

SJB Planning



## Town Planning Assessment Report

### CAULFIELD VILLAGE

#### Development Plan Application

#### Residential and Mixed Use Precinct - Stages 7 and 8

October 2019



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## Executive Summary

This Development Plan application is prepared on behalf of BPGCV Caulfield Village Pty Ltd [BPGCV]. BPGCV 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'.

Two Development Plan applications have been approved previously (Stages 1-3 in the Residential Precinct [shown in green] and Stages 4-6 in the Mixed Use/Residential Precinct [shown in blue 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.

#### 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 a Village Mews as a pedestrian 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 was recently completed.

#### Current Development Plan Application

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

This Development Plan for Stages 7-8 proposes a mix of retail, commercial and residential land uses, together with public realm upgrades that will complete the vision for a vibrant, mixed use centre at the 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 earlier stages of the project already delivered to create a connected, activated, livable and sustainable environment for future residents and users.

The key components of the Development Plan are summarised below:

- General – Development of the land for the construction of buildings with a maximum height of nine (9) storeys, plus 2 basement levels.

- The development comprises podium and tower forms of varying heights to be responsive to each unique interface.

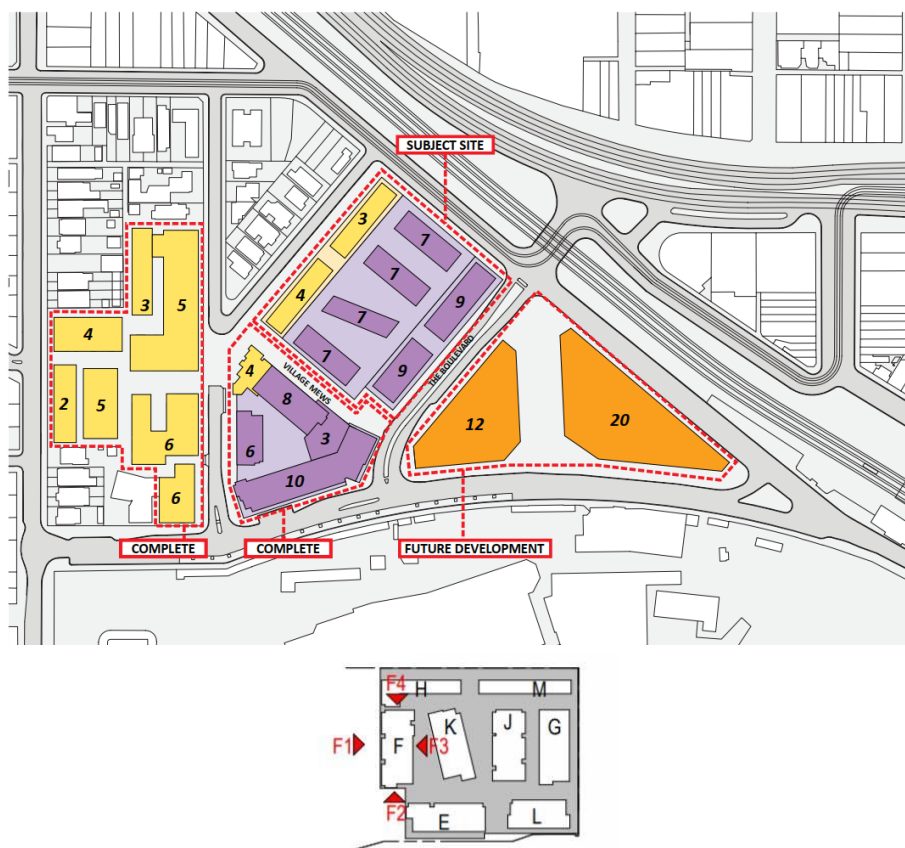


Figure 2- Extract of architectural plans showing building identification and heights (Appendix G)

- To Heywood Street, a 3-4 storey form is set back behind a 3 metre landscape buffer (buildings H and M). This interface complements the scale and landscape character of the established residential area opposite.
- To Normanby Road, the building is expressed as a 4 storey base through the use of a verandah and integral landscaping, with upper levels further differentiated through the use of contrasting architectural finishes. The façade of Building G set back over 4 metres from the street frontage, partly to allow for and protect the Council stormwater infrastructure within the subject site adjacent to Normanby Road, and also to provide a more generous and functional pedestrian environment adjacent the future Normanby Road tram stop;
- To the Village Mews, the buildings range from 3 to 7 storeys in height and provide direct access and activation to this public space (buildings H and F);
- To Caulfield Boulevard, the buildings are generally expressed, though setbacks and materials, as having a 4 storey podium with an additional 5 storeys above (buildings E and L)



- Buildings J and K in the middle of the site are 7 storeys in height.
- The proposal includes 437 dwellings, a 3,800m<sup>2</sup> supermarket which will trade 24 hours, 798m<sup>2</sup> of office, 664m<sup>2</sup> of retail (shop) and 758m<sup>2</sup> of retail (food and drink).
- At the ground level, the development includes residential interfaces to Heywood Street and part of the Village Mews. Further east along the Village Mews and towards Caulfield Boulevard, the proposal introduces a complementary range of specialist retail uses including food and drinks premises, which also extend along Caulfield Boulevard both north and south of the Village Square. To Normanby Road, the ground level accommodates office floor space to activate this frontage.
- The proposal includes a strip or 'finger' of residential development along the Heywood Street frontage. This complements the use and scale of existing dwellings opposite.
- It is proposed to construct the northern portion of Caulfield Boulevard to complete the pedestrian, cycle and vehicle connection between Station Street and Normanby Road, which was commenced under the earlier approval for Stages 4-6. Caulfield Boulevard will also connect the broader neighbourhood with the Village Square and its associated retail and entertainment uses.
- Building heights and setbacks - As demonstrated on the enclosed architectural plans (Appendix J), the proposal complies with all of the prescriptive setbacks and building envelope requirements of the Incorporated Plan.
- Architecture and materials – The architecture takes cues from the recently completed Stages 4-6 and the existing neighbourhood, with a palette of face brick, glass balustrades and perforated metal panels in white, beige, bronze, black and gold tones. Within the Residential Precinct 'finger' along Heywood Street, the approach has been to complement the existing forms on the north side of the street in a contemporary manner, not adopting a reproduction style. To Caulfield Boulevard and Village Square, the building includes canopies to provide sun and weather protection, with the upper levels articulated to provide visual interest and to bring life to the streets. Within the Mixed Use Precinct, the design emphasises the urban character of the precinct and the more robust nature of approved buildings in Stages 4-6.
- Parking access – Access to the residential parking level (B2) is via Heywood Street. The 18 office car parking spaces in this level will gain their access from Bond Street. Access to the retail/supermarket parking is via Normanby Road and Bond Street (delivered in Stages 4-6).
- Loading/deliveries – A loading bay is provided within the site, screened from public view and accessed from Normanby Road. The Acoustic Report (Appendix R) considers the

loading bay and details management measures to ensure an acceptable level of amenity for existing and future residents nearby. The Transport Impact Assessment [**TIA**] (Appendix O) also addresses the design and functionality of the loading bay.

- Waste – Bin stores for commercial, retail and residential uses are located in the basement levels. These locations allow suitable management of waste, as outlined in the attached Waste Management Plans (Appendix M).
- Traffic, car parking and bicycle parking – Residential traffic will be directed towards Heywood and Bond Streets, with commercial traffic directed to Normanby Road and Bond Street. A TIA has been prepared (Appendix O) which considers the proposed car parking provision, layout, bicycle facilities and traffic generation and confirms that each aspect of the proposal has been designed in an appropriate manner, which will not unreasonably impact upon the function of the surrounding road network. GTA Consultants have addressed Stages 7-8 in light of the endorsed WOL ITP and Car Park Management Plans [**CPMP**], all of which are enclosed. GTA confirms that the proposals remain in keeping with the WOL ITP and CPMP.
- Landscaping – Detailed Development and Precinct Landscape Plans (Appendices K and H respectively) outline the landscape approach to each interface across the development:
  - Heywood Street – A local street with a 2 metre minimum nature strip with avenue trees adjacent to a 1.5-metre-wide footpath, creating a residential front garden setting.
  - Normanby Road – Continuing the landscape theme from Heywood Street, with a new footpath leading to stairs serving an upper level open terrace space in front of the offices, with planters and pergola structures.
  - Caulfield Boulevard – A row of large feature trees and median planting, continuing the treatments approved for Stages 4-6, generous 5-metre-wide footpath allowing for bicycle parking and outdoor dining.
  - The Village Mews – the southern edge of the development is treated with planter boxes to complement landscaping on the southern side of the Village Mews.
  - Level 3 / top of podium – Incorporates a range of landscaping and design treatments including trees, playgrounds, lawn, seating, a dog park, BBQ areas and pergolas to provide a variety of recreation options for residents.
- ESD – The proposal incorporates water sensitive urban design [**WSUD**] features, photovoltaic systems, high performance glazing and a number of ESD initiatives to achieve a 4 star Green Star Design and As Built rating, a minimum average NatHERS energy rating of 6.5 stars and will achieve Best Practice standard stormwater management with regard to the MUSIC assessment tool (Appendix P).
- Internal amenity – All dwellings will be provided with a high level of amenity, both through their internal layouts and provision of generous communal spaces at the ground and podium levels. While Clause 58 does not apply (excluded at section 5 of the PDZ2), the development also achieves a high level of compliance with those Standards which seek to

ensure high quality amenity outcomes for residents.

- Off-site amenity – The site is generally an ‘island site’, separated from the closest dwellings outside of Caulfield Village by 14.7 metres. The proposal is also separated from the development in Stages 4-6 by at least 13.5 metres, ensuring it will not unreasonably impact the amenity of existing and future residents. An Acoustic Report is enclosed which addresses the layout of the proposal and incorporates management measures to ensure that it achieves appropriate acoustic amenity for existing and future residents (Appendix R).
- Dwelling mix – Apartments comprising 94 x studio, 191 x 1-bedroom, 142 x 2-bedroom and 10 x 3-bedroom.
- Services – Site services are shown on the plans, including a substation and services rooms in the basement levels.
- Public realm works – Detailed in the landscape plans in Appendix K and include new footpaths, street tree planting in addition to the extension and completion of Caulfield Boulevard.

The mix of dwellings, offices and retail spaces (including an anchor supermarket tenant) sought under this application will serve to complete the village centre which will function as the community heart of Caulfield Village, and the broader community. The development has been thoughtfully designed to deliver on the vision, objectives and guidelines expressed in the Incorporated Plan, as will be explored in greater detail in this report.

# 1.0 Introduction

## 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 north east 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 and at the intersections of Bond Street, Station Street and Caulfield Boulevard.

## 1.2 Scope of the Development Plan Application

The future vision for the Caulfield Village site is outlined in the Incorporated Plan, which divides the land into three distinct precincts. This Development Plan application relates to the northern portion of the Mixed Use Precinct and a smaller section of the Residential Precinct near the corner of Heywood Street and Normanby Road.

The accompanying Development Plan material outlines BPGCVCV's proposal for a range of apartment accommodation, ground floor retail and office uses, pedestrian and transport infrastructure, communal facilities and public realm upgrades consistent with the land use and built form aspirations expressed in the Incorporated Plan.

Details for the Smith Street Precinct will be provided in a series of future Development Plan submission/s, as broadly outlined in Figure 1.

### 1.3 Accompanying Material

In accordance with the provisions of Schedule 2 of the Priority Development Zone [PDZ], this application is accompanied by a suite of material which describes and assesses the proposals sought under this application.

A suite of WOL material was initially prepared which relates to the whole PDZ area. In some instances, it has been necessary to provide updated versions of the WOL Material submitted under DP 16060/2013 as a result of the detailed proposals sought under this submission (Appendices A to H deal with the WOL material).

This application is also supported by precinct-wide material describing the broader Mixed Use and part Residential Precinct, including those parts of the precincts not the subject of the detailed proposals outlined in this submission. Again, this is consistent with the protocol established under previously approved Development Plan applications.

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** (refer to Volume 1)

<b>Plan/Report</b>	<b>Prepared by</b>	<b>Appendix</b>
Whole of Land Staging Plan (Amended)	ARM Architecture	A
Whole of Land Material: Integrated Transport Plan (Endorsed and update included)	GTA Consultants	B
Whole of Land Material: Car Park Management Plan (Amended)	GTA Consultants	C
Whole of Land Plan: Drainage Management Plan (Amended) (Including memorandum of advice)	WSP	D
Whole of Land: Infrastructure Plan (Amended) (Infrastructure Services Report, memorandum of advice and plan included)	Reeds Consulting	E
Whole of Land: BTR Description (New appendix)	Reshape	F

**Residential Precinct Material** (refer to Volume 1)

Plan/Report	Prepared by	Appendix
Residential Precinct Plans <ul style="list-style-type: none"> <li>- Indicative Yield &amp; Staging</li> <li>- Vehicular Access Loading &amp; Circulation (ground and basement)</li> <li>- Links &amp; Connections</li> <li>- Street Access &amp; Active Edges</li> <li>- Building Heights</li> </ul>	ARM Architecture	G
Mixed Use Precinct: Existing Conditions Plan Mixed Use Precinct: Landscape Design Response	Tract Consultants	H

**Plan for Development** (refer to Volumes 2 & 3)

Plan/Report	Prepared by	Appendix
Urban Analysis and Design Response Report	ARM Architecture	I
Architectural Drawings	ARM Architecture	J
Landscape Plan	Tract Consultants	K
Phase 1 & 2 Environmental Site Assessment (Amended)	AECOM/Alliance EPM	L
Waste and Recycling Management Plan	Wastetech	M
Drainage Plan	WSP	N
Transport Impact Assessment	GTA	O
Environmental Management Plan	Ark Resources	P
Aboriginal Cultural Heritage Management Plan (New appendix)	Tardis	Q
Acoustic Report	Renzo Tonin and Associates	R
Affordable Housing	Reshape	S

## 2.0 Background

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 driven by the MRC and culminated in amendments to the Glen Eira Planning Scheme [**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.

It is noted that there have been some significant changes in the Planning landscape for Glen Eira and Metropolitan Melbourne since the 2011 amendments. These include the introduction of Clause 58 through amendment VC136 (which while it does not apply to this Development Plan application under the PDZ2, has been addressed as part of this application) and Amendment VC148 which (amongst other changes) removed the requirement to provide residential visitor car parking spaces for land identified as being within the Principal Public Transport Network Area [**PPTNA**] (as this site is).

### 2.1 Amendment C60

Planning Scheme Amendment C60 [**the Amendment**] had the effect of rezoning the land to Priority Development Zone [**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*”.

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.

### **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 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 (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 'Village Mews' link at the northern end of the stage, 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 Section 173 Obligations**

In November 2010, the owners of the Caulfield Village land (Victoria Amateur Turf Club) and the Responsible Authority (Council) entered into a Section 173 Agreement requiring that certain identified infrastructure upgrades be delivered by the BPGCV. The staging of infrastructure upgrades must be in accordance with a Schedule of Delivery agreed between BPGCV and Council.

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. These works have commenced and are being progressively completed with each stage.

## 3.0 Site and Surrounds

### 3.1 Phoenix Precinct

As described, the Caulfield Village site forms part of the Phoenix Precinct, or 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 mainline supermarket, banks, shops 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.

Part 1.5, 1.6 and 1.7 of the Site Analysis & Design Response Report at Appendix I 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 section 1.8 of the Site Analysis & Design Response Report at Appendix I. 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 south of Station Street, 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 the Integrated Transport Plan at Appendix B). Caulfield Park (322m to the north west) and Caulfield Recreation Reserve (125m to the south-east) are high quality public open spaces within convenient walking distance of the site.

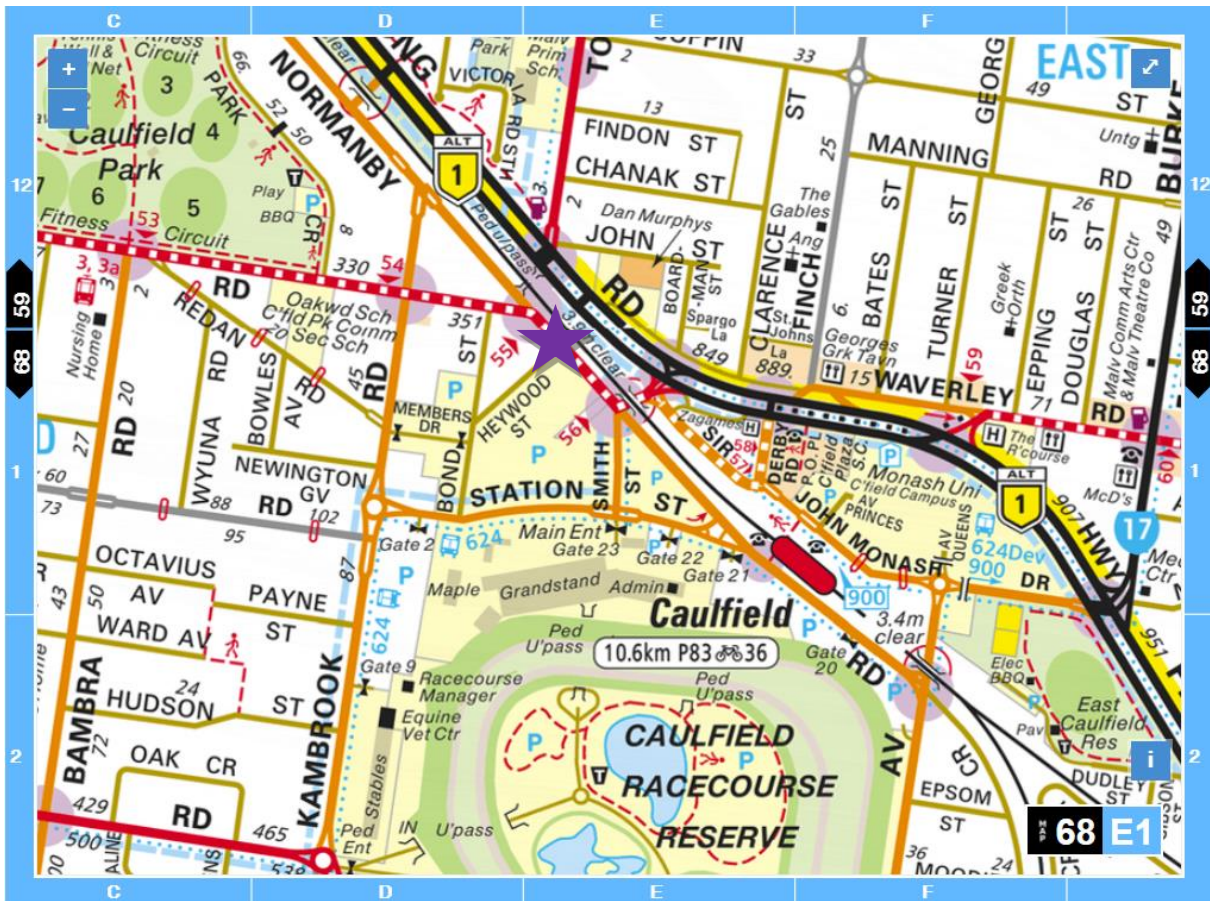


Figure 3- Subject site location and context (<https://www.melway.com.au/online-maps>)



Figure 4 - 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.

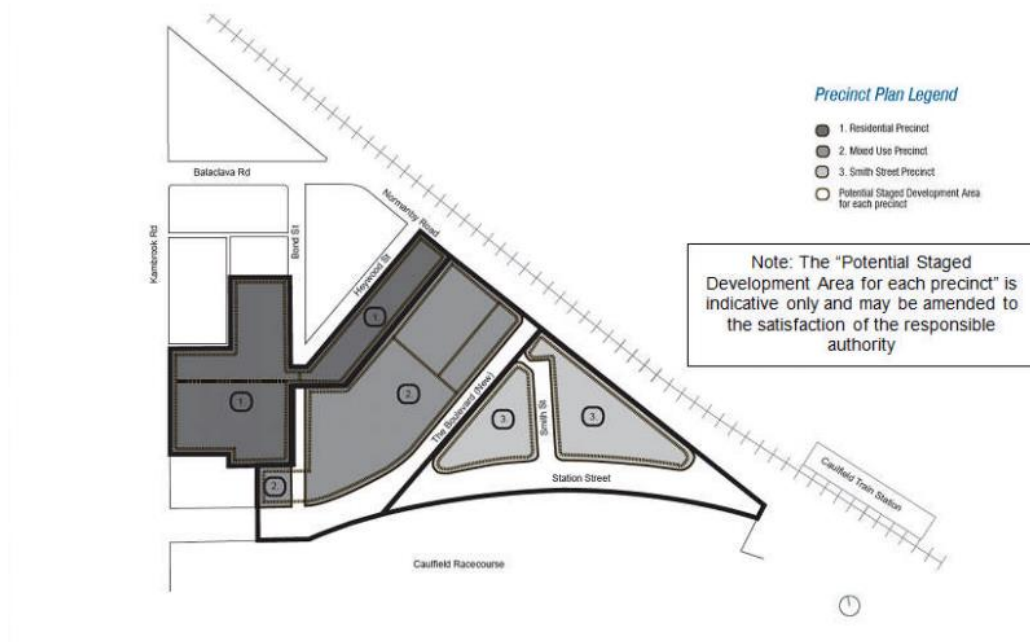


Figure 5 - Precinct Plan, extracted from Caulfield Mixed Use Area Incorporated Plan (February 2014)

Caulfield Village is generally 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 northern part of the Mixed Use Precinct defined in the Incorporated Plan and the portion of the Residential Precinct near the corner of Heywood Street and Normanby Road.

## Mixed Use Precinct

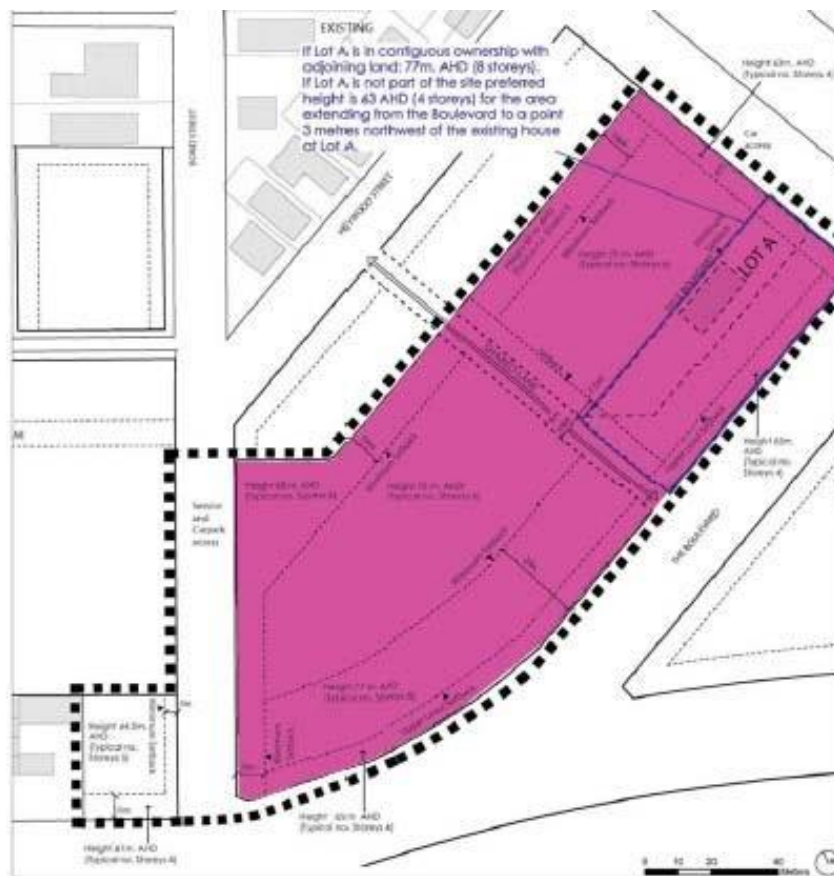


Figure 6- Caulfield Village Mixed Use Precinct (extracted from the Incorporated Plan)

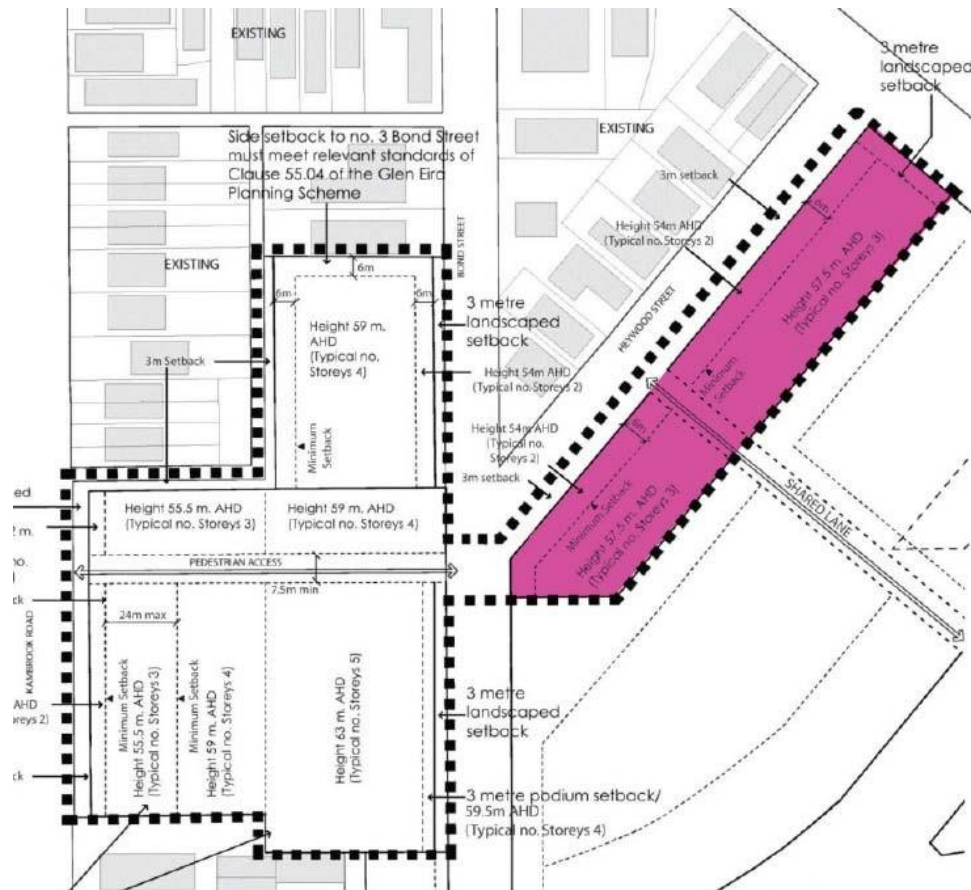
The Mixed Use Precinct of Caulfield Village comprises the land bordered by Bond Street South, Station Street, Caulfield Boulevard, Normanby Road and the area south east of the Heywood Street 'finger' of the Residential Precinct (refer to Figure 6 above).

This Development Plan application outlines the proposed development outcomes of that portion of the Mixed Use Precinct broadly bound by Normanby Road, Caulfield Boulevard and the Village Mews, required to be delivered under the Incorporated Plan.

The Mixed Use Precinct is flanked by the Residential Precinct to the west and Smith Street Precinct to the east. As such, it does not have any direct interfaces with private land beyond the boundaries of Caulfield Village.

- Site sheds associated with the construction at Stages 4-6;
- Existing street trees along Caulfield Boulevard and Normanby Road and frontages (various species ranging in maturity);
- Sporadic tree and hedge planting within the boundaries of the site;
- Chain wire boundary fencing along Caulfield Boulevard and Normanby Road frontages; and
- Vehicular access from Caulfield Boulevard and Normanby Road frontages.

Residential Precinct (Part Heywood Street frontage only)



That part of the application land within the boundaries of the Residential Precinct, near the corner of Heywood Street and Normanby Road, comprise site sheds as part of the construction of Stages 4-6, and an open grassed area associated with the racecourse's members car parking facility. A number of trees and shrubs are located inside the chain wire boundary fence.

## 4.0 The Development Plan Proposal

The Development Plan application provides detail and seeks approval for the preferred development configuration of retail and commercial facilities, apartment buildings (including affordable housing), 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 will complete the vision for the Mixed Use Precinct as the active heart of Caulfield Village, centered around the Village Square and connected to other stages of the development and the broader neighbourhood by the Village Mews and Caulfield Boulevard, the northern portion of which will be delivered as part of Stages 7-8.

It proposes a diverse mix of retail and commercial uses at ground level, together with high quality landscape treatments to activate and enliven public spaces and street frontages. It also includes residential uses which will provide day and nighttime activity and surveillance and instill a sense of community and vibrancy.

The proposal will also complete the low scale residential interface with existing dwellings along Heywood Street as a means of integrating the development into the established neighbourhood.

### 4.2 Development Summary

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

#### 4.2.1 Public Realm Works

The proposal will deliver the northern portion of Caulfield Boulevard, facilitating a tree-lined, activated link between Station Street and Normanby Road with a strong pedestrian focus, which will also act as a connection to the Village Square and associated retail and entertainment precinct. Caulfield Boulevard will comprise significant street tree planting, pedestrian paving, bicycle parking and provision for outdoor dining.

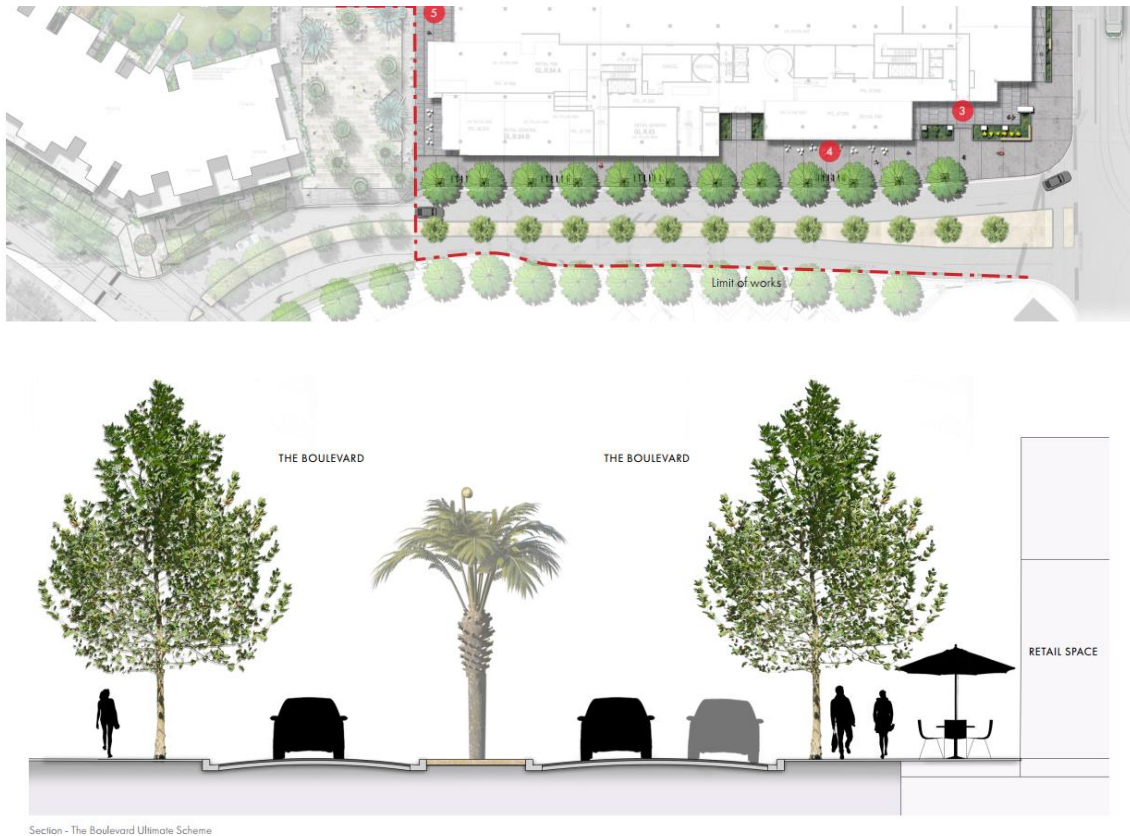


Figure 8 - Extract of landscape plan (Appendix K) – Caulfield Boulevard

The development will activate the northern edge of the Village Square (delivered in Stages 4- 6) with specialty retail uses and the principal entry to the anchor supermarket tenancy. It will also provide a residential interface to the Village Mews, completing the vision of an active pedestrian link from the Residential Precinct through to the heart of the Village.

#### 4.3 Completion of the Village Square and Village Mews

The construction of the northern precinct will see the completion of Village Square and Village Mews.  
Materials will match the previous stage to ensure a seamless transition.



Figure 9 - Extract of landscape plan (Appendix K) – Village Mews and Square



The interface to Heywood Street will accommodate low scale residential development with a generous landscape setting to complement the character of the established residences opposite.

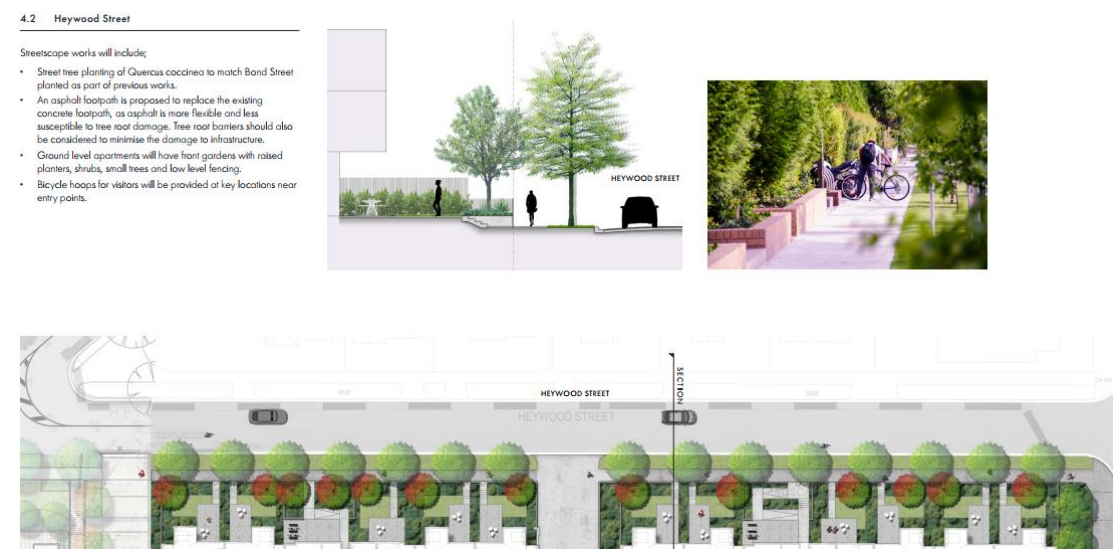


Figure 10 - Extract of landscape plan (Appendix K) – Heywood Street

Finally, an active, landscaped frontage will be provided to Normanby Road, including an inviting plaza space at the north eastern entry point to the Precinct at the corner of Normanby Road and Caulfield Boulevard.

Adequate building setbacks are provided to Normanby Road to comfortably accommodate the movements of passengers using the future tram stop along this frontage. It should be noted that the tram stop depicted on the application material is consistent with the design discussed at length and agreed with Public Transport Victoria and VicRoads.

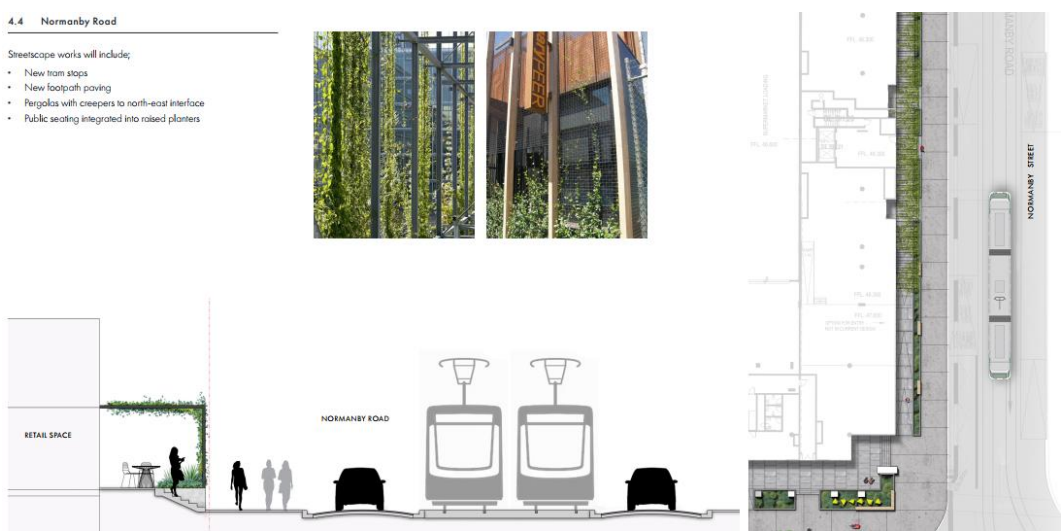


Figure 11 - Extract of Landscape plan (Appendix K) - Normanby Road

#### 4.2.2 Retail and Commercial Breakdown

A vibrant mix of retail and commercial uses is proposed, including a 24 hour anchor supermarket tenancy, as called for in the Incorporated Plan, accessed directly from the Village Square. Specific floor area allocations are summarised in the table below.

Use	Leasable floor area (m <sup>2</sup> )
Supermarket	3,800
Retail – Shop	664
Retail – Food and drinks premises	758
Office	798
<b>TOTAL</b>	<b>6,020</b>

Table 1- Commercial land uses

#### 4.2.3 Proposed Dwellings

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

	Studio	1-bedroom dwelling	2-bedroom dwelling	3-bedroom dwelling	Total
Building E	18	37	37	0	92
Building F	0	4	52	0	56
Building G	0	40	12	6	58
Building H	0	3	19	0	22
Building J	32	21	0	0	53
Building K	28	25	0	0	53
Building L	16	57	8	4	85
Building M	0	4	14	0	18
<b>TOTAL</b>	<b>94</b>	<b>191</b>	<b>142</b>	<b>10</b>	<b>437</b>

Table 2- Dwelling mix

A total of 5% of dwellings (21) will be affordable housing as defined under Section 3AA of the Act (see Appendix S).

The dwellings will be delivered in a build to rent development model (see Appendix F).

#### 4.2.4 Proposed Buildings

The development is arranged into nine (9) built form components:

Component	Storeys	Maximum height (excluding plant, services and lifts)
1. Building E	9 storeys	28.7 metres
2. Building F	7 storeys	22.4 metres
3. Building G	7 storeys	23.2 metres
4. Building H	3 storeys	13.3 metres
5. Building J	7 storeys	13.4 metres (above podium)
6. Building K	7 storeys	9.5 metres (above podium)
7. Building L	9 storeys	31.0 metres
8. Building M	4 storeys	10.0 metres

**Table 3- Proposed building heights**

The development will be set back a minimum 900mm from Caulfield Boulevard frontage, 4 metres from the Normanby Road frontage and 6.5 metres from the Heywood Street frontage.

The upper floors include dwellings contained in seven (7) towers and two (2) lower scale buildings fronting Heywood Street.

The development includes residential lobbies along Heywood Street, the Village Mews, Caulfield Boulevard and Normanby Road which will activate all street frontages.

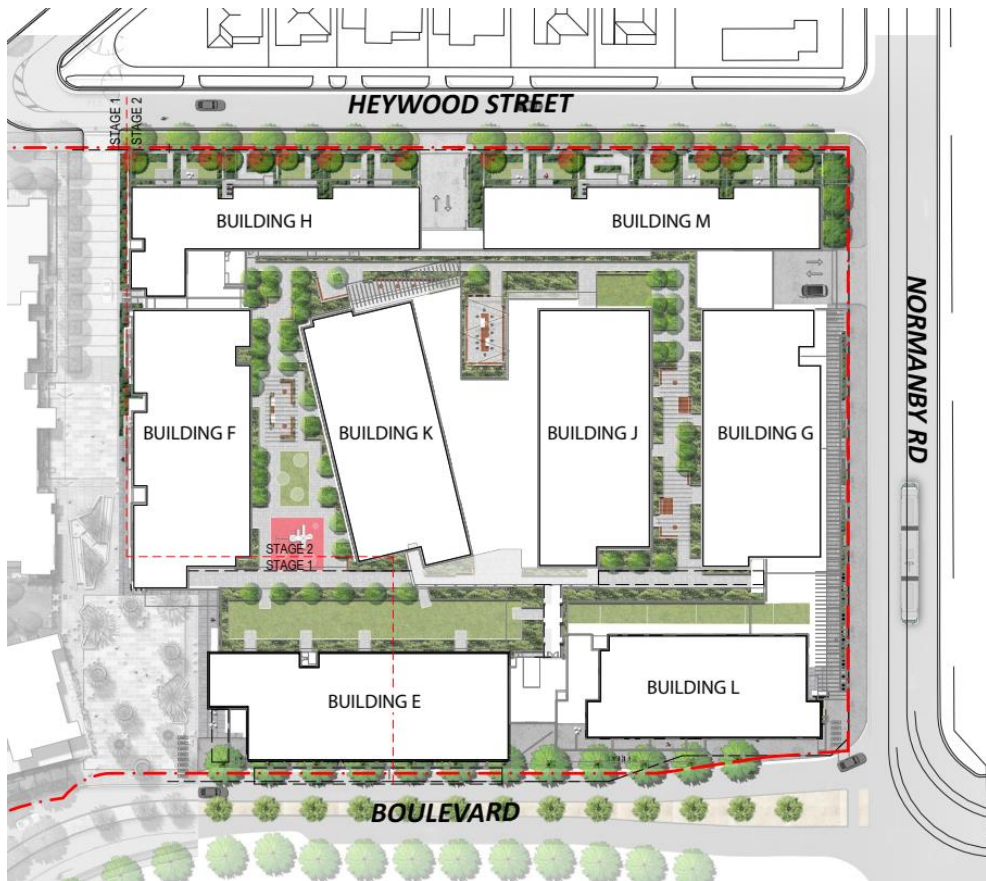


Figure 12- Subject site and building components (extracted from Appendix J)

#### 4.2.5 Vehicular Access

New vehicular entries are provided from Heywood Street and Normanby Road, with access also being provided through the basement of Stages 4-6 from Bond Street.

An on-site loading bay will be accessed via Normanby Road.

Points of vehicular access have been located away from principle pedestrian routes to ensure the promotion of active street edges and engaging and inviting pedestrian environments.

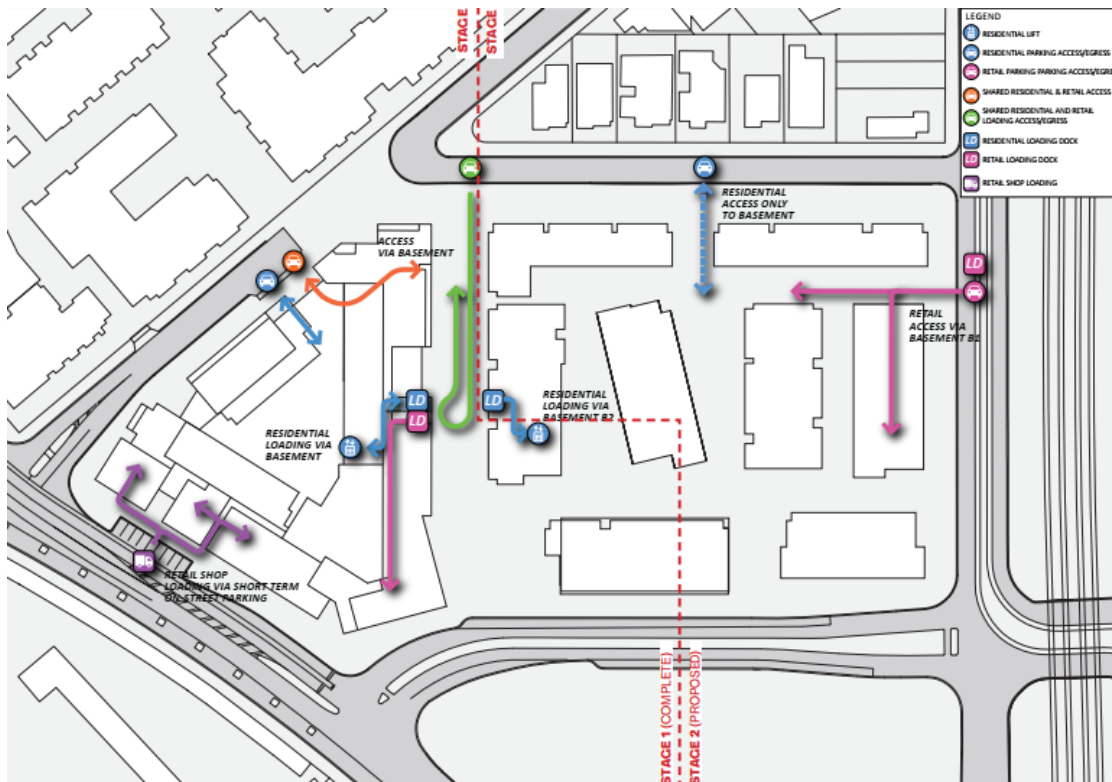


Figure 13- Access and circulation paths (extracted from Appendix G)

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).

In a broad sense, the WOL TIA references the Section 173 Agreement which also includes road mitigation works and required staging of upgrades. Notably, the remainder of Caulfield Boulevard will be completed as part of the work proposed under this Development Plan application.

#### 4.2.6 Reallocation of temporary car parking from the Smith Street Precinct

This proposal includes 6 car parking spaces for the commercial tenancies approved as part of Stages 4-6. These spaces are provided in addition to the anticipated parking demand associated with this development proposal (see detail in section 4.7 of the enclosed TIA at Appendix O).

### 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 solution ultimately presented in this proposal. These principals are described in detail in the Urban Analysis & Design Response Report at Appendix I and summarised here as follows:

### Links and Connections

- Creation of an active interface to the approved Village Mews, with the supermarket and retail entry node being adjacent to the Village Square.
- Residential entries, retail and commercial uses proposed variously across each street frontage to provide ground level activation of public spaces.
- Landscaping and pedestrian footpaths along Normanby Road, Heywood Street and Caulfield Boulevard frontages.
- Level 3 or the 'top of podium' will provide communal open space and access for residents, with the fencing details provided in Appendix K to strike a balance between activation and appropriate privacy for residents.

### Public Realm

- Creation of front gardens to Heywood Street, with raised planters, 800mm high front fences, public footpath with medium strip planting beyond. Deep soil planting will be provided within the Heywood Street setback (detail shown in Appendix K).
- Planter boxes to the northern edge of the Village Mews to provide a landscaped public realm interface.
- Generous, 5 metre-wide footpaths to Caulfield Boulevard, with a 3 metre-wide median accommodating boulevard tree planting continuing the approved Stage 4-6 design.
- Normanby Road will include a footpath, with raised planters and a stair arrangement providing access to the ground level office tenancies (ramp access will also be provided at the eastern end). A setback from the street provides a generous pedestrian area and accommodates Council's in-ground stormwater drainage infrastructure. Built form within the future easement zone is limited to light weight structures and treatments to enable access for repairs and upgrades.
- A range of lighting types are proposed, including to the Heywood Street dwellings, feature lighting to residential lobbies and main retail entry points, handrail lighting and new street lighting along Normanby Road.
- On the podium or level 3, the lighting design includes brick lighting in planter walls to achieve safety and high urban design outcomes. Feature lighting is proposed to delineate the main internal communal spaces on level 3, with catenary lighting above the communal dining area.
- Provision of street furniture that complies with Council's Standards.
- Provision of 88 resident bicycle parking spaces, 19 staff spaces, 55 visitor/shopper spaces and 3 cargo bicycle spaces on-site.
- Public realm infrastructure (as detailed in the TIA in Appendix O):
  - Signalisation of the Station Street / Caulfield Boulevard intersection;

- Reconfiguration of the Normanby Road / Boulevard intersection;
- Closure of Smith Street at Caulfield Boulevard; and
- Upgrade of the Princes Highway East / Smith Street intersection.

#### Street Address and Active Edges

- The proposal will activate all street frontages and public realm interfaces in the following manner:
  - Heywood Street – residential lobbies, dwelling entries and residential vehicular entry. The upper levels will be oriented to the street to provide activation and surveillance;
  - The Village Mews – residential lobbies, ground level dwellings and retail entries, with dwellings at upper levels. This provides an appropriate mix of uses to activate the eastern end of the Village Mews adjacent the Village Square, with residential uses incorporated further west towards Heywood Street;
  - The Village Square – specialty retail tenancies together with the principal entry to the 24 hour supermarket will activate the northern edge of the public space;
  - Caulfield Boulevard – residential lobby and ground level retail tenancies activate this frontage, with dwellings above to meet the interactive mixed use vision for the Precinct;
  - Normanby Road – residential lobby, ground level office tenancies and the commercial vehicular entry (to the commercial basement and loading areas within the site), achieving the envisaged transition from the Mixed Use Precinct to the Residential Precinct further west; and
  - Intersection of Caulfield Boulevard and Normanby Road – north-east corner setback with landscaping and artwork, planting and street furniture to create a gateway.

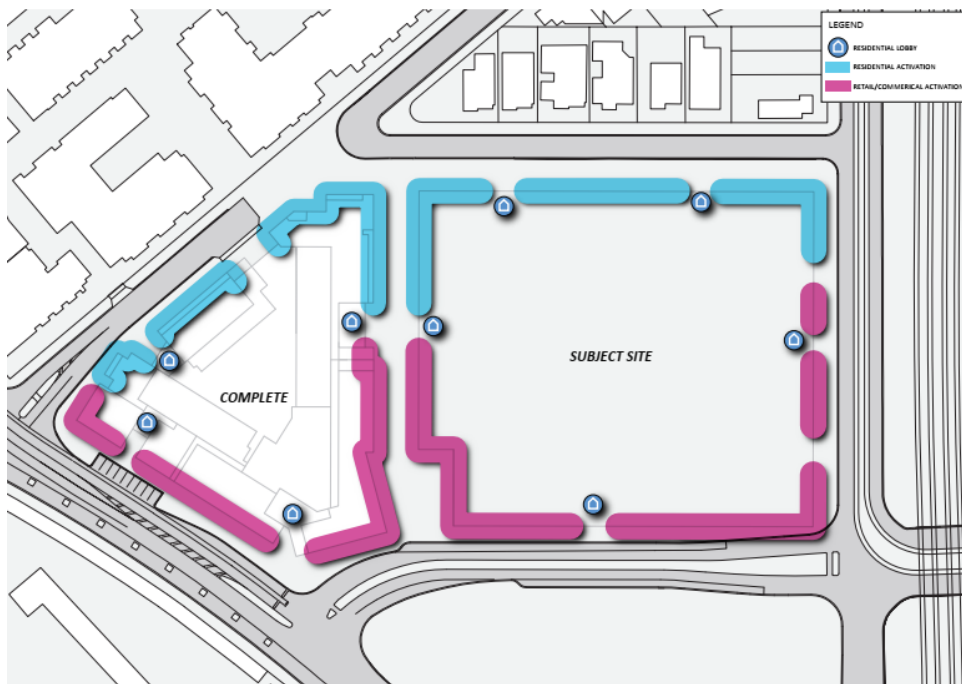


Figure 14- Extract of Appendix G, detailing ground level interfaces

#### Access and Loading

- Vehicular access to the residential basement parking level (B2) is provided via Heywood Street.
- While office car parking spaces are provided in the residential basement parking level (B2), office staff will not be provided with access to and from Heywood Street and will be directed via the Bond Street access.
- Vehicular access to the commercial basement parking level (B1) and the on-site loading areas is provided via Normanby Road and through the basement of Stages 4-6 from Bond Street ('commercial' access points identified in Appendix I).

#### Built Form

- The building style complements the development in Stages 4-6, as outlined in Section 4.6 of Appendix I.
- The building scale offers a 3-4 storey transition within the Residential Precinct along Heywood Street, up to 9 storeys in the Mixed Use Precinct, achieving the midrise transition between the Residential and Smith Street Precincts as outlined in the Incorporated Plan.
- The development includes varied setbacks, design detailing and landscaping to achieve a fine-grained pedestrian experience at the lower levels.
- Building setbacks and contrasting materials and finishes are incorporated to express a podium and tower form to the taller buildings within the development.
- Canopies are provided over part of Caulfield Boulevard and Normanby Road frontages to



- provide weather protection and a pleasant environment for pedestrians.
- Access to the ground level is provided via ramps and stairs to provide reasonable access for people of all levels of mobility.

#### 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 I and Architectural Drawings at Appendix J for detail.

#### 4.3.3 Integrated Landscaping

In accordance with the Incorporated Plan, the proposal includes street tree planting along Heywood Street, along with front gardens which exceed the 3 metre landscape zone envisaged in Incorporated Plan. Basement level B2 is also setback from the street boundary to enable deep soil planting within part of the Heyward Street setback.

Within the Mixed Use Precinct along Caulfield Boulevard, the proposal includes extensive avenue tree planting, continuing the design theme established in the Stage 4-6 approval.

Within Normanby Road, wide pavements are proposed along with planter boxes and landscaped pergolas to achieve a fine grain presentation and visual interest along this elevation. Setbacks acknowledge the presence of Council drainage assets that have been provided within the subject site due to insufficient space within the adjacent road reserve.

#### 4.3.4 Environmentally Sustainable Design

In line with the expectations of the Incorporated Plan, the proposal will be water and energy efficient with the following ESD measures integrated into the development:

- A 140kL rainwater tank for toilet flushing and irrigation, achieving MUSIC best practice.
- A 4 star Green Star and As Built Rating.
- A minimum average 6.5 star NatHERS rating.
- 36kW peak rooftop solar photovoltaic system.
- Landscaping to enhance amenity and biodiversity outcomes.

Consistent with current best practice, the Development Plan application has adopted a Green Star Pathway (refer Appendix P).

#### 4.3.5 Affordable Housing

A total of 5% of dwellings (or 21) are proposed as 'affordable dwellings' as defined under Section 3AA of the Act for a period of 10 years (see Appendix S).

As summarised in Appendix S, the proposal:

- *Provides housing that meets the definition of Affordable Housing in the Planning and Environment Act 1987;*
- *Provides housing choice in a suburb experiencing increasing mortgage and rental stress; and*
- *Creates a leadership programme in the private sector of the market.*

## 5.0 Planning Considerations

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 Schedule 2 to the PDZ, which relates specifically to the Caulfield Mixed Use Area (Caulfield Village).

This submission is prepared in response to the provisions of the PDZ, 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, commercial 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 PDZ.

The overarching objectives and design principles of the Incorporated Plan, called up in the objectives of the PDZ, 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 for parking provision:

- 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
- Supermarket – 5.5 spaces to each 100sqm of 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 PO1 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	427	309
	Dwellings 3 beds or more – 2 spaces to each dwelling	20	
Retail Premises – within this Precinct	2.18 spaces / 100sqm leasable floor area	35	31
Retail Premises – within this Precinct	2.18 spaces / 100sqm leasable floor area	6 – as relocated from the temporary Smith Street car park	6
Supermarket	5.5 spaces to each 100sqm of leasable floor area	209	190
Office	2 spaces to each 100sqm of net floor area	16	18
Total Car Spaces		707	554

Table 4 - 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, consistent with the application of PO1 to earlier project stages.

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 PDZ and Section 4 of the Incorporated Plan, the car parking provision is adequate and appropriate because:

- The provision of the PO1 rate is not necessary in this instance having regard to the following as outlined in the enclosed TIA (Appendix O):
  - The proposal does not rely on on-street car parking with the anticipated demand being accommodated on-site (see table 4.5 of Appendix O);
  - The car parking demand assessment does not rely on a 'split' of uses across different times (i.e. has been calculated conservatively or cumulatively);
  - The supermarket and retail car parking demands have been calculated cumulatively, which is appropriate given the land mix and likely demand of these uses concurrently. This approach is supported and anticipated in Section 11.0 of the PDZ2;
  - 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 PO1 and Clause 52.06, the TIA at Appendix O 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 PO1 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.

It is also noted that, in close consultation with the relevant State agencies, the proposal allows for the provision of a new Normanby Road tram stop, which will further enhance the convenience of public transport access to the site and its facilities.

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 Mixed Use Precinct assessment to follow.

### Permit Triggers

The proposed land uses, built form and public realm works are entirely consistent with the provisions of the PDZ and the Incorporated Plan as referenced in the control. The Development Plan proposal does seek a variation to the car parking requirements of Clause 8.0 of Schedule 2. Whilst this variation 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.

### **5.1.3 Particular Provisions**

Section 5 of the PDZ 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 proposed 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.

### **5.2 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 (Urban Environment) promotes good urban design practices to make environments more liveable and attractive. The policy requires that the *Guidelines for Higher Density Residential Development and Activity Centre Design* 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 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

While Clause 58 is not applicable to this application, an assessment has been included at Appendix 1 of this report as a manner of describing the various considerations and components of contemporary apartment design.

The high degree of compliance with Clause 58 demonstrates that the following objective of the Incorporated Plan is achieved (albeit the same internal amenity aspirations are not reflected in the Mixed Use 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 *Activity Centre Design Guidelines* as follows:

- The proposal includes well connected pedestrian and cycle routes through the site that offer connections to adjoining precincts and the wider area, consistent with Objectives 1.2 and 1.4;
- Loading associated with the supermarket and retail tenancies will occur within the site via Normanby Road as envisaged as part of Stages 4-6, consistent with Objective 1.2;
- Caulfield Boulevard design allows for appropriate dimensions and features, consistent with Stages 4-6 and Objective 1.3);
- The proposal includes a mix of retail (including supermarket) and commercial uses along street frontages with dwellings at upper levels which will create a sense of activity and vitality for the area at both day and night (consistent with Objectives 1.5 and 1.6);
- The proposal will improve the pedestrian and cycling connectivity to the existing railway network along Caulfield Boulevard, Heywood Street and Normanby Road, consistent with Objective 2.4 and as outlined in Appendix 1;
- Caulfield Boulevard and Heywood Street include pedestrian paths of generous widths and proportions leading to the Village Square and Village Mews approved and delivered as part of Stages 4-6, in line with Objectives 3.1 and 3.2;
- Activity is proposed along all public frontages, including retail uses along Caulfield Boulevard and Village Square, offices fronting Normanby Road and dwellings at upper levels and along Heywood Street, consistent with Objective 3.3;
- The proposal provides active edges and a highly resolved landscape strategy to the approved Village Mews and Village Square, consistent with Objectives 4.1, 4.2 and 4.4;

- The proposal includes a generous setback, landscaping and an artwork treatment in the north-east corner of the site to create a sense of place and identity consistent with Objective 4.7;
- The design of dwellings maximises opportunities for passive solar access and cross ventilation and other ESD initiatives to enhance environmental performance, consistent with Objectives 5.2, 5.3 and 5.4 (see Appendix P);
- The proposal includes a 24 hour supermarket as an anchor tenant (as envisaged in the material which supported the Stage 4-6 submission), separate entries servicing vehicle movements (Normanby Road) and pedestrian and cycle movements and key public spaces (Village Mews and Village Square) to create a high-quality sense of space consistent with Objectives 6.1 and 6.2. The proposal also includes specialty retail tenancies to the edge of the supermarket activate Caulfield Boulevard and Village Square;
- As with Stages 4-6, the proposal includes housing at higher densities that will be provided with a good level of amenity, consistent with objectives 7.1, 7.2 and 7.3 and as demonstrated in Appendix 1;
- The proposal is appropriately massed in response to the site context and aspirations of the Incorporated Plan, with the lower scale residential interface to Heywood Street, transitioning to the taller form to the east, where the Smith Street Precinct rises further again to an anticipated maximum 120m AHD or 20 storeys, consistent with objective 7.5; and
- Residential parking is located discreetly at basement level and accessed from Heywood Street and Normanby Road to minimise impacts of the continuity of active frontages and pedestrian environment, consistent with Objectives 8.1, 8.2 and 8.3.

### 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.

It is noted that pre-application meetings have been held with Yarra Trams and VicRoads which have informed a number of the solutions offered in the Development Plan Application.

## 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 the Village Mews and Village Square as approved as part of Stages 4-6) which will enhance connections to the surrounding street network and future stages of Caulfield Village;
- Proposed road works will rationalise through traffic (consistent with the design approved as part of Stages 4-6), making the area safe, more accessible and pedestrian friendly;
- The proposal continues to provide safe pedestrian connections through the

Village Mews, Caulfield Boulevard, Normanby Road and Heywood Street by virtue of the design of buildings and the arrangement of land uses;

- The proposal continues Caulfield Boulevard and Heywood Street road treatments and establishes an appropriate setback and pedestrian interface to Normanby Road to rationalise the road system and create an activated network of streets;
- The continuation of Caulfield Boulevard construction, landscaping and active interfaces to the Village Mews and Village Square will complete the vision for the new village centre which will be the centerpiece for community and activity within Caulfield Village;
- The landscape character of Caulfield Village will be enhanced through upgrades of public street frontages and landscaping of proposed new public and private 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 studio, one, two and three-bedroom apartments;
- The proposal includes an affordable housing provision (see Appendix S);
- 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 parking is provided on site to accommodate the anticipated demands of the development as detailed in the TIA in Appendix O;
- Loading for the supermarket will take place on-site;
- Waste storage and collection will be contained within the basement, out of view from the public domain;
- Bicycle access has been provided through Village Mews and Village Square (Stages 4-6) and is detailed in Appendix K forming part of Normanby Road, Heywood Street and Caulfield Boulevard upgrades;
- The capacity and priority of the new intersection of Caulfield Boulevard, Normanby Road and the railway underpass will be enhanced, noting that the GTA letter in Appendix B identifies that the previously suggested traffic generation rates for this stage of the precinct are less than indicated in the endorsed WOL ITP;
- Public transport routes and stops have been determined in consultation with Public Transport Victoria, VicRoads and Yarra Trams and taxi ranks will be

determined in consultation with the Department of Transport. This is addressed in the endorsed WOL ITP at Appendix B.

### 5.5.2 Residential Precinct Guidelines

The western portion of the site which runs parallel to the Heyward Street frontage is located within the Residential 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 Residential Precinct as expressed in the Incorporated Plan

#### Outcomes

- **A residential village that contributes to urban consolidation within the Caulfield Major Activity Centre while complementing the scale of existing housing stock in the area.**

#### **Comment:**

That part of the proposed development within the Residential Precinct makes a contribution to urban consolidation through the provision of apartments in a building which is complementary in scale to the approved buildings on the west side of Bond Street and south of the Village Mews, and provides a suitable transition to the existing dwellings on the opposite side of Heywood Street.

The proposed building envelope complies with the Residential Precinct – Preferred Height and Setback Diagram (refer to Appendix J).

- **Protection of existing amenity and environmental quality**

#### **Comment:**

The proposal is positioned 14.7 metres from the Heyward Street dwellings opposite and 13.5 metres from the approved dwellings south of the Village Mews within Stages 4-6. No unreasonable amenity impacts will result from the proposal on account of the low scale nature of Buildings H and M and their separation from other dwellings.

- **Passive surveillance of streets and pedestrian links through strategically located windows, balconies and terraces in adjacent housing development.**

#### **Comment:**

The proposal incorporates direct access to ground floor dwellings from Heywood Street, along with two residential lobbies and a number of windows and balconies activating and creating passive surveillance of the street (refer to Appendix J).

- A safe neighbourhood that pedestrians enjoy using.

**Comment:**

The surveillance afforded by the proposed dwellings to the public realm will enhance pedestrian safety within the Precinct.

Land Use

- The predominant use in the Residential Precinct will be medium - higher density residential, with a range of housing options other than student housing.

**Comment:**

The proposal contains apartment style dwellings at higher densities with a mix of one, two and three bedroom layouts that will contribute to housing diversity in the broader area. No student housing is proposed (refer to Appendix J).

The proposal also includes 21 (5%) affordable housing, which will have full access to the BTR common amenities and facilities.

Built Form and Design

- These guidelines should be read in conjunction with the relevant provisions of Guidelines for Higher Density Residential Development – 2004, or the Objectives of ResCode as relevant to the development proposed.

**Comment:**

Appendix 1 includes a Clause 58 assessment. Whilst the provisions of the PDZ specifically exempt the application from this provision, the assessment demonstrates the high quality accommodation proposed and is considered to represent a more current and relevant apartment assessment than those referenced in the Incorporate Plan above.

- The style, colour and material palette of new buildings should complement that of existing buildings in the precinct. Reproduction of historical styles is discouraged

**Comment:**

The buildings within the Residential Precinct incorporate a contemporary palette of materials that will complement Stages 4-6 and the existing housing stock in Heywood Street (refer to Sections 1 and 4.6 of Appendix I).

- The architecture should employ expressive, sheltering roofs and eaves that assist with the environmental performance of the dwellings, protecting exterior walls from heat gain in warmer months

**Comment:**

The buildings employ projecting balconies along the street facades to minimise heat gain and enhance environmental performance, as well as providing visual interest in line with the guideline (refer to Architectural Plans at Appendix J and Environmental Management Plan at Appendix P).

- Building façades should incorporate sunshades, verandahs, porches, and upper level balconies and recesses, articulated to provide visual interest and to bring life to the streets

**Comment:**

Buildings H and M incorporate the following design features to provide articulation and visual interest to Heywood Street and their returns into, the Village Mews and Normanby Road:

- o Varied setbacks to the street frontages which creates a stepped building form;
- o Use of masonry, glazing and projecting balconies to provide logical and interesting horizontal and vertical expression to all frontages;
- o Individual entries to ground level apartments and upper level balconies orientated to the street to bring life and interest to the adjoining public realm (refer to the Architectural Plans at Appendix J and rendered images at Section 4.7 of Appendix I); and
- o Windows will provide outlook onto public spaces, promoting a feeling of security for residents and visitors.

All dwellings with a frontage to land in the Residential Precinct are orientated to face onto Heywood Street to promote a feeling of security amongst users of these public spaces (refer to Architectural Plans at Appendix J).

- The existing residential-character of streets provides the guiding design rationale for this precinct. Higher built form can be achieved where it will not unreasonably impact adjacent dwellings, and at robust interfaces with the adjoining precinct

**Comment:**

The scale and character of the buildings along Heywood Street range from 3-4 storeys with significant ground floor setbacks for deep soil planting and a front garden setting to appropriately respond to the character of the existing adjacent dwellings (refer to Architectural Plans at Appendix J).

- Two (2) and 3 storey dwellings will characterise the residential edges of this precinct

**Comment:**

The proposal complies with the envelope requirements expressed in Residential Precinct – Preferred Height and Setback Diagram in the Incorporated Plan (refer to Architectural Plans at Appendix J).

- **Setbacks will create a lower apparent height within streetscapes, and buildings should be massed to avoid unreasonable overshadowing**

**Comment:**

The shadow diagrams at Section 4.5 of Appendix I demonstrate that the proposal will not unreasonably overshadow the surrounding streetscapes as:

- o Heywood Street would only be affected in the morning hours with shadows no longer cast over this space at midday;
- o Normanby Road will not be cast in shadow as a result of the development;
- o The proposal does not shadow dwellings west of Heywood Street between 9am and 3pm at the Equinox;

- **Where fences on front boundaries are proposed they should be visually transparent**

**Comment:**

The front fences to Heywood Street are 800mm high on top of raised planters to create an active interface within a garden setting (refer to the landscape plans at Appendix K).

- **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:**

Environmental sustainability has been integral to the design process. The following passive design measures and targeted ESD initiatives form part of the proposal in response to the above guideline:

- o WSUD features to achieve Best Practice in the MUSIC model;
- o A 140kL rainwater tank for toilet flushing and irrigation;
- o Cyclist facilities;
- o Landscaping within the Heyward Street setback;
- o A 36kW photovoltaic system;
- o High performance glazing; and
- o Energy efficient building services, appliances and fixtures.

Refer to Environmental Management Plan at Appendix P for greater detail of proposed ESD initiatives (refer Appendix P).

- **New dwellings should demonstrate passive design strategies that take advantage of unassisted cross-flow ventilation and building orientation to manage thermal comfort**

**Comment:**

Buildings H and M incorporate louvred windows, where possible, to communal corridors which will be controlled through a sensor system. The extent of operable windows more generally and a high level of articulation with projecting and recessive forms passively promotes a high level of cross-flow ventilation (refer to the Environmental Management Plan at Appendix P for a more comprehensive assessment of sustainable design responses).

- **New buildings should include:**
  - **The use of low maintenance, self finished, low embodied energy materials and finishes**
  - **The provision of bicycle parking, in all new retail, commercial and residential development**

**Comment:**

The Development Plan responds to the above guideline as follows:

- o The ESD report makes a commitment to environmentally preferable materials (targets outlined in section 7.1); and
- o Bicycle parking is provided at a rate which exceeds the expectations at Clause 52.34, albeit this Particular Provision is not applicable under Section 5 of the PDZ2.

The Pedestrian Environment

- **A permeable, walkable environment is to create safer streets, encourage passive recreational activity, and promote better community health levels**

**Comment:**

The public realm and landscaping upgrades to Heywood Street actively promote safer public spaces, passive recreational activity and better community health (refer to Appendices I, J and K).

Access and Loading

- **Vehicle access to the precinct is to be provided from the existing street and road network, via Heywood Street, Station Street (west), Bond Street and Kambrook Road**

**Comment:**

Vehicular access for residents within that part of the Residential Precinct the subject of this application is proposed via Heywood Street, as has been envisaged in the UCRs for the WOL and Stages 4-6 material (refer to Architectural Plans at Appendix J and Appendix I).

Landscape and Public Space

- **The landscape in the Residential Precinct will include consolidated tree planting and soft landscaping in streetscapes, and green landscape treatment of private open space where it is in view of public spaces**

**Comment:**

The proposed landscape design (as it relates to that part of the proposal within the Residential Precinct) creates street tree planting along Heywood Street with front garden settings to achieve a green landscape treatment (refer to the Landscape Plan at Appendix K for details of proposed landscape treatments).

### 5.5.3 Residential Precinct – Height and Setback Diagram

The proposal complies with the built form envelopes within the Residential and Mixed Use Precincts (refer to Appendix J).

#### 5.5.4 Mixed Use Precinct Guidelines

The balance of the development site is located within the Mixed Use 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 Mixed Use Precinct as expressed in the Incorporated Plan.

##### Outcomes

- **A precinct that dynamically mixes leisure, retail, residential and commercial uses but not student housing**

##### **Comment:**

The proposal includes residential land uses at the ground level to Heywood Street with more active office and retail ground floor uses to the Village Mews, Village Square, Caulfield Boulevard and Normanby Road. Residential uses are also proposed on upper building levels to provide a dynamic land use mix. The proposal does not include student housing (refer to Appendix J).

- **Appropriately scaled and active street frontages**

##### **Comment:**

Importantly, the proposal complies with each of the building height and setbacks requirements expressed in the Incorporated Plan. Commercial, retail and residential land uses on all levels are oriented to the streets and public spaces to create active frontages, as described below.

Heywood Street – The proposal adopts a 2-3 storey street wall with a recessive 4<sup>th</sup> storey to complement the residential properties across the street. The proposal also includes ground level entries, two residential lobbies and a number of doors and windows with a front garden setting to positively activate the street.





**Figure 15 - Perspective along Heywood Street (extract of Appendix J)**

Village Mews and Village Square – The proposal transitions from the 2-4 storey forms along Heywood Street to a 7 storey element further east (Building F). This taller form interfaces with the Village Mews, which is 13.5 metres wide at this point (noting that Stages 4-6 present 8-9 storey forms to the southern edge of the Village Mews). A pedestrian scale is achieved by the combination of setbacks to upper levels and material variations, with the lower floors expressed in a contrasting material palette. The proposal is also highly articulated with a range of windows and doors activating the Village Mews.

The eastern wall to building F and the southern wall to building E are also articulated in a manner that creates a sense of place at the interface with the Village Square. The landscape plans (Appendix K) also make a commitment to continuing the landscape theme to complete which will provide a high amenity and urban design outcome.



Figure 16 - Perspectives along the Village Mews and Village Square (extract of Appendix J)

Caulfield Boulevard – To Caulfield Boulevard, Buildings E and L adopt a similar design approach to Stages 4-6 with a combination of upper level setbacks and variation through colours and materials to



articulate a podium and tower form and to achieve a human scale. The ground level retail uses also include awnings, which in conjunction with the 5-metre-wide footpaths and 3-metre-wide median with trees will provide an appropriately scaled and active frontage. Upper level balconies and windows will continue to activate Caulfield Boulevard.



**Figure 17 - Perspective along Caulfield Boulevard (extract of Appendix J)**

Normanby Road – The proposal adopts greater setbacks than required under the Incorporated Plan for Building G. This is in part to create a greater sense of openness and to enhance the public realm beyond the expectations of the Incorporated Plan, but also to accommodate a Council main stormwater drain which is unable to be accommodated within the Road Reserve.

The development includes a highly resolved street elevation, with a landscaped pergola along the northern edge of the proposed offices, to provide a high level of internal amenity, outlook and visual interest to the street (Appendix J and Appendix K).

The proposal also includes upper level dwellings with a number of balconies and windows to activate Normanby Road.



Figure 18 - Perspective along Normanby Road (extract of Appendix J)

- An integrated retail area anchored by a supermarket, associated specialty retail and on-site car parking

**Comment:**

The application includes retail uses along the Village Mews, Village Square and Caulfield Boulevard. An anchor supermarket tenancy is proposed in line with the vision expressed in the Incorporated Plan. The supermarket entry and specialty retail tenancies are provided to the northern edge of the Village Square, to provide a focal point for gathering, interaction and entertainment that will achieve the vibrant Village character vision.

As identified in the Planning Assessment Report for Stages 4-6, car parking for the retail uses proposed under this application is proposed in basement levels below this section of the Precinct, including for the supermarket.

In light of the above, the provision of retail and supermarket uses and associated parking facilities have been considered as key integrated components of the Precinct (refer to the Car Park Management Plan at Appendix C and TIA at Appendix O).

- A new high street, “Caulfield Boulevard”, in the tradition of celebrated Melbourne urban environments

**Comment:**

The proposal continues the landscaped treatment to Caulfield Boulevard, as established under Stages 4-6, with generous pedestrian walkways incorporating active edges, canopy tree planting and capacity for outdoor dining. These features will combine with central tree planting to deliver an urban environment akin to Melbourne’s celebrated boulevards (refer to the Landscape Plan Appendix K).

Land Use

- Mixed-uses, in the form of leisure, retail, residential and commercial uses but not student housing.

**Comment:**

The proposal includes a mix of retail, commercial and residential uses as envisaged.

Architectural character, materials, and articulation

- Buildings in the Mixed Use Precinct should be of a contemporary and urban in style.  
Reproduction of historical styles is discouraged

**Comment:**

The architectural expression of buildings continues to be distinctly contemporary in style, relating to, but distinguishable from Stages 4-6 to the south.

While the proposed design takes cues from the established built form character of the surrounding neighbourhood, these influences are interpreted in a contemporary manner and not a reproduction of heritage forms (refer to the Architectural Statement at Section 4.1 of the Urban Analysis and Design Response Report at Appendix I).

- Integrated finishes and high durability materials are encouraged, and will be preferred over applied finishes such as paint and render

**Comment:**

The proposed palette of external materials and finishes has been thoughtfully selected as integral elements of the building design. Durable materials such as powder coated metal, coloured concrete panels and brickwork are incorporated into the design (refer to Sections 4.1 and 4.6 of the Urban Analysis and Design Response Report at Appendix I).

- Ground level street frontages to all development in the mixed use area (excluding sites that have residential at ground floor level set back from the street edge) should include:
  - o at least 80% of the building façade as fully transparent, glazed facades, and;

- 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

**Comment:**

The retail ground floor frontages to Caulfield Boulevard, Village Square and Village Mews are all constructed primarily of glazing to provide active and transparent facades in line with the guideline (see Appendix J).

Cantilevered canopies are provided above the retail facades to Caulfield Boulevard (refer to the architectural drawings at Appendix J and landscape plans at Appendix K).

- Roofs may be flat or pitched, and main street 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:**

Each of the proposed buildings will have a flat roof.

The facades of all buildings as they present to the Village Mews, Village Square, Heywood Street, Normanby Road and Caulfield Boulevard are highly articulated using building recesses, balconies, balustrade treatments, windows and use of contrasting materials and finishes. The architecture is thoughtfully resolved to bring life and visual interest to street frontages and proposed public spaces (refer to Appendices I and J).

- Balconies overlooking Caulfield Boulevard, Station Street, Normanby Road and Bond Street at upper levels are strongly encouraged and must be within the property boundary

**Comment:**

Each of the buildings with a frontage to Normanby Road and Caulfield Boulevard incorporate dwellings on all upper levels which face onto and overlook streets and other public areas to provide positive passive surveillance (refer to Appendix J).

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

**Comment:**

Living areas and balconies of upper level dwellings are oriented toward street frontages (where possible) to encourage natural surveillance of public spaces (refer to Appendix J).

#### Building height, setbacks, and sale

- This Precinct is capable in urban design terms of a higher level of development than the Residential Precinct to the west

#### **Comment:**

The buildings proposed under this application are typically higher forms than those delivered in the earlier stage of the Residential Precinct immediately to the west, consistent with the prescriptive height and setback requirements of the Incorporated Plan.

- The scale of buildings in the Mixed Use Precinct can be described as 'urban' in character, emphasizing the vertical aspect of the buildings

#### **Comment:**

The proposed buildings comply with the building envelopes contained within the Incorporated Plan (refer to Appendix J).

The architectural expression of the proposed buildings, together with the built form envelopes, emphasise the vertical aspects of buildings in line with the guideline (refer to Appendices I and J).

- Retail, residential and commercial uses and off street parking will be accommodated whilst maintaining an appropriate scale and activation of street frontages

#### **Comment:**

All proposed residential, retail, supermarket and office car parking are located in the basement levels and does not interrupt the ability to activate street frontages.

- Building envelopes, setbacks and height must be used to create good urban form. Urban form across the precinct will be transitional in height and massing, with lesser height concentrated in the north western part of the precinct, and with taller buildings (with human-scale podiums) fronting the new Boulevard, Station Street, Bond Street and Normanby Road. This will minimise impacts on existing residential properties to the northwest and create a comfortable pedestrian environment

#### **Comment:**

The proposed buildings comply with the building envelopes contained within the Incorporated Plan.

- Higher buildings will incorporate setbacks to avoid unreasonable overshadowing of public spaces and adjacent residential properties to the west

#### **Comment:**

Appendix I includes shadow diagrams which demonstrate that the proposal will not unreasonably overshadow the public realm and will not shadow the dwellings west of Heywood Street between 9am and 3pm at the Equinox.



- All development in the Mixed Use Area (excluding sites that have residential at ground floor level facing the street) should be built to the front and side property boundaries adjoining streets up the preferred podium level identified in the building envelope plan

**Comment:**

The buildings to Normanby Road and the Village Mews are setback from the boundary to provide a greater 'boulevard' presence and enhanced pedestrian experience. Instead of adopting a simple 'podium' and 'tower' form to these elements, the design includes landscaping and varied colour and material treatments to achieve a sense of scale in a sophisticated manner. This approach is consistent with the rationale adopted and approved for the south side of the Village Mews in Stages 4-6.

With respect to the Normanby Road interface, the wider footpath zone will accommodate in-ground Council drainage infrastructure, but is also appropriate on account of the future location of the Normanby Road tram stop and will allow enhanced pedestrian flow and movement in this location.



**Figure 19- Northern edge of Stages 4-6 interfacing with Village Mews**

To Caulfield Boulevard, the proposal adopts a similar treatment as in Stages 4-6. The proposal complies with the building envelope requirements in the Incorporated Plan, however a combination of upper level setbacks to Buildings E and L and the use of colours/materials and landscaping to enhance the public realm will create a wider avenue and a more identifiable pedestrian entry point to the Village Square (see



Appendix J and Appendix K).

It is considered that the proposed response in respect of each frontage is consistent with the intent of the design guidelines in the Incorporated Plan, which seek to achieve hard edge “podium” or human scale treatments in the commercial areas of the Precinct, and softer treatments to complement its residential areas.

- **Buildings in the Mixed Use Area must have splays at street intersections at ground floor level and consideration should be given the provision of splays at upper levels**

**Comment:**

At the corner of Caulfield Boulevard and Normanby Road, the proposal adopts a splay with a 5.9 metre wide footpath, planters and an artwork to mark this key intersection. This will create a sense of place and improve the amenity and safety for pedestrians, cyclists and motorists at this prominent corner, adjacent the location of a future tram stop. This corner treatment is highly resolved and is detailed in Appendix I and J.

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

**Comment:**

The Incorporated Plan anticipates varying approaches to achieve a human scale within the precinct, where upper level setbacks are not prescriptively specified. Relevant to this application, no setback distance is specified along Caulfield Boulevard frontage.

Along this frontage Buildings E and L include upper level setbacks to in some locations. Where setbacks are not proposed, the urban design rationale is to more strongly hold Caulfield Boulevard / Normanby Road corner to create a sense of place and arrival. This is supported by the increased setbacks of built form from both streets at this corner location, creating an active public plaza space.

Appropriate scale is achieved through a sophisticated approach to the architectural treatment, with varied colours, materials and balcony treatments which create a ‘break’ across the façade, in conjunction with landscaping treatments (refer to Appendix K and Appendix J).

- In Caulfield Boulevard and Station Street, 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:**

This has been discussed above, and while some ground level setbacks are afforded, this is to achieve other objectives contained within the Incorporated Plan, including a sense of place, wider footpaths, greater landscaping opportunities and a high quality urban design outcome along Caulfield Boulevard and Normanby Road (refer to Appendix K and Appendix J).

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 MUSIC model best practice, a 4 star Green Star As Built rating and a minimum average 6.5 star NatHERS rating (noting the previous Development Plan Applications adopted a STEPS approach).

Some of the key responses are summarised as follows:

- o A 140kL rainwater tank for toilet flushing and irrigation;
- o A 36kW photovoltaic system;
- o Energy efficient fixtures and fittings; and
- o Energy efficient glazing.

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

### The Pedestrian Environment

- **Retail and commercial uses fronting Caulfield Boulevard, Bond Street and Normanby Road will have active street frontages that directly address the street**

#### **Comment:**

Retail and office uses are proposed along Caulfield Boulevard and Normanby Road to activate the street frontages. Upper levels of all buildings incorporate dwellings which face onto public spaces to provide further activation in line with the guideline and the vibrant village character vision of the Incorporated Plan. (refer to Appendix J).

- **Outdoor dining on both sides of Caulfield Boulevard will be encouraged**

#### **Comment:**

The proposal includes 5-metre-wide footpaths to Caulfield Boulevard to enable outdoor dining (refer to the Landscape Plan at Appendix K). This again is another element in support of a ground level setback to achieve this vision of the Incorporated Plan.

- **The street network will be the focus of the pedestrian environment and will be connected to the broader urban landscape**

#### **Comment:**

The proposal incorporates high quality pedestrian treatments along Caulfield Boulevard, Normanby Road and the Village Mews/Square frontages in line with the guideline. In addition, the proposal continues the landscape treatment and positive, active interface to the shared link (Village Mews) constructed as part of Stages 4-6.

This is considered to represent a high-quality urban design outcome that will promote logical pedestrian movement through inviting public spaces. Refer to the landscape details in Appendix K.

- **A new laneway connecting Caulfield Boulevard to Heywood Street is to be designed as a pedestrian route with limited service vehicle access and for cyclists, incorporating activated edges with windows, and front doors to promote passive surveillance and enhance the safety of pedestrians**

#### **Comment:**

This has been delivered as part of Stages 4-6. This proposal will activate its northern edge with a mixture of dwellings and retail spaces, along with the principal supermarket entry. Refer to the architectural drawings at Appendix J and the landscape plans at Appendix K.

- Pedestrian permeability will ensure that the neighbourhood is walkable promoting better community health levels

**Comment:**

The proposal will complete pedestrian connections along both the Village Mews and Caulfield Boulevard, connecting the various stages of the Caulfield Village development as well as connections to the neighbourhoods beyond (refer to Appendix I).

Access and Loading

- Loading access to the major commercial tenancies is to be provided via Bond Street south
- Access to on-site car parking for the retail uses will be provided from Bond Street south

**Comment:**

While this is an objective of the Incorporated Plan, it has always been envisaged through the WOL material and supporting material for Stages 4-6 that the loading and vehicular access for the anchor supermarket tenancy would be via Normanby Road.

The proposal has appropriately positioned the commercial loading/vehicular access along Normanby Road, away from the residential interface (Heywood Street) and Caulfield Boulevard to the east, which is a higher order road and the focal point for pedestrian activity within the Caulfield Village project.

The retail car park level can also be accessed via Bond Street to ensure that traffic is dispersed throughout the area (i.e. not through a single entry/exit). This has been considered in detail in the TIA (Appendix O) and has been an established approach in the WOL material (see Appendix B, Appendix C and Appendix I).

- Loading to the supermarket and any large retail business should occur at the rear of the premises away from public view

**Comment:**

Supermarket loading is proposed internal to the site, accessed from Normanby Road and out of public view (see Appendix B, Appendix C and Appendix I).

- 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 car parking is provided at basement level to be concealed from street view.

#### Landscape and Public Space

- The landscape of Caulfield Boulevard will be integrated with street-edge on-street parking, complemented by the avenue-style planting of street trees

**Comment:**

Appendix K includes a highly resolved landscape treatment for Caulfield Boulevard, continuing the approach established in the approval for Stages 4-6.

- The configuration and structure of the new street will be based on proven Melbourne “boulevard” models where the street is also a successful public space

**Comment:**

The proposal continues Caulfield Boulevard treatment approved as part of Stages 4-6 (refer to Appendix K), accentuated by the setback initiatives at ground level.

- The laneway should be landscaped to facilitate shared pedestrian and cycle movement in a low-speed and safe environment

**Comment:**

The proposal builds upon the landscaping along the Village Mews and Square and refers to the landscaping theme of Stages 4-6 (Appendix K).

#### **5.5.5 Mixed Use Precinct – Preferred Heights and Setback**

The proposal complies with the built form envelopes contained within the Incorporated Plan within the Mixed Use Precinct (refer to Appendix J).

#### **5.6 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, sustainable, healthy and connected mixed use vision outlined for Caulfield Village.

## 6.0 Conclusions

This Development Plan application relates to the northern portion of the Mixed Use Precinct and a smaller portion of the Residential Precinct of the Caulfield Village land. It builds on the initial Development Plan approval DP 16060/2013 for Stages 1-3 and subsequent Development Plan Approval DP 18602/2015 for Stages 4-6, which has so far delivered higher density residential accommodation, retail tenancies, public realm improvements including landscaped pedestrian linkages, a Village Square, the first stage of a new landscaped pedestrian and vehicular spine connecting Caulfield Village with the broader neighbourhood (Caulfield Boulevard), and road upgrades to improve the function of the area more generally.

This proposal includes 437 new dwellings in a build to rent apartment typology and will include a 5% affordable housing allocation. It will also complete the vision for a vibrant, mixed use village centre through the delivery of the desired anchor supermarket tenancy and associated specialty retail tenancies accessed directly from the Village Square. The retail activation, including outdoor dining opportunities, will extend along Caulfield Boulevard, which will be completed under this proposal, linking Station Street and Normanby Road. An open, landscaped plaza is proposed at the corner of Caulfield Boulevard and Normanby Road and this key entry to the Caulfield Village Precinct. Ground level office tenancies are proposed along the Normanby Road frontage. Two basement car parking levels accommodating 554 car parking spaces.

The proposal 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 throughout the development and beyond.

The proposal will also provide a lower scale transition to Heywood Street to complement the established character of the adjoining neighbourhood as envisaged in the planning framework.

Along Normanby Road, a greater setback is proposed than required by the Incorporated Plan, to provide a more generous, landscaped pedestrian zone adjoining a main road. It will allow more convenient pedestrian movements to and from the Caulfield Train Station and adjacent the future Normanby Road tram stop, which has been designed in consultation with Public Transport Victoria and VicRoads.

The proposed built form has been designed to strictly comply with the preferred height and setback

expectations expressed in the Incorporated Plan. 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.

The proposal includes an appropriate amount of car parking to cater for the demand anticipated to be generated by the proposed land uses. All parking is concealed within basement levels and accessed from areas removed from principle pedestrian thoroughfares.

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 PDZ), 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 mixed use development contemplated in this Development Plan application 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.

# Appendix 1 - Clause 58 Assessment

## BETTER APARTMENTS DESIGN STANDARDS RESPONSE

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



	<ul style="list-style-type: none"> <li>• Connection to the public realm.</li> <li>• Architectural style, building details and materials.</li> <li>• Off-site noise sources.</li> <li>• The relevant NatHERS climate zones (as identified in Clause 58.03-1).</li> <li>• Social and economic activity.</li> <li>• Any other notable or cultural characteristics of the area</li> </ul>
<b>Assessment</b>	Appendix I outlines an extensive urban context report outlining the items as listed in Clause 58.01-2.
<b>Compliance</b>	Complies
<b>58.01-3 Design response</b>	<p>The design response must explain how the proposed design:</p> <ul style="list-style-type: none"> <li>• Responds to any relevant planning provision that applies to the land.</li> <li>• Meets the objectives of Clause 58.</li> <li>• Responds to any relevant housing, urban design and landscape plan, strategy or policy set out in this scheme.</li> <li>• Derives from and responds to the urban context report.</li> </ul> <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>
<b>Assessment</b>	Appendix I outlines an extensive design response as per Clause 58.01-3. Accompanying text within the planning submission provide further support for the application in its policy and physical context.
<b>Compliance</b>	Complies
<b>58.02 Urban Context</b>	
<b>58.02-1 Urban Context</b>	<p><b>To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.</b></p> <p><b>To ensure that development responds to the features of the site and the surrounding area</b></p>
<b>Standard D1</b>	<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>
<b>Assessment</b>	The proposal responds to the site context and identified vision for the site given the high degree of compliance with the Incorporated Plan.
<b>Compliance</b>	Complies
<b>58.02-2 Residential Policy</b>	<b>To ensure that residential development is provided in accordance with any policy for housing in the State Planning Policy Framework and the Local Planning</b>

	<p><b>Policy Framework, including the Municipal Strategic Statement and local planning policies.</b></p> <p><b>To support higher density residential development where development can take advantage of public and community infrastructure and services</b></p>
<b>Standard D2</b>	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.
<b>Assessment</b>	<p>Along with a high degree of compliance with the Incorporated Plan, the proposal offers additional housing, a supermarket and associated retail/commercial space 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>
<b>Compliance</b>	Complies
<b>58.02-3 Dwelling Diversity</b>	<b>To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</b>
<b>Standard D3</b>	Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.
<b>Assessment</b>	The proposal includes 94 x studio, 191 x 1-bedroom, 142 x 2-bedroom and 10 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.
<b>Compliance</b>	Complies
<b>58.02-4 Infrastructure</b>	<p><b>To ensure development is provided with appropriate utility services and infrastructure.</b></p> <p><b>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</b></p>
<b>Standard D4</b>	<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>

<b>Assessment</b>	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 of this submission.
<b>Compliance</b>	Complies
<b>58.02-5 Integration with the street level</b>	<b>To integrate the layout of development with the street</b>
<b>Standard D5</b>	<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>
<b>Assessment</b>	<p>The development provides residential entries via Heywood Street, office activation at the ground level to Normanby Road and a mixture of retail interfaces and a residential lobby to Caulfield Boulevard. The vehicular entries are confined to 11.4 metre and 10.6-metre-wide segments along Heywood Street and Normanby Road, with the approved Bond Street vehicular entry (part of stages 4-6 being utilised to supplement the commercial vehicular access (reducing reliance on Normanby Road).</p> <p>The landscape plans detail 800mm high fences to Heywood Street on top of a raised planter edge to provide a level of amenity for residents, while still allowing passive surveillance.</p> <p>The supermarket entry will be via the Village Square (adjacent to Caulfield Boulevard) to positively activate this space (along with access via the basement parking levels below).</p> <p>The proposal includes ground level food and drink and retail spaces along the edges of the approved Village Mews.</p>
<b>Compliance</b>	Complies
<b>58.03 Site Layout</b>	
<b>58.03-1 Energy efficiency</b>	<p><b>To achieve and protect energy efficient dwellings and buildings.</b></p> <p><b>To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.</b></p> <p><b>To ensure dwellings achieve adequate thermal efficiency</b></p>
<b>Standard D6</b>	<p>Buildings should be:</p> <ul style="list-style-type: none"> <li>• Oriented to make appropriate use of solar energy.</li> <li>• Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</li> </ul> <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>

	Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table
<b>Assessment</b>	<p>A full ESD report is provided at Appendix P.</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 30MJ/m<sup>2</sup>.</p>
<b>Compliance</b>	Complies with the Objective
<b>58.03-2 Communal open space</b>	<b>To ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development</b>
<b>Standard D7</b>	<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, which ever is lesser.</p> <p>Communal open space should:</p> <ul style="list-style-type: none"> <li>• Be located to: <ul style="list-style-type: none"> <li>- Provide passive surveillance opportunities, where appropriate.</li> <li>- Provide outlook for as many dwellings as practicable.</li> <li>- Avoid overlooking into habitable rooms and private open space of new dwellings.</li> <li>- Minimise noise impacts to new and existing dwellings.</li> </ul> </li> <li>• Be designed to protect any natural features on the site.</li> <li>• Maximise landscaping opportunities.</li> <li>• Be accessible, useable and capable of efficient management.</li> </ul>
<b>Assessment</b>	<p>The proposal includes 2,883m<sup>2</sup> of communal open space at the top of the podium (level 3) and includes a deck, seating, BBQ areas, a playground, landscaping, a dog exercise area, a yoga lawn and a communal garden (detailed in Appendix K).</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.</p>
<b>Compliance</b>	Complies
<b>58.03-3 Solar access to communal outdoor open space</b>	<b>To allow solar access into communal outdoor open space</b>
<b>Standard D8</b>	<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>

<b>Assessment</b>	<p>The level 3 communal outdoor space is an extensive area, with segments positioned to the north-west edge of the tower forms to ensure that adequate solar access is provided.</p> <p>Appendix J includes shadow diagrams which confirm that at least 125 square metres of the level 3 communal open space will receive sunlight between midday and 3pm (exceeding the Standard).</p>
<b>Compliance</b>	Complies
<b>58.03-4 Safety</b>	<b>To ensure the layout of development provides for the safety and security of residents and property</b>
<b>Standard D9</b>	<p>Entrances to dwellings should not be obscured or isolated from the street and internal accessways.</p> <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>
<b>Assessment</b>	<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>Private areas are appropriately delineated through fencing and the landscape concept (see Appendix I of the landscape plan at Appendix K) and will not be confused as public thoroughfares.</p>
<b>Compliance</b>	Complies
<b>58.03-5 Landscaping</b>	<p><b>To encourage development that respects the landscape character of the area.</b></p> <p><b>To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance.</b></p> <p><b>To provide appropriate landscaping.</b></p> <p><b>To encourage the retention of mature vegetation on the site.</b></p> <p><b>To promote climate responsive landscape design and water management in developments that support thermal comfort and reduces the urban heat island effect.</b></p>
<b>Standard D10</b>	<p>The landscape layout and design should:</p> <ul style="list-style-type: none"> <li>• Be responsive to the site context.</li> <li>• Protect any predominant landscape features of the area.</li> <li>• Take into account the soil type and drainage patterns of the site and integrate planting and water management.</li> <li>• Allow for intended vegetation growth and structural protection of buildings</li> </ul>

	<ul style="list-style-type: none"> <li>• In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals.</li> <li>• Provide a safe, attractive and functional environment for residents</li> <li>• Consider landscaping opportunities to reduce heat absorption such as green walls, green roofs and roof top gardens and improve on-site storm water infiltration</li> <li>• Maximise deep soil areas for planting of canopy trees.</li> </ul> <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> <ul style="list-style-type: none"> <li>• Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements.</li> <li>• Vegetated planters, green roofs or green facades</li> </ul>
<b>Assessment</b>	<p>Appendix K details an extensive and well considered landscape plan that both responds to the site context and will positively enhance the area.</p> <p>Caulfield 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>To Heywood Street, the works include street tree planting (<i>Quercus coccinea</i> to match Bond Street) and small front gardens to the Heywood Street dwellings.</p> <p>While the Village Mews and Village Square formed part of stages 4-6, this proposal includes low level planting at the southern edge of the development to positively interface with these public spaces.</p> <p>The level 3 communal open space areas will include lawn and hard paved areas, along with a playground, deciduous trees and creepers, lighting, a communal garden, dog exercise area and a yoga lawn (sections 4.6-4.12 of the landscape plans).</p> <p>A detailed planting schedule is included at section 5.1 and in Appendix A of the enclosed landscape plan.</p> <p>While the deep soil area is not provided, the proposal includes the required canopy tree plantings in other forms (some deep soil and some within planters). Vegetated pergolas are also provided to add to the landscape character of the development in a suitable manner for this style of development and within the policy and physical context of the site.</p> <p>It is also acknowledged that this Particular Provision does not technically apply, and the Incorporated Plan calls for generally hard edge development, excluding to Heywood Street.</p>
<b>Compliance</b>	Complies

<b>58.03-6 Access</b>	<b>To ensure the number and design of vehicle crossovers respects the urban context</b>
<b>Standard D11</b>	<p>The width of accessways or car spaces should not exceed:</p> <ul style="list-style-type: none"> <li>• 33 per cent of the street frontage, or</li> <li>• if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage.</li> </ul> <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>
<b>Assessment</b>	<p>Given the width of the frontages, the proposed crossover widths comply with this Standard.</p> <p>On-street car parking is addressed in the WOL CPMP (Appendix C) and will be subject to the approval of the Relevant Authorities (including Council and the Department of Transport).</p> <p>The site does not adjoin a Road Zone.</p> <p>The layout of the development ensures that suitable access will be provided for service, emergency and delivery vehicles.</p>
<b>Compliance</b>	Complies
<b>58.03-7 Parking location</b>	<b>To provide convenient parking for resident and visitor access</b> <b>To protect residents from vehicular noise within developments</b>
<b>Standard D12</b>	<p>Car parking facilities should:</p> <ul style="list-style-type: none"> <li>• Be reasonably close and convenient to dwellings</li> <li>• Be secure</li> <li>• Be well ventilated if enclosed.</li> </ul> <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>
<b>Assessment</b>	<p>The car parking levels provide direct access to the commercial floors and residential buildings. The top of podium, or level 3, also includes covered walkways 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. the basement car park levels will also be ventilated using systems with CO<sup>2</sup> sensors.</p>
<b>Compliance</b>	Complies

<b>58.03-8 Integrated water and stormwater management objectives</b>	<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>
<b>Standard D13</b>	<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"> <li>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</li> <li>Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas</li> </ul>
<b>Assessment</b>	The enclosed ESD Report (Appendix P) includes WSUD commitments, including the use of a 140kW rainwater tank for toilet flushing and irrigation to achieve Best Practice against the MUSIC model.
<b>Compliance</b>	Complies
<b>58.04 Amenity Impacts</b>	
<b>58.04-1 Building setback objectives</b>	<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>
<b>Standard D14</b>	<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"> <li>Ensure adequate daylight into new habitable room windows.</li> <li>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.</li> <li>Provide an outlook from dwellings that creates a reasonable visual connection to the external environment.</li> </ul>



	<ul style="list-style-type: none"> <li>Ensure the dwellings are designed to meet the objectives of Clause 58.</li> </ul>
<b>Assessment</b>	<p>The site is over 14.7 metres from the closest dwelling (north of Heywood Street), with the proposal offering a 3-storey podium at this interface to ensure an appropriate transition is provided. This setback also ensures that unreasonable overlooking will not be provided. A 3-metre-deep landscape buffer strip is included along this interface, as required by the Incorporated Plan.</p> <p>The development is setback over 13.5 metres from stages 4-6 to the south, again ensuring an appropriate transition and interface and not creating unreasonable overlooking opportunities. Given the width of the Village Mews, this setback complies with the Incorporated Plan.</p> <p>To Caulfield Boulevard, the building is articulated into a 4-storey podium with tower forms above. The podium is effectively articulated through the use of varied brick finishes and part upper level setbacks, similar to the approach further south along Caulfield Boulevard to keep the architectural and landscape approach consistent.</p> <p>To Normanby Road, the development is articulated into segments with a lower level retail/commercial floorplate accentuated by pergolas and landscaping. The upper level residential forms are segmented horizontally with varying brick tones to reflect the remainder of the development. While the Incorporated Plan encourages a 6-metre-deep, 4 storey (63m AHD) podium form with tower forms behind, the proposal has adopted a full 6-metre setback at ground level to provide a high level of amenity and the creation of the Normanby Mews.</p> <p>Within the development, the upper level dwellings are all provided with a primary outlook of at least 9 metres, achieved with a site responsive building massing and orientation.</p>
<b>Compliance</b>	Complies
<b>58.04-2 Internal Views</b>	<b>To limit views into the private open space and habitable room windows of dwellings within a development.</b>
<b>Standard D15</b>	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.
<b>Assessment</b>	Windows and balconies have all been designed or treated to minimise unreasonable overlooking within a 9-metre radius.
<b>Compliance</b>	Complies
<b>58.04-3 Noise impacts</b>	<b>To contain noise sources in developments that may affect existing dwellings.</b> <b>To protect residents from external and internal noise sources</b>
<b>Standard D16</b>	<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"> <li>• Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am</li> <li>• Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.</li> </ul> <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 R addresses this Clause (amounts others including SEPP N-1 and SEPP N-2) and concludes that <i>'Provided that the advice given in this report is adhered to, it is expected that the Subject Development can operate without adverse impact on residential amenity in the area and provide suitable residential amenity with respect to acoustics'</i> .
Compliance	Complies
<b>58.05 On-site Amenity and Facilities</b>	
<b>58.05-1 Accessibility</b>	<b>To ensure the design of dwellings meets the needs of people with limited mobility</b>
<b>Standard D17</b>	<p>At least 50 per cent of dwellings should have:</p> <ul style="list-style-type: none"> <li>• A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.</li> <li>• 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</li> <li>• A main bedroom with access to an adaptable bathroom</li> <li>• At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.</li> </ul>
Assessment	A total of 51% (221) of dwellings comply with this standard, as is demonstrated in Appendix J.
Compliance	Complies
<b>58.05-2 Building entry and circulation</b>	<p><b>To provide each dwelling and building with its own sense of identity.</b></p> <p><b>To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.</b></p> <p><b>To ensure internal communal areas provide adequate access to daylight and natural ventilation</b></p>
<b>Standard D18</b>	Entries to dwellings and buildings should:

	<ul style="list-style-type: none"> <li>• Be visible and easily identifiable</li> <li>• Provide shelter, a sense of personal address and a transitional space around the entry.</li> </ul> <p>The layout and design of buildings should:</p> <ul style="list-style-type: none"> <li>• Clearly distinguish entrances to residential and non-residential areas</li> <li>• Provide windows to building entrances and lift areas</li> <li>• Provide visible, safe and attractive stairs from the entry level to encourage use by residents</li> <li>• Provide common areas and corridors that: <ul style="list-style-type: none"> <li>- Include at least one source of natural light and natural ventilation</li> <li>- Avoid obstruction from building services</li> <li>- Maintain clear sight lines.</li> </ul> </li> </ul>
<b>Assessment</b>	<p>The dwelling entries will be clearly identifiable and sheltered throughout the development (refer to Appendix J), with a clear delineation between residential and non-residential areas.</p> <p>Windows are provided to communal corridors, where possible, with louvred windows operating on sensors. Corridors are also reasonably well laid out to maintain clear view lines.</p>
<b>Compliance</b>	Complies with the objective
<b>58.05-3 Private open space</b>	<b>To provide adequate private open space for the reasonable recreation and service needs of residents.</b>
<b>Standard D19</b>	<p>A dwelling should have private open space consisting of:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• A balcony with an area and dimensions specified in Table D5 and convenient access from a living room, or</li> <li>• A roof-top area of 10 square metres with a minimum dimension of 2 metres and convenient access from a living room.</li> </ul> <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>
<b>Assessment</b>	<p>Excluding air conditioner units, 94% of balconies comply with this Standard (see Appendix J). In the case of 6% of balconies, the area of non-compliance only relates to column positioning (i.e. the minimum dimension for a portion of the balcony).</p> <p>In the case of air conditioner units and considering the additional 1.5m<sup>2</sup> <b>recommended in these instances</b>, 58% comply with the minimum dimension and area requirement of this Standard. However, given the balconies are all of a reasonable size and configuration, and as the development includes a substantial area of communal open space with adequate solar access as per Standards D7 and D8, the objective of this</p>

	standard is met and the balconies are all of a reasonable size and configuration to provide for the reasonable recreation and service needs of residents.
<b>Compliance</b>	Complies with the objective
<b>58.05-4 Storage</b>	<b>To provide adequate storage facilities for each dwelling</b>
<b>Standard D20</b>	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
<b>Assessment</b>	All dwellings are provided with storage as per Table D6 (refer to Appendix J).
<b>Compliance</b>	Complies
<b>58.06 Detailed Design</b>	
<b>58.06-1 Common Property</b>	<b>To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.</b> <b>To avoid future management difficulties in areas of common ownership</b>
<b>Standard D21</b>	Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management
<b>Assessment</b>	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.
<b>Compliance</b>	Complies
<b>58.06-2 Site service</b>	<b>To ensure that site services can be installed and easily maintained.</b> <b>To ensure that site facilities are accessible, adequate and attractive.</b>
<b>Standard D22</b>	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
<b>Assessment</b>	The architectural plans (Appendix J) detail the location of mailboxes, pits, metres and necessary services.
<b>Compliance</b>	Complies
<b>58.06-3 Waste and recycling objectives</b>	<b>To ensure dwellings are designed to encourage waste recycling.</b> <b>To ensure that waste and recycling facilities are accessible, adequate and attractive.</b>

	<b>To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.</b>
<b>Standard D23</b>	<p>Developments should include dedicated areas for:</p> <ul style="list-style-type: none"> <li>Waste and recycling enclosures which are: <ul style="list-style-type: none"> <li>Adequate in size, durable, waterproof and blend in with the development.</li> <li>Adequately ventilated.</li> <li>Located and designed for convenient access by residents and made easily accessible to people with limited mobility</li> </ul> </li> <li>Adequate facilities for bin washing. These areas should be adequately ventilated.</li> <li>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.</li> <li>Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing</li> <li>Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing.</li> <li>Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.</li> </ul> <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"> <li>Be designed to meet the best practice waste and recycling management guidelines for residential development adopted by Sustainability Victoria.</li> <li>Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.</li> </ul>
<b>Assessment</b>	<p>We rely on the enclosed WMPs prepared by Waste Tech Services Pty Ltd 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>Hard waste, green waste and e-waste associated with the dwellings will be managed by the building management, noting that a designated hard waste store is located in basement 2.</p> <p>The reports have been prepared using data from Sustainability Victoria.</p> <p>Public health commentary is provided in section 6 of each WMP.</p>
<b>Compliance</b>	Complies with the objective
<b>58.07 Internal Amenity</b>	
<b>58.07-1 Functional layout</b>	<b>To encourage dwellings that provide functional areas that meet the needs of residents.</b>

<b>Standard D24</b>	<p>Bedrooms should:</p> <ul style="list-style-type: none"> <li>• Meet the minimum internal room dimensions specified in Table D7.</li> <li>• Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe</li> </ul>
<b>Assessment</b>	<p>All of the bedrooms meet the requirements at Table D7, however some of the living rooms do not meet the 'width' dimension at Table D8 (noting at least one of the dimensions does meet Table D8 and all areas are met). Given the dwellings are of a generous size and are a functional layout, providing at least the minimum area and 'width' in one direction of the living areas, they will provide for the functional needs of residents.</p>
<b>Compliance</b>	Complies with the objective
<b>58.07-2 Room Depth</b>	<b>To allow adequate daylight into single aspect habitable rooms.</b>
<b>Standard D25</b>	<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"> <li>• The room combines the living area, dining area and kitchen.</li> <li>• The kitchen is located furthest from the window.</li> <li>• 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.</li> </ul> <p>The room depth is measured from the external surface of the habitable room window to the rear wall.</p>
<b>Assessment</b>	<p>The sections in Appendix J 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 (Section 1.4 of Appendix J) confirm that rooms are no deeper than 9 metres (where single aspect only).</p>
<b>Compliance</b>	Complies
<b>58.07-3 Windows</b>	To allow adequate daylight into new habitable room windows.
<b>Standard D26</b>	<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"> <li>• A minimum width of 1.2 metres.</li> <li>• A maximum depth of 1.5 times the width, measured from the external surface of the window.</li> </ul>

<b>Assessment</b>	The detailed Apartment Type Plans confirm that where a secondary light source is provided to bedrooms (via a study nook) that this area is a maximum width of 1.2 metres and depth of 1.5 metres (less than 1.5 times the width).
<b>Compliance</b>	Complies
<b>58.07-4 Natural Ventilation</b>	<b>To encourage natural ventilation of dwellings.</b> <b>To allow occupants to effectively manage natural ventilation of dwellings.</b>
<b>Standards D27</b>	<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"> <li>• There is a maximum breeze path through the dwelling of 18 metres.</li> <li>• There is a minimum breeze path through the dwelling of 5 metres.</li> <li>• The ventilation openings have approximately the same area.</li> </ul> <p>The breeze path is measured between the ventilation openings on different orientations of the dwelling.</p>
<b>Assessment</b>	<p>As shown in the architectural plans (Appendix J), 31% of dwellings achieve cross ventilation as per this standard. While this falls short of the 40%, the design has taken all reasonable measures and opportunities to provide cross ventilation given the lot size.</p> <p>The ESD Report in Appendix P also addresses ventilation in the Green Star assessment, again noting a commitment to a 4-star Green Star As Built Rating.</p>
<b>Compliance</b>	Complies with the objective