2-8 Brighton Street, 1-3 Wiltshire Street & 5 Little Lesney Street, Richmond

Town Planning & Urban Context Report
Planning Permit Application

Prepared by Tract Consultants on behalf of Icon Developments Australia Pty Ltd

0318-0226-20
3 September 2018
Overview

Background

Applicant/Owner Icon Developments Australia Pty Ltd
Address 2-8 Brighton Street, 1-3 Wiltshire Street & 5 Little Lesney Street, Richmond.
Lot Description Lot 1 on Title Plan 702265
Lot 1 on Title Plan 432614
Lot 1 on Title Plan 747085
Lot 1 on Plan of Subdivision 333021
Lot 2 on Plan of Subdivision 333021

Relevant Planning Controls

Planning Policy Framework

Clause 11 (Settlement)
Clause 15 (Built Environment and Heritage)
Clause 16 (Housing)
Clause 17 (Economic Development)
Clause 18 (Transport)
Clause 19 (Infrastructure)
Clause 21.02 (Municipal Profile)
Clause 21.03 (Vision)
Clause 21.04-1 (Accommodation and Housing)
Clause 21.04-2 (Activity Centres)
Clause 21.05-2 (Urban Design)
Clause 21.05-3 (Built Form Character)
Clause 21.06-1 (Walking and Cycling)
Clause 21.06-2 (Public Transport)
Clause 21.06-3 (The Road System and Parking)
Clause 21.07-1 (Ecologically Sustainable Development)
Clause 21.08-2 (Burnley, Cremorne, South Richmond)
Clause 22.05 (Interface Uses Policy)
Clause 22.10 (Built Form and Design Policy)
Clause 22.12 (Public Open Space Contribution)
Clause 22.16 (Stormwater Management — Water Sensitive Urban Design)
Clause 22.17 (Environmentally Sensitive Development)

Zone Clause 32.04 — Mixed Use Zone

Overlays

Clause 43.02 — Schedule 5 to the Design and Development Overlay
Clause 45.03 — Environmental Audit Overlay

Particular Provisions

Clause 52.06 — Car Parking
Clause 52.34 — Bicycle Facilities
Clause 52.34 — Integrated Public Transport Planning
Clause 58 — Apartment Developments

Strategic Planning Documents

Swan Street Structure Plan
City of Yarra Urban Design Strategy
Plan Melbourne

Permit Application Details

Description of proposal Construction of a multi-level residential building and food and drink premises with a reduction in car parking requirements

Permit requirement Pursuant to the Yarra Planning Scheme, the proposal triggers the following Planning permit requirements:

- Clause 32.04-5, a permit is required to construct a residential building.
- Clause 32.04-2 a permit is required to use the land for a food and drink premises with a leasable floor area greater than 150sqm.
- Clause 52.06-3, a permit is required to reduce the number of car parking spaces required under Clause 52.06-5.
# Quality Assurance - Report Record

<table>
<thead>
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<th>2-8 Brighton Street, 1-3 Wiltshire Street &amp; 5 Little Lesney Street Richmond</th>
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<td>Revision (see below)</td>
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<tr>
<td>Prepared By</td>
<td>Matthew Mukhtar</td>
</tr>
<tr>
<td>Reviewed By</td>
<td>Andrew Thornton</td>
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<tr>
<td>Approved By</td>
<td>Luke Chamberlain</td>
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<td>Date of Issue</td>
<td>2018-09-03</td>
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INTRODUCTION

1.1 Overview

This Planning and Urban Context Report has been prepared by Tract Consultants Pty Ltd on behalf of Icon Developments Australia Pty Ltd in support of a planning permit application for the development of a multi-level residential building at 2-8 Brighton Street, 1-3 Wiltshire Street & 5 Little Lesney Street, Richmond (Site).

Icon Developments Australia Pty Ltd has acquired and seeks to consolidate six (6) properties to develop a high quality residential building that will be an exemplar for ESD ‘excellence’ and outstanding architectural design. The proposal creates significant benefit for the Swan Street Major Activity Centre by improving the public realm through employing design elements that respect the fine grain nature of the local area, the activation of Little Lesney Street and Brighton Street through ground floor food and beverage tenancy, independent townhouse entries and the provision of attractive landscaping. The proposal responds faithfully to its unique context and appropriately recognises each interface and attributes of surrounding forms.

In response to the large, consolidated site the proposal seeks to introduce three (3) distinct upper level residential forms that extend to 10 and 12 storeys in overall height. Upper level forms are materially integrated with a three storey ‘floating’ podium which cantilevers toward Brighton Street above a recessed and fully glazed ground floor food and drink tenancy. The proposal also features podium level and roof top landscaping, communal space and four (4) basement levels of car parking.

The design represents an attractive, exemplar architectural proposal by Rob Kennon Architects which displays a site responsive design with the proposed built form comfortably nestled into the emerging Swan Street context.

From the outset, the design response has sought to introduce a prominent architectural outcome to this Site with an emphasis on the street level experience, responding to the important, yet informal, pedestrian thoroughfare between Swan Street and Church Street via Little Lesney Street and the Brighton Street pedestrian bridge. The design seeks to contribute to the immediate and broader context through the embodiment of proven design principles rooted in minimalist mid-century design. This results in a building that sits proudly in its context and provides for exceptional standards of internal and external amenity.

More specifically, the proposal involves the construction of a multi-level residential building comprising of:

- 102 dwellings set across various typologies including multi-level townhouse, one-, two-, and three-bedroom apartments;
- Ground floor food and drink premises (253 square metres);
- Three upper level residential forms extending to 10 and 12 storeys;
- Communal rooftop terrace;
- Pedestrian entry to Brighton Street, Wiltshire Street and Little Lesney Street leading into a lobby with bicycle storage;
- Ground floor food and beverage tenancy with full height glazing treatment to Brighton Street, Wiltshire Street and Little Lesney Street frontages;
- 109 car parking spaces; and
- 131 bicycle parking spaces.

Importantly, this project is well placed within the developing Swan Street Activity Centre and will take advantage of the excellent public transport, open space, services and amenities that form part of the Swan Street Activity Centre.

Having considered the proposal in the context of the Yarra Planning Scheme and Plan Melbourne 2017-2050, it is the conclusion of this report that the proposal is generally consistent with all relevant Planning Policy Framework. It follows as the recommendation and request of this report that Council should issue a planning permit for the proposed development.

1.2 Permit Triggers
The proposal triggers the following permit requirements:
- **Clause 32.04-2 (Mixed Use Zone)** - a permit is required to use the land for a food and drink premises with a leasable floor area greater than 150 square metres.
- **Clause 32.04-6 (Mixed Use Zone)** - a permit is required to construct a residential building.
- **Clause 52.06-7 (Car Parking)** - a permit is required to reduce the number of car parking spaces required under Clause 52.06-5.

1.3 Pre-application
Two pre-application meetings were held with the City of Yarra to introduce the proposal and assist with the design process prior to lodgement. It is noted that one of the two meetings was held with specific regard to the ESD performance of the building with the City of Yarra's ESD officer present.

1.4 Project Team
The project team assembled by Icon Developments Australia Pty Ltd for this application consists of:
- **Rob Kennon Architects** – Architect
- **Icon Developments Australia** – Developer
- **Tract Consultants** – Town Planning
- **Etched Landscaping** – Landscape Architect
- **Traffix Group** – Traffic Consultant
- **GIW Environmental Solutions** – ESD Consultant
- **Leigh Designs** – Waste Consultants
- **Message Consultants** – Urban Design

1.5 Report Structure
This report describes the Site and its context (Chapter 2), details the proposal (Chapter 3), identifies relevant planning policy and provisions (Chapter 4), and assesses the proposal against this planning framework (Chapter 5) to form its conclusions and recommendations (Chapter 6).

A Certificate of Title is included at Appendix 1.
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SITE & SURROUNDS

This section of the report is to be read in conjunction with the Architectural Design Package prepared by Rob Kennon Architects dated August 2018.

2.1 The Site

The Site address is 2-8 Brighton Street, 1-3 Wiltshire Street & 5 Little Lesney Street, Richmond. The Site comprises a total of five lots which are described on Certificate of Title as:

<table>
<thead>
<tr>
<th>Address</th>
<th>Certificate of Title</th>
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<tbody>
<tr>
<td>1 Wiltshire Street, Richmond</td>
<td>Lot 1 on Title Plan 702265</td>
</tr>
<tr>
<td>3 Wiltshire Street, Richmond</td>
<td>Lot 1 on Plan of Subdivision 333021</td>
</tr>
<tr>
<td>5 Little Lesney Street, Richmond</td>
<td>Lot 2 on Plan of Subdivision 333021</td>
</tr>
<tr>
<td>2-4 Brighton Street, Richmond</td>
<td>Lot 1 on Title Plan 432614</td>
</tr>
<tr>
<td>6 Brighton Street, Richmond</td>
<td>Lot 1 on Title Plan 747085</td>
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Refer to Appendix 1 — Certificate of Title.

2.2 Site Analysis

The Site is located within the City of Yarra and is approximately 2.75 kilometres from Melbourne's Central Business District (CBD). The Site is generally rectangular in shape and has a large land holding of approximately 1,302 square metres. The Site has a north-south orientation with a primary frontage to Brighton Street to the east of approximately 31 metres. The Site features secondary interfaces to two other streets, a northern interface to Wiltshire Street of approximately 41 metres and a southern interface to Little Lesney Street of approximately 41 metres.

The Site is currently occupied by a collection of buildings ranging in quality, use and contribution to the street. They include:

- **2-4 Brighton Street, Richmond** - a single storey red brick Edwardian dwelling with tile pitched roof. Pedestrian access is provided via Brighton Street. The property includes a rear at-grade bitumen car park accessed via Wiltshire Street. The property is currently utilised for commercial businesses.
- **6-8 Brighton Street, Richmond** - a single storey brick building currently occupies the site, currently utilised for commercial purposes by Flexi-Stage - a party equipment rental service. Pedestrian access is provided via doorway to Brighton Street. The property has a frontage to Brighton Street of
approximately 11.5 metres. The property has a direct abuttal to Little Lesney Street to the south that appears as a hard blank brick wall.

- **1 Wiltshire Street, Richmond** - a double storey brick building with northern private open space. Vehicle and pedestrian access is provided to the property via a northern crossover and door to Wiltshire Street.

- **3 Wiltshire Street, Richmond** - a double storey brick dwelling with a northern second storey terrace. Vehicle and pedestrian access is provided to the property via a double crossover and central doorway to the north via Wiltshire Street.

- **5 Little Lesney Street, Richmond** - a double storey brick dwelling with a southern facing second storey terrace. Vehicle and pedestrian access is provided to the property via a double crossover and central door to the south via Little Lesney Street.

A party wall easement affects much of the adjoining walls between 1 Wiltshire Street, 3 Wiltshire Street and 5 Little Lesney Street.

There is no existing vegetation on the Site, and the Site is essentially flat.

Refer to Figure 1 – Aerial Plan.

The Site has an excellent level of public amenity with a number of services and facilities within close walking distance, including:

- **Transport** – East Richmond Train Station (150m west) that includes Alamain, Belgrave, Glen Waverley and Lilydale lines, Church Street/Swan Street tram stop (100m north west) that include tram route 70 (Waterfront City Docklands), and the Swan Street tram stop (110m north west) that includes tram route 78 (Balaclava).

- **Open Space** – Barkly Gardens (210m south east), Alan Bain Reserve (460m south east), McConchie Reserve (700m south east) and White Street Park (400m south west).

- **Other services and infrastructure** – the Site is within the Swan Street Activity Centre, a thriving hub which includes commercial and recreational uses, Richmond Primary School (380m south east), Richmond Catholic Parish (500m north), Burnley Golf Course (1.3km east), Melbourne High School (1.1 km south west), CitySide sports (950m east) and the Melbourne Cricket Ground (1.5km west)

Refer to Figure 2 – PTV Transport Map Extract

The properties surrounding the Site are affected by an array of different zones. Land to the north, abutting Swan Street is located within the Commercial 1 Zone (C1Z), land to the east is located within the Commercial 2 Zone (C2Z), the train line south of the Site is within Schedule 4 to the Public Use Zone (PUZ4), and other surrounding zones include the Public Park and Recreation Zone (PPRZ) at Barkly Gardens and Neighbourhood Residential Zone (NRZ) land comprising residential dwellings to the south being within the Neighbourhood and General Residential Zones. To the west include nine other properties within the MUZ.

The Site is located south of Swan Street, which is affected by the Road Zone Category 1 (RGZ1).

Table 1 – Immediate Surrounds

<table>
<thead>
<tr>
<th>Interface</th>
<th>Description</th>
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<tr>
<td>North</td>
<td>The Site has a direct boundary interface with Wiltshire Street to the north of approximately 41 metres. Wiltshire Street is a 'no through road' approximately 9 metres in width, running east-west from Brighton Street to the rear of 9 Little Lesney Street. The street provides limited on-street parking to the south and pedestrian walkways to the north and south. The northern interface of Wiltshire Street is dominated by a number of single and double width vehicle crossovers servicing the commercial tenancies to Swan Street. The interface is identified as a 'No Standing Zone'. The northern footpath is also utilised for the storage and collection of Council rubbish and recycling bins that block much of the pedestrian walkway. Wiltshire Street provides rear vehicle access via vehicle crossovers to the rear garages of 1 and 3 Wiltshire Street and to the bitumen carpark of 2-4 Brighton Street. Wiltshire Street does not feature street trees. Further north of the Site is Swan Street. Along the southern interface of Swan Street are several commercial brick buildings. The buildings are of the early Victorian-era. Businesses include Union House bar and eatery and Mrs Kim's Grill.</td>
</tr>
</tbody>
</table>

| East      | The Site has a direct boundary interface with Wiltshire Street to the north of approximately 11.5 metres. Wiltshire Street is a 'no through road' approximately 9 metres in width, running east-west from Brighton Street to the rear of 9 Little Lesney Street. The street provides limited on-street parking to the south and pedestrian walkways to the north and south. The northern interface of Wiltshire Street is dominated by a number of single and double width vehicle crossovers servicing the commercial tenancies to Swan Street. The interface is identified as a 'No Standing Zone'. The northern footpath is also utilised for the storage and collection of Council rubbish and recycling bins that block much of the pedestrian walkway. Wiltshire Street provides rear vehicle access via vehicle crossovers to the rear garages of 1 and 3 Wiltshire Street and to the bitumen carpark of 2-4 Brighton Street. Wiltshire Street does not feature street trees. Further north of the Site is Swan Street. Along the southern interface of Swan Street are several commercial brick buildings. The buildings are of the early Victorian-era. Businesses include Union House bar and eatery and Mrs Kim's Grill. |

| West      | The Site has a direct boundary interface with Wiltshire Street to the north of approximately 41 metres. Wiltshire Street is a 'no through road' approximately 9 metres in width, running east-west from Brighton Street to the rear of 9 Little Lesney Street. The street provides limited on-street parking to the south and pedestrian walkways to the north and south. The northern interface of Wiltshire Street is dominated by a number of single and double width vehicle crossovers servicing the commercial tenancies to Swan Street. The interface is identified as a 'No Standing Zone'. The northern footpath is also utilised for the storage and collection of Council rubbish and recycling bins that block much of the pedestrian walkway. Wiltshire Street provides rear vehicle access via vehicle crossovers to the rear garages of 1 and 3 Wiltshire Street and to the bitumen carpark of 2-4 Brighton Street. Wiltshire Street does not feature street trees. Further north of the Site is Swan Street. Along the southern interface of Swan Street are several commercial brick buildings. The buildings are of the early Victorian-era. Businesses include Union House bar and eatery and Mrs Kim's Grill. |
The properties are affected by Heritage Overlay 335 (HO335), a precinct wide heritage overlay identified as Swan Street Precinct, Richmond. The building elements that contribute to the heritage value of the precinct include façade parapets, no front or side setbacks and face brick or stucco walls.

Swan Street is a main arterial road with a road reservation approximately 20 metres in width. This includes both a central tram thoroughfare and on-street car parking to the north and south (including clearway zone). The pedestrian walkways feature street tree planting, dispersed public furniture and electrical poles on either side.

**South**

Immediately to the south of the Site is Little Lesney Street – a two-way side street with a road reservation approximately 5.3 metres in width. The street is largely utilised as a thoroughfare and vehicle/pedestrian entrance for the businesses and dwellings located south of Swan Street between Mary Street and Church Street.

Little Lesney Street features wooden electrical poles along the southern periphery of the street to the rear of the Site. The street does not include on-street parking or pedestrian walkways.

A low chain linked fence along the southern abuttal of Little Lesney Street separates the road and pedestrians from the landscaped embankment to the train infrastructure for the Alemain, Belgrave, Glen Waverley and Lilydale train lines.

Directly south of the Site is 24 Lesney Street, which is approximately 42.60 metres from the southern boundary of the Site.

Little Lesney Street is connected to Lesney Street via a pedestrian bridge over the rail infrastructure approximately 32 metres long and 1.5 metres wide.

**East**

Immediately to the east is Brighton Street - a 15 metre wide two-way connector street. The street runs from Swan Street to the north to Little Lesney to the south. The street features on-street parking to the east and west, a large canopy tree and bench at the corner to Swan Street.

The eastern boundary of Brighton Street is dominated by large vehicle crossovers utilised by the commercial buildings.

On the far side of Brighton Street, opposite the Site are the properties of 9, 11 and 13-15 Brighton Street.

9 Brighton Street is a two storey rendered brick commercial building with front pedestrian and vehicle access to Brighton Street. Vehicle access is provided via quadruple width crossover to private car parking spaces within the ground floor setback. The lot abuts a laneway to the south.

11 Brighton Street is a single storey weatherboard dwelling with corrugated iron pitched roof.

13-15 Brighton Street is a two storey brick commercial building with front pedestrian and vehicle access to Brighton Street. Vehicle access is provided via single width crossover to an internal driveway to the south west corner of the lot.

**West**

The Site has direct boundary interface with two double storey dwellings to the west. The properties are identified as 5 Wiltshire Street and 3D Little Lesney Street. These dwellings are two storeys in height and in contemporary style, featuring metal finishes, second floor terraces and below-grade car parking accessed via crossover. These townhouses form part of a series of seven fine grain townhouses. These dwellings are in a row and are connected via adjoining walls.

Further west, a 10 storey residential development at 1 Little Lesney Street has been approved for residential development. The development is within the Mixed Use Zone and features a 30.7 metres built form, rooftop terrace with car and bicycle spaces.

At a broader scale, key surrounding land uses include the Swan Street Activity Centre located along Swan Street, Barkly Gardens to the south east, East Richmond Station to the west and the large residential areas of Richmond to the north.

The Context Plan identifies some of the key land uses and open space areas within the immediate surrounding area and their proximity to the Site. Particularly the Swan Street Activity Centre which the proposed development seeks to strengthen as a commercial centre within the City of Yarra.
2.3 Surrounding Built Form and Land Uses

The Site is located in the suburb of Richmond within the City of Yarra. The Site is identified as being within the Swan Street Retail precinct by the Swan Street Structure Plan (SSSP). Surrounding land uses include established commercial frontages along Mary Street, Church Street and Swan Street and a range of residential uses to streets south of the train line and west along Wiltshire Street. This area has been identified within the SSSP for increased heights to capitalise on the advantageous location and access to surrounding services and amenities.

A number of recent planning permits have been granted in the immediate context including:

- 1 Little Lesney Street, Richmond - situated approximately 18 metres west of the Site was recently approved at VCAT for a development of 10 storeys (30.7 metres);
- 314-321 Swan Street, Richmond - situated approximately 200 metres east of the Site approved for 10 storeys (30.7 metres);
- 510 Church Street, Richmond - situated approximately 250 metres south-west of the Site approved for 11 storeys (43.5 metres); and
- 370-374 Swan Street, Richmond - situated approximately 400 metres east of the Site approved for 14 storeys (55.5 metres).

A number of recent planning assessments are currently underway within the City of Yarra in the immediate context including:

- 459-471 Church Street, Richmond – situated approximately 120 metres south of the Site, proposed 14 storey mixed use development;
- 462-482 Swan Street, Richmond – situated approximately 750 metres east of the Site, proposed 12 storey residential development; and
- 484-486 Swan Street, Richmond – situated approximately 820 metres east of the Site, proposed 14 storey commercial development.

Refer to Figure 4 – Development Context Plan

There is an substantial amount of public open space and recreational space in close proximity to the Site including Barkly Gardens (210m south east), Alan Bain Reserve (460m south east) and McConchie Reserve (700 south east). The Site is also within close walking distance to the Yarra River and its environs.

The Site has excellent public transport connectivity. Specifically, train connections are provided at East Richmond Station approximately 150m west of the Site and tram connections (Routes 70 and 78) with the nearest tram stop on Swan Street located approximately 100m north east of the Site. Cycling and pedestrian connections are provided along Swan and Church Streets.

The Site achieves a Walk Score of 99 out of 100 and a Transit Score of 94 out of 100. The location is identified as a Walker’s and Rider’s Paradise meaning the location has access to world-class public transport and daily errands to not require a car. A site’s walk score is calculated based on the walking distance to local amenities, such as supermarkets, schools, parks, public transport, etc. Walkscore.com utilises data sources such as Google and road network data to calculate a ‘Walk Score’.

The nearest large scale supermarket (Coles) is located on Swan Street approximately 400m west of the Site.
L - R: The Site viewed from corner of Brighton Street and Wiltshire Street (facing south west). View looking east along Wiltshire Street with the Site to the Left.

L - R: The Site viewed from the intersection of Brighton Street and Little Lesney Street (facing north west).

L - R: View looking east down Wiltshire Street at fine grain residential development towards the end of Wiltshire Street (abutting the Site to the west). View looking up at northern balconies of 7 and 7A Wiltshire Street (Site towards the left of the image).
L - R: View into below-grade private car parking space of 7 Wiltshire Street townhouse. View from the rear of abutting townhouse developments to the west of the Site along Little Lesney Street (facing west).

L - R: The Site as viewed from the corner of Swan Street and Brighton Street facing southwest. The view of commercial and residential developments east of the Site, along Brighton Street (facing south east).

L - R: View of the Site from Lesney Street (facing north). View of the Site from the southern bridge over rail infrastructure (facing northwest).
Figure 1 - Aerial Plan

Aerial Plan
2 Brighton Street, Richmond
Figure 2 - PTV Transport Map Extract (Source: PTV)
Responses

LAND USE
- RETAIL
- MIXED USE
- OFFICE / COMMERCIAL
- INDUSTRIAL
- EDUCATION
- OPEN SPACE

TRANSPORT
- TRAIN STATIONS
- TRAM STOPS
- SMART BUS STOPS
- SMART BUS ROUTES
- BUS STOPS
- TRAIN LINES
- TRAM LINES
- SMART BUS ROUTES
- BUS ROUTES

Figure 3 - Context Plan
3 PROPOSAL

3.1 The Proposed Building

The proposal is based on the Architectural Design Package prepared by Rob Kennon Architects dated August 2018.

Situated behind the corner of Swan Street and Church Street, the proposal seeks to develop the land 2-8 Brighton Street, 1-3 Wiltshire Street & 5 Little Lesney Street, Richmond as a multi-storey residential apartment building.

In response to the large, consolidated site area the proposal seeks to introduce a highly resolved residential building that embodies key architectural and design principles of light and air set within an elegant and minimal expressed frame façade.

Render of the proposed building looking generally south west from Swan Street (Source: RKA)
The building introduces three delineated upper level residential forms that extend to 10 and 12 storeys in overall height. The upper level forms are materially integrated with a three storey ‘floating’ podium which cantilevers toward Brighton Street above a recessed and fully glazed ground floor food and beverage tenancy. The proposal also features podium level and roof top landscaping and communal space in addition to four (4) basement levels of car parking.

- Building 1 (north east) – 9 storeys + rooftop communal space
- Building 2 (south east) – 10 storeys
- Building 3 (west) – 12 storeys

The proposal introduces a ground floor, double width basement entry to Wiltshire Street, a 253sqm hospitality tenancy to Brighton Street and six (6) townhouses to Little Lesney Street and Wiltshire Street which maintains the fine-grained nature of the streetscape.

Levels 1 and 2 of the proposal incorporate townhouses and apartments and acts as a podium level to the upper apartment dwellings, which allows the development to adequately transition from lower to higher rhythms of form. Additionally, level 3 introduces communal landscape amenity between upper level forms with light cores allowing light to penetrate to ground level and filter through the building, with vertical breaks clearly delineating upper level forms and articulating the building to the north, east and southern interfaces.

Glazed bridge links are introduced from levels 3 to 9 to allow the circulation of residents from the lift core to apartments. The bridge links have been designed with full glazing to 2.0 metres with operable glass louvres above to allow residents to access open air while travelling between the buildings, while also providing visual interest from the street.

A rooftop communal open space is provided on level 10 of the north eastern form that provides residents access to communal open space, whilst serving to soften the built form and contribute to the visually dynamic Richmond streetscape through an integrated and creative landscape response.

The building has been designed to be modern and elegant in appearance, with a façade treatment made of modular precast components inspired by the work of Yuncken Freeman in the 1960’s such as the Fairlie Flats in South Yarra. Rather than recessing inward at upper levels, the building sits proudly in its context with internal setbacks allowing for exceptional levels of internal amenity. Many apartments feature dual aspects and full height window openings, providing maximum access to natural light and fresh air.

3.1.1 Architect Design Intent Statement

Rob Kennon Architects state the following in regard to the proposal’s form and scale:

'The aim of the design is to achieve a high quality, timeless and contemporary building that is contextually responsive and contributes to the design focused precinct. A proposal that meets the Better Apartment Design Standards for Victoria and achieves ESD excellence.

The proposal has an active ground plane of residential townhouse entries along Wiltshire and Little Lesney Streets and a considered large scale food and beverage tenancy that brings people from the surrounding areas to a re-imagined Brighton Street streetscape.

Pedestrian access and pathways through the ground floor have been considered to optimise the pedestrian links to public amenities such as the train station, pedestrian bridge over the railway line and access from Swan street.

Introducing greenery into the streetscape has also been an important focus.

The architectural form appears to hover above the food and beverage tenancy on Brighton Street to reinforce a lightness of the form at the pedestrian scale.

On the urban scale, the overall form is broken into smaller forms by introducing upper level separations with accessible gardens on level three. These separations run in both a north-south and an east-west direction. This holistic urban gesture fundamentally alters the internal amenity of the dwellings (light, air and views) and breaks down its scale. The resultant smaller forms (unified by a modular façade treatment) does not rely on a variety of applied facade materials because the reduced scale of the building is inherent in the overall concept.'

3.2 Public Realm Improvements

In response to the dilapidated existing street level condition the proposal seeks to improve the safety and amenity of all street interfaces through enhanced activation, view lines and visual amenity. This is achieved through the introduction of fine gran, independently accessed townhouses fronting Wiltshire and Little
Lesney Streets with shallow ground floor setbacks containing semi obscured private open space to provide both soft landscaping and passive surveillance opportunity.

The proposal’s highly considered ‘floating’ podium design cantilevers above a recessed, fully glazed commercial tenancy addressing Brighton Street at ground floor, introducing a curved splay to the corners of Wiltshire Street and Little Lesney Street which dramatically improves oblique views in place of the existing solid, rectilinear street corners.

The built form improvements at ground level are complemented by an integrated landscaping approach that seeks to introduce new street trees to Brighton Street as well as soft landscaping to Wiltshire and Little Lesney Streets.

Importantly, the proposal introduces significant improvement to the informal pedestrian thoroughfare of Little Lesney Street, allowing for safer and more enjoyable transit through this pedestrian corridor.
3.3 Building Layout

Basement Level 4

Basement Level 4 of the building will provide 32 car parking spaces (via perpendicular parking), as well as space for circulation including walkways and stairs. The floor also contains lift access, storage facilities and a 15,000 litre water tank.

Basement Level 3

Basement Level 3 of the building will provide 32 car parking spaces (via perpendicular parking), as well as space for circulation including walkways and stairs. The floor also contains lift access and storage facilities.

Basement Level 2

Basement Level 2 of the building will provide 32 car parking spaces, two (2) of which are delineated for use by the food and beverage tenancy (via perpendicular parking), as well as space for circulation including walkways and stairs. The floor also contains lift access and storage facilities.

Basement Level 1

Basement Level 1 of the building will provide 13 car parking spaces, as well as space for circulation including walkways and stairs. An electric car charging point is provided at car space one (1). The floor also contains lift access, storage facilities, fire pump room, commercial bin room, MSB room and security cupboard. Vehicle access to the basement floor is provided via a ramp to Wiltshire Street at the north-west corner of the proposal.

Ground Floor

The ground floor comprises communal areas, a 253 sqm food and beverage premises, residential dwellings, bike storage, services and access to basement parking.

The ground floor is designed with the food and beverage tenancy addressing the Brighton Street frontage, with a generously portioned and gardened lobby at the centre of the building whilst providing access to the ground floor residential townhouses, bike storage and lift core. All vehicle access and movements have deliberately been located to the north-western corner of the Site to maintain a pedestrian friendly environment throughout.

In response to the fall of the land to the south and south-west the design response ensures primary pedestrian access is provided at grade via the north-eastern corner of the Site. This ensures universal access to the apartment lift core and ground floor tenancy. Additional secondary pedestrian access is provided via steps to the southern boundary, ensuring a high level of pedestrian permeability and anticipating the regular use of Little Lesney Street to access Church Street and East Richmond Station.
The food and beverage tenancy provides an inviting and open entry pedestrian access with landscaped garden beds within the front street setback area. The tenancy is setback further than the existing buildings along Brighton Street, creating a wider footpath to allow dining tables along Brighton Street. This design element improves the presentation of the proposal to the street and provides visual interest whilst opening sightlines for pedestrians from Swan Street and Brighton Street. Additionally, the premises utilises transparent glass materials to create visual permeability through the Site's façade that activates the street wall along the triple frontage to Wiltshire, Brighton and Little Lesney Street. This urban design feature creates a splay on the corner of Brighton and Little Lesney Street, which 'opens up' the ground floor corner, and contributes to improved accessibility of the public streetscape.

To Wiltshire Street, the removal of crossovers and reinstatement of the footpath allows for additional street planting, street activation and greater on-street car parking.

Entrances to the residential portion of the proposal are provided via ramp to Wiltshire Street (north) and to Little Lesney Street via stairs (south). The entrances are similar in attractive design which leads into the main ground floor lobby that includes a garden bed open to the sky, bicycle storage and lifts.

The main lobby also provides a rear entrance to the six (6) proposed townhouses. These townhouses front towards Little Lesney Street and Wiltshire Street and provide a nuance to the ground floor appearance by respecting and retaining the local areas fine grain urban composition at street level. In particular, the dwellings include an entrance with landscaped courtyards to improve the public streetscape by increasing the interaction of the proposal with Little Lesney Street and Wiltshire Street by providing visual interest and passive surveillance.

All existing crossovers along Brighton and Wiltshire Street to the extent of the Site are proposed to be removed, with the exception of a double width crossover at the north west corner that is to provide vehicle access to basement car parking. All vehicle and service access has been purposefully located away from the Brighton Street frontage. The Brighton Street setback provides opportunity for public realm improvements, with opportunities for street tree planting and Council bicycle and furniture infrastructure.

**Level 1**

Level 1 comprises of the upper level to the ground floor townhouse dwellings as well as six (6) residential apartments. The apartments and townhouses vary in size from 57sqm to 110sqm and feature various typologies (one, two and three bedroom) and balconies. This level also includes three garden beds as well as areas open to the sky. Access is not provided to the second level of the townhouses via level 1. Apartments facing landscaping include fluted glass for privacy.

**Level 2**

Level 2 comprises of 12 residential apartments varying in ground floor size from 57sqm to 100sqm with various typologies (one and two bedroom) and balconies. The level includes a small central garden, areas open to the sky, a bicycle rack and bin chutes. Apartments facing the void open to the sky include fluted glass for privacy.

**Level 3**

Level 3 comprises of 10 residential apartments varying in ground floor size from 59sqm to 100sqm with various typologies (one and two bedroom) and balconies. This level includes landscaped open space in a 'T' formation (not accessible by residents) as well as two bicycle racks, areas open to the sky and bin chutes. Apartments facing the void or landscaping include fluted glass for privacy.

**Levels 4-8**

Levels 4-8 are identical in layout, each featuring 10 residential apartments varying in ground floor size from 59sqm to 100sqm with various typologies (one and two bedroom) and balconies. These levels include glazed bridge links between the three prominent built forms that provide access to the apartments. The levels also include areas open to the sky, bin chutes and bicycle racks. Apartments facing areas open to the sky include fluted glass for privacy.

**Level 9**

Level 9 comprises of eight (8) residential apartments varying in ground floor size from 59sqm to 100sqm with various typologies (one and bedroom) and balconies. The roof of the north east tower (building 1) provides communal open space for residents of the proposal (178sqm). The area is open to the sky and includes communal space, bathrooms and services. Level 9 includes glazed bridge links between the three prominent built forms that provide access to the apartments and open space to the north eastern...
tower. The levels also include areas open to the sky, bin chutes and bicycle racks. Apartments facing areas open to the sky include fluted glass for privacy.

**Level 10**

Level 10 comprises of six (6) residential apartments varying in ground floor size from 60sqm to 100sqm with various typologies (one and two bedroom) and balconies. Access to buildings 1 and 2 are not provided at level 10. The level also includes bin chutes and bicycle racks. Apartments facing areas open to the sky include fluted glass for privacy.

**Level 11**

Level 11 comprises of six (6) residential apartments varying in ground floor size from 53sqm to 93sqm with various typologies (one and two bedroom) and balconies. Access to buildings 2 and 3 are not provided at level 11. The level also includes bin chutes and bicycle racks. Apartments facing areas open to the sky include fluted glass for privacy.

### 3.4 Apartment Typologies

The proposal provides a range of apartment typologies for future residents in the form of one, two and three bedroom apartments; all generous in proportions and presenting the qualities and comfort of being in a home translated into inner-city living. The apartments offer fine-grained design and high internal amenities, as well as unparalleled access to transport, open space and access to a variety of local businesses and services, responds to the demands of an underrepresented portion of the local housing market and contributes to dwelling diversity across Yarra. A summary of the proposed mix of apartments is provided below.

All apartments are compliant with the objectives and/or standards of Clause 58 of the Yarra Planning Scheme.

#### 3.4.1 Typical Townhouse Dwelling

The proposal incorporates six (6) townhouse style dwellings.

Townhouses 1 and 2 enjoy a ground floor entrance to Wiltshire Street while Townhouses 3 to 6 enjoy a ground floor entrance to Little Lesney Street. All generally comprise:

- Open plan living, kitchen and dining areas;
- Two (2) bathrooms;
- Three (3) bedroom;
- Laundry and utility closet; and
- Ground floor courtyard and garden bed;
- Front entrances fronting to Wiltshire Street (TH 1 and TH2) or Little Lesney Street (TH3-TH6); and
- Rear entrances at ground floor from residential lobby.

#### 3.4.2 Typical 1 Bedroom Apartment

The proposal incorporates twenty-two (22) one bedroom apartments. They generally comprise:

- Open plan living, kitchen and dining areas;
- One (1) bathroom;
- One (1) bedroom;
- Laundry and utility closet; and
- One (1) balcony (private open space) ranging in size from 9sqm to 19sqm.

#### 3.4.3 Typical 2 Bedroom Apartment

The proposal incorporates seventy (70) two bedroom apartments. They generally comprise:

- Open plan living, kitchen and dining areas;
- One (1) or two (2) bathrooms;
- Two (2) bedrooms;
- Laundry and utility closet; and
- One (1) balcony (private open space) ranging in size from 8sqm to 11sqm.
3.4.4 Typical 3 Bedroom Apartment

The proposal incorporates four (4) three bedroom apartments. They generally comprise:

- Open plan living, kitchen and dining areas;
- Two (2) bathrooms, including bath;
- Three (3) bedrooms;
- Laundry and utility closet; and
- One (1) courtyard or balcony (private open space) ranging between 9sqm and 22sqm.

3.5 Car and Bicycle Parking

3.5.1 Car Parking

A total of 109 car spaces are provided on the site.

The parking provision for the proposed apartments is 109. The parking provision for the Food and Drink Premises is 2. The proposal has no requirement to provide for visitor car parking spaces. Car parking facilities are situated across four basement levels, and are accessed by double width crossover to Wiltshire Street and then via ramps through the levels. Visitors to the Site are able to access public car parking within the surrounding local street network.

The proposal also reinstates crossovers to Wiltshire Street, providing opportunity for a car share pod, loading zone or additional bicycle parking and landscaping.

3.5.2 Bicycle Parking

The proposal includes 131 bicycle spaces, including 77 spaces as wall mounted racks and 54 spaces as horizontal rails. All levels of the proposed development include bicycle racks.

A number of nearby roads accommodate bicycle lanes, including Swan Street and Church Street.

3.6 Materiality

The proposal introduces a raw, reductive and structurally inspired materials palette.

The use of precast concrete provides a robust and textured material that ensures structural capacity for expressed framework and cantilevered elements whilst delivering an aesthetic value true to the stylistic design references of mid-century Yuncken-Freeman architects.

The primary concrete materiality is contrasted by full height glazing visible through the breaks in the expressed facade. This is most prominent at ground floor where the full height, curved splay glazing of the food and drink tenancy addresses the Site's triple frontage.

Integrated and highly considered landscape interventions are introduced throughout the building at ground, podium and rooftop levels. The landscape design contrasts with the materiality of the building and provides opportunities for engaging views from street level.

In regard to building façade, materials and details Rob Kennnon Architects states:

"The proposal aims to provide a uniform and contextually relevant design for the rapidly changing Swan Street Precinct. The design is intended to fit comfortably within the existing context of the site and with a recessive timeless visual aesthetic when compared to other apartment buildings in the area and applications now under planning review. A limited palette of robust materials have been chosen to increase the longevity of the building and ensure it endures the test of time. A repetitive concrete grid extends across the facade in a simple rhythm to unite the overall form and reinforce the urban sections of green spaces. This treatment is contrasted on the ground floor with a brick pattern finish which has a much smaller scale and better relates to the existing finer grain of the streetscape. Moreover, the glazed food and beverage tenancy offsets the robustness of the form above and further enhances the play between heaviness and lightness.

Pronounced areas of vegetation reinforce the buildings articulation and help break up the visual bulk and soften the facade treatment. These will all be maintained by the body corporate to ensure they look good at all times.

Individual apartment balconies are inset to the facade, offering large protected outdoor space for the residents. Roller blinds to the east facing facades also provides solar protection for the residents and generates an active street facade that will change depending on the time of day and seasons."
3.7 Environmentally Sustainable Design

A holistic and transparent approach to ESD performance has been adopted for the proposal, with a strong design focus on indoor environmental quality, energy efficiency, water efficiencies and stormwater management. Significantly, the proposal demonstrates a sustainability outcome of ESD 'Excellence', achieving a BESS Score of 73%.

The Sustainability Management Plan prepared by GiW Environmental Solutions (August, 2018) provides full detail of the sustainability measures integrated into the design and construction of the proposed development, including a STORM calculation of 109%.

The proposal implements the following ESD initiatives:

- 80% of the development's apartments are naturally cross ventilated;
- 52% of apartments achieve at least 3 hours of sunlight;
- The development is to achieve a 6.5 Star average NatHERS Energy Rating result;
- A 33.75kW Solar PV system is to be located on the roof of the proposal;
- Water efficient fixtures are applied throughout;
- A 15,000 litre rainwater tank will harvest rainwater from all non-trafficable roofs. This tank will be connected to all ground floor-level 2 apartment WC's and commercial WC's;
- The majority of landscaping consists of native vegetation;
- The proposal includes 131 bicycle spaces, including 77 spaces as wall mounted racks and 54 spaces as horizontal rails. All levels of the proposed development include bicycle racks.
- The development is provided with an end of trip facility including 1 shower, 4 lockers and changing facilities; and
- 178sqm of communal space will be provided at the north-east rooftop.

3.8 Traffic

A detailed Traffic Impact Assessment was conducted by Traffix (August, 2018) as part of the Traffic Report accompanying this application. The report includes a detailed traffic engineering assessment of the proposal. The assessment concludes that:

'there are no traffic engineering reasons why a planning permit for the proposed mixed use development at 2-8 Brighton Street and 1 Wiltshire Street, should be refused, subject to appropriate conditions.'

3.9 Waste Collection

A dedicated area for bin storage is provided towards the north western edge of the building. It is understood that the bins will be collected from this area by a body corporate or private contractor for private waste collection. It is expected that refuse collection will occur on the street and that bins will be taken to the street for collection.

A Waste Management Plan has been prepared by Leigh Design (August, 2018) to accompany this application. The plan summarises that:

- The operator, as defined below, shall be responsible for managing the waste system, and for developing and implementing adequate safe operating procedures.
- Waste shall be stored within the development (hidden from external view).
- Users shall sort their waste, and dispose garbage and recyclables via the chutes and/or directly into collection bins.
- Waste shall be collected on Wiltshire Street. The collection contractor shall transfer bins between the waste areas and the truck.
- A private contractor shall provide waste collection services.'

3.10 Acoustic

Marshall Day Acoustics provided an Acoustic Report (August, 2018) that details the potential noise impacts that may arise from the proposed development and suitable measures to minimise any potential noise impacts. The assessment concludes that:

'there were no existing nearby commercial properties identified that could present a significant off-site noise impact. The potential for noise impact from future commercial and domestic mechanical services within the development has been evaluated and discussed. The relevant statutory, regulatory and best practice
requirements for commercial and domestic mechanical services have been nominated and the relevant recommendations are provided.

Traffic noise, train noise and train vibration has been assessed and recommendations provided where required to meet relevant criteria.