

MINUTES

SPECIAL MEETING OF COUNCIL TUESDAY 17 DECEMBER 2019

The meeting commenced at 7.00pm.

PRESENT:

Cr Aaron An
Cr Henry Barlow
Cr Josh Gilligan
Cr Tony Hooper
Cr Intaj Khan
Cr Peter Maynard
Cr Kim McAliney
Cr Mia Shaw
Cr Walter Villagonzalo

IN ATTENDANCE:

Kelly Grigsby	Chief Executive Officer
Jenny McMahon	A/Director City Operations
Binda Gokhale	Chief Financial Officer
Peter Van Til	Manager Planning and Building
Emily Keogh	Manager Corporate Affairs
Celia Robinson	Coordinator Governance

1. OPENING PRAYER & WELCOME

The Mayor, Cr Josh Gilligan, welcomed all in attendance to the meeting.

2. APOLOGIES

MOTION

CRS PETER MAYNARD / TONY HOOPER

That apologies be accepted for Cr Heather Marcus and Cr John Gibbons.

(CARRIED)

3. DECLARATION BY COUNCILLORS OF DISCLOSURE OF CONFLICT OF INTEREST/CONFLICTING PERSONAL INTEREST IN ANY ITEM OF THE AGENDA

NIL

4. OFFICERS' REPORTS

- 4.1 PLANNING PERMIT APPLICATION WYP11645/19 - STAGED BUILDINGS AND WORKS FOR MIXED USE BUILDING (ACCOMMODATION, OFFICE, RETAIL, PLACE OF ASSEMBLY), USE OF THE LAND FOR CHILD CARE CENTRE AND A REDUCTION IN CAR PARKING REQUIREMENTS - 2 OVERTON ROAD WILLIAMS LANDING 2

5. CONFIDENTIAL BUSINESS

- 5.1 CONTRACTUAL MATTERS 108

6. CLOSE OF MEETING

FILE NO:

ITEM NO: 4.1
A/DIRECTOR CITY OPERATIONS -
JENNY MCMAHON**PLANNING PERMIT APPLICATION WYP11645/19 - STAGED BUILDINGS AND WORKS FOR MIXED USE BUILDING (ACCOMMODATION, OFFICE, RETAIL, PLACE OF ASSEMBLY), USE OF THE LAND FOR CHILD CARE CENTRE AND A REDUCTION IN CAR PARKING REQUIREMENTS - 2 OVERTON ROAD WILLIAMS LANDING****Summary**

Council has received a planning permit application for the staged development of a mixed-use building for the purposes of accommodation, office, retail and place of assembly. The application also seeks approval for the use of the land for a child care centre and a reduction in the car parking requirements of Clause 52.06 for the land at 2 Overton Road Williams Landing.

The site is zoned Priority Development Zone – Schedule 1 and is not affected by any planning overlays.

The site is 3.1ha in area and is currently vacant. The site was previously home to a large format hardware store (Masters) which has since been demolished. The subject site forms part of the Williams Landing Activity Centre precinct area and the wider Laverton Employment Node and Major Activity Centre area. The site has primary frontage to Overton Road and is bound by the Palmers Road (overpass) to the west and Woodbury Street to the south and east. The Williams Landing train station and shopping centre are located on the west side of Palmers Road. Parking associated with the train station is located south of the site.

The application is exempt from public notice under the provisions of the Priority Development Zone.

The application has been considered against the relevant policies and it is considered that the proposal is appropriate for the site and the report recommends that Council resolve to issue a Planning Permit subject to conditions.

Attachments

1. Proposed Master Plan

Officers' Declaration of Interests

Under Section 80C of the Local Government Act 1989 (as amended), officers providing advice to Council must disclose any interests, including the type of interest.

A/Director City Operations – Jenny McMahon

In providing this advice as the Director, I have no disclosable interests in this report.

Manager Planning & Building – Peter Van Til

In providing this advice as the Manager, I have no disclosable interests in this report.

Team Leader - Major Projects - Lisa Laskovski

In providing this advice as the Author, I have no disclosable interests in this report.

Key Issues

- Priority Development Zone
- Clause 52.06 Car Parking

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MCMAHON**PLANNING PERMIT APPLICATION WYP11645/19 - STAGED BUILDINGS AND WORKS FOR MIXED USE BUILDING (ACCOMMODATION, OFFICE, RETAIL, PLACE OF ASSEMBLY), USE OF THE LAND FOR CHILD CARE CENTRE AND A REDUCTION IN CAR PARKING REQUIREMENTS - 2 OVERTON ROAD WILLIAMS LANDING (cont'd)****RECOMMENDATION**

That Council resolves to issue a Planning Permit for the Staged Buildings and Works for Mixed Use Building, use of the land for Child Care Centre and a reduction in car parking requirements at 2 Overton Road Williams Landing subject to the following conditions:

Endorsed Master Plan

1. The Master Plan may be amended with the written consent of the Responsible Authority however the overall concept of the development as shown in the Master Plan must not be varied to increase the number of buildings or dwellings or result in an increase of the total floor area of the development.

Prior to Stage 1

2. Prior to any further approval for Stage 1 of the development a subdivision application must be lodged to vest the Public Road to Council as R-1.

Detailed Development Plans

3. Before any stage of the development starts, detailed plans for that stage including all buildings and associated public realm works must be submitted to and be approved by the Responsible Authority. When approved the Master Plan will be endorsed and will then form part of the permit. The plans must be generally in accordance with the built form outcomes as shown in the plans submitted with the application and be consistent with the master plan but modified to show the following:
 - a) Existing conditions including any earlier stages, topography (including levels) and infrastructure provision;
 - b) Design details for tower and podium interfaces to the street and internal road network including plans elevations, sections with detailed façade segments;
 - c) Widening of the Woodbury Street pedestrian walkway;
 - d) Where that stage includes dwellings, detailed design of the dwellings. Dwellings must comply with Clause 58 (Apartments) and the development must limit dwellings to no more than 160 One-Bedroom apartment, 233 Two-Bedroom Apartments and 42 Three-Bedroom apartments. No study or alternate additional rooms that could be used as a bedroom will be permitted in any dwelling;
 - e) The amount and location of shower and change facilities and the amount of bicycle parking by user type;
 - f) The layout of all car parking and loading/unloading areas showing the arrangement of spaces and access aisles;
 - g) Any design changes required as a result of further ESD reports in the corresponding condition below;
 - h) A scheme for landscaping and planting in accordance with the development as required in the corresponding condition below;
 - i) Any requirement or recommendations of the traffic report as required in the corresponding conditions below;

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- j) Any requirement or recommendation of the Wind Assessment as required in the corresponding conditions below:
- k) Any requirement or recommendation of the Disability Audit as required in the corresponding conditions below:

Layout Not Altered and Satisfactory Completion

- 4. The development as shown on the endorsed plans per stage must not be altered without the written consent of the Responsible Authority.
- 5. Once each stage of development has started it must be completed to the satisfaction of the Responsible Authority.

Landscape and Open Space Plan

- 6. The development must prepare a Landscape and Open Space Plan for the detailed design and landscaping of all open space. The plan must be prepared to the satisfaction of the Responsible Authority and when approved will be endorsed to form part of the permit. The Plan must:
 - a) Incorporate urban design elements that include but are not limited to paving, lighting and seating, and a clear demarcation of public realm and private space, including pedestrian, bicycle and vehicle circulation;
 - b) Identify how the public open spaces will be publicly accessible for use by workers, residents and visitors to the site on a 24/7 basis;
 - c) Demonstrate how the public open spaces have been designed to achieve comfortable wind conditions and good solar access;
 - d) A schedule of all soft and hard landscaping and treatments to be to the Council's standard;
 - e) Planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant; and
 - f) Details of surface finishes of retaining walls, pathways, kerbs and laneways.
 - g) That the current 8.9% 'deep soil' area provided, must be improved to the satisfaction of the Responsible Authority. As per, Clause 58.03-05 and standard D10, 15% of site area should be allocated to deep soil areas. Currently 5.1% is provided with a further 3.8% covered via elevated terraces. It is recommended that this is achieved via green facades.
- 7. Provision of communal and publicly accessible open space within each stage as shown on the endorsed plans must be completed within 6 months of completion of development of the corresponding stage to the satisfaction of the Responsible Authority and subsequently maintained to the satisfaction of the Responsible Authority.
- 8. Any trees in the adjoining streets which are shown on the endorsed plans to be removed, relocated or replaced must not be removed, lopped or pruned without the prior

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consent of the Responsible Authority. All costs in connection with the removal/relocation or replacement of the trees, including any payment for the amenity value of the tree(s) to be removed, must be met by the developer/owner of the site(s).

9. Any landscaping shown on the endorsed plan must be planted and maintained to the satisfaction of the Responsible Authority and once landscaped must not be used for any other purpose except with the prior written consent of the Responsible Authority.

Wind Assessment

10. Before any stage of the development starts, a wind tunnel test and Environmental Wind Climate Assessment report of the development to be include that stage within the context of other stages, proposed and constructed, by a suitable qualified engineering consultant must be undertaken. Any further modifications required to the development in order to ensure acceptable wind conditions to the street and to the podium rooftop (if accessible). The recommendations of the report must be implemented at no cost to the Responsible Authority and be approved by the Responsible Authority.

Materials and Finishes

11. Before any stage of the development starts, a Façade Strategy must be submitted to and be to the satisfaction of the Responsible Authority. When approved this will form part of the endorsed plans. All materials, finishes and colours must be in conformity with the approved Façade Strategy to the satisfaction of the Responsible Authority. The Façade Strategy for the development must be generally in accordance with plans prepared by (insert) and detail:
- a) A concise description by the architect of the building design concept and how the façade works to achieve this.
 - b) A schedule of colours, materials and finishes, including the colour, type and quality of materials showing their application and appearance. This can be demonstrated in coloured elevations or renders from key viewpoints, to show the materials and finishes linking them to a physical sample board with clear coding
 - c) Elevation details generally at a scale of 1:50 illustrating typical podium details, entries and doors, typical privacy screening and utilities, typical tower detail, and any special features which are important to the building's presentation
 - d) Cross sections or other method of demonstrating the façade systems, including fixing details indicating junctions between materials and significant changes in form and/or material
 - e) Information about how the façade will be accessed and maintained and cleaned, including planting where proposed

Site Environmental Management Plan

12. Prior to the commencement of each stage of the development, including any vegetation removal and works required by other authorities, a Site Environmental Management Plan must be submitted to and approved by the responsible authority. When approved, the Site Management Plan will be endorsed and will then form part of the permit.

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The SEMP must be in accordance with Council's SEMP template and guidelines. The approved SEMP must be implemented at all times to the satisfaction of the Responsible Authority. Any non-compliance may be enforced under the Planning and Environment Act and other related legislation.

Access to the site must be available at all times for Council representatives to monitor implementation of the SEMP.

The SEMP applies for all works approved in this Permit up to where public land is handed over (and accepted) by the relevant authority and the remainder is completely in private ownership.

- a) Prior to commencement of works, contractors must be inducted into the SEMP and all flora and fauna conservation requirements.
 - b) Prior to commencement of works, the works zone must be enclosed by secure and obvious temporary fencing. The work zone fence must remain in place until works are completed. Fill, machinery and building materials must not be placed outside of the works zone.
 - c) All litter and building waste must be contained on the site and must not be allowed to leave the site until the time it is correctly disposed of.
 - d) All earthworks must be undertaken in a manner that will minimise soil erosion and adhere to Construction Techniques for Sediment Pollution Control (EPA 1991) or updated version.
 - e) Any construction stockpiles, fill and machinery must be placed away from areas supporting native vegetation and drainage lines to the satisfaction of the responsible authority.
 - f) Noxious weeds and serious threat environmental weeds must be controlled. Any weed infestations resulting from soil disturbance and/or the importation of sand, gravel and other material used in the construction process must be controlled. Weed control must be at no cost to and to the satisfaction of the Responsible Authority.
13. Unless otherwise approved in writing by the Responsible Authority, prior to the removal of any street trees, the permit holder must contact Council's Environment Department at tree.planning@wyndham.vic.gov.au to make arrangements for the payment of loss of amenity and costs for the planting of new tree(s) by the Responsible Authority. A written quote will be prepared and provided to the applicant and acceptance of the quote must be provided in writing to Council and payment received prior to any works to the street tree commencing.
14. Tree protection fencing must be erected around the canopy area of all trees to be retained on or adjacent to works (including street trees) prior to the commencement of works. The fence must remain in place until all works are completed to the satisfaction of the Responsible Authority. Except with the written consent of the Responsible Authority, within the tree protection zone, the following are prohibited:
- a) vehicular or pedestrian access
 - b) trenching or soil excavation
 - c) storage or dumping of any soils, materials, equipment, vehicles, machinery or waste products
 - d) entry and exit pits for underground services

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- e) any other actions or activities that may result in adverse impacts to retained tree(s).

Environmentally Sustainable Development

15. Prior to the commencement of each stage of the development, a Sustainability Management Plan (SMP) for the relevant stage must be submitted to and approved by the Responsible Authority. The SMP must be in accordance with Clause 22.08. When approved, the Sustainability Management Plan will be endorsed and will then form part of the permit

Disability Audit

16. Before any stage of the development starts, the applicant must commission a Disability Audit of the development and undertake any modifications to the development as required by the audit to the satisfaction of the Responsible Authority.

Car Parking & Bicycle Facilities

17. Before any stage of the development starts, a traffic engineering assessment including functional layout plans and other supporting information as appropriate must be prepared to the satisfaction of the responsible authority. The assessment must detail:
- a) The car parking numbers to be provided in each stage including construction in accordance with the design requirements specified in the Scheme.
 - b) Bicycle parking spaces and end of trip facilities
 - c) Swept path plans demonstrating appropriate access arrangements to the site including all internal parking areas and loading and servicing requirements (including the ability for all vehicles to leave the site in a forward direction).
 - d) The internal design of the car park and loading docks, the positioning of boom gates, card readers, control equipment, including car park control points, and ramp grades must be generally in accordance with the Australian and New Zealand Standard 2890.1-2004.
18. The area set aside for car parking and access of vehicles and access ways must be constructed, delineated and clearly line marked to indicate each car space, the access ways and the direction in which vehicles must proceed along the accessways, in conformity with the endorsed plans. Parking areas and access ways must be kept available for these purposes at all times and maintained to the satisfaction of the Responsible Authority.
19. Bicycle parking must be provided, located and appropriately signed to the satisfaction of the Responsible Authority
20. All mechanical exhaust systems to the car park hereby approved must be sound attenuated to prevent noise nuisance to the occupants of the surrounding properties, to the satisfaction of the Responsible Authority.
21. The loading and unloading of vehicles and delivery of goods to and from the premises

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must at all times take place within the boundaries of the site.

22. Before the occupation of any stage of development, all necessary vehicle crossings must be constructed and all unnecessary vehicle crossings must be demolished and the footpath, kerb and channel reconstructed, in accordance with plans and specifications first approved by the Responsible Authority.
23. Car spaces and accessways are to be designed in accordance with Clause 52.06-8 of Planning Scheme.
24. Car parking spaces and accessways are to be clearly line marked in accordance VicRoads Traffic Engineering Manual Volume 2 – Signs and Markings.
25. Disabled car parking spaces are to be provided in accordance with Australian Standard AS/NZS 2890.6:2009 with the inclusion of the bollard and shared space.
26. Access arrangements are to be designed to the satisfaction of the responsible authority

Car Parking Management Plan

27. Prior to the commencement of any stage of the development a Car Parking Management Plan (CPMP) to the satisfaction of the Responsible Authority prepared by an appropriate qualified traffic engineer must be submitted to and approved by the Responsible Authority. The CPMP must include (but is not limited to):
 - a) Total allocation of 1753 car parking spaces for the development.
 - b) The allocation of a minimum of 269 shared short-term parking spaces (pool parking)
 - c) The allocation of long-term car parking spaces for each of the uses in accordance with the approved traffic engineering assessment.
 - d) The category of persons allowed to use visitor/staff car spaces; and the management and control of access to visitor/staff car spaces.
 - e) A car share scheme to support the proposed car parking reduction for 1-bedroom dwellings.
 - f) Car park area security including lighting.
 - g) Traffic management devices and signage for the safe and efficient use of the car park.

Student Numbers (TAFE)

28. No more than 200 students may be present at the TAFE at any one time.

Patron Numbers (Hotel Function Room)

29. The number of persons attending the function room within the Residential Hotel, at any one time, must not exceed 200 except with the prior written consent of the Responsible Authority.

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30. The whole of the subject land, including landscaped and paved areas, must drain to the legal point of discharge to the satisfaction of the Responsible Authority.
31. The stormwater runoff generated from the whole of the subject land, including landscaped and paved areas, must not adversely flood neighbouring properties. Provisions are to be made within the development to manage runoff between allowable site discharge and 1 in 100-year ARI developed flow to the satisfaction of the Responsible Authority.
32. All stormwater inlet pits from car parking and paved areas must be grated to prevent the ingress of gross pollutants to stormwater drainage system.
33. If new or additional drainage discharge point is required for the subject land, a separate legal point of discharge application must be submitted to (mail@wyndham.vic.gov.au) and approved by Council.

Building appurtenances

34. All building plant and equipment on the roofs, balcony areas, common areas, public through fares must be concealed to the satisfaction of the Responsible Authority. The construction of any additional plant machinery and equipment, including but not limited to all air-conditioning equipment, ducts, flues, all exhausts including car parking and communications equipment shall be to the satisfaction of the Responsible Authority.
35. Any satellite dishes, antennas or similar structures associated with the development must be designed and located at a single point on each building in the development to the satisfaction of the Responsible Authority, unless otherwise approved to the satisfaction of the Responsible Authority.
36. Mechanical ventilation systems, refrigeration motors, air conditioning units or all other equipment is to be suitably located so they do not cause a nuisance to the satisfaction of the Responsible Authority.

Construction vehicle Access

37. During construction works under this permit, access to and egress from the subject land must be via a route approved by the responsible authority.

Construction Phase

38. All activities associated with the construction of the development permitted by this permit must be carried out to the satisfaction of the Responsible Authority and all care must be taken to minimise the effect of such activities on the amenity of the locality. Measures must be taken to suppress dust, noise or other emissions during construction to prevent nuisance to surrounding neighbours as defined by the Public Health and Wellbeing Act 2008.

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39. Construction and/or demolition works must comply with the requirements specified in the Environment Protection Authorities, Noise Control Guidelines Publication 1254, October 2008.

Garbage Containers

40. Garbage containers must be stored out of view to the satisfaction of the Responsible Authority.

Private waste collection

41. Unless agreed otherwise in writing by the Responsible Authority, the waste collection must be provided by a private contractor. Provision must be made for an acceptable pick up point for waste collection services that is satisfactory to the Responsible Authority.
42. Waste collection onsite, are to be restricted to 7.00am - 10.00pm Monday to Saturday and 9.00am - 10.00pm Sunday and Public Holidays.

Graffiti Prevention Measures

42. Any walls / spaces accessible to the public must be treated in accordance with Safer Design and CPTED (Crime Prevention Through Environmental Design) Principles. Where appropriate the following measures must be implemented to the satisfaction of the Responsible Authority:

- a) Use of textured or rough services that make it difficult to apply graffiti.
- b) Use of permeable fencing instead of solid walls.
- c) Construct buildings with high-density, low absorbency materials.
- d) Use anti-graffiti coating to protect the surface when building or revitalising the walls including façade.
- e) Install sensor lighting and / or enhance surveillance to deter graffiti.
- f) Break up large surfaces to minimise the canvas available for graffiti.
- g) Use measures to make the surface less accessible to the public

Maintenance of Property

43. The permit holder/occupier must promptly remove or obliterate any graffiti on the subject site which is visible to the public and keep the site free from graffiti at all times to the satisfaction of the Responsible Authority.

Expiry of Permit

44. This permit will expire if one of the following circumstances applies:

- a) The development is not started within two (2) years of the date of this permit;
- b) The development is not completed within eight (8) years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in

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writing whereby either of the following instances apply:

- a) before or within 6 months after the permit expiry date, where the use or development allowed by the permit has not yet started; or
- b) within 12 months after the permit expiry date, where the proposal allowed by the permit has lawfully started before the permit expires.

Expiry of permit

FOOTNOTE: In the event that this permit expires or the subject land is proposed to be used or developed for purposes different from those for which this permit is granted, there is no guarantee that a new permit will be granted and if a new permit is granted then the permit conditions may vary from those included on this permit having regard to changes that might occur to circumstances, the planning scheme or policy.

Road Opening / Crossovers

FOOTNOTE: Any new or modified crossovers require separate approval from Council's Assets & Roads Department. Town Planning stamped approved plans must be presented when applying for a Consent for Works approval. Refer <https://www.wyndham.vic.gov.au/services/building-planning/other-related-permits/consent-works-road-reserves>. The location, design and construction of the crossover(s) is to be in accordance with Council's standard drawings. Refer <https://www.wyndham.vic.gov.au/services/roads-parking-transport/plans-policies-drawings/standard-drawings>. Any proposed crossover(s) must maintain a 1.0m clearance from any service provider infrastructure, 3.0m clearance from any street tree and 10.0m clearance from any intersection. If these clearance requirements cannot be maintained, service provider infrastructure may need to be upgraded/modified and street tree compensation fees may be applicable at the permit holder's cost and to the satisfaction of the Council.

Building Approval

FOOTNOTE: This permit is issued pursuant to the provisions of the Wyndham Planning Scheme and does not relieve the permit holder of the necessity to obtain a building permit pursuant to the Building Act 1993 prior to commencement of any construction or works on any part of the site.

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CRS AARON AN / INTAJ KHAN

That Council resolves to issue a Planning Permit for the Staged Buildings and Works for Mixed Use Building, use of the land for Child Care Centre and a reduction in car parking requirements at 2 Overton Road Williams Landing subject to the following conditions:

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 - e) Planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant; and
 - f) Details of surface finishes of retaining walls, pathways, kerbs and laneways.
 - g) That the current 8.9% 'deep soil' area provided, must be improved to the satisfaction of the Responsible Authority. As per, Clause 58.03-05 and standard D10, 15% of site area should be allocated to deep soil areas. Currently 5.1% is provided with a further 3.8% covered via elevated terraces. It is recommended that this is achieved via green facades.
- 7. Provision of communal and publicly accessible open space within each stage as shown on the endorsed plans must be completed within 6 months of completion of development of the corresponding stage to the satisfaction of the Responsible Authority and subsequently maintained to the satisfaction of the Responsible Authority.
- 8. Any trees in the adjoining streets which are shown on the endorsed plans to be removed, relocated or replaced must not be removed, lopped or pruned without the prior consent of the Responsible Authority. All costs in connection with the removal/relocation

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MCMAHON**PLANNING PERMIT APPLICATION WYP11645/19 - STAGED BUILDINGS AND WORKS FOR MIXED USE BUILDING (ACCOMMODATION, OFFICE, RETAIL, PLACE OF ASSEMBLY), USE OF THE LAND FOR CHILD CARE CENTRE AND A REDUCTION IN CAR PARKING REQUIREMENTS - 2 OVERTON ROAD WILLIAMS LANDING (cont'd)**

or replacement of the trees, including any payment for the amenity value of the tree(s) to be removed, must be met by the developer/owner of the site(s).

9. Any landscaping shown on the endorsed plan must be planted and maintained to the satisfaction of the Responsible Authority and once landscaped must not be used for any other purpose except with the prior written consent of the Responsible Authority.

Wind Assessment

10. Before any stage of the development starts, a wind tunnel test and Environmental Wind Climate Assessment report of the development to be include that stage within the context of other stages, proposed and constructed, by a suitable qualified engineering consultant must be undertaken. Any further modifications required to the development in order to ensure acceptable wind conditions to the street and to the podium rooftop (if accessible). The recommendations of the report must be implemented at no cost to the Responsible Authority and be approved by the Responsible Authority.

Materials and Finishes

11. Before any stage of the development starts, a Façade Strategy must be submitted to and be to the satisfaction of the Responsible Authority. When approved this will form part of the endorsed plans. All materials, finishes and colours must be in conformity with the approved Façade Strategy to the satisfaction of the Responsible Authority. The Façade Strategy for the development must be generally in accordance with plans prepared by (insert) and detail:
 - a) A concise description by the architect of the building design concept and how the façade works to achieve this.
 - b) A schedule of colours, materials and finishes, including the colour, type and quality of materials showing their application and appearance. This can be demonstrated in coloured elevations or renders from key viewpoints, to show the materials and finishes linking them to a physical sample board with clear coding
 - c) Elevation details generally at a scale of 1:50 illustrating typical podium details, entries and doors, typical privacy screening and utilities, typical tower detail, and any special features which are important to the building's presentation
 - d) Cross sections or other method of demonstrating the façade systems, including fixing details indicating junctions between materials and significant changes in form and/or material
 - e) Information about how the façade will be accessed and maintained and cleaned, including planting where proposed

Site Environmental Management Plan

12. Prior to the commencement of each stage of the development, including any vegetation removal and works required by other authorities, a Site Environmental Management Plan must be submitted to and approved by the responsible authority. When approved, the Site Management Plan will be endorsed and will then form part of the permit.

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The SEMP must be in accordance with Council's SEMP template and guidelines. The approved SEMP must be implemented at all times to the satisfaction of the Responsible Authority. Any non-compliance may be enforced under the Planning and Environment Act and other related legislation.

Access to the site must be available at all times for Council representatives to monitor implementation of the SEMP.

The SEMP applies for all works approved in this Permit up to where public land is handed over (and accepted) by the relevant authority and the remainder is completely in private ownership.

- a) Prior to commencement of works, contractors must be inducted into the SEMP and all flora and fauna conservation requirements.
 - b) Prior to commencement of works, the works zone must be enclosed by secure and obvious temporary fencing. The work zone fence must remain in place until works are completed. Fill, machinery and building materials must not be placed outside of the works zone.
 - c) All litter and building waste must be contained on the site and must not be allowed to leave the site until the time it is correctly disposed of.
 - d) All earthworks must be undertaken in a manner that will minimise soil erosion and adhere to Construction Techniques for Sediment Pollution Control (EPA 1991) or updated version.
 - e) Any construction stockpiles, fill and machinery must be placed away from areas supporting native vegetation and drainage lines to the satisfaction of the responsible authority.
 - f) Noxious weeds and serious threat environmental weeds must be controlled. Any weed infestations resulting from soil disturbance and/or the importation of sand, gravel and other material used in the construction process must be controlled. Weed control must be at no cost to and to the satisfaction of the Responsible Authority.
13. Unless otherwise approved in writing by the Responsible Authority, prior to the removal of any street trees, the permit holder must contact Council's Environment Department at tree.planning@wyndham.vic.gov.au to make arrangements for the payment of loss of amenity and costs for the planting of new tree(s) by the Responsible Authority. A written quote will be prepared and provided to the applicant and acceptance of the quote must be provided in writing to Council and payment received prior to any works to the street tree commencing.
14. Tree protection fencing must be erected around the canopy area of all trees to be retained on or adjacent to works (including street trees) prior to the commencement of works. The fence must remain in place until all works are completed to the satisfaction of the Responsible Authority. Except with the written consent of the Responsible Authority, within the tree protection zone, the following are prohibited:
- a) vehicular or pedestrian access
 - b) trenching or soil excavation
 - c) storage or dumping of any soils, materials, equipment, vehicles, machinery or waste products
 - d) entry and exit pits for underground services
 - e) any other actions or activities that may result in adverse impacts to retained tree(s).

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15. Prior to the commencement of each stage of the development, a Sustainability Management Plan (SMP) for the relevant stage must be submitted to and approved by the Responsible Authority. The SMP must be in accordance with Clause 22.08. When approved, the Sustainability Management Plan will be endorsed and will then form part of the permit

Disability Audit

16. Before any stage of the development starts, the applicant must commission a Disability Audit of the development and undertake any modifications to the development as required by the audit to the satisfaction of the Responsible Authority.

Car Parking & Bicycle Facilities

17. Before any stage of the development starts, a traffic engineering assessment including functional layout plans and other supporting information as appropriate must be prepared to the satisfaction of the responsible authority. The assessment must detail:
- a) The car parking numbers to be provided in each stage including construction in accordance with the design requirements specified in the Scheme.
 - b) Bicycle parking spaces and end of trip facilities
 - c) Swept path plans demonstrating appropriate access arrangements to the site including all internal parking areas and loading and servicing requirements (including the ability for all vehicles to leave the site in a forward direction).
 - d) The internal design of the car park and loading docks, the positioning of boom gates, card readers, control equipment, including car park control points, and ramp grades must be generally in accordance with the Australian and New Zealand Standard 2890.1-2004.
18. The area set aside for car parking and access of vehicles and access ways must be constructed, delineated and clearly line marked to indicate each car space, the access ways and the direction in which vehicles must proceed along the accessways, in conformity with the endorsed plans. Parking areas and access ways must be kept available for these purposes at all times and maintained to the satisfaction of the Responsible Authority.
19. Bicycle parking must be provided, located and appropriately signed to the satisfaction of the Responsible Authority
20. All mechanical exhaust systems to the car park hereby approved must be sound attenuated to prevent noise nuisance to the occupants of the surrounding properties, to the satisfaction of the Responsible Authority.
21. The loading and unloading of vehicles and delivery of goods to and from the premises must at all times take place within the boundaries of the site.
22. Before the occupation of any stage of development, all necessary vehicle crossings

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must be constructed and all unnecessary vehicle crossings must be demolished and the footpath, kerb and channel reconstructed, in accordance with plans and specifications first approved by the Responsible Authority.

23. Car spaces and accessways are to be designed in accordance with Clause 52.06-8 of Planning Scheme.
24. Car parking spaces and accessways are to be clearly line marked in accordance VicRoads Traffic Engineering Manual Volume 2 – Signs and Markings.
25. Disabled car parking spaces are to be provided in accordance with Australian Standard AS/NZS 2890.6:2009 with the inclusion of the bollard and shared space.
26. Access arrangements are to be designed to the satisfaction of the responsible authority

Car Parking Management Plan

27. Prior to the commencement of any stage of the development a Car Parking Management Plan (CPMP) to the satisfaction of the Responsible Authority prepared by an appropriate qualified traffic engineer must be submitted to and approved by the Responsible Authority. The CPMP must include (but is not limited to):
 - a) Total allocation of 1753 car parking spaces for the development.
 - b) The allocation of a minimum of 269 shared short-term parking spaces (pool parking)
 - c) The allocation of long-term car parking spaces for each of the uses in accordance with the approved traffic engineering assessment.
 - d) The category of persons allowed to use visitor/staff car spaces; and the management and control of access to visitor/staff car spaces.
 - e) A car share scheme to support the proposed car parking reduction for 1-bedroom dwellings.
 - f) Car park area security including lighting.
 - g) Traffic management devices and signage for the safe and efficient use of the car park.

Student Numbers (TAFE)

28. No more than 200 students may be present at the TAFE at any one time.

Patron Numbers (Hotel Function Room)

29. The number of persons attending the function room within the Residential Hotel, at any one time, must not exceed 200 except with the prior written consent of the Responsible Authority.

Drainage Engineering

30. The whole of the subject land, including landscaped and paved areas, must drain to the legal point of discharge to the satisfaction of the Responsible Authority.
31. The stormwater runoff generated from the whole of the subject land, including

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landscaped and paved areas, must not adversely flood neighbouring properties. Provisions are to be made within the development to manage runoff between allowable site discharge and 1 in 100-year ARI developed flow to the satisfaction of the Responsible Authority.

32. All stormwater inlet pits from car parking and paved areas must be grated to prevent the ingress of gross pollutants to stormwater drainage system.
33. If new or additional drainage discharge point is required for the subject land, a separate legal point of discharge application must be submitted to (mail@wyndham.vic.gov.au) and approved by Council.

Building appurtenances

34. All building plant and equipment on the roofs, balcony areas, common areas, public through fares must be concealed to the satisfaction of the Responsible Authority. The construction of any additional plant machinery and equipment, including but not limited to all air-conditioning equipment, ducts, flues, all exhausts including car parking and communications equipment shall be to the satisfaction of the Responsible Authority.
35. Any satellite dishes, antennas or similar structures associated with the development must be designed and located at a single point on each building in the development to the satisfaction of the Responsible Authority, unless otherwise approved to the satisfaction of the Responsible Authority.
36. Mechanical ventilation systems, refrigeration motors, air conditioning units or all other equipment is to be suitably located so they do not cause a nuisance to the satisfaction of the Responsible Authority.

Construction vehicle Access

37. During construction works under this permit, access to and egress from the subject land must be via a route approved by the responsible authority.

Construction Phase

38. All activities associated with the construction of the development permitted by this permit must be carried out to the satisfaction of the Responsible Authority and all care must be taken to minimise the effect of such activities on the amenity of the locality. Measures must be taken to suppress dust, noise or other emissions during construction to prevent nuisance to surrounding neighbours as defined by the Public Health and Wellbeing Act 2008.
39. Construction and/or demolition works must comply with the requirements specified in the Environment Protection Authorities, Noise Control Guidelines Publication 1254, October 2008.

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40. Garbage containers must be stored out of view to the satisfaction of the Responsible Authority.

Private waste collection

41. Unless agreed otherwise in writing by the Responsible Authority, the waste collection must be provided by a private contractor. Provision must be made for an acceptable pick up point for waste collection services that is satisfactory to the Responsible Authority.
42. Waste collection onsite, are to be restricted to 7.00am - 10.00pm Monday to Saturday and 9.00am - 10.00pm Sunday and Public Holidays.

Graffiti Prevention Measures

42. Any walls / spaces accessible to the public must be treated in accordance with Safer Design and CPTED (Crime Prevention Through Environmental Design) Principles. Where appropriate the following measures must be implemented to the satisfaction of the Responsible Authority:
- a) Use of textured or rough services that make it difficult to apply graffiti.
 - b) Use of permeable fencing instead of solid walls.
 - c) Construct buildings with high-density, low absorbency materials.
 - d) Use anti-graffiti coating to protect the surface when building or revitalising the walls including façade.
 - e) Install sensor lighting and / or enhance surveillance to deter graffiti.
 - f) Break up large surfaces to minimise the canvas available for graffiti.
 - g) Use measures to make the surface less accessible to the public

Maintenance of Property

43. The permit holder/occupier must promptly remove or obliterate any graffiti on the subject site which is visible to the public and keep the site free from graffiti at all times to the satisfaction of the Responsible Authority.

Expiry of Permit

44. This permit will expire if one of the following circumstances applies:
- a) The development is not started within two (2) years of the date of this permit;
 - b) The development is not completed within eight (8) years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing whereby either of the following instances apply:

- a) before or within 6 months after the permit expiry date, where the use or development allowed by the permit has not yet started; or
- b) within 12 months after the permit expiry date, where the proposal allowed by the permit has lawfully started before the permit expires.

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FOOTNOTE: In the event that this permit expires or the subject land is proposed to be used or developed for purposes different from those for which this permit is granted, there is no guarantee that a new permit will be granted and if a new permit is granted then the permit conditions may vary from those included on this permit having regard to changes that might occur to circumstances, the planning scheme or policy.

Road Opening / Crossovers

FOOTNOTE: Any new or modified crossovers require separate approval from Council's Assets & Roads Department. Town Planning stamped approved plans must be presented when applying for a Consent for Works approval. Refer <https://www.wyndham.vic.gov.au/services/building-planning/other-related-permits/consent-works-road-reserves>. The location, design and construction of the crossover(s) is to be in accordance with Council's standard drawings. Refer <https://www.wyndham.vic.gov.au/services/roads-parking-transport/plans-policies-drawings/standard-drawings>. Any proposed crossover(s) must maintain a 1.0m clearance from any service provider infrastructure, 3.0m clearance from any street tree and 10.0m clearance from any intersection. If these clearance requirements cannot be maintained, service provider infrastructure may need to be upgraded/modified and street tree compensation fees may be applicable at the permit holder's cost and to the satisfaction of the Council.

Building Approval

FOOTNOTE: This permit is issued pursuant to the provisions of the Wyndham Planning Scheme and does not relieve the permit holder of the necessity to obtain a building permit pursuant to the Building Act 1993 prior to commencement of any construction or works on any part of the site.

(CARRIED)

COUNCILLOR TONY HOOPER CALLED FOR A **DIVISION** ON THE VOTE.

The **DIVISION** was taken and the names of the Councillors voting FOR and AGAINST were as follows:

FOR

Councillor An
Councillor Barlow
Councillor Gilligan
Councillor Khan
Councillor Maynard
Councillor McAliney
Councillor Shaw
Councillor Villagonzalo

Total (8)**AGAINST**

Councillor Hooper

Total (1)

Following the Division the motion was confirmed as **CARRIED**.

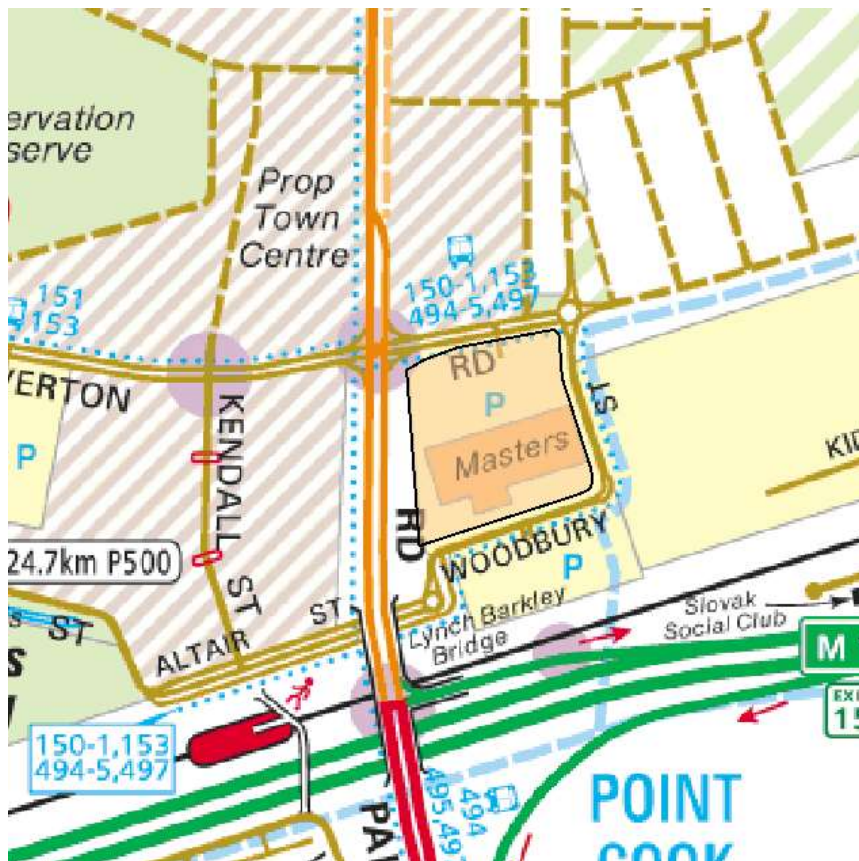
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The subject site comprises one lot known as 2 Overton Road, Williams Landing and is located in the south-east corner of the intersection of Palmers Road and Overton Road. The subject site forms part of the Williams Landing Activity Centre precinct area and the wider Laverton Employment Node and Major Activity Centre area.

The subject site is generally rectangular in shape. It has a primary frontage to Overton Road and is bound by the Palmers Road (overpass) to the west and Woodbury Street to the south and east. It has an area of 3.1ha.



The Williams Landing train station and shopping centre are located on the west side of Palmers Road. Parking associated with the train station is located south of the site.

The southern boundary is bound by Woodbury Street. Land south of Woodbury Street is used for car parking associated with the Williams Landing train station. Approximately 145m south of the site is the Princes Freeway. The eastern boundary is bound by Woodbury Street. East of Woodbury Street land comprises the RAAF Williams Laverton Base. The western boundary is bound by the Palmers Road overpass. East of the overpass is the Williams Landing train station. Approximately 350 west of the site is the Williams Landing shopping centre.

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Planning Permit WYP5769/12 was issued in September 2012 for Building and works associated with a Masters Home Improvement Store and use of the land for Garden Landscape Supplies, with a reduction in bicycle parking provision from the standard requirement, and advertising signage.

The Masters store was closed and a subsequent planning permit (WYP10514/17) was issued in April 2018 for the refurbishment of the building and the use of the land for retail, leisure, place of assembly and warehouse with associated signage. The permit was not enacted, and the building was subsequently demolished.

2. Discussion**Proposal**

The application seeks approval for the Staged Mixed Development of the site for the following land uses:

Land Use	Provision
• Office	47,075sqm
• Accommodation (Residential Dwellings)	435 Dwellings
• Residential Hotel	180 beds
• Residential Hotel Function Centre	200 patrons
• Retail	3433sqm
• Education Centre	5703sqm (200 students)
• Medical Centre	1311sqm
• Supermarket	1138sqm
• Library	1706sqm
• Child Care Centre	115 children

It is proposed to deliver the development over five stages:

- Stage 1: Commercial and Retail
- Stage 2: Commercial and Education
- Stage 3 & 4: Residential
- Stage 5: Hotel

Stage one is considered the anchor to the overall development, including a significant component of the total office space proposed, as well as supporting retail. This stage will also establish the internal road network and public open space.

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It is intended that the approval of the Master Plan permit will then facilitate future detailed design submissions to be in accordance with the permit for each specific stage of development. The proposed Master Plan for this site will 'lock in' the key ingredients of the eventual urban built form outcomes on the site.

The proposed built form at ground level has been principally spaced to provide the internal road network and public open space. Spacing for the internal roads is a minimum of 20 metres for the main street and 16 metres for the private road, which both expand out to create the central hub at the heart of the site and a wider southern opening to Woodbury Street.

The Master Plan also details the building podium and tower spacing for each stage. Each of the towers has been positioned to hold each of the prominent corners of the site, spacing between towers generally ranges between 16.34 and 100 metres.

Together with tower positioning, the low-rise height of the building podiums is an important part of the consideration of this project's resolution, which is a consistent height of 16.8 metres across the development.

Above the podium, all tower forms are setback a minimum of 3.8 metres from the title boundary, with the exception of the south-western office tower which is proposed to be constructed to the title boundary, and the north-eastern tower which features a splayed setback to the title boundary.

Higher built form has been purposely positioned towards the site's southern interface, which fronts a commuter carpark, the railway line and the freeway, varying between 15 to 18 storeys. This height graduates down to respond to the residential areas further north and east of the development, dropping down to 10 storeys and then 4 at the podium level.

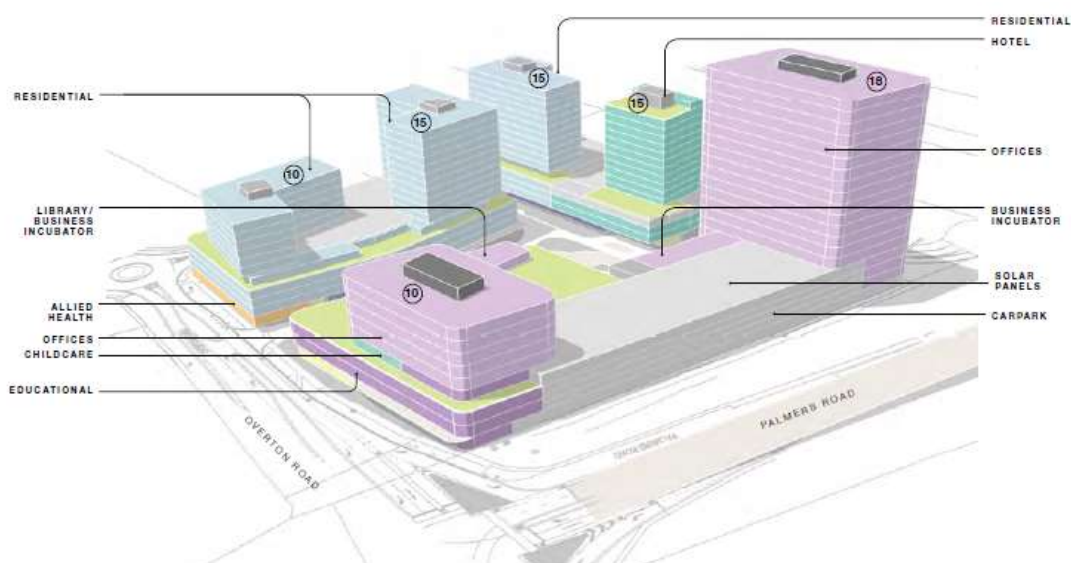


Figure 20 Building height composition

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The master plan includes a central hub at ground floor which will include alfresco dining and recreation spaces, manicured grassed mounds for relaxation, protected by raised seating elements, with potential for the lawn to become a performance space. A Central piazza for residents, workers, hotel guests, and commuters travelling to the train station is provided with a mix of hardstand and soft green spaces. The common greenspace is an integral aspect at the heart of the proposal, creating an active central hub that covers 21% of the site area.

**Car Parking & Bicycle Parking**

The development provides for 1728 car spaces in a mix of at grade and multi-level parking. A total of 845 bicycle spaces are provided with 85 on street bicycle spaces and 760 secure bicycle spaces.

The maximum statutory parking requirement for the development is set out at Table 1 (Column B) of Clause 52.06 of the Wyndham Planning Scheme. Column B applies where the land is identified as being within the Principal Public Transport Network Area.

Car parking table:

Use	Statutory Parking Rate (Clause 52.06-5)	Parking requirement	Parking provided
393 apartments (1 & 2 bedroom)	1 per dwelling	393	393 (1 space per dwelling)
42 apartments (3 bedroom)	2 per dwelling	84	42 (1 space per dwelling)
Visitor parking for dwellings	0 spaces on the PPTN	0	0

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	1 per 5 dwellings no on the PPTN		
Office (47,076m2)	3 to each 100sqm of leasable floor area	1412	941 (2 to each 100sqm of leasable floor area)
Supermarket (1138m2)	5 to each 100sq of leasable floor area	56	34 (3 to each 100sqm of leasable floor area)
Retail (3431m2)	3.5 to each 100sq of leasable floor area	120	102 (3 to each 100sqm of leasable floor area)
Medical Centre (1312m2)	3.5 to each 100sq of leasable floor area	45	39 (3 to each 100sqm of leasable floor area)
Child care centre (115 children)	0.22 to each child	25	12 (0.1 to each child)
Residential Hotel (180 rooms)	To the satisfaction of the Responsible Authority	To the satisfaction of the Responsible Authority	90 (0.5 per room)
Hotel Function Centre (Place of Assembly for 200 patrons)	0.3 to each patron permitted	60	0
Education Centre 200 students	0.3 to each student that is part of the maximum number of students on the site at any one time.	60	57
Hotel Function Centre (Place of Assembly for 200 patrons)	0.3 to each patron permitted	60	0
Library	To the satisfaction of the Responsible Authority	Council officers have advised that 10 spaces would be required for	10

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		staff parking (plus visitor space to Council's satisfaction)	
			8 additional spaces unallocated to any specific use
	TOTAL	2265	1728

The application seeks a reduction of parking and a traffic engineering assessment in support of the reduction was submitted with the application. The applicant submits that a '*strategic approach has been taken to the provision of car parking on this site. The subject site is located on a key redevelopment site within a large Activity Centre and is adjacent to a station and bus interchange... the proposed level of car parking for this development is acceptable and that providing fewer car spaces on the site than required under Clause 52.06-5 is supported for the following reasons:*

- *The site is located within a Major Activity Centre*
- *The provision of car parking is supported by Plan Melbourne and direction of planning for large mixed-use developments in Activity Centres well serviced by public transport.*
- *The site is well serviced by public transport and alternative transport modes and will provide a high level of bicycle parking.*
- *The mixed-use nature of the site means many of the retail uses proposed will be supported by local workers and residents on this site who will not generate additional parking demand.*
- *The lower level of car parking on site results in less traffic movements on the local road network particularly in peak hours which is of significant benefit to the Activity Centre.*
- *The level of parking supports sustainable transport outcomes*
- *The provision of shared parking recourses for short term parking by customer and visitors maximises the efficiency of the car parking provided.*

A detailed car parking assessment and discussion will be provided later in this report.

Public Notice

The majority of the proposed uses are within Section 1 (permit not required) and are not subject to the notice requirements of the Planning and Environment Act pursuant to the Notice and Review exemptions of Clause 37.06-6 of the Priority Development Zone. These respective land uses include:

- Office (including Medical Centre)
- Accommodation (including Dwellings and Residential Hotel)
- Education Centre (Tertiary Institution)

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- Food and drink premises
- Supermarket
- Shop (other than Adult sex bookshop)
- Place of assembly (Library & Function Centre)

With the exception of the child care centre all other elements of the proposal are exempt from public notice under Clause 37.06-1 of the Priority Development Zone. Given the child care centre is a minor component of the development, and that surrounding land is largely undeveloped it is considered that the child care centre would not result in material detriment and therefore no advertising is required.

Referrals

Department	Response
Department of Transport	No response received. <u>Planning Officer Response</u> Where no response it is received it is considered as no objection. No action required.
Viva Energy	The Viva Energy White Oil Pipeline currently has a review measurement length of 87m on both sides of the pipeline. This current development is not within the measurement length of the pipeline, so Viva Energy does not have any concerns about the proposed use of the site. <u>Planning Officer Response</u> No action required.

Internal Referrals

Department	Response
Environment	No objection subject to conditions requirement Site Environmental Management Plan. <u>Planning Officer Response</u> The conditions as suggested will be included in the permit.
Sustainability	No objection subject to submission of an amended Sustainability Management Plan.

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	<p><u>Planning Officer Response</u> The conditions as suggested will be included in the permit.</p>
Engineering Subdivision	<p>A subdivision application must be lodged prior to any further approval for Stage 1 to vest the Public Road to Council as R-1.</p> <p><u>Planning Officer Response</u> The conditions as suggested will be included in the permit.</p>
Coast and Water (Drainage Engineering)	<p>No objection subject to standard drainage conditions for each stage.</p> <p><u>Planning Officer Response</u> The conditions as suggested will be included in the permit.</p>
Traffic Engineering	<p>A car share scheme must be provided to the satisfaction of Wyndham City Council. This is to support the proposed car parking reduction for 1-bedroom dwellings.</p> <p>A carpark management plan will need to be provided to the satisfaction of Wyndham City Council to ensure that the internal parking is available for site uses.</p> <p>To conform with the standards, the applicant should provide approx. 2,300 spaces. The applicant proposes to provide approx. 1,750 spaces (76%) of the required spaces. It is our opinion that the proposal to provide approx. 1,900 spaces (83%) is more reasonable and less likely to create overflow parking in this area.</p> <p><u>Planning Officer Response</u></p> <p>The development requires 2265 spaces per Clause 52.06 of the planning scheme. 1753 spaces are to be provided within the development in a mix of short and long term parking presenting 77% of the total required. Based on traffic engineering assessments, 84% of parking (or 1900 spaces) would be less likely to create any overflow parking in</p>

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	<p>this area. it is noted that this would only apply at the afternoon peak with the morning demand being less and the evening demand being negligible as the parking provision would well exceed any demand.</p> <p>Car parking is further explored in this report, however it is considered that the 7% discrepancy from what traffic engineering would deem acceptable to what is being provided would not have any significant impact to the surrounding area if the parking is managed appropriately and the short-term demand is met at the afternoon peak. Permit conditions including number restrictions for the TAFE and the requirement for a car parking management plan are included.</p>
Transport Planning	<p>No objection subject to clarification of the amount and location of shower and change facilities and the amount of bicycle parking by user type.</p> <p><u>Planning Officer Response</u> These matters can be addressed through permit conditions.</p>
Open Space Planner	<p>Minor design suggestions including the widening of the Woodbury Street pedestrian walkway</p> <p><u>Planning Officer Response</u> These matters can be addressed through permit conditions that require more detailed plans of each stage prior to the commencement of any works.</p>
Urban Transformation	<p>Minor amendments to the design are required to create a better urban design outcome and presentation to the public realm. This will aid in making it an attractive development and encourage pedestrians to visit. Otherwise, it's a positive development for the municipality. Summary of recommendations:</p> <ul style="list-style-type: none"> • Locate on the key SW corner of

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	<p>the Hotel podium, for its 5 levels, uses that can have a direct visual relationship with the street and pedestrian entry to the site.</p> <ul style="list-style-type: none"> • Provide elevations of the southern external edge of the development and eastern external edge of the development, to demonstrate how the proposed design, especially the podiums, will have a positive interface to Woodbury Street - including through activation of key corners of the podium for its entire height, and screening of car parking. <p><u>Planning Officer Response</u> These matters can be addressed through permit conditions that require more detailed plans of each stage prior to the commencement of any works.</p>
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Planning Policy Context

The following sections of the Planning Policy Framework are most relevant to the planning application assessment are identified below.

Planning Policy Framework

Clause 11	Settlement
Clause 11.02-2S	Structure Planning
Clause 11.03-1S	Activity Centres
Clause 15.01-S	Urban Design
Clause 15.01-2S	Building Design
Clause 15.02	Sustainable Development
Clause 17.02	Commercial
Clause 17.02-1S	Business
Clause 18.01-1S	Land use and transport planning
Clause 18.02-2S	Public Transport
Clause 18.02-4S	Car Parking

Local Planning Policy Framework

Clause 21.01	Municipal Profile
Clause 21.06	Built Environment and Heritage
Clause 21.08	Economic Development

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Clause 21.08-2 Activity Centres
 Clause 22.08 Environmentally Sustainable Development

Zoning

Clause 37.06 Priority Development Zone

Particular Provisions

Clause 52.06 Car Parking
 Clause 52.34 Bicycle Facilities

General Provisions

Clause 65.01 – Decision Guidelines

Assessment

The proposal has been assessed against the provisions of the Planning Policy Framework, the Local Planning Policy Framework including the Municipal Strategic Statement.

In addition to broader metropolitan policy challenges and objectives, the Municipal Strategic Statement (MSS) identifies the important local policy objectives to address the challenges faced by Wyndham, in relation to creating employment opportunities.

The MSS identifies 'about one third of Wyndham's resident workforce is employed within the municipality meaning that two thirds leave the municipality for work every day. This places significant stress on roads and public transport, impacts on expenditure leakage from local economic activity and has significant health implications arising from long commute times.'

The LPPF provides a profile of the municipality, and identifies the key social, economic, and environmental issues faced by the municipality. The MSS provides long-term strategic directions for land use and development decisions within the Municipality, including within Williams Landing Major Activity Centre (WLMAC) (which the subject land is located within).

Clause 21.01 also recognises that one of the key influences for change in the municipality is the need to provide for economic growth and job creation to keep pace with population growth.

As part of the Map 1 - Strategic Framework Plan at Clause 21.05-5, Williams Landing is identified as a 'Major Activity Centre'. Clause 21.08 (Activity Centres) notes that the role and function of the Williams Landing Major Activity Centre is "*capacity to house 6,500 residents and will be supported by a rail station and bus exchange with an integrated retail and commercial activity centre*".

Following on from the principles of the PPF, Clause 21.08 seeks to focus future growth proximate to passenger rail corridors and within areas identified for significant commercial, community and residential growth (i.e. within Major Activity Centres).

Furthermore, Clause 21.01 cites a key planning issue faced by Wyndham is economic growth and job creation to keep up with the rate of population growth. Clause 21.08 responds to this by identifying that "*attracting new investment and business to the region that meets the needs of*

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these workers is critical to the city's long-term economic future.' Strategies to address these concerns include facilitating new development and employment opportunities in Wyndham and establishing a network of activity centres, which includes the Williams Landing Activity Centre

The Williams Landing Town Centre Development Plan (dated August 2011) was approved by Wyndham Council on 12 August 2011. The Development Plan provides land use, urban design, traffic and landscape guidelines for the future development of the Activity Centre Precinct

In relation to land use, the Development Plan states, inter alia:

The Restricted Retail Area planned for the east side of Palmers Road will sustain bulky goods activities that are not as dependent on a core retail location given their particular spatial and operational requirements and the nature of the merchandise sold.

It is recognised that the Town Centre will evolve over time and that as it matures, a flexible approach will need to be adopted in relation to the use and development of land.

Early activation of retail is important to achieving the necessary critical mass within the Town Centre that will be the catalyst for further non-retail and other significant employment generating activities to be developed

The aggregation of major retail facilities and other active uses in the Retail Area will facilitate ease of access between the public realm and the major anchors, enhance the vibrancy and vitality of the Town Centre as a whole and assist to minimise travel distances between facilities

The Williams Landing Masterplan is shown below.

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Section 6.2 of the Development Plan outlines Urban Design Guidelines for the 12 precincts within the Williams Landing Town Centre. The guidelines relate predominantly to the interface between public space and abutting development rather than the internal configuration of the individual developments.

The precincts identified in the Development Plan of specific relevance to the site are:

- 3. Old Geelong Road east
- 7. The Station
- 12. Palmers Road South

The proposal will result in a mixed-use development which comprises retail, and office uses amongst others, within an area which has been identified for mixed use purposes as per the Land Use Masterplan.

The proposed development is commensurate with expectations for the Williams Landing Major Activity Centre' and will deliver a well resolved, building form with that will make a positive contribution to the development of the centre and provide more diverse and intense built form in an activity centre, proximate to a range of commercial, educational, community and recreational facilities and the Williams Landing Train Station.

The buildings will provide an active streetscape presentation and will contribute to the vibrancy of the activity centre in accordance with the urban design guidelines of the Development Plan.

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The built form proposed therefore accords with the expectations and objectives of the Williams Landing Town Centre Development Plan and will contribute to the vibrancy and activation of the activity centre.

The subject site has the potential to accommodate an innovative office development as the catalyst for further buildings of scale within the Williams Landing Major Activity Centre/Laverton Major Activity Centre and Employment Node Incorporated Plan (2012) which makes a positive contribution to the realisation of State and local planning policies, as well as assist in defining the edge of the town centre.

The proposal will contribute to the growth and development of the area whilst creating a variety of employment opportunities within the activity centre as encouraged by state and local policy.

The proposal will contribute to employment opportunities within the local area, wider Melbourne and Victoria through the creation of construction jobs as well as ongoing employment opportunities through the proposal's operation.

Priority Development Zone

The development meets the purpose of the Priority Development Zone—Schedule 1 and objectives of the Incorporated Plan, in a master plan that reinforces the desired pattern, use and evolving form of development in the activity centre. The majority of the uses are contained within Section 1 of the Zone (no permit required) which reinforces the suitability of the types of uses proposed.

The development meets the purpose of the Priority Development Zone—Schedule 1 and objectives of the Incorporated Plan, in a building that reinforces the desired pattern, use and evolving form of development in the activity centre (within the town centre and surrounds).

Car Parking

The development provides for 1728 car spaces in a mix of at grade and multi-level parking. A total of 845 bicycle spaces are provided with 85 on street bicycle spaces and 760 secure bicycle spaces. Based on the parking requirements of Clause 52.06-5 of the Wyndham Planning Scheme, the proposal seeks a reduction of 512 spaces for the uses listed in the table referred to earlier in this report.

In considering the application a peer review of the car parking demand assessment was commissioned. The findings of the review confirm that the the proposed car parking suppression assessment is in line with current policy and that the adopted car parking rates are generally appropriate. The proposal seeks to leverage the site's location immediately adjacent the Williams Landing train station and associated bus interchange to reduce the statutory car parking requirements. The proposed reduction in car parking provision is largely based on the availability of alternate transport modes, the variation of car parking demand over time and the likelihood of shared trips within the proposal. The car parking supply within the application is largely proposed to be allocated to long term users, such as the office and residential

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components, with a portion of this allocated to visitors to the site e.g. retail shoppers, child care drop off etc.

The peer review explores the dwelling parking rates and uses car ownership data from the 2016 Australian Census to identify the likelihood of these dwellings having a reduced car parking rate and is summarised as:

Table 4 ABS Data for All Apartment Developments in Wyndham LGA

Apartment Type	Number of Apartments	Number of Vehicles	Average Vehicles per Apartment
1 BR	72	42	0.58
2 BR	754	785	1.04
3 BR	539	799	1.48

The above data is based on all apartment dwellings across Wyndham as the available data set for developments similar to the proposal is limited. Nevertheless, the above data identifies a reduced level of car ownership for 1-bedroom apartment dwellings within Wyndham.

The review confirms that having regard to the nature of the surrounding activity centre, it is recommended that a car share scheme be considered to support the proposed car parking reduction for 1- bedroom dwellings.

It is further noted that some of the planning documentation refers to a number of apartments being 2-bedroom 'plus' indicating there may be a study or other room in the dwelling. Whilst more detailed plans for the apartments will be required before the approval of each stage, the permit itself will restrict the number of bedrooms in each apartment so that it is consistent with the parking assessment.

The peer review supports the waiver of the long-term parking for the other uses but does raise concern with the amount of shared (pool parking). The parking review assessment has been prepared on the basis of temporal differences between the various uses and their associated varying car parking rates. An assessment was undertaken for weekday morning, afternoon and evening periods. Based on that assessment, the currently proposed pool parking allocation of 120 spaces would not be sufficient to account for the potential demand at the peak afternoon period. This assumes the TAFE would accommodate 500 students, and the function centre within the hotel being able to accommodate 500 patrons. In relation to the parking demand for an education centre, the car parking peer review states '*a review of available case study data identifies a car parking rate for TAFE campus' of between 0.14 and 0.29 spaces/student, inclusive of staff demands. Given the location of the site and available alternate transport opportunities, it is considered a rate of 0.2 spaces/EFTSL would be appropriate.*'

The applicant has since confirmed that the education centre is expected to have a maximum of 200 students. On that basis and the recommended parking rate referred to above, the TAFE

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would be required to provide 40 spaces. An allocation of 57 spaces is already made for the TAFE and the permit will restrict student numbers to 200.

Furthermore, the applicant has also confirmed the function centre within the hotel will be able to accommodate a maximum of 200 patrons. The car parking review suggests a rate of 0.1 spaces per patron is an acceptable rate where the function centre occurs within a residential hotel in an activity centre location. This would equate to a further requirement of 20 spaces based on 200 patrons.

The peer view recommends that the total provision of spaces for the development at the peak afternoon period would be 1837 and that 269 spaces of those spaces should be set aside as shared (pool) parking. The parking demand for the morning period is 1751 spaces and the evening period demand is 782 spaces.

Use	Schedule	Traffic Proposed Rate			Ratio Proposed Rate – Afternoon Peak		
		Parking Rate	Allocated Parking	Pool Parking	Parking Rate	Allocated Parking	Pool Parking
One Bedroom Dwelling	160	0.74 spaces to each dwelling	118	-	0.74 spaces to each dwelling	118	-
Two-Bedroom Dwelling	233	1 to each dwelling	233	-	1 to each dwelling	233	-
Three Bedroom Dwelling	42	2 to each dwelling	84	-	2 to each dwelling	84	-
Residential Visitors	435	Nil	-	-	0.05 to each dwelling	-	21
Office	47,076 sqm	2 spaces to each 100 sqm	941	-	2.1 spaces to each 100 sqm (2 spaces/100sqm allocated to staff)	941 -	- 47
Supermarket	1,138 sqm	3 spaces to each 100 sqm	11	23	3 spaces to each 100 sqm	11	23
Retail (shop, food & drink, restaurant, gym)	3,431 sqm	3 spaces to each 100 sqm	34	68	3 spaces to each 100 sqm	34	69
Medical Centre	1,312 sqm	3 spaces to each 100 sqm	13	26	3.5 spaces to each 100 sqm	15	31
Child Care Centre	115 places	0.1 spaces to each child	12	-	Staff: 0.1 spaces to each child Drop off/Pick up: 0.12 spaces/child	12	14
TAFE	200 students (5,705 sqm)	1 space to each 100 sqm	57	-	0.2 spaces to each enrolled student	20	20
Library	(1,706 sqm)	10 spaces for staff	10	-	2 spaces/100sqm	10	30
Hotel - Residential	180 rooms	0.5 spaces to each room	90	-	0.5 spaces to each room	90	-
Hotel -Function Room	200 patrons	Nil	-	-	0.1 spaces to each patron	-	20
Sub-Total			1,603	117		1,568	269
Total			1,720			1,837	

It is noted that the applicant has also advised that a further 25 spaces can be provided on site bringing the total parking provision to 1753 spaces. A permit condition will require the total number of 1753 spaces to be provided on site with the car parking management plan to ensure that a minimum of 269 pool parking spaces are provided to satisfy short term demand at the peak afternoon period (and as recommended by the peer review) to be made available to visitors of the dwellings, office, and other uses shown in the above table.

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Permit conditions will secure a total number of 1753 car spaces and restrict changes to the floor areas of the proposed uses to ensure demand is met as proposed. Any changes to the floor area would require a full amendment to the permit and re-assessment of car parking rates.

The peer view supports the waiver of the long-term parking spaces and acknowledges that the proposal seeks to suppress car parking supply to reduce reliance on private vehicle use. The review further states:

This approach is broadly supported by Plan Melbourne 2017-2050 which seeks to provide a more sustainable and liveable Melbourne through the creation of 20-minute cities. The document seeks to promote active transport for short trips and alternative transport for longer trips with an overall reduced reliance on private vehicles.... The Wyndham Integrated Transport Policy (WITP) seeks to "Promote equitable Transport Demand Management (TDM) measures to manage congestion and optimise overall transport network efficiency". TDM typically seeks to reduce road congestion by minimising unnecessary driving trips, managing parking demand and supply and increasing trips by walking, cycling and public transport. The WITP also states that "TDM is particularly important in areas where demand outstrips supply for certain transport infrastructure, for example, on and off-street parking in highly trafficked areas of Wyndham. Demand for car parking in activity centres and rail stations are extremely valuable and currently exceed the supply available. TDM can help to recalibrate the supply and demand interaction."

The Wyndham Integrated Transport Strategy (WITS) identifies the need to reduce car dependency through integrated transport and land use decisions. WITS also references the need for 20-minute cities and sets a target of 70% of the working population having the potential to work in Wyndham, thereby reducing congestion associated with long distance trips. WITS also states targets of 30% of all motorised trips to be on public transport, triple the current walking and cycling mode share and a 30% reduction in peak travel times, all by 2040. The application of TDM is identified as being critical to achieving these goals.

Clause 52.06 of the Wyndham Planning Scheme identifies various triggers for reduced car parking requirements including access to alternative transport choices, local and state policy, and the growth of surrounding activity centres.

Therefore, in general terms, the approach of suppressing car parking, where possible, to manage traffic congestion and work towards a sustainable Melbourne, is supported by various policies at multiple levels of government.

The review also suggests that for car parking suppression to be effective, car parking in the area also needs to be managed to ensure that it remains available for *all* users. Given the current car parking demands experienced at the Williams Landing railway station and surrounding offices uses, the proposed on-site public parking may be abused by users external to the site. As such, it is recommended that a car parking management plan be adopted that ensures on-site parking remains available for site uses.

A centre-based approach to assessing car parking is common and long held by the Tribunal which often cites the case of *Sansmark Pty Ltd & Ors v Boroondara CC* (1998) 22 AATR 103

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(editorial comment 22 AATR 103), where the Supreme Court upheld a Tribunal decision that approved a waiver of car parking requirements in the Camberwell Activity Centre. The Tribunal made its findings by applying a 'centre-based' and 'policy' as distinct from a 'site assessment' approach to the consideration of the waiver. It was stated:

The basic approach in these decisions is that in important activity centres car parking considerations should not be determinative, instead the land use mix in a centre should arise from a combination of strategic planning and the economic forces at work in the centre, car parking issues have a part in this but should not dominate. At the level of the individual site where there is a change of use or an extension to an existing building in most situations car parking shortfalls should be waived if it is consistent plan for the centre, firstly because the most equitable solution is to deal with car parking on a centre wide basis, and secondly because even in saturated car parking conditions a balance will occur between the level of activity and the car parking supply

In [Vincent Corporation Pty Ltd v Moreland CC](#) (Red Dot) [2015] VCAT 2049, the Tribunal reviewed a number of other recent cases that dealt with the issue of reducing car parking in activity centre locations. It considered that the main themes to emerge from these cases were as follows:

- Parking across an activity centre needs to be addressed in a centre-wide manner.
- Providing or restricting parking through the planning scheme, only forms one part of the overall management of car parking demand and supply in these centres.
- There are a number of alternative means of travel emerging. Most notable of these are share car arrangements and increased bicycle use, including electric bicycles. These have grown extensively in use in the past 10 years. Their impact on empirical demand is not yet known. Policies to minimise car dependency suggest it should lead to less demand.
- In areas of existing restricted on-street parking, the supply of on-street spaces for future occupants of a proposal is not particularly relevant to the assessment. In these locations, on-street road management restrictions can ensure future residents of a proposal are not able to rely on any spare capacity in on-street parking.
- While a current empirical demand may exist not every site can, or needs to, meet this demand. Some sites may have limited capacity to meet car parking needs, particularly small or constrained sites.
- A proposal for a reduced resident parking provision needs to consider:
 - Access to public transport, in timing, diversity of routes and frequency.
 - Walkable access from the site to shops and facilities that provide for the daily needs of residents.
 - Access to other transport options including good bicycle infrastructure and walkable access to publicly available shared use cars.
- As with any proposal, a decision to reduce parking ultimately must be tested on its own merits with competing issues balanced to achieve net community benefit. Any potential adverse impacts from parking on-street will need to be assessed against the benefits a proposal may bring to the community where car parking forms only one part of a use or development proposal.

Given the findings of the car parking review, a centre-based approach for the car parking would give effect to car parking suppression and achieve various levels of policy that seek to reduce

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car dependency and encourage alternative transport modes in highly accessible locations on the PPTN. The permit conditions will ensure that the site maintains the required level of shared short-term parking available to the public.

It is also noted that this development will take up to 7 years to deliver and some degree of change is to be expected in the final detailed design of each stage where uses could change and parking numbers readjusted for any new or different uses. Further traffic assessments are required at the detailed design of each stage and will further inform parking requirements should there be any change in uses proposed. The permit conditions secure a minimum shared car parking area of 200 spaces based on current uses.

3. Wyndham 2040 Vision

- Places and Spaces:

Wyndham's transport system will be efficient. People will be able to move around Wyndham easily. There will be more ways to connect to greater Melbourne.

Our natural environment will be respected, preserved and protected.

Our city will offer a diverse range of housing types and built environments that contribute to the quality of life of residents at all ages.

Our parks and open spaces will connect people with the outdoors and each other. They will be activated and inviting destinations for residents and visitors.

The proposal offers a range of housing types and seeks to deliver on council objectives for more sustainable methods of transport.

4. City Plan

2.2.2 Council will build civic pride and social connection amongst residents and businesses through measured activation and regulations to create more appealing streetscapes, including improvements to signage, building fronts, and the natural environment, in order to improve and add to the special physical character of Wyndham.

5. Financial Implications

There are no known financial implications resulting from this application

6. Social Implications

There are no known social implication resulting from this application.

7. Environmental Implications

There are no known environmental implications resulting from this application.

8. Economic/Employment Considerations

With an estimated capital investment of over \$300 million over an anticipated delivery timeframe of ten years, the proposal is anticipated to generate the significant benefits to the local and State economy, including:

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- The capacity to generate approximately 272 Full-time Equivalent (FTE) employment opportunities per annum during the construction phase for the State economy
- Substantial on-going benefits, including up to 4,990 FTE jobs per annum in total (including over 3,100 FTE jobs at capacity within the development), and a maximum of \$689 million (inclusive of GST) annualised GVA contribution (up to \$600 million for the City of Wyndham and \$89 million for the rest of the State).

9. Community Consultation

The application is in the Priority Development Zone and as such is exempt from public notice under Section 52 of the Planning and Environment Act.

July 2019



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Architecture
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Landscape Architect
Tract Consultants
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Southbank, VIC 3006

ESD Consultant
Ark Resources
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2 Overton Road, Williams Landing

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1.0 Masterplan Statement

1.0 Masterplan Statement

1.01 Project Summary

Indicative Project Details

Site Area: 31,250sqm (3.1ha)
 400+ Apartments
 170+ Hotel Rooms
 Approx. 3000sqm Retail NLA
 Approx. 47,000sqm Office NLA
 1700+ Car spaces

The Site

The subject site is located at 2 Overton Road, Williams Landing, 19 km south west of Melbourne's Central Business District. It is situated on the southern side of Overton road, on the corner of Palmers Road and Overton Road. The site is 300m North West of Williams Landing Train Station. The site area, of 31,250sqm, has the size and potential to support a large mixed-use development.

The Opportunity

The site presents the opportunity for an integrated mixed-use development including, but not limited to: residential, hotel, office, education, community asset (library). The specific uses for each stage of the project will be subject to the market conditions of the time while addressing the vision of providing an active mixed-use development.

The Proposed Development

The proposed development will make a significant contribution to the public realm and will be defined by high quality architecture.

As the site is in close proximity to the Williams Landing Train and Bus stations, the opportunity exists for the creation of a pedestrianised environment. A new through site pedestrian link and central plaza will provide seamless integration of the surrounding context with public transport.

The public plaza is configured to enable the project to act as an activated meeting space, not only for the proposed uses but for the wider Williams Landing community.

The proposed development will assist in creating a strong benchmark as a catalyst for the development of the broader precinct.



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1.0 Masterplan Statement

1.02 Benefits of the Proposal



"At the city level town squares and mixed-use developments provide the kind of urban fabric people thrive in, and they should be part of every smart city strategy. Investments should be centred on solving human problems, this means designing spaces at every scale that provide ways for people to engage in their community."

- Diane J. Hoskins, FAIA, NCARB

Benefits of the Proposal

- Integrated mixed-use development.
- Capital Investment - \$303 million.
- True mixed-use - residential, hotel, office, education, community asset (library).
- Rationalisation of car parking and integrated with public transport.
- Employment opportunities - during construction/professional services.
- Exemplar mixed-use development for the municipality.
- Catalyst for the development of the broader precinct.
- Supports/implements the vision of Council's Wyndham East District Plan.

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2.0 Urban Context

2.0 Urban Context / 2.01 Site Location



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2.0 Urban Context

2.03 Transport & Access



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2.0 Urban Context

2.04 Pedestrian Access

① Ramp from Altair St to Williams Landing Station



② Corner of Woodbury St & Altair St



③ Woodbury St Looking East Parallel to Subject Site



④ Woodbury St Looking North Opposite Subject Site



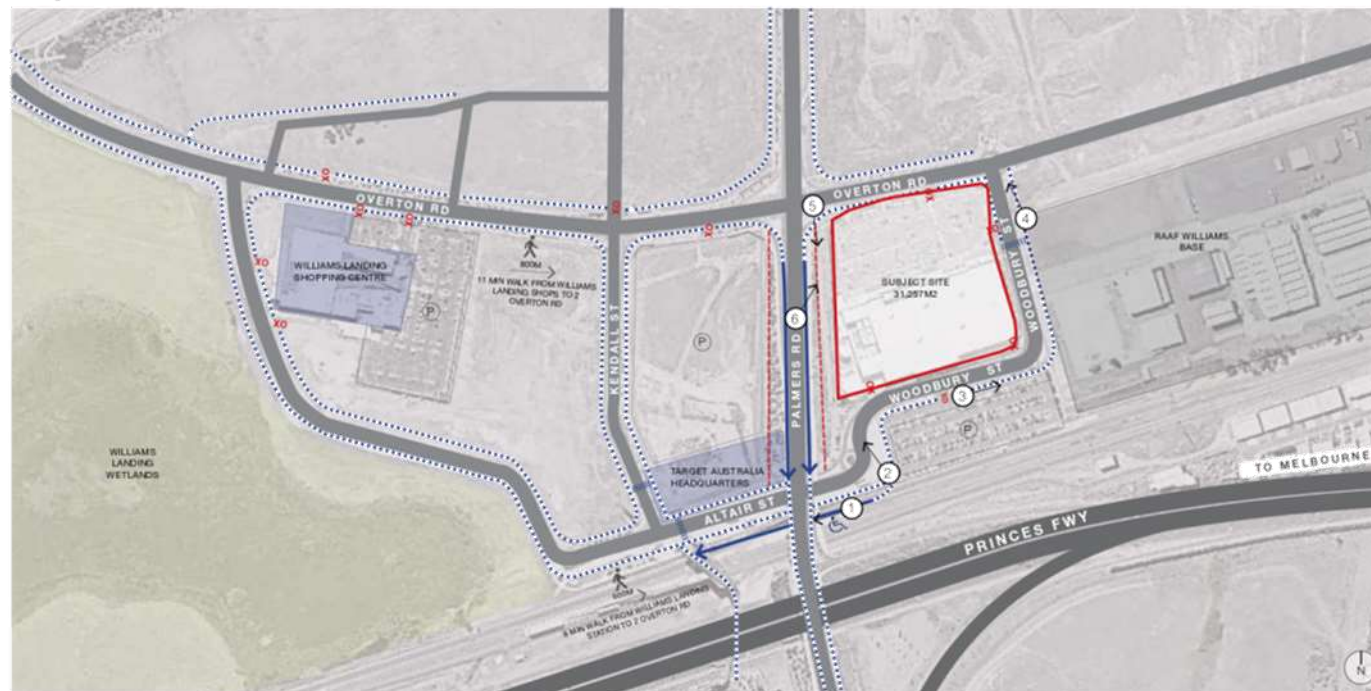
⑤ Overton Rd North-West Corner of Site



⑥ Palmers Rd Looking North Parallel to Subject Site



Existing Pedestrian Conditions



Legend	
 	Subject Site
 	Public Open Space
 	Commercial/Retail Precinct
•••••	Pedestrian Link
	Pedestrian Crossing
XO	Vehicle Crossover
---	Poor Pedestrian Interface
→	Ramp

2.0 Urban Context

2.05 Adjacent Amenities & Planning Context

① Williams Landing Train Station



② Childcare Centre



③ Medical Centre



④ Shopping Centre



⑤ Sporting Complex (Development)



⑥ Target Australia Headquarters



Zones and Planning Context



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2.0 Urban Context / 2.06 Existing Context

NEWTON APARTMENTS
Existing
4 Storey Apartments



OXFORD APARTMENTS
Existing
6 Storey Apartments



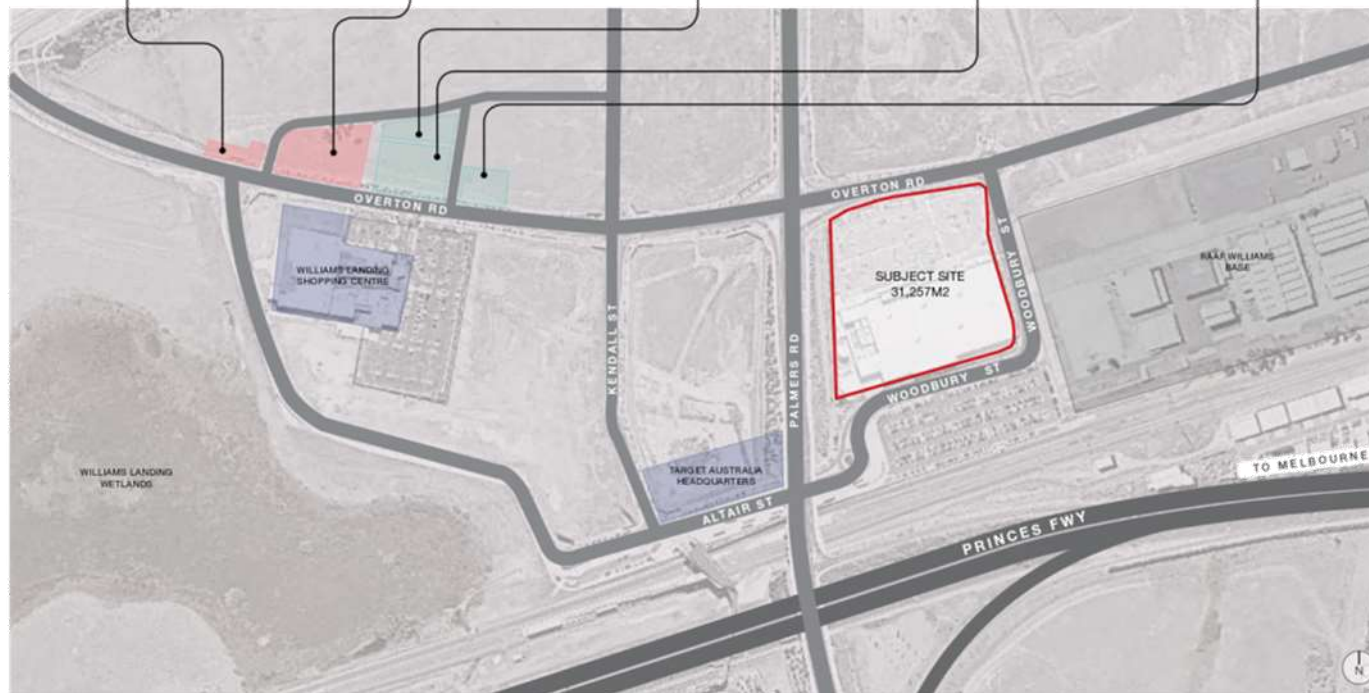
LANCASTER APARTMENTS
Under Construction
7 Storey Apartments



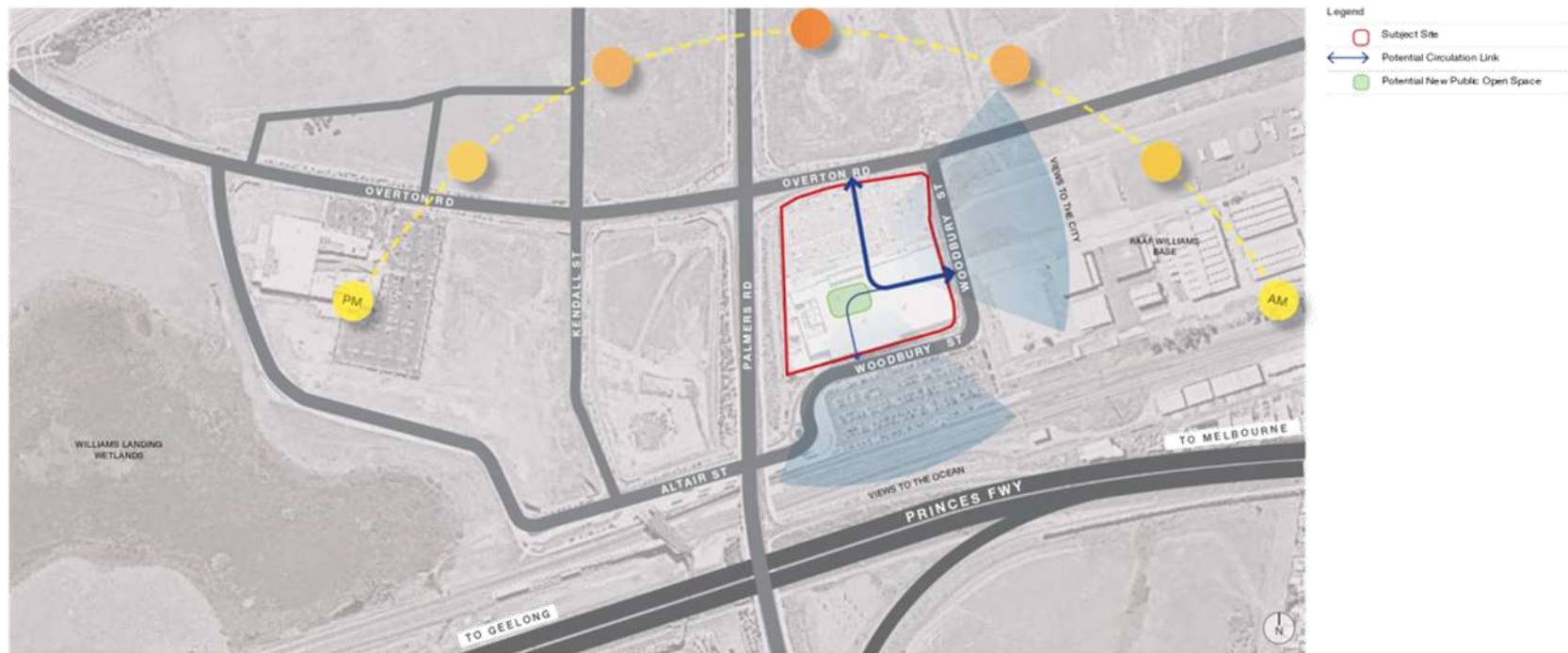
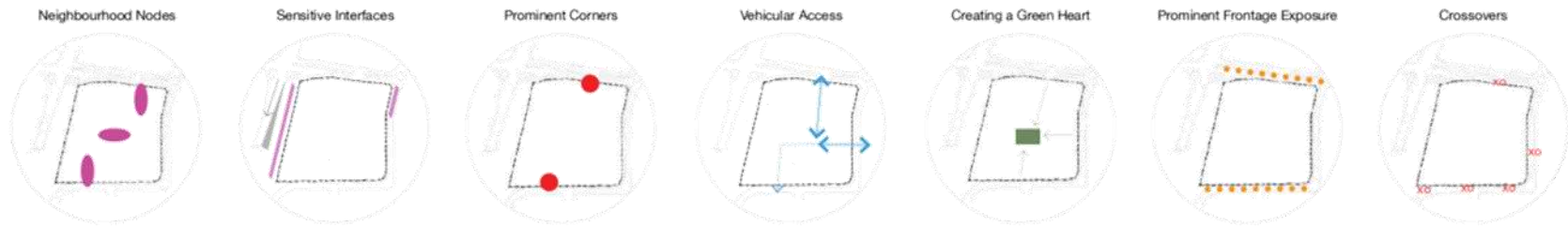
111 OVERTON RD
Under Construction
5 Storey Commercial



107 OVERTON RD
Under Construction
4 Storey Commercial



2.0 Urban Context / 2.07 Site Analysis - Opportunities & Constraints



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3.0 Masterplan Vision

WHAT WE'VE GOT



WHAT WE NEED



3.0 Masterplan Statement / 3.02 Key Principles

**1. GATEWAY TO MELBOURNE**

- Visually connect Williams Landing to the Melbourne CBD.
- To create a human centred mixed-use address, comprising: residential, commercial, hotel, retail and civic uses.
- Create a new Landmark Statement (form & public space) for Williams Landing.

Buenos Aires
ITDP**2. NETWORK COMMUNITIES**

- Ensure strong visual connections for user friendly way finding
- Create a pedestrian and cycle network that encourages active transport and a healthy community, through ease of mobility within the site and strong connections to surrounding destinations.
- Integrated urban movement network that provides access to convenient public transport with streets that are shared, active, safe, walkable and cyclable.
- Provide high-amenity transport routes supported by end-of-trip facilities to encourage safe sustainable travel.



East Village, San Diego

3. COLLECTION OF CULTURES

- Promote a diverse and integrated community. A vibrant place that is intimate and local with easy access to everyday needs - Live, Play, Work.
- Offer a variety of open space opportunities including playgrounds and gardens in close proximity to residential areas.
- Encourage activity across all generations and capability requirements.
- Provide meeting places for multifunctional and adaptable use.

3.0 Masterplan Statement / 3.03 Key Principles



Workplace at One Melbourne Quarter
Arup

4. ENVIRONMENT AND SUSTAINABILITY

- Building form to maximise sun aspect to public spaces.
- Develop initiatives to reduce the urban-heat-island providing comfortable shaded environments in summer, for example green rooftops and green streetscapes
- Integrate water sensitive urban design (WSUD) initiative.
- Promote opportunities to increase the attractiveness of non-motorised transport alternatives.
- Select endemic plant species where possible to encourage biodiverse bird and insect habitats.



120 Balmain Street, Cremorne
Rothelowman

5. CHARACTER AND LEGIBILITY

- Urban elements and building form (including entries and street frontages) to have a positive impact on increasing legibility of the built environment and facilitate the ability of users to find their way.
- Establishment of an open space structure that promotes good legibility and way finding through well-structured vistas and sightlines.
- Building interfaces to contribute to the use of public space.

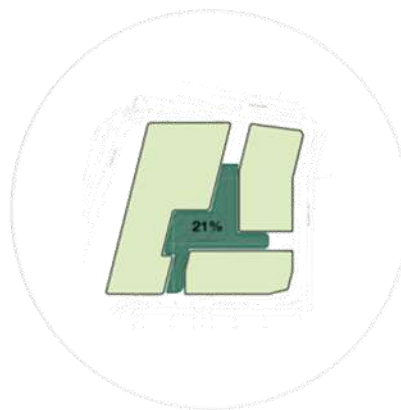


Rua de Santiago, Chile

6. SAFETY AND ACCESS

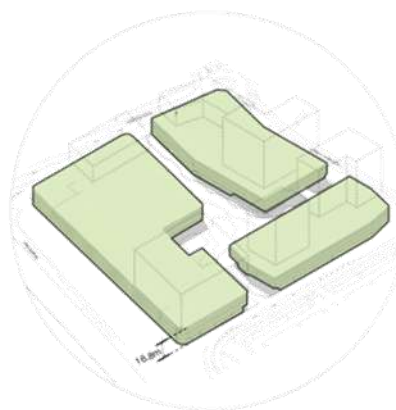
- Adequately sized open accessible spaces that support a range of active and passive uses at different times of the day.
- Shade trees and lighting structures/facilities to all recreational fields.
- Maximised activated ground floor and podium frontages to provide associated open spaces with appropriate levels of passive surveillance.
- Provides safe, equitable and secure access for all users (pedestrian, cycle and disabled) to all destinations including building entries.

3.0 Masterplan Statement / 3.04 Key Elements

**PUBLIC REALM**

The proposed masterplan is centred around a new type of open space for Williams Landing. The proposal creates an active central hub lined with landscaping and activated building frontages.

The buildings are designed to work in synergy with this central hub, offering a significant provision of open space for the site and the broader Williams Landing Community. The proposed area for this public hub is over 21% of the site area.

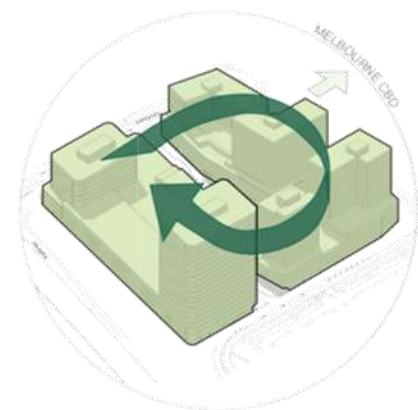
**ACTIVATED PODIUMS**

The first 16.8m height of podium provides a fundamental contribution to the activation of the public realm.

One of the key objectives of the masterplan is to provide active podium edges to all key street frontages and open spaces.

**TRUE MIXED ACTIVITY**

The proposed masterplan seeks to incorporate a diverse selection of uses and amenity ranging from open space to childcare, retail amenity, leisure and health. These uses combined with workplace, living and hotel will create a lively, year round precinct.

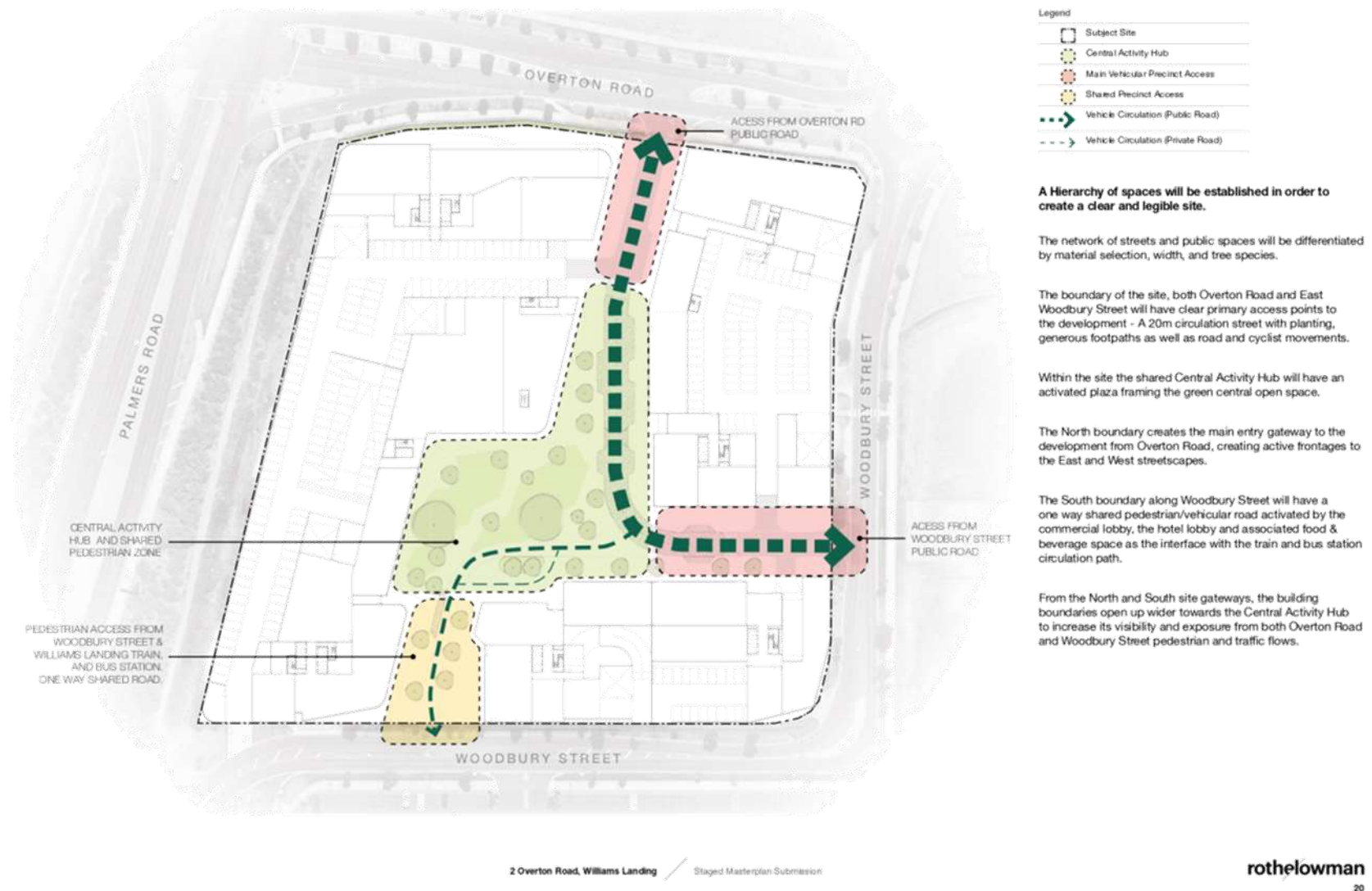
**VARYING HEIGHT COMPOSITION**

The proposed masterplan addresses the current building heights existing within Williams Landing whilst addressing the site's unique position as a gateway community and nearby networks to the locality and Melbourne CBD.

The proposed tower heights and building forms provide a diverse approach to the massing within the precinct, maximising solar aspect and prominent views.

4.0 The Ground Plane

4.0 The Ground Plane / 4.01 Open Space Hierarchy



4.0 The Ground Plane / 4.02 Ground Plane Activation



Note: Refer to page 5.03 Podium Activation (Page 27) for upper level podium activation diagram.

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4.0 The Ground Plane / 4.04 Urban Connections



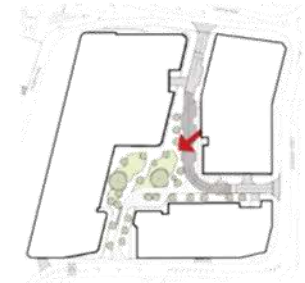
4.0 The Ground Plane / 4.05 Perspective Artistic Impression (Central Plaza)



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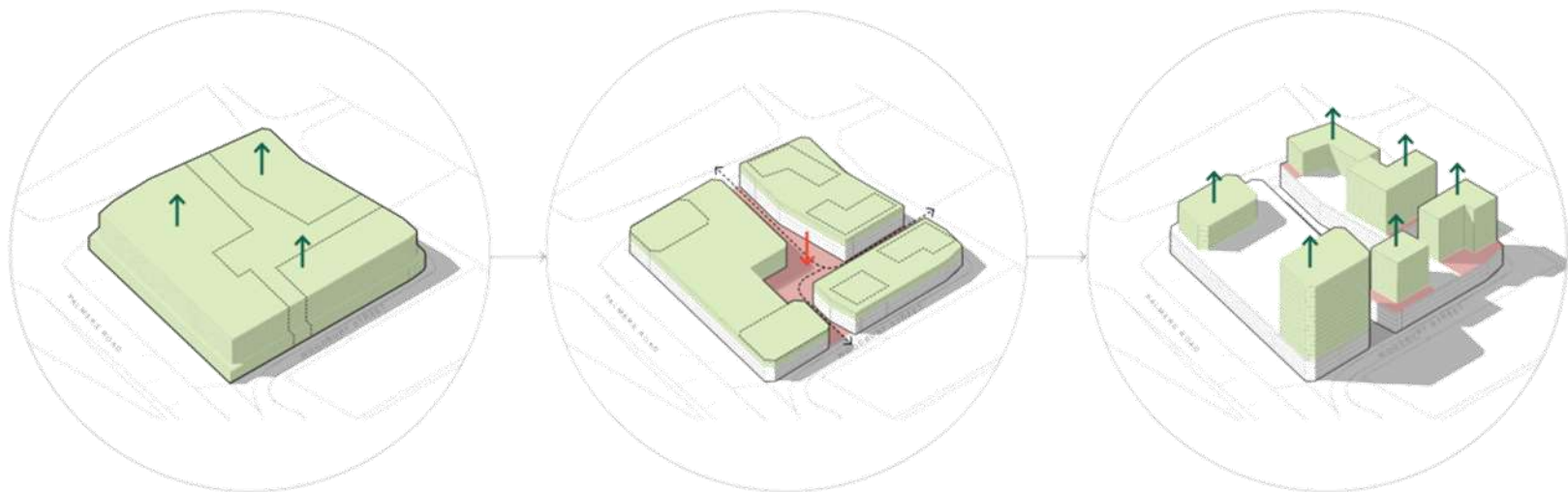
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5.0 Massing



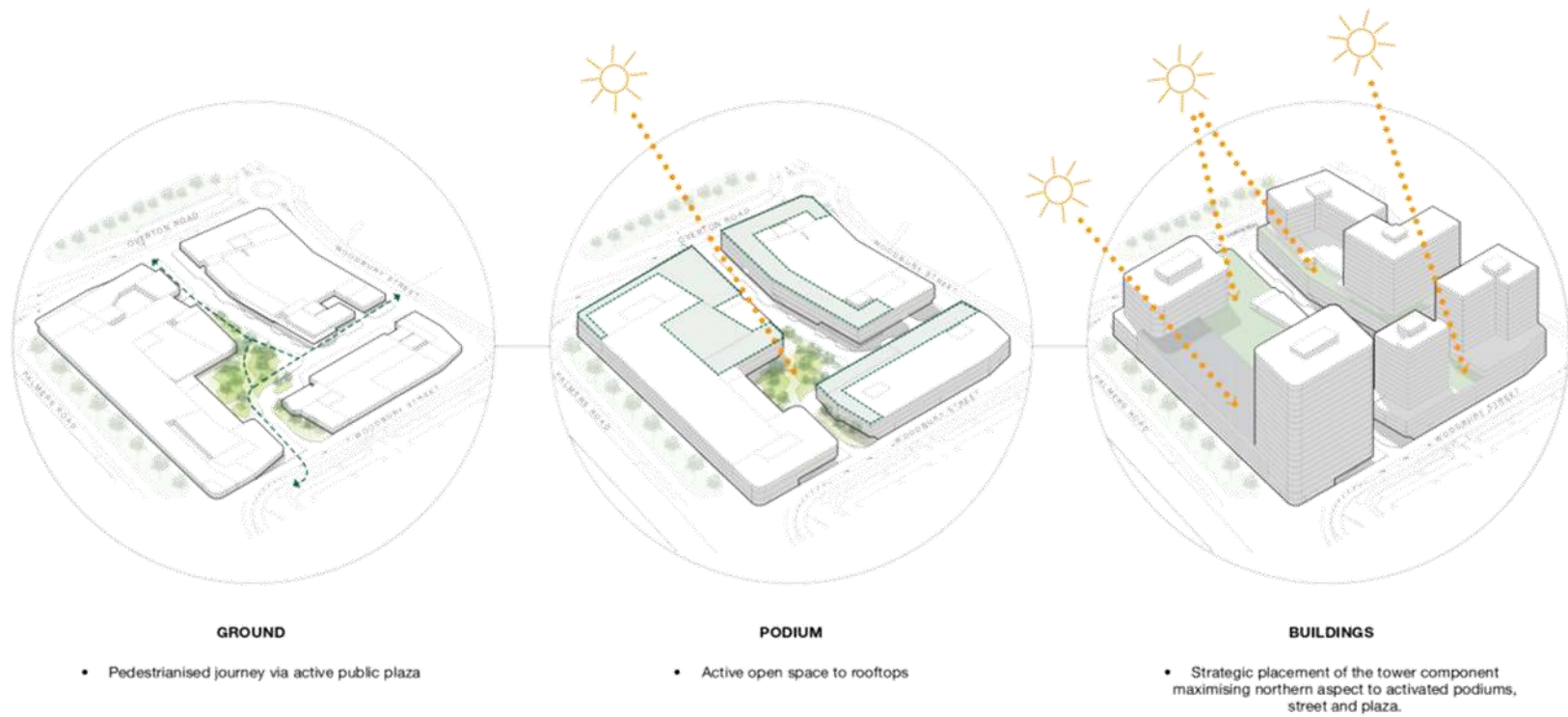
5.0 Massing / 5.01 Massing Strategy 1



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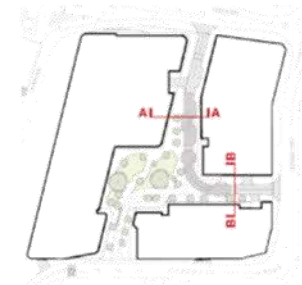
5.0 Massing / 5.02 Massing Strategy 2



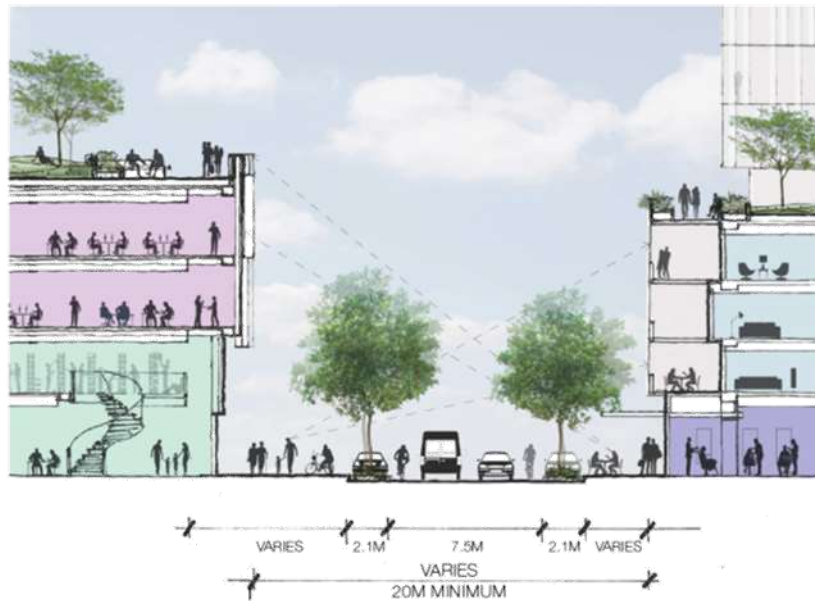
5.0 Massing / 5.03 Podium Activation



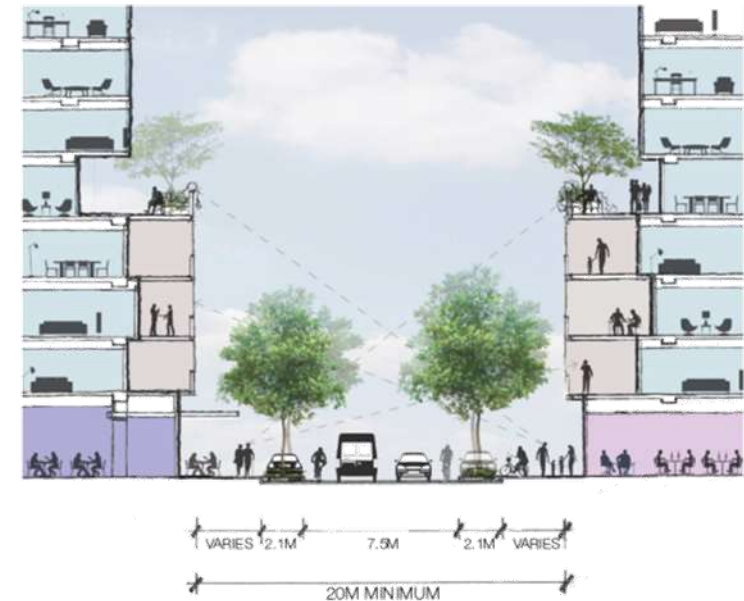
5.0 Massing / 5.04 Podium Activation



Street Section A



Street Section B





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5.0 Massing / 5.05 Podium Precedents



ACTIVATED PEDESTRIAN INTERFACES

San Francisco
David Barker Architects



ACTIVATED ROOFTOPS

Copenhagen
JAJA Architects



CIVIC PRESENCE

District of Columbia Public Library
The Freelon Group



INTEGRATED GREEN FACADES

Vienna, Austria
Chaix & Morel Architects



SENSE OF BUILDING ADDRESS

(COMMERCIAL)
101 Moray Street
Rothelowman
(Under Construction)



SENSE OF BUILDING ADDRESS

(RESIDENTIAL)
Botanica
Rothelowman



TOWER PODIUM TYPOLOGY

Spire Residences
John Wardie Architects

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5.0 Massing / 5.06 Perspective Artistic Impression



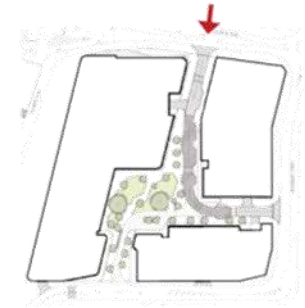
Disclaimer: Perspective images are presented as an artist's impression of the development and are indicative only. Landscaping shown on perspective images is indicative only and is subject to Landscape Architect's design.

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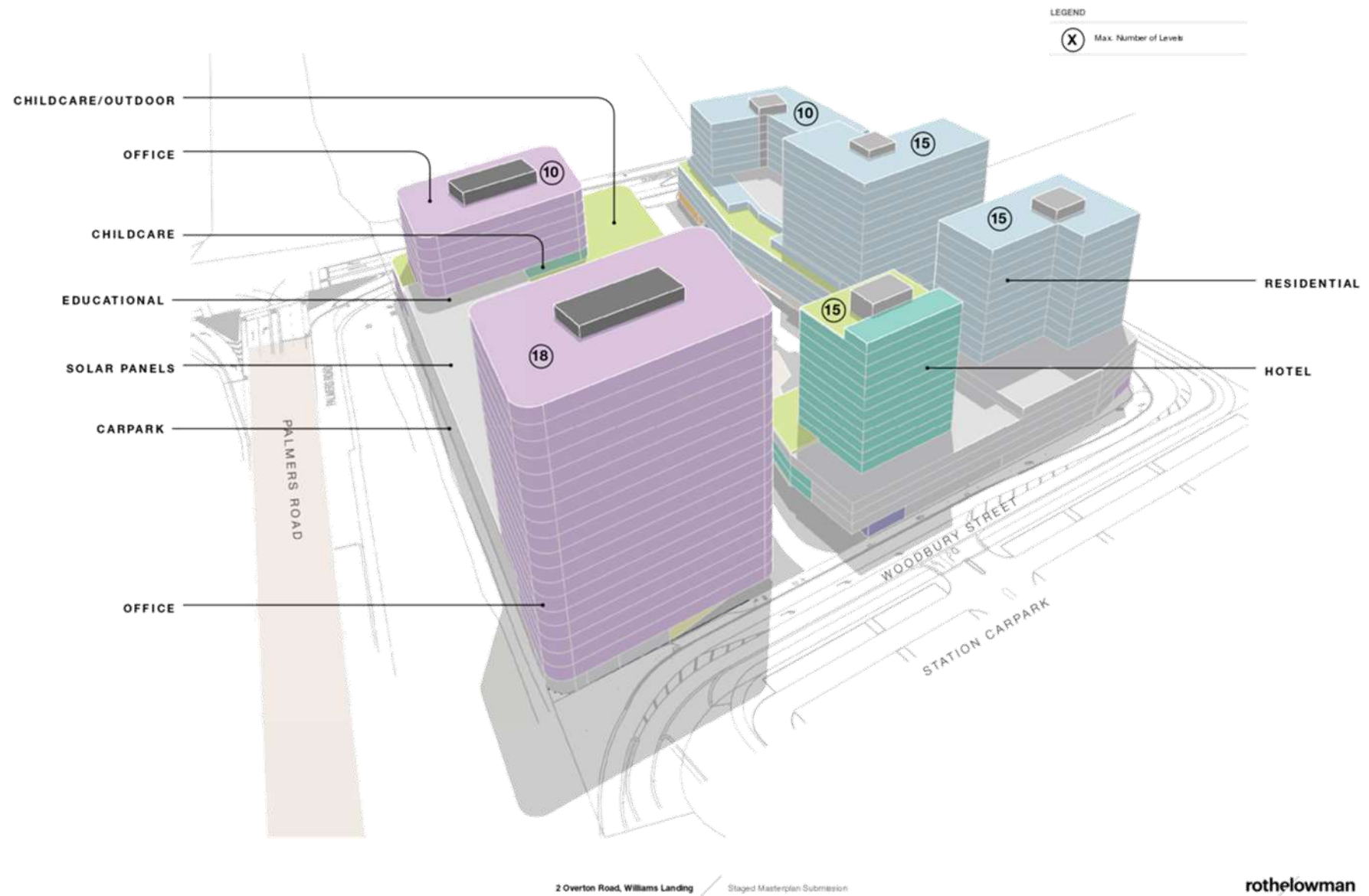
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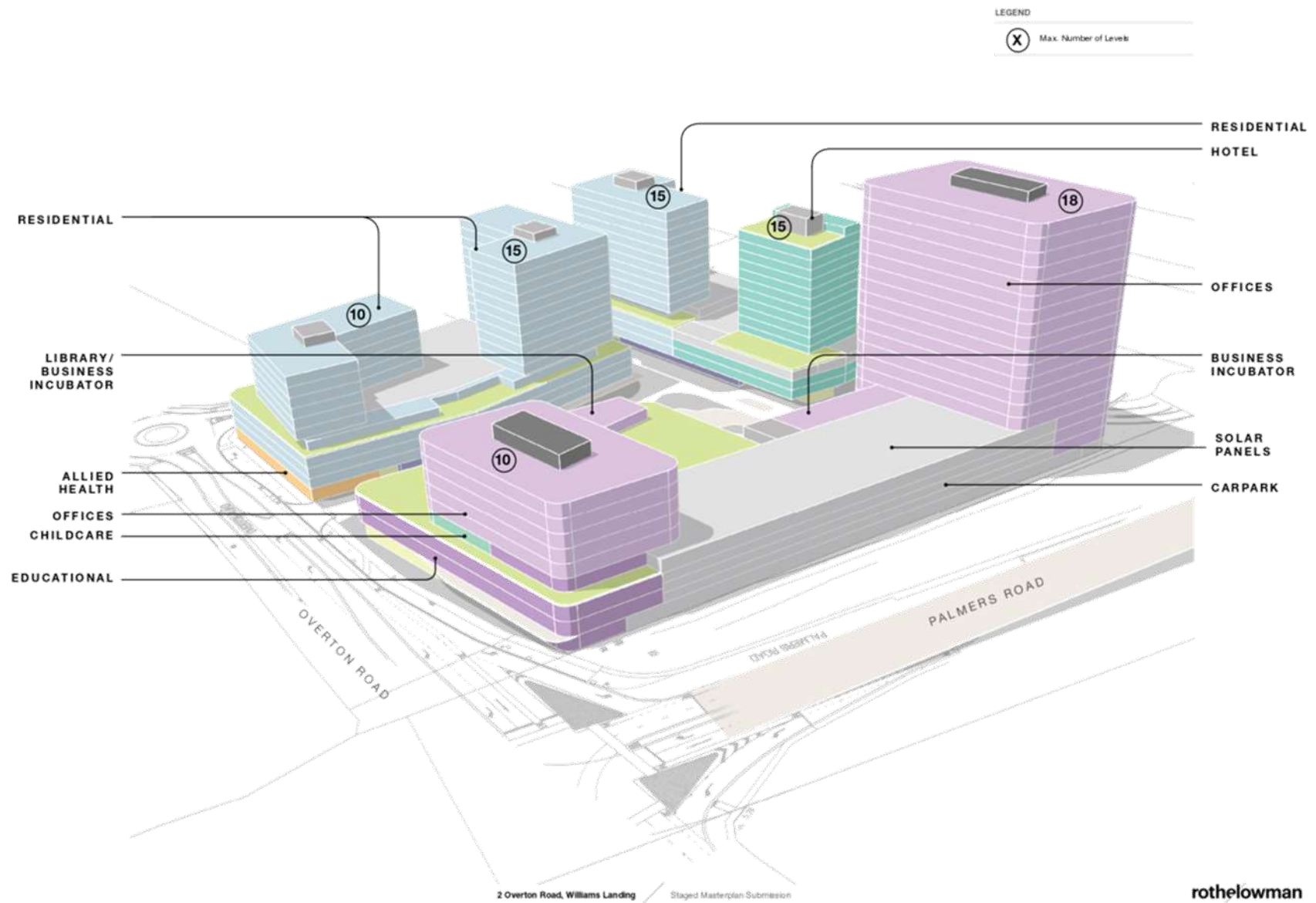
32



5.0 Massing / 5.07 Towers Envelope / Proposed Uses



5.0 Massing / 5.07 Towers Envelope / Proposed Uses



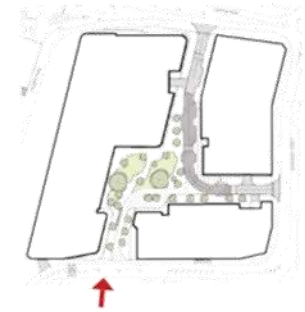
5.0 Massing / 5.08 Perspective Artistic Impression



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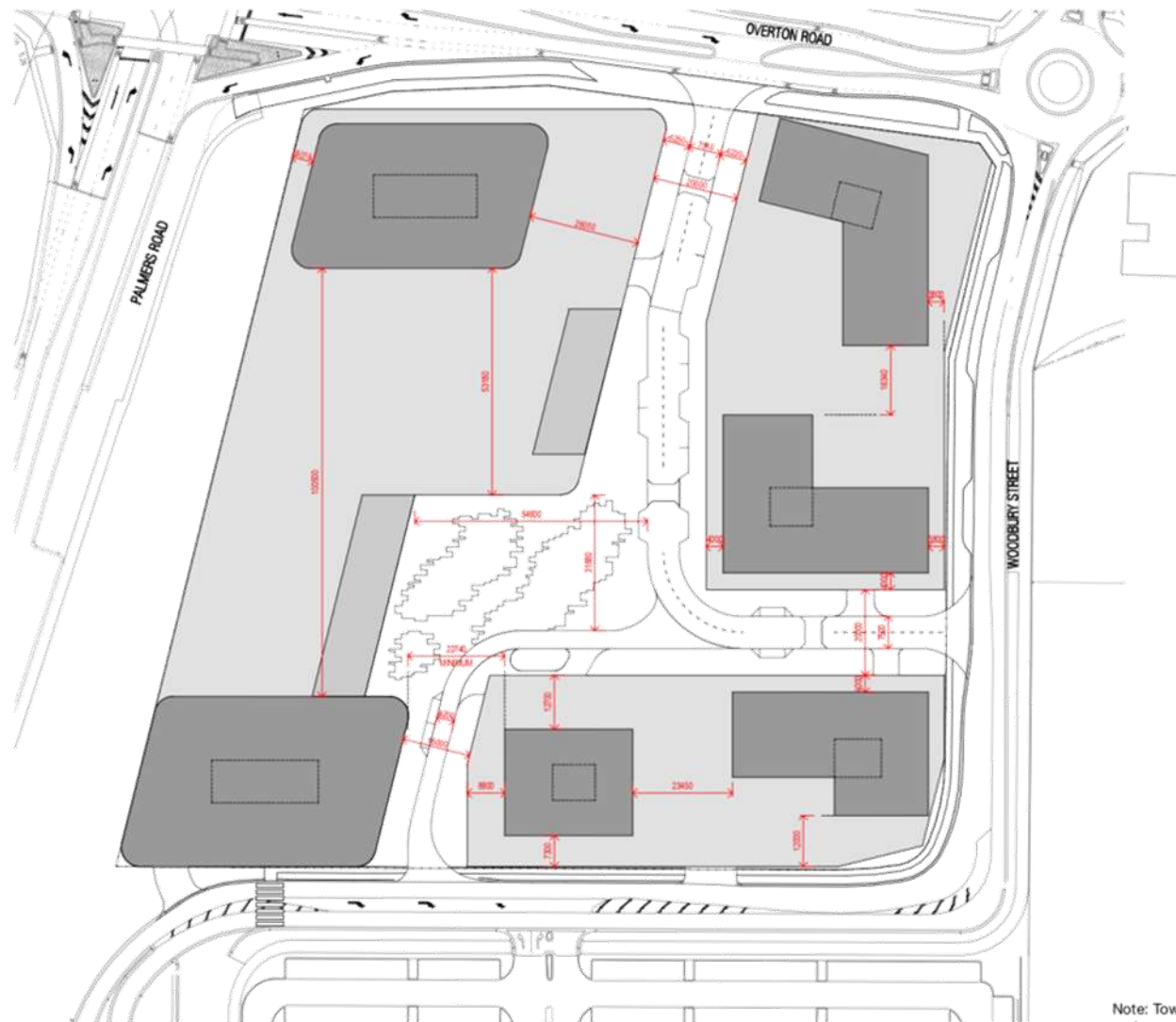
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5.0 Massing / 5.09 Tower Setbacks



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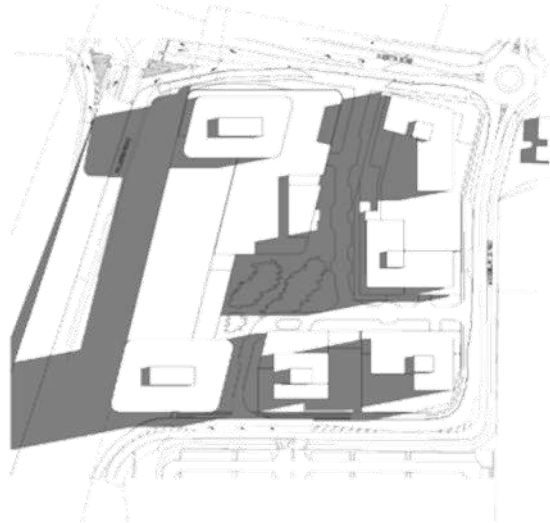


5.0 Massing / 5.10 Tower Heights

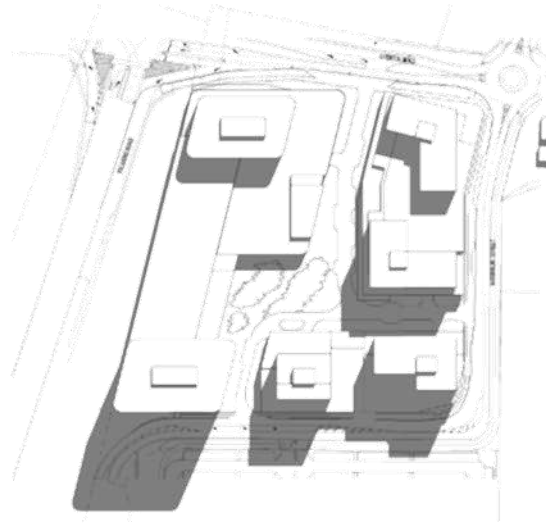


5.0 Massing / 5.11 Shadow Diagrams (September 22)

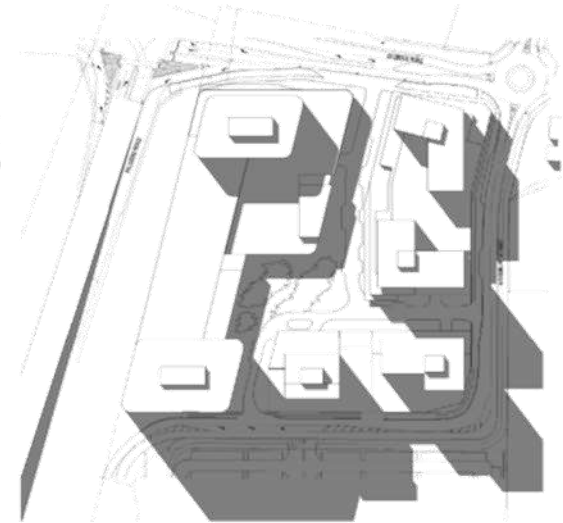
9am



12pm



3pm



Disclaimer: Survey topography, building heights and fence heights used to produce these shadow diagrams have been produced by others. Shadow diagrams have been calculated and drawn to the best of our ability with all due care taken to ensure their accuracy.

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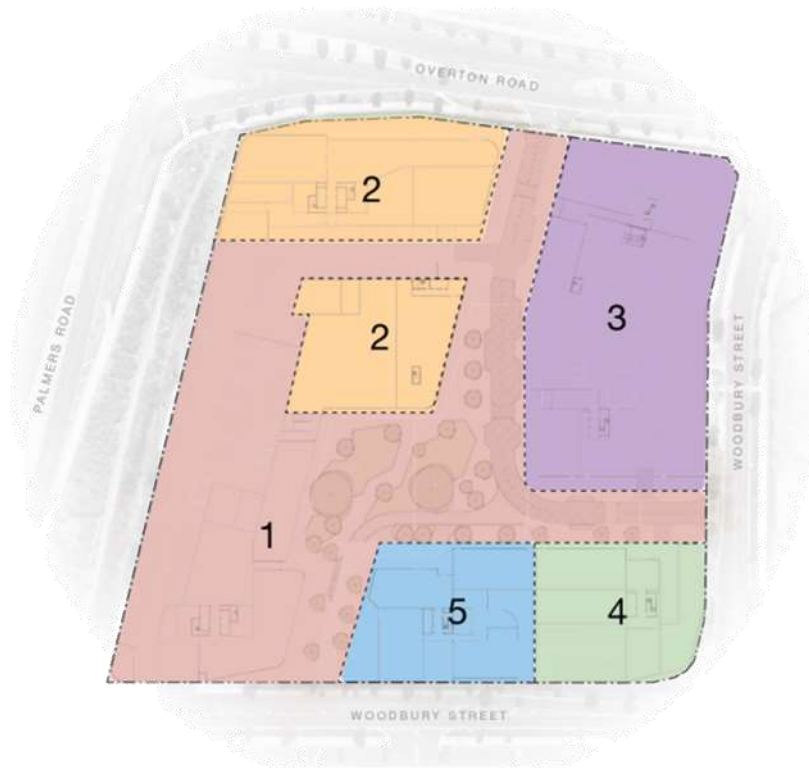
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6.0 Project Specifics

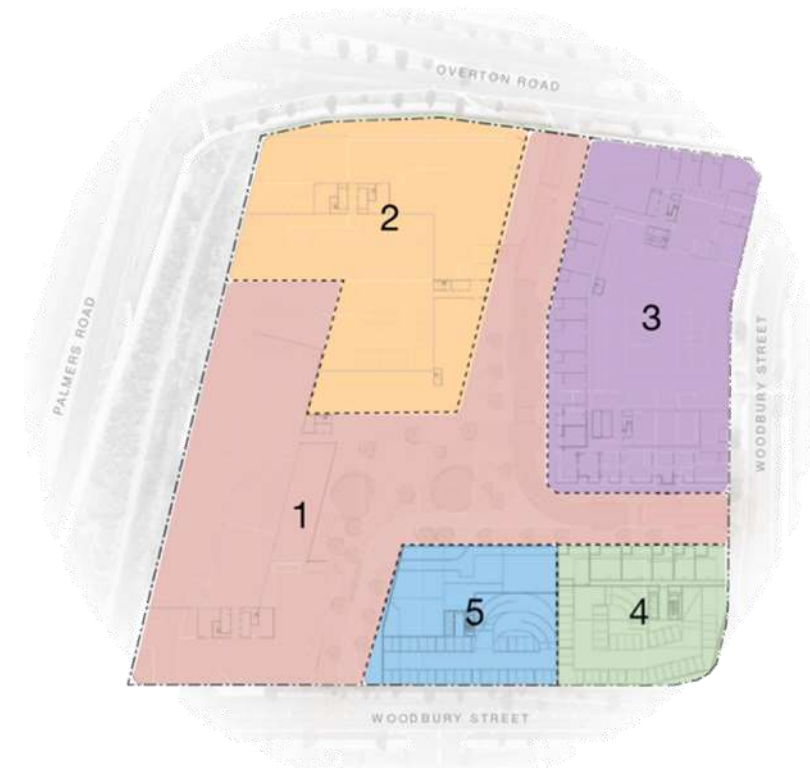
6.0 Projects Specifics / 6.01 Indicative Staging Strategy

5-7 Years

GROUND LEVEL



LEVEL 1 AND ABOVE



Note: Project stages are indicative and may vary after further development

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6.0 Project Specifics / 6.02 Indicative Development Summary

DEVELOPMENT SUMMARY - ALL STAGES																		
LEVEL	GFA - End, TERRACE (max.)	GFA Parking (max.)	NSA Residential (max.)	NSA Hotel (max.)	Child Care	Chic	NLA Retail (Ind. Supermarket)	NLA Office (max.) Ind. Allied Health	NLA Education	Residential Amenities	Circulation & Services	Communal Terrace	Terraces POS	1 Bed	2 Bed	2 Bed Plus	3 Bed	Hotel 1 Bed
CP - LEVEL 3	7801.8 m ²	7801.8 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0	0	0	0	0
CP - LEVEL 4	250.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0	0	0	0	0
GROUND	22091.8 m ²	8000.1 m ²	0.0 m ²	0.0 m ²	0.0 m ²	637.5 m ²	4569.8 m ²	1411.0 m ²	447.8 m ²	0.0 m ²	7025.7 m ²	0.0 m ²	0.0 m ²	0	0	0	0	0
LEVEL 1	23138.4 m ²	11707.7 m ²	2335.1 m ²	0.0 m ²	0.0 m ²	1068.6 m ²	0.0 m ²	2398.9 m ²	2422.6 m ²	0.0 m ²	3205.5 m ²	0.0 m ²	258.1 m ²	16	1	9	3	0
LEVEL 2	21845.7 m ²	11550.3 m ²	2625.4 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	3138.1 m ²	2422.6 m ²	0.0 m ²	2109.3 m ²	0.0 m ²	282.4 m ²	16	2	11	3	0
LEVEL 3	19713.5 m ²	10798.7 m ²	2627.2 m ²	0.0 m ²	753.9 m ²	0.0 m ²	0.0 m ²	2471.4 m ²	411.6 m ²	0.0 m ²	2650.7 m ²	3446.7 m ²	282.4 m ²	16	2	11	3	0
LEVEL 4	14555.8 m ²	8419.7 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	2822.6 m ²	0.0 m ²	1250.6 m ²	2062.9 m ²	2564.6 m ²	0.0 m ²	0	0	0	0	0
LEVEL 5	8340.2 m ²	0.0 m ²	2740.5 m ²	561.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	3711.1 m ²	0.0 m ²	0.0 m ²	1327.6 m ²	0.0 m ²	326.7 m ²	12	5	17	3	18
LEVEL 6	8339.7 m ²	0.0 m ²	2740.5 m ²	561.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	3711.1 m ²	0.0 m ²	0.0 m ²	1327.1 m ²	0.0 m ²	326.7 m ²	12	5	17	3	18
LEVEL 7	8349.0 m ²	0.0 m ²	2740.5 m ²	561.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	3711.1 m ²	0.0 m ²	0.0 m ²	1336.4 m ²	0.0 m ²	326.7 m ²	12	5	17	3	18
LEVEL 8	8349.0 m ²	0.0 m ²	2740.5 m ²	561.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	3711.1 m ²	0.0 m ²	0.0 m ²	1336.4 m ²	0.0 m ²	326.7 m ²	12	5	17	3	18
LEVEL 9	6525.4 m ²	0.0 m ²	2740.5 m ²	561.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	2130.1 m ²	0.0 m ²	0.0 m ²	1093.8 m ²	0.0 m ²	326.7 m ²	12	5	17	3	18
LEVEL 10	6525.4 m ²	0.0 m ²	2740.5 m ²	561.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	2130.1 m ²	0.0 m ²	0.0 m ²	1093.8 m ²	0.0 m ²	326.7 m ²	12	5	17	3	18
LEVEL 11	5352.3 m ²	0.0 m ²	1786.5 m ²	561.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	2130.1 m ²	0.0 m ²	0.0 m ²	874.7 m ²	0.0 m ²	212.8 m ²	8	4	9	3	18
LEVEL 12	5352.3 m ²	0.0 m ²	1786.5 m ²	561.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	2130.1 m ²	0.0 m ²	0.0 m ²	874.7 m ²	0.0 m ²	212.8 m ²	8	4	9	3	18
LEVEL 13	5352.3 m ²	0.0 m ²	1786.5 m ²	561.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	2130.1 m ²	0.0 m ²	0.0 m ²	874.7 m ²	0.0 m ²	212.8 m ²	8	4	9	3	18
LEVEL 14	5352.3 m ²	0.0 m ²	1786.5 m ²	561.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	2130.1 m ²	0.0 m ²	0.0 m ²	874.7 m ²	0.0 m ²	212.8 m ²	8	4	9	3	18
LEVEL 15	4926.0 m ²	0.0 m ²	1786.5 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	2130.1 m ²	0.0 m ²	0.0 m ²	1009.4 m ²	346.7 m ²	212.8 m ²	8	4	9	3	0
LEVEL 16	2380.1 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	2130.1 m ²	0.0 m ²	0.0 m ²	250.0 m ²	0.0 m ²	0.0 m ²	0	0	0	0	0
LEVEL 17	2380.1 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	2130.1 m ²	0.0 m ²	0.0 m ²	250.0 m ²	0.0 m ²	0.0 m ²	0	0	0	0	0
LEVEL 18	2380.1 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	0.0 m ²	2130.1 m ²	0.0 m ²	0.0 m ²	250.0 m ²	0.0 m ²	0.0 m ²	0	0	0	0	0
	189301.5 m ²	58278.4 m ²	32963.1 m ²	5610.0 m ²	753.9 m ²	1706.1 m ²	4569.8 m ²	48387.8 m ²	5704.5 m ²	1250.6 m ²	30077.4 m ²	6358.0 m ²	3847.0 m ²	160	55	178	42	180
TOTAL OF APARTMENTS: 435																		
1 beds: 37 % / 2 beds: 53% / 3 beds: 10%																		

TOTAL OF APARTMENTS: 435

1 bed: 37 % / 2 beds: 53% / 3 beds: 10%

CARPARKING SUMMARY - ALL STAGES (maximum)				
LEVEL	Residential	Retail / Office	Hotel	Total
CP - LEVEL 1	0	193	0	193
CP - LEVEL 2	0	204	0	204
CP - LEVEL 3	0	192	0	192
CP - LEVEL 4	0	158	0	158
GROUND	84	140	0	224
LEVEL 1	122	0	30	152
LEVEL 2	123	0	30	153
LEVEL 3	125	0	55	180
LEVEL 4	125	147	0	272
	579	1034	115	1728

*For preliminary feasibility purposes. Areas are not to be used for purposes of lease or sale agreements. Layouts may not comply with building regulations or other regulatory requirements. The information contained in this schedule is believed to be correct at the time of printing. Areas are generally measured in accordance with the Property Council of Australia Method of Measurement.

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7.0 Landscape Design

7.0 Landscape Design

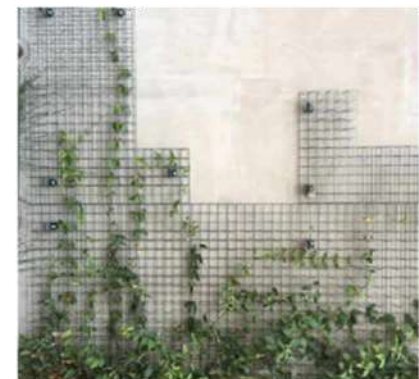
7.01 Landscape Open Space Strategy

The Overton Road proposal aims to bring people in, and protect them on their journey. Harsh edge conditions along Overton Road and Palmers Road direct people in towards the shared central spine within the development, accommodating visitors and commuters, business people, students and residents alike to take respite in this high quality urban space.

The central north-south connection is a 20m wide road reserve, connecting people, cyclists and vehicles in a slow and urban environment with retail, commercial and health uses inviting pedestrian activity. This road visually terminates at the central piazza, which provides users with an internal space and an opportunity to linger near a café, hustle to the train station, and relax after work in a private, intimate setting. The eclectic mix of uses requires a versatile public realm to accommodate a variety of users without compromising the overall function of the development.

Largely composed of hard surfaces to facilitate the high volumes of pedestrian traffic, there are also moments of respite through mounded landscape play and relaxation spaces.

Podium landscape elements solidify the possibility of a work/live/play environment in a small urban footprint. Communal exercise spaces, children's play areas and relaxation at the residents pools are enhanced through detailed landscape planting and a high quality materials palette.

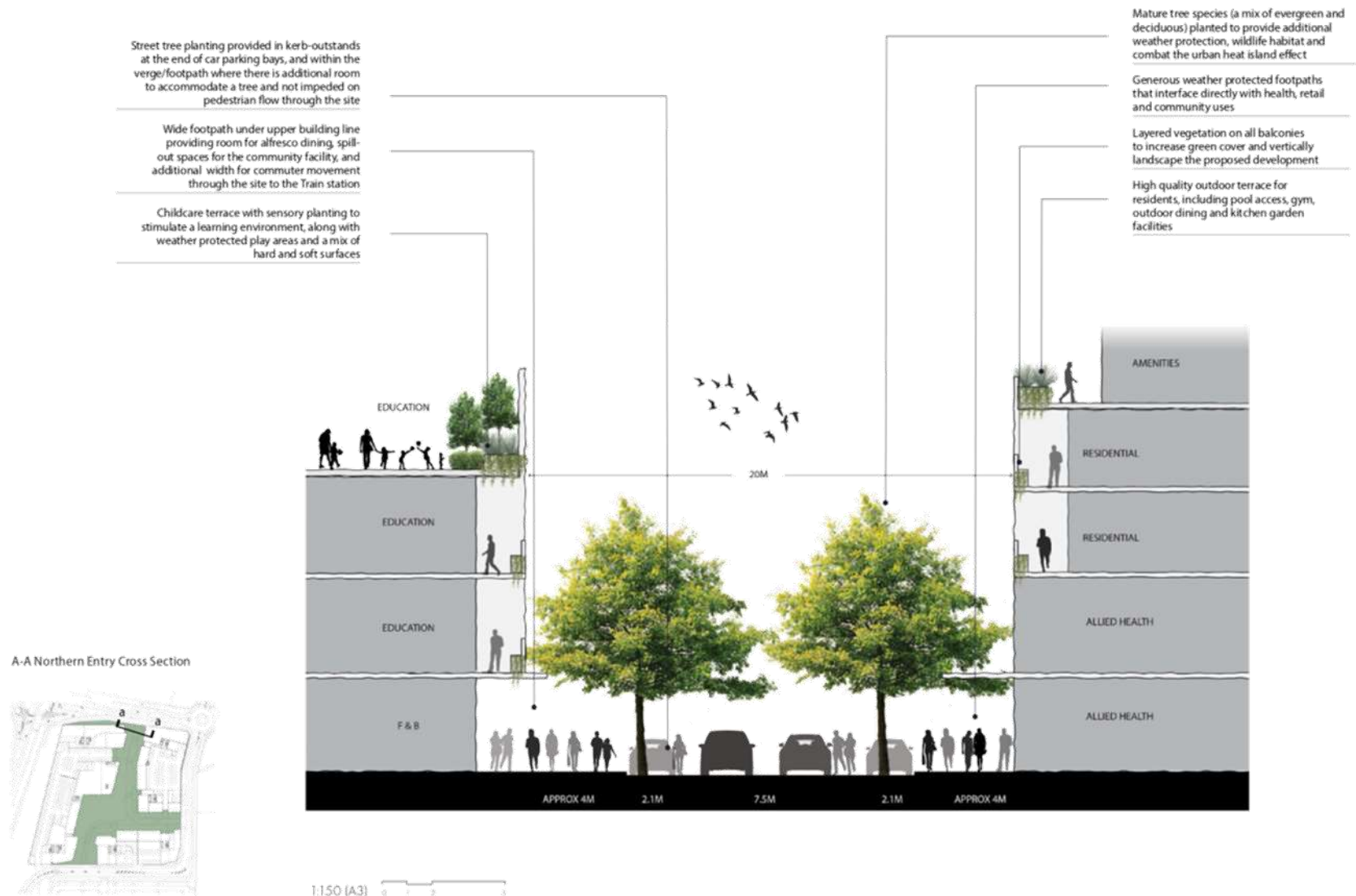


7.0 Landscape Design / 7.02 Ground Level Plan

Figure Plan for Ground Level Open Space



7.0 Landscape Design / 7.03 Street Sections



2 Overton Road, Williams Landing

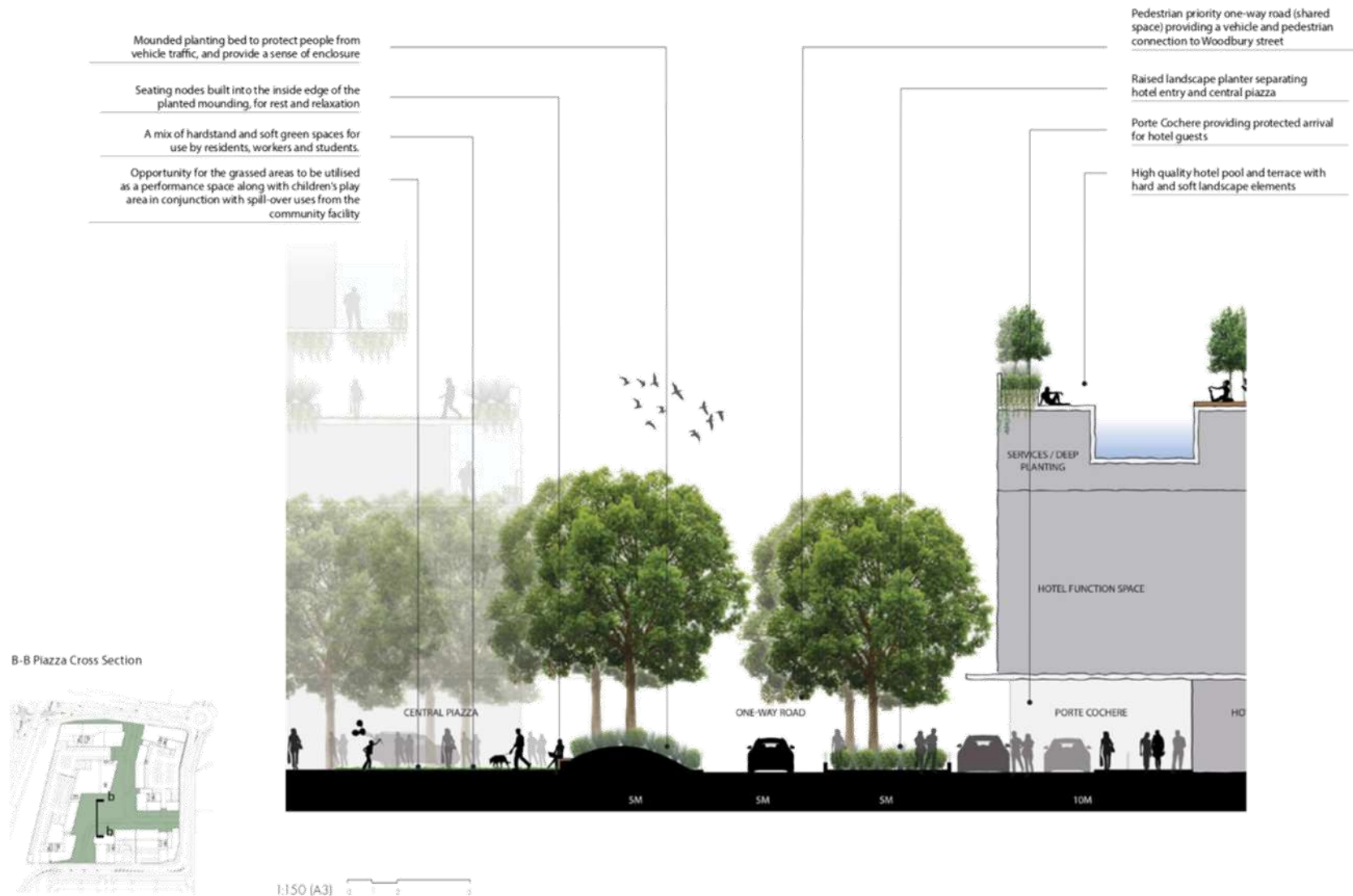
Staged Masterplan Submission

Tract

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7.0 Landscape Design / 7.04 Open Space Precedents



2 Overton Road, Williams Landing

Staged Masterplan Submission

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7.0 Landscape Design / 7.05 Podium Level Landscape Masterplan



Children's play area



Weather protected children's play area



Multi-sport play area and social gathering spaces



2 Overton Road, Williams Landing

Staged Masterplan Submission

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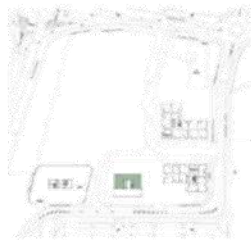
7.0 Landscape Design

7.06 Residential Amenity and Hotel Terrace Landscape Plan

Residential + Hotel Terrace Masterplan



Hotel Terrace Masterplan



Level 15 Hotel Terrace Landscape Masterplan

1:500 (A3)

- Lawn area for relaxation
- Outdoor BBQ and kitchen facilities
- Semi-covered outdoor dining and entertaining
- Planted border providing wind protection
- Connection to internal hotel amenities

- Highly detailed pool and spa and deck area, with a mix of hardstand and planted surfaces
- Outdoor exercise equipment
- Formal garden area with seating nodes and relaxation space
- Landscape activities to interface with internal hotel amenities



Raised planters with seating.



Layered vegetation and seating nodes



Raised seating elements amongst vegetation



Intimate grassed space for communal exercise, yoga or relaxation

Semi-covered outdoor dining/seating nooks

Hard stand terrace with low productive garden along balcony edge

Terrace interaction with internal residential amenities

Highly detailed pool and deck area, with a mix of hardstand and planted surfaces

Hard stand terrace with low level planting along balcony edge

Semi-covered outdoor dining/seating nooks

Intimate grassed space for communal exercise, yoga or relaxation

Semi-covered outdoor dining and recreation area

Contemplative garden and possible productive garden

Landscape activities to interface with internal residents amenities

Level 4 Residential + Hotel Terrace Landscape Masterplan

1:1000 (A3)

2 Overton Road, Williams Landing

Staged Masterplan Submission

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7.0 Landscape Design

7.07 Terrace Precedents

The development will promote sustainable design principles in a number of ways, including:

- Vertical greening of hard surfaces
- Mature street tree planting
- Dense under-storey planting
- Inclusion of green spaces at ground level, and multiple green roofs/habitable landscaped spaces at various building levels
- Promoting walking to public transport
- Connection to existing shared path walking and cycling trails
- Inclusion of water sensitive urban design initiatives to capture, and re-use water through irrigation and other recycled mechanisms
- Inclusion of edible gardens, and kitchen gardens in communal terrace and out outdoor kitchen area
- Promotion of deep planter beds and landscape elements in all residential and commercial balconies
- Utilising planting as natural canopy shade in communal terrace area
- Inclusion of high quality planting in the childcare playground/terrace



2 Overton Road, Williams Landing

Staged Masterplan Submission

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7.0 Landscape Design / 7.08 Sustainable Design Principles

Ground Level Trees Key Plan



The species listed are examples only. The planting palette is to be developed further during future design work and in consultation with Wyndham City Council. Planting for the site should:

- Reflect the local ecology and include species indigenous to the local area;
- Be suitable for the local climatic and soil conditions and include species that are drought and wind tolerant;
- Consider the future modified microclimate of the site including increased shade from buildings and challenging wind conditions;
- Include ornamental and high profile, exotic species that provide shade, colour and seasonal variation;
- Include species suitable for roof gardens and on-structure landscapes and consider limited soil volumes in species selection;
- Provide a variety of visually distinct species that assist with wayfinding and placemaking. For example, highly ornamental species will be used to define entries and nodal points.
- Include canopy trees and extensive planting areas to reduce the urban heat island effect and increase site permeability.
- Provide a mix of evergreen and deciduous trees to combat the affects of channelled winds through the proposed development

All planting is to be irrigated via an automatic drip irrigation system.

Gateway Trees

High profile, ornamental trees to mark the gateways to the town centre



Street Trees

Hardy and attractive medium-sized trees for internal streets



Piazza Trees

Ornamental medium to large shade trees



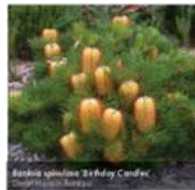
Botanic Name	Common Name	
Gateway trees		
High profile, ornamental trees to mark the gateways to the town centre		
<i>Ginkgo biloba</i>	Ginkgo tree	D
<i>Grevillea robusta</i>	Silky oak	E
<i>Quercus coccinea</i>	Scarlet oak	D
<i>Araucaria cunninghamii</i>	Hoop Pine	E
Street trees		
Hardy and attractive medium-sized trees for internal streets		
<i>Brachychiton populneus</i>	Kurrajong	E
<i>Celtis australis</i>	European nettle tree	D
<i>Eucalyptus pulchella</i>	White peppermint gum	E
<i>Eucalyptus polyanthemus</i>	Red Box	E
Piazza trees		
Ornamental medium to large shade trees		
<i>Angophora costata</i>	Smooth-barked apple	E
<i>Corymbia calophylla</i>	Marri	E
<i>Melia azedarach (non-fruiting)</i>	White cedar	D
<i>Quercus robur</i>	English oak	D

(D) - Deciduous, (E) - Evergreen

7.0 Project Specifics / 7.09 Plant Schedule - Ground Floor

Shrubs and groundcovers

Hardy, drought tolerant species



Shrubs and groundcovers

Hardy, drought tolerant species

<i>Banksia spinulosa</i> 'Birthday Candles'	Dwarf Hairpin Banksia
<i>Lomandra longifolia</i>	Spiky-headed mat-rush
<i>Correa alba</i>	Correa
<i>Dianella tasmanica</i>	Tasman flax lily
<i>Dianella</i> 'Silver Streak'	Native flax
<i>Liriope muscari</i>	Lily turf
<i>Plectranthus argentatus</i>	Silver spurflower
<i>Poa polyformis</i>	Tussock grass
<i>Lomandra</i> 'Little Con'	Mat rush

7.0 Project Specifics

7.10 Plant Schedule - Roof Top & Podiums

Trees for roof tops and podiums

Small, hardy, wind tolerant trees



Shrubs and groundcovers for roof tops and podiums

Planters on-structure to be irrigated. Species to be hardy and wind-tolerant



Trees for roof tops and podiums

Small, hardy, wind tolerant trees

<i>Cupaniopsis anacardioides</i>	Tuckeroo	E
<i>Banksia integrifolia</i>	Coast banksia	E
<i>Corymbia ficifolia</i>	Red flowering gum	E
<i>Olea europaea</i> 'Swan Hill'	Olive	E

Shrubs and groundcovers for roof tops and podiums

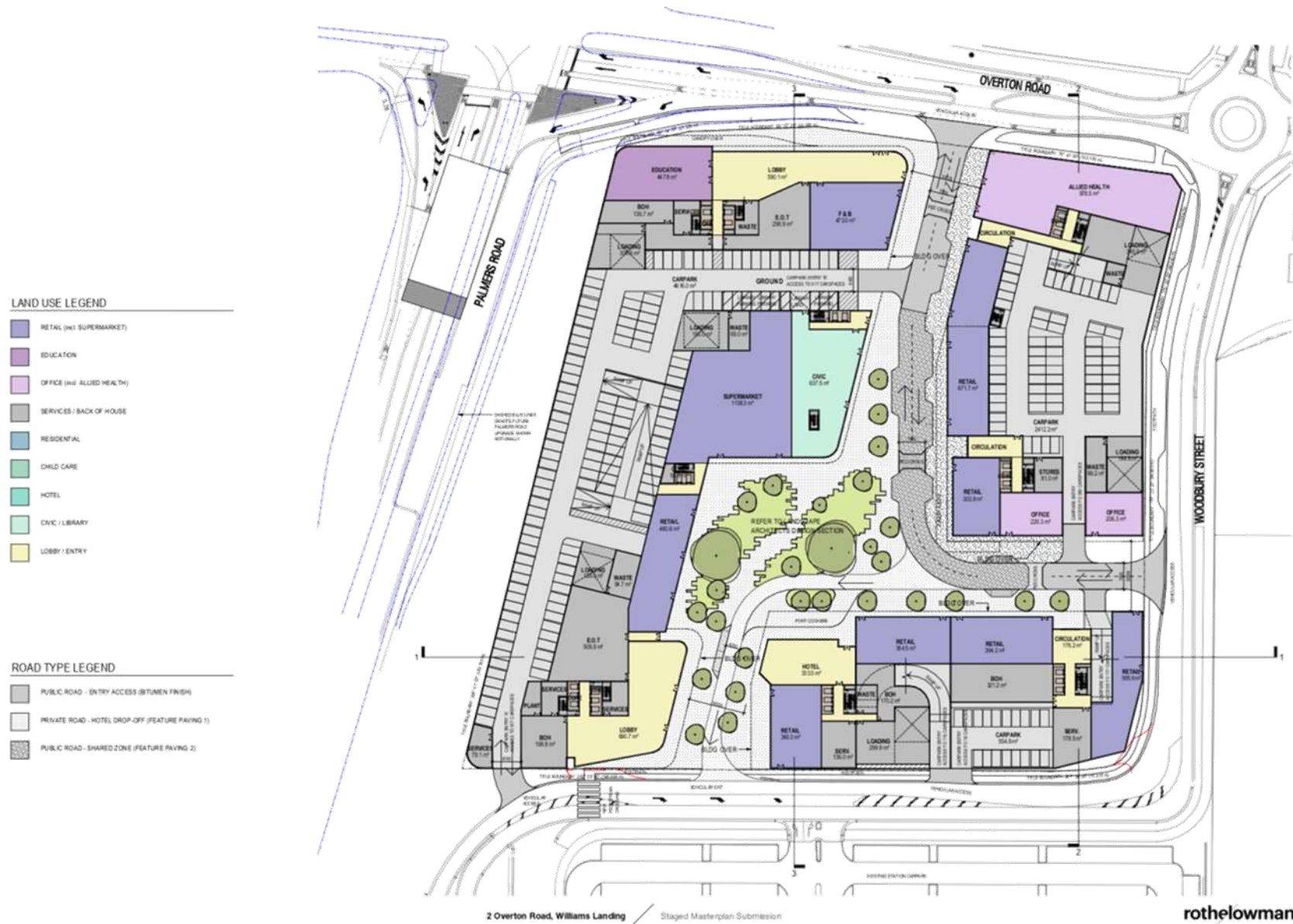
Planters on-structure to be irrigated. Species to be hardy and wind-tolerant

<i>Correa alba</i>	Correa
<i>Carpobrotus rossii</i>	Pig face
<i>Casuarina glauca</i> 'Cousin II'	Sheoak
<i>Juniperus conferta</i>	Shore juniper
<i>Romarinus prostratus</i>	Prostrate rosemary
<i>Senecio serpens</i>	Blue chalk sticks
<i>Stachys byzantina</i>	Lamb's-ear
<i>Adenanthos</i> 'Silver Streak'	Silver Woolly Bush

(D) - Deciduous, (E) - Evergreen

8.0 Architectural Design

8.0 Architectural Design / 8.01 Ground Floor Plan



2 Overton Road, Williams Landing / Staged Masterplan Submission

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8.0 Architectural Design / 8.03 Level 2 Plan

LAND USE LEGEND

- RETAIL (incl SUPERMARKET)
- EDUCATION
- OFFICE (incl ALLIED HEALTH)
- SERVICES / BACK OF HOUSE
- RESIDENTIAL
- CHILD CARE
- HOTEL
- CIVIC / LIBRARY
- LOBBY / ENTRY



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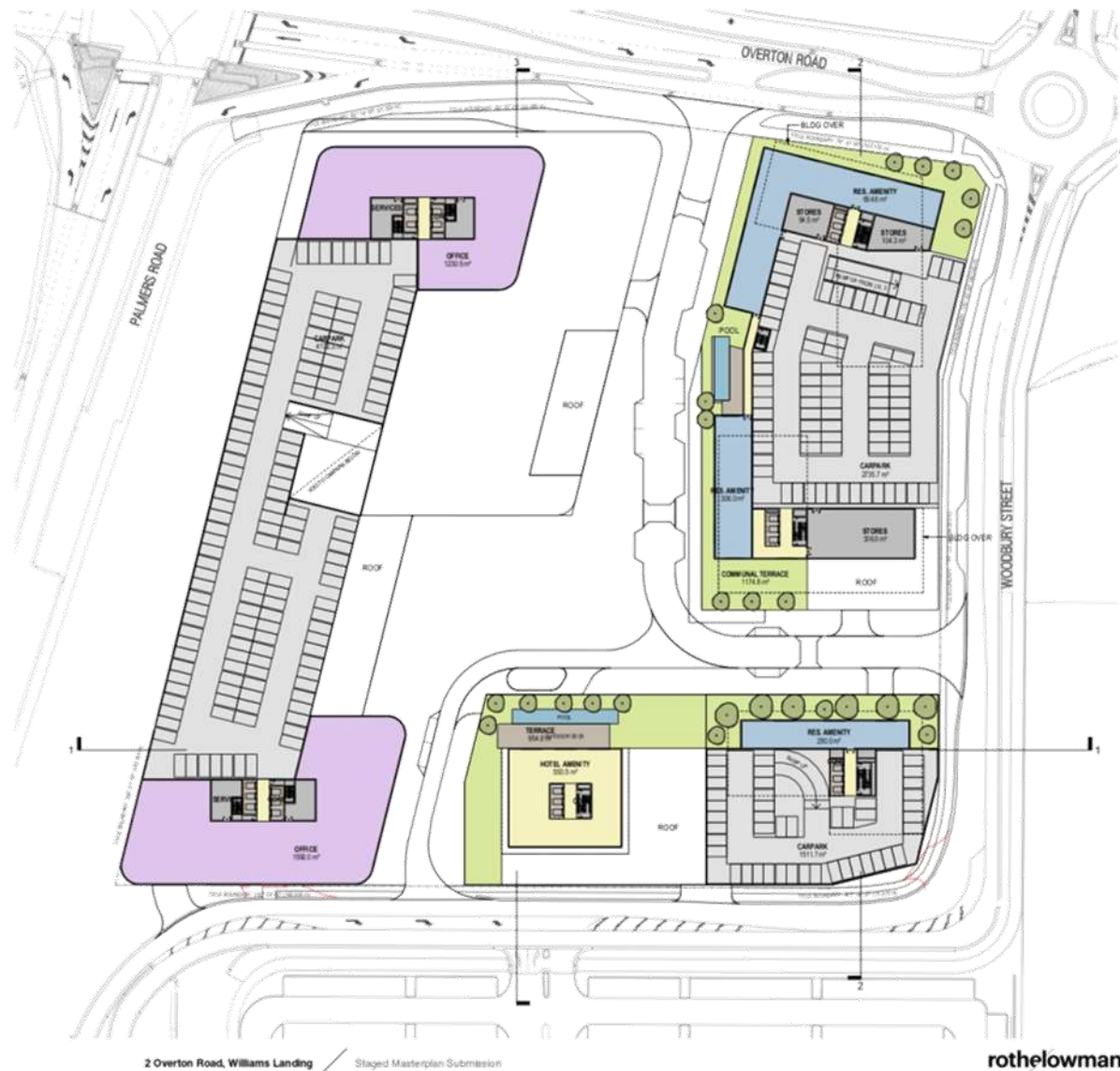
8.04 Level 3 Plan



8.0 Architectural Design / 8.05 Level 4 Plan

LAND USE LEGEND

- RETAIL (incl. SUPERMARKET)
- EDUCATION
- OFFICE (incl. ALDRED HEALTH)
- SERVICES / BACK OF HOUSE
- RESIDENTIAL
- CHILD CARE
- HOTEL
- CIVIC / LIBRARY
- LOBBY / ENTRY



2 Overton Road, Williams Landing

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8.0 Architectural Design / 8.06 Level 5-6 Plan

LAND USE LEGEND

- RETAIL (incl. SUPERMARKET)
- EDUCATION
- OFFICE (incl. ALIRED HEALTH)
- SERVICES / BACK OF HOUSE
- RESIDENTIAL
- CHILD CARE
- HOTEL
- CIVIC / LIBRARY
- LOBBY / ENTRY



8.0 Architectural Design / 8.07 Level 7-8 Plan

LAND USE LEGEND

- RETAIL (incl. SUPERMARKET)
- EDUCATION
- OFFICE (incl. ALLIED HEALTH)
- SERVICES / BACK OF HOUSE
- RESIDENTIAL
- CHILD CARE
- HOTEL
- CIVIC / LIBRARY
- LOBBY / ENTRY



2 Overton Road, Williams Landing / Staged Masterplan Submission

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8.0 Architectural Design / 8.08 Level 9 Plan

LAND USE LEGEND

- RETAIL (incl. SUPERMARKET)
- EDUCATION
- OFFICE (incl. ALLIED HEALTH)
- SERVICES / BACK OF HOUSE
- RESIDENTIAL
- CHILD CARE
- HOTEL
- CIVIC / LIBRARY
- LOBBY / ENTRY



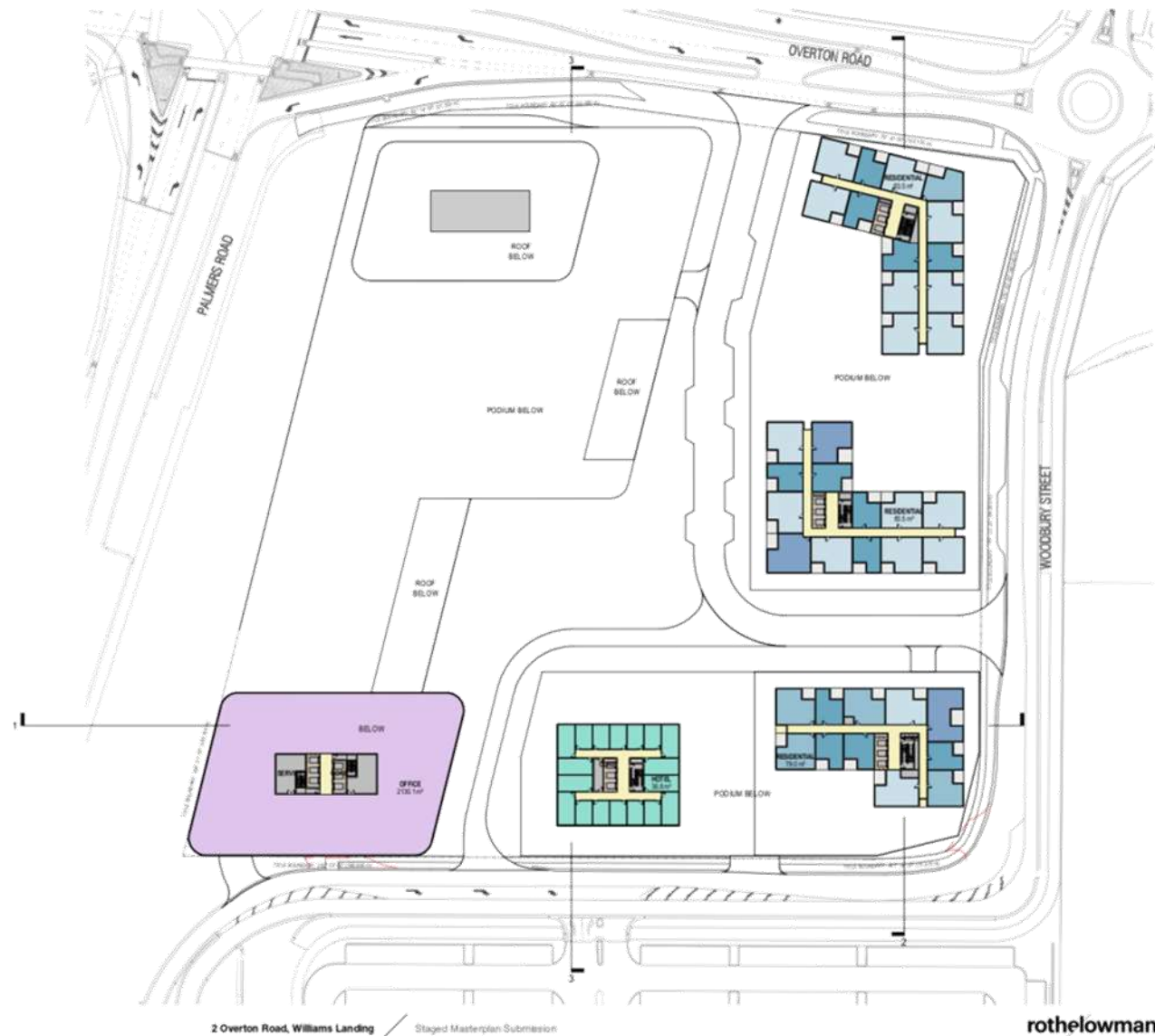
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8.0 Architectural Design / 8.09 Level 10 Plan

LAND USE LEGEND

- RETAIL (incl. SUPERMARKET)
- EDUCATION
- OFFICE (incl. ALLIED HEALTH)
- SERVICES / BACK OF HOUSE
- RESIDENTIAL
- CHILD CARE
- HOTEL
- CIVIC / LIBRARY
- LOBBY / ENTRY



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8.0 Architectural Design / 8.10 Level 11-13 Plan

LAND USE LEGEND

- RETAIL (incl. SUPERMARKET)
- EDUCATION
- OFFICE (incl. ALLIED HEALTH)
- SERVICES / BACK OF HOUSE
- RESIDENTIAL
- CHILD CARE
- HOTEL
- CIVIC / LIBRARY
- LOBBY / ENTRY



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8.0 Architectural Design / 8.11 Level 14 Plan

LAND USE LEGEND

- RETAIL (incl. SUPERMARKET)
- EDUCATION
- OFFICE (incl. ALLIED HEALTH)
- SERVICES / BACK OF HOUSE
- RESIDENTIAL
- CHILD CARE
- HOTEL
- CIVIC / LIBRARY
- LOBBY / ENTRY



8.0 Architectural Design / 8.12 Level 15 Plan

LAND USE LEGEND

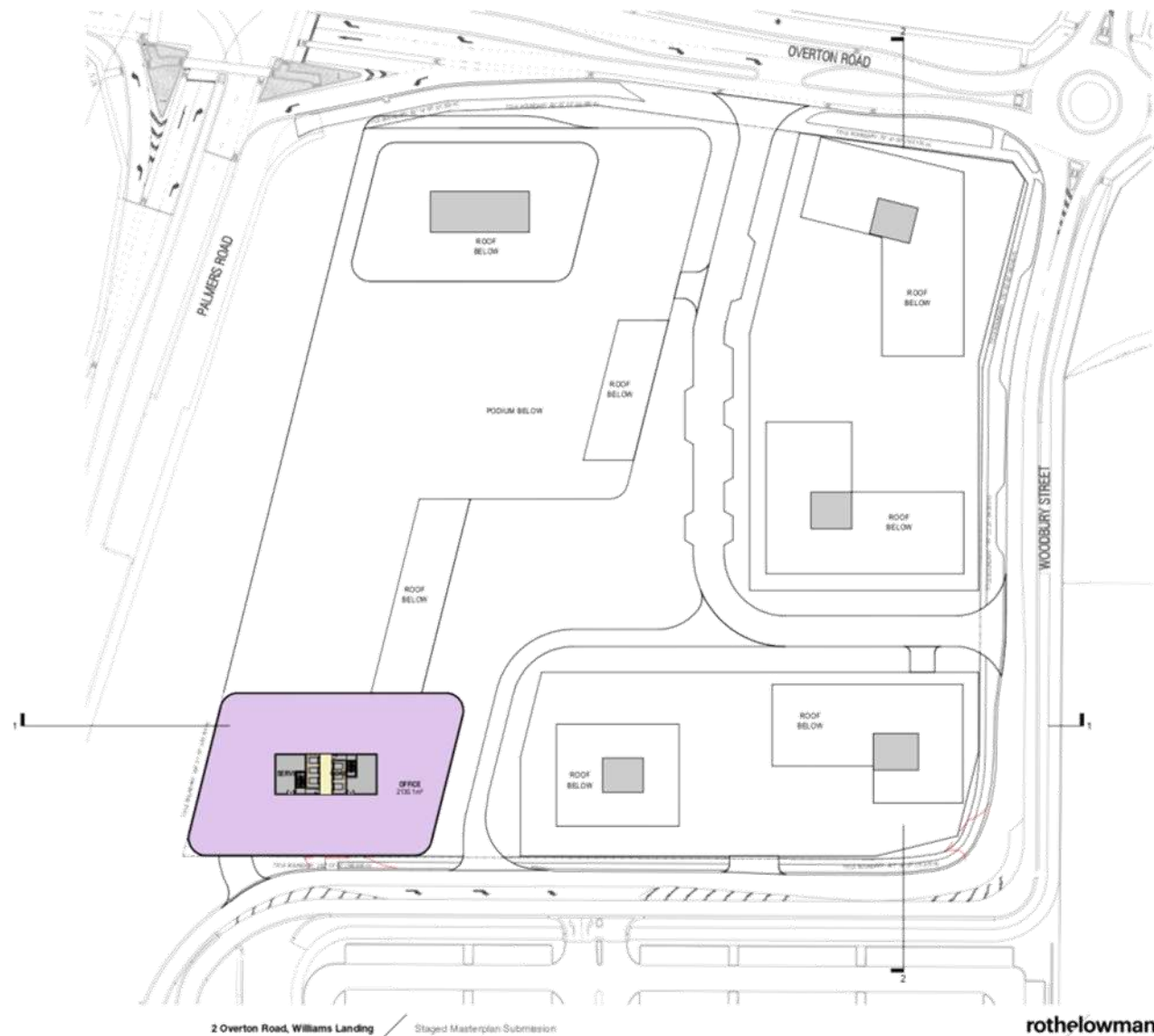
- RETAIL (incl. SUPERMARKET)
- EDUCATION
- OFFICE (incl. ALIRED HEALTH)
- SERVICES / BACK OF HOUSE
- RESIDENTIAL
- CHILD CARE
- HOTEL
- CIVIC / LIBRARY
- LOBBY / ENTRY



8.0 Architectural Design / 8.13 Level 16-18 Plan

LAND USE LEGEND

- RETAIL (incl. SUPERMARKET)
- EDUCATION
- OFFICE (incl. ALLIED HEALTH)
- SERVICES / BACK OF HOUSE
- RESIDENTIAL
- CHILD CARE
- HOTEL
- CIVIC / LIBRARY
- LOBBY / ENTRY



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5. CONFIDENTIAL BUSINESS

MOTION

CRS PETER MAYNARD / INTAJ KHAN

That pursuant to Section 89(2) of the Local Government Act, 1989, Standing Orders be suspended and this meeting of Council be closed to members of the public in order for Council to discuss the following confidential matter/s:

5.1. **CONTRACTUAL MATTERS**

(CARRIED)

Standing Orders were suspended at 7.33pm

MOTION

CRS PETER MAYNARD / INTAJ KHAN

That Standing Orders be resumed

(CARRIED)

Standing Orders were resumed at 7.40pm

MOTION

CRS PETER MAYNARD / MIA SHAW

That the recommendation of the 'Closed Meeting' of Council with regard to confidential matters be adopted.

(CARRIED)

6. CLOSE OF MEETING

The meeting closed at 7.41pm.