



Planning Assessment Report

Younghusband Wool Stores – Stage 2

2-50 Elizabeth Street, Kensington

March 2021

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Project No
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A	7 December 2020	Final draft for client review	Jordan Weddle Town Planner	Michael Dunn Director	Original Signed
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1.0 Introduction

1.1 Project Summary

This report forms part of a planning permit application for Stage 2 of the redevelopment of the Younghusband Wool Stores complex located at 2-50 Elizabeth Street, Kensington. The stages of the project, and location of sites which make up the former wool stores and adjacent land owned by Impact Investment Group, known as S1 – S5 are shown on Figure 1.

Impact Investment Group (IIG), owner of 2-50 Elizabeth Street and 1-7 Elizabeth Street and 2-12 Barrett Street, Kensington plans to rejuvenate the wool stores in a staged development between now and 2025. This report supports the planning permit application for Stage 2 of the project, with a permit having been issued for Stage 1 in January 2018 with works having commenced in mid-2019 for the first stage of the project and having been temporarily put on hold due to the COVID-19 pandemic. Stage 1 comprises the adaptive reuse of heritage wool stores at S1 & S2 to provide for a variety of uses including; offices, art and craft centre, education centre, restaurant, food and drink premises, and industry (including manufacturing sales), with many of the existing creative industry tenants to remain.

The redevelopment of the Younghusband Wool Stores will revitalise a currently underutilised complex of heritage buildings and transform it into a vibrant community-focused commercial hub which will retain and attract innovative businesses (including many start-ups) encompassing art, food, education, technology, hospitality and artisan manufacturing and office uses.

Figure 1: Site Locations and Staging Plan



Source: Nearmap

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Stage 2 (shown in Figure 4) comprises the development S3 and S4 around the themes of:

- Community
- Collaboration
- Sustainability
- Wellness

The intent is to provide future tenants and the local resident and business community with inclusive, publicly accessible spaces, which support collaboration and community. The proposal will adopt One Planet Living guidelines and PassivHaus principles to provide a unique work environment for future tenants. The project architects, Woods Bagot, have developed a design response that focuses on the abovementioned themes, ensuring the buildings provide a sense of openness and connectivity.

S3 and S4 will be redeveloped predominantly for office use (including co-working space), with some spaces identified for retail and food and drink premises. The design response integrates Stage 2 of the project with Stage 1 to create a connected complex of buildings and spaces. The proposed redevelopment will strengthen the economic core of Kensington and the Younghusband Wool Store complex, and we think will provide an exemplar project in keeping with the vision for the Arden-Macaulay urban renewal area.

The existing Wool Store building occupying S4 is to be demolished and the site redeveloped with a two-level basement car park with an eight storey building constructed above. The existing heritage warehouse occupying S3 will also be redeveloped with retention of its eastern facade (facing Elizabeth Street) and part of its southern facade with a five storey building constructed behind the eastern façade (incorporating two recessed upper levels).

The demolition of the warehouse occupying S4 will not impact the heritage values of the Younghusband precinct with this warehouse having been constructed later (in 1957) than the other Wool Stores and having been assessed by various heritage consultants (over a number of studies) as not contributing to the heritage values of the former wool store complex.

The proposed new eight storey building that will occupy S4 will create a landmark building for this part of Kensington with outstanding architectural merit and environmental sustainability performance, setting a new benchmark for design and sustainability in the Arden–Macaulay urban renewal precinct. The new building although significantly higher than the heritage buildings within the complex, will sit at a similar height to that of the grain silos of the neighbouring Allied Pinnacle Flour Mills Site. This visually integrates the proposed building with the existing industrial built form of its immediate surrounds.

While the majority of proposed floor space is dedicated to office use, the spaces have been designed for both flexibility and functionality, including co-working spaces. The spaces can easily be broken into smaller areas to accommodate smaller businesses, such as start-ups, or consolidated to accommodate an anchor tenant. The internal layout of office space has been designed to encourage socialisation, collaboration and community.

The design and operation of the Younghusband Woolstore complex will set a sustainability exemplar as demonstrated by the environmentally sustainable development initiatives set out in the Town Planning ESD Statement prepared by Cundall, which centres on One Planet Living principles. A net-zero carbon target will be set for the complex.

The environmental and social sustainability credentials for Stage 2 are national best practice and well above and beyond the requirements set out in the Melbourne Planning Scheme, with the following objectives:

- One Planet Living (endorsement is to be sought for the entire Younghusband precinct)
- PassivHaus principles (principles to be adopted where possible)
- Achieve carbon neutrality via:
 - A minimum 5-Star Base Building NABERS Energy Office rating for commercial office areas\

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- National Carbon Offset Scheme (NCOS) application for Base Building performance using the NABERS Energy rating pathway
- Achieve water neutrality (by minimising water demand, harvesting and reuse of rainwater and purchasing accredited offsets)
- Use Life Cycle Assessment to demonstrate ongoing environmental benefits

Sustainable transport will be strongly encouraged for future occupants through the initiatives of the Green Travel Plan prepared as part of Stage 1 of the project, which is also proposed to be applied to Stage 2. A significant portion of the lower ground floor has been dedicated to bicycle parking and end of trip facilities.

Car parking totalling 178 car spaces will be provided across two basement levels within S3 and S4. This car park will serve tenants for both stages 1 & 2 of the project (S1- S4), with a total of 118 car spaces dedicated to stage 2 (S3 and S4 tenants) and 60 spaces for stage 1 tenants (S1 & S2), as per the existing approval for stage 1 (Council permit no TP-2017-606) which requires 60 car spaces to be provided (currently nominated to be provided within a temporary at grade car park at the eastern end of S5).

The proposed redevelopment of S3 & S4 is broadly consistent with the intentions for this portion of the site as identified in the Masterplan documents submitted for information purposes to Melbourne City Council at the same time as the Stage 1 planning permit application.

The Masterplan was informed by extensive public engagement, providing the local community with numerous opportunities to voice ideas, opinions or concerns regarding the development of the Younghusband Wool Store complex. Public engagement comprised the establishment of a website dedicated to community engagement, walk and talk events, listening workshops and a 'bringing-it-together' workshop. A planning information night was also hosted where IIG presented this planning application. The Kensington Association has also been extensively consulted on the project in 2020.

The proposed mix of land uses is consistent with the land use direction provided for the site in the Melbourne Planning Scheme, of providing a commercial buffer and transition between the industrial uses to the south and residential area to the north. Site S3 is able to easily accommodate a building of eight storeys with no significant off-site amenity impacts, with the site well separated from the nearest residential areas. A residential area is located approximately 80 metres to the north, while another is located approximately 60 metres to the west on the other side of the railway corridor. The proposal demonstrates a high degree of consistency with the outcomes sought in the Melbourne Planning Scheme for this site and hence is considered worthy of planning approval.

1.2 Application Package

The following architectural plans have been prepared by the project architects, Woods Bagot, to support the application:

No.	Title	Comments
1100	Site Plan - Existing	Site plan of existing conditions across the entire Younghusband Woolstore complex
210LG	Existing - Lower Ground	Existing lower ground plan of S3 & S4
210G	Existing - Ground	Existing ground plan of S3 & S4
2101	Existing - Level 01	Existing Level 1 plan of S3 & S4
2102	Existing - Roof	Existing roof plan of S3 & S4
3100	Existing - Elevation East - Elizabeth Street	Existing east elevation (Elizabeth Street frontage)

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No.	Title	Comments
3102	Existing - Elevation West	Existing west elevation from the adjoining railway corridor
1200	Site Plan - Demolition	Demolition site plan demolition of the entire Younghusband Woolstore complex
220LG	Demolition - Lower Ground	Plan showing the lower ground demolition of S3 & S4
220G	Demolition - Ground	Plan showing the ground demolition of S3 & S4
2201	Demolition - Level 01	Plan showing the Level 1 demolition of S3 & S4
2202	Demolition Roof	Plan showing the roof demolition of S3 & S4
3200	Demolition - Elevation East - Elizabeth Street	Demolition east elevation of Elizabeth Street frontage
3202	Demolition - Elevation West	Demolition west elevation
1300	Site Plan - Proposed	Proposed site plan of S3 & S4
230B2	Basement 02	Proposed basement car parking level 2
230B1	Basement 01	Proposed basement car parking level 1
230LG	Lower Ground	Proposed lower ground floor plan
230G	Ground	Proposed ground floor plan
2301	Level 01	Proposed Level 1 floor plan
2302	Level 02	Proposed level 2 floor plan
2303	Level 03	Proposed level 3 floor plan
2304	Level 04	Proposed level 4 floor plan
2305	Level 05	Proposed level 5 floor plan
2306	Level 06	Proposed level 6 floor plan
2307	Level 07	Proposed level 7 floor plan
2308	Level Roof Plan	Proposed roof plan
2309	Roof Plan	Proposed roof plan
2310	Area Schedule	Development area schedule of the uses on each level
3300	Elevation East - Elizabeth Street	Proposed elevation from Elizabeth Street
3301	Elevation East - Internal Building 'S4'	Proposed internal east elevation of S4 building

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No.	Title	Comments
3302	Elevation West	Proposed west elevation
3303	Elevation West - Internal Building 'S3'	Proposed internal west elevation of S3 building
3304	Elevation South	Proposed south elevation
3305	Elevation South - Internal Building 'S2'	Proposed internal south elevation of S2 building
3350	Section - East to West 01	Internal section east to west
3351	Section – East to West 02	Internal section east to west
3352	Section – South to North	Internal section south to north
3360	Ground Plane Elevations	3x 1:100 scale internal laneway elevations
3362	Ground Plane Sections	1:50 scale sectional drawings of key ground plane treatments

The architectural plans listed above and this planning assessment report should also be read in conjunction with the following supporting documents:

- Context Analysis & Design Response prepared by Woods Bagot
- Landscape Report prepared by Oculus
- Supporting Creative Industries at Younghusband report prepared by IIG
- Town Planning ESD Statement (Stage 2) prepared by Cundall
- Heritage Impact Statement prepared by Michael Taylor Architecture & Heritage
- Waste Management Plan prepared by Rawtec
- Transport Impact Assessment prepared by GTA Consultants
- Environmental Wind Speed Measurements prepared by MEL Consulting
- Environmental Wind Assessment prepared by MEL Consulting
- Universal Design / DDA / Accessibility Principles and Concept Design Report prepared by Morris Goding Access Consulting
- Confirmation of Gross Floor Area prepared by Rider Levett Bucknall (quantity surveyors)
- Preliminary Air Quality Assessment prepared by CETEC
- Title Re-Establishment Feature & Level Survey prepared by Real Serve

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1.3 Masterplan

A set of Masterplan documents were prepared for the entire Younghusband complex and were submitted (for information purposes – not as part of the formal application submission) to Melbourne City Council at the same time as the planning permit application for Stage 1 of the project in July 2017. The Masterplan documents were informed by extensive public consultation and articulated a vision for S3 and S4 broadly consistent with this planning permit application for Stage 2 of the project.

Figure 2: Master Plan Vision



Source: Woods Bagot Masterplan Report 2017

Given that there are no significant changes to the vision for the Younghusband precinct, updates to the Masterplan level documents are not considered warranted.

The Masterplan documents should be referred to for further information regarding the broader context within which Stage 2 of the project should be considered.

1.4 Planning History

Planning Permit TP-2017-606 was issued by the City of Melbourne on 17 January 2018 for Stage 1 of the Younghusband project. Stage 1 of the project comprises the adaptive reuse of the complex of former wool stores located to the immediate north of Stage 2 for a wide range of uses, known as S1 and S2, and includes the provision of 60 at grade car parking spaces (being the only car parking provided for Stage 1) at the eastern end of S5 (fronting Barrett Street). The approved uses for Stage 1 include office, art and craft centre, education centre, restaurant and food and drink premises and industry (including manufacturing sales) with a number of the artisan manufacturers that have occupied the site for some years intended to reoccupy the building following its refurbishment.

Key elements of Stage 1 include the retention of the external presentation of the northern wool stores (S1 & S2), extensive reinstatement of materials, including the bluestone laneway that separates S1 and S2, refurbishment of window frames and extensive retention of internal features of these two large wool stores, with no external additions other than roof plant and equipment. Stage 1 constitutes a best-practice adaptive reuse of a complex of heritage buildings and received strong support from Melbourne City Council and the local community. Substantial

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(and very costly) internal refurbishment works required to the buildings to make them fit for use by the intended occupants, including substantial fire engineering, structural and services works.

Building works for Stage 1 completed in 2020 but have since been placed on hold due to disruption associated with the COVID-19 pandemic.

Stage 3 of the project involves the redevelopment of S5 and will result in the loss of the 60 car parking spaces provided at grade at the eastern end of S5 (which form part of the Stage 1 approval). These 60 car parking spaces are to be provided in the new basement proposed as part of Stage 2, hence our application allocates these spaces for Stage 1 uses as set out in 5.4.1 of this report.

The proposal comprises the retention of the eastern elevation and part of the southern and northern heritage façades of the former Wool Store building occupying S3 and the construction of a new five storey building behind the heritage facades (including two upper recessed storeys) and the demolition of the existing building which occupies S4 and its replacement with a new eight storey building. Two levels of basement are proposed across S3 & S4.

The buildings which occupy S3 & S4 are currently being temporarily utilised for uses previously located within S1 and S2 while those buildings are refurbished, as provided for in planning permit TP-2018-1078 issued in May 2019.

The proposed land use mix is summarised in Table 1.

Table 1: Existing and Proposed Use Floor Areas

Land Uses	Existing Floor Area (m2)	Proposed Floor Area (m2)
Office (including Co-working and Technology Hub)	0	14,660
Shop	0	353
Food & drink premises	0	489
Manufacturing sales	0	504
Industry (workshop)	2,241	
Vacant	5,196	
Total	7,437	16,012

Note: the above table excludes the floor area of the basement car parks, which forms part of the Gross Floor Area of the buildings and also excludes common areas. The total Gross Floor Area of the proposal is 30,179m² as set out in the analysis provided by Rider Levett Bucknall Quantity Surveyors dated 11 February 2021.

The predominant use proposed within S3 and S4 is office. The proposed office uses may include workshops and incubator spaces for start-ups as well as technology hubs. The proposed office space has been rationalised to provide for both big and small tenancies.

The mix of uses (when considered in the context of Stage 1 of the project) will add to the vitality of the Younghusband precinct and Kensington, supporting the social and economic sustainability of the project and the locality. At the ground level of S4 a retail tenancy will provide for the office employees within S3 and S4.

The proposed new eight storey building will read as several conjoined cylinders of varying heights, a visual reference to the landmark silos occupying the adjoining Allied Pinnacle site to the immediate south. The cylindrical form echoes the neighbouring silo whilst galvanised perforated screening captures the spirit of the industrial village.

The architectural expression has been driven by the desire to achieve a very high standard of environmental performance and indoor environmental quality for future occupants by limiting the impact the external environment has on the building, which will in turn enable efficient heating and cooling solutions. The building features external screening which forms an exoskeleton that significantly reduces the heat load off the exterior of the building by providing a significant degree of shading and thus much improved thermal performance. This integrated shading system is part of the architectural design rather than a separate attachment, with openings curated to maximise

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visibility from within the floor plate whilst also providing optimal shading to reduce solar heat gain. This approach constitutes a sustainability or an integrated system and is considered a best practice approach to thermal performance.

The form of the eight storey building is sculpted in a way that references the adjacent flour mill silos with its form pushed and pulled to create height variations to articulate the built form and reference the saw tooth roof profile that occurs across the wool store complex and much of the surrounding industrial precinct.

The material palette of the proposed eight storey building references the existing heritage buildings through the use of industrial metals and recycled brick. This approach is in keeping with the predominantly brick construction of the Younghusband Wool Stores Complex and will result in the building reading as a complimentary addition to the site.

Contemporary materials such as off-form concrete, glazing and perforated metal screens are also utilised. While these materials are new to the site, they are considered sympathetic to the historic complex. The use of light materials such as glazing and perforated metal screens reduces the visual bulk of the upper levels of the building, reducing the visual impact of its height behind the original Wool Stores.

The proposed five storey building features a much simpler form with the project architects having purposely adopted a more restrained geometry for the additional levels above the heritage street wall, which will allow the existing brick façade and its saw tooth roof parapet to dominate the building's visual identity from Elizabeth Street and its immediate surrounds.

The proposed facade of the upper level additions facing Elizabeth Street (although somewhat obscured from the immediate public realm given its generous front setback behind the heritage street wall below and saw tooth roof parapet) is minimalist in presentation, being expressed as an orthogonal curtain wall glazed façade with a limited materials palette. The upper level additions will feature a plant room and rooftop terrace.

Restorative works are proposed to the Elizabeth Street façade including to doors and windows while some alterations are also required for new door and window openings and a fire booster cabinet. Original windows on the first floor which had previously been bricked up will be reinstated, restoring the original symmetry of the facade. The original bricks and windows will also be retained and restored as part of the works to the benefit of the building's visual appearance and to retain significant heritage fabric. The restorative works will contribute to the ongoing conservation of the significant heritage facade.

A number of new openings will be made in the Elizabeth Street facade to create windows along the second floor. These windows will align with the structural bays and those already existing on the façade and will integrate with the facade's composition so as not to draw undue attention or be out of step with the building's structural grid. The new openings will contain contemporary window frames to differentiate between old and new fabric. The proposed new openings will not unduly change the facades appearance and will be respectfully integrated with the existing facade.

Two existing windows on the ground floor will be partially bricked in and adapted into doorways. This work retains the pattern of fenestration of the facade to no detriment to the facade's visual appearance or its aesthetic significance.

A two level basement car park comprising 178 car spaces will provide car parking to tenants occupying S1 – S4. The car park will include two accessible spaces. A total of 118 car spaces will be allocated to S3 and S4 uses with the balance (60 spaces) for Stage 1 (S1 & S2) uses. The basement car park will be accessed via the existing crossover onto Elizabeth Street, which is not proposed to be altered. The proposal does not require any works beyond the front property boundary and will not have any impacts on street assets including the semi-mature street tree plantings. A Car Parking Demand Assessment prepared by GTA Consultants has identified this rate as appropriate having regard to the green travel initiatives provided for in the Green Travel Plan for the site and proximity to public transport services, as shown in Figure 1 below.

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Figure 1: Local Public Transport Options



Significant bicycle parking and end of trip facilities are provided at ground floor level which comprises 170 spaces, 20 showers and 202 lockers, well in excess of that which is required by the Melbourne Planning Scheme. Furthermore, the bicycle parking is conveniently located at ground level with easy access to encourage future tenants and visitors to cycle.

The Green Travel Plan prepared for Stage 1 of the project is also to be applied to Stage 2 and identifies numerous strategies to promote and encourage sustainable transport choices among existing and future tenants, and visitors. There are also significant actions committed to by IIG under this plan. Actions include the following:

- Publication and communication of travel information across multiple platforms
- A bike share scheme for tenants, employees and visitors
- A car sharing scheme for use by workers, visitors and local residents
- Baseline monitoring and regular monitoring to ensure the efficiency of the Green Travel Plan and actions undertaken
- Green leases
- IIG is committed to working with existing and future tenants to implement and improve the Green Travel Plan over the next 5-10 years.

The environmental and social sustainability credentials for Stage 2 are national best practice, with the following objectives identified for the project:

- One Planet Living (endorsement is to be sought for the entire Younghusband precinct)
- PassivHaus principles (principles to be adopted where possible)

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- Achieve carbon neutrality via:
 - A minimum 5-Star Base Building NABERS Energy Office rating for commercial office areas
 - National Carbon Offset Scheme (NCOS) certification for Base Building performance using the NABERS Energy rating pathway
- Achieve water neutrality (by minimising water demand, harvesting and reuse of rainwater and purchasing accredited offsets)
- Use Life Cycle Assessment to demonstrate ongoing environmental benefits

The Waste Management Plan prepared for S3 and S4 aims to minimise waste generation and maximise recycling.

A key outcome of the architectural approach is to provide pedestrian permeability within the site and to connect the site with Stage 1 of the project.

The landscape plans prepared by Oculus demonstrate a high-quality outcome is proposed along the railway corridor to enable this space to function as a key gateway into Stage 2 of the project.

3.0 Key Issues

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3.1 Net community benefit

Clause 71.02 of the Melbourne Planning Scheme, titled *Operation of the Planning Policy Framework*, sets out the operation of State and local planning policies within all planning schemes within Victoria. The following passage from Clause 71.02 seeks to ensure that State and local planning policies support the objectives set out in Section 4 of the *Planning and Environment Act 1987*:

The Planning Policy Framework seeks to ensure that the objectives of planning in Victoria (as set out in section 4 of the Act) are fostered through appropriate land use and development planning policies and practices that integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.

The principle of net community benefit is a key consideration when weighing up competing or conflicting objectives in determining whether a planning proposal should be supported.

Response

The proposed redevelopment of S3 & S4 will result in a significant net community benefit. IIG is committed to measuring the social, economic and environmental benefits of the Younghusband project. The environmental performance of the proposed buildings will be best practice as set out in this report and in the Town Planning ESD statement prepared by Cundall.

The commitment of IIG to achieving (and measuring) community benefits from the project is exemplified in the report titled *Supporting Creative Industries at Younghusband* which forms part of our application package. This report demonstrates the significant community benefits that will accrue from just one aspect of the overall project, through supporting creative industry tenants currently at Younghusband to remain in place through below market rate leases. The project has been informed by extensive consultation with the local community, with the retention of creative industry tenants consistently identified by those engaged with as a highly desirable outcome.

IIG aims to set a benchmark for development in the Arden-Macaulay Urban Renewal Area, demonstrating the value of committing to best-practice environmental standards and investing in the social life of the precinct. The project achieves this by the project's high environmental and social sustainability credentials.

The economic benefits of the project are substantial in terms of the number of employees that will be accommodated in Stage 2 of the project and the flow on benefits to the local economy.

3.2 Building height and massing

A single storey warehouse currently occupies S4, while S3 is occupied by a three-storey former wool store. The proposed development includes the construction of an eight-storey (33.22 metres high) building to replace the single storey warehouse and a five -storey building at S3. Immediately to the south of the subject site is the Allied Pinnacle site, which features grain silos reaching approximately 45 metres in height. To the immediate north is Stage 1 of the project, which comprises five storey woolstore buildings with a height of 18.5 metres. Buildings in the broader immediate area are generally no more than two to three storeys in height.

The built form controls that apply to the site through the Melbourne Planning Scheme (Schedule 63 to the Design and Development Overlay) (DDO63) identifies a preferred maximum building height for new development of six storeys and a mandatory maximum building height of eight storeys. Buildings which seek to exceed the preferred

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maximum building height must demonstrate each of the following:

- A demonstrable benefit to the broader community that include among others:
 - Exceptional quality of design.
 - A positive contribution to the quality of the public realm.
 - High quality pedestrian links where needed.
 - Good solar access to the public realm.

Response

The Melbourne Planning Scheme (Clause 21.04-1.3) identifies the Younghusband precinct as part of a commercial and industrial buffer separating the Allied Pinnacle site (identified as large manufacturing industry within the Melbourne Planning Scheme) from sensitive residential uses to the north. The proposed eight-storey building is proposed immediately adjacent to the Allied Pinnacle site, well-removed both physically and visually from residential zoned land (approximately 80 metres to the north and 55 metres to the west).

The proposed redevelopment of S3 & S4 responds positively to the criteria set out in DDO63 and will undoubtedly provide a demonstrable benefit to the broader community, through a design response that has community and vibrant placemaking at its heart. The design criteria of DDO63 and how the proposal responds to these is further detailed in Section 5.3 of this report.

3.3 Car Parking and Traffic Impacts

The proposed redevelopment of S3 & S4 includes the provision of 178 car spaces across two levels of basement car parking. The proposed car park will provide car parking to the tenants of both Stages 1 & 2 of the project (S1 – S4). A total of 60 car spaces within the proposed basement will be reserved for S1 and S2 tenants (Stage 1 of the Younghusband project). Thus, a total of 118 car spaces will be allocated to S3 and S4 tenants. A reduction in the statutory car parking requirements of the Melbourne Planning Scheme is sought for a total of 368 spaces.

Response

While a significant reduction to the standard on-site car parking requirements of the Melbourne Planning Scheme is sought, this is justified given the excellent proximity that the site enjoys to public transport, the viability of cycling for future tenants and the numerous green travel initiatives that IIG will put in place as set out in the Green Travel Plan prepared for the overall development.

The Green Travel Plan identifies numerous strategies to promote and encourage sustainable transport choices among existing and future tenants and visitors. The Green Travel Plan has been prepared with the active involvement and support of IIG. IIG is committed to working with existing and future tenants to implement and improve the Green Travel Plan over the next 5-10 years. The commitments made by IIG under this plan include the following:

- Publication and communication of travel information across multiple platforms
- A bike share scheme for tenants, employees and visitors
- A car sharing scheme for use by workers, visitors and local residents
- Baseline monitoring and regular monitoring to ensure the efficiency of the Green Travel Plan and actions

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undertaken
- Green leases

The Traffic Impact Assessment prepared by GTA Consultants concludes that the car parking reduction is considered appropriate with the anticipated car parking demand being met, given that sustainable alternative transport modes are strongly encouraged and accessible.

3.4 Impact on Heritage Values

The proposal comprises the full demolition of the S4 building and partial demolition of the S3 building (with the eastern and part of the southern facade being retained). Both of these buildings form part of the Younghusband Wool Store complex, which is recognised in the Melbourne Planning Scheme as having local heritage significance with a site specific Heritage Overlay applying to the entire site.

Response

The design approach for S3 will retain the entire eastern façade of this building, facing Elizabeth Street and will provide for retention of the saw tooth parapet profile as it presents to Elizabeth Street. Part of the southern façade will also be retained. The heritage controls that apply to the site in the Melbourne Planning Scheme do not extend to internal elements of the buildings.

The heritage assessment prepared in support of this planning permit application by Michael Taylor Architecture & Heritage finds that the proposed extent of demolition and the new built form will not detract from the heritage values of the Younghusband Wool Store complex.

The heritage value (or lack thereof) of the former wool store that currently occupies S4 has previously been comprehensively assessed by expert reports prepared for the previously proposed Amendment C177 to the Melbourne Planning Scheme. These expert reports, both prepared by Lovell Chen, supported the full demolition of Wool Store 5 (S4), finding that it was an undistinguished and utilitarian building which contributes little to the heritage values on the site. The building was constructed in 1957 well after the balance of the buildings that occupy the site and the building is not identified as a contributory element in the statement of significance for the heritage place and furthermore is not visible from Elizabeth Street.

The proposal responds sensitively to the heritage of the Younghusband Wool Store complex while demonstrating a very high level of design excellence and innovation, setting a high standard for other similar projects in Victoria. The heritage impacts of this Stage 2 application should be considered in terms of the overall heritage outcomes for the entire wool store complex, given that this application forms part of a larger scheme involving the adaptation and redevelopment of the heritage place as a whole. Key outcomes achieved in the overall scheme (achieved as part of the Stage 1 application) include retention of the external presentation of the northern wool stores (S1 & S2), extensive reinstatement of materials, including the bluestone laneway, refurbishment of window frames and extensive retention of internal features of these two large wool stores with no external additions.

The proposed Stage 2 works will ensure that an understanding of the three-dimensional form of the original S3 building will be maintained and will include the retention of historic elements such as remnant painted signage and window frames to the Elizabeth Street facade. The elements to be removed, comprising the west façade, part of the southern façade and the roof fabric are largely internal to the site and not visible from the public realm.

While the proposed new window and door openings will result in the loss of original fabric and alteration of the presentation of the Elizabeth Street façade, these are necessary for adaptive reuse of the building and have been

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designed to generally maintain the rhythm and proportions of the existing fenestration of the building.

While local planning policy (Clause 2205) calls for new upper level additions to be concealed in a level 1 streetscape such as Elizabeth Street, the proposed upper level additions feature significant street setbacks and have been designed to ensure that the street wall presentation of the building to Elizabeth Street is maintained. The upper level additions are contained within a sight-line envelope from the opposite side of Elizabeth Street. The proposed upper level additions are of a contemporary industrial aesthetic which is sympathetic to the heritage fabric of the site.

While the new eight storey building exceeds the height of adjoining heritage buildings and will be visible in views from Elizabeth Street as well as from the railway line to the west of the site, it is located within a part of the site with the lowest heritage sensitivity. This new building will not have a direct streetscape presence, being set back a considerable distance from both Elizabeth and Chelmsford streets with intervening building form of considerable scale. The new eight storey building is thus separated from the main presentational facades of the wool store complex onto Elizabeth and Chelmsford streets which have a robust and substantial street wall scale.

The proposal will ensure that the overall heritage wool store complex will maintain its imposing presence and visual prominence and will continue to present as a cohesive whole. The heritage values of the wool store complex will not be diminished by the proposed eight storey building located at the south western corner of the site.

The design expression of the eight storey building incorporates abstract references to traditional industrial forms such as silos, and sawtooth roof forms and will create a contemporary identity for the new building within its surrounding industrial / commercial context.

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4.0 Planning Policy

4.1 Planning Policy Framework

The Planning Policy Framework (PPF) sets out State and Regional Planning Policies (local policies are located in Clause 21 and 22 of the Melbourne Planning Scheme – discussed in Section 4.2) which applies to all land in Victoria. The PPF is structured around nine themes, the themes that are of most relevance to this proposal as discussed in this section of the report.

The PPF recognises the need for integrated decision making which recognises and responds to the needs and expectations of the community relating to land for settlement, protection of the environment, economic well-being, various social needs, proper management of resources and infrastructure. These needs are to be met through land use planning by addressing those aspects of economic, environmental and social wellbeing that are affected by land use and development. Conflicting objectives are to be balanced in favour of net community benefit and sustainable development for the benefit of present and future generations.

4.1.1 Clause 15 – Built Environment and Heritage

The Built Environment and Heritage theme is addressed in Clause 15 of the PPF. This Clause identifies that planning should ensure that new land use and development appropriately responds to its context and recognizes that quality built environments support the social, cultural, economic and environmental wellbeing of our communities. Planning should achieve high quality urban design and architecture that contributes to the local urban character and sense of place, and reflects the characteristics and aspirations of the community. New development is to enhance liveability, diversity, amenity and safety of the public realm and make places more attractive.

Development proposals are to include a site analysis and descriptive statement which explains how the proposal responds to the site and its context.

Response

The proposed development of S3 and S4 provide for the efficient use of currently underutilised land. The introduction of new tenants will provide for greater pedestrian traffic for a safer urban environment.

The design approach, which comprises the redevelopment of the building occupying S3, will ensure the retention of the sense of place and cultural identity that the Younghusband Wool Store complex provides by the retention of the Elizabeth Street facade. The demolition of the warehouse occupying S4 will not unreasonably impact the heritage values of the Younghusband precinct.

The design response prepared by Woods Bagot and this report demonstrate how the proposal responds to the site and its context. The proposal responds sensitively to the industrial heritage of the Younghusband Wool Store complex while demonstrating a very high level of design excellence and innovation, setting a high standard for other similar projects in Victoria.

A more detailed response to the Planning Policy Framework and other strategy documents such as Plan Melbourne and the Arden-Macaulay Structure Plan is provided in the Masterplan Planning Assessment Report previously submitted as part of Stage 1 of the Younghusband project.

4.1.2 Clause 17 – Economic Development

Clause 17 of the PPF addresses the theme of Economic Development and aims to ensure planning contributes to the economic well-being of communities and the State as a whole. A key objective relevant to the proposal is to encourage development that meets communities' needs and provide a net community benefit. Strategies to achieve

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this aim include locating commercial facilities in existing or planned activity centres.

Planning is to encourage opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.

Response

The proposal is in keeping with the objectives of Clause 17 of the PPF.

The redevelopment of the Younghusband Wool Stores will revitalise a currently underutilised complex of heritage buildings and transform it into a vibrant community-focused commercial hub which will retain and attract innovative businesses (including many start-ups) encompassing art, food, education, technology, hospitality and artisan manufacturing and office uses.

The mix of uses will add to the vitality of the Younghusband precinct and Kensington, supporting the social and economic sustainability of the project and the locality. As detailed in the Supporting Creative Industries Report prepared by IIG, a rent subsidy program has subsidised the rents of some tenants, this is proposed to continue. An economic analysis indicates that for every dollar invested by IIG in rental subsidies, the tenants of the Younghusband Wool Stores and the community received an economic benefit valued at \$1.85. The economic analysis also revealed that the subsidised tenants created twice the number of jobs per square metre of leasable floor area than the average, which is achieved through the sharing office / workshop resources.

The proposed redevelopment will strengthen the economic core of Kensington and the overall Younghusband Wool Store complex.

4.2 Local Planning Policy Framework

4.2.1 Clause 21 – Municipal Strategic Statement

Clause 21.03 sets out Melbourne's vision to grow into a global city and continue as one of the top ten most liveable and sustainable cities in the world.

Clause 21.06 addresses built environment and heritage within the municipality of Melbourne. Melbourne's character is defined by its many heritage features, including buildings, parks and built form. Development must add positively to the public realm and create safe and engaging spaces for users. Development should provide protection from the impacts of climate change while not worsening the issue.

Objectives of Clause 21.06 of relevance to the proposal include:

Urban Design:

- *To ensure that the height and scale of development is appropriate to the identified preferred built form character of the area.*
- *To increase the vitality, amenity, comfort, safety and distinctive City experience of the public realm.*
- *To improve public realm permeability, legibility, and flexibility.*
- *To create a safe and comfortable public realm.*

Heritage:

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- To conserve and enhance places and precincts of identified cultural heritage significance.
- To create an environmentally sustainable urban environment with reduced greenhouse gas emissions.
- To make the built environment resilient to heatwaves, water shortages, extreme storm events and sea level rise.
- To encourage efficient resource use and waste reduction in the City.
- To encourage environmentally sustainable building design innovation.

Council's economic development policy is set out in Clause 21.08. It is policy to ensure that employment opportunities for local residents are encouraged. A diversity of small to medium enterprises are encouraged. New businesses are to ensure that they appropriately manage off site amenity impacts such as noise, traffic generation and parking consistent with local amenity.

Clause 21.14-2 sets out the vision for the Arden-Macaulay area which the subject site is located in. The site is nominated within an area identified as a commercial and industrial buffer to residential areas located north and west of the site.

Response

The proposal will contribute positively to Melbourne's goal of growing into a major global city and remaining as one of the world's top liveable cities, by adopting the One Planet Living guidelines and PassivHaus principles to set a sustainability exemplar and provide a unique work environment for future tenants.

The proposal comprises redevelopment of Stage 2 to achieve more efficient use of the site. The building occupying S3 will be demolished (except for the eastern and part of the northern and southern facades) and replaced with a five storey building, while the building occupying S4 will be fully demolished and replaced with an eight storey commercial building. The proposal will retain the eastern heritage facade of the S3 building, maintaining the industrial heritage character of the Youngusband Wool Store complex as the Wool Store complex presents to Elizabeth Street.

The proposed S4 building will feature an industrial material palette including metals and recycled brick that relates to and uses the existing heritage buildings as a reference. The contemporary materials also proposed including off-form concrete, extensive glazing and perforated metal screenings are sympathetic to the significance of the historic complex. The use of light materials such as glazing and perforated metal screens reduces the visual bulk of the upper levels of the building, reducing the visual impact of its height behind the existing heritage wool stores.

The proposed building to occupy S4 extends to a height of eight storeys; however, much of this built form will be concealed behind the S3 building fronting Elizabeth Street. The cylindrical design response references the silos located on the adjoining Allied Pinnacle site and in North Melbourne. The top of the cylindrical forms has been angled to reference the sawtooth roof forms of wool stores within the Youngusband precinct.

The proposed revitalisation of S3 and S4 provides for an increase in people working from the subject site, thus contributing to a vibrant pedestrian environment providing for increased safety. Additionally, the creation and activation of laneways will serve to improve the permeability of the site and increase and enhance the pedestrian environment. The landscape plans prepared by Oculus demonstrate that publicly accessible areas will be carefully curated to maximise pedestrian amenity.

The warehouse currently occupying S4 will be replaced by a new building designed to be of national significance in terms of ESD credentials, including One Planet Living objectives, PassivHaus principles, Carbon Neutrality and a 5.5 star (base) NABERS energy rating.

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The water sensitive urban design (WSUD) initiatives for S3 and S4 include the retention and reuse of as much rainwater as possible, within the constraints of the existing building and proposed building. Treated rainwater can be reused in toilets, landscaping, and showers.

A waste management plan prepared by Rawtec demonstrates that the proposed development will incorporate measures to encourage efficient resource use and waste reduction.

The proposal will set a high standard in environmentally sustainable design, setting a high benchmark for future development within the Arden-Macaulay Urban Renewal Area.

A more detailed response to the Municipal Strategic Statement of the Melbourne Planning Scheme is provided in the Masterplan Planning Assessment Report submitted as part of Stage 1 of the Younghusband project.

The proposal will support economic sustainability and economic revitalisation of the Younghusband Wool Store complex and will add to the economic activity of the local area.

4.2.2 Clause 22 – Local Planning Policies

Clause 22 comprises a number of policies of relevance to the proposal.

Clause 22.02 addresses sunlight to public spaces and applies to public spaces and privately owned, publicly accessible spaces within developments. Objectives relevant to the proposed development include:

- *To achieve a comfortable and enjoyable public realm.*
- *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.*

Clause 22.05 applies to all places within the Heritage Overlay that are outside the Capital City Zone and the Docklands Zone. The policy is divided into two parts (A & B). Part A is of relevance because the subject site is recognised as significant in the *Arden Macaulay Heritage Review 2012 Statements of Significance* which is an Incorporated Document in the Melbourne Planning Scheme.

The policy recognises the importance of heritage places of significance and aims to conserve and enhance heritage areas and encourage development that is harmonious with the existing character of heritage areas. Relevant policies include the following:

Demolition

- *The demolition of a non-contributory place will generally be permitted.*
- *Partial demolition in the case of significant buildings, and of significant elements or the front or principal part of contributory buildings will not generally be permitted.*
- *The adaptive reuse of a heritage place is encouraged as an alternative to demolition.*

Alterations

- *External fabric which contributes to the cultural significance of the heritage place, on any part of a significant building, and on any visible part of a contributory building, should be preserved.*
- *Alterations to non-contributory buildings and fabric are respectful of, and do not detract from the assessed*

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significant part of the heritage precinct.
Additions to buildings in a heritage precinct must be respectful of and in keeping with:

- 'Key attributes' of the heritage precinct, as identified in the precinct Statement of Significance.
- Precinct characteristics including building height, massing and form; style and architectural expression; details; materials; front and side setbacks; and orientation.
- Character and appearance of nearby significant and contributory buildings.

It is policy that additions to a significant or contributory building are to be concealed in significant streetscapes.

New Buildings

New buildings are in keeping with 'key attributes' of the heritage precinct as identified in the precinct Statement of Significance and:

Key attributes of the heritage precinct such as:

Building height, massing and form; style and architectural expression; details; materials; front and side setbacks; and orientation and fencing.

Prevailing streetscape height and scale

- Do not obscure views from the street(s) and public parks of the front or principal part of adjoining significant or contributory places or buildings.
- Do not visually dominate or visually disrupt the appreciation of the heritage place.
- Maintain a façade height which is consistent with that of adjoining significant or contributory buildings, whichever is the lesser.
- Set back higher building components so as not to dominate or reduce the prominence of an adjoining significant or contributory place or building.
- Do not adopt a façade height which is significantly lower than prevailing heights in the street.
- Are neither positioned forward of the façade of adjoining significant or contributory heritage places or buildings, or set back significantly behind the prevailing building line in the street.
- Do not build over or extend into the air space directly above the front or principal part of an adjoining significant or contributory building or heritage place.

The restoration and/or reconstruction of a heritage place is encouraged.

Heritage buildings and streetscapes are assessed and graded according to their importance. The Heritage Places Inventory June 2018 lists all of the grades for heritage places within the City of Melbourne and forms part of the Melbourne Planning Scheme as an Incorporated Document.

The subject site (as well as buildings at S1 and S2) comprise the Younghusband Wool Store complex, which has been accorded a heritage grading of "B". Buildings graded "B" are of regional or metropolitan significance. The streetscape grading for the Elizabeth Street frontage is "1". Streetscapes graded "1" comprise collections of buildings outstanding either because they are a particularly well preserved group from a similar period or style, or because they are highly significant buildings in their own right.

Clause 22.17 aims to ensure high quality urban design outcomes that contribute to the valued established character

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of an area. Objectives of this policy relevant to the development of the subject site include the following:

- To ensure that building design is designed to achieve a high standard of design which reflects the importance of their location and the content of their visibility.
- To ensure that building design including the use of materials and activities at the ground floor frontages of buildings creates and improves pedestrian interest and engagement.
- To ensure that development contributes to a pedestrian and vehicular network which ensures pedestrian movement and amenity is a priority and strengthens networks of pedestrian pathways through an area.
- To ensure that development creates and maintains a high quality landscape setting.

Clause 22.19, titled *Energy, water and waste efficiency*, applies to applications for the construction of a building (including alterations) for the purposes of office and retail uses. The purpose of this policy is 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.

It is a requirement of this policy that all applications be accompanied by a Waste Management Plan prepared in accordance with the City of Melbourne's Guidelines for Waste Management Plans and an Environmentally Sustainable Design Statement which demonstrates how the development meets the policy objectives of this Clause. The Sustainable Design Statement must include (for buildings over 2,000 square metres in gross floor area) a statement from a suitably qualified professional verifying that the building has the preliminary design potential to achieve the certain performance measures.

It is policy to assess proposals for office use of over 5,000 square metres gross floor area against the 5-star rating under a current version of Green Star – Office rating tool or equivalent. It is also noted under this policy that proposals that do not meet the applicable performance measures may still meet the objectives of this policy.

Within urban renewal areas it is also policy that development should be capable of connecting to available and planned alternative district water supply, energy supply, waste collection and treatment systems. We understand that no such district systems are available or planned in the vicinity of the subject site.

Clause 22.23 addresses stormwater management within the municipality and applies to extensions to existing buildings which are 50 square metres in floor area or greater. The purpose of this policy is encourage water sensitive urban design. This Clause states that an application must be accompanied by a Water Sensitive Urban Design Response.

Objectives of this policy include the following:

- To promote the use of water sensitive urban design, including stormwater re-use.
- To mitigate the detrimental effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design for new development.
- To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.
- To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and wellbeing.

Response

The proposal includes publicly accessible spaces. The landscape plans prepared by Oculus demonstrate a holistic approach to landscaping and urban design, providing for a highly attractive urban environment for pedestrians.

The proposed retention of the eastern façade of the S3 building protects the valued Younghusband streetscape along Elizabeth Street. The Heritage Impacts Statement prepared by Michael Taylor Architecture & Heritage demonstrates that the complete demolition of the building occupying S4 is acceptable given that it does not contribute towards the heritage values of the wool store complex. The retention of the heritage façade of the S3 building will ensure the protection of the Elizabeth Street streetscape. The proposal also includes the restoration of the S3 heritage façade. Original windows that were originally bricked up will be reinstated, restoring the original symmetry of the façade and improving the relationship of the development with Elizabeth Street. The additional levels will be setback from the Elizabeth Street facade as to reduce their visibility from the street and surrounding area and maintain the prominence of the saw tooth parapet roof profile presenting to Elizabeth Street.

The heritage impacts of the application should be considered in terms of the overall heritage outcomes for the entire wool store complex, given that this application forms part of a larger scheme involving the adaptation and redevelopment of the heritage place as a whole. Key outcomes achieved in the overall scheme (achieved as part of the Stage 1 application) include retention of the external presentation of the northern wool stores (S1 & S2), extensive reinstatement of materials, including the bluestone laneway, refurbishment of window frames and extensive retention of internal features of these two large wool stores with no external additions.

The proposal will ensure that an understanding of the three-dimensional form of the original S3 building will be maintained and will include the retention of historic elements such as remnant painted signage and window frames to the Elizabeth Street facade. The elements to be removed, comprising the west façade, part of the southern façade and the roof fabric are largely internal to the site and not visible from the public realm.

While the proposed new window and door openings will result in the loss of original fabric and alteration of the presentation of the Elizabeth Street façade, these are necessary for adaptive reuse of the building and have been designed to generally maintain the rhythm and dimensions of the existing fenestration of the building.

While Clause 22.05 calls for new upper level additions to be concealed in a level 1 streetscape (such as Elizabeth Street), the proposed upper level additions feature significant street setbacks and have been designed to ensure that the street wall presentation of the building to Elizabeth Street is maintained. The upper level additions are contained within a sight-line envelope from the opposite side of Elizabeth Street. The proposed upper level additions are of a contemporary industrial aesthetic which is sympathetic to the heritage fabric of the site.

While the new eight storey building exceeds the height of adjoining heritage buildings and will be visible in views from Elizabeth Street as well as from the railway line to the west of the site, it is located within a part of the site with the lowest heritage sensitivity. This new building will not have a direct streetscape presence, being set back a considerable distance from both Elizabeth and Chelmsford streets with intervening building form of considerable scale. The new eight storey building is thus separated from the main presentational facades of the wool store complex onto Elizabeth and Chelmsford streets which have a robust and substantial street wall scale.

The proposal will ensure that the overall heritage wool store complex will maintain its imposing presence and visual prominence and will continue to present as a cohesive whole. The heritage values of the wool store complex will not be diminished by the proposed eight storey building located at the south western corner of the site.

The design expression of the eight storey building incorporates abstract references to traditional industrial forms such as silos, and sawtooth roof forms and will create a contemporary identity for the new building within its surrounding industrial / commercial context.

The proposed building to occupy S4 references architectural elements of Kensington's industrial past and present, such as the Allied Pinnacle silos and the sawtooth roof form of other Younghusband buildings.

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The proposal has been designed to achieve a very high standard of architectural merit and mark the Younghusband precinct as a landmark site within the inner western suburbs. The design response has provided for active uses at ground floor levels supporting pedestrian interest and engagement.

The design response prepared by Woods Bagot and landscape plans prepared by Oculus demonstrate a network of high quality publicly accessible spaces, prioritising pedestrian movement within a high quality urban setting.

The intent of Stage 2 and in particular S4, is to construct a building designed to be of national significance in terms of ESD credentials. Stage 2 will contribute to the minimisation of greenhouse gasses and maximise energy efficiency with a projected 5 star (base) NABERS energy rating.

The Town Planning ESD Statement prepared by Cundall includes a water sensitive urban design (WSUD) response responding to the objectives and policies within Clause 22.19 and 22.23 of the Melbourne Planning Scheme. The WSUD initiatives for S3 and S4 include the retention and reuse of rainwater. Treated rainwater will be reused in toilets, landscaping, and showers.

A Waste Management Plan prepared by Rawtec demonstrates that the proposed development will incorporate measures to encourage efficient resource use and waste reduction thus minimising waste going to landfill and leading to improved waste collection efficiency.

The proposal will set a high standard in environmentally sustainable design for future development within the Arden-Macaulay Urban Renewal Area.

5.0 Planning Controls

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5.1 Permit Triggers

We have identified the following planning permit triggers for this application:

Commercial 2 Zone

- Clause 34.02-1 – The use of land for a Shop (Retail)
- Clause 34.02-1 – The use of land for Industry (including Manufacturing sales)
- Clause 34.02-1 – The use of land for Food and Drink Premises
- Clause 34.02-4 – Buildings and works

Design and Development Overlay

- Clause 43.02-2 – Buildings and works

Heritage Overlay

- Clause 43.01-1 – Buildings and works and demolition

Particular Provisions

- Clause 52.06-3 – Reduction in the car parking requirements required under Clause 52.06-5 (for all of the proposed land uses)

5.2 Zoning

On 15 October 2018 Amendment C190 to the Melbourne Planning Scheme rezoned the subject site and land to the east and south east from Industrial 1 and Industrial 3 to Commercial 2, thus the proposed Office use, which will occupy the majority of the proposed floor space, does not require planning permission.

Land north of Chelmsford Street is predominantly residential and placed within the General Residential Zone; whereas, land to the south is used for industrial purposes and is placed within the Industrial 1 Zone. The railway corridor, directly west of the subject site, is placed within the Public Use Zone and separates the subject site from a large residential area (zoned General Residential Zone) to the west.

The purpose of the Commercial 2 Zone includes:

- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

A permit is not required within the Commercial 2 Zone for the following proposed uses:

- Office

A permit is required for the use of land for:

- Shop (retail)

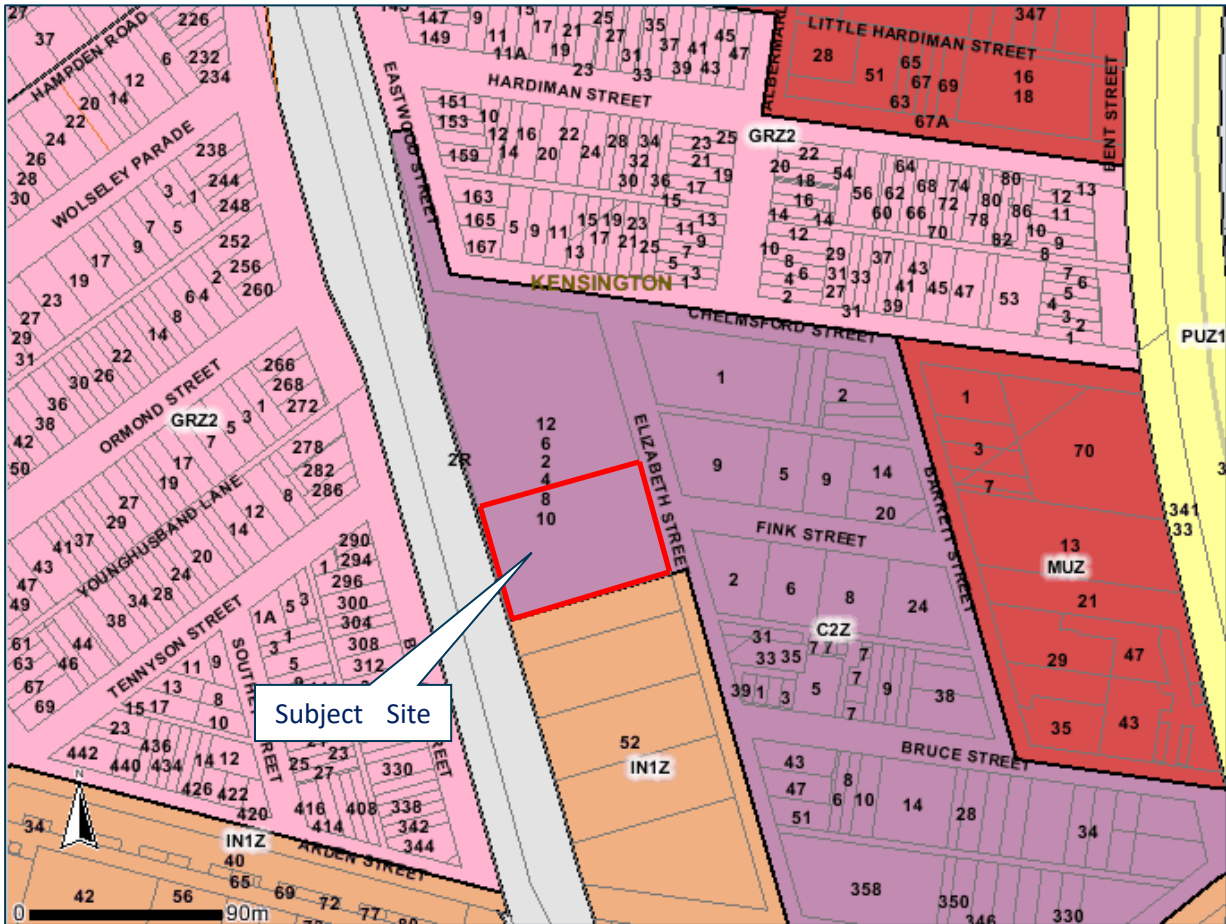
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- Industry

A permit is also required for a building within the Commercial 2 Zone.

Figure 2: Melbourne Planning Scheme - Zones



Source: Planning Maps Online

The Commercial 2 Zone states that the use of land must not detrimentally affect the amenity of the neighbourhood.

An application to use land must be accompanied by information that details the purpose of the use and the types of activities which will be carried out and its likely effects on adjoining land.

We note that an application to construct a building on land more than 30 metres from residential zoned land (such as the subject site) is exempt from the public notice and review requirements of the *Planning and Environment Act 1987*.

The Commercial 2 Zone states that before making a decision on the application the responsible authority must consider the following relevant decision guidelines:

- *Clause 65 and Planning Policy Framework including the Municipal Strategic Statement.*
- *The interface with adjoining zones, especially the relationship with residential areas.*
- *The effect that existing uses may have on the proposed use.*
- *The drainage of the land.*

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- The availability of and connection to services.
- The effect of noise to be generated on roads.
- The interim use of those parts of the land not required for the proposed use.
- If an industry or warehouse, the effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities.
- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The provision of car parking.
- The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and landscaping of land adjoining a road.
- Defining the responsibility for the maintenance of buildings, landscaping and paved areas.
- The availability of and connection to services.
- Outdoor storage, lighting, and stormwater discharge.
- The design of buildings to provide for solar access.

Response

The proposed development is consistent with the purposes of the Commercial 2 Zone. The proposal is the first major office development since the precinct in which the site is located was rezoned to Commercial 2. Given the dominant uses in the area comprise light industrial and warehouse uses, we submit that the extent of office use proposed supports a vibrant mix of uses within the Commercial 2 Zone. The proposed Shops, Office and Industry uses will further support the mix of uses in the area and will support the Younghusband precinct and broader community.

The proposal comprises the second stage of a three-stage redevelopment of the former Younghusband wool stores at 2-50 Elizabeth Street and the properties at 1-7 Elizabeth Street and 2-12 Barrett Street. This large complex will comprise a multitude of tenancies and land uses.

The redevelopment of the Younghusband Wool Store complex seeks to revitalise a currently underutilised complex of former industrial buildings into a vibrant community-focused commercial hub which will retain and attract innovative businesses (including many start-ups) encompassing art, food, education, technology, hospitality and artisan manufacturing.

The proposed uses are relatively benign in terms of potential noise and odour impacts and are highly unlikely to impact the amenity of the surrounding area given the significant distance to sensitive uses.

A Town Planning ESD Statement prepared by Cundall includes a water sensitive urban design (WSUD) response which includes the collection of rainwater from the roofs of the proposed buildings and the storage of this rainwater within a large tank within the basement of S3.

In regards to traffic and car parking impacts, a Traffic Engineering Assessment prepared by GTA Consultants forms part of our application and demonstrates that the proposed on-site car parking provision is appropriate.

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Future tenants of Young and Harwood will be encouraged to utilise sustainable transport options through various initiatives set out in the Green Travel Plan. The proposal includes extensive bicycle parking and end of trip facilities and there are many public transport options within walking distance.

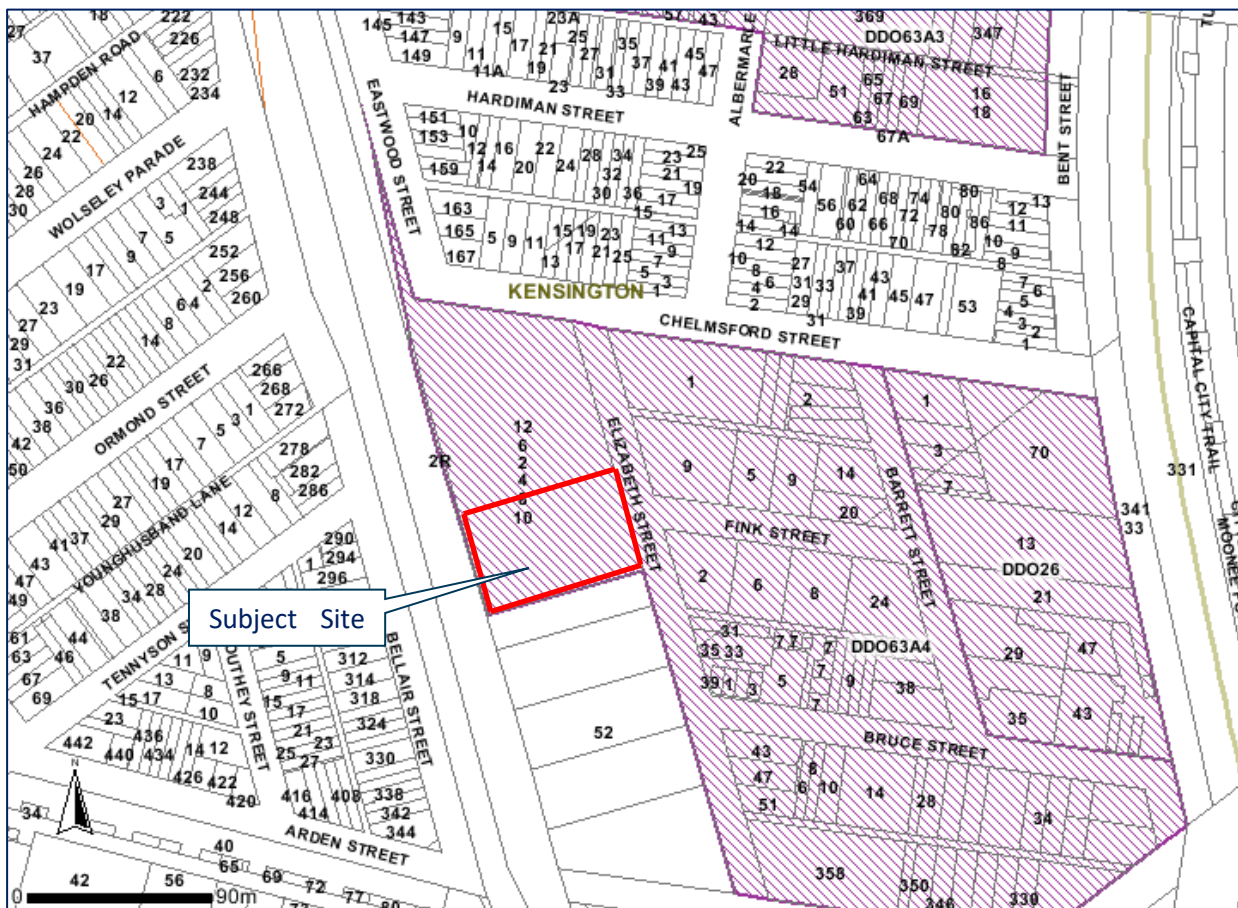
The buildings and works component of the proposal comprises the retention of the eastern heritage façade of the heritage building occupying S3 and part of the southern elevation and the introduction of a state-of-the-art commercial buildings at S3 & S4. The proposed buildings and works will not unreasonably impact the amenity of the area, including residential areas to the north and west. The proposal provides for the creation of new uses, adding to the vitality of this industrial / commercial area.

5.3 Overlays

5.3.1 Design and Development Overlay – Schedule 63

Schedule 63 to the Design and Development Overlay (DDO63), titled *Macaulay Urban Renewal Area, Kensington and North Melbourne*, applies to the site and land to the east. The subject site is within Area A4. Refer Figure 3.

Figure 3: Melbourne Planning Scheme - Design and Development Overlay



Source: Planning Maps Online

Design objectives identified in DDO63 applicable to the entire overlay area include the following:

- 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

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interface with the low scale surrounding established residential neighbourhoods.

- To create urban streetscape defined by a generally consistent plane of building facades that enclose streets but allow daylight 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.
- To encourage the ground floor of buildings to be designed so that they can be used for a variety of uses over time.

A permit is required for all demolition and buildings and works within the Design and Development Overlay. DDO63 identifies a discretionary maximum building height of 6 storeys and an absolute maximum building height of 8 storeys for development within Area A4. Developments proposing to exceed the preferred maximum height *must demonstrate each of the following*:

- A demonstrable benefit to the broader community that include among others:
 - Exceptional quality of design.
 - A positive contribution to the quality of the public realm.
 - High quality pedestrian links where needed.
 - Good solar access to the public realm.

A permit cannot be granted to exceed the absolute maximum building height.

Built form outcomes sought for Area A4 include the following:

- 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.
- Deliver a scale of development at the interface with established low-scale residential development that provides an appropriate transition in height and minimises the visual impact of upper levels.

DDO63 identifies Elizabeth Street as a '15 metre wide renewal street' and as such development at the frontage must not exceed a height of 4 storeys. A permit cannot be granted to exceed this height.

Above the street wall development should be set back 1 metre for every metre above 15 metres.

A building within a commercial zone with ground level frontage should provide the following:

- At least 5 metres or 80 per cent of the street frontage (whichever is the greater) as an entry or display window to a shop and/or a food and drink premises, or as other uses, customer service areas and activities, which provide pedestrian interest and interaction.
- Clear glazing (security grilles must be transparent).

It is policy that when new developments adjoin heritage buildings located in a Heritage Overlay, the design of new buildings should have regard to the height, scale, rhythm of and proportions of the heritage buildings.

The Arden-Macaulay Structure Plan 2012 is a Reference Document in Schedule 63 of the Design and Development Overlay.

Response

The proposal comprises the partial demolition and retention of the heritage facades of the S3 building, and the addition of two highly recessive floor levels, and the development of an eight storey building at S4. A variety of land uses are proposed, including artisanal manufacturing uses and offices, providing for a compact, high density mixed-use commercial / retail / industrial precinct.

The existing heritage warehouses within the Younghusband precinct (Stage 1 of the project sites S1 & S2) to be adapted for new uses present as large three to four storey brick warehouses to the immediate north of S3 & S4. The existing warehouse occupying S4 is of limited heritage significance and is proposed to be replaced by an eight-storey building. The siting of the eight storey building within the south west corner of the Younghusband precinct provides for the stepping down of built form from the proposed eight-storey building, to the recessed upper heritage street wall of the five storey building proposed for S3, to the original lower levels of this building, which will remain the dominant streetscape element as viewed from Elizabeth Street. Only very minor portions of the upper levels proposed for the building at S3 and S4 will be visible as viewed from the opposite side of Elizabeth Street from a point directly opposite the site.

The new buildings are proposed to accommodate non-residential uses and thus a floor to ceiling height of 3.8 to 4 metres has been adopted by the project architect. The floor to ceiling heights proposed provide for a wide range of uses over time.

The proposed five-storey building at S3 and eight-storey building at S4 have been designed to step down to the east, thereby ensuring that the proposal does not affect existing relationship between the existing heritage building, the public realm and properties located within the Commercial 2 Zoned area to the east.

The proposed eight-storey building provides a demonstrable benefit to the broader community as follows:

- The proposed design response is exceptional and includes the retention of the primary heritage facade of a significant heritage building and construction of a new building of national significance in terms of ESD credentials, including the adoption of One Planet Living guidelines and PassivHaus principles.
- The reactivation and restoration of the significant heritage building occupying S3 provides for the longevity of the valued heritage character of the Younghusband precinct and ensures that the proposal makes a positive contribution to the quality of the public realm.
- The proposal includes significant publicly accessible open space, which will be connected to publicly accessible open space within Stage 1 of the Younghusband precinct redevelopment, providing high quality pedestrian links through the precinct.
- The siting of the proposed eight storey building within the south west corner of the Younghusband precinct ensures that good solar access to the public realm will be maintained.
- As demonstrated in the Supporting Creative Industries Report, the rental subsidy program has delivered significant benefits to the local community

The proposal to exceed the preferred maximum building height of six storeys, to achieve an overall height of eight storeys, is justified on the basis that the proposal demonstrates the following benefits to the broader community:

Exceptional quality and design

The project architects, Woods Bagot, are award winning architects that put human experience at the centre of the design process in order to deliver engaging, future oriented projects that respond to the way people use the urban environment. The architectural standard of the proposed buildings is exemplary and clearly meets the

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benchmark of architectural quality of design in terms of its architectural expression and its sustainability performance. The curved facade of the eight-storey building references the cylindrical shape of the Allied Pinnacle silos to the immediate south and will result in a landmark building. The project architects have prepared renders of the proposed eight-storey building as viewed from the broader residential surrounds to the north and west, demonstrating that when viewed from afar, the proposed building will be a landmark building, celebrating the transition of the area from industrial to commercial uses. The building will set a high benchmark for design for new development in the Arden-Macaulay Urban Renewal Area.

A positive contribution to the quality of the public realm

The proposed mix of uses will add to the vibrancy of the Younghusband precinct and Kensington, by opening up the whole site to the broader community for the first time. The ground floor tenancies comprise manufacturing sales, food and drink premises, office and retail uses, which are designed to create a highly attractive pedestrianised environment throughout the site. The 4.85 metre wide laneway (an existing feature of the building) will provide a highly welcoming entrance for pedestrians when entering the site from Elizabeth Street.

The design response ensures that elements above the street wall are highly recessive as viewed from the east. As viewed from the west, the railway corridor and Bellair Street provide a ~50 metre buffer between the proposed S4 building and dwellings to the west. Furthermore, natural ground level of S4 is approximately 8 metres below that of the residential properties west of the railway corridor. Thus, the appearance of the proposed S4 building from the dwellings (Bellair Street) to the west, will be reduced by its lower natural ground level and significant horizontal separation.

The proposed five-storey building at S3 and eight-storey building at S4 have been designed to step down to the east, thereby ensuring that the proposal does not affect existing relationship between the existing heritage building, the public realm and lower scale buildings located within the Commercial 2 zoned area to the east.

High quality pedestrian links where needed

The proposal (Stage 2) will facilitate the activation of the whole Younghusband Woolstore precinct, by providing additional connections for pedestrians. The proposal will open up an entirely new pedestrian entry to the site on the Elizabeth Street frontage, and activation of the railway siding, a new publicly accessible area for Kensington for the enjoyment of tenants, residents and visitors. The internal layout of the buildings will provide for connectivity with Stage 1 of the project to the immediate north and the pedestrian corridor along the railway siding and Elizabeth Street to the east.

Good solar access to the public realm

The siting of the eight-storey building adjacent to the wide railway corridor (to the west) and the Allied Pinnacle flour mill site (to the south) will ensure that solar access to the public realm is not diminished to any significant extent.

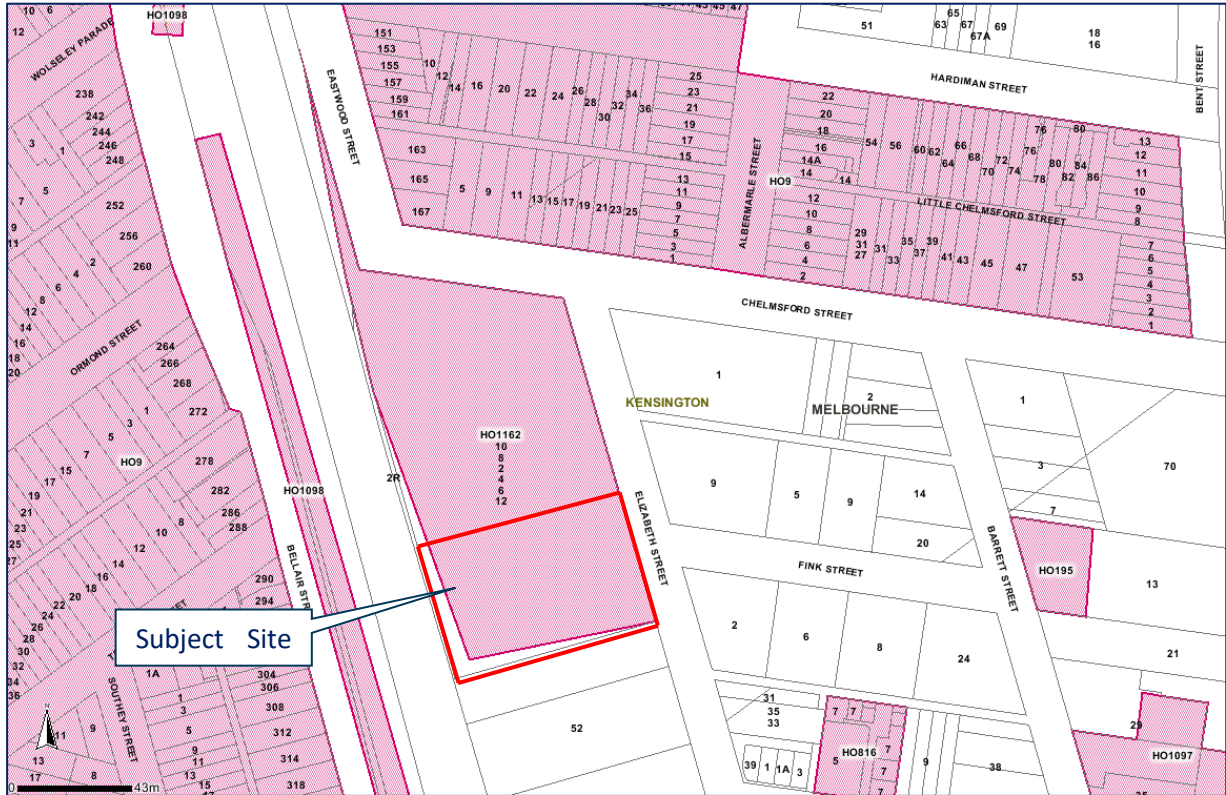
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5.3.2 Heritage Overlay (HO1162)

The Heritage Overlay, Order 1162 under the Planning and Environment Act 1987, applies to the subject site. Refer Figure 4.

Figure 4: Melbourne Planning Scheme – Heritage Overlay



Source: Planning Maps Online

A permit is required for all demolition and buildings and works within the Heritage Overlay. The Schedule to the Heritage Overlay (HO1162) applies external paint controls to the subject site requiring planning permission for the addition of any paint to the exterior facades of buildings. The purpose of the Heritage Overlay is to:

- Conserve and enhance heritage places of natural or cultural significance
- Conserve and enhance those elements which contribute to the significance of heritage places
- Ensure that development does not adversely affect the significance of heritage places

The Heritage Overlay states that before making a decision on the application the responsible authority must consider the following relevant decision guidelines:

- The Municipal Planning Strategy and the Planning Policy Framework
- The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.
- Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.
- Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.
- Whether the location, bulk, form and appearance of the proposed building is in keeping with the

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- Whether the proposed works will adversely affect the significance, character and appearance of adjacent buildings and the heritage place.
- Whether the proposed works will adversely affect the significance of the heritage place.
- Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.

Response:

The proposal comprises the retention of the eastern heritage façade of the building occupying S3. The ground level of this building was constructed in 1917 and two additional levels were constructed in 1923. The proposal includes the retention of the valued sawtooth profile facing Elizabeth Street. Furthermore, proposed demolition to the existing façade has been limited to openings to provide for necessary access and egress.

The overall height of five storeys proposed for S3 is in keeping with the scale of buildings within the Allied Pinnacle site to the south and the scale of buildings envisaged for the redevelopment of large former industrial sites.

The proposed five storey S3 building will preserve the eastern heritage facade of the building. The levels above the existing heritage facade have been set back from the Elizabeth Street frontage so as to be largely concealed by lower levels as viewed from the opposite side of Elizabeth Street. Original windows on the first floor which had previously been bricked up will be reinstated. Furthermore, proposed upper levels have been designed to contrast the original brick warehouse to ensure that the brick warehouse remain the primary visual feature of the streetscape. The restorative works will contribute to the ongoing conservation of the significant heritage façade.

The proposed redevelopment of S4 includes the complete demolition of the existing warehouse occupying S4 (Wool Store 5). While the Heritage Overlay affects the entirety of 2-50 Elizabeth Street (S1, S2, S3 and S4), the warehouse occupying S4 is of limited heritage significance as demonstrated in part by the lack of any reference to Wool Store 5 in the heritage citation for the Younghusband complex within the Incorporated Document, *Arden Macaulay Heritage Review 2012: Statements of Significance June 2016* (introduced into the Melbourne Planning Scheme via Amendment C207).

The heritage value (or lack thereof) of the former Wool Store that currently occupies S4 has previously been assessed by expert reports prepared for then proposed Amendment C177 to the Melbourne Planning Scheme. These expert reports, both prepared by Lovell Chen, supported the full demolition of Wool Store 5 (S4), finding that it was an undistinguished and utilitarian building which contributes little to the heritage values on the site. This assessment is reaffirmed by the Heritage Impact Statement prepared by Michael Taylor Architecture & Heritage

The proposed building to occupy S4 comprises 12,553m² of commercial floor space. The significant addition of commercial floor space to the Younghusband precinct provides for the financial viability of the Younghusband precinct supports the adaptive reuse of significant heritage buildings in Stage 1 of the project.

The heritage impacts of the application should be considered in terms of the overall heritage outcomes for the entire wool store complex, given that this application forms part of a larger scheme involving the adaptation and redevelopment of the heritage place as a whole. Key outcomes achieved in the overall scheme (achieved as part of the Stage 1 application) include retention of the external presentation of the northern wool stores (S1 & S2), extensive reinstatement of materials, including the bluestone laneway, refurbishment of window frames and extensive retention of internal features of these two large wool stores with no external additions.

The proposal will ensure that an understanding of the three-dimensional form of the original S3 building will be maintained and will include the retention of historic elements such as remnant painted signage and window frames to the Elizabeth Street facade. The elements to be removed, comprising the west façade, part of the southern and northern façades and the roof fabric are largely internal to the site and not visible from the public

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realm.

While the proposed new window and door openings will result in the loss of original fabric and alteration of the presentation of the Elizabeth Street façade, these are necessary for adaptive reuse of the building and have been designed to generally maintain the rhythm and dimensions of the existing fenestration of the building.

While local policy which is read in conjunction with the Heritage Overlay calls for new upper level additions to be concealed in a level 1 streetscape (such as Elizabeth Street), the proposed upper level additions feature significant street setbacks and have been designed to ensure that the street wall presentation of the building to Elizabeth Street is maintained. The upper level additions are contained within a sight-line envelope from the opposite side of Elizabeth Street. The proposed upper level additions are of a contemporary industrial aesthetic which is sympathetic to the heritage fabric of the site.

While the new eight storey building exceeds the height of adjoining heritage buildings and will be visible in views from Elizabeth Street as well as from the railway line to the west of the site, it is located within a part of the site with the lowest heritage sensitivity. This new building will not have a direct streetscape presence, being set back a considerable distance from both Elizabeth and Chelmsford streets with intervening building form of considerable scale. The new eight storey building is thus separated from the main presentational facades of the wool store complex onto Elizabeth and Chelmsford streets which have a robust and substantial street wall scale.

The proposal will ensure that the overall heritage wool store complex will maintain its imposing presence and visual prominence and will continue to present as a cohesive whole. The heritage values of the wool store complex will not be diminished by the proposed eight storey building located at the south western corner of the site.

The design expression of the eight storey building incorporates abstract references to traditional industrial forms such as silos, and sawtooth roof forms and will create a contemporary identity for the new building within its surrounding industrial / commercial context.

The proposed new eight storey building will read as several conjoined cylinders of varying heights, a visual reference to the landmark silos occupying the adjoining Allied Pinnacle site to the immediate south.

The proposed S4 building will feature an industrial material palette including metals and recycled brick that relates to and uses the existing heritage buildings as a reference. The contemporary materials also proposed including off-form concrete, extensive glazing and perforated metal screenings are sympathetic to the significance of the historic complex. The use of light materials such as glazing and perforated metal screens reduces the visual bulk of the upper levels of the building, reducing the visual impact of its height behind the existing heritage wool stores.

5.3.3 Development Contributions Plan Overlay (Schedule 2)

Schedule 2 to the Development Contributions Overlay, titled *Macaulay Urban Renewal Area Development Contributions Plan*, applies to the subject site and land to the east.

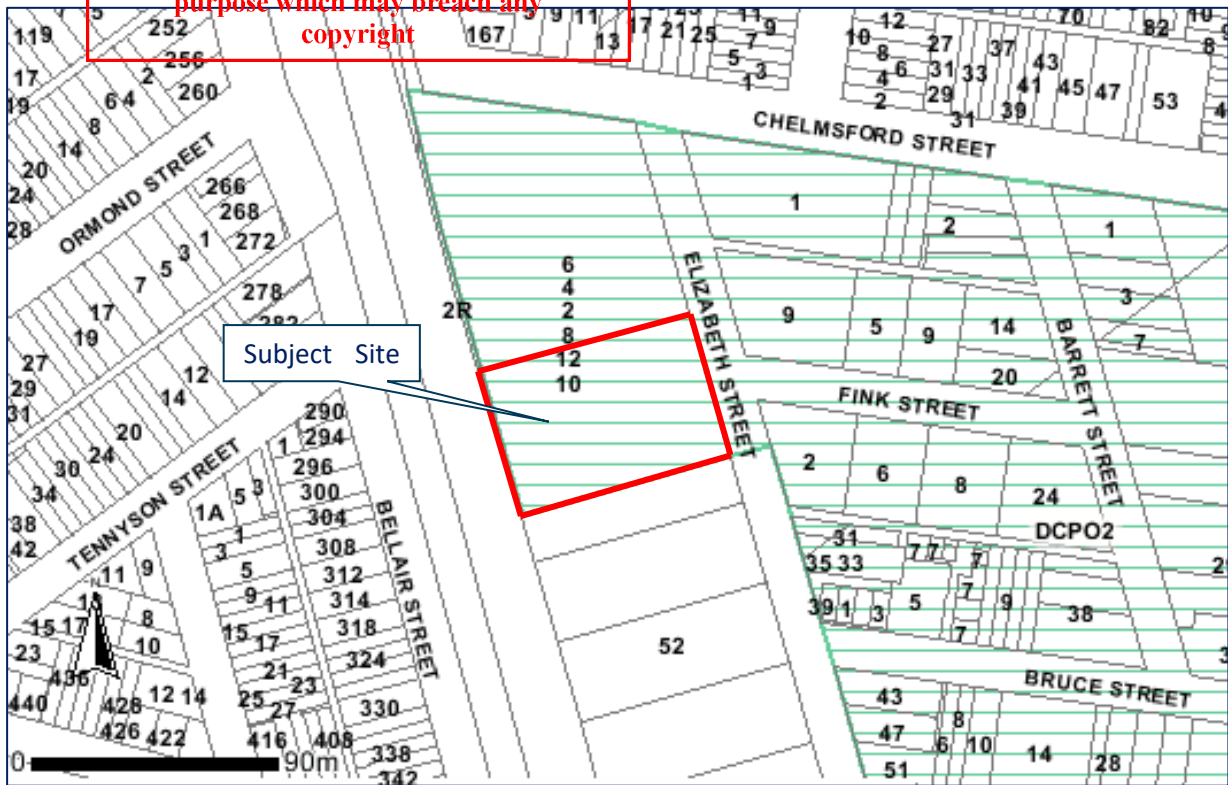
DCPO2 was introduced on 15 October 2018 as part of Amendment C190 to the Melbourne Planning Scheme. We understand that a planning permit issued for the proposed development will include a permit condition which requires the entering into of a Section 173 agreement to require development contributions at a specified rate per square metre of new commercial floor space.

The contribution rates are \$182.58 per square metre of new commercial floor space and \$152.15 per square metre of new retail floor space. Contribution rates will be indexed on a quarterly basis from 1 January 2018 to the Price Index of the Output of the Construction Industries (Vic.) published by the Australian Bureau of Statistics (ABS).

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Figure 5: Melbourne Planning Scheme - Development Contributions Plan Overlay



Source: Planning Maps Online

Response

We understand that development contributions will be payable via a condition on the planning permit.

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5.4 Particular Provisions

5.4.1 Clause 52.06 – Car Parking

The purpose of Clause 52.06 is to ensure that sufficient and appropriately designed car parking facilities are provided for new developments commensurate with the demand generated by the intended use of the site, having regard to the nature of the locality.

Clause 52.06 also aims to ensure that car parking is appropriately designed and located so that it does not impact upon the amenity of the locality, including existing residents or pedestrians and other road users and achieves a high standard of urban design. Car parking areas should be designed so that they are safe and easy and efficient to use.

A new use must not commence or the floor area of an existing use must not be increased until the required car parking has been provided on the land. A permit may be granted to reduce or waive the number of car spaces required. The Clause specifies the rate at which car parking is to be provided according to the proposed use of the site.

Clause 52.06 also requires the preparation of a plan showing the location and dimensions of car parking spaces, access lanes, driveways and associated works and landscaping. These details have been provided in the plans by Woods Bagot.

A summary of the requirements of this clause in so far as they relate to this application is provided in the following table (noting that a total of 178 spaces are proposed however 60 spaces are allocated to Stage 1 of the project).

Table 1: Car parking rates specified in Clause 52.06

Use	Proposal	Column B Planning Scheme Rate	Total car spaces required	Total car spaces provided
Office	14,660m ²	3 car spaces to each 100m ² of net floor area	439 spaces	71 spaces
Shop (Retail & Manufacturing Sales)	863m ²	3.5 to each 100m ² of net floor area.	30 spaces	30 spaces
Food and drink premises	489m ²	3.5 spaces to each 100m ² of leasable floor area	17 spaces	17 spaces
TOTAL			486 spaces	118 spaces

The standard car parking requirements listed in the table above do not take into account the locational characteristics of a site. Clause 52.06 states that where an application seeks to reduce the provision of on-site car parking spaces the following matters should be considered (only those of relevance to this application listed):

- *The availability of car parking in the locality*
- *The availability of public transport in the locality*
- *Local traffic management*
- *Local amenity including pedestrian amenity*

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- An empirical assessment of car parking demand

Clause 52.06 also requires the preparation of a plan showing the location and dimensions of car parking spaces, access lanes, driveways and associated works and landscaping. These details have been provided in the plans by Woods Bagot.

Response

A Traffic Impact Assessment prepared by GTA Consultants responds to the requirements of Clause 52.06. The assessment finds that the reduction in the car parking requirements is appropriate given the numerous public transport options available in close proximity to the subject site. A comprehensive Green Travel Plan has been prepared to ensure that sustainable transport options such as public transport, cycling and walking are the preferred options in travelling to and from the subject site.

The proposal is an excellent example of integrated transport and land use planning in that it locates a variety of uses within walking distance to three existing railway stations (all on different railway lines) and one under construction railway station (the North Melbourne Metro Railway Station).

Furthermore, the architectural plans prepared by Woods Bagot and the Traffic Impact Assessment demonstrate that the proposed parking facilities and layout satisfy all of the relevant requirements of Clause 52.06.

5.4.2 Clause 52.34 – Bicycle Facilities

The purpose of this clause is to encourage cycling as a mode of transport. Secure, accessible and convenient bicycle parking spaces are to be provided for higher density developments with associated shower and change facilities where commercial uses are proposed.

Table 2 sets out the number of bicycle spaces required for visitors and employees for each of the proposed uses. We note that the proposed use of Industry (Manufacturing Sales) is not nominated within Clause 52.34 and thus no bicycle parking is required for this use.

A permit may be granted to vary, reduce or waive this requirement.

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Table 2: Bicycle Facilities Requirements

Use	Proposal	Planning Scheme Rate	Total bicycle spaces / end of trip facilities required	Total bicycle spaces / end of trip facilities provided
Office	14,660m ²	<p>1 to each 300m² of leasable floor area if the leasable floor area exceeds 1000m² for employees</p> <p>1 to each 1000m² of leasable floor area if the leasable floor area exceeds 1000m² for visitors</p> <p>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.</p> <p>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room</p>	<p>49 spaces</p> <p>15 spaces</p> <p>5 showers</p> <p>5 change rooms</p>	<p>100 spaces</p> <p>30 spaces</p> <p>10 showers</p> <p>10 change rooms</p>
Retail	1,352m ²	<p>1 to each 300m² of leasable floor area for employees</p> <p>1 to each 500m² of leasable floor area for visitors</p> <p>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter</p> <p>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room</p>	<p>5 spaces</p> <p>3 spaces</p> <p>1 shower</p> <p>1 change room</p>	<p>20 spaces</p> <p>20 spaces</p> <p>10 showers</p> <p>10 change rooms</p>
TOTAL			<p>72 bicycle spaces</p> <p>8 showers</p> <p>8 change rooms</p>	<p>170 bicycle spaces</p> <p>20 showers</p> <p>20 change rooms</p>

Response

A total of 72 bicycle spaces are required, 54 for employees and 18 for visitors. A total of 170 bicycle spaces are

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provided with drawings shown on the architectural drawings. Showers and change rooms are provided for employees meeting the requirements of Clause 52.34.

The proposed number of bicycle spaces and end of trip facilities vastly exceeds the number required and thus strongly encourages cycling as a mode of transport. Cycling is a viable option to this site given its excellent access to off and on-road cycling paths. Visitor bicycle parking is located with employee bicycle parking encouraging socialisation of employees with visitors. The bicycle parking area is conveniently accessed from Elizabeth Street at grade and located within a secure area inside S4.

5.4.3 Clause 53.18 – Stormwater Management in Urban Development

The purpose of this clause is to ensure that stormwater in urban development is appropriately managed to mitigate negative and support positive impacts of stormwater. An application for buildings and works must meet all of the objectives of Clause 53.18-5 and Clause 53.18-6, and should meet the standards of Clause 53.18-5 and Clause 53.18-6.

53.18-5 Stormwater Management Objectives for Buildings and Works

To encourage stormwater management that maximises the retention and reuse of stormwater.

To encourage development that reduces the impact of stormwater on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.

To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.

To ensure that industrial and commercial chemical pollutants and other toxicants do not enter the stormwater system.

Standard W2	Comments
<p>The stormwater management system should be designed to:</p> <ul style="list-style-type: none"> • Meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999). • Minimise the impact of chemical pollutants and other toxicants including by, but not limited to, bunding and covering or roofing of storage, loading and work areas. • Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces. 	<p>Complies.</p> <p>A Town Planning ESD Statement prepared by Cundall includes a water sensitive urban design (WSUD) response which is in accordance with Standard W2.</p> <p>The WSUD strategy includes the collection of rainwater from the roofs of the buildings occupying S3 and S4 and the storage of this rainwater within a large tank within the basement of S3.</p>

Objectives Met/Not Met: Met

53.18-6 Site Management Objectives

To protect drainage infrastructure and receiving waters from sedimentation and contamination.

To protect the site and surrounding area from environmental degradation prior to and during construction of subdivision works.

Standard W3	Comments

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An application should describe how the site will be managed prior to and during the construction period and may set out requirements for managing:

- Erosion and sediment.
- Stormwater.
- Litter, concrete and other construction wastes.
- Chemical contamination.

Complies.

It is submitted that these requirements could be demonstrated by the preparation of a Construction Environmental Management Plan.

Objectives Met/Not Met: Met

As set out in this report, the proposal constitutes an appropriate response to both the strategic (planning scheme) and physical context of the site. The proposal will contribute positively to the emerging character of the area as it transitions from industrial to commercial uses as encouraged in the Melbourne Planning Scheme and Arden-Macaulay Structure Plan.

The proposal demonstrates a high level of consistency with the outcomes sought for the site in the Melbourne Planning Scheme and is appropriate to both the immediate and broader site context. The proposal will increase the liveability and vitality of the local area, provide a buffer between the Allied Pinnacle flour mill to the south and residential interface to the north, integrate the economy of the local area with that of the city-centre, increase services and job opportunities in the local area and set a high standard of sustainability.

The proposal responds sensitively to the industrial heritage of the Younghusband Wool Store complex while demonstrating a very high standard of design excellence and innovation. The heritage impacts of the application should be considered in terms of the overall heritage outcomes for the entire wool store complex, given that this application forms part of a larger project involving the adaptation and redevelopment of the heritage place as a whole. The proposed new eight storey building is located within a part of the site with the lowest heritage sensitivity. The proposal will ensure that the overall heritage wool store complex will maintain its imposing presence and visual prominence to its immediate surrounds with the primary heritage facades continuing to present as a cohesive whole.

The design and ongoing use of the Younghusband Woolstore complex will set a sustainability exemplar as demonstrated by the environmentally sustainable development initiatives set out in the Town Planning ESD Statement prepared by Cundall, which centres on One Planet Living principles. A net-zero carbon target will be set for the complex.

The landscape concept plans prepared by Oculus demonstrate the prioritisation of pedestrian amenity within and around the subject site. The comprehensive design response, which includes landscaping, hardscaping and lighting, will improve the pedestrian amenity of the area and proposed publicly accessible open spaces. These proposed open spaces will provide future employees, visitors and residents of the surrounding area places to congregate and mix, supporting social integration.

The proposed reduction in the on-site car parking requirements is supported by the Transport Impact Assessment prepared by GTA Consultants. Additionally, the Green Travel Plan identifies numerous strategies to promote and encourage sustainable transport choices among existing and future tenants, and visitors.

Extensive public consultation has been undertaken to provide the local residential and business community with an opportunity to voice ideas, opinions or concerns regarding the project. This consultation has informed the design response and overall project.

We submit that the proposal demonstrates a very high degree of consistency with the outcomes sought for the site in the Melbourne Planning Scheme and the Arden Macaulay Structure Plan and will result in a significant net community benefit and is therefore worthy of planning permission.

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Appendix A – Site Photographs

Photo 1: Looking west from Fink Street directly at the eastern façade of the S3 building within Stage 2.



Photo 2: Looking north-west from Elizabeth Street with the S3 building (Stage 2) on the left and the S2 building (Stage 1) on the right.



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Photo 3: Looking south along Elizabeth Street from Helmsford Street at the Younghusband Wool Store Complex.



Photo 4: Looking south-west towards the subject site from Fink Street



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Photo 5: Looking south from the rear of S4 building, railway tracks on right and Allied Pinnacle site in background.



Photo 6: Looking south east from Bellair Street across the railway reserve at the subject site.



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Photo 7: Looking south east from Bellair Street across the railway reserve with the subject site on the left and the Allied Pinnacle site on the right.



Photo 8: Looking north east across the railway reserve from Bellair Street towards the subject site with the adjoining flour mill site to the right.



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Photo 9: Looking south along Bellair Street with the railway reserve and subject site beyond on the left.



Photo 10: Looking east from Bellair Street across the railway reserve with the Allied Pinnacle buildings in the background.

