

**Ministerial Planning Referral: TPM-2022-23
396-416 Docklands Drive, Docklands****5 December 2023****Presenter:** Matthew Metaxas, Manager Statutory Planning**Purpose and background**

1. The purpose of this report is to advise the Future Melbourne Committee of a Ministerial referral seeking approval of an addendum to the MAB Docklands Development Plan 1999 (DP). The submitted NewQuay Development Plan – August 2023 (DP Addendum) would modify the future land use and built form guidance for the land located at 396-416 Docklands Drive, Docklands (refer Attachment 2 – Locality Plan).
2. The applicant is MAB Corporation Pty Ltd C/- Contour Consultants, the owner is Development Victoria, and the architect is ARM Architecture.
3. The land is located within the Docklands Zone Schedule 6 and is affected by the Design and Development Overlay Schedule 12 (DDO12 Noise Attenuation Area) and Schedule 54 (DDO54 Business Park Precinct, Area 4), the Development Plan Overlay Schedule 7 (DPO7 Business Park Precinct) and the Parking Overlay Schedule 10 (PO10 Docklands – Business Park).
4. The DP Addendum seeks to amend the overall site layout, recommended building heights, setbacks, Gross Floor Area and land uses contained in the DP. The DP Addendum would allow the construction of five towers ranging in height between 50-75 metres over two podiums of 20 metres in height for use as a mix of dwellings (including the potential for a residential hotel), commercial office and retail (refer Attachment 3 – Selected Plans). A 700 m² public park to be vested in Council is proposed at the north-east corner of the site; and separating the podiums is an 11-13 metre wide pedestrian laneway linking the park to the north with Docklands Drive to the south. Within the podiums, accessed via Saint Mangos Lane to the east and Waterfront Way to the west, are 390 car spaces and 700 bicycle spaces.
5. Following considerable engagement with both the Department of Transport and Planning (DTP) and Council officers, the final revised DP Addendum includes several positive design changes to address previous concerns. These include the removal of one tower, overall reduction in maximum built form height, revised building envelopes, a revised public park layout, and inclusion of additional design principles to guide future planning applications.
6. DTP on behalf of the Minister for Planning, has informally referred the application to Council for comment.

Key issues

7. The key issues relate to the proposed site layout, built form (including height, setbacks and separation), the pedestrian movement network, public realm impacts (including landscaping, overshadowing and wind), public benefits (including community facilities and affordable housing), and Environmentally Sustainable Design (ESD).
8. The redevelopment of Lot 14 under a new DP Addendum with a greater development intensity than the DP is generally supported, as is the mix of uses proposed including a high proportion of residential and office. The revised site layout has been achieved through a design led approach in collaboration with Council. The provision of a 700 m² unencumbered public park to Council is a positive community outcome.
9. Although concerns remain regarding the discretionary nature of controls, and insufficient community facilities, affordable housing and ESD commitments; these are suitably addressed via recommended conditions.
10. The proposal is considered to be consistent with relevant provisions of the Melbourne Planning Scheme and is an acceptable outcome for the site and the broader precinct.

Recommendation from management

11. That the Future Melbourne Committee resolves to advise the Department of Transport and Planning that the Melbourne City Council supports the application subject to the recommended changes outlined in the delegate report (refer to Attachment 4 of the report from management).

Attachments:

1. Supporting Attachment (Page 3 of 249)
2. Locality Plan (Page 4 of 249)
3. Selected Plans (Page 5 of 249)
4. Delegate Report (Page 208 of 249)

Supporting Attachment

Legal

1. The Minister for Planning is the Responsible Authority for determining this application.
2. The application is exempt from the notice requirements of sections 52(1)(a), (b) and (d), the decision requirements of sections 64(1), (2) and (3), and the review rights of section 82(1) of the *Planning and Environment Act 1987* (the Act), therefore Council has no formal status under the Act in relation to the application.

Finance

3. There are no direct financial issues arising from the recommendations contained within this report.

Conflict of interest

4. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a material or general conflict of interest in relation to the matter of the report.

Health and Safety

5. Relevant planning considerations such as wind impacts, glare and waste management that could impact on health and safety have been considered within the planning permit application and assessment process. No other health and safety issues or opportunities have been identified.

Stakeholder consultation

6. DTP, on behalf of the Minister for Planning, has referred the application to Council and requested comment and advice to support DTP in completing an assessment and the Minister in making a decision.
7. Council officers have not undertaken public notice of the application or referred this to any other referral authorities. This is the responsibility of the DTP acting on behalf of the Minister for Planning.

Relation to Council policy

8. Relevant Council policies are discussed in the attached delegate report (refer Attachment 4).

Environmental sustainability

9. The ESD Consultant Advice Notice submitted with the application demonstrates ESD commitments that are generally in accordance with the performance requirements of Clause 15.01-2L-01 (Energy and resource efficiency) and Clause 19.03-3L (Stormwater management (water sensitive urban design)) of the Melbourne Planning Scheme.
10. A recommended change is required to ensure ESD is adequately addressed across the development's timeframe.

Locality Plan

396-416 Docklands Drive, Docklands



NEWQUAY DEVELOPMENT PLAN

AMENDMENT FOR

396-416 DOCKLANDS DRIVE DOCKLANDS

AUGUST 2023 (OCTOBER 2023 UPDATE)

NewQuay

MAB

ARM
ARCHITECTURE

ACKNOWLEDGEMENT OF COUNTRY

In the spirit of reconciliation, MAB respectfully acknowledges the Traditional Custodians of Country and respects their continuing cultural heritage, beliefs and connection to land. We pay our respects to their Elders past and present.

WURUNDJERI

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1.0 INTRODUCTION

This Development Plan Amendment has been prepared to update the original (1999) NewQuay Development Plan with respect to the remaining parcel of land at 396-416 Docklands Drive, Docklands (Lot 14).

This document is to be read in conjunction with the approved Development Plan dated 22.11.1999 and other approved amendments and takes precedence in relation to the details and reference to the land known as Lot 14.

The Development Plan Amendment is prepared in accordance with the requirements of Schedule 7 to the Development Plan Overlay as outlined in the Melbourne Planning Scheme, which affects the subject land.

The Development Plan Amendment will facilitate a more contemporary development outcome on the remaining parcel, aligning it with the completed neighbouring developments and facilitate the delivery of a diverse mix of commercial spaces, housing typologies, and community spaces.

STAKEHOLDER ENGAGEMENT

To inform this Development Plan Amendment, MAB consulted extensively with the Department of Transport and Planning (DTP), Melbourne City Council (MCC), Development Victoria, and completed a non-statutory community consultation process.

LEGEND

   396 - 416 Docklands Drive

KEY OUTCOMES

- An increase in public open space through the introduction of a new park and internal laneway.
- Increased population in an inner-city area that is well-served by public transport and will support long established planning policies encouraging urban consolidation.
- Best practice environmental design outcomes that exceed statutory requirements.
- Opportunity to diversify housing tenures and typologies within Docklands.
- Delivery of commercial development at a scale that is reflective of the demand within this locale.

2.0 URBAN DESIGN STATEMENT

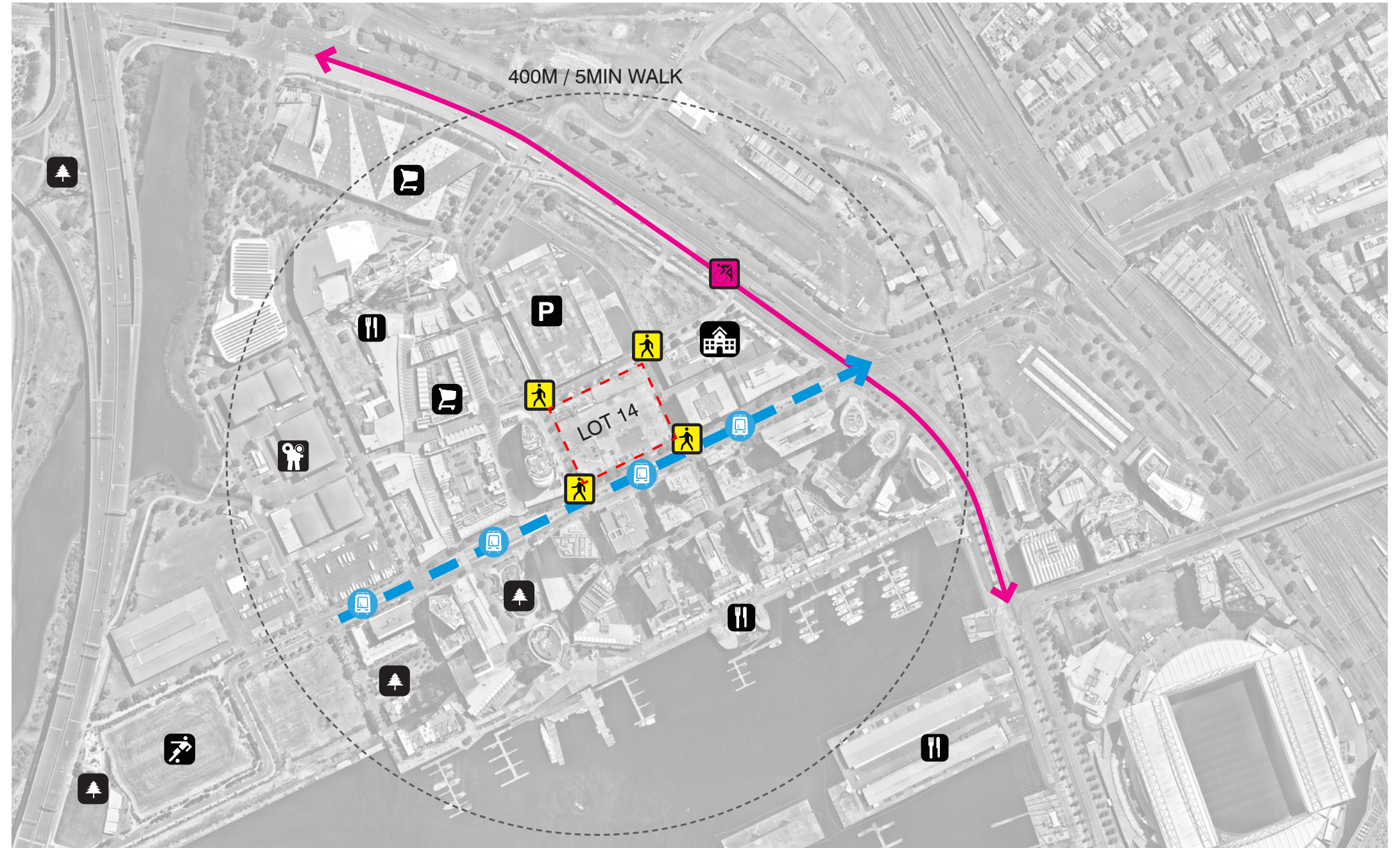
This Development Plan Amendment provides the framework to deliver a high-quality urban environment on the last remaining development parcel (396 - 416 Docklands Drive).

The proposed development responds to existing conditions and will establish an urban environment which;











- Creates desirable movement patterns and public open space networks through NewQuay.
- Realises the full and appropriate development potential of this well-serviced, inner-city precinct.
- Adds to the diversity of public spaces in the area
- Limits overshadowing and wind effects on the surrounding buildings and public realm. Does not overshadow the Docklands Primary School during school hours at the equinox.
- Creates a rich, engaging, articulated and diverse architectural character.
- Responds to and enhances the built form typology and theme of NewQuay.
- Maintain flexibility for commercial development on Docklands Drive at a scale that is aligned with likely demand.
- Promotes sustainability through building and precinct design.

The NewQuay Development Plan Amendment will facilitate the creation of a new and diverse neighbourhood.

The urban structure is underpinned by the creation of a new park on the corner of St Mangos Lane and Little Docklands Drive and new pedestrian focused laneway intersecting 396 Docklands Drive.



PRECINCT PLAN

- | | | | |
|--|---|---|--|
|  TRAM NETWORK |  PARKING |  SPORTS |  DOCKLANDS PRIMARY SCHOOL |
|  FOOT TRAFFIC |  EATING/DINING |  ENTERTAINMENT | |
|  SHOPPING |  PARKS/GREEN SPACE |  CYCLE PATH | |

2.1 PLANNING CONSIDERATIONS

- 396 - 416 Docklands Drive is the only undeveloped parcel in the NewQuay Development Plan (1999), East of the District Shopping Centre
- The Development Plan (1999) proposed a 900 bay multi-deck car park plus 11,150m² of office space (totalling approximately 51,150m²). The design contemplated an 18m high podium across the full extent of the site with an office sleeve on the Docklands Drive frontage that extended above the podium to 45m. No staging was contemplated.
- In 2011 Hassell architects were engaged to develop a masterplan to facilitate a staged development. The masterplan reflected many of the principles of the 1999 Development Plan. This masterplan contemplated four towers divided

by North, South and East, and West orientated laneways. The four towers had a retail ground level, unsleeved car park podium and office levels above with a varied height from 38m to 45m delivering a total GFA (inclusive of carparking) of approximately 82,390 m². This “non-statutory” masterplan was supported by the agencies and from it, MAB obtained a Planning Permit (expiring Nov 2023) to develop the South-Eastern quarter (396 Docklands Drive) into an 18,200m² office building and car park (approx. 20% of site area).

→ Since development commenced in NewQuay in 1999, increased density has catalysed improved public open space and community infrastructure. Enhancements include Monument Park, NewQuay

Central Park, Quay Park (linear park) and the Docklands Primary School.

- In 2015 MAB agreed to surrender land to Development Victoria to enable the construction of Ron Barassi Snr Reserve. In exchange for the land, MAB was granted more intensive development rights on the undeveloped lots in NewQuay West and on 396 - 416 Docklands Drive.
- This Development Plan Amendment reflects the full utilisation of the additional development rights.

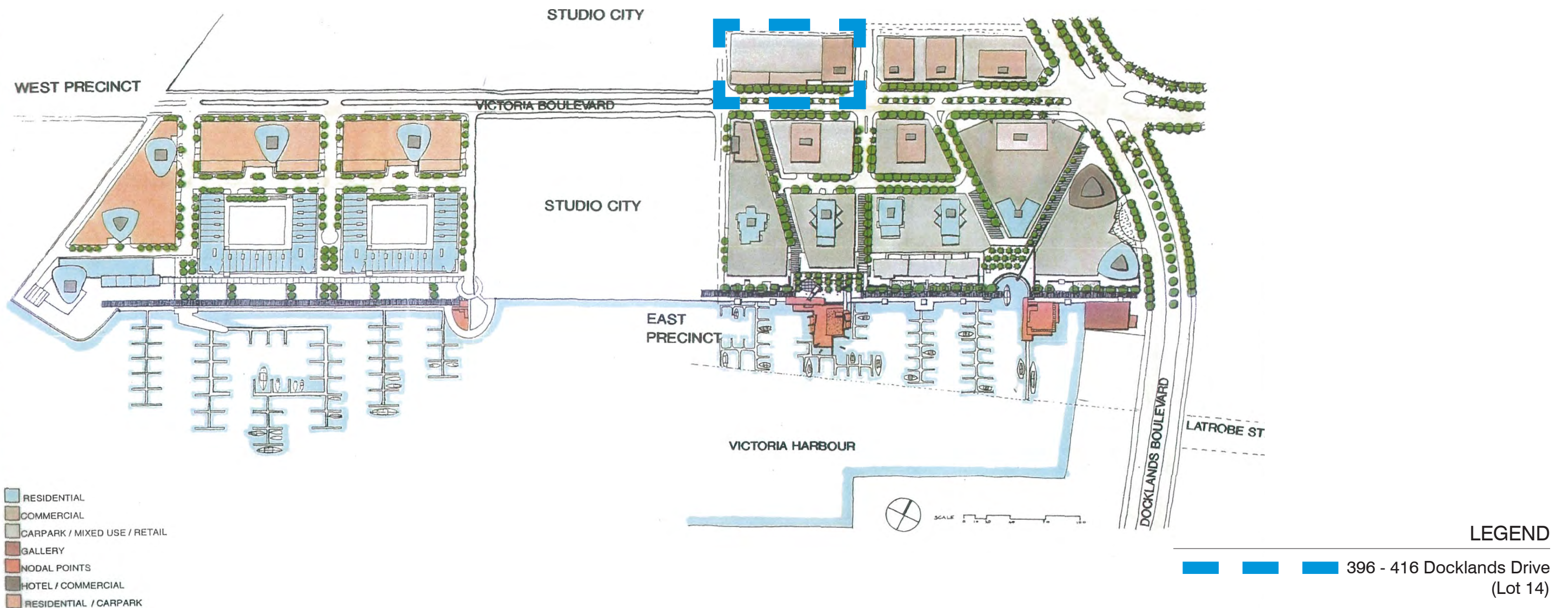
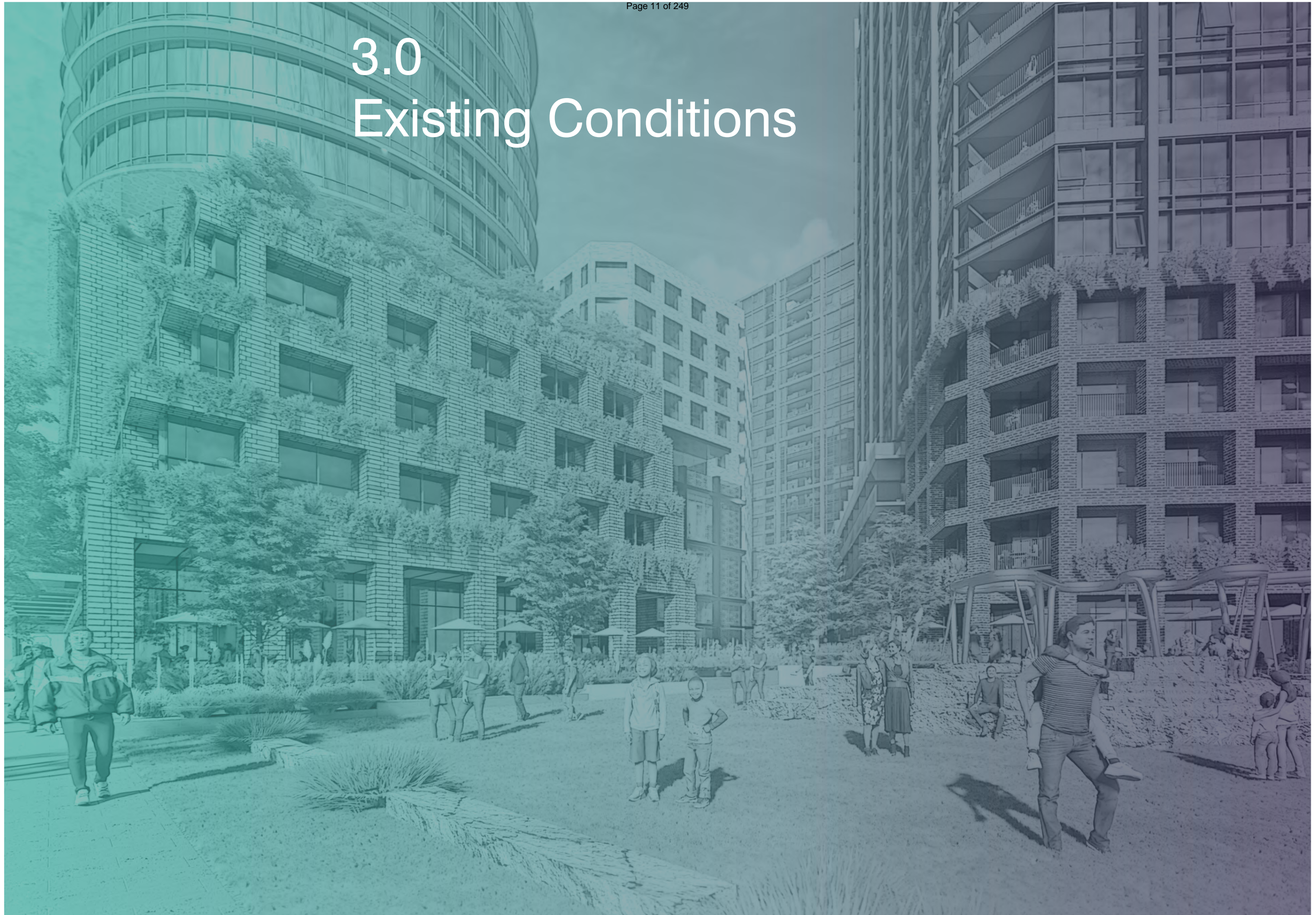


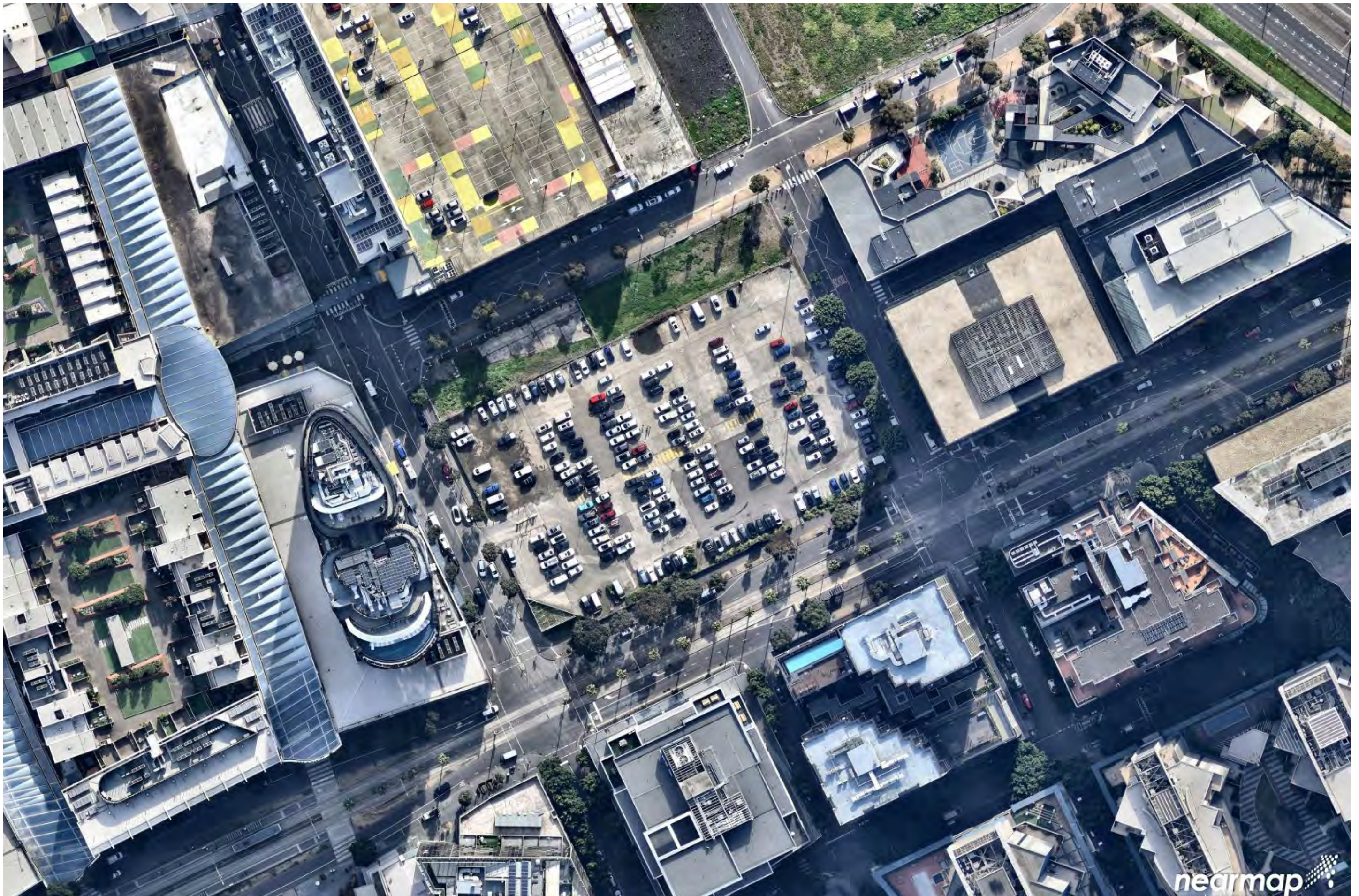
Image: MAB Docklands Development Plan 1999

3.0 Existing Conditions





EXISTING CONDITIONS



EXISTING CONDITIONS

3.1 FEATURE AND LEVEL SURVEY



EXISTING CONDITIONS

3.2 MOVEMENT NETWORK

PEDESTRIAN

396 - 416 Docklands Drive is located proximate to an extensive pedestrian network, including:

- The waterfront promenade to the south.
- The District Shopping Centre which provides roofed arcades throughout the centre and connecting through to Pearl River Road, Observation Drive and Docklands Drive.
- Docklands Drive extends through the precinct from east to west linking into the Moonee Ponds Creek Trail.

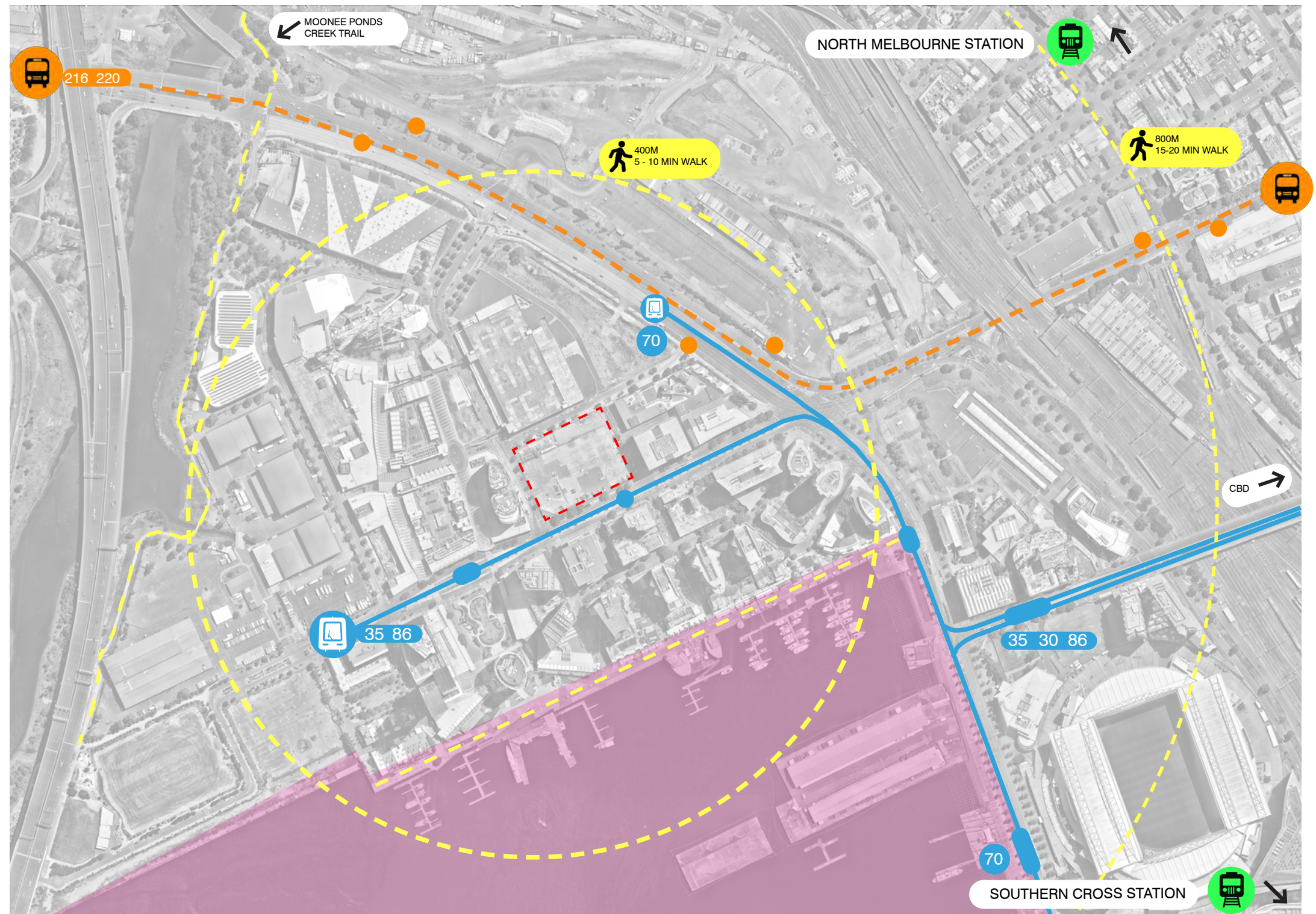
NewQuay is directly serviced by tram and bus services, with Southern Cross Train Station located within a 10 to 15 minute walk.

TRAM

- Tram stops on Docklands Drive (at South East and South West corners of the site) for the 86 service to Bundoora RMIT, the 70 service to Wattle Park and the 35 City Circle service.
- These trams routes provide excellent access to the Melbourne CBD, including to the nearby Southern Cross Station.

BUSES

- Access to stops on Footscray Road for bus routes 216 and 220 that originate in Melbourne's South East suburbs and connect through to the Footscray and Sunshine Station respectively.







EXISTING CONDITIONS

EXISTING BICYCLE

NewQuay is well connected to Melbourne's principal bike paths that link through the precinct to:

- Capital City Trail.
- Moonee Ponds Creek Trail.

-  Cycle Network (On-Road Route)
-  Cycle Network (Off-Road Route)
-  Future Shared Bicycle / Pedestrian Route
-  Future Veloway (On-Road Route)

VEHICLES

Vehicles predominantly access the precinct via:

- The corner of Footscray Road and Docklands Drive.
- Secondary access points occur at Waterfront Way (outbound traffic only).
- Little Docklands Drive.
- Pearl River Road.



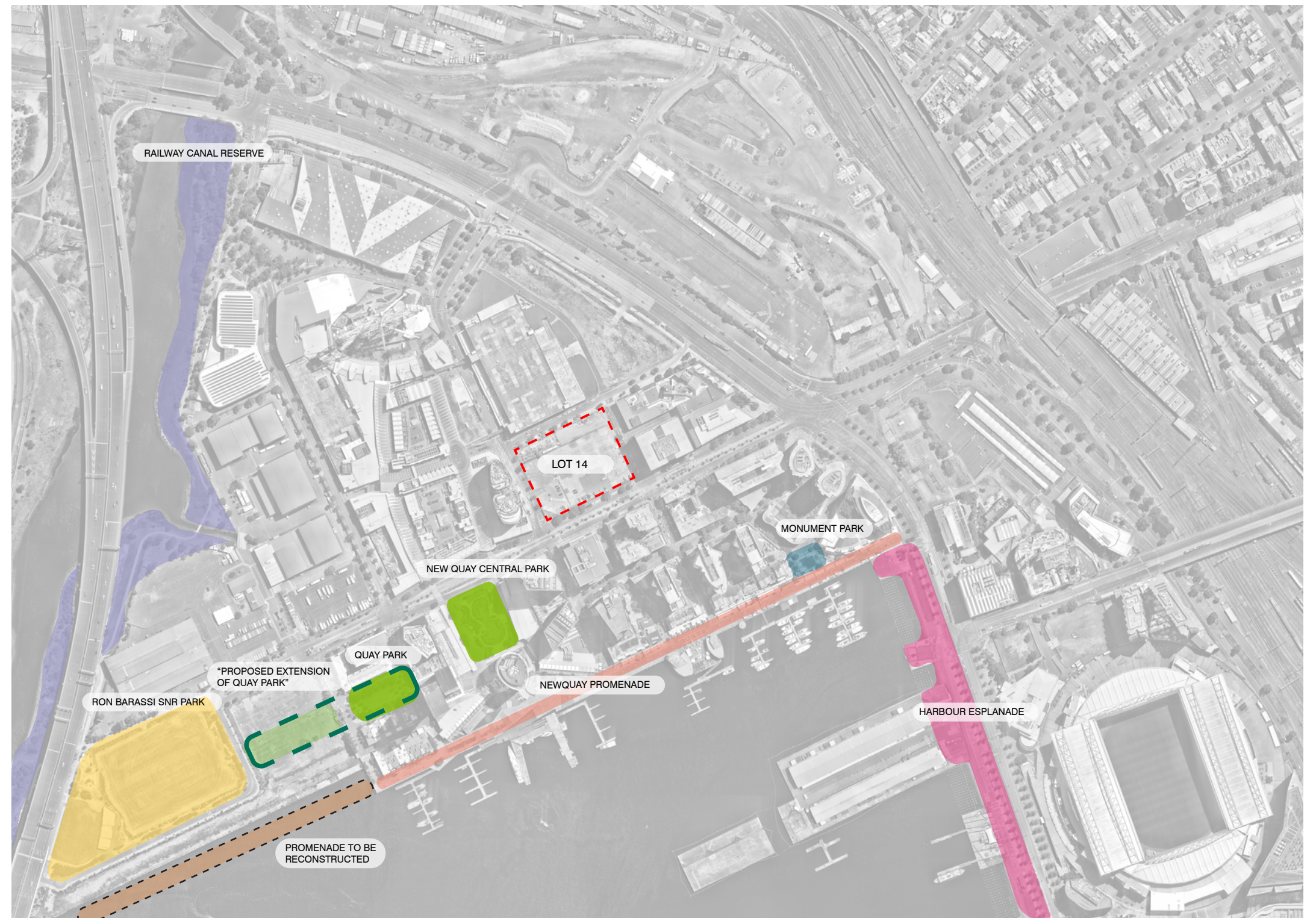
EXISTING CONDITIONS

3.3 EXISTING PUBLIC OPEN SPACE AND LANDSCAPE

EXISTING PUBLIC OPEN SPACE

NewQuay hosts a hierarchy of open spaces that perform a variety of functions:

- The largest public space in NewQuay is the Promenade which is a key pedestrian route around the Harbour and serves passive recreational functions for residents and visitors wishing to experience the waterfront and enjoy the City views. It connects directly to the Harbour Esplanade to the South.
- Ron Barassi Snr. Reserve is the focal point for outdoor team sports. It is also a popular destination for dog owners and it has a large creative playground for children.
- Quay Park, NewQuay Central Park and Monument Park are mid-sized local parks that serve the residents and local workers offering green, landscaped restful places for lunch, pet walking and smaller social gatherings and events.












EXISTING CONDITIONS

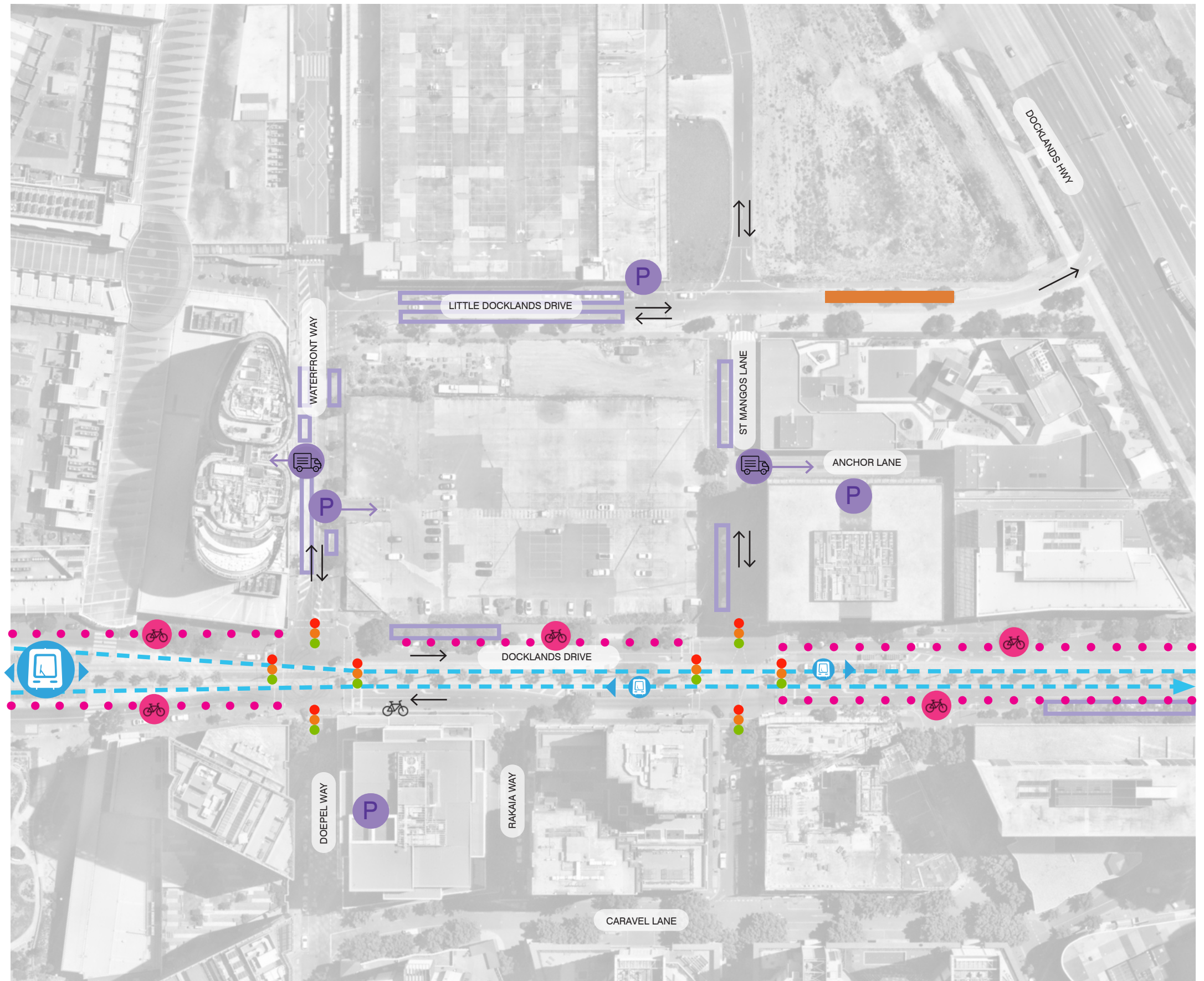
3.4 EXISTING MOVEMENT PATTERNS

396 - 416 Docklands Drive has frontage to four roads permitting two way traffic along Docklands Drive, Waterfront Way and St Mangos Lane. Little Docklands Drive provides two way traffic to the corner of St Mangos Lane where it changes to single direction to Footscray Road.

The existing movement patterns are characterised by:

- A high level of pedestrian activity in the north west corner of the site adjacent to the shopping centre.
- Children walking to school, mostly using the footpath on the eastern side of St Mangos Lane and Little Docklands Drive.
- Low vehicle traffic volumes and speeds on Docklands Drive, Waterfront Way, St Mangos Lane and Little Docklands Drive.
- Loading and carpark entries on all frontages except Docklands Drive.
- Existing bike lane along Docklands Drive is impacted by turning lane at the corner of StMangos Lane and Docklands Drive

-  Vehicle Loading Dock / Car Park access
-  Traffic Lane
-  Tramline
-  Car Park Entry
-  Kerb side parking
-  Traffic signals
-  Traffic flow
-  Bicycle lane
-  School drop off



EXISTING CONDITIONS

3.5 EXISTING CONDITIONS HEIGHT

EXISTING CONTEXT

The existing context of NewQuay is mid-height comprising:

- Residential towers predominantly 60-75m in height
- Office towers predominantly 45-60m high
- Taller, landmark towers including The Quays (100m), Marina Tower (130m)

RELEVANT PLANNING CONTROLS

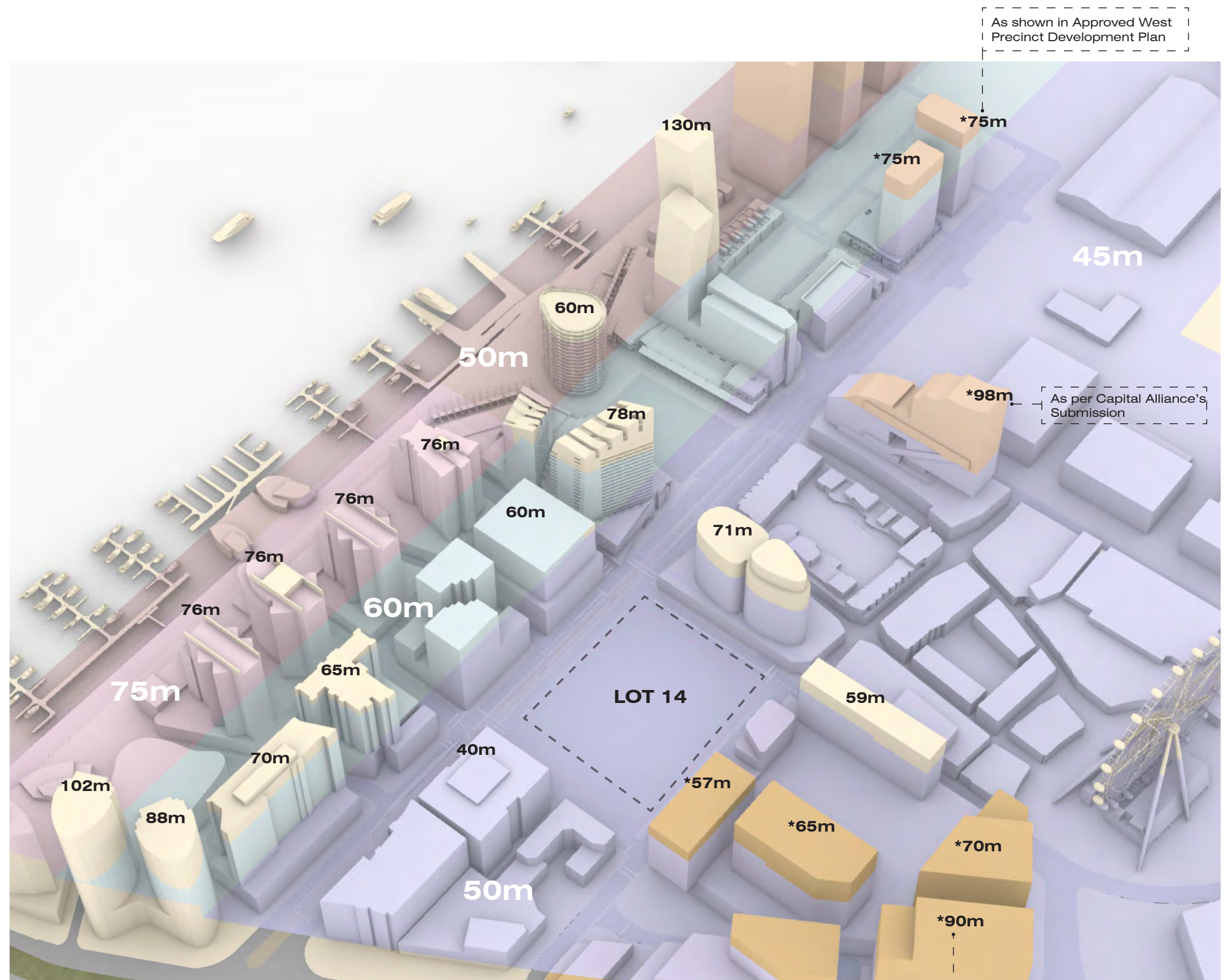
The Melbourne Planning Scheme (DDO54) nominates preferred heights for NewQuay based on three height corridors:

- Waterfront corridor (pink) with preferred 75m height
- Docklands Drive south corridor (blue) with preferred 60m height
- Land north of Docklands Drive (lilac) with preferred 50m height

APPROVED SURROUNDING DEVELOPMENT PLANS

There are three development plans that guide the height of future development:

- NewQuay Development Plan which is the subject of this application
- West Precinct Development Plan (2015) supports five new tower developments between 75m and 120m height.
- Waterfront City East Development Plan (April 2022) supports new development between 40m and 90m high.



NOTE: Building heights are to roof level, excluding parapets, pergolas, plant areas, screening, stairs, lift access (if applicable), landscape and architectural features. Heights prefixed with an asterisk (*) indicate that buildings have been approved but not yet developed at the time at which this revision was issued.

EXISTING CONDITIONS

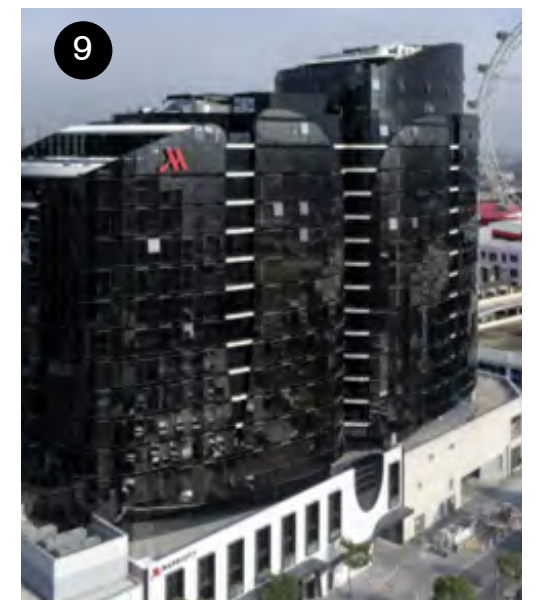
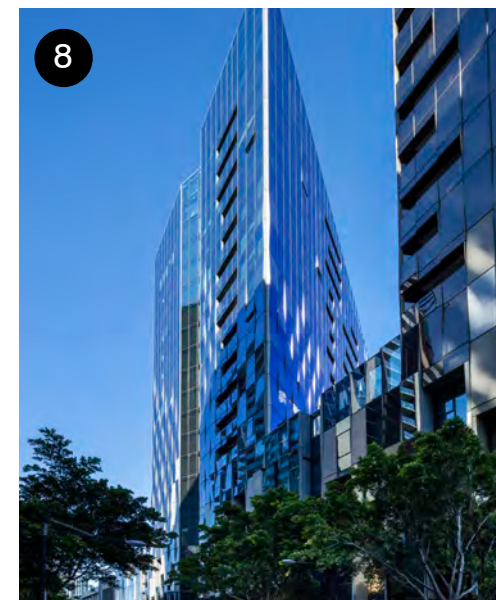
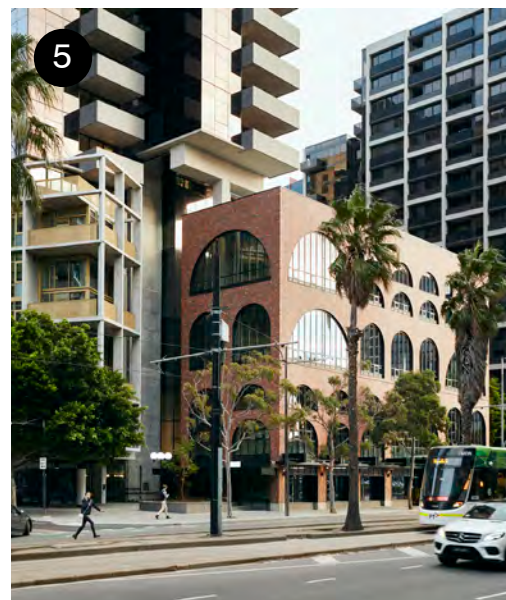
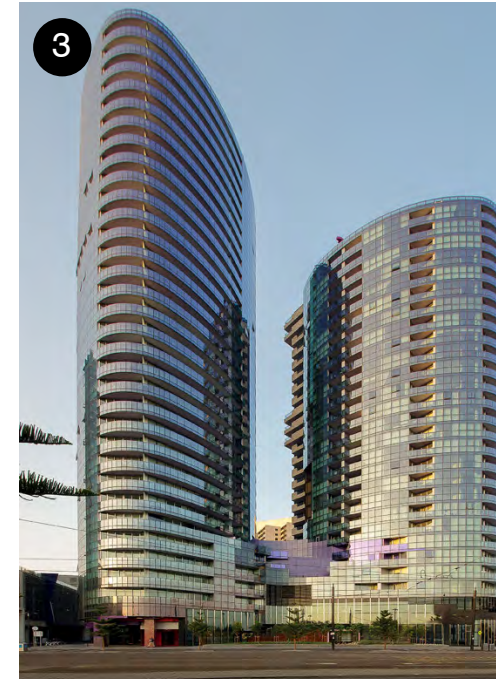
3.6 EXISTING BUILT FORM CHARACTER

NewQuay is a high density, mixed-use precinct incorporating modern buildings with the predominant type being podium and tower above with heights typically between 45m-100m.

It is common for towers to meet the street on one or more corners resulting in a strong street wall character particularly on Docklands Drive.

Tower floorplates are comparatively modest in size and the separation between buildings creates a fine grain close knit street network.

Whilst there is a predominately orthogonal street network, some of the minor streets are splayed (eg Aquitania Way) and there are a number of examples of buildings that are set an angle to the street or have flowing organic shapes in the podium and or the tower.



EXISTING CONDITIONS

3.7 PODIUM AND TOWER CONTEXT



3.8 DOCKLANDS DRIVE - CHARACTER STUDY

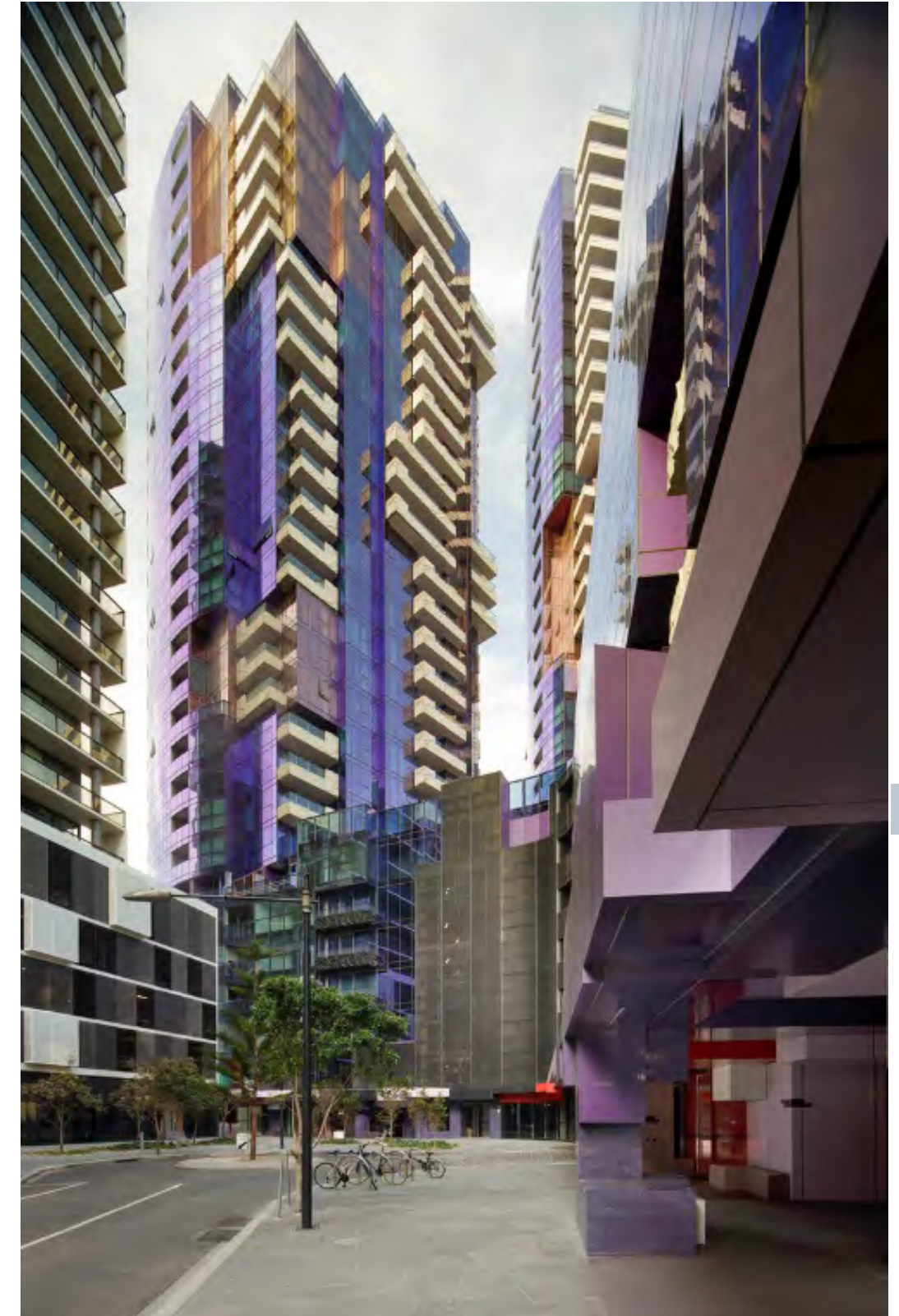
CONTEXT ANALYSIS OF PODIUM & TOWERS:

This study indicates that:

- The existing properties fronting Docklands Drive are street wall towers interspersed with podiums not less than four stories (except for the District Shopping Centre)
- The West Precinct Development Plan supports 75m high tower with street wall for 50% of Docklands Drive frontage
- Central City Built Form Review (amendment c270) supports towers less than 80m high for main street towers - which are typical throughout the precinct and proposed for Lot 14

MORE SUCCESSFUL EXAMPLES:

- Interest/interplay between podium and tower architecture and some dramatic tower vistas
- Forecourt spaces on busy corners, legible lobbies/entries (usually corners), less retail dependence
- Residential tower floorplates <math>< 1000\text{m}^2</math>, less bulky with visual breaks, offering more corner apartments
- Varied height, balanced with pedestrian scale, sheltered, highly detailed, low-rise podium areas



EXISTING CONDITIONS

LESS SUCCESSFUL EXAMPLES:

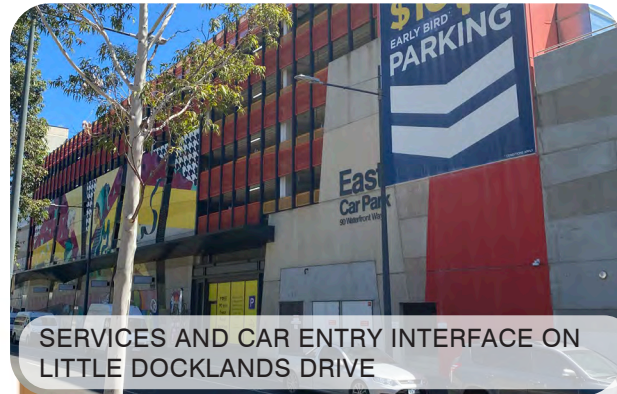
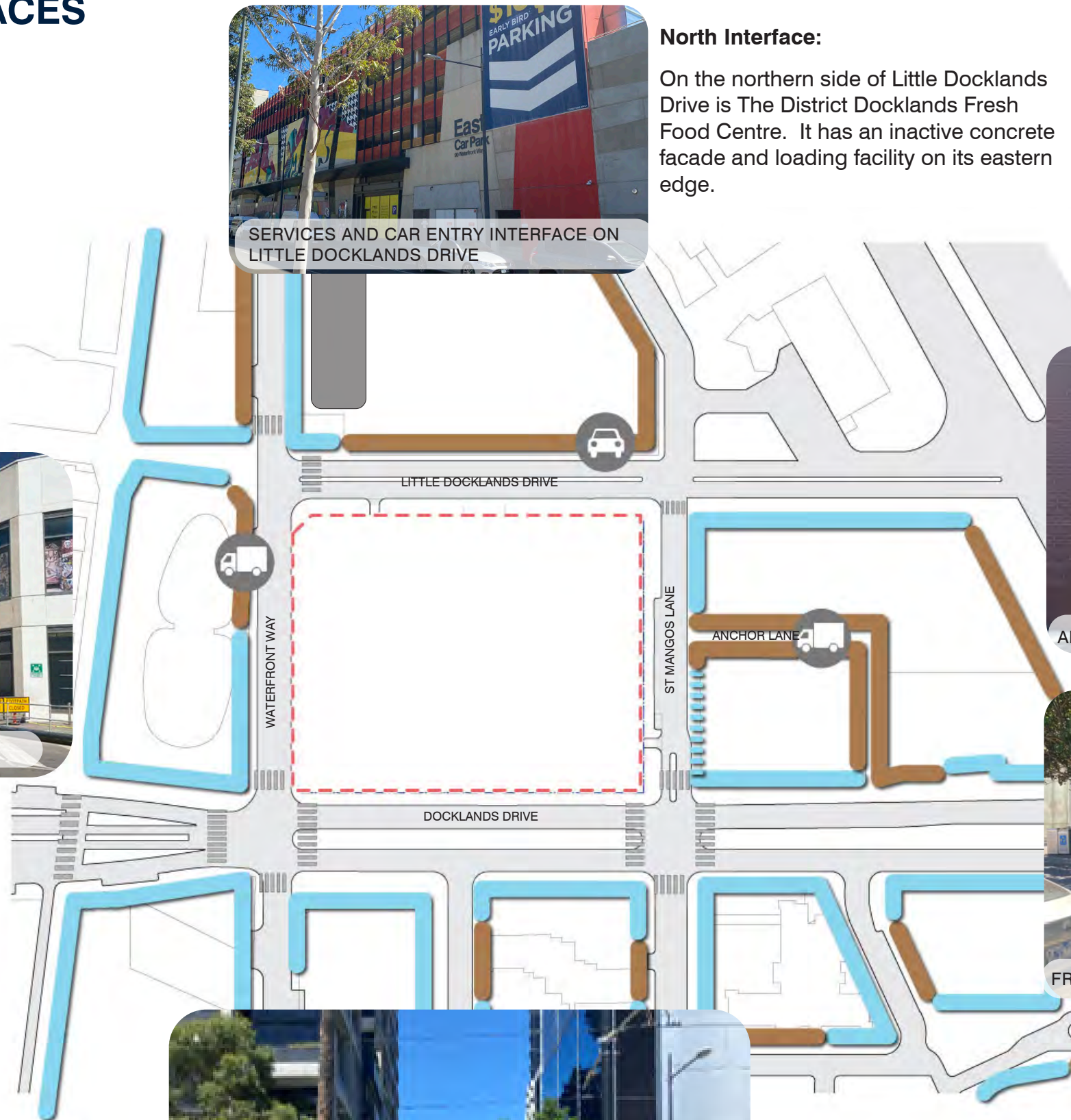
- Deep setbacks creating more horizontal streetscape (more suburban than City)
- Bulky/wide towers - monotonous and block views, reduced visual interest.
- Illegible lobbies/entries and prolific low-quality retail (with high vacancy)
- Unsleeved carparking on Docklands Drive



EXISTING CONDITIONS

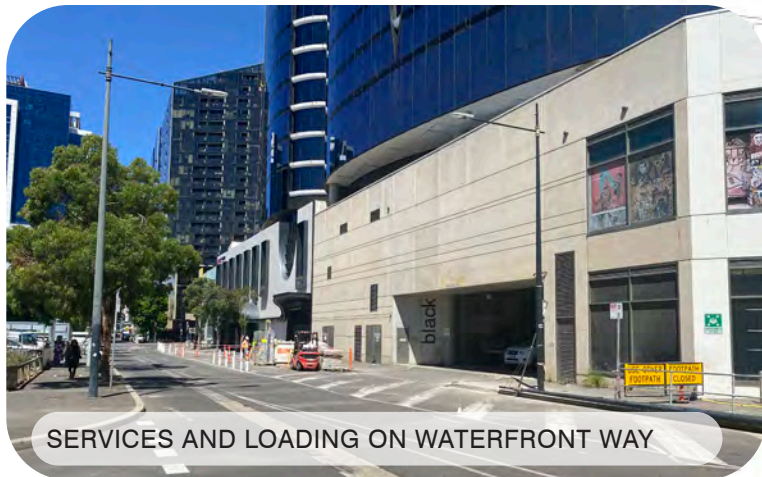
3.9 LOT 14 SITE INTERFACES

There are no practical connections that can be made mid-block on any frontage of the site.



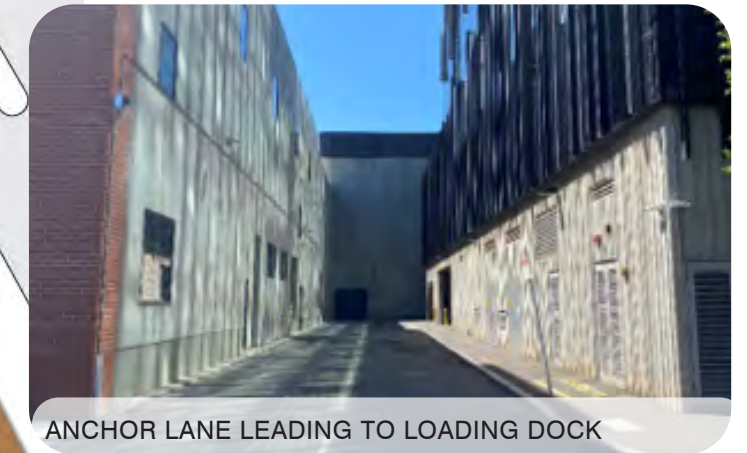
North Interface:

On the northern side of Little Docklands Drive is The District Docklands Fresh Food Centre. It has an inactive concrete facade and loading facility on its eastern edge.



West Interface:

The Waterfront Way frontage of 396 Docklands Drive is opposite the Marriott Hotel and Residences, which has an active lobby in the southern section of the podium whilst loading occurs further north adjacent to the pedestrian entry to the District Shopping Centre.



ANCHOR LANE LEADING TO LOADING DOCK



FRONTAGE ON ST. MANGOS LANE

East Interface:

St Mangos Lane has active shopfront in the southern section. Docklands Primary School is situated on the corner of St Mangos and Little Docklands Drive which has a high quality brick facade and a secondary entry.



NO PEDESTRIAN ACCESS OVER TRAM LINES

South Interface:

The Docklands Drive tram tracks are built up on a plinth which impedes any mid-block connection across Docklands Drive into Rakia Way.

- ACTIVE FRONTAGE
- INACTIVE FRONTAGE

3.10 SITE CONNECTION OPPORTUNITIES

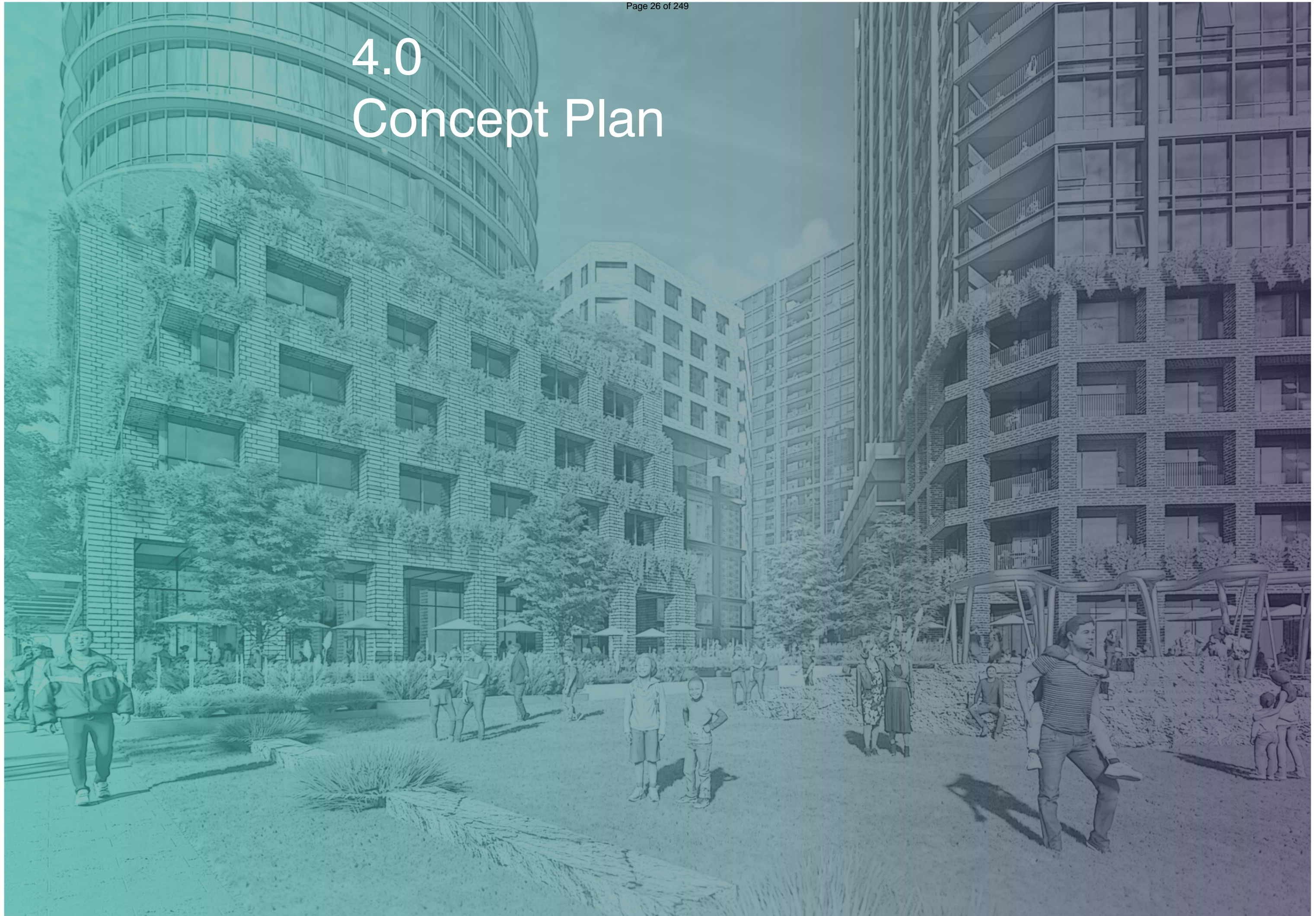
Desire lines across the site run diagonally, linking the features and connections at each of the corners.

There are important connections at each corner of 396 - 416 Docklands Drive with the following features accessed from pedestrian crossings:

- North East corner: Docklands Primary School.
- North West corner: District Shopping Centre.
- South East corner: tram super stop.
- South West corner: tram super stop and access to NewQuay central park.



4.0 Concept Plan



4.1 PLACEMAKING STRATEGY

The proposed precinct design introduces a laneway that establishes two distinct podiums. The laneway extends from Docklands Drive and terminates at a new park.

The enhancement to the public realm include:

- ■ ■ A 700m² Park situated on the corner of Little Docklands Drive and St Mangos Lane adjacent to Docklands Primary School to be delivered with the first stage of development - refer staging plan.

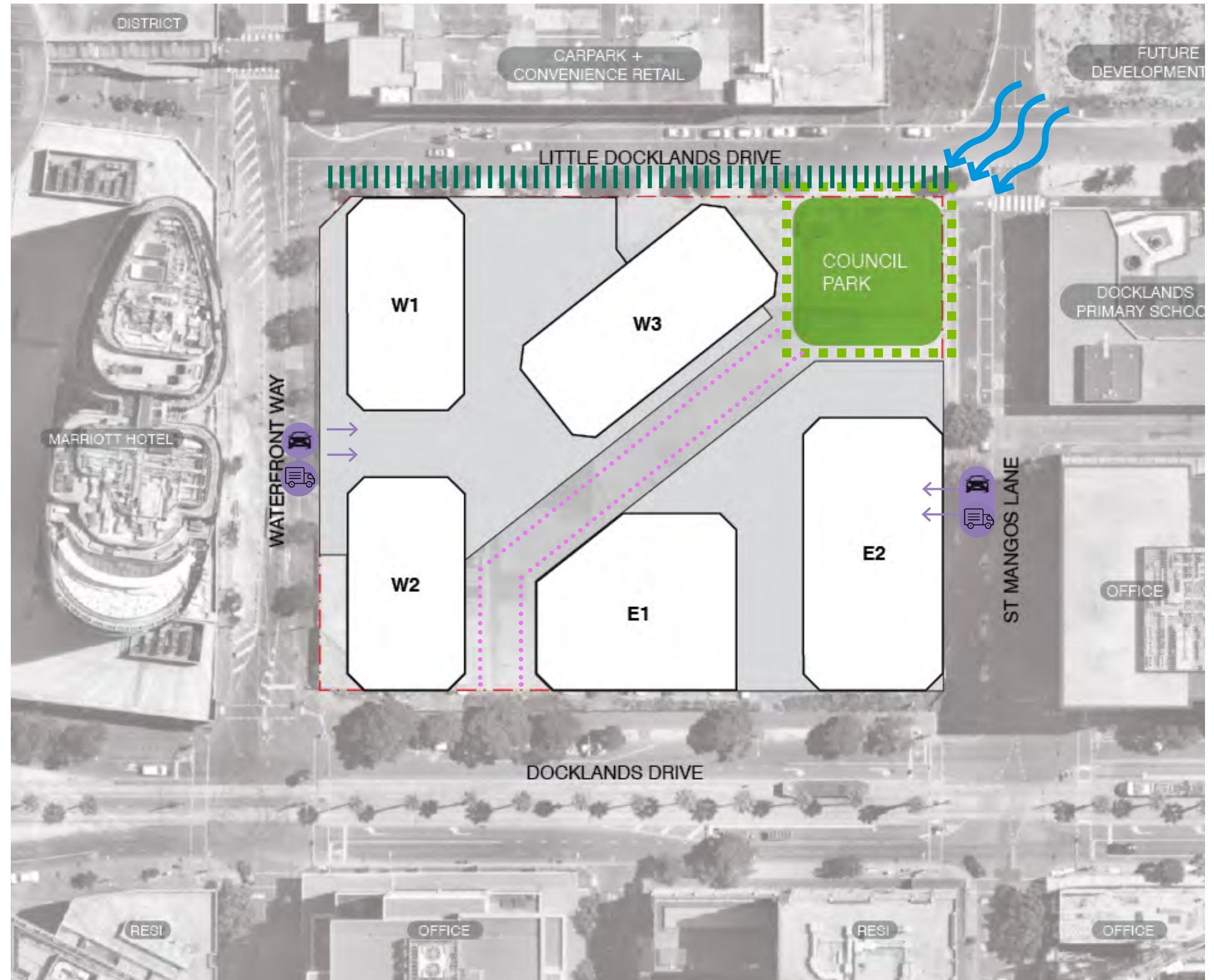
- ⋮ A laneway which provides a safe and desirable connection from the Docklands Primary School to the tram superstop and NewQuay Central Park. The laneway will have a fine grain human scale with resident-oriented ground floor uses that are complementary to the other main street activities.

- 🌊 The northern orientation of the towers point towards the strong prevailing winds with their narrowest frontages reducing down drafts on the street so that desirable wind criteria is achieved.

- ||||| The enhancement of Little Docklands Drive with extensive street planting and no vehicle cross overs providing a pedestrian friendly link to The District Docklands shopping centre.

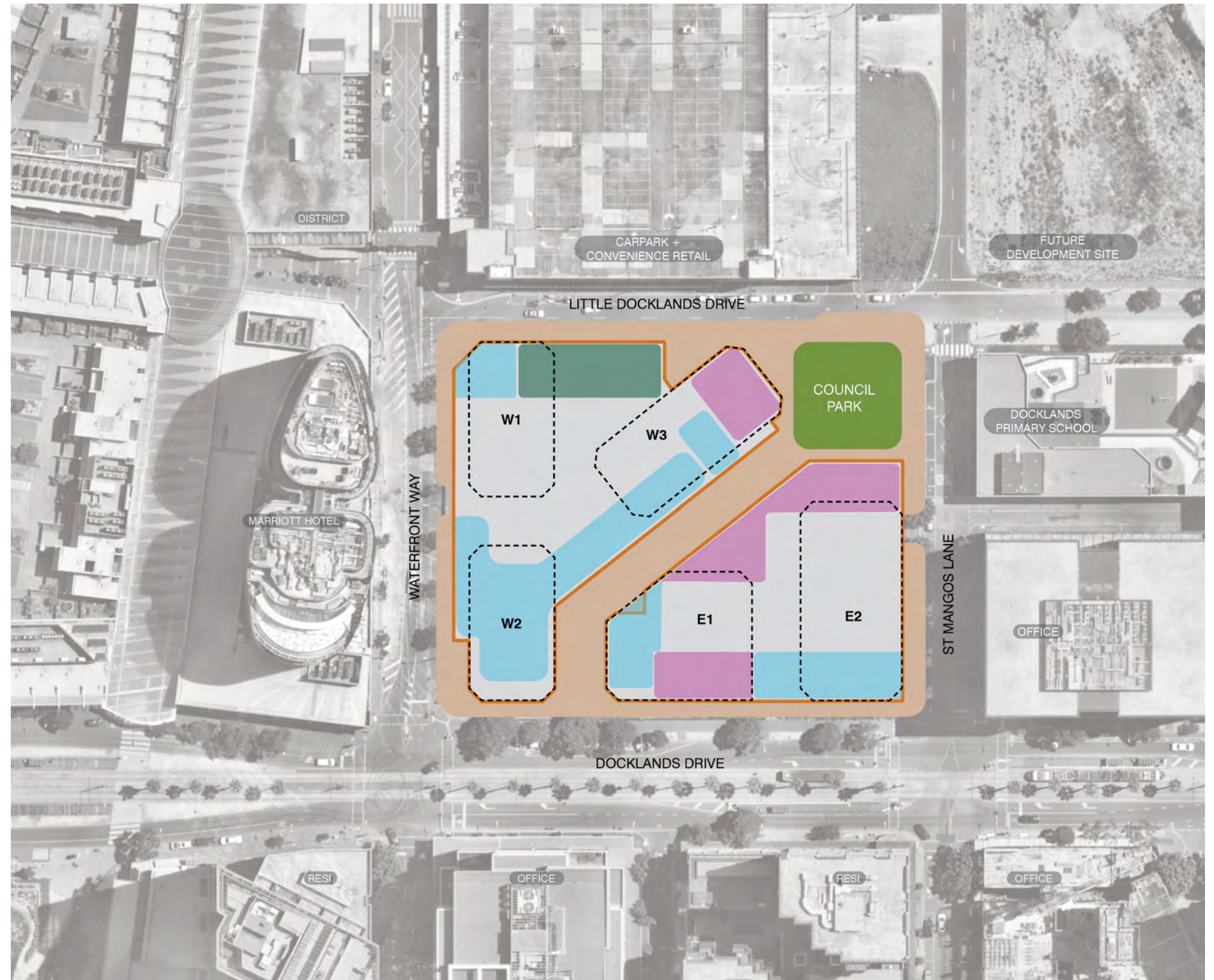
- 🚚 Services and vehicle entries are consolidated into two locations (one per podium) that are safe for pedestrians and less disruptive to streetscape amenity, being opposite existing loading facilities.

Each podium will contain towers carefully sited in response to the above.



4.2 PRECINCT PLAN

-  Two distinct triangular podiums, East and West, must be established with the combined potential for five towers, which allow for daylight access and views.
-  Tower height and floor plates are responsive with surrounding development.
-  Council park providing high quality outdoor recreation uses for the local community.
-  Retail/Food & beverage modestly sized and limited to premium locations where there is good trading characteristics (eg superior footfall, sunny alfresco dining and park outlook).
-  Lobbies, bike facilities and administration offices wrap corners.
-  Residential street character with terrace frontage townhouses.
-  Legible and well lit laneway with active frontages providing access to resident facilities and small scale commercial/retail within a high amenity and varied streetscape



4.3 LAND USE AND OWNERSHIP PLAN

396 - 416 Docklands Drive should include a sustainable mix of residential and commercial uses including:

PARK AND LANEWAY

COUNCIL

A 700m² park occupies the north east corner of the site. The park is intended to be vested with council. A three meter access zone has been provided along the building edge to provide facade access, outdoor cafe seating and circulation around the edge of park. The access zone should remain in private ownership.

PRIVATE

The laneway connects the north east and south west corners of the site.

The laneway is designed for wheelchair and pram access and should be graded to be flush with the adjacent building entry level to reduce the need for ramps and lifts, internally.

WEST BLOCK

West block is comprised of up to three residential towers. Ownership of each tower in this block could be separate with an owners corporation sharing the carpark, or the entire block could be held in single ownership (eg in the case of build-to-rent).

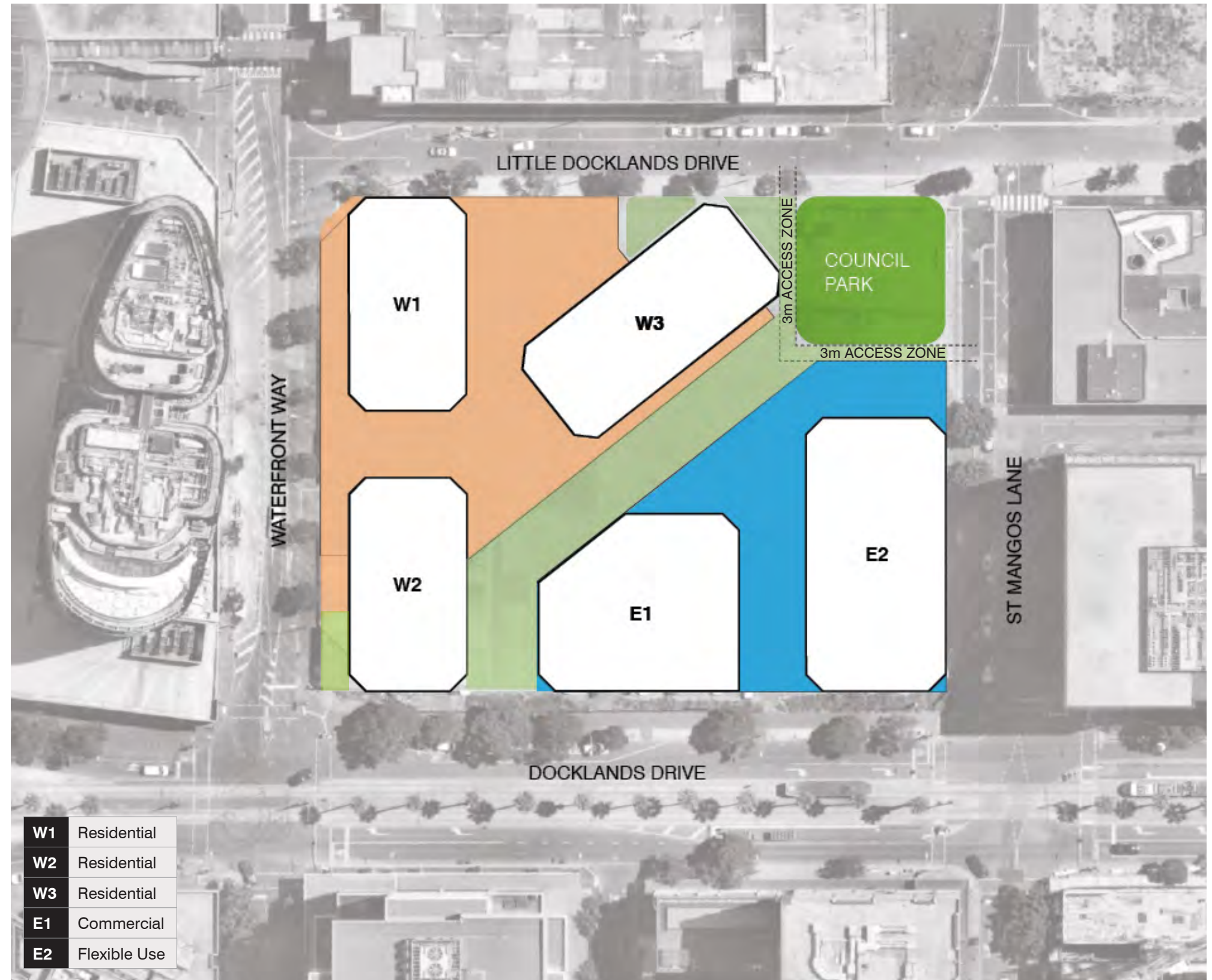
EAST BLOCK

East block comprised up to two towers. Tower E2 at corner of Docklands Drive and St Mangos Lane may be hotel, commercial office or residential uses subject to demand. The towers may be consolidated (ie from two to one tower) in the circumstances where larger floor plates are required for a commercial use (if this was to occur the plan must adhere to the tower set back principles established within this Development Plan).

Ownership of each tower in this block could be separate with an owners corporation sharing the carpark, or the entire block could be held in single ownership (eg in the case of a large format commercial outcome).

Ancillary retail and small scale commercial uses should be located within each podium to maximise activity and diversity within the precinct.

Also refer to Section 8 - Indicative Development Schedule.



CONCEPT PLAN

4.4 WIND CONDITIONS AND MITIGATIONS

The design has been influenced by wind model testing that resulted in the buildings being oriented towards the north to reduce the impact of the stronger prevailing northerly winds.

MEL Consultants prepared the Wind Report in Appendix 2. The report establishes the following criteria that should be achieved in each position:

Sitting Criteria:

- External cafe seating areas .
- Podium local activation areas such as BBQ area and pool deck.

Standing Criteria:

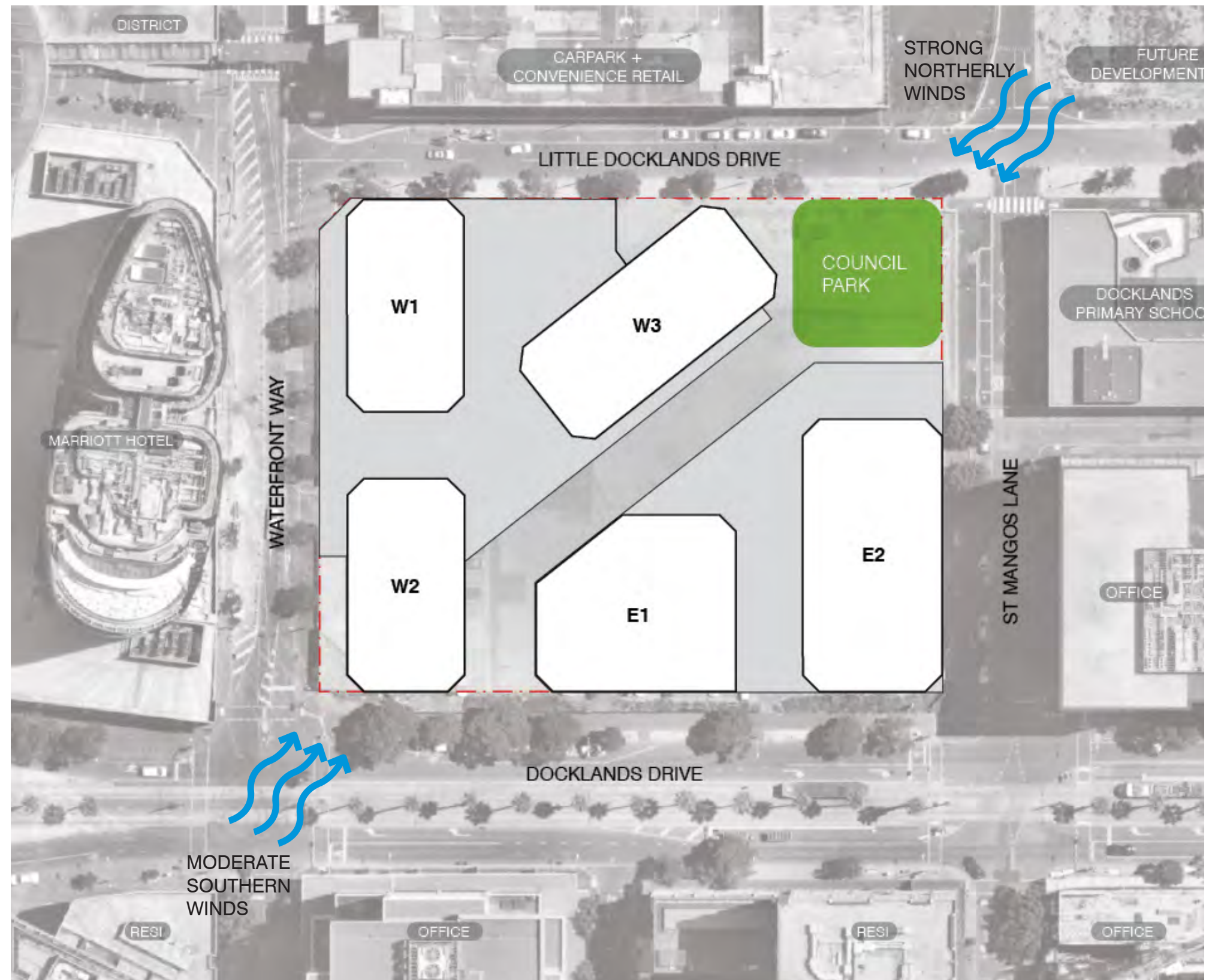
- Building and Retail tenancy entrances.
- Within the new community park.

Walking Criteria:

- Docklands Drive, Waterfront Way, Little Docklands Drive and St Mangos Lane.
- The internal laneway.
- All podium areas excluding the above “sitting criteria” areas and service zones.

Localised wind mitigations may include (but not limited to) the following:

- Screens.
- Balustrades.
- Landscape features and planting in private areas.
- Building orientation.
- Awnings.



4.5 SHADOWING

The following diagrams consider the overshadowing conditions created by the contemplated buildings within the Development Plan at both the Winter Solstice and Spring Equinox.

Within this analysis the potential impacts of the Waterfront City East Development Plan (WFC) have also been modelled.

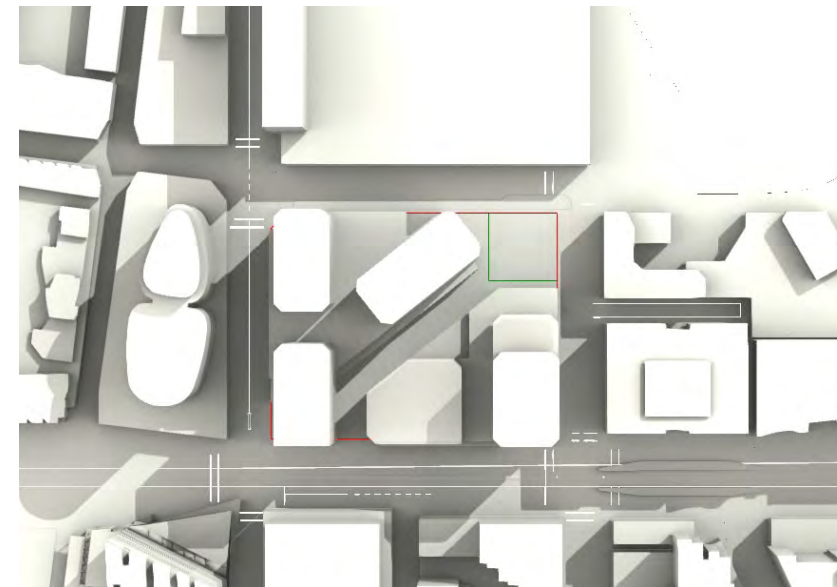
The tower heights, siting and setbacks in the precinct respond to the following principles for shadowing:

- Tower heights and orientation to ensure no overshadowing of NewQuay Central Park at all daylight hours of the equinox (September 22).
- Tower heights and orientation to ensure no overshadowing of Docklands Primary School during school hours (08:50-15:00) at the equinox (September 22).

SPRING EQUINOX SEPTEMBER 22 (WITHOUT WFC DEVELOPMENT)



9:00AM

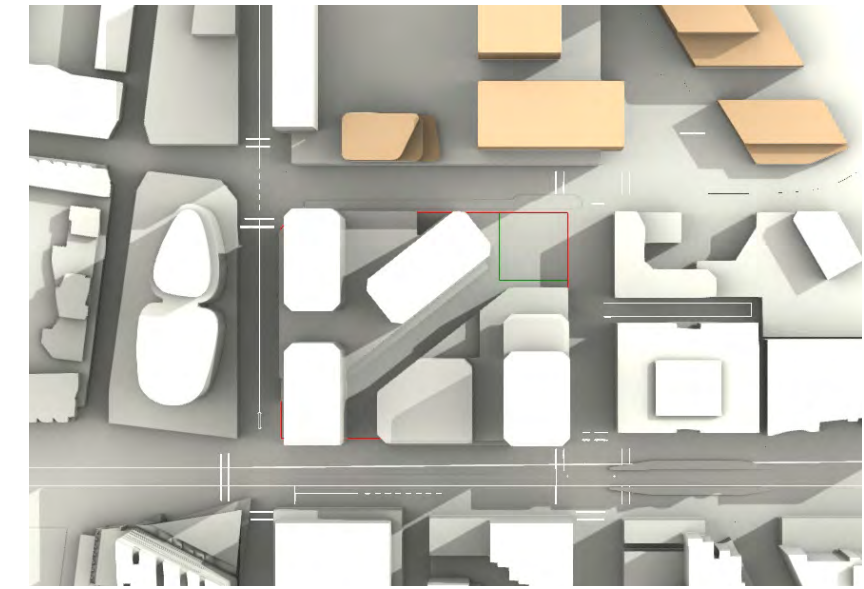


10:00AM



11:00AM

SPRING EQUINOX SEPTEMBER 22 (WITH WFC DEVELOPMENT)



9:00AM



10:00AM

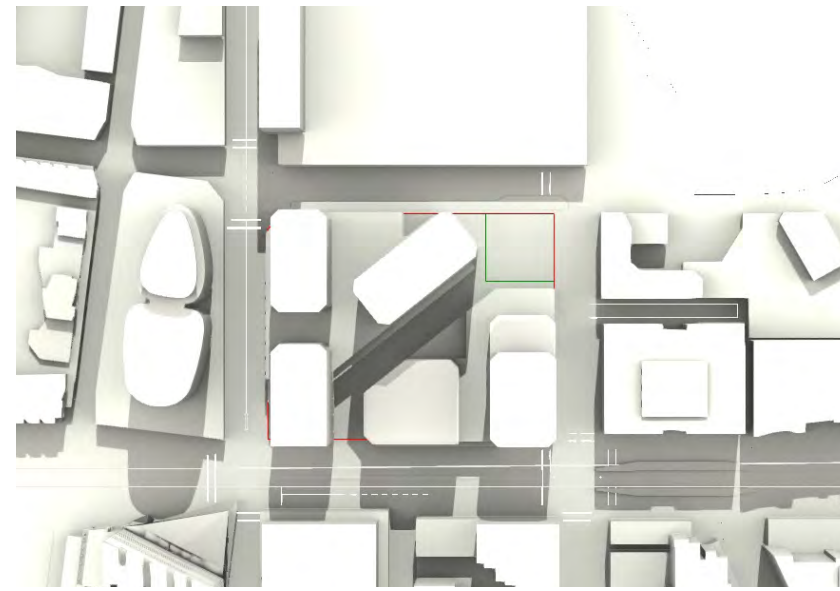


11:00AM



4.5 SHADOWING

SPRING EQUINOX SEPTEMBER 22 (WITHOUT WFC DEVELOPMENT)



12:00PM



1:00PM

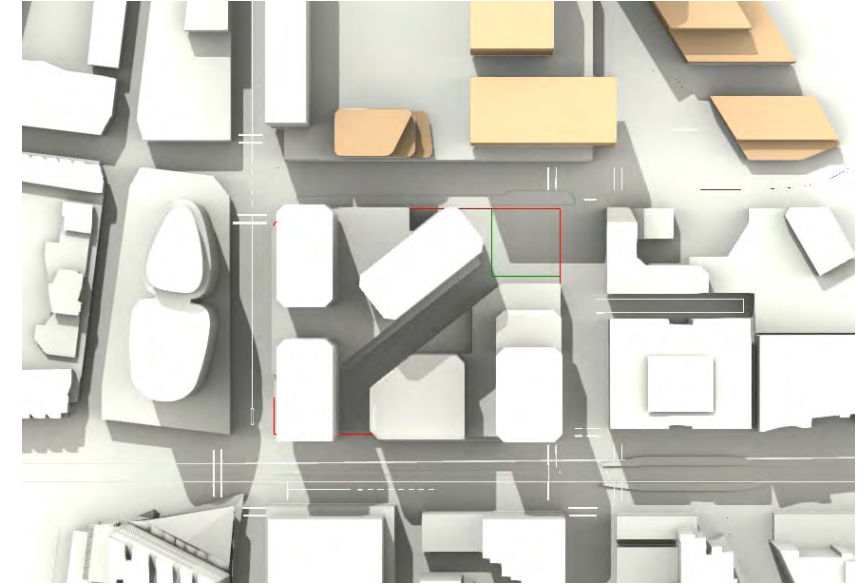


2:00PM

SPRING EQUINOX SEPTEMBER 22 (WITH WFC DEVELOPMENT)



12:00PM



1:00PM



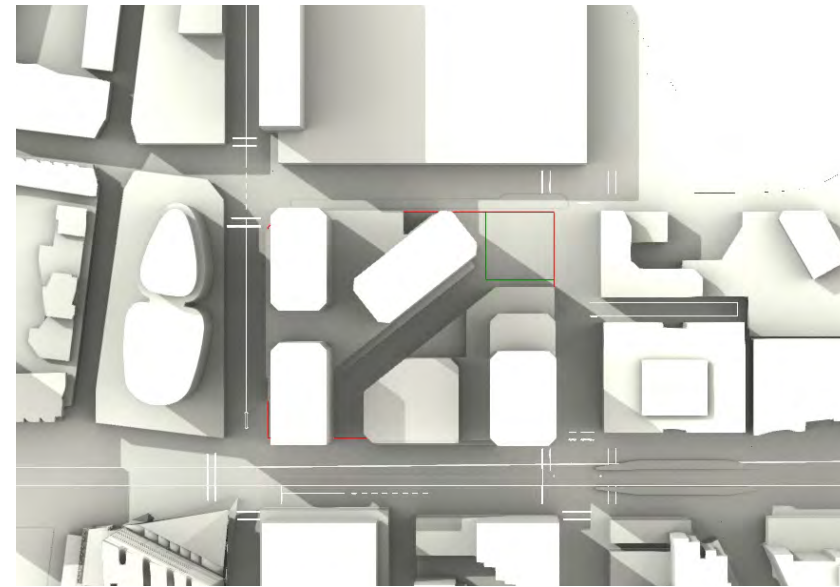
2:00PM



4.5 SHADOWING

SPRING EQUINOX SEPTEMBER 22 (WITHOUT WFC DEVELOPMENT)

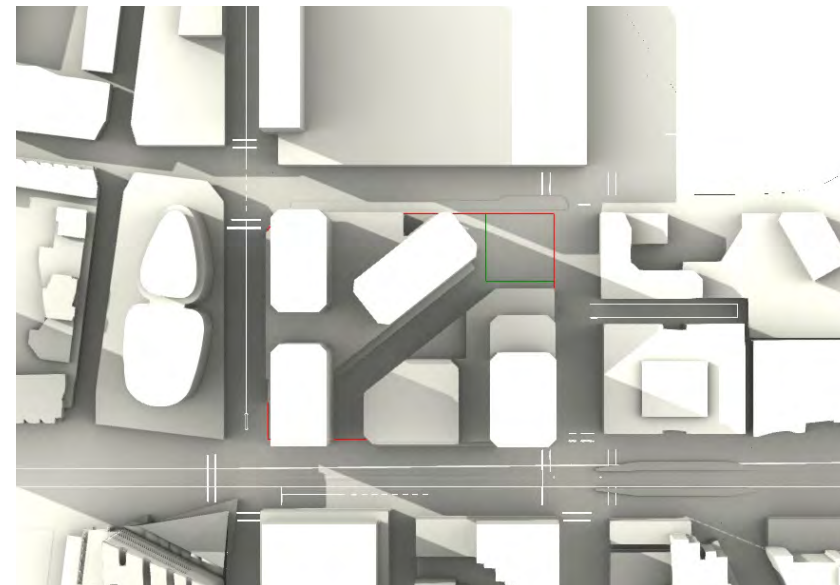
SPRING EQUINOX SEPTEMBER 22 (WITH WFC DEVELOPMENT)



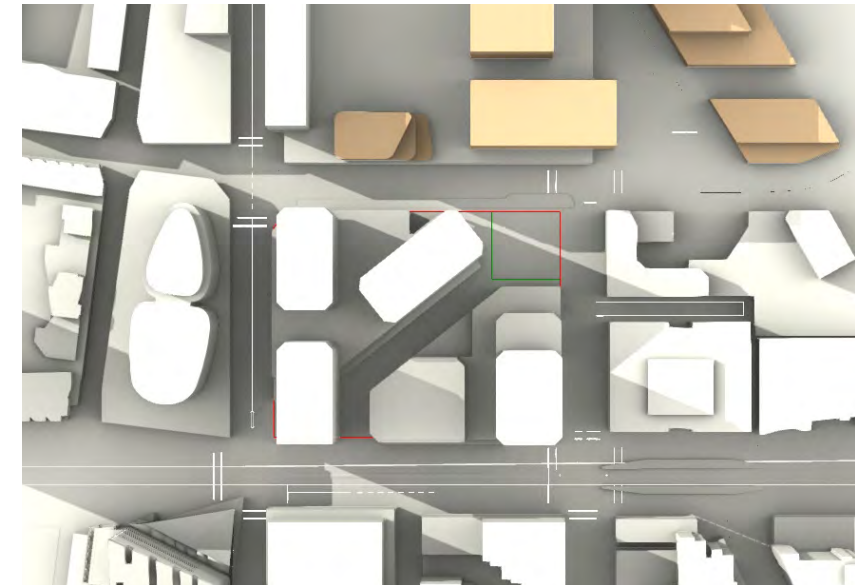
3:00PM



3:00PM



4:00PM

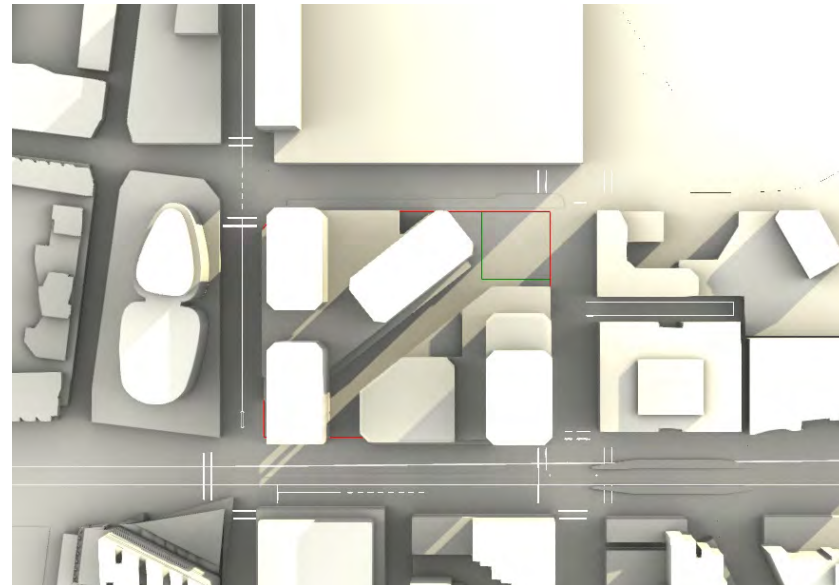


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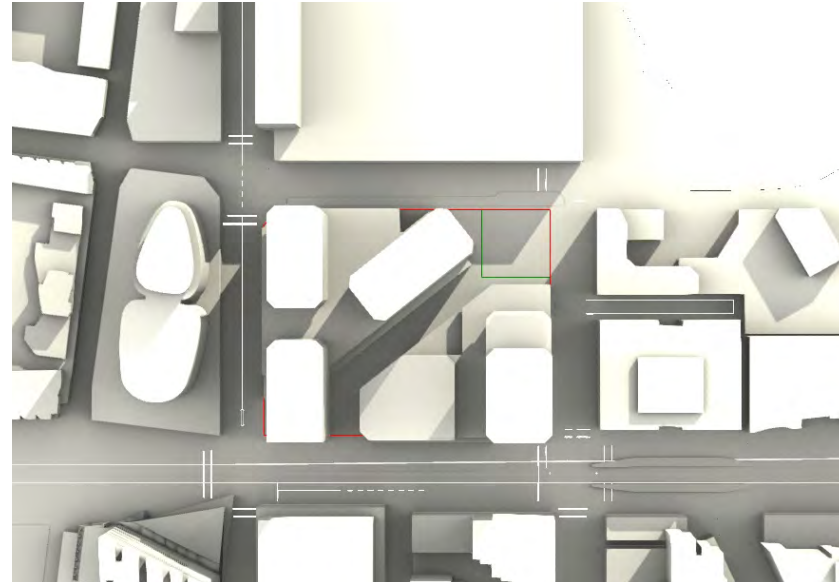


4.5 SHADOWING

WINTER SOLSTICE JUNE 22 (WITHOUT WFC DEVELOPMENT)



9:00AM

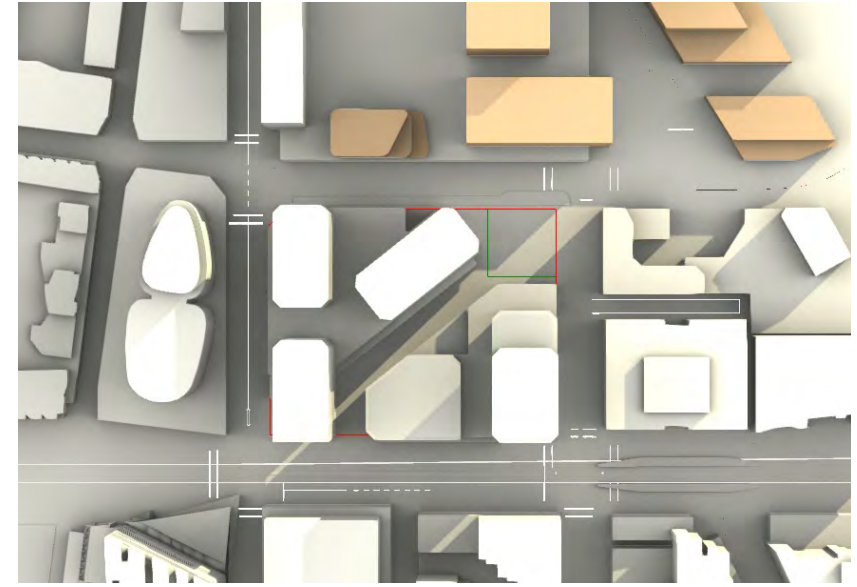


10:00AM



11:00AM

WINTER SOLSTICE JUNE 22 (WITH WFC DEVELOPMENT)



9:00AM



10:00AM



11:00AM



4.5 SHADOWING

WINTER SOLSTICE JUNE 22 (WITHOUT WFC DEVELOPMENT)



12:00PM



1:00PM

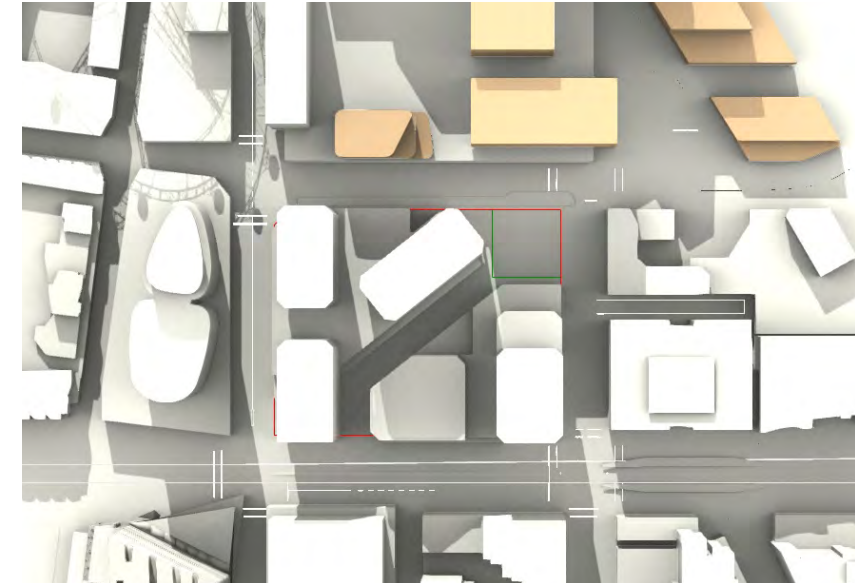


2:00PM

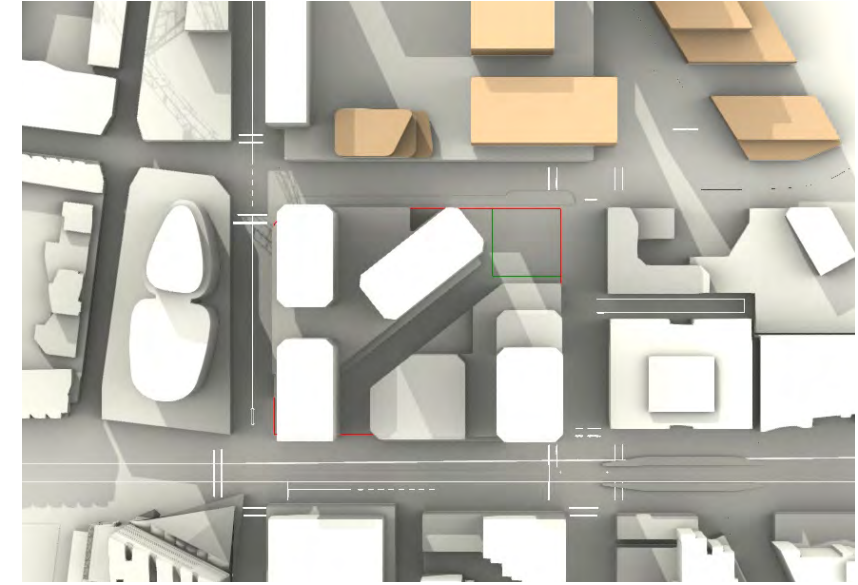
WINTER SOLSTICE JUNE 22 (WITH WFC DEVELOPMENT)



12:00PM



1:00PM

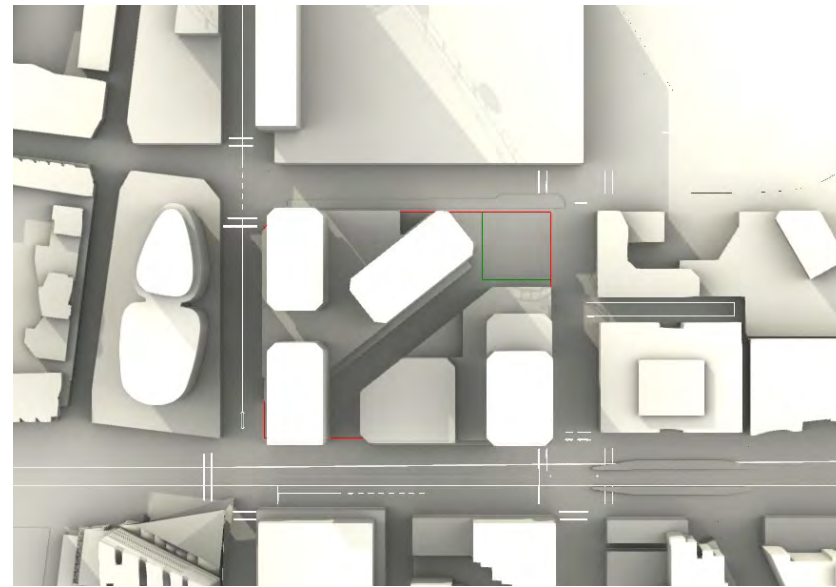


2:00PM

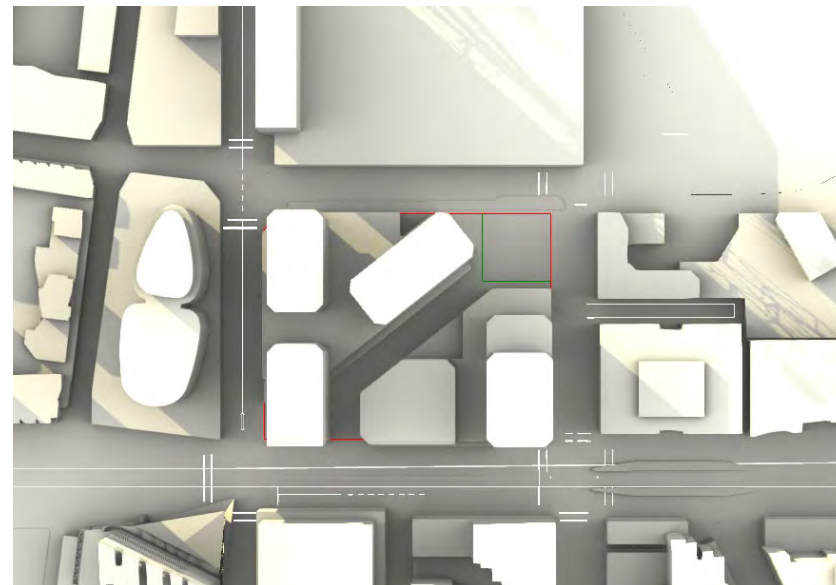


4.5 SHADOWING

WINTER SOLSTICE JUNE 22 (WITHOUT WFC DEVELOPMENT)

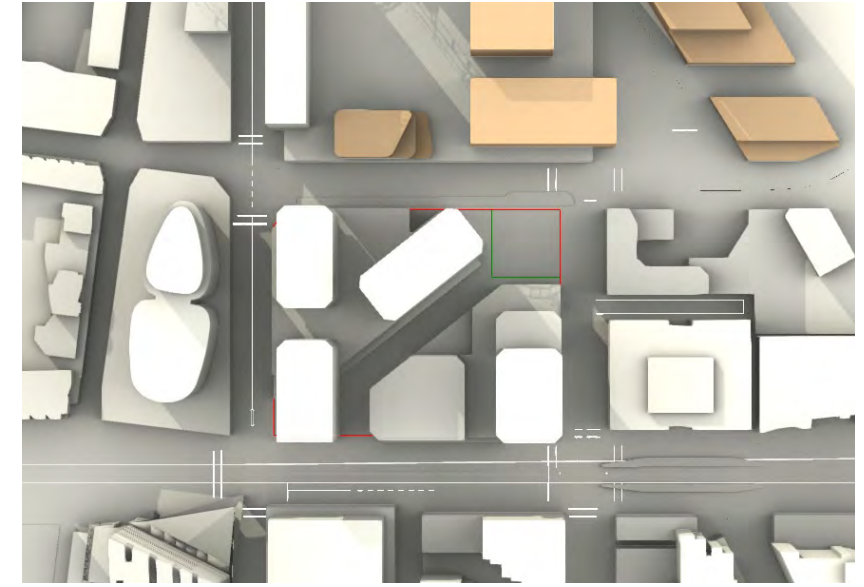


3:00PM

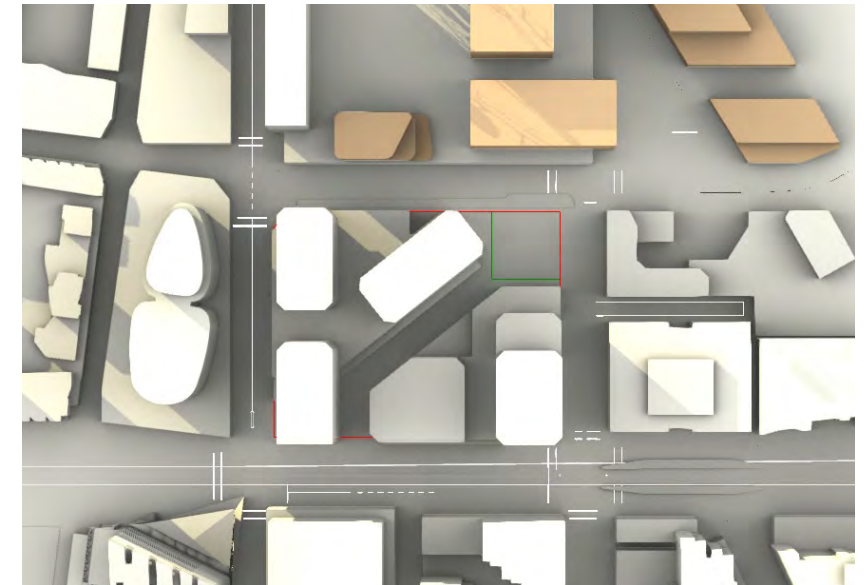


4:00PM

WINTER SOLSTICE JUNE 22 (WITH WFC DEVELOPMENT)



3:00PM



4:00PM



4.6 PODIUM DESIGN, TOWER FORMS AND SETBACKS

Within this section the below key terms have the following interpretations:

- Podium – Height should not exceed 20m.
- Street Wall – Face of a building within 5m of the street frontage that does not exceed 40m other than Docklands Drive which may extend to 45m.
- Corner Tower – A building within 5m of a frontage that extends above the Street Wall.

PODIUM DESIGN

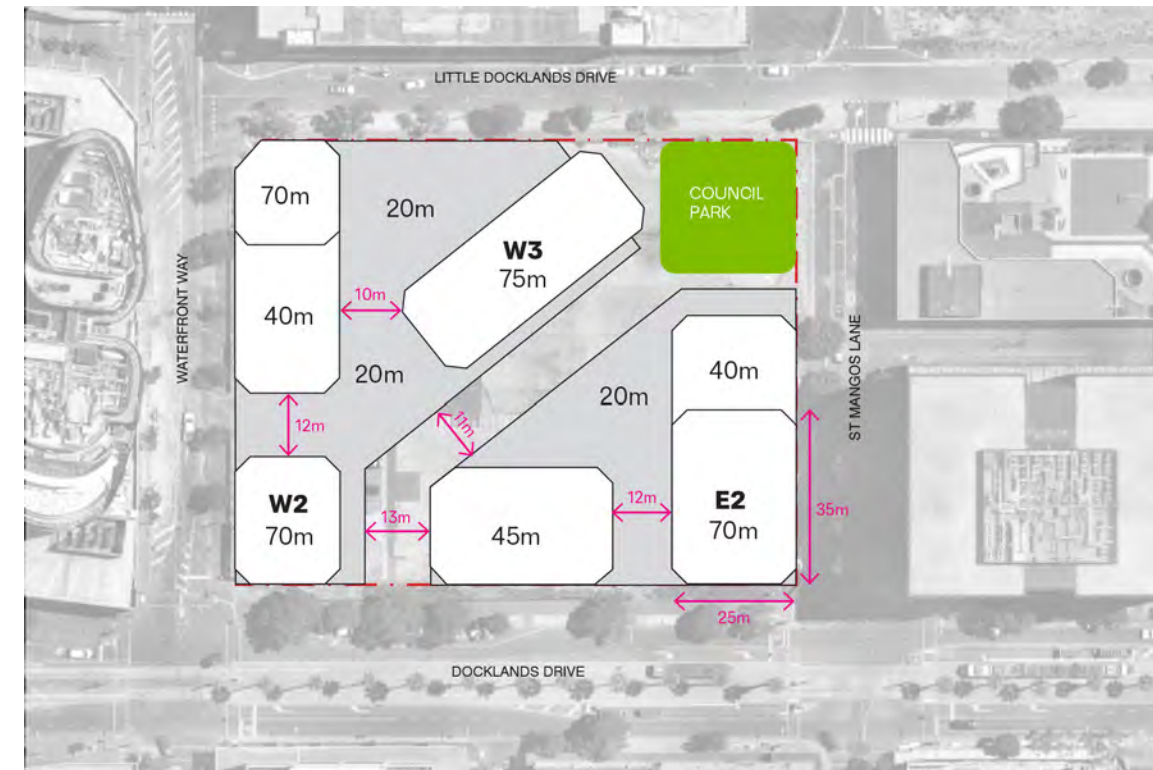
Podiums must be articulated so that each frontage has a varied architectural language and material selection, presenting as a collection of buildings rather than a singular expression. Podium design should be responsive to streetscape character.

Podium carparks should be predominantly sleeved, concealed or architecturally treated to achieve an active and attractive public realm.

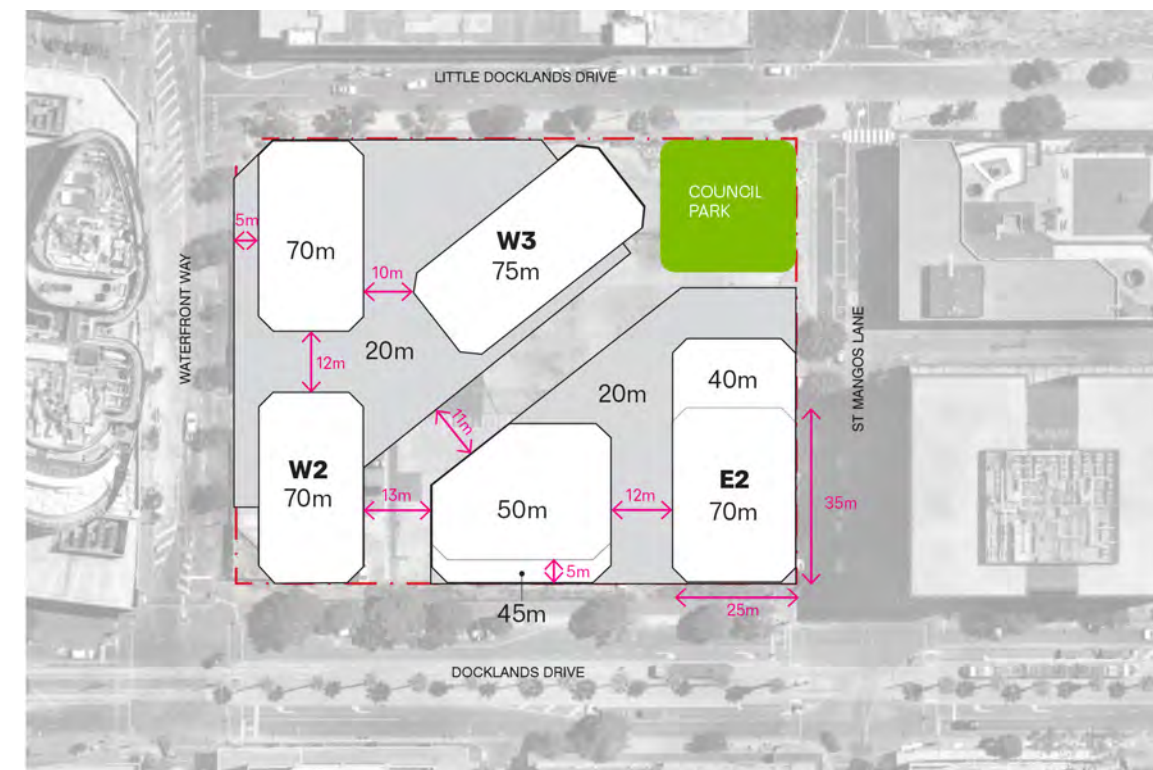
TOWER FORMS AND SETBACK

Tower heights, siting and setback respond to the following principles:

- Maximum tower heights as depicted in the preferred Maximum Building Height plan (Refer 4.2 Maximum Building Heights).
- Acceptable off-site shadow impacts from towers including no overshadowing of Docklands Primary School Open Space at the equinox between 8:50 am to 3:00pm (Refer Section 4.5 Shadow Diagrams).
- Towers should maintain a 5m setback above Street Wall except where Corner Towers are permitted.
- Corner Towers flush with the podium on street corners should include a level recess to create a visual break between the podium and tower.
- Corner Towers should not be wider than 25m with the exception of corner tower E2 on St Mangos Lane that may extend to 35m.
- Residential floor plate depths of approximately 20-23m for acceptable daylight penetration and apartment amenity.
- Flexibility to consolidate towers. As an example, the East Block could consolidate the nominated two towers to a simple office tower provided it adhered to the street wall and tower form set backs established in this section.
- At least 50% of Docklands Drive frontage should maintain the predominant Street Wall height of 20 - 45m.
- At least 50% of Waterfront Way frontage should maintain the predominant Street Wall height of 20 - 40m.
- At least approx. 75% of the Little Docklands Drive frontage should maintain the predominant Street Wall height of 20 - 40m.
- At least approx. 60% of the St Mangos Lane frontage should maintain the predominant Street Wall height of 20 - 40m.



EXAMPLE #1



EXAMPLE #2

CONCEPT PLAN

4.7 URBAN DESIGN - PREFERRED MAXIMUM BUILDING HEIGHTS

Building heights should vary across the precinct to a maximum of 75m aligning with other recent developments in NewQuay.

Maximum tower heights are as depicted in this maximum height plan

NOTE:

Building heights are to roof level, excluding parapets, pergolas, plant areas, screening, stairs, lift access, landscape and architectural features.

Heights prefixed with an asterisk (*) indicate that buildings have been approved but not developed at the time at revision was issued.



4.8 BUILDING SEPARATION, LIGHT AND VIEWS

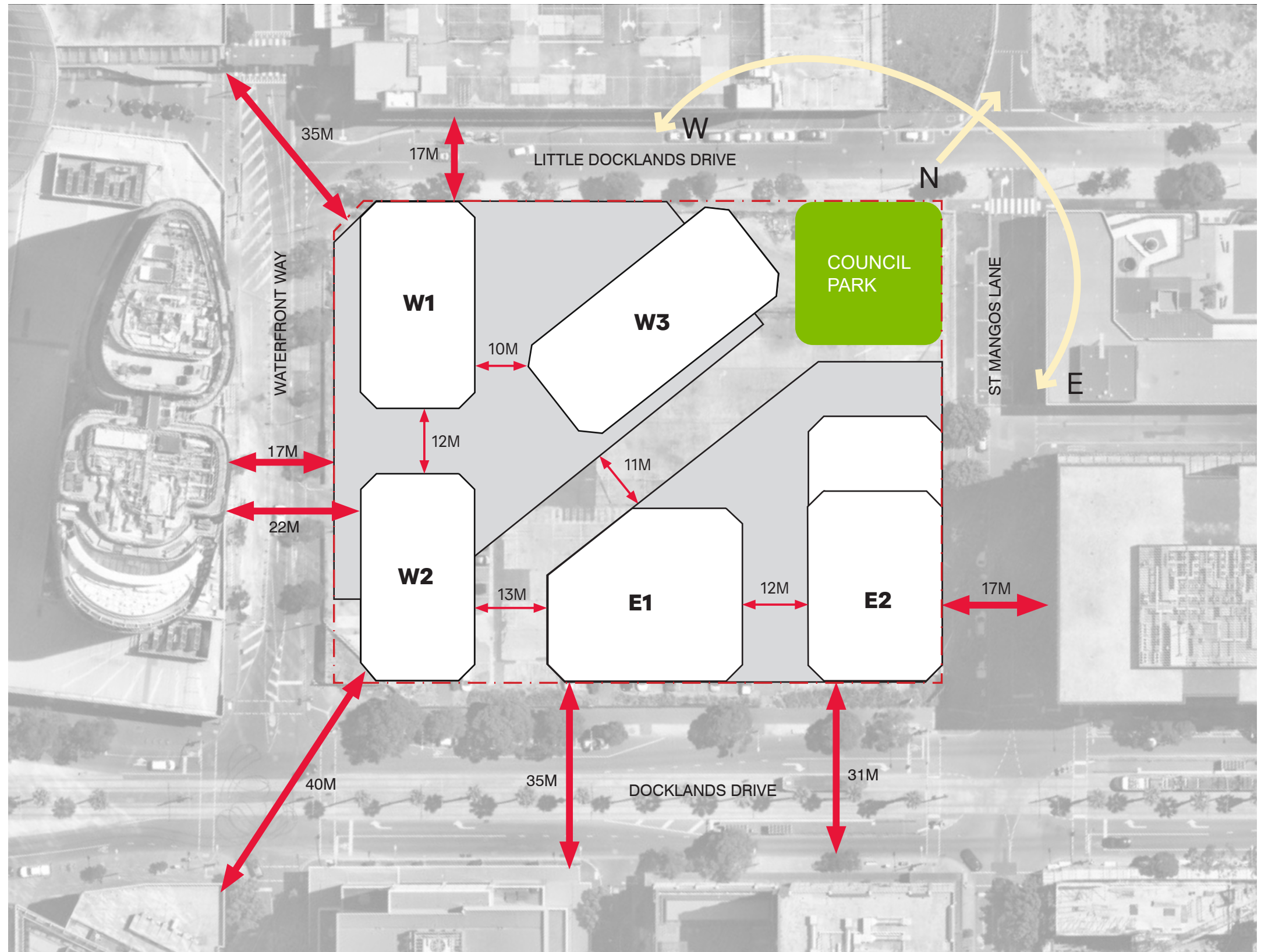
That a 12m average building separation will occur across the facing interfaces, with a 10m minimum at the oblique angled building's closest points.

TOWERS

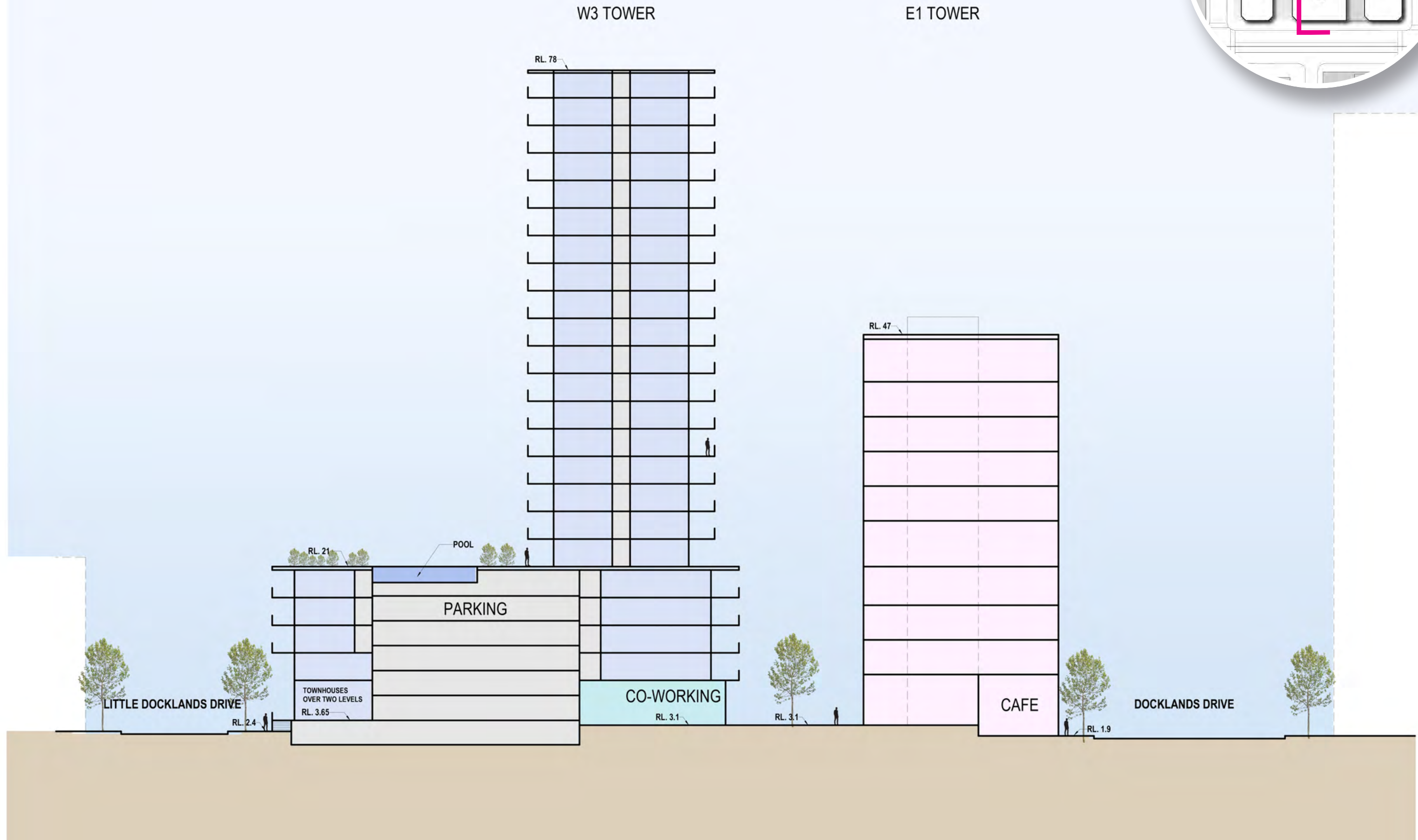
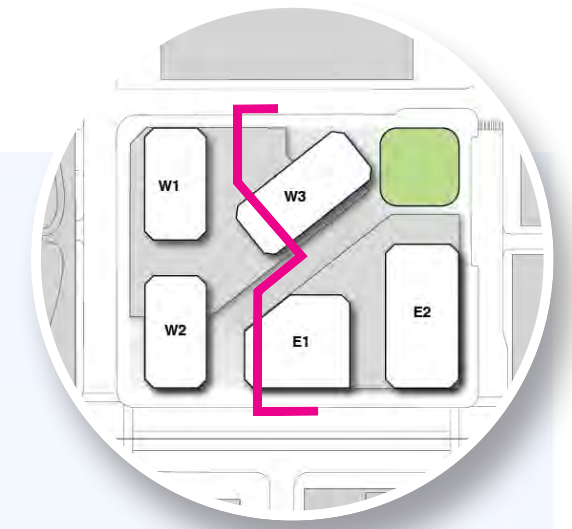
The positioning of towers at oblique angles, encourages view lines past and between new built forms. The tower apartments are generally oriented towards the east or west so they receive either morning or afternoon sunlight. The tower apartments should generally orientate living rooms so they enjoy a primary outlook onto surrounding streets or into the wider open spaces between the towers (ie not directly into the closest adjacent building).

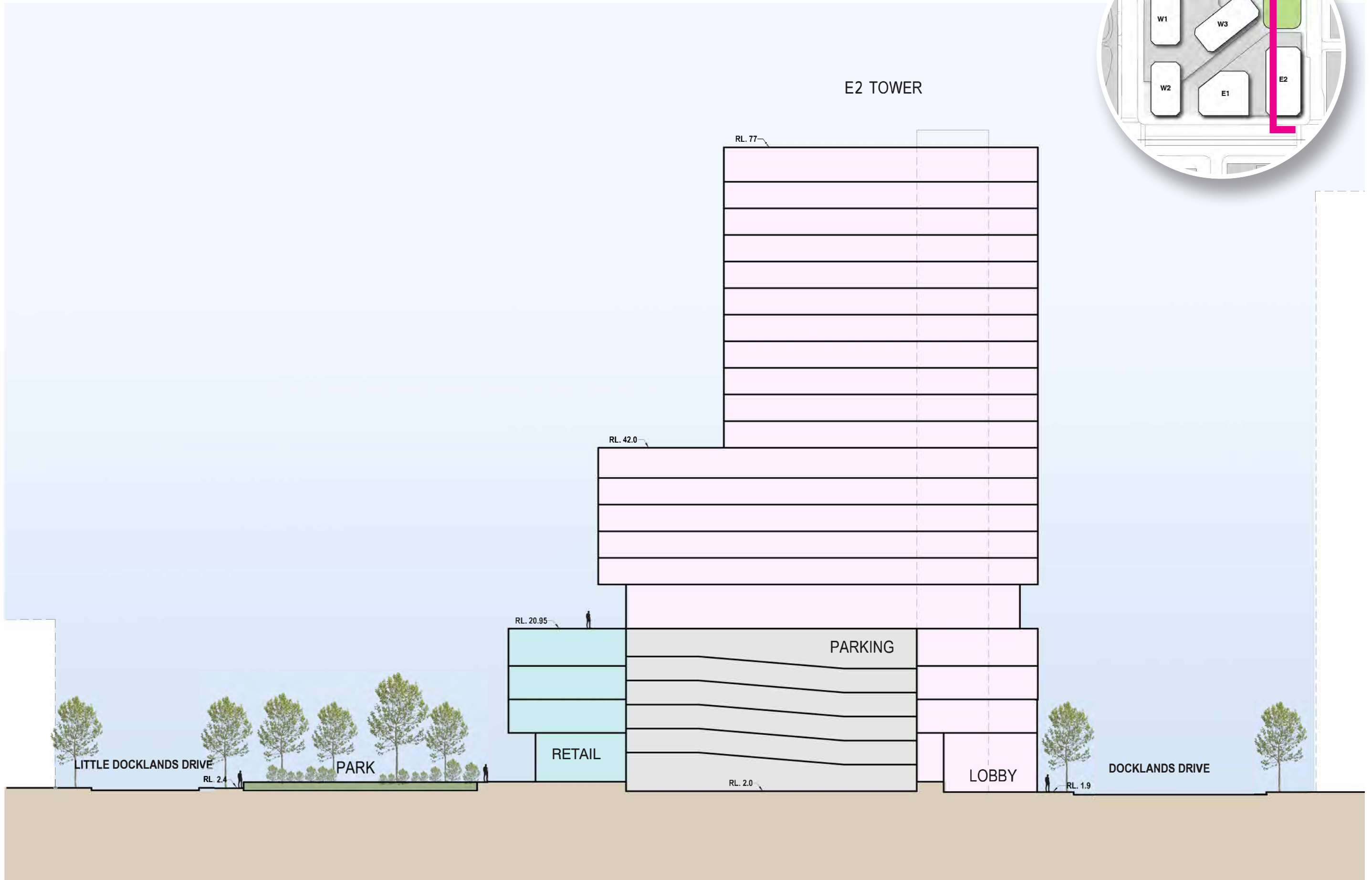
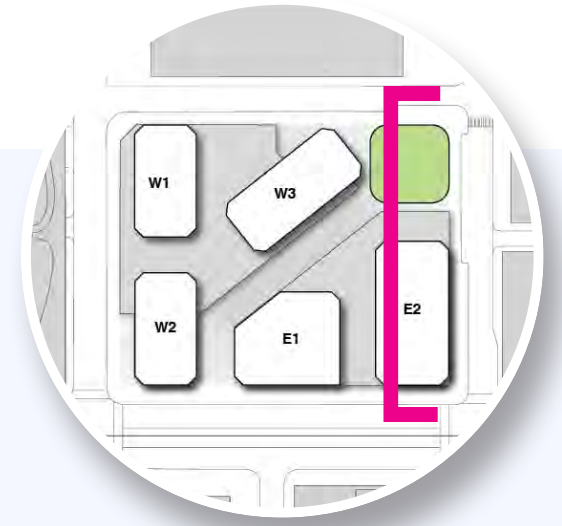
LANEWAY

The laneway should have a minimum 11 meter internal width and 13 meter at the opening to Docklands Drive. Balcony projections (of up to 1 meter), architectural features and sun shading devices are permitted to encroach into the minimum laneway width.



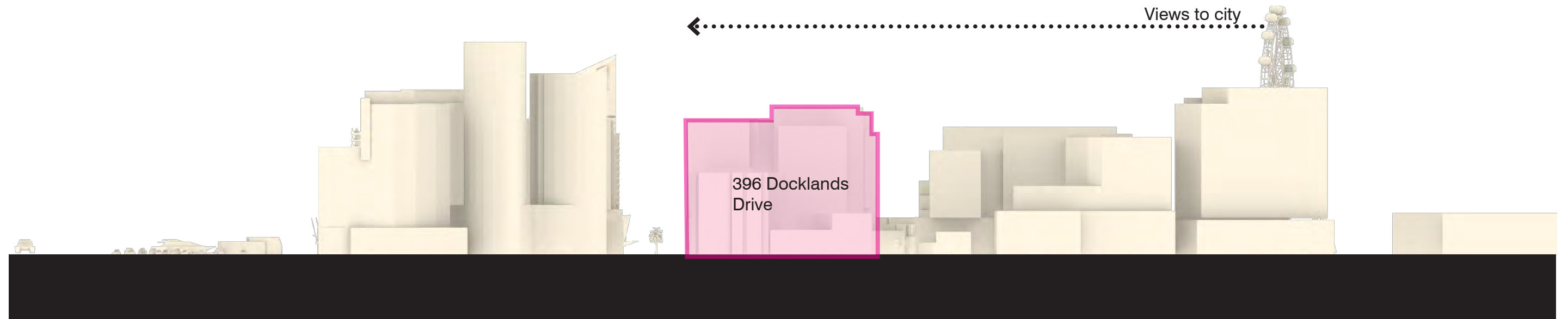
4.9 SECTIONS





CONCEPT PLAN

4.10 SIGHT LINES TO MELBOURNE STAR



4.11 VIC HARBOUR VIEWS - DPO 7



IN RESPONSE TO DO7, THIS VIEW DEMONSTRATES THE PROPOSED DEVELOPMENT ENVELOPES SHOULD HAVE MINIMAL IMPACT ON THE VIEW FROM VICTORIA HARBOUR, PRIMARILY BECAUSE THE WATER FRONT BUILDINGS ARE TALLER AND MITIGATE THE VIEWS LINES.

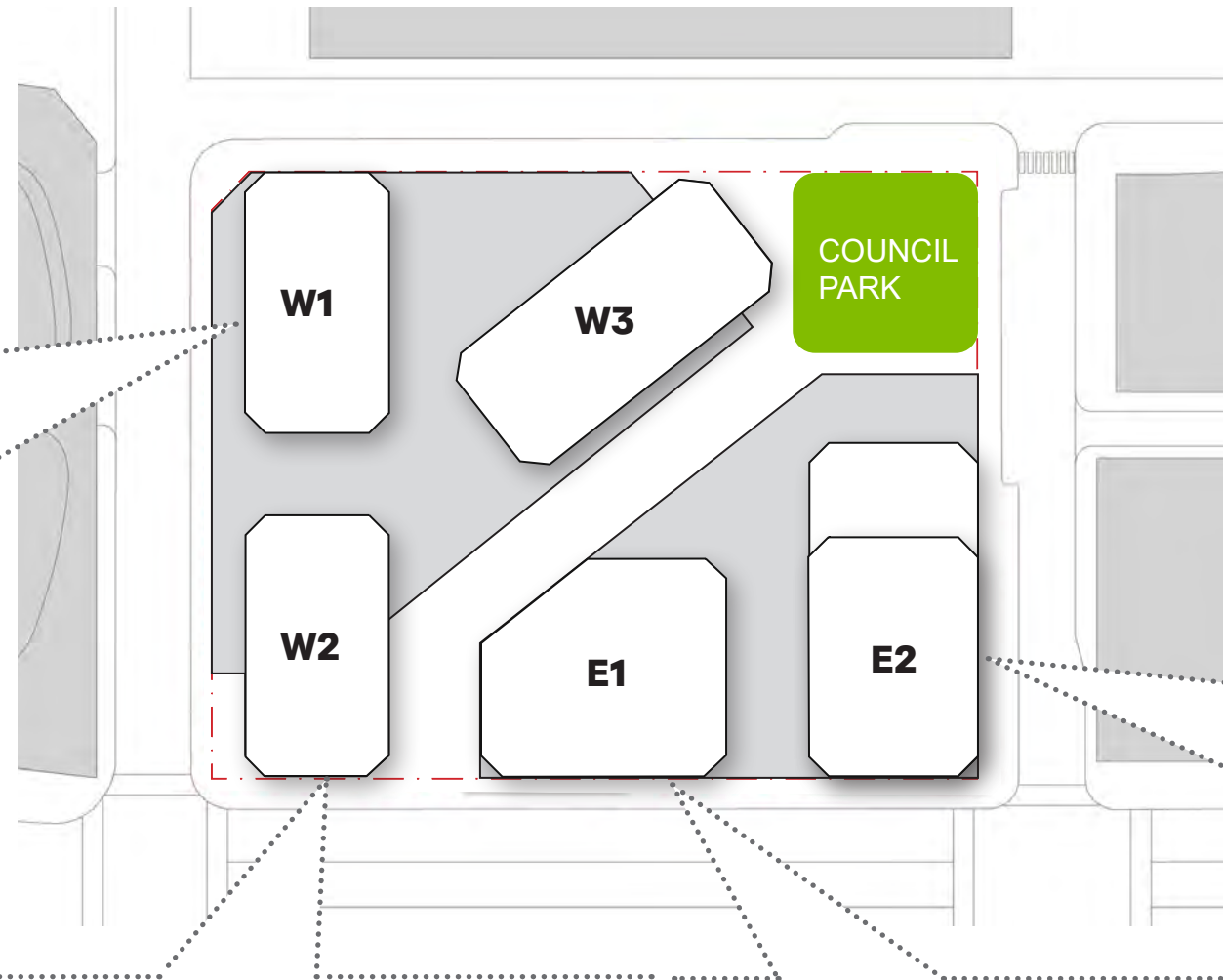
4.12 EXAMPLES OF TOWER INTERFACE PRINCIPLES

The relationship of the tower to the podium and the interface with the public realm should provide varied opportunities including towers with deep podium setbacks, undercrofted towers on piloti and sheer tower views. These treatments must have regard for the local street hierarchy, neighbourhood context/character and enhance pedestrian experience and comfort.



Boyd by Plus

Waterfront Way - Tower on podium touching street edge



West G by Freadman White



Mariner Tower by DKO

Waterfront Way - Tower on piloti in public forecourt with views into laneway



The Quays by MCR



Elm & Stone by DKO

Docklands Dr - Mid-rise towers set to boundary



Circa by Freadman White

St Mangos Lane - Landmark corner tower (no setback) raised above podium

5.0 Movement and Parking Plan



5.1 VEHICLE ACCESS

The surrounding road network is operating below its capacity and provides numerous opportunities for accessing the site. Direct carpark access from Docklands Drive is discouraged.

Crossovers on Little Docklands Drive have also been avoided to maximise pedestrian amenity and maintain parking along this frontage for school drop-offs.

The preferred vehicle and loading access points are from St Mangos Lane (new crossover) and Waterfront Way (relocate existing crossover).

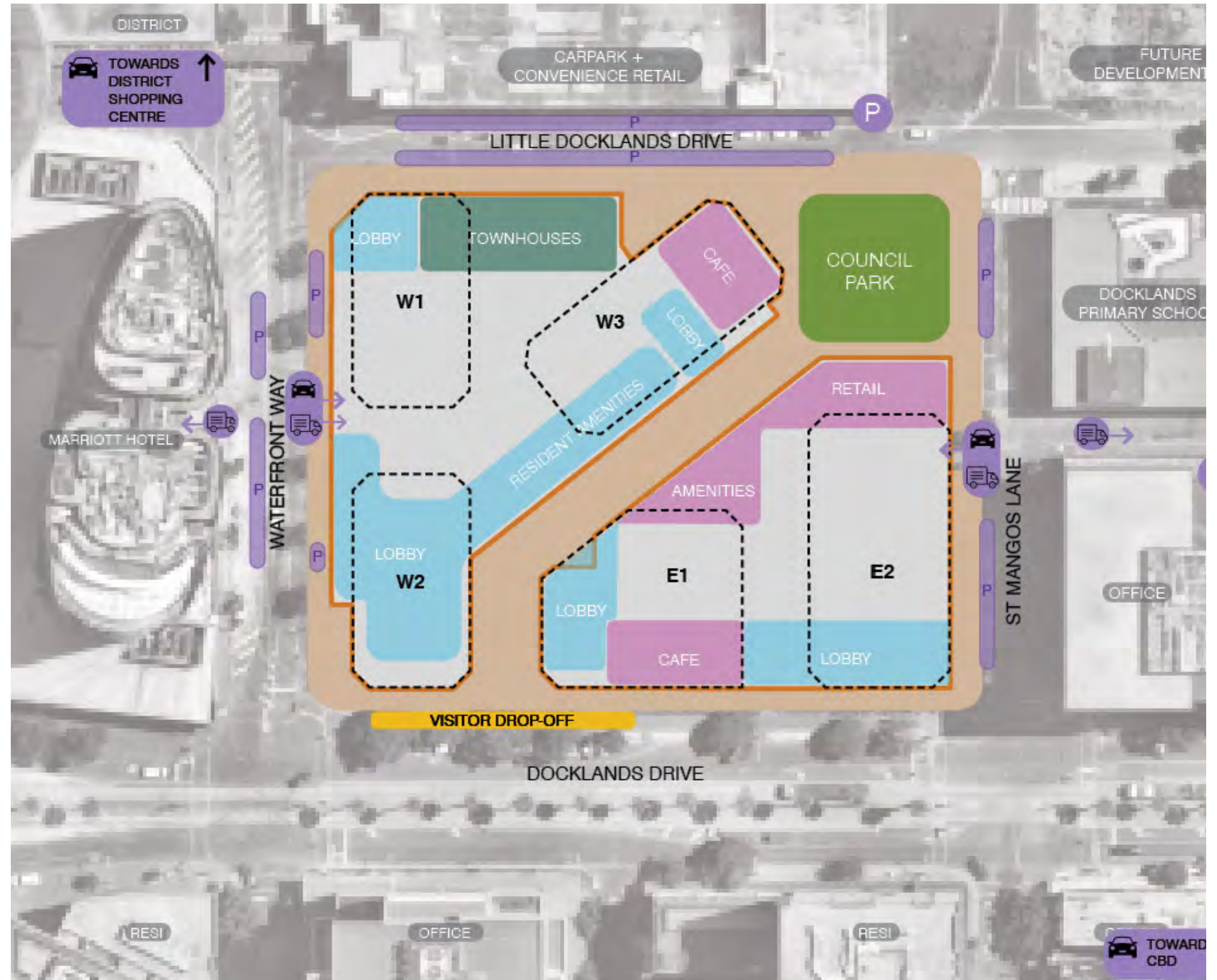
These roads are relatively flat and straight providing good sight lines and intersection offsets to these access points.

Off street visitor car parking is conveniently located approximately 50 meters to the north (District Docklands East Carpark) and to the South (Secure Parking - 401 Docklands Drive Carpark).

P On street car parking should be maintained along Waterfront Way, Little Docklands Drive and St Mangos Lane in the current configuration

→ Vehicle crossovers and building loading should occur on both St Mangos Lane and Waterfront Way in positions adjacent to similar facilities on the opposing buildings, noting that the maximum permissible width of a vehicle crossover without a pedestrian refuge is 7.6 metres.

→ High quality vehicle and service entries that are integrated to minimise negative impacts upon the streetscape character and pedestrian safety.





5.2 BIKE PARKING

BIKE PARKING

Bike spaces will be accommodated within internal areas for visitors and external racks embedded within the landscape design.

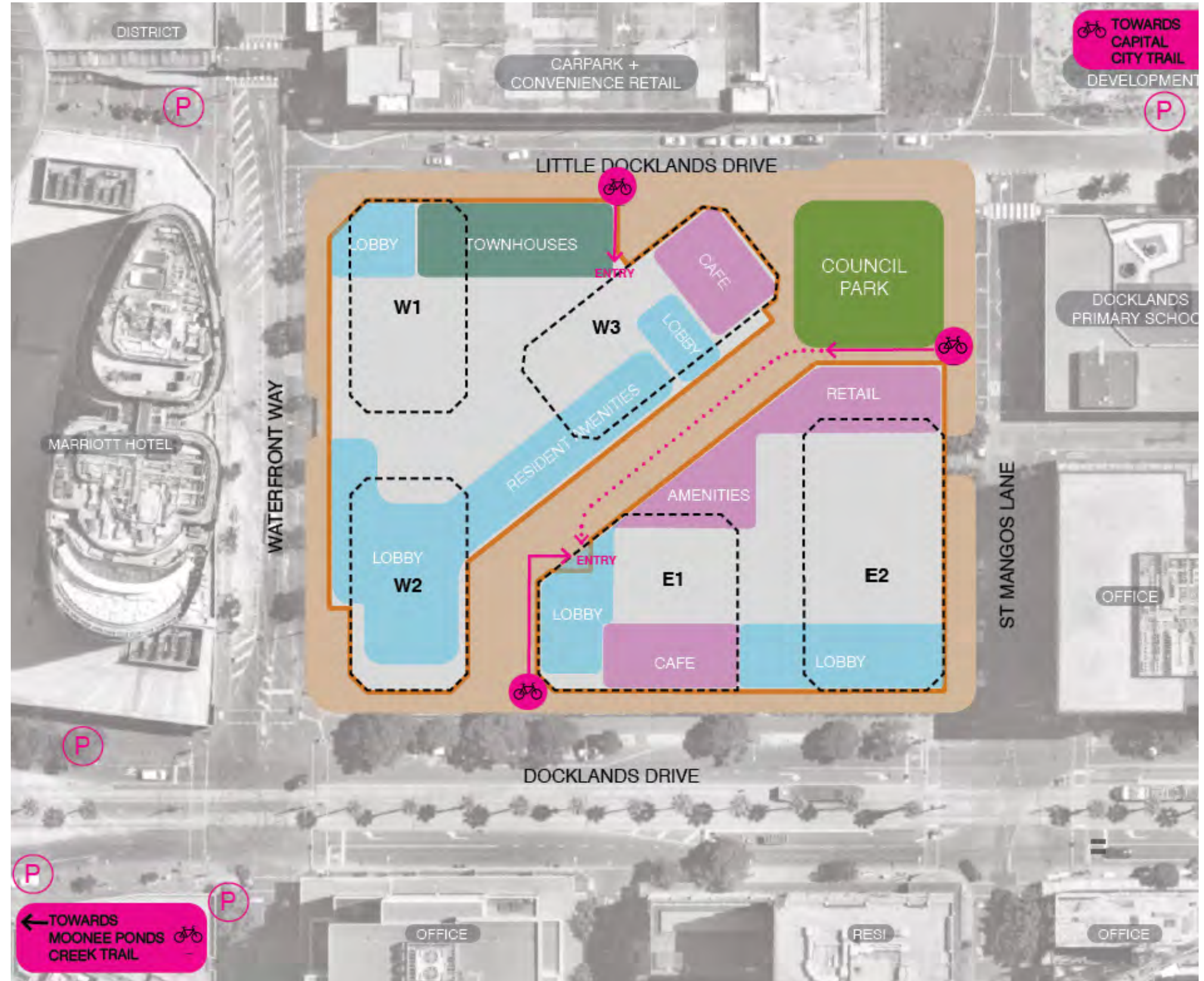
Bike spaces will be delivered at ratios determined by the planning controls and as required to achieve the relevant statutory requirements and/or certifications for environmental sustainability (e.g. Greenstar).

 Entry into the bike storage areas will limit conflict between vehicles and bikes.

 Public Bike parking spaces will be conveniently positioned across the respective stages

ON ROAD BIKE LANE ALTERATIONS

To improve the bike access along Docklands Drive it is proposed to mirror the Council design on the south side of Docklands Drive east of St Mangos Lane which establishes a 1m wide bike lane. An indicative concept plan is included in the annexed Traffic Impact Report







MOVEMENT AND PARKING PLAN

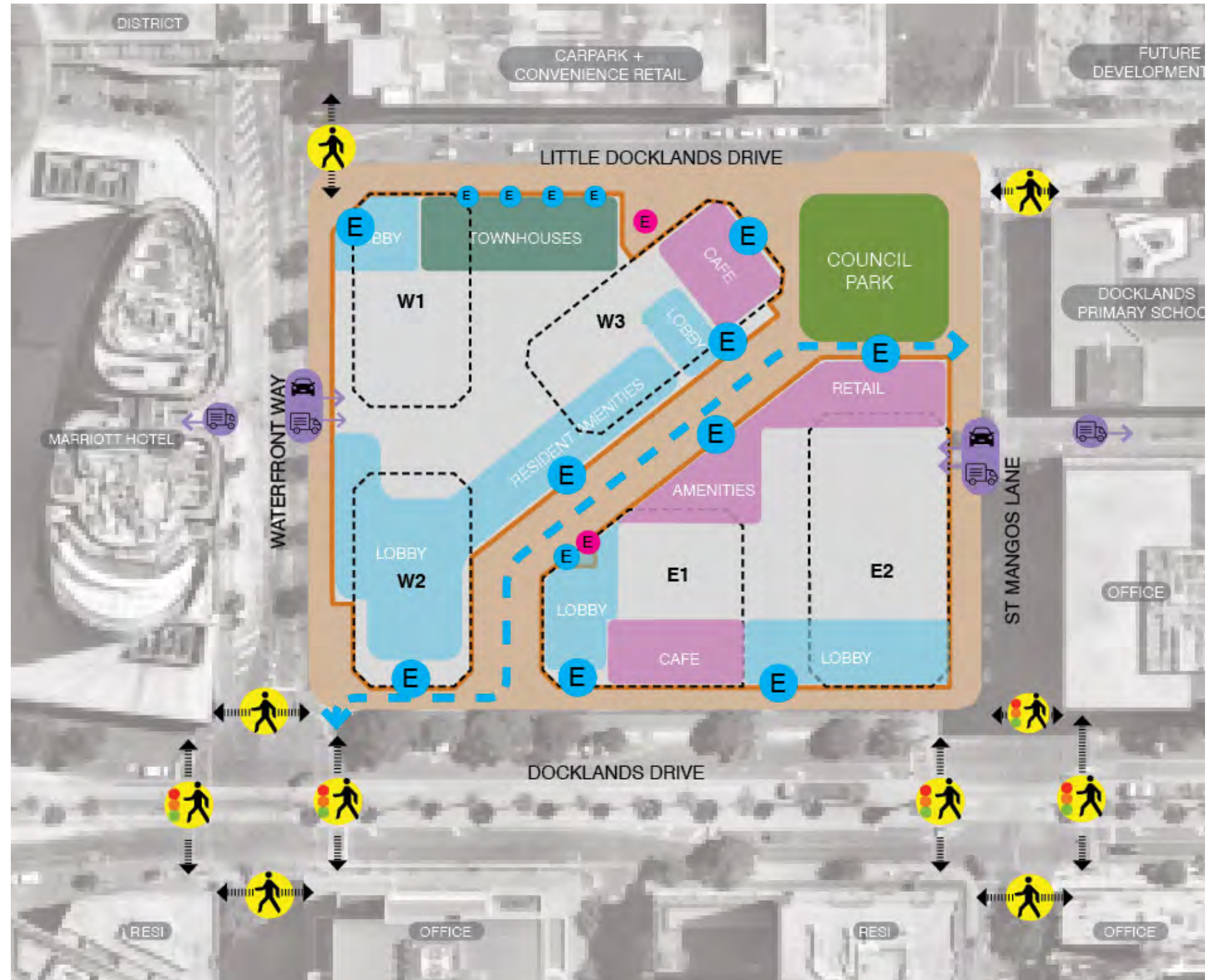
5.3 PEDESTRIAN ACCESS PLAN

The tower cores should be located close to each corner of the podiums to provide convenient access to the pedestrian crossings (at each major street corner) with clear sight lines onto the street.

These lobbies activate the building corners without creating surplus retail space. The addition of smaller, mid-block uses (such as townhouses on Little Docklands Drive) provides a fine-grain street with a variety of activities and occupants.

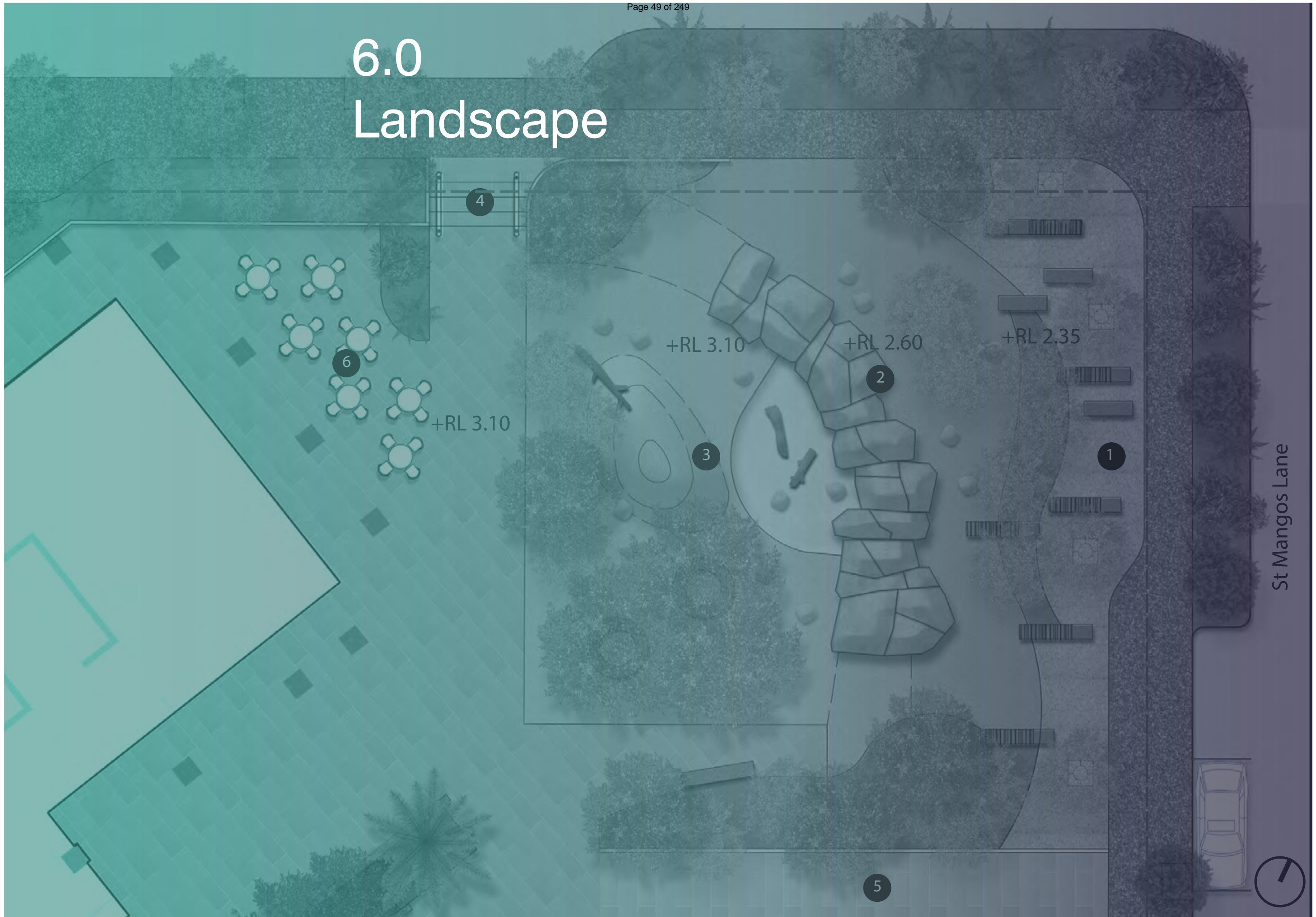
-  Residential and commercial access points.
-  Safe pedestrian crossings that limit conflict with pedestrian and vehicle traffic.
-  Wheel chair accessible gradients and footpaths around and through the Laneway must be provided. The Laneway should be graded up to the meet flood levels and reduce the requirement for further lifts or ramps within the building lobbies.
-  Access to residential and commercial bicycle stations.

The building entry levels in the future permit applications should respond to the attached (Appendix 7) Melbourne Water advice received in December 2022.



MOVEMENT AND PARKING PLAN

6.0 Landscape



6.1 LANDSCAPE MASTER PLAN - PUBLIC REALM



OVERALL DESIGN

The Landscape Master Plan describes proposed key landscape spaces for public and private uses which will form the open space network for 396-416 Docklands Drive.

These spaces comprise:

- New Park - A proposed park to the northeast corner of the site adjacent to Docklands Primary School.
- The Laneway - A new pedestrian lane linking the corner of Docklands Drive and Waterfront Way with the Community Park.

The selection of materials and finishes throughout the public realm should be considerate of sustainability, durability, fitness for use and resistance to vandalism. Their final selection is subject to City of Melbourne's approval.

1 Community Park (Public Open Space)

2 The Green Lane

--- Title Boundary (Lot 14)

--- Deep soil planting zone

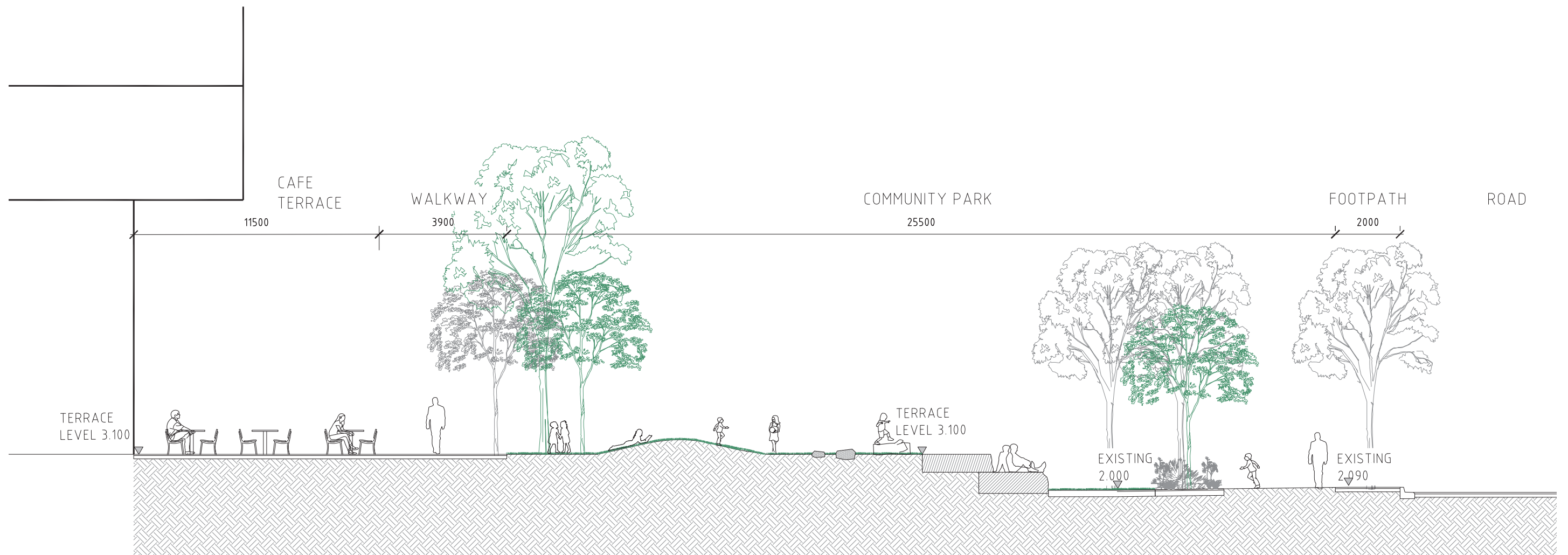
LANDSCAPE PLAN

Ground floor plan

(1:500)



Key plan



Section A-A'
(1:125)

LANSCAPE PLAN

6.2 NEW PARK

DESIGN PRINCIPLES

- The proposed park serves as a daily-use park for residents and incorporates the recommendations identified within the Docklands Public Realm Plan 2012.
- The park encourages both residents and visitors into the development and further to the diagonal laneway.
- Integrate play zones in to the park that are complementary to the needs of children.
- Apply a coastal planting palette to the park landscape together with the adjacent streetscape to represent the site character, and ensure its healthy growth.
- The garden beds and hedges around the park clearly define the park's extent, while a casual-looking dune fence is hidden in them and provides a physical delineation for children.
- Create a 3m wide Access Zone (for building maintenance) separating the park from the adjacent buildings. The zone will remain in private ownership but may support public access and outdoor dining. A clear delineation will mark the areas as public and private.
- Further investigation will define the opportunity to achieve stationary criteria for wind mitigation in key areas, noting that the prevailing winds come from the northeast.
- Provide appropriate park lighting to ensure safe and attractive night-time conditions

COMMUNITY PARK

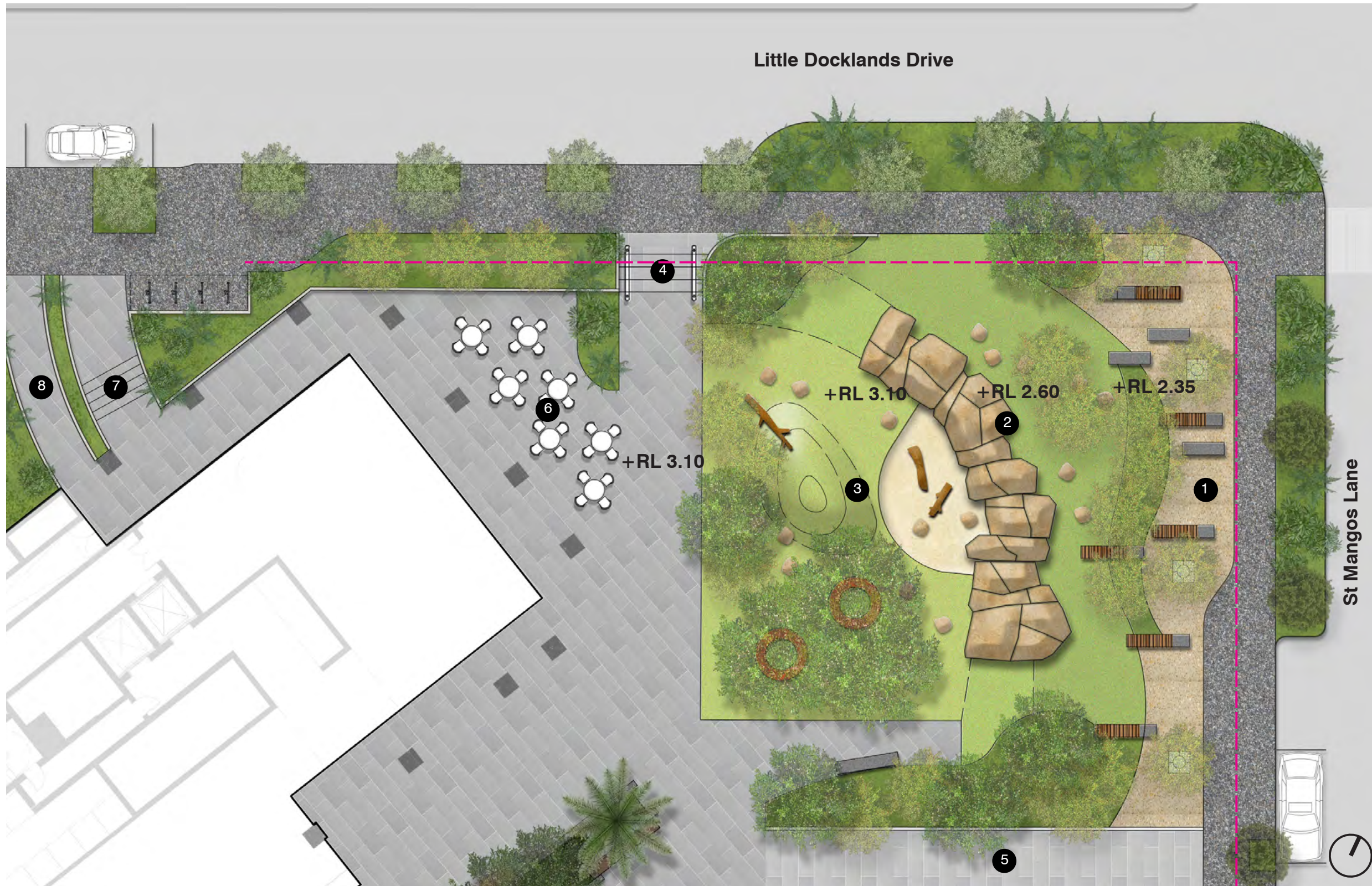


COASTAL PLANTING THEME



LANDSCAPE PLAN

Concept design subject to City of Melbourne approval



- 1 Seating edge
- 2 Sandstone boulders
- 3 Childrens playarea
- 4 Stair access
- 5 Ramp access
- 6 Cafe terrace
- 7 Stair access
- 8 Bike ramp access
- Title boundary

LANDSCAPE PLAN

Community Park Plan

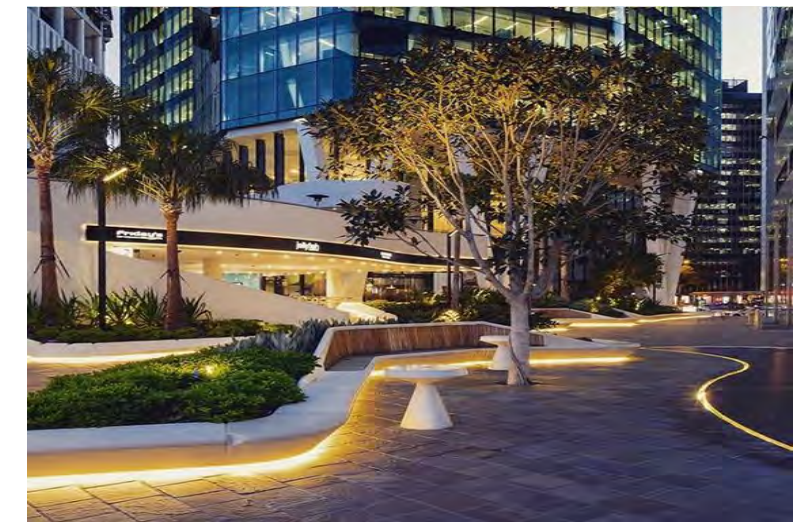
(1:200)

6.3 THE GREEN LANEWAY

DESIGN PRINCIPLES

- Provide comfortable and safe pedestrian access between Docklands Drive and Little Docklands Drive through the Green Lane, connecting the streets with a series of gentle slopes. It also provides green and activated amenity zone between the east and west towers.
- The proposed lush green planting will thrive in proposed microclimate conditions occurring between two towers and provide attractive lane scape to visitors.
- Create a human scale environment under proposed trees's generous canopies.
- Provide the functional layout by allocating garden bed openings at each building entrance and carefully avoid 3m clear zones from both building facades.
- The laneway becomes a place to visit, meet, stay and stroll through by having a generous number of bike racks and seating edges provided.
- Proposed materials to include bluestone and granite pavers.

PAVEMENTS + LANE PLANTERS EXAMPLES



PLANTING SELECTIONS



LANSCAPE PLAN



The Green Lane Plan (1:200)

- 1 Garden beds
- 2 Bench seat
- 3 Pavement colour band (two colours)
- 4 Bike racks
- ← Building entry



6.4 STREETScape

DESIGN PRINCIPLES

- Surrounding streetscapes contain existing trees, including established semi-mature trees in Docklands Drive. Existing conditions of pedestrian footpath are bitumen with concrete kerbs, and all garden beds along streets have granitic sand.
- The existing tree species are *Angophora costata* on Docklands Drive and Waterfront Way, *Corymbia maculata* on Little Docklands Drive, and *Ficus* species on St Mangos Lane.
- Enhance the existing density of tree canopies by adding additional trees in-between and keep the current species as the current at each street. Mix in additional species including *Stenocarpus sinuatus* as appropriate.
- Although the current streetscape does not have understorey planting, wherever possible propose understorey planting to soften the edges and provide micro habitat for insects and birds.
- Among proposed understorey species, propose some feature plants including *Chamaerops humilis* and *Doryanthes excelsa* around the park's corner on the northeast as well as some key locations along St Mangos Lane and Docklands Drive.

STREETSCAPE MATERIALS



STREET TREES



Angophora costata



Stenocarpus sinuatus



Doryanthes excelsa



Chamaerops humilis

LANSCAPE PLAN



- LEGEND**
- Existing tree
 - Proposed tree
 - Tree to be removed
 - 1 Community park corner garden beds
 - 2 Proposed drop off parking (on street)
 - 3 Proposed garden beds
 - Title boundary

Streetscape Plan (1:500)

7.0 Staging Plan



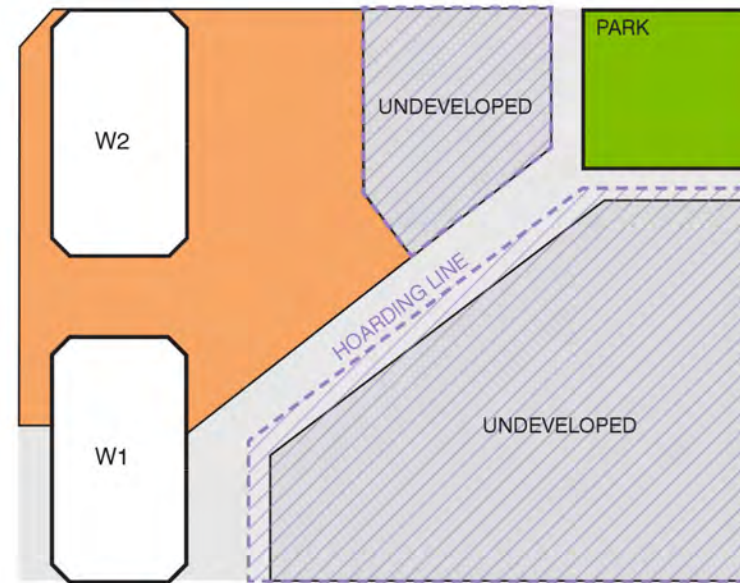
7.1 STAGING PLAN

The development is expected to occur across four stages. It is envisaged that either West Podium or East Podium could go first.

The park will be delivered concurrently with whichever stage is the first to proceed. The lane will be delivered to an approximate 7m width in the first stage to allow a 4m curtilage to be established around the future stage for buildability. Public realm external of the site will be delivered respective to the development stage. The undeveloped parcels should either be activated with approved temporary uses such as the existing at-grade car parking or alternatively hoarded off.

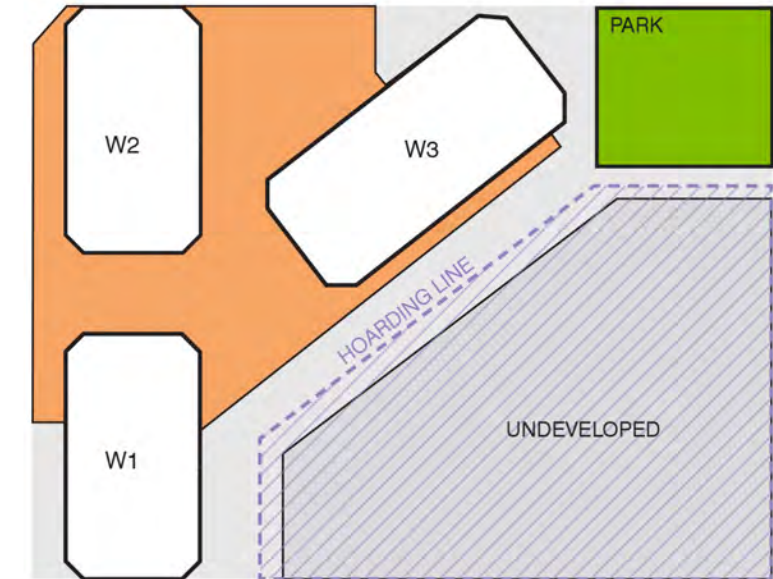
Example development sequence of the four stages with West Podiums go first being:

1. West Podium W1, West Podium W2, Park and Laneway (partial)
2. West Podium W3
3. East Podium E2
4. East Podium E1, Laneway (remainder)



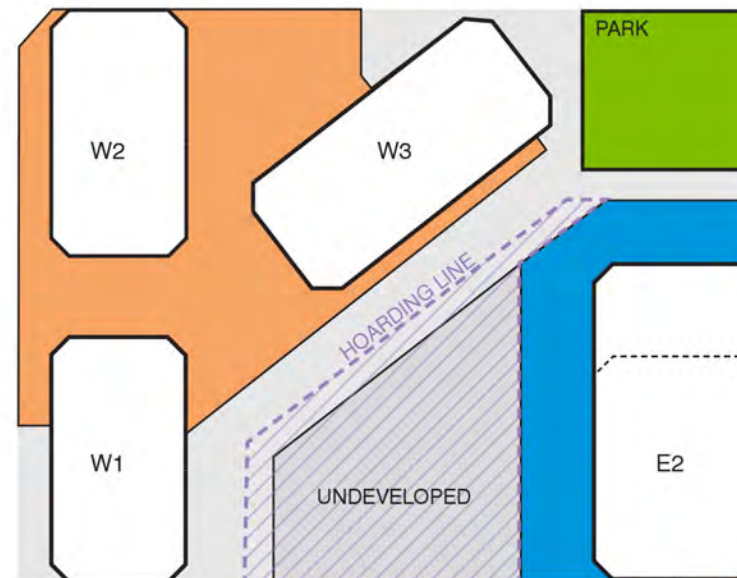
STAGE 01

- West Podium W1
- West Podium W2
- Community Park
- Laneway (partial)



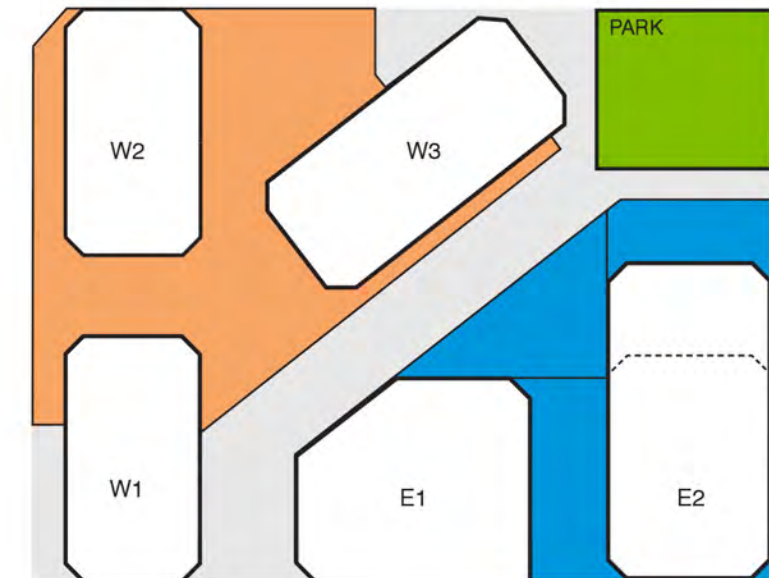
STAGE 02

- West Podium W3



STAGE 03

- East Podium E2



STAGE 04

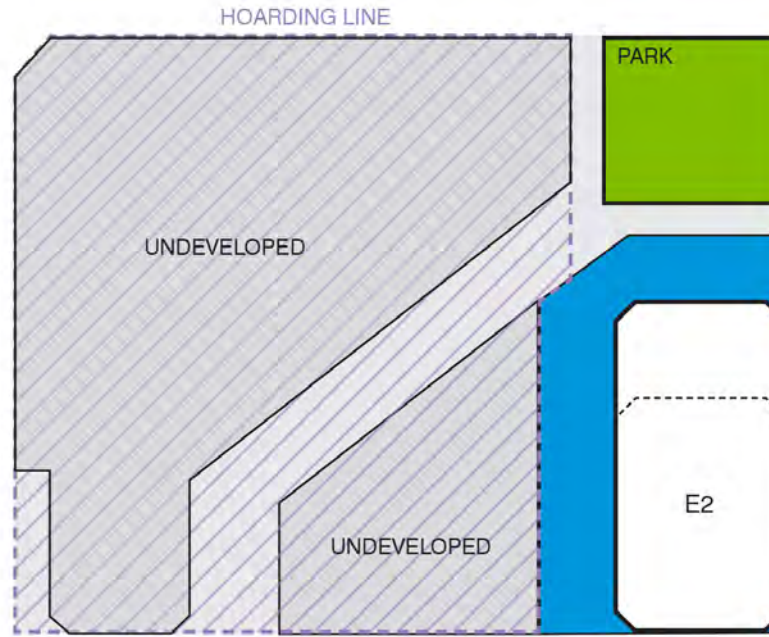
- East Podium E1
- Laneway (remainder)

DEVELOPMENT SEQUENCE #1 WEST PODIUM FIRST

7.1 STAGING PLAN

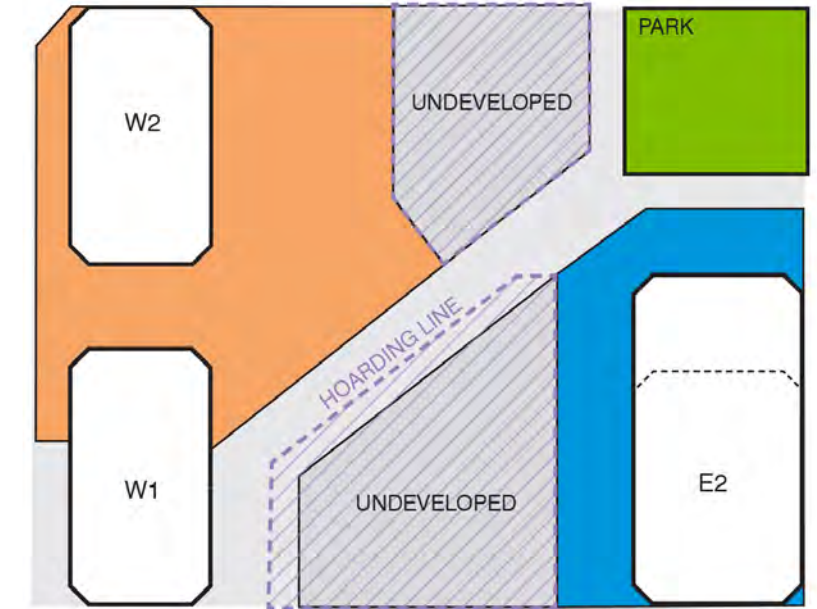
Alternatively, example development sequence of the four stages with East Podiums go first being:

1. East Podium E2 and Community Park
2. West Podium W1, West Podium W2 and Laneway (partial)
3. East Podium E1 and Laneway (remainder)
4. West Podium W3



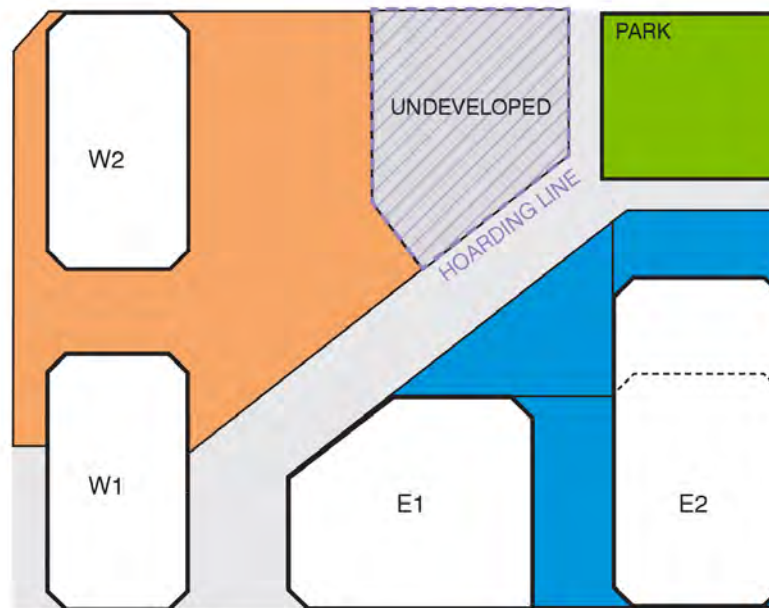
STAGE 01

- East Podium E2
- Community Park



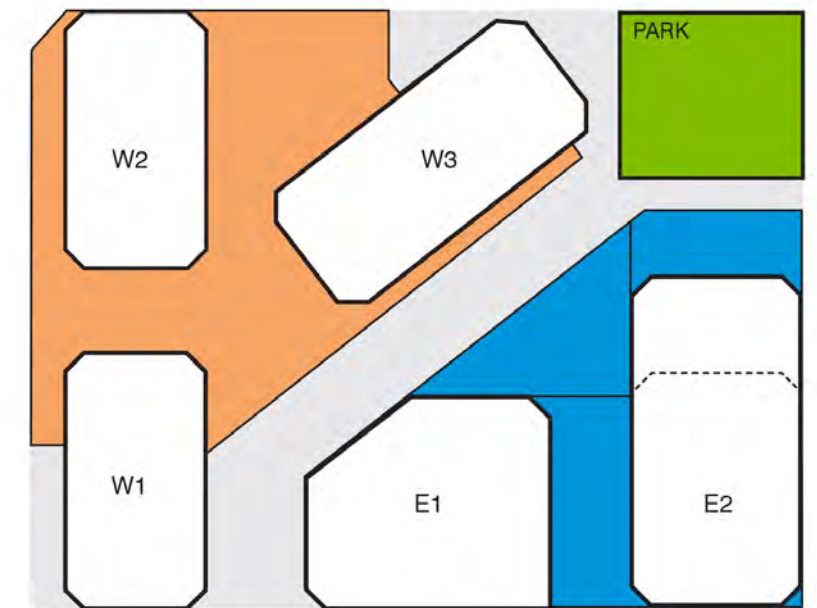
STAGE 02

- West Podium W1
- West Podium W2
- Laneway (partial)



STAGE 03

- East Podium E1
- Laneway (remainder)



STAGE 04

- West Podium W3

DEVELOPMENT SEQUENCE #2 EAST PODIUM FIRST

8.0 Indicative Development Schedule



8.1 INDICATIVE DEVELOPMENT SCHEDULE

Stage	Building	Use	Building Height	Planning GFA m ²	Dwellings	Cars
Public Open Space	Park	Open Space	-	-	-	-
Privately Owned Public Space	Lane & Circulation Around Park	Open Space	-	-	-	-
East	Podium	Hotel/Office/Parking	20	15,500	-	210
East	E2 - Commercial - Hotel	Mixed-Use	75	6,225		
East	E1 - Commercial - Office	Mixed-Use	45	10,500		
North West	Podium	Residential /Parking	20	23,250	160	180
North West	W1	Residential	70	11,600	140	-
North West	W2	Residential	70	11,000	130	-
North West	W3	Residential	75	16,500	180	-
Total				<u>94,575</u>	<u>610</u>	<u>390</u>

NOTE - Planning GFA area excludes terrace and balcony areas.

Appendix 1 Community Consultation

NewQuay

396-416 Docklands Drive

Development Plan

Community Engagement

Report



Artist Impression

May 2022

MAB

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1. Executive Summary

This report summarises the consultation process MAB engaged with key stakeholders and broader community in the preparation of its proposed Development Plan Amendment application for the NewQuay East Development Plan. The Development Plan Amendment is focused on the remaining undeveloped parcel at 396 Docklands Drive, Docklands.

The consultation activities were established through the development of a Stakeholder Communications and Community Engagement Plan (SCCEP) that was prepared in February 2022.

MAB engaged with the identified stakeholders, and members of the community through community sessions, online forum and phone / email correspondence.

Two community drop-in sessions were conducted on March 17 & 18, which were attended by 11 groups.

Feedback was typically received through the online survey, which generated 24 response, and by email which generated 6 responses.

Below is a summary of the engagement activities undertaken:

Date	Stakeholder	Engagement Method and Material
18 th February 2022	Docklands Primary School	Face to face meeting with principal to introduce the concept
17 th & 18 th March 2022	Community Drop in Sessions	Drop-in Session and seeking Community Feedback Online Survey
18 th March 2022	Capital Alliance	Briefing via Microsoft Teams
23 rd March 2022	Ashe Morgan & District Shopping Centre	Briefing via Microsoft Teams
24 th March 2022	LaSalle Investment Management	Briefing via phone and subsequent email

Overall, the engagement process has been productive with many engaged stakeholders providing commentary on the precinct design.

Feedback has been considered and where appropriate responded to with some design modification.

2. Introduction

2.1 Report Purpose

This report summarises the engagement activities completed, feedback received and MAB's consideration of the feedback.

The consultation activities were established through the development of a Stakeholder Communications and Community Engagement Plan (SCCEP) that was prepared in February 2022.

This Community Engagement Report outlines the consultation that has occurred since the establishment of the SCCEP to inform the preparation of the Development Plan, including but not limited to the following stakeholders:

- Docklands Primary School
- The District Shopping Centre
- Marriot Hotel
- Neighbouring owners and occupiers
- Broader community

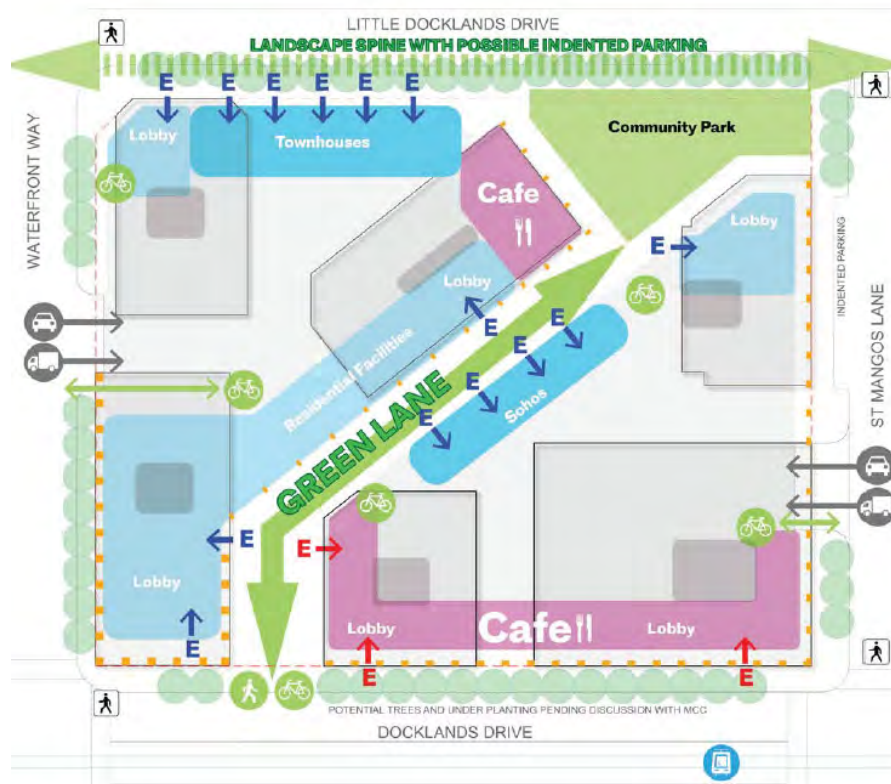
2.2 Project Overview

MAB is seeking to amend the original (1999) NewQuay Development Plan that contemplated a 5 level, 900 lot multi-deck car park with two commercial towers with a total lettable floor area of 11,150m².

396 Docklands Drive is the last undeveloped site south of Little Docklands Drive. It is a substantial one hectare land parcel currently occupied by a commercial car park.

The amended Development Plan will deliver a diverse village of buildings and public spaces. The proposed development plan could support between 500 to 600 dwellings across a mix of typologies and 20,000m² of commercial spaces.

The precinct is designed to be delivered over four stages with a new park delivered in the first stage.



3. Consultation

3.1 Consultation with key stakeholders

MAB has actively engaged with the key stakeholders to inform its development plan amendment. Below is a summary of these discussions:

Docklands Primary School

MAB met with the principal of primary school to introduce the development plan concepts. Subsequent to that meeting MAB provided a pack of more detailed information including plans and elevations. The following feedback was received that will be considered in the design:

- The school is excited by the prospect of the community park directly opposite the school which they expect to access during the school day. The school would like input into the design of this space which MAB believes is an appropriate consideration.
- The school is keen to have access to the private residential swimming pool for student swimming lessons. MAB understands the need of this request and will endeavour to facilitate however commit to it at this point without the benefit of knowledge of future market conditions.
- The school understands affordable housing could be offered as part of any large development and would like to ensure that tenant selection considers the school and if possible supports qualifying members of the school community, which MAB expects should be a consideration.
- The school expressed concern about an increase in traffic on St Mangoes Lane. The design of the car park entry has been relocated.
- The new lane will be the preferred walking path for people accessing the school from the west whilst residents from NewQuay Central will be able to continue to use the eastern side of St Mangos Lane. Traffic engineers will need to ensure this is functional and safe.

Capital Alliance, The Marriott Hotel and Owners Corporation for Marriott Residents

MAB, via a Teams meeting, presented its development plan amendment materials to Capital Alliance who then provided introductions to the Marriott Hotel manager and the Owners Corporation committee chairman for the Marriott Residents. MAB received an emailed response from the Owners Corporation chairman (attached) which summarised the collective feedback as:

- Expressed concern with respect to the height of the building proposed adjacent to the school,
- Felt that there should be a further setback of the towers above podium,
- Stated the Development Plan lacked “urban context,”
- Sought information as to how this development plan incorporated a community benefit,
- Wanted to understand the plot ratio, and
- Stated that the consultation process lacked community engagement.

In further conversation with the hotel manager it was understood that there is a concern the view from the hotels pool deck could be impinged by the proposed development plan.

Whilst MAB welcomes the feedback we felt the commentary did not fully consider merits of the proposed amendment and was more focused on limiting heights to minimise view lines from their proximity. With respect to the key criticisms MAB notes the following:

- The building adjacent to the school is set back as a consequence of the community park and does not cause overshadowing at the key measures,
- MAB has subsequently incorporated provisions into the draft Development Plan to strengthen the expression of tower over podium and increase setback of towers. These revisions respond to the above comments and those from the Melbourne Design Excellence Review Panel.
- The Development Plan amendment will deliver a new park and pedestrian focused laneway to NewQuay contributing approximately 15% of the site area to ground level accessible public open space which is significantly greater than the contribution the Marriott provides.
- The consultation process was set up and run in line with the Government’s guidelines and as a consequence of the print and on site advertising, social media posts, mail out and direct approaches resulted in one of the most attended community engagement programmes MAB has conducted in NewQuay.

The District Shopping Centre & Ashe Morgan

MAB presented the development plan amendment material to representatives from The District and Ashe Morgan. Urbis was engaged by Ashe Morgan to review the proposed Development Plan amendment and provide a letter (Urbis Letter) detailing their position on the development plan which is attached to this report and summarised as follows:

Ashe Morgan supported:

- The density and height being appropriate in the area and rightly reflecting the strategic intent and importance of the location.
- Delivering a mixed-use precinct incorporating residential and commercial uses which will activate the streets.
- The inclusion of a new public open space and through site pedestrian-only link to enhance amenity and maximise connectivity.
- Providing sufficient opportunity for landscaping to enhance the amenity of the public realm.
- Built form which contributes to a positive public realm experience and the overall character of the precinct.

Ashe Morgan is seeking:

- The community park being repositioned to the corner of Waterfront Way and Little Docklands Drive with the internal lane extending from this position through to the corner of Docklands Drive and St Mangos Lane.
- MAB acknowledges these comments and highlights that this orientation is aligned with MAB's original intention, which as a result of council's design comments was reoriented to its current position. The Urbis Letter provides a detailed and well defined argument on this position. MAB is reluctant to amend the design at this point to incorporate this revision but is willing to consider it if council and DELWP are prepared to reconsider following consideration of the Urbis Letter.

3.2 Other communication methods

Drop-in Session

On Thursday 17th of March and Friday 18th of March, two drop-in sessions were facilitated by MAB in the NewQuay display suite. These sessions were designed to provide further information on the proposed Development Plan Amendment, allow for questions and one on one conversation, and to provide feedback.

The first session was held between 5.30 and 7.00pm and was attended by 6 local residents and business owners and the second session was held between 11am and 1pm and was attended 5 local residents.

The attendees were provided handouts and directed to the online engagement platform to participate in the anonymous feedback.

Online Engagement Platform

MAB established an online engagement platform to promote the proposed Development Plan Amendment and provide a place for community members to record their feedback. The platform was operational from the first advertisement on Friday March 4 and remained open through to Tuesday April 5. The platform was originally scheduled to close a week earlier on March 25 however it was determined to extend the consultation period after reports that some residents experienced delays with the mail out. In response MAB offered phone and in person meetings to any respondents and directed them to the online platform.

3.3 Survey and seeking feedback

In line with the SCCEP, the online engagement platform sought community feedback on the following topics:

- Which elements of the proposed Development Plan appeal to you most?
- What key design elements or features would you like to see incorporated into the new community park?
- Do you have any other suggestions for incorporating in this Development Plan?

The survey results are tabulated in the annexures and MAB's response to key themes are detailed in the following section.

4. Feedback and responses

The consultation process was considered a success due to both the high level of engagement from various stakeholders and the number of feedback items that will be considered.

Whilst negative commentary was received, it was generally from participants that did not appear to appreciate the site has existing development rights.

Beyond the negative comments MAB was pleased with the level of support and constructive feedback. The positive comments received related to:

- Inclusion of the park
- Ensuring community voices could be involved in the planning the of the park
- The new pedestrian link
- Activation of this site that has been an at grade car park

The negative feedback and comments on areas of improvement are:

- Positioning of the park and lane way
- Building heights
- Extent of street wall

4.1 Design


The following items are being changed or reconsidered following stakeholder feedback:

Theme	Response
Street wall above podium	The Development Plan amendment has been updated to incorporate provisions limiting the extent of street wall
Extent of Colonnade	The colonnade has extensively reduced and an awning has been introduced
Design of pedestrian lane way	The transition to the lane way has been redesigned
Heights adjacent to the primary school	The building adjacent to the school has been moved to the south to ensure it does not overshadow the school external areas and buildings during school hours

The following items have either been considered or are not changing further following stakeholder feedback:

Theme	Response
Building Heights	The heights are aligned with surrounding buildings and this plan is providing a new park and laneway to offset the height.
Park should occupy a larger proportion of the site	The park including the surrounding landscape buffer to which the community gets benefit occupies approximately 7% of the total site area and 15% including the new lane. MAB does not have a public open space obligation on this site

Appendix A – Mail Out Card



MAB Corporation is proud to introduce its vision for 396 Docklands Drive

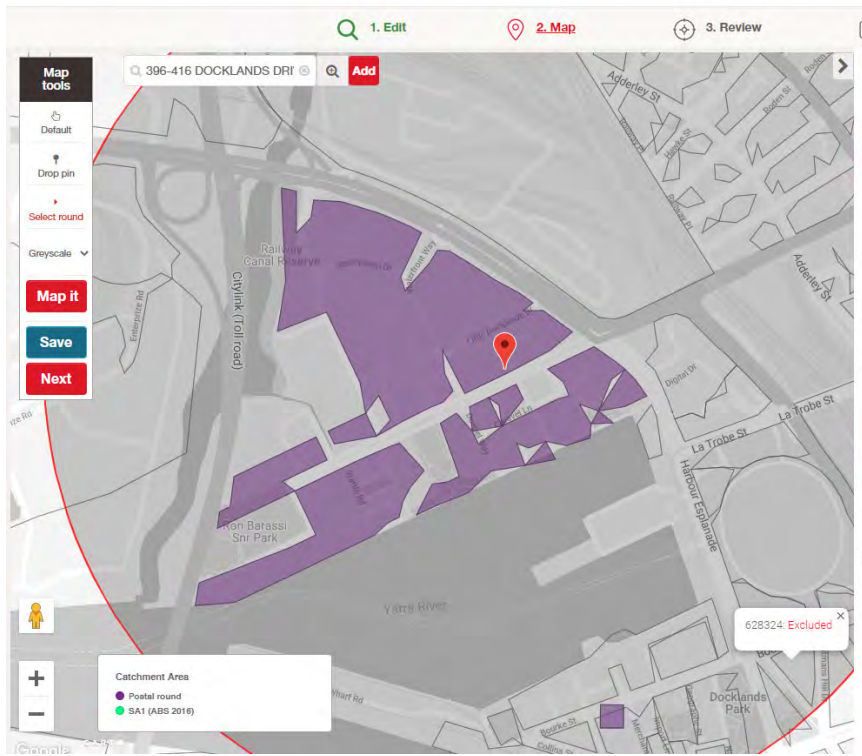
We welcome all local residents, business owners, retailers and stakeholders to view the proposed plans and provide feedback

Community drop-in sessions will be held on:

// Thursday 17 March 5:30pm – 7:30pm	// Friday 18 March 11am – 1pm	// NewQuay Display Suite 2 Genti Place, Docklands
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To register for the session, obtain further information or engage online, go to www.396engage.com.au

Appendix B – Mail out Distribution Map



Appendix C – Brochure


NewQuay 396-416 Docklands Drive Development Plan Community and Stakeholder Engagement



Artist Impression

March 2022

MAB



MAB Corporation is proud to introduce its vision for the remaining parcel (396 Docklands Drive) within the original NewQuay East Development Plan and we look forward to receiving your feedback on the proposed development plan amendment.

Purpose

MAB is seeking to amend the original (1999) NewQuay Development Plan that contemplated a 5 level, 900 lot multideck car park with two commercial towers providing a combined lettable floor area of 11,150m².

The amended Development Plan, will support a mixed use precinct incorporating residential and commercial uses intersected by a new public lane and park.

This information has been prepared to inform the community and invite feedback, which, will be considered within the final design and summarised for the planning authorities to assist them in their assessment of the Development Plan Amendment.

MAB and its industry leading design team are enthused by this opportunity to continue delivering high quality urban and community outcomes in NewQuay (see our **Design Team**).

www.396engage.com.au has been established to provide a forum for accessing information on the proposed development plan amendment and to submit feedback on the design.



Alternatively, any queries can be submitted to:

Tennille Bradley-Ow

E / tbradley-ow@mab.com.au

Stefan Miles

E / smiles@mab.com.au

Design Team

DEVELOPED BY / **MAB**

For over 26 years, MAB has delivered exceptional developments from grass roots communities, inspired city skylines to thriving commercial and industrial projects. With an unrivalled ability to deliver on complex planning outcomes for major projects and an established track record of creating outstanding public places, MAB's people are committed to the vision of producing quality developments.

MAB continues to build on their vision for NewQuay working with award winning architects, artists, landscape designers, residents, businesses and government to continue to evolve and enhance NewQuay.

The 396 Docklands Drive Development Plan design has been created by:

Architecture

ARM Architecture
armarchitecture.com.au



Landscape and Urban Design

Rush Wright
www.rushwright.com

[rush\wright associates](http://www.rushwright.com)

Transport

Stantec
www.stantec.com



Wind Engineer

Mel Consulting
www.melconsultants.com



Sustainability

ADP Consulting
www.adpconsulting.com.au

