



HARVEST SQUARE - PUBLIC HOUSING RENEWAL

Development Plan

Prepared for
AV JENNINGS
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EXECUTIVE SUMMARY

Urbis Pty Ltd have been engaged by AVJennings to prepare a planning submission for the approval of a Development Plan in support of the public housing renewal site at Gronn Place, Brunswick West.

The design concept includes contemporary architecture comprising three 6-storey apartment buildings, two of which will be publicly owned, a 3-storey apartment building that will be gifted to the housing association Women's Housing Limited, and 29 2-3-storey townhouses. The proposal includes extensive public open spaces, public realm enhancements and pedestrian connections.

The subject site is zoned Mixed Use Zone – Schedule 2 and is affected by the Development Plan Overlay – Schedule 12, the Development Contributions Plan Overlay – Schedule 1, and the Parking Overlay – Schedule 2.

Schedule 12 of the Development Plan Overlay supports the urban renewal of the subject site and requires an approved Development Plan prior to development. In accordance with the requirements of Schedule 12, the following enclosed documents, plans and reports will form part of the Development Plan:

- Development Plan (Preliminary Architectural Plans and Design Report) prepared by SJB Architecture
- Integrated Transport and Traffic Management Plan prepared by GTA Consultants
- Arboricultural Assessment Report and Tree Management Plan prepared by Tree Logic
- Dwelling Diversity Report prepared by Urbis
- Sustainability Management Plan prepared by JBA Smarter Engineering
- Services and Infrastructure Plan, comprising:
 - Engineering Servicing Advice prepared by Taylors
 - Stormwater Masterplan Report prepared by JBA
 - Locating Underground Services Plan prepared by D-Tech
 - Locating Underground Services Report prepared by D-Tech
 - Services Alignment Plan and Section prepared by JBA
- Limited Detailed Environmental Site Assessment prepared by Edge Group
- Staging Plan
- Acoustic Report prepared by Renzo Tonin and Associates
- Social Infrastructure Assessment prepared by ASR Research
- Community Engagement Report prepared by AV Jennings

INTRODUCTION

Prior to the redevelopment of the Gronn Place Public Housing Estate in Brunswick West, a Development Plan must be prepared pursuant to Schedule 12 of the Development Plan Overlay (DPO12). The purpose of the Development Plan is to provide a framework to guide the future residential development of the proposed renewal site and will provide assurance to government agencies, Council, developers and the local community about future development outcomes on the land.

The renewal of the site at Gronn Place was instigated by Amendment C170, which introduced DPO12 and relevant planning provisions to support future development. This amendment was in response to the Victorian Government's commitment of \$185 million in funding to the Public Housing Renewal Program. Gronn Place is the site of one of 9 public housing estates across Metropolitan Melbourne that is part of this program. The development partnership between the State Government, Women's Housing Limited and AV Jennings will facilitate the development of a combined public and private development.

This Planning Report provides an overview of the site conditions, the components of the proposed Development Plan prepared by SJB Architects, an overview of relevant State and Local policy and planning provisions in the Moreland Planning Scheme, and an assessment of the proposal against the planning requirements, with reference to all required supporting consultant documents.

Figure 1: Artist impression of the Harvest Square Social Housing Estate



Source: SJB

1. BACKGROUND

The Gronn Place Public Housing Estate was constructed in the 1960s and comprised six three and four storey walk-up flats containing 82 units. Since the estate was developed, it has continually been intended for social housing use and has remained under the ownership and operation of the Director of Housing (DoH) under the State Government.

Given its age and the building standards of the time, the estate has become dilapidated and unfit to accommodate its occupants. This is due to the poor condition of the units, inadequate thermal insulation and the lack of lifts, making many of the dwellings inaccessible for a large portion of the tenants, including those with disabilities, families with small children and the elderly.

As part of its Homes for Victorians strategy, the Victorian Government has committed to a \$2.7 billion program of investment into housing and homelessness initiatives. One of these initiatives is the government's Public Housing Renewal Program, a \$185 million plan to redevelop various ageing public housing estates across Victoria into mixed-tenure neighbourhoods with housing that is modern, accessible and fit-for-purpose for all users.

AVJennings have partnered with the State Government (DoH) and Women's Housing Limited to redevelop the Gronn Place site with a mix of private and social housing components. As agreed with the DoH, the new development will be tenure blind and will comprise:

- 111 social housing apartments
- 8 community housing apartments (Women's Housing)
- 50 private apartments
- 29 private townhouse dwellings.

As detailed in Section 5 of this report, AV Jennings and the DoH have undertaken extensive community consultation with the existing tenants, local community and members of Council to inform the final design response.

DoH will retain ownership of the entirety of the site until completion of the development and commencement of property sales.

Demolition and clearing of the site is currently being undertaken under the management of the DoH and is expected to be completed by July 2020. At this time, the land will be made available to AVJennings to begin works.

Figure 2: 1960s Public Housing Block, Gronn Place



Source: Herald Sun

2. SUBJECT SITE AND SURROUNDS

2.1. SITE CONTEXT

Gronn Place is a substantial parcel of land located approximately 6km from Melbourne's CBD. It is located adjacent to the Citylink toll road and Moonee Ponds Creek Trail further to the west. From a strategic perspective, the site is near a Local Centre to the west, on Albion Street, and a Neighbourhood Centre to the east on Melville Road. Further east is the Brunswick Activity Centre and the Core Industry and Employment Area surrounding Sydney Road.

Figure 3: Aerial View



2.2. SUBJECT SITE

The redevelopment site comprises an amalgamation of a large parcel of land (1-100 Gronn Place) with nine smaller parcels of land to the west, totalling 15,112 square metres in area. The site is bordered by residential dwellings to the north, east and south and is bound by Kitchener Street and the Citylink to the west. The site is accessed via Gronn Place to the north where the road connects to Peacock Street, and Gronn Place to the south where the road connects to Albion Street, however this is not a through road.

The site sits within a Mixed Use Zone (MUZ), with residential zoning to the north and east, a road zone to the west and a MUZ to the south.

The subject site was formerly occupied by a public housing estate constructed in the 1960s comprising six 3 and 4 storey blocks of flats with a total of 82 dwellings. Additionally, the western side of the site comprises eight existing duplexes with a frontage to Kitchener Street, broken by a privately-owned duplex at 12 Kitchener Street.

The site is currently undergoing demolition works.

2.2.1. Topography

The site is generally flat with a slight fall in the topography of approximately 1 metre from the north to the south boundary.

2.2.2. Vegetation

Tree Logic assessed a total of 36 trees on-site, including twenty-four (24) within the subject site, ten (10) street trees along Kitchener Street and two (2) trees growing on neighbouring land. The trees were nominated the following arboricultural ratings to determine their retention value: Four (4) trees were High rated, two (2) were Moderate A rated, sixteen (16) were Moderate B rated, two (2) were Moderate C rated, and twelve (12) were Low-rated.

The current footprint will likely necessitate the removal of sixteen (16) trees within the subject site that are either within the footprint or which will experience unsustainable SRZ encroachment.

An additional three (3) trees have relatively high levels of TPZ encroachment but can probably be retained with further design consideration.

Five (5) trees in the subject site and both neighbouring trees have either negligible impacts or are not impacted and can be retained without any design consideration.

Nine (9) of the ten street trees have high TPZ incursion from proposed driveway crossovers, however, they will not be impacted providing the excavations are kept to a minimum depth of 300mm.

Please refer to the Arboricultural Assessment and Report prepared by Tree Logic for further information.

Further details on the proposed tree removal and retainment are included in Section 6.2.4.2 of this report.

2.2.3. Title Details

The subject site comprises the following parcels of land:

- Lot 1 on Plan of Consolidation 367386 (No. 1-100 Gronn Place, Brunswick West)
- Lot 2 – 10 on Plan of Subdivision 33369 (No. 4-20 Kitchener Street, Brunswick West)

Figure 4: Subject site



Picture 1: Albion Street and Gronn Place



Picture 2: Peacock Street and Gronn Place



Picture 3: Kitchener Street



Picture 4: Kitchener Street

2.3. IMMEDIATE INTERFACES

Residential Land uses surround the site, with public open space to the north, and multi residential dwellings and retail to the south.

2.3.1. North

Abutting the site to the north are single and double storey detached dwellings with frontage to Peacock Street and outlook to Dunstan Reserve, a large area of public open space bound by Peacock Street to the south and surrounding residential properties. Dunstan Reserve is a significant active recreation facility and home of the Brunswick City Soccer Club.

Figure 5: Northern interface



Picture 5 Peacock Street



Picture 6 Peacock Street



Picture 7: Dunstan Reserve



Picture 8: Footbridge

2.3.2. East

Abutting the site to the east are single and double storey detached dwellings with frontage to Peacock Street. This area is within the General Residential Zone (GRZ) and is identified for incremental change with a height limit of 11 metres.

Figure 6: Eastern interface



Picture 9: Albion Street and Peacock Street



Picture 10: No. 501 Albion Street

2.3.3. South

Directly south of the site are single and double storey detached residential dwellings with frontage to Albion Street. Albion Street is an arterial road and a relatively high noise source.

To the south of Albion Street are retail and multi residential dwellings located in the MUZ. The development at No. 480-486 Albion Street comprises three residential buildings (one 4 storey, one 7 storey and one 3 storey) that includes an activated frontage to Albion street, with an IGA supermarket, café and restaurants. No. 1-5 Olive York Way, located on the corner allotment west of Olive York Way, comprises three apartment buildings (two 9 storey and one 8 storey) with an activated ground floor frontage. The large built form of these multistorey buildings obstructs views of the city.

Further south, No. 9-13 Duggan Street comprises a mixed use development with four apartment buildings of up to 6 storeys.

Figure 7: Southern Interface



Picture 11: No. 480-486 Albion Street and No. 1-5 Olive York Way



Picture 12: No. 1-5 Olive York Way



Picture 13: No. 480-486 Albion Street

2.3.4. West

The subject site is bound by Kitchener Street to the west, a cul-de-sac street with opportunity for upgrade. To the west of this street is a pedestrian access route leading from Albion Street to the south and Peacock Street and a footbridge to the north. A noise attenuation structure divides this land from the Citylink Toll Road which runs in a north-south direction. West of the Citylink is the Moonee Ponds Creek Trail.

Figure 8: Western Interface



Picture 14: Pedestrian link and noise attenuation structure



Picture 15: Citylink

2.4. SURROUNDING AREA

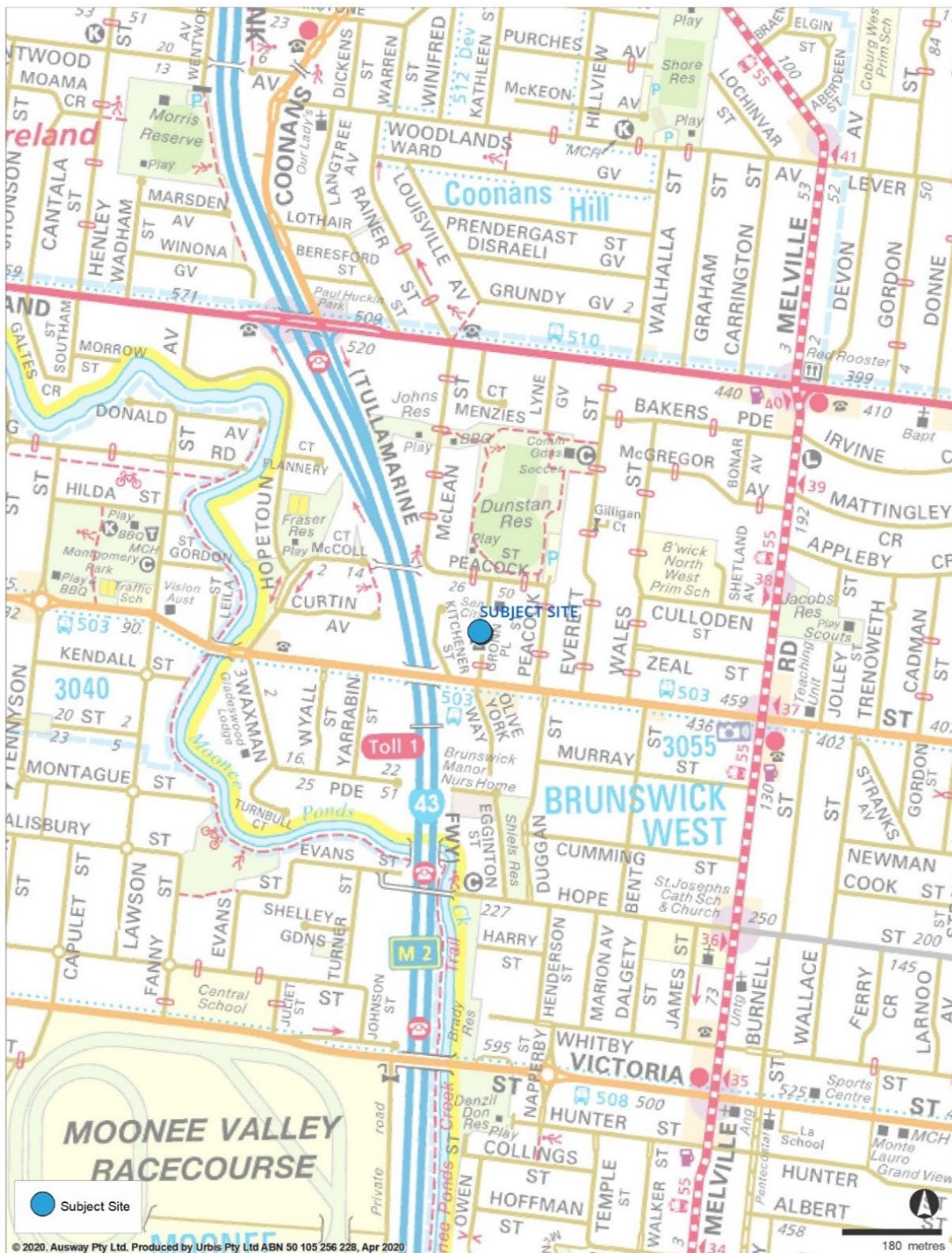
The site has good access to public transportation with bus routes along Albion Street, a tram route along Melville Road located approximately 10-minute walk eastwards, and Anstey Railway Station serviced by the Craigieburn line located 2.2km to the east.

The Moonee Ponds Creek Trail, a shared pedestrian and bike path, is located approximately 500 metres to the west and allows an approximate 30-minute bicycle journey to the CBD.

The site is in close proximity to well established parks including Dunstan Reserve, Jacobs Reserve and Montgomery Reserve.

There are a wide array of services and local shopping convenience offered at the Melville Road Neighbourhood Centre and the Brunswick Activity Centre on Sydney Road to the east and at the intersection on Mt Alexander Road in Essendon to the west.

Figure 9: Site Location



3. THE PROPOSAL

The Harvest Square development project involves the Victorian Government (DoH), AVJennings, and community housing association Women's Housing Limited. The development partnership will enable the development of privately owned housing with integrated social housing.

Figure 10: The Proposal (Artist's Impression)



3.1. DEVELOPMENT PLAN

The proposed Development Plan has been prepared in accordance with the requirements of the DPO12 and seeks to provide a framework for the delivery of high quality integrated and diverse social and private housing that delivers high levels of residential amenity and liveability.

3.1.1. Built Form

The Development Plan comprises the following residential buildings:

- **Building A** – 6-storey apartment with 59 units (social housing dwellings)
- **Building B** – 6-storey apartment with 50 units (private dwellings)
- **Building C** – 6-storey apartment with 52 units (social housing dwellings)
- **Women's Housing Building** – 3 storey apartment with 8 units (community dwellings)
- **Townhouses** – 2-3 storey townhouses with 29 units (private dwellings)

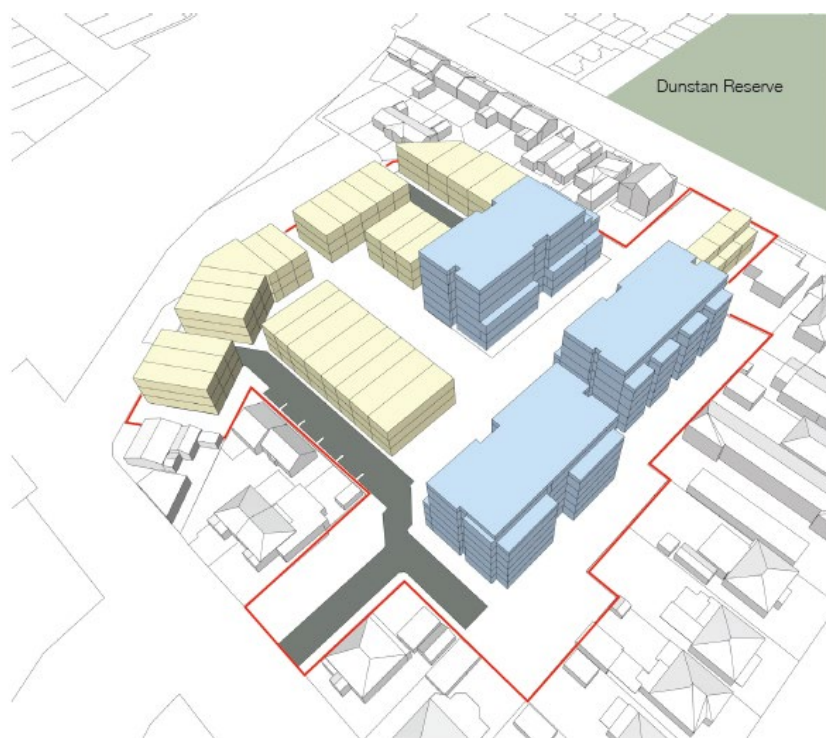
The overall urban design of the proposed development aims to create a fine grain urban form with a diversity of housing types and intensity of dwellings. Built form massing maintains the stipulated 3 and 6 storey height limits in the DPO12. The built form transitions from a mix of two and three storey private dwellings to a denser apartment building typology in the centre and eastern side of the site. Dwellings are generally set back in accordance with existing planning controls.

The Development Plan addresses neighbouring residential properties by arranging the built form to reflect the surrounding residential context and providing a progression of building height and dwelling type to mediate between the neighbouring properties and taller built form. Street facing edges are activated through landscaping and building occupation.

The design of social housing and private buildings are unified with interrelated characteristics and will be of identical build quality. Buildings will be highly articulated to optimise access to natural sunlight and minimise perception of visual bulk and mass from street view and within the central open space corridor. All dwellings will be compliant with BADS (Clause 58). The development achieves the Liveable Housing Design Guidelines, including Gold level for the social housing and Silver level for the Women's housing and private housing. The Gold level only applies to 1 and 2 bedroom apartments associated with the social housing.

The design approach takes cues from the local context and residential character, materiality of local bricks and painted facades. The resolution of the materiality of the apartment buildings and townhouses will be undertaken at the planning permit stage.

Figure 11: Built Form Massing



Building Heights

- 2-3 Storey
- 6 Storey

3.1.2. Use

The proposed uses are residential, with social and private housing dispersed throughout the site to ensure residential uses are tenure blind to create an inclusive community.

Residential uses comprise of 2 and 3 storey private townhouse dwellings, a six-storey private apartment building, 2 six storey social housing apartment buildings and a low level community housing building (2-3 storeys). The private apartments incorporate a mix of one, two and three-bedroom apartments, whilst the townhouses provide two bedroom and three bedroom homes. The diverse range of dwelling types offers affordability and opportunity for a variety of demographics - first home buyers, to downsizers, singles, families and those in need of social housing.

3.1.3. Landscape and Open Space

Physically and visually permeable links make the site easy to navigate for pedestrians and cyclists and allows for efficient movement. The Development Plan includes a generous key north-south landscaped corridor that connects the existing crossovers on Albion Street and Peacock Street, and an east-west link between Kitchener Street and this corridor. Townhouses will be set back from these paths to provide a wider footpath and generous space for tree plantings. Paths will be graded to ensure accessibility for people of all mobilities and will be well-lit. These connections will contribute to a sense of an intimate village rather than a complex.

The Development Plan provides public open space along the key pedestrian and bike paths within the site and integrates linkages to the surrounding open space and amenities to the northern, southern and western entry points to the site.

A variety of accessible, safe, convenient and central public spaces are proposed, including two playgrounds, lawn and community garden plots. Community garden plots will be located along the central corridor, punctuating the public open space with activity. Buildings will integrate with the open spaces by providing active frontages to engender a sense of permeability and safety.

Landscaped areas will incorporate an appropriate level of tree canopy that complements surrounding plants species whilst maintaining a sense of real and perceived safety. Indigenous planting is prioritized over exotic.

Figure 12: Pedestrian Corridor (Artist's Impression)



3.1.4. ESD Initiatives

The proposed development has adopted significant measures to blend sustainability throughout the design, construction, and operations of the project. The proposal is designed to achieve a Green Star 5 Star Design and As Built accreditation and improvements on the minimum BCA energy performance, including:

- Minimum 7.0 star NatHERS rating average for each building
- Minimum 6.0 star NatHERS rating for each dwelling

- Photovoltaic Renewable Energy Target of 64kw, to provide a minimum of 15% of the maximum demand power requirements for the site

For further detail relating to each initiative, refer to Section 7.4.1 of the report and the enclosed Sustainability Management Plan and the Stormwater Masterplan prepared by JBA Smarter Engineering.

3.1.5. Vehicle Access and Parking

Vehicle access to the site will be limited to residents only and will be located on the outskirts of the site to preserve a pedestrian friendly environment within the central area. Localised traffic frames the perimeter of the site, providing a clear delineation between the pedestrianised environment and spaces for vehicles. Visitor car spaces will be located to the south, with access from Albion Street and Kitchener Street, and to the west with access from Kitchener Street.

Car parking will primarily be located within a basement car parking level beneath each of the main apartment buildings. Basement car parking will be separated into respective components of each building, this is to ensure that the car park is appropriately managed and car spaces are delineated accordingly. Furthermore, DHHS also have specific requirements, which require access control systems in car parking areas to restrict public and staff movement throughout the building and precincts.

The townhouses will each be provided with their own private garages. Visitor car parking will be provided as a mix of on-site allocated car parking and utilising the on-street car parking available on Kitchener Street and Peacock Street.

The site is subject to reduced minimum car parking requirements for both private and social housing as per Schedule 2 to the Parking Overlay (PO2). The provision of car parking will be reviewed in detail at the time of the planning permit applications, at which time the appropriateness of car parking provisions for each stage will be considered.

Vehicle access to the on-site car parking is proposed to occur via three vehicle access points, to the Albion Street, Kitchener Street and Peacock Street (northern) frontages of the site. These access points will either lead directly down into one of the three basement car parks (one per apartment building) or will provide direct access to a selection of the townhouse garages along internal accessways. Consolidating vehicle access into two areas will reduce internal road requirements, thereby encouraging enhanced pedestrian movement throughout the site.

Bicycle parking for residents will be located in a secure location within the basement levels. Adequate space has been allowed to ensure that provisions of bicycle parking will either meet or exceed those minimum requirements set out in DPO12. Further details on provision and design of bicycle parking facilities will be provided as part of future Planning Permit applications for the site.

4. COMMUNITY ENGAGEMENT

In consultation with the DoH, AV Jennings developed a site specific Communications and Engagement Plan to guide interaction with the Brunswick West community and stakeholders.

This plan follows prior engagement with the DoH in February 2017, at which time it was envisaged that the current tenants would be relocated from the site. Subsequently, two workshops and a survey relating to the key themes and priorities of the redevelopment project were organised.

Following further engagement with the DoH in March 2018, five themes were identified as the core principles for site design and management:

- Inclusion and cohesion
- Sustainable lifestyle
- Safety and security
- Design of new estate and dwellings
- Traffic management

The Community Consultative Committee (CCC) established by the DoH offers a forum to inform and discuss issues and opportunities arising from the redevelopment. The DoH and AV Jennings are members of the CCC. Details of the membership of the CCC and the broader community representatives are noted in the Engagement Plan. Other attendees who can give feedback on the project such as the demolition team acting for the DoH and Women's Housing attend the meetings at request.

AV Jennings has participated in CCC meetings held in September and October 2019 and March 2020 with the attendees at this last meeting being:

- the Chair and 3 members of the CCC
- 2 representatives of Moreland Council
- 1 representative of VPTA
- 3 representatives of DHHS/Victorian Health and Human Services Building Authority (VHHSBA)
- 2 representatives of AV Jennings.

In addition to updates on progress regarding the demolition and the master plan, AV Jennings sought feedback at this meeting on the:

- Structure and content of drop-in sessions to be held with the community in relation to the design to be included in town planning permit applications
- Name selected for the estate – Harvest Square
- AV Jennings will also report back to the CCC on the drop-in program while the CCC is to consider ideas as to how the indigenous history of the area can be incorporated into the development, specifically the 'harvest/orchard' theme.

AV Jennings Community and Engagement Plan is included as an Appendices to the Development Plan.

5. DEVELOPMENT PLAN OVERLAY (SCHEDULE 12)

Schedule 12 of the Development Plan Overlay was introduced via Amendment C170, gazetted on 29 March 2018, and requested by the Minister for Housing, Disability and Ageing to allow for the redevelopment of the former Gronn Place Public Housing Estate.

A Development Plan is required to be prepared to the satisfaction of the Responsible Authority in consultation with Moreland City Council, and must be generally in accordance with the Concept Plan in Schedule 12, which divides the site into three separate Precincts.

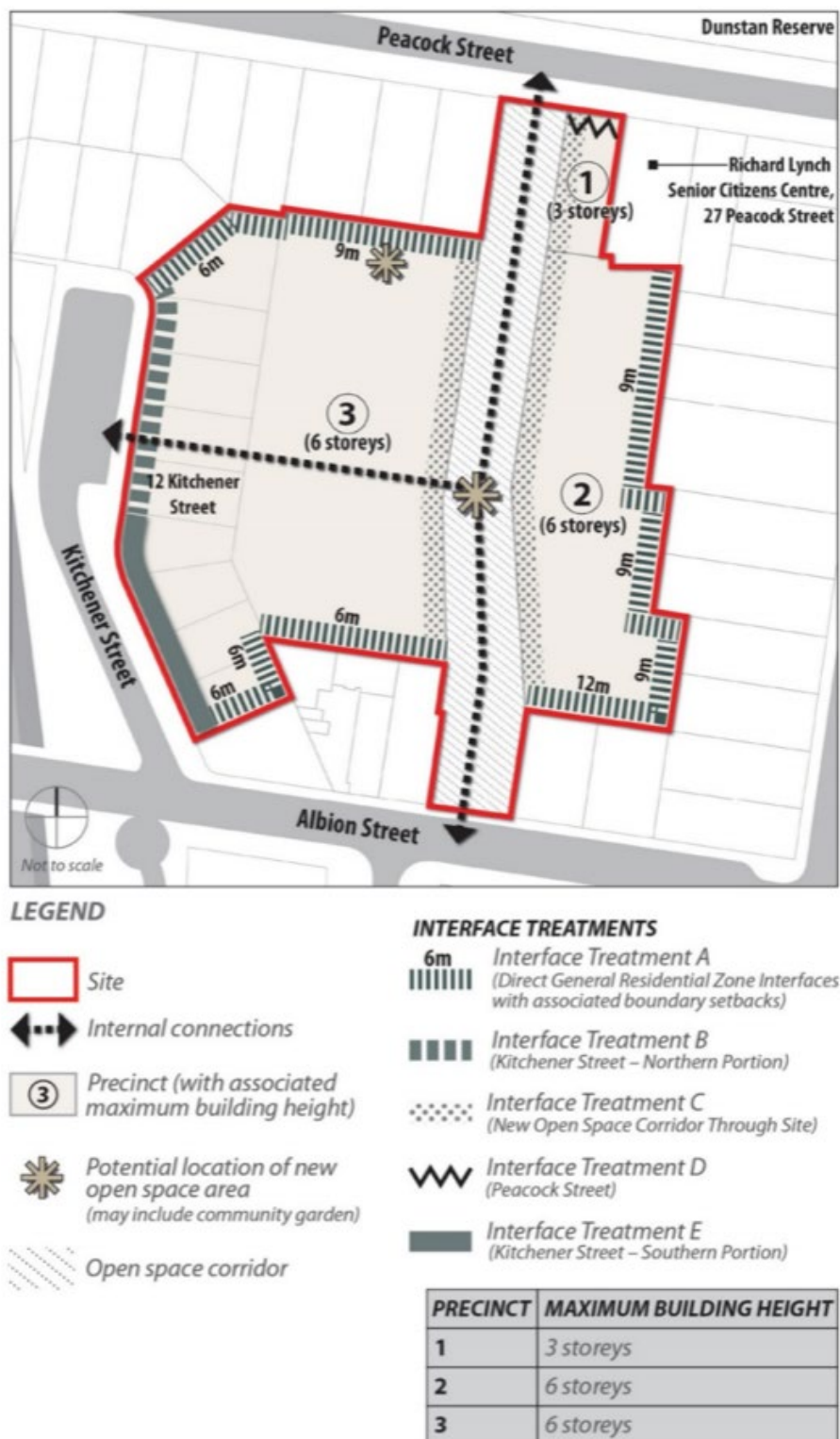
As shown on the Concept Plan, the Development Plan should demonstrate:

- Building heights of 3-6 storeys
- Interface treatments and setbacks to address each unique portion of the site
- Internal connections, open space corridors and open space areas throughout the site
- In further detail, the requirements of the Development Plan are as follows:
- Highly integrated and high quality social and private housing, with a high level of dwelling diversity across the site.
- Design strategies that adopt Crime Prevention Through Environmental Design (CPTED) design principles.
- Design strategies that address the site's relationship with the surrounding neighbourhood character, networks and dwellings.
- Legible access and address points, with individual entry doors along ground floor frontages.
- Connections that prioritise pedestrian and bicycle access, and provide for people of all abilities. Indicative layouts of internal roads should complement the surrounding road network.
- A public realm that fosters social connections between residents and the wider community, with well resolved landscaping and communal open space, including a community garden and informal outdoor recreational facilities. These spaces should have access to a minimum of 2 hours sunlight available to at least 50% of the public open space between 9am and 3pm on the September equinox.
- Adaptable buildings and spaces to cater for future residents of all abilities.
- Buildings should adopt design strategies to reduce visual bulk including through varying building heights within each Precinct and façade articulation with varied materials and discontinuous forms as part of the Interface Treatments.
- Development should ensure active frontages to Albion, Peacock and Kitchener Streets, internal connections and open space areas.
- Architectural design and materiality should be of a high quality and cohesive throughout the site, and should adopt appropriate noise attenuation measures.
- Development should adapt to protect existing trees to be retained as identified in the required Tree Management Plan and new canopy trees should be located along the new open space corridor and within new open space areas.
- Potentially adverse amenity impacts to existing or potential future sensitive uses in proximity to the site should be mitigated.
- Car parking spaces should be concealed within basement levels or behind buildings.
- Secure bicycle parking should be provided for residents and short term bicycle parking for visitors located at primary frontages and pedestrian access ways. Bicycle parking provision requirements are as follows:
 - one space per dwelling without a car space
 - one space per five dwellings with a car space

- one space per 10 dwellings for visitors

All required documents, plans and reports stipulated in Schedule 12 are enclosed in this application.

Figure 13: Gronn Place Public Housing Estate Concept Plan



Source: Development Plan Overlay – Schedule 12

6. PLANNING ASSESSMENT

The Gronn Place Development Plan provides a design framework that will deliver an equitable, sustainable and high quality development, suitable to meet the needs of the returning tenants and new residents of the site well into the future. The Development Plan has been formed to respond to the objectives of the DPO12 and place residential amenity and generous communal open space and the forefront of the design response.

A detailed description of how the Development Plan aligns with the relevant planning policy is outlined below.

6.1. PLANNING POLICY FRAMEWORK

The Gronn Place Development Plan is supported by the Planning Policy Framework as follows:

- The Development Plan represents coordinated action between State and local levels of government, and the private sector. The DoH and AVJennings will create a blend of social housing and private dwellings that will balance Victoria's present and future forecasted needs of increasing population and housing affordability issues. It provides an opportunity for consolidation, redevelopment and intensification, a diversity of choice of tenure types while remaining tenure blind in design and construction, and a high standard of urban design and amenity, consistent with Clause 11 (Settlement).
- The development will have a net community benefit and positive environmental, social and economic benefits by supporting the urban renewal of ageing public housing stock in an area where increased housing density can be supported, with excellent access to multiple activity centres, public transport routes and pedestrian and bicycle infrastructure. This is consistent with Clause 10 (Operation of the State Planning Policy Framework) which states that planning should 'balance conflicting objectives in favour of net community benefit and sustainable development' and Clause 16 (Housing) which supports housing diversity and long-term sustainability.
- The proposal integrates environmentally sustainable design and water sensitive urban design to produce a high-quality design concept and exceptional Green Star 5 Star ratings.
- The design concept presents a high-quality public realm that contributes to pedestrian and resident amenity and is a major feature of the design. As a result, it responds to policy at Clause 15 (Built Environment and Heritage) through its conscientious response to urban design principles such as public realm, pedestrian spaces and landscape architecture.
- The proposal supports Clause 17 (Economic Development) by locating diverse housing options with access to public transportation and centres of employment.
- The Gronn Place Development Plan is supported by the Local Planning Policy Framework as follows:
 - The proposal responds to key issues found within Clause 21.01 (Municipal Profile) including the increasing housing demand of a growing population and lack of housing supply, choice and affordability by delivering a diversity of housing options that cater to different needs and incomes. Additionally, dwelling designs will be adapted for people with limited mobility and specific accessibility requirements, consistent with Clause 21.02 (Vision).
 - The Development Plan reflects strategic policy support for the proposed redevelopment of the site for more intensive development at Clause 22.01 (Neighbourhood Character) where public housing sites located in the Mixed Use Zone should facilitate higher density development.
 - The highly developed pedestrian and bicycle connections and public realm are responsive to Clause 22.03 (Car and Bike Parking and Vehicle Access) where Council supports walking and cycling as the preferred mode of transport.
 - The proposed apartment developments are required to show compliance with the policy at Clause 22.07 (Apartment Developments of Five or More Storeys). It is confirmed that all apartments will comply with the Better Apartment Design Guidelines. A detailed assessment of this policy will be provided in future planning permit applications.
 - In accordance with Clause 22.08 (Environmentally Sustainable Development), a Sustainable Management Plan has been prepared to demonstrate how the buildings achieve best practice in sustainable design. Refer to Section 7.4.1 for further detail on this assessment.

6.2. CONSISTENCY WITH DP012

6.2.1. Dwelling Diversity

6.2.1.1. Social Housing

The DPO seeks to increase the number of social housing dwellings with a range of one, two and three-bedroom apartments proposed. The existing estate provided 82 dwellings across six buildings (including the Kitchener Street attached dwellings). The Development Plan proposes an increase of 19 social housing and 8 community housing dwellings over three apartment blocks. The dwelling mix of the social housing component has been formed in consultation with the DoH and Women's Housing Limited who have determined the appropriate dwelling size for the needs of their target tenants.

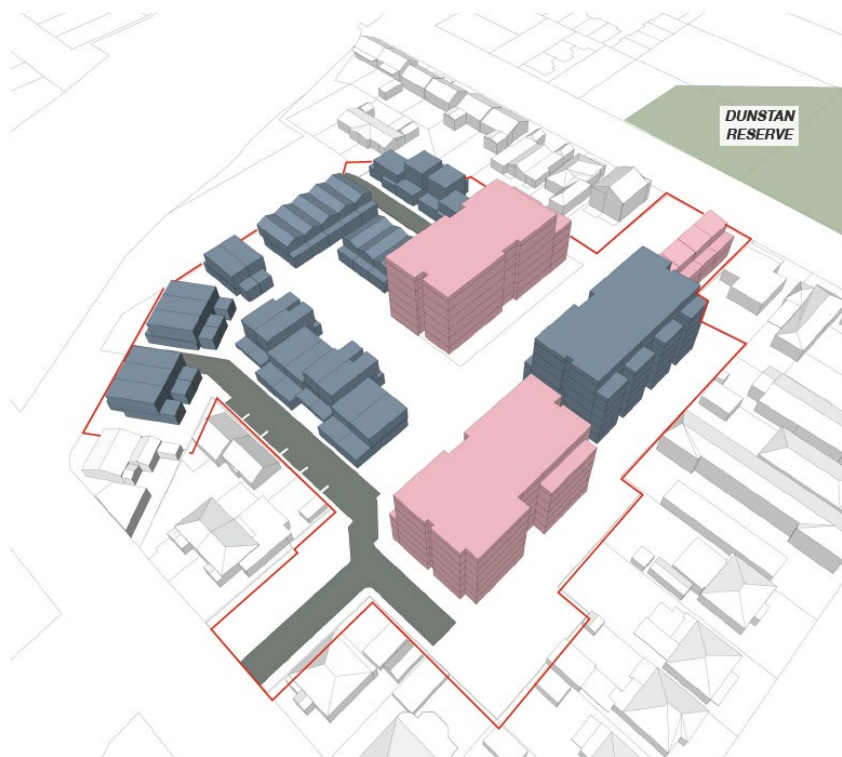
Across the social housing buildings (Apartment Buildings A and C), the following dwelling diversity is proposed:

- One-bedroom: 74 dwellings (67%)
- Two-bedroom: 32 dwellings (29%)
- Three-bedroom: 5 dwellings (4.5%)

Within the Women's Housing building, three one-bedroom and five two-bedroom dwellings are proposed. In this instance, no larger dwellings were required given that this accommodation largely services women (and potentially their children) escaping family violence or older single women at risk of homelessness.

The apartment buildings have been designed to be tenure blind, with all buildings comprising the same architectural styles and material palette. These buildings will be spread out throughout the site, along the green corridor where they will incorporate pleasant outlooks and good access to the site's public realm.

Figure 14: Public and Private Dwelling Dispersion



Public and Private Dwellings

- Public
- Private

6.2.1.2. Private Dwellings

The private apartments and townhouses consist of a range of dwelling sizes to suit varying households including singles, couples and families. The proposed mix of dwelling sizes comprises:

- One-bedroom: 22 dwellings (28%)
- Two-bedroom: 33 dwellings (42%)
- Three-bedroom:
 - Apartments: 2 dwellings (2.0%)
 - Townhouses: 22 dwellings (28%)

Given that the development site is located within a well-established urban area comprising of an abundance of detached family homes, it is considered that the higher rate of two-bedroom apartments is appropriate in this area. Notwithstanding, the provision of 30% of the dwellings as three-bedroom will allow more affordable opportunities for families to live within this well serviced area.

6.2.2. Land use

Only residential land use is proposed. This use is compliant with the objectives of Schedule 2 to the Mixed Use Zone.

Given that the site is within a well-established urban area, it is considered that the services and infrastructure in the surrounding area will cater to the needs of the new residents. Of particular note, there is a small commercial shopping strip directly to the south of the subject site, on Albion Street. This strip contains a convenience supermarket, café and other small businesses.

6.2.3. Built Form

6.2.3.1. Height and Setbacks

Height

In terms of building height, the proposed Development Plan is in accordance with the DPO requirements. Precinct 1 adopts a maximum building height of 3 storeys, while Precinct 2 has adopted a building height limit that varies between 3 – 6 storeys. Precinct 3 has adopted a maximum building height of 6 storeys, as per the DPO12.

Adopting a varied building height within Precinct 2 enables the increased building height to be consolidated towards the centre of the site, while the lower building heights are constrained to the periphery providing a more sympathetic transition to the existing nearby properties. Furthermore, the appearance of visual bulk and mass is reduced considerably through this approach, which will be further softened by extensive landscaping throughout the development and the retention of existing trees around the site's periphery. The benefits of the building transition will be realised by pedestrians at the ground level and also from nearby residential properties.

The table below provides a summary of the proposed building heights with respect to each precinct within the development:

Building / Block	Precinct	DPO12 Height Requirement	Proposed Maximum Height
Building A	Precinct 3	6 Storeys	6 Storeys
Building B	Precinct 2	6 Storeys	6 Storeys
Building C	Precinct 2	6 Storeys	6 Storeys
Building D (Women's Housing)	Precinct 1	3 Storeys	3 Storeys
Townhouses (Blocks 1 – 6)	Precinct 3	6 Storeys	3 Storeys

Figure 15: Building layout plan



Source: Tract

Setbacks

Setbacks throughout the development are generally in accordance with the requirements of the DPO12. In some instances, setbacks exceed requirements stipulated in the DPO12 – variations to these requirements are sought for the setbacks from the open space corridor at Building A and C.

Block 1 (Townhouses)

The 2-3 storey townhouses located in Block 1 to the west meet the minimum 6m setback requirement from the boundary to the north and north-west, in accordance with Interface Treatment A in the DPO12.

The townhouses to the east of Block 1 and Building A meet the minimum 9m northern setback requirement, in accordance with Interface Treatment A.

Figure 16: Northern Elevation with Block 1 demonstrating compliance with Rescode setbacks



Source: SJB

Block 2, 4, 5 and 6 (Townhouses)

The development is consistent with the setback provisions of Interface Treatment B and E located to the east, fronting Kitchener Street. This interface incorporates the required minimum setbacks of 5 metres and 3 metres from the western boundary, at the northern and southern portion of Kitchener Street, respectively. It is noted that these buildings do not exceed 3 storeys.

Additionally, the townhouse development within Block 5 is appropriately set back by 6 metres from the residential interface to the east and south (boundary of No. 523 Albion Street and No. 2 Kitchener Street), in accordance with Interface Treatment A of the DPO12.

The development within Block 6 reaches 3 storeys and exceeds the minimum setback requirement of 6 metres associated with Interface Treatment A.

Building A

Building A meets the minimum 9m northern setback requirement, in accordance with Interface Treatment A.

This building slightly varies from the Interface Treatment C requirements of the DPO12, which stipulates a 2 metre setback (above three storeys) from the open space corridor. Instead, a 4 storey 'street wall' height to the open space corridor is incorporated in this building, however, the 2 metre setback above the 'street wall' is maintained.

Building B

At the eastern interface of the development, Building B has a minor deviation from the setback provisions. Building B has a varied height limit of 5-6 storeys which transitions in height along the eastern interface in towards the centre of the site. At 5 storeys, a setback of 9.71 metres is achieved which increases to 12.50 metres at 6 storeys.

Figure 17: Upper levels of Building B demonstrating minor setback encroachment



Source: SJB

The proposed setbacks are considered acceptable in this instance as DPO12 allows for buildings and works including architectural features to be constructed within setback areas. The area of encroachment occurs only where the Level 6 balustrade and building parapet are located.

The eastern interface will be well articulated using varying building materials and height variation that staggers in and out across the eastern interface. This avoids the appearance of bulk and overwhelming the surrounding areas below.

Shifting Building B westwards to achieve compliance with setback requirements has been considered however, this will have structural implications and will compromise the amenity and urban design outcomes of the north-south pedestrian link. Furthermore, there are a number of large canopy trees located on site and increasing setbacks could result in detriment to the health and structural root system of such trees. Wherever feasible, high value and quality trees are to be retained along the northern and eastern boundary to further enhance the interface by softening the building form.

For the reasons mentioned above and when considering the site in its entirety, Building B will not create any additional unreasonable adverse amenity impact on surrounding properties and can be supported.

Building C

Setback from pedestrian link

At the northern half of Building C, the upper levels (between Level 04 – Level 06) provide a 1 metre setback to the landscape corridor where the concept plan envisages a 2 metre setback. In this context, the proposed 1 metre setback can be supported for the following reasons:

- The western side of Building C faces the pedestrian link and its central east-west extension. Where DPO12 has contemplated 6 storey high buildings bordering the link on each side, the portion of site where the reduced setback is proposed is open. Given the context, the reduced setback will not overwhelm the pedestrian environment below or create a 'cavernous' feeling as townhouses and the central open space make up the western interface.
- The 1 metre setback at the upper levels does not transcend for the entire western boundary. At the centre of Building C there is a significant building break. The remainder of the upper levels of the western boundary are setback 2 metres. The use of breaks and varied setbacks provide relief to the building presentation by providing variation and articulation, which again reduces the appearance of visual bulk.

Side setback (to south)

The encroachment of Building C into the southern side setback only includes the parapet. This element of the building is an architectural feature and under the DPO, is allowed to extend past the setback line.

Figure 18: Building C setback from south property boundary



Source: SJB

6.2.3.2. Urban Design

Section 2.3 of the proposed Development Plan outlines a series of urban design principles, which seek to form the basis for ongoing detailed design for the overall development. Future planning applications are encouraged to adhere to these requirements to ensure appropriate urban design outcomes are achieved.

The urban design principles incorporated into the Development Plan can be summarised as follows:

Connections, Links and Open Space

All connections, links and areas of open space are visually permeable to allow for accessibility of all mobility types and easy navigation. All connections, links and open spaces are designed to ensure feelings of safety during the day and evening. This is achieved by activated frontages and multiple areas of connection.

Areas of open space is generally in accordance with the requirements of Schedule 12 of the Development Plan. Rather than locating one area of open space along the northern boundary, both areas of open space are consolidated in the centre of the site. Consolidating the two areas of open space clearly enables a greater space to be achieved but locating the open space at the centre of site will result in a more activated space that is constantly and naturally surveyed. Locating space along the northern boundary would not achieve the same desired effects of activation and it is considered that this approach is more suitable.

Built Form, Interfaces and Fine Grain

The Development Plan encourages built form to be orientated to maximise solar access wherever possible. Edges will be activated through the provision of landscaping and building occupation, with entries to dwellings facing the street and north-south corridor and appearance of blank walls and unarticulated facades avoided.

The built form will reflect the surrounding fine grain residential context in which there is a progression of building height and dwelling typologies which serves as a transitional buffer to the surrounding residential properties. It is the ground plane detailing that enables the creation of neighbourhoods and community interaction.

6.2.3.3. Materiality

It is proposed that all buildings, including the social housing units, will comprise similar expression of materiality to support tenure blind design.

Whilst the final material and colour palette has not yet been determined for the apartments, the proposed Development Plan sets a range of different material types to provide greater articulation and reduce the appearance of visual bulk and mass. Exposed brick is proposed at the lower levels of the apartment buildings and the upper levels will comprise a high-quality metal cladding resolution.

As per the DPO12, articulation zones are incorporated into each building design by way of perforated brick, window shrouding and junctions of metal cladding and exposed brick. It is these forms of articulation, combined with varied materials, ensure that a discontinuous building form is achieved throughout which avoids repetition and will ensure a visually pleasing design outcome.

The materiality of the townhouses has not yet been resolved. Detailed design of these dwellings will occur at the Planning Permit stage.

6.2.3.4. Active Frontages

In accordance with the requirements of DPO12, activated frontages are proposed throughout the development, particularly along Peacock, Albion and Kitchener Streets.

The north-south link serves a pivotal role within the development and to maximise its usability as a connection, it is important for the link to be supported by activated frontages. The built form through setbacks and articulation zone which surrounds the north-south link creates an improved human scale experience and encourages greater pedestrian use of the link. This in turn will encourage a greater level of passive surveillance and community strengthening. The avoidance of a perceived barrier at both Peacock Street and Albion Street offers an inviting pedestrian pathway and allows pedestrians to see their passage through the link which enhance the sense of safety.

Along the northern interface of Peacock Street, the appearance of the vehicle crossovers are offset by the shared pedestrian and vehicle zone. Complemented with landscaping and demarcated accordingly through

the use of different materials, this approach ensures that an activated frontage is maintained and one that is not dominated by vehicle movement but instead by significant planting and open space (Figure 4). Future planning permits can also ensure that Building D is designed to face Peacock Street rather than presenting as a side wall.

Figure 19: Artist's impression of the Peacock Street interface



Source: SJB

Where possible, the proposed Development Plan avoids large expanses of blank walls, service areas or garages.

There are a series of townhouse garages that face directly to the northern internal road and the Kitchener Street interface. These are considered acceptable in this instance given that the upper levels of townhouses will overlook the road and pedestrian pathway, providing passive surveillance. Building entries also remain visible at this interface and on the opposite side of the road and pedestrian pathway, which will maintain activated edges.

6.2.3.5. Overshadowing

The proposed Development Plan includes shadow diagrams of both the existing and proposed lines of shadow. The proposed overshadowing remains generally in accordance with overshadowing provisions.

Overshadowing occurs along the properties to the east between the hours of 2pm and 3pm, which is considered acceptable as these properties still achieve a minimum of five (5) hours of sunlight.

Overshadowing within the development, along the north-south link occurs between 9am – 10am and again at 3pm. This level of internal overshadowing is not unexpected given that the Development Plan Overlay (Schedule 12) encourages greater height at this portion of the site. The north-south link however is not affected by overshadowing between the hours of 12pm – 1pm which is considered to be the most optimum time of use.

6.2.3.6. Noise

An Acoustic Report has been prepared by Renzo Tonin and Associates. In accordance with the requirements of the DPO12, the Acoustic Report identifies the following:

- Whether the proposed use and development of the estate is likely to be affected by noise from nearby uses or abutting roads
- The likely effect of non-residential uses on the site on the amenity of nearby residential uses
- Methods to address the issues identified

The report confirms that if the recommendations made in the Acoustic Report are adhered to (i.e. utilisation of the recommended glazing and framing or similar) the development can operate without adverse external impact on the residential amenity of future residents. It is expected that acoustic treatments will be subject to further detailed design at the future planning application stage.

Please refer to the Acoustic Report prepared by Renzo Tonin and Associates for further discussion.

6.2.3.7. Better Apartment Design Standards

Apartments proposed as part of the Development Plan are required to comply with the requirements of the Better Apartment Design Standards (BADS). The proposed 1- and 2-bedroom apartments associated with the social housing will also comply with the Liveable Housing Design Guidelines (LHDG) gold level. Silver level will be achieved for the Women's housing and private housing, including the townhouses. It is noted that BADS do not apply to the townhouse dwellings.

Section 4 of the proposed Development Plan outlines indicative apartment layouts and confirms that all apartments will be compliant with the abovementioned guidelines. The apartment layouts are encouraged to meet accessibility and building circulation requirements to accommodate the needs of people with limited mobility, as per the image below.

Figure 20: Accessible Apartment Layouts



Source: SJB

Future planning applications must be accompanied by a detailed BADS Assessment and architectural plans are will provide detailed layouts of apartment typologies.

6.2.4. Landscape and open space

6.2.4.1. Landscape Design

The landscape design and integration has been a key component of the development and an important consideration for the DoH given the needs of the future tenants of the site and the role past tenants have played in creating community gardens. The landscaping has been designed around three themes which respond to the aspirations of the DPO12, being:

- The 'Productive' Hood

This concept considers the placement of community gardens throughout the site to encourage productive gardening, education and a sense of community amongst the residents.

- The 'Neighbour' Hood

This concept considers how people will passively use the space and how people might gather for local community events. The design provides spaces for comfortable seating, ensuring sufficient shade and enabling the ability for relaxation in the space as well as larger open areas for bigger groups to gather.

- The 'Lifestyle' Hood

This concept has considered how people will actively engage with the communal space, providing a formal 'play' space which has incorporated a table tennis table as well as two playground spaces to cater for families with children.

Figure 21: Landscape Master Plan



Source: Tract

As is shown in the landscape master plan above (refer to the Development Plan for full details), significant space has been dedicated to landscaping, communal open space and accommodating canopy trees. In accordance with the DPO12, two communal open space areas have been provided; these are located at the centre of the site and along the open space corridor. These green open spaces will be publicly accessible.

The landscape masterplan is designed with the intent to foster community interaction for those living within estate and those passing through. The north-south linear link provides connection from Peacock to Albion Streets. This green corridor has a mix of meeting spaces, playgrounds, community (edible) gardens interspersed with canopy trees and fruit trees as well as WSUD infrastructure and planting. The design is focussed on bringing the community out of their apartments and townhouses to engage and enjoy the landscape.

The planting mix comprises a mix of indigenous, native and exotic plants to suit the different microclimates within the site with circa 80 trees to be planted. Trees over the basement will be planted in larger planter boxes sized to ensure that there is adequate room to grow stable larger trees.

The open space throughout the site will be maintained by the body corporate.

In accordance with Clause 58.03-2 of the Moreland Planning Scheme, developments with 40 or more dwellings should provide a minimum area of 2.5 square metres per dwelling or 250 square metres of communal open space. The Development Plan proposes 169 apartments. Therefore, at least 250 square metres of communal open space is required. The north-south corridor alone provides 3,208 square metres of communal open space, well in excess of the minimum requirement.

As per the shadow diagrams within the Development Plan (SD30_03 – SD30_04) and in accordance with Clause 58.03-3 of the Scheme, at least 50% of the communal open space will receive at least 2 hours of sunlight between 11am and 1pm at the equinox.

6.2.4.2. Trees

The Gronn Place Arboricultural Assessment and Report prepared by Tree Logic is provided in this submission. This report provides a review of all trees on the site and determines their retention value, and acts as a guide in decisions relating to tree management, including the measures required to protect trees suitable for retention, minimise construction impacts and avoid where possible the requirements to remove trees.

It is noted the existing landscape has been highly altered from the original condition with a mix of exotic (planted and self-sown), native trees and shrubs dispersed through the site. The Landscape Master Plan shows the proposed tree retention, taking account of the site's proposed use and design.

The following trees were identified with a high, moderate or low arboricultural ratings:

- High value trees 4, 12, 20 & 34
- Moderate value trees 6, 7, 8, 10, 13, 14, 15, 16, 18, 23, 24, 25, 26, 27 & 30
- Low value trees 1, 2, 5, 21, 22, 17, 34, 28, 29, 31, 33, 35 & 36

Nineteen (19) trees are within the basement or driveway footprints and cannot be retained. Of these:

- Fourteen (14) trees are within the basement footprint (Trees 1-3, 5-7, 9-12, 15 & 17-19).
- Five (5) trees are within crossover and driveway footprints (Trees 16, 30-32 & 36).

Seven (7) trees are not impacted by the design proposal (Trees 4, 21-24, 26-27). All of these trees can be retained with no design change.

Whilst trees within the central area of the site have been required to be removed to accommodate the new development, retaining the trees surrounding the perimeter of the site has been of key consideration in the design. The retention of most existing trees along the northern and eastern boundaries of the site means that a landscaped buffer between the new development and surrounding residential dwellings is provided. Given that these are established trees, there is also benefit in that this landscaped buffer between the two interfaces will be in place from the inception of the development.

The table below identifies the mature trees that would require a permit to remove, prune, damage, kill or destroy the trees under Council's Local Law.

Figure 22: Permit requirements under Moreland Local Law

Permit requirement	Total	Individual tree numbers
Permit required	23	1, 2, 4-22, 25, 26
Permit not required	1	3
Council owned street tree*	10	27-36
Neighbour owned	2	23, 24

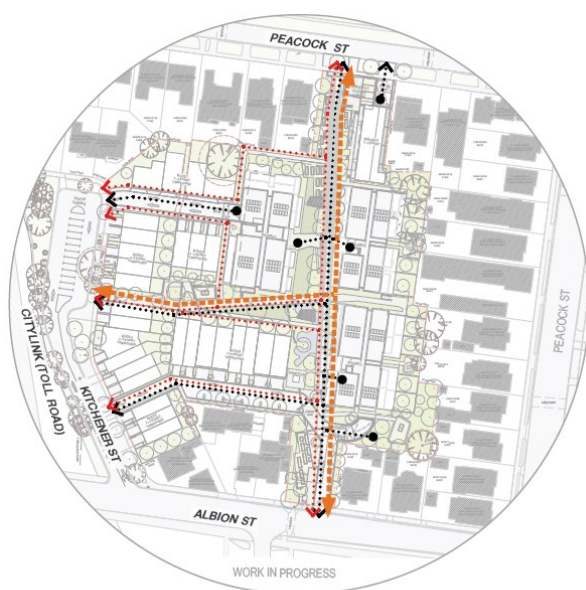
**Council must be contacted if works extend within a tree's TPZ.*

Source: Tree Logic





6.2.5. Circulation

The Development Plan is required to provide consideration towards circulation of vehicles, pedestrians and cyclists. The key principles that have enabled the design of such circulation networks are based on the principles of good urban design and equitable outcomes.

Figure 23: Pedestrian and Bicycle Circulation



Connections and Links

-  Key Linkages
-  Pedestrian Circulation
-  Bike Circulation
-  Bike Parking

Source: SJB

6.2.5.1. Pedestrian Network

In accordance with the Development Plan, a pedestrian pathway along the open space corridor between Albion Street and Peacock Street is proposed, connecting the northern and southern portions of the site. The pedestrian pathway is intended to be physically and visually permeable, to ensure efficient and safe navigating. The pedestrian pathways will be designed to enable accessibility for all mobilities.

A series of pedestrian pathways connecting to Kitchen Street and the pedestrian pathway is also proposed, extending beyond what is required by the Development Plan. Paths vary in width throughout the development and will achieve as a minimum authority standards and in particular DDA compliance.

The primary pathways throughout the development are of sufficient width to accommodate shared pedestrian and bicycle movements.

It is considered that providing such additional pedestrian links will enable a greater sense of perceived safety and create more of a 'community feel' to the development.

6.2.5.2. Bicycle Network

Similarly, to the pedestrian pathway, a series of bicycle pathways are proposed throughout the development to encourage various transport methods. Bicycle paths (and pedestrian paths) are linear in nature and are well-lit to provide safety and maximise useability for all times of the day and night.

Visitor bicycle parking will be located throughout as per the requirements of the Development Plan Overlay. Secure bicycle parking will also be available in the basement levels of each apartment building or in the garages of the townhouses.

Given that there are no other land uses, besides residential proposed at this stage, there is no requirement to provide end of trip facilities. Should this change, it is envisaged that it can be dealt with as part of any future planning permit application.

Specific bicycle numbers are yet to be confirmed at this stage but there is sufficient space on the site to accommodate bicycle spaces as required by the DPO12. It is intended that the details of this matter will be dealt with separately as part of any future planning permit application.

6.2.5.3. Road Layout

Vehicle access to the site via four separate access points to Albion Street, Kitchener Street (2 points) and Peacock Street. Each of these access points will provide access to the basement car park, associated with the apartment buildings. These access points will also provide direct access to the garages of the townhouses.

Where the internal accessways are located, these are deemed as shared zones with pedestrians taking priority and will be appropriately sized and delineated to enable safe and efficient pedestrian movement whilst maintaining movement of vehicles.

Figure 24: Vehicular access



Source: SJB

6.3. STAGING

The Staging Plan (included within Appendix C) proposed for the site reflects the intended planning permit process adopted by AVJennings, through the submission of four planning permit applications. This staging will be preceded by:

- Demolition works (anticipated to be completed 31 July 2020) managed by the DoH
- Site remediation works to be managed by AVJennings

Development of the estate will be staged as follows with four planning permits to be sought:

- Stage 1** – Basement
- Stage 2** – Apartment Buildings A and C (social housing) and associated access and landscaping

- **Stage 3** - Townhouses – first grouping and associated access and landscaping – with 3 interim stages within the planning permit process to allow progressive certification and occupancy
- **Stage 4** – Building B (private housing) and Building D (social housing) each with associated access and landscaping – with 2 interim certification/occupancy stages (one for each building)

To ensure that the development can be delivered within the agreed timeframes with DHHS, it is anticipated that:

- All inground services (including to the basement as constructed and to townhouse lots) and road base for the internal network will be undertaken in parallel with the basement works and completed by the time the basement lid is in place. Final surface treatments and landscaping will be completed for each stage.
- AVJennings' building contractor will take control of the site entries/exits from Peacock and Albion Streets as the civil works contractor commences work to the west of the site with its access limited to Kitchener Street. When the interim civil works are completed, the AVJ Build team will control the western area.
- AVJennings' building contractor will use the constructed basement for storage or other shedding needs as its workforce increases for the apartment construction.
- Construction of the private apartment building B will commence within 12 months of the commencement of apartment buildings A and C.
- Building D (the Womens' Housing building) will be constructed in tandem with Building B so they are completed in the same timeframe with full access to the north-south corridor available from that date.
- The landscaping contractor will work in concert with the building contractor and the AVJ Build team to complete both estate and private open space landscaping for handover of the buildings.
- The civil works contractor will return to the site in co-ordination with the building contractor and the AVJ Build team to install final services and infrastructure elements such as top road surface and services commissioning.

The timing of planning approvals and completion of remediation will determine the works program for each stage.

6.4. CONSULTANT INPUTS

6.4.1. ESD Initiatives

A key element of the overall development is the proposed ESD initiatives. As required by the Development Plan, the proposal is required to demonstrate how the site will achieve best practice standards and incorporate initiatives that can benefit the entire precinct.

To accompany this submission, a Sustainability Management Plan (SMP) in accordance with Clause 22.08 (Environmentally Sustainable Development) of the Moreland Planning Scheme, has been prepared. The key initiatives proposed within the SMP are summarised as follows:

- The proposal is designed to achieve a Green Star 5 Star Design and As Built accreditation and improvements on the minimum BCA energy performance, including:
 - Minimum 7.0 star NatHERS rating average for each building
 - Minimum 6.0 star NatHERS rating for each dwelling
 - Photovoltaic Renewable Energy Target of 64kw
- Rainwater collection and reuse to all toilets and irrigation
- High performance building envelope (minimum 6 star average or 7.0 star NatHERS rating) for occupant thermal comfort
- Operable windows to all living/kitchen and bedrooms to promote natural ventilation and views to open space
- Design to Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 including treatment and reuse of stormwater

- Green Travel Plan developed to highlight alternative modes of transportation and performance benchmarking
- Waste management plan prepared by waste consultant
- Materials sourced with recycled content and environmental product declarations
- Common landscaping and open space throughout

Based on the above information, it is considered that the proposed Development Plan strongly aligns with the DPO12 and the requirements of Clause 22.08 (Environmentally Sustainable Design) of the Moreland Planning Scheme.

6.4.2. Parking Provision and Management

As discussed in Section 6.4 of this report, the site is affected by Schedule 2 of the Parking Overlay which places an alternative minimum car parking requirement to the standard statutory rates, these are outlined as follows:

- Social Housing Dwellings: 0.6 spaces/dwelling.
- Private Housing Dwellings:
 - 1-bedroom 0.8 spaces/dwelling
 - 2-bedroom 1 space/dwelling
 - 3-bedroom 1.3 spaces/dwelling.
- All dwellings: 0.1 visitor spaces/dwelling.

In terms of private dwellings, the abovementioned car parking rates are generally consistent with rates of car ownership in the area and the minimum car parking rates can be accommodated on site.

The car parking rates for social housing of 0.6 spaces per dwelling is considered appropriate in this context. GTA Consultants have asserted that empirical evidence is available that would suggest social housing car parking demand and ownership may be less than this specified rate. This will be reviewed in detail at the time of the planning permit applications. Additionally, the site has good access to public transport and is intended to provide ample bicycle parking for residents and visitors. It is therefore considered that generous parking has been allocated for the social housing component of this development.

In terms of visitor car parking, it is intended that the visitor car parking strategy will include a mix of some spaces provided on site and the balance relying on the on-street car parking located within the vicinity of the subject site. The DPO12 identifies that “some or all of the existing car parking within Kitchener Street may be used for visitor car parking”. With this being said, it is considered that this specific detail will need to be addressed in detail as part of future planning application.

Please refer to the Integrated Transport and Traffic Management Plan prepared by GTA Consultants for further detailed discussion on the anticipated population, traffic generation and car parking capacity of the site.

6.4.3. Waste Management

Details pertaining to Waste Management have been considered as part of the Development Plan and a preliminary plan prepared by Leigh Design, but a detailed Waste Management Plan has not been completed at this current time. It is intended that any future planning application will be required to prepare a Waste Management Plan (WMP) as per the requirements of the Development Plan Overlay (Schedule 12).

6.4.4. Services and Infrastructure

The Engineering Servicing Advice prepared by Taylors has assessed the servicing requirements based on the potential to develop up to 268 dwellings on the site. Given that this proposal seeks less than 268 dwellings, it is considered that this servicing advice is applicable to the proposed development. The services considered in the report include water, electricity, sewerage, drainage, gas and telecommunications.

Taylors was engaged to undertake the following scope of work:

- *Identify the availability, location and size of all major services in the area*
- *Verify practical and economical service extensions can be undertaken enabling the proposed residential development to have access to service utilities*
- *Consultation with the water authority regarding the location of sewer and water mains (location, capacity etc).*
- *Identification of outfalls for sewerage and stormwater*
- *Consultation with Melbourne Water, Council Planners and Engineers regarding existing infrastructure and requirements for drainable including extent of detention and water quality treatment required to be undertaken as part of the development.*
- *Confirmation the existing water and sewer mains have adequate capacity to cater for the proposed development.*
- *Obtain details of the location of existing electricity, telecommunications and gas infrastructure.*
- *Advise on potential removals / upgrades / additions to existing infrastructure for the proposed development and provide estimated costs.*
- *Advise on any other services infrastructure constraints related to proposed redevelopment.*

The report has identified potential removals, upgrades and additions to existing infrastructure that will be required. It concludes that practical and economic service extensions can be undertaken to allow appropriate essential services to a new development and confirms that the existing water and sewer mains have the capacity to cater for the proposed development.

The servicing advice is accompanied by a Stormwater Drainage Master Plan and plan which identifies the location of on-site drainage retention facilities as required by DPO12.

6.4.5. Environmental Site Assessment

A limited detailed Environmental Site Assessment commissioned by DHHS, dated May 2017 has been included with this submission. The purpose of this report was to confirm the findings of a preliminary environmental assessment by ESG Environmental in December 2016 and to identify the presence of historical environmental contamination on the site and the suitability of the land for residential development.

The report concludes that should a redevelopment be undertaken at the site, an Environmental Management Plan should be prepared.

AV Jennings is expected to complete an Environmental Site Assessment by the end of August 2020 to scope the site remediation works. This report will be submitted upon completion.

6.4.6. Social Infrastructure Assessment

The Preliminary Social Infrastructure Assessment Final Report prepared by ASR Research in September 2017 concluded as below and advised no additional Council or other services would be required. This report was based upon 268 dwellings on the site whereas the proposed redevelopment will deliver only 198 dwellings.

- Based on a net additional dwelling yield of 187 dwellings, the proposed development of the subject site will generate a residential population of approximately 430 people.
- A net additional 187 dwellings is likely to increase the number of dwellings within the Brunswick West small area by approximately 3%; and
- A population of 430 people is likely to increase the population within the Brunswick West small area also by approximately 3%.

This assessment concludes that the need for further social infrastructure assessment at the development plan stage appears not to be justified based on the analysis undertaken. Therefore, the need to undertake further social infrastructure assessment as part of the proposed DPO schedule for the subject site is not recommended.

7. CONCLUSION

As outlined within this report, the proposed Development Plan has been prepared in accordance with the objectives and requirements of Schedule 12 to the Development Plan Overlay and has thoroughly considered the site's physical context, planning policy context, urban design outcomes and the amenity of future tenants. The proposed land use, built form, movement and landscape/open space provisions are appropriate in this regard and will facilitate the integrated development on the site.

DISCLAIMER

This report is dated 22 April 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of AV Jennings (**Instructing Party**) for the purpose of Development Plan Application (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

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APPENDIX A

CERTIFICATES OF TITLE

APPENDIX B

PLANNING FRAMEWORK

PLAN MELBOURNE

The most relevant metropolitan strategy of Plan Melbourne 2017-2050 are:

- 2.1 - Manage the supply of new housing in the right locations to meet population growth and create a sustainable city
- 2.2 - Deliver more housing closer to jobs and public transport
- 2.3 - Increase the supply of social and affordable housing

PLANNING POLICY FRAMEWORK

The following clauses of the Planning Policy Framework are relevant to this application:

- Clause 11 'Settlement'
- Clause 11.01-1R 'Settlement'
- Clause 11.02-1S 'Supply of Urban Land'
- Clause 15 'Built Environment and Heritage'
- Clause 15.01-1S 'Urban Design'
- Clause 15.01-1R 'Urban Design – Metropolitan Melbourne'
- Clause 15.01-2S 'Building Design'
- Clause 15.01-5S 'Neighbourhood Character'
- Clause 15.02-1S 'Energy and Resource Efficiency'
- Clause 17 'Economic Development'
- Clause 18.02-1S 'Sustainable Personal Transport'
- Clause 18.02-4S 'Car Parking'
- Clause 19.02-6S 'Open Space'

LOCAL PLANNING POLICY FRAMEWORK

Municipal Strategic Statement

The following clauses of the Municipal Strategic Statement are relevant to this application:

- Clause 21.01 'Municipal Profile'
- Clause 21.02 'Vision'
- Clause 21.03 'Strategic Framework'

Local Planning Policies

The following clauses of the Local Planning Policies are relevant to this application:

- Clause 22.01 'Neighbourhood Character'
- Clause 22.03 'Car and Bike Parking and Vehicle Access'
- Clause 22.07 'Apartment Developments of Five or More Storeys'
- Clause 22.08 'Environmentally Sustainable Development'

Other Relevant Documents

- Plan Melbourne 2017-2050

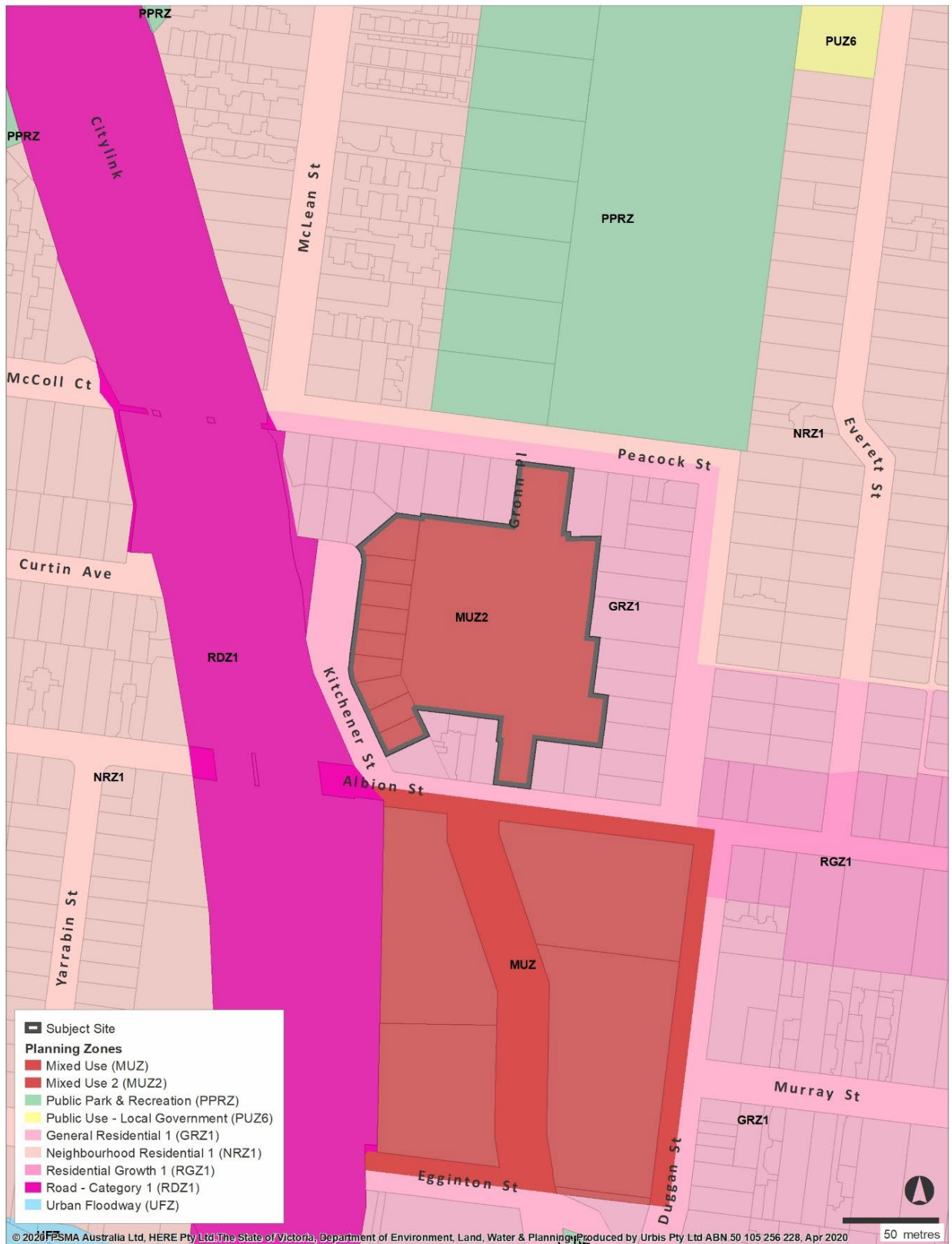
- CSIRO Urban Stormwater Best Practice Environmental Management Guidelines
- Livable Housing Design Guidelines, Livable Housing Australia
- Traffic Engineering Assessment, DHHS Public Housing Renewal Program at Gronn Place, Brunswick, Trafix Group (July 2017)
- Moreland Affordable Housing Strategy 2014-2018
- Moreland Apartment Design Code 2015
- Moreland Bicycle Strategy 2011
- Moreland Climate Action Plan 2007
- Moreland Integrated Water Management Plan 2010
- Moreland Landscape Guidelines 2009
- Moreland Open Space Strategy 2012-2022
- Moreland Parking Management Policy 2011
- Moreland Pedestrian Strategy 2010
- Moreland Rights of Way Strategy 2011-2021
- Moreland Stormwater Targets - Stormwater Quality Targets for the City of Moreland, AECOM and the City of Moreland 2012
- Moreland Street Landscape Strategy 2012 – 2022
- Moreland Vehicle Crossing (Driveway) Policy 2010

ZONING

The subject site is located within the **Mixed Use Zone – Schedule 2 (MUZ2)** which relates to the Gronn Place Public Housing Renewal project, the purpose of which is:

- *To facilitate the renewal of Gronn Place site.*
- *To provide for housing diversity.*
- *To provide for limited non-residential uses in appropriate locations where potential amenity impacts as result of the uses can be appropriately managed.*
- *To minimise the loss of landscape and open space areas on the site through increased building heights.*

The decision guidelines at Schedule 2 state that any proposed built form or land use must be assessed against the requirements of Schedule 12 to the Development Plan Overlay within the Moreland Planning Scheme.



GRONN PLACE, BRUNSWICK WEST PLANNING ZONES

OVERLAYS

The subject site is affected by the following overlays:

- **DPO12 – Clause 43.04.** Schedule 12 of the Development Plan Overlay relates to the Gronn Place Public Housing Renewal project. A Development Plan must be prepared prior to the granting of a permit for buildings and works at this site. Refer to Section 6 of this report for a full overview of the Development Plan requirements.
- **DCPO1 – Clause 45.06.** This clause seeks *'to identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.'* Any future planning permit granted for the site will need to:
 - Be consistent with the provisions of the relevant development contributions plan.
 - Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.
- **PO2 – Clause 45.09.** This clause seeks *'to identify appropriate car parking rates for residential uses within the site.'* Schedule 2 provides car parking rates for social and private housing as follows:
 - Dwelling (social housing)
 - 0.6 spaces to each dwelling for residents
 - Dwelling (private housing)
 - 0.8 spaces to each 1 bedroom dwelling for residents
 - 1 space to each 2 bedroom dwelling for residents
 - 1.3 spaces to each 3 bedroom dwelling for residents
 - Dwelling (all)
 - 0.1 spaces to each dwelling for visitors

Whilst these overlays have been taken into consideration in the preparation of the proposed Development Plan, the detailed requirements of these clauses will be addressed in detail as part of any future planning permit applications for the site.

GENERAL AND PARTICULAR PROVISIONS

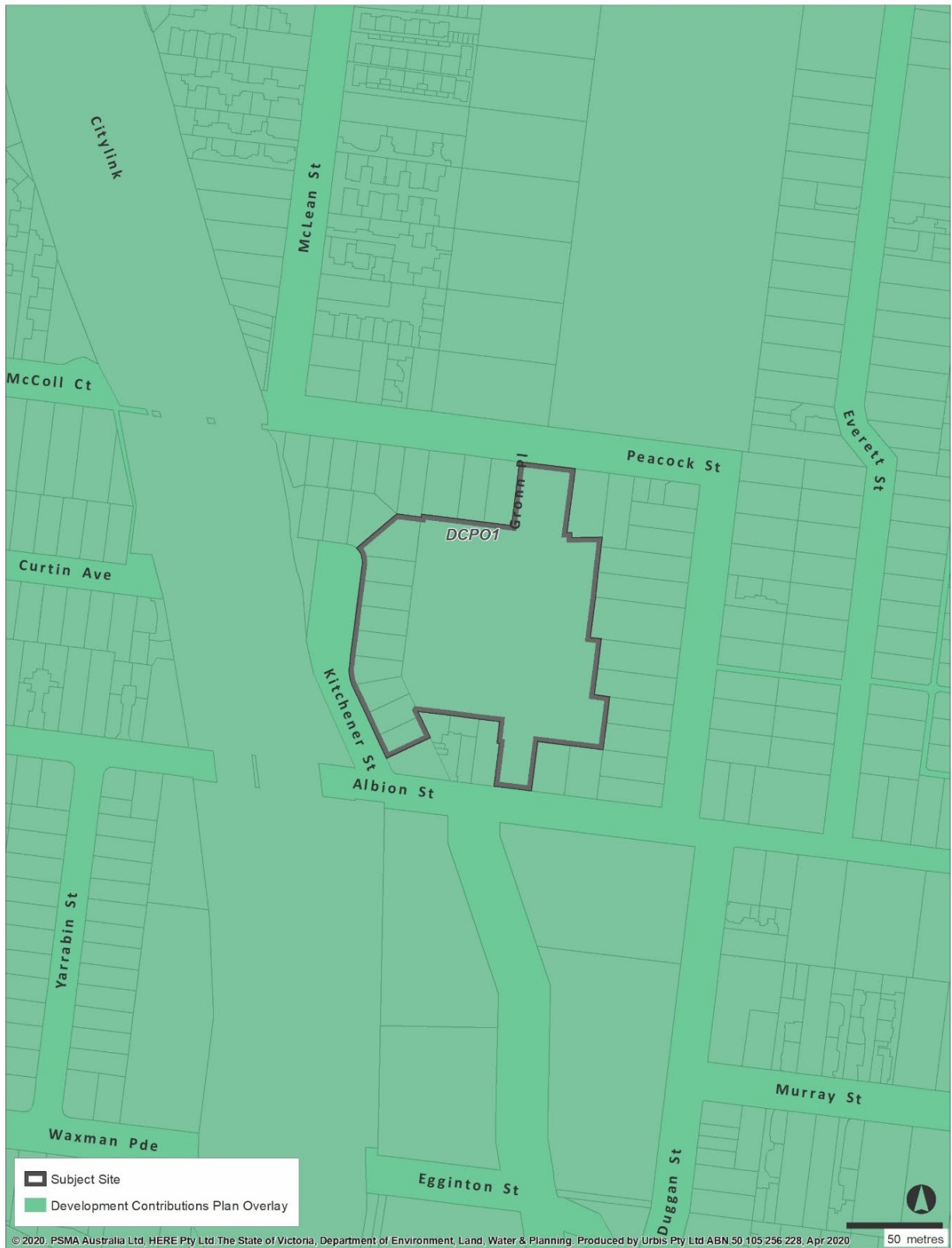
Future planning applications will consider the following General and Particular Provisions as appropriate:

- Clause 52.06 'Car Parking'
- Clause 52.34 'Bicycle Facilities'
- Clause 53.18 'Stormwater Management in Urban Development'
- Clause 55 'Two or More Dwellings on a Lot'
- Clause 58 'Apartment Developments'



GRONN PLACE, BRUNSWICK WEST

DEVELOPMENT PLAN OVERLAY (DPO12)



GRONN PLACE, BRUNSWICK WEST

DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY (DCPO1)

