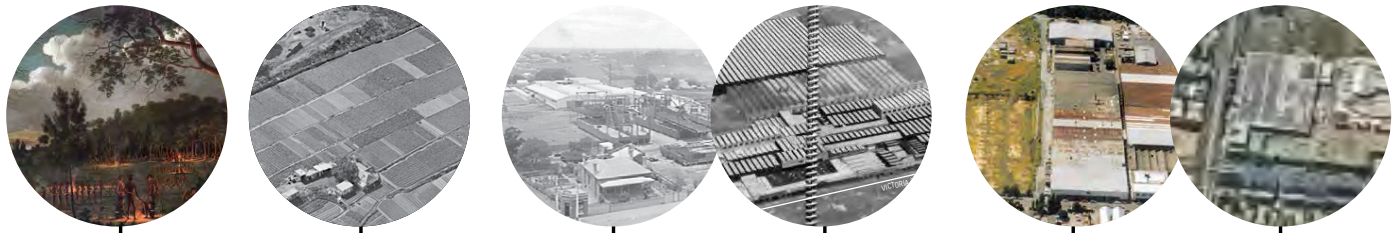
1995

Salta Properties Purchase land

42 and 111 trams combined into 109 connecting Port Melbourne with Box Hill

2003

Victoria Gardens Shopping Centre opened, introducing commercial and retail to the precinct, creating an activity hub



Indigenous Occupation & Land Management

Industrialisation

Mixed Used -Activity Centre

2000

Redevelopment of riverside sites into commercial and multi-residential commence

2006

Redevelopment of sites along Burnley street corridor into multi-residential commence

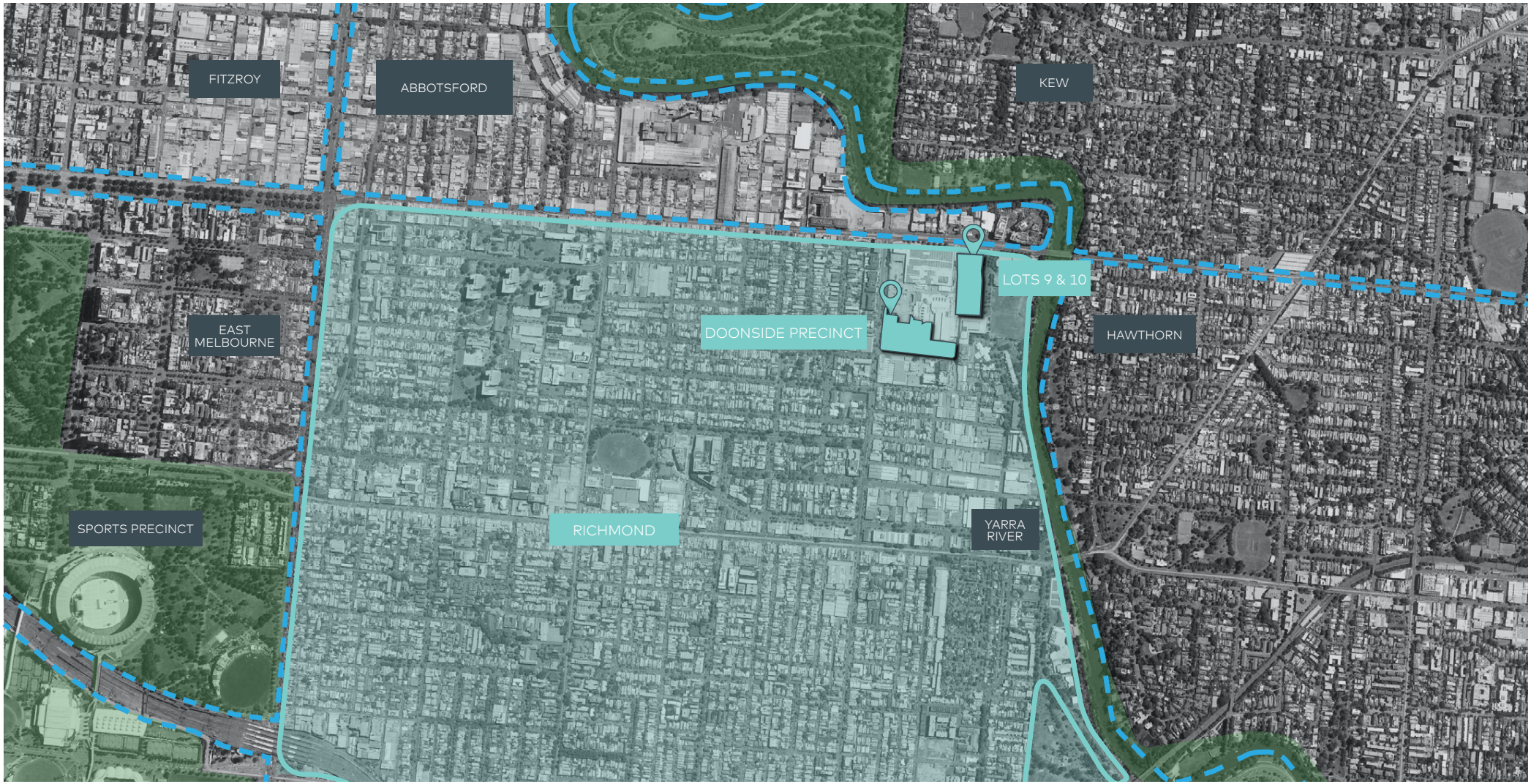
2015

Redevelopment of Doonside street surrounding sites commence

Future

Establish a framework for the next 15 years of development for the Victoria Gardens precinct that strengthens the place by supporting a viable and healthy activity centre with increased amenity

RICHMOND AND THE EXPANSION SITES OF VICTORIA GARDENS



0 2 MASTERPLAN STRATEGY

2.3 MASTERPLAN
THE PRECINCT

The masterplan is based upon a detailed analysis of the existing Victoria Gardens Activity Centre and seeks to unlock opportunities;

Public Realm

- New public realm strategy that can unlock ground plane connections with better linkages with the Yarra River environs, into and through the centre and the existing Richmond streets.
- New public spaces and nodes will be created throughout Victoria Gardens to create gathering spaces for the public and community to enjoy
- New retail opportunities will see the existing shopping centre engage in the street network and public environments of Richmond through new entrances and public spaces leading into the shopping centre

Built Form

- Create new building form that follows the pattern of urban development and recognising the primacy of Victoria Gardens as an Activity Centre
- New built form that has regard to appropriate sunlight and amenity to the streets and public spaces throughout.

Retail, commercial and mixed land use

- Increase the retail and commercial uses to ensure high quality services are maintained for residents and workers
- Increase residential opportunities within expansion sites, providing a variety of choice

The masterplan seeks to achieve these opportunities by utilising the development sites within the Victoria Gardens Precincts to unlock to the potential of the shopping centre, provide a quality pedestrian invitation into the shopping centre and better integrate existing and future development with the surrounding neighbourhood.

ZONE OF INVESTIGATION

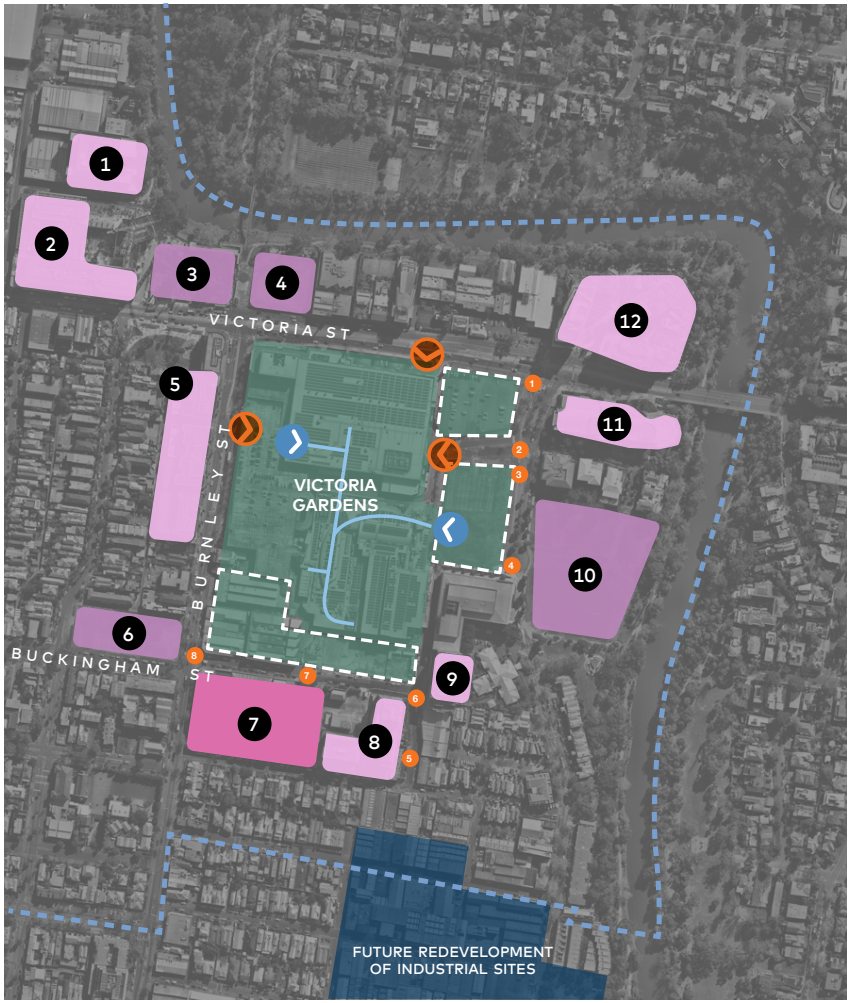
2.4 MASTERPLAN
THE EXISTING CENTRE

Under existing conditions, the Victoria Gardens Shopping Centre includes frontages which largely present to the street with limited passive surveillance and dominated by car parking.

Victoria Gardens Shopping Centre, opened in 2003, has contributed to the growth of this area as a true mixed-use precinct, and has attracted development growth particularly within the residential market. During this time, the area surrounding the site has undergone significant regeneration as former industrial and commercial land have been converted to higher density residential or mixed use re-developments.

1. PLAYHOUSE APARTMENTS (310 UNITS)
2. GREEN SQUARE APARTMENTS (406 UNITS, 96SERVICED)
3. THE PARKHOUSE (539 UNITS)
4. WALMER (75 UNITS)
5. A PLACE TO LIVE APARTMENTS (355 UNITS)
6. LILY GARDEN (144 UNITS)
7. HARRY THE HIRE (1000 UNITS)
8. EMBASSY RICHMOND (258 UNITS)
9. SUPPLY CO. APARTMENTS (140 UNITS)
10. 25-35 RIVER BLVD (494 UNITS)
11. 678 VICTORIA (COMMERCIAL)
12. ACACIA PLACE APARTMENTS (205 UNITS)

THE CENTRE IS DISCONNECTED FROM THE PRECINCT WHICH HAS UNDERGONE INTENSE URBAN REGENERATION



THE INTERFACES OF THE DOONSIDE PRECINCT SITE & LOTS 9 & 10

0 2 MASTERPLAN STRATEGY

2.5 MASTERPLAN
PRECINCTS OF THE ACTIVITY CENTRE

The Victoria Gardens area is comprised of a number of precincts, which include the Existing Victoira Gardens Centre and Existing Barkers Road Bridge Precinct. Doonside Precinct and River Boulevard Precinct form the Victoria Gardens Expansion areas.

The Existing Victoria Gardens Centre (No. 620 Victoria Street, Richmond) accommodates various retail and commercial land uses, including cinemas, entertainment areas, a food court, specialty retail shops, discount department store, furniture stores, supermarket (Coles) and a gymnasium. Office floorspace is also provided within the building to the north-western corner of the Shopping Centre, and incorporates an office building at 40 River Boulevard.

The Existing Barkers Road Bridge Precinct fronts Victoria Street and River Boulevard and consists of;

- No. 660 Victoria Street, a 4-storey office/ commercial building fronting Victoria Street. A café and restaurant are also located at the ground floor.
- No. 680 Victoria Street, a function centre fronting Victoria Street and the Yarra River
- A series of groups of 3-6 storey residential buildings

The River Boulevard Precinct is to the east of the Shopping Centre with an interface to Victoria Street and the Yarra River. It is essentially separated into four parcels, being centrally divided by River Boulevard, with Vickers Drive creating an east-west connection.

It includes:

- Nos. 10 (lot 10) and 20 River Boulevard (lot 9) which are currently vacant land (however Architectural Plans have recently been endorsed under Planning Permit PLN17/1143 which allow for the construction of five, multi-storey, mixed-use buildings).
- No. 25-35 River Boulevard which is currently an undeveloped parcel of land with a development plan approval for a maximum 8 storey residential development (PL10/0156).

The Doonside Precinct is located immediately to the south of the existing Victoria Gardens Shopping Centre. The 1.81Ha site, comprising seven land parcels, is strategically located adjacent to the Shopping Centre.

At No. 53 Burnley Street, the Doonside Precinct accommodates the Former Loyal Studley Hotel. The building is recognised for its heritage value, with a site-specific Heritage Overlay (HO374) affecting the property.

2.6 MASTERPLAN

VICTORIA GARDENS EXPANSION - DOONSIDE AND RIVER BOULEVARD PRECINCTS

Within Victoria Gardens, there are several identified precincts which represent significant opportunity for continued urban renewal of the Victoria Gardens Activity Centre.

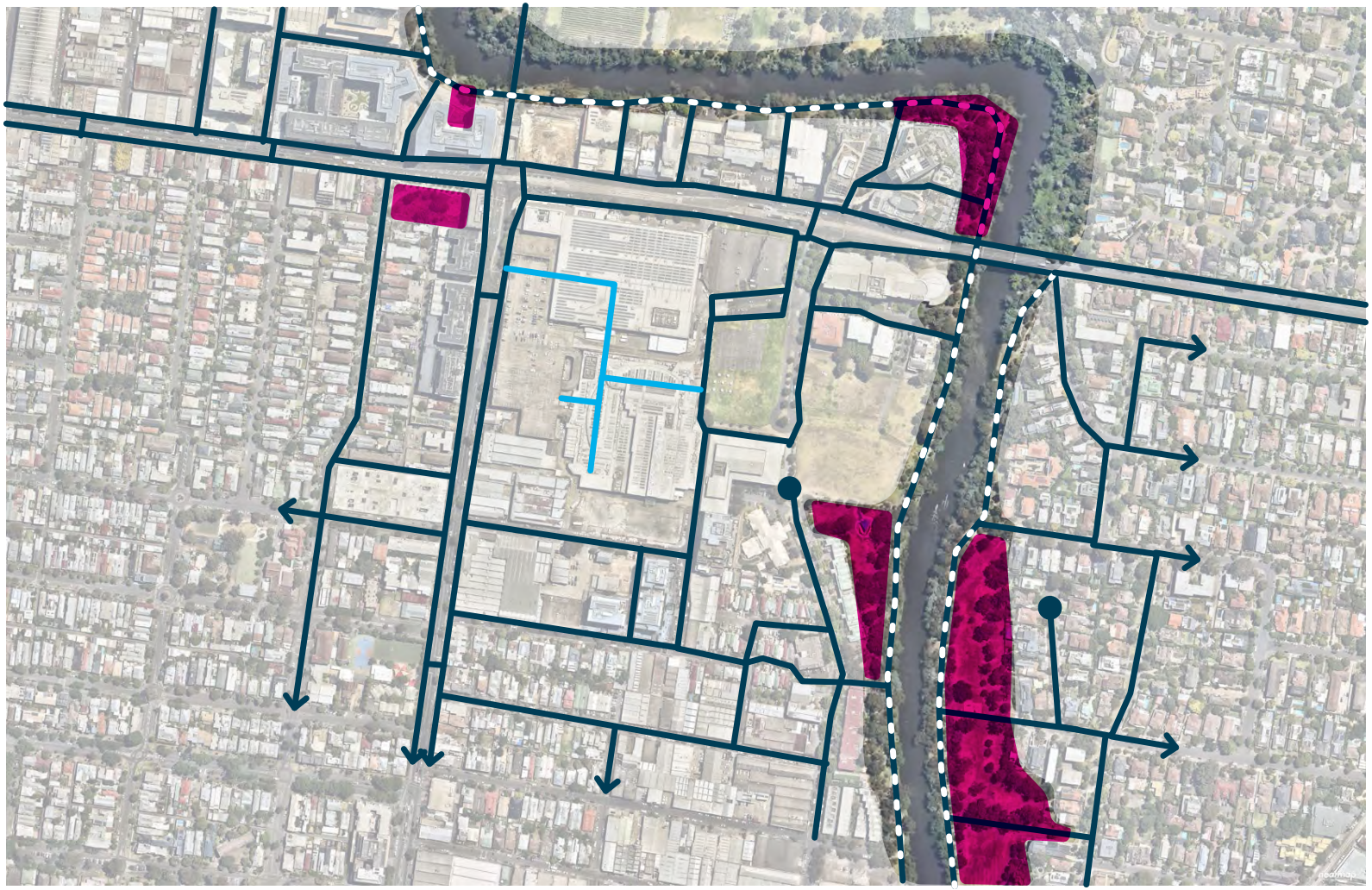
As each of these precincts are redeveloped the existing centre will be transformed with improved linkages, public realm and retail offerings. These precincts present a significant opportunity to rejuvenate and create a truly mixed-use precinct and connected community. High density residential development will create a future population that can take advantage of the location benefits offered by Victoria Gardens. New public spaces and linkages will be established to the benefit of existing and future residents. The design of future spaces will be based around the creation of high amenity urban spaces with good solar amenity and design qualities reflective of the sites Richmond identity and connection to the Yarra River.

0 2 MASTERPLAN STRATEGY

2.7 MASTERPLAN **CIRCULATION AND OPEN SPACE**

Central to the masterplan objective is extending and enhancing the connections around and through the precinct to improve the relationship of the centre to its surrounds. Whilst coupling the primary movement pathways with considered public spaces offering different types of habitation and relief.

EXISTING CIRCULATION AND PRIMARY PUBLIC SPACES

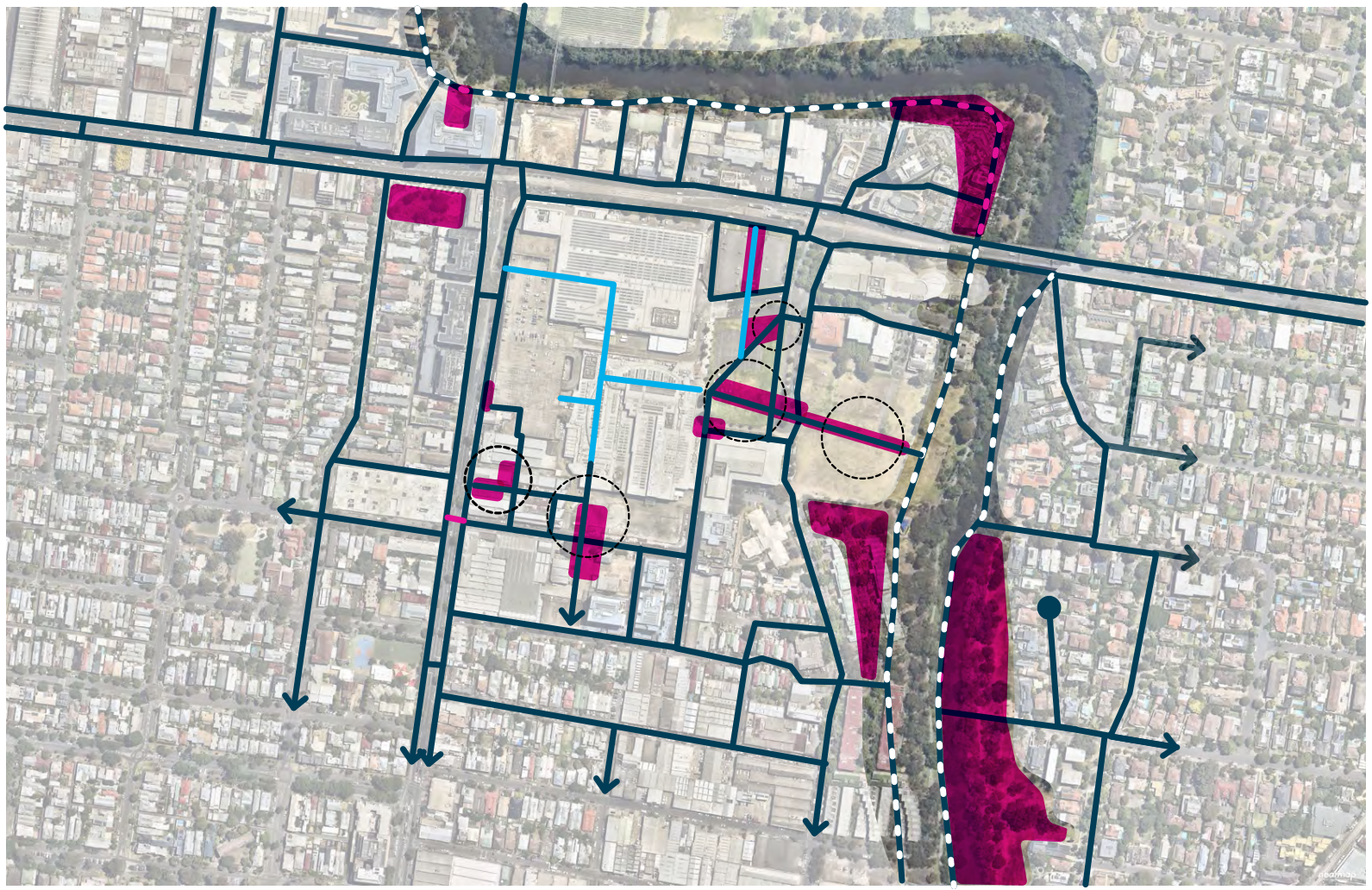


PEDESTRIAN CIRCULATION PATHWAYS - 24/7

INTERNAL CIRCULATION - OPERATIONAL HOURS ONLY

PUBLIC SPACES / NODES

PROPOSED ADDITIONAL CIRCULATION AND PUBLIC SPACES



PEDESTRIAN CIRCULATION PATHWAYS - 24/7

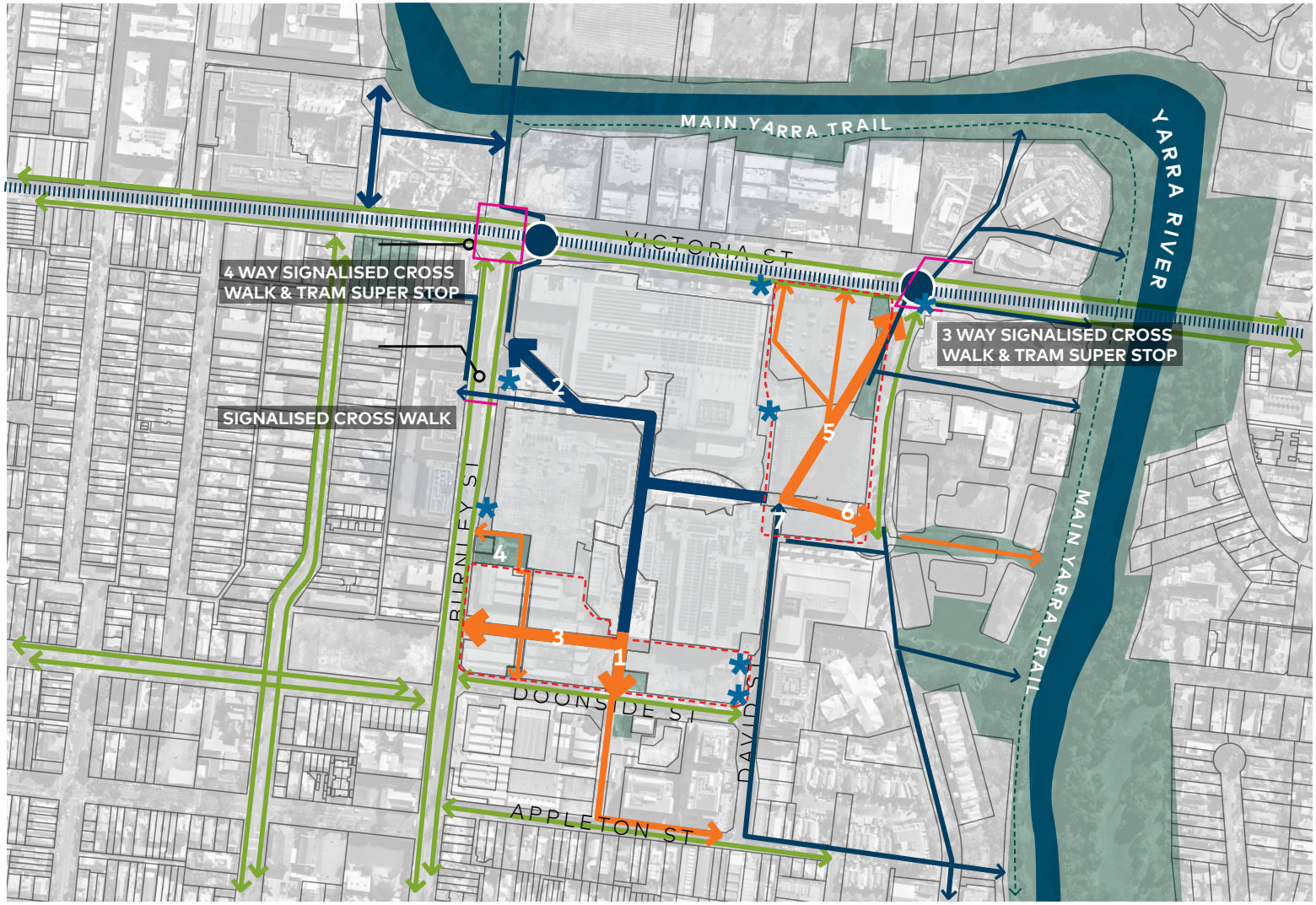
INTERNAL CIRCULATION - OPERATIONAL HOURS ONLY

PUBLIC SPACES / NODES

02 MASTERPLAN STRATEGY

2.8 MASTERPLAN
ACCESS & MOVEMENT NETWORK

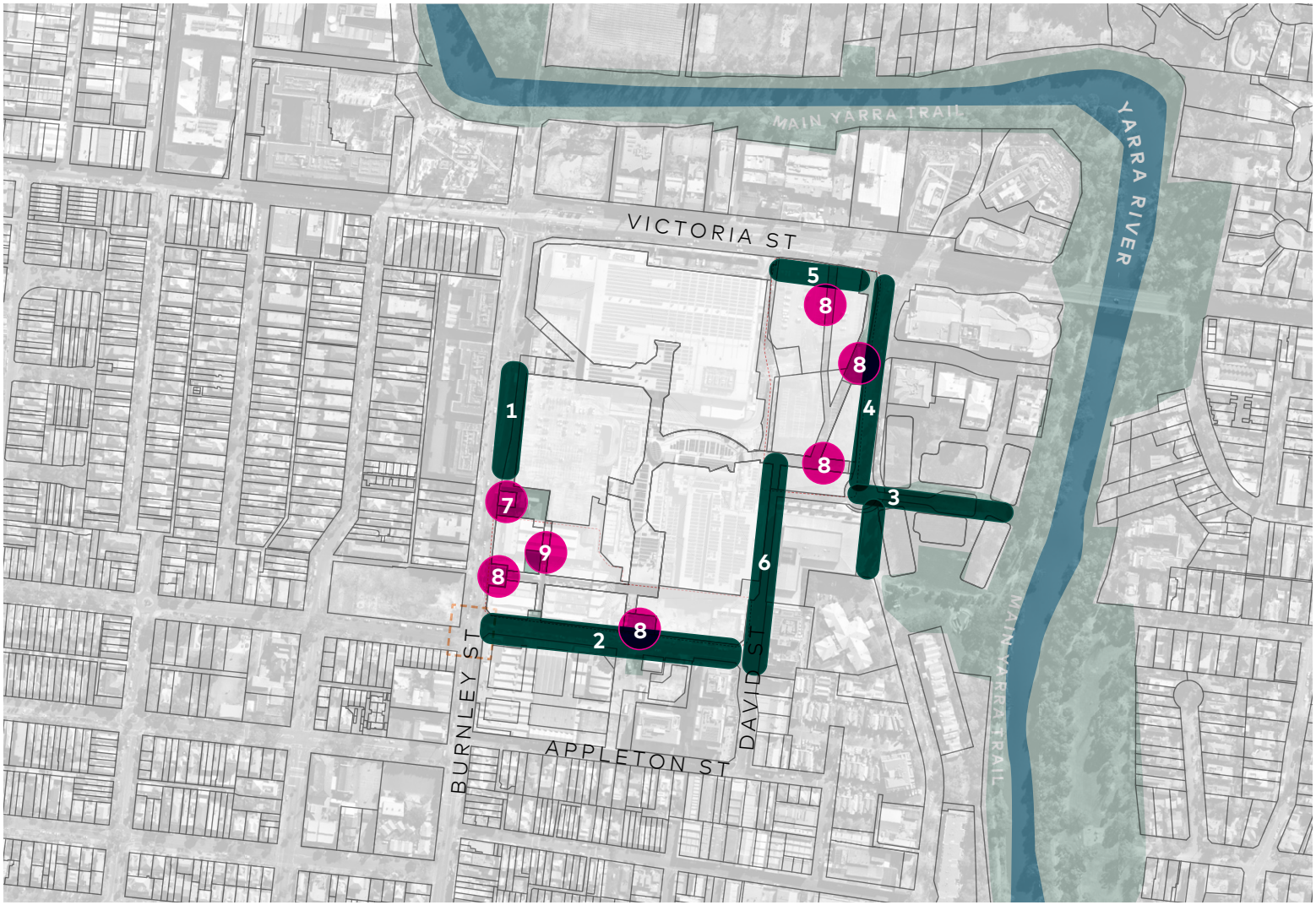
1. Extend the axis of main mall structure of shopping centre to Doonside Street and through the proposed north-south link of the Harry the Hirer site to Appleton Street. Creating a new gateway to the precinct.
2. Investigate improvement of pedestrian entry from Burnley Street, keying in with existing signalised cross walk, whilst providing a clear arrival sequence from the tram super stop.
3. Create a main east-west connection to Burnley Street supported by retail environment.
4. Investigate opportunity to integrate heritage hotel into the movement network as a secondary laneway route.
5. Investigate extension of alignment of tram super stop and signalised intersection through Lots 9 & 10 to intersect with proposed circulation paths, creating clear pedestrian legibility and way finding.
6. Investigate eastern entrance connecting with River Boulevard and development sites along the river.
7. Explore opportunities to improve David Street to integrate with proposed circulation paths.



2.9 MASTERPLAN
PUBLIC PLACES & STREETS

Develop and explore strategies that enhance the public realm and support active travel and the environment through the design of the built environment and operational overlays.

1. Explore improvement of carpark interface with Burnley Street to enhance the pedestrian experience of the space as well the outlook for the neighbouring residences.
2. Explore opportunities to improve Doonside Street through retail, workplace and residential address and activation. Explore increased setback at street level to provide cover and improve sense of width of the public realm.
3. Explore improved public experience and connection to the Yarra River and River Street, through legible pedestrian pathways.
4. Seek to improve the walk-ability and bike paths of River Boulevard, providing safe vehicle drop of zones and legible entrances. Seek to support boulevard street typology with landscape and planting zones.
5. Investigate improvement of pedestrian experience along Victoria Street frontage.
6. Investigate enhancement and pedestrian safety of David Street to improve north-south public circulation to link through River Boulevard Precinct
7. Refurbishment of heritage hotel to increase activity along Burnley Street.
8. Public forecourts at key entries to create an expanded public realm, improved sight-lines, legibility and invitation.
9. Plaza to expand the public realm and improve the public experience and laneway connections



0 2 MASTERPLAN STRATEGY

2.10 THE MASTERPLAN
PUBLIC REALM STRATEGY & PRINCIPLES

Cox and NH have worked with ARCADIA to develop a vision and framework for the public realm to inform and lead the masterplan approach.

A *Public Realm Strategy* report has been prepared by ARCADIA as an overarching document for the open spaces of the Victoria Gardens Expansion, providing objectives and guidelines to the network of public open spaces in this development.

The public realm strategy proposal integrates the proposed redevelopment and opportunity sites with the existing Shopping Centre and surrounding context to support and improve the functionality for the public, visitors, residents and workers alike. This has been considered and developed in-line with policy directives of both State and Local Planning Policy Framework.

A series of principles have been developed to provide a design framework for the Victoria Gardens Expansion public realm strategy and are as follows.

RESPECT & REFLECT

Celebrate the site's River Story, Indigenous and European heritage.

RIVER CONNECTION

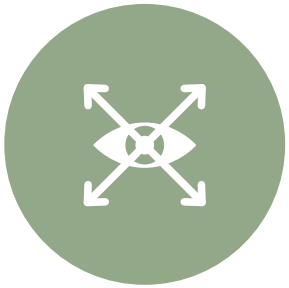
Creation of a 'river line' referencing the flow of the Birrarung as a consistent thread connecting through all public realm spaces.

Where the river bends creates spaces for people to slow down and occupy, while river straights encourage pedestrian movement and flow.

A NETWORK OF PUBLIC OPEN SPACES

Creation of diverse public open spaces that cater for the growing residential, worker and visitor populations.

Create places to:
- Socialise - small and larger groups
- Walk, run, rest and recover
- Relax in
- To retreat



STREETS & PEDESTRIAN CONNECTIONS

Providing a network of streets and laneways that provide safe, comfortable and welcoming connections between key destinations.

ACCESSIBILITY WITHIN THE LANDSCAPE

Propose a considered building footprint that responds to the site topography ensuring that accessibility is a priority.

ARCADIA

These localised precincts consist of the following public realm spaces for occupation and movement alike, that form part of the larger network providing diversity of use:

Doonside Precinct:

01 Doonside Plaza

02 Pocket Garden

03 Market Hall Square

04 Doonside Street

River Boulevard Precinct:

05 David Street

06 River Passage Plaza (Lot 9)

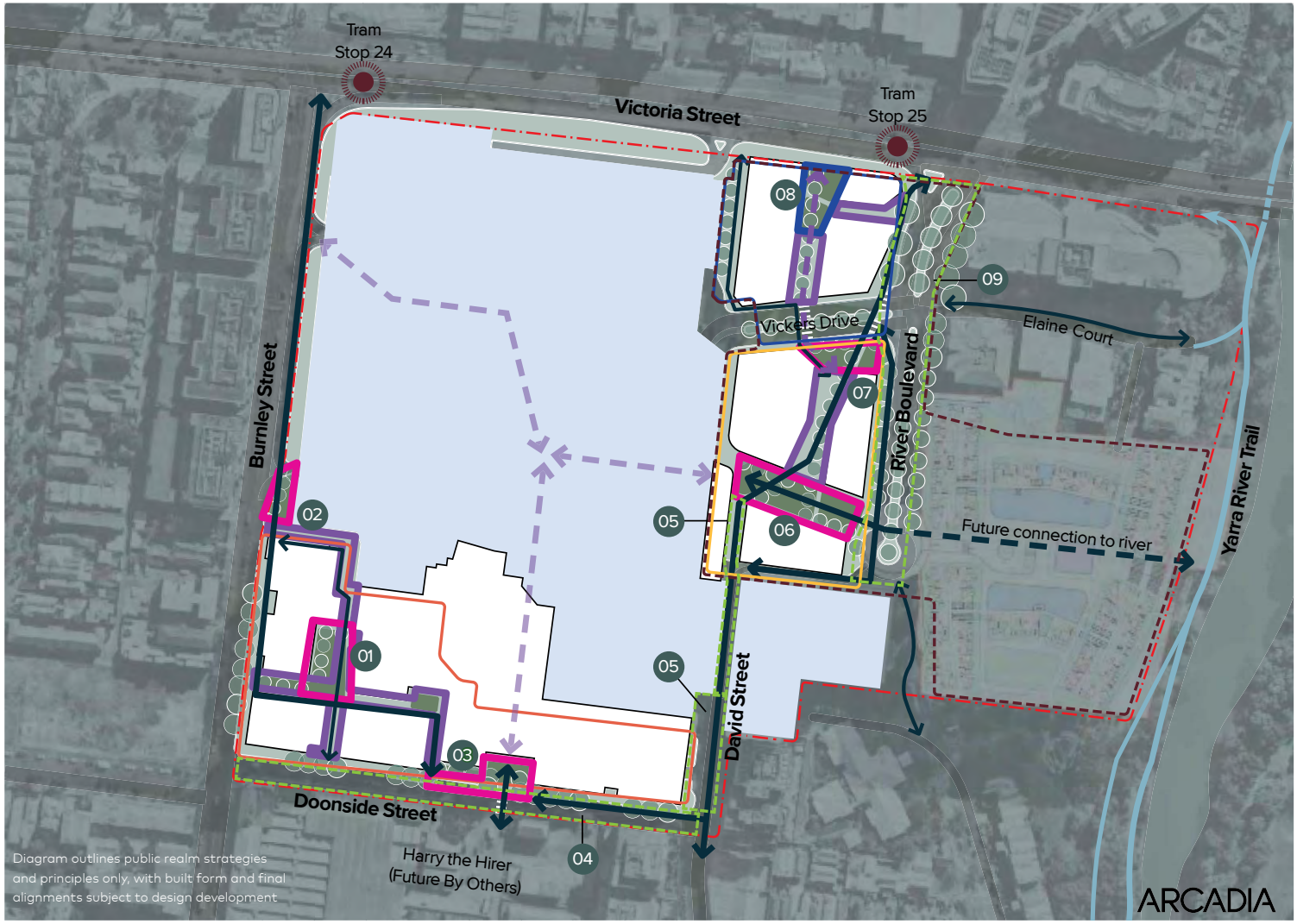
07 River Boulevard Forecourt (Lot 9)

08 Victoria Street Plaza (Lot 10, open during trading hours)

09 River Boulevard

Legend

- Primary pedestrian connections - all hours access
- Secondary pedestrian connections - all hours access
- Pedestrian connections - trading hours access
- Yarra River / Main Yarra Trail
- Publicly accessible spaces
- Publicly accessible private spaces
- Publicly accessible laneways



02 MASTERPLAN STRATEGY

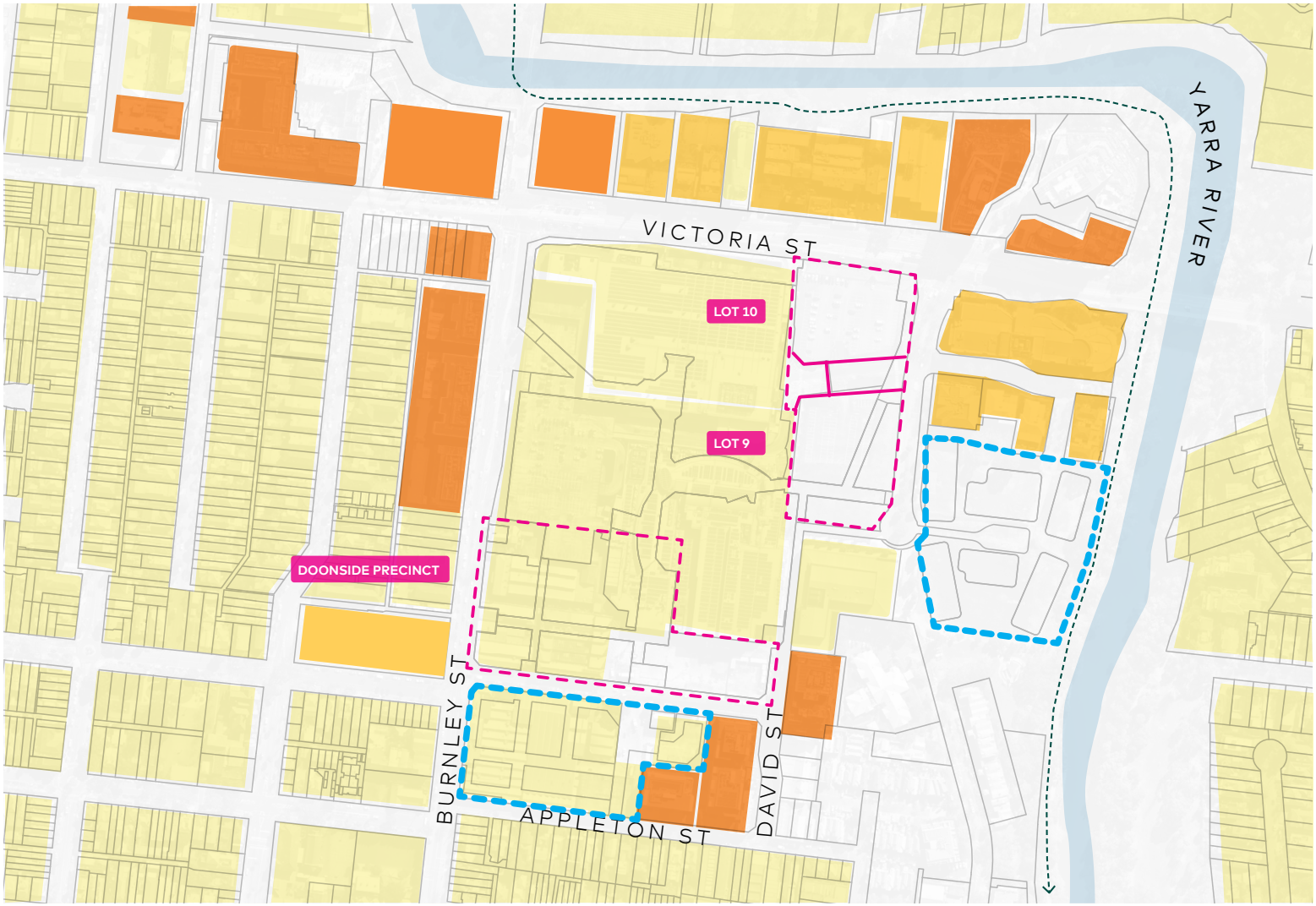
2.11 THE MASTERPLAN
BUILT FORM & MASSING

EXISTING CONTEXT

The area surrounding the Victoria Gardens Activity Centre has undergone significant urban renewal in the last 20 years. This is reflective in the many recently complete residential buildings all of which have occurred outside, or adjacent to the Victoria Gardens Activity Centre.

The urban renewal of the area is encouraged by State and Local Planning Policies that direct high-density development into and around activity centres. New residential developments surrounding Victoria Gardens have been constructed, or approved, between the range of 10-13 storeys.

Victoria Gardens is the Activity Centre. It is important that the development opportunity within the Activity Centre be optimised in a manner appropriate to the emerging high density and high-quality urban environment surrounding the Activity Centre.



PROPOSED

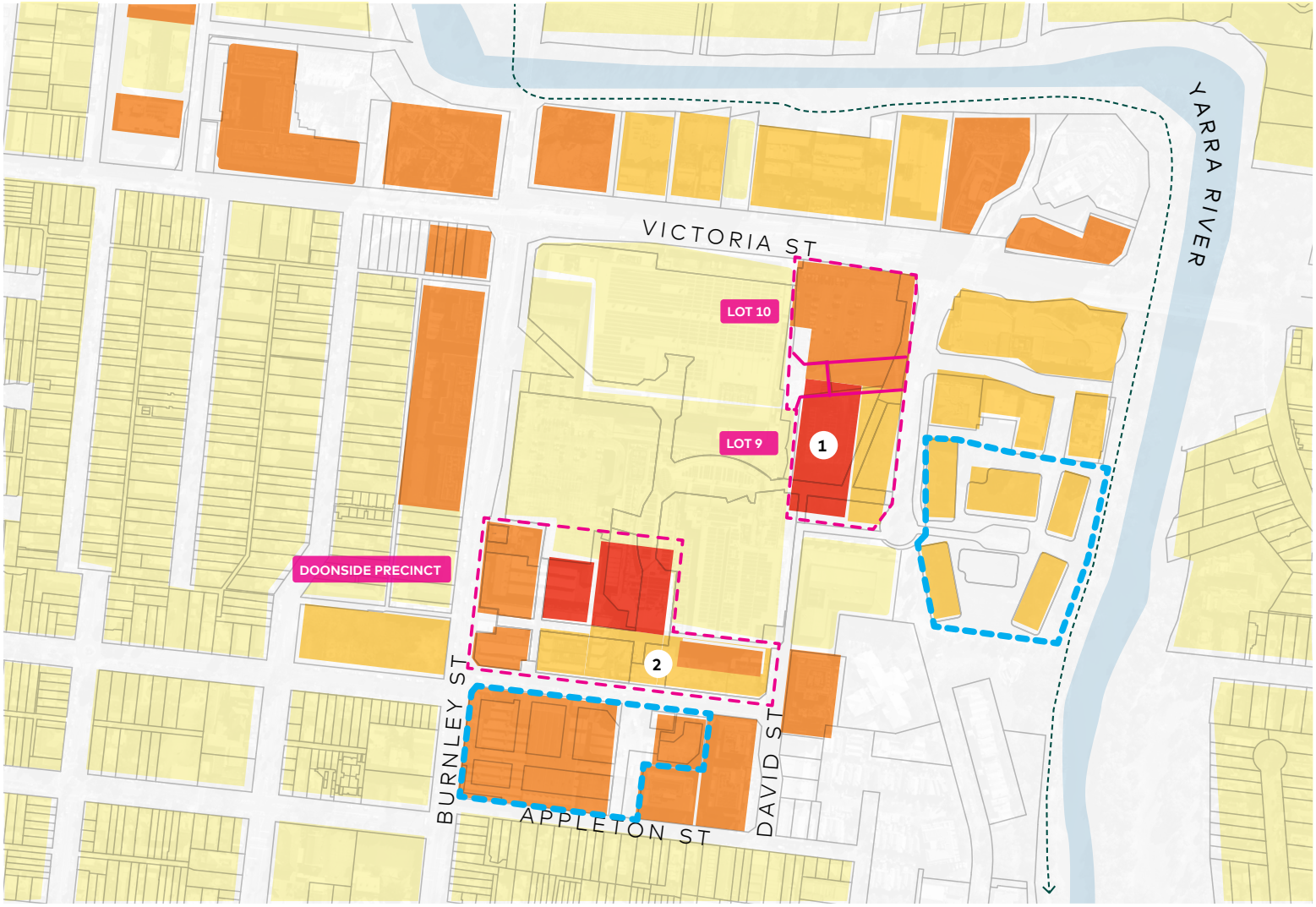
State and Local Planning Policies encourage the concentration of development in activity centres and intensifying development on sites well connected to public transport. This part of Richmond is undergoing change and there is strong state policy support for increased density in this area.

Density has been concentrated towards the centre of the precinct - inboard of the streets and adjacent the existing shopping centre to minimise visual impact on the immediate street environment.

The proposed street interface is to be established through key height relationships with existing and proposed future developments. Proposed changes below only relate to the Doonside Precinct & Lot 9.

1. **Lot 9:** The proposed height controls maintain the existing CDZ heights along the street interfaces of Victoria Street and River Boulevard and increases height next to the existing shopping centre, partnering with the Doonside Street site. The urban relationship supports the intent of the precinct as an urban marker transitioning to the surrounding context.

2. **Doonside Precinct:** Review existing CDZ height controls abutting the MUZ to allow a partnering and transition of built form to support the proposed urban strategy.



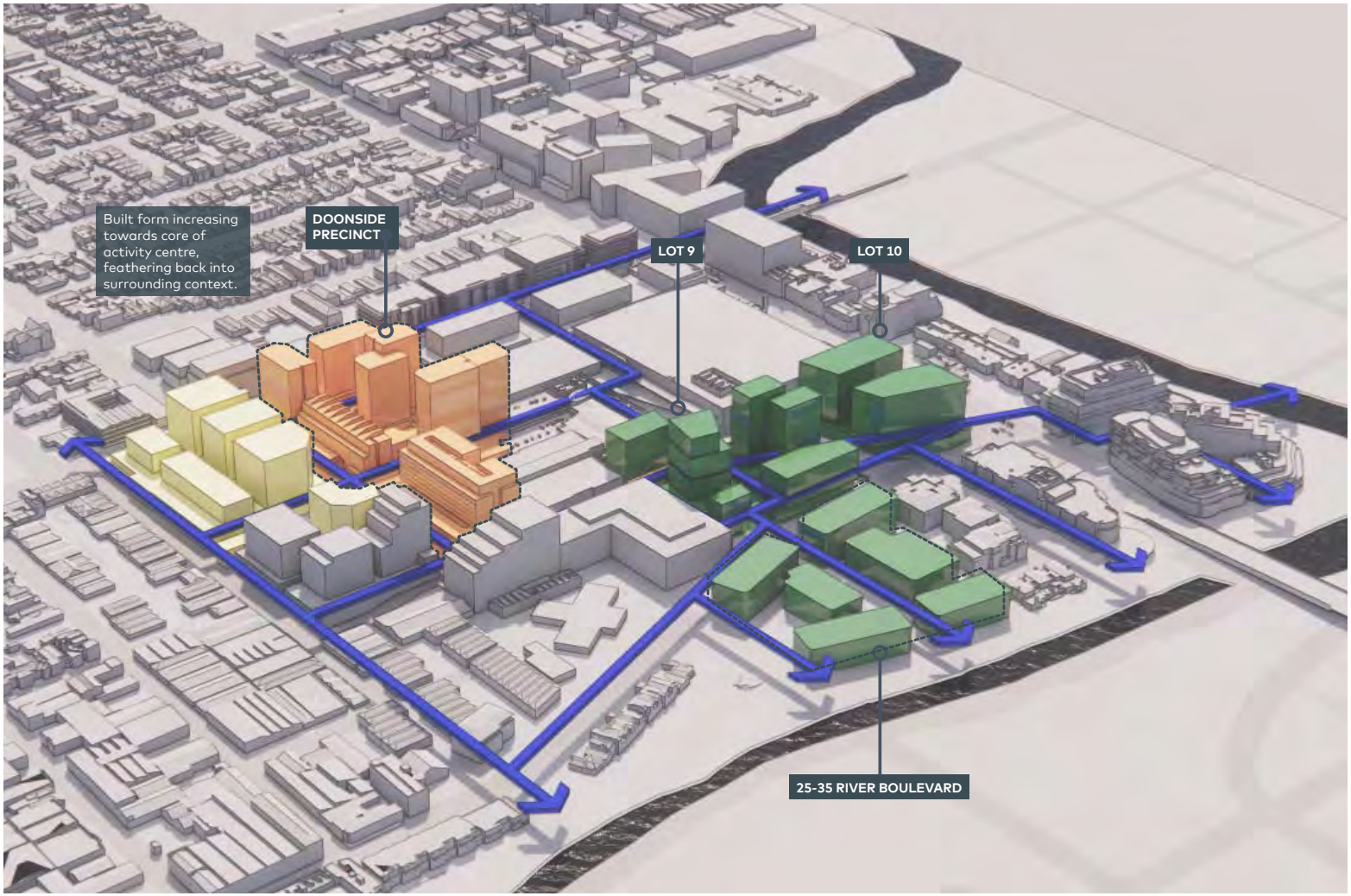
0 2 MASTERPLAN STRATEGY

2.12 THE MASTERPLAN
FUTURE BUILT FORM & HEIGHT CONTROL

The proposed "Future Built Form" strategy is to:

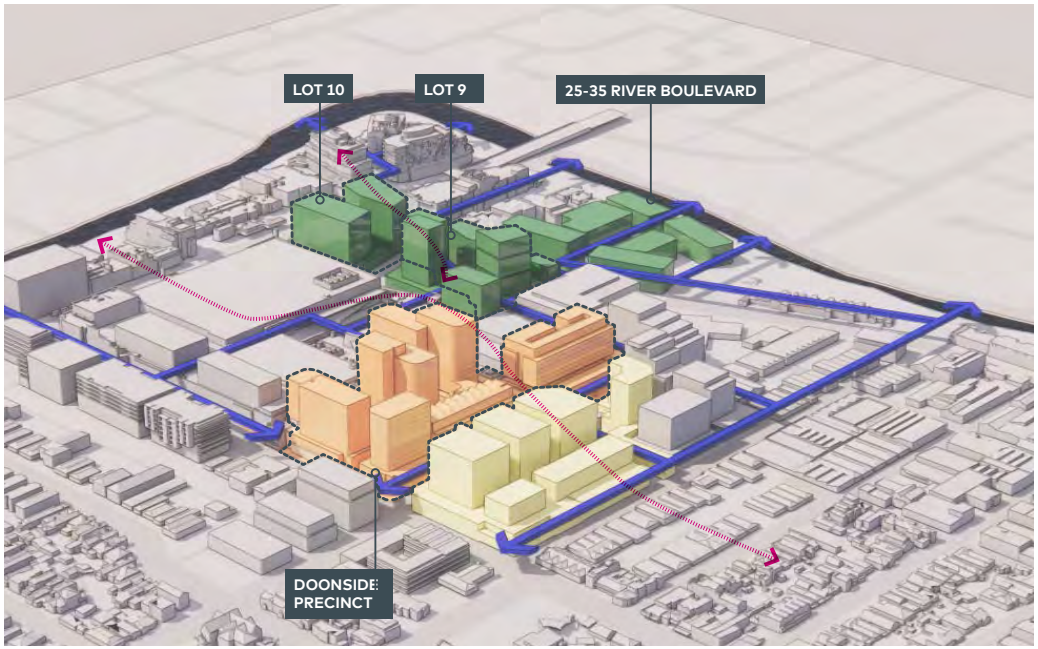
- Create an urban marker for the precinct which reinforces its role as a Major Activity Centre
- Support the established built form characteristic of the streets
- Density concentrated at core of the Activity Centre
- Framing the entrances to the precinct along Burnley and Victoria Streets through patterning of built form and scale
- Transition of height seeks to ensure suitable protection of established residential

PRECINCT SOUTH - EAST AXONOMETRIC

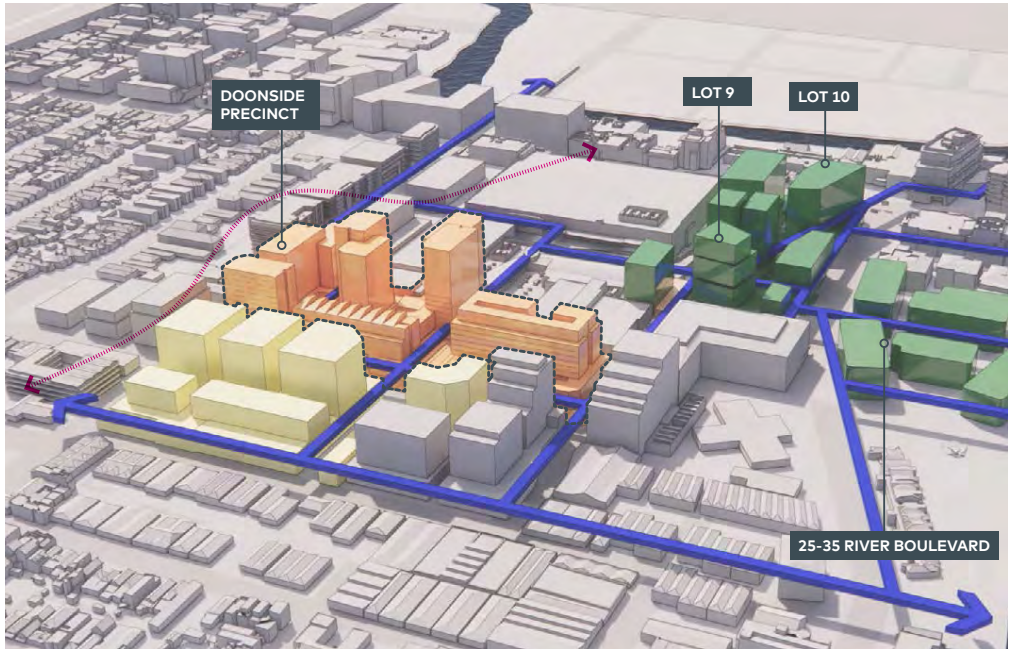


CONNECTIONS
DOONSIDE PRECINCT
RIVER BOULEVARD PRECINCT
HARRY THE HIRER (APPROVED DEVELOPMENT)
HEIGHT ACCUMULATION

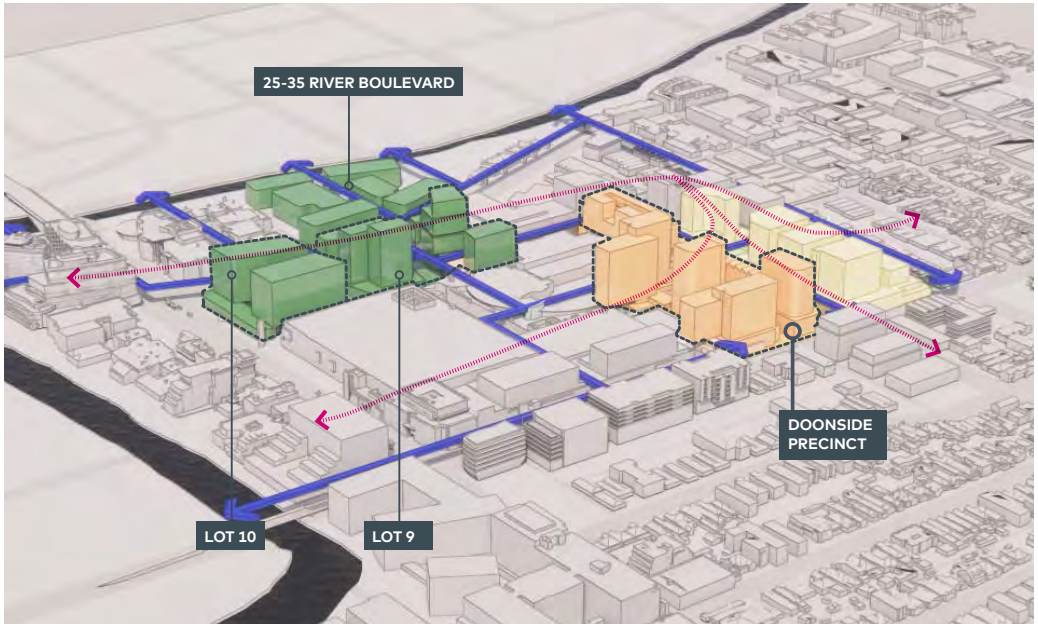
PRECINCT SOUTH-WEST AXONOMETRIC



PRECINCT SOUTH-EAST AXONOMETRIC



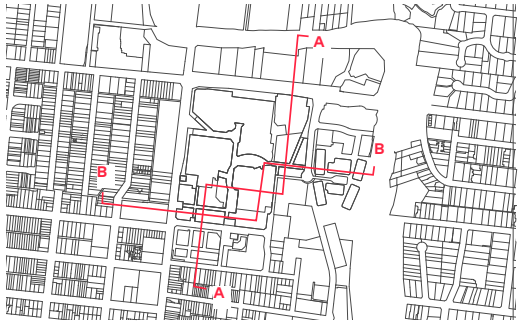
PRECINCT NORTH-WEST AXONOMETRIC



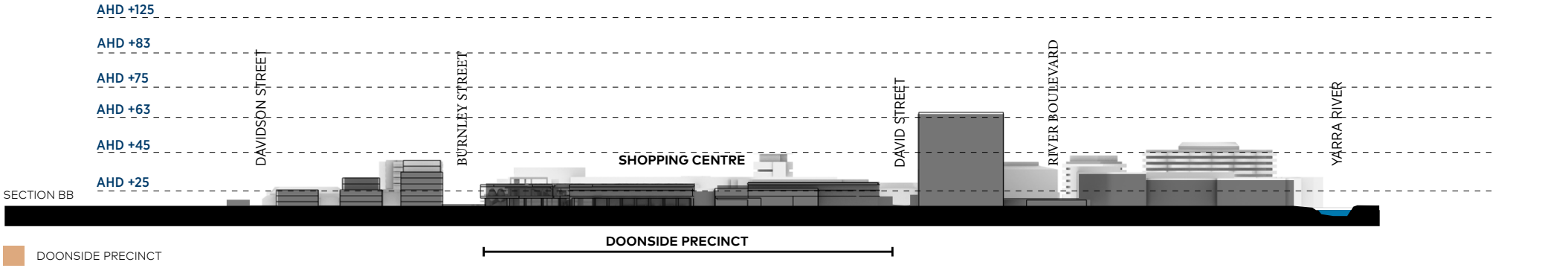
PRECINCT NORTH-EAST AXONOMETRIC

0 2 MASTERPLAN STRATEGY

2.12 THE MASTERPLAN
FUTURE BUILT FORM & HEIGHT CONTROL

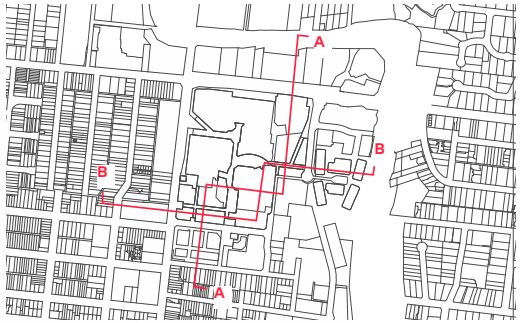


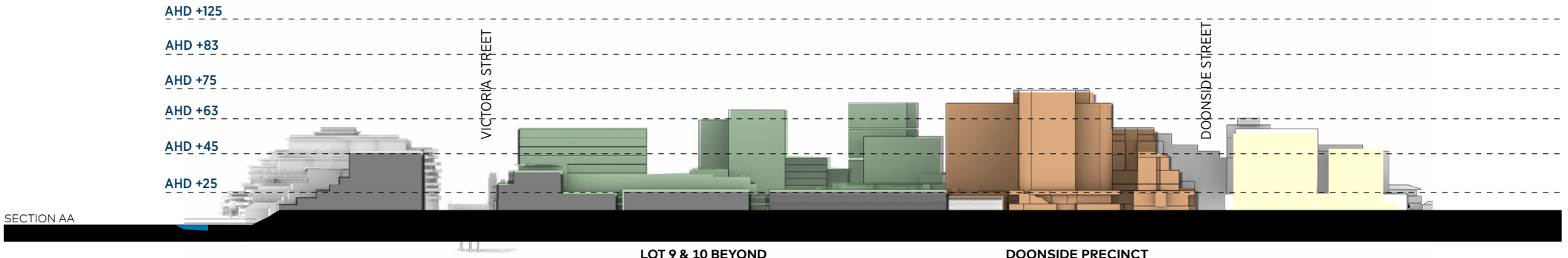
EXISTING BUILT FORM

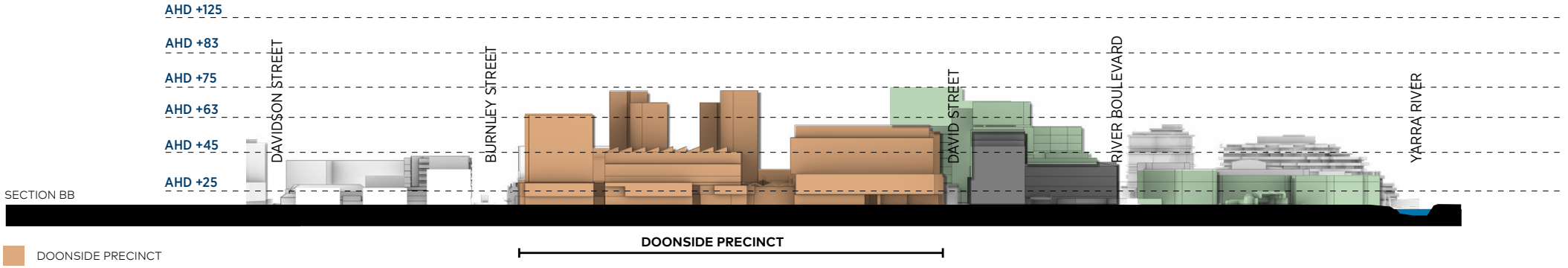


DOONSIDE PRECINCT
RIVER BOULEVARD PRECINCT
HARRY THE HIRER (APPROVED DEVELOPMENT)
EXISTING

FUTURE BUILT FORM & HEIGHT CONTROLS







- DOONSIDE PRECINCT
- RIVER BOULEVARD PRECINCT
- HARRY THE HIRER (APPROVED DEVELOPMENT)
- EXISTING

03

DOONSIDE PRECINCT URBAN DESIGN ANALYSIS

0 3 DOONSIDE PRECINCT URBAN DESIGN ANALYSIS

3.1 ARCHITECTURAL STATEMENT

Victoria Gardens (VG), Doonside Street Mixed Use (MU) development, Richmond, known as Doonside Precinct presents the opportunity to re-invigorate a truly unique site at the edge of Burnley Street to the west, Doonside Street to the south , Victoria Gardens Shopping Centre to the north and David Street to the east.

Salta Properties and Vicinity Centres have brought together a team of experienced consultants lead by the combined talents and expertise of COX and NH to implement a genuine mixed use precinct at the heart of a unique Activity centre within Richmond and the City of Yarra.

At ground, the proposal integrates and strengthens the existing public realm through site connections, maximizing opportunities to activate and enliven street edges and then inviting pedestrian movement into and through the heart of the site. A new address for Victoria Gardens Shopping Centre is created from Doonside Street via the proposed Market Hall. The key spaces of the ground floor, Burnley Street Plaza, Double Level Courtyard, and Market Hall Square each reference different spatial qualities of the Yarra River corridor, from it's source in the Yarra Ranges to where it meets Port Phillip Bay.

"Victoria Gardens expansion will capture Richmond's inner-city vitality by creating a dynamic, new generation mixed use precinct designed to promote a connected community, enhance individual well-being and contribute to the transformation of an evolving urban environment."

Various program of food and beverage, restaurant, meeting rooms, commercial and wellness are proposed to be accommodated in the development, further broadening the user experience and available target market to offer a connected and active locality, rich in amenity for residents and the public.

We relish this opportunity to use our combined talents, experience and expertise to further enrich and invigorate this location and enhance Melbourne's global reputation as a sustainable and liveable city.

MARKET HAL

03 DOONSIDE PRECINCT URBAN DESIGN ANALYSIS

3.2 EXISTING PLANNING CONTROLS

CITY OF YARRA - ZONES

The overlay indicates that the site is divided between two zones, the Commercial Development Zone - Schedule 1 (CDZ1) and Mixed Use Zone (MUZ)

Mixed Use Zone Purpose:

To implement the Municipal Planning Strategy and the Planning Policy Framework.

To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.

To provide for housing at higher densities.

To encourage development that responds to the existing or preferred neighbourhood character of the area.

CITY OF YARRA - DESIGN DEVELOPMENT OVERLAYS

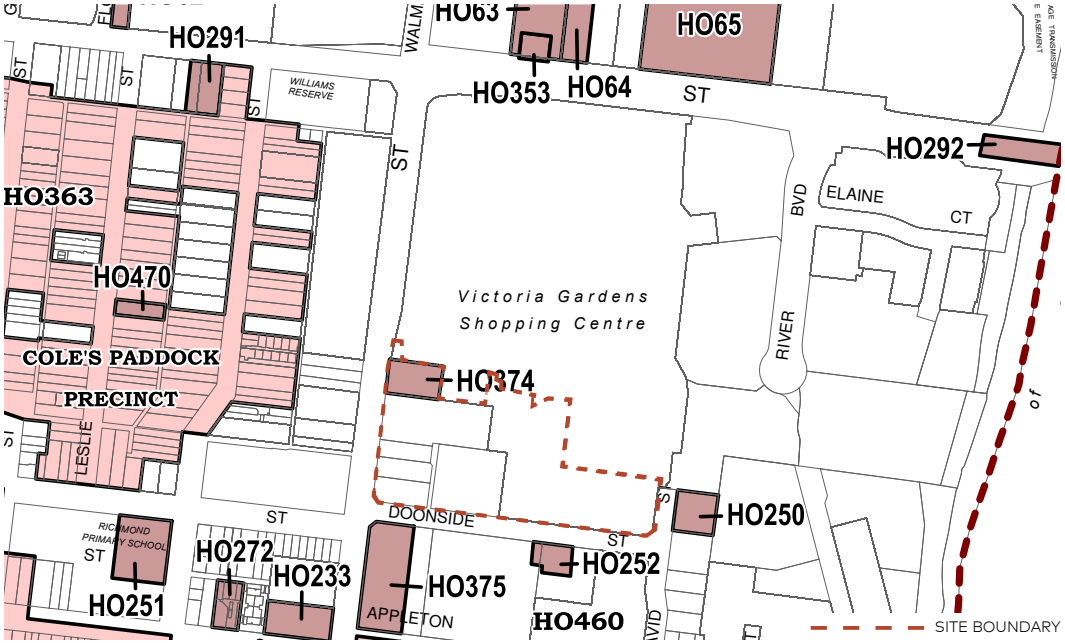
Diagram indicates the parcels forming the Mixed Used Zone of the subject site are apart of the Design Development Overlay - Schedule 9 (DDO9). In addition to this Overlay parcels located perpendicular to Burnley street are subject to the Design Development Overlay - Schedule 2 (DDO2).

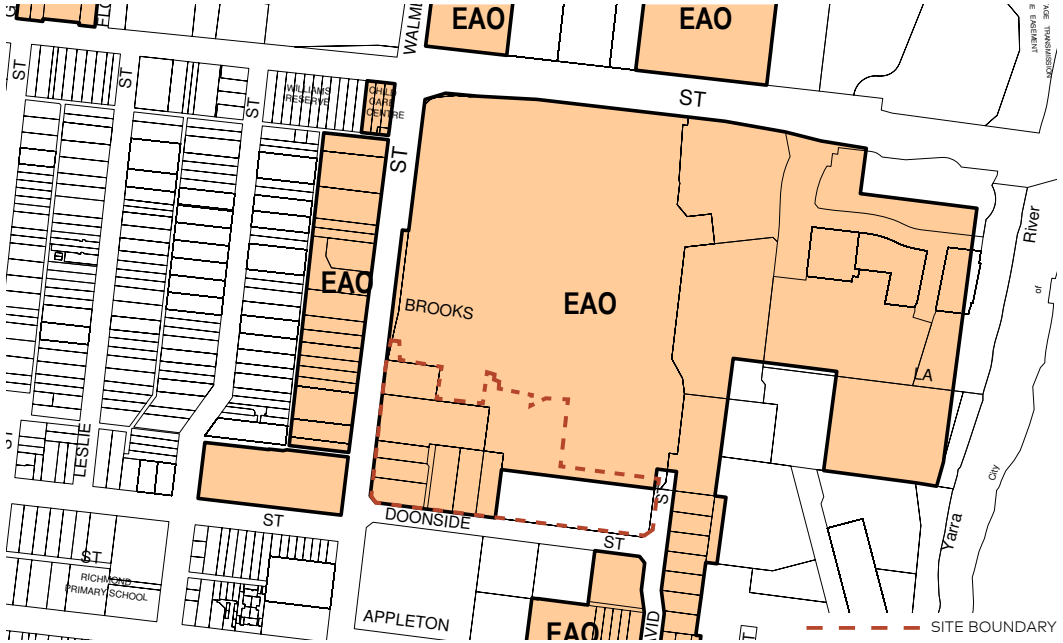
Design Development Overlay - Schedule 2 (DDO2) Design Objectives:

- To recognise the importance of main roads to the image of the City.
- To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.
- To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.
- To recognise and reinforce the pattern of development and the character of the street, including
- Traditional lot width, in building design.
- To encourage high quality contemporary architecture.

Design Development Overlay - Schedule 2 (DDO9) Design Objectives:

- To recognise this Precinct, being on the edge of an activity centre and abutting low rise residential development, as transitional in its location and function.
- To ensure building design responds to the industrial character of the precinct but respects the character of the established residential areas to the south and east of the Precinct.
- To respect the scale of development on the south side of Appleton Street.
- To provide a pedestrian friendly environment along all street frontages.
- To encourage improvements to the public domain, including the provision of public open space.
- To ensure that new development does not adversely impact on local traffic conditions.





CITY OF YARRA - HERITAGE OVERLAY

At No. 53 Burnley Street, the Doonside Precinct accommodates the Former Loyal Studley Hotel (a two storey brick building in the Queen Anne style constructed 1891). The building is recognised for its heritage value, with a site-specific Heritage Overlay (HO374) affecting the property.

Heritage Overlay Purpose:

The requirements of this overlay apply to heritage places specified in the schedule to this overlay.

A heritage place includes both the listed heritage item and its associated land. Heritage places may also be shown on the planning scheme map.

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

CITY OF YARRA - ENVIRONMENTAL AUDIT OVERLAY

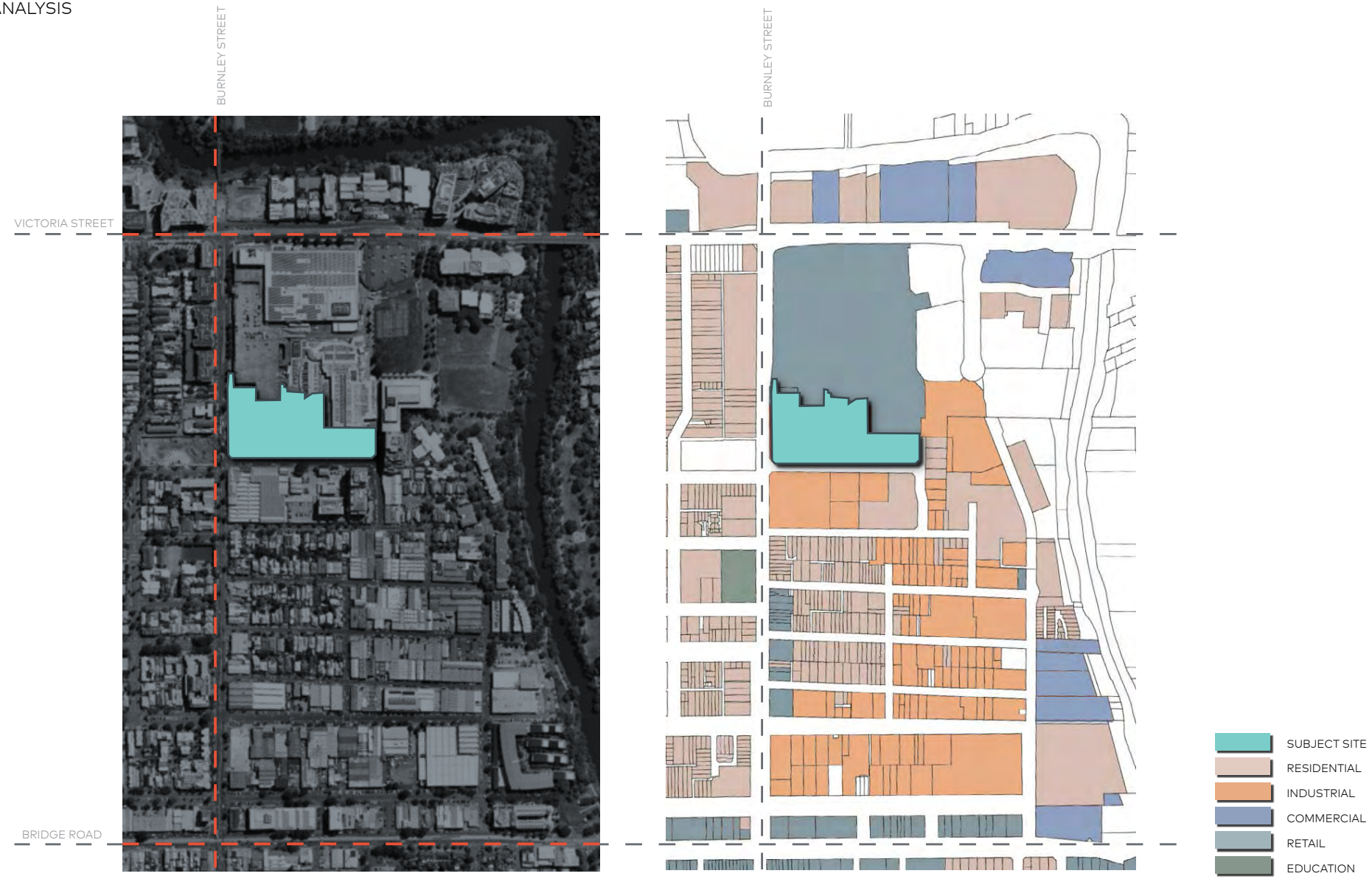
Diagram indicates all parcels forming Mixed Use Zone of the subject site are part of the Environmental Audit Overlay (EAO)

Environmental Audit Overlay Purpose:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

0 3 DOONSIDE PRECINCT URBAN DESIGN ANALYSIS

3.3 CONTEXT ANALYSIS



CONTEXT ANALYSIS - PROGRAM

CONTEXT ANALYSIS - EXISTING HEIGHT

0 3 DOONSIDE PRECINCT URBAN DESIGN ANALYSIS

3.4 RECENT AND PROPOSED DEVELOPMENTS

SUBJECT SITE
Victoria Gardens & Doonside Precinct

APPROVED DEVELOPMENT SITES

1 81-95 Burnley Street (12 Storeys)
2 43-47 Blazey Street (7 Storeys)
3 133 Kent Street (2 Storeys)
4 53 Appleton Street (6 Storeys)
5 161 Burnley Street (12 Storeys)
6 10-20 River Boulevard (13 Storeys)
7 175 Burnley Street (9 Storeys

UNDER CONSTRUCTION DEVELOPMENT SITES

8 171 Buckingham Street (5-8 Storeys)
9 36-44 Doonside Street and 27-41 Appleton Street (13 Storeys)
10 649 Victoria Street (10 Storeys)
11 1 Oak Street (3 Storeys)

BUILT DEVELOPMENT SITES

12 627 Victoria Street (9 Storeys)
13 11 Leslie Street (3 Storeys)
14 1 Acacia Place (10 Storeys)
15 619 Victoria Street (9 Storeys)
16 20 Shamrock Street (11 Storeys)
17 132 Burnley Street (8 Storeys)
18 9-11 David Street (11 Storeys)

6

7

8

9

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17

0 3 DOONSIDE PRECINCT URBAN DESIGN ANALYSIS

3.5 SITE AND SURROUNDS - TRANSPORT, AMENITY AND DEVELOPMENT

TRANSPORTATION

- Tram Stops

RETAIL / FOOD AND BEVERAGE

1. Victoria Gardens Shopping Centre
2. Ikea
3. Coles
4. Green Square IGA
5. First Choice Liquor
6. Get Wines Direct
7. Mountain Goat Brewery
8. Royston Hotel
9. Kitty Burns
10. Terminus Hotel
11. Moon Dog OG
12. Carlton Brewhouse

EDUCATION/INSTITUTION

1. Trinity Catholic School
2. Yarra Primary School
3. Richmond High School

AMENITY / MEDICAL

1. Yarra Medical
2. Medical One - Victoria Gardens

OPEN SPACE CARPARK

1. Victoria Gardens Open Car Park

COMMERCIAL OFFICE BUILDINGS

1. Ford Richmond Office
2. 678 Barkers Road
3. Wilson Pateras

FITNESS

1. Dukes Gym Richmond
2. Hurt Locker Richmond
3. The Richmond Gym

BUILDINGS OF SIGNIFICANT HEIGHT

1. 'Embassy' 36-44 Doonside St & 27-41 Appleton St - Approximately 41.25m High
2. 'Supply Co' 9-11 David Street - Approximately 34.48m High
3. 81-95 Burnley Street (12 Storeys) - 42m Maximum Height Control as outlined in DPO15

- Subject Site
- Green Open Space
- Regional Cycle and Pedestrian Trail
- Tram Route
- Major Traffic Arterial
- Minor Traffic Arterial

SUBJECT SITE
CURRENTLY GREEN SPACE
RADIUS 250m
RADIUS 500m

0 3 DOONSIDE PRECINCT URBAN DESIGN ANALYSIS

3.6 SITE AND EXISTING ARCHITECTURE

1

APARTMENTS

304 HIGHETT STREET, RICHMOND

2

SANCTUARY APARTMENTS

4 ACACIA PLACE, ABBOTSFORD

3

APARTMENTS + OFFICES

8 BURNLEY STREET, RICHMOND

4

SKIPPING GIRL VINEGAR

627 VICTORIA STREET, RICHMOND

5

COMMON RESIDENTIAL HOME IN THE SURROUNDING AREA OF SUBJECT SITE.

78 DAVISON STREET, RICHMOND

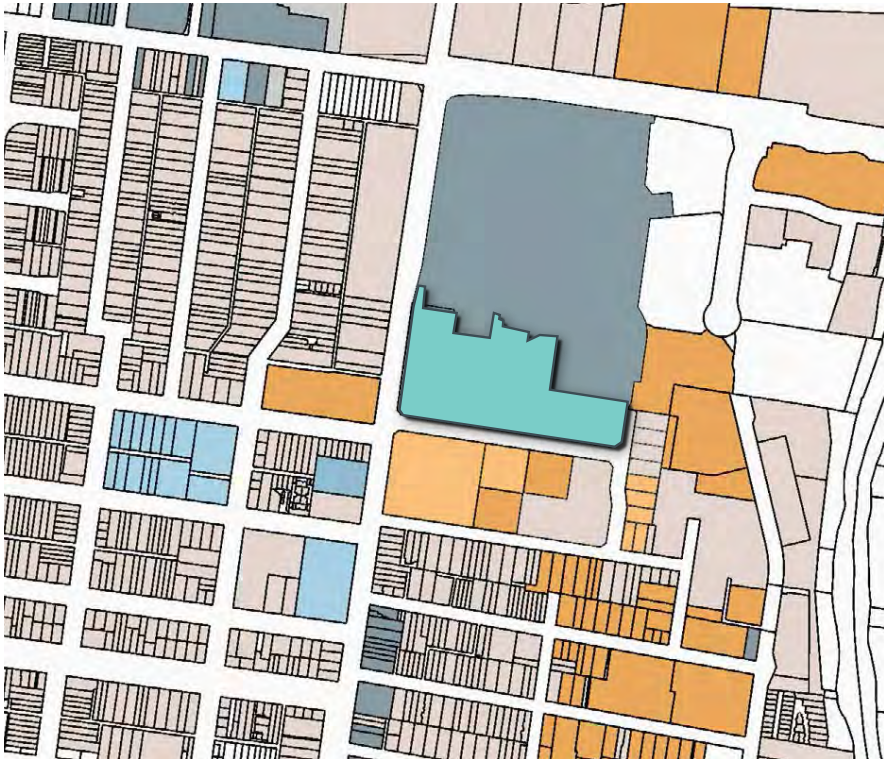
6

MOUNTAIN GOAT BREWERY

80 NORTH STREET, RICHMOND

0 3 DOONSIDE PRECINCT URBAN DESIGN ANALYSIS

3.7 URBAN CONTEXT ANALYSIS



LAND USE

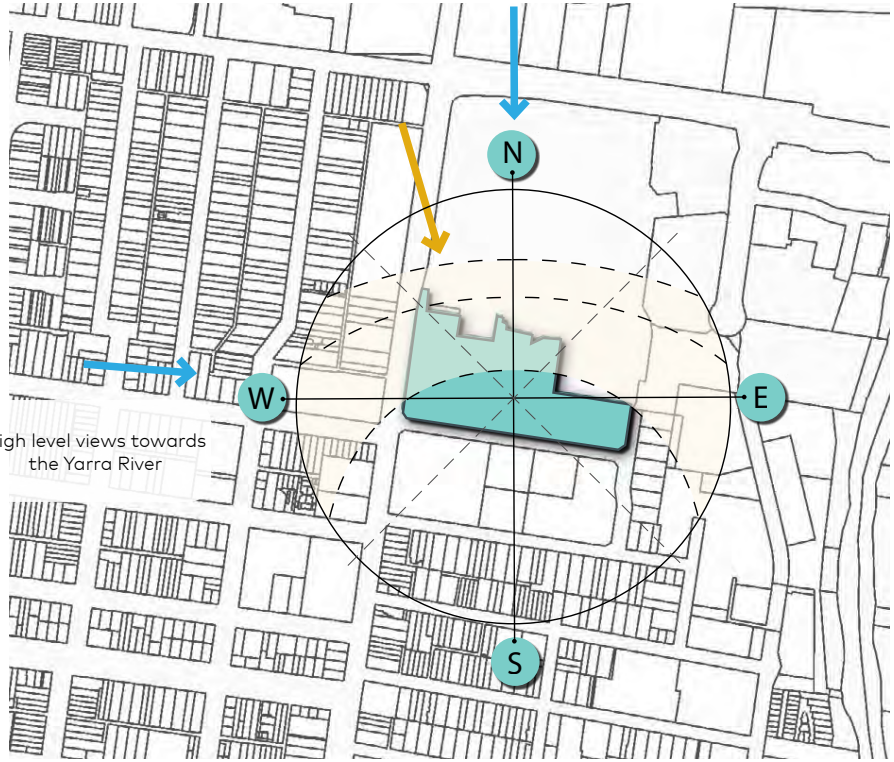
The subject site sits in a Mixed Use Zone (MUZ) and a Comprehensive Development Zone - Schedule 1 (CDZ1). To the north and west are predominately residential buildings with a mixture of single story houses and high rise apartments. To the south is an industrial area with a mixture of large and finer grain commercial sites. Also are one to two storey residential buildings. To the east is the River Boulevard Precinct, currently grassed areas and ongrade carparking, but as outlined in Section 2 of this report, the masterplan outlines the opportunity for mixed use and residential developments that are linked together by a strong public realm strategy.

- SUBJECT SITE
- RESIDENTIAL
- COMMERCIAL
- RETAIL / HOSPITALITY
- EDUCATION / RELIGION

STREET CHARACTER

Victoria Road and Burnley Street have predominately retail or residential street frontages which is relatively lower building height on Burnley Street but mainly one to four storey building along Victoria Street. A gradual increase in scale, form and grain with larger warehouse and office building appearing in the streetscape. The laneways are the vital connection between the major streetscape and the residential household and also serve as vehicular access.

- SUBJECT SITE
- RESIDENTIAL FRONTAGE
- COMMERCIAL FRONTAGE
- RETAIL / HOSPITALITY FRONTAGE
- LANEWAY CONNECTIONS FRONTAGE



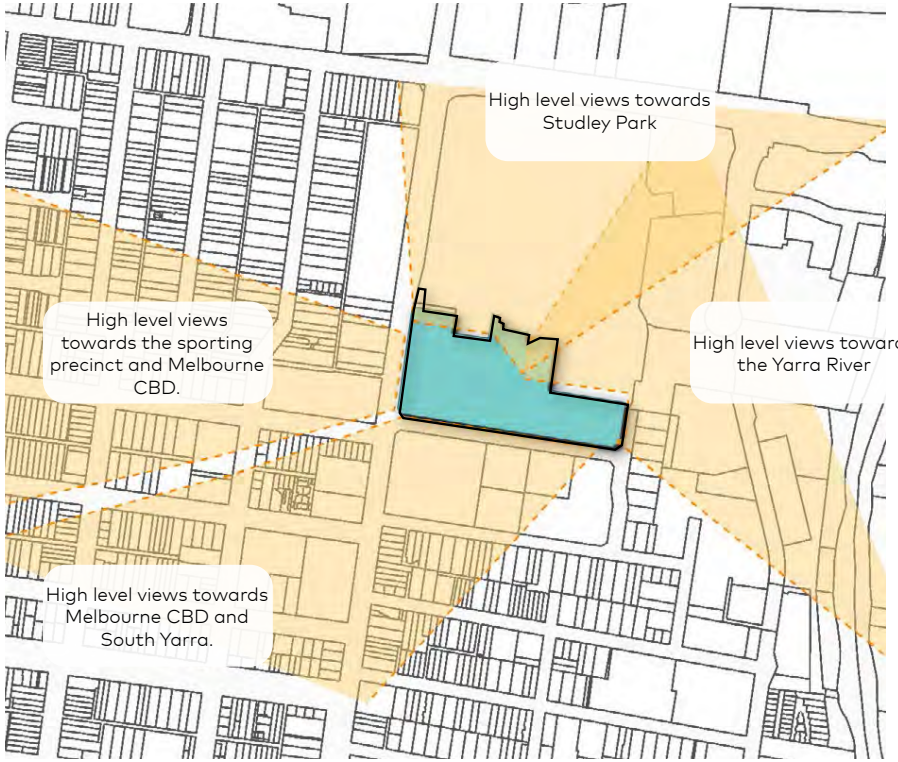
URBAN ENVIRONMENT

The site with its large northern frontage has fantastic access to daylight. The north and west sector winds are the prevailing wind directors for Melbourne, and the north wind sector accounts for approximately 50% of the wind climate, particularly during warmer months of the year.

SUBJECT SITE

AFTERNOON SUN DIRECTION

PREVAILING WIND DIRECTION



VIEWS AND VISTAS

The views, vistas and workplace amenity of the site around the existing precinct, allows for uninterrupted views and vistas to the west and at high levels great views to the east and north.

SUBJECT SITE

03 DOONSIDE PRECINCT URBAN DESIGN ANALYSIS

3.8 OPPORTUNITIES AND CONSTRAINTS

The opportunities and constraints identified from the site analysis associated with the development include developing an appropriate overall height and massing for the subject site. The massing should take into account the scale of adjacent buildings including view planes, minimising overshadowing to the southern footpath of Doonside Street and the overall street frontage within the Richmond precinct.

SITE OPPORTUNITIES

Views And Vistas

01 City Views

02 River Views

03 Dandenong Ranges Views

04 Port Phillip Bay Views

Location

05 Close proximity to tram routes

06 Proximity to the outdoor recreational areas including the Yarra River parkland, walking and cycling tracks, Yarra Bend Park and Studley Park

07 Close proximity to the existing Victoria Gardens shopping centre, with potential to directly connect with the new retail zone and through to Doonside Street.

Materials and Form

08 Opportunity for the proposal to relate to the existing developments and surrounding architecture whilst creating unique and sophisticated architecture to the area. Refer to previous section 3.5 'Site And Existing Architecture'.

09 Street Activation

Opportunity for improved activation through ground retail activities, widening of Burnley and Doonside Street footpaths, large forecourt areas courts and pedestrian links through the site.

10 Solar

Opportunity to maximise northern sun, morning daylight and the afternoon sun with the city views

11 Access

Opportunity to use David street - an existing service road for access to basement

12 Function

The proposal is an opportunity to design A Grade commercial spaces and become a benchmark building for Doonside Street and Burnley Street. In turn it begins to address the expanding need for A Grade commercial facilities in the Richmond area, becoming a benchmark for the area.

13

Opportunity for new civic courtyards, creating a new public realm area for Richmond

14

Opportunity to reinstate the heritage listed former Loyal Studley Hotel, which can provide an expanded landscaped forecourt zones to support street activity. This can also provide an opportunity to improve the existing carpark street elevation to increase the quality and invitation of the street scape.

15

The large site provides an opportunity to create a tower residential offering to the Richmond area

16 Street Frontage

Site provides an opportunity for an activated street frontage to improve the pedestrian experience of Burnley and Doonside Street

17

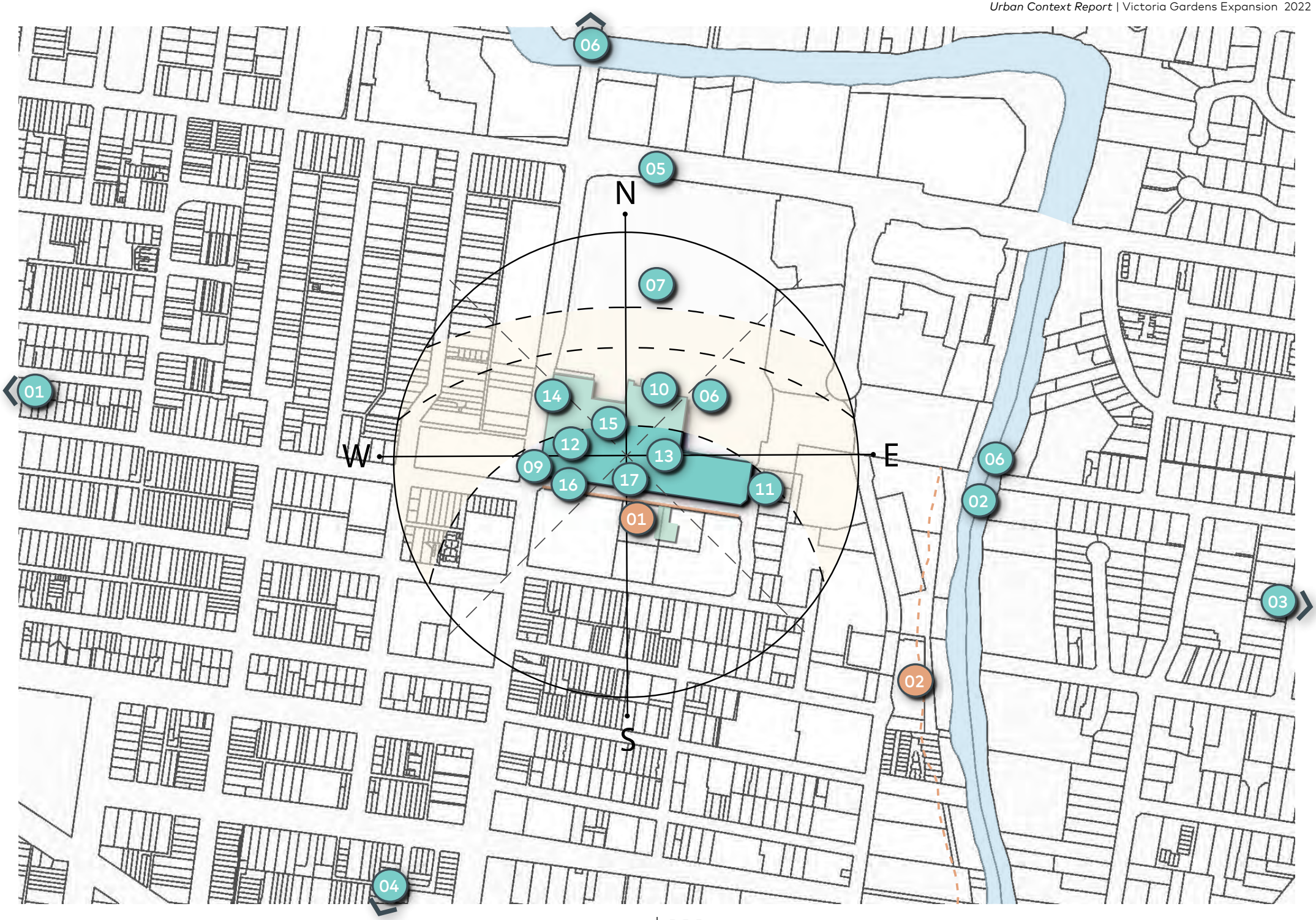
Site provides an opportunity for retail, restaurants and cafés along Doonside Street to be proposed that will activate the areas not just during the day but evenings and weekends.

SITE CONSTRAINTS

Solar

01 Avoid overshadowing of the new public park and the western footpath of Burnley Street, in compliance with the HtH DPO control.

02 River Street, located to the south east of the site is subject to DDO1, which states neighbouring buildings must not cast any additional shadow across the Setback Reference Line specified between 11:00am and 2:00pm on 22 June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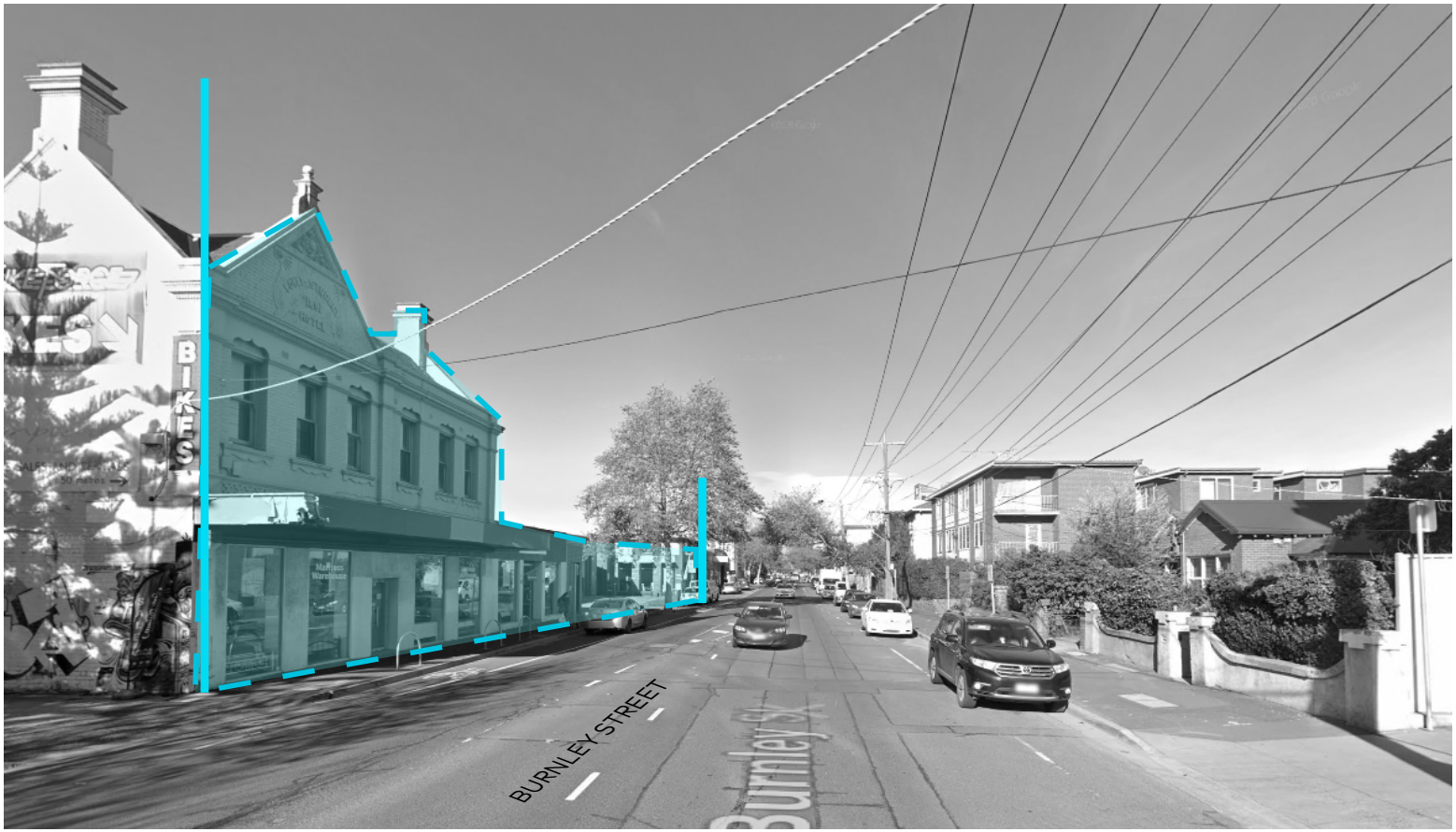
04

SITE CONTEXT

0 4 SITE CONTEXT

4.1 SITE AND SURROUNDS

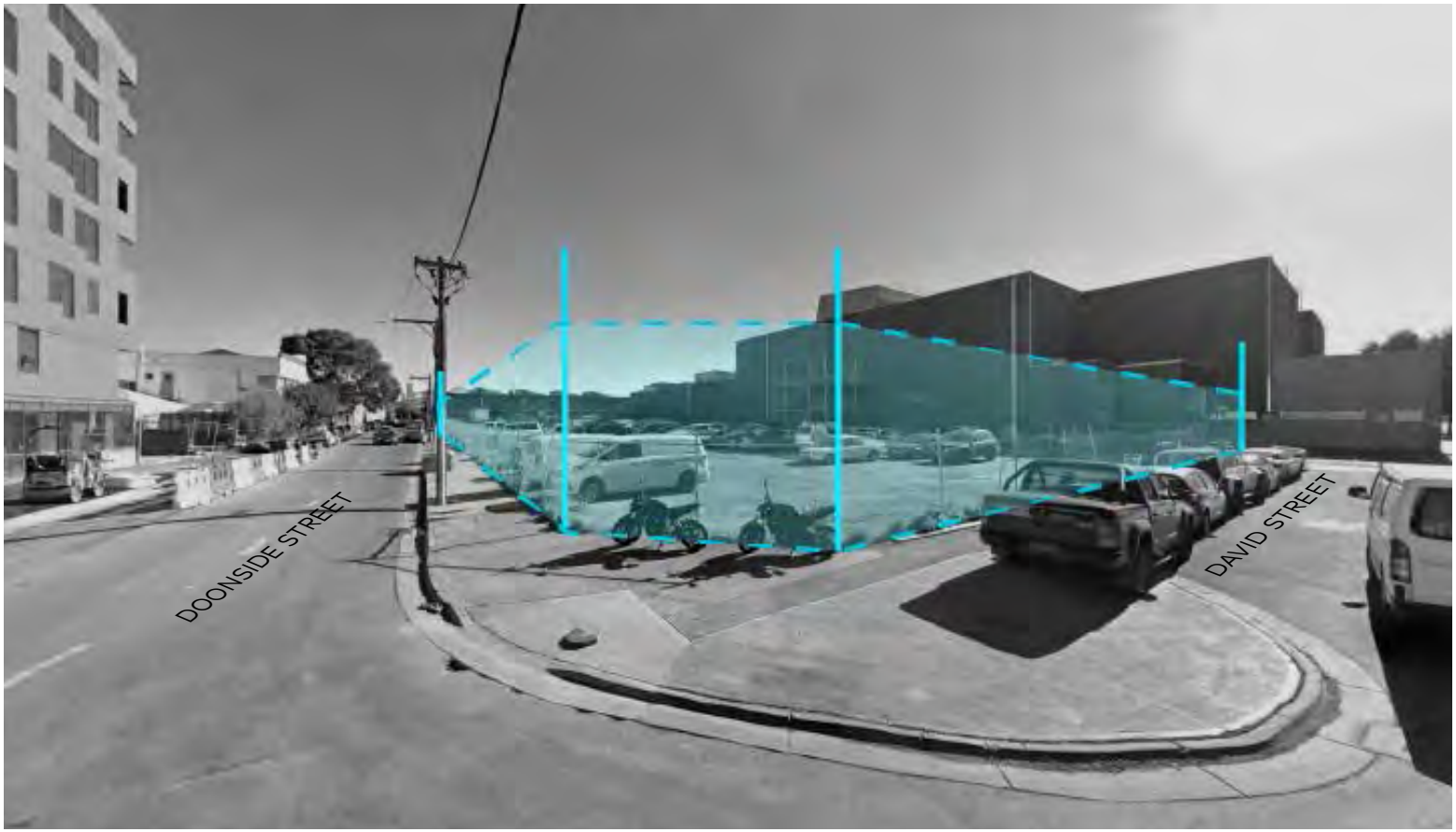
CORNER OF DOONSIDE STREET AND BURNLEY STREET LOOKING AT THE SOUTH WEST CORNER OF THE SUBJECT SITE



LOOKING NORTH EAST DOWN BURNLEY STREET FROM THE NORTH WEST CORNER OF THE SUBJECT SITE

0 4 SITE CONTEXT

4.1 SITE AND SURROUNDS

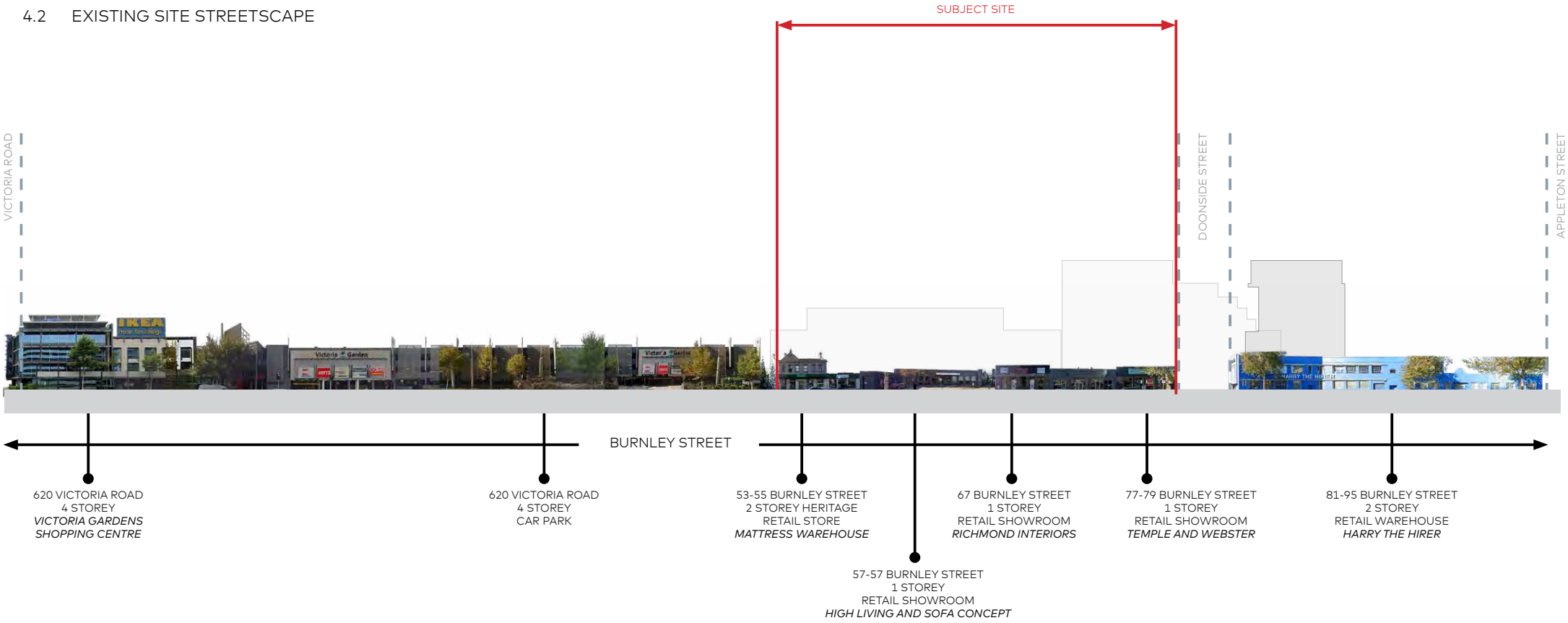


CORNER OF DOONSIDE STREET AND DAVID STREET LOOKING AT THE SOUTH EAST CORNER OF THE SUBJECT SITE

LOOKING WEST ON DAVID STREET TO THE EXISTING GRAVEL CARPARK.

0 4 SITE CONTEXT

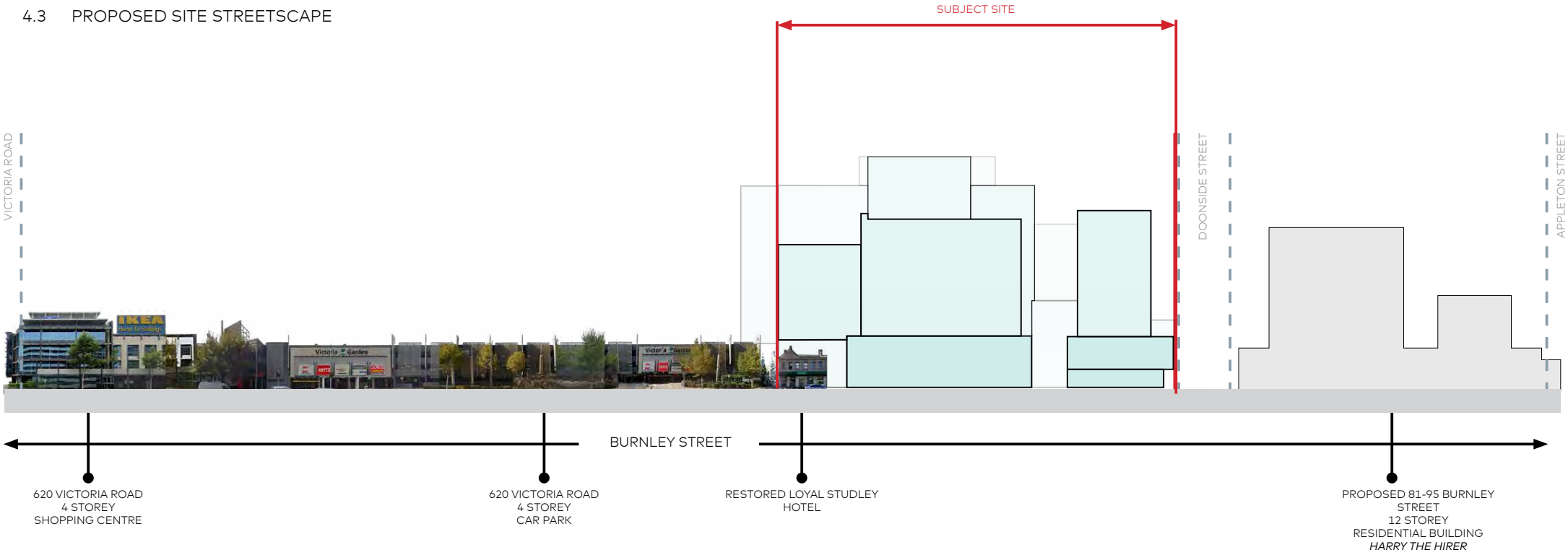
4.2 EXISTING SITE STREETSCAPE

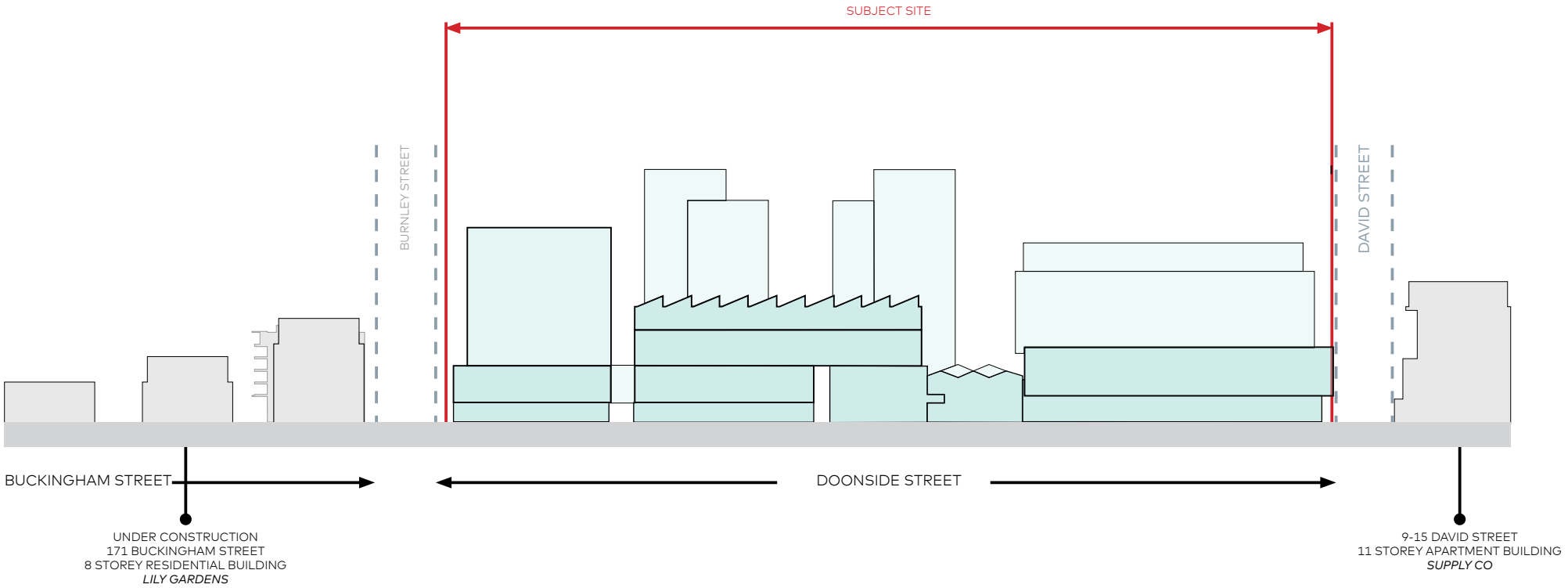


SUBJECT SITE
BURNLEY STREET
DAVID STREET
BUCKINGHAM STREET
DOONSIDE STREET
UNDER CONSTRUCTION
171 BUCKINGHAM STREET
8 STOREY RESIDENTIAL BUILDING
LILY GARDENS
77-79 BURNLEY STREET
1 STOREY
RETAIL SHOWROOM
TEMPLE AND WEBSTER
1 DOONSIDE STREET
2 STOREY
BRICK BUILDING
9 DAVID STREET
CARPARK
9-15 DAVID STREET
11 STOREY APARTMENT BUILDING
SUPPLY CO

04 SITE CONTEXT

4.3 PROPOSED SITE STREETSCAPE




SUBJECT SITE
BURNLEY STREET
DAVID STREET
BUCKINGHAM STREET
DOONSIDE STREET
UNDER CONSTRUCTION
171 BUCKINGHAM STREET
8 STOREY RESIDENTIAL BUILDING
LILY GARDENS
9-15 DAVID STREET
11 STOREY APARTMENT BUILDING
SUPPLY CO

05

ARCHITECTURAL DESIGN RESPONSE

05 ARCHITECTURAL DESIGN RESPONSE

5.1 PROJECT VISION

The design proposal for Victoria Gardens Doonside Precinct aims to create a green, active, connected and welcoming urban home and environment not just for the development but also to contribute to the surrounding precinct.

The design is conceived to create a series of innovative mixed-use and residential buildings that provides Richmond with a landmark that mindfully adopts innovation in sustainability, design excellence and optimises the living environment.

The design proposal takes into consideration the site orientation, and aims to work with the opportunities and constraints of the site through a means of purposeful design strategies. The interlocking tower proposal responds to the surrounding context by endeavouring to maximise the views and solar opportunities of the site whislt enhancing facade articulation and movement.

This new identity for the site will be woven between a composition of diverse retail offerings and office lobbies integrated into an active and connected ground plane.

The proposal aims to provide a design solution that is innovative and respectful of its surrounding context, whilst being a design that responds to its function and form.

The dynamic nature of the facade aims to provide grain and scale and gives a sense of craftsmanship and articulation that allows the building to sit comfortably and respectfully in its context.

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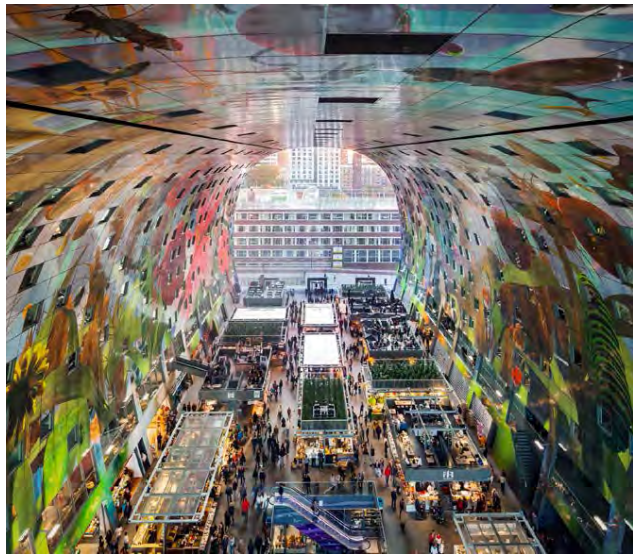
05 ARCHITECTURAL DESIGN RESPONSE

5.1 PROJECT VISION



VIBRANT MARKETPLACE

Culture in its many forms is the process and outcome of human activity which enriches individuals and communities. Doonside Precinct will be a 'marketplace' in its fullest sense - a place which rewards residents, workers and visitors with a dynamic cultural cavalcade of social and commercial activity. It will be a place which fosters social and commercial interaction, providing a platform to encounter and observe a wide array of people, activities, performances and events.

PHYSICALLY & SOCIALLY CONNECTED

Doonside Precinct should be distinguished by its visual transparency into, and within, the precinct; and the obvious ease of physical movement across its threshold in order to emphasise connectivity to its immediate and surrounding physical and social environment. In particular, the design will optimise the centre's appeal across all age groups to forge an inclusive social setting.

DIVERSE & OPEN

Victoria Gardens' overall appeal will be heightened by Doonside Precinct, providing increased diversity of amenity and the mix of social, retail and commercial options available to residents, workers, shoppers and visitors alike. The centre's street-level design will serve to promote interest and optimise physical access, including for those transiting through the precinct to further destinations.

A REWARDING PUBLIC REALM

A highlight of the project will be the creation of an engaging and inviting 'public realm' throughout the expansion and linking to the existing shopping centre. Ensuring scope for future, unimagined occupation and use by occasional or frequent users and, significantly, integrating the project site within its wider precinct. This inherent 'opportunity' for the wider community, together with residents, retailers, workers and shoppers, ensures that the overall Victoria Gardens Precinct will serve as a valuable community asset.

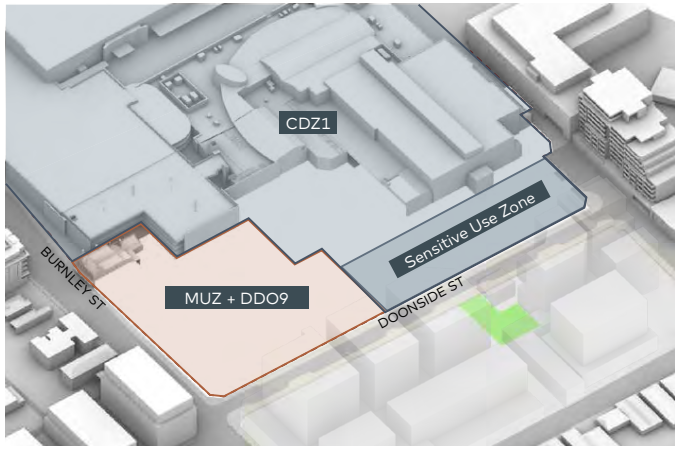
05 ARCHITECTURAL DESIGN RESPONSE

5.2 MASSING AND FORM

The design proposal for Victoria Gardens takes the opportunity to make the best of such a unique site in Richmond. The subject site has area of 18,180sqm.

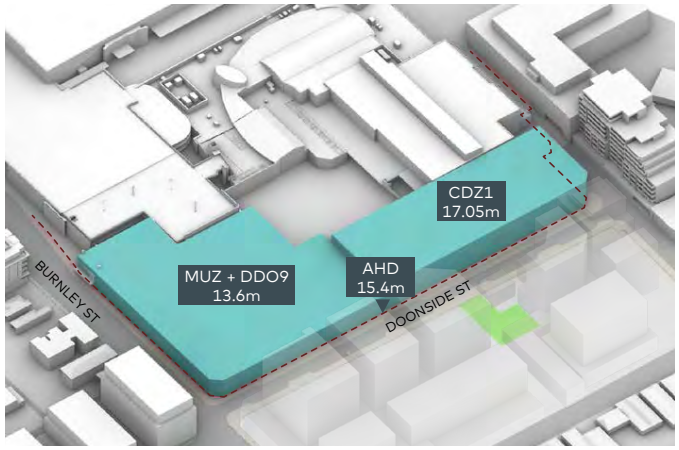
The choice of the building massing is informed by ten key elements:

- Uniqueness of site
- **Street wall**
- **Podium laneway connections**
- **Residential massing above the podium levels**
- **Breaking down the mid rise buildings**
- **Interlocking forms**
- **Diversity in height**
- **Solar planes**
- **Connect buildings**
- **Diversity in form**



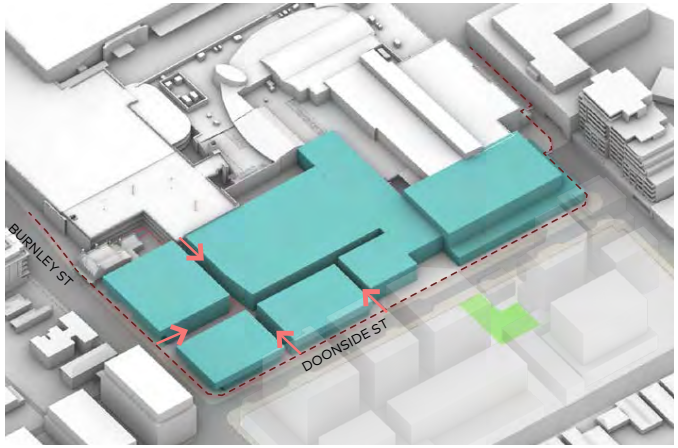
1. SITE

- The subject site area: 18,180sqm.



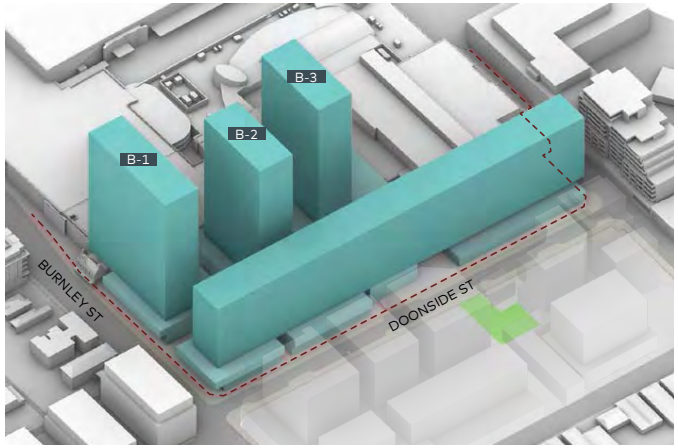
2. STREET WALL

- Direct extrusion of building mass responding to the height requirements of the site.
- 13.6m street wall for MUZ + DD09 zone, 17.05m street wall above AHD for CDZ zone. AHD = 15.4m



3. PODIUM LANEWAY CONNECTIONS

- Breaking the mass of the built form to create laneway connections



4. RESIDENTIAL MASSING ABOVE

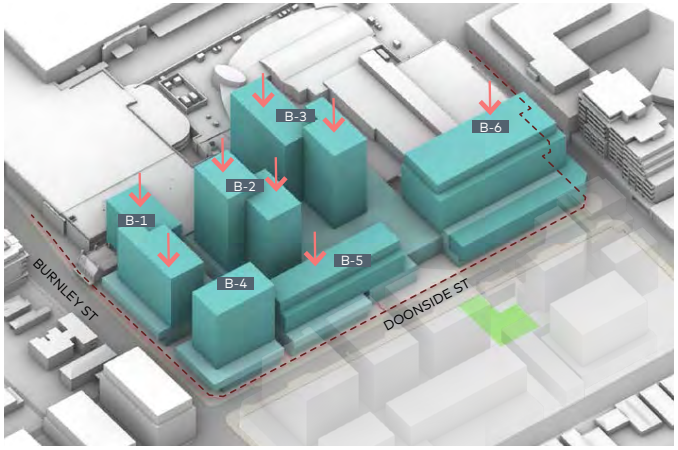
- B-1: Building 1, B-2: Building 2, B-3: Building 3.

5. BREAKING DOWN THE MID-RISE MASSING

- Breaking the mass of the built form reduces the visual bulk from the street and allows for best outlook, views and vistas.

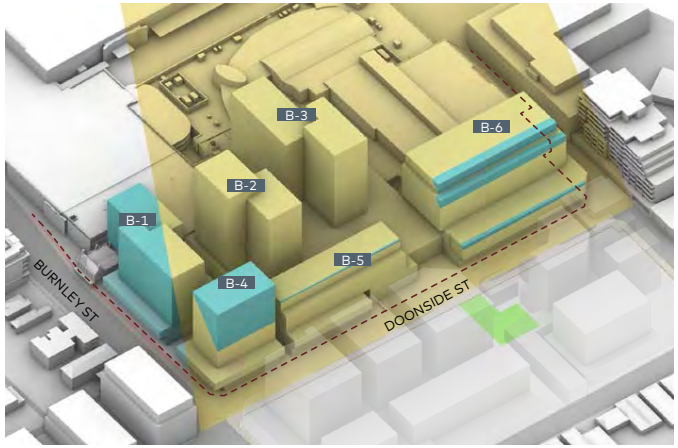
6. INTERLOCKING FORM

- Break towers down into smaller forms by splitting the mass and sliding apart, reducing the North-South length.
- Increase separation between apartments.



7. REDUCE HEIGHTS

- Lower the towers to create diversity in height, open up views and further break down the North-South length.
- Reduce height of Burnley St Tower to align with pedestrian view plane from HTH site.

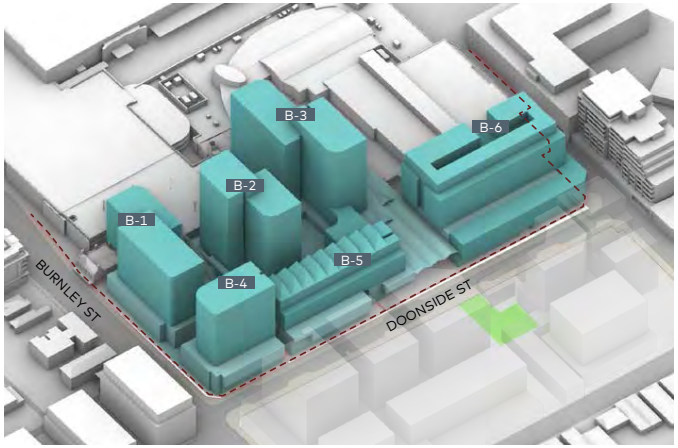


8. SOLAR PLANE

- Eliminate any additional shadowing to HTH pocket park on the equinox.
- Minimise shadow to southern Doonside St.
- Based on strong urban design principles, Building 4 is not confined by the solar plane.

9. CONNECT BUILDINGS

- Connect Building 3 + Building 5 to create an opportunity for an internal courtyard, and aid in wind mitigation.



10. DIVERSITY IN FORM

- Soften select corners to further create diversity in form across the site and aid in wind mitigation.
- Shape connection between Building 3 and Building 5.

05 ARCHITECTURAL DESIGN RESPONSE

5.3 SITE SETBACK DIAGRAMS

The design proposal for Victoria Gardens takes the opportunity to make the best of such a unique site in Richmond.

SETBACKS FROM DOONSIDE STREET
Ground floor: 2.5m
Level 1: 0m

Building 4:
Level 2-14: 7.3m

Building 5:
Level 2-4: 7.1m
Level 5-6: 11.2m

Building 6:
Level 1-2: 2.5m
Level 3-8: 13.9m
Level 9-10: 18.2m

SETBACKS FROM BURNLEY STREET
Ground floor: 2m - 3m

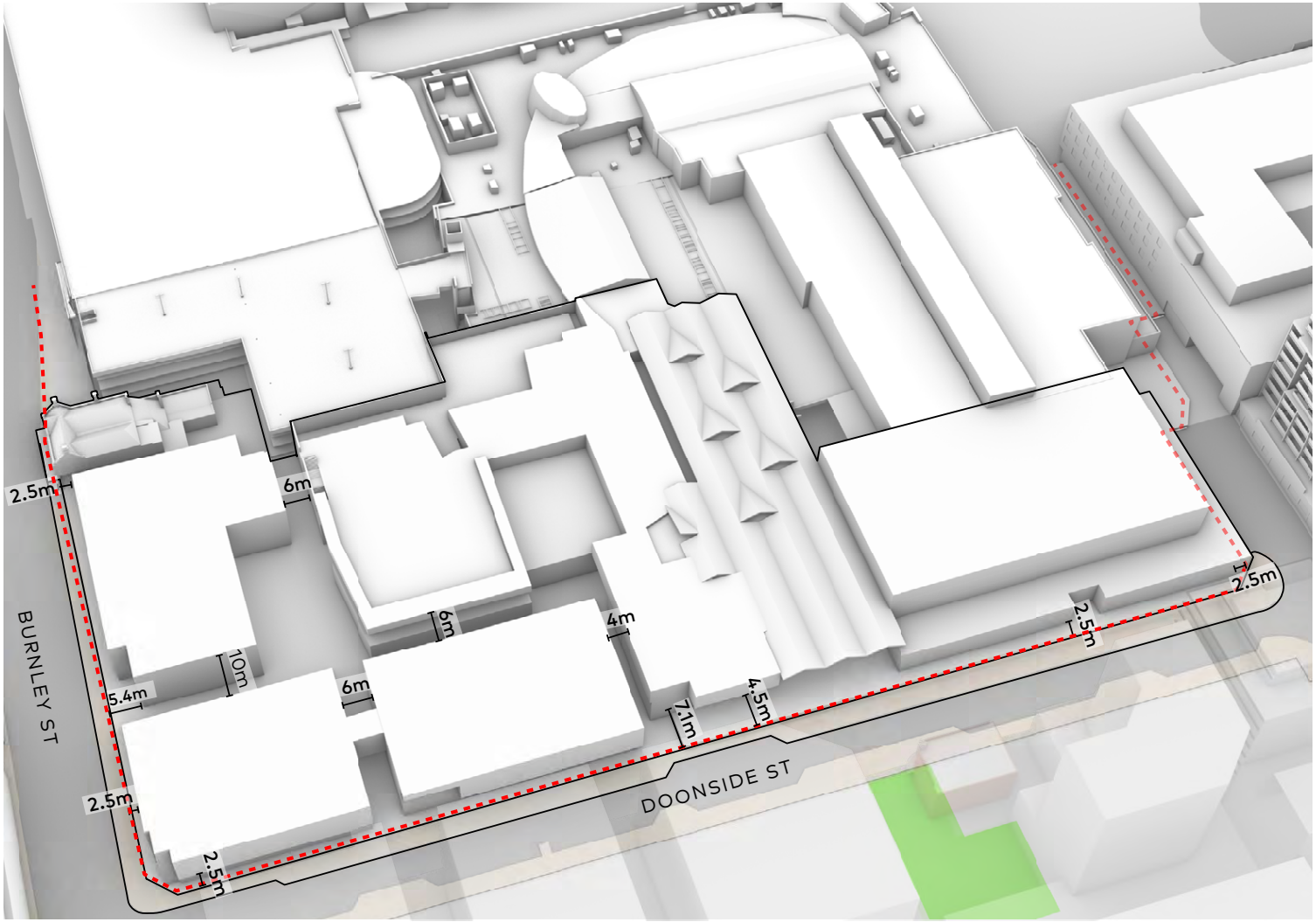
Building 4:
Level 1: 2.2m
Level 2-14: 5.6m

Building 1:
Level 1: 2.2m
Level 2-11: 6.3m

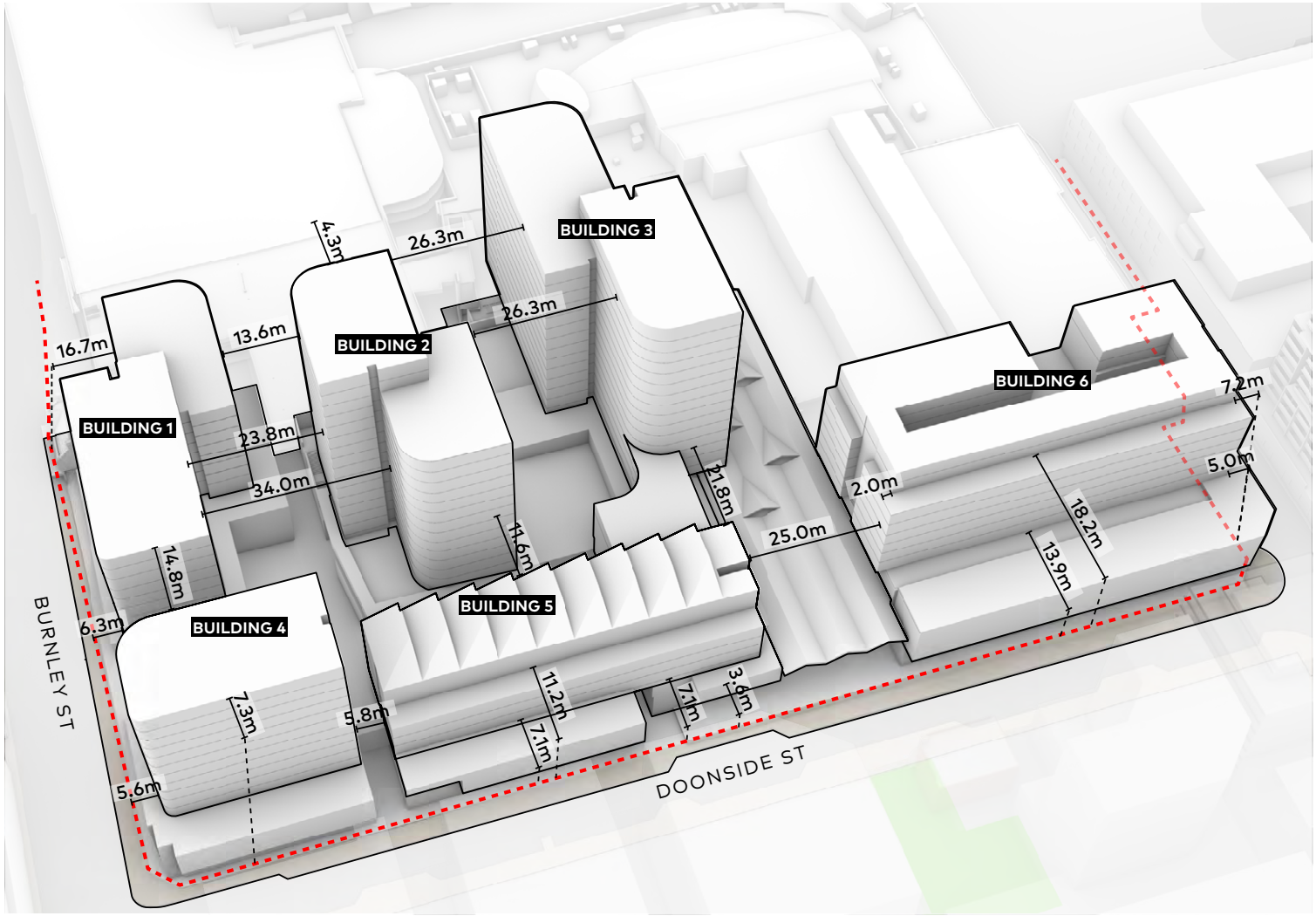
SETBACKS FROM DAVID STREET
Ground floor: 2.5m

Building 6:
Level 1-8: 5m
Level 9-10: 7.2m

SETBACKS TO THE EXISTING CARPARK
Ground floor: 0m
Level 1: 0m
Level 2-22: 0m



PODIUM SETBACKS



RESIDENTIAL SETBACKS

05 ARCHITECTURAL DESIGN RESPONSE

5.4 PROGRAM OVERVIEW

For the next generation of development at Victoria Gardens the brief's objective was to transform the site to more than just a shopping centre, growing the complexity of uses and amenity of the site a developing the initial vision of Live / Work / Play. With the evolving sophistication and urban population of this part of Richmond the centre can evolve beyond the typical shopping centre experience and create a variety of shopping experience from mall to street that taps into the richness of the Richmond character.

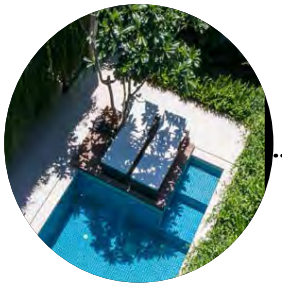
The development imagines a connected Victoria Gardens that through its use, identity and permeability transforms itself into a genuine piece of Richmond, bringing forth an intensification of temporary and permanent population onto the site fostering different hours of occupation with characterful places to live and work.

It is proposed that food and drink and retail tenancies are to be located along Burnley and Doonside Streets, in order to reactivate the ground plane and the surrounding urban context, promoting a dynamic interface during the day, evenings and weekends.

The residential lobbies are proposed both off Burnley and Doonside Streets, allowing retail activation to be maintained from both sides. The lobby entrances aim to promote greater pedestrian activation will draw activity, people and the like through the site creating a greater sense of public realm in and around all street interfaces.

Services, car space and loading dock entries are proposed tobe located along David Street to ensure that all proposed street frontages feel more public, active and safe allowing greater pedestrian activity and passive surveillance.

The proposed mixed-use urban block, compromising six residential buildings, will reinforce the neighbourhood's "unique sense of place and celebrate its emerging and historic contexts". The aim is to create an urban community within Richmond and allow for larger garden and green spaces typically not associated with inner city apartment dwelling.



RESIDENTIAL AMENITIES

LEVEL 1

RESIDENTIAL TOWERS

BUILDING 4	LEVEL 2 TO LEVEL 12	BUILDING 1	LEVEL 2 TO LEVEL 11
BUILDING 5	LEVEL 2 TO LEVEL 6	BUILDING 2	LEVEL 2 TO LEVEL 16
BUILDING 6	LEVEL 1 TO LEVEL 10	BUILDING 3	LEVEL 2 TO LEVEL 16

OFFICE

GROUND FLOOR BELOW LEVEL 1 OF BUILDING 6
LEVEL 1 BELOW BUILDING 1, BUILDING 4 AND BUILDING 5

RETAIL

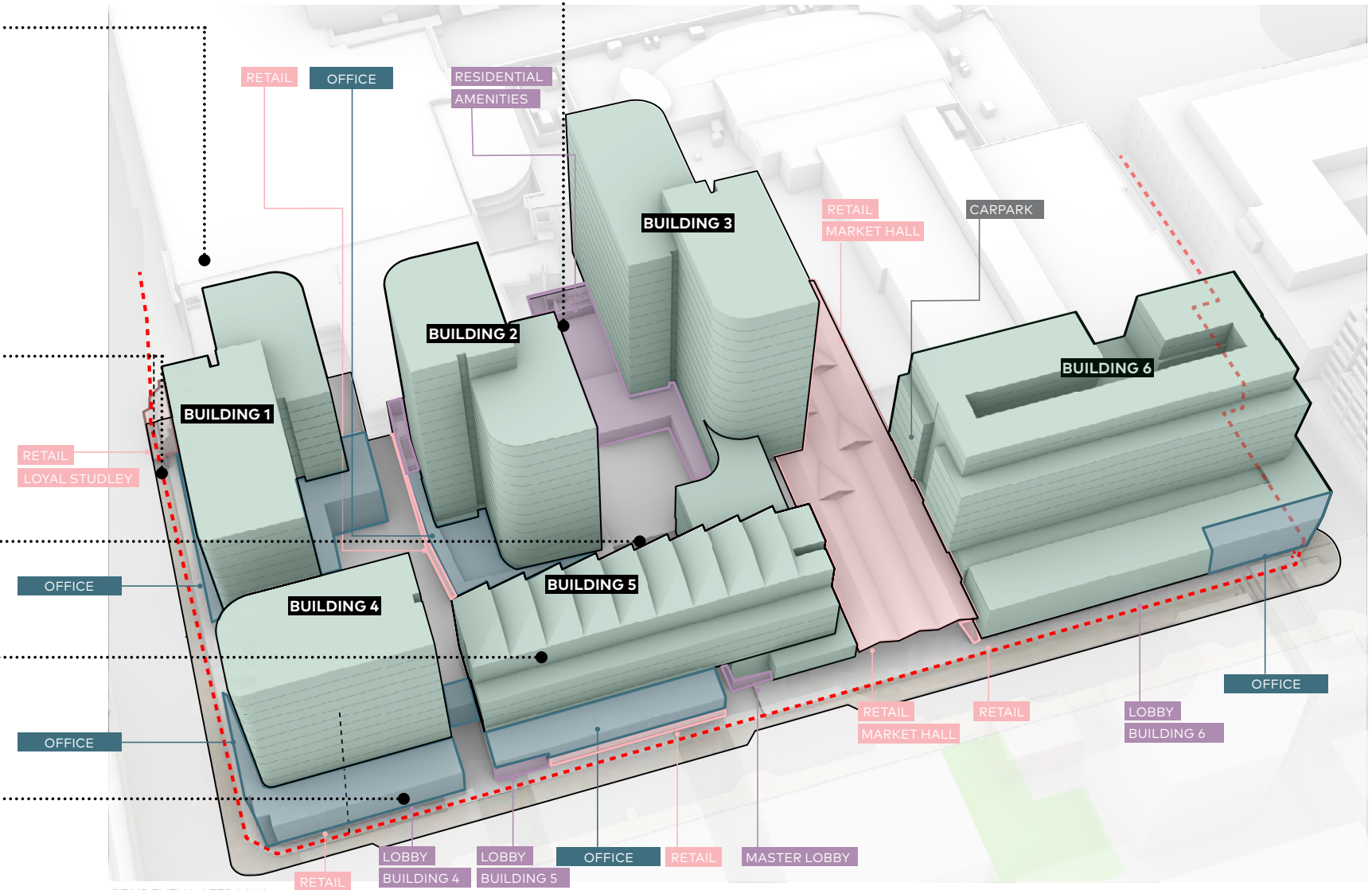
GROUND LEVEL

LANEWAYS

GROUND FLOOR

RESIDENTIAL LOBBIES

GROUND LEVEL



RESIDENTIAL SETBACKS

05 ARCHITECTURAL DESIGN RESPONSE

5.5 GROUND FLOOR ACTIVATION
OVERVIEW

ARCHITECTURE OF THE PUBLIC EXPERIENCE

1.
ENHANCING THE PUBLIC NETWORK

Breaking down the urban block, increasing porosity and connections with the surrounding context and providing increased public realm through public pathway systems.

2.
FOSTERING A DIVERSITY OF USES

Increasing the diversity of amenity and uses on the site, contributing to the daily habitation of the area.

3.
DYNAMIC VERTICAL CONNECTIONS & INTERACTION

Vertical integration of uses through podium levels, with positive cross-overs of shared amenity.

VIC GARDENS

River & Gardens

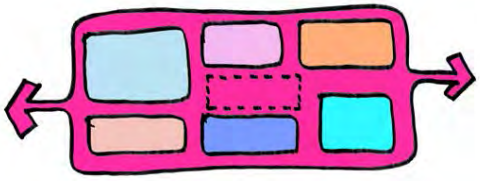
Local Site History

Richmond Area Sense of Place

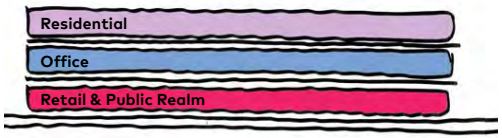
Light + Air + Outlook

An Urban Block

Linking Public Connections & Shared Spaces



Striated Use With A Static Interplay



Dynamic And Linked Interplay Of Uses

5.6 GROUND FLOOR ACTIVATION
CONNECTIONS & PRIMARY MOVES

The vision is to integrate the ground plane into its context by enriching the public and user experience through a series of movement axis that permeate the site.

The Burnley Street entry presents generously to the street, welcoming pedestrians in through the expanded landscaped public realm forecourt with direct sight-lines to the Market Hall.

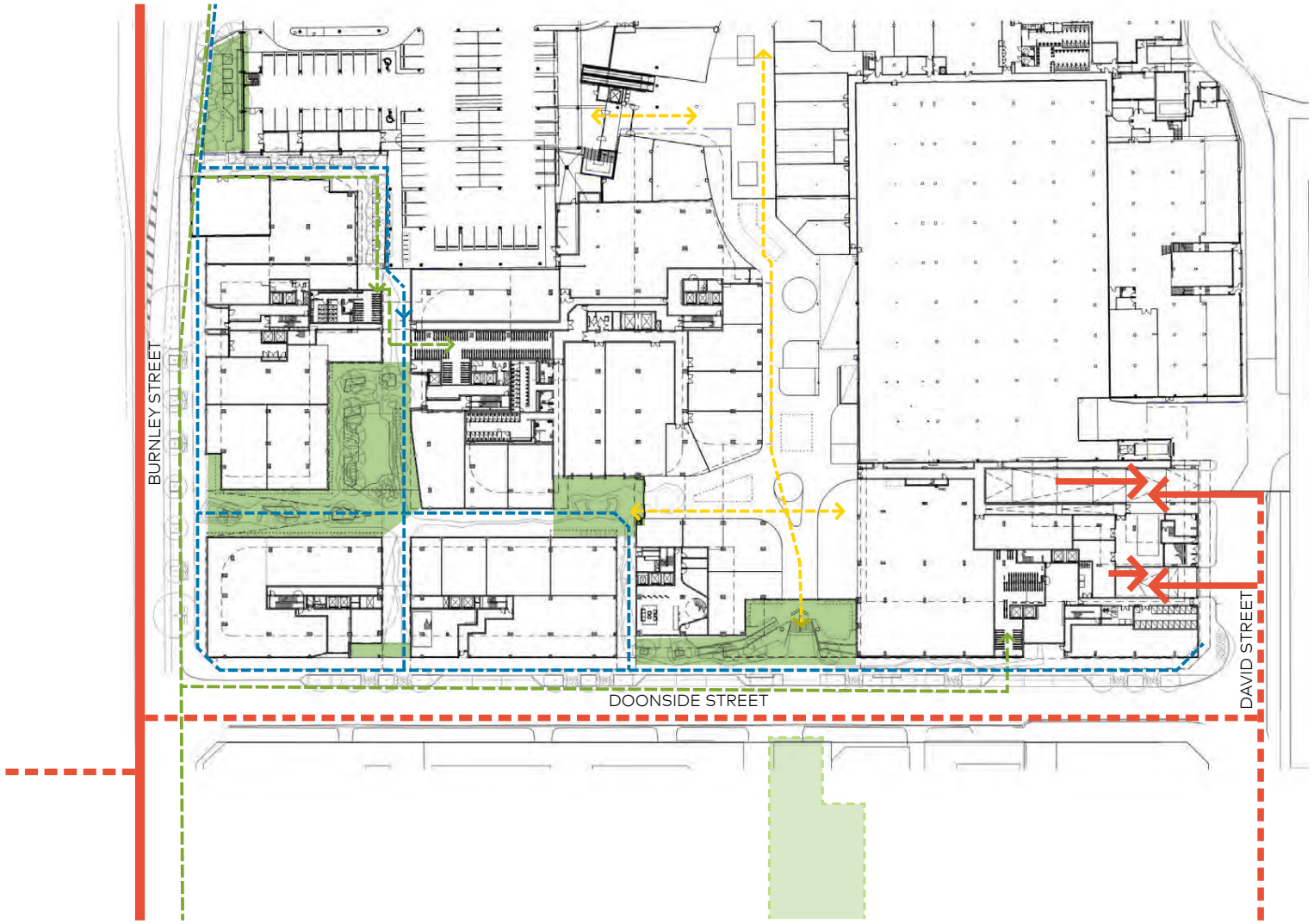
The main north-south Link connects the existing shopping mall to Doonside Street, with a Market Hall that anchors the diagram and presents to Doonside Street.

The Doonside laneways are framed by building addresses providing connection from the various lobbies to the main retail spine and to the upper levels. Residential and workplace address partner with the forecourts, laneways and retail spine to create a concentration of movement and activity.

The laneway and retail activation provide pedestrian focused connections, increasing the porosity of the precinct and providing expanded public realms, for various pedestrian movements and activities.

Vehicular entries are proposed on David Street to allow Doonside and Burnley Street boundaries to feel like a more public, active and safe street for pedestrian activity, dedicated drop-offs are proposed along Doonside Street.

Bicycle use and access is encouraged with the provision on bike parking and end of trip amenities with private and public bicycle parking generally located on ground and accessed off Burnley and Doonside Streets.



05 ARCHITECTURAL DESIGN RESPONSE

5.6 GROUND FLOOR ACTIVATION **CONNECTIONS & PRIMARY MOVES**

The design proposal seeks to activate the ground plane by providing inviting, diverse spaces along the main streetscape and a network of pedestrian links that connect to the surrounding streets.

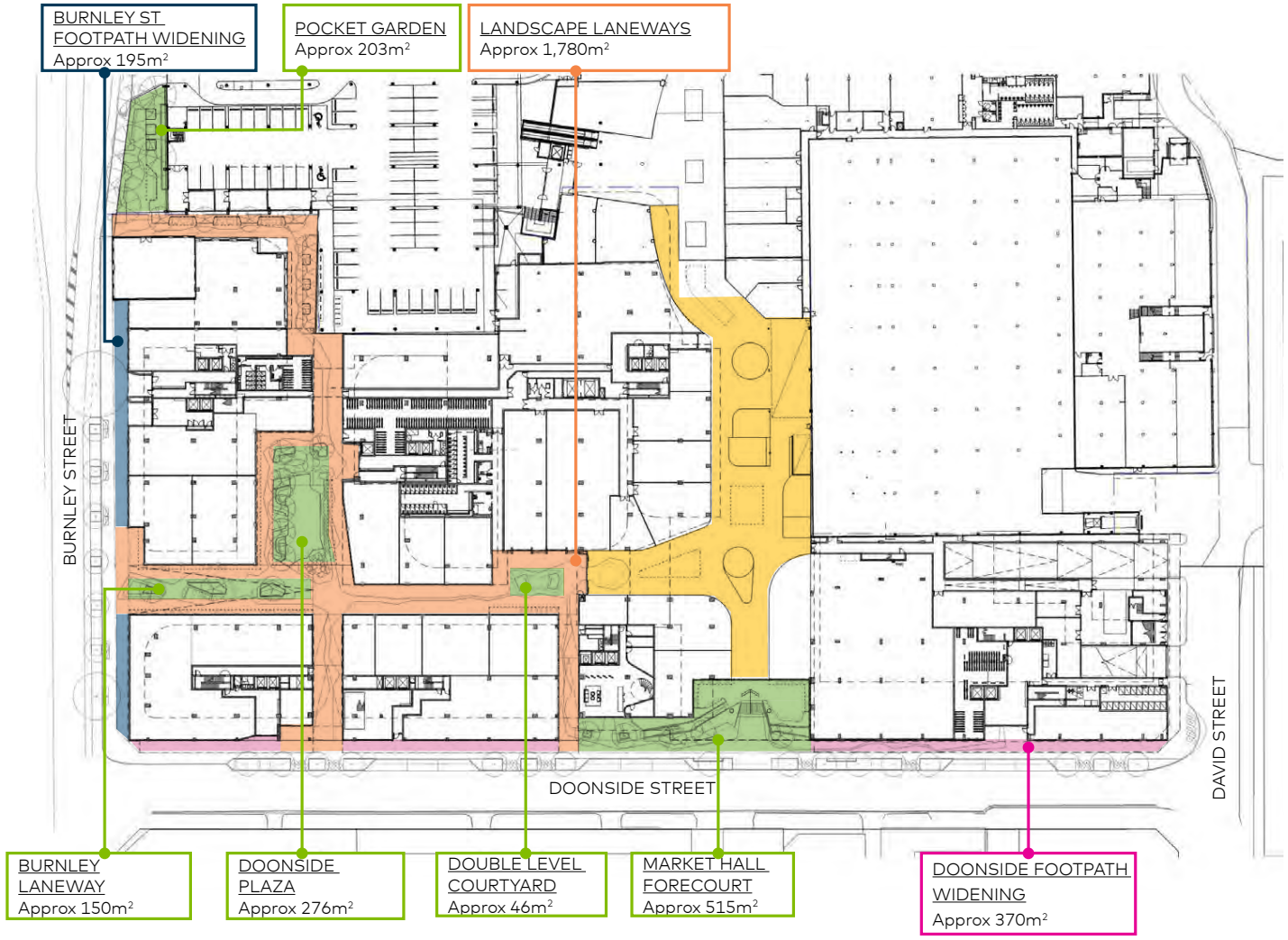
Burnley Street entry forecourt providing expanded public realm for various pedestrian movements, and emphasising address to the site.

Doonside Street Market Hall forecourt partnering with the future Harry the Hirer park opposite emphasising the key node in the public realm and key address.

Increasing the width of Burnley and Doonside Street footpaths to provide an enhanced public realm environment creating the flexibility to host retail activities with external seating as well as the increased movements generated by the new population.

The footpath widening also aims to accommodate healthy street planting.

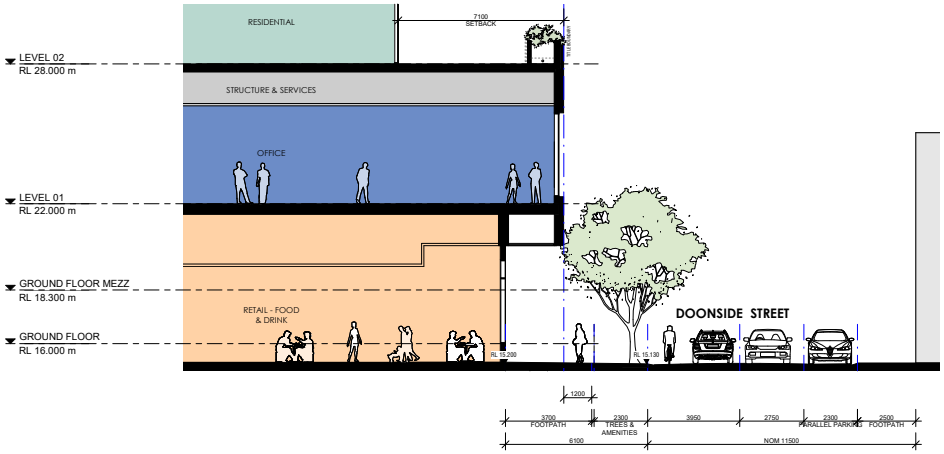
The laneways and forecourts have been designed to give each space an individual character, partnering with the landscape design, the public spaces provide distinct areas of activity and rest.



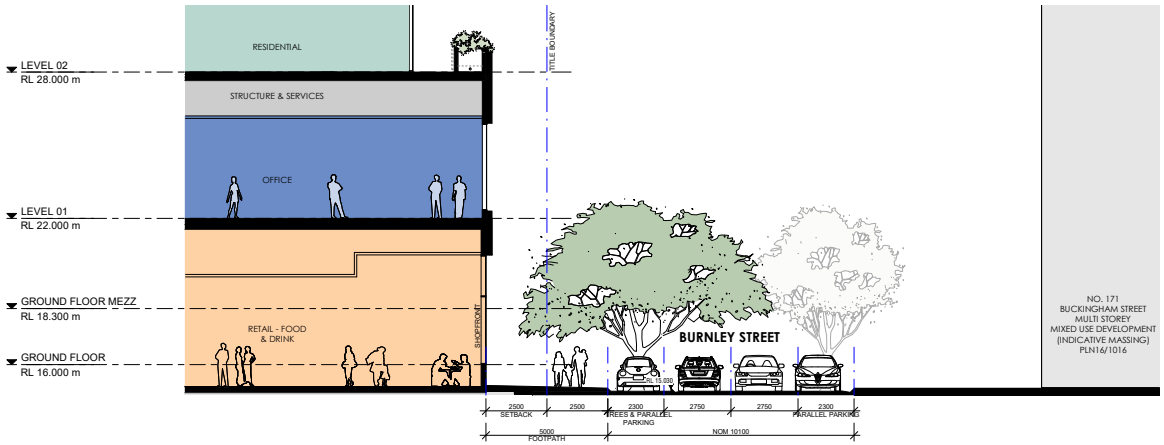
Total Public Realm Benefit:
Approx 3,535m²

- DOONSIDE STREET WIDENING
- BURNLEY STREET FOOTPATH WIDENING
- LANEWAYS
- FORECOURTS
- COVERED PUBLIC AREA (MARKET HALL)

DOONSIDE STREET
FOOTPATH WIDENING



BURNLEY STREET
FOOTPATH WIDENING



05 ARCHITECTURAL DESIGN RESPONSE

5.7 GROUND FLOOR ACTIVATION
MARKET HALL

The clear defined entry holds the edge of the space and bookends the axis in a strong public gesture which welcomes activation on ground, blurring the distinction between inside and out, emphasising the public-ness of the Doonside entry forecourt.

Market Hall extends the north-south axis of the existing shopping mall and connects Market Hall to the street to frame the address and partner with the Open Space opposite.

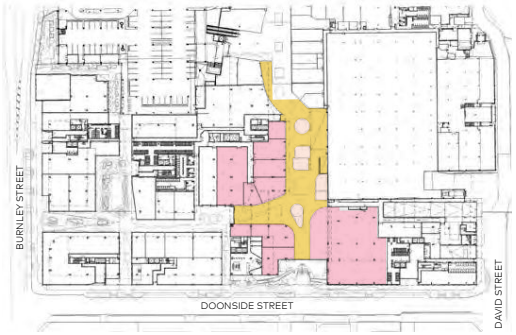
Market Hall comprises of shops, free standing kiosks and seating zones of various sizes, creating retail variety and increasing the permeability and activation to the Doonside forecourt.

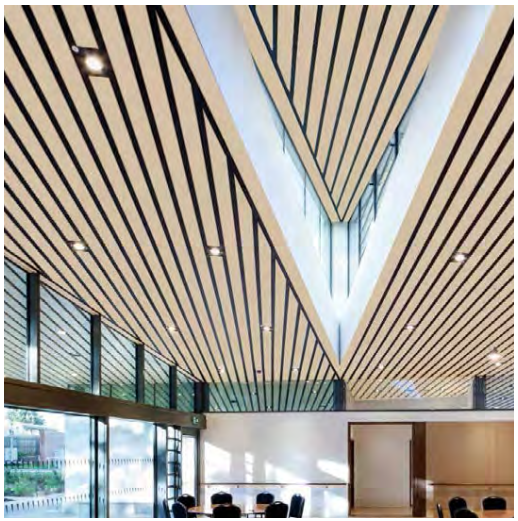
A new roof structure over Market Hall will create a covered, publicly accessible space protected from the weather, providing improve solar access and ventilation to the space

There are new back of house storage and loading facilities to support Market Hall and retail shops.

MARKET HALL RETAIL

MARKET HALL

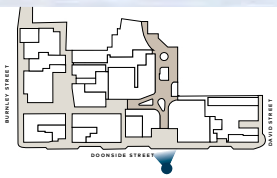




INDICATIVE ONLY REFERENCE IMAGES

ARTIST IMPRESSION - MARKET HALL INTERIOR

ARTIST IMPRESSION - MARKET HALL FROM DOONSIDE STREET



05 ARCHITECTURAL DESIGN RESPONSE

5.8 GROUND FLOOR ACTIVATION
RETAIL

The laneway approach provides porosity to the site, encourages pedestrian movement, and provides visual connectivity to Market Hall, retail offerings, the offices and the podium amenities.

With an offering of retail shops and food and beverage outlets the main east-west laneway is anchored by the Burnley Street forecourt and Market Hall entry.

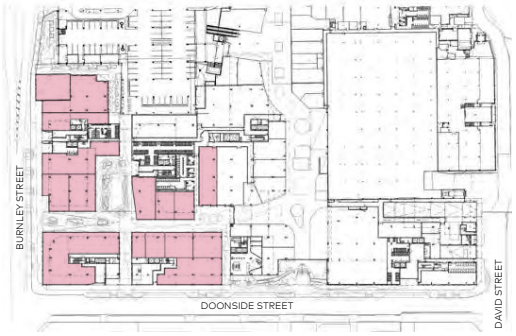
A series of landscaped rest and play areas provide focal points, promote greater activation of the ground plane and create a sense of place.

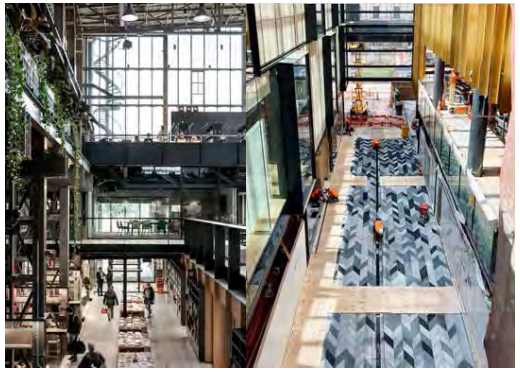
The narrower north-south laneways provide secondary pedestrian access from Doonside Street, the main residential lobby and the office lobby to the main retail spine, which will further activate the site.

On the ground plane, the lanes provide visual connectivity of the retail, food offerings and market hall, providing an active pedestrian experience.

The Level 1 offices and residential amenities overlook the laneways creating a visually interactive link between the ground plane and the upper podium level, resulting in a connected three dimensional space.

RETAIL

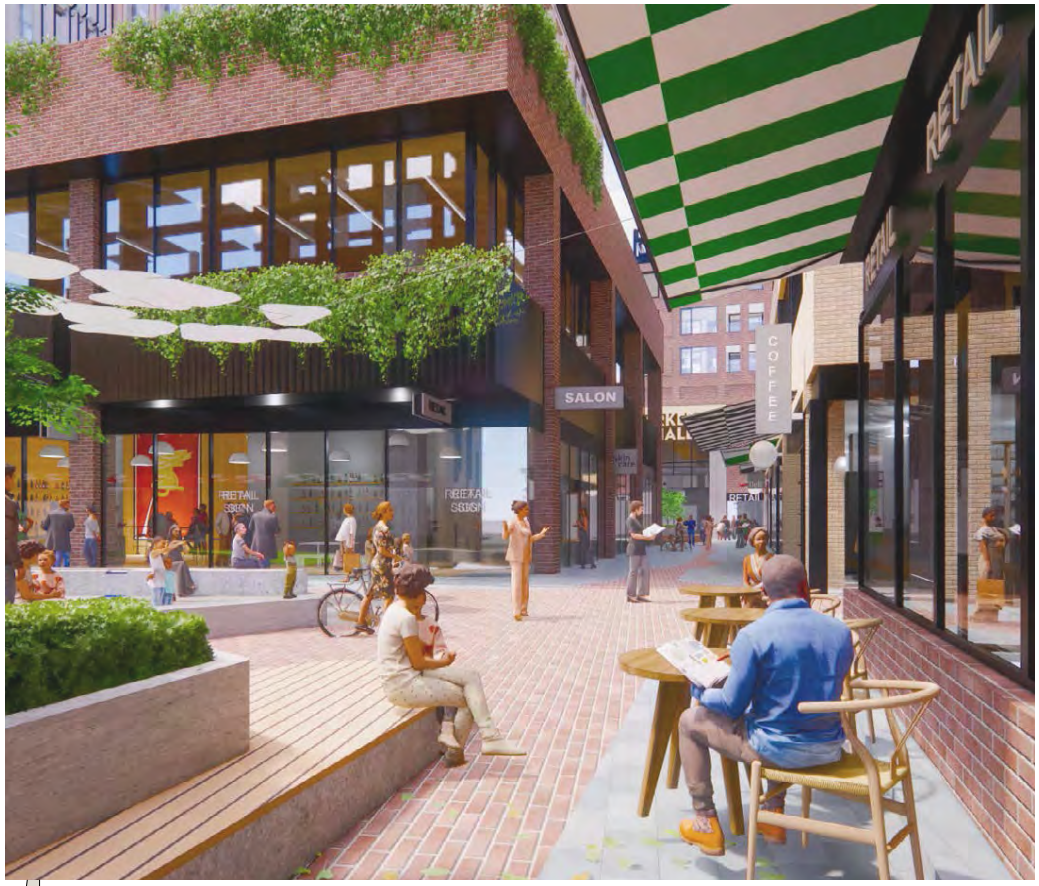




INDICATIVE ONLY REFERENCE IMAGES

ARTIST IMPRESSION - DOUBLE LEVEL COURTYARD

ARTIST IMPRESSION - VIEW FROM BURNLEY STREET PLAZA DOWN THE LANEWAY



05 ARCHITECTURAL DESIGN RESPONSE

5.9 GROUND FLOOR ACTIVATION
RESIDENTIAL LOBBIES & MAIN ARRIVALS

The main residential lobby and arrival is proposed off Doonside Street and provides a main address and gateway into the residential component of the development.

The concept is for the apartments and amenities to be serviced via a main reception on ground.

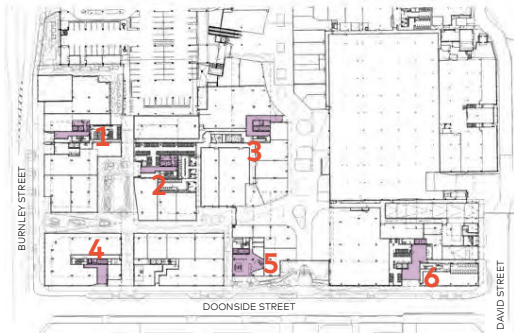
From the main lobby, residents and guests will be able to access the Concierge service, the lounges and Level 1 amenities and, the apartment buildings.

The proposed drop-off zone, coupled with a widened footpath and landscape, provides direct access to the main lobby, promotes greater pedestrian movement and passive surveillance.

Secondary lobbies proposed along Burnley and Doonside Street are seen as being private secure entries accessed only by residents of the respective buildings.

The lobbies share the footpath with the retail offerings. The crossover of residents, guests and retail patrons add to the ground plane pedestrian movement and enhances the active street presence.

RESIDENTIAL LOBBIES



1.
Building 1 Lobby

2.
Building 2 Lobby

3.
Building 3 Lobby

4.
Building 4 Lobby

5.
Main Residential Lobby:
Building 5 Lobby & Drop-Off

6.
Building 6 Lobby

A.
Main Entry Drop-off

B.
Residential main lobby & concierge

C.
Stair & lift to L1 amenities

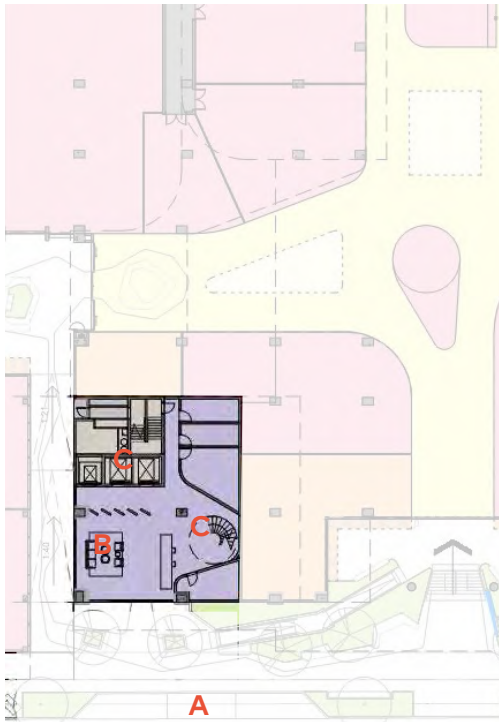
D.
Co-working space

E.
Meet & Work

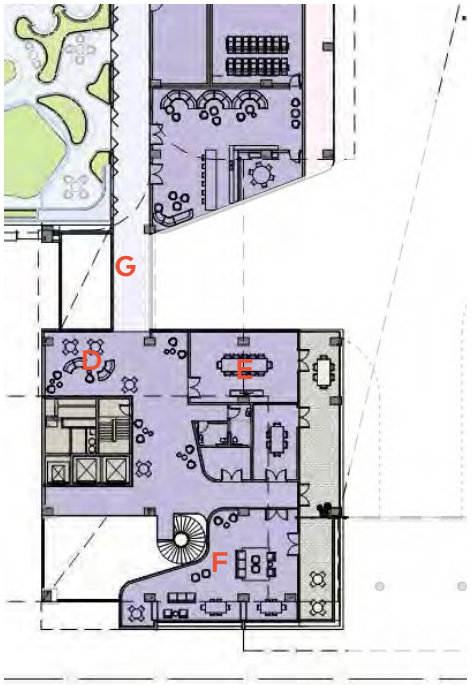
F.
Residents' lounge

G.
Bridge link connection to main residential amenities & double level courtyard

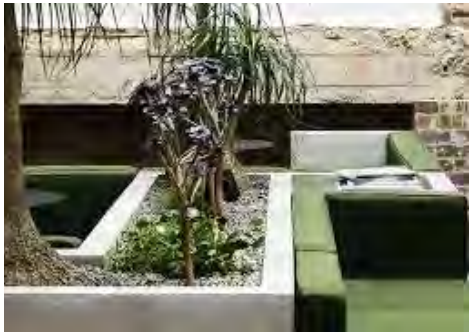
DOONSIDE STREET MAIN LOBBY - GROUND LEVEL



DOONSIDE STREET MAIN LOBBY - LEVEL 1



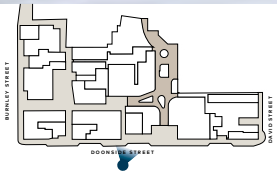
LOBBIES & LOUNGES



WORK, LIBRARY

INDICATIVE ONLY REFERENCE IMAGES

ARTIST IMPRESSION - DOONSIDE STREET MAIN RESIDENTIAL LOBBY



05 ARCHITECTURAL DESIGN RESPONSE

5.10 GROUND FLOOR ACTIVATION
OFFICE

The office entries are on grade and present to Burnley and Doonside Streets, adding to the pedestrian activity on the streets.

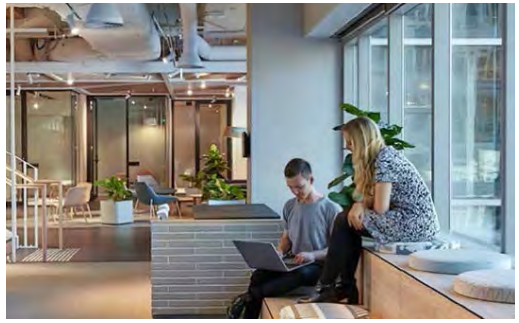
The two-storey portals for the office entries assists in delineating these entries from the retail, and providing an importance to their address.

The office spaces on level 1 aim to engage with the site below with balconies and large windows. The trees along Doonside Street and the view across to the level 1 amenities will provide the office spaces a connection to nature, and the activity surrounding them.

OFFICE LOBBIES

OFFICES & MEETING ROOMS

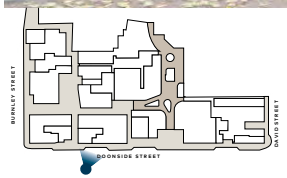
LOBBIES & INFORMAL MEETING



INDICATIVE ONLY REFERENCE IMAGES

ARTIST IMPRESSION - BURNLEY STREET OFFICE ENTRY

ARTIST IMPRESSION - DOONSIDE STREET OFFICE ENTRY DOUBLE HEIGHT SPACE



05 ARCHITECTURAL DESIGN RESPONSE

5.11 REFURBISHMENT OF HOTEL BUILDING

No. 53 Burnley Street accommodates the 'Former Loyal Studley Hotel', a two-storey brick building constructed in 1891, with various alterations and additions which have occurred over time that erode the significant of the heritage fabric. Under the current proposal, the presentation of the heritage building will be significantly improved through conservation works.

The primary three-dimensional heritage fabric of the Former Loyal Studley Hotel is to be integrated seamlessly into the design of the new built form above. The ground level additions will be located to the rear and adjacent to the heritage place, providing new life to the building and connecting it with the surrounding built form. Above and adjacent to the existing building, setbacks provide sufficient breathing room for the heritage elements to stand out and to avoid being visually dominated with a clear juxtaposition between new and heritage fabric that allows the restored, highly articulated hotel to remain a prominent element in the streetscape. Surrounding the heritage building will be an expanded landscape forecourt area where street activation will be supported.

VILLAGE BELLE, ST KILDA

GARDEN STATE HOTEL, MELBOURNE

HOTEL ESPLANADE, ST KILDA

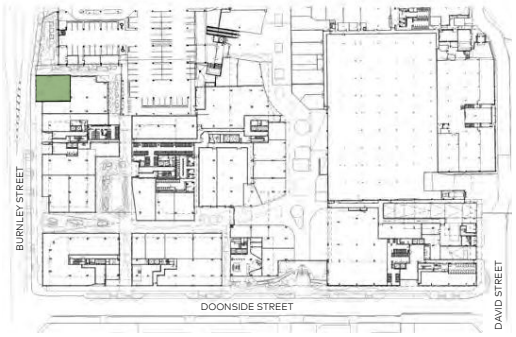
THE GRAND, RICHMOND

VILLAGE BELLE, ST KILDA

COLLINS QUARTER, MELBOURNE

ROYAL SAXON, RICHMOND

HERITAGE HOTEL



ARTIST IMPRESSION - HOTEL REFURBISHMENT

ARTIST IMPRESSION - HOTEL REFURBISHMENT

05 ARCHITECTURAL DESIGN RESPONSE

5.12 RESIDENTIAL AMENITIES

The residential amenities provide a series of formal and informal spaces of varying scales and activities that allow multiple user groups to occupy the space at the same time.

A large openable colonnade provides the main focal point to the podium amenities. With lounge and entertainment areas, health and wellness areas, dining areas, fitness and games areas adjacent. The colonnade offers another avenue for chance encounters and also allowing a diverse range of users to interact in daily life.

Controlled access through the main lobby and the tower lobbies allow for a safe, supervised environment.

Greenery is a constant for residences with trees, raised garden beds and green roofs.

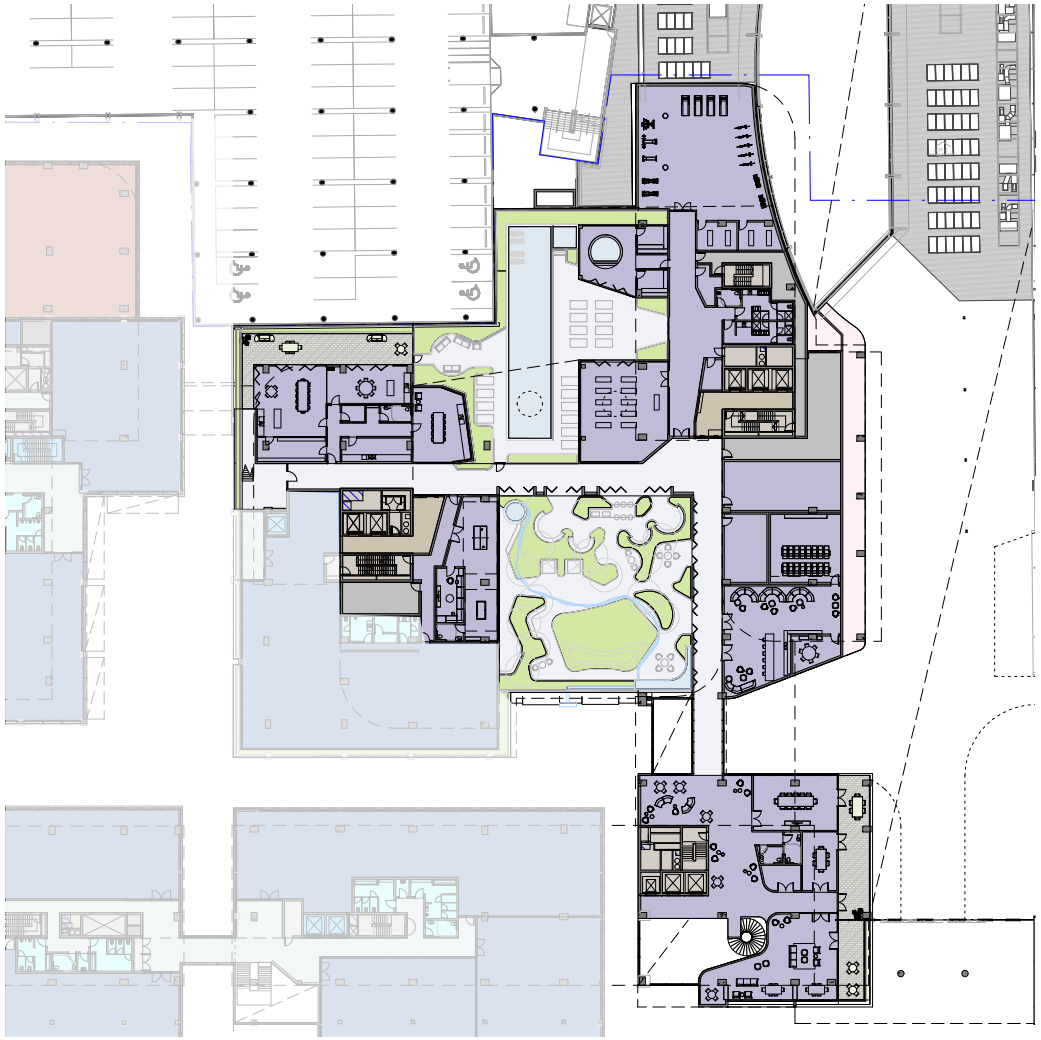
COLONNADE & GARDEN

INDOOR OUTDOOR CINEMAS

SPA, POOL & TERRACES

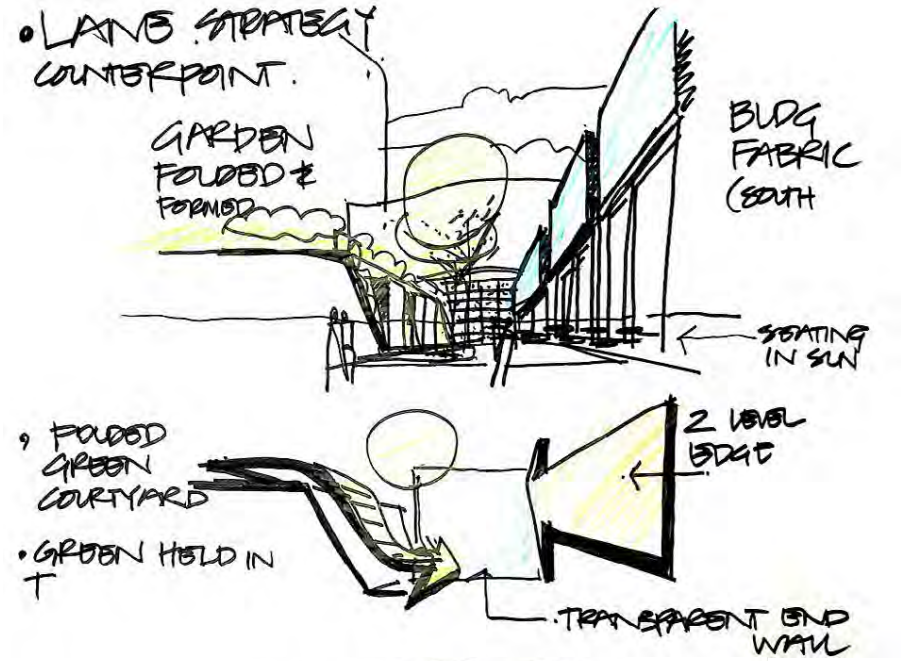
INDICATIVE ONLY REFERENCE IMAGES

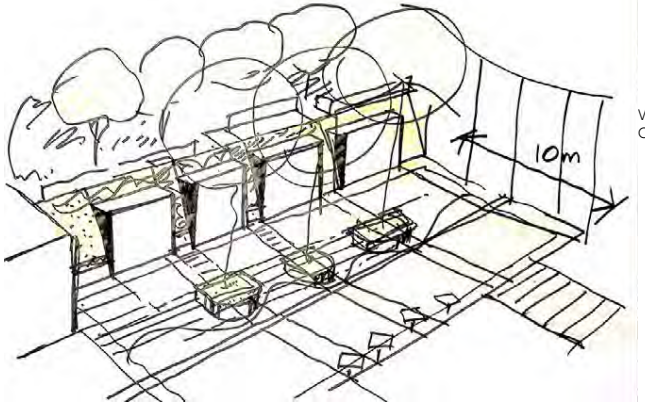
LEVEL 1 - RESIDENTIAL AMENITIES



5.13 DOUBLE LEVEL COURTYARD

The double level courtyard is intended to connect the garden to the ground level courtyard below. The garden is intended to be folded and formed as a connector between the residential amenities on level 1 and the retail and public access on ground floor. It also serves as a visual amenity for the residents in the surrounding buildings, linking them to the residential community.

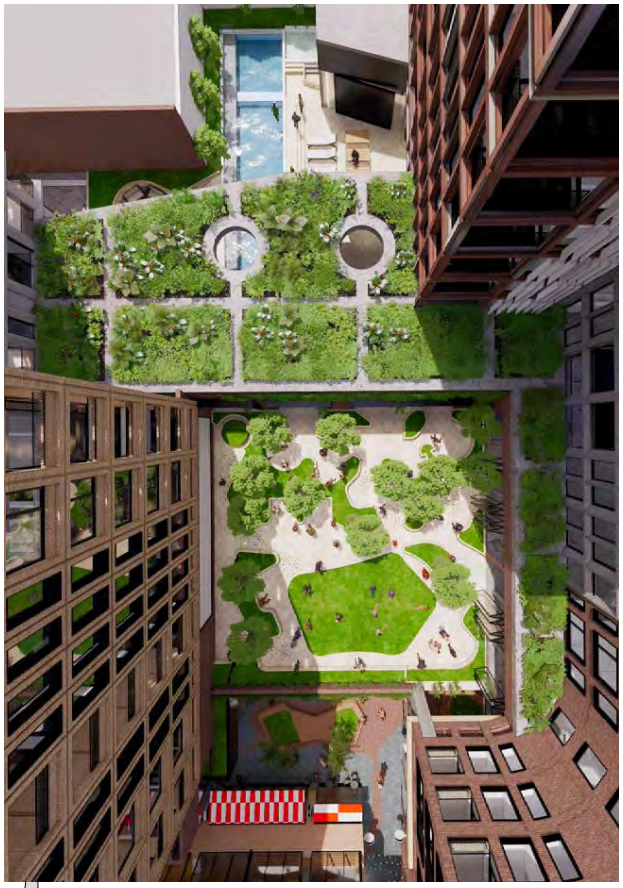




GREEN ESCARPMENT

WATER FEATURE CONNECTION

ARTIST IMPRESSION - BIRDS EYE VIEW OF PODIUM AMENITY

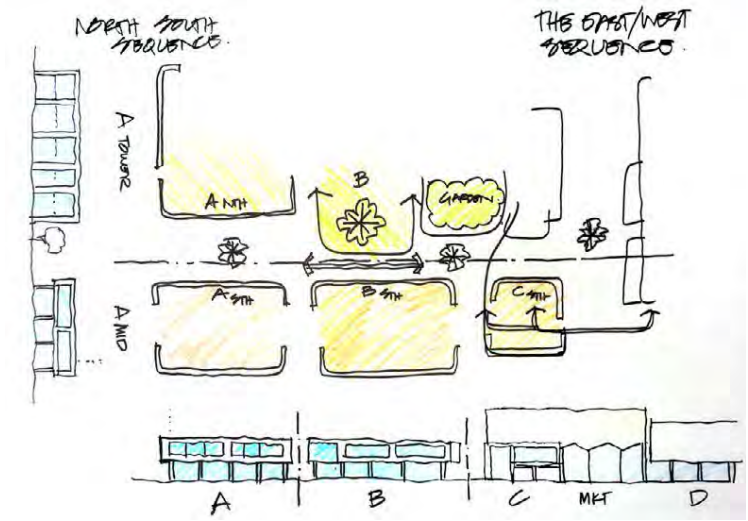


05 ARCHITECTURAL DESIGN RESPONSE

5.14 PODIUM FACADE VISION

The facade precinct was influenced by the essence of Richmond, both in materiality and form. Different buildings' aesthetics are carried down through the podium to the ground floor. The entries to residential, office, and significant retail are all intentionally emphasised in double height spaces, larger portals, or a change in geometry.

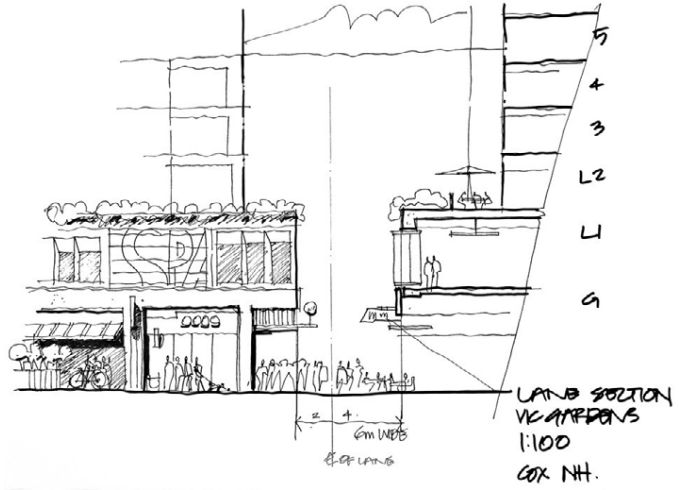
PRECINCT FACADE SEQUENCE



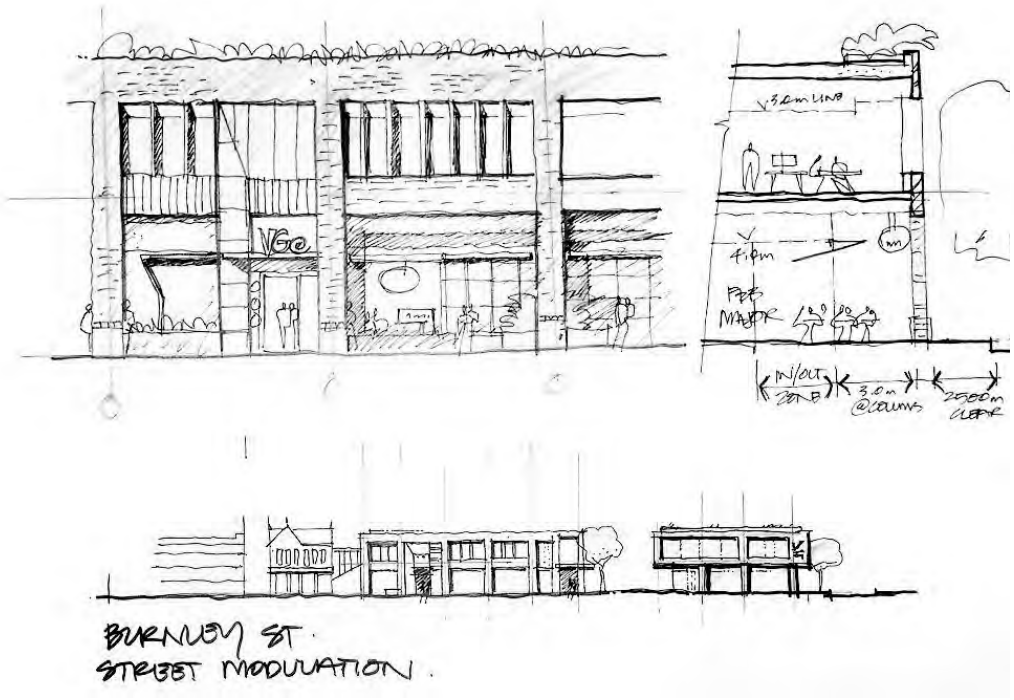
BUILDING B LANEWAY SECTION CONCEPT

BUILDING B LANEWAY SECTION CONCEPT

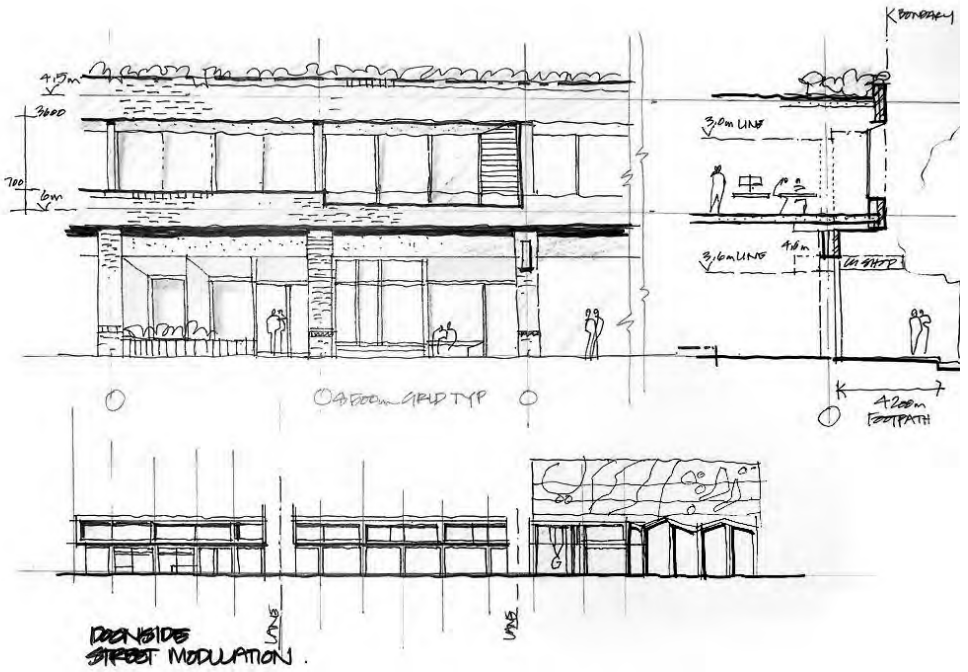
BUILDING B SECTION CONCEPT



BURNLEY STREET FACADE MODULATION



DOONSIDE STREET FACADE MODULATION



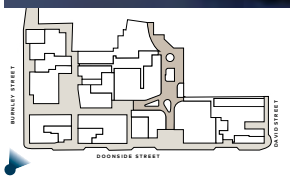
05 ARCHITECTURAL DESIGN RESPONSE

5.15 PODIUM FACADE MATERIALITY

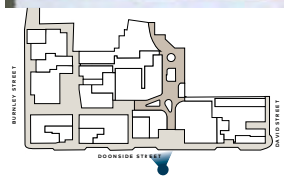
The materiality of the podium wishes to reference the context that the project finds itself in: Richmond. Brickwork in varying textures. colours, and scales will help break up and make a more authentic representation of the buildings that are to become part of the character of greater Richmond.

INDICATIVE ONLY REFERENCE IMAGES

ARTIST IMPRESSION - CORNER OF BURNLEY AND DOONSIDE STREET



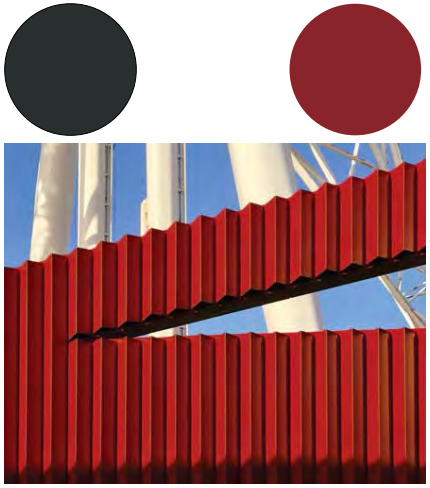
ARTIST IMPRESSION - VIEW FROM DOONSIDE STREET



05 ARCHITECTURAL DESIGN RESPONSE

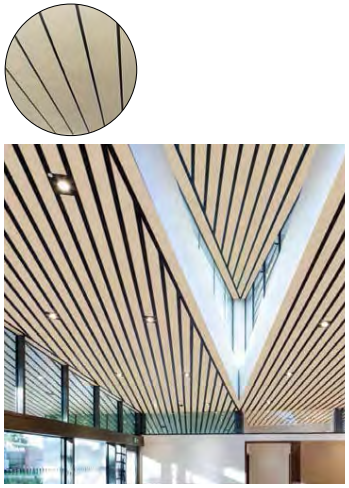
5.15 PODIUM FACADE MATERIALITY

METAL TYPE 1
MT-01
COLORBOND - MONUMENT

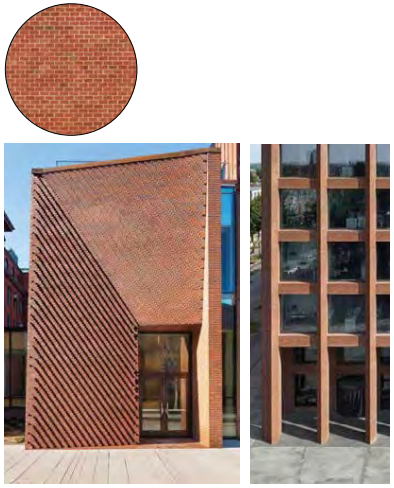


METAL TYPE 4
MT-04
BURGUNDY OR SIMILAR

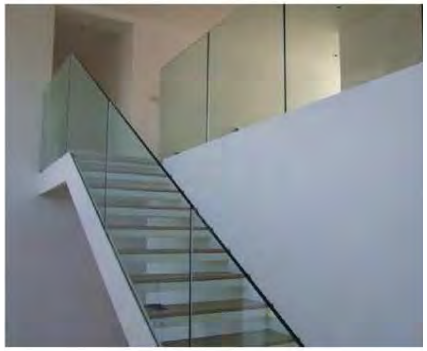
METAL TYPE 5
MT-05
PAPERBARK OR SIMILAR



BRICK TYPE 5
BK-05
RED BRICK OR SIMILAR. BOND: ENGLISH



BALUSTRADE TYPE 3
BL-03
12MM GLASS BALUSTRADE

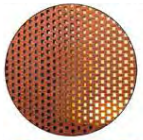


GLASS TYPE 2
GL-02
TRANSPARENT LOW-E SHOP FRONT GLASS

GLASS TYPE 3
GL-03
NON-VISIBLE GLAZING

BRICK TYPE 3
BK-03
SANDY BRICK OR SIMILAR. BOND: ENGLISH

BRICK HIT & MISS TYPE 6
BK-06
HIT & MISS BRICK OR SIMILAR. BOND: ENGLISH



PRECAST TYPE 3
PRC-03
DARK GREY PRECAST CONCRETE

05 ARCHITECTURAL DESIGN RESPONSE

5.16 TOWER ACTIVATION
RESIDENTIAL FLOOR PLATES

The proposed design for Victoria Gardens will offer a contemporary and appealing concept of apartment-living as 'home'. Providing a new expression of quality, elegant homes for the residences.

The proposed design will offer its new 'home-owners':

Inside out
'first life - then spaces - then buildings'
shaped around the resident
Each space designed for a purpose - sleeping / bathing / cooking
Assembling purposeful space into a collective whole

A place to call home
Time - long dwell time
Creating memories - shared experience of time/daylight /seasons etc
Building community - collective shared experience in purposeful places
Personalisation / customisation / adaptability
Health and wellness
Well proportioned terrace / outdoor room

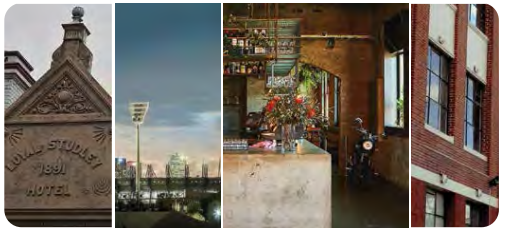
Of its place
Building from the environmental, social & cultural context of Richmond
Richmond's inner city vitality
Heritage character / industrial edge
Vibrant marketplace / trade / cultural exchange

A place for everything
An apparatus for living
Every millimetre
Thoughtful layouts
Considered Storage
Linen / study nook / pantry / cleaning / tech etc

Expanding the view
The imagined landscape
Complexity and layering
Maximising living area
Transparent thresholds
Unfolding the corners
Form & Materiality

Designed for delight & resilience
Sum total of all other parts
Delight - Physiological experience
Resilience - emotional well-being
A chef's kitchen
Daylit study nooks
Entry threshold
Well proportioned terrace / outdoor room
Fresh air

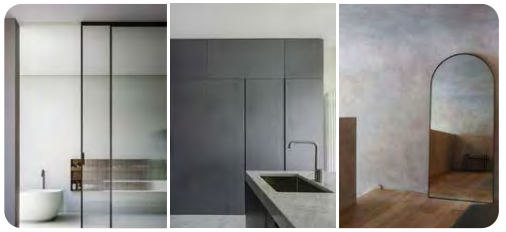
INSIDE OUT

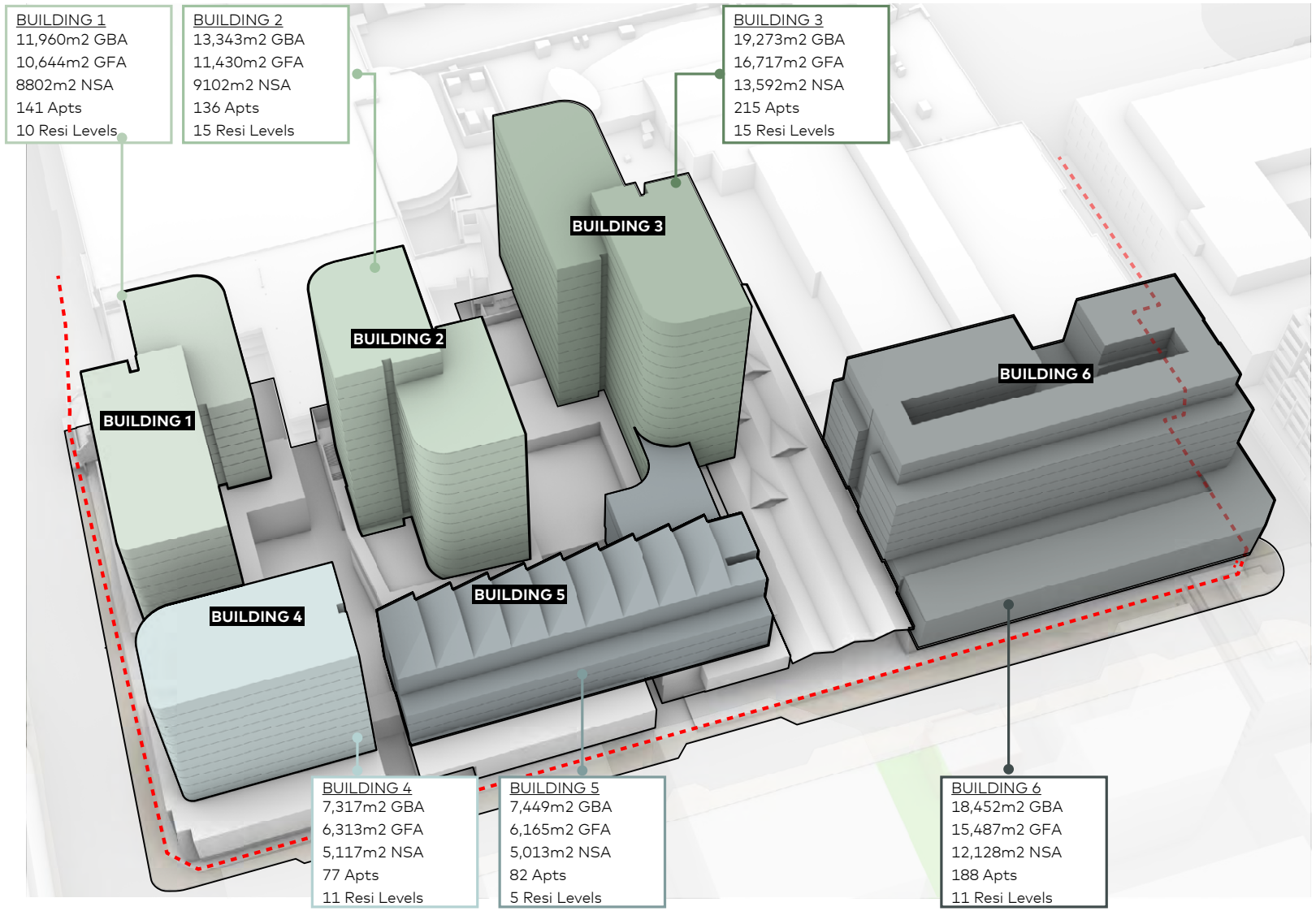

OF ITS PLACE

DESIGNED FOR DELIGHT & RESILIENCE

A PLACE FOR EVERYTHING

A PLACE TO CALL HOME


EXPANDING THE VIEW



Total Residential Yield:

77,793m2 GBA
66,755m2 GFA
53,754m2 NSA
839 Apts

EXCLUDES ALL RESIDENTIAL AMENITIES (LOCATED ON LEVEL 1)

05 ARCHITECTURAL DESIGN RESPONSE

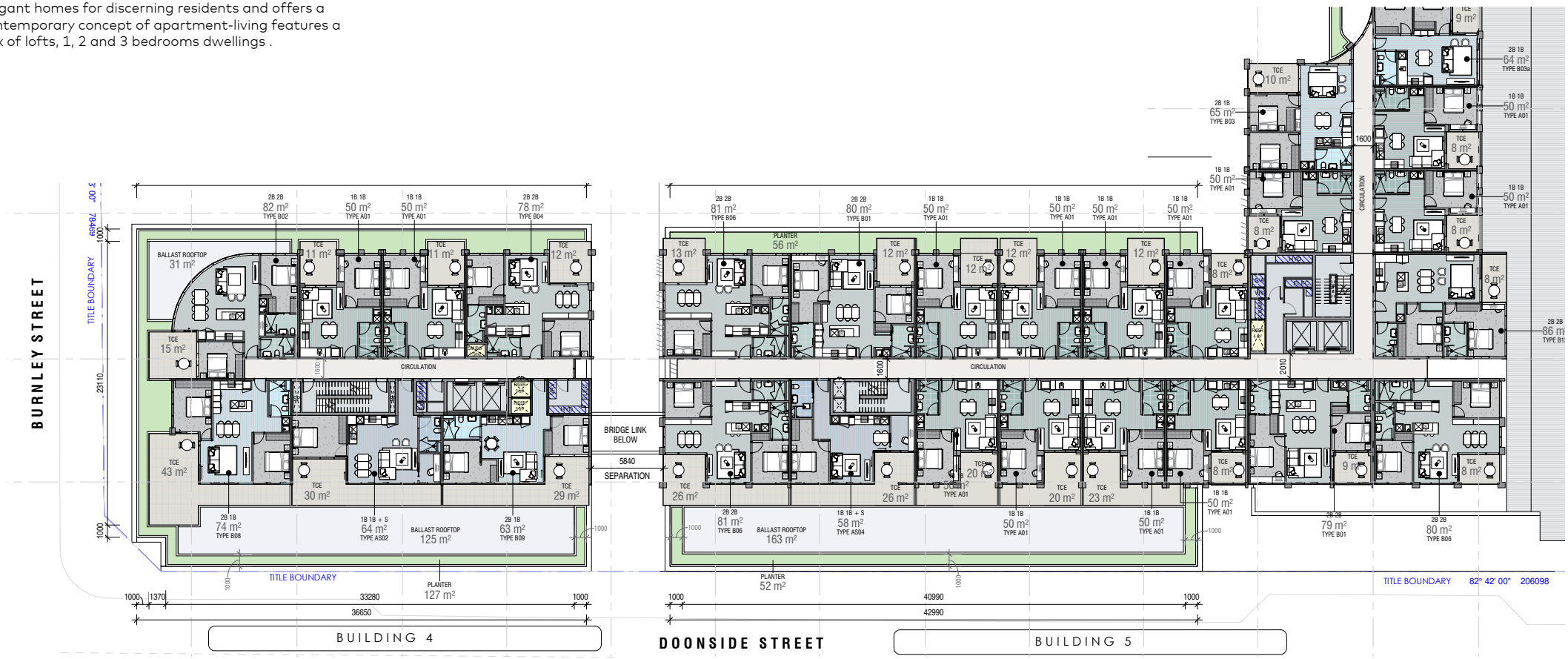
5.16 TOWER ACTIVATION
RESIDENTIAL FLOOR PLATES

A unique mix of premium quality apartment homes are proposed in midrise and highrise apartments. Orientation of apartments seek to take advantage of the view lines.

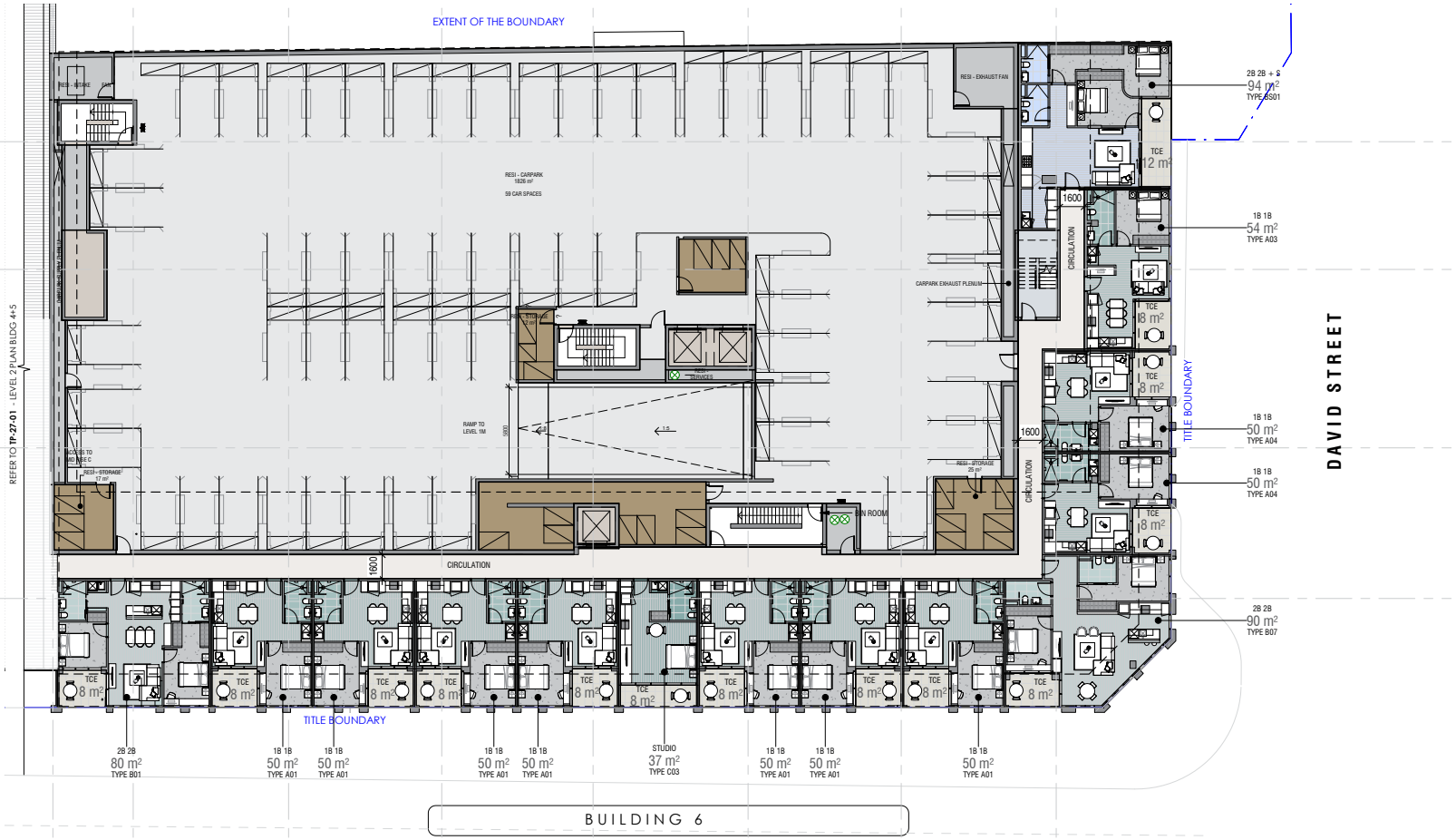
The design provides an expression of quality, elegant homes for discerning residents and offers a contemporary concept of apartment-living features a mix of lofts, 1, 2 and 3 bedrooms dwellings .

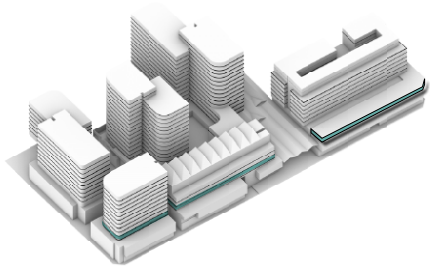
The design of each floor plate has been conceived to allow design flexibility within the building to evolve over time as the individual needs change as well as being responsive to the market requirements.

BUILDING 4 & 5 LEVEL 2 TYPICAL FLOORPLATE
NOT TO SCALE



BUILDING 6 LEVEL 2 TYPICAL FLOORPLATE
NOT TO SCALE

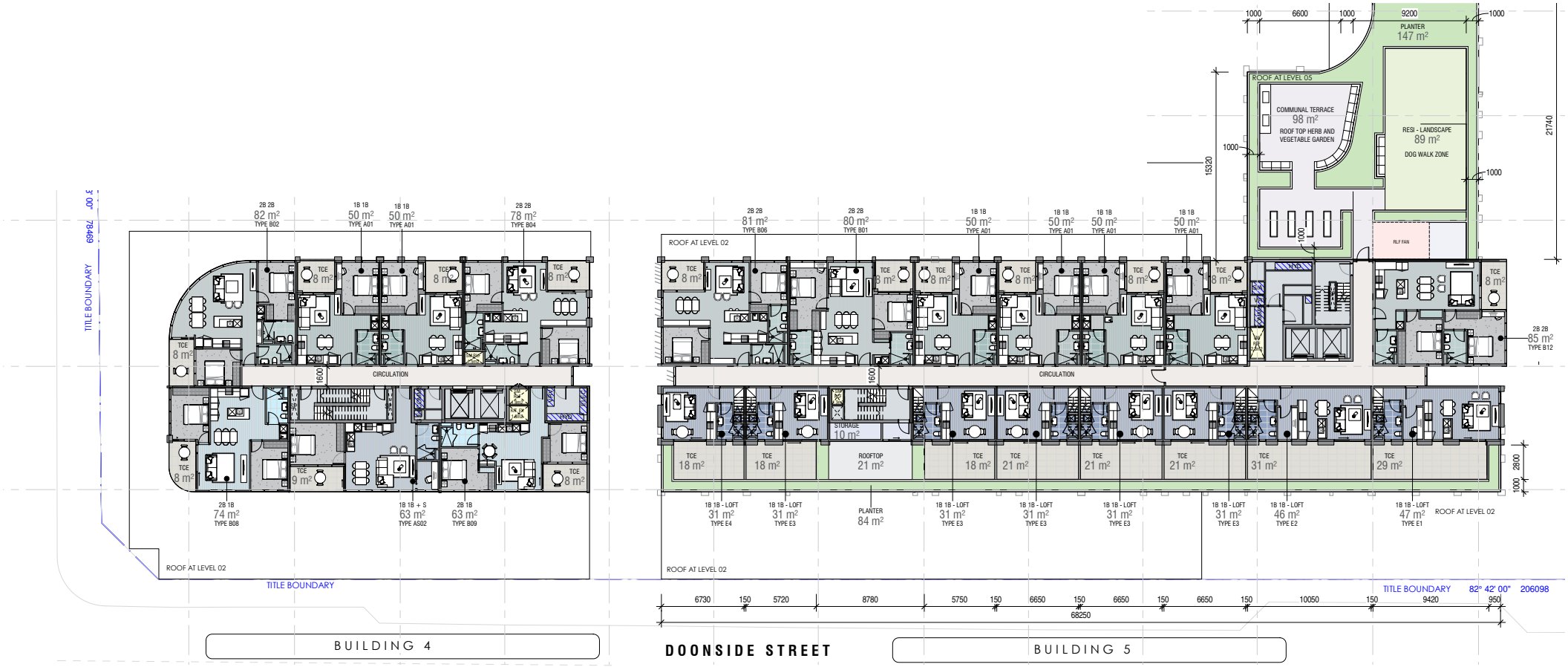




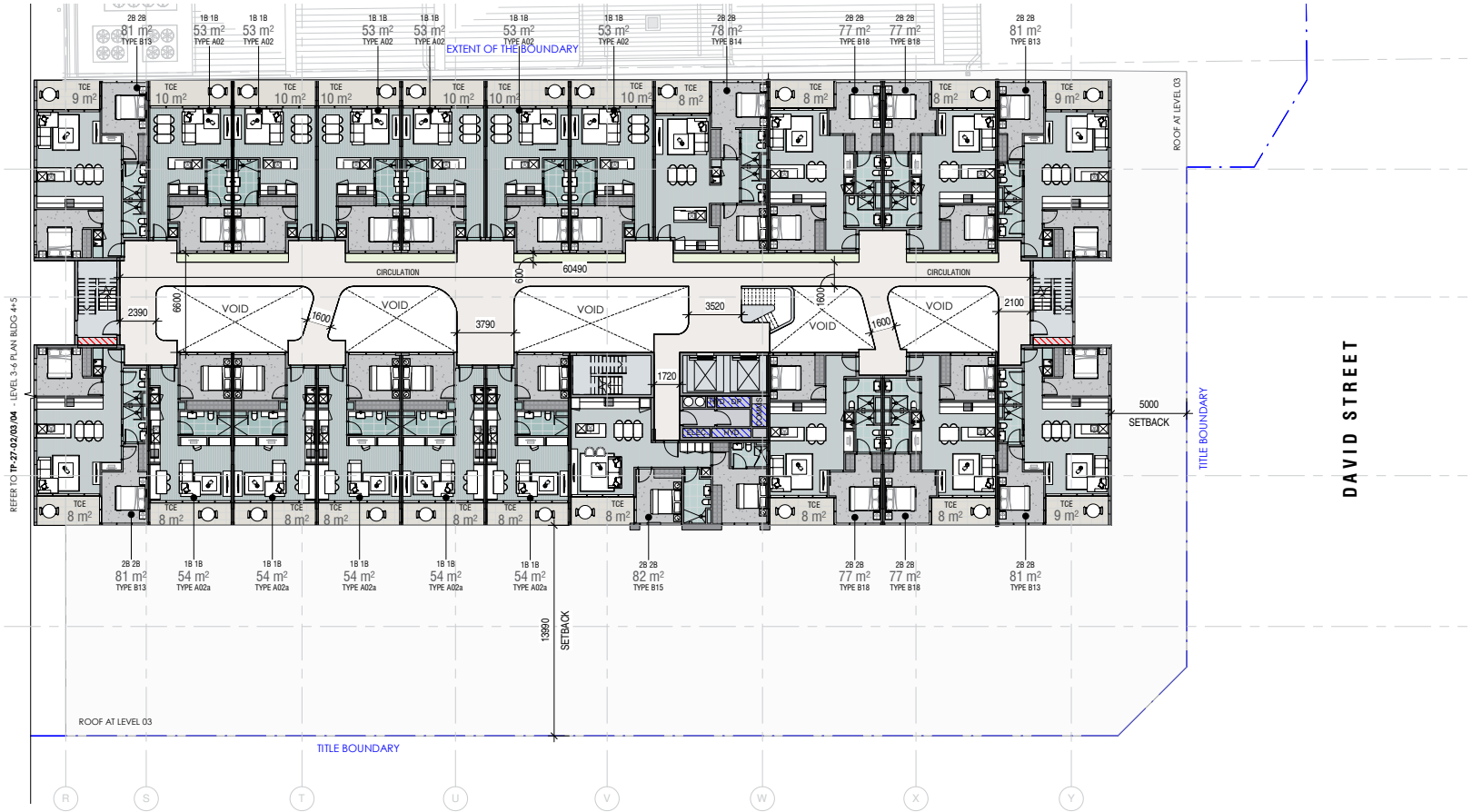
05 ARCHITECTURAL DESIGN RESPONSE

5.16 TOWER ACTIVATION
RESIDENTIAL FLOOR PLATES

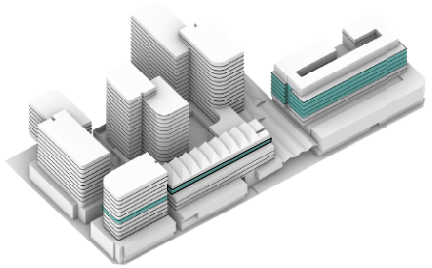
BUILDING 4 & 5 LEVEL 5 TYPICAL FLOORPLATE
NOT TO SCALE



BUILDING 6 LEVEL 5-9 TYPICAL FLOORPLATE
NOT TO SCALE



BUILDING 6



05 ARCHITECTURAL DESIGN RESPONSE

5.16 TOWER ACTIVATION
RESIDENTIAL FLOOR PLATES

INSIDE OUT - FIRST LIFE - THEN SPACES - THEN BUILDINGS "JAN GEHL"

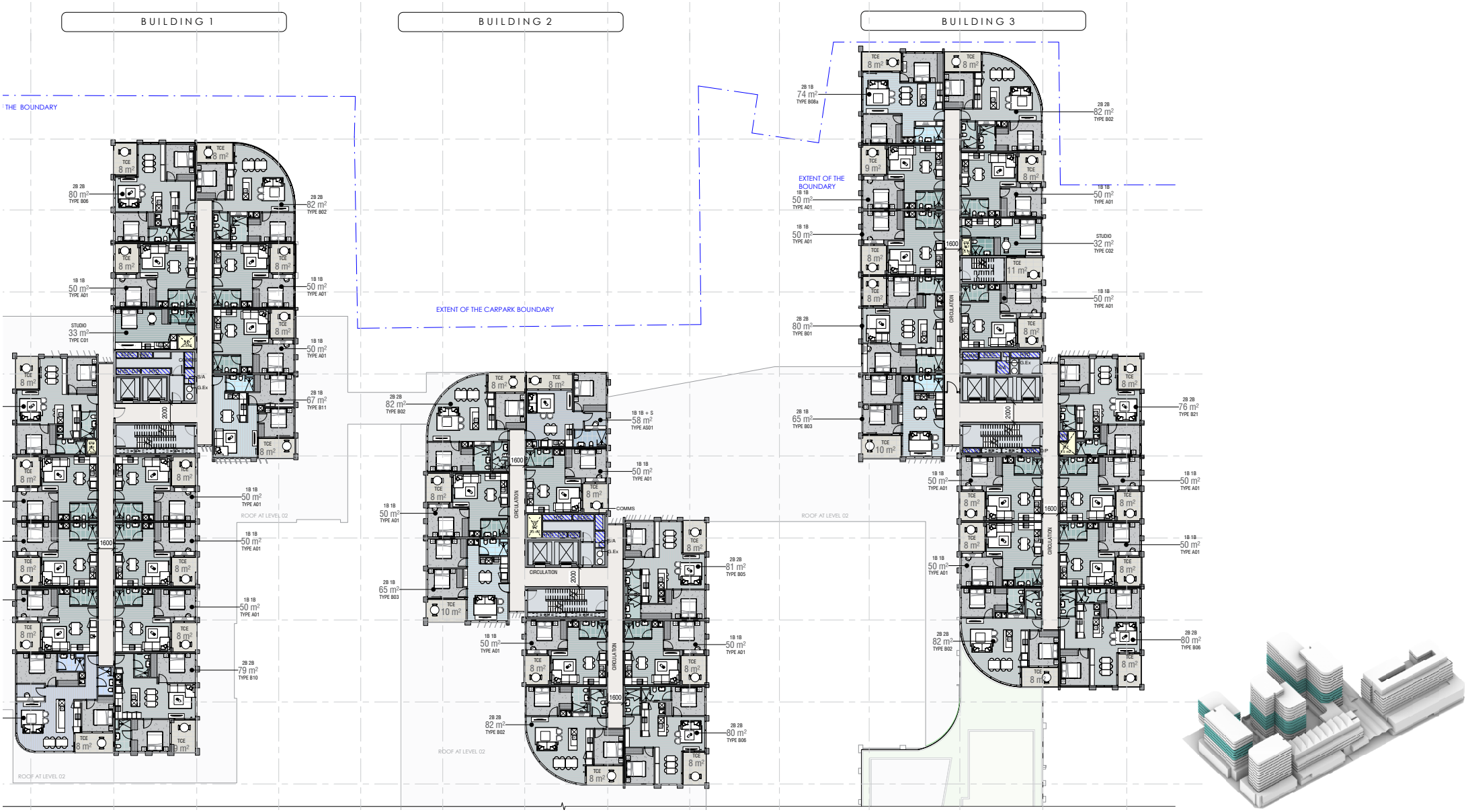
SLEEP

BATHE

COOK

CREATE

TOWERS LEVEL 5-9 - TYPICAL FLOOR PLATE
NOT TO SCALE



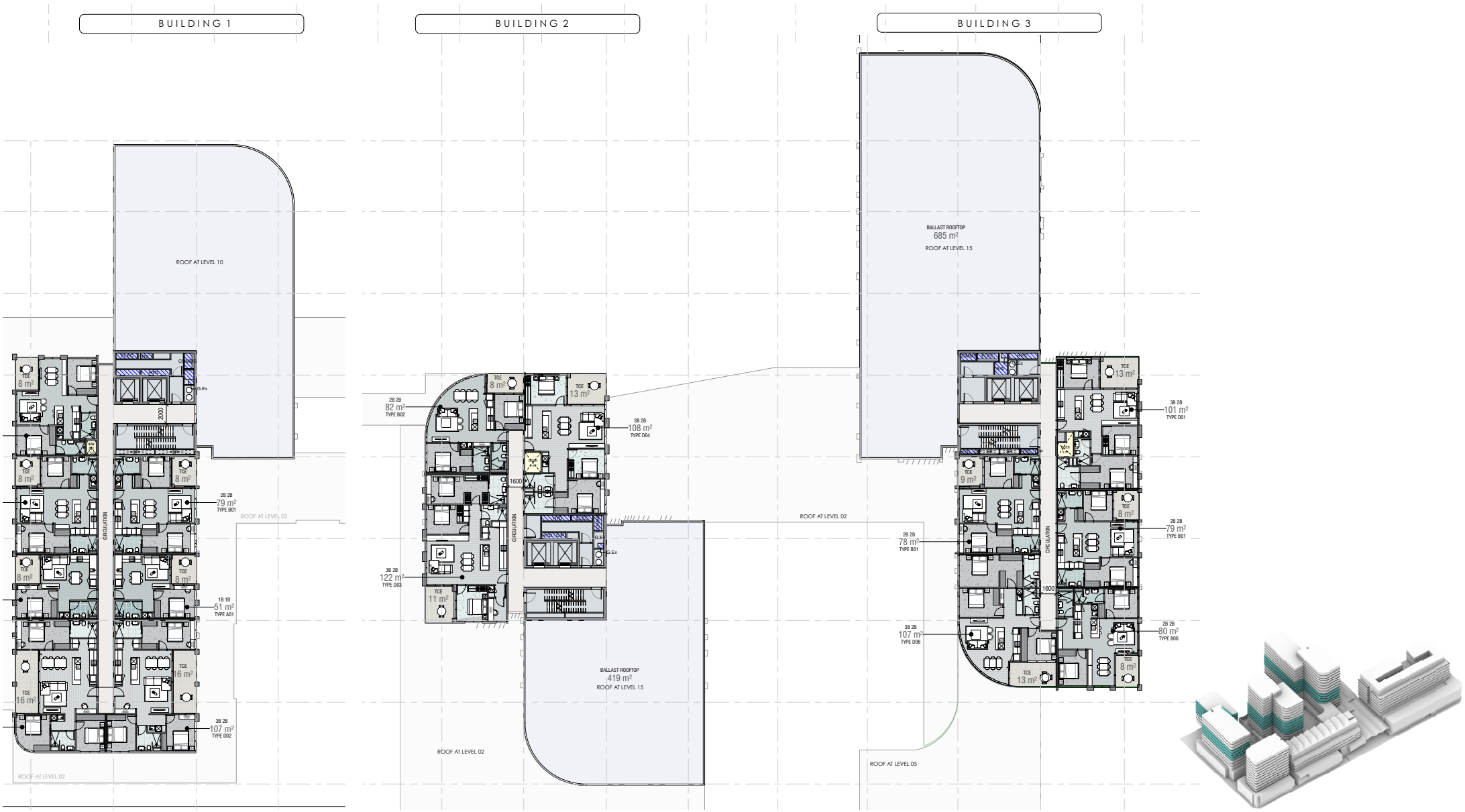
05 ARCHITECTURAL DESIGN RESPONSE

5.16 TOWER ACTIVATION
RESIDENTIAL FLOOR PLATES

A PLACE FOR EVERYTHING - AN ASSEMBLY OF PURPOSEFUL SPACE INTO A COLLECTIVE WHOLE - THE APARTMENT

BUILDING 1 LEVEL 11-12 - TYPICAL FLOOR PLATE
NOT TO SCALE

BUILDING 2 &3 - LEVEL 15-16 TYPICAL FLOOR PLATE
NOT TO SCALE

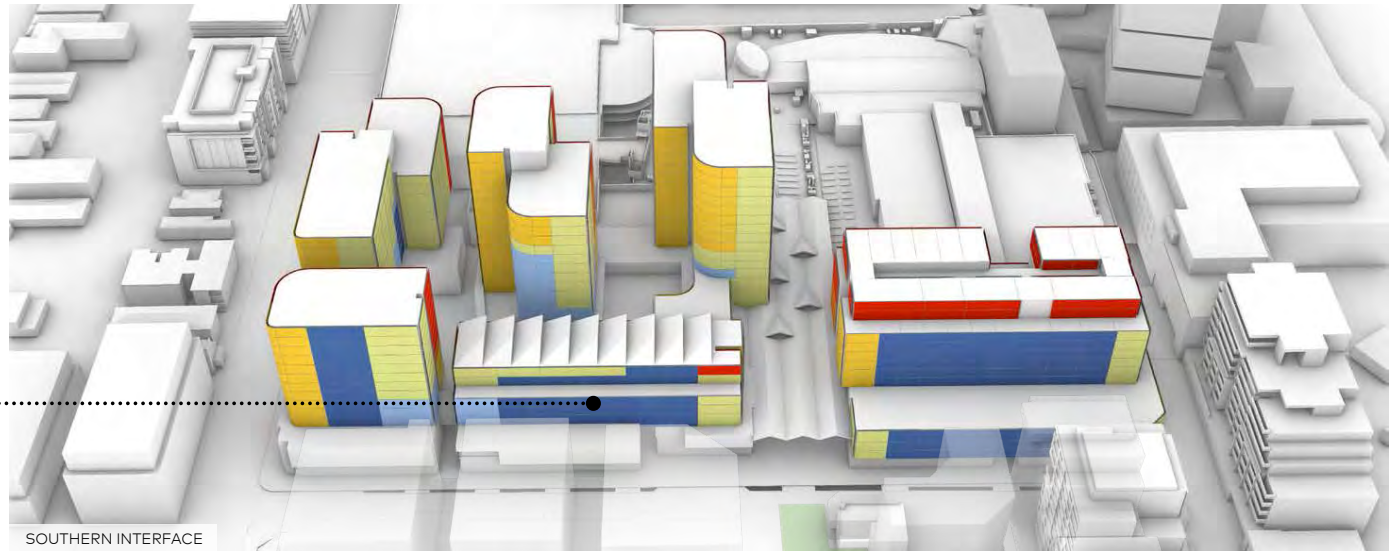


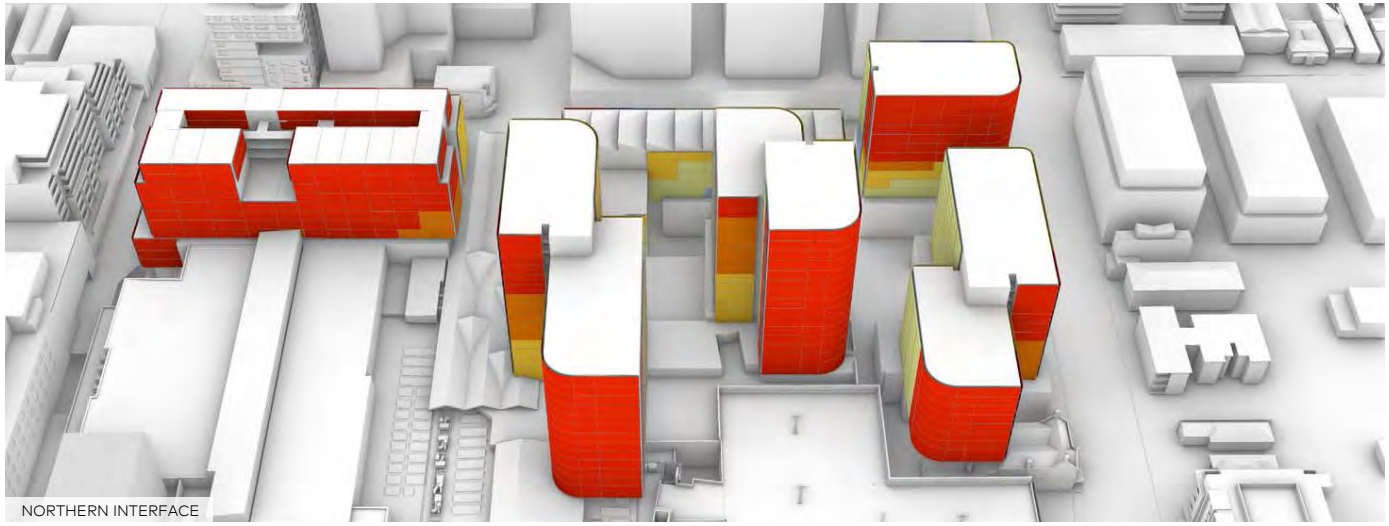
05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS
APARTMENT FACADE SOLAR ANALYSIS

Solar analysis has been carried out across each of the 839 apartment façades. The colour of facade shown on the diagrams indicates the number of hours of direct sun each apartment receives on the Spring Equinox - 21st September between 10am - 3pm.

Building 5 apartments get daylighting from the saw tooth roof



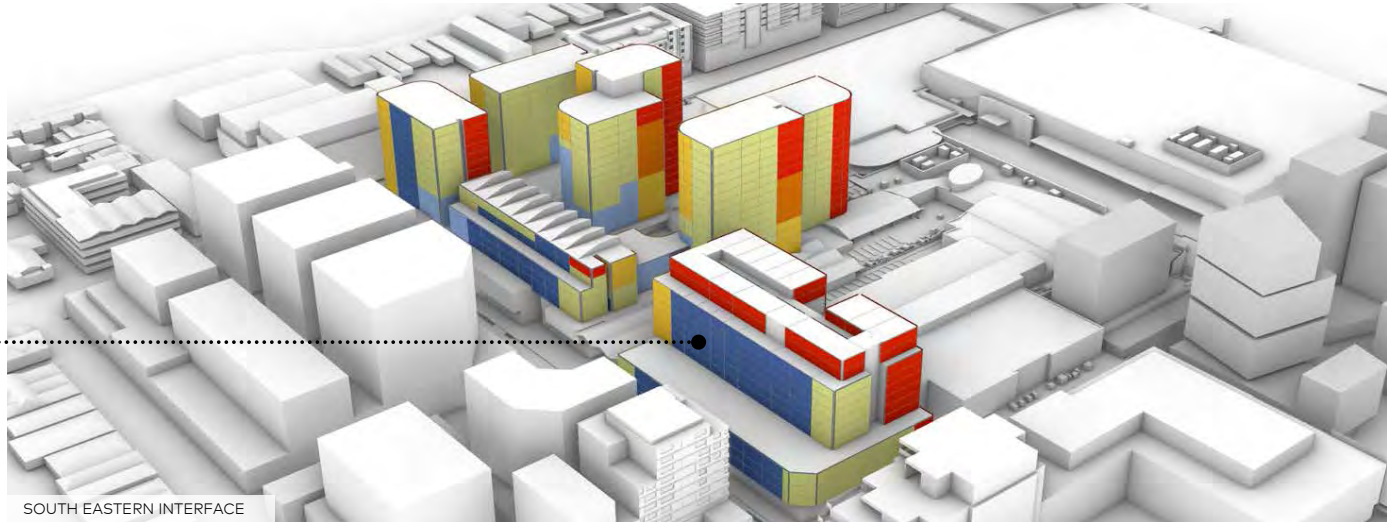


- 5 HOURS
- 4 HOURS
- 3 HOURS
- 2 HOURS
- 1 HOUR
- NO DIRECT SUN

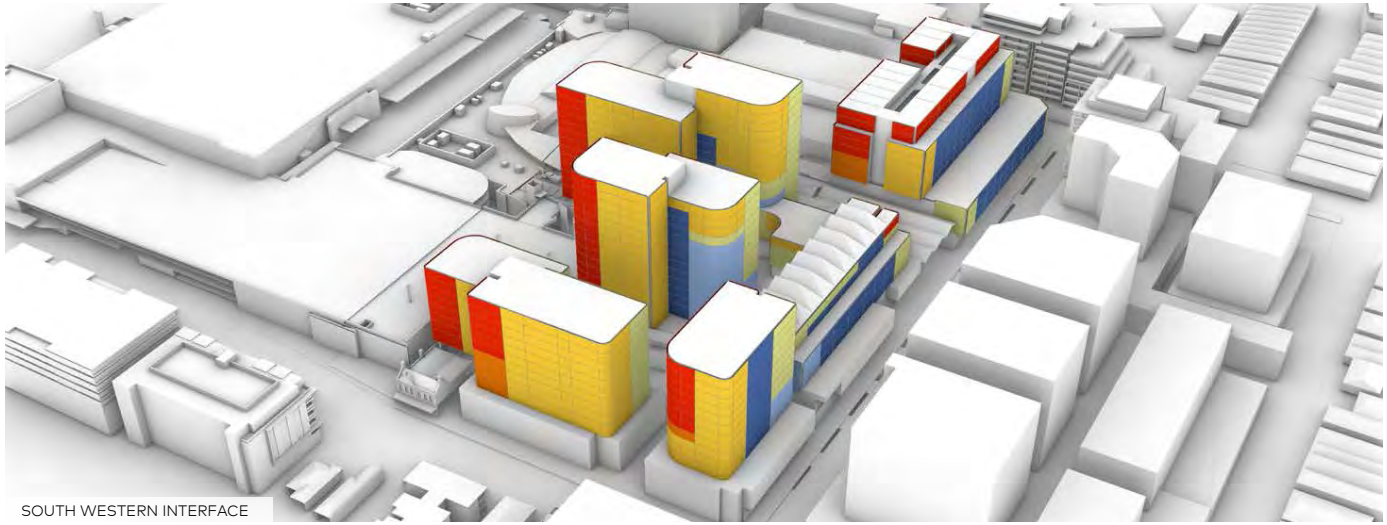
SPRING EQUINOX 21ST SEPTEMBER 10AM-3PM

78.8% OF APARTMENTS RECEIVE 2 OR MORE HOURS OF DIRECT SUN

Building 6 apartments get northern daylighting from the facade



SOUTH EASTERN INTERFACE



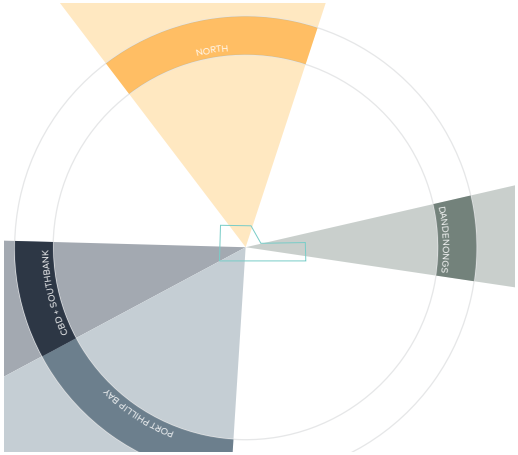
SOUTH WESTERN INTERFACE

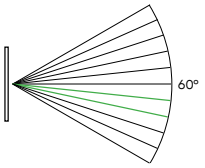
- 5 HOURS
- 4 HOURS
- 3 HOURS
- 2 HOURS
- 1 HOUR
- NO DIRECT SUN

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS
APARTMENT VIEW ANALYSIS

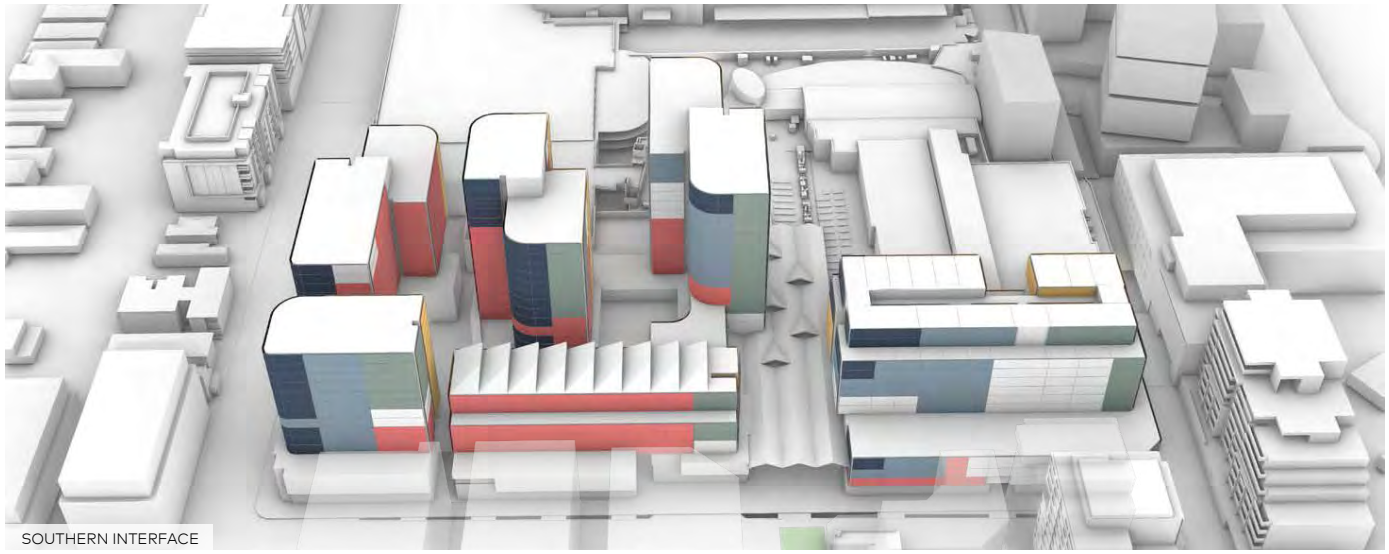
The scheme has been designed to maximise high level views to the surrounding areas including the CBD and Dandenong Ranges. View analysis has been carried out to measure the predominate view of apartment within a 60° viewing angle from the centre of each facade. To be classified as having an clear view, the apartment must have unobstructed views across a minimum of 10° of the 60° viewing angle.



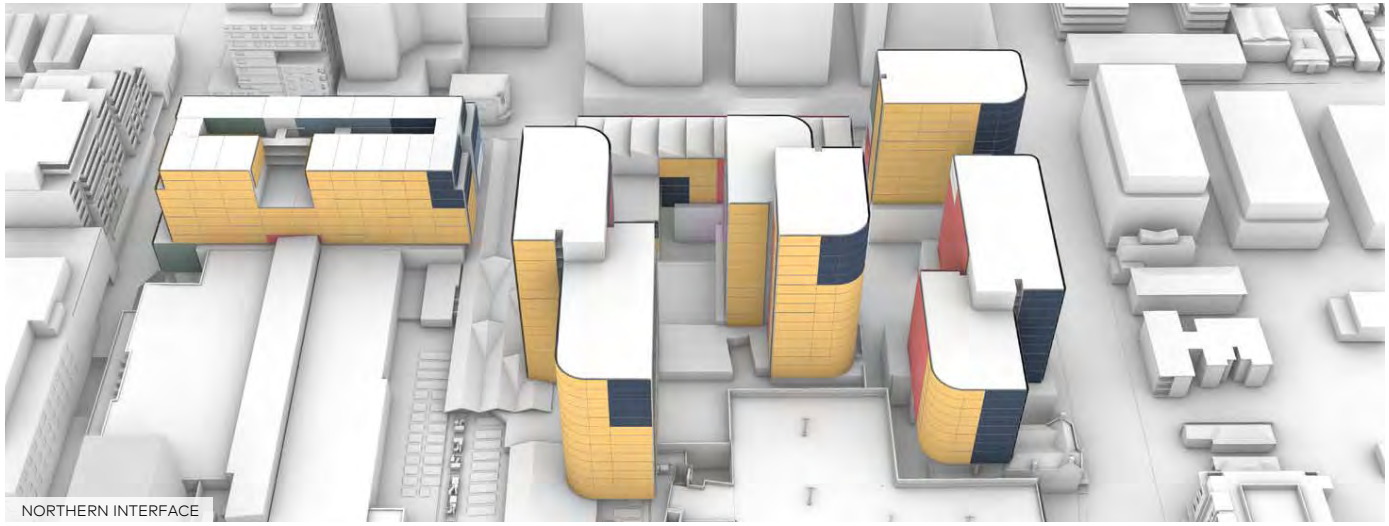


CLEAR VIEWS = 2 OR MORE UNOBSTRUCTED RAYS WITHIN A 60° VIEWING ANGLE

- CLEAR VIEW TO CBD
- CLEAR VIEW TO NORTH
- CLEAR VIEW TO DANDENONGS
- CLEAR VIEW TO BAY
- CLEAR VIEW
- OBSTRUCTED VIEW



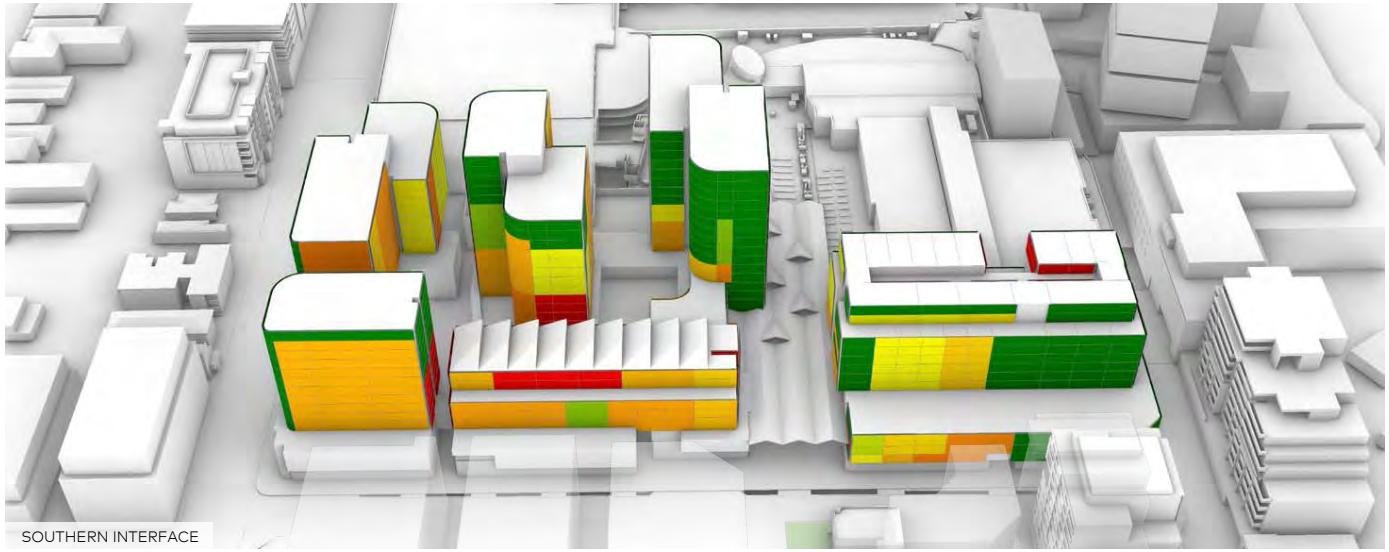
SOUTHERN INTERFACE



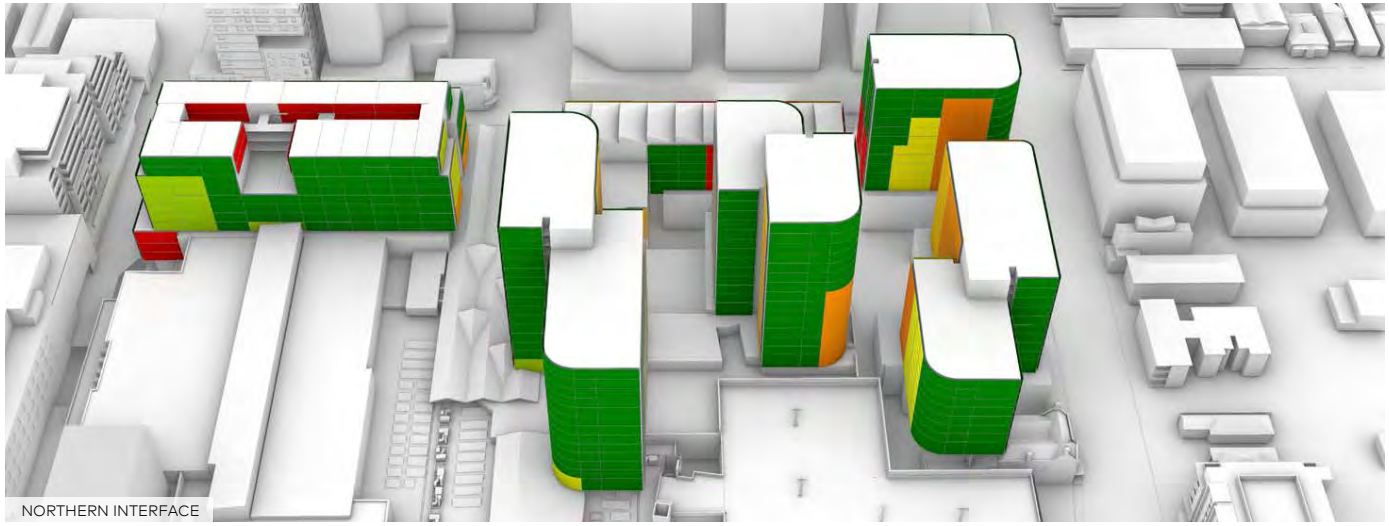
NORTHERN INTERFACE

5.17 TOWER ACTIVATION - BADS ANALYSIS
APARTMENT SEPARATION ANALYSIS

The interlocking form enables generous separation between the residential towers. The diagram to the right shows the distance from each apartment to the nearest neighbour, measured perpendicular from the centre of the facade.



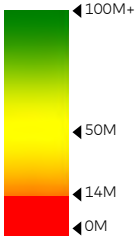
SOUTHERN INTERFACE



NORTHERN INTERFACE

PERPENDICULAR DISTANCE FROM FACADE

X M



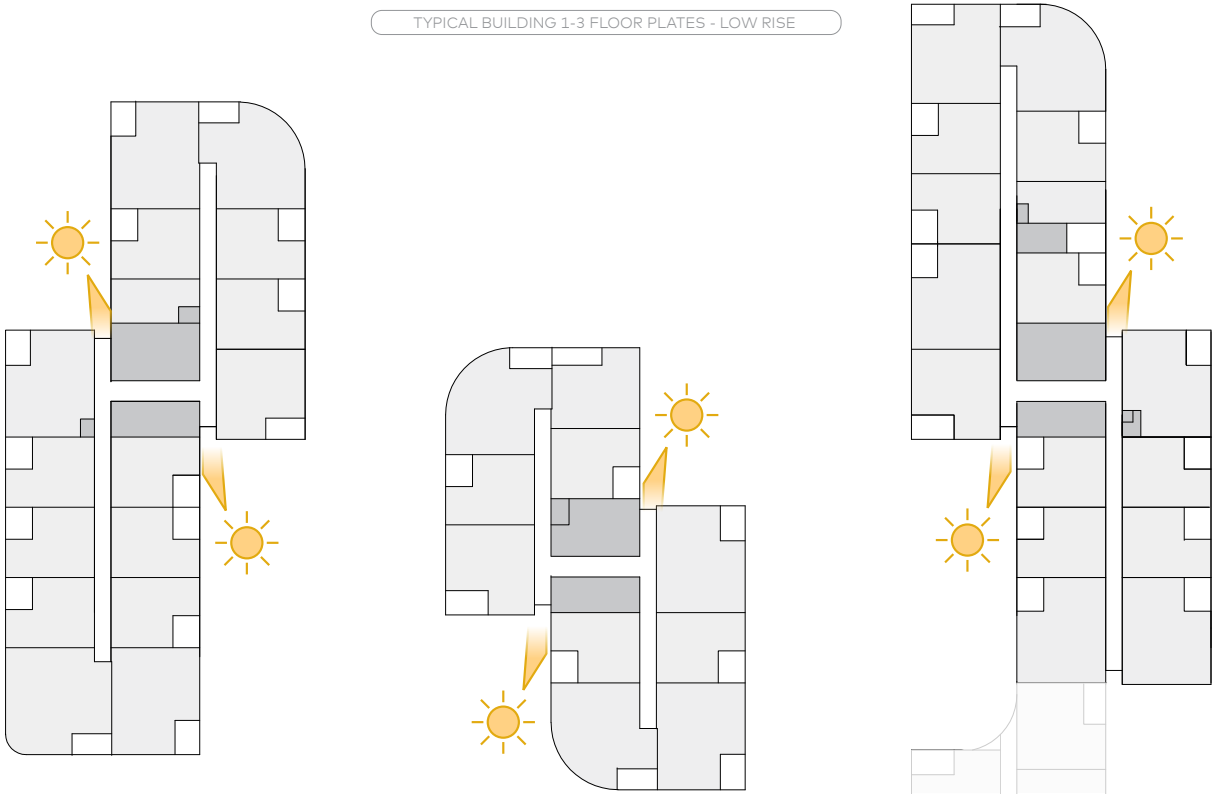
05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS
DAYLIGHT ACCESS TO CIRCULATION

The Better Apartments Design Standards have been introduced to improve the liveability and sustainability of apartments across Victoria.

The guidelines aim to explain the apartment standards and provide guidance on matters to consider when assessing the objectives of the apartment standards. The guidelines aim to provide consistency in the assessment of planning permit applications for apartment developments, and something architects need to adopt and incorporate into their scheme.

TYPICAL BUILDING 1-3 FLOOR PLATES - LOW RISE



BUILDING 1
LEVEL 2-9

BUILDING 2
LEVEL 2-14

BUILDING 3
LEVEL 2-14

BUILDING ENTRY AND CIRCULATION

Provide common areas and corridors:

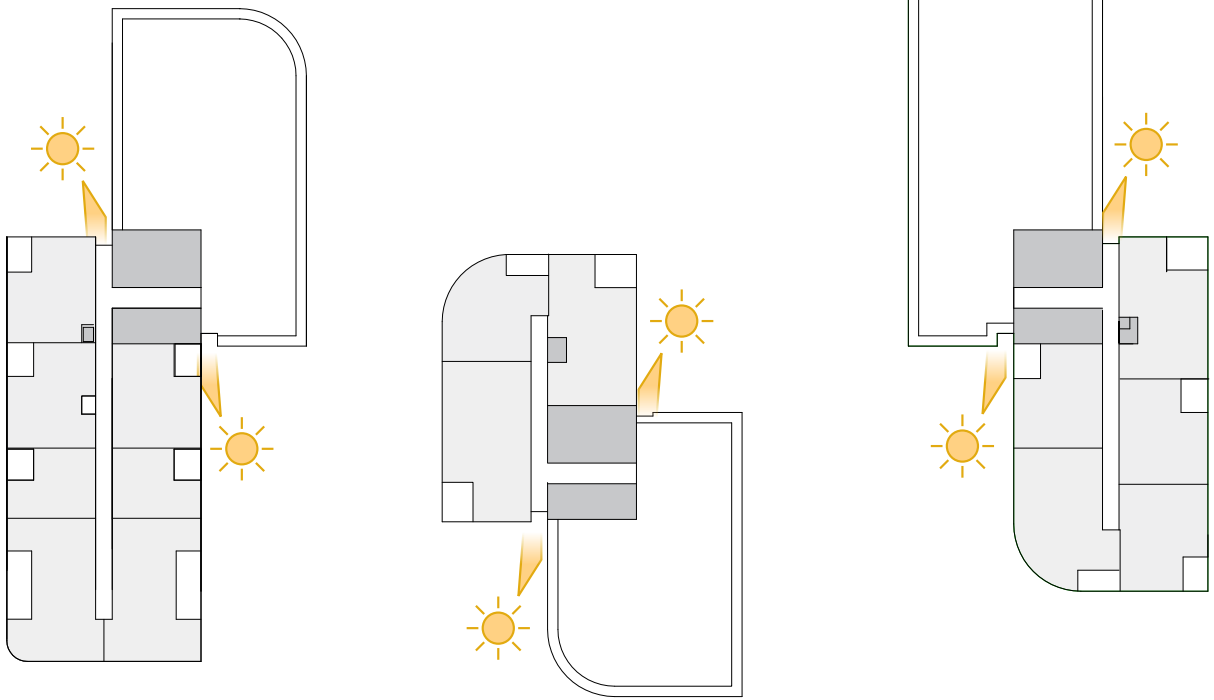
☑ Include at least one source of natural light and natural ventilation.

☑ Avoid obstruction from building services.

☑ Maintain clear sight lines.

NATURAL SUNLIGHT TO CORRIDOR

TYPICAL BUILDING 1-3 FLOOR PLATES - HIGH RISE



BUILDING 1
LEVEL 10-11

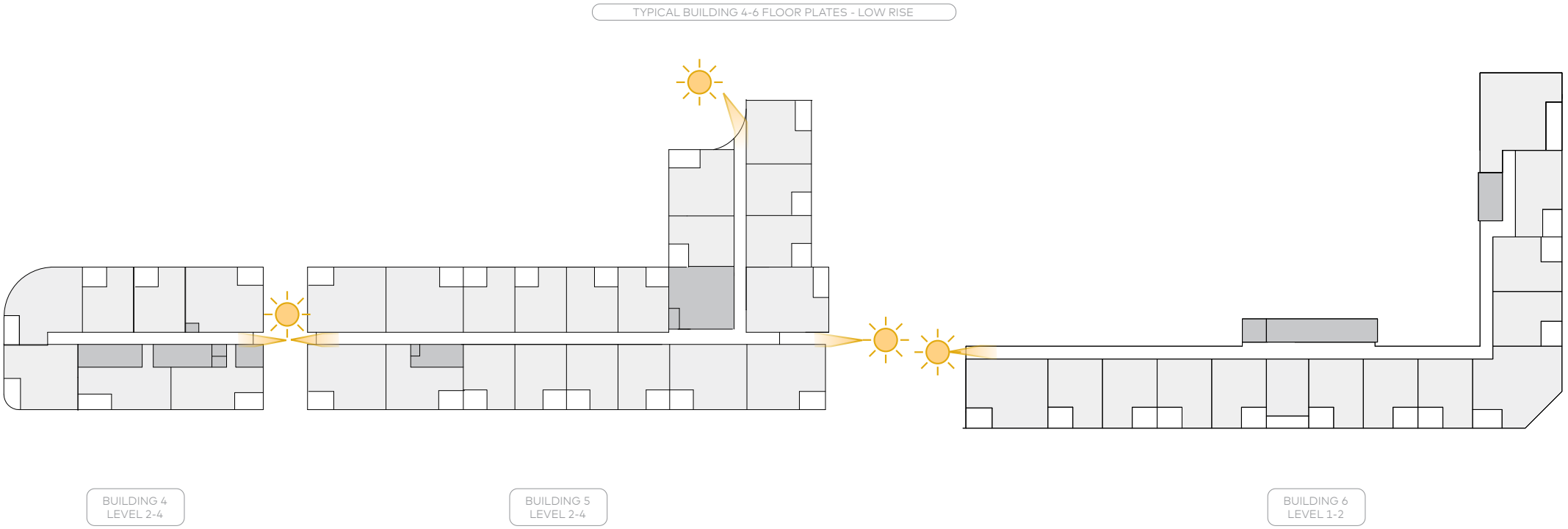
BUILDING 2
LEVEL 15-16

BUILDING 3
LEVEL 15-16

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

DAYLIGHT ACCESS TO CIRCULATION



BUILDING ENTRY AND CIRCULATION

Provide common areas and corridors:

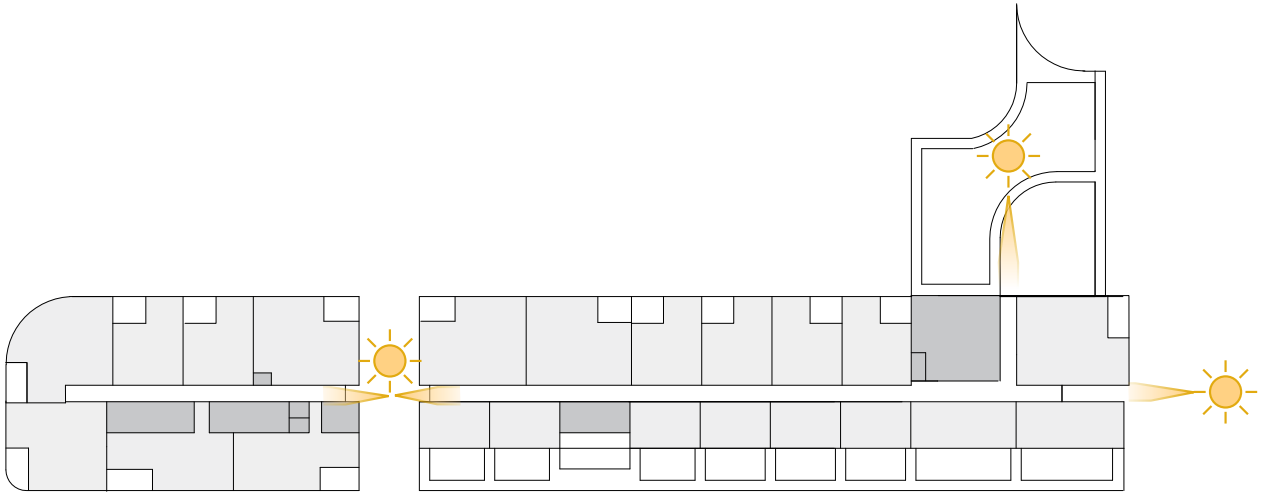
☑ Include at least one source of natural light and natural ventilation.

☑ Avoid obstruction from building services.

☑ Maintain clear sight lines.

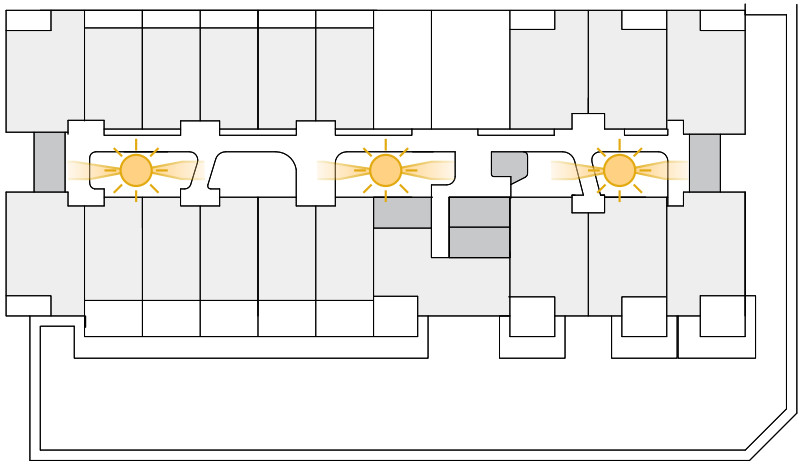
NATURAL SUNLIGHT TO CORRIDOR

TYPICAL BUILDING 4-6 FLOOR PLATES - MID RISE

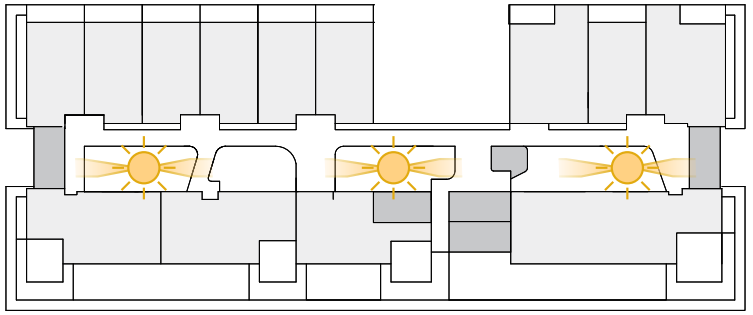


BUILDING 4
LEVEL 5-6

BUILDING 5
LEVEL 5-6



BUILDING 6
LEVEL 3-8



BUILDING 6
LEVEL 9-10

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS
CROSS VENTILATION

NATURAL CROSS VENTILATION TO ALL FOUR CORNERS

TYPICAL BUILDING 1-3 FLOOR PLATES - LOW RISE

BUILDING 1 LEVEL 2-9

BUILDING 2 LEVEL 2-14

BUILDING 3 LEVEL 2-14

NATURAL VENTILATION

The design and layout of dwellings should maximise operable windows, doors or other devices in an external wall of the building, where appropriate.

At least 40% of dwellings should achieve effective cross ventilation.

Effective cross ventilation is achieved where:

- ☑ There is a maximum breeze way through the dwelling of 18 metres
- ☑ There is a minimum breeze path through the dwelling of 5 metres
- ☑ The ventilation openings have approximately the same area
- ☑ The breeze path is measured between the ventilation openings on different orientations of the dwelling.

Building 1 - Lower levels (L02)

1 BED	2 BED						2 BED STUDY	STUDIO	Number of Apartments
A01	B01	B02	B04	B06	B10	B11	BS02	C01	With Cross Ventilation
×	×	✓	✓	✓	✓	✓	✓	×	6

Building 2 - Lower levels (L02)

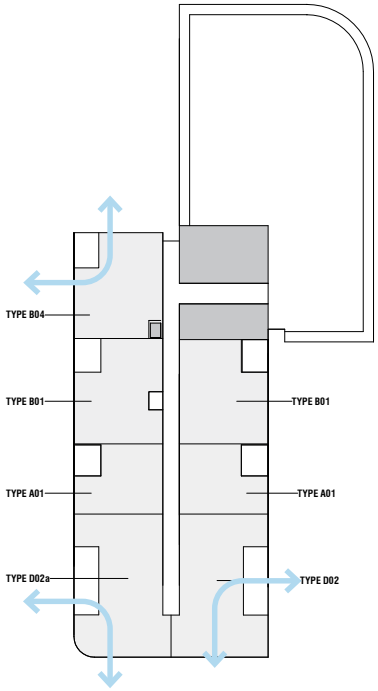
1 BED	1 BED STUDY	2 BED					Number of Apartments
A01	AS01	B02	B03	B04	B05	B06	With Cross Ventilation
×	✓	✓	✓	✓	✓	✓	5

Building 3 - Lower levels (L02)

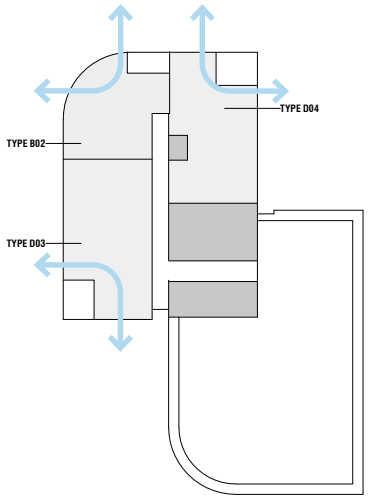
1 BED	2 BED					STUDIO	Number of Apartments
A01	B01	B02	B03	B08a	B21	C02	With Cross Ventilation
×	×	✓	✓	✓	✓	×	4

Total Apartments	839
Total Apartments with Cross Ventilation	**424**
% of Apartments with Cross Ventilation	**50.5%**

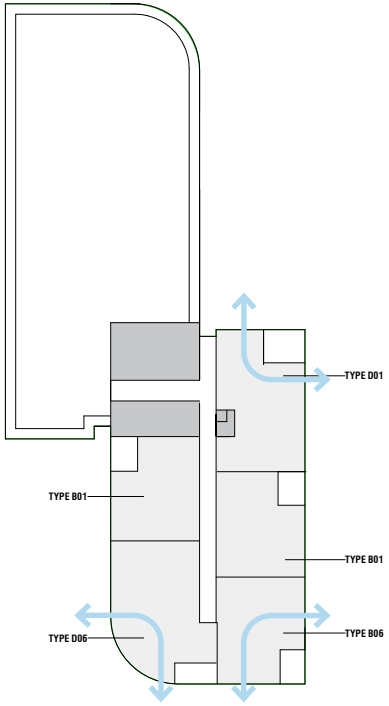
TYPICAL BUILDING 1-3 FLOOR PLATES - HIGH RISE



BUILDING 1
LEVEL 10-11



BUILDING 2
LEVEL 15-16



BUILDING 3
LEVEL 15-16

Building 1 - Upper levels (L10)

1 BED	2 BED		3 BED		Number of Apartments
A01	B01	B04	D02	D02a	With Cross Ventilation
×	×	✓	✓	✓	3

Building 2 - Upper levels (L15)

2 BED	3 BED		Number of Apartments
B02	D03	D04	With Cross Ventilation
✓	✓	✓	3

Building 3 - Upper levels (L15)

2 BED		3 BED		Number of Apartments
B01	B06	D01	D06	With Cross Ventilation
×	✓	✓	✓	3

Total Apartments	839
Total Apartments with Cross Ventilation	**424**
% of Apartments with Cross Ventilation	**50.5%**

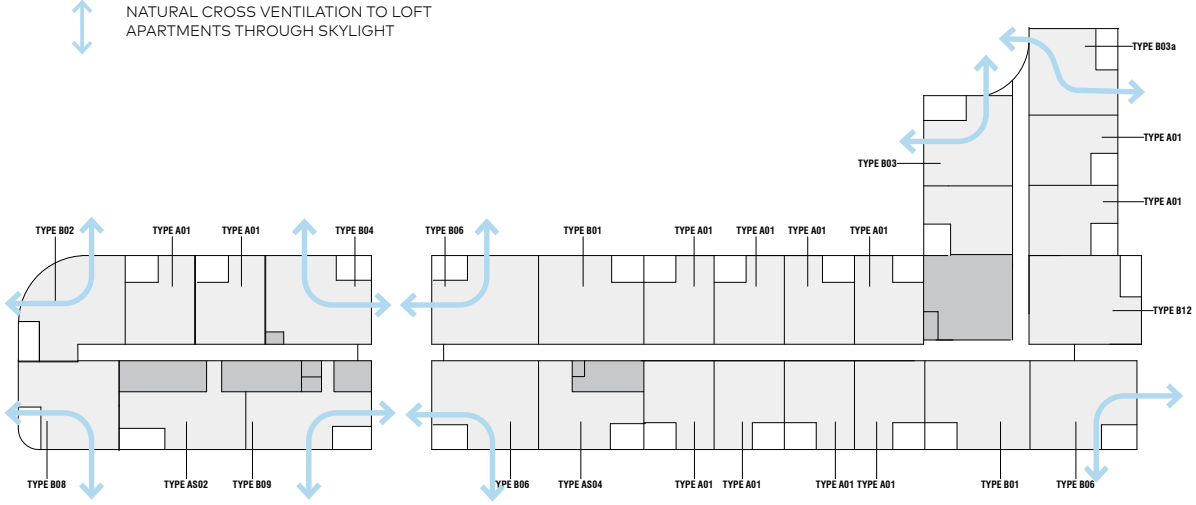
05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS
CROSS VENTILATION

TYPICAL BUILDING 4-6 FLOOR PLATES - LOW RISE

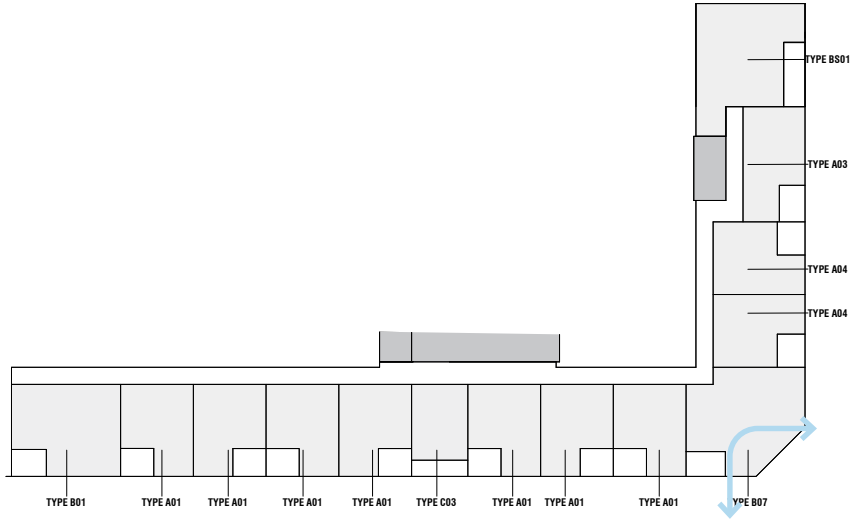
NATURAL CROSS VENTILATION TO ALL FOUR CORNERS

NATURAL CROSS VENTILATION TO LOFT APARTMENTS THROUGH SKYLIGHT



BUILDING 4 LEVEL 2-4

BUILDING 5 LEVEL 2-4



BUILDING 6 LEVEL 1-2

NATURAL VENTILATION

The design and layout of dwellings should maximise operable windows, doors or other devices in an external wall of the building, where appropriate.

At least 40% of dwellings should achieve effective cross ventilation.

Effective cross ventilation is achieved where:

- ☑ There is a maximum breeze way through the dwelling of 18 metres
- ☑ There is a minimum breeze path through the dwelling of 5 metres
- ☑ The ventilation openings have approximately the same area
- ☑ The breeze path is measured between the ventilation openings on different orientations of the dwelling.

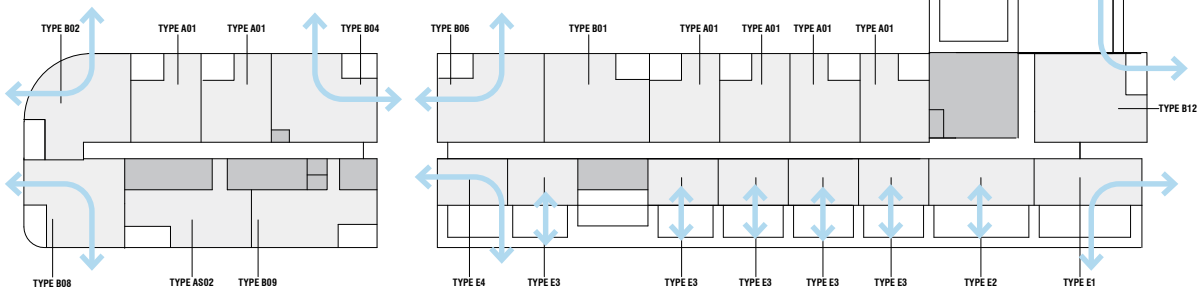
Building 4-6 - Lower levels (L2)

1 BED			1 BED STUDY		2 BED									
A01	A03	A04	AS02	AS04	B01	B02	B03	B03a	B04	B06	B07	B08	B09	B12
×	✓	×	×	×	×	✓	✓	✓	✓	✓	✓	✓	×	✓

2 BED STUDY	STUDIO	Number of Apartments
BS01	C03	With Cross Ventilation
×	×	9

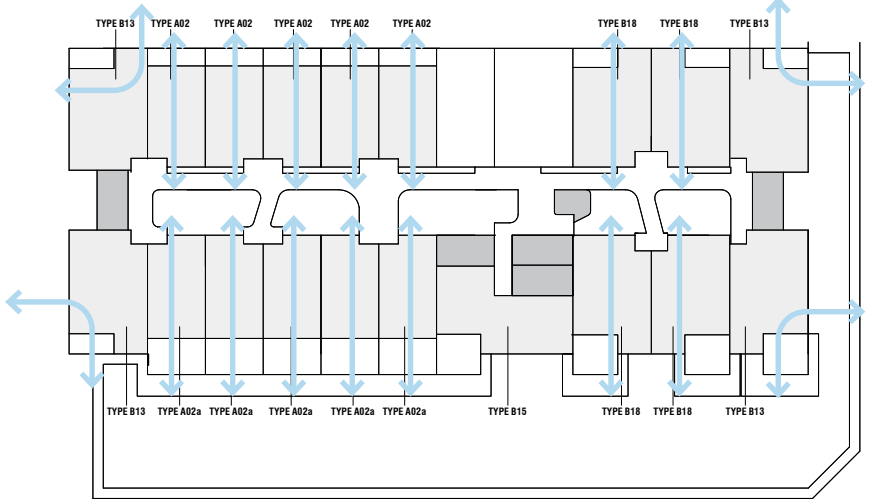
Total Apartments	839
Total Apartments with Cross Ventilation	**424**
% of Apartments with Cross Ventilation	**50.5%**

TYPICAL BUILDING 4-6 FLOOR PLATES - MID RISE

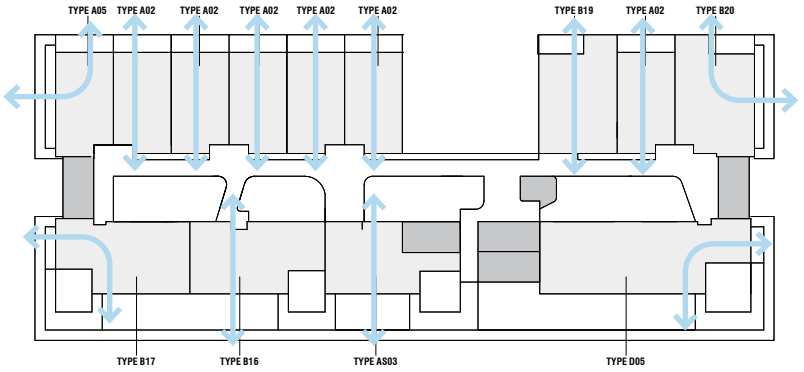


BUILDING 4
LEVEL 5-6

BUILDING 5
LEVEL 5-6



BUILDING 6
LEVEL 3-8



BUILDING 6
LEVEL 9-10

Building 4-6 - Upper levels (Building 4-5 level 05, Building 6 Level 03)

1 BED				1 BED STUDY		2 BED											
A01	A02	A02a	A05	AS02	AS03	B01	B02	B04	B06	B08	B09	B12	B13	B15	B18	B19	B20
✗	✓	✓	✓	✗	✗	✗	✓	✓	✓	✓	✗	✓	✓	✗	✓	✓	✓

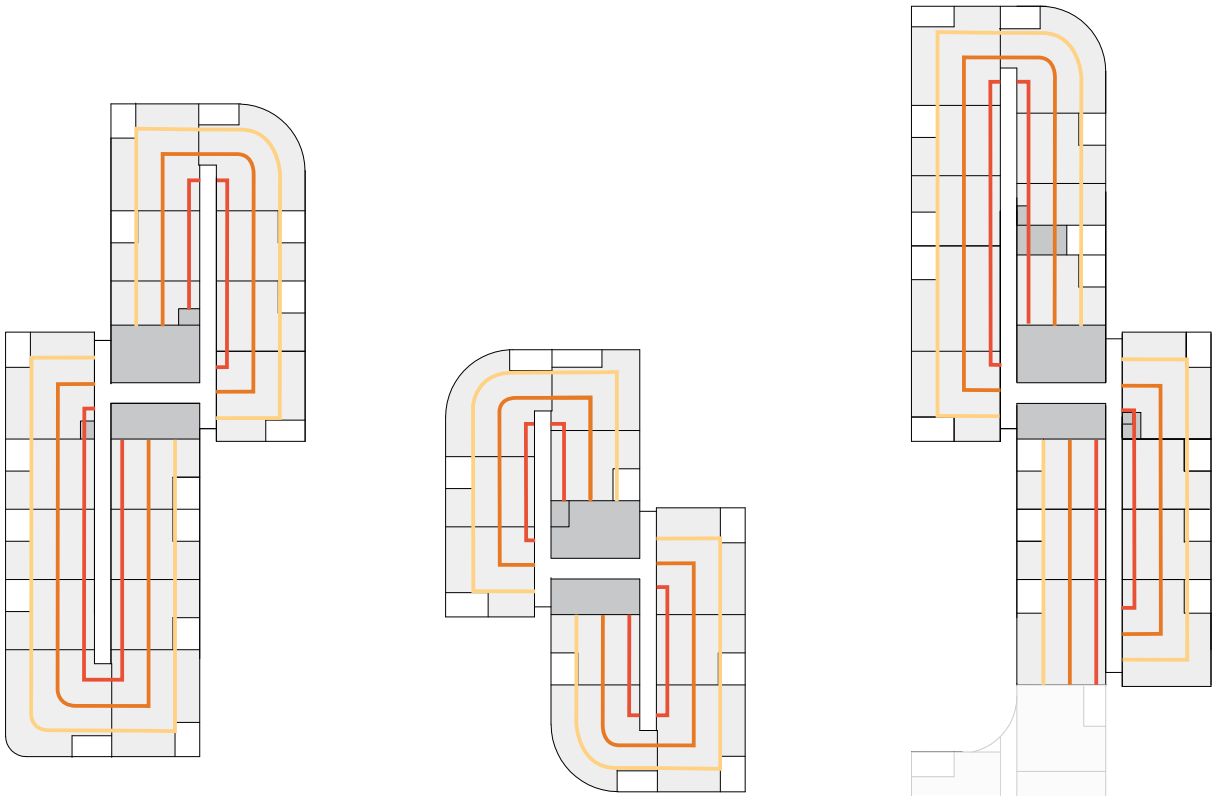
3 BED	1 BED LOFT				Number of Apartments
D05	E01	E02	E03	E04	With Cross Ventilation
✓	✓	✓	✓	✓	**17**

Total Apartments	839
Total Apartments with Cross Ventilation	**424**
% of Apartments with Cross Ventilation	**50.5%**

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS
DAYLIGHT ACCESS - ROOM DEPTH

TYPICAL BUILDING 1-3 FLOOR PLATES - LOW RISE



BUILDING 1
LEVEL 2-9

BUILDING 2
LEVEL 2-14

BUILDING 3
LEVEL 2-14

DAYLIGHT ACCESS - ROOM DEPTH

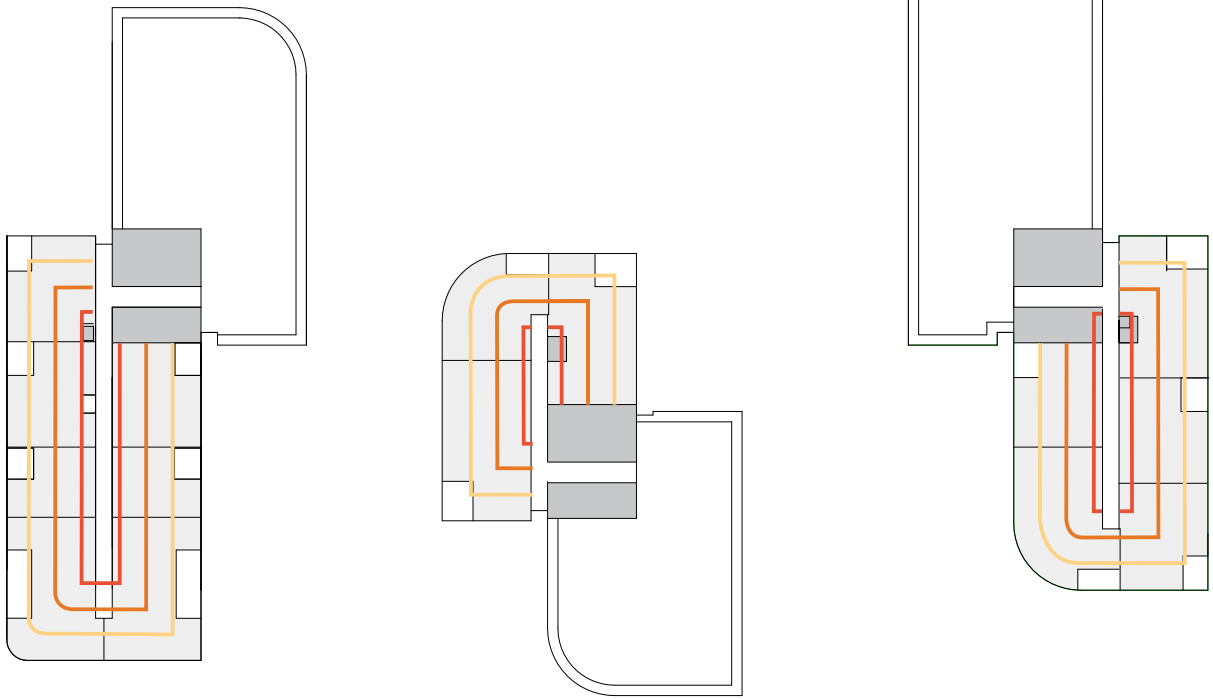
Standard A single aspect habitable room should not exceed a room depth of 2.5 times the ceiling height.

A single aspect open plan habitable room depth may be increased to 9 metres providing the following requirements are met:

- ☑ 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 the finished floor level to finished ceiling level, except where services are provided above the kitchen
- ☑ The room depth is measured from the external surface of the habitable room window to the rear wall

2.5 METRES DEPTH
5 METRES DEPTH
7.5 METRES DEPTH

TYPICAL BUILDING 1-3 FLOOR PLATES - HIGH RISE



BUILDING 1
LEVEL 10-11

BUILDING 2
LEVEL 15-16

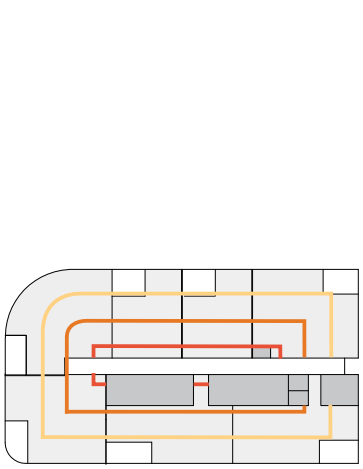
BUILDING 3
LEVEL 15-16

05 ARCHITECTURAL DESIGN RESPONSE

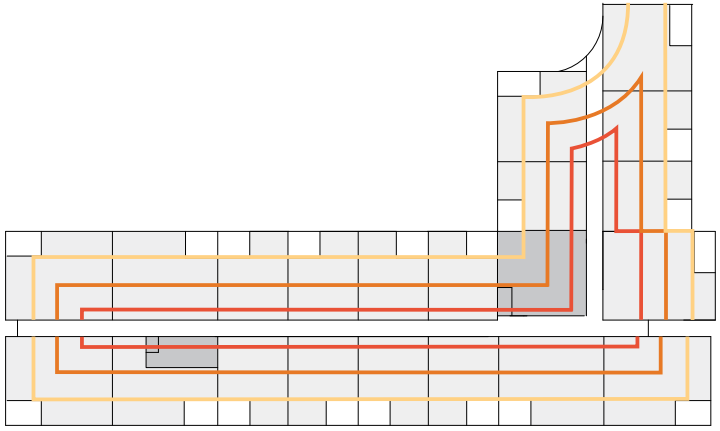
5.17 TOWER ACTIVATION - BADS ANALYSIS

DAYLIGHT ACCESS - ROOM DEPTH

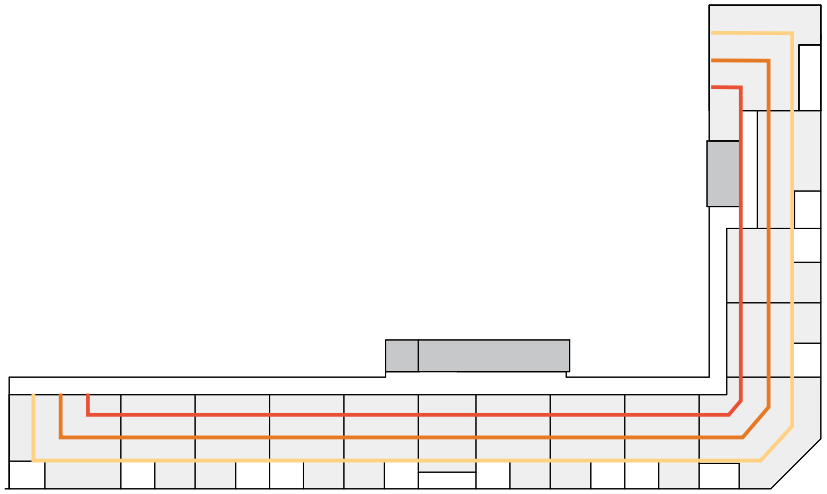
TYPICAL BUILDING 4-6 FLOOR PLATES - LOW RISE



BUILDING 4
LEVEL 2-4



BUILDING 5
LEVEL 2-4



BUILDING 6
LEVEL 1-2

DAYLIGHT ACCESS - ROOM DEPTH

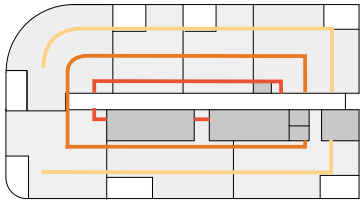
Standard A single aspect habitable room should not exceed a room depth of 2.5 times the ceiling height.

A single aspect open plan habitable room depth may be increased to 9 metres providing the following requirements are met:

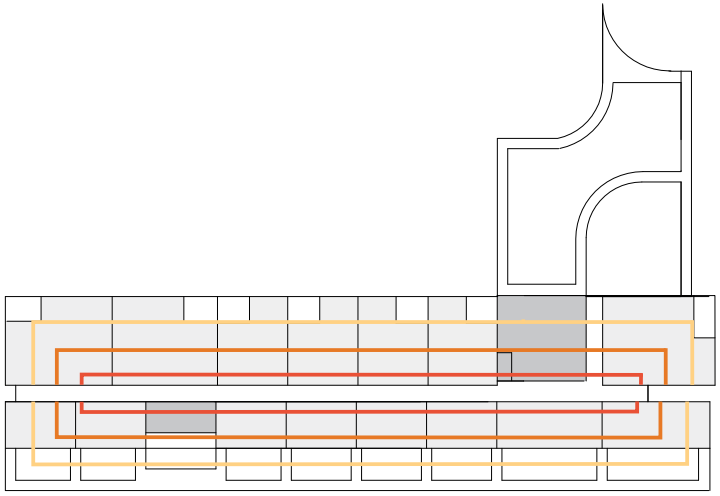
- ☑ The room combines the living area, dining area and kitchen
- ☑ The kitchen is located furthest from the window
- ☑ The ceiling height is at least 2.7 metres measured from the finished floor level to finished ceiling level, except where services are provided above the kitchen
- ☑ The room depth is measured from the external surface of the habitable room window to the rear wall

2.5 METRES DEPTH
5 METRES DEPTH
7.5 METRES DEPTH

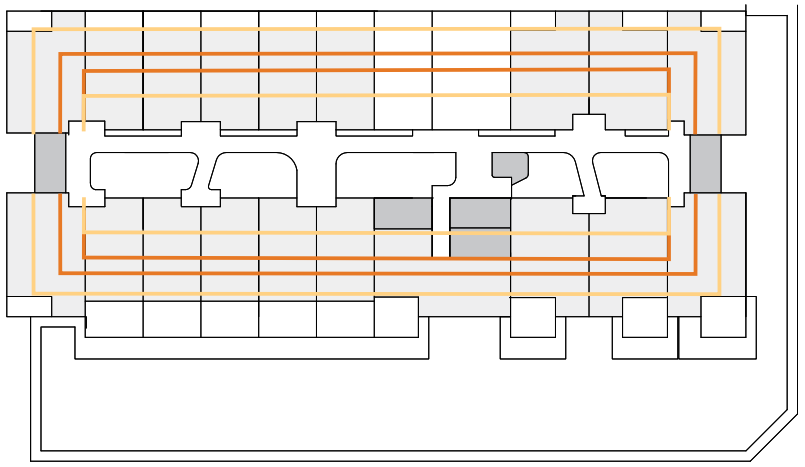
TYPICAL BUILDING 4-6 FLOOR PLATES - MID RISE



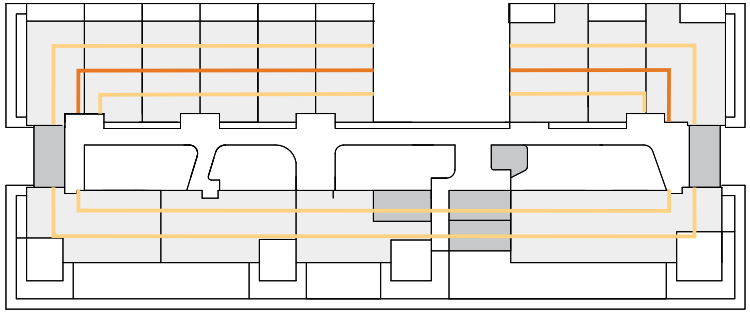
BUILDING 4
LEVEL 5-6



BUILDING 5
LEVEL 5-6



BUILDING 6
LEVEL 3-8

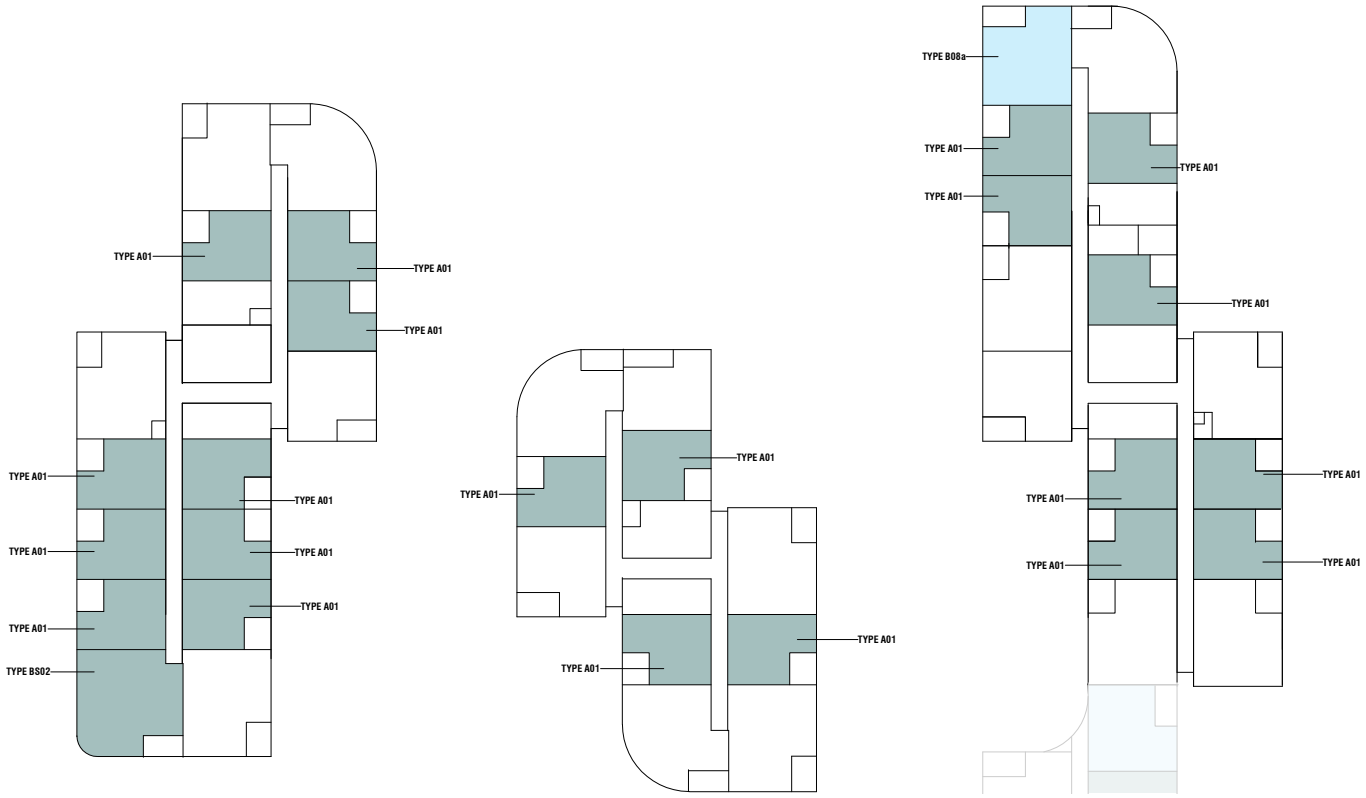


BUILDING 6
LEVEL 9-10

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS
DDA COMPLIANT APARTMENTS

TYPICAL BUILDING 1-3 FLOOR PLATES - LOW RISE



BUILDING 1 LEVEL 2-9

BUILDING 2 LEVEL 2-14

BUILDING 3 LEVEL 2-14

ACCESSIBILITY AND DDA

At least 50% of dwellings should have:

- ☑ A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom
- ☑ A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area
- ☑ A main bedroom with access to an adaptable bathroom
- ☑ At least one adaptable bathroom that meets all of the requirements for design options outlined in the Better Apartments Design Standards

STUDIO
1 BED
1 BED + STUDY
2 BED
2 BED + STUDY
3 BED

Building 1 - Lower levels (L2-9)

1 BED	2 BED						2 BED S.	STUDIO	Number of Apartments
A01	B01	B02	B04	B06	B10	B11	BS02	C01	With DDA compliance
✓	×	×	×	×	×	×	✓	×	2

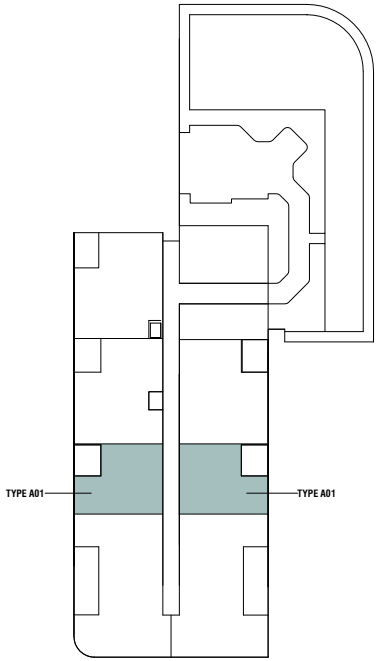
Building 2 - Lower levels (L2-14)

1 BED	1 BED S.	2 BED				Number of Apartments
A01	AS01	B02	B03	B05	B06	With DDA compliance
✓	×	×	×	×	×	1

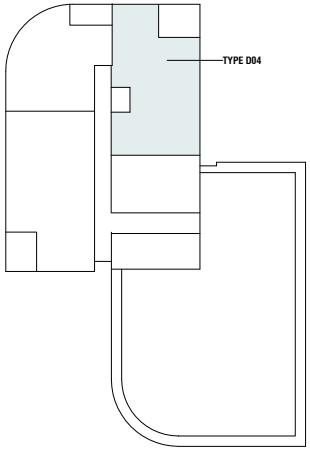
Building 3 - Lower levels (L2-14)

1 BED	2 BED							2 BED STUDY	STUDIO	Number of Apartments
A01	B01	B02	B03	B06	B08a	B20	B21	BS03	C02	With DDA compliance
✓	×	×	×	×	✓	✓	×	×	×	3

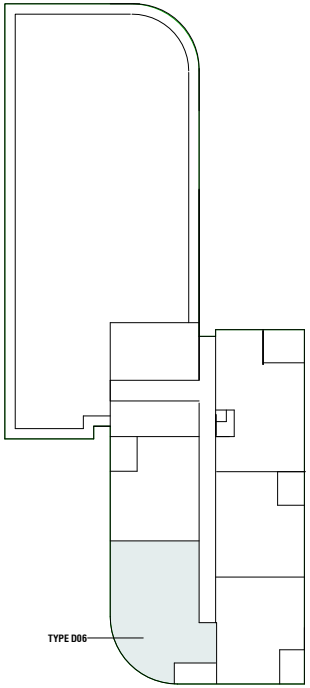
TYPICAL BUILDING 1-3 FLOOR PLATES - HIGH RISE



BUILDING 1
LEVEL 10-11



BUILDING 2
LEVEL 15-16



BUILDING 3
LEVEL 15-16

Building 1 - Upper levels (L10-11)

1 BED	2 BED		3 BED		Number of Apartments
A01	B01	B04	D02	D02a	With DDA compliance
✓	×	×	×	×	1

Building 2 - Upper levels (L15-16)

2 BED	3 BED		Number of Apartments
B02	D03	D04	With DDA compliance
×	×	✓	1

Building 3 - Upper levels (L15-16)

2 BED		3 BED		Number of Apartments
B01	B06	D01	D06	With DDA compliance
×	×	×	✓	1

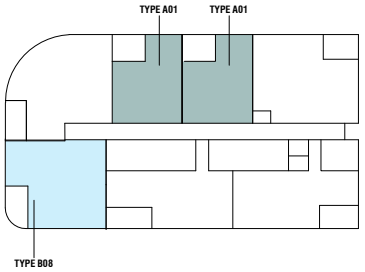
Total Apartments	839
Total DDA Compliant apartments	**498**
% of DDA compliant apartments	**59.4%**

05 ARCHITECTURAL DESIGN RESPONSE

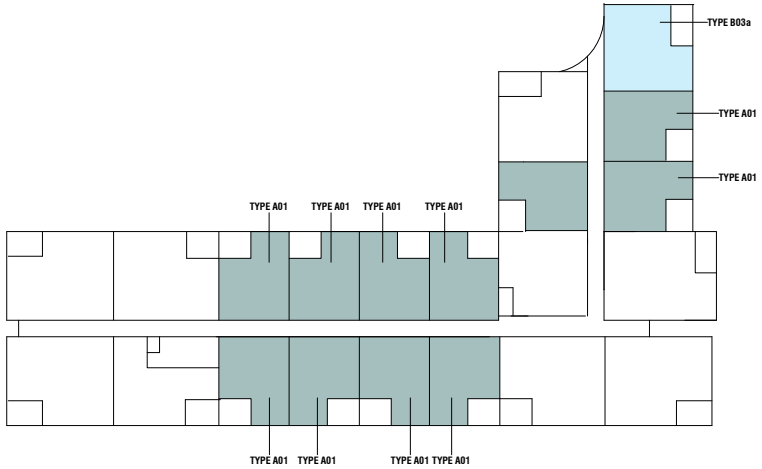
5.17 TOWER ACTIVATION - BADS ANALYSIS

DDA COMPLIANT APARTMENTS

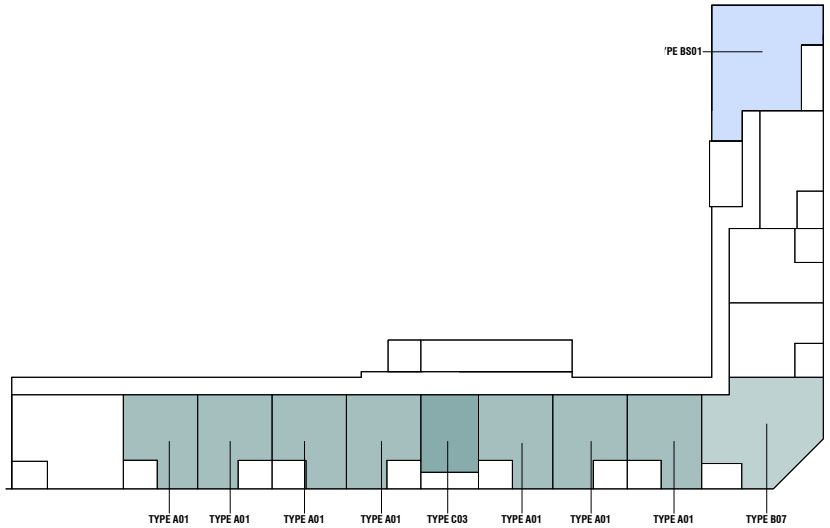
TYPICAL BUILDING 4-6 FLOOR PLATES - LOW RISE



BUILDING 4
LEVEL 2-4



BUILDING 5
LEVEL 2-4



BUILDING 6
LEVEL 1-2

ACCESSIBILITY AND DDA

At least 50% of dwellings should have:

- ☑ A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom
- ☑ A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area
- ☑ A main bedroom with access to an adaptable bathroom
- ☑ At least one adaptable bathroom that meets all of the requirements for design options outlined in the Better Apartments Design Standards

STUDIO
1 BED
1 BED + STUDY
2 BED
2 BED + STUDY
3 BED

Building 4-5 - Lower levels (L2-4)

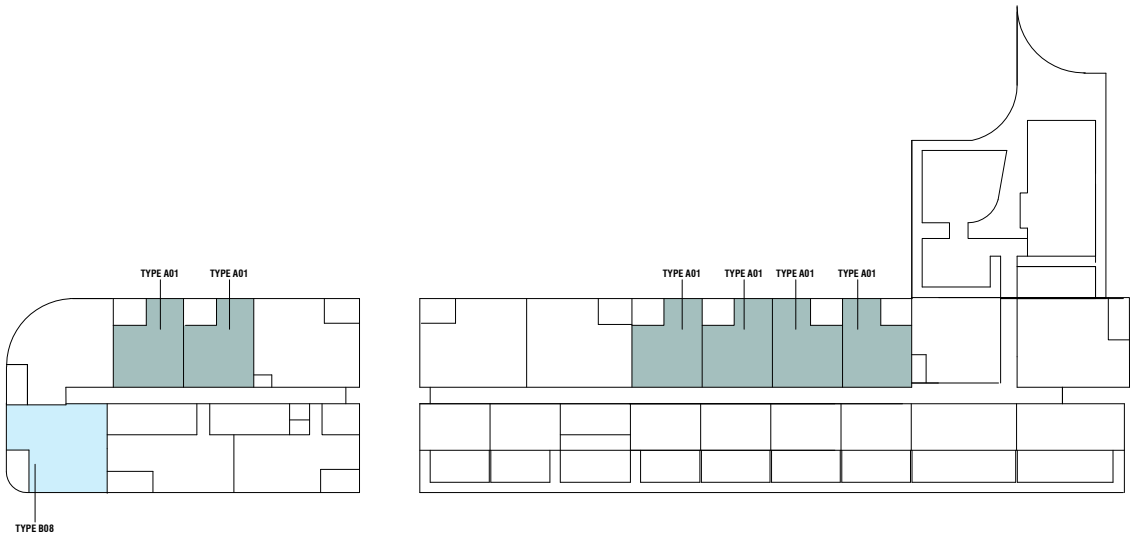
1 BED	1 BED STUDY		2 BED									Number of Apartments
A01	AS02	AS04	B01	B02	B03	B03a	B04	B06	B08	B09	B12	With DDA compliance
✓	✓	×	✓	✓	×	✓	×	×	×	×	×	5

Building 6 - Lower levels (L1)

1 BED			2 BED		2 BED STUDY	STUDIO	Number of Apartments
A01	A03	A04	B01	B07	BS01	C03	With DDA compliance
✓	×	×	×	✓	✓	✓	4

Total Apartments	839
Total DDA Compliant apartments	**498**
% of DDA compliant apartments	**59.4%**

TYPICAL BUILDING 4-5 FLOOR PLATES - MID RISE



BUILDING 4
LEVEL 5-12

BUILDING 5
LEVEL 5-6

Building 4-5 - Upper levels (Building 4 level 5-12, Building 5 Level 5-6)

1 BED	1 BED ST	2 BED								1 BED LOFT				Number of Apartments
A01	AS02	B01	B02	B03	B04	B06	B08	B09	B12	E1	E2	E3	E4	With DDA compliance
✓	✗	✗	✗	✗	✗	✗	✓	✗	✗	✗	✗	✗	✗	**2**

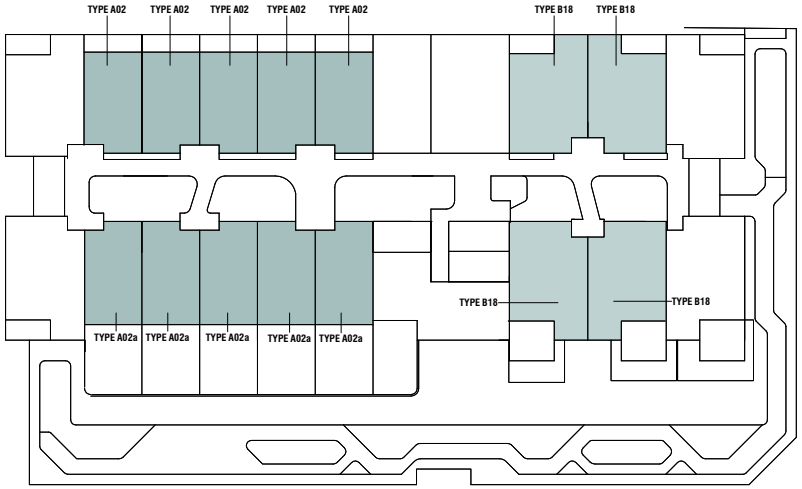
Total Apartments	839
Total DDA Compliant apartments	**498**
% of DDA compliant apartments	**59.4%**

05 ARCHITECTURAL DESIGN RESPONSE

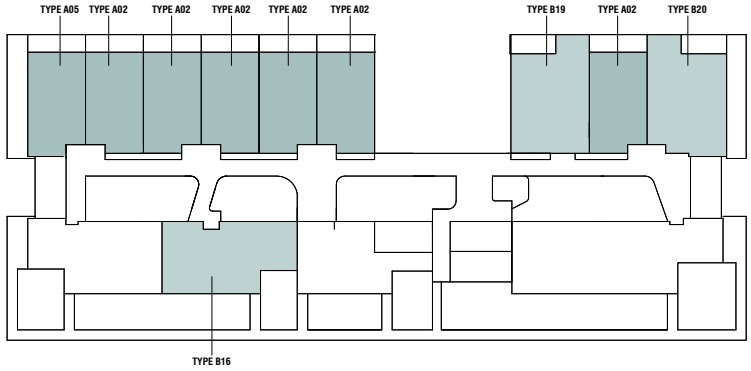
5.17 TOWER ACTIVATION - BADS ANALYSIS

DDA COMPLIANT APARTMENTS

TYPICAL BUILDING 6 FLOOR PLATES - UPPER LEVELS



BUILDING 6
LEVEL 3-8



BUILDING 6
LEVEL 9-10

ACCESSIBILITY AND DDA

At least 50% of dwellings should have:

- ☑ A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom
- ☑ A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area
- ☑ A main bedroom with access to an adaptable bathroom
- ☑ At least one adaptable bathroom that meets all of the requirements for design options outlined in the Better Apartments Design Standards

STUDIO
1 BED
1 BED + STUDY
2 BED
2 BED + STUDY
3 BED

Building 6 - Upper levels (L3-10)

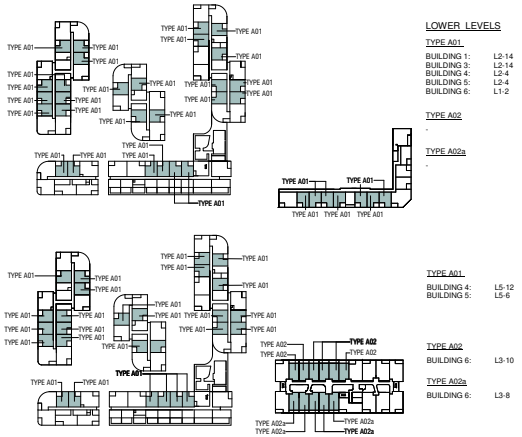
1 BED			1 BED ST	2 BED								3 BED	Number of Apartments
A02	A02a	A05	AS03	B13	B14	B15	B16	B17	B18	B19	B20	D05	With DDA compliance
✓	✓	✓	×	×	✓	×	✓	×	✓	✓	✓	×	**8**

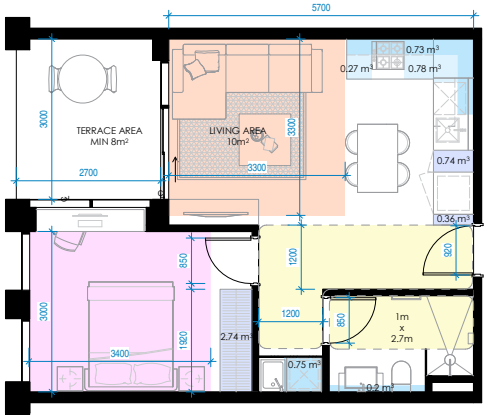
Total Apartments	839
Total DDA Compliant apartments	**498**
% of DDA compliant apartments	**59.4%**

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

TYPICAL APARTMENT ANALYSIS

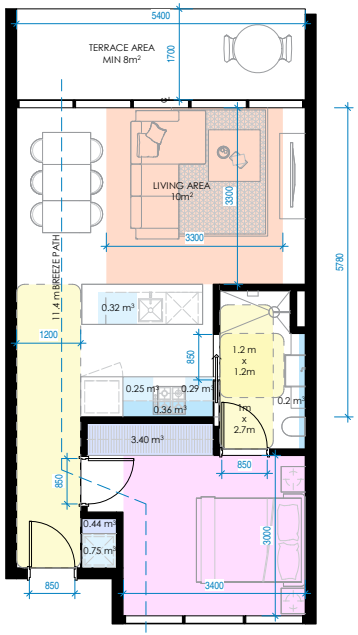




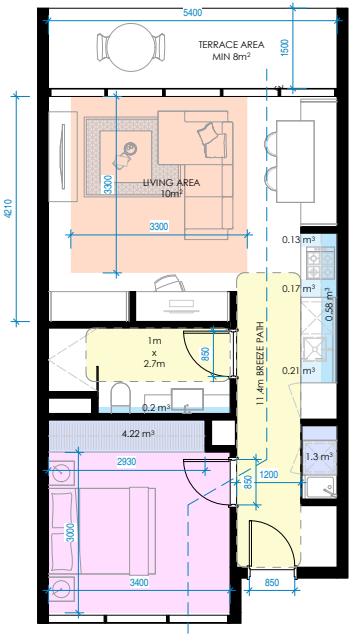
APARTMENT TYPE A01

	Room / Dwelling / Requirement	Min / Max	Dimension	A01	A02	A02a
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m			
	Living Area	Min	3.3m W / 10m²	✓	✓	✓
	Living Area	Min	3.6m W / 12m²			
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓
Storage	Studio Dwelling	Min	5m³ Within			
		Min	3m³ External			
		Min	8m³ Total			
		Min	8m³ Total			
	1 Bedroom Dwelling	Min	6m³ Within	6.15	6.01	6.61
		Min	4m³ External	3.85	3.99	3.39
		Min	10m³ Total	10	10	10
		Min	10m³ Total	✓	✓	✓
	2 Bedroom Dwelling	Min	9m³ Within			
		Min	5m³ External			
		Min	14m³ Total			
		Min	14m³ Total			
	3+ Bedroom Dwelling	Min	12m³ Within			
		Min	6m³ External			
		Min	18m³ Total			
		Min	18m³ Total			
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		✓	✓
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²			✓
	2 Bedroom Dwelling	Min	2.0m W / 8m²			
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²			
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²			
	3+ Bedroom Dwelling	Min	2.4m W / 12m²			
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²			
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²			
DDA Compliance	All DDA Measures met	See table below		✓	✓	✓

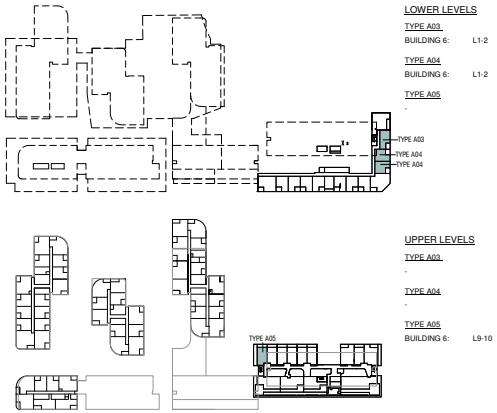
	Room / Dwelling / Requirement	Min / Max	Dimension	A01	A02	A02a
DDA Compliance	Front Door Opening	Min	850mm	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B	B
	All DDA Compliance measures met?			✓	✓	✓
			Number of Apartment Type	312	45	30



APARTMENT TYPE A02



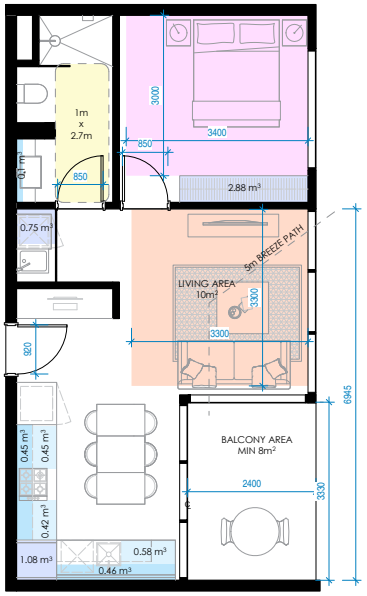
APARTMENT TYPE A02A



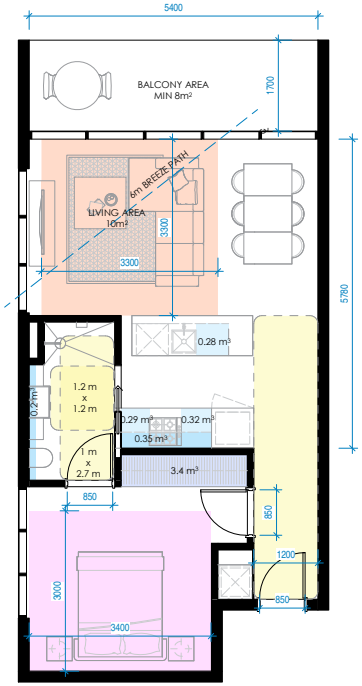
	Room / Dwelling / Requirement	Min / Max	Dimension	A03	A04	A05
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m			
	Living Area	Min	3.3m W / 10m²	✓	✗	✓
	Living Area	Min	3.6m W / 12m²			
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓
Storage	Studio Dwelling	Min	5m³ Within			
		Min	3m³ External			
		Min	8m³ Total			
		Min	8m³ Total			
	1 Bedroom Dwelling	Min	6m³ Within	7.17	7.17	6.55
		Min	4m³ External	2.83	2.83	3.45
		Min	10m³ Total	10	10	10
		Min	10m³ Total	✓	✓	✓
	2 Bedroom Dwelling	Min	9m³ Within			
		Min	5m³ External			
		Min	14m³ Total			
		Min	14m³ Total			
	3+ Bedroom Dwelling	Min	12m³ Within			
		Min	6m³ External			
		Min	18m³ Total			
		Min	18m³ Total			
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✗	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓	✓	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²			
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²			
	2 Bedroom Dwelling	Min	2.0m W / 8m²			
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²			
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²			
	3+ Bedroom Dwelling	Min	2.4m W / 12m²			
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²			
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²			
DDA Compliance	All DDA Measures met	See table below		✗	✗	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	A03	A04	A05
DDA Compliance	Front Door Opening	Min	850mm	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	✗	B
	All DDA Compliance measures met?			✗	✗	✓

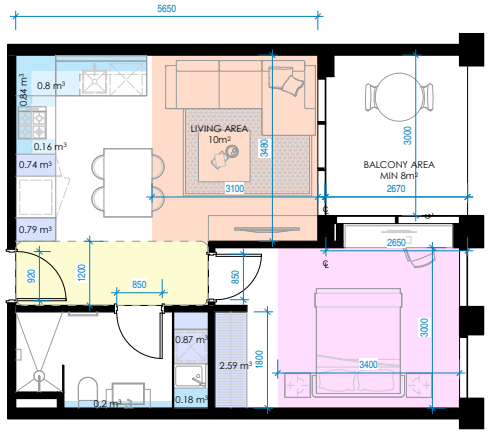
Number of Apartment Type	312	45	30



APARTMENT TYPE A03



APARTMENT TYPE A05

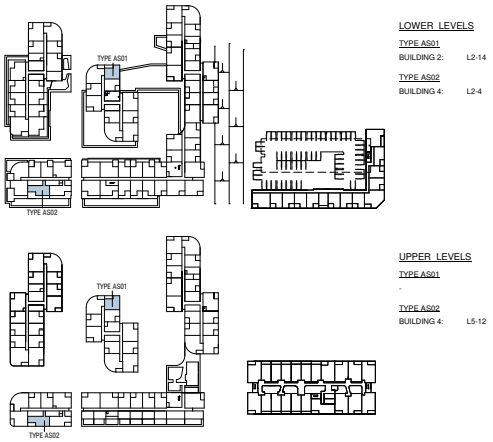


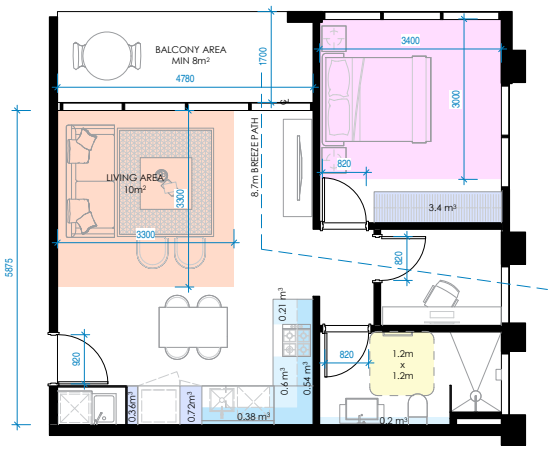
APARTMENT TYPE A04

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

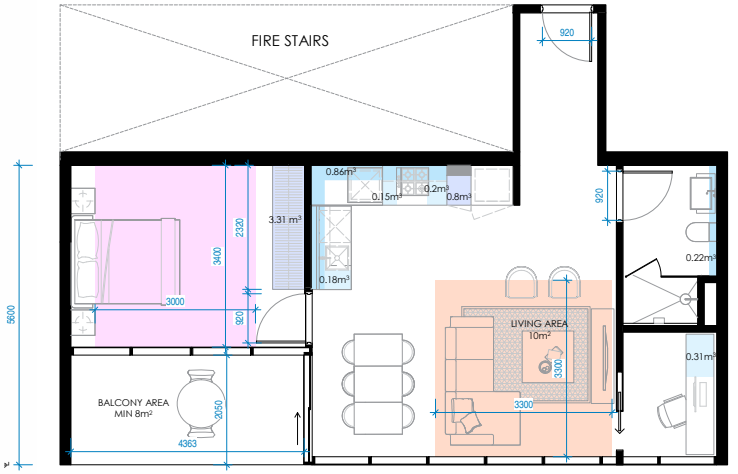
TYPICAL APARTMENT ANALYSIS





APARTMENT TYPE AS01

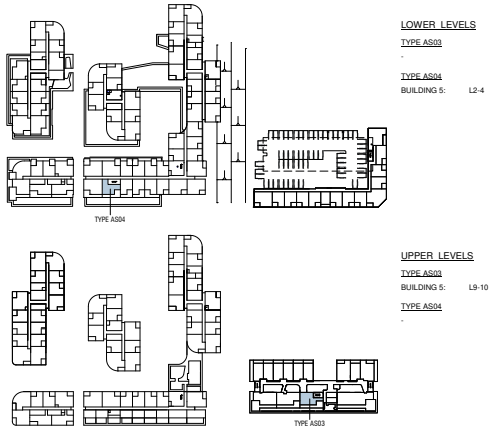
	Room / Dwelling / Requirement	Min / Max	Dimension	AS01	AS02
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m		
	Living Area	Min	3.3m W / 10m²	✓	✓
	Living Area	Min	3.6m W / 12m²		
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within	6.57	6.03
		Min	4m³ External	3.43	3.97
		Min	10m³ Total	10	10
		Min	10m³ Total	✓	✓
	2 Bedroom Dwelling	Min	9m³ Within		
		Min	5m³ External		
		Min	14m³ Total		
		Min	14m³ Total		
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✗
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²		
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✗



APARTMENT TYPE AS02

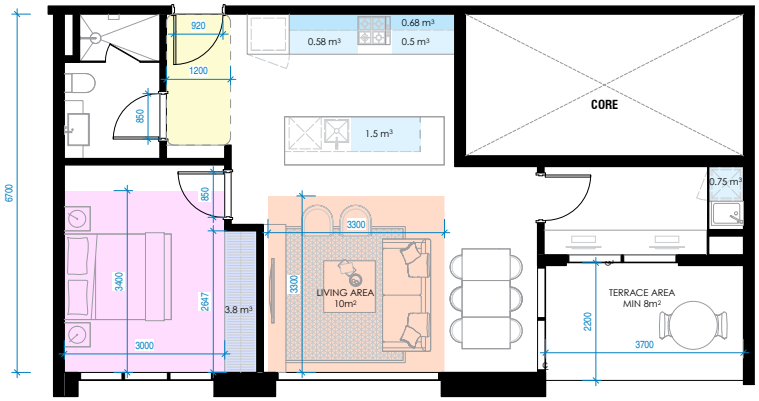
	Room / Dwelling / Requirement	Min / Max	Dimension	AS01	AS02
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A	✗
	All DDA Compliance measures met?			✗	✗

Number of Apartment Type	13

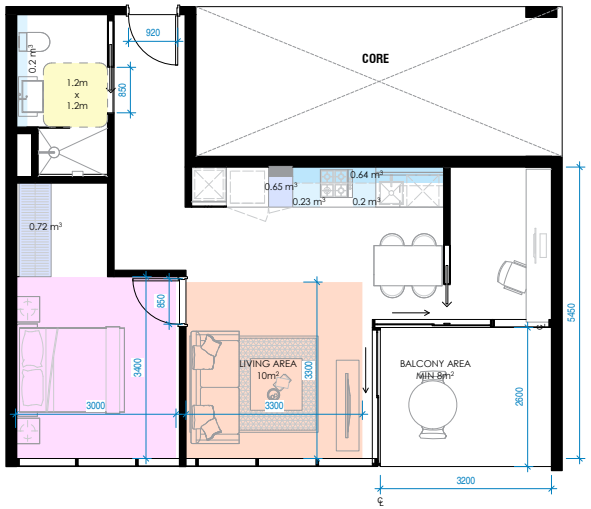


	Room / Dwelling / Requirement	Min / Max	Dimension	AS03	AS04
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m		
	Living Area	Min	3.3m W / 10m²	✓	✓
	Living Area	Min	3.6m W / 12m²		
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within	6.79	14.59
		Min	4m³ External	3.21	0
		Min	10m³ Total	10	14.59
		Min	10m³ Total	✓	✓
	2 Bedroom Dwelling	Min	9m³ Within		
		Min	5m³ External		
		Min	14m³ Total		
		Min	14m³ Total		
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✗
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²		
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✗

	Room / Dwelling / Requirement	Min / Max	Dimension	AS03	AS04
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗	A
	All DDA Compliance measures met?			✗	✗
	Number of Apartment Type			2	3



APARTMENT TYPE AS03

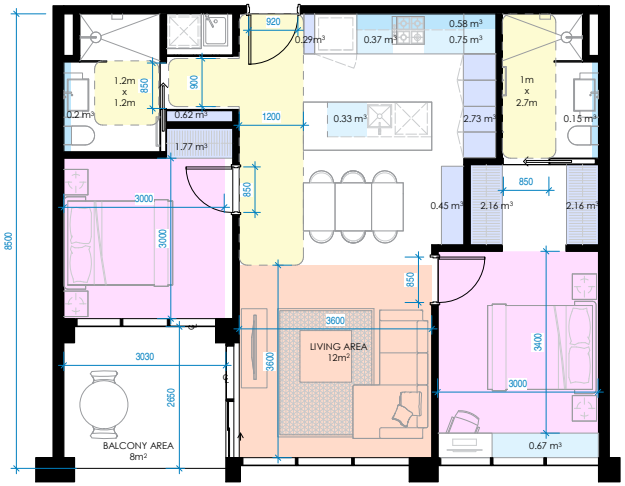


APARTMENT TYPE AS04

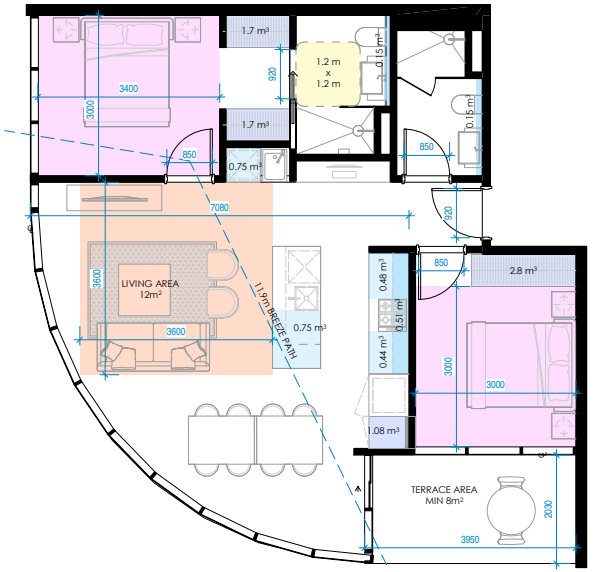
05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

TYPICAL APARTMENT ANALYSIS



APARTMENT TYPE B01

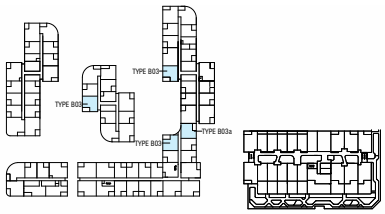


APARTMENT TYPE B02

	Room / Dwelling / Requirement	Min / Max	Dimension	B01	B02
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	13.65	10.36
		Min	5m³ External	0.35	3.64
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✗

	Room / Dwelling / Requirement	Min / Max	Dimension	B01	B02
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A	A
	All DDA Compliance measures met?			✗	✗

Number of Apartment Type	36	70



LOWER LEVELS

TYPE B03

BUILDING 2:	L2-14
BUILDING 3:	L2-14
BUILDING 5:	L2-4

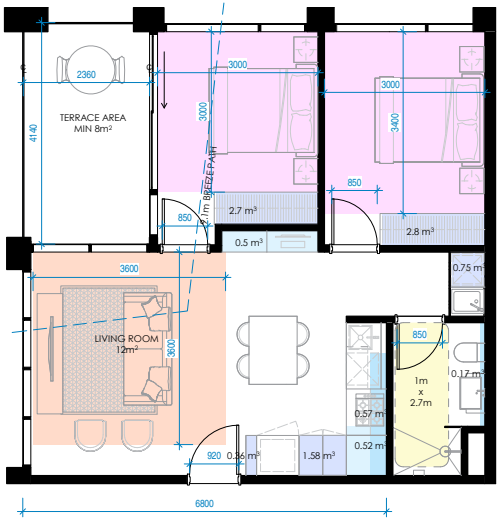
TYPE B03a

BUILDING 5:	L2-4

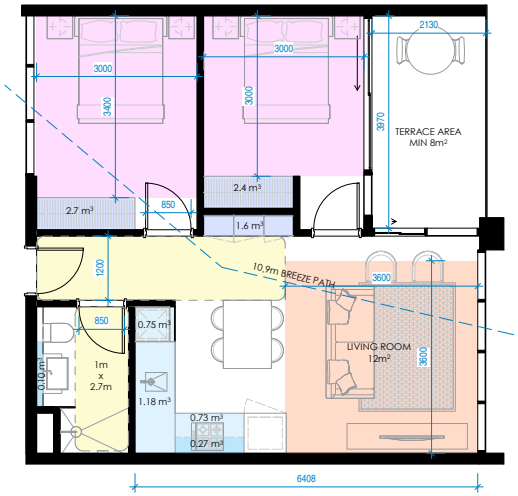
	Room / Dwelling / Requirement	Min / Max	Dimension	B03	B03a
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9.95	9.73
		Min	5m³ External	4.05	4.27
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	B03	B03a
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B
	All DDA Compliance measures met?			✗	✓

Number of Apartment Type	29	3



APARTMENT TYPE B03

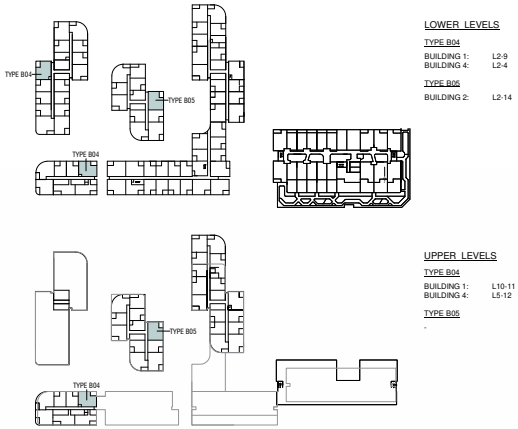


APARTMENT TYPE B03A

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

TYPICAL APARTMENT ANALYSIS



LOWER LEVELS

TYPE B04

BUILDING 1: L2-9
BUILDING 4: L2-4

TYPE B05

BUILDING 2: L2-14

UPPER LEVELS

TYPE B04

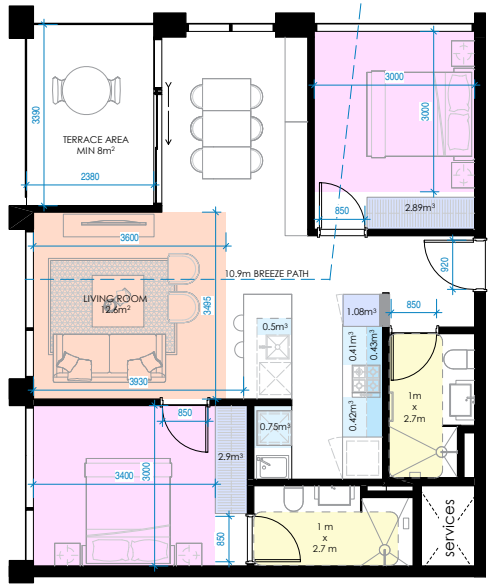
BUILDING 1: L10-11
BUILDING 4: L5-12

TYPE B05

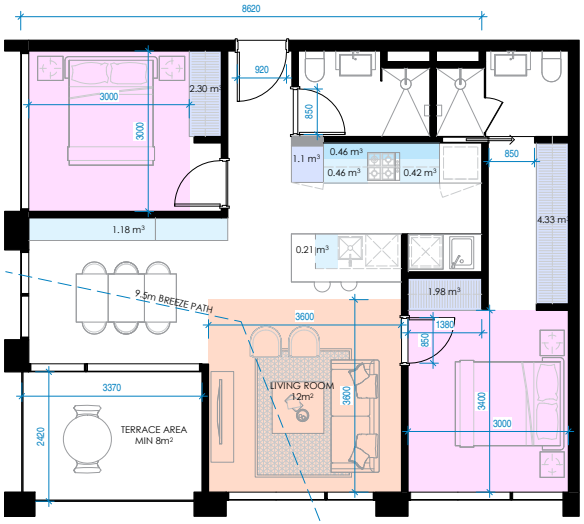
	Room / Dwelling / Requirement	Min / Max	Dimension	B04	B05
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✗	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9.63	12.23
		Min	5m³ External	4.37	1.77
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✗

	Room / Dwelling / Requirement	Min / Max	Dimension	B04	B05
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B
	All DDA Compliance measures met?			✗	✗

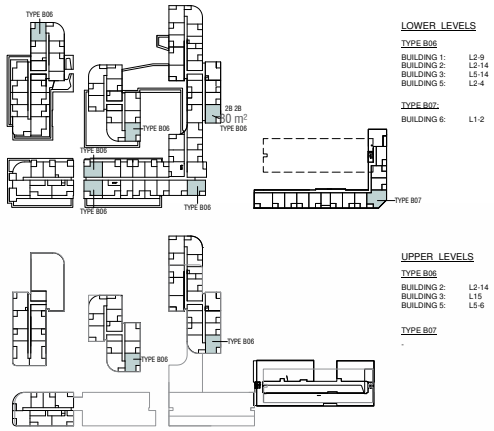
Number of Apartment Type	21	13

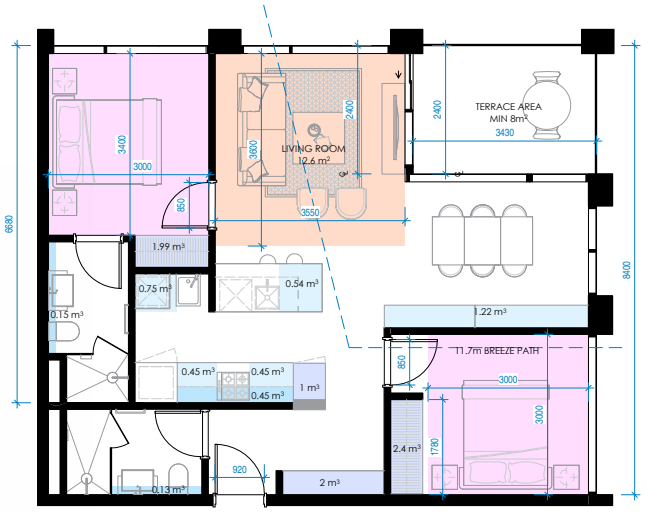


APARTMENT TYPE B04

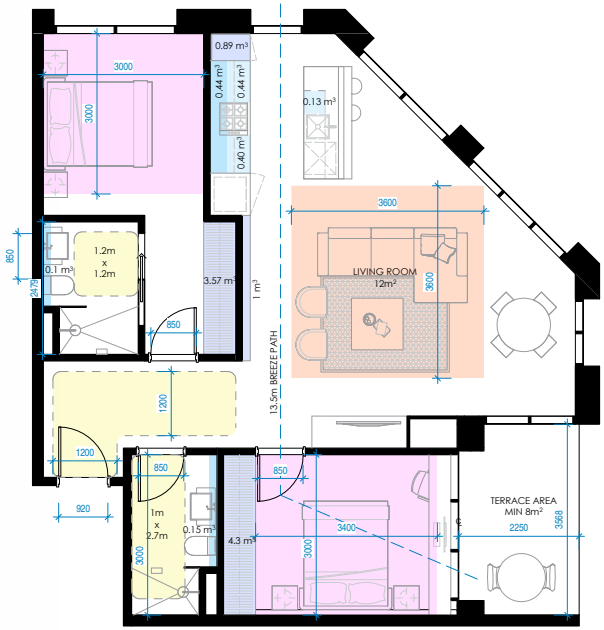


APARTMENT TYPE B05





APARTMENT TYPE B06



APARTMENT TYPE B07

	Room / Dwelling / Requirement	Min / Max	Dimension	B06	B07
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✗	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	11.53	11.42
		Min	5m³ External	2.47	2.58
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✓

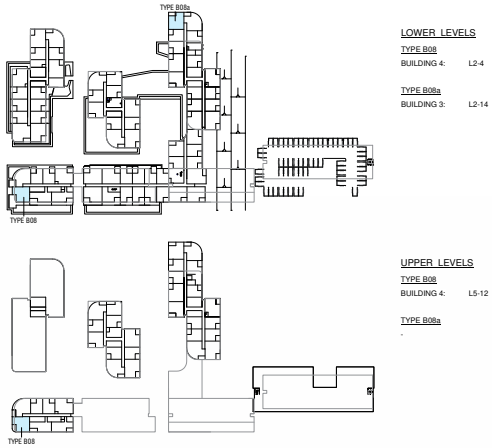
	Room / Dwelling / Requirement	Min / Max	Dimension	B06	B07
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	A
	All DDA Compliance measures met?			✗	✓

Number of Apartment Type	47	24

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

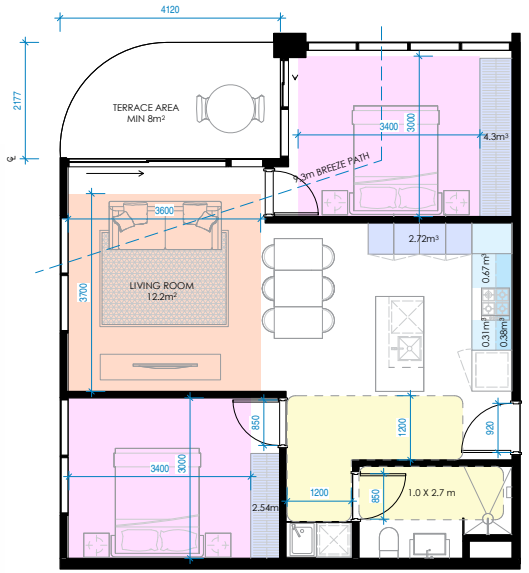
TYPICAL APARTMENT ANALYSIS



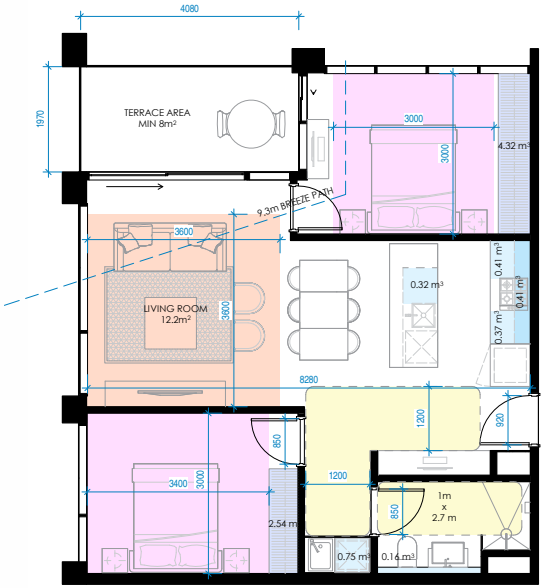
	Room / Dwelling / Requirement	Min / Max	Dimension	B08	B8a
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	10.92	9.28
		Min	5m³ External	3.08	4.72
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✓	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	B08	B08a
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B
	All DDA Compliance measures met?			✓	✓

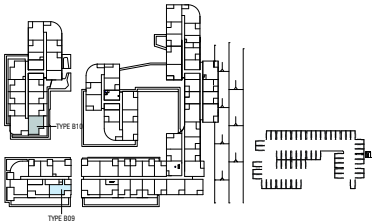
Number of Apartment Type	11	13



APARTMENT TYPE B08



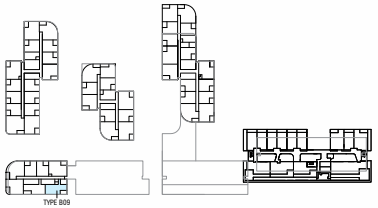
APARTMENT TYPE B08A



LOWER LEVELS

TYPE B09
BUILDING 4: L2-4

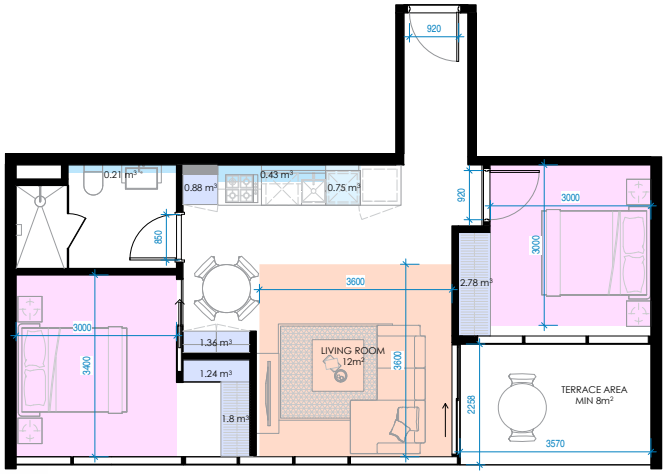
TYPE B10
BUILDING 1: L2-9



UPPER LEVELS

TYPE B09
BUILDING 4: L5-12

TYPE B10
-

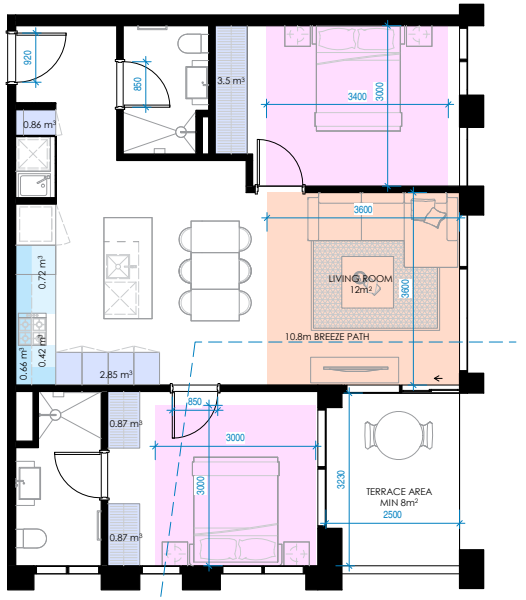


APARTMENT TYPE B09

	Room / Dwelling / Requirement	Min / Max	Dimension	B09	B10
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9.33	10.75
		Min	5m³ External	4.67	3.25
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✗

	Room / Dwelling / Requirement	Min / Max	Dimension	B09	B10
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗	✗
	All DDA Compliance measures met?			✗	✗

Number of Apartment Type	11	8

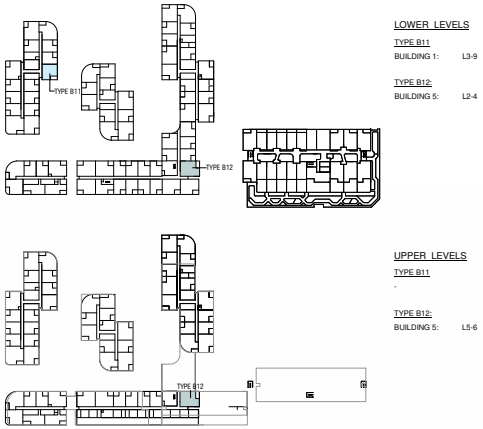


APARTMENT TYPE B10

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

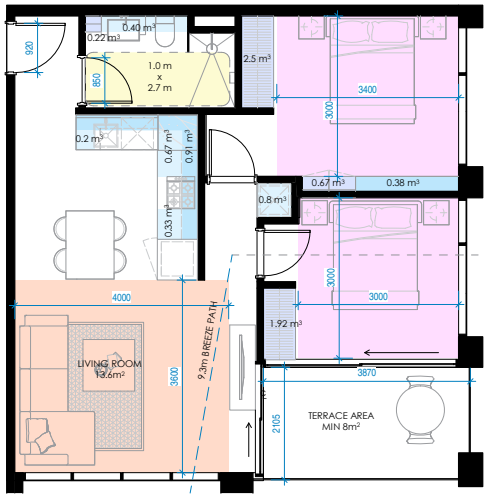
TYPICAL APARTMENT ANALYSIS



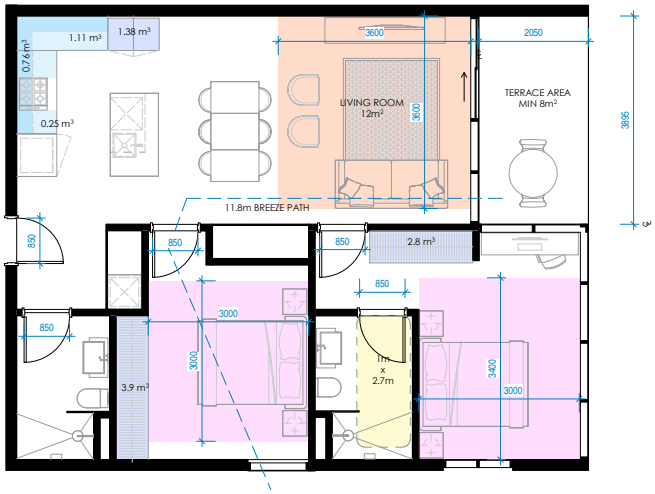
	Room / Dwelling / Requirement	Min / Max	Dimension	B11	B12
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9	10.12
		Min	5m³ External	5	3.88
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✗

	Room / Dwelling / Requirement	Min / Max	Dimension	B11	B12
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B
	All DDA Compliance measures met?			✗	✗

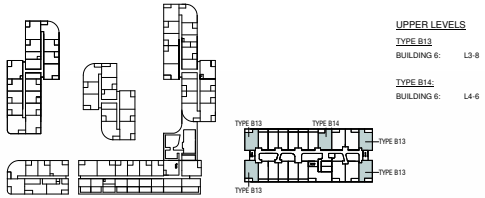
Number of Apartment Type	7	5



APARTMENT TYPE B11



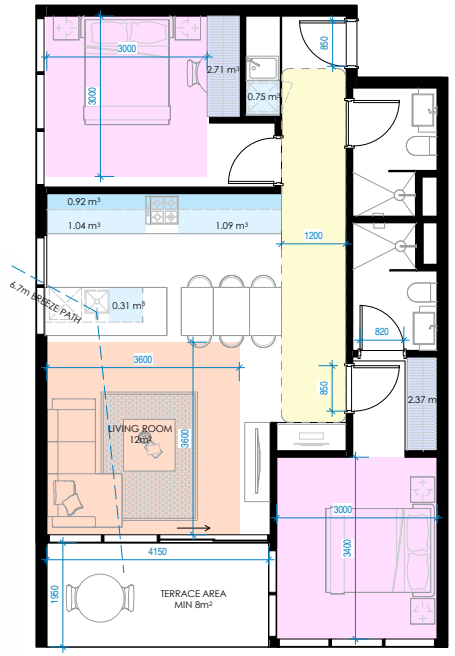
APARTMENT TYPE B12



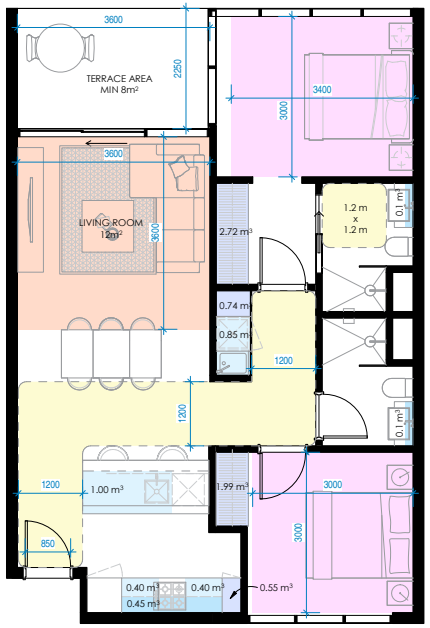
	Room / Dwelling / Requirement	Min / Max	Dimension	B13	B14
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9.19	9.3
		Min	5m³ External	4.81	4.7
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✗
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²		
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		✓
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	✓	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	B13	B14
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗	A
	All DDA Compliance measures met?			✗	✓

Number of Apartment Type	3	6



APARTMENT TYPE B13

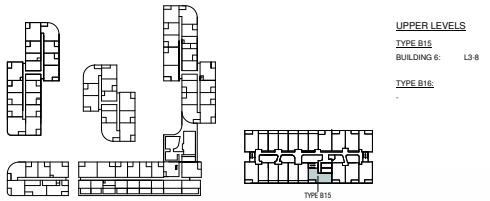


APARTMENT TYPE B14

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

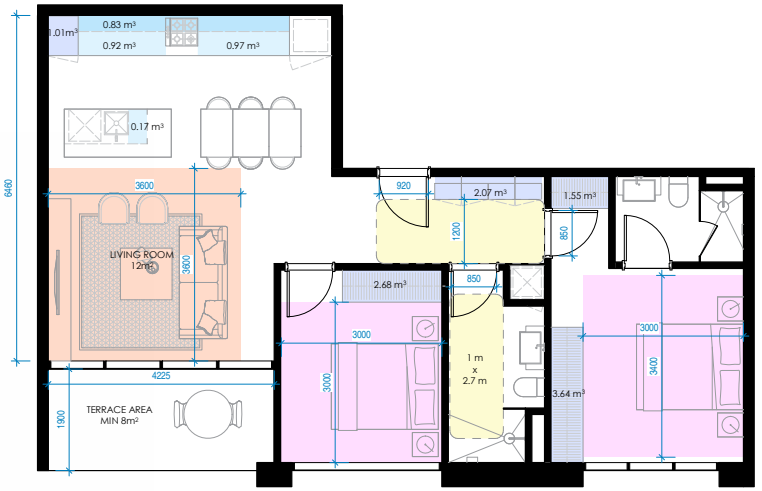
TYPICAL APARTMENT ANALYSIS



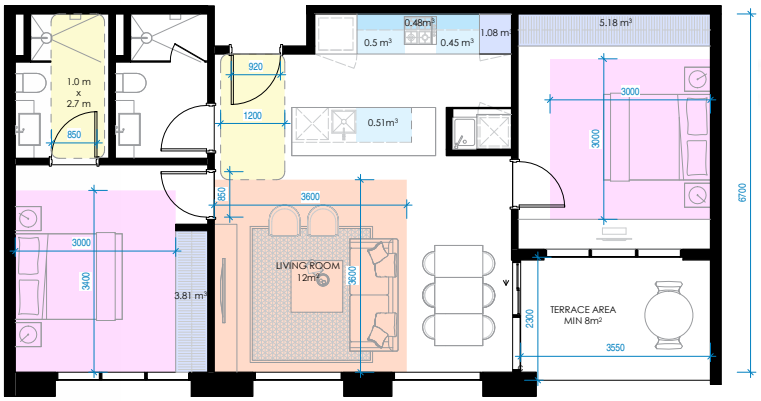
	Room / Dwelling / Requirement	Min / Max	Dimension	B15	B16
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	13.67	12.01
		Min	5m³ External	0.33	1.99
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✗
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²		✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	✓	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	B15	B16
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗	B
	All DDA Compliance measures met?			✗	✓

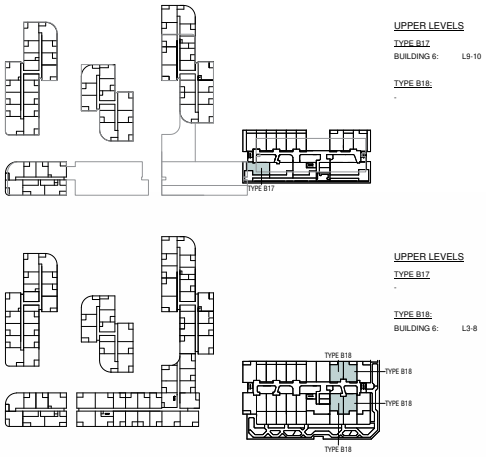
Number of Apartment Type	2	2

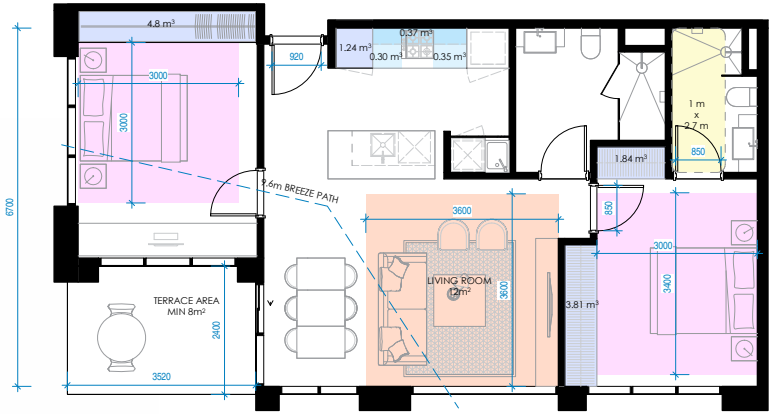


APARTMENT TYPE B15



APARTMENT TYPE B16



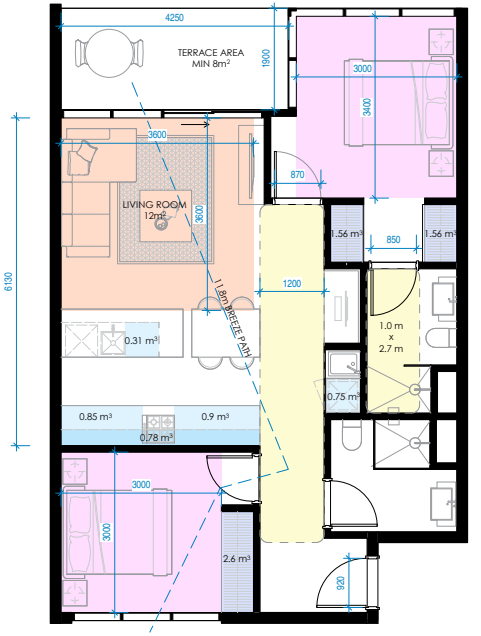


APARTMENT TYPE B17

	Room / Dwelling / Requirement	Min / Max	Dimension	B17	B18
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	12.71	9.31
		Min	5m³ External	1.29	4.69
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		✓
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✗	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	B17	B18
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	A
	All DDA Compliance measures met?			✗	✓

Number of Apartment Type	2	24

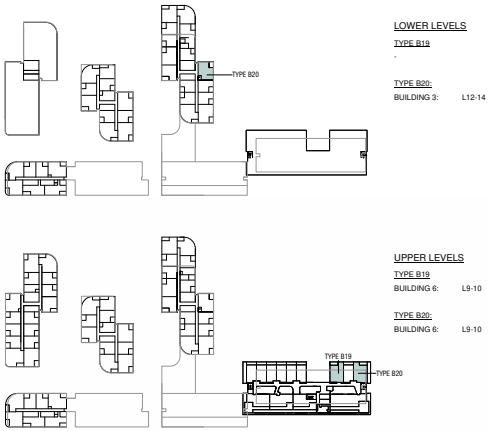


APARTMENT TYPE B18

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

TYPICAL APARTMENT ANALYSIS



LOWER LEVELS

TYPE B19

-

TYPE B20:

BUILDING 3: L12-14

UPPER LEVELS

TYPE B19

BUILDING 6: L9-10

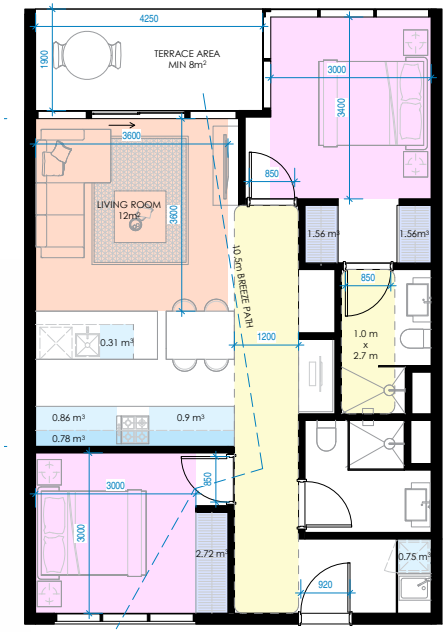
TYPE B20:

BUILDING 6: L9-10

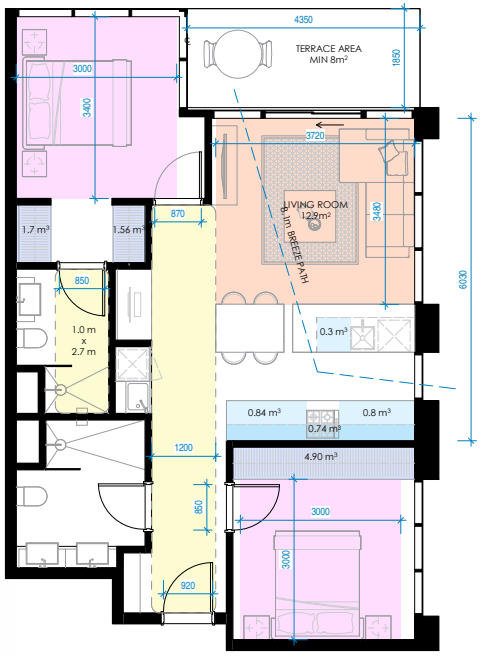
	Room / Dwelling / Requirement	Min / Max	Dimension	B19	B20
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✗
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	9.44	10.84
		Min	5m³ External	4.56	3.16
		Min	14m³ Total	14	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²		
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	✓	✓
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✓	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	B19	B20
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B
	All DDA Compliance measures met?			✓	✓

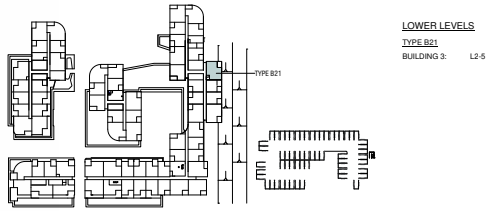
Number of Apartment Type	2	6



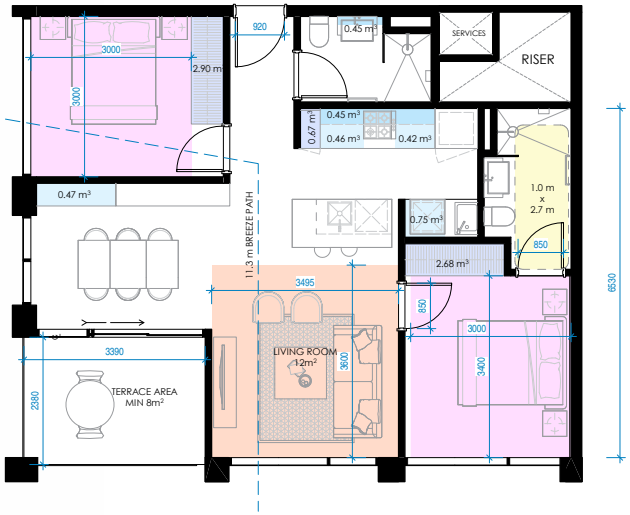
APARTMENT TYPE B19



APARTMENT TYPE B20



	Room / Dwelling / Requirement	Min / Max	Dimension	B21
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✗
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	10.84
		Min	5m³ External	3.16
		Min	14m³ Total	14
		Min	14m³ Total	✓
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗



	Room / Dwelling / Requirement	Min / Max	Dimension	B21
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B
	All DDA Compliance measures met?			✗

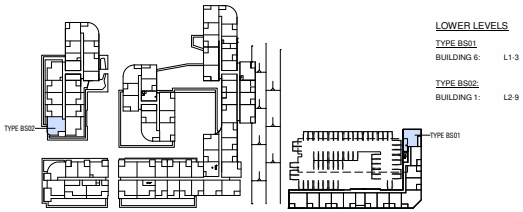
Number of Apartment Type	10

APARTMENT TYPE B21

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

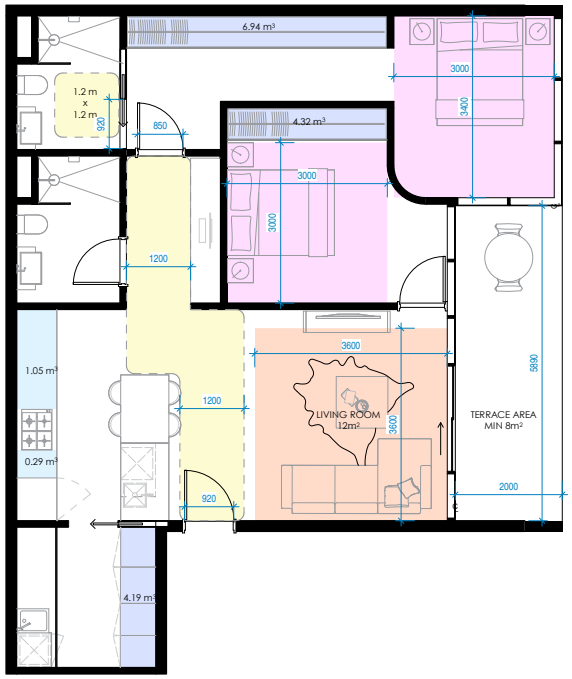
TYPICAL APARTMENT ANALYSIS



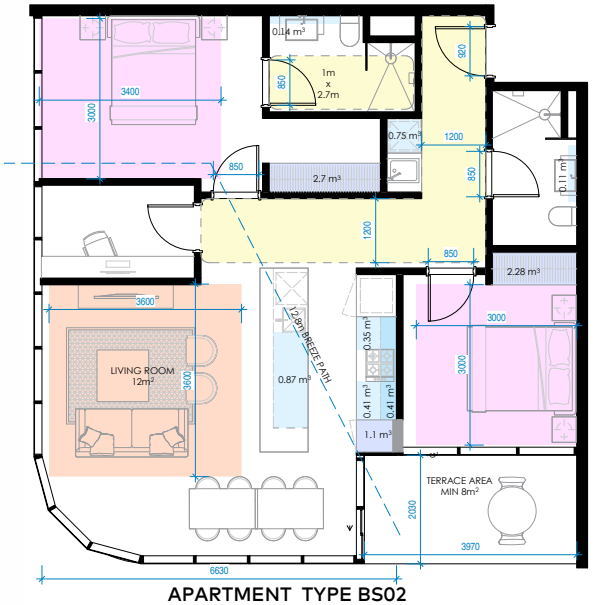
	Room / Dwelling / Requirement	Min / Max	Dimension	BS01	BS02
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓	✓
	Living Area	Min	3.3m W / 10m²		
	Living Area	Min	3.6m W / 12m²	✓	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓
Storage	Studio Dwelling	Min	5m³ Within		
		Min	3m³ External		
		Min	8m³ Total		
		Min	8m³ Total		
	1 Bedroom Dwelling	Min	6m³ Within		
		Min	4m³ External		
		Min	10m³ Total		
		Min	10m³ Total		
	2 Bedroom Dwelling	Min	9m³ Within	16.79	9.12
		Min	5m³ External	0	4.88
		Min	14m³ Total	16.79	14
		Min	14m³ Total	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within		
		Min	6m³ External		
		Min	18m³ Total		
		Min	18m³ Total		
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²		
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²		
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²		
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²		
	3+ Bedroom Dwelling	Min	2.4m W / 12m²		
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²		
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²		
DDA Compliance	All DDA Measures met	See table below		✓	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	BS01	BS02
DDA Compliance	Front Door Opening	Min	850mm	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A	B
	All DDA Compliance measures met?			✓	✓

Number of Apartment Type	3	8



APARTMENT TYPE BS01



APARTMENT TYPE BS02

UPPER LEVELS

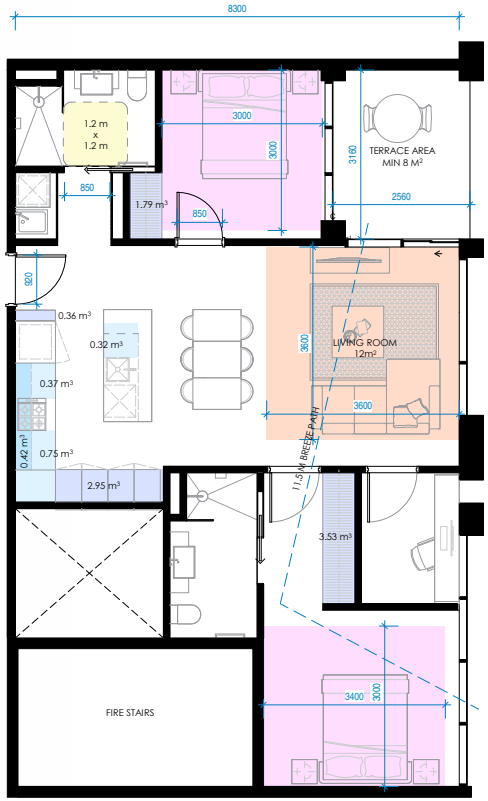
TYPE BS03

BUILDING 3: L12-14

	Room / Dwelling / Requirement	Min / Max	Dimension	BS03
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	10.49
		Min	5m³ External	3.51
		Min	14m³ Total	14
		Min	14m³ Total	✓
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	BS03
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗
	All DDA Compliance measures met?			✗

Number of Apartment Type	3

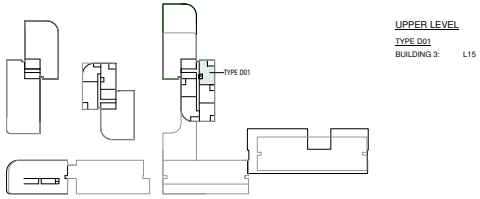


APARTMENT TYPE BS03

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

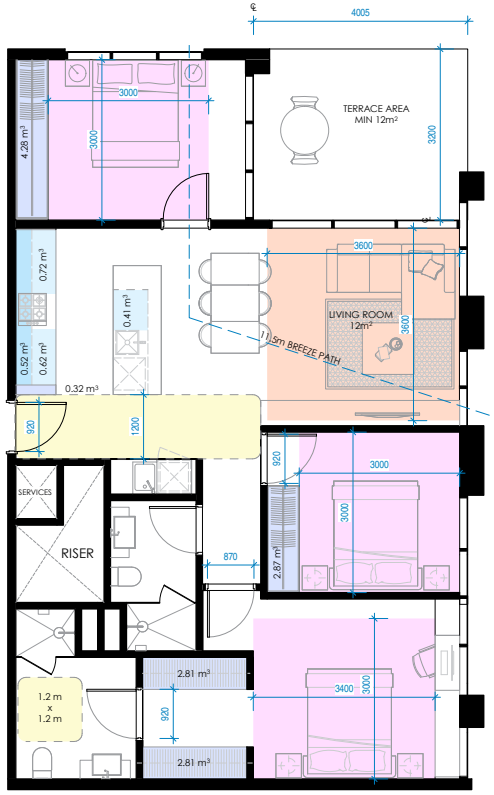
TYPICAL APARTMENT ANALYSIS



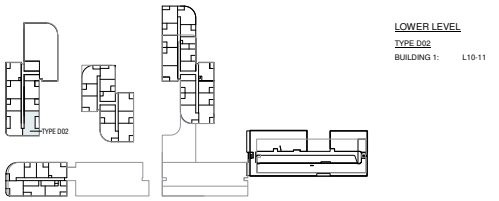
	Room / Dwelling / Requirement	Min / Max	Dimension	D01
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	15.36
		Min	6m³ External	2.64
		Min	18m³ Total	18
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	D01
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A
	All DDA Compliance measures met?			✗

Number of Apartment Type	2



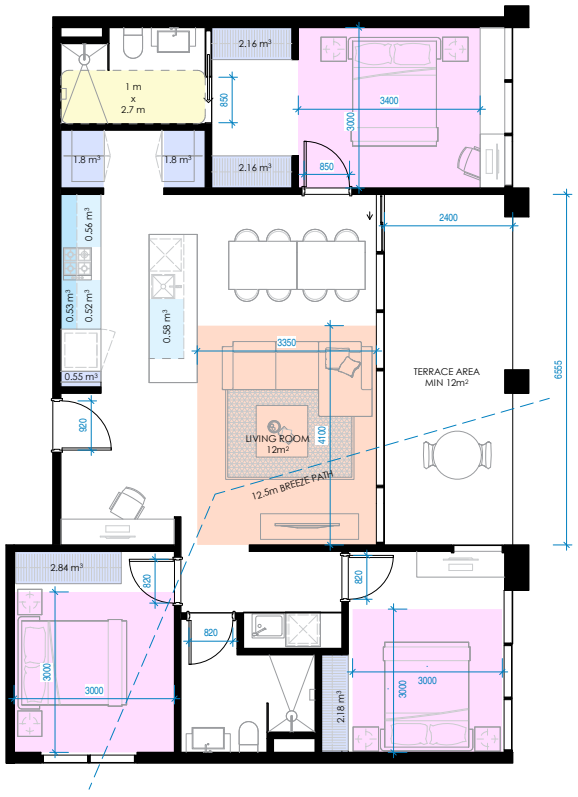
APARTMENT TYPE D01



	Room / Dwelling / Requirement	Min / Max	Dimension	D02
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✗
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	15.68
		Min	6m³ External	2.32
		Min	18m³ Total	18
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	D02
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B
	All DDA Compliance measures met?			✗

Number of Apartment Type	2



APARTMENT TYPE D02

05 ARCHITECTURAL DESIGN RESPONSE

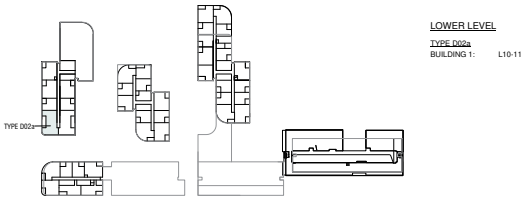
5.17 TOWER ACTIVATION - BADS ANALYSIS

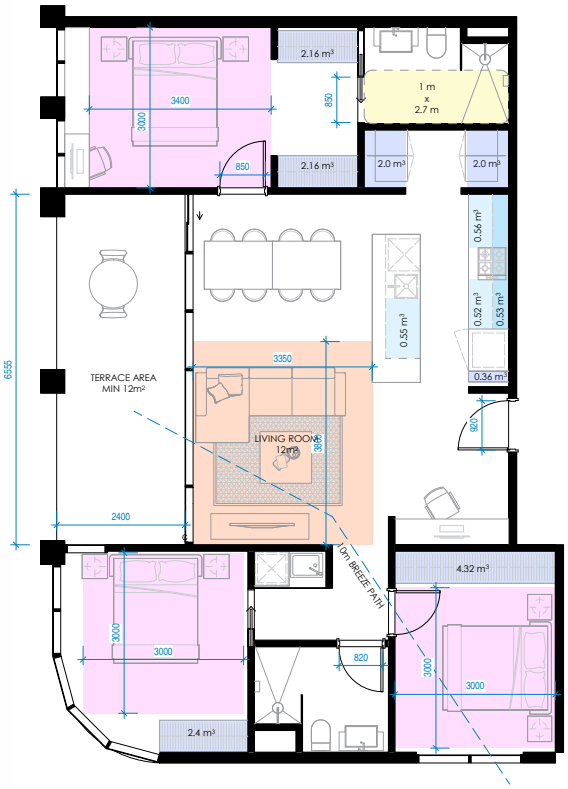
TYPICAL APARTMENT ANALYSIS

	Room / Dwelling / Requirement	Min / Max	Dimension	D02a
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✗
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	17.56
		Min	6m³ External	0.44
		Min	18m³ Total	18
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

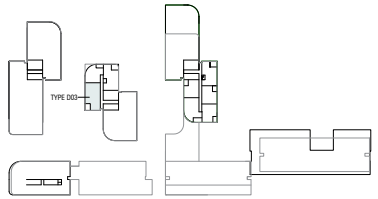
	Room / Dwelling / Requirement	Min / Max	Dimension	D02a
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B
	All DDA Compliance measures met?			✗

Number of Apartment Type	2





APARTMENT TYPE D02A

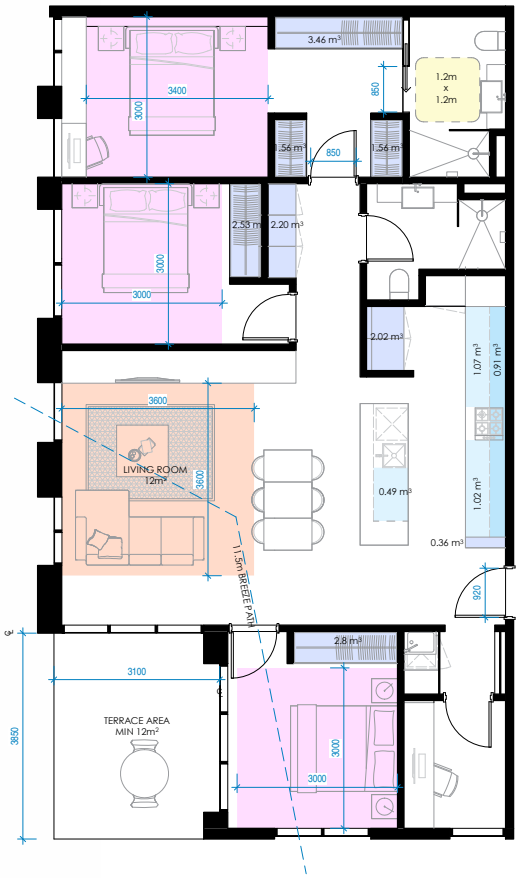


UPPER LEVEL
TYPE D03
BUILDING 2: L15-16

	Room / Dwelling / Requirement	Min / Max	Dimension	D03
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	19.98
		Min	6m³ External	0
		Min	18m³ Total	19.98
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	D03
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A
	All DDA Compliance measures met?			✗

Number of Apartment Type	2



APARTMENT TYPE D03

05 ARCHITECTURAL DESIGN RESPONSE

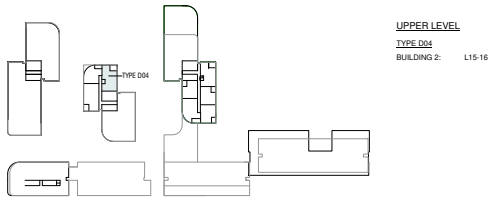
5.17 TOWER ACTIVATION - BADS ANALYSIS

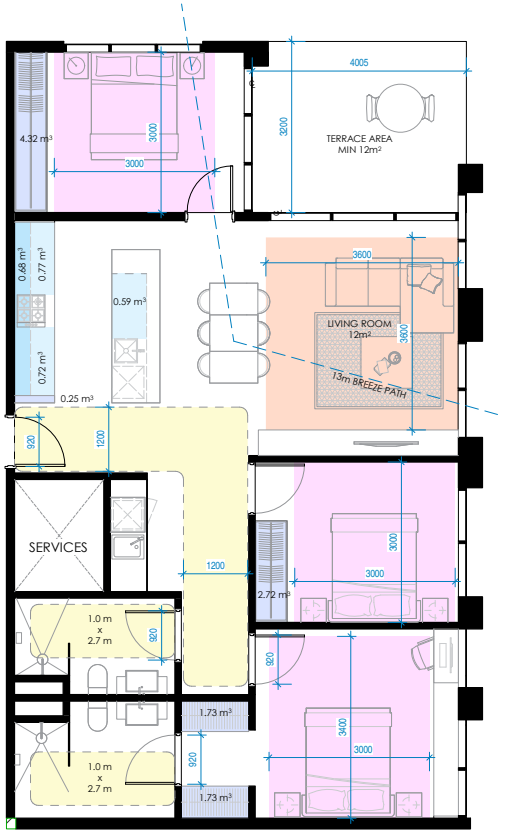
TYPICAL APARTMENT ANALYSIS

	Room / Dwelling / Requirement	Min / Max	Dimension	D04
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	13.51
		Min	6m³ External	4.49
		Min	18m³ Total	18
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✓

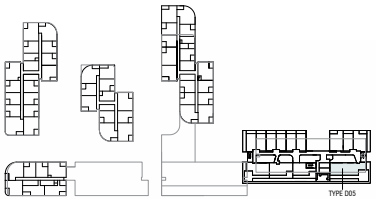
	Room / Dwelling / Requirement	Min / Max	Dimension	D04
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B
	All DDA Compliance measures met?			✓

Number of Apartment Type	2





APARTMENT TYPE D04



UPPER LEVEL

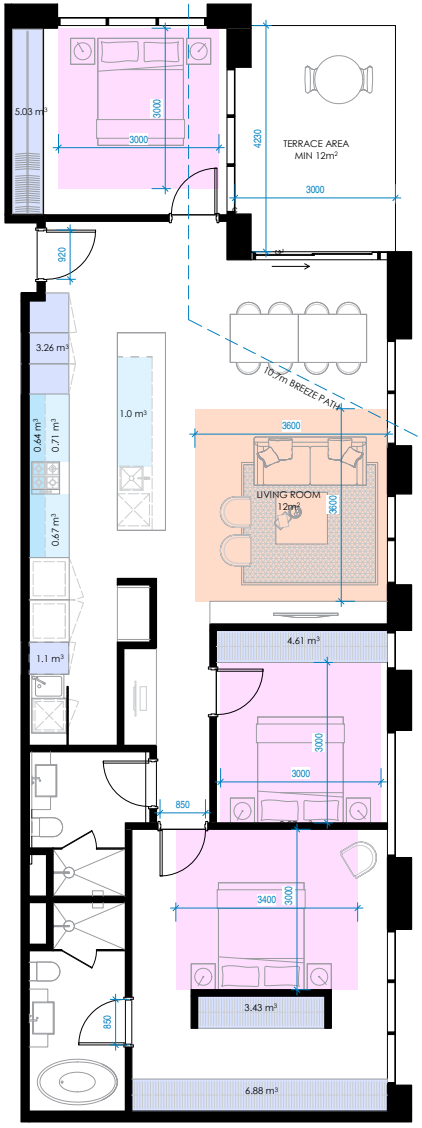
TYPE D05

BUILDING 6: L9-10

	Room / Dwelling / Requirement	Min / Max	Dimension	D05
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	27.33
		Min	6m³ External	0
		Min	18m³ Total	27.33
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	D05
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B
	All DDA Compliance measures met?			✗

Number of Apartment Type	2

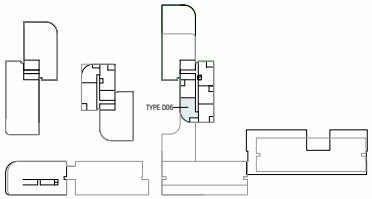


APARTMENT TYPE D05

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

TYPICAL APARTMENT ANALYSIS

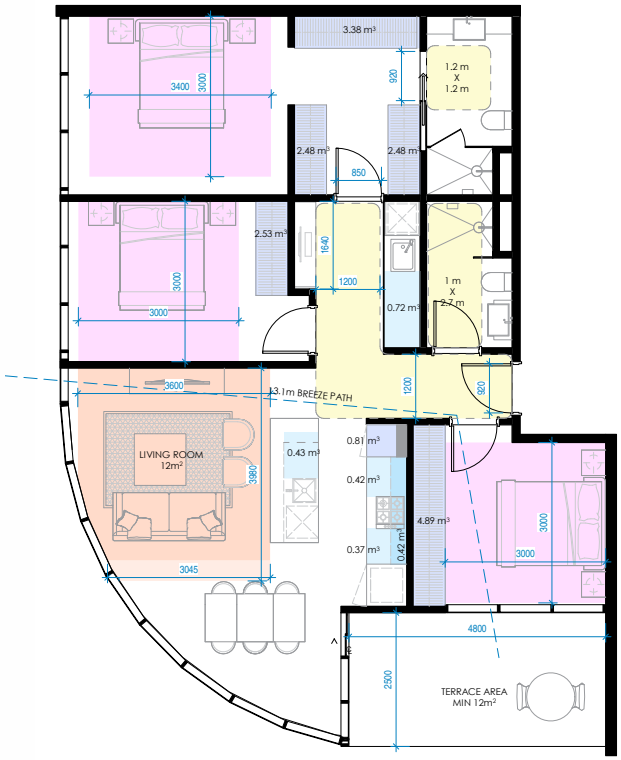


UPPER LEVEL
TYPE D06
BUILDING 3: L15-16

	Room / Dwelling / Requirement	Min / Max	Dimension	D06
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	✓
	Living Area	Min	3.3m W / 10m²	
	Living Area	Min	3.6m W / 12m²	✓
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	
		Min	4m³ External	
		Min	10m³ Total	
		Min	10m³ Total	
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	18.93
		Min	6m³ External	0
		Min	18m³ Total	18.93
		Min	18m³ Total	✓
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	✓
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✓

	Room / Dwelling / Requirement	Min / Max	Dimension	D06
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	A
	All DDA Compliance measures met?			✓

Number of Apartment Type	2

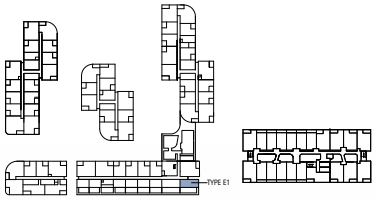


APARTMENT TYPE D06

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

TYPICAL APARTMENT ANALYSIS

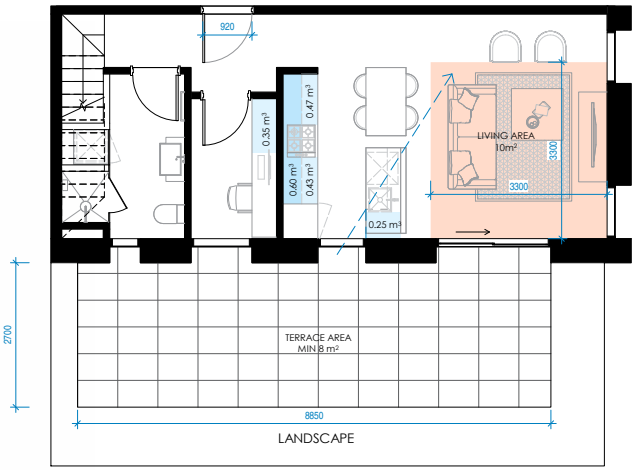


UPPER LEVELS
TYPE E1
BUILDING 5: L5

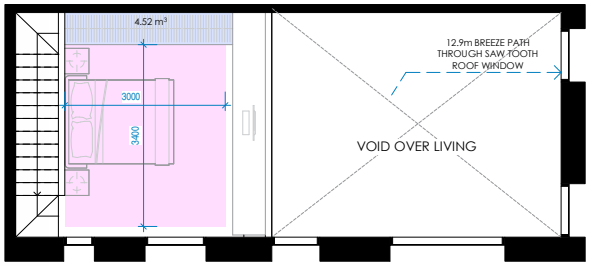
	Room / Dwelling / Requirement	Min / Max	Dimension	E01
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	
	Living Area	Min	3.3m W / 10m²	✓
	Living Area	Min	3.6m W / 12m²	
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	7.48
		Min	4m³ External	2.52
		Min	10m³ Total	10
		Min	10m³ Total	✓
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	E01
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗
	All DDA Compliance measures met?			✗

Number of Apartment Type	1

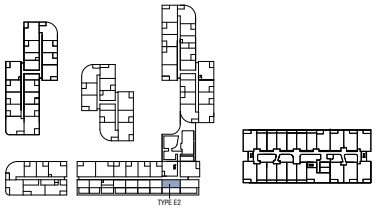


LOWER PLAN

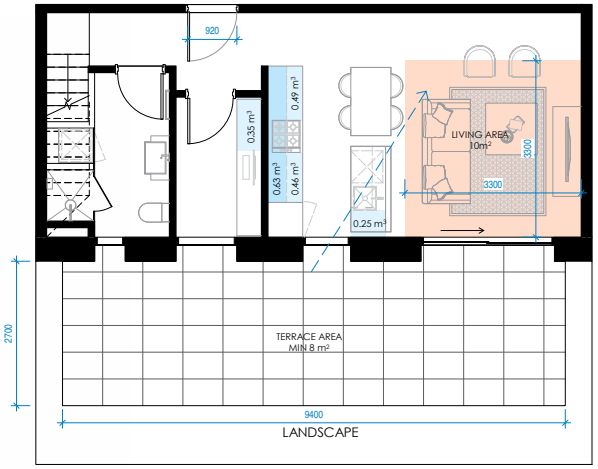


UPPER PLAN

APARTMENT TYPE E01

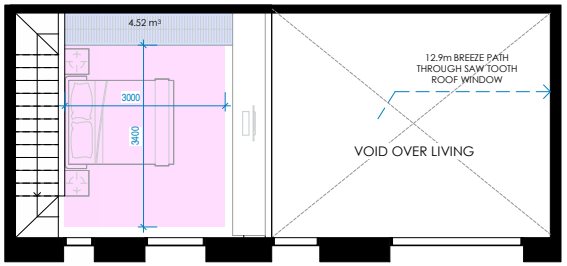


UPPER LEVELS
TYPE E2
BUILDING 5: L5



LOWER PLAN

	Room / Dwelling / Requirement	Min / Max	Dimension	E02
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	
	Living Area	Min	3.3m W / 10m²	✓
	Living Area	Min	3.6m W / 12m²	
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	7.48
		Min	4m³ External	2.52
		Min	10m³ Total	10
		Min	10m³ Total	✓
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗



UPPER PLAN

	Room / Dwelling / Requirement	Min / Max	Dimension	E02
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗
	All DDA Compliance measures met?			✗

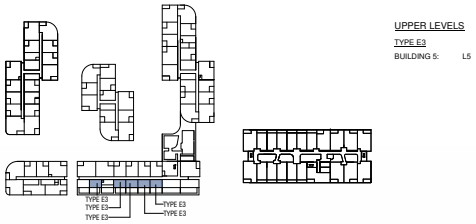
Number of Apartment Type	1

APARTMENT TYPE E02

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

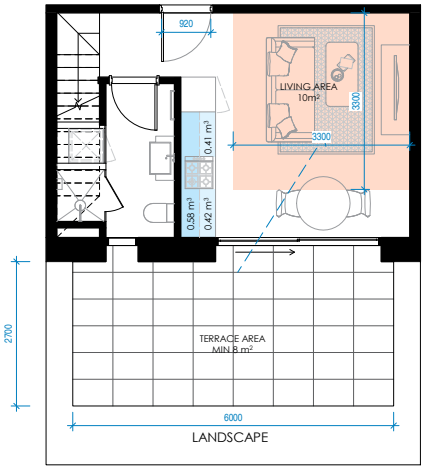
TYPICAL APARTMENT ANALYSIS



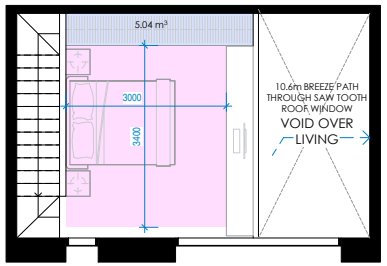
	Room / Dwelling / Requirement	Min / Max	Dimension	E03
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	
	Living Area	Min	3.3m W / 10m²	✓
	Living Area	Min	3.6m W / 12m²	
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	6.45
		Min	4m³ External	3.55
		Min	10m³ Total	10
		Min	10m³ Total	✓
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	E03
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗
	All DDA Compliance measures met?			✗

Number of Apartment Type	5

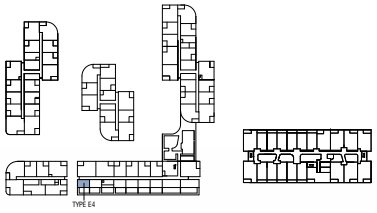


LOWER PLAN



UPPER PLAN

APARTMENT TYPE E03

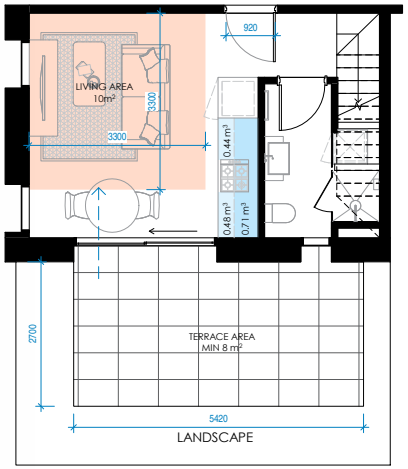


UPPER LEVELS
TYPE E4
BUILDING 5: L5

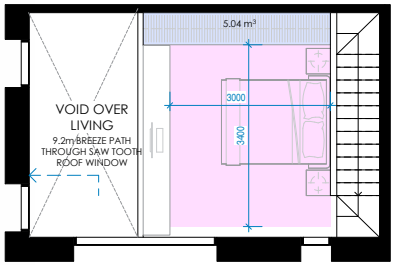
	Room / Dwelling / Requirement	Min / Max	Dimension	E04
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓
	Other Bedrooms	Min	3.0m x 3.0m	
	Living Area	Min	3.3m W / 10m²	✓
	Living Area	Min	3.6m W / 12m²	
Room Depth	Open Plan Layout	Max	9m Depth	✓
Storage	Studio Dwelling	Min	5m³ Within	
		Min	3m³ External	
		Min	8m³ Total	
		Min	8m³ Total	
	1 Bedroom Dwelling	Min	6m³ Within	6.67
		Min	4m³ External	3.33
		Min	10m³ Total	10
		Min	10m³ Total	✓
	2 Bedroom Dwelling	Min	9m³ Within	
		Min	5m³ External	
		Min	14m³ Total	
		Min	14m³ Total	
	3+ Bedroom Dwelling	Min	12m³ Within	
		Min	6m³ External	
		Min	18m³ Total	
		Min	18m³ Total	
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²	
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	
	2 Bedroom Dwelling	Min	2.0m W / 8m²	
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²	
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²	
	3+ Bedroom Dwelling	Min	2.4m W / 12m²	
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²	
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²	
DDA Compliance	All DDA Measures met	See table below		✗

	Room / Dwelling / Requirement	Min / Max	Dimension	E04
DDA Compliance	Front Door Opening	Min	850mm	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗
	All DDA Compliance measures met?			✗

Number of Apartment Type	1



LOWER PLAN



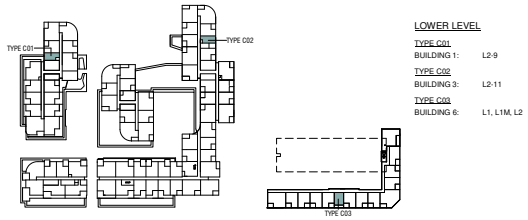
UPPER PLAN

APARTMENT TYPE E04

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

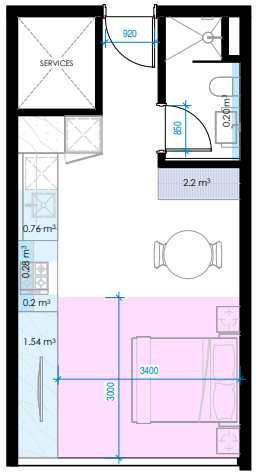
TYPICAL APARTMENT ANALYSIS



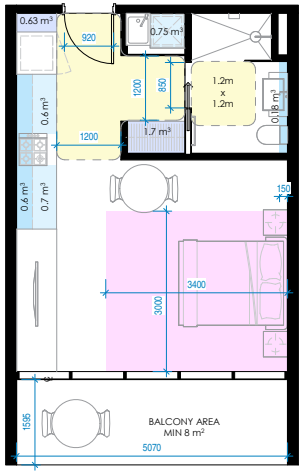
	Room / Dwelling / Requirement	Min / Max	Dimension	C01	C02	C03
Functional Layout	Main Bedroom	Min	3.0m x 3.4m			
	Other Bedrooms	Min	3.0m x 3.0m			
	Living Area	Min	3.3m W / 10m²			
	Living Area	Min	3.6m W / 12m²			
Room Depth	Open Plan Layout	Max	9m Depth			
Storage	Studio Dwelling	Min	5m³ Within	5	5	5
		Min	3m³ External	3	3	3
		Min	8m³ Total	8	8	8
		Min	8m³ Total	✓	✓	✓
	1 Bedroom Dwelling	Min	6m³ Within			
		Min	4m³ External			
		Min	10m³ Total			
		Min	10m³ Total			
	2 Bedroom Dwelling	Min	9m³ Within			
		Min	5m³ External			
		Min	14m³ Total			
		Min	14m³ Total			
	3+ Bedroom Dwelling	Min	12m³ Within			
		Min	6m³ External			
		Min	18m³ Total			
		Min	18m³ Total			
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	✗	✗	✗
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²			
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²			
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²	✗	✓	✓
	2 Bedroom Dwelling	Min	2.0m W / 8m²			
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²			
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²			
	3+ Bedroom Dwelling	Min	2.4m W / 12m²			
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²			
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²			
DDA Compliance	All DDA Measures met	See table below		✗	✗	✓

	Room / Dwelling / Requirement	Min / Max	Dimension	C01	C02	C03
DDA Compliance	Front Door Opening	Min	850mm	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✗	✓	✓
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✗	✗	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	✗	✗	A
	All DDA Compliance measures met?			✗	✗	✓

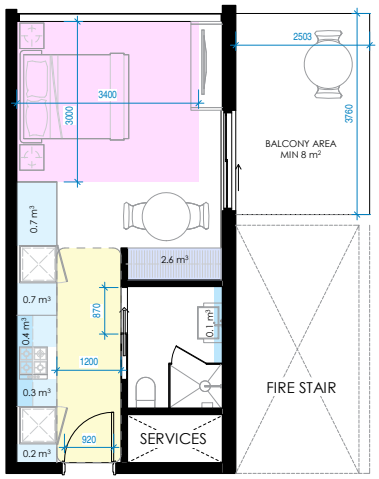
Number of Apartment Type	8	10	3



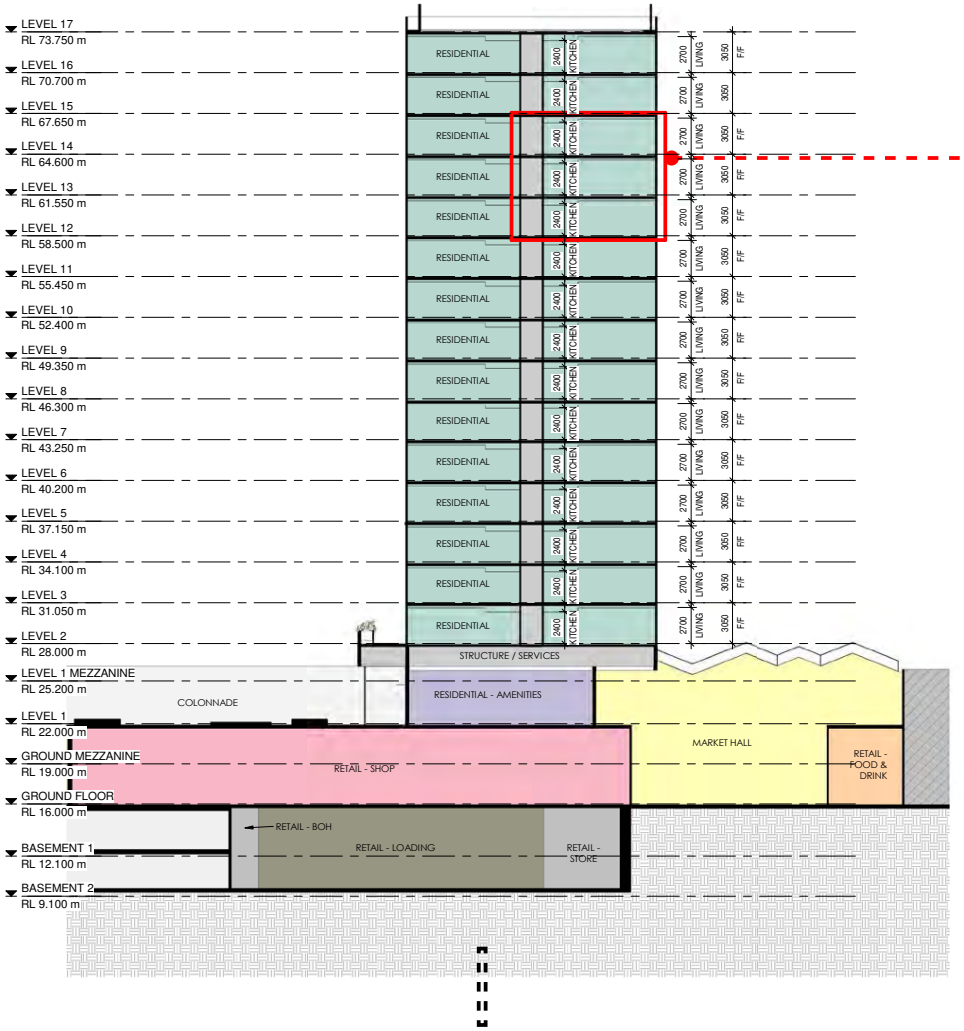
APARTMENT TYPE C01

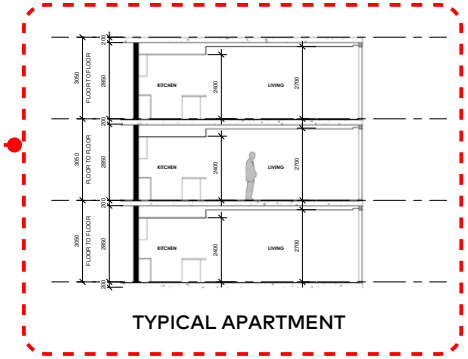


APARTMENT TYPE C03



APARTMENT TYPE C02





TYPICAL APARTMENT

05 ARCHITECTURAL DESIGN RESPONSE

5.17 TOWER ACTIVATION - BADS ANALYSIS

COMPLIANCE TABLE

BADS Compliance

	Room / Dwelling / Requirement	Min / Max	Dimension	1 BED						1 BED STUDY				2 BED																				
				A01	A02	A02a	A03	A04	A05	AS01	AS02	AS03	AS04	B01	B02	B03	B03a	B04	B05	B06	B07	B08	B8a	B09	B10	B11	B12	B13	B14	B15	B16	B17	B18	B19	B20	B21
Functional Layout	Main Bedroom	Min	3.0m x 3.4m	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Other Bedrooms	Min	3.0m x 3.0m											✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Living Area	Min	3.3m W / 10m²	✓	✓	✓	✓	×	✓	✓	✓	✓	✓																						
	Living Area	Min	3.6m W / 12m²											✓	✓	✓	✓	×	✓	×	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	×
Room Depth	Open Plan Layout	Max	9m Depth	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Storage	Studio Dwelling	Min	5m³ Within																																
		Min	3m³ External																																
		Min	8m³ Total																																
	1 Bedroom Dwelling	Min	6m³ Within	6.15	6.01	6.61	7.17	7.17	6.55	6.57	6.03	6.79	14.59																						
		Min	4m³ External	3.85	3.99	3.39	2.83	2.83	3.45	3.43	3.97	3.21	0																						
		Min	10m³ Total	10	10	10	10	10	10	10	10	10	14.59																						
		Min	10m³ Total	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓																						
	2 Bedroom Dwelling	Min	8m³ Within											13.65	10.36	9.95	9.73	9.63	12.23	11.53	11.42	10.92	9.28	9.33	10.75	9	10.12	9.19	9.3	13.67	12.01	12.71	9.31	9.44	10.84	10.84
		Min	5m³ External											0.35	3.64	4.05	4.27	4.37	1.77	2.47	2.58	3.08	4.72	4.67	3.25	5	3.88	4.81	4.7	0.33	1.99	1.29	4.69	4.56	3.16	3.16
		Min	14m³ Total											14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
		Min	14m³ Total											✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	3+ Bedroom Dwelling	Min	12m³ Within																																
		Min	6m³ External																																
		Min	18m³ Total																																
		Min	18m³ Total																																
Cross-ventilation	Dwelling	n/a	Cross-ventilation present	×	✓	✓	✓	×	✓	✓	×	×	×	×	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	✓	✓	✓	✓	×	×	×	✓	✓	✓	✓
Private Open Space	1 Bedroom Dwelling	Min	1.8m / 8m²	✓			✓	✓	✓	✓	✓	✓	✓																							
	1 Bedroom Dwelling - North	Min	1.7 m / 8m²		✓	✓																													
	1 Bedroom Dwelling - South	Min	1.2 m / 8m²			✓																													
	2 Bedroom Dwelling	Min	2.0m W / 8m²											✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					✓	✓			✓
	2 Bedroom Dwelling - North	Min	1.7m W / 8m²																										✓				✓	✓	✓
	2 Bedroom Dwelling - South	Min	1.2m W / 8m²																									✓		✓					
	3+ Bedroom Dwelling	Min	2.4m W / 12m²																																
	3+ Bedroom Dwelling - North	Min	1.7m W / 12m²																																
	3+ Bedroom Dwelling - South	Min	1.2m W / 12m²																																
DDA Compliance	All DDA Measures met	See table below		✓	✓	✓	×	×	✓	×	×	×	×	×	×	×	✓	×	×	×	✓	✓	✓	×	×	×	×	×	✓	×	✓	×	✓	✓	✓	×

DDA Compliance

	Room / Dwelling / Requirement	Min / Max	Dimension	1 BED						1 BED STUDY				2 BED																				
				A01	A02	A02a	A03	A04	A05	AS01	AS02	AS03	AS04	B01	B02	B03	B03a	B04	B05	B06	B07	B08	B8a	B09	B10	B11	B12	B13	B14	B15	B16	B17	B18	B19	B20	B21
DDA Compliance	Front Door Opening	Min	850mm	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Clear Path to Main Bedroom, Adaptable Bath & Living	Min	1.2m	✓	✓	✓	×	✓	✓	×	×	×	×	×	×	×	✓	×	×	×	✓	✓	✓	×	×	×	×	✓	✓	✓	✓	×	✓	✓	✓	×
	Main Bedroom has access to Adaptable Bath	n/a	n/a	✓	✓	✓	✓	×	✓	×	×	×	×	✓	✓	✓	✓	✓	×	×	✓	✓	✓	×	×	×	✓	×	✓	×	✓	×	✓	✓	✓	✓
	Adaptable Bathroom that meets Design A or B or Alt	n/a	n/a	B	B	B	B	×	B	A	×	×	A	A	A	B	B	B	B	B	A	B	B	×	×	B	B	×	A	×	B	B	A	B	B
	All DDA Compliance measures met?			✓	✓	✓	×	×	✓	×	×	×	×	×	×	×	✓	×	×	×	✓	✓	✓	×	×	×	×	×	✓	×	✓	×	✓	✓	✓	×
	Number of Apartment Type			312	45	30	3	6	2	13	11	2	3	36	70	29	3	21	13	47	24	11	13	11	8	7	5	3	6	2	2	2	24	2	6	10

2 BED STUDY			STUDIO			3 BED							1 BED LOFT			
BS01	BS02	BS03	C01	C02	C03	D01	D02	D02a	D03	D04	D05	D06	E01	E02	E03	E04
✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	✓				✓	✓	✓	✓	✓	✓	✓				
													✓	✓	✓	✓
✓	✓	✓				✓	×	×	✓	✓	✓	✓				
✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
			5	5	5											
			3	3	3											
			8	8	8											
			✓	✓	✓											
													7.48	7.48	6.45	6.67
													2.52	2.52	3.55	3.33
													10	10	10	10
													✓	✓	✓	✓
16.79	9.12	10.49														
0	4.88	3.51														
16.79	14	14														
✓	✓	✓														
						15.36	15.68	17.56	19.98	13.51	27.33	18.93				
						2.64	2.32	0.44	0	4.49	0	0				
						18	18	18	19.98	18	27.33	18.93				
						✓	✓	✓	✓	✓	✓	✓				
×	✓	✓	×	×	×	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
													✓	✓	✓	✓
			×	✓	✓											
✓	✓	✓														
						✓	✓	✓	✓	✓	✓	✓				
✓	✓	×	×	×	✓	×	×	×	×	×	×	×	×	×	×	×

2 BED STUDY			STUDIO			3 BED							1 BED LOFT			
BS01	BS02	BS03	C01	C02	C03	D01	D02	D02a	D03	D04	D05	D06	E01	E02	E03	E04
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
✓	✓	×	×	✓	✓	×	×	×	×	✓	×	✓	×	×	×	×
✓	✓	✓	×	×	✓	✓	✓	✓	✓	✓	✓	✓	×	×	×	×
A	B	×	×	×	A	A	B	B	A	B	B	A	×	×	×	×
✓	✓	×	×	×	✓	×	×	×	×	✓	×	✓	×	×	×	×
3	8	3	8	10	3	2	2	2	2	2	2	2	1	1	5	1

Total Apartments	839
Total fully DDA Compliant	**498**

	Dwelling Type	QTY Compliant Dwellings	M^3 Total Area Provided	% Current Scheme	M^3 Total Area BADS Minimum	BADS Compliant
Functional Layout		717	_	85.5%	100.0%	✓* Complies with objective
Room Depth		839	_	100.0%	100.0%	✓
Storage Min. Internal	Studios 1 bedroom dwelling 2 bedroom dwelling 3 bedroom dwelling	839	105 2674.27 3985.25 256.7	100.0%	105 2562 3321 168	✓
Storage Min. Total	Studios 1 bedroom dwelling 2 bedroom dwelling 3 bedroom dwelling	839	168 4270 5124 252	100.0%	168 4270 5124 252	✓
Cross-ventilation		424	_	50.5%	40.0%	✓
Private Open Space						
All DDA Measures		498	_	59.4%	50.0%	✓

05 ARCHITECTURAL DESIGN RESPONSE

5.18 TOWER FACADE DESIGN VISION

The design approach for the residential towers of Victoria Gardens is to have a refined sense of restraint, whilst providing grain, and articulation to the overall built form.

The design responds to the characteristics of the historic, existing and emerging context. The fluid nature of the buildings' skin allows one's eye to travel both horizontally and vertically across the buildings. The shaping of towers are enhanced through the articulation of facade elements by breaking down the building form so that it does not feel too overwhelming, whilst contributing to an impression of diversity and homogeneity.

Taking cues from its surrounding context, the facade uses different shades of bricks. The texture becomes a source of warmth and timelessness.

Composition of flat and recessed bricks with the variety of textures in concrete and metalwork facade creates contrasting relationship between them, determine the visual quality and interest and makes a unique urban architecture to appear rich in detail from a range of viewing distances.

550 VANDERBILT AVENUE, BROOKLYN, NY, USA

WONDERWOODS, UTRECHT, NETHERLANDS

REBEL, AMSTERDAM, NETHERLANDS

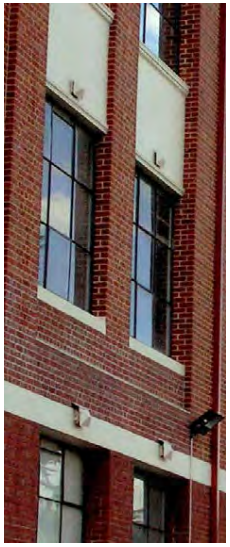
FACADE RENDERS

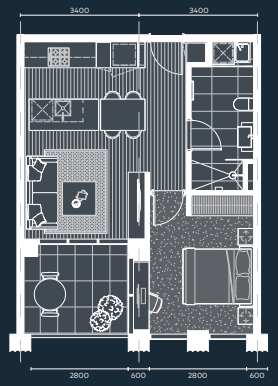
05 ARCHITECTURAL DESIGN RESPONSE

5.18 TOWER FACADE DESIGN VISION

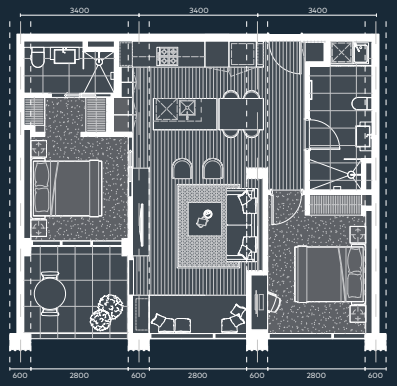
LOOK AND FEEL

Of its place - Richmond-ness
Character and identity - family of buildings
Better with age - materials which endure

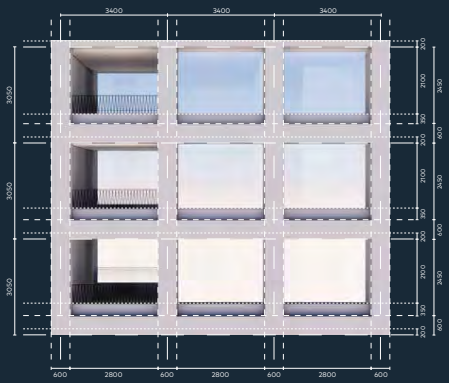


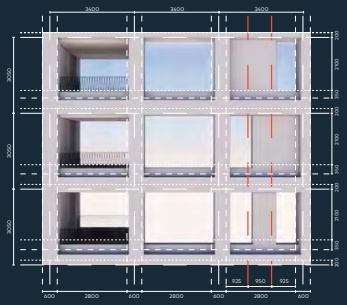


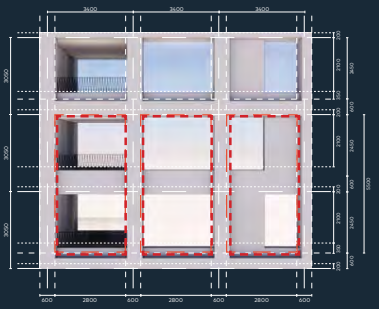
Typical 1 Bed 1 Bath

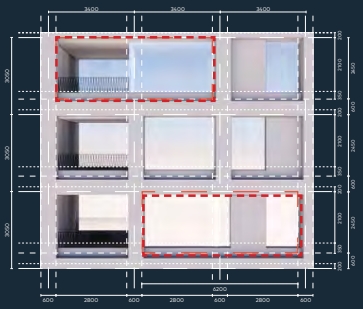


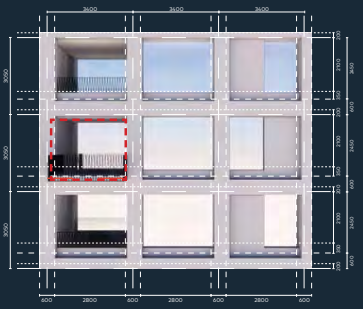
Typical 2 Bed 2 Bath









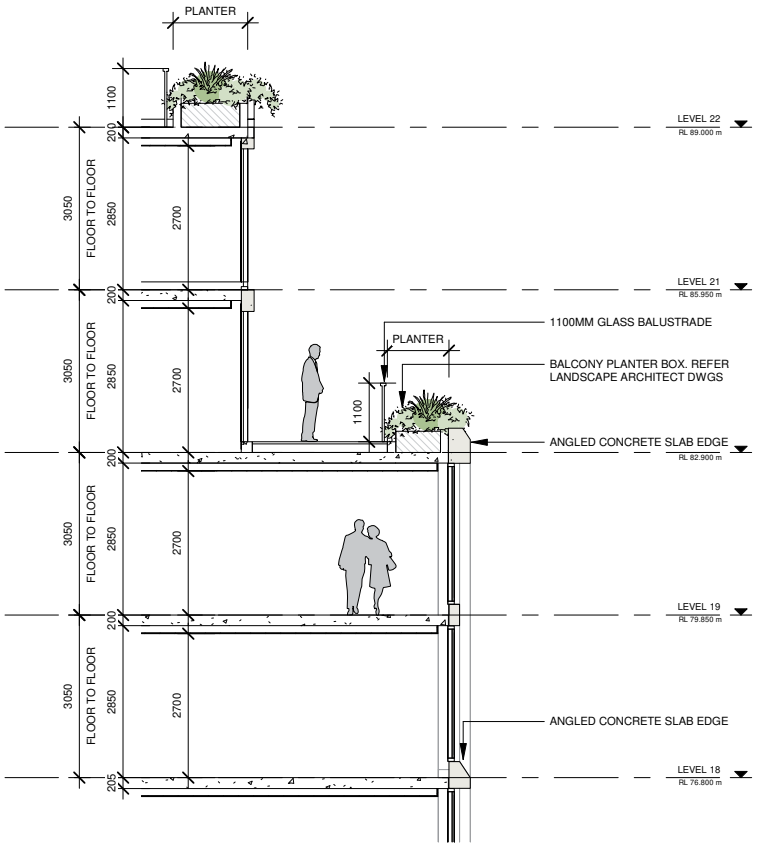


RATIONALISATION & GEOMETRY

Rationalised by the interior layouts
Standardisation
Diversity and variation within the grid

05 ARCHITECTURAL DESIGN RESPONSE

5.19 TOWER FACADE MATERIALITY



ANGLED CONCRETE FACADE TYPE DETAIL,
TOWER B NORTH & TOWER C SOUTH

FLAT BRICK

FACADE CONCEPT RENDERS

550 VANDERBILT AVENUE, BROOKLYN, NY, USA

RECESSED BRICK

FACADE CONCEPT RENDERS

CORNER HOUSE BY DSDHA, LONDON, UK

ANGLED CONCRETE

FACADE CONCEPT RENDERS

ECONOMIC & MASTERS BUILDING BY UNAV, SPAIN

FLUTED CONCRETE AND TERRACOTTA

FACADE CONCEPT RENDERS

FLUTED AND TERRACOTTA TILE BENCHMARKS

FLUTED CONCRETE

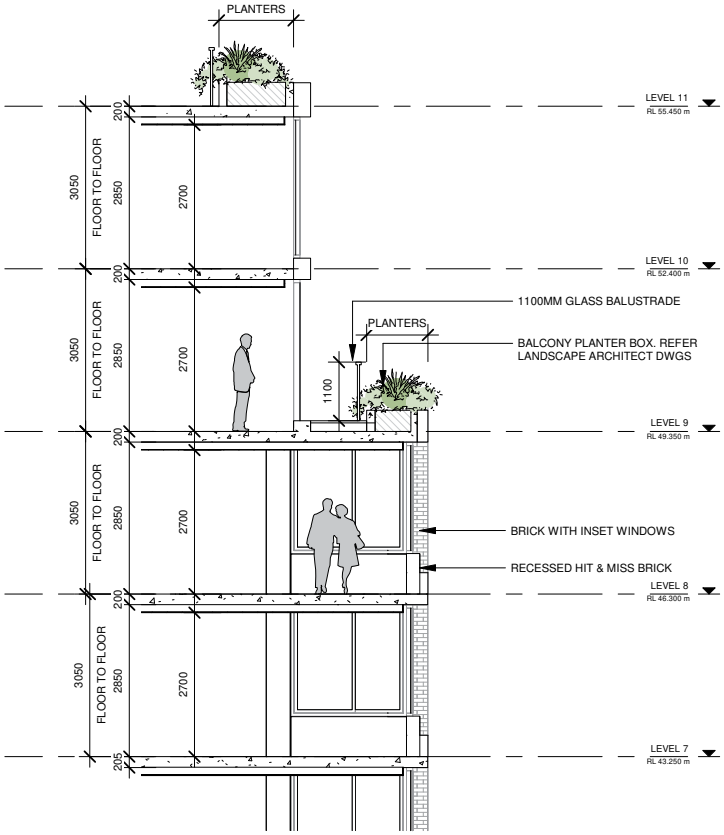
FACADE CONCEPT RENDERS

1245 BROADWAY BY SOM

METAL CLADDING

FACADE CONCEPT RENDERS

EUROPAALLEE 21, ZÜRICH, SWITZERLAND



RECESSED BRICK FACADE TYPE DETAIL,
MID-RISE A EAST, TOWER A SOUTH, TOWER B SOUTH, TOWER C NORTH

05 ARCHITECTURAL DESIGN RESPONSE

5.19 TOWER FACADE MATERIALITY

MID-RISE A WEST:
RED BRICK WITH CONCRETE SLAB EDGES

MID-RISE A EAST:
RED BRICK WITH INSET WINDOWS

MID-RISE D EAST:
METAL CLADDING

MID-RISE B EAST:
FLUTED CONCRETE WITH BRICK INSET

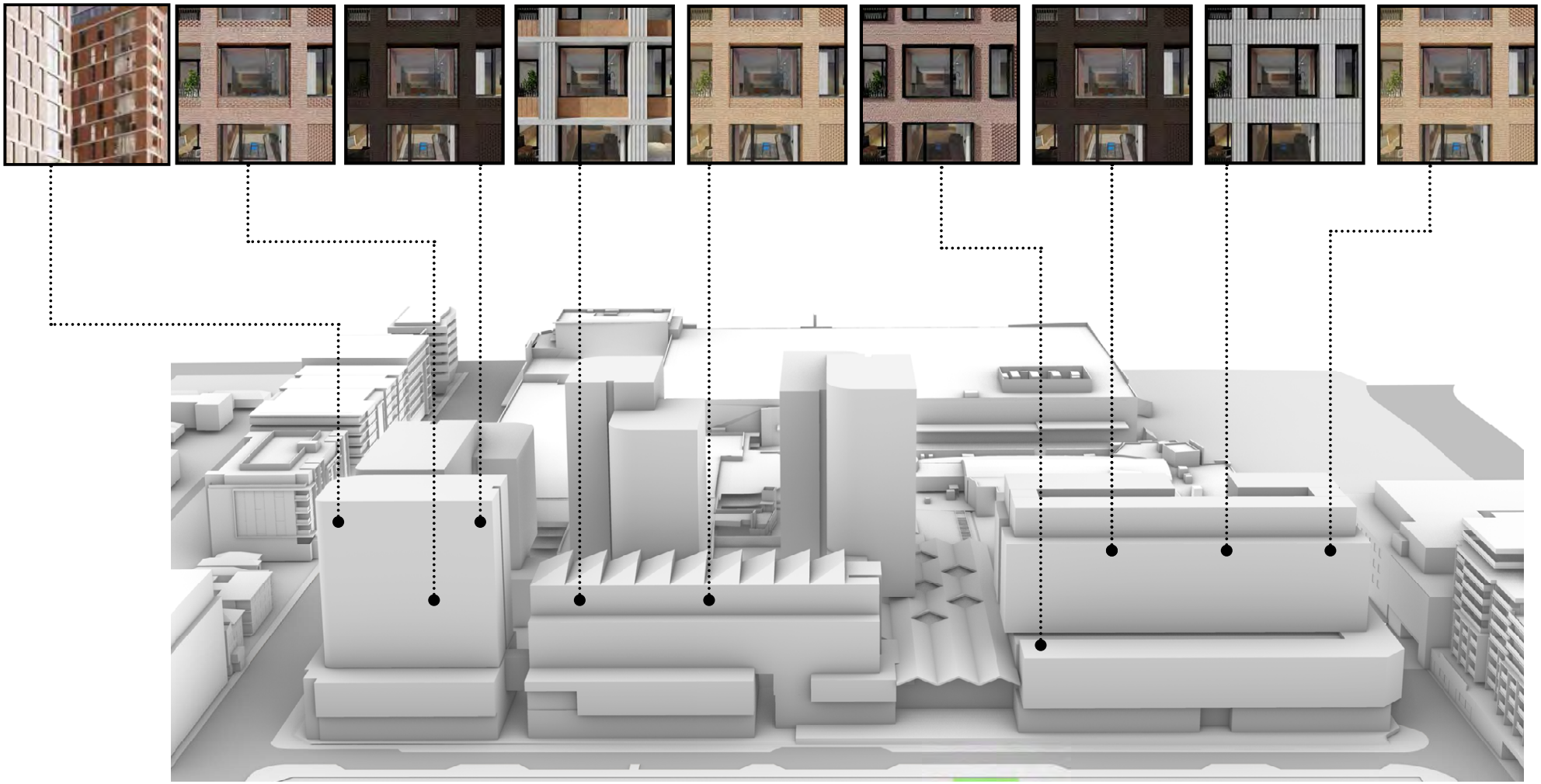
MID-RISE B WEST:
SANDY BRICK WITH INSET WINDOWS

MID-RISE C:
RED BRICK WITH STEEL FRAME WINDOWS

MID-RISE D EAST:
METAL CLADDING

MID-RISE D CENTRE:
FLUTED CONCRETE

MID-RISE D WEST:
SANDY BRICK WITH INSET WINDOWS



TOWER A SOUTH:
RED BRICK WITH INSET WINDOWS

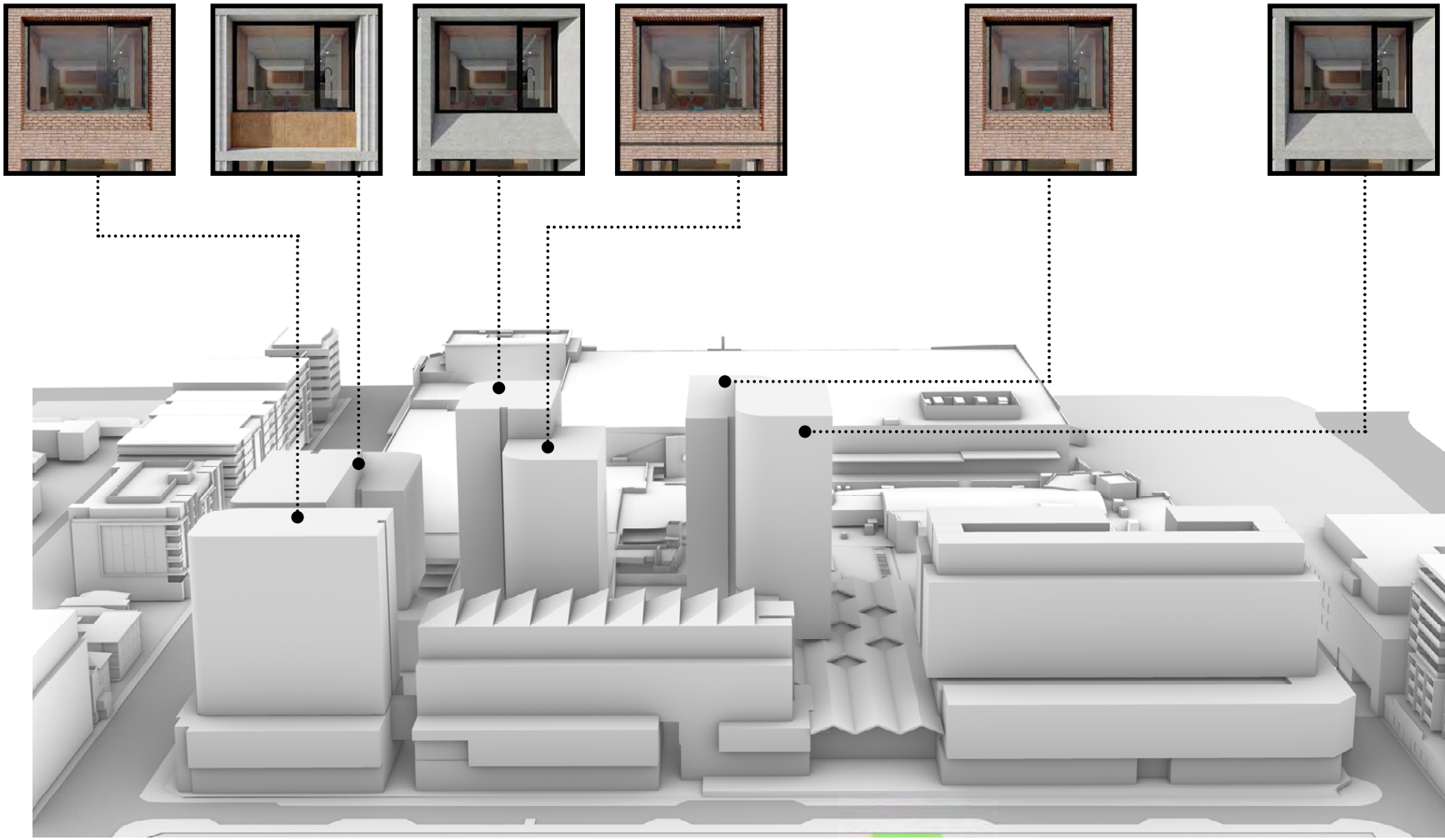
TOWER A NORTH:
FLUTED CONCRETE WITH TERRACOTTA

TOWER B NORTH:
ANGLED CONCRETE

TOWER B SOUTH:
RED BRICK WITH SHADOW LINE DETAIL

TOWER C NORTH:
RED BRICK WITH INSET WINDOWS

TOWER C SOUTH:
ANGLED CONCRETE



05 ARCHITECTURAL DESIGN RESPONSE

5.19 TOWER FACADE MATERIALITY

BALUSTRADE TYPE 1
BL-01
ANGLED METAL BALUSTRADE

BALUSTRADE TYPE 2
BL-02
FLAT METAL BALUSTRADE

PRECAST TYPE 1
PRC-01
LIGHT GREY PRECAST CONCRETE

PRECAST TYPE 2
PRC-02
MID GREY PRECAST CONCRETE

GLASS TYPE 1
GL-01
REFLECTIVE SILVER TINTED LOW-E GLASS

CONCRETE TYPE 1
CON-01
EXPOSED SLAB EDGES

05 ARCHITECTURAL DESIGN RESPONSE

5.19 TOWER FACADE MATERIALITY

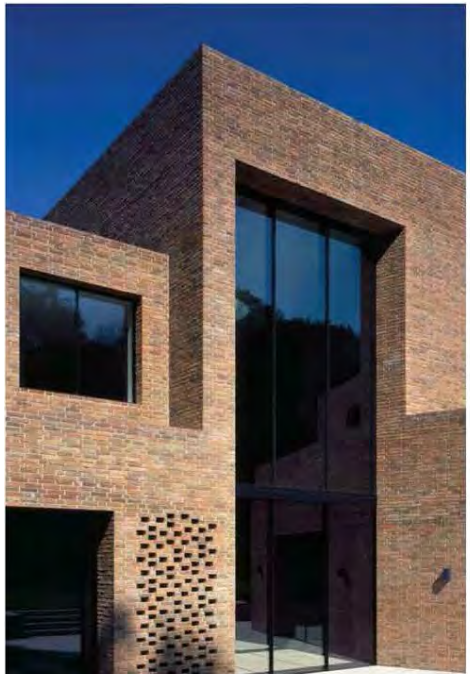
BRICK TYPE 1
BK-01
LIGHT RED BRICK OR SIMILAR. BOND: ENGLISH

BRICK TYPE 2
BK-02
HIT & MISS LIGHT RED BRICK OR SIMILAR. BOND: ENGLISH

BRICK TYPE 4
BK-04
HIT & MISS SANDY BRICK OR SIMILAR. BOND: ENGLISH

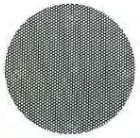
BRICK TYPE 7
BK-07
GREY BRICK OR SIMILAR. BOND: ENGLISH

BRICK TYPE 8
BK-08
HIT & MISS GREY BRICK OR SIMILAR. BOND: ENGLISH



TERRACOTTA TYPE 1
TC-01
TERRACOTTA TILES OR SIMILAR

METAL TYPE 2
MT-02
MESH SCREEN



METAL TYPE 3
MT-03
METAL BATTEN PRIVACY SCREEN

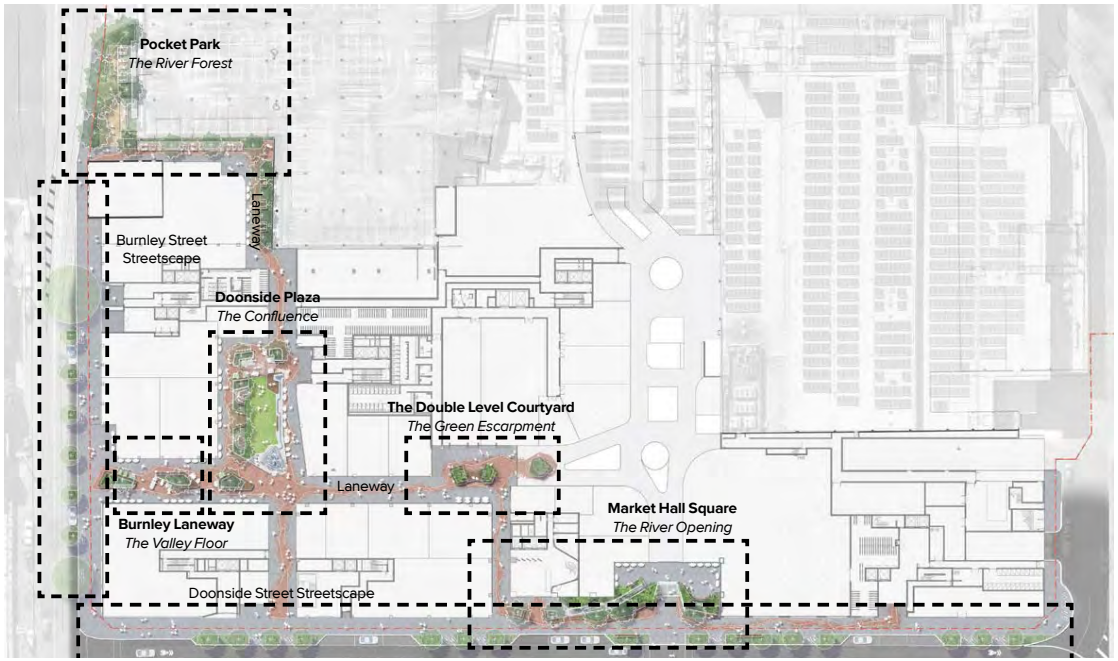
05 ARCHITECTURAL DESIGN RESPONSE

5.20 PUBLIC REALM & LANDSCAPING

The landscape concept for the ground floor proposes an engaging, open and inviting public realm for the community, residents and shoppers, while enhancing the streetscape amenity of Doonside and Burnley Streets.

The key spaces of the ground floor are:
- Pocket Garden, the River Forest
- Doonside Plaza, the River Confluence
- Burnley Laneway, the Valley Floor
- Double Level Courtyard, the Green Escarpment; and
- Market Hall Square, the River Opening.

Each of these spaces reference different spatial qualities of the Yarra River corridor, from it's source in the Yarra Ranges to where it meets Port Phillip Bay.



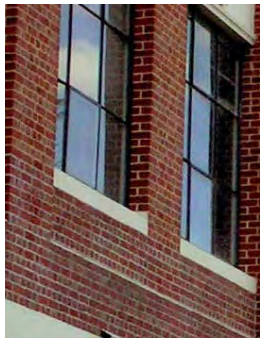
THE BIRRARUNG - WATER

+

THE BIRRARUNG - VEGETATION

+

RICHMOND CHARACTER



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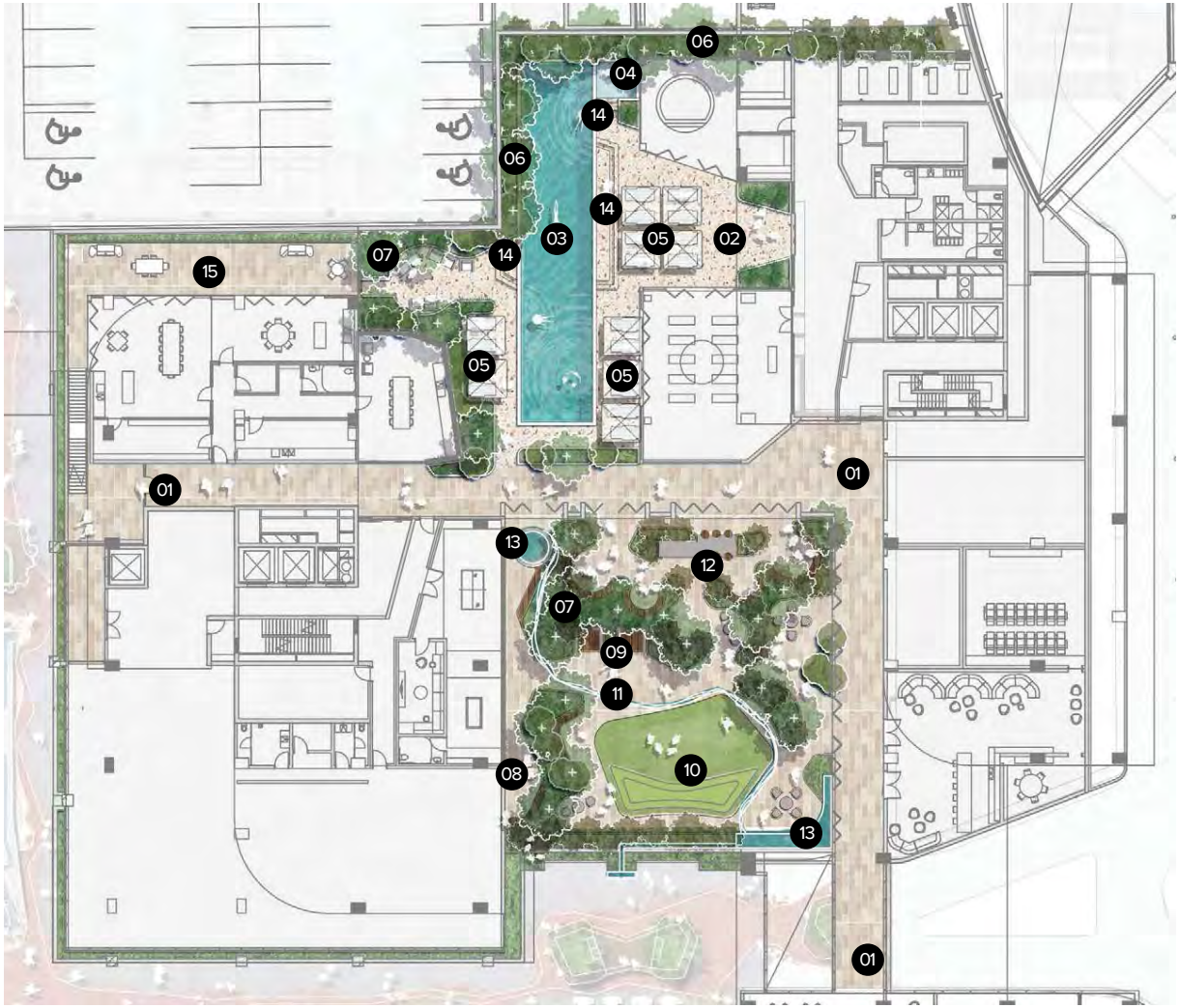
SITE HISTORY

The Level 1 Residential Garden is an external rooftop space for the residential community that provides a diversity of activity and amenities within an attractive vegetated setting.

The space is structured around a central sloped lawn that provides a flexible surface for passive and active use. Seating and dining spaces with a barbecue cater for groups of varying sizes and flow out spaces are provided from adjacent amenity rooms. In addition a lap pool area with cabanas shelters is provided to the north.

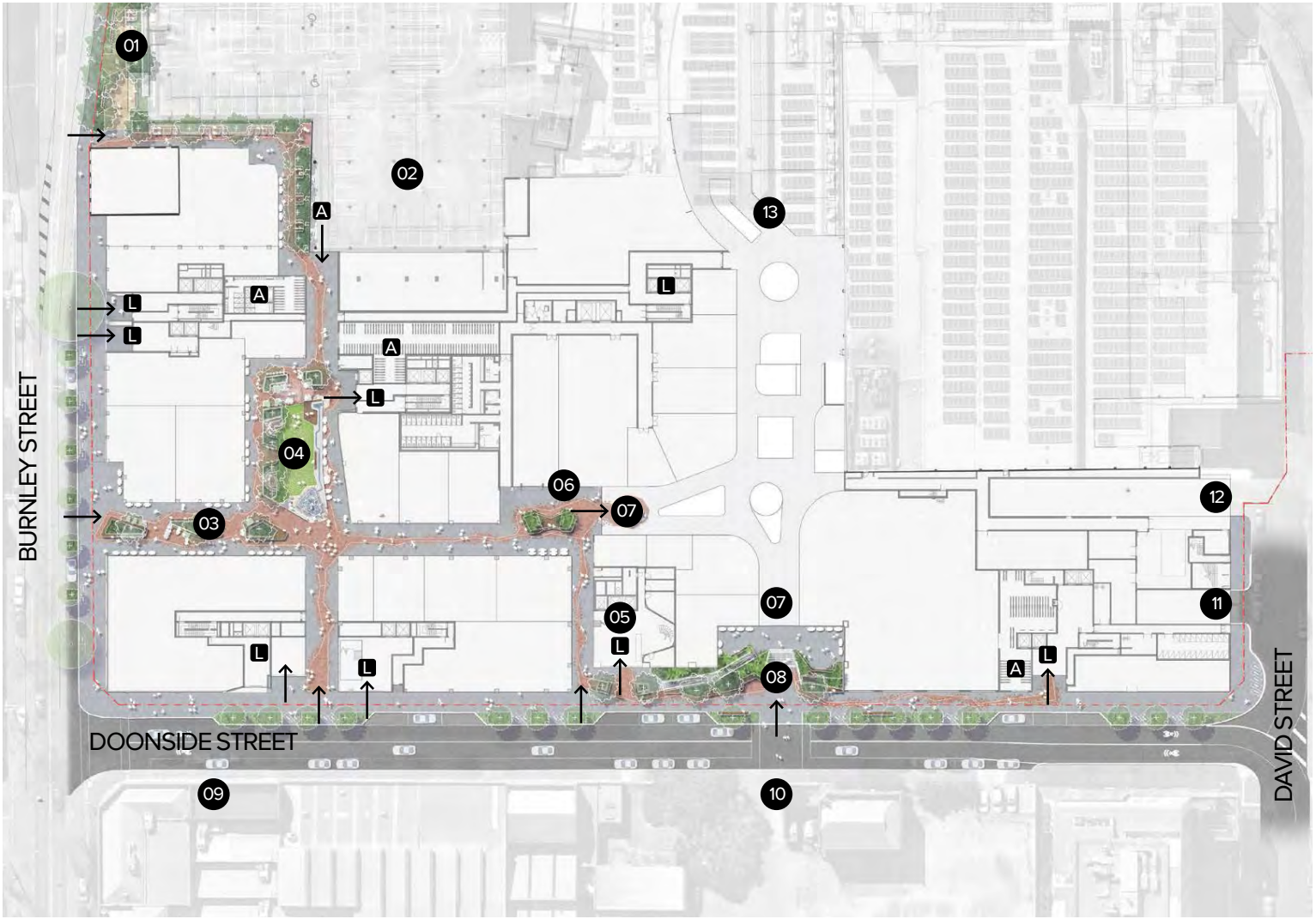
1. Light colour unit paving
2. Feature pavement
3. Lap pool
4. Spa
5. Sun Lounge & Umbrellas
6. Perimeter planting to pool edge
7. Trees and lush shade tolerant planting
8. Family area
9. Daybeds nestled in planting
10. Turfed area with grassy knoll
11. Meandering water feature
12. BBQ and dining area
13. Water feature
14. Stairs to pool and spa
15. Outdoor terrace to dinning rooms



05 ARCHITECTURAL DESIGN RESPONSE

5.20 PUBLIC REALM & LANDSCAPING

1. Pocket Garden
2. Multi Level Existing Car Park
3. Burnley Laneway
4. Doonside Plaza
5. Residential Master Lobby
6. Double Level Courtyard
7. Market Hall Entrance
8. Market Hall Square
9. Harry the Hirer Site
10. Future Public Open Space By Others
11. Level 1 Car Park Entrance
12. Basement Car Park & Loading Dock Entrance
13. Existing Victoria Gardens Shopping Centre



L LOBBY

A AMENITY

→ PROPOSED ENTRIES

Doonside Plaza -The Confluence And Burley Laneway - The Valley Floor

1. River Line Brick Paving
2. Public Art / Activation Node
3. Intergrated Seating Edges
4. Raised Planters
5. Seating Nodes With Shelter Above
6. Village Green (Artificial Lawn)
7. Water Fountian / Informal Play
8. Seating Edge
9. Linear Water Feature Intergrated Into Seat wall
10. Dining Area With Shelter Above
11. Raised Bar Seating
12. Timber Seating Lounge
13. Timber Platform
14. Steel Edge To Delineate Title Boundary
15. Flush Feature And Tree Planting Within Deep Soil
16. Opportunity for Outdoor Licensed Seating

05 ARCHITECTURAL DESIGN RESPONSE

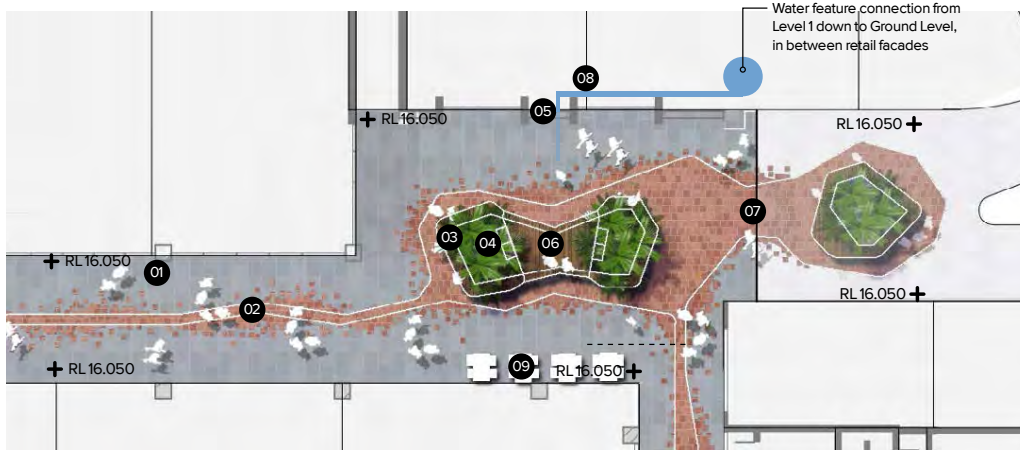
5.20 PUBLIC REALM & LANDSCAPING

Pocket Garden And Laneway

1. Pocket Garden
2. River Line Brick Paving
3. Trees In Deep Soil
4. Pergolas and Catenary Lighting
5. Seating Tables/Long Benches For Loose Furniture
6. Decomposed Granite With Open Areas For Flexibility
7. Deep Soil Garden Bed To Car Park Edge Flush With Paving
8. Intergrated Bar Table
9. Intergrated Bench Seating and Tables-Options For Use By Public or As Licensed Seating
10. Canopy Trees Along Car Park Interface In Deep Soil
11. Flush Car Park Access Points
12. Raised Planter To Pocket Garden
13. 1m Wide Plenum For Basement Car Park Natural Ventilation
14. Opportunity for Outdoor Licensed Seating

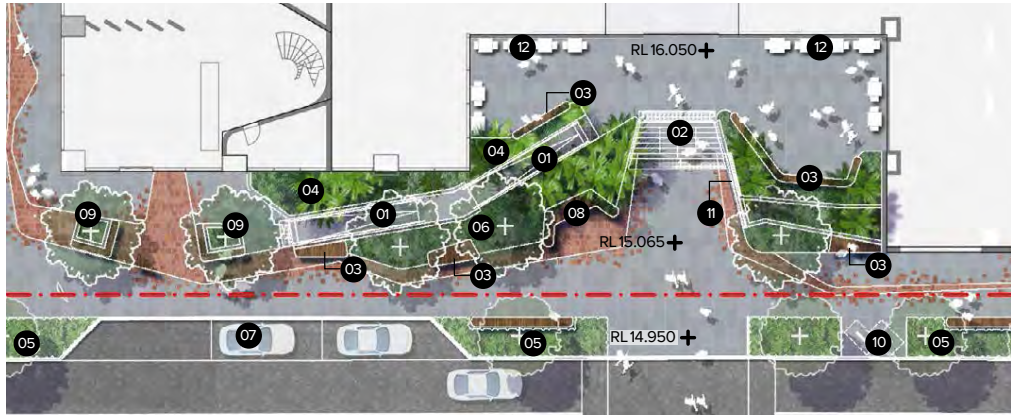
The Double Level Courtyard - The Green Escarpment

1. Bluestone Paving
2. Feature Brick Paving
3. Seating Edge To Raised Planters
4. Raised Planters With Tree Ferns
5. Planting to Retail Facade From Ground Level to Level 1 (Module System)
6. Elevated Timber Deck
7. Market Hall Entrance
8. Water Feature From Level 1
9. Opportunity for Outdoor Licensed Seating



Market Hall Square - The River Opening

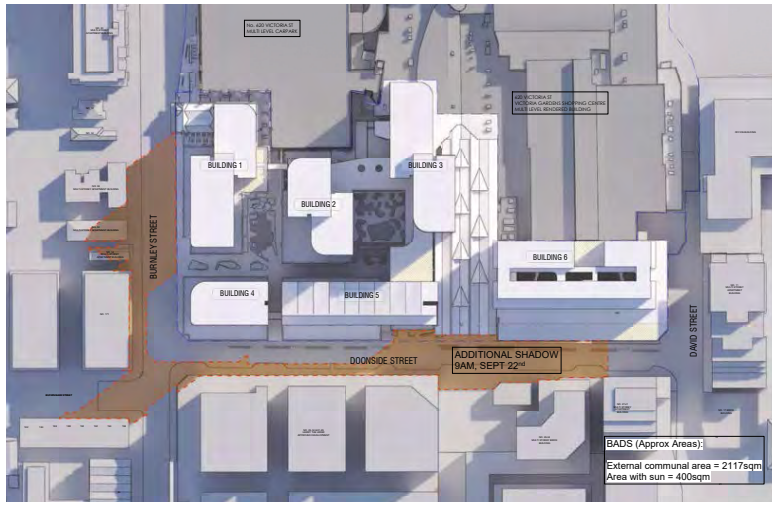
1. 1:15 Ramp
2. Stair (6 Stair in Flight)
3. Edge Seating To Planting
4. Planter To Ramp (In Deep Soil)
5. Street Trees And Planting
6. At Grade Planter To Ramp With Trees (In Deep Soil)
7. Indented car bay
8. Performance/ Seating Timber Deck
9. Raised Planter With Trees And Seating Edging
10. Bicycle Hoops
11. Water Feature
12. Opportunity for Outdoor Licensed Seating



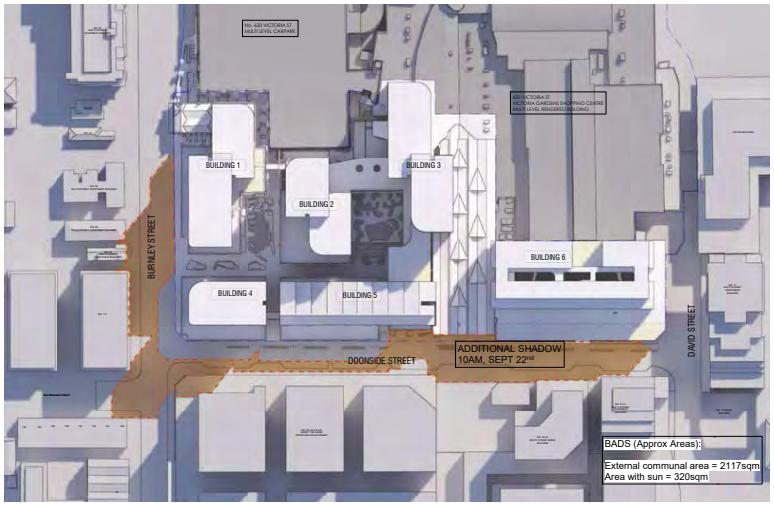
05 ARCHITECTURAL DESIGN RESPONSE

5.21 SHADOW DIAGRAMS

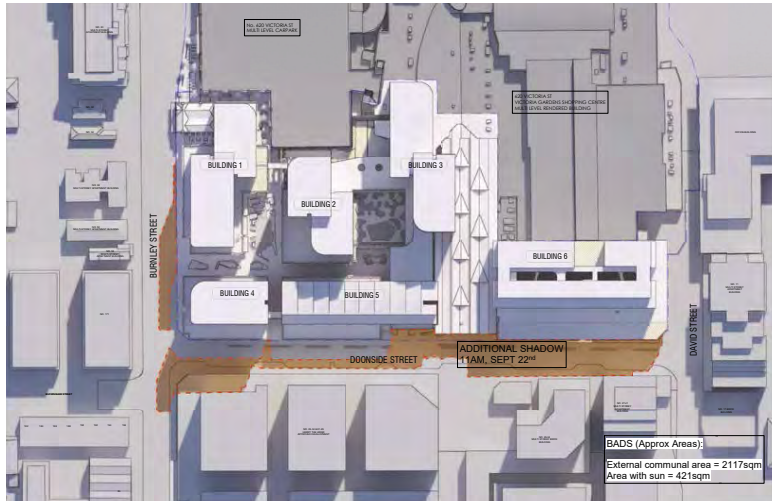
SEPTEMBER 22
9AM



SEPTEMBER 22
10AM



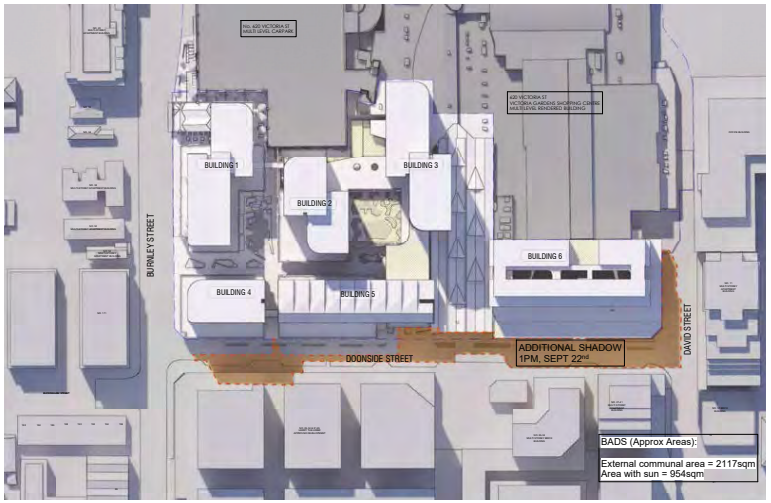
SEPTEMBER 22
11AM



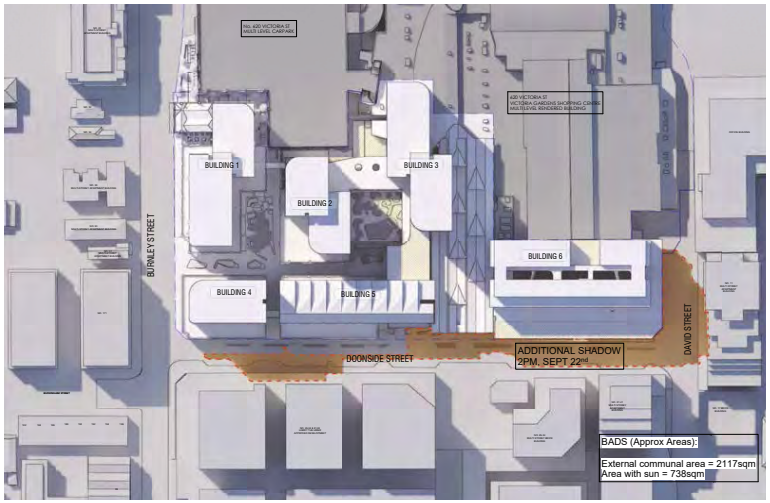
SEPTEMBER 22
12PM

ADDITIONAL SHADOW FROM PROPOSED DOONSIDE DEVELOPMENT

SEPTEMBER 22
1PM



SEPTEMBER 22
2PM



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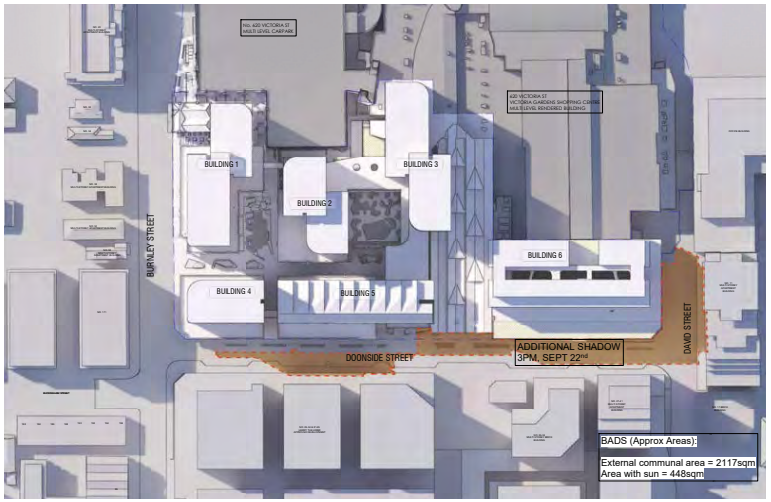
3PM



05 ARCHITECTURAL DESIGN RESPONSE

5.22 STAGING

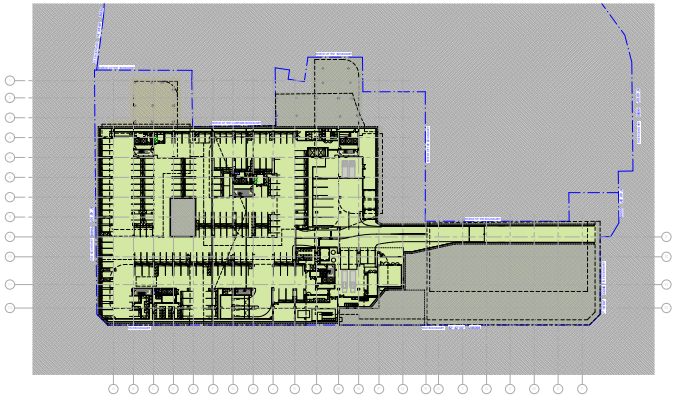
STAGE 1:
- 2 level basement car parking and storage.
- Retail and residential loading docks, Back of house and waste facilities.
- Substation.
- Ground level Market Hall and Doonside Street Entry.
- Retail under buildings 2, 3 and 5.
- Ground level retail loading, Back of house and amenities, visitor bike park and EOT facilities.
- Main residential lobby and Doonside Street drop-off.
- Building 2, 3 and 5 lobbies.
- Ground level and ground level mezzanine residential bike parking.
- Level 1 residential amenities.
- Residential buildings 2, 3 and 5.
- Retail, Back of house and loading dock under building 6.

STAGE 2:
- Burnley Street entry forecourt and footpath widening.
- Doonside Plaza and Pocket Garden.
- Ground level Burnley Street retail offerings.
- Refurbishment of the heritage building.
- Residential buildings 1 and 4, residential lobbies and amenities.
- Buildings 1 and 4 offices and office lobbies.
- Office bike parks and EOT facilities under building 1.
- Doonside Street Building 4 footpath widening and retail offerings.
- Residential and office lobbies buildings 1 and 4.

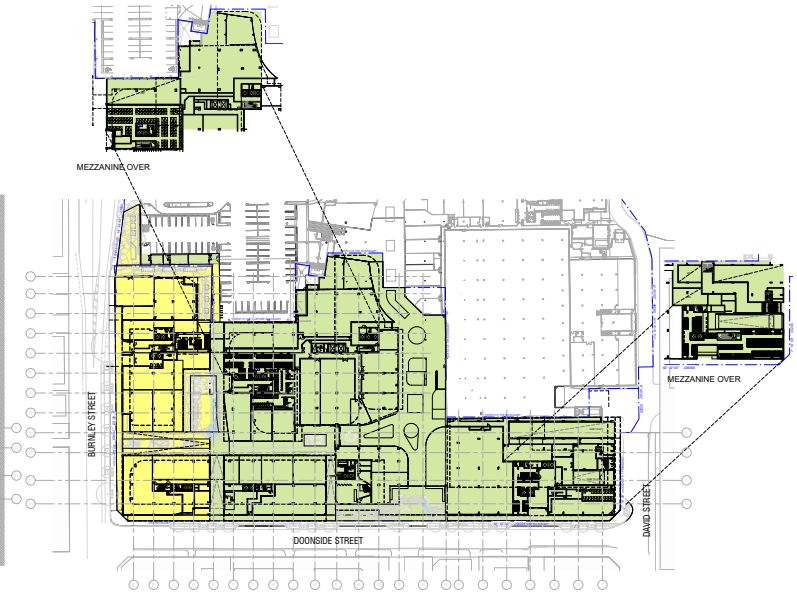
STAGE 3:
- Building 6 residential levels.
- Building 6 Level 1, Level 1 Mezzanine and Level 2 carparking.

STAGE 1
STAGE 2
STAGE 3

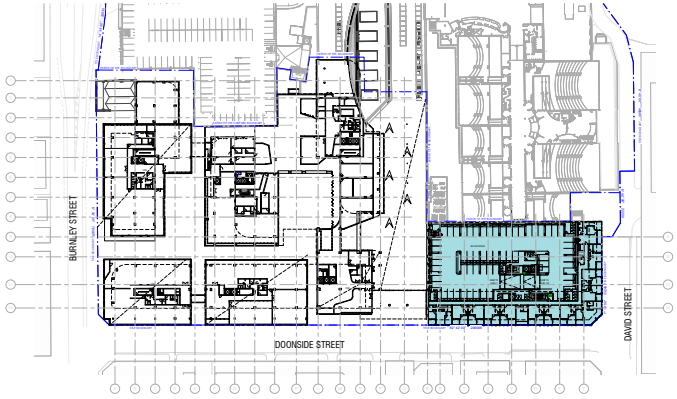
LEVEL B2



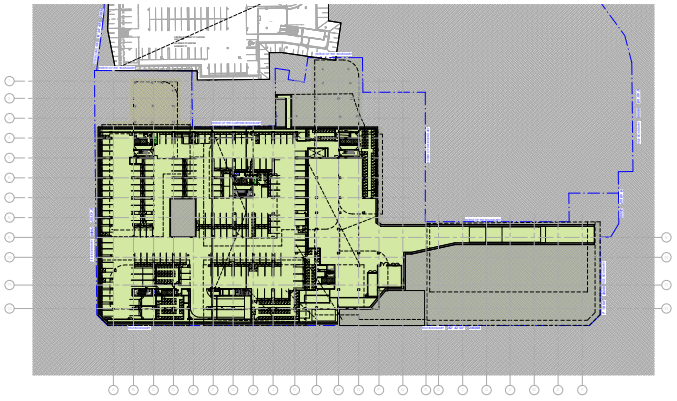
GROUND FLOOR & MEZZANINE



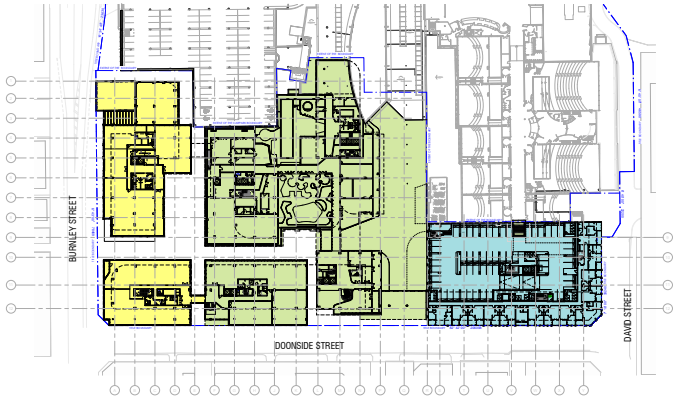
LEVEL 01 MEZZANINE



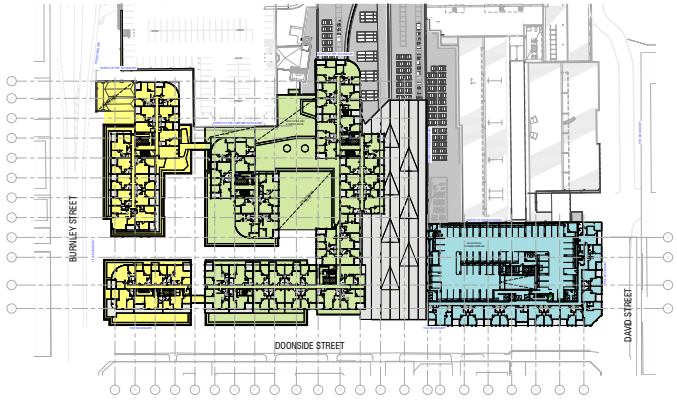
LEVEL B1



LEVEL 01



LEVEL 02 & TOWERS



05 ARCHITECTURAL DESIGN RESPONSE

5.23 INTEGRATED ESD PRINCIPLES

MANAGEMENT

- Coordinated approaches
- Commitment to implementation
- Sustainable cultures and behaviours

WATER

- The selection of equipment that is more water efficient than comparable standard practice equivalents;
- The use of water-efficient supplementary equipment;
- The selection of water-efficient toilets, taps and showers.

ENERGY

- The implementation of well-designed systems, aimed at lower operating emissions;
- The selection of high efficiency equipment over less energy efficient alternatives;
- The implementation of well-designed and zoned lighting that is energy efficient and appropriate for a space's use;
- The use of efficient supplementary equipment; and
- The procurement of zero carbon and low carbon energy sources.

STORMWATER

- Responsibly treating storm water to reduce the amount of polluted storm water run-off entering local waterways
- Water sensitive urban design strategies (WSUD); rainwater tanks, rain gardens, porous paving and landscaping.

INDOOR ENVIRONMENTAL QUALITY

- Increased comfort and well-being
- Reduced exposure to pollutants

TRANSPORT

- Sites that have readily accessible public transport options
- Sites within close proximity of a diversity of amenities
- The facilitation and encouragement of the use of alternative transport options, such as bicycles or electric vehicles.
- Providing a Green Travel Plan to residents, visitors, staff and office workers.

WASTE MANAGEMENT AND BUILDING MATERIALS

- Use of products and materials with lower impact
- Reduction in waste to landfill
- Adoption of a demolition and construction material recycling target
- Preparation of an operational Waste Management Plan

URBAN ECOLOGY

- Site sustainability
- Reducing ecological impacts from occupied sites

INNOVATION

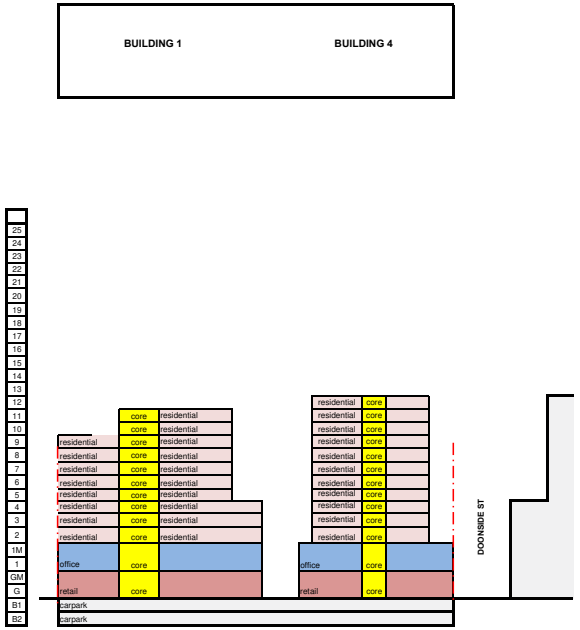
- Meeting the aims of an existing credit using a technology or process that is considered innovative;
- Implementing a sustainability initiative that substantially contributes to the broader market transformation towards sustainable development;
- Delivering a substantial improvement on the benchmark required to achieve full points;
- Addressing an Innovation Challenge; and
- Addressing a 'global sustainability' issue as covered by other international sustainability rating systems.

05 ARCHITECTURAL DESIGN RESPONSE

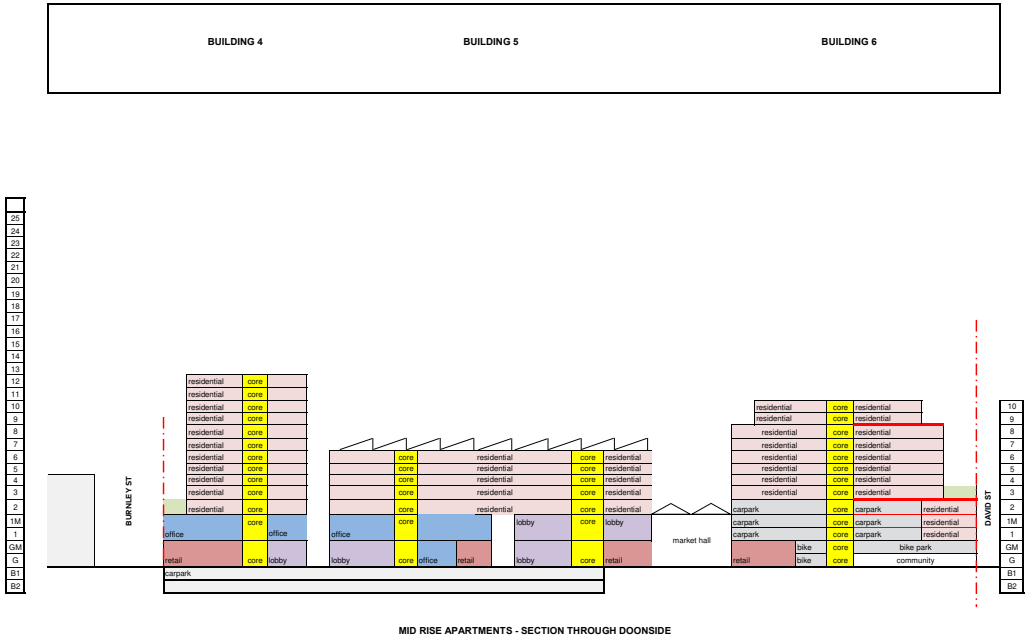
5.24 DEVELOPMENT SUMMARY

BUILDING 4			BUILDING 5			BUILDING 6			BUILDING 1			BUILDING 2			BUILDING 3		
Height m	RL m	Level no	Height m	RL m	Level no	Height m	RL m	Level no	Height m	RL m	Level no	Height m	RL m	Level no	Height m	RL m	Level no
													74.100			74.100	
												3.40	70.700	16	3.40	70.700	16
												3.05	67.650	15	3.05	67.650	15
												3.05	64.600	14	3.05	64.600	14
	61.900											3.05	61.550	13	3.05	61.550	13
3.40	58.500	12								58.850	12	3.05	58.500	12	3.05	58.500	12
3.05	55.450	11					56.900		3.40	55.450	11	3.05	55.450	11	3.05	55.450	11
3.05	52.400	10				3.40	53.500	10	3.05	52.400	10	3.05	52.400	10	3.05	52.400	10
3.05	49.350	9				3.05	50.450	9	3.05	49.350	9	3.05	49.350	9	3.05	49.350	9
3.05	46.300	8				3.05	47.400	8	3.05	46.300	8	3.05	46.300	8	3.05	46.300	8
3.05	43.250	7		43.250		3.05	44.350	7	3.05	43.250	7	3.05	43.250	7	3.05	43.250	7
3.05	40.200	6	3.05	40.200	6	3.05	41.300	6	3.05	40.200	6	3.05	40.200	6	3.05	40.200	6
3.05	37.150	5	3.05	37.150	5	3.05	38.250	5	3.05	37.150	5	3.05	37.150	5	3.05	37.150	5
3.05	34.100	4	3.05	34.100	4	3.05	35.200	4	3.05	34.100	4	3.05	34.100	4	3.05	34.100	4
3.05	31.050	3	3.05	31.050	3	3.05	32.150	3	3.05	31.050	3	3.05	31.050	3	3.05	31.050	3
3.05	28.000	2	3.05	28.000	2	4.05	28.100	2	3.05	28.000	2	3.05	28.000	2	3.05	28.000	2
1.50			1.50			3.05	25.050	1 MEZZ	1.50			1.50			1.50		
4.50	22.000	1	4.50	22.000	1	3.05	22.000	1	4.50	22.000	1	4.50	22.000	1	4.50	22.000	1
									3.00	19.000	G MEZZ						
6.78	15.220	G	6.78	15.220	G	6.00	16.000	G	3.78	15.220	G	6.78	15.220	G	6.00	16.000	G
3.00	12.400	B1	3.00	12.400	B1				-3.00	12.400	B1	-3.00	12.400	B1	-3.00	12.400	B1
3.00	9.400	B2	3.00	9.400	B2				-3.00	9.400	B2	-3.00	9.400	B2	-3.00	9.400	B2

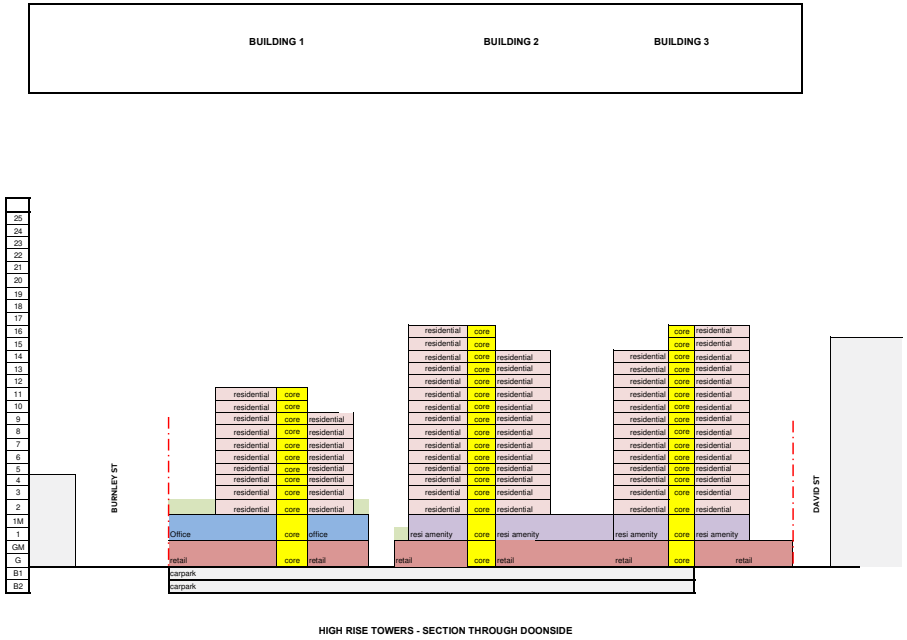
NOTE: Floor to Floor heights shown only. Refer to Architectural Drawings for Overall Heights.



SECTION THROUGH BURNLEY



MID RISE APARTMENTS - SECTION THROUGH DOONSIDE



HIGH RISE TOWERS - SECTION THROUGH DOONSIDE

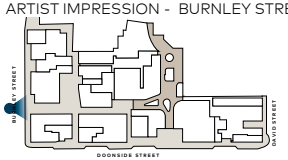
06

RENDERS

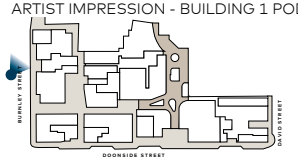
06 RENDERS

6.1 ARCHITECTURAL RENDERS

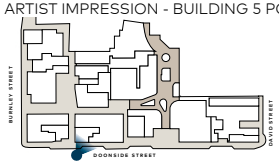
ARTIST IMPRESSION - BURNLEY STREET LANEWAY ENTRY



ARTIST IMPRESSION - BUILDING 1 PODIUM, BURNLEY STREET



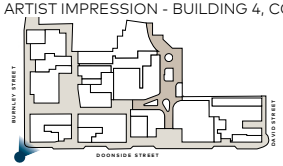
ARTIST IMPRESSION - BUILDING 5 PODIUM, DOONSIDE STREET



0 6 RENDERS

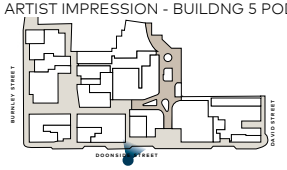
6.1 ARCHITECTURAL RENDERS

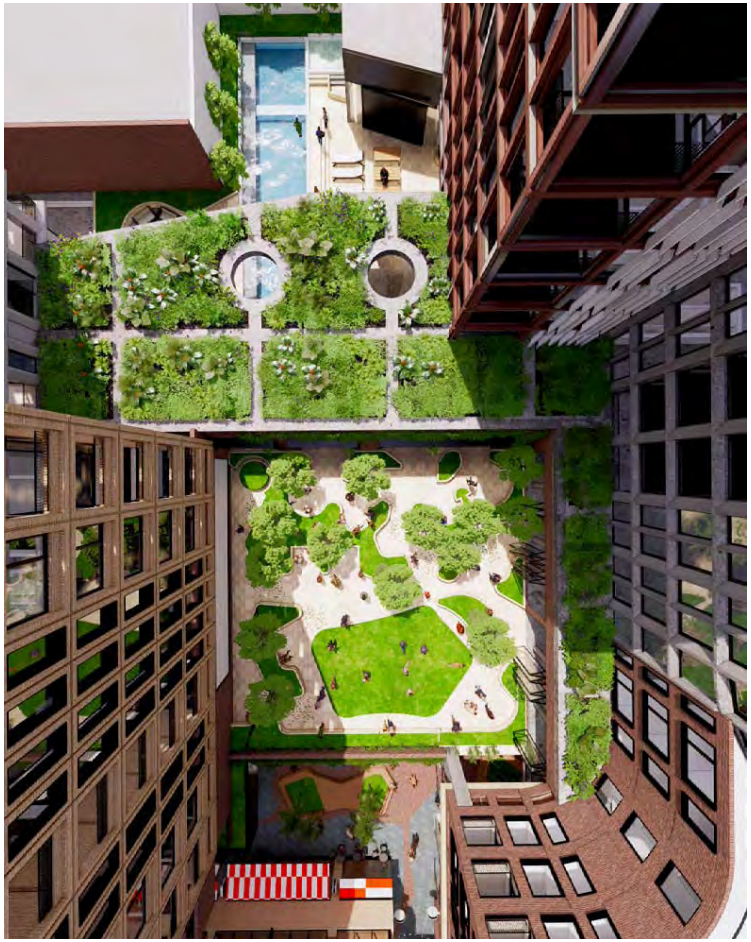
ARTIST IMPRESSION - BUILDING 4, CORNER OF BURNLEY STREET & DOONSIDE STREET



ARTIST IMPRESSION - LANEWAY BETWEEN BUILDING 5

ARTIST IMPRESSION - BUILDNG 5 PODIUM, DOONSIDE STREET



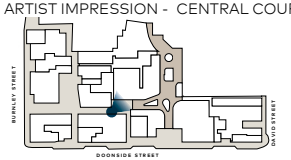


ARTIST IMPRESSION - BIRDS EYE VIEW OF THE LEVEL 1 PODIUM ROOM

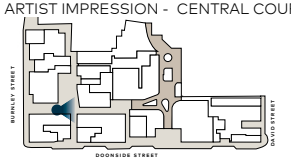
0 6 RENDERS

6.1 ARCHITECTURAL RENDERS

ARTIST IMPRESSION - CENTRAL COURTYARD LOOKING NORTH EAST



ARTIST IMPRESSION - CENTRAL COURTYARD LOOKING EAST



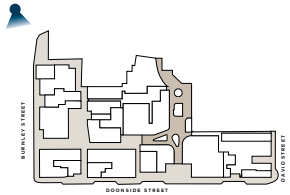
ARTIST IMPRESSION - MARKET HALL INTERIOR

ARTIST IMPRESSION - MARKET HALL ENTRY

0 6 RENDERS

6.1 ARCHITECTURAL RENDERS

ARTIST IMPRESSION - DOONSIDE PLAZA



ARTIST IMPRESSION - VIEW DOWN BURNLEY STREET

0 6 RENDERS

6.1 ARCHITECTURAL RENDERS

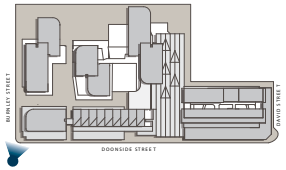
ARTIST IMPRESSION - CORNER OF BURNLEY STREET & DOONSIDE STREET

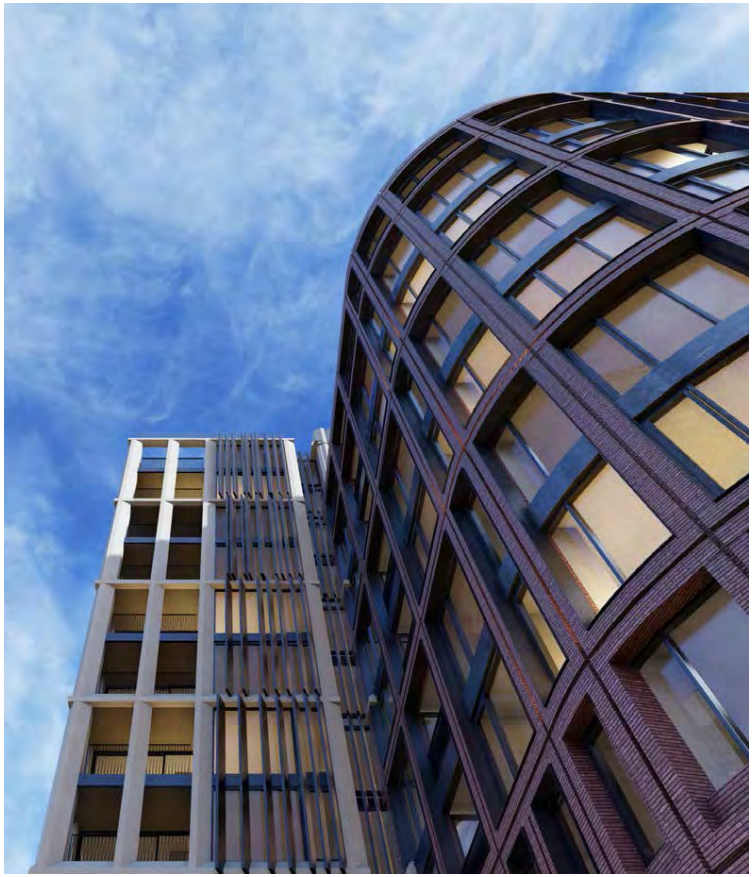
ARTIST IMPRESSION - BUILDING 5 & MARKET HALL FACADES

06 RENDERS

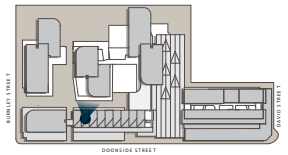
6.1 ARCHITECTURAL RENDERS

ARTIST IMPRESSION - BUILDING 1 & 4 FACADES



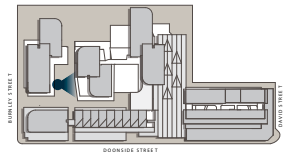


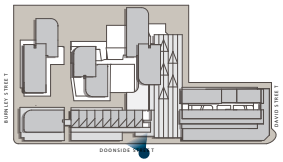
ARTIST IMPRESSION - BUILDING 2 NORTH & SOUTH FACADES



ARTIST IMPRESSION - BUILDING 2 NORTH & SOUTH FACADES

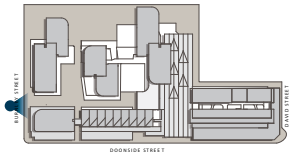
ARTIST IMPRESSION - BUILDING 5 & 2 FACADES



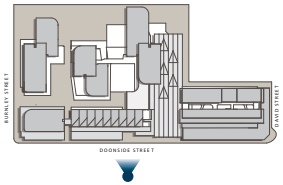


06 RENDERS

6.1 ARCHITECTURAL RENDERS



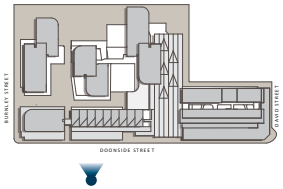
ARTIST IMPRESSION - BURNLEY STREET ENTRY



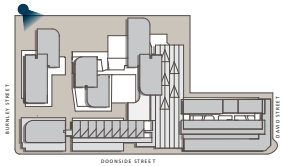
ARTIST IMPRESSION - DOONSIDE STREET

0 6 RENDERS

6.1 ARCHITECTURAL RENDERS



ARTIST IMPRESSION - MARKET HALL ENTRANCE



ARTIST IMPRESSION - BUILDING 2 NORTH FACADES

07

APPENDICES

7.3 Fitzroy Adventure Playground - Future Funding and Management Options

Executive Summary

Purpose

To provide a report in accordance with the Council resolutions of 31 May 2022 and 6 December 2022 and seek Council's direction on the future funding and management consideration of the Fitzroy Adventure Playground.

Key Issues

A three-year community grant, titled the Fitzroy Adventure Playground Program Grant, was established in 2019 valued at $150,000 per annum plus CPI. The grant was awarded to Save the Children and due to finish on 30 June 2022.

At its meeting of 31 May 2022, Council endorsed an officer recommendation to defer initiating a new grant round and provide funding to Save the Children for a further 12 months of funding to enable resolution of outstanding site and maintenance issues.

Council also resolved to direct officers to report back to Council on future funding and management considerations for the Fitzroy Adventure Playground.

Four options are presented for consideration:

(a) Option 1- Revised community grant and site management responsibilities;

(b) Option 2 - Pilot Cubbies as a 'hybrid' program delivered by Council's Family, Youth and Children Services Branch;

(c) Option 3 - Expression of Interest to develop the site; and

(d) Option 4 -Council withdraws funding for Cubbies and manages the allotment upon which Cubbies is based in accordance with its responsibilities as the Crown Land administrator.

Options 1 and 2 propose continuing use of the site for Cubbies through a hybrid model premised on either a grant to a not-for-profit organisation or pilot program delivered by Council's Family, Youth and Children Services Branch, to improve community access and utilisation of the playground site.

Options 3 and 4 consider development and/or adjustments to the use of the site as an adventure playground.

Financial Implications

All options considered in this report are within the parameters of the proposed Council budget for 2023-2024.

Option 2 has a proposed budget of (up to) $150,000 plus adjustments for inflation as per the annual budget process (up to 3 years), which accords with the community grant allocation. It is noted that program budget does not include key costs for:

(a) Cost of building and open space maintenance and audits which will be budgeted in the Infrastructure and Environment divisional budget; and

(b) Cost of cleaning that is potentially $25,000 a year.

PROPOSAL

Officer recommendation that Council:

(a) Notes the officer's report which provides options for future funding and management arrangements for the Fitzroy Adventure Playground;

(b) Notes the community consultation report (Attachment 1) and thanks all the community members and stakeholders who participated in the community consultation;

(c) Notes that up to $150,000 plus adjustments for inflation as per the annual budget process (up to 3 years) has been allocated for Cubbies in the draft 2023/24 Council budget;

(d) Endorses the Fitzroy Adventure Playground Program Grant 2023 – 2026, as contained in Attachment 2 to the report;

(e) Authorises officers to establish the Fitzroy Adventure Playground Grant 2023-2026 and to open applications by 30 March 2023;

(f) Endorses the formation of the Community Grant Assessment Panel for the Fitzroy Adventure Playground Program Grant 2023-2026 and authorises the CEO or delegate to appoint up to three community representatives to the panel, to be chaired by Manager Family, Youth and Children Services;

(g) Notes that the Community Grant Assessment Panel may choose to recommend a grant of up to 3 years funding, and that funding is determined through the annual budget process;

(h) Resolves that in the event Council decides not to award the Fitzroy Adventure Playground Program Grant 2023-2026 to an external provider, and to ensure continuity of a Cubbies program, Council may direct:

  (i) Allocation the Cubbies program funding of up to $150,000 plus adjustments for inflation as per the annual budget process (up to 3 years) in the proposed 2023-2024 Council budget to the Family, Youth and Children Services' Branch to deliver a pilot program;

  (ii) Request officers provide an evaluation of the Council run program pilot by 30 September 2024.

(i) Notes that the provision of financial support for adventure playgrounds established for children living in high-rise public housing estates has shifted to local governments and that Council will continue to advocate the Commonwealth and State Governments for the provision of appropriate funding for the Fitzroy Adventure Playground and for play based programs for children living in the Collingwood, Princes Hill, and Richmond housing estates;

(j) Acknowledges the contribution of 54 Reasons (Save the Children Australia) to the local community in managing the Cubbies and Fitzroy Adventure Playground site for the past seven years; and

(k) Receives a further report in relation to the recommendations of the Fitzroy Adventure Playground Grant 2023-2026 Assessment Panel.

7.3 Fitzroy Adventure Playground - Future Funding and Management Options

Reference	D23/60378
Author	Lisa Wilkins - Coordinator Service Planning and Development
Authoriser	General Manager Community Strengthening

Purpose

1. To provide a report in accordance with the Council resolutions of 31 May 2022 and 6 December 2022 and seek Council's direction on the future funding and management arrangements of the Fitzroy Adventure Playground.

Critical analysis

History and background

2. From a Commonwealth initiative in the 1970s to fund adventure playgrounds in inner-metropolitan area of Melbourne to support public housing communities, five community adventure playgrounds remain. Three playgrounds are funded and operated by local governments and two are operated by not-for-profit organisations funded by local governments.
3. In Yarra, the Commonwealth funded Fitzroy Adventure Playground was established in 1974. The playground is commonly known as Cubbies. It is located on a Crown Land reserve for which Yarra Council is the Crown Land administrator.
4. In 2014, the Commonwealth ceased funding adventure playgrounds:
   (a) It is noted that even before the cessation of Commonwealth funding, Council and the former Fitzroy Adventure Playground (FAP) Association had some disagreements about site, maintenance, and program issues, however Council always supported Cubbies; and
   (b) An advocacy campaign by community and councils failed to reinstate the Commonwealth funding and no Australian or Victorian Governments since, has recommenced the program.
5. Council initially provided $240,000 to FAP Association to secure its operations for 2014/15, with the expectation or hope that the Association could secure longer term funding:
   (a) Previously, the Commonwealth funding had been $200,000 per annum and Council's annual grant to the FAP Association was $40,000.
6. The FAP Association felt the impact of the reduced funding and transitioned responsibility of Cubbies to Save the Children, a large Australian not-for-profit organisation.
7. Save the Children commenced operating Cubbies at a time of significant challenges and uncertainty over the future funding and management of adventure playgrounds and community concerns about change. The hope was that Save the Children would be able to secure longer term funding for Cubbies and Cubbies would benefit from their broader organisational expertise.
8. Council's financial contribution to the Save the Children for Cubbies was $150,000 through a funding agreement and lease for the playground.
9. For transparency in decision making, Council also decided to move to a public, competitive grant program for the playground.

10. A three-year community grant titled the Fitzroy Adventure Playground Program Grant was established in April 2019 at $150,000 per annum plus CPI. Save the Children was the only applicant and met the grant criteria. The grant was awarded to finish on 30 June 2022.

11. At its meeting of 31 May 2022, Council agreed to defer initiating a new grant round and provide funding to Save the Children for a further 12 months to enable resolution of outstanding site and maintenance issues. Council also resolved to direct officers to report back on future funding considerations for the Fitzroy Adventure Playground and address:

    (a) the value of the Fitzroy Adventure Playground to local children and the community;

    (b) whether afterschool and holiday programs currently offered through the Fitzroy Adventure Playground are well utilised;

    (c) The participation of children at the adventure playground and utilisation of the site at other times;

    (d) future opportunities though the Fitzroy Precinct Plan;

    (e) the intended use and design of the site as an adventure playground;

    (f) facility management options for the site;

    (g) resolution of maintenance requirements for the site and the community grant; and

    (h) consideration of the option to bring the Fitzroy Adventure Playground facility and program under Council's direct management.

12. Whilst officers were seeking resolution of maintenance issues for Cubbies, the Fitzroy Learning Network (FLN) expressed an interest in developing the site.

13. The All-Saints Parish of Fitzroy had informed FLN that it would not renew the FLN lease at 198 Napier Street and that from mid-2023 the FLN would need to secure new accommodation to support its Neighbourhood House operations.

14. At the Council meeting on 6 December 2022, Council responded the FLN request and officer report by resolution. Of relevance to this report, Council affirmed its resolution of 31 May 2022, which requested officers to report back to Council on future funding considerations for the Fitzroy Adventure Playground.

Discussion

15. Council has had a limited role in shaping the design of the Fitzroy adventure playground. From its creation in 1974 until 2014, the playground was managed by FAP Association and funded by the Commonwealth for much of its life. The provider has always been responsible for the playground and provision of play structures and equipment.

Proposed Fitzroy Precinct Plan

16. The playground is included in the proposed Fitzroy Precinct Plan and is one of the community assets of the area.

17. Design elements proposed for the Fitzroy Precinct Plan involve reducing conflict for cyclists and pedestrians exiting the Atherton Gardens laneway, employing more attractive fence types to interface with new public open space and allowing for greater visual delight and connection between facilities, where possible, incorporating public art and planting opportunities.

18. Improving the amenity of the playground and links within the area will not only enhance the local area but could also express the value of Cubbies for the local community, particularly children and their families living in the Atherton Gardens estate. Community consultation consistently highlights the importance of the adventure playground to the local community.

Program delivery, community experiences and ideas about Cubbies

19. To better understand the role that Cubbies plays in the lives of people from the local community, community engagement was undertaken during the months of November 2022 and January 2023. Attachment 1 presents a summary of the consultation for this report.

20. This consultation targeted three distinct cohorts, namely community members (both parents and children), stakeholder organisations and other local councils who fund / operate adventure playgrounds.

    (a) Council officers conducted vox pops with 98 community members, including 34 adults and 64 children;

    (b) Semi-structured interviews were conducted with key organisation stakeholders: Great Mates, Fitzroy Lions, Fitzroy Learning Network, Fitzroy Primary School, Young Assets Foundation and 54 Reasons; and

    (c) Benchmarking conversations were held with officers from the Cities of Melbourne, Port Phillip and Stonnington and representatives from the Venny adventure playground (community provider, Kensington) were also interviewed.

21. From the consultation, community organisations and community members regard Cubbies as a focus of opportunity for social connection bringing children, parents, and families together. It enables residents from different communities within the local area to meet one another and establish new friendships, which strengthens a collective sense of belonging.

22. The facilities provided by Cubbies play a key role particularly for residents of the nearby Atherton Gardens public housing estate.

    (a) As numerous respondents explained, the mix of onsite facilities which include the playground, basketball half-court, soccer pitch, kitchen, and indoor activity spaces, compensate for the lack of available space in their apartments;

    (b) According to these participants, Cubbies enables children to play in ways which would otherwise be inaccessible to them; and

    (c) These opportunities are not just important for the healthy development of children but also provide parents with much needed respite from having to deal with energetic children who are constrained by the limited living space.

23. 65 community members in the consultation were asked: "*If Cubbies wasn't there, can you think of a different way to use this space that would suit the needs of your family or community better*?"

    (a) All these respondents were satisfied with the current use of the site as Cubbies, with 17 respondents adamant that there should be no change, and 25 respondents interested in playground and/or programming changes; and

    (b) Even participants who were critical of the current state of the program/facilities asserted that even a bad Cubbies was preferable to it not existing at all.

24. However, the value of Cubbies to the community is not necessarily reflected in the utilisation of the adventure playground. 54 Reasons (formerly known as Save the Children) provided utilisation information for the July 2022 to December 2022 shows:

    (a) Performance against the KPIs for the afterschool program:

        (i) 70% of school aged children participating reside in public housing (achieved 88%);

        (ii) 90 children participating each week (achieved 52); and

        (iii) 110 sessions are delivered per year (achieved 76 sessions in 6-month period);

    (b) A further 265 people attended other activities provided at Cubbies, by 54 Reasons, such as parents' morning tea events and bi-monthly weekend community days. Community Days are held twice a month and are open to the public without the need for prior registration and attract around 50 participants on average. These sessions are funded from donations by corporate sponsors;

    (c) The Sacred Heart Primary School delivers their visual arts program twice a week at Cubbies from 9am to 2pm on weekdays; and

(d) Some additional community groups access the Cubbies site to store equipment and use access power and water when operating programs on another part of the Atherton Reserve.

25. We asked parents and children how their families use Cubbies, what activities they participate in and which of these they like best.

26. Whilst the intended purposes of Cubbies as a space for children to engage in supervised free play is the most popular use of the site, participant responses also highlighted more diverse interests. Indoor activities featured as prevalently as outdoor activities in participants' responses. Children stressed the importance of creative programs which encouraged them to express themselves through drawing, painting and other projects including craft activities.

27. The variety of contrasting interests represented in participant responses highlights community views to broaden the focus of Cubbies to be more than just a playground.

28. The lack of availability of Cubbies to the community was the most common issue raised by respondents. They felt that the opening hours were insufficient to meet the demand for the services:

    (a) Benchmarking of other adventure playgrounds found that most playgrounds have comparable opening hours on weekdays during school terms; and

    (b) Across the adventure playground sites, access hours vary depending on school term, daylight savings and occasional extended opening hours/programming. City of Port Phillip has the highest opening hours of the adventure playgrounds of up to 55 hours when considering the two sites, weekend opening hours and additional programming of a breakfast club each morning at one site and evening programs at both sites.

29. Some families who were not attending Cubbies, explained that a major hurdle to accessing the program was the lack of available information:

    (a) For example, respondents who expressed an interest in signing-up but could not find any information about how to apply to attend programs;

    (b) Others were unaware that Cubbies was open to the public and were surprised to learn that anyone can sign up to attend programs; and

    (c) Respondents suggested that this misunderstanding was rooted in the lack of promotional material advertising Cubbies services and the unwelcoming appearance of the external fence, which gave many respondents the impression that Cubbies was closed.

30. Many respondents explained that whilst they used to go to Cubbies almost daily, they are no longer attending regularly, and some indicated that they have completely stopped attending:

    (a) When asked why, these participants explained that they had lost interest in the activities on offer, in part, because they felt that these activities were for little kids, and they had outgrown them; and

    (b) Based on these conversations it seems that after around 8 years of age, many attendees started to feel as though they are getting too old for Cubbies.

31. The issue of age appropriateness of activities for children was also raised by parents, who felt that play sessions with mixed different age groups together were not safe for their children. These respondents felt that younger children were at risk of injury, because they often ended up precariously underfoot of older attendees.

32. 54 Reasons has established staff and volunteer induction and training and will be supporting further professional development and practice with training on the My Star evaluation method and the 54 Reasons & Child iView Practice Framework. Despite these efforts, supervision and connection with children and parents was raised as an area of concern:

    (a) Despite the emphasis on social connection there are tensions within the local community which negatively impacts the sense of shared space, harmony and mutual support portrayed by respondents' value of Cubbies;

(b) Some residents do not feel safe sending their children to Cubbies because of the challenging behaviours of other children. Some participants also talked about incidents where personal disputes between families have brought conflict onto Cubbies grounds;

(c) Several parents elaborated, by explaining that there were lots of children with complex needs within the community who exhibited very challenging behaviours which required specialist expertise. Some parents were concerned that the staff did not work constructively with families to establish behaviour management strategies;

(d) Some feel that since reopening post COVID-19 closures, the Cubbies policy of not letting parents stay onsite during programs has negatively impacted their sense of personal connection; and

(e) Respondents attributed some of the difficulties to the recent high degree of staff turnover which had eroded the sense of connection that many attendees had cultivated with the workers.

33. Capacity to engage with children and their parents is important for adventure playgrounds, especially with administrative processes for participation. Some parents also felt that the administrative processes required for registering children and signing up for program sessions were unsuitable because they placed unnecessary barriers in the way of program attendance:

(a) Registration of participants is required for all adventure playgrounds in inner Melbourne, other than the Port Phillip adventure playgrounds which are open to the public. The young people who register in Port Phillip have access to planned activities and some additional opening hours.

Managing Cubbies facilities and site

34. All playgrounds and buildings for community use must have annual maintenance, condition assessments and external audits to ensure compliance with relevant Australian Standards and organisational requirements.

35. As advised in the officer report to Council on 31 May 2022, outstanding maintenance issues with the site needed resolution, and this potentially involved further cost to Council. 54 Reasons has raised concerns about costs associated with ongoing maintenance putting a strain on the overall budget to run Cubbies.

36. Since this time, inspections of the playground and facilities have progressed, with information augmented by external audits relating to environmental management and playground standards. In addition, further advice from Property Services on the condition report and lease was received, indicating that the overholding period had now lapsed and a new lease was required.

37. Most of the outstanding work for the playground has been the responsibility of the tenant under the lapsed lease agreement. 54 Reasons has continued to request that the maintenance schedule be changed to enable these funds to be applied to programming.

38. Council's Infrastructure and Environment Division has addressed outstanding and necessary maintenance of the playground and facility as follows:

(a) The grounds have been mowed, and some areas levelled and had mulch installed;

(b) Miscellaneous rubbish has been removed from site;

(c) After a flooding incident in October 2022, permanent repairs to the roof gutter and drainage system have been undertaken; and

(d) Access to play equipment has been restricted, where recommended safety modifications or replacement of that equipment was identified in the annual external playground audit report.

39. The works undertaken ensure that the Cubbies playground and facility meets the required standards.

40. A key issue with the Cubbies management arrangement, is whether a community provider has the expertise to appropriately maintain the site and/or the capacity to contribute to these costs:

    (a) Historically, participation in Cubbies is free. The provider depends upon raising income from grants and donations to operate the service;

    (b) Council provides a lease and maintenance of the building for free, to support the operations; and

    (c) All adventure playgrounds contacted for this report provide free access for their play sessions / afterschool and holiday activities.

41. The potential to raise income through fees is limited to other activities at the adventure playground such as venue hire fees. The Venny in Kensington charges for use of the playground's facilities outside of their program hours, for example a school excursion or bush kindergarten program.

42. The documented history of Council's relationship with Cubbies demonstrates there has been ongoing issues regarding maintenance over a number of years.

43. In order to resolve the ongoing maintenance concerns, the proposed 2023/24 budget includes provision for Council to continue its responsibility for buildings maintenance and trees, as well as the Cubbies adventure playground at an annual cost of $30,000 pa to be managed by Councils' Open Space Branch. This will continue to be the arrangement for the life of this grant.

44. Community and stakeholder respondents expressed concern over the condition of playground and felt that the main building was run down and needed renovating.

45. The building called the Hut on the site is old and in the future may need to be demolished or replaced. It is noted that within walking distance of Cubbies there are other Council facilities that can be accessed for indoor community activities such as the Fitzroy Town Hall, Yarra Youth Services, and Connie Benn Centre.

Local government and adventure playgrounds

46. The decision by the Commonwealth to cease funding for adventure playgrounds in 2014 lead to significant advocacy action by communities and their local governments. Local governments also responded with new or additional funding to support the ongoing provision of adventure playgrounds.

47. Over time, the management and funding arrangements has evolved and by 2022 varying service models are in place reflecting local conditions, community needs and local decisions.

48. All councils that currently operate adventure playgrounds provide maintenance of facilities, however the additional amount of investment per site for maintenance is unavailable for benchmarking. Current arrangements for the adventure playgrounds are:

    (a) Stonnington Council operates 1 adventure playground with a budget of $510k per annum;

    (b) Port Phillip Council operates an adventure program at 2 sites for a total of $650k per annum;

    (c) Melbourne Council provides a funding agreement to the not-for profit provider of $347,000 plus CPI per annum; and

    (d) Yarra Council provides a community grant of up to $150,000 plus adjustments for inflation as per the annual budget process (up to 3 years).

49. For comparative purposes, the adventure playground in Kensington, called the Venny, is most relevant, as like Cubbies it is run by a community organisation.

50. Melbourne Council provides a lease and service agreement with funding of $347,000 per annum plus CPI to support the Venny.

51. Melbourne Council maintains the facilities and any trees on site that are over 30 metres.

52. The Venny operator is responsible for maintaining the yard and play zones.

53. The City of Melbourne funded a new purpose-built green building for The Venny:

    (a) The clubhouse is made of 5 refurbished shipping containers forming a U shape, creating a large column-free activity space. Each container has the added benefit of being able to be closed off offering programming flexibility. The space in between is the communal space with a concrete floor and trussed cathedral ceiling;

    (b) The building has a green roof designed to be accessible to the children and providing eco-services such as providing habitat, insulation, cleaning the air and slowing and treating stormwater;

    (c) It is designed to make use of its context and is designed with passive lighting, heating, and cooling strategies;

    (d) Open play space remains a key component of the Venny;

    (e) Melbourne Council worked closely with the Venny to support their organisational capacity to manage the site;

    (f) Adventure Playgrounds Guidelines: Supervised Adventure Playgrounds Physical Guidelines, were developed and included as a requirement in the lease / funding agreement; and

    (g) The Venny has a professional Board of Management to ensure compliance and risk management and current Board includes an engineer, landscape architect, and community representative with lived experience. Governance is driven by the Board, except for standard workplace requirements.

Summary

54. There is a documented history of challenges and uncertainty related to funding and the operational management at the Fitzroy Adventure Playground before and after the cessation of Commonwealth funding.

55. When the former operator transferred responsibility for Cubbies to Save the Children, there was an expectation that a larger organisation would be able to attract funding security, in addition to bringing its resources and experience to improve Cubbies operations.

56. The impact of COVID-19 lockdowns impacted the capacity of 54 Reasons to deliver the program with staffing turnover, increased costs and temporary loss of corporate volunteers and additional funding.

57. The level of funding provided for an adventure playground by Yarra compared to other Council's varies, with funding commitments shaping the service model including operating hours, programming and staffing levels.

58. In addition, the Cubbies adventure playground is now included under the playgrounds function managed by Council's Open Space Branch. This will allow a future provider to allocate more income to service provision.

59. When discussing future funding and management model for Cubbies, community stakeholder organisations acknowledged that the level of investment required to better maintain the site and expand the current service was more than the current resourcing.

60. To overcome this barrier many felt that whoever operated Cubbies needs to be proactive in brokering partnerships with other service providers and community organisations to leverage additional funding.

61. Establishing such partnerships could also benefit in other ways, such as attracting staff with diverse expertise to deliver a variety of programs and providing access to additional facilities, which could increase Cubbies capacity. Further, by coordinating multiple-organisation partnerships, Cubbies could address the underutilisation of the facilities.

62. The respondents detailed the urgent need for future operators to cultivate an open and collaborative approach to operating the site, based on mutually beneficial strategic partnerships.

Options

63. Based on the assessment of the current situation informed by consultation and benchmarking, 4 options are provided for consideration.

Option 1 – Revised community grant and site management responsibilities

64. This option will require Council endorsement of the Fitzroy Adventure Playground Program Grant for 2023-2026 and request officers to commence the promotion of the grant.

65. Attachment 2 contains the proposed guidelines. The proposed guidelines (2023-2026) revise the previous guidelines, as the successful grant applicant must:

    (a) Be initiative-taking in brokering partnerships with other service providers including Council and local community organisations to deliver programs and use the site;

    (b) Have capacity to establish and manage a Cubbies Reference Group to support community connections;

    (c) Meet monthly with the contract manager and other officers, as necessary, to inform Council's understanding of the program and participation;

    (d) Maintain all playground equipment and structures to the relevant Australian Standard; and

    (e) Delivery the Program in accordance the Adventure Playgrounds Guidelines: Supervised Adventure Playgrounds Physical Guidelines.

66. A Community Grant Assessment Panel will be convened and chaired by the Manager Family, Youth and Children Services with up to three community representatives, to review applications and make a recommendation to Council.

67. It is recommended that the CEO or delegate, be given authority to appoint the community representatives to the grant panel.

68. A new provider will be expected to commence operating Cubbies from 01 July 2023.

69. Option 1 addresses in the current funding challenges for Cubbies by allocating cost of playground maintenance to Council:

    (a) This allows scope for the provider to focus the grant funding upon program delivery;

    (b) The intention is to develop a hybrid model, by funding a lead community organisation to manage programming and to encourage increased utilisation of Cubbies; and

    (c) The emphasis upon brokering partnerships with other service providers including Council services to use the site will inform the contract management of the grant.

70. Council will manage maintenance of the whole site to ensure compliance with Australian Standards for the current building and playground.

71. The commitment to a Cubbies Reference Group assigns a clear obligation on the grant recipient to engage with the community. The grant application process allows the applicant to demonstrate their proposed composition and terms of reference for the Cubbies Reference Group.

72. A future grant outcome recommendation report to Council will provide advice from officers on any further matters for Council's consideration before deciding on awarding the grant.

Option 2 – Pilot Cubbies as a 'Hybrid' program delivered by Council's Family, Youth and Children Services Branch

73. Option 2 is a pilot program for Council's Family, Youth and Children's Services (FYCS) branch to deliver Cubbies.

74. The pilot includes an evidence-based evaluation framework focusing upon child / parent engagement and community connections.

75. The FYCS branch delivers range of programs for children and families and demonstrated expertise and capacity to deliver Cubbies. The branch already engages with local children, young people and their parents and can improve how Cubbies relates to service providers, community groups, and other areas of Council.

76. As in option 1, the intention is to develop a hybrid model to improve utilisation and support wellbeing of children and young people:

    (a) Council will maintain and provide the core play-based programs delivered after school and during school holidays;

    (b) Council will also actively seek partnerships and venue bookings for use of the playground and collaborative opportunities to attract external funding for activities on site and/or within the immediate precinct;

    (c) Stakeholder groups will be encouraged to participate planning and engagement through the Community Reference Group and connection with program staff; and

    (d) This model will allow community and other stakeholders to use the site without the responsibility of site and program management.

77. A Cubbies Community Reference Group is proposed to support community engagement. The intention for the Group is to:

    (a) Establish a mechanism for community members, community groups and other council services to communicate and improve participation in Cubbies;

    (b) Inform how the service delivery model can balance community expectations / interests and the available budget; and

    (c) Seek feedback on responding to priorities and emerging issues including:

        (i) Participant registration, and communication with parents;

        (ii) Access - how could the site be safely opened for use outside of program hours?

        (iii) Age-appropriate programming including increasing activities for primary school aged children aged 8 years and over.

78. The estimated program budget for the pilot is up to $150,000 plus adjustments for inflation as per the annual budget process (up to 3 years) and accords with the community grant allocation. In the current fiscal environment, no further increase in budget is sought. The intention is to collaborate with community and other levels of government to attract more resources for Cubbies.

79. However, it is noted that program budget does not include key costs for:

    (a) Cost of building and open space maintenance and audits; and

    (b) Cost of cleaning, that is potentially $25,000 a year.

80. This option's service model provides:

    (a) Program Leader supporting collaboration with community groups and local community focusing upon improving access to and utilisation of the playground;

    (b) Session programs during school terms, Monday to Friday (3:15pm to 5:30pm) and school holidays 5 hours sessions x 3 days a week (570 hours in total); and

    (c) Subject to children's needs and appropriate supervision model, between 30 and 45 children could participate in a session.

81. A focus on engaging middle years children at Cubbies will be explored with community partners. Established partnerships and networks such as Yarra Community That Cares, Yarra Youth Network and Fitzroy Rising will be engaged to support promotion and delivery of programs in and around Cubbies.

82. Programming and decision making will reflect voice of child / young people in accordance with established practices in the branch.

83. However, Option 2 carries a reputational risk as it is most likely to disrupt service delivery Cubbies, whilst the staffing team and programming is established. This is because the program budget would not be available until July 2023. Whilst officers could undertake implementation planning before July, establishing the staffing team earlier is not possible. Current employees may be available, but recruitment may take time to achieve the best team for the program. It is critical that this program has consistency in personnel and skills, as demonstrated by community feedback about the current arrangement.

84. The other risk with this option is that it may attract criticism from community, who may expect a local community organisation(s) to be better placed to operate the site.

Option 3 - Expression of Interest to develop the site.

85. Community feedback on Cubbies revealed a keen interest in renovating the existing facility. Under current fiscal conditions, renovation of the facility is unlikely in the short to medium term, however appropriate development may support the future of Cubbies as a community asset.

86. A resolution of Council on 6 December 2022, recognised the public value of this allotment and noted that the Fitzroy Learning Network proposal, or any other proposals which represent a significant change of use, must be subject to thorough scrutiny and that consultation with the local community, especially children and families who are current or potential users of the Adventure Playground, is essential to inform any decision related to the future use of this site.

87. This option is to undertake an Expression of Interest (EOI) for the site to ensure that Council has considered all possibilities for future use, including opportunity to develop the site. Applicants would be required to demonstrate community views about their proposal.

88. The EOI could be undertaken in parallel with an interim arrangement based on modification of either Option 1 or Option 2 and would be subject to State Government approval for use of the site.

Option 4– Council withdraws funding for Cubbies and manages the allotment upon which Cubbies is based in accordance with its responsibilities as the Crown Land administrator.

89. This option will disengage Council from funding of Cubbies and provide opportunity to allocate the grant money to savings or reallocate to other program areas.

90. Utilisation of the site has been low for years and no other public housing estate in Yarra has an adventure playground.

91. While this option would result in an increase in accessible open space for the community, it does not respond to views expressed in the community consultation undertaken for this report. However, this option provides scope for future of the site to be considered in the Fitzroy Precinct Plan.

Discussion of options

92. Options 1 and 2 propose continuing use of the site for Cubbies with hybrid models bringing the provider and community together to improve access to the site and deliver programs.

93. Option 1 will adjust the established relationship of Council to Cubbies. The proposal is to continue the same level of grant funding but by allocating responsibility for site maintenance to Council, additional resourcing for programming costs will be available for the grant recipient for programming. By strengthening our contract management and establishing a community reference group, the outcome of Option 1 is expected to achieve better performance and delivery of Cubbies and increased site utilisation.

94. Option 2 is a proposed pilot whereby Council commits to delivery core program hours and allocate staffing resources to engage with the community about Cubbies. This option builds on Council's experience in program delivery and facilitate effective partnerships to increase programming and engage with the community.

95. Options 3 and 4 adjust the relationship of Council to Cubbies and will allow time for consideration of development and/or use of the site in broader context of precinct planning. Both options provide scope for Council to continue to support accessible open space for the community and/or develop the site.

Community and stakeholder engagement

96. To better understand the role Cubbies plays in the lives of people from the local community, a consultation project was undertaken during the months of November 2022 and January 2023. Attachment 1 presents a summary of the consultation for this report.

97. This consultation generated data regarding how the site was currently being used and solicited suggestions for how the facilities/programs could be improved. Comment was also sought from community members who did not use Cubbies, to better understand any barriers which prevented people from doing so.

98. This consultation targeted three distinct cohorts: community members (both parents and children); stakeholder organisations and other local councils, who fund / operate adventure playgrounds.

99. Community members responded to a short questionnaire, and if willing a longer conversation, that was delivered as a vox pop at the following community events:

    (a) Kids Own Publishing Book Launch event (at the Connie Benn Centre);

    (b) Informal pop-up in the Connie Benn Centre lobby during childcare pick up and drop off;

    (c) Informal pop-up at Atherton Gardens Reserve;

    (d) Community basketball afternoon organised by Fitzroy Lions; and

    (e) Yarra Youth Services Holiday program (at the Fitzroy Youth Hub).

100. Council officers conducted vox pops with 98 community members, including 34 adults and 64 children.

101. Their feedback was analysed using an inductive coding method which allows themes to emerge organically from the data. This approach was used to ensure that the community's perceptions of Cubbies led the analysis process, allowing possibilities for new insights which might challenge and/or extend Council's understanding of the site.

102. Semi-structured interviews were conducted with key organisational stakeholders, in person at the Connie Benn Centre. Representatives of the following community organisations, Great Mates, Fitzroy Lions, Fitzroy Learning Network, Fitzroy Primary School, Young Assets Foundation and 54 Reason, participated in semi-structured interviews for this report.

103. The interview guide which scaffolded these conversations was adapted from the community vox pop questionnaires.

104. Officers from other local councils who manage adventure playgrounds in metropolitan Melbourne were interviewed to establish a benchmark standard for the management of adventure playgrounds. These conversations focused on the following:

    (a) Council's role in the operation of the facility;

    (b) Budget and resourcing;

    (c) Staffing;

    (d) Programming;

    (e) Organisational partnerships; and

(f) Community involvement.

105. Benchmarking conversations were held with officers from the Cities of Melbourne, Port Phillip and Stonnington, and representatives from the Vennie adventure playground.

Policy analysis

Alignment to Community Vision and Council Plan

106. Council investment in the Fitzroy Adventure Playground Program grant and maintenance contributes to strategic objectives of the Council Plan: objective 2 – social equity and health; and objective 4 – place and nature.

107. The provision of adventure play is premised on being the 'backyard' for families living in high-rise and the programs provided have evolved from being unstructured, to having structured activity based on local identified need. This is directly aligned with principles of social equity and health and place and nature.

108. The program also aligns with priority areas in the Yarra 0–25 Plan (for children, young people, and their families).

Climate emergency and sustainability implications

109. No specific implications are addressed in this report. The Fitzroy Adventure Playground Program Grant Guidelines and selection criteria includes commitments to environmental sustainability in organisation and service operations.

Community and social implications

110. The vital role of Cubbies within the local community is longstanding, that stretches back to the playground's inauguration in 1974.

111. For many community members, Cubbies holds a personal significance because they attended Cubbies as children prior to becoming parents. It should be noted that this cross-generational connection has produced a strong sense of community ownership exemplified by participants referring to Cubbies as their own backyard.

112. Many respondents felt that to build relationships with parents, Cubbies needed to find ways to involve the community directly in the running of the facility. This could be done by hiring community members as staff, engaging community members as volunteers, or establishing community-led governance structures.

Economic development implications

113. Option 1 - Community grants strengthen community by through providing a flexible and responsive source of funds to a community based not-for-profit organisation.

114. Option 2 – Enables Council to work in partnership with community providers to leverage opportunities for grants and other funding.

115. Option 3 – Expression of Interest to develop the site may provide additional economic benefits to this community and Yarra.

Human rights and gender equality implications

116. The Fitzroy Adventure Playground program grant is in alignment with the Victorian Charter of Human Rights and Responsibilities Act 2006 insofar that it supports children and young people to participate in and contribute to their community through the adventure playground and related activities.

117. Options 1 and 2 propose community reference groups to develop meaningful, community engagement in Cubbies.

Operational analysis

Financial and resource impacts

118. Officers have considered the management model for the site and future funding. Exploration of the operational management issues at the playground, identified areas for improvement and response:

    (a) Specification of audit and assessment reports and evidence of action to address risks;

    (b) Internal system and process for communication and monitoring;

    (c) Difference in Australian Standards for adventure playgrounds compared to other playgrounds; and

    (d) Understanding of Crown Land leases and overholding provisions, which are different to other leases.

119. All options considered in this report are within the parameters of the draft 2023-24 Council budget.

120. Option 2 - pilot program for Council's Family, Youth and Children's Services (FY&CS) branch to deliver Cubbies, has a proposed budget of up to $150,000 plus adjustments for inflation as per the annual budget process (up to 3 years), which accords with the community grant allocation. It is noted that program budget does not include key costs for:

    (a) Cost of building and open space maintenance and audits which will be budgeted in the Infrastructure and Environment divisional budget; and

    (b) Cost of cleaning that is potentially $25,000 a year.

Legal Implications

121. Yarra City Council is the land administrator of Atherton Reserve and this allotment at the corner of Condell and Young Streets is by order of the Governor in Council. The gazetted reserve purpose is as an 'Area for Public Recreation,' with 'Youth adventure playground and associated facilities providing social benefit' recorded as the approved purpose for the allotment.

122. Pursuant to the Crown Land (Reserves) Act 1978, land administrators must obtain the approval of the Minister for Environment and Climate Action (or their delegate) for:

    (a) the leasing and licensing of Crown land or to change the purpose of a reserve; and

    (b) the development of Crown land – defined as extending, adding, altering, removing, or otherwise changing an asset (built or natural).

123. Pursuant to the Crown Land (Reserves) Act 1978, the leasing, licensing, or development of Crown land must be consistent with the purpose for which the land is reserved and mindful of any impacts on existing activities undertaken at a reserve.

Conclusion

124. Funding and management of adventure playgrounds has changed since the cessation of Commonwealth funding in 2014. Over time, the role of local councils in adventure playgrounds has changed from supporter to funder/ operator.

125. Since 1974, Council has supported the Fitzroy adventure playground (Cubbies) and its annual funding contribution is now up to $150,000 plus adjustments for inflation as per the annual budget process (up to 3 years).

126. Cubbies is highly regarded by residents, particularly those living in Atherton Gardens.

127. Historically and more recently Cubbies has experienced funding difficulties and programming changes with some part of community, dissatisfied with access and programming. The Cubbies infrastructure, which Council did not commission, is also old and adds to the complexity of site and management issues and community enjoyment of the space.

128. The variety of contrasting interests represented in participant responses highlights a need to broaden the focus of Cubbies to be more than just a playground. Whilst the equipment is still

the initial drawcard which brings people into the space, programming must provide a range of different options to cater for diverse interests.

129. When discussing future funding and management model for Cubbies, community stakeholder organisations acknowledged that the level of investment required to better maintain the site and expand the current service offering was greater than what current resourcing would allow. To overcome this barrier, many felt that whoever operated Cubbies needed to be more proactive in brokering partnerships with other service providers and community organisations to secure additional funding.

RECOMMENDATION

1. That Council:

   (a) notes the officer's report which provides options for future funding and management arrangements for the Fitzroy Adventure Playground;

   (b) notes the community consultation report (Attachment 1) and thanks all the community members and stakeholders who participated in the community consultation;

   (c) notes that $150,000 (plus CPI) has been allocated for the Fitzroy Adventure Playground in the draft 2023/24 Council budget;

   (d) endorses the Fitzroy Adventure Playground Program Grant 2023 -2026, as contained in Attachment 2 in the officer's report;

   (e) authorises officers to establish the Fitzroy Adventure Playground Grant 2023-2026 and to open applications by 30 March 2023;

   (f) endorses the formation of the Community Grant Assessment Panel for the Fitzroy Adventure Playground Program Grant 2023-2026 and authorises the CEO or delegate to appoint up to three community representatives to the panel, to be chaired by Manager Family, Youth and Children Services;

   (g) notes that the Fitzroy Adventure Playground Grant 2023-2026, provides up to 3 years funding, and that funding in each year is determined and subject to the annual budget process;

   (h) resolves, that in the event Council determines not to award the Fitzroy Adventure Playground Program Grant 2023-2026 to an external provider, and to ensure continuity of a Cubbies program, Council may direct:

      (i) allocation of the Fitzroy Adventure Playground program funding of up to $150,000 plus adjustments for inflation as per the annual budget process (up to 3 years) in the proposed 2023-2024 Council budget to the Family, Youth and Children Services' Branch to deliver a pilot program;

      (ii) officers to provide an evaluation of the Council program pilot by 30 September 2024;

   (i) notes that the provision of financial support for adventure playgrounds established for children living in high-rise public housing estates has shifted to local governments and that Council will continue to advocate to the Commonwealth and State Governments for the provision of appropriate funding for the Fitzroy Adventure Playground and for play based programs for children living in the Collingwood, Princes Hill and Richmond housing estates;

   (j) acknowledges the contribution of 54 Reasons (Save the Children Australia) to the local community in managing the Cubbies and Fitzroy Adventure Playground site for the past seven years; and

(k) receives a further report in relation to the recommendations of the Fitzroy Adventure Playground Grant 2023-2026 Assessment Panel.

Attachments

1 Attachment 1 - Fitzroy Adventure Playground Community Consultation - summary and analysis of findings

2 Attachment 2 - Draft Fitzroy Adventure Playground Grant Guidelines 2023-2026

Fitzroy Adventure Playground: Summary of Community Consultation

Consultation Overview

To gain a deeper understanding of the role that Cubbies plays in the lives of people from the local community a consultation project was undertaken during the months of November 2022 and January 2023.

This project generated data regarding how the site was currently being used and solicited suggestions for how the facilities/programs could be improved. Comment was also sought from community members who did not use Cubbies to better understand any barriers which prevented people from doing so.

This consultation targeted three distinct cohorts:

- Community members (both parents and children)
- Stakeholder organisations
- Other local councils who operate / fund adventure playgrounds

Method

Community members responded to a short questionnaire that was delivered as a vox pop at the following community events:

- Kids Own Publishing Book Launch event (at the Connie Benn Centre)
- Informal pop-up in the Connie Benn Centre lobby during childcare pick up and drop off
- Informal pop-up at Atherton Gardens Reserve
- Community basketball afternoon organised by Fitzroy Lions
- Yarra Youth Services Holiday program (at the Fitzroy Youth Hub).

Where possible, longer conversations were held with community respondents during the vox pop sessions.

Semi-structured interviews were conducted with key organisation stakeholders in person at the Connie Benn Centre. The interview guide which scaffolded these conversations was adapted from the community vox pop questionnaires.

The service / contract managers of other adventure playgrounds in metropolitan Melbourne were invited to participate in short video calls to establish a benchmark standard for the management of adventure playgrounds. These conversations focused on the following:

- Council's role in the operation of the facility
- Budget and resourcing
- Staffing
- Programming
- Organisational partnerships
- Community involvement

Engagement Participation

Council officers conducted vox pops with 98 community members, including:

- 34 adults
- 64 children

Semi-structured interviews were conducted with representatives of the following community organisations:

- Great Mates – (Program Facilitator)
- Fitzroy Lions – (President)
- Fitzroy Learning Network – (CEO)
- Fitzroy Primary School – (Principal)
- Young Assets Foundation – (Education Programs Manager)
- 54 Reasons (Regional Manager)

Benchmarking conversations were held with the following:

- Melbourne Council
- Port Phillip Council
- Stonnington Council
- The Venny (community operator, Melbourne)

Report Structure

The three sections which follow are dedicated to outlining consultation findings.

The first section provides a detailed discussion of the community's feedback. This section focuses on parents' and children's preferences and priorities for Cubbies. The discussion also aims to highlight key issues which community members feel need to be addressed.

The second section presents a discussion of stakeholder perspectives which focuses on the strategic management of the facility.

The third section summarises discussions with representatives from the other councils to outline a benchmarking standard for adventure playgrounds in Melbourne. This benchmark focuses on management models, resourcing arrangements and programming that Councils employ in the running of adventure playgrounds.

Community Feedback

Community feedback was analysed using an inductive coding method which allows themes to emerge organically from the data. This approach was used to ensure that the community's perceptions of Cubbies led the analysis process, opening up possibilities for new insights which might challenge and/or extended Council's understanding of the site.

This process revealed community priorities, preferences, and aspirations, as well as areas of concern that relate to the following aspects of Cubbies:

- Social Connection
- Programming
- Facilities
- Staffing
- Availability/Access

Social Connection

Community members regard Cubbies as a locus of social connection which brings children, parents, and families together. It enables residents from different communities within the local area to meet one another and establish new friendships which strengthen a collective sense of belonging. For children, Cubbies is a place to make friends outside of their schools and family circles. For parents,

especially mothers whose extended families reside outside of Australia, Cubbies provides a space for respite where they can meet other parents whilst their children are supervised by playground staff. The relationships forged between mothers not only satisfies their social needs but assists them in other more tangible ways. For example, first time mothers are able to get advice from more experienced parents and learn about navigating the various institutional systems that are central to raising a child in Australia.

This important role that Cubbies occupies within the local community is considered a longstanding tradition that stretches all the way back to the playground's inauguration in 1974. For many of the adult respondents this history holds a deep personal significance because they attended Cubbies as children prior to becoming parents. It should be noted that this cross-generational connection has produced a strong sense of community ownership exemplified by participants referring to Cubbies as their own backyard. For this reason participants were reluctant to consider other possibilities when asked:

"*If Cubbies wasn't there, can you think of a different way to use this space that would suit the needs of your family or community better?*

Most participants responded that it has always been Cubbies and that this is the only thing their community needs. Even participants who were quite critical of the current state of the program/facilities asserted that even a bad Cubbies was preferable to it not existing at all.

That said, it is important to recognise that despite this emphasis on social connection there are tensions within the local community which negatively impacts the sense of shared space, harmony and mutual support portrayed by respondents' stories. To begin with, there are some residents who do not feel safe sending their children to Cubbies because they believe other families let their children run wild. In addition, some participants talked about incidents where personal disputes between families have brought conflict) onto Cubbies grounds. And lastly, there are some mothers who feel that since reopening post-covid 19 closures, Cubbies policy of not letting mothers stay onsite during programs has negatively impacted their sense of personal connection.

Programming

As part of the questionnaire both parents and children were asked how their families uses Cubbies, what activities they participate in and which of these they like best. Graphing these responses (see fig. 1) paints and interesting portrait of Cubbies which illustrates the range of different uses most valued by the community. Whilst the intended purposes of Cubbies as a space for children to engage in supervised free play on the equipment is by far the most popular use of the site, participant responses highlighted more diverse interests which should be considered when planning Cubbies programming.

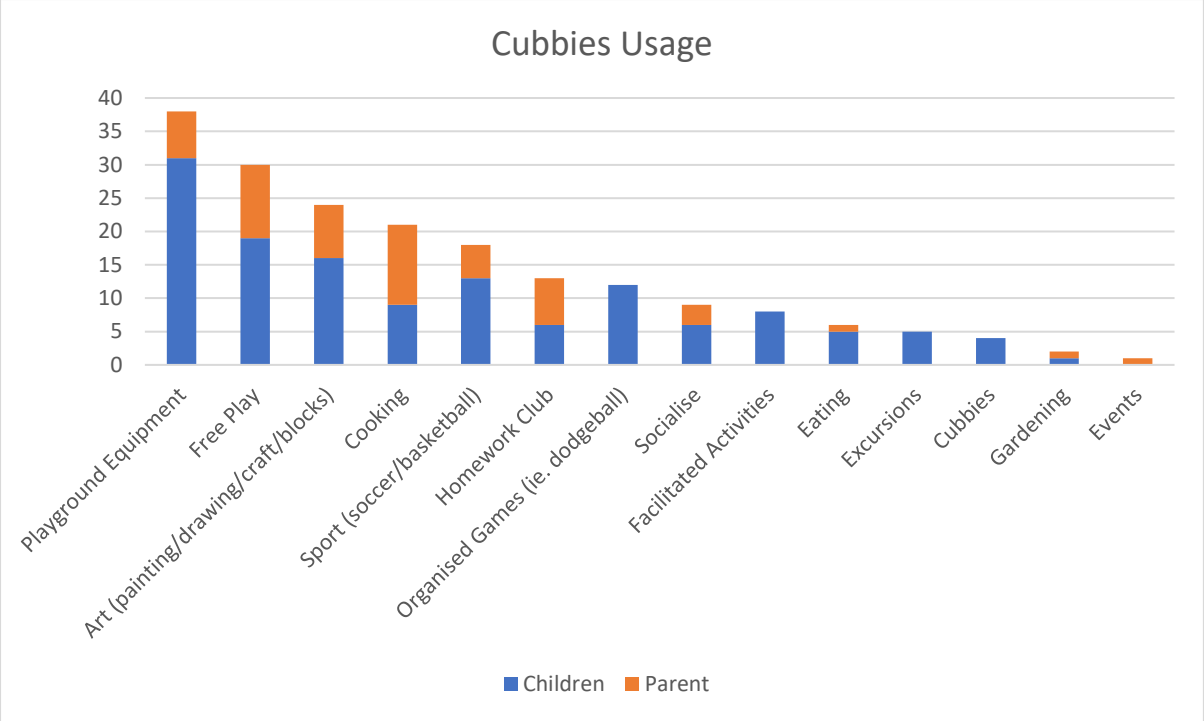


Figure 1: Cubbies Usage Graph

In terms of outdoor activities many respondents emphasised that Cubbies provides significant opportunities for participating in organised sport such as soccer and basketball. Respondents also enjoy playing less formal group games such as dodgeball, capture the flag and tiggy which are run by playground staff. Beyond these structured activities, participants also emphasised the importance of Cubbies as a space for hanging out and socialising without any specific program purpose in mind.

It is worth noting that indoor activities featured almost as prevalently as outdoor activities in participants' responses. Children stressed the importance of creative programs which encouraged them to express themselves through drawing, painting and other projects including craft activities. Cooking was another activity which proved to be popular with respondents along with homework club. That said, it is worth noting that when asked about the homework club parents placed a much higher importance on this program than their children.

The variety of contrasting interests represented in participant responses highlights a need to broaden the focus of Cubbies to be more than just a playground. Whilst the equipment is still the initial drawcard which brings people into the space, programming must provide a range of different options to cater for diverse interests by making use of all the different indoor and outdoor spaces that are available. This has implications for resourcing, especially for facilities maintenance and staffing (which will be dealt with later in this report), however, participant feedback regarding satisfaction with the current service indicates a need to consider ways to expand upon what is offered.

A significant number of respondents explained that whilst they used to go to Cubbies almost daily they are no longer attending regularly and some indicated that they have completely stopped attending. When asked why, these participants explained that they had lost interest in the activities on offer, in part, because they felt that these activities were for little kids and they had outgrown them. Based on these conversations it seems that after around 8 years of age, many attendees started to feel as though they are getting too old for Cubbies.

The issue of age appropriateness was raised with regards to the younger attendees as well, with some parents complaining that play sessions which mixed different age groups together were not safe for their children. These respondents felt that younger children were at a serious risk of injury because they often ended up precariously underfoot of older attendees. There was a suggestion that, to resolve this issue, it would be necessary for Cubbies to develop separate sessions for different age cohorts to tailor the program offering to their different needs. This approach would make it easier to keep younger children safe during play sessions whilst also making it possible to develop new activities which cater to the interests of the older children who appear to be losing interest.

Facilities

The facilities provided by Cubbies play an extremely significant role for residents of the nearby Atherton Gardens public housing estate. As numerous respondents explained, the mix of onsite facilities which include the playground, basketball half-court, soccer pitch, kitchen and indoor activity spaces compensate for the lack of available space in their apartments. According to these participants, Cubbies enables children to play in ways which would otherwise be inaccessible to them. These opportunities are not just important for the healthy development of local children but, as mentioned previously, provide parents with much needed respite from having to deal with energetic children who are constrained by the limited living space. With this in mind, Cubbies is valued as open space for the community and this sense of openness should be prioritised in any future plans for the site.

That said, there was widespread concern over the condition of these facilities. Participants felt that the main building was too run down and needed to be renovated. People were especially concerned about the toilets which they described as unclean. Outside this main building, the cubby houses were also singled out as needing urgent attention. Similarly, whilst many respondents talked at length about the value of the soccer and basketball facilities, there was widespread concern over the condition of the playing surfaces and the hoops/goals. In terms of soccer, participants mentioned that the soccer pitch was not level and that the grass was too high and unkempt.

When asked about the playground children were generally happy with Cubbies. Respondents liked the range of different equipment and were specifically complimentary of the slides which were often cited as the highlight of the entire playground. That said, there were other pieces of equipment that the children wished could be installed in the future, such as swings. Furthermore, despite the relatively high level of satisfaction with the playground, several significant safety issues were raised by respondents.

Weatherproofing of the playground was of particular concern. Many participants noted that due to the lack of available shade the equipment was exposed to the rain during the winter and the heat during summer. Consequently, the equipment spent close to half the year either too slippery or too hot to use safely. Several participants suggested this could be rectified by installing shade sails over the playground. Stability was also raised as a safety issue because some of the older equipment was quite shaky and did not hold still when children were climbing over it.. Finally, some participants raised the issue of accessibility, questioning whether the equipment was safe for the smaller children within the target age range and highlighting the lack of disability access in the playground.

One thing that became apparent when discussing the Cubbies facilities, in particular the playground, was that there were community members interested in working collaboratively with the site operators to ensure the facilities were appropriately designed and well maintained. Children were not only highly engaged but also had a wealth of relevant lived experience which could make a

fantastic contribution to the design and running of Cubbies. Considering this, it would be valuable for the future operators of Cubbies to consider how co-design and community governance might be incorporated into the running of the site.

Staffing

The current staffing of Cubbies was one of the most concerning issues for parents who felt that there are issues with the supervision of children and a lack of authentic engagement with the local community. It is interesting to note that many parents who raised these issues made a point of mentioning that Cubbies had been run well in the past and that this drop off in quality was a very recent concern.

With regards to supervision, parents felt that the staff had less control of the situation than they had in the past. Several parents mentioned that they had stopped allowing their children to attend Cubbies because they felt that play sessions had become dangerously chaotic. The lack of effective supervision was evidenced by many of the children's stories relating to injuries they had sustained whilst playing at Cubbies.. Some parents commented that, to effectively moderate potentially dangerous behaviour, adult supervisors needed to build up a trust relationship with children. These respondents attributed some of the difficulties to the high degree of staff turnover which had eroded the sense of connection that many attendees had cultivated with the workers.

Some respondents felt that the supervision ratios added to this difficult situation because they were insufficient to provide adequate coverage. However, many participants argued that even with better coverage the current staff lacked the necessary training and professional experience to deal with the situations that arose during programs. Several parents elaborated, by explaining that there were lots of children with complex needs within the community who exhibited very challenging behaviours which required specialist expertise that staff at Cubbies lacked. Parents were concerned that the staff did not work constructively with families to establish behaviour management strategies. They criticised that rather than investing this time into developing positive relationships with children the Cubbies staff tended to ask parents to collect children early which marginalised them and made families feel unwelcome.

Some parents felt that this situation was indicative of a larger issue with Cubbies which, through the aforementioned staff turnover, had lost its connection to the community as a whole. Many respondents felt that to build these relationships Cubbies needed to find ways to involve the community directly in the running of the facility. This could be done by hiring community members as staff, engaging community members as volunteers or establishing community-led governance structures.

Availability

Cubbies lack of availability to the community was the most common issue raised by both parents and children. First and foremost, respondents felt that the opening hours were insufficient to meet the demand for their services and that this has flow on effects for program capacity which negatively affect the quality of services offered. Families also felt that the administrative processes required for registering children and signing up for program sessions were not suitable because they placed unnecessary barriers in the way of program attendance.

Additionally, families from the local area who were not attending Cubbies explained that a major hurdle to accessing the program was the lack of available information. Many respondents expressed an interest in signing-up but could not find any information about how to apply to attend programs. In some cases, families were not even aware that Cubbies was open to the public and were surprised

to learn that anyone can sign up to attend programs. Respondents suggested that this misunderstanding was rooted in the lack of promotional material advertising Cubbies services and the unwelcoming appearance of the external fence which gave many respondents the impression that Cubbies was closed.

Stakeholder Feedback

The stakeholders who were interviewed for this project represented community organisations who were interested in either being involved with running Cubbies directly or working in partnership with them to deliver joint programs/projects. All the organisations which were interviewed felt that operating Cubbies as an adventure playground was the right thing for the community. Respondents agreed that the unique mix of freedom and open space combined with secure grounds and active supervision was especially appropriate considering the living situation of the public housing tenants. Stakeholders cited community feedback that they'd received about the deep sense of connection and ownership that community members felt for Cubbies as evidence that it is a highly valued community asset. With this in mind, there was a lot of concern regarding the lack of maintenance and the general state of disrepair which, as one respondent cautioned, could be interpreted by community members as a reflection of how much (or little) their community is valued.

Respondents advocated for Cubbies to consider the community more widely and cautioned against any future directions that narrowed its focus to a particular demographic or specific interest group. Some respondents felt that there was a need to make a greater effort to appeal to a broader cross-section of the community. To ensure such wider appeal they argued that it is necessary to provide diverse options, balancing between different activities which incorporate both indoor and outdoor options. There is also a need to ensure a mix of both free-form, child-directed activities, and structured, adult facilitated programs. Some felt that to get this balance right it is necessary to bring community members (especially children) into programming decisions by introducing community governance structures and formal co-design processes.

Stakeholders acknowledged that the level of investment required to better maintain the site and expand the current service offering was far greater than what current resourcing would allow. To overcome this barrier many felt that whoever operated Cubbies needed to be more proactive in brokering partnerships with other service providers and community organisations that might be able to bring additional funding. Establishing such partnerships could also benefit in other ways, such as bringing in professional staff with diverse expertise to deliver different sorts of programs and providing access to additional facilities, which could increase Cubbies delivery capacity. Furthermore, by coordinating multiple-organisation partnerships, Cubbies could address the under-utilisation of the facilities which are currently only open to public between 10 and 12 hours a week.

It should be noted that all interviewees identified collaboration as a weak key weakness of the current Cubbies operators. They observed that, outside of program hours when program staff are on site, it is extremely difficult to contact anyone. Furthermore, Cubbies have made very minimal effort to reach out to other organisations of their own accord, resulting in what respondents described as a very insular and inward-looking service. The respondents cautioned, considering the resources required to ensure that Cubbies is sustainable in the medium to long term there is an urgent need for future operators to cultivate a more open and collaborative approach to running the site which should be founded upon mutually beneficial strategic partnerships.

Benchmarking

There are currently 5 adventure playgrounds operating in metropolitan Melbourne, three of which are operated by local government with the remaining two operated by community organisations. All adventure playgrounds have been operating long term, and began as community-led ventures.

The adventure playgrounds are on either council owned land or Crown land. Each Council funds programming and maintenance at the sites to various degrees. City of Stonnington provides the greatest amount of funding ($510k per annum) for an individual site. The City of Port Phillip provides the greatest amount of funding in total ($650k plus maintenance) but this funding is used to operate two sites. The City of Yarra provides the least amount of funding by a significant amount ($150k).

All councils currently provide maintenance of facilities (the additional amount of investment per site for maintenance is unknown). Councils also maintain the grounds of each adventure playground, other than at The Venny where the operator is responsible for maintaining most components of the yard.

Other recent significant investment in adventure playgrounds include City of Port Phillip committing nearly $3.5 million dollars over 10 years in investment into their adventure playgrounds. The City of Melbourne have funded a new purpose-built green building for The Venny. The Venny has also been able to offer outreach services through accessing additional government and independent funding sources.

Each adventure playground has a combination of permanent full-time staff along with permanent part time or casual staff to ensure staff to participant ratios are met (either 1:10 or 1:15) and depending on specific programming needs.

Opening hours across the sites varies depending on school term, daylight savings and occasional extended opening hours/programming. City of Port Phillip has the highest opening hours of the adventure playgrounds s of up to 55 hours when taking into account the two sites, weekend opening hours and additional programming of a breakfast club each morning at one site and evening programs at both sites. The other adventure playgrounds have relatively comparable opening hours during school terms.

All adventure playgrounds require registration of participants, other than the Port Phillip adventure playgrounds which are open to the public. The young people who register in Port Phillip have access to planned activities and some additional opening hours. The Venny seeks to have all participants registered but do allow young people to drop in an access the site without being registered (so as not to deter young people from engaging with the service).

Programming across the adventure playgrounds is similar, with a mixture of free play and structured activities such as art, craft, dance and sport. Whilst the adventure playgrounds don't encourage regular on-site visits from family members some do utilise parents as volunteers (none have a hands-on role with young people). Each adventure playground holds regular events that are open to all family members.

Stonnington differs from the other adventure playgrounds as they operate a comprehensive case management model for the young people and families that access the service. Other adventure playgrounds work with local agencies and provide referrals, and The Venny utilise their staff with social worker qualifications to occasionally provide individual counselling.

All adventure playgrounds reflected on the need to recognise and negotiate the complex needs of many of the children and families that access the adventure playgrounds, the importance of child-led play (not too many structured activities); the benefits of forming relationships with local stakeholders and the social benefit of maintaining access to these community assets for families living in high density social housing.

DRAFT

Fitzroy Adventure Playground Program Grant 2023 to 2026 Grant Guidelines

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City of Yarra Grant Guidelines
Fitzroy Adventure Playground Program Grant

Background

Adventure playgrounds differ from regular playgrounds as they offer beneficial risk-taking during supervised play. They are open during set hours and children are supervised by qualified staff and volunteers.

In the 1970s, adventure playgrounds were established in five sites in the inner metropolitan area of Melbourne to support public housing communities. The adventure playground in Fitzroy is located near the Atherton Gardens public housing estate.

The Fitzroy Adventure Playground has always been operated by a community committee of management or a not-for-profit organisation. The former City of Fitzroy and the City of Yarra have supported the playground since its inception.

Purpose of Grant

Yarra City Council provides funding through different grant programs for not-for-profit organisations to help achieve the Strategic Objectives of the Council Plan.

The Fitzroy Adventure Playground Program Grant is established to provide up to three years of funding subsidy to a not-for-profit organisation towards the operating of the Fitzroy Adventure Playground and management of the site.

These guidelines describe how a group or organisation can access funding assistance from Yarra Council to manage and operate the Fitzroy Adventure Playground.

Program objectives

The objectives of the Fitzroy Adventure Playground program are to realise the following:

- **Partnership:** Foster and develop a partnership between Council and a not-for-profit community organisation to manage the site and program at the Fitzroy Adventure Playground.
- **Participation of school-aged children:** Encourage and support involvement and participation of local school aged children and young people in the program.
- **Participation of community:** Encourage and support involvement of the local community in accessing the site outside of the core program hours.
- **Value:** Provide a measurable, cost-effective, and efficient means to deliver community outcomes in a transparent and accountable manner.
- **Responsive service model:** Provide a safe, well-managed program for school aged children and young people that is relevant to their developmental needs and reflects collaborative relationships with families and other service providers in Yarra.

Eligibility Criteria

A pre-eligibility assessment is conducted for all applications. Ineligible applications will not be assessed.

Eligible Applicants

Applicants must be a not-for-profit organisation either registered as a charity, or public benevolent institution or have DGR status.

In addition, applicants must also:

- Be an organisation located in Yarra and/or have at least 5 years' experience delivering programs in Yarra.
- Provide an ABN
- Have answered all questions on the application form and provided all supporting material at the time the application submitted.
- Acknowledged they have read and understood terms and conditions of this grant program.
- Have no outstanding debts to Yarra City Council.
- Have acquitted any previous Yarra City grants.
- Hold public liability insurance with a suitable level of coverage.
- Have successfully lodged their application before the advertised closing date.

Applicants that are NOT eligible

- Individuals
- Business and for-profit organisations.

Timelines

Program grant opens	30 March 2023
Council officers available for consultation	30 March 2023 to 20 April 2023
Applications close	11:59 PM 20 April 2023
Panel assessment	Week commencing 24 April 2023
Applicants' availability for interview by panel	Week commencing 1 May 2023

Child Safe Standards

Victorian organisations that provide services or facilities for children (anyone under 18 years old) are required by law to implement Child Safe Standards to protect children from harm. Therefore, if your project/program will engage children as either participants or audience members you will be required to demonstrate that you are complying with the Child Safe Standards by uploading a copy of your organisation's Child Safe Policy or Statement of Commitment to Child Safety.

If your organisation does not yet have a Child Safe Policy or Statement of Commitment to Child Safety, a template document is available on the Room to Create Responsive Grants website: https://www.yarracity.vic.gov.au/about-us/grants/room-to-create-responsive-grants

Tailor this document to suit your organisation and activities, then attach the document to your application as evidence. Remember to make sure a copy is distributed to your members.

Individual artists will need to upload a copy of your current working with children check and/or your exhibition space's Child Safe Policy or Statement of Commitment to Child Safety.

For further information on Child Safe Standards see: CCYP | Resources

Assessment Criteria

Council will prioritise proposals that rate highly across the following criteria:

Assessment criteria	What you should include in your application	Weighting
Community engagement	A community engagement plan that demonstrates: (a) understanding of community engagement for the local community (b) proposed terms of reference for a Cubbies community reference group	25%
Organisational experience and commitment	Organisational profile that demonstrates: (a) Experience in the provision of programs incorporating play and beneficial risk-taking for school aged children and young people from culturally and linguistically diverse backgrounds. (b) Evidence of organisational commitment to Child Safe Standards including how this translates into the program practise. (c) Evidence of commitment to environmental sustainability in organisation and service operations. (d) Demonstrated experience in staff and volunteer management and contemporary approaches to industrial relations. (e) Ability to comply with Australian standards for playground equipment and structures	25%

Assessment criteria	What you should include in your application	Weighting
Relevance	Stated program approach or plan demonstrating: (a) Clear aims, objectives, and outcomes, including measures. (b) Participation of school aged children and young people living in public housing and the local area. (c) Delivery of a safe, well managed program relevant to developmental needs of school aged children and young people Evaluation framework (d) Documented approach demonstrating how the applicant will measure how well the program is being delivered and whether it is making satisfactory progress towards what it has set out to do.	25 %
Value	(a) Complete and realistic budget identifying how Council's subsidy will be expended and allowing for free entry to the playground during regular hours of operation. (b) Capacity to promote and link participant's families with local and relevant human and community services. (c) Capacity and experience in brokering partnerships with other service providers and community organisations to increase utilisation of the site.	25 %

How to Apply

1. Confirm your organisation's eligibility to apply.
2. Discuss your application with the contact officer – INSERT, Family Youth & Children Services Branch phone INSERT
3. Consider the assessment criteria and prepare your application, including all supporting documentation.
4. Prepare and submit your application online.

Using SmartyGrants®

Applicants for the Fitzroy Adventure Playground Community Grant are required to submit their applications and supporting documentation using the online form.

The online form can be found on the following website https://cityofyarrasmartygrants.com.au/

Your application must be completed online and returned to https://cityofyarrasmartygrants.com.au at any time to view your application, but once it is submitted it cannot be changed.

Applications should not be submitted until they are fully completed.

When you submit your application, you will receive an automated email acknowledging that your application has been received with a copy of your application attached. This will be sent to the email used to register on SmartyGrants. If you do not receive this email of receipt your application has not been submitted. City of Yarra staff cannot view applications that have not been submitted.

Attachments and Support Material

- Consulted with Council's contact officer for this program grant
- Proof the applicant is a not-for-profit organisation either registered as a charity, public benevolent institution or have DGR status
- ABN
- Proof that your organisation is located in Yarra and/or has at least 5 years' experience delivering programs in Yarra
- Certificate of public liability insurance
- Child Safe Policy or Commitment Statement
- Site Management Plan
- Program Plan (or document showing proposed approach to programming)
- Evaluation Framework
- Budget

Please note, the maximum attachment size in SmartyGrants is 25MB.

Terms and conditions

For all applicants

- This is a competitive grant program, and the funding allocation is awarded on the merit of the application.
- The total funding available to this grant program is up to $150,000 plus CPI per annum (up to 3 years) and funding in years 2 and 3 is subject to Council's annual budget process.
- Council reserves the right to request further information in considering applications. If deemed necessary, applicants may be required to discuss or clarify their application with Council officers and/or provide further written information within a specified timeframe.
- Canvassing or lobbying of Councillors, council employees or independent assessors in relation to this grant program is prohibited. Lobbying or canvassing relevant officers may result in your application being deemed ineligible.
- For the protection of grant applicants and those involved in the assessment process, all Council officers and community members involved in the assessment process are required to declare their interest prior to assessing any grant applications or reviewing project evaluations and reports. The process ensures that a clear or perceived conflict of interest is promptly identified and addressed. In the event of a conflict of interest, the person will not participate in any discussion or decision relating to the nominated item(s) of conflict.

- A Council Report on the recommended funding allocation is presented to Council for their consideration. The decision to award the grant is made by Council and Council's decision is final. There is no appeals process.

Successful applicant

The successful applicant must:

- Enter into a Crown Land lease with Yarra Council for the use of the Fitzroy Adventure Playground. Applicant is responsible for obtaining own legal advice if required.
- Use the grant funding for the stated purpose for which the funding was awarded unless further written permission has been obtained by Council before the program commences.
- Enter into a Funding and Service Agreement with Council (further information below)
- Demonstrate satisfactory performance and adherence to all grant conditions.
- Meet monthly with the contract manager and other officers, as necessary, to inform Council's understanding of the program and participation.
- Comply with all relevant State and Federal government legislation pertaining to the funded activity. Staff and volunteers working with children must obtain working with children checks.

Funding and Service Agreement

- The Agreement must be completed, signed and returned by the specified date for the funding to be released.
- The Agreement
    - Establishes a collaborative partnership between Council and the applicant.
    - Outlines the roles and responsibilities of Council and the applicant in the provision and use of funding allocated under the Agreement.
    - Includes general funding Terms and Conditions and may include specific conditions relating to the delivery of the program funding.

Insurance

The successful applicant must keep current during the period of the Agreement, a public liability insurance policy for a minimum of $10 million and WorkCover insurance.

The public liability insurance scheme insures Council and the recipient against all actions, costs, claims, charges, expenses, and damages whatsoever which may be brought or claim or claimed against them arising out of, or in relation to, the Fitzroy Adventure Playground.

A copy of the Certificates of Currency must be provided to Council before commencement of funded program.

Acquittal and Evaluation

This will be determined in the funding agreement, but Council will require a yearly progress report through SmartyGrants and a final evaluation of the three year program within two months of the program's completion.

Marketing

The funded applicant will acknowledgement of Yarra Council's contribution and support in all publicity and written material produced for public distribution about the funded program at the Fitzroy Adventure Playground and provide copies of promotional material.

Acquittal

Please keep receipts for expenditure items over $200 to upload into your online acquittal.

For More Information

Contact X

7.4 Quarterly Annual Plan Progress and Financial Report (to 31 December 2022)

Executive Summary

Purpose

To present the 2022/23 Quarter 2 Annual Plan Progress and Financial Report ending 31 December 2022.

Key Issues

Presentation of the 2022/23 Annual Plan Progress and Financial Report for the period 1 July 2022 to 31 December 2022.

Financial Implications

Like all Councils across Victoria, Yarra was heavily impacted by COVID-19.

Throughout the pandemic Council made deliberate and considered decisions to assist the community and businesses through a variety of initiatives including precinct activations, waivers of fees and charges and extensions to our hardship policies.

Council's financial operations were directly impacted with revenue losses and additional costs incurred associated with increased spending to support our local community and businesses.

As a result, Yarra entered the 2022/23 budget with significant challenges. Impacted by the prolonged effects of the COVID-19 pandemic adding to existing Council budget structural challenges and financial sustainability position. In addition, supply chain delays and construction material shortages heavily impacted the delivery of Councils capital works program.

As a result, Yarra entered the 2022/23 budget with significant challenges. Impacted by the prolonged effects of the COVID-19 pandemic, at that time Council's operating environment and financial position included losses in excess of $50m.

The mid-year review examined all aspects of the budget including operating, capital and project budgets and progress of projects against timeframes. This enabled the identification of emerging issues and assessment of progress of the agreed Council Plan actions.

The mid-year budget review of the operating budget identified $2.1m of savings and a revised surplus of $14.4m in the operating budget, as compared to a surplus of $12.3m in the adopted budget. The review of the capital works program identified $5.2m of planned carry forwards to 2023/24, $4.7m of projects to be replanned for 2023/24 and $9.1m of gross expenditure savings, for a total reduction of forecast gross capital expenditure of $19.0m. This improved financial result has been achieved despite high-cost pressures of 7.3% (and greater) and a rate cap of only 1.75%.

It is important to note that despite the improved operating surplus Council does not generate sufficient surpluses to fund capital work programs. Consequently, the cash position is unfavourable compared to the level of current financial obligations, including debt levels, impacting Council's long term financial sustainability. Financial results are discussed in detail throughout this paper and in the attached financial reports.

PROPOSAL

The committee notes the results of the Quarterly Annual Plan Progress and Financial Report (to 31 December 2022).

7.4 Quarterly Annual Plan Progress and Financial Report (to 31 December 2022)

Reference	D23/72899
Author	Shane Looney - Corporate Planner
Authoriser	Chief Executive Officer

Purpose

1. To present the 2022/23 Quarter 2 Annual Plan Progress, and Financial Report ending 31 December 2022.

Critical analysis

History and background

2. Council is required by the Local Government Act 2020 to prepare a Council Plan containing the strategic objectives of Council, strategies for achieving those objectives, and indicators to monitor the achievement of those objectives.
3. The attached reports provide a comprehensive summary of Council's activities, including progress towards achieving agreed Council Plan actions, financial performance and the delivery of the capital works program to 31 December 2022.
4. Included in this second quarter report are the outcomes of a mid-year budget review (includes the setting of the forecast for the remainder of 2022/23), which assessed the financial performance of Council year-to-date to 31 December 2022.

Annual Plan and Budget

Annual Plan

5. The 2022/23 Annual Plan Quarter 2 Report provides an overview of Council's performance in delivering the actions that will contribute to the completion of the Council Plan. The 2022/23 Annual Plan includes 49 actions for Year 2.
6. Embedded into the Council Plan is the Municipal Public Health and Wellbeing Plan. This enables Council to meet its obligations under the Public Health and Wellbeing Act 2008 by outlining how we will protect, promote, and improve the public health and wellbeing of our community.
7. Actions in the Annual Plan are funded in the 2022/23 Budget (Annual Budget). Any change to the Annual Budget may have a consequential change in the Annual Plan.
8. There are no actions in the Annual Plan identified as at risk at the end of the second quarter and no change is proposed to the annual budget.

Annual Budget

9. In 2022, The Municipal Monitor reported that "Yarra Council's current financial position is unsustainable, partly due to the significant reduction in revenue as a result of COVID-19. This reduction, however, has masked structural budgetary problems built over a number of years and needs to be addressed."
10. While Council has sufficient cash reserves at present, there is a need for urgent and meaningful change now, to ensure we remain sustainable into the future.

December Finance Report and mid-year budget review

11. The mid-year review examined all aspects of the budget including operating, capital and project budgets and progress of projects against timeframes. This enabled the identification of emerging issues and assessment of progress of the agreed Council Plan actions.

12. The mid-year budget review of the operating budget identified $2.1m of savings and a revised surplus of $14.4m in the operating budget, as compared to a surplus of $12.3m in the adopted budget. The increase in surplus demonstrates a commitment to creating efficiencies to improve Council's financial position and ensure more budget is made available for the maintenance, replacement and upgrade of assets to deliver levels of service that benefits the community.

13. The mid-year budget review of the capital works program identified $5.2m of planned carry forwards to 2023/24, $4.7m of projects to be replanned for 2023/24 and $9.1m of gross expenditure savings, for a total reduction of forecast gross capital expenditure of $19.0m.

Discussion

Annual Plan

14. Council is required by the act to prepare a Council Plan containing the strategic objectives of Council, strategies for achieving those objectives, and indicators to monitor the achievement of those objectives. Supporting the Council Plan is an annual action plan that outlines the principal activities that will be undertaken over the course of each financial year.

15. The Budget and Annual Plan were adopted by Council on 23 June 2022. The Annual Plan and Budget deliver Year 2 Initiatives in the Council Plan.

16. This year, 2022/23, is Year 2 of the Council Plan 2021-25 incorporating the Municipal Health and Wellbeing Plan, adopted by Council on 19 October 2021 in accordance with the Local Government Act 2020.

17. At the end of December, 77% of Annual Plan actions scheduled to have started (47 of 49 actions) are On Track or Complete. Two actions have not started. The annual performance target is 75%.

Annual Budget

18. Under the act, the Chief Executive Officer must also ensure that every three months a statement comparing the budgeted revenue and expenditure for the financial year with the actual revenue and expenditure to date is presented at a Council meeting which is open to the public.

19. To inform the Q2 December Finance Report, a detailed (line-by-line) mid-year budget review was conducted in December 2022 and January 2023.

20. This process had several benefits, including:

    (a) An assessment of projects progress against timeframes and budget targets;

    (b) Identification of potential savings, emerging unbudgeted costs and potential impacts on the upcoming 2023/24 budget, including carry-overs and projects to be replanned; and

    (c) To forecast an end of final year financial result.

21. In response to the requirements described above, the attached report covers the progress against the action plan, the investment in our infrastructure (capital works) and the resources that are allocated to deliver these outcomes (financial report). Other matters of specific relevance are also included.

22. The end of the second quarter provides an opportunity to investigate trends within the financial and operating environments and to revise budget forecasts with greater certainty and help set the parameters and objectives for the 2023/24 Financial Sustainability Strategy.

23. This process also aims to ensure:

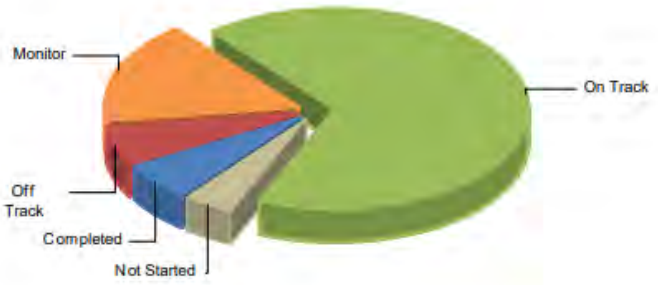
    (a) That Council resources are managed responsibly and strategically;

    (b) Trends and emerging issues are identified; and

    (c) That Council's financial position is improved to ensure long-term financial sustainability.

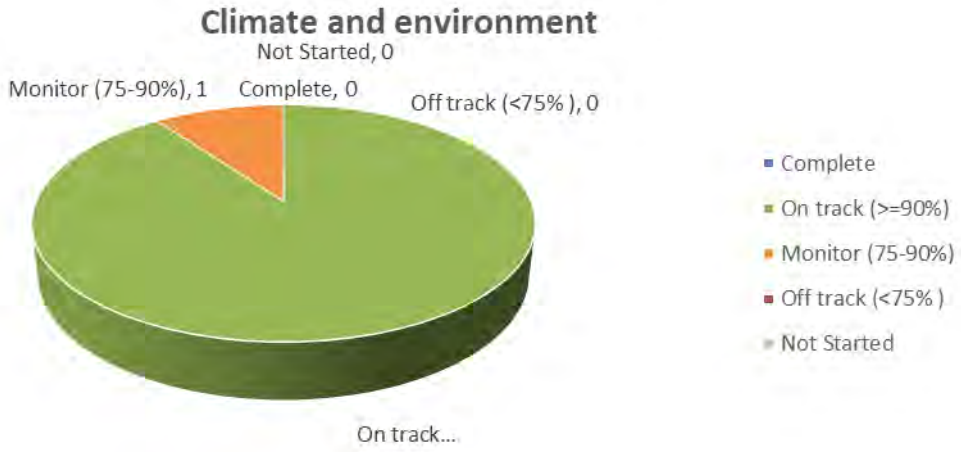
2022/23 Annual Plan Quarter 2 performance

24. At the end of December, 77% of Annual Plan actions scheduled to have started (47 of 49 actions) are On Track or Complete. Two actions have not started (these are scheduled to start in March 2023). The annual performance target is 75%.



Strategic Objective	No. of Actions Reported	Complete	On track (>=90%)	Monitor (75-90%)	Off track (<75%)	Not Started
Climate and environment	10	0	9	1	0	0
Social equity and health	11	1	8	1	0	1
Local economy	4	0	3	1	0	0
Place and nature	7	0	2	3	1	1
Transport and movement	6	0	3	2	1	0
Democracy and governance	11	2	8	0	1	0
	49 (100%)	3 (6.12%)	33 (67.35%)	8 (16.33%)	3 (6.12%)	2 (4.08%)

Strategic Objective 1 Climate and environment



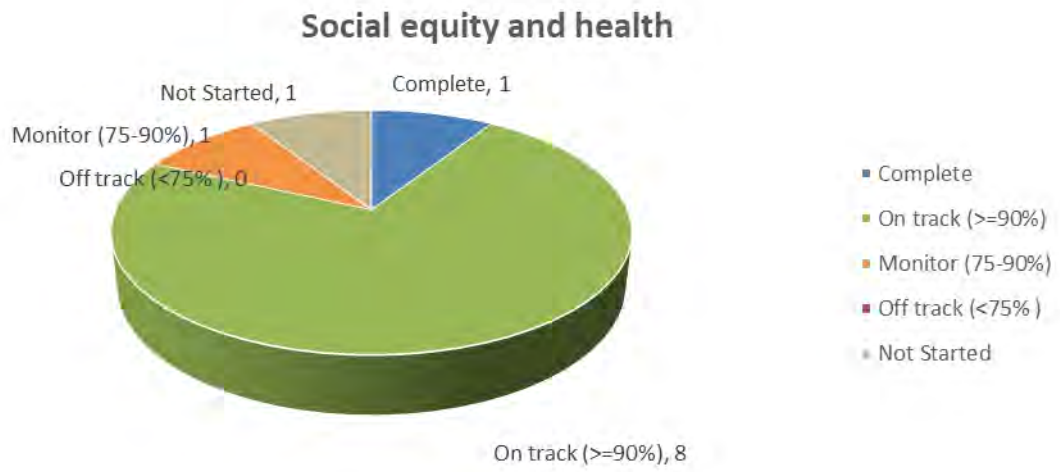
25. Climate and environment actions include work to transition Council buildings off gas, supporting and engaging households and business to transition to zero carbon, progress zero carbon development, continue transition of Council's fleet to low emissions options and programs and initiatives to reduce organic and plastic waste and support circular economy solutions.

26. All ten actions have commenced reporting in Q2 and eight are on track.

27. The status of the following action is Monitor (75-90%).

    (a) 1.08 Reduce organic waste – The development of a 'lending library of things' program at the libraries e.g., cake tins, sewing machines, is in the early development phase and yet to progress to a delivery model.

Strategic Objective 2 Social equity and health



28. Social equity and health actions in the Annual Plan include commencing construction of Collingwood College early childhood centre, progressing the Collingwood Town Hall Precinct Community Hub project, programs and initiatives to support children and young people, older people, culturally diverse and LGBTIQ communities.

29. Ten of eleven actions have commenced reporting in Q2 and eight are On Track, 1 completed.

30. The status of the following action is Monitor (75-90%):

    (a) 2.06 National aged care reforms – Decisions on service provision options for Home Care and Home Maintenance by Council have been paused following the announcement from the Federal Government of its intention to extend the Commonwealth Home Support Program funding agreement until 30 June 2024.

31. The following 2021/22 Annual Plan actions were incomplete at the end of June 2022. An update on progress is provided for each Action.

    (a) Yana Ngargna Plan – There has been no further progress on this action;

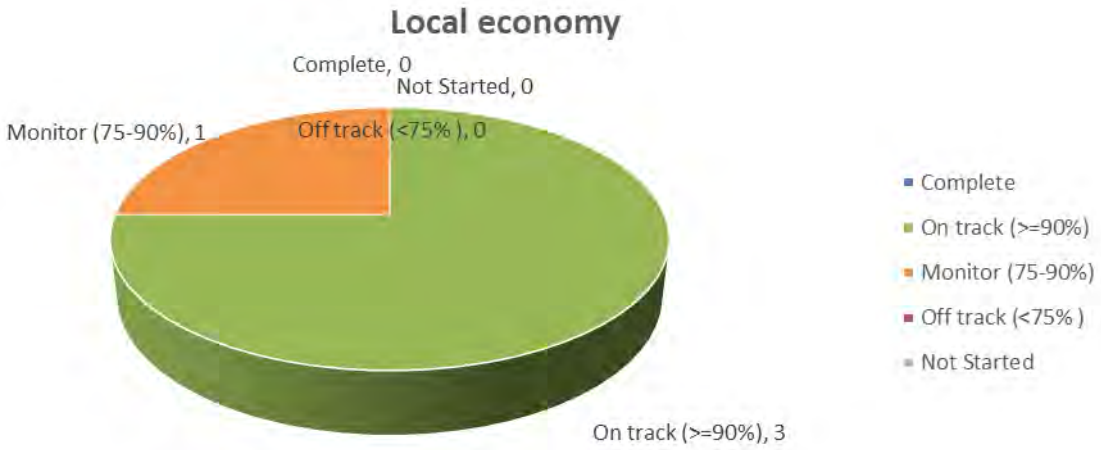
    (b) 3-year-old Kindergarten Reform - This Action is now complete. All milestones have been completed as far as Council is capable to progress them. Three-year kindergarten was promoted on Council's internet and social media, community playgroups and Maternal Child Health information packs. Promotional material was also sent directly to families using family and children's services. Council's managed kindergarten services are already at 95% full for 2023 enrolments and Council has moved to the 15-hour kindergarten model. Work opportunities were promoted via Council's website and employment advertising platforms and through universities and TAFES;

    (c) Collingwood Senior Citizen Centre including Willowview – Preliminary activities including permit processes in progress. Building works including replacement ceilings with improved acoustics and energy efficient lighting along with compliant access ramp scheduled to commence in January 2023 and be complete by April 2023. Audio-visual equipment is expected to be installed in same period; and

    (d) Chas Farquhar Children's Services complex – The project will complete the transition of the Chas Farquhar complex to an integrated community hub by creating a community room and outdoor area and extending/upgrading the Richmond Preschool. Construction commenced later than anticipated due to delays with statutory permits

and water authority approvals and redesign for revised building footings and more extensive site preparation works. Construction activities are now well advanced, although there have been further delays during construction due to wet weather and site restrictions associated with Greater Western Water mains upgrade works. Completion is forecast early in 2023.

Strategic Objective 3 Local economy



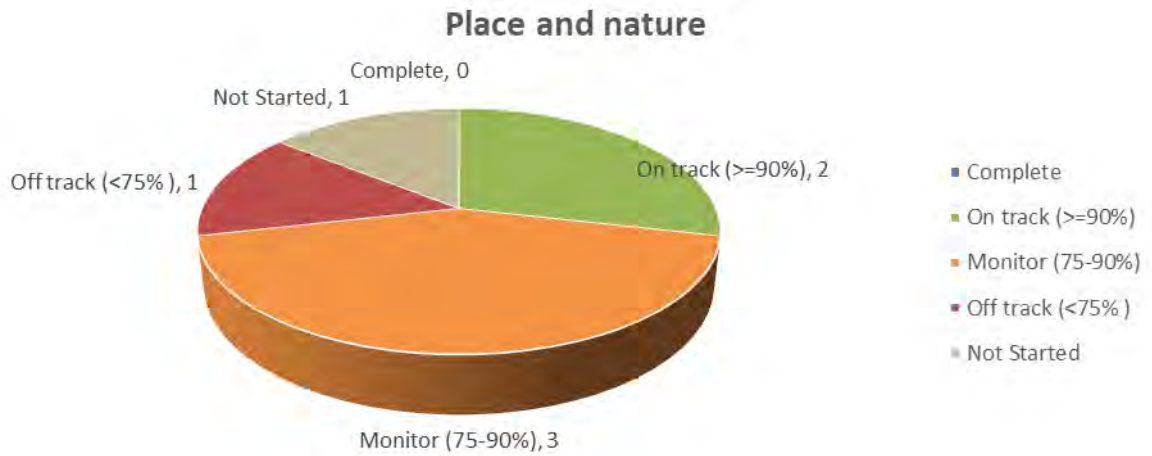
32. Local economy actions in the Annual Plan include promotion of arts and culture, supporting new business through the approvals process, developing accessible information for potential businesses to locate vacant properties and work to understand community perceptions of safety.

33. All four actions have commenced reporting in Q2 with three On-track.

34. The status of the following action is Monitor (75-90%):

    (a) 3.01 Promote arts and culture within Yarra – The public artwork for the Mary Rogers Pavilion is progressing however installation of the Cambridge Street reserve artwork has been delayed due to on-going works at the reserve site, the installation of the artwork will proceed once construction work has been completed.

Strategic Objective 4 Place and nature



35. Place and nature actions in the Annual Plan include the Cremorne Urban Design Framework, new parks in Cambridge Street and Otter Street, the redevelopment of Brunswick Street Oval Precinct, renewing Yambla Street Pavilion, direct seeding and cultural burning bushland management, nature engagement programs and greening initiatives including tree planting and measuring tree cover canopy.

36. Six of seven actions have commenced reporting in Q2, one has not started while 2 are on-track.

37. The status of the following actions is Monitor (75-90%):

    (a) 4.05 Direct seeding and cultural burning – A pre-burn habitat assessment, scheduled to be completed by the end of September, will now commence at the end of spring;

    (b) 4.06 Community based education, awareness and nature engagement program – Design of an online communication program for nature-focused news, initiatives and interactions was delayed due to resource issues. The action is currently in the planning phase and will be completed in quarter 3; and

    (c) 4.07 Greening Yarra to support biodiversity and increase tree canopy – Commencement of the tree cover canopy measurement was delayed and is in the final planning stage.

38. The status of the following action is Off Track (<75%):

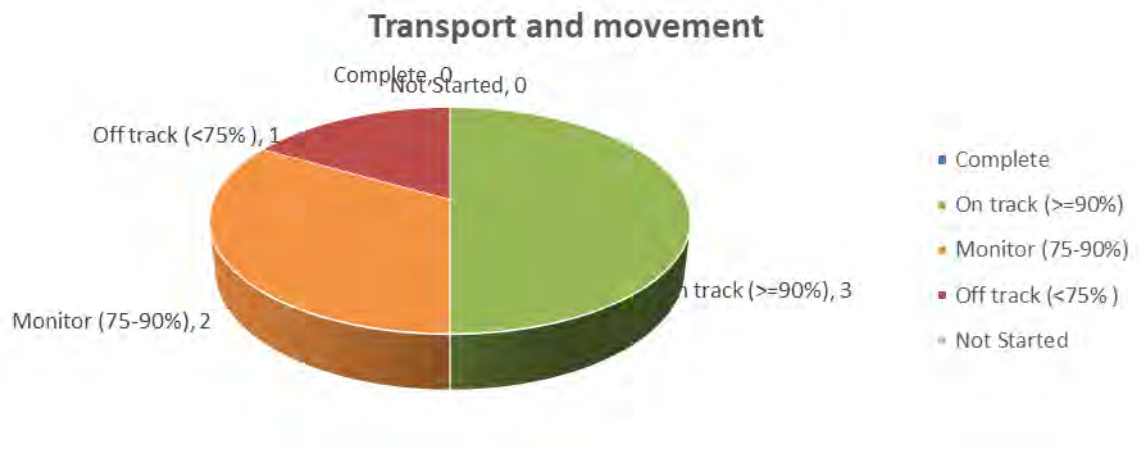
    (a) 4.02 Cambridge Street expansion reserve and Otter Street park – Revised dates have been negotiated with the Department of Environment, Land, Water and Planning who are funding the project delays in the design and permit approvals and corresponding nearby public works delaying progress on both parks.

39. The following 2021/22 Annual Plan actions were incomplete at the end of June 2022. An update on progress is provided for each Action:

    (a) Progress the translation of interim controls into permanent controls for Activity Centres – Built form provisions for Bridge Road and Victoria Street were adopted with changes by Council on 2 August 2022. The amendment was forwarded to the Minister for Planning and is awaiting a final decision. On the proposed amendment for Fitzroy/Collingwood Stages 1 and 2 Officers have undertaken informal consultation on interim built form controls proposed by Council during September/October 2022; and

    (b) Brunswick Street Activity Centre Urban Design – Kerr Street Outstand - The application for funding extension was withdrawn and the project has since been funded entirely by Council. Value management was undertaken on the design to bring it into budget (approx. $182k). Tender has been awarded and works are anticipated to commence in January 2023.

Strategic Objective 5 Transport and movement



40. Transport and movement actions in the Annual Plan include adoption of the Transport Action Plan, delivering active transport projects, advocacy for public transport, designing and implementing road safety studies and supporting shared micro-mobility, car share and ride share schemes.

41. All six actions have commenced reporting in Q2, and three are On Track.

42. The status of the following actions is Monitor (75-90%):

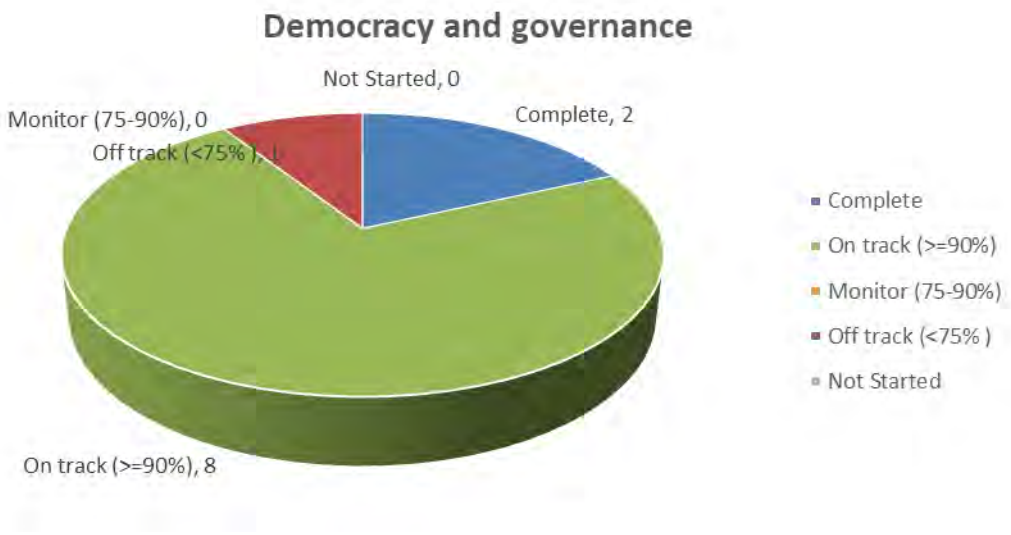
    (a) 5.01 Transport Action Plan – Report to Council post exhibition stage seeking adoption of the Actions Section having regard to community Submissions. Three detailed action plans are still under development, completion dates are yet to be finalised; and

    (b) 5.06 Parking technology improvements – The new parking cashless meter technology and equipment has been installed and is in operation. The Review of the Parking Strategy has been reallocated to the Strategic Transport unit to complete with the work yet to commence but included in the draft 23/24 workplan.

43. The status of the following actions is Off Track (<75%):

    (a) 5.03 Road safety studies and implementation program – The Alphington precinct/corridor study has not commenced as planned while a co-funding agreement with the Victorian School Building Authority, following their works to expand the Alphington Primary School, is being finalised.

Strategic Objective 6 Democracy and governance



44. Democracy and governance actions in the Annual Plan include initiatives to review Council's strategic documents, investigate the Sustainable Development Goals, projects to improve engagement with youth and underrepresented members of the community, work to build partnerships to support strategic advocacy priorities, development and implementation of the Gender Equality Action Plan and the review and adoption of new Governance Rules.

45. All eleven Actions have commenced reporting in Q@, two are completed, eight are on track.

46. The status of the following actions is Off Track (<75%):

    (a) 6.09 Risk and safety workplace culture - Present Injury Management Plan for adoption.

47. The Governance Rules Review was completed. The new Governance Rules were fully implemented and became effective on 1 September 2022.

20223/23 Financial summary performance YTD

Operating performance

48. The December 2022 Finance report has been prepared with a key focus on forecasts for 2022/23.

49. YTD actual results to YTD budget is favourable by $15.1m. This result is primarily driven by the following:

    (a) Operating grants higher than budget ($3.0m);

    (b) Capital grants higher than budget ($1.9m);

    (c) Net gain on the disposal of assets YTD ($1.7m);

    (d) User fees higher than expected ($1.0m);

    (e) Employee costs YTD ($2.4m);

    (f) Materials and Services YTD ($3.3m), and

    (g) Bad and doubtful debts favourable to budget ($0.8m).

Capital Works Performance

50. Budget carried forward from 2021/22 is $17.3m, consisting of $15.2m of carry forwards in the adopted 2022/23 budget plus further carry forwards of $2.0m based on the final position of projects at the conclusion of the 2021/22 financial year.

51. YTD expenditure of the funds carried over from 2021/22 is $6.2m.

52. In future budgets, the goal is to reduce/limit the value of unplanned carry over. This can be achieved with careful oversight (through the mid-year process described earlier) and a strengthened approach to project management.

53. As at 31 December 2022, actual capital expenditure YTD is $14.1m, as compared to a YTD budget of $18.9m, or $4.8m underspent.

54. Attachment 2 (Financial Report) includes information about the 2022/23 capital works program performance, including:

    (a) a commentary on capital works performance by asset class on pages 6 – 8 of the attachment; and

    (b) a detailed Statement of Capital Works by asset class within the appendix, on page 12 of the attachment.

55. The mid-year review of the capital works program identified projects in each of these categories:

    (a) Planned Carry Forward – those projects that are in progress, are not expected to fully expend their budget in 2022/23, and where there is a level of obligation for Council to complete the project. For example, a construction contract that is in progress. For these projects, the forecast unspent budget has been removed from the 2022/23 year-end forecast and the project referred to the 2023/24 budget planning process as a Planned Carry-Forward project;

    (b) Replan – those projects that are not expected to fully expend their budget in 2022/23, and where there is a level of discretion for Council to not proceed with the project, however it is proposed for the project to proceed in 2023/24. For example, projects that have not started at all, or conversely where the design will be undertaken in 2022/23 and Council has an option to either proceed, or not proceed, with construction in a subsequent year. For these projects, the forecast unspent budget has been removed from the 2022/23 year-end forecast and the project referred to the 2023/24 budget planning process as a Replan project;

    (c) Declared Savings – projects or programs with specific savings already realised or able to be forecast with certainty. This includes projects that have been (or will be) delivered with savings, and those that are not able to proceed and will be cancelled or deferred beyond 2023/24. It excludes projects that are referred to the 2023/24 budget planning process as a Planned Carry-Forward or Replan project; and

    (d) Other Savings/(Overspends) – this is the aggregate forecast of savings or overspend for all other projects within the 2022/23 capital works program.

56. The outcomes of the mid-year review of the capital works program are summarised in the table below:

Category	Number of Projects	Gross Expenditure $
Planned Carry Forward	8	4,286,179
Replan	7	1,414,500
Savings Declared	46	13,730,139
Other Savings/(Overspends)	91	(408,629)
TOTAL		**19,022,189**

57. The projects in the Planned Carry Forward, Replan and Declared Savings categories are individually listed in Attachment 3 - Capital Works Program Adjustments - 2022-23 Q2, including a summary reason for each affected project.

58. The gross expenditure reduction identified of $19.0m has been recognised in the updated full-year forecast expenditure for the capital works program of $38.7m. After deduction of external grant funding of $5.8m and internal reserves funding of $3.0m associated with these forecast expenditure reductions, the net expenditure reduction is $10.2m.

59. The updated full-year forecast expenditure for the capital works program of $38.7m recognises the gross expenditure reduction identified of $19.0m, along with the $2.0m of further carry-forwards from 21/22 and $1.5m of unbudgeted income, i.e., grants awarded since the adopted budget.

Financial/Cash Position

60. The financial position as at 31 December 2022 shows a cash and investment balance of $94.3M which is funded by $37.5m of borrowings.

61. Cash and investment balances is adjusted for restricted cash and intended allocation obligations, providing Council with a balance of $20.99m, being unrestricted cash ($4.7m at 30 June 2022).

62. Restricted cash is the amount of cash holdings Council requires to meet external restrictions such as trust funds, statutory reserves and cash for intended allocations, such as cash held to fund future capital works.

63. The movement of unrestricted cash from 30 June 2022, is due to timing differences in receipt of rates, user fees, payments to employees and suppliers, payments for capital works and a higher opening cash and investment position compared with budget.

64. The $20.99m balance of unrestricted cash is not sufficient to fully fund capital work programs, service levels and repay borrowings (borrowings value: 31.12.2022 $37.5m).

Options

65. There are no significant changes to the 2022/23 Annual Plan or budget that would impact the community.

Community and stakeholder engagement

66. The Annual Plan Progress and Financial Report will be made available to the community when it is published on Council's website.

67. The Annual Plan is informed by Initiatives in the adopted Council Plan 2021-25 and extensive community engagement was undertaken during the development of the Council Plan 2021-25.

68. Projects in the Annual Plan are subject to community consultation and engagement on a project-by-project basis.

69. 2022/23 Budget engagement was undertaken in November-December 2021 and further community feedback was sought following adoption in principle for 2 weeks in April/May.

70. A special Council meeting was held in May 2022 to hear community members who wished to speak in support of their feedback.

Policy analysis

Alignment to Community Vision and Council Plan

71. Yarra 2036 Community Vision:

    (a) The Council Plan 2021-25 Strategic Objectives address all Themes in Yarra 2036 Community Vision.

72. Council Plan 2021-25:

    (a) This report provides an overview of progress against actions in the 2022/23 Annual Plan that respond to all Strategic Objectives and Year 2 Initiatives from the Council Plan 2021-25.

Climate emergency and sustainability implications

73. The Council Plan 2021-25 includes a Strategic Objective 'Climate and environment' that addresses environmental sustainability and climate emergency considerations. The Annual Plan includes ten actions that respond to Initiatives in this Strategic Objective.

74. The Council Plan 2021-25 includes a Strategic Objective 'Transport and movement' that is an integral part of our climate emergency response to reduce transport emissions. The Annual Plan includes six actions that respond to Initiatives in this Strategic Objective.

75. The Council Plan 2021-25 includes a Strategic Objective 'Place and nature' which recognises the key role that public places, streets and green open space have in bringing our community together. The Annual Plan includes seven actions that respond to Initiatives in this Strategic Objective.

Community and social implications

76. The Council Plan 2021-25 incorporates the Municipal Health and Wellbeing Plan that guides how Council will promote health and wellbeing across the municipality.

77. The Council Plan 2021-25 includes a Strategic Objective 'Social equity and health' that addresses community and social implications. The Annual Plan includes eleven actions that respond to Initiatives in this Strategic Objective.

78. The Council Plan 2021-25 includes a Strategic Objective 'Place and nature' which recognises the important role that public places, streets and green open space have in bringing our community together. The Annual Plan includes seven actions that respond to Initiatives in this Strategic Objective.

79. There are not proposed changes in the Annual Plan or budget that would impact the community.

Economic development implications

80. The Council Plan 2021-25 includes a Strategic Objective 'Local economy' that addresses economic development implications. The Annual Plan includes four actions that respond to Initiatives in this Strategic Objective.

Human rights and gender equality implications

81. The Council Plan 2021-25 includes a Strategic Objective 'Social equity and health' that addresses human rights and gender equality implications. The Annual Plan includes eleven actions that respond to Initiatives under this Strategic Objective.

Operational analysis

Financial and resource impacts

82. The report includes a detailed financial report for the six months to end 31 December 2022.

83. To comply with the Act, the report includes the following comparisons for the six months ended 31 December 2022:

    (a) Actual and budgeted operating revenues and expenses;

    (b) Actual and budgeted capital revenues and expenses;

    (c) Actual movements in the balance sheet; and

    (d) Actual and forecast movements in the cash flow statement.

84. The outcome of the mid-year review indicates that Council has achieved a year-to-date operating surplus of $81.2m, which is $15.1m ahead of the year-to-date budget.

85. The year to-date capital works expenditure was $14.1m, which is $4.8m behind the budget.

86. The forecast result for the year ending 30 June 2023 is an operating surplus of $14.4m (adopted budget $12.3m surplus) and capital works expenditure of $38.6m (adopted budget $54.1m).

87. The forecast end of financial year results include:

    (a) Various adjustments to reflect savings, income changes, and unbudgeted costs across Council; and

    (b) All planned carry forwards, replanned projects, and savings arising from the capital works program.

88. The primary drivers of the movement of the forecast operating surplus (from the adopted budget) are:

    (a) Interest received on term deposits $1.5m; and

    (b) Unbudgeted proceeds from discontinuance of roads $2m;

    Offset by:

    (c) Increased costs for waste management contracts $1.3m (driven by significant CPI increases and land fill levy increases), and

    (d) Increased price of utilities $0.2m.

89. The primary drivers for the changes in capital works forecast (from the adopted budget) are detailed in Attachment 3 and in the Capital Works Performance commentary in Attachment 2.

90. Officers will continue to monitor actual performance to forecast during the third quarter.

Legal Implications

91. There are no legal implications.

Conclusion

92. At the end of December, 77% of Annual Plan actions scheduled to have started (47 of 49 actions) are On Track or Complete. Two actions have not started. The annual performance target is 75%.

93. The 2022/23 Annual Plan Progress and Finance Report (to December 2022) is presented to Councillors for review and discussion.

RECOMMENDATION

1. That the Council notes the results of the Quarterly Annual Plan Progress, Financial Report and Capital Works Progress to 31 December 2022.

Attachments

1 Annual Plan Progress Report Q2 December 2022

2 Financial Report - Q2 December 2022

3 Capital Works Program Adjustments Q2 December 2022

2022/23 Annual Plan
Quarter 2 Report

Introduction

Yarra City Council adopted its Council Plan 2021-25 on 19 October 2021. The Council Plan 2021-25 sets out the medium-term direction of Council and the outcomes sought by Councillors for their term. The Council Plan incorporates the Municipal Health and Wellbeing Plan. This financial year, 2022/23 is Year 2 of the Council Plan 2021-25.

Under the Local Government Act 2020 (the Act) each council is required to produce a four-year Council Plan by 31 October in the year following a general election. The Council Plan must include Strategic Objectives, Strategies, Strategic Indicators and Initiatives. The Act requires that the Council Plan must be developed in accordance with the Strategic Planning Principles. One of these principles is that the Council Plan must address the Community Vision.

The Annual Plan and Budget operationalise the Council Plan. The Annual Plan identifies several initiatives under each Strategic Objective which are significant projects that Council will undertake towards achieving the Strategic Objectives. The Annual Budget and Annual Plan includes some, but not all initiatives from the Council Plan.

The Council Plan 2021-25 has six Strategic Objectives that respond to the Community Vision, which represent the Strategic Direction of Council for their four-year term, these are:

Climate and environment: Yarra urgently mitigates climate change while also adapting to its impacts and developing resilience in everything we do. The community, business and industry are supported and encouraged to do the same.

Social equity and health: Yarra's people have equitable access and opportunities to participate in community life. They are empowered, safe and included.

Local economy: Yarra's neighbourhoods and major activity centres, nightlife and employment precincts are thriving, accessible and connected. They support and inspire diverse creative communities, cultural activities, businesses, and local employment.

Place and nature: Yarra's public places, streets and green open spaces bring our community together. They are planned to manage growth, protect our unique character and focus on people and nature.

Transport and movement: Yarra's transport network is sustainable and recognises that streets are important shared public spaces. Transport and movement is accessible, safe and well connected.

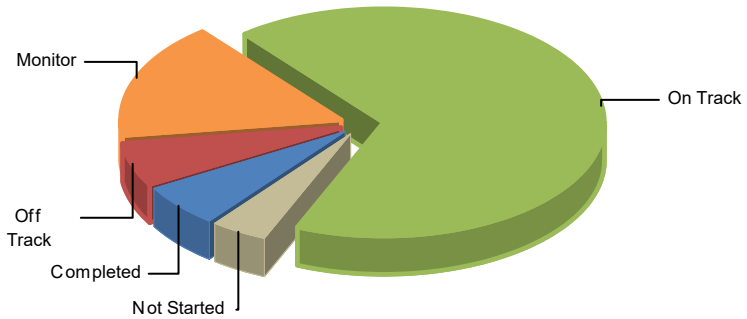
Democracy and governance: Yarra is smart, innovative and sustainable. Our decisions and advocacy are built on evidence and meaningful engagement. Good governance is at the heart of our processes and decision-making.

Progress of these projects and actions will be reported in the 2022/23 Annual Plan Quarterly Progress Reports.
Further information can be found in the published version of the Council Plan 2021-25 on the City of Yarra's website.

Quarter Summary

Council has committed to 49 actions across a range of services. Any variations to the Annual Plan are made openly and transparently in the context of priorities that arise over the course of the year.

The status of actions is classified based on the percentage of targets achieved as assessed by the responsible officer (forecast milestones compared to actual work completed).



Strategic Objective	No. of Actions Reported	Complete	On track (>=90%)	Monitor (75-90%)	Off track (<75%)	Not Started
Climate and environment	10	0	9	1	0	0
Social equity and health	11	1	8	1	0	1
Local economy	4	0	3	1	0	0
Place and nature	7	0	2	3	1	1
Transport and movement	6	0	3	2	1	0
Democracy and governance	11	2	8	0	1	0
	49 (100%)	3 (6.12%)	33 (67.35%)	8 (16.33%)	3 (6.12%)	2 (4.08%)

1. Climate and environment

Yarra urgently mitigates climate change while also adapting to its impacts and developing resilience in everything we do. The community, business and industry are supported and encouraged to do the same.

Strategies
Council's work to achieve this Strategic Objective includes the following strategies:

1. Take urgent action to respond to the climate emergency and extend our impact through advocacy and partnerships
2. Lead and support the community, business and industry to take urgent climate action and transition towards net zero emissions and a circular economy
3. Enhance the resilience of our community to prepare for health-related and other impacts of climate change (MPHWP)
4. Lead, embed and promote the transition towards net zero carbon and a circular economy and extend our impact through advocacy and partnerships

The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective; Climate and environment.

Action Progress Summary

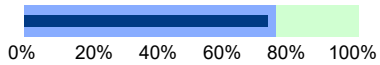
- At least 90% of action target achieved
- Between 75 and 90% of action target achieved
- Less than 75% of action target achieved
- Not Started
- Completed

Target
% Complete

Action		Start Date / End Date	
1.01	Working towards zero emissions in the community	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
1.02	Accelerating deployment of solar panels	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
1.03	Community batteries	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
1.04	Community engagement and mobilisation on climate emergency	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
1.05	Zero carbon development	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
1.06	Transition council buildings off gas	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
1.07	Sustainable fleet	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
1.08	Reduce organic waste	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
1.09	Proudly plastic free	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
1.10	Circular economy	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%

1.01 Working towards zero emissions in the community

Council is mid-way though implementation of the Climate Emergency Plan. The Roadmap to Zero Emissions in Yarra Advisory Report was received in early 2022. In 2022/23 Council will implement key initiatives. Council will also use the report as a key input for development of the next Climate Emergency Plan.



Branch *Sustainability*

Quarterly Milestones

September Update Council on the progress of the Business Renewables Buying Group being led by Council

December Incorporate Roadmap to Zero recommendations into mid-plan review of Climate Emergency Plan actions

Update Council on the success and lessons from supporting small businesses in Yarra to save energy, emissions, and money

March Update Council on the progress of the Business Renewables Buying Group being led by Council

Quarterly Progress Comments

Council has been updated on the progress of the Business Renewables Buyers Group (BRBG) as part of the Climate Emergency Plan mid-plan review.

The BRBG is progressing well towards final group formation. Public recruitment is complete with 10 business expressing interest. We are now working with these to finalise and sign a group project Memorandum Of Understanding. Once signed the external project facilitator will commence the next phase towards a group renewable energy procurement. We have had significant interest and engagement from other councils looking to replicate and/or join future projects should the pilot program prove successful and based on our lessons and recommendations.

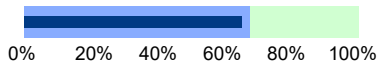
The Roadmap to Zero Emissions Advisory Report developed by Ironbark Sustainability presented an analysis of opportunities to reduce carbon emissions towards zero-net emissions across the entire Yarra community by 2030. This was presented to Council in February 2022.

The recommendations within the Roadmap to Zero were incorporated into the mid-plan review of the Climate Emergency Plan ('Acting on our Climate Emergency Plan') within section 5 - The next two years and beyond: a review of key actions and pathways - outlining the areas of focus in implementing the Climate Emergency Plan over the next two years. This was presented to Council in October 2022.

An update on actions to date supporting small business, and a focus for the next two years and beyond was incorporated into the mid-plan review of the Climate Emergency Plan 'Acting on our Climate Emergency Plan', presented to Council in October 2022.

1.02 Accelerating deployment of solar panels

Solar installations offer the opportunity for Yarra citizens to take charge of their 100% renewable future, however for many residents and businesses the solutions may not be simple. Council can help by focusing on specific audiences and removal of barriers.



Branch *Sustainability*

Quarterly Milestones

September Provide a pathway for households and businesses looking to install solar, and promote this via usual channels

December Provide programs to at least one residential and commercial target audience to provide specific support for solar

March Brief Councillors on the opportunities to support further solar uptake

Quarterly Progress Comments

Council continues to develop and provide pathways for households and businesses looking to install solar including:

- Updated webpage with useful tips, previous webinar recordings, and links for going solar provided under "Install Rooftop Solar'
- Supported Yarra Energy Foundation's (YEF) development of a Solar for Apartments guide.

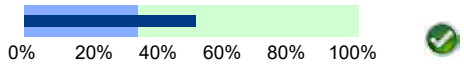
- Hosted a 'Solar for Apartments' webinar information session
- Provided targeted support for Small-Medium businesses to install solar
- Hosted a webinar for small businesses to reduce emissions, including installing solar
- Initiated a program with YEF to target installation of solar for larger businesses/those with larger roof spaces.

In partnership with Merri-bek Council and Hip v Hype, Council delivered the Unlocking Sustainable Strata project to support apartment residents to undertake sustainability retrofits including installing solar and going all-electric. This project delivered 12 apartment building energy audits, trialled a methodology of working directly with strata management, and developed guides to sustainability retrofits and electrification for apartments across four building typologies.

We also commenced recruitment for the Better Business Better Energy project with YEF, targeting large businesses to support them in tailored all electric options including installation of large scale solar.

1.03 Community batteries

Community Batteries provide an opportunity to accelerate uptake of renewable energy in Yarra. Yarra Energy Foundation are launching Australia's first inner-urban community battery in North Fitzroy in June 2022.



Branch *Sustainability*

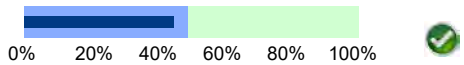
Quarterly Milestones

December	Yarra Energy Foundation to brief Councillors on the performance of the first community battery installation
March	Brief Councillors on the opportunities to support further community batteries
June	Brief Councillors on progress towards supporting additional community batteries in Yarra

Quarterly Progress Comments The first community battery in Victoria was installed in North Fitzroy in June 2022. The battery was delivered by Yarra Energy Foundation with funding contributed to by the Victorian Government through its Neighbourhood Battery Initiative. YEF provided an update in their annual reporting to Councillors in November 2022. A verbal briefing to councillors will be provided in early 2023.

1.04 Community engagement and mobilisation on climate emergency

Council will deliver a targeted programs and activities to key sectors in our community to take climate action. This includes supporting our community to reduce individual and household carbon emissions; bringing people together to be active citizens pushing for change; and helping our community prepare for and cope with worsening climate impacts.



Branch *Sustainability*

Quarterly Milestones

September	Commence delivery of a new Arts and Climate Action initiative
December	Commence delivery of a new initiative to support CALD communities in Yarra take climate action
	Work with Aged and Disability Services to embed outcomes of Health Homes project into ongoing service
March	Complete phase 1 of the Arts and Climate Action initiative, and evaluate outcomes
	Deliver analysis and recommendations to accelerate renewable energy uptake in apartments in Yarra
June	Complete phase 1 of a new initiative to support CALD communities in Yarra to take climate action, and evaluate outcomes

Quarterly Progress Comments The delivery of a new Arts and Climate Action initiative is well underway via the program titled Extraordinary Times Require Extraordinary Art. A three-part series has been developed for delivery across October-November 2022, with 30 local Artists recruited to participate. Participating artists work together to build further awareness, understanding and networks, towards creating accessible, visible art which engages our community in climate action.

The first session will focus on understanding and articulating the cultural, political and social landscape we

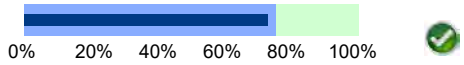
are in, and how artists respond to this, including guest speaker Chris Tamwoy who has supported the recent Our Islands, Our Home (Torres Strait 8) campaign. The second session focuses on creating art with impact, and the third session focusses on collaborations and partnerships.

In partnership with Merri-bek Council and Democracy in Colour, we have developed and commenced recruitment for the Climate Justice in Colour program which aims to develop a network of community connectors and influencers whose purpose it is to shift the narrative on climate justice and support and grow climate action within CALD communities. Recruitment is currently taking place via Council teams and networks including the Youth Services and Community Development teams.

The Healthy Homes project delivered 47 home energy efficiency assessments with more than half of the retrofits now complete. The Aged and Disability team will consider continuing draught proofing upgrades as part of their ongoing maintenance service, and annual promotion of this draught proofing service.

1.05 Zero carbon development

A key action in the Climate Emergency Plan, Council is pursuing a 'zero carbon development' planning scheme amendment and developing further environmentally sustainable development guidelines.



Branch *Statutory Planning*

Quarterly Milestones

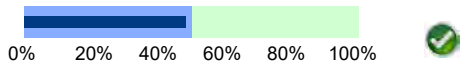
September	Brief Council on the final Planning Scheme Amendment proposed in partnership with the Council Alliance for a Sustainable Built Environment (CASBE)
December	If authorisation is provided by the Minister, commence industry and community engagement, in conjunction with CASBE Request Council consent for seeking 'authorisation' from Minister for Planning to place the Amendment on exhibition
March	Undertake advocacy and engagement activities with DELWP and the Minister for Planning to support the progression of the amendment, in conjunction with CASBE

Quarterly Progress Comments A zero carbon development planning scheme amendment was lodged with the Minister of Planning in July in conjunction with identical amendments from 23 other Victorian Councils who have worked together with support from CASBE to share costs and to draft consistent proposed planning provisions. Ongoing engagement with DELWP indicates that a letter of authorisation to proceed to public exhibition will be received during early 2023. During November and December, the project team delivered information sessions providing an update on the project to all leading industry groups.

The authority to proceed to public exhibition and the ultimate success of the proposed amendment, rests entirely with the Minister for Planning. Yarra has also advocated to all Victoria MPs to support the initiative via the Planning for a Safe Climate project in conjunction with CASBE and Greenhouse Alliances.

1.06 Transition council buildings off gas

Council will undertake design for the renewal of building services at Richmond Town Hall. A major component of this is Heating, Ventilation and Air-conditioning (HVAC), which will include full electrification to enable retirement of the use of gas at the facility, along with renewal of lighting, power/data cabling and fire systems.



Branch *Building and Asset Management*

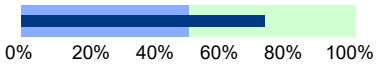
Quarterly Milestones

December	Complete preliminary design
June	Complete detailed specification ready for tender

Quarterly Progress Comments The preliminary design for the upgrade of HVAC and building services at Richmond Town Hall was completed in December 2022.

1.07 Sustainable fleet

In line with the Climate Emergency Plan and the Corporate Zero Carbon 2030, Council will continue to transition its fleet to a low emissions option. This will include the development of a fleet transition plan that will identify challenges and opportunities.



Branch *City Works*

Quarterly Milestones

September	Install a further three electric charging stations at 345 Bridge Road
December	Complete the development of a fleet transition plan that will document in detail the steps and opportunity to transition Councils fleet to low emissions options
March	Identify opportunities to transition plant to low emission options and commence the process to procure
June	Complete the purchase of an additional four electric cars and one electric truck subject to availability

Quarterly Progress Comments

Three additional chargers have been installed at 345 and are now operational. Line marking of the EV charging bays has also been completed.

An additional 3 x dual chargers have been installed at Collingwood under a funding agreement 2 ith DELWP and are now operational.

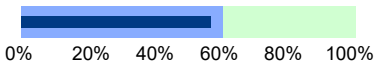
A consultant was engaged to develop a transition plan to move Council's fleet to low emissions and to Identify opportunities to transition plant to low emission options. Implementation of the plan has commenced with Council ordering two electric trucks, three new electric pool cars and eight Hybrid Yaris cars. Four of the Hybrid Yaris vehicles have been delivered.

Officers are investigating the purchase of an electric bus and two electric utility vehicles.

1.08 Reduce organic waste

In 2020, the State Government announced that all Victorian councils would be required to provide a glass service by 2027 and a food and garden organics (FOGO) service by 2030. Council introduced its glass service in November 2020. Local processors need time to develop and prepare for the changes introduced by the State Government. This includes increasing market capacity to meet growing demand. Council is assessing its options and taking time to engage, plan and design a FOGO system that will work long term.

This year, Council will continue to investigate options for the reduction of organics from the waste stream and opportunities for community drop off points for organic material and determine the best methods to remove , and the best collection method to divert, organics material from landfill.



Branch *City Works*

Quarterly Milestones

September	Commence a food waste avoidance education program
	Deliver a report to Council for approval of the preferred service model to reduce organic material to landfill, with timeframes for implementation
December	Investigate opportunities and locations for community drop off points for organic material
March	Determine optimum collection methods to divert organics from household waste
June	Prepare a report and update on the roll out of new initiatives and the resultant reduction of organics to landfill

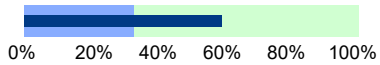
Quarterly Progress Comments

The first stage of the food waste avoidance program, awareness raising, has commenced. This included Yarra News article and social media referring residents to Council's website for tips on how to reduce their household food waste.

Investigation of opportunities and locations for community drop off points for organic material was completed and a report on options, timeframe and budget presented to the Branch Manager.

1.09 Proudly plastic free

The Proudly Plastic Free program is a behaviour change campaign aimed at reducing the use of single use plastic packaging in food traders and educating the community on plastic waste avoidance. The whole-of-community approach aims to reduce the use of single-use plastic packaging and reduce our plastic waste footprint.



Branch *City Works*

Quarterly Milestones

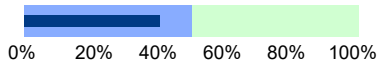
December	Distribute communications and education materials through various mediums and channels including through Eco Dev Ambassadors, and small business officers
March	Promote materials at events hosted by Eco Dev/Sustainability and if resourcing permits, host events to highlight key businesses
June	Prepare evaluation report and look for ongoing opportunities to support businesses to reduce waste and engage with sustainability

Quarterly Progress Comments Communication and education material on reducing single use plastics has been distributed to businesses and event organises. This has been through business e-news, Business Advisory Group, face to face discussions with businesses, emails to event organisers with the assistance of Council's Economic Development and Sustainability Branches.

1.10 Circular economy

Council advocates and partners with the waste industry and all levels of government to develop circular economy solutions, encouraging innovative and new technologies.

Council will show leadership by developing an organisation wide Circular Economy Policy and Action Plan . This includes the procurement and management of Council's assets, goods, and services.



Branch *City Works*

Quarterly Milestones

September	Trial the use of recycled computers, devices, and digital technologies to support the Smart Public Housing Project Develop actions as part the Circular Economy Strategy 2020-30, in consultation with the commercial sector Work with state government to influence what is included in bin content standards Continue to advocate to the state government to get financial support for the delivery of kerbside reform
December	Develop and deliver a 'lending library of things' program at the libraries e.g., Cake tins, sewing machines etc
March	Develop and deliver Circular Economy training for the Executive team and Councillors Work with Yarra's processors and manufacturers to explore opportunities and technology to recycling problematic material
June	Work with Arts Culture and Venues to develop circular catering guidelines Deliver the year one actions from the Circular Economy Strategy 2020-30 Participate in advisory and reference groups to advance the transition to a Circular Economy

Quarterly Progress Comments Council has connected with multiple industry stakeholders around recycled device opportunities including Work Ventures (Australia's leading IT social enterprise), Reboot IT and Enable. In April 2022, Council supported the Enable Yarra Tram Device Collection Campaign through the Smart Public Housing Project Working Group - being Yarra CityLab, Yarra Libraries, Economic Development, NBN, Belgium Avenue Neighbourhood House (BAHN), Kangan Institute and Carringbush Adult Education. A device drop-off point was established at BAHN, with the incoming devices being sent to Enable to be data wiped and refurbished for on-sale to the community. The Working Group negotiated a 30% discount for public housing residents to purchase A-Grade refurbished laptops. More recently, Yarra Libraries has been working with LiteHause International (digital learning NFP based in QLD) and Yarra's IS Branch around recycling of council devices. A pilot has been established with LiteHaus for 100x council devices to be data-cleansed at no charge, with the recycled devices being linked to Connected Programs at the new Richmond Community Hub. This pilot

and case study will be used to advocate for funding and grants to support an ongoing partnership with LiteHaus. As part of the development of the draft Circular Economy Strategy action plan, consultation with the commercial sector included a survey, pop up sessions and officers attending a Business Advisory Group meeting.

Council has built relationships with relevant stakeholders across the industry to influence the State Governments standard bin content list. This has occurred through attending forums such as Department of Environment Land Water and Planning consultations, Food and Glossary Council industry supply chain tour, inviting industry representatives to present to Council's Technical Advisory Group.

Officers take every opportunity to advocate to the State Government, through the forums and committees we participate in, for increased financial support to deliver Kerbside reform.

Investigation into a 'lending library of things' program at the libraries e.g., Cake tins, sewing machines etc, is currently in progress looking at format, content and locations.

2 . Social equity and health

Yarra's people have equitable access and opportunities to participate in community life . They are empowered, safe and included.

Strategies
Council's work to achieve this Strategic Objective includes the following strategies:

1. Celebrate, respect and embrace Wurundjeri Woi Wurrung, Aboriginal and Torres Strait Islander people and heritage, and reflect this in our decision-making, services and activities
2. Build a more resilient, inclusive, safe and connected community, which promotes social, physical and mental wellbeing (MPHWP)
3. Support vulnerable communities and residents of public housing to thrive in the community
4. Work to reduce the harms associated with the use of alcohol , illicit drugs, gambling and tobacco (MPHWP)
5. Celebrate and respect culturally vibrant and socially diverse communities
6. Leverage opportunities and advocate for increased access to public, social and affordable housing stock in new and significant developments
7. Work actively to prevent and respond to gendered violence and all forms of violence by addressing known contributors to violence and promoting a gender equitable, safe and respectful community (MPHWP)

The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective; Social equity and health.

Action Progress Summary

- At least 90% of action target achieved
- Between 75 and 90% of action target achieved
- Less than 75% of action target achieved
- Not Started
- Completed

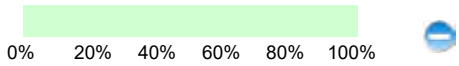
Target
% Complete

Action		Start Date / End Date	0% 20% 40% 60% 80% 100%
2.01	Collingwood College early childhood centre build	01/07/22 30/06/23	
2.02	Collingwood Town Hall Precinct Community Hub Project	01/07/22 30/06/23	
2.03	Delivering health and wellbeing activities	01/07/22 30/06/23	
2.04	Supporting and engaging children and young people	01/07/22 30/06/23	
2.05	Active and Healthy Ageing Strategy and Action plan 2021-23	01/07/22 30/06/23	
2.06	National aged care reforms	01/07/22 30/06/23	
2.07	Supporting urban agriculture	01/07/22 30/06/23	
2.08	Promote initiatives to celebrate Yarra's cultural diversity	01/07/22 30/06/23	
2.09	Supporting our LGBTIQA+ community	01/07/22 30/06/23	

Action	Start Date / End Date		Budget (YTD)	Actual (YTD)	% variance
2.10 Social and affordable housing	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%	$0	$0	0%
2.11 Supporting vulnerable communities with access to digital resources	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%	$0	$0	0%

2.01 Collingwood College early childhood centre build

In partnership with the State Government and Collingwood College, Council will refurbish and re- purpose a set of dis-used buildings on the grounds of Collingwood College. This will provide two kindergarten rooms, playgroups space with occasional care; and an allied health and family service meeting rooms. This will offer greater capacity for the community to access early childhood education programs including 3 and 4 year old kindergarten, extended day care, occasional care and kinder vacation care. The building will offer a single integrated location for families to access integrated early childhood education, health and family services.



Branch *Building and Asset Management*

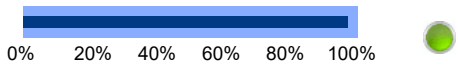
Quarterly Milestones

March Commence construction

Quarterly Progress Comments Action scheduled to commence in third quarter.

2.02 Collingwood Town Hall Precinct Community Hub Project

Council has commenced investigations into the Collingwood Town Hall precinct to establish a people and services focused community hub.



Branch *Equity and Community Development*

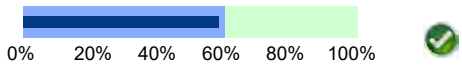
Quarterly Milestones

September Present a report to Council proposing recommendations for next steps

Quarterly Progress Comments A report on the initial investigation findings was presented in quarter 1 to the Executive, after additional research a report was presented at the Councillor Workshop held in December 2022.

2.03 Delivering health and wellbeing activities

The Operational supplement: Health and Wellbeing Activities details the actions Council will deliver towards achieving the Municipal Health and Wellbeing Plan strategies and initiatives as incorporated in the Council Plan 2021-25. Work includes harm minimisation for people who use illicit drugs, gambling harm reduction, research into alcohol-related cultures and harm, research and collaboration with stakeholders and promoting community safety and inclusion.



Branch *Equity and Community Development*

Quarterly Milestones

September Support the State Government in the roll out of the public intoxication health-based response within the City of Yarra

December Produce a new report related to syringe and cleansing data trends in Yarra

Utilise accessible data, including the 'Yourground' data collected in 2021, to inform projects and upgrades within Yarra and apply for funding to trial interventions in specific environments

March Conduct an initial review into the first year of the local law around public street drinking.

Proactively scope and pursue relevant grant and partnership opportunities, particularly those provided by the State Government

Quarterly Progress Comments Council supported the State Government roll out of the public intoxication health-based response within the City of Yarra trial which commenced in July 2022, providing information about local services and demographics.

Some of the early observations by cohealth's outreach team are that:

- the average age of people engaging with the service is currently 25–35,

- some poly-substance use was present but nothing substantial,
- many of the people engaging were in groups; and
- almost all of the intoxicated people who have engaged with the service are not local Yarra residents .

Officers continue to monitor the trial closely, through participation in the Department of Health's Implementation Working Group, which convenes fortnightly.

A newly quarterly syringe and cleansing data report has been developed and provided to Manager Equity and Community Development identifying opportunities for continuous improvement.

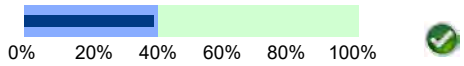
- Syringe Data report submitted to independent Medically Supervised Injecting Room review panel and follow up meetings held with panel experts.
- Ongoing discussions with Department of Families Fairness and Housing representatives regarding syringe disposal and cleansing.

YourGround data and other accessible data is used regularly to inform continuous improvement and identify public health and community safety issues in Yarra.

Council received funding from VicHealth for the development of an intervention project focusing on preventing alcohol harm in Yarra. This addresses a key health issue as identified in the most recent census data.

2.04 Supporting and engaging children and young people

Activities delivered across Family, Youth and Children's Services for children and young people to participate in decision making and advocacy to promote positive connections in Yarra .



Branch *Family Youth and Childrens Services*

Quarterly Milestones

September	Review and update of Council's Strategy for children and young people (0-25 Plan) reflects community aspirations to support promotion of positive social connections for children, young people and parents, and caregivers
December	Provide leadership and development opportunities to young people to help build their advocacy skills, confidence, knowledge, and networks
March	Form children's committees in all education and care centres managed by Council Implement the Phoenix Cups project in Children's Services to provide a positive psychology approach to working with children emphasising equity, child mental health and wellbeing and trauma informed practice
June	Strengthen the voice of the child in family support services through child friendly feedback tools in the service practice

Quarterly Progress Comments

Review of the 0-25 Plan is on-going through the monitoring of participation rate and feedback in the review of programs and activities delivered to ensure on-going aligned with Councils Strategy for children and young people (0-25 Plan). To date these included:

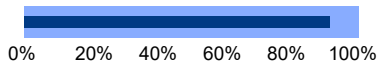
- Supported Playgroups facilitated by staff – approximately 125 children participated.
- Parent education: Smalltalk home visiting program, Tuning Into Kids and online parent information sessions (Healthier Masculinities, Nutrition, Sexuality and Health Education) – 120 parents
- Kindergarten projects: 115 kindergarten children were engaged across 4 kindergartens:
  -Naming of rooms for Richmond Kindergarten upgrade
  -Indigenous planning project at Princess Hill Kindergarten
  -Sustainability challenge at Yarraberg Children's Centre
  -Wet weather inquiry for Keele St Nature Kinder.
- Inclusion Support Partnerships with Community Childcare and Uniting to provide inclusion support resources to successfully engage with 75 children with complex/diverse needs across 7 sites.
- School Readiness Funding intervention programs supported approximately 500 children across all Yarra managed funded kindergarten programs.
- Therapeutic intervention for approximately 150 children across 4 sites through community partnership with ACU speech pathology students and LaTrobe University art therapy students .
- Access to Early Learning Facilitator provided parenting and program interaction support for the families of 10 children.
- Pre School-Field Officer made 65 referrals to allied health services.
- The Youth Support program engaged 53 young people.

- The L2P Program had 43 active learners.
- Youth Group Programs at Yarra Youth Hub, Richmond Youth Hub and Fitzroy Library had 399 participants.
- EOI was advertised for the Youth Advocacy Group for the Yarra Voice Program with 10 applications received in the first week.
- Yarra Community Awards were promoted to young people to encourage youth nominations.
- Youth Services have hosted several work experience students from Collingwood College, Fitzroy.

A refresh of the 0-25 Plan is scheduled to take place in quarter 4.

2.05 Active and Healthy Ageing Strategy and Action plan 2021-23

The Active and Healthy Ageing 2020-22 Action Plan provides strategic actions to ensure our residents aged 50+ remain engaged, active, and independent. The actions for 2022-23 will be revised, to align with new and emerging priorities and needs as we emerge from COVID-19 (in particular, supporting and enabling older residents to reconnect post Covid-19). With a specific focus on our most vulnerable community members (Seniors groups, including CALD), we will support people with dementia and their carers, and work with the community to implement initiatives that leverages resources and engages community to address social isolation.



Branch *Aged and Disability Services*

Quarterly Milestones

September
Implement the Seniors Health and Wellbeing project- engaging community in café style conversations and community connectors
Re-establish Dementia alliance group post Covid-19
Consult with service users to identify preferred option/s regarding annual Seniors Festive celebration
Re-establish and coordinate the Companion Animal program utilising a volunteer support model

December
Implement mapping of community assets and training of community connectors as part of the Seniors Health and Wellbeing project
Conduct annual aged and disability services sector planning forum
Deliver Seniors Festive Season celebration

Quarterly Progress Comments
The self directed on line training program for engaging community in café style conversations was completed by 20 participants. Engagement with senior groups and local residents in Collingwood has commenced.

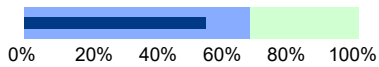
Council reached agreement with Dementia Australia to refocus on multicultural groups and gauge interest in the Alliance being more of a support network.

Planning for the service user consultation has been competed with Bicultural Liaison Officers engaged to ring a number of clients asking set questions from early to mid-October on their preferences for the annual seniors festival celebration. An internal working group from within the Aged and Disability Branch will meet end of October and determine activities to be offered based on client feedback.

All policy and processes associated with the Companion Animal program have been completed including risk management review and the position description for the Positive Ageing Program officer position. Recruitment for the position is nearing completion, once appointed this officer will recruit volunteers and match to 6 clients on waiting list as well as undertake promotion of the program in Yarra.

2.06 National aged care reforms

The National Aged Care reforms are expected to commence in full by 1 July 2023. Across 2022-2023, Council will finalise its role in the new Support at Home program and existing State based Home & Community Care program for Young People. This will include the range of services Council provides directly and areas of re-investment. A key focus will include ensuring residents and service users are supported across this transitional period.



Branch *Aged and Disability Services*

Quarterly Milestones

September Advocate for quality and accessible aged care services, inclusive of people at risk of isolation and homelessness, people from CALD backgrounds, people requiring mental health support, or otherwise vulnerable, as part of the final design of the national Support at Home program
Determine Council's position on service delivery under the new Support at Home program (home care and home maintenance; meals services; social support; community transport, assessment)
Identify areas for re-investment and/or re-orientation of service focus

December Implement any short (to 30 June 2023) or long term (post 1 July 2023) changes resulting from Council decisions
Provide advice and information to residents and clients as the new Support at Home program roll-out occurs, including access to advice and service options
Work with the State Department on service options under the Home and Community Care Program for Young People

March Provide transitional support to residents and clients as they move to the new program (as either users of Council services or in moving to another provider of choice)
Implement changes required to deliver the Support at Home Program post 1 July 2023

June Continue to support residents and clients, including offering transitional support, to assist in navigating and accessing services under the new national program

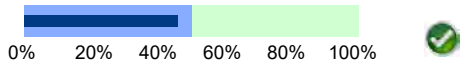
Quarterly Progress Comments While Council has actively participated, providing feedback and advocacy on the Aged Care reforms and proposed Support at Home Program, the Federal Government has yet to make its final decisions on the overall program design in August 2022, it announced a further review and an extension of the Commonwealth Home Support Program funding agreement until 30/6/2024.

Significant work has been undertaken to understand the current options available in light of these decisions, with regular briefings provided to Council on the progress including current service options that can be implemented in the interim. Interim options undertaken include the extension of existing service provider contracts until June 2023 with options to extend to June 2024 if required.

The Aged and Disability Service Branch continues to undertake regular planning workshops to explore and identify opportunities within the Yarra community and Aged Care sector that align with Council's Active & Healthy Ageing and Access and Inclusion strategies, Community care for young people, providing information and advice to program users and the community.

2.07 Supporting urban agriculture

Deliver actions outlined in the Urban Agriculture Strategy 2019-2023 to support the community to grow, produce and share food as part of a healthy and resilient food system that is better for the climate.



Branch *City Works*

Quarterly Milestones

September Promote and run an online Community Growing Spaces workshop for residents interested in applying for a planter box, productive tree, or laneway garden

December Promote and run an online Community Growing Spaces workshop for residents interested in applying for a planter box, productive tree, or laneway garden

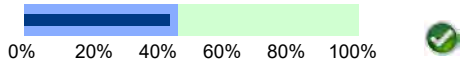
March Share and promote the 'stories' of community growing spaces via Yarra's communication channels to demonstrate the variety of growing spaces available to participate in

June Deliver three My Smart Garden Workshops that informs a holistic approach to 'smarter' and more sustainable home gardening across five elements, including food, shelter, waste, water, and habitat

Quarterly Progress Comments Council has developed and delivered the first of 6 community growing space workshops to residents interested in applying for a planter box. Five more will be rolled out during the year, the next workshop will take place in quarter 3.

2.08 Promote initiatives to celebrate Yarra's cultural diversity

Deliver initiatives that promote and celebrate the cultural richness of Yarra's community and are developed in direct response to the history of Yarra, the environmental conditions and respond to the aspirations and values of our community. There is a focus of Aboriginal and Torres Strait Islander arts, culture and community, on cultural diversity and on the unique creative community that works and lives in Yarra.



Branch *Arts, Culture and Venues*

Quarterly Milestones

September
Deliver a range of events including Leaps and Bounds Music Festival and Gertrude Projection Festival
Support events via Council's arts grants program

December
Deliver Johnston Street Fiesta and Christmas Program
Deliver Yarra Libraries programs/events celebrating cultural diversity
Deliver Social Strategy and Community Development programs/events celebrating cultural diversity

March
Deliver New Year's Eve Program, Lunar Festival and Summer Music Program

June
Deliver Sorry Day event (26 May)
Deliver Reconciliation Week events (May/June)
Celebrate Smith Street Dreaming (June)
Deliver Yarra Libraries programs/events celebrating cultural diversity
Deliver Social Strategy and Community Development programs/events celebrating cultural diversity

Quarterly Progress Comments

A month-long music festival showcasing home-grown artists was and local hospitality venues. Leaps and Bounds featured performers from across Australia as well as overseas , spanning rock and electronica to jazz and classical.
The 2022 event featured:

- 94 Gigs
- Over 500 local artists
- 4 international artists
- 7 First Nations Events
- 8 Record Store Events
- 36 local venues

The Gertrude Street Projection festival was successfully delivered in July.

Council supported a range of arts and cultural events, including exhibitions, workshops, events and shows through its art grants program.

Council's Christmas program was delivered including Carols in the Park, festive projections in North Carlton and Richmond and the Op Shop window decorations partnership project. The Johnston Street Fiesta was delayed due to unconfirmed State Government funding and will now be delivered 25 - 26 February 2023.

Yarra Libraries programs/events celebrating cultural diversity were attended by 1151 members of the community and included:

- BAHN twilight and community markets
- Movie Screenings
- Community Safety and Wellbeing Expo
- Orange Sky - Outreach
- Professional Migrant Women Book launch
- Julia Nishimura - around the table
- Recollection project - Story telling

Council in partnership with cohealth to partner on a program of anti-racism community workshops. Several sessions were delivered across the municipality with speakers from speakers came from the Victoria Police , Victorian Equal Opportunity and Human Rights Commission, Fitzroy Legal Service, Crimestoppers, Neighbourhood Justice Centre, and Carringbush Adult Education. The sessions were well attended, with more than 150 community participants.
These workshops built upon the We Stand Together Initiative of 2018, which facilitated a community dialogue on the laws on racism, racial discrimination, and racially motivated crime.

And the following community events were funded by our grants program:

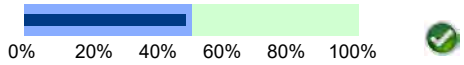
- Chinese Mandarin Community Friendship Association Inc event on 9 Dec 2022 at Florence Peels Centre celebrating Christmas and New Year
- Somali Culture Club (classes in languages including Somali and Arabic, costumes and traditions, school support) with Collingwood Somali Community Association Incorporated

- Fitzroy Chinese Association Birthday Party for Seniors aged over 80 years at Florence Peel Centre
- Yarra Wild Beasts Program Cultural Celebration Day celebrating the African Community in Yarra involving the public housing estates.
- Yarra Family Christmas BBQ for the Irish Australian support and resource bureau.
- Comhaltas Halloween Celebration for the Irish Community.
- Chinese traditional Yue opera performance at Belgium Ave Richmond.

Council delivered its New Year's Eve celebration and has completed preparation for the Luna Festival which will take place early January.

2.09 Supporting our LGBTIQA+ community

Yarra is committed to creating an inclusive community and valuing the strength of our diversity. Council will continue to actively work to reduce barriers so that all residents can participate in the community and access services and information by facilitating the rainbow advisory committee, implementation of the LGBTIQA+ Strategy 2021-24, and coordinating/facilitating any activities or actions that arise as a result. We will also conduct an inclusive Gym and Swim event targeted to the LGBTIQ+ community and their allies to provide a safe and welcoming space to learn to swim, relax, and participate in aquatic, gym and group exercise activities.



Branch *Equity and Community Development*

Quarterly Milestones

September	Establish cross-organisational event management planning team for swim event
	Report on the visibility campaign
December	Undertake consultation with identified user groups and relevant committees to inform event planning
March	Report on the Pride and MidSumma events
June	Hold inclusive Gym and Swim event at a Yarra Leisure venue
	Report on the IDAHOBIT event

Quarterly Progress Comments Officers from the aquatic centre collaboration with the Inclusion and Diversity team on an annual basis on the Pride Night and other initiatives. Council have scheduled the annual “Pride Night” at the Collingwood Leisure Centre for early 2023; which is an open event to celebrate the LGBTIQA+ communities engagement with our services.

Council's Sportsgrounds and Facilities Allocations Policy, endorsed in 2022, has a core objective to drive inclusive and diverse participation in community sport in Yarra.

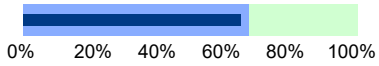
Yarra launched a visibility campaign which included:
- The launch in May 2022 of a visual identity for ‘Rainbow Yarra’ in the form of a logo which can be used across all digital and print platforms.
- Commencement of a Video Campaign for LGBTIQA+ with intersecting identities. Video 1 launched on Wear it Purple Day 26 August 2022. Video 2 launched on Bi-visibility day 25 September. Video 3 will go live on Trans awareness week 13-19 November 2022.
- Development of a ‘Rainbow Yarra’ page on the Yarra website to house all the LGBTIQA+ external engagement has commenced.

Establish cross-organisational event management planning team for swim event. Yarra Leisure have scheduled the annual “Pride Night” at the Collingwood Leisure Centre for early 2023, this is an open event to celebrate the LGBTIQA+ communities. engagement with our services.

The following meetings have occurred in the period July 2022 - Dec 2023:
- Rainbow Advisory Committee meetings (3)
- Yarra LGBTIQA+ safety reference group VicPol meetings (2)
- Yarra teams planning meetings for Victoria’s Pride with Midsumma and stakeholders meetings (3)
- Northern Councils LGBTIQA+ alliance group meetings (4)

2.10 Social and affordable housing

Council will progress the strategic directions of the Social and Affordable Housing Strategy, which includes providing an annual update on outcomes and actions for the year. Advocacy along with cooperation, coordination and communication with stakeholders is also a significant undertaking.



Branch *Equity and Community Development*

Quarterly Milestones

September Facilitate the Yarra Housing and Homelessness Network meetings and report back on emerging issues and themes

December Provide annual update on activities associated with the progress of the Strategic Directions of the Social and Affordable Housing Strategy

March Attend and participate in external meetings including the InterCouncil Affordable Housing network meeting and report back on emerging issues and themes

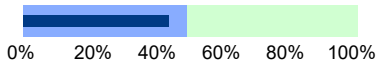
Quarterly Progress Comments Council officers facilitated the quarterly meetings of the Yarra Housing and Homelessness Network as a networking and knowledge sharing platform for local health, homelessness and community service providers.

It is broadly agreed that networking and information exchange, and the opportunity to hear from guest speakers in the sector, were valuable to those attending. Throughout the past year guest speakers have presented and led discussions on topical themes, such as health outreach, the functional zero approach to homelessness, the Victorian public intoxication reforms, and legal support for people experiencing homelessness.

A report providing the annual update on the actions undertaken to progress the strategic directions of the Social and Affordable Housing Strategy was presented at the Councillor Workshop held in December 2022.

2.11 Supporting vulnerable communities with access to digital resources

Supporting the Yarra CALD Community, getting connected with services, wellbeing activities, job skills, resume help and bridging the Digital Divide for our vulnerable communities. Seek opportunities to bridge the digital divide by providing public housing residents with access to critical digital resources.



Branch *Business Transformation*

Quarterly Milestones

September Engage with stakeholders to inform library program activities

Work in partnership with the Department of Families, Fairness and Housing and Homes Victoria, to facilitate the installation of a smart bench at Collingwood Housing Estate - providing free device charging and Wi-Fi to enable everyone to access the internet and digital services

December Report on the number of library programs and participants

March Engage with key education providers around the potential for developing inclusive digital programs, and the provision of industry-led digital technician training for public housing communities

June Report on the number of library programs and participants

Explore opportunities to establish a Community Connections Hub to link public housing communities with digital literacy programs and first-language training, fit- for-purpose hardware and devices, and pathways guidance to help individuals prepare for, find and create jobs in the digital economy

Quarterly Progress Comments Council Library services have continued to do extensive outreach with our more vulnerable community members by working closely with our partners, including monthly markets (Atherton Gardens, Collingwood Neighbourhood House, Richmond Housing Estate). We have developed weekly digital outreach programs being held in partnership with Carringbush Adult education and Belgium Avenue Neighbourhood House, which includes a combination of staff and library volunteers, delivering access to one-on-one digital help, portable wifi, portable devices and train the train programs. We also promote and online library resources where applicable. These programs continue to be run receiving strong support and participation from the community.

Our partner, NBN Co, has provided digital information sessions on scams, phishing and other online safety tips and support.

We have also continued our partnership program and Yarra's Aged and Disability Services branch with a carer/device program; this is a government funded program that provides devices to carers free of charge and the library team do one on one digital setup and support for the carer to be able to access and personalise

the clients device.

Council has worked closely with Homes Victoria to establish a smart bench installation at the Collingwood Housing Estate, at the Harmsworth Reserve basketball court. Homes Victoria have recognised Council as one of their delivery partners for the basketball court upgrade, including Yarra in a permanent plaque being fixed at the site.

3 . Local economy

Yarra's neighbourhoods and major activity centres, nightlife and employment precincts are thriving, accessible and connected. They support and inspire diverse creative communities, cultural activities, businesses, and local employment.

Strategies
Council's work to achieve this Strategic Objective includes the following strategies:

1. Support Yarra's employment precincts and drive economic development opportunities
2. Revitalise local retail, arts and culture and night-time economy to enhance Yarra as an economic destination and extend our reach through partnerships and advocacy
3. Support and encourage innovative and entrepreneurial activities across Yarra's employment precincts
4. Facilitate local partnerships which create and promote a range of learning, employment and other pathway opportunities for businesses, workers, and residents
5. Manage access, safety and amenity to enhance people's experience when visiting Yarra (MPHWP)

The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective; Local economy.

Action Progress Summary

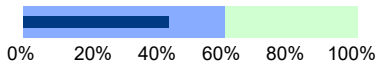
- At least 90% of action target achieved
- Between 75 and 90% of action target achieved
- Less than 75% of action target achieved
- Not Started
- Completed

Target
% Complete

Action		Start Date / End Date	
3.01	Promote arts and culture within Yarra	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
3.02	Commercial vacancy project	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
3.03	Supporting new business	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
3.04	Understanding community perception of safety	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%

3.01 Promote arts and culture within Yarra

Council will work to safeguard Yarra's artists' future by providing access to affordable creative spaces, more public art opportunities and supporting artists to develop new skills, build connections and increase innovations through a community of practice. We will continue to provide a range of creative spaces for artistic practice that responds to the needs of the arts community, to ensure that Yarra remains an accessible home for artists.



Branch *Arts, Culture and Venues*

Quarterly Milestones

September	Complete the public artwork for the Jack Dyer Pavilion
	Complete the Edinburgh Gardens plinth installation (2 year temporary work)
December	Complete the public artwork for the Mary Rogers Pavilion
	Complete the public artwork for the Cambridge Street reserve expansion
	Complete a review of the Events in Public Spaces policy
	Deliver a fundraising and awareness raising event for the Room to Create Fund
March	Complete the trial of a discounted use scheme for community facilities to creative practitioners
	Determine the future of the artist studios at the Collingwood Yards, a partnership with the Lord Mayors Charitable Foundation
June	Progress report on the Creative Neighbourhoods Partnerships Pilot project funded by the Victorian Government
	Complete the public artwork for the new Otter Street Park

Quarterly Progress Comments

The Jack Dwyer Pavilion artwork was completed ahead of schedule and unveiled in April 2022.

The artwork plinth by Steaphan Rhall's titled Tanderrum was installed at Edinburgh Gardens.

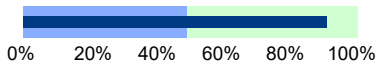
The public artwork for the Mary Rogers Pavilion is progressing however installation of the Cambridge Street reserve artwork has been delayed due to on-going works at the reserve sites, the installation of the artwork will proceed once construction work has been completed.

Events in Public Spaces Policy review completed and endorsed by Council

The Room to Create fundraising and awareness raising event has been rescheduled to quarter four due to reduced resources within the unit and to situate the event for greater success.

3.02 Commercial vacancy project

Develop an accessible information platform to enable potential business operators to locate vacant properties that may suit their business needs by providing information on the current overlays, required licenses and approvals for the property.



Branch *City Strategy*

Quarterly Milestones

September	Develop an example of an accessible information platform that can be shared amongst stakeholders
December	Finalise the design of the platform, complete user testing, and deliver a fully functioning site
	Provide updates to the funding agency
March	Commence a three month marketing campaign to promote the platform
	Partner with the City of Port Phillip to jointly launch the platform
June	Present platform to Department of Treasury and Finance and Department of Jobs Precincts and Regions, and suggest roll out to inner metro councils

Quarterly Progress Comments

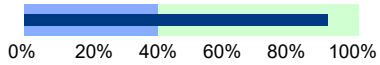
Development of two accessible information platforms and user acceptance testing have been completed. The marketing and promotional campaign commenced in December. The information platforms will provide potential business operators access to locate vacant properties that may suit their business needs.

The Department of Treasury and Finance (funding agency) have been kept informed throughout the process.

The planned joint launch of the platform with the City of Port Phillip is on track to take place early 2023.

3.03 Supporting new business

Develop opportunities for improving support and assistance to businesses through improvement in the development approvals process.



Branch *City Strategy*

Quarterly Milestones

September Commence discussion with the business community to better understand frustrations with current planning processes and other approval processes

December Develop Information Sheets on appropriate locations for signage placement on heritage buildings and paint colours

March Integrate the 'Better Approvals Process' with the Property and Rating system to allow more streamlined referral processes to occur and enable better and clearer advice to potential new businesses.
Draft review of improvements that could be made to the current process to facilitate business approvals

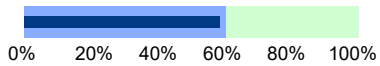
June Implement new processes

Quarterly Progress Comments The business community were engaged around the Planning and Permit process inviting feedback on their own personal experiences acquiring permits.

The integration of the 'Better Approvals Process' with the Property and Rating system has been completed and went live on-line in December 2022 enabling better and clearer advice to potential new businesses.

3.04 Understanding community perception of safety

Activities include internal research and cooperation with stakeholders to investigate localised data and recognise new opportunities to partner on interventions which seek to improve community safety (particularly perceptions of safety) within our community, especially to avoid the exclusion of members of our community.



Branch *Equity and Community Development*

Quarterly Milestones

September Collaborate with local stakeholders and attend/facilitate relevant networks including Local Safety Reference Group, Yarra Drug and Health Forum, Edinburgh Gardens and Smith Street working groups, and the Engage North Richmond reference groups
Support Department of Health and Department of Families, Fairness and Housing in an education and awareness campaign in relation to appropriate responses to illicit drug use impacts

December Produce a report related to public amenity and cleansing (including syringes) to assist the State Government with the MSIR evaluation

June Deliver the Safe and Liveable Victoria Street project by conducting an evaluation of the intervention
Investigate and analyse Annual Customer Satisfaction Survey results related to perceptions of safety in Yarra including locations of interest and themes of concern

Quarterly Progress Comments Council continues to collaborate with local stakeholders on local safety including:

- Local Safety Reference Group convenes quarterly, in September Luke Saliba, Manager Commissioning and Engagement, Public Intoxication Reforms from the Department of Health presented to the group on the public intoxication reform health-model trial.
- The Yarra Liquor Forum was last held in September and continues to show a high level of engagement from the sector, with good feedback and attendance rates.
- Senior officers attend the Engage North Richmond group and an associated subgroup
- Officers attend the Smith Street Working Group as relevant to provide updates on homelessness engagement.

Stakeholder consultations have been completed for development of a community resource to provide

information on immediate outreach support available for people who are alcohol or drug affected , or who are having a mental health episode

- A downloadable, double-sided A4 PDF resource will be designed that service providers can print as needed and for a quick reference fridge magnet that would have a QR Code that points to the PDF (in multiple languages).
- The resource will be translated into key community languages.
- Officers continue to liaise with Department of Health and Department of Families Fairness and Housing on this project.

Council provided a report to the Medical Safe Injecting Room Evaluation Panel in September 2022 on data related to public amenity and cleansing (including appropriately and inappropriately disposed syringes as well as human waste). In October 2022 a meeting was held with a member of the evaluation team to discuss the data provided in the report. Quarterly a report on syringe and cleansing data is prepared for Council on current status and identifying opportunities for continuous improvement. Ongoing discussions are being held with Department of Families Fairness and Housing representatives regarding syringe disposal and cleansing.

4 . Place and nature

Yarra's public places, streets and green open spaces bring our community together. They are planned to manage growth, protect our unique character and focus on people and nature.

Strategies
Council's work to achieve this Strategic Objective includes the following strategies:

1. Create safe, accessible active spaces that provide diverse physical activity opportunities for the whole community (MPHWP)
2. Plan and manage community infrastructure that responds to growth and changing needs
3. Protect and enhance the biodiversity values, connectivity and resilience of Yarra's natural environment
4. Protect, promote and maintain our unique heritage and ensure development is sustainable
5. Encourage people to connect with Yarra's natural and cultural heritage and prioritise the voices of traditional owners

The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective; Place and nature.

Action Progress Summary

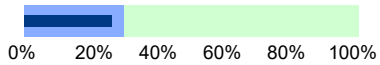
- At least 90% of action target achieved
- Between 75 and 90% of action target achieved
- Less than 75% of action target achieved
- Not Started
- Completed

Target
% Complete

Action		Start Date / End Date	
4.01	Cremorne Urban Design Framework	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
4.02	Cambridge Street reserve expansion and new Otter Street park	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
4.03	Brunswick Street oval precinct redevelopment – Edinburgh Gardens	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
4.04	Yambla Steet Pavilion and public toilets renewal – Quarries Park	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
4.05	Direct seeding and cultural burning	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
4.06	Community based education, awareness and nature engagement program	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
4.07	Greening Yarra to support biodiversity and increase tree canopy	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%

4.01 Cremorne Urban Design Framework

This framework aims to support redevelopment that contributes to Cremorne as a mixed-use area, while supporting strategic aims to develop employment opportunities in the area. It will assist in identifying physical improvements to public transport, roads, footpaths and parks.



Branch *City Strategy*

Quarterly Milestones

September	Present draft UDF to Council to be considered for consultation
December	Develop draft Design and Development Overlay planning scheme provisions
March	Brief Councillors on a program to implement the adopted UDF actions
	Report back to Council on submissions on UDF and seeking adoption of UDF
	Seek Council resolution to request the for Minister for Planning approve interim controls and authorise the preparation of permanent controls
June	Brief Councillors on progress

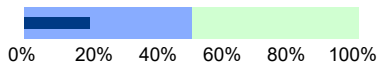
Quarterly Progress Comments Council considered the draft Urban Design Framework (UDF) and endorsed it for consultation in October 2022. The Draft UDF was released on 7 November 2022, feedback closed on 12 December, over 165 pieces of written feedback were received, and 20 meetings held with State Government departments and agencies, landowners, community members and Council's advisory committees as well as three pop-up sessions. The feedback is now being reviewed.

Part of this review will consider the built form recommendations in the draft UDF and develop draft Design and Development Overlay planning scheme provisions.

Officers will report back to the Council in the first half of 2023.

4.02 Cambridge Street reserve expansion and new Otter Street park

Council will continue work to expand the Cambridge Street Reserve and build a new park at Otter Street. This project is part of the State Government's Suburban Parks Program.



Branch *City Strategy*

Quarterly Milestones

December	Commence Cambridge Street construction
	Complete Cambridge Street construction
March	Commence Otter Street construction
June	Complete Otter Street construction

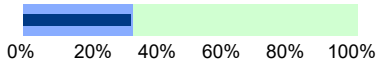
Quarterly Progress Comments Revised dates have been negotiated with the Department of Environment, Land, Water and Planning who are funding the project delays in the design and permit approvals and corresponding nearby public works delaying progress on both parks.

The tender for Cambridge was awarded in December following Council approval. Construction is to commence Early February and be completed in June 2023

Otter Street tender will be advertised late January and it is anticipated that a contract will be awarded by April to allow works to commence.

4.03 Brunswick Street oval precinct redevelopment – Edinburgh Gardens

This project will redevelop the sporting and community facilities in the immediate vicinity of the Brunswick Street Oval (WT Peterson Community Oval) within Edinburgh Gardens, North Fitzroy, along with improvements to the landscaping and civil infrastructure in the area. Subject to Council approval of the revised design and provision of a funding agreement by the State, in 2022/23 Council will commence Stage 1 of the project for the construction of a new Sports Pavilion.



Branch *Building and Asset Management*

Quarterly Milestones

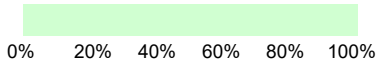
September	Lodge planning and heritage approval applications
March	Award Stage 1 tender
June	Commence Stage 1 contractor on site

Quarterly Progress Comments The planning application for the redevelopment was lodged in early August while the Heritage application was lodged early January 2023. Both applications are waiting approval.

4.04 Yambla Steet Pavilion and public toilets renewal – Quarries Park

This project will renew the Yambla Street Pavilion and public toilets at Quarries Park , with a modern, accessible and environmentally sustainable facility supporting increased sports participation in particular by females and juniors, as well as providing a venue suitable for general community uses. This project has $500K of funding provided by the State Government World Game Facilities Fund .

In 2022/23 Council will commence construction of the replacement facility, with completion due in the second half of 2023.



Branch *Building and Asset Management*

Quarterly Milestones

March	Award tender
June	Commence contractor on site

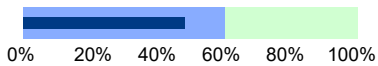
Quarterly Progress Comments Action scheduled to commence in third quarter.

4.05 Direct seeding and cultural burning

Partner with Yarra's Bushland Contractor and Wurrundjeri Woi Wurrung Narrap Team to adopt innovative integrated bushland management approaches to achieve cost effective and efficient bushland management and site -specific targets including:

- reduction in weed cover,
- improvement in overall resilience, functionality, and sustainability,
- increase in a sites Ecological Vegetation Class (EVC) structure and species richness (aka. habitat hectare condition rating).

Novel management approaches will align with the Yarra Nature Strategies goal to increase the diversity , connectivity and resilience of Yarra's natural environment . Two such approaches include broad scale direct seeding and cultural burning to heal country.



Branch *City Works*

Quarterly Milestones

September	Undertake a pre-burn habitat hectare assessment of the spring ecological cultural burn site.
December	Deliver a spring ecological cultural burn in the endangered Plains Grassy Woodland EVC in Burnley Park to heal country, in conjunction with the Wurrundjeri Woi Wurrung Narrap Team Implement 2000m2 of spring direct seeding in Halls Reserve to reinstate endangered Plain Grassy Woodland and Escarpment Shrubland EVCs.
March	Undertake a post-burn habitat hectare assessment of the spring ecological cultural burn site
June	Implement 2000m2 of autumn direct seeding in Halls Reserve to reinstate endangered Plain Grassy Woodland and Escarpment Shrubland EVCs

Quarterly Progress Comments The pre-burn habitat assessment was completed by Ecological Australia in December 2022.

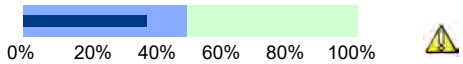
The ecological cultural burn in the endangered Plains Grassy Woodland EVC in Burnley Park has been pushed back to Autumn 2023 due to Biodiversity and Urban Agriculture Team capacity issues and Narrap Team capacity to assist. Liaison has commenced to partner with the Wurundjeri Woi-Wurrung Narrap Team to plan a healing country as part of the burn in Autumn 2023.

2500m2 of direct seeding has been completed in Kevin Bartlett Reserve (South Side), Hall Reserve (Nth of Rotunda Wetland). Planning for the 2000m2 Autumn seeding in Hall reserve have commenced.

The post-burn habitat hectare assessment of the spring ecological cultural burn site will be undertaken once the cultural burn is completed.

4.06 Community based education, awareness and nature engagement program

Deliver actions outlined in the Yarra Nature Strategy Action Plan 2020-2024. The aim is to plant 2500 local indigenous plants to reinstate the endangered Plains Grass Woodland Ecological Vegetarian Classes . A key action in the plan Waterwatch which is a citizen science program that aims to raise knowledge in the community about catchments, aquatic biodiversity and waterway pollution issues.



Branch *City Works*

Quarterly Milestones

September Assist Fitzroy North Primary School to deliver their successful Urban Microbats Grant

Deliver the 2022 National Tree Day Community Event at Hardy Gallagher Reserve on 31 July 2022

December Design an online communication program for nature-focused news, initiatives and interactions

March Deliver two Microbat evenings to connect the community with nocturnal native mammals and record Microbat species richness during summer

June Compile results of community frog watch observations held throughout the year

Expand Yarra's Gardens for Wildlife Program to include 100 households in 2022/23

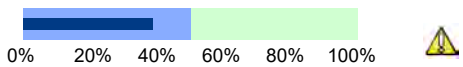
Quarterly Progress Comments Council delivered a presentation on Microbats to the Fitzroy North Primary School to assist them in the delivery of their community grant.

National Tree Day community event was held at Hardy Gallagher Reserve with 4000 plants installed by volunteers.

The design of an online communication program for nature-focused news, initiatives and interactions was delayed due to resource issues. The action is currently in the planning phase and will be completed in quarter 3.

4.07 Greening Yarra to support biodiversity and increase tree canopy

The Greening Yarra Program aims to reduce the urban heat island effect through the planting of trees , shrubs and grasses to increase the tree canopy cover to improve liveability, and overall biodiversity values within Yarra. Council will undertake a 5-year measure and map of tree canopy cover to determine progress on the Urban Forest Strategy targets.



Branch *City Strategy*

Quarterly Milestones

September Plant 60 advanced local provenance trees species of 6 different species in open space park and reserves areas

Complete main planting season for new trees

December Plant 40 advanced local provenance trees species of 6 different species in open space park and reserves areas

Commence tree cover canopy measurement

March Complete tree cover measurement and brief Councillors

June	Plant a minimum of 10,000 locally indigenous plant species Consolidate and reinstate areas of strategic biodiversity Complete mapping of the tree canopy coverage and infrared imaging
Quarterly Progress Comments	While Council planted 108 advanced local provenance trees species in open space park and reserves there were only 5 of the 6 species available at the time for planting. The tree canopy cover study is in final planning stages for implementation in April 2023.

5 . Transport and movement

Yarra's transport network is sustainable and recognises that streets are important shared public spaces . Transport and movement is accessible, safe and well connected.

Strategies
Council's work to achieve this Strategic Objective includes the following strategies:

1. Lead, promote and facilitate the transition to active transport modes for people living and working in Yarra , as well as people moving through Yarra (MPHWP)
2. Advance the transition towards zero-carbon transport by 2030 throughout the municipality
3. Foster strategic partnerships and advocate to improve sustainable and active transport options, integration and accessibility
4. Create a safe, well-connected and accessible local transport network including pedestrian and bike routes through Yarra (MPHWP)

The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective; Transport and movement.

Action Progress Summary

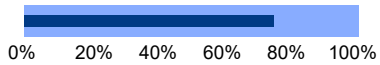
- At least 90% of action target achieved
- Between 75 and 90% of action target achieved
- Less than 75% of action target achieved
- Not Started
- Completed

Target
% Complete

Action	Start Date / End Date	
5.01 Transport Action Plan	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
5.02 Active transport	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
5.03 Road safety studies and implementation program	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
5.04 Advocate for improved public transport	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
5.05 Support shared micro-mobility, car share and ride share schemes	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
5.06 Parking technology improvements	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%

5.01 Transport Action Plan

The Transport Strategy once adopted by Council will provide the key principles to drive an action plan . The Action Plan will provide a list of projects over a 10 year period that will deliver improvements to active transport and sustainable transport in the municipality.



Branch *Strategic Transport*

Quarterly Milestones

September Report to Council recommending adoption of the Policy section having regard to community submissions
Subject to Council consent, exhibit the draft Actions section seeking community

December Report to Council post exhibition stage seeking adoption of the Actions Section having regard to community submissions
Brief Councillors on anticipated program for next 2 years

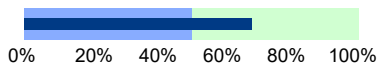
Quarterly Progress Comments The Yarra Transport Strategy was adopted by Council in July 2022. A later report to Council saw the adoption of the Policy section of the strategy in October.

Officers are preparing 3 detailed Implementation Plans for the 3 new deal policies in the Yarra Transport Strategy (walking, cycling and schools). Work on all these documents is being moved forward by the Strategic Transport team as quickly as possible, the implementation plans are internally focused and consider Governance, process and operational aspects. They are a key support for the TAP and the intention is for Council to have a suite of effective documents that support the delivery of the YTS over the next 10 years.

A table has been produced showing the anticipated program for the next 3 years based on known commitments. This has been issued to Executive. A further table has been produced summarising all new initiative bids some of which have a 3 year time frame.

5.02 Active transport

Yarra prioritises sustainable and active transport, to help people move safely and sustainably through and within our municipality. Planning, designing, delivering and maintaining a range of high-quality active and sustainable transport infrastructure makes walking and cycling possible as a part of everyday life.



Branch *Strategic Transport*

Quarterly Milestones

September Provide Councillors with a timetable for delivery of active transport projects approved in 22/23 budget allocation

December Update Councillors on program

March Update Councillors on program

June Complete Year 1 actions approved in 22/23 budget and provide update to Councillors

Quarterly Progress Comments The Transport Action Plan is currently being developed. This will include details for projects to deliver the Transport Strategy. Projects underway this year include Somerset Street/Davison Street modal filter (complete), Scotchmer Street priority crossing lighting upgrade, and bicycle parking corrals at Moor Street and Easey Street.

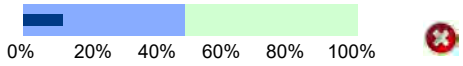
Works list have been provided to City Works & Assets and projects are being delivered. Detailed timetable lists have been provided to Group Managers and e bulletins are used to update Councillors when works are complete.

Councillors have been updated on the projects.

5.03 Road safety studies and implementation program

Road Safety Studies (RSS) identify and prioritise road safety projects to make Yarra's streets safer . RSS is our

approach to manage our road infrastructure responsibly and safely; continuing work previously referred to as Local Area Place Making (LAPM). Studies and reviews will be undertaken to identify projects to address key road safety issues in Richmond and Alphington. Projects from previous LAPMS will progress to the next stage of infrastructure design and delivery in the following precincts/corridor: Carlton North (LAPM 2), Scotchmer (LAPM 3), Rose (LAPM 9), Abbotsford (LAPM 13), Clifton Hill and North Abbotsford (RSS).



Branch *Infrastructure Traffic and Civil Engineering*

Quarterly Milestones

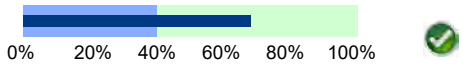
September	Commence Alphington precinct/corridor study
	Commence LAPM and RSS design packages
December	Commence next stage of LAPM infrastructure delivery across each precinct
	Commence Richmond precinct/corridor study
March	Complete Alphington precinct/corridor study
June	Complete LAPM and RSS design packages
	Complete next stage of LAPM infrastructure delivery across each precinct
	Complete Richmond precinct/corridor study

Quarterly Progress Comments The Alphington precinct/corridor study has not commenced. Council negotiated a co-funding agreement with Victorian School Building Authority and are currently finalising the details of the agreement. Should the study not commence in the December Quarter, the Road Safety Study for Richmond will be brought forward (and this study rescheduled to later this Financial Year).

Designs for LAPM projects have commenced and are on track.

5.04 Advocate for improved public transport

Advocate to State Government and agencies for increased and well-connected public transport options including DDA tram upgrades and safer cycling facilities.



Branch *Strategic Transport*

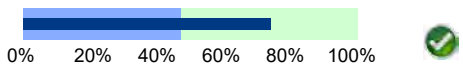
Quarterly Milestones

September	Update Councillors on advocacy planned and undertaken in the lead up to the State election regarding DDA tram stop implementation and safer cycling facilities
December	Following State election, meet with senior DoT officials to discuss opportunities
March	Develop further advocacy for lead up to State budget
	Meet with State Government officials to advocate and discuss opportunities
June	Update Councillors on advocacy undertaken

Quarterly Progress Comments A program of advocacy initiatives regarding DDA tram stop implementation and safer cycling facilities has been developed and discussion are taking place with Council's Advocacy and Partnerships unit on branding and promotion that links back to the Transport Action Plan. A discussion with Councillors will take place once these discussions are finalised.

5.05 Support shared micro-mobility, car share and ride share schemes

Council is committed to supporting shared micro-mobility, car share and ride share schemes to help people get around when other sustainable and active modes of transport aren't available or preferred. For the times when a car is necessary, car sharing is a cost-effective alternative to owning a car and reduces car usage. E-scooter trials are an important step in making E-scooters more readily available as an affordable, convenient and low-emissions alternative form of transport.



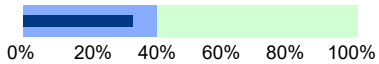
Branch *Strategic Transport*

Quarterly Milestones

September	Brief Councillors on E-scooter trial Monitor shared micro-mobility schemes and work with operators to identify and manage issues
December	Brief Councillors on car share scheme spaces allocated Brief Councillors on opportunities for ride share schemes
March	Complete assessment of the E-scooter trial in partnership with State Government and other participating Councils Monitor shared micro-mobility schemes and work with operators to identify and manage issues
June	Continue to implement these schemes in accordance with the trial findings including any decisions by State regarding E-scooters
Quarterly Progress Comments	Councillors were briefed on the current status of the State Government's e-scooter trial in which Yarra is participating. Officers are continuing to meet with State Government, operators and other councils to monitor the e-scooter trial progress. Car share operators have only recently approached Council seeking to increase their available spaces. We are currently meeting with operators together with other departments at Council to finalise next steps. There is a new operator wishing to enter the market. The Compliance and Parking Teams are working through how to negotiate this, and we have met to discuss several times. A memo was issued updating Councillors on this.

5.06 Parking technology improvements

Improve parking technology with focus on optimising processes and assets to create efficiency and better customer experience. Better utilise data to enable more strategic and considered short and long term decision making relating to parking throughout the municipality.



Branch *Parking and Compliance*

Quarterly Milestones

September	Install and implement new meter technology – cashless meters/paid-parking
December	Commence review of parking strategy Benchmark with neighbouring Councils in relation to joint procurement and efficiency options
March	Implement e-permit system for all Council Parking Permits Investigate and increase ability for data collection of on street parking assets such as disabled bays and loading bays
June	Brief Councillors on evaluation report on paid parking and e-permit projects
Quarterly Progress Comments	The new parking cashless meter technology and equipment has been installed and in operation, including extensive promotion to traders and community members. A series of meetings are currently taking place with Melbourne, Port Phillip and Stonnington Council's relating to benchmarking services, joint procurement opportunities and efficiency initiatives. Responsibility for the review of the Parking Strategy rests with Strategic Transport. A budget bid for 2023/24 has been prepared to commence work on the parking strategy. A parking strategy is a large and very complex piece of work that will be of great interest to the community. Timeframes for completing the parking strategy dependant on various factors including scope, level of ambition, capital budget and available officer resources. Officers will liaise with Councillors on these aspects in due course.

6 . Democracy and governance

Yarra is smart, innovative and sustainable. Our decisions and advocacy are built on evidence and meaningful engagement. Good governance is at the heart of our processes and decision-making.

Strategies
Council's work to achieve this Strategic Objective includes the following strategies:

1. Provide opportunities for meaningful, informed and representative community engagement to inform Council's decision-making
2. Manage our finances responsibly and improve long-term financial management planning
3. Maximise value for our community through efficient service delivery, innovation, strategic partnerships and advocacy
4. Practice good governance, transparency and accountable planning and decision-making
5. Progress and embed our culture of organisational continuous improvement and build resilience to adapt to changing requirements in the future

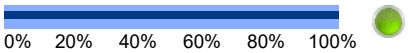
The following actions are being undertaken in 2021/22 to work toward achieving Council's Strategic Objective; Democracy and governance.

Action Progress Summary

- At least 90% of action target achieved
- Between 75 and 90% of action target achieved
- Less than 75% of action target achieved
- Not Started
- Completed

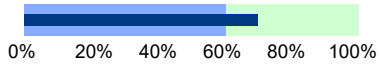
Target
% Complete

Action		Start Date / End Date	
6.01	Council strategic documents	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
6.02	Investigate the Sustainable Development Goals	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
6.03	Review of finance quarterly reporting format	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
6.04	CX Program 2020-2022	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
6.05	Communications campaign	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
6.06	Establish a youth-based forum	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
6.07	Building strategic partnerships to support Yarra's advocacy priorities	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
6.08	Investigate innovative and emerging digital tools	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
6.09	Risk and safety workplace culture	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%
6.10	Gender Equality Action Plan 2021 - 2025	01/07/22 30/06/23	0% 20% 40% 60% 80% 100%

Action	Start Date / End Date	
6.11 Governance Rules Review	01/07/22 30/06/23	

6.01 Council strategic documents

Council's Strategies, Plans, Policies and Frameworks have developed over time without a standardised approach. Work is to be undertaken to better understand the current strategic document landscape and transition to a more holistic and consistent approach that will support integrated planning and reporting. This includes how strategic documents are developed, implemented, reviewed and retired. This is a long-term project that will take a number of years to achieve the desired outcome.



Branch *Finance*

Quarterly Milestones

September	Report to Executive on proposed project approach
	Engage Councillors in proposed project approach
December	Commence internal engagement on proposed project approach and desired outcomes
March	Commence implementation of 'quick wins'
June	Report to Councillor Briefing on progress

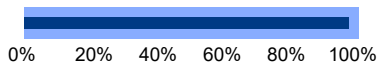
Quarterly Progress Comments An initial report outlining the proposed project scope and focus areas was provided to Executive for consideration and feedback. Councillors have been provided with an update on the proposed project approach via internal memo.

Work is progressing on the project scope and approach. Councillors will be engaged once the detailed project plan and directions have been finalised.

A cross-organisational group have been formed and are currently engaged in the implementation and testing of the proposed solution.

6.02 Investigate the Sustainable Development Goals

The United Nations Sustainable Development Goals (SDGs) provide a global framework for sustainable development to 2030. Council's work towards sustainability is well established and work to align and measure our contribution to sustainable development using the SDGs as a reference point will be investigated.



Branch *Finance*

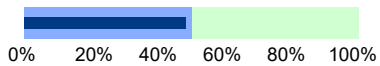
Quarterly Milestones

December	Report to Councillor Briefing on outcome of initial investigation

Quarterly Progress Comments Initial investigation of the Sustainable Development Goals has been undertaken, including high level mapping of current services and strategies to each of the SDGs. A report is being prepared to present to Briefing in the next quarter.

6.03 Review of finance quarterly reporting format

Review and improve the format for quarterly finance report to enable greater community understanding of Yarra's Financial performance and situation.



Branch *Finance*

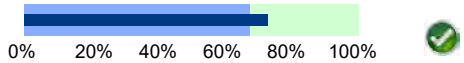
Quarterly Milestones

December	Utilise new format report and share with public for September Finance report and forecast in October
March	Share summary of December Finance report and mid-year budget review in February graphically on Yarra's website as easy to read news item

Quarterly Progress Comments A review of the finance quarterly reporting format was undertaken, and the revised quarterly financial report format will be used for the September Finance report.

6.04 CX Program 2020-2022

The CX Strategy is a three-year program of initiatives to realise and deliver the best service value for Yarra's customers, community and internal teams. This is delivered through four strategic objectives Mindset | Systems Discipline | Collaboration | Empathy. This year Council will deliver service experience improvements with the implementation of additional digital channels, service centre enhancements for in person experiences and the evaluation of the CX strategy.



Branch *Customer Experience*

Quarterly Milestones

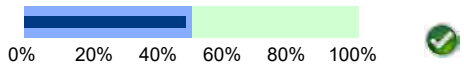
September Implement actions of service centre model review
December Implement live chat and digital assistance channels
June Evaluate CX Strategy

Quarterly Progress Comments The service centre model review identified two new customer channels that have now been launched to support customers/community with additional digital options. The two channels: are
- Digital Assistant - a 'chat bot', which helps guide customers to complete requests or applications via Council's website/online options.
- Live Chat – real time, online conversations between customers and Council's Customer Service team to support enquiries and requests.

Also completed, the transition from Connie Benn Centre to the operation of two customer service centres (Collingwood Town Hall and Richmond Town Hall).

6.05 Communications campaign

Undertake a coordinated communications campaign to promote the work of Council and the ways people can engage in the decision-making process. Actively provide content to the bi- cultural liaison officers so they can disseminate information to their channels and ensure under- represented and hard to reach audiences have opportunities to participate in decision making.



Branch *Strategic Communications and Engagement*

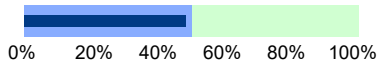
Quarterly Milestones

September Plan for and launch a dedicated membership campaign for Your Say Yarra to bring new users to the platform and encourage greater participation in decision making
December Implement Your Say Yarra digital campaign targeting under-represented groups within the municipality
March Implement Your Say Yarra digital campaign targeting under-represented groups within the municipality
June Engage bicultural liaison officers at in person consultations and work with them on a program of disseminating key Council information and consultation opportunities through their networks and channels

Quarterly Progress Comments The Your Say Yarra subscription campaign was launched last quarter and has successfully been bolstered with increased subscriptions this quarter. We've used the updated branding to promote the monthly dedicated email newsletter through other Council e-newsletters, corporate social media ads, a dedicated space in Yarra News, corporate and sub brand social media feeds and across the Yarra Council website. We've embedded the branding across the Your Say Yarra site and made the subscription to the e-newsletter one of the key constant calls to action. Branded collateral has been available at almost every 2022 engagement pop up that occurred since it's launch in September. From a base of zero we currently have 463 subscribers. This has created an active engagement channel with an average open rate of 79.88% and an average click through rate of 13.182% across the 5 editions of the Electronic Digital Mail disseminated to date. For a comparison average Government email newsletters have an open rate of 19.5% and a click through rate of only 2.8%.

6.06 Establish a youth-based forum

Establish a new youth-based forum focused on targeted engagement with young people from across Yarra.



Branch *Strategic Communications and Engagement*

Quarterly Milestones

September	Develop the project plan/format/structure for a youth forum
December	Work with Yarra's Youth team to identify participants for the youth forum
March	Host a youth forum with a broad cross section of young people from across Yarra
June	Evaluate the forum and develop recommendations for future forums in conjunction with Youth Services

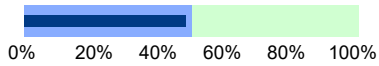
Quarterly Progress Comments

The Strategic Communications and Engagement branch has worked closely with the Youth Services team to form a Youth Advocacy Group with diverse representation from across Yarra. This was undertaken through a competitive Expression of Interest process. Plans are currently underway for a workshop/forum which will include participants and input from this newly created group.

With the support of Yarra Youth Services and the Yarra Youth Advocacy Group, we ran a smaller Youth Forum on Saturday 3 December. There were approximately 25 young people in attendance across the session. This information gleaned from this session will help create a formal budget submission by the Yarra Youth Advocacy to help Council understand the priorities of young people for the current financial year. Preliminary work is underway to support the Youth Services team in running a broader forum in March to help guide the priorities of the Yarra Youth Advocacy group moving forward.

6.07 Building strategic partnerships to support Yarra's advocacy priorities

Build strategic partnerships with critical stakeholders, including other councils, peak bodies and industry, that supports Yarra's advocacy agenda and aligns to endorsed priorities and projects.



Branch *Digital Communications and Marketing*

Quarterly Milestones

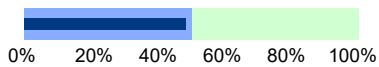
September	Brief partnership stakeholders, including M9 and the Inner Metropolitan Partnership, on Council's 2022 Budget and key priorities for the Victorian Election
December	Share Yarra City Council's 2023 Victorian Budget submission with partnership stakeholders, including M9 and the Inner Metropolitan Partnership, to support greater collaboration of common projects and priorities
March	Participate in forums such as M9 and the Inner Metropolitan Partnership and foster greater alignment between the work and activities of these groups and that of Council
June	Participate in forums such as M9 and the Inner Metropolitan Partnership and foster greater alignment between the work and activities of these groups and that of Council

Quarterly Progress Comments

Council regularly briefs Inner Metropolitan Partnership members, including Yarra's 2022-23 Budget, Council Plan and priorities. The state election and budget submissions were shared with our stakeholders, including M9 and the Inner Metropolitan Partnership, to support greater collaboration of common projects and priorities.

6.08 Investigate innovative and emerging digital tools

Investigate innovative and emerging digital tools that are currently available that will promote better accessibility and encourage broader participation in decision making to ensure Council achieves best practice in this space.



Branch *Digital Communications and Marketing*

Quarterly Milestones

September	Review the Page Assist accessibility tool and the benefits of introducing this tool through our corporate website
December	Investigate opportunities for the creation of digital reports to assist with enhancing accessibility requirements for key council documents
March	Develop a guide for creating accessible communications materials and provide training to staff

June Implement accessible communications guide and build capacity through staff capacity building

Quarterly Progress Comments The PageAssist tool has been successfully implemented based on recommendations presented to the Access and Inclusion team, benefits include:
- Helps us comply with some key accessibility standards set out by WCAG Level AA.
- Provides digital accessibility for people with accessibility needs including people with visual, hearing, cognitive or motor impairments.

The tool will continue to be reviewed until the new website is built to comply with WCAG AA accessibility standards.

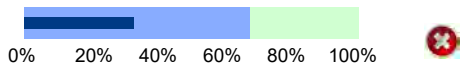
We are currently working with the Aged and Disability team to explore the idea of creating an accessibility reference group. The intent is to seek participants to the group of all genders and ages who experience difficulties in accessing information for a variety of different reasons. This could include, but is not limited to, people from CALD communities, people who process information differently and people who are vision impaired.

The purpose of the group would be for Council to receive constructive feedback on new initiatives we are trialling to improve accessibility across our communications channels and platforms. A brief for this group has been prepared by the Communications, Engagement and Advocacy team and this is currently with the Aged and Disability team for feedback. The intent is to identify a list of potential participants for this group in early 2023.

These initiatives will in part support the creation of digital reports to assist with enhancing accessibility requirements for key council documents.

6.09 Risk and safety workplace culture

Continue to embed a proactive risk and safety culture across the organisation through:
- implementation of the OHS Management System
- socialisation and promotion of the OHS and Risk Management Roadmaps and Project Plans
- psychological and physical wellbeing practices
- early intervention injury management practices



Branch *Risk and Safety*

Quarterly Milestones

September Establish an annual health and wellbeing program to address the current psychological and physical challenges across the organisation

December Present Injury Management Plan for adoption to embed an early intervention program

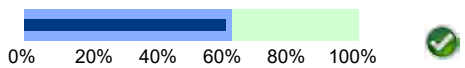
June Implement milestones as outlined in the OHS and Risk Management Roadmaps and Project Plans and communicate and celebrate the success

Quarterly Progress Comments Council has established a range of effective, evidence-based health and wellbeing initiatives across mental health and wellbeing including workshops, learning sessions, activity resources and guides for people leaders on how to support their staff as well as promotion of annual community and government health and wellbeing events. Significantly, Yarra has built a very high standard Mental Health First Aid Program that has now achieved Skilled Employer Award through Mental Health First Aide group due to our development of the program across the past two years.

Work on the Injury Management Plan has not commenced due to limited staff resources, this has been an on-going issue which has only recently been resolved. Work on development of the Plan will commence in March quarter.

6.10 Gender Equality Action Plan 2021 - 2025

Ensure Yarra City Council meets its obligations under the requirements of the Gender Equality Act (2020) and builds on its previous achievements under the Gender Equity Strategy.



Branch *People and Culture*

Quarterly Milestones

September	Report to Executive on Year 1 Action Plan
	Seek endorsement of Year 2 Action Plan
	Commence implementation of Year 2 Action Plan
	Commence preparation of first progress report to Commissioner
December	Continue implementation of Year 2 Action Plan
March	Continue implementation of Year 2 Action Plan
June	Finalise implementation of Year 2 Action Plan
	Commence development of Year 3 Action Plan

Quarterly Progress Comments

Year 1 Progress Report presented to Council's Executive team in September 2022. Additionally, quarterly Gender Equality Scorecard presented at Executive meeting in July 2022 and October.

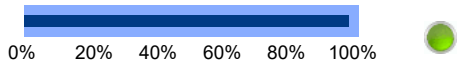
Due to revised submission date for GEAP (30 March), the Plan implementation cycle does not align to internal reporting cycle, consequently we are continuing to implement remaining Year 1 actions and have concurrently commenced implementation of Year 2 actions to bring activities/reporting into better alignment.

Year 2 actions have been included in the endorsed 4-year Gender Equality Action Plan as set out under the Act. The Plan was reviewed by the Commission for Gender Equality and in July we were notified we reached the status of 'meets the requirements under the Act'. The Plan has now been published on the Commission's website – Insights and Research Portal.

The first progress report to the Commissioner is due by 31 October 2023, however the GEAP is continually being monitored and evidence of compliance is being documented/compiled in preparation for first report.

6.11 Governance Rules Review

Undertake a review of the City of Yarra Governance Rules to foster a decision-making environment that is conducive to transparent evidence-based governance and provides an opportunity for community participation that is consistent with the Community Engagement Framework.



Branch *Governance and Integrity*

Quarterly Milestones

September	Council endorse Discussion Papers and proposed rule amendments for consultation purposes
	Adopt revised Governance Rules

Quarterly Progress Comments

Council endorsed thirteen Governance Rules Directions Papers at the Council Meeting in May 2022, these formed the basis of the subsequent community engagement process. At the close of the consultation period, Council had received 70 items of feedback across 17 community submissions.

The revised Governance Rules were adopted at the Council meeting in August 2022 following the conclusion of the community engagement process. The new Governance Rules were fully implemented and became effective on 1 September 2022.

Financial Report

For the period
1 July 2022 to 31 December 2022

CITY OF YaRRA

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Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. 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 and to their Elders past, present and future.

Summary

1. Executive Summary

Income Statement	YTD Budget $M	YTD Actuals $M	YTD Variance $M	Annual Budget $M	Annual Forecast $M	Annual Variance $M
Revenue from ordinary Activities						
Rates and charges	124.3	124.6	0.3 ▲	125.2	125.2	- ▬
Statutory fees and fines	18.0	17.2	(0.8) ▼	35.8	35.3	(0.5) ▼
User Fees	16.2	17.3	1.0 ▲	33.2	33.5	0.3 ▲
Grants - Operating	8.1	11.1	3.0 ▲	16.2	19.9	3.6 ▲
Grants - Capital	1.4	3.3	1.9 ▲	11.8	6.6	(5.2) ▼
Contributions - Other monetary	3.4	3.1	(0.2) ▼	7.0	6.7	(0.3) ▼
Reimbursements	0.5	1.1	0.6 ▲	1.0	1.3	0.4 ▲
Other Income	0.4	1.2	0.9 ▲	0.7	2.3	1.5 ▲
Net gain/(loss) on disposal	0.0	1.8	1.7 ▲	0.1	2.1	2.0 ▲
Total Revenue	**172.2**	**180.7**	**8.4** ▲	230.9	**232.8**	**1.8** ▲
Expenses from ordinary activities						
Employee Costs	51.1	48.7	2.4 ▲	103.0	100.9	2.1 ▲
Materials and services	38.5	35.2	3.3 ▲	82.7	85.2	(2.5) ▼
Depreciation & Amortisation	12.4	12.2	0.2 ▲	24.8	24.8	- ▬
Amortisation - right of use assets	0.5	0.6	(0.1) ▼	1.2	1.2	- ▬
Bad and doubtful debts	2.6	1.8	0.8 ▲	5.1	4.3	0.8 ▲
Borrowing costs	0.5	0.5	0.0 ▲	1.0	1.1	(0.0) ▬
Interest Exp - Leases	0.0	0.0	0.0 ▲	0.1	0.1	- ▬
Other expenses	0.5	0.4	0.0 ▲	0.7	0.8	(0.1) ▼
Total expenses	**106.2**	**99.5**	**6.7** ▲	218.6	**218.4**	**0.2** ▲
Net Result	**66.1**	**81.2**	**15.1** ▲	12.3	**14.4**	**2.1** ▲

Operating Performance

Variance analysis is prepared based on a comparison of YTD actuals, YTD budget and end of year forecast. YTD actual results to YTD budget is favourable by $14.2m. This result is driven by the following:

Revenue

a) Statutory Fees are unfavourable YTD, driven by decreased parking meter and infringement notices revenue ($0.785m), mainly as a result of resourcing restraints from July 2022 onwards.

b) User Fees are favourable YTD in compliance ($0.628m) and property & leisure services ($0.360m).

c) Grants - Operating are favourable YTD due to unbudgeted grant income ($2.079m) carried forward from 2021/22. Further, impacts to the YTD variance is unbudgeted funding for Victoria Street Pop-Up Community Space ($0.510m), Cremorne Precinct Digital Infrastructure Upgrade ($0.333m), and Live music on the road again ($0.254m). Forecasts have been revised to reflect unbudgeted grant income as well as the associated expenses largely in materials and services.

d) Grants - Capital are favourable YTD due to unbudgeted grant income ($0.778m YTD) carried forward from 2021/22 and receipt of funding for LRCI program ($1.421m YTD). Revenue is recognised progressively throughout the year as the projects are delivered. Expenses are captured in the capital works program. Impacting the variance to forecast is the timing difference for Brunswick Street Oval between the receipt of grant funding and delivery of the project ($5.425m).

e) Reimbursements are favourable YTD, driven by increased revenue from construction & development reinstatements ($0.391m) and developer contribution for engineering resourcing ($0.200m). Forecasts have been updated to reflect the increased revenue.

f) Other Income is favourable YTD, driven by increased interest on investments which has also been reflected in the annual forecast.

g) Net gain on disposal of assets are favourable YTD due to unbudgeted income from road discontinuance. Forecasts have been updated to reflect the unbudgeted income.

Expenses

e) Employee Costs are favourable YTD largely due to temporary vacancies.

f) Materials & Services YTD favourable variance biggest drivers are delays in budget utilisation for IT transformation project ($1.6m), timing in processing utility costs ($0.665m) and insurance payment ($0.510m) as well as savings across City Works mainly for Grand Final cleaning, contract payments and vehicle insurance ($0.347m).

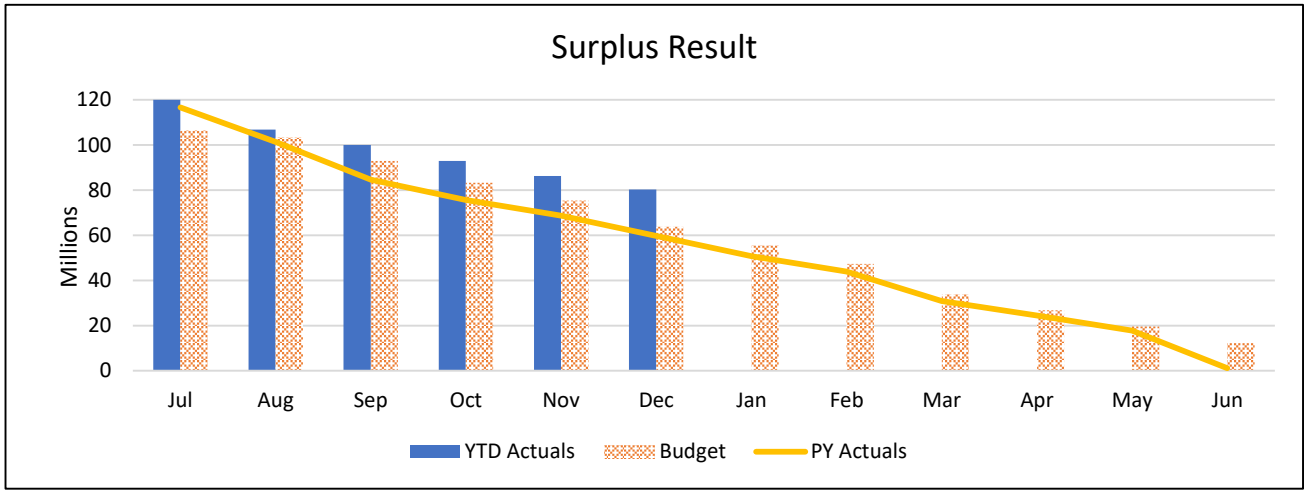
g) Bad and doubtful debts are favourable to budget due an updated assessment of the closing debtor balance at the end of the December quarter.

Capital Works Program

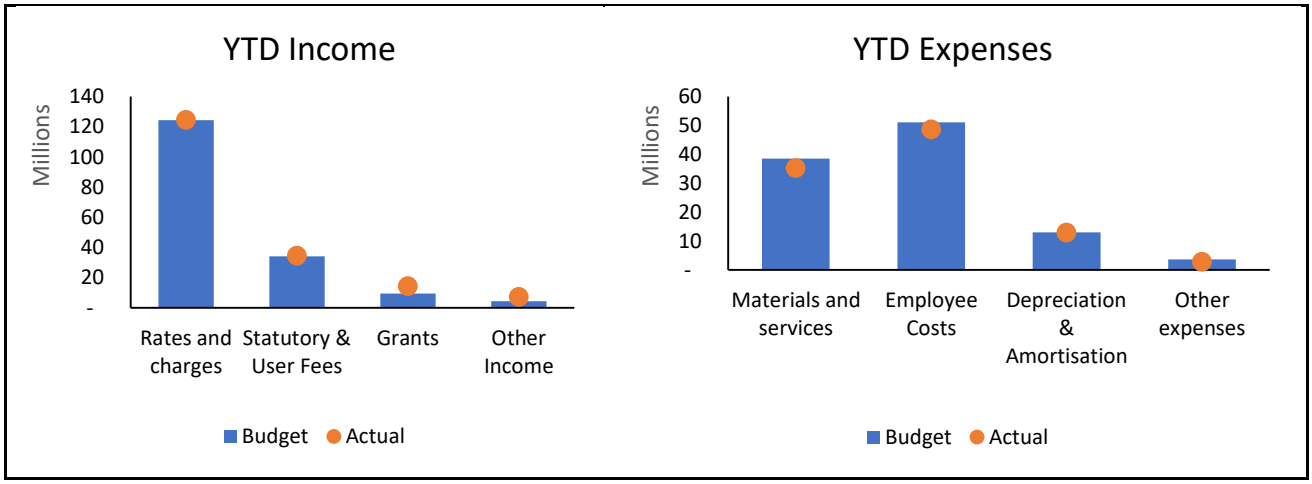
At 31 December 2022, YTD actuals $14.067m are 25% lower than YTD budget of $18.862m and includes spend on carryovers of $6.223m.

Financial Results Summary	YTD Budget	YTD Actuals	YTD Variance	Annual Budget	Current Final Projection	Annual Variance
	$'000	$'000	$'000	$'000	$'000	$'000
New asset expenditure	3,161	852	2,309	12,217	4,311	7,905
Asset renewal expenditure	14,371	11,764	2,607	35,730	29,201	6,529
Asset upgrade expenditure	1,330	1,451	(121)	6,158	5,174	984
Total capital works expenditure	**18,862**	**14,067**	**4,795**	54,105	**38,686**	**15,419**

2. Financial Performance Snapshot



YTD surplus result impacted by total rates recognised in August 2022. The surplus will reduce progressively over the course of the financial year.



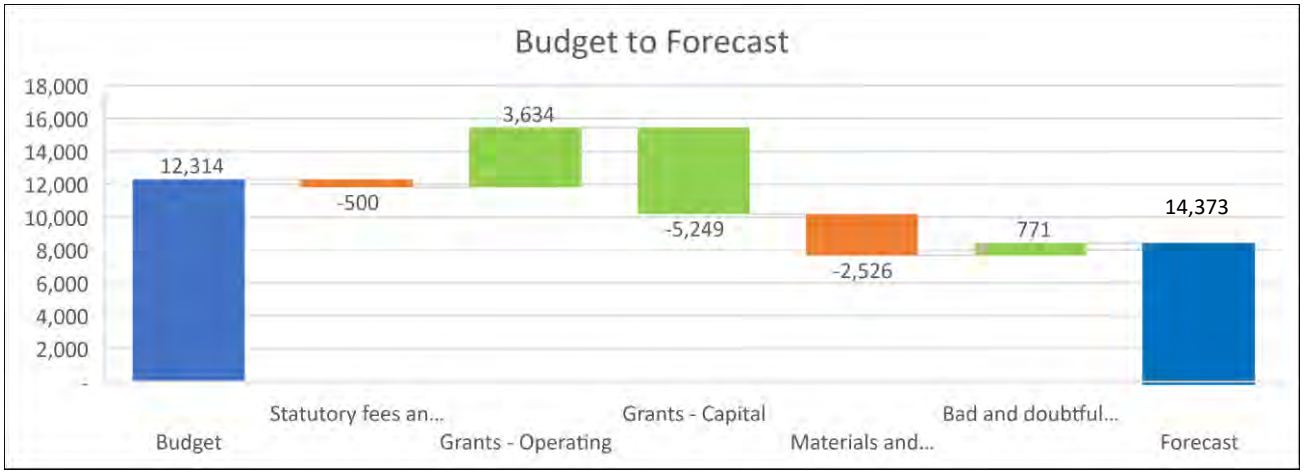
Revenue

YTD favourable variance is largely driven by unbudgeted grant income carried forward from 2021/22, additional grant income received, proceeds from sale of assets and increased user fees.

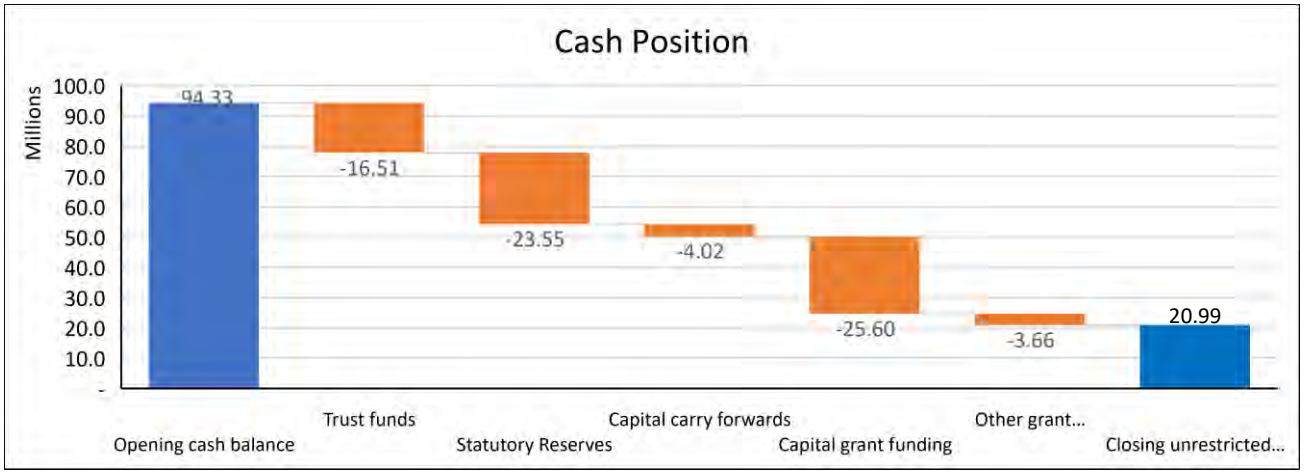
Expenditure

YTD favourable variance is primarily driven by staff vacancies and a decrease in payments for materials and services.

3. Budget to Forecast



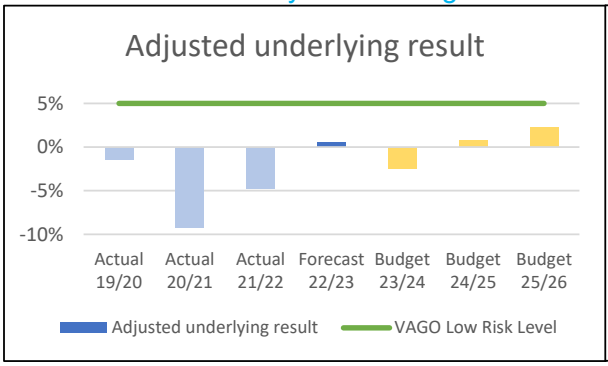
4. Cash Position



At 31 December 2022, Council has total cash of $94.33m, of which $37.05m is funded by borrowings. Unrestricted and unallocated cash position is $20.99m, moving from $4.72m as at 30 June 2022.

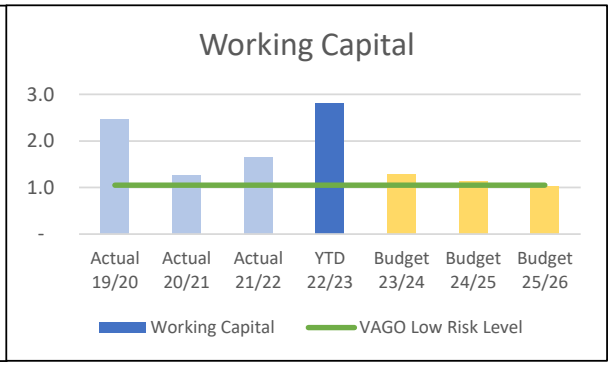
Financial Sustainability Ratios

Financial Sustainability Ratios/Targets



Adjusted underlying surplus (deficit) / adjusted underlying revenue

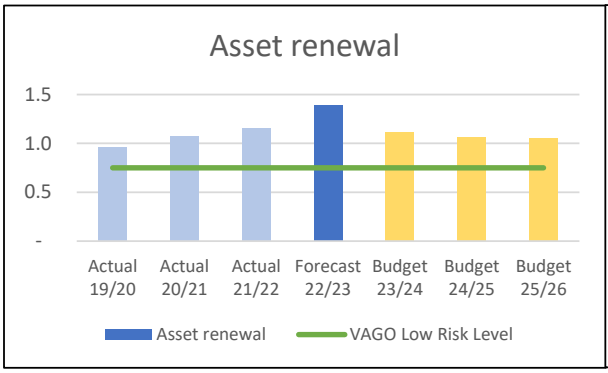
This ratio measures an entity's ability to generate its own cash. A positive result indicates a surplus, and the larger the percentage, the stronger the result. The result highlights Councils challenges in generating enough cash to fund future capital works without borrowing.



Current assets / current liabilities

Compares current assets to current liabilities, which provides a measure of the ability to pay existing liabilities in the next 12 months.

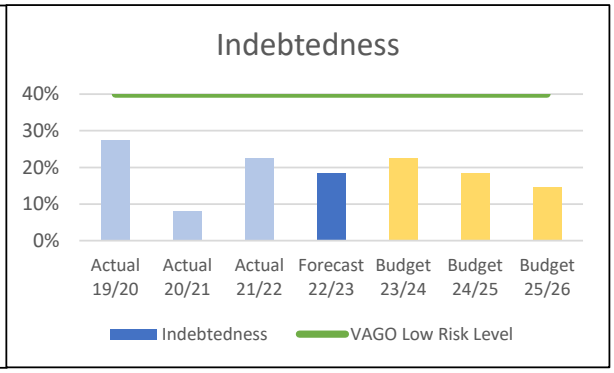
This year's result expected to be in the low-risk range.



Renewal & upgrade spend/ depreciation

Ratios higher than 1.0 indicate that spending on existing assets is faster than the depreciation rate.

This year's result is expected to stay in the low-risk range.



Non-current liabilities / own-source revenue

Measures Council's ability to pay the principal and interest on its borrowings when they are due from the funds it generates.

This year's result is expected to stay in the low-risk range.

Treasury Corporation of Victoria (TCV) Loan financial covenants

TCV loan requirements		Target	Current Month
Interest Cover	EBITDA/Interest Expense	> 2.0	172 ▲
Interest Bearing Loans	Interest Bearing Liabilities/Own Source Revenue	< 60%	22.72% ▲

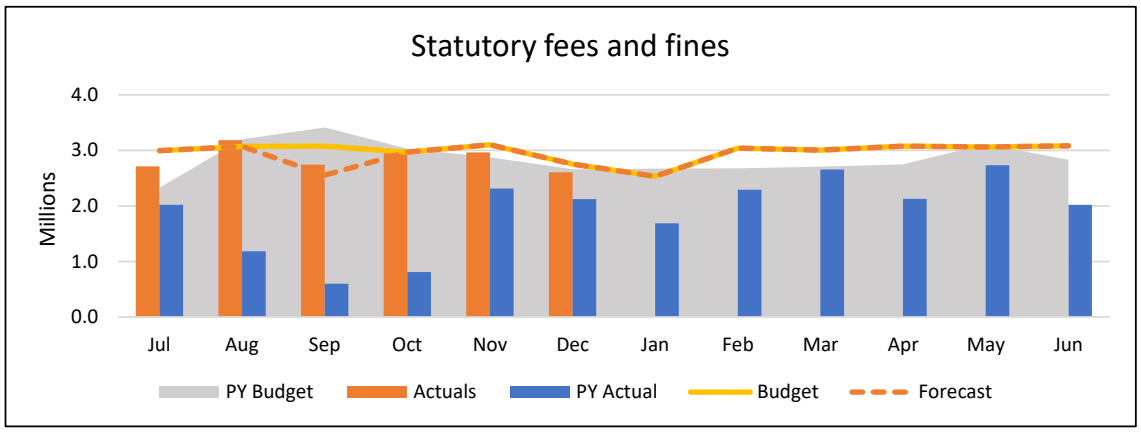
TCV financing is conditional upon Council maintaining a sustainable financial position when measured by the interest cover and interest bearing loans ratios. YTD results indicate that Council is meeting the minimum requirements. TCV loan requirements are well within target given limited borrowing compared to own source revenue and liability obligations.

The additional borrowing capacity of $20M included in the 2022/23 budget to fund the capital works program has been forecast to zero as it is anticipated that the additional funds are no longer required.

Operating Performance

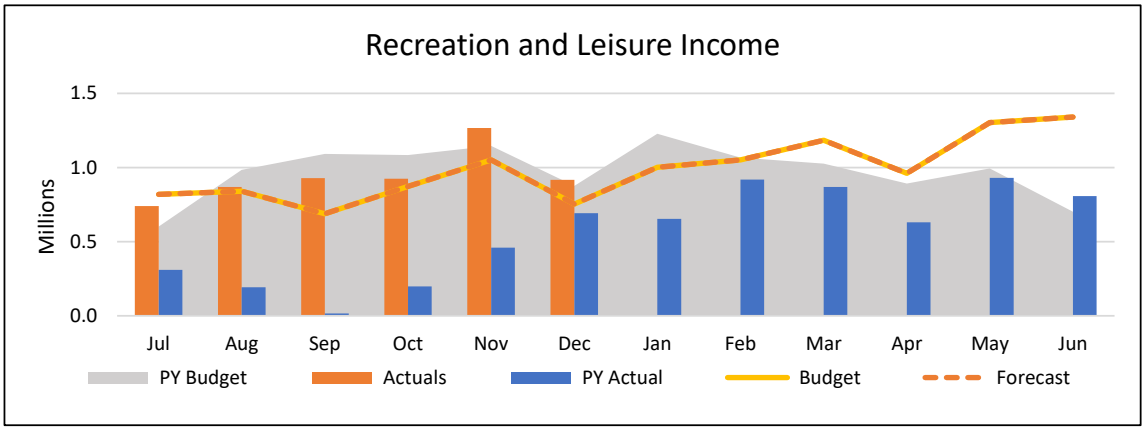
Statutory Fees

Statutory fees have been significantly affected in the past two years due to the pandemic and lockdowns. YTD trend indicates that performance is below YTD budget and the annual forecast has been revised.



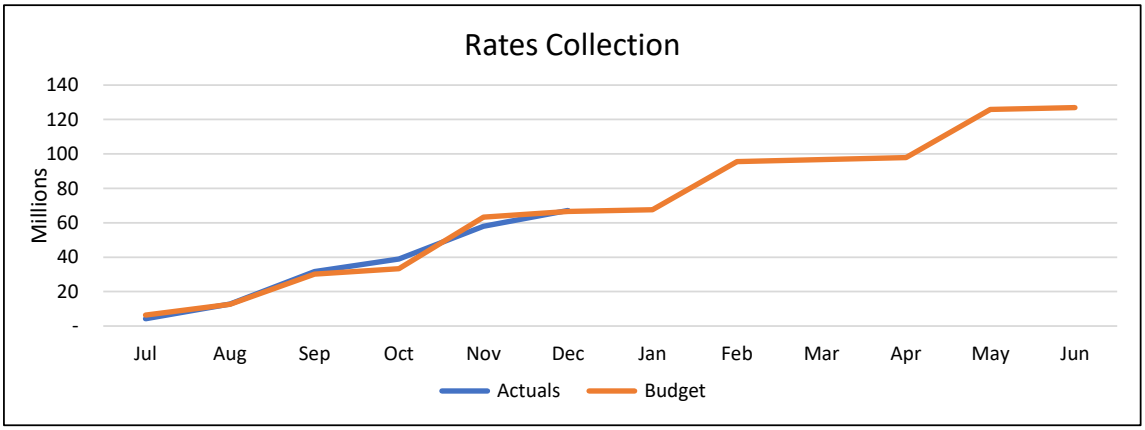
Recreation and Leisure Fees

Recreation and leisure income has been significantly affected in the past two years due to the pandemic and lockdowns. YTD trend indicates that performance is ahead of YTD budgets due to increased utilisation.



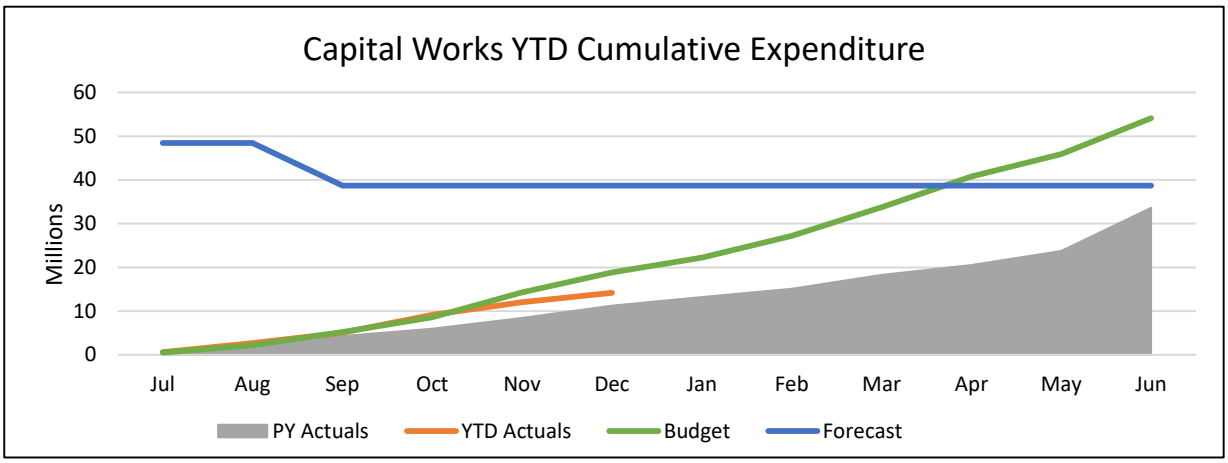
Rates Collection

Rates cash collections have fallen slightly behind budget and will be monitored over the upcoming months for impact on the forecast cash balances.

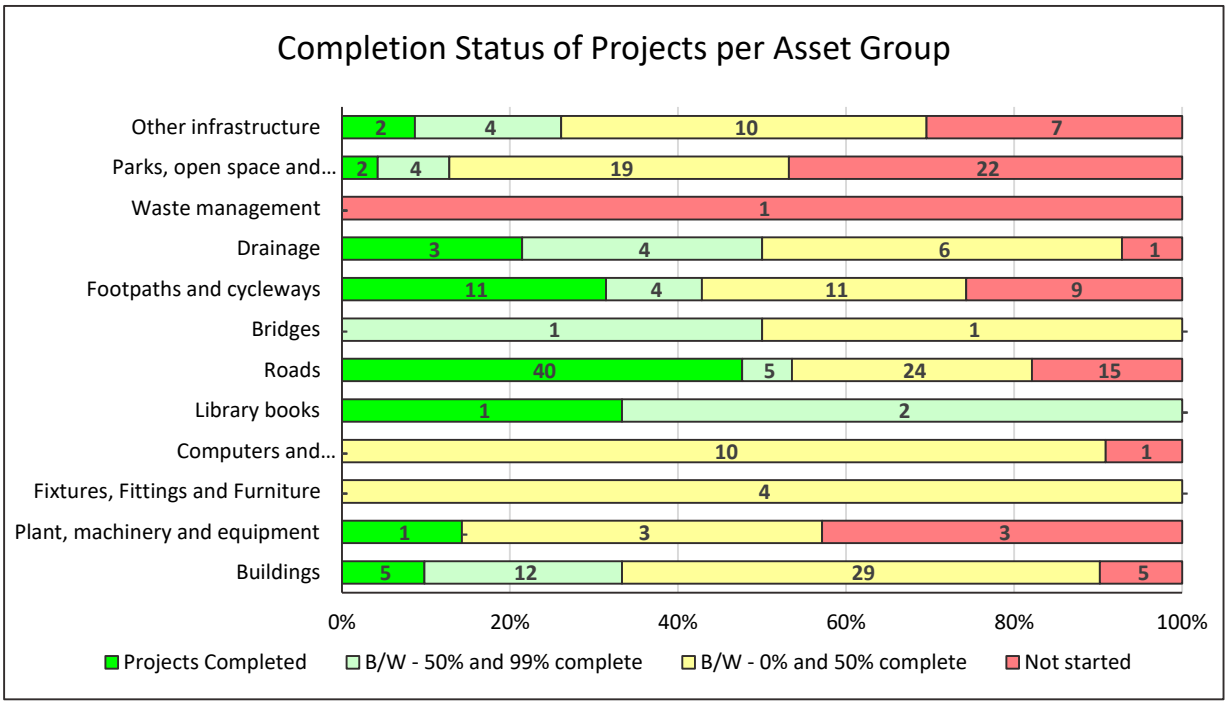


Capital Works

Capital Works Program Snapshot



At 31 December 2022, YTD actuals $14.1m are 25% behind the reported YTD budget of $18.9m.



Capital Works Performance

Property

Buildings

This program has 5 of 51 projects completed, including:

- Ryan's Reserve Pavilion (overall project $3 million funding from the State government);
- Solar and Efficiency Project (part-funded by Sustainability Victoria) involving solar installations and/or gas removal at 8 Council facilities; and
- Ceiling stabilisation and repairs at Fitzroy Town Hall.

A further 41 projects are in progress. Stage 1 of the Richmond Kindergarten redevelopment opened in January 2023, but Stage 2 works are behind schedule with alternative interim arrangements in place to temporarily conduct the affected service from the Yarralea facility.

Overall, the program is behind the baseline schedule with $8.31 million underspend projected at year end, with major contributing factors as follows:

• The baseline scope of the proposed Collingwood College Early Childhood Centre (total project value $3.6 million funded by the State Government) as been assessed as not viable. Negotiations are in progress to rescope the project with the State Government to deliver modular building solution and a reduced scope of works to be undertaken by Council.
• Installation of HVAC at Richmond Town Hall, which is in design, but will not be ready commence construction in 2023/24, along with clock tower render repair, façade and roof renewal works at this facility which can be deferred with alternative arrangements in place to monitor and control risks.
• The proposed Atherton Gardens Kindergarten (total project value $1.03 million funded by the State Government) is not deliverable within the grant funding provided. Negotiations are in progress for the delivery of the project to be undertaken by the State.
• Installation of HVAC and other upgrades to the Fitzroy Town Hall, which was deferred by decision of Council on 14 February 2023. • The proposed redevelopment of Yambla Pavilion which has been delayed; the estimated cost for this project has risen significantly, and alternative approaches are being considered.
• The Brunswick Street Oval Precinct Redevelopment (having significant State Government funding support of $12.92 million total) is progressing more slowly than expected, with planning and heritage approvals still pending. The project is expected to be tendered in the first half of 2023 and commence construction in 2023/24.
• $1.13m of other savings in various programs and projects identified at the half-year review.

Plant & Equipment

Plant, machinery and equipment

This program is ahead of schedule, with several vehicles renewed and the installation of additional EV chargers at Collingwood Town Hall and 345 Bridge Road. This program had been conservatively scheduled due to uncertainty with global supply chains arising from the pandemic.

A total of $1.26 million in savings from this program was identified at the half-year review.

Fixtures, Fittings and Furniture

The purchase of fixtures, fittings and furniture is on track.

Whilst this program shows an end of year unfavourable variance of $122K, this is due to $127K of expenditure forecast for the Archie Roach AM and Ruby Hunter public artwork attributed to this category which is fully funded by an unbudgeted grant from the State government.

Computers and telecommunications

The purchase of computer and telecommunications equipment and software is behind the baseline schedule, with higher expenditure expected in the second half.

Savings of $245K expenditure on meeting room audio-visual equipment has been identified at the half-year review.

Library books

The purchase of library resources is on track.

Infrastructure

Roads

The roads program is progressing well, with 40 of 84 road renewal projects completed and a further 29 in progress.

Bridges

The bridges program is ahead of schedule.

Footpaths and cycleways

The footpath renewal program is progressing well with 11 of 28 projects completed and a further 11 in progress, including major renewal works to the Nicholson St Activity Centre which was nearing completion at the end of the quarter.

There have been some delays in Department of Transport approvals, meaning that some cycling related projects will be replanned for 2023/24 including the Wellington Street/Johnston Street (North) Intersection Upgrade and the Brunswick Street Protected Bike Lane, and others for 2024/25 including the Balmain/Cotter/Church Intersection Upgrade and the Wellington/Johnston Street (North) Intersection Upgrade.

Following detailed design, the proposed Alfred Crescent Bi-Directional Bike Lane is not deliverable for the allocated budget of $160K and has been deferred pending further investigations.

Whilst this program shows an end of year unfavourable variance of $486K, this is offset by $409K of unbudgeted income from Department of Transport for the Nicholson St Activity Centre works and a further $446K of funding from the deferral of budgeted works in Wangaratta Street that cannot proceed due to unscheduled water authority works.

Drainage

The drainage program has 3 of 14 projects complete and a further 10 in progress.

This program is behind the baseline schedule for the year due to some delays in commencing projects including unavailability of contractors. The program has been replanned for the second half and is expected to be completed in the second half, except for the Curtain Square Stormwater Harvesting Scheme which will commence construction in quarter 4 and be completed in 2023/24.

Waste management

The waste management capital program for the renewal of street bins (including smart and compacting bins) is scheduled for delivery in the second half.

Parks, open space and streetscapes

This program has 2 of 47 projects completed (Alphington Park and Citizens Park playgrounds), 2 projects nearing completion at the end of quarter 2 (Edinburgh Gardens Fitzy Skate Bowl and the Stephenson Reserve park extension), with a further 21 projects in progress.

Overall, the program is behind the baseline schedule with $3.91 million underspend projected at year end, with major contributing factors as follows:

- Burnley Golf Course risk mitigation redevelopment works which are planned to commence in the second half of 2022/23, and be completed in 2023/24.
- Construction of the Cambridge St park extension has been delayed due to adjacent private development works, but is expected to commence in March and be completed in 2023/24.
- The Otter Street pocket park construction has been delayed due to difficulty securing a contractor; it is anticipated to commence in the second half and be completed in 2023/24.
- Budgeted expenditure on open space land acquisitions (funded from the Open Space Reserve), which is not expected to occur in 2022/23 but will remain in reserve for the purpose of funding future open space land acquisitions activities.
- $560K of savings in various programs and projects identified at the half-year review.

Other infrastructure

Overall, this program is ahead of schedule.

Delivery of LAPM 13 Abbotsford Precinct road safety treatments, Safety around Schools and Pedestrian Provisions projects are all ahead of schedule.

Delivery of the Safe and Liveable Victoria Street program, fully funded by the State Government, is well progressed.

Underspend of $1.15 million in this category is projected at year end, with major contributing factors as follows:

- Various savings realised in the overall LAPM program, including savings realised by deferral of lower priority works in LAPM 13 Abbotsford Precinct and LAPM 3 Scotchmer Precent.
- Planned carry-forward of the Pedestrian Infrastructure in Cremourne project for completion in 2023/24.
- Gleadell St/Highett St Threshold Treatment, which has been deferred pending an integrated approach for the precinct.

Appendix

Comprehensive Income Statement

Comprehensive Income Statement	YTD Budget $'000	YTD Actuals $'000	YTD Variance $'000	**Annual Budget $'000**	Annual Forecast $'000	Annual Variance $'000
Income						
Rates and charges	124,295	124,591	296	**125,163**	125,163	-
Statutory fees and fines	17,957	17,173	(785)	**35,754**	35,254	(500)
User Fees	16,234	17,254	1,020	**33,174**	33,480	306
Grants - Operating	8,080	11,106	3,027	**16,234**	19,869	3,634
Grants - Capital	1,401	3,316	1,915	**11,825**	6,576	(5,249)
Contributions - OSR	2,500	2,268	(232)	**5,000**	5,000	-
Contributions - Other monetary	854	876	21	**1,985**	1,702	(283)
Reimbursements	534	1,111	577	**966**	1,345	379
Other Income	352	1,209	858	**741**	2,287	1,546
Net gain/(loss) on disposal	40	1,771	1,731	**80**	2,080	2,000
Total income	**172,248**	**180,674**	**8,426**	**230,922**	**232,756**	**1,833**
Expenses						
Employee Costs	51,068	48,670	2,399	**102,989**	100,902	2,086
Materials and services	38,535	35,207	3,328	**82,691**	85,217	(2,526)
Depreciation & Amortisation	12,444	12,232	212	**24,837**	24,837	-
Amortisation - right of use assets	532	598	(66)	**1,163**	1,163	-
Bad and doubtful debts	2,562	1,786	776	**5,075**	4,304	771
Borrowing costs	542	542	0	**1,050**	1,059	(9)
Interest Exp - Leases	40	36	5	**58**	58	-
Other expenses	461	446	15	**746**	843	(97)
Total expenses	**106,184**	**99,516**	**6,668**	**218,608**	**218,383**	**225**
Surplus/(Deficit) for the year	**66,063**	**81,157**	**15,094**	**12,314**	**14,373**	**2,059**

Statement of Financial Position

Statement of Financial Position	YTD Actuals $'000	30/06/22 Actuals $'000	Movement Inc/(Dec) $'000
Current assets			
Cash and cash equivalents	59,334	54,801	4,533
Trade and other receivables	92,156	23,578	68,578
Other financial assets	35,000	25,000	10,000
Inventories	180	180	-
Non-current assets classified as held for sale	-	-	-
Other assets	461	1,267	(806)
Total current assets	187,132	**104,827**	**82,305**
Non-current assets			
Investments in joint arrangements	5	5	-
Property, infrastructure ,plant and equipment	2,043,539	2,041,598	1,941
Right-of-use assets	739	1,337	(598)
Total non-current assets	2,044,283	**2,042,940**	**1,343**
Total assets	2,231,415	**2,147,767**	**83,648**
Current liabilities			
Trade and other payables	6,838	12,945	(6,107)
Trust funds and deposits	27,475	15,359	12,116
Unearned income/revenue	11,926	10,994	932
Provisions	17,950	18,527	(577)
Interest-bearing liabilities	2,152	4,271	(2,119)
Lease liabilities	622	1,260	(637)
Total current liabilities	66,963	**63,356**	**3,607**
Non-current liabilities			
Other Liabilities	386	386	0
Provisions	1,215	1,443	(227)
Interest-bearing liabilities	34,900	34,900	-
Lease liabilities	200	200	-
Total non-current liabilities	36,702	**36,929**	**(227)**
Total liabilities	103,665	**100,285**	**3,380**
Net assets	2,127,749	**2,047,481**	**80,268**
Equity			
Accumulated surplus	652,286	652,940	(654)
Asset revaluation reserves	1,370,757	1,370,757	-
Other reserves	23,547	22,672	876
Surplus for the year	81,157	1,113	80,044
Total equity	2,127,748	**2,047,481**	**80,267**

Statement of Cashflows

Statement of Cash Flows	YTD Actuals $'000 Inflows (Outflows)	Annual Budget $'000 Inflows (Outflows)	Annual Forecast $'000 Inflows (Outflows)	Annual Variance $'000 Inflows (Outflows)
Cash flows from operating activities				
Rates and charges	57,817	126,912	126,912	(0)
Statutory fees and fines	16,778	32,178	31,728	(450)
User fees	14,634	33,174	33,480	306
Grants - operating	12,038	16,234	19,869	3,635
Grants - capital	3,316	11,825	6,576	(5,249)
Contributions - monetary	2,254	6,934	6,702	(232)
Interest received	1,085	-	-	-
Trust funds and deposits taken/(repaid)	12,116	-	-	-
Other receipts	856	1,758	3,632	1,874
Net GST refund/(payment)	1,314	-	-	-
Payments to Employees	(49,475)	(103,092)	(100,902)	2,190
Payments to Suppliers	(42,464)	(83,837)	(86,059)	(2,222)
Net cash (used in) / provided by operating activities	**30,269**	**42,086**	**41,937**	**(149)**
Cash flows from investing activities				
Payments for property, infrastructure, plant and equipment	(14,174)	(54,105)	(38,686)	15,419
Proceeds from sale of property, infrastructure, plant and equipment	1,771	580	580	-
Payments for investments	(10,000)	-	-	-
Proceeds from sale of investments		-	-	-
Net cash used in investing activities	**(22,403)**	**(53,525)**	**(38,106)**	**15,419**
Cash flows from financing activities				
Finance costs	(542)	(1,050)	(1,059)	(9)
Proceeds from Borrowings	-	20,000	-	(20,000)
Repayment of borrowings	(2,119)	(4,271)	(4,271)	-
Interest paid - lease liability	(36)	(58)	(58)	(0)
Repayment of lease liabilities	(637)	(1,268)	(1,268)	-
Net cash used in financing activities	**(3,333)**	**13,353**	**(6,656)**	**(20,009)**
Net decrease in cash held	**4,533**	1,915	(2,825)	(4,740)
Cash at beginning of period	54,801	71,470	54,801	(16,669)
Cash at end of period	**59,334**	**73,385**	**51,977**	**(21,408)**

Financial Assets	
Cash at end of period	59,334
Term Deposits	35,000
Total financial assets	**94,334**

Future items to be funded	
Trust Funds and deposits	16,513
Statutory reserves	23,547
Capital carry forwards	4,025
Capital grant funding	25,597
Operating grant carry overs	3,662
Total	**73,344**

Statement of Capital Works

Statement of Capital Works	YTD Budget	YTD Actuals	YTD Variance	**Adopted Budget**	Current Final Projection	Annual Variance
	$'000	$'000	$'000	**$'000**	$'000	$'000
Property						
Buildings	6,123	3,930	2,193	**18,951**	10,641	8,310
Total property	**6,123**	**3,930**	**2,193**	**18,951**	**10,641**	**8,310**
Plant and equipment						
Plant, machinery and equipment	65	530	(465)	**2,688**	1,423	1,265
Fixtures, Fittings and Furniture	25	21	4	**150**	272	(122)
Computers and telecommunications	1,066	562	504	**2,713**	2,414	299
Library books	435	402	33	**640**	630	10
Total plant and equipment	**1,591**	**1,515**	**76**	**6,191**	**4,739**	**1,452**
Infrastructure						
Roads	4,028	3,761	267	**7,636**	7,074	562
Bridges	-	15	(15)	**108**	65	43
Footpaths and cycleways	1,664	1,355	309	**2,488**	2,974	(487)
Drainage	2,112	745	1,367	**3,752**	3,281	471
Waste management	-	-	-	**100**	100	-
Parks, open space and streetscapes	2,598	1,515	1,084	**9,585**	5,671	3,914
Other infrastructure	745	1,231	(485)	**5,295**	4,142	1,153
Total infrastructure	**11,148**	**8,621**	**2,526**	**28,963**	**23,307**	**5,657**
Total capital works expenditure	**18,862**	**14,067**	**4,795**	**54,105**	**38,686**	**15,419**
Represented by:						
New asset expenditure	3,161	852	2,309	**12,217**	4,311	7,905
Asset renewal expenditure	14,371	11,764	2,607	**35,730**	29,201	6,529
Asset expansion expenditure	-	-	-	**-**	-	-
Asset upgrade expenditure	1,330	1,451	(121)	**6,158**	5,174	984
Total capital works expenditure	**18,862**	**14,067**	**4,795**	**54,105**	**38,686**	**15,419**

Project ID	Description	Project Budget Before Change $	Net Change to Budget $	Unbudgeted Income $	Change Request Type	Reason	Reporting Period
3406	Library - Physical Collection	378,000	-	10,321	External funding	Received external funding from the State Governments Premiers reading challenge program	Oct-2022
3361	Atherton Gardens Kindergarten	700,000	-685,000		Carry Over	Planned carry forward (externally funded); scope of works not deliverable within funding provided and discussions in progress to renegotiate funding agreement	Dec-2022
3168	Collingwood College Early Childhood Centre	3,200,000	-3,180,000		Carry Over & Savings	Planned carry forward $520K (and further $2.66m savings - all externally funded); Baseline scope of works has been assessed as not viable; negotiations are in progress to rescope the project, with the State Government to deliver modular building solution and a reduced scope of works to be undertaken by Council	Dec-2022
3271	Curtain Square Stormwater Harvesting Scheme	1,296,579	-496,579		Carry Over	Planned carry forward (part externally funded) - project to commence in Q4 and be completed in 23/24	Dec-2022
2803	Burnley Golf Course, Richmond - Risk Mitigation Works	1,500,000	-553,000		Carry Over	Planned carry forward; works to commence in 2H 22/23 and finish in 23/24	Dec-2022
2621	Brunswick Street Oval Precinct Redevelopment	1,000,000	-480,000		Carry Over	Planned carry forward (externally funded); works to commence in 23/24	Dec-2022
3107	Clifton Hill Depot - Power Upgrade	158,000	+139,000		Budget Increase & Carry Over	Project is more expensive than budgeted; budget increased by $500K savings from project 3151 less $361K planned carry-forward	Dec-2022
3158	Pedestrian Infrastructure in Cremorne	95,000	-74,000		Carry Over	Planned carry forward	Dec-2022
2908	Cambridge Street Reserve, Collingwood	1,553,600	-676,600		Carry Over	Planned carry forward (OS reserve funded); works to commence in 2H 22/23 and finish in 23/24	Dec-2022
2819	Otter Street Pocket Park	900,000	-440,000		Carry Over	Planned carry forward (externally funded); works to commence in 2H 22/23 and finish in 23/24	Dec-2022
2541	Alphington Bowls Club Redevelopment	300,000	-150,000		Replan	Replan; works will be ready to commence in 23/24, subject to Council approval	Dec-2022
2233	Panther Pavilion/Boat Storage Investigations	440,000	-390,000		Replan & Savings	Replan $50K for design activity following investigation of site options undertaken in 22/23, with $340K savings realised by deferral of works pending design outcomes	Dec-2022
3133	Yambla Pavilion Redevelopment	1,071,000	-871,000		Replan	Replan (part externally funded) - not ready to commence construction in 22/23	Dec-2022
3313	Brunswick Street Protected Bike Lane	189,000	-139,000		Replan	Replan - not ready to commence construction in 22/23 due to delay in DoT approvals	Dec-2022
3314	Capital City Trail/St Georges Road Signalised Crossing remodelling works	100,000	-70,000		Replan	Replan - not ready to commence construction in 22/23	Dec-2022
3051	Golden Square - Park and Playground Design	94,500	-39,500		Replan	Replan (part OS reserve funded) - playground design and consultation will not be completed in 22/23	Dec-2022
3354	New Pocket Park - Charlotte Street - Design and Documentation	180,000	-95,000		Replan	Replan (part OS reserve funded)	Dec-2022
3395	IS - Other Software	50,000	-10,066		Savings	Savings identified in program	Dec-2022
3145	IS - Yarra facilities AV and collaboration equipment fit-out	375,000	-289,318		Savings	Savings identified in program	Dec-2022

Project ID	Description	Project Budget Before Change $	Net Change to Budget $	Unbudgeted Income $	Change Request Type	Reason	Reporting Period
2847	Carlton Hall - universal accessibility works	648,000	-418,000		Savings	Design prepared for first stage redevelopment; minor works to front door and toilets to be completed in 22/23, with remainder to be taken up as saving as insufficient funds to commence redevelopment works	Dec-2022
3134	Yarra Community Youth Centre - Miscellaneous Works	89,000	-89,000		Savings	Savings through deferral of works	Dec-2022
3406	Library - Physical Collection	378,000	-10,000		Savings	Savings identified in program	Dec-2022
2382	Gleadell St/Highett St Threshold Treatment	150,000	-150,000		Savings	Works to be deferred pending an integrated approach for the precinct	Dec-2022
2465	LAPM 13 (Abbotsford)	1,336,000	-311,000		Savings	Savings identified in program through deferral of works; Note net savings in overall LAPM program (projects 2465,3317,3037,3318,3038,3320,3040,3323) is $1.036m	Dec-2022
3317	LAPM 13 (Abbotsford)	145,000	+20,000		Budget Increase	Additional budget required; refer comment against project 2465 regarding net savings in LAPM program	Dec-2022
3037	LAPM 15 (Highett)	50,000	-50,000		Savings	Savings identified in program	Dec-2022
3318	LAPM 15 (Highett)	30,000	-15,000		Savings	Savings identified in program	Dec-2022
3038	LAPM 19 (Bendigo)	292,948	-73,000		Savings	Savings identified in program	Dec-2022
3320	LAPM 2 (Carlton North)	369,000	-24,000		Savings	Savings identified in program	Dec-2022
3040	LAPM 3 (Scotchmer)	320,000	-125,000		Savings	Savings identified in program	Dec-2022
3321	LAPM 3 (Scotchmer)	340,000	-340,000		Savings	Savings through deferral of works	Dec-2022
3323	LAPM 9 (Rose)	220,000	-118,000		Savings	Savings identified in program	Dec-2022
3365	Buildings - Asbestos Removal Program	80,000	-10,913		Savings	Savings identified in program	Dec-2022
2236	Depot Redevelopment Project	100,000	-100,000		Savings	Design not proceeding at this juncture (external grant funded)	Dec-2022
3096	Fitzroy Town Hall - HVAC	1,020,000	-890,000		Savings	Works deferred by decision of Council on 14 Feb 2023	Dec-2022
3377	Fitzroy Town Hall - HVAC, floor sanding & courtyard screens	1,720,000	-1,365,000		Savings	Works deferred by decision of Council on 14 Feb 2023	Dec-2022
3378	Gold Street Children's Centre Courtyard Awning	11,000	-11,000		Savings	Savings - project delivered in previous FY	Dec-2022
3380	Malcolm Graham Pavilion - - Miscellaneous Works	150,000	-140,000		Savings	Savings through deferral of works	Dec-2022
3094	Richmond Town Hall - Clock Tower, Roof and Façade Remediation	1,025,000	-801,500		Savings	Can be deferred with alternative arrangements put in place to monitor and control risks	Dec-2022
3384	Richmond Town Hall - HVAC electrification	1,900,000	-1,730,000		Savings	Project will not be ready for construction in 22/23 or 23/24	Dec-2022
3390	Whitegoods Replacement Program	30,000	-5,000		Savings	Savings identified in program	Dec-2022

Project ID	Description	Project Budget Before Change $	Net Change to Budget $	Unbudgeted Income $	Change Request Type	Reason	Reporting Period
3400	Mechanical Plant Replacement Program	60,000	-40,000		Savings	Savings identified in program	Dec-2022
3401	Passenger Cars	1,190,000	-190,000		Savings	Savings identified in program	Dec-2022
3151	Compactors	500,000	-500,000		Savings	Planned equipment purchases can be deferred and realised as savings - transferred to project 3107 depot power upgrade to support EV fleet	Dec-2022
3402	Trucks Replacement Program	535,000	-535,000		Savings	Planned vehicle purchases can be deferred and realised as savings	Dec-2022
3310	Alfred Crescent Bi-Directional Bike Lane	160,000	-135,000		Savings	The project is not deliverable for the allocated budget and has been deferred pending further investigations	Dec-2022
3311	Balmain/Cotter/Church Intersection Upgrade	80,000	-50,000		Savings	To be replanned for 24/25 due to delay in DoT approval	Dec-2022
3315	Coppin Street Intersections Improvements	30,000	-25,360		Savings	Defer and replan for 24/25 or beyond	Dec-2022
3329	Wellington/Johnston Street (North) Intersection Upgrade	80,000	-60,000		Savings	To be replanned for 24/25 due to delay in DoT approval	Dec-2022
2472	Alphington Park - Playground Construction	355,000	-12,982		Savings	Savings realised in delivered project (OS reserve funded)	Dec-2022
3056	Atherton Reserve - Fitness Equipment	70,000	-70,000		Savings	Project cancelled (part OS reserve funded)	Dec-2022
2812	Coate Park - Park Furniture	20,000	-20,000		Savings	Project cancelled - site inspection confirmed park furniture replacement not required	Dec-2022
3050	Curtain Square - Playground	50,000	-50,000		Savings	Projected deferred due to lack of capacity to deliver	Dec-2022
3352	Design works - Implementation of the Open Space Strategy	150,000	-87,000		Savings	Savings identified in program (OS reserve funded)	Dec-2022
3353	Land Purchase (via the OSR)	2,000,000	-2,000,000		Savings	Not expected to proceed in 22/23 (OS reserve funded) - funds will remain in reserve for the intended purpose	Dec-2022
3052	Langdon Reserve - Playground Design	30,000	-30,000		Savings	Project will be deferred until 24/25 (part OS reserve funded)	Dec-2022
3343	McConchie Reserve - Garden Beds	35,000	-19,000		Savings	Savings identified in project	Dec-2022
3333	Merri Ck Parklands - Adventure Playground Renewal	50,000	-40,000		Savings	Savings identified in project by reducing scope following site audit	Dec-2022
3349	Merri Ck Parklands - Park Furniture	60,000	-60,000		Savings	Project cancelled - site inspection confirmed park furniture replacement not required	Dec-2022
3334	Open Space Children Services - Playground Renewals Program	305,000	-205,000		Savings	Savings identified in program	Dec-2022
3061	Ramsden St Oval - Cricket Surface	45,000	-45,000		Savings	Savings through deferral of works	Dec-2022
	2022/23 Q2 Totals		**-19,430,818**	**10,321**			

7.5 Enhancements to grant-making administrative policy and future staged review of the Community Grants Program

Executive Summary

Purpose

This report provides information on recent enhancements to grant-making administrative policy and practice, seeks endorsement to consult the community on a new Draft Grants Administration Guide and outlines a proposal for a review of the Community Grants Program.

Key Issues

Through the Yarra Community Grants Program (CGP), each year Council provides significant funding to empower individuals and organisations to work together to address common challenges and achieve shared goals. The supported areas encompass community development, arts and culture, climate action and sustainability, sports and recreation, as well as youth and family initiatives.

As part of the 2022-23 Internal Audit Program, a review of the management of the Yarra Community Grants Program (CGP) was completed by auditors HLB Mann Judd. The internal audit examined whether Council has an appropriate framework (i.e., policies, procedures, and systems) in place for the CGP. It was concluded that the current framework meets the needs of the Council and opportunities were identified to enhance policies and practices.

One recommendation was that an overarching policy is produced to serve as a framework to guide the actions of staff, volunteers, and the Council in administering the CGP while also informing the community of the criteria, process, and expectations for accessing and utilising grants. In response, a Draft Grant Administration Guide has now been developed and covers the purpose, scope, principles, and objectives of the CGP; roles and responsibilities; promotion and assistance with applications; processing applications; managing awarded grants; and monitoring and evaluation. Endorsement of this document is sought from Council for further community and stakeholder consultation, with adoption sought in April 2023.

The CGP has developed iteratively. There are currently ten sub-programs, with and without themed streams (e.g., arts, sustainability, etc.), a mix of delivery timeframes (e.g., over one or several years), most competitive and some by invitation. These sub-programs and the various funding allocations are products of historical circumstances. The current structure of the CGP presents challenges in responding to emerging issues, addressing the changing needs of the community, and reflecting the changing priorities of citizens expressed through elections and articulated in Council Plans.

While the recent audit demonstrates that the CGP is performing well from a governance perspective, officers will continue to ensure issues such as perceived conflict of interest in the approval of grants are well managed, such as the potential for the CEO to be the approver of grants, with Council noting the grant outcomes. Further, such audits do not consider whether the program is optimally designed or whether the social and sustainability return on investment is maximised. While particular sub-programs have been examined in the past decade, there has not been a holistic review of the CGP. It is proposed that a review of the CGP is undertaken in the new financial year and that officers report back to Council with a draft Project Terms of Reference for its consideration.

Financial Implications

There are no financial implications associated with the endorsement of the Draft Grants Administration Guide.

PROPOSAL

That Council:

(a) endorses the Draft Grants Administration Guide for community and stakeholder consultation;

(b) notes that a finalised Grants Administration Guide will be presented to Council in April 2023 for adoption; and

(c) notes the proposal for a review of the Community Grants Program to be undertaken in the financial year 2023-24 and that officers will report back to Council with a draft Project Terms of Reference for its consideration.

(d)

7.5 Enhancements to grant-making administrative policy and future staged review of the Community Grants Program

Reference	D23/64688
Author	Malcolm McCall - Manager Social Strategy and Community Development
Authoriser	General Manager Community Strengthening

Purpose

1. Council distributes significant funding annually through its community grants. This report provides information on recent enhancements to grant-making administrative policy and practice, seeks endorsement to consult the community on a new Draft Grants Administration Guide, and outlines a proposal for a review of the Community Grants Program.

Critical analysis

History and background

2. Community development is the process of building and strengthening the capacities of communities to shape their own future. Through the Yarra Community Grants Program (CGP), each year Council provides significant funding to empower individuals and organisations to work together to address common challenges and achieve shared goals. The supported areas encompass community development, arts and culture, climate action and sustainability, sports and recreation, as well as youth and family initiatives.
3. The CGP funds contribute to projects and initiatives that are locally based and provide a program, service or activity that is of benefit to the Yarra community. Not funded are projects considered to be the responsibility of the State or Federal Governments, businesses and other for-profit organisations.
4. To be eligible for funding, applicants must be a not-for-profit, incorporated community organisation or meet one of several specific exceptions (e.g., unincorporated community groups auspiced by an incorporated organisation, individual artists or arts-related businesses operating under an active sole trader ABN).
5. Training programs are also delivered to build capacity for local not-for-profit and community organisations (e.g., project management essentials, partnerships and network building, financial administration, cultural competency, and managing members and volunteers).
6. Current grants programs are as follows:
   (a) The town hall subsidy for community events (provided as required);
   (b) Grants with annual rounds and a one-year delivery timeframe include Annual Grants (with six streams); Small Project Grants (eligible projects include Community Projects, Arts and Culture and Climate action); and Room to Create Responsive Grants. The Annual Grants are competitive with funded projects and initiatives timed to be delivered within the financial year. The Small Project Grants and Room to Create Grants are open until funds are exhausted;
   (c) Creative and Engage Yarra is a competitive grant with funded projects and initiatives currently delivered over two calendar years;
   (d) Investing in Community Grants is a competitive grant with funded projects and initiatives to be delivered over three calendar years;
   (e) Relating to collaborative efforts with the Victorian Government to identify and address the needs of 8- to 21-year-olds who live in the Richmond and/or Collingwood Housing

Estates, the Richmond and Collingwood Youth Grants are competitive grants with funded projects and initiatives timed to be delivered over three calendar years;

(f) The Fitzroy Adventure Playground Program Grant was established to provide up to three years of funding subsidy to a not-for-profit organisation towards the operation of the Fitzroy Adventure Playground and management of the site;

(g) The Celebrate Yarra Grants are non-competitive and offered to three community organisations for the delivery of three prominent street-based festivals: Johnston Street Fiesta, Victoria Street Lunar Festival and Gertrude Street Projection Festival; and

(h) The Community Partnership Grants support programs that promote partnerships between Council and community organisations that are "important, unique and enduring". These grants are non-competitive and by invitation, with programs funded for four years.

Discussion

Assessment and Management of Community Grants: Internal Audit and Remedial Actions

7. As part of the 2022-23 Internal Audit Program, the Audit and Risk Committee approved a review of the Council's Community Grants Program (CGP) Management processes to be completed by HLB Mann Judd. The objective of the internal audit was to determine whether the Council has appropriate policies, procedures, and systems in place concerning its CGP.

8. Mann Judd concluded that "… The Council has established an appropriate CGP Framework that meets the needs of the Council", while also identifying "a number of opportunities for improvement … (So as) to enhance the relevant practices".

9. Regarding the assessment and management of the CGP, the following positive practices were noted:

   (a) The Council has adequately adopted processes to manage risks and promote transparency, which is in line with the industry standard;

   (b) There is published information on the CGP, with the Community Grants Handbook (ca. 2019) providing information on the strategic objectives, context, aims, and processes for the CGP. The various Grant Guidelines give specific information to the various grants;

   (c) Throughout the year, information sessions on community grants and training (capacity building) are delivered to local community groups and not-for-profit organisations; and

   (d) Community organisations were complying with the rules and requirements of grant funding agreements.

10. The opportunities for enhanced CGP assessment and management included:

   (a) Updating the internal operations CGP manual to be to reflect current practice better;

   (b) Having a uniform explanation and ubiquitous practice concerning Conflict-of-Interest declarations;

   (c) Including CGP within the Council's Instrument of Delegation (i.e., specifying authorised personnel for approving EFT payments and executing the Funding Agreement);

   (d) Inclusion of CGP in the Council's operational risk register, with risk causes, consequences and controls articulated and reported upon; and

   (e) Producing a formalised, up-to-date, and comprehensive Community Grants Program Framework that sets the tone required from management and provides guidance in day-to-day transactions and activities for staff. The framework should cover the current scope, objectives, principles, and roles and responsibilities of relevant stakeholders in the management of the CGP program.

11. Management accepted all recommendations made by Mann Judd. In late August 2022, the Council Audit and Risk Committee received and accepted the auditor's report with corresponding remedial actions from management.

12. Officers have since updated the internal operations CGP manual, enhanced practice concerning Conflict-of-Interest declarations, added the CGP to Council's operational risk register and are working through the remaining actions.

13. Currently, CGP policy and procedures are distributed across multiple documents (i.e., the Community Grants Handbook ca. 2019 and the various grant guidelines). It was recommended that an overarching policy is produced to serve as a framework to guide the actions of staff, volunteers, and the Council in administering the CGP while also informing the community of the criteria, process, and expectations for accessing and utilising grants. In response, officers have now developed a new draft document called the **Draft Grants Administration Guide** to meet this recommendation.

14. In developing the draft Grants Administration Guide, officers have:

    (a) Addressed the findings and recommendations of the audit;

    (b) Inspected and integrated current Council documents that guide and are formally used for the administration of the CGP, including the Procedures Manual, all Grants Guidelines, Council Plan and Vision, Social Justice Charter and Gender Equity Strategy, and select Reports to Council (e.g., those concerning grants initiation and recommendations);

    (c) Reviewed available policy collateral for community grantmaking from other local governments and select public bodies;

    (d) Considered the published findings of the state's auditor general's office (Fraud Control over Local Government Grants / Victorian Auditor-General's Office. (2022). Melbourne: Victorian Auditor-General's Office);

    (e) Undertaken interviews with external subject matter experts from other Councils on their community grantmaking;

    (f) Facilitated a conversation with key internal stakeholders (i.e., officers from Arts, Culture and Venues, Sustainability, Family, Youth and Children's Services, Recreation and Equity and Community Development) on the structure and content of the Grants Administration Guide; and

    (g) Out-of-scope was the consideration of the Council's current funding priorities and allocations for community grants.

15. The Draft Grants Administration Guide in **Attachment 1** covers the purpose, scope, principles, and objectives of the CGP; roles and responsibilities of officers; promotion and assistance with applications; processing applications (assessment criteria, terms of reference for Community Panels, conflict of interest, decision-making); managing awarded grants (funding agreements, performance, acquittal, disputes); and monitoring and evaluation.

16. In seeking endorsement of the Draft Grants Administration Guide, the next steps will be to consult with the community and other stakeholders. This feedback will contribute to a final document to be adopted at Council in the coming months.

Proposal to review the Community Grants Program

17. While the recent audit demonstrates that the CGP is performing well from a governance perspective, officers will ensure issues such as perceived conflict of interest in the approval of grants are well managed, including the potential of having the CEO approve grants, with Council noting the grant outcomes.

18. Further, such audits do not consider whether the program is optimally designed or whether the social (and sustainability) return on investment is maximised.

19. The CGP has developed iteratively. As illustrated earlier, there are currently ten sub-programs, with and without themed streams (e.g., arts, sustainability, etc.), a mix of delivery timeframes (e.g., over one or several years), most competitive and some by invitation.

20. Beyond the CGP, Council also provides material support to local organisations through subsidised leasing and licensing (and maintenance) of community facilities, and through service agreements and funding agreements. Some examples of non-grant funding agreements include contributions to the Yarra Energy Foundation (YEF) and the nine Neighbourhood Houses located within the City of Yarra.

21. The sub-programs and streams of the CGP and the various funding allocations are products of historical circumstances. The current structure of the CGP presents challenges in responding to emerging issues, addressing the changing needs of the community and reflecting the changing priorities of citizens expressed through elections and articulated in Council Plans.

22. While particular sub-programs have been examined in the past decade, there has not been a holistic review of the CGP. It is proposed that a review of the CGP is undertaken in the new financial year and that officers report back to Council with a draft Project Terms of Reference for its consideration. Possible lines of enquiry include:

    (a) What are the future funding priorities? Is the current funding mix right? Is it better to have fewer or more sub-programs and streams?

    (b) Different funding durations have benefits and drawbacks (e.g., shorter periods promote responsiveness while more extended periods give security and certainty). Is the mix of funding durations optimal?

    (c) Are the various projects and initiatives funded through by-invitation grants best suited for addressing contemporary community needs and advancing Council's strategic objectives?

    (d) Can the CGP, especially multiyear grants, be better aligned to the cycle of the Council Plan? (i.e., timed in such a way as the strategic directions inform grantmaking of an incoming Council);

    (e) Across the whole gamut of financial contributions made by the Council to community organisations, are some better made as service agreements or grants?

    (f) What is the optimal management of perceived conflict of interest in the approval of grants, for example, should the CEO approve grants, with Council noting the outcomes?

Options

23. There are no options provided.

Community and stakeholder engagement

24. For all grant rounds, feedback is gathered at both the application stage and through the acquittal process from grant applicants and recipients. This feedback is collated and incorporated into future guidelines and application processes where appropriate. This process is conducted annually.

25. The reach of the CGP is extensive, as is the list of stakeholders. Each year over 200 organisations and many individuals are accessing Council funding. In any reviewing of sub-programs or the CGP broadly, consultation and engagement efforts will be extensive in reach, varied (different methodologies deployed for varying stakeholders), and authentic (a genuine desire to listen and be open to accommodating ideas for improvement).

26. The Draft Grants Administration Guide will be open for public exhibition from 20 March to 10 April 2023, seeking feedback on the draft document and how it will impact on grant applicants; evaluate sentiment towards Yarra's grants program; understand the barriers to inform future planning and continuous improvement; and inform the community on the breadth of work covered by the grant program.

27. Internal stakeholders' feedback will also be sought on the draft document to ensure it is well-rounded and a practical piece of work.

Policy analysis

Alignment to Community Vision and Council Plan

28. The Community Grants objectives are closely aligned with the Council Plan 2021–25 and Community Vision. Community Grants are intended to support the delivery of the Council Plan and are a key means by which its strategic objectives can be realised in partnership with the community.

29. All six strategic objectives of the Council Plan are supported through the Grants Program, either via the proposed and delivered programs or through the process of empowering community groups and organisations to deliver them.

Climate emergency and sustainability implications

30. Yarra's Annual Grants Program has a Climate Action Stream to encourage and support projects that align with the Climate Emergency Plan.

31. Grant applications are submitted and managed through an online grants management system which has dramatically reduced the amount of paper.

Community and social implications

32. Yarra's grants program aims to address numerous social and community issues/needs across such areas as arts and culture, sustainability, community development, sport and recreation, family, children, and youth.

33. The Guidelines for each of the Grant streams provide the priorities that will be funded. These priorities are aligned with building a sense of community, encouraging social inclusion, celebrating diversity, building social cohesion, and improving community health and wellbeing.

Economic development implications

34. The Grants program provides a flexible and responsive source of funds to community-based not-for-profit organisations. Funding support projects that deliver outcomes outlined within the Council Plan and target the areas of highest need within the community. The aim is to improve the long-term outlook for local families and businesses by strengthening the local not-for-profit sector's capacity and generating economic activity.

35. Projects that support new arrivals, young people and families through skills development or projects that support service coordination have a direct economic benefit. Grants also redistribute funds to the disadvantaged in the community. At the most recent Annual Grants round, 52 applications (30% of all) were for projects in one of Yarra's public housing estates or primarily engage public housing residents.

36. The festivals and events funded by grants bring economic benefits and assist with branding Yarra as a destination city.

Human rights and gender equality implications

37. The current grant guidelines (for all streams) align with the Victorian Charter of Human Rights and Responsibilities Act 2006 and Yarra's Social Justice Charter and actively support people to participate in and contribute to their community.

38. Annual Grants applications seek information on how applicants will address issues of gender inequality in their proposed initiative, ensuring that planning and forethought on this issue is managed from the outset.

Operational analysis

Financial and resource impacts

39. The one-year grants (i.e., Annual Grants, Small Project Grants and Room to Create Grants) have a total cost of $1.16M. The remaining grant rounds to be initiated in 2023 have a total cost of around $772K per annum.

40. The process involved in finalising the Draft Grants Administration Guide is included in the current budget and does not require further financial resources.

Legal Implications

41. The Audit and Risk Committee is established under section 53 of the Local Government Act 2020 (Act). The role of the Audit and Risk Committee is to provide independent and objective assurance and assistance to Council and its CEO on Council's risk management, control and compliance framework and its external financial and performance accountability and responsibilities.

42. Fraud controls for grantmaking include identifying conflicts of interest, assessing applications against criteria, documenting decisions, checking how funds are used by recipients and evaluating the outcomes of funded projects and initiatives.

43. Mann Judd concluded that the Council has adequately adopted processes to manage risks.

Conclusion

44. The internal audit of the CGP conducted by HLB Mann Judd concluded that Council has adopted processes to manage risks.

45. The recommendations put forward by Mann Judd have been accepted and actioned, with officers updating the internal operations manual, enhancing Conflict-of-Interest procedures, registering operational risks, and producing an overarching policy (i.e., the Draft Grants Administration Guide) to serve as a framework for administrators while simultaneously informing the community.

46. While it is welcome that the CGP is performing well from a governance perspective, officers will continue to ensure issues such as perceived conflict of interest in grant approvals are managed**,** including the potential of having the CEO approve grants, with Council noting the outcomes. Further, such an audit cannot answer whether the program is optimally designed. The CGP has developed iteratively over decades and there has never been a holistic review. It is proposed that a review be undertaken in the new financial year and that officers report back to Council with a draft Project Terms of Reference for its consideration.

RECOMMENDATION

1. That Council:

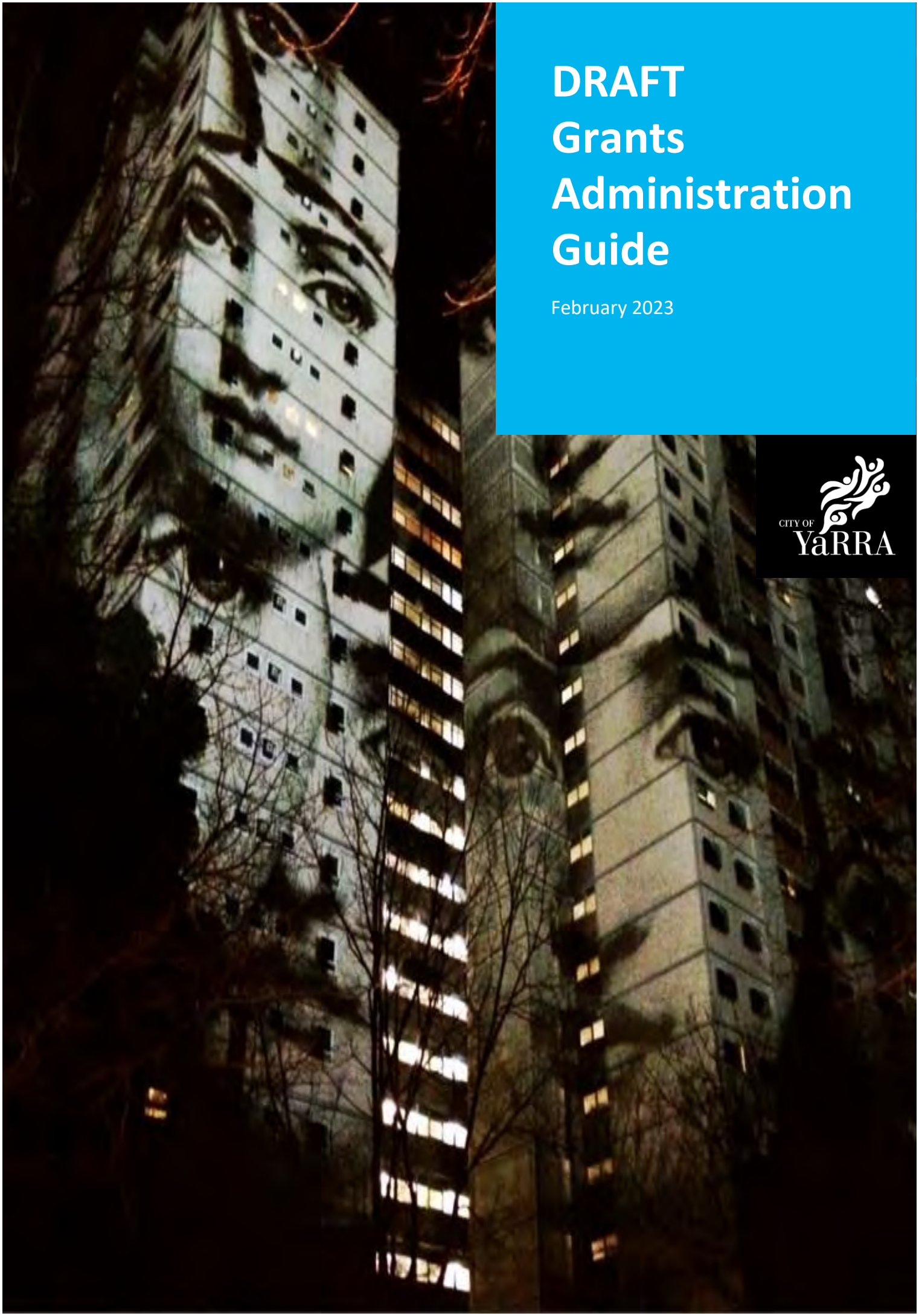
   (a) endorses the Draft Grants Administration Guide for community and stakeholder consultation;

   (b) notes that a finalised Grants Administration Guide will be presented to Council in April 2023 for adoption; and

   (c) notes the proposal for a review of the Community Grants Program to be undertaken in the financial year 2023-24 and that officers will report back to Council with a draft Project Terms of Reference for its consideration.

Attachments

1 Attachment 1 - Draft Grants Administration Guide - February 2023



DRAFT Grants Administration Guide

February 2023

CITY OF YaRRA

Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra. 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 and to their Elders past, present and future.

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1. Introduction

The Community Grants Program provides an opportunity for Council and Community to work together on projects that build community connection, enhance arts and culture and promote sustainability.

For community groups and others eligible entities, the grants help realise their potential and turn ideas and enthusiasm into tangible projects. For Council, the grants are a vital means to achieve the Community Vision and its strategic objectives, as stated through the Council Plan. Specifically, the grants help to:

- Direct resources to the emerging and specific needs of disadvantaged groups,
- Develop a positive approach to the resolution of local social issues,
- Support local groups, activities, and community connectedness, and
- Support community organisations to develop skills and increase participation.

Community Grants provide funding towards small to medium-sized projects. A range of grant streams are available to support community, artistic, cultural and sustainability projects. A full list can be found at Appendix A: Grants Currently Available.

The Community Grants program is run in accordance with the principles of the City of Yarra Social Justice Charter. These are: Access, Equity, Rights, and Participation.

The diagram below outlines the key elements of the Community Grants Program.

1.1. Purpose

This Grants Administrative Guide provides guidance on the management of the grants program, including the application and assessment process. To understand the purpose of a particular grant stream and how specific applications are made and assessed, please read the relevant guidelines available at https://www.yarracity.vic.gov.au/about-us/grants.

To enable broad participation, the grants process is designed to be accessible and easy to navigate. It includes significant promotion and advertising of grants available and assistance in completing the grant application. This aims to increase the reach of the funding and ensure equity of access.

1.2. Scope

The Community Grants Program funds projects that are locally based, and that provide a program, service or activity that is of benefit to the Yarra community.

Community Grants will not fund:

- Projects considered to be the responsibility of the State or Federal Governments,
- Business grants and for profit organisations, or
- Neighbourhood Houses.

Additionally, to be eligible for funding, applicants must be a not-for-profit, incorporated community group **OR** meet one of the following specific exceptions.

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The applicant must:

- be a registered charity, public benevolent institution or have DGR status, or
- be a state government entity seeking funding for activities beyond those considered the responsibility of State or Federal Government.

Or alternatively:

- Unincorporated not-for-profit community groups can have their applications auspiced by an eligible incorporated organisation or Neighbourhood House.
- Individual artists or arts-related businesses operating under an active sole-trader ABN can apply as individuals.

Each grants stream has specific eligibility criteria which can be found in the Grant Guidelines for the relevant grant stream as available at https://www.yarracity.vic.gov.au/about-us/grants.

1.3. Principles

The Community Grants Program is guided by the following principles:

- Local benefit – projects must provide a tangible benefit to the Yarra community.
- Access and equity – the program supports a range of community members to access grant funding.
- Partnership – the program promotes working together to increase the benefit of projects and organisations.
- Responsiveness – the program is flexible to develop solutions to emerging challenges and opportunities.
- Participation – the projects help build community engagement and citizenship.

1.4. Objectives

The objective of the Community Grants Program is to provide opportunities for Council and Community to work together on projects that:

- Direct resources to the emerging and specific needs of disadvantaged groups,
- Develop a positive approach to the resolution of local social issues,
- Support local groups, activities, and community connectedness, and
- Support community organisations to develop skills and increase participation.

1.5. Roles and responsibilities

Area of Council	Relevant grants	Role
Arts, Culture and Venues	Projects and initiatives that relate to festivals, exhibitions, public art initiatives, community arts and supporting creative spaces.	• Advice to those developing applications. • Initial assessment of relevant applications.

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Area of Council	Relevant grants	Role
	The subsidised use of Council-owned halls and meeting rooms.	• Establishment and administration of assessment panels for relevant grants and streams. • Oversight of funded projects and initiatives, including liaison with funded parties as and when required. • Processing applications for the subsidised use of Council-owned halls and meeting rooms.
Sustainability	Projects and initiatives that relate to efforts to mobilise community on climate action, carbon emissions, waste reduction, conscientious consumption, sustainable transport, local natural environments, local food systems and supporting vulnerable community members with climate impacts.	• Advice to those developing applications. • Initial assessment of relevant applications. • Establishment and administration of assessment panels for relevant grants and streams. • Oversight of funded projects and initiatives, including liaison with funded parties as and when required.
Family, Youth and Children's Services	Projects and initiatives that relate to support for families, children and young people from all backgrounds, with a particular focus on families, children and young people who are vulnerable, socioeconomically diverse, culturally and linguistically diverse, gender diverse, and/or who are Aboriginal and Torres Strait Islander.	• Advice to those developing applications. • Initial assessment of relevant applications. • Establishment and administration of assessment panels for relevant grants and streams. • Oversight of funded projects and initiatives, including liaison with funded parties as and when required.
Sports and Recreation	Projects and initiatives that seek to increase inclusion, diversity and access to opportunities that increase physical activity levels and facilitate the sustainability of local clubs and community organisations.	• Advice to those developing applications. • Initial assessment of relevant applications. • Establishment and administration of assessment panels for relevant grants and streams.

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Area of Council	Relevant grants	Role
		• Oversight of funded projects and initiatives, including liaison with funded parties as and when required.
Equity and Community Development	Projects and initiatives that engage communities in collaborative efforts to promote community health, safety and wellbeing, build confidence, capacity and resilience for diverse communities, and support under-resourced communities and other groups disadvantaged by systemic barriers and social injustice.	• Advice to those developing applications. • Initial assessment of relevant applications. • Establishment and administration of assessors for relevant grants and streams. • Oversight of funded projects and initiatives, including liaison with funded parties as and when required.
Community Grants Team (within Equity and Community Development)	The overall management and administration of the Community Grants Program.	• Functions and tasks include: information provision, promoting and receiving requests for proposals, confirming eligibility, reviewing applications, coordinating internal referrals, managing assessment panels, reporting to Council, processing grants and their acquittal.

2. Promotion and assistance with applications

2.1. Promotion of grants

The promotion of available grants helps to broaden the reach of the program and encourages new applicants. This helps individuals and organisations to learn about the program and apply for grant funding. The Community Grants Program and individual grant streams are widely promoted through a range of mediums:

- Council website and social media
- Yarra News
- e-newsletters
- information sessions
- local and ethnic radio
- visits to relevant organisations and groups
- posters and flyers (in English and a range of languages)

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- other methods relevant to the individual grant stream

Promotion and advertising occurs before the opening of each grant round to allow applicants the opportunity to develop their projects and maximise the reach of grant funding. All grant rounds must be open for a minimum of six weeks.

2.2. Assistance with grant applications

Community grants are open to all community members (subject to eligibility). Assistance in developing a project or navigating the application process can be provided by the Community Grants Team. This assistance ensures that the grants are accessible to a wide range of community groups and improves community skills in applying for funding.

2.2.1. Project development

Groups are encouraged to talk their project idea through with Council officers prior to submitting a grant application. Council officers can advise on project design, budgeting and project management. Groups can attend an information session or book a one-on-one appointment.

2.2.2. Application process

Assistance in completing the Smarty Grants™ application form can be provided if required.

2.2.3. Interpreters

Interpreters can be provided for information sessions and one-on-one discussions.

2.2.4. Aboriginal consultation

For grants that relate to or involve working with the Aboriginal and Torres Strait Islander Community, consultation should occur before applying for grant funding.

Council recognises the Wurundjeri Woi Wurrung as the Traditional Owners of the land on which the City of Yarra now stands. Consultation and cultural requests such as cultural awareness training, Welcome to Country ceremonies or smoking ceremonies must be directed to the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation. If a project relates to specific issues it may be necessary to consult with other Aboriginal and Torres Strait Islander organisations such as the Victorian Aboriginal Health Service or the Melbourne Aboriginal Youth Sport and Recreation Co-operative (MAYSAR) and Council's Aboriginal Partnership Officers.

2.2.5. Accessibility

All applicants are encouraged to consider how their organisation and project will be accessible and inclusive of people with a disability.

2.2.6. Environmental Impact

All applicants are encouraged to incorporate activities that will improve the sustainability of outcomes of their projects.

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3. Processing applications

Grant applications are assessed on the information provided in the application using the following process.

1. Eligibility: Council officers examine applications to confirm that the applicant and project are eligible for funding. Ineligible applications do not progress.
2. Review: Council officers review applications against the advertised criteria and this commentary is collated and provided to assessors, along with the original applications.
3. Assessment: Through an expression of interest process or direct invitation where necessary, Council officers identify suitable members of the community to become an external assessor. External assessors review all applications, convene and determine which applications will be recommended for funding. Applications are assessed by at least two external assessors or through an external assessment panel comprising of at least three assessors, known as a Community Panel. These deliberations are documented, including the names of any panel members and relevant experience.

External assessors must:

- Be of good character, with a record of being ethical in the community.
- Be available to attend meetings.
- Understand and comply with conflict of interest and confidentiality requirements.
- Have a strong understanding of the grants program and the role of grants for non-profits and other community organisations. (Yarra's grants are part of a complex array of funding arrangements and opportunities).
- Bring experience and knowledge of the municipality and local communities in the relevant stream.
- Have the capacity to assess the proposals against stream criteria including assessment of the financial aspects of the proposals.
- Have no contact with applicants during the assessment process.
- Make decisions based on the information provided in the application.

Small project grants, Room to Create Grants and subsidised venue hire are processed by Council officers.

3.1. Assessment criteria

All applications are assessed against the following criteria:

- the capacity of the applicant to deliver on project outcomes,
- clearly defined project aims,
- clearly identified target group,
- alignment with stream funding priorities,
- evidence of community need,
- well-defined intended outcomes,
- clear evaluation methods,
- community participation and consultation where appropriate, and

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- a complete, balanced, and realistic budget.

Additional criteria may apply for certain grant streams. These will be outlined in the individual grant stream guidelines as available at https://www.yarracity.vic.gov.au/about-us/grants.

3.2. Terms of Reference

All Community Assessment panels will have Terms of Reference. The Terms of Reference will outline the purpose of the panel, how the assessments will be conducted, the responsibilities of panel members and how conflicts of interest will be managed. At a minimum, the Terms of Reference will record:

- Purpose,
- Objectives,
- Membership,
- Chair,
- Selection Criteria,
- Meeting arrangements,
- Assessment, and
- Conflicts of interest.

There may be variations or additions for certain grant streams and these will be outlined in the individual grant stream guidelines. Please refer to Appendix C: Sample Community Assessment Panel Terms of Reference.

3.3. Conflict of interest

A conflict of interest is defined as a conflict between a person's private interests and their public obligations. All assessors of Yarra City Council grants must declare if they have, or could be perceived to have, a conflict of interest. This process ensures that any potential, actual or perceived conflict of interest is promptly identified and addressed.

All assessors must declare if they have any relationship with an applicant or private interest in the application before any grant applications are assessed. Assessors are also deemed to have a potential conflict of interest if they provided intensive assistance with a particular application. If a member of the public would have reasonable grounds to believe that this relationship or private interest might influence their decision then the assessor should not proceed with the assessment.

In a panel setting, assessors with a conflict of interest must absent themselves from all discussions of the particular application and must not provide *any* additional information/background/context etc., letting the application speak for itself. If it is known that a Community Panellist or officer will have multiple conflicts of interest they should not participate in the assessment at all. Conflict of Interest forms are obtained from all assessors via Smarty Grants™ .

All assessors are also required to declare that they will treat information they have access to through the assessment process confidentially.

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Questions or concerns relating to conflict of interest that cannot be resolved using the conflict of interest process are to be referred to the Manager Equity and Community Development.

3.4. Decisions and communications

Council officers record the outcomes of panel assessments within the grants administration system (currently Smarty Grants™), and prepare a report listing the recommended applications which is presented to Council for consideration.

Following the Council meeting, the successful and unsuccessful applicants are notified in writing as soon as is practicable. Letters to successful applicants will include the assessment comments. Unsuccessful applicants are provided with the contact details of an officer who can provide verbal feedback.

4. Managing awarded grants

Council officers continue to engage with recipients after grants have been awarded, providing support and oversight for funded projects and navigating any required changes. The main tool for managing the grants is the funding agreement which provides detail on what is expected from Council and the grant recipient. The grants are a partnership between Council and the community. The management process helps foster and build this partnership.

4.1. Funding agreements

Successful applicants receive a Funding Agreement. This agreement must be signed by both parties. The funding agreement protects the interests of Council and the grant recipient and enables the conditions of the grant to be enforced. The agreement outlines:

- the purpose of the funding,
- the dollar amount of funding,
- a clear and precise statement of the required outcomes of the grant,
- the rights and responsibilities of all parties to the agreement, including reporting and evaluation requirements, and
- the terms and conditions of the grant, including the circumstances in which Council can reclaim the grant, consequences for breaches of grant conditions and a procedure for the return of unexpended funds.

4.2. Performance

While every effort is made to ensure that projects go smoothly, grant recipients may fail to deliver on aspects of their contract for a range of reasons. Applications for changes to the terms of the funding agreement can be made by contacting the grants team.

Requests for variation to the approved project must be made in writing. A written response is then provided by Council. Variations to project details are expected to deliver similar outcomes as initially approved by Council.

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Requests for an extension of a funding agreement must be made in writing. A written response to such requests will be provided by Council. Extensions will not be accepted beyond a twelve-month period from the original acquittal date in the Funding Agreement, unless extenuating circumstances can be demonstrated.

In the event that an applicant can no longer complete any or all of the approved project, unspent grant funds must be returned to Council and any partial expenditure must be acquitted on the relevant forms.

4.3. Acquittal

Each grant recipient is required to submit an Acquittal Form within two months of completion of the project. The acquittal includes:

- how many people and Yarra residents participated in the event/program,
- what (if any) adjustments were made to the project, and
- whether the aims and objectives outlined in the application were met.

The acquittal also includes a financial report that outlines how funds were spent. The financial report must be submitted via Council's Smarty Grants™ portal on the form provided by Council by the date agreed in the funding agreement. It should contain supporting documents including receipts or other supporting documentation that shows expenditure of the funds granted by Council.

Any unspent Council grant money must be returned to Council.

4.4. Record keeping

All Council grant program records will be managed through Council's Smarty Grants™ portal. This system will be used to track interactions between Council and each grant applicant.

Applications and funding agreements will also be stored in Council's central record keeping system.

4.5. Dispute process

Council is committed to sound decision-making processes to ensure fair and reasonable outcomes for the Yarra community. If a complaint or dispute arises through Council's grant making processes, Council's Customer Complaints Policy be followed. The policy and related information can be found at https://www.yarracity.vic.gov.au/contact-us/customer-feedback-and-complaints

Where there is a complaint or dispute between assessment panel members, the Terms of Reference for that Panel will provide guidance.

4.6. Role of grants in emergencies

Grants can play an important role in response and recovery from emergencies such floods or pandemics. In circumstances where projects are adversely impacted Council will:

- Encourage delivery of projects, including re-imagined or revised versions, at an appropriate time, post-emergency.

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- Exercise due consideration in determining whether funds expended in good faith on a grant project should be re-couped.
- Ensure acquittal of public funding.

This acknowledges the significant financial and wellbeing impacts emergencies can have on communities, and Council's focus on supporting communities to recover.

5. Monitoring and evaluation

The community grant program provides significant funding to a wide range of community groups and is responsible for delivering key strategic outcomes for Council and community. Monitoring and evaluation ensures that the individual grant recipients and the broader program are meeting these strategic outcomes.

5.1. Monitoring individual grants

Individual grants will be monitored through the Smarty Grants™ acquittal system. Specifically grant recipients will provide the following information:

- Funds used (or unused),
- Number of participants, and
- How the project met stated goals of the project.

5.2. Evaluating grants programs

Various community grants programs will be evaluated periodically to understand whether they are meeting required outcomes. Evaluations may consider who is receiving funding, which projects are being funded, the number of new recipients receiving funding, how the projects respond to the current Council Plan and Community Vision, and other matters.

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Appendices

Appendix A: Grants Currently Available

Grant Program	Streams	Type	Delivery timeframe
Town Hall Subsidy for community events	N/A	Open	As required
Small Project Grants	1. Community Projects 2. Arts and Culture 3. Climate action	Open (until funds are exhausted)	Annual
Room to Create Responsive Grants	N/A	Open (until funds are exhausted)	Annual
Annual Grants	1. Community Development 2. Climate Action 3. Family, Youth and Children 4. Sports and Recreation 5. Arts and Culture 6. Community Housing	Competitive	One Year
Creative and Engage Yarra	N/A	Competitive	Two Years
Investing in Community Grants	N/A	Competitive	Three Years
Richmond and Collingwood Youth Grants	N/A	Competitive	Three Years
Fitzroy Adventure Playground Program Grant	N/A	Competitive	Three Years
Celebrate Yarra	N/A	Direct Invitation	Three Years
Community Partnership Grants	N/A	Direct Invitation	Four Years

Appendix B: Definitions

Acquittal:	An acquittal report details how grant recipients have successfully completed their project and administered their grant funds responsibly and in line with the terms and conditions of the funding agreement. An acquittal report usually consists of a written report that summarises how the project faired against the initial objectives of the grants, along with a financial statement detailing how the funds were spent.
Auspice:	An agreement where one organisation (the 'principal organisation') agrees to apply for funding on behalf of a second organisation that is not incorporated (the 'auspiced organisation'). If the funding application is successful, the principal organisation then receives, holds and distributes the funding to the auspiced organisation, so that the auspiced organisation can complete the funded project or activities.
Eligibility criteria:	A set of predefined factors used to assess the eligibility of a grant application.
Funding agreement:	A written agreement between Council and the grant recipient clearly articulating the purpose of the funding, the dollar amount and the grant conditions. It also defines the rights and responsibilities of each party. Once signed, organisations are under a legal obligation to comply with the stated terms and conditions.
Grant:	A grant is a sum of money given to organisations or individuals for a specified purpose directed at achieving goals and objectives consistent with specific policy.
Grant stream:	Grant streams indicate the various funding amounts available for a grant program. Each stream may have different eligibility, application and project requirements.
Guidelines:	A document outlining the reason for the grant funding, eligibility criteria and how to apply for the grant.

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Appendix C: Sample Community Assessment Panel Terms of Reference

Introduction

Community Assessment Panels can be used to asses grant applications. The panels are made up of community members who have expertise of the relevant grant stream. The panels review grant applications against agreed criteria and make recommendations on which applications will be funded.

Panel membership

Community panels will:

- Be of good character, with a record of being ethical in the community.
- Be available to attend the panel meeting.
- Have local knowledge.
- Understand and comply with conflict of interest and confidentiality requirements.
- Have a strong understanding of the grants program and the role of grants in the service and community sector. (Yarra's grants are part of a complex array of funding arrangements and opportunities).
- Bring experience and knowledge of the Yarra community in the relevant stream.
- Have capacity to assess the proposals against stream criteria including assessment of the financial aspects of the proposals.

Assessment Criteria

All applications are assessed against the following criteria:

- capacity of the applicant to deliver on project outcomes
- clearly defined project aims
- clearly identified target group
- alignment with stream funding priorities
- evidence of community need
- well defined intended outcomes
- clear evaluation methods
- community participation and consultation where appropriate
- a complete, balanced, and realistic budget
- individual grant stream published criteria.

Conflict of interest

All assessors must declare if they have, or could be perceived to have, a conflict of interest.

All assessors must declare their relationship with an applicant before their grant is assessed. If a member of the public would have reasonable grounds to believe that this relationship might influence their decision then the assessor should not proceed with the assessment.

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Assessors with a conflict of interest should absent themselves from all discussion of the application relating to that conflict of interest. They should not provide *any* additional information/background/context etc. and let the application speak for itself.

All assessors must declare that they will treat information they have access to through the assessment process confidentially.

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7.6 Governance Report - March 2023

Reference	D23/68191
Author	Rhys Thomas - Senior Governance Advisor
Authoriser	General Manager - Governance, Communications and Customer Experience

Purpose

1. The Governance Report is prepared as a periodic report to Council which provides a single reporting platform for a range of statutory compliance, transparency and governance related matters.

Critical analysis

History and background

2. To ensure compliance with the Act and in accordance with best practice and good governance principles, transparency and accountability, this standing report consolidates a range of governance and administrative matters.
3. Matters covered in this report are:
   (a) City of Yarra Electoral Representation Review;
   (b) 2023 Citizenship Ceremony program;
   (c) Motions for the Australian Local Government Association National General Assembly;
   (d) Motions for the MAV State Council; and
   (e) Appointment of Members to Business Advisory Group.

Discussion

City of Yarra Electoral Representation Review

4. In October 2022, the Minister for Local Government established two Electoral Representation Advisory Panels (ERAPs) to conduct electoral structure reviews of 39 local councils, including the City of Yarra. These councils have electoral structures that are not compliant with structures permitted by the Local Government Act 2020.
5. In these reviews, the ERAPs will consider and ultimately make recommendations on:
   (a) the appropriate number of Councillors and wards;
   (b) The location of ward boundaries; and
   (c) The names of proposed wards.
6. Significantly, the ERAPs are not empowered to consider any structure other than single member wards. The implementation of the necessary change to consider whether Yarra would be better served by an unsubdivided municipality or by multi-member wards is the subject of a separate advocacy effort.
7. The key dates of the City of Yarra's electoral structure review are:
   (a) June/July — Publicity campaign by the Victorian Electoral Commission:

   The VEC will publicise the review via its website, media releases, newspaper advertisements, social media feed and resources provided to Council. It is planned that Council will supplement this effort to encourage Yarra's community to engage in the process;

(b) Mon 10 July — Public Information Session 1:

The first of two identical online presentations by the VEC prior to describe the review and submission process;

(c) Tue 11 July — Public Information Session 2:

The second of two identical online presentations by the VEC prior to describe the review and submission process;

(d) Wed 12 July — Release of preliminary report:

The publication of a report describing the review and submission process, and setting out alternative options for ward structures and boundaries. Council and the community will receive report at the same time;

(e) Tue 18 July — Council Meeting:

The presentation of an urgent item of business seeking endorsement of a City of Yarra submission to the review;

(f) Wed 2 August — Close of submissions:

Submissions will close at 5.00pm. It is intended that Council will make a submission. The VEC will provide a submission tool which allows for written submissions, as well as a detailed online mapping tool for modelling different ward boundaries; and

(g) Wed 9 August — Hearing of submissions:

The ERAP will provide an opportunity for submitters to be heard in relation to their submissions. An 'overflow' session on 10 August has also been scheduled in case of a large number of submissions.

8. The project team is developing an engagement plan to encourage Yarra's community to engage in the process and have a say in the review. In addition, the organisation will make direct representation to the Wurundjeri Woi Wurrung Council, with a view to considering whether it would be appropriate to identify potential ward names that would acknowledge the traditional custodians of the land on which the City of Yarra is located.

2023 Citizenship Ceremony program

9. On 15 December 2022, Council received the welcome news that The Hon. Andrew Giles MP reinstated the authority for City of Yarra Council to hold Australian citizenship ceremonies.

10. Since that news, Council has been working closely with the Citizenship Program Delivery Branch (Department of Home Affairs) to develop a schedule and prepare for the conduct of a program of citizenship ceremonies for the remainder of 2023.

11. At the time of writing this report, there are 442 Yarra residents awaiting an opportunity for the conferral of their citizenship, with 11% of those applicants having waited longer than six months. Approximately 50 people join the waiting list each month. The objective is to implement a program of events that ensures that candidates for citizenship in Yarra do not face an undue wait before having the opportunity to participate in a ceremony.

12. The project team have determined the following dates for the remainder of 2023:

    (a) Sunday 16 April 2.30pm;

    (b) Sunday 2 July 2.30pm;

    (c) Sunday 17 September 2.30pm; and

    (d) Wednesday 22 November 6.00pm.

13. With each ceremony expected to confer citizenship on up to 200 new citizens, this program will, by the end of November, clear the bulk of the waiting list (recognising that some delays result from candidates being invited to a ceremony, but being unable to attend).

14. A program of five or six ceremonies is anticipated for future years (dependant on the number of applications).

Motions for the Australian Local Government Association National General Assembly

15. The Australian Local Government Association (ALGA) National General Assembly will be held on 13-16 June 2023. It is an opportunity to further Council's policy positions at a national level, particularly in relation to advocacy matters. Once submitted, the motions are taken to National General Assembly, and debated by the members. If adopted, they become the formal position of the ALGA.

16. Council has an opportunity to submit motions for consideration by the ALGA National General Assembly. To be eligible for inclusion in the NGA Business Papers, and subsequent debate on the floor of the NGA, motions must meet the following criteria:

    (a) be relevant to the work of local government nationally;

    (b) not be focussed on a specific location or region – unless the project has national implications;

    (c) be consistent with the themes of the National General Assembly, which in 2023 is *"Our Communities, Our Future"*;

    (d) complement or build on the policy objectives of your state and territory local government association;

    (e) be submitted by a council which is a financial member of their state or territory local government association;

    (f) propose a clear action and outcome; and

    (g) not be advanced on behalf of external third parties that may seek to use the NGA to apply pressure to Board members, or to gain national political exposure for positions that are not directly relevant to the work of, or in the national interests of, local government.

17. Motions must be submitted to the ALGA Secretariat by 24 March 2023.

18. Officers have reviewed Council's Strategic Advocacy Plan and recommended the following motion for submissions to the ALGA:

    (a) "Move to a circular economy" seeks the support of the ALGA to call on the Federal Government to support the development of a circular economy and invest in the necessary infrastructure to support the transition. It further seeks the support of the ALGA to call on both the Federal Government and the Australian Food and Grocery Council to mandate and improve a product stewardship scheme in partnership with Australian Governments.

    The specific wording of the motion, as well as the background and supporting argument can be found at **Attachment One**.

Motions for the MAV State Council

19. The Municipal Association of Victoria (MAV) State Council will be held on 19 May 2023. It sees all Victorian Councils come together to determine the policy directions of the Municipal Association of Victoria. It provides an opportunity for the furtherance of Council's interests at the state level.

20. Council has the opportunity to submit motions for consideration by the MAV State Council. To be eligible for inclusion and presentation to the State Council, motions must:

    (a) be of strategic relevance to the MAV or of such significance to local government that they ought to be considered at the State Council meeting, and

    (b) not be repetitive in form or substance of a motion or item considered at the most recently held meeting of the State Council.

21. Motions must be submitted to the MAV by 20 March 2023.

22. Officers have reviewed Council's Strategic Advocacy Plan and recommended the following two motions for submissions to the MAV:

    (a) "Create environmentally sustainable forms of transport" seeks the support of the MAV to call on the Victorian Government to commit to ensuring a safe and accessible public transport network, as well as the permanency of the strategic cycling corridor pop up cycle lanes.

    The specific wording of the motion, as well as the rationale can be found at **Attachment Two**; and

    (b) "Empowering electoral representation advisory panels" seeks the support of the MAV to call on the Minister for Local Government to take the necessary procedural steps to enable its electoral representation advisory panels to consider whether Councils subject to electoral review are best served by unsubdivided, single member wards, or multi member ward structures. It does not lobby for any specific outcome for Yarra or any other Council.

    The specific wording of the motion, as well as the rationale can be found at **Attachment Three**.

Appointment of Members to Business Advisory Group

23. The Business Advisory Group is an advisory committee to Council which provides a forum for business representatives to provide feedback and practical advice regarding ways in which Council can engage with and further assist key sectors within the business community. The Committee provides strategic advice to us on issues that affect the business community in Yarra.

24. The objectives of the group are to provide considered advice and recommendations to Council:

    (a) on the local economy and industry specific challenges and opportunities that effect the local business community;

    (b) that help shape the development, implementation, and promotion of Council's Economic Development Strategy;

    (c) on policies and strategic objectives concerning Yarra's business community; and

    (d) on how best to engage the business community on matters of significance to the whole of Yarra community.

25. The term of the appointment is four years, unless a member resigns from their position.

26. Due to three members resigning from their positions, along with five members completing the maximum of four years on the group, there are eight vacant positions that are required to be filled.

27. In line with the 'Appointment of Members to Council Committees Procedure", Council officers placed an expression of interest within the Business Newsletter that is received by mor than 10,500 Yarra businesses.

28. Nominations were open from Wednesday 18 January through to Tuesday 7 February 2023.

29. Council sought applications among any interested Yarra business having regard to the existing composition of the group and the following key elements:

    (a) Local business proprietor, property owner and/or employee based in Yarra;

    (b) Representation across the municipality;

    (c) Representation of different size businesses;

    (d) Representation of different business sectors;

    (e) Representation of gender, cultural background and diverse lived experiences;

    (f) Business experience, skills and relevant network connections; and

(g) A strong interest in the ongoing development of a prosperous economy in Yarra.

30. Council received 51 applications for the eight positions available. The panel was impressed with the diversity of knowledge, experience, skills, and community representation reflected in the applications.

31. Applications were assessed individually against the above criteria and the panel then reviewed the overall mix and potential membership. Consideration was also given to age, gender, cultural background and lived experience to ensure that the membership is as representative as possible of the Yarra business community.

32. While all applicants responded well, the final eight selected provided comprehensive responses and showed clear understanding and capacity to meet the objectives of being a member of the Business Advisory Group.

33. Officers recommend Council support the appointment of the eight nominees outlined in the confidential attachment found at **Attachment Four**.

Options

34. There are no options presented in this report.

Community and stakeholder engagement

35. No community or stakeholder engagement has been undertaken in the development of this report, save the engagement with internal stakeholders necessary to compile the report content.

Policy analysis

Alignment to Community Vision and Council Plan

36. In its Yarra 2036 Community Vision, Council articulated an objective for a community that is *"informed and empowered to contribute to the shared governance of Yarra, (where) decision-making is through access, inclusion, consultations and advocacy."*

37. City of Yarra Council Plan 2021-2025 includes Strategic Objective six: 'Democracy and governance', which states that good governance is at the heart of our processes and decision-making. The plan commits Council to *"practice good governance, transparency and accountable planning and decision-making."*

38. The presentation of a Governance Report provides an opportunity to provide updates on key organisational matters both to the Council and the community.

Climate emergency and sustainability implications

39. There are no climate emergency or sustainability implications considered in this report.

Community and social implications

40. There are no community or social implications considered in this report.

Economic development implications

41. There are no economic development implications considered in this report.

Human rights and gender equality implications

42. There are no human rights or gender equality implications considered in this report.

Operational analysis

Financial and resource impacts

43. There are no financial and resource impacts considered in this report.

Legal Implications

44. There are no legal implications considered in this report.

Conclusion

45. This report provides Council and the community various information regarding governance related matters relative to the City of Yarra to ensure statutory compliance, transparency and good governance.

RECOMMENDATION

1. That Council note the reports regarding:
   (a) City of Yarra Electoral Representation Review; and
   (b) 2023 Citizenship Ceremony program.
2. That Council endorse the following motions for submission to the Australian Local Government Association (ALGA) National General Assembly to be held on 13-16 June 2023, as detailed at **Attachment One**:
   (a) Move to a circular economy.
3. That Council endorse the following motions for submission to the Municipal Association of Victoria (MAV) State Council to be held in on 19 May 2023, as detailed at **Attachment Two** and **Attachment Three**:
   (a) Create environmentally sustainable forms of transport; and
   (b) Empowering Electoral Representation Review Panels.
4. That Council appoint the following eight persons to the vacant positions on the Business Advisory Group:
   (a) _____
   (b) _____
   (c) _____
   (d) _____
   (e) _____
   (f) _____
   (g) _____
   (h) _____

   and that Council write to all members of the community who expressed interest, advising of this decision and thank them for applying to be members of the Business Advisory Group.

Attachments

1 Attachment 1 - ALGA Motion - Moving towards a Circular Economy

2 Attachment 2 - MAV Motion - Sustainable Transport Options

3 Attachment 3 - MAV Motion - Empowering Electoral Representation Advisory Panels

4 Attachment 4 - Business Advisory Group EOI assessment 2023 - *Confidential*

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Motion for Submission to ALGA 2023

Motion: Move to a circular economy

1. That the Australian Local Government Association call on the Federal Government to:
   (a) Support the development of a circular economy and take real action to reduce waste by committing to a national ban on food waste to landfill and agreeing to implement stricter national sustainable packaging standards.
   (b) Invest in infrastructure to support the development of robust end markets to truly transition to a circular economy. This includes providing increased funding to industry and local government for local repair and processing solutions, sector innovation and market development.
2. That the Australian Local Government Association call on the Federal Government and Australian Food and Grocery Council to:
   (a) Mandate and improve producer pays product stewardship scheme for difficult materials and designing problematic and unnecessary materials out of the system.
   (b) Ensure that the governance of a mandated stewardship scheme is structured as a true partnership between local, state and federal government and does not shift the cost and risk to councils.

National Objective

Why is this a national issue and why should this be debated at the NGA?
(Maximum 100 words)

A national leadership approach is needed to drive the standardised change and compliance. The Federal Government is already driving the evolution to a circular economy through the National Waste Policy Action Plan and the Recycling Modernisation Fund.

These schemes are beginning to modernise Australia's recycling infrastructure increasing our circular economy capabilities by finding innovative solutions for onshore recycling and supporting remanufacturing of products with recycled content. This will ensure we can achieve commitments under the National Plastics Plan and support Australians to buy locally recycled products. These motions can be supported through the leadership of the Federal Government by leveraging their existing programs.

Summary of Key Arguments

Background information and supporting arguments
(Maximum 300 words)

A circular economy model employs not only waste management, but designing products for reuse, repair, recycling and responsible manufacturing, supporting the development of new industries and jobs, reducing emissions and increasing efficient use of natural resources (including energy, water and materials).

A more sustainable system is required, one that works with manufacturers to rethink how products are made and reduce the waste that's created during production, reducing

excess consumption, reusing items wherever possible and supporting our local recycling industry,
Mandatory product stewardship schemes can shift the end-of-life costs of products to those who benefit from them, including manufacturers, retailers and ultimately consumers. In addition to easing the burden of waste management on the general community, that approach would create a clear price incentive for waste reduction.

By maximising resource utility and incorporating the concept of circularity during production and consumption (i.e. not just focused on waste management), the circular economy boosts entire economies. For Australia, where currently the value of its natural resources lies only in the raw, unprocessed state, a circular economy is critical in ensuring future prosperity and economic security.

These strategies require local, state, federal and international work to ensure a more sustainable system. A national leadership approach is needed to drive the standardised change and compliance.

Motion for submission to the MAV State Council May 2023

Title
Create environmentally sustainable forms of transport.
Motion
1. That MAV requests the State Government: a) commit to creating a State that is climate-safe, equitable and liveable for all residents and visitors through ensuring an accessible and reliable public transport network. b) commit to the permanency of the Strategic Cycling Corridors pop-up bike lanes and that these will remain a priority for the State Government.
Rationale for Motion Why is this a state issue and why should this be endorsed by the MAV? (Maximum 300 words)
Investing in sustainable transport initiatives, which fund and improve walking and cycling corridors, improve accessibility and create zero carbon public transport is vital. Specifically, the development and rollout of Strategic Cycling Corridors that are safe and effective. In 2020, the State Government announced 100kms of new and improved pop-up bike routes to make it easier and safer for people to ride to and from Melbourne's CBD. Despite the Department of Transport indicating the pop-up bike lanes will be in place for 12-18 months and converted to permanent routes if successful, there has yet to be a sincere decision confirmed. This is despite users of the pop-up bike lanes indicating they now feel safer, and data showing that more children and families are using the road. Additionally, these corridors will lead to a reduction in traffic congestion, improved air and noise quality and improved local economic outcomes. Secondly, we need to work together to improve accessibility to public transport for every member of our community by upgrading all trams and tram stops to be compliant with the Disability Discrimination Act (DDA) 1992. Melbourne's tram network is a crucial public transport mode, with 205 million trips taken each year. The DDA requires that all tram stops must be fully compliant with the Disability Standards for Accessible Public Transport 2002 (DSAPT) by 31 December 2022 and all trams must be DSAPT compliant by 31 December 2032. An October 2020, Victorian Auditor-General report highlighted that failure to meet these targets is likely to breach legislation. It would also mean that people with mobility restrictions will continue to face practical and physical barriers when trying to access the tram network. It is imperative to invest in such initiatives, delivering on-the-ground improvements, ensuring easier and safer commuting and embracing low and zero carbon transport options.

Motion for submission to the MAV State Council May 2023

Title

Empowering electoral representation advisory panels

Motion

1. That this State Council call on the Minister for Local Government to:
   (a) recognise the expertise of its own appointed electoral representation advisory panels and their ability to recommend an appropriate constitution of a Council, guided by consultation with local communities; and
   (b) publish a notice in the Government Gazette in accordance with section 13 of the Local Government Act 2020 enabling all Victorian Councils to be constituted in any one of the three permissible manners, which will have the effect of allowing the electoral representation advisory panels to consider all options.

Rationale for Motion

Why is this a state issue and why should this be endorsed by the MAV?
(Maximum 300 words)

The MAV Strategic Plan articulates a desire for a "diverse, engaged and highly capable … sector grounded in good governance and connected to its community", yet the electoral structure by which Councils are composed has the effect of restricting the majority of Councils from electing Councillors that best reflect the desires of their communities.

This situation stems from legislative provisions introduced into the Local Government Act without sector consultation that require the Minister to grant permission to Councils to be comprised of anything other than single member wards.

In October 2022, the Minister for Local Government appointed electoral representation review panels to conduct the necessary electoral reviews ahead of the 2024 Council elections, saying they "will ensure that councils are effectively representing the communities they serve", yet not giving them the tools necessary for that task.

Notwithstanding the terms of reference of these panels tasking them to consider the most suitable composition of a Council (unsubdivided, single member wards, multi member wards), sections 16(7)(c) and 16(7)(ca) mean the panel is unable to consider all options without notices having first been published under section 13(5) and 13(5A) in respect of the Councils being reviewed.

This motion requests that the Minister publish the necessary notices to allow its own expert panels to consider all of the available options and make recommendations as to the most suitable composition.

It should be noted that this motion does not seek to tie the hands of the Minister in making a recommendation to the Governor in Council under section 15 of the Local Government Act, but merely seeks to ensure that such a recommendation is based on the best available evidence. Notwithstanding the gazettal requested, the Minister would still be free to determine the composition of a Council to be made up of single member wards.