

Report to Council

Agenda item 6.4

**Planning Application TP-2017-606
2-50 Elizabeth Street and 2-12 Barrett Street, Kensington
(Former Younghusband Wool Store)**

12 December 2017

Presenter: Evan Counsel, Practice Leader Land Use and Development

Purpose and background

1. The purpose of this report is to advise the Council of Planning Application TP-2017-606 for the proposed buildings and works including partial demolition use of the land for office, art and craft centre, education centre, restaurant, food and drink premises, industry (including manufacturing sales), car park and a reduction in the standard car parking requirements.
2. The applicant is Impact Investment Group Pty Ltd, the owner is Impact Funds Management Pty Ltd and the architect is Woods Bagot.
3. The proposal includes partial demolition, restoration, alterations and additions to the Younghusband Wool Store heritage building at 2-50 Elizabeth Street for the expansion of existing uses on-site and introduction of new uses – food and drink premises, restaurants, manufacturing sales, arts and crafts centres, offices, warehouse, education centre, restricted recreation facility and industry. The proposal includes use of vacant land at 2-12 Barrett Street as a car park associated with the uses at 2-50 Elizabeth Street.
4. This planning application relates to one part of an overall masterplan, which exists for the broader site (including the remaining properties to the south). This planning application and its assessment therefore relates to Stage 1 only. Remaining stages of the masterplan would be assessed upon their lodgement.
5. Public notice of the application was undertaken and at the time of writing this report a total of five objections had been received.
6. Key details of the proposal include:
 - 6.1. Each use commencing and ceasing at varying hours, but not earlier than 6am and not later than 11pm, seven days a week.
 - 6.2. Each use including various the maximum number of staff/patron/student on-site at any one time.
 - 6.3. A total of 60 temporary car parking spaces at the vacant 2-12 Barrett Street site (and a total of 240 permanent spaces once the masterplan is realised).
 - 6.4. A total of 222 bicycle parking spaces (and a total of 390 spaces once the masterplan is realised).
 - 6.5. Significant, positive landscaping of the private and public realm.

Key issues

7. The key issues in the consideration of this application are the restoration, conservation works and alterations and additions to the heritage building, the integration of new uses on-site and their staff/patron/student numbers and hours of operation, car parking, traffic and external amenity impacts.
8. Subject to recommended conditions, the proposed demolition, alterations and additions to the existing heritage form and fabric on-site is considered to enhance the built form of the former Younghusband Wool Store, while updating and integrating existing and new uses into the Kensington community.
9. Subject to recommended conditions, the proposed intensification of uses on-site will achieve a balance between responding to currently under-utilised land with significant attributes for a mixed-use redevelopment and protecting neighbours' existing amenity.
10. Council's traffic engineers reviewed the car parking assessment submitted with the application and subject to minor conditions are supportive of the proposal.

Recommendation from management

11. That the Council resolves to issue a Notice of Decision to Grant a Permit subject to conditions outlined in the delegate report (Attachment 4).

Attachments:

1. Supporting Attachment (page 2 of 77)
2. Locality Plan (page 3 of 77)
3. Selected Plans (page 4 of 77)
4. Delegate Report (page 34 of 77)

Supporting Attachment

Legal

1. Division 1 of Part 4 of the *Planning and Environment Act 1987* (Act) sets out the requirements in relation to applications for permits pursuant to the relevant planning scheme. Section 61 of the Act sets out that the Council may decide to grant a permit, grant a permit subject to conditions or refuse to grant a permit on any ground it thinks fit.
2. As objections have been received, sections 64 and 65 of the Act provide that the responsible authority must give the applicant and each objector notice in the prescribed form of its decision to either grant a permit or refuse to grant a permit. The responsible authority must not issue a permit to the applicant until the end of the period in which an objector may apply to the VCAT for a review of the decision or, if an application for review is made, until the application is determined by the VCAT.

Finance

3. There are no direct financial issues arising from the recommendations contained within this report.

Conflict of interest

4. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

5. Public notice of the application was undertaken in accordance with the *Planning and Environment Act 1987* and resulted in five objections at the time of writing this report.

Relation to Council policy

6. Relevant Council policies are discussed in the attached delegate report (refer to Attachment 4).

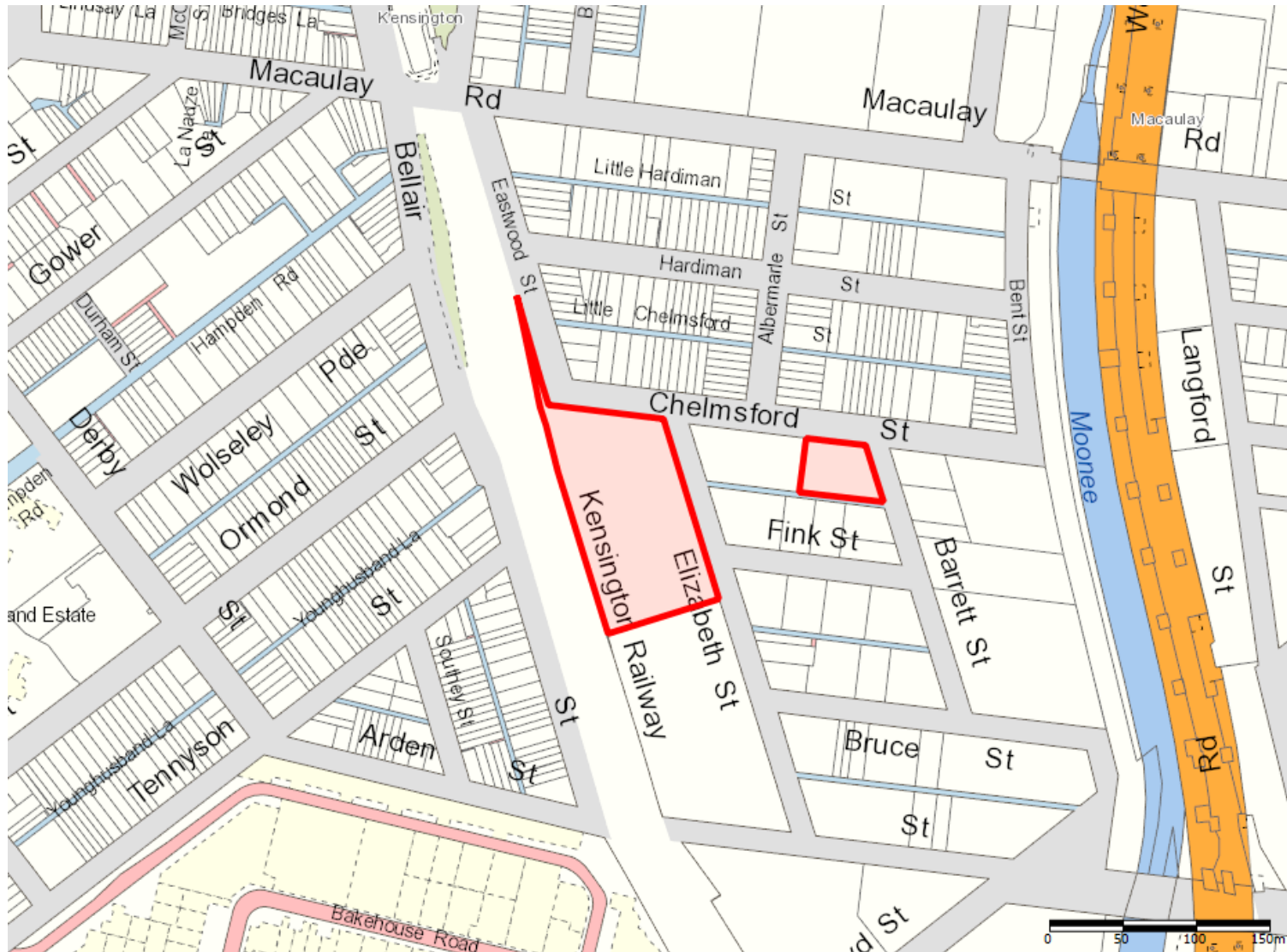
Environmental sustainability

7. The application includes a Sustainability Management Plan prepared by Wave Consulting. This report demonstrates that the facility will include many ESD strategies to minimise its environmental impact during construction and over the life of the building.

Locality Plan

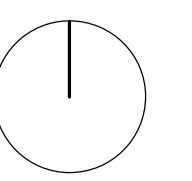
Attachment 2
Agenda item 6.4
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12 December 2017

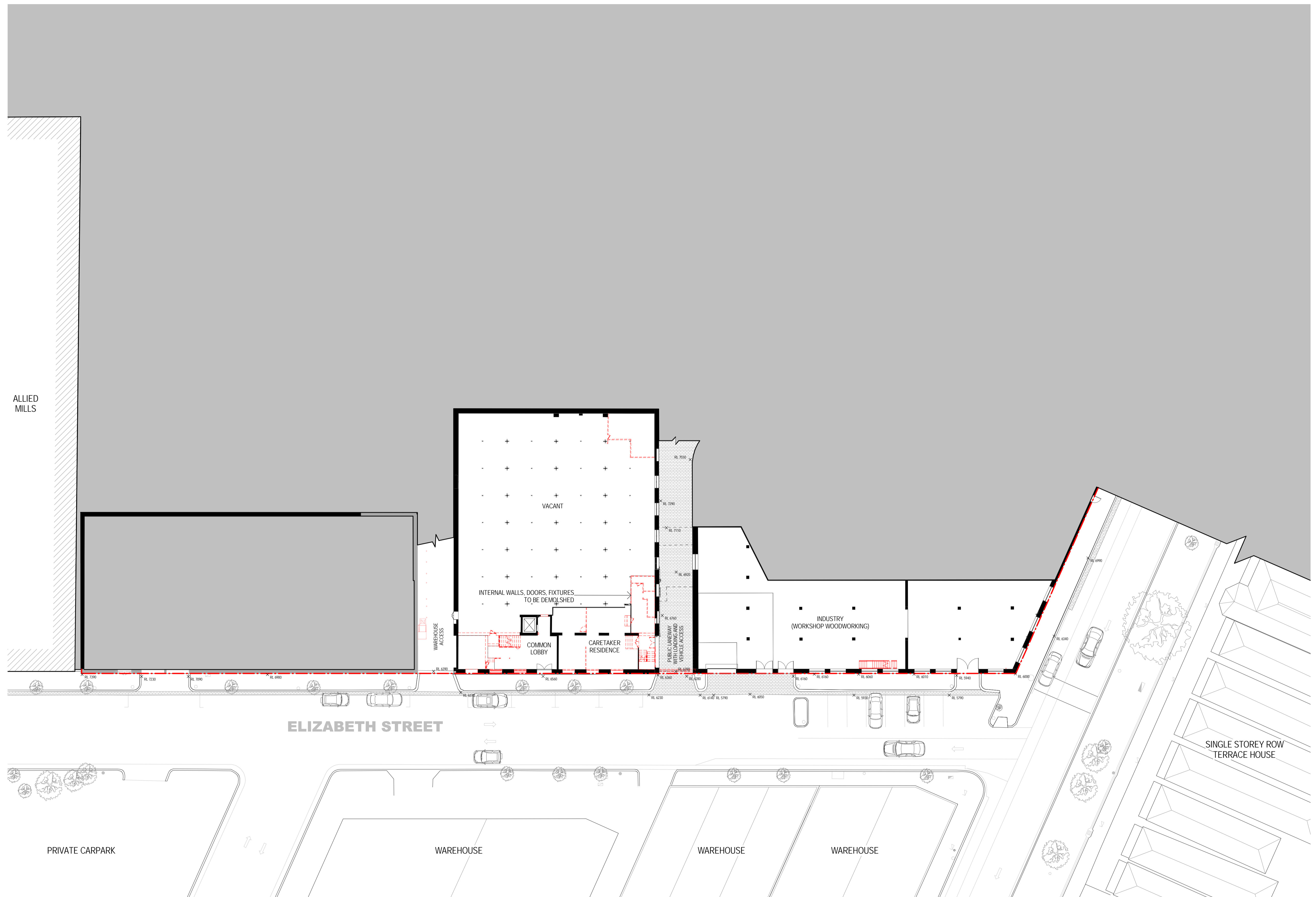
2-50 Elizabeth Street and 2-12 Barrett Street, Kensington



■ PROPOSED STAGE 01 WORK

Attachment 3
Agenda item 6.4
Council
12 December 2017





- LEGEND
- EXTENT OF BUILDING MATERIAL DEMOLITION
 - EXTENT OF BUILDING ELEMENT DEMOLITION
 - EXTENT OF EARTH TO BE REMOVED



Client
Impact Investment Group

Project
Younghusband

Sheet title
Stage 01 - Demolition - Basement 01

Revision	Revision Description
1	Town Planning RFI

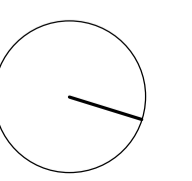
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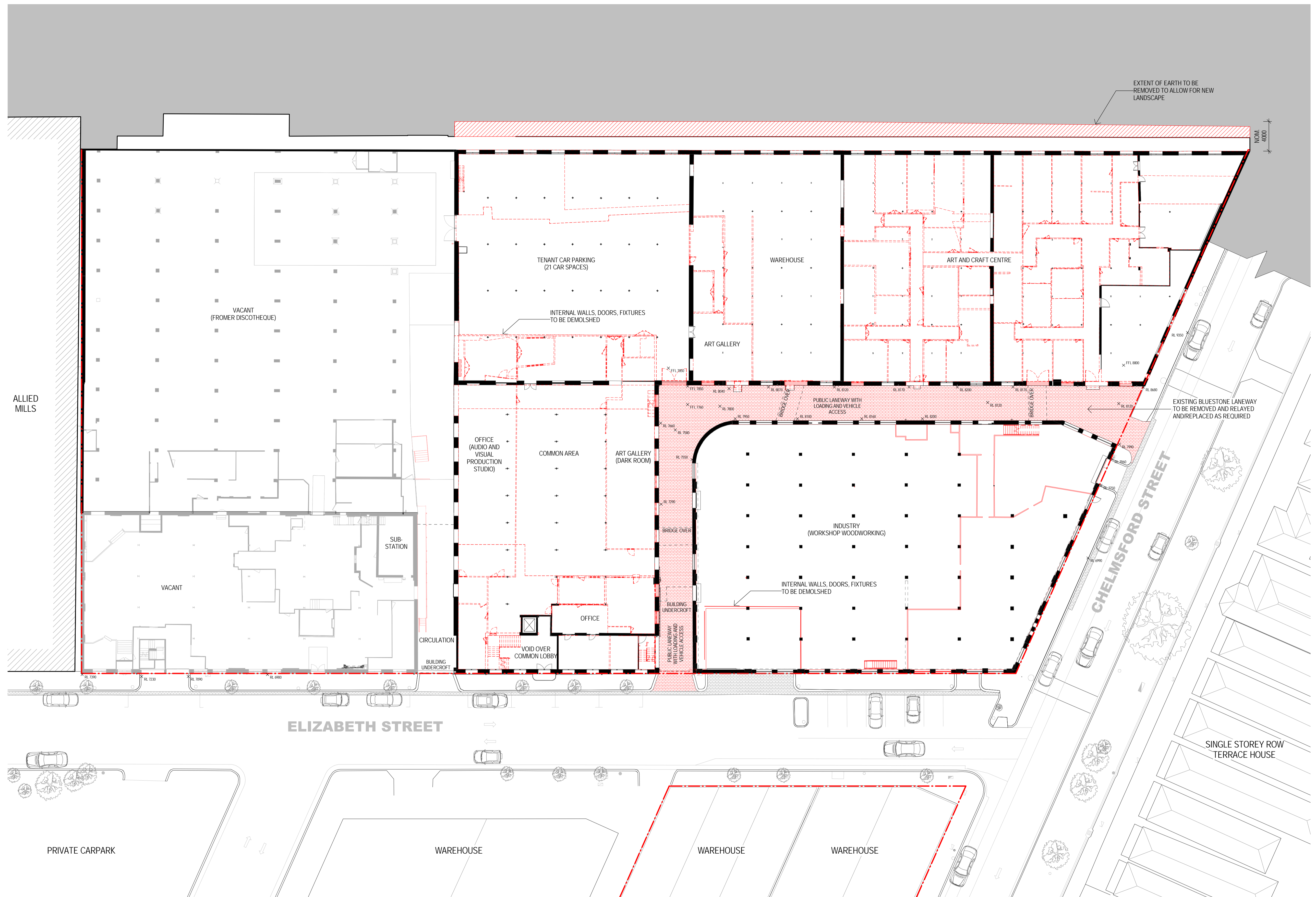
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Description
Town Planning RFI

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Date
05-09-17

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LEGEND

- EXTENT OF BUILDING MATERIAL DEMOLITION
- - - EXTENT OF BUILDING ELEMENT DEMOLITION
- ▨ EXTENT OF EARTH TO BE REMOVED



Client
Impact Investment Group

Project
Younghusband

Sheet title
Stage 01 - Demolition - Lower Ground

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Sheet number
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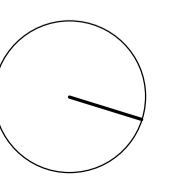
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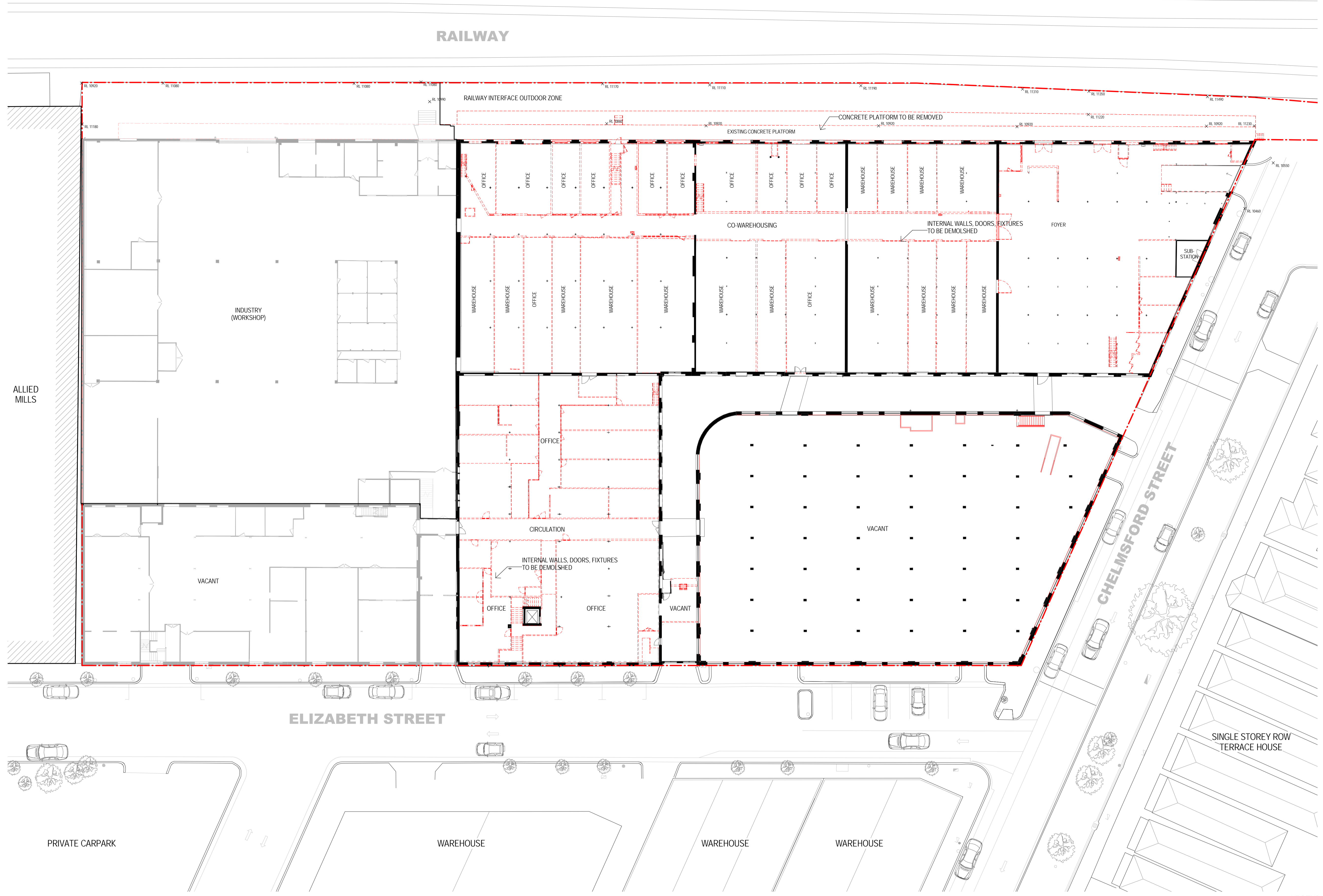
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05-09-17

Description
Town Planning RFI

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- LEGEND**
- EXTENT OF BUILDING MATERIAL DEMOLITION
 - EXTENT OF BUILDING ELEMENT DEMOLITION
 - EXTENT OF EARTH TO BE REMOVED



Client
Impact Investment Group

Project
Younghusband

Sheet title
Stage 01 - Demolition - Ground

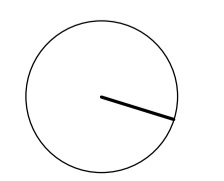
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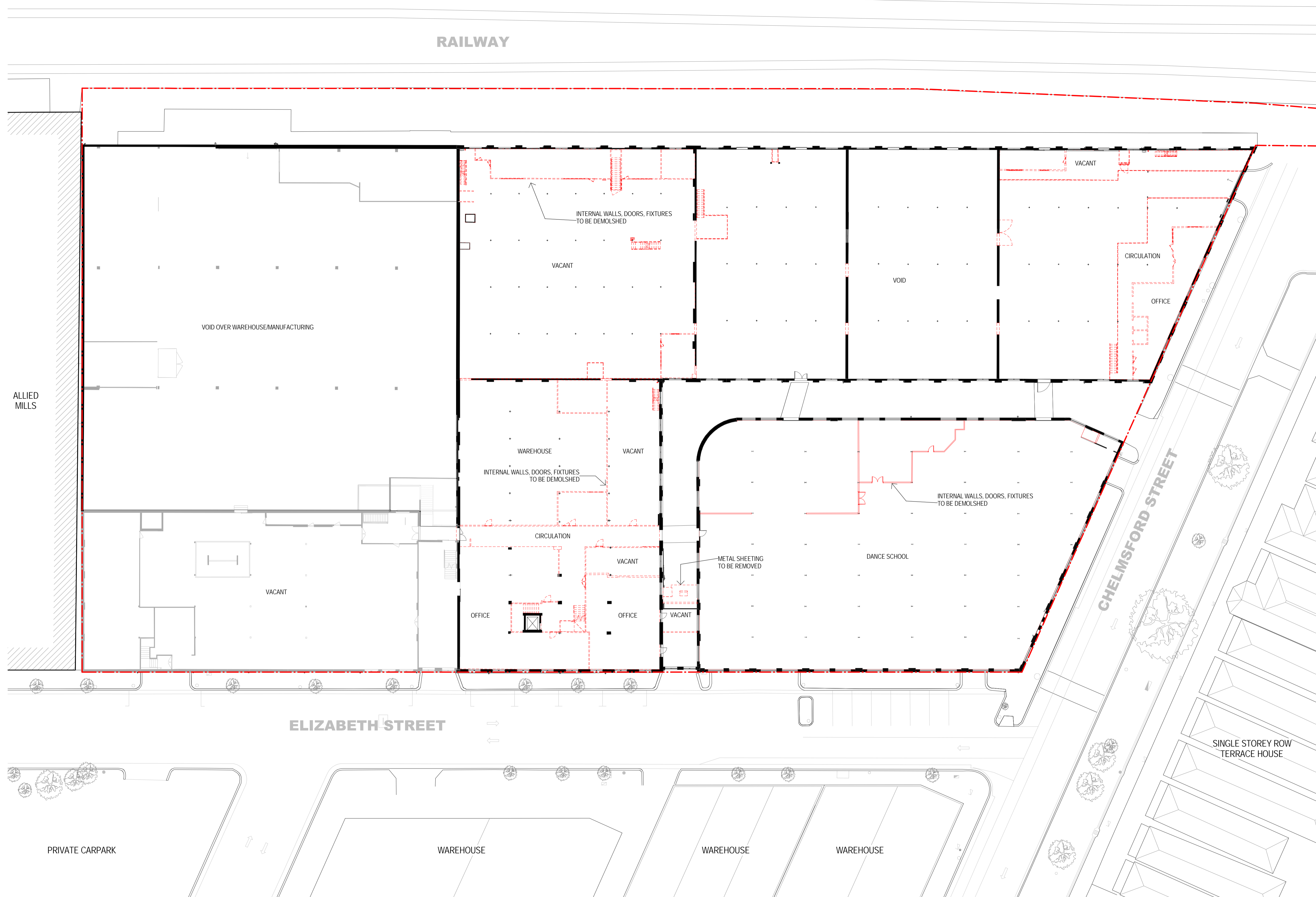
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Date
05-09-17

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LEGEND

- EXTENT OF BUILDING MATERIAL DEMOLITION
- EXTENT OF BUILDING ELEMENT DEMOLITION
- EXTENT OF EARTH TO BE REMOVED



Client
Impact Investment Group

Project
Younghusband

Sheet title
Stage 01 - Demolition - Level 01

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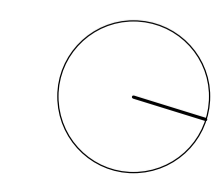
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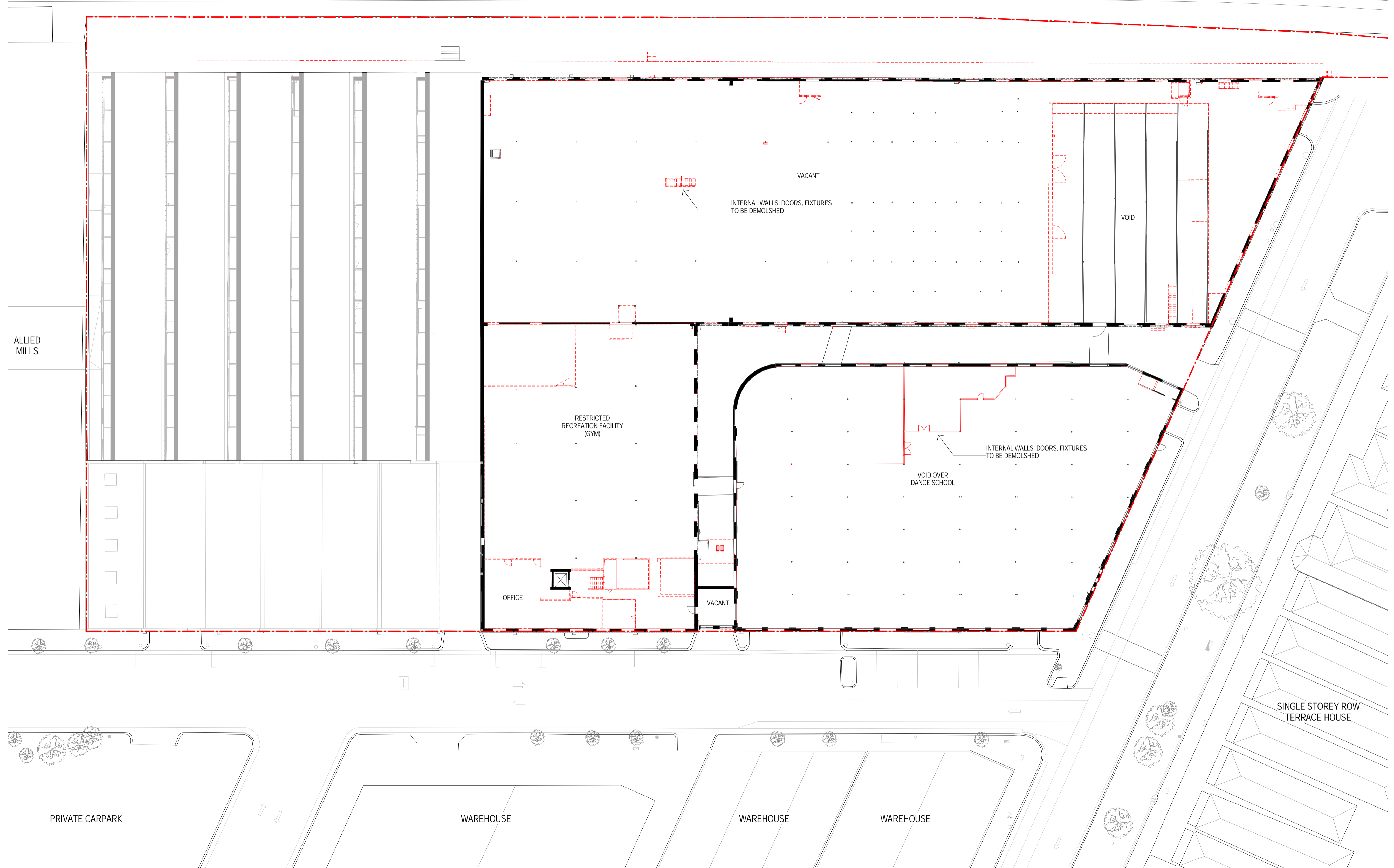
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Date
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LEGEND

- EXTENT OF BUILDING MATERIAL DEMOLITION
- - - EXTENT OF BUILDING ELEMENT DEMOLITION
- ▨ EXTENT OF EARTH TO BE REMOVED



Client
Impact Investment Group

Project
Younghusband

Sheet title
Stage 01 - Demolition - Level 02

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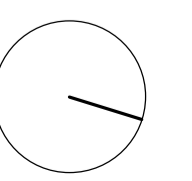
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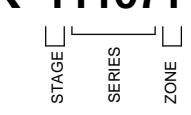
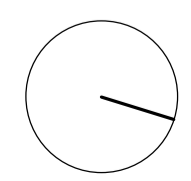
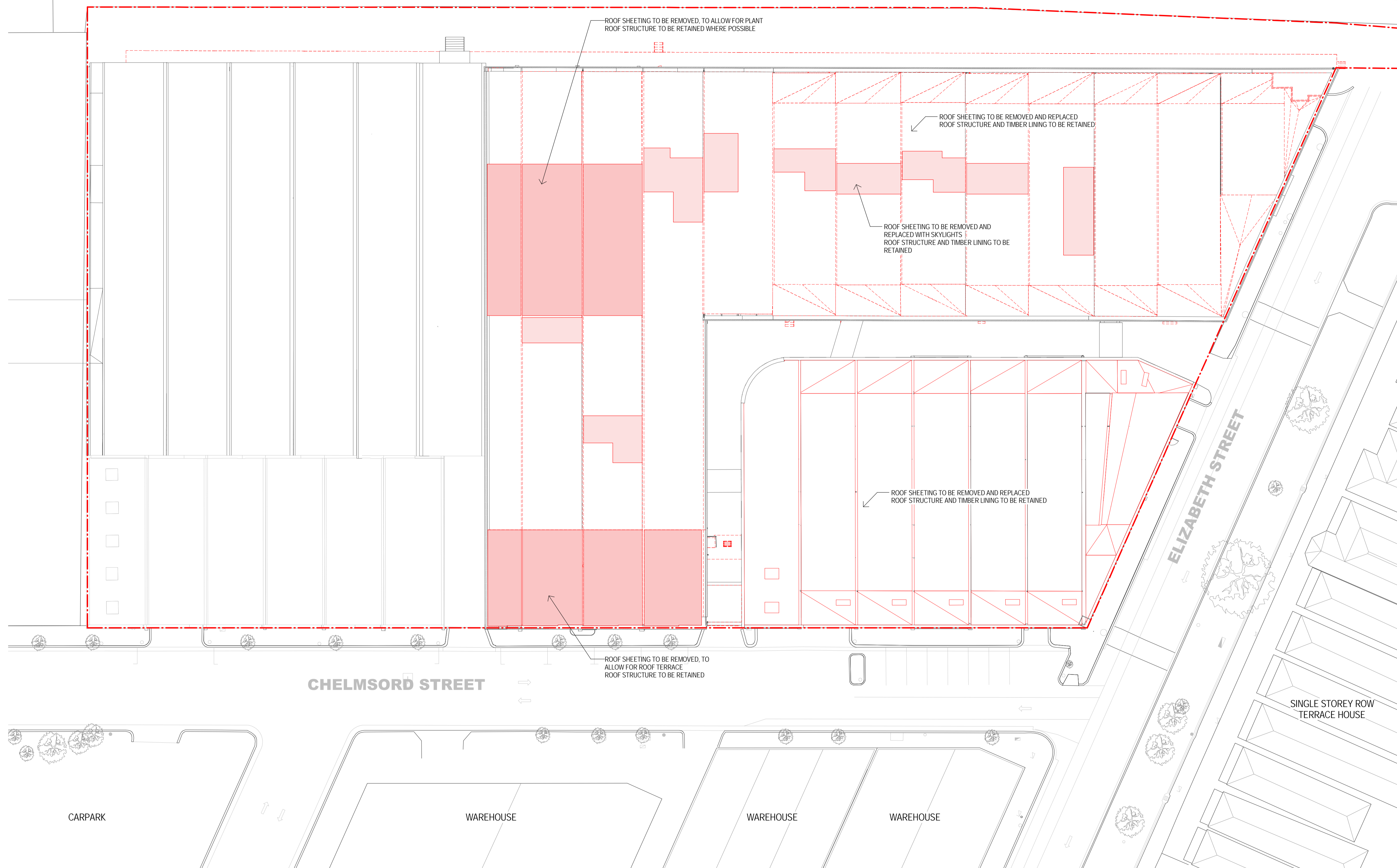
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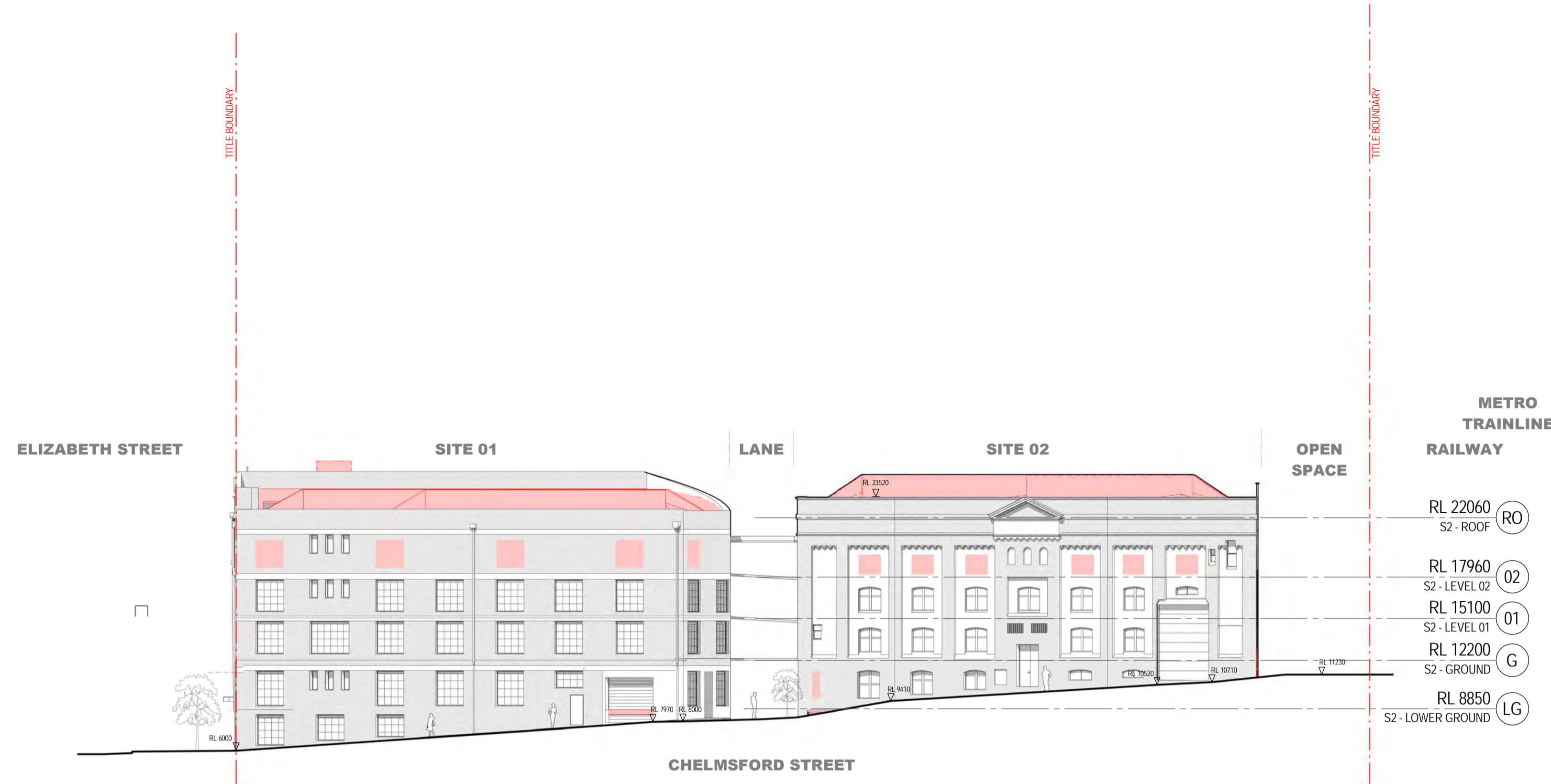
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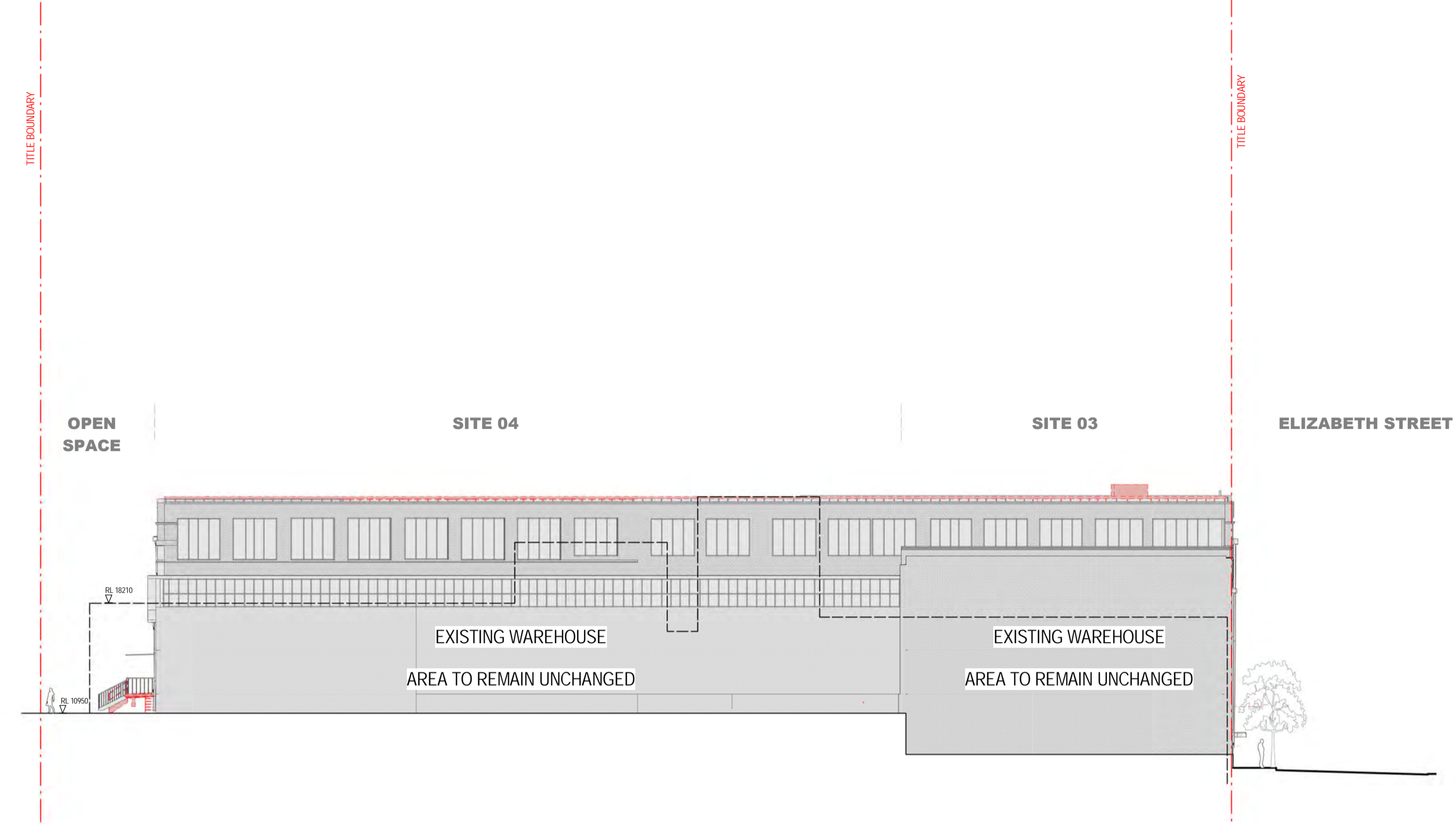
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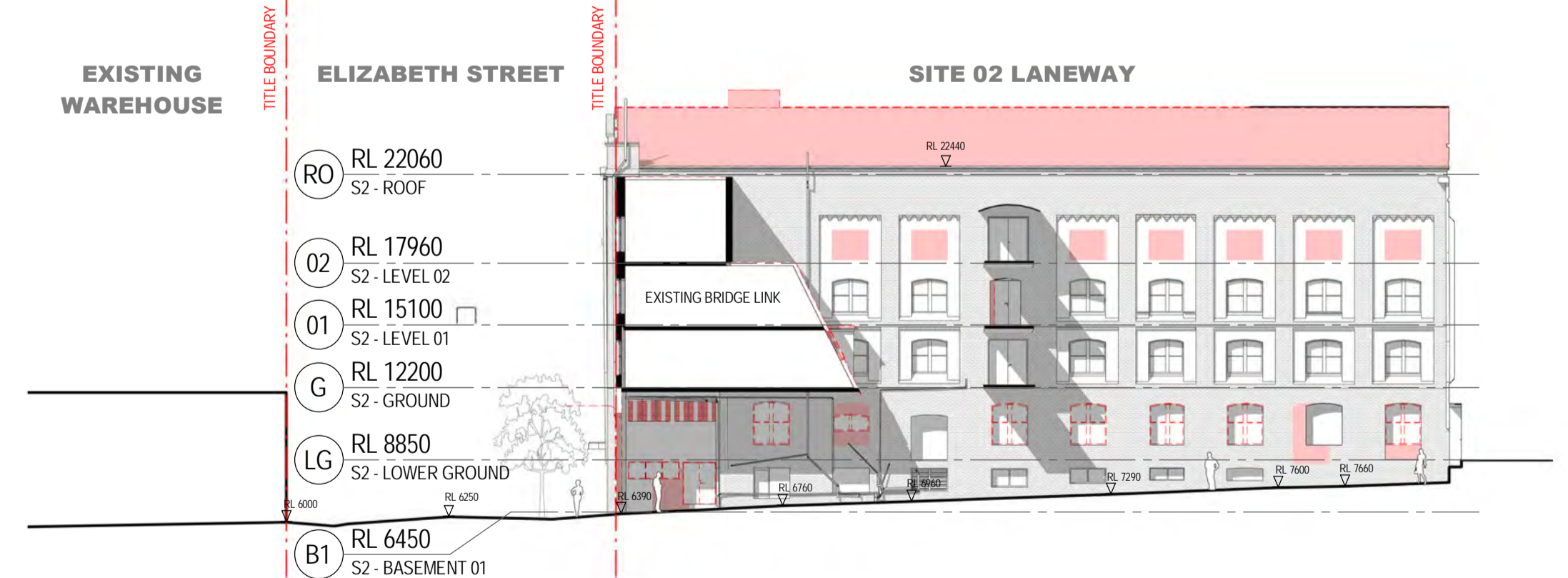
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2 STAGE 01 - DEMOLITION - SOUTH ELEVATION



3 STAGE 01 - DEMOLITION - INTERNAL LANEWAY EAST ELEVATION



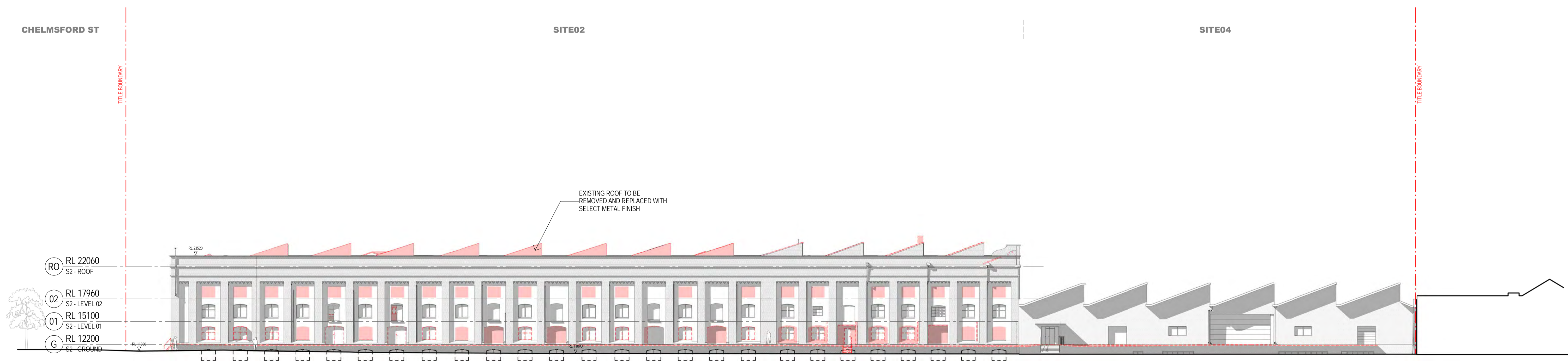
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LEGEND
 EXTENT OF BUILDING MATERIAL DEMOLITION
 EXTENT OF BUILDING ELEMENT DEMOLITION
 EXTENT OF EARTH TO BE REMOVED



1 STAGE 01 - DEMOLITION - EAST ELEVATION - ELIZABETH STREET

WINDOW FRAME TO BE REMOVED AND REPLACED TO MATCH ORIGINAL STEEL WINDOWS



2 STAGE 01 - DEMOLITION - WEST ELEVATION

LEGEND

- EXTENT OF BUILDING MATERIAL DEMOLITION
- EXTENT OF BUILDING ELEMENT DEMOLITION
- EXTENT OF EARTH TO BE REMOVED



Client
Impact Investment Group

Project
Younghusband

Sheet title
Stage 01 - Demolition - Elevations

Revision	Revision Description	Date
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Sheet number
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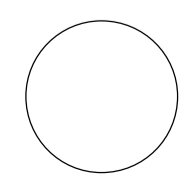
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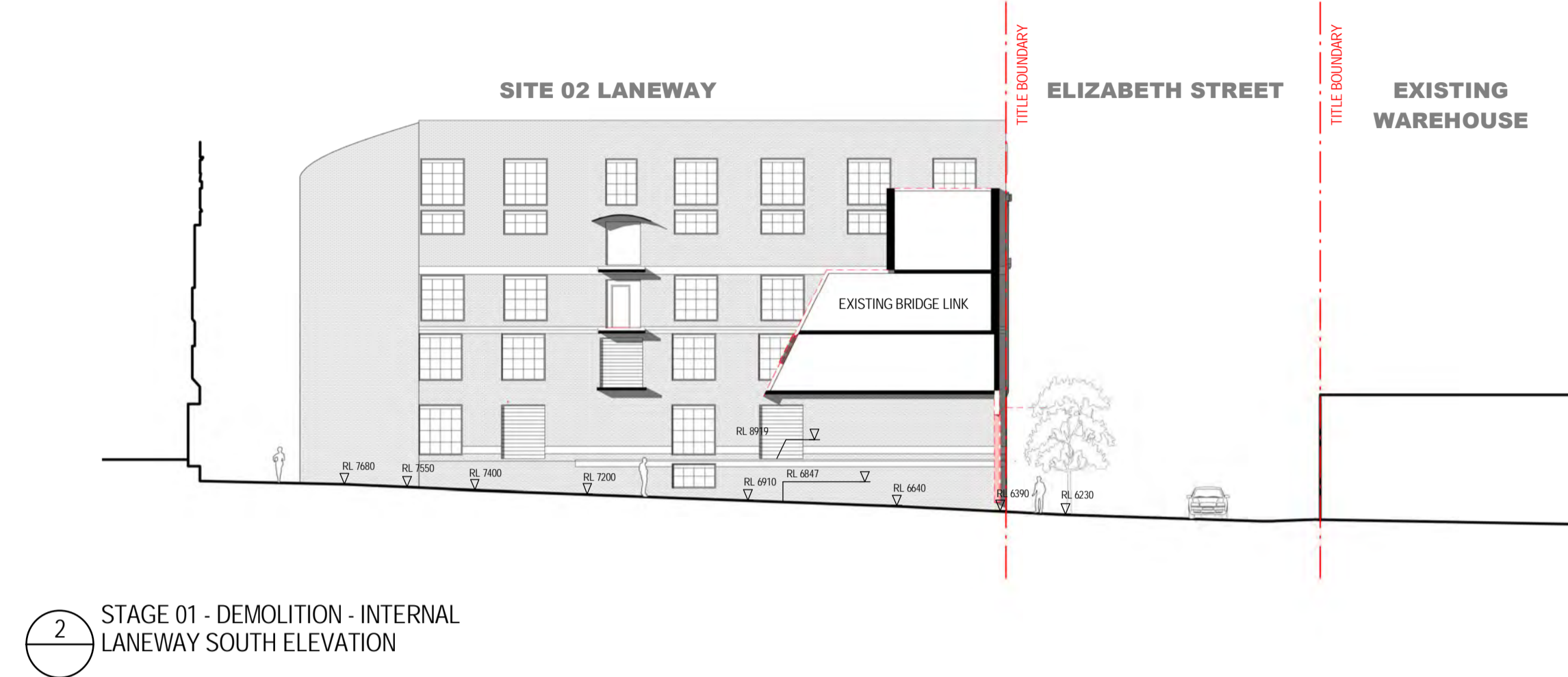
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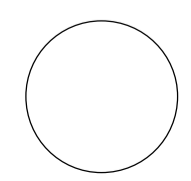
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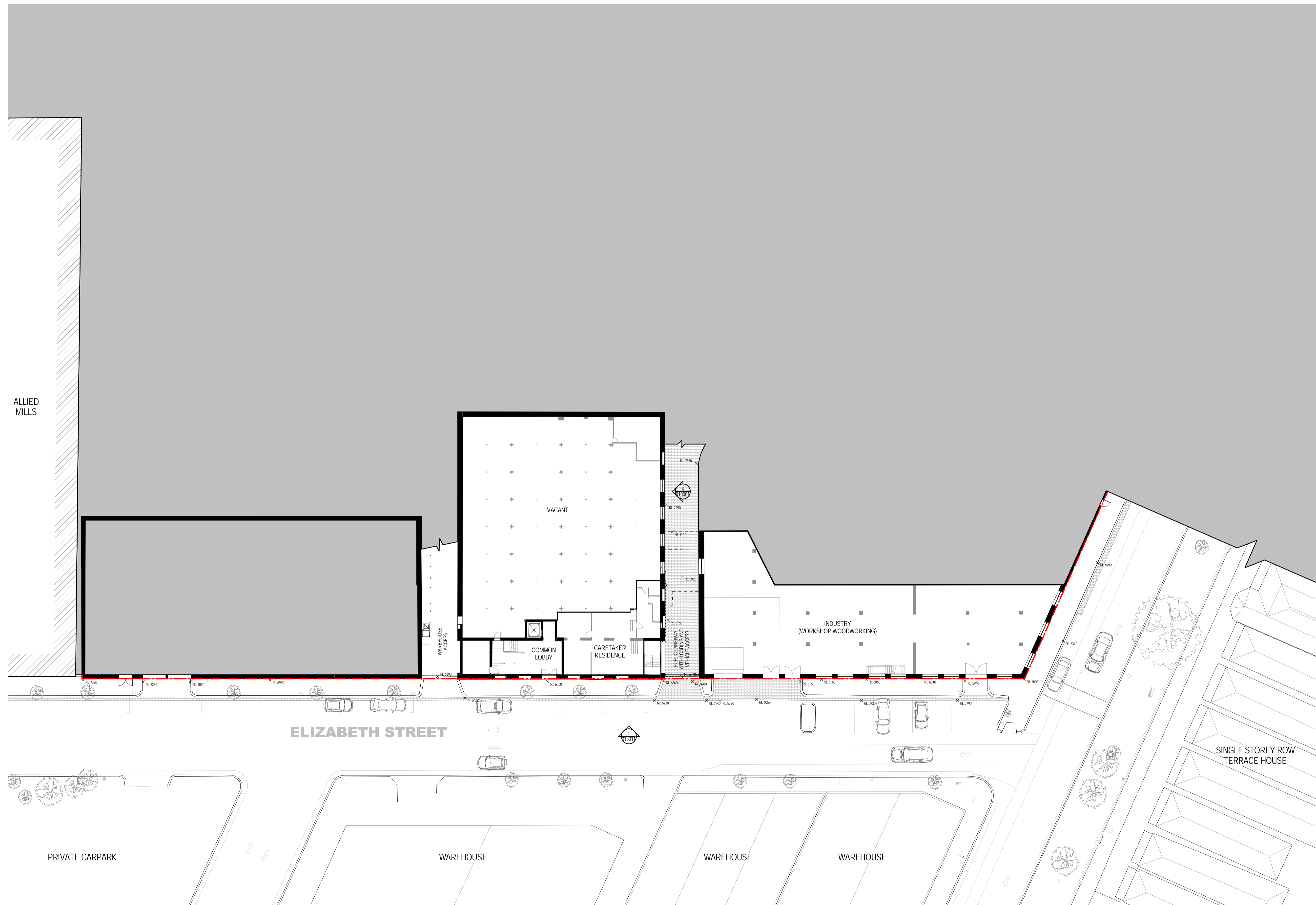


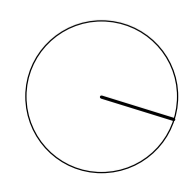
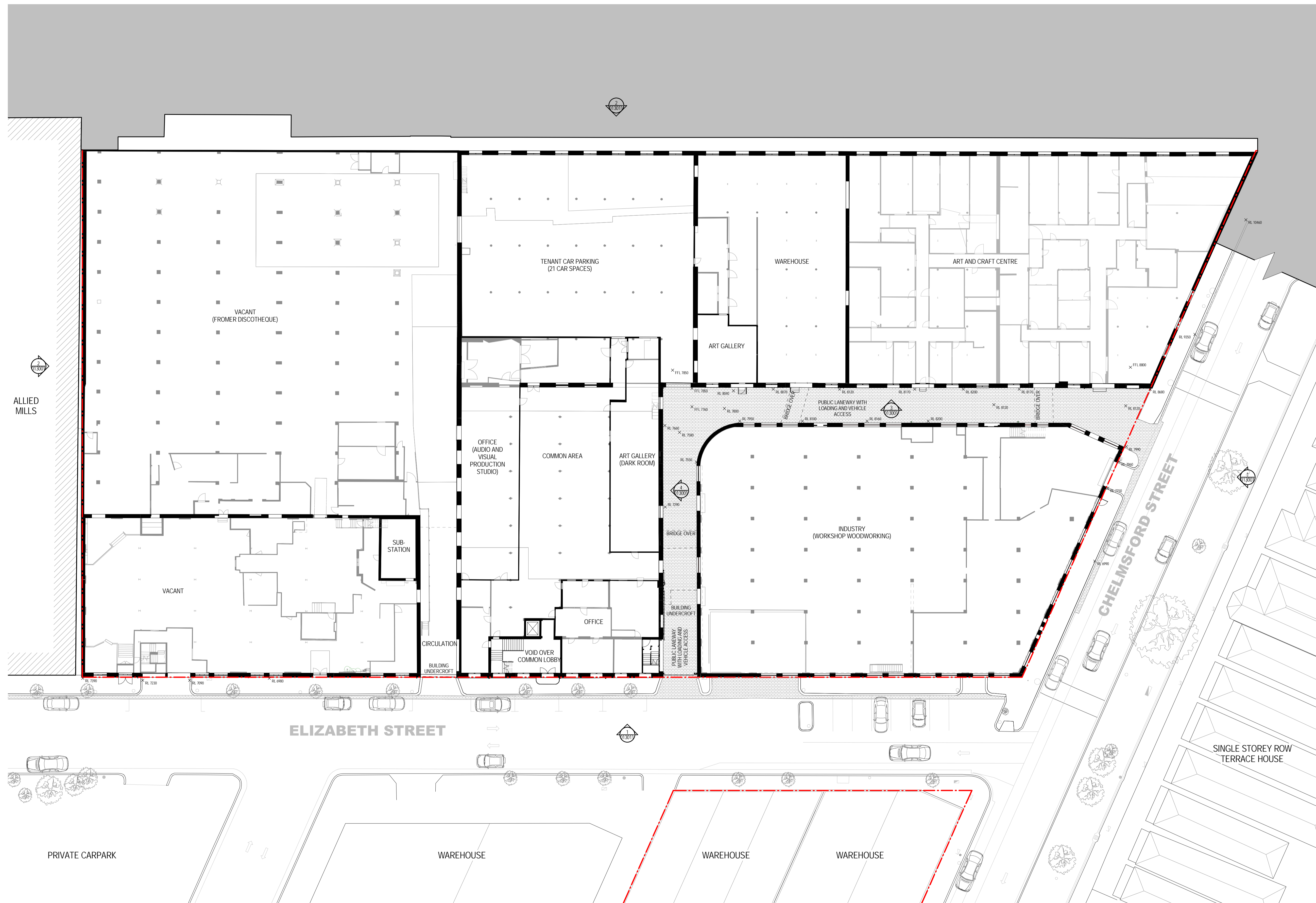


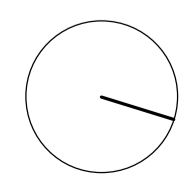
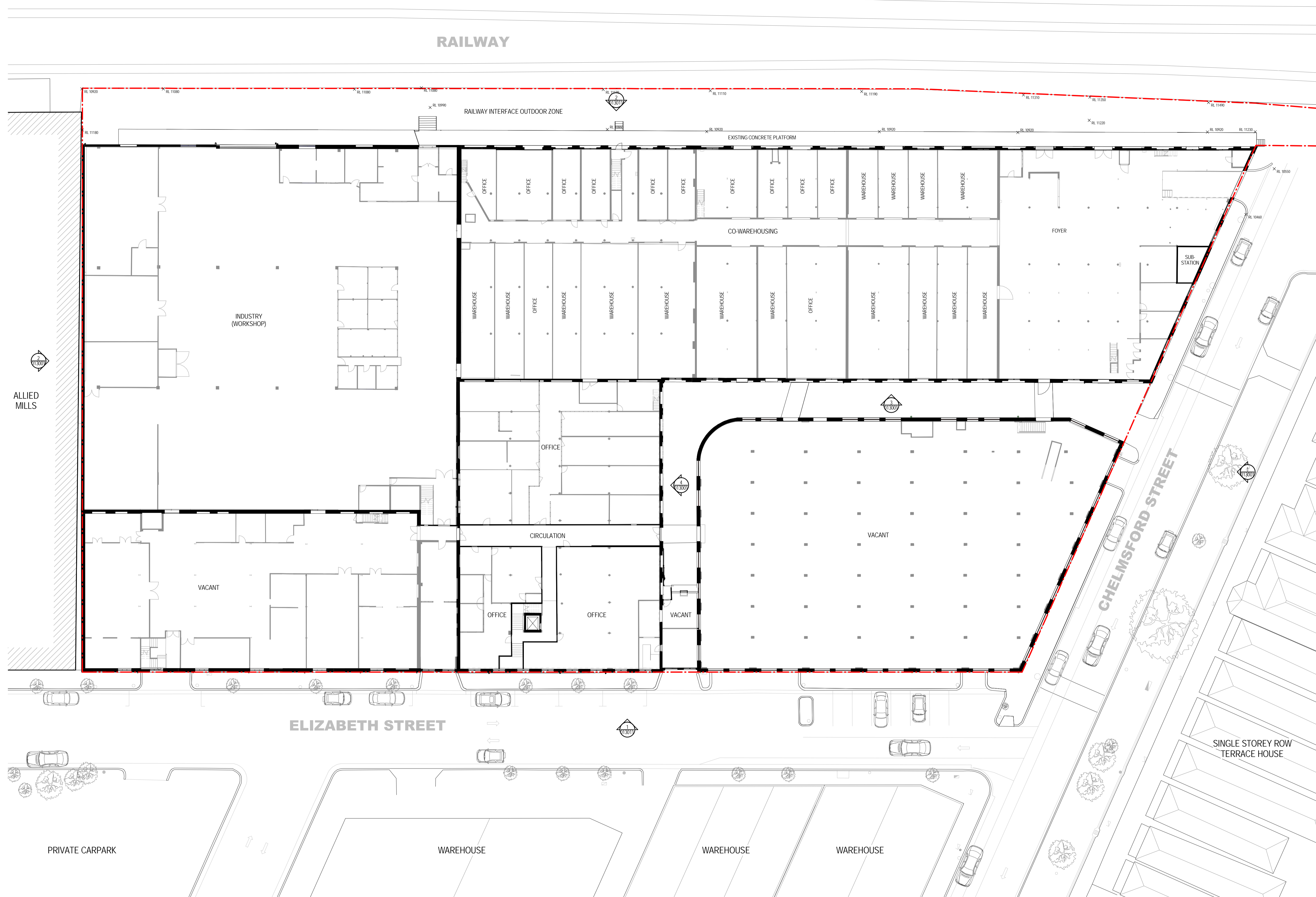
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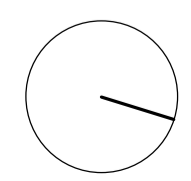
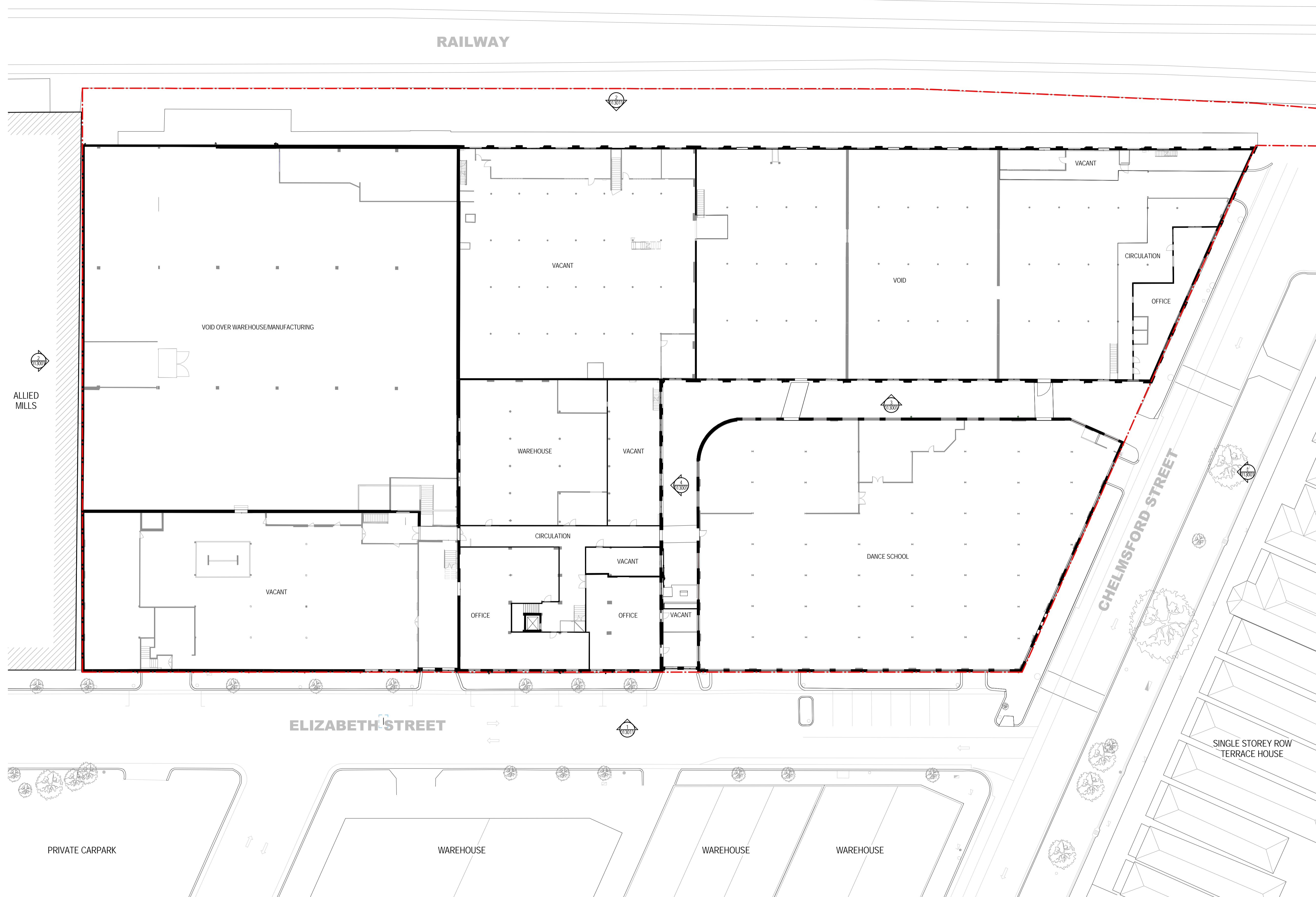
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- EXTENT OF BUILDING ELEMENT DEMOLITION
- EXTENT OF EARTH TO BE REMOVED

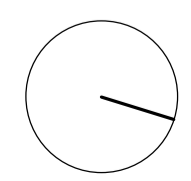
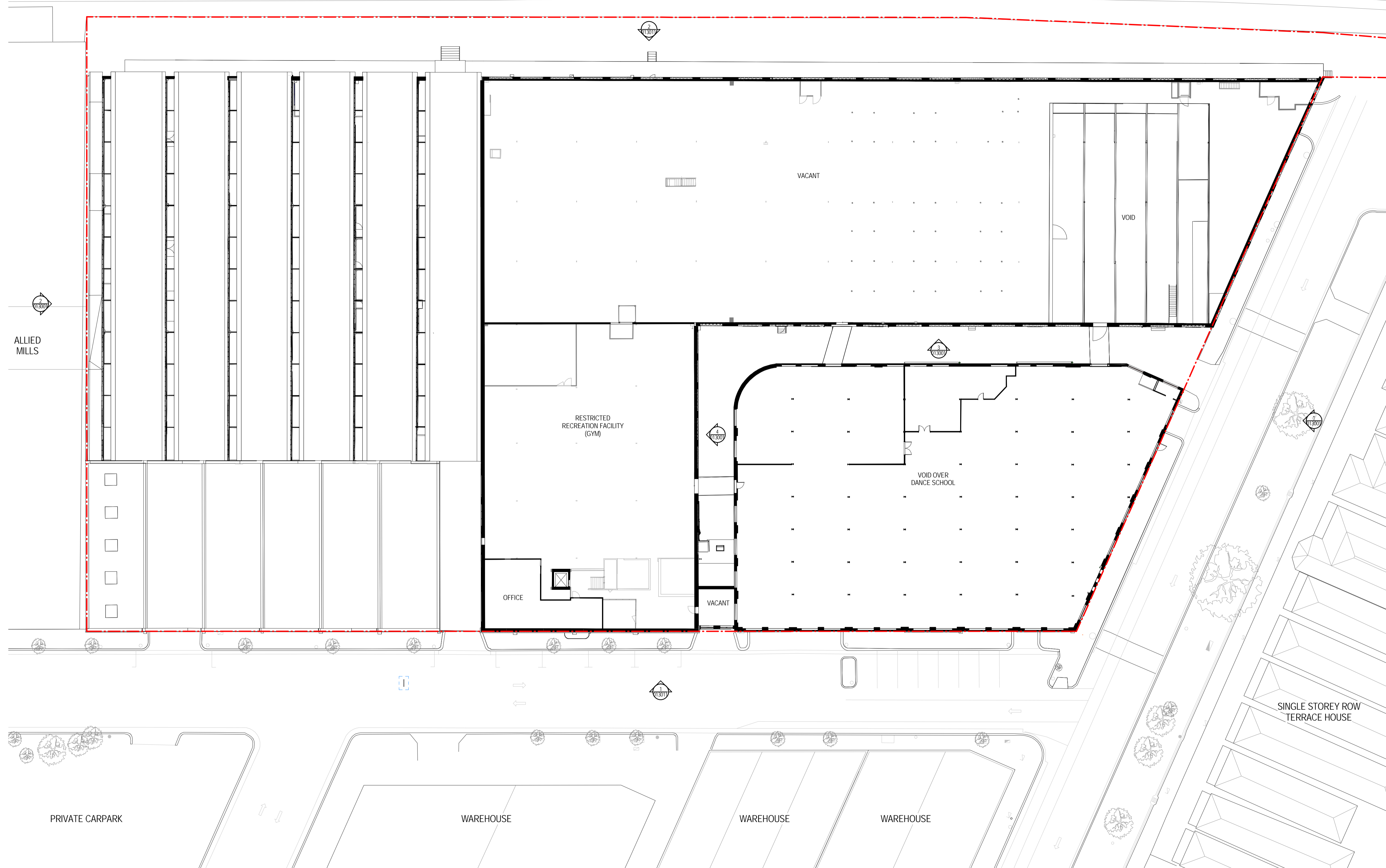


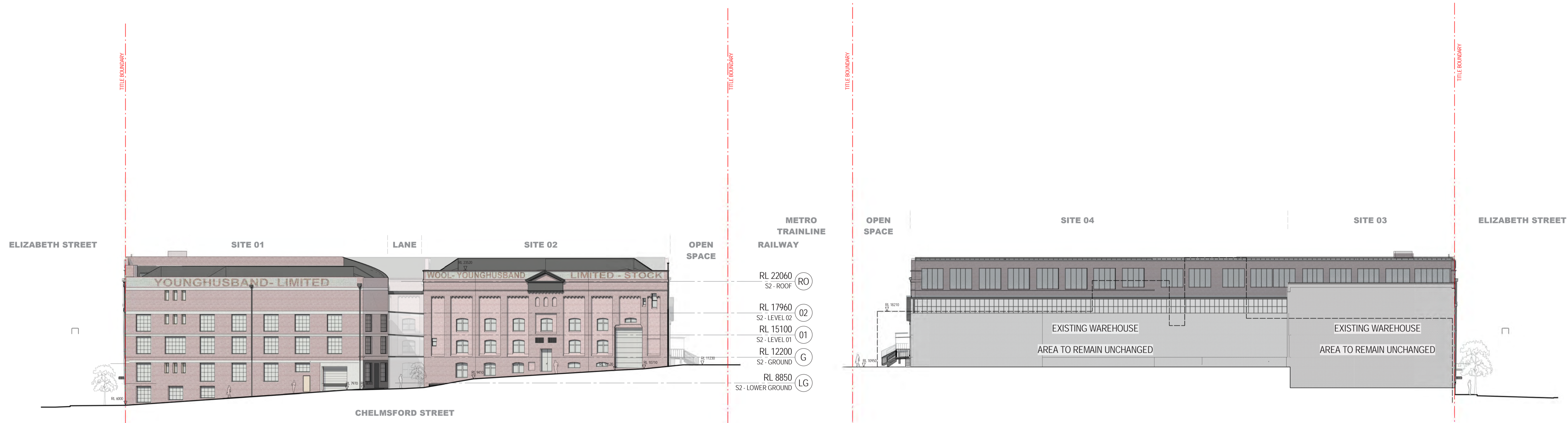












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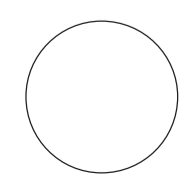
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3 EXISTING - INTERNAL LANEWAY EAST ELEVATION



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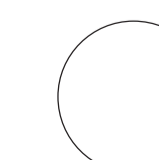




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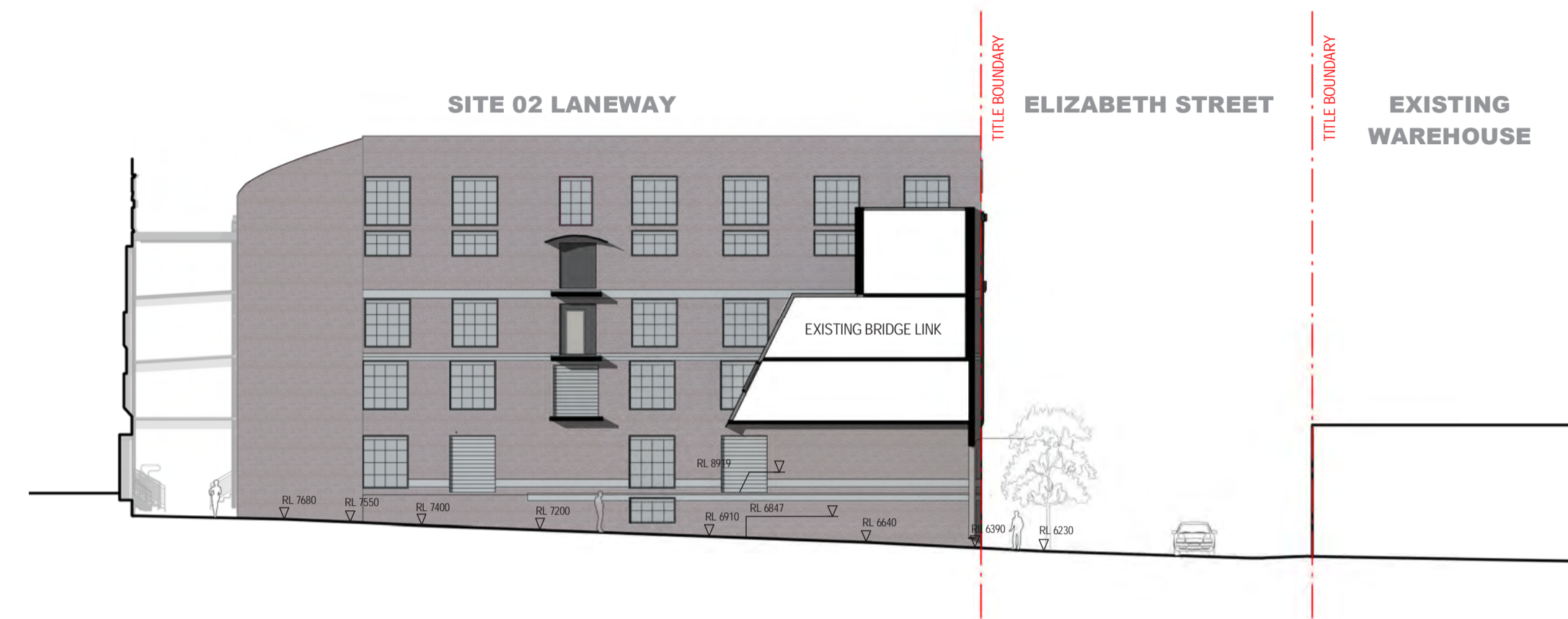


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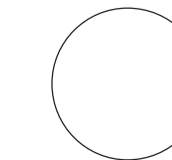




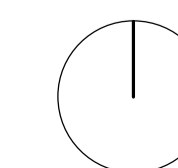
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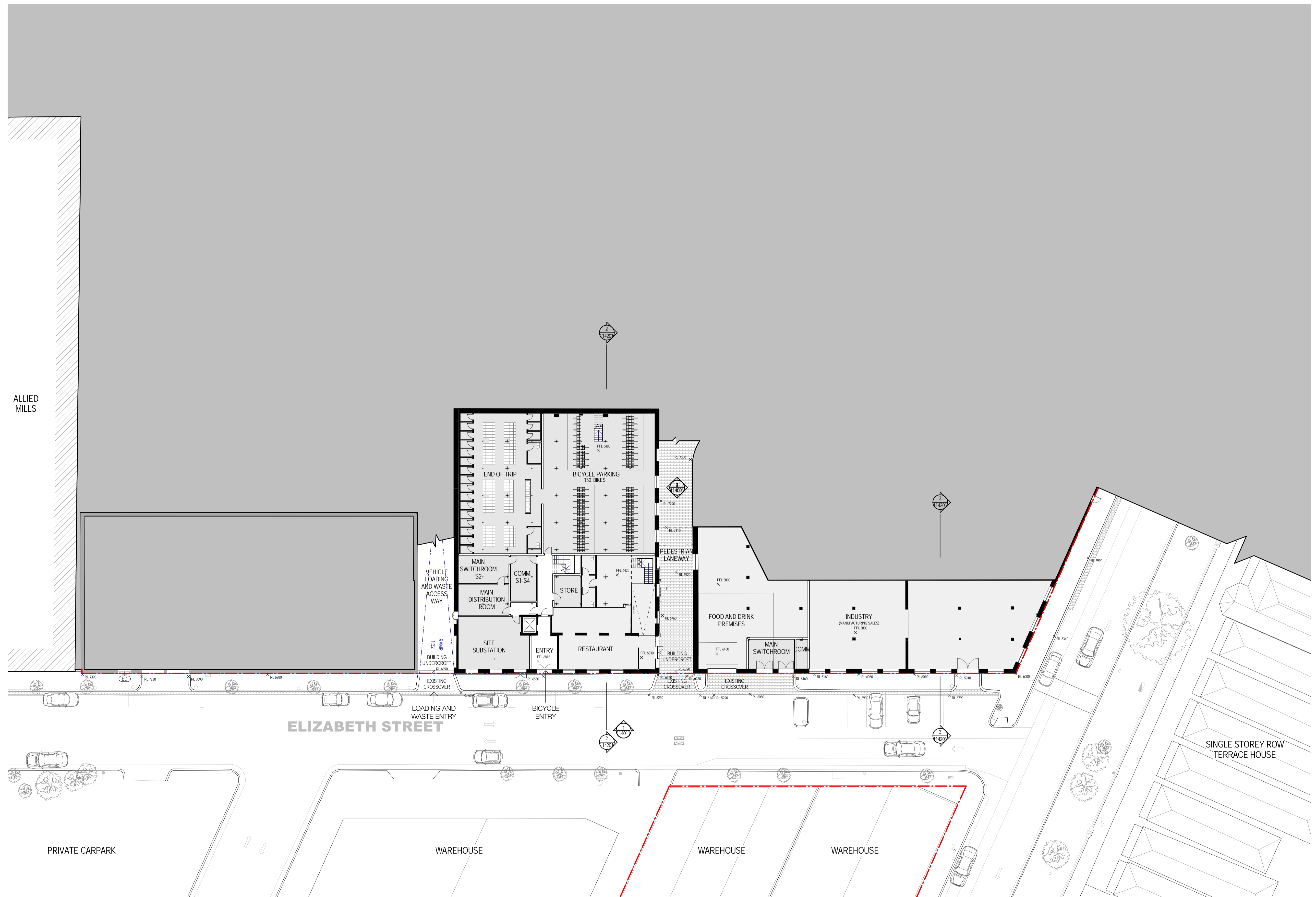


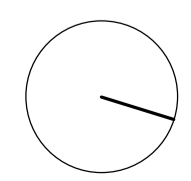
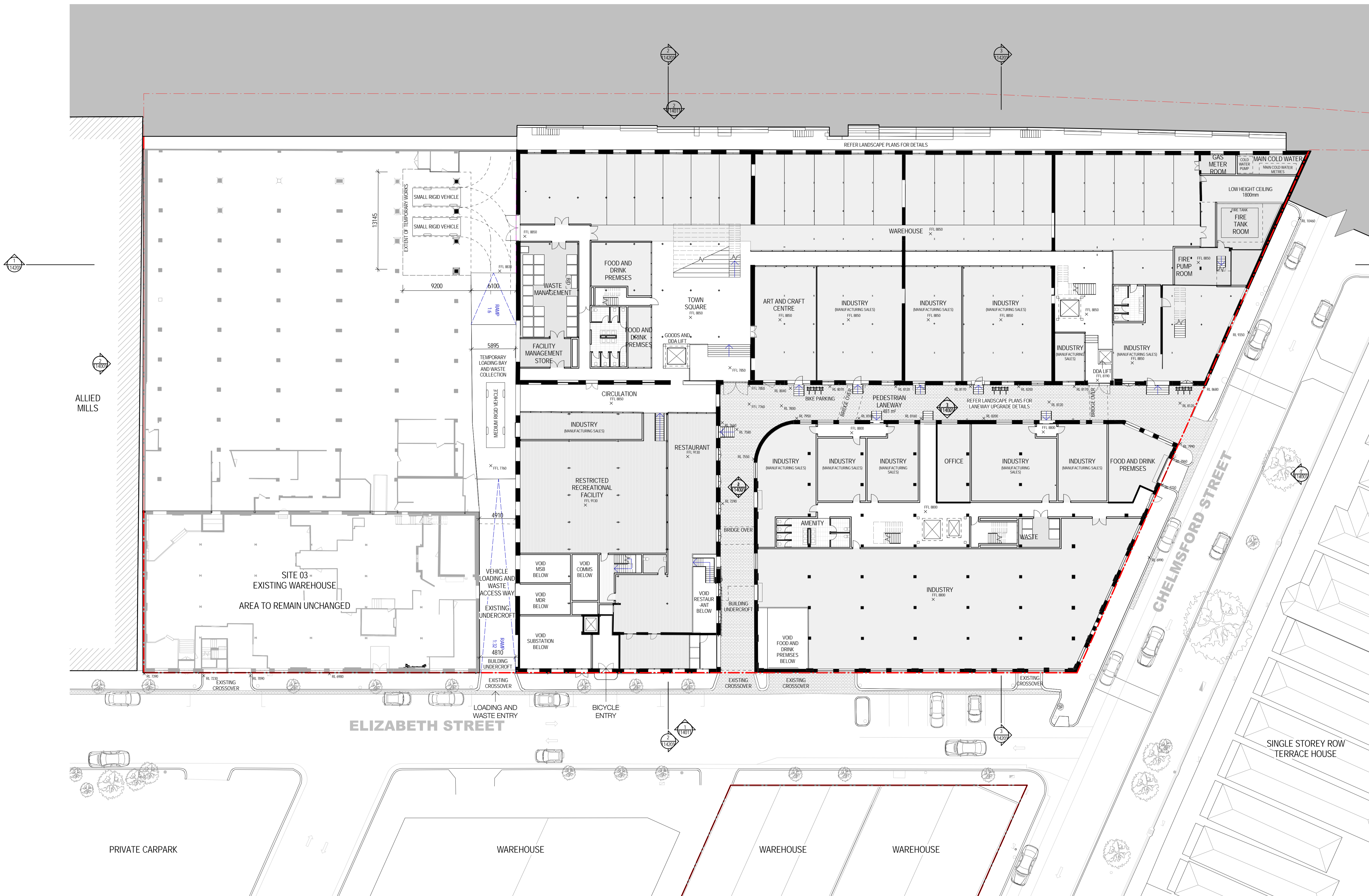
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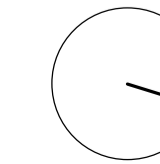
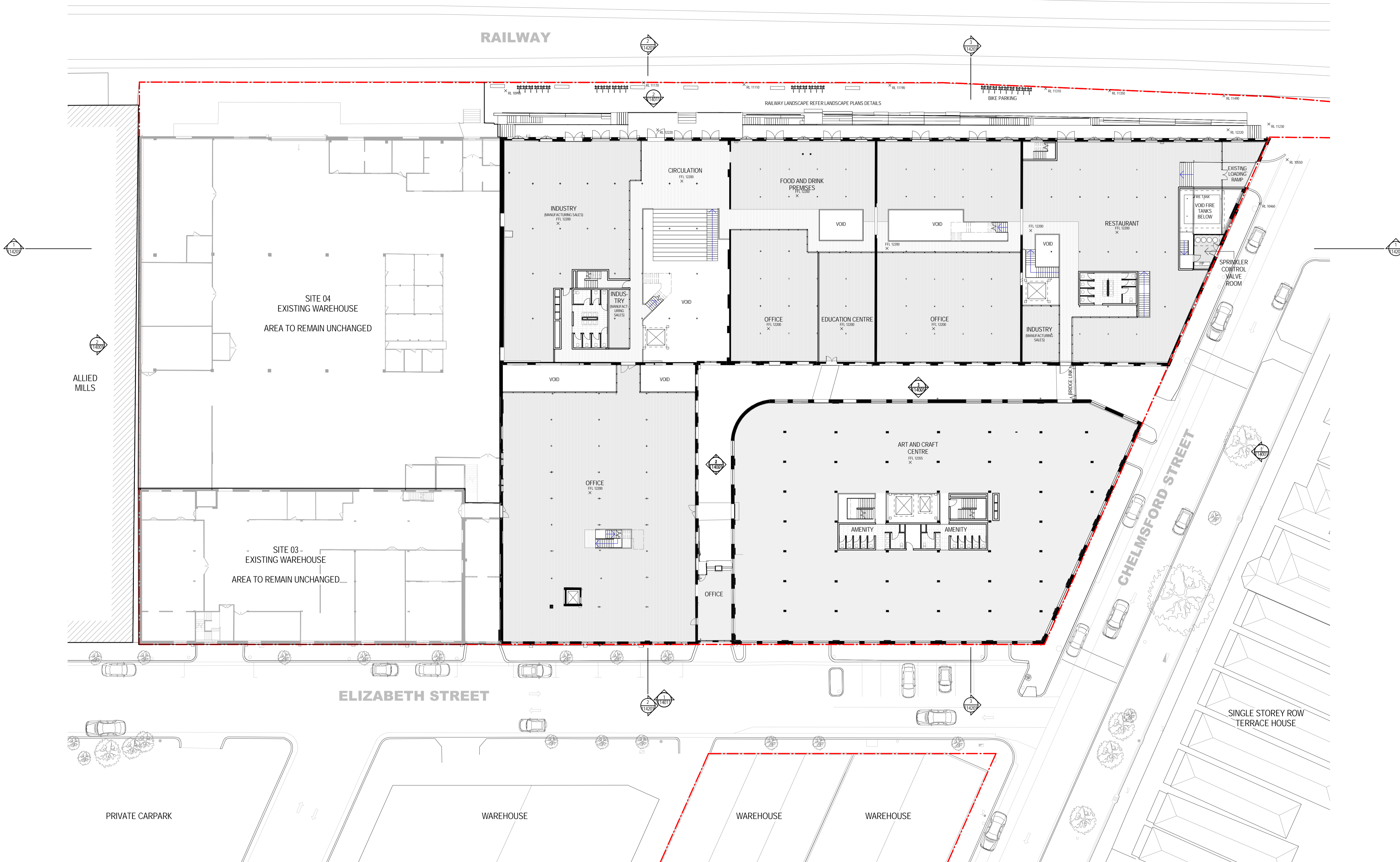


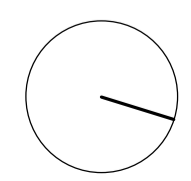
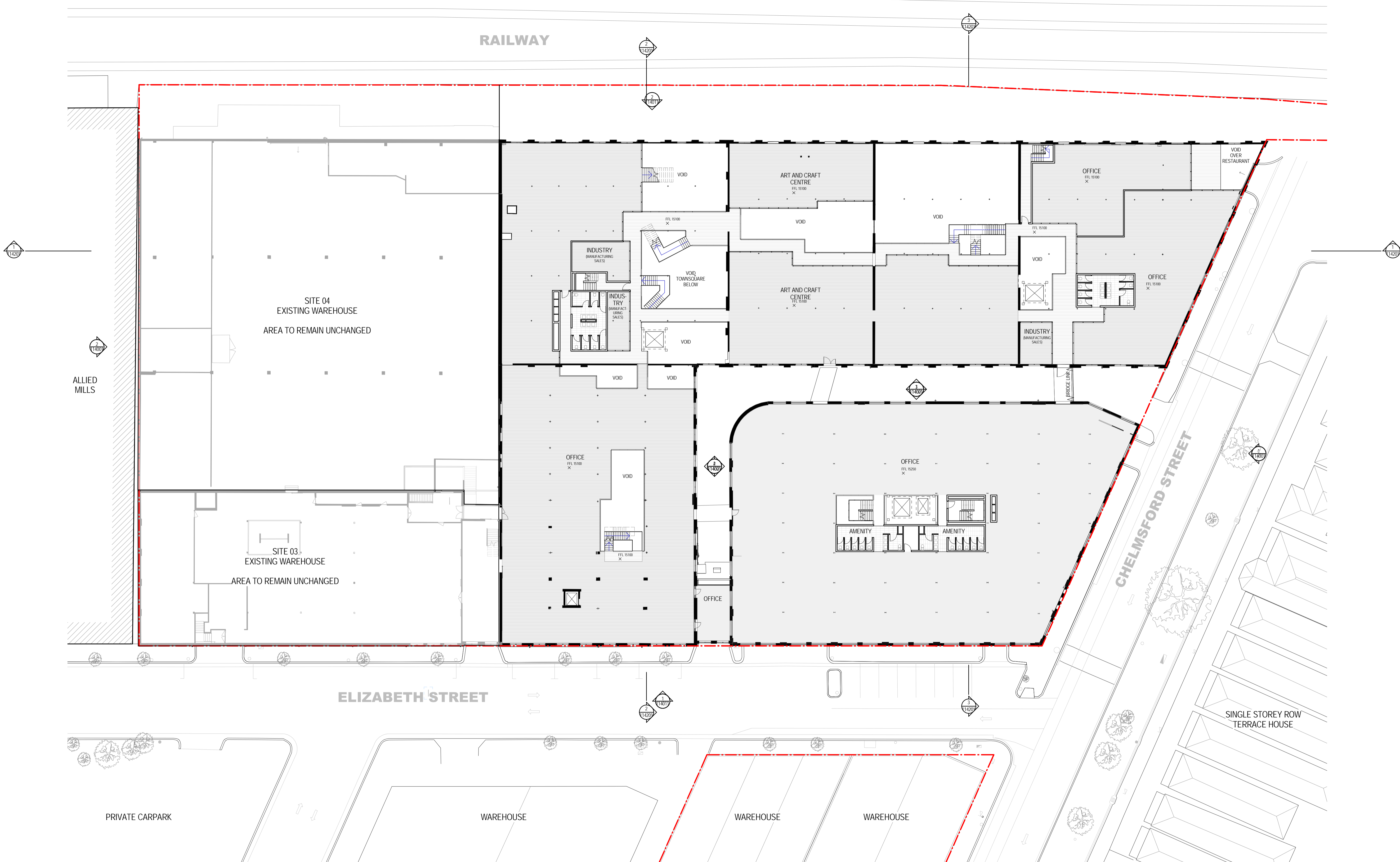
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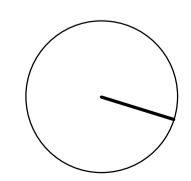
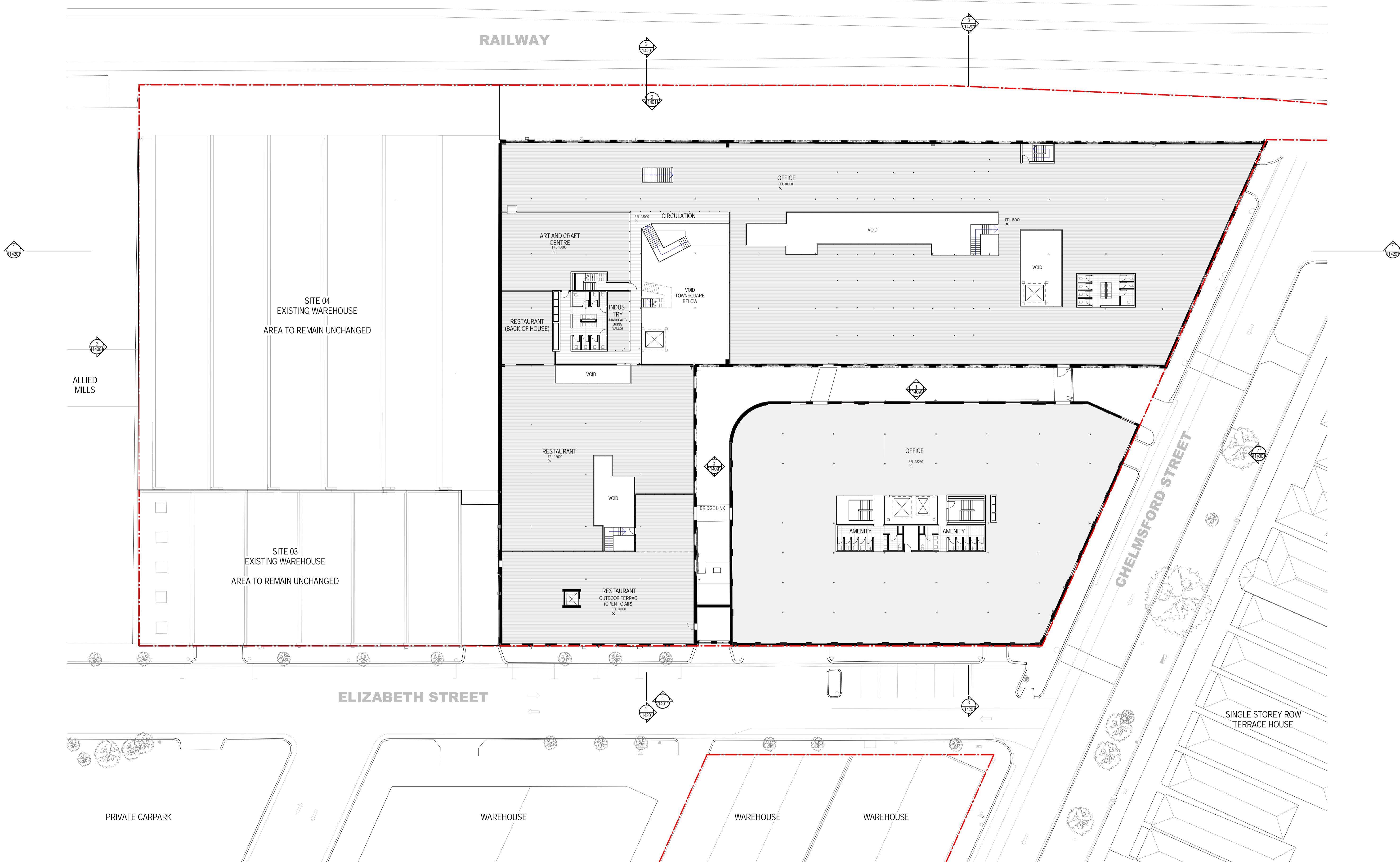


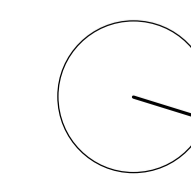
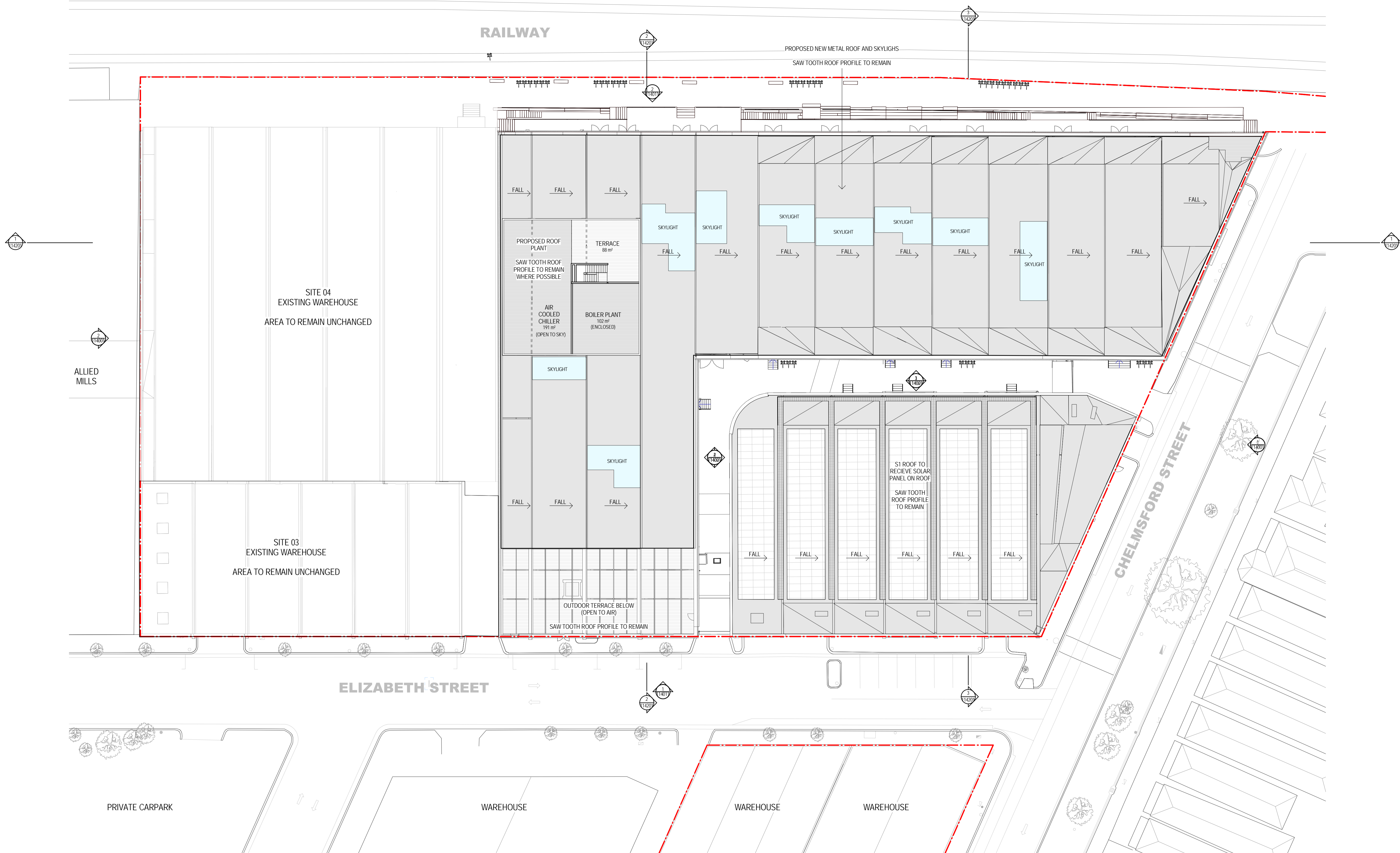










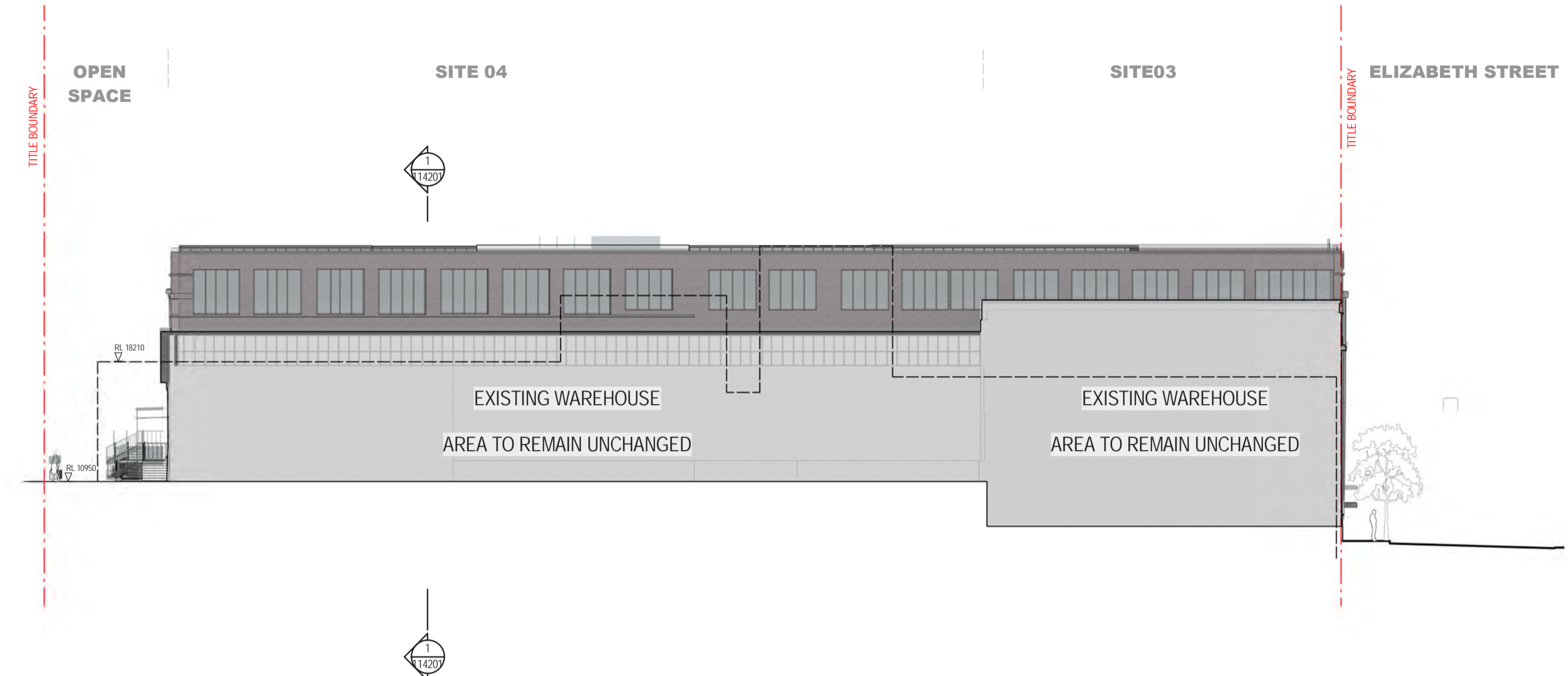


WINDOWS AND DOORS

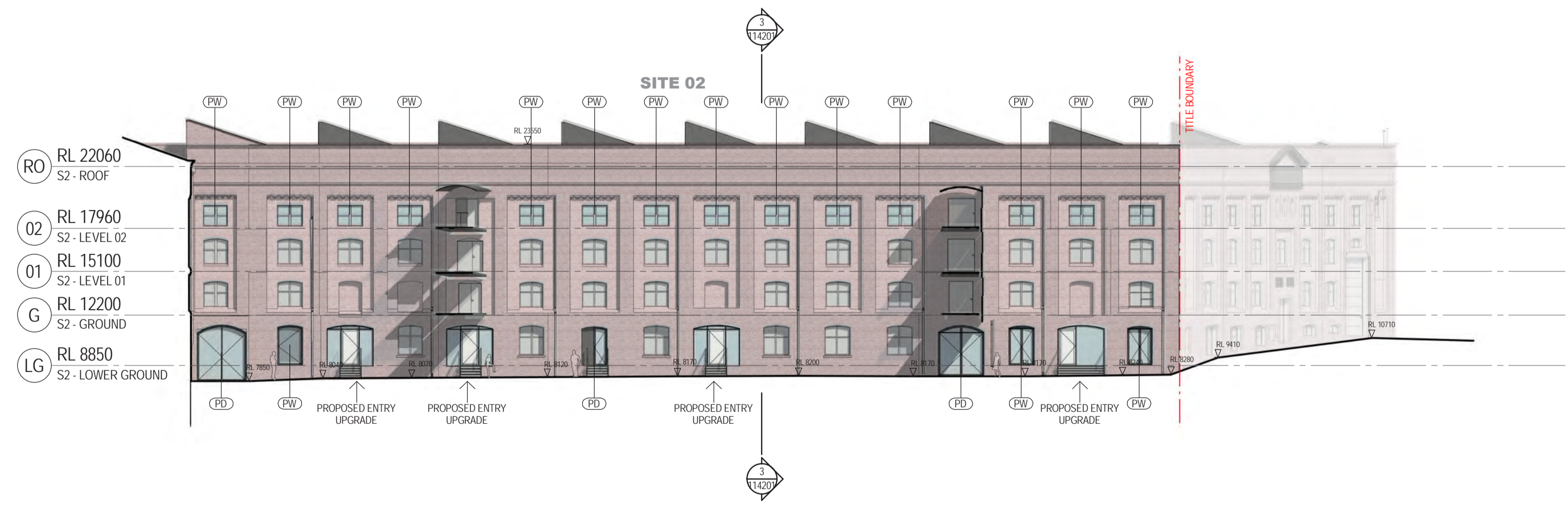
- EXISTING (REPRESENTED BLACK AND WHITE)
OPENING SIZE AND LOCATION TO REMAIN AS IS
NB. ALL EXISTING WINDOW AND DOOR FRAME, GLAZING AND LEAFS ARE SUBJECT TO FURTHER ON-SITE INVESTIGATION AND MAY REQUIRE REPLACING OR MAKE GOOD
- NEW (REPRESENTED COLORED - WITH TAG)
 - PD PROPOSED DOOR
 - PW PROPOSED WINDOW
 - PO PROPOSED OPENING
- ADDITIONAL OR ALTERED OPENINGS REQUIRED TO EXISTING MASONRY WALL
- UPGRADE (REPRESENTED COLORED - NO TAG)
REPLACEMENT WINDOWS AND DOOR WITH UPDATED CONFIGURATION
OPENING SIZE AND LOCATION TO REMAIN AS IS



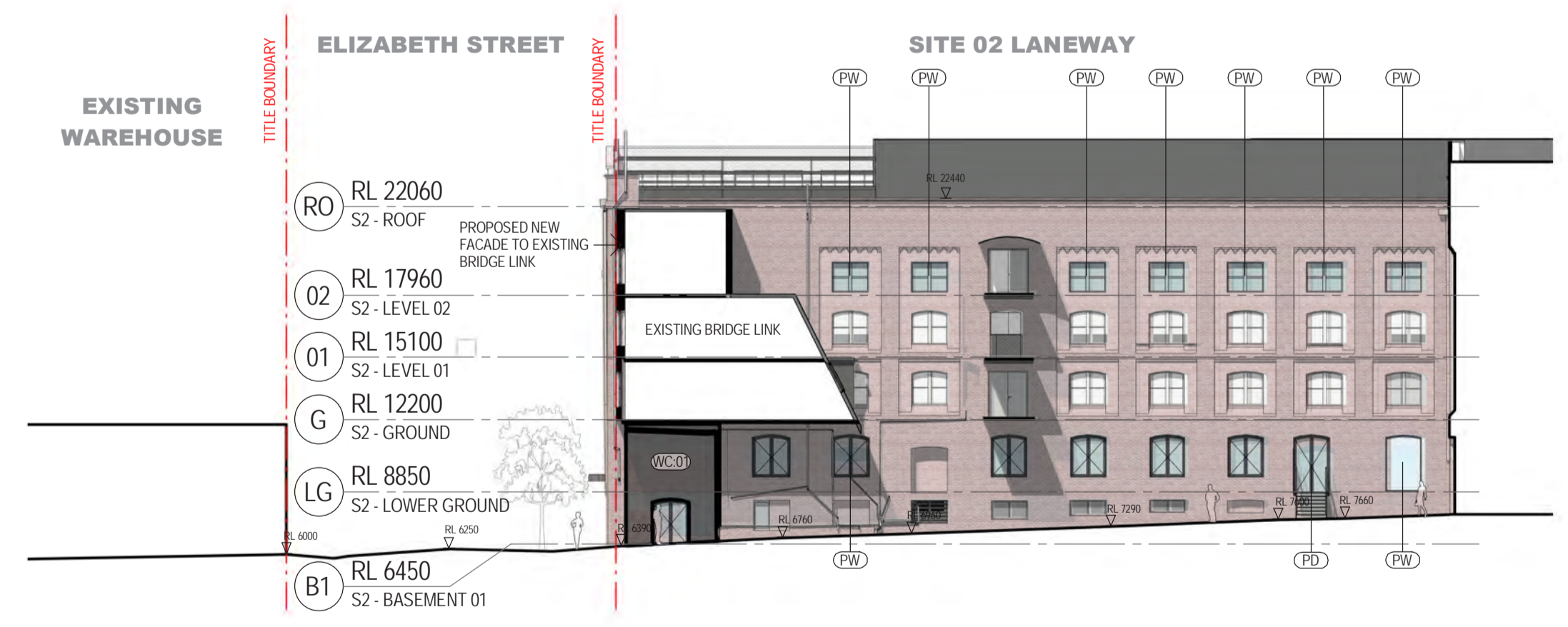
1 STAGE 01 - NORTH ELEVATION - CHELMSFORD STREET



2 STAGE 01 - SOUTH ELEVATION

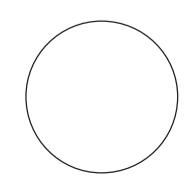


3 STAGE 01 - INTERNAL LANEWAY EAST ELEVATION



4 STAGE 01 - INTERNAL LANEWAY NORTH ELEVATION

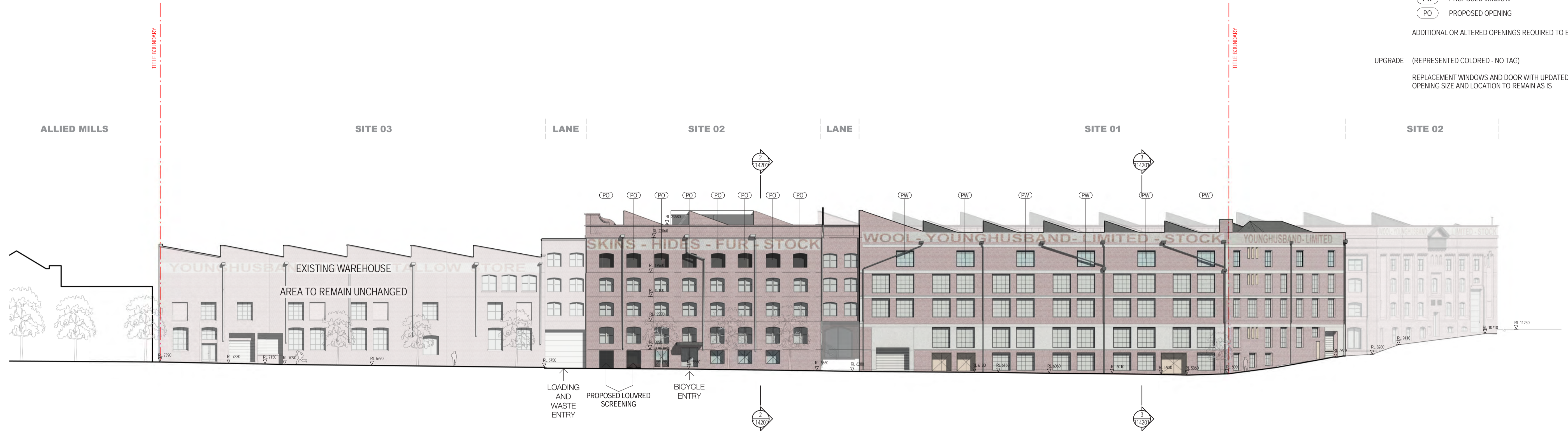
Revision	Revision Description	Date
1	For Information	24-03-17
2	Draft - Town Planning	28-04-17
3	Draft - Town Planning	02-06-17
4	Town Planning	30-06-17



EXISTING (REPRESENTED BLACK AND WHITE)
 OPENING SIZE AND LOCATION TO REMAIN AS IS
 NB. ALL EXISTING WINDOW AND DOOR FRAME, GLAZING AND LEAFS ARE SUBJECT TO FURTHER ON-SITE INVESTIGATION AND MAY REQUIRE REPLACING OR MAKE GOOD

NEW (REPRESENTED COLORED - WITH TAG)
 PD PROPOSED DOOR
 PW PROPOSED WINDOW
 PO PROPOSED OPENING
 ADDITIONAL OR ALTERED OPENINGS REQUIRED TO EXISTING MASONRY WALL

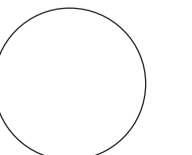
UPGRADE (REPRESENTED COLORED - NO TAG)
 REPLACEMENT WINDOWS AND DOOR WITH UPDATED CONFIGURATION
 OPENING SIZE AND LOCATION TO REMAIN AS IS



1 STAGE 01 - EAST ELEVATION - ELIZABETH STREET



2 STAGE 01 - WEST ELEVATION

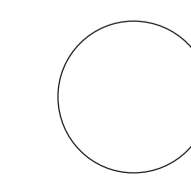


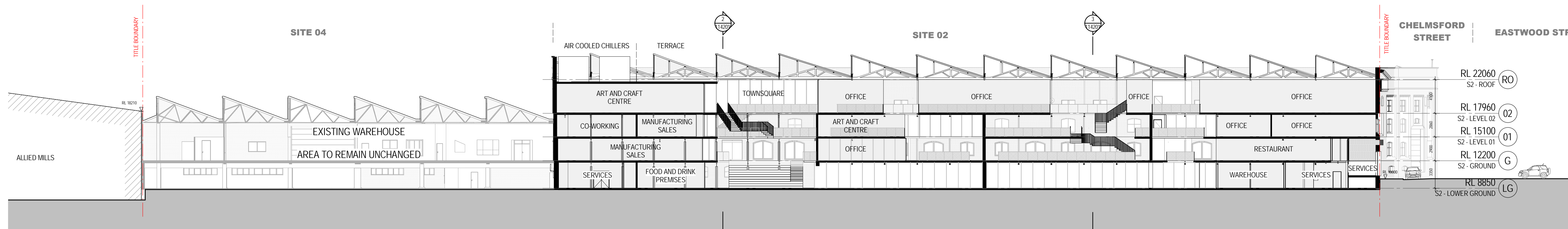


1 STAGE 01 - INTERNAL LANEWAY WEST ELEVATION

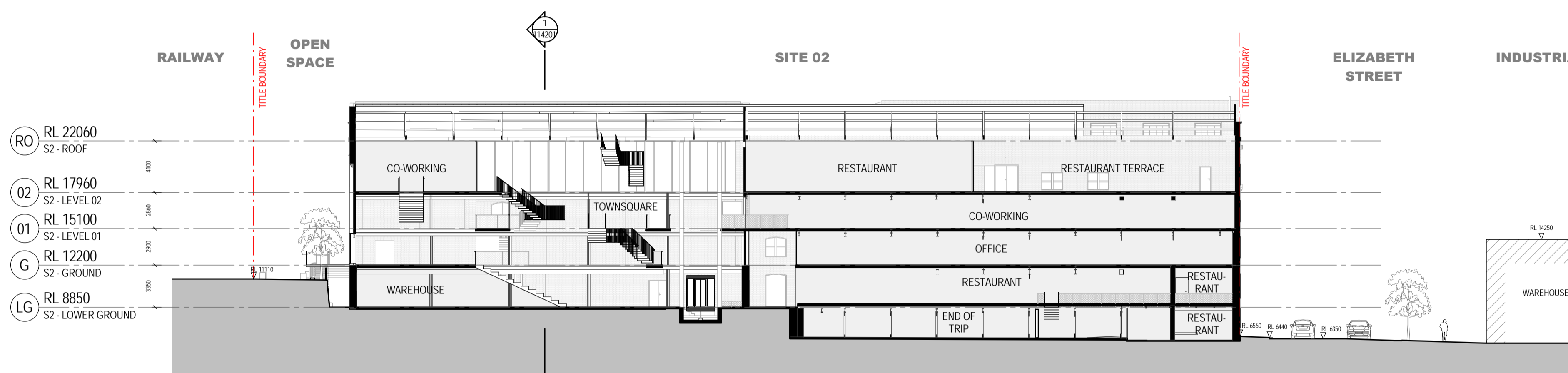


2 STAGE 01 - INTERNAL LANEWAY SOUTH ELEVATION

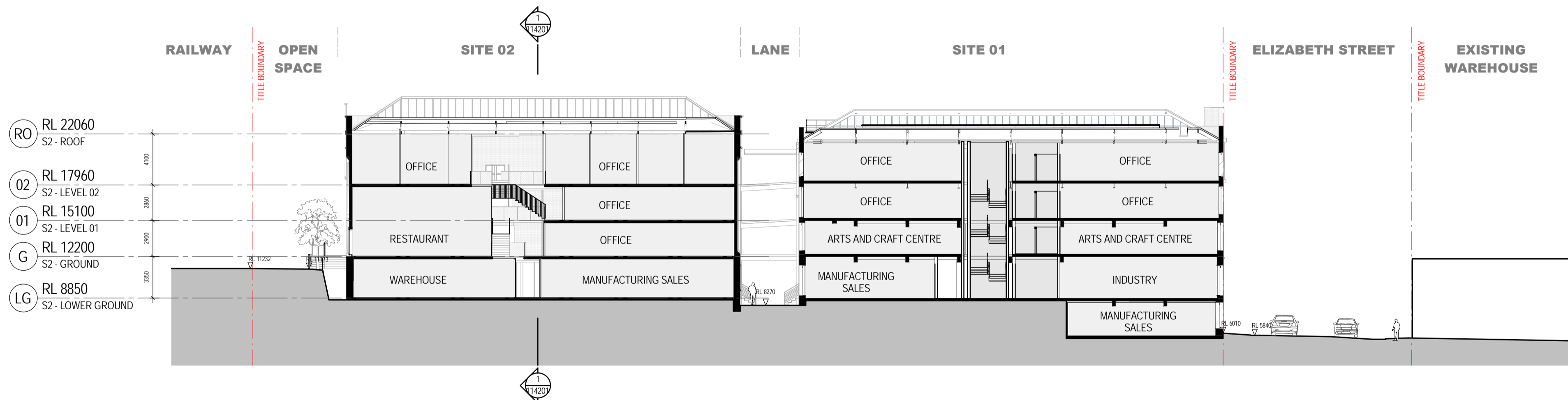




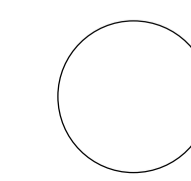
1 STAGE 01 - SECTION 01



2 STAGE 01 - SECTION 02

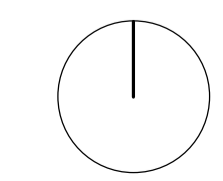


3 STAGE 01 - SECTION 04





NOTE:
 THE PROPOSED CARPARK LIGHTING WOULD BE DESIGN IN ACCORDANCE WITH AS/NZS 1158 SET, AND BE ILLUMINATED TO NO LESS THAN CATEGORY P11B. ILLUMINATION WOULD BE ACHIEVED THROUGH THE USE OF POLE MOUNTED CARPARK LIGHTING, MOUNTED NO GREATER THAN 8M, AND DESIGN SUCH THAT THERE WOULD BE NO UPWARD WASTE LIGHT.
 ALL LINE MARKS INCLUDING PARKING BAY AND DIRECTIONAL ARROWS AS INDICATED TO BE PAINTED WHITE OR SUITABLE ALTERNATIVE



DELEGATED PLANNING APPLICATION REPORT

Application number:	TP-2017-606
Applicant:	Impact Investment Group Pty Ltd
Address:	2-50 Elizabeth Street, KENSINGTON VIC 3031, 2-12 Barrett Street, KENSINGTON VIC 3031
Proposal:	Proposed buildings and works including partial demolition within a Heritage Overlay, carrying out of works within Land Subject to Inundation Overlay, the change of use to office, art and craft centre, education centre, restaurant, food and drink premises, industry (including manufacturing sales), car park and a reduction in the standard car parking requirements
Date of application:	24 July 2017
Responsible officer:	Nicholas McLennan

1 SUBJECT SITE AND SURROUNDS

An inspection of the site and surrounding area was undertaken on 10 October 2017.

The subject site comprises two (2) separate parcels of land being:

- The Younghusband Wool Store at 2-50 Elizabeth Street, Kensington ('Stage 1-4 land'); and
- A vacant lot (storage yard) at 2-12 Barrett Street, Kensington ('Stage 5 land').

Stage 1-4 Land

The Stage 1-4 land is located on the western side of Elizabeth Street, on the southern side of the intersection with Chelmsford Street. The Craigieburn railway line aligns the western boundary of the land.

The land comprises a total area of 1.139 hectares.

The land is generally regular in shape with the exception of a small narrow/pointed extension to the north between Eastwood Street and the rail reserve. A utilities easement occupies much of this portion.

A notable change in topography is evident across the site, equating to approximately 5.7 metres down from west to east.

The Younghusband Wool Store complex currently occupies the land. The existing building is a substantial, four-storey brick warehouse structure. The complex comprises three (3) buildings with an L-shaped laneway intersecting between

Elizabeth Street and Chelmsford Street. The complex has been identified of individual heritage significance for its historic and aesthetic contribution.



Staging Map

Stage 5

The Stage 5 land comprises an unremarkable, generally vacant parcel of land on the western side of Barrett Street, on the southern side of the intersection with Chelmsford Street.

The land comprises a total area of approximately 1,745 square metres.

Vehicle access is gained via an existing crossover to Barrett Street. The land is currently in poor condition, used for storage and loading/unloading activities. A series of dilapidated sheds align the eastern boundary.

Surrounding Area

The subject site is at a contrasting location in the urban fabric of Kensington.

It forms the northern-most edge of the remnant industrial precinct which extends to the south, while on the northern side of Chelmsford Street is the residential hinterland area.

The relatively narrow sub-neighbourhood is bounded by Moonee Ponds Creek to the east, and the Craigieburn rail reserve to the west.

Importantly, Allied Mills Australia is located directly south of the subject site at 52-112 Elizabeth Street. Allied Mills is a flour milling complex of warehouses, workshops, silos and milling building. The operation was established on this site in 1888 by William Stephen Kimpton and developed over the years with the last major redevelopment in 1986.

Strategic Context

The subject site forms part of the Arden-Macaulay precinct. The area is slated for extensive urban renewal.

The precinct is located 3.5 kilometres north-west of the Melbourne CBD and currently exhibits significant under-utilised land with locational attributes that make it an excellent candidate for mixed-use redevelopment.

The subject site is well serviced by a raft of public transport options including multiple train stations (Kensington, South Kensington, Macaulay and proposed Arden), tram (route 57) and supplementary bus services.

With proposed urban renewal, the subject site will benefit from proximate access to a range of upgraded and proposed new activity centres.

Aerial Photo



Subject Site



Chelmsford Street frontage

2 BACKGROUND AND HISTORY

2.1 Pre-application discussions

A pre-application meeting between Council officers and the permit applicant occurred in January 2017.

2.2 Planning Application History

The following applications, listed as considered relevant to the current proposal, have previously been considered for the subject site and/or adjoining sites:

TP number	Description of Proposal	Decision & Date of Decision
TP-2014-251	Use premises as a Place of Assembly and reduction in the required number of car parking spaces.	Lapsed April 2014
TP-2014-718	Use of site for the purposes of restricted recreation facility (gymnasium).	Permit March 2015
TP-2014-1129	To use the land identified as Suite 2.02 as an indoor recreation facility (dance school).	Permit July 2015
TP-2015-227	Retrospective permit for access ramp to side of building.	Permit April 2015
TP-2015-681	Retrospective approval to use the land identified as Suite B.01 as a Caretaker's	Permit

	house.	August 2015
TP-2015-968	Temporary use of the land for a function centre from 5pm - 9pm on 29th November 2015.	Permit November 2015
TP-2016-7	Change of use to an art and craft centre.	Permit May 2016
TP-2016-478	Temporary use of the land as a function centre from 7.30pm - 1am the following morning on 4th August 2016.	Permit July 2016
TP-2016-571	Temporary use of the land as a function centre from 6.30pm - 11.30pm on 8 October 2016.	Permit September 2016
TP-2016-653	Change of use to Exhibition Centre (Art Gallery).	Withdrawn September 2016
TP-2016-1072	Change of use for the purpose of a temporary arts and craft centre (temporary arts fair between 4-7 May 2017).	Permit February 2017
TP-2017-190	Temporary use of the land as a function centre from 6pm - 12 midnight on 17 May 2017	Withdrawn April 2017

3 PROPOSAL

The plans which have been considered in this planning assessment are those submitted with the application, identified as:

- Job No. 130430;
- Drawing Nos. SK 110210 Rev 2, SK 111021 Rev 1, SK 111031 Rev 1, SK 111041 Rev 1, SK 111051 Rev 1, SK 111071 Rev 1, SK 111071 No Rev, SK 111501 Rev 1, SK 111511 Rev 1, SK 111521 Rev 1, SK 010021 Rev 3, SK 010031 Rev 3, SK 010041 Rev 3, SK 010051 Rev 3, SK 010061 Rev 3, SK 013001 Rev 1, SK 013011 Rev 1, SK 013021 Rev 1, SK 110010 Rev 3, SK 112021 Rev 4, SK 112031 Rev 5, SK 112041 Rev 4, SK 112051 Rev 4, SK 112061 Rev 4, SK 112071 Rev 2, SK 114001 Rev 4, SK 114011 Rev 4, SK 114021 Rev 4, SK 114201 Rev 4, and 112022 Rev 1;
- Prepared by Woods Bagot.

Various expert reports accompany the application.

The applicant seeks approval under the provisions of the Melbourne Planning Scheme ('Scheme') for the following use and development of the land:

- Restoration and refurbishment of the former Younghusband Wool Store 1 and Wool Store 2;
- Expansion of the existing commercial and light industrial uses (artisan manufacturing);
- Demolition and alterations to the existing building to accommodate the above;
- Establishment of a temporary at-grade car park within sub-precinct 5;

- Associated public realm works along the western extent of the site.

An overall masterplan exists for the broader site, which includes the remaining properties to the south. It is noted that this application and the subsequent assessment relates to Stage 1 only. Remaining stages of the masterplan will be assessed upon lodgement.



4 STRATEGIC FRAMEWORK

4.1 State Planning Policy Framework (SPPF)

The relevant provisions of the SPPF are summarised as follows:

- Clause 11 – Settlement;
- Clause 11.06 – Metropolitan Melbourne;
- Clause 15 – Built Environment and Heritage;
- Clause 17 – Economic Development;
- Clause 18 – Transport; and
- Clause 19 – Infrastructure.

4.2 Local Planning Policy Framework (LPPF)

The relevant LPPF are summarised as follows:

- Clause 21.03 – Vision;
- Clause 21.04 – Settlement;
- Clause 21.06 – Built Environment and Heritage;
- Clause 21.08 – Economic Development;
- Clause 21.09 – Transport;
- Clause 21.10 – Infrastructure;
- Clause 21.14 – Proposed Urban Renewal Areas (Arden-Macaulay);

- Clause 22.05 – Heritage Places Outside of the Capital City Zone;
- Clause 22.17 – Urban Design Outside of the Capital City Zone;
- Clause 22.19 – Energy, Water and Waste Efficiency; and
- Clause 22.23 – Stormwater Management (Water Sensitive Urban Design).

5 ZONE

The subject site is located within the Commercial 2 Zone (C2Z), which relevantly seeks the following purposes:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.*

6 OVERLAY(S)

The subject site is encumbered by the following overlays:

- Heritage Overlay – Schedule 1162;
- Design and Development Overlay – Schedule 63 (Area 4);
- Land Subject to Inundation Overlay – Schedule 2 (partial – Stage 5 land); and
- Development Contributions Plan Overlay – Schedule 2.

7 PARTICULAR PROVISIONS

The following particular provisions apply to the application:

- Clause 52.06 - Car Parking;
- Clause 52.07 - Loading and Unloading of Vehicles;
- Clause 52.34 - Bicycle Facilities; and
- Clause 52.36 - Integrated Public Transport Planning.

8 GENERAL PROVISIONS

The following general provisions apply to the application:

- Clause 63 – Existing Uses;
- Clause 65 - Decision Guidelines; and
- Clause 66 - Referral and Notice Provisions.

9 AMENDMENTS AND STRATEGIC DOCUMENTS

Arden-Macaulay Structure Plan

The Arden/Macaulay Structure Plan was adopted by Council in February 2012 and guides the redevelopment of the precinct. The plan sets out 10 principles that will regenerate the currently under-utilised area into a connected, sustainable and liveable neighbourhood on the periphery of the central city area.

This informs five (5) key directions:

1. Develop Arden Central as a new extension of Melbourne's Central City;
2. Develop three new local centres within a mixed use neighbourhood;
3. Expand transport connectivity to and within Arden-Macaulay;
4. Upgrade the Moonee Ponds Creek parkland corridor and establish five new parks; and
5. Make Arden-Macaulay energy, water and waste efficient.

The structure plan states the following which is of particular relevance:

While much of this area is a mix of uses it does include a key industrial site - the Allied Mills flour mill. This is an important primary industry in Victoria that should be protected from encroaching sensitive uses.

Retention of an industrial zone across the Allied Mills site will support the ongoing operation of the existing use, subject to the existing management plan that manages potential conflicts with adjoining sensitive uses. It is recommended that this site will therefore remain Industrial 1 Zone. If in future the site becomes unoccupied, a strategic review can determine the appropriate use, planning and development outcomes for this facility.

To achieve job growth, a higher intensification of uses and to accommodate some increased residential capacity the following zones are proposed for the remainder of the southwest quadrant.

A Business 3 Zone (now Commercial 2 Zone) was proposed in the area south of Chelmsford Street between the Upfield railway line and Barrett and Bruce Streets, excluding the Allied Mills site. This zone is more consistent with the current profile and trend of land uses. The Business 3 Zone (now Commercial 2 Zone) will prohibit residential use and will encourage some new development. This zone provides a distance buffer from new residential uses to the industrial use on the Allied Mills site.

Council has given statutory effect to the objectives set out in the structure plan through various amendments to the Scheme. The structure plan is a relevant document considered as required in the assessment below, in conjunction with the relevant controls of the Scheme.

Amendment C190

Amendment C190 has been approved by the Minister and gazetted into the Scheme. The amendment implements and gives statutory effect to the Arden-Macaulay Structure Plan's Stage 1 land use and development recommendations.

The need to protect existing industry, particularly Allied Mills, from encroachment by residential uses which are sensitive to the impacts of industrial operations was discussed at length during panel proceedings. Ultimately the panel concluded that

the rezoning of the land subject to this application to Commercial 2 Zone was appropriate.

The Design and Development Overlay – Schedule 63 that was applied to the subject site via Amendment C190 has a sunset clause and will expire on 30 September 2019.

Amendment C207

Amendment C207 implemented the findings and recommendations of the Arden-Macaulay Heritage Review 2012. Amongst other things, the amendment applied a Heritage Overlay to the subject site.

10 STATUTORY CONTROLS

The following clauses in the Melbourne Planning Scheme require a planning permit for this proposal:

Clause	Permit Trigger
Clause 34.02 Commercial 2 Zone	Pursuant to Clause 34.02-1, a permit is required to use land for the purpose of an Art and Craft Centre, Education Centre, Food and Drink Premises, Manufacturing Sales, Restaurant, Restricted Recreation Facility, Industry and Warehouse. Pursuant to Clause 34.02-4, a permit is required to construct a building or construct or carry out works.
Clause 43.01 Heritage Overlay (HO1162)	Pursuant to Clause 43.01-1, a permit is required to demolish a building and to construct a building or construct or carry out works.
Clause 43.02 Design and Development Overlay Schedule 63 Area 4	Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works. Schedule 63 applies to the land and sets out requirements to be met by the proposal. The subject site located within Area 4.
Clause 44.04 Land Subject to Inundation Overlay	Pursuant to Clause 44.04-1, a permit is required to construct a building or construct or carry out works.
Clause 45.06 Development Contributions Plan Overlay Schedule 2	A permit may be granted to subdivide, construct a building or construct and carry out works before a development contributions plan has been prepared to the satisfaction of the responsible authority if: <ul style="list-style-type: none"> The permit contains a condition requiring an agreement under Section 173 of the Planning and Environment Act 1987 that makes provision for development contributions to be entered into before the commencement of the development.
Clause 52.06 Car Parking	Pursuant to Clause 52.06-3, a permit is required to reduce the car parking requirements set out at Clause 52.06-5.

11 PUBLIC NOTIFICATION

It was determined that the proposal may result in material detriment. Notice of the proposal was given by ordinary mail to the owners and occupiers of surrounding

properties and by posting seven (7) notices on the two sites for a 14 day period, in accordance with Section 52 of the *Planning and Environment Act 1987*.

The following exemptions from notice and review are applicable to components of the application:

- Pursuant to Clause 44.04-4 (Land Subject to Inundation), an application is exempt from the notice requirements of Section 52(1) (a), (b) & (d), the decision requirements of Section 64(1), (2) & (3) and the review rights of Section 82(1) of the Act.
- Pursuant to Clause 52.34-2 (Bicycle Facilities) is exempt from the notice requirements of Section 52(1) (a), (b) & (d), the decision requirements of Section 64(1), (2) & (3) and the review rights of Section 82(1) of the Act.

12 OBJECTIONS

A total of five (5) objections were received, raising the following concerns with the proposal:

- Ongoing Management;
- Interface with residential area;
- Heritage;
- Car parking;
- Traffic impacts; and
- Expansion of the restaurant use to include dancing, entertainment and liquor.

13 CONSULTATION

No further consultation was arranged. It is noted that the applicant undertook extensive public consultation of their own accord both prior to and during the planning application process.

14 REFERRALS

14.1 Internal

Urban Design

Site Planning

- *The proposal retains the existing L shaped laneway connection and introduces an additional link along the rail alignment to connect to Eastwood Street to the north.*
- *The additional connection along the rail alignment to the west will be an important day time connection in addition to a break out space with a strong relationship to the internal programme. However there are some concerns regarding access and function of this space outside of business hours. It will be important that this is considered, either through the gating of the space, or adequate programming and lighting to provide for safety at night (refer Condition 1a).*

- *The management of parking through an existing opening with a shared space configuration is supported, with minimum impact on the public realm. It will be important that any permit considers the temporary nature of parking on the future school site, with a time limit applied to avoid a long term surface parking outcome should latter stages not eventuate.*
- *Services have been exceptionally well handled across the precinct, with the substation and other fixtures located away from the laneway and areas of primary activity.*
- *The proposed internal circulation between the vertical circulation core appears circuitous on initial glance, however this interconnects with a series of voids, and works with existing openings in heritage walls. These movement spaces will create a sense of journey through the heritage fabric, enhancing appreciation of the existing structure.*

Massing

- *The proposed works are limited to retrofit and additions to the existing structure and do not appear to present any additional scale above the existing structure which would disfigure the mass.*
- *It will be important to ensure that any rooftop services or lift overruns are considered in light of the visibility of the project in the round and significance of the sawtooth profile. Presently it is unclear from the drawings whether there will be any projections.*

Building Programme

- *The proposed mix of uses, and use of a range of tenancy types and sizes at the ground and upper level through the complex represents an exemplar urban condenser. This opportunity to realise a community and commercial anchor for Arden Macaulay is unparalleled and is strongly supported. This project when completed will contribute significantly to the objectives of the broader renewal precinct.*
- *The incorporation of a publicly accessible restaurant at the rooftop with views over the neighbourhood and city is a strong gesture which encourages public access through the heritage structure. Such a facility is important in encouraging users from outside of the 'building community' are encouraged to interact with the precinct and be exposed to the work and ideas developing within.*

Design detail

- *New windows are proposed in a number of elevations at the upper level to Elizabeth Street and Chelmsford Street where currently solid walling is noted. However these openings are not clearly identified as contemporary through design treatment. Whilst some study renders show treatment with projecting steel hoods, this is not reflected in the drawings. We strongly encourage the clear distinction of these new windows as contemporary elements, in counterpoint to the detail or the retained or refurbished elements. Pousada de Cascais by Goncalo Byrne Arquitectos provides an example of this successful strategy.*
- *A number of renders present options for the ground plane treatment within the laneway and openings which do not appear clearly depicted within the drawing package. It is important that the preferred response is clearly identified within the drawings (refer Condition 1b). The shop front options with integrated seating elements within window frames appear excellent and we*

support these gestures as tactile, usable elements, benefiting from the thickness of the existing structure at the ground level.

- Given the limitations of new openings at the ground level as a result of heritage, it will be important for way finding purposes to clearly identify key building entries into the core. This will be particularly important on arrival from the Station to the north. Small, carefully detailed canopies or signage elements will be a key component of this, and should be considered at the application stage (refer Condition 1c).*
- A similar logic should apply to the bicycle parking facilities, using some form of super graphic to clearly identify (and subsequently encourage the use of) this sustainable transit mode (refer Condition 1c).*
- The removal of sections of solid roofing and replacement with translucent sheeting is supported as a sensitive response which maintains the roof profile whilst illuminating important common areas within the warehouse volume.*

Landscape and Public Realm

- We support the landscape concept, and consideration of the interconnection between the internal circulation space. The opportunistic use of the rail corridor for a series of intimate spaces up against the heritage structure is a really positive gesture which allows for break out space for workers and visitors. The management over two levels of a bridged entry for DDA access to the upper level is positive, with additional lower level spaces.*
- We appreciate that a balance will need to be struck between movable elements and tenant led design both within the laneway and the adjacent to the rail line. It is logical to leave a degree of flexibility in the landscape design to allow for this to evolve, particularly given the private ownership of these publicly accessible spaces.*
- The extension of the private landscape space along Eastwood Street to the north aids in connecting the precinct to the surrounding neighbourhood is strongly supported subject to detailed approval from Engineering Services. This urban orchard element helps break down any potential for an insular complex in favour of an integrated precinct. This will be amplified in subsequent stages.*
- It is noted that a number of stairs are shown projecting into and reducing the effective width of movement space within the laneway. It is unclear as to whether these are existing or proposed, and how they are to be resolved to maintain adequate width of movement.*

Conclusion

Consistent with earlier advice we strongly support the proposal, both in its overarching values, concept and detailed design. Whilst there are some minor detail matters requiring address, these can readily be resolved through additional detail or via condition if required.

Heritage

The proposal has been the subject of a rigorous heritage assessment by Council's Heritage Advisor. This includes a review of formal and informal drawing iterations provided by the applicant. The heritage assessment is summarised as follows:

The Arden Macaulay Heritage Review, 2012 [Heritage Review] Statement of Significance sets out why the complex of buildings and open spaces are

significant – “scale”, “evolved character”, “materiality” and its “well preserved” status are part of its significance.

The applicant has described an intention for the development of the complex, which places a high value on retention of heritage elements, including the interior. The amended proposal (an informal set of drawings dated 17 November 2017 submitted by the applicant to address previous heritage comments) would divide the various buildings internally, allowing multiple tenancies, with works undertaken to the interior and exterior, broadly comprising:

- Insertion of windows to elevations at “Level 2”, providing an outlook to the top floor of the 4/5 storey buildings.
- Amendments to doors to achieve current compliance along the levels of the building which interface with the natural ground level.
- Potential for replacement of all external windows and doors.
- Potential for the replacement of all external vertical glazed walls, which form the distinctive saw-tooth roof forms.
- Demolition of the railway platform and replacement with a new interface along the west elevation.
- To provide for a Plant Room, removal of roof sheeting resulting in roof structure being open to the weather to approximately 60% of the 1906 section of Wool Store 1.
- To provide for an opening to the sky terrace, removal of approximately one third of the saw-tooth roof to the 1917 section of Wool Store 1.
- A new façade to the Elizabeth Street frontage of the existing three storey bridge link. The proposed façade is not shown on the Elizabeth Street elevation.
- Lifting and relaying of existing bluestone paving to the internal roadway.
- Replacement of existing roof sheets to the whole of the roof surfaces.
- Rope screen addition to the façades of the existing bridge links across the north-south section of the internal roadway.
- New internal services, including lifts.
- Removal of some internal floors in Store 1 to form voids over three levels.

For the buildings graded B, the manner in which works are proposed to be undertaken to the building fabric could negatively affect significance. The works which are proposed affect original parts of the building, which contribute to significance including the roof, walls, windows and doors, fixed industrial equipment associated with significance and the external paved surfaces etc.

The general intention for the development is supported; however, the details for many aspects of the works remain unclear or open to interpretation.

As such, a list of items to be addressed is provided below along with a summary of recommended conditions.

External Windows and Doors

1. New windows to Level 2. This work is a major intervention into the fabric. The new windows are essential to the provision of an outlook from Level 2. Appropriately sized and inserted, the new windows are supported. Additional information is required for assessment. No dimensions are provided and the relationship of the new windows on Level 2 and the existing windows on Level 1 is not clear. The Level 1 arched heads to Store 1 are not indicated on the elevations. It is assumed that the reveals to all new Level 2 windows are to be aligned with Level 1 window reveals.

Recommended Condition: New Level 2 windows, Store 1. Delineate the brick arches to the Level 1 window heads on the elevations. Locate the sills for Level 2 windows at least 6 brick courses above the top of the brick arch heads and at least 4 brick courses below the base of the pyramid corbels. The height of the windows to Level 2 is to be less than the height of the reveals to Level 1 windows. Dimensioned windows to be to the approval of the RA. (refer Condition 1d).

Recommended Condition: New Level 2 windows, Store 2. Locate the sills for Level 2 windows at least 7 courses above the top of the rendered string course and at least 4 courses below the base of the upper rendered string course. The height of the windows to Level 2 is to be less than the height of the reveals to Level 1 windows. Dimensioned windows to be to the approval of the RA. (refer Condition 1e).

2. Existing windows and door frames including the highlights to the saw-tooth roof forms. Replacement of all the major the existing frames would be a major intervention into the fabric. The notes provided read “existing window frames to be retained and repaired where possible”. This is insufficient to ensure that sound original fabric will be retained and repaired.

Recommended Condition: The heritage architect’s audit is to assess condition and provide a repair procedure for each existing external window and door frame including the highlights to the saw-tooth roof forms, is to be to the approval of the RA. Delete “where possible” from the note related to works to existing window and door frames. (refer Condition 1f).

The proposed replacement of all windows and door frames to the Lower Ground and Ground levels of the west elevation Store 1 is not supported. While it is acknowledged that compliant access/egress will be required to some of these openings, assessment as part of the applicant’s proposed “audit” of all windows and doors frames would be more appropriate. The proposed replacement of the 3 steel framed windows north of the entry to Store 2 Basement 01 is not supported.

Recommended Condition: Delete the proposed replacement of window and door frames to Store 1 Lower Ground and Ground levels, west elevation.

Delete the proposed replacement of the 3 steel framed windows north of the entry to Store 2 Basement 01.

Elizabeth Street Bridge between Store 1 and Store 2

3. This bridge forms part of the original fabric and the Level 1 streetscape in Elizabeth Street. The proposed elevations indicate a “new façade to existing bridge link”, but show no change on the Elizabeth Street (east) elevation. No elevation is provided for the west elevation of this bridge.

The Elizabeth Street elevation contributes to significance and to the streetscape. A new Elizabeth Street elevation is not supported. Some alteration to the west elevation might be appropriate. This cannot be assessed without documentation.

Recommended Condition: Delete the proposed new façade to the Elizabeth Street bridge elevation. Provide documentation for proposed changes to the west elevation, to be to the approval of the RA. (refer Condition 1g).

Plant Room, Boilers, Chillers and Terrace to Store 1.

4. Scant details are provided for the very large Chiller at 202m² and the Boiler Plan at 106m². To provide for these facilities many saw-tooth trusses would either be removed or open to the weather. Approximately 60% of the 1906 Section of Wool Store 1 is affected. The services would be visible from the important view to the Younghusband Complex from Bellaire Street.

Recommended Condition: Delete the proposed Roof Terrace adjoining the Chiller. Locate the Boiler/Chiller plant within the saw-tooth roof forms, or south of Store 1. Delete the removal of weatherproof roofing to the Roof Terrace. Large operable glazed roof panels to the saw-tooth roof at the Roof Terrace would be acceptable, to be to the approval of the RA.

Outdoor Roof Terrace to adjoin the proposed Restaurant in the 1917 section of Store 1.

5. To provide for a large open-to-the-sky Restaurant Terrace, the proposal includes removal of approximately one third of the saw-tooth roofing to the 1917 Section of Wool Store 1. The oregon trusses are proposed to be retained and “treated for weather exposure”. This proposal is not supported. The extent of original fabric removal is extensive and there is no evidence in support of the success for the unspecified proposed “treatment” of a timber which is unsuitable for outdoor use. Large operable glazed roof panels to the saw-tooth roof would provide a durable and functional alternative.

Recommended Condition: Delete the proposed removal of weatherproof roofing at the Outdoor Roof Terrace serving the Restaurant. Large operable glazed roof panels to the saw-tooth roof at the Roof Terrace would be acceptable, to be to the approval of the RA. (refer Condition 1h).

Bluestone paving to the internal roadway

6. Scant details are provided for the reinstatement of this paving. It is acknowledged that DDA compliance may be required for parts of this internal roadway.

Recommended Condition: Provide a Schedule of works for the bluestone pavers forming the internal road. Works to be to the approval of the RA. (refer Condition 1i).

Demolition of the railway platform and replacement with a new interface along the west elevation.

7. Scant details are provided for the new platform and the manner in which it would interact with the Lower Ground Floor and the previous location of the rail tracks.

Recommended Condition: Provide detailed sections through the proposed platform. Works to be to the approval of the RA. (refer Condition 1j).

Replacement of existing roof sheets to the whole of the roof surfaces.

8. The existing roof sheeting appears to be the original corrugated galvanised steel. The profile, material, fixings and sheet size contribute to this original roof covering. Surface corrosion of the roof sheeting is evident; however, this does not necessarily indicate that replacement is required. It is likely that water ingress arises from unsound box gutters rather than the roof sheets. The Heritage Council of Victoria is in the advanced stages of preparation of a Technical Guide for repair to corrugated iron roofing such as is extant at the Younghusband complex.

The application documents indicate demolition of the whole of the original corrugated iron roofing and replacement with a roofing material to be selected. Evidence in support of the need to replace the original roofing is not provided.

Recommended Condition: Provide evidence in support of demolition of the original corrugated iron roofing. Works to the existing roofing material to be to the approval of the RA.

Remnants of industrial services affixed to the exterior of the building

9. Many of these elements contribute to the significance of the operational complex. These elements have not been indicated on the drawings and there is no annotation for proposed actions.

Recommended Condition: Provide an inventory indicting works to the industrial services fixed to the building, to be to the approval of the RA. (refer Condition 1l).

Traffic

Council's Engineering Services have advised that the commentary provided in the Traffic Impact Assessment submitted with the application is generally accepted and their comments are summarised below. A full copy of the comments is provided at Appendix 1.

The empirical rates (in particularly for the office component) and the information provided generally indicates that the proposal will likely result in car parking saturation. This condition would necessitate future car parking restrictions.

To manage the future management and operation of the broader precinct, conditions requiring the following should be imposed:

- A Green Travel Plan (submitted with the application);
- Ensuring the proposed 390 bicycle spaces are provided; and
- The provision of a minimum of 18 motorcycle spaces.

The traffic impact of the development has been assessed as relatively low, thus acceptable.

The proposed loading arrangement is acceptable and meets Clause 52.07 of the Melbourne Planning Scheme.

Refer to Section 15.5 of the report for a more detailed discussion.

Civil Design

Civil Design has provided the following comments:

Outward opening doors projecting into the footpath shall be redesigned such that they do not project beyond the street alignment when open, when closed or when being opened or closed. (refer Condition 1m).

The maximum permissible width of a vehicle crossover without a pedestrian refuge is 7.6 metres. Crossings wider than 7.6 metres should include pedestrian refuges a minimum of 2.0 metres in length at 7.6 metre maximum clear spacing.

Existing concrete and bluestone paver crossings and access ramps must be reconstructed in asphalt to Council standards. (refer Condition 6).

It is recommended that a sealed pavement shall be used for the proposed open air car park. (refer Condition 1n).

In addition to the above comments, Civil Design has provided a number of standard conditions that would form part of any recommending approval. (refer Conditions 7-15).

Waste Services

The City of Melbourne Waste Services team made the following comments:

We have reviewed the proposed WMP for this development and found it to be acceptable.

Waste Condition:

The Waste storage and collection arrangements must be in accordance with the Waste Management Plan (WMP) prepared by Sustainable Development Consultants dated September 2017 (S2788WMP.V2). The submitted WMP must not be altered without prior consent of the City of Melbourne – Engineering Services. Bins must not be stored or placed outside the property boundary for collection

14.2 External

The application was referred externally to the following statutory authorities pursuant to Section 55 of the Act:

Melbourne Water

No objection to the proposal.

Public Transport Victoria

No objection subject to conditions. The required conditions are included in the recommendation below.

15 ASSESSMENT

The key issues for consideration in the assessment of this application are:

- Policy support;
- Appropriateness of the proposed uses;
- Impact on the heritage significance of the place;
- Built form response;
- Traffic and car parking matters;
- Inundation;
- Environmentally Sustainable Design;
- Aboriginal Cultural Heritage; and
- Matters raised by objector parties.

15.1 Policy Support

State Planning Policy Framework

The proposal benefits from broad strategic support from the SPPF. In summary this includes:

- Clause 11 – promotes the efficient use and development of land within the existing urban network, ensuring that there is sufficient supply to meet the needs of (among other things), commercial, retail, industrial, recreational, institutional and other community uses.
- Clause 11.06 – identifies metropolitan Melbourne as a key area for attracting investment, supporting innovation and creating jobs in the form of an accessible, connected and liveable city.
- Clause 15 – encourages a safe, functional and attractive urban environment, of which one component is recognition and conservation of heritage places.
- Clause 17 – identifies commercial and industrial activity as key contributors to economic development.
- Clause 18 – encourages land uses that are integrated with the multi-modal transport network. The use of sustainable transport modes, particularly in the case of the subject site is particularly relevant.

- Clause 19 – recognises the need for community infrastructure, education facilities and cultural facilities to be distributed in a fair and equitable manner within the community.

Local Planning Policy Framework

Expanding on the broad guidance of the SPPF, the provisions of the LPPF provide more detailed objectives and strategies which support the proposal use and development of the land. A response to local policies is discussed throughout the subsequent sections of this report.

15.2 Uses

The Commercial 2 Zone (C2Z) seeks to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services. The purpose of the C2Z builds on the sufficient supply of uses outlined at Clause 11 of the Melbourne Planning Scheme.

The proposal to use the land for the purposes of an art and craft centre, education centre, food and drink premises, manufacturing sales, offices, restricted recreation facilities, industry and warehouses is considered to directly respond to the land use purpose of the site and immediate surrounding area. A number of these uses exist on the land and to that end, their retention is actively encouraged. These uses are built upon through the expansion of new uses within the existing buildings to create a vibrant centre of pedestrian activity. Furthermore, the expansion of uses directly responds to the need for job creation, economic development and improved community facilities as outlined in Clauses 11.06, 17 and 19 respectively.

In addition to the two street frontages (Elizabeth Street and Chelmsford Street), the proposal seeks to focus on enhancing the user experience of the internal pedestrian laneway that connects the two streets. The proposed uses internal to the building have been designed and sited to activate the site through shopfront glazing, which will increase safety through greater passive surveillance opportunities.

In summary, the adaptive re-use of the existing buildings supports existing tenants and will attract new tenants to provide for the efficient use of currently underutilised floor space. The existing and new mix of commercial tenants in the building will support economic activity and employment. The mix of land uses will provide a transition from the industrial uses to the south and the residential area to the north. The proposal demonstrates compliance with the outcomes sought in the Melbourne Planning Scheme.

Hours of Operation

Development Component	Expected Hours of Operation
Food and Drink Premises	7.00am to 6.00pm / 7 days
Restaurant	7.00am to 11.00pm / 7 days
Food Sales (Manufacturing Sales)	8.00am to 5.00pm / 7 days
Manufacturing Sales	8.00am to 5.00pm / 7 days
Arts and Craft Centre (Gallery) (Place of Assembly)	10.00am to 11.00pm / 7 days
Arts and Craft Centre (Artist Studio)	8.00am to 5.00pm / 7 days
Office	7.00am to 7.00pm / 7 days
Warehouse	8.00am to 5.00pm / 7 days
Education Centre	9.00am to 11.00pm / 7 days
Restricted Recreational Facility	6.00am to 9.00pm / 7 days
Industry	7.00am to 6.00pm / 7 days

With regards to hours of operation, each use varies its close of business between 5pm and 11pm. While the site is located in a Commercial 2 Zone, it has an interface to the north with a General Residential Zone. As such, the hours proposed, in particular the restaurant, arts and crafts centre (gallery) and education centre, delivers an appropriate balance of maintaining reasonable amenity to the more sensitive uses to the north and the revitalisation of the mixed use site itself. Standard amenity conditions would be included in any recommendation for approval, on top of conditions that restrict patron numbers and hours of operation. (refer Conditions 15 and 17-25).

Staff/Patron/Student Numbers

Development Component	Expected Staff Numbers	Expected Patron/Student Numbers
Food and Drink Premises	11	109
Restaurant	36	364
Arts and Craft Centre (Gallery) (Place of Assembly)	2	17
Education Centre	2	12
Restricted Recreational Facility	2	31

The table above outlines the expected maximum occupancy numbers for each use as necessary. For a site of this scale, the numbers proposed are appropriate and ultimately respond to the future vision of the broader area as set out in the Arden-Macaulay urban renewal strategy. Again, maximum patron numbers would be enforced through recommended permit conditions. (refer Condition 23).

15.3 Heritage

The majority of external alterations proposed are focused around restoring and subsequently enhancing the existing heritage building to be retained on-site. Proposed conservation works include roof replacement, box gutter upgrades, parapet and brick repairs, repointing of eroded mortar, restoration of windows and doors and conservation works to painted signs. The application was accompanied by a Heritage Impact Statement prepared by Michael Taylor Architecture and Heritage. The report supports these works as they would benefit the preservation of the buildings.

As outlined at Section 14.1 of the report, subject to changes and further clarification of works proposed, the design response will appropriately restore and enhance the existing heritage building on-site, contributing to the preservation of the original form and fabric to be retained and the subsequent enhancement of the wider urban area.

It is respectfully submitted that not all of the modifications requested by the City of Melbourne’s heritage advisor are necessary in the interest of balancing the overall preservation and adaptive reuse of the building. In particular the following is noted in regard to specific requested conditions:

Delete the proposed replacement of window and door frames to Store 1 Lower Ground and Ground levels, west elevation. Delete the proposed replacement of the 3 steel framed windows north of the entry to Store 2 Basement 01.

This condition would restrict the level of activation that could be achieved along the railway interface and along Elizabeth Street. The proposed uses that are to be incorporated along these frontages require the need for additional doors and in weighing up permeability into the building these modifications are considered acceptable.

Delete the proposed Roof Terrace adjoining the Chiller. Locate the Boiler/Chiller plant within the saw-tooth roof forms, or south of Store 1 or locate. Delete the removal of weatherproof roofing to the Roof Terrace. Large operable glazed roof panels to the saw-tooth roof at the Roof Terrace would be acceptable, to be to the approval of the RA.

This condition would have significant impact on the performance of the roof plant and ultimately reduce energy efficiency of the project/ precinct. It is agreed that this area of plant has the potential to be visible from vantage points within Bellair Street and needs to be designed sensitively to ensure the plan area does not negatively impact on. It is considered appropriate to re-word the condition to request detailed sight line diagrams showing how the Boiler/Chiller plant will be partially concealed when viewed from surrounding streets to ensure it is not a dominant element that detracts from the heritage fabric of the building.

Provide evidence in support of demolition of the original corrugated iron roofing. Works to the existing roofing material to be to the approval of the RA.

The condition of the roof is poor and the applicant has submitted the roof is rusted and leaks and as such needs to be replaced. Further it has been noted that from an energy efficiency point of view the roof needs to be insulated which means the roof sheeting must be removed and replaced. It is respectfully submitted that for the above reasons the removal and replacement of the roof sheeting is acceptable.

15.4 Built Form

As outlined throughout this report, the design response seeks to largely reuse the existing buildings occupying the site and proposes minimal changes to the façades (on top of conservation works). The majority of the changes proposed include internal modifications to improve energy efficiency, comfort and usability, which aim to support existing tenants and attract new tenants.

Clause 15 of the Melbourne Planning Scheme encourages a safe, functional and attractive urban environment. Therefore, in addition to the conservation works listed in Section 15.3 of the report, the proposed buildings and works include upgrades to the internal laneway including new doors and increasing the number of tenancies with ground floor frontages and direct access to the laneway. This will lead to increased pedestrian traffic, while providing for a safer environment.

In addition to the new built form works to the existing buildings on-site is a comprehensive landscape concept, which delivers the following positive design aspects:

- Introduce vines and greenery that thrive in a low light environment in the laneway;
- Introduce a mix of steel and concrete will complement the existing concrete platform along the railway corridor providing for seating areas and DDA accessible entry points;

- Retain existing trees to provide shading to the western side of Site 2; and
- Introduce a publicly accessible “community” urban orchid towards the north-west corner of the site.

Subject to some minor clarification as outlined at Section 14.1 of the report (urban design referral comments), the design response as proposed is supported in full.

15.5 Traffic, Parking and Transport

As part of this application, the proposal seeks to use land to the west at 2-12 Barrett Street as an open car park associated with the uses at 2-50 Elizabeth Street. A total of 60 spaces are proposed as a temporary measure until such time as the remaining stage of development, which will include provision for 240 permanent car spaces, is realised.

As outlined at Section 14.1 of the report, Council’s Engineering Services team have reviewed the comprehensive traffic report prepared by Movendo submitted with the application and have raised no fundamental issues with the proposed traffic response.

As this proposal forms one part of a broader masterplan for the area, Engineering Services has assessed traffic and parking against the proposed and future parking supply, which includes the short term provision of 60 cars and the ultimate provision of 240 permanent car spaces; as well as the short term provision of 222 bicycle spaces and the ultimate provision of 390 bicycle spaces. A summary of key findings is as follows:

- If the Arden-Macaulay structure plan is to succeed, with its vision of reducing car dependency, the developments such as the Younghusband site (which provide car parking well short of the expected demand) should be actively encouraged.
- Future envisaged development would result in almost all existing (& future) local workers in the area, who currently rely on the unrestricted on-street parking (or who don’t/won’t have access to on-site parking) having to take up sustainable transport modes (as currently occurs in/around CBD).
- To insist on the provision of on-site parking in compliance with the current MPS requirements would result in a significant increase in traffic volumes, with all of its adverse impacts, including pollution, congestion, accidents & the resultant complaints from residents.
- Engineering Services has no objections to the proposed parking provision of 60 spaces as part of Stage 1.
- Engineering Services has no objections to the proposed parking provision of 240 spaces as part of the Masterplan.
- The Green Travel Plan (submitted with the application) is strongly supported and is considered to be ‘the best of its kind’. It is suggested that the developer’s consent be sought to use this GTP as an example of ‘best practice’ for other developments, particularly within the structure plan area.
- The proposal to provide a total of 222 bicycle spaces (for Stage 1), well in excess of the MPS requirement for 78 spaces, is strongly supported.
- The proposal to provide a total of 390 bicycle spaces (masterplan), well in excess of the MPS requirement for 174 spaces, is strongly supported.
- Engineering Services has no objections to the proposed loading arrangements.
- As the development has a MPS requirement of 897 car parking spaces, it is recommended that at least 18 motorcycle spaces be provided as part of the

Masterplan. Given this application is only for the first two stages it is considered acceptable to allow these spaces to be provided in future applications.

Specific concerns have been raised by objectors in regard to traffic consequences of limited car parking on site and potential conflict between trucks that currently use the network and commuter vehicles / pedestrians.

As explained within one objection, the Allied Pinnacle's Kensington Mill has been operational for more than 100 years and produces approximately 50% of all flour milled in the state.

The importance of protecting the Allied Mills site from encroaching sensitive uses is highlighted within the Arden – Macaulay Structure Plan 2012 and is also referred to within Clause 21.14-2 of the Melbourne Planning Scheme where one of the objectives is to ensure the interface between on-going industrial and residential areas, and the interface between new development and existing residential areas and large manufacturing industry will be protected from sensitive uses by a land use buffer of non-residential development and/or non-sensitive land uses.

Stage 1 and 2 of the development that is being considered in this application has been taken into consideration within the Traffic and Parking Impact Assessment prepared by Movendo. This report has been scrutinised by the City of Melbourne's Engineers and no significant concerns with the impact on existing road movements have been raised. The assessment by both Council and the applicant's engineers finds that the reduction in the car parking requirements is appropriate given the variation in car parking demand over time for the proposed uses, the likelihood of multipurpose trips associated with the proposed development and the numerous public transport options available in close proximity to the subject site.

Further a detailed Green Travel Plan has been provided and will actively seek users of the site to undertake more sustainable transport options as opposed to driving. Given the above it is considered that the proposed works within Stage 1 and 2 will not result in any unreasonable disruptions to existing transit operations of the surrounding road network that will not be able to be effectively managed by those using the roads.

In addition to the above and as outlined at Section 14.2 of the report, Transport for Victoria offered no objection to the proposal subject to conditions, which would be included in any supporting recommendation. (refer Conditions 30-36).

15.6 Inundation

A portion of the land at 2-12 Barrett Street (proposed car park) is identified as being subject to inundation (flooding). As such, the application was referred to Melbourne Water who offered no objection and no conditions.

15.7 Environmentally Sustainable Design

Clause 22.19 (Energy, Water and Waste Efficiency) requires that applications be accompanied by:

- A Waste Management Plan.
- An ESD Statement demonstrating how the development meets relevant policy objectives and requirements.

For buildings over 5,000 square metres in gross floor area the Sustainable Design Statement must include a statement from a suitably qualified professional verifying that the building has the preliminary design potential to achieve the relevant Performance Measures set out in Clause 22.19-5.

A Sustainability Management Plan forms part of the application. It notes that the proposed development incorporates a wide range of ESD features and sets out primary goals to enhance the building's environmental performance and meet the objectives of the Melbourne Planning Scheme. It also lists a number of these features.

A Green Star equivalent estimate has been completed and illustrates that within the constraints of retaining the heritage buildings occupying the subject site, the development will achieve a 5 star rating Green Star equivalent rating when the following are taken into consideration:

- reuse of the buildings
- proximity to public transport
- addition of photovoltaic panels
- energy efficient systems
- green infrastructure.

The report indicates that the performance outcomes are consistent with the objectives of Clause 22.19 and identifies that the proposal will target 67 weighted points (with 60 points being the requirement to achieve the 5 star green star rating).

15.8 Aboriginal Cultural Heritage

The proposal includes the development of a graded car park and associated ground works at 2-12 Barrett Street. A desktop audit of known and predicted Aboriginal cultural heritage values, which may have implications for the proposal has been undertaken by AKWP Cultural Heritage Services and has been provided to the Responsible Authority. The audit assessed in detail the requirements for undertaking a Cultural Heritage Management Plan under the *Aboriginal Heritage Act 2006* and *Aboriginal Heritage Regulations 2007*.

The audit acknowledges the proposed the car park is located in an area of cultural heritage sensitivity within 200 metres of Moonee Ponds Creek. The proposed activity of the construction of warehouses, car parks and associated works triggers a mandatory CHMP under the *Aboriginal Heritage Act 2006* (r.43 (b)), as construction of warehouses and car parks are considered to be high impact activities under the Act (r.43)(b) (xxv) and (iii).

However, r.23(2) states: *If part of a waterway or part of the land within 200 metres of a waterway has been subject to significant ground disturbance, that part is not an area of cultural heritage sensitivity.*

The report goes on to explain that the Activity Area in questions has undergone considerable ground disturbance due to the clearance of the land, construction of existing and previous warehouses and a hardstand area used for car parking and storage. The report goes on to explain:

Given the extent and degree of development that has previously occurred on the property at 1-7 Elizabeth Street and 2 - 12 Barrett Street, Kensington, and its immediate vicinity, it is considered highly unlikely that any Aboriginal cultural material is present on the property.

The Activity Area has been impacted due to substantial ground disturbance in the past (see Appendix A). Therefore, no area of cultural heritage sensitivity is considered to be present as a result of the ground disturbance....

In our opinion, a mandatory CHMP is not required for the Activity Area.

The City of Melbourne has reviewed the document prepared by AKWP Cultural Heritage Services and is satisfied that the proposal is exempt from requiring a CHMP.

15.9 Objector Matters

Ongoing management;

A whole of site Operational Management Plan could be included as a recommended condition to ensure that the ongoing management of each tenancy and the functionality of all uses on the site, as discussed at Section 15.2 of the report, are successfully integrated into the community on a long term basis (refer Condition 25).

Interface with residential area;

The proposal can be summarised as an urban renewal project with significant use and development opportunities for the local area and wider Kensington precinct. A balance is therefore required to ensure that the positive attributes of the proposal and maintaining the amenity of neighbouring properties is achieved. Through standard amenity conditions and restrictions to hours of operation and patron numbers, the proposal is considered to achieve an appropriate balance.

Heritage;

As discussed at Section 14.1 of the report, subject to recommended conditions, the proposal will display an exemplary conservation and preservation response to the original heritage form and fabric on-site. This has been as a result of ongoing liaison between the project architects and Councils Heritage Advisor, along with significant input from the applicant's heritage consultant – Michael Taylor Architecture and Heritage.

Traffic and parking impacts;

As discussed at Section 15.5 of the report, Council's Engineering Services supports the proposed traffic and parking response in full. While this application is for Stage 1 only, their assessment has also considered the masterplan response to ensure that a holistic traffic response has been undertaken and addressed.

Expansion of the restaurant use to include dancing, entertainment and liquor;

Food and drink premises, including restaurants are proposed throughout the building. The applicant has submitted that the expected closing time for the food and drink premises is 6pm and the restaurants 11pm. The hours are typical for these uses and recommended conditions would ensure hours of operation are consistent with what has been proposed. Moreover, standard amenity conditions are also recommended to control activity, including music and noise. It is noted that the proposal does not seek a liquor licence for any of the venues at this time.

15.10 Conclusion

Subject to conditions, the proposal will result in an appropriately conserved and restored heritage building on-site. It proposes a range of existing and new uses that will contribute to the integration of a mixed-use redevelopment into the area, contributing to the urban renewal of Kensington.

The landscaping proposed will deliver a high-quality response, connecting the public realm with the site.

The traffic and parking response is supported through the provision of a temporary car park on a nearby site before realising a more permanent outcome through subsequent staging of development.

Through standard permit conditions, neighbours' amenity will be adequately protected.

Overall, the proposal is supported subject to conditions outlined below.

16 RECOMMENDATION

That a Notice of Decision to Grant a Permit be issued subject to the following conditions:

Amended plans before endorsement

1. Prior to the commencement of the uses and development on the land, two copies of plans, drawn to scale must be submitted to the Responsible Authority generally in accordance with the advertised plans, but amended to show:
 - a. The provision of external lighting along the western rail alignment (within the site boundary).
 - b. Further details of the ground plane treatment within the laneway and openings clearly depicted on the elevation drawings.
 - c. Implementation of wayfinding signage for the proposed uses and bicycle parking facilities on-site, integrated tastefully into the development and to the satisfaction of the Responsible Authority.
 - d. New Level 2 windows, Store 1: Delineate the brick arches to the Level 1 window heads on the elevations. Locate the sills for Level 2 windows at least 6 brick courses above the top of the brick arch heads and at least 4 brick courses below the base of the pyramid corbels. The height of the windows to Level 2 is to be less than the height of the reveals to Level 1 windows. Dimensioned windows to be to the satisfaction of the Responsible Authority.
 - e. New Level 2 windows, Store 2: Locate the sills for Level 2 windows at least 7 courses above the top of the rendered string course and at least 4 courses below the base of the upper rendered string course. The height of the windows to Level 2 is to be less than the height of the reveals to Level 1 windows. Dimensioned windows to be to the satisfaction of the Responsible Authority.
 - f. The heritage architect's audit is to assess condition and provide a repair procedure for each existing external window and door frame including the highlights to the saw-tooth roof forms, is to be to the approval of the Responsible Authority. Delete "where possible" from the note related to works to existing window and door frames.
 - g. Delete the proposed new façade to the Elizabeth Street bridge elevation. Provide documentation for proposed changes to the west elevation, to be to the satisfaction of the Responsible Authority.
 - h. Delete the proposed removal of weatherproof roofing at the Outdoor Roof Terrace serving the Restaurant. Large operable glazed roof panels to the saw-tooth roof at the Roof Terrace would be acceptable, to be to the satisfaction of the Responsible Authority.
 - i. A Schedule of works for the bluestone pitchers forming the internal road. Works to be to the satisfaction of the Responsible Authority.
 - j. Provide detailed sections through the proposed platform. Works to be to the satisfaction of the Responsible Authority.

- k. Provide an inventory indicting works to the industrial services fixed to the building, to be to the satisfaction of the Responsible Authority.
- l. Outward opening doors projecting into the footpath shall be redesigned such that they do not project beyond the street alignment when open, when closed or when being opened or closed.
- m. A notation that sealed pavement will be used for the proposed open air car park.
- n. Any modifications to the plans as required by the provision of Acoustic Reports at conditions 18 and 19.

Endorsed Plans

- 2. The development as shown on the endorsed plan(s) must not be altered or modified unless with the prior written consent of the Responsible Authority.

Construction Management Plan

- 3. Prior to the commencement of the development, including demolition or bulk excavation, a detailed construction and demolition management plan must be submitted to and be approved by the Responsible Authority – Construction Management Group . This construction management plan must be prepared in accordance with the Melbourne City Council - Construction Management Plan Guidelines and is to consider the following:
 - a) public safety, amenity and site security.
 - b) operating hours, noise and vibration controls.
 - c) air and dust management.
 - d) stormwater and sediment control.
 - e) waste and materials reuse.
 - f) traffic management.

Implementation of Environmentally Sustainable Design (ESD)

- 4. The performance outcomes specified in the Sustainability Management Plan Statement prepared by Wave Consulting and dated July 2017 for the development must be implemented prior to occupancy at no cost to the Responsible Authority or the City of Melbourne and is to the satisfaction of the Responsible Authority.

Any change during detailed design, which affects the approach of the endorsed ESD Statement, must be assessed by an accredited professional. The revised statement must be endorsed by the Responsible Authority prior to the commencement of construction.
- 5. Within six months of the occupation of the development, a report from the author of the endorsed ESD Statement must be provided to the satisfaction of the Responsible Authority, which details designed initiatives implemented within the completed development that achieve the performance outcomes specified in the endorsed ESD Statement.
- 6. Existing concrete and bluestone pitcher crossings and access ramps must be reconstructed in asphalt to Council standards.

Drainage connection underground

- 7. Prior to the commencement of the development, a stormwater drainage system, incorporating integrated water management design principles, must

be submitted to and approved by the Responsible Authority – Engineering Services. This system must be constructed prior to the occupation of the development and provision made to connect this system to the City of Melbourne’s underground stormwater drainage system.

New stormwater drainage infrastructure

8. The owner / developer must contribute towards constructing new stormwater drainage infrastructure along Elizabeth Street frontage of the proposed development to current standards.

Demolish and construct access

9. Prior to the commencement of the use/occupation of the development, all necessary vehicle crossings must be constructed and all unnecessary vehicle crossings must be demolished and the footpath, kerb and channel reconstructed, in accordance with plans and specifications first approved by the Responsible Authority – Engineering Services.

Roads

10. All portions of roads affected by the construction activities of the subject land must be reconstructed together with associated works including the reconstruction or relocation of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Responsible Authority – Engineering Services.

Footpaths

11. The footpaths adjoining the site along Elizabeth Street, Chelmsford Street and Barrett Street must be reconstructed together with associated works including the renewal of kerb and channel with 300mm wide sawn bluestone kerb and reconstruction of bluestone pitcher channel, and the relocation of services as necessary at the cost of the developer, in accordance with plans and specifications first approved by the Responsible Authority – Engineering Services.

Street levels not to be altered

12. Existing street levels in Elizabeth Street, Chelmsford Street, Barrett Street and laneway known as CL0177 must not be altered for the purpose of constructing new vehicle crossings or pedestrian entrances without first obtaining approval from the Responsible Authority – Engineering Services.

Existing street lighting not altered without approval

13. All street lighting assets temporarily removed or altered to facilitate construction works shall be reinstated once the need for removal or alteration has been ceased. Existing public street lighting must not be altered without first obtaining the written approval of the Responsible Authority – Engineering Services.

Street lighting

14. Review current lighting levels adjacent to the subject land and submit a lighting design for Council approval. If the report finds lighting levels adjacent to the subject land are inadequate, additional street lighting must be installed at the cost of developer. Lighting design must meet AS1158 category P3 requirements as a minimum. CitiPower approved LED luminaries and poles must be incorporated in the lighting design.

Street furniture

15. All street furniture such as street litter bins recycling bins, seats and bicycle rails must be supplied and installed on Elizabeth Street, Chelmsford Street and Barrett Street footpaths outside the proposed building to plans and specifications first approved by the Responsible Authority – Engineering Services.

Manage amenity impacts

16. The use and development must be managed so that the amenity of the area is not detrimentally affected through any of the following:
 - a) Transport of materials, goods or commodities to and from land.
 - b) The appearance of any building, work or materials.
 - c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
 - d) The presence of vermin.

Landscape as on endorsed plans

17. Landscape works as shown on the endorsed plans must be completed prior to the commencement of all uses on-site to the satisfaction of the Responsible Authority and subsequently maintained to the satisfaction of the Responsible Authority.

Acoustic report SEPP No N-1

18. Prior to the commencement of the uses an acoustic report prepared by a suitably qualified acoustic consultant must be submitted to and approved by the Responsible Authority. When approved the report will be endorsed and will form part of the permit. The report must identify all potential noise sources and sound attenuation work required to ensure that the noise levels generated by plant equipment in the premises do not exceed the levels specified in the *State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1* to the satisfaction of the Responsible Authority. The recommendations of the report must be implemented at no cost to the Melbourne City Council prior to commencement of the uses.

Acoustic report SEPP No N-2

19. Prior to the commencement of the use an acoustic report prepared by a suitably qualified acoustic consultant must be submitted to and approved by the Responsible Authority. When approved the report will be endorsed and will form part of the permit. The report must identify all potential noise sources and sound attenuation work required to ensure that the noise levels generated by the premises do not exceed the levels specified in the *State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2* to the satisfaction of the Responsible Authority. The recommendations of the report must be implemented at no cost to the Melbourne City Council prior to commencement of the use.

Compliance with SEPP No N-1 and/or SEPP No N-2

20. The noise generated by each premises must at all times comply with the requirements of the *State Environment Protection Policy, (Control of Noise from Commerce, Industry and Trade) No. N-1*, and *State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2*, to the satisfaction of the Responsible Authority.

No external audio equipment

21. No external sound amplification equipment or loud speakers are to be used for the purpose of announcement, broadcast, playing of music or similar purpose, to the satisfaction of the Responsible Authority.

No live music

22. No amplified live music or entertainment is permitted on each of the premises without the prior written consent of the Responsible Authority.

Staff/patron/student numbers

23. Unless with the prior written consent of the Responsible Authority, the maximum number of staff/patrons/students on the on-site premises at any one time must be no more than:
- Food and Drink Premises: 11 (staff), 109 (patrons);
 - Restaurants: 36 (staff), 364 (patrons);
 - Arts and Craft Centre: 2 (staff), 17 (patrons);
 - Education Centre: 2 (staff), 12 (students);
 - Restricted Recreation Facility: 2 (staff), 31 (patrons).

Hours of operation

24. Unless with the prior written consent of the Responsible Authority, the following premises must only be open for the use between the hours of:
- Food and Drink Premises: 7am-6pm (Monday to Sunday);
 - Restaurants: 7am-11pm (Monday to Sunday);
 - Food Sales (Manufacturing Sales): 8am-5pm (Monday to Sunday);
 - Arts and Craft Centre (gallery): 10am-11pm (Monday to Sunday);
 - Arts and Craft Centre (artist studio): 8am-5pm (Monday to Sunday);
 - Warehouse: 8am-5pm (Monday to Sunday);
 - Education Centre: 9am-11pm (Monday to Sunday);
 - Restricted Recreational Facility: 6am-9pm (Monday to Sunday);
 - Industry: 7am-6pm (Monday to Sunday).

Operational Management Plan

25. Prior to the commencement of all the uses the applicant must submit an operational management plan (generally in accordance with the report accompanying the application) describing:
- a) The ways in which staff is made aware of the conditions attached to this permit.
 - b) Details of the type(s) of liquor licence sought (if any) – refer to definitions in the Liquor Control Reform Act 1998.
 - c) Details of the proposed hours of operation of the premises.
 - d) Details of any proposed special events.

- e) Details of the provision of music including the frequency and hours of entertainments provided by live bands, live music (DJ), amplified music and any other forms of entertainment.
- f) Security arrangements including the number of personnel and their hours of operation.
- g) Details of the maximum number of patrons to be permitted on the premises.
- h) Pass-out arrangements.
- i) Lighting within the boundaries of the site.
- j) Security lighting outside the premises.
- k) General rubbish storage and removal arrangements including hours of pick up.
- l) Bottle storage and removal arrangements including hours of pick up.
- m) Noise attenuation measures (if applicable).
- n) The recommendations of the any acoustic report submitted in support of the proposal.
- o) The training of staff in the management of patron behaviour;
- p) A complaint handling process to be put in place to effectively manage complaints received from neighbouring and nearby businesses and residents. This must include details of a Complaints Register to be kept at the premises. The Register must include details of the complaint received, any action taken and the response provided to the complainant.
- q) Details of the management methods to be employed to minimise queuing outside the venue.
- r) Details of the management of patrons in outdoor areas to minimise impacts on the amenity of nearby properties.
- s) Details of the management of patrons who are smoking.

The management plan must be to the satisfaction of, and be approved by, the Responsible Authority. Once approved, the management plan will form a part of the endorsed documents under this permit. The operation of the uses must be carried out in accordance with the endorsed operational management plan unless with the prior written consent of the Responsible Authority.

External and car park lighting

26. All external lighting of the site, including car parking areas and buildings, must be located, directed and baffled so that no nuisance is caused to adjoining or nearby residents. All external lighting must be energy efficient. External lighting must be to the satisfaction of the Responsible Authority.

Parking area construction

27. Prior to the occupation of the approved use/development, the area set aside for the parking of vehicles and access ways shown on the endorsed plans must be constructed, surfaced, sealed, drained, delineated and maintained at all times to the satisfaction of the Responsible Authority.

Maintain access to parking spaces

28. The parking, loading and unloading area(s) shown on the endorsed plans must be kept available for that use at all times and the car parking spaces and access ways must not be obstructed or otherwise rendered inaccessible.

Waste

29. The waste storage and collection arrangements must be in accordance with the Waste Management Plan (WMP) prepared by Sustainable Development Consultants dated September 2017. All waste must be stored and handled within the site. Bins must not be placed outside the property boundary for collection.

The submitted WMP must not be altered without prior consent of the City of Melbourne – Engineering Services.

30. No garbage bin or surplus materials generated by the permitted use may be deposited or stored outside the site and bins must be returned to the garbage storage areas as soon as practicable after garbage collection.

Development Contributions

31. Prior to the commencement of works, excluding demolition, site remediation and site preparation works, the owner of the land must enter into an agreement with the Responsible Authority, pursuant to Section 173 of the Planning and Environment Act 1987. The agreement must:
- be registered on the title of the land that is the subject of this permit.
 - provide for the removal of the agreement from the land following completion of the obligations contained in the agreement
 - require the owner of the land to pay all reasonable legal costs and expenses of the agreement, including preparation, execution and registration on title, and
 - provide the following:
 - i. Require the owner or developer to pay a development contribution of:
 - \$182.58 per square metre of new commercial floor space
 - \$152.15 per square metre of new retail floor space,or such other amount outlined within an approved development contribution plan to the satisfaction of the Responsible Authority.
 - ii. Require that development contributions be indexed annually from 1 July 2015 using the Price Index of Output of the Construction Industries (Victoria) by the Australian Bureau of Statistics.
 - iv. Confirm that the development contributions will be payable to the Responsible Authority.
 - vi. Require payment of the development contribution on issue of a certificate of building occupancy, a certificate of completion of works or a statement of compliance with a subdivision permit in accordance with the Subdivision Act 1988.

- vii. Confirm the procedure for refunding monies paid if an approved development contribution plan for the area is less than the amount stipulated in the Section 173 agreement.
- viii. Require a bank guarantee to the value of 50% of the development contribution to be provided to the Responsible Authority prior to the commencement of any works. The bank guarantee will be returned upon full payment of the development contribution.

Transport for Victoria

- 32. Without limiting the obligations of the permit holder under the Transport (Compliance and Miscellaneous) Act 1983 (Vic), before the development starts, including excavation along the rail corridor, detailed construction / engineering plans and computations must be submitted and approved to the satisfaction of, Public Transport Victoria and VicTrack for the protection of the railway corridor, and all transport infrastructure. The plans must show:
 - a) all excavation of the site and impacts on the rail corridor and all associated infrastructure,
 - b) detailed design and materials for the fence proposed including any retaining wall along the railway corridor,
 - c) detailed planting schedule proposed abutting the rail corridor. To the satisfaction of Public Transport Victoria and VicTrack.
- 33. Prior to the commencement of works in public transport areas, the public transport operator(s) (train) must be contacted to obtain the operator's conditions and safety requirements for works on, over, under or adjacent to public transport land and/or easements and electrical infrastructure. Access to the public transport areas during construction must conform to all of the necessary public transport operator/s guidelines and instructions.
- 34. The permit holder must ensure transport infrastructure is not damaged as a result of the works and is not altered without prior consent of Public Transport Victoria. Any damage to public transport infrastructure must be rectified to the satisfaction of Public Transport Victoria and VicTrack at the full cost of the permit holder.
- 35. The permit holder must not carry out, or allow to be carried out, any excavation, filling or construction on the common boundary between the subject land and the railway land unless it has obtained the prior written approval of VicTrack and the Rail Operator.
- 36. The permit holder must, at all times, ensure that the common boundary with railway land is fenced at the permit holder's expense to prohibit unauthorised access to the rail corridor.
- 37. The permit holder must not plant any plants or tree species that are likely to cause any future overhang onto the railway land or disturbance to the railway operations.
- 38. Prior to the commencement of the use all works outlined on the approved construction / engineering plans must be completed at the full cost to the permit holder and to the satisfaction of Public Transport Victoria and Vic Track.

Use and development time limit

39. This permit will expire if one or more of the following circumstances apply:

- a) The development is not started within two years of the date of this permit.
- b) The development is not completed within four years of the date of this permit.
- c) The use is not started within four years of the date of this permit.

The Responsible Authority may extend the permit if a request is made in writing before the permit expires, or within six months afterwards. The Responsible Authority may extend the time for completion of the permit if a request is made in writing within 12 months after the permit expires and the development started lawfully before the permit expired.

Notes:

Building Approval Required

This permit does not authorise the commencement of any demolition or construction on the land. Before any demolition or construction may commence, the applicant must apply for and obtain appropriate building approval from a Registered Building Surveyor.

Building Works to Accord with Planning Permit

The applicant/owner will provide a copy of this planning permit and endorsed plans to any appointed Building Surveyor. It is the responsibility of the applicant/owner and the relevant Building Surveyor to ensure that all building (development) works approved by any building permit are consistent with this planning permit.

Drainage Point and Method of Discharge

The legal point of stormwater discharge for the proposal must be to the satisfaction of the responsible authority. Engineering construction plans for the satisfactory drainage and discharge of stormwater from the site must be submitted to and approved by the Responsible Authority prior to the commencement of any buildings or works.

Other Approvals May Be Required

This Planning Permit does not represent the approval of other departments of Melbourne City Council or other statutory authorities. Such approvals may be required and may be assessed on different criteria from that adopted for the approval of this Planning Permit.

Civil Design

The internal roads should remain the responsibility of the land owner(s) in perpetuity. The City of Melbourne is unlikely to agree to the internal roads being made public.

All necessary approvals and permits are to be first obtained from the City of Melbourne and the works performed to the satisfaction of the responsible authority – Manager Engineering Services Branch.

Appendix 1

Traffic Comments

I refer to SR 3757358, to the Traffic Assessment Masterplan & to the Traffic & Parking Impact Assessment (TIA) for Stage 1 prepared by Movendo, for the Younghusband site.

Masterplan

The proposed entire Younghusband site is comprised of 5 sites, as shown below.



This development is located within a part of Kensington that lies within the Arden-Macaulay precinct. The City of Melbourne (CoM) has identified that Arden-Macaulay offers a key opportunity to provide for sustainable growth that can achieve positive community outcomes. Council's aim is for Arden-Macaulay to accommodate more residents & employment growth over the next 30 years; & has prepared a Structure Plan (SP) as a framework to guide that growth & process of change. In preparing the SP, Council has identified the preferred land use, building design & open space, transport & infrastructure outcomes for Arden-Macaulay.

The SP includes a series of strategies/actions relating to land use, including the delivery of new/improved open spaces & attractive/safe streetscapes. It also contains actions relating to transport, community infrastructure & sustainable infrastructure. One of these key directions involves the establishment of 5 new parks, including an 11,000m² park straddling and encompassing Fink St, adjacent to the Younghusband development. The SP also outlines actions to promote a shift in transport priorities on the road network & defining high-mobility streets that will encourage/facilitate a long-term modal shift from private vehicles, by providing excellent conditions for pedestrians, trams, buses, cycling, taxis & car share as priority modes. Walking to/from public transport stops/stations will be an emphasis of the CoM's work in the Arden-Macaulay precinct. More specifically, several relevant transport objectives are defined in the SP:

- Promote the growth of the economy by establishing excellent new & proposed public transport connections to create well-connected areas;
- Enable a local residential & working population that will use the expanded public transport network & community services/facilities; and
- Reduce the car parking provision to levels conducive to inner city urban living that are well supported by alternative transport networks (walking, cycling & public transport).

The SP prioritises the attractiveness/effectiveness of the public transport system to ensure residents, workers & visitors can move easily within and to the precinct. It also encourages walking/cycling as key travel modes, through a range of measures including introduction of new street hierarchy with priority for high mobility pedestrian & public transport streets which will provide excellent conditions for higher numbers of pedestrians, faster & more frequent trams/buses, safe/attractive cycling & easy use of taxis & car share.

Ten 'principles' have been established to guide the urban renewal of Arden-Macaulay. Principle 8 – *Create a connected & accessible place* envisages the creation of a compact walking environment that is well serviced by public transport to ensure that Arden-Macaulay is accessible to all. Council envisages that a new metro railway station & transport interchange will be located in Arden Central, within a new active, mixed use precinct. The Arden Station will be located on Laurens St, just south of Arden St. The proposed station will be located around 1 km from the Younghusband development – a comfortable 5-min bicycle ride or 10-minute walk. The proposed pedestrian overpass of the Moonee Ponds Creek at Chelmsford St would provide safe/convenient connection between Younghusband & proposed Arden Station. The Arden Station will be connected to a high frequency bus service on an extended Boundary Rd. Macaulay & Flemington Bridge stations & connections to them will be upgraded. Pedestrian/bicycle networks will be enhanced to create accessible neighbourhoods.

In support of 'Principle 8 – Create a connected and accessible place', Council has set out the following actions:

1. Establish an integrated transport network that prioritises walking, cycling & public transport use.
2. Develop a safe & highly accessible transport network that has high quality new & improved infrastructure, commensurate with projected growth.
3. Prioritise the growth of sustainable transport modes & contain vehicular access & parking provision within that context.
4. Support population growth & job locations with an increased number/frequency of public transport services.
5. Locate intensified activity around existing & planned public transport infrastructure.
6. Prioritise public transport, walking & cycling in existing & new road infrastructure through design treatments, links & facilities.

The expansion of commercial uses on the Younghusband site is entirely consistent with Council's priority actions for the precinct as outlined above.

A comparison of existing versus proposed development components at the site is shown below.

Development Component	Existing Floor Area (square metres)	Proposed Floor Area (square metres)	Net Change (square metres)
Food and Drink Premises	0	900	900
Restaurant	0	1824	1824
Arts and Craft Centre (Gallery)	232	310	78
Arts and Craft Centre (Artist Studio)	1439	2242	803
Office	1887	26500	24613
Warehouse	3956	1230	-2726
Education Centre	0	123	123
Restricted Recreational Facility	937	310	-627
Industry (including Manufacturing Sales)	9009	5000	-4009
Dancing School	1666	1600	-66
Total	19126	40039	20913

To determine current on-street parking demand in the area surrounding the Younghusband development, parking surveys were undertaken in May 2016, and in May and June 2017.



May 2017 Surveys

The parking inventory in the area north of Chelmsford St is outlined below.

Table 4: Parking Inventory – Areas North of Chelmsford Street

Street	Capacity (# spaces)	Restrictions					
		Unrestricted	2P (Resident Exempt)	2P	1P (Resident Exempt)	1P	5P
Eastwood Street	45	26	12				7
Albermarle Street	48	15	33				
Bent Street	44	21	23				
Hardiman Street	103	34	46	23			
Chelmsford Street	64	32		12	16	4	
Total	304	128	114	35	16	4	7

The parking occupancies in the area north of Chelmsford St on a typical weekday are summarised below (total 304 spaces), extrapolated from the data in the TIA.

Time	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
Occupancy	54%	41%	54%	56%	53%	54%	57%	74%	65%	69%	46%	53%	44%	52%	45%
No. of occupied spaces	164	125	164	170	161	164	173	225	198	210	140	161	134	158	137
No. of unoccupied spaces	140	179	140	134	143	140	131	79	106	94	164	143	170	146	167

Parking occupancies in resident spaces north of Chelmsford St are summarised below (total 130 spaces).

Time	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
Occupancy	57%	37%	40%	32%	33%	35%	37%	55%	47%	51%	45%	55%	50%	55%	52%
No. of occupied spaces	74	48	52	41	43	45	48	71	61	66	58	71	65	72	68
No. of unoccupied spaces	56	82	78	89	87	85	82	59	69	64	72	59	65	58	62
Vehicles with resident permits	46	33	32	27	29	30	31	34	34	36	34	36	36	40	43

Parking occupancy in unrestricted spaces north of Chelmsford St are summarised below (total 174 spaces)

Time	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
Occupancy	52%	44%	64%	74%	68%	68%	72%	88%	79%	83%	47%	52%	40%	49%	40%
No. of occupied spaces	90	77	112	129	118	119	125	154	137	144	82	90	69	86	69
No. of unoccupied spaces	84	97	62	45	56	55	49	20	37	30	92	84	105	88	105

Parking surveys were undertaken on Wed 21 June in the industrially-zoned area south of Chelmsford Street. A total of 185 spaces were surveyed (171-unrestricted, 10-1P resident & 4-2P resident). There were also 9 spaces (loading zones & 10-15min parking) which were not surveyed.

Parking occupancy in area south of Chelmsford St are summarised below (total 185 spaces)

Time	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Occupancy	54%	71%	65%	94%	91%	94%	90%	77%	72%	61%	36%	34%	30%	24%
No. of occupied spaces	100	131	120	174	168	174	167	142	133	113	67	63	56	44
No. of unoccupied spaces	85	54	65	11	17	11	19	43	52	72	118	122	130	141

Parking

It is proposed to provide a total of 240 car parking spaces as part of the Masterplan, accessed via Elizabeth St (Site 2) & Barrett St (Site 5).

The statutory parking requirements are summarised below.

Development Component	Car Parking Rate	Net Change in Floor Area (square metres)	Number of Spaces (Planning Scheme)
Food and Drink Premises	4/100 m ²	900	36
Restaurant	0.4/patron	1824 (364 patrons)	145
Arts and Craft Centre (Gallery) (Place of Assembly)	0.3/patron	78 (17 patrons)	5
Arts and Craft Centre (Artist Studio) (Art & craft centre)	4/100 m ²	803	32
Office	3.5/100 m ²	24613	861
Warehouse	2 per warehouse and 1.5 per 100 m ²	-2726 (3 warehouses)	-46
Education Centre	0.4/student	123 (12 students)	4
Restricted Recreational Facility	Not specified = to the satisfaction of the responsible authority (suggested rate of 3.6 car spaces /100 m ²)	-627	-22
Industry	2.9/100 m ²	-4009	-116
Dancing School	Not specified = to the satisfaction of the responsible authority (suggested rate of 3.5 car spaces /100 m ²)	-66	-2
Total		25256	897

The expected hours of operation of the above components are summarised below.

Food and Drink Premises	7.00am to 6.00pm / 7 days
Restaurant	7.00am to 11.00pm / 7 days
Arts and Craft Centre (Gallery) (Place of Assembly)	10.00am to 11.00pm / 7 days
Arts and Craft Centre (Artist Studio) (Art & craft centre)	8.00am to 5.00pm / 7 days
Office	7.00am to 7.00pm / 7 days
Warehouse	8.00am to 5.00pm / 7 days
Education Centre	9.00am to 11.00pm / 7 days
Restricted Recreational Facility	6.00am to 9.00pm / 7 days
Industry	7.00am to 6.00pm / 7 days
Dancing School	6.00am to 9.00pm / 7 days

The peak demands of the above components are summarised below.

Development Component	Peak Parking Demand	
	Most Likely Period	Overlap with
Food and Drink Premises	Weekdays lunch period	Artists' studios, office, warehouse and industry
Restaurant	Evening – Friday & Saturday Daytime – Friday lunch	Art gallery, education and, partly, gym uses
Arts and Craft Centre (Gallery) (Place of Assembly)	Weekdays evening period (7pm onwards)	Restaurant, education and, partly, gym uses
Arts and Craft Centre (Artist Studio) (Art & craft centre)	Weekdays daytime period between 9am and 4pm	Food & drink, office, warehouse and industry
Office	Weekdays daytime period between 9am and 4pm	Food & drink, Artists' studios, warehouse and industry
Warehouse	Weekdays daytime period between 10am and 4pm	Food & drink, Artists' studios, office and industry
Education Centre	Weekdays evening period (7pm onwards)	Art gallery, restaurant and, partly, gym uses
Restricted Recreational Facility (Gym)	Weekdays evening period (7pm onwards)	Art gallery, education and restaurant uses
Industry	Weekdays daytime period between 10am and 4pm	Food & drink, Artists' studios, warehouse and office
Dancing School	Weekdays evening period (7pm onwards)	Art gallery, education and restaurant uses

A comprehensive travel behaviour survey program was undertaken of the current workers within the Younghusband site, designed to capture the following:

- Usual mode of travel to/from work, defined as the mode of travel used for three or more days of the week
- Public transport service used (if applicable)
- Walking or cycling route (if applicable)
- Parking location (if applicable)
- Usual mode of travel for 'business trips' (during business hours)
- Postcode of residence

The workers responding to the surveys included the following uses: office, industry, artist studio, warehouse and restricted recreational facility. A total of 92 respondents (representing over 30% of the overall population of current workers at the Younghusband site) participated in the travel behaviour surveys. The survey results indicate that 14% of the workers walked to work, 22% cycled, 24% used public transport, 39% drove a car & 1% were car passengers (in

Kensington, 5% walked, 6% cycled, 30% used public transport, 41% drove & 4% were passengers).

The TIA has undertaken the analysis of the expected actual parking demand. The car parking rates recommended in the TIA are compared to the MPS requirements in the following table.

Development Component	Planning Scheme Carparking Rate	Proposed Carparking Rate (based on empirical assessment & case studies)
Food and Drink Premises	4 spaces to each 100m ² of net floor area	0
Restaurant	0.4 spaces to each patron permitted	0.1 spaces to each patron (7am-5pm) 0.2 spaces to each patron (6pm-11pm)
Arts & Craft Centre (Gallery) (Place of Assembly)	0.3 spaces to each patron permitted	0.15 spaces to each patron permitted
Arts & Craft Centre (Artist Studio) (Arts & Craft Centre)	4 spaces to each 100m ² of net floor area	0.5 spaces to each 100m ² of net floor area
Office	3.5 spaces to each 100m ² of net floor area	0.5 spaces to each 100m ² of net floor area
Warehouse	2 spaces to each premises plus 1.5 spaces to each 100m ² of net floor area	2 spaces to each premises plus 0.5 spaces to each 100m ² of net floor area
Education Centre	0.4 spaces to each student that is part of the maximum number of students on the site at any time	0.4 spaces to each student that is part of the maximum number of students on the site at any time
Industry	2.9 spaces to each 100m ² of net floor area	1 space to each 100m ² of net floor area
Dancing School	Innominate	3.5 spaces to each 100m ² of net floor area
Restricted Recreational Facility	Innominate	3.6 spaces to each 100m ² of net floor area

The expected parking demand indicated in the TIA, using the above 'adjusted' rates, is shown below.

Development Component	Carparking Spaces Required (Daytime – up to 6pm)	Carparking Spaces Required (Evening – after 6pm)
Food and Drink Premises	0	0
Restaurant	36	72
Arts and Craft Centre (Gallery)	2	2
Arts and Craft Centre (Artist Studio)	11	0
Office	132	0
Warehouse	12	0
Education Centre	4	4
Restricted Recreational Facility (Gym)	11	11
Industry	50	0
Dancing School	56	56
Total	314	145

While the majority of the analysis undertaken in the TIA is accepted, the rate of 0.5 spaces/100m² for the office component is considered to be unrealistic. The TIA states: "The proposed rate for the office use (0.5 spaces to each 100m² of net floor area) is based on an empirical analysis of parking provision for a number of recently approved developments (with office as the predominant land use) in Southbank, Docklands & other inner-city areas. The proposed rate is consistent with the aspiration of discouraging commuter car parking &

supported by the ready access to comprehensive public transport services & the extensive pedestrian & bicycle networks in the area, as well as the proposed improvements identified in the Arden-Macaulay Structure Plan. Furthermore, the proposed rates are consistent with the exceptionally low parking demand manifested by the current mix of office tenants”.

While the rate of 0.5 spaces/100m² may be applicable to developments in Southbank & the Docklands, this is only due to the fact that parking in these areas is tightly restricted, with almost no unrestricted parking provided in the vicinity of these areas. Conversely, given that unrestricted parking is provided in the vicinity of the Younghusband site, the workers at this site are much more likely to drive than the workers in the Southbank/Docklands (at least in the short-medium term).

In order to estimate the likely parking demand of the office component, ES has assessed the ‘staff density’ in our office (4th floor Council House 1), which is considered to be a typical office layout/environment. There is 76 staff on our floor, which is approximately 1,300m² n.f.a. (50x25m). Accordingly, the ‘staff density’ in our office is approximately 1 person / 17m². Applying this figure to the 24,613m² of the additional office space proposed as part of the Younghusband site, the site is likely to have approximately 1,450 additional staff. If 39% of them drive to the site (as indicated by the survey of existing staff), this would generate a demand for 565 spaces (which equates to 66% of the MPS requirement for the office component).

Accordingly, the daytime demand of the Younghusband site is likely to be 747 spaces (rather than 314 spaces as indicated in the TIA). Assuming that the staff of the site will search for parking in the unrestricted spaces in the areas both north & south of Chelmsford St, the likely shortfall in the on-street parking has been calculated (shown below), based on the above car parking occupancy surveys.

Parking occupancy in the generally unrestricted areas, both north & south of Chelmsford St (total 359 spaces).

Time	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm
Currently unoccupied spaces	169	151	127	56	73	66	67	63	89	102	211	206	235	229
Parking demand of the site	747	747	747	747	747	747	747	747	747	747	747	747	145	145
Car parking provided	240	240	240	240	240	240	240	240	240	240	240	240	240	240
Shortfall in on-street spaces	-338	-356	-380	-451	-434	-441	-440	-444	-418	-405	-296	-301	330	324

The above assessment indicates that there is likely to be a significant shortfall in the available on-street parking during the normal business hours, ranging from 338 spaces at 7am, to a peak of 451 spaces at 10am. The shortfall would then reduce to its lowest point of 296 spaces at 5pm.

It is apparent that the demand generated by the site cannot be accommodated in the surrounding area. The peak shortfall of 451 spaces is almost equal to the entire car parking stock of 478 spaces (=304+174) in the study areas, both north & south of Chelmsford St. Such a large shortfall is likely to result in a significant detrimental impact on the availability of the unrestricted parking in both of the study areas. Importantly though, the residents in these

areas would be largely unaffected, as they would be 'protected' from this additional parking by the parking restrictions. If necessary, the existing parking restrictions could be 'tightened' (e.g. from 2P residents excepted to 1P residents excepted) & new restrictions could be introduced in the vicinity of residential properties.

However, the greatest impact would be on the existing office workers, who currently drive to work & are able to find convenient parking in the surrounding area. As it would clearly not be possible to accommodate the shortfall (of between approximately 350 & 451 spaces) in the surrounding study areas, the drivers who "miss out" on the available parking (which is likely to be fully occupied very early in the morning, given the high demand), would have to park much further away, in the neighbouring areas to the north of Macaulay Rd, west of Bellair St, south of Arden St & east of Langford St. As parking occupancies in these areas are already high, the existing parking restrictions are likely to be 'tightened' & new restrictions introduced in order to preserve the amenity of the existing residents/businesses. It is therefore unlikely that on-street parking in the surrounding areas would be able to accommodate the office workers from the two study areas, at least in the medium-long term. This would leave these workers with no other option but to take up sustainable transport modes, such as walking, cycling, motorcycling or using public transport (as currently occurs in the CBD & other surrounding areas, including in Southbank & Docklands).

If the Arden-Macaulay structure plan is to succeed, with its vision of reducing car dependency, the developments such as the Younghusband site (which provide car parking well short of the expected demand) should be actively encouraged. As has been demonstrated in the above analysis, even this single development would ultimately result in the complete saturation of all of the available unrestricted on-street parking, with a large proportion of both the existing & future workers in the area being forced to rely on sustainable transport modes. As more developments are built, Engineering Services (ES) is likely to receive requests to convert the existing unrestricted parking to short-medium term parking to accommodate visitors, shoppers, deliveries, etc., as the unrestricted parking is likely to be fully occupied throughout the day, with no opportunities to park for short periods. It is therefore likely that almost all (if not all) of the existing unrestricted parking within structure plan area will ultimately be converted to short-medium term parking. This would result in almost all existing (& future) local workers in the area, who currently rely on the unrestricted on-street parking (or who don't/won't have access to on-site parking) having to take up sustainable transport modes (as currently occurs in/around CBD).

However, to insist on the provision of on-site parking in compliance with the current MPS requirements would result in a significant increase in traffic volumes, with all of its adverse impacts, including pollution, congestion, accidents & the resultant complaints from residents.

Given the above considerations, ES has no objections to the proposed parking provision of 240 spaces as part of the Masterplan.

Green Travel Plan

A Green Travel Plan (GTP) has been prepared as part of the application, which aims to discourage private vehicle use & encourages the use of sustainable transport modes by the occupiers/visitors of the site. The GTP incorporates 5 strategies & 11 specific actions as follows.

Strategy 1: Encourage Sustainable Travel Modes

- Action 1: Travel Information Pack
- Action 2: Travel Information Points
- Action 3: Marketing the Green Travel Plan

- Action 4: Travel Information Website

Strategy 2: Promote Walking and Cycling

- Action 5: Younghusband Bicycle Sharing Scheme Electric Bikes

Strategy 3: Promote Public Transport

- Action 6: Younghusband Myki Passes for Commuting and Work-Based Trips

Strategy 4: Optimise Clean and Shared Vehicle Use

- Action 7: Car Sharing Scheme

- Action 8: Electric Vehicle Charging Infrastructure – Private and Car Share

Strategy 5: Development-wide Transport Performance Monitoring for Younghusband

- Action 9: Baseline Monitoring

- Action 10: Regular Monitoring

- Action 11: Reviewing the Green Travel Plan

The GTP is strongly supported & is considered to be 'the best of its kind'. It is suggested that the developer's consent be sought to use this GTP as an example of 'best practice' for other developments, particularly within the structure plan area.

Bicycle Parking

The proposal to provide a total of 390 bicycle spaces, well in excess of the MPS requirement for 174 spaces, is strongly supported. The design/dimensions of the bicycle parking should comply with the relevant Australian Standards / Bicycle Network guidelines.

Motorcycle Parking

ES requests the provision of motorcycle parking in excess of the MPS requirements, in order to promote this sustainable transport mode & meet the likely demand. Our motorcycle parking requirements are for 1 motorcycle space per 50 car parking spaces, with the car parking spaces calculated as the greater of the number of:

- Car parking spaces required (*or permitted in the case of a maximum rate*) by the MPS; or
- Car parking spaces proposed.

As the development has a MPS requirement of 897 car parking spaces, it is recommended that at least 18 motorcycle spaces be provided as part of the Masterplan.

Traffic Impact

The surveys of existing traffic conditions during peak periods are shown below.