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Mr James Darcy
Urban Planner
Glen Eira City Council

Via email: mail@gleneira.vic.gov.au and JDarcy@gleneira.vic.gov.au

18 February 2022

**Re: Response to Council Request for Further Information
Planning Permit No. GE/DPNO-18701/2021
31 Station Street, Caulfield East – Stage 9**

Dear James

We continue to act on behalf of BPG Caulfield Village Pty Ltd, the owner and prospective developer of the land at 31 Station Street, Caulfield East.

We refer to your correspondence dated 13 January 2022, requesting further information in respect of our client's Development Plan application for Stage 9.

We are pleased to provide the following response for the Council's consideration.

The responses should be read in conjunction with the following material:

- Amended Appendix I - Architectural plans prepared by SJB Architects, dated February 2022;
- Amended Appendix J - Landscape plans, prepared by Oculus, dated February 2022;
- Amended Appendix M – Stormwater Management Plan, prepared by Webber Design, dated 16 February 2022;
- Amended Town Planning Report, prepared by the Urban Planning Collective, dated January 2022;
- Supporting statement prepared by SJB Architects, dated 16 February 2022;
- Traffic Engineering Response, prepared by Stantec, dated 11 February 2022; and
- Recent Certificate of Title and accompanying Section 173 Agreements.

We also enclose an updated Appendix O – Environmental Management Plan, prepared by Ark Resources (dated 2 February 2022), which has been updated to correct a bookmark or link error on page 8.

1.0 RESPONSE TO COUNCIL REQUEST FOR FURTHER INFORMATION

Information Requested	Response	Advertised Document This copied document is made available for the sole purpose of enabling its consideration and review as part of the planning process under the Planning and Environment Act 1987. The document must not be used for any other purpose which may breach any copyright
Title		
1. <i>A legible and recent (less than 90 days old) copy of the Certificate of Title for the subject land. Please include the title plan/diagram which shows the lot layout and dimensions and the face sheet of title. Should a covenant apply to the land, a copy of the registered restrictive covenant must be provided. If a covenant does not apply, provide confirmation in writing.</i>	<p>A legible and recent copy of the Certificate of Title is enclosed, along with the 2 Section 173 Agreements that apply to the land.</p> <p>The Certificate of Title confirms that a covenant does not apply to the land.</p>	
Plans / Elevations		
2. <i>Detailed street cross sections for the Boulevard, Station Street and Smith Street for consideration and discussion.</i>	Refer to SD06_W_23, SD06_W_24, SD06_W_25 and SD06_W_26, prepared by SJB Architects.	
3. <i>A landscape plan, including detailed planting schedules and the location of all planting. This plan should include details of any additional street tree planting, and the provision of additional canopy trees in the internal public open space area.</i>	<p>Refer to the enclosed Appendix J – Landscape Submission, prepared by Oculus.</p> <p>A detailed planting palette is detailed on page 22.</p> <p>A street tree and public domain tree schedule is provided on page 23.</p>	
Car Parking / Traffic		
4. <i>A Road Safety Audit is to be provided, including all relevant information to provide assessment of areas of potential conflict, and to clarify any modifications required to ensure the safe operation of the network.</i>	<p>As agreed with Council, a Road Safety Review (as opposed to a Road Safety Audit) is enclosed as part of the Traffic Engineering Response prepared by Stantec.</p> <p>The Road Safety Review addresses areas of potential conflict and modifications to ensure the safe operation of the network (a pedestrian crossing across The Boulevard).</p>	
5. <i>A Car Park Management Plan specific to the current stage, detailing any relevant management and safety measures.</i>	<p>A precinct-wide Car Park Management Plan (CPMP) has been endorsed by Council.</p> <p>Given CPMPs are detailed in their nature (e.g. provide details of signage and car parking restrictions), we request this be dealt with by way of a condition on any approval.</p>	



Information Requested	Response
6. <i>An Impact Assessment Statement, providing details of any modifications required to the road network, inclusive of closures, restrictions, and any other works which may impact upon the operation of the road network.</i>	<p>A Traffic Impact Statement has been prepared by a qualified Traffic Engineer (see page 5 of the enclosed Traffic Engineering Response). The statement notes that:</p> <p><i>The following outlines the changes to the road network as a result of the proposed application:</i></p> <ul style="list-style-type: none"> <i>- A left-in/left-out site access point and crossover is to be placed on Station Street, allowing access to the basement car park;</i> <i>- The provision of the site access point crossover will result in the loss of three on-street car parking spaces</i> <i>- An angled car parking bay on Smith Street is proposed to be allocated as a car share bay.</i> <i>- Bicycle parking facilities are proposed to be provided throughout the ground floor of the development, in a variety of secure and publicly accessible spaces. No changes to the existing on-street bicycle lanes on Station Street are proposed as a part of this development.</i> <p><i>The closure of the northern end of Smith Street is currently being undertaken as part of the approved Precinct 2 North works. No further changes are proposed to Smith Street as part of the Precinct 3 West application.</i></p>

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Other Reports / Agreements

7. <i>A detailed breakdown of the affordable housing proposal, modified/adjusted to make accurate reference to the definitions of low and moderate income ranges as specified by the Planning & Environment Act. This report should also clarify the proposed management of the affordable housing provision, including timescales for the offer of properties, details of any other dwelling typologies to be included (as discussed in Step 3,</i>	<p>There is no mandatory requirement in the Glen Eira Planning Scheme to provide affordable housing that meets the Act's definition of affordable housing in this instance.</p> <p>Rather, the BECK Probuild Consortium (BPGCV) propose '...a market driven, sustainable intervention programme to support the aspiration of home ownership, whereby people in affordable or private rental could be assisted to meet the necessary start-up funds to facilitate ownership'.</p>
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Information Requested

above), and the means of securing the provision of affordable dwelling provision for a defined period of time.

Response

The proposal is the Caulfield Apartments Stand-Up Programme. It offers an opportunity for lower income earners to become homeowners.

Instead of offering identified dwellings, eligible purchasers can select from their preferred apartment from a range of studio, 1 and 1 plus study typologies:

- For Single – Moderate income range of 40K - 60K, the singles can choose the studio option and for the first two years of their loan period to adopt an interest only loan to build up their income.
- For couples – Moderate income range of 60K - 90K, couples can choose the studio or one bed options.

These Moderate income range single and couple ranges are generally as per the Governor in Council Order on income ranges dated 22 June 2021:

Table 1 – Greater Capital City Statistical Area of Melbourne

	Very low income range (annual)	Low income range (annual)	Moderate income range (annual)
Single adult	Up to \$ 26,200	\$ 26,201 to \$41,920	\$41,921 to \$62,860
Couple, no dependant	Up to \$ 39,290	\$ 39,291 to \$62,870	\$62,871 to \$94,300
Family (with one or two parents) and dependent children	Up to \$ 55,000	\$ 55,001 to \$88,020	\$88,021 to \$132,030

Source: <https://www.planning.vic.gov.au/policy-and-strategy/affordable-housing/resources>

The model does not support “affordable purchasers” seeking dwellings larger than this as the associated mortgages are unable to be serviced by the moderate-income ranges.

During the sales process, upon proof that a purchaser meets the criteria for this program, affordable purchasers will be directed to the financier attached to the program with appropriate support and education around financial management.

Purchasers will sign-up to a mortgage from the financial institution and become responsible for ongoing service of the mortgage.

The sales period will correlate with the sales period of the private market homes generally anticipated to be 18 – 24 months. Units not taken up within this period will return to the standard sales pool.

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Information Requested	Response
	<p>Should Council be generally supportive of the proposal, our client is happy to discuss the best mechanism for securing the provision during the sales period. However, encumbering lots with a registered s173 would be detrimental to the incoming affordable owners and their purchased real-estate value. We also maintain this is not necessary given there is not a mandatory requirement in the Glen Eira Planning Scheme to provide affordable housing in this instance.</p>

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In addition to the above material, we also provide the below commentary to clarify some of the Council's preliminary concerns.

2.0 PRELIMINARY CONCERNS

Preliminary comments on the proposal were provided by the Council in the Request for Further Information.

We have provided a response to these comments below for Council's further consideration:

2.1 AFFORDABLE HOUSING

The submitted proposal to respond to affordable housing requirements is not considered to adequately address the need to provide for affordable housing in accordance with applicable objectives. A number of issues have been identified, which require further explanation/justification to enable the CASP proposal to be considered in lieu of a formal Affordable Housing provision:

- The proposal only makes reference to studio dwellings. It is unclear if the proposal is expanded to include housing within other dwelling typologies within the development. It is considered that the proposal should include other larger dwellings, to provide for an appropriate provision of affordable housing relative to need.*
- The model should be expanded to encompass other areas of housing need, such as young families, and not be restricted to first home buyers.*
- Based on the information provided, the model is dependent on the first homeowner grant as a justification for the income/mortgage contributions to be able to access the scheme. This does not adequately take into consideration that affordability is not solely an issue for first home owners. Greater justification is required in terms of responding to the affordability needs of all.*
- Further to the above, it is unclear if any evidence can be provided to confirm that the proposal is viable in terms of the ability of prospective purchasers to obtain a mortgage for the dwellings proposed for sale as part of the program. Noting the relative volatility of the housing market, and the potential reluctance of lenders, evidence should be provided as to the likelihood of purchasers in the low to moderate income range being able to obtain the mortgage required.*



- *The calculations provided relate solely to the smallest dwelling offerings. As above, the proposal should be modified to provide for dwelling diversity, and will consequently need to be adjusted to reflect the contributions needed to ensure that affordability responds to identified income ranges.*
- *It is unclear how the dwelling costs are to be “locked” to ensure that the calculations remain accurate moving forward against market value fluctuations. If it cannot be guaranteed that the dwelling cost will respond to that cited, then additional measures will be required to ensure that the developer contribution remains relative to the dwelling cost, so that the affordability contribution percentage continues to achieve objectives.*
- *There is some conflict between what has been cited as low to moderate income ranges, in comparison to those indicated within the Act. All supporting documentation for the proposal should relate directly to the established income ranges specified in the Act as they relate to low to moderate income, for consistency. Please note: if the ranges relied on are greater than those specified within the Act, it is unlikely that the proposal will be considered to respond to housing affordability.*

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Many of these comments have been addressed in response to RFI item 7 above.

Again, the Caulfield Apartment Start-Up Program is not intended to be an offer in accordance with the Act, noting there is no mandatory requirement in the Scheme to provide affordable housing in this manner. Rather, the Program offers eligible purchasers the opportunity to purchase a dwelling below market rates.

We remind Council of the Victorian Civil and Administrative Tribunal’s findings in *BPG Caulfield Village Pty Ltd v Glen Eira CC (Amended)* [2016] VCAT 1965, where Member Martin noted that:

23. *Whilst it is unnecessary for me to back-track to repeating these oral reasons, suffice to say that both parties and the Tribunal acknowledged per se that Melbourne is experiencing major housing pressures and some very noticeable problems with homeless people. This is in the situation where the provision of ‘social housing’ as part of new development projects is still in its infancy in Victoria but is very common for example in parts of Europe.*
24. *While the provision of social housing in new developments in Melbourne no doubt will involve some major financial constraints and very challenging negotiations, the reality is that we are beginning to see tangible outcomes here eg in the approval of the redevelopment of the Alphington paper mill site and a project in Braybrook. Because of the inherent challenges involved, it may be that some flexibility is needed regarding the level of affordability at which the relevant dwellings are targeted/how much subsidisation of the housing is involved.*
25. *In this context, the applicant here offered its own compromise arrangement, in terms of assisting lower income (means tested) potential purchasers with their deposit. However this offer was contingent on Council supporting this intended arrangement. I requested Mr Vorchheimer to seek further instructions in this regard. In due course he advised that Council did not agree to support any arrangement of this type unless it was more focused on providing more overtly subsidised on-going housing for very disadvantaged persons.*
26. *Accordingly the applicant withdrew its suggested compromise and it became an ‘all or nothing’ situation. My finding was then that it would be unreasonable and excessive for the Tribunal to impose the type of requirement preferred by Council on the applicant. Some key factors here are the possible very significant cost involved to the developer, the apparent need for a dedicated*

social housing organisation to operate the facility (which may or may not be feasible) and the lack of any overt policy support for this type of requirement.

27. *As I said at the relevant point in the hearing, this seems an unfortunate "lost opportunity". However Mr Townshend at this point put on the record that as part of moving forward, forward the applicant is still interested in further discussions with Council on this issue.*

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We maintain that the Program offers eligible purchasers with an affordable housing option in the area. The Scheme does not require, nor does it contemplate that affordable housing must be provided in each application for all individual scenarios. Rather, this application positively includes an affordable housing model for eligible purchasers; a genuine contribution to the widespread issue of housing affordability across the state.

- *The submitted documentation does not specify the timescale in which properties are to be marketed as part of the CASP program, prior to defaulting to "market value" housing. To provide for an appropriate Affordable Housing provision/consideration, this period should be for a significant time.*

As per the above, the sales period will correlate with the sales period of the private market homes generally anticipated to be 18 – 24 months. Units not taken up within this period will return to the standard sales pool.

- *Notwithstanding all of the above matters, there is also insufficient information as to how the proposed CASP program will be secured (such as via Section 173 Agreements). If agreements are proposed, these should be outlined in detail/example agreements provided for review as part of the proposal.*

Again, should Council be generally supportive of the proposal, our client is happy to discuss the best mechanism for securing the provision during the sales period. However, encumbering lots with a registered s173 would be detrimental to the incoming affordable owners and their purchased real-estate value.

We also maintain this is not necessary given there is not a mandatory requirement in the Glen Eira Planning Scheme to provide affordable housing in this instance.

2.2 DEVELOPMENT INFORMATION

- *Appendix F in the SMP (21/1353863) appears to be an incorrect attachment. The heading says it should be 'Ark Resources Report - Stormwater Quality', but the submitted document is the Ark Resources Environmental Management Plan. The Stormwater Quality report is required to facilitate a comprehensive assessment.*

Appendix M is the Stormwater Management Plan, prepared by Webber Design. Appendix F of this document is the complete Environmental Management Plan, prepared by Ark Resources, of which Appendix A includes MUSIC or stormwater modelling.

We trust this clarifies this matter.

- *No information has been provided in relation to the interaction between the proposed development and the Boulevard. As these two components will link naturally to each other in terms of pedestrian flow, consideration should be given to the potential for any crossing/treatments to ensure there is no conflict between pedestrians crossing the roadway and the flow of traffic.*

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This link is clearly shown on the enclosed architectural plans and is discussed from a road safety perspective in the enclosed material prepared by Stantec.

2.3 PRELIMINARY URBAN DESIGN COMMENTS

- *The proposed development is to be wholly contained within the allotment with the exception of the cantilevered verandahs. Additional plans clearly indicating the extent of development in relation to allotment boundaries would assist in clarifying the extent of form/works, including confirmation that the basement car park would not be sited under the public footpath/footpath that Glen Eira would maintain or have legal responsibility for.*

As confirmed by the enclosed plans and supporting statement prepared by SJB Architects, the basement is wholly within the site boundaries.

- *The proposed building envelope would not comply with the Caulfield Village incorporated plan – there would be insufficient differentiation between the podium and tower forms. The towers would be overly dominant and discordant elements in the streetscapes, particularly to the south.*
- *The southern tower form should be set back a greater amount from the southern and eastern boundaries, to provide a greater differentiation between tower and podium forms, more closely aligned with the Incorporated Plan.*
- *The proposed form of the towers would read better if they had a base/middle and top with additional architectural interest. It is also suggested that the top two levels be recessed further than the levels below.*

As outlined in the supporting statement prepared by SJB Architects, the design has appropriately responded to each street interface with regard to podium and tower forms and setbacks. This is demonstrated in each of the sections for the Boulevard, Station Street and Smith Street, which responds to the width and context of each interface.

In accordance with the Smith Street Precinct Guidelines of the Incorporated Plan, the design:

- Provides a clear differentiation between the podium and upper levels using setbacks, materiality, colour and design detailing. This is clearly detailed in the Design Response on pages 53-59 of Appendix H; and
- Gives emphasis to the intended podium form from street view using fine grain materiality (face brick), active frontages and design features such as awnings and inviting undercroft spaces.

Specifically with regard to the southern setback to Station Street, the supporting statement prepared by SJB Architects outlines how the design approach is in response to the 57.8-metre-wide roadway and the '...vastness of the Caulfield Racecourse' to the south (drawing SD06_W_24 within Appendix I).

To the east, the Smith Street Section (drawing SD06_W_24 within Appendix I) detailed how the upper level setback creates an appropriate human scale within Smith Street and achieves the vision of a professional avenue leading to the Racecourse as per the Incorporated Plan.

In response to the upper 2 level recess suggested by Council, SJB Architects offer the following response:

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The Incorporated Plan also describes the built form outcome to consist of a podium and tower elements, not a base, middle and crown arrangement. The proposed design is primarily focused on creating a highly articulated and crafted podium responding to the activated public realm at the ground plane. The towers above are distinctive from the podium and while uniquely detailed, they present as a symbiotic pair.

The tower facades, demonstrate a restraint and simplicity with slender end profiles and curved corners as a subtle reference to the shapes within the adjacent Caulfield Racecourse.

From the pedestrian perspective within the precinct, setting back the top two levels on a 14-level building would be inconsequential and would not improve pedestrian comfort or perception. Longer distance views may reveal the setback levels, however would dilute the intended simplicity of a strong, continuous podium with a pair of sculptural towers sitting atop.

- *The facades of the proposed building at all levels facing The Boulevard and Station Street would benefit from greater articulation. The facades of the podium that face inwards would also benefit from increased articulation.*

We continue to rely on the enclosed architectural plans and supporting statement prepared by SJB Architects.

The development is highly resolved and is of a high-quality architectural standard, with articulation provided through the use of materials, openings, balconies, canopies and undercroft spaces. There is a clear distinction between podium and tower forms and the inward facing podium spaces are also activated through the use of architectural features and landscaping.

- *The extent of proposed cantilevered verandahs over the footpath needs to be made clearer, and should be continuous (without gaps), along the Boulevard Station Street and Smith Street. If the proposed verandahs are to offer a differing profile from those on the opposing side of the street, additional justification is required. The proposed verandahs should also extend further from the face of the building.*

We continue to rely on the enclosed architectural plans and supporting statement prepared by SJB Architects, noting the canopy design is a conscious design element to add to the human grain of the podium and to clearly identify building entries.

The design has also been considered with regard to each interface with corners, central building segments and recessed spaces treated accordingly.

Architectural examples or design cues are in the enclosed supporting statement prepared by SJB Architects, demonstrating the high-quality finish proposed.

- *Additional information is required in relation to the location and design of basement car park intake and exhaust fan rooms, including how they work and where the air would be exhausted*

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The enclosed plans and supporting statement prepared by SJB Architects detail the sophisticated, sculptural form of the air exhaust, with the intake forming an integrated part of the building



Station Street carpark exhaust in pocket park
Extract of SJB Architects Supporting Statement

- *Additional information is required in relation to the home office land use facing Smith Street; in terms of the ability for it to contribute to the desired continuous active frontage.*

The supporting statement prepared by SJB Architects, along with the below render, outline how the home offices will create a visually appealing, active frontage to Smith Street.



Ground level home offices along Smith Street
Extract of SJB Architects Supporting Statement

- *The internal public space between The Boulevard and Smith Street should incorporate more canopy tree planting, forming part of a landscape plan/scheme that states explicitly which plants are to be planted and in what location.*

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Drawing upon the famous laneways of Melbourne, the architectural approach is not one of canopy tree planting, but of an active, inviting, rich pedestrian experience through this stage of the Caulfield village redevelopment.

As outlined in the supporting statement prepared by SJB Architects, the planting of canopy trees within this space would also be impractical given the basement below. The inclusion of canopy trees would also restrict access or the usable space in this area, requiring large planters.

As outlined in the accompanying landscape plans prepared by Oculus, the laneway:

- includes planting to soften the edges of this space and add visual interest;
- includes opportunities for outdoor dining; and
- includes ramped paving for equal access.



East-west laneway section – Extract of landscape plans – Appendix J

- *Council has concerns about the proposed removal of established street trees in Smith Street; Smith Street should become a shared space/green space. There is a potential that the landscape throughout the space will be less regimented than shown in the submitted drawings.*

The proposed built form creates a hard edge to the property boundary which will disrupt both the canopy and root zones of the existing trees, necessitating their replacement.

The basement, also built to the title boundary below ground, is estimated to impact up to 45% the tree root zones of these existing trees, putting their long-term viability in question.

The replanting program will therefore serve multiple purposes including removing allergenic plant material, revitalising the planting palette and the landscape approach of this part of the village and replacing trees which are likely to experience decline or a shorter life cycle.

The proposal also achieves the vision outlined in the Caulfield Mixed Use Area Incorporated Plan, creating a 'revitalised landscape area'.

- *The footpath on the eastern side of the Boulevard beside the proposed building toward the northern end of the Boulevard is considered to be rather narrow; it would be better if it were wider.*

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The footpath at the northern end of the Boulevard is no less than 2.6 metres at the narrowest point, exceeding the minimum 1.5-1.8 metre requirement of the Australian Standards. This ensures the pedestrian realm surrounding the site is of a high standard and will enhance the amenity of the area.

- *Additional street tree planting along the eastern side of the Boulevard, at the northern end, would provide for improved amenity and outcomes.*

SJB Architects have advised that 'the right-hand turning lane required for The Boulevard constrains the site at this point. Canopies and root zones in this location would be impractical'.

Page 11 of the enclosed landscape plans, prepared by Oculus, also demonstrate that the street tree planting is proposed generally as per the western side of the Boulevard except where the functional layout of the approved road restricts planting of street trees.



Landscape Design Response – Extract of landscape plans – Appendix J

- *Additional information is required to clarify the proposed pavement treatments within the public realm and within the private property, inclusive of any proposed street tree furniture.*

The enclosed landscape plans prepared by Oculus confirm that concrete paving is proposed to laneway and building edges. A broom finished concrete finish is proposed along the verge.

Page 11 of the landscape plans also confirms that street furniture is limited to tree grates.

2.4 CAR PARKING

- *Vehicular access to the site should be road-safety audited having regard to the future traffic generation.*

As discussed previously, a Road Safety Review has been provided by Stantec, as opposed to a Road Safety Audit.

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- *Pedestrian access and the connection through the site from the Boulevard to Smith Street (as detailed in the above paragraphs) should also be included in the Road Safety Audit.*

A pedestrian crossing has been detailed within the submitted Traffic Engineering Response prepared by Stantec.

- *Any relevant updated car parking management plans including signage/parking restrictions should be included in the application package.*

As already identified, a precinct-wide CPMP has been endorsed by Council. Given CPMPs are detailed in their nature (e.g. provide details of signage and car parking restrictions), we request this be dealt with by way of a condition on any approval.

- *Additional details of any modifications to the area's road network to accommodate/facilitate the development should be provided – e.g., intersection treatments, vehicle and cycling access arrangements on Station Street, The Boulevard and Smith Street*

As already outlined, the Traffic Engineering Response prepared by Stantec outlines the proposed changes to the road network as part of this application (see enclosed).

2.5 STREET TREES

- *Additional clarification is required in relation to the proposed removal of street trees. Whilst this may be supported (subject to clarification/approval from Council's Parks Services Department), robust justification should be provided for any proposed removal, including the provision of a replanting scheme which will offer comparable/improved contribution.*
- *As the street trees represent a significant element of the desired boulevard character for the area, it is important to ensure that the proposal makes appropriate provision for replanting where required, and supports the relevant objectives of the incorporated plan.*

As has already been outlined, the removal of existing street trees is required to achieve the vision of the Smith Street Precinct as per the Incorporated Document. This is in part due to the ground level hard edge-built form Guidelines (*All development in the Smith Street Precinct should be built to the front and side property boundaries adjoining streets up to the preferred podium level identified in the building envelope plan*) and specifically due to the landscape Guidelines which call for 'A revitalised landscape area...' in the corridor along Smith Street.



2.6 VARIATIONS TO APPROVED DEVELOPMENT PLAN MATTERS

- *As detailed above, there are a number of variations sought to the indicative built form shown in the approved development plan, and the associated controls.*

Whilst the Urban Planning Department has no issue in principle with a number of variations, such as the increased height and the reduction in car parking sought, additional justification and supporting documentation should be provided to support all other variations, such as podium setbacks, podium height, etc.

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We continue to rely on the above and the enclosed material, including the supporting statement prepared by SJB Architects.

2.7 OTHER MATTERS

- *The submitted Title Search Statement and associated plans are both greater than three months old. A current copy of the search statements and associated documentation is required to be submitted.*

Please refer to the enclosed Certificate of Title (along with the 2 applicable Section 173 agreements), which has been prepared within the last 3 months.

3.0 CONCLUSION

We trust this information satisfies Council's Request for Further Information and look forward to Council's review of this documentation.

While we submit that the enclosed information closes out Council's request for further information, should Council be of the opinion that any information remains outstanding, we respectfully request an additional 1-month to submit any outstanding information.

Should you wish to discuss this application further please contact me on 8648 3500 or as below.

Yours sincerely



Sarah Thomas
Senior Associate
sthomas@upco.com.au
encl.



REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

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LAND DESCRIPTION

Lot C on Plan of Subdivision 811561L.

PARENT TITLES :

Volume 02856 Folio 142	Volume 02873 Folio 492	Volume 02984 Folio 740
Volume 03047 Folio 365	Volume 03166 Folio 125	Volume 03202 Folio 294
Volume 03259 Folio 642	Volume 03308 Folio 571	Volume 03787 Folio 382
Volume 04153 Folio 549	Volume 04180 Folio 988	Volume 04375 Folio 820
Volume 05589 Folio 728		
Volume 05917 Folio 265	to Volume 05917 Folio 266	
Volume 06126 Folio 137	Volume 06513 Folio 534	Volume 06649 Folio 792
Volume 06990 Folio 983	Volume 07394 Folio 601	Volume 07841 Folio 106
Volume 08062 Folio 526	Volume 09114 Folio 675	Volume 11362 Folio 766
Volume 11443 Folio 415	Volume 11466 Folio 505	
Volume 11491 Folio 584	to Volume 11491 Folio 585	

Created by instrument PS811561L 14/12/2017

REGISTERED PROPRIETOR

Estate Fee Simple

Sole Proprietor

VICTORIA AMATEUR TURF CLUB (INCORPORATING THE MELBOURNE RACING CLUB) of
"GATE 22" STATION STREET CAULFIELD EAST VIC 3145
PS811561L 14/12/2017

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

AGREEMENT Section 173 Planning and Environment Act 1987
AJ044224F 30/06/2011

AGREEMENT Section 173 Planning and Environment Act 1987
AS342530H 11/07/2019

DIAGRAM LOCATION

SEE PS811561L FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 31 STATION STREET CAULFIELD NORTH VIC 3161

DOCUMENT END

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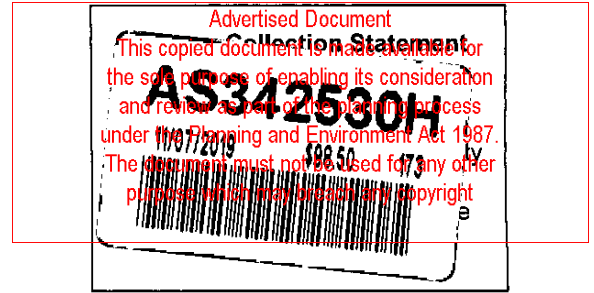
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**Application by a responsible authority for the
making of a recording of an agreement**
Section 181 Planning and Environment Act 1987



Lodged by

Name: RUSSELL KENNEDY LAWYERS
Phone: 03 9609 1524
Address: LEVEL 12 469 LA TROBE STREET MELBOURNE VIC 3000
Reference: IDP 119750-00363
Customer code: 1513M

The responsible authority having made an agreement referred to in section 181(1) of the Planning and Environment Act 1987 requires a recording to be made in the Register.

Land:(volume and folio)

VOLUME 11940 FOLIO 917; VOLUME 11389 FOLIO 255

Responsible authority:(full name and address, including postcode)

GLEN EIRA CITY COUNCIL OF CORNER GLEN EIRA AND HAWTHORN ROADS, CAULFIELD

Section and act under which agreement is made:

SECTION 173 OF THE PLANNING AND ENVIRONMENT ACT 1987

A copy of the agreement is attached to this application:

Signing:

35271702A

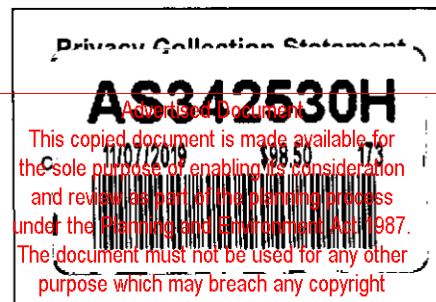
181PEA

Page 1 of 2

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Land Use Victoria contact details: see www.delwp.vic.gov.au/property>Contact us

**Application by a responsible authority for the
making of a recording of an agreement
Section 181 Planning and Environment Act 1987**



Certifications

- 1.The Certifier has taken reasonable steps to verify the identity of the applicant.
- 2.The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.
- 3.The Certifier has retained the evidence supporting this Registry Instrument or Document.
- 4.The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant legislation and any Prescribed Requirement.

Executed on behalf of GLEN EIRA CITY COUNCIL

Signer Name



Signer Organisation

RUSSELL KENNEDY LAWYERS

Signer Role

AUSTRALIAN LEGAL PRACTITIONER

Signature



Execution Date

5 July 2019

35271702A

181PEA

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GLEN EIRA CITY COUNCIL

and

**VICTORIA AMATEUR TURF CLUB
(INCORPORATING THE MELBOURNE
RACING CLUB)**

**AGREEMENT MADE PURSUANT TO SECTION
173 OF THE PLANNING AND ENVIRONMENT
ACT 1987**

Precinct 3

**Lot C PS811561L and Lot 2017 TP914929C,
Station Street, Caulfield**

Russell Kennedy Pty Ltd ACN 126 792 470 ABN 14 940 129 185
Level 12, 469 La Trobe Street, Melbourne VIC 3000 PO BOX 5146, Melbourne VIC 3001 DX 494 Melbourne
T +61 3 9609 1555 F + 61 3 9609 1600 info@rk.com.au

Liability limited by a scheme approved under Professional Standards Legislation

rk.com.au

Ref
20181737_2961806v1

AS342530H

11/07/2019

\$98.50

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THIS AGREEMENT is made on

18 JUNE



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2019

PARTIES

- 1 **GLEN EIRA CITY COUNCIL**
of corner Glen Eira and Hawthorn Roads, Caulfield VIC 3162
("Council")
- 2 **VICTORIA AMATEUR TURF CLUB (INCORPORATING THE MELBOURNE RACING CLUB)**
of "Gate 22" Station Street, Caulfield East VIC 3145
("Owner")

RECITALS

- A The Council is the responsible authority under the Act for the Scheme.
- B The Owner is registered, or entitled to be registered, as the proprietor of the Land.
- C The Owner has an arrangement with various entities to achieve the development of the Land as the Caulfield Village in accordance with the Planning Approvals.
- D As part of the civil works approvals for the development of the Land in accordance with the Development Plan, the Council required and the Owner agreed to undertake the Drainage Works. The Drainage Works are external to the Land and development the subject of the Development Plan.
- E A request has been made to Council that the Drainage Works be deferred.
- F The purpose of this Agreement is to provide the mechanism to defer the Drainage Works and ensure that the Drainage Works are completed.
- G This Agreement has been entered into in order to achieve and advance the objectives of planning in Victoria and the objectives of the Scheme in relation to the Land and is made pursuant to Division 2 of Part 9 of the Act.

THE PARTIES AGREE THAT:

1 DEFINITIONS

In this Agreement:

- 1.1 "**Act**" means the *Planning and Environment Act 1987*;
- 1.2 "**Agreement**" means this Agreement, including the recitals and any annexures to this Agreement;
- 1.3 "**Business Day**" means Monday to Friday, excluding public holidays declared in the State of Victoria;
- 1.4 "**Development Plan**" means Development Plan Approval DP No. 18602/2015 for Stages 4, 5 and 6 of the Residential and Mixed Use, issued 7 December 2016;
- 1.5 "**Drainage Works**" means all drainage and associated civil works in the Drainage Works Plan CG 150215-CI-6051 Rev 10 between the following identified pits:
 - 1.5.1 F01 and F02;

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- 1.5.2 , F02 and F03;
- 1.5.3 F02 and Ex3; and
- 1.5.4 F03 and 3;
- 1.6 **"Drainage Works Plan"** means the plan prepared by Cardno Victoria Pty Ltd for Beck Property Group titled "Caulfield Village – Precinct 2A, External civil works – drainage outfall – developer obligation for Beck Property Group", Drawing Number CG150215-CI-6051 Revision 10 when approved by the Council and as amended from time to time, or an alternate design approved by the Council;
- 1.7 **"Land"** means the land within the Scheme known as Lot C PS811561L and Lot 2017 TP914929C, being the whole of the land more particularly described in certificates of title volume 11940 folio 917 and volume 11389 folio 255, respectively;
- 1.8 **"Mortgagee"** means the person or persons registered or entitled from time to time to be registered by the Registrar as mortgagee of the Land or any part of it;
- 1.9 **"Planning Approvals"** means any necessary approvals under the Scheme, including the Development Plan, to facilitate the development of the Land for the purpose of the Caulfield Village;
- 1.10 **"Precinct 3"** means the Smith Street Precinct more particularly described in the Caulfield Mixed Use Area Incorporated plan dated February 2014;
- 1.11 **"Register"** means the Register of land kept under section 27 of the *Transfer of Land Act 1958*;
- 1.12 **"Registrar"** means the Registrar of Titles under the *Transfer of Land Act 1958*;
- 1.13 **"Scheme"** means the *Glen Eira Planning Scheme* or any other planning scheme which applies to the Land from time to time;

2 COMMENCEMENT

This Agreement commences from the date of this Agreement.

3 TERMINATION OF AGREEMENT

3.1 Termination

This Agreement shall end:

- 3.1.1 in relation to all, or part, of the Land, as the case may be, upon the written confirmation of the Council that Drainage Works (including the expiry of all maintenance periods not covered by a bond) and any other obligations under this Agreement have been completed in accordance with Drainage Works Plan to the satisfaction of Council;
- 3.1.2 in relation to any part of the Land for which the Drainage Works are of no practical or legal relevance, as confirmed in writing by the Council; or
- 3.1.3 earlier by written agreement between the Council and the Owner.

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11/07/2019

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3



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3.2 Cancellation of Agreement

As soon as reasonably practicable after this Agreement has ended, Council must, pursuant to section 183(1) of the Act, tell the Registrar that this Agreement has ended either in whole or in part, if the Agreement is Registered on the folio in the Register for the Land or part of the Land.

4 OWNER'S COVENANTS

4.1 Drainage Works

The Owner covenants and agrees that:

- 4.1.1 the Drainage Works have been deferred in accordance with this Agreement;
- 4.1.2 the Drainage Works including an alternative design to the satisfaction of the Council, must be completed as part of the development of the Land associated with Precinct 3 or earlier; and
- 4.1.3 except with the written consent of the Council, any development that forms part of Precinct 3 must not be used or occupied for its end purpose unless the Drainage Works are completed; and
- 4.1.4 that it will ensure that any entity that is developing the Land for the purpose of Precinct 3 of the Caulfield Village will be familiar with and retain a copy of the Drainage Works Plan and this Agreement.

4.2 Successors in title

Until this Agreement is recorded on the folio of the Register which relates to the Land pursuant to section 181 of the Act, the Owner must ensure that the Owner's successors in title give effect to and do all acts and sign all documents which will require those successors to give effect to this Agreement including requiring the successors in title to execute a deed agreeing to be bound by the terms of this Agreement. Until that deed is executed, the Owner, being a party to this Agreement, remains liable to perform all of the Owner's obligations contained in this Agreement.

4.3 Further assurance

The Owner must do all things necessary (including signing any further agreement, acknowledgment or document) to enable the Council to record this Agreement on the folio of the Register which relates to the Land.

4.4 Payment of Council's costs

The Owner must immediately pay on demand to Council, its costs and expenses (including any legal fees incurred on a solicitor-client basis) of the preparation, drafting, execution, and registration of this Agreement.

4.5 Mortgagee to be bound

The Owner covenants to obtain the consent of any Mortgagee to be bound by the covenants in this Agreement if the Mortgagee becomes mortgagee in possession of the Land.

4.6 Indemnity

The Owner covenants to indemnify and keep Council, its elected members, officers, employees, agents, workmen and contractors indemnified from and against all costs, expenses, losses or damages which they or any of them may sustain, incur or suffer or be or become liable for or in respect of any suit action proceeding judgement or claim brought by any person arising from:

- 4.6.1 any non-compliance with this Agreement by the Owner; and
- 4.6.2 any claims, costs, expenses, losses or damages by any person in respect of the Drainage Works prior to the completion of the Drainage Works to the satisfaction of the Council.

4.7 Non-compliance

If the Owner has not complied with this Agreement within 14 days after the date of service on the Owner by the Council of a notice which specifies the Owner's failure to comply with any provision of this Agreement, the Owner covenants:

- 4.7.1 to allow the Council its officers, employees, contractors or agents to enter the Land and rectify the non-compliance by way of completing any drainage works and associated civil works required by this Agreement (whether or not to undertake such works being in the absolute discretion of the Council);
- 4.7.2 to pay to the Council on demand, the Council's reasonable costs and expenses ("Costs") incurred as a result of the Owner's non-compliance;
- 4.7.3 to pay interest at the rate prescribed under section 2 of the *Penalty Interest Rates Act 1983* on all moneys which are due and payable but remain owing under this Agreement until they are paid in full;

and the Owner agrees:

- 4.7.4 to accept a certificate signed by the Chief Executive Officer of the Council (or any nominee of the Chief Executive Officer) as prima facie proof of the Costs incurred by the Council in rectifying the Owner's non-compliance with this Agreement;
- 4.7.5 that any payments made for the purposes of this Agreement shall be appropriated first in payment of any interest and any unpaid Costs of the Council and then applied in repayment of the principal sum; and
- 4.7.6 that all Costs or other monies which are due and payable under this Agreement but which remain owing shall be a charge on the Land until they are paid in full.

4.8 The Owner's warranty

At the time of entering this Agreement the Owner warrants and covenants that:

- 4.8.1 the Owner is registered, or entitled to be registered, as the proprietor of the Land;
- 4.8.2 there are no mortgages, liens, charges or other encumbrances or leases or any rights inherent in any person other than the Owner or

Developer affecting the Land which have not been disclosed by the usual searches of the folios in the Register in relation to the Land or notified to Council other than purchasers under incomplete contracts for purchase of lots in the Plan of Subdivision.

4.8.3 no part of the Land is subject to any rights obtained by adverse possession or subject to any easements or rights described or referred to in section 42 of the *Transfer of Land Act 1958*; and

4.8.4 the Owner will obtain the consent of any Mortgagee to be bound by the Owner's covenants in this Agreement within not more than 30 days of the date of this Agreement.

4.9 Standard of works

The Owner covenants to comply with the requirements of this Agreement and to complete all works required by this Agreement as expeditiously as possible at no cost and to the satisfaction of Council.

4.10 Covenants run with the Land

The burden of the Owner's covenants in this Agreement shall run at law, and in equity, with the Land and every part of it, including by reason of the operation of section 182 of the Act.

5 COUNCIL'S COVENANTS

5.1 Other drainage works

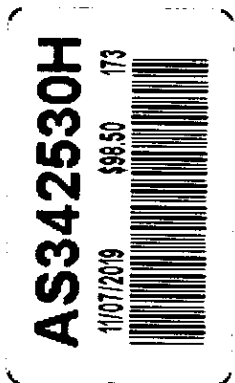
Council agrees that the Owner is not required to undertake the Drainage Works pursuant to this Agreement, and this Agreement ends, upon the following matters occurring to the satisfaction of the Council, evidenced in writing:

5.1.1 all drainage works pursuant to the "Whole of Land Plan: Drainage Management Plan, Job No. 2995, Drawing No. C003, Revision P10" endorsed by Council on 22 January 2015, have been completed; and

5.1.2 all drainage works pursuant to the "Whole of Land Plan: Drainage Management Plan, Job No. 2995, Drawing No. C003, Revision P10" endorsed by Council on 22 January 2015, have been completed; and

5.1.3 one or more of the following apply:

- (a) the Drainage Works or works that perform the same drainage function and capacity as the Drainage Works have been completed in Bond Street;
- (b) works have been completed as part of the "Whole of Land Plan: Drainage Management Plan by the Owner" that perform the same function and capacity as the Drainage Works; and/or
- (c) an alternative drainage proposal approved by Council is designed and constructed with the Precinct 3 development works.



5.2 Access to part of Land following Registration of Plan of Subdivision

Council consents to the Owner and/or its agents or contractors entering, occupying and using any land vested in Council for the purpose of undertaking and completing the Drainage Works, subject to the Owner complying with all relevant reasonable requirements of the Council.

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6 GENERAL

6.1 No Fettering of Council's powers

This Agreement does not fetter or restrict Council's power or discretion to make or impose requirements or conditions in connection with any use or development of the Land or the granting of any planning permit, the approval or certification of any plans of subdivision or consolidation relating to the Land or the issue of a statement of compliance in connection with any such plans.

6.2 Governing law and jurisdiction

6.2.1 This Agreement is governed by and is to be construed in accordance with the laws of the State of Victoria.

6.2.2 The parties each irrevocably and unconditionally submit to the jurisdiction of the courts and tribunals of Victoria and waives any right to object to proceedings being brought, in accordance with this Agreement, in those courts or tribunals.

6.3 Severability

If a court, arbitrator, tribunal or other competent authority determines that a word, phrase, sentence, paragraph or clause of this Agreement is unenforceable, illegal or void then it must be severed and the other provisions of this Agreement remain operative.

6.4 No Waiver

Any time or other indulgence granted by Council to the Owner or any variation of the terms and conditions of this Agreement or any judgment or order obtained by Council against the Owner will not in any way amount to a waiver of any of the rights or remedies of Council in relation to the terms of this Agreement.

6.5 Subdivision and Transfer of part of the Land

Nothing in this agreement shall be interpreted as preventing the Owner from subdividing the Land or transferring any part of the Land to a purchaser, subject to the prior written consent of the Council.

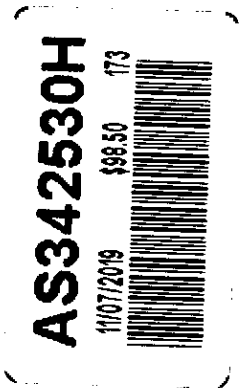
7 NOTICES

7.1 Service of notice

A notice or other communication required or permitted, under this Agreement, to be served on a person must be in writing and may be served:

7.1.1 personally on the person;

7.1.2 by leaving it at the person's address set out in this Agreement;



- 7.1.3 by posting it by prepaid post addressed to that person at the person's current address for service; or
- 7.1.4 by facsimile to the person's current number notified to the other party.

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7.2 Time of service

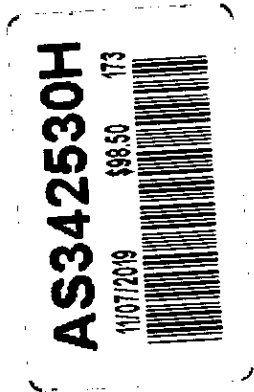
A notice or other communication is deemed served:

- 7.2.1 if served personally or left at the person's address, upon service;
- 7.2.2 if posted within Australia to an Australian address, two Business Days after posting;
- 7.2.3 if served by facsimile, subject to the next clause, at the time indicated on the transmission report produced by the sender's facsimile machine indicating that the facsimile was sent in its entirety to the addressee's facsimile; and
- 7.2.4 if received after 5.00pm in the place of receipt or on a day which is not a Business Day, at 9.00am on the next Business Day.

8 INTERPRETATION

In this Agreement, unless the contrary intention appears:

- 8.1 the singular includes the plural and vice versa;
- 8.2 a reference to a document or instrument, including this Agreement, includes a reference to that document or instrument as novated, altered or replaced from time to time;
- 8.3 a reference to an individual or person includes a partnership, body corporate, government authority or agency and vice versa;
- 8.4 a reference to a party includes that party's executors, administrators, successors, substitutes and permitted assigns;
- 8.5 words importing one gender include other genders;
- 8.6 other grammatical forms of defined words or expressions have corresponding meanings;
- 8.7 a covenant, undertaking, representation, warranty, indemnity or agreement made or given by:
- 8.7.1 two or more parties; or
- 8.7.2 a party comprised of two or more persons,
- is made or given and binds those parties or persons jointly and severally;
- 8.8 a reference to a statute, code or other law includes regulations and other instruments made under it and includes consolidations, amendments, re-enactments or replacements of any of them;
- 8.9 a recital, schedule, annexure or description of the parties forms part of this Agreement;



- 8.10 if an act must be done on a specified day that is not a Business Day, the act must be done instead on the next Business Day;
- 8.11 if an act required to be done under this Agreement on a specified day is done after 5.00pm on that day in the time zone in which the act is performed, it is taken to be done on the following day;
- 8.12 a party that is a trustee is bound both personally and in its capacity as trustee;
- 8.13 a reference to an authority, institution, association or body ("**original entity**") that has ceased to exist or been reconstituted, renamed or replaced or whose powers or functions have been transferred to another entity, is a reference to the entity that most closely serves the purposes or objects of the original entity; and
- 8.14 headings and the provision of a table of contents are for convenience only and do not affect the interpretation of this Agreement.

EXECUTED as an agreement under Division 2 of Part 9 of the Act.

SIGNED, SEALED AND DELIVERED on behalf
and with the authority, of **GLEN EIRA CITY**
COUNCIL by Ronald Torres, Director Planning
and Place, in the exercise of a power conferred
by an Instrument of Delegation, in the presence
of:

Witness

Name of witness (please print)

SIGNED, SEALED AND DELIVERED by the
VICTORIA AMATEUR TURF CLUB
(INCORPORATING THE MELBOURNE
RACING CLUB) by authorised persons:

Authorised Person

Full name

Usual address

With

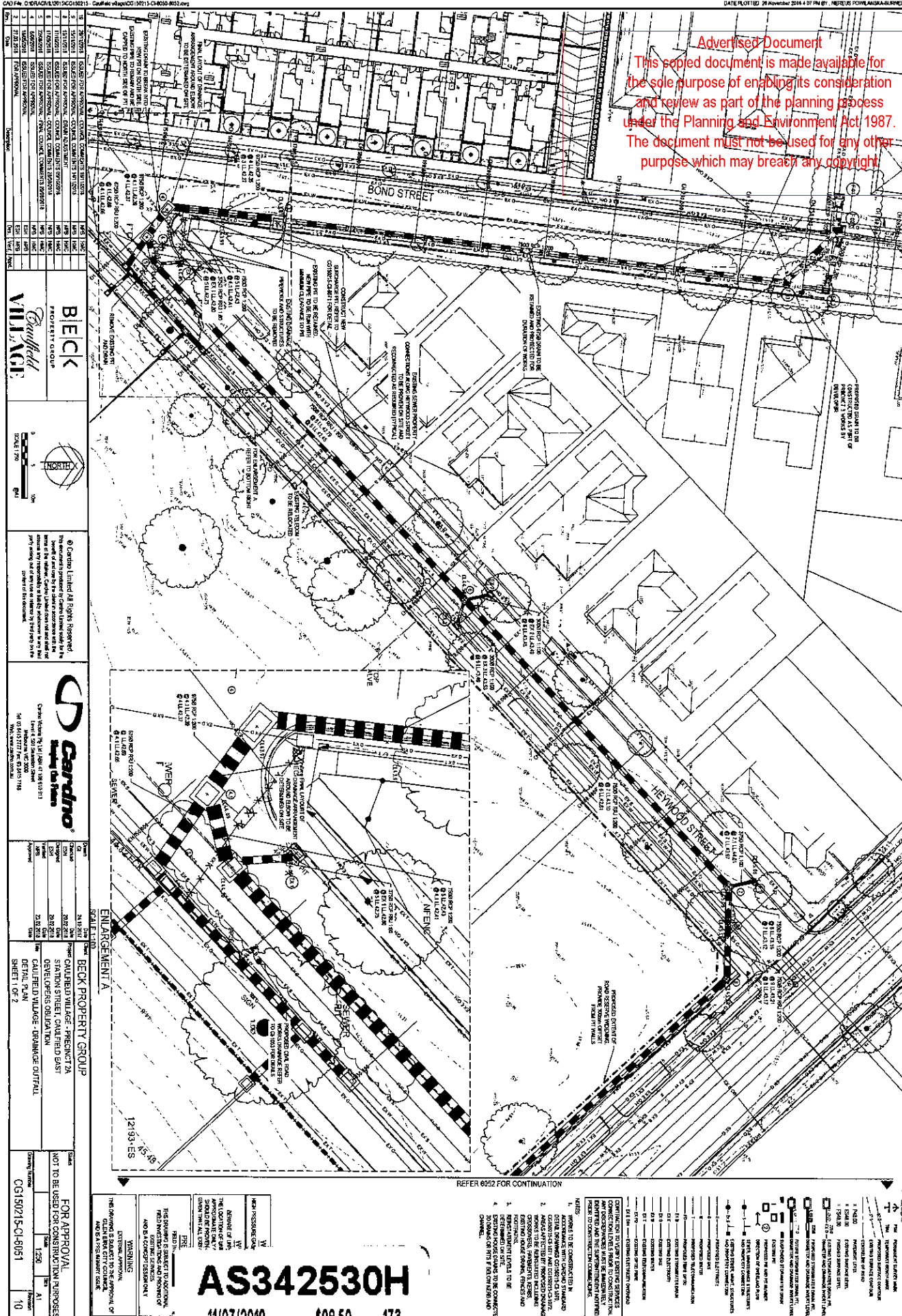
Full name

Usual address GATE 22 STATION ST CAULFIELD EAST

IDP 8247536v2 IDP
20181737_2961806v1

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Section 181

**APPLICATION BY A RESPONSIBLE AUTHORITY FOR THE MAKING OF A
RECORDING OF AN AGREEMENT**

Planning and Environment Act 1987

Lodged at the Land Titles Office by:

Name: Maddocks

Phone: 9288 0555

Address: 140 William Street, Melbourne 3000 or DX 259 Melbourne

Ref: TGM:5716439

Customer Code: 1167E

The Authority having made an agreement referred to in section 181(1) of the *Planning and Environment Act 1987* requires a recording to be made in the Register for the land.

Land:

Volume 5589 Folio 726

Volume 4852 Folio 396

Volume 6922 Folio 252

Volume 6468 Folio 402

~~Volume 5589 Folio 726~~

Volume 5326 Folio 054

Volume 2323 Folio 558

Volume 2619 Folio 767

Volume 6462 Folio 276

~~Volume 5589 Folio 726~~

Volume 6126 Folio 137

Volume 7841 Folio 106

Volume 2873 Folio 492

Volume 4153 Folio 549

Volume 2856 Folio 142

Volume 3308 Folio 571

Volume 3202 Folio 294

Volume 6649 Folio 792

Volume 6513 Folio 534

Volume 8062 Folio 526

Volume 6990 Folio 983

Volume 3259 Folio 642

Volume 5917 Folio 265

Volume 5917 Folio 266

Volume 4180 Folio 988

Volume 3166 Folio 125

Volume 3787 Folio 382

Volume 7394 Folio 601

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Volume 9114 Folio 675

Volume 4375 Folio 820

Volume 2984 Folio 740

Volume 5589 Folio 728

~~That part of Volume 7275 Folio 814 described in Schedule 6 of the Land (Revocation of reservations and Other Matters) Act 2009, a copy of which is attached~~

Authority: Glen Eira City Council, Municipal Offices, Corner Glen Eira & Hawthorn Roads, Caulfield 3162

Section and Act under which agreement made: Section 173 of the *Planning and Environment Act* 1987.

A copy of the agreement is attached to this application

Signature for the Authority: Glen Eira City Council

Name of officer:

Office held:

Director City Development

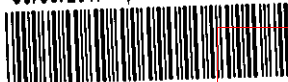
Date:

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Date 11 / 05 / 2010

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Lawyers
140 William Street
Melbourne Victoria 3000 Australia
Telephone 03 9288 0666
Facsimile 03 9288 0666
info@maddocks.com.au
www.maddocks.com.au
DX 259 Melbourne

Infrastructure Agreement made under Section 173 of the Planning and Environment Act 1987

Subject Land: Land affected by Amendment C60

Glen Eira City Council

and

**Victoria Amateur Turf Club (Incorporating the Melbourne Racing Club) ABN 96 267
203 634**

12 November 2010

[5716439: 7320099_1]

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Parent Document

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[5716439: 7320099_1]

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Agreement under Section 173 of the Planning and Environment Act 1987

Dated 11 / 05 / 2011

Parties

Name	GLEN EIRA CITY COUNCIL
Address	Municipal Offices, Corner Glen Eira and Hawthorn Roads, Caulfield VIC 3162
Facsimile	03 9523 0339
Email	mail@gleneira.vic.gov.au
Contact	[REDACTED]
Short name	Council

Name	VICTORIA AMATEUR TURF CLUB (INCORPORATING THE MELBOURNE RACING CLUB)
Address	Gate 22, Station Street, Caulfield East, 3145
Facsimile	03 9257 7211
Email	[REDACTED]
Contact	[REDACTED]
Short name	Owner

Background

- A. Council is the Responsible Authority pursuant to the Act for the Planning Scheme. Council is also the Planning Authority for Amendment C60 to the Planning Scheme.
- B. The Owner is a body corporate established pursuant to the Victoria Amateur Turf Club (Incorporating the Melbourne Racing Club) Act 1963 and is or is entitled to be the registered proprietor of the Subject Land.
- C. Amendment C60 facilitates the development of the Subject Land for a range of mixed use activities and to that end, rezones the land to a Priority Development Zone Schedule 2. The development of the land within the parameters of the Incorporated Plan will generate a need for certain infrastructure to be provided. Some of that infrastructure is identifiable as at the date of this Agreement while the need for other infrastructure may only become apparent upon the approval of development plans under the Schedule to the Priority Development Zone.

- D Council and the owner have agreed to enter into this Agreement to ensure that all necessary infrastructure will be provided when it is required.
- E The parties enter into this Agreement to assist in achieving and advancing the objectives of planning in Victoria and the objectives of the Planning Scheme.

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THE PARTIES AGREE

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1. Definitions

In this Agreement the words and expressions set out in this clause have the following meanings unless the context admits otherwise:

Act means the Planning and Environment Act 1987.

Additional Infrastructure Projects means infrastructure works for which a contribution might otherwise be sought pursuant to Part 3B of the Act.

Agreement means this agreement and any agreement executed by the parties expressed to be supplemental to this Agreement.

Amendment means amendment C60 to the Planning Scheme comprising:

- (i) Schedule 2 to the Priority Development Zone; and
- (ii) Incorporated Plan entitled Caulfield Mixed Use Area – Incorporated Plan dated April 2011; and
- (iii) Clause 22.06 "Phoenix Precinct Policy"; and
- (iv) Map depicting Schedule 2 to the Priority Development Zone "Glen Eira Planning scheme Local Provision – Part of Planning Scheme Maps 1 & 2 Amendment C60" and
- (v) Map depicting Road Closure Overlay "Glen Eira Planning scheme Local Provision – Part of Planning Scheme Maps 1 RXO Amendment C60"

viewed and initialled by Brian Discombe on behalf of MRC on 20 April 2011.

Incorporated Plan means the incorporated plan at Schedule 2 of the Priority Development Zone forming part of the Amendment.

Infrastructure Projects means the works listed in Schedule 2 of this Agreement.

Integrated Transport Plan means the Integrated Transport Plan referred to in Schedule 2 to the Priority Development Zone forming part of the Amendment.

Mortgagee means the person or persons registered or entitled from time to time to be registered by the Registrar of Titles as Mortgagee of the Subject Land or any part of it.

MRC means the Victoria Amateur Turf Club (incorporating the Melbourne Racing Club Limited ABN 96 267 203 634).

Owner means MRC and any person registered or entitled from time to time to be registered by the Registrar of Titles as proprietor or proprietors of an estate in fee simple of the Subject Land or any part of it and includes a Mortgagee-in-possession.



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20/4/11

party or parties means the MRC, the Owner and Council under this Agreement.

Planning Scheme means the Glen Eira Planning Scheme and any other planning scheme that applies to the Subject Land.

Required Infrastructure Projects means infrastructure works that are fairly and reasonably required as a result of the development of the Subject Land under the Planning Scheme and which are included as a condition in the approval of a development plan or a planning permit pursuant to Schedule 2 of the Priority Development Zone.

Schedule means a schedule to this Agreement.

Schedule 2 to the Priority Development Zone means the schedule 2 of the Priority Development Zone introduced into the Planning Scheme by the Amendment.

Subject Land means the land described in Schedule 1 and any reference to the Subject Land in this Agreement includes any lot created by the subdivision of the Subject Land or any part of it.

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2. Interpretation

In this Agreement unless the context admits otherwise:

- 2.1.1 The singular includes the plural and vice versa.
- 2.1.2 A reference to a gender includes a reference to each other gender.
- 2.1.3 A reference to a person includes a reference to a firm, corporation or other corporate body and that person's successors in law.
- 2.1.4 If a party consists of more than one person this Agreement binds them jointly and each of them severally.
- 2.1.5 A term used in this Agreement has its ordinary meaning unless that term is defined in this Agreement. If a term is not defined in this Agreement and it is defined in the Act it has the meaning as defined in the Act.
- 2.1.6 A reference to an Act, Regulation or the Planning Scheme includes any Acts, Regulations or amendments amending, consolidating or replacing the Act, Regulation or Planning Scheme.
- 2.1.7 The introductory clauses to this Agreement are and will be deemed to form part of this Agreement.
- 2.1.8 The obligations of the Owner under this Agreement, will take effect as separate and several covenants which are annexed to and run at law and equity with the Subject Land provided that if the Subject Land is subdivided, this Agreement must be read and applied so that the MRC and each subsequent owner of a lot is only responsible for those covenants and obligations which relate to that owner's lot providing always that subject to clause 3, the MRC is liable in the first instance to



deliver the Infrastructure Projects and the Required Infrastructure Projects and to contribute to the Additional Infrastructure Projects.

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3. Specific Obligations of MRC

3.1 Save as where otherwise released pursuant to clause 3.2, MRC acknowledges and agrees that:

3.1.1 it will remain liable to deliver or be responsible for the delivery of each of the Infrastructure Projects and Required Infrastructure Projects notwithstanding the sale of any part of the Subject Land; and

3.1.2 Council may in addition to proceeding against the Owner proceed against the MRC in respect of a failure of any Owner to provide any Infrastructure Project or Required Infrastructure Project, under this Agreement.

3.2 Upon the sale of any part of the Subject Land, Council may release MRC from its obligations pursuant to clause 3.1 in respect of Infrastructure Projects and Required Infrastructure Projects, where the purchaser enters into an agreement with Council pursuant to section 173 of the Act which requires the purchaser and each subsequent owner of the purchaser's land to be liable for the delivery of the Infrastructure Projects and Required Infrastructure Projects. Such a release must not be unreasonably withheld.

4. Specific Obligations of the Owner

4.1 The Owner acknowledges and agrees that:

4.1.1 the Owner must at no cost to Council carry out and construct or cause to be carried out and constructed each of the Infrastructure Projects and any Required Infrastructure Projects in accordance with this Agreement;

4.1.2 it will construct each of the Infrastructure Projects and Required Infrastructure Projects in accordance with plans and specifications agreed upon by the parties;

4.1.3 each of the Infrastructure Projects must be delivered in accordance with a Schedule of Delivery (**Schedule of Delivery**) to be agreed between MRC and Council prior to the commencement of any works on the Subject Land involving the construction of a building (except for a temporary shed or temporary structure for construction purposes, or a temporary portable land sales office). The Schedule of Delivery once agreed must be signed by or on behalf of MRC and by and on behalf of Council.

4.1.4 the Schedule of Delivery must specify;

(a) when or by which milestone each Infrastructure Project must commence to be delivered; and

(b) by when or by which milestone each Infrastructure Project must be completed;

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- 4.1.5 if any Infrastructure Project is not substantially constructed in accordance with the Schedule of Delivery, Council may, in addition to taking any enforcement action authorised by the Act, complete the Infrastructure Project and recover the full cost of constructing or completing the Infrastructure Project from the Owner as a debt.
- 4.1.6 it will contribute towards any Additional Infrastructure Projects in an amount agreed by the parties.

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5. Specific Obligations of Council

5.1 Council acknowledges and agrees that:

- 5.1.1 it will not take any action referred to by clause 4.1.5 of this Agreement unless it has first given the Owner and MRC 60 days written notice of its intention to undertake the Infrastructure Project;
- 5.1.2 the written notice referred to in clause 5.1.1 of this Agreement must:
- (a) specify the Infrastructure Project to which it relates; and
 - (b) specify that unless the Infrastructure Project is provided within the timeframe agreed upon by the Parties in the Schedule of Delivery under clause 4.1.3 Council will carry out and complete the said Infrastructure Project and recover the full costs of doing so from the Owner.
- 5.1.3 the Additional Infrastructure Projects may benefit other land owners in the vicinity of the Subject Land and that it may be fair, just and equitable for contributions for the provision of this infrastructure to be provided by other persons in addition to the Owner.
- 5.1.4 if, at any time, Council introduces a development contributions plan, pursuant to Part 3B of the Act or otherwise, then any payment made by way of contribution for an Additional Infrastructure Project may be credited towards any payments required for works, services or facilities pursuant to the development contributions plan.
- 5.1.5 the acknowledgement and agreement of the Owner pursuant to clause 4.1.1 does not preclude a condition being imposed in any permit, pursuant to section 62(5)(c)(iii) of the Act, requiring any Minister or public authority (other than Council), to contribute towards the provision of the Infrastructure Projects or Required Infrastructure Projects.

6. Further Obligations of the Owner

6.1 Notice and Registration

The Owner further covenants and agrees that the Owner will bring this Agreement to the attention of all prospective purchasers, lessees, Mortgagees, chargees, transferees and assigns.

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6.2 Further actions

The Owner further covenants and agrees that:

- 6.2.1 the Owner will do all things necessary to give effect to this Agreement;
- 6.2.2 the Owner will consent to Council making application to the Registrar of Titles to make a recording of this Agreement in the Register on the Certificate of Title of the Subject Land in accordance with Section 181 of the Act and do all things necessary to enable Council to do so including signing any further agreement, acknowledgment or document or procuring the consent to this Agreement of any Mortgagee or caveator to enable the recording to be made in the Register under that section.
- 6.2.3 upon becoming the registered proprietor of that part of Certificate of Title Vol 7275 Fol 814 described in Schedule 6 to the Land (Revocation of Reservations and Other Matters) Act 2009 it will consent to Council making application to the Registrar of Titles to make a recording of this Agreement in the Register on the Certificate of Title of that land in accordance with Section 181 of the Act and do all things necessary to enable Council to do so including signing any further agreement, acknowledgment or document or procuring the consent to this Agreement of any Mortgagee or caveator to enable the recording to be made in the Register under that section.

6.3 Council's Costs to be paid

The Owner further covenants and agrees that the Owner will immediately pay to Council, all of Council's reasonable costs and expenses (including legal expenses) of and incidental to the preparation, drafting, finalisation, engrossment, execution and recording of this Agreement which are and until paid will remain a debt due to Council by the Owner.

7. Obligations of the Parties

The Parties acknowledge and agree that:

- 7.1.1 the plans and specifications required for the Required Infrastructure Projects are intended to facilitate works to a standard required only by the development of the Subject Land within the parameters of the Incorporated Plan and not to a standard required to compensate for any inadequacy in the infrastructure that currently services existing developments or as a result of development on any other land.
- 7.1.2 in the event of a dispute as to any part of this Agreement, including agreement on;
 - (a) the plans and specifications for the Infrastructure Projects and Required Infrastructure Projects;
 - (b) the contribution required for the Additional Infrastructure Projects;
 - (c) the Schedule of Delivery required by clause 4.1.3;
 - (d) the release of MRC pursuant to clause 3;

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(e) the ending of the Agreement pursuant to clause 15

they will refer the dispute to an arbiter agreed to by the parties. In the event that agreement on the appointment of the arbiter cannot be reached the parties agree to the dispute being referred to an arbiter appointed by the President of the Law Institute of Victoria. The parties agree to be bound by the decision of the arbiter.

7.1.3 the amount of contribution required for the Additional Infrastructure Projects will be determined as far as practicable having regard to the principles developed through relevant Victorian law which would apply to the assessment of a contribution pursuant to an approved development contributions plan under the Act.

7.1.4

- (a) they will work co-operatively and in good faith to resolve the details surrounding the nature, extent and delivery of the infrastructure; and
- (b) such resolution may require negotiating with third parties, including public authorities and that separate agreements and applications may be required from those third parties to enable the provision of the contemplated infrastructure and they will negotiate with those third parties and the terms of any separate agreements in good faith; and
- (c) with the approval and commencement of development it may be necessary for further agreements to be entered into to address the provision of infrastructure, works in lieu and contributions for works performed and they will negotiate the terms of such further agreements in good faith.

8. Agreement under Section 173 of the Act

Council and the Owner agree that without limiting or restricting the respective powers to enter into this Agreement and, insofar as it can be so treated, this Agreement is made as a Deed pursuant to Section 173 of the Act, and the obligations of the Owner under this Agreement are obligations to be performed by the Owner as conditions subject to which the Subject Land may be used and developed for specified purposes.

9. Commercial Agreement

The parties acknowledge and agree that in addition to being an Agreement under Section 173 of the Act, this is also a commercial agreement.

10. Owner's Warranties

Without limiting the operation or effect which this Agreement has, the Owner warrants that apart from the Owner and any other person who has consented in writing to this Agreement, no other person has any interest, either legal or equitable, in the Subject Land which may be affected by this Agreement.

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11. Successors in Title

11.1 Without limiting the operation or effect that this Agreement has, the Owner must ensure that until such time as a memorandum of this Agreement is registered on the title to the Subject Land, successors in title shall be required to:

11.1.1 give effect to and do all acts and sign all documents which will require those successors to give effect to this Agreement; and

11.1.2 execute a deed agreeing to be bound by the terms of this Agreement.

12. General Matters

12.1 Notices

A notice or other communication required or permitted to be served by a party on another party must be in writing and may be served:

12.1.1 by delivering it personally to that party;

12.1.2 by sending it by prepaid post addressed to that party at the address set out in this Agreement or subsequently notified to each party from time to time; or

12.1.3 by sending it by facsimile provided that a communication sent by facsimile shall be confirmed immediately in writing by the sending party by hand delivery or prepaid post.

12.2 Service of Notice

A notice or other communication is deemed served:

12.2.1 if delivered, on the next following business day;

12.2.2 if posted, on the expiration of 7 business days after the date of posting; or

12.2.3 if sent by facsimile, on the next following business day unless the receiving party has requested retransmission before the end of that business day.

12.3 No Waiver

Any time or other indulgence granted by Council to the Owner or any variation of the terms and conditions of this Agreement or any judgment or order obtained by Council against the Owner will not in any way amount to a waiver of any of the rights or remedies of Council in relation to the terms of this Agreement.

12.4 Severability

If a court, arbitrator, tribunal or other competent authority determines that a word, phrase, sentence, paragraph or clause of this Agreement is unenforceable, illegal or void then it must be severed and the other provisions of this Agreement will remain operative.

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12.5 No Fettering of Council's Powers

It is acknowledged and agreed that this Agreement does not fetter or restrict the power or discretion of Council to make any decision or impose any requirements or conditions in connection with the granting of any planning approval or certification of any plans or subdivision applicable to the Subject Land relating to any use or development of the Subject Land.

13. GST

- 13.1 In this clause words that are defined in *A New Tax System (Goods and Services Tax) Act 1999* have the same meaning as their definition in that Act.
- 13.2 Except as otherwise provided by this clause, all consideration payable under this Agreement in relation to any supply is exclusive of GST.
- 13.3 If GST is payable in respect of any supply made by a supplier under this Agreement, subject to clause 13.4 the recipient will pay to the supplier an amount equal to the GST payable on the supply at the same time and in the same manner as the consideration for the supply is to be provided under this Agreement.
- 13.4 The supplier must provide a tax invoice to the recipient before the supplier will be entitled to payment of the GST payable under clause 13.3.

14. Commencement of Agreement

This Agreement commences upon the gazettal of Amendment C60 in a form which is substantially in the same form as the Amendment.

15. Ending of Agreement

- 15.1 This Agreement ends in relation to all of the Subject Land when the Infrastructure Projects and any Required Infrastructure Projects have been completed to the satisfaction of the Responsible Authority.
- 15.2 This Agreement ends in relation to part of the Subject Land when a purchaser of that part of the Subject Land has entered into an agreement with Council pursuant to section 173 of the Act, in accordance with clause 3.2 and that purchaser becomes the Owner and the new Agreement is registered in the title to that part of the Subject Land.
- 15.3 Upon the completion of any Infrastructure Project or Required Infrastructure Project Council may release any lot created by the subdivision of the Subject Land or part of it, from any further obligations under the Agreement.

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- 15.4 As soon as reasonably practicable after the Agreement has ended, Council will, at the request and at the cost of the Owner execute an application to the Registrar of Titles under Section 183(2) of the Act to cancel the recording of this Agreement on the register.

SIGNED, SEALED AND DELIVERED as a Deed by the parties on the date set out at the commencement of this Agreement.

THE COMMON SEAL OF GLEN EIRA CITY COUNCIL was hereunto affixed in the presence of:



Chief Executive Officer



Councillor

THE COMMON SEAL of THE VICTORIA AMATEUR TURF CLUB (INCORPORATING THE MELBOURNE RACING CLUB) ABN 96 267 203634 was affixed in the presence of authorised persons:



Chief Executive



Business Affairs Manager



Full name

STATION STREET, CAULFIELD

Usual address



Full name

STATION STREET, CAULFIELD

Usual address

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Schedule 1

The Subject Land:

Address:

Certificate of Title Details:

Volume 5589 Folio 726
Volume 4852 Folio 396
Volume 6922 Folio 252
Volume 6468 Folio 402
Volume 5589 Folio 726 ✓
Volume 5326 Folio 054
Volume 2323 Folio 558 ✓
Volume 2619 Folio 767 ✓
Volume 6462 Folio 276
Volume 5589 Folio 726 ✓
Volume 6126 Folio 137 ✓
Volume 7841 Folio 106 ✓
Volume 2873 Folio 492
Volume 4153 Folio 549
Volume 2856 Folio 142
Volume 3308 Folio 571
Volume 3202 Folio 294 ✓
Volume 6649 Folio 792
Volume 6513 Folio 534
Volume 8062 Folio 526
Volume 6990 Folio 983
Volume 3259 Folio 642
Volume 5917 Folio 265
Volume 5917 Folio 266
Volume 4180 Folio 988
Volume 3166 Folio 125
Volume 3787 Folio 382
Volume 7394 Folio 601
Volume 9114 Folio 675
Volume 4375 Folio 820
Volume 2984 Folio 740
Volume 5589 Folio 728

That part of Volume 7275 Folio 814 described in Schedule 6 of the Land (Revocation of reservations and Other Matters) Act 2009

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Schedule 2

The Infrastructure Projects:

1. Signalisation of the reconfigured intersection of The Boulevard/ Normanby Road/ Underpass in accordance with the Integrated Transport Plan;
2. the construction of The Boulevard as identified in the Integrated Transport Plan;
3. the reconfiguration of the laneway in the south western part of the Subject Land to ensure continuity of access for users of the laneway prior to closure of the existing laneway;
4. the works required to close or partially close Smith Street at Normanby Road and Bond Street at the intersection of Heywood Street which are to be subsequently closed by Council to facilitate the development of the land.
5. the construction of the intersection of The Boulevard with Station Street including any need to signalize this intersection in accordance with the Integrated Transport Plan;
6. the works required to provide a safe at-grade pedestrian crossing point between the Incorporated Plan area and the railway station.
7. the improvement of the intersection at Kambrook Road and Station Street to increase the capacity of the intersection and specifically, the right turn movement through the intersection, and at the same time ensure that pedestrians are provided with a safe at-grade crossing point across Kambrook Road.

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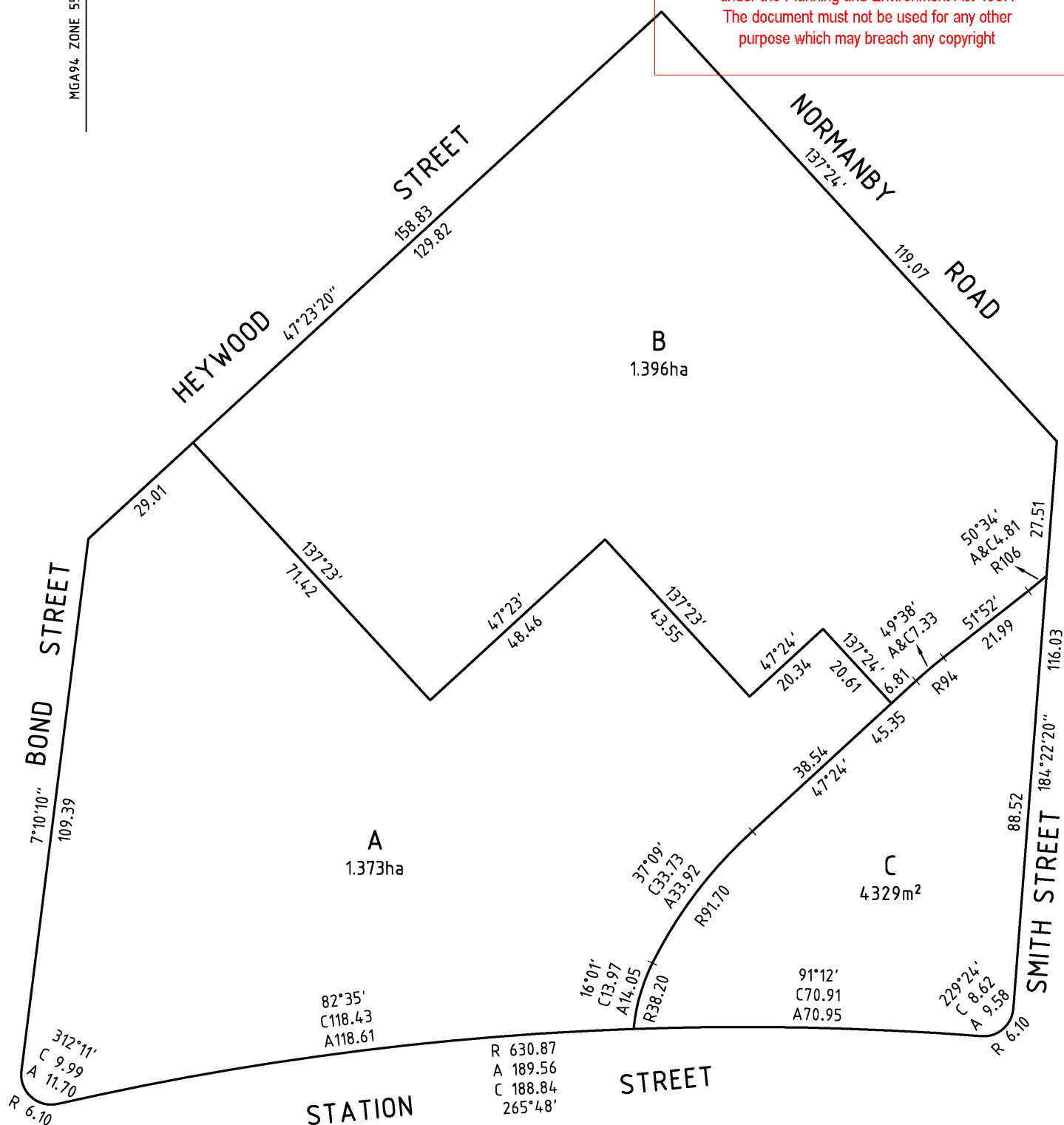
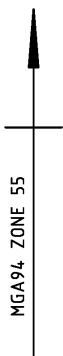
PLAN OF SUBDIVISION				EDITION 1	PS811561L
LOCATION OF LAND PARISH: PRAHRAN AT CAULFIELD SECTION: 6 CROWN ALLOTMENT: 6(PT),9(PT) TO 13(PT), 14, 15 & 16(PT) TITLE REFERENCE: VOL.11466 FOL.505, VOL.5589 FOL.728, VOL.2984 FOL.740, VOL.4375 FOL.820, VOL.3047 FOL.365, VOL.9114 FOL.675, VOL.7394 FOL.601, VOL.3787 FOL.382, VOL.3166 FOL.125, VOL.8062 FOL.526, VOL.3308 FOL.571, VOL.6126 FOL.137, VOL.7841 FOL.106, VOL.2873 FOL.492, VOL.3202 FOL.294, VOL.6649 FOL.792, VOL.6513 FOL.534, VOL.6990 FOL.983, VOL.3259 FOL.642, VOL.2856 FOL.142, VOL.4153 FOL.549, VOL.11362 FOL.766, VOL.4180 FOL.988, VOL.5917 FOL.266, VOL.5917 FOL.265, VOL.11443 FOL.415, VOL.11491 FOL.584, VOL.11491 FOL.585 LAST PLAN REFERENCE: TP758868N (LOTS 1 TO 8), TP760488L (LOTS 1 TO 5), TP758825H (LOT 1), TP760566S (LOT 1), TP444523B (LOTS 1 & 2), TP164564V (LOT 1), TP887298H (LOT 1), TP760962J (LOT 1), TP760500A (LOT 1), TP758821R (LOT 1), TP430025W (LOT 1), TP760308R (LOT 1), TP671886T (LOTS 1, 2 & 3), TP577726S (LOT 1), TP430593G (LOT 1), TP339383C (LOT 1), TP368915F (LOT 1), TP250590Q (LOT 1), TP674994Y (LOT 1), TP561416X (LOT 1), TP439413N (LOT 1), PS700473C (LOT 1), TP256016S (LOT 1), TP245499E (LOT 1), TP403647N (LOT 1), TP952735B (LOT 1) POSTAL ADDRESS: 31 STATION STREET (at time of subdivision) CAULFIELD EAST 3145 MGA CO-ORDINATES: E: 327 470 ZONE: 55 (of approx centre of land in plan) N: 5806 130 GDA 94				Council Name: Glen Eira City Council Council Reference Number: GE/CRT-6891/2017 Planning Permit Reference: GE/PP-30533/2017 SPEAR Reference Number: S107585E Certification This plan is certified under section 6 of the Subdivision Act 1988. Statement of Compliance This is a statement of compliance issued under section 21 of the Subdivision Act 1988 Public Open Space A requirement for public open space under section 18 of the Subdivision Act 1988 has not been made Digitally signed by: Michelle Yu for Glen Eira City Council on 16/10/2017	
NOTATIONS					
DEPTH LIMITATION: DOES NOT APPLY					
STAGING: This is not a staged subdivision. Planning Permit No. GE/PP-30533/2017 SURVEY: This plan is based on survey. This survey has been connected to permanent marks No(s). 70, 266, 331 In Proclaimed Survey Area No. — The party wall easements reserved in Instrument of Transfer 1556271 and the easement for overhanging spouting reserved in Instrument of Transfer 565284 merge upon the registration of this plan.					
VESTING OF ROADS AND/OR RESERVES					
IDENTIFIER		COUNCIL/BODY/PERSON			
NIL		NIL			
EASEMENT INFORMATION					
LEGEND: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)					
Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of	
—	—	—	—	—	
Beveridge Williams development & environment consultants Melbourne ph : 03 9524 8888 www.beveridgewilliams.com.au		SURVEYORS FILE REF: M3376/9 M3376-9-PS-Superlot3-v2.dwg Digitally signed by: Emma Jane Crowther (Beveridge Williams & Co Pty Ltd - Malvern), Surveyor's Plan Version (2), 13/09/2017, SPEAR Ref: S107585E		ORIGINAL SHEET SIZE: A3	SHEET 1 OF 2
PLAN REGISTERED TIME: 8:53am DATE: 14/12/2017 C. Venn Assistant Registrar of Titles					

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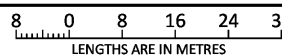
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development & environment consultants

Melbourne ph : 03 9524 8888

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SCALE
1 : 800



ORIGINAL SHEET
SIZE: A3

SHEET 2

Digitally signed by: Emma Jane Crowther (Beveridge Williams & Co Pty Ltd - Malvern),
Surveyor's Plan Version (2),
13/09/2017, SPEAR Ref: S107585E

Digitally signed by:
Glen Eira City Council,
16/10/2017,
SPEAR Ref: S107585E

16 February 2022

31 Station Street, Caulfield East – Development Plan Stage 9

RFI Response

Preliminary Urban Design Comments

- a) *The proposed development is to be wholly contained within the allotment with the exception of the cantilevered verandahs. Additional plans clearly indicating the extent of development in relation to allotment boundaries would assist in clarifying the extent of form/works, including confirmation that the basement car park would not be sited under the public footpath/footpath that Glen Eira would maintain or have legal responsibility for.*

SJB Response:

The floor plans have been amended to clearly indicate the location of the title boundary. The basement is wholly within the site title.

- b) *The proposed building envelope would not comply with the Caulfield Village incorporated plan – there would be insufficient differentiation between the podium and tower forms. The towers would be overly dominant and discordant elements in the streetscapes, particularly to the south.*
- c) *The southern tower form should be set back a greater amount from the southern and eastern boundaries, to provide a greater differentiation between tower and podium forms, more closely aligned with the Incorporated Plan.*
- d) *The proposed form of the towers would read better if they had a base/middle and top with additional architectural interest. It is also suggested that the top two levels be recessed further than the levels below.*

SJB Response:

The above three issues all relate as to setbacks and built form.

The built form guidelines in the Caulfield Mixed Use Incorporated Plan February 2014 (page 21-22) speak of the Smith St precinct's ability to support "the highest level of development" with the "the scale of buildings ... described as 'urban' in character and scale. As such the building envelopes, setbacks and height must encourage the creation of good urban form."

The setback of the towers varies, depending on their interface with individual streets. The Incorporated Plan does not specify a distance for setbacks, rather it describes on pages 21 and 22 the following:

"Where no setback distance is specified between the frontage and any upper level which is setback, the extent of the setback distance should:

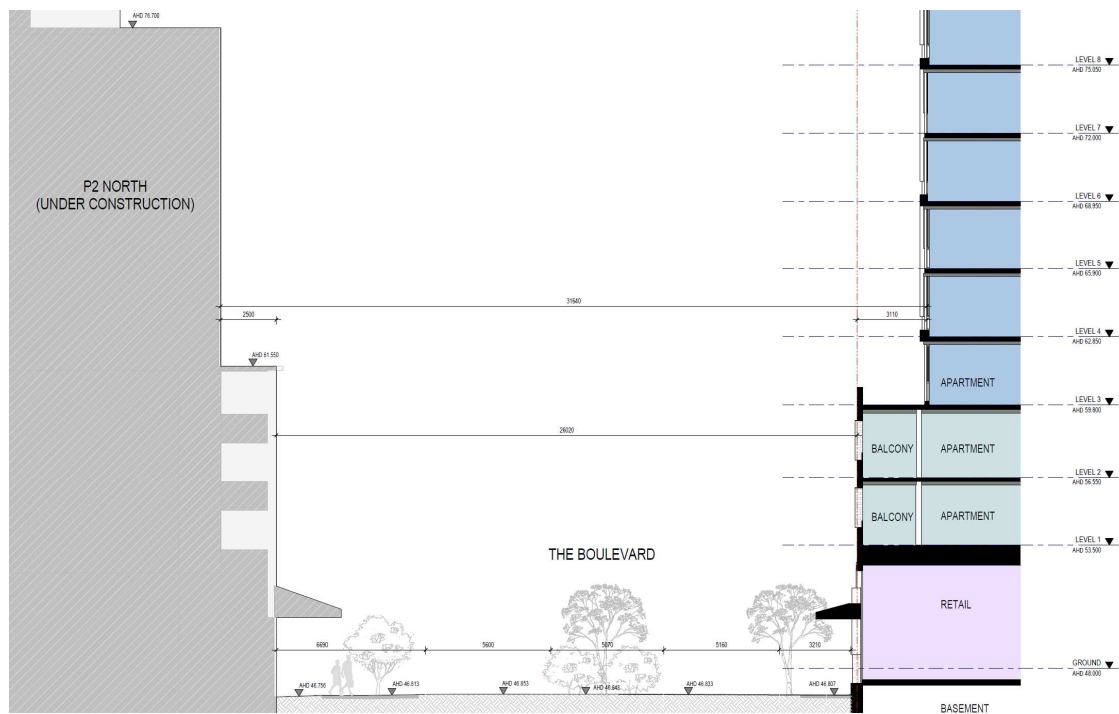
- a) *provide for clear differentiation between the podium and the upper levels which are intended to be setback from the frontage; and*
- b) *give emphasis to the intended podium form from the street view"*

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Our response to the setback guidelines places more emphasis on creating a differentiation than a physical setback dimension. The pedestrian experience also varies between the three different street interfaces.

The building setback along The Boulevard responds to the buildings in Stages 7-8 across the street. A 3-4 level podium 'enclosure' to the street emphasises the scale which is more in keeping with a pedestrianised 'high street' Active retail and hospitality frontages are provided where people will gather for longer periods of time.

The highly articulated brick podium incorporating corbelled detailing, fine grain canopies and recessed colonnades are what pedestrians will experience. The towers above are setback 2-3m and differ in colour and materiality in order to emphasise the podium below.



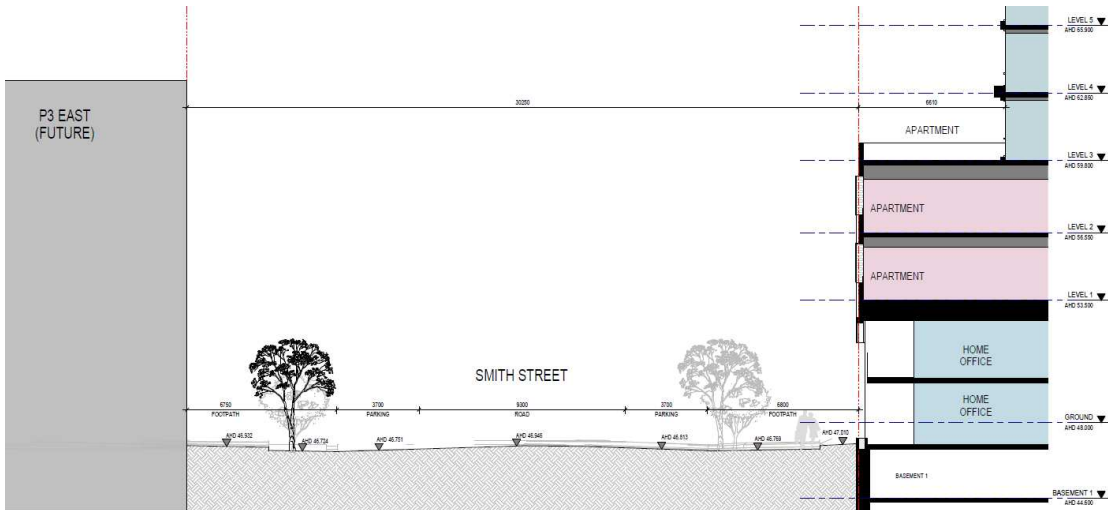
The Boulevard Section - Excerpt from drawing SD06_W_23



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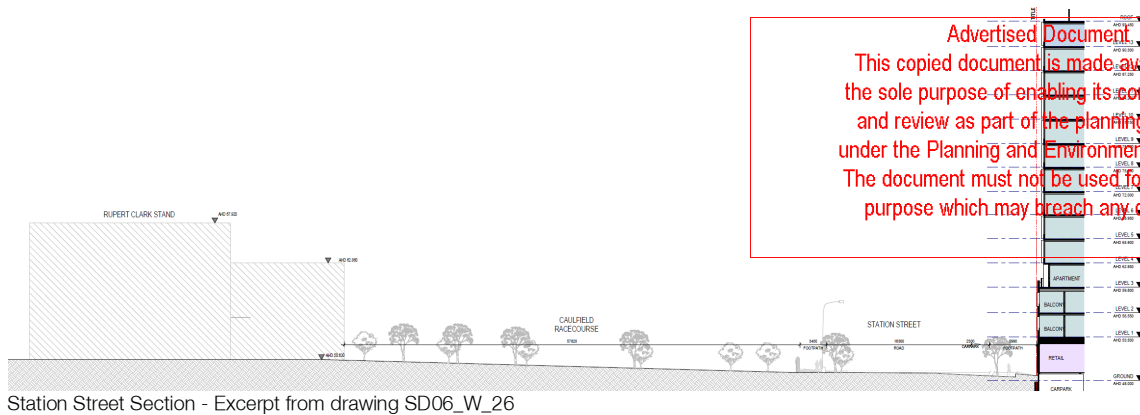
Looking north along the Boulevard.

The building setback along Smith Street again sets up a street enclosure of 3-4 levels. However, it is a broader street and the potential uses, coupled with the future development of Stage10, are more open-ended than the Boulevard. Tower setbacks vary from almost 0m setback to up to 20m setbacks as the tower forms align more with The Boulevard and Station Street and not Smith Street.

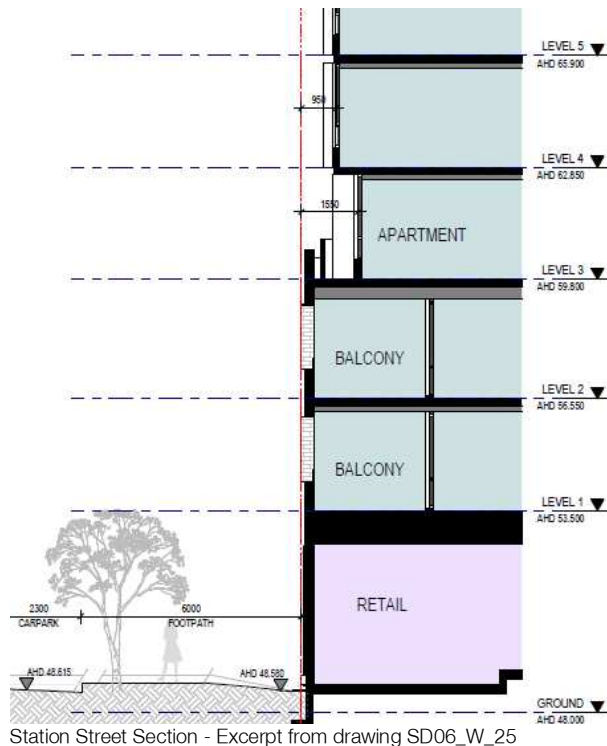


Smith Street Section - Excerpt from drawing SD06_W_24

Station Street presents a very different condition to the other street interfaces. The street itself is a broad, traffic orientated thoroughfare. There is no defined street wall to the opposite side of the street, rather a semi-permeable fence, open landscaped spaces and the Caulfield Racecourse grandstand approximately 70m away. In response to this condition, the proposed built form suitably responds to the vastness of the Caulfield Racecourse.



Notwithstanding the broader built form response detailed above, there is still a desire to improve pedestrian movement and comfort along Station Street. The intent of the Incorporated Plan is still achieved by both providing “*clear differentiation between podium and upper levels*” and “*emphasis to the intended podium form from the street view.*” The proposed podium treatment along Station Street (as seen in the footpath view below) is the dominant focus for pedestrians with the detailed brickwork and dramatic sculptural forms ensuring visual interest.

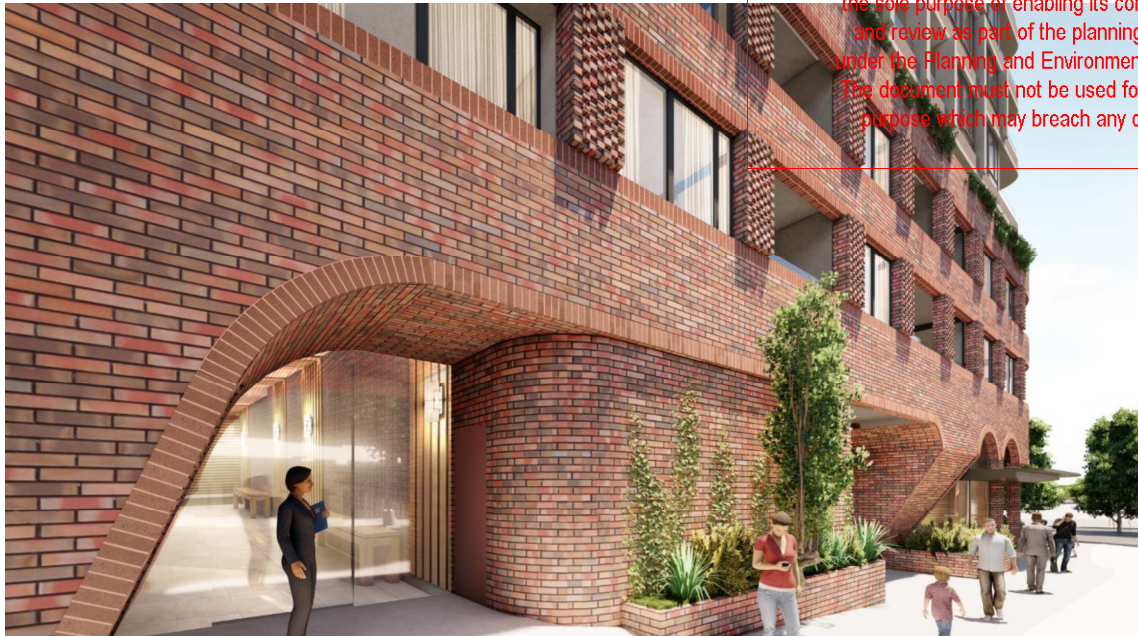


The tower above, while physically setback only ~900mm from the boundary alignment of the prominent podium is differentiated by façade articulation, colour and materiality.

Level 3 is further recessed to emphasise the delineation between podium and tower and also to provide an opportunity for landscaping.

A continuous canopy at the Smith Street corner and adjacent to the pocket park also assist to delineate the podium from the tower above, obscuring pedestrian perception of the tower.

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Looking east along Station Street.

The Incorporated Plan also describes the built form outcome to consist of a podium and tower elements, not a base, middle and crown arrangement. The proposed design is primarily focused on creating a highly articulated and crafted podium responding to the activated public realm at the ground plane. The towers above are distinctive from the podium and while uniquely detailed, they present as a symbiotic pair.

The tower facades, demonstrate a restraint and simplicity with slender end profiles and curved corners as a subtle reference to the shapes within the adjacent Caulfield Racecourse.

From the pedestrian perspective within the precinct, setting back the top two levels on a 14-level building would be inconsequential and would not improve pedestrian comfort or perception. Longer distance views may reveal the setback levels, however would dilute the intended simplicity of a strong, continuous podium with a pair of sculptural towers sitting atop.



Concept Sketch - Excerpt from pg. 39 of *Appendix H - Urban Analysis & Design Response*

- e) ***The facades of the proposed building at all levels facing The Boulevard and Station Street would benefit from greater articulation. The facades of the podium that face inwards would also benefit from increased articulation.***

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SJB Response:

Both the podium and tower facades facing all directions have been carefully considered. We have proposed a coherent façade language that allows for variation and visual interest where appropriate.

The podium is a sculptural crafted 'object' celebrating the craftsmanship of the local Caulfield brickwork vernacular. It has both dimensional depth and articulated detail which will be appreciated from both a medium distance and up close.

Brickwork has been selected not only due to its contextual relevance and texture, but also for its high durability and integrated finish as encouraged by the Incorporated Plan. (page 21) Corbelled brick columns project from the main podium façade creating shadow-play and visual interest. Soldier course headers and sill details emphasise the brickwork detailing and provide depth and refinement to the facade openings.

Rather than a series of continuous rectangular openings, the podium apertures introduce arches and curves into both the horizontal and vertical axis to offer a dynamic and varied street wall presentation. This is particularly apparent along the upper level of the podium as seen below.

The podium at street level is highly articulated through the introduction of colonnades and shaped columns of contrasting materiality and texture. A variety of canopies and under-croft spaces further define the retail and shopfront conditions, providing shelter at the pedestrian level.



Boulevard Perspective - Excerpt from pg. 46 of *Appendix H - Urban Analysis & Design Response*

The tower facades are comprised of a 'kit of parts,' arranged to create a sculptural and nuanced outcome. Legible as a pair through the use of similar and complimentary colours and materials to each other, the differences appear in the detail and composition of vertical and horizontal elements. A modernist sentiment demonstrating restraint and respect for the surrounding precinct.

There is also a conscious intent to reduce the extent of glazing to improve thermal performance and respond to the residential use of the tower buildings.

The facades consist of shaped and square precast columns that project beyond the glazing line, providing real depth to the facades. Inset and protruding balconies clad in a contrasting metal finish add to the facade articulation. In the North Tower, a series of balconies extend out in a convex curve to contrast against the corner balconies.

The tower facades also have fine grain detailing including ribbed metal panels in the North Tower and coloured 'form liner' texture for the balconies of the South Tower. Delicate metal handrails and asymmetrical window divisions complete the composition.

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North Tower - Excerpt from pg. 56 of *Appendix H - Urban Analysis & Design Response*



South Tower - Excerpt from pg. 57 of *Appendix H - Urban Analysis & Design Response*

The laneway is a more contained space in contrast to the larger scale of the public realm in Station St, Smith St and The Boulevard. In contrast to the extensive use of detailed brickwork elsewhere, the use of concrete with a tonal oxide is introduced as a sympathetic counterpoint to the extensive use of brickwork on the street facing facades.

Elements of the ground floor plane are continued through the laneway with deep reveals for retail shopfronts, sculptural columns and European style canopies which combine to add character and maintain pedestrian scale.

Landscaped planters are introduced throughout the laneway to allow climbing plants to grow up certain areas of the laneway walls.

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Laneway - Excerpt from pg. 55 of *Appendix H - Urban Analysis & Design Response*

- f) *The extent of proposed cantilevered verandahs over the footpath needs to be made clearer, and should be continuous (without gaps), along the Boulevard Station Street and Smith Street. If the proposed verandahs are to offer a differing profile from those on the opposing side of the street, additional justification is required. The proposed verandahs should also extend further from the face of the building.*

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SJB Response:

The proposal is to introduce a finer grain series of canopies in an awning style, similar to successful retail districts across Europe or even parts of inner Melbourne. Individual canopies will provide identity to the fine grain tenancies and provide future opportunity for signage and customisation.

The non-continuous canopies allow the building columns to anchor the podium to ground level and allow for increased daylight into the ground floor and undercroft spaces. Most importantly the canopies are placed to mitigate wind impacts and provide weather protection to building entries. This protection is also provided by undercroft spaces in lieu of a canopy allows for the sculptural shape-making of the podium to identify entry lobbies.

Larger continuous canopies hold the curved corners along Station Street, in part to mitigate wind impacts but also to serve as identification elements for these important corners.



Station and Smith Street corner – Continuous canopy



The Boulevard – Shopfront of awnings



Ground Floor Plan – Extent of Canopy and Extent of Undercroft

A different canopy treatment is proposed on either side of the Boulevard to avoid monotony and to provide a variation in character across the Caulfield Village precinct. Successful high streets across Melbourne are typified by a variety of architectural approaches from shop front detailing to canopy extent and form. Local and international examples of this are shown below.

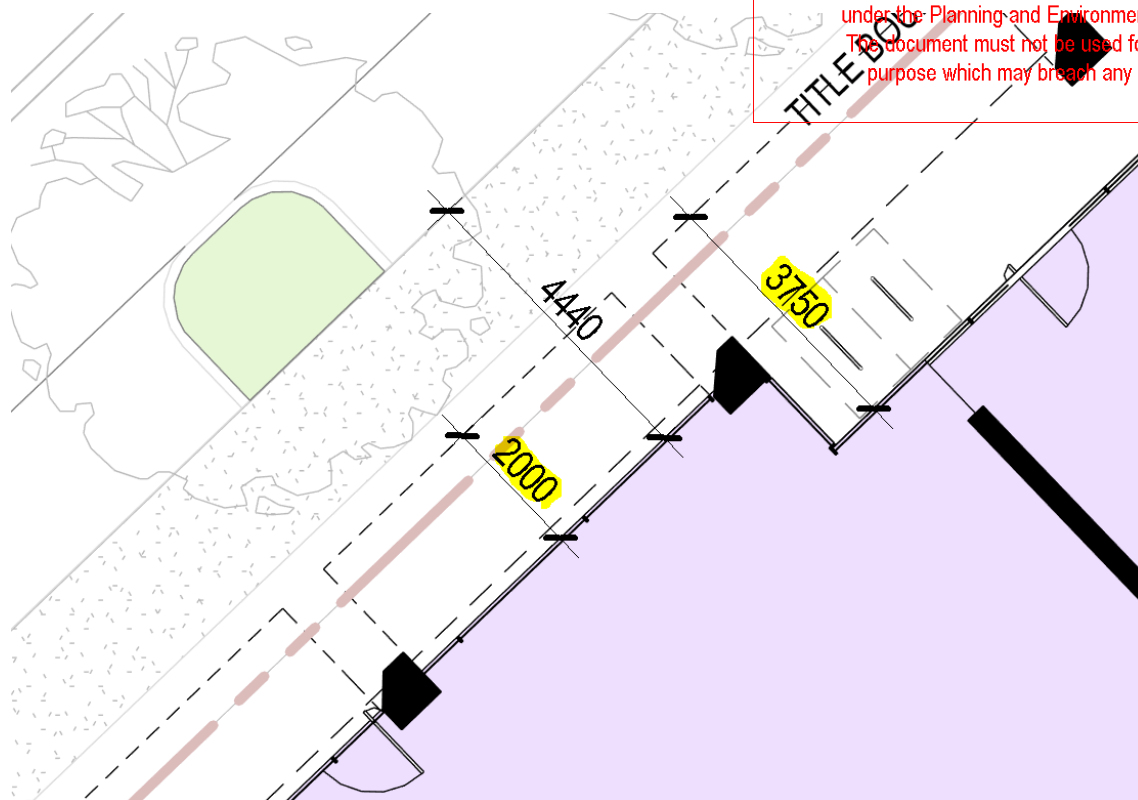


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Street canopies – Local and European precedents

The extent of the canopies vary around the building, however generally project 2m out from the glazing line. This is in part to give space to street tree canopies. In some places, particularly if there is opportunity for future outdoor dining, the canopy combines with the undercroft space to increase the usable undercover footpath.

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Ground Floor Plan – Canopy Extent along the Boulevard

- g) Additional information is required in relation to the location and design of basement car park intake and exhaust fan rooms, including how they work and where the air would be drawn from and to.**

SJB Response:

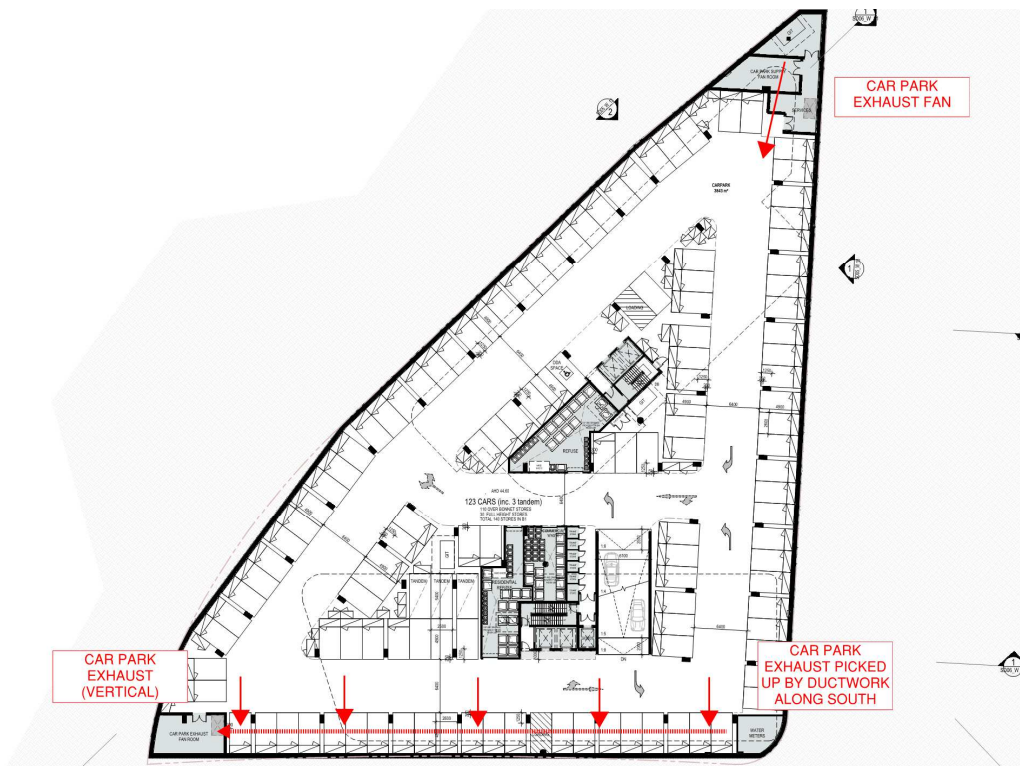
The carpark air intake is in the north-east corner of the building and connects into the carpark exhaust fan room in the basement directly below. The air is exhausted out of the south-west corner of the basement and up through a sculptural landscape feature within the pocket park.

The exhaust is more than 6m (minimum requirement) from any intakes or habitable rooms and 3m above the footpath level. It is designed to sit, partially obscured by the landscape and clad in the same brick as the podium. It is curved in form drawing inspiration from the curves of the podium brickwork. It is joined by two smaller elliptical forms approximately 1m in height to disguise the exhaust as a sculptural 'folly' within the landscaped pocket park.

Diagrams and renders show design of basement carpark exhaust strategy below.



Ground Floor Plan - location of car park exhaust and intake.



Basement 01 Plan - location of car park exhaust and intake

21546_RFI Response

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Station Street carpark exhaust in pocket park



Carpark exhaust in pocket park

h) Additional information is required in relation to the home office land use facing Smith Street in terms of the ability for it to contribute to the desired continuous active frontage.

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SJB Response:

The home offices facing Smith Street increase the activation at ground level and ensure that the precinct is not saturated from the outset with retail or hospitality tenancies. These premises could provide for a small architectural or design firm, an IT start-up, artist or craftsman studio or a two-person accountant firm. Active commercial frontages contribute to the vibrancy, desirability and safety of the precinct however empty tenancies can detract just as quickly so a variety of options and typologies is critical.

The home offices require a different approach to typical retail or hospitality tenancies. There needs to be a balance in exposure to the occupants while remaining connected to the street, contributing to activation and passive surveillance. Planters and plinths between the outer colonnade provide a subtle layer of privacy from the main footpath and Smith Street however a publicly accessible footpath is also provided within the colonnade to access the home offices. The planters are low to ensure visibility is maintained and also act to prevent over-land flow from Smith Street.

The image below indicates that the home offices still contribute to the continuous, active frontage while managing the unique requirements of this alternate use.



Ground level home offices along Smith Street

- i) *The internal public space between The Boulevard and Smith Street should incorporate more canopy tree planting, forming part of a landscape plan/scheme that states explicitly which plants will be planted and in what location.*

SJB Response:

The design intent for this internal public space is to deliver a laneway which provides for a compression of space in contrast to the wider tree lined boulevards and open green spaces around the precinct.

The proposed 'laneway' is a similar scale to many of Melbourne's famous laneways. In conjunction with the use of awnings and canopies, incorporating canopy trees would be impractical. The laneway is also above a basement and would require wide, deep planters that would restrict the usable public space. The proposal seeks to 'green' the laneway with small planters strategically placed to allow for vertical climbers to grow up laneway walls.



Examples of Melbourne laneways.

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- j) Council has concerns about the proposed removal of established street trees in Smith Street. Smith Street should become a shared space/green space. There is a potential that the landscape throughout the space will be less regimented than shown in the submitted drawings.

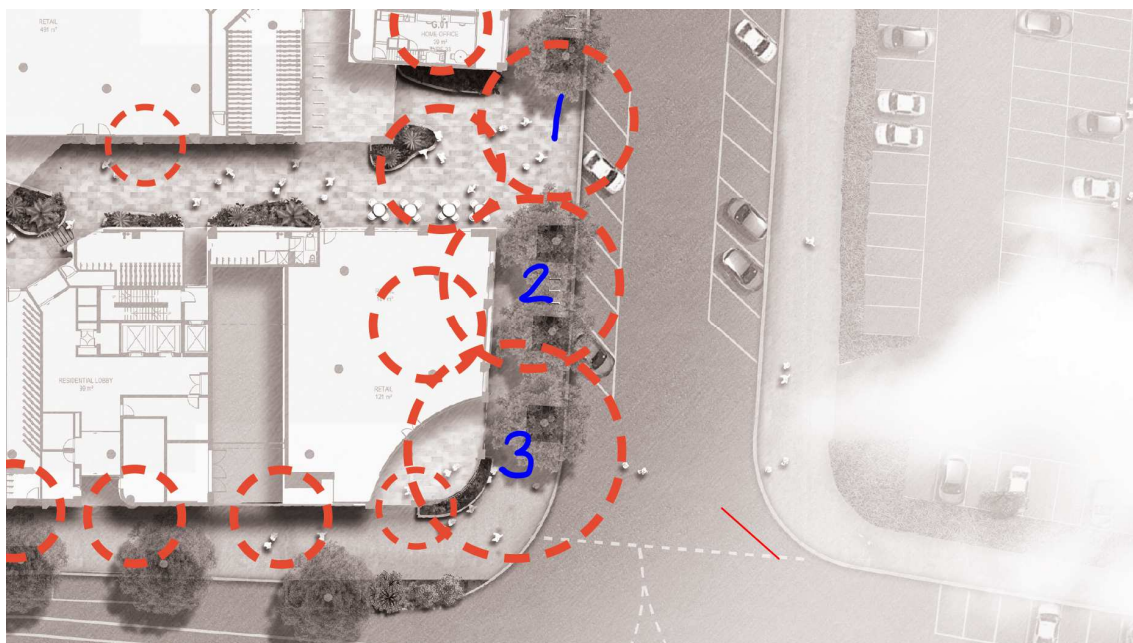
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Additional clarification is required in relation to the proposed removal of street trees. Whilst this may be supported (subject to clarification/approval from Council's Parks Services Department), robust justification should be provided for any proposed removal, including the provision of a replanting scheme which will offer comparable/improved contribution.

As the street trees represent a significant element of the desired boulevard character for the area, it is important to ensure that the proposal makes appropriate provision for replanting where required, and supports the relevant objectives of the incorporated plan.

SJB Response:

The Incorporated Plan envisions the "creation of a 'processional' avenue leading to the Racecourse along Smith Street." and an "...activated, tree lined boulevards with generous, shaded pavement zones to support pedestrian activity and open-air dining." The long term vision for Smith Street is to re-establish the landscape palette and define an ordered and 'designed' boulevard of trees.



Tree removal plan - location of the 3no. London Plane trees to be removed

The most established trees along Smith Street to be removed are the London Platanus x acerifolia or 'London Plane tree' and are known to cause allergies or irritation when they shed their leaf and seed hairs in the spring. In many areas of Melbourne they are being phased out for this reason. Instead, new Acer platanoides or 'Norway Maple' trees are being proposed for replanting.

These trees have been selected to reflect Glen Eira Council's streetscape strategy and the species selection articulated in 'Street tree preferred species palette' (October 2020). Approximately 14 trees will be removed to ensure the vision of the Incorporated Document can be achieved, with a total of 31 new street trees to be planted.



Landscape Plan - proposed replanting of the street trees.

Furthermore, the built form objectives of the Incorporated Document call for ‘...a contemporary and urban style including zero lot setbacks to the street’. The proposed built form creates a hard edge to the property boundary which will disrupt both the canopy and root zones of the existing trees, necessitating their replacement. The basement, also built to the title boundary below ground, further impacts the tree root zones of these existing trees.

The overall vision for the public realm of this precinct is for all streets to have a tree-lined and landscaped character. The proposal achieves the outcomes of the Incorporated Plan providing “hard surface treatments with tree and shrub planting will generally predominate, reinforcing the urban character of the Precinct” and a “...revitalised landscape area will be created in a corridor along Smith Street” (albeit this application is for the western side of the street).

More appropriate species and a wholistic, curated landscape vision will produce a superior outcome for the long-term success of the Caulfield Village precinct.

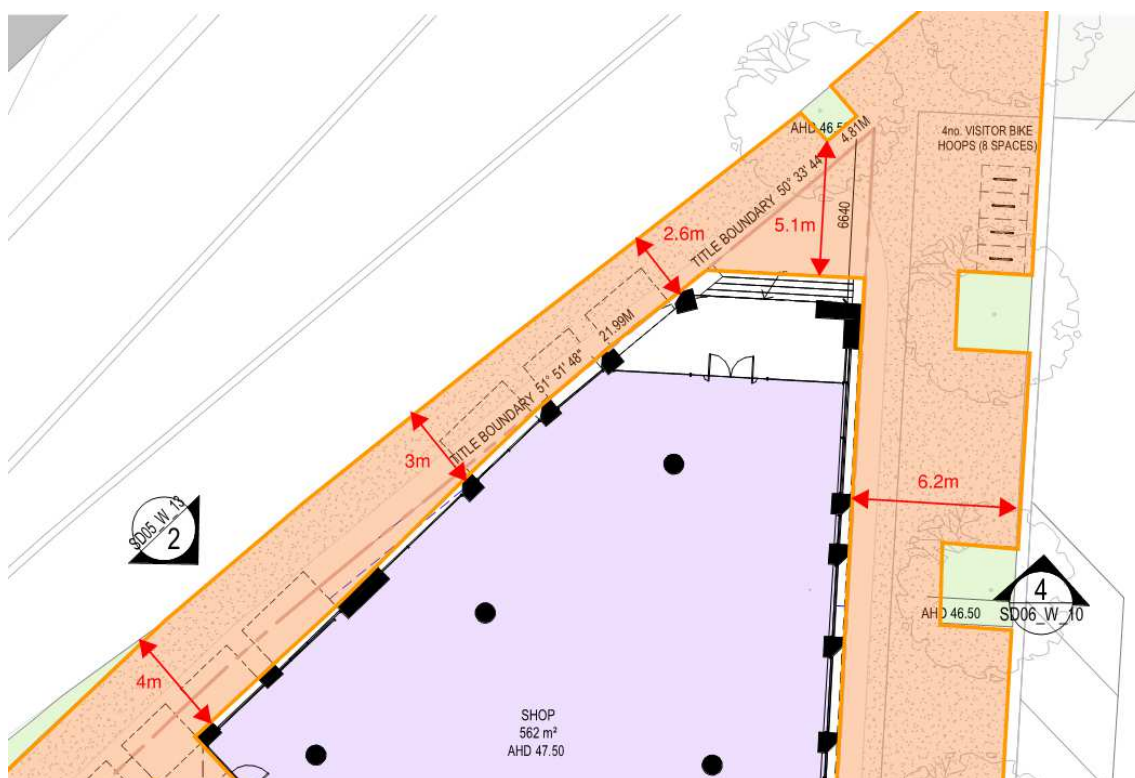
- k) *The footpath on the eastern side of the Boulevard beside the proposed building toward the northern end of the Boulevard is considered to be rather narrow; it would be better if it were wider.*

SJB Response:

The site in this location is constrained due to the right-hand turning lane required for The Boulevard.

The footpath width, even at its narrowest point is approximately 2.6m, which exceeds the minimum standard width of 1.5-1.8m as recommended by the Australian Standards.

Adjacent footpaths in the public realm are generous in their width, however this section of footpath is able to support pedestrians comfortably passing and still remain a safe distance from the kerb.



Ground Floor Plan - northern corner of site – ORANGE shows footpath extent.

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- l) Additional street tree planting along the eastern side of the Boulevard, at the northern end, would provide for improved amenity and outcomes.***

SJB Response:

As previously outlined, the right-hand turning lane required for The Boulevard constrains the site at this point. Canopies and root zones in this location would be impractical.

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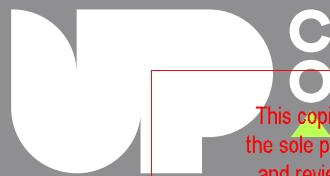
Additional Information Required:

Plans/Elevations

- a) Detailed street cross sections for the Boulevard, Station Street and Smith Street for consideration and discussion.***

SJB Response:

Please see attached additional street sections SD06_W_23, SD06_W_24, SD06_W_25 and SD06_W_26.



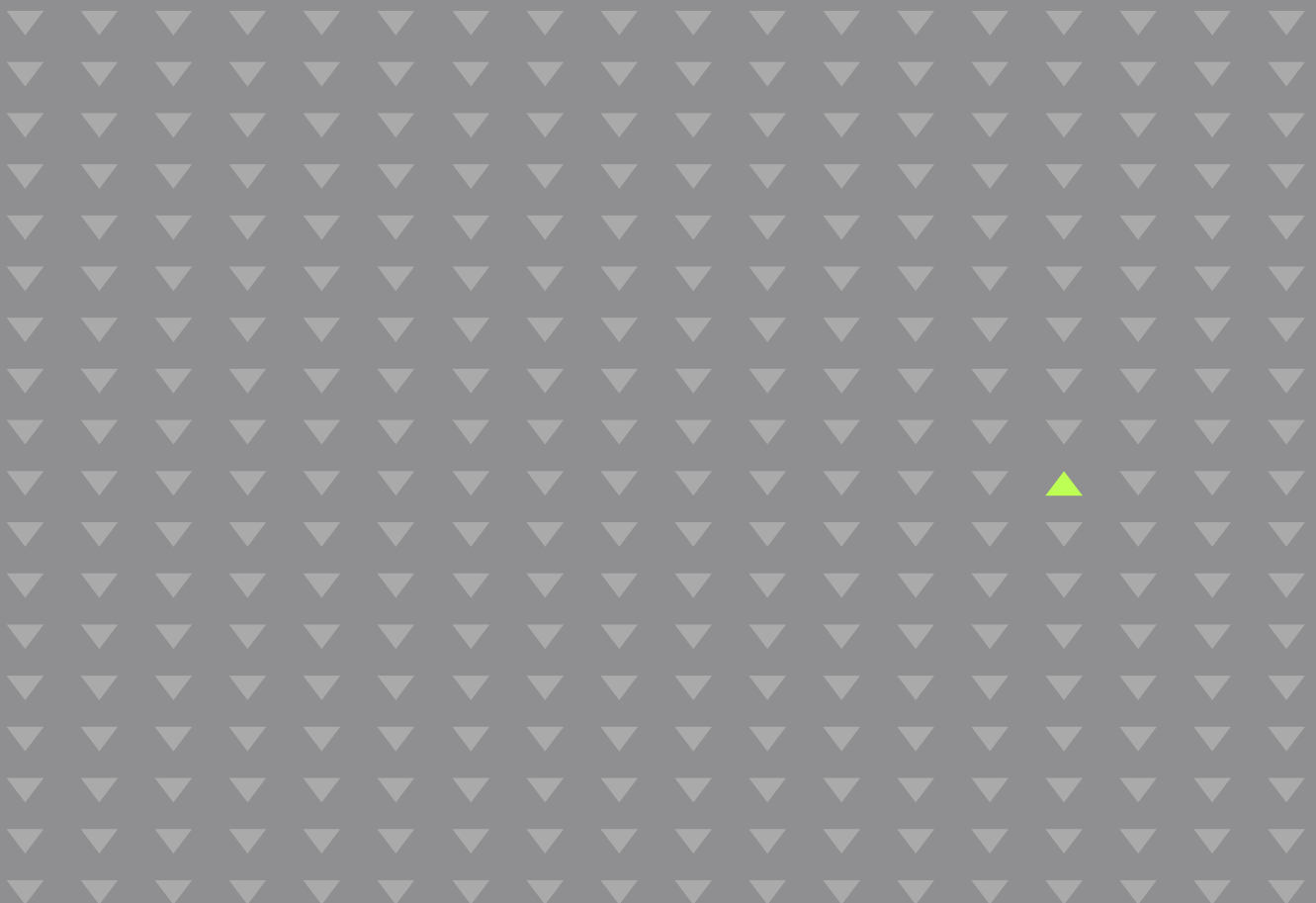
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Planning submission

Caulfield Village, Smith Street Precinct
Stage 9
January 2022



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This Development Plan application is prepared on behalf of BPG Caulfield Village Pty Ltd [BPG]. BPG was awarded the rights by the Melbourne Racing Club [MRC] in August 2012 to develop the Caulfield Racecourse members' car park areas on the northern side of Station Street in accordance with the vision outlined in the *Caulfield Mixed Use Area Incorporated Plan* February 2014 [Incorporated Plan]. This land is more commonly referred to as 'Caulfield Village'.

Three Development Plan applications have been previously approved (Stages 1-3 in the Residential Precinct [shown in green] and Stages 4-6 and 7-8 in the Mixed Use/Residential Precinct [shown in yellow and green]).

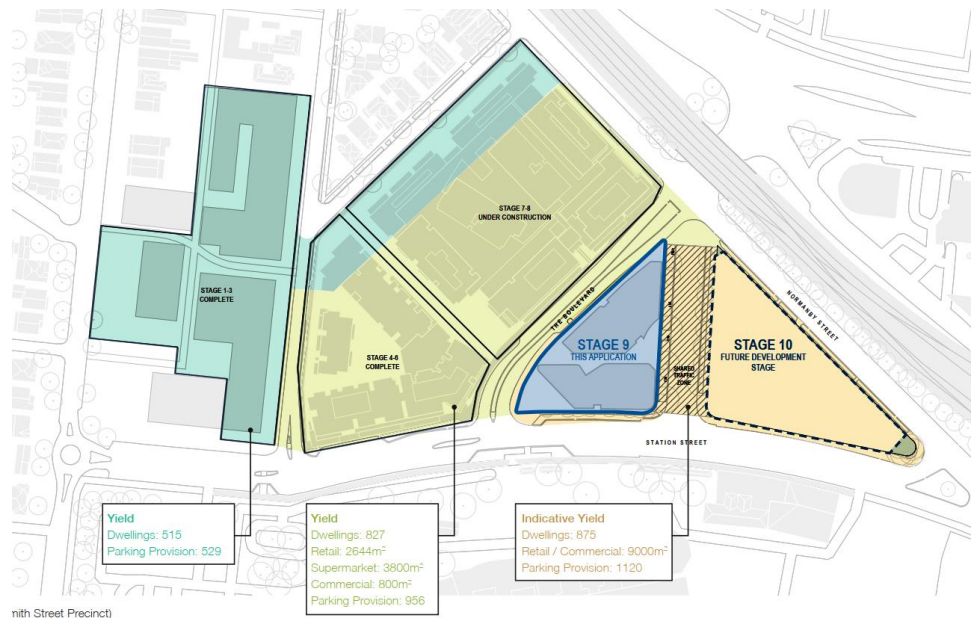


Figure 1: Approved developments shown in Appendix A

DP 16060/2013 – Stages 1-3 and Whole of Land Approval

On 27 May 2014, Glen Eira City Council [Council] approved the initial Development Plan for Caulfield Village (DP 16060/2013) relating to that part of the Residential Precinct west of Bond Street. A staging plan, drainage management plan and integrated transport plan pertaining to the broader Caulfield Village land (the whole of land [WOL] material) were also approved under this application.

The buildings and works approved under DP 16060/2013, including dwellings in apartment and townhouse typologies together with public realm works and road upgrades are now complete, establishing a residential community within this part of Caulfield Village.

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DP 18602/2015 – Stages 4-6

The second Development Plan application related broadly to the southern portion of the Mixed Use Precinct and also included a small portion of the Residential Precinct near the corner of Bond and Heywood Streets.

The application was approved in November 2016 and allowed for the construction of Heywood Mews as a shared zone link from the Mixed Use Precinct to the previously approved portion of the Residential Precinct (Stages 1-3), the creation of a Village Square at the heart of Caulfield Village, the partial construction of Caulfield Boulevard to provide a connection between the Village Square and Station Street, together with ground level retail and food and drink tenancies and apartments arranged across a variety of mid-rise building forms.

The development allowed under this approval is now complete.

Incorporated Document – Stages 7-8

The third Development Plan application (GE/DPNO-18700/2019) was lodged with Council on 1 October 2019. Council determined to approve the Development Plan endorsement request at its meeting on 25 February 2020. However, the car parking provision remained in dispute.

As a result, the Minister for Planning approved Planning Scheme Amendment C216glen on 2 July 2020.

The Amendment introduced a Specific Controls Overlay and applied the SCO1 to the land the subject of the Development Plan application, together with the Incorporated Document '*31 Station Street, Caulfield East (Stages 7 and 8 of 'Caulfield Village') – June 2020*' [**Incorporated Document**]. The Amendment facilitated the approval of a Development Plan for the use and development of a supermarket, retail, office, dwellings and associated road and infrastructure works at the site, with reduced rates of parking provision. The Amendment also made associated consequential changes to the Glen Eira Planning Scheme [**the Scheme**].

The Stage 7 and 8 development has since commenced and is approaching completion.

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Current Development Plan Application – Stage 9 of Predict 3 West [CV3W]

This Town Planning Assessment Report describes the proposed development for Stage 9 of Caulfield Village, outlines the site's strategic policy context and assesses the Development Plan application against the relevant and applicable planning framework.

This Development Plan application proposes a mix of shops, food and drink premises and residential land uses (including home based businesses), together with public realm upgrades that will complete the vision for the vibrant, mixed-use heart of Caulfield Village. It will facilitate a high quality, integrated, transit-orientated village centre consistent with the vision outlined in the Incorporated Plan.

The development will integrate seamlessly with the early stages of the project already delivered (and under construction) to create a connected, activated, liveable and sustainable environment for future residents and users.

The key components of the Development Plan proposal are summarised below:

- General – Two basement levels will service the development, incorporating car parking, waste rooms, building services and storage. The development includes a range of shops and food and drinks premises at the ground level, with 5 dwellings along Smith Street also serving as home based businesses. The upper levels include 349 dwellings, with shared resident amenities at level 2 and 3. Amenities include a swimming pool, gym, cinema/bar, sauna, dining room and a yoga/flexible room.
- Building heights and setbacks – The development will be constructed to the title boundaries at the basement levels and will be generally constructed to the boundaries at the ground level, except for the north, south-west and south-east corners and centrally along Smith Street and Caulfield Boulevard. Setbacks are proposed in these locations to positively denote pedestrian and vehicular entry points.

The podium form extends across 3 floors, with 2 towers above. These will be referred to as the northern and the southern towers.

At level 3, south and north towers emerge, with a maximum height of AHD 93.45 or 47.1 metres, plus maximum 2.4-metre-high building services positioned behind 1.5-metre-high screens.



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- Architecture and materials – The architectural form, style, colour and material palette complements the earlier stages of the Caulfield Village development, with warm and muted tones of brick, concrete, copper and metallic finishes.

As outlined in the Design Response prepared by SJB Architects:

The two towers sit atop a sculptural brick podium. Curved ends evoke the organic shapes of the adjacent Caulfield Racecourse, these are also reflected within the podium form and arched facade elements.

Conceived as siblings sharing a similar fine grid architectural articulation, they are also unique in the detail.

The north tower a more ordered grid emphasising every second level and the south tower; a pattern of shifting vertical concrete blades.

The podium and towers are clearly differentiated by both a change in articulation and materiality and a recessed level to provide a break.

While continuous and monolithic in form, the podium is inlaid with a fine grain. The podium is grounded by sweeping curved masonry corners that anchor the building to the ground. The ground retail is framed by white oxide concrete columns and individual canopies with areas of recessed retail frontage creating sheltered colonnades.

The use of brickwork is a contextual nod to the local Caulfield vernacular with the brick corbelled columns and sill and header detailing providing visual interest up close.

The architectural response is grounded in its residential neighbourhood context while introducing a more urban response to the preceding stages within the Caulfield Village Precinct.

- Parking access – Vehicular access will be consolidated to a single point via Station Street to the south.
- Loading/deliveries – Loading and deliveries for proposed shop and food and drinks premises uses will primarily occur within the designated on-street zones proposed on both Station Street and Caulfield Boulevard.

Bays for residential loading when residents moving in and out of apartments are proposed in Basement Level 1. With reference to the accompanying

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Traffic Impact Assessment [TIA] prepared by Stantec, these days can accommodate B99 vehicles.

- Car parking and bicycle parking – The enclosed TIA, Integrated Transport Plan [ITP] letter and Car Park Management Plan [CPMP] letters prepared by Stantec describe and assess matters relating to traffic, car parking and bicycle parking.

The development includes 258 car parking spaces, with 123 car parking spaces on Basement Level 1 and 135 car parking spaces on Basement Level 2.

A total of 250 residential car parking spaces are provided, along with 8 shop/food and drinks premises car parking spaces.

The development includes 252 bicycle parking spaces, all provided at the ground level. The staff and residential spaces are provided in lockable compounds, and the visitor spaces are provided via hoops across the site.

A total of 183 resident bicycle parking spaces are provided, along with 5 staff and 64 visitor spaces.

- Waste management – Residential and commercial waste will be collected by private contractors. Bin rooms are provided in Basement Level 1, with waste collection occurring on-site. The enclosed Waste Management Plans [WMPs] prepared by Salt provide detail about anticipated waste generation, storage and collection.
- Landscaping – The landscape design builds upon the reference points of earlier project stages, and the landscape approach adopted in the Mixed Use Precinct, along Caulfield Boulevard in particular.

As outlined in the Landscape Town Planning Report, the landscape design is based on design principles of suitability to land use, the maximisation of greenery, permeability and access, and creation of comfortable places.

- ESD – We rely on the enclosed Environmental Management Plan [EMP] prepared by Ark Resources, which outlines the following ESD commitments:
 - *The development will achieve a 4 star Green Star Buildings rating;*
 - *The development will achieve a minimum average NatHERS energy rating of 7.0 stars;*
 - *The development will meet the ESD objectives of the Better Apartment Design Standards; and*
 - *The development meets the Best Practice standard for stormwater quality.*

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- Internal amenity – While Clause 58 (Better Apartment Design Standards) is not applicable to Development Plan applications lodged pursuant to the Priority Development Zone – Schedule 2 [PD22], Attachment A demonstrates that the design nevertheless achieves a high degree of compliance with the Standards, and full compliance with the relevant Objectives of this Clause.

The development has been designed to create a variety of dwelling types to cater for a range of accommodation needs, while achieving quality urban design and architecture which delivers high amenity living environments for future residents.

- Off-site amenity – Precinct 3 is the furthest from residentially zoned land beyond the Caulfield Village site – the nearest is the Residential Growth Zone approximately 177 metres to the north-west on Heywood Street. The Smith Street Precinct, or Precinct 3, has always been earmarked within the Incorporated Plan for the most intensive development within Caulfield Village, partly on account of the absence of sensitive neighbouring interfaces.

The proposed development is positioned to the east of existing and approved residential land uses within Precinct 2, but is separated by Caulfield Boulevard. This ensures that appropriate outlook, daylight and amenity will be achieved for residents within each precinct.

The massing adopts podium and tower forms that will create a comfortable human scale and high amenity for pedestrians and the public realm. This approach is similar to that adopted in Precinct 2, which has been successful in achieving the higher density aspirations of the Incorporated Plan, while also creating an appropriate scale, activation of street frontages and a comfortable pedestrian environment.

- Dwelling mix – The development includes the following dwelling mix:
 - Studio = 28 (including 5 dwellings with home-based businesses)
 - 1BR (including dwellings with studies) = 233
 - 2BR (including dwellings with studies) = 89
 - 3BR = 4
 - TOTAL = 354
- Commercial mix – The development includes the following dwelling mix:
 - Shop = 1,053 sq mt
 - Food and drinks premises = 725 sq mt

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- Services – Where possible, services have been provided within basement levels. However, where services are not able to be located underground (i.e. substation, switch rooms, communications room and gas metre room) these have been positioned either adjacent to active retail frontages or either side of the residential entry lobby, to ensure that activation of the street edges is maximised.

- Public realm works – The development proposes public realm works consistent with the undertakings in the endorsed ITP (and as also outlined in the enclosed TIA), to enhance the public realm for pedestrians, cyclists and motorists in accordance with the vision set out in the Incorporated Plan.

The development includes the connection of new footpaths along Caulfield Boulevard, Station Street and Smith Streets, with the creation of a new central east-west pedestrian link through the site, activated by shop and food and drinks premises tenancies and residential building entries. This link is aligned to provide a direct connection from the Precinct 2 (including the Village Square) through to the next stage (Precinct 3 East) and onto the Caulfield Train Station and associated facilities.

The proposal also incorporates a public park at the corner of the Boulevard and Station Street, which will serve as an additional public amenity over and above that envisaged in the Incorporated Plan.

The mix of dwellings (including those with home-based businesses), shops and food and drinks premises sought under this application will serve to complete the village centre as the vibrant and active heart of the Caulfield Village development. The design has been thoughtfully considered to deliver on the vision, objectives and guidelines expressed in the Incorporated Plan, as will be explored in greater detail in this report.

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1.1 STRATEGIC CONTEXT

The subject site is in Caulfield East, which forms part of Melbourne's inner south-eastern suburbs approximately 8.5 km from the CBD. The site comprises the MRC land immediately north of the Caulfield Racecourse and is well served by established infrastructure, including the Caulfield Railway Station immediately to its east, retail, commercial and educational facilities associated with the Phoenix Precinct (or Caulfield Major Activity Centre) on the opposite side of the rail line, and Dandenong Road to the northeast which connects the area to the CBD and outer suburbs.

The locational attributes of the site, its consolidated ownership and current underutilisation identify it as a key opportunity site for a large-scale urban renewal project. The strategic importance of the site is acknowledged in the relevant and applicable framework of planning controls and policies, which earmark it for significant redevelopment for a mix of uses at higher densities.

When fully realised, Caulfield Village will function as an extension to the existing activity centre, facilitating an integrated, accessible and vibrant mixed-use centre immediately adjacent to Caulfield Station. This vision is already being delivered with the developments completed on the west side of Bond Street, at the intersections of Bond Street, Station Street and Caulfield Boulevard, and Stages 7 and 8 currently under construction between Caulfield Boulevard, Normanby Road and Heywood Street.

1.2 SCOPE OF THE DEVELOPMENT PLAN APPLICATION

The future vision for Caulfield Village site is outlined in the Incorporated Plan, which divides the land into three distinct precincts. This Development Plan application relates to the western portion of the Smith Street Precinct, 'Precinct 3' or Stage 9.

The accompanying Development Plan material outlines BPGs proposal for a range of apartment accommodation (including home-based businesses), ground floor shops and food and drinks premises, pedestrian and transport infrastructure, communal facilities and public realm upgrades consistent with, and additional to the land use and built form aspirations expressed in the Incorporated Plan.

1.3 ACCOMPANYING MATERIAL

In accordance with the provisions of the PDZ, this application is accompanied by a suite of material which describes the proposals sought under this application.

As previously agreed by Council, a suite of WOL material was initially prepared which relates to the whole of Caulfield Village. In some instances, it has been necessary to provide updated versions of the WOL material submitted under

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GE/DPNO-18700/2019, as a result of the detailed proposals sought under this submission (Appendices A to G contain the amended WOL material).

This application is also supported by precinct-wide material describing the broader Smith Street Precinct, including those parts of the Precinct not the subject of the detailed proposals described in this submission. Again, this is consistent with the protocol established under the initial Development Plan application and continued through the various project stages.

This Development Plan proposal subsequently comprises the following drawings, technical reports and related consultant material, which are variously referred to in this report as relevant:

Whole of Land Material (Volume 1)

Plan / Report	Prepared by	Appendix
Whole of Land Staging Plan (Amended)	SJB Architects	A
Whole of Land Material: Integrated Transport Plan (Endorsed and update included)	Stantec	B
Whole of Land Material: Car Park Management Plan (Amended) (Endorsed and update included)	Stantec	C
Whole of Land Plan: Drainage Management Plan	WSP	D
Accompanying memorandum of advice	Webber Design	
Whole of Land: Infrastructure Plan (Amended) (Infrastructure Services Report, memorandum of advice and plan included)	Reeds Consulting	E

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Whole of Land: Precinct Plans

SJB Architects

P

Whole of Land: Precinct Landscape Plans

Oculus

G

Residential Precinct Material (Volume 2)

Plan / Report	Prepared by	Appendix
Urban Analysis and Design Response	SJB Architects	H
Architectural Submission	SJB Architects	I
Landscape Submission	Oculus	J

Detailed Plan for Development (Volume 3)

Plan/Report	Prepared by	Appendix
Environmental Site Assessment	Alliance EPM	K
Waste and Recycling Plans	Salt	L
Drainage Plan	Webber Design	M
Transport Impact Assessment	Stantec	N
Environmental Management Plan	ARK resources	O
CHAMP Report	Reshape	P
Acoustic Report	Renzo Tonin	Q
Affordable Housing	Reshape	R

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The Caulfield Village site has been the subject of significant strategic planning investigations over the best part of the last two decades. This work was initially driven by the MRC and culminated in amendments to the Scheme in July 2011, which introduced mechanisms to facilitate the significant redevelopment of the land for mixed use purposes. The amendments and their effect are described below.

2.1 AMENDMENT C60

Planning Scheme Amendment C60 [the Amendment] had the effect of rezoning the land to PDZ and amending the local policy at Clause 22.06 (Phoenix Precinct Policy) to reflect the future development aspirations for Caulfield Village expressed in the Incorporated Plan. The Amendment also adopted the Incorporated Plan as a reference document in the Scheme.

The amended zoning is specifically intended to facilitate development within Caulfield Village that is generally in accordance with the Incorporated Plan with approvals by Council through a Development Plan process rather than a conventional Planning Permit process.

2.2 PRIORITY DEVELOPMENT ZONE

The PDZ provisions are the principal control which dictates the statutory approval requirements for development on the subject site. The purpose of the PDZ is “to recognise or provide for the use and development of land for projects and areas of regional or State significance”.

Schedule 2 to the PDZ outlines the development objectives, controls and permit triggers specifically established to govern future land use and development outcomes for the Caulfield Village. These provisions establish the requirement for Development Plans to be submitted to the Council for its approval, which describe in detail the development proposals for each of the precincts and sub-precincts on a stage-by-stage basis. Development Plan submissions must be generally in accordance with the Incorporated Plan.

Pursuant to the PDZ, Planning Permit applications are only required for identified Section 2 uses and if the building envelope guidelines expressed in the Incorporated Plan are proposed to be varied. The zone provisions also establish notification requirements for Development Plan submissions.

2.3 PHOENIX PRECINCT POLICY

Policy at Clause 22.06 of the Scheme identifies the boundaries of the Phoenix Precinct and recognises the area as a “*preferred location to develop land more intensively for a variety of mutually compatible and supportive land-uses*”.

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The policy gives effect to the Incorporated Plan and outlines the relevant considerations for the Responsible Authority under circumstances where Planning Permits are required for proposals relating to Caulfield Village.

The policy also articulates development objectives and design guidelines for other areas within the Phoenix Precinct which fall outside the Caulfield Village boundaries.

2.4 INCORPORATED PLAN

The Incorporated Plan provides a detailed vision of the anticipated land use and built form outcomes across the site. It outlines specific design objectives and guidelines which articulate the preferred heights and setbacks of new buildings, the alignment of vehicular and pedestrian routes, access and loading locations and desired public realm treatments, including landscaping.

On account of the need for Development Plan proposals to generally accord with the Incorporated Plan, this is the principal planning document which will guide development outcomes for Caulfield Village.

It is noted that there have been some significant changes in the Planning landscape for Glen Eira and Metropolitan Melbourne since the 2011 amendments.

2.5 DEVELOPMENT PLAN APPROVAL DP 16060/2013

The initial Development Plan Application for Caulfield Village, relating to the Residential Precinct on the western side of Bond Street, was approved by Council on 27 May 2014.

It allows for the delivery of a mix of townhouse and apartment accommodation, creation of a new landscaped pedestrian link between Kambrook Road and Bond Street and public realm upgrade works.

This stage is complete.

2.6 DEVELOPMENT PLAN APPROVAL DP 18602/2015

The second Development Plan Application related broadly to the southern portion of the Mixed Use Precinct and also included a small portion of the Residential Precinct near the corner of Bond and Heywood Streets (see purple area marked as Stages 4-6 in Figure 3).

Approved on 24 November 2016, this Development Plan allowed a maximum 10-storey (plus 2 basement levels) building, containing 390 dwellings, 426 car parking spaces, a central 'Heywood Mews' link at the northern end of the stage,

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landscaping along the main road frontages, vehicular access via Bond Street and an active retail frontage to Bond Street and Caulfield Boulevard.

The development is complete.

2.7 PLANNING PERMIT GE/PP-30256/2017

Planning Permit GE/PP-30256/2017 was approved by Council on 10 March 2017 for the use of part of the ground floor within Stages 4-6 as dwellings.

2.8 INCORPORATED DOCUMENT – STAGES 7-8

Stages 7 and 8 were approved through Planning Scheme Amendment C216glen, which was gazetted on 2 July 2020. The Amendment applied the SCO1 to Stages 7 and 8 of Caulfield Village, and also approved Incorporated Document '31 Station Street, Caulfield East (Stages 7 and 8 of 'Caulfield Village') – June 2020'.

Plans and reports were initially endorsed in accordance with the Incorporated Document on 21 August 2020, and have been variously amended to facilitate delivery of the development now approaching completion.

The endorsed plans allow 437 dwellings, offices, food and drinks premises, retail premises, 554 car parking spaces and 145 bicycle parking spaces. The development includes 2 basement levels, with a range of 2 to 9 storey forms across 8 buildings (referred to as Buildings E, F, G, H, J, K, L and M). The built form transitions from 2-3 storeys at the residential interface along Heywood Street (to the west) to taller forms within the heart of the Mixed Use Precinct and towards the interface with the Smith Street Precinct (within which the land the subject of this application is located).

2.9 SECTION 173 OBLIGATIONS

Two Section 173 Agreements affect the site:

- AS342530H; and
- AJ044224F.

The first of these Agreements requires all drainage works contained within the Whole of Land material (or otherwise to the satisfaction of the Responsible authority) is to be completed by the Owner prior to the use or occupation of any development that forms part of Precinct 3.

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The second of these Agreements requires the delivery of certain identified infrastructure upgrades by the owner (the MRC), as listed in Schedule 2 to the Agreement.

The obligations of the Agreement primarily require the owner to undertake road works in the form of closures, construction of new roads, upgrades and signalisation of existing intersections and provision of pedestrian crossing points.

3.1 PHOENIX PRECINCT

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As described, the Caulfield Village site forms part of the Phoenix Precinct for Caulfield Major Activity Centre, which immediately surrounds Caulfield Railway Station. The activity centre is generally bounded by Dandenong Road to the north and east, Caulfield Racecourse to the south and Kambrook Road to the west.

The Monash University campus occupies the majority of landholdings on the northeast side of the railway, with the balance of land accommodating a range of commercial and retail land uses typical of activity centre settings, including a shops, banks and restaurants.

The part of the activity centre on the opposite side of the railway includes the racecourse and Caulfield Village. It is otherwise occupied by residential development characterised primarily by detached dwellings, with examples of apartment development on each corner of Bond Street and Balaclava Road.

The property at 3 Bond Street, north of Precinct 1, has also been recently redeveloped from a single dwelling to a 3-storey, 4-unit townhouse development.

Part 1.1 - 1.9 of the Site Analysis & Design Response Report at Appendix H contains images which describe the strategic context and site surroundings.

The site is well served by public transport and open space infrastructure. This is detailed in Part 1.8 of the Site Analysis & Design Response Report at Appendix H. The Incorporated Plan also aims to build on these positive attributes, with a vision of '*...a thriving, integrated, transit-orientated mixed use centre*'.

The Caulfield Railway Station (Pakenham and Frankston lines) is located on the north side of Normanby Road, the no. 3 tram runs along Normanby and Balaclava Roads to the north and provides connections to St Kilda and the city and bus routes 623, 624 and 900 are also within walking distance (refer to ITP at Appendix B). Caulfield Park (478m to the northwest) and Caulfield Racecourse Reserve (125m to the south-east, in the centre of the race track) are high quality public open spaces within convenient walking distance of the site. The site also benefits from public open spaces delivered as part of the earlier stages of the Caulfield Village development.

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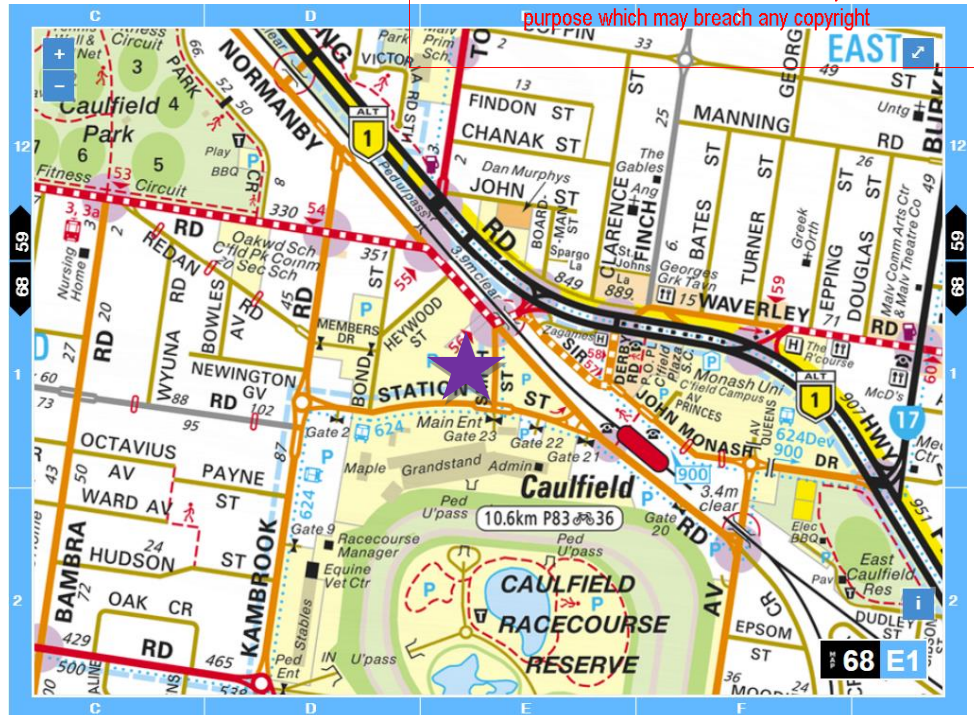


Figure 2: Subject site location and context
(<https://www.melway.com.au/online-maps>)



Figure 3: Subject site and context
(source: <http://maps.au.nearmap.com>)

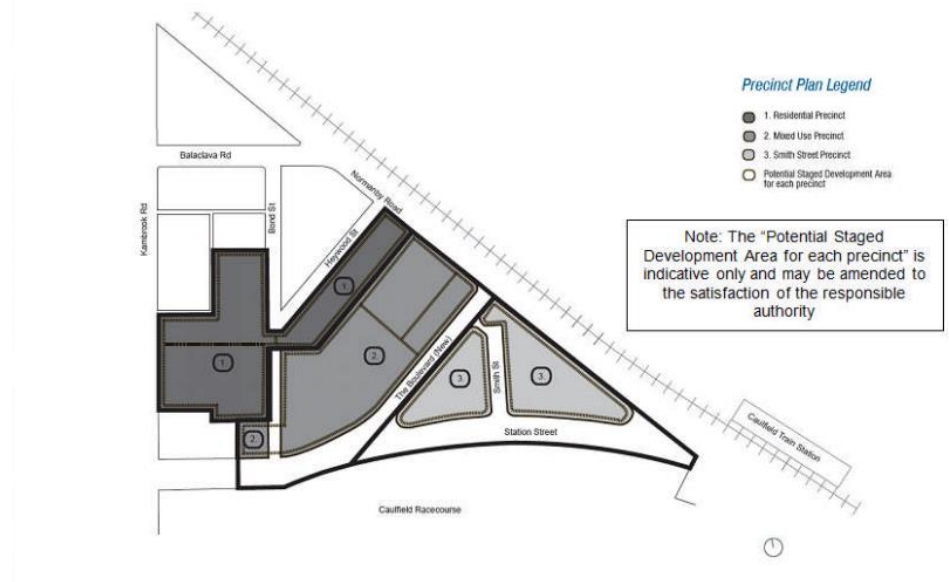
3.2 CAULFIELD VILLAGE

The Caulfield Village land itself is located on the south-western side of the railway line and is divided into three distinct Precincts:

- Residential Precinct;
- Mixed Use Precinct; and
- Smith St Precinct.

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Figure 4: Precinct Plan, extracted from Caulfield Mixed Use Area Incorporated Plan (February 2014)



Caulfield Village is bounded by Normanby Road to the north-east, Station Street to the south and Kambrook Road to the west. Bond and Smith Streets dissect the site. Bond and Heywood Street and the newly formed Boulevard form the boundaries between each precinct.

This Development Plan submission describes the proposed development outcomes as they relate to the western part of the Smith Street Precinct defined in the Incorporated Plan.

Smith Street Precinct

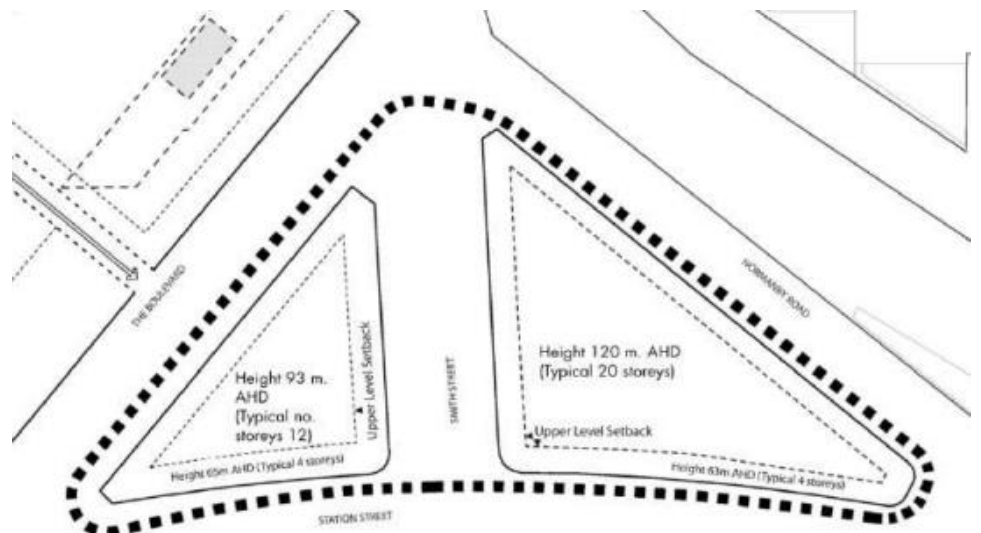


Figure 5: Caulfield Village Smith Street Precinct (extracted from the Incorporated Plan)

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The Smith Street Precinct of Caulfield Village comprises the land bordered by Station Street, Caulfield Boulevard and Normanby Road (refer to Figure 5 above).

This Development Plan application outlines the proposed development arrangement for that part of the Smith Street Precinct to the west of Smith Street itself.

The Smith Street Precinct does not have any direct interfaces with private land beyond the boundaries of Caulfield Village and is 178 metres from the nearest residentially zoned land on the west side of Heywood Street.

The land currently comprises a display suite (associated with earlier stages of the Caulfield Village development), informal car parking and constructions sheds associated with the delivery of Stages 7 and 8. Street trees are located along the southern and eastern interfaces of the site, along Station and Smith Streets respectively. Smith Street currently provides vehicular access between Station Street and Normanby Road.

Refer to the landscape material at Appendix G for photographs of the site and a description of existing streetscape character.

4.0 THE DEVELOPMENT PLAN PROPOSAL

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The Development Plan application provides detail and seeks approval for the preferred development configuration of commercial facilities (shops and food and drinks premises), apartment buildings, communal residential facilities, associated car parking, services, landscaping, as well as public infrastructure upgrades associated with part of the Mixed Use and Residential Precincts of Caulfield Village.

4.1 THE VISION

The proposal is the first of two (2) stages of the Smith Street Precinct, the final piece in the revitalisation of the area and creation of the broader Caulfield Village Precinct.

It proposes a diverse mix of shops, food and drinks premises and dwellings (with home-based businesses) at ground level, together with high quality landscape treatments to activate and enliven public spaces and street frontages. It also includes upper-level residential uses which will provide day and night-time activity and surveillance and instil a sense of community and vibrancy.

Being an island site, the development appropriately responds to the site context with a 3-level podium and two (2) tower forms above. This ensures that each street frontage is activated and provided with an appropriate pedestrian scale and urban design outcome.

4.2 DEVELOPMENT SUMMARY

A more detailed description of the proposal is provided as follows.

4.2.1 Public Realm Works

- As per the endorsed ITP, the following road network upgrades are in the vicinity of Precinct 3 (as outlined in the enclosed TIA):
 - Intersection upgrades at the corner of Station Street and Caulfield Boulevard and Normanby Road and Caulfield Boulevard;
 - A new link (Caulfield Boulevard); and
 - The closure of Smith Street.

The development includes a connection of new footpaths along Caulfield Boulevard, Station and Smith Streets. A central east-west pedestrian link is also provided through the site, connecting Precinct 2 and the Village Heart to the next stage (Precinct 3 East) and to Caulfield Station and beyond.

4.2.2 Commercial Breakdown

A vibrant mix of shops and food and drinks premises are proposed, as called for in the Incorporated Plan to activate the ground level. Specific floor area allocations are summarised in the table below.

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Use	Leasable floor area (m ²)
Retail	1,053
Food and drinks premises	725
TOTAL	1,778

Table 1: Commercial land uses

4.2.3 Proposed Dwellings

The table below provides a breakdown of the proposed dwelling numbers and mix.

Dwelling type	Number
Studio	28
1-bedroom dwelling	233
2-bedroom dwelling	89
3-bedroom dwelling	4
Total	354

Table 2: Dwelling mix

4.2.4 Proposed Built Form

The development will be constructed to the title boundaries at the basement levels and will be generally constructed to the boundaries at the ground level.

The podium form extends across 3 floors, with two (2) 14-storey towers (maximum AHD 93.45 to roof) commencing at level 3 (the northern and the southern towers).

At level 3, the south and north tower forms emerge. The towers are provided with generous separations, with a minimum offset of 11.21 metres.

The south tower is constructed at least 950mm from the southern boundary and a maximum of 2.4 metres from the eastern boundary. This tower is set back 10 metres from the north-west boundary.

The north tower setback includes a segment on the eastern boundary, and a northern setback of 3.3 metres. This tower is set back approximately 4.3 metres from the north-west boundary.

The podium varies slightly in height with a maximum of 15.1 metres, ensuring a human scale is provided to all street frontages.

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The towers are a maximum height of AHD 93.45 or 47.1 metres, plus maximum 2.4-metre-high services positioned behind 1.55m high screens.

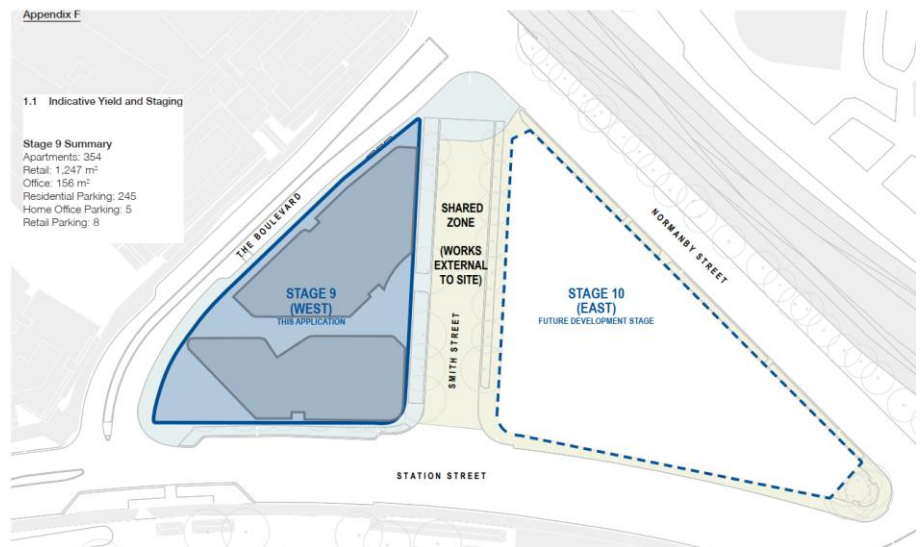


Figure 6: Subject site and building components (extracted from Appendix F)

The development includes residential lobbies along Smith and Station Streets, with these lobbies also being accessed centrally within the east-west link through the site.

4.2.5 Vehicular Access, Waste Management and Loading

Vehicular access is consolidated to Station Street, with waste collection occurring on-site.

The retail tenancies will utilise the on-street loading bays (see below) and dedicated on-site car parking bays are provided for residents moving in/out. This residential loading bay will be accessible by B99 vehicles.

Waste storage rooms are provided on Basement Level 1 for both retail and residential waste. Residential waste will be managed through bin chutes and retail waste will be manually placed in bin rooms via the goods lifts. Waste collection will occur on-site by private contractors.

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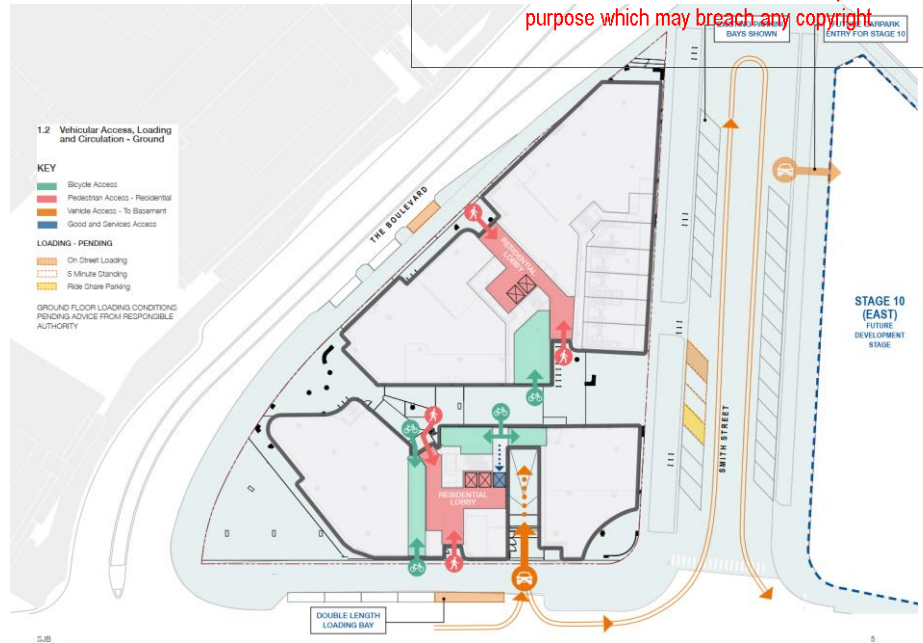


Figure 7: Access, loading and circulation (extracted from Appendix F)

1.3 Vehicular Access, Loading and Circulation - Basement

KEY
Vehicle Access and Loading
General Pedestrian Access
Goods and Services Access

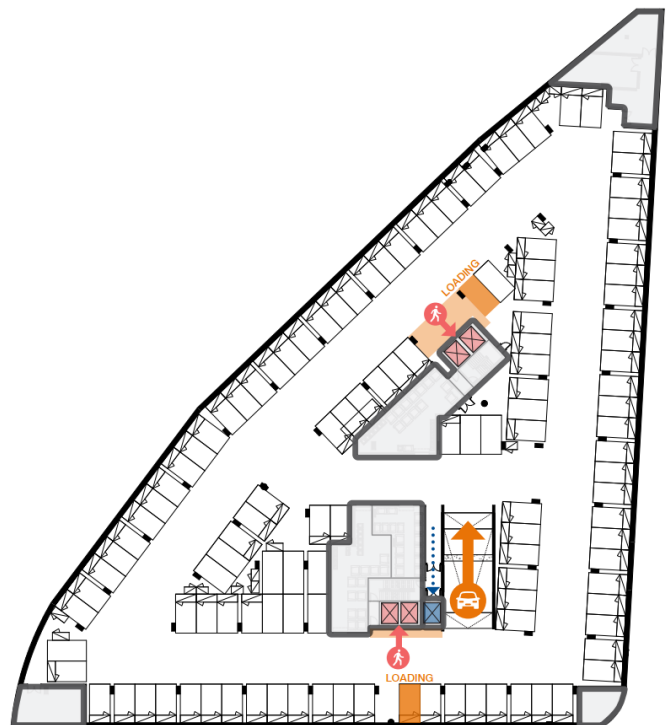


Figure 8: Access, loading and circulation (extracted from Appendix F)

The enclosed TIA discusses the car park access, provision and layout and concludes that the proposal has been appropriately designed in this regard (Appendix O).

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The enclosed WMP discusses waste storage, management and collection and concludes that the proposal has been appropriately designed in this regard (Appendix L).

4.3 DESIGN RATIONALE

4.3.1 Urban Design Principals

The set of key urban design principals were established at the inception of the project to underpin and guide the development proposal ultimately presented in this application. These principals are described in detail in the Urban Analysis & Design Response Report at Appendix H and summarised here as follows:

Links and Connections

The development continues the established pedestrian link through Precincts 1 and 2 with the creation of a new east-west link through the site.

The creation of a pocket park in the south-west corner of the site also creates a secondary (but important) pedestrian 'desire line' to link Caulfield Village with Caulfield Station further east.

Public Realm

The development will see the completion of the eastern side of Caulfield Boulevard with a new footpath and street tree planting.

The development will also see the closure of Smith Street, as envisaged in the Incorporated Plan (noting any upgrade final park strategy for the remnant roadway is yet to be resolved and associated treatments will ultimately be delivered by others). Upgrade works to Smith Street sit outside the site boundary and the infrastructure upgrade requirements contained within the Section 173 Agreement (i.e. they do not form part of the obligations of BPG Caulfield Village Pty), but the development has been carefully arranged to ensure the vision of a shared activated space can be realised, along with achieving maximum activation across all site frontages, including to this future public space.

Make good of footpaths and provide street tree planting along Station and Smith Streets to enhance the amenity of the public realm.

Street Address and Active Edges

The development includes two (2) clearly identifiable residential lobbies for both the northern and southern towers. While these will be primarily accessible from Caulfield Boulevard (north tower) and Station Street (south tower), both are provided with dual access from the central east-west link to positively contribute to internal activation of the site.

At the ground level, the development includes shops, food and drinks tenancies and dwellings with home offices at ground level to positively activate all three (3) street frontages.

In particular, the food and drinks tenancy adjoins the pocket park to positively activate and enhance this newly proposed public space.

Access and Loading

Vehicular access has been centralised to Station Street, ensuring the pedestrian and cyclist hierarchy is maintained and encouraged through design.

Car parking is provided on-site within two (2) basement levels to maintain active street level frontages.

Waste collection and residential loading will be provided on-site within Basement Level 1. Commercial deliveries will be facilitated by on-street bays along Caulfield Boulevard and Smith Street.

Built Form

As outlined in the Design Response prepared by SJB Architects:

The two towers sit atop a sculptural brick podium. Curved ends evoke the organic shapes of the adjacent Caulfield Racecourse, these are also reflected within the podium form and arched facade elements.

Conceived as siblings sharing a similar fine grid architectural articulation, they are also unique in the detail.

The north tower a more ordered grid emphasising every second level and the south tower; a pattern of shifting vertical concrete blades.

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The podium and towers are clearly differentiated by both a change in articulation and materiality and a recessed level to provide a break.

While continuous and monolithic in form, the podium is inlaid with a fine grain. The podium is grounded by sweeping curved masonry corners that anchor the building to the ground. The ground retail is framed by white oxide concrete columns and individual canopies with areas of recessed retail frontage creating sheltered colonnades.

The use of brickwork is a contextual nod to the local Caulfield vernacular with the brick corbelled columns and sill and header detailing providing visual interest up close.

The architectural response is grounded in its residential neighbourhood context while introducing a more urban response to the preceding stages within the Caulfield Village Precinct.

The architectural form, style, colour and material palette complements the buildings in Precincts 1 and 2, with warm and muted tones of brick, concrete, copper, and metallic finishes.

4.3.2 Architectural Treatment

A detailed analysis of the site attributes and the key defining characteristics of the surrounding neighbourhood has informed the detailed design response presented in this Development Plan application. Reference should be made to the Site Analysis & Design Response Report at Appendix H and Architectural Drawings at Appendix I for detail.

The podium adopts a fine-grained finish of brown and blue grey stretcher bond brickwork. Textured concrete in an oxide beige also adds warmth and depth to the podium.

The upper levels include light grey concrete finishes, with balconies articulated with an applied finish profiled concrete in 'brick red', along with aluminium cladding in a medium bronze. Balcony balustrades are a mixture of glass (southern tower) and simple, horizontal powder coated steel to match the medium bronze cladding (northern tower). Window frames will also match the medium bronze cladding.

Clear glass will be used for residential, retail and spandrel glazing.

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The architectural approach is a pair of buildings, with minor detail differences, as outlined in Section 4.17 of Appendix H (see extract below).

Each tower has its own identity, as outlined in the following as per Parts 4.10 and 4.11 of Appendix H prepared by SJB Architects:

North Tower

The northern tower is highly articulated through the use of a combination of sculptural vertical concrete and curved metal balustrades.

The ends of the tower are curved as a reference to the podium form and the balconies facing The Boulevard have a distinct concave curve with projections to breakdown the overall length of the north-western facade.

Every two levels are expressed with a clear horizontal concrete band with the glazing and metalwork infill of a finer more delicate grain.

South Tower

The southern tower opens up with larger apertures and a finer grain concrete grid expression. More glazing allows the views to open up to the expansive uninterrupted views across Caulfield Racecourse.

An up-stand assists with preventing visibility of furniture and balcony condensers and gives the tower a strong horizontal band. A warm applied finish to the textured concrete up-stands are a reference to the podium.

Shifting concrete vertical elements provide movement and articulation across the facade.

These are more dominant than the north tower however these elements, paired with the sweeping curved corners ensure the towers sit comfortably as a pair.

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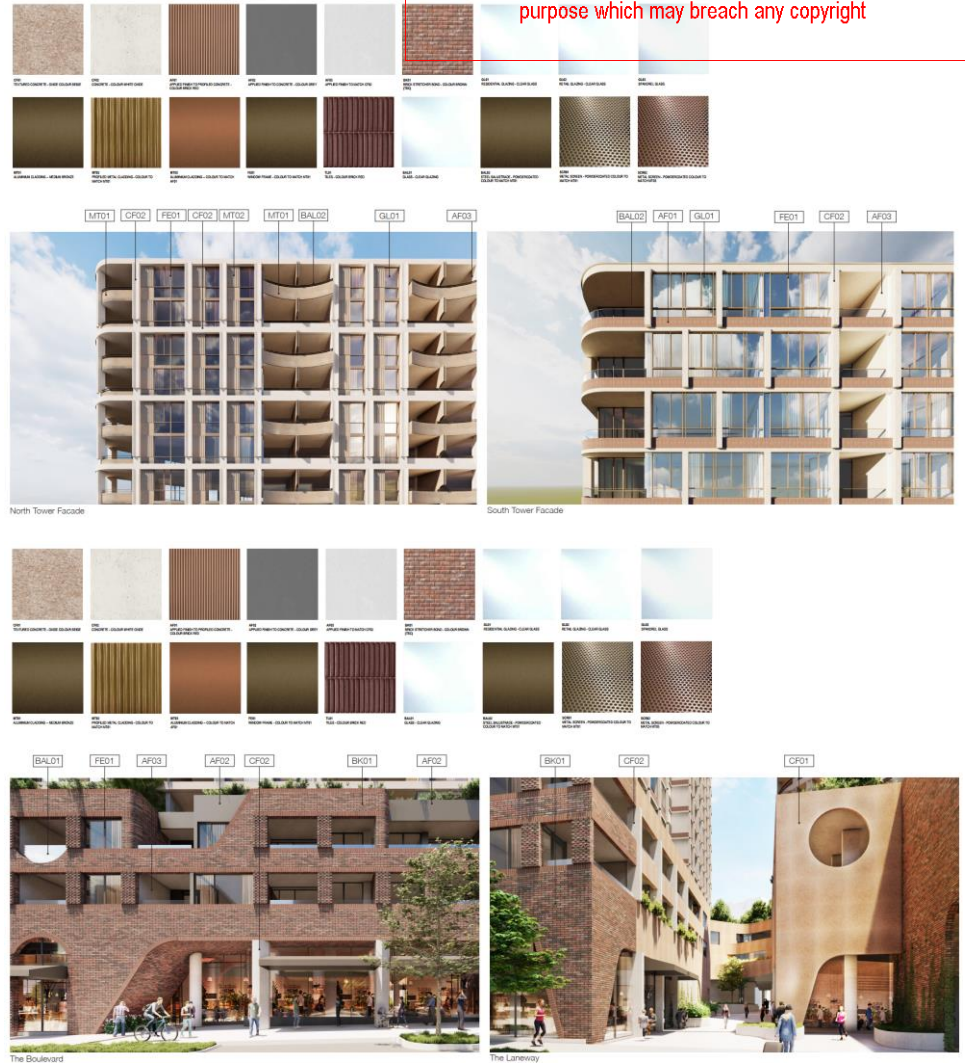


Figure 9: Tower and podium materiality (extracted from Appendix F)

4.3.3 Integrated Landscaping

The landscape design acknowledges the themes established in Precinct 2, building upon the street tree planting along the eastern side of Caulfield Boulevard. The proposal also includes new street trees along Smith and Station Streets, with the creation of a new pocket park in the south-west corner of the site to create a new 'meeting place' for the community.

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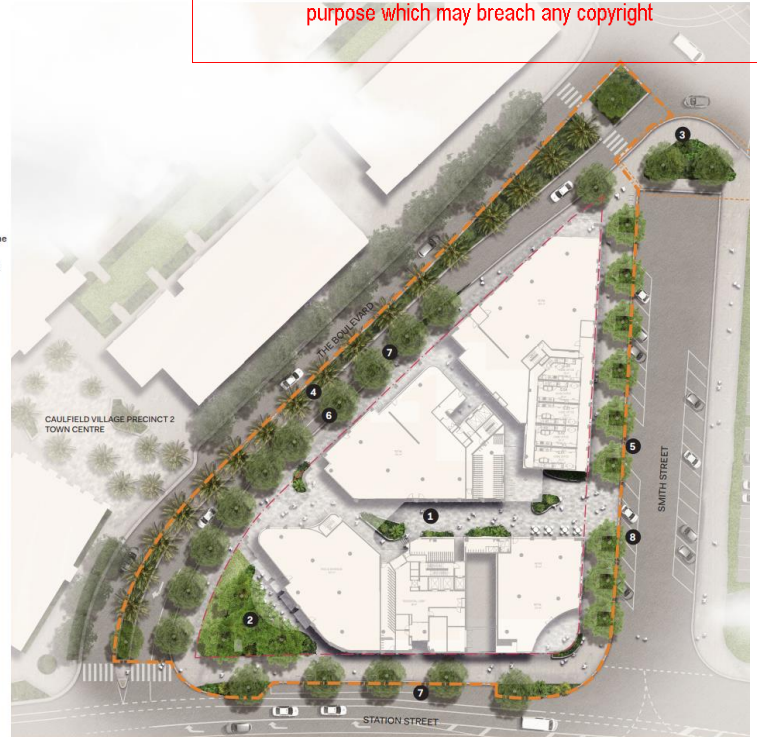
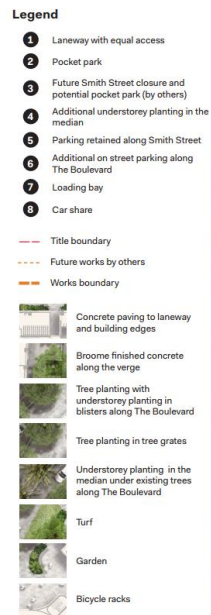


Figure 10: Landscape design (extracted from Appendix J)

Space is provided at the northern end of Smith Street, which will be closed to traffic as envisaged in the Incorporated Plan. However, this landscaping work is in the public realm (i.e. not within title boundaries) and is to be completed by others.

The landscape design includes a variety of treatments and spaces to acknowledge each interface and aspirations for each space. This includes the street tree planting already outlined, planting and lighting through the newly created east-west link (including 'dwell' spaces for people to stop, sit and enjoy), along with a series of residential amenity areas at the level 3 podium (including a BBQ nook, pergolas, grassed areas and feature trees).

This is in line with the vision detailed in the Incorporated Plan, creating activated streets and laneways to improve the amenity and accessibility of the Precinct generally and to provide a more pedestrian friendly and integrated urban environment.

4.3.4 Environmentally Sustainable Design

The development makes the following ESD commitments:

- The development will achieve a 4 star Green Star Buildings rating;
- The development will achieve a minimum average NatHERS energy rating of 7.0 stars;

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- The development will meet the ESD objectives of the Better Apartment Design Standards; and
- The development meets the Best Practice standard for stormwater quality.

The development also commits to meeting the best practice performance objective set out in the *Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO 1999)*.

This is to be achieved through rainwater harvesting for toilet flushing and irrigation, rooftop photovoltaic systems (peak capacity of 96kW), high-performance glazing and energy efficient building services, appliances and fixtures, landscaping which both enhances amenity and contributes to biodiversity and the encouragement of walking and cycling as opposed to private motor vehicle use.



5.0 PLANNING CONSIDERATIONS

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The following section identifies the relevant planning controls, policies and strategies against which the Development Plan proposal is required to be considered.

While this assessment considers the full suite of applicable controls and policies, the Incorporated Plan is the key document to be considered in the detailed assessment of development proposals in Caulfield Village. The Incorporated Plan embodies the directions and aspirations as outlined in the VPP and LPPF and represents the culmination of a significant body of strategic planning work undertaken by the MRC in relation to this key development site. The document provides site specific guidance as to the preferred nature, scale and form of development outcomes to be realised for Caulfield Village.

Consequently, the assessment outlined in this section of the report primarily and logically focuses on the objectives and considerations expressed in the Incorporated Plan.

5.1 PLANNING CONTROLS

5.1.1 Zone Control

The site is located within the PDZ. Schedule 2 relates specifically to the Caulfield Mixed Use Area (i.e. Caulfield Village).

This submission is prepared in response to the provisions of the PDZ2, which require that a Development Plan must be approved by the Responsible Authority and that it must be generally in accordance with the Incorporated Plan.

The relevant objectives of the PDZ2 are:

- *To facilitate the redevelopment of the Caulfield Mixed Use Area for leisure, commerce, living and shopping to form an integrated transit orientated urban village.*
- *To give effect to the objectives and design principles of the Caulfield Mixed Use Area Incorporated Plan, April 2011.*

This proposal incorporates a variety of retail, food and drink and residential uses and public realm and infrastructure works which have been designed to facilitate the creation of a transit orientated urban village in line with the objectives of the PDZ2.

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The overarching objectives and design principles of the Incorporated Plan called up in the objectives of the PDZ2, are considered in detail at Section 5.5 of this report.

5.1.2 Parking Overlay

The Parking Overlay is the only overlay control that applies to the land.

Schedule 1 to the Overlay [PO1] relates specifically to Caulfield Village and provides the following nominated minimum rates:

- Dwellings 1 and 2 bed – 1 space to each dwelling
- Dwellings 3 beds or more – 2 spaces to each dwelling
- Retail Premises – 2.18 spaces to each 100sqm leasable floor area
- Office – 2 spaces to each 100sqm of net floor area

An assessment of the proposal against the on-site parking requirements stipulated within the Schedule to the Parking Overlay is provided in the table below:

Use component	Rate of Provision	Required Spaces	Proposed
Dwellings	Dwellings 1 and 2 bed – 1 space to each dwelling	354	250
	Dwellings 3 beds or more – 2 spaces to each dwellings		
Retail Premises – within this Precinct	2.18 spaces / 100sqm leasable floor area	39	8
Total Car Spaces		397	258

Table 3: Parking Overlay Assessment

The Overlay does not specify a rate for on-site provision for residential visitor parking, and as such visitor parking requirements are taken to be included in the rates specified in the control, or otherwise not required.

When considering the adequacy of car parking detailed in the Development Plan application and having regard to Parts 8.0 and 11.0 of the PDZ2 and Section 4 of the Incorporated Plan, the car parking provision is adequate and appropriate.

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The provision of the PO1 rate is not necessary in this instance having regard to the following as outlined in the enclosed TIA (Appendix N):

- The existing car ownership surveys of Precinct 1 suggest an average car parking demand of 0.7 spaces per 1- and 2-bedroom dwelling and 2 spaces per 3 or more bedroom dwelling. This results in this stage providing all anticipated residential and retail staff (i.e. all long-term demand) car parking on-site;
- While the development does not provide all anticipated retail visitor car parking on-site, this is supported as:
 - the development includes new on-street car parking;
 - there will likely be multi-purpose trips associated with the other retail uses in Precinct 2 (including the supermarket);
 - many residents within the development will patron these retail tenancies; and
 - the provision proposed supports the sustainable transport objectives of the Scheme (including walking, cycling and public transport usage). However, the ultimate outcome through the provision of Precinct 3 east will see the incorporation of the anticipated demand for 31 retail visitor car parking spaces provided on-site;
 - As outlined in the endorsed CPMP as part of Appendix C, the proposal will create new on-street parking opportunities, subject to approval from the Relevant Authorities (including Council and Department of Transport);
 - Relying on existing car ownership rates, ABS Census data and having regard to the PAO1 and Clause 52.06, the TIA at Appendix N confirms that the anticipated employee and resident car parking demands will be adequately met; and
 - The endorsed CPMP (see page 7 of Appendix C) addresses any displaced parking from the at-grade car park.

Relevantly, the PAO1 includes car parking rates that would now apply to the site under Clause 52.06 given Amendment VC148 reduced the parking rates for sites within Principal Public Transport Network Areas. This somewhat contradicts the Vision of the Incorporated Plan, which aims to achieve a transit-orientated mixed use centre, yet the car parking rates in the PAO1 are now as per Clause 52.06.

Consistent with creating a transit orientated city, the car parking reduction is considered to align more closely with established best practice within well serviced, established metropolitan areas and will be considered further in the Smith Street Precinct assessment to follow.

5.1.3 Particular Provisions

Section 5 of the PDZ2 states that *'Other than clauses 52.04, 52.05, 52.27, 52.28 and 52.29 no particular provisions in this Scheme apply to a development which is in accordance with a development plan approved by the responsible authority under this Schedule'*.

With no satellite dishes, signs, licensed premises, gaming or access being provided or alterations to a Road Zone, Category 1, these provisions are not relevant to this application.

This Section also dictates that Clauses 52.06, 52.34, 53.18 and 58 (amongst others) are not applicable to a development which is in accordance with a Development Plan approved by the Responsible Authority under the PDZ.

5.1.4 Permit Triggers

The proposed land uses (dwelling and retail [excluding shop and food and drinks tenancies]), built form and public realm works are entirely consistent with the provisions of the PDZ2 and the Incorporated Plan as referenced in the control.

The Development Plan proposal does seek a variation to the car parking requirements, building height, setback and land use (dwellings with a frontage greater than 2 metres) of Clauses 1.0, 4.0 and 8.0 of Schedule 2.

Whilst these variations or uses will require a planning permit, the proposal in the whole is generally in accordance with the development outcomes set out in the Incorporated Plan and assessment of this application can proceed on this basis.

5.2 VICTORIAN PLANNING PROVISIONS (VPPS)

The impetus of relevant State planning policies is appropriately captured in the more targeted planning documents that seek to guide development at Caulfield Village, being the PDZ provisions and the Incorporated Plan. These policies are considered in greater detail below. However, the following State policy is particularly relevant to this assessment, as it calls up the need to consider design guidelines which sit outside of the Scheme provisions:

- Clause 15.01-1S (Urban design) aims to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. The policy requires that the *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017)* be considered where multi-level development is proposed within an activity centre setting.

Many of the necessary considerations under the guidelines are replicated in the objectives and guidelines of the Incorporated Plan. As such, a concise

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assessment is provided below which seeks to avoid repetition relating to the consideration of planning issues.

Assessment against the Guidelines for Higher Density Residential Development

Clause 58 is not applicable to this application on account of its specific exclusion in the provisions of the PDZ2. However, an assessment has been included at Appendix A of this report as a manner of describing the response to the various considerations and components of apartment design.

The high degree of compliance with Clause 58 is achieved and demonstrates that the following objective of the Incorporated Plan is also met (albeit the same internal amenity aspirations are not reflected in the Smith Street Precinct Objectives or Guidelines):

- The Residential Precinct – *To achieve quality urban design and architecture which delivers high amenity living environments.*

Activity Centre Design Guidelines

The project can be said to be consistent with planning and design objectives expressed in the *Urban Design Guidelines for Victoria* (replacing the former *Activity Centre Design Guidelines*) as follows:

- The design includes an east-west pedestrian link, extending from the link provided through Precinct 2 and connecting the Village with Caulfield Train Station as per Principle 1.1;
- The development has been laid out with the key access points (including Caulfield Train Station to the east and Precinct 2 to the west) activated for priority pedestrian links as per Principle 1.2;
- The development includes active spaces and a fine grain approach to ensure it's integrated with the surrounding area, align with providing a high level of amenity and functionality for residents and visitors alike as per Principle 1.3;
- The development does not bring rise to maintenance concerns, with the owners corporation responsibility clearly dictated through varied paving types for internal as opposed to 'external' spaces (see Appendix J) as per Principle 1.4;
- The land uses include a food and drinks premises to activate the new south-west corner pocket park, and a range of retail and home office activities to positively activate the 3 street frontages and the central east-west link through the site as per Principle 1.5;

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- The centralisation of a single vehicular entry and a series of bicycle stores and residential lobbies priorities sustainable transport modes and movement through and around the site as per Principle 2.1;
- Generous footpaths around the site and through the centre of the Precinct ensure that walking and cycling are the prioritised transport modes as per Principle 2.2;
- The pedestrian and cyclist routes have been designed to ensure Caulfield Station is the central focus of movement between the Caulfield and Monash Villages as per the Incorporated Plan and Principle 2.3 more broadly;
- We rely on the enclosed TIA prepared by Stantec for pedestrian and cyclist safety considerations (see Appendix N) as per Principle 2.4;
- The design includes generous footpath links between Precincts 1 and 2, through Precinct 3 and to Caulfield Station as per Principles 2.5 and 2.6;
- The design includes new on-street parking along Caulfield Boulevard and Station Street and maintains on-street parking along Smith Street as per Principle 2.7;
- The car park layout and design is supported in the TIA prepared by Stantec (Appendix N), achieving Principle 2.8;
- Central to the design is the creation of attractive, vibrant spaces to build upon the connections created through Precincts 1 and 2. These spaces are active and well designed as per Principle 3.1;
- The enclosed landscape plans (Appendix G and J) outlines a high amenity, attractive and functional variety of street spaces, a pocket park, links and residential amenity spaces as per Principle 3.2;
- The new pocket park in the south-west corner of the site will be a new 'meeting place' for the Precinct and will also be activated by the adjoining food and drinks tenancy. The new space created at the northern end of Smith Street (through the closure of this road) will be delivered and completed by others, however it provides another opportunity for a pocket park as per Principle 3.3;
- The level 3 podium includes a variety of spaces for residents to enjoy (including open spaces, BBQ areas and covered pergola spaces). These areas will provide safe, enjoyable spaces for residents that can be maintained by the Owners Corporation, achieving Principle 3.4;
- The east-west link through the site and the new, generous width footpaths safely connect the Precinct with Caulfield Station as per Principles 4.1, 4.2 and 4.3;
- The activation and passive surveillance opportunities provided by this development will enhance the amenity and safety along the railway corridor for its users as per Principle 4.4;

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- The development is generally in accordance with the Incorporated Plan, including the adoption of a podium and tower configuration to ensure the building scale and form supports the context and preferred future character of the area as per Principle 5.1;
- The development will not unreasonably shadow the public realm as per Principle 5.1.3, allowing daylight to key public and pedestrian spaces throughout various times of the day;
- The materiality includes a fine-grained podium to ensure the building façade detail supports the context or preferred future character of the Precinct as per Principle 5.1.7;
- The development makes a commitment to achieve a sustainable building design, as confirmed in the accompanying EMP (Attachment O);
- The development creates a sense of address for the dwellings through well-articulated lobbies, which are positively accessed from both the external footpaths and the internal link as per Principle 5.2;
- The enclosed Acoustic Report (Appendix Q) demonstrates how residents will be provided with a high level of amenity in accordance with Principle 5.2.4;
- Basement car parking is provided to maximize active frontages and to prioritise walking and cycling as per Principle 5.4;
- The landscape design at Appendix J details the proposed lighting, fencing, planting and furniture concepts, demonstrating the development will achieve a high level of amenity on-site and in the public realm as per Principles 6.1 – 6.5; and
- With clearly legible ‘north tower’ and ‘south tower’ residential lobbies, signs are not necessary in this instance to assist with wayfinding.

5.3 LOCAL PLANNING POLICIES

A host of local planning policies within the Scheme support the principal of development at increased densities in activity centres and the facilitation of greater housing diversity within the municipality. These policy initiatives are also captured in the Incorporated Plan, which is assessed in detail below.

Clause 22.06 conveys the preferred development outcomes for the Phoenix Precinct – the Major Activity Centre within which the Caulfield Village site is located. It essentially adopts the principals of the Phoenix Precinct Urban Design Framework.

The aims and objectives of the policy are broadly consistent with those contained in the Incorporated Plan, and so their assessment is appropriately addressed in the considerations laid out later in this report. Furthermore, the policy only applied in instances where a planning permit is required for a development proposal, which is not the case here on account of the specific set of planning controls which apply to the Caulfield Village site.

5.4 REFERRALS

Section 7.0 of the PDZ2 requires that Council gives notice of any Development Plan application to the following stakeholders:

- Monash University;
- Department of Transport;
- Director of Public Transport;
- Melbourne Water;
- VicRoads; and
- Owners and occupiers of adjacent residential land.

The responsible authority is obliged to consider any comments received in response to the display of a Development Plan in its determination of the proposal.

5.5 CAULFIELD MIXED USE AREA INCORPORATED PLAN

The provisions of the PDZ2 require that Development Plan applications are accompanied by ‘A detailed assessment against the vision, objectives, design guidelines and height and setback envelopes contained in the Incorporated Plan’. This assessment is provided in the following sections.

5.5.1 General Objectives and Guidelines

The Incorporated Plan sets out a number of objectives and guidelines that broadly describe the vision for the whole of the Caulfield Village land. This Development Plan proposal is consistent with these guiding principles in the following ways:

- It will facilitate significant residential opportunities adjacent to a major public transport node and promote the expansion and viability of the Caulfield Major Activity Centre to take greater advantage of existing infrastructure;
- It incorporates integrated open spaces and pedestrian infrastructure (including active interfaces to Smith Street, Station Street and Caulfield Boulevard and a new pocket park in the south-west corner of the site) which will enhance connections to the surrounding street network and the other stages of Caulfield Village;
- Proposed road works will see the closure of Smith Street as per the Incorporated Plan, ensuring this space is prioritised for pedestrians;
- The proposal continues to provide safe pedestrian connections linking the Heywood Mews to Caulfield Station, along with new footpaths along Caulfield Boulevard, Station Street and Smith Street by virtue of the design of buildings and the arrangement of land uses;

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- The proposal establishes appropriate setbacks and pedestrian interfaces through a mixture of shopfronts to street frontages and breaks in built form to achieve an activated network of streets;
- The completion of the Caulfield Boulevard landscaping and footpath treatments (lined with active retail and food and drinks premises) will complete the aspirational vision for Caulfield Boulevard;
- The landscape character of Caulfield Village will be enhanced through upgrades to public street frontages and landscaping of proposed new public (south-west corner pocket park) and semi-public (east-west link) spaces, which will complement the treatments delivered in earlier project stages, where appropriate;
- The proposal will improve the safety and amenity within the Precinct through greater activation and surveillance of street frontages at both day and night;
- The proposal includes a range of dwellings in the form of one, two and three-bedroom apartments, along with dwellings with home-occupation arrangements along Smith Street;
- The architecture provides an appropriate response to existing neighbourhood character elements, expressed through a contemporary design language;
- The fenestration of proposed buildings will create fine grained active frontages at ground level with appropriate levels of articulation on upper building levels;
- The design response will deliver an urban design outcome of high quality, improve the public realm and achieve good levels of internal amenity for future residents;
- The design incorporates ESD initiatives to ensure appropriate levels of water and energy efficiency are achieved;
- Adequate car parking is provided on site to accommodate the anticipated demands of the development as detailed in the TIA in Appendix N;
- Loading for the retail tenancies will take place through on-street loading bays;
- Waste storage and collection will be contained within the basement, out of view from the public domain;
- Bicycle access will be maintained around the site, connecting Caulfield Station through to the Heywood Mews and Village Square;
- The anticipated traffic generation is significantly less than originally anticipated in the endorsed ITP, with the enclosed Appendix B detailing reduced traffic generation results;

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- Public transport routes and stops were discussed as part of Precinct 2 North (the tram stop in Normanby Road) and have also been addressed in the endorsed WOL ITP at Appendix B; and
- The provision of one central vehicular access point is supported in the Appendix B ITP letter prepared by Stantec, noting this design element has been adopted to prioritise pedestrian activity through the east-west link. This also supports Council in the closure of the northern end of Smith Street, minimising vehicular movements through Smith Street.

5.5.2 Smith Street Precinct Guidelines

The site is located within the Smith Street Precinct. Those provisions of the Incorporated Plan that are specifically relevant to the proposals are considered below. This assessment demonstrates that the proposal has been conceived having careful regard to the vision and expectations for the Smith Street Precinct as expressed in the Incorporated Plan.

Outcomes

- *A precinct that draws together leisure, residential, short stay accommodation and commercial uses, with a leisure and service retail component at ground level*

Comment:

That part of the proposed development within the Smith Street Precinct draws together residential land uses and a ground level retail component to activate the Precinct throughout the day and evening periods.

- *Appropriate scale and activation of street frontages to ensure vibrant, active streetscapes*

Comment:

The development includes a podium and tower form to provide a range of high-level pedestrian amenity spaces, with retail, food and drink and dwelling/home offices at the ground level to create vibrant, active streetscapes.

Given the fall of the land to the west, the 3-storey podium (AHD 59.8 to floor level) is similar in height to the approved Stages 7-8 podium which was expressed at a height of AHD 59.2. This ensures the proposal maintains an appropriate scale at the Caulfield Boulevard edge and transition into the newly created Smith Street Precinct.

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- Buildings which provide a clear expression of their base and upper levels

Comment:

The podium has been designed with a brick texture and a warmth to offer a fine grain and human scale.

The upper levels are generally setback (save for upper-level balconies and a projection to create a covered colonnade in the south-west corner) and treated with varied materials (including glass balustrades and concrete finishes) to clearly delineate and express the towers as distinct elements compared to the podium.

- The creation of a “processional” avenue leading to the Racecourse along Smith Street

Comment:

The generous footpath widths and street tree planting will create a processional avenue to the Racecourse along Smith Street, as envisaged. The development also supports the closure of Smith Street.



Figure 11: Landscape design
(extracted from Appendix J)

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- *Transitional built form between lower height of the Mixed Use Precinct and taller development towards the station*

Comment:

The built form proposed offers a transition between the lower height of the Mixed Use Precinct to the west (with 9-10 story heights along Caulfield Boulevard) and the envisaged taller development towards Caulfield Station, as outlined in the Urban Context report in Appendix H.

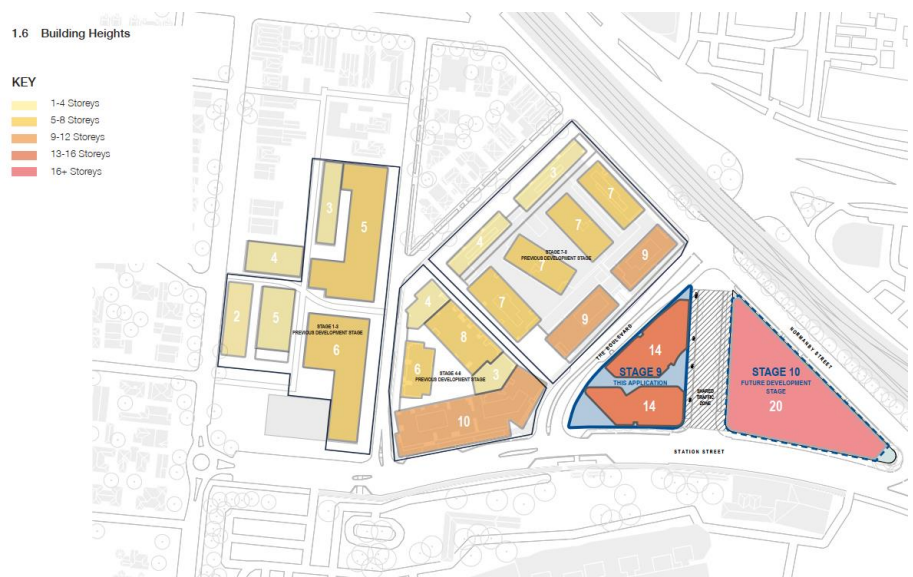


Figure 12: Building heights (extracted from Appendix F)

- *Articulated built form to avoid the creation of ‘walls of building’*

Comment:

SJB Architects have designed highly sculptured, considered built forms that will achieve a high-quality urban design response and a high architectural standard throughout the Precinct and Caulfield Village as a whole.

The use of materials, modulated forms, balconies and a clear delineation between ‘podium’ and ‘tower’ treatments ensures that the development will not create ‘walls of buildings’ and will achieve a high quality pedestrian space in the round.

Land Use

- *A mix of uses with leisure/retail, residential and commercial uses (including short-term accommodation) with a service retail component*

Comment:

The development includes a mixture of uses, including residential, residential with home offices at the ground level, retail and food and drinks tenancies to create a vibrant, active hub proximate to Caulfield Station.

Built Form and Design

1. ARCHITECTURAL CHARACTER, MATERIALS AND ARTICULATION

- *Buildings in the Smith Street Precinct should have a contemporary and urban style including zero lot setbacks to the street. Reproduction of historical styles is discouraged.*

Comment:

The design is contemporary, with the use of colours and materials respecting the urban style, as has been outlined in the Urban Context Report at Appendix H.

- *Integrated finishes and high durability materials are encouraged, and will be preferred over applied finishes such as paint and render. Façade construction of tower volumes should be of high quality, and articulated to provide visual interest with a distinctive 'texture'*

Comment:

The materials detailed in Appendix I include textured concrete, brick stretcher bond, aluminium cladding, brick red tiles, steel balustrades and metal perforated screens. While applied finishes are proposed to contribute texture, these are located at the upper levels and are an integrated, high durable material complementary to the architectural language of the proposed development.

The use of colours is also thoroughly considered with regard to the constructed developments within Precincts 1 and 2, offering a complementary materials palette within a design that has its own distinct identity.

- *Reflective glass finishes are discouraged*

Comment:

Clear glazing is proposed throughout the development.

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- *Ground level street frontages to all retail development should include at least 80% fully transparent, glazed facades*

Comment:

The design achieves a total ground level glazed activation of 78%. However, this includes the colonnaded treatments around the façades, which in the round will still be read as visually permeable.

The development plans provide a high quality, active frontage at the ground level that will positively enhance the public realm.

- *Roofs may be flat or expressed, and building façades should incorporate sunshades, verandahs, porches, and upper level balconies and recesses, articulated to provide visual interest and to bring life to the street frontages*

Comment:

The roof forms are flat, respecting the forms adopted within the adjacent Precinct 2.

The ground floor plan details projecting canopies and a sophisticated southern tower projection above the park and food and drinks tenancy to create visual interest, bring the street frontages to life and provide shelter for pedestrians and customers.

- *At ground floor level all premises must have deep cantilevered verandahs that are continuous across their frontages to mediate the scale of buildings, provide weather protection and to provide visual continuity. These verandahs should be of a consistent height and depth and consistent fascia height. These verandahs must run along every frontage.*

Comment:

Canopies are provided in front of each retail tenancy. Although they are not continuous, the retail tenancies are recessed behind the podium to offer a colonnaded or sheltered zone.

The outcome is appropriate weather protection, building massing and visual appeal, that is also integrated with the architectural form and style of the development.

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- *All development in the Smith Street Precinct should be built to the front and side property boundaries adjoining streets up to the preferred podium level identified in the building envelope plan*

Comment:

The irregular shape of the lot makes this difficult to achieve, however the development is generally constructed to the north-west, east and south boundaries.

Additional podium and tower setbacks are offered in the south-west corner of the site to create a new meeting place or focal point at the intersection of Station Street and Caulfield Boulevard. This place also offers another pedestrian desire path extending between Caulfield Station and Precincts 1 and 2. These additional setbacks will create a high level of amenity for residents and the broader community and offer a passive recreational space that is also activated by the adjoining food and drinks tenancy. While a planning permit will be required for this variation, this built form outcome is superior to that envisaged in the Incorporated Plan.

- *Where no setback distance is specified between the frontage and any upper level which is setback, the extent of the setback distance should:*
 - (a) provide for clear differentiation between the podium and the upper levels which are intended to be setback from the frontage; and*
 - (b) give emphasis to the intended podium form from the street view*

Comment:

No setback distance is specified in the Incorporated Plan for the tower forms above the podium. However, the design has utilised building forms and materials to create a clear distinction between the podium and tower forms.

The use of materials is also sophisticated, with the podium being provided with a warmer, finer grain to ensure this component is interpreted as a podium of an appropriate human scale and form.

We rely on the enclosed Appendix H prepared by SJB Architects, which demonstrates the podium and tower forms are appropriately designed to achieve a human scale and high-quality built form outcome.

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Figure 13: Renders depicting clear podium and tower forms (extracted from Appendix H)

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- *In The Boulevard, Station Street, Smith Street and Normanby Road, buildings at ground floor, first, second and third floor level (i.e. the podium) should be constructed to the street frontage and not incorporate any setback*

Comment:

As above, the lot is an irregular shape and makes it impractical to precisely achieve this outcome. However, the development is generally constructed to the title boundaries at podium level, where possible.

The exception is the south-west corner of the site, however these setbacks allow the creation of a new pocket park for the recreational needs of residents and also to serve as a meeting place and key pedestrian desire line linking Precincts 1 and 2 with Caulfield Station. The result is a superior built form and public realm outcome not specifically envisaged in the Incorporated Plan, yet still achieving the overall objectives.

- *Buildings should have splay corners where they are built to the front boundary or side boundary adjoining a street*

Comment:

Splays have been provided to all three (3) intersections to ensure that a comfortable level of pedestrian amenity can be provided.

- *Views of Melbourne CBD and the Bay may be possible from upper levels of higher buildings, and design responses that exploit this positive aspect of the location will be encouraged*

Comment:

The building orientation supports views from many of the northern tower and some of the southern tower dwellings. This view opportunity can be seen in Section 1.13 of Appendix H.

- *Balconies overlooking The Boulevard are strongly encouraged. These must be wholly contained within the property boundary*

Comment:

Balconies are proposed along all three street frontages to create positive passive surveillance opportunities.

All balconies are contained within title boundaries.

- *Windows and balconies will provide the possibility of outlook onto streets, promoting a feeling of security in the public realm*

Comment:

As above.

2. BUILDING HEIGHT, SETBACKS & SCALE

- *The Smith Street Precinct is capable in urban design terms of the highest level of development. The Smith Street Precinct will be a 'bookend' to the higher buildings located to the north of the railway line*

Comment:

As has already been outlined, Section 2.10 of the enclosed Appendix H details how Precinct 3 will achieve this objective with taller built form than the forms within Precincts 1 and 2.

- *Taller structures have been positioned in the urban environment where they are supported by their relationship to Caulfield Station the existing Monash side of the Activity Centre, and avoid unreasonable overshadowing of residential and pedestrian precincts*

Comment:

At a maximum of 9 and 10 storeys, Precinct 2 has been respected with Precinct 3 West proposing a 14-storey maximum building height.

The accompanying shadow diagrams (Appendix I) demonstrate that the development will only shadow a segment of the western footpath of Caulfield Boulevard at 9am and only a segment of the eastern side at 10am. This ensures that Precincts 1 and 2 and Caulfield Boulevard are not unreasonably impacted by the development.

While the development will shadow the Station Street footpaths, the orientation of the lot ensures that these shadows are fast moving along these footpath segments.

Given the building massing promoted by Incorporated Plan, some shadowing of Smith Street is anticipated. However, the Precinct includes a range of spaces with reasonable solar access throughout the day, including the new pocket park in the south-west corner of the site and the potential new pocket park north of Smith

Street (albeit to the provided by others). This ensures the development will not unreasonably shadow the surrounding pedestrian precinct.

- *The scale of buildings in the Smith Street Precinct can be described as ‘urban’ in character and scale. As such the building envelopes, setbacks and height must encourage the creation of good urban form*

Comment:

Section 4.8 of the accompanying Appendix H details how the building height and massing has been developed with pedestrian activity, outlook, views and building modulation in mind.

As has been demonstrated throughout Appendix H, the development (including envelopes, heights and setbacks), will create a positive urban form and will make a high-quality architectural contribution to Caulfield Village as a whole.

- *The Height and Setback Plan indicates a preferred podium style outcome for larger scaled buildings with setbacks to the taller building elements in the primary activated pedestrian spaces*

Comment:

The development adopts a podium and tower form to achieve active, pedestrian scale spaces.

While setbacks to the tower elements vary, the positioning of balconies and use of colours and materials ensures that the upper level tower elements are read as secondary or recessive building elements behind the podium.

- *Setbacks are required to upper levels facing all streets above podium level, to create a consistent and comfortable street edge, balance along street edges, and a human scale*

Comment:

As above.

3. SUSTAINABLE DESIGN

- *A sustainable design response will be required in all buildings, where orientation, sun-shading, ventilation, sustainable material specification and/or environmental systems are employed to meet sustainability objectives*

Comment:

ESD principals and initiatives have been incorporated into the proposed buildings since inception.

This is demonstrated by the commitment to achieve a 4 star Green Star Buildings rating, a minimum average NatHERS energy rating of 7.0 stars, the ESD objectives of the Better Apartment Design Standards (albeit Clause 58 is not applicable to this request) and achieve the Best Practice standard for stormwater quality.

Refer to the Environmental Management Plan at Appendix O for a more comprehensive assessment of sustainable design responses.

- *Passive design strategies that take advantage of unassisted cross-flow ventilation and building orientation to manage thermal comfort are encouraged, particularly in residential buildings*

Comment:

The proposed design incorporates the following measures to ensure that appropriate ventilation and thermal performance are achieved in the proposed residential buildings:

- o Energy efficient glazing; and
- o Natural ventilation introduced where possible.

Refer to the Environmental Management Plan at Appendix O for a more comprehensive assessment of sustainable design responses.

The Pedestrian Environment

- *The Smith Street precinct is a critical component of the wider urban renewal of the Caulfield Major Activity Centre and, in particular, the strengthening of pedestrian linkages between each side of the railway line*

Comment:

At its core, the design has been based on the continuation of the link created through Precincts 1 and 2, with this design creating a new east-west link completing pedestrian connectivity through the Caulfield Village development to Caulfield Station.

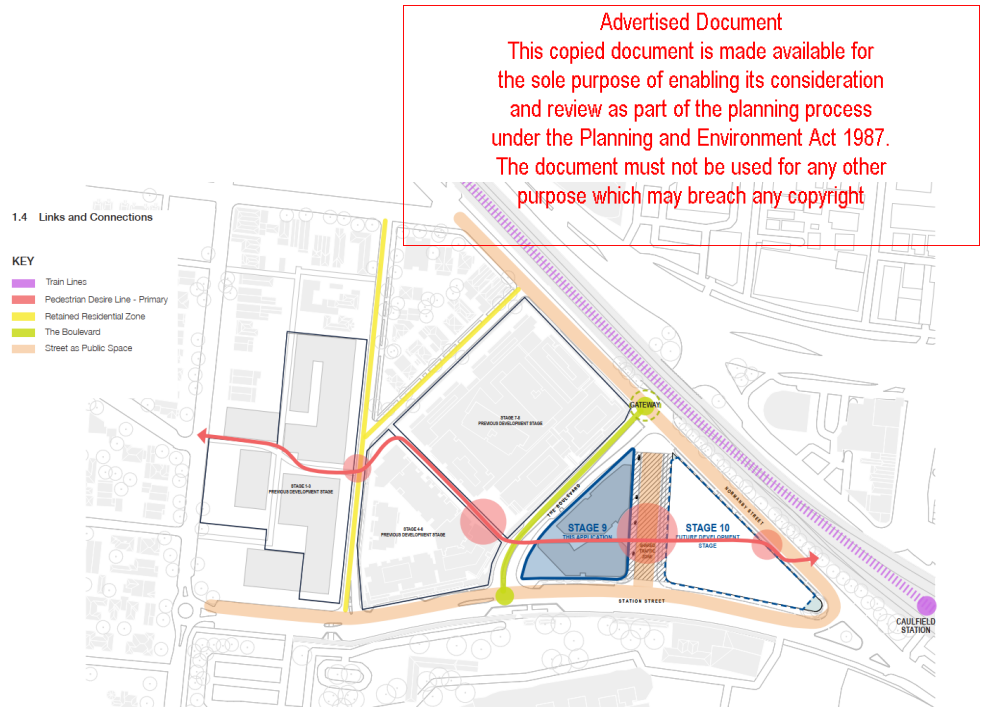


Figure 14: Links and connections
(extracted from Appendix F)

- *Development will create improved pedestrian amenity including a more comfortable pedestrian environment, a pedestrian-friendly and activated street on the existing alignment of Smith Street (including the retention of existing avenue trees) and opportunities for complementary development and land use adjacent to the railway station and racecourse*

Comment:

Not only does the fine-grained materiality and form of the podium achieve an appropriate human scale, the ground level uses positively activate all street frontages and the central east-west link.

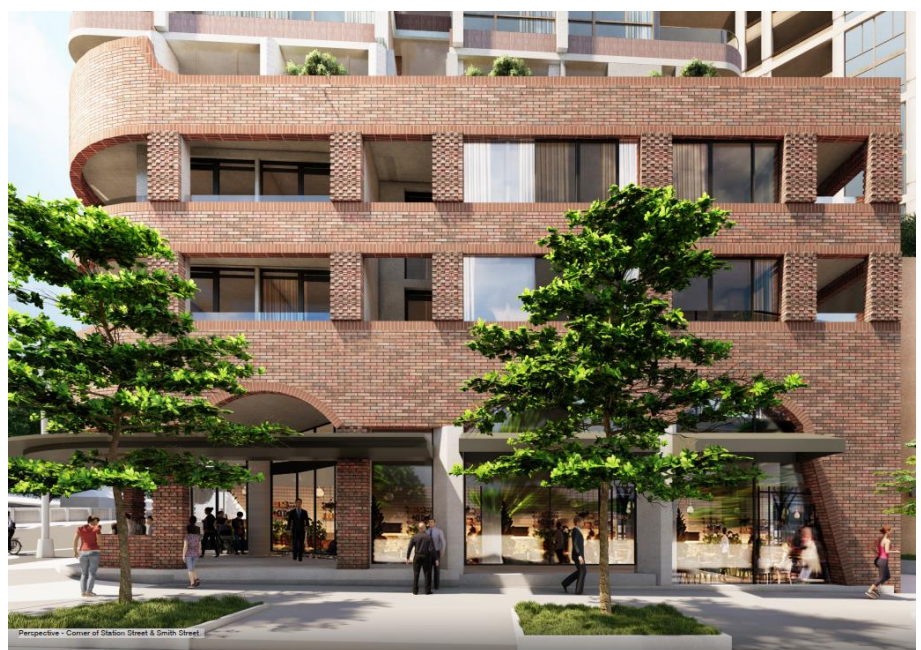


Figure 15: Render depicting fine
grained materiality and pedestrian
scale (extracted from Appendix H)

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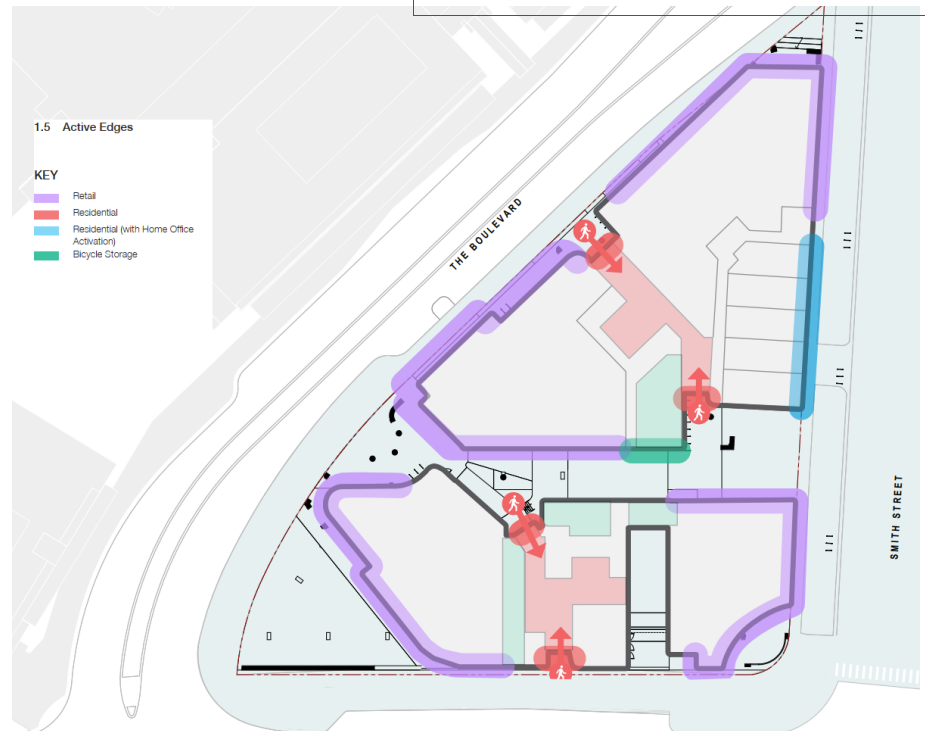


Figure 16: Street address and active edges (extracted from Appendix F)

The development proposes the removal of the Smith Street trees, however the landscape plan (Appendix J) includes a new boulevard of street tree planting and also includes street trees along Station Street and Caulfield Boulevard to continue the planting theme established in Precinct 2 (refer to figure 11).

- *The new Boulevard and the reconfigured Smith Street are each conceived as activated, tree lined boulevards with generous, shaded pavement zones to support pedestrian activity and open-air dining*

Comment:

Both the Caulfield Boulevard and Smith Street frontages are provided with generous footpaths to support pedestrian activity.

A setback is offered in front of one of the retail tenancies along Caulfield Boulevard, with additional, generous setbacks offered in front of the food and drinks tenancy in the south-west corner, adjacent to the pocket park, to cater for open-air dining.

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- *Retail and commercial uses fronting The Boulevard will have active street frontages that directly address the street*

Comment:

Retail and food and drinks tenancies are proposed along Caulfield Boulevard to activate this area and to complement the approved retail and supermarket tenancy positioning within Stages 6-7 opposite.

- *Other street frontages should provide transparent facades at street level*

Comment:

As has been outlined in Attachments H and I, all three (3) street frontages are extensively activated and provided with transparent facades, with the incorporation of retail and food and drinks tenancies, dwellings with home offices and residential lobbies.

- *The street edges on Smith Street and the eastern side of The Boulevard will have transitional periods of sunshine during the afternoon in winter, and street activation such as outdoor dining is encouraged*

Comment:

As above, outdoor dining opportunities are provided on the east side of Caulfield Boulevard (recessed tenancy south of the residential lobby) and around the food and drinks tenancy, also activating the pocket park.

- *The pedestrian environment of the Smith Street Precinct will be connected to the broader urban landscape*

Comment:

This connection to the established Precinct 1 and 2 pedestrian links to Caulfield Station has already been outlined. In addition, the Landscape Report at Appendix J further outline how this connection will be emphasised through the use of planting, lighting and surface treatments.

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- *Pedestrian movement in the Precinct will be generally focused on the street network and the public realm constituted by the road reserves. A permeable, walkable environment will create safer streets and encourage passive recreational activity promoting better community health levels*

Comment:

The street network boarding the site will be enhanced by the public realm works proposed, with a new east-west link encouraging existing residents to walk towards Caulfield Station, the Derby Road shops and Monash University further north-east.

The creation of a new pocket park will also encourage passive recreational activity, supporting the objective of promoting better community health levels.

Access and Loading

- *The Station Street frontage will be designed to be pedestrian-friendly, and also provide service and vehicle access for the precinct*

Comment:

In line with this objective, the development includes a consolidated vehicular entry along Station Street. This ensures that the processional boulevard of Smith Street can be achieved, without unreasonably compromising the pedestrian safety or traffic function of Station Street.

We continue to rely on Appendix N for traffic related matters.

- *On site car parking should be placed in basements so that they do not detract from street frontages. Basement car parking spaces should not extend into landscaped front and rear setback areas. If car parking is unavoidably provided above-ground then it should be contained within a building within an active habitable frontage facing all streets, lanes and habitable space on adjacent properties*

Comment:

All new on-site car parking is provided within basement levels to ensure the development maximises active frontages and creates a high level of amenity for pedestrians.

Landscape and Public Space

- *A revitalised landscape area will be created in a corridor along Smith Street, creating a shared pedestrian/vehicular space*

Comment:

The development includes a revitalised landscape area, with a clear processional theme along Smith Street, to enhance the shared pedestrian/vehicular space.

- *Landscape in other parts of the Smith Street Precinct will include the provision of trees and soft landscaping in streetscapes*

Comment:

The Landscape report and plan at Appendix J details a range of street trees, planters and grassed areas to:

- Extend the established boulevard planting along Caulfield Boulevard;
- Extend the street tree planting and garden beds along Smith Street;
- Create a new landscaped link through the site with low level planting within planter beds; and
- Create a new pocket park in the south-west corner of the site with grass, planters and street trees.

- *Hard surface treatments with tree and shrub planting will generally predominate, reinforcing the urban character of the Precinct*

Comment:

The perimeters of the site (Caulfield Boulevard, Smith Street and Station Street) include generous footpaths, along with street tree planting, to reinforce the urban character of the precinct.

- *Non-trafficable spaces created by road closures should be landscaped to facilitate passive recreation and social activity.*

Comment:

While this will be provided for and delivered by others, the road closure at the northern end of Smith Street provides an opportunity for Council to facilitate passive recreation and social activity.

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- High quality paving, furniture, planting and lighting should be provided

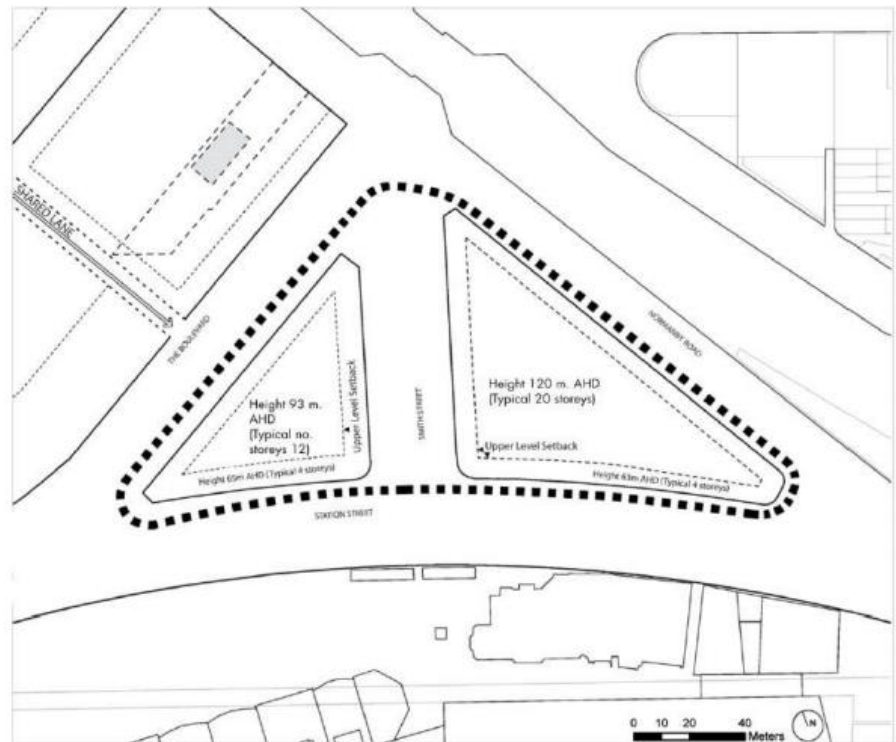
Comment:

Section 5 of the accompanying Appendix J outlines a high-quality range of paving, furniture, planting and lighting that will be provided in and around the Precinct.

5.5.3 Smith Street Precinct – Height and Setback Diagram

The proposal seeks minor variations to the built form envelopes within the Smith Street Precinct as follows:

- Minor height projections above 93m AHD; and
- Minor projection within the upper-level setback diagram in the south-west corner of the site.



SMITH STREET PRECINCT – PREFERRED MAXIMUM HEIGHT AND SETBACK DIAGRAM

Note (i): "Height" is the building height measured to AHD (not "typical storeys") excluding architectural features (such as domes, eaves, downpipes, towers, masts etc.), lift over runs and building services structures or screens which may exceed the AHD building height by up to 1.5 metres within 3 metres of a wall edge that faces a road or 2 metres in all other areas.

Note (ii): Minor buildings and works, such as verandas, architectural features, balconies, eaves, downpipes, shelters, sunshades, art works, street furniture and fences may encroach into the minimum setback.

Figure 17: Smith Street Precinct – Preferred Height and Setback Diagram, Incorporated Plan.

While we acknowledge these variations will require subsequent planning permission through a planning permit, they remain generally in accordance with the Incorporated Plan and should be supported as:

- The height variation is minor in the context of the overall preferred heights encouraged within the Precinct (450mm to roof and a 50mm variation for the services area);

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- The floor levels have been designed to ensure minimum 2.7 metre floor to ceiling heights are provided within apartments to provide a high level of amenity and daylight;
- The natural ground level for the Precinct is higher than Precincts 1 and 2, impacting the developable 'envelope' under the preferred maximum height for this area. This potentially undermines the expressed vision for Precinct 3 to 'bookend' Caulfield Village;
- The minor variation associated with the western end of the southern tower will provide visual interest, shelter and a covered pedestrian path though the site;
- The podium and tower setbacks in the south-west corner of the site remain in excess of the Incorporated Plan, which did envisage these elements being constructed to the corner. However, the proposal creates a high amenity pocket park for the broader community and a 'meeting place' or nexus that creates a secondary pedestrian desire line linking Precincts 1 and 2 and Caulfield Station; and
- The architectural treatments and language adopted in the design ensure that the podium and tower elements within this part of the site continue to read as distinct building elements, consistent with the underlying intent of the height and setback diagram.

While these are technically variations to the Incorporated Plan, they achieve a high quality built form and development outcome that is considered to be superior to that which would be delivered within a building envelope which complies absolutely with the preferred maximum height and setback diagram within the Incorporated Plan.

In every other way, the proposed design is compliance with the preferred height and setback outcomes espoused in the Incorporated Plan.

5.5.4 Consistency with the Vision of the Incorporated Plan

As demonstrated in the detailed assessment above, the Development Plan application achieves a high level of compliance with the measurable and objective driven requirements of the Incorporated Plan. The close adherence to the preferred design criteria promoted in the Incorporated Plan will result in the delivery of a development outcome for that portion of the Mixed Use and Residential Precincts covered by this Development Plan application which is consistent with the vibrant, sustainably, healthy and connected mixed use vision outlined for Caulfield Village.

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This Development Plan application relates to the western portion of the Smith Street Precinct, or Stage 9 of the Caulfield Village Development. It builds on the earlier Development Plan approvals for Stages 1-8, which have so far delivered higher density residential accommodation, shops, food and drinks premises, public realm improvements (including landscaped pedestrian linkages) and the completion of an established landscaped pedestrian and vehicular spine connecting Caulfield Village with the broader neighbourhood (Caulfield Boulevard).

This proposal includes 354 new dwellings and 1,778 square metres of retail floor space in the form of shops and food and drink premises, to complete the vision for a vibrant, mixed use village centre.

The retail activation (shops and food and drinks tenancies), including outdoor dining opportunities, will extend along Caulfield Boulevard and Station Street and includes planting and footpaths to complete the eastern side of Caulfield Boulevard. A new pocket park is proposed in the south-west corner of the site to offer a secondary option for pedestrians walking through the precinct. The primary pedestrian connection is the landscaped east-west link through the centre of the site.

Ground level dwelling/home offices are proposed along the Smith Street frontage and adopt a high degree of glazing to provide continuity of active frontage from Caulfield Boulevard and along Smith Street to Station Street.

The development will be constructed above two basement car parking levels accommodating 258 car parking spaces, which will provide sufficient supply to cater for the anticipated demands of the proposal. All parking is concealed within basement levels and accessed from areas removed from principal pedestrian thoroughfares.

The design will enhance all public interfaces with high quality landscaping and paving treatments, which integrate with earlier project stages and will create a high level of pedestrian amenity and connectivity through the development and beyond.

The proposed built form has been designed to comply with the preferred height and setback expectations expressed in the Incorporated Plan, save for minor height and setback elements which otherwise achieve the overarching objectives of the Plan, and provide a superior public realm outcome.

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The architectural detailing of all buildings takes its cues from the valued character elements of the surrounding neighbourhood and reinterprets them in a contemporary language which will sit comfortably within the site's established context, including previously approved stages of Caulfield Village.

Best practice ESD principals are at the heart of the proposed design and will ensure that appropriate environmental performance is achieved.

While Clause 58 is not applicable in this instance (specifically exempt under the PDZ2), Appendix 1 includes a detailed assessment to demonstrate that a high level of internal and external amenity will be achieved for future residents of proposed dwellings.

The development contemplated in this request to endorse a Development Plan has given thorough consideration to the relevant town planning framework so as to ensure that this stage of the Caulfield Village redevelopment delivers an outcome that is entirely consistent with the future vision for the land.

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Attachment 1: Clause 58 Assessment

Appendix A

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Better Apartments Design Standards Assessment Clause 58 – Glen Eira City Council Planning Scheme Caulfield Village

58.01 Urban Context Report and Design Response	
58.01-1 Application requirements	An application must be accompanied by: <ul style="list-style-type: none"> • An urban context report. • A design response.
Assessment	An urban context report and design response, prepared by SJB Architects, is provided in Appendix H of this submission.
Compliance	Complies
58.01-2 Urban Context Report	<p>The urban context report may use a site plan, photographs or other techniques and must include: An accurate description of:</p> <ul style="list-style-type: none"> • Site shape, size, orientation and easements. • Levels and contours of the site and the difference in levels between the site and surrounding properties. • The location and height of existing buildings on the site and surrounding properties. • The use of surrounding buildings. • The location of private open space of surrounding properties and the location of trees, fences and other landscape elements. • Solar access to the site and to surrounding properties. • Views to and from the site. • Street frontage features such as poles, street trees and kerb crossovers. • The location of local shops, public transport services and public open spaces within walking distance. • Movement systems through and around the site. • Any other notable feature or characteristic of the site. An assessment of the characteristics of the area including: <ul style="list-style-type: none"> • Any environmental features such as vegetation, topography and significant views. • The pattern of subdivision. • Street design and landscape. • The pattern of development.

	<ul style="list-style-type: none"> • Building form, scale and rhythm. • Connection to the public realm. • Architectural style, building details and materials. • Off-site noise sources. • The relevant NatHERS climate zones (as identified in Clause 58.03.1). • Social and economic activity. • Any other notable or cultural characteristics of the area
Assessment	An urban context report and design response, prepared by SJB Architects (Appendix H), the Precinct Landscape Plans, prepared by Oculus (Appendix G) and the Town Planning Report prepared by the Urban Planning Collective [UPco] outline the items as listed in Clause 58.01-2. The enclosed Environmental Management Plan [EMP] prepared by ARK Resources (Appendix O) also outlines the relevant NatHERS climate zone.
Compliance	Complies
58.01-3 Design response	<p>The design response must explain how the proposed design:</p> <ul style="list-style-type: none"> • Responds to any relevant planning provision that applies to the land. • Meets the objectives of Clause 58. • Responds to any relevant housing, urban design and landscape plan, strategy or policy set out in this scheme. • Derives from and responds to the urban context report. <p>The design response must include correctly proportioned street elevations or photographs showing the development in the context of adjacent buildings. If in the opinion of the responsible authority this requirement is not relevant to the evaluation of an application, it may waive or reduce the requirement.</p>
Assessment	The urban context report and design response, prepared by SJB Architects (Appendix H), the Precinct Landscape Plans, prepared by Oculus (Appendix G) and the Town Planning Report prepared by the Urban Planning Collective [UPco] detail an extensive design response from a planning and physical context perspective as per Clause 58.01-3.
Compliance	Complies
58.02 Urban Context	
58.02-1 Urban Context	<p>To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.</p> <p>To ensure that development responds to the features of the site and the surrounding area</p>
Standard D1	<p>The design response must be appropriate to the urban context and the site.</p> <p>The proposed design must respect the existing or preferred urban context and respond to the features of the site.</p>
Assessment	The urban context report and design response, prepared by SJB Architects (Appendix H), the Precinct Landscape Plans, prepared by Oculus (Appendix G) and the Town Planning Report prepared by the Urban Planning Collective [UPco] demonstrates how the proposal responds to the site context and identified vision for the site given the high degree of compliance with the Incorporated Plan.

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Compliance	Complies
58.02-2 Residential Policy	<p>To ensure that residential development is provided in accordance with any policy for housing in the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.</p> <p>To support higher density residential development where development can take advantage of public and community infrastructure and services</p>
Standard D2	An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
Assessment	<p>Along with a high degree of compliance with the Incorporated Plan, the proposal offers additional housing, associated retail and food and beverage offering and a well resolved landscape scheme comprising mature tree planting in an area which is well serviced by public transport and services.</p> <p>The proposal also accords with the overarching vision for the Caulfield Village, which includes:</p> <p><i>Caulfield Village will create a thriving, integrated, transit- oriented mixed use centre designed to complement the character and facilities of the activity centre and surrounding neighbourhoods</i></p> <p><i>Residents and visitors alike will be able to live, work, shop and relax within a sustainable, green and connected village environment</i></p> <p>The Town Planning Report prepared by UPco provides a full assessment against the relevant policy for housing in the Scheme.</p>
Compliance	Complies
58.02-3 Dwelling Diversity	To encourage a range of dwelling sizes and types in developments of ten or more dwellings.
Standard D3	Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.
Assessment	The proposal provides a total of 345 apartments including 28 x studio (including 5 home offices), 233 x 1-bedroom, 87 x 2-bedroom and 4 x 3-bedroom dwellings, along with a variety of dwelling configurations to offer choice and variety throughout the development and across the suburb more generally.
Compliance	Complies
58.02-4 Infrastructure	<p>To ensure development is provided with appropriate utility services and infrastructure.</p> <p>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</p>
Standard D4	<p>Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available.</p> <p>Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.</p> <p>In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.</p>

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Assessment	The area is already serviced by infrastructure, with WOL drainage management and infrastructure plans already being endorsed and continuing to be included at Appendices D and E for this submission.	Adaptation Condition This copied document is made available for the sole purpose of enabling its consideration and review as part of the planning process under the Planning and Environment Act 1987. The document must not be used for any other purpose which may breach any copyright
Compliance	Complies	
58.02-5 Integration with the street level	To integrate the layout of development with the street	
Standard D5	<p>Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.</p> <p>Development should be oriented to front existing and proposed streets.</p> <p>High fencing in front of dwellings should be avoided if practicable.</p> <p>Development next to existing public open space should be laid out to complement the open space.</p>	
Assessment	A variety of retail interfaces are provided at the ground floor level encouraging activation and passive surveillance opportunities within the public realm. The development provides entry to the residential component of development directly from the Boulevard and via a separate residential lobby which is accessible from both the Boulevard and Smith Street. A double width vehicle entry to the two (2) basement levels is confined to a 6.1m wide segment along Station Street.	
Compliance	Complies	
58.03 Site Layout		
58.03-1 Energy efficiency	<p>To achieve and protect energy efficient dwellings and buildings.</p> <p>To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.</p> <p>To ensure dwellings achieve adequate thermal efficiency</p>	
Standard D6	<p>Buildings should be:</p> <ul style="list-style-type: none"> Oriented to make appropriate use of solar energy. Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. <p>Living areas and private open space should be located on the north side of the development, if practicable.</p> <p>Developments should be designed so that solar access to north-facing windows is optimised.</p> <p>Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table</p>	
Assessment	<p>An EMP is provided at Appendix O, prepared by ARK Resources.</p> <p>The development includes northern living areas and north facing windows, where practical.</p> <p>The enclosed ESD report confirms the dwellings do not exceed a maximum NatHERS cooling load of 21MJ/m².</p>	
Compliance	Complies	

58.03-2 Communal open space	To ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development
Standard D7	<p>Developments with 40 or more dwellings should provide a minimum area of communal open space of 2.5 square metres per dwelling or 250 square metres, whichever is lesser.</p> <p>Communal open space should:</p> <ul style="list-style-type: none"> • Be located to: <ul style="list-style-type: none"> - Provide passive surveillance opportunities, where appropriate. - Provide outlook for as many dwellings as practicable. - Avoid overlooking into habitable rooms and private open space of new dwellings. - Minimise noise impacts to new and existing dwellings. • Be designed to protect any natural features on the site. • Maximise landscaping opportunities. • Be accessible, useable and capable of efficient management.
Assessment	<p>The proposal includes 2,883m² of communal open space at the top of the podium (level 3) which includes BBQ areas, covered spaces, canopy trees and shrubs within planters and grassed areas (detailed in Appendices I and G). Communal facilities including a pool, sauna, spa and gym are also provided at level 2.</p> <p>The layout and design of these spaces does not bring rise to unreasonable noise concerns and the uses are considered to be complimentary to the abutting dwellings.</p> <p>This provides a substantial level of amenity for new residents which far exceeds the extectations of the Standard.</p>
Compliance	Complies
58.03-3 Solar access to communal outdoor open space	To allow solar access into communal outdoor open space
Standard D8	<p>The communal outdoor open space should be located on the north side of a building, if appropriate.</p> <p>At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.</p>
Assessment	<p>The Level 3 communal outdoor space is an extensive area, with the larger segment positioned to the north-west edge of the tower segments and open to the Boulevard, to ensure that adequate solar access is provided.</p> <p>Appendix I includes shadow diagrams which confirm that at least 125 square metres of the level 3 communal open space will receive sunlight between 11am and 2pm (exceeding the Standard).</p>
Compliance	Complies
58.03-4 Safety	To ensure the layout of development provides for the safety and security of residents and property
Standard D9	Entrances to dwellings should not be obscured or isolated from the street and internal accessways.

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	<p>Planting which creates unsafe spaces along streets and accessways should be avoided.</p> <p>Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.</p> <p>Private spaces within developments should be protected from inappropriate use as public thoroughfares</p>
Assessment	<p>The architectural and landscape plans detail well-articulated dwelling entries with good visibility, lighting and surveillance. The landscape concept does not bring rise to safety concerns and will add to the amenity of the development.</p> <p>The proposal does not incorporate any private open space areas (e.g., balconies) at the ground floor level and as such there will be no confusion between private open space areas and public thoroughfares.</p>
Compliance	Complies
58.03-5 Landscaping	<p>To encourage development that respects the landscape character of the area.</p> <p>To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance.</p> <p>To provide appropriate landscaping.</p> <p>To encourage the retention of mature vegetation on the site.</p> <p>To promote climate responsive landscape design and water management in developments that support thermal comfort and reduces the urban heat island effect.</p>
Standard D10	<p>The landscape layout and design should:</p> <ul style="list-style-type: none"> • Be responsive to the site context. • Protect any predominant landscape features of the area. • Take into account the soil type and drainage patterns of the site and integrate planting and water management. • Allow for intended vegetation growth and structural protection of buildings • In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals. • Provide a safe, attractive and functional environment for residents • Consider landscaping opportunities to reduce heat absorption such as green walls, green roofs and roof top gardens and improve on-site storm water infiltration • Maximise deep soil areas for planting of canopy trees. <p>Development should provide for the retention or planting of trees, where these are part of the urban context.</p> <p>Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.</p> <p>The landscape design should specify landscape themes, vegetation (location and species), paving and lighting.</p> <p>Development should provide the deep soil areas and canopy trees specified in Table D2.</p> <p>If the development cannot provide the deep soil areas and canopy trees specified in Table D2, an equivalent canopy cover should be achieved by providing either:</p>

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	<ul style="list-style-type: none"> Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements. Vegetated planters, green roofs or green facades
Assessment	<p>Appendices G and J detail an extensive and well considered landscape plan that both responds to the site context and will positively enhance the area.</p> <p>The Boulevard planting theme will be continued as part of this stage, with generous, wide footpaths and a 3-metre-wide median with trees and granitic gravel (section 4.2 of the landscape plan).</p> <p>New tree planting is proposed along Station and Smith Streets to continue the established planting theme and to further enhance the boulevard planting experience. In particular, the Boulevard planting theme will be carried through along the median strip and the road verge running parallel to the subject site.</p> <p>The Level 3 communal open space areas will have open lawn areas, pergolas, a BBQ deck, pathway connection between the north and south towers and rooftop viewing gardens (inaccessible). This will provide a high level of amenity and outlook within the development.</p> <p>A detailed planting schedule is included at Section 5 of Appendix J.</p> <p>Section 6 of Appendix J outlines the deep soil areas (including street tree pits and a 1.5 metre deep set down area above the basement for the pocket park and at the western end of the east-west link).</p> <p>Page 28 of Appendix J details the depths of planters on the level 3 podium, with a range of 300mm to 1-metre-deep planters to provide for a variety of landscaping, including grass, shrubs and canopy trees.</p> <p>Page 22 of Appendix J also details the planting palette (including the mature size of plants).</p> <p>This approach responds to the landscape character of the area (including the landscape themes within Precincts 1 and 2) and achieves a landscape outcome that is suitable for this style of development and as per the vision of the Incorporated Plan.</p> <p>(It is also acknowledged that this Particular Provision does not technically apply, and the Incorporated Plan calls for generally hard-edge development.)</p>
Compliance	Complies with the objective
58.03-6 Access	To ensure the number and design of vehicle crossovers respects the urban context
Standard D11	<p>The width of accessways or car spaces should not exceed:</p> <ul style="list-style-type: none"> 33 per cent of the street frontage, or if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage. <p>No more than one single-width crossover should be provided for each dwelling fronting a street.</p> <p>The location of crossovers should maximise the retention of on-street car parking spaces.</p> <p>The number of access points to a road in a Road Zone should be minimised.</p> <p>Developments must provide for access for service, emergency and delivery vehicles</p>
Assessment	<p>Given the width of the frontages, the proposed crossover width complies with this Standard.</p> <p>On-street car parking continues to be addressed in the WOL CPMP (Appendix C).</p> <p>The site does not adjoin a Road Zone.</p>

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	The layout of the development ensures that suitable access will be provided for service, emergency and delivery vehicles.	<p>Advised Document</p> <p>This copied document is made available for the sole purpose of enabling its consideration and review as part of the planning process under the Planning and Environment Act 1987. The document must not be used for any other purpose which may breach any copyright</p>
Compliance	Complies with the standard	
58.03-7 Parking location	To provide convenient parking for resident and visitor access To protect residents from vehicular noise within developments	
Standard D12	<p>Car parking facilities should:</p> <ul style="list-style-type: none">• Be reasonably close and convenient to dwellings• Be secure• Be well ventilated if enclosed. <p>Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where windowsills are at least 1.4 metres above the accessway.</p>	
Assessment	<p>The car parking levels provide direct access to the retail floors and residential buildings. The top of podium, or level 3, also includes a walkway in the event that residents or visitors need to walk to a different lift core.</p> <p>Being in the basement, the car park levels are secure and will not impact the amenity of existing or proposed dwellings.</p>	
Compliance	Complies	
58.03-8 Integrated water and stormwater management objectives	<p>To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.</p> <p>To facilitate stormwater collection, utilisation and infiltration within the development.</p> <p>To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.</p>	
Standard D13	<p>Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.</p> <p>Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.</p> <p>The stormwater management system should be:</p> <ul style="list-style-type: none">• Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended• Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas	
Assessment	<p>The enclosed EMP (Appendix O) includes WSUD commitments, including the use of rainwater harvesting for toilet flushing and irrigation to achieve Best Practice against the MUSIC model.</p>	
Compliance	Complies	
58.04 Amenity Impacts		

58.04-1 Building setback objectives	<p>To ensure the setback of a building from a boundary appropriately responds to the urban context.</p> <p>To allow adequate daylight into new dwellings.</p> <p>To limit views into habitable room windows and private open space of new and existing dwellings.</p> <p>To provide a reasonable outlook from dwellings.</p> <p>To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.</p>
Standard D14	<p>The built form of the development must respect the existing or preferred urban context and respond to the features of the site.</p> <p>Buildings should be set back from side and rear boundaries, and other buildings within the site to:</p> <ul style="list-style-type: none"> • Ensure adequate daylight into new habitable room windows. • Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views. • Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. • Ensure the dwellings are designed to meet the objectives of Clause 58.
Assessment	<p>The high degree of compliance with the Incorporated Plan demonstrates the proposal is generally in accordance with the preferred height, setbacks and massing for this stage of Caulfield Village.</p> <p>While 450mm higher than the preferred height (to parapet) and 50mm higher for the plant area, this variation from the Incorporated Plan will not be discernible from the ground. This height also ensures the development can provide 2.7 metre floor to ceiling heights to provide a high level of amenity and daylight for residents. Further, the height achieves a transition up from Precinct 2 to create a 'bookend' as per the objective of the Incorporated Plan.</p> <p>In terms of setbacks, the development largely complies with the Incorporated Plan. This is through the tower forms being setback behind the podium (excluding balconies, as is allowed under the Incorporated Plan).</p> <p>The western end of the southern tower projects beyond the podium where it abuts the pocket park. This provides a positive focal point adjacent to this new meeting place and also provides shelter and a covered link through between Caulfield Station and Precincts 1 and 2.</p> <p>The street walls are generally hard edge at podium level, noting there are some variations to articulate entries and due to the irregular shape of the lot.</p>
Compliance	Complies
58.04-2 Internal Views	To limit views into the private open space and habitable room windows of dwellings within a development.
Standard D15	Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.
Assessment	Windows and balconies have all been designed or treated to minimise unreasonable overlooking between proposed apartments within the development.
Compliance	Complies
58.04-3 Noise impacts	To contain noise sources in developments that may affect existing dwellings.

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	To protect residents from external and internal noise sources
Standard D16	<p>Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.</p> <p>The layout of new dwellings and buildings should minimise noise transmission within the site.</p> <p>Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.</p> <p>New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.</p> <p>Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels:</p> <ul style="list-style-type: none"> • Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am • Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm. <p>Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.</p> <p>Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.</p>
Assessment	The Acoustic Report at Appendix Q addresses this Clause (amounts others including SEPP N-1 and SEPP N-2) and concludes that <i>'With incorporation of the acoustic advice provided, it is expected that the Subject Development can provide suitable residential amenity within the development with respect to acoustics and be occupied/operate without adverse impact on residential amenity in the area'</i> .
Compliance	Complies
58.05 On-site Amenity and Facilities	
58.05-1 Accessibility	To ensure the design of dwellings meets the needs of people with limited mobility
Standard D17	<p>At least 50 per cent of dwellings should have:</p> <ul style="list-style-type: none"> • A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. • A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area • A main bedroom with access to an adaptable bathroom • At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.
Assessment	A total of 70% (251) of dwellings comply with this standard, as is summarised in Appendix I.
Compliance	Complies
58.05-2 Building entry and circulation	<p>To provide each dwelling and building with its own sense of identity.</p> <p>To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.</p> <p>To ensure internal communal areas provide adequate access to daylight and natural ventilation</p>

Standard D18	<p>Entries to dwellings and buildings should:</p> <ul style="list-style-type: none"> • Be visible and easily identifiable • Provide shelter, a sense of personal address and a transitional space around the entry. <p>The layout and design of buildings should:</p> <ul style="list-style-type: none"> • Clearly distinguish entrances to residential and non-residential areas • Provide windows to building entrances and lift areas • Provide visible, safe and attractive stairs from the entry level to encourage use by residents • Provide common areas and corridors that: <ul style="list-style-type: none"> - Include at least one source of natural light and natural ventilation - Avoid obstruction from building services - Maintain clear sight lines.
Assessment	<p>The dwelling entries will be clearly identifiable and sheltered throughout the development (refer to Appendix I), with a clear delineation between residential and non-residential areas.</p> <p>Windows are provided to communal corridors, where possible. Corridors are also reasonably well laid out to maintain clear view lines.</p>
Compliance	Complies
58.05-3 Private open space	To provide adequate private open space for the reasonable recreation and service needs of residents.
Standard D19	<p>A dwelling should have private open space consisting of:</p> <ul style="list-style-type: none"> • An area of 25 square metres, with a minimum dimension of 3 metres at natural ground floor level and convenient access from a living room, or • An area of 15 square metres, with a minimum dimension of 3 metres at a podium or other similar base and convenient access from a living room, or • A balcony with an area and dimensions specified in Table D5 and convenient access from a living room, or • A roof-top area of 10 square metres with a minimum dimension of 2 metres and convenient access from a living room. <p>If a cooling or heating unit is located on a balcony, the balcony should provide an additional area of 1.5 square metres.</p>
Assessment	<p>If air conditioner units are not required to be located on balconies, 100% of the balconies comply with this Standard (see Appendix I).</p> <p>While 63% of balconies would not provide the full additional 1.5m² recommended by the Standard if air conditioner units were required to be accommodated, in these instances the balconies continue to be a functional depth, area and configuration to comfortably accommodate furniture and serve the reasonable recreation and service needs of residents (in line with the objective of the Standard).</p> <p>Further, as the development includes a substantial area of communal open space with adequate solar access as per Standards D7 and D8, far in excess of the minimum expectations of the relevant Standards, the objective of this standard is considered to be clearly met.</p>

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Compliance	Complies with the objective	Advertised Document This copied document is made available for the sole purpose of enabling its consideration and review as part of the planning process under the Planning and Environment Act 1987. The document must not be used for any other purpose which may breach any copyright.
58.05-4 Storage	To provide adequate storage facilities for each dwelling	
Standard D20	Each dwelling should have convenient access to usable and secure storage space. The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D6	
Assessment	All dwellings are provided with the total storage volume required as per Table D6 (refer to Appendix I). Where minimum internal storage requirements have not been able to be met, additional external storage has been provided to the respective residential apartments to ensure the total minimum storage volume is accommodated onsite.	
Compliance	Complies with objective	
58.06 Detailed Design		
58.06-1 Common Property	To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. To avoid future management difficulties in areas of common ownership	
Standard D21	Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management	
Assessment	The proposal clearly delineated between public, communal and private areas and will be attractive and easily maintained. The layout does not bring rise to common ownership questions or concerns.	
Compliance	Complies	
58.06-2 Site service	To ensure that site services can be installed and easily maintained. To ensure that site facilities are accessible, adequate and attractive.	
Standard D22	The design and layout of dwellings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically. Mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development. Mailboxes should be provided and located for convenient access as required by Australia Post	
Assessment	The architectural plans (Appendix I) detail the location of mailboxes, pits, metres and necessary services.	
Compliance	Complies	
58.06-3 Waste and recycling objectives	To ensure dwellings are designed to encourage waste recycling. To ensure that waste and recycling facilities are accessible, adequate and attractive. To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.	

Standard D23	<p>Developments should include dedicated areas for:</p> <ul style="list-style-type: none"> Waste and recycling enclosures which are: <ul style="list-style-type: none"> Adequate in size, durable, waterproof and blend in with the development. Adequately ventilated. Located and designed for convenient access by residents and made easily accessible to people with limited mobility Adequate facilities for bin washing. These areas should be adequately ventilated. Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate. Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing. Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate. <p>Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:</p> <ul style="list-style-type: none"> Be designed to meet the best practice waste and recycling management guidelines for residential development adopted by Sustainability Victoria. Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.
Assessment	<p>We rely on the enclosed WMPs prepared by Salt (Appendix L) which confirms there is adequate and functional space for the storage, separation and collection of waste and recyclables for the commercial and residential components of the development.</p> <p>Waste will be stored and collected within Basement Level 1, providing a high level of amenity and a functional waste arrangement.</p>
Compliance	Complies
58.07 Internal Amenity	
58.07-1 Functional layout	To encourage dwellings that provide functional areas that meet the needs of residents.
Standard D24	<p>Bedrooms should:</p> <ul style="list-style-type: none"> Meet the minimum internal room dimensions specified in Table D7. Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe
Assessment	All of the bedrooms and living rooms meet the minimum dimension and area requirements at Table D7.
Compliance	Complies
58.07-2 Room Depth	To allow adequate daylight into single aspect habitable rooms.

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Standard D25	<p>A single aspect habitable room should not exceed a room depth of 2.5 times the ceiling height.</p> <p>A single aspect open plan habitable room depth may be increased to 9 metres provided the following requirements are met:</p> <ul style="list-style-type: none"> The room combines the living area, dining area and kitchen. The kitchen is located furthest from the window. The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level, except where services are provided above the kitchen. <p>The room depth is measured from the external surface of the habitable room window to the rear wall.</p>
Assessment	<p>The sections in Appendix I confirm that the dwellings have floor to ceiling heights of 2.7 metres (noting that services in the kitchen may encroach this height).</p> <p>The detailed typical apartment type plans (Appendix I) confirm that rooms are no deeper than 9 metres (where single aspect only).</p>
Compliance	Complies
58.07-3 Windows	To allow adequate daylight into new habitable room windows.
Standard D26	<p>Habitable rooms should have a window in an external wall of the building.</p> <p>A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky.</p> <p>The secondary area should be:</p> <ul style="list-style-type: none"> A minimum width of 1.2 metres. A maximum depth of 1.5 times the width, measured from the external surface of the window.
Assessment	The detailed Apartment Type Plans (Appendix I) confirm that all habitable rooms are provided with windows in an external wall of the building.
Compliance	Complies
58.07-4 Natural Ventilation	<p>To encourage natural ventilation of dwellings.</p> <p>To allow occupants to effectively manage natural ventilation of dwellings.</p>
Standards D27	<p>The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.</p> <p>At least 40 per cent of dwellings should provide effective cross ventilation that has:</p> <ul style="list-style-type: none"> There is a maximum breeze path through the dwelling of 18 metres. There is a minimum breeze path through the dwelling of 5 metres. The ventilation openings have approximately the same area. <p>The breeze path is measured between the ventilation openings on different orientations of the dwelling.</p>
Assessment	As shown in the architectural plans (Appendix I), 28% of dwellings achieve cross ventilation as per this standard. While this falls short of the 40% aspiration, the design has taken all reasonable

	<p>measures and opportunities to provide cross ventilation given the irregular lot configuration and building envelope expectations set out in the Incorporated Plan.</p> <p>The EMP in Appendix P also addresses ventilation in the Green Star assessment, again noting a commitment to achieve a 4-star Green Star Buildings rating.</p>
Compliance	<p>Complies with the objective</p>

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11 February 2022

Project/File: 301400565

Adrienne Hearn

BPG Caulfield Village Pty Ltd
C/- Reshape Development
Suite 103, 470 St Kilda Road
MELBOURNE VIC 3004

Dear Adrienne Hearn,

Reference: Caulfield Village Precinct 3 West

Introduction

A request to approve a development plan is currently being sought for Stage 9 of the Caulfield Village development site in Caulfield East (referred to herein as Precinct 3 West).

The application was submitted to Glen Eira City Council (Ref. No. GE / DPNO – 18701/2021) and a Request for Further Information (RFI) letter dated 13 January 2022 was issued. The transport related matters in the RFI have been considered and the following sets out a response to the matters requiring further information.

This letter should be read in conjunction with GTA's Transport Impact Assessment Report (dated 15 December 2021).

The select items relating to traffic and transport matters from the Council RFI letter has been reproduced within this document, with responses to each item provided thereafter. It is noted that the items raised in the RFI have been grouped and reordered for the sake of

RFI Items & Responses

Road Safety Review

- *A Road Safety Audit is to be provided, including all relevant information to provide assessment of areas of potential conflict, and to clarify any modifications required to ensure the safe operation of the network.*
- *Vehicular access to the site should be road-safety audited having regard to the future traffic generation.*
- *Pedestrian access and the connection through the site from the Boulevard to Smith Street (as detailed in the above paragraphs) should also be included in the Road Safety Audit.*

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Reference: Caulfield Village Precinct 3 West

It is noted that further clarification has been sought from Council in regard to the need for a "Road Safety Audit" as identified. Council indicated based on these conversations that a "Road Safety Review" is appropriate. This review encompasses:

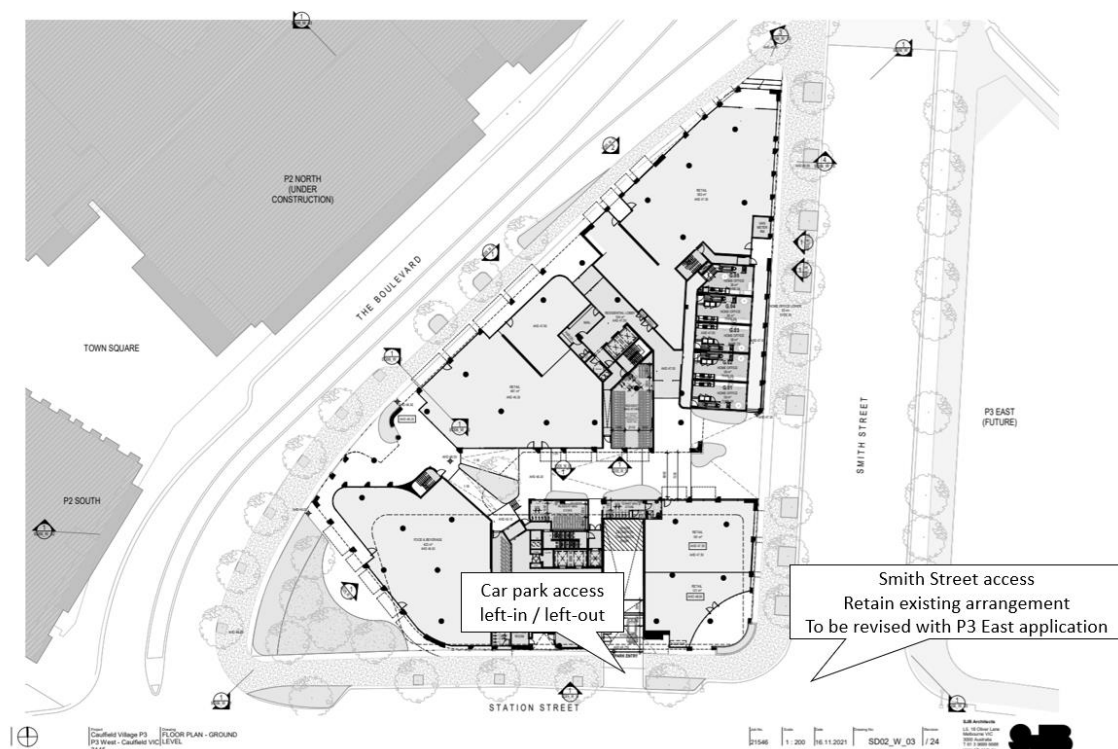
- The vehicular site access point
- Pedestrian connectivity

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VEHICULAR SITE ACCESS POINT

The plans submitted as a part of this application consist of one vehicular site access point, via Station Street. The design of the full Smith Street precinct, which includes Precinct 3 East, contains a rearrangement of Smith Street. This contains a variety of works, such as public open space to the north, rearranged on-street parking, a cul-de-sac style arrangement and revised intersection with Station Street. This rearranged Smith Street is proposed to occur as a part of the Precinct 3 East application, and is therefore not considered in this assessment. The intersection between Smith Street and Station Street will remain unchanged as part of the Precinct 3 West works, as shown in Figure 1 noting importantly that it will terminate at the northern end and no longer connect to Normanby Road. As such, Smith Street is expected to carry very low traffic volumes that will be solely related to on-street car parking and site access to Precinct 3 during construction.

Figure 1: Site Access Context



Reference: Caulfield Village Precinct 3 West

The proposed site access point is therefore located on Station Street between Smith Street and The Boulevard. The crossover is designed in a typical arrangement, consistent with that across the Caulfield Village development site and will be restricted to left-in / left-out. Given that the Boulevard intersection is to be signalised and the Smith street intersection provides access only to a small number of on-street parking spaces, the location of the crossover closer to Smith street is considered most appropriate.

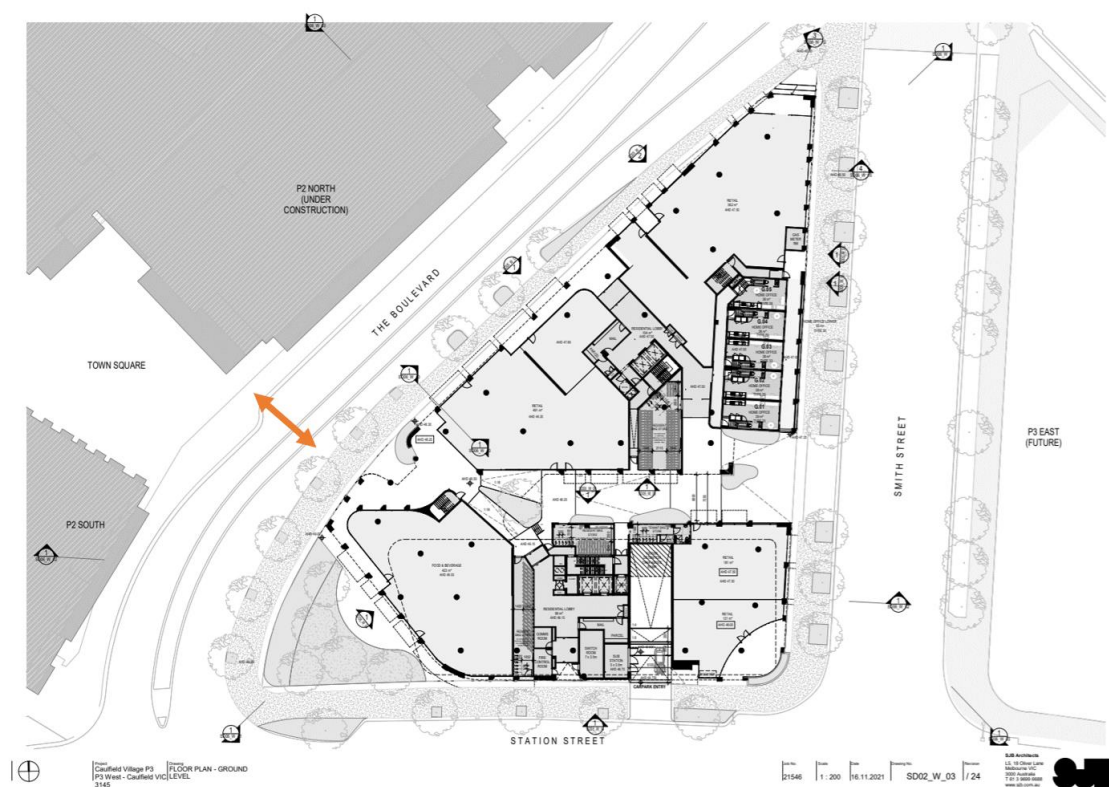
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The left-in / left-out arrangement reduces the amount of conflict points on the road network. Given that in the ultimate case it is proposed to retain full turning movements at the Station Street intersections with The Boulevard and Smith Street, it was deemed that the left-in / left-out site access point was the most appropriate arrangement and is considered appropriate noting it provides access to residential parking only.

PEDESTRIAN CROSSING

Given the level of development within the Caulfield Precinct, it is expected that the volume of pedestrian activity throughout the area will increase, including between the various developments. A review of the locations of the pedestrian pathways within the Caulfield Village precinct indicates that a likely pedestrian desire is present across The Boulevard, to connect the Smith Street Precinct with the Mixed Use Precinct. An opportunity is therefore present to provide a pedestrian crossing at this location, to give priority. Figure 2 as outlined below indicates the proposed location for this

Figure 2: Location of Pedestrian Crossing



Reference: Caulfield Village Precinct 3 West

Additional detail will be provided in regard to the specifics of the pedestrian crossing when a design is prepared. Given the proximity to the signalised intersection with The Boulevard to the south, it is expected that a zebra crossing is the most appropriate pedestrian crossing treatment. This can be provided as a raised zebra, similar to the arrangement shown in Figure 3. Noting that this will be a Council asset, the Applicant is happy to work with Council to determine the most appropriate pedestrian crossing treatment to Council's satisfaction.

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Figure 3: Example Raised Zebra Crossing



Car Park Management Plan

- *A Car Park Management Plan specific to the current stage, detailing any relevant management and safety measures.*
- *Any relevant updated car parking management plans including signage/parking restrictions should be included in the application package.*

A precinct wide Car Park Management Plan has been prepared and endorsed by GECC in 2016. This document outlines the car parking supply at a precinct wide level, outlining accessibility, allocation, on-street car parking and the impacts on the supply of car parking to Caulfield Racecourse. A cover letter was prepared as a part of this application to outline any updates / changes that have been made in the preparation of this application.

While a detailed Car Park Management Plan can be prepared for the proposed car parking arrangement for the site including specific signage and linemarking, this level of detail is not considered necessary for Council to assess the current application. Rather it is considered that a suitable worded condition could be included as part of the development plan approval and this detail the proposed allocation of car parking and any signage / car parking restrictions can be provided as part of the Car Park Management Plan following approval of the Development Plan.

Reference: Caulfield Village Precinct 3 West

We also note the application material included a detailed Transport Impact Assessment specific to this development plan request for stage 9.

Impact Assessment Statement

- *An Impact Assessment Statement, providing details of any modifications required to the road network, inclusive of closures, restrictions, and any other works which may impact upon the operation of the road network.*
- *Additional details of any modifications to the area's road network to accommodate/facilitate the development should be provided – e.g., intersection treatments, vehicle and cycling access arrangements on Station Street, The Boulevard and Smith Street*

The following outlines the changes to the road network as a result of the proposed application:

- A left-in/left-out site access point and crossover is to be placed on Station Street, allowing access to the basement car park
- The provision of the site access point crossover will result in the loss of three on-street car parking spaces
- An angled car parking bay on Smith Street is proposed to be allocated as a car share bay.
- Bicycle parking facilities are proposed to be provided throughout the ground floor of the development, in a variety of secure and publicly accessible spaces. No changes to the existing on-street bicycle lanes on Station Street are proposed as a part of this development

The closure of the northern end of Smith Street is currently being undertaken as part of the approved Precinct 2 North works. No further changes are proposed to Smith Street as part of the Precinct 3 West application.

Regards,



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PROPOSED MIXED USE DEVELOPMENT

STAGE 9, SMITH STREET PRECINCT,
CAULFIELD VILLAGE

WASTE MANAGEMENT PLAN (RESIDENTIAL WASTE)

SALT³

PROPOSED MIXED USE DEVELOPMENT, STAGE 9, SMITH STREET PRECINCT, CAULFIELD VILLAGE

Client: BPG Caulfield Village Pty Ltd

Report Reference: 21087W

File Path: Y:\2021\21087W – Caulfield Village Redevelopment, Precinct 3\08 Reports\21087WREP01F02 (Residential).docx

Wednesday, December 15, 2021

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EXECUTIVE SUMMARY

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SALT has been engaged by BPG Caulfield Village Pty Ltd to prepare a Waste Management Plan (WMP) for a proposed mixed use development located at Stage 9, Smith Street Precinct, Caulfield Village.

SALT understands that the Caulfield Village proposal will involve a staged development consisting of the east and west stages. This report discusses the residential waste strategy for Stage 9 of the Smith Street Precinct of Caulfield Village. The residential component of this stage will contain 354 apartments consisting of 28 studios, 233 one-bedroom apartments, 89 two-bedroom apartments and 4 three-bedroom apartments.

Residential waste would be stored on-site in the residential bin rooms located at basement level 1.

Residential waste would be collected by private contractor, with:

- Twelve 1,100L garbage bins collected twice per week;
- Fourteen 1,100L commingled recycling bins collected twice per week;
- Twelve 240L organics bins collected twice per week;
- Fourteen 120L glass bins collected twice per week; and
- 4m² of hard waste collected as required.

Waste vehicles would prop safely within the basement level 1 car park. Vehicle operators would ferry waste bins from the bin rooms to the collection vehicle and return upon emptying.

In the opinion of SALT, the enclosed Waste Management Plan would provide efficient waste management for the proposed development. This report must be read in detail prior to implementation of the waste management strategy.

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SALT³

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1 INTRODUCTION

SALT has been requested by BPG Caulfield Village Pty Ltd to prepare a Waste Management Plan for a proposed mixed-use commercial and residential development located at Stage 9, Smith Street Precinct, Caulfield Village. As noted above, this report only discusses the residential waste management strategy for the development. The commercial waste management strategy has been discussed in a separate report.

This Waste Management Plan (WMP) has been prepared based on industry best practice in the circumstance and the development plans are amended or new legal requirements are introduced, a revision of the enclosed WMP may be required by the Responsible Authority. The developer would be responsible in engaging with a waste consultant or engineer to prepare the updated report accordingly.

Generation rates have been adopted based on residential waste generation rates enclosed in the Sustainability Victoria *Better Practice Guide for Waste Management and Recycling in Multiunit Developments* 2019.

2 INCLUDED IN THIS REPORT

Enclosed is the Waste Management Plan for the proposed development at Stage 9, Smith Street Precinct, Caulfield Village. Included are details regarding:

- Land use;
- Waste generation;
- Waste systems;
- Bin quantity, size and colour;
- Collection frequency;
- Bin storage area;
- Signage;
- Waste collection;
- Responsibilities;
- Ventilation, washing and vermin-prevention;
- Noise reduction;
- DDA compliance;
- Supplier contact information; and
- Scaled waste management drawings.

3 LAND USE

Planning application number: to be allocated

Land Zone: Priority Development Zone 2

Land use type: Mixed-use (commercial and residential)

Number of levels: 14 (with 2 additional basement levels)

Residential Space: total of 354 dwellings consisting of:

North Tower:

- 16 studios (including 5 home offices);
- 126 one-bedroom apartments; and
- 38 two-bedroom apartments;
- 2 three-bedroom apartments.

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South Tower:

- 12 studios;
- 107 one-bedroom apartments;
- 51 two-bedroom apartments; and
- 2 three-bedroom apartments.

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4 RESIDENTIAL WASTE MANAGEMENT PLAN

4.1 WASTE GENERATION

Residential waste generation rates are shown below in Table 1. Calculations are based on a 7 day per week operation.

Generation rates have been adopted based on residential waste generation rates enclosed in the Sustainability Victoria *Better Practice Guide for Waste Management and Recycling in Multiunit Developments* 2019. These rates are considered appropriate for a mixed-use development located within the City of Glen Eira.

One bedroom waste generation rates have been adopted for the studio units. It should be noted that there are 5 home offices included within the number of studio units listed within the north tower. Two bedroom waste generation rates have been adopted for these home office spaces to ensure a conservative waste generation estimate in the assessment below.

Any common spaces to the residential areas, including lobbies, meeting room, office, spa, gym and amenity spaces have not been included in these calculations as any waste generated in these areas is generated in service of the residential spaces and therefore incorporated into the below rates.

Based on lack of landscaped spaces provided, low volumes of green waste are anticipated from the proposed dwellings hence the waste generation assessment below has only accommodated for the separation of food organics. Any green waste generated during garden maintenance would be removed from the site by landscaping contractors.

Organics generation rates have been calculated based on data enclosed within the Metropolitan Waste and Resource Recovery Group *Introducing a kerbside food and garden organics collection service* 2018. The report states that waste generated within residential developments has a general food waste composition of 36% by weight.

Based on the *SA Waste and Recycling Reporting Template*, the density of garbage is 0.15kg/litre while that of food organics is 0.425kg/litre. Based on this, the equivalent volume composition of organics is 17% and therefore the corresponding garbage composition is 83%. This composition has been applied to the adopted garbage generation rate in the assessment below.

Based on an audit conducted on residential bins in Macedon Ranges Shire Council, it was found that recycling bins typically consist of 10% of glass materials. Due to the lack of glass generation rates available, this rate of 10% has been applied in the waste generation assessment below.

Table 1 Residential Waste Generation Rates

Dwelling Size	Garbage (L/week)	Commingled Recycling (L/week)	Organics (L/week)	Glass (L/week)
One Bedroom	66.4	72	13.6	8
Two Bedroom	83	90	17	10
Three Bedroom	99.6	108	20.4	12

The waste generation assessments of the proposed development are provided in Table 2 and Table 3.

Table 2 Residential Waste Generation Assessment (North Tower)

Dwelling Size	Quantity	Waste Per Week			
		Garbage	Commingled Recycling	Organics	Glass
One Bedroom	137	9,097L	9,864L	1,863L	4096L
Two Bedroom	43	3,569L	3,870L	731L	430L
Three Bedroom	2	199L	216L	41L	24L
Total Waste Generated per Week		12,865L	13,950L	2,635L	1,550L

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Table 3 Residential Waste Generation Assessment (South Tower)

Dwelling Size	Quantity	Waste Per Week			
		Garbage	Commingled Recycling	Organics	Glass
One Bedroom	119	7,902L	8,568L	1,618L	952L
Two Bedroom	51	4,233L	4,590L	867L	510L
Three Bedroom	2	199L	216L	41L	24L
Total Waste Generated per Week		12,334L	13,374L	2,526L	1,486L

4.2 WASTE SYSTEMS

Waste would be sorted on-site by residents as appropriate into the following streams:

- Garbage (General Waste);
- Commingled Recycling;
- Green Waste OR Food Organics and Garden Organics Waste (FOGO);
- Hard waste;
- Charity; and
- E-waste.

SALT strongly recommends maximising recycling and recovery of materials where possible to minimise volume of waste landfilled and therefore minimise environmental harm. It should be ensured that all recyclable streams can be as easily disposed as garbage is throughout the development.

4.2.1 DUAL CHUTE

All residents would dispose of bagged garbage and loose recyclables using the provided dual chute system. There would be one chute dedicated to garbage and another dedicated to commingled recycling. Chute doors would be signed as "Garbage" or "Commingled Recycling" as appropriate. Each chute would output directly into the stream appropriate 1,100L bin within the basement level 1 residential bin rooms.

Please note that the maximum deflection angle typically allowed for the garbage chute is 45° and 22.5° for the commingled recycling chute. It is however recommended that a smaller angle than the maximum is adopted to prevent clogging of materials within the chute system.

Termination of chutes would have skirting or other equivalent system to reduce any materials leaving the bin on impact.

Chute termination points would be fenced off, so residents are not able to access the equipment.

It is recommended that waste bins have reinforced bases for bin longevity.

4.2.2 GARBAGE (GENERAL WASTE)

Each dwelling would be furnished with plastic lined bins to have a minimum capacity of 15 litres for the temporary holding of garbage. Residents would transfer the waste as required to the appropriate chute drop off point located adjacent to the lift core at each residential level, as shown in Appendix 1.

Garbage is to be disposed of bagged.

4.2.3 COMMINGLED RECYCLING

Each dwelling would be furnished with unlined bins to have a minimum capacity of 15 litres for the temporary holding of commingled recyclables. Residents would transfer recyclables as required to the appropriate chute drop off point located adjacent to the lift core at each residential level, as shown in Appendix 1.

Recyclables are to be disposed of loosely.

4.2.4 GLASS

Each dwelling would be furnished with unlined bins to have a minimum capacity of 5 litres for the temporary holding of glass. Residents would transfer glass as required to the appropriate 120L glass bins provided within the basement level 1 bin room, as shown in Appendix 1.

It is noted that the container deposit scheme (CDS) will be available in Victoria by 2023. As the development is only expected to be operational after the implementation of the CDS, it is estimated that the glass bins provided would be sufficient for residential use as it is anticipated that residents would utilise the container deposit scheme for glass bottle and glass jar recycling.

Glass are to be disposed of loosely.

4.2.5 FOOD ORGANICS AND GARDEN ORGANICS (FOGO)

Each dwelling would be provided with unlined bins or bins lined with compostable lining that has been approved by the waste contractor. The bins will have a minimum capacity of 5 litres. Residents would dispose of organics waste appropriately into the FOGO bins provided in the basement level 1 bin room.

Organics waste is to be disposed of loosely or in compostable bags that have been approved by the waste contractor or dehydrator provider. These compostable bags should be marked with the Australian Standard compostable logo as shown in Figure 1 below. It should be noted that non-compostable bags should not be placed into the organics bins as it cannot be composted and thus will affect the quality of the organic product.

Figure 1 Australian Standard Compostable Logo



Green waste generated by the maintenance of communal landscaped areas would be disposed of via the engaged landscaper.

4.2.6 LARGE CARDBOARD WASTE

Large cardboard waste exceeding the size appropriate for the chute would be broken down and disposed of in the 1,100L commingled recycling bin located in the basement level 1 bin room (refer to Appendix 1).

All other cardboard waste would be disposed of using the provided chute system.

4.2.7 HARD WASTE

A clearly marked hard waste area totalling to 6m² (minimum 4m² required based on a rate of 1m² per 100 dwellings) has been allocated within the residential bin rooms at basement level 1. Residents would access this room via the lift and pedestrian access provided in the basement level 1 car park, as shown in Appendix 1.

Building management would arrange hard waste collections with collections to be conducted by a private contractor as required.

4.2.8 E-WASTE

The Victorian Government introduced a ban on e-waste disposal in landfills in July 2019. Therefore, separate waste storage provisions have been made for e-waste disposal within this development. E-waste must not be disposed into general waste or commingled recycling bins at any time.

A 240L e-waste deposit bin will be provided in the basement level 1 residential bin room. The building manager would need to purchase the bin. Residents would access the bin room via the lift and pedestrian access provided in the basement level 1 car park, as shown in Appendix 1.

E-waste collections would be coordinated by building management and performed by private contractor as required.

4.2.9 CHARITY

A 660L charity deposit bin will be provided in the basement level 1 residential bin room. The building manager would select a charity who is to receive the donations. Building management would need to purchase the bin. Residents would access the bin room via the lift and pedestrian access provided in the basement level 1 car park, as shown in Appendix 1.

Charity deposit collections would be performed on an "as required" basis via private contractor. Collections would be coordinated by building management

4.2.10 SOFT PLASTICS

Residents can recycle soft plastics at a local Coles or Woolworths store. The soft plastics recycler would typically be Redcycle and a list of the types of soft plastics that are accepted at their deposit bins is available here: <https://www.redcycle.net.au/what-to-redcycle/>. Some of the commonly accepted soft plastics are shown in Figure 2 below.

Figure 2 Guide to Recyclable Soft Plastics



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4.3 BIN QUANTITY, SIZE AND COLLECTION FREQUENCY

Table 4, Table 5 and Table 6 below contain information regarding bin quantity, size and frequency of collection.

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Table 4 Residential Bin Size and Collection Frequency (North Tower)

Waste Stream	Collections per Week	Bin Size	No. Bins	Weekly Capacity	Weekly Volume
Garbage	2	1,100L	6	13,200L	12,865L
Commingled Recycling	2	1,100L	7	15,400L	13,950L
Organics	2	240L	6	2,880L	2,635L
Glass	2	120L	7	1,680L	1,550L

Table 5 Residential Bin Size and Collection Frequency (South Tower)

Waste Stream	Collections per Week	Bin Size	No. Bins	Weekly Capacity	Weekly Volume
Garbage	2	1,100L	6	13,200L	12,334L
Commingled Recycling	2	1,100L	7	15,400L	13,374L
Organics	2	240L	6	2,880L	2,526L
Glass	2	120L	7	1,680L	1,486L

Table 6 Typical Waste Bin Dimensions

Capacity (L)	Width (mm)	Depth (mm)	Height (mm)	Area (m2)
1,100	1240	1070	1330	1.33
660	1260	780	1330	0.98
240	585	730	1060	0.43
120	480	545	930	0.26

Note: The bin dimensions listed above are based on sizes of flat-lid bins manufactured by SULO

4.4 BIN COLOUR AND SUPPLIER

All bins would be provided by private supplier. The below bin colours are specified by Australian Standard AS4123.7-2006, however due the private nature of the collection, these are only recommendations and are not mandatory:

- Garbage (general waste) shall have red lids with dark green or black body;
- Recycle shall have yellow lids with dark green or black body; and
- Organics bins would have lime green lids with dark green or black body.

4.5 WASTE STORAGE AREA

Table 7 demonstrates the cumulative space requirements and provision of waste areas for the residential areas of the proposed development.

Space within the storage location would allow for bin rotation and safe service provision.

Please refer to scaled drawing shown in Appendix 1.

Table 7 Waste Area Requirements (North Tower)

Stream	Space Required (excluding circulation)	Space Provided
General Waste	7.98m ²	70.00m ²
Commingled Recycling	9.31m ²	
Organics	2.58m ²	
Glass	1.82m ²	
Charity	0.98m ²	
E-waste	0.43m ²	
Hard Waste	2.00m ²	
TOTAL	25.10m²	70.00m²

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Table 8 Waste Area Requirements (South Tower)

Stream	Space Required (excluding circulation)	Space Provided
General Waste	7.98m ²	63.65m ²
Commingled Recycling	9.31m ²	
Organics	2.58m ²	
Glass	1.82m ²	
Hard Waste	2.00m ²	
TOTAL	23.69m²	63.65m²

Waste management would be overseen by building management.

5 WASTE COLLECTION

Residential waste would be collected by a private contractor as follows:

- 12 x 1,100L garbage bins collected twice per week;
- 14 x 1,100L commingled recycling bins collected twice per week;
- 12 x 240L organics bins collected twice per week;
- 14 x 120L glass bins collected twice per week;
- 1 x 240L e-waste bin collected as required;
- 1 x 660L charity bin collected as required; and
- 4m² of hard waste collected as required.

Residential waste bins would be stored on-site in the bin rooms provided at basement level 1.

General waste collections would occur via a 6.4m low profile waste collection vehicle which has an operating height of 2.4 metres. This height clearance allows the waste truck to access and operate within the basement car park.

It is presumed that 6.4m low profile vehicles would be available for glass collections once the development is operational. However, if the only vehicle option available for glass collections is larger vehicles such as an 8.8m medium rigid vehicle, it is recommended that glass collections occur on-street temporarily until smaller waste vehicles are introduced for glass collections. If required, glass bins can be ferried to The Boulevard and Smith Street via the lifts provided, for collections.

Hard waste, charity and e-waste collections would be performed by a utility vehicle or AustRoads B99 design vehicle equivalent.

Waste collection vehicles would enter the subject site via a forward motion from Station Street.

Waste collection vehicles would prop safely at the basement level 1 car park.

Vehicle operators would ferry waste bins from the bin room and return upon emptying.

Waste collection vehicles would exit the car park in a forward direction onto Station Street.

Please refer to the swept path analysis prepared by Stantec, attached in APPENDIX 2.

Building management would ensure that waste vehicle operators are able to access the bin room.

Residential waste bins would not be presented to street kerb at any point.

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6 RESPONSIBILITIES

Building management would be responsible for overseeing waste management within the development. Responsibilities would include:

- Provide residents with a waste management handbook which would include information on bin storage areas, transfer paths and waste management methods onsite;
- Rotating bins placed beneath chutes or providing staff/cleaners with a cleaning and bin rotation schedules;
- Ensure that all bins throughout the site and the bin room are equipped with appropriate signages to guide users on appropriate segregation methods for their waste and recyclables;
- Inspecting waste stores;
- Reviewing contamination within bins;
- Investigating incidents of inappropriate waste storage (or aggregation).

Building management would ensure anyone found responsible for inappropriate waste disposal would be appropriately educated and made aware of correct waste disposal techniques.

It is recommended that building management conducts a waste audit if waste is found to be inappropriately deposited by users or if the bin capacities need to be reviewed.

7 SIGNAGE

Waste storage areas and bins would be clearly marked and signed with the industry standard signage approved by Sustainability Victoria or equivalent. The typical Sustainability Victoria signage is illustrated in Figure 3.

Other good signages which can be used within the development are provided here:

<https://mwrrg.vic.gov.au/planning/multi-unit-developments-toolkit/>

Figure 3 Sustainability Victoria Signage

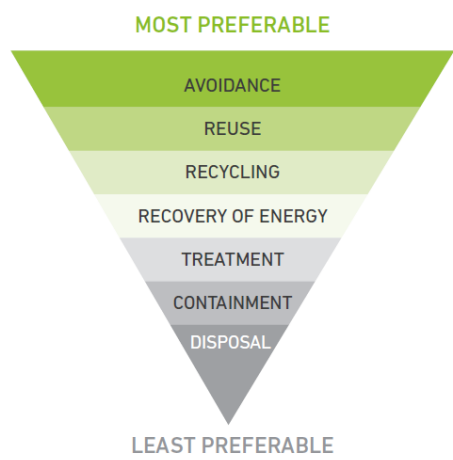


8 SUSTAINABILITY ACTION PLAN AND INITIATIVES

The importance of restructuring the institutional waste management methods in developments is becoming more apparent as we experience the adverse impacts of increasing waste volumes and declining recycling rates. Developments such as the proposed subject site can contribute towards the prevention and reduction of nationwide waste generation volumes as well as to promote a local circular economy system.

Building management should encourage users by demonstrating a commitment towards waste avoidance and minimisation initiatives. The waste hierarchy as detailed in the *Environment Protection Act 2017* should be observed in order of preference (refer to Figure 4).

Figure 4 Waste Hierarchy



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In addition to the waste management strategy detailed in the enclosed report, building management can establish landfill diversion and recycling targets and conduct periodic waste audits to monitor contamination levels in recycling and organics bins. The results of the audit could be shared with residents to encourage them to continue or to improve their waste separation efforts. The audit may also be beneficial from a cost perspective as it would inform building management of opportunities to reduce bin numbers or collection frequencies.

Residents should be inducted on on-site waste management practices and on the development's sustainability action plan via the provision of a handbook or in-person training, as deemed necessary.

9 WASTE AREA DESIGN REQUIREMENTS

9.1 VENTILATION

Ventilation would be provided in accordance with Australian Standard AS1668. Rooftop exhaust fans would be implemented within each chute system to ensure proper chute ventilation is provided.

The waste room will be equipped with tight fitting doors and impervious flooring. Any openings within the waste room will be fitted with vermin-proof mesh.

9.2 LITTER MANAGEMENT, WASHING AND STORMWATER POLLUTION PREVENTION

Chutes would be equipped with flushing nozzles to enable the regular washing of chutes to maintain appropriate hygiene levels for future use.

An appropriately drained wash down area would be provided within the bin room in which each bin is to be washed regularly by building management. Bin washing areas or bin wash bays must discharge to a litter trap and a grease trap. Bin wash areas should not discharge into stormwater drainage.

Alternatively, a third-party bin washing service can be engaged to perform this service. Bin washing suppliers must retain all waste water to within their washing apparatus so as to not impact on the drainage provisions of the site.

Building management and cleaners would be responsible in ensuring the following to prevent or minimise the dispersion of litter throughout the site:

- Prevent overfilling of bins by ensuring bin lids are closed at all times;
- Require waste contractor to remove any spillage that may occur during waste collections; and
- Ensure anyone found responsible for inappropriate waste disposal or dumping would be appropriately educated and made aware of correct waste disposal techniques.

9.3 NOISE REDUCTION

All chute systems and waste areas would meet EPA, BCA and AS2107 acoustic requirements as appropriate within operational hours assigned to minimise acoustic impact on surrounding premises.

Waste collection timings in accordance with EPA Victoria *Noise Control Guidelines 2021* have been stipulated in the waste collection section above.

Waste contractors should also abide by the following regulations to ensure minimal noise impacts to the neighboring properties:

- Compaction only to be carried while on the move;
- Bottles should not be broken up at the point of collection
- Routes that service entirely residential areas should be altered to reduce early morning disturbances; and
- Noisy verbal communication between operators should be avoided where possible.

9.4 DDA COMPLIANCE

All waste areas to be accessed by residents would comply with AS1428.1:2009.

10 RISK AND HAZARD ANALYSIS

Table 9 shows the potential risks, severity and suggested control methods that could be considered to avoid the risks from occurring during waste collections.

Note that this is a preliminary risk assessment and does not replace the need for the building management and collection contractors to complete their respective OHS assessment for waste collections.

The information provided below have been adopted from WorkSafe Victoria *Non-Hazardous Waste and Recyclable Materials* (2003). The severity of each risk has been determined based on the risk rating table enclosed in Department of the Environment *Environmental Management Plan Guidelines* 2014.

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Table 9 Potential risks and control methods during waste collection

Area	Risk	Severity	Suggested controls
Waste collection	Incidents during waste collection vehicle ingress or egress movements	Low	<p>Vehicle operators would be trained in ensuring the following</p> <ul style="list-style-type: none"> Tailgate is closed after clearing waste area Move vehicle slowly when tailgate or body is raised Clear waste from tailgate seal and from rear of machine before departure from the subject site Ensure tailgate is locked after unloading operation <p>Vehicle operators should not exit the vehicle body unless engine is switched off, ignition key is removed, safety prop is in position and the vehicle body is well ventilated. Regular safety checks and inspection of vehicles should be conducted.</p>
	Incidents during manual handling of bins	High	Vehicle should meet relevant Australian Design Rules. Ensure that vehicles with low bowl height are used to avoid lifting of bins above shoulder height. Vehicle operator should be clear of the equipment before activation of packing or tipping controls.
	Slip and trip hazards in moving into and out of the vehicle	Medium	Maintain sufficient and frequent communication between driver and runner. The hose should not be used as handholds when mounting or dismounting.
	Slips and trips while transporting bins	Low	<p>As the car parking area is at the same grade with that of the waste storage area, there are no hazards presented from the presence of slopes or steps. The car parking and waste storage area would also be well lit at all times to ensure good visibility to staff/vehicle operators.</p> <p>However, to ensure that any other potential risks are mitigated, frequent communication should be maintained between the driver and runner and the runner should only transfer one bin at a time.</p>
Surrounding traffic	Conflict with other vehicle operators and residents within the car park during collection	Medium	<p>Ensure that collection is to occur only at off-peak hours.</p> <p>The collection area should also be well-lit to allow for better visibility of oncoming traffic and pedestrians.</p>
Waste bins	Type of wastes handled – risk associated in contact with unknown hazardous substances or sharp objects	Medium	<p>Residents should be educated on safe disposal of hazardous substances and sharp objects.</p> <p>Waste vehicle operators should be trained and informed on safe handling of unknown substances. Operators could be provided with PPE to avoid infections and to assist in handling of waste bins.</p>
Waste Bins	Overflowing bins affecting the transport of bins to the waste collection vehicle or presenting as a trip hazard.	Low	The recommended number of bins enclosed in this WMP provides larger capacities than the volume generated for all waste streams hence there would be a low likelihood of this occurring.

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11 SUPPLIER CONTACT INFORMATION

Table 10 provides a list of equipment specified by this waste management plan.

Below is a complimentary listing of contractors and equipment suppliers. You are not obligated to procure goods/services from these companies. This is not, nor is it intended to be, a complete list of available suppliers.

SALT does not warrant (or make representations for) the goods/services provided by these suppliers.

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Table 10 High Level Purchasing Schedule

Item	Quantity	Supplier	Notes
1,100L Residential Bins	26	Private Supplier*	12 x 1,100L residential garbage bins 14 x 1,100L residential commingled recycling bins
660L Bin	1	Private Supplier*	1 X 660L charity deposit bin
240L Bins	13	Private Supplier*	12 x 240L residential organics bins 1 x 240L E-waste deposit bin
120L Residential Bins	14	Private Supplier*	14 x 120L residential glass bins
Dual Chute System	2 (4 Chutes)	Private Supplier	1500W x 1000D penetration allowed

*Private waste collection contractors often supply their own bins for collection.

Residential waste would be collected by a private contractor as follows:

11.1 EQUIPMENT SUPPLIERS

11.1.1 DUAL CHUTE SYSTEM

- Wastech Engineering – 03 8787 1600
- ASI JD MacDonald – 03 8558 7200
- Elephant's Foot – 02 9780 3500
- Australian Chutes & Engineering – 03 9761 7557

11.1.2 BIN SUPPLIER

- Sulo MGB Australia (wheelie bin) – 1300 364 388
- Method Recycling (bin stations) – 0477 630 220 / 0412 001 686
- Source Separation System (wheelie bin and bin stations) – 1300 739 913

11.1.3 ORGANICS BIN BIO-FILTER

The bio bin-filter may be purchased for odour and vermin prevention purposes.

- Smart Biz Oz – 02 9160 7833

11.2 WASTE COLLECTORS

11.2.1 GARBAGE, RECYCLING AND ORGANICS

- Citywide Waste – 03 9261 5000
- Cleanaway – 13 13 39
- CSC Waste – 1300 499 927
- JJ Richards – 03 9794 5722
- Garbage Goneski – 0420 788 227
- SUEZ Environment – 13 13 35
- VISY Waste Management – 03 9369 7447
- WasteWise Environmental – 1300 550 408
- Budget Waste – 1800 292 783

11.2.2 HARD WASTE

- WM Waste Management Services – 1300 260 872
- 1CALL Rubbish Removal – 1300 55 77 72
- CUB Rubbish – 0414 39 2626
- It's Done Rubbish Removal Melbourne – 9820 1927
- Cheap and Clean, the clutter cutters – 0412 803 208
- Melbourne Junk Removal – 8804 1441

11.2.3 E-WASTE

- Ecycle Solutions – 03 9706 5966
- Enable IT Recycling – 03 9486 5563
- E-waste Victoria – 0409 352 561
- Shred X –1300 747 339
- TechCollect – 1300 299 837
- 1800ewaste – 1800 392 783
- 1300Rubbish – 1300 78 22 47

11.2.4 CHARITY

- Brotherhood of St Laurence – 1300 366 283
- Diabetes Australia – 1300 256 844
- SCR Group – 03 9386 8702

11.3 BIN WASHING SERVICES

- The Bin Butler – 1300 788 123
- Calcorp Services – 1888 225 267
- WBCM Environmental – 1300 800 621

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12 PURPOSE AND LIMITATIONS

This Waste Management Plan has been prepared to form a part of the town planning application. The report is prepared to:

- Demonstrate that an effective waste management system is compatible with the provisions of 1997 development plan and the design of 1997. The document must not be used for any other purpose which may breach any copyright
- Ensure stakeholders are well informed of the design, roles and responsibilities required to implement the system;
- Provide supporting scaled drawings to confirm that the final design and construction is compliant with the report;
- Define the relevant stakeholders involved in ensuring the implementation of the waste management system; and
- Ensure tenants are not disadvantaged in access to recycling and other sustainable waste management options.

The following should be noted regarding the enclosed information:

- The waste generation volumes provided are estimates based on the best available waste generation rates. The actual waste volumes generated on-site may differ slightly from that estimated as it would depend on the occupancy rate of the development and tenant type (i.e. families or renters);
- The report does not discuss management of construction and demolition waste for the proposed development hence a separate report discussing the management of these waste streams would be required; and
- The report should be updated if the development plans are amended or if new legal requirements are introduced.

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APPENDIX 1 DESIGN DRAWINGS

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1
SD06_W_01

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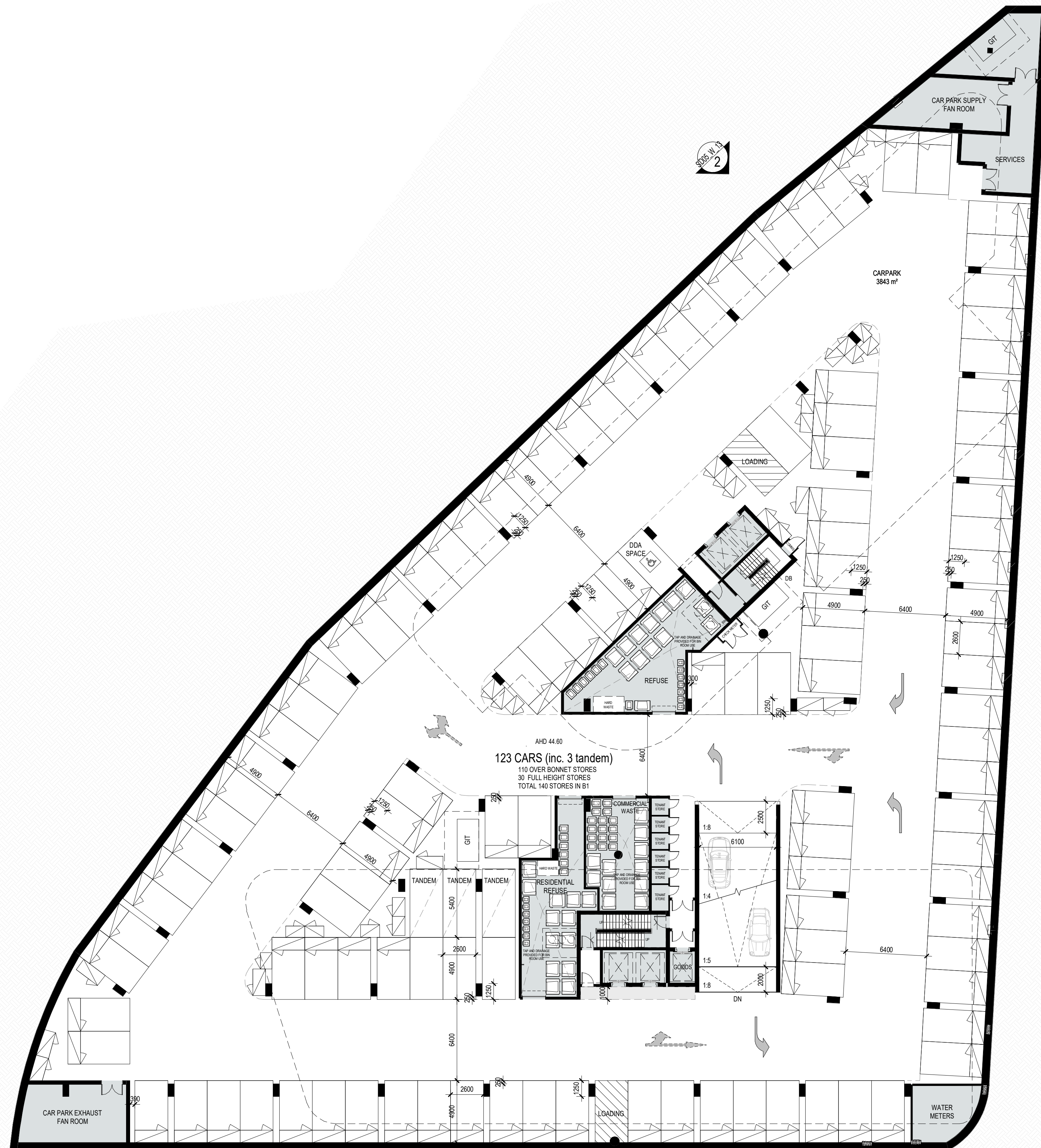
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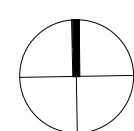
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SD06_W_14



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SD06_W_01



Project
Caulfield Village
Stage 9 - Caulfield VIC
3145

Drawing
FLOOR PLAN -
BASEMENT 1

Job No.
21546

Scale
1 : 200

Date
06.12.2021

Drawing No.
SD02_W_02

Revision
/ 14

SJB Architects
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APPENDIX 2 SWEPT PATH ANALYSIS (PREPARED BY OTHERS)

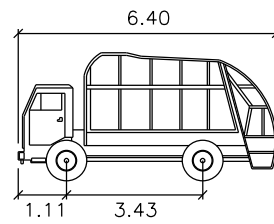
The logo consists of a cluster of overlapping triangles in various shades of blue, orange, and teal. A black triangle is positioned in the center of the cluster, containing the word "SALT" in white, bold, sans-serif capital letters, followed by a superscripted "3".

SALT³

ON 12/15/2021 AT 22:01 PM
PLOTTED BY : harango

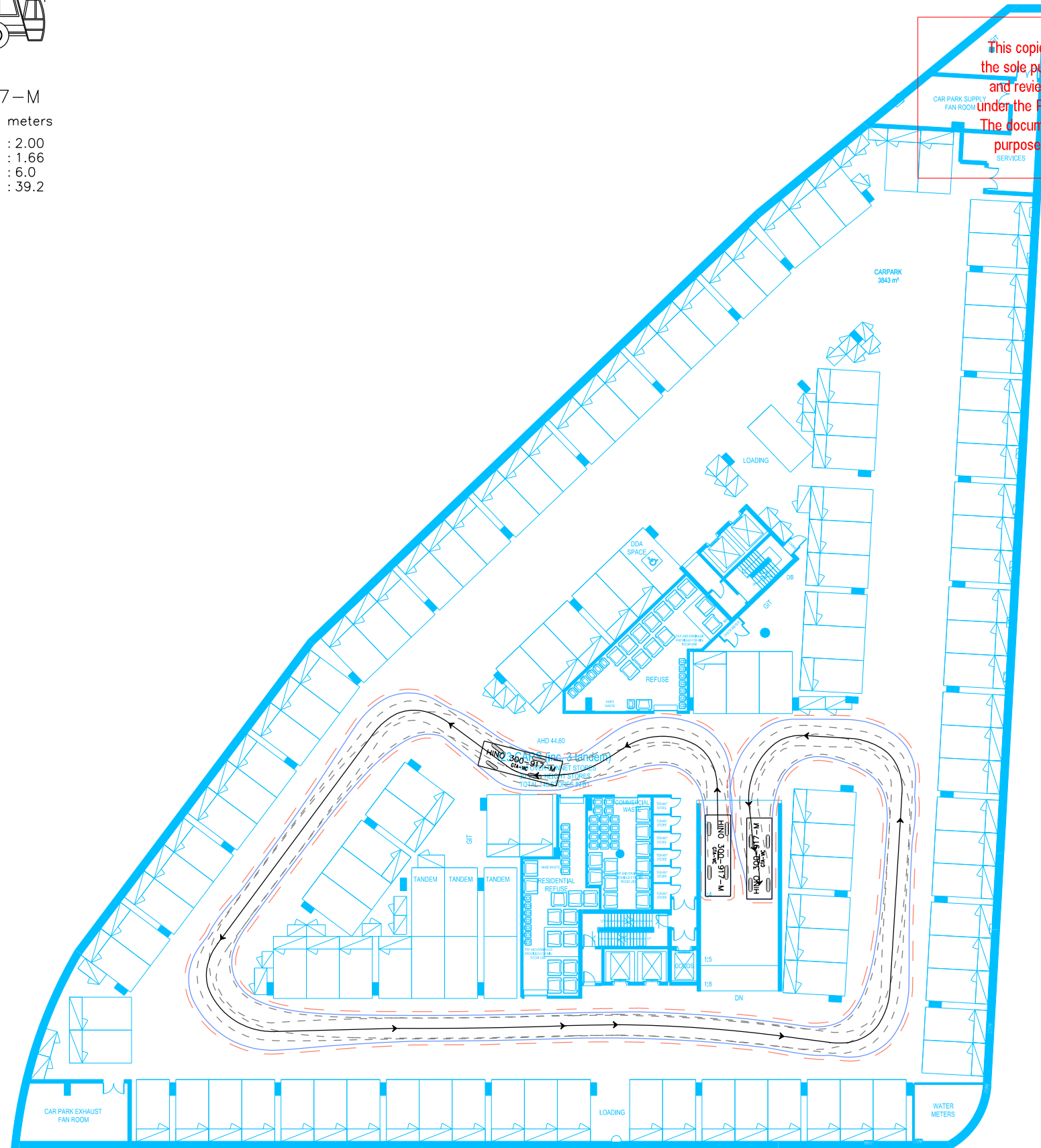
SWEPT PATH KEY

- VEHICLE CENTRE LINE
 - - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - - 300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



HINO 300-917-M

Width : 2.00 meters
Track : 1.66
Lock to Lock Time : 6.0
Steering Angle : 39.2



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PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
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WITHOUT NOTIFICATION

WARNING

BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
D. HUYNH

APPROVED BY
S. DAVIES

DESIGN CHECK
S. DAVIES

DATE ISSUED
15 DECEMBER 2021

SCALE
A3



CAD FILE NO.
V199800-AT03-P4.dgn





MIXED USE DEVELOPMENT
CAULFIELD VILLAGE PRECINCT 3

SWEPT PATH ASSESSMENT

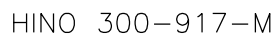
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ISSUE P4

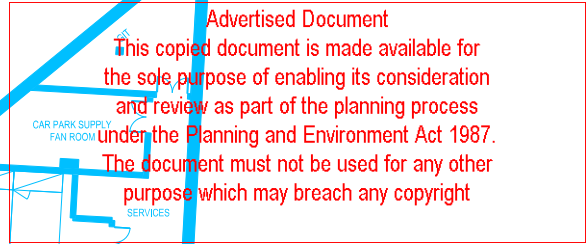
SWEEP PATH KEY

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ASSUMED SPEED 5km/h



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Width           : 2.00
Track           : 1.66
Lock to Lock Time : 6.0
Steering Angle  : 39.2
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PROPOSED MIXED USE DEVELOPMENT

STAGE 9, SMITH STREET PRECINCT,
CAULFIELD VILLAGE

WASTE MANAGEMENT PLAN (COMMERCIAL WASTE)

SALT³

PROPOSED MIXED USE DEVELOPMENT, STAGE 9, SMITH STREET PRECINCT, CAULFIELD VILLAGE

Client: BPG Caulfield Village Pty Ltd

Report Reference: 21087W

File Path: Y:\2021\21087W - Caulfield Village Redevelopment, Precinct 3\08 Reports\21087WREP01-F02 (Commercial).docx

Wednesday, December 15, 2021

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Document Control

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:
D01		Project Environmental Scientist	22 November 2021		Waste and Environment Leader	22 November 2021
F01		Project Environmental Scientist	30 November 2021		Waste and Environment Leader	30 November 2021
F02		Project Environmental Scientist	15 December 2021		Waste and Environment Leader	15 December 2021

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EXECUTIVE SUMMARY

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SALT has been engaged by BPG Caulfield Village Pty Ltd to prepare a Waste Management Plan (WMP) for a proposed mixed use development located at Stage 9, Smith Street Precinct, Caulfield Village.

SALT understands that Caulfield Village proposal will involve a staged development consisting of the east and west stages. This report discusses the commercial waste strategy for Stage 9 of the Smith Street Precinct of Caulfield Village. The commercial component of this stage will include 725m² of food and drink spaces and 1053m² of retail spaces.

Commercial waste would be stored on-site in the commercial bin room located at basement level 1.

Commercial waste would be collected by private contractor, with:

- Six 1,100L garbage bins collected three times per week;
- Five 1,100L commingled recycling bins collected three times per week; and
- Sixteen 240L organics bins collected four times per week.

Waste vehicles would prop safely within the basement level 1 car park. Vehicle operators would ferry waste bins from the bin rooms to the collection vehicle and return upon emptying.

In the opinion of SALT, the enclosed Waste Management Plan would provide efficient waste management for the proposed development. This report must be read in detail prior to implementation of the waste management strategy.

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1 INTRODUCTION

SALT has been requested by BPG Caulfield Village Pty Ltd to prepare a Waste Management Plan for a proposed mixed-use commercial and residential development located at Stage 9, Smith Street Precinct, Caulfield Village. As noted above, this report only discusses the commercial waste management strategy for the development. The residential waste management strategy has been discussed in a separate report.

This Waste Management Plan (WMP) has been prepared based on industry best practice in the circumstance and the development plans are amended or new legal requirements are introduced, a revision of the enclosed WMP may be required by the Responsible Authority. The developer would be responsible in engaging with a waste consultant or engineer to prepare the updated report accordingly.

Generation rates have been adopted based on commercial waste generation rates enclosed in the Sustainability Victoria *Better Practice Guide for Waste Management and Recycling in Multiunit Developments* 2019.

2 INCLUDED IN THIS REPORT

Enclosed is the Waste Management Plan for the proposed development at Stage 9, Smith Street Precinct, Caulfield Village. Included are details regarding:

- Land use;
- Waste generation;
- Waste systems;
- Bin quantity, size and colour;
- Collection frequency;
- Bin storage area;
- Signage;
- Waste collection;
- Responsibilities;
- Ventilation, washing and vermin-prevention;
- Noise reduction;
- DDA compliance;
- Supplier contact information; and
- Scaled waste management drawings.

3 LAND USE

Planning application number: to be allocated

Land Zone: Priority Development Zone 2

Land use type: Mixed-use (commercial and residential)

Number of levels: 14 (with 2 additional basement levels)

Commercial Space:

- 1053m² retail spaces; and
- 725m² food and drink spaces.

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4 COMMERCIAL WASTE MANAGEMENT PLAN

4.1 WASTE GENERATION

Commercial waste generation rates are shown in Table 1. Calculations are based on 7 days per week operation for all uses.

Generation rates have been adopted based on commercial waste generation rates enclosed in the Sustainability Victoria *Better Practice Guide for Waste Management and Recycling in Multiunit Developments* 2019. These rates are considered appropriate for a mixed-use development located within the City of Glen Eira.

Waste generation rates for food organics have been calculated based on data enclosed within the State of Victoria, Department of Health and Human Services *Victorian Food Organics Recycling Guide for small-medium food services organisations* (2016). This report details that waste volumes generated by food and drink premises within Victoria has a general composition of 50% food waste. Therefore, 50% of the garbage waste generation rate have been applied as the organics and garbage waste generation rate. This has only been applied to the food and drink spaces as minimal volume of organics waste is anticipated to be generated by the retail spaces.

Restaurant and café waste generation rates have been adopted for the food and drink spaces.

Table 1 Commercial Waste Generation Rates

Use	Garbage (L/100m ² /week)	Commingled Recycling (L/100m ² /week)	Organics (L/100m ² /week)
Café	1050	1400	1050
Restaurant	2310	1400	2310
Shops (non-food)	350	350	N/A

A commercial waste generation assessment is provided in Table 2.

Table 2 Commercial Waste Generation Assessment

Use	Area	Waste Per Week		
		Garbage	Recycling	Organics
Restaurant	604m ²	13,952L	8,456L	13,952L
Café	121m ²	1,271L	1,694L	1,271L
Shops (non-food)	1053m ²	3,686L	3,686L	N/A
Total Waste Generated per Week		18,909L	13,836L	15,223L

4.2 WASTE SYSTEMS

Waste would be sorted on-site by staff and cleaners as appropriate into the following streams:

- Garbage (General Waste);
- Commingled Recycling;
- Food Organics; and
- Hard Waste

4.2.1 BIN STATIONS

Based on Method *Westpac NZ Case Study*, the use of bin stations throughout their office spaces have reduced waste to landfill by 40%. The case study discusses the significance of accountability in ensuring diversion of waste from landfill. It is therefore recommended that bin stations are provided throughout the commercial spaces.

Each bin station should be equipped with one bin for each waste stream. This would encourage the user to make a conscious decision before depositing their waste product into a specific bin and encourage appropriate segregation especially when bins are placed within an area open to public view.

An example bin station with vertical signage is shown in Figure 1. The vertical signage is recommended to be implemented at each bin station to educate the users on the appropriate separation methods. This would allow for maximum diversion of waste from landfill and recovery of the respective waste streams to be achieved.

Figure 1 Example Bin Station with vertical signage



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4.2.2 GARBAGE (GENERAL WASTE)

The commercial spaces will be furnished with plastic lined bins for the temporary holding of garbage waste, to have the following minimum cumulative capacities:

- Restaurants – 330L per 100m²
- Café – 150L per 100m²
- Shops (non-food) – 50L per 100m²

These capacities are based on the transfer of waste to the bin room occurring once per day.

Staff/cleaners would dispose of waste from these bins directly into the appropriate 1,100L bin provided within the basement level 1 bin room, accessed via the external accessways and goods lift (refer to Appendix 1). Please refer to Figure 2 for the proposed commercial waste transfer path for transfers of all waste streams.

Garbage is to be disposed of bagged.

Figure 2 Commercial Waste Transfer Path



4.2.3 COMMINGLED RECYCLING

The commercial spaces would be furnished with unlined bins for the temporary holding of recyclables to have the following minimum cumulative capacities:

- Restaurants – 200L per 100m²
- Café – 200L per 100m²
- Shops (non-food) – 50L per 100m²

These capacities are based on the transfer of recyclables to the bin room occurring once per day.

Staff/cleaners would dispose of recyclables from these bins directly into the appropriate 1,100L bin provided within the basement level 1 bin room, accessed via the external accessways and goods lift (refer to Appendix 1).

Commingled recycling would be disposed of loosely.

4.2.4 FOOD ORGANICS

The commercial spaces would be furnished with unlined bins for the temporary holding of organics, to have the following minimum cumulative capacities:

- Restaurants – 170L per 100m²
- Café – 80L per 100m²

These capacities are based on the transfer of organics waste to the bin room occurring twice per day.

Staff/cleaners would dispose of waste from these bins directly into the appropriate 240L bin provided within the basement level 1 bin room, accessed via the external accessways and goods lift (refer to Appendix 1).

Organics would be disposed of loosely or bagged within compostable linings that have been approved by the waste contractor.

These compostable bags should be marked with the Australian Standard compostable logo as shown in Figure 3 below. It should be noted that non-compostable bags should not be placed into the organics bins as it cannot be composted and thus will affect the quality of the organic product.

Figure 3 Australian Standard Compostable Logo



Green waste generated by the maintenance of communal landscaped areas would be disposed of via the engaged landscaper.

4.2.5 HARD WASTE

Hard waste will be managed independently by the respective commercial tenants. Hard waste will be temporarily stored within the respective tenancies prior to when collections occur.

Commercial tenants would arrange for hard waste collections to occur via a private contractor, as required.

4.3 BIN QUANTITY, SIZE AND COLLECTION FREQUENCY

The bin quantity, size and the frequency of collection are shown below in Table 3 and Table 4. Three waste collections per week is recommended for garbage and recycling streams given the volume and nature of the waste generated in the commercial spaces.

It should be noted that while four waste collections per week is recommended for organics, this collection frequency may not be required given the conservative nature of the waste generation rates adopted. Therefore, three collections per week would likely suffice for each waste stream.

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Table 3 Commercial Bin Size and Collection Frequency

Waste Stream	Collections per Week	Bin Size	No. Bins	Weekly Capacity	Weekly Volume
Garbage	3	1,100L	6	19,800L	18,909L
Commingled Recycling	3	1,100L	5	16,500L	13,836L
Organics	4	240L	16	15,360L	15,223L

Table 4 Typical Waste Bin Dimensions

Capacity (L)	Width (mm)	Depth (mm)	Height (mm)	Area (m²)
1,100	1240	1070	1330	1.33
240	585	730	1060	0.43

4.4 BIN COLOUR AND SUPPLIER

All bins would be provided by private supplier. The below bin colours are specified by Australian Standard AS4123.7-2006, however due the private nature of the collection, these are only recommendations and are not mandatory:

- Garbage (general waste) shall have red lids with dark green or black body;
- Recycle shall have yellow lids with dark green or black body; and
- FOGO bins would have lime green lids with dark green or black body.

Note, private contractors often supply bins for collection.

4.5 WASTE STORAGE AREA

Table 5 demonstrates the cumulative space requirements and provision of waste areas for the commercial areas of the proposed development.

Please refer to scaled drawing shown in Appendix 1.

Table 5 Commercial Waste Area Space Requirements

Stream	Space Required (excluding circulation)	Space Provided
General Waste	7.98m²	42.15m²
Commingled Recycling	6.65m²	
Organics	6.68m²	
TOTAL	21.51m²	42.15m²

Note, commercial and residential waste would not be stored together.

Waste management would be overseen by building management.

5 WASTE COLLECTION

Commercial waste would be collected by private contractor as follows:

- 6 x 1,100L garbage bins collected three times per week;
- 5 x 1,100L commingled recycling bin collected three times per week; and
- 16 x 240L organics bins collected four times per week.

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All commercial waste bins would be stored on-site in the bin rooms provided at basement level 1.

General waste collections would occur via a 6.4m low profile waste collection vehicle which has an operating height of 2.4 metres. This height clearance allows the waste truck to access and operate within the basement car park.

Hard waste, charity and e-waste collections would be performed by a utility vehicle or AustRoads B99 design vehicle equivalent.

Waste collection vehicles would enter the subject site via a forward motion from Station Street.

Waste collection vehicles would prop safely at the basement level 1 car park.

Vehicle operators would ferry waste bins from the bin room and return upon emptying.

Waste collection vehicles would exit the car park in a forward direction onto Station Street.

Please refer to the swept path analysis prepared by Stantec, attached in APPENDIX 2.

Building management would ensure that waste vehicle operators are able to access the bin room.

Commercial waste bins would not be presented to street kerb at any point.

6 RESPONSIBILITIES

Building management would be responsible for overseeing waste management within the development. Responsibilities would include:

- Provide commercial tenants with a waste management handbook which would include information on bin storage areas, transfer paths and waste management methods onsite;
- Rotating bins placed beneath chutes or providing staff/cleaners with a cleaning and bin rotation schedules;
- Ensure that all bins throughout the site and the bin room are equipped with appropriate signages to guide users on appropriate segregation methods for their waste and recyclables;
- Inspecting waste stores;
- Reviewing contamination within bins;
- Investigating incidents of inappropriate waste storage (or aggregation).

Building management would ensure anyone found responsible for inappropriate waste disposal would be appropriately educated and made aware of correct waste disposal techniques.

It is recommended that building management conducts a waste audit if waste is found to be inappropriately deposited by users or if the bin capacities need to be reviewed.

7 SIGNAGE

Waste storage areas and bins would be clearly marked and signed with the industry standard signage approved by Sustainability Victoria or equivalent. The typical Sustainability Victoria signage is illustrated in Figure 4.

Other good signages which can be used within the development are provided here <https://mwrrg.vic.gov.au/planning/multi-unit-developments-toolkit/>

Figure 4 Sustainability Victoria Signage

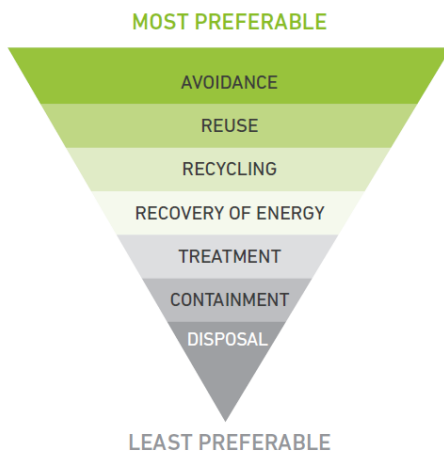


8 SUSTAINABILITY ACTION PLAN AND INITIATIVES

The importance of restructuring the institutional waste management methods in developments is becoming more apparent as we experience the adverse impacts of increasing waste volumes and declining recycling rates. Developments such as the proposed subject site can contribute towards the prevention and reduction of nationwide waste generation volumes as well as to promote a local circular economy system.

Building management should encourage users by demonstrating a commitment towards waste avoidance and minimisation initiatives. The waste hierarchy as detailed in the *Environment Protection Act* 2017 should be observed in order of preference (refer to Figure 5).

Figure 5 Waste Hierarchy



In addition to the waste management strategy detailed in the enclosed report, building management can establish landfill diversion and recycling targets and conduct periodic waste audits to monitor contamination levels in recycling and organics bins. The results of the audit could be shared with commercial tenants to encourage them to continue or to improve their waste separation efforts. The audit may also be beneficial from a cost perspective as it would inform building management of opportunities to reduce bin numbers or collection frequencies.

Commercial tenants should be inducted on on-site waste management practices and on the development's sustainability action plan via the provision of a handbook or in-person training, as deemed necessary. Commercial tenancies should be encouraged to minimise single use packaging and promote re-use by providing opportunities to consumers to utilise their own reusable containers or bags.

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9 WASTE AREA DESIGN REQUIREMENTS

9.1 VENTILATION

Ventilation would be provided in accordance with Australian Standard AS1668. Rooftop exhaust fans would be implemented within each chute system to ensure proper chute ventilation is provided.

The waste room will be equipped with tight fitting doors and impervious flooring. Any openings within the waste room will be fitted with vermin-proof mesh.

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9.2 LITTER MANAGEMENT, WASHING AND STORMWATER POLLUTION PREVENTION

Chutes would be equipped with flushing nozzles to enable the regular washing of chutes to maintain appropriate hygiene levels for future use.

An appropriately drained wash down area would be provided within the bin room in which each bin is to be washed regularly by building management. Bin washing areas or bin wash bays must discharge to a litter trap and a grease trap. Bin wash areas should not discharge into stormwater drainage.

Alternatively, a third-party bin washing service can be engaged to perform this service. Bin washing suppliers must retain all waste water to within their washing apparatus so as to not impact on the drainage provisions of the site.

Building management and cleaners would be responsible in ensuring the following to prevent or minimise the dispersion of litter throughout the site:

- Prevent overfilling of bins by ensuring bin lids are closed at all times;
- Require waste contractor to remove any spillage that may occur during waste collections; and
- Ensure anyone found responsible for inappropriate waste disposal or dumping would be appropriately educated and made aware of correct waste disposal techniques.

9.3 NOISE REDUCTION

All chute systems and waste areas would meet EPA, BCA and AS2107 acoustic requirements as appropriate within operational hours assigned to minimise acoustic impact on surrounding premises.

Waste collection timings in accordance with EPA Victoria *Noise Control Guidelines* 2021 have been stipulated in the waste collection section above.

Waste contractors should also abide by the following regulations to ensure minimal noise impacts to the neighboring properties:

- Compaction only to be carried while on the move;
- Bottles should not be broken up at the point of collection
- Routes that service entirely residential areas should be altered to reduce early morning disturbances; and
- Noisy verbal communication between operators should be avoided where possible.

9.4 DDA COMPLIANCE

All waste areas to be accessed by commercial staff would comply with AS1428.1:2009.

10 RISK AND HAZARD ANALYSIS

Table 6 shows the potential risks, severity and suggested control methods that could be considered to avoid the risks from occurring during waste collections.

Note that this is a preliminary risk assessment and does not replace the need for the building management and collection contractors to complete their respective OHS assessment for waste collections.

The information provided below have been adopted from WorkSafe Victoria *Non-Hazardous Waste and Recyclable Materials* (2003). The severity of each risk has been determined based on the risk rating table enclosed in Department of the Environment *Environmental Management Plan Guidelines* 2014.

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Table 6 Potential risks and control methods during waste collection

Area	Risk	Severity	Suggested controls
Waste collection	Incidents during waste collection vehicle ingress or egress movements	Low	<p>Vehicle operators would be trained in ensuring the following</p> <ul style="list-style-type: none"> Tailgate is closed after clearing waste area Move vehicle slowly when tailgate or body is raised Clear waste from tailgate seal and from rear of machine before departure from the subject site Ensure tailgate is locked after unloading operation <p>Vehicle operators should not exit the vehicle body unless engine is switched off, ignition key is removed, safety prop is in position and the vehicle body is well ventilated. Regular safety checks and inspection of vehicles should be conducted.</p>
	Incidents during manual handling of bins	High	Vehicle should meet relevant Australian Design Rules. Ensure that vehicles with low bowl height are used to avoid lifting of bins above shoulder height. Vehicle operator should be clear of the equipment before activation of packing or tipping controls.
	Slip and trip hazards in moving into and out of the vehicle	Medium	Maintain sufficient and frequent communication between driver and runner. The hose should not be used as handholds when mounting or dismounting.
	Slips and trips while transporting bins	Low	<p>As the car parking area is at the same grade with that of the waste storage area, there are no hazards presented from the presence of slopes or steps. The car parking and waste storage area would also be well lit at all times to ensure good visibility to staff/vehicle operators.</p> <p>However, to ensure that any other potential risks are mitigated, frequent communication should be maintained between the driver and runner and the runner should only transfer one bin at a time.</p>
	Conflict with other vehicle operators and commercial tenants/residents within the car park during collection	Medium	<p>Ensure that collection is to occur only at off-peak hours.</p> <p>The collection area should also be well-lit to allow for better visibility of oncoming traffic and pedestrians.</p>
Waste bins	Type of wastes handled – risk associated in contact with unknown hazardous substances or sharp objects	Medium	<p>Commercial tenants should be educated on safe disposal of hazardous substances and sharp objects.</p> <p>Waste vehicle operators should be trained and informed on safe handling of unknown substances. Operators could be provided with PPE to avoid infections and to assist in handling of waste bins.</p>
Waste Bins	Overflowing bins affecting the transport of bins to the waste collection vehicle or presenting as a trip hazard.	Low	The recommended number of bins enclosed in this WMP provides larger capacities than the volume generated for all waste streams hence there would be a low likelihood of this occurring.

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11 SUPPLIER CONTACT INFORMATION

Table 7 provides a list of equipment specified by this waste management plan.

Below is a complimentary listing of contractors and equipment suppliers. You are not obligated to procure goods/services from these companies. This is not, nor is it intended to be, a complete list of available suppliers.

SALT does not warrant (or make representations for) the goods/services provided by these suppliers.

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Table 7 High Level Purchasing Schedule

Item	Quantity	Supplier	Notes
1,100L Commercial Bins	11	Private Supplier*	6 x 1,100L commercial garbage bins 5 x 1,100L commercial commingled recycling bins
240L Bins	16	Private Supplier*	16 x 240L commercial organics bins

*Private waste collection contractors often supply their own bins for collection.

11.1 EQUIPMENT SUPPLIERS

11.1.1 DUAL CHUTE SYSTEM

- Wastech Engineering – 03 8787 1600
- ASI JD MacDonald – 03 8558 7200
- Elephant's Foot – 02 9780 3500
- Australian Chutes & Engineering – 03 9761 7557

11.1.2 BIN SUPPLIER

- Sulo MGB Australia (wheelie bin) – 1300 364 388
- Method Recycling (bin stations) – 0477 630 220 / 0412 001 686
- Source Separation System (wheelie bin and bin stations) – 1300 739 913

11.1.3 ORGANICS BIN BIO-FILTER

The bio bin-filter may be purchased for odour and vermin prevention purposes.

- Smart Biz Oz – 02 9160 7833

11.2 WASTE COLLECTORS

11.2.1 GARBAGE, RECYCLING AND ORGANICS

- Citywide Waste – 03 9261 5000
- Cleanaway – 13 13 39
- CSC Waste – 1300 499 927
- JJ Richards – 03 9794 5722
- Garbage Goneski – 0420 788 227
- SUEZ Environment – 13 13 35
- VISY Waste Management – 03 9369 7447
- WasteWise Environmental – 1300 550 408
- Budget Waste – 1800 292 783

11.2.2 HARD WASTE

- WM Waste Management Services – 1300 260 872
- 1CALL Rubbish Removal – 1300 55 77 72
- CUB Rubbish – 0414 39 2626
- It's Done Rubbish Removal Melbourne – 9820 1927

- Cheap and Clean, the clutter cutters – 0412 803 208
- Melbourne Junk Removal – 8804 1441

11.2.3 E-WASTE

- Ecycle Solutions – 03 9706 5966
- Enable IT Recycling – 03 9486 5563
- E-waste Victoria – 0409 352 561
- Shred X –1300 747 339
- TechCollect – 1300 299 837
- 1800ewaste – 1800 392 783
- 1300Rubbish – 1300 78 22 47

11.2.4 CHARITY

- Brotherhood of St Laurence – 1300 366 283
- Diabetes Australia – 1300 256 844
- SCR Group – 03 9386 8702

11.3 BIN WASHING SERVICES

- The Bin Butler – 1300 788 123
- Calcorp Services – 1888 225 267
- WBCM Environmental – 1300 800 621

12 PURPOSE AND LIMITATIONS

This Waste Management Plan has been prepared to form a part of the town planning application. The report is prepared to:

- Demonstrate that an effective waste management system is compatible with the design of the development. An effective waste management system comprises of a system that is hygienic, clean, tidy, minimises waste being landfilled and maximises recycling and resource recovery;
- Ensure stakeholders are well informed of the design, roles and responsibilities required to implement the system;
- Provide supporting scaled drawings to confirm that the final design and construction is compliant with the report;
- Define the relevant stakeholders involved in ensuring the implementation of the waste management system; and
- Ensure tenants are not disadvantaged in access to recycling and other sustainable waste management options.

The following should be noted regarding the enclosed information:

- The waste generation volumes provided are estimates based on the best available waste generation rates. The actual waste volumes generated on-site may differ slightly from that estimated as it would depend on the occupancy rate of the development and tenant type (i.e. families or renters);
- The report does not discuss management of construction and demolition waste for the proposed development hence a separate report discussing the management of these waste streams would be required; and
- The report should be updated if the development plans are amended or if new legal requirements are introduced.

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APPENDIX 1 DESIGN DRAWINGS

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APPENDIX 2 SWEPT PATH ANALYSIS (PREPARED BY OTHERS)

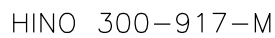
The logo consists of a cluster of overlapping triangles in various shades of blue, orange, and teal. A black triangle is positioned in the center of the cluster, containing the word "SALT" in white, bold, sans-serif capital letters, followed by a superscripted "3".

SALT³

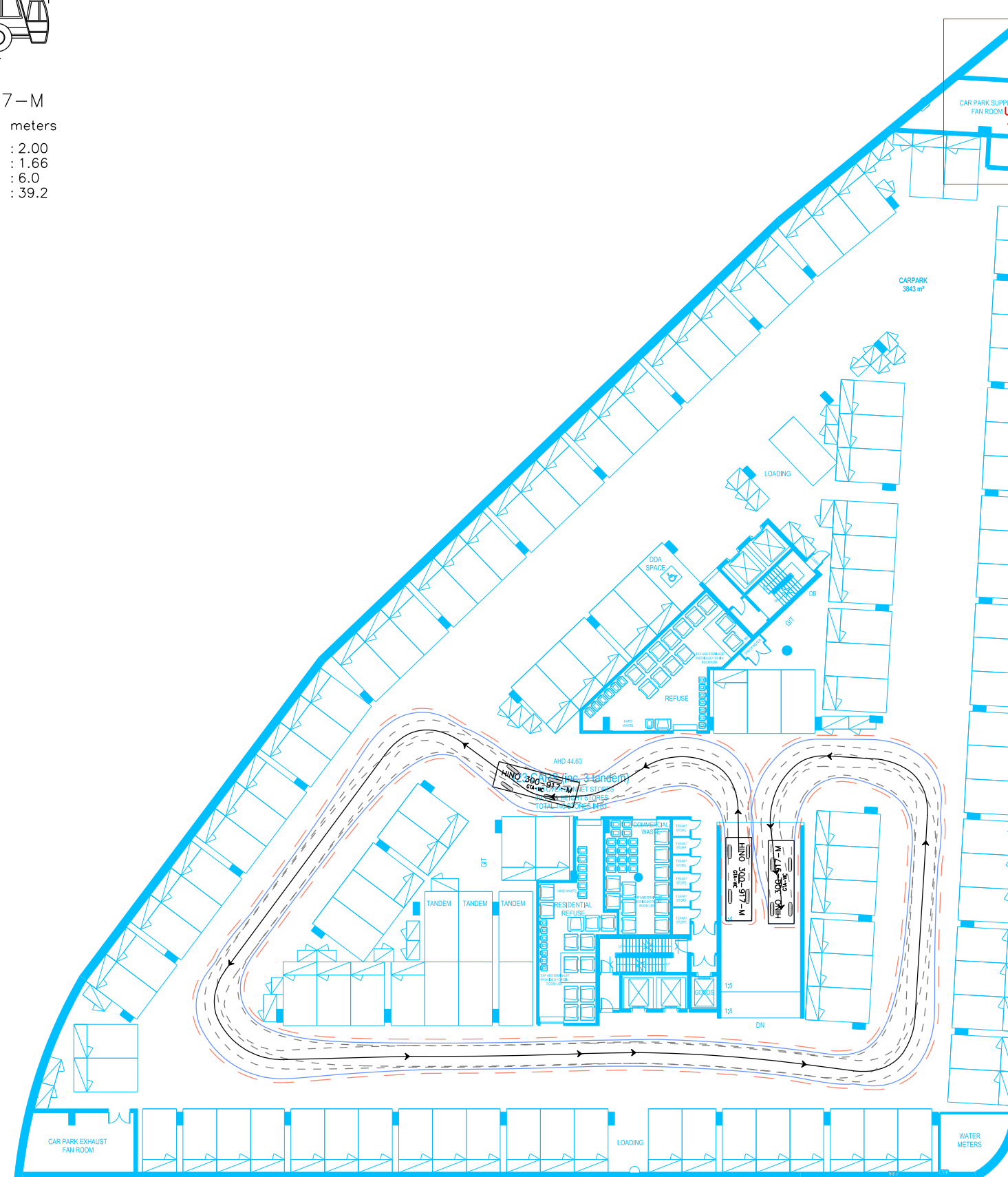
SWEEP PATH KEY

	VEHICLE CENTRE LINE
 -	VEHICLE TYRE PATH
	VEHICLE BODY PATH
 -	300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



```
Width           : 2.00
Track           : 1.66
Lock to Lock Time : 6.0
Steering Angle  : 39.2
```



CAR PARK SUPPLY
FAN ROOM



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