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Planning Report

675 Victoria Street, Abbotsford and part 63B\PP2796

Prepared for EG Funds Management

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Overview

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Background

Applicant / Owner	EG Funds Management
Address	675 Victoria Street, Abbotsford and part 63B\PP2796
Lot Description	Lot 1 on Title Plan 222160; 63B\PP2796

Relevant Planning Provisions

Municipal Planning Strategy	Clause 02.01 – Context Clause 02.02 – Vision Clause 02.03 – Strategic Directions Clause 02.04 – Strategic Framework Plan
Planning Policy Framework	Clause 11 – Settlement Clause 12 – Environmental and Landscape Values Clause 13 – Environmental Risks and Amenity Clause 15 – Built Environment and Heritage Clause 16 – Housing Clause 17 – Economic Development Clause 18 – Transport Clause 19 – Infrastructure
Zone	Commercial 1 Zone (C1Z) Public Park and Recreation Zone (PPRZ)
Overlays	Significant Landscape Overlay – Schedule 1 (SLO1) Design and Development Overlay – Schedule 1 (DDO1) Design and Development Overlay – Schedule 2 (DDO2) Land Subject to Inundation Overlay (LSIO) Development Contributions Plan Overlay – Schedule 1 (DCPO1)
Particular Provisions	Clause 51.06 – Birrarung (Yarra River) Protection Clause 52.06 – Car Parking Clause 52.29 – Land Adjacent to the Principal Road Network Clause 52.34 – Bicycle Facilities Clause 53.23 – Significant Residential Development with Affordable Housing Clause 53.18 – Stormwater Management in Urban Development

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Clause 58 – Apartment Developments

Strategic Planning Documents

Plan Melbourne 2017-2050

Victoria's Housing Statement: The Decade Ahead: 2024-2034

Permit Application Details

Description of Proposal

Use and development of the land for a mixed-use building, removal of vegetation (under SLO1), waiver of statutory car parking (office use) and alteration of access to a road in a Transport Zone 2.

Permit Requirement

- Clause 34.01-1 – Use of land for dwellings and community facility (place of assembly)
- Clause 34.01-4 – Buildings and works
- Clause 42.03-2 – Buildings and works
- Clause 42.03-2 – Removal of vegetation
- Clause 43.02-2 – Buildings and works
- Clause 44.04-2 – Buildings and works
- Clause 52.06-3 – Reduction in car parking
- Clause 52.29-2 – Alter access to a road in a TRZ2

Conclusion

This application demonstrates strong alignment with the *Yarra Planning Scheme* and is recommended for approval.

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Quality Assurance

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675 Victoria Street, Abbotsford and part 63B\PP2796

Project Number
322-0093-00-P-02-RP01

Revisions

Issue	Date	Description	Prepared By	Reviewed By	Project Principal
00	08/04/2025	Lodgement with DTP	CL	EH	LC
01	29/05/2025	Section 50 Request	CL	EH	LC

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1 Introduction

1.1 Purpose

This report has been prepared by Tract Consultants Pty Ltd upon the instructions of **EG Funds Management** to accompany a planning permit application for the use and development of the land for a multi-storey mixed use building at 675 Victoria Street, Abbotsford and part 63B\PP2796 ('the Site').

The proposal involves the construction of a building that comprises:

- Ground floor commercial (office) space (287sqm);
- 123 dwellings comprising various one-, two- and three-bedroom apartment typologies;
- Two basement levels comprising 169 car parking spaces; and
- Substantial public benefits including:
 - Pedestrian link between Victoria Street and Yarra River corridor;
 - Community facility (122sqm) housing Little B.I.G. Foundation; and
 - Affordable housing contribution comprising a cash contribution of 3% of the cost of development (residential component only).

The construction of the pedestrian link path is also proposed on the adjacent reserve, being formally recognised as 63B\PP2796.

Pursuant to the *Yarra Planning Scheme*, a planning permit is required for:

- Clause 34.01-1 – Use of land for dwellings and community facility (place of assembly)
- Clause 34.01-4 – Buildings and works
- Clause 42.03-2 – Buildings and works
- Clause 42.03-2 – Removal of vegetation
- Clause 43.02-2 – Buildings and works
- Clause 44.04-2 – Buildings and works
- Clause 52.10-3 – Reduction in car parking
- Clause 52.27-2 – Alter access to a road in a TRZ2

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The proposal also seeks approval for a building which incorporates the following key modifications from the previous application considered and advertised by Yarra City Council:

- A reduction to the maximum building height by 3.4 metres;
- A reduction in the built form envelope of the top two levels, and associated redesign;
- Relocation of the publicly accessible pedestrian link from the western to the eastern edge of the Site;
- Reprogramming of the ground floor level to provide direct access to the residential lobby from Victoria Street; and
- Further retention of vegetation within the site frontage.

Having considered the proposal in the context of the *Yarra Planning Scheme*, it is the conclusion of the report that the proposal is consistent with all relevant state and local planning policy. It follows as the recommendation that the Minister for Planning, under delegation, should issue a planning permit for the proposed development.

1.2 Project Team

The project team assembled by EG includes:

- SJB – Architecture
- Tract – Planning
- Vipac – Wind Tunnel Test
- Webber – Structural Engineering

- Tract – Landscape Architecture
- GIW Environmental Consulting – ESD
- Traffix Group – Traffic and Waste
- Wrap – Building Services
- Stone Heritage – Cultural Heritage
- Acoustic Logic – Acoustic Engineering

1.3 Project History

Planning Application PLN22/0732

On 21 September 2022, planning permit application PLN22/0732 was lodged with Yarra City Council ('Council') for the use and development of the land for a 16-storey mixed-use building. Lodgement of the application followed early engagement with Council, where officers commended the design response and quality, and invited the project team to submit further documentation demonstrating alignment with the objectives of the Yarra River environs planning controls.

Throughout the application process, feedback was received from Council's internal departments, as well as Melbourne Water, DEECA (Parks Victoria) and Transport for Victoria as recommending and determining referral authorities. Transport for Victoria supported the proposal, and Melbourne Water and DEECA did not support the proposal.

The application was placed on public notice on 11 July 2023. 186 objections were received, with the main themes being:

- Amenity impacts (114 counts)
- Building height (113 counts)
- Traffic (102 counts)
- Car Parking (70 counts)
- Environmental impacts (56 counts)
- Neighbourhood Character (31 counts)

Following the completion of the notice period and upon receipt of authority feedback, Council officers expressed that changes to the design were required to obtain Council officer support. Changes requested were predominantly relating to urban design matters, and included a reduction to the height of the building and the relocation of the pedestrian link.

While the project team were reviewing the feedback, the Victorian State Government released *Victoria's Housing Statement: The Decade Ahead: 2024-2034* (the 'Housing Statement'), which introduced a new planning pathway at Clause 53.23 Significant Residential Development with Affordable Housing. It was identified that the project would be suitable for this pathway as it met all eligibility criteria, and EG Funds Management ('EG') expressed a willingness to provide an affordable housing contribution as part of the proposal.

Following engagement with the Development Facilitation Program ('DFP') team, where in principle support to advance a modified proposal under the Clause 53.23 pathway was received, planning permit application PLN22/0732 was withdrawn in March 2024.

Development Facilitation Program

As noted above, engagement was undertaken with the DFP team to ensure that the project would be eligible to be lodged under the Clause 53.23 pathway.

During this time, the project team actively engaged with Melbourne Water and Parks Victoria to ensure that the scheme ultimately lodged addressed concerns raised during the Council application process. This included the submission of a Flood Impact Assessment and redesign of the ground floor plane to relocate the pedestrian link along the eastern site boundary. The scheme has also been rigorously tested and refined to respond to feedback received from the DFP team, Council's internal departments and the community. This included a reduction in building height and redesign of the upper levels to reduce the footprint and alter the materiality to reduce visual impact.

This iterative process demonstrates a genuine commitment to deliver a significant residential development which provides a contextually appropriate, site responsive, high-quality design offering substantial public benefits that extend beyond the site boundaries and that appropriately responds to its diverse interfaces.

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Figure 1: Council application scheme (September 2022)



Figure 2: Proposed scheme (March 2025)

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On 3 March 2025, DFP and Invest Victoria confirmed that the project was eligible for the Clause 53.23 pathway. Alongside this confirmation, a number of recommended further information items were outlined. These recommendations are outlined in the following table, with the relevant responses provided in turn.

Table 1 - DFP Further Information Recommendations

Requirement	Action
a) Letter from CEO Invest Victoria confirming project eligibility. Provided within lodgement package.	
b) Current MPL Certificate (noting ex-gratia relief will be provided up to \$97,500 as per the correspondence from the Minister for Planning dated 15 January 2025).	Provided within lodgement package.
c) The Town Planning Report and Car Parking Impact Assessment amended to address the Little B.I.G Foundation community facility as a place of assembly use rather than an innominate use;	This Planning Report and the accompanying Car Parking Impact Assessment now refer to the Little B.I.G Foundation community facility as being a 'place of assembly' use.
d) The architectural plans amended to provide:	The Architectural Plans have been updated accordingly.

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i. A 1 metre setback to the western boundary wall associated with apartments U.G.02, 1.04, 2.04, and 3.04;

ii. Apartment G.07 and U.G.09 to be set back 3 metres from the eastern boundary in accordance with the without prejudice plans dated 21 February 2025;

iii. The southern, eastern and western setbacks to be dimensioned on the ground floor plan;

iv. Updated detail apartment plans for apartments G.07 and UG.09 as specified on the without prejudice plans dated 21 February 2025;

v. Screening to ensure overlooking to the eastern neighbouring dwellings is minimised in accordance with Standard D14 of Clause 58.04-1 (Building setback objectives).

With respect to screening, we note that the recent gazettal of updated Rescode standards, bedrooms are no longer required to be screened. Further, the windows facing eastern neighbouring dwellings are secondary outlooks from living rooms. As such, no screening is considered necessary.

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e) The Car Parking Impact Assessment amended to correctly identify the parking requirement of the two bedroom + study dwellings (two car spaces rather than one) and the revised layouts of apartments G.07 and U.G.07 specified on the without prejudice plans dated 21 February 2025;

The Traffic Impact Assessment has been updated to clarify that all two bedroom + study dwellings have been counted as "two bedroom", given that the studies in question have a fixed desk and are not the appropriate dimensions to be transformed into a bedroom.

f) The Landscape Plan amended to confirm planting species, numbers, and locations;

It is respectfully request that, given the amount of work associated with the production of detailed Landscape Plans, this be dealt with as a condition on permit.

g) The Architectural Plans and the Tree Impact Assessment are not consistent in their identification of tree removal permit requirements. The plans will need to be amended to address this inconsistency.

The Tree Impact Assessment has been updated to ensure clarity with respect to the trees requiring a permit for removal.

h) Clarification whether the existing commercial buildings at 661 Victoria Street will overlook the proposed lower-level balconies and terraces on the western side of the proposal. Demonstration of compliance with Clause 13.07-1L-01 (Interfaces and amenity) is required.

Drawing SD06_03 within the Architectural Plans demonstrates that there is no overlooking from 661 Victoria Street.

Clause 13.07-1L-01 (Interfaces and amenity) has been addressed in sections 4.2.3 and 5.7 of this report.

i) The Clause 58 assessment and architectural plans to be amended to include further demonstration of compliance with Clause 58.04-2 (Internal views objective). There appears to be overlooking between a number of apartments.

The Clause 58 diagrams contained within the Architectural Plans have been updated accordingly, along with the Clause 58 assessment contained at Appendix A of this Planning Report.

j) A 3-D model of the proposed development. Details on how to submit the model can be found here <https://www.planning.vic.gov.au/guides-and-resources/councilresources/planning-in-3d>

Provided within lodgement package.

Note: the site model (250317_Victoria St_675_APP_Site) has been included too as it is linked to the main file and includes the topography and adjoining buildings.

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Further to the above, the following additional changes to the material previously reviewed by DFP have been made prior to lodgement to DTP:

- Addition of 1 m setback to Little B.I.G. tenancy area in accordance with the Wind Tunnel Test.
- Updating of all consultant documents for consistency.

1.4 Report Structure

This report describes the Site and its context (Chapter 2), details the proposal (Chapter 3), identifies relevant planning policy and provisions (Chapter 4), and assesses the proposal against this planning framework (Chapter 5) to form its conclusions and recommendations (Chapter 6).

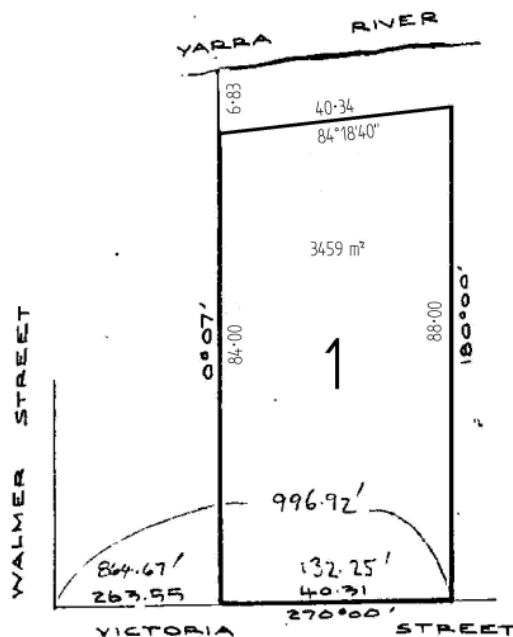
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The Site is located at 675 Victoria Street, Abbotsford and part 63B\PP2796, the former, comprising one parcel formally known as Lot 1 on Title Plan 222160B. This forms the planning unit.

A copy of the Certificate of Title is enclosed within the application material. The title plan does not contain any easements (refer Figure 1 below).

The Certificate of Title identifies that the Site is not affected by any restrictive covenants or Section 173 agreements however the Site is subject to Caveat R513238 which applies two easements for carriageway and powerline purposes to the benefit of the State Electricity Commission of Victoria.

Refer to Figure 3 – Extract of Certificate of Title.



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Figure 3: - Extract of Certificate of Title

Works associated with the pedestrian link are also proposed in 63B\PP2796.

2.1 Site Analysis

The Site is rectangular in shape, with an area of approximately 3,821 sqm.

It has a primary frontage to Victoria Street of 40.5m and a rear interface to the Yarra River of 41m.

In terms of topography, the land slopes down towards the northern boundary of the Site, with an average slope of approximately 7.27%.

The existing built form at the Site presents as a three-storey building stepped back in three tiers from Victoria Street. At the rear, the building includes a paved area leading towards the Yarra River interface. The building is currently used as an office building, with a number of separate car parking areas within the front setback and at ground level undercover.

Refer to Figure 4 – Aerial Plan.

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Tract
Town Planners
Landscape Architects
Urban Designers

MAP EXPORT
MAP EXPORT - CREATED ON 29-05-2025



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Figure 4 - Aerial Plan

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2.2 Site Surrounds

The Site interfaces with the following:

- To the north: Yarra River corridor and environs. Refer to Chapter 2.5 for a detailed analysis of the character of the Yarra River corridor. On the opposite side of the planning process under the Planning and Environment Act 1987, located within Kew.

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- To the **east**: 9 Acacia Place, Abbotsford. This development comprises three separate buildings with commercial tenancies at ground floor and residential development above. The buildings are up to 11 storeys in height.



- To the **south**: Victoria Street, a 20m road located within the Transport 2 Zone. Victoria Street accommodates 5-6 lanes of traffic, bike lanes, pedestrian paths and a separated tramline and tram stop in its median. On the opposite side of the street lies a carpark associated with the Victoria Gardens Shopping Centre, as well as River Boulevard, a continuation of Acacia Place. It is noted that the Victoria Gardens precinct has recently obtained planning approval for an expansion of the shopping centre and residential precinct, which will comprise a series of mixed-use buildings ranging between 7 and 17 storeys.



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- To the **west**: 661-663 Victoria Street, Abbotsford, a large site comprised of a number of individual buildings housing various offices and coworking spaces. Directly adjacent to the subject Site is a 2-3 storey brick building (towards the south) and a two-storey heritage building. The site is broadly covered by the Heritage Overlay – Schedule 65 relating to the 'Former Alma Woolworks Complex'.



2.3 Site Context

The Site is located within the City of Yarra and is situated approximately 3.7 kilometres east of Melbourne's CBD.

The Site forms part of the Victoria Street Activity Centre which has continued to undergo extensive private-sector redevelopment, particularly of previously industrial sites. Land use in the vicinity of the Site is predominantly mixed use with various retail, commercial, office, education and open space functions, including:

- Open space – Yarra River Corridor including Capital City Trail.
- Education – Yarra Primary School, Melbourne Girls College, Richmond High School, Collingwood College, Xavier College, Trinity Grammar School, Methodist Ladies College.
- Services – Victoria Gardens Shopping Centre, Yarra Medical Richmond.
- Entertainment and Dining – The National Hotel, Terminus Hotel Abbotsford.

The Site is well-served by numerous public transport connections, including:

- Victoria Street which is serviced by the Route 109 tram, connecting the Site to the CBD, Port Melbourne and Box Hill. The nearest tram stop is located directly in front of the Site.
- Hawthorn Station situated approximately 1.45km south-east of the Site which connects the CBD to the Alamein, Lilydale and Belgrave train lines.
- North Richmond Station situated approximately 1.8km west of the Site which connects the CBD to the Hurstbridge and Mernda train lines.

Refer to Figure 5 – Context Plan.

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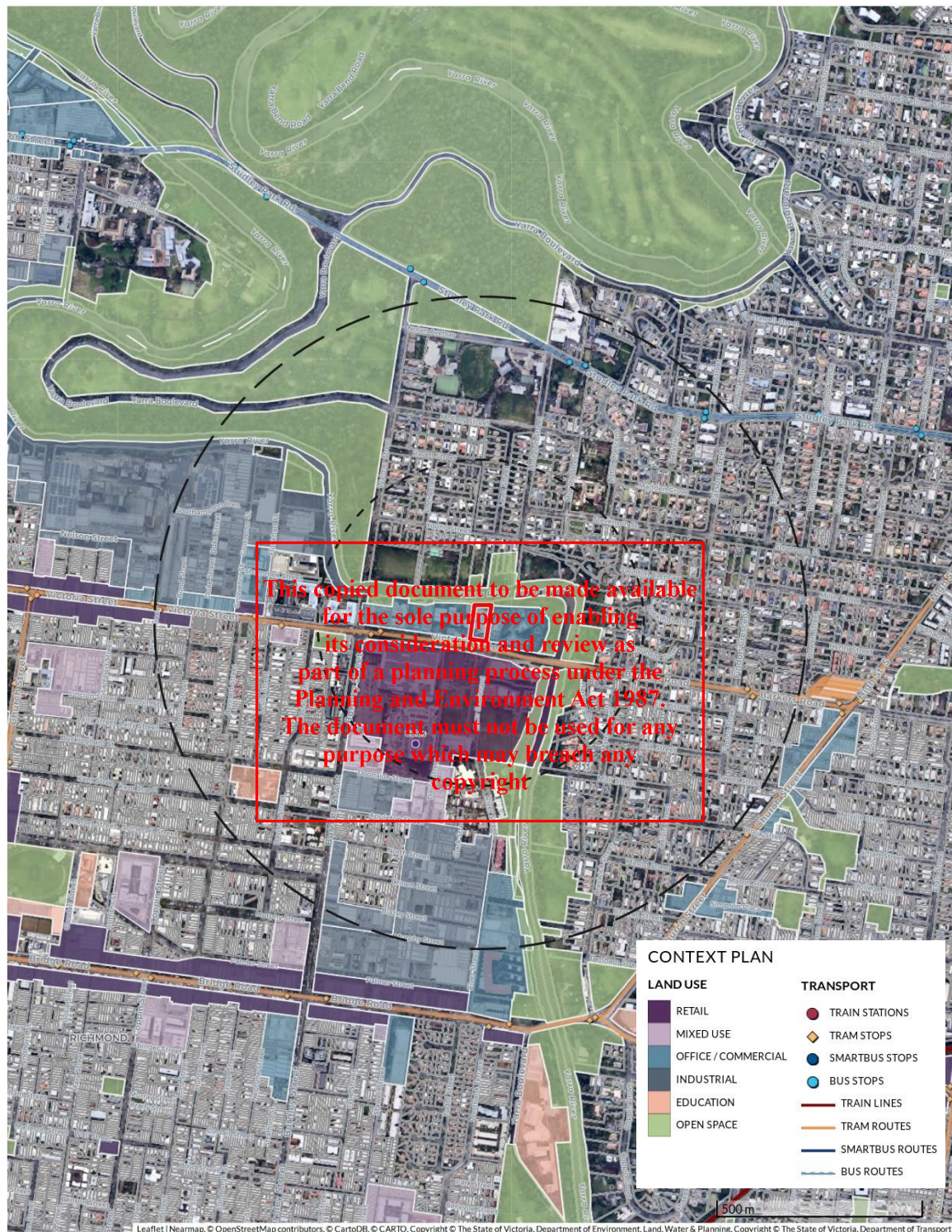


Figure 5 - Context Plan

2.4 Victoria Street Character

The Site's principal frontage is to Victoria Street, which extends from the Yarra River through to Hoddle Street before continuing as Victoria Parade to the northern perimeter of Melbourne's CBD.

Victoria Street serves as an important east-west transit corridor connecting the eastern suburbs with Melbourne's CBD and amenities of Richmond and Abbotsford.

In contrast to the fine-grain activity centre surrounding Church Street, Lennox Street and North Richmond Station, the eastern extent of Victoria Street exhibits an emerging urban renewal character, featuring many high-density contemporary commercial and residential buildings. This built form character is reflective of the subdivision patterns of the commercial and industrial activity that took place along the Yarra River historically, as well as the proximity of this precinct to public transport, open space and other amenities which makes it suitable for development of the emerging scale.

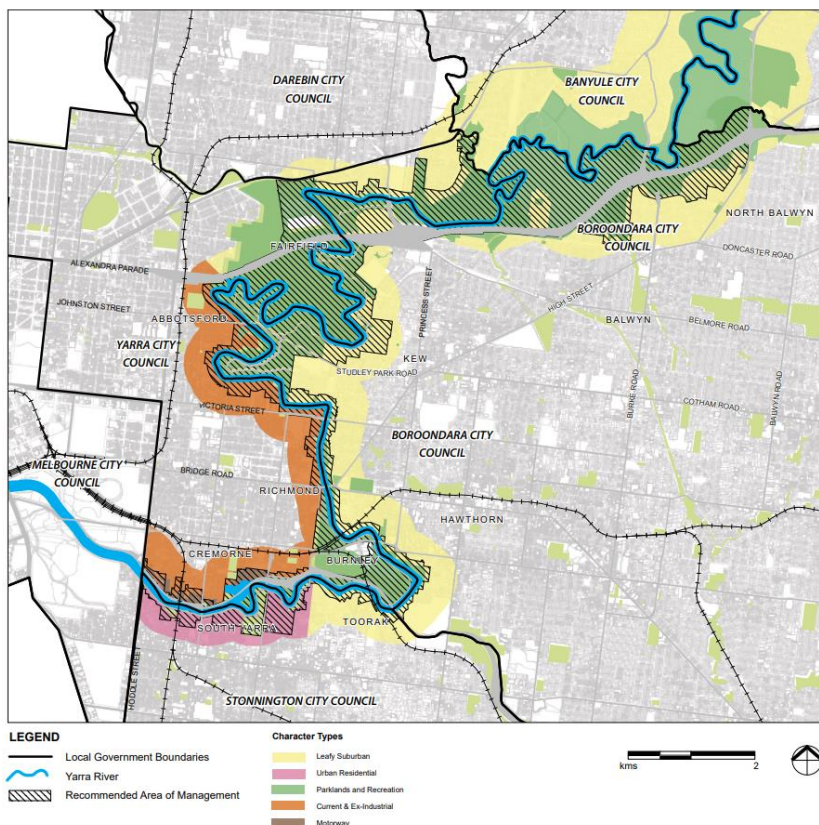
New buildings fronting Victoria Street typically do not provide a street setback and establish a sheer street wall condition with minor setbacks provided to upper-level forms. Commercial uses are located at ground floor of some buildings to provide for activation and to service residents of the new buildings.

Viewlines are preserved to the Skipping Girl sign as protected by the *Yarra Planning Scheme*.

The southern side of Victoria Street features Victoria Gardens Shopping Centre which provides for a range of retail and recreational businesses. Pedestrian connectivity between Victoria Street and Victoria Gardens Shopping Centre is poor and there is a need to improve the pedestrian experience within this precinct which will be assisted by future development proposals including this application.

2.5 Yarra River Environs

The Site forms part of the Yarra River Environs with a direct interface to the shared path that runs along the river's south bank. The river-interface character of the Yarra River Environs evolves along the course of the waterway, with the Site forming part of the Lower Yarra River and noted to be of 'current and ex-industrial' character within the Lower Yarra River Corridor Study (2016).



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Figure 6: Extract from Yarra River Corridor Study (2016)

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The key character features of this context include:

- Established industrial, commercial and residential buildings along the crestline of the river corridor.
- Mature trees and understorey planting along the river bank in many locations which contribute to a vegetated character and compliment the opposite banks. A high level of vegetation cover on the riverbank screens views to buildings from the river in many locations.
- A mix of building styles, scales and heights, including many higher scale buildings constructed close to the river's edge.
- The Capital City Trail providing access and viewing along the river's edge with a mix of public and private access to the river.

As identified in the Lower Yarra River Corridor Study (2016) there are ongoing proposals for development of a higher scale to occur on the southern bank of the river where new buildings can provide a high degree of amenity and outlook for residents.

There is a need to ensure that new development does not result in the over-development of the river in these locations and DDO1 and SLO1 of the *Yarra Planning Scheme* have been implemented to ensure a balanced outcome is achieved. New built form must be appropriately set-back from the river, with an emphasis on the landscape interface between new buildings and the river.

Taller buildings must be designed to prevent unacceptable visual impact to the river corridor as well as preventing overshadowing.

A number of newly constructed (and under-construction) residential buildings have emerged in the Site's immediate context that together establish a new high-density residential character that provides a sensitive interface with the river, high-quality architecture and active community lifestyle for residents.

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3.1 Overview

This section of the report should be read in conjunction with the Architectural Plans prepared by SJB issued March 2025. The application seeks planning approval for the use and development of a 14-storey mixed-use building, removal of vegetation, a reduction in car parking and alteration of access to a road in a transport zone.

In summary, the building will comprise:

- Ground floor commercial tenancy (287sqm);
- Community facility (122sqm) to be operated and managed by Little B.I.G. Foundation (refer Chapter 3.7);
- 123 dwellings comprising one-, two- and three-bedroom apartments with a genuine mix of typologies; and
- Two basement levels and a lower ground level comprising 169 car parking spaces, 158 bicycle spaces, 26 motorcycle spaces and 123 storage cages.

The design approach employed by SJB is summarised as “responding to the unique geology and character of the area”. Elements of natural inspiration have been incorporated into the design process, including geological stratification, sculpture by water flow and palette of local colours and textures.

The building incorporates the gradation of brick work which provides a neutral and sympathetic design response to the river, as well as paying rich and meaningful homage to the distinctive character of Abbotsford.

On Victoria Street, the façade is sculpted around the existing canopy tree. The existing tree is not treated as an encumbrance but rather is built into the design to provide a distinctive sense of entry to the Site and soften the visual connection with Victoria Street.

A pedestrian connection between Victoria Street and the Capital City Trail is provided along the eastern boundary of the Site, providing direct access from the pedestrian crossing along Victoria Street to the south. The design strengthens connectivity with the river corridor as well as improving the pedestrian experience through textures, planting and passive surveillance. The result is a connection to the river that is significantly more legible and accessible than current conditions and complements the link provided in neighbouring Acacia Place.

Care has been taken in designing a rhythm and grading of ramps, steps and landings to respond to site topography while encouraging ease of use and accessibility to the community facility from Victoria Street.



Figure 7: Proposed development from Victoria Street

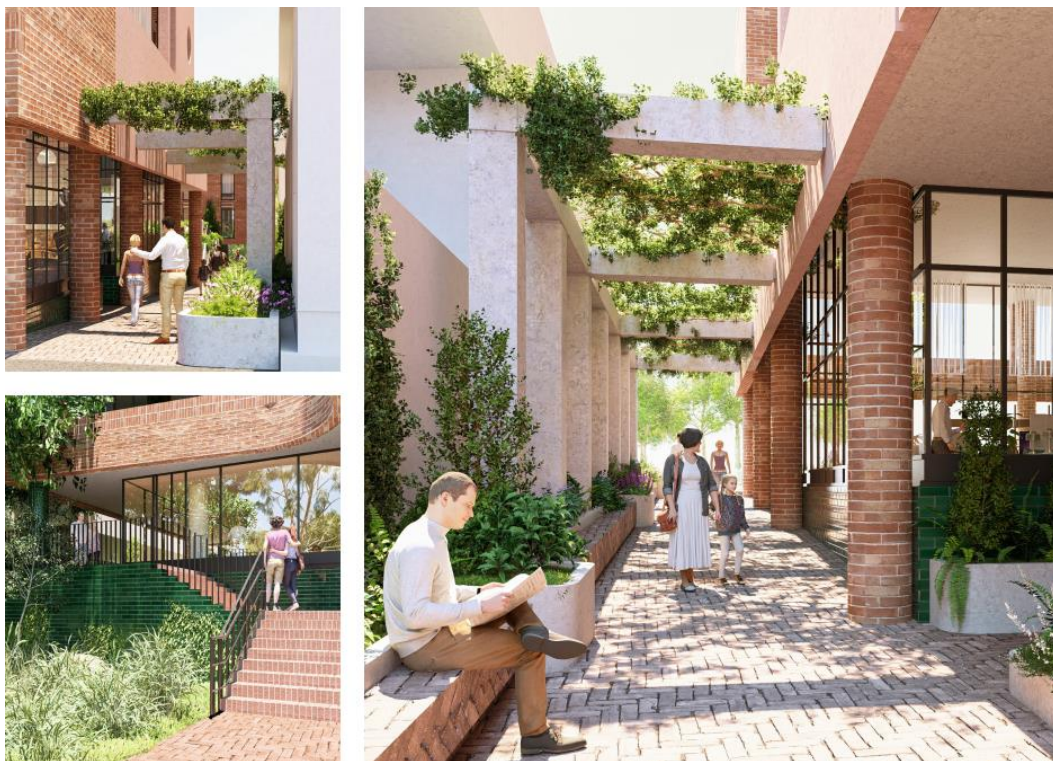


Figure 8- Render of pedestrian link.

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3.2 Design Approach and Response

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3.2.1 Massing

The development has been carefully crafted in response to the river interface and Setback envelope of DDO1.

The building has a maximum height of 41.3m when measured from Victoria Street and 43.84m at its tallest point.

In the first instance, the building mass has been roughly shaped by these constraints, however through careful articulation and smooth sculpting, the building presents as a much more organic and sympathetic form taking design cues from the river context itself.

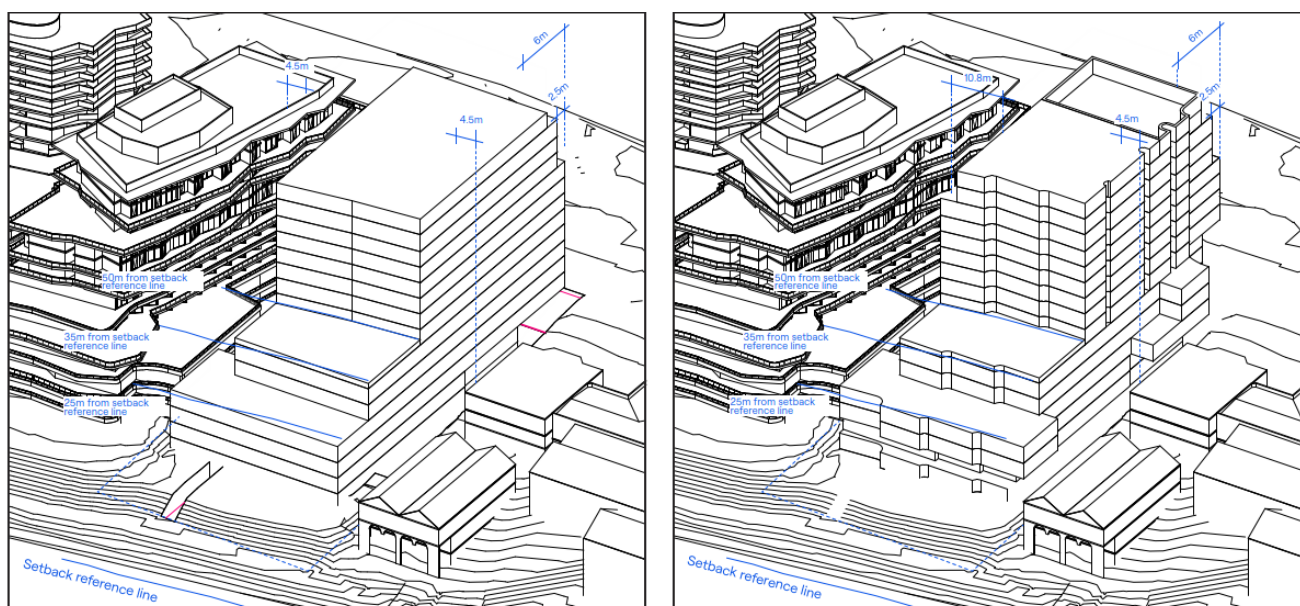


Figure 9- Massing diagrams

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The building achieves a comfortable silhouette within the Victoria Street context, with its slender proportion helping to maintain vertical breaks between buildings along the streetscape.

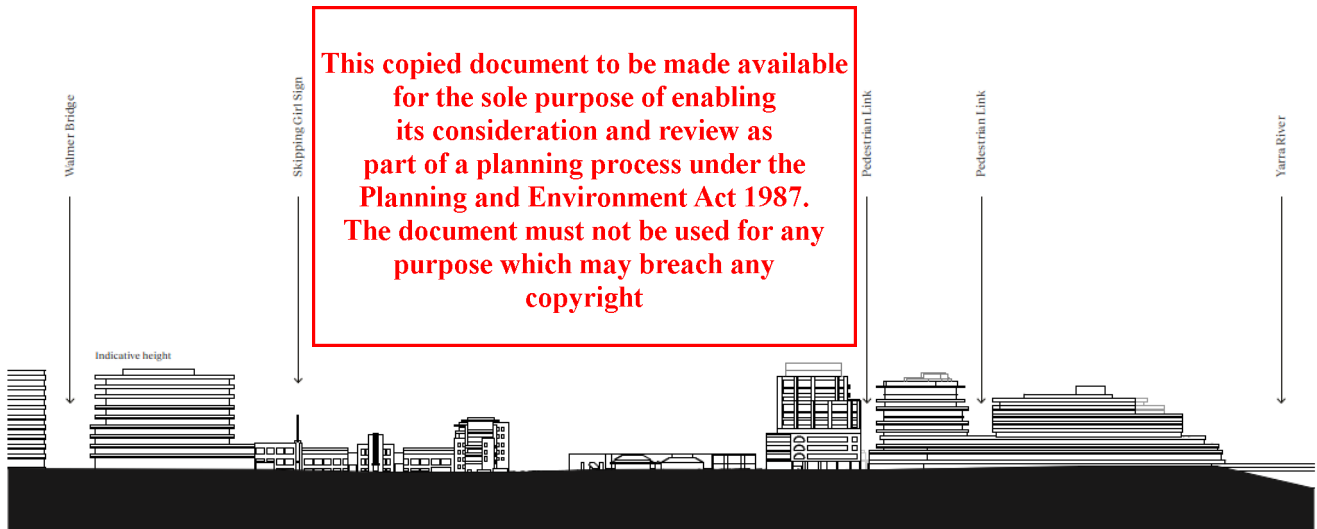


Figure 10- Indicative Victoria Street streetscape

3.3 Apartment Typologies

The building provides a genuine mix of apartment layouts and typologies ranging from 1 -3 bedrooms with a total of 49 apartment layouts, including:

- 7 x 1 bedroom layouts including with and without study.
- 23 x 2 bedroom layouts including with and without study.
- 19 x 3 bedroom layouts with and without study.

The apartment mix provides for a high degree of variation including many apartments with large private open spaces and functional layouts far exceeding the minimum requirement of Clause 58. Accordingly, the project delivers a diversity of designs to suit the diverse needs of future residents.

3.4 Sculpting

The following natural inspiration has been adopted by SJB to sculpt the building:



Geological Stratification

“Stratification is the layering that occurs in most sedimentary rocks due to the changes in texture or composition during deposition. The varying series of colour changes observed reflect the differences in the mineral composition of the earth’s

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surface or the distinct planes of parting layers. The use of graded coloured bricks resembles the geological stratification of the surrounding area.

Sculpted by Water Flow

"The integration of the building's robust architectural forms and gestures draws upon the Yarra River flow and Dights Falls."

Palette of Local Colours and Textures

"The project's palette and materiality is driven by the Abbotsford's natural features and built heritage to deepen the connection with the areas rich history. The use of warm tones embody the mature gum trees present in the surrounding landscape."

3.5 River Corridor Interface

The project's greatest strength lies in its interface with the Yarra River corridor. As demonstrated above, natural elements of the river and surrounds have shaped the massing and articulation of the building. The provision of a clearly legible and accessible pedestrian link also helps to connect the river corridor with Victoria Street.

Communal facilities within the building, and the community facility, have purposely been positioned at the interface with the river to create activation for users of the Capital City Trail, as well as allowing residents to spend meaningful time within the lush surroundings.

Other than the stairs associated with the proposed pedestrian link, the area between the proposed building and the river is entirely landscaped, both through a mix of the retention of existing vegetation and the provision of additional complementary vegetation, comprising species that are well suited to the river corridor.



Figure 11- River interface (trees removed for render purposes)

3.6 Materiality

The material palette has been informed by design references and principles described in Chapter 3.3, with the Yarra River corridor informing the selection of brick and masonry finishes that graduate in tone with the building height.

The investment into material quality will ensure that the proposed building will respectfully integrate with the surrounding context and is complemented by the landscape strategy.

3.7 Landscaping

Site-responsive landscaping is recognised as a key feature of the project. Tract has prepared a Landscape Concept Report which describes the vision, process and design of the proposed landscaping.

The landscape vision is:

“Reclaimed by nature – The redevelopment of 675 Victoria Street presents an opportunity to provide a nature-based development, with enhanced biodiversity connecting the river corridor to the more urban Victoria Street precinct. Generous planting to the ground plane and integrated into the built form will provide an enhanced environment benefitting the local ecology, residents and the wider community.

The landscape design aims to:

- *Increase Yarra’s unique biodiversity.*
- *Provide an environment that contributes to the health and wellbeing of its human inhabitants.*
- *Visually integrate the built form into this scenic location and provide a unique sense of place that reflects the character of the river locale.*
- *Provide opportunities for recreation, relaxation and social interaction for the residents and the wider community.”*

Three of the main features of the landscaping concept are the Entry / Arbour Walk, River Connection Stair and Revegetated Riverbank.

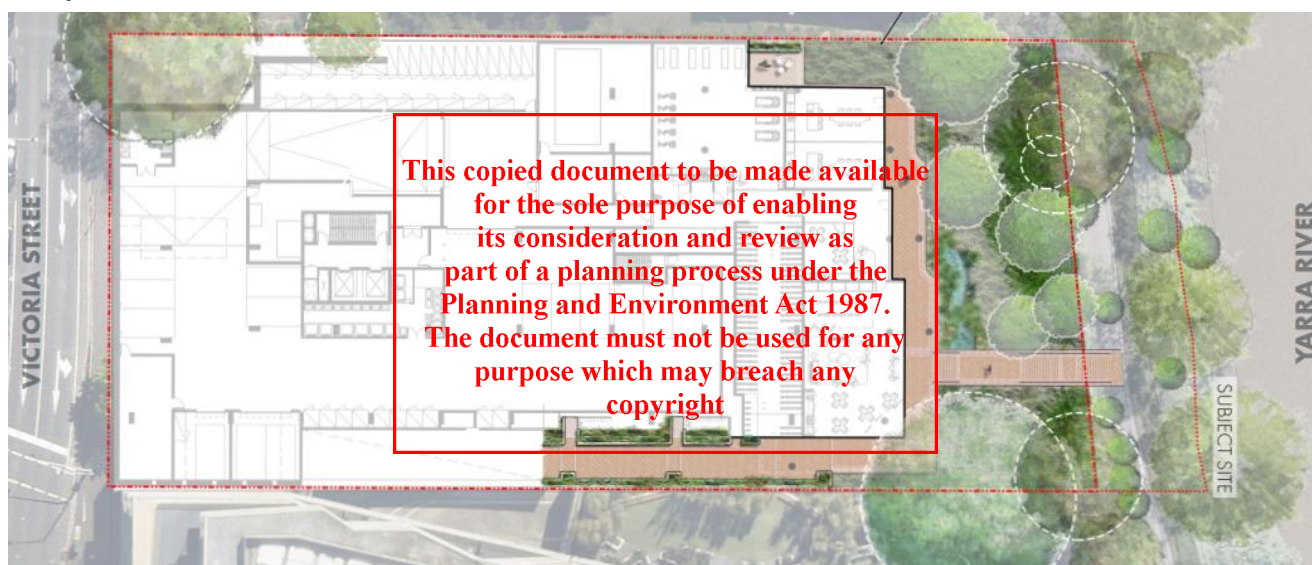


Figure 12- Landscape concept

The retention and incorporation of the significant tree on the Victoria Street frontage, along with the highly considered riverfront landscape scheme demonstrates that the project is shaped by its landscape surroundings, and that the landscape values of the Site are at the very core of the building design.

3.8 Little B.I.G. Foundation (Community Facility)

The proposal includes a partnership with the Little B.I.G. Foundation which is a charitable organisation set up to tackle loneliness in Australia by developing places, programs and events for social connection.

The Little B.I.G. Foundation will manage and operate a 122 square metre community facility (place of assembly) located on the river-fronting side of the building which sits adjacent to the residential amenities, and which will provide an events program for residents and the surrounding community.

The community space can also be booked through Little B.I.G. Foundation for use by residents and the broader community, with the space having a strong connection to the Yarra River Corridor.

Further information can be found at www.littlebigfoundation.org.

3.9 Affordable Housing Contribution

On top of the substantial community benefits provided by the development, it is proposed to provide a cash contribution for affordable housing, to the Social Housing Growth Fund.

Given the cost of construction for a development of this scale, a 3% contribution to the total residential development cost will enable a meaningful contribution to assist in providing housing for Victoria's most vulnerable populations.

Therefore, whilst adding 123 apartments to housing supply, providing a public space for community members to gather and interact, and providing improved connection to the Yarra River corridor, this project will support the provision and delivery of social and/or affordable housing in Victoria.

3.10 Car and Bicycle Parking and Access

3.10.1 Car Parking

The proposal generates a statutory requirement for 168 car parking spaces, comprising 160 spaces for residents and 8 spaces for office use. There is no requirement to provide visitor parking as the Site is within the Principal Public Transport Network.

Whilst the use of land for the community facility does not fit cleanly within an existing land use, it is being treated as a 'place of assembly'.

Table 2: Statutory Car Parking Requirements (Clause 52.06)

Use	No / Size	Statutory Requirement	No of Spaces Required
Residential Apartments	21	1 car space to each 1-bed dwelling for tenants	21 spaces
	67	1 car space to each 2-bed dwelling for tenants	67 spaces
	35	2 car spaces to each 3-bed dwelling for tenants	70 spaces
	Total		158 spaces
Office	287 m ²	3.0 spaces to each 100 square metres	8 spaces
Place of Assembly	122 m ² (12 Patrons)	0.3 spaces to each patron permitted	3 spaces
Total			169 spaces

Figure 13 - Excerpt from Traffic Engineering Assessment

This application seeks to provide a total of 167 car parking spaces for the building's residents, exceeding the statutory requirement of 158 spaces by 9 spaces.

The application provides one car parking space for the office use and one car parking space for the community facility (place of assembly). Therefore, a statutory reduction of 9 spaces is sought.

3.10.2 Bicycle Parking

The proposal provides for a total of 158 bicycle spaces comprising:

- 124 residential spaces
- 6 commercial staff spaces
- 28 visitor spaces

The proposal generates a statutory demand for 25 resident spaces and 12 visitor spaces based on 120 apartments.

As there is less-than 1,000sqm of office floor area there is no statutory demand for office bicycle parking.

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The use of land for a 'place of assembly' generates a statutory requirement for 2 spaces, which is easily accommodated within the available visitor parking on site.

Accordingly, the proposal satisfies the statutory demand for bicycle spaces and provides more-than one space per dwelling.

3.10.3 Access

Primary pedestrian access is proposed from Victoria Street via a dedicated pedestrian entrance to the lobby. Primary resident and employee cyclist access to the Site is proposed via the pedestrian link (bicycle ramp) to the on-site bike parking in the lower ground area. This access links into the public pedestrian through-link to the Yarra River which provides secondary access via the Capital City Trail.

Primary visitor bicycle parking is proposed via the dedicated paved Victoria Street bicycle parking area located on the west of the site.

The commercial tenancy will have direct access from Victoria Street.

The proposal utilises a crossover to Victoria Street to provide access to the Basement and Lower Ground car parks via a two-way vehicle ramp.

3.11 Environmentally Sustainable Design

A holistic and transparent approach to ESD performance has been adopted for the proposal, with a focus on indoor environment quality, energy efficiency, water efficiencies and stormwater management.

The Sustainable Management Plan prepared by GIW Environmental Solutions (dated October 2024) provides full detail of the sustainability measures integrated into the design and construction of the proposed development, including a BESS score of 71% and a STORM calculation of 101 %.

The following ESD initiatives are also implemented through the development:

- 50% (62 out of 123) of the development's apartments are naturally cross-ventilated.
- Daylight modelling has been conducted for a representative sample of 50 apartments. The summary result is as follows:
 - 81% of living floor area achieves >90% above DF 1
 - 84% of bedroom floor area achieves >90% above DEQ 1
- The non-residential areas are targeting a 2% DF to 60% of the nominated area.
- The development is provided with a comprehensive shading strategy.
- The development is to achieve a 7.5 Star average NatHERS Energy Rating result.
- The non-residential areas aim to reduce heating and cooling energy consumption 5% below the reference case (BCA Section J 2019).
- The development is to utilise an electric heat pump hot water system with a minimum COP of 2.5.
- A 30kW Solar PV system is to be located on the roof of the proposed development.
- Individual cold and hot water, electricity meters will be provided to the apartments and communal areas.
- Water efficient fittings and fixtures are applied throughout.
- A 20,000-litre rainwater tank will harvest rainwater from all roof areas. The tank will be connected to all ground to level 2 toilets and landscape irrigation.
- Landscape irrigation demand will be connected to the rainwater tank only.
- In total 124 bicycle spaces are to be provided for residents.
- In total 25 bicycle spaces are to be provided for residential visitors.
- In total 6 bicycle spaces are to be provided for employees & 3 bicycle spaces are to be provided for non-residential visitors.
- All balconies or private open space have been provided with a tap and floor waste allowing residents to cultivate their own gardens.
- 278m² of communal space will be provided at lower ground.

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Please refer to the attached Sustainability Management Plan for full details on ESD measures implemented into the development.

3.12 Waste Collection

The proposed land uses have been assessed against the waste generation rates specified under the Sustainability Victoria guidelines.

Residential use will have access to four waste streams and office use three streams with all collections managed privately. Residential and commercial waste areas are separated and provided at lower ground level.

Please see the below table which provides further detail:

Table 3: Waste Bins and Collection Frequencies

Waste Source	Waste Stream	Waste Volume (L/week)	Bin Capacity	No. of Bins Required	Collection Frequency (per week)
Residential Component	Garbage	8,304L	1,100L	3	3
	Recycling	8,943L	1,100L	5	2
	FOGO	4,471L	240L	7	3
	Glass	3,833L	240L	8	2
Office	Garbage	144L	360L	1	1
	Recycling	72L	240L	1	1
	Paper & cardboard	47L	240L	1	1
Community facility	Garbage	60L	240L	1	On Demand
	Recycling	85L	240L	1	On Demand
	FOGO	26L	240L	1	On Demand

Figure 14 - Excerpt from Waste Management Plan (Traffix Group)

Please refer to the accompanying Waste Management Plan prepared by Traffix Group for further details.

3.13 Vegetation Retention and Removal

The proposal seeks the removal of vegetation, with the strategy for retention and removal informed by arboricultural advice on the species, health and condition of each tree. Emphasis has also been placed on the retention of existing canopy trees toward the river corridor interface where feasible.

Low value vegetation is proposed to be removed and replaced with enhanced landscape zones, as documented in the submitted landscape plan.

The Tree Management Plan located at Drawing No. SD01_04 in the Architectural Plans identifies the retention and removal strategy for all trees on Site. In summary:

- Seven (7) trees are to be removed, with a permit required under SLO1 for removal (T1, T8, T9, T12, T17, T21, T22).
- Ten (10) trees are to be removed, with no permit required for removal (T2, T4, T5, T7, T10, T11, T13, T14, T15, T16).
- Eight (8) trees are to be retained, including trees on adjoining land (T3, T6, T18, T19, T20, T23, T24, T25).

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The accompanying Tree Assessment prepared by Joe Kellett Arboriculture outlines the existing condition of all trees and outlines appropriate replacement trees.

An assessment against the relevant decisions guidelines of SLO1 is provided in Chapter 5.

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4 Planning Provisions

This section identifies the relevant sections of the Municipal Planning Strategy (MPS), Planning Policy Framework (PPF), the zone, overlays and particular provisions of the Scheme as applicable to the proposed development.

4.1 Municipal Planning Strategy

4.1.1 Clause 02.02 – Vision

The Yarra 2036 Community Vision statement is:

Yarra is a vibrant safe and inclusive environment. We celebrate and embrace our diversity and connection to each other and the land. Our community is empowered to work together and support one another with respect and trust.

The Yarra Planning Scheme forms the spatial response to the council's vision.

The spatial vision for the municipality is:

Yarra will be one of Melbourne's most attractive inner-city municipalities, with a strong sense of history, a diverse population and a dynamic economy. The city's prominent retail strips will attract visitors from across Melbourne and beyond, who are drawn to a vibrant range of shops, artistic and cultural offers and a popular night-time economy. The local economy will include important health and education precincts, businesses seeking to locate in popular activity centres and employment precincts, and a growing number of creative industries and niche manufacturers. Yarra's historic neighbourhoods and heritage assets will be conserved, with development revitalising areas with capacity for change. New housing will provide homes in a range of sizes to meet the needs of the population, and be supported by the necessary community facilities and infrastructure. High quality urban design will respect the city's heritage and built form character, provide new public and open spaces, and improved connections for walking and cycling. Landscape and natural assets will be well managed, with enhanced connections to the waterway corridors and their surrounding parks and recreation areas. Through environmentally sustainable development the municipality will reduce its carbon footprint and become resilient to climate change. Yarra will be a city proud of its history and prepared for the future.

4.1.2 Clause 02.03 – Strategic Directions

The following strategic directions are relevant to the proposal:

- Clause 02.03-1 (Settlement)
- Clause 02.03-2 (Environmental and landscape values)
- Clause 02.03-3 (Environmental risks and amenity)
- Clause 02.03-4 (Built environment and heritage)
- Clause 02.03-5 (Housing)
- Clause 02.03-7 (Transport)
- Clause 02.03-8 (Infrastructure)

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4.1.3 Clause 02.04 – Strategic Framework Plan

The Strategic Framework Plan identifies the Site as being within a Major Activity Centre.

4.2 Planning Policy Framework

The provisions of the PPF that are most relevant to this proposal have been summarised below.

4.2.1 Clause 11 – Settlement

This clause recognises, inter alia, that *“planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure”*.

The Clause outlines a number of policies related to this clause, including:

- **Clause 11.03-1L (Activity Centres)** which seeks to *“manage a sustainable network of activity centres that facilitate appropriate economic and housing growth and provide attractive places for social and community interaction”*.

‘Victoria Street, Abbotsford / Richmond’ is listed as a major activity centre, and the Site is identified as being within this. The following strategies are outlined specific to this major activity centre [underline added for emphasis] (inter alia):

- Capitalise on future opportunities such as provision of open space and links to the Yarra River, provided by commercial and industrial areas in Abbotsford, including the Carlton and United Brewery site.
- Reinforce the concentration of height, density and mixed uses east of Burnley Street, to provide a visual mark to the east end of Victoria Street.
- Allow for mid-rise development elsewhere in the activity centre that responds to the mix of heritage forms.
- Protect primary views to the Skipping Girl sign as defined in clause 15.01-2L-01 (Landmarks).
- **Clause 11.03-6L (Victoria Street East Precinct)** which seeks [underline added for emphasis]:
 - To capitalise on the northerly aspect of the Yarra River environs, while protecting and maintaining the environmental qualities and recreational use of the river corridor.
 - To provide for adequate access to, from and within redevelopment sites that contributes to an integrated pedestrian and cycling network within the precinct.
 - To ensure priority is given to transport in Victoria Street.
 - To facilitate the development of the Victoria Street East Precinct with a high density mix of land uses.
 - To maximise opportunities for new development on former industrial sites and other disused sites, while protecting the amenity of the surrounding area and enhancing the landscape character of the Yarra River corridor.
 - To create new local employment opportunities and protect existing ones, especially in the nearby CUB precinct.
 - To encourage high quality urban design and architecture throughout the precinct that contributes to the public realm, including the Yarra River environs and streetscapes.
 - To facilitate an integrated network of pedestrian and cycling access within the precinct.

The Victoria Street East Precinct Framework Plan also designates the Site for ‘links to river corridor’.

4.2.2 Clause 12 – Environmental and Landscape Values

This clause recognises, inter alia, that *“planning should protect, restore and enhance sites and features of nature conservation, biodiversity, geological or landscape value”*.

The Clause outlines a number of related policies, including:

- **Clause 12.01-1L (Biodiversity)** which seeks to *“protect and enhance the natural environment and seek to increase the quality and quantity of the city’s biodiversity”*.
- **Clause 12.03-1L (Yarra River, Darebin and Merri Creek corridors)** which seeks to *“recognise the strategic importance of the Yarra River and Darebin and Merri Creek corridors as multi-functional open spaces and protecting and enhancing their environments”*.

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4.2.3 Clause 13 – Environmental Risks and Amenity

This clause recognises, inter alia, that *“planning should strengthen the resilience and safety of communities by adopting a best practice environmental management and risk management approach”*.

This clause outlines the following relevant policy:

- **Clause 13.07-1L-01 (Interfaces and amenity)** which seeks to:
 - To protect the operation of business and industrial activities from new residential use and development.
 - To provide a reasonable level of amenity to new residential development within or adjacent to land in commercial and industrial zones.
 - To support the growth and operation of surrounding non-residential development and uses.

It outlines a number of relevant strategies including:

- Ensure new residential use and development includes design measures to minimise the impact of the normal operation of existing commercial and industrial operations on the amenity of the dwelling, such as:
 - Locating noise-sensitive rooms (in particular, bedrooms) and private open space away from existing and potential noise sources, and where appropriate, incorporate other measures such as acoustic fencing, landscaping, acoustic glazing to balconies and windows and building setbacks.
 - Providing for air ventilation that avoids compromising acoustic amenity when windows are closed.
- Incorporate measures to protect residents from unreasonable fumes or air emissions, light spillage, vibration and other likely disturbances from nearby business or industrial operations, including through appropriate orientation of windows, habitable rooms, balconies and ventilation systems.
- Minimise the potential for overlooking from existing business or industrial premises into habitable room windows and private open space areas, through appropriate siting, setbacks, articulation, screening and landscaping.

4.2.4 Clause 15 – Built Environment and Heritage

Aims to *“ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context.”* The Clause outlines a number of policies related to this clause, including:

- **Clause 15.01-1L (Urban Design)** which outlines a number of strategies, the most relevant being:
 - Support development that creates new public spaces to serve the needs of residents, workers, traders and visitors.
 - Minimise the potential for development, particularly taller buildings, to create adverse wind conditions in the public realm at street level through building siting and design.
 - Support development that provides weather protection of the public realm (including footpaths and plazas).
 - Ensure development provides a transition from any adjoining building with an individually significant or contributory heritage grading, having regard to height, street wall height, setbacks, building form and siting.
- **Clause 15.01-2L (Building design)** which outlines a number of strategies, with the most relevant being:

- Building form
- Building heights
- Building setbacks
- Internal amenity
- Impact of development on adjoining properties
- Landscaping
- Pedestrian access
- Frontages

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- **Clause 15.01-2L-01 (Environmentally sustainable development)** which seeks to *“achieve best practice in environmentally sustainable development from the design stage through to construction and operation”*.
- **Clause 15.01-2L-02 (Landmarks)** which seeks to *“maintain the visual prominence of and protect primary views to Yarra's valued landmarks”*.

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- **Clause 15.03-2S (Aboriginal cultural heritage)** aims to “ensure the protection and conservation of places of Aboriginal cultural heritage significance”.

4.2.5 Clause 16 – Housing

Provides that “planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure” and “ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space”.

The Clause outlines a number of policies related to this clause, including:

- **Clause 16.01-1S (Housing supply)** aims to “facilitate well-located, integrated and diverse housing that meets community needs”.
- **Clause 16.01-1R (Housing supply – Metropolitan Melbourne)** aims to “manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are... major activity centres”.
- **Clause 16.01-1L (Location of residential development)** which seeks:
 - To encourage new housing development to locations in a major or neighbourhood activity centre or major regeneration area as shown in clause 02.04 (Strategic Framework Plan).
 - To maintain the character and scale of established residential areas.

The ‘Strategic housing framework plan – Abbotsford’ identifies the Site as being within a ‘high change area’.

- **Clause 16.01-1L-01 (Housing diversity)** seeks to support well designed apartment development in high and moderate change areas.
- **Clause 16.01-2S (Housing affordability)** which seeks to “deliver more affordable housing closer to jobs, transport and services”.
- **Clause 16.01-2L (Housing affordability)** which seeks to “facilitate the provision of affordable housing and social housing (public and affordable community housing); including new social housing and upgrades to existing social housing”.

4.2.6 Clause 17 – Economic Development

Identifies that “planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity”.

The Clause outlines a number of policies related to this clause, including:

- **Clause 17.02-1S (Business)** which aims to “encourage development that meets the community’s needs for retail, entertainment, office and other commercial services”.

4.2.7 Clause 18 – Transport

Provides that planning “should ensure a safe, integrated and sustainable transport system that...provides access to social and economic opportunities to support individual and community wellbeing”.

The Clause outlines a number of policies related to this clause, including:

- **Clause 18.01-3L (Sustainable transport)** which seeks to “support a sustainable transport system that reduces the impact of private motor vehicle traffic and on-street parking”.
- **Clause 18.02-1L (Walking)** which seeks to “improve the walking network and create high-quality pedestrian environments”.
- **Clause 18.02-2L (Cycling)** which seeks to “improve cycling infrastructure and encourage cycling as an alternative mode of transport for people of all ages and abilities”.
- **Clause 18.02-4L-01 (Car parking)** which seeks to “ensure car parking is supplied and managed consistent with promoting travel by sustainable modes”.

4.3 Zoning

The Site is located within the Commercial 1 Zone (C1Z) and the Public Park and Recreation Zone (PPRZ).

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Zoning of 675 Victoria Street, Abbotsford

The portion of the Site known as 675 Victoria Street, Abbotsford is located within the Commercial 1 Zone (C1Z).

The purpose of the C1Z is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

The provisions of the C1Z most relevant to the proposal are:

- **Clause 34.01-1 (Table of uses)**
 - The use of land for Office is Section 1 – permit not required.
 - Use of land for dwellings (Accommodation) is Section 1 – Permit not required, provided that the proposal meets the condition that any frontage at ground level associated with the use of land for accommodation does not exceed 2 metres. Given that the proposal includes a frontage greater than 2 metres associated with the residential component of the building, **a permit is required.**
 - The use of land for the proposed community facility is an innominate use, and as such is considered a 'Section 2' use. As such, **a permit is required** for the community facility.
- **Clause 34.01-4 (Buildings and works)**
 - **A permit is required** to construct a building or construct or carry out works.

Zoning of Parcel 63B\PP2796

The construction of the pedestrian link path is proposed on this parcel, which is located within the Public Park and Recreation Zone (PPRZ).

The purpose of the PPRZ is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To recognise areas for public recreation and open space.*
- *To protect and conserve areas of significance where appropriate.*
- *To provide for commercial uses where appropriate.*

A permit is required to construct a building or construct or carry out works, however this does not apply to pathways and trails, and as such a planning permit is not required for buildings and works under the PPRZ.

Refer to Figure 7 – Zone Plan.

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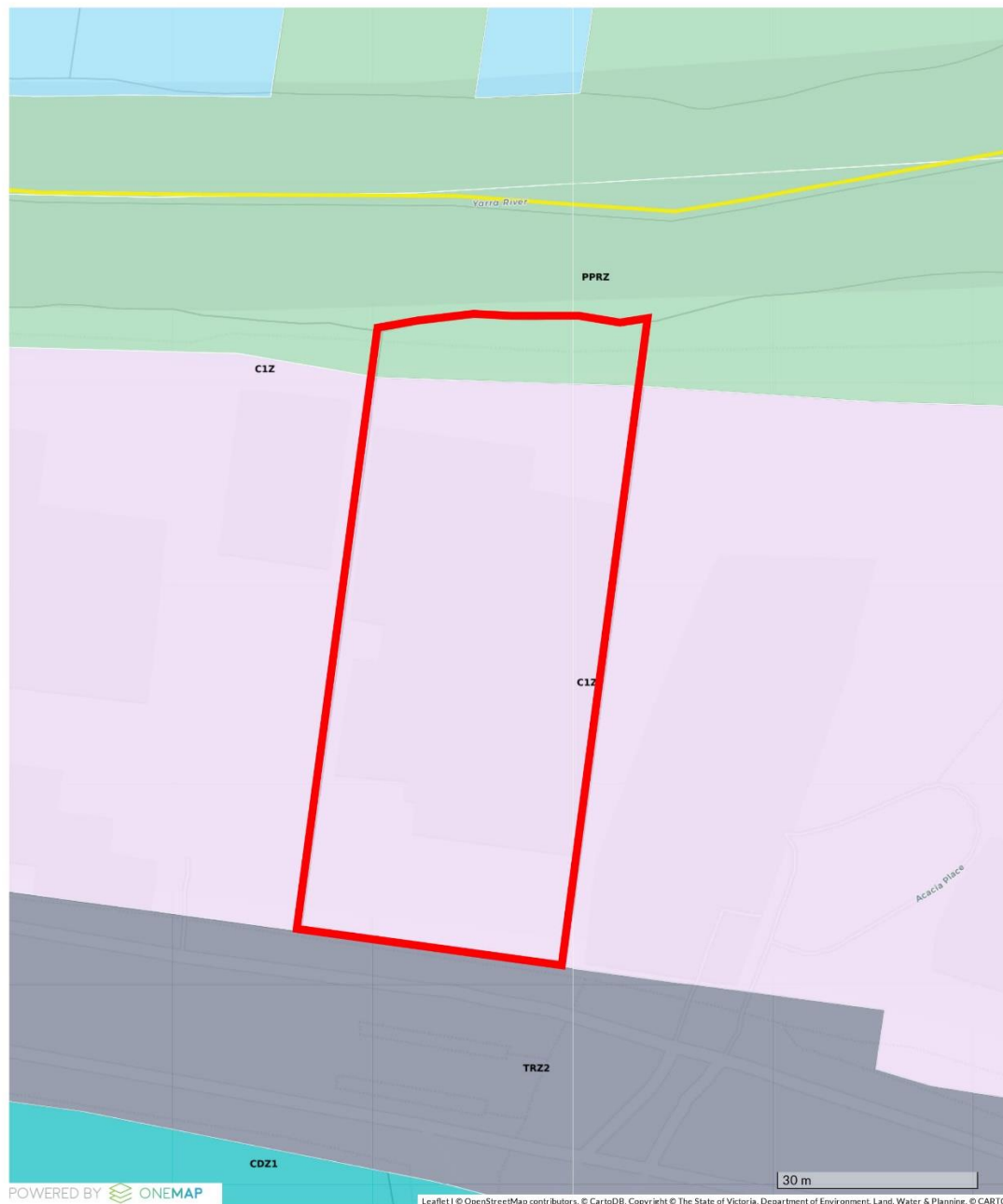


Figure 1.5 - Zone Plan

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4.4 Overlays

The Site is affected by the following overlays.

4.4.1 Significant Landscape Overlay (SLO) – Schedule 1 (SLO1)

The purpose of the SLO is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify significant landscapes.
- To conserve and enhance the character of significant landscapes.

Pursuant to Clause 42.03-2, **a permit is required** to construct a building or construct or carry out works and for the removal of vegetation.

SLO1 refers to 'Yarra (Birrarung) River Corridor Environs'.

The landscape character objectives to be achieved are:

- To retain vegetation that contributes to landscape character, heritage values or neighbourhood character.
- To maintain and protect linear public open space and provide for secluded areas of public open space with access to the river where appropriate.
- To encourage the co-location or clustering of buildings, jetties and mooring facilities on public land.
- To encourage bicycle and shared paths that are safe, well located and require minimal earthworks and vegetation removal.
- To ensure fencing within close proximity to the Yarra River is low in scale, visually permeable and does not contrast with the natural landscape character.

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4.4.2 Design and Development Overlay (DDO) – Schedule 1 (DDO1) and Schedule 2 (DDO2)

The purpose of the DDO is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which are affected by specific requirements relating to the design and built form of new development.

Pursuant to Clause 43.02-2, **a permit is required** to construct a building or construct or carry out works.

Schedule 1 (DDO1)

DDO1 relates to 'Yarra (Birrarung) River Corridor'.

The design objectives are:

- To ensure new buildings, tennis courts, swimming pools and other structures are appropriately set back from the banks of the Yarra River and adjacent public open space.
- To ensure buildings are presented at a variety of heights, avoid visual bulk, are stepped back from the frontage of the Yarra River and adjacent public open space and use colours and finishes which do not contrast with the natural landscape setting.
- To avoid additional light spill and overshadowing from buildings on the banks and water of the Yarra River, its adjacent public open space, pedestrian and bicycle paths.
- To ensure sufficient space is provided between buildings to maintain views to the Yarra River and allow for the planting and growth of vegetation, including large canopy trees.
- To minimise impervious surfaces to allow for the filtration of water and retention and establishment of vegetation and canopy trees.

The Site falls within Area G, for which the following built form requirements are stipulated:

Setbacks

- New buildings (including basements and projections) must be set back 25 metres from the Setback Reference Line.

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Building height

- New buildings must not exceed the mandatory maximum building heights within the following setback zones:
 - 0m to 10m from setback line – 11 metres
 - 10m to 25m from setback line – 18 metres (19 metres when considering the slope of the land)
- Buildings should not exceed the discretionary maximum building height of 19 metres further than 25m from the setback line.

Materiality

- Building materials should utilise non-reflective colours and finishes that blend with the natural landscape.

Schedule 2 (DDO2)

DDO2 relates to 'Main Roads and Boulevards'.

The design objectives include:

- *To recognise the importance of main roads to the image of the City.*
- *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.*
- *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.*
- *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
- *To encourage high quality contemporary architecture.*
- *To encourage urban design that provides for a high level of community safety and comfort.*
- *To limit visual clutter.*
- *To maintain and where needed, create a high level of amenity for adjacent residential uses through the design, height and form of proposed development.*

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4.4.3 Land Subject to Inundation Overlay (LSIO)

The northern portion of the land is within the LSIO.

The purpose of the LSIO is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify flood prone land in a riverine or coastal area affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood or any other area determined by the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
- *To minimise the potential flood risk to life, health and safety associated with development.*
- *To reflect a declaration under Division 4 of Part 10 of the Water Act, 1989.*
- *To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.*
- *To ensure that development maintains or improves river, marine, coastal and wetland health, waterway protection and floodplain health.*

Pursuant to Clause 44.04-2, **a permit is required** to construct a building or construct or carry out works.

An application must be referred to the relevant floodplain management authority under Section 55 of the Act unless in the opinion of the responsible authority, the proposal satisfies requirements or conditions previously agreed in writing between the responsible authority and the floodplain management authority.

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It is acknowledged that ongoing engagement has occurred with Melbourne Water as a part of the previous planning permit application, and their feedback has been incorporated into the current iteration of this application.

Refer to Figure 16 – Overlay Plan – LSIO.



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Figure 16 - Overlay Plan (LSIO)

4.4.4 Development Contributions Plan Overlay – Schedule 1 (DCPO1)

The Site is affected by the Development Contributions Plan Overlay (DCPO) – Schedule 1 (DCPO1).

The purpose of the DCPO is:

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

The DCPO1 is titled 'Yarra Development Contributions Plan' and a contribution is required for new residential and commercial land uses.

4.5 Particular Provisions

4.5.1 Clause 51.06 – Birrarung (Yarra River) Protection

The purpose of Clause 51.06 is:

- To ensure responsible public entities have regard to the principles specified in the Yarra River Protection (Wilip-gin Birrarung murrn) Act 2017 (Birrarung Act).

This clause only applies to land defined as 'Yarra River Land' under Part 3 of the Birrarung Act. As such, it only applies to the Crown Land component of the subject site, being part 63B\PP2796.

An assessment against the principles outlined in Part 2 of the Birrarung Act can be found in Section 5 of this report.

4.5.2 Clause 52.06 – Car Parking

The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The provisions of Clause 52.06 most relevant to the proposal are:

- Clause 52.06-3 (Permit requirement)
 - A permit is required to reduce the number of car parking spaces required under Clause 52.06-5.
- Clause 52.06-5 (Number of car parking spaces required under Table 1)
 - Given that the Site falls within the Principal Public Transport Network (PPTN) area, the proposal enjoys a reduced statutory car parking requirement and is not required to provide visitor car parking. Pursuant to Table 1, the following land uses generate the following rates:

Use	Rate	Measure
Dwelling	1	To each one or two bedroom dwelling
	2	To each three or more bedroom dwelling (with studies or studios that are separate rooms counted as a bedrooms)
	0	For visitors
Office	3	To each 100sqm of net floor area
Place of Assembly	0.3	To each patron permitted

- As such, the development generates the following car parking requirements:

Use	Amount or number of units Car parking requirement	
Dwelling (one bedroom)	21	21

Dwelling (two bedroom)	67	67
Dwelling (three bedroom)	35	70
Office	287sqm	8
Place of Assembly	12 patrons	3
TOTAL		169

- The proposal provides 167 car parking spaces for residents of the building, thus exceeding the residential requirement. The proposal provides one car parking space for the commercial use and one car parking space for the community facility (place of assembly), and therefore a waiver of 9 spaces is required for the commercial and community uses.

4.5.3 Clause 52.29 – Land Adjacent to the Principal Road Network

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The purpose of Clause 52.29 is:

- To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.
- To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.

The provisions of Clause 52.29 most relevant to the proposal are:

- **Clause 52.29-2 (Permit requirement)**
 - A permit is required to create or alter access to a road in a Transport Zone 2.
 - Victoria Street is in a Transport Zone 2, and the proposal alters access to Victoria Street. As such, a permit is required.

4.5.4 Clause 52.34 – Bicycle Facilities

The purpose of Clause 52.34 is:

- To encourage cycling as a mode of transport.
- To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

The provisions of Clause 52.34 most relevant to the proposal are:

- **Clause 52.34-1 (Provision of bicycle facilities)**
 - A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.

- **Clause 52.34-5 (Required bicycle facilities)**

- Table 1 to Clause 52.34-5 specifies the required number of bicycle spaces.
- Use of land for Dwellings generates the following rate:
 - In developments of four or more storeys, 1 bicycle space to each 5 dwellings for residents.
 - In developments of four or more storeys, 1 bicycle space to each 10 dwellings for visitors.

As such, the residential component generates a bicycle parking requirement of 37 spaces, being 25 for residents and 12 for visitors.

- Use of land for an Office premises generates the following rate:
 - 1 to each 300 sqm of leasable floor area for employees if the net floor area exceeds 1000sqm
 - 1 to each 1000 sqm of leasable floor area for visitors if the net floor area exceeds 1000sqm

Given that the Office component is smaller than 1000sqm, no statutory bicycle parking requirement is generated.

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- Use of land for a Place of assembly generates the following rate:

- 1 to each 1500 sq m of net floor area for employees
- 2 plus 1 to each 1500 sq m of net floor area for visitors

Given that the Place of assembly component is smaller than 1500sqm, a statutory bicycle parking rate of 2 spaces is generated.

- Therefore, it is understood that a statutory requirement for a total of 39 bicycle spaces is generated under Clause 52.34-5. The development provides 158 bicycle spaces, and as such no dispensation is sought.

For further details with respect to bicycle facilities please refer to the attached Traffic Impact Assessment prepared by Traffix Group.

4.5.5 Clause 53.18 – Stormwater Management in Urban Development

The purpose of Clause 53.18 is:

- *To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.*

The provisions of Clause 53.18 most relevant to the proposal are:

- **Clause 53.18-3 (Requirements)**

- An application to construct a building or construct or carry out works:
 - Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.
 - Should meet all of the standards of Clauses 53.18-5 and 53.18-6.
- An application must be accompanied by details of the proposed stormwater management system, including drainage works and retention, the details of the proposed drainage system.

- **Clause 53.18-5 (Stormwater management objectives for buildings and works)**

- This clause outlines a number of objectives, as well as the details of Standard W2.

- **Clause 53.18-6 (Site management objectives)**

- This clause outlines a number of objectives, as well as the details of Standard W3.

Please refer to the attached Sustainability Management Plan prepared by GIW.

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4.5.6 Clause 53.23 – Significant Residential Development with Affordable Housing

The purpose of Clause 53.23 is:

- *To facilitate residential development that includes affordable housing to meet existing and future needs.*
- *To facilitate the redevelopment and renewal of public housing stock to meet existing and future needs.*
- *To facilitate residential development carried out by the State of Victoria or jointly or in partnership with the private sector, including via innovative funding, investment and partnership approaches.*
- *To facilitate residential development with high quality urban design, architecture and landscape architecture.*
- *To provide opportunities for non-residential use and development in association with residential development.*

This application will be formally lodged through the Clause 53.23 (Category 1) pathway, noting the project meets the following requirements:

- The estimated cost of the development greatly exceeds the \$50 million threshold.
- An affordable housing cash contribution of 3% of the residential development cost will be provided.
- Written advice from the Chief Executive Officer, Invest Victoria confirming the likely financial feasibility of the proposal will likely be obtained (based on advice from the DFP team).

4.5.7 Clause 58 – Apartment Developments

The purpose of Clause 58 is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*

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- To encourage apartment development that provides reasonable standards of amenity for existing and new residents.
- To encourage apartment development that is responsive to the site and the surrounding area.

Subject to this clause, a proposal for an apartment development in the Commercial 1 Zone must meet all the objectives of this clause and should meet all the standards.

An assessment of the proposal against Clause 58 Objectives and Standards is included as part of the application material.

4.6 Other Considerations

4.6.1 Plan for Victoria

Plan for Victoria (PfV) was released in the first week of March and is now the guiding strategy for the development of housing, transport infrastructure and employment land for both Melbourne and the regions (replacing Plan Melbourne: 2017 – 2050).

Built on five key pillars, PfV ties together many of the Government's recently announced planning initiatives, including the Activity Centre Program and Local Government Housing Targets, into an overarching strategic framework and action plan.

The five key pillars outlined within PfV are:

Pillar 1: Housing for all Victorians

Pillar 2: Accessible Jobs and Services

Pillar 3: Great Places, Suburbs and Towns

Pillar 4: Sustainable Environments

Pillar 5: Self Determination and Control for Country

Each of these pillars are supported by a series of actions, which detail short term milestones, expected outcomes, delivery responsibility and implementation measures.

Pillar 1 seeks to provide all Victorians with a choice of well-designed and affordable homes at an affordable price and close to daily needs. In particular, the Activity Centre Program identifies 60 locations for activity centres, which have been prioritised based on their ability to accommodate additional housing, taking into consideration market readiness, transport capacity, access to jobs and services, and environmental constraints. Importantly, the City of Yarra is identified as one of these activity centres.

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4.6.2 Victoria's Housing Statement 2024-2034

In September 2023, the Victorian State Government released *Victoria's Housing Statement: The Decade Ahead: 2024-2034* ('Housing Statement') which sets a target to build 800,000 homes in Victoria over the next decade through a suite of initiatives including:

- Amendments to the planning scheme in favour of residential development and affordable housing provision.
- Expansion of the Development Facilitation Program to assist with fast-tracking decision making through State Government.
- Introduction of new planning controls to deliver an additional 60,000 new homes around 10 key activity centres across Melbourne.
- Integration of housing delivery together with improvements to the public transport network.
- Incentivising the delivery of additional social and affordable homes across metropolitan and regional Victoria.
- Preparation of a new plan for Victoria which will act as a long-term housing plan, with updates to Plan Melbourne – the Victorian Government's current metropolitan planning strategy spanning 2017-2050 – and expansion of the plan to cover the whole state.

The planning pathway available at Clause 53.23 being utilised by this application is a direct result of the release of the Housing Statement.

4.6.3 Aboriginal Cultural Heritage

The Site is located within 200 metres of the Yarra River (Birrarung) and therefore falls within an area identified as having the potential for Aboriginal cultural heritage.

A detailed assessment has been prepared by Dr. Tim Stone to determine whether significant ground disturbance has occurred in the Site's history that may inform whether a Cultural Heritage Management Plan is required.

The results of the assessment confirm that significant ground disturbance has occurred across 100% of the Site area over more than 167 years of occupation for industrial, commercial and residential activity.

Accordingly, it is the finding of the assessment that a Cultural Heritage Management Plan is not required under Section 46 of the *Aboriginal Heritage Act 2006*.

Please refer to the accompanying report for further detail.

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5 Planning Assessment

This chapter provides an assessment of the planning permit application against the relevant considerations of the *Yarra Planning Scheme*, as well as identifying and assessing the proposal against a number of key considerations guided by the objectives and strategies contained within the planning policy framework.

As the *Yarra Planning Scheme* applies layered policy and provisions relating to the Yarra River Corridor environs a consolidated assessment against these design and decision guidelines is provided in Chapter 5.1.

The following considerations are also relevant to the assessment of this application and are addressed from Chapter 5.2 through 5.9:

- Is the proposal consistent with the purposes and policy of the Commercial 1 Zone?
- Is the proposal consistent with the policy of Significant Landscape Overlay – Schedule 1?
- Is the proposal consistent with the policy of Design and Development Overlay – Schedule 1?
- Is the proposal consistent with the policy of Design and Development Overlay – Schedule 2?
- Does the proposal provide a satisfactory transport response?
- Does the planning permit application create any unreasonable amenity impacts?
- Does the proposal provide for an adequate level of on-site amenity for future occupants?
- Does the proposal respond to the relevant feedback received during the previous planning permit application?

5.1 Response to the Yarra River (Boroondara) Corridor

The Site's interface with the Yarra River Corridor requires a layered planning assessment that addresses the various natural and cultural values of this context.

Throughout the *Yarra Planning Scheme*, reference is made to the significance of the Yarra River Corridor, with common themes including:

- Enhancing the public realm of the river corridor by improving accessibility and amenity of the space.
- Protecting the ecological values and landscape character of the river corridor.
- Maintaining the aesthetic and scenic qualities of the river corridor.
- Protecting the river from stormwater impacts.

To assist DTP in its assessment of this application a consolidated assessment is provided against each of themes, including a visual impact assessment as sought by SLO1 and DDO1.

5.1.1 Enhancing the public realm of the river corridor by improving accessibility and amenity of the space.

The development improves passive surveillance to the Yarra River corridor more directly by facing habitable room windows and private open spaces of upper floor dwellings north. Further, the provision of communal indoor and outdoor open spaces at ground floor provides both passive surveillance and direct interaction with the river corridor.

A central component of the development is its provision of a pedestrian link between Victoria Street and the Yarra River corridor. This publicly accessible link provides a visual connection with the Yarra River from Victoria Street and allows convenient and safe access for pedestrians travelling between Victoria Street and the River. Passive surveillance is provided via habitable room windows, and the aesthetic experience is enhanced through rich brick detail and thoughtful landscaping.

This represents a vast improvement from the current river interface on the Site, which includes at-grade car parking. The proposed scheme aims to provide connection between residents and the river, and allows the public utilising the river corridor to experience the activity of the carefully landscaped building interface.

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The interface improves safety and comfort of the pedestrian and cycling experience along the river, by providing activation which is respectful and informed by its unique surrounds.

Speaking directly to the various policies and objectives within the *Yarra Planning Scheme*, the development:

- Enhances the recreation value of this portion of the river corridor.
- Ensures linkages and public access to the river and its parklands are enhanced and with a highly appropriate new link created.
- Avoids overshadowing of the river, its banks and adjacent public open space to ensure that the amenity of the public realm is maintained year-round. This is demonstrated via the submitted shadow diagrams to the extent required by DDO1 and SLO1.
- Applies an upper-level setback arrangement that is consistent with DDO1 and results in a recessive built form that is deeply set back from the river frontage, maintaining the amenity of the river.
- Creates strong public links to the Yarra River and improves the accessibility and amenity of the river corridor as a significant public open space.
- Improves natural surveillance, general safety and public accessibility of public space within the river corridor while maintaining the environmental qualities of the corridor.

5.1.2 Protecting the ecological values and landscape character of the river corridor.

The valuable flora, fauna, geological and geomorphological assets of the Yarra River are acknowledged and celebrated through the proposed development.

In particular, it is acknowledged that:

"This segment of the Yarra River flows through the traditional land of the Wurundjeri Woi Wurrung people. The waterway, its natural landscape and key features have social, cultural and spiritual significance, with areas such as the river flats and billabongs being important gathering spots."

The massing of the building is consistent with the setbacks required by DDO1, which provides a significant distance between the building and the river. The considered and refined articulation and carving of the massing has further reduced any built form impact on the river. In particular, the recession of the top levels allow the building to fade in prominence as it rises, which further allows a reduction in the perceived built form massing.

Importantly, the setbacks are respectful of the river environs and its rich landscape assets, which is further strengthened by the submitted landscape concept which maintains areas of deep soil and established canopy trees whilst supplementing the native landscape along the Capital City Trail. The landscape design incorporates indigenous plant species to support the valuable ecosystem of the river corridor.

Landscaping across this interface helps to blend and incorporate the building into the environs in a respectful and informed manner.

Speaking directly to the various policies and objectives within the *Yarra Planning Scheme*, the proposed landscaping:

- Protects the river's riparian vegetation, natural riverbank topography and flood management capacity.
- Protects and enhances both terrestrial and aquatic habitats and their linkages along the river corridor.
- Retains a dominant and consistent tree canopy along the river corridor and in its broader landscape setting.
- Ensures that the appearance of development is subordinate to the local landscape setting, with any views of development being filtered through vegetation.

5.1.3 Maintaining the aesthetic and scenic qualities of the river corridor.

As discussed above, through the employment of appropriate setbacks and generous landscaping, the development demonstrates a deep respect for the significance of the river environs. Similarly, the setbacks and landscaping assist with the maintenance of the aesthetic and scenic qualities of the river corridor and establish that the building itself is subordinate to the prominent Yarra River corridor.

Further, the materials and colour palette selected assist in blending the development into the environs. Brick has been used as both a homage to the Abbotsford character, and as a way to texture the building. The sophisticated gradation of the bricks assists to draw down the focus of the building to its podium, weighting it to the banks of the river. The

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extensive landscaping clings to the brick and helps to give the development a feeling of being “overgrown” by the river’s vegetation.

Green tiling has also been included at ground floor to further blend the building into the environs and provide a high quality finish. Levels 10 and 11, which are significantly recessed, comprise mostly clear glazing glass, spandrel glazing glass and medium bronze powdercoat finish metal panels, which further allow the form to blend into the surroundings with neutrality.

The soft curvature of the building that includes gentle concave and convex formations is inspired by the sculpting of rocks by water flows. This level of crafting and detail ensures that the building presents an organic form consistent with the rounded and textured elements of the river environs.

Speaking directly to the various policies and objectives within the *Yarra Planning Scheme*, the proposed development:

- Retains a dominant and consistent tree canopy along the river corridor and in its broader landscape setting, including through the retention of deep soil and canopy trees within the river setback.
- Ensures that the appearance of development is subordinate to the local landscape setting, with any views of development being filtered through vegetation.
- Minimises the visual intrusion of development when viewed from major roads, bridge crossings, public open space, recreation trails and the river itself.
- Ensures that the siting and design of the building avoids conflicting with the local natural landscape and environmental character.
- Uses a combination of setbacks and vegetation screening to protect and enhance the landscape qualities of the corridor as a vegetation-dominated corridor, particularly in views from roads, paths and rail corridors and areas of public open space adjacent to the corridor or on the opposite bank.
- Adopts a muted and earthy material palette that lightens with graduating height and draws reference from the sedimentary stone of the river corridor.

5.1.4 Protecting the river from stormwater impacts.

The development incorporates a thoroughly considered and sensitive Urban Design (WSUD) strategy and STORM rating of 101%.

The provision of a 20,000 litre rainwater tank will help to capture rainwater and divert it into toilets and irrigation. A 25sqm raingarden is also proposed to capture rainwater collected from upper-level terraces.

The general landscaping and inclusion of permeable surfaces throughout the development help to minimise stormwater impacts to the river, in particular through the retention of large deep soil areas and established canopy tree cover toward the river interface, complemented by a well-considered landscape strategy.

Accordingly the proposal presents an improved outcome with respect to stormwater management than the existing site condition.

5.1.5 Visual Impact Assessment

In addition to the detailed design and landscape considerations outlined above, the decision guidelines of DDO1 and SLO1 require a visual impact assessment to demonstrate that the building height and setback arrangement maintains the scenic quality of the river corridor. This is particularly relevant as the proposal seeks to exceed the preferred building height of 19 metres.

The key considerations relevant to the visual impact assessment include:

- The impact of the proposed buildings and works from public viewing points within the Yarra River corridor, as determined by the Responsible Authority.
- Buildings and works must not cast an additional shadow across the Setback Reference Line (the closest parallel property boundary aligned to the banks of the river) between 11am and 2pm on 22 June.
- Whether any additional overshadowing of public open spaces can be avoided by redesigning or relocating a proposed building or part of it.
- Whether the location, bulk, outline and appearance of the building is in keeping with or enhances the natural landscape character an appearance of the Yarra River.

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- The appropriateness of the proposed materials and finishes in reducing contrast.

The architectural plans demonstrate how the building would be visually perceived from key locations within the surrounding area, including the Capital City Trail, the Yarra River, Victoria Street and Walmer Bridge.

The comparison between the existing and proposed view from Walmer Bridge demonstrates that the development is almost totally obscured by canopy cover and sits comfortably within the high-density residential context of the Victoria Street east precinct due to its deeply recessed upper-level form and generous setbacks from the river, in alignment with DDO1.

The only views from the Capital City Trail will be those available immediately to the north of the Site, as there is no publicly accessible path along the northern edge of the river. As such, views of the building from the trail will be filtered through layered vegetation, and will be partially obscured due to the steep embankment at the northern edge of the Site.

The visual analysis also emphasises the investment made into landscape and material selection which helps to integrate the building with the Yarra River corridor, minimising contrast and allowing the building to blend with its surrounds.

The submitted shadow diagrams demonstrate that there is no additional shadow cast to the Yarra River corridor as a result of the proposal, noting that the development is located to the south of the river.

Accordingly, whilst the preferred maximum building height is proposed to be exceeded, the building has been designed in a manner which provides an appropriate visual outcome to the Yarra River corridor.

The visual analysis demonstrates a strong alignment with the objectives, strategies and decision guidelines of all relevant policy and provisions, including SLO1 and DDO1 with respect to the buildings height and setback arrangements.

Please refer to the submitted Architectural Plans prepared by SJB for further detail.

5.1.6 Principles of Section 2 of Birrarung Act

The development of the Crown Land (part 63B\PP2796) responds to the principles outlined in Section 2 of the Birrarung Act in the following way:

- The proposal has taken into account the environmental, social and cultural considerations related to the Yarra River environs and ensures that the development is consistent with, and particularly by providing a through-link from Victoria Street and generally improving the interface with the river.
- Flooding impacts have been considered in the siting and form of the proposed stairs and any cut and fill.
- The proposed building will ensure that the environmental, social and cultural benefits on the site are enhanced for many years to come, including through the integration of the community space and access directly adjacent to the trail.
- The proposed landscaping and retention of trees ensures that biodiversity and environmental values are being protected on and directly adjacent to the site.
- The design of the interface with the river has involved extensive consultation with Council, Parks Victoria and DTP, demonstrating the multiple levels of government that have been involved in the decision-making process.
- The proposal enhances the use and enjoyment of the Yarra River and trail by greatly improving the existing interface with the site, providing access from Victoria Street, providing passive surveillance and activation of the area via the community space, and through considered landscaping.

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5.2 Is the proposal consistent with the purposes and policy of the Commercial 1 Zone?

The proposal is consistent with the purposes of the Commercial 1 Zone in the following ways:

- Its mixed-use function contributes to the commercial centre by providing a commercial offering at ground level facing the primary street, and a community facility fronting the Yarra River.
- It provides residential development at upper levels, which helps maintain the mixed-use function of the area. This directly supports the role and function of the Victoria Street East precinct, as well as the broader objectives of the planning policy framework.

Refer to the following table for an assessment against the decision guidelines of the Commercial 1 Zone:

General

The Municipal Planning Strategy and the Planning Policy Framework.

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The proposal will provide a high-density mixed-use building to a major activity centre in a part of the activity centre where the planning policy framework contemplates the greatest level of growth. The proposal provides activation to Victoria Street through commercial uses at ground floor, direct access to the pedestrian lobby and through integrating the design of the vehicle entrance with the design of the building, appearing as a secondary element. The land use mix will generate employment opportunities to an activity centre while providing community benefits through the provision of a pedestrian link and community facility fronting the Yarra River.

The interface with adjoining zones, especially the relationship with residential areas.

The Site does not directly interface with a residential zone.

Use

The effect that existing uses may have on the proposed use.

There are no surrounding uses that would have an unreasonable impact on the proposal.

The drainage of the land.

Please see the attached Sustainability Management Plan.

The availability of and connection to services.

The Site is located within an established urban area and as such services are widely available and already connected.

The effect of traffic to be generated on roads.

The Traffic Impact Assessment prepared by Traffix Group finds the traffic impacts of the proposal to be satisfactory. Please see the accompanying Traffic Impact Assessment for further detail.

The interim use of those parts of the land not required for the proposed use.

N/A

Building and works

The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.

The proposal provides for a safe and clear access arrangement for pedestrians and vehicles. Refer to the submitted plans and Traffic Impact Assessment for further detail.

The provision of car parking.

The Traffic Impact Assessment (Traffix Group) finds there to be strategic support to support a reduction in car parking below the statutory requirement.

Please see Chapter 5.6.1 for a detailed discussion on car parking.

The streetscape, including the conservation of buildings, the design of verandahs, access from the street front,

As demonstrated throughout this report, this proposed development has been sited and designed to respond to

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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 the landscaping of land adjoining a road.	the existing streetscape character and provide activation to the frontages of the Site.	ADVERTISED PLAN
The storage of rubbish and materials for recycling.	Please see the attached Waste Management Plan prepared by Traffix Group for a detail on the storage of rubbish and materials for recycling.	
Defining the responsibility for the maintenance of buildings, landscaping and paved areas.	The building will be maintained by Owners Corporation.	
Consideration of the overlooking and overshadowing as a result of building or works affecting adjoining land in a General Residential Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.	N/A	
The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.	N/A	
The availability of and connection to services.	The Site is located within an established urban area and as such services are widely available and already connected.	
The design of buildings to provide for solar access.	The building has been designed to minimise off-site overshadowing.	
The objectives, standards and decision guidelines of Clause 54 and Clause 55. This does not apply to an apartment development.	N/A	
For an apartment development, the objectives, standards and decision guidelines of Clause 58.	Please see Appendix A – Clause 58 Assessment for a full assessment against the objectives and standards of Clause 58.	

Accordingly, the proposal is consistent with the objectives and decision guidelines of the Commercial 1 Zone.

5.3 Is the proposal consistent with the policy of Significant Landscape Overlay – Schedule 1?

The proposal seeks to celebrate and enhance the character of the Yarra River corridor, thus directly addressing the purpose of the overlay.

Refer to the following table for an assessment against the decision guidelines of the Significant Landscape Overlay – Schedule 1:

Decision guideline	Assessment
Significant Landscape Overlay (general)	
The Municipal Planning Strategy and the Planning Framework.	Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

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The statement of the nature and key elements of the landscape and the landscape character objective contained in a schedule to this overlay.	Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.
The conservation and enhancement of the landscape values of the area.	Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.
The need to remove, destroy or lop vegetation to create a defensible space to reduce the risk of bushfire to life and property.	N/A – The Site is not within a bushfire prone area.
The impact of the proposed buildings and works on the landscape due to height, bulk, colour, general appearance or the need to remove vegetation.	Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.
The extent to which the buildings and works are designed to enhance or promote the landscape character objectives of the area.	Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.
The impact of buildings and works on significant views.	Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.
Any other matters specified in a schedule to this overlay.	Refer to assessment below.

Significant Landscape Overlay – Schedule 1

Removal of vegetation

The reasons for removing vegetation and whether there are alternative options.	<p>The trees marked for removal are generally of low retention value and do not greatly contribute to the wider landscape.</p> <p>A significant proportion of trees are exotic species or native but not indigenous to the local area, with compromised health. These trees will be replaced with better quality vegetation as a part of the overall landscape concept for the Site.</p> <p>On balance it is expected that the supplementary native planting proposed by the landscape plan will lead to an improved interface with the Yarra River Corridor, as well as providing important pedestrian access.</p>
The effect of the removal of vegetation on the natural landscape character, habitat protection, wildlife movement and long-term viability of remnant and revegetated areas.	<p>The vegetation marked for removal is generally of low retention value and is being replaced with higher quality vegetation – thus having a net positive benefit on landscape character and long-term viability of the vegetated areas.</p>
Whether sufficient vegetation and canopy trees of appropriate species are to be planted to replace the removal of the existing vegetation and mature canopy trees.	<p>The accompanying Tree Assessment and the Landscape Concept Plan demonstrate that the proposed replacement planting is more than sufficient.</p>

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Whether mature, dead and dying native vegetation should be maintained as habitat for native fauna or removed to avoid a risk or safety hazard.

Poor quality vegetation is being replaced by higher quality vegetation.

Buildings and works

Whether the location and extent of the buildings or works encroaches into the tree protection zone of mature canopy trees.

Refer to the accompanying Arboricultural Report. Commendably, the design incorporates the large tree within the Victoria Street frontage into the design. It is treated as a design opportunity rather than a constraint. The development also helps to frame the prominent canopy trees along its river corridor interface.

The ability for proposed vegetation species to be matched to the local plant communities.

Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

Whether any proposed earthworks and changes in the topography of the river corridor will detrimentally impact its local natural landscape character and environmental values.

Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

Whether the proposed fencing allows for the free movement of wildlife, minimises visual intrusion and limits impact on the natural flood and watercourse characteristics.

No fencing is proposed.

Whether buildings and works are sufficiently set back from the banks of the Yarra River to ensure that:

Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

- The river's natural flood and water course characteristics are not impacted.
- The topography of the river and its banks are maintained as the dominant feature in the public views of the river corridor.
- The existing riparian vegetation is protected and enhanced.
- That views of development from the Yarra River and adjacent public open space, bicycle and shared paths and bridge crossings are minimised.

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The need for litter or gross pollutant traps at entry points to drains that serve large developments known to generate litter and sediment.

Refer to the accompanying Sustainability Management Plan prepared by GIW Environmental Solutions.

Whether the design and location of boating infrastructure is consistent with the Melbourne Water's Guidelines for Approval of Jetties (Melbourne Water, 2011) and with any requirements, plans or guidelines prepared by Parks Victoria or other public land managers.

N/A – No boating infrastructure is proposed.

Whether the design and location of shared pathways is consistent with Shared Pathway Guidelines (Melbourne

The proposed pedestrian link has been designed in consultation with Parks Victoria, following a number of

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Water, 2009) and with any requirements, plans or guidelines prepared by Parks Victoria or other public land managers.

meetings and ongoing engagement. A key part of this process was ensuring that the pathway, and the way it linked to the existing Capital City Trail, was compliant with the Shared Pathway Guidelines. This includes the relevant clearances from the end of perpendicular handrail endings and appropriate widths of paths.

Whether private development results in the loss of, or creates inappropriate access to, the Yarra River and its parklands.

The proposed development provides access to the Yarra River in a manner that is strategically envisioned within the *Yarra Planning Scheme*. The access provided is publicly accessible.

Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

Whether opportunities exist to co-locate new buildings with existing buildings on public land, particularly at the banks of the Yarra River.

N/A

Whether buildings will protrude above the predominant tree canopy within a given area.

Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

The impact of any overshadowing by development:

- on the banks and waterway of the Yarra River between 11:00am and 2:00pm on 22 June; and
- on any public open space between 11:00am and 2:00pm on 22 September.

No shadow is cast to the Yarra River Corridor on 22 June from 9am to 3pm, as confirmed in Section 2.6 of the Architectural Plans.

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Whether the scale, form, siting and design of new buildings, including materials, colours and finishes, are sensitively integrated with the natural landscape setting of the river corridor.

Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

Whether the spacing between buildings allows for the planting of appropriate vegetation and canopy trees to filter views of the development.

Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

Whether the existing and proposed vegetation fronting the Yarra River will filter the majority of views of the proposed development.

Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

5.4 Is the proposal consistent with the policy of Design and Development Overlay – Schedule 1?

Please see the following table for an assessment against the relevant decision guidelines outlined in DDO1.

Decision guideline	Assessment
The views of Melbourne Water as a recommending referral authority in accordance with section 55 of the Act for all applications within 100 metres of the Yarra	Engagement has occurred with Melbourne Water following the receipt of initial feedback. This included the production

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River, unless in the opinion of the responsible authority the proposal satisfies requirements or conditions previously agreed to in writing between the responsible authority and Melbourne Water.

of a Flood Impact Assessment and ongoing meetings to ensure that all outstanding matters were resolved.

Melbourne Water has agreed that the required minimum flood levels have been provided and that afflux matters have been resolved.

Landscape protection

The visibility of any proposed buildings and works when viewed from the Yarra River and adjacent public open space, pedestrian and bicycle paths and bridge crossings. Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

Whether sufficient space is provided between buildings to maintain views of the Yarra River and allow for the planting and growth of vegetation, including large canopy trees. Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

Whether the siting of buildings and works avoids the removal of existing riparian vegetation. Whether any earthworks will affect public views of the river corridor. Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

The need for additional landscaping or new vegetation screening to filter views of proposed buildings and works. Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

Siting and design

Whether any additional overshadowing of public open space can be avoided by redesigning or relocating a proposed building or parts of it. The development does not cause overshadowing of public open space.

Whether siting of proposed buildings impacts the river's natural flood and watercourse characteristics. Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

Whether any proposed garages and outbuildings ancillary to a dwelling are integrated into the overall design to minimise the appearance of built form impacting public views of the river corridor. N/A – No garages or outbuildings proposed.

Whether the location, bulk, outline and appearance of any proposed building or works are in keeping with or enhance the natural landscape character and appearance of the Yarra River. Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

The appropriateness of proposed materials and finishes for any proposed buildings and works in reducing contrast. Refer to the assessment at Chapter 5.1 – Response to the Yarra River Corridor.

Site coverage and permeability

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The need to minimise impervious surfaces to allow for filtration of water and retention and establishment of indigenous vegetation and canopy trees.

The development provides a significant increase in permeable surfaces when compared to the existing site conditions.

Refer to the accompanying Sustainability Management Plan and the assessment at **Chapter 5.1 – Response to the Yarra River Corridor.**

The need to limit areas, (including tennis courts and swimming pools) and other impervious surfaces within the minimum setback distance specified in a table to this schedule to allow for replanting and vegetation growth.

Refer to the assessment at **Chapter 5.1 – Response to the Yarra River Corridor.**

Whether adequate spacing is provided between buildings to maintain and create views to the Yarra River and its corridor.

Refer to the assessment at **Chapter 5.1 – Response to the Yarra River Corridor.**

5.4.1 Variation in building height

The proposal seeks to vary the preferred maximum building height for the Site of 19 metres.

As outlined in Chapter 5.1, the development provides an excellent response to the Yarra River Corridor with appropriate setbacks, ample landscaping, careful articulation and selection of materials, and the provision of a publicly accessible link.

Variation to the preferred maximum building height is contemplated by DDO1 and the proposal demonstrates a strong alignment with the decision guidelines that inform the acceptability of the building's height, most importantly through the visual impact assessment discussed at Chapter 5.1.5.

This proposal seeks to reduce the maximum height of the building from the previously advertised application by 3.4 metres while also reducing the envelope of the top two levels (levels 10 and 11) by recessing the building from the lower level form, allowing these levels to appear as a secondary element. These levels have been set back 6m from the front boundary, and the corners of these levels have been tapered in to match the curvature of the building. As a result of these design moves, the top levels will be largely imperceptible from ground level. Further, the use of light and neutral materiality, being predominately glazing, helps to further recess this portion and keep it as distinct from (and secondary to) the majority of the building. The massing of the building has been continually refined and is slim in comparison to many other buildings along the southern side of the Yarra River. This further helps to decrease the proportionate perceived bulk, particularly when considered within a landscaped context.

It is therefore considered that the proposed building height successfully responds to the sensitive Yarra River environs through a thoughtfully curated design response, which also acknowledges its location with a major activity centre identified to accommodate higher density development and suitable to meaningfully contribute to housing supply within the municipality.

5.4.2 Compliance with setbacks

DDO1 applies a 'Mandatory Minimum Setback Line', being 25m from the Setback Reference Line located at the river's edge. The proposal is compliant with the mandatory setback line with no relevant building elements projecting beyond this setback line.

All other setbacks are inferred by the mandatory maximum building height controls of DDO1 which progressively step back from the river interface. Building height must comply with these envelopes.

In response to feedback from the City of Yarra's planning officers all architectural features have been designed to be contained within the building height envelopes of the DDO1. It is acknowledged that while balustrades on Level 1 slightly exceed the height limit within this area, they are setback 500m from the edge of the building. As such, they do not form the parapet and will not be perceived as additional height from any relevant viewing points.

Accordingly the building has been demonstrated to align with the mandatory building height and setback requirements of DDO1.

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5.5 Is the proposal consistent with the policy of Design and Development Overlay – Schedule 2?

DDO2 provides design guidance for main roads and boulevards, in this instance applying to Victoria Street.

The proposal is found to be in alignment with the design objectives and guidelines on the following basis:

- The proposal provides for a high-quality built form outcome with a prominent street wall to Victoria Street.
- The proposal provides for a softened ground floor interface including the retention of an existing canopy tree and recessed pedestrian access area for safety and weather protection.
- The proposal makes significant investment into material quality and architecture in a manner that reduces visual clutter and makes a positive contribution to the emerging high-density built form context of Victoria Street east.
- Whilst the proposal will be the tallest building in the Victoria Street east precinct, the proposed height provides a subtle undulation in the streetscape and has been designed in a manner that preserves visual breaks between buildings and provides a strong connection to the Yarra River corridor.
- The proposal will not result in unreasonable off-site amenity impacts along Victoria Street, in particular from a wind and solar access perspective.

Accordingly, the proposal is found to be consistent with the decision guidelines of DDO2.

5.6 Does the proposal provide a satisfactory transport response?

5.6.1 Car Parking Demand Assessment

This application seeks to provide a total of 167 car parking spaces for the building's residents, exceeding the statutory requirement of 158 spaces by 9 spaces. One car parking space is proposed for the office use and one car parking space is provided for the community facility (place of assembly), and therefore a statutory reduction of 9 spaces is sought.

A car parking demand assessment is provided at Chapter 4.2 of the report and finds the waiver of 9 spaces to be appropriate on the basis of the following factors:

- The likelihood of multi-purpose trips within the locality likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors or occupants (residents or employees) of the land.
- Empirical assessment and case study.

The following factors have informed the proposed waiver of office car parking:

- The site is well served by public transport and alternative transport modes,
- For staff who do not wish to park within publicly available (but priced) car parking, they have the opportunity to make a mode shift to more sustainable transport to access the site,
- The expected parking demand for 2 visitor spaces (associated with the Community Facility (Place of Assembly)) can be accommodated within on-street parking in the area, and
- Council local policies support reduced car parking provisions in areas such as this.

For further detail please refer to the submitted Traffic Engineering Assessment prepared by Traffix Group.

5.6.2 Alteration to access to the Principal Road Network

Pursuant to Clause 52.29 a permit is required to alter access to a road in a Transport Zone 2, inclusive of Victoria Street.

We refer to the Traffic Engineering Assessment prepared by Traffix Group which provides an assessment of the proposed access arrangements and traffic impacts at Chapter 5 of the report.

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The report finds that the overall traffic generation of the proposal is low and will not have a material impact on the surrounding road network or intersections and that the proposal is acceptable from a traffic perspective.

5.6.3 Bicycle facilities

The proposal provides for a total of 158 bicycle spaces comprising:

- 124 residential spaces
- 6 commercial staff spaces
- 28 visitor spaces

The proposal generates a statutory demand for 25 resident spaces and 12 visitor spaces based on 123 apartments.

As there is less-than 1000sqm of office floor area there is no statutory demand for office bicycle parking.

The use of land for the community facility (place of assembly) generates a bicycle parking requirement of 2 spaces.

Accordingly the proposal satisfies the statutory demand for bicycle spaces and provides more-than one space per dwelling, which is known to be an informal benchmark for the promotion of active transport use in the City of Yarra.

5.7 Does the planning permit application create any unreasonable amenity impacts?

The development responds to its environs with appropriate setbacks, which respect the significant river interface to the north, heritage building to the west and residential development to the east.

To the east, whilst located in a commercial zone in a major activity centre, careful consideration of amenity impacts has been provided to Acacia Place given the number of apartments which face the Site. It is acknowledged however that amenity considerations for these residents must be balanced with the benefit of being located within a major activity centre.

To respond to these interface considerations, the majority of the upper-level form is setback a minimum of 8.18 metres from the eastern boundary, creating a generous separation distance between Acacia Place and the proposed building, in particular when viewed from the river due to the angular nature of Acacia Place. At its closest point, within the southern portion of the Site, the building is setback a minimum of 8.92 metres from the nearest habitable room window, and in this location only a secondary window to a living room is proposed. This separation distance increases to a minimum of 14.07 metres at level 8 and above. These setbacks are considered appropriate as:

- Opportunities for overlooking are mitigated through building design;
- No apartments have a primary orientation toward the east at the building's closest point to Acacia Place;
- The eastern facade is highly articulated both through materiality and through a stepping of form, ensuring that a positive outlook is achieved both for residents of Acacia Place and residents of the future development; and
- Shadow impacts to the east are reasonable when considering the context of the Site, with shadows largely cast to the south-western portion of Acacia Place in the afternoon and the balance of the eastern building remaining free of shadows cast by the proposed development.

With respect to the western interface with 661 Victoria Street, and in line with the relevant policies of Clause 13.07-1L-01, the following is noted:

- The commercial uses at 661 Victoria Street are not understood to be sources of fumes, air emissions, light disturbance or vibrations.
- There are no overlooking impacts from 661 Victoria Street to the subject site, as confirmed by Drawing SD06_03 of the Architectural Plans.

With respect to off-site amenity impacts to the broader area, the following is highlighted:

- The Wind Tunnel Test prepared by Vipac confirms that wind conditions within the public realm achieve comfortable conditions for pedestrians; and
- The southern footpath of Victoria Street remains largely free of shadow between 10am and 3pm at the equinox, ensuring high levels of solar access are maintained.

For these reasons, it is considered that no unreasonable amenity impacts are borne by the proposal.

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5.8 Does the proposal provide for an adequate level of on-site amenity for future occupants?

With respect to internal amenity and the quality of life for future occupants of the development, the design response has had regard to the objectives of Clause 58 of the *Yarra Planning Scheme*. For a full copy of this assessment, please refer to Appendix A of this report. In summary, we note that the proposal achieves an excellent level of amenity for future occupants as:

- A clear and identifiable access entry point to the residential component of the building is provided along the accessway from Victoria Street.
- All dwellings are provided with a generous amount of open space both in the form of private terraces and an extensive landscaped area to the north of the building.
- All dwellings generally meet, and in some cases exceed, the standards related to functional layout, with generous living rooms and bedrooms.
- All dwellings are provided with an excellent level of internal and external storage which will comfortably accommodate storage needs.

It is also acknowledged that the development proposes the provision of communal open space that greatly exceeds that required by the *Yarra Planning Scheme*, with high levels of internal amenity provided to these spaces due to their location fronting the Yarra River. The wellbeing benefits provided to residents by virtue of these communal spaces is intangible, and is testament to EG's commitment to creating spaces that leave a lasting legacy and have the needs of residents in mind from conception.

For these reasons, it is clear that the development provides high-quality apartments with excellent amenity for future residents, as described in further detail in Appendix A.

5.9 Does the proposal respond to the relevant feedback received during the previous planning permit application?

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As expressed in earlier sections, the proposal has incorporated substantial design changes to respond to feedback received during the previous planning permit application. In particular, the application proposes, among others:

- A reduction to the maximum building height (as previously advertised by Council) by 3.4 metres;
- A reduction in the built form envelope of the proposed development (level 11), and associated redesign;
- Relocation of the publicly accessible pedestrian link from the western to the eastern edge of the Site;
- A reduction of eleven (11) dwellings and twenty-five (25) car parking spaces;
- Reprogramming of the ground floor level to provide direct access to the residential lobby from Victoria Street; and
- Further retention of vegetation within the river frontage.

These changes have been the result of extensive engagement and continued scheme refinement with key stakeholders over the past 12 months, and are testament to a genuine commitment by EG to deliver increased housing supply to the activity centre in a manner which also meaningfully considers and responds to feedback received, as and where relevant.

Please find below demonstration that the proposal incorporates and responds to this feedback:

DEECA (Parks Victoria)

DEECA was notified as part of the original Council application and did not support the proposal. Key grounds included:

- *Parks Victoria had not been consulted regarding works proposed in public land.*
- *Concept plans depict uniform plantings across both public and private land, with true extent of works on public land unclear.*
- *Unclear how intersection with Main Yarra Trail has been designed with respect to user safety and DDA compliance.*
- *Sufficient rationale has not been provided demonstrating need for direct access from site to the Main Yarra Trail, with Acacia Place provide linkage sought by local policy.*
- *The removal of native vegetation from public land is contrary to objectives of SLO and DDO1.*

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- *There is no tenure over the crown land adjacent to enable construction or ongoing management of the access structure. Applicant is also silent on how the public accessway is proposed to be managed in the future.*

In order to resolve these matters, meetings were held in January and February 2024 between the project team, Parks Victoria and Council representatives. These meetings resulted in the following design changes and commitments:

- Relocation of the pedestrian link to the eastern edge of the Site.
- Retention of vegetation within crown land.
- Works within crown land designed with the appropriate clearances and standards in line with Parks Victoria's requirements.
- Confirmation that the link could be managed with via a Section 173 agreement, as part of a later approval process.

Following this meeting, in principle support for the revised link arrangement was provided by Parks Victoria and Council.

Melbourne Water

Melbourne Water was also notified as a part of the original application and provided an objection to the proposal on the following grounds:

- *The development is inconsistent with State Planning Policy relating to floodplain management, particularly Clause 13.03-1S – Floodplain Management as the development will impact on the natural flood carrying capacity and flood storage function of the adjacent waterway which could intensify the impact of flooding on adjacent properties.*
- *The proposed development is inconsistent with the purpose and decision guidelines set out in the Land Subject to Inundation Overlay (LSIO) within the Yarra City Council Planning Scheme.*
- *The proposed development is inconsistent with the 'Guidelines for Development in Flood Affected Areas' (DELWP 2019) in relation to freeboard, flow conveyance, flood storage and flood safety.*

In order to resolve these matters, the project team commenced engagement with Melbourne Water in July 2024 following the appointment of a flood technician who carried out modelling for the Site. Meetings were held with Melbourne Water representatives in July and August 2024, where the modelling and analysis was presented to representatives which demonstrated that the grounds of objection had been addressed on the basis minor adjustments to the building footprint at the western edge of the Site were incorporated into the design.

Melbourne Water has confirmed in principle support for the proposal on the basis the recommendations of the Flood Impact Assessment, prepared by HARC, are incorporated into the design. The plans prepared by SJB Architecture dated March 2025 incorporate these changes.

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City of Yarra

The previous application was referred to a number of internal departments and external consultants acting on behalf of Council. The project team has carefully reviewed the feedback received during the Council permit application process, and incorporated changes where required and appropriate.

Community

The updated proposal has also considered the feedback received during public notification of the application in July 2023. The table below provides a response to each of the themes raised in these objections, which have all been covered previously within this report:

Theme	Response
Amenity impacts	<p>The proposal is not considered to result in unreasonable off-site amenity impacts, particularly when considering the context of the Site and strategic objectives for activity centres in delivering greater housing supply as directed by the planning policy framework and Victoria's Housing Statement.</p> <p>Off-site amenity impacts are discussed at Section 5.7.</p>

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Building height

The proposal seeks a reduction to the building height from the previously advertised scheme of 3.4 metres and a reduction in the envelope of levels 10 and 11.

Building height is further discussed at Section 5.4.1.

Traffic

The proposal will not result in unreasonable traffic impacts.

Traffic and car parking considerations are discussed at Section 5.6.

Car parking

The proposal provides car parking that is commensurate with the anticipated demand generated for this project when considering the mix of uses. It is highlighted that the proposal now provides one employee car parking space for each non-residential use.

Traffic and car parking considerations are discussed at Section 5.6.

Environmental impacts

The proposal is not considered to result in environmental impacts to the Yarra River corridor.

The proposal's response to the considerations of the Yarra River corridor is provided at Section 5.1.

Neighbourhood character

The proposal successfully strikes a balance between responding to its diversity of interfaces, acknowledging its presence within the robust and evolving Victoria Street East precinct and its location along the Yarra River.

Design considerations in response to each context is provided at Section 5.1 and Section 5.5.

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This report provides an overview and planning assessment for the proposed use and development of the land for a 14-storey mixed-use building at 675 Victoria Street, Abbotsford and part 63B\PP2796.

The proposal demonstrates strong alignment with the planning policy framework of the *Yarra Planning Scheme*, helping to achieve urban consolidation objectives through the delivery of a genuinely mixed-use building that successfully strikes the balance between responding to the sensitive Yarra River corridor environs and the robust activity centre interface along Victoria Street. The carefully considered, high-quality design response will result in a landmark building within the precinct that will be celebrated for generations to come.

The proposal looks beyond the site boundaries and provides substantial public benefits to the broader community, including the delivery of a publicly accessible pedestrian link, a community facility operated by the not-for-profit organisation Little B.I.G. and an affordable housing contribution.

Importantly, the proposal will be providing 123 high-quality, high-amenity dwellings which meaningfully contribute to housing supply within Victoria through the delivery of a building that has been iteratively tested and refined to ensure an appropriate design response is achieved and the architectural integrity of the building is maintained. The project team has listened to and considered all feedback received during the previous application to ensure that the proposal demonstrates a commitment to delivering an outcome which contemplates the needs of future residents, the broader community and the surrounding environment.

It follows as the recommendation of this report that the Minister for Planning should support a planning permit for the proposed use and development of the Site.

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Appendices

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Appendix A Clause 58 Assessment

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Clause 58

Better Apartment Design Standards

1.1 Purpose

- To implement the Municipal Planning Strategy and Planning Policy Framework.
- To encourage apartment development that provides reasonable standards of amenity for existing and new residents.
- To encourage apartment development that is responsive to the site and the surrounding area

1.2 Requirements

A development:

- Must meet all of the objectives of this clause.
- Should meet all of the standards of this clause.

If a zone or a schedule to a zone, or a schedule to an overlay specifies a requirement different from a requirement of a standard set out in Clause 58 (excluding Clause 58.04-1), the requirement in Clause 58 applies.

For Clause 58.04-1 (Building setback):

- If a zone or a schedule to a zone specifies a building setback requirement different from a requirement set out in Clause 58.04-1, the building setback requirement in the zone or a schedule to the zone applies.
- If the land is included in an overlay and a schedule to the overlay specifies a building setback requirement different from the requirement set out Clause 58.04-1 or a requirement set out in the zone or a schedule to the zone, the requirement for building setback in the overlay applies.

1.3 Definition

An Apartment is defined in Clause 73.01 as:

- A dwelling located above the ceiling level or below the floor level of another dwelling and is part of a building containing two or more dwellings.

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Clause 58.02 – Neighbourhood Character and Infrastructure

Clause 58.02-1 – Urban Context Objectives

Objectives To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.
To ensure that development responds to the features of the site and the surrounding area.

Achieved

Standard D1 The design response must be appropriate to the urban context and the site.
The proposed design must respect the existing or preferred urban context and respond to the features of the site.

Complies with the standard

Clause 58.02-1 – Urban Context Objectives Assessment

Refer to detailed discussion in Planning Report.

Clause 58.02-2 – Residential Policy Objectives

Objectives To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.
To support higher density residential development where development can take advantage of public and community infrastructure and services.

Achieved

Standard D2 An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.

Complies with the standard

Clause 58.02-2 – Residential Policy Objectives Assessment

Refer to detailed discussion in Planning Report.

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Clause 58.02-3 – Dwelling Diversity Objectives

Objectives	To encourage a range of dwelling sizes and types in developments of ten or more dwellings.
	Achieved
Standard D3	Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.
	Complies with the standard

Clause 58.02-3 – Dwelling Diversity Objectives Assessment

The proposal provides 123 dwellings. A range of apartment typologies are provided including one-, two- and three-bedroom apartments, with some including studios. The various layouts are appropriate for different household structures.

Clause 58.02-4 – Infrastructure Objectives

Objectives	To ensure development is provided with appropriate utility services and infrastructure. To ensure development does not unreasonably overload the capacity of utility services and infrastructure.
	Achieved
Standard D4	Development should be connected to reticulated services, including reticulated sewerage, drainage and electricity, if available. Connection to a reticulated gas service is optional. Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads. In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.
	Complies with the standard

Clause 58.02-4 – Infrastructure Objectives Assessment

The proposed development is appropriately serviced and is in an already established and well-connected area.

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Clause 58.02-5 – Integration with the Street Objectives

Objectives To integrate the layout of development with the street.
To support development that activates street frontage.

Achieved

Standard D5 Development should be oriented to front existing and proposed streets.
Along street frontage, development should:

- Incorporate pedestrian entries, windows, balconies or other active spaces.
- Limit blank walls.
- Limit high front fencing, unless consistent with the existing urban context.
- Provide low and visually permeable front fences, where proposed.
- Conceal car parking and internal waste collection areas from the street.

Development next to existing public open space should be designed to complement the open space and facilitate passive surveillance.

Complies with the standard

Clause 58.02-5 – Integration with the Street Objectives Assessment

The proposal has been oriented to front Victoria Street. Whilst vehicular access is provided via this interface, it has been designed to be discreet and is not visually intrusive. Commercial space at ground floor and the proposed pedestrian link provide a high quality pedestrian environment with passive surveillance and activation. At the rear, the development provides an excellent response to the Yarra River interface, with passive surveillance and activation also achieved through the placement of communal areas and connection via the pedestrian link.

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Clause 58.03 – Site Layout

Clause 58.03-1 – Energy Efficiency Objectives

Objectives To achieve and protect energy efficient dwellings and buildings.
To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.
To ensure dwellings achieve adequate thermal efficiency.

Achieved

Standard D6 Buildings should be:

- Oriented to make appropriate use of solar energy.
- Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.

Living areas and private open space should be located on the north side of the development, if practicable.
Developments should be designed so that solar access to north-facing windows is optimised.
A dwelling located in a climate zone identified in Table D1 should not exceed the specified maximum NatHERS annual cooling load specified in the following table

NatHERS Climate Zone	NatHERS Maximum Cooling Load (MJ/M ² per annum)
Climate Zone 21 Melbourne	30
Climate Zone 22 East Sale	22
Climate Zone 27 Mildura	29
Climate Zone 60 Tullamarine	22
Climate Zone 62 Moorabbin	21
Climate Zone 63 Warrnambool	21
Climate Zone 64 Cape Otway	19
Climate Zone 66 Ballarat	23

Table B4 Cooling Load
Refer to NatHERS zone map, Nationwide House Energy Rating Scheme (Commonwealth Department of Environment and Energy)

Complies with the standard

Clause 58.03-1 – Energy Efficiency Objectives Assessment

Refer to accompanying Sustainability Management Plan prepared by GIW Environmental Solutions, which confirms that no dwelling exceeds the maximum cooling load of 30 MJ/m².

Clause 58.03-2 – Communal Open Space Objective

Objectives

- To provide communal open space that meets the recreation and amenity needs of residents.
- To ensure that communal open space is accessible, practical, attractive, easily maintained.
- To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.

Achieved

Standard D7

A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres.

If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. This additional area may be indoors or outdoors and may consist of multiple separate areas of communal open space.

Each area of communal open space should be:

- Accessible to all residents.
- A useable size, shape and dimension.
- Capable of efficient management
- Located to:
 - Provide passive surveillance opportunities, where appropriate.
 - Provide outlook for as many dwellings as practicable.
 - Avoid overlooking into habitable rooms and private open space of new dwellings.
 - Minimise noise impacts to new and existing dwellings.

Any area of communal outdoor open space should be landscaped and include canopy cover and trees

Complies with the standard

Clause 58.03-2 – Communal Open Space Objective Assessment

The proposed development provides multiple communal areas, including:

- Indoor communal space (280sqm) comprising:
 - Multipurpose room
 - Gym
 - Two private dining rooms
- Outdoor amenity area (84sqm)

The proposal also includes an additional outdoor landscaped area of 587sqm, which will be accessible only to residents.

The communal spaces are generous in size and proportion, ensuring they are useable.

They do not overlook any dwellings and are located appropriately on lower ground floor to ensure no noise impacts to residents.

The location of the communal areas on lower ground floor at the Yarra River interface provides ample passive surveillance opportunities, improving the pedestrian and cycling experience along the river.

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Clause 58.03-3 – Solar Access to Communal Outdoor Open Space Objective

Objectives	To allow solar access into communal outdoor open space.
	Achieved
Standard D8	The communal outdoor open space should be located on the north side of a building, if appropriate. At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.
	Complies with the standard

Clause 58.03-3 – Solar Access to Communal Outdoor Open Space Objective Assessment

The proposal provides communal outdoor space on the northern side of the building, ensuring excellent solar access.

Clause 58.03-4 – Safety Objective

Objectives	To ensure the layout of development provides for the safety and security of residents and property.
	Achieved
Standard D9	Entrances to dwellings should not be obscured or isolated from the street and internal accessways. Planting which creates unsafe spaces along streets and accessways should be avoided. Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways. Private spaces within developments should be protected from inappropriate use as public thoroughfares.
	Complies with the standard

Clause 58.03-4 – Safety Objective Assessment

The proposal provides excellent safety for both residents and the public. Primary pedestrian access to the building is from Victoria Street, in a highly visible location. Further, passive surveillance along the length of the pedestrian link and along the river interface (from both dwellings and communal areas) significantly improve the public realm experience and safety of pedestrians and cyclists travelling around or through the area.

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Clause 58.03-5 – Landscaping Objectives

- Objectives**
- To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape.
 - To preserve existing canopy cover and support the provision of new canopy cover.
 - To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.

Achieved

Standard D10

Development should retain existing trees and canopy cover

Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.

Development should:

- Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2.
- Provide canopy cover through canopy trees that are:
 - Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3.
 - Consistent with the canopy diameter and height at maturity specified in Table D4.
 - Located in communal outdoor open space or common areas or street frontages.
- Comprise smaller trees, shrubs and ground cover, including flowering native species.
- Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space.
- Shade outdoor areas, including communal outdoor open space, with shading or shade structures and use paving and surface materials that have low thermal mass and reduce heat absorption.
- Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water.
- Protect any predominant landscape features of the area.
- Take into account the soil type and drainage patterns of the site.
- Provide a safe, attractive and functional environment for residents.
- Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.

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Site Area	Canopy cover	Deep soil
1000 square meters or less	5% of site area Include at least 1 Type A tree	5% of site area or 12 square metres whichever is the greater
1001 – 1500 square meters	50 square metres plus 20% of site area above 1,000 square metres Include at least 1 Type B tree	7.5% of site area
1501 – 2500 square meters	150 square metres plus 20% of site area above 1,500 square metres Include at least 2 Type B trees or 1 Type C tree	10% of site area

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2500 square meters or more 350 square metres plus 20% of site area above 2,500 square metres
Include at least 2 Type B trees or 1 Type C tree 15% of site area

Table D2 Canopy cover and deep soil requirements

Tree Type	Tree in deep soil Area in deep soil	Tree in planter Volume of planter soil	Depth of planter soil
A	12 square meters (min. plan dimension 2.5 metres)	12 cubic meters (min. plan dimension of 2.5 metres)	0.8 metre
B	49 square meters (min. plan dimension 4.5 metres)	28 cubic meters (min. plan dimension of 4.5 metres)	1 metre
C	121 square meters (min. plan dimension 6.5 metres)	64 cubic meters (min. plan dimension of 6.5 metres)	1.5 metre

Table D3 Soil requirements for trees

Note: Where multiple trees share the same section of soil the total required amount of soil can be reduced by 5% for every additional tree, up to a maximum reduction of 25%

Tree Type	Minimum canopy diameter at maturity	Minimum height at maturity
A	4 metres	6 metres
B	8 metres	8 metres
C	12 metres	12 metres
Table D4 Tree types		
Complies with the standard		

Clause 58.03-5 – Landscaping Objectives Assessment

The proposal generates a requirement of 542sqm of canopy cover, 519sqm of deep soil area, and two Type B trees or 1 Type C tree.

The proposal greatly exceeds these requirements by providing:

- 538sqm of deep soil area
- 977sqm canopy cover
- 15 x Type A trees
- 18 x Type B trees
- 4 x Type C trees

Therefore, the proposal provides an exceptional landscaping outcome.

Refer to accompanying Landscape Concept Report for further details.

Clause 58.03-6 – Access Objective

Objectives	To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles. To ensure the vehicle crossovers are designed and located to minimise visual impact.
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Achieved

Standard D11	Vehicle crossovers should be minimised. Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building. Pedestrian and cyclist access should be clearly delineated from vehicle access. The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees. Developments must provide for access for service, emergency and delivery vehicles.
---------------------	--

Complies with the standard

Clause 58.03-6 – Access Objective Assessment

A single crossover is proposed to Victoria Street, which is consistent with the existing conditions on site. The vehicle entry has been designed to be discreet and is setback behind the building façade, therefore decreasing its prominence.

Pedestrian and cyclist access is clearly differentiated from vehicular access, as it is via the prominent pedestrian link accessway which provides a high-quality public realm experience.

Clause 58.03-7 – Parking Location Objectives

Objectives	To provide convenient parking for resident and visitor vehicles. To protect residents from vehicular noise within developments.
-------------------	--

Achieved

Standard D12	Car parking facilities should: <ul style="list-style-type: none">• Be reasonably close and convenient to dwellings.• Be secure.• Be well ventilated if enclosed. Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.
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Complies with the standard

Clause 58.03-7 – Parking Location Objectives Assessment

Car parking for residents is provided in the basement car park, which ensure security and convenience, whilst protecting dwellings from any potential amenity impacts associated with the car park.

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Clause 58.03-8 – Integrated Water and Stormwater Management Objectives

Objectives	<p>To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.</p> <p>To facilitate stormwater collection, utilisation and infiltration within the development.</p> <p>To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.</p>
Achieved	
Standard D13	<p>Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.</p> <p>Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.</p> <p>The stormwater management system should be:</p> <ul style="list-style-type: none"> Designed to meet the current best practice performance objectives for stormwater quality as contained in the <i>Urban Stormwater – Best Practice Environmental Management Guidelines</i> (Victorian Stormwater Committee 1999) as amended. Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.
Complies with the standard	

Clause 58.03-8 – Integrated Water and Stormwater Management Objectives Assessment

A 20,000 litre rainwater tank will harvest rainwater from all roof areas. The tank will be connected to all ground to Level 2 toilets and landscape irrigation at lower ground and ground level.

The proposed development achieves a STORM rating of 101%. For further details, please refer to the Sustainability Management Plan prepared by GIW.

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Clause 58.04 – Amenity Impacts

Clause 58.04-1 – Building Setback Objectives

Objectives	<p>To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.</p> <p>To allow adequate daylight into new dwellings.</p> <p>To limit views into habitable room windows and private open space of new and existing dwellings.</p> <p>To provide a reasonable outlook from new dwellings.</p> <p>To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.</p>
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Achieved

Standard D14	<p>The built form of the development must respect the existing or preferred urban context and respond to the features of the site.</p> <p>Buildings should be set back from side and rear boundaries, and other buildings within the site to:</p> <ul style="list-style-type: none"> • Ensure adequate daylight into new habitable room windows. • Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views. • Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. • Ensure the dwellings are designed to meet the objectives of Clause 58.
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Complies with the standard

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Clause 58.04-1 – Building Setback Objectives Assessment

A detailed assessment of the proposed building setbacks against the requirements of the DDO1, and when considering its interfaces, is found in Section 5 of the Planning Report. Further, it is noted that Drawing SD06_07 of the Architectural Plans demonstrates compliance with this standard.

Clause 58.04-2 – Internal Views Objective

Objectives	To limit views into the private open space and habitable room windows of dwellings within a development.
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Achieved

Standard D15	Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.
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Complies with the standard

Clause 58.04-2 – Internal Views Objective Assessment

The building has been designed so that private open spaces are either stacked or distant enough from other POS within the development so that where any internal overlooking exists, it is minimal. Specifically, Drawings SD06_05 and SD06_06 of the Architectural Plans demonstrate that the maximum amount of internal overlooking relates to Apartment 10.05, at only 10.6%.

Clause 58.04-3 – Noise Impacts

Objectives To contain noise sources in developments that may affect existing dwellings.
To protect residents from external and internal noise sources.

Achieved

Standard D16 Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.
The layout of new dwellings and buildings should minimise noise transmission within the site.
Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.
New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.
Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels:

- Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.
- Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.
Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.
Note: The noise influence area should be measured from the closest part of the building to the noise source.

Noise Source	Noise Influence Area
Zone Interface	
Industry	500 metres from the Industrial 1, 2 and 3 zone boundary
Roads	
Freeways, tollways and other roads carrying 40,000 Annual Average Daily Traffic Volume	300 metres from the nearest trafficable lane
Railways	
Railway servicing passengers in Victoria	80 metres from the centre of the nearest track
Railway servicing freight outside Metropolitan Melbourne	80 metres from the centre of the nearest track
Railway servicing freight in Metropolitan Melbourne	135 metres from the centre of the nearest track

Table D3 Noise Influence Area

Complies with the standard

Clause 58.04-3 – Noise Impacts Assessment

Habitable rooms are oriented so that they are not proximate to the lift shaft or any services rooms. There are no nearby uses that will likely cause noise pollution. No operations within the building will likely cause any noise pollution.

Clause 58.04-4 – Wind Impacts Objective

Objectives To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.

Achieved

Standard D17

Development of five or more storeys, excluding a basement should:

- not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space and communal open space; and
- achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land

within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater. Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements.

Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.

Unsafe

Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.

Comfortable

Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than:

- 3 metres per second for sitting areas,
- 4 metres per second for standing areas,
- 5 metres per second for walking areas

Table D6 Wind Conditions

Complies with the standard

Clause 58.04-4 – Wind Impacts Objective Assessment

Refer to accompanying Wind Tunnel Test which confirms that the proposal does not generate unacceptable wind impacts.

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Clause 58.05-1 – Accessibility Objective

Objectives To ensure the design of dwellings meets the needs of people with limited mobility.

Achieved

Standard D18

At least 50 per cent of dwellings should have:

- A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.
- A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area.
- A main bedroom with access to an adaptable bathroom.
- At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D7.

	Design option A	Design Option B
Door Opening	A clear 850mm wide door opening	A clear 820mm wide door opening located opposite the shower
Door Design	Either: <ul style="list-style-type: none"> • A slide door, or • A door that opens outwards, or • A door that opens inwards that is clear of the circulation area and has readily removable hinges 	Either: <ul style="list-style-type: none"> • A slide door, or • A door that opens outwards, or • A door that opens inwards and has readily removable hinges
Circulation Area	A clear circulation area that is: <ul style="list-style-type: none"> • A minimum area of 1.2 meters by 1.2 meters • Located in front of the shower and the toilet • Clear of the toilet, basin and the door swing <p>The circulation area for the toilet and shower can overlap</p>	A clear circulation area that is: <ul style="list-style-type: none"> • A minimum width of 1 meter • The full length of the bathroom and a minimum length of 2.7 meters <p>Clear of the toilet and basin</p> <p>The circulation area can include a shower area</p>
Path to Circulation Area	A clear path with a minimum width of 900mm from the door opening to the circulation area	Not applicable
Shower	A hobless (step-free) shower	A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening
Toilet	A toilet located in the corner of the room	A toilet located closest to the door opening and clear of the circulation area

Table D7 Bathroom Design

Complies with the standard

Clause 58.05-1 – Accessibility Objective Assessment

59% of dwellings comply with the entry door and internal circulation standard, and 86% of dwellings comply with the adaptable bathroom standard.

Clause 58.05-2 – Building Entry and Circulation Objectives

Objectives	<p>To provide each dwelling and building with its own sense of identity.</p> <p>To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.</p> <p>To ensure internal communal areas provide adequate access to daylight and natural ventilation.</p>
Achieved	
Standard D19	<p>Entries to dwellings and buildings should:</p> <ul style="list-style-type: none">• Be visible and easily identifiable.• Provide shelter, a sense of personal address and a transitional space around the entry. <p>The layout and design of buildings should:</p> <ul style="list-style-type: none">• Clearly distinguish entrances to residential and non-residential areas.• Provide windows to building entrances and lift areas.• Provide visible, safe and attractive stairs from the entry level to encourage use by residents.• Provide common areas and corridors that:<ul style="list-style-type: none">◦ Include at least one source of natural light and natural ventilation.◦ Avoid obstruction from building services.◦ Maintain clear sight lines.
Complies with the standard	

Clause 58.05-2 – Dwelling Entry Objectives Assessment

All dwellings have a clear entrance from within the building. The ground floor lobby provides shelter and a sense of entry.

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Clause 58.05-3 – Private Open Space Objective

Objectives To provide adequate private open space for the reasonable recreation and service needs of residents.

Achieved

Standard D20

A dwelling should have private open space consisting of at least one of the following:

- An area at ground level of at least 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room.
- A balcony with at least the area and dimensions specified in Table D8 and convenient access from a living room.
- An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room.
- An area on a roof of 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room.

If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres.

If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.

Orientation of dwelling

Dwelling Type	Minimum Area	Minimum Dimension
North (between north 20 degrees west to north 30 degrees east)	All 8 square metres	1.7 metres
South (between south 30 degrees west to south 20 degrees east)	All 8 square metres	1.2 metres
Studio or 1 bedroom dwelling	8 square metres	1.8 metres
Any other orientation	2 bedroom dwelling 8 square metres	2 metres
	3 or more bedroom dwelling 12 square metres	2.4 metres

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Table D8 Balcony Size

Dwelling Type	Additional area
Studio or 1 bedroom dwelling	8 square metres
2 bedroom dwelling	8 square metres
3 or more bedroom dwelling	12 square metres

Table D9 Additional living area or bedroom area

Complies with the standard

Clause 58.05-3 – Private Open Space Objective Assessment

All dwellings meet the standard, with the exception of the following types:

- A04- At 12sqm, the total balcony area exceeds the minimum required (8sqm), however the balcony width is not 1.8m for its entirety. This is considered acceptable as the balcony is still highly functional and provides for the needs of residents.
- C07- At 15sqm, the total balcony area exceeds the minimum required (12sqm), however the balcony width is only 1.96m. Given the area is greatly exceeded, and the shape of the balcony allows for high levels of functionality, this variation is considered acceptable.

Clause 58.05-4 – Storage Objective

Objectives	To provide adequate storage facilities for each dwelling.	
	Achieved	
Standard D21	Each dwelling should have convenient access to usable and secure storage space. The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10.	
	Dwelling Type	Total Minimum Storage Volume
		Minimum Storage Volume within the Dwelling
	Studio	8 cubic metres
	1 bedroom dwelling	10 cubic metres
	2 bedroom dwelling	14 cubic metres
	3 or more bedroom dwelling	18 cubic metres
	Table D10 Storage	
	Complies with the standard	

Clause 58.05-4 – Storage Objective Assessment

All dwellings meet the standard.

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Clause 58.06 – Detailed Design

Clause 58.06-1 – Common Property Objectives

Objectives To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.
To avoid future management difficulties in areas of common ownership.

Achieved

Standard D22 Developments should clearly delineate public, communal and private areas.
Common property, where provided, should be functional and capable of efficient management.

Complies with the standard

Clause 58.06-1 – Common Property Objectives Assessment

The proposed development includes the following communal areas: car and bicycle parking (basement levels), entry lobby, internal hallways and internal communal multipurpose room, gym and outdoor communal open space. All areas are clearly delineated from the dwellings and public realm.

Clause 58.06-2 – Site Services Objectives

Objectives To ensure that site services are efficiently installed and maintained.
To ensure that site services are properly integrated into the building design or landscape.

Achieved

Standard D23 Development should provide adequate space (including easements where required) for site services to be installed and maintained efficiently and economically.
Meters and utility services should be designed as an integrated component of the building or landscape.

Mailboxes and other site facilities should be adequate in size, durable, water-protected, located for convenient access and integrated into the overall design of the development.

Complies with the standard

Clause 58.06-2 – Site Services Objectives Assessment

Site services have been integrated into the design of the proposal, with the booster cabinet designed to visually blend into the façade and the substation to be obscured from public view.

Service rooms are concealed within the basement levels.

Service cabinets have been located within the entry airlock and providing convenient access to the development's mail room.

Mailboxes are located in the mail room connected to the lobby, protected from weather and secure.

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Clause 58.06-3 – Waste and Recycling Objectives

Objectives	<p>To ensure dwellings are designed to encourage waste recycling.</p> <p>To ensure that waste and recycling facilities are accessible, adequate and attractive.</p> <p>To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.</p>
Achieved	
Standard D24	<p>Developments should include dedicated areas for:</p> <ul style="list-style-type: none"> Waste and recycling enclosures which are: <ul style="list-style-type: none"> Adequate in size, durable, waterproof and blend in with the development. Adequately ventilated. Located and designed for convenient access by residents and made easily accessible to people with limited mobility. Adequate facilities for bin washing. These areas should be adequately ventilated. Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate. Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing. Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing. Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate. <p>Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:</p> <ul style="list-style-type: none"> Be designed to meet the better practice design options specified in <i>Waste Management and Recycling in Multi-unit Developments</i> (Sustainability Victoria, 2019). Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.
Complies with the standard	

Clause 58.06-3 – Waste and Recycling Objectives Assessment

Refer to accompanying Waste Management Plan prepared by Traffix Group.

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Clause 58.06-4 – External Walls and Materials Objectives

Objectives To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area.
To ensure external walls endure and retain their attractiveness.

Achieved

Standard D25 External walls should be finished with materials that:

- Do not easily deteriorate or stain.
- Weather well over time.
- Are resilient to the wear and tear from their intended use.

External wall design should facilitate safe and convenient access for maintenance

Complies with the standard

Clause 58.06-4 – External Walls and Materials Objectives Assessment

An assessment of proposed materiality is included within Section 5 of the Planning Report.

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Clause 58.07 – Internal Amenity

Clause 58.07-1 – Functional Layout Objective

Objectives

To ensure dwellings provide functional areas that meet the needs of residents.

Achieved

Standard D26

Bedrooms should:

- Meet the minimum internal room dimensions specified in Table D11.
- Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.

Dwelling Type	Minimum Width	Minimum Depth
Main bedroom	3 metres	3.4 metres
All other bedrooms	3 metres	3 metres

Table D11 Bedroom Dimensions

Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.

Dwelling Type	Minimum Width	Minimum Area
Studio and 1 bedroom dwelling	3.3 metres	10 square metres
2 or more bedroom dwelling	3.6 metres	12 square metres

Table D12 Living Area Dimensions

Complies with the standard

Clause 58.07-1 – Functional Layout Objective Assessment

All dwellings meet or exceed the standard.
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Clause 58.07-2 – Room Depth Objective

Objectives	To allow adequate daylight into single aspect habitable rooms.
	Achieved
Standard D27	<p>Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height. The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:</p> <ul style="list-style-type: none">• The room combines the living area, dining area and kitchen.• The kitchen is located furthest from the window.• The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen. <p>The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.</p>
	Complies with the standard

Clause 58.07-2 – Room Depth Objective Assessment

All dwellings meet the standard.

Clause 58.07-3 – Windows Objective

Objectives	To allow adequate daylight into new habitable room windows.
	Achieved
Standard D28	<p>Habitable rooms should have a window in an external wall of the building. A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky. The secondary area should be:</p> <ul style="list-style-type: none">• A minimum width of 1.2 metres.• A maximum depth of 1.5 times the width, measured from the external surface of the window.
	Complies with the standard

Clause 58.07-3 – Windows Objective Assessment

All habitable rooms have a window in an external wall of the building.

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Clause 58.07-4 – Natural Ventilation Objectives

Objectives	To encourage natural ventilation of dwellings.
	To allow occupants to effectively manage natural ventilation of dwellings.
Achieved	
Standard D29	The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.
	At least 40 per cent of dwellings should provide effective cross ventilation that has: <ul style="list-style-type: none">• A maximum breeze path through the dwelling of 18 metres.• A minimum breeze path through the dwelling of 5 metres.• Ventilation openings with approximately the same area. The breeze path is measured between the ventilation openings on different orientations of the dwelling.
Complies with the standard	

Clause 58.07-4 – Natural Ventilation Objectives Assessment

A total of 41% of dwellings provide effective natural cross ventilation in accordance with Standard B29.

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