

Attachment 1 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decisions Plans - Part1.

93 WEBB ST, FITZROY 3065

TOWN PLANNING - RFI RESPONSE
01/03/2018



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Attachment 1 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decisions Plans - Part1.

OVERLOOKING SCREENING
93 WEBB STREET

1'600MM HIGH OVERLOOKING
SCREEN TO L4 OF PATERSONS
BUILDING

1'200MM HIGH PROJECTING
HORIZONTAL BLADE TO PREVENT
VIEWS DOWN TO L3 OF PATERSONS
BUILDING

1'700MM HIGH MESH SCREEN TO
PREVENT VIEWS ACROSS TO L3 OF
PATERSONS BUILDING

1'200MM AND 1'400MM HIGH
PROJECTING HORIZONTAL BLADES
TO PREVENT VIEWS DOWN TO L2 OF
PATERSONS BUILDING

1'450MM HIGH OVERLOOKING
SCREEN TO L1 OF PATERSONS
BUILDING

POS AT L4 OF PATERSONS BUILDING

POS AT L3 OF PATERSONS BUILDING

POS AT L2 OF PATERSONS BUILDING

POS

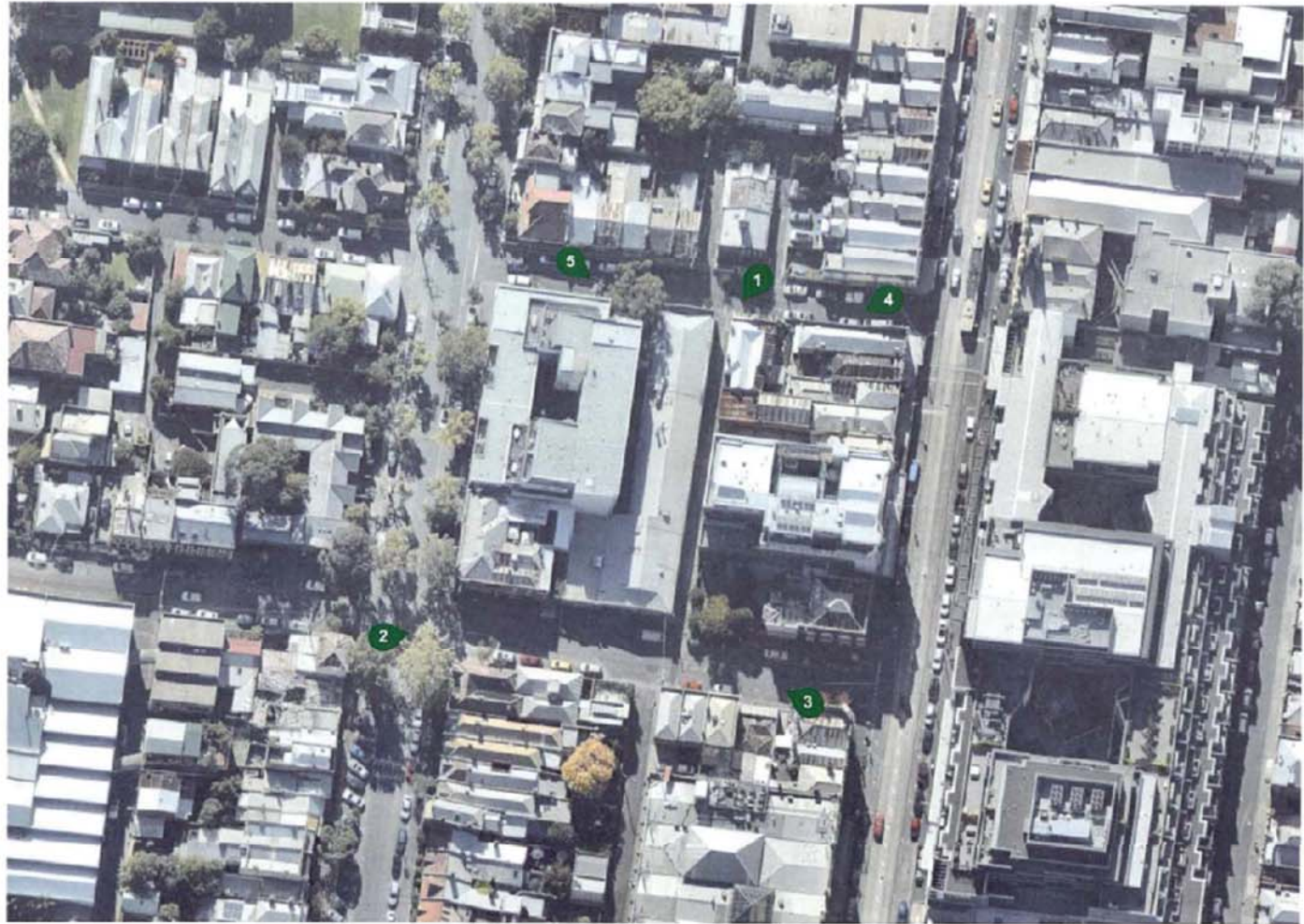
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93 WEBB ST FITZROY
TOWN PLANNING - RTI RECORDING
05.02.2018



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RENDER LOCATION PLAN
93 WEBB STREET



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93 WEBB ST FITZROY
CONV PLANNING - RTI RESPONSE
8/10/2017



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PERSPECTIVES
VIEW FROM CHARLES STREET



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93 WEBB ST FITZROY
CONCEPTUAL ARCHITECTURE
03 9654 6217



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PERSPECTIVES
VIEW FROM CORNER OF WEBB & GORE STREET



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93 WEBB ST FITZROY
T20/PL17/1061 - 414 RESPONSE
01.03.2017



Attachment 1 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decisions Plans - Part1.

PERSPECTIVES
VIEW FROM CORNER OF WEBB AND SMITH STREETS



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Unit 40/4000 Pascoe Boulevard Vic. 3208
T +613 9654 6227

93 WEBB ST FITZROY
TIGHE BUNDELS - ARCHITECTS
311 GIPPSBURGH RD
3113 MELB



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PERSPETIVE VIEWS
VIEW FROM CORNER OF CHARLES STREET & SMITH STREET



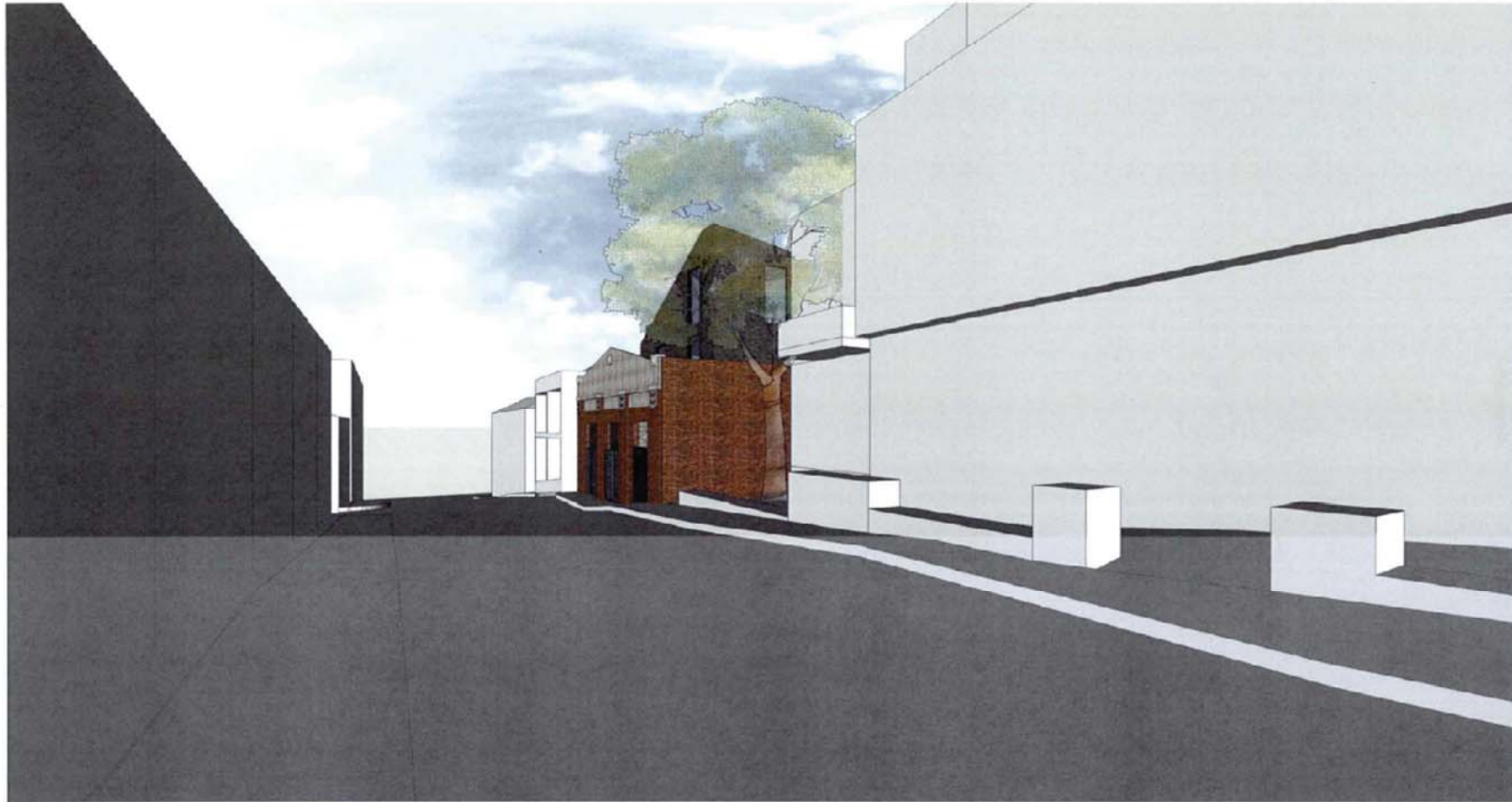
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93 WEBB ST FITZROY
TOWN PLANNING - CITY RESPONSE
31.03.2017



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PERSPETIVE VIEWS
VIEW FROM 93 CHARLES STREET



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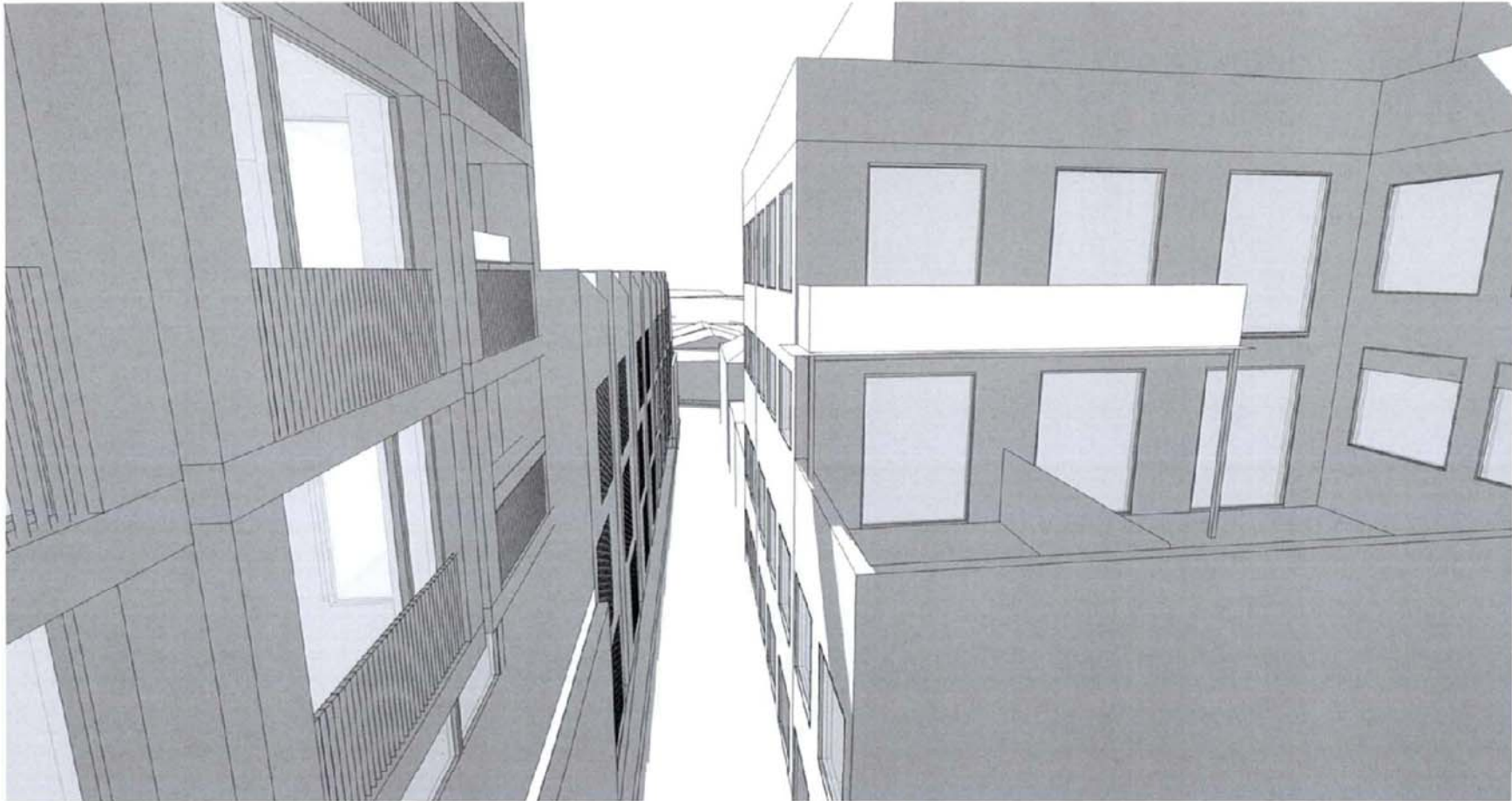
93 WEBB ST FITZROY
TOWN PLANNING - 401 RESPONSE
01.10.2017



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NEW SHADOWS
12 MIDDAY

8



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93 WEBB ST FITZROY
10/16/17 PLAN NO. 47192/2017
31.12.2017

NEW DEVELOPMENT SHADOWS

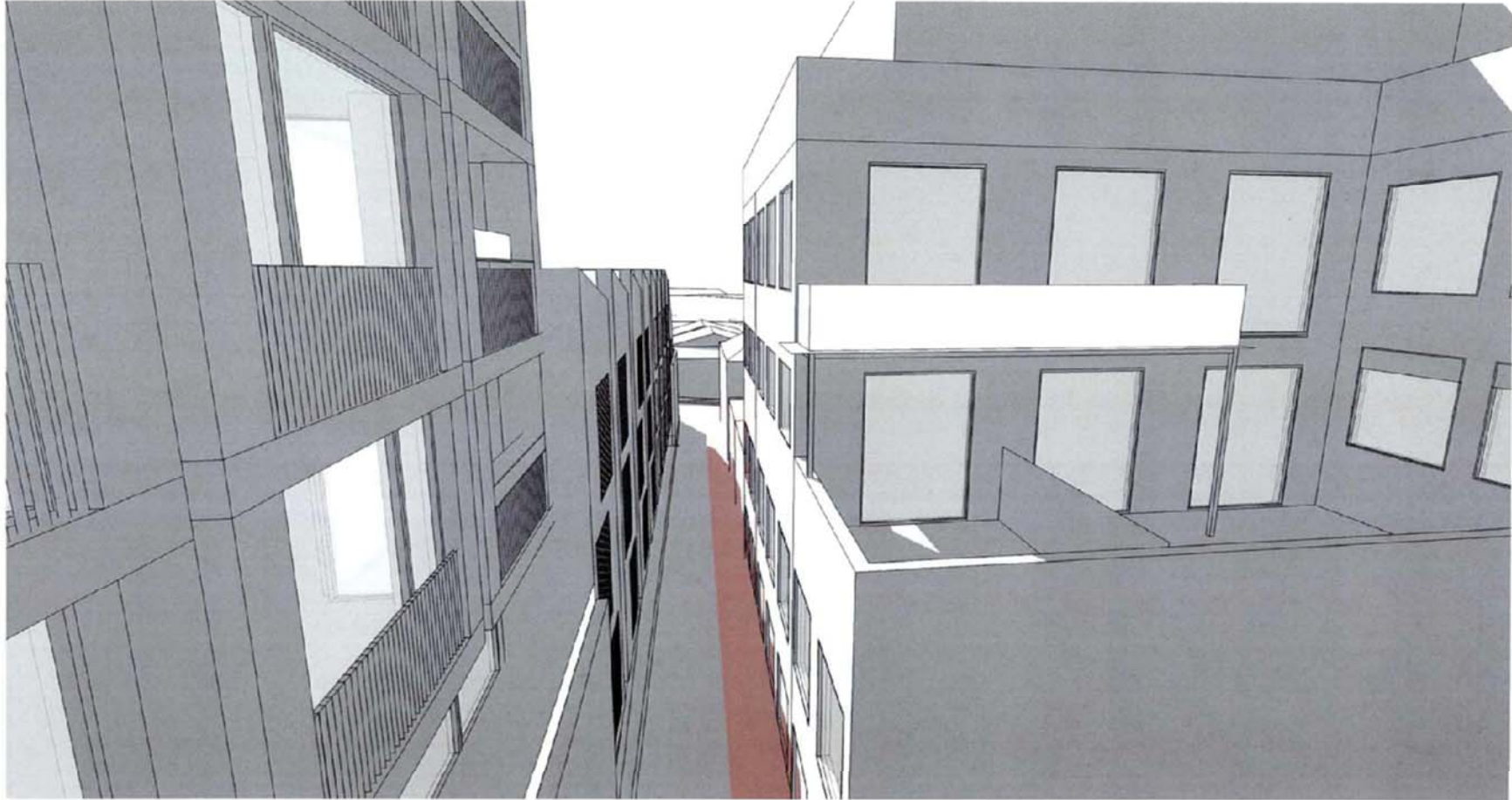
EXISTING SHADOWS



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NEW SHADOWS
1PM

9



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93 WEBB ST FITZROY
1061 PLANNING - 10/18 APPLICATION
03 453 0517



NEW DEVELOPMENT SHADOWS



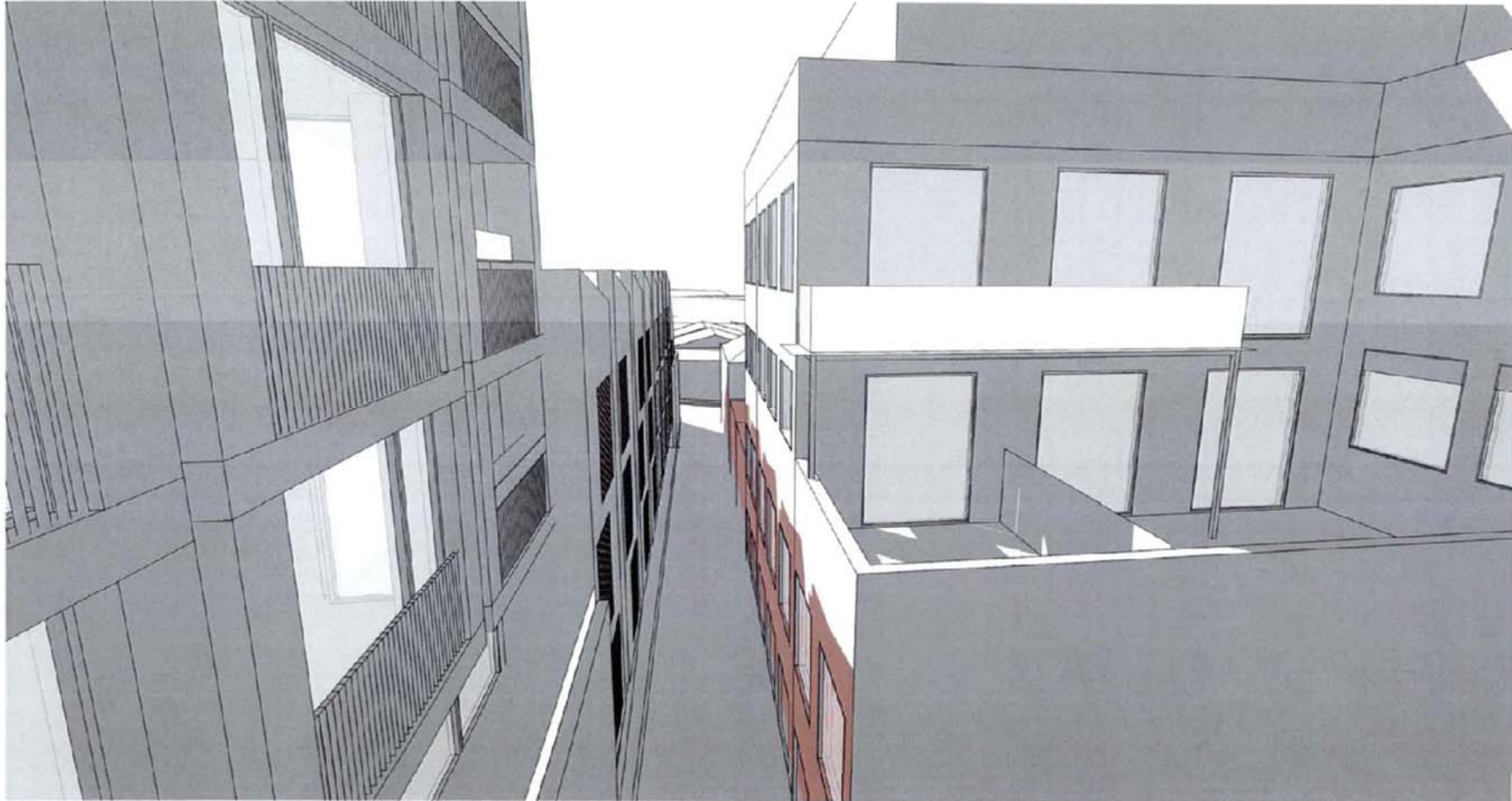
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NEW SHADOWS
2PM

10



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93 WEBB ST FITZROY
CONCEPT - SITE RESPONSE
16 JULY 2017



NEW DEVELOPMENT SHADOWS



EXISTING SHADOWS



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NEW SHADOWS
3PM

11



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93 WEBB ST FITZROY
TOWN PLANNING - RP1 RESPONSE
15.05.2017

NEW DEVELOPMENT SHADOWS

EXISTING SHADOWS



Attachment 1 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decisions Plans - Part1.

**WEBB STREET TOWNHOUSES & APARTMENTS
93 WEBB STREET, FITZROY
FOR TOWN PLANNING**

DRAWING NO.	DRAWING TITLE	SCALE
TP0-000	COVER SHEET	
TP0-001	EXISTING SITE PLAN	1:500
TP0-002	EXISTING SITE SURVEY PLAN	1:200
TP0-003	EXISTING UTI/DEMOLITION PLAN	1:200
TP0-004	EXISTING ELEVATION NORTH	1:200
TP0-005	EXISTING ELEVATION EAST	1:200
TP0-006	EXISTING ELEVATION SOUTH	1:200
TP0-007	EXISTING ELEVATION WEST	1:200
TP1-101	BASEMENT PLAN	1:200
TP1-102	GROUND FLOOR PLAN_G0	1:200
TP1-103	LEVEL 01 PLAN	1:200
TP1-104	LEVEL 02 PLAN	1:200
TP1-105	LEVEL 03 PLAN	1:200
TP1-106	LEVEL 04 PLAN	1:200
TP1-107	LEVEL 05 PLAN	1:200
TP1-108	LEVEL 06 PLAN	1:200
TP2-101	ELEVATION NORTH	1:200
TP2-102	ELEVATION EAST	1:200
TP2-103	ELEVATION SOUTH	1:200
TP2-104	ELEVATION WEST	1:200
TP2-105	ELEVATION/SECTION WEST	1:200
TP3-101	SECTION AA	1:200
TP3-102	SECTION BB	1:200
TP3-103	SECTION CC	1:200
TP3-104	SECTION DD	1:200
MS10-101	MATERIAL SCHEDULE	

DESIGNED BY
 Jackson Clements Buzzae
 Pty Ltd Architects
 One Hanson Place Melbourne VIC 3000
 T +61 3 9554 4227 jcb@jcb.com.au

PROJECT #
 17-079
DATE
 01.03.2018

SCALE
 A4

PROJECT
 93 WEBB STREET
 FITZROY 3085 VIC
STATUS
 TOWN PLANNING

DRAWING TITLE
 TITLE PAGE
DRAWING NUMBER
 SK0-000

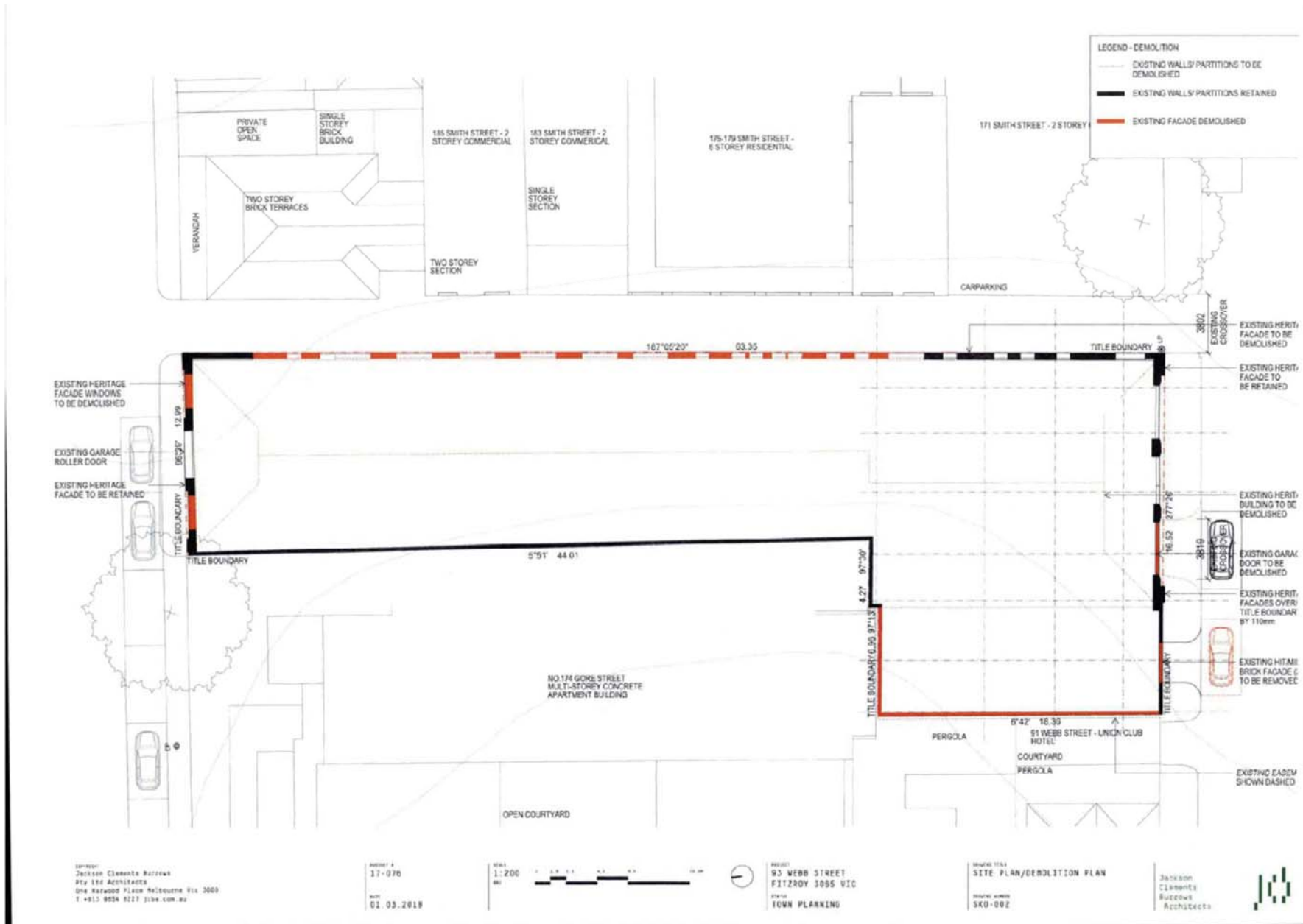
Jackson
 Clements
 Buzzae
 Architects



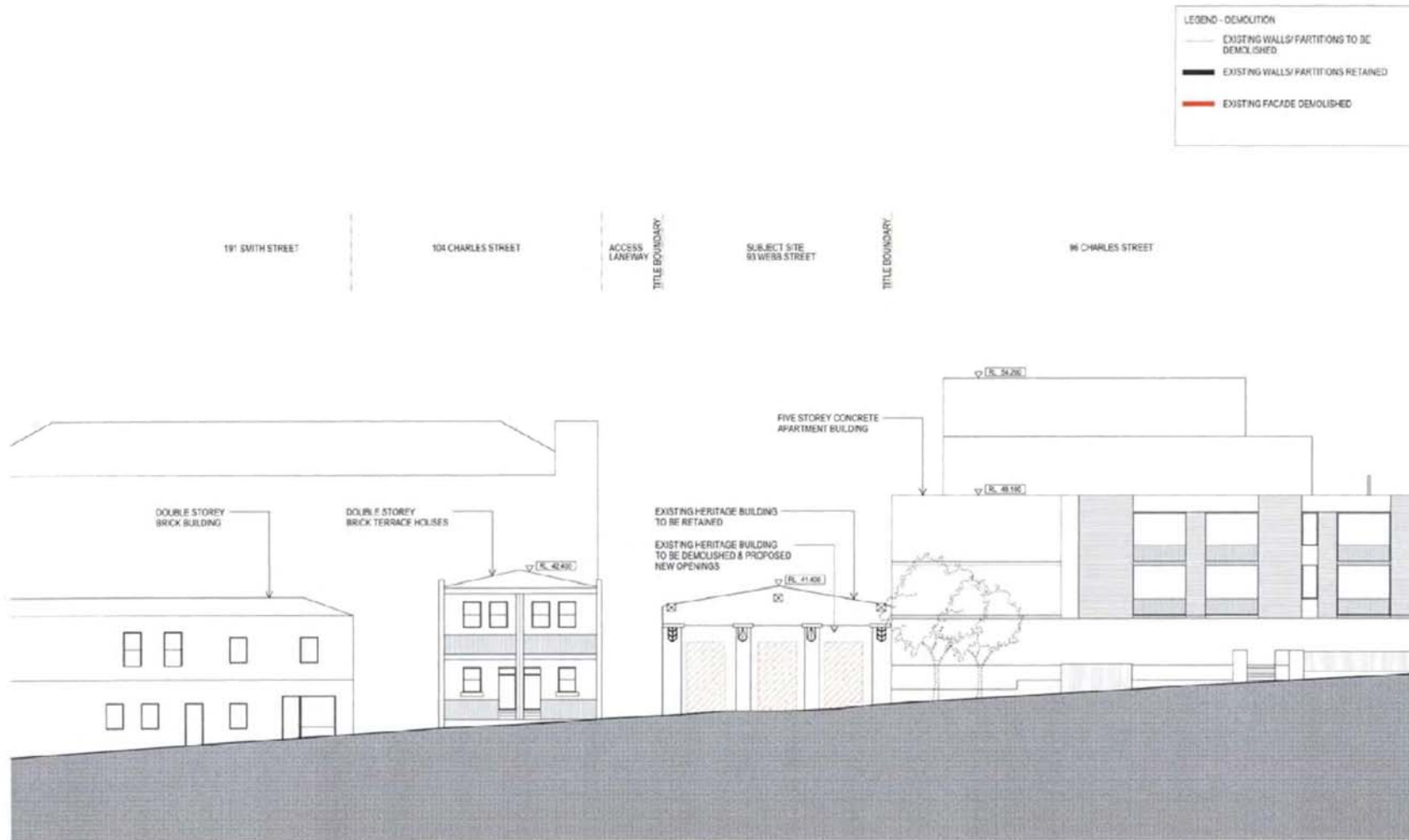
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Attachment 1 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decisions Plans - Part1.



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01 NORTH ELEVATION
- EXISTING ELEVATION

1:200 @ A3

DESIGNED BY
JACKSON CLARKE & BUCKLE
KEY LTD ARCHITECTS
100 HARWOOD PLACE MELBOURNE VIC 3000
T +61 3 9054 9227 jcb@key.com.au

PROJECT #
37-076
DATE
01.03.2018



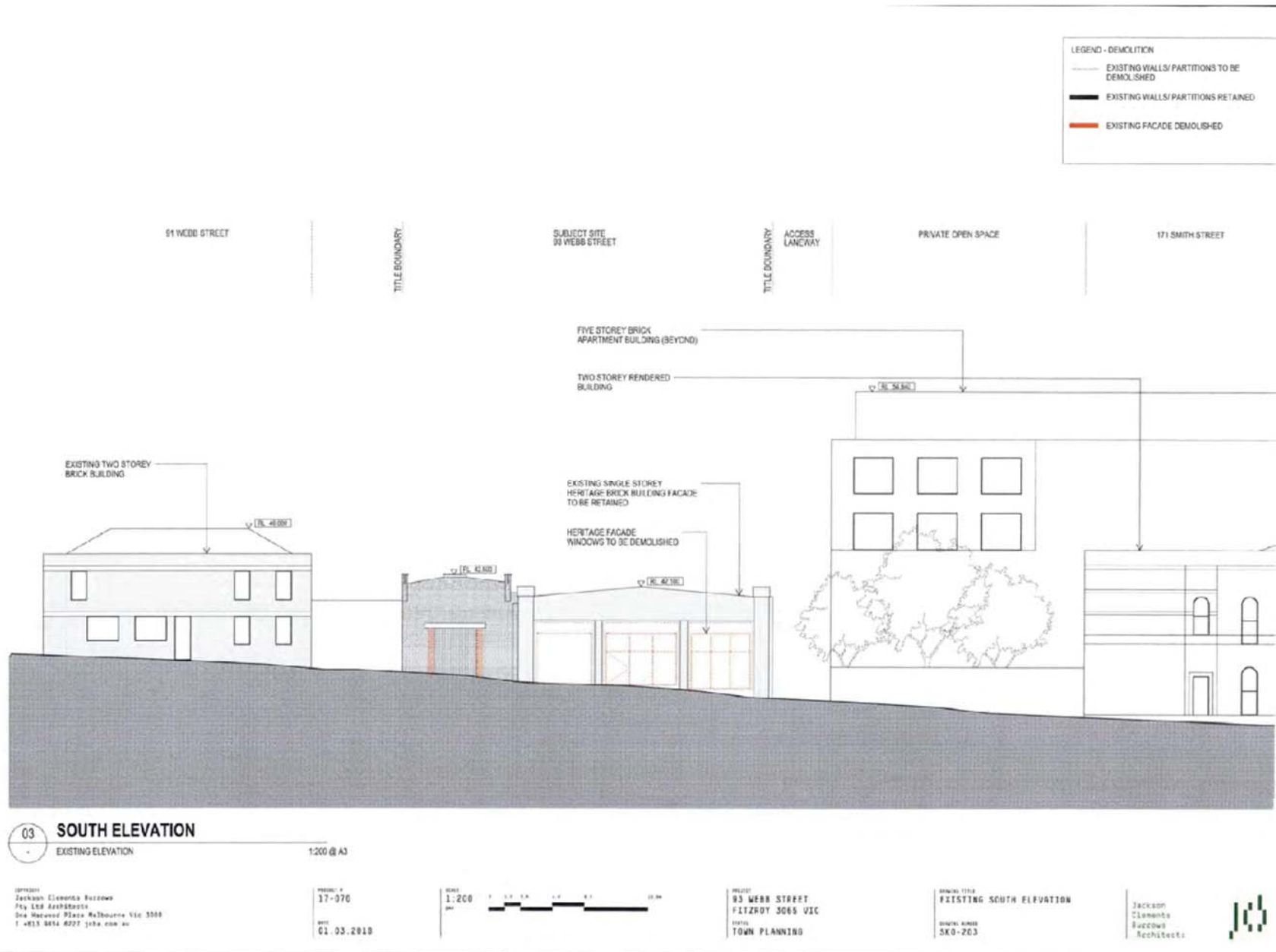
PROJECT
93 WEBB STREET
FITZROY 3065 VIC
DRAWN BY
TOWN PLANNING

DRAWING TITLE
EXISTING NORTH ELEVATION
DRAWING NUMBER
SK0-201

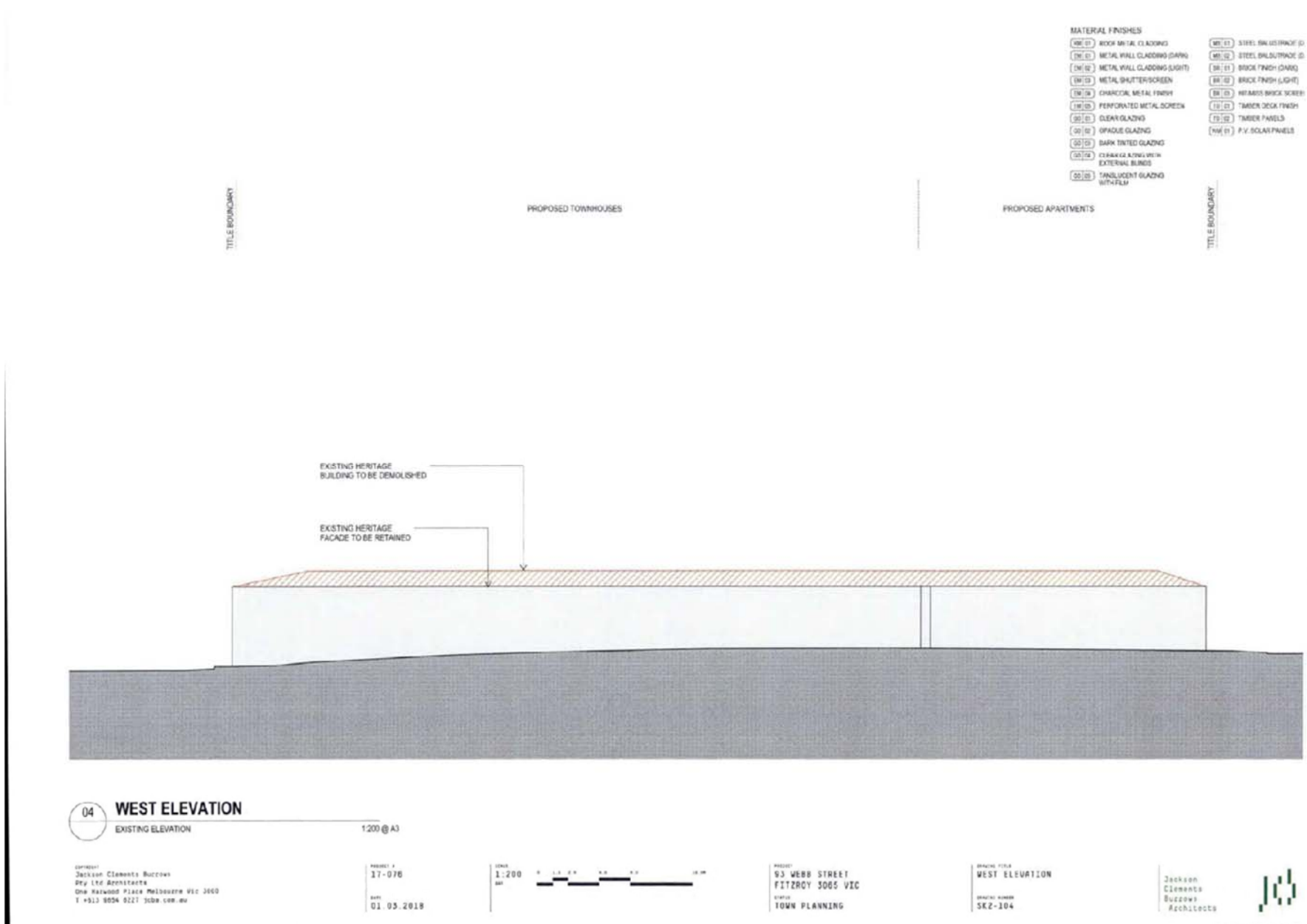
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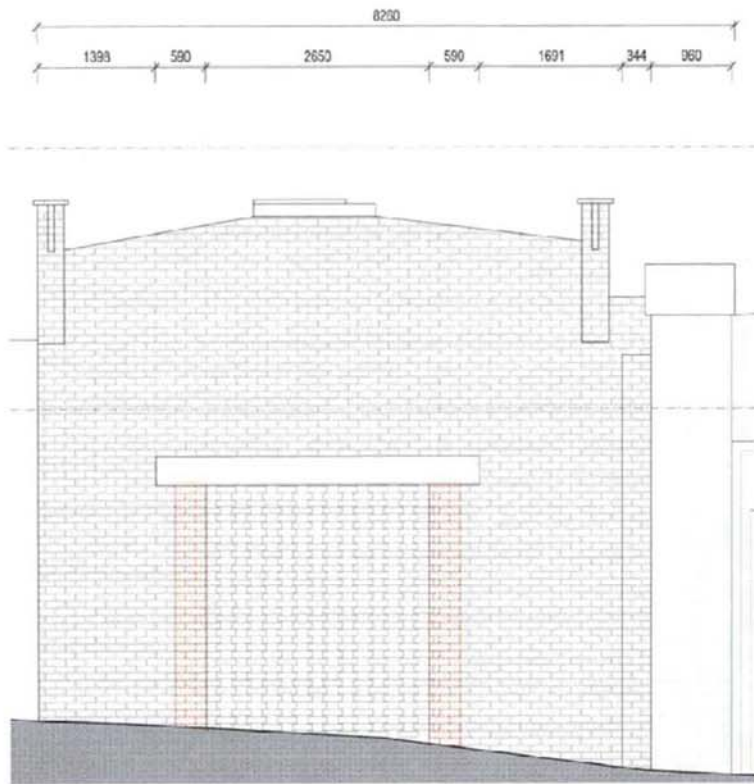
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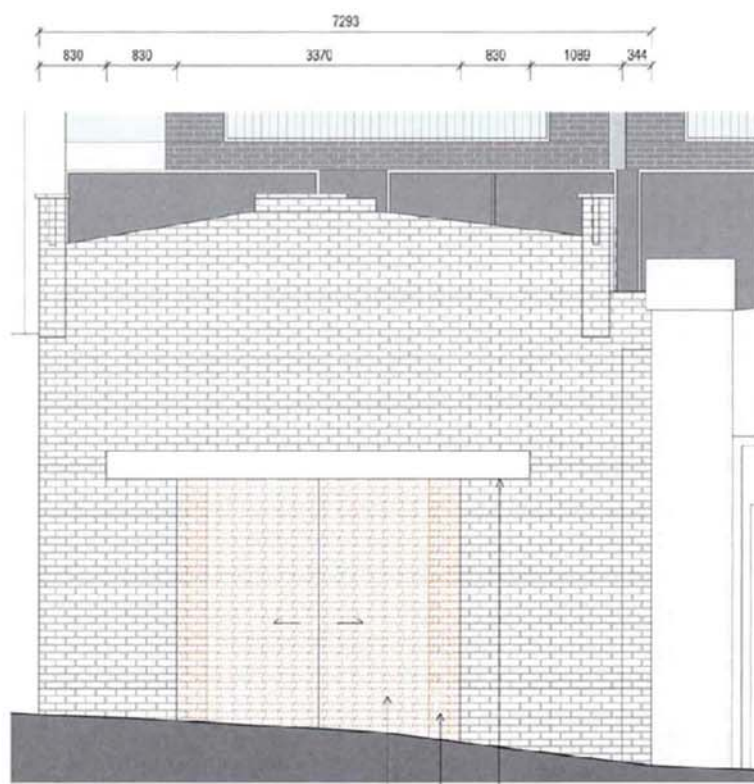
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LEGEND - DEMOLITION

-  EXISTING WALLS/ PARTITIONS TO BE DEMOLISHED
-  EXISTING WALLS/ PARTITIONS RETAINED
-  EXISTING FACADE DEMOLISHED



03 SOUTH ELEVATION
EXISTING ELEVATION 1:200 @ A3



03 SOUTH ELEVATION
DEMOLITION ELEVATION 1:200 @ A3

PREPARED BY
Jackson Clements Burrows
Rev Ltd Architects
One Harwood Place Melbourne VIC 3008
T +617 9856 8227 jcb@jcb.com.au

PROJECT #
17-078
DATE
01.03.2018



PROJECT
95 WEBB STREET
FITZROY 3065 VIC
JOB NO
TOWN PLANNING




PROJECT CODE
DETAIL ELEVATION
HERITAGE FACADE
DRAWING NUMBER
SKZ-205

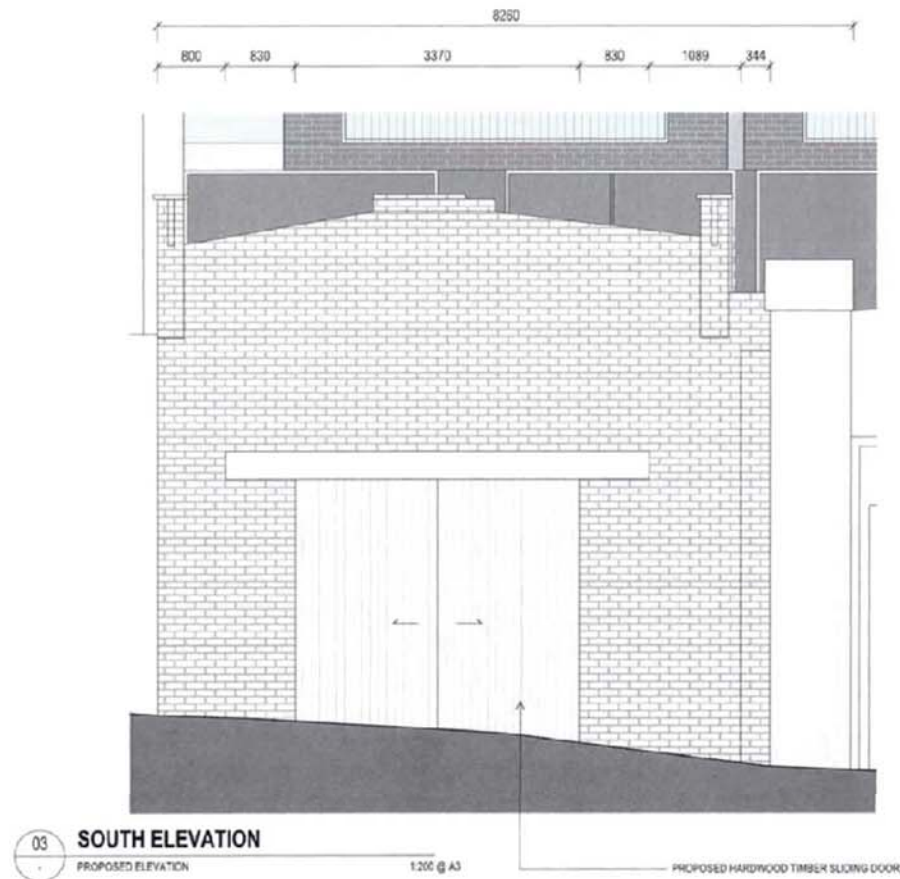
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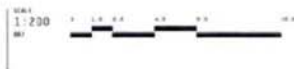
LEGEND - DEMOLITION

-  EXISTING WALLS/ PARTITIONS TO BE DEMOLISHED
-  EXISTING WALLS/ PARTITIONS RETAINED
-  EXISTING FACADE DEMOLISHED



DESIGNED BY
 JACKSON CLARKE BULLOCK
 Pty Ltd Architects
 5th Floor Place Melbourne Vic 3000
 T +61 3 9056 6227 jcb@jcb.com.au

PROJECT #
 17-076
 DATE
 01.03.2018



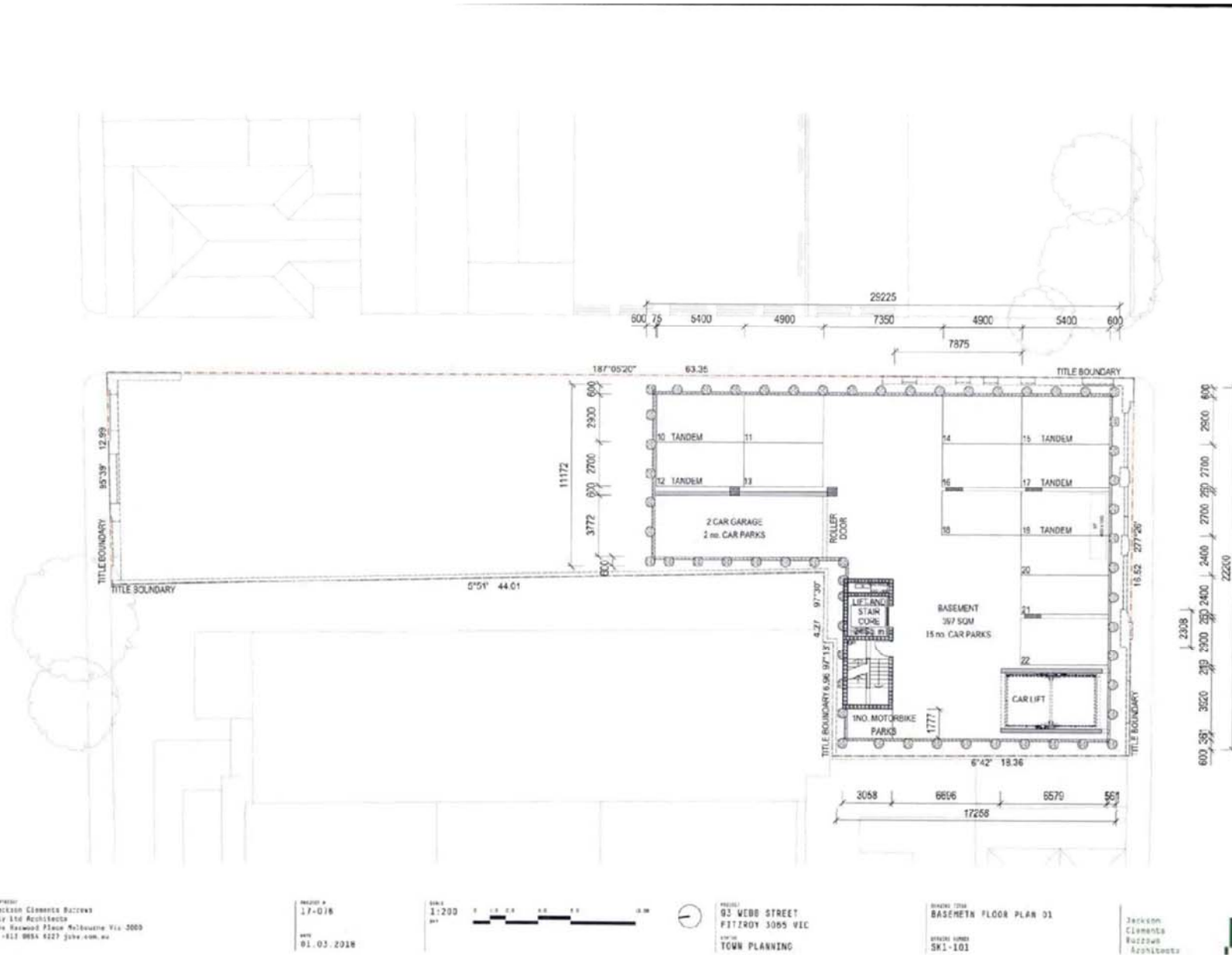
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 93 WEBB STREET
 FITZROY 3065 VIC
 TOWN PLANNING

DRAWING TITLE
 ELEVATION STUDY
 PROPOSED HERITAGE OPENING
 DRAWING NUMBER
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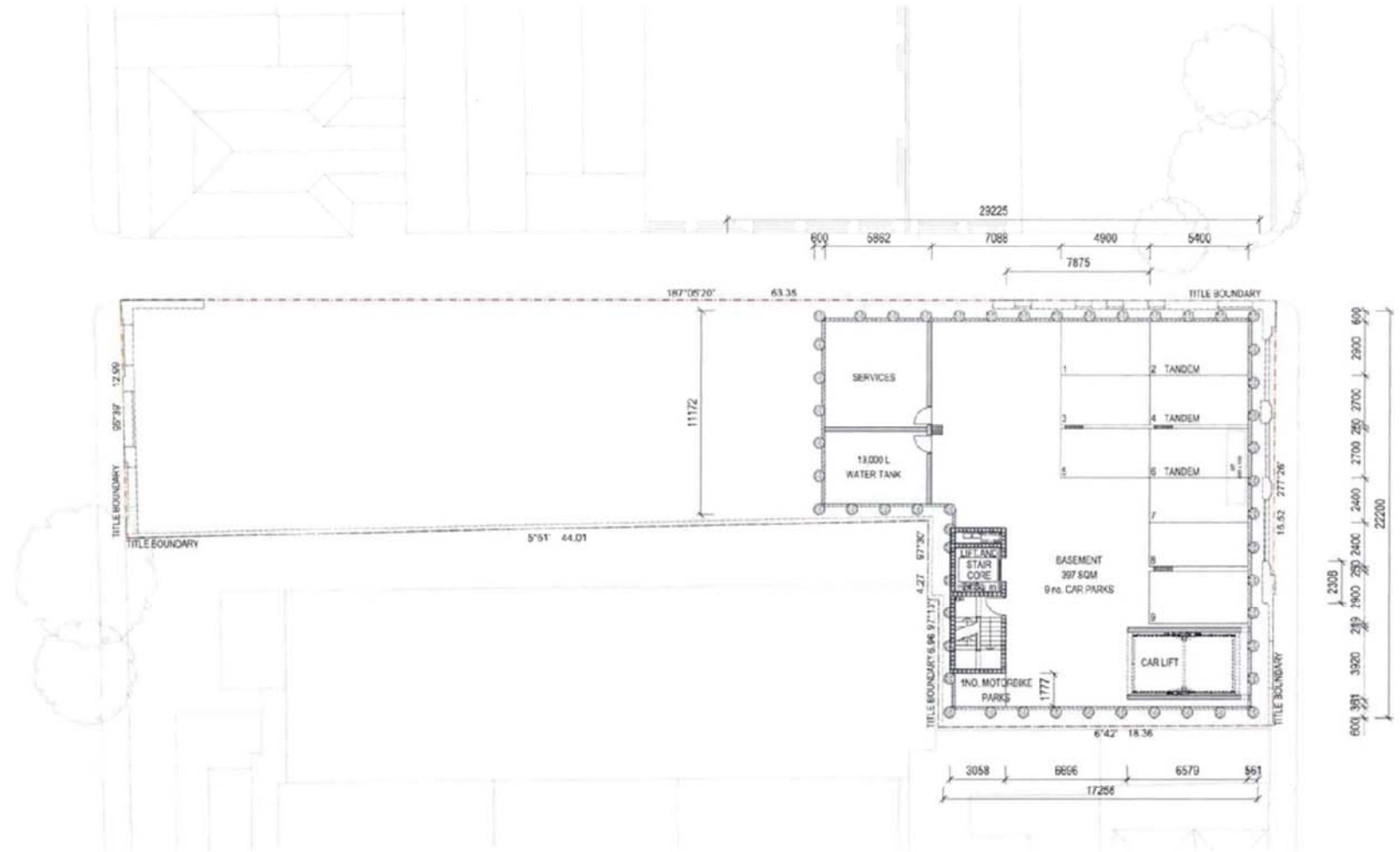
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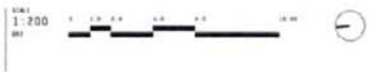


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DESIGNED BY
 JACKSON CLARKE ARCHITECTS
 PO BOX 100
 ONE HERWOOD PLACE MELBOURNE VIC 3000
 T +61 3 9054 9127 jca@jca.com.au

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 17-076
 DATE
 03.05.2018

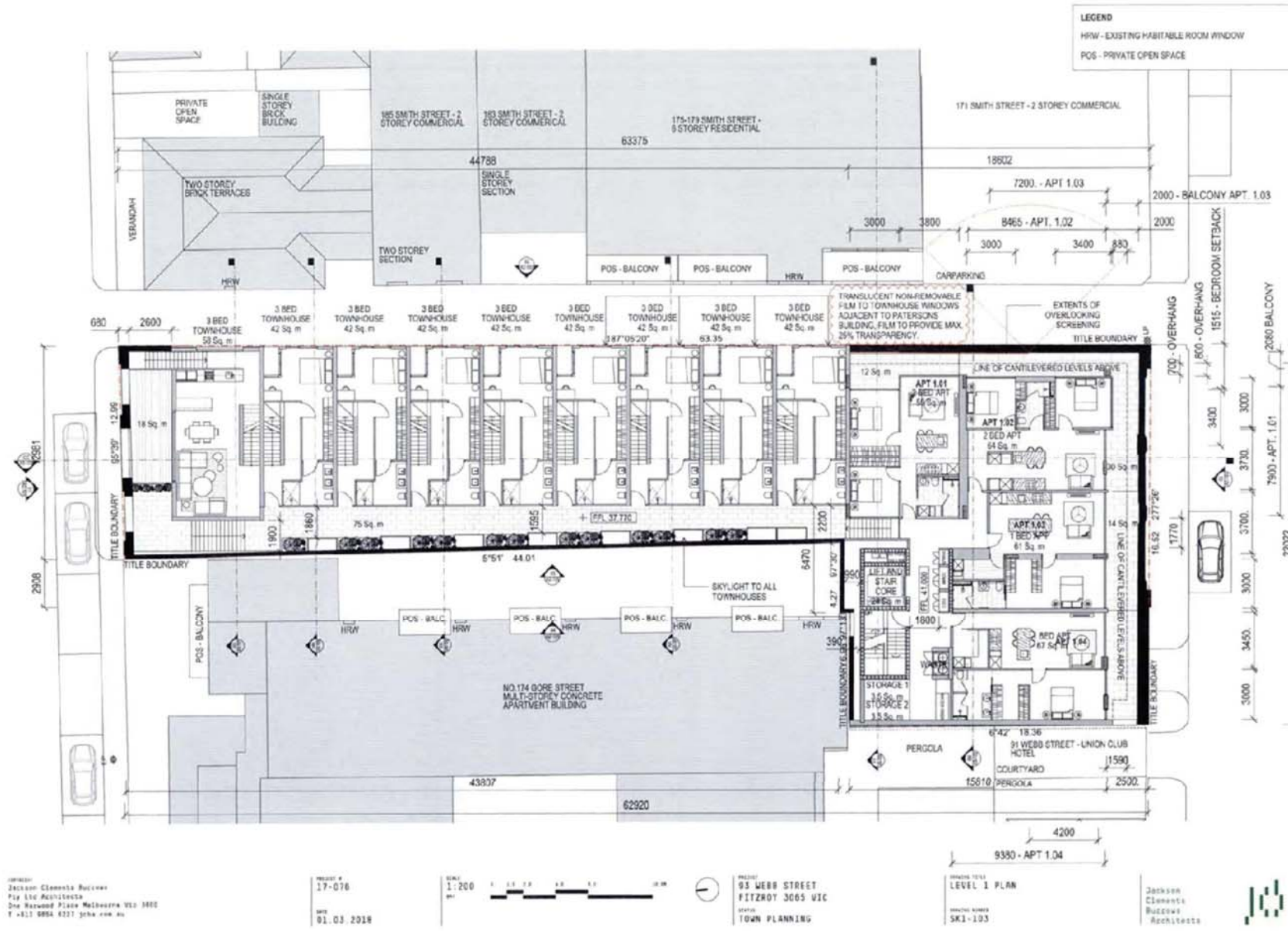


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 93 WEBB STREET
 FITZROY 3065 VIC
 TOWN PLANNING

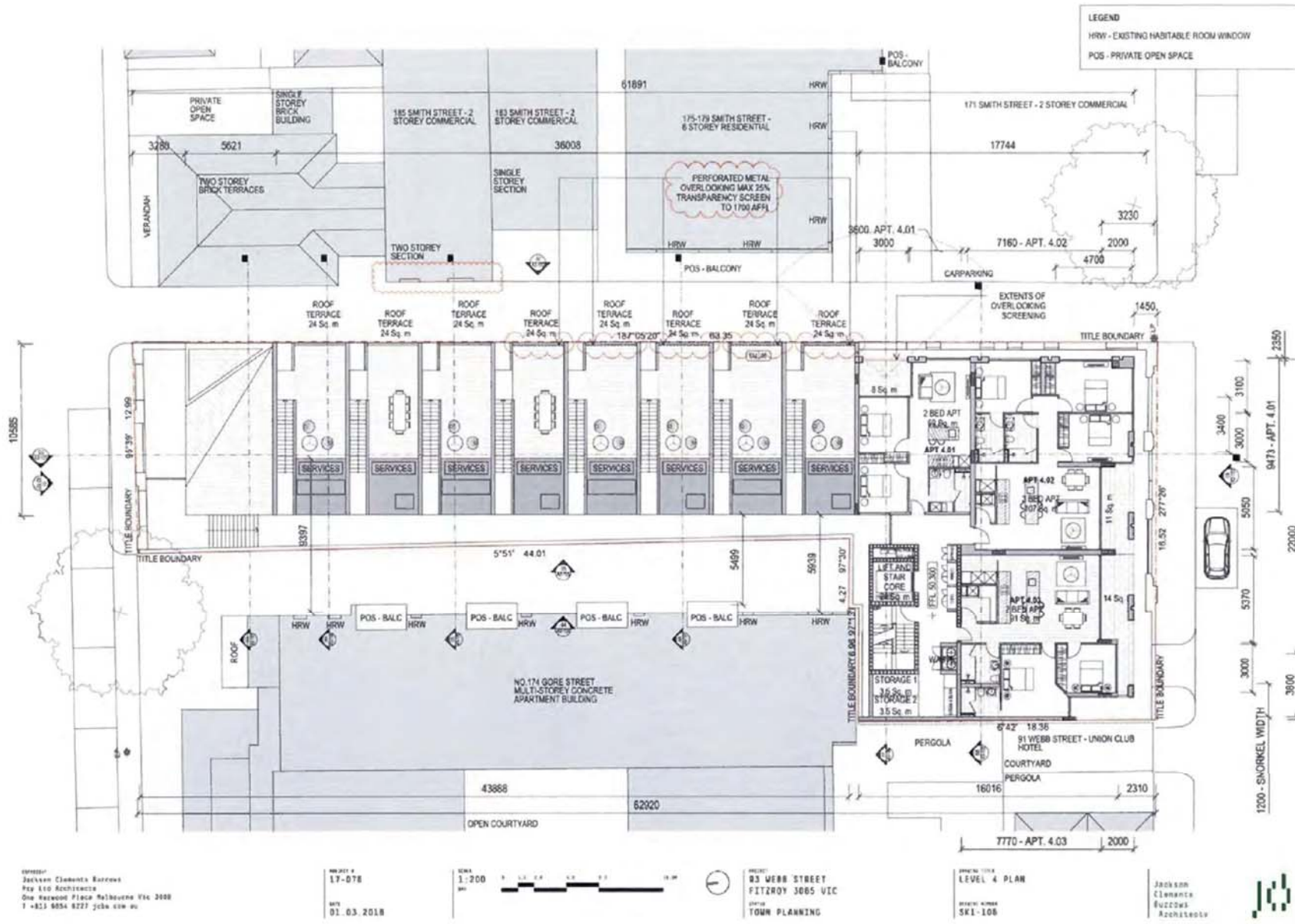
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 BASEMENT FLOOR PLAN 02
 DRAWING NUMBER
 SK1-100

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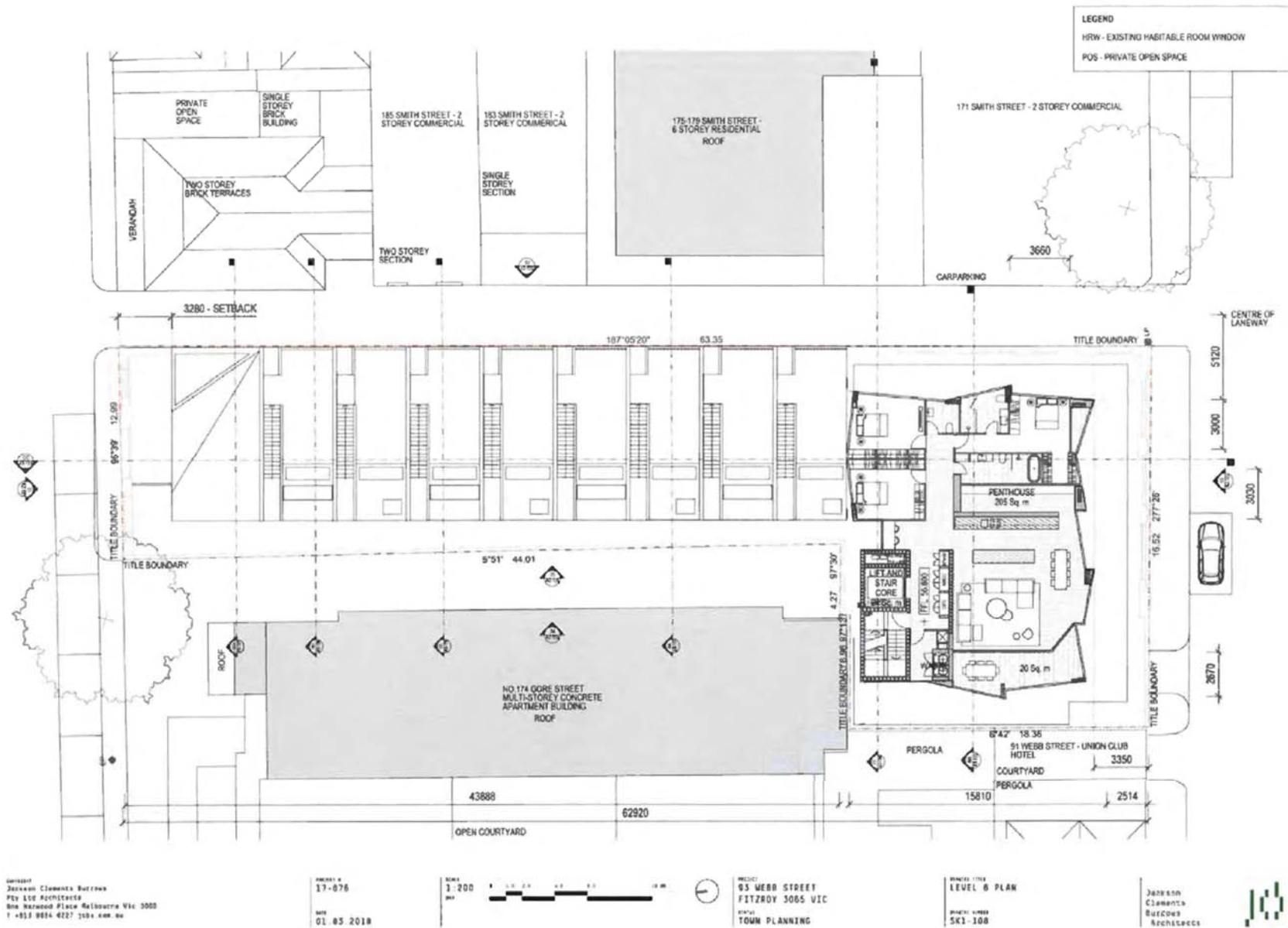
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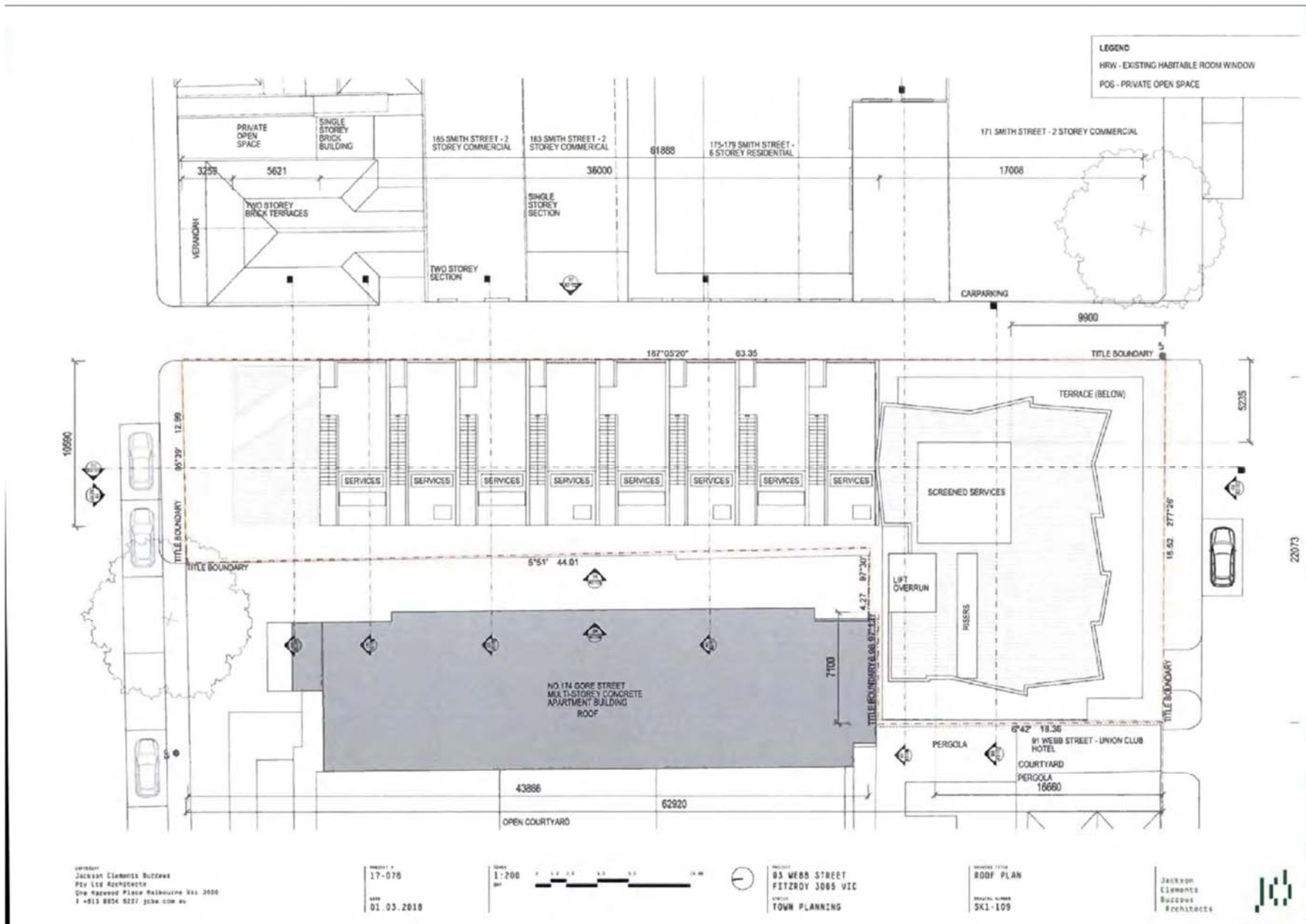
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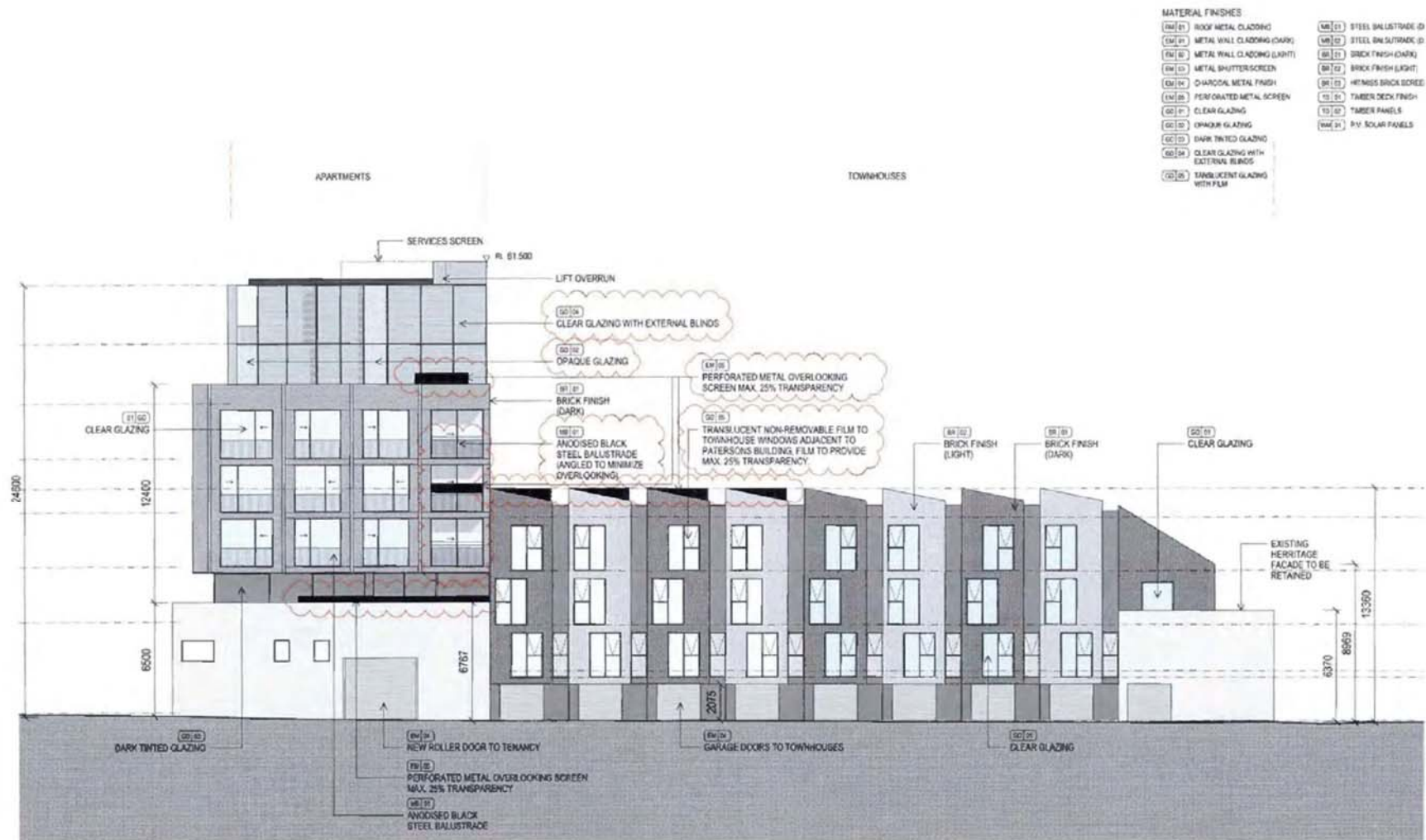
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Attachment 2 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decision Plans - Part2.



Attachment 2 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decision Plans - Part2.



D2 EAST ELEVATION

SK2-102 PROPOSED ELEVATION

1:200 @ A3

DESIGNED BY
Jackson Clements Puccini
Fay Ltd Architects
One Harwood Place Melbourne VIC 3008
T +613 8894 8227 info.com.au

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17-076
DATE
01.05.2018



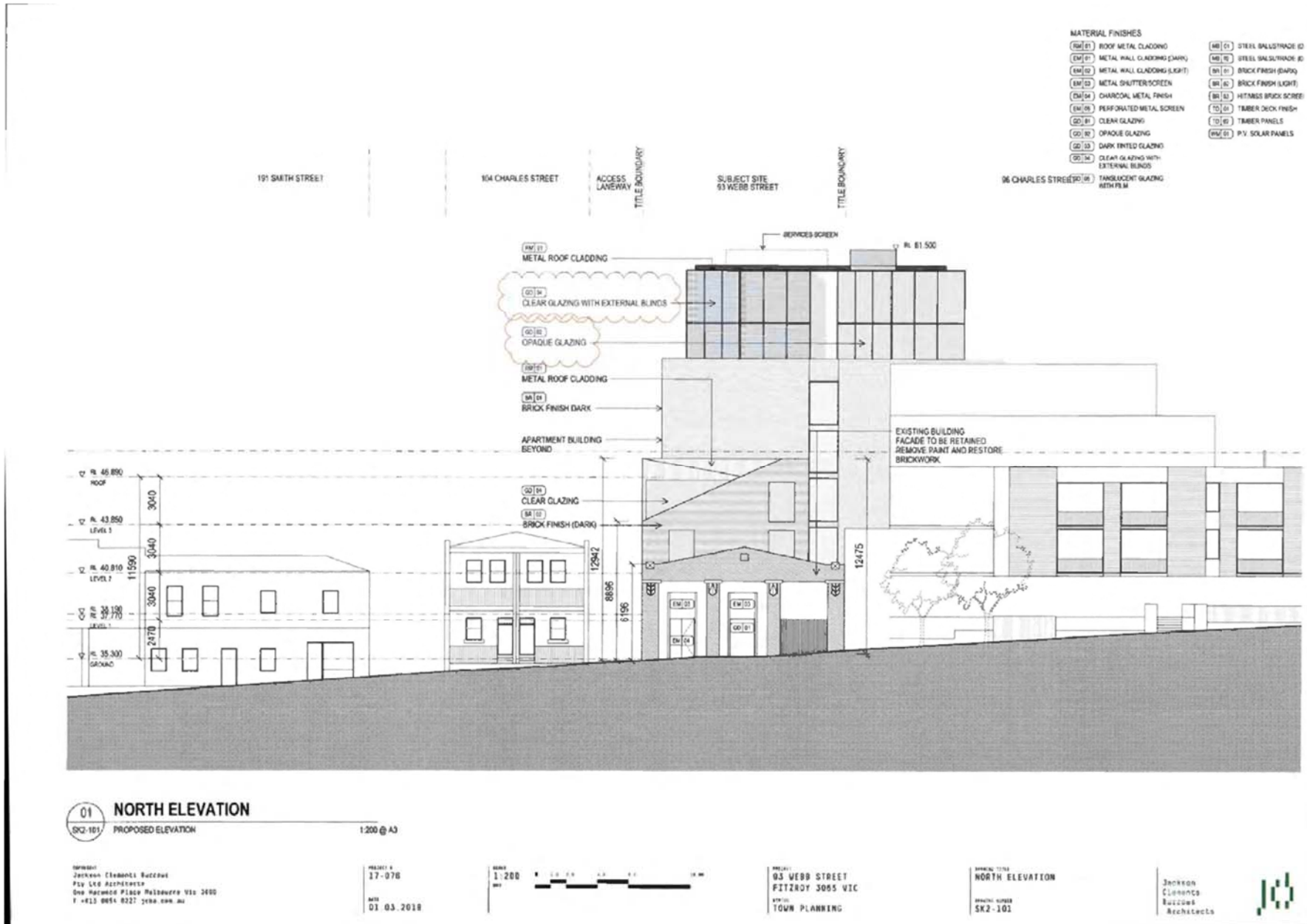
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FITZROY 3005 VIC
OFFICE
TOWN PLANNING

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EAST ELEVATION
DRAWING NUMBER
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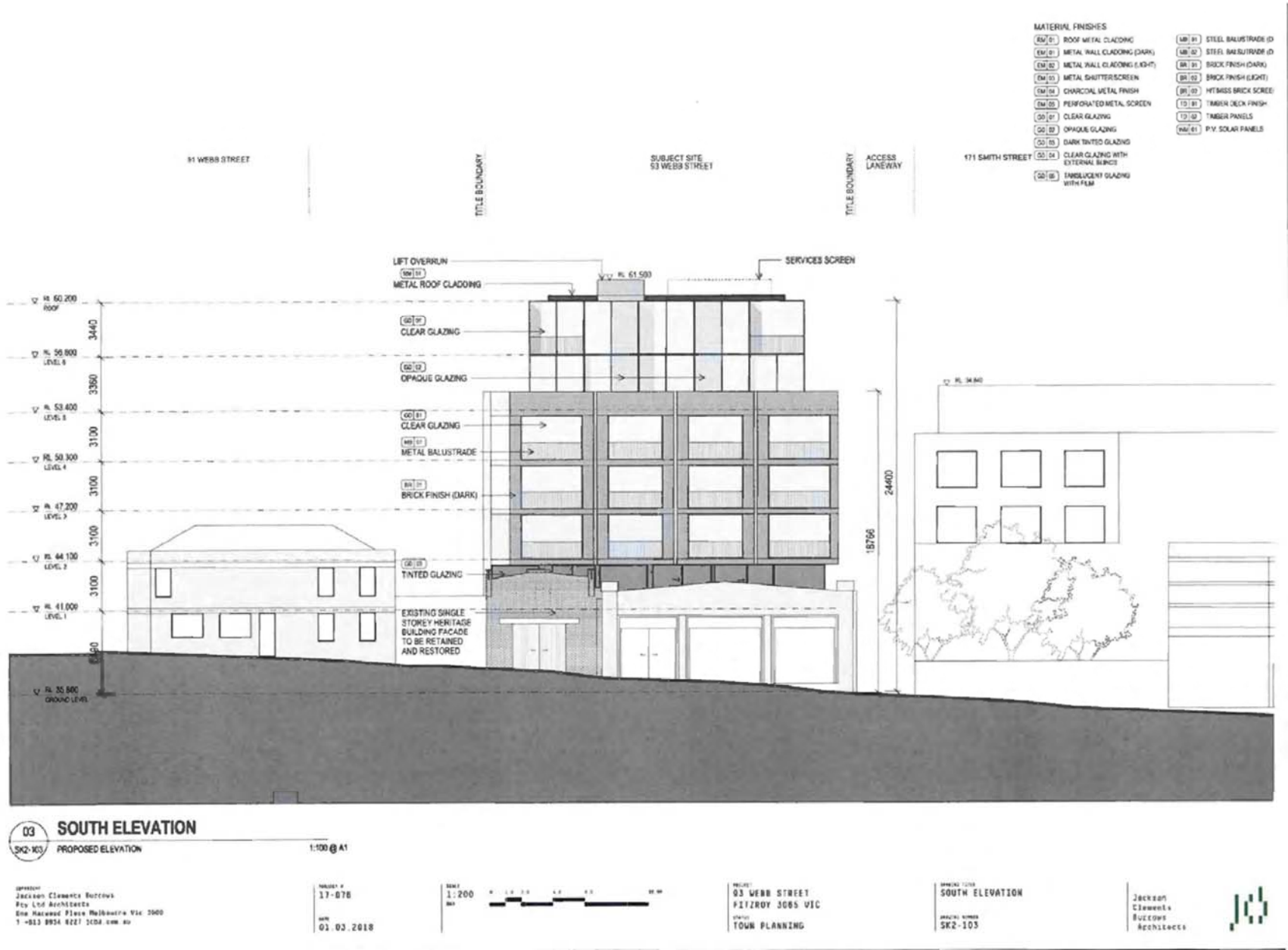
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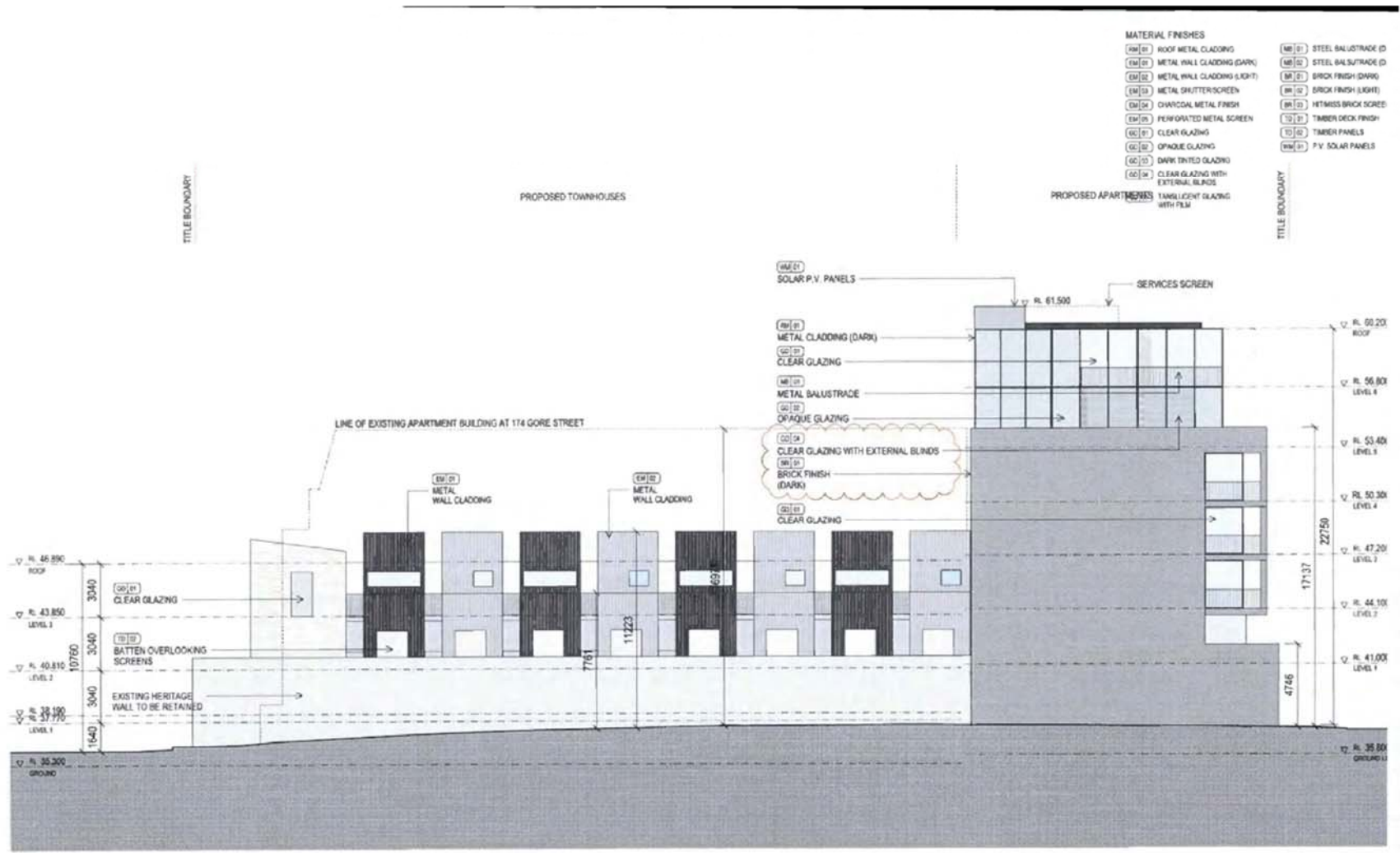
Attachment 2 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decision Plans - Part2.



Attachment 2 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decision Plans - Part2.



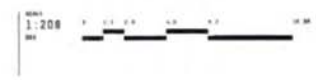
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04 WEST ELEVATION
SK2-104 PROPOSED ELEVATION 1:100 @ A1

EMPIRE 01
Jackson Clements Buckeye
Pty Ltd Architects
One Harwood Place Melbourne VIC 3000
T +613 9554 8227 | cba.com.au

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DATE
01.03.2018

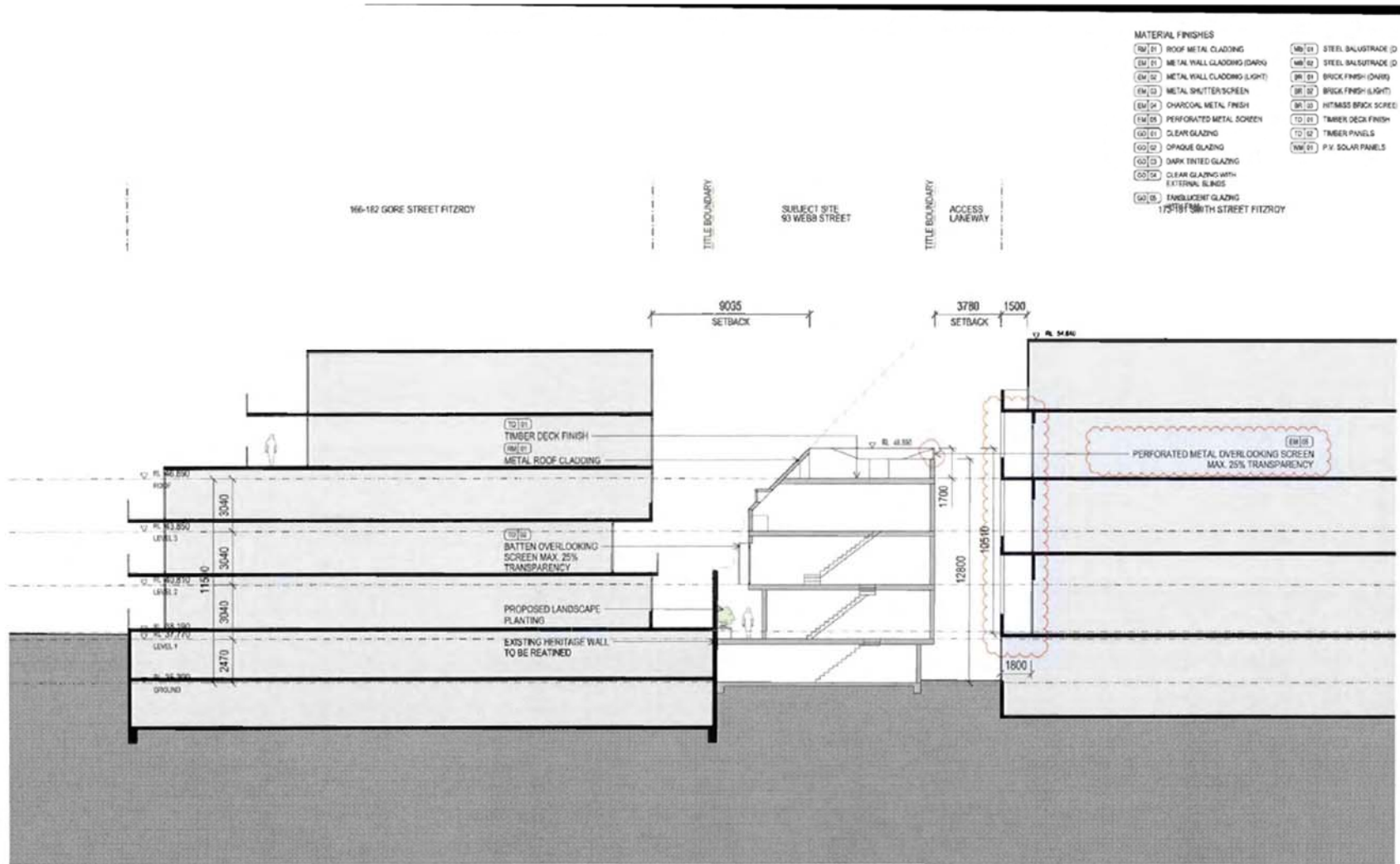


PROJECT
93 WEBB STREET
FITZROY 3085 VIC
LAYOUT
TOWN PLANNING

DRAWING TITLE
WEST ELEVATION
DRAWING NUMBER
SK2-104

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Attachment 2 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decision Plans - Part2.



MATERIAL FINISHES

(RM) (1) ROOF METAL CLADDING	(SM) (1) STEEL BALUSTRADE (D)
(EM) (1) METAL WALL CLADDING (DARK)	(SM) (2) STEEL BALUSTRADE (D)
(EM) (2) METAL WALL CLADDING (LIGHT)	(BR) (1) BRICK FINISH (DARK)
(EM) (3) METAL SHUTTER SCREEN	(BR) (2) BRICK FINISH (LIGHT)
(EM) (4) CHARCOAL METAL FINISH	(BR) (3) HITMISS BRICK SCREEN
(EM) (5) PERFORATED METAL SCREEN	(TD) (1) TIMBER DECK FINISH
(GL) (1) CLEAR GLAZING	(TD) (2) TIMBER PANELS
(GL) (2) OPAQUE GLAZING	(TW) (1) P.V. SOLAR PANELS
(GL) (3) DARK TINTED GLAZING	
(GL) (4) CLEAR GLAZING WITH EXTERNAL SLINGS	
(GL) (5) ENHANCED GLAZING	

175/175 BIRTH STREET FITZROY

01 SECTION AA
SK3-101 PROPOSED SECTION 1:200 @ A3

DESIGNER
Jackson Clements Bucciarelli
Pty Ltd Architects
One Macwood Plaza Melbourne VIC 3000
T +613 9854 9127 jcb@jcb.com.au

PROJECT
17-078
DATE
01.03.2018



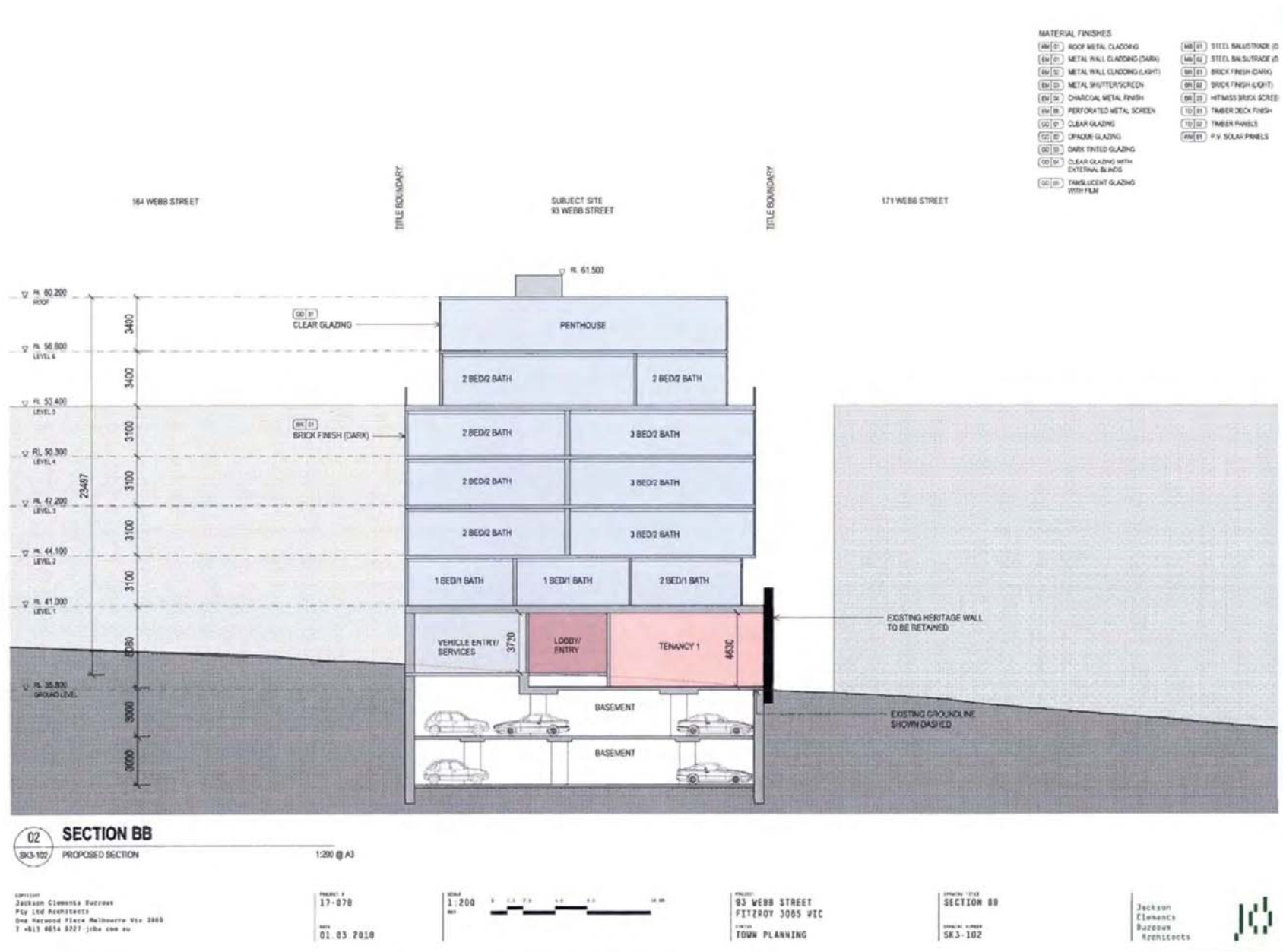
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93 WEBB STREET
FITZROY 3065 VIC
DATE
TOWN PLANNING

PRINTING TITLE
SECTION AA
DRAWING NUMBER
SK3-101

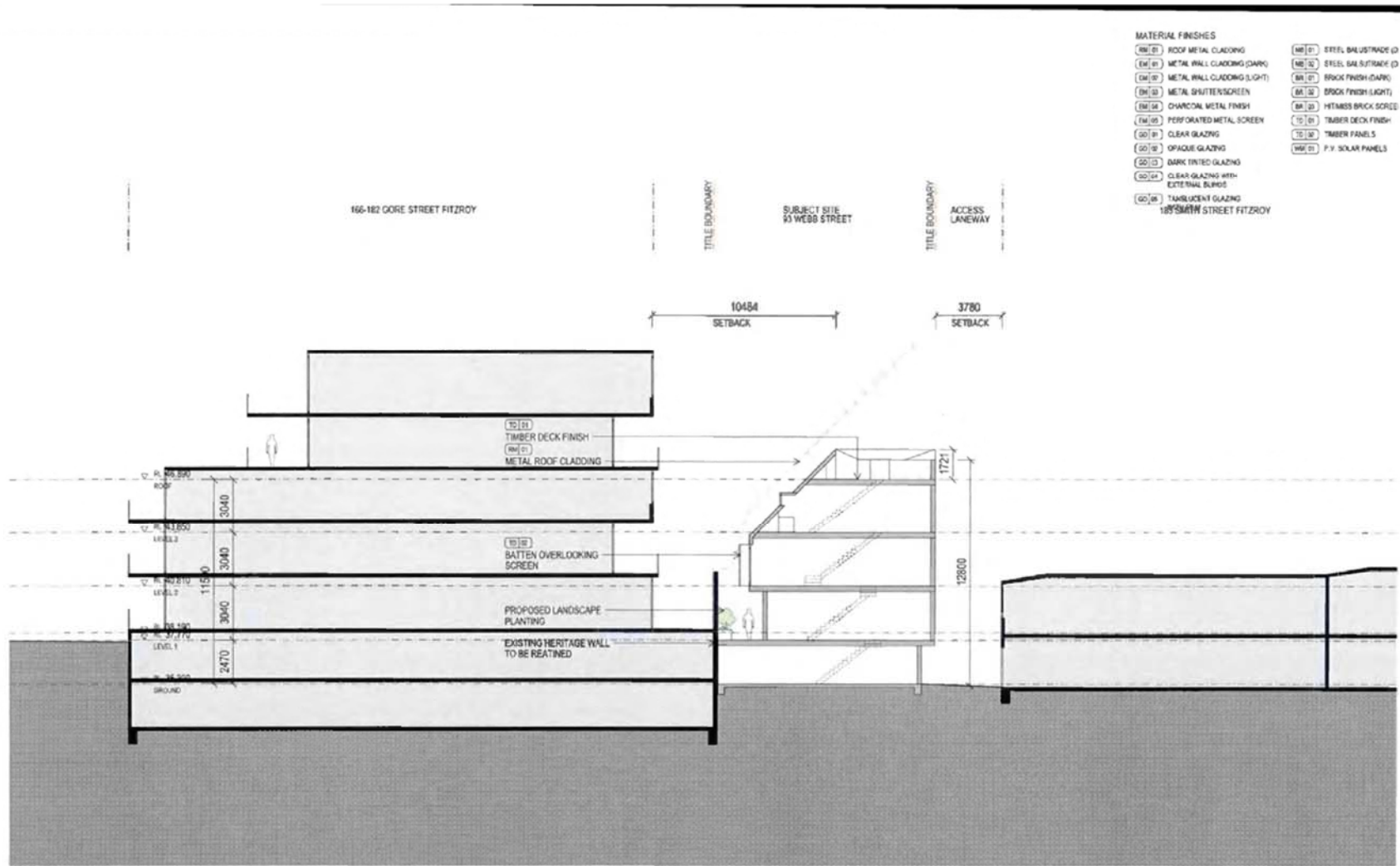
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Attachment 2 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decision Plans - Part2.



Attachment 2 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decision Plans - Part2.

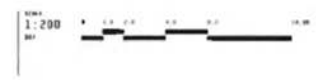


- MATERIAL FINISHES**
- [RW 01] ROOF METAL CLADDING
 - [EW 01] METAL WALL CLADDING (DARK)
 - [EW 02] METAL WALL CLADDING (LIGHT)
 - [EW 03] METAL SHUTTERS/SCREEN
 - [EW 04] CHARCOAL METAL FINISH
 - [EW 05] PERFORATED METAL SCREEN
 - [GO 01] CLEAR GLAZING
 - [GO 02] OPAQUE GLAZING
 - [GO 03] DARK TINTED GLAZING
 - [GO 04] CLEAR GLAZING WITH EXTERNAL BULBS
 - [GO 05] TRANSLUCENT GLAZING
 - [ET 01] STEEL BALUSTRADE (D)
 - [ET 02] STEEL BALUSTRADE (L)
 - [ER 01] BRICK FINISH (DARK)
 - [ER 02] BRICK FINISH (LIGHT)
 - [ET 03] HITNESS BRICK SCREEN
 - [TO 01] TIMBER DECK FINISH
 - [TO 02] TIMBER PANELS
 - [PW 01] P.V. SOLAR PANELS

05 SECTION DD
 SK3-105 PROPOSED SECTION 1:200 @ A3

SPONSOR
 Jackson Clemence Burrows
 Ray Ltd Architects
 One Harwood Place Melbourne VIC 3000
 T +613 9854 8221 jcb@com.au

PROJECT #
 17-078
 DATE
 01.05.2018

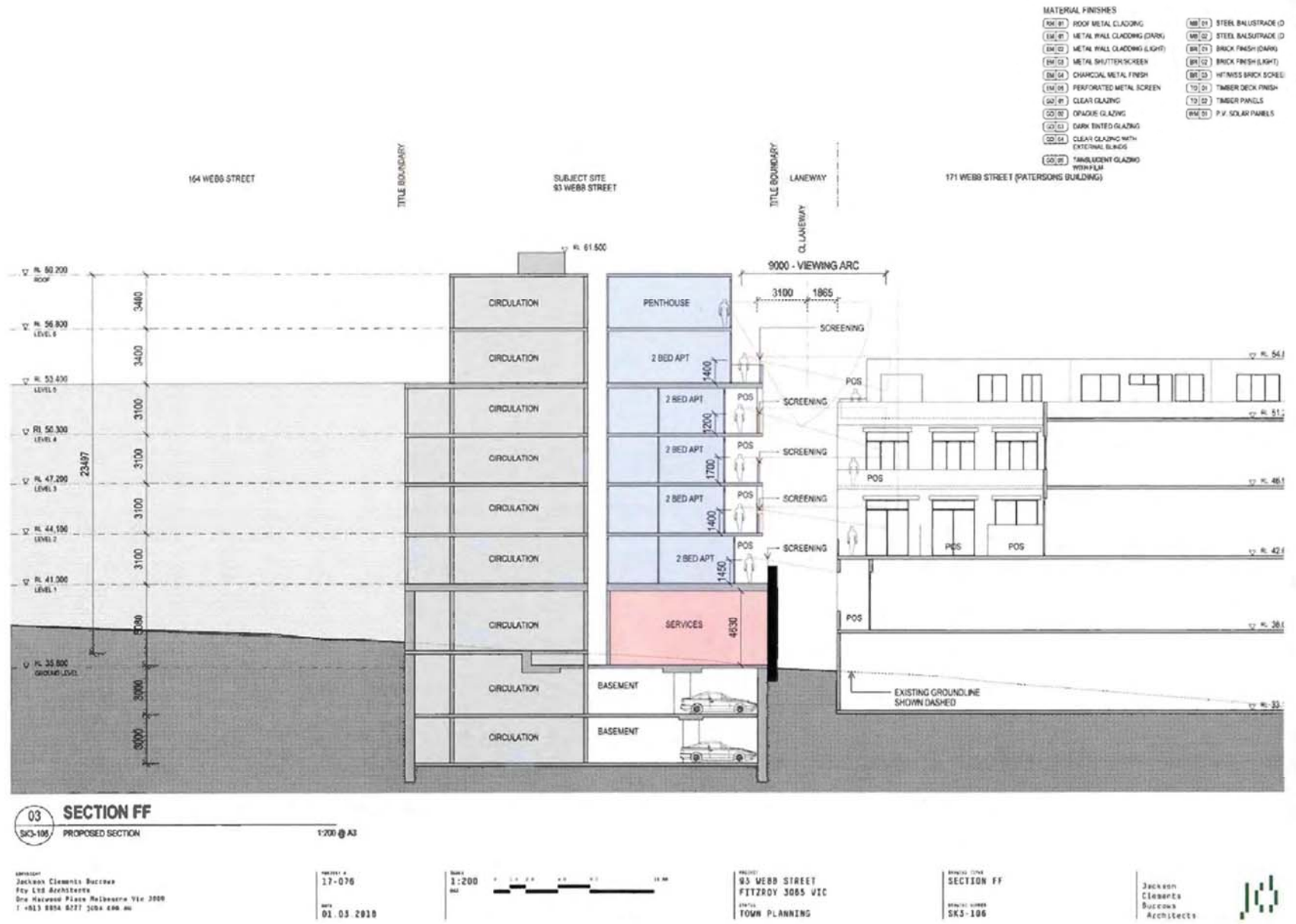


PROJECT
 93 WEBB STREET
 FITZROY 3065 VIC
 TOWN PLANNING

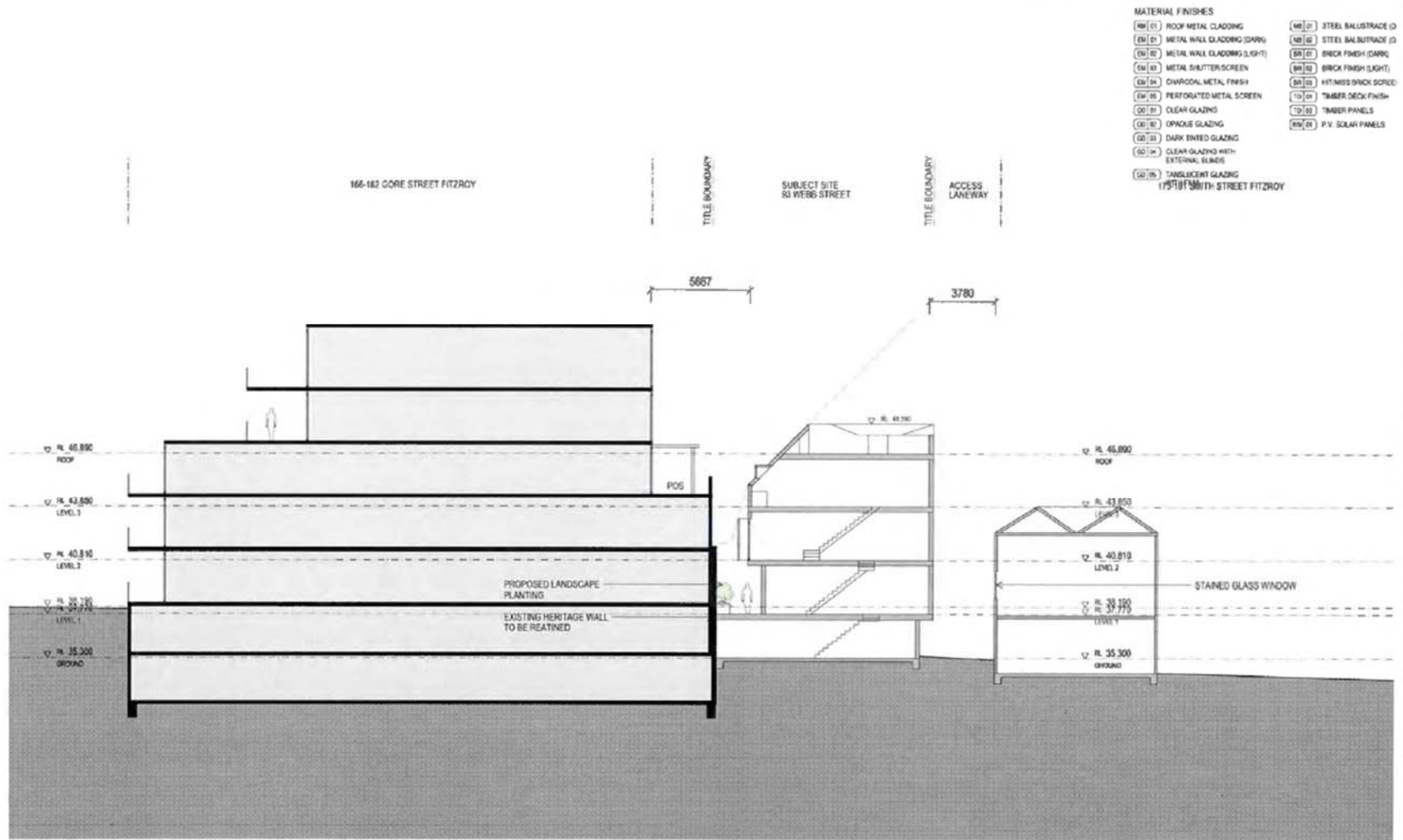
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Jackson Clemence Burrows Architects

Attachment 2 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decision Plans - Part2.



Attachment 2 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decision Plans - Part2.



03 SECTION GG

SK3 107 PROPOSED SECTION 1:200 @ A3

CLIENT:
Jackson Clements Buckeye
Pty Ltd Architects
One Harwood Place Melbourne Vic 3000
T +613 9554 9227 jcbm.com.au

PROJECT #
17-076
DATE
01.03.2018



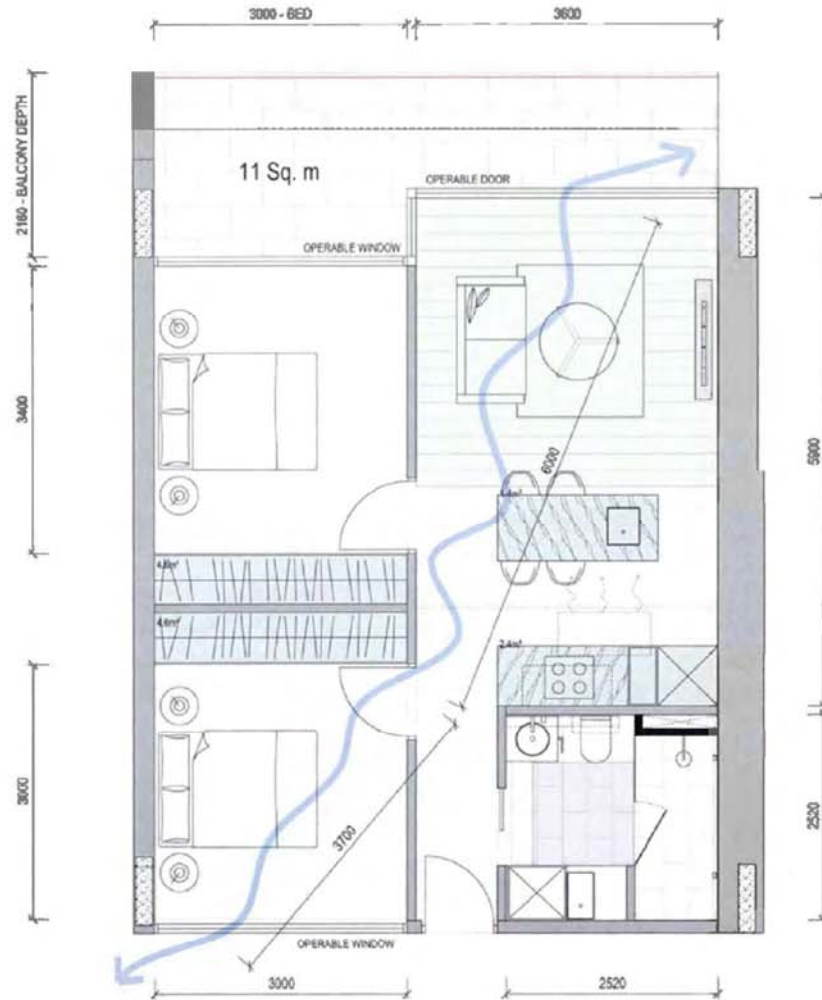
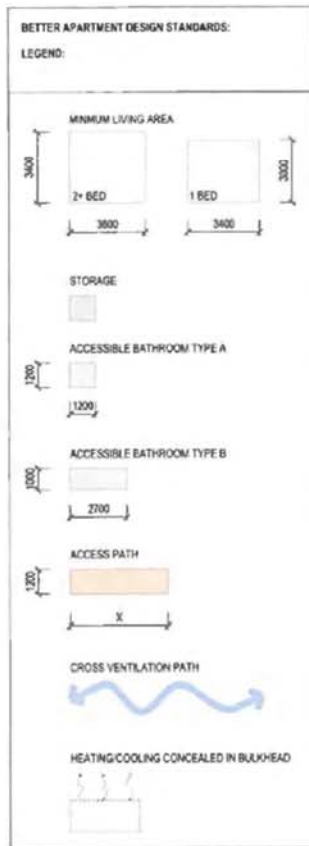
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93 WEBB STREET
FITZROY 3085 VIC
LAYOUT
TOWN PLANNING

DRAWING TITLE
SECTION GG
DRAWING NUMBER
SK3-107

Jackson
Clements
Buckeye
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Attachment 2 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decision Plans - Part2.



CONCEPT
 JACKSON CLEMENTS ARCHITECTS
 115 LGD ARCHITECTS
 ONE HARWOOD PLACE MELBOURNE VIC 3009
 T +61 3 9854 6227 jcb@jcm.au

PROJECT #
 17-076
 DATE
 01.03.2018



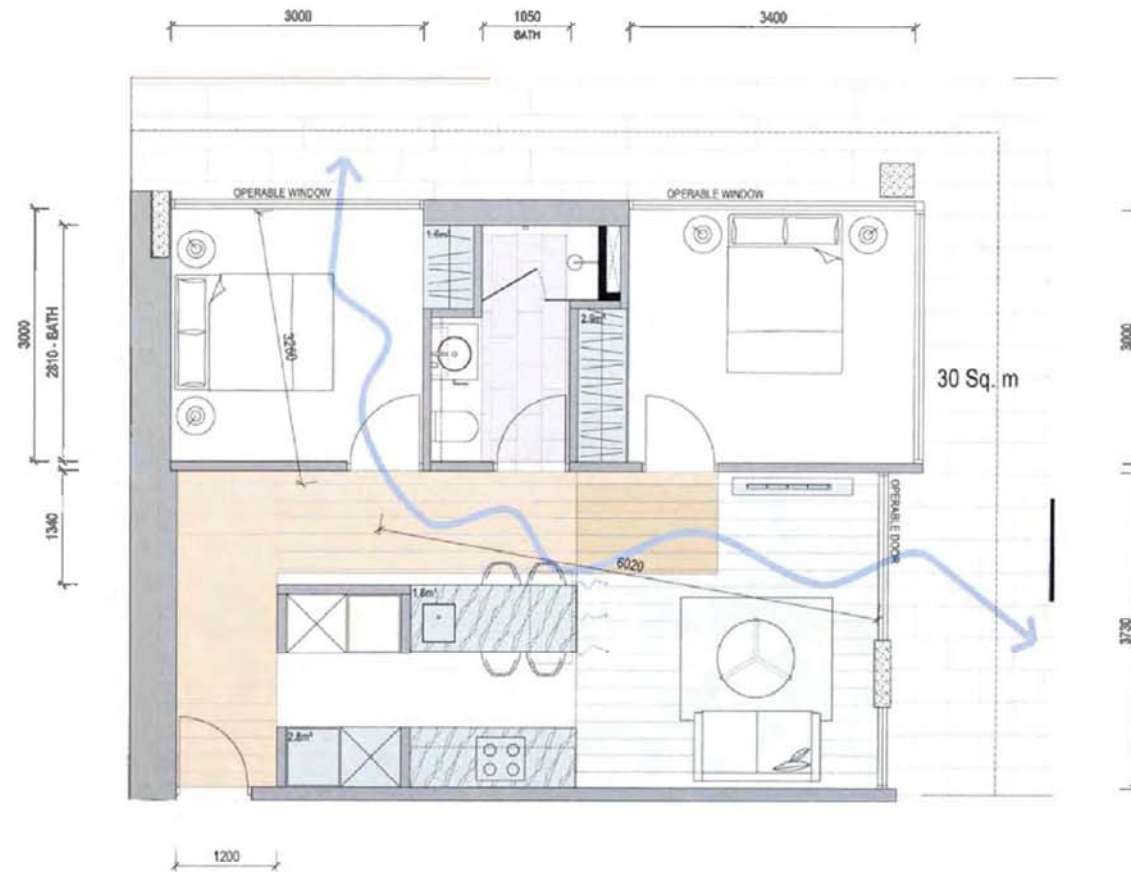
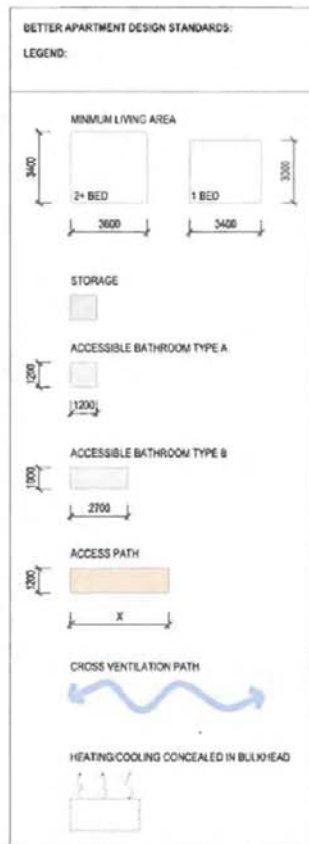
PROJECT
 93 WEBB STREET
 FITZROY 3065 VIC
 TOWN PLANNING

PROJECT TITLE
 ADT 1 03
 PROJECT NUMBER
 SK1-001

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Attachment 2 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Decision Plans - Part2.



PROJECT:
 Jackson Clements Burnton
 Pty Ltd Architects
 One Marwood Place Melbourne VIC 3000
 T +613 9554 8227 jcb@jcb.com.au

PROJECT #
 17-078
 DATE
 01.03.2018



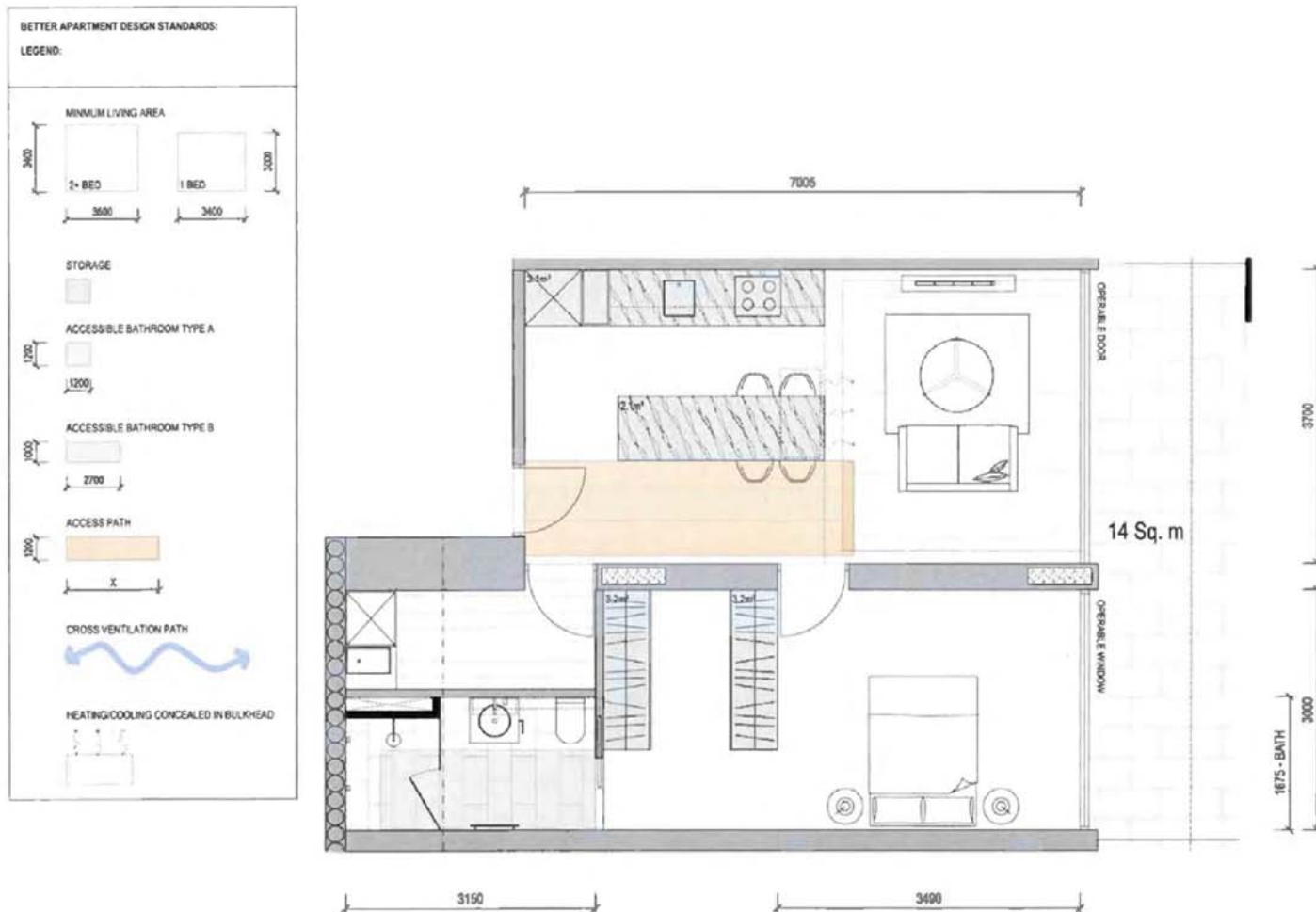
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WORKING TITLE
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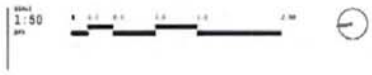


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DESIGNER
 JACKSON CLEMENTS BUCKTON
 PTY LTD ARCHITECTS
 ONE HERMOND PLACE MELBOURNE VIC 3000
 T +61 3 9054 8227 jcb@jcb.com.au

PROJECT #
 17-076
 DATE
 01.03.2018



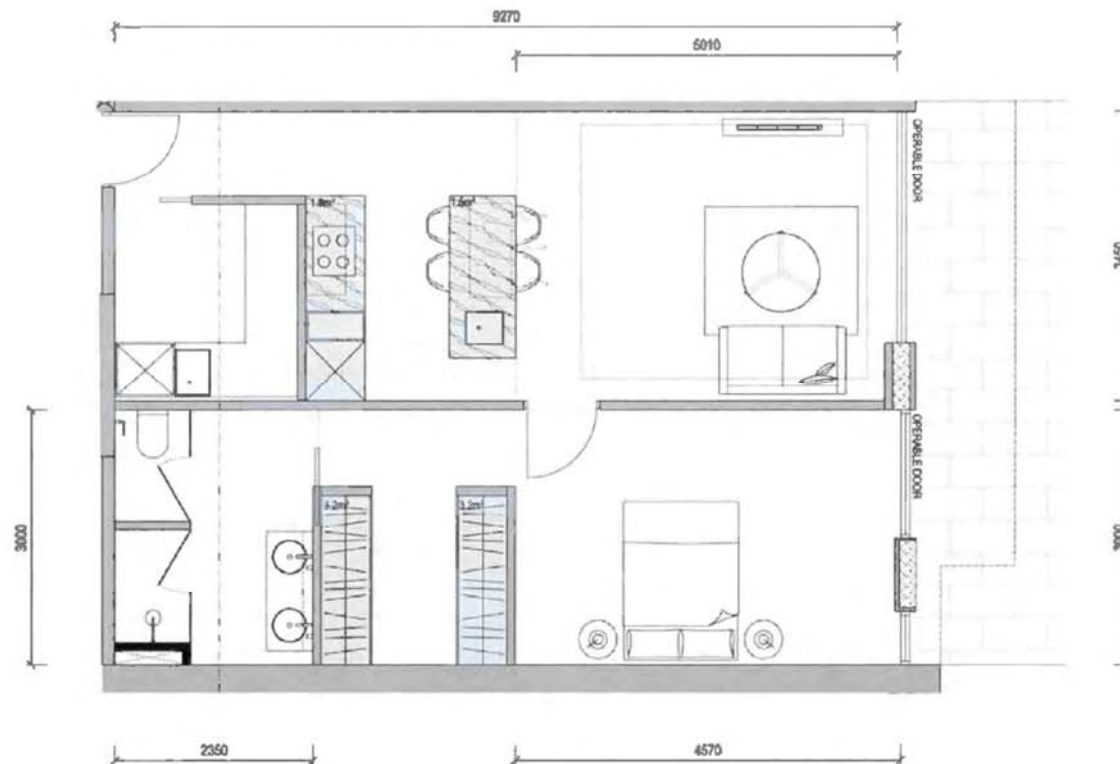
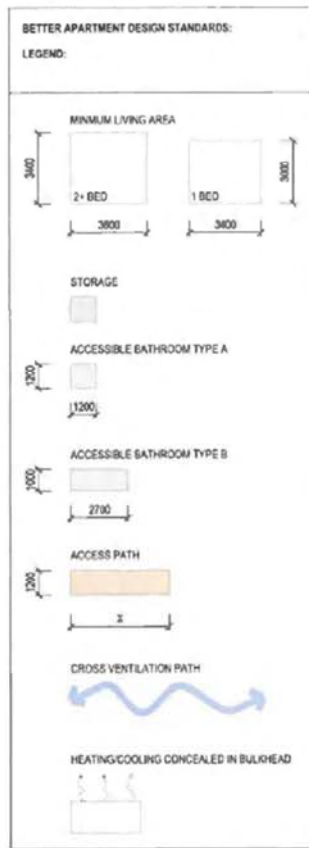
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 FITZROY 3085 VIC
 TOWN PLANNING

APPROVAL TITLE
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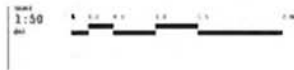


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 Pty Ltd Architects
 One Riverside Place Melbourne VIC 3000
 T +613 9854 6277 jcla.com.au

PROJECT #
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 DATE
 01.03.2018



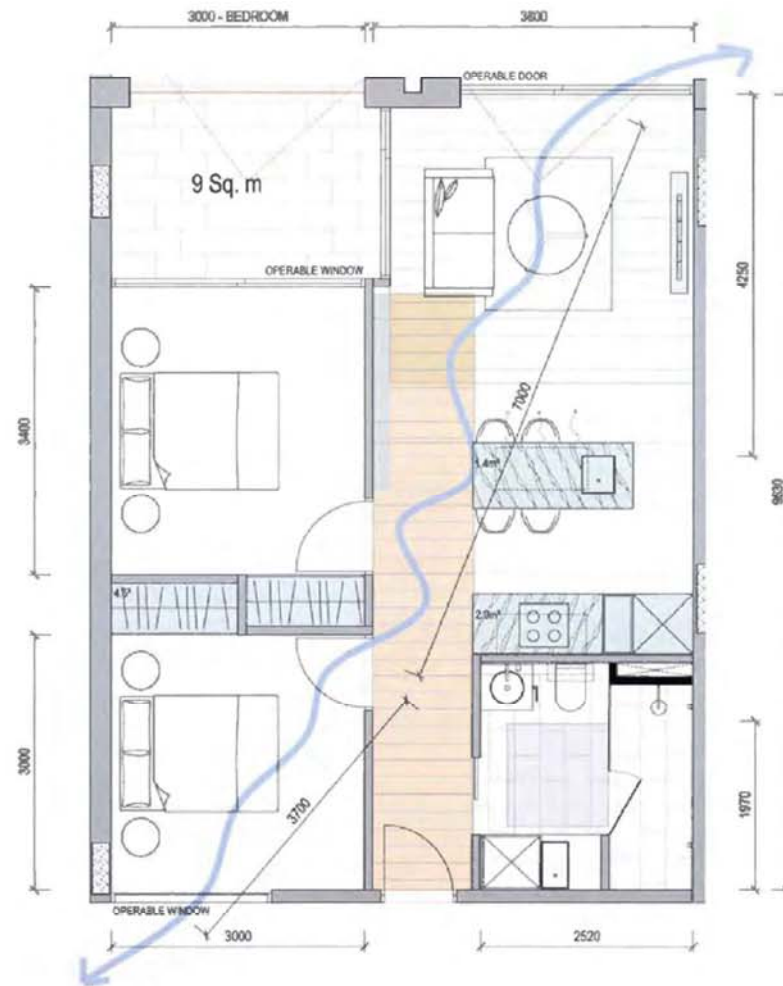
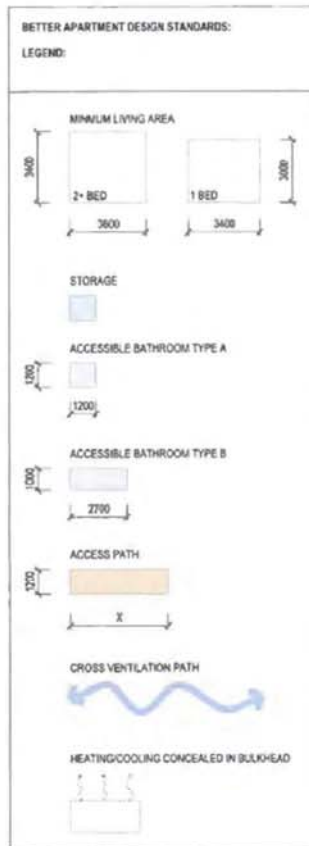
PROJECT
 93 WEBB STREET
 FITZROY 3065 VIC
 TOWN PLANNING

APARTMENT
 APT 1.04
 SPECIAL NUMBER
 SK1-504

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DESIGNER:
Jackson Clements Burrows
Pty Ltd Architects
One Farwood Place Melbourne VIC 3000
T +613 8854 8227 jobs@jcb.com.au

PROJECT #
17-076
DATE
01.03.2018



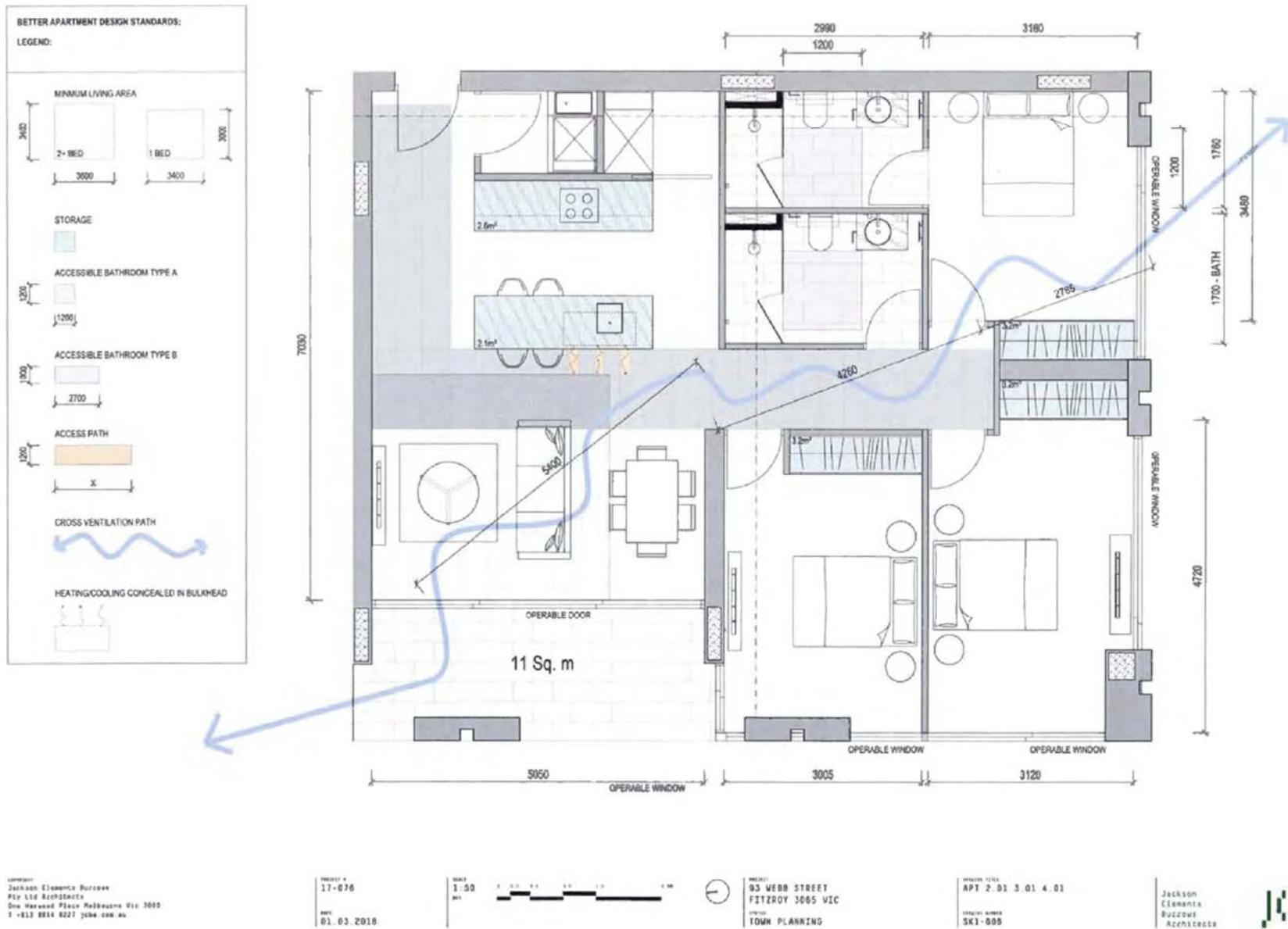
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93 WEBB STREET
FITZROY 3065 VIC
APRTO
TOWN PLANNING

PROJECT TITLE
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SHEET NUMBER
SK1-605

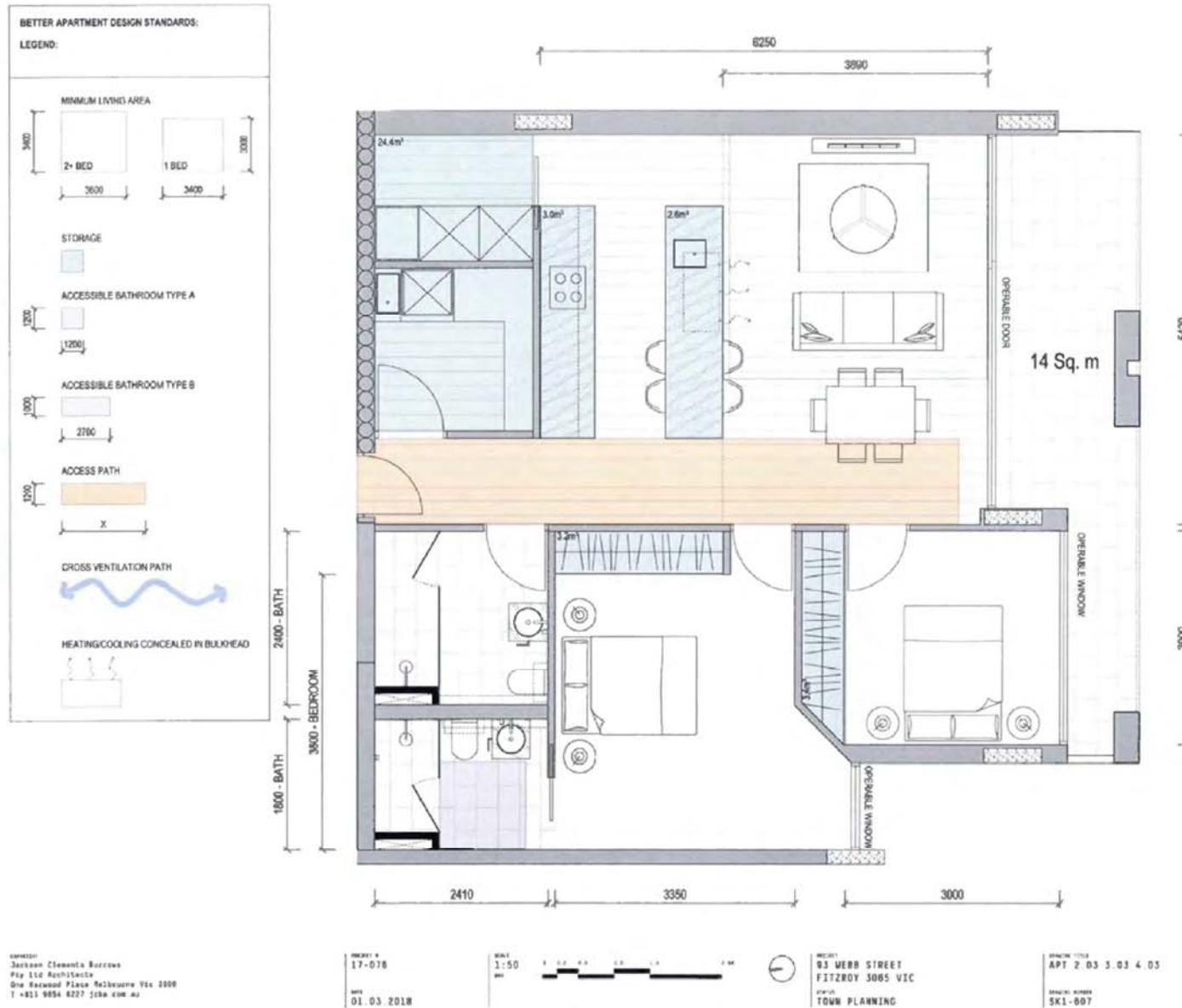
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Clements
Burrows
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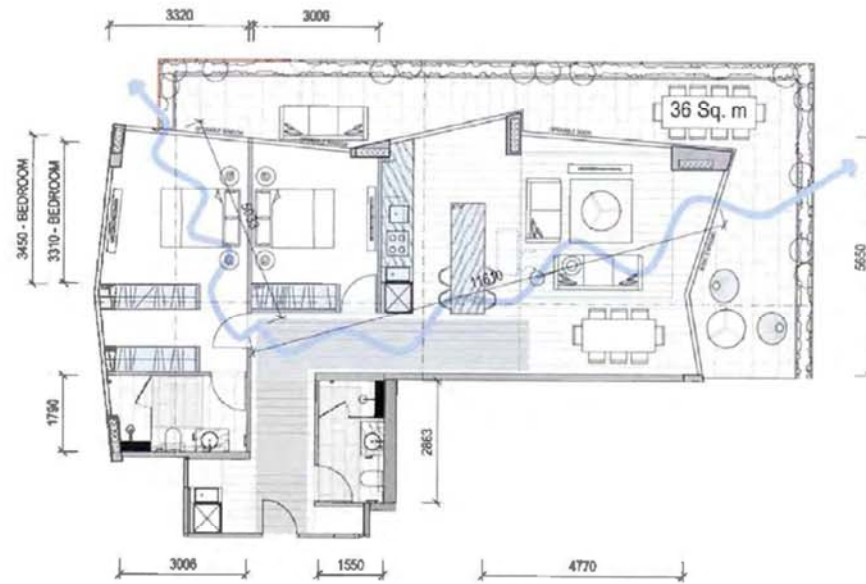
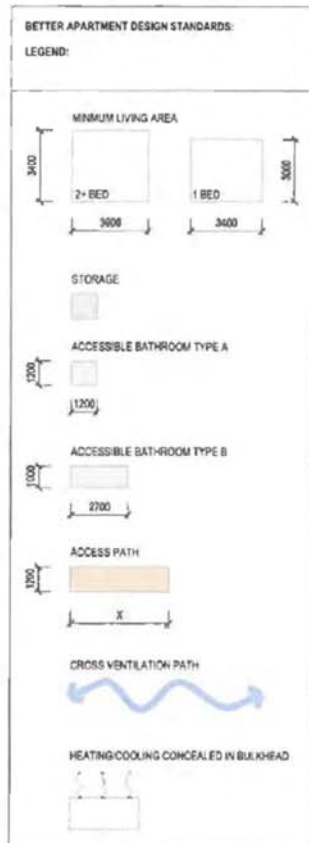
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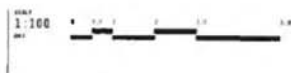


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OFFICE
 Jackson Clements Buckton
 Pty Ltd Architects
 One Harold Place Melbourne VIC 3000
 T +613 8554 8227 jcb@jcb.com.au

PROJECT #
 17-078
 DATE
 01.03.2018



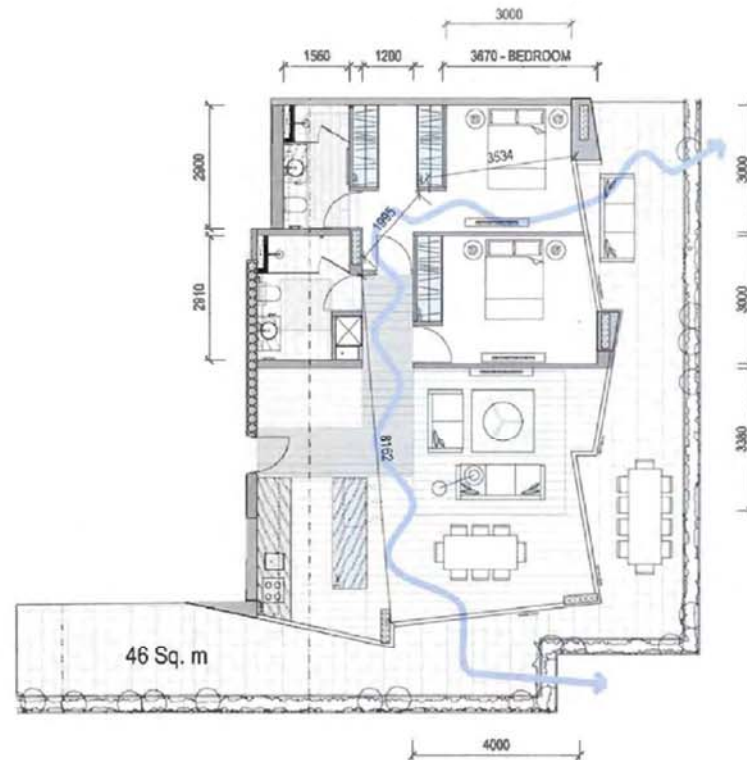
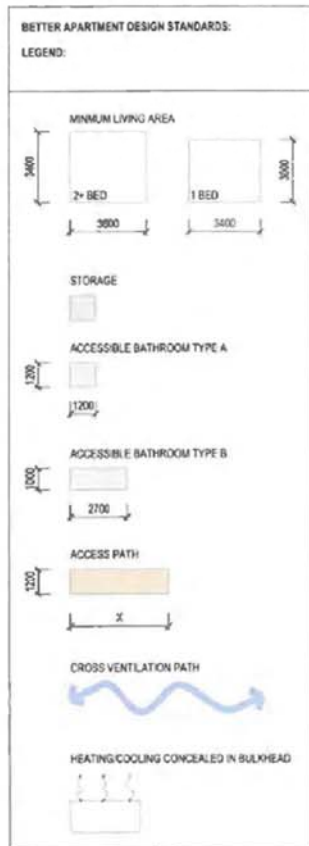
PROJECT
 93 WEBB STREET
 FITZROY 3065 VIC
 TOWN PLANNING

APARTMENT TYPE
 APT 5_01
 DRAWING NUMBER
 SK1-008

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PROJECT
 93 WEBB STREET
 FITZROY 3005 VIC
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PRINTED DATE
 APT 5.02
 SHEET NUMBER
 SK1-609

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RM 01 ROOF CLADDING



EM 01 METAL WALL CLADDING (DARK)



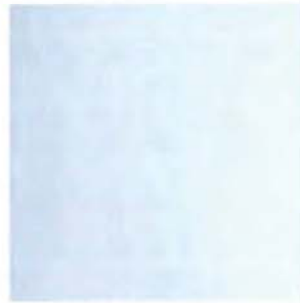
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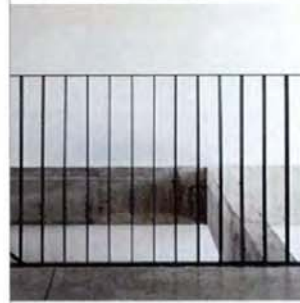
EM 03 METAL SHUTTER/SCREEN



GD 01 CLEAR GLAZING



GD 02 TINTED GLAZING



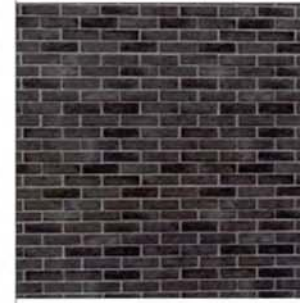
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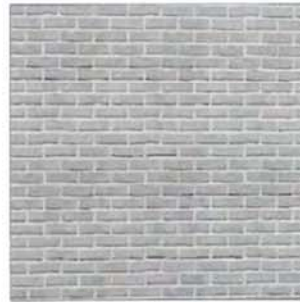
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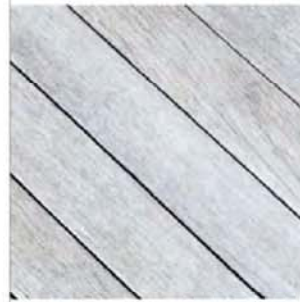
BR 01 BRICK FINISH (APARTMENTS)



BR 02 BRICK FINISH (LIGHT)



BR 03 BRICK FINISH (LIGHT 2)



TD 01 TIMBER DECK FINISH



TD 02 TIMBER PANELS



GD 04 CLEAR GLAZING WITH EXTERNAL BLINDS

MATERIAL FINISHES

- EM 01 ROOF METAL CLADDING
- EM 01 METAL WALL CLADDING (DARK)
- EM 02 METAL WALL CLADDING (LIGHT)
- EM 03 METAL SHUTTER/SCREEN
- EM 04 CHARCOAL METAL FINISH
- EM 05 PERFORATED METAL SCREEN
- GD 01 CLEAR GLAZING
- GD 02 OPAQUE GLAZING
- GD 03 DARK TINTED GLAZING
- GD 04 CLEAR GLAZING WITH EXTERNAL BLINDS
- GD 05 TRANSLUCENT GLAZING WITH FILM
- MB 01 STEEL BALUSTRADE (DARK)
- MB 02 STEEL BALUSTRADE (LIGHT)
- BR 01 BRICK FINISH (DARK)
- BR 02 BRICK FINISH (LIGHT)
- BR 03 HITPASS BRICK SCREEN
- TD 01 TIMBER DECK FINISH
- TD 02 TIMBER PANELS
- RM 01 PV SOLAR PANELS

PREPARED BY
Jackson Clements Burgess
Pty Ltd Architects
One Harwood Place Melbourne VIC 3000
T +61 3 9654 8227 www.jcb.com.au

PROJECT #
17-076
DATE
01.03.2018

DATE

PROJECT
93 WEBB STREET
FITZROY 3085 VIC
OFFICE
TOWN PLANNING

PROJECT TITLE
MATERIAL SCHEDULE
SHEET NUMBER
SK10-101

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SHADOWS SEPTEMBER 22ND
10AM SHADOWS

56



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EXISTING SHADOWS



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SHADOWS SEPTEMBER 22ND
9AM SHADOWS



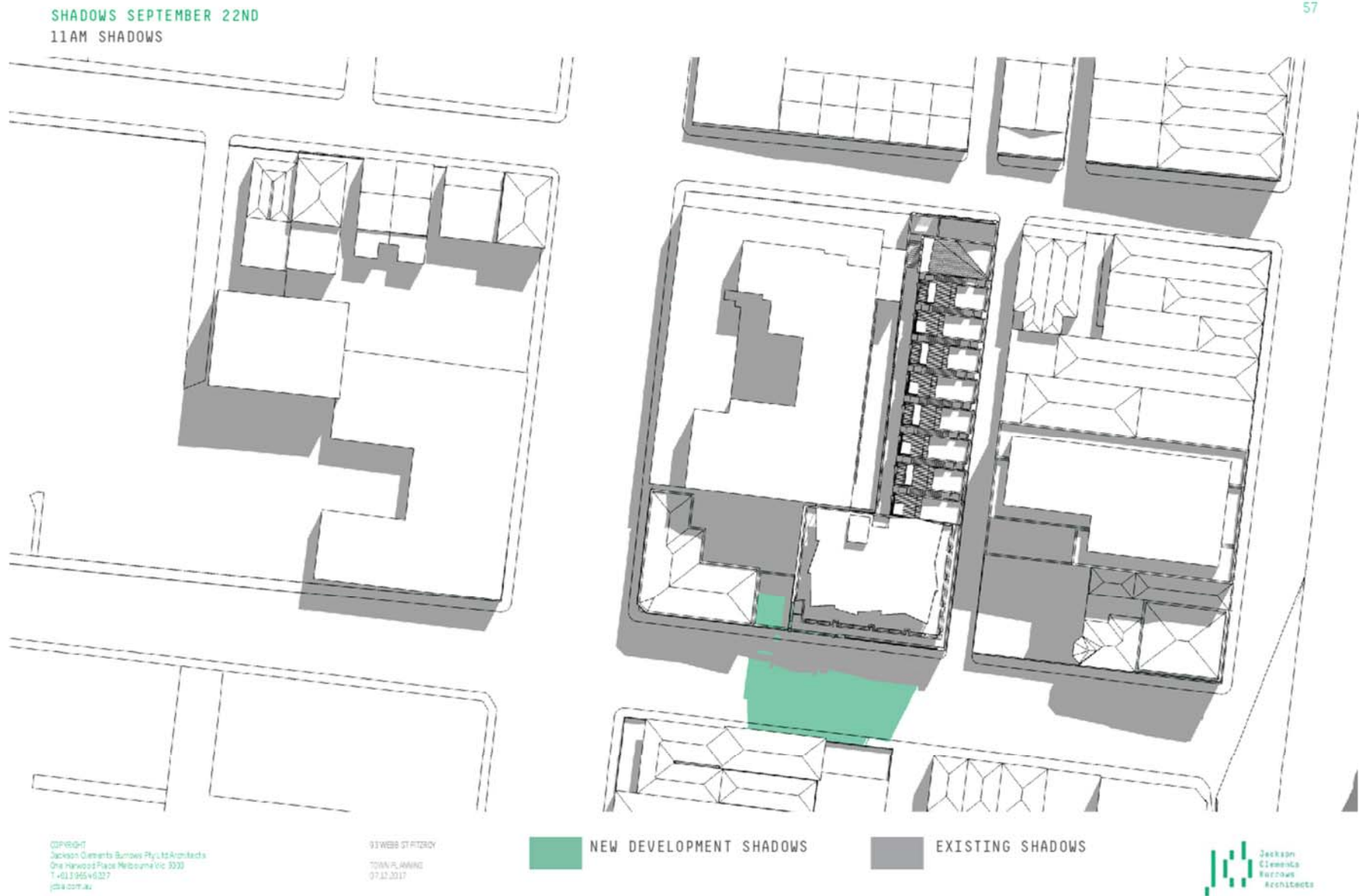
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NEW DEVELOPMENT SHADOWS EXISTING SHADOWS

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SHADOWS SEPTEMBER 22ND
12PM SHADOWS

58



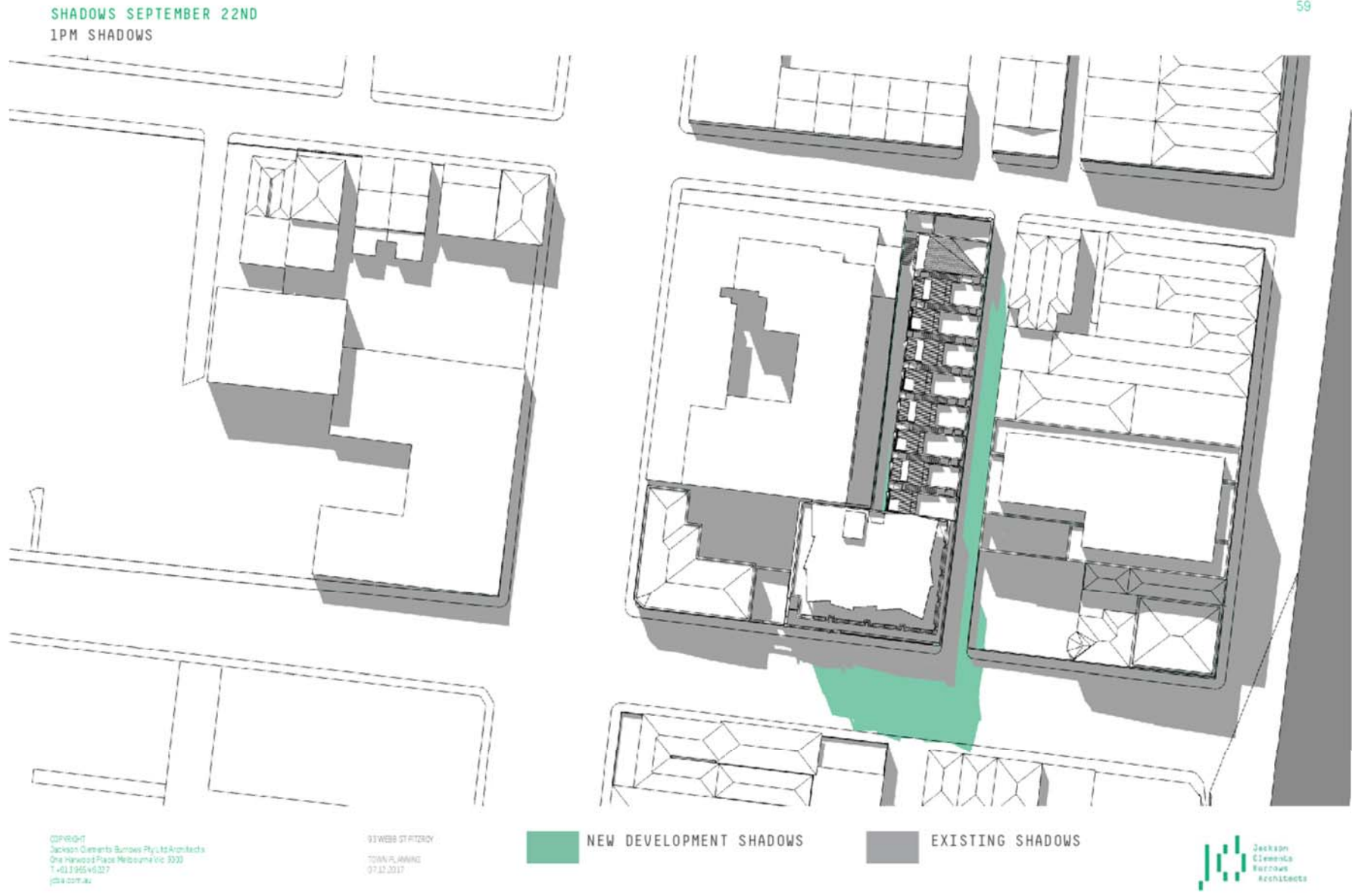
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 NEW DEVELOPMENT SHADOWS  EXISTING SHADOWS

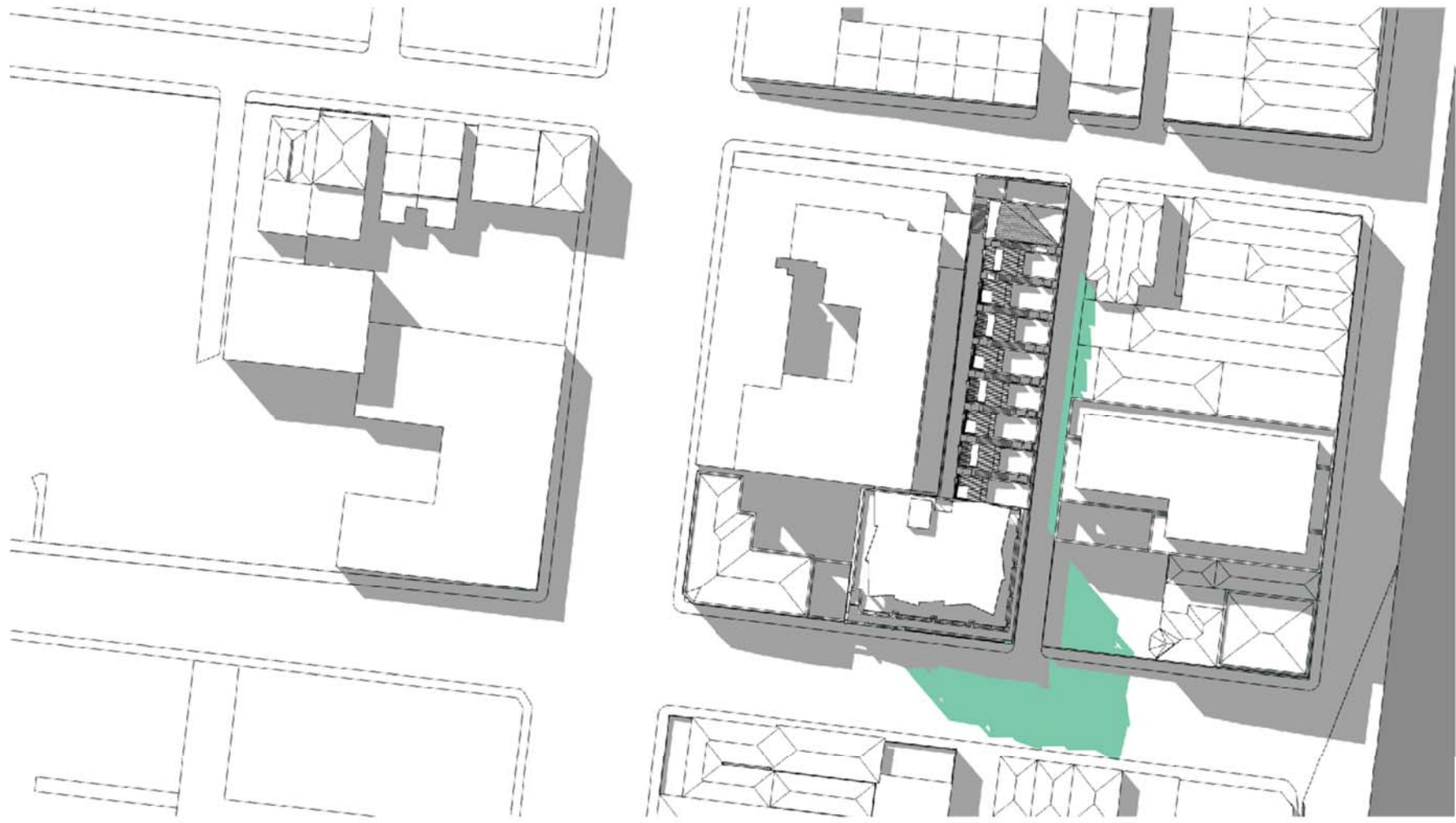


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SHADOWS SEPTEMBER 22ND
3PM SHADOWS

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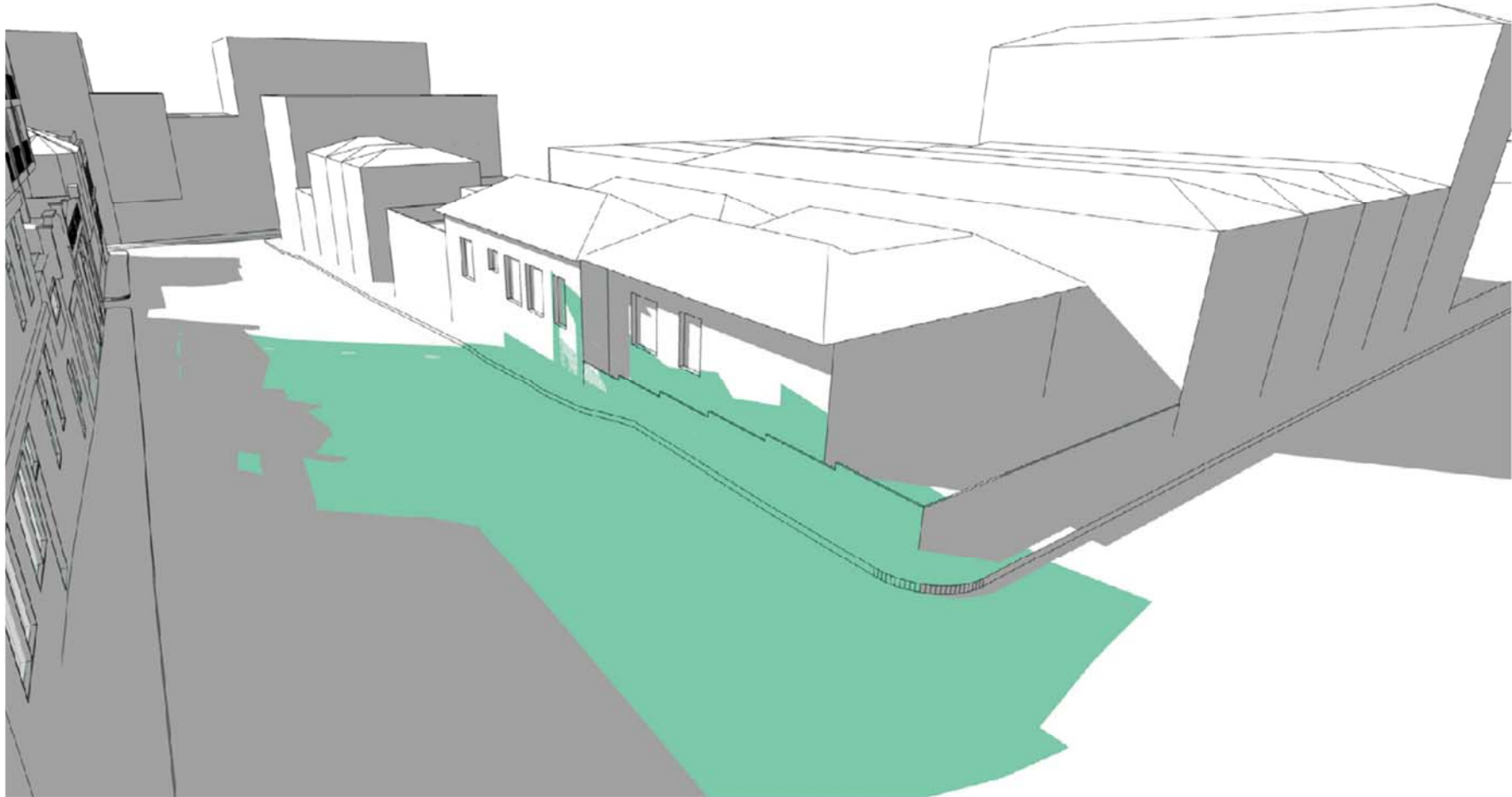
93 WEBB ST FITZROY
TOWN PLANNING
07.12.2017

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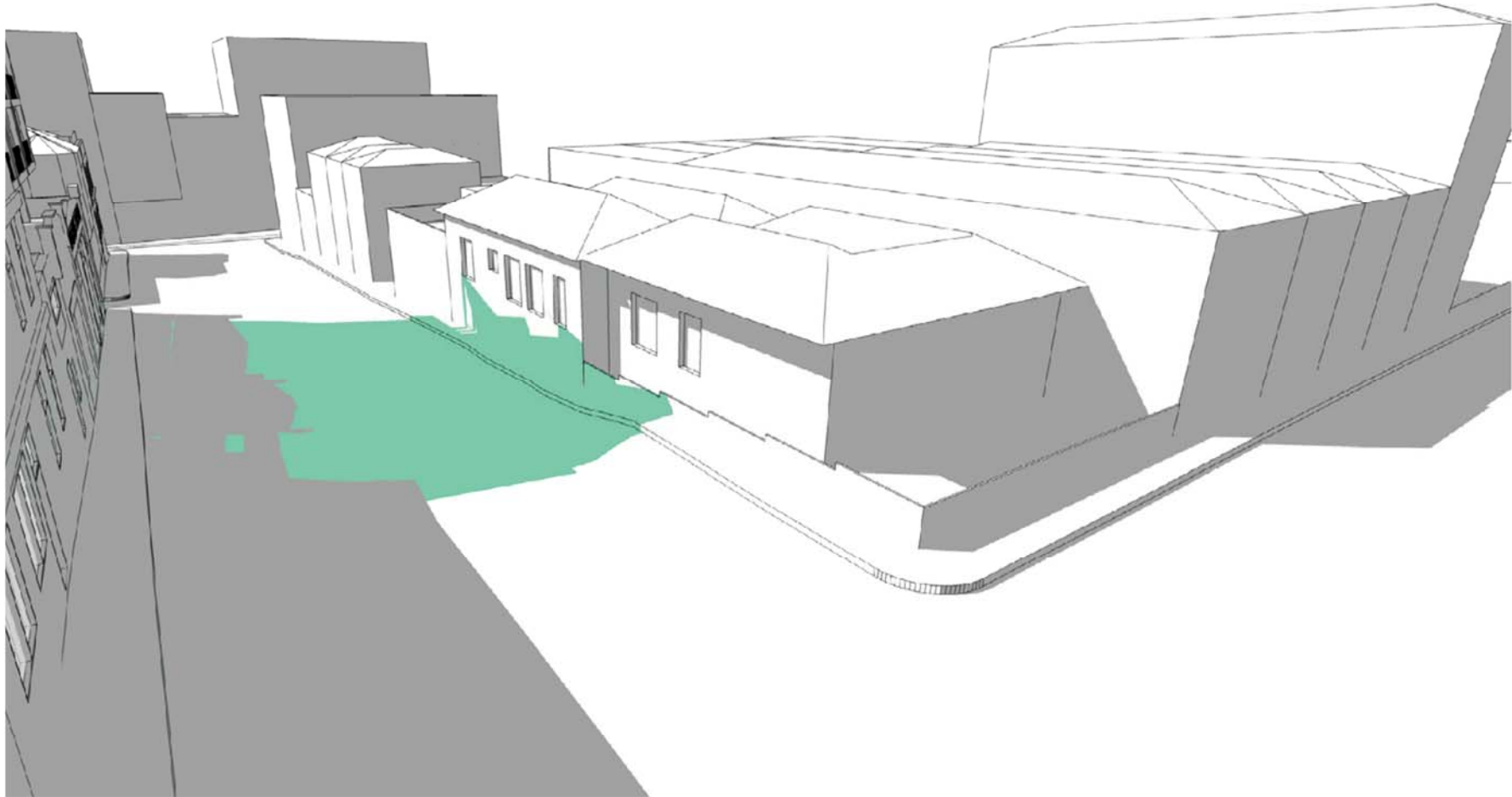
NEW DEVELOPMENT SHADOWS

EXISTING SHADOWS



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10AM SHADOWS



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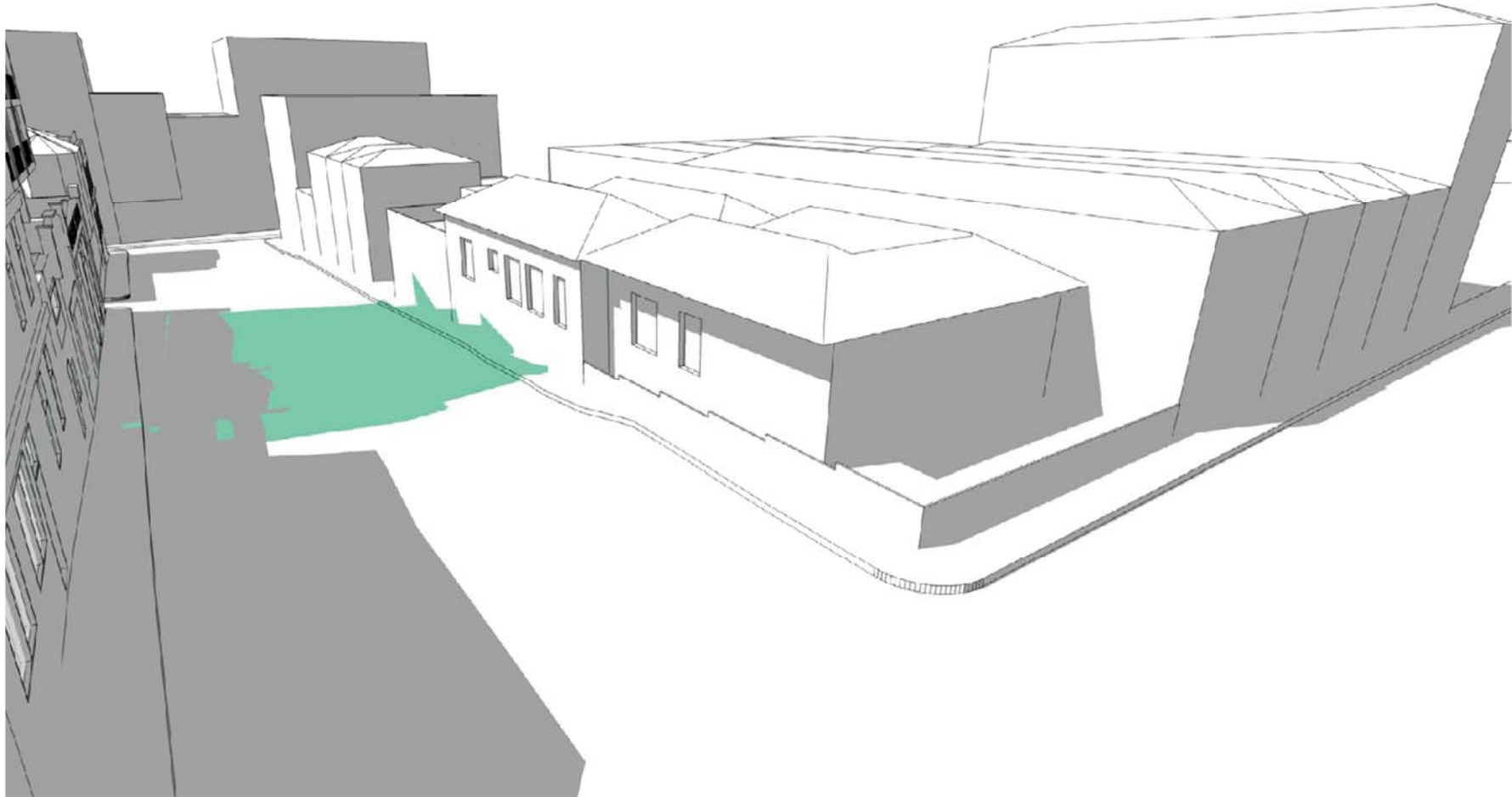
NEW DEVELOPMENT SHADOWS

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11AM SHADOWS



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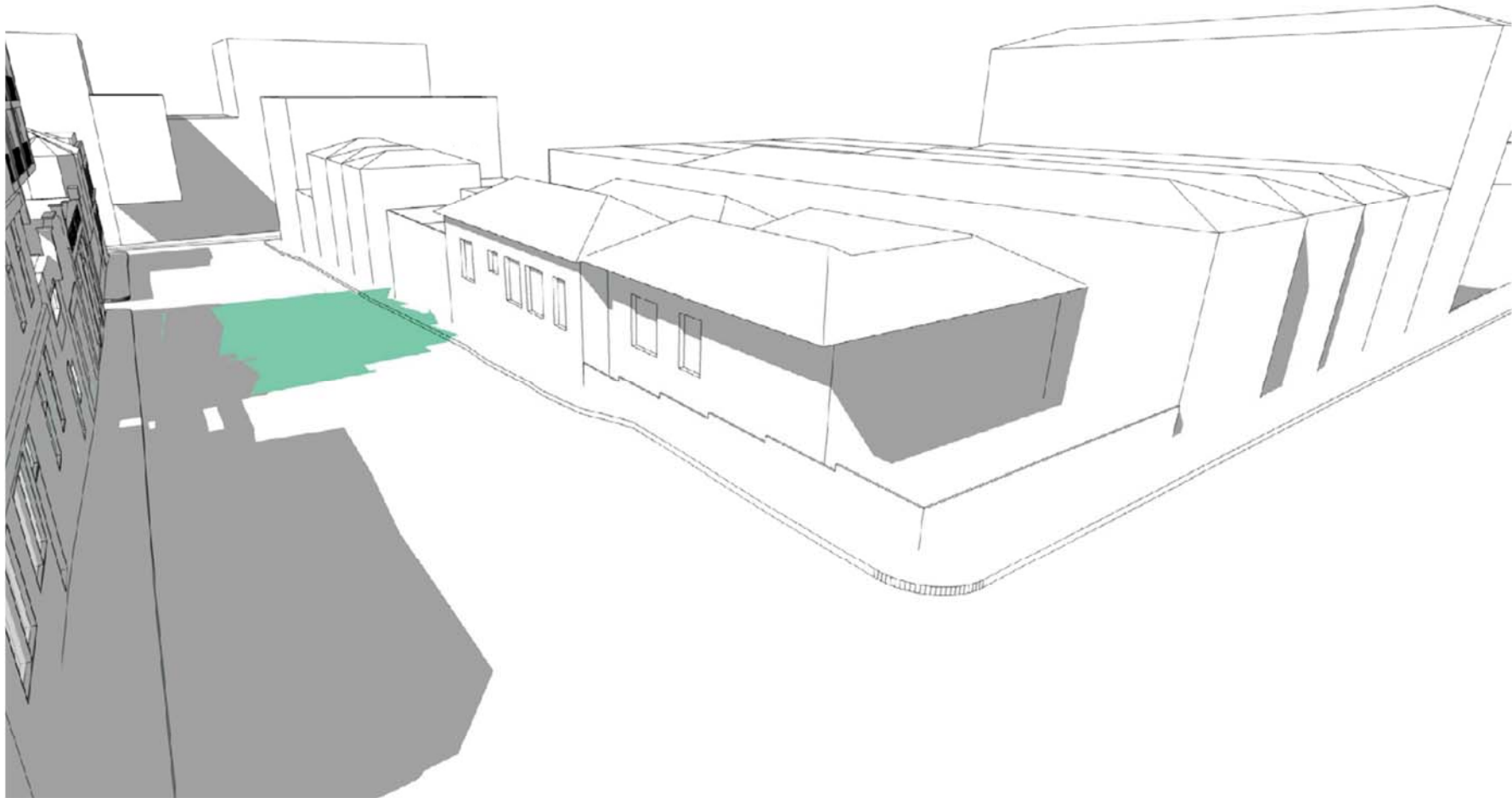
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 EXISTING SHADOWS



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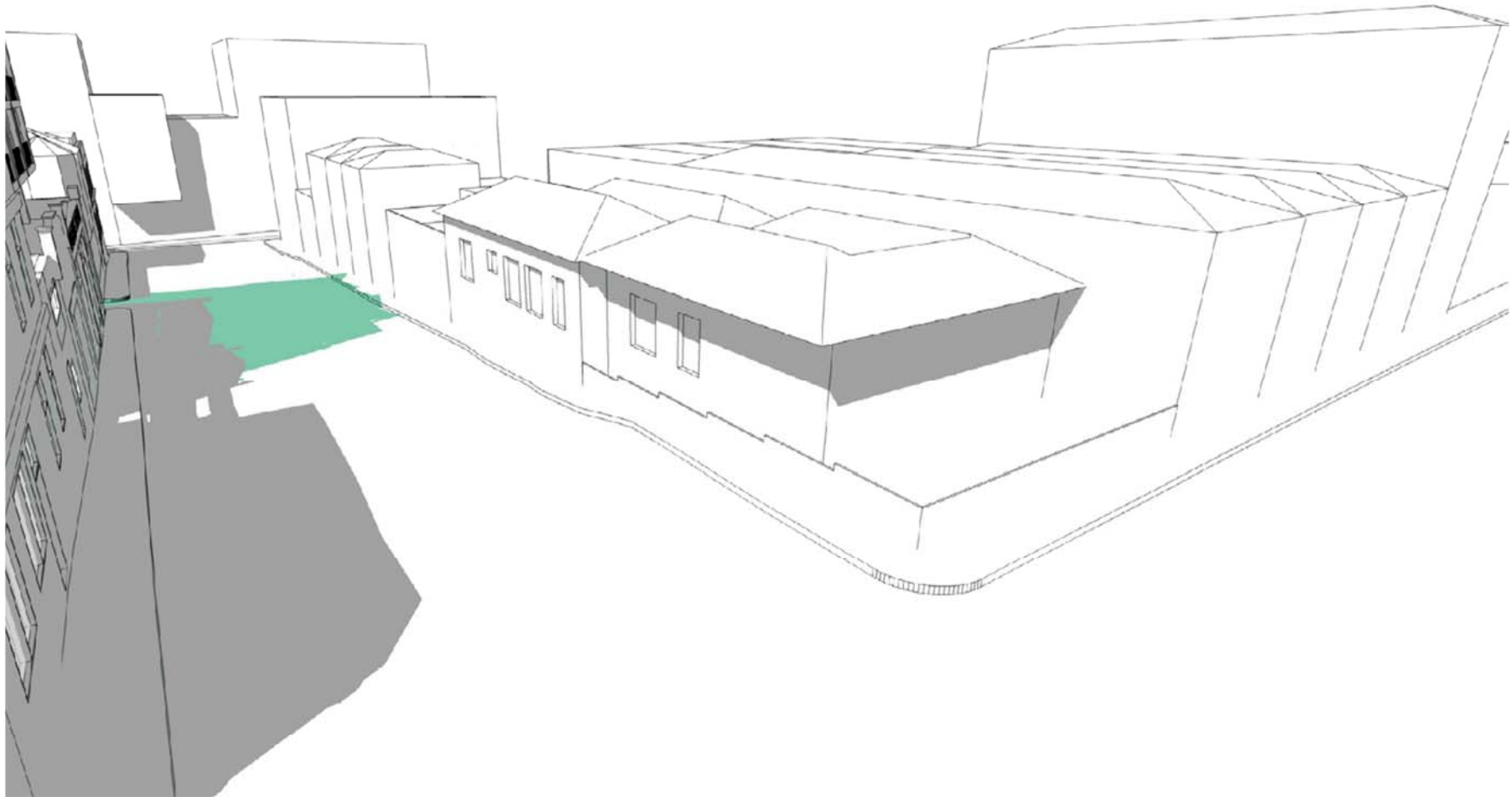
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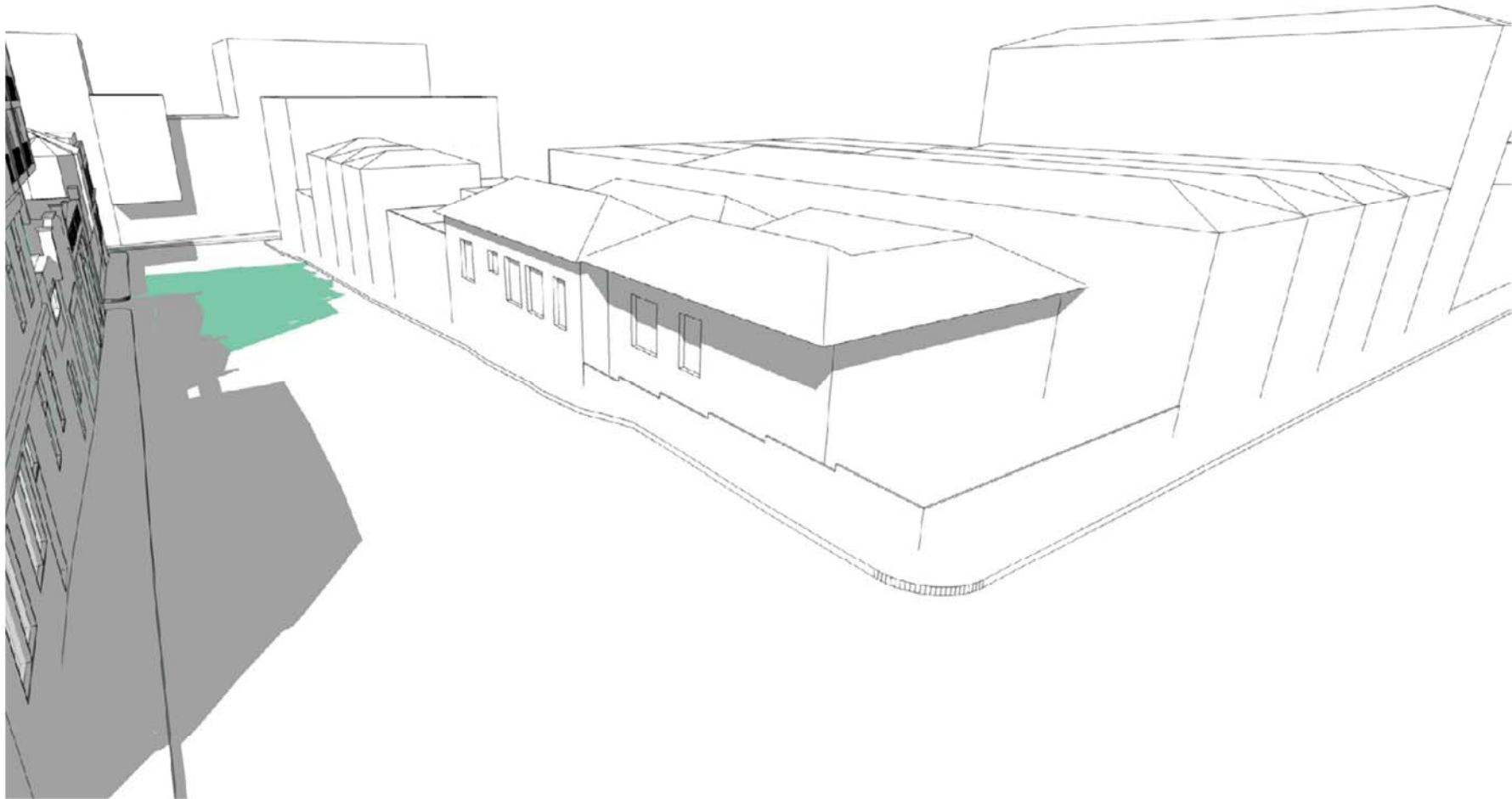
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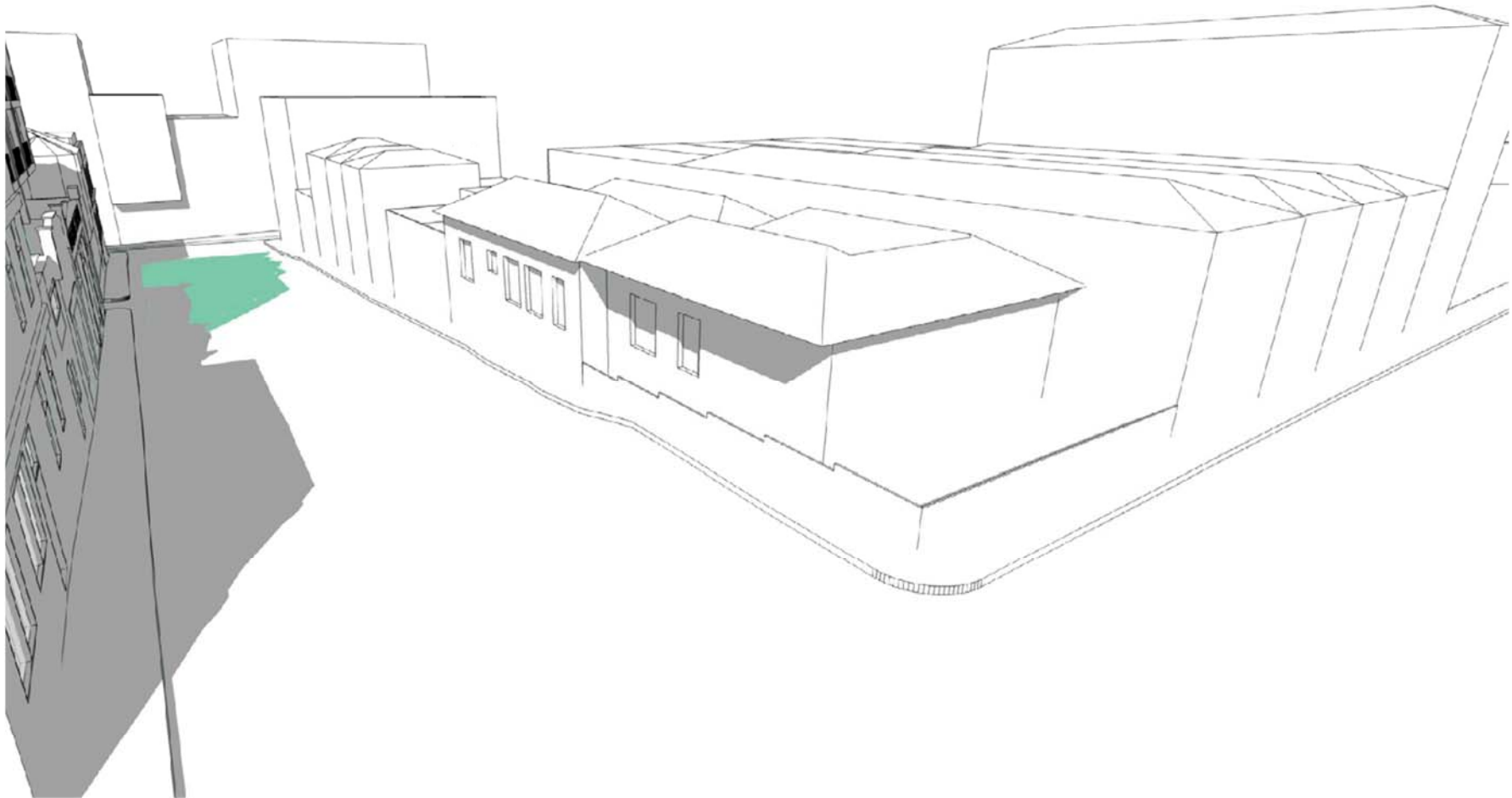
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 EXISTING SHADOWS



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3PM SHADOWS



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NEW DEVELOPMENT SHADOWS

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9AM SHADOWS

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 NEW DEVELOPMENT SHADOWS

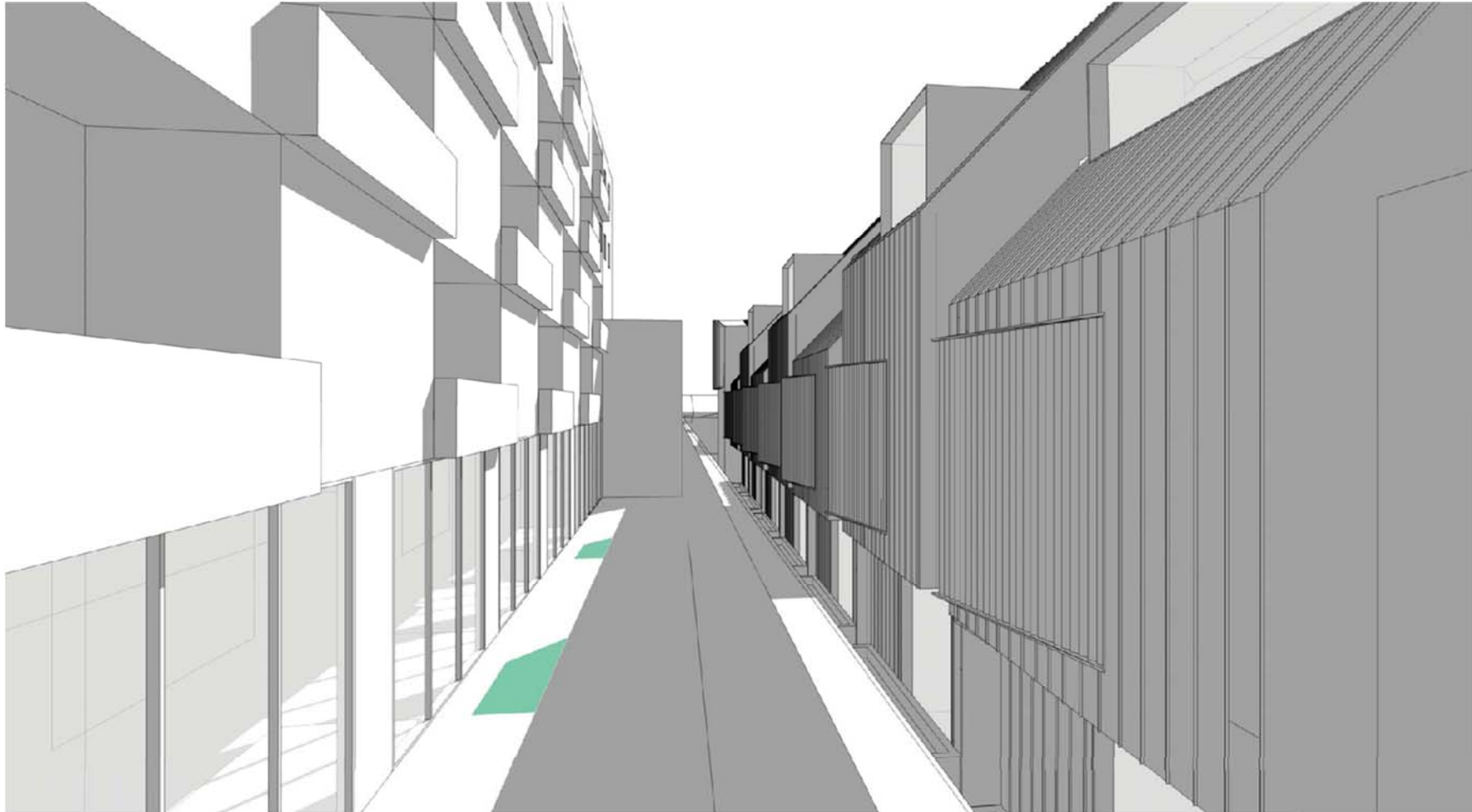
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SHADOWS SEPTEMBER 22ND
10AM SHADOWS

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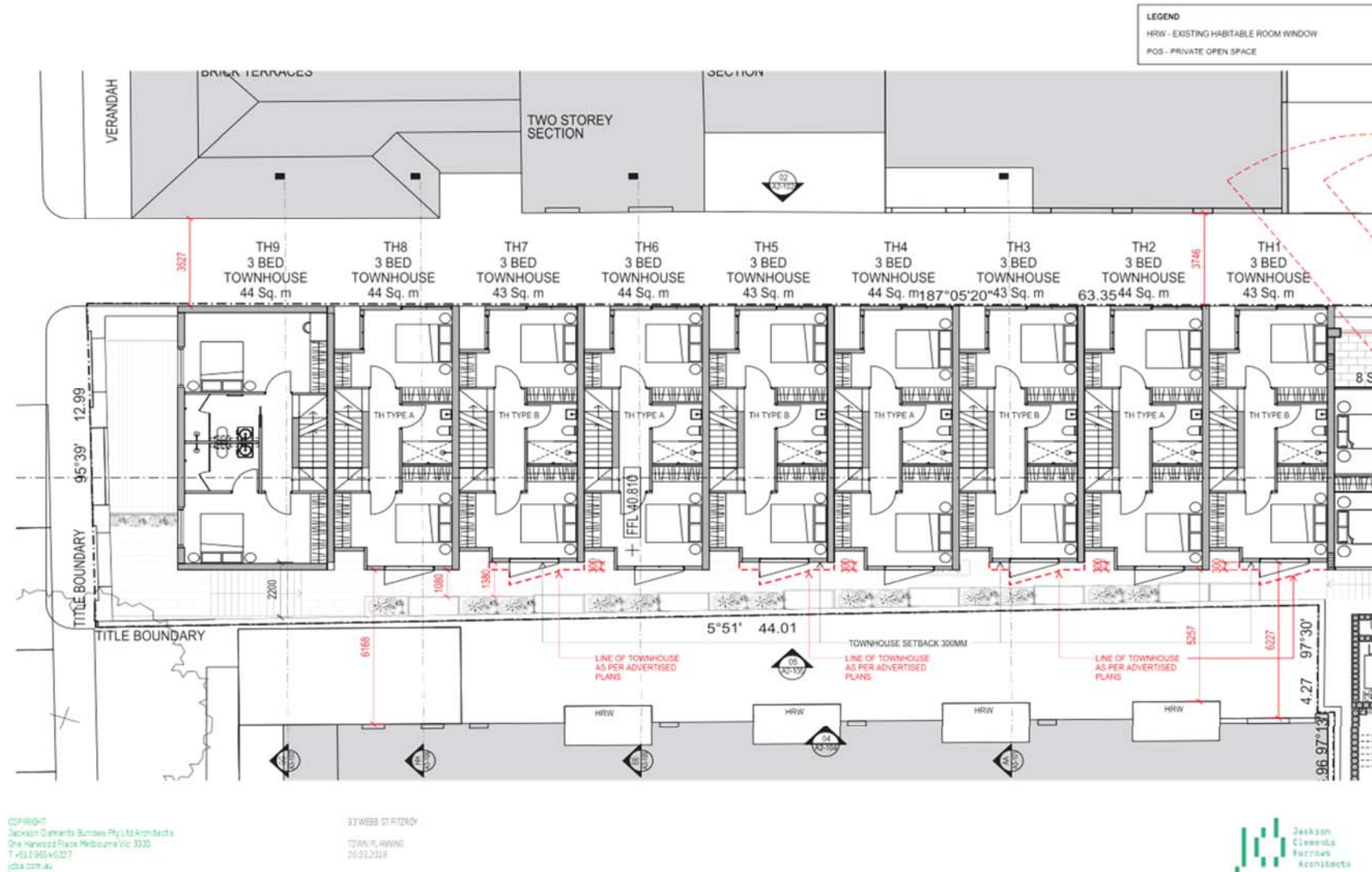
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EXISTING SHADOWS



Attachment 4 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Sketch Plans.

TOWNHOUSE WEST FACADE
LEVEL 2



CDP/04/17
Jackson Clements Barrons Pty Ltd Architects
One Harwood Place Melbourne VIC 3000
T +61 3 9654 6327
jcb@jcb.com.au

93 WEBB ST FITZROY
TOWN PLANNING
20.03.2018



Attachment 4 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Sketch Plans.

93 WEBB ST, FITZROY 3065

TOWN PLANNING
26/09/2018

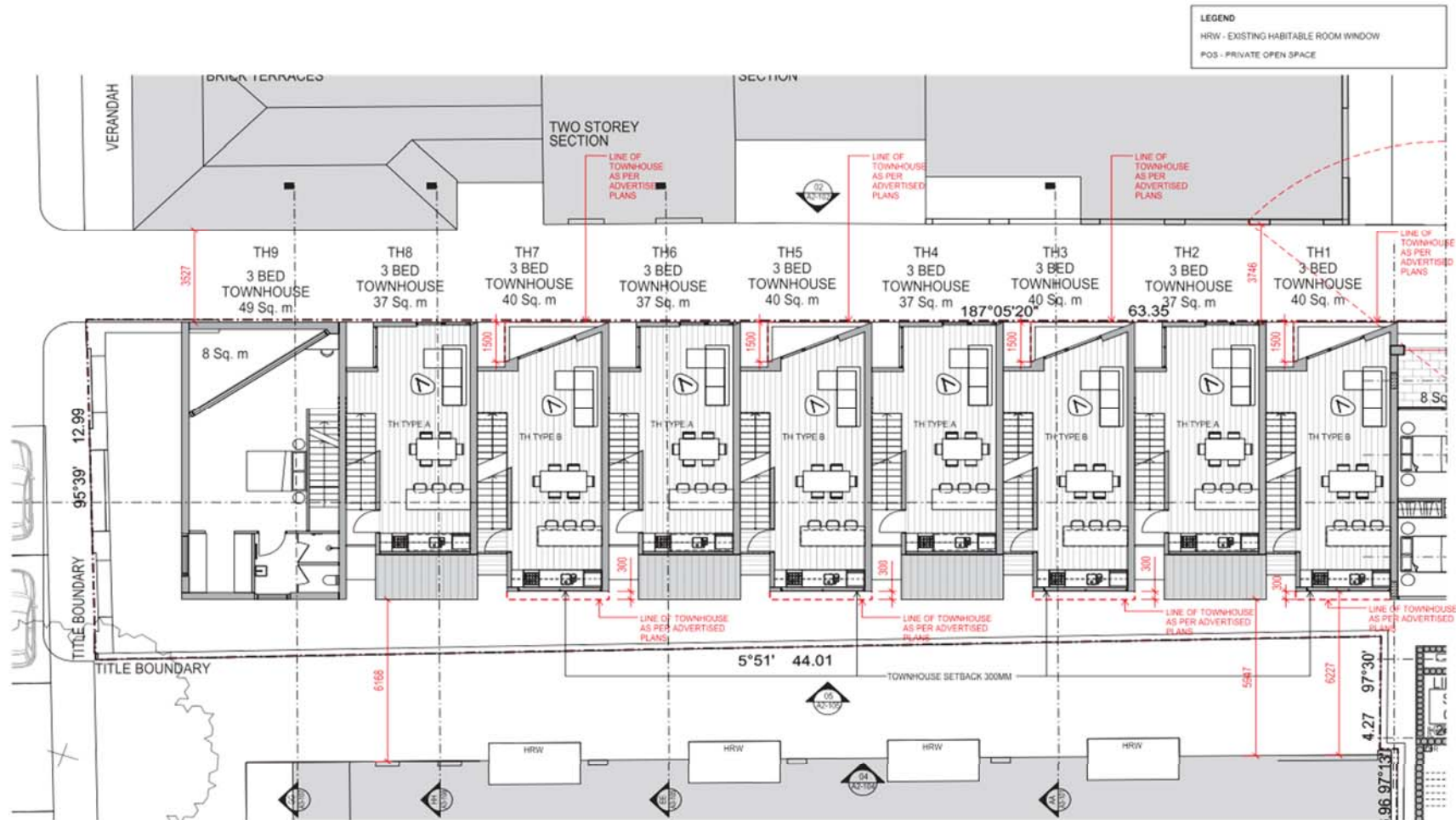


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Attachment 4 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Sketch Plans.

TOWNHOUSE FACADE ARTICULATION
LEVEL 3



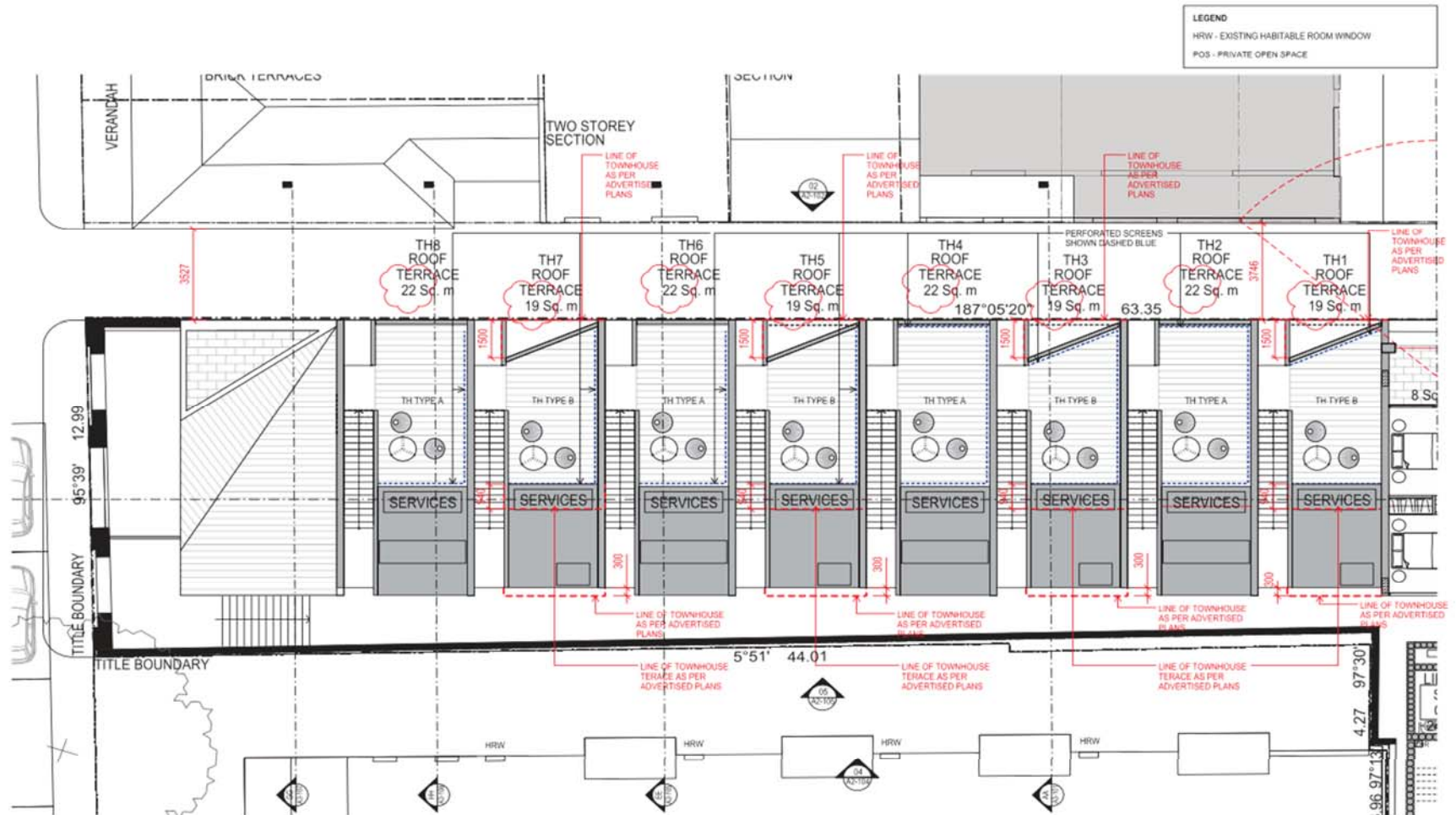
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TOWNHOUSE FACADE ARTICULATION
LEVEL 4



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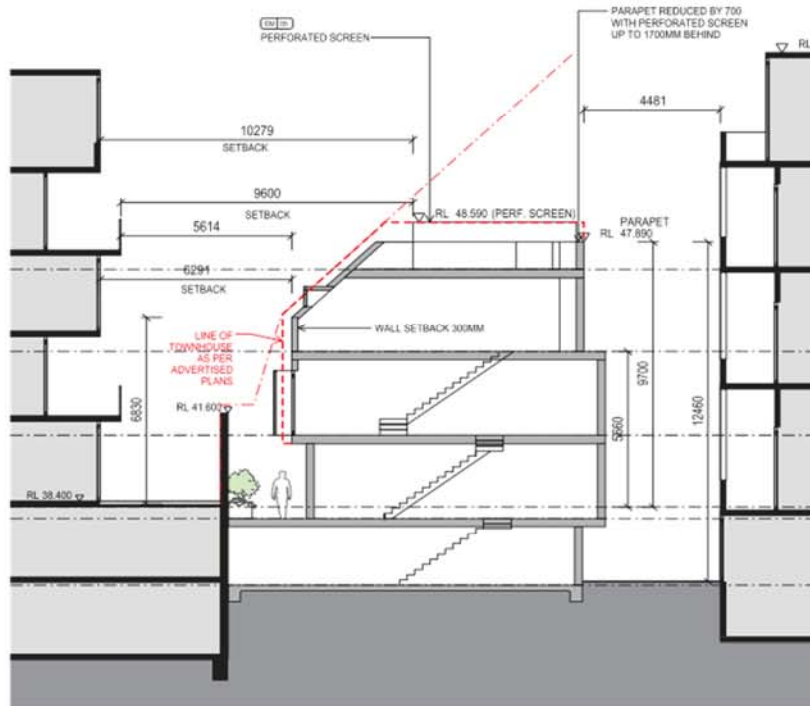
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TOWN PLANNING
26.03.2018



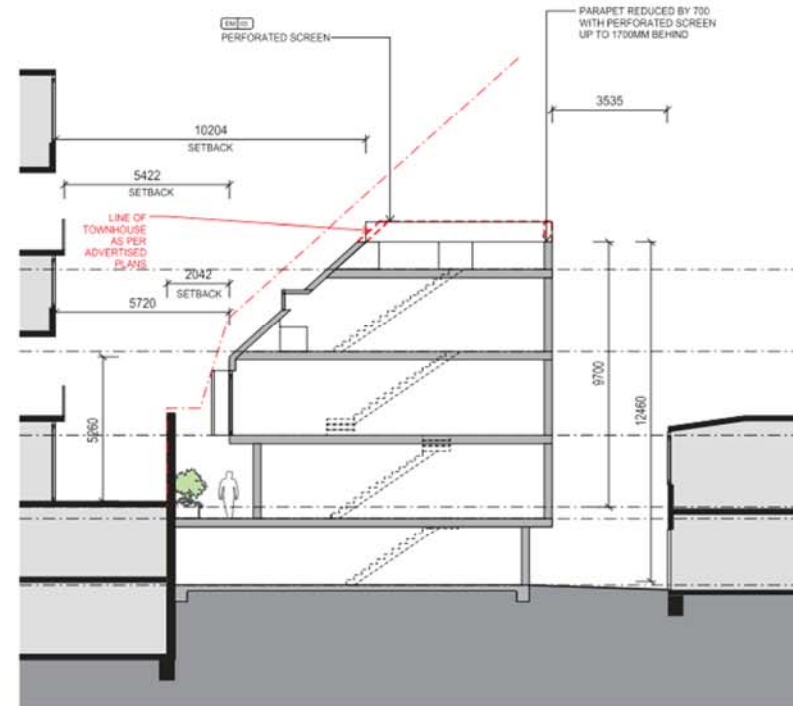
Attachment 4 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Sketch Plans.

TOWNHOUSE FACADE ARTICULATION & HEIGHT REDUCTION
SECTION AA

5



01 SECTION AA
SK3-101 TOWNHOUSE TYPE B 1:200 @ A3



02 SECTION EE
SK3-101 TOWNHOUSE TYPE A 1:200 @ A3

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TOWNHOUSE REDUCTION
300MM WIDTH & 700MM HEIGHT REDUCTION DASHED RED



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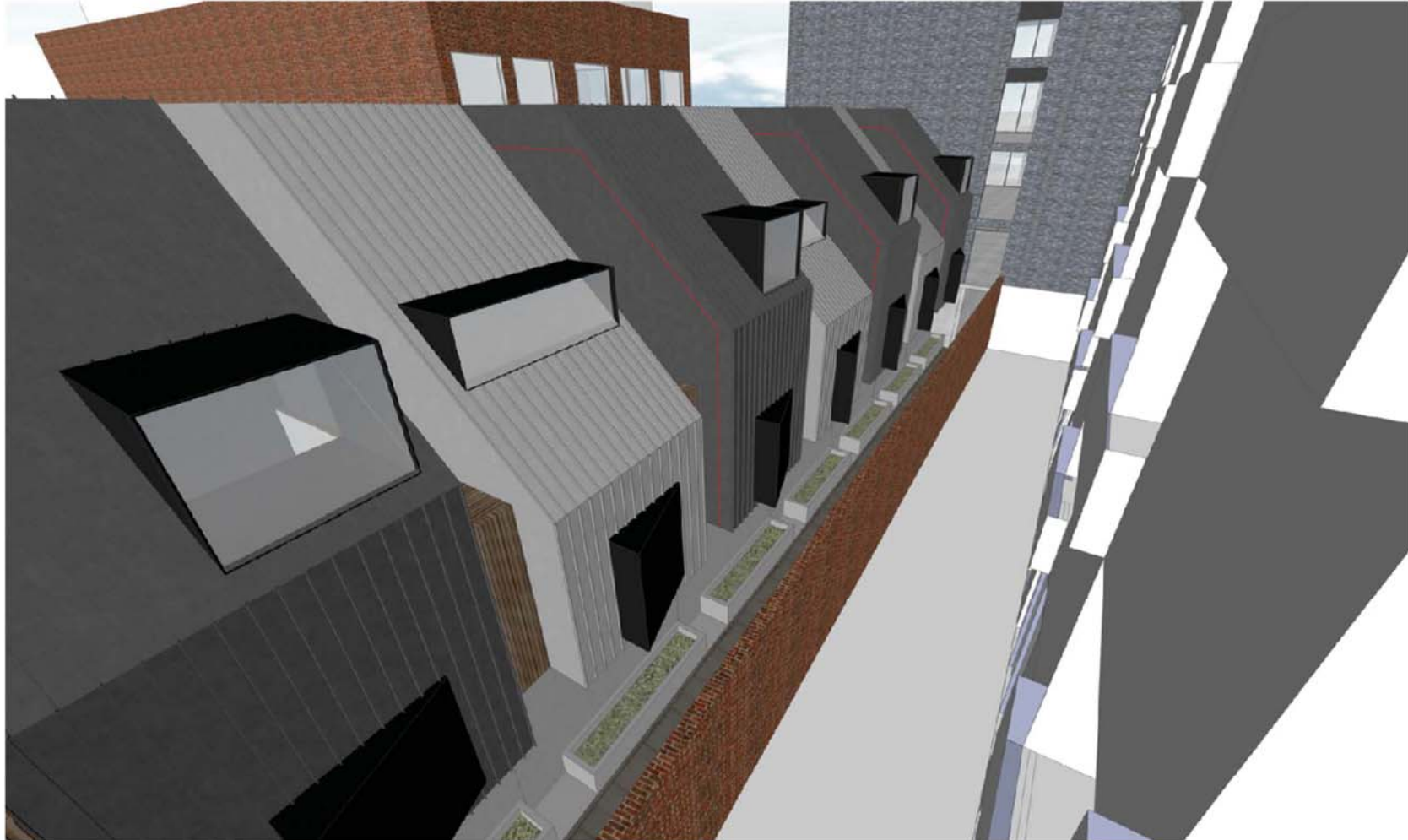
93 WEBB ST FITZROY
TOWN PLANNING
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TOWNHOUSE REDUCTION
300MM WIDTH & 700MM HEIGHT REDUCTION DASHED RED

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PERSPECTIVES

TOWNHOUSE WESTERN FACADE AS PER ADVERTISED PLANS



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PERSPECTIVES

TOWNHOUSE WESTERN FACADE FORM REDUCTION



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PERSPECTIVES

TOWNHOUSE WESTERN FACADE AS PER ADVERTISED PLANS



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Attachment 4 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Sketch Plans.

PERSPECTIVES
TOWNHOUSE WESTERN FORM REDUCTION

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PERSPECTIVES

TOWNHOUSE AERIAL VIEW AS PER ADVERTISED PLANS



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PERSPECTIVES

TOWNHOUSE AERIAL VIEW FORM REDUCTION



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PERSPECTIVE VIEWS

VIEW FROM LANE LOOKING NORTH AS PER ADVERTISED PLANS



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PERSPECTIVE VIEWS

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PERSPECTIVE VIEWS

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PERSPETIVE VIEWS

VIEW FROM LANE LOOKING SOUTH FORM REDUCTION



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PERSPECTIVE VIEWS

VIEW FROM LANE AS PER ADVERTISED PLANS



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PERSPECTIVE VIEWS
VIEW FROM LANE FORM REDUCTION



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SHADOW ANALYSIS TOWNHOUSE LANE
1PM SEPTEMBER 22

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PROPOSED DEVELOPMENT SHADOWS AS PER ADVERTISED PLANS

PROPOSED DEVELOPMENT SHADOWS WITH FORM REDUCTION

EXISTING SHADOWS

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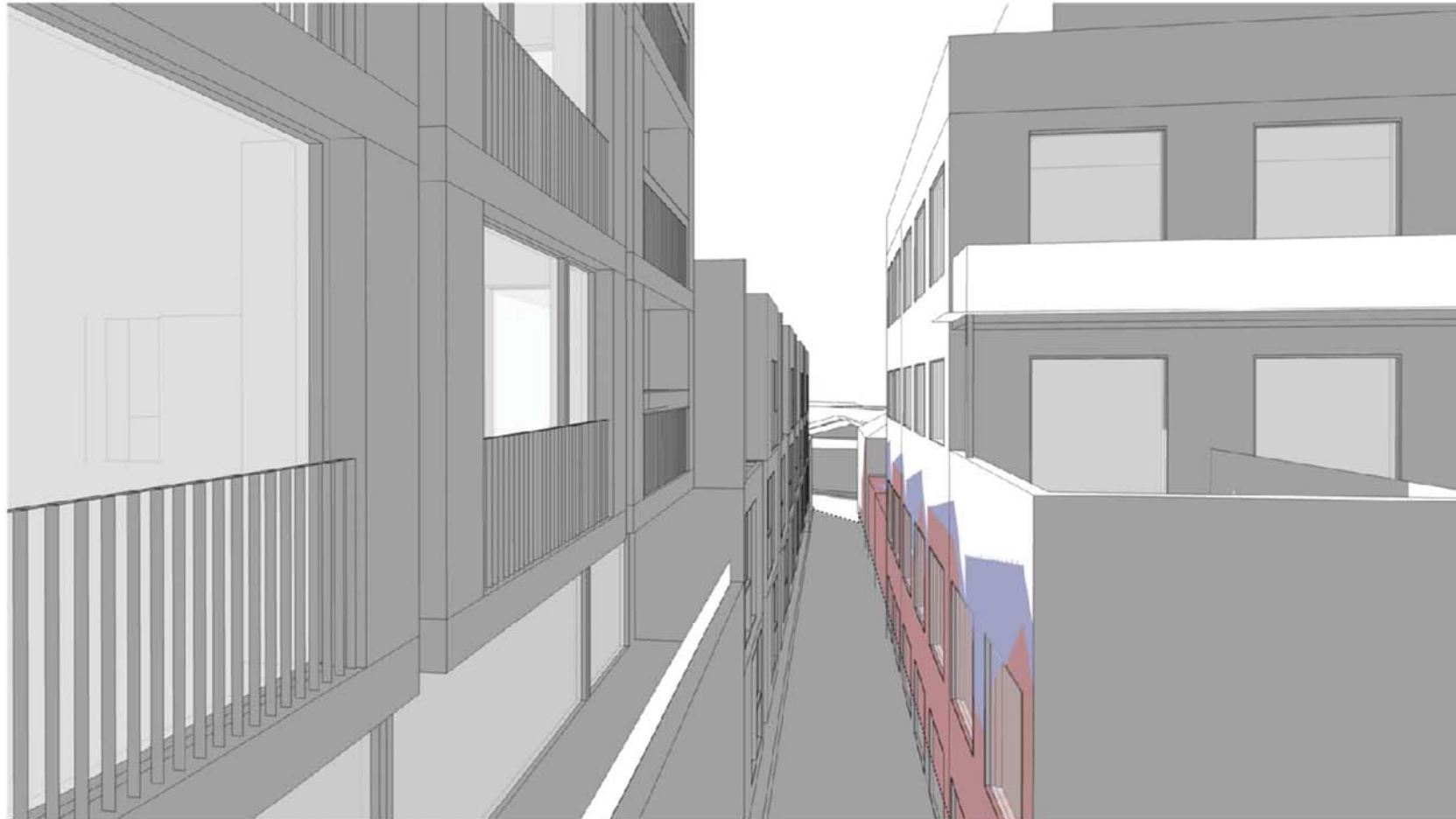
93 WEBB STREET
TOWN PLANNING
20.09.2018



Attachment 4 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Sketch Plans.

SHADOW ANALYSIS TOWNHOUSE LANE
2PM SEPTEMBER 22

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PROPOSED DEVELOPMENT SHADOWS AS PER
ADVERTISED PLANS

PROPOSED DEVELOPMENT SHADOWS WITH
FORM REDUCTION

EXISTING SHADOWS

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SHADOW ANALYSIS TOWNHOUSE LANE
3PM SEPTEMBER 22

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PROPOSED DEVELOPMENT SHADOWS AS PER
ADVERTISED PLANS

PROPOSED DEVELOPMENT SHADOWS WITH
FORM REDUCTION

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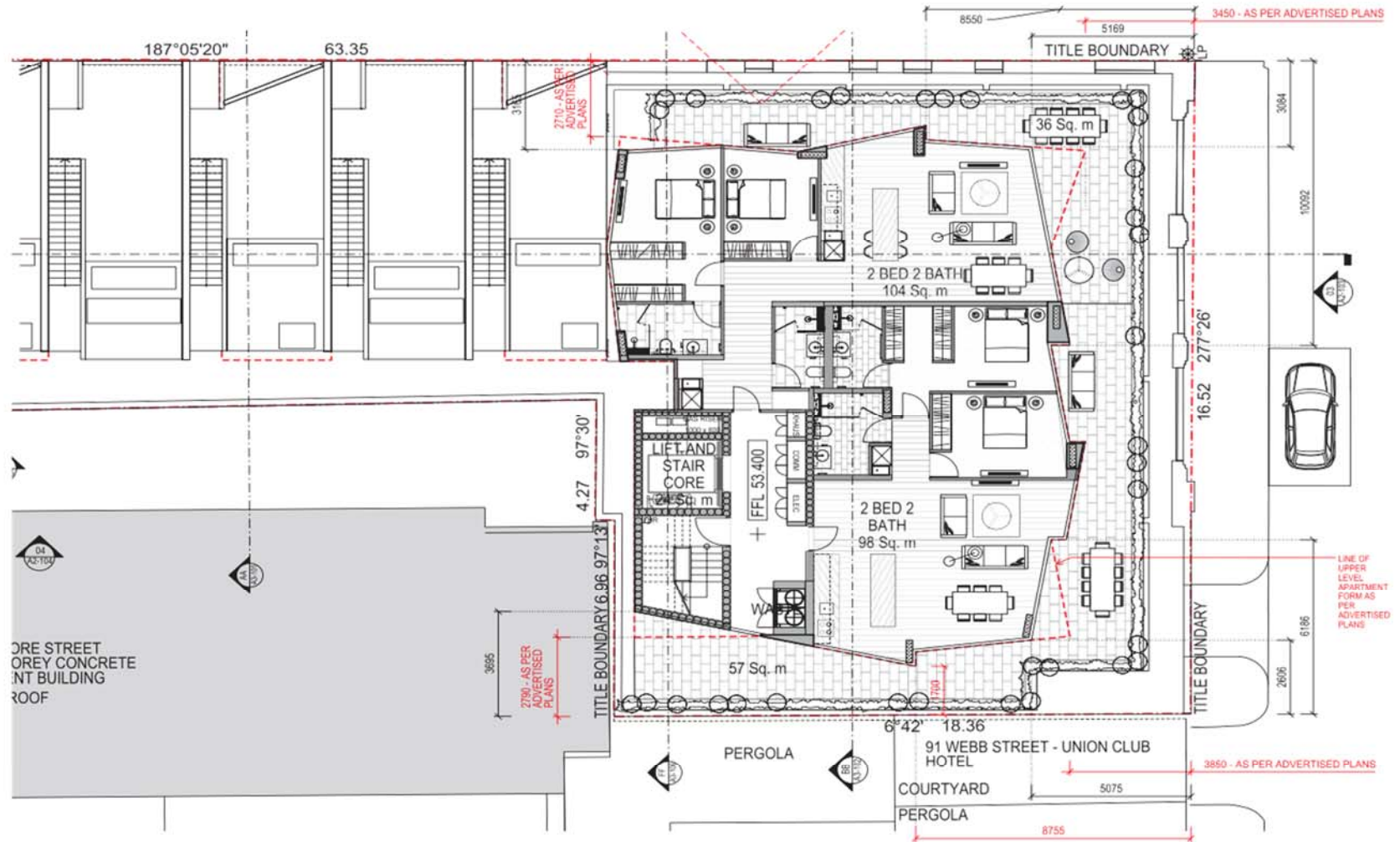
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APARTMENT FORM REDUCTION
LEVEL 5

23



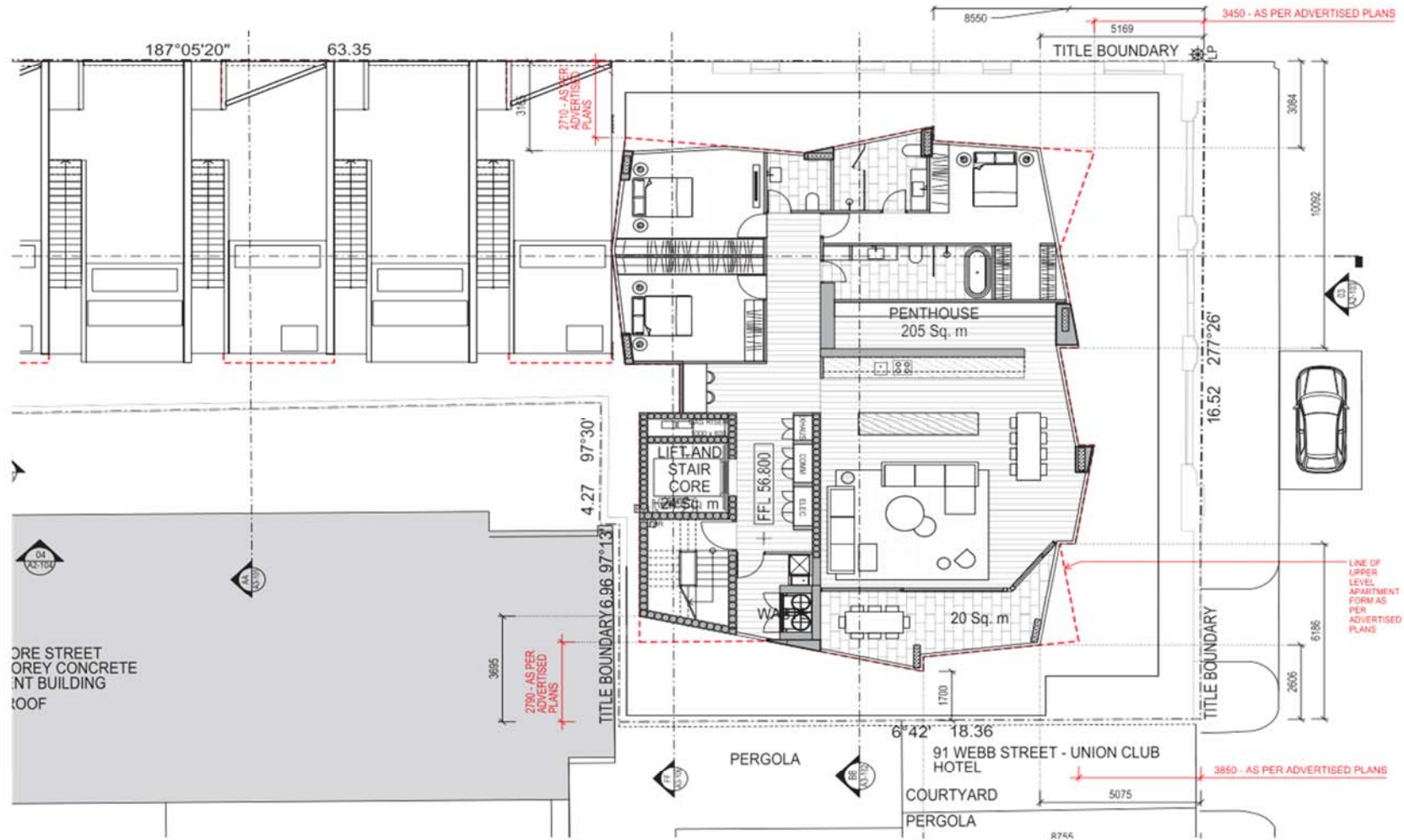
93-97 WEBB STREET
OREY CONCRETE
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ROOF

93-97 WEBB STREET
TOWN PLANNING
30.03.2018

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Burrows
Architects

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APARTMENT FORM REDUCTION
LEVEL 5-6



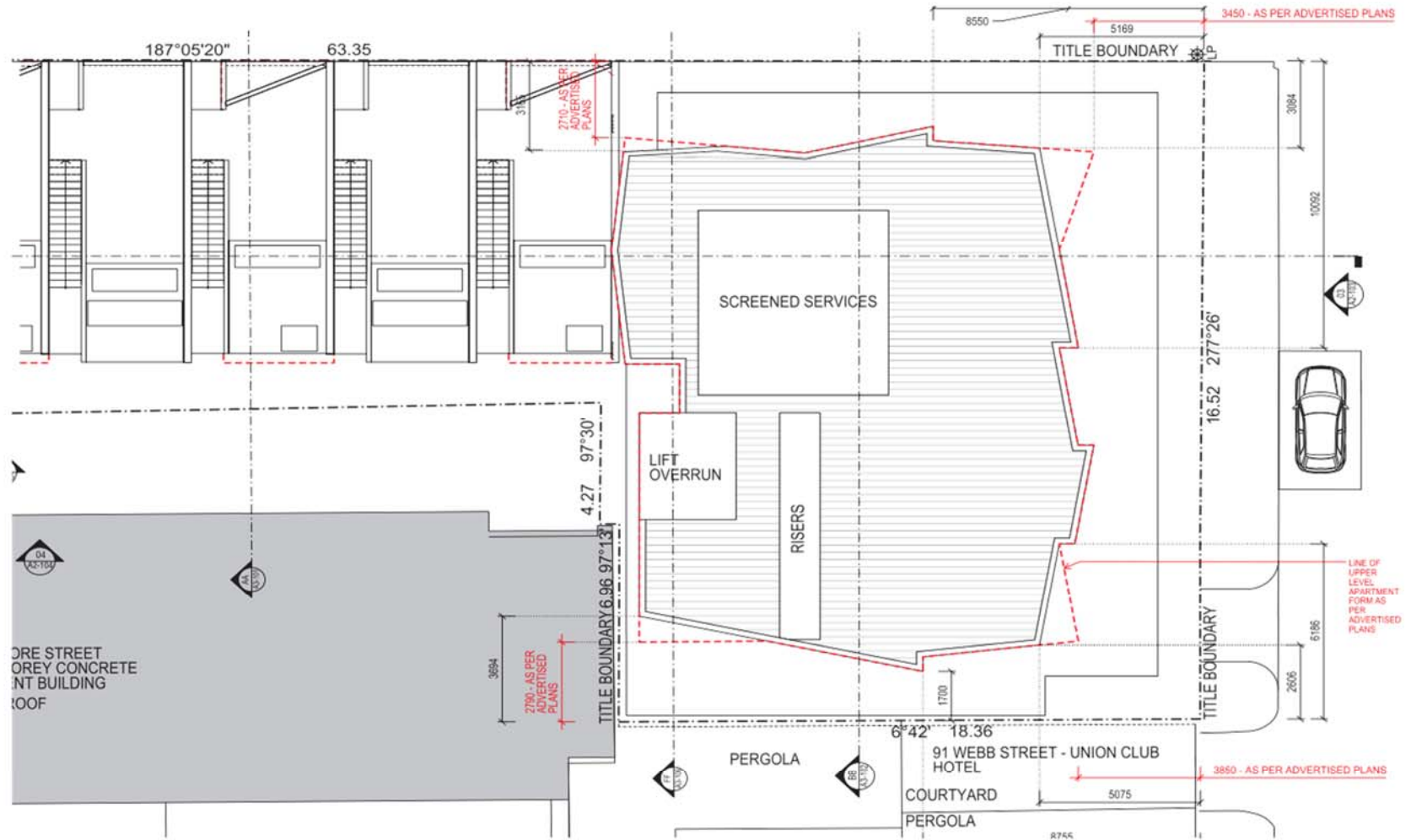
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APARTMENT FORM REDUCTION
ROOF



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93 WEBB STREET
 TOWN PLANNING
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PERSPECTIVE VIEWS

VIEW FROM CORNER OF WEBB STREET & GORE STREET AS PER ADVERTISED PLANS



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PERSPECTIVE VIEWS FORM REDUCTION

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VIEW FROM CORNER OF WEBB STREET & GORE STREET



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PERSPECTIVE VIEWS

VIEW FROM WEBB ST AS PER ADVERTISED PLANS



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PERSPECTIVE VIEWS FORM REDUCTION
VIEW FROM WEBB ST

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Attachment 5 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Subject site.

93-97 Webb Street, Fitzroy



Attachment 6 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Heritage advice (Decision plans)

In addition No. 165 - 167 Smith Street, the Union bank on the corner of Webb Street is Individually significant and included on the Victorian heritage register and No. 169 - 171 Smith Street, also on the corner of Webb Street, is the National bank which is also Individually significant. These two buildings are local icons in Smith Street.



The two banks are those shown in red on the corner of Webb Street, south of Patersons.

Assessment of Proposed Works

Demolition

Retention of the Charles and Webb Street façades, albeit with further alterations, and demolition of the middle part of the building but retaining a portion of the east wall along the laneway at either end and the west wall is acceptable. The laneway (east) wall, other than for presenting an industrial appearance, makes no meaningful heritage contribution to the South Fitzroy Precinct or this part of it.

Built form (height/setbacks)

The two street façades will be retained as existing in terms of setbacks. At the Ground level there will be no setback along the lane which is as per existing conditions.

At Level 1 the setback from Charles Street will be 2.6 metres to the elevation and with a terrace behind the parapet of the retained façade. Along Webb Street the setback will be 2.5 metres

Attachment 6 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Heritage advice (Decision plans)

**City of Yarra
Heritage Advice**

Application No.: PLN 17/1061
Address of Property: 93 Webb Street, Fitzroy
Planner: Sarah Thomas
Yarra Planning Scheme References: Clauses 43.01 and 22.02
Heritage Overlay No.: HO 334 **Precinct:** South Fitzroy

The site has an interface with HO 333 the Smith Street Precinct.

Level of significance

No. 94 – 97 Webb Street, Fitzroy, a factory/warehouse, constructed 1915 – 1925, is listed as Contributory.

(Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007*, Rev. May, 2017)

Proposal

Demolition of the middle section of the existing building with the façades to Charles and Webb Streets retained and construction of a 9 level apartment block, above a 2 level basement, and 9 4-storey townhouses fronting the lane.

Drawing Numbers

69 pages of drawings, perspectives etc. Council date stamp 13 Mar 2018, prepared by Jackson Clements Burrows Architects.

Report to Council, prepared by Bryce Raworth, 28 November, 2017 with no Council date stamp.

Context Description

The site is located near the top of the infamous Collingwood Slope and runs between Charles Street and Webb Street. It borders a lane on the east side. The immediate area comprise mostly double storey heritage dwellings in Fitzroy. In the immediate vicinity is the Coles site in Smith Street which is 4 to 7 storeys (only 7 storeys are variously visible from Smith and Webb Streets). Opposite Coles is the Patersons Buildings at No. 173 – 181 Smith Street which is Individually significant and which has been redeveloped as residential apartments and which has been one of the historically tall buildings in Smith Street. The back of this building is visible on the skyline from Charles and Webb Streets. The history of development along Smith Street is different from the residential area in Fitzroy – Smith Street was an ambitious, self-confident shopping street with major emporia i.e. large buildings for their era, whereas Fitzroy developed as a single or double storey residential suburb.

On the corner of Charles and Gore Streets is a recent 4 – 5 storey (only 5 storeys are visible from any vantage point but there may be additional hidden storeys) development constructed on a former vacant site. This building has set a precedent for higher built form in this part of Charles and Gore Streets which is within residential Fitzroy.

These buildings are critical benchmarks to consider in the immediate context of the site.

Attachment 6 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Heritage advice (Decision plans)

from the outside face of the retained façade and 1.59 metres from the rear of the parapet and with a terrace located behind.

At Levels 2 and 3 the Charles and Webb Streets setbacks are generally similar in terms of effect.

At Level 4 the Webb Street setback is the same as below while the Charles Street setback is increased to approximately 8.3 metres.

At Level 5 the articulated apartment plan form commences with a slightly increased setback from below and with east and west setbacks. At Level 6 the setbacks appear to be slightly increased.

The height of the apartment component to Webb Street is 24.4 metres which appears to be 2 levels higher than the Patersons building. From the Charles Street end the top two levels are both higher than the Charles - Gore Street apartments. From Charles and Webb Street the top two levels are out-of-proportion and out-of-keeping with the proportions of the immediate area set by Coles, Patersons and the Charles Street apartments and the single and double storey heritage dwellings and the two banks. There is no sightline diagram so the visibility from Gore Street cannot be tested but it is probable that the top two levels will be visible above the Union Club Hotel. Instead of being "less apparent" these levels will be quite apparent and discordant. This will not be alleviated by the proposed setbacks or the design. They should be deleted. Any proposed building on this site should not be higher than the Paterson building or the Charles Street apartments, rather these should form a height datum beneath which any new built form should sit and nestle in back from the streetscape(s) with deeper setbacks.

I note that the west wall of the apartments will effectively be a backdrop to the Union Club Hotel and as designed it will be a blank masonry wall which will be visible from Webb and Gore Streets. This issue raised concerns in relation to the addition of levels above the Patersons warehouse on the corner of Smith and Moor Streets and which was, and is, highly visible from Gore Street, and even George Street, along Moor Street. Some attention should be paid to making this wall more attractive in terms of materiality and/or feature and not propose a painted piece of street art.

There are no heritage concerns with the townhouse envelopes although I would question the relevance of the sawtooth roof façade form in this location. Given the limited visibility of the top (parapets) due to the narrowness of the lane they are acceptable only for this reason.

Colours/materials

Despite the recommendation to delete the top two levels of the apartments, I note that they are proposed to have external blinds – where used in Yarra they appear out-of-keeping with the patterns of fenestration set by the clear glazed heritage windows and here they will not complement the more regular design of the levels below. The design of these levels is appropriate.

It is proposed to use dark brickwork which will be visible above the stripped Charles Street façade, presumed to be red brick, and also above the Union Club Hotel which is red brick. Given these two elements and the red brick used already on the Gore Street elevation of the Charles Street apartments, a red brick is preferred to provide some degree of continuity of tone and also to relate more to the face brickwork of the Fitzroy residential area. As shown in the perspective the paler brick on the Webb Street elevation appears to blend in acceptably but a sample should be provided for further approval.

I have been unable to find on the drawings exactly where the timber panels are proposed to be used. A precedent image of the building on the corner of Cambridge Street, Collingwood has been provided. The shutters on this building have begun to discolour and deteriorate and the timber cladding on the Charles and Gore Street elevations of the Charles Street apartments has deteriorated visibly to a considerable extent and has rotted in place. Experience on numerous sites in Yarra consistently shows that unpainted timber soon deteriorates if it is not maintained

Attachment 6 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Heritage advice (Decision plans)

and becomes unsightly. No unpainted timber is to be used anywhere where it is exposed to the weather or where it will be difficult to maintain in the future.

A similar experience has been found on numerous occasions with perforated metal mesh where it is not cleaned of urban detritus or where it corrodes. The materials need to be reconsidered.

Otherwise the palette of materials is acceptable although samples of all brickwork should be provided for further approval.

Vehicle Access

Vehicle access from the lane is acceptable.

Façade Works

Generally acceptable as the façades of themselves make only a minor contribution to the relevant streetscapes in heritage terms and they include non-heritage elements and have already undergone a degree of change.

Recommendation / Comments:

Not approved.

Delete two upper levels of the apartments so as to maintain the scale of the streetscape as set by the Patersons building and the Charles Street apartments. Any proposed building on this site should not be higher than these buildings, rather they should form a height datum beneath which any new built form should sit and nestle in, back from the streetscape(s) and with deeper setbacks.

Reconsider the treatment of the west wall of the apartments which will be visible behind the Union Club Hotel.

Prefer red brick rather than a dark brick for the north elevation and submit samples of all face brick proposed for further approval.

Delete external blinds, unpainted timber exposed to the weather and perforated metal. Consider where these might be proposed in relation to future access for maintenance.



Signed:

Robyn Riddett

Director – Anthemion Consultancies

Date: 4 June 2018.

Attachment 7 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Heritage advice (Sketch plans).

City of Yarra

Heritage Advice - Supplementary

Application No.: PLN 17/1061
Address of Property: 93 Webb Street, Fitzroy
Planner: Laura Condon
Yarra Planning Scheme References: Clauses 43.01 and 22.02
Heritage Overlay No.: HO 334 **Precinct:** South Fitzroy

The site has an interface with HO 333 the Smith Street Precinct.

Level of significance

No. 94 – 97 Webb Street, Fitzroy, a factory/warehouse, constructed 1915 – 1925, is listed as Contributory. (Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007*, Rev. May, 2017)

Proposal

Demolition of the middle section of the existing building with the façades to Charles and Webb Streets retained and construction of a 9 level apartment block, above a 2 level basement, and 9 4-storey townhouses fronting the lane.

I provided advice previously on 4 June 2018. This advice is intended to be read in conjunction with the previous advice and not all information had been repeated here. This advice principally addresses changes made to the proposal.

Drawing Numbers

25 pages of drawings, perspectives etc. dated 09/07/2018 0, prepared by Jackson Clements Burrows Architects.

The previous drawings had Council date stamp 13 Mar 2018.

Context Description

The site is located near the top of the infamous Collingwood Slope and runs between Charles Street and Webb Street.

The buildings which are critical benchmarks to consider in the immediate context of the site are: the double storey heritage dwellings in Fitzroy; the 4 to 7 storeys Coles site in Smith Street; the Individually significant Patersons building at No. 173 – 181 Smith Street which has a residential apartment component while the heritage component is one of the historically tall buildings in Smith Street; the Individually significant Union Bank on the corner of Webb Street, which is included on the *Victorian Heritage Register* and the Individually significant National Bank also on the corner of Webb Street. The latter two buildings are local icons in Smith Street.

The site is located in somewhat of a transitional area between the residential streets of Fitzroy and Smith Street which was an ambitious, self-confident shopping street with major emporia i.e. large buildings for their era. This is a separate Heritage Overlay Area to the subject site.

Attachment 7 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Heritage advice (Sketch plans).

Of contextual relevance is the recent 4 – 5 storey (only 5 storeys are visible from any vantage point but there may be additional hidden storeys) development constructed on a former vacant site on the corner of Charles and Gore Street. Anything which exceeds its height would be a poor outcome which most probably would result in unacceptable dominance in the low-rise residential area.



Assessment of Proposed Works

In summary my previous advice was:

Delete two upper levels of the apartments so as to maintain the scale of the streetscape as set by the Patersons building and the Charles Street apartments. Any proposed building on this site should not be higher than these buildings, rather they should form a height datum beneath which any new built form should sit and nestle in, back from the streetscape(s) and with deeper setbacks.

Reconsider the treatment of the west wall of the apartments which will be visible behind the Union Club Hotel.

Prefer red brick rather than a dark brick for the north elevation and submit samples of all face brick proposed for further approval.

Delete external blinds, unpainted timber exposed to the weather and perforated metal. Consider where these might be proposed in relation to future access for maintenance.

Attachment 7 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Heritage advice (Sketch plans).

Demolition

Appears to be the same as previously which is acceptable.

Built form (height/setbacks)

The changed articulation of the eastern elevation of the townhouses at Level 3 is an aesthetic improvement.

The potential for an increased setback of 300 mm for the townhouses on the west side at Levels 2 and 3 would lessen the visual impact i.e. reduce the visual bulk slightly. (Refer to red line and annotation on "Townhouse façade articulation Level 3 drawing in the revised plans).

The setbacks at Level 1 to Webb and Charles Street are acceptable.

At Levels 2 and 3 the Charles and Webb Streets (north and south) setbacks are generally similar in terms of effect. They cantilever slightly over Level 1 by 1.59 metres with the setback of the main elevation being 1.45 metres from the property line. There is an additional setback of a rebate in the centre of the elevation of 2 metres s. The rebate neither adds nor detracts anything from a heritage perspective and all of this is acceptable.

At Level 4 the Webb Street setback is the same as below while the Charles Street setback of the townhouses (roof deck level) is increased to approximately 8.3 metres (compared with 2.6 metres at Level 3 below). This is acceptable

At Level 5 the articulated apartment plan form commences with a slightly increased setback from below, (ranging from 3.6 to 3.5 to 4 metres) and with east and west side setbacks. At Level 6 the setbacks are generally similar. Of themselves they are not unacceptable but in combination with the additional height of these levels they do not assist in reducing the visibility and/or visual bulk of Levels 5 and 6 which is the principal heritage concern.

Levels 5 and 6 have not been deleted as previously recommended. They are located at a critical interface with the low-rise residential area of Fitzroy as compared with the townhouses which have a much more discrete siting. The slight reduction in setbacks of Levels 5 and 6 as now proposed will have minimal effect (refer to the red line shown on Apartment form reduction Level 5 – 6. The proposed setbacks do little if anything to reduce the visibility and visual bulk and instead these levels attract attention as is evident in the revised comparative perspectives taken from the corner of Webb and Gore Streets. In this view the height exceeds that of the apartment building on the corner of Charles and Gore Streets which has set a precedent for being the highest building in the immediate residential vicinity of Fitzroy.

The changes made as shown in the comparative perspectives taken from Webb Street show Levels 5 and 6 as being overbearing and dominant. Levels 5 and 6 are 1½ - 2 levels higher than the Patersons development (Section FF) which is already the highest building, together with Coles, in this part of Smith Street. From Charles and Webb Streets the top two levels are out-of-proportion and out-of-keeping with the immediate area which predominantly contains the double-store, and single-storey, heritage dwellings and the two double-storey banks and the hotel.

Instead of trying to compete with and exceed the height of the high developments (Coles, Patersons and Charles - Gore Street apartments) the new building on this site should transition in height and seek to blend into the urban fabric as it exists and not seek to dominate it or draw attention or be the highest building. As stated previously the height of any new building should not exceed that of Patersons or the Charles – Gore Streets apartments as viewed from Gore or Webb Street.

As noted previously the west wall of the apartments will effectively be a backdrop to the Union Club Hotel and as designed it will be a blank masonry wall which will be visible from Webb and

Attachment 7 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Heritage advice (Sketch plans).

Gore Streets and it is likely to be visible along Webb Street from as far away as George Street (as are the upper levels of the Patersons warehouse on the corner of Moor and Smith Streets). I recommended that the treatment be reconsidered. Nothing has been provided which addresses this concern and again I request that attention is paid to making this wall more attractive in terms of materiality and/or feature and not include a painted piece of street art.

Colours/materials

No response has been provided in regard to the recommendation for red brick rather than a dark brick for the north elevation and no samples of face brick have been provided for further approval.

No response has been provided to the recommendation to delete external blinds, unpainted timber exposed to the weather and perforated metal.

Recommendation / Comments:

Not approved.

Demolition as proposed is acceptable.

Other than for materials as commented upon, the townhouse component is acceptable from a heritage perspective.

A satisfactory response to the heritage concerns expressed previously has not been provided, indeed no response to several concerns has been provided and a satisfactory response is required. My previous concerns remain, viz:

Delete two upper levels of the apartments.

Any proposed building on this site should not be higher than Patersons and the Charles and Gore Streets apartments. The apartment component should be visually lower than these.

Reconsider the treatment of the west wall of the apartments.

Prefer red brick rather than a dark brick for the north elevation.

Submit samples of all face brick proposed for further approval.

Delete external blinds, unpainted timber exposed to the weather and perforated metal. Consider where these elements might be proposed in relation to future access for maintenance.



Signed:

Robyn Riddett

Director – Anthemion Consultancies

Date: 21 September, 2018.

Attachment 8 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Decision plans).



The site has the following interfaces:

- To the immediate **south** is Webb Street, a 16m wide local street with parallel parking to both sides. There is no specific vegetation in the street. Directly across the road are 1-2 storey dwellings within the Neighbourhood Residential Zone.
- To the **east** is a 4m wide laneway which defines the eastern edge of the subject site. Further east fronting Smith Street is a variety of commercial buildings. Notably there is a 4 storey commercial/office building at 173 Smith Street ('Patterson' building). Balconies of this building are located facing the subject site. These properties are within the Commercial 1 Zone.
- To the **north** at Charles Street, a 10m wide local road with parallel parking both sides of the street, which comprises two 1 storey dwellings constructed on the opposite of subject site. Alongside is 3m bluestone laneway and a row of 2 storey dwellings. All of which are within the Neighbourhood Residential Zone.
- To the immediate **west** comprises a 2 storey commercial building ('Union Club Hotel') to the corner of Webb and Gore Streets within the Neighbourhood Residential Zone. To the immediate west at 174 Gore Street comprises a 5 storey residential building within the Mixed Use Zone.

Smith Street is typified and strongly defined by 2-4 storey commercial, industrial and office buildings. Further to the west is the residential hinterland of Fitzroy generally comprising 1-2 storey housing stock.

The site is strategically positioned and well serviced by local facilities and public transport being close to Route 86 tram and shopping precinct along Smith Street.



View of the subject site from Webb Street



View of residential property directly south of the site



View of the subject site from the Charles Street



View of east laneway facing to the north



View of property to the west of the site in Webb Street

Attachment 8 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Decision plans).



Urban Design Memo

To:	Sarah Thomas	Date:	25/05/2018
Company:	City Of Yarra	From:	Hansen Urban Design
RE:	93-97 Webb Street, Fitzroy		

Thank you for the opportunity to review the application package for the proposed 7 storey mixed use building at **93-97 Webb Street, Fitzroy**. We have reviewed the plans prepared by **Jackson Clements Burrows** architects, dated 1 March 2018 and inspected the site and the surrounds.

Our assessment in relation to urban design matters, including a number of recommendations, is set down below.

Site and Context

The subject site is located on the northern side of Webb Street and southern side of the Charles Street, Fitzroy. The site is L shaped and has a 16.52m frontage to Webb street, with a depth of 63.35 and a 12.99m frontage to the Charles street. Total site area of approximately 989m².

The site currently comprises a 1 storey commercial building, built to all site boundaries. To the immediate east of the building there is a bluestone laneway extending along the site and from the rear of properties fronting Smith Street.

The site comprises a slight fall from south to north. And the land also slopes down towards the east along both Webb and Charles Streets. The subject site and all surroundings are affected by a Heritage Overlay.



Site context

hansen partnership
melbourne | vietnam

level 4 138 exhibition st
melbourne vic 3000
t 03 9654 8844 f 03 9554 9088
e info@hansenpartnership.com.au
w hansenpartnership.com.au

urban planning | urban design | landscape architecture

Attachment 8 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Decision plans).



Planning and Design Framework

The site is located within the **Commercial 1 Zone (C1Z)**. The purpose of the C1Z comprises:

- *To create a vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

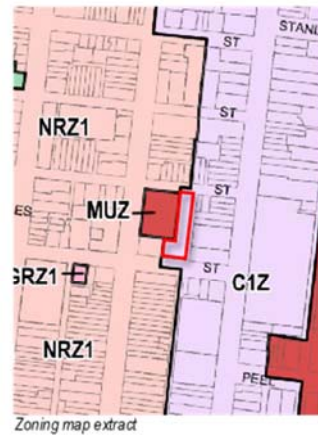
The site is affected by a Heritage Overlay (H0334 – South Fitzroy Precinct)

The following State and Local planning policies are considered relevant:

- Clause 09 – Plan Melbourne;
- Clause 15 – Built Environment and Heritage;
- Clause 21.03 – Vision;
- Clause 21.04 – Land Use;
- Clause 21.05 – Built Form;
- Clause 21.08 – Neighbourhoods;
- Clause 22.05 – Interface Uses Policy;
- Clause 22.07 – Development Abutting a Laneway; and
- Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay.

Other relevant documents:

- City of Yarra Urban Design Strategy (2011);
- City of Yarra Built form Review (2003);
- Victorian Urban Design Charter (2010);
- Urban Design Guidelines of Victoria (2017);
- City of Yarra Review of Heritage Overlay Areas (2007) Appendix 8; and
- Plan Melbourne.



Attachment 8 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Decision plans).



The Proposal

The proposed development comprises the construction of a mixed use building, comprising a part 7 storey form and part 4 storey form and retention of the existing heritage facades to both Webb and Charles Streets. Specifically, the proposal includes:

- The 4 storey form positioned to the northern part includes 9 attached townhouses;
- The 7 storey form positioned to the southern part and comprises 16 apartments and a ground level office;
- Retention and restoration of existing facades to Webb Street and Charlie Street;
- Retention of existing wall along the common boundary with 174 Gore Street;
- Main pedestrian access off Webb Street, to apartments;
- Pedestrian access of Charlie Street leading to an external walkway along the western boundary which provides access to the townhouses and links through to the apartment building;
- Vehicle access to 2 levels of basement (positioned below 7 storey form), via a car lift off Webb Street;
- Individual garages to each townhouse access along the laneway (to the east);
- 38 car spaces (14 spaces within the townhouses and 24 spaces located in the basement);
- 35 bicycle spaces (20 associated with the apartments, 9 associated with the townhouses and 4 associated with the office).
- A 158m² office space positioned to the corner of Webb Street and the laneway;
- An overall maximum building height of 24.6 (to RL 60.2)
- The 7 storey apartment form is massed with a 'negative' level (Level 1) which distinguishes the 3 levels (Levels 2-4) which present as a new rising form, with 2 lightweight levels above (Levels 6-7) which are set back further and treated with a primarily glazed façade;
- The 4 storey townhouses, rise 'sheer' to the laneway and comprise roof top terraces.



Photomontage along Webb Street facing to the north-west

Attachment 8 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Decision plans).



Urban Design Assessment

In summary, we consider that the subject site lends itself to **mid-rise infill development** due to its existing condition and locational attributes. However, we consider that the proposed **built form response is unacceptable** in its current form primarily due to the height and setbacks of the apartment form, equitable development opportunities and internal amenity.

We therefore consider that the built form response **requires some modification** to create an acceptable outcome. The reasons for our position is discussed further as follows:

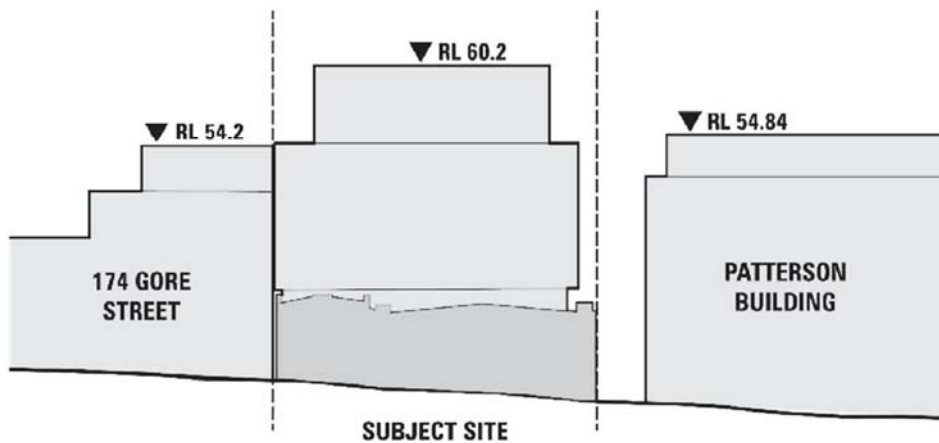
Strategic Context and Urban Form

Strategic planning policy recognises that Yarra has a distinct identity as a low-rise urban form with areas of higher development. This framework encourages a diversity of housing types at higher density in and around Activity Centres. The site is within the Smith Street Major Activity Centre.

Observation of existing and emerging development in the area reveals 2-4 storey commercial buildings, 1-2 storey dwellings with a more recent evolution of 5-6 storeys and a 6-8 storey building located 132-172 Smith Street (Smith & Co) - Coles.

While the subject site represents a reasonably sized parcel (989m²) with multiple street frontages (north and south), it still retains infill characteristics as it does not benefit from a corner location to warrant the proposed built form scale to serve the role of a local landmark.

It is noted that there is a gradual fall in land from east to west and the existing heights of neighbouring tall buildings, being the Patterson building rises to RL 54.84 and is positioned along the Smith Street spine, and the 5 storey development which holds the corner of Charles Street and Gore Street rising to RL 54.2 (174 Gore Street). The proposal at RL 60.2 projects approximately 6m above this existing height datum.



Existing heights of neighbouring tall buildings

Attachment 8 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Decision plans).



Development must respond to its context in terms of urban character, cultural heritage and surrounding landscape. In considering the height of the building, the urban design guideline at Clause 21.05-2 states that development on sites within Activity Centres such as this should generally be no more than 5-6 storeys unless specific benefits can be achieved. It is critical that the proposal be assessed against these benefit tests (although not exhaustive in particular circumstances), to determine a site-specific rationale for a building height.

The following assessment has been made:

- Significant upper level setbacks

Based on a review of development potential on adjoining sites, the principal corner site at the junction of Smith Street and Webb Street (171 Smith Street) should represent a more prominent form to 'mark' the corner (typically approved at 7 storeys on intersections along Smith Street). In this mid-block context, a 7 storey building would not be designating any significant urban place, and consequently undermines both the anticipated urban hierarchy and legibility of the Activity Centre.

Our concern lies with the visual prominence of the upper form when experienced from within the street. The upper levels will be clearly visible from the west along Webb Street, as shown in the photomontages. We appreciate that the upper levels may be concealed by the future development above the 'individually significant' building at 91 Webb Street (Union Club Hotel), however, we consider that there would be substantial street setbacks to be distinguishable from the original heritage form. The proposal will still be clearly 'read' as a 7 storey building along Webb Street, as illustrated below.



Proposal clearly read as a 7 storey, despite future development of the 'Union Club Hotel'

It is our recommendation that there is contemplation for a commensurate mid-rise form (up to 6-7 storeys), with increased setbacks to upper levels and/or reduction of height providing a befitting infill development commensurate with the morphology of the surrounding area.

Attachment 8 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Decision plans).

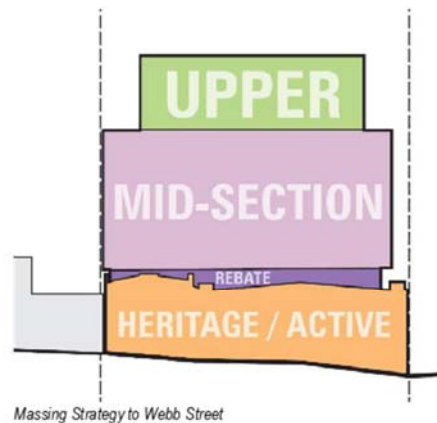


- Architectural design excellence

It has been well established at the Tribunal that architectural design excellence is not about individual taste for architectural styles, rather the architectural composition and functional aspects.

We are generally supportive of the proposed massing strategy to the Webb Street frontage which has adopted a 4 parts approach which has been articulated so that it does not present an overwhelming scale. The ground floor is a heritage form, comprising active uses and an appropriate level of street engagement. Through the use of a rebate level above with incidents of shade and shadow gives a sense of visual depth and distinction

between the heritage form and new upper levels. The mid-section has been designed with a defined street wall of brick vertical division reflecting the vertical rhythm of the heritage building at ground level. The upper reaches present as a light weight material comprising metal cladding and extensive glazing arranged with a series of angular edges to provide a more subservient appearance from the lower levels. It is our opinion that the relationship between the different parts fits together as a coherent whole.



However, we still consider that the upper element is too visible from the surrounding public realm and should be reduced to be largely concealed by the mid-section.

The presentation of a 5 storey 'sheer' dark brick wall on the western boundary, abutting the Union Club Hotel is problematic. The extent of blank walls on the boundary will present unreasonable visual bulk impacts and will be visually prominent in views along Webb Street from west of the site.

The proposal comprises a variety of dwelling typologies, including 16 apartments with a mix of 1, 2 and 3 bedroom apartments and 9 townhouses. In combination with the retention of the heritage facades, we consider that the proposal demonstrates architectural design excellence in terms of its architectural composition and functional aspects.

- Best practice environmental sustainability objectives in design and construction

The proposal adopts sustainability practices – subject to ESD referral.

- High quality restoration and adaptive re-use of heritage buildings

The proposal integrates with the existing heritage building – subject to heritage referral.

Attachment 8 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Decision plans).



- Positive contribution to the enhancement of the public domain

In comparison to the existing building, the proposed building provides a reasonable improvement to the public realm. Currently to Webb Street, at least half of the frontage is inactive comprising vehicle access and blank walls. Along Charles Street, the frontage is completely inactive with no windows or doors. The proposed office and conversion of the vehicle access to a residential lobby will improve this frontage. The additional doors and windows along Charles Street will facilitate activation and engagement along this street.

- Provision of affordable housing.

The combination of 1-3 bedroom apartments and townhouse within close proximity to community facilities may be sufficient – subject to planning officer.

Site Planning

The site plan has adopted a layout integrating with the existing heritage building which is a supportable response. We are supportive of the activated street frontages at ground floor to both streets and utilising the laneway for vehicle access to the townhouses. While there is a vehicle access point along Webb Street, this is positioned furthest from the commercial strip and leads to an underground basement which represents best practice as it allows for activation to the street.

Entrances to the townhouses and apartments is gained via both Webb Street and Charles Street, which are connected through a pedestrian link along the western boundary of the site at level 1.

We are supportive of the proposed townhouse arrangement with the provision roof-top terraces on narrow sites, which achieves the intent of the Activity Centre and allows equitable development opportunities. This layout allows for rooftop terraces to be used as private open space with convenient access from a living area. As a recommendation, we feel that these roof-top terraces should provide an outlook without the need for screening due to the 9m separation to the west.

Whilst the provision of the lift core is positioned to a logical position to the rear of the apartment building, a weakness in the floor layout lies in its orientation of apartments facing to the south – this will be discussed in more detail below.

The bicycle storage facilities are located in a suitable position on the ground level and within close proximity to the lift core. The location of services along the laneway is a positive.

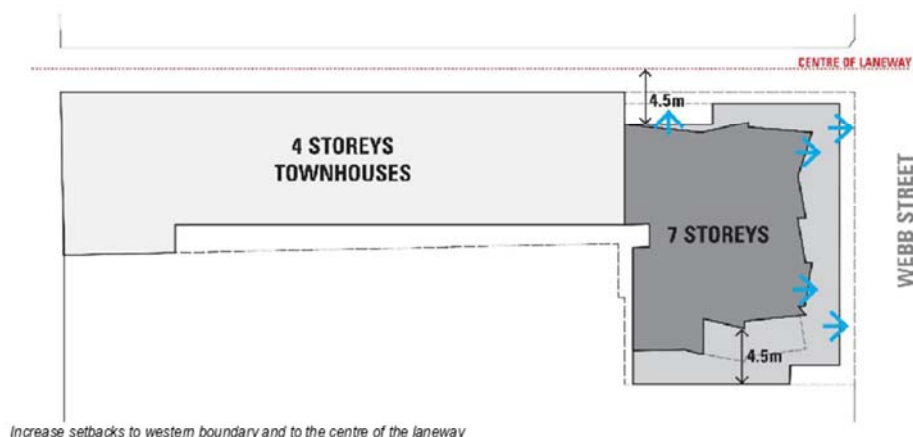
Interface Management & Equitable Development

We are generally supportive of the party-wall arrangements to the western boundary of the 5 storey 'podium/ base'. In this infill context, where side elevations are typically concealed by subsequent future redevelopment of neighbouring sites, we are concerned that the separation between future adjoining development does not maintain development equity and allow generous separation between buildings of the upper levels. In addition, we are uncomfortable that outlook is not provided to Apartments 2.01, 3.01 and 4.01. We would be supportive of the introduction of a setback of 4.5m to the western boundary and centre of the laneway for level 6 and 7 and Apartments 2.01, 3.01 and 4.01.

Attachment 8 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Decision plans).



In terms of the townhouses, we accept that the proposal does not provide a separation of 4.5m between adjoining future development. To the west, the proposal is in excess of the Clause 55 B17 (Side and rear setbacks) requirements. To the east, we are generally satisfied that this interface does not overlook onto the laneway (confirmation on privacy treatments along the entire eastern interface) and presents as a highly articulated, low scale building.



The shadow diagrams provided by the architect indicate that shadows at the equinox will fall over the building to the west and opposite side of the Webb Street. The appropriate test is to determine whether the amount of overshadowing is considered unreasonable. We do not find the shadowing of this dwelling unreasonable because the expectations of the adjoining site must be tempered by the fact that the site is within an Activity Centre. It is considered that the overshadowing is reasonable in this context.

Internal Amenity

Given the extra height sought within the rising form, it is regrettable to note that all apartments (except Apartments 2.01, 3.01 and 4.01 with no outlook) are facing to the south which is not ideal. We would suggest that the applicant investigate alternative options and/or improvements to Apartments 2.01, 3.01 and 4.01 (as mentioned above) which could also assist with the poor orientation of the apartments.

68% of dwellings (apartments and townhouses) will benefit from dual aspect with generous proportions and functional layout. This will ensure appropriate natural ventilation to these apartments and allow this to be effectively managed by its future residents.

Attachment 8 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Decision plans).



Conclusion

While the proposal presents a well resolved presentation to its interfaces with respect to architectural design excellence and contribution to the public domain we are **unsupportive** of the proposal and consider that **refinement is required** in order to achieve an appropriate urban design outcome for this site.

In summary we recommend that:

- Increased setbacks to upper levels and/or reduction of height of the apartment building to reduce the visual prominence of the upper levels.
- Provide roof-top terraces of the townhouses with an outlook (without the need for screening) to the west.
- Increase setback level 6 and 7 to 4.5m from the western boundary.
- Increase setback of Apartments 2.01, 3.01 and 4.01 to 4.5m from the centre laneway.
- Ensure there are privacy treatments along the entire eastern interface.
- Investigate alternative options to improve the orientation of the south facing apartments.

Should you have any further enquiries, please don't hesitate to contact us on 9664 8844.

Yours faithfully,

Urban design team

Hansen Partnership Pty Ltd

25 May 2018

Attachment 9 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Sketch plans).



The site has the following interfaces:

- To the immediate **south** is Webb Street, a 16m wide local street with parallel parking to both sides. There is no specific vegetation in the street. Directly across the road are 1-2 storey dwellings within the Neighbourhood Residential Zone.
- To the **east** is a 4m wide laneway which defines the eastern edge of the subject site. Further east fronting Smith Street is a variety of commercial buildings. Notably there is a 4 storey commercial/office building at 173 Smith Street ('Patterson' building). Balconies of this building are located facing the subject site. These properties are within the Commercial 1 Zone.
- To the **north** at Charles Street, a 10m wide local road with parallel parking both sides of the street, which comprises two 1 storey dwellings constructed on the opposite of subject site. Alongside is 3m bluestone laneway and a row of 2 storey dwellings. All of which are within the Neighbourhood Residential Zone.
- To the immediate **west** comprises a 2 storey commercial building ('Union Club Hotel') to the corner of Webb and Gore Streets within the Neighbourhood Residential Zone. To the immediate west at 174 Gore Street comprises a 5 storey residential building within the Mixed Use Zone.

Smith Street is typified and strongly defined by 2-4 storey commercial, industrial and office buildings. Further to the west is the residential hinterland of Fitzroy generally comprising 1-2 storey housing stock.

The site is strategically positioned and well serviced by local facilities and public transport being close to Route 86 tram and shopping precinct along Smith Street.



View of the subject site from Webb Street



View of residential property directly south of the site



View the subject site from the Charles Street



View of east laneway facing to the north



View of property to the west of the site in Webb Street

Attachment 9 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Sketch plans).



Urban Design Memo

To:	Sarah Thomas	Date:	10/08/2018
Company:	City Of Yarra	From:	Hansen Urban Design
RE:	93-97 Webb Street, Fitzroy		

Thank you for the opportunity to continue to review the application package for the proposed 7 storey mixed use building at **93-97 Webb Street, Fitzroy**. We have reviewed the application plans prepared by Jackson Clements Burrows architects, dated 1 March 2018 and inspected the site and the surrounds. We provide you with an updated urban design review in response to our previous recommendations on the amended plans prepared by Jackson Clements Burrows architects dated 9 July 2018

Our assessment in relation to urban design matters, including a further consideration to our previous recommendations, is set down below.

Site and Context

The subject site is located on the northern side of Webb Street and southern side of the Charles Street, Fitzroy. The site is L shaped and has a 16.52m frontage to Webb street, with a depth of 63.35 and a 12.99m frontage to the Charles street. Total site area of approximately 989m².

The site currently comprises a 1 storey commercial building, built to all site boundaries. To the immediate east of the building there is a bluestone laneway extending along the site and from the rear of properties fronting Smith Street.

The site comprises a slight fall from south to north. And the land also slopes down towards the east along both Webb and Charles Streets. The subject site and all surroundings are affected by a Heritage Overlay.



Site context

hansen partnership
melbourne | vietnam

level 4 136 exhibition st
melbourne vic 3000
t 03 9654 8644 f 03 9654 8088
e info@hansenpartnership.com.au
w hansenpartnership.com.au

urban planning | urban design | landscape architecture

Attachment 9 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Sketch plans).



Planning and Design Framework

The site is located within the **Commercial 1 Zone (C1Z)**. The purpose of the C1Z comprises:

- *To create a vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

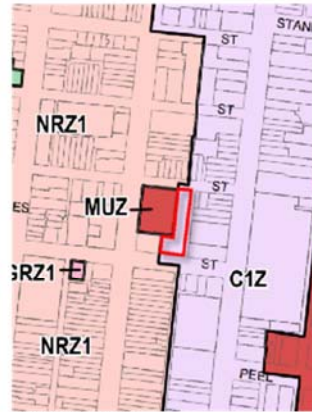
The site is affected by a Heritage Overlay (H0334 – South Fitzroy Precinct)

The following State and Local planning policies are considered relevant:

- Clause 15 – Built Environment and Heritage;
- Clause 21.03 – Vision;
- Clause 21.04 – Land Use;
- Clause 21.05 – Built Form;
- Clause 21.08 – Neighbourhoods;
- Clause 22.05 – Interface Uses Policy;
- Clause 22.07 – Development Abutting a Laneway; and
- Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay.

Other relevant documents:

- City of Yarra Urban Design Strategy (2011);
- City of Yarra Built form Review (2003);
- Victorian Urban Design Charter (2010);
- Urban Design Guidelines of Victoria (2017);
- City of Yarra Review of Heritage Overlay Areas (2007) Appendix 8; and
- Plan Melbourne.



Zoning map extract

Attachment 9 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Sketch plans).



The Proposal

The proposed development comprises the construction of a mixed use building, comprising a part 7 storey form and part 4 storey form and retention of the existing heritage facades to both Webb and Charles Streets. Specifically, the proposal includes:

- The 4 storey form positioned to the northern part includes 9 attached townhouses;
- The 7 storey form positioned to the southern part and comprises 16 apartments and a ground level office;
- Retention and restoration of existing facades to Webb Street and Charlie Street;
- Retention of existing wall along the common boundary with 174 Gore Street;
- Main pedestrian access off Webb Street, to apartments;
- Pedestrian access of Charlie Street leading to an external walkway along the western boundary which provides access to the townhouses and links through to the apartment building;
- Vehicle access to 2 levels of basement (positioned below 7 storey form), via a car lift off Webb Street;
- Individual garages to each townhouse access along the laneway (to the east);
- 38 car spaces (14 spaces within the townhouses and 24 spaces located in the basement);
- 35 bicycle spaces (20 associated with the apartments, 9 associated with the townhouses and 4 associated with the office).
- A 158m² office space positioned to the corner of Webb Street and the laneway;
- An overall maximum building height of 24.6 (to RL 60.2)
- The 7 storey apartment form is massed with a 'negative' level (Level 1) which distinguishes the 3 levels (Levels 2-4) which present as a new rising form, with 2 lightweight levels above (Levels 6-7) which are set back further and treated with a primarily glazed façade;
- The 4 storey townhouses, rise 'sheer' to the laneway and comprise roof top terraces.



Photomontage of updated proposal along Webb Street facing to the north-west

Attachment 9 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Sketch plans).



Urban Design Assessment

In summary, we are supportive of the proposal in its current form which meets the tests as such to be rewarded with additional height. However, we consider that further minor refinements should be undertaken in relation to privacy and outlook (this could be dealt with through permit condition). A response to our previous recommendations is discussed as follows:



Previous application

Amended application

- Increased setbacks to upper levels and/or reduction of height of the apartment building to reduce the visual prominence of the upper levels.

The Yarra Planning Scheme seeks to maintain the City’s urban character as a low-rise urban form (1-4 storeys) with pockets of higher development. Strategy 17.2 clearly contemplates that development on such sites for higher development (either on strategic redevelopment sites or within activity centre) should generally be no more than 5-6 storeys, unless specific benefits can be achieved. A review of the amended plans demonstrates a design proposition with significant upper level setbacks, high architectural quality and positively contributes to the public realm that should be rewarded with an additional 1 storey - as is invited in the relevant provisions of the scheme.

Our previous advice recommended that there is contemplation for a commensurate mid-rise form (up to 6-7 storeys). However – this was on the basis that there were increased upper level setbacks, particularly taking into account the site’s infill characteristics (as opposed to a corner location).

Attachment 9 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Sketch plans).



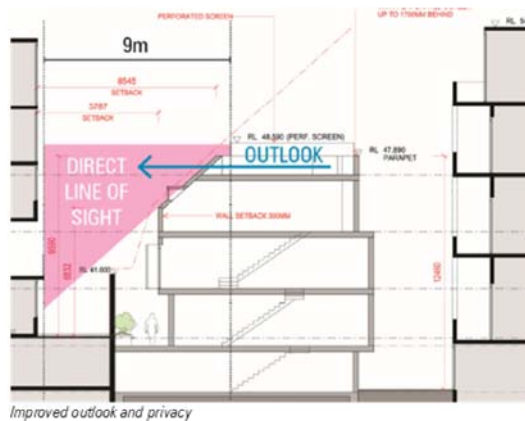
The amended plans have been refined to minimise the visibility of the upper levels from the street. It has done so by trimming the previous jagged corners of the upper levels, which accentuated the mass and jugged out above the mid-rise section of the proposal. In this mid-block context, the presentation of the 'base' should be more dominant which will reinforce the anticipated urban hierarchy and legibility of the centre. The profile of the upper levels also draws people's eyes down towards the lower levels—which is a positive (as demonstrated below). We consider this is an apt response within the Smith Street Activity Centre.



Comparison between the previous and current application

- Provide roof-top terraces of the townhouses with an outlook (without the need for screening) to the west.

In urban design terms, we consider that an outlook from dwellings is necessary to create a reasonable visual connection to the external environment. Due to the privacy treatments along the eastern boundary, we believe that an outlook could be achieved for future residents to the west through a slightly greater setback (in some cases) and removing the privacy screens—as shown the right.



Improved outlook and privacy

Attachment 9 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Sketch plans).



- Increase setback of level 6 and 7 to 4.5m from the western boundary.

We agree that the adjoining site being located within a Neighbourhood Residential Zone must not contain a building higher than 9m and 2 storeys. In this regard, we accept that the current setbacks to this adjoining property are considered appropriate.

- Increase setback of Apartments 2.01, 3.01 and 4.01 to 4.5m from the centre laneway.

Following the receipt of additional information from the applicant, we agree that the proposed apartment layout will not diminish the opportunity for development of the neighbouring sites in due course. The heritage significance of the host building at 175-179 Smith Street (Paterson Building) along with its recent refurbishment, we agree that the air space in front of these apartments will most likely remain in the future. In relation to 171 Smith Street, we agree that the future development on this site will be orientated to face Webb Street and that there is insufficient depth to accommodate a second apartment (which would face west). Therefore, we find the proposed arrangement equitable.

- Ensure there are privacy treatments along the entire eastern interface.

While, we are supportive of the views towards existing commercial building to the east, our concern lies with the townhouses facing the existing dwelling at 104 Charles Street—as shown to right and below. We are not convinced that these rooms are not habitable (this window was omitted from the survey plan), and for this reason, we suggest further investigations into the treatments of these windows.



View of existing windows from the laneway



Existing windows of dwelling within 9m of the proposal (shown in red)

Attachment 9 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External urban design advice (Sketch plans).



- Investigate alternative options to improve the orientation of the south facing apartments.

This was a suggestion as part of our previous advice – we are comfortable with the number of south facing apartments, particularly taking advantage of CBD views.

Conclusion

Having inspected the amended plans against the Yarra Planning Scheme, we are satisfied that the proposed development represents a design response that should be rewarded with an increase in development scale (to 7 storeys).

While we are pleased to provide our support for the proposal, we still have concerns with the following):

- Provide outlook to the west without the need for privacy screening; and
- Investigate screening treatment to the east, particularly towards the existing dwellings at 104 Charles Street.

Should you have any further enquiries, please don't hesitate to contact us on 9664 8844.

Yours faithfully,

Urban design team

Hansen Partnership Pty Ltd

10 August 2018

Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council



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Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).**Sustainable Management Plan (SMP)**

Referral Response by Yarra City Council

**ESD in the Planning Permit Application Process**

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development*.

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, all **large** planning permit applications with Yarra City Council are required to include a Sustainable Management Plan (SMP). This application is a 'Large' planning application as it meets the category *Residential – ten or more dwellings*.

What is a Sustainable Management Plan (SMP)?

An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice. The following comments are based on the review of the architectural drawings, prepared by Jackson Clement Burrows (drawings dated 01.03.18) and the accompanying SMP, prepared by ADP Consulting Engineers (Rev 2 29.11.17).

Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



Assessment Summary:

Responsible Planner:	Sarah Thomas
ESD Advisor:	Euan Williamson
Date:	23.04.2018
Subject Site:	93-97 Webb Street, FITZROY, VIC
Site Area:	Approx. 993m ²
Project Description:	7 storey building comprising townhouses, apartments and an office.
Pre-application meeting(s):	No ESD involvement.

This application does not meet Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are conditioned to be addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Applicant ESD Commitments:

- An average 6.5 Star average NatHERS rating equivalent for all dwellings. A 10% improvement on the minimum NCC required energy efficiency requirements in non-residential areas.
- A STORM rating of 103% has been received which relies on a minimum of 699m² of roof connected to a 13,000 litre tank and connected to toilets in dwellings with 35 occupants for flushing.
- A 5kWp solar photovoltaic system to contribute to common area electricity consumption.
- 5 Star gas instantaneous hot water to apartments.
- 4 Star reverse cycle heating/cooling.
- Energy efficient lighting system comprising LEDs and sensor controls at least 20% better than NCC minimum standard.
- 26 secure bike parking spaces have been provided, including 6 on ground hoops for apartments, plus an additional 2 hoops at the rear of the development for visitors.

(2) Application ESD Deficiencies:

- Daylight to proposed dwellings is only just satisfactory. The impact on adjoining developments (both 175 Smith St & 166 Gore St) is unacceptable, as demonstrated by the submitted daylight report. Recommend complete redesign of the development to be more responsive to access to daylight in dwellings of adjoining developments. Recommend greater side setback to eastern boundary (166 Gore St) to mirror setbacks down to ground level. Recommend introduction of a setback at ground level to laneway (western side) and/or reduce the height of the townhouses, to increase access to daylight to both proposed and adjoining dwellings.
- Most dwellings have good access to natural ventilation, except apartments 1.03 and 1.04. Recommend redesign apartments 1.03 and 1.04 to setback the bedroom glazing by <0.5m to assist create an air pressure differential between bedroom and living room windows and enable natural ventilation through the dwelling.
- BESS report relies on all toilets across the development being connected to rainwater for flushing. Please update to confirm that all toilets are connected to rainwater for flushing.

(3) Outstanding Information:

- Please provide completed energy report (JV3 or equivalent) demonstrating how these non-residential energy efficiency targets have been met prior to occupation.

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



- There are large areas of east and west facing glazing exposed to summer sun angles and unwanted summer heat gain. External blinds to upper east and west facing glazing will assist. Please provide additional thermal energy analysis to demonstrate that cooling loads to all dwellings are lower than 30MJ/m² without relying on tinted glazing that will exacerbate daylight issues.
- External clothes drying facilities have been included in the BESS energy section and are required to validate the BESS report, but are not visible on plans. Please clearly mark the clothes drying racks/lines on architectural drawings.
- The four Innovation credits in BESS are not considered innovative and should be removed. All entered materials and management practices are considered commonplace and not innovative. Please update BESS report removing these from the Innovation section.

(4) ESD Improvement Opportunities:

- Recommend FSC accredited timber be specified for all timber used in this development.
- Consider concrete mixes with a minimum recycled/post industrial waste content.
- Consider environmentally certified PVC for all pipework, flooring, blinds and cables.
- Recommend a construction and demolition waste management plan be developed with a minimum 80% recycling rate.
- Please check Waste Management Plan for details of recycling and waste management.
- Recommend that an Environmental Management Plan be prepared by builder to manage and monitor activities undertaken during construction.

Further Recommendations:

The applicant is encouraged to consider the inclusion of ESD recommendations, detailed in this referral report. Further guidance on how to meet individual planning conditions has been provided in reference to the individual categories. The applicant is also encouraged to seek further advice or clarification from Council on the individual project recommendations.

Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).

1. Indoor Environment Quality (IEQ)

Objectives:

- to achieve a healthy indoor environment quality for the wellbeing of building occupants.
- to provide a naturally comfortable indoor environment will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices.

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Most dwellings have good access to natural ventilation, except apartments 1.03 and 1.04.	Recommend redesign apartments 1.03 and 1.04 to setback the bedroom glazing by <0.5m to assist create an air pressure differential between bedroom and living room windows and enable natural ventilation through the dwelling.	2
Daylight & Solar Access	Daylight to proposed dwellings is only just satisfactory. The impact on adjoining developments (both 175 Smith St & 166 Gore St) is unacceptable, as demonstrated by the submitted daylight report.	Recommend complete redesign of the development to be responsive to access to daylight in dwellings of adjoining developments. Recommend greater side setback to eastern boundary (166 Gore St) to mirror setbacks down to ground level and introduce a setback at ground level to laneway (western side) and/or reduce the height of the townhouses, to increase access to daylight to both proposed and adjoining dwellings.	2
External Views	External views from dwellings.	-	1
Hazardous Materials and VOC	Low VOC paints, varnishes, adhesives and sealants, wall and ceiling coverings.	-	1
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes for the office areas: - Mostly good natural ventilation - Some shading to assist manage heat gains. - Good energy efficiency standards.	Please refer to section on, <i>NCC Energy Efficiency Requirements Exceeded and Effective Shading</i>	1

* Council Assessment Ratings:

- 1 – Design Response is **SATISFACTORY**; 2 – Design Response is **NOT SATISFACTORY**
 3 – **MORE INFORMATION** is required; 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

SDAPP Fact Sheet: [1. Indoor Environment Quality](#)
 Good Environmental Choice Australia Standards www.geca.org.au
 Australian Green Procurement www.greenprocurement.org
 Residential Flat Design Code www.planning.nsw.gov.au
 Your Home www.yourhome.gov.au

Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).

2. Energy Efficiency

Objectives:

- to ensure the efficient use of energy
- to reduce total operating greenhouse emissions
- to reduce energy peak demand
- to minimize associated energy costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	An average 6.5 Star average NatHERS rating equivalent for all dwellings. A 10% improvement on the minimum NCC required energy efficiency requirements in non-residential areas.	Please provide completed energy report (JV3 or equivalent) demonstrating how these non-residential energy efficiency targets have been met prior to occupation. <i>See also comments on shading below.</i>	3
Hot Water System	5 Star gas instantaneous hot water to apartments.	-	1
Peak Energy Demand	No specific information has been provided.	-	1
Effective Shading	There are large areas of east and west facing glazing exposed to summer sun angles and unwanted summer heat gain. External blinds to upper east and west facing glazing will assist.	Please provide additional thermal energy analysis to demonstrate that cooling loads to all dwellings are lower than 30MJ/m ² without relying on tinted glazing that will exacerbate daylight issues.	2
Efficient HVAC system	4 Star reverse cycle heating and cooling systems.	-	1
Efficient Lighting	Energy efficient lighting system comprising LEDs and sensor controls at least 20% better than NCC minimum standard.	-	1
Electricity Generation	A 5kWp solar photovoltaic system to contribute to common area electricity consumption.	-	1
Clothes Lines Drying Racks	External clothes drying facilities have been included in the BESS energy section and are required to validate the BESS report, but are not visible on plans	Please clearly mark the clothes drying racks/lines on architectural drawings.	3

*** Council Assessment Ratings:**

1 – Design Response is **SATISFACTORY**; 2 – Design Response is **NOT SATISFACTORY**
 3 – **MORE INFORMATION** is required; 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

SDAPP Fact Sheet: [2. Energy Efficiency](#)
 House Energy Rating www.makeyourhomegreen.vic.gov.au

Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).

Building Code Australia www.abcb.gov.au

Window Efficiency Rating Scheme (WERS) www.wers.net

Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au

Energy Efficiency www.resourcesmart.vic.gov.au

Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	The following WELS water efficiency standards have been specified: <ul style="list-style-type: none"> • Showerheads: 3 Star <7.5l/m • Taps: 5 Stars • Toilets: 4 Stars • Urinals: 5 Stars • Dishwasher: 5 Stars 	-	1
Water for Toilet Flushing	Toilets will be connected to 13,000 litre rainwater tank for flushing.	BESS report relies on all toilets across the development being connected to rainwater for flushing. Please update to confirm.	2
Water Meter	Individual dwellings, office and all major uses of water (including rainwater tank) will be metered separately to assist with ongoing water management.	-	1
Landscape Irrigation	Drought tolerant vegetation in landscaping.	-	1
Other	-	-	-

*** Council Assessment Ratings:**

- 1 – Design Response is **SATISFACTORY**; 2 – Design Response is **NOT SATISFACTORY**
 3 – **MORE INFORMATION** is required; 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

- SDAPP Fact Sheet: [3. Water Efficiency](#)
 Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au
 Water Services Association of Australia www.wsaa.asn.au
 Water Tank Requirement www.makeyourhomegreen.vic.gov.au
 Melbourne Water STORM calculator www.storm.melbournewater.com.au
 Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).

4. Stormwater Management

Objectives:

- to reduce the impact of stormwater runoff
- to improve the water quality of stormwater runoff
- to achieve best practice stormwater quality outcomes
- to incorporate Water Sensitive Urban Design principles.

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM rating of 103% has been received which relies on a minimum of 699m ² of roof connected to a 13,000 litre tank and connected to toilets in dwellings with 35 occupants for flushing.	-	1
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	-	-	-
Stormwater Treatment	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is **SATISFACTORY**; 2 – Design Response is **NOT SATISFACTORY**
 3 – **MORE INFORMATION** is required; 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

- SDAPP Fact Sheet: [4. Stormwater Management](#)
- Melbourne Water STORM calculator www.storm.melbournewater.com.au
- Water Sensitive Urban Design Principles www.melbournewater.com.au
- Environmental Protection Authority Victoria www.epa.vic.gov.au
- Water Services Association of Australia www.wsaa.asn.au
- Sustainable Landscaping www.ourwater.vic.gov.au

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment.

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	-	1
Embodied Energy of Concrete and Steel	No information has been provided.	Consider concrete mixes with a minimum recycled/post industrial waste content.	4
Sustainable Timber	No information has been provided.	Recommend FSC accredited timber only throughout this development.	4
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
Others	No information has been provided.	Consider environmentally certified PVC for all pipework, flooring, blinds and cables	4

*** Council Assessment Ratings:**

1 – Design Response is **SATISFACTORY**; 2 – Design Response is **NOT SATISFACTORY**
 3 – **MORE INFORMATION** is required; 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

SDAPP Fact Sheet: [5. Building Materials](#)
 Building Materials, Technical Manuals www.yourhome.gov.au
 Embodied Energy Technical Manual www.yourhome.gov.au
 Good Environmental Choice Australia Standards www.geca.org.au
 Forest Stewardship Council Certification Scheme www.fsc.org
 Australian Green Procurement www.greenprocurement.org

Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).

6. Transport

Objectives:

- to minimise car dependency
- to ensure that the built environment is designed to promote the use of public transport, walking and cycling.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Basement car parking.	-	1
Bike Parking Spaces	26 secure bike parking spaces have been provided, including 6 on ground hoops for apartments, plus an additional 2 hoops at the rear of the development for visitors.	-	1
End of Trip Facilities	No information has been provided.	-	1
Car Share Facilities	No information has been provided.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is **SATISFACTORY**; 2 – Design Response is **NOT SATISFACTORY**
 3 – **MORE INFORMATION** is required; 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

SDAPP Fact Sheet: [6. Transport](#)
 Off-setting Car Emissions Options www.greenfleet.com.au
 Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf
 Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/
 Bicycle Victoria www.bv.com.au

Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).

7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	No specific information has been provided.	Recommend a construction and demolition waste management plan be developed with a minimum 80% recycling rate.	4
Operational Waste Management	General waste, recycling and organic waste management systems proposed.	-	1
Storage Spaces for Recycling and Green Waste	Areas for waste and recycling bins can be identified on the ground floor plans.	Please check Waste Management Plan for details of recycling and waste management.	3
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is **SATISFACTORY**; 2 – Design Response is **NOT SATISFACTORY**
 3 – **MORE INFORMATION** is required; 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

SDAPP Fact Sheet: [7. Waste Management](#)
 Construction and Waste Management www.sustainability.vic.gov.au
 Preparing a WMP www.epa.vic.gov.au
 Waste and Recycling www.resourcesmart.vic.gov.au
 Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002) www.environment.nsw.gov.au
 Waste reduction in office buildings (2002) www.environment.nsw.gov.au

8. Urban Ecology

Objectives:

- to protect and enhance biodiversity
- to provide sustainable landscaping
- to protect and manage all remnant indigenous plant communities
- to encourage the planting of indigenous vegetation.

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	NA
Maintaining / Enhancing Ecological Value	Some planter boxes / landscaping will marginally improve the ecological value of this site.	-	1
Reclaiming Contamin. Land	No information has been provided.	-	NA
Green roof	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is **SATISFACTORY**; 2 – Design Response is **NOT SATISFACTORY**
 3 – **MORE INFORMATION** is required; 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

SDAPP Fact Sheet: [8. Urban Ecology](#)
 Department of Sustainability and Environment www.dse.vic.gov.au
 Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
 Greening Australia www.greeningaustralia.org.au
 Green Roof Technical Manual www.yourhome.gov.au

Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).

9. Innovation

Objective:

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-	-	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

- 1 – Design Response is **SATISFACTORY**; 2 – Design Response is **NOT SATISFACTORY**
 3 – **MORE INFORMATION** is required; 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

- SDAPP Fact Sheet: [9. Innovation](#)
 Green Building Council Australia www.gbca.org.au
 Victorian Eco Innovation lab www.ecoinnovationlab.com
 Business Victoria www.business.vic.gov.au
 Environment Design Guide www.environmentdesignguide.com.au

Attachment 10 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Decision plans).

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	Comprehensive commissioning and tuning of all major building services.	-	1
Building Users Guide	A Building Users Guide detailing the sustainability features of the building.	-	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	-	1
Construction Management Plan	No information has been provided.	Recommend that an Environmental Management Plan be prepared by builder to manage and monitor activities undertaken during construction.	1
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is **SATISFACTORY**; 2 – Design Response is **NOT SATISFACTORY**
 3 – **MORE INFORMATION** is required; 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

SDAPP Fact Sheet: [10. Construction and Building Management](#)
 ASHRAE and CIBSE Commissioning handbooks
 International Organization for standardization – ISO14001 – Environmental Management Systems
 Keeping Our Stormwater Clean – A Builder’s Guide www.melbournewater.com.au



Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

Attachment 11 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Sketch plans).

- Removing the Innovation credits and reducing the BESS score a bit is also acceptable. As noted below the resulting BESS score will still be demonstrating best practice in ESD. I'm happy that the applicant will go ahead with the measures – as the measures are supported - it's just no points in BESS Innovation should be claimed as the measures aren't innovative. BESS doesn't have a materials section as yet to add these to but inclusion within the text of the SMP is suitable.

If you or the applicant would like to discuss my comments or recommendation further, please contact me.

Euan Williamson

Environmental Sustainable Development Advisor

City of Yarra PO Box 168 Richmond 3121

T (03) 9205 5366 **F** (03) 8417 6666

E Euan.Williamson@yarracity.vic.gov.au

W www.yarracity.vic.gov.au

Attachment 11 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - ESD advice (Sketch plans).



MEMO

TO: Laura Condon
cc:
FROM: Euan Williamson, ESD Advisor
DATE: 27.09.2018
FILE: 93-97 Webb Street, Fitzroy
SUBJECT: ESD response to Sketch Plans

Laura,

I've reviewed the amended sketch plans (prepared by Jackson Clements, Burrows Architects prepared 09.07.2018) and the letter from SJB Planning (dated 9th July).

In summary the amendments to the design have addressed my concerns over daylight access to existing dwellings on Gore and Smith St to a satisfactory level. Please note that in my previous advice I incorrectly referred to the adjoining building as 166 Gore Street, but the correct address is 9 Charles & 172-182 Gore Street.

- Most existing dwellings will have a small impact on their access to daylight by the proposal. The worst three dwellings on Level 1 of the Paterson's Building (Units 6, 7 & 8) will experience a significant reduction in access to daylight, but to a standard that is reasonable. I estimate, based on the building design changes, building separation and previous daylight assessment figures that these three dwellings will reach the target daylight factor standards to approximately 50% of the floor area.
- The building separation of 5.25m to the Paterson's building on the eastern side is close to 6m building separation standard recommended by BESS for buildings of this height, although the SJB Planning letter is measuring this from the glazing rather than the balcony edge.
- The raked walls on the western side will be adequate.
- I recommend that all changes in the without prejudice plans are implemented.
- I recommend further lightening of the colour palette of building materials (as suggested on page 12 of the SJB Planning letter) to further improve the daylight access outcome

Although the resulting daylight access outcome is not ideal, it is far from grounds for refusal.

Additional ESD Items

In addition to the issues regarding daylight, there are two other proposed changes that I note in response to my previous advice. This includes:

- A 250-500mm setback to the bedrooms of apartments 1.03 and 1.04 which will be effective in getting the ventilation to work in the dwellings that were highlighted in my referral advice.

Attachment 12 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Acoustic advice.

- Music from inside the Union Club Hotel. MDA observe in Appendix A1 of their letter that the club does not appear to operate as a live music venue and that recorded music was being played during their assessment of music from the venue.
- Live music from Bar 86, at 185 smith Street, Fitzroy.

Potential noise impacts from the site are identified as:

- Mechanical plant equipment serving the residential and non-residential components of the proposal
- Deliveries to the proposed commercial tenancy

SLR Comments: *The proposed use and potential noise impacts to the site have been identified.*

2 Background Noise Measurements

(Section 5.1 and Appendix D of the acoustic report)

Attended measurements of background noise were carried out between 12:48 am and 1:09 am Sunday 8 October 2017 (Saturday night). These measurements were conducted at the corner of Gore Street and Charles Street.

Additional measurements were conducted between 12:25 am and 12:40 am Sunday 20 January 2018 (Saturday night), in the alleyway [between the subject site and the rear of Bar 86] and close to Webb Street.

SLR Comments: *The measurement locations are reasonable. Some commentary should be provided regarding the source of the measured levels of noise, including whether there is any contribution from these or other venues.*

The measurements were all conducted on a Saturday night. If the venues operate on quieter nights of the week, background noise measurements should also be conducted on days representative of these operations. Our records suggest that background noise levels can be substantially lower in this area earlier in the week.

3 Union Club Hotel Music Noise

3.1 Legislative Requirements

(Appendix A of the MDA letter)

Music from the Union Club Hotel is proposed to be assessed in accordance with Clause 52.43 of the Yarra Planning Scheme, which deals with live music only. MDA indicate that this approach is not warranted on the basis of their observations and on-site measurements (during which they observed recorded music only), but has been undertaken on direction from the developer. This approach requires a conventional SEPP N-2 assessment of music to the subject development, and upgrades to the building façade to control noise ingress, in the instance that an exceedance of SEPP N-2 is determined.

SLR Comments: *We agree that assessment to Clause 52.43 is appropriate. We would not accept the venue being described as a non-live music venue on the basis of the evidence provided. While the venue website does not advertise live music, it includes photos of musicians performing (presumably in the venue). Some communication with the venue would be required to ascertain whether it provides live music at other times.*



17 September 2018

640.10090.05560 97 Webb St Fitzroy 20180916.docx

City of Yarra
P.O. Box 168
Richmond VIC 3121

Attention: Laura Condon

Dear Laura

93-97 Webb Street, Fitzroy Development Application Acoustical Review

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the commercial development proposed for 93-97 Webb Street, Fitzroy.

Details of the report are as follows:

- Title: 97 Webb Street, Fitzroy
- Reference: Rp 001 R04 20171111
- Date: 24 January 2018
- Prepared for: Outline Projects Pty Ltd
- Prepared by: Marshall Day Acoustics (MDA)

The report was updated to address Item 2 of a City of Yarra RFI dated 22 December 2017 (reproduced below):

2. Acoustic report modified to include an assessment of live music at the Union Club Hotel (where applicable), or any other live music entertainment venue within 50m of the site. The application may need to be amended to address clause 52.43 of the Scheme.

We have also been provided with a letter prepared by MDA and dated 24 January 2018, which outlines the purpose of the report.

1 Background Information

(Sections 1 to 3 of the report and MDA letter)

The proposal is for nine x four storey townhouses, a seven storey apartment building and a ground floor office space.

Potential noise impacts to the development are identified as:

- The beer garden associated with the Union Club Hotel, which is on the western boundary of the subject development.

Attachment 12 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Acoustic advice.

It is also standard practice in the City of Yarra to consider music noise impacts from any existing venue to a new residential development, irrespective of whether the music is live or recorded.

3.2 Noise Limits

(Section 7.1 of the acoustic report)

SEPP N-2 external limits for the Union club Hotel have been calculated from the background noise measurements carried out on a Saturday night. The limits are presented in Table 6 of the report.

Where an exceedance of SEPP N-2 external limits has been identified, noise is proposed to be assessed to SEPP N-2 base noise limits internally.

SLR Comments: *Mid week operations, if they occur, are likely to be subject to lower external noise limits. These lower limits have the potential to increase the number of apartments at which internal assessments are required. However, for this part of the development (the south west corner), the number of apartments impacted is unlikely to change even if lower limits are identified, and for this reason it is not critical that midweek background noise monitoring is undertaken. The internal limits are independent of background noise levels.*

3.3 Union Club Hotel Noise Levels and Assessment

(Section 5.2 and Appendix D of the report)

Patron and music noise were measured in the outdoor areas of the Union Club Hotel on the night of Saturday 7 October 2017. The measurements are presented in Table 4 of the report and in Appendix D. The measured levels were 84 dBA Leq in the ground floor courtyard and 78 dBA Leq in the first floor deck.

Music noise to the development has been predicted using a 3-D noise modelling package. The predicted levels are presented in Table 9 of the report.

SLR Comments: *The measurements used to quantify noise from the outdoor areas appear to have been undertaken with the cooperation of the venue operator, however this should be confirmed. Where a venue's emissions are quantified by measurements conducted on one occasion only, we recommend that the venue operator confirm that emissions on the night are representative of typical worst case.*

Further information regarding the measured noise levels would be useful. We would like to know, for example, whether the noise was dominated by patrons or music, the patron capacity of the outdoor areas and whether they were fully occupied at the time of the assessment.

The report does not explicitly nominate the data used in predictions of music to the building façade, and it is unclear whether the levels presented in Table 9 have been used, or whether these have been adjusted to eliminate any contribution from patrons. Ask MDA.

3.4 Union Club Music Assessment

(Sections 7.2.1, 7.3, 7.4 and 9.0 of the report)

The predicted music levels at the façade of the development are compared with the SEPP N-2 noise limits in Table 9. Glazing upgrade treatments have been proposed for those apartments where the external SEPP N-2 limits are predicted to be exceeded (i.e. the apartments closest to the Union Hotel beer garden).

Attachment 12 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Acoustic advice.

City of Yarra
93-97 Webb Street, Fitzroy
Development Application Acoustical Review

Job No: 640.10090.05560
Filename: 640.10090.05560 97 Webb St Fitzroy
20180916.docx
Date: 17 September 2018

The recommended glazing systems, and the required octave band sound transmission losses, are provided in Section 9 of the acoustic report.

Advice pertaining to balcony balustrades and walls is included in Section 7.2.1

SLR Comments: *Our indicative calculations suggest that the glazing upgrade advice provided in the report is reasonable for controlling the predicted levels of music noise.*

There is no advice for façade wall constructions or ratings, and there is a risk that emissions via the western wall (overlooking the hotel), and via any lightweight walls in the southern façade if these are proposed, will contribute to music levels in bedrooms if some guidance is not provided by the consultant.

4 Patron Noise from the Union Club Hotel

(Section 8.0 of the report)

A theoretical assessment of patron noise has been conducted by MDA, taking into consideration the number of patrons outdoors and theoretical predictions of the noise produced. Sound power levels of 82 dBA Leq and 101 dBA Lmax have been used for the rear courtyard of the venue, and 88 dBA Leq and 107 dBA Lmax for the first floor courtyard.

The assumed sound power levels have been used to model patron noise to openable windows and balconies of the development. The predicted levels are provided in Table 16 of the report. The predicted patron noise levels are 10 dB lower than the predicted music levels.

Patron noise has been assessed to external targets of 'background + 5 dB', which is equal to 49 dBA Leq (based on background noise levels of 44 dBA measured late on a Saturday night).

Where an exceedance of the external limits has been identified, patron noise has been calculated to inside the apartments, taking into consideration the glazing upgrades proposed in Section 9 of the report and shown in Appendix G.

The internal levels have been assessed to the SEPP N-2 base noise limits in Table 17 of the report.

SLR Comments: *We agree that if the glazing upgrades proposed to control the predicted levels of music are implemented, patron noise will achieve the nominated internal targets. The sound power data that has been used in the assessment is lower than we would expect given the noise levels documented in Table 4 of the report, however as there is a large margin for compliance in the identified rooms, there is no imperative for the acoustical consultants to agree on this issue.*

5 Music from Bar 86

5.1 Legislative Requirements

(Appendix A of the MDA letter)

Bar 86 is identified as a live music venue by MDA and music from the Bar 86 is consequently proposed to be assessed in accordance with Clause 52.43 of the Yarra Planning Scheme.

SLR Comments: *Agreed.*

Attachment 12 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Acoustic advice.

5.2 Noise Limits

(Section 7.1 of the acoustic report)

SEPP N-2 external limits for Bar 86 were calculated from background noise measurements carried out on a Saturday night. The limits are presented in Table 6 of the report.

If an exceedance of SEPP N-2 external limits is identified, noise is proposed to be assessed to SEPP N-2 base noise limits internally.

SLR Comments: *MDA indicate that background noise levels were measured between midnight and 1 am on Saturday night because music is typically loudest at this time on Saturday nights, and a Saturday night assessment will be representative of worst case impacts. While this is likely to be the case, we would still recommend that noise limits be determined for any events that take place earlier in the week, and for events later on a Saturday night (the venue operates until 3 am Friday and Saturday). Noise limits at these times may be substantially lower than those identified by MDA, and if that is the case operations at those times may result in a SEPPN-2 exceedance at a larger number of apartments than MDA have determined*

5.3 Bar 86 Noise Levels and Assessment

(Section 5.2 and Appendix D of the report)

Music was measured in the lane behind Bar 86 between 12:40 am and 12:55 am Sunday 20 January 2018 (Saturday night). The results are presented in Table 4 of the acoustic report.

Music noise from Bar 86 to the development has been predicted using a 3-D noise modelling package, and calibrated to the noise levels measured in the rear lane. The predicted levels are presented in Table 10 of the report.

SLR Comments: *Where a venue's emissions are quantified by measurements conducted on one occasion only, we recommend that the operator confirm that the emissions on the night are representative of typical worst case. If this is not practical or possible, we recommend that long term noise monitoring, or a series of attended measurements, is undertaken over a number of nights.*

Details of the internal layout of Bar 86 are not provided in the report, and it is unclear whether the measured noise levels are due to emissions from the ground or first floor. We would be particularly concerned to eliminate the roof of the venue as a source of noise, as emissions from the roof will not be accurately quantified by measurements conducted at 1.3 m above ground. Upper levels of the townhouses would be exposed to noise from the roof.

The predicted noise levels at the façade of the closest apartments on the first floor are 8 dB lower in the critical low frequency measurement bands, than the levels measured in the lane. This is a larger difference than we would expect between the two locations (which from our understanding of the site are only a couple of meters apart).

Attachment 12 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Acoustic advice.

5.4 Bar 86 Music Assessment

The predicted music levels at the façade of the development are compared with the SEPP N-2 noise limits in Table 10. A 1 dB exceedance is identified at two apartments. An upgrade to achieve the SEPP N-2 base noise limits is proposed for the two apartments at which the exceedance is predicted

The recommended glazing systems, and the required octave band sound transmission losses, are provided in Section 9 of the acoustic report.

SLR Comments:

Our indicative calculations are consistent with MDAs, and we agree that if the recommended glazing performances detailed in Table 18 are achieved, the SEPP N-2 base noise limits will be met for the predicted music levels.

Acoustic advice is not provided for the façade walls, and we recommend that this be provided to ensure that these elements do not contribute to the internal noise levels.

6 Summary

A summary of our review of the acoustic report for 93-97 Webb Street is provided below.

Union Club Hotel

Music from the Union Club Hotel has been assessed in accordance with Clause 52.43 of the Yarra Planning Scheme. This approach requires a conventional external SEPP N-2 assessment to determine whether some action is necessary on the part of the developer to control noise ingress, and an internal SEPP N-2 assessment for these apartments where an external exceedance is identified.

Exceedances are predicted at all apartments potentially impacted by music noise, and substantial glazing upgrades have been proposed for these dwellings. While the assessment has not been carried out for mid-week operations when external noise limits may be lower, this is not of serious concern for this venue because noise to all the potentially impacted apartments has been assessed to the SEPP N-2 base noise limits (which are not dependent on background noise).

We recommend that the following issues are clarified or addressed:

- Confirmation from the venue that the assessment was conducted on a night representative of typical worst case noise emissions.
- What music levels are used for predicting impacts? Are the levels presented in Table 4 of the report used, or have they been adjusted in any way and if so, how? This information should be transparent because it has implications for the venue and their future operations.
- Acoustic advice should be provided in the report for façade wall constructions to the affected apartments. Even masonry walls have potential to contribute to internal levels if appropriate linings and insulation are not used.

Attachment 12 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Acoustic advice.

City of Yarra
93-97 Webb Street, Fitzroy
Development Application Acoustical Review

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Date: 17 September 2018

Bar 86

Music from Bar 86 has also been assessed in accordance with Clause 52.43 of the Yarra Planning Scheme. Our concern with the assessment to this venue is that it may not have picked up all the apartments at which SEPP N-2 external exceedances occur. This is due to a combination of the following:

- The assessment has been carried out on a single Saturday night, for which high background noise levels have been identified. Unless a supporting statement is provided by the venue operator indicating that the night in question is typical of their worst case noise impacts, we recommend that long term noise logging or a series of attended measurements over different nights be conducted to quantify worst case impacts, and
- There are a number of additional apartments in the development that are in close proximity to those at which non-compliance has been identified. This means that any reduction in noise limits, or increase in music emissions is likely to result in more apartments requiring an internal SEPP N-2 assessment.
- The venue appears to operate up to 3 am. Background noise levels at 3 am (and subsequent noise limits) could be lower than those measured at 1 am.

For the above reasons we recommend that operations at Bar 86 be more fully investigated, and that assessments be provided for earlier in the week and later on Friday and Saturday nights. This approach is recommended to ensure that all apartments at which there will be a SEPPN-2 external exceedance are identified. We would also like to see further documentation / justification for the large noise reduction predicted between the measurement location and the closest apartment windows.

Regards,



Dianne Williams
Associate - Acoustics

Checked/
Authorised by: JA

Attachment 13 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - External Engineering advice.V180503:JH
8 June 2018

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- > Along Charles Street a permit zone is currently installed along the northern side operating at all times. The onemilegrid report infers that only ticketed parking exists in the vicinity of the site;
- > Cardno notes that the location of share cars outlined within Figure 9 of the onemilegrid report is = dated, however a review of current share car locations in the vicinity of the site indicates that there is a similar amount, if not slightly more at present; and
- > Overall, the existing traffic volumes outlined in Section 2.6 of the onemilegrid report appear consistent with the expected volumes and speeds within the vicinity of the site.

The development schedule shown in onemilegrid's has been reproduced in Table 1, and is an accurate representation of the proposed development as shown in the drawings provided by Jacksons Clements Burrows Architects. Based on a detailed review of these drawings, Cardno confirms that a total of **38 car parking spaces** are provided with the following allocation and location:

- > 24 car spaces and 2 motorbike spaces for 16 apartment dwellings in a two-storey basement car park to be serviced by a car lift accessed via Webb Street; and
- > 14 car spaces provided in private garages to be accessed via the access laneway for 9 townhouse dwellings.

However, Cardno's observation of the secure bicycle parking plans on the ground floor of the proposed development indicate that bicycle parking supply in the apartment building has been overstated by 1 space as 24 spaces. Cardno has counted a total of **23 bicycle parking spaces** proposed for use by resident, visitors and office staff.

The adequacy of the proposed car and bicycle parking provision will be discussed in the later stages of this letter.

Bicycle Parking Considerations

Overall, Cardno generally agrees with the onemilegrid assessment of Bicycle Parking within the proposed development, with the exception of the following:

- > We disagree with the onemilegrid's assessment of the bicycle requirement under Clause 52.34 of the Yarra Planning Scheme that has excluded the townhouse development.. We believe that the nine (9) townhouse dwellings, being five storeys high including roof terrace generate, generate a requirement of two (2) spaces for residents and one (1) space for visitors;
- > However, the spaces required to meet these requirements have been provided with two visitor bicycles spaces provided within the Charles Street foyer, and one (1) formal bicycle parking space within each townhouse garage;
- > Vertical rails appear to be spaced in accordance with Figure 2.1 of AS2890.3:2015 which indicates a compliant spacing of 500 mm between rails; and
- > Additionally, Cardno agrees with the apartments & office assessment, however note again that Cardno understands a total of 23 bicycle parking spaces have been proposed, not 24 as stated in the report.

Car Parking Considerations

Statutory Car Parking Requirements

It is agreed that, based on the size and number of the proposed uses as outlined within Table 8 of the onemilegrid report that the proposed development generates the statutory requirement to provide a total of **48 car parking spaces**, comprised of:

- > 18 spaces for residents of the proposed townhouse dwellings in the development;
- > 20 spaces for residents of the proposed apartment dwellings in the development;
- > 5 spaces for visitors to dwellings within the development; and
- > 5 spaces for the office component of the development.

Given the proposed car provision and allocation of on-site car parking, Cardno confirms that the application seeks a statutory car parking *reduction* for a total of **15 spaces**. A reduction in car parking associated with the following uses are sought:

- Townhouses – 4 spaces;

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Our Ref: V180503: JH
 Contact: Eric Kydd

8 June 2018

City of Yarra
 PO Box 168
RICHMOND VIC 3121

Attention: Sarah Thomas

Cardno Victoria Pty Ltd
 ABN 47 106 610 913

Level 4
 501 Swanston Street
 Melbourne VIC 3000
 Australia

Phone: +61 3 8415 7777
Fax: +61 3 8415 7788

www.cardno.com.au

Dear Sarah,

**CITY OF YARRA DEVELOPMENT REVIEW
 93-97 WEBB STREET, FITZROY
 PEER REVIEW - TRAFFIC ENGINEERING SERVICES**

This letter has been prepared to review the proposed development at 93-97 Webb Street, Fitzroy, including the transport impact assessment prepared by onemilegrid (Ref:179618TIA001-C-F, dated 29 November 2017) and development plans prepared by Jacksons Clements Burrows Architects (Project #17-076, dated 1 March 2018).

This letter will review the proposed development in the context of the above documentation. We note that any components of the onemilegrid report that have not been directly addressed in this letter are items that Cardno is otherwise supportive of.

Peer Review of Traffic Engineering Assessment

Existing Conditions & Proposed Development

A summary of the proposed development has been included in Table 1 and is based on town planning drawings prepared by Jacksons Clements Burrows Architects dated 1 March 2018.

Table 1 – Development Schedule

Use	Description	Number of Dwellings / Size
Townhouses	3 Bedroom Dwellings	9
Residential Apartments	1 Bedroom Dwellings	2
	2 Bedroom Dwellings	10
	3 Bedroom Dwellings	4
Office	1 no. Tenancy	158 sq m

Cardno is of the opinion that, based on observations drawn from a site inspection conducted on 1 May 2018 the existing conditions section of the report is generally accurate and reflective of the current operation of the site and its surrounds. This is inclusive of existing land uses and the road network surrounding the site.

We do however note the following observations in regard to Section 2 – Existing Conditions of the onemilegrid report:

- > Based on Cardno’s site observation, it is unlikely that up to 5 informal ‘jockey’ spaces could be provided at the Webb Street car park access;
- >

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- Apartments – 1 spaces;
- Visitors – 5 spaces; and
- Office – 5 spaces.

Car Parking Demand Assessment

Residential Demand

It is agreed that the site has excellent access to public transport, with a number of sustainable transport options available within the immediate vicinity of the site.

The report recognises that resident parking demands are, in part, dependent on parking provisions. Cardno agrees with this sentiment, particularly in an area such as the subject site, where on-street parking in the vicinity is restricted to short durations.

Additionally the report acknowledges that given the proposed uses, apartment and townhouses, the anticipated demand will likely be lower with reference to 2016 ABS Census Data. Cardno has undertaken an independent review of City of Yarra ABS data, applying rates for semi-detached terrace houses of two or more storeys to townhouses and rates for flats, units or apartments with four or more storeys to apartments.

Our analysis is generally consistent with the assessment of onemilegrid with some minor discrepancies identified, outlined in Table 2 below.

Table 2 – ABS Car Ownership Statistics (2016 Census - City of Yarra)

Type of Dwelling	Number of Cars	onemilegrid Identified Rates	Cardno Identified Rates
3 Bedroom Semi-detached, terrace house or townhouse	Average cars per dwelling	1.44	1.48
	Percentage dwellings with 1 or less cars	56%	55%
1 Bedroom Flat, Unit or Apartment	Average cars per dwelling	0.71	0.74
	Percentage dwellings with 0 cars	38%	34%
2 Bedroom Flat, Unit or Apartment	Average cars per dwelling	0.95	0.92
	Percentage dwellings with 0 cars	-	27%
3 Bedroom Flat, Unit or Apartment	Average cars per dwelling	1.21	1.02
	Percentage dwellings with 0 cars	-	27%

Table 2 indicates that both set of ABS rates are very similar and we consider that onemilegrid’s use of Census Data to determine the anticipated demand of car parking within the proposed development to be appropriate.

Furthermore, the onemilegrid report acknowledges the provision of share cars in close proximity to the site promotes reduced car ownership for residents. Cardno considers this to be a relevant factor in this instance.

Accordingly, Cardno supports onemilegrid’s assessment that residential parking provision of 38 spaces is adequate to support the demand. *Cardno believes the 33 spaces noted at the end of Section 7.3.1 in the report to be a typo and should be adjusted to read 38 spaces as outlined in Table 9 of the report.*

Residential Visitor Demand

To address residential visitor demand onemilegrid’s report provides two separate assessment methodology which Cardno considers to be conflicting but nonetheless supported.

Method 1: onemilegrid used empirical evidence of an apartment complex located at 1 Roy Street, South Melbourne. Based off this case study, onemilegrid applies rates of 0.05 spaces per dwelling in business hours and 0.1 spaces per dwelling on evenings and weekends generating parking demands for 3 and 1 visitor spaces on weekends and weekdays respectively.

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Cardno supports the use of these rates given the similar locations, as our own internal surveys indicate similar rates.

Method 2: The onemilegrid report states that irrespective of not being subject to a parking overlay, the Column B rate of the planning scheme should apply to the proposed development for visitor parking as the *'intention of Column B is to take into account activity centres where parking is shared through a variety of uses.'* onemilegrid considers that the subject site is located within the Smith Street Activity Centre and as such considers that whilst a parking overlay has not been applied, these rates are applicable. Under this assumption no visitor parking is required on-site.

The second method essentially argues that, given the context of the Smith Street Activity Centre, the parking overlay rates should be applied. Cardno believes that whilst this is a valid point in the context of an activities centre, the first assessment would be more appropriate.

Office Demand

The onemilegrid report suggests that given surrounding parking being highly time or permit restricted, parking for employees will be unattractive compared to other transport modes. As discussed, the site has excellent accessibility to alternative modes of transport. Cardno is supportive of this assessment in this context that employee parking will not be required on-site.

Furthermore, onemilegrid acknowledges that the existing use of the site allows for a parking credit of 10 spaces based off an expected demand for 1.5 spaces per 100 square metres of office and warehouse with 5 informal spaces currently provided on-site. Overall, Cardno is supportive of this credit and believes that the low rate results in a conservative parking credit for the site regardless of whether the 5 informal spaces can realistically be provided.

Other Considerations

The onemilegrid report includes the Smith Street Activity Centre Structure Plan dated June 2008 that was not ultimately adopted. Given the date, and that it was not adopted, Cardno does not support the intentions associated with this plan.

However, Cardno supports onemilegrid's interpretation of the more recent City of Yarra Parking Management Strategy which encourages reduced parking or no car parking developments for sites in close proximity to public stops. This strategy endorses onemilegrid's assessment of the site overall, particularly the car parking associated with the office use.

Summary

Cardno has identified a number of differences within the car parking assessment, however overall endorses the car parking allocation and reduction requested by onemilegrid in their car parking assessment. We note the following for your consideration:

- > The onemilegrid report states that 3 and 1 visitor car parking spaces will be generated on weekends and weekdays respectively. Cardno also reasons that 3 visitor spaces may be generated on weekday evenings. We note that no evidence has been provided to show that these spaces can be accommodated on-street, instead it is argued that Column B rates should apply as the Smith Street Activity Centre meets the intentions of these rates.
- > Car parking associated with the office use is not required as employees will use other modes to travel to work. Cardno supports this view, acknowledging the existing credit to the use of the site. However, the report did not comment on the impact of visitors parking demand generated by the offices component.

Further Measures

Cardno is of the opinion that there is some reliance on on-street parking by visitors to both the office and residential components of the development. To address this, we believe that it would be appropriate to request a parking survey within the vicinity of the site, that will provide an indication of when and where available parking is located, and if this is satisfactory to accommodate the expected demand.

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**Car Parking Layout and Access Arrangements**

In general, Cardno agrees with the design assessment conducted by onemilegrid, however note a number of differences outlined in the following sections within Section 4 – Design Considerations of the onemilegrid report with reference to the drawings provided by Jackson Clements Burrows Architects and swept paths provided in Appendix A of the report:

Townhouse Car Parking

It is understood that 14 car parking spaces are provided for townhouses within garages in either single or tandem arrangements. It is noted that internally each garage provides sufficient room to house the appropriate number of spaces and is generally in accordance with the planning scheme requirements.

Cardno notes the following regarding townhouse car parking design as follows:

- > SK2-102 shows a headroom clearance of 2.075m to the garages for the townhouses, which does not provide sufficient headroom clearance of 2.2 metres according to AS/NZS 2890.1:2004 or 2.1m to Clause 52.06;
- > Swept paths within the garage overlap a staircase, clarification should be sought to establish minimum clearance heights at overlaps. Given the size of the B85 vehicle, Cardno believes that clearance will be satisfactory for most vehicles, and could be avoided with a corrective manoeuvre;
- > Clearance to car parking spaces within garages has been provided in line with Diagram 1 of Clause 52.06 of the Planning Scheme;
- > Cardno supports onemilegrid's assessment that the slight stair intrusion bringing the width to 3.151 metres (it is understood that the 3.25 metres discussed in the report is a typo) is acceptable given the width of the remaining garage and that the affected space is the tandem (least used) car parking space;
- > Swept paths provided show that entry and exit from each car park can be achieved in a satisfactory manner with a maximum of one corrective manoeuvre for some movements if required; and
- > Whilst Clause 52.06 specifies that pedestrian splays be provided at the exit lane, this strictly does not apply to the laneway which is an accessway. A corner splay should be considered at the corner of Charles Street and Webb Street within the site's building footprint to ensure sight lines can be improved. However, this is not possible as the heritage façade will be retained by the developer. The garages fronting onto this laneway will likely increase the level of traffic activity on the laneway.

Apartment Car Parking

It is understood that 24 car parking spaces are provided for apartments within two basement levels to be accessed by car lift in either single or tandem arrangements.

Car Lift / Access

Access to the car lift is proposed off Webb Street and provides sufficient room to accommodate a standard B99 vehicle. The onemilegrid report acknowledges that vehicles may be required to prop on Webb Street when the lift is already in use. Cardno agrees that the dimensions and layout of Webb Street, including parking restrictions in the vicinity are appropriate to allow for approaching vehicles to prop on-street until the lift is available.

Cardno generally supports onemilegrid's car lift operation assessment. Given many of the parameters used by onemilegrid are unknown; Cardno completed an independent car lift assessment for comparison assessment that found a 98th percentile queue length of 0.84 vehicles. This queue length is very similar to the 0.88 vehicle queue length determined by onemilegrid.

It is noted that both of these figures rely on the traffic generation rates that have been adopted with a rate allocated per dwelling as opposed to the number of car spaces provided. This type of assessment is usually considered conservative as these rates tend to be associated with a parking dispensation. However, the car parking supply for the apartments is greater than the Planning Scheme Requirement and as such may generate slightly more trips and hence a longer 98th percentile queue.

Car Park Design

Cardno notes the following regarding apartment car parking design as follows:

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- > The car parking layout has been designed generally in accordance with the Planning Scheme. The report notes that two car spaces on each level have been designed with a width of 2.4 metres, length of 5.4 metres and an aisle of at least 7.8 metres. Similarly, Cardno considers these car spaces appropriate given the access, small number and location in a private car park;
- > Cardno notes that car parking spaces located at the aisle ends have not been provided with a 1 metre aisle extension as required by AS/NZS 2890.1:2004 for public use. However, being a private car park, the swept paths provided are considered acceptable; and
- > The tandem garages is only 10.3 metres in length, comprising two standard 4.9 metre length spaces and 500mm in length between as per Planning Scheme Requirements. However, it is considered that given that the garage is contained within a roller door this provision may be inadequate as any overhang will prohibit the door from closing.

Traffic ImpactGeneration Rates

The onemilegrid report refers to 'surveys undertaken by other traffic engineering firms' that show the daily traffic generation rates to construct a summary of typical traffic generation rates for a variety of dwelling types shown in Table 11 of the report. The rates are similar to traffic generation rates typically adopted by Cardno.

Cardno supports onemilegrid's expectation that the generation rates will be towards the lower end of the provided ranges. Further, we note that the rates adopted for peak hour are 0.44 vph for the townhouses and 0.33 vph for the apartments. These rates actually corresponds to the middle to upper end of traffic generation rates for these uses and as such represent a conservative assessment.

Webb Street

As noted previously the apartment car park is serviced by a car lift creating a 98th percentile queue length in the order of 0.88 vehicles. onemilegrid's assessment that 'it is not expected that there will be vehicles waiting in Webb Street to utilise the lift' is generally supported by Cardno and verified by our own assessment. However, we expect that vehicles will on occasion be required to prop temporarily on Webb Street, and understand that the width provided will be sufficient for this purpose.

Cardno supports onemilegrid's assessment that one movement every 12 minutes during the peak hours is not expected to have any material impact on the surrounding road network.

Laneway Access

Cardno supports the view that the laneway has capacity to cater for the additional generation of traffic within the laneway caused by the occupation of townhouses. Further, we agree that there is excess capacity able to cater for further development as required.

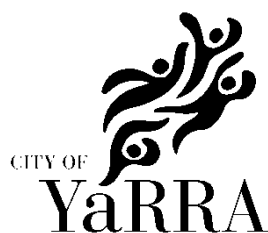
We note, that the additional width provided in the enclave of the townhouses may provide a future passing area within the laneway if a similar development and setback is constructed on the east side of the laneway. Cardno is of the opinion that if any difficulties arise in the operation of the laneway, it is considered that a one-way street could easily be implemented along its length.

We trust you find the above information satisfactory. Please feel free to get in touch should you require further clarification.

Yours sincerely,

Eric Kydd
Senior Engineer
for Cardno
Direct Line: +61 3 8415 7523
Email: Eric.Kydd@cardno.com.au

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Attachment 14 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Council's Engineering advice.**MEMO**

To: Sarah Thomas
From: Mark Pisani
Date: 31 May 2018
Subject: Application No: PLN17/1061
 Description: Office and Residential Development
 Site Address: 93-97 Webb Street, Fitzroy

I refer to the above Planning Application received on 9 April 2018 and the accompanying report prepared by One Mile Grid traffic engineering consultants in relation to the proposed development at 93-97 Webb Street, Fitzroy. Council's Civil Engineering unit provides the following information:

CAR PARKING PROVISION**Proposed Development**

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	2	1 space per dwelling	2	1
Two-bedroom dwelling	10	1 space per dwelling	10	15
Three-bedroom dwelling*	13	2 spaces per dwelling	26	22
Residential visitors	25 dwellings	1 space per 5 dwellings	5	0
Office	158 m ²	3.5 spaces per 100 m ² of net floor area	5	0
Total			48 Spaces	38 Spaces

* Includes 9 townhouse type dwellings.

The development would have a parking shortfall of five resident spaces, five residential visitor spaces and five office parking spaces. To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

- *Parking Demand for Dwellings.* Four of the three-bedroom dwellings (townhouses) would be provided with one space each. One of the one-bedroom dwellings would not be provided with any on-site car parking. One Mile Grid traffic engineering consultants have sourced car ownership data for the Fitzroy area from the 2016 ABS Census. The data recorded that three-bedroom townhouse type dwellings in Yarra would have an average car ownership of 1.44 cars per dwelling. The nine proposed townhouses would be provided with 14 spaces (a

Attachment 14 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Council's Engineering advice.

parking rate of 1.55 spaces per dwelling). The on-site parking provision for the three-bedroom townhouses is consistent with the statistical average across Yarra. This on-site car parking provision is considered appropriate.

The provision of no on-site parking for one of the one-bedroom dwellings is also considered appropriate.

- *Parking Demand for the Two-Bedroom Dwellings.* Fifteen on-site spaces have been allocated to the 10 two-bedroom dwellings, thus exceeding the minimum requirements of Clause 52.06-5. Five two bedroom dwellings would be allocated to two spaces per dwelling (in tandem arrangements). Generally, on-site parking should be provided at rates that do not exceed the statutory requirement. In this case, the on-site basement car park has been designed with nine tandem parking arrangements. There is no objection to the provision of two spaces each for five of the two-bedroom dwellings.
- *Parking Demand for Residential Visitors.* Peak parking for residential visitors generally occurs on weekday evenings and at weekends. Applying an established empirical peak residential parking rate of 0.12 spaces per dwelling for the 25 dwellings would result in a peak parking demand of three spaces. During normal business hours, the visitor parking rate would be much less than the 0.12 spaces per dwelling. Off-peak visitor parking would be around 0.07 spaces per dwelling, which would result in one to two spaces.

The applicant proposes to accommodate all residential visitor parking off-site, since the site would contain a car lift to service the basement car parks - not practical for use by residential visitors. In addition, the car parking off the north-south aligned Right of Way is contained within individual garages, leaving very little opportunity to provide dedicated on-site parking for visitors. For mixed use and multi-unit residential developments that are located along or near activity centres, we would normally encourage applicants to provide some residential visitor parking on-site. In this instance, the proposed car parking arrangements cannot practically allow for residential visitor parking to be accommodated on the property. In the context of the surrounding area, the demand of one to three residential visitor parking spaces off-site should not be detrimental to existing on-street parking conditions in the area.

- *Parking Demand for Office Use.* Parking associated with office type developments is generally long-stay parking for employees and short term parking (say up to two hours' duration) for customers and clients. The actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3.5 spaces per 100 square metres of floor space, since the area has very good access to public transport services.

Throughout the municipality, Council has, in recent times, approved small scale office developments with no on-site car parking. The following table lists some sites that have been approved with no on-site car parking:

Development Site	Approved Office Parking Rate
Collingwood	
86 Smith Street PLN16/0216 issued 15 April 2016	96 m ² Reduction: 3 spaces
187-195 Langridge Street PLN17/0867 issued 19 January 2018	470 m ² Reduction: 16 spaces
Cremorne	
46A Stephenson Street PLN17/0017 issued 8 August 2017	55 m ² Reduction: 1 space
Richmond	
19 David Street PLN17/0395 issued 15 April 2016	175 m ² Reduction: 6 spaces

Attachment 14 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Council's Engineering advice.

The provision of no on-site parking for the proposed office use is considered appropriate, having regard to the site's accessibility to public transport services and its proximity to Melbourne.

- *Availability of Public Transport in the Locality of the Land.* The site is within walking distance of tram services operating along Smith Street, Brunswick Street and Nicholson Street. Parliament railway station could also be reached by foot.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- *Availability of Car Parking.* One Mile Grid had conducted on-street parking occupancy surveys back in October 2015. The data from these surveys would be considered outdated. Although on-street parking demand in the area is high, the short-stay parking overflow from the site could be accommodated on-street. The introduction of parking sensors along Smith Street and Gertrude Street ensure that short-stay parking regularly turns over in the nearby activity centres.
- *Relevant Local Policy or Incorporated Document.* The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of parking associated with the dwellings, office and visitor parking spaces is considered appropriate in the context of the development and the surrounding area. The short-stay parking overflow generated by the site could be accommodated on-street without adversely impacting on existing parking conditions in the area.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

TRAFFIC GENERATION**Trip Generation**

The traffic generation for the site adopted by One Mile Grid consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Townhouses (9 dwellings)	4.0 trips per dwelling per day Peak hour volume is 10% of daily traffic volume	36	4	4
Flats (15 dwellings)	3.0 trips per dwelling per day Peak hour volume is 10% of daily traffic volume	45	5	5
Total		81	9	9

The traffic volumes generated by the site are not unduly high and should not adversely impact on the traffic operation of the nearby streets.

Directional split assumptions in each peak hour –

- AM Peak – 80% outbound (7 trips), 20% inbound (2 trips); and
- PM Peak – 40% outbound (4 trips), 60% Inbound (5 trips).

Attachment 14 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Council's Engineering advice.**DEVELOPMENT LAYOUT DESIGN****Layout Design Assessment**

JCB Architects Drawing Nos. SK1-100, SK1-101, SK1-102, SK2-102, SK2-103, SK3-102 and SK3-106 dated 1 March 2018

Item	Assessment
Access Arrangements	
Development Entrance – Webb Street	The single doorway width of 3.4 metres for the development entrance via Webb Street satisfies <i>Design standard 1 – Accessways</i> of Clause 52.06-9.
Visibility – Webb Street	Sight triangles cannot be practically provided for this doorway. It is agreed that vehicles exiting the lift would proceed from rest (not dissimilar to a car exiting a garage). Motorists would exercise additional care when entering Webb Street. The non-compliance of this item is considered acceptable in this circumstance.
Individual Garages – North-South aligned Right of Way	The widths of the individual garages range from 4.095 metres to 4.25 metres and are considered satisfactory.
Headroom Clearance	The headroom clearances of the garage doorways (2.075 metres) fall short of the minimum 2.1 metres required by <i>Design standard 1</i> . The headroom clearance of the doorway off Webb Street has not been dimensioned on the drawings.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the at-grade parking spaces (2.7 metres by 4.9 metres) satisfy <i>Design standard 2: Car parking spaces</i> .
Tandem Parking Sets	The 10.3 metre lengths of the tandem parking sets satisfy Design standard 1.
Aisles	Aisle widths range from 6.4 metres to 7.875 metres and satisfy <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	Not dimensioned on the drawings.
Clearances to Walls	Spaces adjacent to walls have been widened to accommodate the required 300 mm clearance and satisfy <i>Design standard 2</i> .
Motorcycle Parking Spaces	The dimensions of the motorcycle spaces (1.777 metres by 3.058 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Garages	The dimensions of the single and tandem garages satisfy As/NZS 2890.1:2004.
Car Lift	
Car Lift Model	The development would be using the IdealPark IP1-HMT V08 hydraulic car lift. The model selected would have a width of 3.0 metres and a length of 6.5 metres and can accommodate the B99 design vehicle.

Attachment 14 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Council's Engineering advice.

Item	Assessment
Performance of Car Lift	<p>The PM peak hour would be the critical time for the operation of the car lift. In this case, the car lift would be servicing the parking for the flat type dwellings (15 No.), with a peak inbound volume of 5 trips.</p> <p>The proposed car lift is capable of servicing 21.8 vehicles per hour, based on a total service time of 165 seconds, derived our own calculation*. By conservatively assuming a total inbound volume of 5 vehicles per PM peak hour wishing to access the basements, the utilisation ratio for the car lift (usage/capacity) would be 0.23 (5 vehicle trips per hour/21.8 vehicles per hour).</p> <p>To determine the storage queue of the car lift, guidance is sought from the Australian/New Zealand Standard AS/NZS 2890.1:2004. The mechanical device such as this car lift should have sufficient vehicle storage to accommodate the 98th percentile queue (the queue that will be exceeded on 2% of occasions). By knowing the utilisation ratio of the car lift (in this case, 0.23), the 98th percentile queue length can be calculated.</p> <p>Queue Length, $N = (\text{Log}_n \text{Pr}(n>M) / \text{Log}_n \rho) - 1$ $\text{Pr}(n>M) = \rho^{N+1}$ where $\rho = r / s$ (utilisation factor) $\rho = \text{average arrival rate} / \text{average service rate}$ $= 5 / 21.8$ $= 0.23$</p> <p>$N = (\text{Log}_n 0.02 / \text{Log}_n 0.23) - 1$ $= 1.66 \text{ car lengths, say } 2 \text{ cars}$</p> <p>The 98th percentile queue length for the car lift during the PM peak hour would be two car lengths. The queue length also includes a car inside the car lift. The queueing of vehicles external to the property need to be reviewed in context. In the unlikely event of a vehicle queued in Webb Street, the operation of Webb Street should not be adversely impacted on.</p>
Other Items	
Vehicle Turning Movements – Via Webb Street	The swept path diagrams for the B99 design vehicle entering and exiting the car lift via Webb Street are considered satisfactory.
Vehicle Turning Movements – Via Right of Way	The swept path diagrams for the B85 design vehicle entering and exiting the garages via the Right of Way are considered satisfactory.
Vehicle Manoeuvrability – Basement Car Parks	The swept path diagrams for the B85 design vehicle entering and exiting the parking spaces and car lift are considered satisfactory.

* Calculation of car lift service time:

- Time to arrive at lift – 5 seconds
- Time for door to open – 5 seconds
- Time for car to drive into lift – 10 seconds
- Activate lift – 5 seconds
- Time for lift descent – 40 seconds (6.0 m/0.15 m/s)
- Time for door to open – 5 seconds
- Time for car to exit lift – 10 seconds
- Time for door to close – 5 seconds
- Time for lift ascent – 80 seconds (6.0 m/0.075 m/s)
- **Total time taken –165 seconds**

Attachment 14 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Council's Engineering advice. Design Items to be Addressed

Item	Details
Headroom Clearance – Webb Street Access	To be dimensioned on the drawings.
Column Depths and Setbacks	To be dimensioned on the drawings.
Roller Door off Right of Way	Applicant to provide clarification regarding the purpose of the roller door off the Right of Way for the office use. Is it intended for vehicular use?

IMPACT ON COUNCIL ROAD ASSETS

The construction of the new buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site.

It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for residents, employees, visitors and other users of the site.

RECONSTRUCTION OF NORTH-SOUTH ALIGNED RIGHT OF WAY

A site inspection of the north-south aligned bluestone Right of Way abutting the eastern boundary of the property revealed that it is in a poor condition. The pavement contains a number of irregularities, depressions and areas of heaving. The excavation of the basement and the construction of the new building would further impact on the Right of Way. Once the development is operational, residents from the townhouses would be the principal users of this road. It is necessary that once all development works have been completed, the Permit Holder must reconstruct the length of the Right of Way to ensure that it has a high level of serviceability in accommodating daily, repetitive vehicular loadings.

ENGINEERING CONDITIONS

Civil Works

Upon the completion of all building works and connections for underground utility services,

- The kerb and channel along the property's Webb Street and Charles Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Webb Street and Charles Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The new vehicle crossing on the north side of Webb Street must be constructed in accordance with Council's Standard Drawings, Council's *Infrastructure Road Materials Policy* and engineering requirements. The vehicle crossing must satisfy the ground clearance requirements for the B99 design vehicle.
- All redundant vehicle crossings surrounding the site must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- The north-south aligned Right of Way, between Charles Street and Webb Street, must be fully reconstructed to Council's satisfaction and in accordance with Council's *Infrastructure Road Materials Policy*. The Right of Way reconstruction works are to be funded by the Permit Holder.

Attachment 14 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Council's Engineering advice.

- The vehicle crossings servicing the Right of Way at both the Webb Street and Charles Street ends must be demolished and reconstructed to Council's satisfaction. Materials to be used must comply with Council's *Infrastructure Road Materials Policy*. The vehicle crossing must satisfy the vehicle ground clearance requirements for the B99 design vehicle.

Public Lighting (On Roads)

- The existing public lights in Webb Street (pole No. 21889) and Charles Street (pole No. 21911) are to be replaced with alternative luminaires to avoid light spillage into the habitable windows of new development. These public lighting works must be done to the satisfaction of the relevant power authority and Council and at the Permit Holder's cost.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

**Attachment 14 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Council's Engineering advice.
NON-PLANNING ADVICE FOR THE APPLICANT**

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the <i>Building Regulations</i> 2006 from Yarra Building Services unit. Any stormwater drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the <i>Local Government Act</i> 1989 and Regulation 610.
Sewer Vents – Right of Way	The existing sewer vents the west side of the Right of Way (abutting the eastern boundary of the site) could potentially be problematic for residents of the upper levels of the new building. The developer should liaise with the relevant water authority regarding the sewer vents and ascertain any clearances required from windows. If the vents are still active, measures should be taken by the developer to ensure that fumes do not waft into the new building.
Discharge of Water from Development	<ul style="list-style-type: none"> ▪ Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains. ▪ Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines. ▪ Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority. ▪ Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.
Road Reinstatements	All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.
Redundant Pits and Services	Redundant pits/services to be removed and Council assets to be reinstated.
Electrical Pole at south-east Corner of Site	<p>The existing electrical pole (pole No. 21889) at the south east corner of the site abuts the property boundary and would be impacted on with the reconstruction of the Right of Way. The Permit Holder must liaise with the relevant power authority regarding "No Go Zone" requirements and the civil works in the Right of Way.</p> <p>The condition of the pole may require replacement and an alternative location – subject to approval of property owners of affected properties and Council.</p>

Attachment 14 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Council's Engineering advice.



Existing electrical pole (No. 21889) at south east corner of site. Luminaire must be replaced to avoid light spillage into habitable windows. The pole may also require replacement and relocation (subject to approval by affected property owners and Council).

Attachment 15 - PLN17/1061 - 93 - 97 Webb St, Fitzroy - Waste Management advice.



Contract Management/Waste comments

PLN17/1061- 93-97 Webb Street, Fitzroy

City Works have been in discussions with the WMP author and has altered their previous advice. The waste management plan for 93-97 Webb St, Fitzroy by One Mile Grid and dated 29/11/2017 is satisfactory from a City Works branch's perspective.

Regards,

Patrick Orr

Contract Management Officer

City Works

Yarra Operations Depot, Clifton Hill