

URBAN DESIGN + CONTEXT REPORT | 142 ASHLEY STREET, MAIDSTONE
PREPARED FOR ALI HOLDINGS PTY LTD
NOVEMBER 2015 (UPDATED JANUARY 2019)

ALI HOLDINGS PTY LTD



TITLE:	URBAN DESIGN + CONTEXT REPORT: 142 ASHLEY STREET, MAIDSTONE
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"The City of Maribyrnong is a leader in urban economic transition and renewal, embracing its industrial past whilst creating vibrant and successful urban places with excellent business opportunities and meaningful employment."

*Economic Development Strategy
– Maribyrnong City Council*

This Urban Design and Context Report has been prepared to support the rezoning of the 1.36 hectare landholding located at 142 Ashley Street Maidstone. The subject site is also referred to as Plan of Consolidation 155648. This report provides the contextual justification and potential design response/development outcome for the landholding.

The future development of this landholding has the potential to be an exemplar of Maribyrnong City Council's vision for the economic growth and renewal of Maribyrnong. Located within an area of transition, at a confluence of significant investment and renewal, the site is uniquely positioned to provide additional dwellings in Maidstone.

The Urban Design and Context Report outlines:

- The **strategic context** of the site, including its proximity to activity centres, open space and recreation amenity, community and education facilities, and transport networks;
- The **local context** of the site, including the neighbourhood character, surrounding landholdings which have been identified for future redevelopment and areas of likely future change;
- The site's relevant **opportunities and constraints** including existing use, interfaces and redeeming features;
- **Project precedence**, being examples of medium density residential development delivering a diversity of dwelling types, and community amenity (through quality streets and open spaces) considered relevant to the development of the landholding; and
- The **guiding design principles** and conceptual illustrations of the potential spatial configuration of future development (public and private realm), dwelling yields and heights.

The preparation of this report (including the plans and potential development outcomes illustrated) has had regard to the following specialist reports which have been prepared to support the rezoning of the subject site:

- Car Parking and Transport Review, prepared by Cardno (29 April 2016);
- Social Impact Assessment, prepared by ASR Research (26 November 2015);
- Noise Assessment, prepared by Marshall Day Acoustics (25 November 2015);
- Stage 1 and 2 Detailed Site Investigation Report, prepared by Geoaquitards Environmental (11 August 2015);
- Traffic Engineering Assessment, prepared by Traffix Group (30 October 2018); and
- Noise Assessment, prepared by Marshall Day Acoustics (2 November 2018).

The plans and potential development outcomes illustrated within this report are conceptual illustrations only, and require confirmation and refinement through a detailed market analysis and architectural design process.

FIGURE 01 | SITE LOCATION + REGIONAL CONTEXT_142 ASHLEY STREET, MAIDSTONE



FIGURE 01 | SITE LOCATION + REGIONAL CONTEXT

02 Analysis

2.1 Strategic Context

The site is located within the Braybrook Activity Centre and as such is in proximity to many of Maribyrnong's significant recreation, community, education, activity centres and employment assets. With immediate proximity to Maidstone, Braybrook and West Footscray and connections to Footscray, Tottenham and Sunshine, there is ease of access to daily needs, transport, employment, community and recreational facilities.

The assets that are within easy traveling distance (walk, cycle, public transport or private vehicle) are described opposite.



FIGURE 02 **ACTIVITY**

The Ashley Street site has proximity to the following activity centres, being accessible on foot, cycle (including off street pathways), public transport (bus) and private vehicle:

- Braybrook Shopping Centre (located immediately to the west of the site);
- Central West Plaza/ Activity Centre (located two kilometres south of the site);
- Highpoint Shopping Centre (two kilometres to the north-east of the site);
- Sunshine Shopping Centre (three kilometres to the west of the site); and
- Footscray, including Footscray Market and Footscray Plaza Shopping Centre (three kilometres to the south-east).

A concentration of employment uses, predominantly within industrial and business park contexts, exist within three kilometres of the site, located within North Sunshine, Tottenham, Braybrook and Maidstone.



FIGURE 03 **AMENITY + FACILITIES**

The Ashley Street site has proximity to a range of public open spaces, education establishments and community facilities. Immediately accessible, on foot, cycle (including off street pathways), public transport (bus) and private vehicle, are:

- The Maribyrnong River (including recreational pathways and parks);
- A series of neighbourhood parks/ reserves (facilitating active and passive recreation);
- Public/ private primary and secondary schools;
- Tertiary education and adult learning (being Victoria University and the Western English Language School); and
- Community facilities including the Braybrook Community Centre and Burns Street Children and Family Centre.



FIGURE 04 **MOVEMENT + ACCESS**

The Ashley Street site is connected to the greater City of Maribyrnong (and City of Melbourne) by a range of transit options, including:

- Five bus routes (including the 942 NightRider service), providing connections to Sunshine, Highpoint, Footscray and inner Melbourne;
- Train services, with five rail stations within three kilometres of the site (noting bus services connect to both Footscray and Sunshine Stations);
- On and off street cycle paths, connecting Maidstone and the surrounding neighbourhoods;
- Pedestrian footpaths to most local streets surrounding the site; and
- A range of street connections, providing vehicular connections to neighbouring urban areas.

The City of Maribyrnong will be “a diverse, vibrant, and proud city focused on people-based places, environmentally sustainable practices, and opportunities to enhance community health and wellbeing through education, responsive services and participation in community life”
City of Maribyrnong – Municipal Strategic Statement.

2.2 Policy Context

The City of Maribyrnong is experiencing significant change. Once dominated by manufacturing and defence industries, the municipality is being transformed by new residential development. With the redevelopment of industrial sites, the urban character, land use pattern, population and economic profile is commensurably changing.

The future of the City of Maribyrnong is envisioned as a “vibrant and diverse community, a strong identity and a prosperous modern economy” (City of Maribyrnong – Municipal Strategic Statement). Significant population growth, around 30,000 additional people in the next two decades, will be accommodated in around 15,000 new dwellings across the municipality.

Clause 21 of the Maribyrnong Planning Scheme containing the Municipal Strategic Statement (MSS) provides broad objectives for land use and development. In addition the MSS defines objectives for a number of key areas within the municipality.

Relevant elements of Maribyrnong’s vision applicable to the site (identified as an area of substantial change within the MSS), contained within Clause 21.07 (Housing), are:

To provide significant opportunities for new residential development in substantial change areas:

- Ensure the site planning of larger sites facilitates the development of diverse, high amenity precincts which have an identifiable sense of place.
- Encourage residential development in substantial change areas to predominantly comprise medium and higher density housing in the form of townhouses; units; apartments; and shop-top dwellings.
- Encourage a range of dwelling types and sizes.
- Ensure new development integrates with existing areas and communities.
- Ensure new larger scale developments establish a preferred urban design and architectural character that complements existing areas and creates safe and liveable communities.
- Encourage new higher density development to provide space for planting, communal spaces and rooftop gardens to improve amenity and liveability of dwellings.
- Ensure developments with sensitive interfaces have a scale and massing that respects the character and scale of their context.

- Support developments located away from sensitive interfaces that create a new, higher density urban character.
- Ensure development of sites greater than 60 dwellings are well served by public transport, the bike/shared path network, and cater for potential changes to the public transport network.
- Require larger scale residential land redevelopment to contribute to high quality, accessible open space for a range of activities.

To encourage a mix of housing:

- Support increased housing choice by providing a diversity of dwelling types, sizes and tenures.
- Ensure new residential developments provide a mix of housing that caters for a range of households, lifestyles, age, incomes and life stages appropriate to the scale and nature of the project.
- Encourage larger developments to provide a range of dwelling types and sizes, including affordable housing.
- Encourage forms of housing suitable for the needs of an ageing population.
- Encourage forms of housing suitable for home based businesses.
- Protect areas that contribute to the range of housing choice especially for families and lifestyle choices.

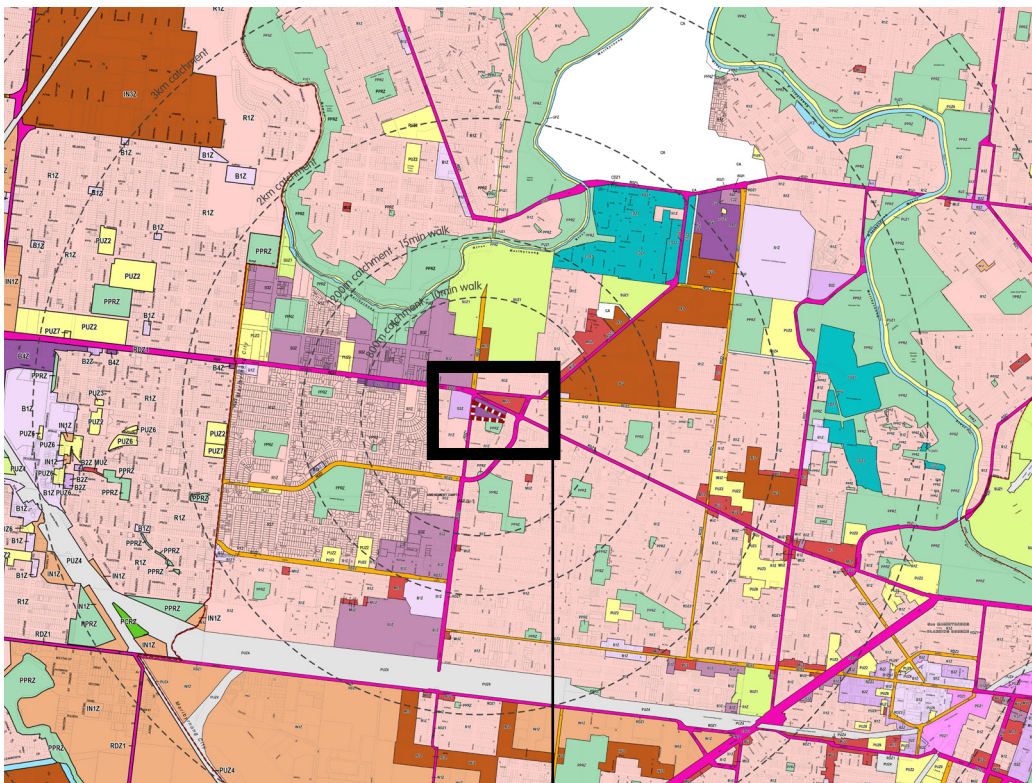


FIGURE 05_MARIBYRNONG
PLANNING SCHEME

Commercial 2 Zone
(formerly Business 4 Zone)
> Maribyrnong Planning Scheme

Public Acquisition Overlay 1
Schedule
> Maribyrnong Planning Scheme

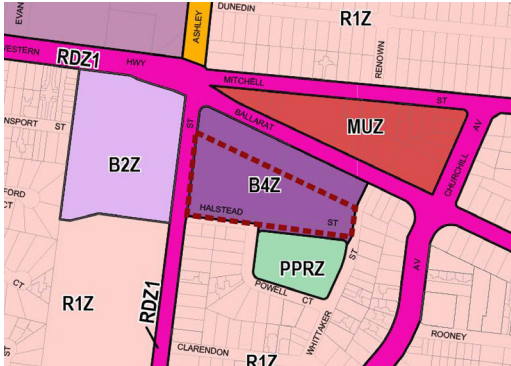


FIGURE 06_AREAS OF CHANGE

02 Analysis

2.3 Local Context

Located within Maidstone, which has an established mix of residential and industrial land uses, this former industrial landholding is typical of other redevelopment sites within the City of Maribyrnong being proximate to existing infrastructure and services.

Amenity + Activity

The site:

- Forms part of the Braybrook Activity Centre;
- Has immediate proximity to Ballarat Road and Ashley Street (major thoroughfares and public transport routes);
- Is located directly opposite the Braybrook Shopping Centre (across Ashley Street), which includes a supermarket and local retailing;
- Is within walking and cycling distance of Dobson Reserve, providing active recreation (kickabout) opportunities and the Burns Street Children and Family Centre; and
- Has a connection to the recreational amenity of the Maribyrnong River, along Ashley Street to the north.



Ballarat Road - looking east.



Car yard at intersection of Ballarat Road + Ashley Street.



Properties to northern side of Ballarat Road.



Intersection at Ballarat Road + Ashley Street.



Ashley Street - looking south from Ballarat Road.



Area of PAO (north side of Ashley Street + Ballarat Road intersection).



Car yards to Ballarat Road (looking east).



Braybrook Shopping Centre (at intersection of Ashley Street + Ballarat Road).

FIGURE 07 | SITE + LOCAL CONTEXT_ 142 ASHLEY STREET, MAIDSTONE



02 Analysis

2.3 Local Context (Cf'd)

Neighbourhood Character

The neighbourhood character of the site's immediate surrounds is varied, including industrial, commercial and residential land uses with varying building typologies, scales and style.

The photographs (opposite) illustrate the immediate context and interfaces to the site (refer Figure 08, page 13).

To the south and east of the site:

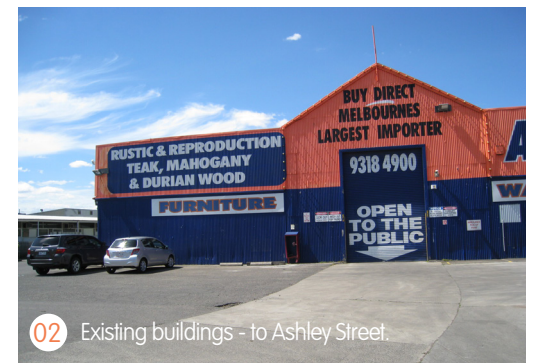
- The land use is predominantly residential;
- Buildings are largely detached or semi-detached homes of one to two storeys;
- Housing stock is of varying age, with some recent development (particularly subdivision of standard housing lots to accommodate medium density building types);
- Streets are largely suburban in character, with informal street planting patterns, and intermittent pathways; and
- Open spaces (Dobson Reserve and Costello Reserve) are largely unprogrammed, albeit with pathways and informal landscaping.

To the north and west of the site:

- Land uses are a mixture of industrial/ commercial and residential;
- Car yards, and medium format warehouse/ commercial premises are typical of the non-residential land uses, located to the immediate north of the site and across Ballarat Road;
- Underutilised landholdings are prominent within the immediate proximity of the site, including the carparking surrounding the Braybrook Centre and various landholdings along Ballarat Road; and
- A significant number of surrounding landholdings are in transition, many with redevelopment potential given their proximity to public transport and local centres and/ or with pending development applications.



01 Ashley Street - looking north from adjacent site.



02 Existing buildings - to Ashley Street.



03 Halstead Street (looking east).



04 Existing buildings - to Halstead Street.



05 Halstead Street (looking west - toward Braybrook Shopping Centre).



06 Powell Crescent - looking south.



07 Interface to Costello Reserve.



08 Whittaker Street - looking north.



FIGURE 08 | SITE + IMMEDIATE CONTEXT

Future development/ areas of change

- The Braybrook Activity Centre Is identified as a potential area of change, given the site is largely suburban in nature and is considered under-utilised with a large proportion of surface carparking and vacant tenancies;
- Given the age of homes to Whittaker Street and historic change of use to commercial/ business operations there may be opportunity for incremental change (knockdown rebuild) in the short term, or consolidated change (through site consolidation) in the medium to longer term;
- The landholdings to the northern boundary of the site are opportunities for redevelopment in the short to medium term given the scale of the landholdings and strategic amenities as afforded to the site at 142 Ashley Street;
- To the north of Ballarat Road, redevelopment is occurring incrementally with applications for mixed use development (of five storeys) to the corner of Churchill Avenue and recent sale of landholdings; and
- Within proximity of the site, there are additional opportunities for longer term change, to provide for the construction of mixed use development proposals (including the Ashley Gardens Holiday Resort and landholdings to the intersection of Ballarat Road and Ashley Street).



FIGURE 09_
OPPORTUNITIES
FOR CHANGE

- Moderate change
- Significant change
- Short - medium term opportunity for consolidated change
- Medium - long term opportunity for consolidated change
- Opportunity for incremental change

2.4 The Site

The 1.36 hectare site at 142 Ashley Street, is influenced by the existing conditions of the landholding and surrounds including:

Former land uses

- The site had previous industrial uses; and
- Large format warehouse buildings still remain on the site, to be demolished prior to future buildings works.

Public Acquisition Overlays

- A Public Acquisition Overlay (PAO) affects landholdings with proximity to the intersection of Ashley Street and Ballarat Road to the north-west of the site;
- The PAO affects the northern corner of the site, with an area of approximately 115 square metres that is removed from the overall land holding; and
- The ultimate configuration of the Ashley Street and Ballarat Road intersection is unknown, although additional vehicle turning lanes are anticipated.

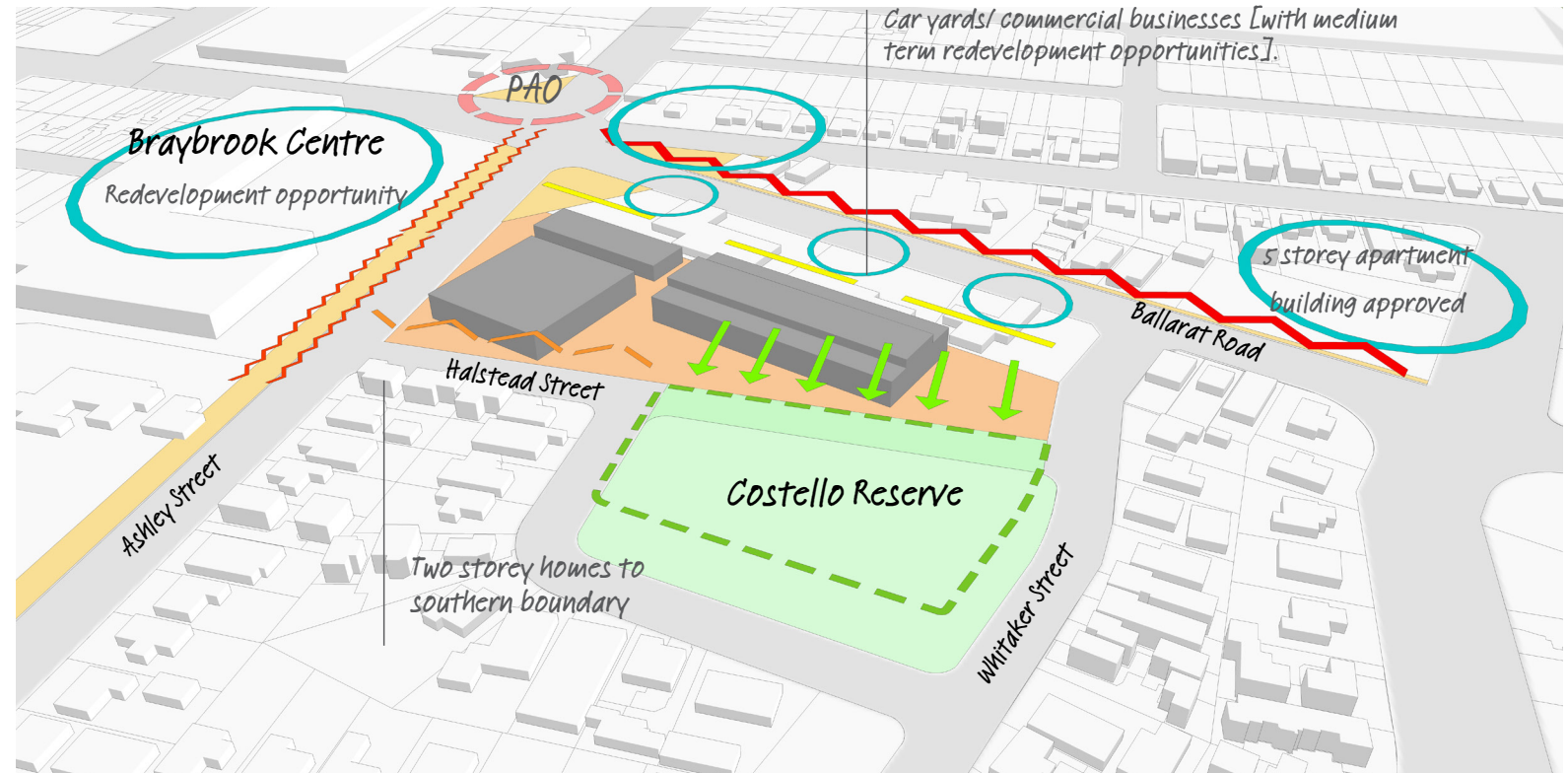


FIGURE 10 EXISTING CONDITIONS



2.4 The Site (Cf'd)

A mix of conditions/ interfaces

The Braybrook Activity Centre:

- The site forms part of the Activity Centre;
- Located to the west of the landholding, the Braybrook Shopping Centre is a significant landholding within the Activity Centre, presenting a site frontage of approximately 85 metres to Ashley Street;
- A supermarket and specialty stores are active within the centre, with a large format retail tenancy within the centre vacant to Ballarat Road; and
- The Centre forms a low scale interface to Ashley Street, with surface carparking to the street edge and one storey buildings setback from the street.

Southern interface (Halstead Street + Costello Reserve):

- The site has a frontage of approximately 98 metres to Halstead Street which has a character typical of local streets within Maidstone, being a yielding street condition with a pedestrian pathway to one side and intermittent street tree planting;
- Buildings to Halstead Street (and extending along Powell Street) are typically one to two storey detached/ semi detached, with a mixed age of homes (including recent duplex development);
- The interface to Costello Reserve (approximately 108 metres) is defined by trees, planted to the boundary alignment of the existing street reserve;
- The Costello Reserve has minimal landscaping treatments/ embellishments (being an informal kickabout space), and there is evidence of rubbish dumping within the reserve.

Eastern interface (Whittaker Street):

- The eastern interface to Whittaker Street is contained, being approximately 30 metres in length;
- Buildings to the east of the site are typically one storey detached homes, some which have been re-purposed for commercial use;
- Whilst a residential street configuration (similar to Halstead Street), the thoroughfare accommodates a significant amount of car parking for the surrounding businesses (with cars parked on verges in close proximity to Ballarat Road).

Northern interface (commercial uses to Ballarat Road):

- The northern boundary of the site, approximately 204 metres in length, interfaces to businesses addressing Ballarat Road (including car sale yards);
- The existing buildings (are within zero and ten metres of the boundary, with parking/ car yards to the Ballarat Road frontage;
- The buildings are typically one storey, with two storey skillion toward the mid-point of the boundary's length.

Connections

- The site is highly accessible given its frontage to three streets, proximity to a range of public transport (bus) routes, and opportunities to connect to cycle networks;
- Vehicle access is permissible from both Halstead and Whittaker Street, with pedestrian only access possible from Ashley Street;
- With five bus routes with walking distance (with bus stop locations directly adjacent the landholding on Ashley Street and on Ballarat Road), the site is connected to Sunshine, Highpoint, Footscray and inner Melbourne;
- Pedestrian footpaths exist on most local streets surrounding the site and provide opportunities to walk to nearby activity centres, community and recreation facilities; and
- On street cycle lanes are provided along Ballarat Road, Ashley Street and Churchill Street, all within close proximity to the site.

Taking account of the analysis, the following opportunities influence the site's development potential:

- Embracing the site's industrial history and reinterpreting through the potential architectural response (form/materials), and detailing of streets and open spaces;
- Likelihood of redevelopment of surrounding landholdings (particularly the car sale yards to Ballarat Road) creating opportunities for a 'whole of block' redevelopment outcome (thereby opportunities for creating a more permeable street/ public realm network, greater variation in building heights etc.);
- Opportunity to integrate a range of building typologies and heights, respecting the surrounding residential homes (to Halstead Street and Whittaker Street) and opportunities afforded by the scale of Ashley Street;
- Capitalising and improving on the amenity of Costello Reserve, including considering greater residential densities to the northern boundary and contributions towards its improvement.

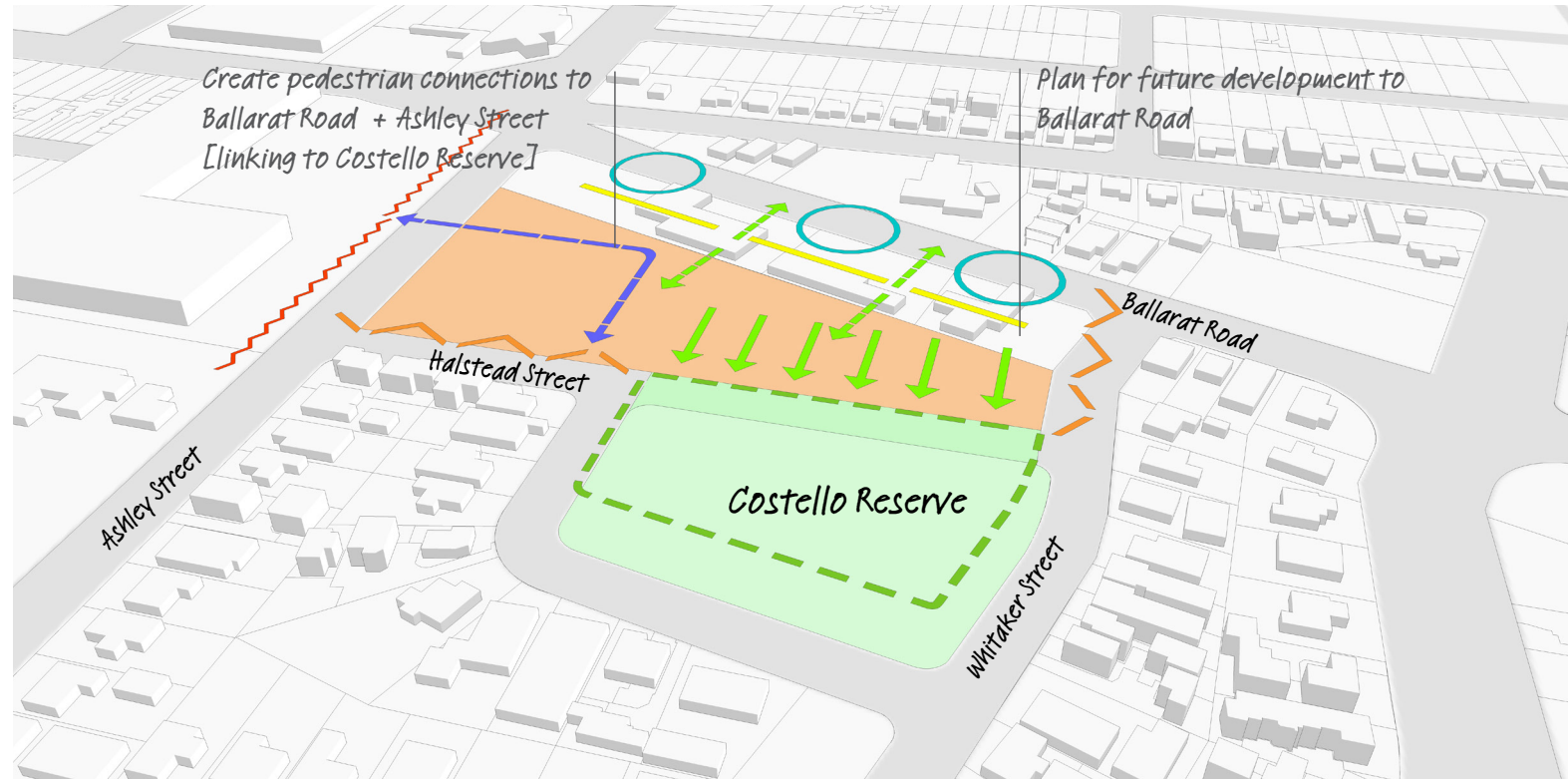








FIGURE 11 SITE OPPORTUNITIES

- | | |
|---|---|
|  Subject site |  A commensurate interface to be provided to existing homes/ buildings that will be retained for the medium - long term |
|  Opportunity to create pedestrian connections | |
|  Location of pedestrian connections to allow for future redevelopment of landholdings to Ballarat Road |  Future building frontage to address Costello Reserve |
| |  Costello Reserve |

03 Opportunities

3.1 Project Precedents

In considering the development potential of the site, the project team has studied residential redevelopments in proximity to the site and within similar contexts across Melbourne.

The key learnings from the analysis of these projects are:

- A **range of housing typologies** is key to catering for a broad market and laying the foundation for a more diverse community (household composition, economic status etc.);
- A range of architectural styles is important to deliver **diversity in the building forms**;
- Consideration should be given to surrounding residential dwellings that will be retained in the longer term, and in turn propose built form that is of **commensurate scale**;
- Buildings should be located closer to the street (with minimal front and side setbacks) to create **urban settings**, in addition to detailing streets and public open spaces accordingly;
- The **site's history** should be celebrated to create a unique identity for the new community;
- **Quality** (including smaller) **open spaces**, should be included, reflecting their urban setting and the likely recreational needs of existing and future residents; and
- **Urban streets** should be designed to accommodate pedestrians, cyclists (on street), street tree planting, dedicated parking and vehicle movement.



BANBURY VILLAGE, WEST FOOTSCRAY

Former site of Olympic Tyre + Rubber Co. (Beaurepaire), established in 1933 and officially opened in Footscray in 1939. Conversion to a residential village commenced in 2009, with final homes under construction currently.

Located 6.5 kilometres from Melbourne CBD, and within 100 metres of West Footscray Train Station the 9 hectare site has interfaces to Whitten Oval and remaining industrial uses.

Two art deco buildings to be retained on site, converted to apartment buildings and an interpretive art trail will celebrate the sites history.

Around 430 dwellings will be accommodated, including apartments, terraces and townhomes. Home prices range between \$250,000 and \$800,000.

[Cedar Woods + dKO].



Back of lane interface to industrial land uses

Central open space

Future apartment site

First stage terrace homes

Existing buildings [of value] reused for apartments

Southern outlook to railway



Local street - lane - local street section [Section A]



03 Opportunities

3.1 Project Precedents (Cf'd)



REALM, CAMBERWELL

The 2.55 hectare site is a former violet farm and market garden to the neighbouring Nazerth House Convent. Conversion to a residential village commenced in 2011, with final stages nearing completion.

Located 12 kilometres from Melbourne CBD, and within walking distance of Hartwell Train Station. The site has interfaces to Back Creek, with walking trails and natural open space.

78 dwellings will be accommodated including apartments, terraces and townhomes. Home prices range between \$795,000 (three bedroom townhouse) to \$1,250,000 (four bedroom house).

[Cedar Woods + RotheLowman].

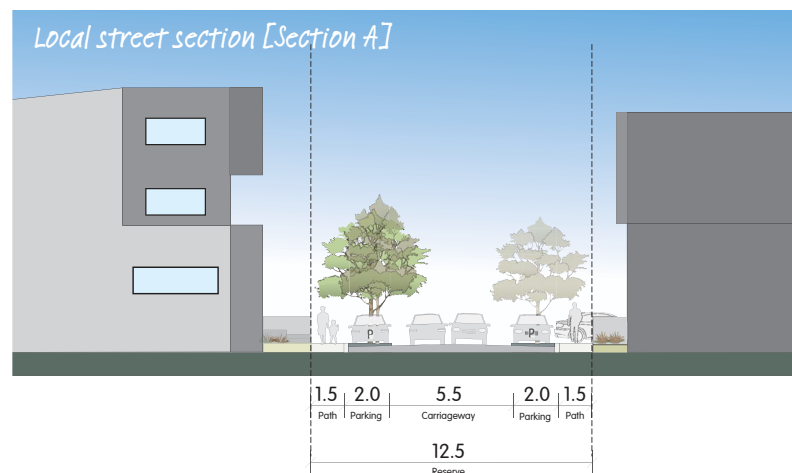
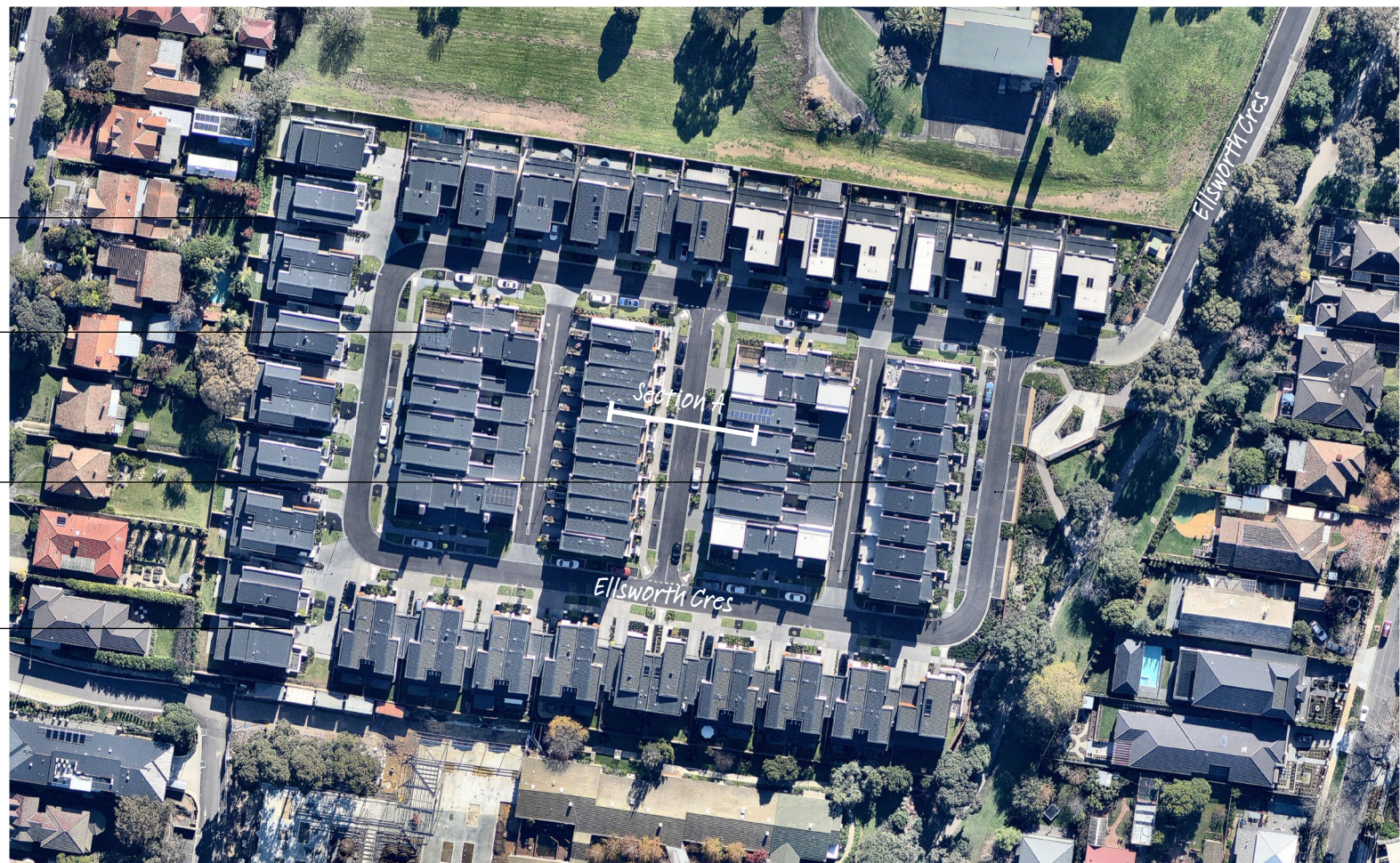


Back of lot interface to existing residential lots/ homes

Rear loaded terraces to site interior

Apartments overlooking open space + creek reserve

Front loaded townhomes to site boundary



Rear loaded terraces to site interior

*Linear open space/ drainage reserve
+ local park*

*5 storey apartments [with cafe to ground
floor]*

Common parking at ground floor [sleeved]

*Back of lot interface to existing residential
lots/ homes*

*Secondary frontage to Hampstead Road /
industrial interface*



4.1 Key Principles

The future development of the site should be guided by the following vision principles:

- Create a high amenity + diverse public realm;
- Provide a range of dwelling types;
- Explore a graduation of building heights;
- Provide considered interfaces;
- Establish a connected network; and
- Utilise Innovative parking solutions.

The key elements of each of these principles are outlined on pages 25 to 35.



CREATE A HIGH AMENITY + DIVERSE PUBLIC REALM

Key Principles:

- Encourage passive surveillance of public realm from urban built form;
- Create pedestrian connections to Ballarat Road from Costello Reserve, and west to Ashley Street;
- Establish internal streets that are shared zones for pedestrians, cyclists and private vehicles, promoting the slow movement of cars and priority for people;
- Create quality urban streets that include footpaths to both sides, formal street tree planting and appropriately scaled street furniture; and
- Within building developments, promote common open space areas (courtyards, rooftops etc.) to extend the social opportunities and associated benefits of a landscaped outlook; and
- Provide urban built form interfaces (minimal setbacks to streets from building) to define public streets and space edges.




FIGURE 12_PUBLIC REALM PLAN

- Subject site
- Costello Reserve
- Pedestrian passageway/ linear green
- Shared street [people + vehicles]
- Shared plaza [people + vehicles]
- Potential development footprint (including internal courtyards/ amenity)



FIGURE 13_PUBLIC SPACES + STREET SECTIONS REFERENCE PLAN

 Subject site

Indicative sections (provided opposite) illustrate the potential configuration of the streets and pedestrian ways to achieve a high amenity and diverse public realm.

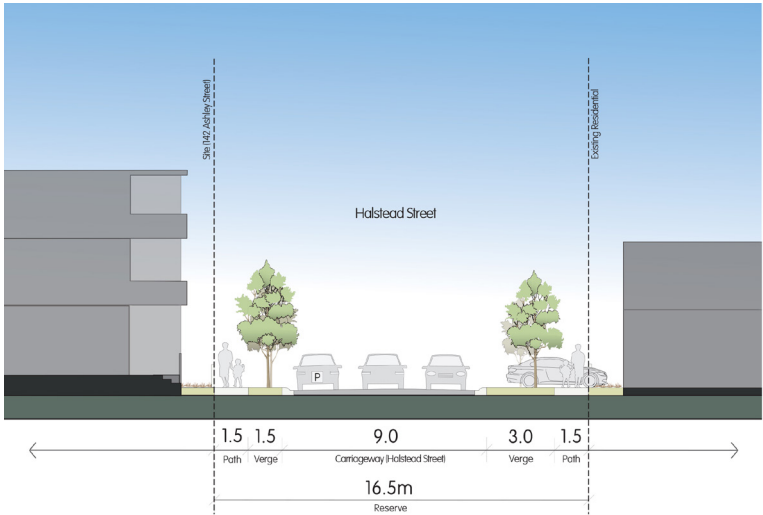


FIGURE 14_HALSTEAD STREET INTERFACE
[INDICATIVE STREET SECTION]

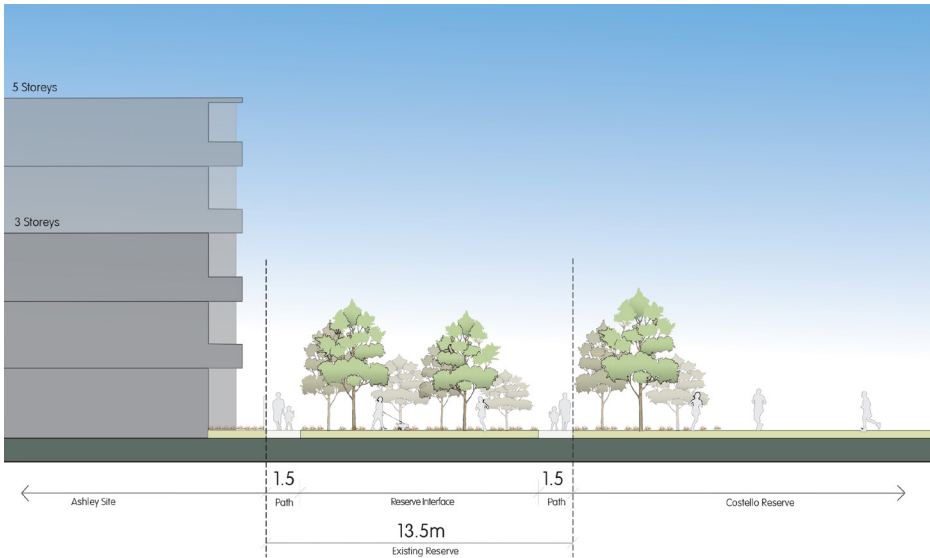


FIGURE 15_COSTELLO RESERVE INTERFACE
[INDICATIVE STREET SECTION]

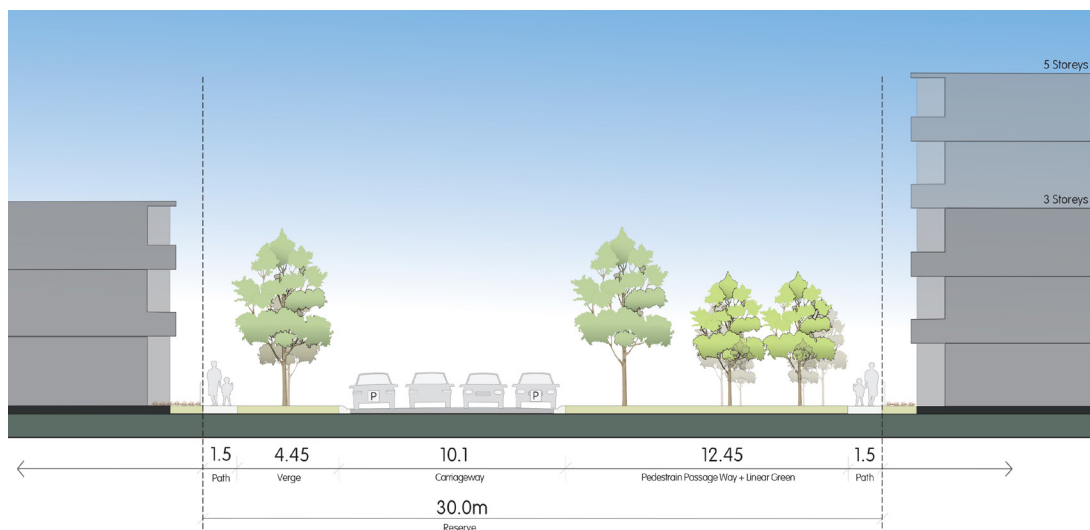


FIGURE 16_SHARED STREET
[INDICATIVE STREET SECTION]

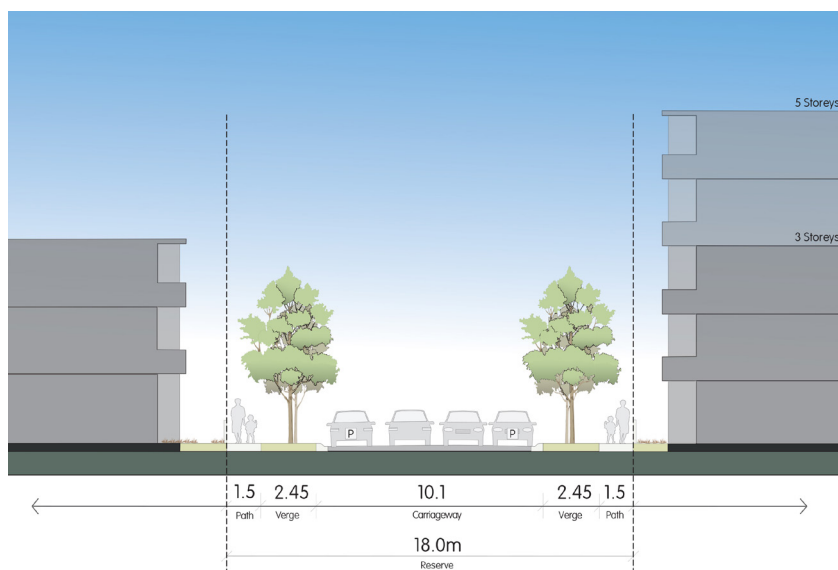


FIGURE 17_SHARED STREET
[INDICATIVE STREET SECTION]

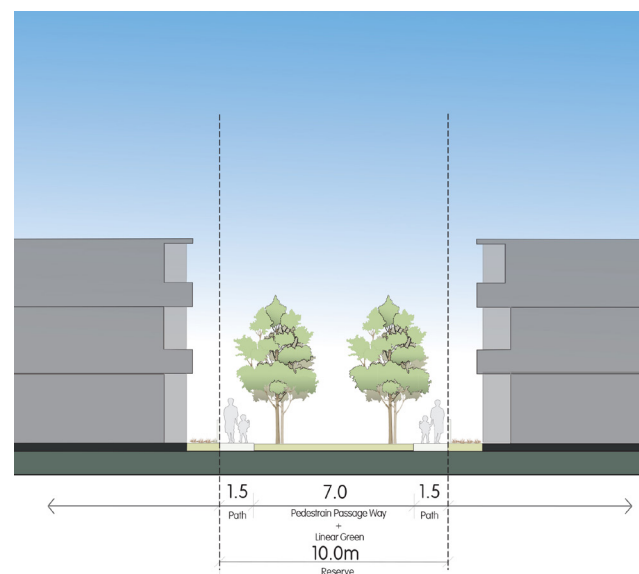


FIGURE 18_PEDESTRIAN ACCESS WAY
[INDICATIVE STREET SECTION]



PROVIDE A RANGE OF DWELLING TYPES

Key Principles:

- Create a robust urban structure that can accommodate for a range of dwelling types;
- Encourage a mix of terraces, townhomes and apartments to promote a diverse community and greater market opportunities;
- Promote the delivery of apartment buildings to Ashley Street, the northern boundary and fronting Costello Reserve (capitalising on the amenity and scale of the open space and street reserve);
- Deliver townhomes/ terraces to Halstead Street and Whittaker Street (sensitive to the lower scale of existing homes); and
- Support the provision of dwellings that provide high levels of amenity through good solar access, provision of private open space and convenient access to services.



FIGURE 19_DWELLING TYPES PLAN

- Subject site
- Potential commercial/ retail use at ground floor
- Apartment
- Apartment or townhome
- Townhome
- Key thoroughfare

Indicative Dwelling Types

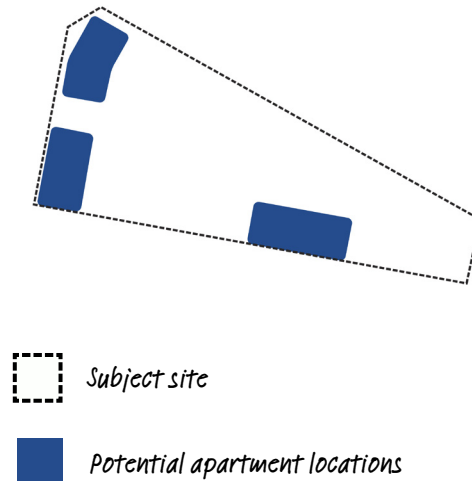
To develop the potential lower and upper dwelling yield scenarios/ concept plan options, a range of dwelling typologies have been referenced. These dwelling types have been sourced from projects across Melbourne, and are provided within this document for reference.

These dwelling types are provided as a reference only, and should not be adopted verbatim in the development of the landholding. The proponent should look to refine the dwelling types and mix in accordance with a detailed market analysis and architectural design process.

The floor plans and elevations on the following pages remain the property of the developer/ architect/ builder as referenced.

APARTMENT

Indicative floor plans (provided opposite) illustrate a potential building configuration that could be accommodated within the proposed locations on site (Figure 19 and opposite).



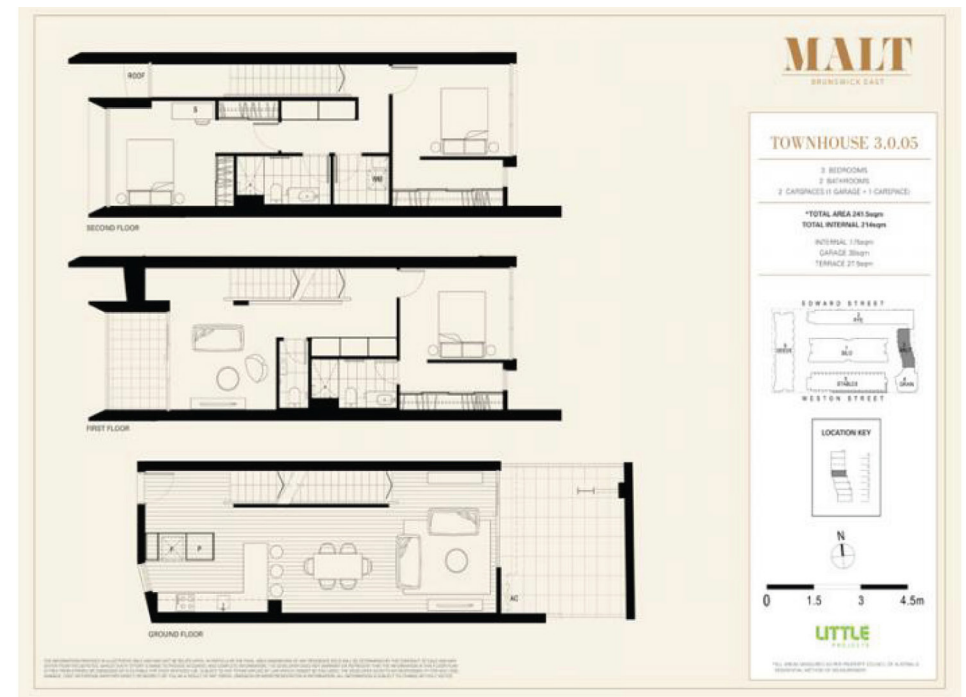
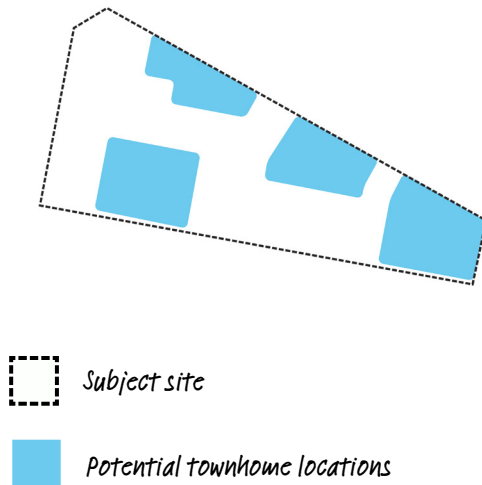
FOUR STOREY APARTMENT BUILDING
(WITH BASEMENT PARKING - TWO
LEVELS)

THE YORK - RCORP
BRUNSWICK WEST
SOURCE: <http://www.rcorporation.com.au/>

TOWNHOME

Indicative floor plans (provided opposite) illustrate a potential building typologies that could be accommodated within the proposed locations on site (Figure 19 and opposite).

It is proposed that townhomes would be either two or three storeys in height within the locations proposed.



THREE STOREY TOWNHOME
[BASEMENT GARAGE]

MALT - LITTLE PROJECTS
BRUNSWICK EAST
SOURCE: <http://www.littleprojects.com.au>



EXPLORE A GRADUATION OF BUILDING HEIGHTS

Key Principles:

- Encourage two to three storey built form to Halstead Street and Whittaker Street interfaces (sensitive to the scale of existing homes/ buildings);
- Encourage built form of up to five storeys overlooking Costello Reserve and to Ashley Street and the northern boundary, where unconstrained by adjacent dwellings; and
- 'Landmark buildings', located in prominent locations, provide opportunities for additional height (subject to architectural design and merit).



FIGURE 20_BUILDING HEIGHTS PLAN

- Subject site
- Three - five storeys
- Two - three storeys
- Landmark building
- Key thoroughfare



PROVIDE CONSIDERED INTERFACES

Key Principles:

- Any urban built form interface with setbacks of generally 1.5 to 3 metres to the existing Halstead Street and Whitaker Street interfaces;
- An urban built form interface with a setback generally 3 metres to Ashley Street. A zero site setback may be considered for a mixed use/commercial development where appropriate;
- Ashley Street is a Road Zone – Category 1, and the views of VicRoads regarding any proposed setbacks should be considered;
- An urban built form interface with a minimum 1.5 metre setback to the unmade road reserve fronting Costello Reserve;
- An urban built form interface with a setback generally 1.5 metres to new street reserves and pedestrian accessways;
- The front of dwellings (habitable windows, balcony or verandah) are to address all street frontages (existing and new), pedestrian accessways and Costello Reserve;
- Where a dwelling/ building is located on a corner, both frontages must be addressed with habitable windows and/ or balcony/ verandah);

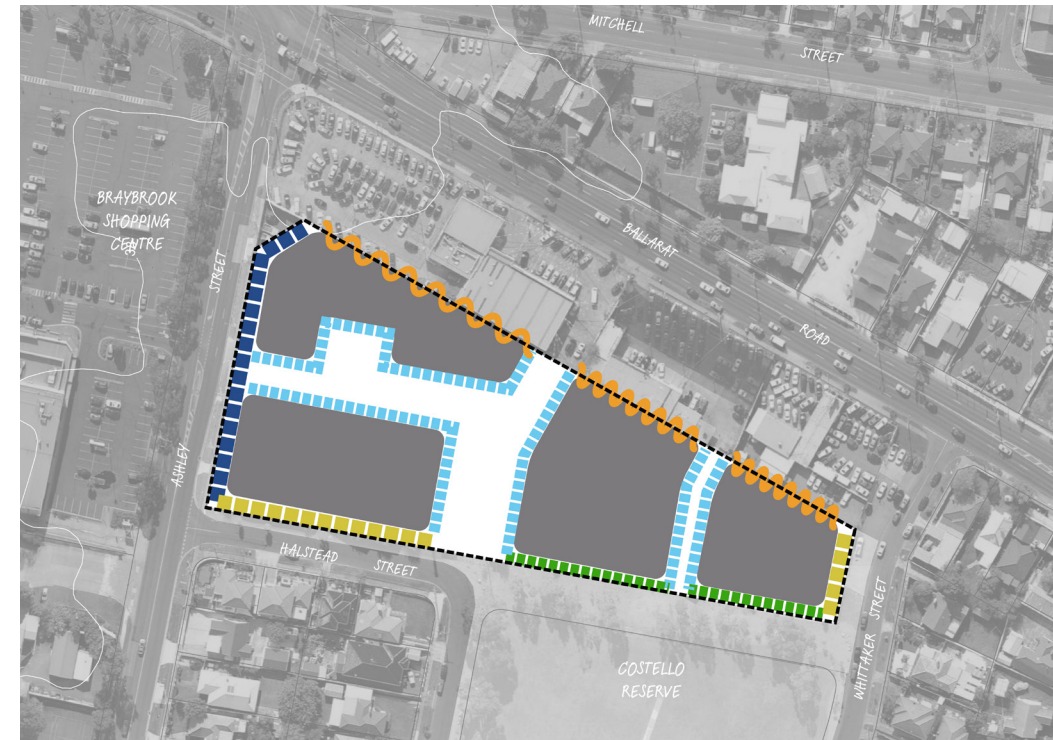


FIGURE 21_INTERFACE CONTROL PLAN

- Subject site
- 0m (non-residential) – 3.0m (residential) from property boundary.
- 1.5m to 3.0m from property boundary.
- 1.5m to 3.0m from road reserves and accessways.
- Minimum 1.5m from property boundary.
- Appropriate interface/ setback to adjacent landholdings
- Potential development footprint

- Buildings that have a shared side boundary with the northern perimeter of the site should accommodate an appropriate setback, creating necessary separation and maintaining the amenity of dwellings (with consideration of future development potential of landholdings to the north of the site), as appropriate; and
- The future built form within the site should have regard to the Rezoning Application Noise Assessment (prepared by Marshall Day Acoustics).



Shared street [East Perth, WA]



Local street [Varsity Lakes, QLD]



Pedestrian passage [Paradise Point, QLD]



Lane [Paradise Point, QLD]

ESTABLISH A CONNECTED NETWORK

Key Principles:

- Create a new internal street, which provides for on street carparking and free movement of vehicles (as well as services, footpaths and street tree planting/ landscaping);
- Use rear laneways to access garaging (where basement carparking is not proposed);
- Minimise the number of access points to basement carparking, reducing the number of crossovers required to pedestrian paths/ landscaped verges;
- Connect pathways through linear reserves and pedestrian access ways (linking Costello Reserve and Ballarat Road, and west to Ashley Street); and
- Construct new pathways within streets to the site's perimeter (as required).



FIGURE 22_CONNECTED NETWORK PLAN

- Subject site
- Existing street network
- New local street [14 - 18m reserve]
- Pedestrian path [1.5m/ 1.8m concrete]
- Potential shared path upgrade [2m deco]
- Street upgrade [pathways + planting]



Basement carpark entry, with apartments above [Bulimba, QLD]



Garaging to lane [Paradise Point, QLD]



Urban street, with on street parking [Paradise Point, QLD]



Urban street, with on street parking [Bulimba, QLD]

UTILISE INNOVATIVE PARKING SOLUTIONS

Key Principles:

- Garages to be located to the rear of terraces, accessed via laneways;
- Basement parking to be utilised where possible for private garaging (townhome and apartment dwellings);
- Where basement parking is not provided, parking must be provided to the rear of the building/ dwellings, accessed via a rear lane and sleeved by built form; and
- The provision of on-site resident and visitor carparking should have regard to the Car Parking and Transport Overview (prepared by Cardno).

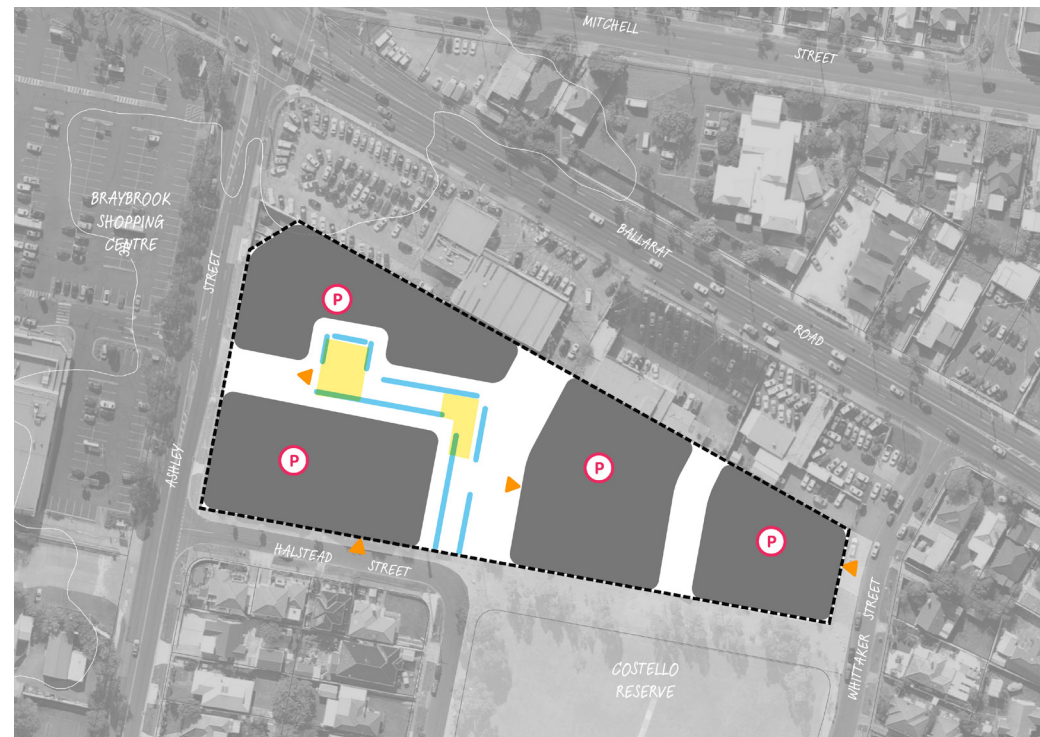


FIGURE 23_PARKING + ACCESS PLAN

- Subject site
- Shared zone
- Parking
 - basement; or
 - private garage accessed via rear lane.
- Parking on street [parallel]
- Vehicle access
 - basement carpark; or
 - rear lane.
- Potential development footprint



4.2 Concept Plan

The key principles outlined in Section 4.1 have informed the preparation of an urban structure (a conceptual design response).

These principles provide a robust urban framework that can accommodate a range of yield outcomes (to be determined and refined through a detailed market analysis and architectural design process).

The key principles inform a conceptual design response which:

- Accommodates between approximately 125 and 225 new dwellings, ranging from terraces and townhomes, to apartments;
- Delivers a range of building heights, from two to five storeys respective of their siting and interfaces;
- Delivers a high quality public realm network including streets, plazas and pedestrian passageways;
- Creates increased permeability, including a new local street and pedestrian passageways;
- Utilises vehicle access from both Whittaker Street and Halstead Street, with basement parking/ garaging access from a new internal street; and
- Allows for an integrated proposal with landholdings to the site's northern boundary, considering future development opportunities.

Two concept plan options, demonstrative of the potential lower and upper dwelling yield scenarios, are provided opposite and overleaf.

FIGURE 24_ CONCEPT PLAN
OPTION A - LOWER YIELD

APPROX. 125 DWELLINGS



FIGURE 25_LOWER YIELD CONCEPT PLAN | DWELLING TYPE REFERENCE PLAN



LEGEND

- site boundary
- potential commercial/retail use at ground floor
- apartment - 1/2/3 bedrooms (3 - 5 storeys)
- townhome - 3 bedrooms (2 - 4 storeys)
- townhome - 2 bedrooms (2 - 4 storeys)
- shared zone
- pedestrian passage way + linear green
- potential shared basement extent
- parking (basement)
- parking on street (parallel)
- laneway - preferred vehicle access point
- basement carpark - preferred vehicle access point

DWELLING SUMMARY [INDICATIVE]

dwelling type		dwelling
apartment	1 bed	72
	41% total apts	29
	2 bed	22
apartment	3 bed	21
	29% total apts	
townhome - 3 bedroom	3 bed	17
	(2 carpark on site)	15
	3 bed	2
townhome - 2 bedroom	(2 carpark in basement)	
	2 bed	36
	(1 carpark on site)	28
townhome	2 bed	8
	(1 carpark in basement)	
Total		125 dwellings

FIGURE 26_ CONCEPT PLAN
 OPTION B - UPPER YIELD

APPROX. 225 DWELLINGS

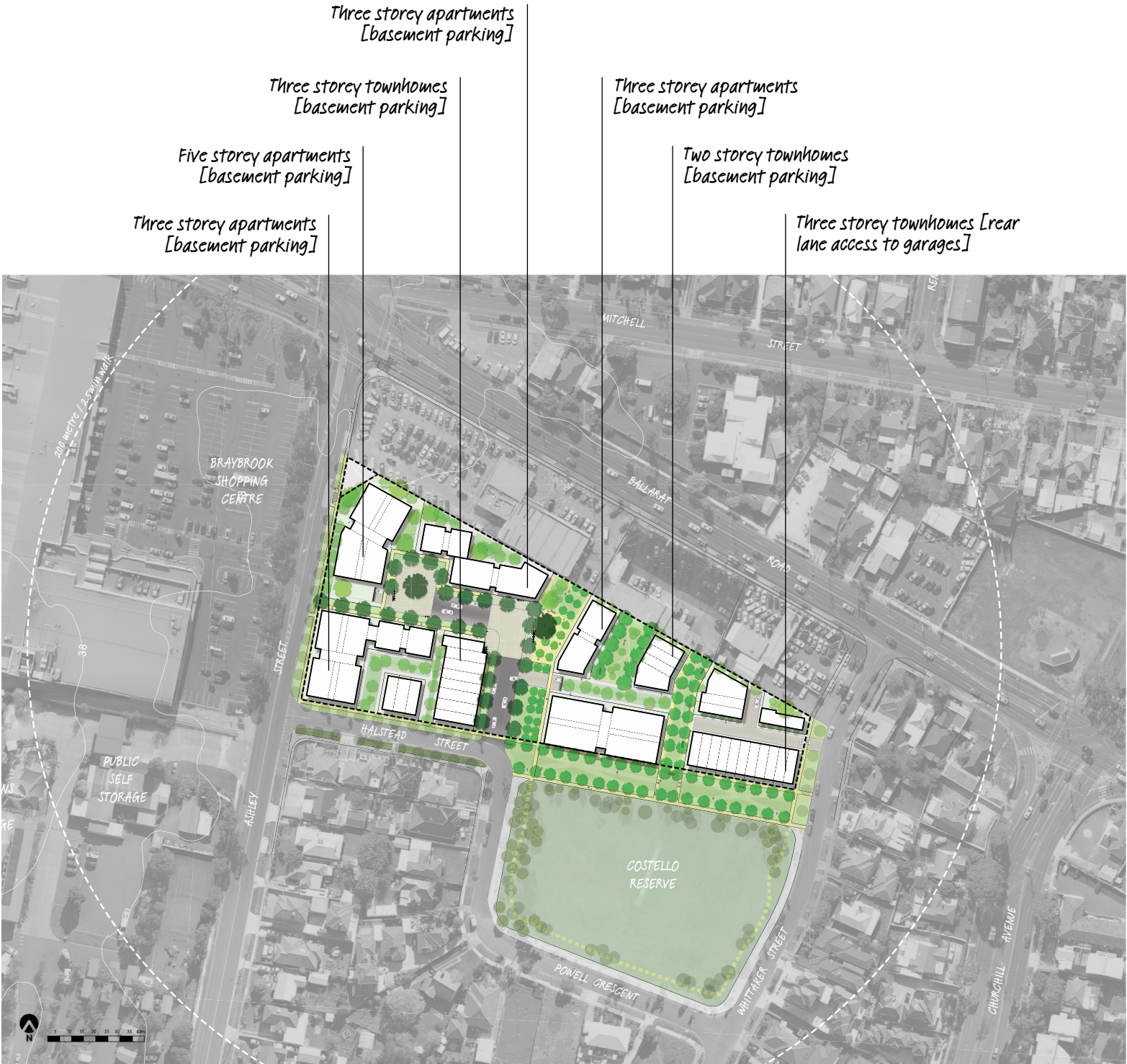
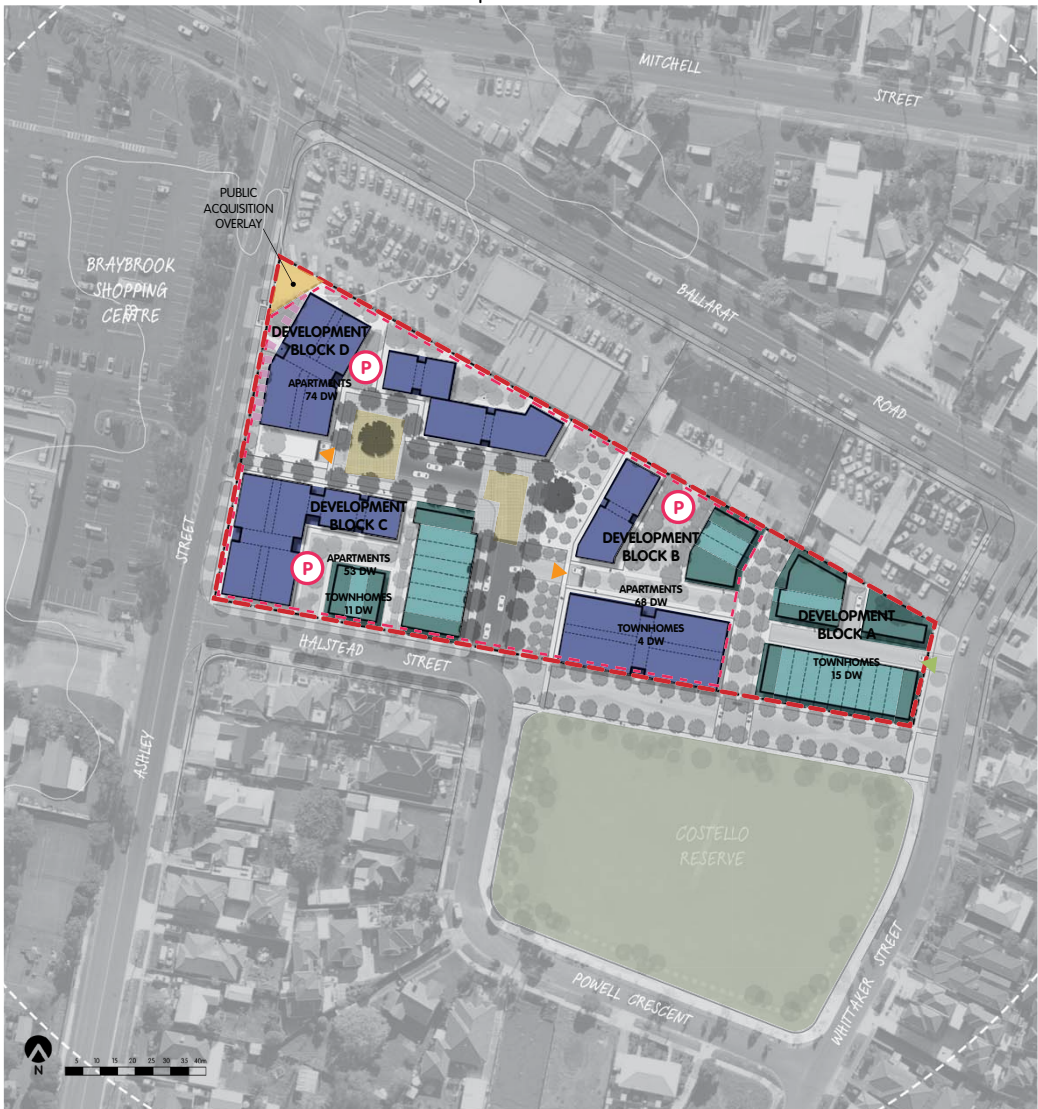


FIGURE 27_UPPER YIELD CONCEPT PLAN | DWELLING TYPE REFERENCE PLAN



LEGEND

- site boundary
- potential commercial/retail use at ground floor
- apartment - 1/2/3 bedrooms (3 - 5 storeys)
- townhome - 3 bedrooms (2 - 4 storeys)
- townhome - 2 bedrooms (2 - 4 storeys)
- shared zone
- pedestrian passage way + linear green
- potential shared basement extent
- (P) parking (basement)
- parking on street (parallel)
- laneway - preferred vehicle access point
- basement carpark - preferred vehicle access point

DWELLING SUMMARY (INDICATIVE)

dwelling type		dwelling
apartment		195
	1 bed	41% total apts 80
	2 bed	30% total apts 58
	3 bed	29% total apts 57
townhome - 3 bedroom		11
townhome - 2 bedroom		19
Total		225 dwellings

