

SJB Planning

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

## ADVERTISED PLAN

### PLANNING SUBMISSION

Proposed Residential  
Development at  
346-350 Macaulay  
Road, Kensington



September 2019

# Table of Contents

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any



1.0	INTRODUCTION	6
2.0	SITE AND SURROUNDING AREA	8
2.1	Site Context	8
2.2	Immediate area	12
2.3	Subject site	13
2.3.1	Certificates of Title	13
2.3.2	What occupies the site	14
2.4	Neighbouring properties	17
2.4.1	To the west (352-400 Macaulay Road)	17
2.4.2	To the east (161-179 Stubbs Street)	18
2.4.3	To the north (70 Robertson Street)	19
2.4.4	To the south	20
	367 Macaulay Road	20
	391 Macaulay Road	20
2.5	Opportunities and Constraints	21
	Having regard to the analysis undertaken in the preceding sub-sections, the following opportunities and constraints have been identified as underpinning a use and development outcome on the subject site.	21
2.5.1	Opportunities	21
2.5.2	Constraints	22
3.0	THE PROPOSAL	23
3.1	General overview	23
3.2	Summary of each level	26
3.2.1	Basement Level 3	26
3.2.2	Basement Level 2	26
3.2.3	Basement Level 1	27
3.2.4	Ground Floor Level	27
3.2.5	Mezzanine	28
3.2.6	Level 1	28
3.2.7	Levels 2 & 3	28
3.2.8	Level 4 & 5	28

## Table of Contents

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any**

**copyright**

## ADVERTISED PLAN

3.2.9	Level 6	28
3.2.10	Level 7	28
3.3	Materials and Finishes	28
3.3.1	Southern façade	28
3.3.2	Eastern façade	29
3.3.3	Western façade	29
3.3.4	Northern façade	29
3.3.5	Elevations	29
<hr/>		
4.0	Relevant Planning Controls	30
4.1	Zoning	30
4.1.1	Clause 32.04-2 Table of uses	30
4.1.2	Clause 32.04-6	31
4.2	Overlays	31
4.2.1	Design and Development Overlays	31
	Design and Development Overlay - Schedule 63 (Macaulay Urban Renewal Area, Kensington and North Melbourne)	31
	Design and Development Overlay - Schedule 26 (North Melbourne, West Melbourne and Arden-Macaulay Noise Attenuation Area)	33
4.2.2	Development Contributions Plan Overlay (DCPO)	34
4.2.3	Environmental Audit Overlay	35
4.2.4	Areas of Aboriginal Cultural Heritage Sensitivity	35
4.3	Particular Provisions	36
4.3.1	Clause 52.06 (Car Parking)	36
4.3.2	Clause 52.34 – Bicycle Facilities	37
4.3.3	Clause 53.18 – Stormwater Management in Urban Development	37
4.3.4	Clause 58 – Apartment Developments	37
4.4	General Provisions	37
4.4.1	Clause 65 – Decision Guidelines	37
4.5	Arden-Macaulay Structure Plan 2012	37
4.6	Summary of Planning Permit Triggers	39
<hr/>		
5.0	RELEVANT PLANNING POLICIES	40
5.1	Planning Policy Framework (PPF)	40
5.2	The Municipal Strategic Statement (MSS) and Local Planning Policy Framework (LPPF)	42
	Clause 22.26 Public Open Space Contributions	47
<hr/>		
6.0	PLANNING CONSIDERATIONS	48
6.1	Assessment against Planning Policy Framework	48
6.2	Assessment against Local Planning Policy Framework	50
6.3	Does the development respond appropriately to DDO63 – Macaulay Urban Renewal Area, Kensington and North Melbourne	53

## Table of Contents

This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any



6.3.1	Street Wall Height and Upper Level Setbacks	54
6.3.2	Built form outcomes	54
6.3.3	Active Street Frontages	55
6.3.4	Weather protection and façade treatment	55
6.4	Assessment against the Arden Macaulay Structure Plan 2012	55
6.4.1	Activities and land uses	55
6.4.2	Urban Structure and built form	55
6.4.3	Transport and access	56
6.4.4	Public realm	56
6.4.5	Community infrastructure	56
6.4.6	Sustainable infrastructure	57
6.5	Does the proposal have a high regard for the amenity of residents and neighbours?	57
6.5.1	Offsite amenity	57
6.5.2	On-site amenity	57
6.6	Traffic and Car Parking	58
6.7	Does the proposal provide an appropriate environmentally sustainable design response?	58
6.8	Is the waste management strategy appropriate for the subject site?	59
6.9	Does the proposal respond appropriately to DDO26 (North Melbourne West Melbourne and Arden Macaulay Noise Attenuation Area)?	59
<hr/>		
7.0	CONCLUSION	60

**ADVERTISED  
PLAN**



## 1.0 INTRODUCTION

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any**

This planning submission has been prepared on behalf of UAG Group Pty Ltd, the prospective developer of the land at 346-350 Macaulay Road Kensington. It addresses a planning permit application for a proposed mixed-use development.

**ADVERTISED  
PLAN**

In summary, it is proposed to demolish the existing buildings on the land and thereafter develop the land for:

- 426 apartments, including a mix of 1, 2- and 3-bedroom apartment typologies constructed as six Buildings with a distinct design language and associated entrance lobby, being:
  - Building A, which faces Macaulay Road and includes two street level retail tenancies and a loading zone for deliveries /waste facilities;
  - Building B, which wraps around the Macaulay Road/Stubbs Street corner and includes four street level retail tenancies;
  - Building C, which is located centrally across the Stubbs Street boundary;
  - Building D, which is located north of the basement ingress/egress in Stubbs Street;
  - Building E, which includes the Vision Australia apartments and is located in the northwest corner of the site, adjacent to the new laneway; and
  - Building F, which is located centrally across the western boundary
- Six (6) separate retail tenancies located at the southern end of the site fronting Macaulay Road with a total floor area of approximately 380 square metres;
- New fully landscaped laneway across the full extent of the western boundary accessed from Macaulay Road intersected by an additional east-west pedestrian path accessed from Stubbs Street;
- Residential amenities including two outdoor communal terraces and a common room at ground level linked by an internal pedestrian accessway, an additional level 6 communal space at the northern end of the subject site and a gymnasium at basement level;
- A total of 545 vehicular parking spaces over three basement levels with access via a new vehicle crossing to Stubbs Street;
- A total of 476 bicycle spaces are provided on site for residents and visitors;
- Twenty (20) additional bicycle hoops at street level;
- Four hundred and thirty-nine (439) storage bays provided across three basement levels;
- Council to collect residential waste and a private contractor to collect commercial waste; and
- Residential waste will be collected from waste rooms for each Building across basement 1 and transported up via goods lift to loading zone adjacent to the new laneway that has access from Macaulay Road.

The subject site is located within a Mixed-Use Zone (MUZ). The site is also affected by a Design and Development Overlay – Schedule 26 (DDO26), Design and Development Overlay – Schedule 63 (DDO63), Development Contributions Plan Overlay – Schedule 2 (DCP02) and an Environmental Audit Overlay (EAO). The subject site is also identified as being in an Area of Aboriginal Cultural Heritage Sensitivity.

Pursuant to the provisions of the Melbourne Planning Scheme, a planning permit is required to construct two or more dwellings on a lot pursuant to Clause 32.04-6, to construct a building or to construct or carry out works pursuant to Clause 43.02. A planning permit is also required for subdivision pursuant to Clause 32.04-4.

In so far as uses permitted pursuant to Clause 32.04-2 of the Mixed-Use Zone, a planning permit is **not** required for:

- a Dwelling;
- a Food and drink premises;
- an Office; and
- a Shop.

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**

**ADVERTISED  
PLAN**

This planning submission explains the proposed development in its urban setting and explains that it responds very positively to relevant planning controls and policy. It also provides an assessment of the planning merits of the proposal against the policies and controls of the Melbourne Planning Scheme. On this basis, the proposal is considered worthy of a planning permit.

This submission is to be read in conjunction with:

- Architectural plans and a design statement prepared by Hayball Architects;
- A Sustainable Management Plan prepared by Umow Lai;
- A cultural heritage assessment prepared by Andrew Long and Associates;
- A Traffic Impact Assessment prepared by GTA Consultants;
- A Green Travel Plan prepared by GTA Consultants;
- A Noise Impact Assessment prepared by Acoustic Logic;
- A Water Sensitive Urban Design report prepared by Umow Lai;
- Landscape Plan prepared by Openwork Pty Ltd; and
- A Waste Management Plan prepared by Leigh Design.

## 2.0 SITE AND SURROUNDING AREA

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

### 2.1 Site Context

The subject site is located at the heart of the Arden-Macaulay Urban Renewal Area (the renewal area), which is 147 hectares of land that has been primarily characterised by low-density manufacturing, wholesale and storage activities. It straddles the north-western edge of the Central City area and while there are several large underutilised industrial sites, the renewal area is recognised as being in transition; undergoing extensive private-sector redevelopment that will transform former industrial sites either side of the Moonee Ponds Creek and become an *intensive, mixed-use continuation of Melbourne's central city*.

The Urban Renewal Area is generally bounded by the commercial corridors of Dynon Road, Dryburgh Street and Racecourse Road. It encompasses the Craigieburn and Upfield railway lines but also the proposed Melbourne Metro Rail Alignment and is intersected by City Link, which generally follows the Moonee Ponds Creek alignment.

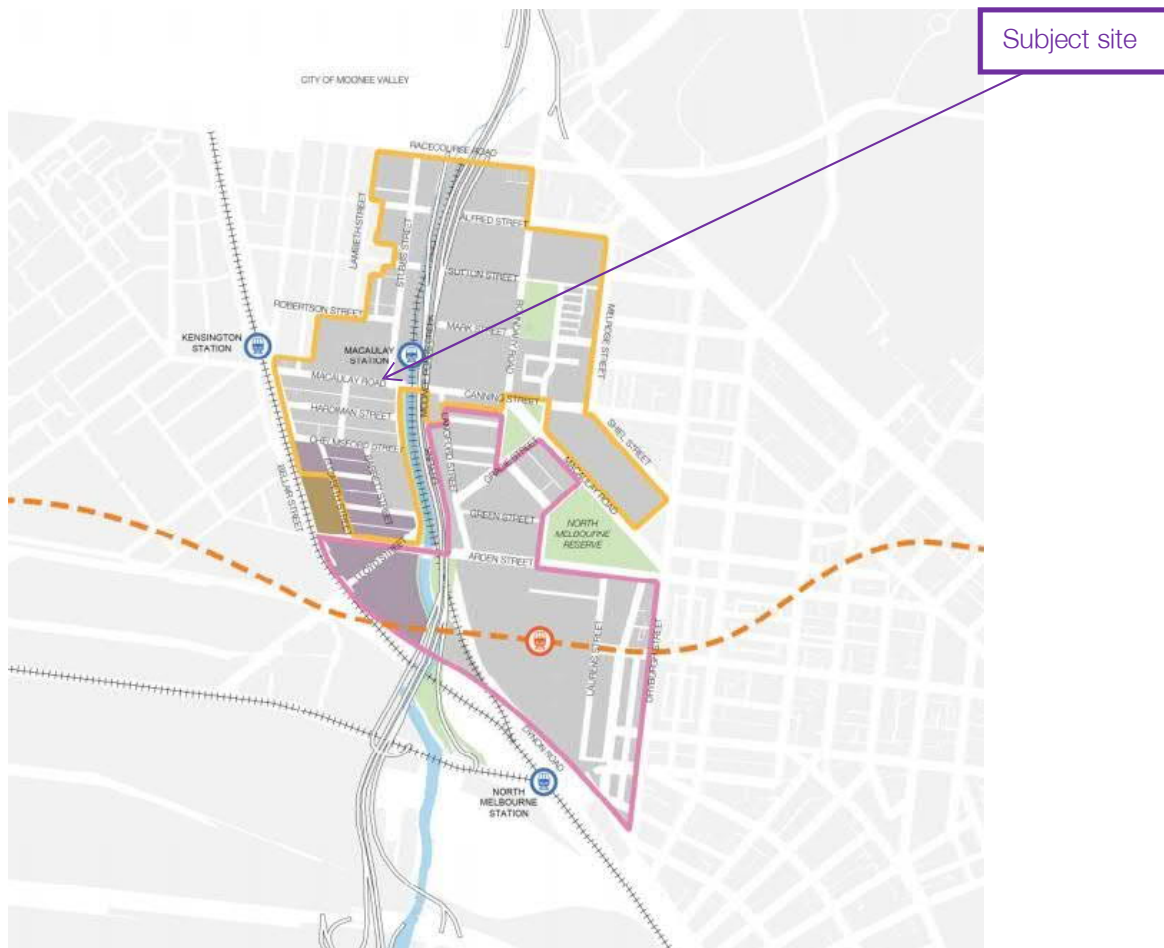


Figure 1: Map from Clause 21.14-2 Melbourne Planning Scheme

554093R001



This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any conviction.

Figure 2: Public transport in the vicinity (Source PTV)

The Kensington local retail centre and Flemington-Racecourse Road Major Activity Centres are both within the Urban Renewal Area and walking distance of the subject site. The centres provide a wide range of shops and facilities, multi-cultural eateries, government and institutional land uses, attracting a regional catchment. The Macaulay Local Centre immediately east side of railway line is also planned to provide an *integrated destination for local shopping, dining, community facilities and commercial premises* under the Arden Macaulay Structure Plan 2012 (Planned Activities and land uses, shown in Figure 3).

The Urban Renewal Area is a sought-after location due to its proximity to the CBD and the restaurants, cafes, bars and shops located in the immediate neighbourhood. Recent planning permits granted for the three underutilised sites opposite the subject site and to the east of City Link show the traction for change in the immediate area. Details are provided below.:

- 87-105 Racecourse Road - 8 storeys approved under TP-2018-770;
- 347-367 Macaulay Road – 6 storeys approved under TP-2017-709;
- 369 Macaulay Road – 8 storeys approved under TP-2018-360; and
- 393 Macaulay Road – 8 storeys approved under TP-2018-360.

Proximity and pedestrian access to the Moonee Ponds Creek are integral elements of the Macaulay-Arden Structure Plan. The realisation of 'Macaulay Terraces' will create a major new open space corridor connecting the Moonee Ponds Creek to Macaulay Railway Station and surrounding neighbourhoods.



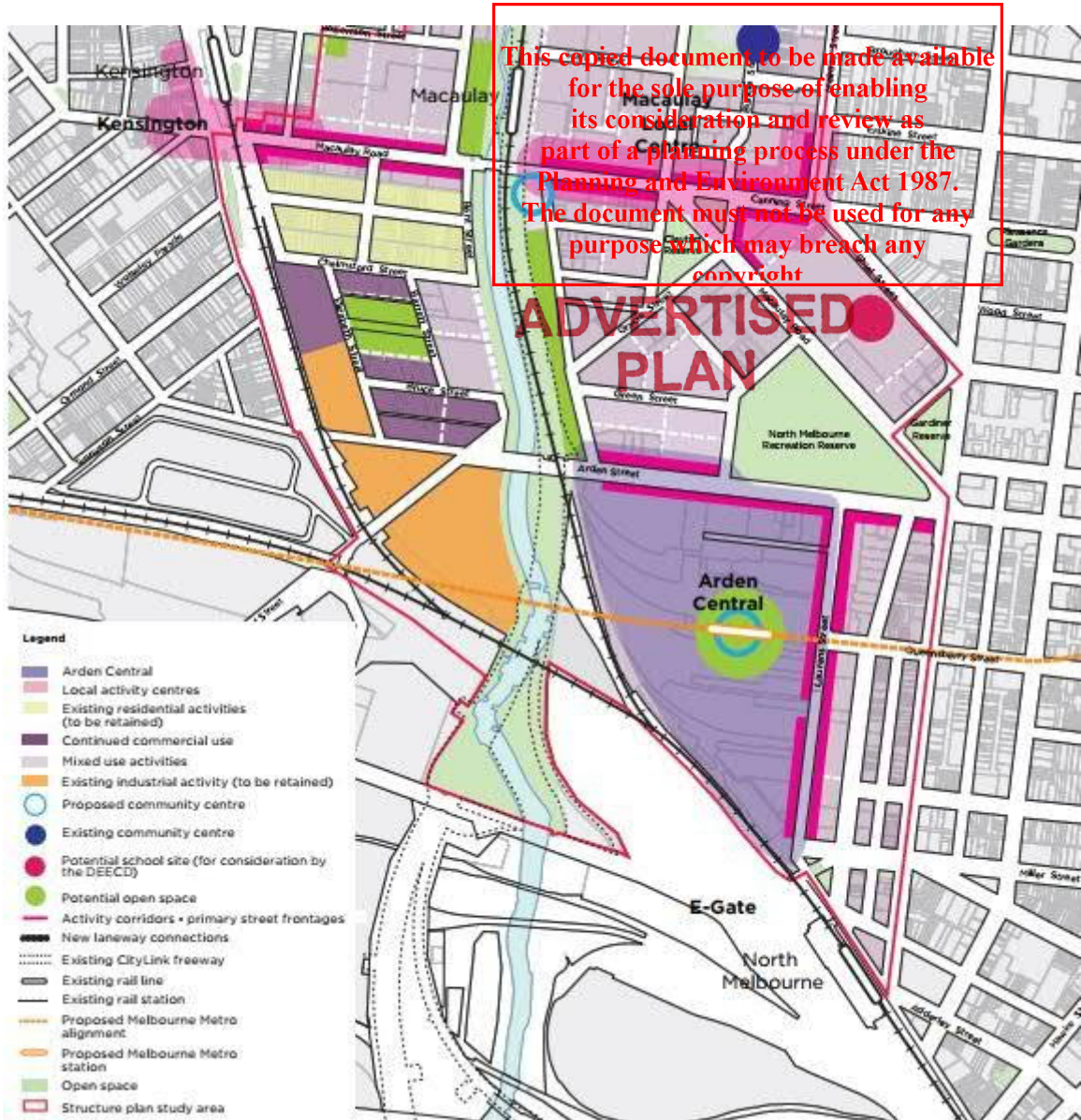


Figure 3: Long-term land use strategy, Arden-Macaulay Structure Plan 2012

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

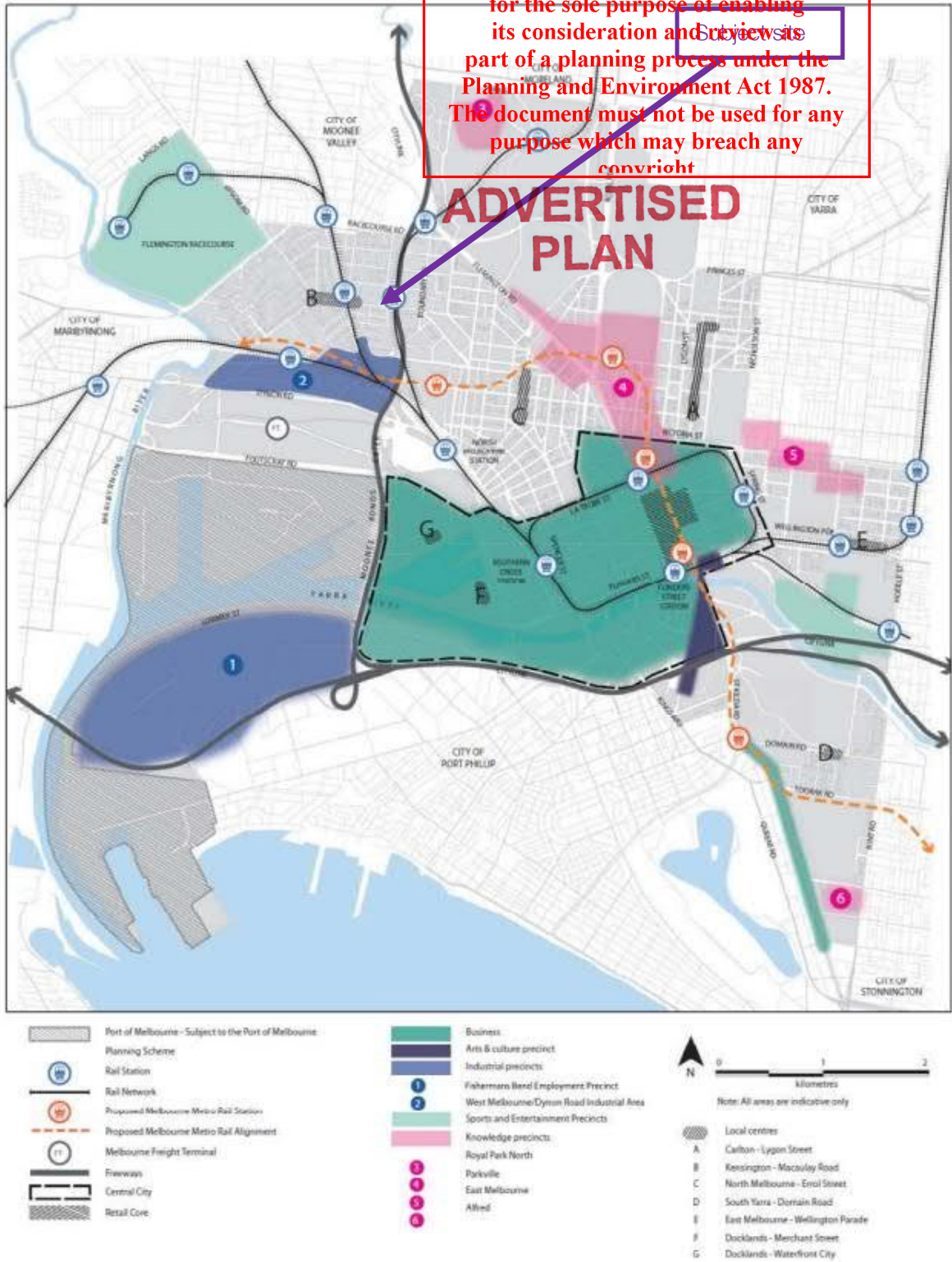


Figure 4: Economic Development Map, Clause 21.08 Melbourne Planning Scheme



## 2.2 Immediate area

In a more local sense, the subject site is situated between Kensington and Macaulay Railway Stations. The Kensington local retail centre is located at the western end of Macaulay Road, approximately 200 metres from the subject site and the Racecourse Road Major Activity Centre is located at the northern end of Stubbs Street, approximately 500 metres from the subject site.

Macaulay Road forms part of the 402-bus route (Footscray Station to East Melbourne). A bus stop is located approximately 20 metres from the western boundary of the subject site.



Figure 5: Photographs taken of the Kensington local retail centre, west of the subject site

The character of surrounding buildings is predominantly large format industrial buildings approximately 7 metres in height built to the street boundary, derived from the previous use and zoning of the land for industry and is of limited relevance to the vision of the Arden-Macaulay Urban Renewal Area.

The immediate area contains a series of dead spots and areas where building maintenance has been neglected.

Macaulay Road and Stubbs Street function as local two-way roads both of which are approximately 18 metres wide with asphalt footpaths. Macaulay Road also contains a dedicated bike lane. Unrestricted on-street parking for up to three cars is provided adjacent to the Macaulay Road frontage. Restricted on-street parking is also available adjacent to the Stubbs Street boundary.

Street trees are located at various locations within the footpaths adjacent to the Macaulay Road frontage and along Stubbs Street. The largest of the street trees in the Macaulay Road footpath is approximately 15 metres from the west side boundary of the subject site. There are two smaller species in the nature strip, further east.

The nature strip in Stubbs Street has two larger street trees adjacent to the Macaulay Road end and two smaller species either side of the vehicle crossing.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.

ADVERTISED PLAN

## 2.3 Subject site

The subject site is located on the northwest corner of Macaulay Road and Stubbs Street.

It is a regular shaped site having a frontage of 43.04 metres to Macaulay Road, an abuttal to Stubbs Street of 137.54 metres and a total area of 8,803 square metres.

### 2.3.1 Certificates of Title

The subject site comprises eight titles as listed below and detailed on the survey plan prepared by Goodison Surveying and included in the Architectural Town Planning Submission prepared by Hayball. There are no covenants affecting the land.

- Lot 1 PS348433, Vol 10283 Fol 836
- Lot 2 PS348433, Vol 10283 Fol 837
- Lot 3 PS348433, Vol 10283 Fol 838
- Lot 4 PS348433, Vol 10283 Fol 839
- Lot 5 PS348433, Vol 10283 Fol 840
- Lot 6 PS348433, Vol 10283 Fol 841
- Lot 7 PS349823, Vol 10283 Fol 853
- Lot 8 PS349823, Vol 10283 Fol 854



Figure 6: Aerial view of the built form, (Source: Nearmap)

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**

**ADVERTISED  
PLAN**



### 2.3.2 What occupies the site

The building presents predominantly as a three-storey building across the Macaulay Road boundary, apart from a more recent two storey addition at its western end that is slightly recessed behind a landscaped garden bed.

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**



Figure 7: View of the northwest corner of the subject site



Figure 8: View of the subject site from Macaulay Road

A vehicle crossing is located adjacent to the west (side) boundary and provides access to 45-degree parking for 38 vehicles on the west side of an accessway that extends around the perimeter of the site.

554093R001

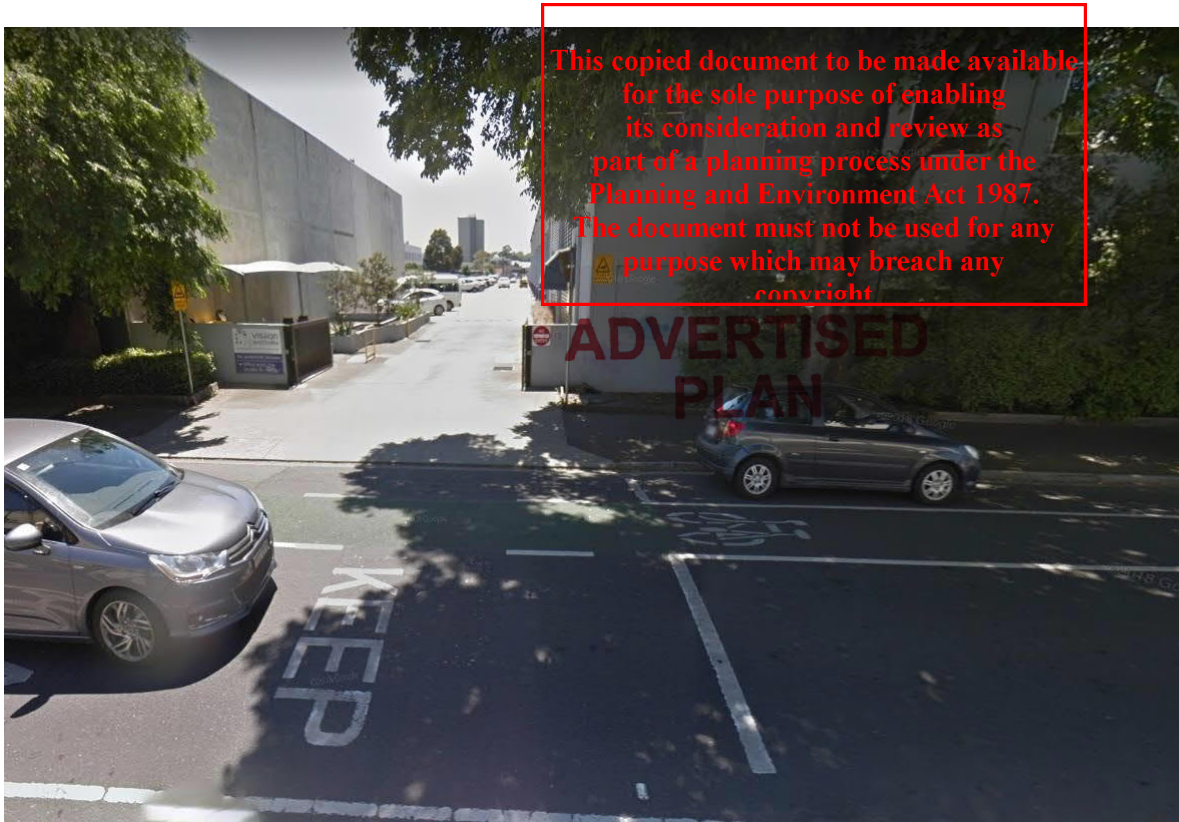


Figure 9: View of the west side boundary of the subject site and the vehicle crossing to Macaulay Road

The three-storey building anchors the corner and wraps around the Stubbs Street boundary. A portico announces the reception lobby that is steps up from street level. The height of the remainder of the building is approximately 9.5 metres and well setback from the Stubbs Street boundary. The rear of the subject site provides a warehousing function for Vision Australia.



Figure 10: Photograph from Stubbs Street looking south towards Macaulay Road



On-site parking for a further 49 spaces sits partly above street level behind a 2-metre-high concrete retaining wall and grades down towards the northern end of the site. A dual crossover provides separate ingress and egress is divided by a landscaped verge adjacent to the boundary that contains three canopy trees. The crossover is approximately 20 metres wide. The remainder of the Stubbs Street boundary is enclosed by a concrete retaining wall above which a variety of medium sized shrubs are visible.

Apart from some remnant trees, landscaping does not feature greatly adjacent to Stubbs Street. The site is mostly sealed with concrete paving and views are largely of a series of roller doors as seen below in Figure 11. There are also three mature street trees within the adjacent road reserves, one in Macaulay Road and two in Stubbs Street. The lower canopies have been pruned back over time, which has impacted on their condition.

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any reserve.**

**ADVERTISED PLAN**



Figure 11: Views of the vehicle crossings to Stubbs Street



Figure 12: Photograph taken from Robertson Street looking south towards the rear of the subject site

554093R001



## 2.4 Neighbouring properties

### 2.4.1 To the west (352-400 Macaulay Road)

This business park comprises six, two-storey concrete warehouse buildings located either side of a central driveway and on-site parking. It has a site area of 9,591 square metres. While the full extent of its eastern boundary (137 metres) is shared with the subject site, only 50 metres of building abuts the shared boundary beyond which a chain wired fence extends across the remainder of its east (side) boundary.

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.**



Figure 13: Photograph taken from the western boundary of the subject site looking west at the front of 352-400 Macaulay Road

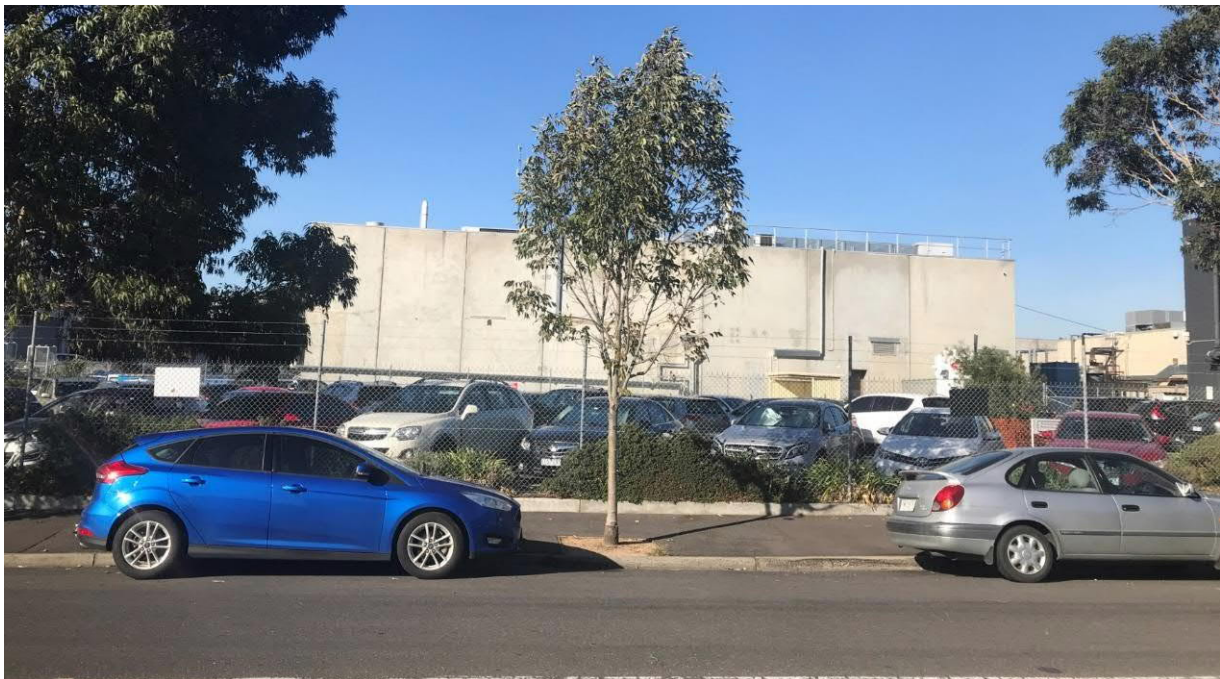


Figure 14: Photograph taken from Robertson Street looking south at the rear of 352-400 Macaulay Road



2.4.2 To the east (161-179 Stubbs Street)

This property is located opposite the subject site and is currently used as a warehouse/depot. It adjoins the Moonee Ponds Creek along its eastern boundary. The creek corridor is an important walking and cycling route that forms part of the 30-kilometre Capital City Trail loop.

The Arden-Macaulay Structure Plan 2012 advocates the significant opportunity to expand and upgrade the Moonee Ponds Creek corridor to improve habitat values and provide new opportunities for recreation.

It is proposed to re-zone the property from the existing Industrial 1 Zone (I1Z) to Public Park & Recreation Zone (PPRZ).

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright**

**ADVERTISED PLAN**



Figure 15: Photograph taken from midway along the Stubbs Street boundary of the subject site looking east at 161-179 Stubbs Street

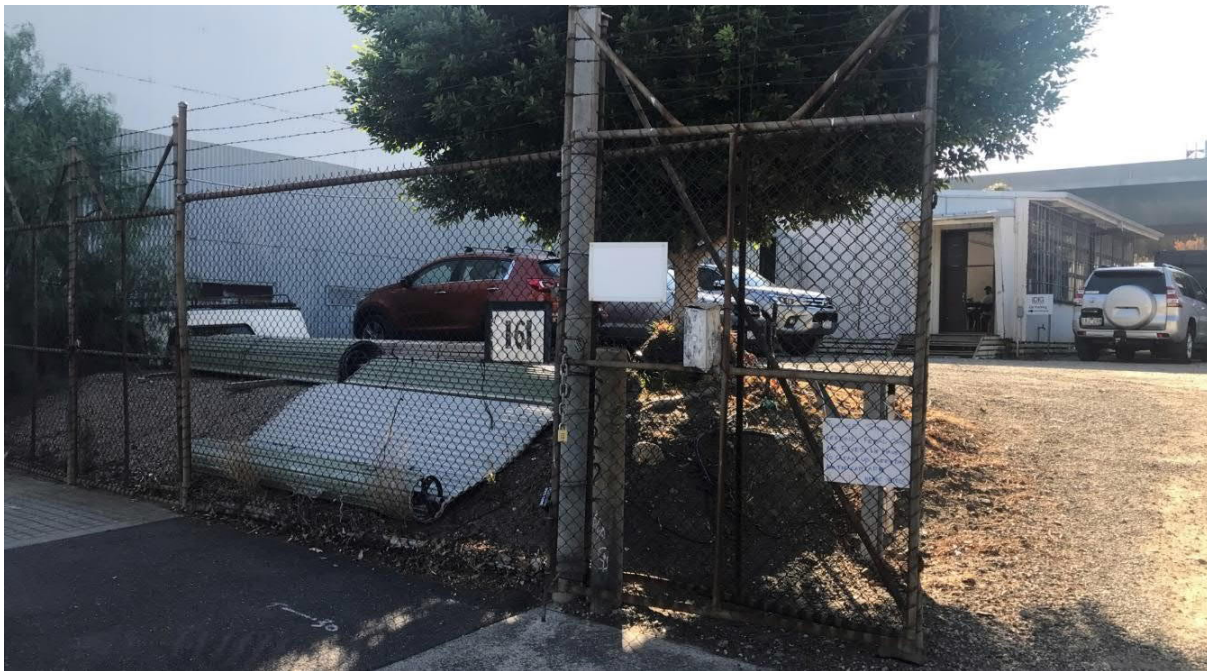


Figure 16: Photograph taken Stubbs Street looking across the northern boundary of 161-179 Stubbs Street

554093R001



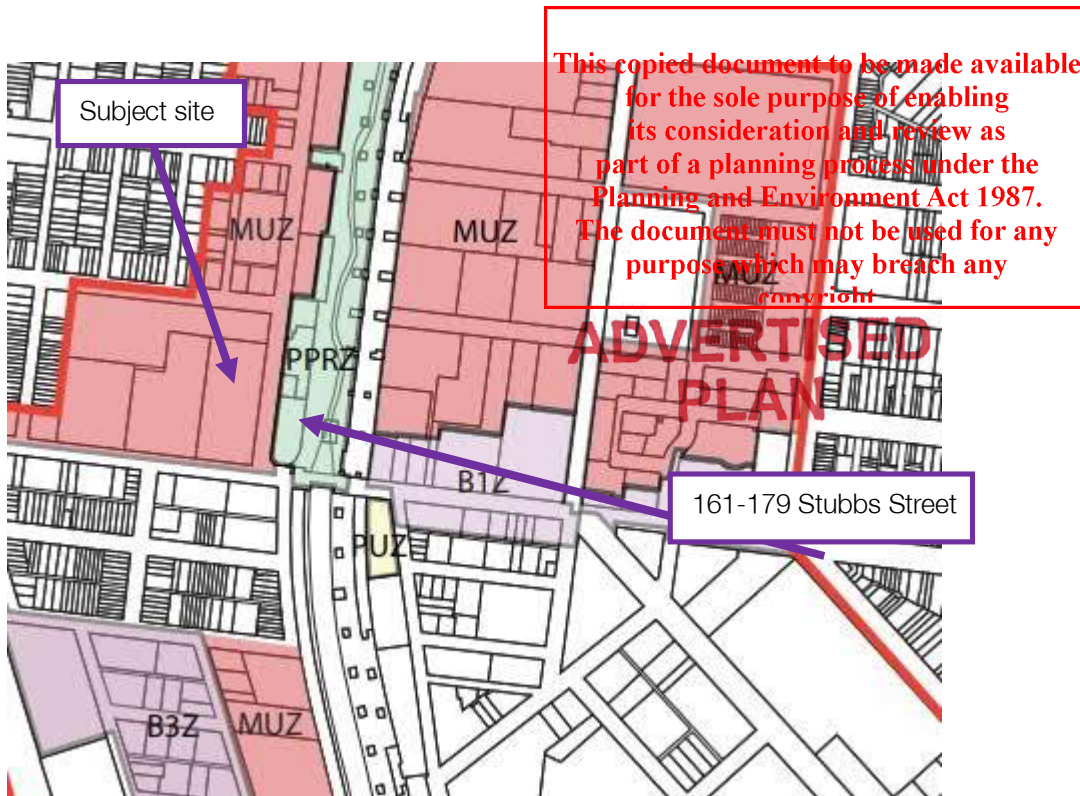


Figure 17: Land use zoning changes, Arden-Macaulay Structure Plan 2012

### 2.4.3 To the north (70 Robertson Street)

The property to the north is located on the south western corner of Stubbs Street and Robertson Street. It is occupied by a two-storey commercial building that has a frontage to Robertson Street. At ground level a sealed accessway is located adjacent to the shared boundary. It provides access to a roller door in the southern façade and beyond to the car park, which has its primary access to Robertson Street. A component of the second floor of the building abuts the shared boundary and is built over the accessway; the underside being approximately 5.4 metres above ground level.



Figure 18: View of building at 70 Robertson Street from Stubbs Street

#### 2.4.4 To the south

The properties on the south side of Macaulay Road are occupied with large format industrial buildings built to the street boundary.

##### **367 Macaulay Road**

This property extends through to Little Hardiman Lane along its southern boundary where access is provided to loading docks. The building is vacant. A planning permit (TP 2017/009) has been issued for demolition of the building and construction of a six-storey apartment building.

Presently a single storey red-brick street wall and high timber fascia extends across the Macaulay Road frontage and continues around the eastern Brent Street boundary.

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any zoning or other provisions.**

**ADVERTISED PLAN**

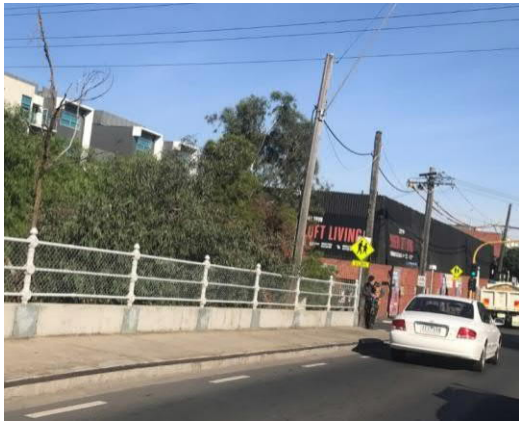


Figure 19: Various views of 367 Macaulay

##### **391 Macaulay Road**

At street level, the building is setback from Macaulay Road to allow for off-street parking. Vertical metal pillars divide the car spaces and form part of the two-storey component that cantilevers above the carpark.



Figure 20: 391 Macaulay Road

554093R001

## 2.5 Opportunities and Constraints

Having regard to the analysis undertaken in the preceding sub-sections, the following opportunities and constraints have been identified as underpinning a use and development outcome on the subject site.

### 2.5.1 Opportunities

- The site enjoys two street frontages which will be significantly enhanced by the proposed development.
- The Mixed-Use Zone is within the residential suite of zones however there is provision for commercial uses that complement the mixed-use function intended for the locality.
- A unifying element of the neighbourhood is the Mixed-Use Zone that applies to all the properties that are proximate to the subject site.
- Existing boundary walls and no habitable room windows with direct views over the subject site.
- The 30-year vision for the Urban Renewal Area is for it to transition *into a dense, mixed-use inner-city suburb*.
- The subject site and adjacent properties are not encumbered by Heritage Overlay provisions of the planning scheme.
- Ability to provide residential dwellings within a well serviced locality in terms of its proximity to the CBD and the social, recreational, commercial and public transport opportunities identified within the Urban-Macaulay Structure Plan.
- The significant State and local planning policy imperatives to take full advantage of well-located under-utilised land.
- Plans to revitalise Moonee Ponds Creek to Macaulay Railway Station will significantly improve public open space proximate to the subject site.
- Stubbs Street frontage enjoys unencumbered vista over the adjacent Moonee Ponds Creek reserve.
- The long western boundary enjoys unencumbered views to the distant Kensington green neighbourhood.
- The subject site within the PPTN and along the Principal Bicycle Network (PBN), which is a network of arterial cycling routes in metropolitan Melbourne – see Figure 21.
- Apart from the front warehouse building in the southeast corner of 352 Macaulay Road, the west side boundary contains chain wire fencing, which ensures the new laneway can be developed immediately as an attractive, shared space without relying on re-development of 352 Macaulay Road

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any**

**ADVERTISED  
PLAN**



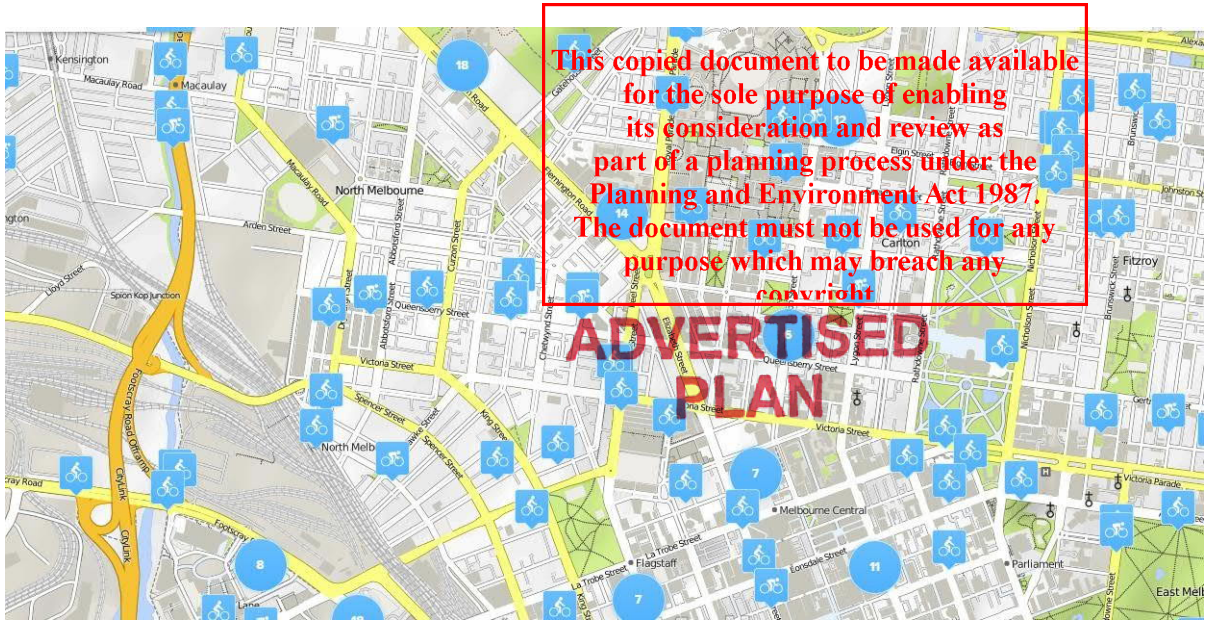


Figure 21: Bike routes within the locality (Source Bike Map)

## 2.5.2 Constraints

- *The City of Melbourne's Open Space Strategy, 2012* indicates that the growing community in Arden-Macaulay will require additional open space and a more diverse range of open spaces than is currently available;
- The need to satisfactorily manage potential vehicle movement from the shared loading zone;
- The likely redevelopment of the property to the north and its potential shadow impact;
- Respecting the equitable development potential of the neighbours to the west and north.

## 3.0 THE PROPOSAL

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**

### 3.1 General overview

It is proposed to develop the site in accordance with the design objectives and built form outcomes outlined for the Macaulay Urban Renewal Area, Kensington and North Melbourne in Schedule 63 to the Design and Development Overlay (DDO63).

A 6 storeys street wall is envisaged to the Macaulay Road frontage. Thereafter the building is setback 4.4 metres from the frontage, reaching a maximum of 8 storeys. The discretionary provisions for Stubbs Street envisage a street wall of 20 metres (with a 1.1 metre high parapet/balustrade).

Although not identified in DDO63 as a Laneway, the 7 metres setback proposed to the west (side) boundary provides for a fully landscaped 'Shared Zone' that has optimal growing conditions and water sensitive urban design for deep soil planting of canopy trees.

The façade strategy has evolved from a series of collaborative design meetings that has not only informed the design philosophy but has realised a diversity of ideas and an authenticity to the design process. The result is a building of high architectural quality, with each interface presenting a contemporary and resolved built form response. A cohesive palette of quality external materials and finishes is proposed (refer to the Materials and Finishes Schedule, within the development plans). Activation of the prominent corner will be enhanced by its occupation for retail uses at street level. Glazing will wrap around the corners of the building to allow natural light and continued activation of the public realm along the new laneway and Stubbs Street.

The building comprises three vertically composed sub-forms and infill elements (described as Buildings A, B, C, D and E) that have their own entrance lobby and are separated by an internal landscaped communal courtyard at ground level, which will extend through the middle of the site. Light wells are cleverly crafted across the building enabling natural light to each entrance lobby.

The permit applicant submits that the application demonstrates the community benefit anticipated in the DDO and required to enable the development to include up to eight storeys. It represents the design excellence that the City of Melbourne seeks from new development in this Urban Renewal Area and makes a real contribution to enhancing the area's permeability taking account of aspirations for the longer term set out in the Arden-Macauley Structure Plan.

In addition, the permit applicant has been working closely with Vision Australia in an attempt to successfully negotiate the provision of 10, affordable, ground-level dwellings (at the north-east corner of the development) which would be occupied by vision-impaired residents who would mostly have a guide dog. While these negotiations are advancing, they not yet finalised. It is expected, however, that the permit applicant will be in a position to update Council about these negotiations as processing of the application progresses and before Council decides the application.

The building will address Macaulay Road with six retail tenancies (shown as T01, T02, T03, T04, T05 and T06) and an inviting and well-lit street level entrance for residents and visitors that sits prominently within the building facade (see below in Figure 21 the concept sketch).



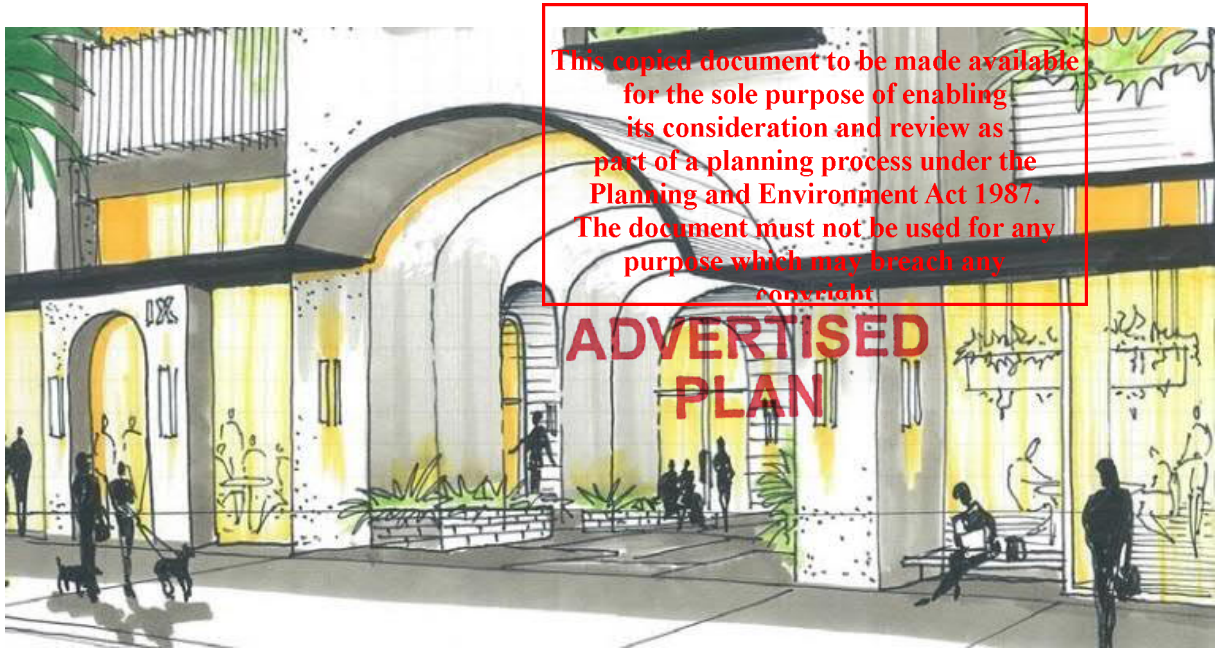


Figure 22: Architectural sketch of Macaulay Road entry

The Stubbs Street interface is uniquely contemporary. Cantilevered balconies and integrated planting contrast with the robust built elements. Pedestrian access and private terraces across Stubbs Street ensure the building engages actively with the upgraded Moonee Ponds Creek corridor immediately opposite. The pedestrian entries are all at grade with the adjacent footpath, legible, provide shelter and have a sense of address.



Figure 23: Perspective that shows the active relationship with Stubbs Street

The western interface is also very well resolved. The 7-metre setback proposed to the western boundary allows for a new fully landscaped public laneway (Western Mews) that intersects an east-west pedestrian accessway and provides the opportunity to extend beyond the site to the north and west, creating *an attractive and accessible network of connections* linking up with outdoor communal areas located 'within the heart of the development'.

The northern end 'Western Mews' will incorporate a dog run, further encouraging social interaction and activation of this important new laneway.



Figure 24: Perspective that shows the public laneway proposed along the western boundary

The landscaped pedestrian accessways are inviting, attractive and accessible thoughtfully linking various passive zones that include feature canopy trees, timber decking, water stairs, pergolas, an informal communal room and outdoor lounge areas as part of an integrated landscape response and planting palette, which is outlined further in the Landscape Design report prepared by Openwork.

To ensure maximum privacy for residents, those private terraces directly adjacent to the communal courtyard and across the western interface have been setback behind an additional private garden bed that will be fully landscaped and include canopy trees, achieving a generous contribution that facilitate the efficient development of the adjoining property.



Figure 25: Landscape concept plan that shows the permeability along and across the site, Openwork



An outdoor space at level 6 for residents of the apartments within Buildings D and E supplements the larger ground level shared communal spaces. It will cater for a range of activities including passive recreation, dining and flexible seating spaces. This north-facing is an excellent passive space for residents.

There is an additional rooftop terrace above Building B. This east-facing courtyard expands across the Stubbs Street boundary providing opportunities for views of the Moonbe Ponds Creek reserve but also beyond to the City. It will further activate Stubbs Street, providing an excellent passive space for residents, and includes communal vegetable gardens.

Car parking facilities will be contained within the three (3) levels of basement accessed from Stubbs Street.

A total of 545 car spaces are proposed. Parking for the commercial components is located at the southern end of basement level 1.

The new vehicle crossing to Stubbs Street is the single point of access to the basement. It will be setback approximately 83.2 metres from the Macaulay Road intersection. The existing vehicle crossing that currently services the at-grade car park along the western boundary will provide access to the new loading and delivery zone.

The rear of the building is generally set back 4.93 metres from the northern boundary to allow for future development, but also generous courtyards ensure exceptional amenity outcomes to residents of the proposed development.

ESD principles are integral to the design of the building and will ensure that an appropriate level of environmental performance is achieved. The residential component will dispose of waste via dedicated chutes provided at various locations across all residential apartment levels and directly deposit into collection bins within the designated Bin stores located across the site at basement level. A private contractor will arrange for the waste to be deposited to the loading dock for Council collection.

Appropriate acoustic measures have been outlined in the Noise Impact Assessment prepared by Acoustic Logic to ensure apartments that face east comply with SEPP N-1, including suitable glazing and materials. Additional acoustic measures for plant and equipment are outlined in the Acoustic Assessment.

### 3.2 Summary of each level

The proposed features of each level are:

#### 3.2.1 Basement Level 3

- Located in the southern portion of the site;
- Five (5) metres setback from the western boundary to allow for deep soil planting;
- One hundred and thirty-six (136) car parking spaces for residential purposes;
- Four (4) sets of lifts and four (4) stairwells conveniently located to provide efficient resident access to the building; and
- Ninety-eight (98) 6 cubic square metre storage cages.

#### 3.2.2 Basement Level 2

- Five (5) metres setback from the western boundary to allow for deep soil planting;
- Two hundred and thirteen (213) car parking spaces for residential purposes;
- Six (6) sets of lifts and six (6) stairwells conveniently located to provide efficient resident access to the building;

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.

ADVERTISED  
PLAN

- Bike stores for each Building;
- Two hundred and twenty-three (223) 6 cubic square metre storage cages

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987.**

**The local council is not to be used for any purpose which may breach any copyright**

**ADVERTISED  
PLAN**

### 3.2.3 Basement Level 1

- Five (5) metres setback from the western boundary to allow for deep soil planting;
- Access is via a widened crossover midway along the Stubbs Street boundary;
- Resident gymnasium;
- One hundred and ninety-six (196) car parking spaces;
- Six (6) sets of lifts and six (6) stairwells conveniently located to provide efficient resident access to the building;
- Bike stores for each Building;
- Separate bike store for commercial tenancy's;
- One hundred and eighteen (118) 6 cubic square metre storage cages.
- Ramp providing access to each basement level from the existing crossover to Stubbs Street, which is proposed to be widened;
- Waste rooms for each Building;
- Waste room for the commercial tenancies;
- A 6 square metre area for hard waste;
- Building services including resident storage cages, bin room and fire pump room.

### 3.2.4 Ground Floor Level

- Vehicle access provided from Macaulay Road to a dedicated loading/waste collection/parcel delivery zone at the rear of retail tenancies T01 and T02 that is of sufficient dimensions to allow a Council garbage truck to park. The compactors will be screened, and access doors shall feature a keyless opening from within the Building. Waste will be transported from basement 1 via a goods lift where it will be transported to the compactors;
- Incorporation of a public pedestrian link from Macaulay Road but also an intersecting east-west public accessway provides for movement through the site and aspirations for a walkable neighbourhood. It is the 'agent of change' that improves the development potential of the adjacent property;
- Six (6) retail tenancies fronting Macaulay Road and wrapping around the southeast corner of Stubbs Street;
- Generously wide pedestrian access from both Macaulay Road and Stubbs Street through to the communal gardens that extends through the centre of the site and perform their role as a lightcourt having a maximum depth of 7.05 metres;
- The pedestrian entry off the Macaluy Road frontage is flanked by columns and covered by an arched balustrade that then continues across the retail premises to define the street edge.
- Forty-six (46) apartments which include a mix of 3-bedroom duplex apartments, 3-bedroom apartments, 2-bedroom apartments and one-bedroom apartments;
- Twenty-four (24) accessible apartments are located at groundlevel
- Each Building with an entry lobby that includes a mail room.

### 3.2.5 Mezzanine

- The two retail tenancies T01 and T02 and services will utilise the front of Building A
- The remainder of this level will accommodate the upper floor of the six duplex apartments

### 3.2.6 Level 1

- Fifty-seven (57) apartments which include a mix of 3-bedroom duplex apartments, 3-bedroom apartments, 2-bedroom apartments and one-bedroom apartments;
- Thirty-two (32) accessible apartments are located at level 1.

### 3.2.7 Levels 2 & 3

- One hundred and sixteen apartments (116) which include a mix of 3-bedroom duplex apartments, 3-bedroom apartments, 2-bedroom apartments and one-bedroom apartments;
- Seventy (70) accessible apartments are located at level 2 and 3.

### 3.2.8 Level 4 & 5

- One hundred and sixteen apartments (116) which include a mix of 3-bedroom duplex apartments, 3-bedroom apartments, 2-bedroom apartments and one-bedroom apartments;
- Seventy (70) accessible apartments are located at level 4 and 5.

### 3.2.9 Level 6

- Forty-eight (48) apartments which include a mix of 3-bedroom duplex apartments, 3-bedroom apartments, 2-bedroom apartments and one-bedroom apartments;
- Twenty-nine (29) accessible apartments are located at level 6
- North-facing communal courtyard primarily for use by residents of Buildings D and E but that has access from the ground level of Building E entry lobby.

### 3.2.10 Level 7

- Forty-three (43) apartments which include a mix of 3-bedroom duplex apartments, 3-bedroom apartments, 2-bedroom apartments and one-bedroom apartments;
- Thirty-three (33) accessible apartments are located at level 7

## 3.3 Materials and Finishes

A complete schedule of materials and finishes has been provided by Hayball Architects.

### 3.3.1 Southern façade

- At street level, the Macaulay Road façade presentation consists of full height clear glazing and a series of curved porticos that signify the entry to each retail premises. They are broken up by a more significant curved asymmetrical element that heralds the public pedestrian entry. Collectively, these activated façades occupy approximately 74 per cent of the frontage. Either side of the entry, a horizontal balustrade frames the ground level tenancies from the residential elements above;
- The upper levels have been themed vertically and capture the interplay between contemporary, heritage and industrial architectural language.
- The western end of the frontage is a generously appointed space that integrates access to a loading plaza and a new laneway to encourage interaction and use by the public.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987.

The document must not be used for any purpose which may breach any copyright

ADVERTISED  
PLAN

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.**

**ADVERTISED PLAN**

**3.3.2 Eastern façade**

- Similarly, the Stubbs Street façade is composed of various architectural themes to interrupt and surprise. Another public pedestrian entry midway along the boundary provides entrance to an inviting promenade that extends across the full width of the site to the new laneway. They are broken up by a more significant curved asymmetrical element that heralds the public pedestrian entry.
- Warmer, earthy tones layered across various levels provide a contrast to the sleeker palette employed across the western end of Macaulay Road.
- Dark metal balconies and pitched roof elements trim the tower.

**3.3.3 Western façade**

- The built form is setback 7 metres from the western boundary.
- At ground level private terraces extend along the new laneway that is within the deep planting zone allowing for a comprehensive landscaped solution that will include canopy trees;
- A mixture of pre-cast concrete and glazing is utilised that incorporates a semi-industrial theme
- The apartments within the apartment towers will incorporate balcony planters and climbers to complement the view of the building from the public realm.

**3.3.4 Northern façade**

- The layers of pre-cast concrete are repeated as the building wraps around the northern boundary.
- The built form is set back a minimum 4.8 metres from the northern boundary to provide suitably dimensioned private terraces;

**3.3.5 Elevations**

The proposed eight storey development has a maximum height of 30.9 metres (inclusive of the plant platform and lift overrun) above the flood level (which is 3.5 AHD).

The elevations seek to maintain the characteristic hard-edged alignment of built form to the street. The street wall is proposed to be 6 storeys high.

The corner site location provides an opportunity to design a building that significantly improves the Stubbs Street streetscape. The wide street boundary has been broken down with strong vertical elements that are now consistent with what is anticipated by the urban structure and built form guidelines expressed in *Arden-Macaulay Structure Plan 2012*.

Horizontal landscaping features prominently across all elevations with planter boxes providing a green banding above the balcony walls. It works well in breaking up the strong vertical articulation.



## 4.0 Relevant Planning Controls

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any

The following planning controls and permit triggers are relevant to this application.

### 4.1 Zoning

The subject site is in the **Mixed-Use Zone (MUZ)**, pursuant to the Melbourne Planning Scheme.

The purpose of the Mixed-Use 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.

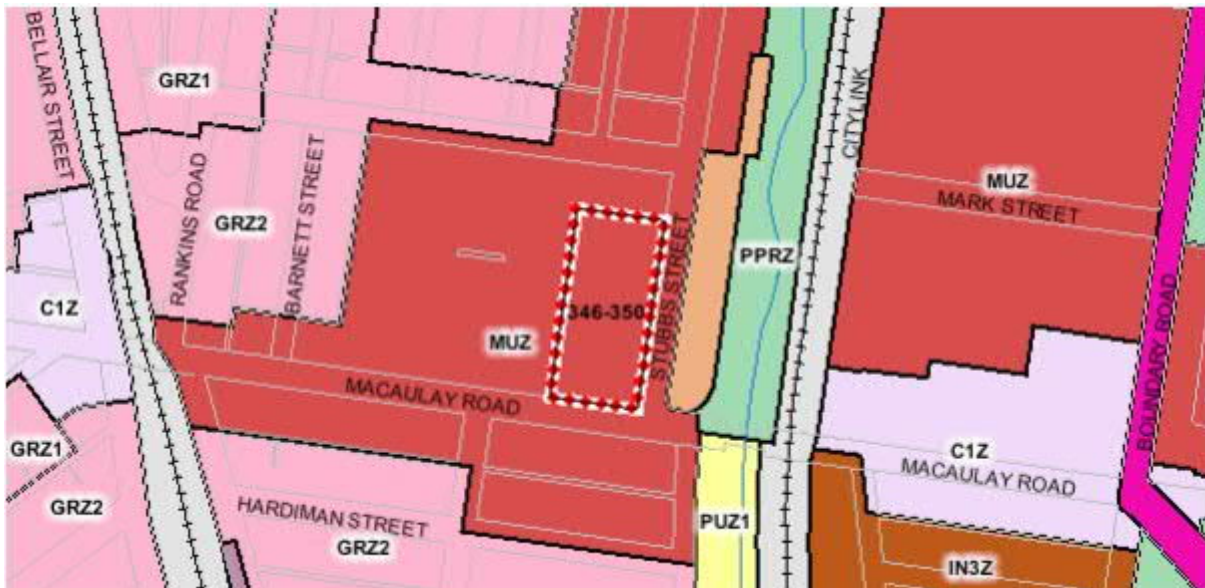


Figure 26: Zoning map

#### 4.1.1 Clause 32.04-2 Table of uses

In so far as uses permitted pursuant to Clause 32.04-2, a planning permit **is not** required for:

- A Dwelling;
- An Office (provided the leasable floor area does not exceed 250 square metres);
- A Food and drink premises (provided the leasable floor areas does not exceed 150 square metres); and

- A Shop (provided the leasable floor areas does not exceed 150 square metres)

This copied document to be made available  
 for the sole purpose of enabling  
 its consideration and review as  
 part of a planning process under the  
 Planning and Environment Act 1987  
 The document must not be used for any  
 purpose which may breach any  
 copyright

#### 4.1.2 Clause 32.04-6

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

### 4.2 Overlays

#### 4.2.1 Design and Development Overlays

The subject site is affected by:

- Design and Development Overlay - Schedule 63 (Macaulay Urban Renewal Area, Kensington and North Melbourne, Area 4; and
- Design and Development Overlay – Schedule 26 (North Melbourne, West Melbourne and Arden-Macaulay Noise Attenuation Area

## ADVERTISED PLAN

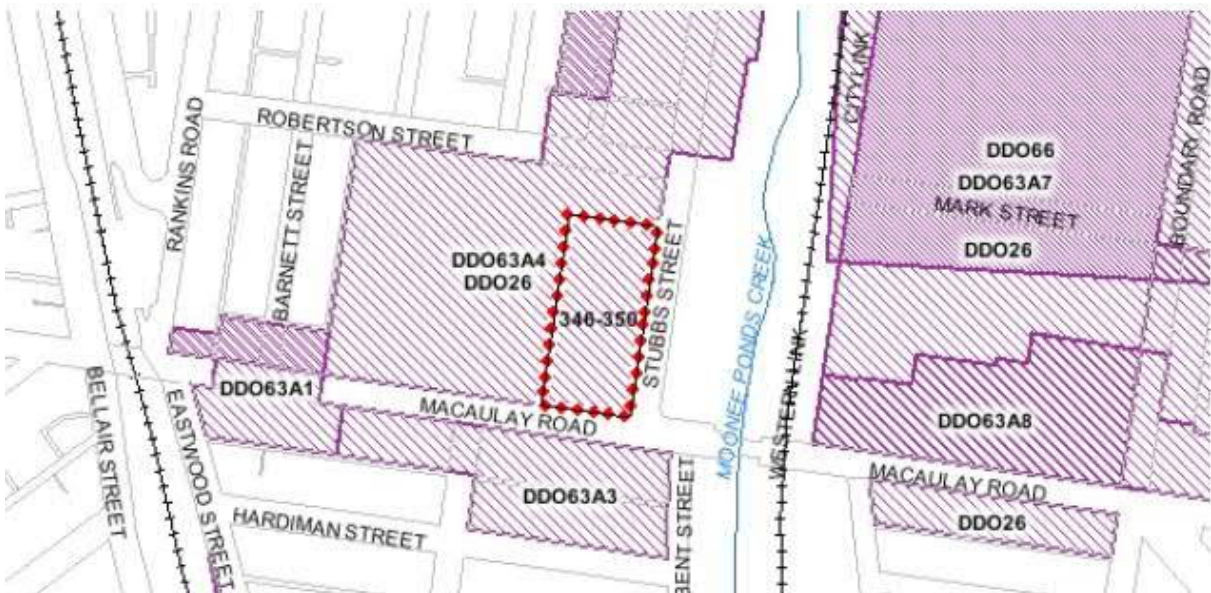


Figure 27: DDO Map

#### **Design and Development Overlay - Schedule 63 (Macaulay Urban Renewal Area, Kensington and North Melbourne)**

The design objectives of this overlay are:

- *To create a compact, high density, predominantly mid-rise, 6–12 storey walkable neighbourhood that steps down at the interface with the low scale surrounding established residential neighbourhoods;*
- *To provide for higher development that delivers identified demonstrable benefits on large sites that do not interface with the low scale surrounding established residential neighbourhoods;*
- *To create urban streetscapes that are defined by a generally consistent plane of building facades that enclose streets but allow daylight and sunlight to penetrate to the streets and to lower building levels;*

- To ensure that built form elements above the street wall are visually recessive and do not contribute to visual bulk; and
- To encourage the ground floor of buildings to be designed so that they can be used for a variety of uses over time.

Clause 2.0 outlines the following controls for Building Outcomes in DD063:

- **Building Heights**

The subject site is in Area 4 (A4).

**Table 1** specifies a maximum height of 8 storeys (not including roof plant and other architectural features and equipment provided the equipment is in a position on the roof so as to minimise overshadowing of neighbouring properties and public spaces and it is designed to the satisfaction of the responsible authority).

**Table 2** outlines the following relevant Built Form Outcomes for A4 and for All areas:

- Deliver a scale of development that provides street definition and a *pedestrian friendly scale*;
- *Deliver a scale of development that provides appropriate access to sunlight and daylight;*
- *Ensure laneways have appropriate levels of access to daylight and sunlight;*
- *Deliver developments that maximise surveillance of public and communal areas and nearby creek environs;*
- *...provision of public thoroughfares in the public and private domain adjacent to the creek, as appropriate;*
- *Where development respond to flood risk by providing ramp structures or other measures flood mitigation measure, high quality urban design outcomes must be provided at the building and public interfaces.*

- **Street wall and setbacks**

Map 1 defines Macaulay Road and Stubbs Street as a *20 and 30-metre-wide renewal street*.

**Table 3** specifies mandatory street wall heights. The setback of buildings above the street wall is discretionary.

For a 20 and 30-metre-wide renewal street, the following controls apply:

- a maximum street wall height of 6 storeys;
- a discretionary setback above the street wall of 1 metre for every metre of height above 20 metres applies.

Furthermore, the following controls apply to a laneway (this is relevant as the *Arden-Macaulay Structure Plan 2012* contemplates an east-west laneway through about the southern third of the site):

- a maximum street wall of 3 storeys; and
- a discretionary setback above the street wall of 4 metres. In addition, development on the northern side of an east-west laneway should be set back 1 metre for every metre of height above the preferred maximum height.

- **Active Street Frontages**

Map 2 defines Macaulay Road as a primary street. Building along Macaulay Road *should present an attractive pedestrian oriented frontage with commercial uses where practical*.

This copied document to be made available  
 for the sole purpose of enabling  
 its consideration and review as  
 part of a planning process under the  
 Planning and Environment Act 1987.  
 This document must not be used for any  
 purpose which may breach any  
 copyright

ADVERTISED  
 PLAN



Building along Stubbs Street should provide an active and physically connected street interface, for example by providing multiple entrance off the street

- **Weather protection and facade treatment**

Building along Macaulay Road ...should provide a veranda for weather protection over the footpath unless this would cause detriment to the integrity of a heritage building or streetscape.

The articulation of a building facade should express a fine grain variety and modulation that assists in reducing the visual dominance of buildings, particularly a wide street frontage. Expressing the vertical elements is encouraged to further minimise the dominance of wide building frontages.

- **Connectivity and laneways**

Development should provide for a fine-grained system of laneways and pedestrian connections that are:

- Safe, direct and attractive;
- Publicly accessible;
- Aligned with other lanes or pedestrian connections to provide direct through routes.

Development along new and existing laneways and pedestrian connections must comply with the laneway controls in Table 3.

### **Design and Development Overlay - Schedule 26 (North Melbourne, West Melbourne and Arden-Macaulay Noise Attenuation Area)**

The design objectives of this overlay are:

- *To ensure that new, refurbished or converted developments for new residential and other noise sensitive uses constructed in the vicinity of the Laurens Street, North Melbourne Industrial Area and in the vicinity of industrial operations in Arden-Macaulay include appropriate acoustical measures to attenuate noise levels within the building.*
- *To ensure that land use and development in the vicinity of the Laurens Street, North Melbourne Industrial Area and in the vicinity of industrial operations in Arden-Macaulay does not adversely affect the viability of industry within these areas.*

Pursuant to Clause 4.0, a planning permit is required for buildings and works associated with new, refurbished or converted developments for noise sensitive uses.

DDO26 requires new development for residential or other noise-sensitive uses to be:

- *Be designed and constructed to include noise attenuation measures. These noise attenuation measures must achieve a maximum noise level of 35dB(A)Leq in unfurnished and uncarpeted habitable rooms, with all windows and doors closed, unless there is no suitable air conditioning and/or mechanical ventilation, in which case the maximum noise level of 35dB(A)Leq in unfurnished and uncarpeted habitable rooms must be achieved with all the windows half open and the doors closed;*
- *Be fitted with suitable air conditioning and/or mechanical ventilation system to the satisfaction of the responsible authority unless the maximum noise level of 35dB(A)Leq in unfurnished and uncarpeted habitable rooms can be achieved with all the windows half open and the doors closed;*
- *Have walls, roof, windows, doors and external glazing and the air conditioning or ventilation system designed by a qualified acoustical consultant who must certify that the incorporation of the design features recommended by the consultant will achieve a maximum noise level in unfurnished and uncarpeted habitable rooms of 35dB(A)Leq, based on the external noise levels measured by the*

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED PLAN

consultant as part of a noise level assessment conducted to the satisfaction of the responsible authority.

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.**

#### 4.2.2 Development Contributions Plan Overlay (DCPO)

The subject land is affected by a Development Contributions Plan Overlay – Schedule 2 (Macaulay Urban Renewal Area Development Contributions Plan)

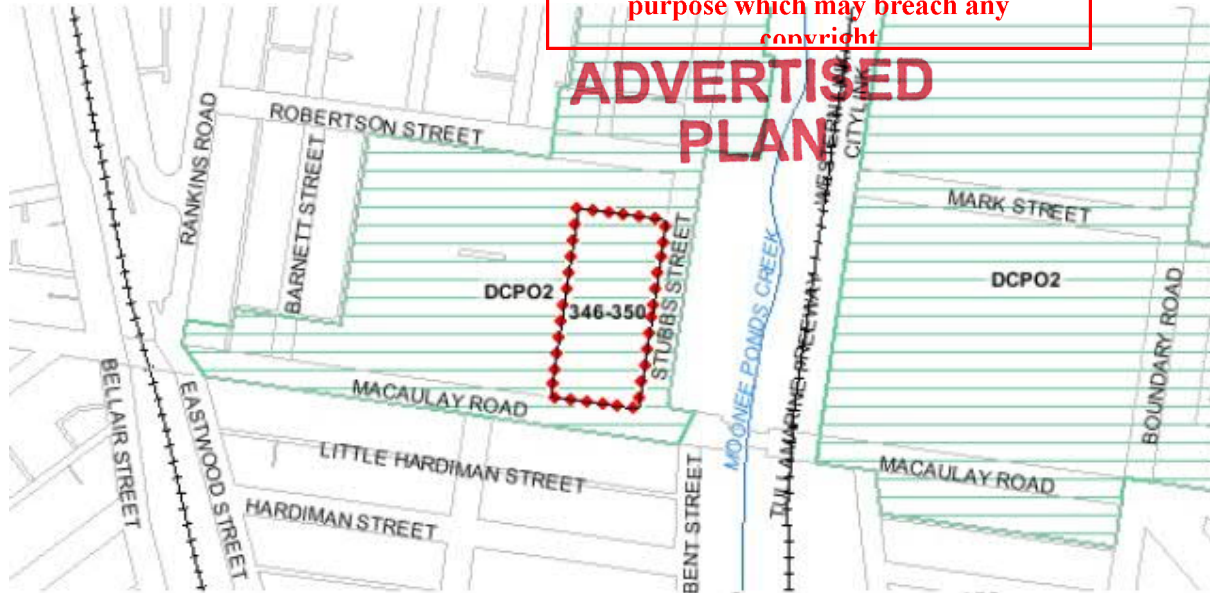


Figure 28: DCPO Map

The purpose of the Development Contributions Overlay is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

A permit may be granted to subdivide, construct a building or construct and carry out works before a development contributions plan has been prepared to the satisfaction of the responsible authority if any of the following apply:

- An agreement under Section 173 of the Planning and Environment Act 1987 has been entered into with the responsible authority that makes provision for development contributions;
- The permit contains a condition requiring an agreement under Section 173 of the Planning and Environment Act 1987 that makes provision for development contributions to be entered into before the commencement of the development.
- A permit for the construction of a building or construction or carrying out works for:
  - Additions or alterations to a single dwelling or development ancillary to use of land for a single dwelling;
  - A single dwelling on a lot;

- Development associated with an existing use provided the gross floor area of the development is not increased by more than 1000 square metres;
- A sign;
- The permit for a boundary realignment.

This copied document to be made available  
 for the sole purpose of enabling  
 its consideration and review as  
 part of a planning process under the  
 Planning and Environment Act 1987.  
 The document must not be used for any  
 purpose which may breach any  
 copyright

#### 4.2.3 Environmental Audit Overlay

The purpose of the Environmental Audit Overlay is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.*

ADVERTISED  
 PLAN

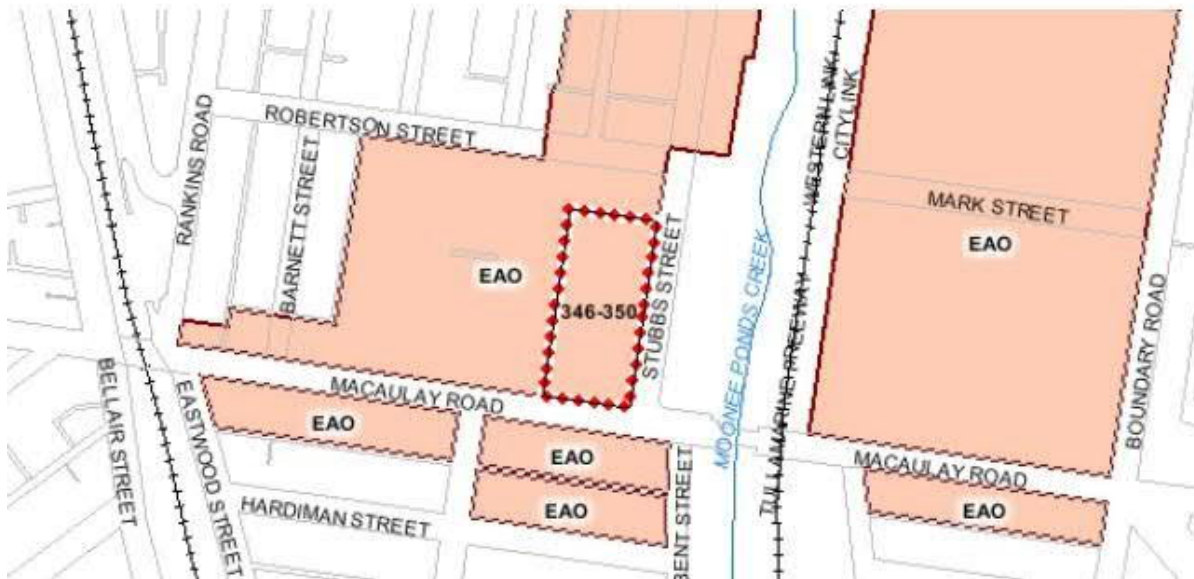


Figure 29: EAO Map

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 environment 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.*

#### 4.2.4 Areas of Aboriginal Cultural Heritage Sensitivity

The land is within or affected by, one or more areas of cultural heritage sensitivity as described in the Aboriginal Heritage Regulations 2007.



Andrew Long and Associates have investigated the subject site. The attached report concludes that the activity area, as a whole, has been subject to significant ground disturbance and does not require the applicant to lodge a CHMP.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any covenant



Figure 30: Areas of Aboriginal Cultural Heritage Sensitivity Map

### 4.3 Particular Provisions

The following particular provisions are relevant to the proposal:

#### 4.3.1 Clause 52.06 (Car Parking)

This clause requires that new uses are provided with an appropriate level of car parking and that such parking is adequately designed to allow manoeuvrability. The car parking rates set out in Clause 52.06 include:

Use	Clause 52.06 requirement Employee / Resident	Statutory requirement
Food and drink premises	3.5 spaces to each 100 square metres of leasable floor area	9
Shop	3.5 spaces to each 100 square metres of leasable floor area	3
One- and two-bedroom apartments	1 space per dwelling	377
Three-bedroom apartments	2 spaces per dwelling	98

The total car parking demand associated with the proposal amounts 487 spaces. The proposal makes provision for 545 spaces over three basement levels and thus comfortably meets Clause 52.06.

554093R001

#### 4.3.2 Clause 52.34 – Bicycle Facilities

These provisions seek to ensure that a new use does not commence or that the floor area of an existing use does not increase, until the required bicycle facilities are provided on the land. These provisions require the following bicycle parking spaces to be provided for the proposed development.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987.

Use	Clause 52.34 requirement Employee / Resident / Visitor	Statutory requirement
426 dwellings	1 bicycle space to every 5 dwellings Plus, 1 visitor space to every 10 dwellings	128
Shop/retail premises – 390 square metres	1 to each 600 m2 of leasable floor area if the leasable floor area exceeds 1,000m2 Plus 1 to each 500 m2 of leasable floor area exceeds 1,000m2	0

ADVERTISED  
PLAN

In the case of the proposed development, it is proposed to provide **476** bicycle parking spaces on-site, 20 of which will be located prominently along the pedestrian accessways. The proposed allocation of bicycle spaces exceeds the statutory requirements of Clause 52.34 of the Melbourne Planning Scheme.

#### 4.3.3 Clause 53.18 – Stormwater Management in Urban Development

These provisions aim to ensure that stormwater in development is managed so as to mitigate the impacts of stormwater on the site and its surrounds.

#### 4.3.4 Clause 58 – Apartment Developments

These provisions aim to encourage apartment developments to provide a reasonable standard of amenity for existing and new residents and ensure a development is responsive to the surrounding area.

An application must be accompanied by an urban context report and a design response.

An assessment outlining how the proposal responds to the various objectives and standards accompanies this report.

### 4.4 General Provisions

#### 4.4.1 Clause 65 – Decision Guidelines

These provisions set out the basis on which responsible authorities must make their decision in relation to applications for planning permits. In summary, responsible authorities must decide on balance whether the proposal will produce acceptable planning outcomes in terms of the decision guidelines of this clause.

### 4.5 Arden-Macaulay Structure Plan 2012

The Minister for Planning approved Amendment C190 (Part 1) on 23 October 2017 and Amendment C190 (Part 2) on Thursday 5 July 2018.

Amendment C190 implements the Arden-Macaulay Structure Plan 2012 into the Melbourne Planning Scheme via:

This copied document to be made available  
 for the sole purpose of enabling  
 its consideration and review as  
 part of a planning process under the  
 Planning and Environment Act 1987.  
 The document must not be used for any  
 purpose which may breach any  
 copyright

- New land use controls to:
  - encourage residential development by rezoning much of the existing industrial land to the Mixed Use Zone. Other uses such as shops, offices, restaurants and entertainment may be permitted.
  - encourage a new local shopping centre along Macaulay Road from the Melbourne Ends Creek to Melrose Street by rezoning the land to a commercial zone that encourages shops, restaurants, cafes,
  - encourage a new business centre on Racecourse Road near Flemington Bridge Station by rezoning the land along Racecourse Road between Boundary Road and Lambeth Street to a commercial zone that encourages offices and associated commercial uses.
  - provide a buffer between Allied Mills and new residential uses to its north and east by rezoning the area to the south of Chelmsford Street as far as Barrett Street to a commercial zone that prohibits residential uses and encourages offices and industry.

ADVERTISED  
 PLAN



C190 approved zoning map building heights, weather protection and noise

Figure 31: Extract of approved zoning map from C190

- The introduction of a Design and Development Overlay (DDO63) to:
  - allow different buildings heights in different parts of Macaulay
  - ensure streets have a good pedestrian scale with lower building heights at the street frontage and higher parts set back from the street
  - require lower building heights near existing low rise neighbourhoods
  - require awnings over the footpath along primary streets
  - introduce new laneways to improve walkability.
  - **DDO63 is an interim control and expires on 30 September 2019.**
  - Design and Development Overlay 26 now applies to land being rezoned to allow residential and other sensitive uses. This will require new, refurbished or converted residential developments and other noise sensitive uses to include appropriate acoustic measures to protect residents from noise from existing industry. This will ensure that new residential uses do not undermine the viability of existing industry.
  - The Environmental Audit Overlay has been applied to ensure former industrial land is suitable for residential and other sensitive uses.

554093R001



#### 4.6 Summary of Planning Permit Triggers

A planning permit is triggered pursuant to the following clauses of the Melbourne Planning Scheme:

- Pursuant to Clause 32.04-2, a permit is required to use the Site for a Food Drink Premises and/or a Shop where the leasable floor area exceeds 150 square metres.
- Pursuant to Clause 32.04-6, a permit is required to construct two or more dwellings on the lot.
- Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works.
- Clause 4.0 to Schedule 26 to Clause 43.02, a permit is required for buildings and works associated with new, refurbished or converted developments for noise sensitive uses.

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**

**ADVERTISED  
PLAN**

## 5.0 RELEVANT PLANNING POLICIES

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

### 5.1 Planning Policy Framework (PPF)

The PPF underpins the key objectives of the *Planning and Environment Act 1987* and its objectives that require consideration in the administration of land use and development planning across Victoria. It informs the preparation and implementation of local planning policy objectives and the introduction of zone and overlay controls.

The PPF is outlined at Clauses 10 – 19 of the Melbourne Planning Scheme and relates to State and Regional policy. The following clauses are relevant to this application.

**Settlement at Clause 11** states planning should anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation, open space, commercial, community facilities and infrastructure.

- **Settlement – Metropolitan Melbourne at Clause 11.01-1R** seeks to create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts, that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.
- **Victoria - at Clause 11.01-1S** seeks to develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.
- **Supply of urban land – Clause 11.02-1S** demands planning for urban growth consider opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- **Activity centres - Clause 11.03-1S** seeks to encourage a diversity of housing types at higher densities in and around activity centres.
- **Growth areas – Clause 11.03-2S** seeks to concentrate urban expansion into growth areas that are served by high-capacity public transport by implementing the strategic directions in the Growth Area Framework Plan (refer to Clause 21.04-1).

**Environmental risks and amenity at Clause 13** states planning should aim to avoid or minimise natural and human-made environmental hazards, environmental degradation and amenity conflicts.

- **Land use compatibility at Clause 13.07-1S** seeks to safeguard community amenity by ensuring the compatibility of a use or development as appropriate to the land use functions and character of the area by:
  - Directing land uses to appropriate locations.
  - Using a range of building design, urban design, operational and land use separation measures.

**Built Environment and Heritage at Clause 15** states planning should promote excellence in the built environment and create places that are enjoyable, engaging and comfortable to be in; accommodate people of all abilities, ages and cultures; contribute positively to local character and sense of place; reflect the particular characteristics and cultural identity of the community; enhance the function, amenity and safety of the public realm.

- **Urban design at Clause 15.01-1S** seeks to 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.

- **Urban design – Metropolitan Melbourne at Clause 15.01-1R** seeks to create a distinctive and liveable city with quality design and amenity.
- **Building Design at Clause 15.01-2S** seeks to minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment; ensure the form, scale, and appearance of development enhances the function and amenity of the public realm; ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security; ensure development provides safe access and egress for pedestrians, cyclists and vehicles; ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.
- **Energy and resource efficiency at Clause 15.02-1S** seeks to encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.
- **Aboriginal cultural heritage at Clause 15.03-2S** seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

This copied document to be made available  
 for the sole purpose of enabling  
 its consideration and review as  
 part of a planning process under the  
 Planning and Environment Act 1987.  
 The document must not be used for any  
 purpose which may breach any  
 copyright.

ADVERTISED  
 PLAN

**Housing at Clause 16** states that planning should provide for housing diversity and ensure efficient provision of supporting infrastructure, long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space.

- **Integrated housing at Clause 16.01-1S** seeks to increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land and ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.
- **Location of residential development at Clause 16.01-2S** seeks to increase the proportion of new, cost effective housing in designated locations within established urban areas that offer good access to jobs, services and transport and thus reduce the pressure for fringe development.
- **Housing opportunity areas – Metropolitan Melbourne at Clause 16.01-2R** seeks 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 locations that are:
  - In and around the Central City.
  - Urban-renewal precincts and sites.
  - Areas for residential growth.
  - Metropolitan activity centres and major activity centres.
  - Neighbourhood activity centres - especially those with good public transport connections.
  - Areas near existing and proposed railway stations that can support transit-oriented development
- **Housing diversity at Clause 16.01-3S** seeks to provide for a range of housing types to meet diverse needs
- **Housing diversity – Metropolitan Melbourne at Clause 16.01-3R** seeks to create mixed-use neighbourhoods at varying densities that offer more choice in housing
- **Housing affordability at Clause 16.01-4S** seeks to deliver more affordable housing closer to jobs, transport and services.

**Economic Development at Clause 17** states that planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.

- **Diversified economy – Metropolitan Melbourne at Clause 17.01-1R** seeks to support the Central City to become Australia's largest commercial and residential centre by 2050 by 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.



**Business at Clause 17.02-1S** seeks to ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.

**Transport at Clause 18** states planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

- **Sustainable Personal Transport at Clause 18.02-1S** seeks to promote the use of sustainable personal transport. Strategy relevant to this application include:
  - Encouraging the use of walking and cycling by creating environments that are safe and attractive;
  - Developing high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters;
  - Requiring the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals; and
  - Ensuring provision of bicycle end-of-trip facilities in commercial buildings.
- **Public Transport at Clause 18.02-2S** seeks to facilitate greater use of public transport and promote increased development close to high quality public transport routes.
- **Principal Public Transport Network at Clause 18.02-2R** 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
- **Car Parking at Clause 18.02-4S** seeks to ensure an adequate supply of carparking that is appropriately designed and located. A strategy relevant to this Amendment is allocating or requiring land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

## 5.2 The Municipal Strategic Statement (MSS) and Local Planning Policy Framework (LPPF)

The LPPF provides a profile of the municipality, and identifies the key social, economic, and environmental issues faced by the community. The MSS provides long-term strategic directions for land use and development decisions within the Municipality.

The following clauses of the MSS & LPPF are specifically relevant to this proposal.

**Clause 21.02 Municipal Profile** envisages continued intensive growth in the municipality. The residential population of 53,200 in 2001 has grown by 85 per cent to 98,200 in 2011. By 2030, this could reach 177,000 people. (ABS and COM City User forecasts)

**Clause 21.03 Vision** is set out in Future Melbourne 2008, which has the following six high level goals:

- a city for people,
- a creative city,
- a prosperous city,
- a city of knowledge,
- an eco-city, and
- a connected city.

Clause 21.04 Settlement identifies City North as an Urban Renewal Area as shown on the Growth Area Framework Plan in Figure 25. Urban Renewal Areas are the focus for growth.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.

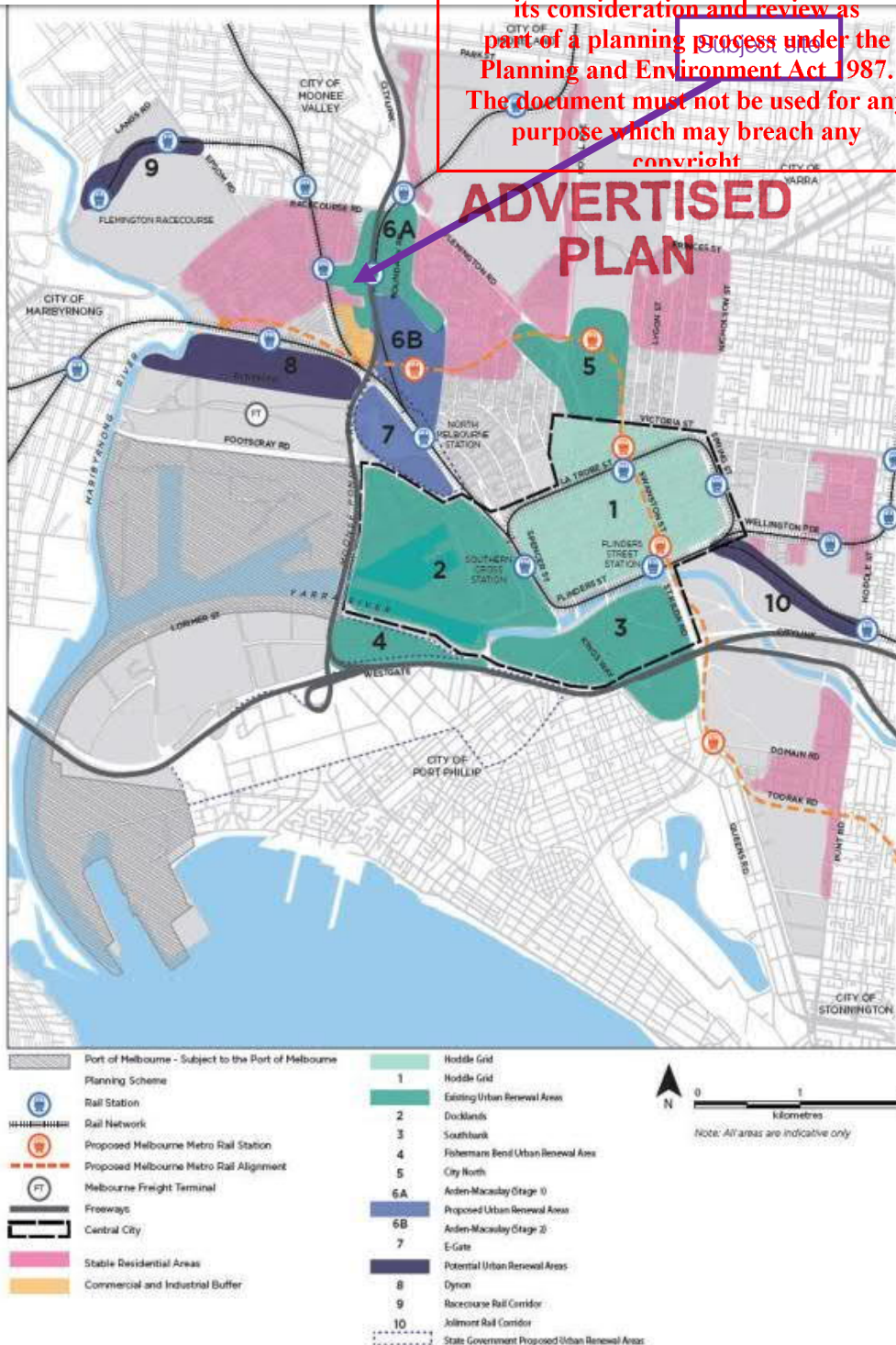


Figure 32:Growth Area Framework Plan, Clause 21.04

Clause 21.06 Built Environment and Heritage emphasises that buildings in the private realm should be coordinated with the development of the streets, paths, parks and places in the public realm. Development must add positively to Melbourne’s public realm and contribute to making it safe and engaging for users.

Public and private open spaces should be able to support a range of uses including physical movement, communal exercising, social interaction, quiet enjoyment and connections to the natural environment.

Consideration of the following **Urban Design** objectives:

- **Objective 4** seeks to ensure the design, height and bulk of development in the Urban Renewal Areas creates a high-quality built form and a complementary transitional scale to adjoining low scale buildings in areas where the existing built form character should be maintained. It also seeks to ensure occupancies in new tower buildings are well spaced and offset to provide good access to an outlook, daylight, sunlight and to minimise direct overlooking between habitable room windows.
- **Objective 5** seeks to ensure that the scale, bulk and quality of new development supports a high-quality public realm.
- **Objective 6** seeks to protect and enhance the character and function of laneways, ensure the design of buildings and public spaces enhances the public realm and the pedestrian environment and provide active street frontages and minimise pedestrian disruption from car access.
- **Objective 7** seeks to ensure built form and land uses promote surveillance of the public realm.

Consideration of the following **Sustainable development** objectives:

- **Objective 1** seeks to create an environmentally sustainable urban environment and promote innovative environmentally sustainable development.
- **Objective 2** seeks to make the built environment resilient to heatwaves, water shortages, extreme storm events and sea level rise by incorporating water sensitive urban design features including stormwater harvesting and flow attenuation, and water recycling and reuse.
- **Objective 3** seeks to encourage efficient resource use and waste reduction in the City including purpose-built storage for recyclable waste.
- **Objective 4** seeks to encourage environmentally sustainable building design innovation with the use of passive systems to achieve comfortable indoor conditions and support on-site renewable and low emission energy generation, such as solar hot water, photovoltaic cells, wind powered turbines or combined heat and power generation systems in new developments.

**Clause 21.07 Housing** highlights the importance of managing residential growth while maintaining high standards of on-site amenity, including good access to sunlight and daylight and privacy, noise and light spill. It also considered social diversity an important factor in the social health of the city.

**Clause 21.09 Transport** notes that walking accounts for the greatest proportion of trips within the municipality and is particularly crucial for an efficient and effective public transport system. Cycling is becoming one of the most effective means of mobility in the municipality.

#### **Clause 21.14 Proposed Urban Renewal Areas**

Figure 26 shows the Arden -Macaulay Urban Renewal Area. The Arden-Macaulay Structure Plan 2012 has been adopted by the City of Melbourne and is a reference document of DDO63.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any provision of the Act.

ADVERTISED PLAN



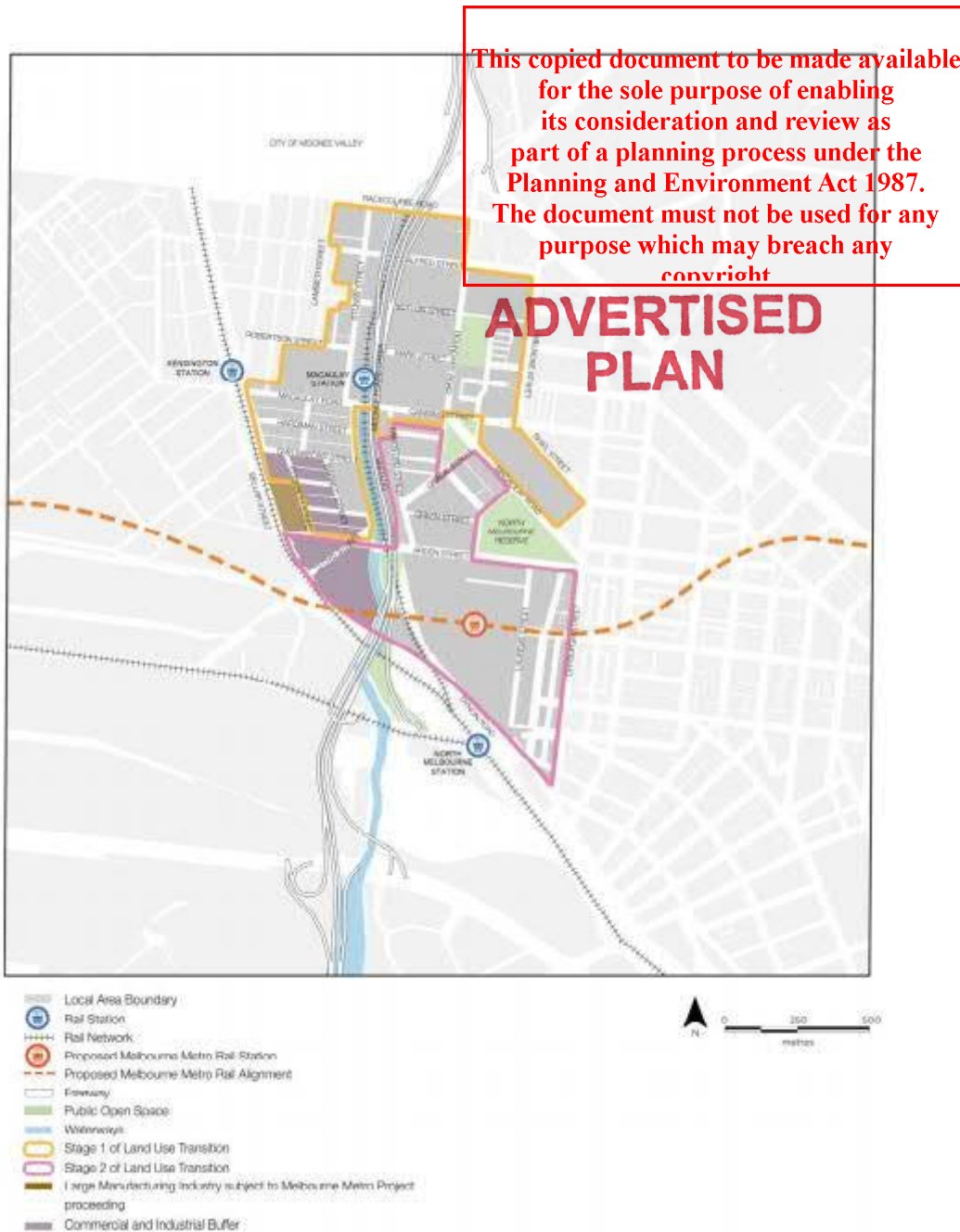


Figure 33: Arden-Macaulay Proposed Urban Renewal Area

**Clause 22.02 Sunlight to Public Spaces**

This policy applies to public spaces, including parks and gardens, squares, streets and lanes, and privately owned publicly accessible spaces within developments, including building forecourts, atria and plazas.

Objectives include:

- To achieve a comfortable and enjoyable public realm.
- To ensure new buildings and works allow good sunlight access to public spaces;
- To ensure that overshadowing from new buildings or works does not result in significant loss of sunlight and diminish the enjoyment of public spaces for pedestrians;

- To protect, and where possible increase the level of sunlight to public spaces during the times of the year when the intensity of use is at its highest;
- To create and enhance public spaces to provide sanctuary, visual pleasure and a range of recreation and leisure opportunities.

This copied document to be made available  
 for the sole purpose of enabling  
 as a consideration and review as  
 part of a planning process under the  
 Planning and Environment Act 1987.  
 This document must not be used for any  
 purpose which may breach any

**Clause 22.17 Urban Design Outside the Capital City Zone**

In areas where built form change is more substantial, a new and equally attractive environment must be created. The Municipal Strategic Statement identifies areas where there is a desire for built form change and a preferred new built form character. The Design Objectives and Built Form Outcomes in the Design and Development Overlays also guide the scale and form of development in the creation of a new built form character. The Municipal Strategic Statement sets out the objectives for built form and heritage.

**Clause 22.19 Energy, Water and Waste Efficiency**

The policy provides guidelines to ensure that the design, construction and operation of buildings and Urban Renewal Areas:

- Minimise the production of greenhouse gas emissions and maximise energy efficiency.
- Minimise mains potable water use and encourage the use of alternative water sources.
- Minimise waste going to landfill, maximise the reuse and recycling of materials and lead to improved waste collection efficiency

Clause 22.19-5 outlines the performance measures for energy, water and waste efficiency for respective uses including Office, Retail premises and Accommodation with consideration of a development against Australia’s Green Star – Multi Unit Residential rating tool and the City of Melbourne Guidelines for Waste Management Plans.

Clause 22.19-6 outlines additional performance measures for Urban Renewal Areas.

**Clause 22.23 Stormwater Management (Water Sensitive Urban Design)**

The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Development applications should provide for the achievement of the best practice performance objectives for (suspended solids, total phosphorus and total nitrogen). Stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways could include:

- collection and reuse of rainwater and stormwater on site
- vegetated swales and buffer strips
- rain gardens
- installation of water recycling systems
- multiple uses of water within a single manufacturing site
- direction of flow from impervious ground surfaces to landscaped areas.

Measures could also be shown to prevent litter being carried off-site in stormwater flows and encouragement of vegetation, where practicable, (to be irrigated with rainwater/stormwater) to manage the quality and quantity of stormwater.

ADVERTISED  
 PLAN

**Clause 22.26 Public Open Space Contributions**

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any conviction.

The City of Melbourne Open Space Strategy (CoMOSS) provides an overarching framework and strategic direction for open space planning. The Strategy identifies where new or improved open space will be required in the future, based on detailed research of population growth and development forecasts. The Strategy seeks to ensure that residents and workers have access to a diversity of quality open spaces within easy walking distance. This requires upgrading of existing open space and adding to the open space network into the future. Figure shows that land contributions for public open space are preferred over cash contributions in Kensington.

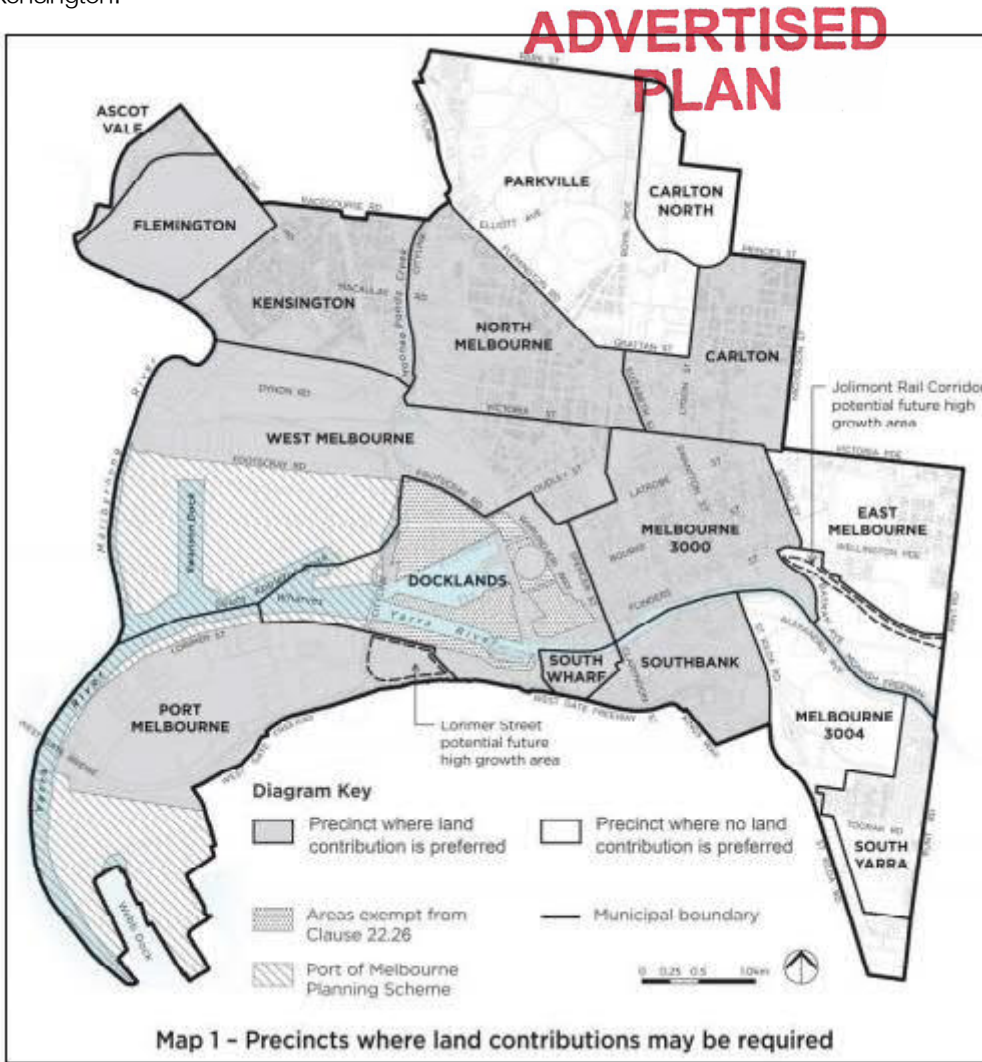


Figure 34: Precincts where land contributions may be required, Clause 22.26-3



## 6.0 PLANNING CONSIDERATIONS

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any**

The design of the proposed development has evolved from a detailed consideration of site opportunities and constraints, relevant planning controls and policies and considerable input from Council in relation to urban design and waste delivery.

When all these matters are considered together, it is submitted that the development represents an appropriate planning outcome for the site.

Specifically, the proposed development achieves the objectives and implements the relevant strategies of the Melbourne Planning Scheme in that it contributes to the provision of a compact, high-density, walkable neighbourhood in an identified Urban Renewal Area. It will also make efficient use of land in close proximity to public transport and walking distance of two activity centres, whilst presenting an urban streetscape that is respectful of its context. Accordingly, this proposal represents an appropriate increase in residential density, in an appropriate location and this is achieved without any unreasonable impacts upon adjacent properties.

With this context in mind, this development will be assessed against the following controls:

- Assessment against the Planning Policy Framework and Local Planning Policy Framework;
- DDO163 – Macaulay Urban Renewal Area, Kensington and North Melbourne;
- Clause 58;
- Car Parking, Bicycle Parking, and Sustainable Transport Policy;
- Guidelines for Preparing a Waste Management Plan 2017;
- Australia's Green Star – Multi Unit Residential rating tool

Each of these matters is addressed below.

### 6.1 Assessment against Planning Policy Framework

The proposed development achieves the objectives and implements the relevant strategies of the State Planning Policy Framework. Pursuant to Clause 11 of the Scheme, the responsible authority should endeavour to as far as practicable balance conflicting objectives in favour of net community benefit to facilitate sustainable development that takes full advantage of existing settlement patterns for the benefit of present and future generations.

The implication of 'community' is to capture a benefit well beyond the municipal boundaries. This proposal, with its mix of higher density residential and commercial uses finds a successful balance that integrates relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.

The proposed development achieves these objectives as follows:

- The proposal locates a significant residential development in an urban-renewal precinct already well serviced by social, economic, and physical infrastructure. It is within walking distance of a well-established public transport network that will be further enhanced by the new Arden Metro station, providing a high-speed Central City connection (Clauses 11.01-1R and 11.01-1S).

- The development provides an opportunity for intensification of underutilised land, increasing the extent of floor space available for residential use in this sought-after location in accordance with Clause 11.02-1S and 11.03-2S of the planning scheme. It also supports the role and function of the Kensington Village neighbourhood centres, some 200 metres to the west, the Flemington-Facecourse Road Major Activity Centre that is located appropriately 500 metres to the north, and the future Macaulay Local Centre that is planned to provide an integrated destination for local shopping, dining, community facilities and commercial premises under the Arden Macaulay Structure Plan 2012 (Clause 11.03-1S).
- Clause 15, Built Environment and Heritage, seeks development that contributes positively to the local urban character, enhances liveability and safety of the public realm and can accommodate people of all abilities, ages and cultures. The development will result in the creation of a high-quality architectural form while delivering a functional, accessible, safe and inclusive physical and social environments. As explain, the applicant us also hopeful of being able to resolve a supply of affordable housing with Vison Australia (Clause 15.01-1S, 16.01-1S and 16.01-4S)
- The proposed built form provides passive surveillance of the public realm and the design response maximises solar access with appropriately located windows, glazing and open spaces (Clause 15.01-2S). The new pedestrian connections respond to the long-term strategic context for an enhanced connection with the public realm.
- The proposed development achieves a high level of environmental performance as outlined in the accompanying SMP report prepared by Unmow Lai (Clause 15.02-1S) and will provide new contemporary housing stock designed to meet changing community needs while providing a high level of amenity and security to residents.
- Aboriginal cultural heritage values have been fully considered by Andrew Long and Associates in their attached report. The site has been subject to significant ground disturbance and meets the objective for heritage conservation (Clause 15.03-1S).
- Well-designed high-density housing is proposed, which supports 'Housing choice' (Clause 16.01-1R and 16.01-3S), growth and diversity in a neighbourhood that anticipates significant change and redevelopment.
- The development of a currently under-utilised site in an identified Urban Renewal Area meets the strategic need for increased residential densities that help consolidate established urban areas (Clause 16.01-2S and 16.01-2R).
- The proposed design provides a safe and functional urban environment that will contribute positively to a local sense of place (Clause 15.01-1S). The design incorporates a high level of articulation through the extent of fenestration and provision of balconies and variation in materials and finishes. The high level of activation at ground level and above, in turn creates opportunities for active and passive surveillance and interest at the street level.
- The proposed development has been designed to optimise energy efficiency and to minimise greenhouse gas emissions. It will include high energy and water conservation fittings ("Energy and resource efficiency" at Clause 15.02-1S).
- The siting, massing, architecture and materials and finishes of the proposed development have been conceived with deference to the industrial nature of the environs, as sought by Clause 15.01-5S;
- Provides contemporary housing designed to meet changing community needs and which offers a high standard of amenity and security in accordance with the objectives of Clause 15;
- Being located in a growth area, higher densities are anticipated. The subject site is well served by public transport and the proposed housing is located proximate to a range of employment, education, public transport, community facilities, open spaces and schools (Clause 16.01-3S).
- Expectations relating to Economic Development (Clause 17) are well met. This location allows future residents to be within walking distances of services and facilities to meet day-to-day needs, reducing dependence on car use, in an area with readily available public transport. The base building design

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any

ADVERTISED PLAN

minimises impacts on the environment through its higher density and includes environmentally sustainable design features that will improve the amenity and operation of the building.

- The diverse nature of retail floor spaces and excellent pedestrian connectivity delivers a net community benefit for this major Urban Renewal Precinct (Clause 7.9.1B).
- The development encourages more sustainable transport use through the provision of 379 bicycle spaces in dedicated bike rooms across each basement level and 20 spaces at ground level owing to the site's proximity to public transport services and bicycle paths. They are proposed conveniently in the adjacent laneways and plaza entrance for visitors and employees ("Transport" at Clause 18).
- Exceptional provision for bicycle spaces has also been made which furthers the objectives of Clause 18. Appropriate off-street car parking has also been provided for the future occupants of the development (Clause 18.02-4).

## 6.2 Assessment against Local Planning Policy Framework

Council's Local Planning Policy Framework (LPPF) guides higher density development in and around activity centres, on tram lines and main roads that have good access to public transport, commercial activity, community, educational and recreational services and facilities.

The proposed development meets the Vision outlined in *Future Melbourne 2008* to accommodate the municipality's growth by expanding into designated new Urban Renewal Areas (**Clauses 21.03 and 21.04**) while providing an attractive and liveable built environment.

Council's LPPF also places emphasis on the provision of housing choice that continues to meet the demand for housing in Melbourne. **Clause 21.02** provides detail on the expected demographic changes. In the decade up to 2011, Melbourne's population grew by 85 per cent and is projected to increase to about 177,00 people by 2030. **Clause 21.04** encourages an increased proportion of new housing within locations that have a demonstrated capacity to accommodate intensification - located in Urban Renewal Areas. Arden-Macaulay is an Urban Renewal Area and identified as an area in transition. Similar expectations for population change emerge within Plan Melbourne which places further emphasis on the need to accommodate a significant portion of new housing within the suburbs such as Kensington where 'urban renewal opportunities' are recognised.

The increased population provided for by the proposal will result in a broader catchment population for the Kensington area supported by the Kensington Village neighbourhood centre, the Flemington-Racecourse Road Major Activity Centre and the future Macaulay Local Centre that is planned under the Arden Macaulay Structure Plan 2012 . It responds to Council's policy directions in that it provides high density housing to accommodate population growth in an Urban Renewal Area. It meets the setback requirements outlined in the DDO63 and has an outstanding architectural design that uses best practice environmentally sustainable objectives and makes a positive contribution to the public domain. It results in a higher density residential development in an area where policy conclusively acknowledges is extremely well positioned to take advantage of the extensive range of services available. The development is therefore taken to satisfy the objectives of the Growth Area Framework Plan outlined in **Clause 21.04**.

The proposed development is consistent with **Clause 21.04, 21.06** and **22.17** as it provides a sustainable urban form and a mix of land uses that will localise employment, reducing the need to travel by motor vehicle thereby encouraging walking, bike riding and catching public transport for the range of journeys. This is facilitated by the provision of two new laneways that co-ordinate positively with adjacent streets and parks in the public realm making them safe and engaging for users and able to support a range of uses including physical movement, communal exercising, social interaction, quiet enjoyment and connections to the natural environment.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any provisions of the Act.  
**ADVERTISED PLAN**



The proposed development competently meets the key objectives and strategies for urban design outlined in Clause 21.06 and 22.17 as follows:

- It provides visually interesting, activated facades offering good opportunity for increased pedestrian activity and passive surveillance of both Macaulay Road and Stubbs Street. This is achieved at ground level with glazing, multiple pedestrian entry points and residential frontages that 'avoid blankness' invite pedestrians to flow through the site but also ensure they are places for detail, grain and occupation, activating the street level frontages. The glazing that wraps around the western interface of the commercial tenancies and the landscaping treatment of the entrance to the new laneway adjacent to the western boundary ensure activation and will contribute to a high quality, safe and distinctive public realm, and an activated street level.
- All building facades are provided with visual interest and relief through various architectural techniques including framed balcony elements, pitched roof forms, variety (yet complementary) materials and use of voids to provide a rich and positive contribution to the public realm. A mix of render and glazing broken up by a combination of smooth and textured finishes. The palette features muted shades that are accentuated by shadow lines. The mix of materials creates significant articulation and 'human scale elements' that create visual interest, help to break up the building mass to establish a sense of intimacy and a complementary transitional scale.
- It has a scale and height commensurate with an intensive development and the achievement of urban consolidation.
- The significant retail opportunity and entrance proposed at street level across the Macaulay Road frontage substantially improves the pedestrian environment, activating the frontage.
- It is a permeable and functional urban structure has been achieved with multiple points of entry for pedestrians to the site from the adjacent street network while maintaining appropriate separation of vehicular traffic. A safe and walkable setting is provided along the street frontage with well-defined building entries and activation (Objective 6);
- Careful consideration has been given to the new laneway interface with Macaulay Road to optimise pedestrian safety and landscape amenity (Objective 6) but also denote its dual function as a loading plaza. The organised grade and pavement detail provide a smooth transition to Macaulay Road and a permeable and inviting space for pedestrians and cyclists to move through or gather (Objective 7);
- The development provides for a high level of residential amenity for future residents through the provision of outlook, the protection of privacy and overall, a good level of access to daylight and allows for the safe and convenient access and circulation of residents and visitors (Objective 7);
- Car parking has been arranged in accordance with advice from traffic consultants, GTA and minimises pedestrian disruption from car access (Objective 6);

Furthermore, the proposal has been designed to ensure that the building has been appropriately designed to not only meet Clause 21.06 but also the Design objectives of DDO63 as follows:

- At 8 storeys, the building meets expectations for a *mid-rise, 6-12 storey walkable neighbourhood* (where there is no immediate residential interface) contributing to the creation of an urban streetscape that has a consistent plane of building facades that enclose both Macaulay Road and Stubbs Street;
- The proposal has been designed with five distinct architectural themes, as provided in the Urban Context Report and plans prepared by Hayball Architects; a series of robust street walls, utilising various materials and horizontal framing elements; and
- Level 6 and 7 are provided with increased setbacks to both street frontages, which will result in these levels being recessive within the streetscape.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any provision of the Act.

**ADVERTISED PLAN**

It is submitted that the proposed height of the building meets with the policy direction of the Melbourne Planning Scheme and will provide a high-quality architectural addition into the streetscape, setting a high standard for the future character of both streetscapes and furthering urban consolidation imperatives.

The proposed development has been assessed by Urmow Lar utilising the Green Star credit-based tool in accordance with Clause 22.19-5. Areas of consideration include energy, transport, materials, land & ecology, and management. It has been benchmarked to achieve a minimum 5-Star Green Star rating and competently meets the key objectives and strategies for sustainable development outlined in **Clause 21.06** and **22.19** as follows

- The proposed development will utilise high performance building fabric with good levels of insulation, as well as high performance glazing to apartments.
- The proposed development will incorporate a 80KL rainwater harvesting tank plumbed to toilet flushing and selected balconies will be used for rainwater capturing through filtration.
- The development is capable of connecting to available and planned alternative district water supply, energy supply, waste collection and treatment systems (Clause 22.19-6).
- Building orientation and façade design, high performance glazing and material selection have been designed to achieve high levels of natural light to habitable rooms.
- South-facing single aspect dwellings are minimised: only 6 per cent of the total number of apartments proposed.
- The ceiling heights are a minimum of 2.7 metres.
- Each habitable room has windows that are directly visible from any point in the room and there is no reliance on borrowed light
- There is good separation between the private terraces.
- Apartments achieve good cross ventilation.
- Solar access to north-facing windows is maximised.

The thrust of **Clauses 21.07, 21.09** and **21.14** is to accommodate a significant portion of new housing within areas of urban renewal while ensuring it contribute to a good quality of life and amenity for existing and future residents. In addition, it is noted that:

- The proposed development ensures the mix of uses will sustain additional demand for existing services and facilities and thereby contribute to the achievement of a more vibrant and sustainable neighbourhood for people to live and work in.
- A key feature of the neighbourhood is the Moonee Ponds Creek. The design response has evolved with paramount consideration given to improving accessibility and amenity to the Moonee ponds Creek. There are multiple points of pedestrian access from Stubbs Street.
- The development will contribute to a new built form character where taller building elements may be constructed, if an appropriate height transition is provided within the site to minimise impacts on the amenity of the surrounding area including through the overshadowing of public spaces. The height of the building is consistent with the heights anticipated by the DDO63.
- Setbacks to the side and rear boundaries are appropriate and consistent with the anticipated built form character. Abutting sites are yet to be redeveloped but the proposal will not impinge on the developability of the adjacent site to the west (including access to sunlight and daylight and protection from overlooking, given the intervening laneway.
- Convenient, accessible and secure bike parking for residents, staff and visitors ensures cyclists are well catered and cycling continues to be promoted as an increasingly attractive option for commuter trips to the City, as is off-road cycling for leisure and recreation.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

ADVERTISED  
PLAN

- Care has been given to emphasise the human scale of the building and its presentation to Macaulay Road with opportunities for in-ground landscaping along the western boundary that can be clearly viewed from Macaulay Road. Given the robust, at times harsh urban environment of Macaulay Road, the provision of landscaping opportunities will have broader benefits to the public realm in this location.

The proposal meets best practice water sensitive urban design (Clause 22.23). It incorporates a rainwater tank of capacity 80kL to store rainwater and re-use within the development. All rainwater from the rooftop will be collected in a rainwater tank and reused for irrigation; flushing and laundry supply. A SPEL Hydrosystem 800 is also proposed in the design which will filter stormwater from site surfaces before it exits the site.

This copied document to be made available  
 for the sole purpose of enabling  
 its consideration and review as  
 part of a planning process under the  
 Planning and Environment Act 1987.  
 The document must not be used for any  
 purpose which may breach any  
 copyright.

ADVERTISED  
 PLAN

### 6.3 Does the development respond appropriately to DDO63 – Macaulay Urban Renewal Area, Kensington and North Melbourne

The subject site is located within Area 4 where a maximum height of 8 storeys applies. The setback of buildings above the Stubbs Street wall is discretionary, in recognition of the site's location within an Urban Renewal Area, which provides a significant responsibility for the land to be developed to meet current and future housing needs through urban consolidation.

It is submitted that there is a valid basis for buildings at the site to be constructed above the discretionary height control but not above the maximum height. Specifically:

- The site is a large corner site, where the emphasis is on high quality-built form outcomes that effectively hold the corner and activate each street interface;
- This site is located in an Urban Renewal Area that is in transition. Council approval for two, 8 storey developments immediately opposite the site is testament to this;
- There are no directly adjoining residential uses to the site;
- There is no immediate neighbour to the south;
- The site does not have heritage value, and is not located within a heritage precinct;
- The layout provides a substantial landscaping opportunity along the western boundary. This will minimise the visual intrusion of the development when compared to existing and nearby development; and
- The proposed development has limited impact in terms of overshadowing of the public realm as demonstrated in the shadow diagrams included in the Urban Context Report prepared by Hayball Architects.

It is also submitted having regard to Clause 2.0 of Schedule 63 to the DDO that the proposal demonstrates:

- Exceptional quality of design. The architecture has sought to reflect the height of the Kensington area, its industrial past and its contemporary higher-density future. The suite of buildings expressing different but complimentary language is enhanced by a beautifully resolved landscape concept that engages external and internal interfaces and facilitates sense of place and community for residents.
- A very positive contribution to the public realm, including the provision of a "laneway" to facilitate a high quality through block north-south link into the future as per the aspirations set out in the Arden-Macaulay Structure Plan.
- Maintains good solar access to the public realm. It will be observed that there is very little difference in shadows cast by the by the discretionary DDO63 envelope.

Therefore, it is considered that the site has the strategic and physical attributes that result in a height greater than the discretionary height control and is entirely appropriate in this instance.



6.3.1 'Building heights', 'Street wall height' and Setback of buildings above street wall'

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any

The building meets the 'Absolute maximum height' of 8 storeys at any point as specified in Table 1 of Clause 2.0. This is a mandatory control.

Macaulay Road and Stubbs Street are shown on Map of Clause 2.0 as being a 20 and 30 metre wide renewal streets.

Table 3 of Clause 2.0 applies the following controls to a 20 and 30 metre wide renewal street

- Street wall height - Development at the frontage must not exceed a height of 6 storeys;
- Setback of buildings above the street wall - Development should be setback 1 metre for every metre of height above 20 metres.

ADVERTISED  
PLAN

Development at the frontage does not exceed 6 storeys at any point above the applicable existing site level. This is confirmed on the updated plans lodged as part of the response to Council's request for further information. Additional site levels are now shown across the ground floor plan including adjacent to the frontage, which confirm that the street wall does not exceed 6 storeys at any point.

Above 6 storey street wall, the building meets the discretionary setback from the frontage, being one metre for every metre of height above 20 metres at Macaulay Road and Stubbs Street.

As demonstrated in the sectional diagram below, the proposed 20-metre-high street wall is consistent with the intent of DDO63. Only a small section of the level 7 fascia which comprises inboard balconies and the roof profile projects beyond the discretionary setback at Table 3.

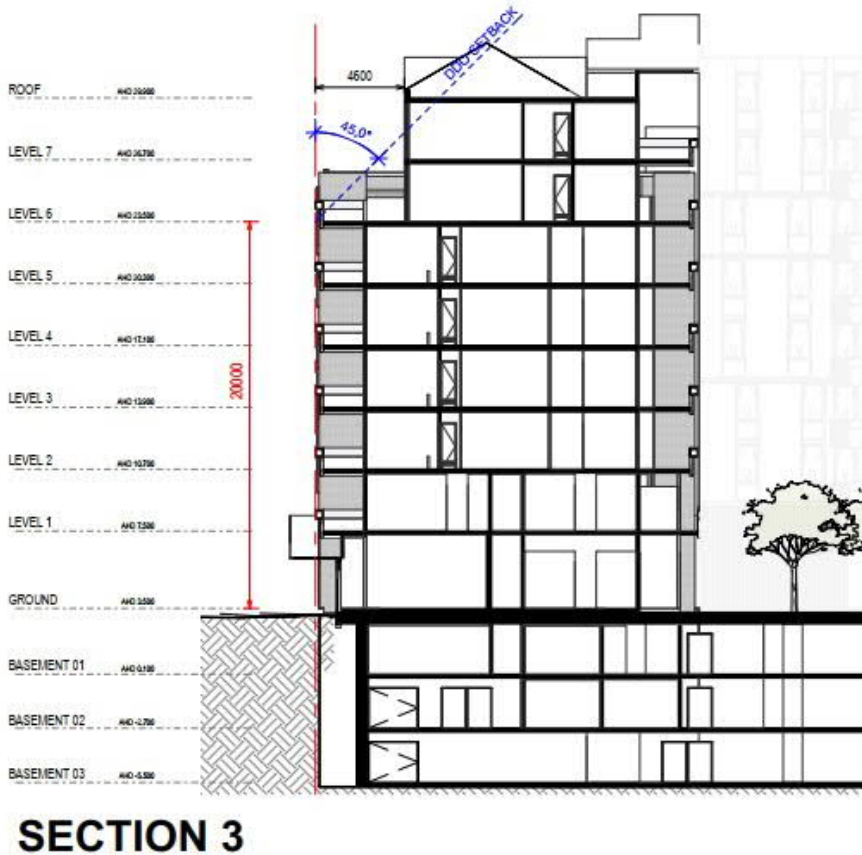


Figure 35: Section plan showing Stubbs Street street wall and upper level setback

With regard to upper level setbacks, the focus is to ensure that upper levels are visually recessive and result in desirable urban design outcomes. As previously discussed, the proposed setbacks at the upper levels of the proposed development divide the proposal into three (3) distinct elements with different setbacks, material and architectural elements to ensure differentiation and visual interest.

It is therefore considered that the proposed street wall height and upper level setbacks are consistent with the objectives of DDO63.

6.3.2 Built form outcomes

- The building has been sited and designed to maximise solar access to the living areas of dwellings and open space areas, particularly the new laneway along the western boundary and the communal courtyard through the centre of the site.

**This copied document to be made available  
for the sole purpose of enabling  
its consideration and review as  
part of a planning process under the  
Planning and Environment Act 1987.  
The document must not be used for any  
purpose which may breach any  
copyright**

**ADVERTISED  
PLAN**

- The proposed internal tower separation of 17.750 metres ensures appropriate access to sunlight and daylight.

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document is not to be used for any purpose which may breach any copyright.**

### 6.3.3 Active Street Frontages

The six commercial tenancies fronting Macaulay Road presents an attractive pedestrian oriented frontage.

### 6.3.4 Weather protection and façade treatment

The Macaulay Road frontage incorporates a veranda for weather protection while ensuring articulation of the building façade.

**ADVERTISED PLAN**

## 6.4 Assessment against the Arden Macaulay Structure Plan 2012

### 6.4.1 Activities and land uses

Macaulay Road is recognised as an Activity corridor – primary street frontage. Provision of six commercial tenancies will provide for the ‘fine grain development with enhanced pedestrian connectivity’ sought.

Delivery of ten apartments, a common room and adjacent garden areas acknowledges the desire to provide for social housing.

### 6.4.2 Urban Structure and built form

The project exemplifies a high density, compact mixed-use development that facilitates economic activity. It establishes a new character in a context where changes are contemplated. It contributes to a new built form that has a strong sense of definition and place, consistent with the architectural outcomes approved by Council on the south side of Macaulay Road.

The inclusion of laneways through and along the site contributes to Principles for ‘walkable neighbourhoods’, optimising pedestrian and bicycle movements to bring a new positive character to the area. It is recognised that with high numbers of residents moving into the area, the streets themselves need to be attractive recreational spaces with trees, sunlight, shelter from the wind and good passive surveillance. The existing industrial built form which characterises the area does not currently contribute to a safe or inviting public environment, particularly for pedestrians. The proposal takes on the responsibility of providing an integrated and thematic response to landscaping of not only the subject site but the adjacent public realm.

Good solar access is provided to Stubbs Street and adjacent public open space to ensure it does not adversely overshadow or compromise the amenity of the neighbourhood. A lower level junction in the building form at upper levels across the northern boundary allows good solar penetration to the communal open spaces.



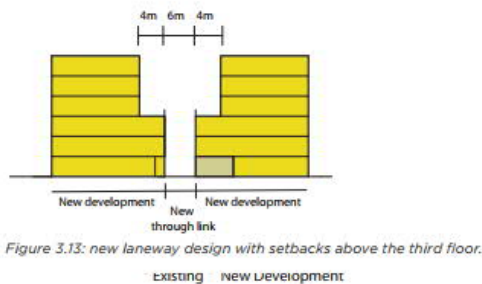


Figure 36: Comparison of proposed building setback to 'new through link' with that suggested in Arden-Macaulay Structure Plan 2012

The proposed building incorporates the principles for a new laneway design by electing to set the building back the full 7 metres from the boundary, providing four metres and therefore the greater portion of the recommended six-metre-wide laneway and thus a demonstrable benefit to the wider community (see Figure 36).

The building envelope and design of the new laneway provides an exceptionally safe and inviting interface that maximises activation of this public space.

#### 6.4.3 Transport and access

The new pedestrian accessways create a permeable street network that reflects the historic subdivision pattern of the area and is attractive, well-designed and legible with a high level of amenity.

It is acknowledged that many local walking routes are relatively unpleasant environments because of the large nature of industrial blocks and uses, poor visibility, lack of shade and vegetation and poor connectivity across streets. The proposal delivers a significant opportunity for an integrated landscape approach that enhances the pedestrian experience with extensive tree planting, furniture and lighting.

#### 6.4.4 Public realm

The design maximises the extent of permeable surfaces across the new laneway.

The unencumbered vista over the Moonee Ponds Creek reserve only enhances its safety, functionality and accessibility.

The amount of open space distributed across Arden-Macaulay will be augmented by the integration of unencumbered pedestrian accessways/ open space links. These small local open spaces and links will contribute to the quality of the public realm and as such a demonstrable community benefit to the broader community.

#### 6.4.5 Community infrastructure

At a micro level, the excellent provision of various courtyard spaces accommodates groups for incidental meetings as well as more intimate spaces for individuals so as to encourage a sense of community and neighbourliness.

554093R001

#### 6.4.6 Sustainable infrastructure

Application of water sensitive urban design (WSUD) principles within the new laneway and landscaped areas provides opportunities to harvest run-off for irrigation that would otherwise be lost to the stormwater drainage system. These measures are discussed further within the Urmow Lal report.

Future Melbourne goals are to reduce household and commercial waste in the City and to make recycling and waste collection more economic but also to consider the amenity impacts of waste management such as noise, odour and traffic congestion. An appropriate compromise has been reached with Council's waste management team to deliver a flexible Council collection system for residential waste.

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987.**

**The document must not be used for any purpose which may breach any law or right.**

**ADVERTISED  
PLAN**

#### 6.5 Does the proposal have a high regard for the amenity of residents and neighbours?

##### 6.5.1 Offsite amenity

In considering the development's potential amenity impacts, it must be recognised that the application site is in an Urban Renewal Area that specifically seeks high quality, active interfaces with the public realm that enhance connectivity within and to surrounding development. This context, together with the site's mandatory and discretionary heights demonstrate an unquestionable strategic direction for mixed use/higher density residential development.

In locations, such as this, residential amenity is primarily derived from proximity to shops, commercial services, public open space and public transport, rather than from more traditional expectations pertaining to privacy, open space and vegetation. It is also generally accepted that residents who live in or close to activity centres cannot reasonably expect the same degree of amenity protection from overlooking, visual bulk and overshadowing as could be expected if the site was in a traditional suburban residential setting and residentially zoned. This view is supported by the fact that Res Code provisions (Clause 55 of the Planning Scheme) do not apply to development of five (5) or more storeys.

There are currently no residential uses that have an immediate interface with the subject site. Nevertheless, the generous side and rear setbacks have sufficient regard for existing and future development and will ensure that an appropriate transition is provided.

It is also noted that:

- The architectural features proposed ensure roof plant is not visible from the public realm;
- As the detailed shadow diagrams demonstrate, adjacent properties are not affected by the proposed development;
- There are no habitable room windows within 9 metres of the subject site however due consideration has been given to the potential development of adjacent properties. As such, the south-facing terraces are setback a minimum of 4.5 metres allowing equitable development rights to the property at 70 Robertson Street
- The proposed development will not result in excessive noise production and all plant will be appropriately screened;

##### 6.5.2 On-site amenity

- Access to the building will be suitable for people of limited mobility;
- Bicycle parking is convenient, safe and efficient;
- Access and location of car parking spaces is convenient, safe and efficient;

- Providing private open space to each apartment above ground level, with a minimum width of 1.6 metres and all apartments achieving a minimum area of 8 square metres;
- Residents' gymnasium provided within the basement;
- Multiple zones and choice of communal open space;
- The development has been designed to include adequate storage facilities, mail boxes and bin areas.
- The site's proximity to the Moonee Ponds Creek reserve, separation from existing commercial neighbours and the approach adopted in respect to the siting of the building ensures that future occupants of the proposed dwellings will have an excellent standard of residential amenity.

This copied document to be made available  
 for the sole purpose of enabling  
 its consideration and review as  
 part of a planning process under the  
 Planning and Environment Act 1987.  
 The document must not be used for any  
 purpose which may breach any  
 of the provisions of the Act.  
**ADVERTISED  
 PLAN**

These features, coupled with the amenity offered by the site's location opposite the Moonee Ponds Creek, proximity to the Melbourne CBD and the entertainment/recreation opportunities the surrounding precinct offers, serve to provide future residents and existing ones, with a very high level of amenity.

Having regard to the above, it is submitted that the proposed development will offer its future occupants a very high level of amenity, providing privacy, functionality, convenience, and a safe and attractive place to live.

### 6.6 Traffic and Car Parking

A Traffic Impact Assessment has been prepared by GTA Consultants for the proposed development. The report provides a detailed traffic engineering assessment of the parking and traffic issues associated with the proposed development.

It is noteworthy that excellent provision is made for bicycles for use by residents, staff and visitors. Also, the proposal meets its obligations in relation to Clause 52.06 and as such does not rely on adjacent streets for resident parking.

The report concludes that:

- The Melbourne Planning Scheme outlines a minimum statutory requirement for 487 on-site car parking spaces. The quantum of car parking proposed on the site (545 spaces) satisfies this minimum requirement;
- Residents are proposed to be provided car parking spaces in excess of minimum statutory requirements, which is permissible under the planning controls that apply to the site and is unlikely to have a significant impact on traffic generated by the site;
- The design of the car parking, bicycle parking, loading and waste collection area and access arrangements have been reviewed and found to be in accordance with the relevant sections of the Melbourne Planning Scheme and Australian Standard for Off-Street Car parking (AS2890.1:2004);

### 6.7 Does the proposal provide an appropriate environmentally sustainable design response?

As noted in Section 5 of this submission, minimising adverse impacts on the environment through the careful administration of land use and development is one of the cornerstones of current State and Local planning policy objectives. 'Sustainability' presents a range of challenges for the wider community and the implementation of Environmentally Sustainable Design (ESD) initiatives is a key tool by which these challenges are to be confronted and addressed.

Consideration of ESD has played a key role in guiding and resolving the design of the proposed development and it is submitted that the proposed development is a good environmental performer.



From a first principles perspective, the proposal's greatest contribution to sustainability objectives is maximising the efficient use of urban land in an Urban Renewal Area that is well serviced by public transport and various high amenity offerings.

The development will result in the provision of new households, which have the capacity to access nearby local services and facilities on foot, by bike and/or public transport and in turn reduce dependence on private motor vehicle trips.

In addition to the less tangible concepts, the development will incorporate a range of ESD initiatives, as a means by which to minimise its impacts on the environment. In summary, the development's ESD outcomes exceed the relevant minimum standards for a mixed-use development and to ensure key environment issues will be effectively managed to minimise adverse environmental impacts. Full details of these initiatives are provided in the Sustainable Management Plan.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright.

**ADVERTISED PLAN**

### **6.8 Is the waste management strategy appropriate for the subject site?**

The strategy for waste management has been prepared in full consultation with Council's waste management team.

For the residential component of the proposal, every Building will have two bin chutes on each level to dispose of waste. The bin chutes will terminate in the basement in the respective bin store rooms. The building supervisor will transfer the waste to the compactors via a goods lift that is located behind the substation, at the rear of retail tenancy T01.

At a pre-application meeting with Council's waste management team, the applicant highlighted the necessity of maintaining a high amenity outcome for the loading zone to ensure it remained an attractive shared space that engaged with Macaulay Road and encourages pedestrian and cyclist use of the new laneway consistent with the Principles outlines in Arden-Macaulay Structure Plan 2012. Not only was it considered necessary that this space remain a place for detail, grain and occupation, management of amenity issues including odour and capacity to screen the compactor from view when not in use were important considerations. A private waste collection was considered the best alternative to achieve these aspirations as waste could be collected more frequently.

To this end, Council's waste management team maintained that an equivalent service could be delivered by Council to that of a private contractor and, as such, warrant discretion for a more frequent collection, as allowed for in Council's Guidelines for Preparing a Waste Management Plan 2017.

The Waste Management Plan prepared by Leigh Design proposes a bi-weekly Council waste collection for residential waste in accordance with Council's Guidelines for Preparing a Waste Management Plan 2017.

For the commercial tenancy's, the custodian will transfer waste and recycling accumulated from each tenancy and transfer contents to their designated waste and recycling bins where the contractor will then transfer the contents to truck and place the bins back into their designated spot within the bin room.

### **6.9 Does the proposal respond appropriately to DDO26 (North Melbourne West Melbourne and Arden Macaulay Noise Attenuation Area)?**

The Acoustic Assessment includes glazing and façade treatments to ensure it is designed and constructed to include noise attenuation measures outlined in DDO26. These noise attenuation measures can achieve a maximum noise level of 35dB(A)Leq as required.

This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright

Permit Application

# ADVERTISED PLAN

## 7.0 CONCLUSION

**This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any**

In summary, this proposal is well worthy of Council's approval. convright

This is a large unencumbered site that is well located to public transport and capable of accommodating a significant number of dwellings being located within the Arden-Macaulay Urban Renewal Area, which seeks to transform the underutilised industrial precinct into a high quality, high-density residential precinct.

The development has an intrinsic respect for the architectural and urban design outcomes that are outlined in DD063. The form and mass of the various components have been cleverly 'sculpted' with varied heights, articulation and materials to create a coherent streetscape. 'People friendly' spaces across the Macaulay Road frontage with various street level entrances to dramatically improve the pedestrian experience that has a sense of arrival, openness and address.

The upper level components have been designed with a sense of depth and movement that moderates the form.

Waste delivery is located internally away from the Macaulay Road frontage and the commitment to a single vehicle entrance off Stubbs Street ensures parking will not dominate or visually disrupt the 'people friendly' public spaces anticipated by the Arden-Macaulay Structure Plan 2012.

It will set a benchmark for the future character of this Urban Renewal Area, providing a high quality, architecturally designed building which will successfully implement the vision of the Arden-Macaulay Structure Plan 2012, provide a high level of internal amenity and will not unreasonably constrain development on adjoining sites.

For the reasons outlined in the proceeding sections of this submission, it is submitted that the development is worthy of a planning permit, subject to standard planning permit conditions.