

URBAN CONTEXT AND DESIGN RESPONSE REPORT 102-108 HUMFFRAY STREET STH BAKERY HILL



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BLADES

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1.0 INTRODUCTION

“The Bakery Hill and Bridge Mall Precinct occupies a strategic location at the eastern gateway to the Ballarat CBD. The rich history of the precinct, the heritage buildings and places, proximity to the railway station, relationship to surrounding tourist destinations such as Sovereign Hill, and redevelopment opportunities are just some of the strategic advantages that the precinct possesses (Page 5).

This [site] is important as it makes more efficient use of land through redevelopment. It also has the potential to incentivise further private sector investment and encourage public/private partnerships across the Precinct. It also creates opportunity to improve and enhance public spaces and laneways (Page 49).”

- Bakery Hill Urban Renewal Plan (City of Ballarat, October 2019)

1.1 Introduction

Blades ('Blades Studio Pty. Ltd.') have been engaged by Hygge Property to provide urban design input into the proposed redevelopment of 102-108 Humffray Street South, Bakery Hill (the 'subject site'). The proposal seeks approval for a mixed-use precinct development that comprises a seven storey office building toward Humffray Street South, and an eight storey apartment building to the rear (Bradby's Lane).

The purpose of this document is to analyse the subject site and its broader urban context and outline how the design of the proposal responds from an urban design perspective. This document has also been prepared in response to the provisions of Clause 58.01 of the Ballarat Planning Scheme (insofar as it applies to the residential component of the proposal), and should be read in conjunction with:

- The **Town Planning Report** prepared by Niche Planning Studio (dated November 2022).
- The **Architectural Plans** prepared by Six Degrees Architects (dated October 2022).
- The **Landscape Concept** Plan prepared by Acre (dated October 2022).
- The **Heritage Impact Statement** prepared by Bruce Raworth Heritage Conservation (dated September 2022).

1.2 Structure

This document is structured as follows:

- **Section 2.0 - The Proposal:** Introduces the key urban design parameters of the proposal.
- **Section 3.0 - Urban Context:** Outlines the physical attributes of the subject site and its broader urban context that should inform any design response on-site, as well as the key design-relevant provisions of the Ballarat Planning Scheme (the 'Planning Scheme').
- **Section 4.0 - Design Response:** Articulates the proposal's urban design response, and the specific manner in which it responds to its physical context as well as the relevant design provisions of the Planning Scheme. It makes use of a series of iterative diagrams to convey the 'design thinking' underpinning the proposal.
- **Section 5.0 - Conclusion:** Summarises the document.
- **Appendix A - Clause 58 Assessment:** Contains an assessment against the provisions of Clause 58 of the Planning Scheme.

2.0 THE PROPOSAL

The proposal seeks approval for a mixed-use development that effectively seeks to revitalise and 'kick start' the urban renewal of the broader Bakery Hill and Bridge Mall precinct. Of note, it comprises the following key built form parameters:

- The vast majority of the subject site's existing built form condition is proposed to be demolished (ie. single storey industrial buildings and dwellings to Humffray Street and timber stores and hard stand to Porter Street and Bradby's Lane). Note that no permit is required for demolition due to the exclusion of the subject site from the Heritage Overlay.
- An existing Victorian-era chimney located centrally within the subject site (and toward Porter Street) is proposed to be retained, and repurposed as the central focal point for the a **new, publicly-accessible open space**.
- A seven storey **office building** is proposed to Humffray Street that rises to a maximum building height of approximately 30.2m. It has a lower scale two to three storey street wall to Humffray Street, with upper level setbacks ranging between approximately 2m (Humffray Street), 2.1m-3.7m (Porter Street) and 3m (to the subject site's southern boundary). The north-east corner of the proposed office building rises to a maximum height of six storeys, and makes use of a four storey street wall and upper level setbacks ranging from approximately 3.6m-4.8m.
- The Ground Level program of the proposed office component comprises a range of commercial tenancies and a pedestrian lobby accessed from both Humffray Street and from centrally within the proposal's publicly-accessible open space. It also incorporates end of trip facilities and services, and basement vehicle access by way of a ramp to Humffray Street (and which provide access to two levels of basement car parking).
- The architectural expression of the office component comprises two distinct masses separated by a vertical glazed recess. The material palette is predominantly comprised of red oxide tinted concrete in plain ('CN01A') and textured finishes ('CN03A') with clear glazing ('GL07') throughout. The Ground Level is distinct utilising green tiles ('TL01'), natural textured concrete ('CN03B') and stained glass ('GL03').
- Toward the rear, an eight storey **apartment building** is proposed to Bradby's Lane that rises to a maximum building height of approximately 28.3m. It effectively 'rises sheer' to Bradby's Lane and Porter Street save for varied setbacks along the Porter Street frontage, and incorporates a recessive uppermost storey that is set back approximately 4.5m from it.
- The Ground Level program comprises a commercial tenancy, community room and lobby access from both Bradby's Lane and the proposal's publicly-accessible open space, and vehicle access is provided by way of the southern portion of Bradby's Lane (which provides access to two storeys of above grade car parking).
- The architectural expression of the residential component also comprises two distinct masses separated by a vertical recess in clear glazing ('GL01'), stained glass ('GL03') and black metal finish ('MF02'). The northern half of this building is predominantly comprised of roughcast concrete ('CON2') with white metal finishes ('MF01'), and the southern half is predominantly comprised of plain concrete ('CON1') with red coloured metal finishes ('MF03'). The upper most level introduces patterned concrete ('CN03') and the above grade car parking is distinct utilising red brick work ('BW01') and breeze blocks ('BW03').
- All aspects of the proposal incorporate best-practice **ESD measures**, with the residential component being designed to achieve a minimum 7 star NatHERS energy rating and the office component to achieve a minimum 6 star NABERS rating.
- A portion of the proposal's residential component is proposed to be set aside for **affordable housing**.

Refer to the indicative architectural renders overleaf.



Figure 1 - Illustrative sketch of the proposal as viewed from the intersection of Humffray Street South/Porter Street (Source: Six Degrees Architects)



Figure 2 - Render view of the proposed office building from the corner of Humffray Street South/Porter Street with the retained chimney and proposed apartment building further afield (Source: Six Degrees Architects)





Figure 3 - Render view of the retained chimney and proposed publicly accessible open space from Porter Street with the proposed office building (left) and apartment building (right) (Source: Six Degrees Architects)



Figure 4 - Render views of the proposed apartment building from the corner of Porter Street/ Bradby's Lane (left) and Porter Street (right) (Source: Six Degrees Architects)

3.0 URBAN CONTEXT

Objective 5.1.1 of the Victorian Urban Design Guidelines calls for buildings within Activity Centres to be of a scale and form that supports context and future character, including through accommodating local topography and cultural features, protecting view corridors, supporting the preferred character of the area, placing buildings on front boundaries in commercial areas, reinforcing key street corners, and setting back upper levels to create a 'pedestrian scale' at street level.

Similarly, Clause 58.01-2 of the Planning Scheme calls for an accurate description of the urban context for a proposed apartment building, including (but not limited to) an accurate description of site size, site features, use and scale of surrounding buildings, views to and from the site, the strategic location of amenities and transportation options, surrounding movement systems, and any other notable feature or characteristic of the site!

Section 3.0 of this document responds accordingly, and summarises the key physical and policy considerations that are most pertinent from an urban design perspective in informing the ultimate development outcome on-site.

Section 3.0 describes the key physical aspects of the subject site and its surrounding context that are pertinent from an urban design perspective, and which are determinative in informing any future design outcome on site. It also provides a high-level summary of relevant provisions of the Planning Scheme that are influential from an urban design perspective. It does this in accordance with the provisions of Clause 58.01-1 of the Planning Scheme (to the extent that it applies to the proposed residential component) and Objective 5.1.1 of the VUDGs focuses on Strategic Location, the Subject Site, Streetscape Character, Surrounding Uses and Amenities, Existing and Emerging Context, Movement, and the Planning Scheme.

It should be read in conjunction with the architectural plans prepared by Six Degrees Architects and the Town Planning Report prepared by Niche Studio.

Figure 05 - Aerial photograph of the subject site



3.1 Urban Context

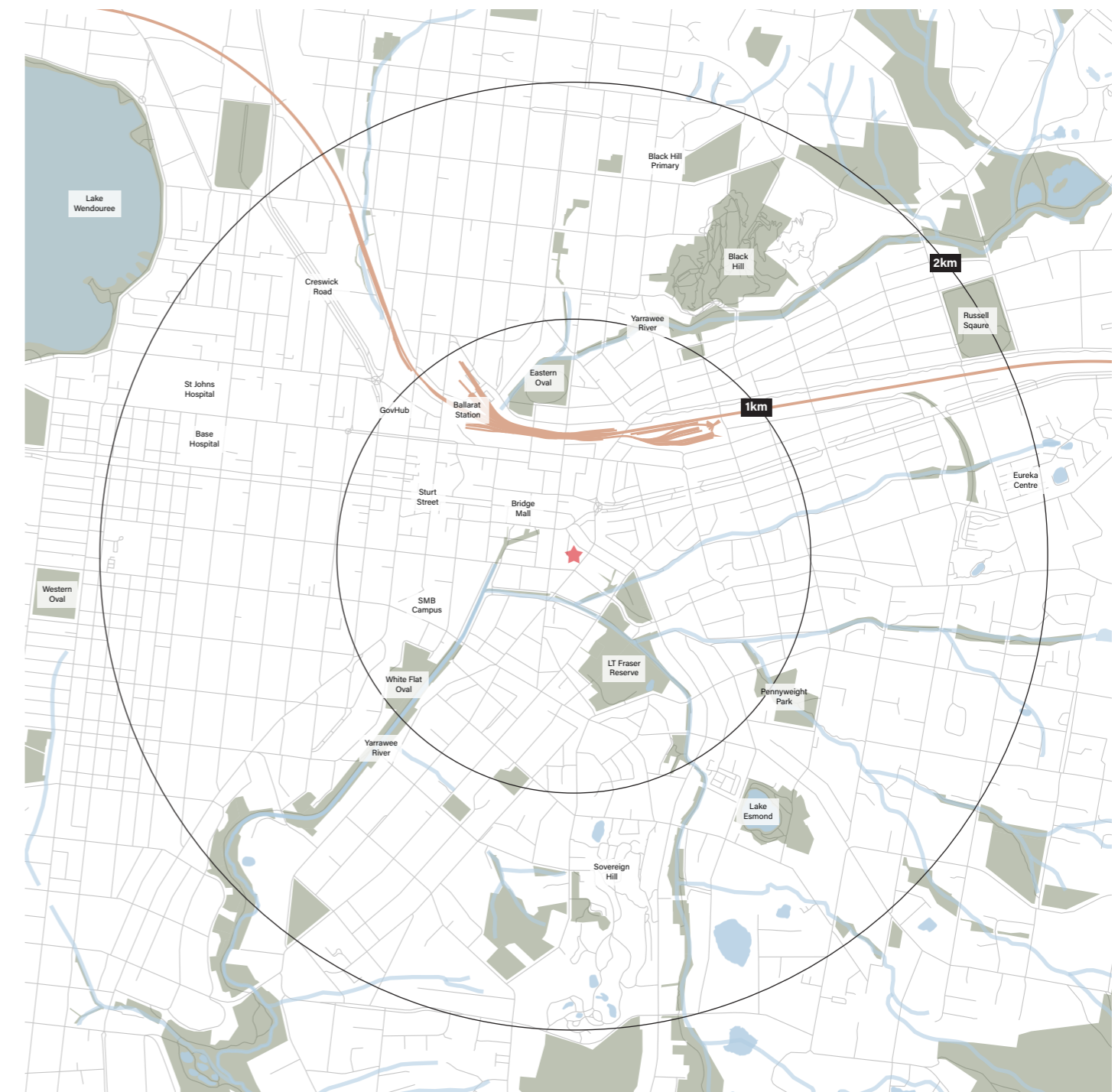
Strategic Location

The subject site is located along the western side of Humffray Street South, Bakery Hill, and forms a 'peninsula site' bound by Humffray Street South (to the east), Porter Street (to the north) and Bradby's Lane (to the west). It shares a single private realm interface to the south with land at 35 Eastwood Street and 110 Humffray Street South ('Caltex'). The 'peninsula site' forms an eclectic mix of commercial uses and low-scale commercial built form that is distinct from the predominantly residential character of land on the opposite side of Humffray Street South.

The subject site is strategically located within both the Ballarat Central Business District (the 'Ballarat CBD') and the Bakery Hill Urban Renewal Area (the 'Bakery Hill URA') and is within 200m of Bridge Mall and full-line supermarkets on Little Bridge Street (Coles and Woolworths). More broadly, the site is also proximate to Sturt Street (375m north-west), Federation University SMB Campus and Camp Street Campus (550m south-west and north-west respectively), the Yarrowee Creek including White Flat Oval and the Wallaby Track (800m south-west) and is strategically connected to Melbourne's CBD by way of Ballarat Station and V/Line services (750m north-west) and the Western Freeway (4km north-east).

The subject site is also a relatively large redevelopment opportunity within the context of the broader subdivision pattern of Bakery Hill. It is one of a small number of sites that hold the potential to accommodate redevelopment at a 'micro-precinct scale', with the subject site's dimensions lending themselves to the potential for multiple building footprints. This is to be contrasted with other commercially-zoned land within Bakery Hill that have far more of a 'finer grained' subdivision pattern, such as that which exists immediately north on Main Road or further afield on Bridge Street.

Finally, the subject site along with its broader street block (bound by Porter Street, Humffray Street South, Eastwood Street and Peel Street South) and the Main Road heritage precinct, act as an 'eastern bookend' to Ballarat's CBD along the Bridge Mall spine.



Key

- ★ Subject Site
- Open Space
- Waterway
- Roads
- Train Line

Figure 06 - Strategic Context Map

Subject Site

The subject site is a large and underutilised allotment comprises a total site area of approximately 4,215sqm. It is a 'peninsula site' with three street frontages and a single private realm interface to land on Eastwood Street to the south. It has frontage to Humffray Street South of approximately 61m, a 'kinked' frontage to Porter Street of approximately 79m, and a frontage to Bradby's Lane of approximately 80m. An east-to-west fall of approximately 3m runs through the subject site from Humffray Street South to the centre of the subject site.

It is currently occupied by trade supplies business with 'compound style' built form, including a double height timber store (to Bradby's Lane), a chimney (to Porter Street), and single storey built form to Humffray Street (including remnant residential dwellings and purpose-built industrial built form). The site also benefits from several vehicle crossovers to Humffray Street South, one centrally within Porter Street, and an existing carriageway easement from Eastwood Street (and over the western portion of the subject site's adjoining service station). Otherwise, the balance of the site is occupied by hard stand and there is a distinct absence of landscaping.

In terms of interfaces, Porter Street lies directly **north** and is a 10m wide (approx.) 'back of house' laneway that provides vehicle access to the rear of Main Road properties in addition to providing a pedestrian connection to Little Bridge Street further west. The opposing condition comprises 'high street' buildings along Main Road with notable features such as a fine grain subdivision pattern, heritage fabric, single and double storey building heights, side and street boundary construction, a continuous street canopy and retail activity at street level. The rear of these properties where opposing the subject site are markedly different being located down slope and comprising at grade car parking or outbuildings accessed from Porter Street. 46 Main Road is an anomaly comprising a large portion of at grade car parking and the single storey building on site appears to be lacking in heritage fabric despite being located in a Heritage Overlay (HO176).

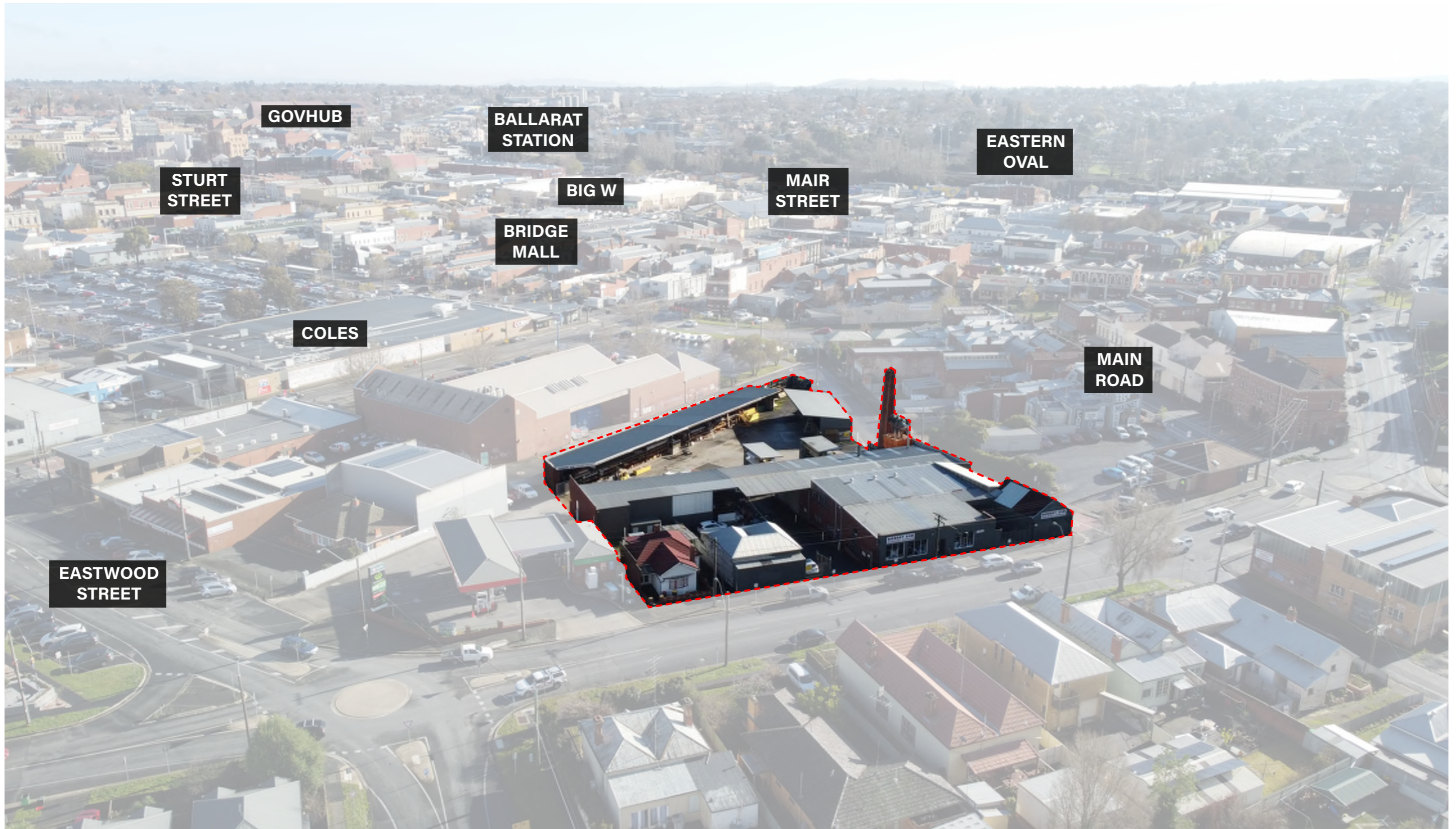
Humffray Street South lies directly **east**, and is a 20m wide (approx.) main road with two-way traffic, parallel parking and footpaths along both sides. The eastern side has a grassed verge however only holds a single canopy tree at the intersection with Porter Street, whereas the western side is completely sealed with an absence of landscaping. The opposing condition comprises a mix of single and double storey detached dwellings with street setbacks between 3m-6m and modest side setbacks allowing for landscaping. The balance of these dwellings are included within a Heritage Overlay (HO188) and include a fine grain architectural composition (through the use of pitched roof forms, detailed fenestration, chimneys and verandahs etc.)

An existing service station at 110 Humffray Street South lies directly **south**, which has a single storey building adjoining the common boundary and a double height canopy sited centrally (with hard stand across the balance of the site). It has a carriageway easement along its western boundary that provides access between the subject site and Eastwood Street. 25 Eastwood Street also lies directly south, and is a single storey office use that interfaces the common boundary with hard stand and a double height warehouse set back approximately 10m.

Finally, Bradby's Lane lies directly **west** and is a 10m wide (approx.) 'back of house' lane that has angled car parking along the eastern side and provides access to the rear of land at 13-25 Peel Street South and several Eastwood Street properties. The opposing built form condition at 13-25 Peel Street South is a double height restricted retail premises that interfaces Bradby's Lane with a boundary wall and loading facilities. The at grade car park at 5 Peel Street is a separate parcel and comprises a landscape strip with canopy trees along its eastern boundary.

Figure 07 - Aerial photographs of the subject site and immediate context with emphasis added (right) and broader context (overleaf)





Streetscape Character

The existing character of streets surrounding the subject site is diverse and eclectic, due in part to the 'peninsula' nature of the subject site and the variation in character and function of each of its three street interfaces.

For example, **Humffray Street South** is a locally-significant transit corridor of an approximate width of 20.0m. Where in proximity to the subject site, it is currently comprised of a number of single and double storey detached dwellings on the eastern side, with the western side (including the subject site) defined by an eclectic and unremarkable mix of low-scale commercial built form (including former residential dwellings repurposed for commercial uses). There is a marked difference in streetscape grain and rhythm between each side, with the eastern side having a 'finer grain' of subdivision pattern. Architectural styles also differ greatly between each side of Humffray Street South, with the eastern side exhibiting an eclectic mix of residential styles and eras set within landscaped setbacks, and the western being more commercial and 'utilitarian' with less articulation, lesser setbacks, 'boxy' forms, and an absence of heritage fabric.



Figure 08 - Humffray Street existing streetscape context including western side (top) and eastern side (bottom)

Conversely, **Porter Street** (to the north of the subject site) is a far narrower road reserve of approximately 10.m in width and which results in a far more 'enclosed' streetscape character. It is discernibly 'back of house' in character and function, and primarily provides rear vehicle access to properties on Main Road further north as well as to properties on Peel Street further west. It features narrow footpath widths that are barely sufficient for pedestrian refuge or movement, and the subject site's existing built form condition presents as an unremarkable collection of blank walls, fencing and crossovers (with the exception of the subject site's existing chimney, which does contribute a unique element to streetscape character). The existing streetscape character of Porter Street can be distinguished from **Main Road** further north, which is far more engaging and which exhibits a 'High Street' character comprised of double storey heritage fabric, a fine grain subdivision pattern, continuous on-boundary construction to side boundaries, generous footpath widths, and weather protection. Commercial tenancies are built 'hard up' to the public realm, and recent Council-initiated streetscape improvements contribute to the experience (including 'parklets' and increased landscaping).

Finally, **Bradby's Lane** reads and functions as a continuation of Porter Street with a similar width and character. It functions primarily as a local vehicle access road, and has an enclosed streetscape character. It also has a very strong 'back of house' character by virtue of the existing built form condition of 13-25 Peel Street ('*Cheap and Chips*') and the siting of its loading facilities toward it, which is exacerbated by the absence of footpaths, its 'dead end' nature, and the prevalence of unremarkable blank walls. There are pockets of landscaping present within the at-grade car park of 13-25 Peel Street (including several canopy trees to Bradby's Lane), and formalised pedestrian connections exist between it and Little Bridge Street further afield.

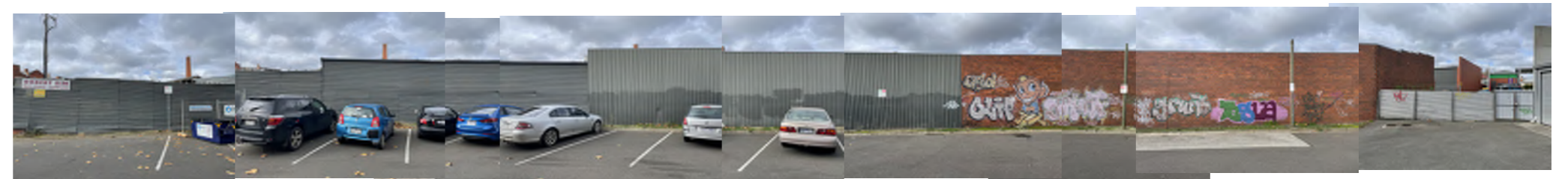


Figure 09 - Existing streetscape condition of Porter Street (top and second top) and Bradbys Lane (bottom and second bottom)

Surrounding Uses and Amenities

The subject site is surrounded by an eclectic mix of existing land uses that are largely reflected in their underlying zoning. Directly north beyond Porter Street are severally commercially utilised and zoned properties at 20-50 Main Road which have a strong retail and hospitality focus. Commercial use and zoning also occurs to the south and west, although land on the opposing side of Humffray Street South is residentially zoned and utilised.

Further afield, the balance of properties located within the CBD are also commercially zoned, however exhibit a broad range of different land uses. For example, the subject sites broader street block includes trade supplies and a service station to Humffray Street South; offices and a hairdresser along Eastwood Street; and gyms restricted recreation facilities along Peel Street South. This contrasts with Main Street and Bridge Mall which have a much stronger retail and hospitality focus that contributes to street level activation and engagement and the Eastwood Street Coles/Woolworths which provide an important anchor within Bakery Hill and fulfill local shopping needs.

There are also a number of amenities in convenient walking proximity to the subject site, including (but not limited to) educational opportunities at Federation SMB and Camp Street campuses, food and drink opportunities along Sturt Street and intersecting streets (ie. Lydiard Street and Armstrong Street), employment opportunities again along the Sturt Street spine and in Ballarat Council offices and the recently completed Gov Hub, health services at the Ballarat Base Hospital and St John of God Hospital, cultural opportunities along Lydiard Street, and many public open space offerings such as the Yarrowee River and adjoining White Flat Oval, Wallaby Track, 'LT Fraser Reserve' and the Canadian Creek and Specimen Creek corridors/trails. Refer to the Surrounding Uses and Amenities Map.

- Key**
- Subject Site
 - Open Space
 - Waterway
 - Precinct 9 - Mixed Use
 - Bakery Hill URP Area

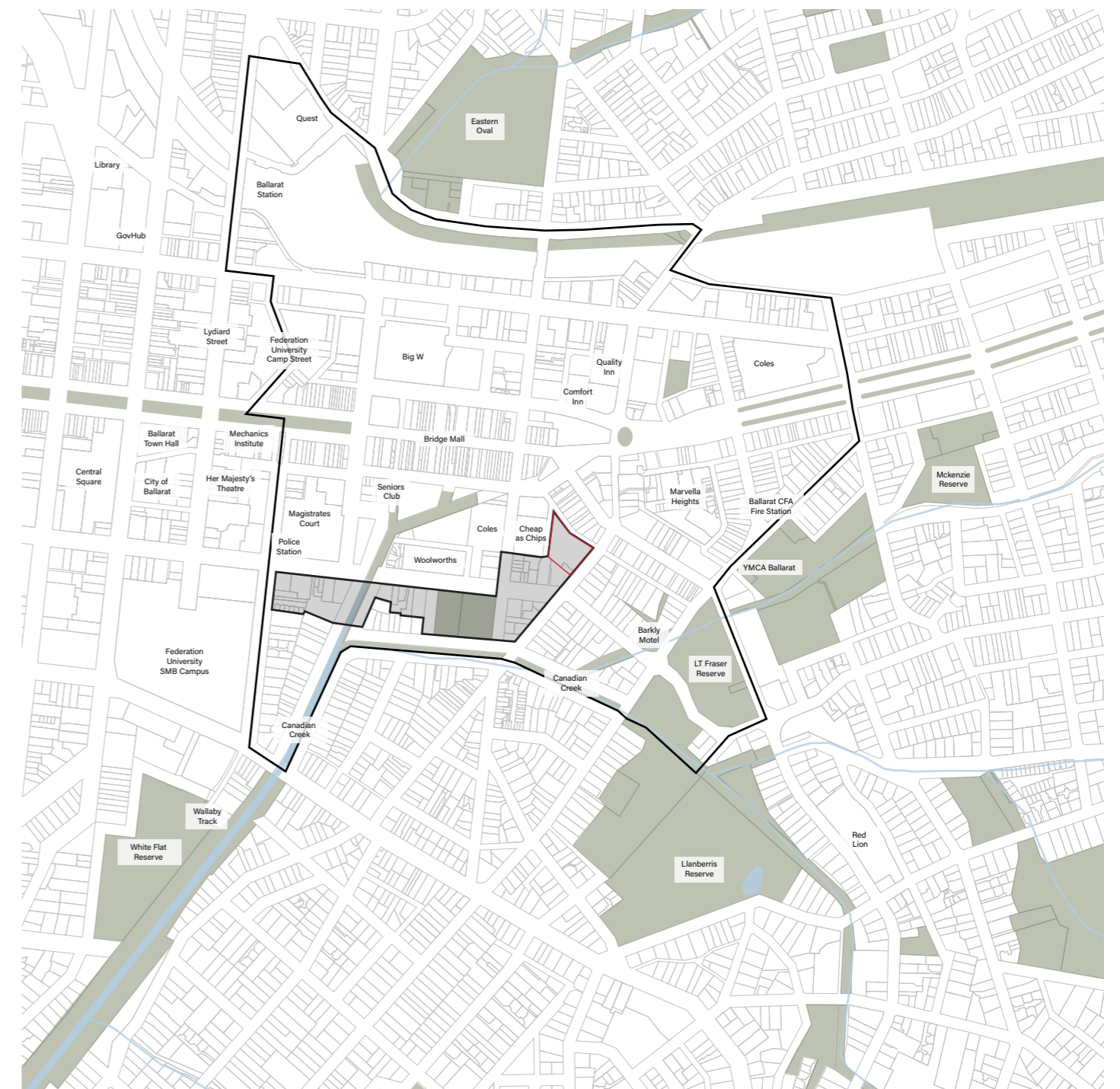


Figure 10 - Surrounding Land Use and Amenities Map

Existing and Emerging Context

Ballarat is a distinctively low scale settlement whose CBD is unusually linear in nature, and predominantly centres on the Sturt Street and Bridge Mall 'spine'. Sturt Street is a 'grand landscaped boulevard' with a substantial west to east fall, revealing longer range views to Mt Warrenheip further to the east. As demonstrated by the Emerging and Existing Context Map, the subject site sits outside of these view lines when cast from the corner of Lydiard Street with Sturt Street and Dana Street.

Sturt Street and Bridge Mall form the core of the Ballarat CBD and comprise a built form character of predominantly single and double storey commercial buildings generally built to side and front boundaries. However, interspersing this consistency in built form character are a number of taller buildings and landmarks, particularly 'upslope' atop the western embankment of the Yarrowee escarpment. These include (but are not limited to) the Ballarat Town Hall (approximately 40m high), the Ballarat Railway Station (approximately 34m high), the Former Ballarat Post Office (approximately 32.5m high) and Craig's Royal Hotel (approximately 25m high). Where closer to the subject site, St Pauls Church, the Ballarat Fire Station and St Alipius also notable landmarks, and there are also a number of landmarks further west beyond the Ballarat CBD including St Patricks Cathedral, St Andrews Uniting Church and several taller buildings within the Drummond Street medical precinct.

The presence of Victorian-era landmarks is supplemented by a number of mid-century and recent developments (both existing and approved) that contribute to the evolving and layered skyline of Ballarat. These include (but are not limited to) the Ballarat GovHub (approximately 25m high), Lyons Place apartments (approximately 23m high), the Ballarat Base Hospital redevelopment 'Grampians Health' (approximately 21m high) the Ballarat Regional Integrated Cancer Centre (approximately 20m high), the Department of Justice approval (approximately 20m high), Eureka House (approximately 15m high), the Lydiard House (approximately 15m high) and the Davey Street Nightingale apartments (approximately 16m high).

These stand in addition to a number of planning permit applications currently before Council. Whilst not currently approved, they demonstrate an increase in private-sector interest for quality in-fill development within Ballarat. This includes (but is not limited to) 31 Field Street (approximately 21.4m).

- Key**
- Subject Site
 - Open space/Parking
 - 1-2 storey residential
 - 1-2 storey commercial
 - 3+ storeys
 - Mt Warrenheip Viewline

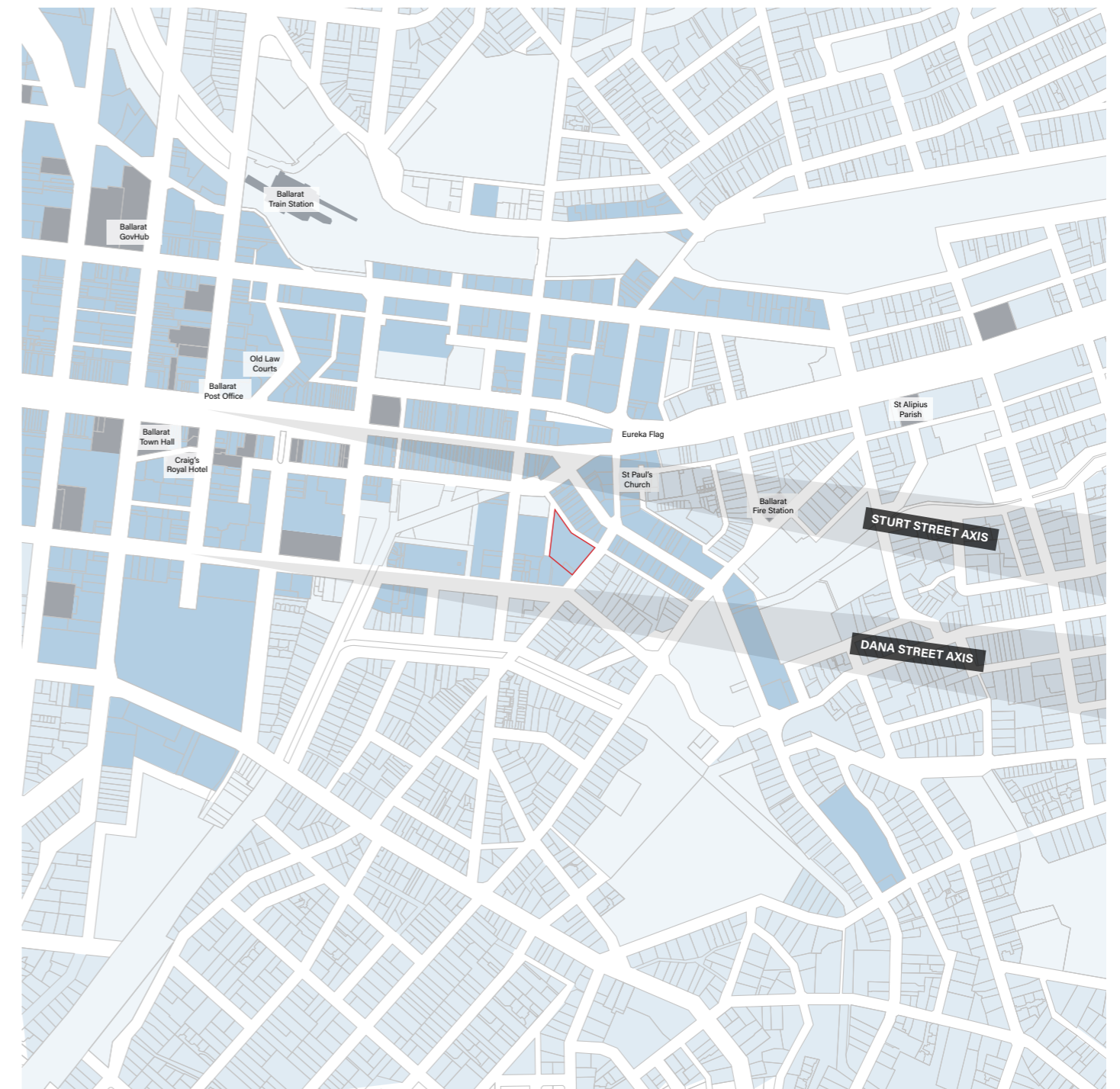


Figure 11 - Existing and Emerging Context Map

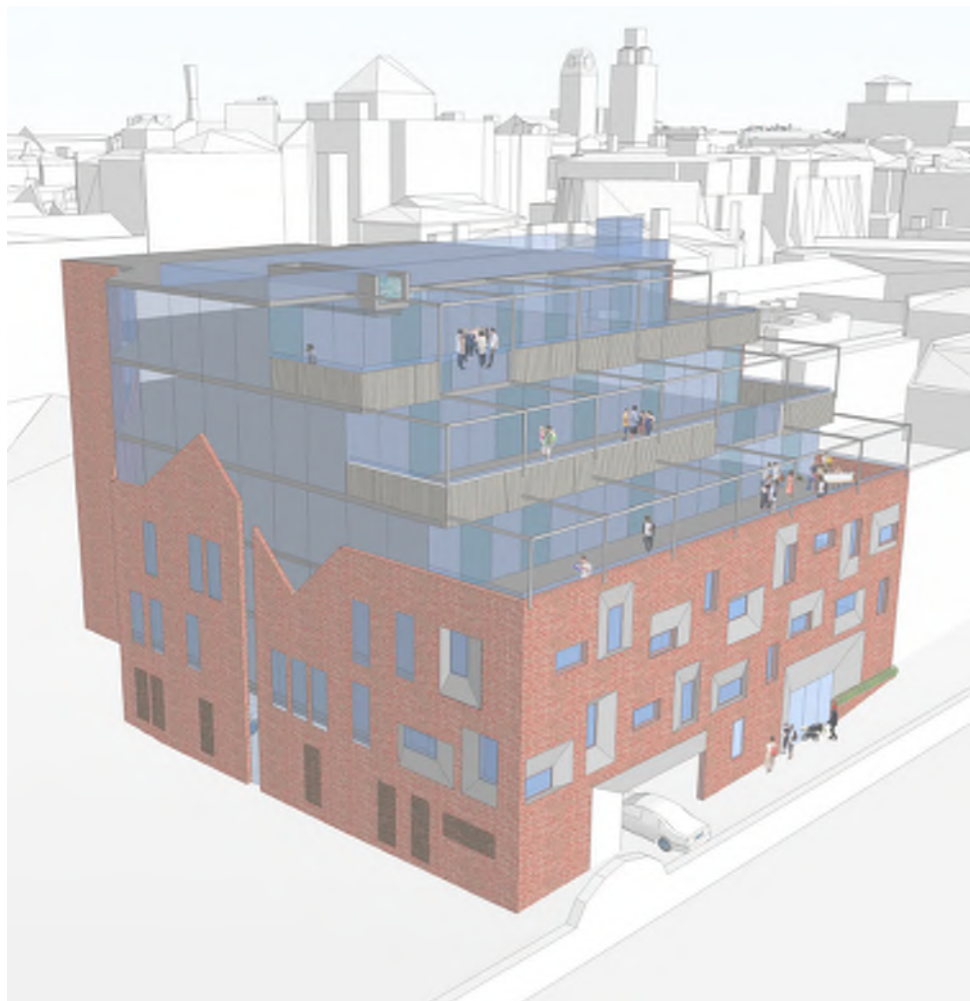


Figure 12 - Emerging character of central Ballarat (clockwise from top-left) (Source: various)

- Department of Justice (approval), Grenville Street North, Ballarat Central
- Nightingale Apartments, Davey Street, Ballarat Central
- Lyons Place, Lyons Street North, Ballarat Central
- 31 Field Street, Ballarat Central (proposed)



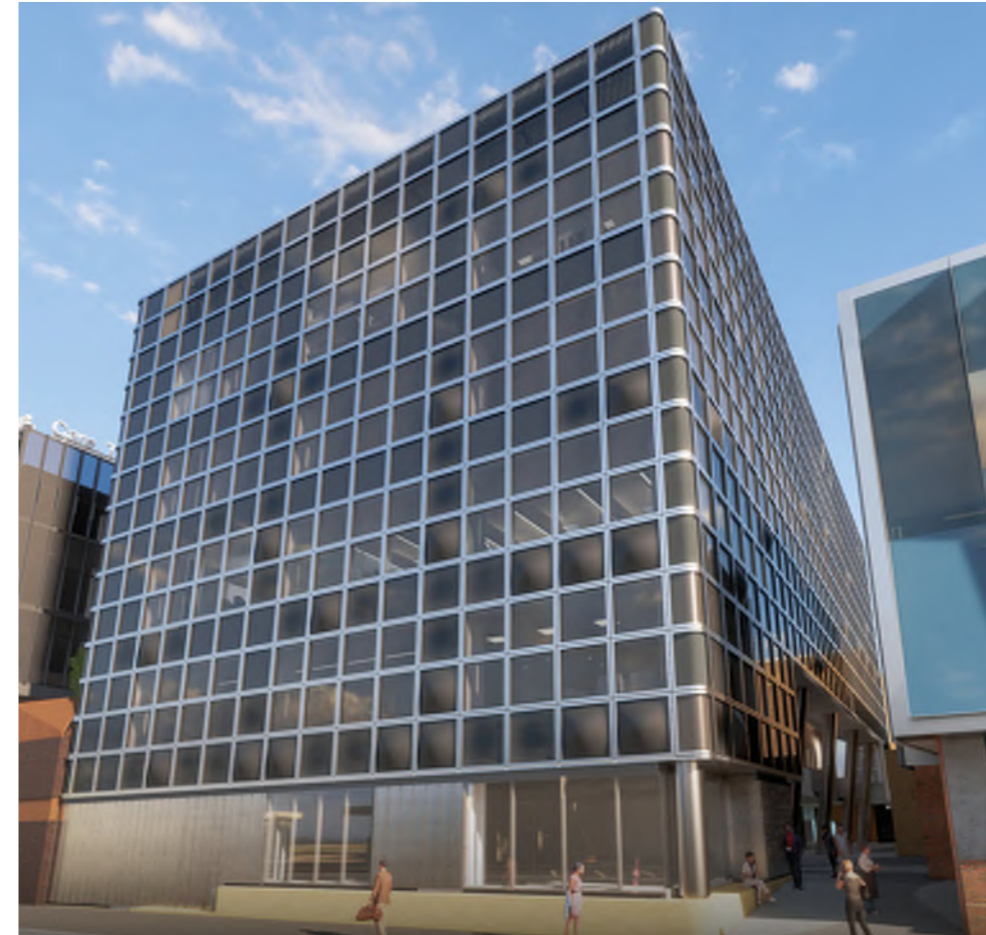


Figure 13 - Emerging character of newer, taller forms in Ballarat. Clockwise from top-left) (Source: various)

- Ballarat Regional Integrated Cancer Centre, Drummond Street
- Ballarat Hospital Redevelopment (under construction), Drummond Street
- Base Hospital 'Grampians Health', Drummond Street
- Ballarat GovHub, Mair Street, Ballarat Central



Movement

The subject site is strategically located within the Ballarat CBD and the Bakery Hill Urban Renewal Area and has excellent proximity to a number services and amenities (as detailed in Surrounding Land Use and Amenities).

The excellent proximity and walkable catchment stand in addition to the subject site's convenient accessibility to the public transport network. This includes bus route 20 along Main Road (approximately 125m east of the subject site), bus route 21 and 23 along Peel Street South and North (approximately 175m south-west of the subject site) and various bus routes at the Little Bridge and Curtis Street interchanges (approximately 250m north-west and north of the subject site).

The subject site is also located approximately 775m from the Ballarat Railway Station which provides train services to both Melbourne and Western Victoria. Similarly, the Western Freeway (or M8) is less than 5km away to the north-west of the subject site and again provides convenient access to both Melbourne and Western Victoria.

Finally, both walking and cycling opportunities existing along the Yarrowee River/Wallaby Track which can access approximately 775m south-west and 875m north respectively.

- Key**
- Subject Site
 - Train Station
 - Train Corridor
 - Bus Stop
 - Bus Route
 - Cycling Corridor



Figure 14 - Movement Map

3.2 Policy Context

Planning Scheme

The subject site and surrounding context have many physical attributes that support the notion of redevelopment and increased built form intensity, which are reflected within the relevant provisions of the Planning Scheme.

The subject site is zoned **Commercial 1 Zone (C1Z)** which holds the purpose of *'creating vibrant mixed use commercial centres for retail, office, business, entertainment and community uses'*. It also holds the purpose to *'provide for residential uses at densities complementary to the role and scale of the commercial centre'*. The C1Z generally applies to properties west of Humffray Street South or along Main Road, and this zoning differs from the General Residential Zone (GRZ) that applies to the opposing side Humffray Street South.

The subject site is not affected by any **overlays**. However, it is located in close proximity to two identified heritage precincts to the north (**Heritage Overlay Schedule 176 [HO176] - Bridge Mall / Bakery Hill Heritage Precinct**) and to the east (**Heritage Overlay Schedule 188 [HO188] - Barkly Street/Humffray Street South Heritage Precinct**). Refer right.

In terms of local provisions, **Clause 21.02 - Settlement and Housing** identifies the subject site within an *'Urban Renewal Precinct'* given its location within the Ballarat CBD. It seeks to encourage significant new mixed use development and facilitate higher density infill housing in urban renewal areas (Strategy 1.1 and 1.2).

Clause 21.06 - Built Form, Heritage and Design is also relevant and seeks to enhance the character of built areas through. It seeks to ensure that the scale of development contributes to the character and amenity of the built environment and maintains important views and vistas within the Ballarat CBD, including skyline views of spires and towers and the Yarrowee escarpment (at Strategy 1.1 and 1.2). It also seeks to improve the quality of the public realm through provision of gathering and meeting spaces, maximising solar access and creating comfortable microclimate conditions, providing activate frontages, legible pedestrian routes, minimising disruption from car access and surveillance of the public realm at all times (at Strategy 2.1, 2.5, 3.1, 3.2 and 3.3).

- Key**
- Subject Site
 - Commercial 1 Zone
 - Mixed Use Zone
 - Special Use Zone
 - Public Use Zone
 - Public Recreation Zone
 - Residential Growth Zone
 - General Residential Zone
 - Transport Zone

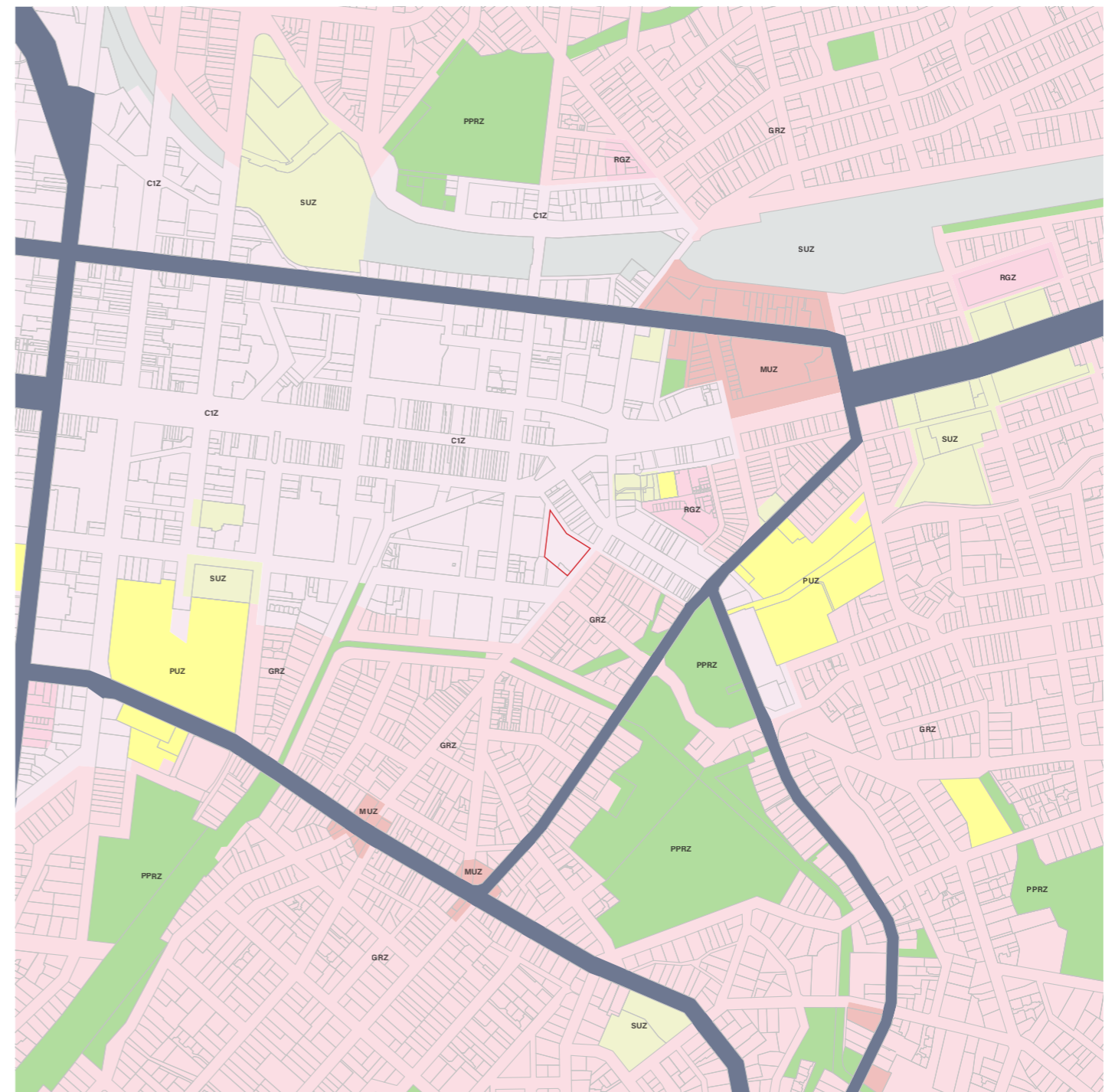


Figure 15 - Zoning Map

Clause 21.07 - Economic Development identifies the Ballarat CBD as a *'Regional Activity Centre'* where significant new mixed use development is encouraged. It does this so as to support the knowledge sector, support more inner city living, and support street level and out-of-hours activation. It also identifies the Ballarat CBD as a *'Principal Activity Centre'* and seeks to encourage mixed use precincts offering retail office and higher density residential, redevelopment that improves the built form quality and increased residential densities (at Strategy 5.1, 5.3 and 5.4).

Clause 21.09 - Local Areas reinforces the subject site's CBD location, and again seeks to facilitate significant new mixed use development that provide retail and employment activities, inner city living and street level and after hours activation (at Strategy 1.0). It also places a strong emphasis on a high quality public realm, pedestrian amenity and a people first approach to managing space.

Clause 58 - Apartment Developments is also of relevance, and seeks to ensure that the design responds to the existing urban context or contributes to the preferred future development of the area and that development responds to the features of the site and the surrounding area. Further, it sets minimum standards for high quality apartment developments. An assessment of the proposal against the provisions of Clause 58 is included within the Appendix of this document.

Key

- Subject Site
- Heritage Overlay

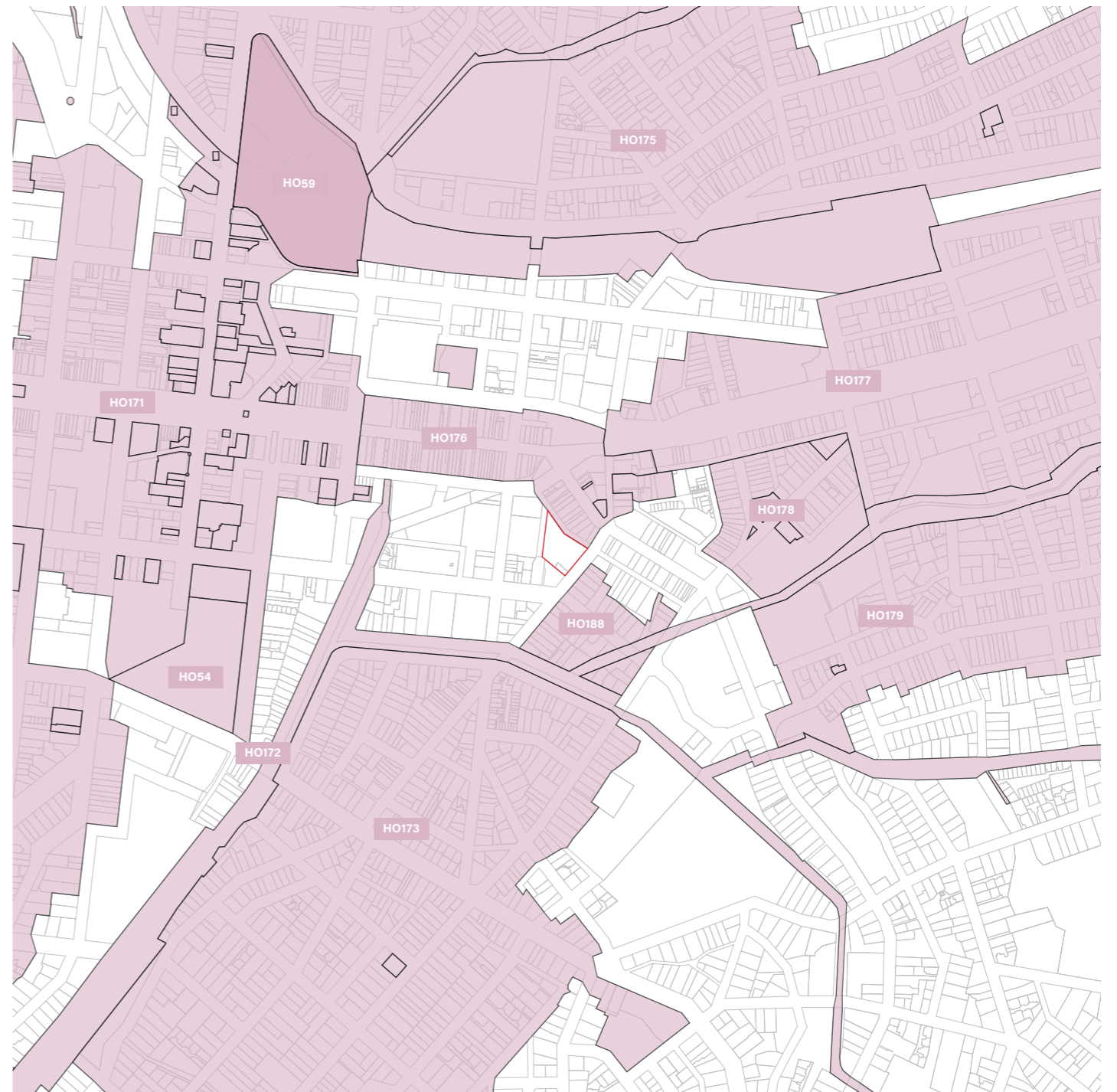


Figure 16 - Heritage Overlay Map

In terms of Strategic Documents, the **Victorian Urban Design Guidelines** (the 'VUDG') are also relevant. Released in 2017, the Guidelines provide State-wide design guidance regarding best-practice urban design in Victoria. Of most relevance are the provisions of **Section 5.1 - Buildings in Activity Centres** which seek to ensure development supports context or preferred future character, provide a gradual transition between different building scales and uses, provide equitable access to daylight and sunlight, minimises adverse wind effects, maximises safety through informal surveillance, connects to the movement network and ensures façade detail supports context or preferred future character (at Objectives 5.1.1-5.1.8).

Today, Tomorrow, Together: The Ballarat Strategy (2015) (the 'Ballarat Strategy') is also relevant, and identifies the Ballarat CBD as an identified *Urban Renewal Area*. It seeks to proactively support landowners and the development industry to significantly change land uses in these areas in the pursuit of urban renewal. It states that urban renewal areas have the potential to significantly benefit Ballarat by diversify housing options in well-serviced locations, and supporting new jobs and vibrant mixed use areas. (Initiative 3.3).

Making Ballarat Central: The CBD Strategy (2011) (the 'CBD Strategy') also applies and identifies a range of building heights within the CBD (refer right). It seeks a pattern of development in which buildings should be lower than the façade height of adjoining heritage properties in identified Core Heritage Areas, up to three storeys within the Bridge Mall and Victoria Street streetscapes, up to three storeys at the edges of the CBD, up to four storeys in mixed-use areas (peripheral to the Heritage Overlay) and up to six storeys along the eastern end of Mair Street. Taller building heights along Mair Street are attributed to limited amenity issues, lack of heritage fabric, low topographic setting and limited impact on view lines and landmarks. No landmarks or view lines are proximate to the subject site.

Within this, The subject site is located within the **Precinct 9 - Mixed Use** which encourages higher density residential development and other appropriate uses within close proximity to the CBD and to improve the architectural quality and streetscape environment at entry points to the CBD. The subject site in conjunction with Eastwood Street properties are specifically identified as an opportunity for mixed use redevelopment. Refer right. However, it is also important to note that the CBD Strategy was never progressed to a Planning Scheme Amendment stage and was never translated to planning policy within the Planning Scheme. There have also been more recent evolutions in strategic thinking for Bakery Hill and the subject site since this time.

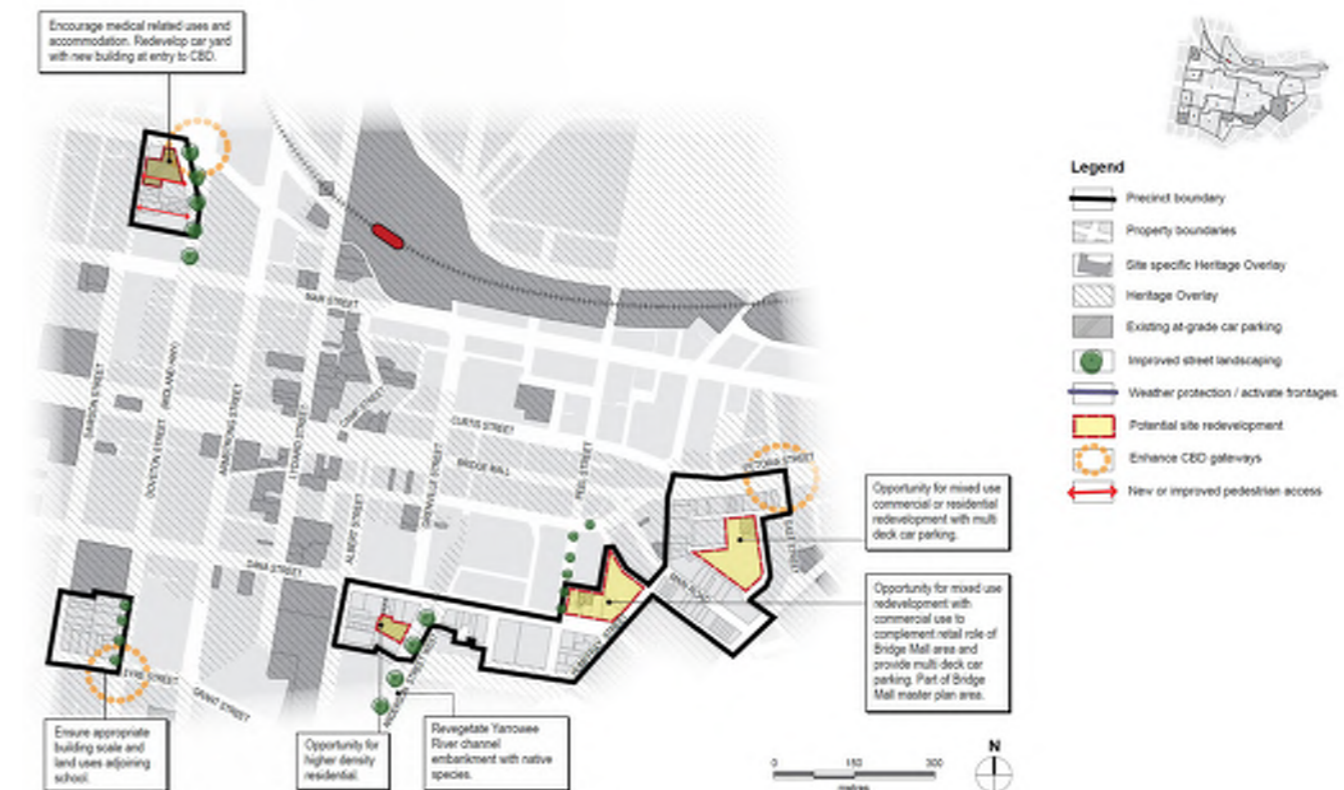
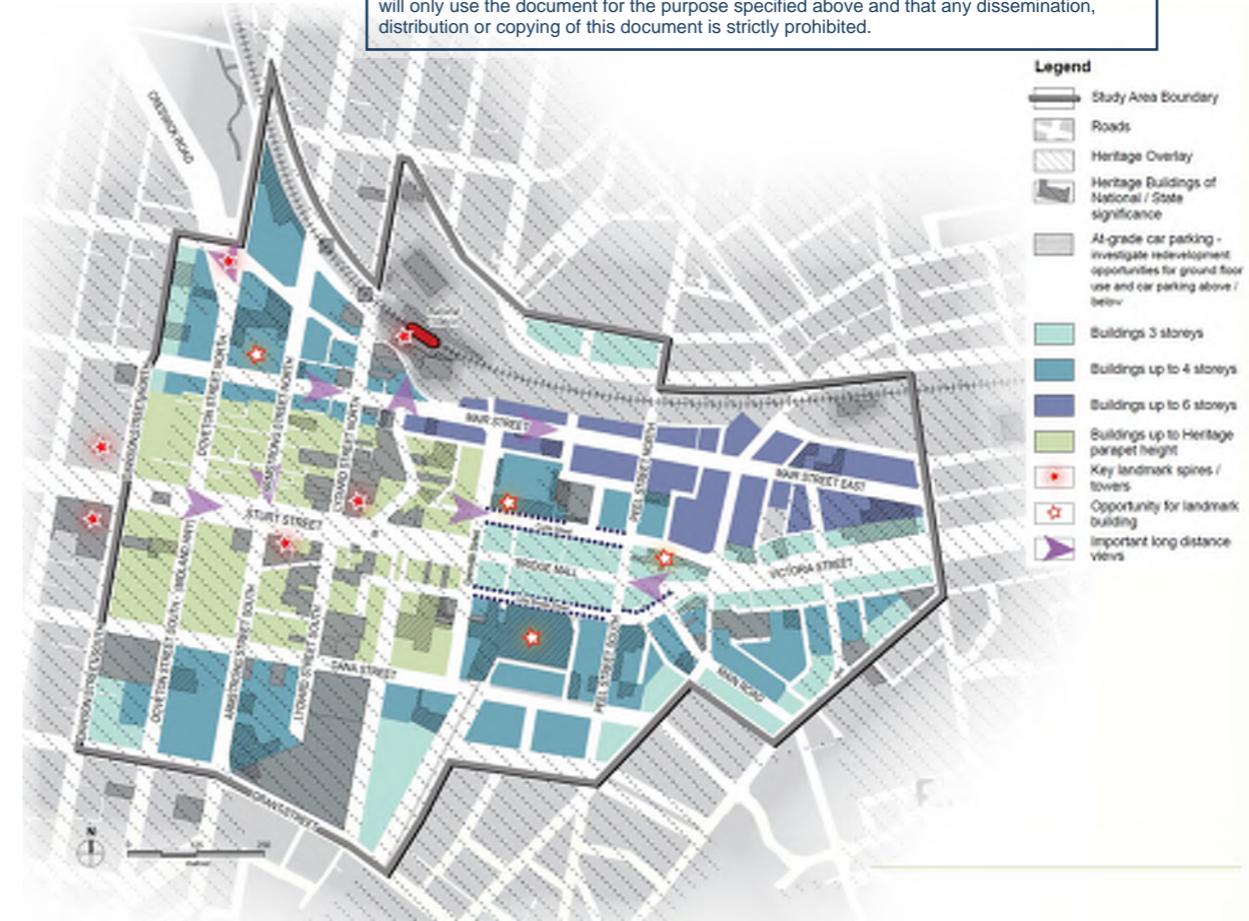
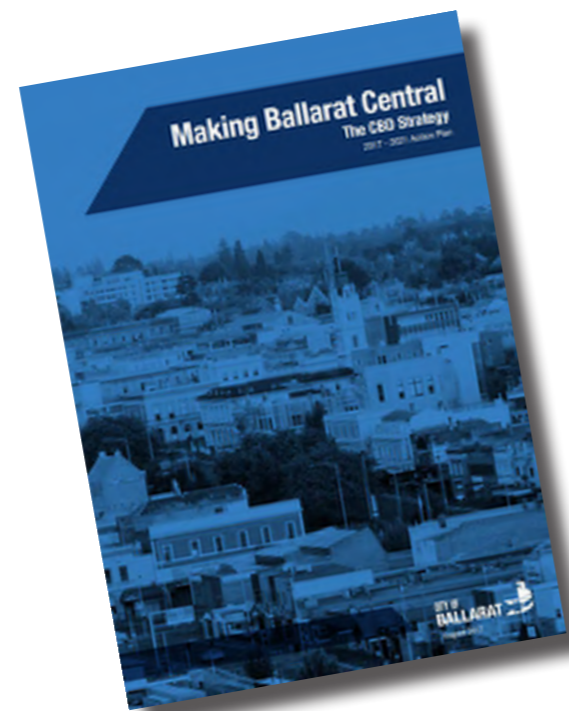


Figure 17 - The CBD Strategy cover (left) and Building Height Map from Page 95 (right) (Source: City of Ballarat)

The **Bakery Hill Urban Renewal Plan (October 2019)** (the 'BHURP') is one example of this, and provides 'more recent' strategic thinking for the subject site and the future of Bakery Hill. It again affirms the suitability of the subject site to accommodate urban renewal, and identifies it as the '**Peel Street Redevelopment**' and as a '**Key Project**'. It states that the subject site has the opportunity to provide new diverse urban pocket parks, residential living a new western gateway building and sustainable living with new canopy cover (at Page 34). It also provides an indicate master plan for the broader street block identifying 3 storey townhouses and an internal street network across the balance and a 3-4 storey gateway apartment fronting Little Bridge Street (Page 49). Refer right. However, whilst relevant, again it is important to note that this document is yet to be formally translated to policy within the Planning Scheme, and currently 'sits outside it'. It serves only as a useful guide to understand the current 'strategic thinking' and intent for the future of the subject site and broader Bakery Hill Urban Renewal Area.



Figure 18 - The Bakery Hill URP cover (top) and Peel Street Redevelopment plan (bottom) and illustration (right) (Source: City of Ballarat)

3.3 Urban Context Summary

In summary, there are many aspects of the subject site's physical and policy context that directly support urban renewal and intensive redevelopment. Specifically, the subject site:

- Is located within the **Ballarat CBD and the Bakery Hill Urban Renewal Area** and within excellent proximity to a range of services, amenities and infrastructure. It represents an ideal opportunity to achieve urban consolidation and infill development within an identified urban renewal area and activity centre.
- Is an **unusually large land holding** where its dimensions are large enough to accommodate improvements to the public realm as well as multiple building footprints.
- Is located within the **C1Z**, which allows for a range of uses (including both dwellings, office and food and drink) residential uses at an appropriate scale to the commercial centre.
- Is located well away from many prominent **Victorian-era CBD landmarks** (such as the Townhall and Station), and is strategically outside of key viewlines to **Mt Warrenheip**. The subject site is consequently able to accommodate taller forms of development without affecting the primacy of existing landmarks and important views.
- Has a **general absence of heritage fabric and a complete absence of any heritage overlays**, and has an opportunity to convert the subject site's existing industrial chimney to a key placemaking element of the subject site and broader Bakery Hill precinct.
- Is located 'off corridor' and down slope from Main Road, which provides a **separation from nearby heritage fabric**. Its location provides an opportunity for a more intense built form outcome without impacting heritage values and arrival experience of Main Road.
- Has an **absence of adjoining residential abutments** that would otherwise constrain a development in terms of visual bulk, overshadowing or overlooking. The nearest residentially zoned and utilised land is located approximately 20.0m east of the subject site across Humffray Street South, and the primary private open spaces of each are located further east again.
- Is located in proximity to **other future development sites** of a similar size and scale and which similarly have the potential to make meaningful contributions to urban renewal and revitalisation. 5 Peel Street South is an example of this, which is located directly west of the subject site and which is currently undergoing a separate process to redevelop.
- Benefits from **back of house vehicle access** from both Porter Street and Bradby's Lane which assists in minimising any detriment to Humffray Street South.

Figure 19 - Aerial photograph of over the subject site looking westward towards the Ballarat skyline



4.0 DESIGN RESPONSE

Clause 15.01-2S and Clause 58.01-3 of the Ballarat Planning Scheme requires any design to explain how it is derived from the urban context of a development site, how it responds to any relevant provision that applies to the land, and how it responds to any relevant housing or urban design policy set out within the Planning Scheme.

Section 4.0 of this document responds by detailing the manner in which the specific design of the proposal responds to the subject site's physical qualities, the physical qualities of its broader urban context, as well as the design-relevant provisions of the Ballarat Planning Scheme.

It should be read in conjunction with the Clause 58 assessment at Appendix A of this document.

4.1 Design Response

Section 4.0 builds upon the preceding physical and policy analysis to document the response of the proposal's approach to massing and architecture. It does this in a way that has regard to the best-practice urban design guidance within the Victorian Urban Design Guidelines, as well as the provisions of Clause 58.01-3 of the Planning Scheme that apply to the proposed residential component.

The Design Response begins with a brief explanation of the subject site's strategic potential to respond to the urban renewal imperatives of the Planning Scheme, before 'unpacking' the design of the proposal through a series of iterative diagrams. In doing so, each diagram is accompanied by a brief explanation of how the proposal has had explicit regard to the physical attributes of the subject site and its broader location within Bakery Hill and the Ballarat CBD.



Figure 20 - Illustrative sketch of the proposal as viewed from Porter Street (Source: Six Degrees Architects)

4.2 Strategic Potential

The strategic potential of the subject site begins with the Bakery Hill Urban Renewal Plan (the 'BHURP'), which acknowledges that both Bakery Hill and the Bridge Mall 'spine' play an important commercial role within the broader Ballarat CBD. It acknowledges that the precinct is in a current state of decline and has historically failed to capitalise on its defining features that support urban renewal, including excellent proximity to services, transport and amenities, and the clear potential of the precinct to accommodate a greater diversity of activities. This is important, as the traditional main streets of Bakery Hill (such as Main Road and Bridge Mall) were once places people came to work and gather, and this role has diminished over time as the City has expanded outward and densified.

The BHURP also acknowledges that there are many underdeveloped landholdings within Bakery Hill that have the potential to catalyse redevelopment and contribute to a high quality future environment, and that many of these properties are generally devoid of heritage fabric and residential interfaces. The subject site is one such property. It states:

'Renewal in Bakery Hill means working with the strengths of the Precinct in an inclusive way. To catalyse change and future proof the Precinct – to simplify the street structure to make it more inviting to all users; to adapt and reuse important heritage places to build a strong sense of identity and to facilitate a shift to new uses and economies that will attract visitors, tourist and residents, whilst promoting sustainability and utilising digital technologies to assist the development of a renewed Bakery Hill Precinct.' (Page 4)



The BHURP also identifies a number of key projects and initiatives that can generate renewed interest and vitality within Bakery Hill, simplify the movement network, improve walkability and cyclability, increase the amount and quality of public open space, promote the redevelopment of heritage buildings, increase housing diversity and mixed use development opportunities and improve the quality and character of streetscapes. The subject site is located within the **Peel Street Key Redevelopment Site**, which is identified as one such project and which is earmarked as a location where redevelopment is anticipated and preferred. It acknowledges that the subject site can produce a more efficient use of land to create a desirable place to work and live, and prescribes a specific built form outcome for both the subject site and broader street block bound by Porter Street, Humffray Street South, Eastwood Street and Peel Street South as part of this. Although the BHURP is yet to be translated into the Planning Scheme, it represents the 'latest strategic thinking' for Bakery Hill and affirms that the subject site has a unique role to play in contributing to urban renewal.

From an urban design perspective, this is perhaps unsurprising given the subject site has a large number of desirable attributes directly support more intensive redevelopment and which positions the subject site as well placed to contribute to the preferred future vision of the BHURP. It is a large landholding located 'off corridor' from the Bridge Mall and Main Road spine, and is of a size that is capable of accommodating multiple building footprints and a diverse mix of uses. It also occupies a strategic location at the eastern terminus of the Bridge Mall spine, which holds the potential for redevelopment of the subject site to act as an eastern 'bookend' to the Ballarat CBD along the Bridge Mall corridor. This, in turn, gives people a reason to journey down the Yarrowee Escarpment from the core of the Ballarat CBD, through Bridge Street and into Bakery Hill.

Importantly, the subject site's close proximity to Main Road also allows the site to make a meaningful contribution to the urban renewal of the 'Main Road subprecinct' in a way that will not jeopardise its heritage fabric or streetscape character. Redevelopment of the subject site will assist in renewing Main Road through the potential for a local resident and worker population in direct abuttal to it.

Perhaps most important, however, is the strategic potential of the subject site in terms of urban renewal sequencing in Bakery Hill. The proposal is effectively the 'first cab off the rank' private market response to the BHURP's urban renewal initiatives, and the subject site's strategic location at the eastern bookend of the Bridge Mall spine (and in close proximity to Main Road) will allow it to meaningfully contribute to the re-activation and renewal of each 'early on' in the urban renewal process. This in turn will assist in generating market conditions for other urban renewal sites to potentially make a similar built form contribution to the BHURP's urban renewal aspirations over time, and collectively build the type of investment required for meaningful precinct-scale urban renewal in Bakery Hill.

Although there are other large development sites within Bakery Hill that are capable of making a substantial contribution toward urban renewal in-principle, the subject site is the only opportunity of scale that is capable of simultaneously activating Main Road and acting as an 'eastern bookend' to Ballarat's CBD along the Bridge Mall spine. This is the strategic potential of the subject site, and it is significant.

Figure 21 - The subject site, adjoining large development sites and Main Road, and their relationship with Sturt Street

4.3 Design Response Summary

1. Bakery Hill Urban Renewal Plan



The BHURP's preferred design results in a number of poor urban design outcomes, including chimney demolition, awkward building footprints, a convoluted road network, shadowed internal parks and a high proportion of garagescape. There are better ways.

2. Chimney Retention



The alternative concept begins with retention of the site's Victorian-era chimney (despite it not being included in a HO). This respectfully acknowledges the European history of Ballarat and perpetually protects a key piece of the 'place' of Bakery Hill.

3. Chimney Setbacks



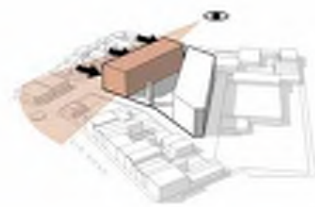
The size of the site allows for significant building setbacks and 'breathing space' around the retained chimney, which will further respect the site's history and allow it to be visible and appreciated 'in the round'.

4. Height Outside of Viewsheds



The site is located outside of key views from the Ballarat CBD toward the silhouette of Mount Warrenheip, including along the Sturt Street and Dana Street axes. It presents an opportunity to achieve new, mid-rise infill development without impacting views.

5. Landmark Viewline Setbacks



Modest building setbacks to Humffray Street S will protect axis views along the street toward the spire of St Paul's Anglican Church. It will allow the spire to retain visual primacy as a local landmark, which in turn will protect the 'place' of Bakery Hill while also assisting with local orientation and navigation.

6. Scale Reduction to Dwellings



The scale of built form to Humffray Street S is further modulated in acknowledgement of the presence of residentially-zoned dwellings on the opposing side of the street. Increased setbacks and restrained building height achieves a discernible sense of built form modulation and articulation.

7. Considered Scale to North



Built form within the north of the site is designed to ensure that scale does not overwhelm heritage fabric on Main Road, whilst also maximising solar penetration into a new public space (centred around the retained chimney). Building erosions also maximise the visibility of the retained chimney on approach from the west.

8. Height Opportunity in Core



The size of the subject site - combined with its strategic location outside of key viewsheds and absence of sensitive residential abutments - creates an opportunity to further respond to the urban infill imperatives of the BHURP through slightly taller built form within the core of the site.

9. Interface Response



The width and breadth of the subject site's surrounding public realm interfaces (including Porter Street and Bradby's Lane) does not require further setbacks for equitable development. On-boundary and benign construction to the rear anticipates future development to the site's south.

10. Rear Loaded Car Movements



All vehicle movements occur at the rear of the site in a way that creates an opportunity to maximise the provision of new public open space within the north. Pedestrian/vehicle conflict is minimised, and considered car park locations (including basement) avoids dominating key surrounding streets.

11. Significant Public Realm Offering



Significant public realm offerings are proposed, including a new plaza centred on the retained chimney, a significant contribution to the pedestrianisation of Porter Lane, the widening of key footpaths, and significantly enhanced activity and activation both locally and within Bakery Hill more broadly.

12. High Quality Architecture



The architecture of the proposal draws upon the site's local context and vernacular to create a deserving precedent for other future developments within Bakery Hill to follow.

4.4 Bakery Hill Urban Renewal Plan

The BHURP identifies the subject site as a key opportunity for urban renewal, and provides the specific vision for it shown below. However, whilst useful, this approach is one of a number of potential design scenarios for redevelopment of the subject site, and it is not the only design possibility.

There is potential for alternative design responses, which is reinforced by the fact that the BHURP's indicative design concept will result in a range of poor urban design outcomes. For example, it does not appear to contemplate retention of the existing industrial chimney on site (which is perhaps to be expected given the absence of a Heritage Overlay) and there is a risk that slavish adherence to the BHURP's vision will demolish it to the detriment of local character. The BHURP also envisions a very fine-grained movement network throughout the subject site comprised of a series of 'microblocks', which are awkward in dimension and which would result in a convoluted and confusing public realm movement network.

The BHURP's desire for a series townhouses on the subject site is also relevant, as the townhouse typology will inevitably result in a crossover and garage *per townhouse*, and the consequent proliferation of both to the local street network at the expense of achieving a high quality public realm. The BHURP's envisioned three storey scale for envisioned townhouses is also notable, as it is a building scale that is more consistent with a 'GRZ' level of change as opposed to a C1Z-zoned 'Identified Urban Renewal Area' level of change.

Finally, the BHURP indicatively identifies several indicative public open spaces opportunities throughout the subject site, which are buried deep within the precinct and where they are less likely to be legible and utilised and more likely to be perpetually overshadowed by future built form.

From an urban design perspective, there are far better ways to respond to the development potential of the subject site and achieve the type of meaningful urban renewal anticipated for Bakery Hill. The following diagrams articulate one such way.

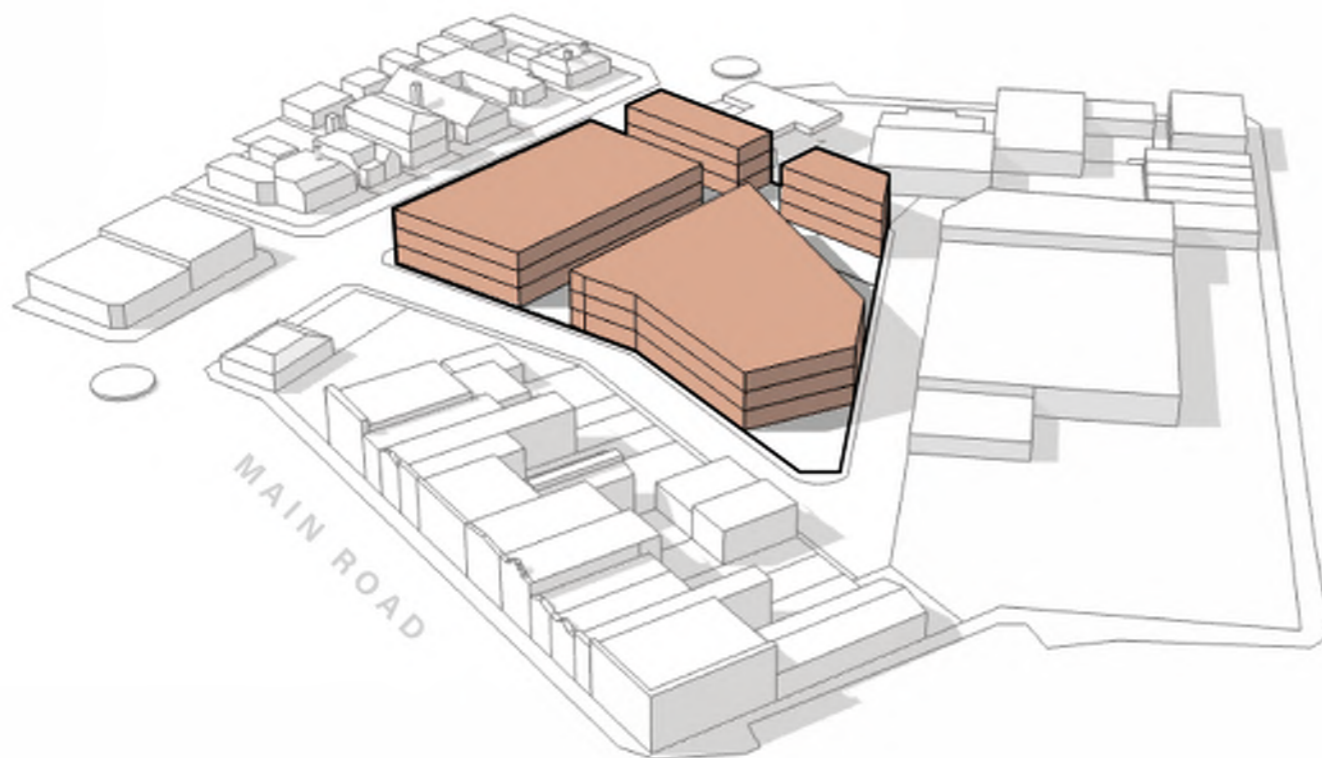


Figure 23 - Bakery Hill Urban Renewal Plan

The BHURP's preferred design results in a number of poor urban design outcomes, including chimney demolition, awkward building footprints, a convoluted road network, shadowed internal parks and a high proportion of garagescape. There are better ways.



Figure 24- BHURP recommended siting and building heights for the subject site (black outline) and broader street block (Source: City of Ballarat)

4.5 Chimney Retention

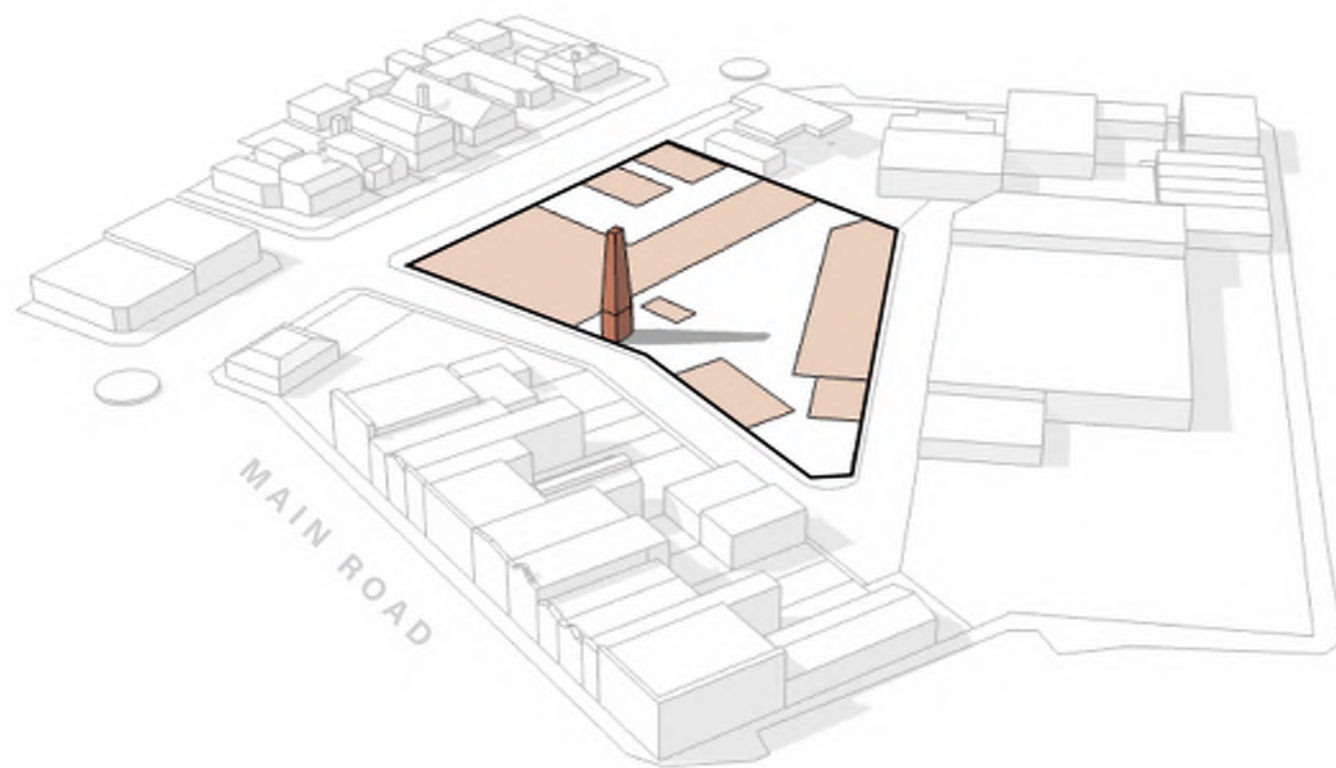


Figure 25 - Chimney Retention

The alternative concept begins with retention of the site's Victorian-era chimney (despite it not being included in a HO). This respectfully acknowledges the European history of Ballarat and perpetually protects a key piece of the 'place' of Bakery Hill.

The absence of a Heritage Overlay is one of the many features of the subject site that positions it as an ideal candidate for urban renewal. However, it is also 'good design practice' for any redevelopment of it to have regard to the existing site conditions and local context. In this sense, there is a real design opportunity for redevelopment to retain certain aspects of the subject site's existing built form condition if doing so protects and celebrates a key piece of the local Bakery Hill context.

The proposal does this. It seeks to retain the existing Victoria-era industrial chimney located towards Porter Street as a fundamental aspect of the proposal's urban design approach, which is an approach that will result in a range of urban design benefits. For example, chimney retention will instil a distinct 'sense of place' into the design of the proposal and provide a reference to the industrial past of the subject site. It will also allow the proposal to engage with the broader European history of Bakery Hill and Ballarat more broadly;

a story that stems back to 1862 when Robert Sim took over the operation of the steam powered timber mill on the subject site. Refer below. It also has the potential to act as a 'placemaking tool' that will assist in local public wayfinding and in emphasising the uniqueness of the subject site.

Whilst the subject site's existing industrial chimney is arguably not of the same importance of prominence of some of Ballarat's other Victorian-era landmarks (ie. the Ballarat Town Hall or Railway Station), its retention will allow it to continue to function as a landmark at the 'local scale' in a way that is similar to the spire of St Pauls Anglican Church or the tower of the Ballarat East Fire Station.

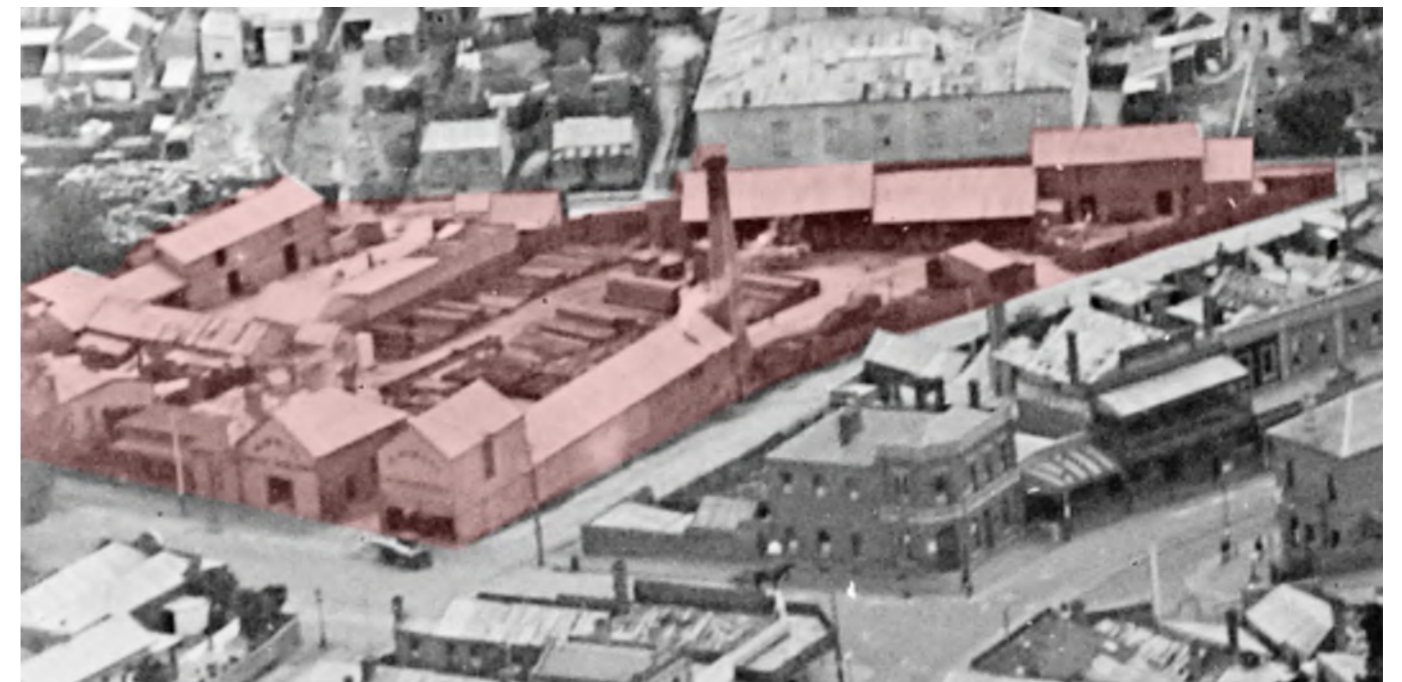


Figure 26 - Historic aerial photograph of the subject site (Source: Bryce Raworth Heritage)

4.6 Chimney Setbacks

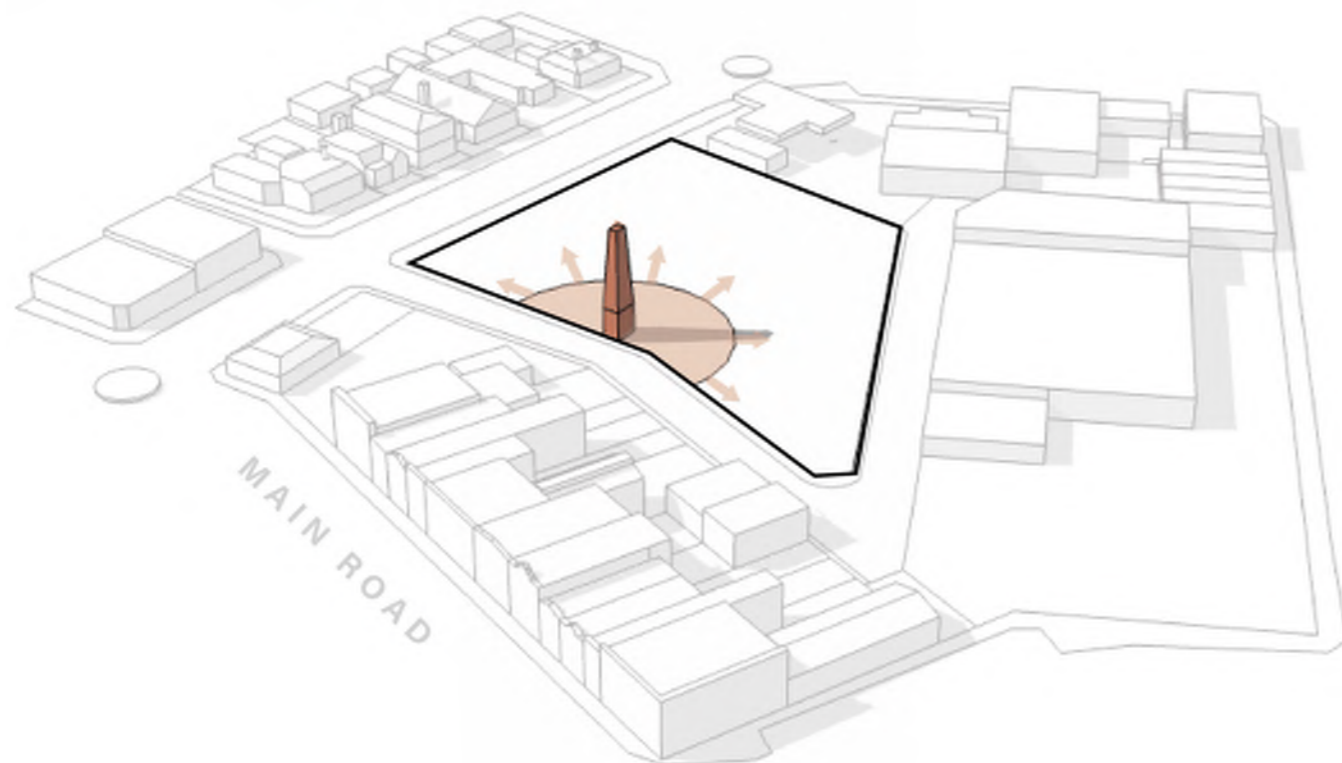


Figure 27 - Chimney Setbacks

The size of the site allows for significant building setbacks and 'breathing space' around the retained chimney, which will further respect the site's history and allow it to be visible and appreciated 'in the round'.

Whilst chimney retention is important from an urban design perspective, the siting of new buildings around it is equally important. Buildings sited 'too close' to the retained chimney hold the potential to dilute the significance and visibility of it.

In response, the proposal's new built form incorporates substantial setbacks from the retained chimney to allow for a sense of 'spaciousness' and 'breathing space' around it. In doing so, it seeks to ensure that the chimney is read 'in the round' as a central focal point of the proposed redevelopment, and is not crowded or overwhelmed by newer surrounding buildings. The case study below (the Former Australian Liquorice Factory in the Melbourne suburb of Brunswick) is an example of the design approach now opposed, in that it too retained a chimney as a central focal point of new redevelopment to the broader benefit of the public.

The chimney's specific location within the subject site is also relevant, as it combines with the subject site's large size and unusual 'splay' toward Porter Street to emphasise it. As a consequence, the subject site and approach to chimney retention lends itself to the emergence of two separate building footprints on site with substantial inter-building separation (one sited toward both Humffray Street South and the other toward Bradby's Lane), which will again emphasise the retained chimney by 'framing' views to and from it.

Figure 28 - Precedent imagery of the Former Australian Liquorice Factory Redevelopment, Brunswick (Source: Fieldwork Architects)



4.7 Height Outside of Viewsheds

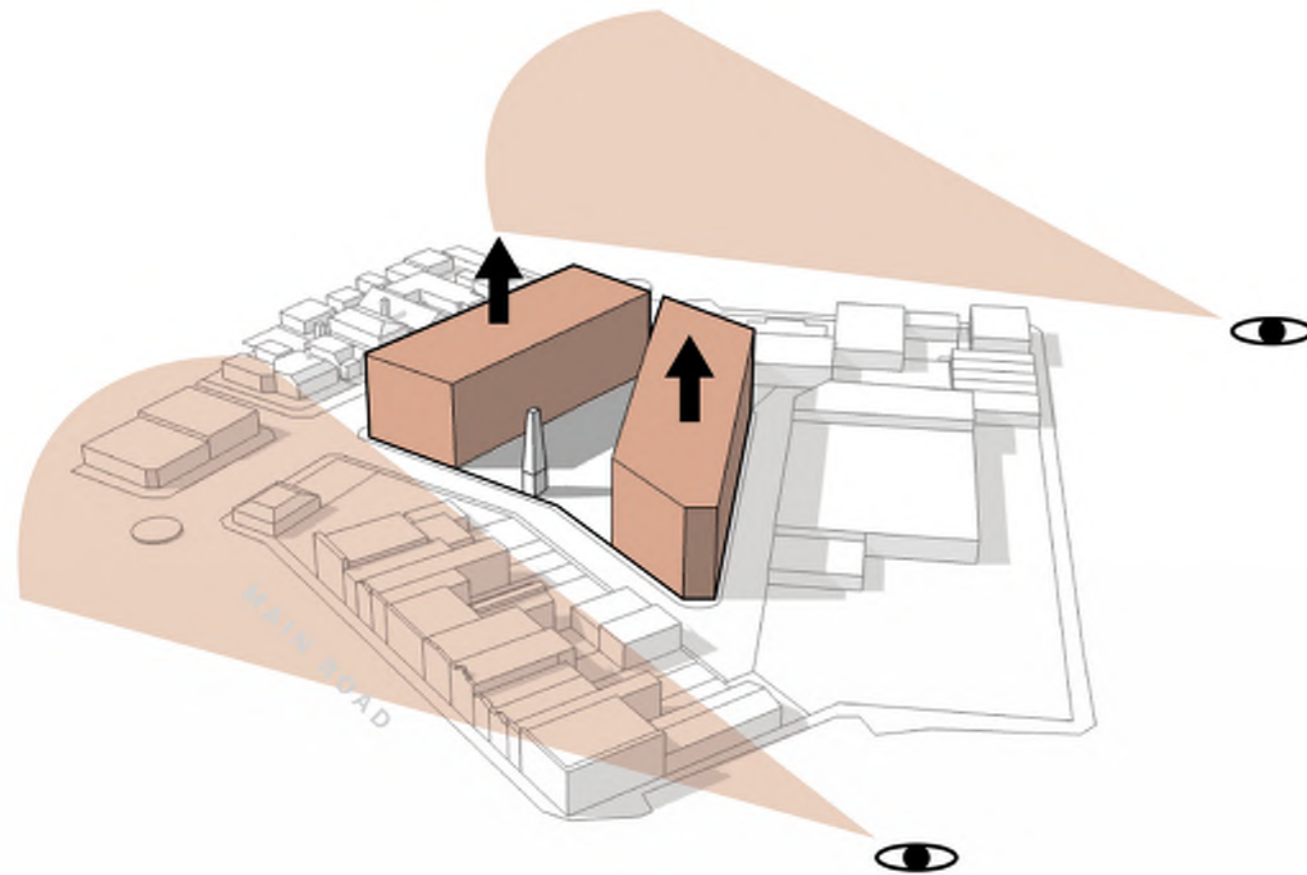


Figure 29 - Height Outside Viewshed

The site is located outside of key views from the Ballarat CBD toward the silhouette of Mount Warrenheip, including along the Sturt Street and Dana Street axes. It presents an opportunity to achieve new, mid-rise infill development without impacting views.

At the 'city scale,' a defining feature of Ballarat's skyline are views toward recognisable landmarks and features. These are both built and natural, and include many Victorian-era spires and towers within the CBD (atop the Yarrowee Escarpment) as well as toward natural landmarks like Mount Warrenheip along key public realm axes (such as Sturt Street and Dana Street). The formality of these views can be distinguished from other types of views like those that may exist from the CBD toward Mount Buninyong, which tend to be opportunistic views only across the private realm (as different from the public realm).

Clause 21.06 of the Planning Scheme and the CBD Strategy both speak of the importance of views and vistas. At this relates to the subject site, it is the potential impact of development on existing viewsheds toward Mount Warrenheip that are most pertinent from an urban design perspective. This is because the subject site is well-separated from Victorian-era towers and spires within the Ballarat CBD to the west, and because there are no significant aspects toward Mount Buninyong through the subject site.

The analysis overleaf assesses the relationship of the subject site to the silhouette of Mount Warrenheip, in key views along the Sturt Street and Dana Street axes. Each view is taken 'upslope' atop the Yarrowee Escarpment at the intersection of each street with Lydiard Street South.

From this it is clear that the subject site is located outside of key viewsheds in both views, and that views toward the subject site along each axis are across private sites that are similarly subject to the urban renewal imperatives of the Planning Scheme (and are expected to accommodate future redevelopment in pursuit of it). This is particularly so in views from Dana Street, in which any visibility of the subject site will be obscured by future development of the supermarket sites on Little Bridge Street/Eastwood Street over time.

Each view confirms that the subject site presents an opportunity to achieve a greater intensity of built form and taller building heights as a contribution toward the urban renewal imperatives of the BHRUP, in a way that will avoid obscuring key views toward Mount Warrenheip from the Ballarat CBD.



Figure 30 - View from the intersection of Lydiard Street/Dana Street looking eastward towards Mt Warrenheip

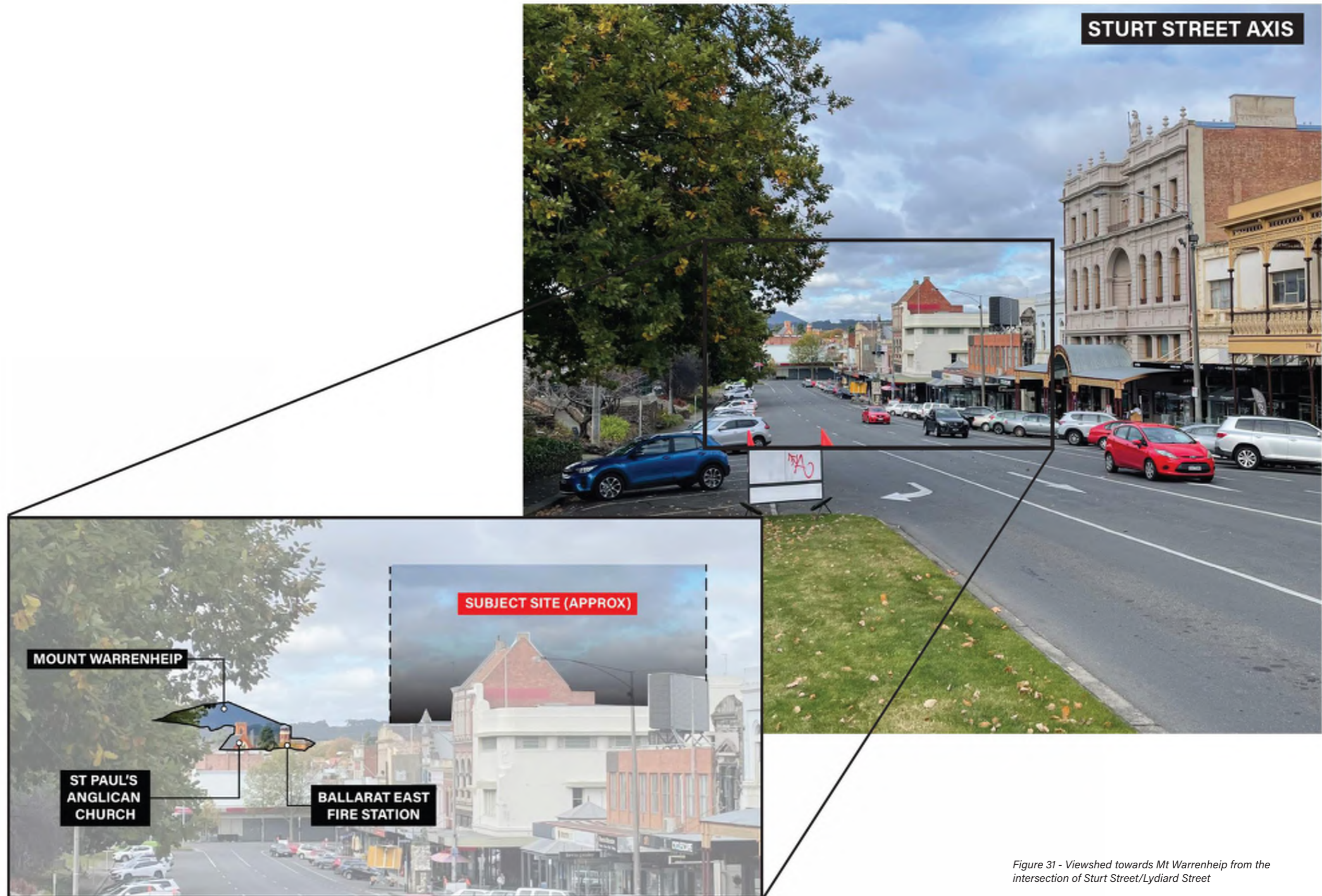


Figure 31 - Viewshed towards Mt Warrenheip from the intersection of Sturt Street/Lydiard Street

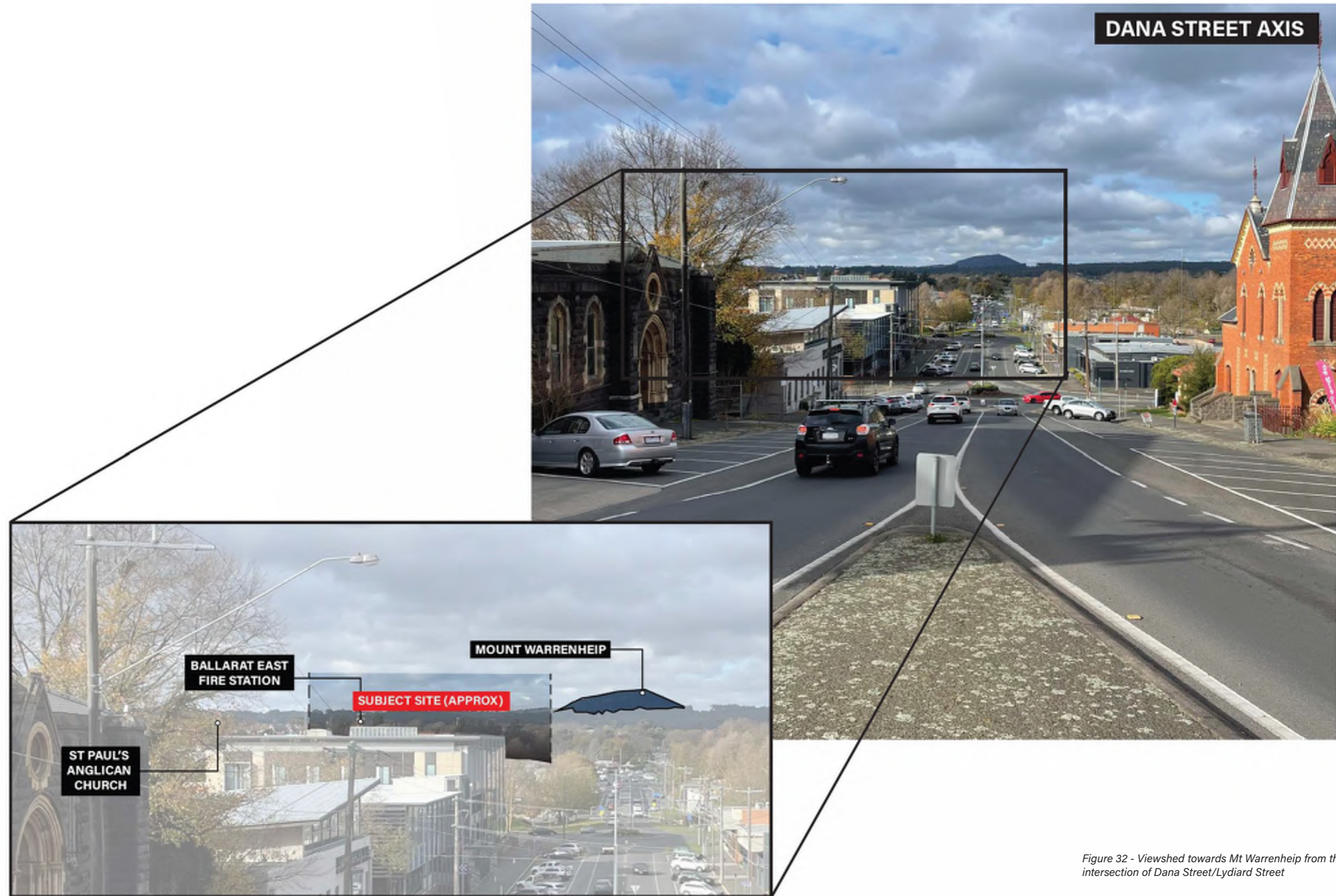


Figure 32 - Viewshed towards Mt Warrenheip from the intersection of Dana Street/Lydiard Street

4.8 Landmark Viewline Setbacks

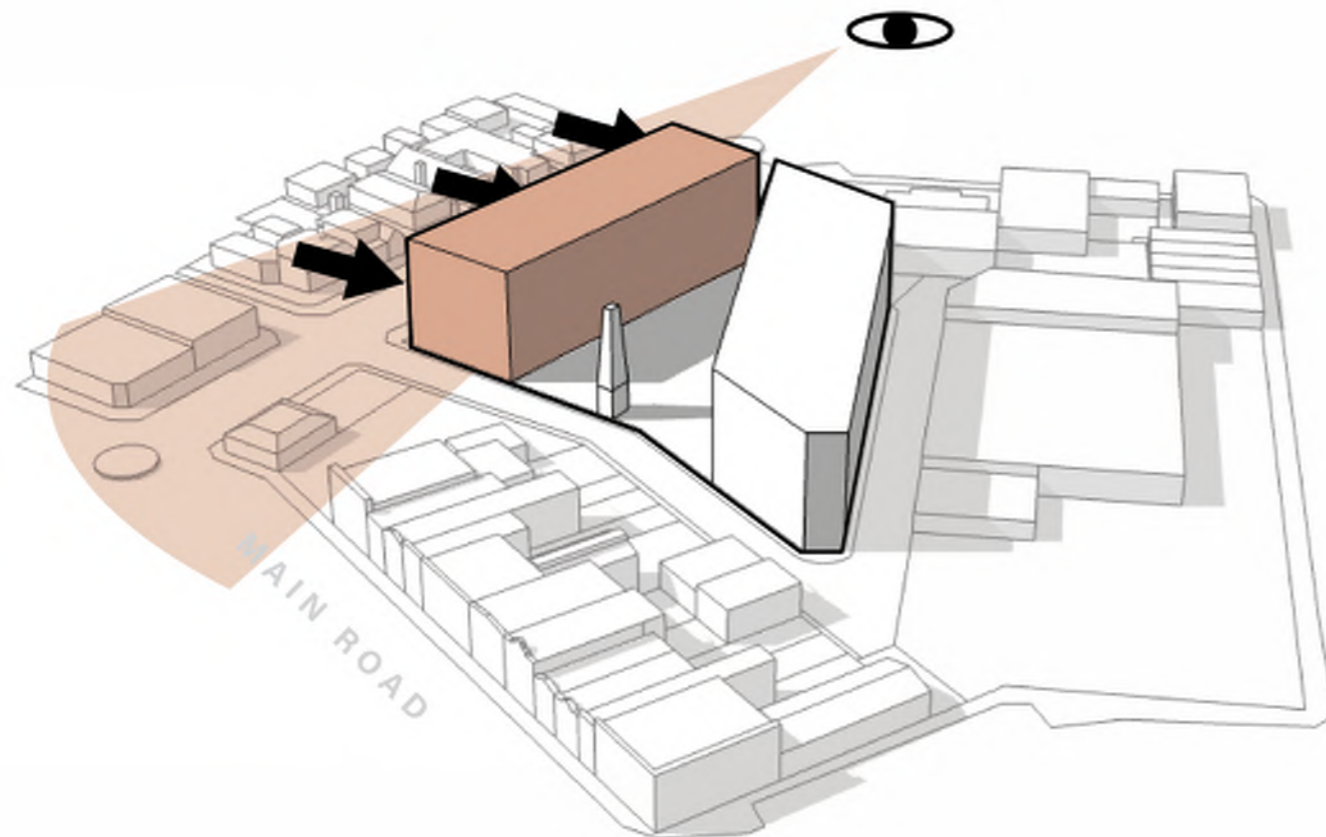


Figure 32 - Landmark Viewline Setbacks

Modest building setbacks to Humffray Street S will protect axis views along the street toward the spire of St Paul's Anglican Church. It will allow the spire to retain visual primacy as a local landmark, which in turn will protect the 'place' of Bakery Hill while also assisting with local orientation and navigation.

Moving from the 'city scale' to the 'local scale', there are a number of local landmarks within Bakery Hill and Ballarat East that contribute to the character and image of the area. This is so despite no local landmarks being formally identified within the Planning Scheme or CBD Strategy, and include the tower of St Pauls Anglican Church (at 1A Humffray Street South) and the Ballarat East Fire Station (at 22 Barkly Street). Refer below.

In response, the subject site bears no spatial relationship to the spire of the Ballarat East Fire Station as it is well separated from it and is not 'read' in conjunction with it. However, the spire of the St Pauls Anglican Church is evident in northerly views along Humffray Street South, and effectively terminates views on approach along it from further south.

In response, the proposal has been designed to set back new built form from the northeast of the subject site (corner of Humffray Street South and Porter Street) so as to avoid intruding upon the silhouette of the St Paul Anglican Church's spire in streetscape views along Humffray Street South. The proposal also incorporates a reduction in building height where closest to Humffray Street South to gesture to the proportions and presence of the St Pauls Anglican Church spire.

The urban design benefits of this approach are in many ways similar to the proposal's intention to retain the existing chimney on the subject site, in that it will assist in wayfinding throughout the Bakery Hill Precinct in a way that also respect a key part of the European heritage of Bakery Hill. Importantly, setting back built form from Humffray Street South and Porter Street will assist in widening the footpath of each street and contributing to a more spacious and pedestrian-friendly urban environment.

Figure 33 - Relationship between the subject site and St Pauls Anglican Church as viewed along the western footpath of Humffray Street South



4.9 Scale Reduction to Dwellings

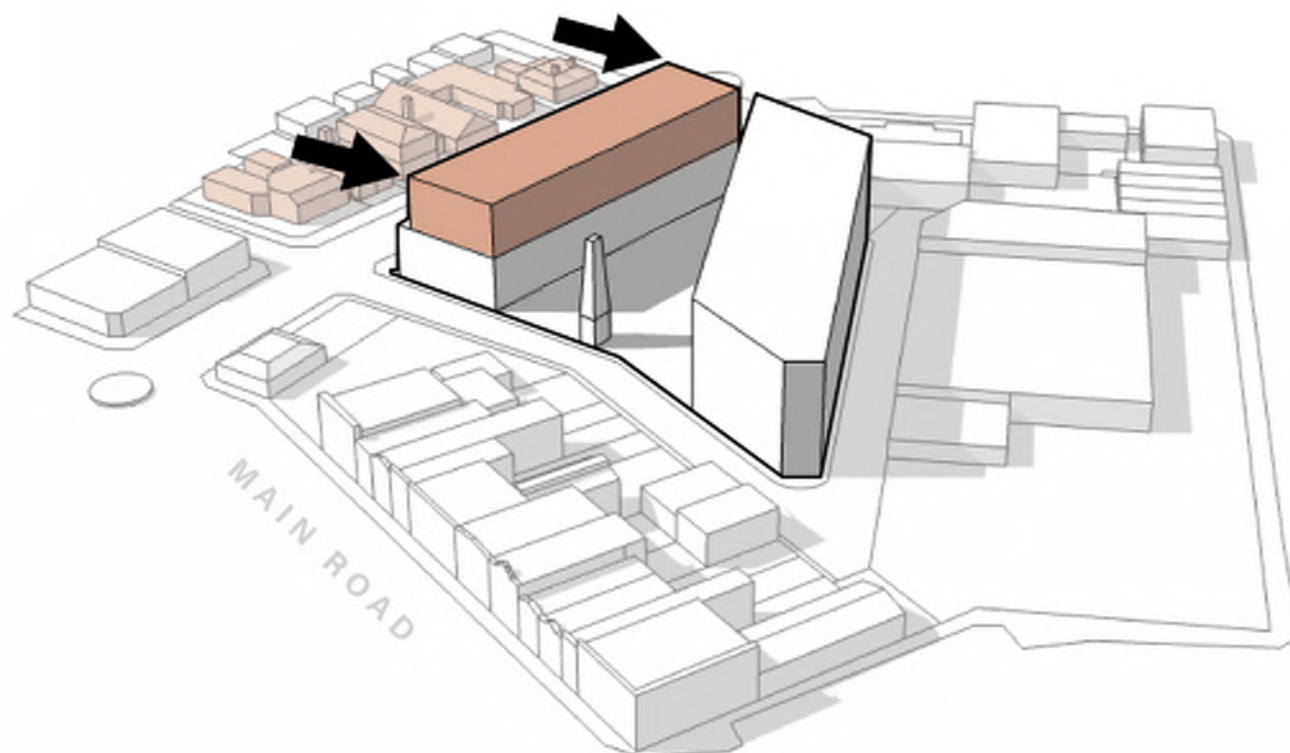


Figure 34 - Scale Reduction to Dwellings

Earlier analysis highlighted the fact that the subject site is a 'peninsula site' with three street frontages and an absence of direct residential abutments, which are attributes that work in favour of more intensive urban renewal. However, again it is 'good design' to have regard to reasonable amenity impacts upon residentially-zoned and utilised properties, noting that the subject site is located opposite a number of residentially-zoned and utilised properties on the eastern side of Humffray Street South (101-113 Humffray Street South).

In response, the design of the proposal's office building does not seek approval to 'rise sheer' to Humffray Street South, but instead seeks approval for a modulated built form outcome that incorporates various built form setbacks and proportions. It incorporates a triple storey streetwall to Humffray Street South that varies in height between approximately 10m-14m (and with minimum 2.0m setbacks of all built form above), which will 'break down' the visual mass of the proposal where opposite existing dwellings and combine with the approximate 20.0m width of Humffray Street to lessen its visual impact as viewed from the east.

In terms of specific amenity impacts on eastern opposing dwellings, it is also important to note that each dwelling is primarily oriented in an east-west direction and that the secluded private open spaces of each are located toward the rear of each property. This is relevant, as it means the primary aspect of each is towards the east (away from the subject site) and will ensure that the most sensitive aspects of each will continue to be well-separated from the proposal. As a consequence, no aspect of the proposal will result in overlooking of a residential sensitivity within 9.0m horizontal, no aspect of the proposal will overshadow any secluded residentially-zoned private open space between 9.00am and 3.00pm at the Equinox, and no aspect of the proposal will result in unreasonable visual bulk outcomes. This is so despite all dwellings being similarly included in the BHURP and similarly expected to make a future built form contribution to urban renewal over time.

Although the proposal will be visible from aspects of these properties (including front yards), the extent of the proposal's visibility must be tempered by reasonable expectations for development in C1Z-zoned land in an identified urban renewal area. The Planning Scheme seeks change and development of the subject site as the principal design driver for it (as opposed to retention of the subject site's existing built form condition), and expectations of building visibility on the subject site must reasonably be tempered accordingly.

The scale of built form to Humffray Street S is further modulated in acknowledgement of the presence of residentially-zoned dwellings on the opposing side of the street. Increased setbacks and considered building height achieve a discernible sense of built form modulation and articulation.



Figure 35 - Streetscape photomontage of the eastern side of Humffray Street South

4.10 Considered Scale to North

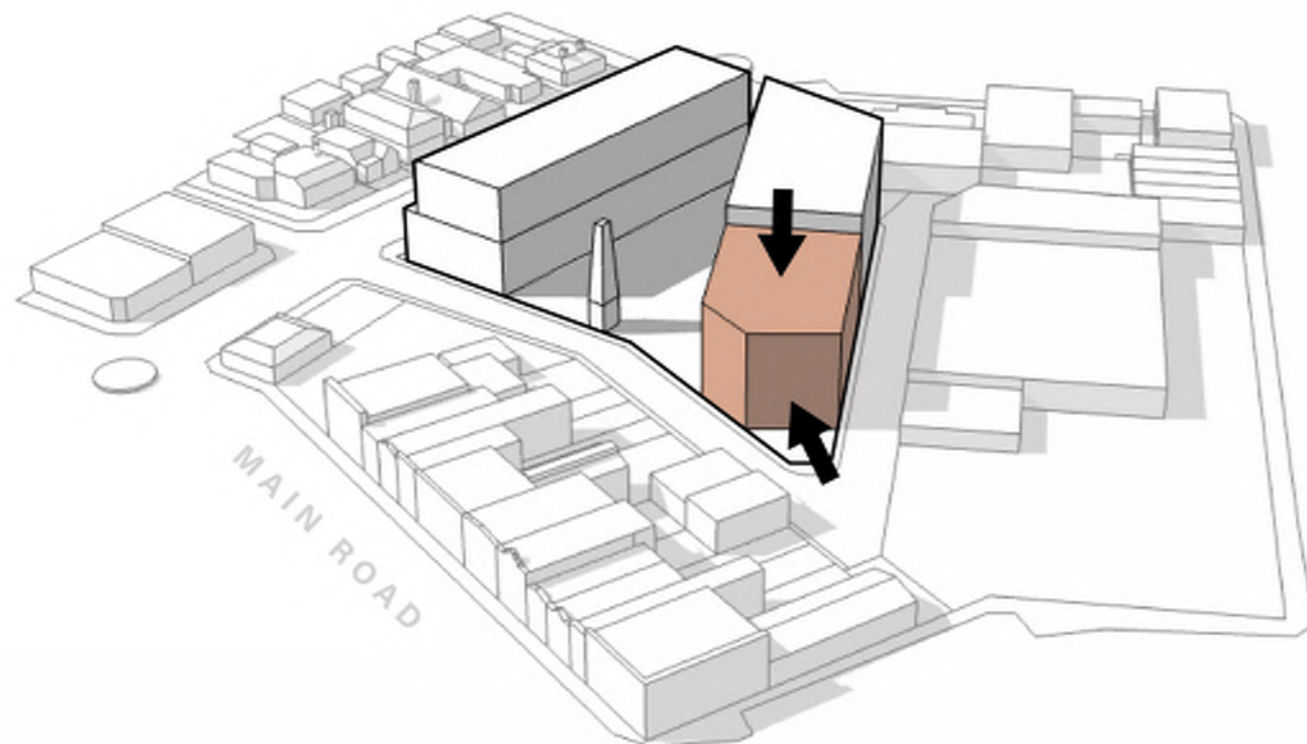


Figure 36 - Height Reduction to North

Built form within the north of the site is designed to ensure that scale does not overwhelm heritage fabric on Main Road, whilst also maximising solar penetration into a new public space (centred around the retained chimney). Building erosions also maximise the visibility of the retained chimney on approach from the west.

Main Road is a key attribute of Bakery Hill and the Ballarat CBD (where between Little Bridge Street and Humffray Street South), and the consistency in heritage fabric within it contributes to a distinct sense of place at the local level. The importance and consistency of it is also recognised under Heritage Overlay Schedule 176 (HO176), Schedule 94 (HO94) and Schedule 93 (HO93). Although the subject site is not included within a Heritage Overlay itself (and is not included in the same precinct Heritage Overlay as Main Road), it is again 'good design' to have acute regard to the potential visual impact of the proposal upon the Main Road streetscape and its heritage values.

The diagrams overleaf explore this principle, and undertake a sightline analysis of the proposal's residential building in views from both Main Road and Humffray Street South further beyond. Each confirms that the design of the proposal will not be visible beyond the existing heritage fabric along the southern side of each street, as a consequence of the proposal's intention to restrain height to a maximum of seven storeys at the intersection of Porter Street and Bradby's Lane. It is an outcome that is directly responsive to Clause 21.06 that seeks 'to protect heritage places, including through maintaining the visual prominence of heritage buildings and landmarks.'

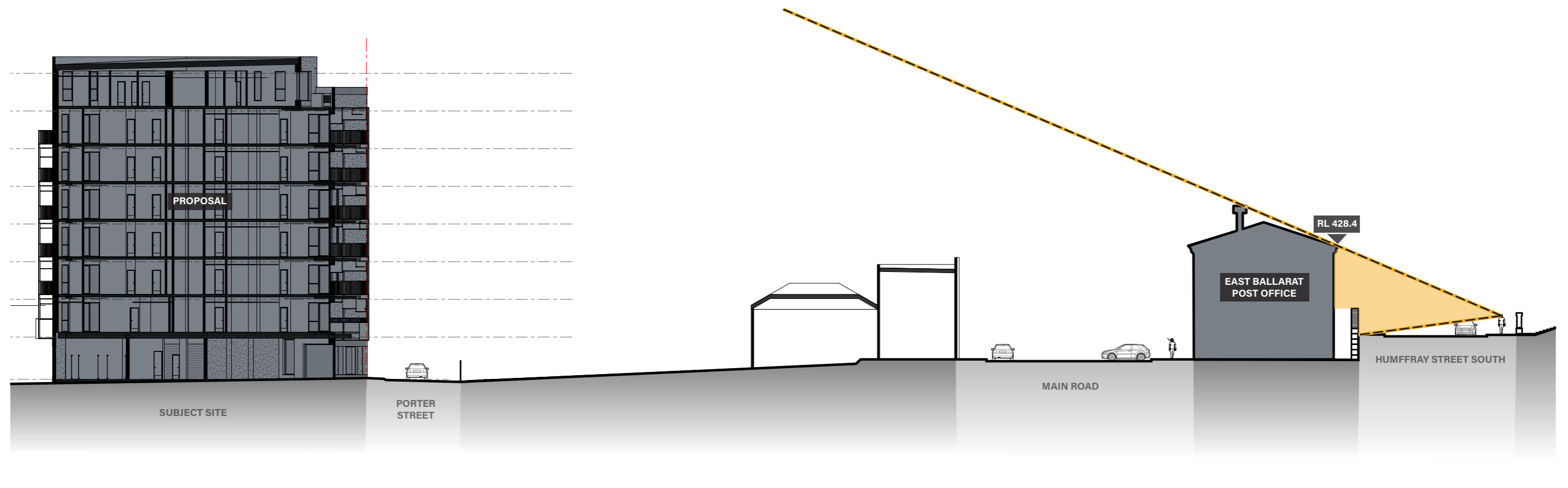
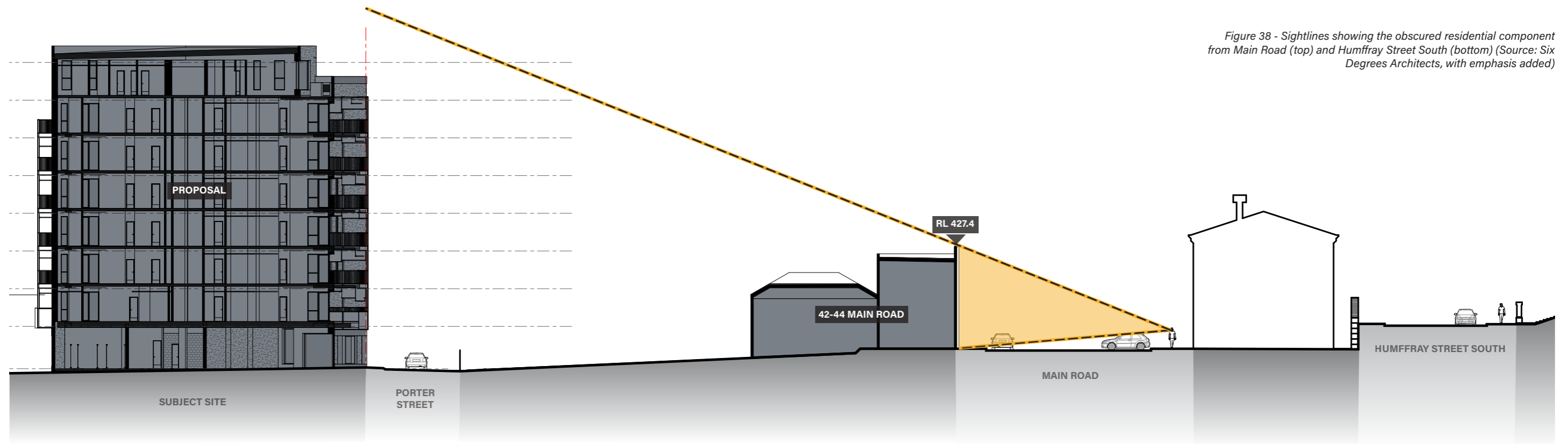
Also relevant is the fact that there are properties on Main Road and Humffray Street South that do not have heritage significance (including the at-grade car park on Main Road immediately north of the subject site at 46 Main Road, Bakery Hill), as that these properties are similarly subject to the urban renewal aspirations of the Planning Scheme. The same observation also applies to properties on Main Road that do have heritage fabric, as many of them have rear access to Porter Street and could potentially be redeveloped toward their rear and achieve future height without impacting upon streetscape views from Main Road. Each observation supports a view that properties on Main Road itself are also likely accommodate future forms of development over time, albeit at a lesser scale compared to that which is possible on and proposed for the subject site.

There is also no question that there will be views toward the proposal through the existing at-grade car park at 46 Main Road and above the existing built form condition of 48 Main Road. However, each are short term views only, as they are clear future development site where even double storey redevelopment will be sufficient to obscure views toward the proposal from Main Road. The architecture of the proposal embraces the short term visibility from this aspect and is discussed separately shortly.



Figure 37 - Streetscape photomontage of the southern side of Main Road

Figure 38 - Sightlines showing the obscured residential component from Main Road (top) and Humffray Street South (bottom) (Source: Six Degrees Architects, with emphasis added)



4.11 Height Opportunity in Core

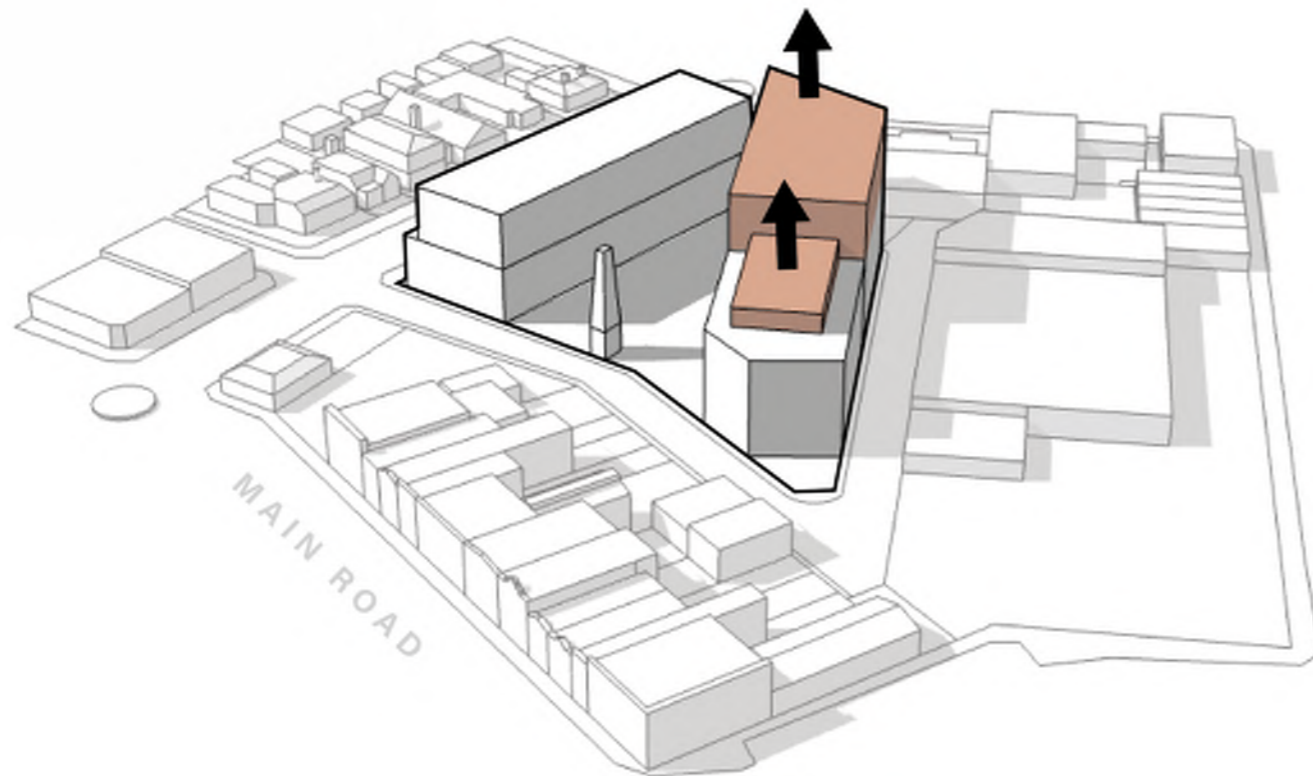


Figure 39 - Height Opportunity in Core

The size of the subject site - combined with its strategic location outside of key viewsheds and absence of sensitive residential abuttals - creates an opportunity to further respond to the urban infill imperatives of the BHURP through slightly taller built form within the core of the site.

The subject site is a large, precinct-scale urban renewal opportunity with certain physical and policy attributes that support taller building forms. It enjoys significant policy support for change under the current provisions of the Planning Scheme, which seek higher density development within identified urban renewal (at Clause 21.02) and which acknowledge that large sites outside the Heritage Overlay in Bakery Hill can accommodate future development in the order of six storeys (ie. the CBD Strategy). The subject site is also not subject to any particular height control within the Planning Scheme, and this fact distinguishes it from other commercially-zoned properties within Bakery Hill that are (such as those that exist within Bridge Mall under DDO1).

In terms of physical attributes, the subject site is well-separated from key view lines and is one of a small number of development opportunities in Bakery Hill and the CBD that can be meaningfully developed without impacting upon key views and vistas. It also sits downslope from other aspects of the CBD and Ballarat more broadly, which mitigates the visibility of taller built form on the subject site in longer range 'skyline views' toward it. These realities stand in addition to more obvious physical characteristics of the subject site, including the general absence of heritage fabric and the absence of direct residential abuttals afforded amenity protection by the Planning Scheme.

In determining an appropriate potential building height for the subject site, it is relevant to contemplate the emerging built form character of the Ballarat CBD and policy aspirations for it. Although the CBD of Ballarat has historically been developed at a relatively low scale, it is incrementally accommodating slightly taller forms of more recent development and already a number of recent developments and approvals are giving rise to an emerging 'mid-rise scale' of development. Examples of this including the GovHub Building (approximately 25m high), the 'Lyon Place' development (approximately 23m high), that which is both proposed at 31 Field Street (approximately 24m high, and which was approved as such in 2009), that which is approved at 11A Grenville Street North (approximately 20m high), and that which is

sought by the CBD Strategy for sites similar to the subject site in Bakery Hill (six storeys, or up to 24m for commercial buildings).

The height of the proposal responds to this. At a maximum scale of seven to eight storeys (or approximately 28.2m [residential building] to 29.5m [office building]), the height of the proposal will be broadly consistent with the emerging mid-rise scale of other recent development within Ballarat's CBD on a site that is clearly distinct and capable of accommodating greater intensities of built form. Importantly, at the height proposed, the proposal will:

- Integrate with the general '**mid rise**' scale of emerging building heights evident elsewhere in the Ballarat CBD.
- Respond to the **size of the subject site** and its clear ability to accommodate taller building heights.
- Avoid obscuring any identified or important **viewline** to built or natural landmarks.
- Avoid resulting in any unreasonable overshadowing or visual bulk impact on abutting **residential sensitivities**.
- Avoid **overshadowing any streetscape** or public asset in which higher levels of solar access would be reasonably expected, such as a park, Main Road or Bridge Mall.
- Be tempered by the subject site's location '**downslope**' relative to other aspects of the Bakery Hill urban renewal area (and beyond).
- Avoid overwhelming any identified **heritage** fabric on the subject site.
- Not contravene any set **height control** for the subject site within the Planning Scheme.

Instead, the proposal's maximum height has been designed to 'take its cues' from the physical and policy context of the subject site and make a meaningful contribution to the urban renewal imperatives of the BHURP and Planning Scheme on a site that can comfortably and strategically accommodate it.

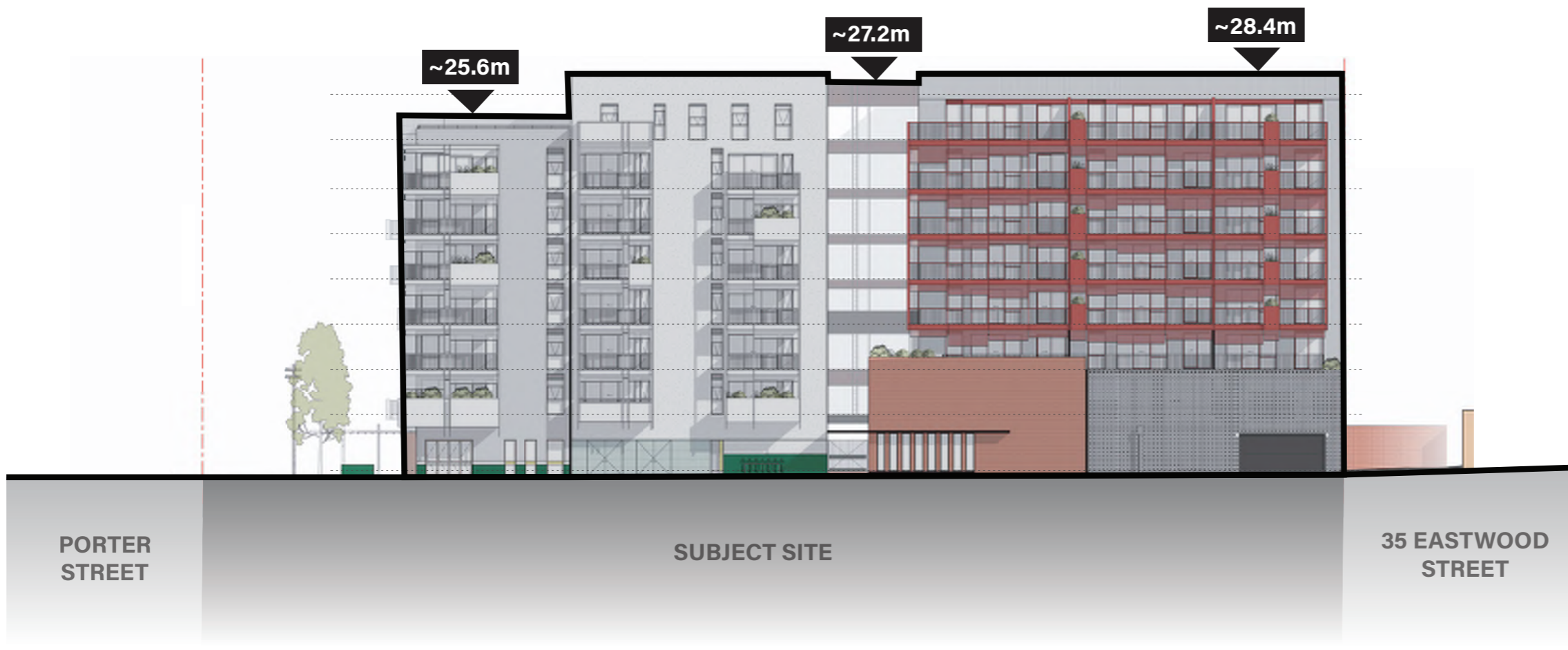
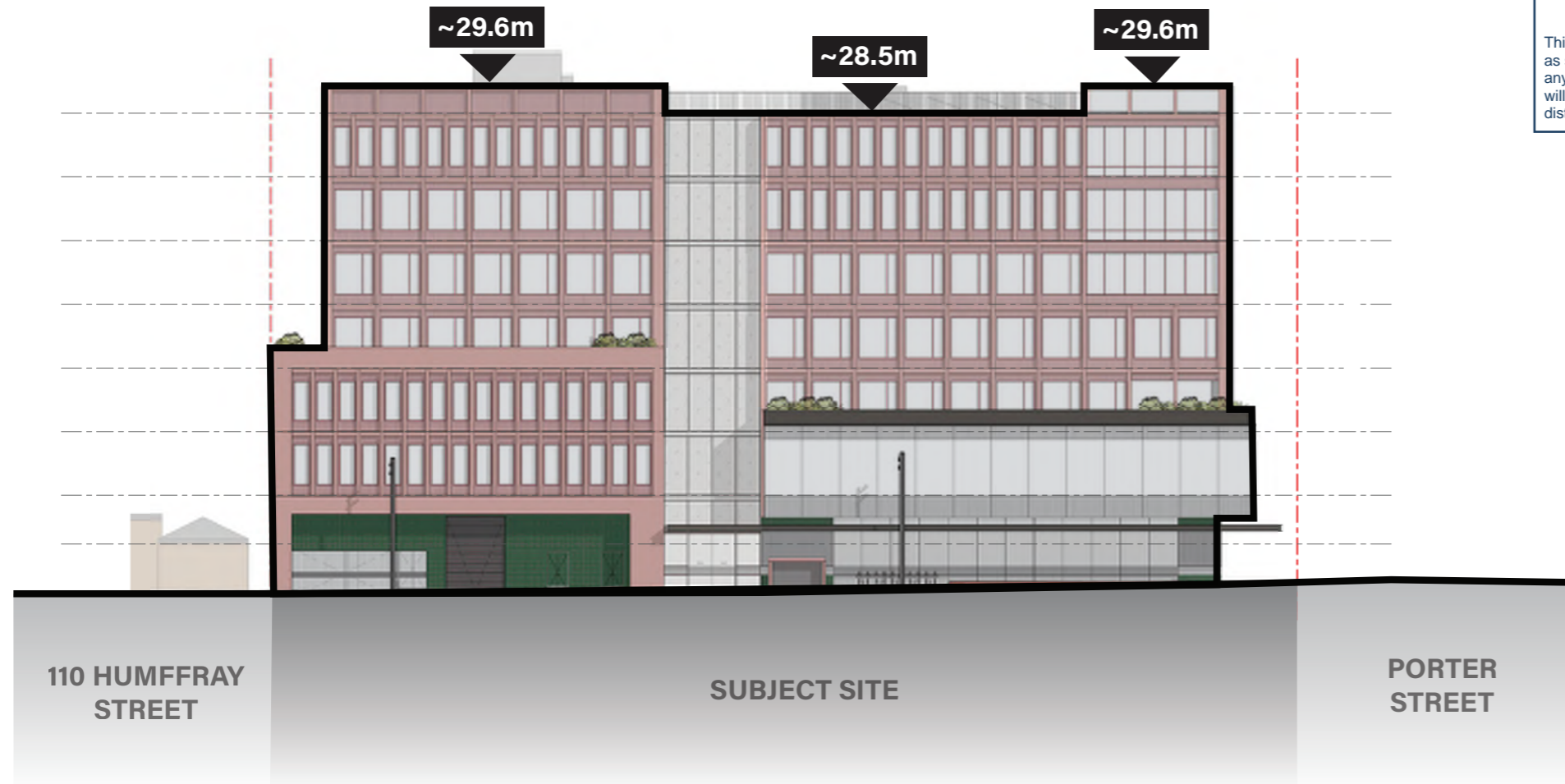


Figure 40 - Height diagrams showing maximum building heights of the proposed office building (top) and apartment building (bottom) (Source: Six Degrees Architects, with emphasis added)

4.12 Interface Response

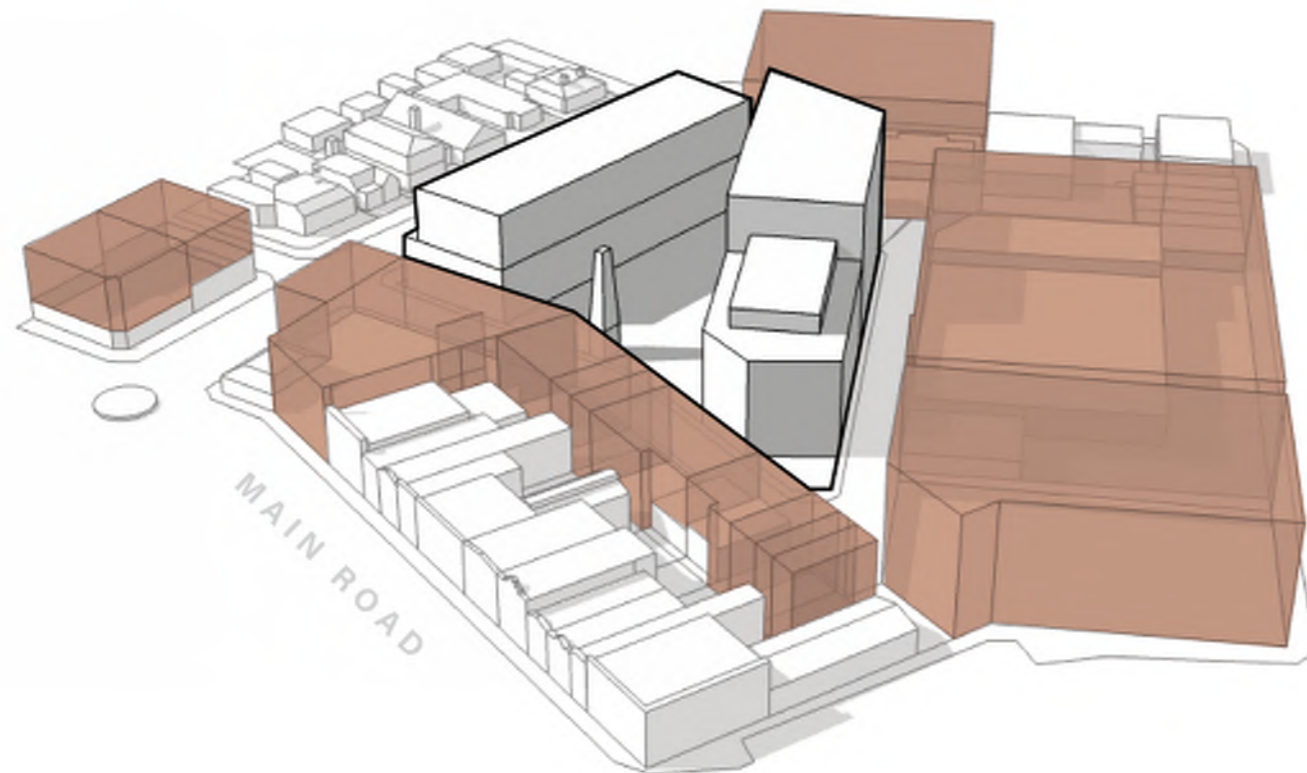


Figure 41 - Interface Response

The width and breadth of the subject site's surrounding public realm interfaces (including Porter Street and Bradby's Lane) does not require further setbacks for equitable development. On-boundary and benign construction to the rear anticipates future development to the site's south.

Each of the subject site's surrounding interfaces to the north, south and west are similarly C1Z-zoned and included in an identified Urban Renewal Area under the BHURP. Each can therefore be reasonably expected to accommodate a future form of development that responds to this. The consideration of equitable development toward each is therefore an important urban design driver for any redevelopment of the subject site, especially within the broader context of Objective 5.1.3 of the Victorian Urban Design Guidelines that seeks 'to ensure buildings in activity centres provide equitable access to daylight and sunlight' for buildings in identified Activity Centres.

The diagram overleaf articulates a likely future development scenario for each of the subject site's surrounding interfaces. Beginning with **Bradby's Lane to the west**, the proposal seeks to build sheer to Bradby's Lane with proposed dwellings fronting directly onto it. At an approximate width of 10m, Bradby's Lane is sufficiently wide for future development of 13-25 Peel Street South further beyond to similarly build sheer to it in the future and achieve a combined inter-building separation in excess of 9.0m (which is a commonly-adopted metric for equitable development and overlooking for mid-rise scale buildings in Victoria). It means that no setback is required for the proposal at this interface for equitable development purposes, as 13-25 Peel Street South can similarly redevelop in the future without the need for setbacks to Bradby's Lane in facilitating urban renewal. Although the obvious consequence of this will be two mid-rise buildings built sheer to Bradby's Lane, the resultant level of enclosure and spatial definition to it is not unreasonable given it clearly has a 'back of house' character and service function, and is a 'dead end street' that does not provide a meaningful through-connection to the surrounding street network.

To **Porter Street to the north**, the heritage fabric of properties on Main Road will mean that any future redevelopment of them will likely be lower in scale and massed toward their rear (ie. directly toward Porter Street). The design of the proposal anticipates this through a range of setbacks for both proposed building forms that will again combine with the width of Porter Street (approximately 10.0m) to achieve a high level of future built form separation at this interface. Importantly, the proposal's design intention to present to Porter Street with two slender building forms and a significant central courtyard will further enhance the sense of spaciousness, amenity and built form separation to future development on the opposing side of Porter Street, noting that it is unlikely that they will be capable of rising to a similar building height due to heritage and land size.

Finally, at the subject site's **southern interface to 110 Humffray Street South**, the design of the proposal reasonably anticipates an indicative future four storey built form outcome, which is a reasonable expectation for this property due to its limited size, physical constraints, awkward dimensions and corner location. It does this through a four storey boundary wall for the proposed office building (approximately 14.7m high) that will allow future development of 110 Humffray Street South to build hard against in the maximisation of its future building footprint. Above this, the presence of 3.0m minimum upper level setbacks will work to avoid the sense of a 'continuous wall of built form' in views from Humffray Street South and further afield. Finally, the manner in which the proposal's residential building makes use of southern boundary setbacks will further assist in preserving amenity to 110 Humffray Street South as it will effectively act as a light court for future development of it.

102 HUMFFRAY ST S, BAKERY HILL
LIKELY FUTURE INTERFACES

- 1** 13-25 PEEL STREET ('CHEAP AS CHIPS')
MID-RISE PODIUM/TOWERS. 6-7 STOREYS (19-22m)
- 2** 5 PEEL STREET (COUNCIL-OWNED CAR PARK)
HIGHER-RISE PODIUM/TOWER. 8-9 STOREYS (25-28m)
- 3** REAR MAIN ROAD HERITAGE PROPERTIES
CONSTRAINED BY HERITAGE + CAR PARKING. 4 STOREYS (13m)
- 4** MAIN ROAD CAR PARK
LARGE AND FLEXIBLE. 5 STOREYS (16m)
- 5** MAIN ROAD EAST
CIZ + NO HERITAGE. LARGE SITES. 5 STOREYS (16m)
- 6** 103 HUMFFRAY STREET
GRZ + NO HERITAGE. 3 STOREYS (9-11m)
- 7** 105-113 HUMFFRAY STREET
FINE-GRAINED, GRZ + HERITAGE. NO CHANGE.
- 8** 110 HUMFFRAY STREET
CIZ CORNER SITE + NO HERITAGE. 4 STOREYS (13m)
- 9** 27-35 PEEL STREET + 29-35 EASTWOOD STREET
NO ASSUMPTIONS MADE



Figure 42 - Equitable development diagram showing likely future development scenarios on adjoining and opposing properties

4.13 Rear Loaded Movements

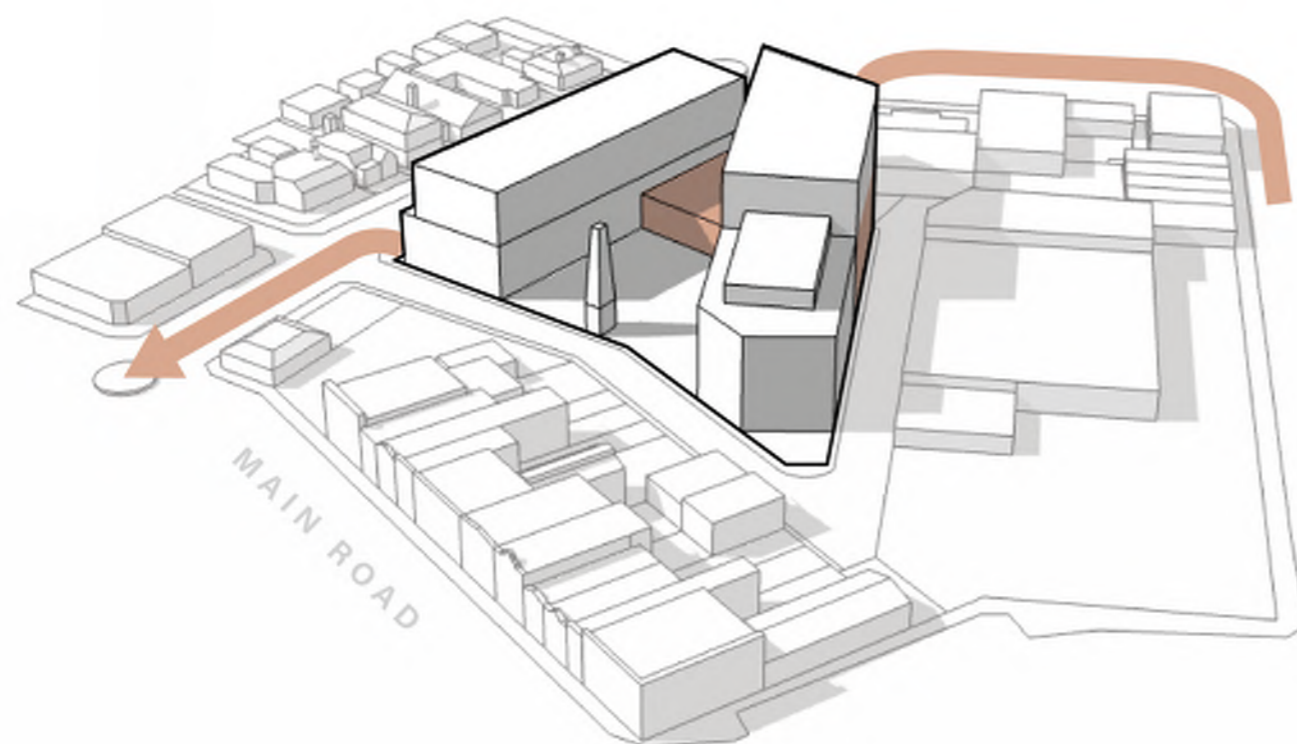


Figure 43 - Rear Loaded Movements

All vehicle movements occur at the rear of the site in a way that creates an opportunity to maximise the provision of new public open space within the north. Pedestrian/vehicle conflict is minimised, and considered car park locations (including basement) avoids dominating key surrounding streets.

Objective 5.1.6 of the Victorian Urban Design Guidelines seeks 'to ensure buildings in Activity Centres connect to the movement network' by minimising the extent of vehicle crossovers and siting them to the sides and rear of buildings where possible (amongst other provisions). From an urban design perspective, it does this to minimise the potential for pedestrian/vehicle conflict whilst elevating the quality and experience of the public realm.

In contemplating this, it is important to acknowledge that the subject site's existing built form condition consists of a number of crossovers to both Humffray Street South, Porter Street and to Eastwood Street (through a carriageway right over 110 Humffray Street South). It is also currently developed with large proportions of hardstand and a vehicle-oriented rear service yard. This is important, as there is a key design opportunity through redevelopment of the subject site to significantly improve this existing condition through careful consideration of vehicle access and parking.

In response, the design of the proposal comprises two separate buildings with distinct approaches to vehicle access and car parking. For example, the proposed office building within the east of the subject site consolidates all vehicle access into a single crossover sited towards the subject site's south-east, where it will services below-grade basement parking that capitalise upon the subject site's sloping topography. Pursuit of basement car parking will ensure that it avoids dominating the Humffray Street South public realm, and consolidation of existing crossovers to into a single access point will limit the potential for pedestrian/vehicle conflict and maximise the potential for an active street interface. Importantly, the proposal's crossover to Humffray Street South has been designed to occupy a relatively small portion of the subject site's broader 60m street frontage.

With respect to the proposed residential building (within the west of the subject site), the design of it capitalises upon its interface to Bradby's Lane and the existing character of it (ie. a 'back of house' streetscape that solely performs a service and access function) by siting all vehicle access toward it and as away as possible from Porter Street. It incorporates above grade car parking in a way that responds to the character and realities of the Bradby's Lane streetscape and which will be obscured from view from the 'higher order' Humffray Street South and Porter Street public realms.

There are urban design advantages with this approach. Basement car parking will limit the visual perception of vehicle infrastructure in primary views toward the proposal from Humffray Street South and Porter Street, with all above-grade parking associated with proposal being visible from Bradby's Lane only where it will be of little consequence or impact. Importantly, no crossovers or at grade car parking is proposed to Porter Street, which will maximise the ability of the proposal to interface to it with a high quality public realm offering. Elevating the pedestrian experience along Porter Street is a key component of the proposal as is assists in the successfulness of the proposal's chimney retention and publicly accessible open space.

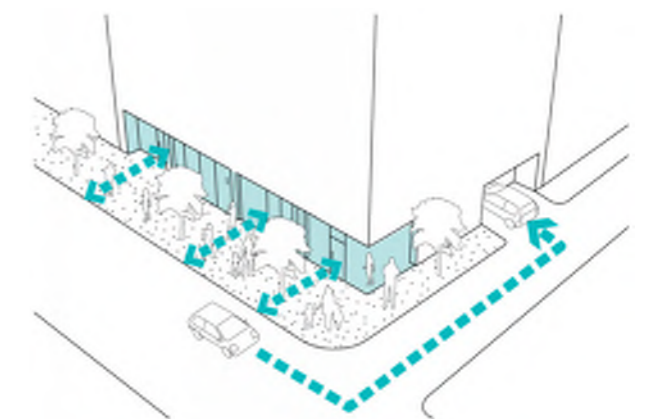


Figure 44 - VUDG Objective 5.1.6g (Source: DELWP)

4.14 Significant Public Benefit Offering

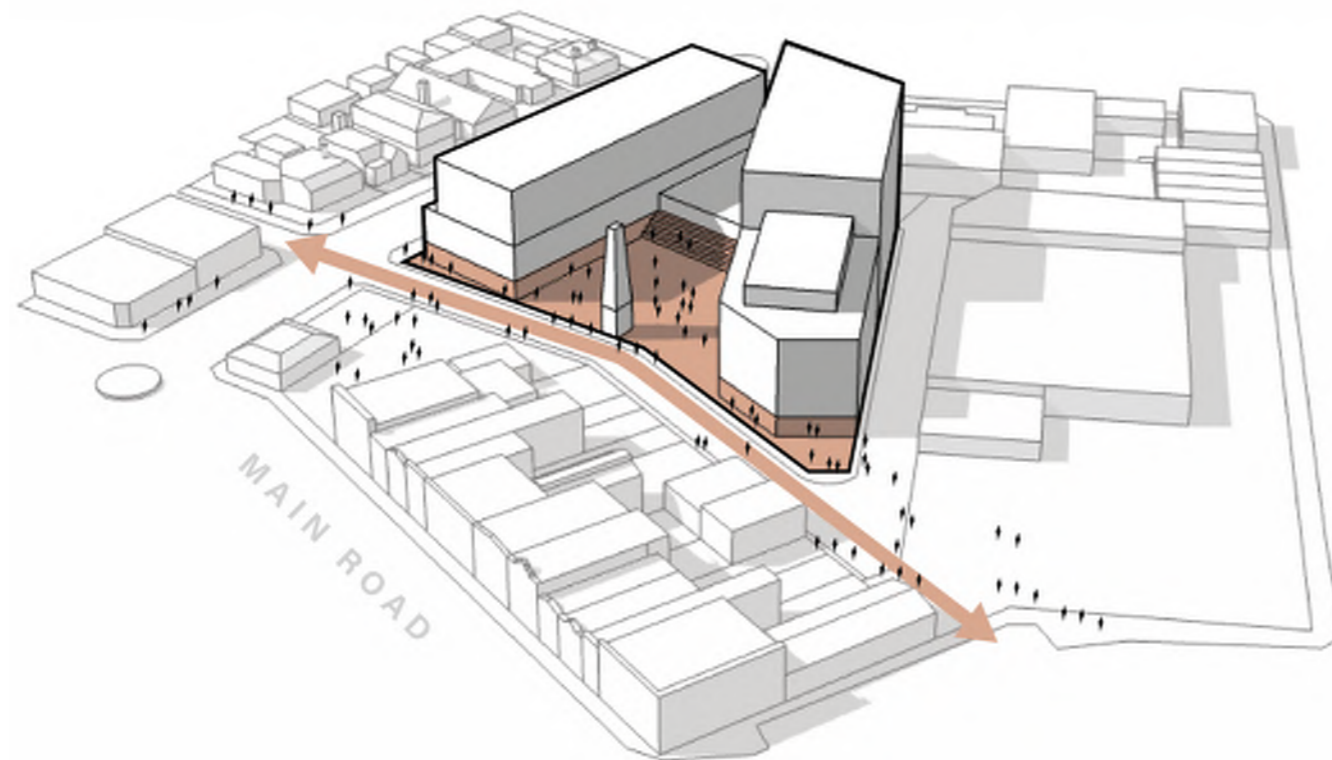


Figure 45 - Significant Public Benefit

Significant public realm offerings are proposed, including a new plaza centred on the retained chimney, a significant contribution to the pedestrianisation of Porter Lane, the widening of key footpaths, and significantly enhanced activity and activation both locally and within Bakery Hill more broadly.

Any redevelopment of the subject site should make a meaningful contribution to the quality and experience of the public realm. The importance of doing so is elevated by the fact that urban renewal areas inevitably require greater public realm improvements to cater to an increased resident and visitor population. The notion of public realm improvements also enjoys strong policy support within the Planning Scheme at Clause 21.06 and under many aspects of the Victorian Urban Design Guidelines.

The proposal responds accordingly through a number of high-quality public realm initiatives. Firstly, one of the defining features of the proposal is the intention to retain its Victoria-era chimney and incorporate substantial setbacks around it to facilitate a **large, publicly accessible plaza space**. This will allow the proposal's chimney to be experienced and appreciated by all members of the community, which in turn allow for greater interactions and appreciation of a key post-contact piece of Bakery Hill's local history. The specific design of the plaza space is also considered and responsive to local climatic conditions, in that it is north-facing (to maximise solar access year-round) and is 'sheltered' from prevailing wind conditions by the specific siting of built form around it. Setbacks and recession within the 'leading edge' of each proposed building to Porter Street will also maximise solar access to the core of the subject site. The proposed publicly accessible open space and **Porter Street** are both lined with appropriately active interfaces at Ground Floor including cafes and community spaces.

Secondly, the proposal's intended **mix of uses** is diverse, and provides for a range of different activities that will cumulatively achieve 'around the clock' activation of the subject site and its broader Bakery Hill context. For example, the proposal's apartment component is likely to be more occupied during evening hours and weekends, whereas the proposed office component will be more likely be used during the bulk of each working weekday.

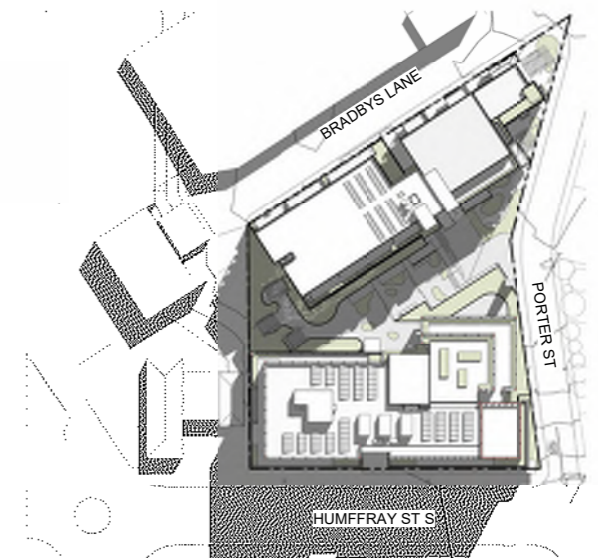
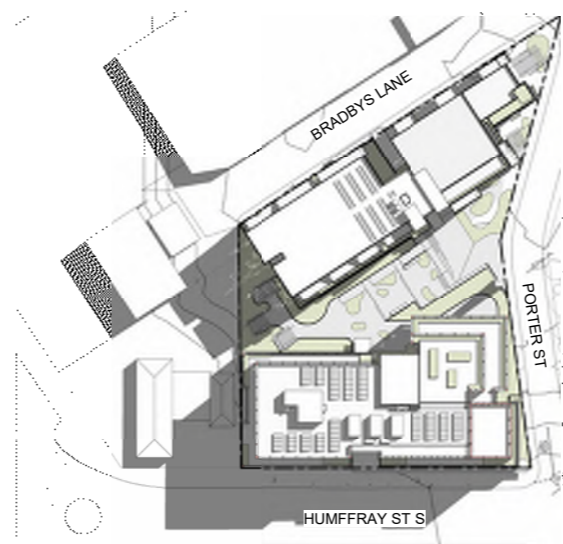
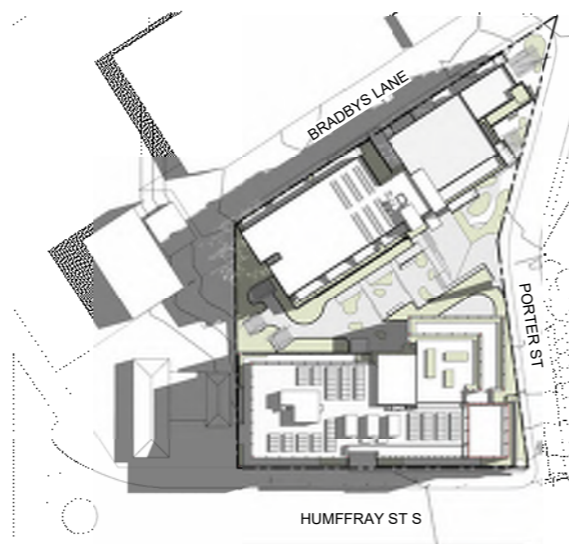
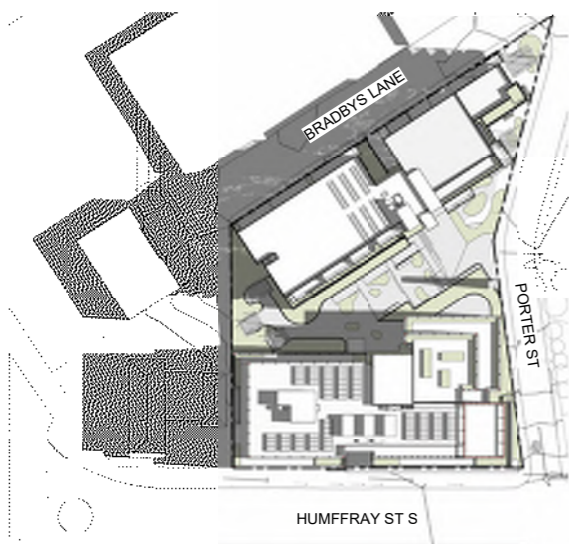
Both buildings also capitalise each proposed use through substantial levels of glazing and upper level balconies that will provide passive surveillance and activation toward the public realm below. Both buildings also comprise Ground Level commercial and community tenancies that will 'spill out' into the public realm and provide direct activation and vibrancy at street level.

Thirdly, both buildings comprise **highly legible pedestrian entries and multiple entry points** that will provide a high level of permeability and integration with the surrounding street network (and proposed plaza spaces). Each is well-separated from intended crossovers and unlikely to result in pedestrian/vehicle conflict.

Fourthly, both buildings provide a level of **public realm widening and subsequent weather protection** from cantilevered elements above. This is particularly significant within the broader context of the quality of the subject site's surrounding footpath network, which is unusually narrow and low-quality. Toward Humffray Street South, the proposal's intention to cater for footpath widening and a generous setback within the norther portion of the proposal's office component will provide more space and relief for pedestrians on a street that is higher-order and vehicle-dominated. By contrast, Porter Street and Bradby's Lane have comparatively far less traffic movements, yet also have footpath dimensions that are too narrow to be useful. The intention of the proposal to set back to each will respond to this and effectively create a widened public realm to the benefit of pedestrian safety, comfort and amenity.

Finally, the proposal will also achieve a **7star NatHERS energy rating and a 6star NABERS energy rating** through a range of ESD mechanisms, including carbon neutrality, solar power, stormwater capture, non-reticulation of gas, and owners corporation green power. It will set an exceptionally high ESD precedent for future development within Ballarat to follow.

Figure 46 (overleaf) - Render view of the proposed publicly accessible open space (top) and 11am-2pm Equinox shadow diagrams (Source: Six Degrees Architects)



4.15 High Quality Architecture

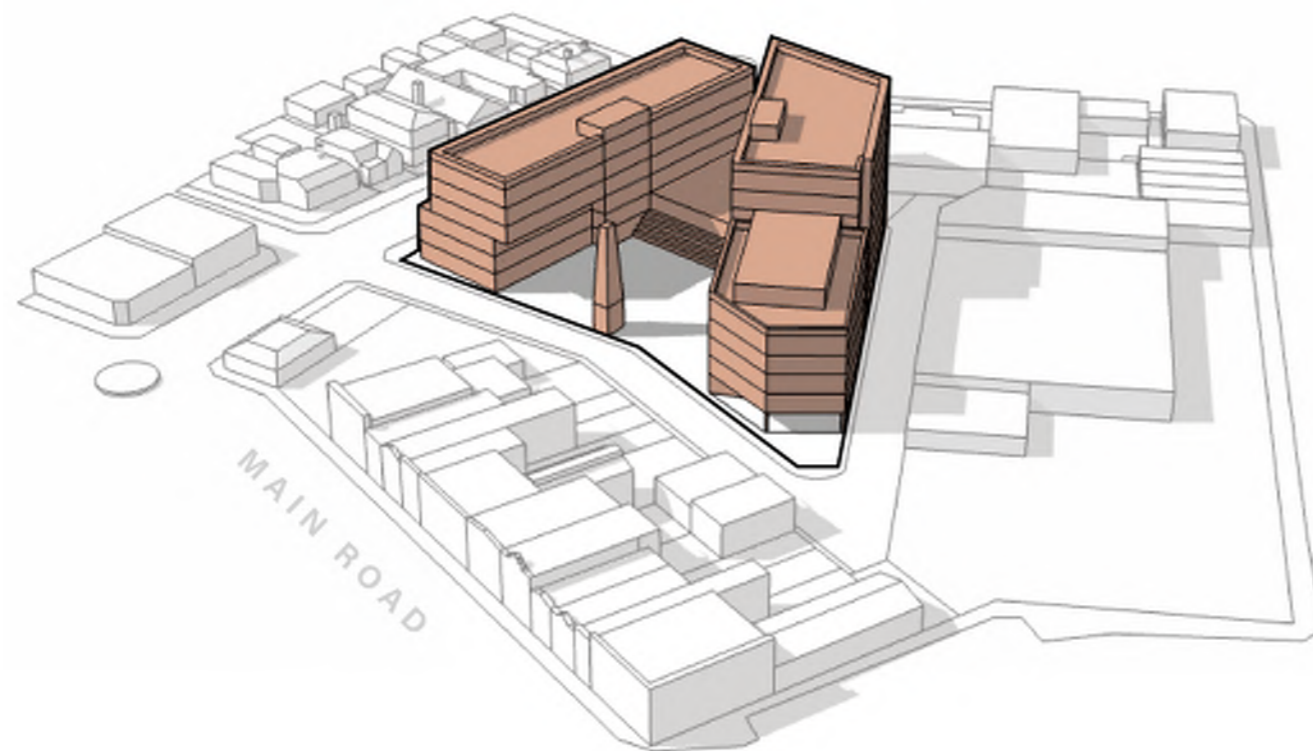


Figure 47 - High Quality Architecture

As a 'first cab off the rank' response to the Planning Scheme's urban renewal imperatives for Bakery Hill, the quality of the proposal's architecture is particularly important in 'setting the tone' as a useful precedent for other future developments to follow. The importance of it is also exacerbated by the fact that Ballarat is a 'legacy city' blessed by a rich history of high quality built form, as any new development that seeks to take its place among it should also be similarly enduring and high-quality.

The design of the proposal responds in a number of ways. Firstly, the proposal incorporates **two distinct buildings** within the subject sites that provide fundamental differences in their approach to architecture. For example, the proposed office building to Humffray Street South makes predominant use of a 'warmer' material palette (comprised of 'CN01A - Red Oxide Tinted Smooth Concrete', 'CN03A - Red Oxide Tinted Ribbed Concrete' and 'MF03 - Red Metal Finish') to reference the hues and warmth of Bakery Hill's red brick vernacular, whilst the proposed residential building to Brabdy's Lane makes use of a contemporary and monochromatic material palette (predominantly comprised of 'CN01 - Plain Smooth Concrete', 'CN02 - Plain Roughcast Concrete' and 'CN03 and CN04 - Light and Dark Tinted Ribbed Concrete'). The result will be a distinct variation in architectural styles within the proposal, and a distinct sense of individual building identity for each proposed building - especially when allied with the distinct differences in proposed height, massing, use and function. It is an approach that avoids a sense of 'built form monotony' and which articulates the proposal into a series of distinct and visually interesting building forms.

Secondly, both proposed buildings are resolved and modulated, and make use of various architectural mechanisms that instil a **coarser grain of design resolution** and assist in 'breaking down' the scale of each. Specifically, the proposal's apartment component incorporates a distinct vertical rebate within the core of the building along with various upper level setbacks, which cumulatively achieve a visually interesting and

resolved built form outcome. With respect to the proposal's office component, the proposed form again adopts various setbacks to Humffray Street South and the proposal's internal courtyard to articulate scale and achieve a distinct sense of built form modulation. Other aspects of it - including an expressed architectural framing element at the corner of Humffray Street South and Porter Street - will contribute toward a visually interesting skyline profile in longer range views.

Thirdly, the prevailing architecture of each proposed building is supplemented by a **finely-detailed Ground Floor program** that makes use of other materials and finishes to respond to close-range pedestrian views. For example, each proposed building makes use of 'TL01 - Green Tiling', 'GL01 - Glazing' and 'BW01 - Brickwork' within the Ground Floor, which are enduring materials that will contribute a finer level of material detail and resolution. Each will work to introduce a 'human scale' into the proposed form, and contribute to visual interest and engagement at the exact point of each building where it will be most perceptible and appreciated by pedestrians.

Finally, both proposed buildings are **clearly contemporary** and 'of their time'. However, the emergence of contemporary buildings is commonplace in Ballarat's CBD, as evidenced by a number of other recent developments and approvals that adopt distinctly contemporary architectural expressions. Refer to earlier sections of this report. Contemporary architecture is also a logical design response to the fact that the subject site is not included within a Heritage Overlay, as there is no fabric on the subject site that has been identified by the Planning Scheme as being significant from a heritage perspective. Instead, the contemporary style of the proposal avoids a 'mock heritage reproduction' approach to architecture, which is consistent with the intent of Clause 21.06 and the BHURP to do so.

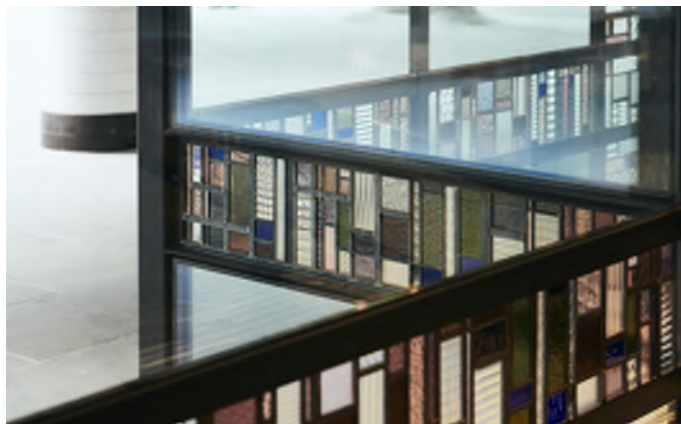
The architecture of the proposal draws upon the site's local context and vernacular to create a deserving precedent for other future developments within Bakery Hill to follow.



Landscaped terraces providing comfortable outdoor space to office tenants.



Expressed concrete grid with recessed glazing.



Stained glass detailing at ground level.



Commercial - Looking from Humffray S

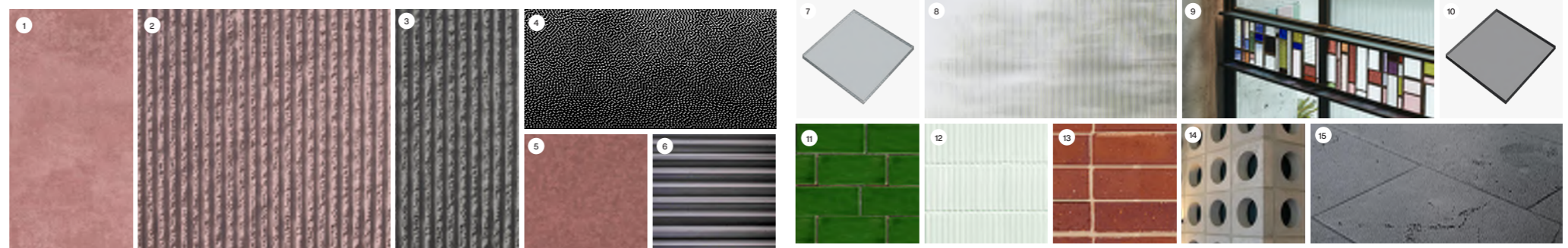
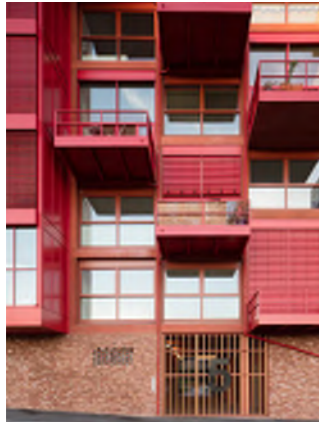
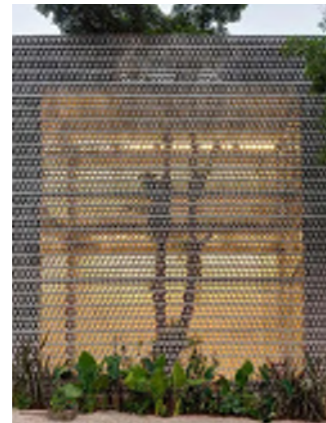


Figure 48 - Render view of the proposed office building (top-right) including details (top-left) and material palette (bottom right) (Source: Six Degrees Architects)



Painted steel balconies contrasting concrete facades.



Breezeblock for open-air ventilation in car park.



Brickwork & stained glass providing texture at ground level.



Residential - Looking west from Porter St

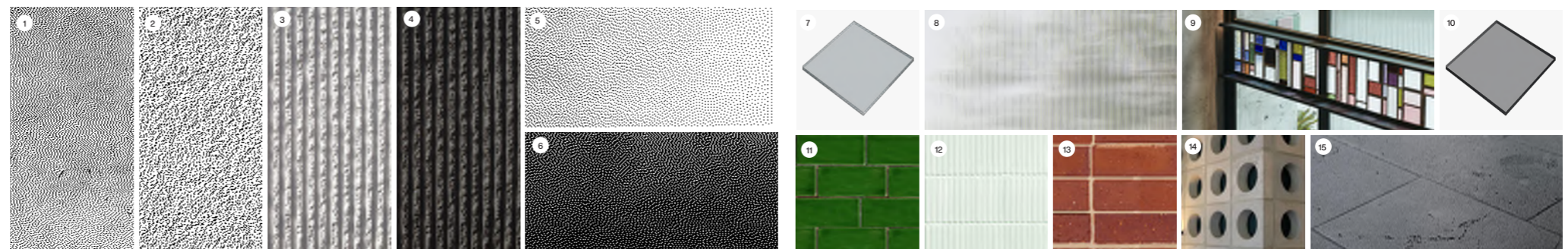


Figure 49 - Render view of the proposed apartment building (top-right) including details (top-left) and material palette (bottom right) (Source: Six Degrees Architects)

5.0 CONCLUSION

The subject site is a significant opportunity to achieve a meaningful contribution to the urban renewal imperatives of the BHURP and the Ballarat Planning Scheme. It is a substantial landholding that is strategically located with physical and policy attributes that directly support higher density development.

The design of the proposal responds, and will achieve a high-quality and well-resolved urban design outcome that is publicly-minded and of exemplary architectural quality. It will provide for affordable/specialist housing within the local Ballarat community and set an exemplary precedent for other future Ballarat developments to follow.

Importantly, it will achieve a design outcome that is derived from the context of the subject site, and which is deserving of planning approval.

Blades has been engaged by Hygge Property to provide urban design input into the design of a redevelopment proposal at 102-108 Humffray Street South, Bakery Hill.

The purpose of this document has been to document the relevant physical and policy context of the subject site, as well as the urban design rationale of proposal's response to it. It does this in accordance with the provisions of Clause 15.01-1S, Clause 15.01-2S, Clause 58.01-2 of the Planning Scheme (to the extent that it applies to the proposed residential building) and Objective 5.1.1 of the VUDGs.

In summary, it is our view that the proposal is a high-quality urban design outcome that responds to the clear urban renewal imperatives of the Planning Scheme, and which will make a worthy contribution to the rich built form tapestry of Ballarat. We commend it to you accordingly.


APPENDIX A CLAUSE 58 ASSESSMENT



CITY OF
BALLARAT 

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OBJECTIVES	STANDARDS	RESPONSE
58.01 URBAN CONTEXT REPORT AND DESIGN RESPONSE		
<p>58.01-1 Application Requirements An application must be accompanied by:</p> <ul style="list-style-type: none"> • An urban context report. • A design response. 		Please refer to Urban Context Report and Town Planning Report.
<p>58.01-2 Design Response The urban context report may use a site plan, photographs or other techniques and must include:</p> <p>An accurate description of:</p> <ul style="list-style-type: none"> • Site shape, size, orientation, and easements. • Levels and contours of the site and the difference in levels between the site and surrounding properties. • The location and height of existing buildings on the site and surrounding properties. • The use of surrounding buildings. • The location of private open space of surrounding properties and the location of trees, fences and other landscape elements. • Solar access to the site and to surrounding properties. • Views to and from the site. • Street frontage features such as poles, street trees and kerb crossovers. • The location of local shops, public transport services and public open spaces within walking distance. • Movement systems through and around the site. Any other notable feature or characteristic of the site. <p>An assessment of the characteristics of the area including:</p> <ul style="list-style-type: none"> • Any environmental features such as vegetation, topography and significant views. • The pattern of subdivision. • Street design and landscape. • The pattern of development. • Building form, scale and rhythm. • Connection to the public realm. • Architectural style, building details and materials. • Off-site noise sources. • The relevant NatHERS climate zones (as identified in Clause 58.03-1). • Social and economic activity. • Any other notable or cultural characteristics of the area. 		Please refer Architect Plans
<p>58.01-3 Design Response The design response must explain how the proposed design:</p> <ul style="list-style-type: none"> • Responds to any relevant planning provision that applies to the land. • Meets the objectives of Clause 58. • Responds to any relevant housing, urban design and landscape plan, strategy or policy set out in this scheme. • Select materials and finishes for the external walls. • Derives from and responds to the urban context report. <p>The design response must include correctly proportioned street elevations or photographs showing the development in the context of adjacent buildings. If in the opinion of the responsible authority this requirement is not relevant to the evaluation of an application, it may waive or reduce the requirement.</p>		Please refer Architect Plans and Town Planning Report

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58.03 URBAN CONTEXT		
<p>58.02-1 Urban Context Objectives To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.</p> <p>To ensure that development responds to the features of the site and the surrounding area</p>	<p>Standard D1 The design response must be appropriate to the urban context and the site. The proposed design must respect the existing or preferred urban context and respond to the features of the site.</p>	<p>Please refer Urban Context Report, Architect Plans and Planning Report.</p>
<p>58.02-2 Residential Policy Objectives</p> <p>To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</p> <p>To support higher density residential development where development can take advantage of public and community infrastructure.</p>	<p>Standard D2 An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</p>	<p>Please refer Town Planning Report</p>
<p>58.02-3 Dwelling Diversity Objective To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</p>	<p>Standard D3 Developments of ten or more dwelling should provide a range of dwellings sizes and types, including dwellings with a different number of bedrooms.</p>	<p>Complies The proposal provides a mix of 1, 2 and 3 bedroom apartments. Refer Architect Plans (development summary p. 30)</p>
<p>58.02-4 Infrastructure Objectives To ensure development is provided with appropriate utility services and infrastructure.</p> <p>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</p>	<p>Standard D4 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. 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>	<p>Complies The development will be connected to all utilities except reticulated gas, to ensure a fossil fuel free development. Refer Servicing Report</p>
<p>58.02-5 Integration with the Street Objective To integrate the layout of development with the street.</p> <p>To support development that activates street frontages.</p>	<p>Standard D5 Development should be oriented to front existing and proposed streets.</p> <p>Along street frontage, development should:</p> <ul style="list-style-type: none"> • Incorporate pedestrian entries, windows, balconies or other active spaces. • Limit blank walls. • Limit high front fencing, unless consistent with the existing urban context. • Provide low and visually permeable front fences, where proposed. • Conceal car parking and internal waste collection areas from the street. <p>Development next to existing public open space should be designed to complement the open space and facilitate passive surveillance.</p>	<p>Complies The site fronts on three of four interfaces: Bradbys Lane to the north east, Porter Street to the north and Humffray Street South to the south. The main thoroughfare interface is Humffray Street South, with a secondary thoroughfare along Porter Street. Bradbys Lane is used as a car parking space and rear car park entrance to retail along Eastwood Street to the south of the site. Refer Architect Plans and Urban Context Report for further detail.</p>
58.03 SITE LAYOUT		
<p>58.03-1 Energy Efficiency Objectives To achieve and protect energy efficient dwellings and buildings.</p>	<p>Standard D6 Buildings should be:</p> <ul style="list-style-type: none"> • Oriented to make appropriate use of solar energy. 	<p>Complies</p>

To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.

To ensure dwellings achieve adequate thermal efficiency.

- Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.

Living areas and private open space should be located on the north side of the development, if practicable.

Developments should be designed so that solar access to north-facing windows is optimized.

Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table.

All dwellings are either north, east or west facing, with minimal windows to southern interfaces, facilitating efficient solar access and energy use.

All dwellings will be a minimum of 7 NatHERS* ratings providing efficient fossil fuel energy use.

Refer Architect Plan and ESD Report.

58.03-2 Communal Space Objective

To provide communal open space that meets the recreation and amenity needs of residents.

To ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development.

To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.

Standard D7

A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square meters.

If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. This additional area may be indoors or outdoors and may consist of multiple separate areas of communal open space.

Each area of communal open space should be:

- Accessible to all residents.
- A useable size, shape and dimension.
- Capable of efficient management.
- Located to:
 - Provide passive surveillance opportunities, where appropriate.
 - Provide outlook for as many dwellings as practicable.
 - Avoid overlooking into habitable rooms and private open space of new dwellings.
 - Minimize noise impacts to new and existing dwellings.


Any area of communal outdoor open space should be landscaped and include canopy cover and trees.

Complies

74 dwellings are proposed, with a minimum of 30sqm outdoor open space, and an additional 155sqm outdoor or indoor communal space required to comply with Standard D7.

920sqm outdoor communal open space has been proposed at ground level between the residential and commercial buildings.

Refer Architect Plan and Landscape Plan.

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58.03-3 Solar Access to Communal Outdoor Open Space Objective

To allow solar access into communal outdoor open space.

Standard D8

The communal outdoor open space should be located on the north side of a building, if appropriate.

At least 50 per cent or 125 square meters, 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.

Complies

The majority of the communal outdoor open space receives at least 3 hours of sunlight between 9am and 12pm on 21 June.

Refer Architect Plans (shadow diagrams p. 28)

58.03-4 Safety Objective

To ensure the layout of development provides for the safety and security of residents and property.

Standard D9

Entrances to dwellings should not be obscured or isolated from the street and internal accessways.


Planting which creates unsafe spaces along streets and accessways should be avoided.

Complies

Refer Architect Plans and Landscape Concept Plan


	<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>	
<p>58.03-5 Landscaping Objectives</p> <p>To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape.</p> <p>To preserve existing canopy cover and support the provision of new canopy cover.</p> <p>To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.</p>	<p>Standard D10</p> <p>Development should retain existing trees and canopy cover.</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>Development should:</p> <ul style="list-style-type: none"> • Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2. • Provide canopy cover through canopy trees that are: <ul style="list-style-type: none"> ○ Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3. ○ Consistent with the canopy diameter and height at maturity specified in Table D4. ○ Located in communal outdoor open space or common areas or street frontages. • Comprise smaller trees, shrubs and ground cover, including flowering native species. • Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space. • Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface temperatures and reduce heat absorption. • Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water. • Protect any predominant landscape features of the area. • Take into account the soil type and drainage patterns of the site. • Provide a safe, attractive and functional environment for residents. • Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting. 	<p>Complies</p> <p>The site is currently developed with minimal permeability and no existing vegetation.</p> <p>The total site area is 4214sqm. Pursuant to Table D2, 692.8sqm canopy cover and 15% of site area for deep soil is required to comply with the standard.</p> <p>A landscape concept plan has been included in the application. Specific details are proposed to be provided as part of detailed design following issue of a planning permit.</p>
<p>58.03-6 Access Objective</p> <p>To ensure the number and design of vehicle crossovers respects the urban context.</p>	<p>Standard D11</p> <p>Vehicle crossovers should be minimized.</p> <p>Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building.</p> <p>Pedestrian and cyclist access should be clearly delineated from vehicle access.</p> <p>The location of crossovers should maximize pedestrian safety and the retention of on-streetcar parking spaces and street trees.</p>	<p>Complies</p>

	Developments must provide for access for service, emergency and delivery vehicles.	
<p>58.03-7 Parking Location Objectives</p> <p>To provide convenient parking for resident and visitor vehicles.</p> <p>To protect residents from vehicular noise within developments.</p>	<p>Standard D12</p> <p>Car parking facilities should:</p> <ul style="list-style-type: none"> • Be reasonably close and convenient to dwellings. • Be secure. • Be well ventilated if enclosed. <p>Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where windowsills are at least 1.4 meters above the accessway.</p>	<p>Complies</p>
<p>58.03-8 Integrated water and Stormwater Management Objectives</p> <p>To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.</p> <p>To facilitate stormwater collection, utilization 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>	<p>Standard D13</p> <p>Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.</p> <p>Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.</p> <p>The stormwater management system should be:</p> <ul style="list-style-type: none"> • Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999). • Designed to maximize infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas. 	<p>Complies</p> <p>The proposal incorporates water tanks for rainwater collection and reuse for irrigation.</p> <p>Refer ESD and Stormwater reports for further information.</p>
58.04 AMENITY IMPACTS		
<p>58.04-1 Building Setbacks Objectives</p> <p>To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.</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 new dwellings.</p> <p>To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.</p>	<p>Standard D14</p> <p>The built form of the development must respect the existing or preferred urban context and respond to the features of the site.</p> <p>Buildings should be set back from side and rear boundaries, and other buildings within the site to:</p> <ul style="list-style-type: none"> • Ensure adequate daylight into new habitable room windows. • Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views. • Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. • Ensure the dwellings are designed to meet the objectives of Clause 58. 	<p>Complies</p> <p>Refer Architect Plans and Town Planning Report</p>
<p>58.04-2 Internal Views Objective</p> <p>To limit into the private open space and habitable room windows of dwellings within a development.</p>	<p>Standard D15</p> <p>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.</p>	<p>Complies</p> <p>Where overlooking is a risk, landscaping and platers have been provided to restrict views into nearby POS.</p>


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<p>58.04-3 Noise Impacts Objectives To contain noise sources in developments that may affect existing dwellings. To protect residents from external and internal noise sources.</p>	<p>Standard D16 Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings. The layout of new dwellings and buildings should minimize noise transmission within the site. 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. New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources. Buildings within a noise influence area specified in Table D5 should be designed and constructed to achieve the following noise levels:</p> <ul style="list-style-type: none"> • Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. • Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm. <p>Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements. Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.</p>	<p>Complies The main sources of noise will be from the following sources:</p> <ul style="list-style-type: none"> • Lifts adjacent to the bedrooms of N105, N205, N306, N405, N505, N605 and N702. • Car parking area below S206-S212 • Plant servicing above S703 • Communal areas below N104 and the bedroom windows of S209 • A/C on the rooftop <p>This will be managed with acoustic insulation and other measures to the satisfaction of Council. In addition, S209 is located two storeys above the outdoor communal area providing visual and noise distance.</p>
<p>58.04-4 Wind Impacts Objective To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.</p>	<p>Standard D17 Development of five or more storeys, excluding a basement should:</p> <ul style="list-style-type: none"> • not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space and communal open space; and • achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater. <p>Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements. Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.</p>	<p>Complies A wind assessment has been prepared and is provided as part of this application.</p>
58.05 ON SITE AMENITY AND FACILITIES		
<p>58.05-1 Accessibility Objective To ensure the design of dwellings meets the needs of people with limited mobility.</p>	<p>Standard D18 At least 50 per cent of dwellings should have:</p> <ul style="list-style-type: none"> • A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. 	<p>Complies Compliant apartment typologies include:</p> <ul style="list-style-type: none"> • APT 1B 03 (Bathroom Design Option A) • APT 1B 02 (bathroom Design Option A)

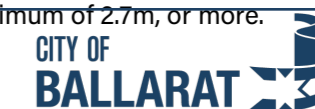


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	<ul style="list-style-type: none"> • A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. • A main bedroom with access to an adaptable bathroom. • At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D7. 	<ul style="list-style-type: none"> • APT 2B 04 (bathroom Design Option A) • APT 2B 05 (bathroom Design Option A) • APT 2B 03 (bathroom Design Option A) <p>Therefore, the total no. compliant dwellings = 37/74 (50%)</p> <p>Refer Architect Plans pp.61-64</p>
<p>58.05-2 Building Entry and Circulation Objectives</p> <p>To provide each dwelling and building with its own sense of identity.</p> <p>To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.</p> <p>To ensure internal communal areas provide adequate access to daylight and natural ventilation.</p>	<p>Standard D19</p> <p>Entries to dwellings and buildings should:</p> <ul style="list-style-type: none"> • Be visible and easily identifiable. • Provide shelter, a sense of personal address and a transitional space around the entry. <p>The layout and design of buildings should:</p> <ul style="list-style-type: none"> • Clearly distinguish entrances to residential and non-residential areas. • Provide windows to building entrances and lift areas. • Provide visible, safe and attractive stairs from the entry level to encourage use by residents. • Provide common areas and corridors that: <ul style="list-style-type: none"> ○ Include at least one source of natural light and natural ventilation. ○ Avoid obstruction from building services. ○ Maintain clear sight lines. 	<p>Complies</p> <p>Refer Architect Plans</p> <div data-bbox="2092 766 2828 982" style="border: 1px solid black; padding: 5px; text-align: center;">  <p>This document has been copied and made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.</p> </div>
<p>58.05-3 Private Open Space Objective</p> <p>To provide adequate private open space for the reasonable recreation and service needs of residents.</p>	<p>Standard D20</p> <p>A dwelling should have private open space consisting of at least one of the following:</p> <ul style="list-style-type: none"> • An area of 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room. • A balcony with at least the area and dimensions specified in Table D8 and convenient access from a living room. • An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room, or • An on a roof of 10 square metres with a minimum dimension of 2 metres and convenient access from a living room. <p>If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres.</p> <p>If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.</p>	<p>Complies</p> <p>North oriented dwelling typologies:</p> <ul style="list-style-type: none"> • 2B 04 (N104, N204, N304, N404, N504, N604, N701): 2 bed <ul style="list-style-type: none"> ○ Min. 8sqm, 1.7m dimension • 3B 01: 3 bed <ul style="list-style-type: none"> ○ Min. 12sqm, 2.4m dimension <p>East oriented dwellings</p> <ul style="list-style-type: none"> • 2B 02: 2 bed <ul style="list-style-type: none"> ○ Min. 8sqm, 2m dimension • 2B 01: 2 bed <ul style="list-style-type: none"> ○ Min. 8sqm, 2m dimension • 2B 06: 2 bed <ul style="list-style-type: none"> ○ Min. 8sqm, 2m dimension • 2B03: 2 bed <ul style="list-style-type: none"> ○ Min. 8 sqm, 2m dimension <p>West oriented dwellings</p> <ul style="list-style-type: none"> • 1B 01: 1 bed <ul style="list-style-type: none"> ○ 8sqm, 1.8m dimension • 1B 03: 1 bed <ul style="list-style-type: none"> ○ 8sqm, 1.8m dimension • 1B 02: 1 bed <ul style="list-style-type: none"> ○ 8sqm, 1.8m dimension • 2B 05: 2 bed <ul style="list-style-type: none"> ○ Min. 8sqm, 2m dimension • 3B 02:3 bed <ul style="list-style-type: none"> ○ Min. 12sqm, 2.4m dimension

<p>58.05-4 Storage Objective To provide adequate storage facilities for each dwelling.</p>	<p>Standard D21 Each dwelling should have convenient access to usable and secure storage space.</p> <p>The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10.</p>	<p>Complies 1 bed dwellings include minimum storage volumes ranging as follows:</p> <ul style="list-style-type: none"> • Internal: 7.7m³-11.5m³ • Total: 10.2m³-11.5m³ <p>2 bed dwellings include minimum storage volumes ranging as follows:</p> <ul style="list-style-type: none"> • Internal: 11m³-14.4m³ • Total: 14m³-14.4m³ <p>3 bed dwellings include minimum storage volumes ranging as follows:</p> <ul style="list-style-type: none"> • Internal: 21.8m³-25.8m³ • Total: 21.8m³-25.8m³
<p>58.06 DETAILED DESIGN</p>		
<p>58.06-1 Common Property Objectives To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.</p> <p>To avoid future management difficulties in areas of common ownership.</p>	<p>Standard D22 Developments should clearly delineate public, communal and private areas.</p> <p>Common property, where provided, should be functional and capable of efficient management.</p>	<p>Variation The intent of the landscape concept for the publicly accessible communal open space is that there are no boundaries between communal and public areas. This is to ensure maximum utilisation of these spaces by all users of the buildings, as well as to open the development up to the public in an area identified as lacking local park space.</p> <p>The open space is proposed to be common property and easily managed through careful design and materials selection.</p> <p>Refer Architect Plan and Landscape Concept for further information.</p>
<p>58.06-2 Site Services Objectives To ensure that site services are accessible and can be installed and maintained.</p> <p>To ensure that site services and facilities are visually integrated into the building design or landscape.</p>	<p>Standard D23 Development should provide adequate space (including easements where required) and facilities for site services to be installed and maintained efficiently and economically.</p> <p>Meters and utility services should be designed as an integrated component of the building or landscape.</p> <p>Mailboxes and other site facilities should be adequate in size, durable, water-protected, located for convenient access and integrated into the overall design of the development.</p>	<p>Complies Refer architect plans</p>
<p>58.06-3 Waste and Recycling Objectives To ensure dwellings are designed to encourage waste recycling.</p> <p>To ensure that waste and recycling facilities are accessible, adequate and attractive.</p> <p>To ensure that waste and recycling facilities are accessible, adequate and attractive.</p>	<p>Standard D24 Developments should include dedicated areas for:</p> <ul style="list-style-type: none"> • Waste and recycling enclosures which are: <ul style="list-style-type: none"> ○ Adequate in size, durable, waterproof and blend in with the development. ○ Adequately ventilated. ○ Located and designed for convenient access by residents and made easily accessible to people with limited mobility. • Adequate facilities for bin washing. These areas should be adequately ventilated. • Collection, separation and storage of waste and recyclables, including where appropriate 	<p>Complies Refer Architect Report and Waste Report</p>

	<p>opportunities for on-site management of food waste through composting or other waste recovery as appropriate.</p> <ul style="list-style-type: none"> • Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing. • Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing. • Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate. <p>Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:</p> <ul style="list-style-type: none"> • Be designed to meet the better practice design options specified in Waste Management and Recycling in Multi-unit Developments (Sustainability Victoria, 2019). • Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements. 	
<p>58.06-4 External Walls and Materials Objective To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area.</p> <p>To ensure external walls endure and retain their attractiveness.</p>	<p>Standard D24 External walls should be finished with materials that:</p> <ul style="list-style-type: none"> • Do not easily deteriorate or stain. • Weather well over time. • Are resilient to the wear and tear from their intended use. <p>External wall design should facilitate safe and convenient access for maintenance.</p>	<p>Complies Refer Architect Plans (External materials schedule p. 20)</p>
<p>58.07 INTERNAL AMENITY</p>		
<p>58.07-1 Functional Layout Objectives To ensure dwellings provide functional areas that meet the needs of residents.</p>	<p>Standard D25 Bedrooms should:</p> <ul style="list-style-type: none"> • Meet the minimum internal room dimensions and area specified in Table D11 • Provide an area in addition to the minimum internal room dimensions and area to accommodate a wardrobe. <p>Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.</p>	
<p>58.07-2 Room Depth Objective To allow adequate daylight into single aspect habitable rooms.</p>	<p>Standard D26 Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height:</p> <p>The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:</p> <ul style="list-style-type: none"> • The room combines the living area, dining area and kitchen. • The kitchen is located furthest from the window. • The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen. 	<p>Complies All single aspect habitable rooms do not exceed 9m, where the room complies with the following standards:</p> <ul style="list-style-type: none"> • Room includes living, dining and kitchen, • Kitchen is furthest from the window • All ceiling heights are a minimum of 2.7m, or more.



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	<p>The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.</p>	
<p>58.07-3 Windows Objective To allow adequate daylight into new habitable rooms.</p>	<p>Standard D27 Habitable rooms should have a window in an external wall of the building.</p> <p>A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky.</p> <p>The secondary area should be:</p> <ul style="list-style-type: none"> • A minimum width of 1.2 metres. • A maximum depth of 1.5 times the width, measured from the external surface of the window. 	<p>Complies</p>
<p>58.07-4 Natural Ventilation Objectives To encourage natural ventilation of dwellings.</p> <p>To allow occupants to effectively manage natural ventilation of dwellings.</p>	<p>Standard D28 The design and layout of dwellings should maximize 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"> • A maximum breeze path through the dwelling of 18 metres. • A minimum breeze path through the dwelling of 5 metres. • Ventilation openings with approximately the same area. <p>The breeze path is measured between the ventilation openings on different orientations of the dwelling.</p>	<p>Partial Variation 41 of 74 (55%) dwellings have nominated breeze paths of a minimum of 5m and maximum of 18 m, complying with the standard.</p> <p>Some nominated dwellings with a breeze path include ventilation openings of different areas, where a path is formed between a bedroom window and larger balcony doors. This maintains ventilation but may result in differing internal air pressure if both openings are opened to their full extent. This can easily be managed by the occupant by partly closing the larger opening (e.g. the sliding door to a balcony).</p> <p>On balance, this outcome is consistent with the objective.</p>

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