

101-117 CANNING STREET NORTH MELBOURNE



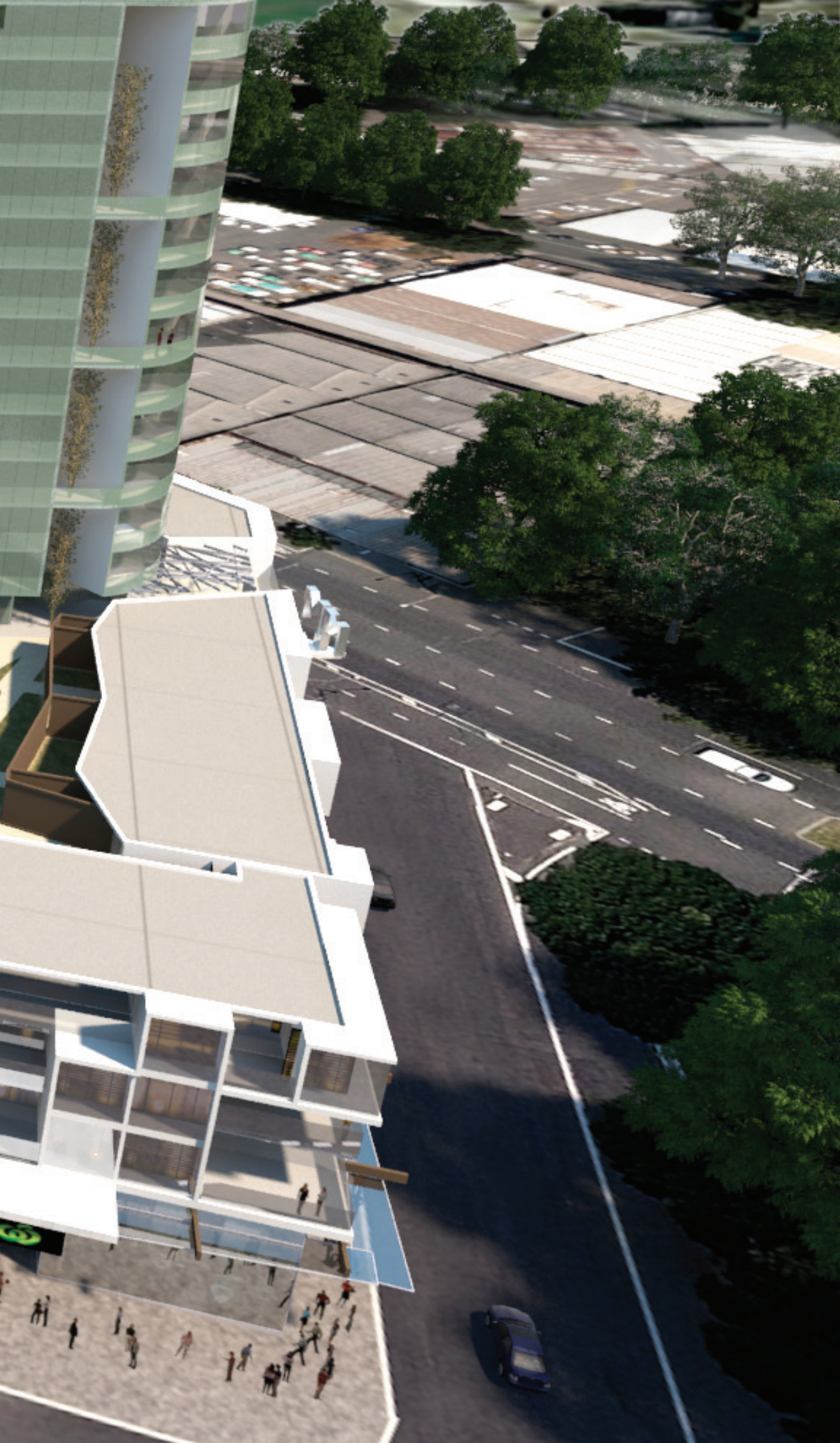
PLANNING & URBAN CONTEXT REPORT - JULY 2011



THE BUCHAN GROUP

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EXECUTIVE SUMMARY

The site to the corner of Canning Street, Vaughan Terrace and Macaulay Road offers an exciting opportunity to redevelop a vacant commercial building for high quality, mixed use development.

The site is situated within a precinct earmarked for significant change, and is located at the interface to industrial land to the south and west, the mixed use areas to the north and east, and the more intact residential areas to the north-east.

The site offers an excellent opportunity to provide a large-scale, mixed use development given the strategic context of the site, the absence of immediately abutting sensitive interfaces, generous frontages to three streets, and the excellent transport and road connections.

A planning permit is sought for a mixed use development, including a full-line Woolworths supermarket and speciality retail at ground level. Apartments are arranged to encase an above-ground carpark and complete the lower levels of the podium with presentation to Canning Street, Vaughan Terrace, and a small section of Macaulay Road.

Two elegant and oval-shaped residential towers are proposed above the podium, and are orientated to optimise views across Melbourne, while responding to the slope and context of the site.

The proposal will meet identified needs for convenience retailing, including a full line supermarket, to meet existing retail deficiencies, as well as meet the needs of future residential in the areas identified for significant regeneration and renewal.

The proposal provides an excellent catalyst to stimulate change in the surrounding area, and will establish as high quality benchmark in design for this emerging precinct.

Summary of the proposal

Retail (Woolworths supermarket)	4,500square metres
Retail (speciality, including shop and food and drink)	3,335 square metres
Apartments	304
Carparks (allocated to the retail uses)	341
Carparks (allocated to the residential uses)	304

Under the Melbourne Planning Scheme, a planning permit is sought for:

- Use of land for retail
- Buildings and works, including landscaping
- A reduction in the statutory carparking rate
- Signage
- Sale of packaged liquor.
- Alteration of access to Road Zone Category 1

THE PROPOSAL

It is considered that the proposed mixed use scheme will make a positive contribution, for the following reasons:

- The site is located within an area identified by Melbourne City Council as an area of significant change and urban renewal.
- The surrounding residential catchment is under-served with convenience retail, and the provision of a full-line Woolworths supermarket will improve access and choice for local residents.
- The proposal actively addresses the street, with ground level retail and upper level podium encased with residential dwellings, to enliven the streetscape.
- The proposal will improve the public realm through additional street planting and canopies to provide weather protection. Street furniture and bicycle hoops will improve functionality of the public footpaths.
- A new 'urban plaza' is proposed in the north east corner of the site (to Canning Street), as an entrance to the retail mall, and to provide space for the local community to pause.
- Retail vehicular traffic has been directed away from residential areas to the north, by locating loading bays and the retail carpark access from Macaulay Road (which is located in the Road 1 Zone).
- Two new residential towers will provide accommodation for a growing city, and provides a variety of apartment sizes to diversify housing stock in the area, as well as contribute to housing supply.
- The height of built form provides a 3-4 level podium to the street, with towers of an additional 7 and 13 levels. The height of the towers is considered appropriate in the context of the change identified as being appropriate for the area, the coarse urban grain of the site and surrounds, the height of surrounding development (specifically the 21 level tower to the north of the site), the generous street setbacks to towers, and the high quality design of the proposal.
- The site has no direct residential interface. External and internal amenity impacts, of shadows and overlooking, are minimised through thoughtful site layout and orientation of the towers to respond to site slope.
- A traffic assessment has been provided, and concludes that carparking on site and traffic impacts to the wider area are acceptable.

Supporting documentation provides further details with regards to wind, environmentally sustainable development, landscaping and waste management.



Figure 1 The Proposal - corner Canning Street & Vaughan Terrace, North Melbourne



1. INTRODUCTION

This urban context and planning report is prepared on behalf of Woolworths Pty Ltd in support of a planning permit application for the development and use of a mixed used development at 101-117 Canning Street, North Melbourne. The development will be a combination of retail (supermarket and specialty shops) and residential.

The proposal triggers the following permit requirements under the Melbourne City Planning Scheme:

- **Clause 32.04.1 (Mixed Use Zone)** for the use of the land as a shop;
- **Clause 32.04-5 (Mixed Use Zone)** for the construction of two or more dwellings on a lot;
- **Clause 32.04-7 (Mixed Use Zone)** for buildings and works associated with a Section 2 use (shop);
- **Clause 44.04-1 (Land Subject to Inundation Overlay)** for the construction of a building;
- **Clause 52.05 (Advertising Signs)** for the establishment of business identification, directional and high wall signs;
- **Clause 52.06 (Car Parking)** for a waiver of the total number of carpark spaces required; and
- **Clause 52.27 (Licensed Premises)** for the use of the land to sell liquor.
- **Clause 52.29 (Land adjacent to a Road Zone Category 1)** to alter the access onto MacAulay Road.

This urban context and planning report should be read in conjunction with:

- North Melbourne Mixed Use Development Book of Plans; and
- North Melbourne Mixed Use Development Supplementary Documents.

This following consortium prepared the urban context and planning report and the accompanying documents:

- The Buchan Group – Architecture
- Urbis – Town Planning
- GTA – Traffic Engineering
- Mel Consultants – Wind Assessment
- ESD – Simpson Kotzman
- Urbis – Clause 52.27 assessment
- FORMium – Landscaping Plan
- Compass Environmental – Environmental Due Diligence
- WasteTech Services – Waste Management Report

This report provides an assessment of the application against the State and Local Planning Policies within the Melbourne Planning Scheme and provides an analysis of how the development responds to the land use and built form context. Overall, the assessment demonstrates that the proposal is appropriate for the following key overarching reasons:

- The proposed development is located in an area that is earmarked for major urban renewal. The proposed development is likely to be a catalyst for the desired change within this area.
- The height of the building is appropriate and is supported by the surrounding built form and high quality architectural response.
- The proposal is consistent with the relevant objectives and policies of the State and Local Planning Policy Framework.
- The proposed land use (retail and residential) will provide an appropriate mix of uses in this location and will deliver convenience retailing in a location of future growth.
- The proposal will not have an adverse effect on the amenity of the surrounding users and will provide a high level of amenity for future residents.

2. SITE DESCRIPTION AND URBAN CONTEXT

2.1 Subject Site

The subject site is located at 101-117 Canning Street, 168-190 Macaulay Road and 2-24 Vaughan Terrace in North Melbourne. The site is contained within two allotments (refer to the copies of the Certificate of Title in Appendix 2 of the 'Supporting Documents' folder).

The site is approximately triangular in shape, with frontages to Vaughan Terrace, Canning Street and Macaulay Road. There are a number of street trees along all street frontages.

The total approximate site area is approximately 8156 square metres.

The site slopes falls by approximately five metres from the north-eastern corner (intersection of Canning Street and Shiel Street) towards to the south west corner (Macaulay Road).

There is an existing two storey office/industrial building on the site.

2.1.1 Immediate Interfaces

The immediate interfaces of the subject site are described as follows:

- Canning Street abuts the subject site to the north. Canning Street runs in an east west direction. Adjacent to the subject site to the north of Canning Street and is a tall social housing building (approximately 21 levels).
- The site to the east contains a bus depot which is accessed from Macaulay Road. Archives Australia is located further to the east. This site has a mixed use zoning and contains a combination of one and two storey buildings. An at grade carpark is located further to the east, accessed from Shiel Street. Adjacent to the carpark, accessed from Macaulay Road is a medium density residential development (approximately four storeys).
- Macaulay Road (Road Zone Category 1) abuts the subject site to the south. The road runs in a north-west to south-east direction. There is an industrial zoned area of land that lies to the south of Macaulay Road, with a panel beater and a hardware store fronting Macaulay Road adjacent to the subject site.
- A public park is located to the west of the subject site, adjacent to Vaughan Terrace. The tree-ringed park is triangular in shape and provides a natural buffer between the intersections of Canning Street, Macaulay Road and Boundary Road further to the west.



View 1 - Canning Street



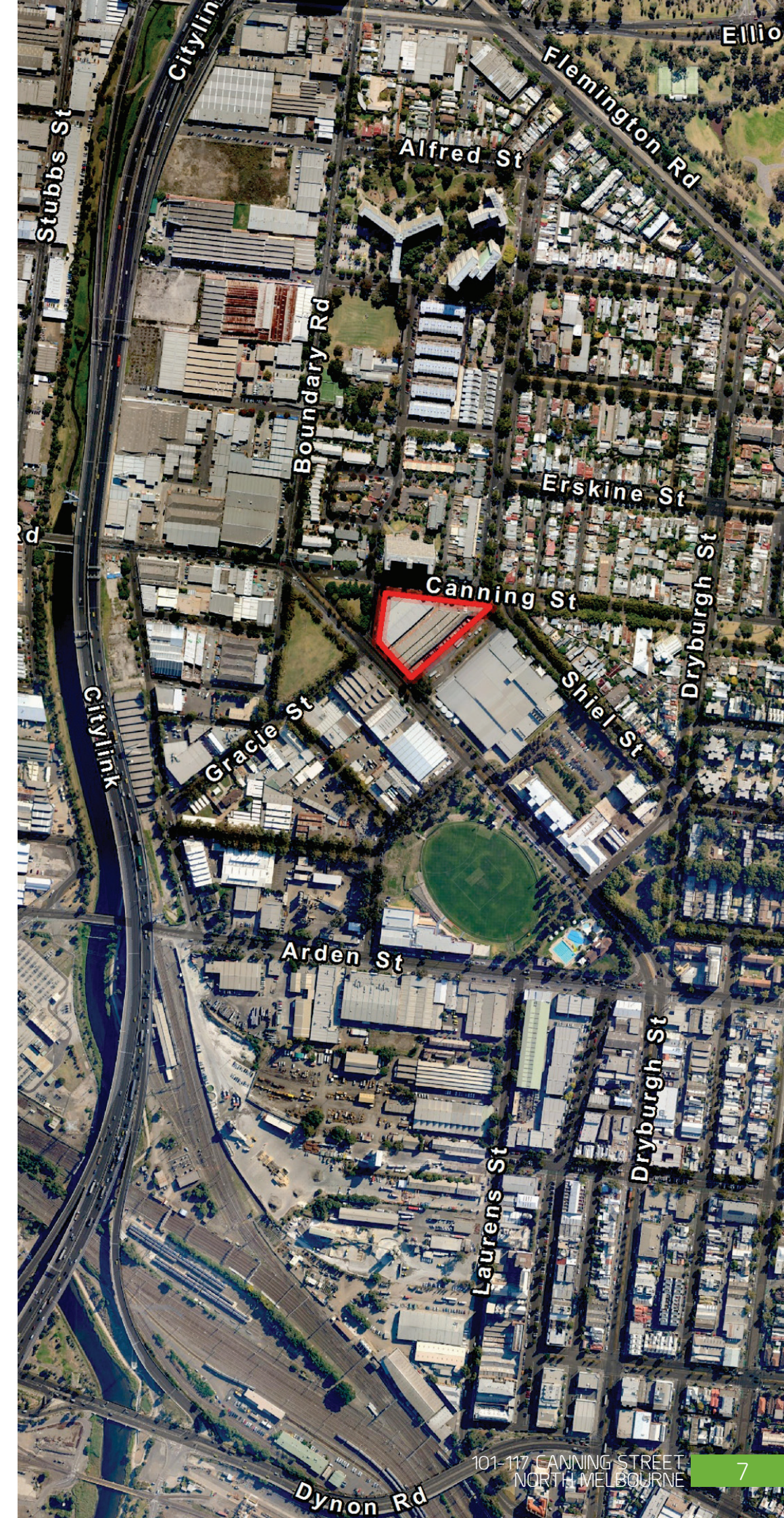
View 2 - Vaughan Terrace

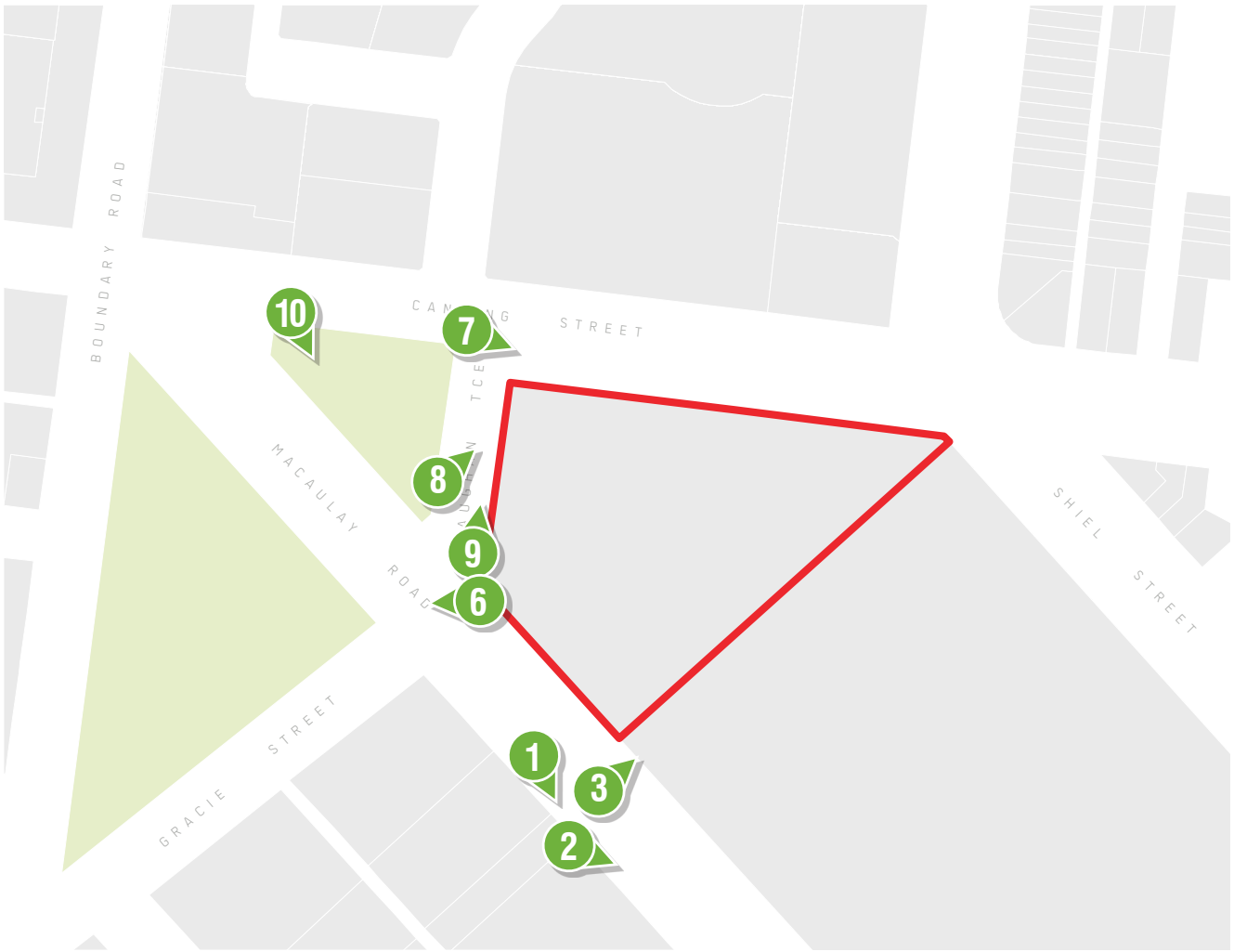


View 3 - Macaulay Road



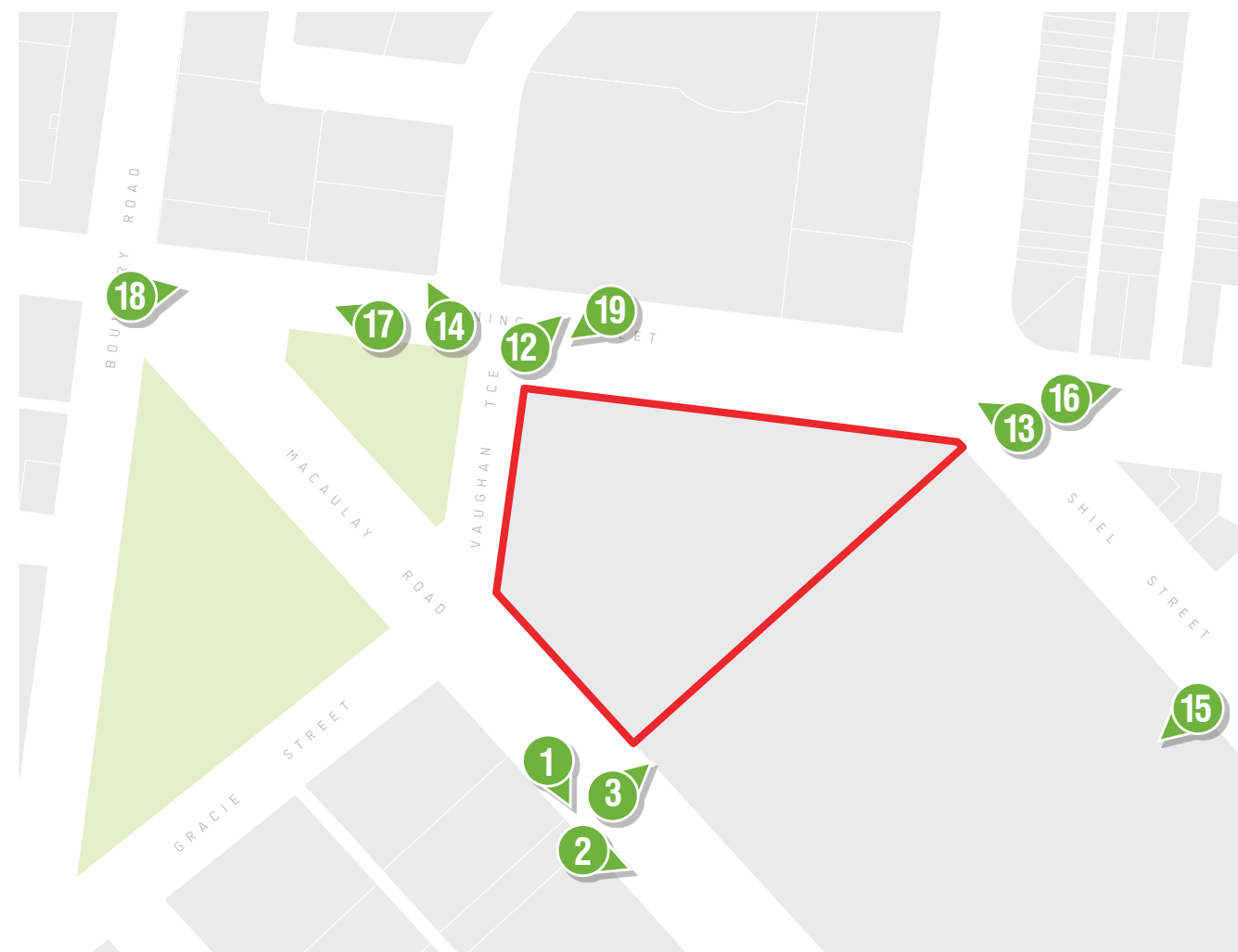
View 4 - Canning Street, existing streetscape





Key Plan





Key Plan

2.2 Urban Context Analysis

The area as a whole has primarily been an industrial precinct since the 19th century and is now characterised by low density, manufacturing, wholesale and storage, activities, with some residential areas (including the housing estate).

The area is considered to be underutilised given its proximity to the economic, social and cultural amenity of the Melbourne CBD.

The City of Melbourne has identified the decline in manufacturing based economy and the potential for ongoing change and renewal. In the Arden Macaulay draft Structure Plan, the City of Melbourne predicts that the local population will increase from approximately 3000 residents and 3300 workers to as many as 25,000 residents and 30,000 workers.

The draft structure plan further identifies the lack of retail services, specifically supermarkets, within this area.

Figure 3 shows the Urban Growth Framework Plan as per the proposed MSS (Planning Scheme Amendment C162). The figure shows Council's response to the expected increase in population and employment. The red shaded areas are expected to undergo significant urban renewal. The subject land is located within a orange shaded area (Ongoing Change Area) and is surrounded by red shaded areas (urban renewal areas)

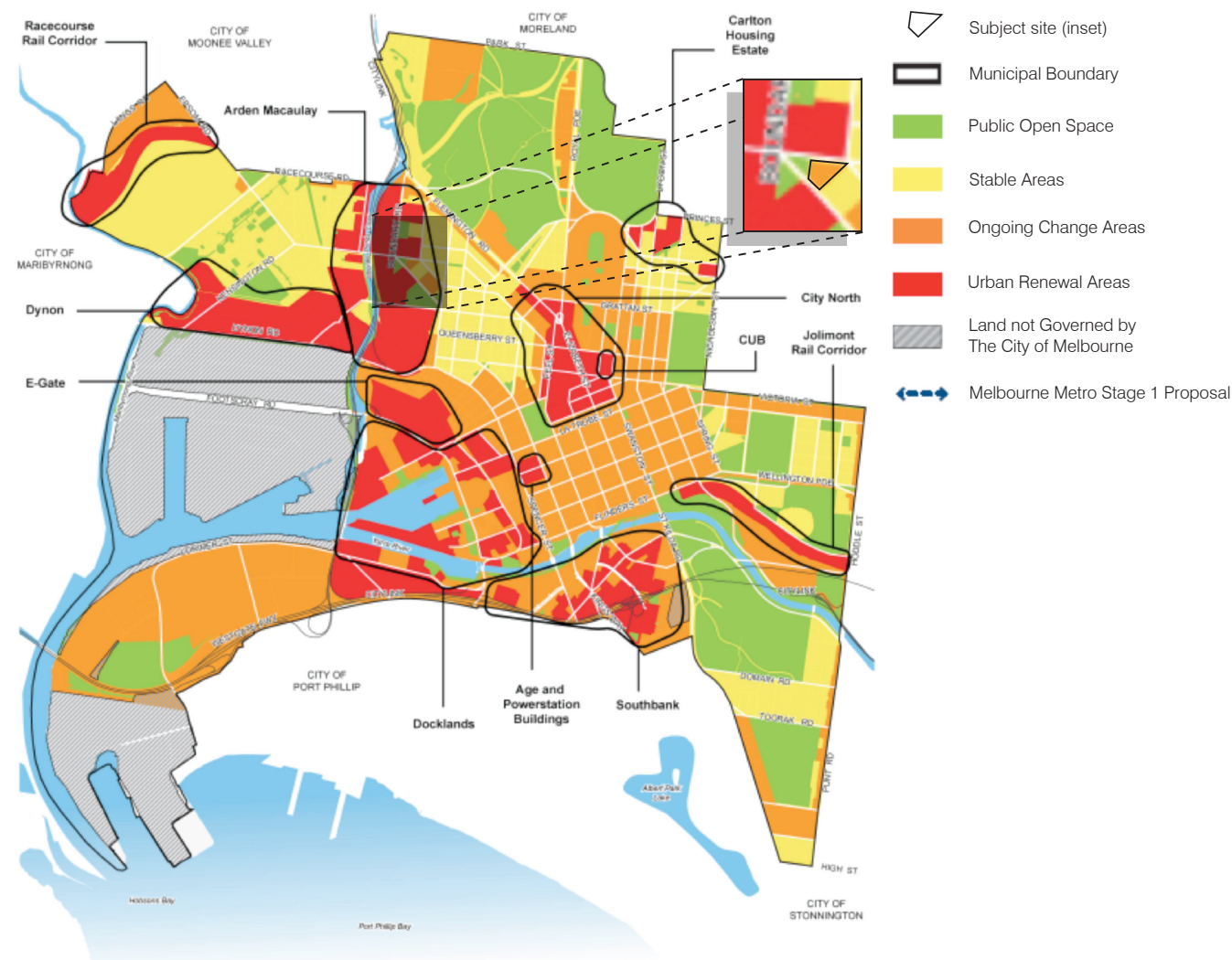


Figure 3 MSS Urban Growth Framework Plan

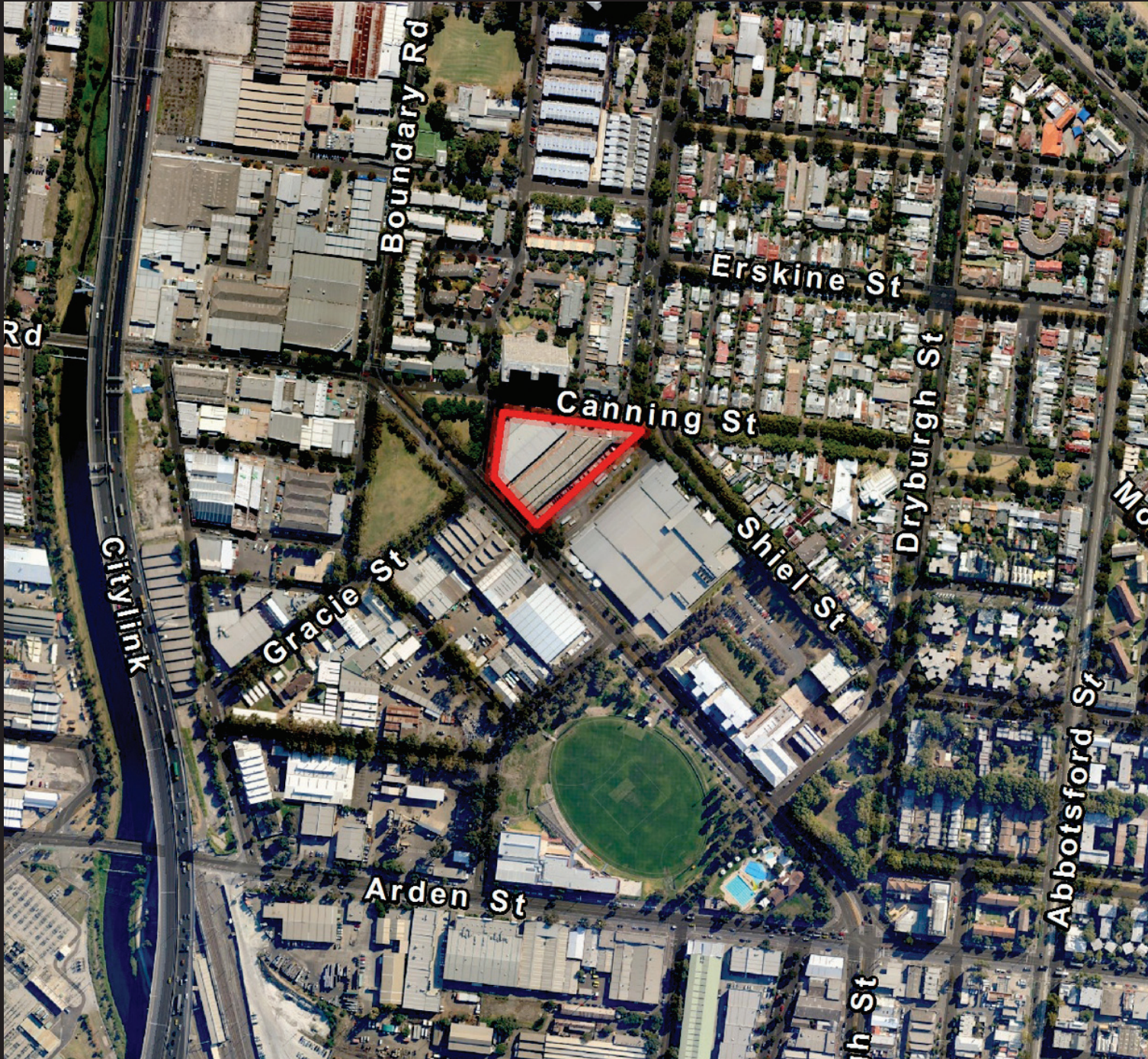


The site is located in an area that is traditionally characterised by industrial land uses.

2.3 Opportunities and Constraints

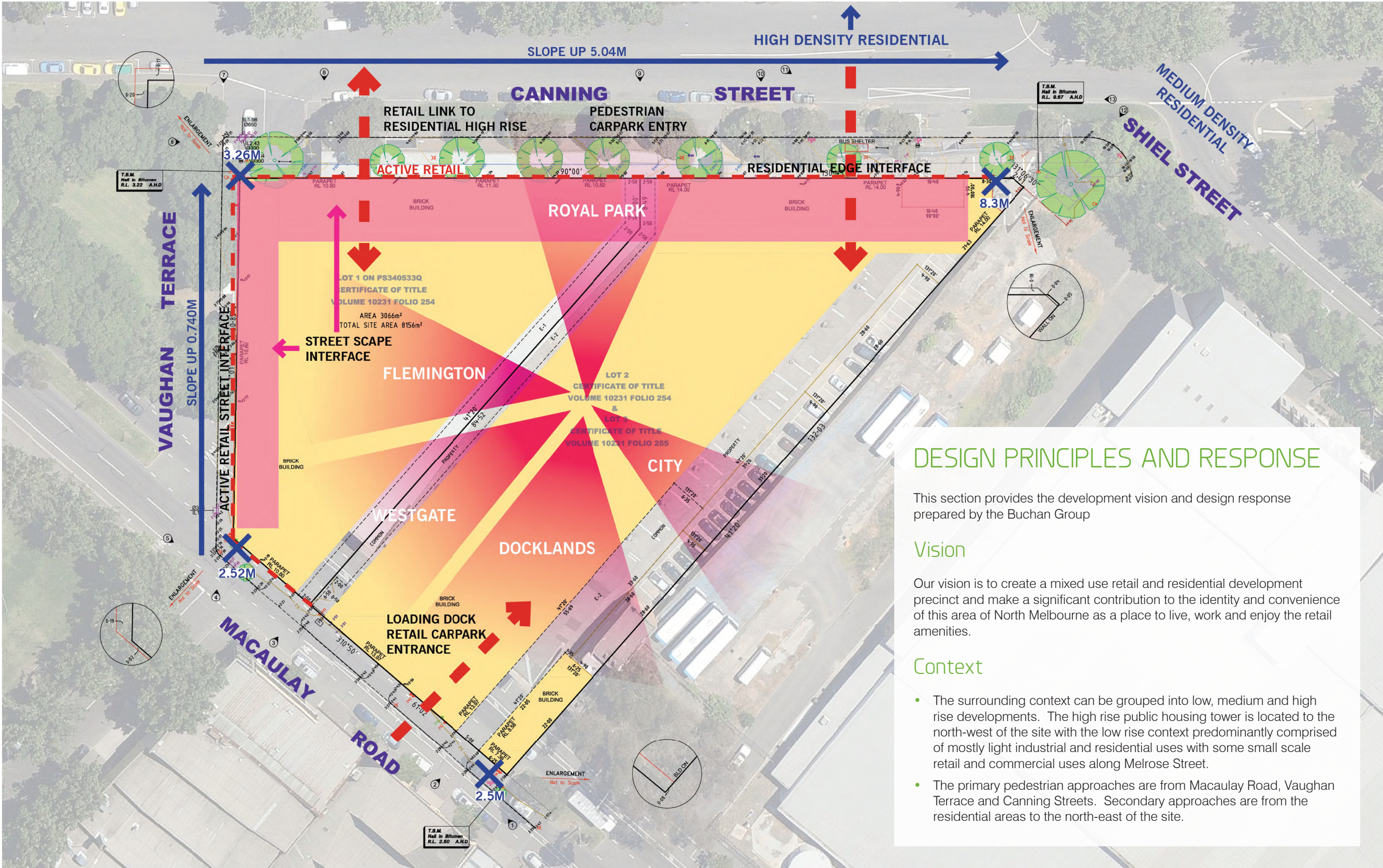
Based on our analysis of the site and context, we have identified the following development opportunities and constraints:

OPPORTUNITIES
Located within an area that is earmarked for urban regeneration.
Good access to transport options.
Good access to public open space areas.
High built form is already present in the area.
Multiple frontages enable the seperation of residential and retail access.
Potential for good views in all directions.
CONSTRAINTS
Site subject to inundation overlay.
Possible remediation required.
Intact residential area located to the north east.



Design Principles

This section provides an overview of the design principles that have informed the proposal.



DESIGN PRINCIPLES AND RESPONSE

This section provides the development vision and design response prepared by the Buchan Group

Vision

Our vision is to create a mixed use retail and residential development precinct and make a significant contribution to the identity and convenience of this area of North Melbourne as a place to live, work and enjoy the retail amenities.

Context

- The surrounding context can be grouped into low, medium and high rise developments. The high rise public housing tower is located to the north-west of the site with the low rise context predominantly comprised of mostly light industrial and residential uses with some small scale retail and commercial uses along Melrose Street.
- The primary pedestrian approaches are from Macaulay Road, Vaughan Terrace and Canning Streets. Secondary approaches are from the residential areas to the north-east of the site.

Figure 4 Site Analysis, highlighting some of the key site constraints and potential design responses.

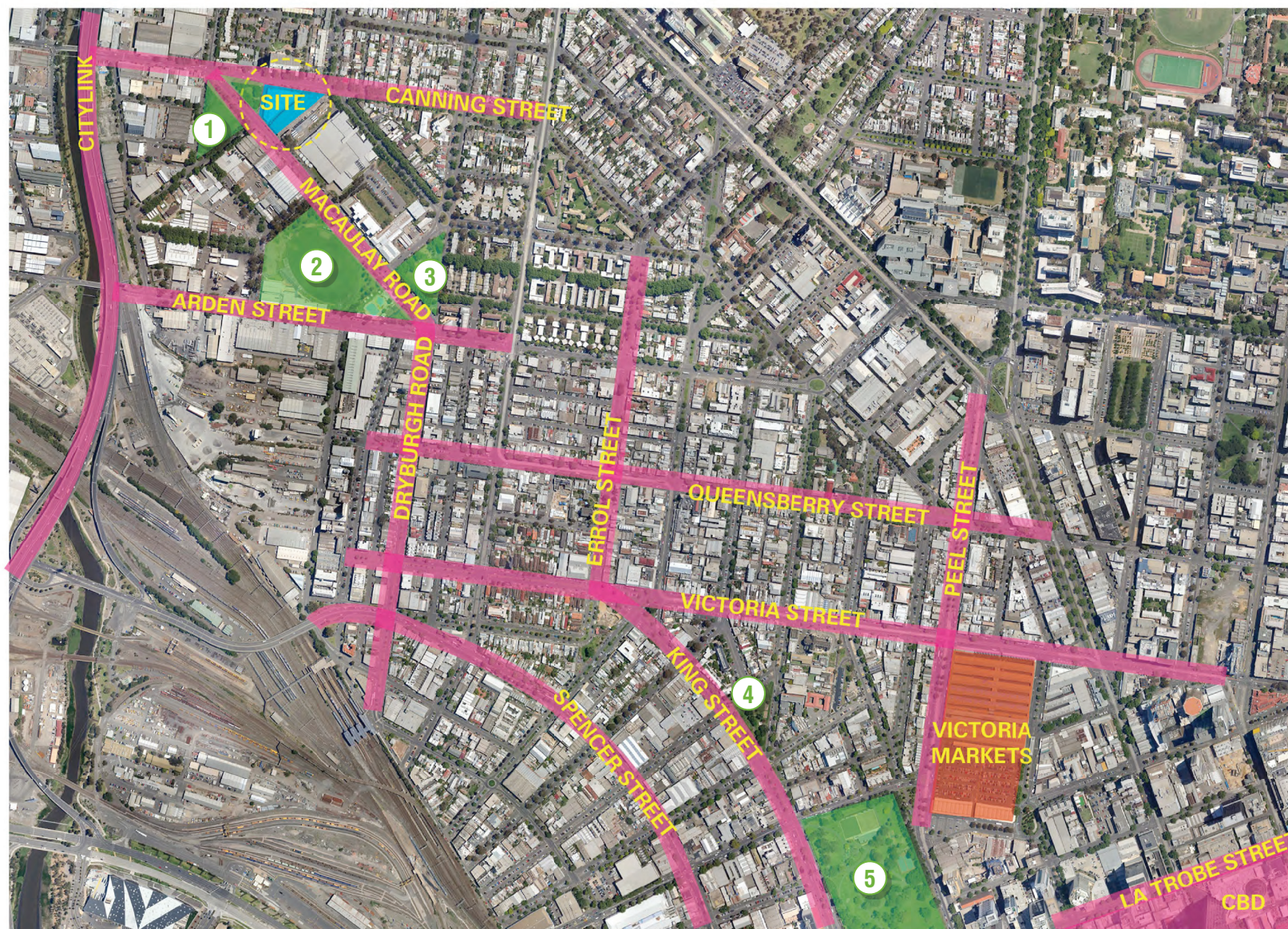


Figure 5 The subject site enjoys good access to a range of public open spaces, including both passive and active open space.

- ① Clayton Reserve
- ② North Melbourne Cricket Ground
- ③ Gardiner Reserve
- ④ Eades Park
- ⑤ Flagstaff Gardens



Figure 6 View looking north west towards the site.

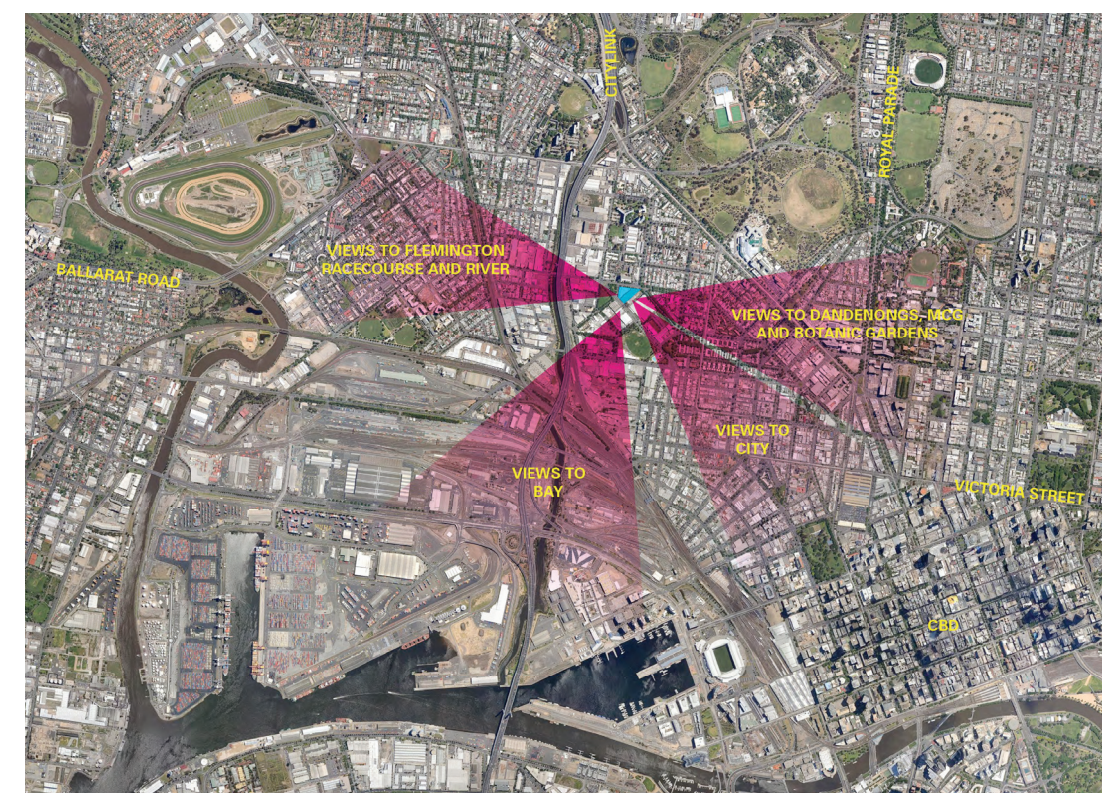


Figure 7 View Corridors. The site enjoys views to the east, south and west. Views to the north are restricted due to the housing development.

Topography and Access

The site's topography has a high point at the northeast corner of the site on Canning Street and falls approximately 5-6m to the southwest corner. The surrounding land indicates that the site's original grade would have been on an inclination sloping in a south-westerly direction. The north-western section of the site appears to have been cut to a similar level as the southern half of the site, as a split-level building has been constructed on the Canning Street end of the site.

The proposed built form seeks to take advantage of the existing site fall allowing for the full line supermarket to be sited in a manner which allows direct access on grade from Canning Street into the retail mall at RL 4.0 with a through site link to Vaughan Terrace adjacent to the residential lobby lounge entry. Loading access is established from Macaulay Road and the existing site levels allows for good clear direct loading vehicle access at RL 2.50 to an elevated loading dock at RL 3.92 which directly relates to the supermarket trading floor and stock room, this loading arrangement is ideal for the functional servicing of the supermarket. The existing topography also allows for the separation of the retail and residential car park entries. The Macaulay Road retail car park access allows staff and retail customers to feed directly into the basement car parking levels whilst the existing road levels to the north-east at Canning St allows for good clear access for residential vehicles to feed directly into the elevated residential podium car park levels. The proposed urban plaza at the corner of Canning and Shiel Streets is arranged at an at-grade level allowing for direct pedestrian access to the urban plaza as well as the restaurant/café tenancy and residential tower lift lobby.

A well designed pedestrian and vehicular circulation and movement network is vital to the successful integration of this site with its surrounds as well as its own internal functioning. Prioritising the pedestrian and vehicular movements to support the ongoing viability of the retail centre is critical, as is catering to the needs of public transport and bicycle users travelling to this development. To this end, commercial, retail, public vehicles, including public and private pedestrian movements, are physically separated.

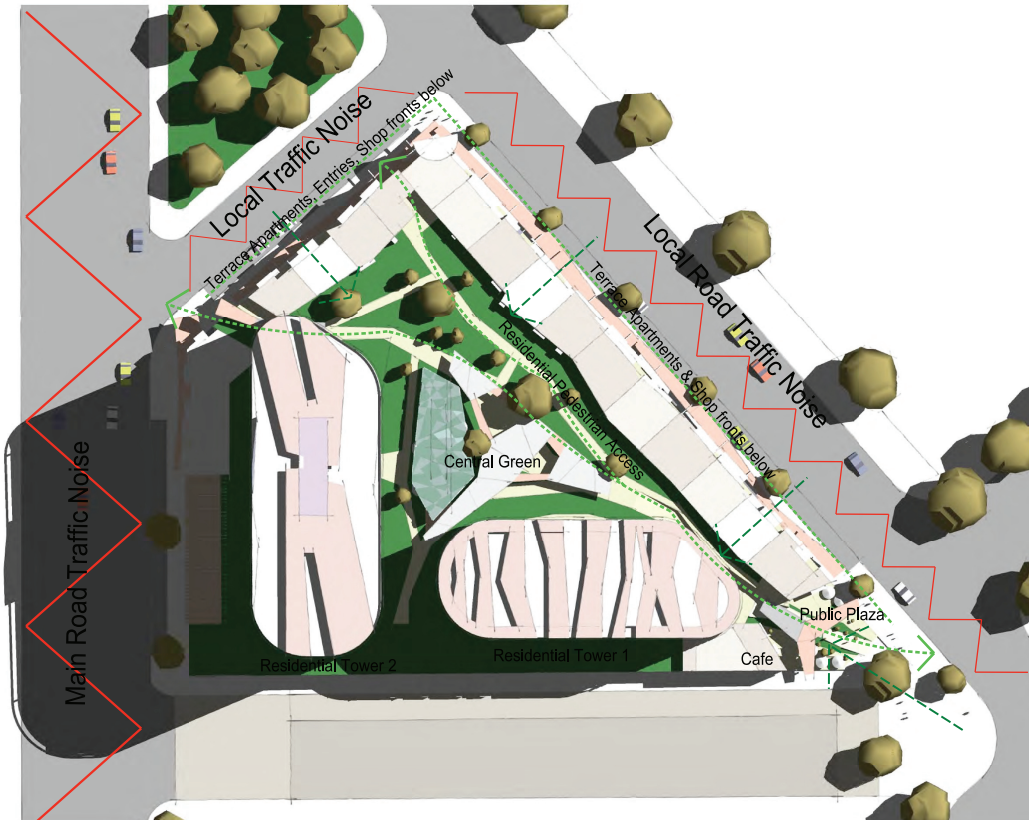


Figure 7 Pedestrian and vehicular access.



Figure 8 Macaulay Road

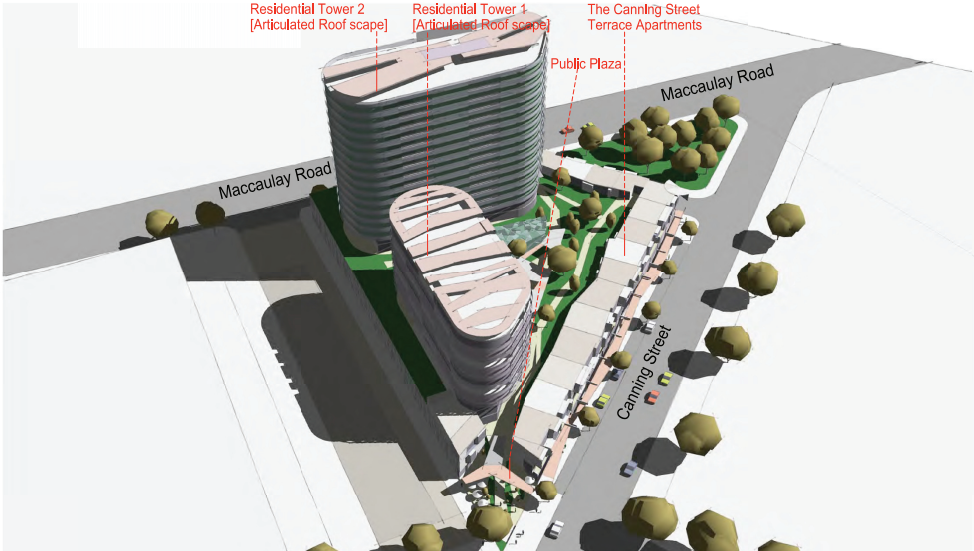


Figure 9 The Canning Street urban plaza.



Figure 10 Macaulay Road elevation.

Design Excellence

The residential tower design is comprised of a series of stepped volumes that respond to its respective orientation, topography and context. The resulting envelope of the proposal creates a dynamic assemblage that is benchmarked to deliver a world class mixed-use development, designed to reinvigorate this important edge of North Melbourne.

The retail centre design integrates with the proposed building fabric and aims to fit into the local neighbourhood. The design layout of the retail centre aims to maximise visibility of the specialty store shop fronts and building entries including the through site link via the proposed internal retail mall. Vehicular and building services are planned with distinct separation from public trading zones, minimising any overlap between pedestrians, retail customers, residential visitors, private and service vehicles which is critical to the success of any mixed-use development.

Urban design outcomes are achieved in the proposal by adopting a 3 storey high expressed active edge podium along the entire length of Canning Street, Vaughan Terrace and part of Macaulay Road. A mix of specialty retail tenancies, home offices/ terrace apartments and building entries are composed in a manner which aim to activate the important street edges and also act as a 'sleeve' to screen the raised podium car park levels.

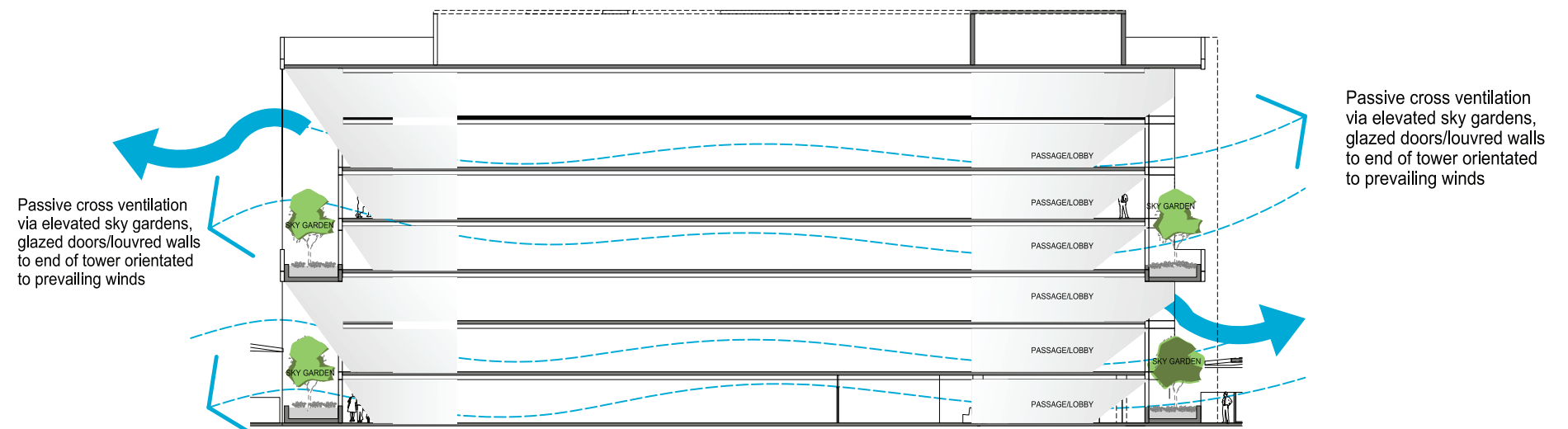


Figure 11 Sky Garden - Part tower section detail.

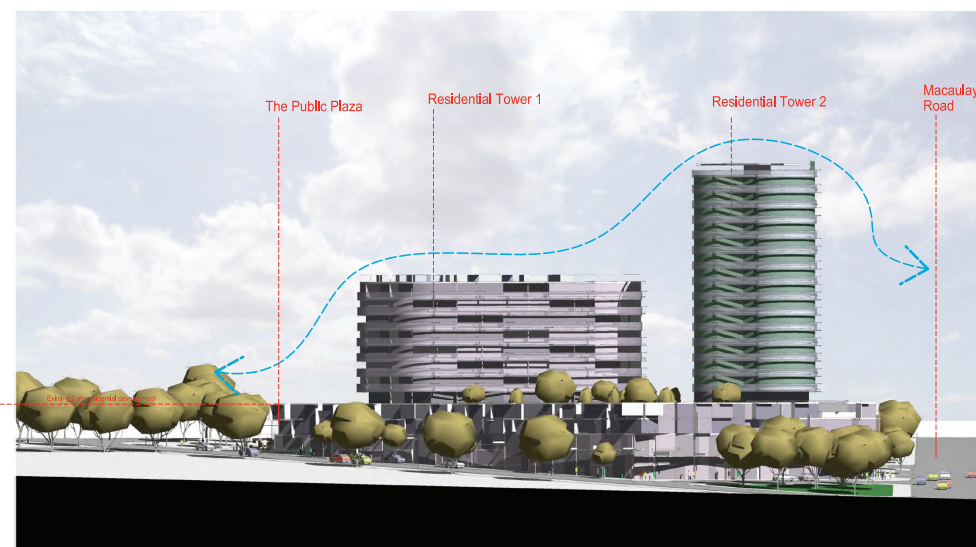


Figure 12 Canning Street & Vaughan Terrace corner elevation.

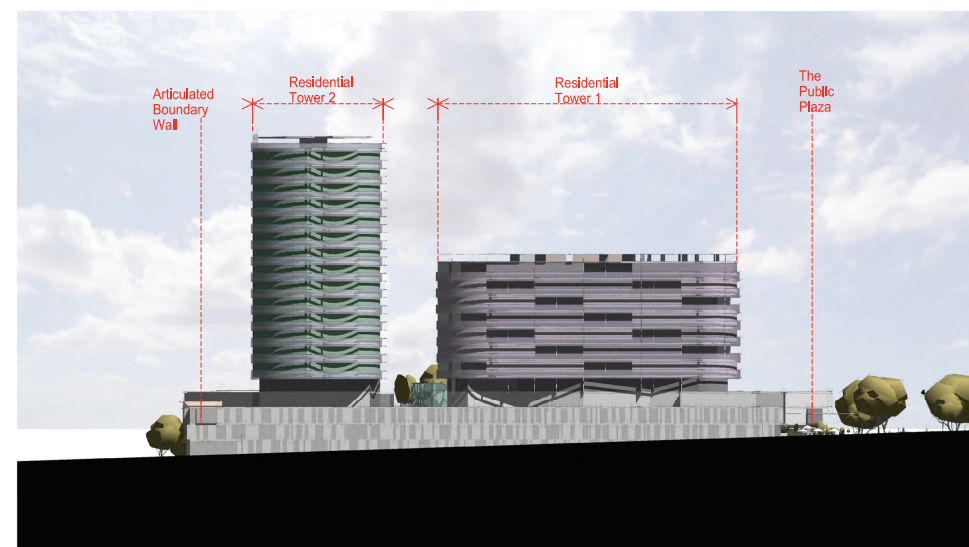


Figure 13 South east elevation.

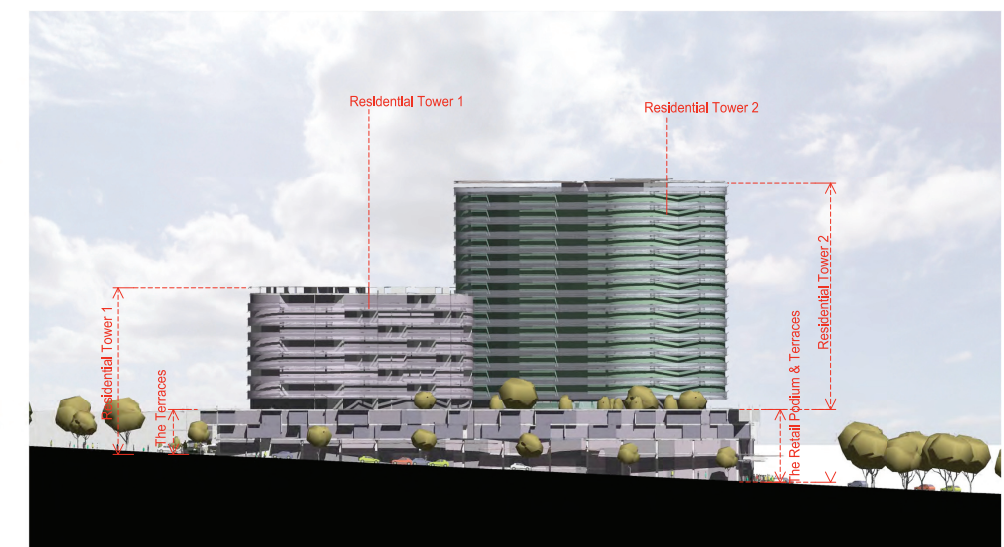
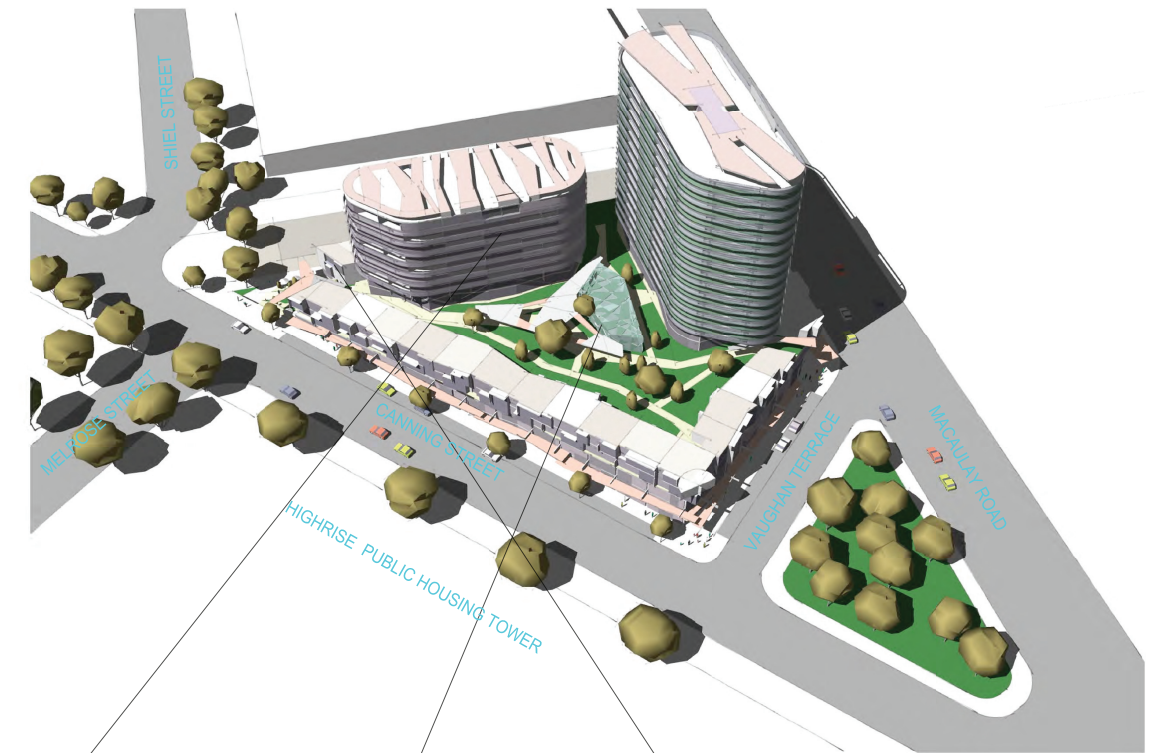
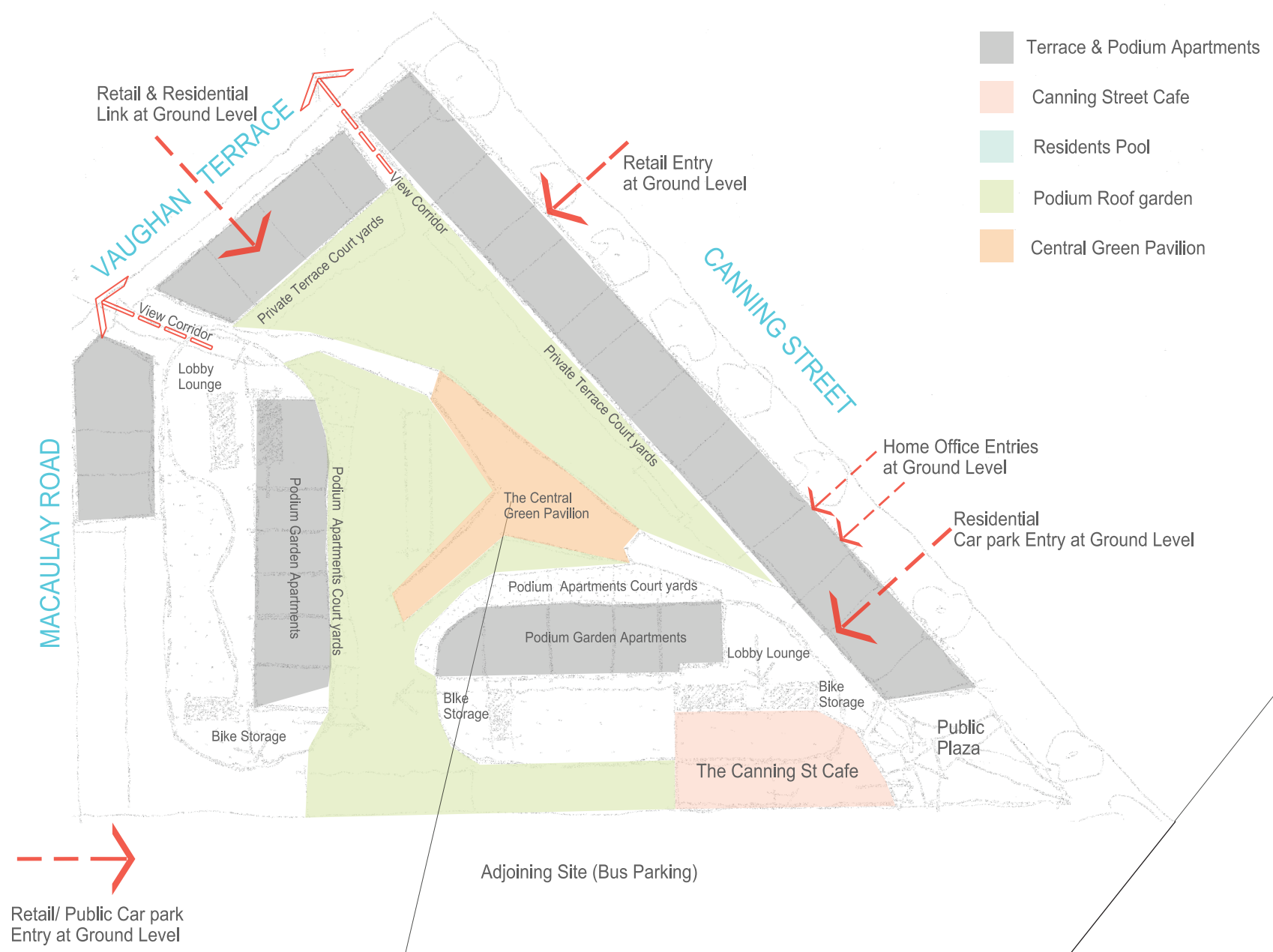
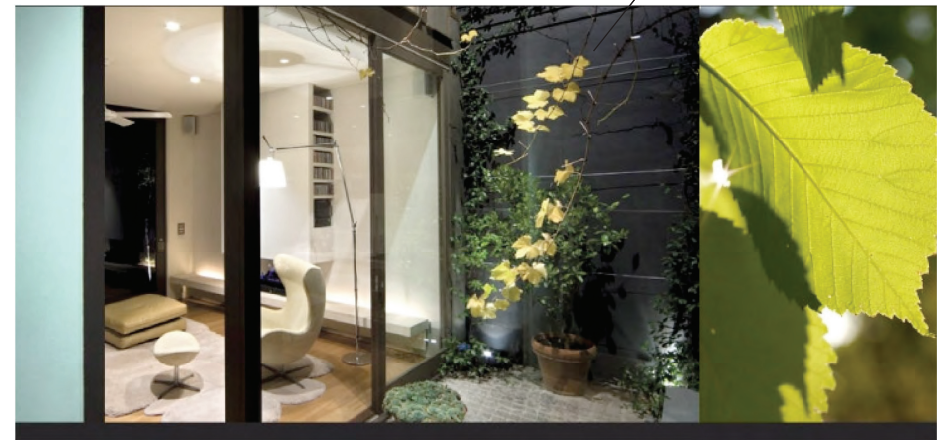


Figure 14 Canning Street elevation.



The Central Green Pavilion



The Apartment Terraces



The Residents Pool



The Canning Street Cafe Interior Fit-out Benchmark

Figure 15 Design response.

Architectural Expression Built Form

The built form must respond to and respect the key public street frontages at Canning Street, Vaughan Terrace and Macaulay Road while providing a contemporary and appropriate high quality built form and response to this important site.

The built form draws from the typology of the pedestrian oriented North Melbourne streetscapes with the architectural expression of a highly variable grain size at podium level evident and referenced from the residential areas of Canning and Shiel Street.

The proposed built forms aim to provide a balance of solid and void, external/internal spaces, covered and open areas.

The contemporary use of materials is inspired by the local built fabric seen in the adjoining industrial buildings and terrace houses surrounding the site. This proposed material palette includes natural precast concrete panels, recycled timber and black steel to the street awnings and clear glazing to the active shop fronts.

The podium built form is massed in a manner which provides a human scale, activating the street frontages. The residential towers beyond are composed in varying building heights and massing offering a juxtaposition of built form which gives further variety and interest.

The new built form aims to create a memorable and iconic architectural form for this development that has integrity, is aesthetically clean and uncluttered, providing a building design that will be worthy of this important setting.

The abiding aesthetic objective for this development is to allow the softly undulating shapes, lines, shadows and shades a play of 'ciaro' and 'scurro' to read clearly and without clutter. An architecture of light, texture and interlayer/glass fritting elements are proposed to add a rich texture of light, shade, reflection and warmth, accordingly, the residential towers which are positioned above the retail development podium will be clad in vision and fitted coloured glass with all facets and edges glazed which will articulate the curving edges most effectively. The curved undulating residential tower massing aim to provide a defining image for this important large and pivotal North Melbourne site. The 2 residential towers are composed of varying heights and expressed in distinctly different yet complimentary coloured glass; the 7 level Tower 1 will be clad in platinum/silver glass, whilst the 13 level tower will be clad in green glass. This composition and material palette aids in adding variety and interest.

The retail and residential facades are provided with a variety of Environmentally Sustainable Development (ESD) principles. Shading devices including canopies over the retail and residential entries and edges are incorporated into the glazing and façade system so that all facades perform to the appropriate design levels from both heat gain/loss and functionality. The careful consideration of building massing, heights, setbacks, built form and a variety of material colours and texture palette including the incorporation of deep recessed balconies as shading devices to the north and west facing apartment successfully creates iconic presence.

The Creation of a Landscaped Roof Deck Residential Amenity Space

A fundamental objective has been to develop a residential and public visitor movement and management strategy that effectively links together the new and existing public interfaces surrounding this site. The new creation of a new landscaped urban plaza at the ground interface of this development at Canning and Shiel Street interfaces allows for an opportunity to link the roof deck residential amenity space with a through block link to the wider public realm at street level.

The shaping of the entrances which interface the new public plaza and the creation of public activities and surveillance of these spaces is critical, the proposed scheme, successfully addresses these critical public and private interfaces.

The landscape design aims to create a vibrant and useable public domain connection between Canning Street and Vaughan Terrace.

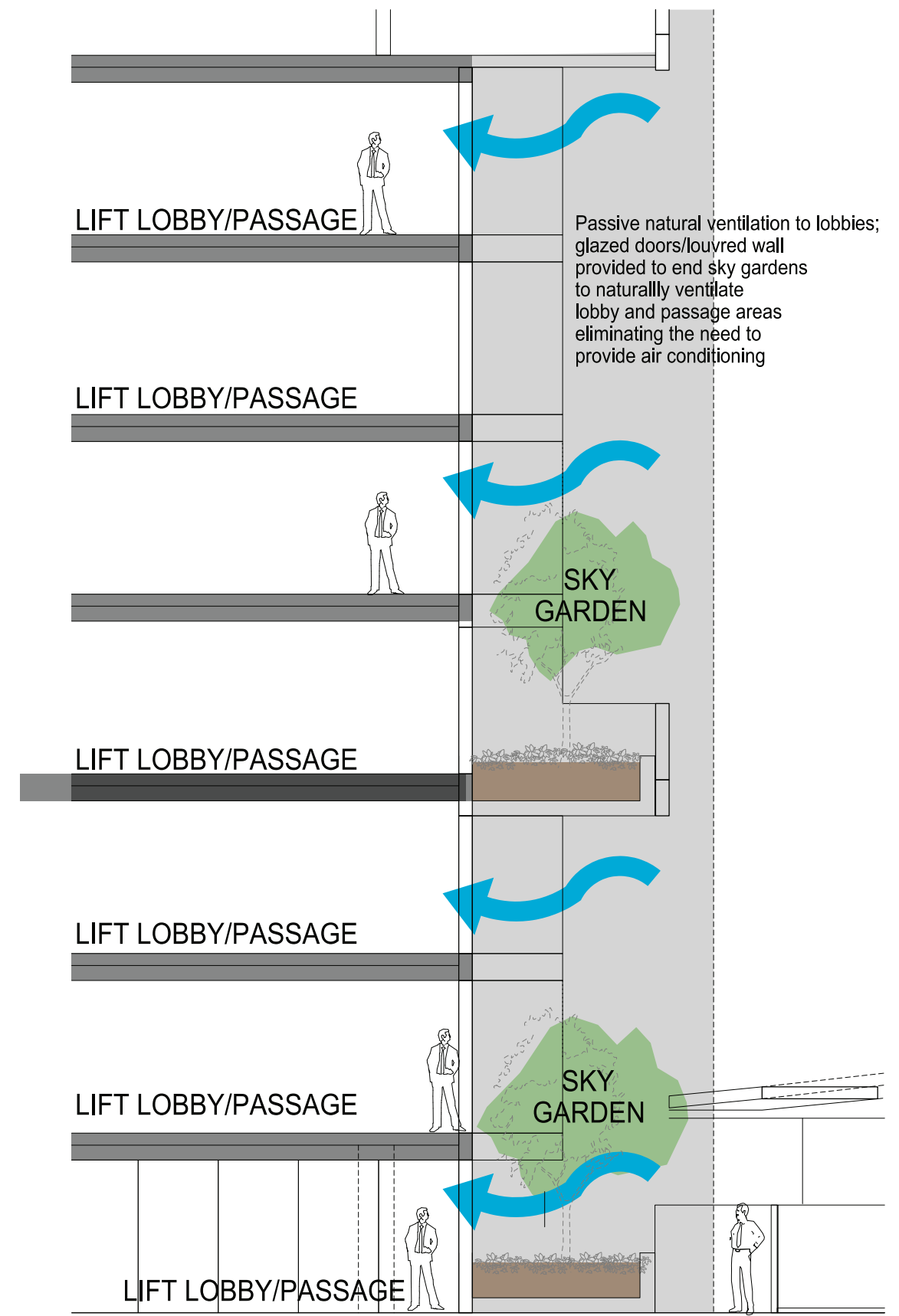


Figure 16 Residential Sky Gardens - detail facade section.



3. THE PROPOSAL

The proposal comprises a mixed use development, with ground level retail offer, including a full-line supermarket, carpark podium (cased with residential development to Vaughan Terrace and Canning Street), and two oval-shaped residential towers that are orientated in a perpendicular arrangement.

The proposal has evolved through detailed site analysis, and careful consideration of the surrounding context and site opportunities and constraints.

A planning permit is sought at the subject site for:

- **Clause 32.04.1 (Mixed Use Zone)** for the use of the land as a shop;
- **Clause 32.04-5 (Mixed Use Zone)** for the construction of two or more dwellings on a lot;
- **Clause 32.04-7 (Mixed Use Zone)** for buildings and works associated with a Section 2 use (shop); and
- **Clause 44.04-1 (Land Subject to Inundation Overlay)** for the construction of a building.
- **Clause 52.06 (Advertising Signs)** for the establishment of business identification and directional signage
- **Clause 52.06 (Carparking)** for a waiver of the statutory requirement
- **Clause 52.27 (Licensed Premises)** for the use of the land to sell liquor.

This section of the Report should be read in conjunction with the Book of Plans, setting out the architectural and landscape proposal.

3.1 Land Use

The proposed mixed use development has two key components:

- Retail (supermarket, specialty shops and café); and
- Residential

Table 1 below provides a summary of the proposed development.

Component	Area/number
Retail (supermarket)	4,350square metres
Retail (speciality, including shop and food and drink)	1,550 square metres
Apartments	304
Carparks (allocated to the retail uses)	301
Carparks (allocated to the residential uses)	303

3.2 Site Layout and Built Form

The development has been designed to take advantage of its corner location, and the fall across the site. In summary, the building will be designed and sited as follows:

- The proposed development can be broken up into three distinct built form elements as follows:
 - The podium will be built to the site boundary and extends over the entire area of the site. The eastern and northern portion of the proposal is proposed to contain town house style apartments which will activate the Canning Street and Vaughan Terrace edge of the development. The podium will be glazed with grey precast concrete panels. The north western corner of the podium (Macaulay Road and Vaughan Terrace) frontages will have vertical louvers with a light green powdercoat finish.
 - Two residential towers are located above the podium, arranged perpendicular to each other to minimise shadow and overlooking impacts, and optimise views and access to daylight. Curved balcony features have been utilised to form oval shaped buildings, which form a distinctive and high quality features in the skyline, as well as optimising opportunities for views.
 - Residential Tower 1 will be located on the south eastern side of the podium and has an approximate maximum building height of RL 36.6 metres (7 storeys). Tower 1 will be finished with a silver pearl matt glazing.
 - Residential Tower 2 will be located on the western side of the podium and has an approximate maximum building height of RL 58.5 metres (13 storeys). Tower 2 will be finished with a double glazed green/silver curtain wall system. The glazing has been spaced to provide for apparent movement within the building.
- The proposed setbacks are as follows:
 - The four level podium will be built to the boundary (zero lot line);
 - Tower 1 will be setback from the eastern property boundary (shared to the bus depot) by 6.45 metres. The tower has a curved south eastern edge with setbacks that vary between 32 metres, 20 metres and 12.05 metres to the Shiel Street and Canning Street corner.
 - Tower 2 presents its narrow side to the eastern boundary and is setback by 4.84 metres from this shared site boundary. Tower 2 is setback 12.04 metres to Macaulay Road and 6.65 metres to Vaughan Terrace.
 - There is good separation between the towers, which at its minimum is 12.78 metres.
- A two-level basement retail carpark will be access via a ramp and new cross-over to Macaulay Road.
- The ground floor level will contain the supermarket and speciality retail shops. Key pedestrian entrances to the retail level will be from Canning Street (via the Urban Plaza), from Canning Street (near the corner of Vaughan Terrace), and from Vaughan Street (near the corner of Macaulay Street). These multiple entrances will provide for site permeability and mid-block links through the site.
- Direct access to speciality retail tenancies is provided from Canning Street and Vaughan Terrace (confirm).
- A loading bay is proposed to be located at the ground floor level on the western side of the development and will be accessed from Macaulay Road. Loading arrangements have been designed to ensure that vehicle egress and ingress is in a forward direction.
- The two-level podium above the ground floor will contain mostly residential carparks (accessed via a ramp and new crossover to Canning Street), with residential apartments along the north and eastern boundaries.
- The podium level contains residential apartments along the northern and eastern boundaries (fronting Vaughan Terrace and Canning Street respectively). There will also be a podium roof garden, swimming pool, pavilion and café located at the podium level for residents of the proposed development.



Figure 17 The proposal, corner Vaughan Terrace and Canning Street.

3.3 Retail Component

The retail component of the proposed development is located entirely on the ground floor and is summarised as follows:

- A 4,500 square metre supermarket will be located on the southern portion of the site. This includes ancillary offices, changing rooms and staff lockers located on the south eastern side.
- Nine speciality retail shops will be located on the north eastern corner of the site and have a combined leasable floor area of 1165 square metres (plus 550 square metres of non-leasable retail mall space).
- The retail floor area will be accessible from the basement carpark via an escalator, and multiple entrances from Canning Street and Vaughan Terrace.
- It is anticipated that the supermarket will operate between 6am and 12am, with access to the loading bay available 24 hours a day.
- Packaged liquor is likely to be sold on site and will require a license under the Liquor Control Reform Act 1998.

3.4 Residential Component

The residential component of the proposed development is summarised as follows:

A total of 304 apartments are proposed to be located within two separate towers and along the Canning and Vaughan Terraces frontages of the development as follows:

- There will be 59 town house style apartments along the Canning Street and Vaughan Terrace frontages, set into the three level podium as follows:
 - 17 x apartments at the ground floor level
 - 21 x apartments at the first floor level
 - 21 x apartments at the second floor level
 - 25 x 1 bedroom apartments and 34 x 2 bedroom apartments

It is envisaged that two town house style apartments could be used for home offices.

- Tower 1 will be seven storeys and will be located on the southern side of the podium. Tower 1 will have the following mix of apartments:
 - 36 x 1 bedroom units;
 - 24 x 2 bedroom units; and
 - 12 x 3 bedroom units.
- Tower 2 will be thirteen storeys and will be located on the western side of the podium. Tower 2 will have the following mix of apartments:
 - 72 x 1 bedroom units;
 - 60 x 2 bedroom units; and
 - 24 x 3 bedroom units.
- The proposed residential facilities/amenities include a swimming pool, gym and individual areas of private open space and communal open space.

3.5 Signage

Signage forms an integral part of the proposed development and is essential in providing for the effective operation of the business and directing residents and patrons to the correct entrances. The architectural plans prepared by the Buchan Group includes an ‘External Signage Zones’ plan which shows the locations and dimensions of the proposed signs. A summary of proposed signage is provided above in Figure 18.

Figure 18 Signage summary.

LOCATION	SIGNAGE CLASSIFICATION	SIGNAGE AREA (m²)	DESCRIPTION	COMMENT
Canning Street	Direction Sign greater than 0.3 square metres	5.6	Sign located on the northern side of the Canning Street Podium at the entrance to the residential carpark	Internally illuminated
	Business Identification Sign	7	'Woolworths' sign located at the retail entrance to the development towards the northern end of Canning Street	Internally illuminated
Vaughan Terrace	Business Identification Sign	7	'Woolworths' sign located centrally above the retail/ residential entry on Vaughan Terrace.	Internally illuminated
	High Wall Sign	35.75	Woolworths Apple Logo located 11 metres from the ground level towards the western end of Vaughan Terrace.	Internally illuminated
	Direction Sign greater than 0.3 square metres	60	'p' sign to indicate entrance to the carpark located on the western side of Vaughan Terrace.	
	Direction sign greater than 0.3 square metres	16	'p' sign to indicate entrance to the carpark located on the western end of Vaughan Terrace.	
Macaulay Road	Business Identification Sign	7	'Woolworths' sign located above the retail/residential entry towards the northern end of Macaulay Road.	Internally illuminated
	High Wall Sign	35.75	Woolworths Apple Logo located11 metres from the ground level towards the western side of Vaughan Terrace.	Internally illuminated
	Direction Sign greater than 0.3 square metres	16	'p' sign to indicate entrance to the carpark located on the southern end of Macaulay Road.	
Southern Interface	Direction Sign greater than 0.3 square metres	16	'p' sign to indicate entrance to the carpark located on the western side of the southern façade.	

3.6 Carparking and Access

The proposed carparking and access provisions can be summarised as follows:

- 11 spaces and two taxi ranks will be provided at grade
- 301 retail carparking spaces will be provided within two basement levels and will be accessed via MacCaulay Road.
- 303 residential carparking spaces will be provided within the two podium level carparks and can be accessed via Canning Street.
- The supermarket loading bay will be located along the western side of the site and will be accessed from MacCaulay Road. The operation of the loading bay will comply with EPA N1 criteria. The loading bay has been designed to ensure that trucks can enter and exit the site in a forward direction.
- Lengthening the left short lane on the Boundary Road north approach from 60m to 80m to result in a traffic outcome that is comparable to the existing conditions.

For more details of the proposed access and carparking arrangement please refer to the traffic engineering assessment prepared by GTA.

3.7 Waste Management

Wastetech Services advised about appropriate waste management methods and their reports are included in the supporting documents folder that was submitted as part of this application.

A summary of the proposed waste management for the development is as follows:

- Residents will separate waste and recyclables for internal collection by the building manager;
- Collection of the residential waste will be undertaken by a private collection contractor three times per week;
- Supermarket collection will occur on a daily basis with recycling collection on a weekly basis; and
- Specialty retail collection will occur two times per week.

3.8 Landscaping

FORMium Landscape Architects have prepared landscape plans, which are included within the 'Book of Plans'. In conjunction with these plans, the key features of the landscape proposal include the following:

At the ground level:

- Streetscape paving to provide seamless treatment to areas of the public realm and subject site, including urban plaza. Paving treatment is proposed as precast concrete paving in charcoal, grey and beige with a contrasting exposed aggregate.
- Stainless steel bicycle hoops located in close proximity to retail and residential entrances, for convenience and improved safety for cyclists.
- Proposed new tree planting along Vaughan Terrace and Macaulay Road, to improve the streetscape and respond to the character of the tree-line streets and parks of more residential parts of North Melbourne.
- A relocated bus stop and shelter, to avoid conflict with the residential car park access on Canning Street.
- New street furniture, including seating.
- Treatment of the new urban plaza, to Canning Street (near Shiel Street), to provide for active and passive uses, including seating. A café fronts this space to further activate the use.

At the podium level (Level 3)

- Rear private courtyards are provided for the terraced dwellings fronting Canning Street and Vaughan Terrace.
- Private courtyards are provided for apartments within the towers that are located on this level.
- All fences to private courtyards will be 1700 mm high, with trees lined around the exterior to provide additional privacy.
- The centre of the podium level includes communal garden areas, with a variety of treatments including canopies, seating, and gardens to provide a series of intimate spaces.



Figure 19 Landscape Plan.

101-117 CANNING STREET
NORTH MELBOURNE

21



4. PLANNING POLICIES AND CONTROLS

4.1 State Planning Policy Framework

The key elements of the State Planning Policy Framework (SPPF) relevant to this proposal include:

- Clause 11 – Settlement;
- Clause 13 – Environmental Risks;
- Clause 15 – Built Environment and Heritage;
- Clause 16 – Housing; and
- Clause 17 - Infrastructure

The section below outlines the key directives of these Clauses as they relate to the proposal.

Clause 11 (Settlement) seeks to:

- Site compatible land uses close together and take full advantage of existing settlement patterns;
- Build up activity centres that offer a range of housing, retail, business and other opportunities that are highly accessible to the community;
- Use structure planning to facilitate the orderly development of urban areas; and
- Provide for sequenced development to ensure that necessary services are available at the outset of the development of new communities.

Clause 13 (Environmental Risks) seeks to:

- Adopt a best practice environmental management and risk management approach;
- Avoid intensifying the impacts of flooding through inappropriately located uses and developments; and
- Ensure that potentially contaminated land is suitable for its intended future use and development and that contaminated land is used safely.

Clause 15 (Built Environment and Heritage) seeks to:

- Ensure that all new land uses and developments respond appropriately to their environment; and
- Apply design principles to achieve architectural and urban design outcomes that contribute positively to the urban character and public realm while minimising detrimental impacts on neighbouring properties.

Clause 16 (Housing) seeks to:

- Increase the supply of housing in existing urban areas and locating new housing in or close to activity centres or other strategic redevelopment sites that offer good access to services and transport; and
- Encourage a range of housing types to meet increasing diverse needs.

4.2 Municipal Strategic Statement

The Municipal Strategic Statement (MSS) states council's vision is for Melbourne to be a thriving and sustainable City that simultaneously pursues economic prosperity, social equity and environmental quality. The following Clauses are relevant to the proposed development:

Clause 21.04 – Land Use

In trying to achieve higher density living, one of Council's key objectives is to manage amenity through land use strategies (Clause 21.04). Specifically, in relation to the subject site (zoned as Mixed Use), the principles are:

- To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
- Ensure that responsibility for management of operational impacts such as traffic, parking, odour, light spill, signage and noise falls upon the agent of change, to minimise impacts on the neighbourhood.
- Ensure that all new residential uses have appropriate acoustic attenuation measures.

Clause 21.05 – City Structure and Built Form

This Clause identifies North Melbourne as having developments of a mixed scale and form including some historic buildings. Table 4 in this Clause contains the following built form amenity principles which are relevant to the site:

- Ensure that the height and bulk of new buildings, as well as new structures, including signage, respond to site context including the prevailing neighbourhood and heritage character.
- Ensure that neighbouring properties are not adversely affected by the scale and bulk of development.
- Ensure buildings are designed and located so that levels of sunlight and daylight available to neighbouring properties are not unreasonably reduced.
- Ensure buildings are designed to minimise overlooking of adjoining residential properties.

The figure below is contained within Clause 21.05 and identifies that the subject site is located within an area where Council seeks to ensure that development respects the existing low scale built form and character of the area. It is noted that Planning Scheme Amendment C162 proposes to review the objectives built form and character area in which the subject site, and wider precinct.

The relevant design and built form objectives contained within this Clause are as follows:

- To increase the vitality, amenity, comfort, safety and distinctive City experience of the public realm.
- Encourage excellence in urban design.
- Encourage architectural detail that engages the eye of the pedestrian while maintaining the visual prominence of heritage buildings in heritage streetscapes.
- Ensure that the scale, bulk and quality of new development supports a high quality public realm
- Ensure that buildings provide a clear definition between public and private spaces.
- Ensure development minimises the adverse effects of wind down drafts and provides wind protection in public spaces relative to their role and function.
- To facilitate walking and improve pedestrian permeability.
- Improve the connectivity from the Central City to adjoining areas.
- Improve connectivity between facilities and attractions.
- Ensure that new developments in Mixed Use zoned areas provide active street frontages which minimise pedestrian disruption from car access.
- To ensure the public environment provides permeability, legibility, and flexibility.
- Ensure the design of buildings and public spaces enhance the public realm and the pedestrian environment, also providing passive surveillance.



Figure 20 Preferred built form character, as per the Melbourne PPlanning Scheme.

Clause 21.08 – Local Areas

This Clause provides direction for specific local areas within the Municipality. The subject land is located within the ‘North & West Melbourne’ local area. The figure below shows the local area map contained within the planning scheme and shows the subject land in red. Of relevance is Council’s intent to support the continued operation and establishment of service businesses and industrial in the industrially zoned area to the west of the subject site. It is noted that Amendment C162 and the Arden Macaulay draft Structure Plan propose to review the intent of this Clause.

Proposed Melbourne Planning Scheme Amendment – C162

It is noted that Council proposes a planning scheme amendment to the Municipal Strategic Statement (MSS) (Amendment C162) and recently requested the Minister for Planning to convene an independent panel to hear matters in relation to the amendment. The proposed MSS recognises the considerable change that Melbourne City will undergo as a result of increased population growth pressures. While this amendment has not yet been formally adopted, it is appropriate to consider the broad intent of the amendment in light of any future developments proposed within the Melbourne City jurisdiction. It is recognised that much of the detail of amendment is subject to further scrutiny as part of the Panel process.

The proposed MSS identifies areas of the city that will grow and develop, and those that will stay the same. The subject land is in an ‘ongoing change area’ we note that the much of the land to the north, south and west of the land is located within an ‘Urban Renewal Area’ which are identified as areas where:

“the city’s substantial growth and development will occur. These are areas where whole precincts need rejuvenation, where land is underutilised or vacant. Comprehensive and detailed plans for their development will be prepared and will be subject to their own, more local, public consultation process.”

The vision supports the anticipated change within the city over the next twenty years and provides an indicative ten year timeframe for redevelopment of the Kensington/North Melbourne area (between 2015 and 2025). The proposed MSS further outlines key land-use and amenity objectives and strategies of which the following are relevant to the potential redevelopment of the subject site:

Mix of uses

- To support the Central City as the primary focus for employment, business, finance, city-living, entertainment, cultural activity and retail in Victoria:
 - Encourage provision of supermarkets and convenience retail in the Central City for local residents and workers.
- To provide for a mix of uses in Ongoing Change and Urban Renewal Areas Strategies
 - Encourage new housing, businesses, service industry, research and development and a mix of uses in the Mixed Use Zone in areas of on-going change as identified in Figure 3 – Growth Framework Plan.
 - Encourage new housing, businesses, service industry, research and development and a mix of uses in all urban renewal areas except for the Public Housing Estates as identified in Figure 3 – Growth Framework Plan.
 - In Mixed Use Zones encourage a mix of public and commercial uses at ground level in new developments to support street life and provide pedestrian interest.
 - Encourage, where consistent with the zoning of the land, the vertical and horizontal mixing of retail and hospitality land uses with other complementary uses, such as offices, health and personal services.

Residential

- To provide residents with an optimum level of amenity
 - Ensure new dwellings are located and designed to protect prospective residents from off-site amenity impacts.
 - Encourage acoustic attenuation in dwellings that are in, adjoin or are located close to the Capital City Zone, Docklands Zone, or Business Zones, or are in the Mixed Use Zone or adjacent to industry, rail corridors and major roads.

Retail

- To support local centres
 - Encourage the provision of local shops and services to serve new residential and working communities in Urban Renewal areas.
 - Recognise that the vitality of local activity centres depends in part on their ability to attract people from a wider area.
 - Encourage the role of shopping precincts for local shopping and neighbourhood facilities.

4.3 Local Planning Policies

Urban Design Outside the Capital City Zone – Clause 22.17

Clause 22.17 of the Melbourne Planning Scheme contains Council’s ‘Urban Design Outside the Capital City Zone’ policy. In summary, the overarching objective of this clause is to ensure that new developments are of an appropriate scale and design and will not have adverse amenity or character impacts. The policies which underlie this objective relate to building scale, context, building height, building bulk, large and prominent sites, street level frontages, fronts and backs of buildings, building tops, visible facades and blank walls, pedestrian connections and vehicle access, building projections, protection from wind and rain and landscape.

4.4 Planning Controls

4.4.1 Zoning

The site is located within a Mixed Use Zone (MUZ). The relevant objectives of the MUZ are:

- To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
- To encourage residential development that respects the neighbourhood character.

Under the provisions of the MUZ the proposed development triggers the following permit requirements:

- Use of land for a shop;
- Construction of two or more dwellings on a lot; and
- Buildings and works for a Section 2 (Shop) Use

4.4.2 Overlays

The site is subject to two overlays:

Land Subject to Inundation Overlay – Clause 44.04

This overlay identifies land in flood storage or flood fringe areas that are at risk of being affected by a 1 in 100 year flood. It is noted that only the south western part of the site is covered by this overlay as is shown in the Figure below.

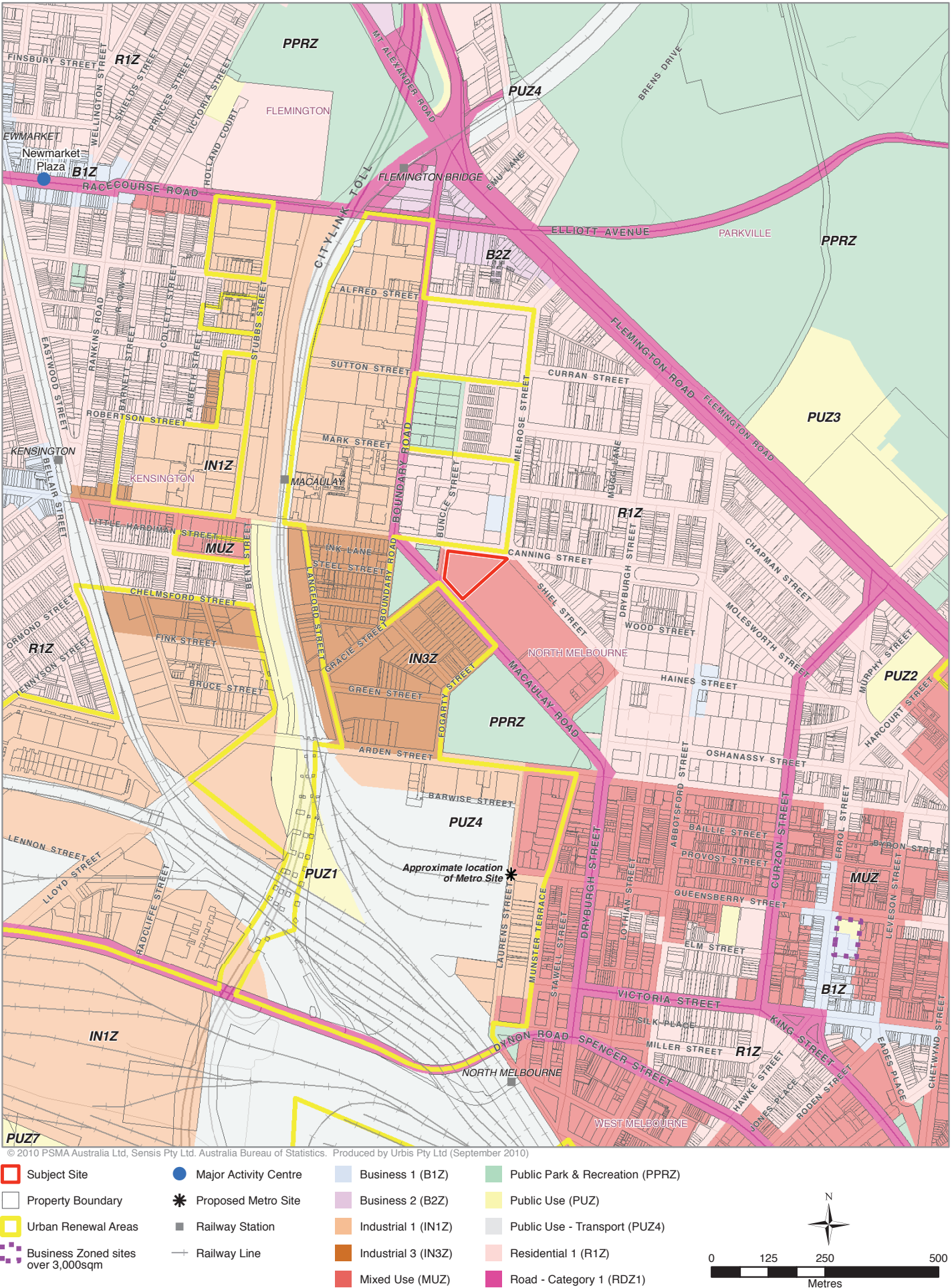
The extent of the site that is affected by the inundation overlay. As per the provisions of Clause 44.04 a permit is required for buildings and works.

Environmental Audit Overlay – Clause 45.03

This overlay requires a Certificate of Environmental Audit and a comment in accordance with the Environmental Protection Act 1970.



Figure 21 Land Subject to Inundation (extent of site coverage).



44.3 Particular Provisions

Clause 52.05 – Advertising Signs

This Clause seeks to provide for signs that are compatible with the amenity and visual appearance of areas. The Clause sets out a four level hierarchy of signage locations based on the sensitivity of the surrounding environment. The subject site (mixed use zone) is a residential area and is therefore subject to the Category 3 ‘High Amenity Areas’ signage provisions.

As per section 3 of the report (Description of the Proposal) the following signs are proposed:

- 5x Direction signs that are greater than 0.3 square metres in signage area
- 3x Business identification signs
- 2x High wall signs (Woolworths Logo)

As per the provisions of Clause 52.05 each of these signs are a Section 2 use within the Category 3 signage area and a permit is required.

Clause 52.06- Car Parking

Clause 52.06 relates to car parking and this provision aims to ensure that an appropriate number of car spaces are provided having regard to the activities on the land and the nature of the locality and to ensure that the design and location of car parking areas:

- Does not adversely affect the amenity of the locality, in particular the amenity of pedestrians and other road users.
- Achieves a high standard of urban design.
- Creates a safe environment for users, particularly at night.
- Protects the role and function of nearby roads.
- Facilitates the use of public transport and the movement and delivery of goods.

The policy recommends the following carparking rates:

- Dwelling – 2 spaces per dwelling
- Shop – 8 spaces per 100 square metres of floor area

Clause 52.07 – Loading and Unloading of Vehicles

Clause 52.07 seeks to set aside land for loading and unloading commercial vehicles to prevent loss of amenity and adverse effect on traffic flow and road safety. The Clause requires that adequate space is provided on the land for loading and unloading vehicles in accordance with the specifications of the Clause. The requirements of these specifications can be varied with a planning permit.

Clause 52.34- Bicycle Facilities

Clause 52.34 aims to promote cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities. This provision of bicycle facilities applies under the following conditions:

- 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.
- Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use.

Clause 52.34-3 specifies that the bicycle parking requirement for an office is 1 space for employees to each 300 square metres of net floor area if the net floor area exceeds 1,000 square metres. The same rate applies for visitor bicycle parking.

For a shop, 1 space to each 600 square metres of leasable floor area for an employee and 1 space to each 500 square metres of leasable floor area for visitors and shoppers is required, if the leasable floor area exceeds 1,000 square metres.

A dwelling in developments of four or more storeys generates a requirement for 1 bicycle space to each 5 dwellings for residents and 1 bicycle space to each 10 dwellings for visitors.

In addition to this the following requirements apply for shower and change room facilities:

- If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.
- 1 change room or direct access to a communal change room may be a combined shower and change room.

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

Clause 52.27 – Licensed Premises

Clause 52.27 seeks to ensure that licensed premises are situated in appropriate locations and that the impact of the licensed premises on the amenity of the surrounding area is considered. The Clause states that a planning permit is required if a licence is required under the Liquor Control Reform Act 1998. Packaged liquor is proposed to be sold at the supermarket, this triggers a requirement for a licence under the Liquor Control Reform Act and therefore requires a planning permit. An assessment of the proposal against the guidelines of Clause 52.27 is enclosed within the supporting documents folder that was submitted as part of this application.

Clause 52.29 – Road Zone Category 1

Clause 52.29 seeks to ensure appropriate access to identified roads. Under the provisions of this clause a planning permit is required to create or alter access to a Road Zone Category 1 (Macaulay Road).

4.5 Other Relevant Planning Documents

Arden Macaulay Draft Structure Plan (2010)

The Arden Macaulay Draft Structure Plan is currently out for public consultation by the Melbourne City Council until the 24 June 2011. The draft structure plan proposes significant change staged over 30 years through a transition to a more intensive mix of uses including higher density residential, commercial and service uses.

The draft structure plan proposes an intensive mixed employment and residential precinct is proposed in the south of the area (Arden Central) as an extension of the central city. This could commence about 2025 but is dependent on the State Government proceeding with a new metro station (Arden Station) as part of the Melbourne Metro Rail proposal.

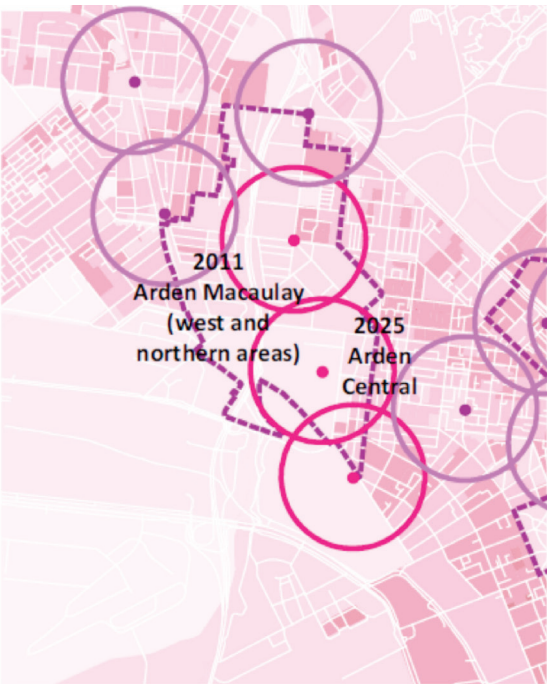


Figure 23 Activity centre nodes.

The draft structure plan has two key directions which are relevant to the proposed development and the subject site:

1. Develop Arden Central as a new extension of Melbourne’s Central City

The overarching vision that underlies this direction is as follows:

Around 2025, Arden Central, a new extension of Melbourne’s Central City, will develop on land at the southern end of the structure plan area, with over 20,000 jobs and up to 10,000 residents and 12,000 students accommodated in a high density mixed use precinct, in buildings up to 60 metres (15 storeys high), set within a neighbourhood of high quality streets, lanes and public places.

2. Develop a new Macaulay Road local centre and mixed use neighbourhood

The relevant vision that underlies this direction is as follows:

A new local shopping strip will develop 7 along Macaulay Road and Canning Street from Macaulay station up to Melrose Street. This new convenience retail centre will include a full supermarket and a neighbourhood hub of community services and facilities.

The figure below shows that the subject land is located at the core of a proposed activity centre node.

The proposed relevant key objectives for land use activities in the Arden Macaulay area are:

- Accommodate future population growth in high density areas that are supported by public transport services and provide optimal living and working environments.
- Transition from a largely mono-use area into an area with a mix of uses, higher density of development and excellent provision for walking, cycling and public transport services.
- Provide a greater diversity of land uses and introduce a vertical mix of land uses
- Intensify activity around existing and planned public transport infrastructure.
- Support cultural and social diversity.
- Provide compatible land use interfaces to the existing stable residential areas.
- Deliver a fine-grain and flexible urban form, which has a scale and density to create a sustainable inner city suburb.
- Provide uses at ground floor and within upper floors that create active, safe and attractive streetscapes.

The structure plan also proposes building heights. It is noted that the subject site is located within an area for which a 30 metre height is preferred.

The draft structure plan proposes to rezone considerable areas of land to the east and west (currently zoned Residential 1 and Industrial) to Mixed Use Zone. In addition, there is a proposed change from Residential 1 to Business 2 north of the site to reflect the future commercial status and lack of sensitive interfaces. Both these aspects will contribute to the realisation of its vision to provide for higher densities and a variation of land uses. The proposed zoning is shown in the Figure opposite.

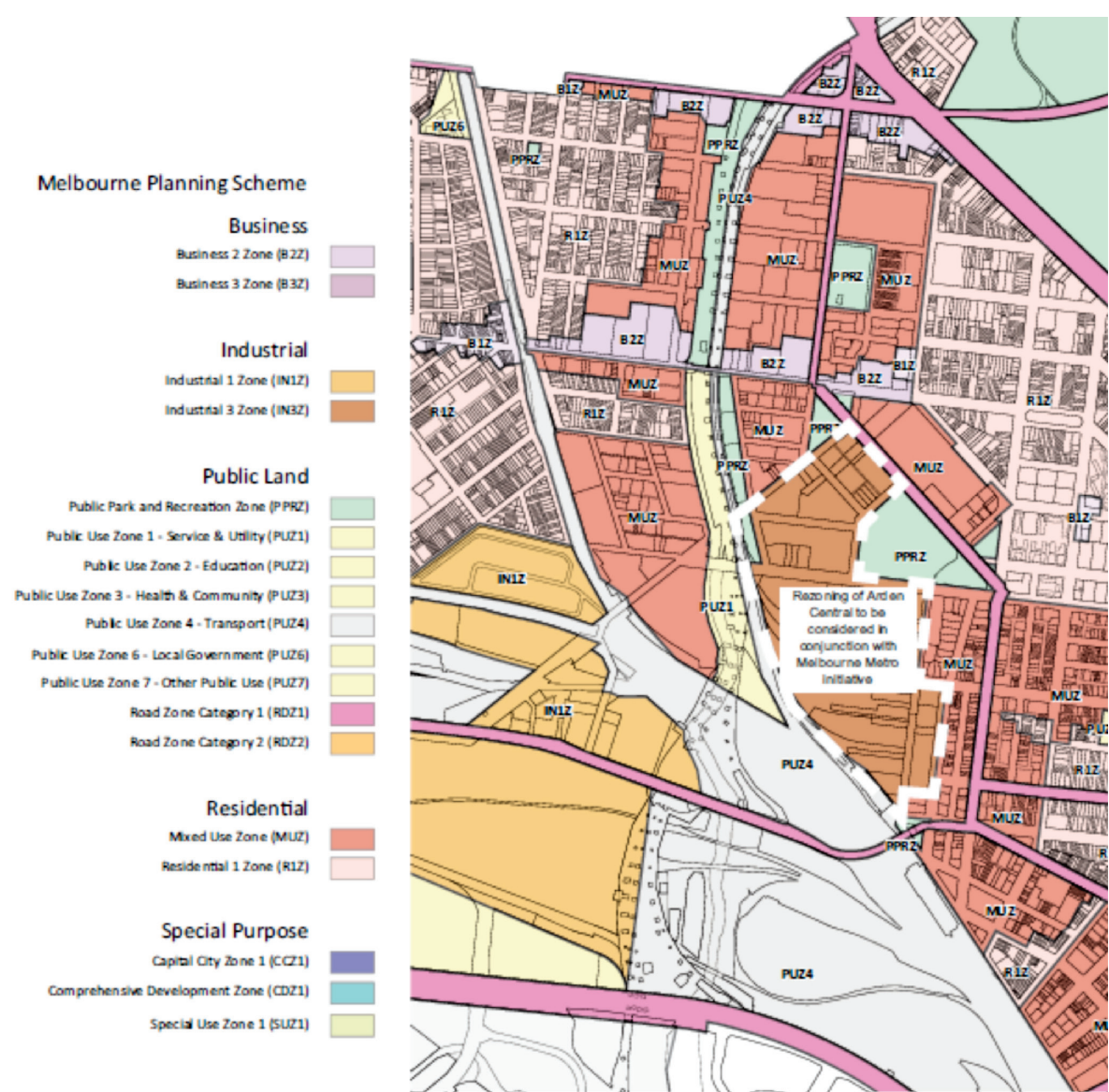


Figure 24 Proposed Land Use Zones per the Draft Arden Macaulay.

5. PLANNING CONSIDERATIONS

The subject site presents a unique opportunity to kick start the urban regeneration process of the wider Arden Macaulay area by developing a well-designed mixed use development. The proposed development will provide for much needed convenience retail facilities including a full line supermarket and high density residential dwellings on a site that is currently under utilised. The following sections provide an assessment of the relevant planning considerations of the proposal. Specifically, the following are addressed:

- Consistency with State and Local Planning Policy Framework
- Appropriateness of the land use
- Consideration of the built form and streetscape
- Traffic and loading considerations
- Amenity effects
- Environmentally Sustainable Design (ESD)

5.1 Consistency with State and Local Planning Policy Framework

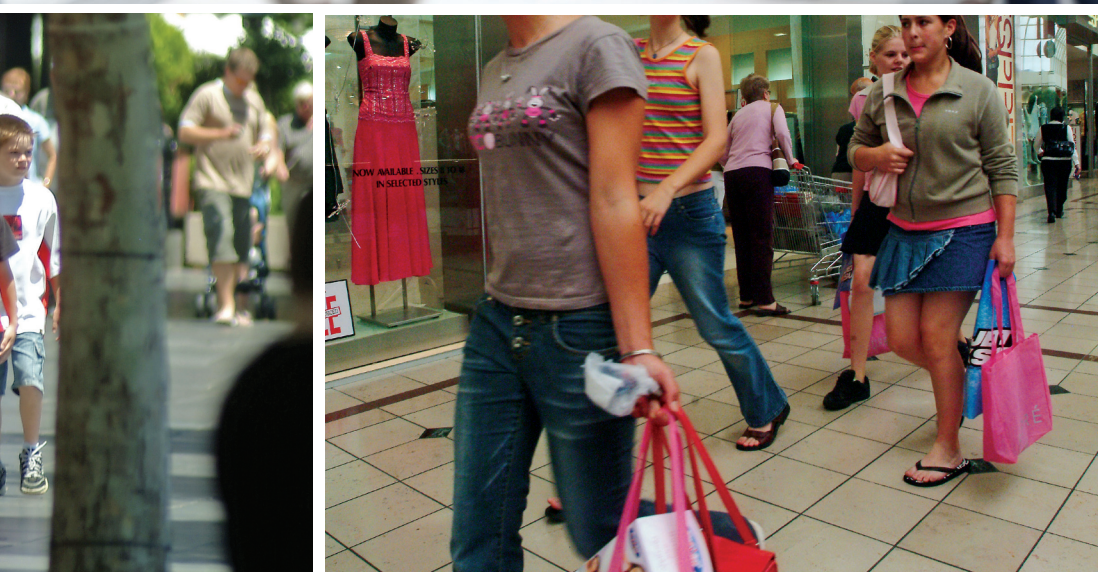
The proposal is consistent with the objectives and policies within the State Planning Policy Framework (SPPF) and achieves the outcomes relating to Metropolitan Development, Settlement, Housing, Infrastructure and Design and Built Form for the reasons discussed below.

- The proposed development can be considered as a catalyst for the future development of the North Melbourne. Council have identified this area as one of its key urban regeneration sites as part of their MSS review and Arden Macaulay draft Structure Plan
- The proposal further urban consolidation and addresses housing supply by providing higher density residential living within an existing urban area of North Melbourne.
- It will utilise existing infrastructure and will provide an improved range of housing choice within the immediate locality for both current and future residents. The proposal provides a mix of apartment sizes to increase housing choice and improve affordability.
- The site enjoys excellent access to the public transport network and is within close proximity of the Melbourne Central Activity District.
- It will provide a high quality development which will respond appropriately to the surrounding area and the characteristics of the subject site through an attractive and innovative design response which will introduce contemporary built form to this site, whilst responding to the existing character of the area.
- The proposal will contribute to the quality of the public realm by achieving high standards in urban design, while based on a comprehensive site analysis to take into consideration the surrounding context. The eastern side of the site (Canning Street) will be activated by the town house development style apartments. The vehicle accessways to the residential carparking area is restricted to Canning Street. The access from Macaulay Road will service retail carparks and the loading area.
- The proposal will include the introduction of an energy efficient building design which implements key ESD principles (refer to ESD report prepared by Simpson Kotzman).

It is noted that Amendment C162 to the Melbourne Planning Scheme was recently exhibited. The proposed MSS places a greater emphasis on the urban regeneration of the North Melbourne Area and identifies that the transformation period is likely to commence between 2015 and 2025. Under the proposed MSS the subject site is specifically identified as being located within an 'ongoing change area' and adjacent to 'urban renewal areas'. Overall, it is considered that the proposed development is consistent with both the existing and proposed local planning policies for the following reasons:

- It will provide a high quality residential and mixed use development to accommodate higher population density within a development that will form a positive contribution to the public realm within North Melbourne. The proposed development could act as a catalyst for the transformation that the City of Melbourne envisages for the area as per the existing MSS, the proposed MSS and the Draft Arden-Macaulay Structure Plan (currently on exhibition).
- The development of the site for supermarket and residential dwellings in the short-term would support early delivery of new residential and employment communities within the nearby renewal areas by ensuring that retail convenience facilities are located in close proximity.
- The North Melbourne area is identified as a major residential growth area within the City of Melbourne and the proposal will contribute towards providing dwellings within a highly accessible location to meet the needs of the existing and future population in North Melbourne as is specifically identified within the MSS.
- The commercial component of the proposal will contribute to the establishment of businesses providing support to the Central City within a mixed use area of North Melbourne. It is also envisaged that the town house apartments could be used as home offices (home occupation) which enhances opportunities for flexible work practices and improved sustainable work/living arrangements.
- The proposal will include active frontages and lobby areas to the office and residential components of the proposed development at ground floor level to create an enhanced pedestrian environment at street level.
- The proposed signage locations have been carefully selected (giving consideration to the subject's site location within a 'high amenity signage area' as per Clause 52.05). Overall the proposed signs contribute to breaking up the building façade and provide an interesting visual element.
- An assessment under Clause 52.27 has been undertaken and is enclosed within the Supporting Documents folder, submitted as part of this application.





The proposal demonstrates consistency with other clauses within the MSS of relevance for the following reasons:

- The proposal is consistent with Council's Vision for Melbourne at Clause 21.03 to be a thriving and sustainable City by encouraging increased residential densities that cater for a diverse range of needs while not compromising the valued characteristics of the surrounding area. The proposal will contribute a high quality residential and mixed use development to cater for future residential growth in North Melbourne while providing an architectural design that is highly responsive to the site and its surrounding context.
- The proposal will achieve high standards of environmentally sustainable design as encouraged within Clause 21.07.
- The proposed development will contribute to the vitality and liveability of this area of North Melbourne through providing a diverse range of land uses on the site and active street frontages that will improve the amount and diversity of activity during the day and night, as desired by Clause 21.04.
- Active street frontages will be provided through the provision of retail land uses at the ground floor
- Consistent with Clause 22.17 Urban Design Outside the Capital City Zone, the proposed development will:
- Ensure the buildings on this site are designed to a high standard. The proposed development has been designed by The Buchan Group – A highly respected architectural firm who have developed a design that will be functional, while stimulating visual interest;
- Includes use of quality material and includes architectural integrated building tops, ie: plant enclosed as part of building tops;
- Includes a well resolved design and detail to the façades of both towers; and
- Includes active ground level uses (retail/home based offices), which contribute positively to the public realm, and adequately considers wind effects.

Other design issues and issues of building height and form are addressed in the following sections of this report.

5.2 Appropriateness of the land use

The proposed development triggers a permit requirement for the use of the land as retail. The proposal includes a full size supermarket and 9 specialty retail (approximately 1550sqm of retail, including shop and food and drink). It is considered that the subject site is a suitable location for the proposed mixed use development for the following reasons:

- The site has key access to a range of community facilities, transport options and open space.
- The site is located in an area that is under supplied with retail facilities. Convenience retail here will support the existing as well as future residents.
- The proposed use will activate the ground plane which is currently dominated by blank facades and inactive uses.
- The proposed mixed use development is consistent with the State and Local Planning Policies (as is discussed above)
- The use of a shop (including a supermarket and specialty shops) is complementary to the existing uses (and proposed) residential land uses.
- Loading and retail carpaking has been located away from residential streets with access via Macaulay Road. It is noted that the Macaulay Road is located within the Road 1 Zone, and is appropriate for direction of retail traffic from this key arterial road.



5.3 Consideration of the built form and streetscape

Built Form and Streetscape

The design of the proposed development represents a significant opportunity to provide a high quality development within the Arden-Macaulay Area, to act as a catalyst for revitalisation of the area, and deliver convenience shopping services to support existing and future residential communities.

The design of development will make a positive contribution to the built form character and streetscape character of the area. Specific issues of built form include the following:

- The height and massing of the development
- The streetscape

Each of these issues are addressed in turn below.

The Height of the Development

Building height should be considered in the context of the scale of change envisioned for the area, the industrial nature and coarse grain of the existing site, and the land uses, context and the scale of surrounding development.

The proposal for a four level retail, residential and carparking podium, with two towers of an additional 7 storeys (RL 39.570) and 13 storeys (RL58.470) is considered appropriate for the following reasons:

- The subject site is located within a broader precinct identified for substantial change and renewal, as identified in in both the proposed revised Municipal Strategic Statement (MSS), set out in Amendment C162, and in the Arden Macaulay Area draft Structure Plan (2010). It is considered there is a significant opportunity to establish a high quality designed, mixed use building on this important corner site, which will set the agenda and bench mark for the quality of change within the rest of the precinct.
- The site is a former industrial site, and part of a course-grain mixed use precinct, including the national archives to the south-east, a bus depot, and medium density residential development further to the east. Low rise industrial development is located further to the south and west. The character of the site is distinctly industrial in nature, and has been identified as appropriate for change in character and for a higher scale of development. In this context, higher density development is considered to be appropriate in this location.
- The subject site is located within an area earmarked within the Arden Macaulay Area draft Structure Plan (2010) as requiring a new convenience retail hub, including a full line supermarket. It is considered appropriate that the retail facilities proposed, and the accompanying higher density residential development, is located within an area identified as a future activity centre.
- The area to the north of the subject site is mixed in both land use and built form. The Melrose Street strip retail shops are located a short distance from the subject site, and the built form in this area is dominated by the public housing towers, which is 21 storeys in height, as shown in Figure 25 opposite. The scale and form of development in this area is mixed, and the proposed development will provide a development of comparative height, and will be of high architectural quality (consistent with Clause 22.17).
- The subject site does not have direct interface to the intact residential hinterland located to north-east of the subject site, being Shiel Street and Canning Street (east of Shiel Street). Visual impact of the proposed residential towers when viewed from this area is considered to be acceptable. Existing views from this residential hinterland are currently dominated by industrial land forms. The proposed development has been designed to locate the smaller tower to the north-east of the site. The fall of the land towards the south-west of the site results in the taller tower being largely obscured from view. Further, the generous tree planting along both Canning Street and Shiel Street screen and soften views of the proposed development.
- Consistent with Clause 22.17, the proposal provides a human scale to development, with a four level podium that includes canopies, an articulated building façade and other features to provide a quality streetscape experience. As experience from the street, the proposed development has been thoughtfully designed to provide generous setbacks to tower forms and generous separation between the towers. The design intent has been focused so that the towers appear elegant and relatively slender in proportion.

- The location of height across the site focuses the taller tower to the south-west corner of the site, where this taller form transitions to the area identified for significant renewal, as well as taking advantage in the change of levels across the site.
- While the Arden Macaulay Area draft Structure Plan (2010) identifies a height of approximately 30 metres as being appropriate for the site, it is noted that these heights have not been tested in any way through consultation or planning scheme processes. It is considered that the site, given its corner location, lack of sensitive interfaces, and coarse grain, offers more substantial opportunities for higher density development and to contribute to a broader range of planning objectives, such as housing supply.

Streetscape

The proposal provides significant improvements to the public realm along all frontages, which is currently dominated by blank facades and provides a poor pedestrian environment.

The proposal will contribute in the following ways:

- Provides active uses at ground level, with retail (glazed facades) and mall entry points. The carpark podium is cased with residential development (to Canning Street and Vaughan Terrace) to provide for natural surveillance from upper levels and enliven the streetscape.
- Upper level residential development casing the carpark podium provides a finer grain scale to the development, and provides projections and architectural interest.
- A new plaza is to be provided to Canning Street (near the corner of Shiel Street), as an entrance to the retail space and as a focus for community activity. A café will be provided here to activate the space.
- New mid-block links are provided via additional access through the retail space, with pedestrian access from the corner of Canning / Shiel Street, Canning Street (near corner of Vaughan Terrace), and Vaughan Terrace.
- Canopies are provided above retail space as weather protection for pedestrians.
- Blank facades are avoided, with architecturally interesting facades provided along Macaulay Road, where residential development is avoided to ensure there is no conflict with retail operations, such as loading.
- Loading has been located towards Macaulay Road, and loading bays designed to ensure that all truck movements occur in a forward direction to reduce potential for vehicle – pedestrian conflict. Further, breaks for truck access have minimised where possible, and a generous footpath area is located between the two loading bay areas to improve the pedestrian experience.
- The zero-lot line podium, with towers well set back, provides for acceptable wind levels for pedestrians at the street level.
- Tree planting will complement existing street trees to reflect the treed character of the residential areas to the north and north-east of the subject site.

Section 3 of the report describes the signage that is proposed as part of the proposed development. Overall, the proposed signage will provide for suitable business identification and directions to enable the new supermarket to establish and operate efficiently. The proposed signage forms an integral part of the proposed development and is not considered to have any adverse amenity effects for the following reasons:

- The signs are well designed and incorporated into the overall building design;
- Canning Street (the most sensitive interface as it is located within a residential area) only contains one discrete business identification sign and one directional sign. Given the considerable length of the proposed development on Canning Street to number of signs proposed on this side is appropriate;

- The high wall signs are located to non-sensitive interfaces; and
- The signs will contribute to the overall vibrancy of the mixed use development by activating the facades. Adequate identification signage is required to identify the supermarket location (as small retail tenancies have been located to shopfront areas to provide for a finer grain of retail) and to appropriately direct traffic to carpark entrances, and prevent unnecessary circulation of traffic in residential streets.

54 Traffic and loading considerations

GTA have prepared a traffic engineering assessment for the proposed development which is contained within the supporting documents folder that was submitted as part of this application. In summary, the traffic and parking effects are considered to be acceptable. In summary:

- The proposed parking shortfall is acceptable having had regard to the relevant decision guidelines;
- The proposed carparking and access layout is consistent with the relevant standards;
- Adequate bicycle parking for visitors, residents, patrons and staff are provided;
- The proposed loading arrangement is acceptable; and
- The surrounding roading network has adequate capacity to accommodate the additional vehicle movements.

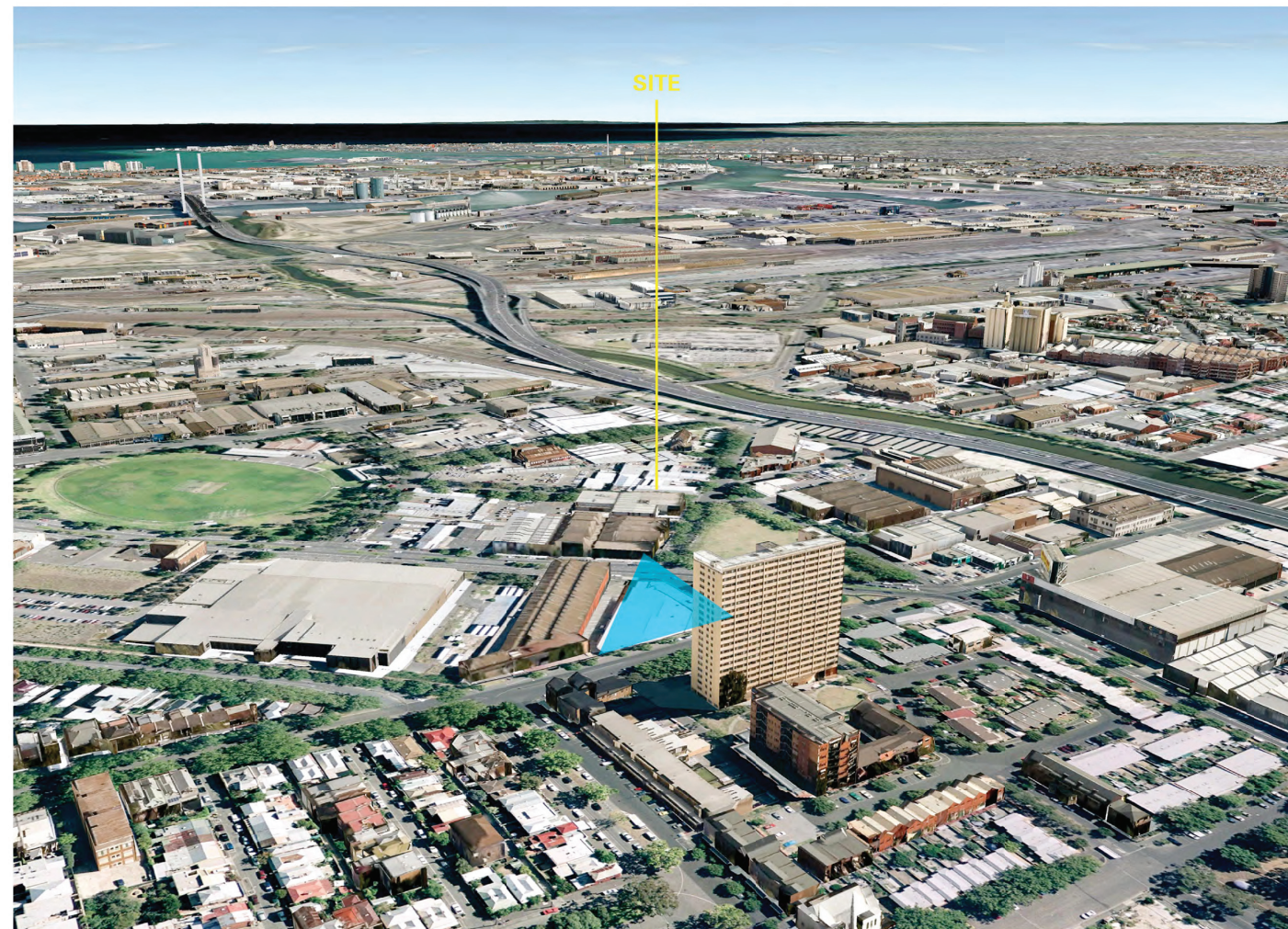


Figure 25 Subject site shown in its wider context.

5.5 Landscaping

FORMium Landscape Architects have prepared landscape plans, which are included within the 'Book of Plans'. It is considered that the landscape proposal is appropriate for the following reasons:

- All existing street trees are retained, and new planting will enhance the existing streetscape character, and reflect the tree-lined character of the surrounding area;
- Street furniture will provide opportunities for people to rest and improve the functionality of the public realm;
- A new urban plaza is proposed at the north-east of the site (to Canning Street), which marks the entrance to the mixed use development, as well as offering space for people to pause and sit, and potential for an outdoor to the restaurant / café tenancy; and
- Streetscape paving to provide seamless treatment to areas of the public realm and subject site, including urban plaza. Paving treatment is proposed as precast concrete paving in charcoal, grey and beige with a contrasting exposed aggregate.

5.6 Amenity Considerations

Clause 21.05 identifies the important influence city structure has on the amenity experienced by residents in the municipality of Melbourne. While the subject site is located in an area where existing built form character is to be preserved, it is noted that Amendment C162 to review the MSS and the Arden Macaulay draft Structure Plan both identify the subject site as within an area of ongoing change. Nevertheless, Table 4 in Clause 21.05 sets out amenity principles to which the proposed development should have regard, which are assessed in the table below.

AMENITY PRINCIPLE	ASSESSMENT
Ensure that the height and bulk of new buildings and structures responds to site context, including prevailing neighbourhood and heritage character.	The issue of height and bulk of the proposed development, and its site context, has been addressed in Section xx of this report.
Ensure that the development does not undermine the significance of any identified heritage place or precinct.	No heritage place or precinct is identified on the subject site.
Ensure that neighbouring properties are not adversely affected by the scale and bulk of development.	<p>With regards to height and bulk experienced from sensitive residential developments, it is considered that the high quality towers will contribute to quality of the medium range views as experienced from residential areas to the north-east. It is noted that due to the canopy of street trees and fall across the subject site, that visual impact of the development as part of medium range views will be minimal.</p> <p>When viewed from the north, from the public housing tower and other residences, the proposed development will feature in medium range views. It is considered that, when compared with existing views across industrial land, including vacant and blank buildings and bus depots, that the proposal will make a positive contribution.</p> <p>There is no immediate residential interface, and therefore short-range views and issues of massing are not considered to be relevant.</p> <p>The massing is considered to be acceptable when viewed from the public park on Vaughan Terrace, given the dominance of the four level retail and residential podium, and the generous setback to the towers from this street edge.</p>
Ensure buildings are designed and located so that levels of sunlight and daylight available to neighbouring properties are not unreasonably reduced.	<p>On review of the shadow diagrams prepared by the Buchan Group, it is considered that the shadow impact of the development is acceptable for the following reasons:</p> <ul style="list-style-type: none">• There is no shadow impact from the proposed development to existing residential land or public park spaces.• The shadow cast by the proposed towers during the morning predominately falls to the footpath and roadway of Macaulay Road and to the industrial buildings further to the south of Macaulay Road. Shadow impact to this built form clears by midday, and will not prejudice future development of these sites for residential or other uses.• Afternoon shadow impact falls to the bus depot site to the east of the subject site, which is a non-sensitive land use. Morning and midday sun will be retained for the majority of the site should it be redeveloped in the future.• The design of the two towers locates the higher built form to the south-west of the site, which combined with the generous tower setbacks, minimises shadow impact to future occupants of the development. Tower separation of 12.78 metres (minimum) and the perpendicular arrangement of the oval towers provides for good access to daylight for all future residents.
Ensure buildings are designed to minimise overlooking to adjacent residential properties.	There is no residential interface, and overlooking is not considered to be an issue for any nearby residential properties.
Ensure a high level of on-site amenity for future occupants of new residential developments.	<p>The proposal provides for a high quality internal amenity for future residents by:</p> <ul style="list-style-type: none">• Locating high density residential development as part of a mixed use precinct, with excellent connections to the CBD for employment and services, and with good access to public transport connections.• Providing a range of accommodate types, including multi-level townhouses (some with flexible home office space), as well as a mix of 1, 2 and 3 bedroom apartments.• Providing a site responsive design, with towers arranged perpendicular to capture sunlight, daylight and external views.• Excellent access to convenience and speciality retail as part of the mixed use development, which may also afford employment opportunities.• The residential carpark is access from Canning Street, and away from the retail carpark entry and loading area along Macaulay Road, to provide a separate sense of address and minimise impact of retail traffic on residential streets.• The loading area will acoustically treated to meet EPA N1 Noise criteria, to protect residential amenity as part of the mixed use development.• Residential facilities are proposed for the rooftop podium, including a swimming pool, gymnasium and communal open space.

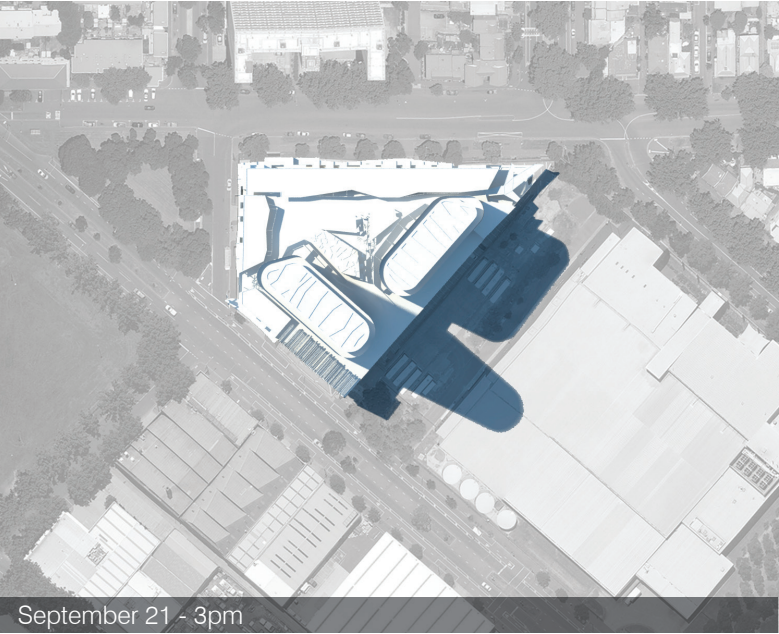
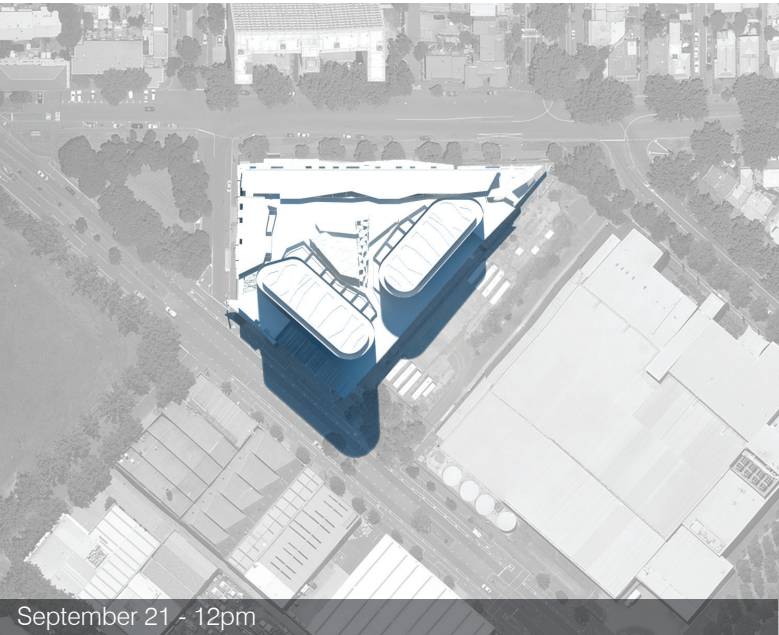
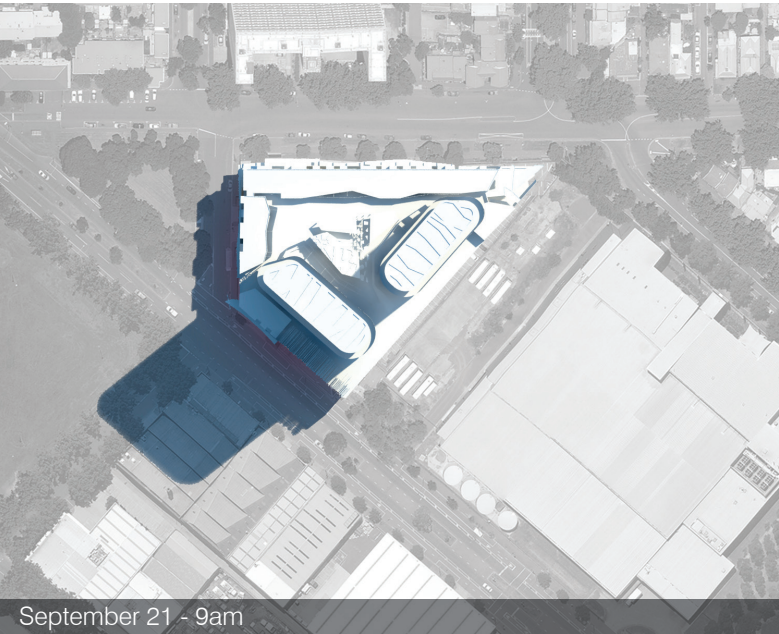
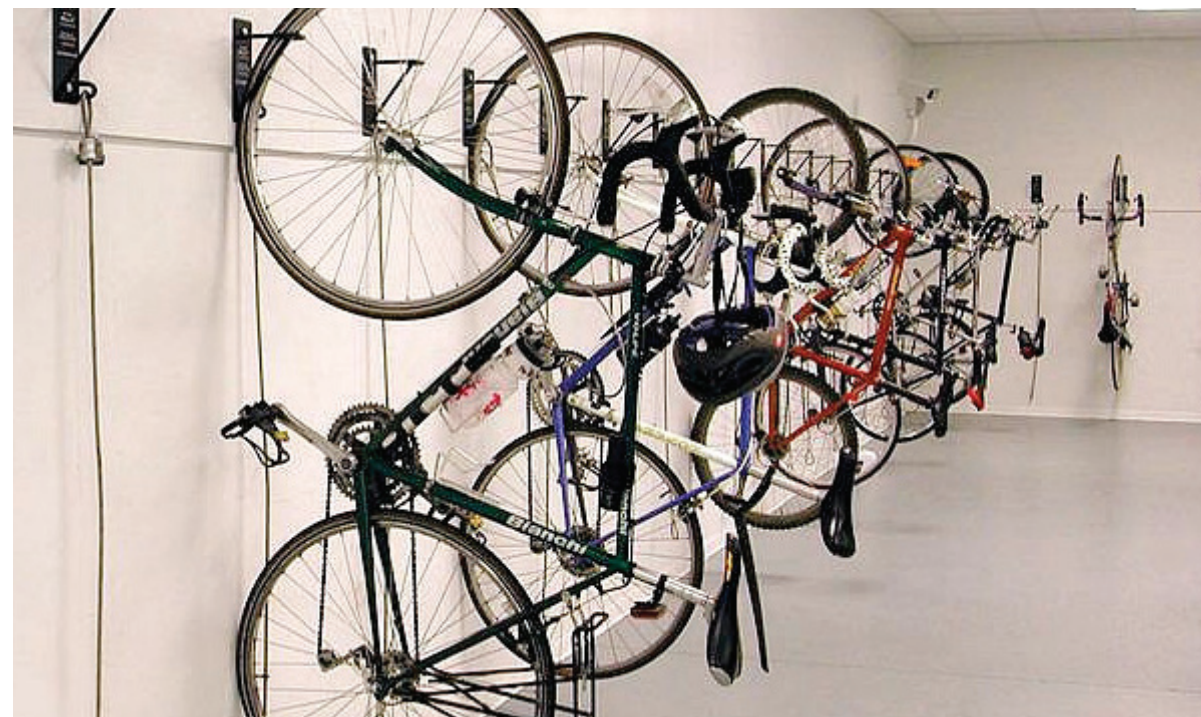


Figure 26 Shadow diagrams, prepared by Buchans, at Equinox.

5.7 Environmentally Sustainable Design (ESD)

Simpson Kotzman prepared a review of the sustainable design initiatives to be included within the proposed development. The review provides an assessment against the required initiatives as dictated by the Building Code of Australia and the Melbourne Planning Scheme (Clause 22.19). The Simpson Kotzman report is contained in the supporting documents folder that accompany this application. The proposed development incorporates a number of sustainable design solutions as follows:

- Indoor environment quality - Low VOC Paints and natural lighting to corridor
- Energy Efficiency – sub- metering, natural lighting, high efficiency air conditioning and zoning, natural ventilation, contaminant monitoring and carpark ventilation, efficient hot water and energy efficient appliances
- Transport – Cyclist facilities for visitors, tenants and staff
- Water efficiency – Water efficient fixtures, metres, rainwater reuse and fire test water recycling
- Materials and waste – Recycling waste storage, the use of sustainable timber, construction waste recycling
- Emissions – Refrigerant ODP, EMP
- Overall, it is concluded that the proposed development incorporates initiatives that exceed statutory requirements.



6. CONCLUSION

Set within a precinct on the brink of significant change, the proposed mixed use development delivers against a broad range of planning policy, particularly around achieving new convenience retail facilities to an area that is significant underserved.

In summary, the proposal:

- Appropriately locates a new mixed use development in an area identified for significant change and renewal;
- Provides for an appropriate mix of land uses, including retail and residential development, which will enliven the area and provide essential retail facilities;
- Provides an appropriate built form response, with a retail and carpark podium embracing a finer grain of development and activating the area. Residential towers are of an appropriate height that responds to surrounding built form, site context, and future built form character of the area.
- Provides a design that minimises impact on the amenity of the surrounding area, with site layout and design to optimise views and sunlight.
- Positively contributes to the public realm through an integrated landscape design, new street furniture and weather protection. A new urban plaza will make a positive contribution to the urban open space available for local communities to enjoy.
- Provides a high level of internal amenity for future residents.
- Provides new dwellings to address undersupply of housing, with a diverse range of dwelling typologies and sizes for housing choice.
- Appropriately provides for carparking on site, and directs retail traffic to Macaulay Road.





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