

SJB Architects
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Adidem

Wise Wellness Precinct, Mulgrave

Rezoning Report

March 2019 | Revision 08

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Project

Wise Wellness Precinct Rezoning Report
1 Jacksons Road
Mulgrave VIC 3170

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In collaboration with

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Introduction

This rezoning report is the product of collaboration between the multi-disciplinary SJB team, GTA Consultants, Deep End Services and the consortium headed by the Adidem Group and Office Max.

The purpose of this report is to support an amendment to the Monash Planning Scheme in relation to the land at 1 Jacksons Road and 634 Wellington Road to facilitate a comprehensive mixed-use redevelopment. This is proposed to be achieved by rezoning the land from Commercial 2 to Mixed Use and replacing the existing Schedule 1 to the Design and Development Overlay with a new Schedule unique to this land.

This report will explore the complexities associated with the land and the creation of a new urban development that aims to be a benchmark of social, economic, environmental and cultural sustainability. This report will then outline a long-term vision and strategy for the site and the basis for the proposed new planning controls.

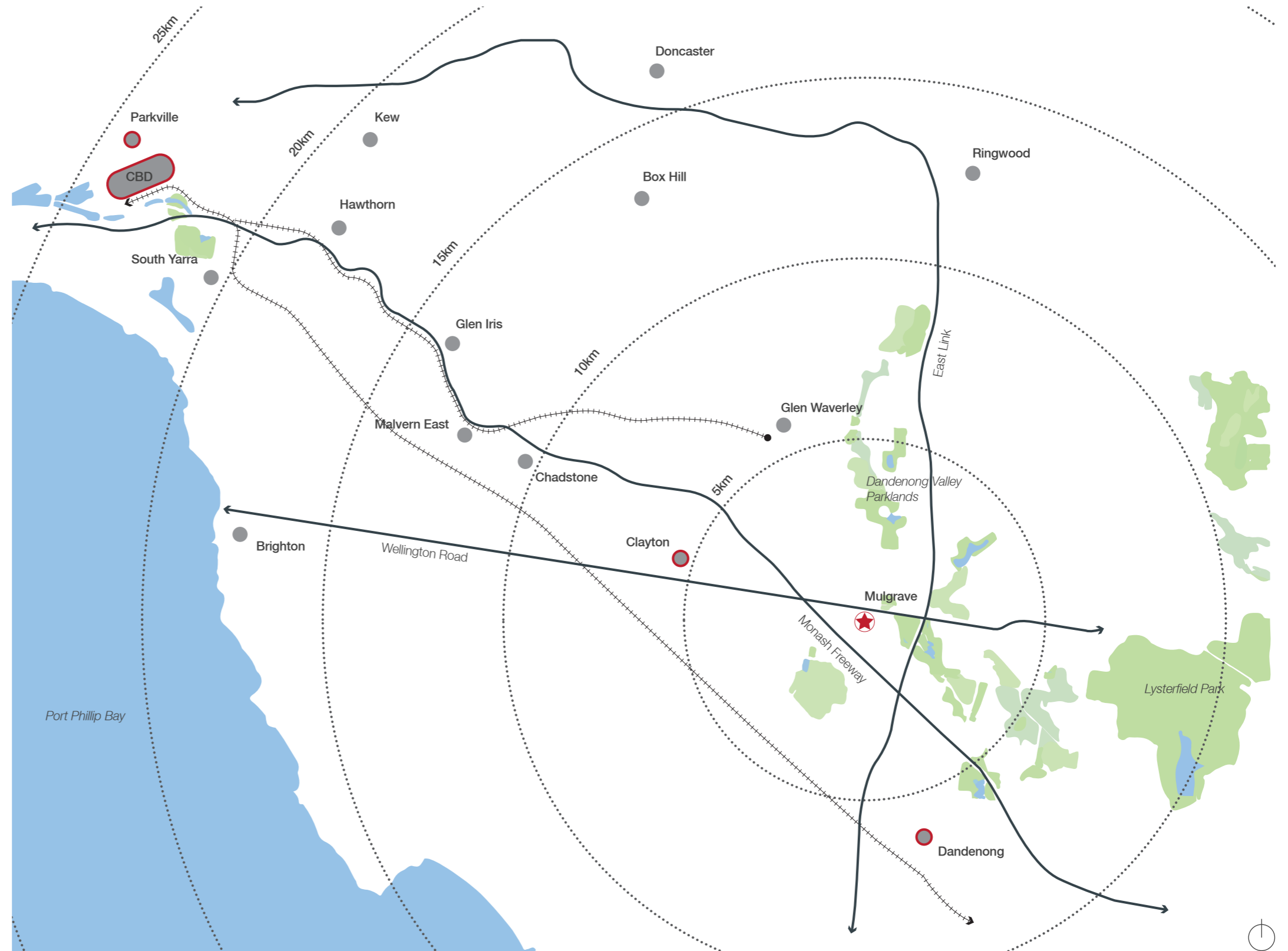
1.1 SITE LOCATION

Located in the suburb of Mulgrave, 25km southeast of the Melbourne CBD, the subject site is in a predominantly low-density residential area adjacent to the suburbs of Clayton, Clayton South, Springvale, Wheelers Hill and Notting Hill.

Monash Freeway and the East Link are the major roads and transport corridors connecting the site to the Melbourne CBD and other regional precincts. Wellington Road provides direct connection to Port Phillip Bay and its adjacent suburbs.

The site benefits from proximity to areas of interest, such as Dandenong Valley Parklands (1.6km), and Dandenong and Clayton national employment and innovation clusters (1.8km and 5.3km respectively).

Glen Waverley is the closest railway station, 6.2km north west of the site. High-frequency bus services (routes 900, 802, 682, 850, 691, 862) with stops on Wellington Road and Jacksons Road directly adjacent to the site, ensure residents enjoy ready access to surrounding neighbourhoods.



- ★ Subject Site
- Town Centres
- National Employment Cluster
- Arterial Route
- - - - - Railway Line

Figure 01. Strategic site location



Strategic Context

The future potential of the site is informed by a broad range of strategic influences involving the following:

- Metropolitan Melbourne jobs and investment strategy
- Metropolitan Melbourne high-capacity transport network strategy
- Unprecedented rates of metropolitan demographic change and population growth
- Council's Residential Development Framework
- Council's aspirations for appropriate renewal and change and for the creation a new urban heart for Mulgrave
- The connected strategic location of the site
- The immediate urban context
- A supporting array of local planning policy and objectives

2.1 PLAN MELBOURNE

Plan Melbourne 2017-2050 was released in March 2017 and is intended to guide the development of Melbourne and the State of Victoria more broadly through to 2050. Plan Melbourne describes itself as being a long-term plan to accommodate Melbourne's future growth in population and employment. Plan Melbourne is made up of nine principles that underpin a long-term vision for Melbourne, seven outcomes to drive Melbourne as a competitive, liveable and sustainable city, 32 directions setting out how these outcomes can be achieved and 90 policies in turn outlining how each outcome will be approached, delivered and achieved.

Whilst the subject site is not provided with any specific designation within Plan Melbourne, many of the outcomes, directions and policies are readily applicable to the consideration of the future development of the application site. These include the need to manage the supply of new housing by delivering more housing in terms of both amount and diversity in the right locations, particularly on underutilised land within the existing urban areas. Concurrently Plan Melbourne seeks to ensure Melbourne's liveability is unaffected through the creation of 20-minute neighbourhoods and appropriate development is achieved from design, amenity and sustainability perspectives.

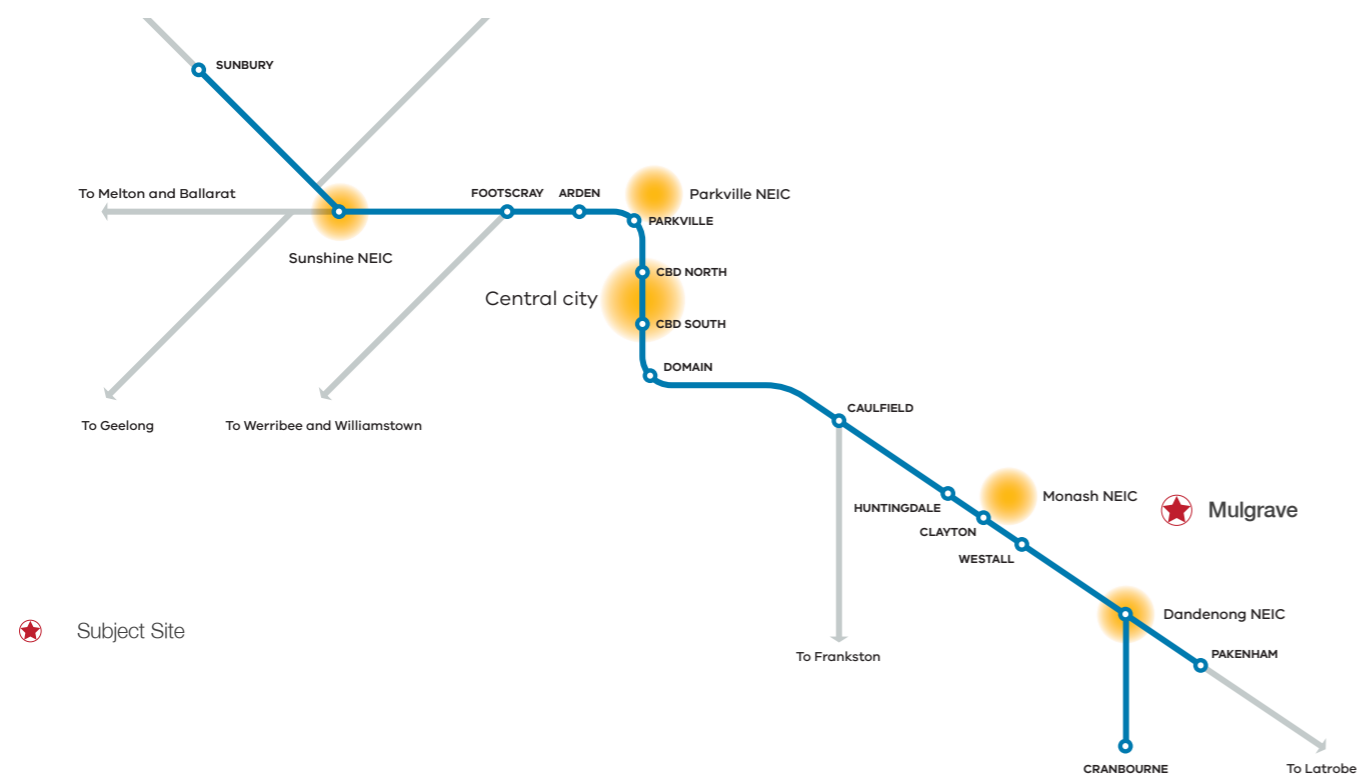


Figure 02. Key living, learning and work precincts linked by a high-capacity train network (source: Plan Melbourne, 2017)

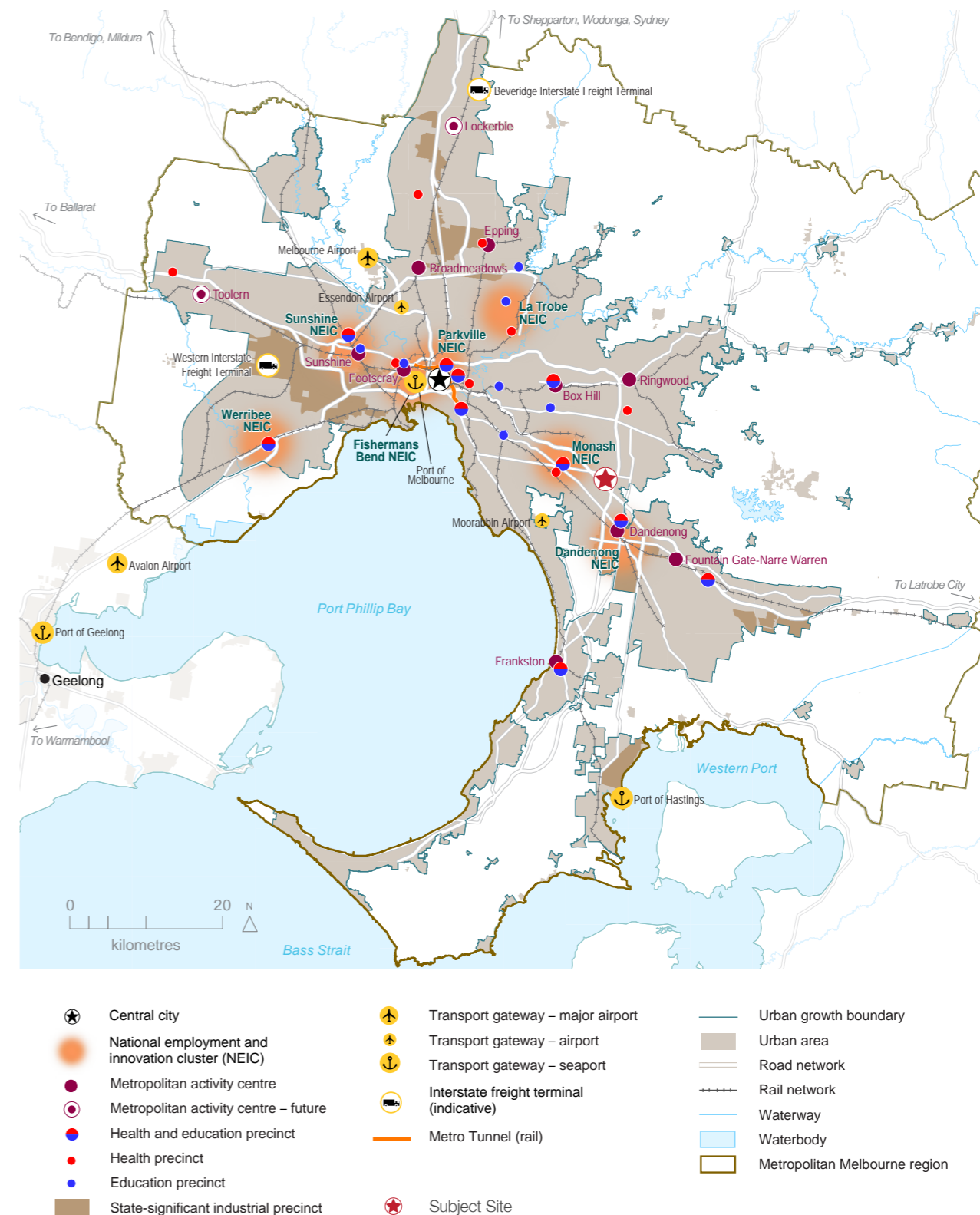


Figure 03. Metropolitan Melbourne jobs and investment (Source: Plan Melbourne, 2017)

2.2 DEMOGRAPHIC CHANGE

The current metropolitan planning strategy, Plan Melbourne 2017-2050, describes Victoria as currently experiencing its third population boom after the 1850s Gold Rush and the 1950s Post-War years. To cater for this population boom, Victoria, and Melbourne in particular, cannot keep continuing to expand, as the cost to the State, both in terms of infrastructure provision to service new 'greenfield' communities and loss of arable farm land, is unsustainable. Thus, all relevant planning policy calls for the increase in supply of housing within the established areas of Melbourne to reduce the pressures for urban fringe development and to take advantage of existing infrastructure and services.

The City of Monash is one such municipality where the State's population growth can, in part, reasonably be expected to be accommodated given the extent of existing infrastructure and services within the municipality. The Monash Planning Scheme acknowledges as much through Clauses 11, 16, 21.01 and 21.04 and anticipates that there will be increased pressures placed on the municipality with respect to housing demand and the need to appropriately manage housing supply.

VICTORIA'S PROJECTED GROWTH

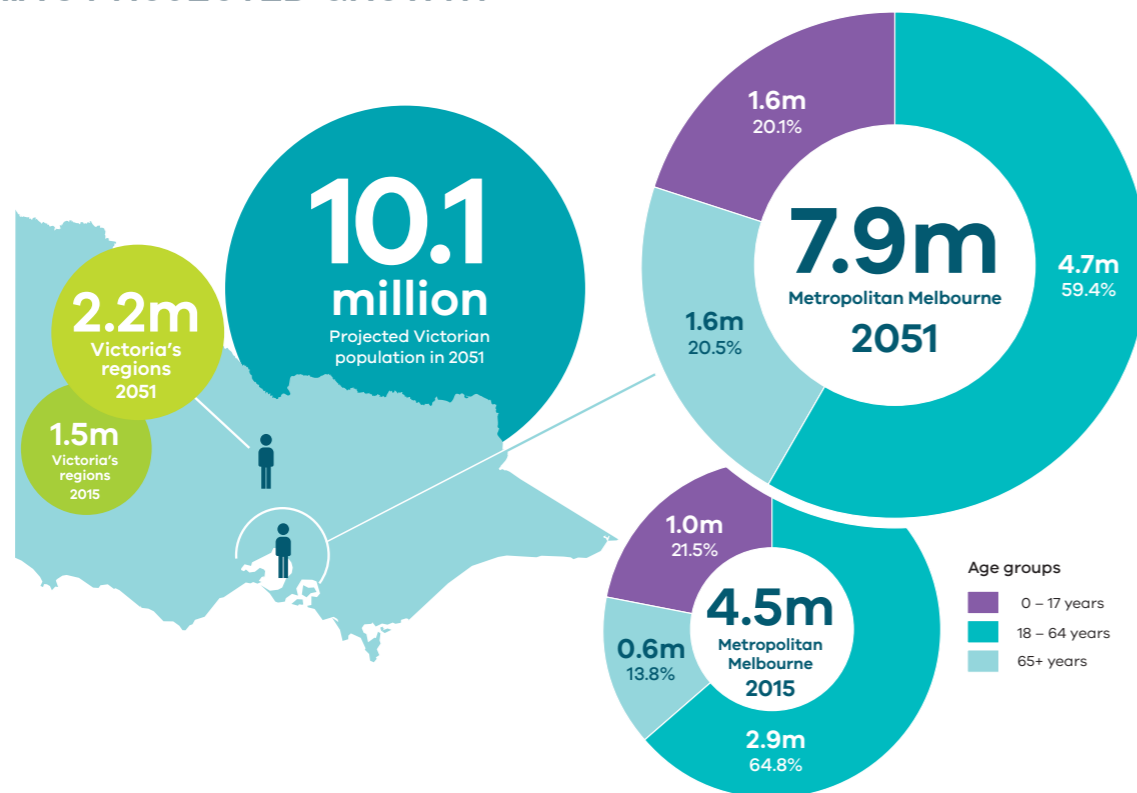


Figure 04. Victoria's projected population growth (Source: Plan Melbourne, 2017)

CITY OF MONASH'S PROJECTED GROWTH



Figure 05. City of Monash's projected population growth and household demand (Source: DTPLI, 2012)

2.3 MONASH POPULATION AND HOUSING TRENDS

Clause 21.01 of the Monash Planning Scheme anticipates that the municipality's population will increase in the period between 2016 and 2031 by approximately 26,000 residents over this period (189,000 – 215,000). Data obtained from .id the population experts, similarly suggests that this population increase will be from an estimated population in 2018 of circa. 197,000 to circa. 215,000 by 2036; a growth of 9.3% over this period.

Due to changes in the demographic makeup of the municipality's population, particularly through the ageing of the population, the Monash Planning Scheme anticipates (and is correlated by data from .id) that household sizes will reduce and more dwellings will be required due to the average decrease in household sizes. Clause 21.01 suggests 10,000 new dwellings will be required in the 2016-2031 period. The Monash Housing Strategy 2014 indicates that between 2004 and 2011 there was an average net addition of 555 dwellings each year across the municipality and a continued increase in housing supply/demand can be expected.

2.4 MONASH RESIDENTIAL DEVELOPMENT FRAMEWORK

Through Clause 21.04 it is anticipated that neighbourhood character considerations will define housing growth outside of designated activity centres. The Monash Housing Strategy 2014 has relevantly been implemented into the Monash Planning Scheme. This strategy aims in part to accommodate moderate population growth, facilitate a more diverse range of housing and manage an expected increase in demand for higher density development.

Whilst still emphasising the importance of neighbourhood character, within this strategy the municipality is broken down into eight categories each with their own designated housing capacity. The subject site is in Category 6, which whilst being a 'area with limited redevelopment potential' does border an 'area suitable for incremental change'. Within both area nominations it is acknowledged that larger sites such as the subject site can accommodate increased density and more robust built forms.

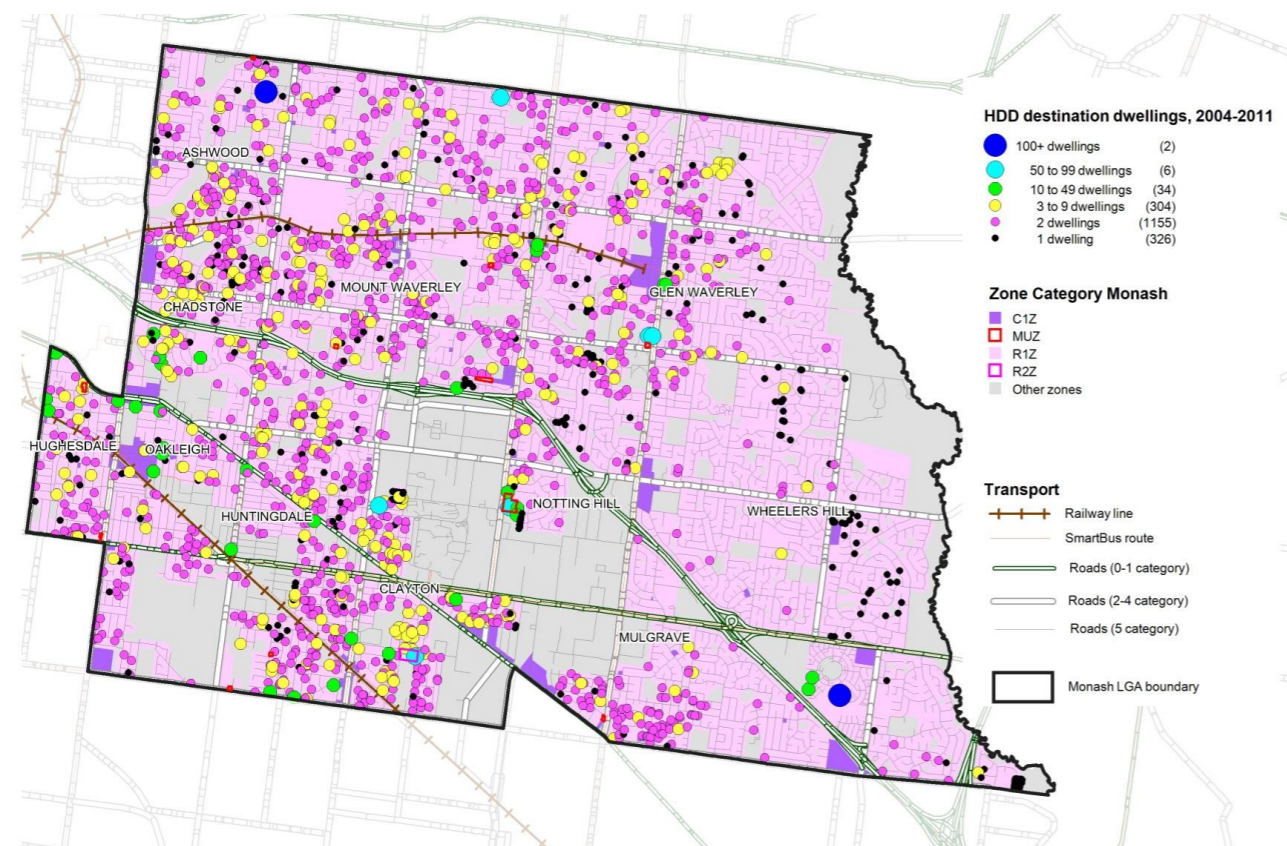


Figure 06. Completed dwelling projects in Monash 2004-2011 (Source: Spacial Economics and DTPLI, 2013-2014)

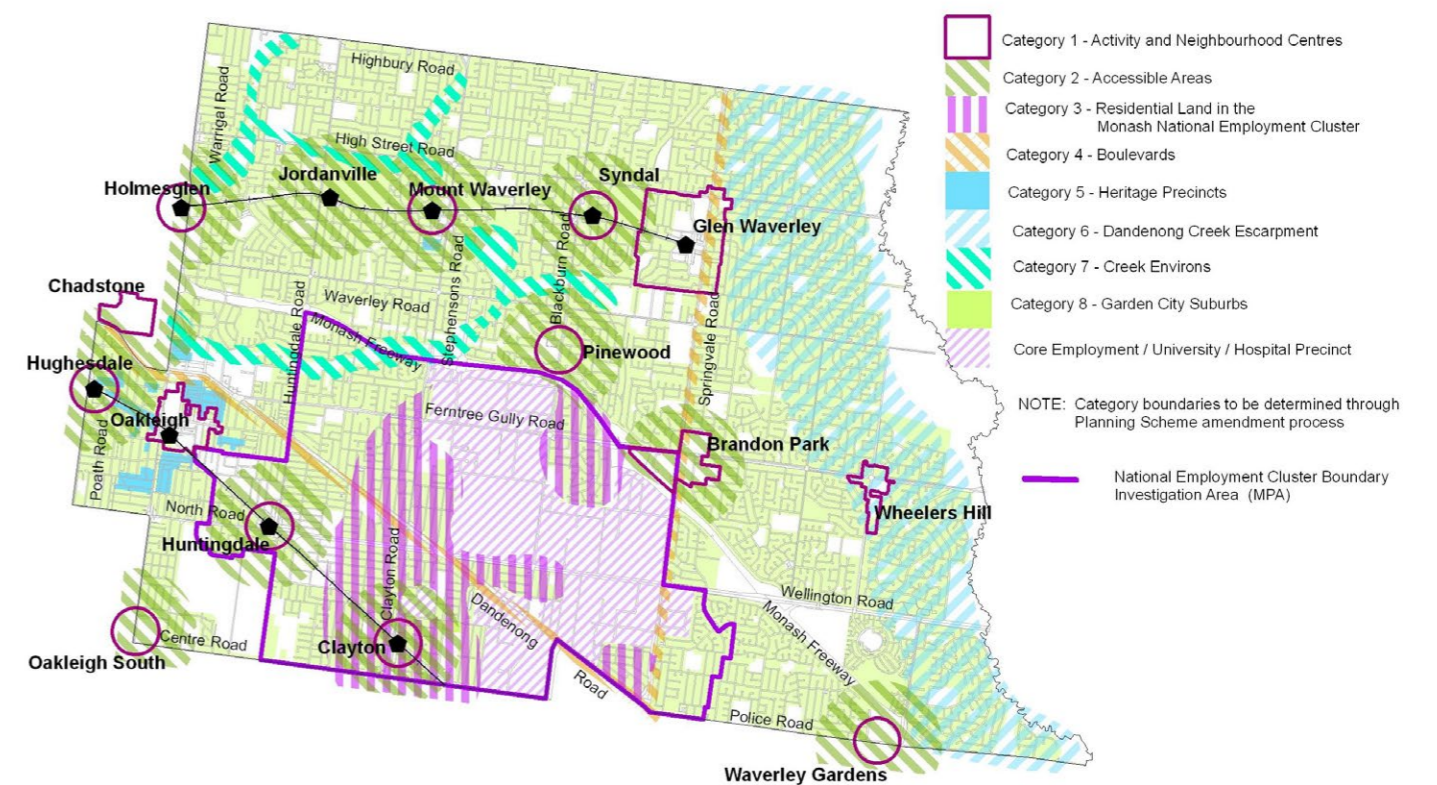


Figure 07. Monash residential development framework (Source: Monash Housing Strategy, 2014)

2.5 URBAN CONTEXT

Location

At a neighbourhood scale the site is almost completely cut-off from the surrounding residential context, both visually and physically, with Wellington Road running along its northern perimeter and Jacksons Road along its eastern perimeter intersecting in the northeast corner. Both roads, in particular Wellington Road, carry heavy vehicle traffic, including buses and trucks, which create a barrier between the site and its surrounding residential context.

The separation of the site is accentuated by the internal and surrounding topography with a steep slope from the western boundary down toward the east and another one between the two land parcels. The site level is above the residences across Wellington and Jacksons Roads and below the developments along its southern and western perimeters.

This level separation leads to a lack of connectivity with the surrounding context however, it provides opportunities for a higher density proposition with very limited amenity impacts on neighbouring developments.

Built Form

The subject site currently lacks an established urban typology or a defined urban configuration. The existing buildings are recessed from the roads and cannot be seen by pedestrians and drivers passing by.

In contrast, the surrounding development pattern is generally comprised of one and two-storey detached single houses with some warehouse buildings along Wellington Road. Within the context of a homogeneous low-density suburb, this creates an opportunity to introduce a new urban typology to cater to changing demographic needs.

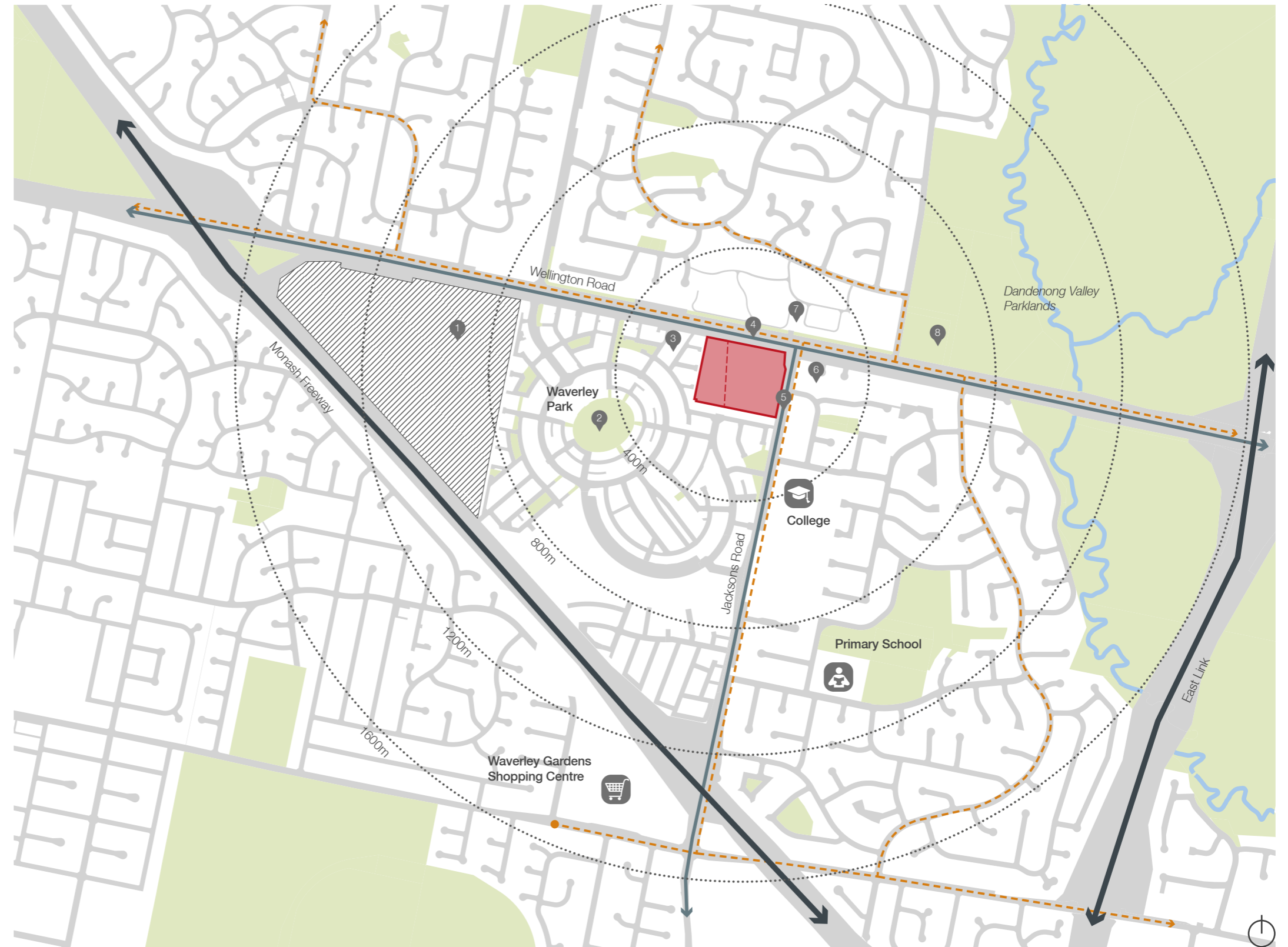


Figure 08. Urban context map

Public Realm

There is currently a recognised gap in community-oriented open space provision within Mulgrave, particularly around the location of the subject site. Although the Dandenong Valley Parklands sit within 1.6km of the site, its natural open space configuration does not provide opportunities for a variety of social interactions. In addition, the presence of major roads bordering the site diminishes the quality of the public realm and reduces walkability. The highlighted lack of accessible open space within the local area presents an opportunity for redevelopment of the subject site to provide new public open space(s), for use by the local community.

Access and Movement

Both Wellington and Jacksons Roads are busy arterial roads that connect Mulgrave to other suburbs and the CBD. Vehicle access to the site is easy, however the width of the roads, the lack of public destinations such as shops surrounding the site, poor pedestrian amenity and low densities reduce walkability and overall pedestrian flow to and from the site. This existing condition creates opportunity to develop a compact, pedestrian-oriented development that can offer different options of pedestrian mobility and incidental opportunities for the local community to connect.



1) Remnant warehouse/industrial typology within residential context



2) Waverley Park



3) Low-scale residential context west and south of the site



4) Wellington Road



5) Jacksons Road



6) Low-scale residential context east of the site



7) Low-scale residential context north of the site



8) Dandenong Valley parklands



Opportunities and Constraints

This section of the report explores the spatial and urban conditions of the site and its immediate surrounding context. It analyses the opportunities and constraints associated with the future development of the site to assist in developing an appropriate urban design response.

3.1 SITE CONDITIONS

The subject site comprises two parcels; 1 Jacksons Road and 634 Wellington Road. The site is a rectangular shape, with a 250 metre frontage to Wellington Road, a 208 metre secondary frontage to Jacksons Road, and an area of 53,480 sqm (being 5.34 hectares). The site's topography rises 23 metres towards the west, with landscape mounding and retaining walls abutting parts of all frontages of the site. It sits adjacent to a low-density residential context, which contains fine grain established detached properties abutting the site to the south and the west. The site currently has three access points; two at Wellington Road and one at Jacksons Road, however a considerable topographic barrier does not allow vehicular connection between the two land parcels.



- Subject Site
- - - Land Parcels
- ↔ Access Points

Figure 09. Site conditions map

3.2 OPPORTUNITIES AND CONSTRAINTS

Built Form – Wellington Road Frontage

Wellington Road is 32 metres wide, with eight (8) lanes of traffic. As such, the site's frontage along this road has a high-speed interface and generally poor amenity for pedestrians.

Due to the steep slope and high volume of truck traffic, Wellington Road presents high levels of noise pollution. A landscaped buffer zone between Wellington Road and any proposed building is recommended to mitigate noise and visual impacts.

Wellington Road does provide the site with long distance views, ensuring presence and legibility to the site within its context. Development of the site should be considerate of the existing landscaped road frontages and provide a landscaped setback to retain the existing buildings in a landscape character.

A linear park and bike path run along the north side of the road. A pedestrian crossing at the intersection of Jacksons Road provides pedestrian connection between subject site and the surrounding context.

Built Form – Jacksons Road

Jacksons Road is 23 metres wide, with six (6) lanes of traffic. Connecting Wellington Road to Monash Freeway and encompassing a bus corridor this road also presents high volumes of vehicular traffic however, levels of noise and congestion are less than in Wellington Road providing opportunities for redevelopment to activate the street front.

The section of Jacksons Road from the south to the middle part of the site is completely level across the street allowing for easy connection between both sides of the road. This creates an opportunity for the introduction of new traffic lights to allow for a pedestrian crossing and to establish a link between the subject site and the existing residential pockets to the east.

Jacksons Road presents variation regarding building setbacks. Buildings immediately south of the subject site are built close to the property boundary, whereas buildings on the eastern side of the road are set back from the road, allowing generous landscaped front yards to Jacksons Road.

Capitalising on opportunities to provide active interfaces to Jacksons Road and to retain the existing surrounding landscaped character, the subject site should provide a street interface that allows for street presence of buildings, pedestrian permeability and generous landscape. A transition between setbacks south and east of the subject site is recommended.

Built Form – Neighbouring Properties

The subject site is surrounded by low to mid-scale properties along its western and southern boundaries. Due to exiting level changes between the subject site and neighbouring properties, most properties sit substantially above the subject site and may have long distance views to surrounding landscapes. Future development within the site should retain neighbouring properties' amenities by providing ground level setbacks and transition in height from boundaries to the centre of the site. Built form along the boundaries of the site should not substantially exceed heights of neighbouring properties.

Public Realm

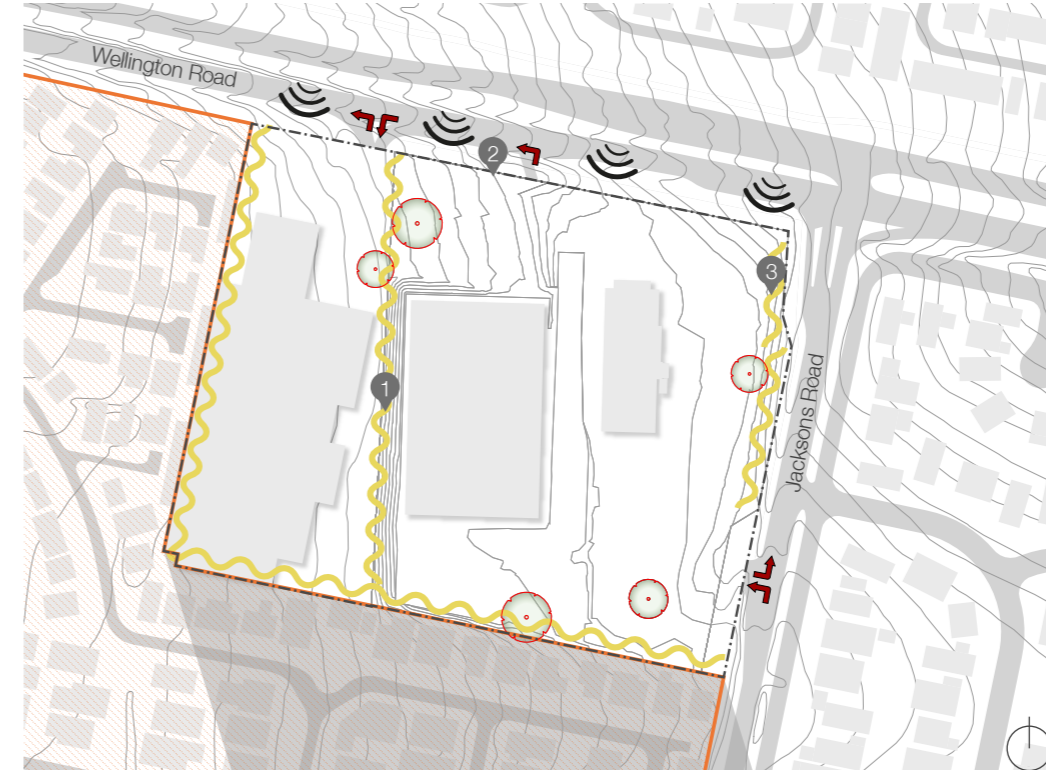
The local area is relatively 'hard' in its landscape and pedestrian environment, with no local open space provision alongside the site. In addition, travel modes are dominated by private vehicles with few amenities for pedestrian movement. Development potential has the opportunity to provide public open spaces for the local community within the site.

Movement & Access

The subject site is physically isolated from its local context, having only one pedestrian connection across Wellington Road and one connection across Jacksons Road on the north-eastern corner of the site. Both the topography and continuous development along the western and southern perimeters of the site increase physical disconnection with surrounding streets and between the two land parcels.

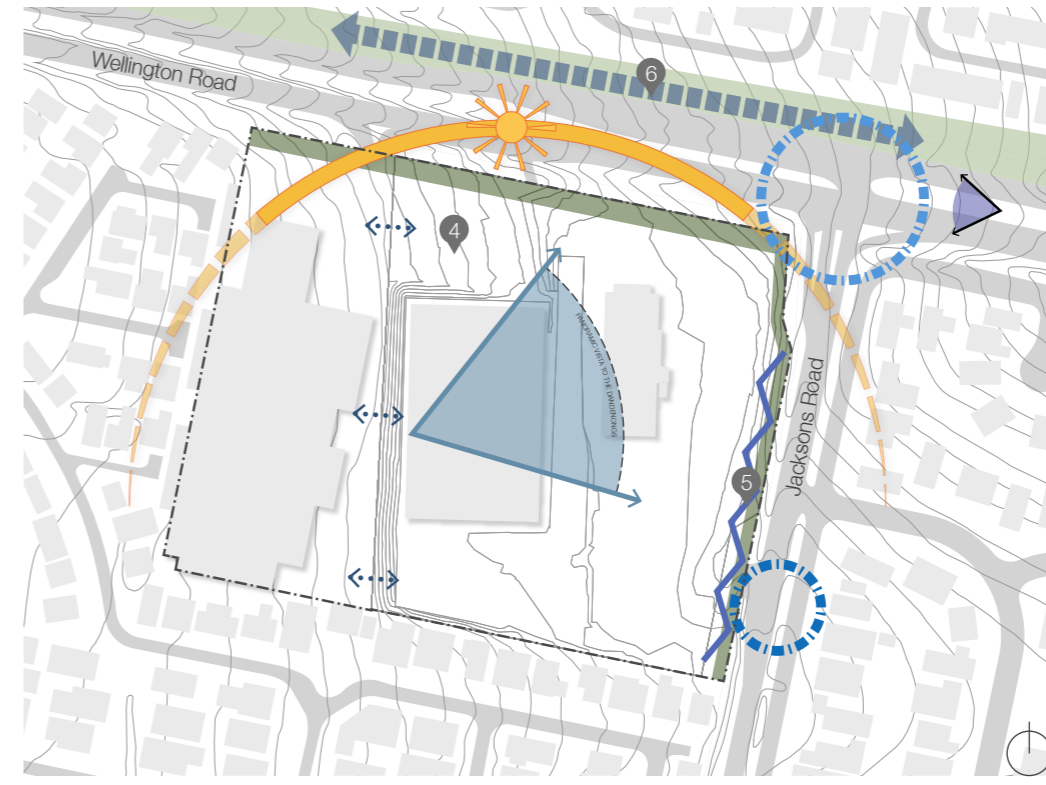
Redevelopment of the subject site provides potential to improve external connections and to create new pedestrian through-linkages within the site, further enhancing the connectivity of the neighbouring suburban environment.

CONSTRAINTS



- Subject Site
- Noise Pollution
- Topographical Barrier
- Low-Scale Residential Context
- Overshadowing Risk
- High-Value Trees
- Access Points

OPPORTUNITIES



- Liner Park
- Bike Path
- Potential Pedestrian Link
- Panoramic Vista From Site
- Long Distance View to Site
- Potential Active Interface
- Existing Signalised Crossing
- Potential Signalised Crossing
- Potential Landscaped Setback
- Solar Access

Figure 10. Site opportunities and constraints analysis



1) Topographical barrier between the two land parcels



4) Panoramic vista to the Dandenongs



2) High-speed traffic at Wellington Road interface



3) Landscape levels at the intersection of Wellington and Jacksons Roads



5) Opportunity for active interface at Jacksons Road



6) Bike path at Wellington Road

3.3 EXISTING PLANNING CONTROLS

The site is currently zoned Commercial 2 and covered by a Design and Development Overlay Schedule 1.

The key purpose of the Commercial 2 Zone is to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services. Notably under this zoning, most accommodation type land uses (including dwellings) are prohibited.

The key purpose of the Design and Development Overlay is to identify areas which are affected by specific requirements relating to the design and built form of new development. Schedule 1 relates to 'industrial and commercial design' and, dictates various discretionary requirements including in relation to setbacks

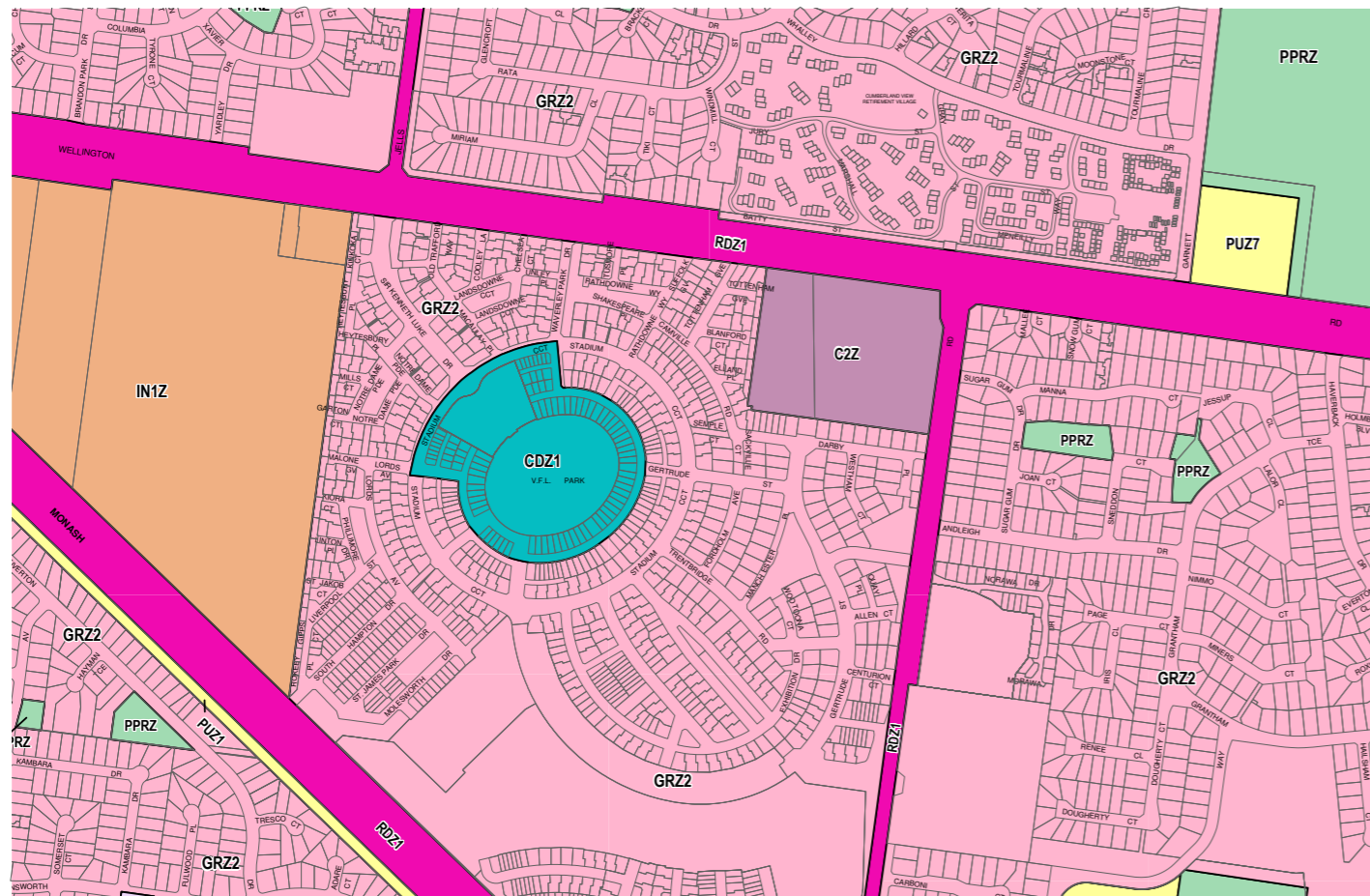


Figure 11. Zones (Source: Monash Planning Scheme, 2014)

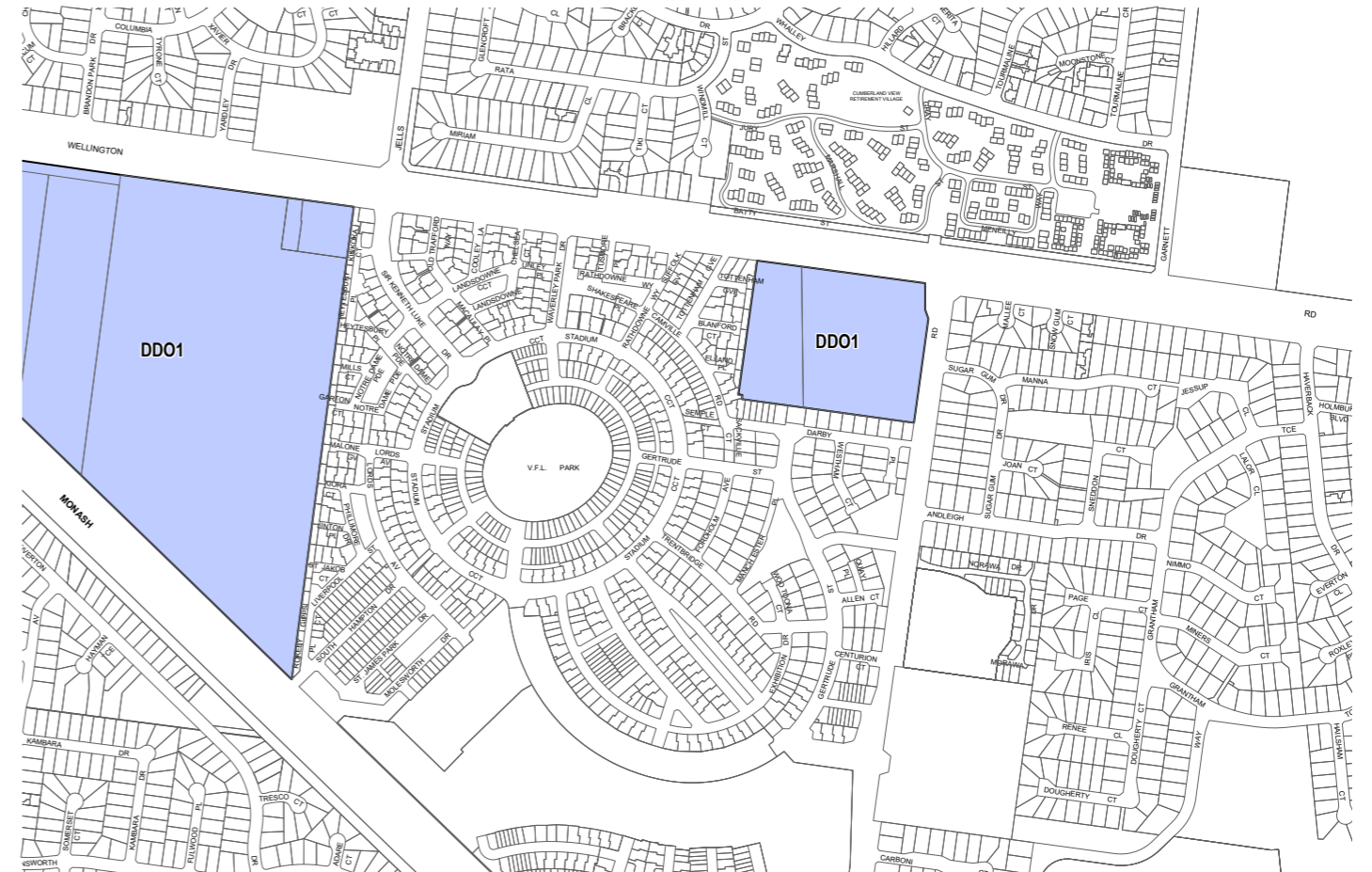


Figure 12. Design and Development Overlay (Source: Monash Planning Scheme, 2015)

3.4 CURRENT SITE USE

Currently situated on the land is the former Office Max's headquarters, the former Body Shop Complex, a large double storey office building, restaurant, commercial kitchen, 115 place childcare centre, a 25m in-ground outdoor pool, a large warehouse, and sizable car parking areas. Only part of the Office Max's Warehouse, childcare centre, kitchen and half the office space is currently being utilised, which indicates that the site is under-performing in serving the Mulgrave community. It is also underdeveloped at a time when planning policies anticipate improved and more efficient utilisation of already serviced land with the metropolitan areas of Melbourne.

On weekends, a popular farmers market and yoga sessions are held on the site. The market is a great feature in promoting social interaction and it's an indicator that there is an existing demand for residential development within the area.

Although the site presents pockets of mature vegetation, vast areas of underutilised impermeable surfaces contribute negatively to the site's environmental conditions. Future development has the potential to mitigate this problem by creating new landscaped spaces and/or allocating new uses to these areas.



1) Childcare centre



2) Double-storey office building



3) Restaurant



4) Underutilised warehouse



5) Underutilised impermeable space



6) Vast at-grade car parking



7) Underutilised recreation facilities



8) Farmer's Market



9) Office Max



Design Guidance

Building on the review of strategic planning and site analysis, and having regard of urban design, landscape and economic development principles, this section of the report provides recommended design guidance to inform the future planning framework and ultimately the urban renewal of the site.

4.1 PROJECT VISION

The core project objectives include:

- To create opportunities for an integrated community catering for the needs of those who will live in the site as well as those living in the local community.
- To create opportunities for ecologically sustainable developments using the core principles of community development to enrich and strengthen civil society.
- To increase community health by providing opportunities for a walkable, medium-density neighbourhood.
- To acknowledge that community health and wellbeing is not just about service delivery but about community connectedness and lifestyle improvement.
- To create opportunities for urban development models that recognise the importance of density, diversity, access to nature and open spaces and community integration.



The Wise Wellness Precinct will become the heart of the Mulgrave community. The Precinct will be a sustainable community that provides diverse services and housing options and opportunities for all people to connect with each other.

4.2 ACCESS AND MOVEMENT

- In contrast to its surrounding context this large redevelopment site presents opportunities to create a permeable, pedestrian-oriented environment.
- The site layout should enhance overall neighbourhood walkability and integrate established residential areas.
- New development in the site may trigger the need for a new signalised crossing on Jacksons Road. This crossing could provide opportunities for increased walkability levels and improved traffic management within the surrounding context area.
- New internal streets and shared ways should assist in integrating this 'island' site with the wider urban area, within the constraints of the adjoining roadways.
- DDA compliant pedestrian movement must be considered to address level changes within and around the site.
- Car parking and loading/service should be accommodated below-grade and/or behind active building frontages, to conceal these from new and existing streetscapes.

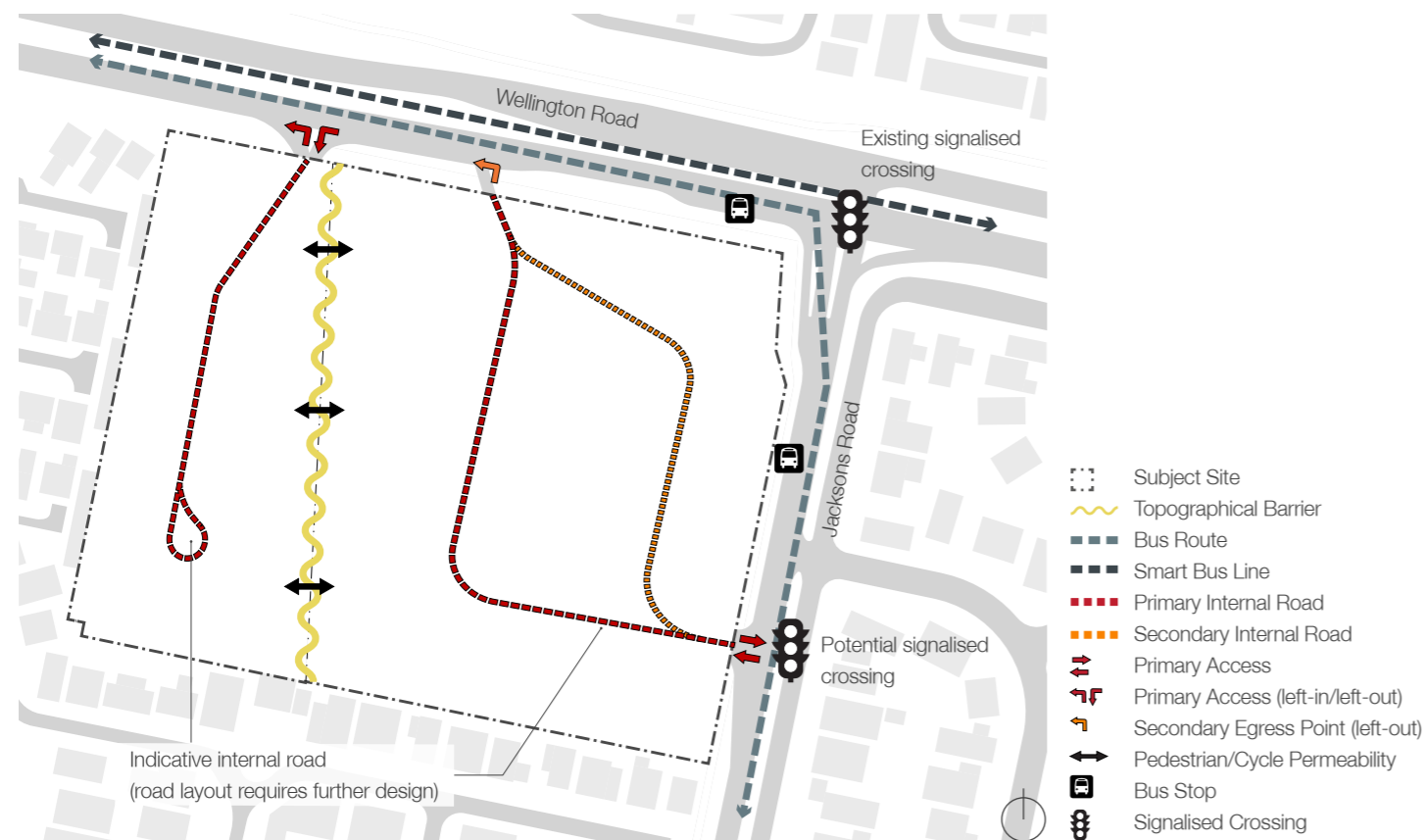


Figure 13. Indicative access and movement design guidance

4.3 SCALE AND BUILT FORM

- The dynamic site topography provides opportunities for different building typologies and built form, with minimal impact on existing neighbouring properties.
- Built form should respond to existing low-scale residential context to the west and to the south of the site, providing 3-metre setbacks to these boundaries.
- To ensure clear sky view corridors to neighbouring properties, built form along the boundaries of the site should not exceed more than 3 levels from neighbouring properties ground level.
- Built form on the centre of the site should be taller to capitalise on existing topography, ensuring views to surrounding landscapes.
- The topography of the site should be used to conceal car parking areas avoiding adverse impacts on streetscapes.
- Along with the site's topography, built form should ensure the creation of different types of enclosed open spaces.
- Built form orientation should maximise access to natural light and ensure sunlight access to open spaces.
- Jacksons Road is envisioned to become the major pedestrian access to the subject site. Additional to a 7.6-metre setback, built form along this street frontage should be fine grain and allow for multiple pedestrian links to the site.
- Given the width and scale of Wellington Road, a 10-metre landscaped buffer should be provided on this interface.
- Building separation should be a minimum of:
 - 12 metres up to 4 storeys
 - 18 metres above 4 storeys.

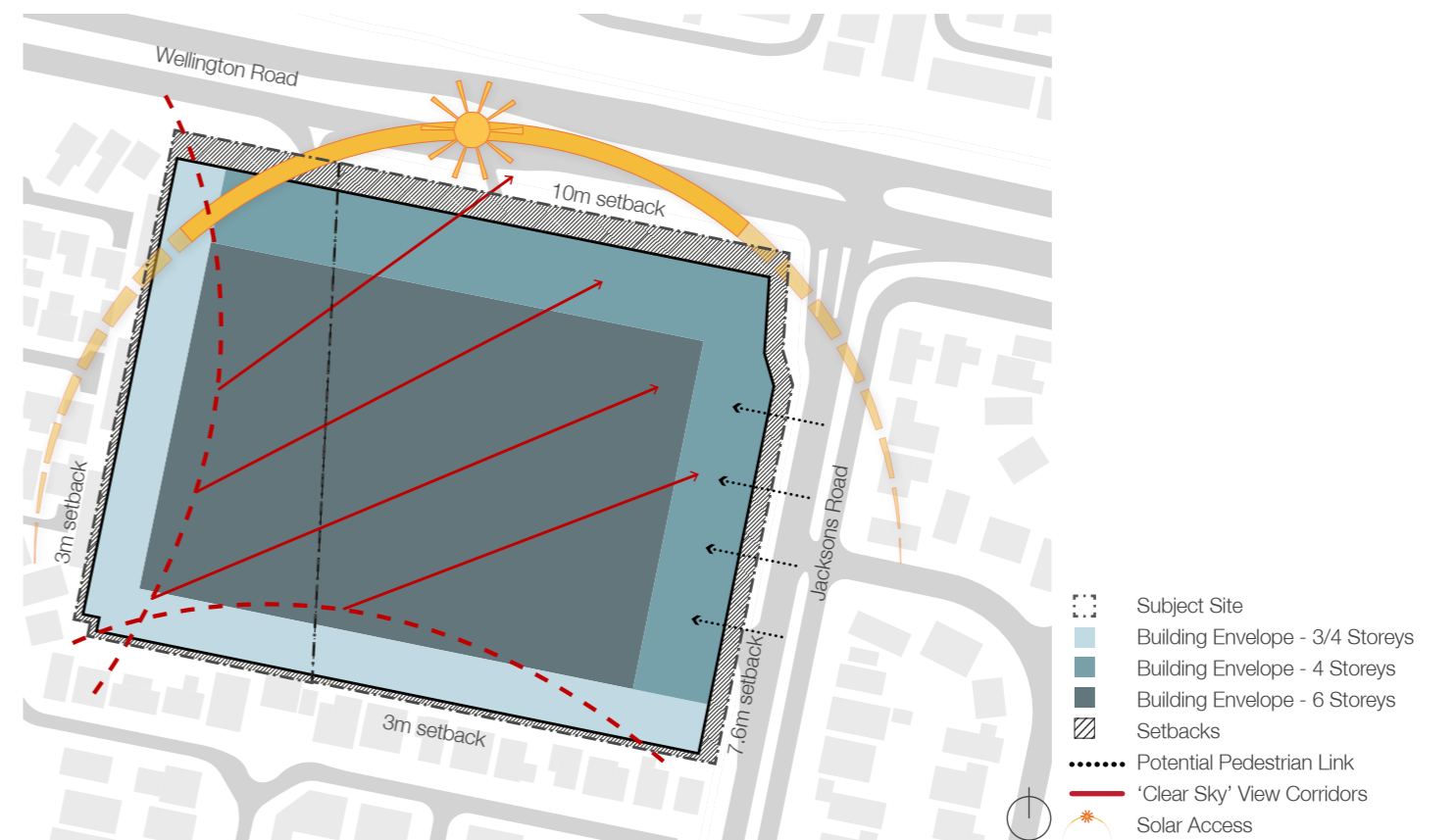


Figure 14. Scale and built form design guidance

4.4 LAND USE

- Located within a predominately residential area and aiming to create a new urban destination for Mulgrave, the subject site provides opportunities for development of greater scale and intensity, and therefore the opportunity for a complex configuration of various residential types, offices, retail, health and community services, and other supporting uses.
- To accommodate different types of households, redevelopment on the subject site should incorporate a diverse mix of residential accommodation that provides a range of dwelling types and sizes.
- The spatial arrangements and inter-relationships of land uses, in relation to the public realm, site interfaces, and on-site shared streets and open spaces, is an important design consideration and opportunity for the site – the mix and configuration of uses should support a vibrant, diverse and active urban precinct, during daytime and evening hours, with activation benefits for the surrounding public realm.
- The future streetscapes and open spaces within and around the site should be clearly defined through frontage development, and activated by ground floor uses.
- Due to the less intense vehicular traffic and lower level of noise pollution, Jacksons Road could accommodate a variety of community services which could in turn activate the street frontage.
- Any community buildings that generate high intensity of use, such as childcare and community hubs should be located on the corners of the site, ensuring easy access and legibility from afar.

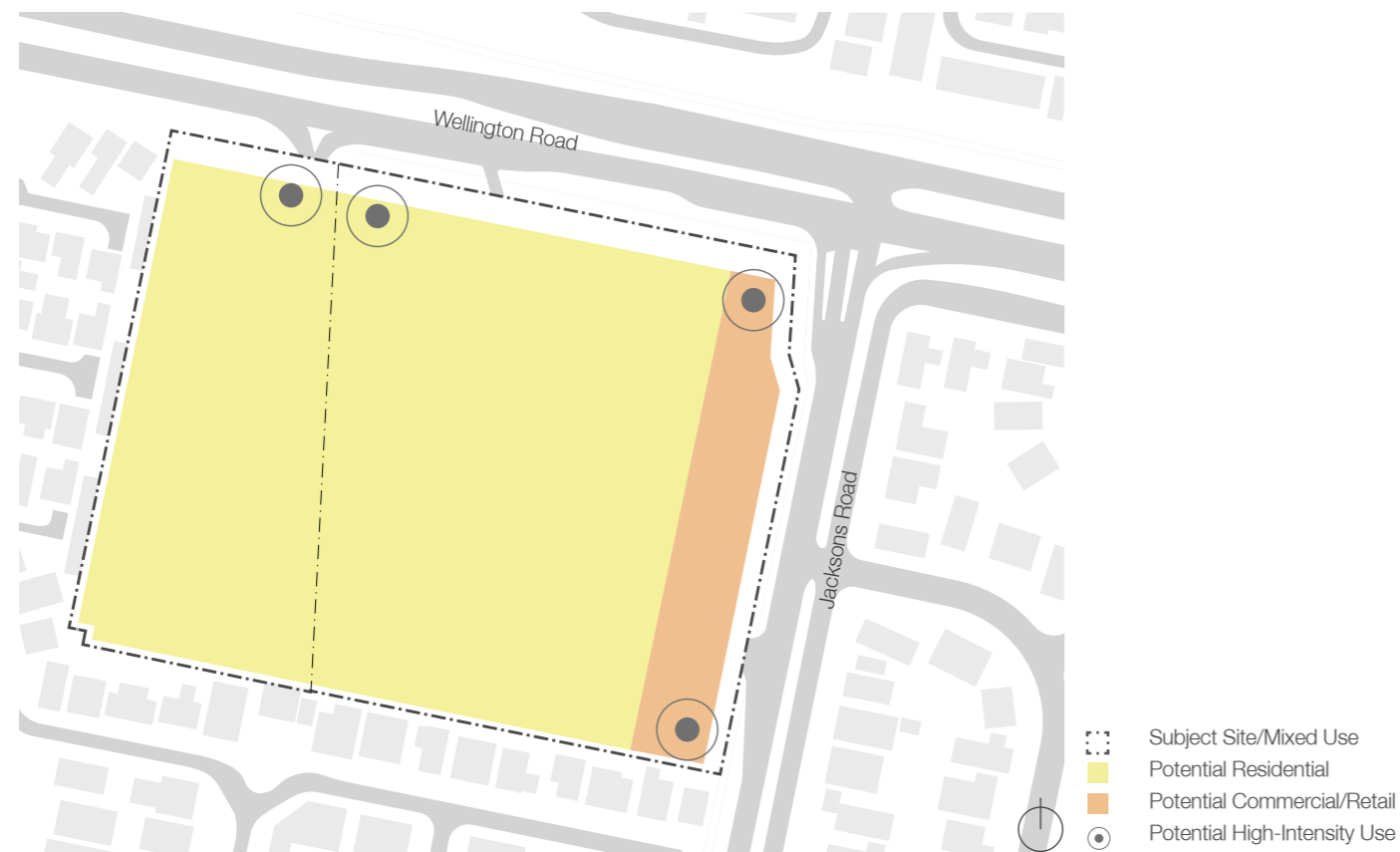


Figure 15. Land use design guidance

4.5 PUBLIC REALM

- Currently Wellington Road presents quite a harsh pedestrian environment with heavy traffic flows and a broad, expansive road environment. Development within the site should provide a landscaped setback to this interface, providing a robust design response, and improving the pedestrian environment.
- Within the subject site, and at the smaller ‘human’ scale, there is potential to create a more generous and spacious pedestrian environment to increase the amenity and walkability of this locality, through high-quality spaces and continuous streetscape activation.
- Internal streets, shared ways and public spaces should provide amenable, human-scale frontage conditions, through ‘shared space’ design treatments, low vehicle usage, and pedestrian priority areas, as well as ground-floor and upper level activation.
- Development within the site should provide landscaped setbacks and active interfaces to Jacksons Road to promote pedestrian activity and integration with the surrounding residential context.
- To achieve passive surveillance outcomes, visual interest and visual interaction between public and private spaces, future development should provide clearly defined open spaces, edged by active uses at ground floor level, and overlooked by upper level uses.
- Existing high-value trees should be retained and protected.



Figure 16. Public realm design guidance

4.6 SUB-PRECINCTS

Aiming to achieve the vision for the site (see p.19) and considering current site conditions, which include low-scale residential interfaces, distinct topography and landscape views, the subject site has been subdivided into four sub-precincts of different character – Wellington Road Interface; Jacksons Road Interface; Residential Interface; and Core Precinct. This approach responds to the scale and character of neighbouring properties, while creating opportunities for an integrated, medium-density community which is walkable and diverse, providing housing options for a range of household types.

The proposed sub-precinct structure ensures the delivery of land parcels that are developable and comply with the proposed design guidelines regarding access and movement, built form, land use and public realm (see p. 20 and 21).

- Generous, landscaped setbacks respond to the character of Wellington and Jacksons Roads and surrounding residential context while providing buffers to future development within the site.
- Setbacks to the western and southern boundaries ensure that amenities of adjacent properties, which sit above the subject site's level, are retained and protected.
- Width of Sub-Precinct A responds to existing level change at the interface with Sub-Precinct D and allows for delivery of landscaped setbacks and built form which is commercially viable for residential and mixed-use developments.
- Width of Sub-Precinct B ensures delivery of commercial and retail opportunities with landscaped active interfaces to Jacksons Road.
- Width of Sub-Precinct C ensures delivery of residential developments, which could include townhouses and low-scale double-loaded apartment floor plates, which are set back from neighbouring properties.
- Sub-precinct heights allow for medium-density development within the site while ensuring amenities of surrounding properties, such as access to direct natural light, privacy, long-distance views and landscaped character is retained and protected.

- ⋯ Subject Site
- ⋯ Setbacks
- Sub-Precinct A - 4 Storeys
- Sub-Precinct B - 4 Storeys
- Sub-Precinct C - 3/4 Storeys
- Sub-Precinct D - 6 Storeys
- ▨ Setback Area
- Landscaped Setback Area

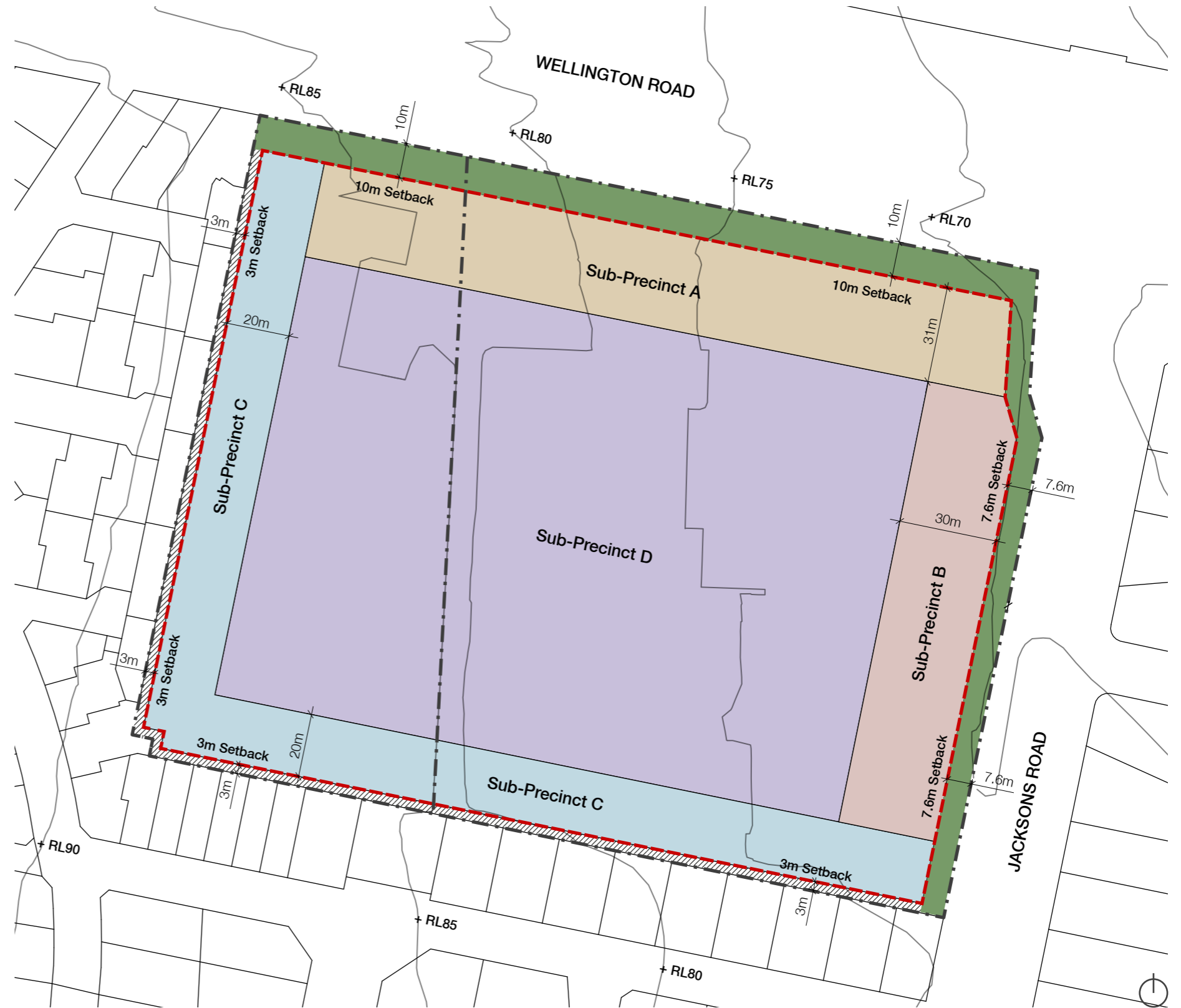


Figure 17. Sub-precincts

Sub-Precinct A - Wellington Road Interface

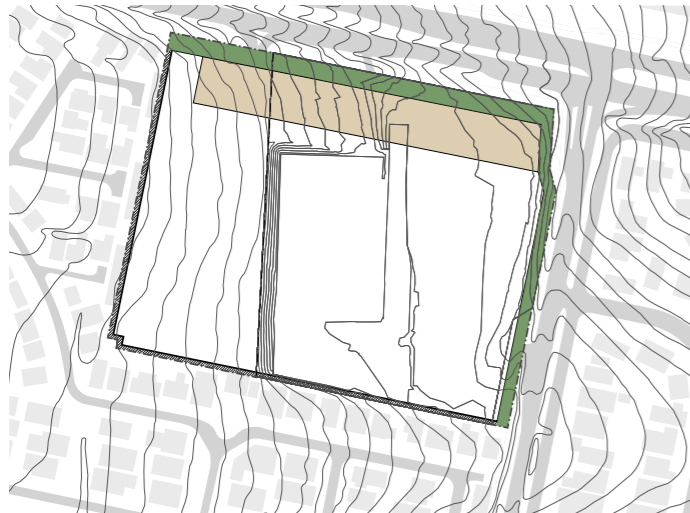


Figure 18. Sub-Precinct A

Area: 6,928 sqm

Dimensions: 31m x 221m

Preferred Height: 4 storeys (12.8m)

Development Outcomes:

Buildings with a prominent built form presence to Wellington Road, frame the higher built forms within the site and provide for:

- Well landscaped front setbacks to Wellington Road, including the provision of canopy trees.
- Buildings orientated to Wellington Road.
- Encouragement of non-residential uses on the corner of Jacksons Road and Wellington Road.
- Integrated frontages to Wellington Road with an interesting architectural presentation.
- Pedestrian and vehicular permeability to Sub-Precinct D having regard to the substantial level differences.

Sub-Precinct B - Jacksons Road Interface

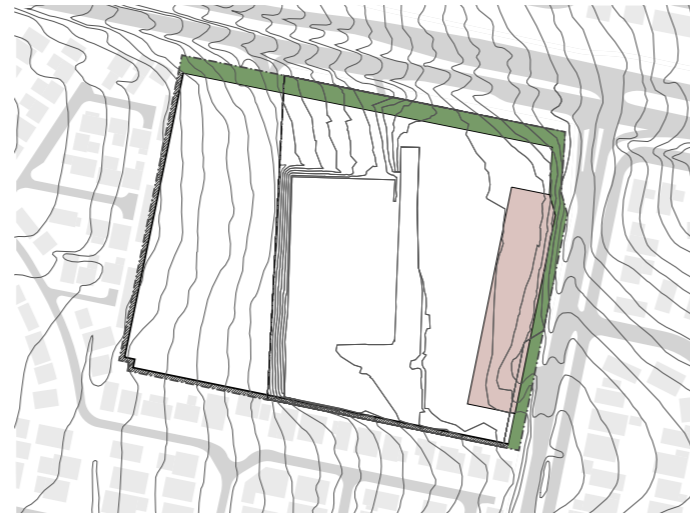


Figure 19. Sub-Precinct B

Area: 4,230 sqm

Dimensions: 30m x 142m

Preferred Height: 4 storeys (12.8m)

Development Outcomes:

High architectural quality buildings which provide a connection between Jacksons Road and the rest of the precinct and provide for:

- Well landscaped front setbacks to Jacksons Road, including the provision of canopy trees.
- Encouragement of non-residential uses.
- Buildings orientated to Jacksons Road.
- Integrated frontages to Jacksons Road with an interesting architectural presentation.
- Opportunities for active interfaces to Jacksons Road.
- Pedestrian and vehicular permeability to Sub-Precinct D having regard to the substantial level difference.

Sub-Precinct C - Residential Interface

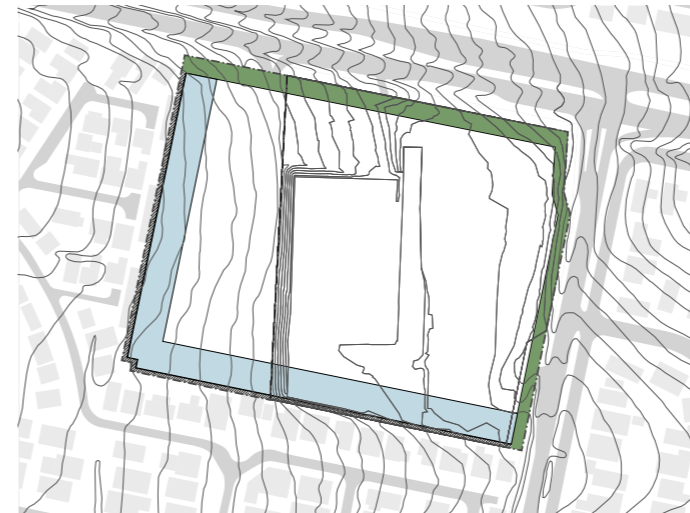


Figure 20. Sub-Precinct C

Area: 8,451 sqm

Dimensions: 20m x 252m (south) | 20m x 186m (west)

Preferred Height: 3/4 storeys (9.6/12.8m)

Development Outcomes:

Lower height buildings separated from existing abutting residential properties and provide for:

- Well landscaped setbacks to Wellington Road, Jacksons Road and existing residential interfaces, including the provision of canopy trees.
- Management of off-site amenity impacts, particularly overshadowing to the south.
- Development setback in accordance with Clause 55.04-1 (Standard B17 – Side and Rear Setbacks) from the southern and western precinct boundaries.
- Siting of new development to maintain reasonable views across the site from existing abutting residential properties.
- Development that does not sit more than three storeys above the natural ground level of the abutting residential property.

Sub-Precinct D - Core Precinct

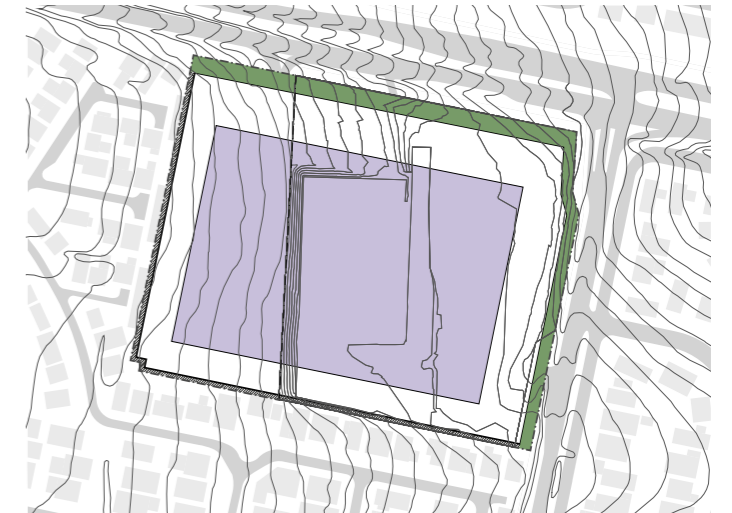


Figure 21. Sub-Precinct D

Area: 28,617 sqm

Dimensions: 202m x 142m

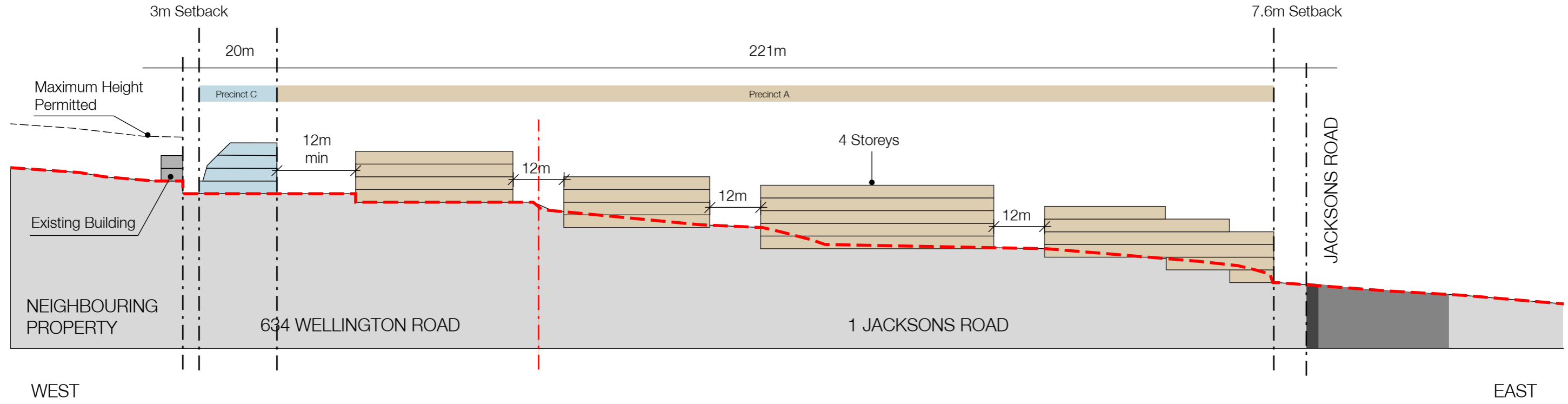
Preferred Height: 6 storeys (19.2m)

Development Outcomes:

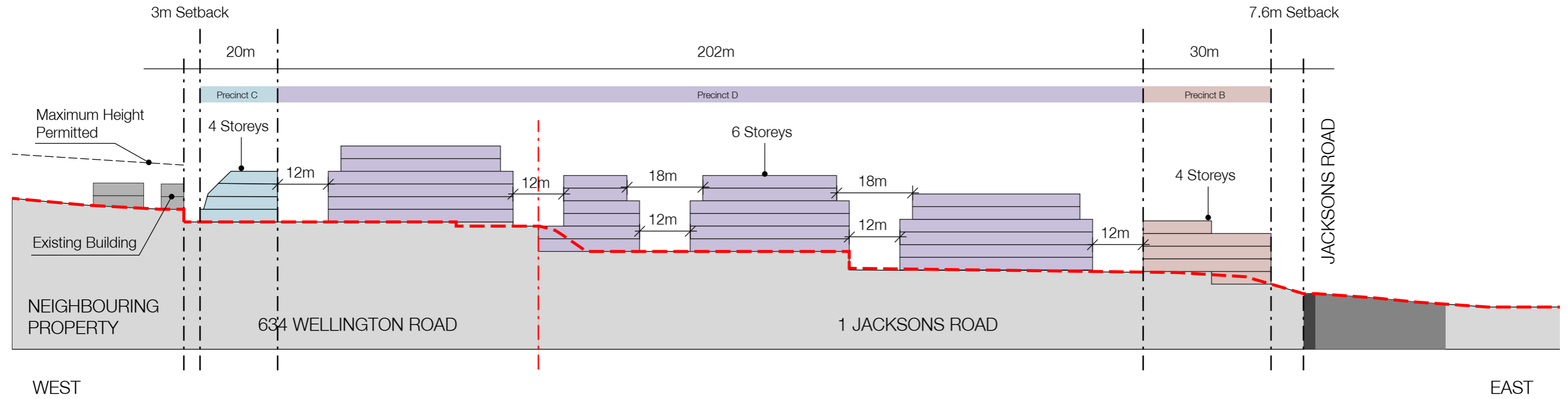
Buildings which take advantage of the more centralised location to provide increased built form and provide for:

- Appropriate management of the level change between 1 Jacksons Road and 634 Wellington Road.
- Long-distance views to landscape.
- Permeability within sub-precinct and to Sub-Precincts A, B and C, having regard to the substantial level differences.

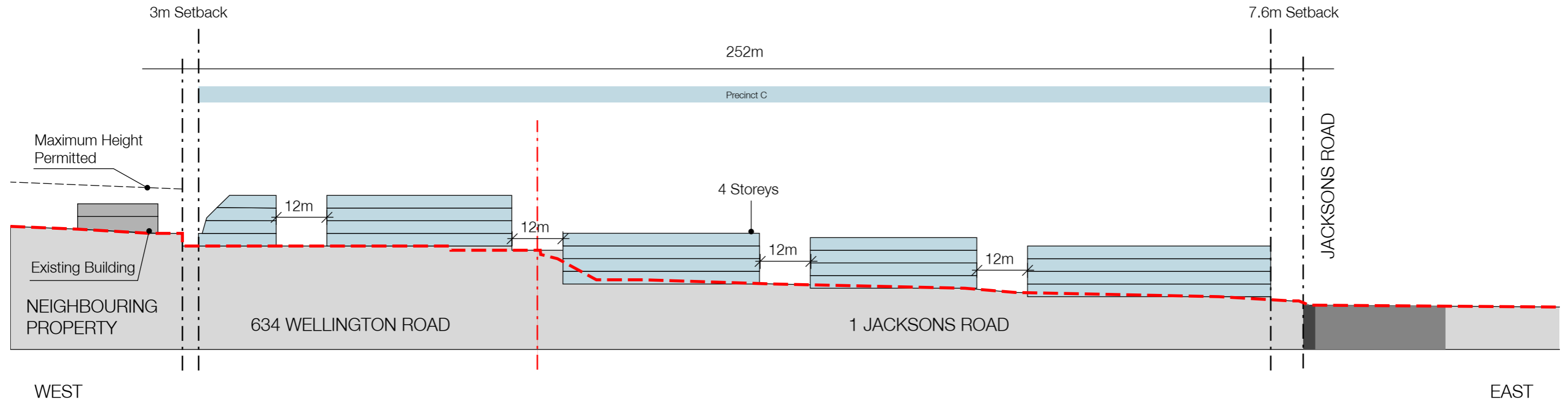
4.7 INDICATIVE EAST-WEST SECTION 1



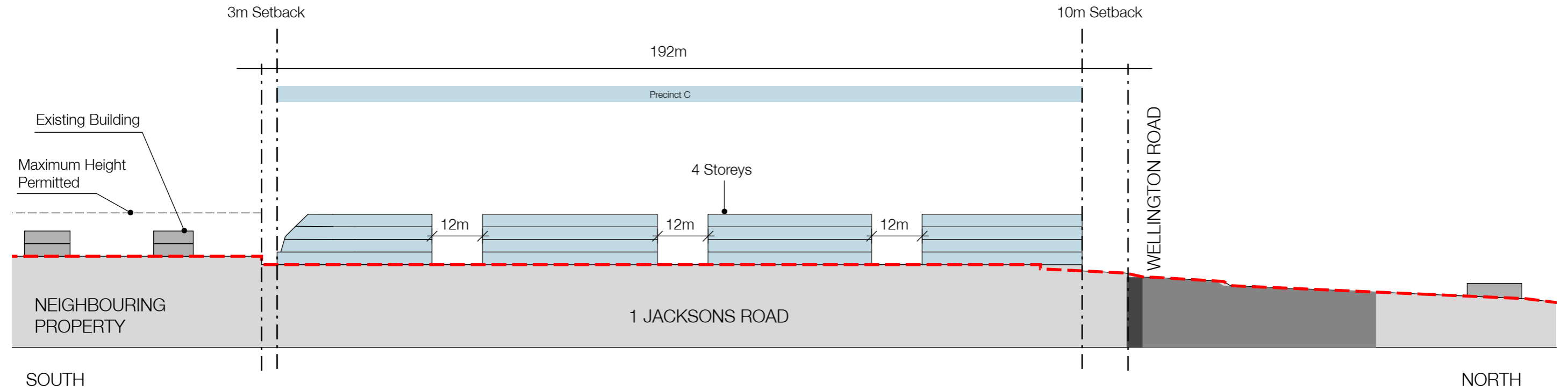
4.8 INDICATIVE EAST-WEST SECTION 2



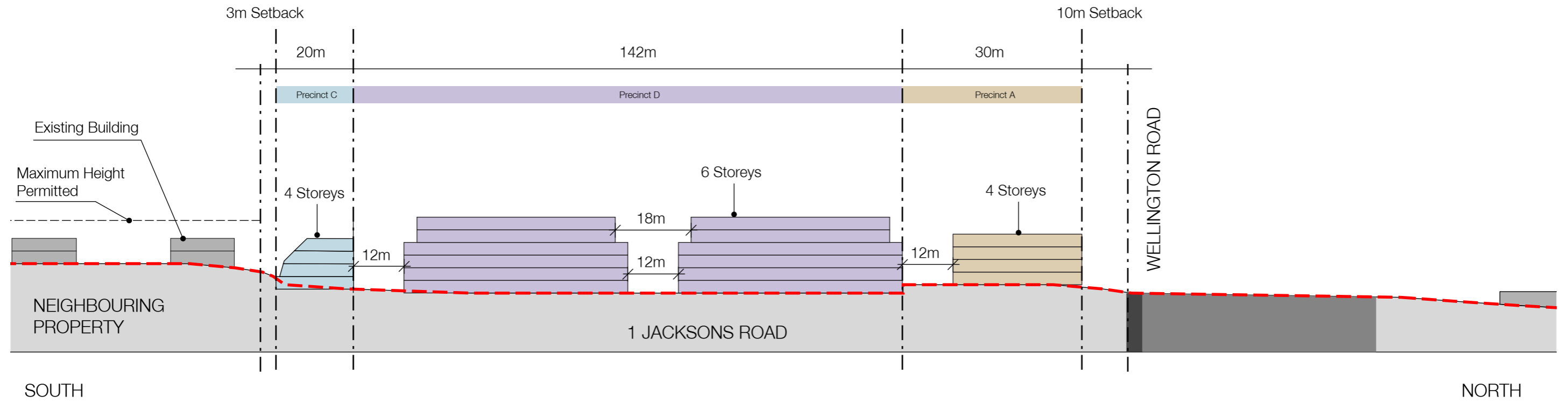
4.9 INDICATIVE EAST-WEST SECTION 3



4.10 INDICATIVE NORTH-SOUTH SECTION 4

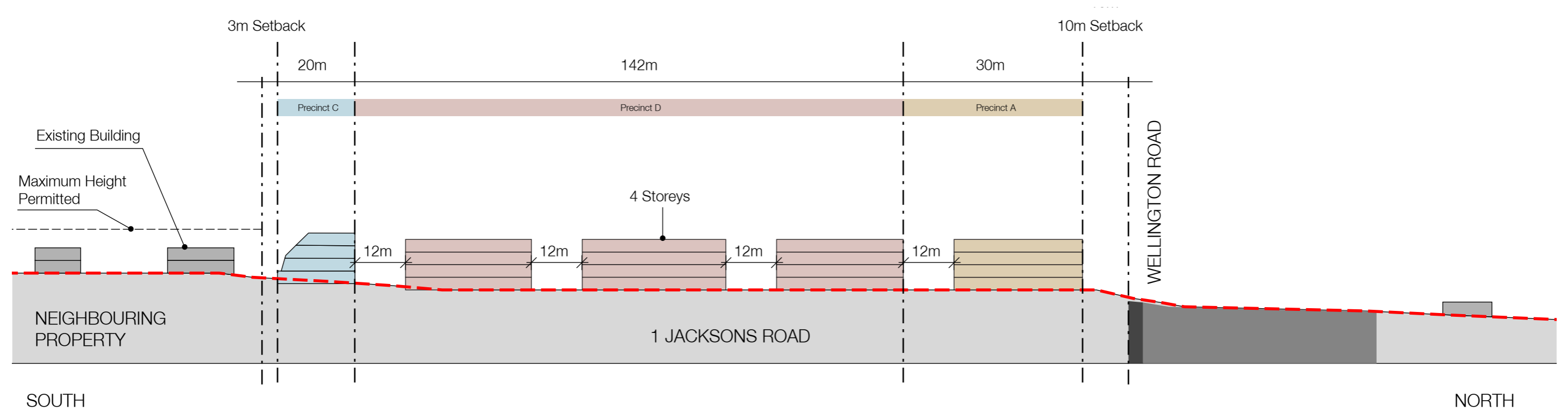


4.11 INDICATIVE NORTH-SOUTH SECTION 5



- Subject Site
- Existing Site Topography
- Sub-Precinct A - 4 Storeys
- Sub-Precinct B - 4 Storeys
- Sub-Precinct C - 3/4 Storeys
- Sub-Precinct D - 6 Storeys
- Setback Area
- Landscaped Setback Area

4.12 INDICATIVE NORTH-SOUTH SECTION 6



4.13 AERIAL VIEW 1



4.14 AERIAL VIEW 2



4.15 WELLINGTON ROAD VIEW



4.16 JACKSONS ROAD VIEW





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