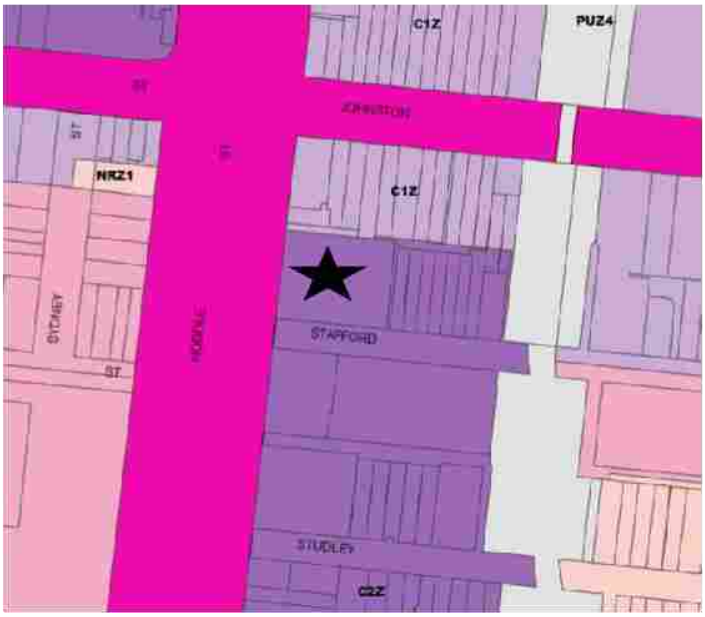
Attachment 1 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - subject land - idac attachment

SUBJECT LAND:

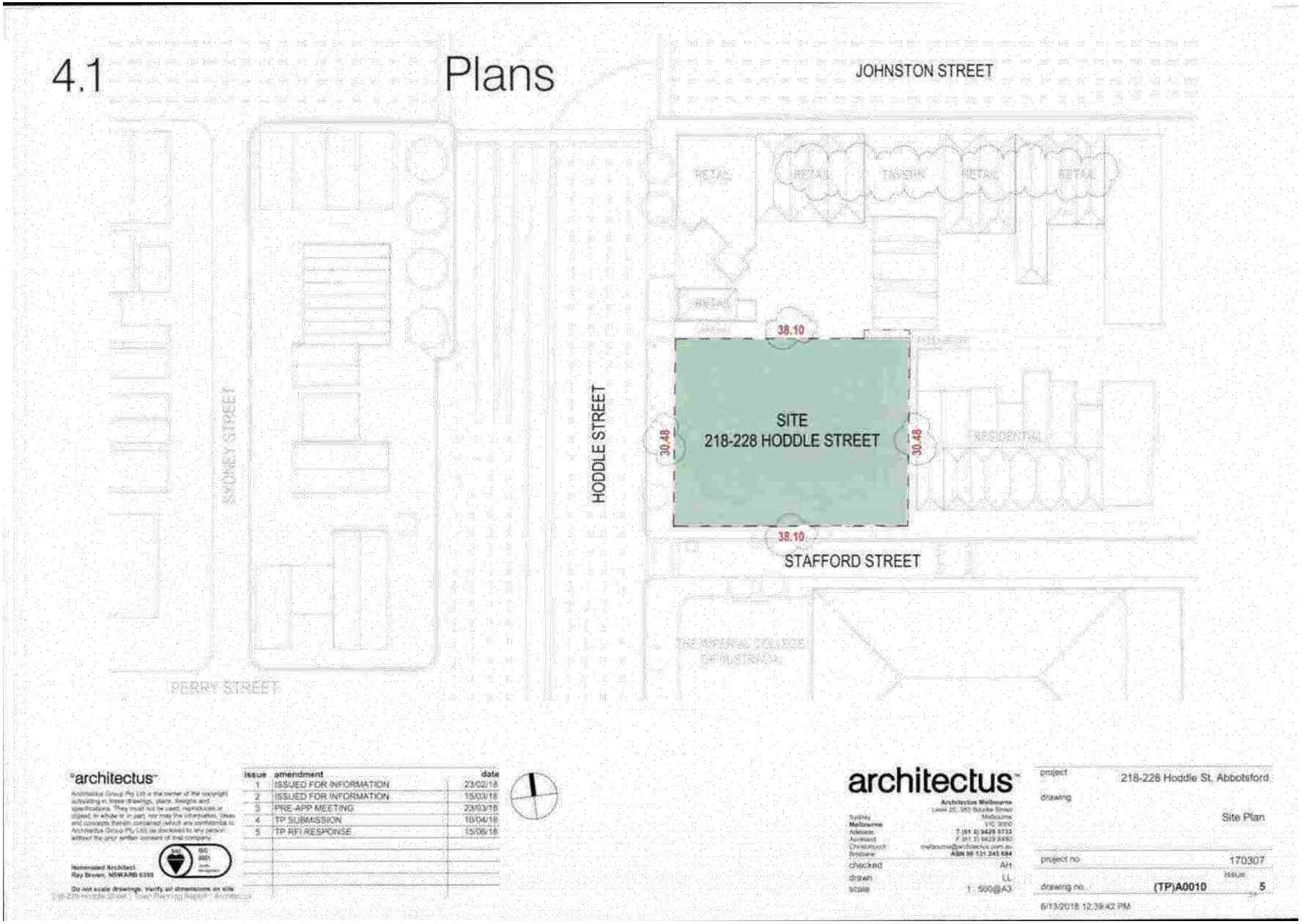


⇧ North

Subject Site

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment



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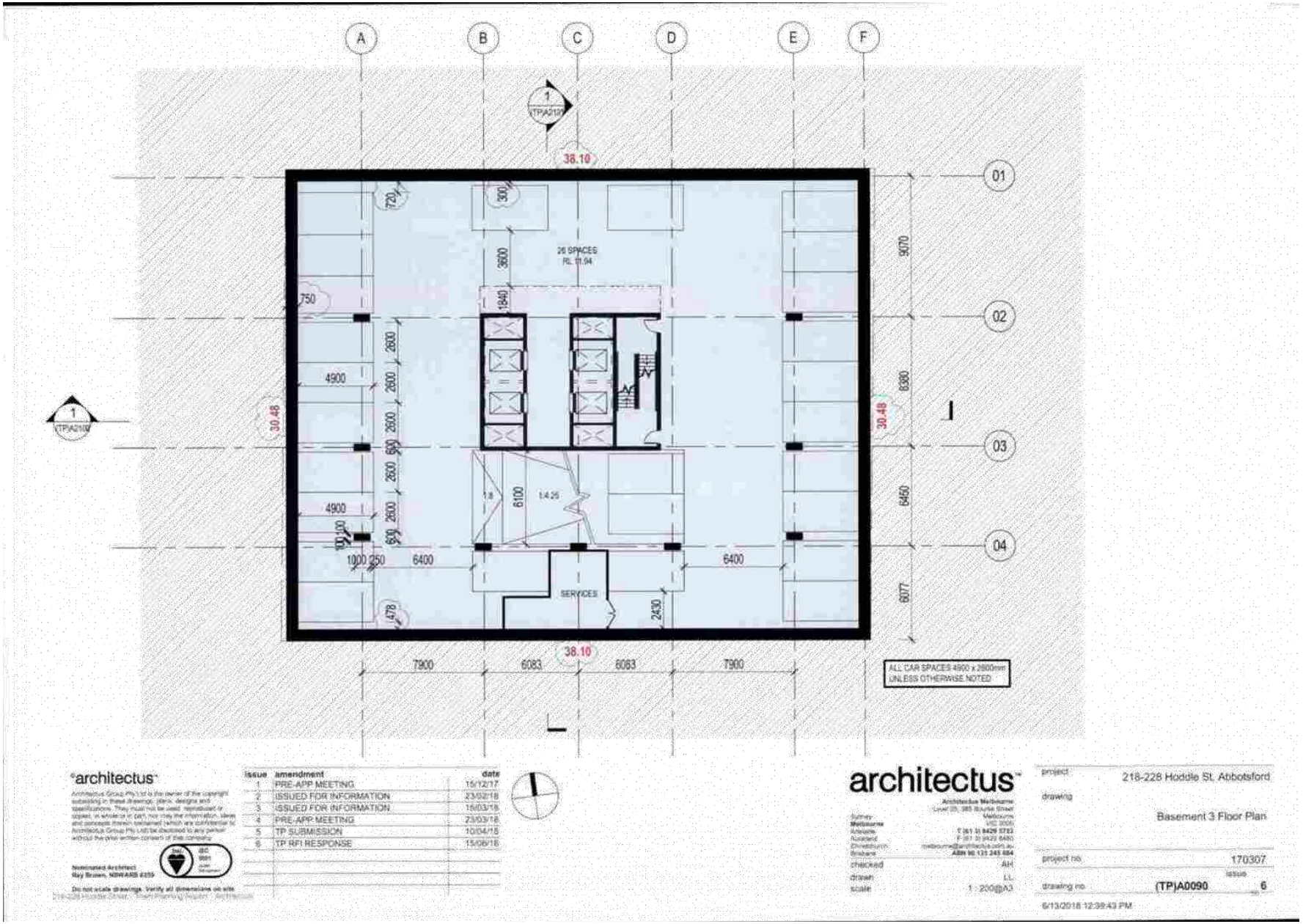

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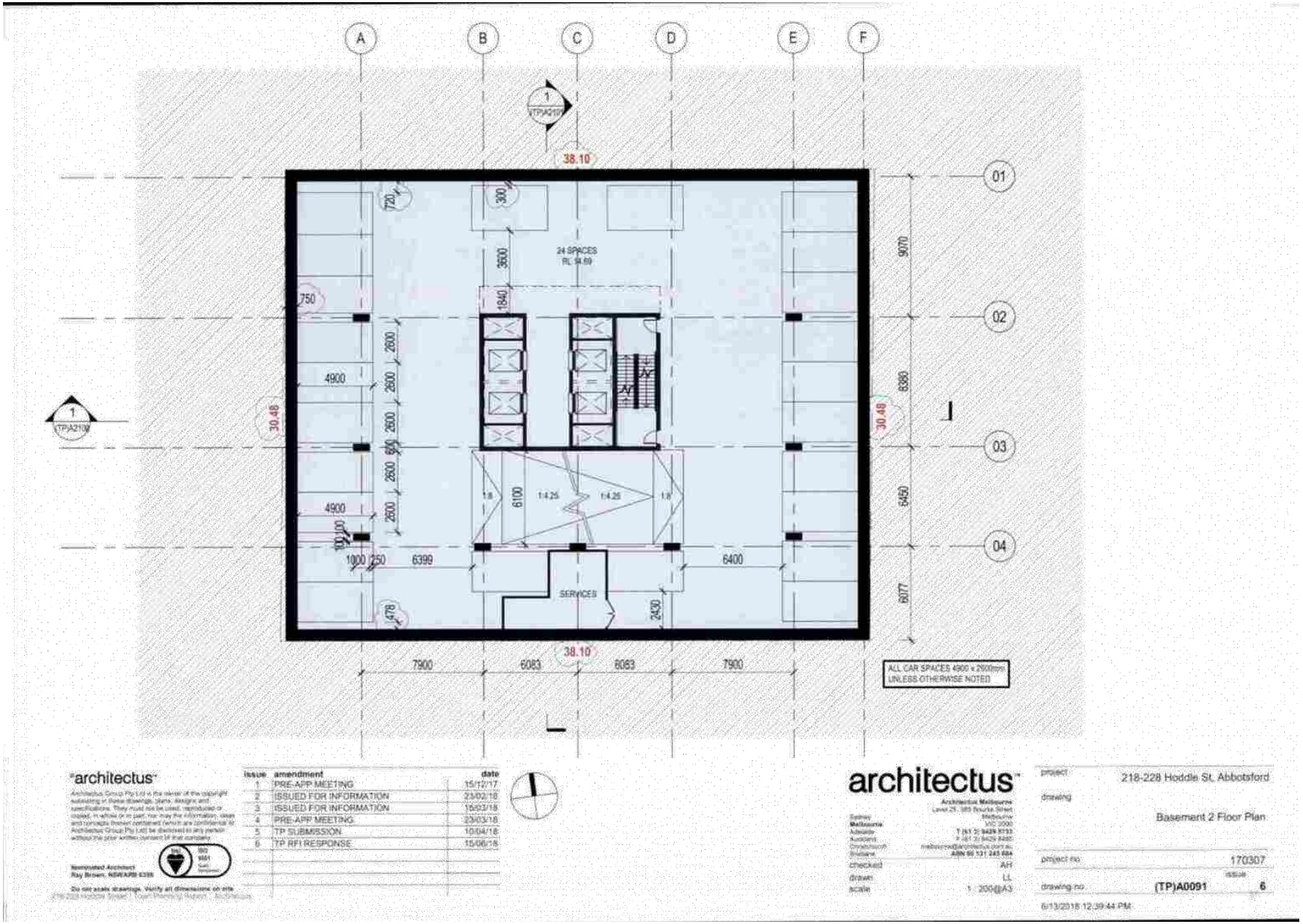

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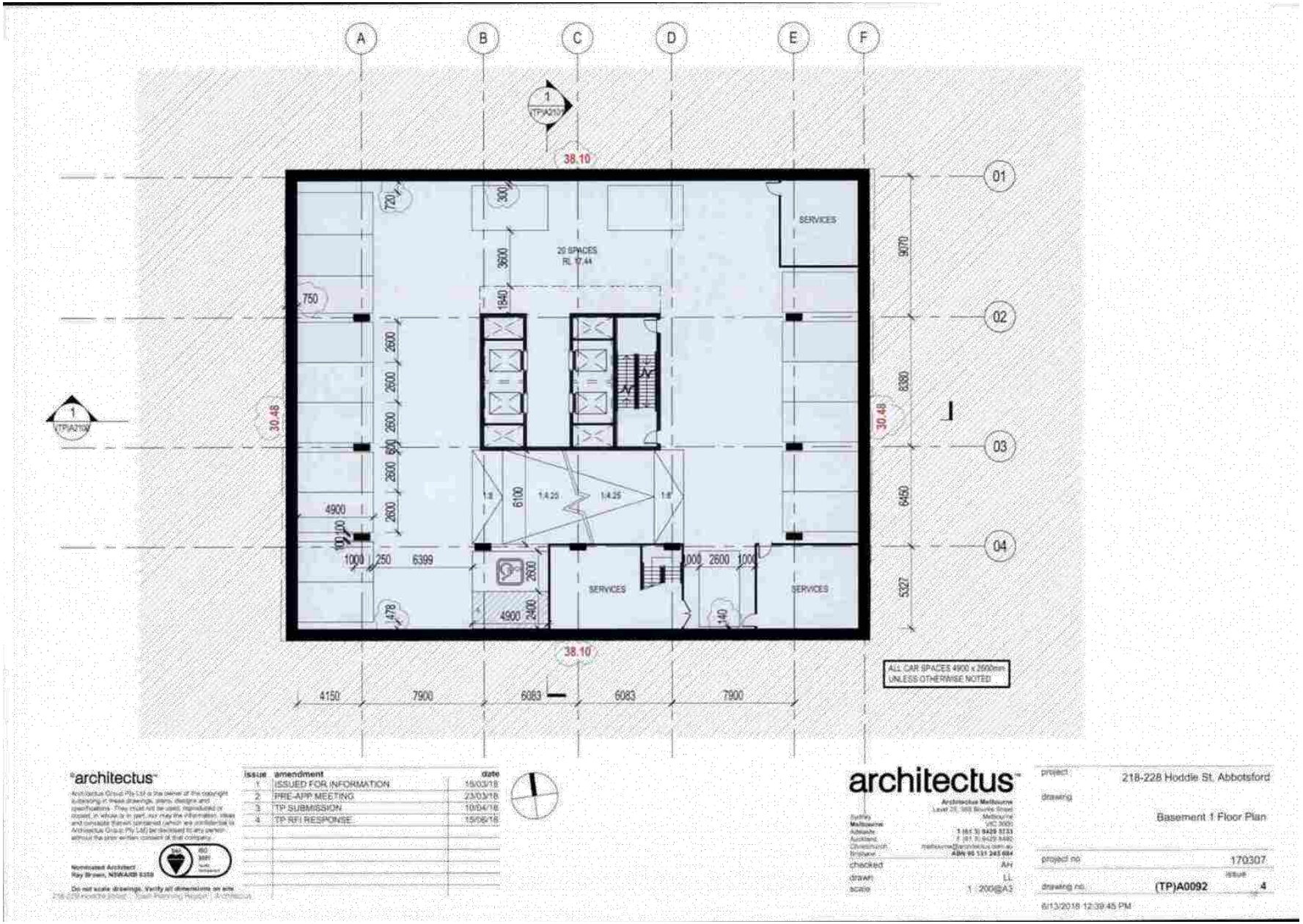

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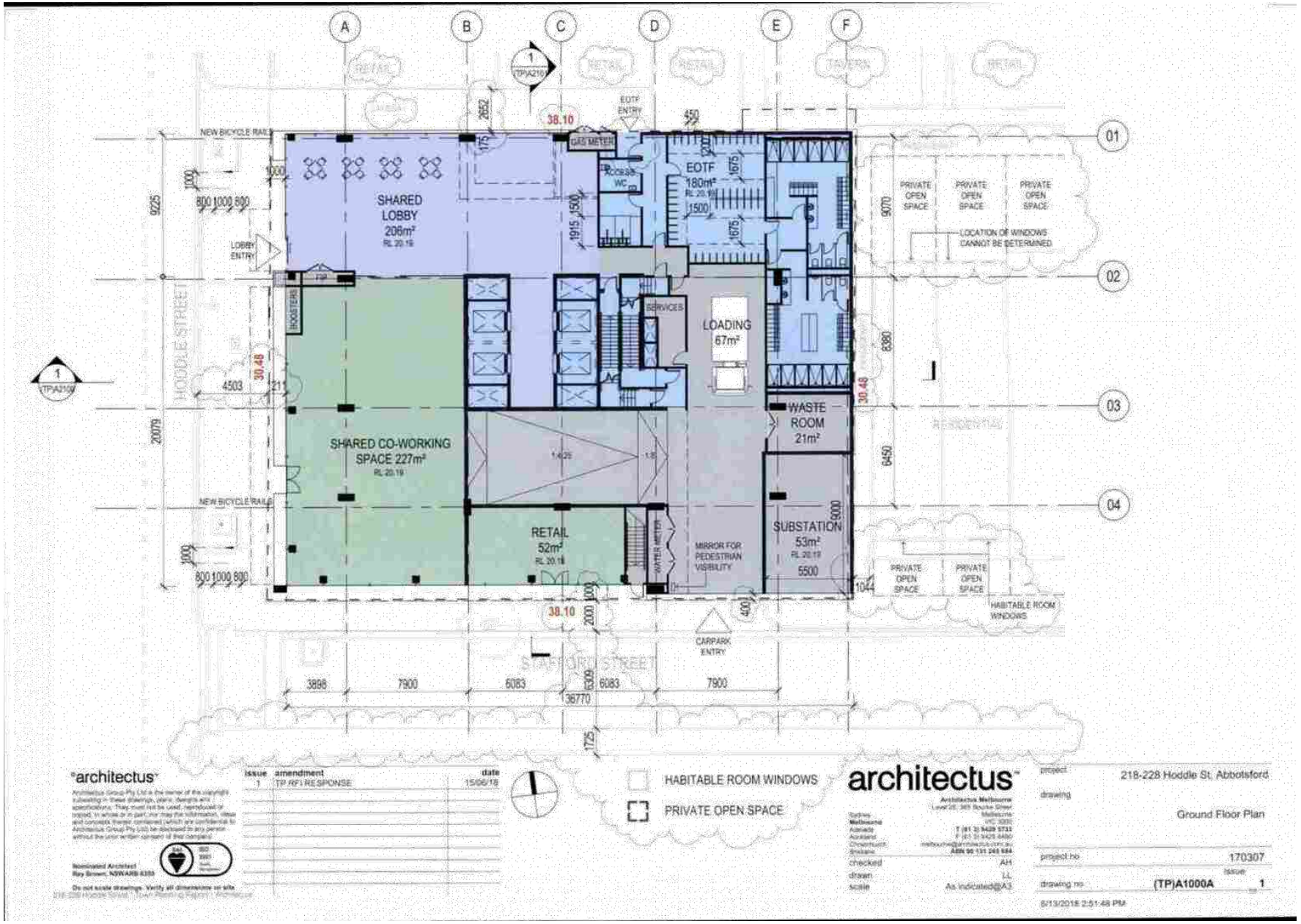

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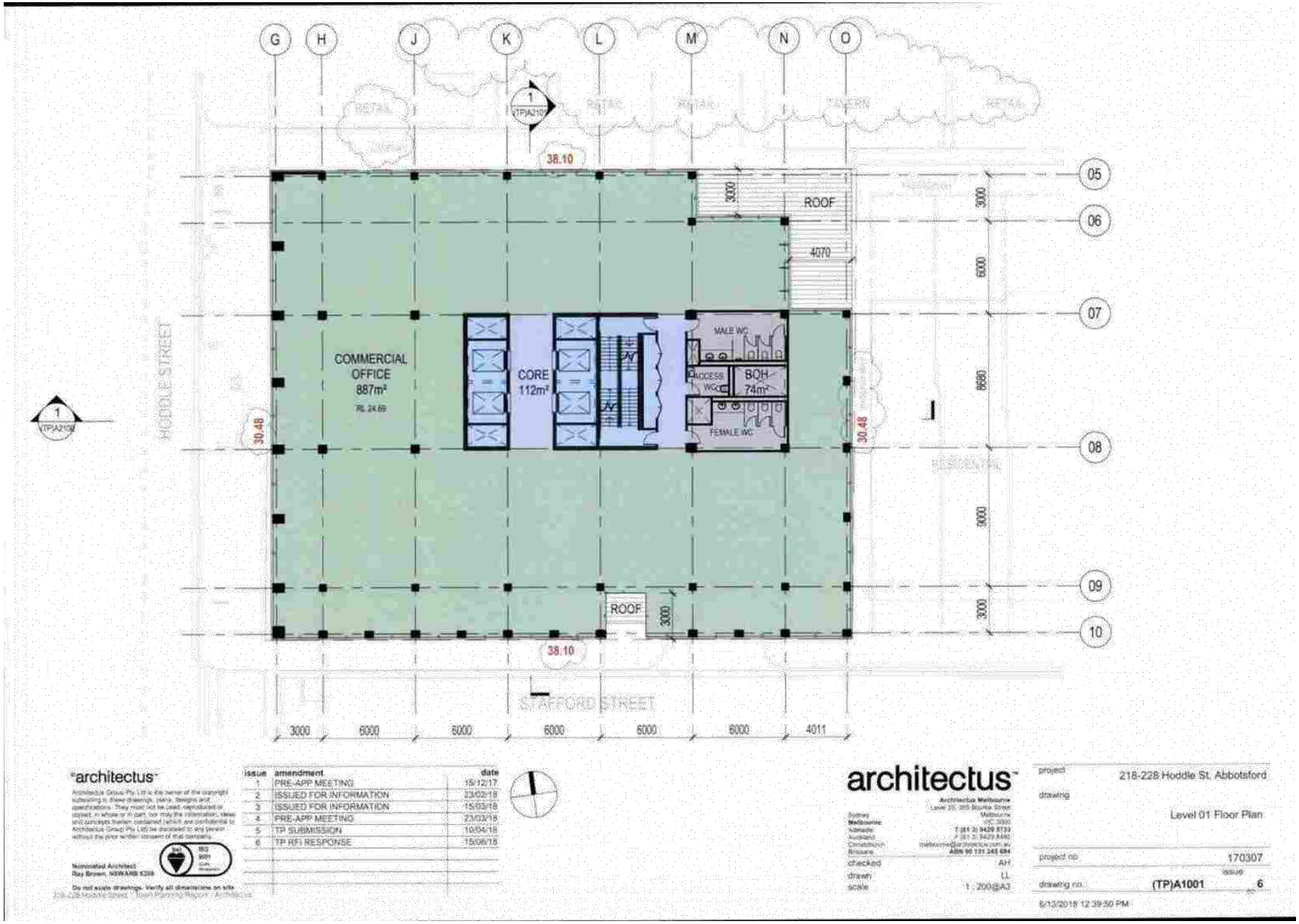

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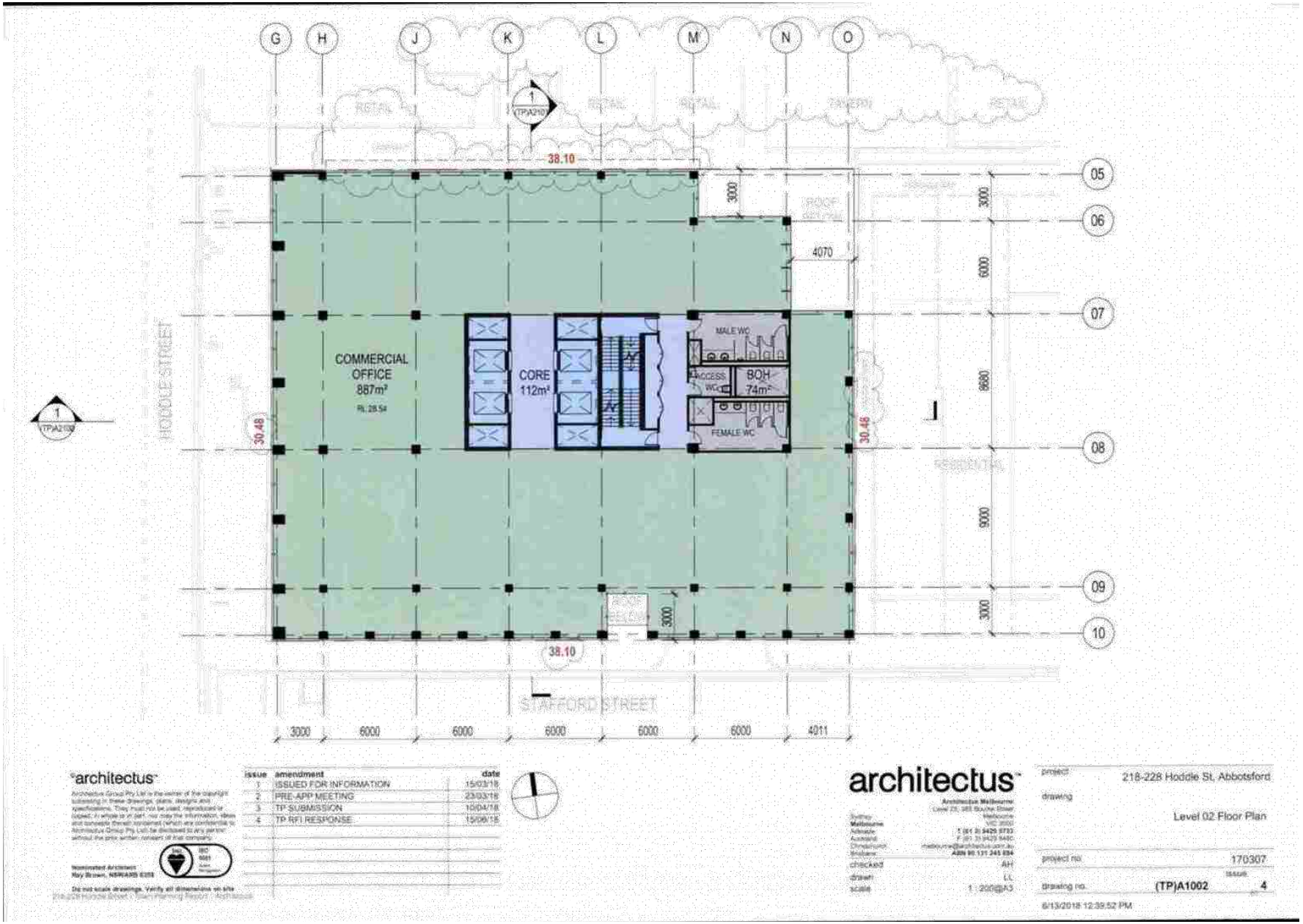

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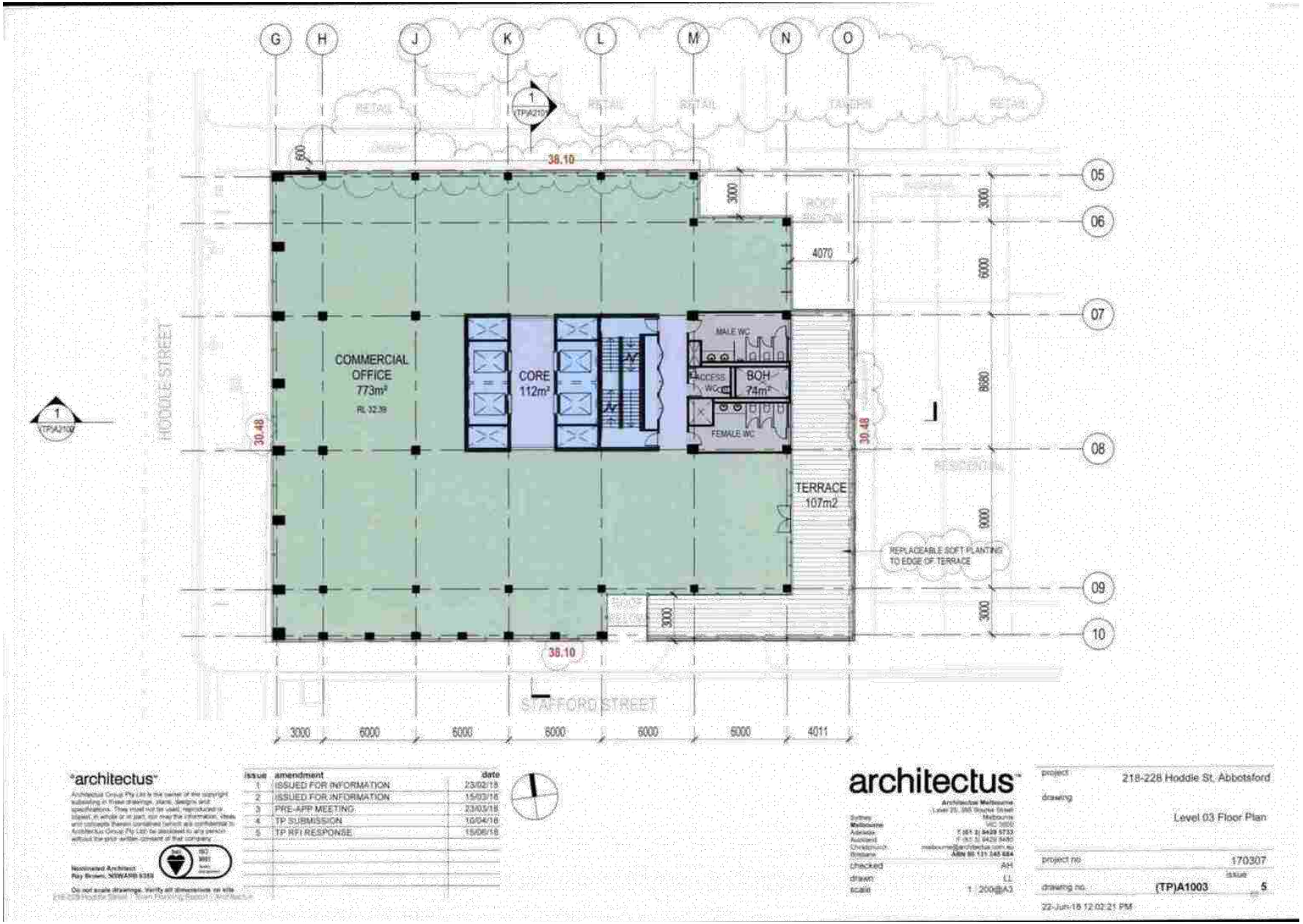

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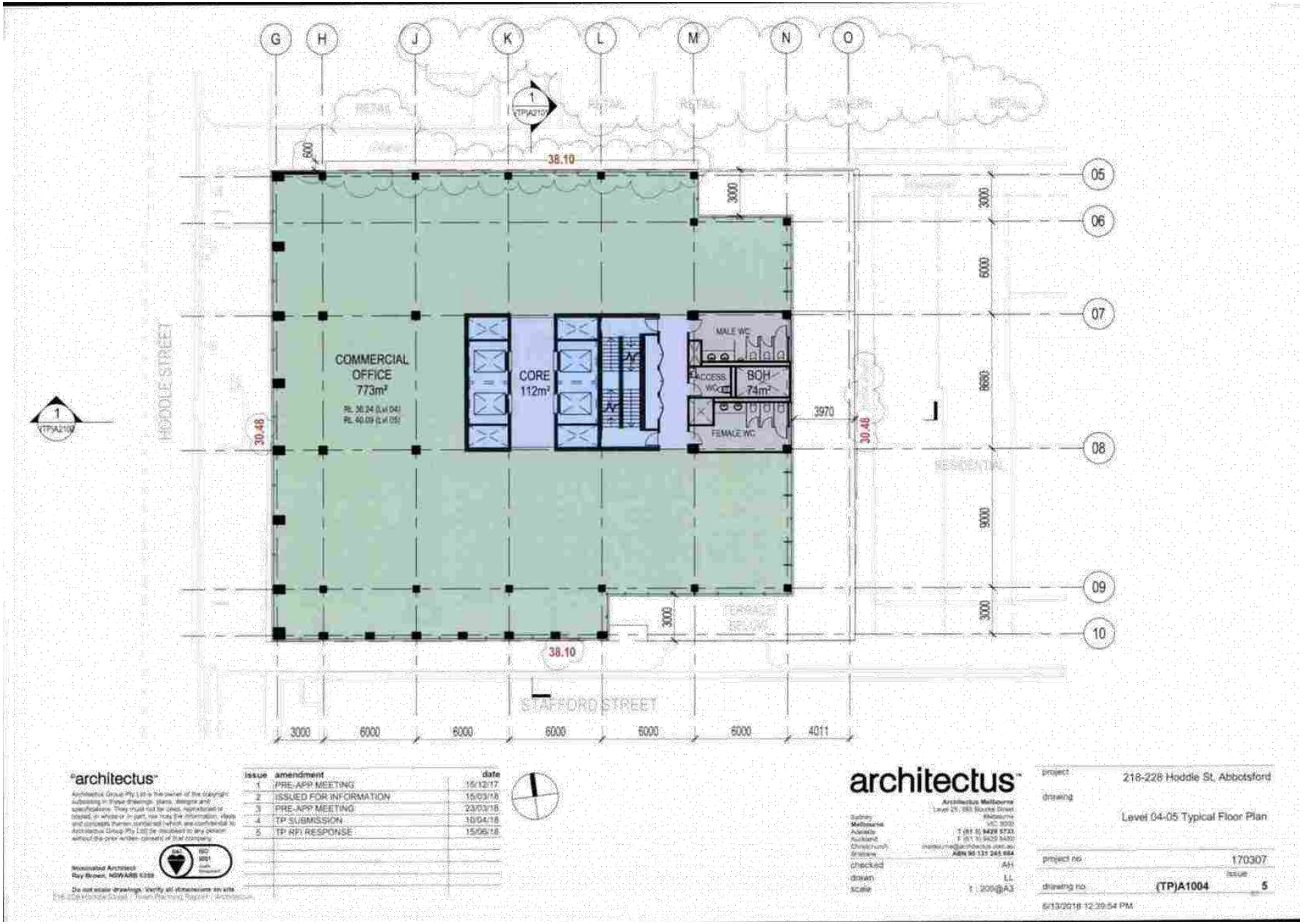

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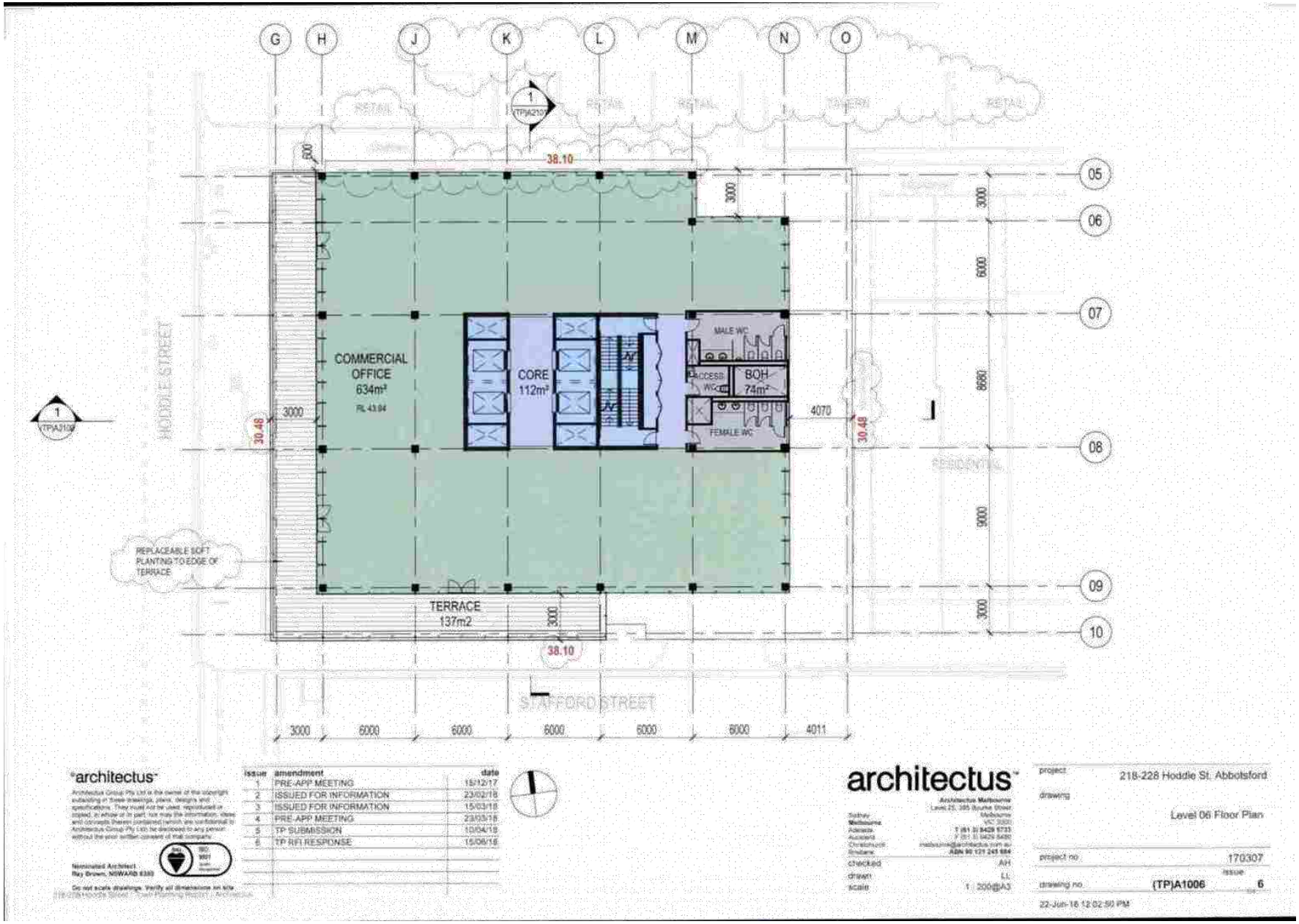

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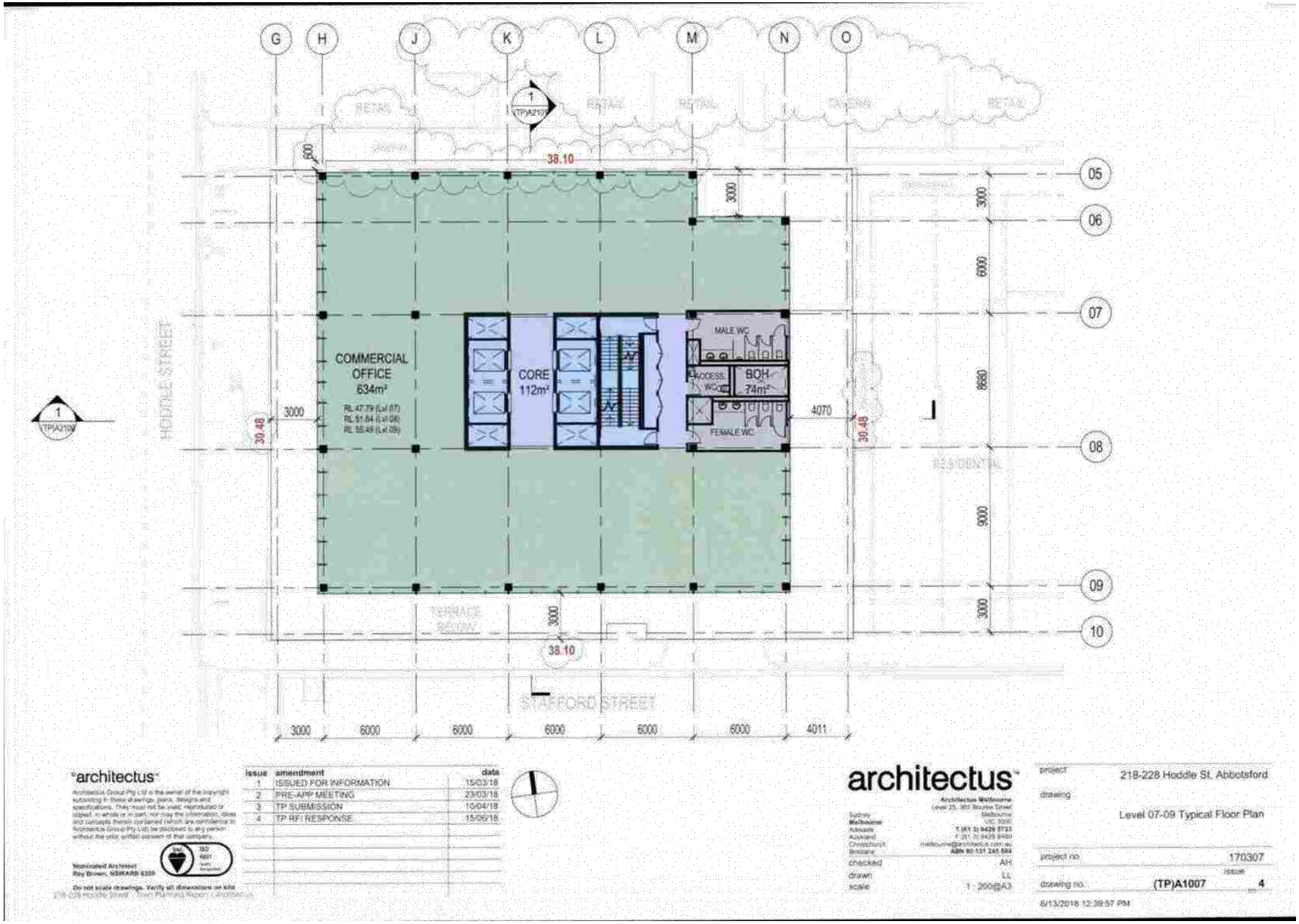

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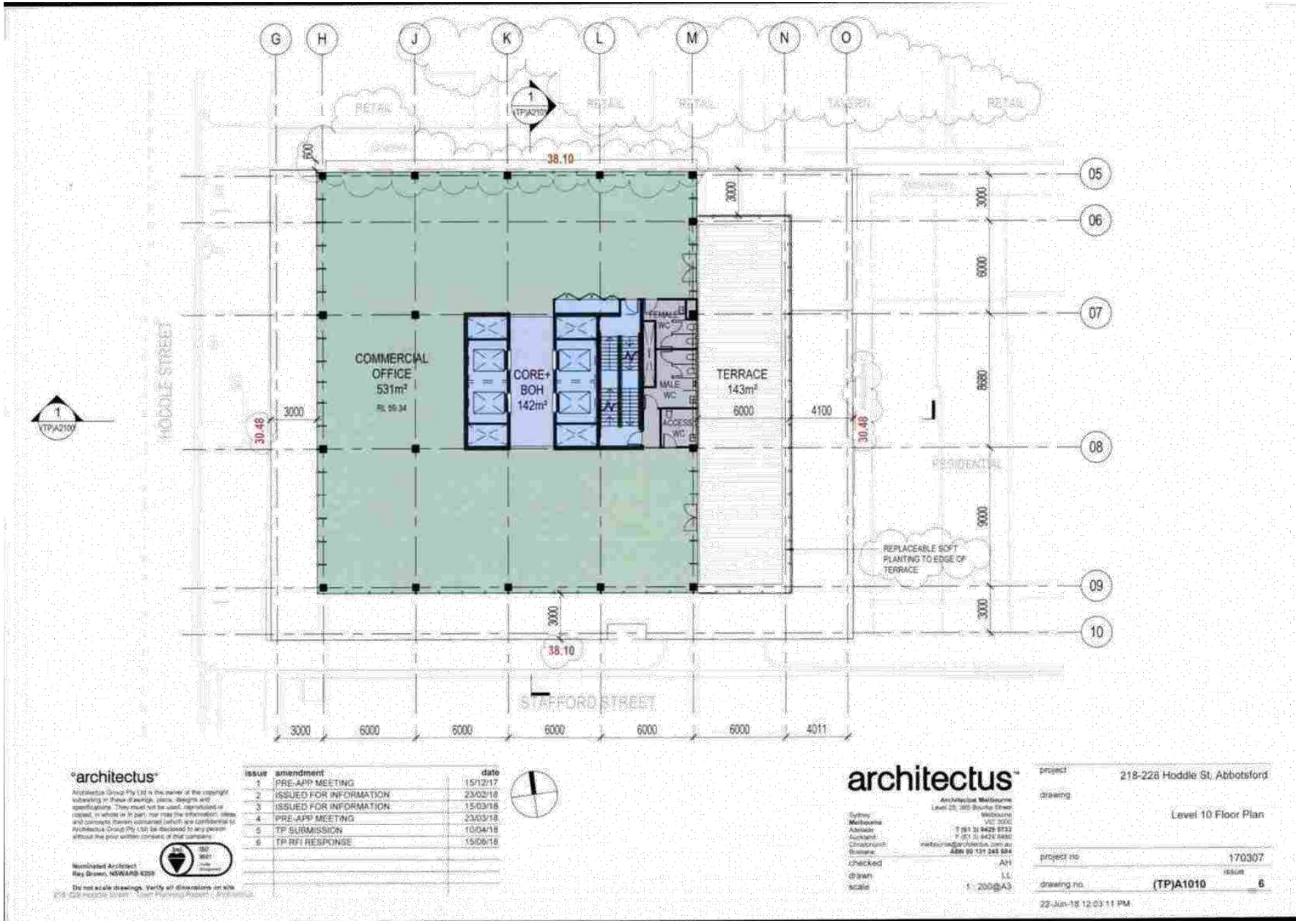

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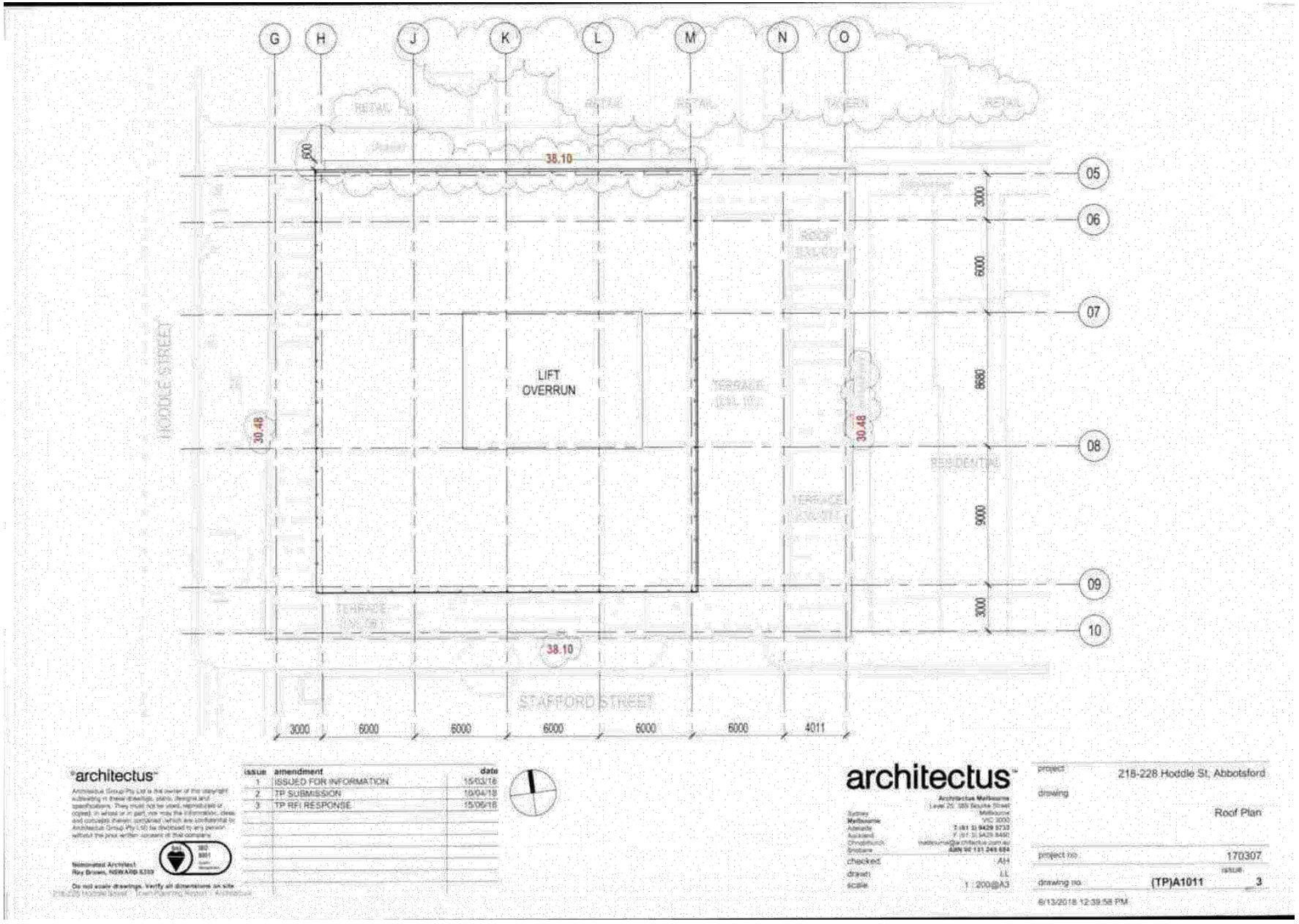

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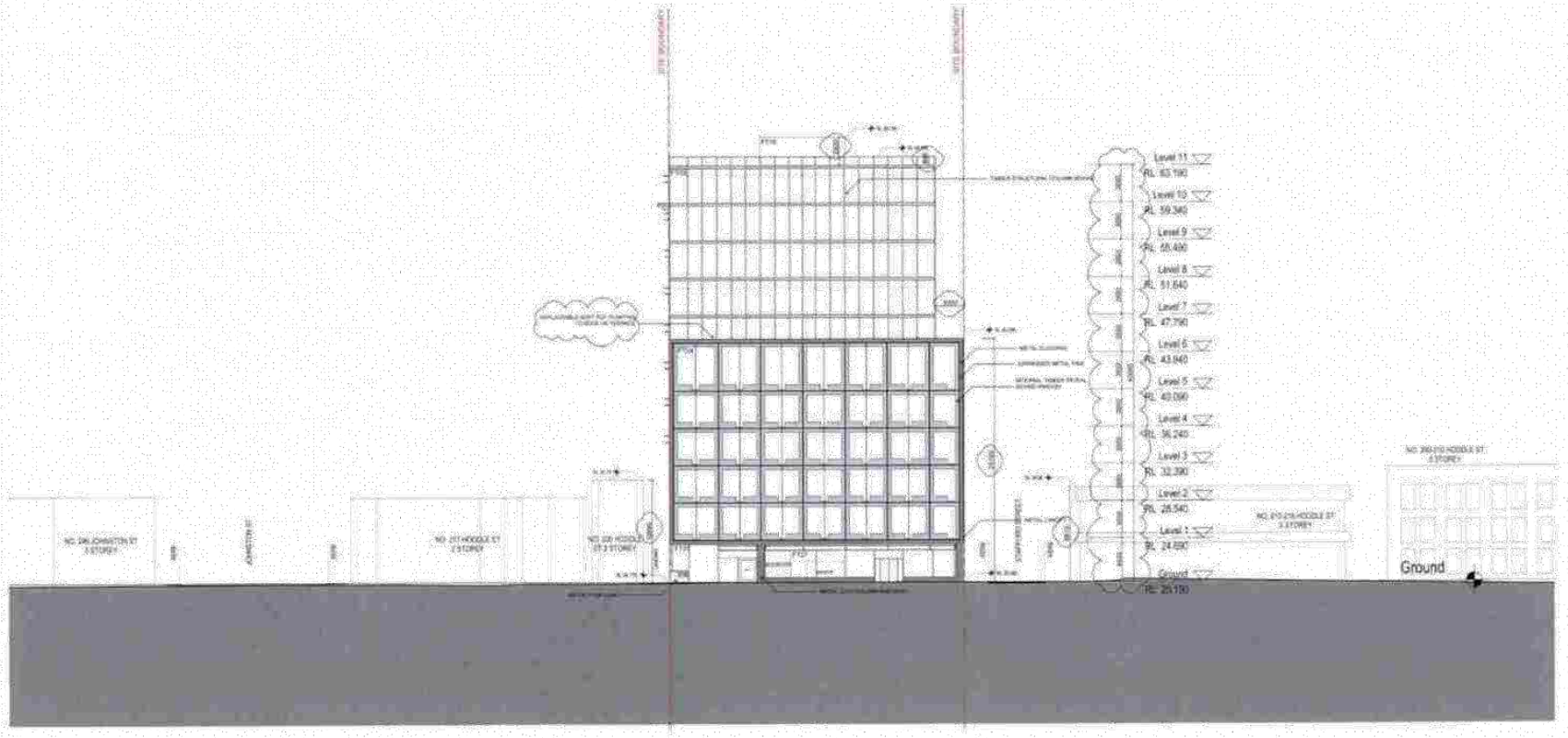
4.2 Elevations



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Nominated Architect
Ray Brown, NSWARB 6359

Do not scale drawings. Verify all dimensions on site.

issue	amendment	date
1	PRE-APP MEETING	23/03/18
2	TP SUBMISSION	10/04/18
3	TP RFI RESPONSE	15/06/18

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ABN 90 131 243 664

checked	AH
drawn	EH
scale	1:400@A3

project	218-228 Hoddle St, Abbotsford
drawing	West Elevation
project no.	170307
drawing no.	(TP)A2000
issue	3

6/15/2018 11:42:18 AM

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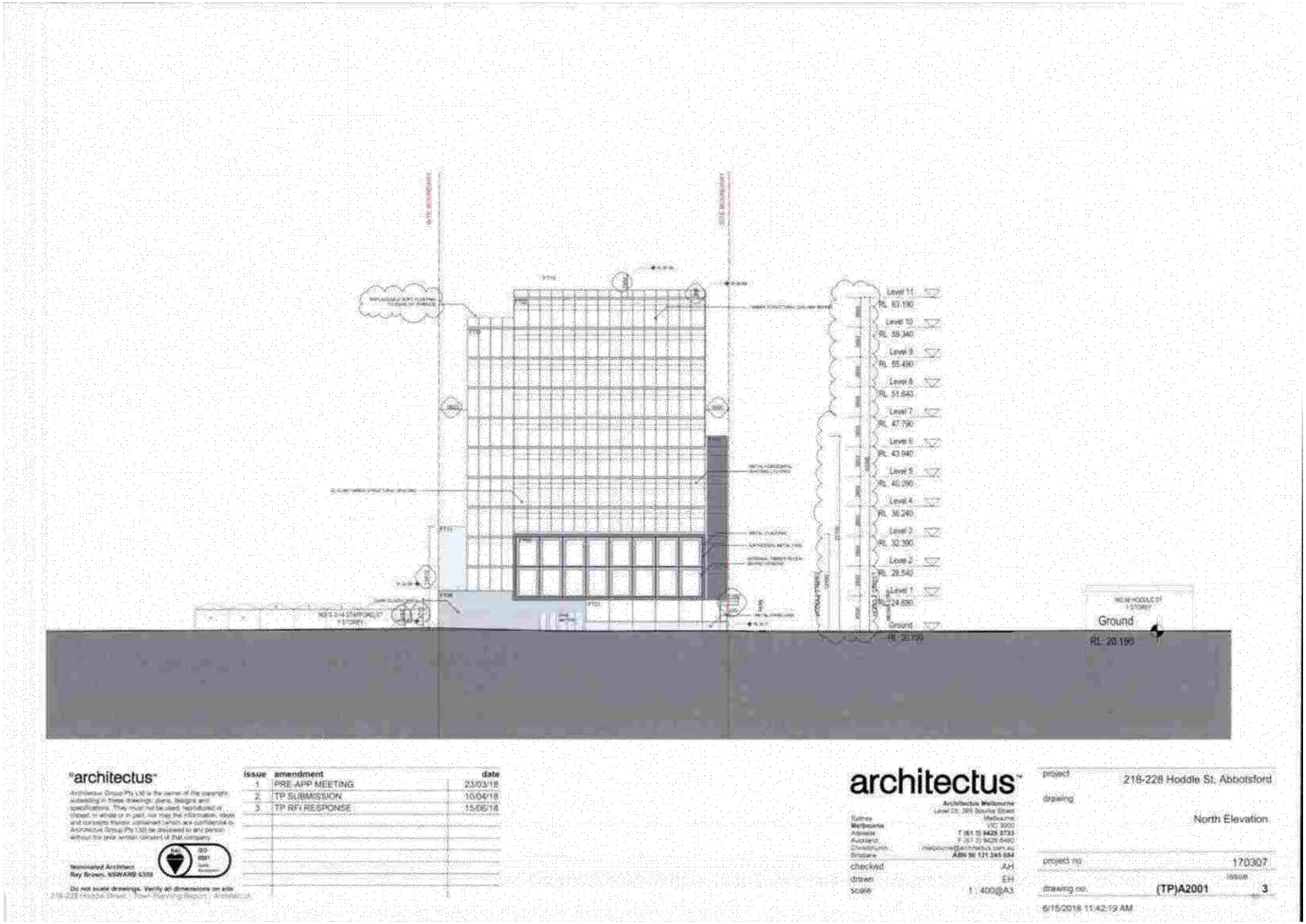

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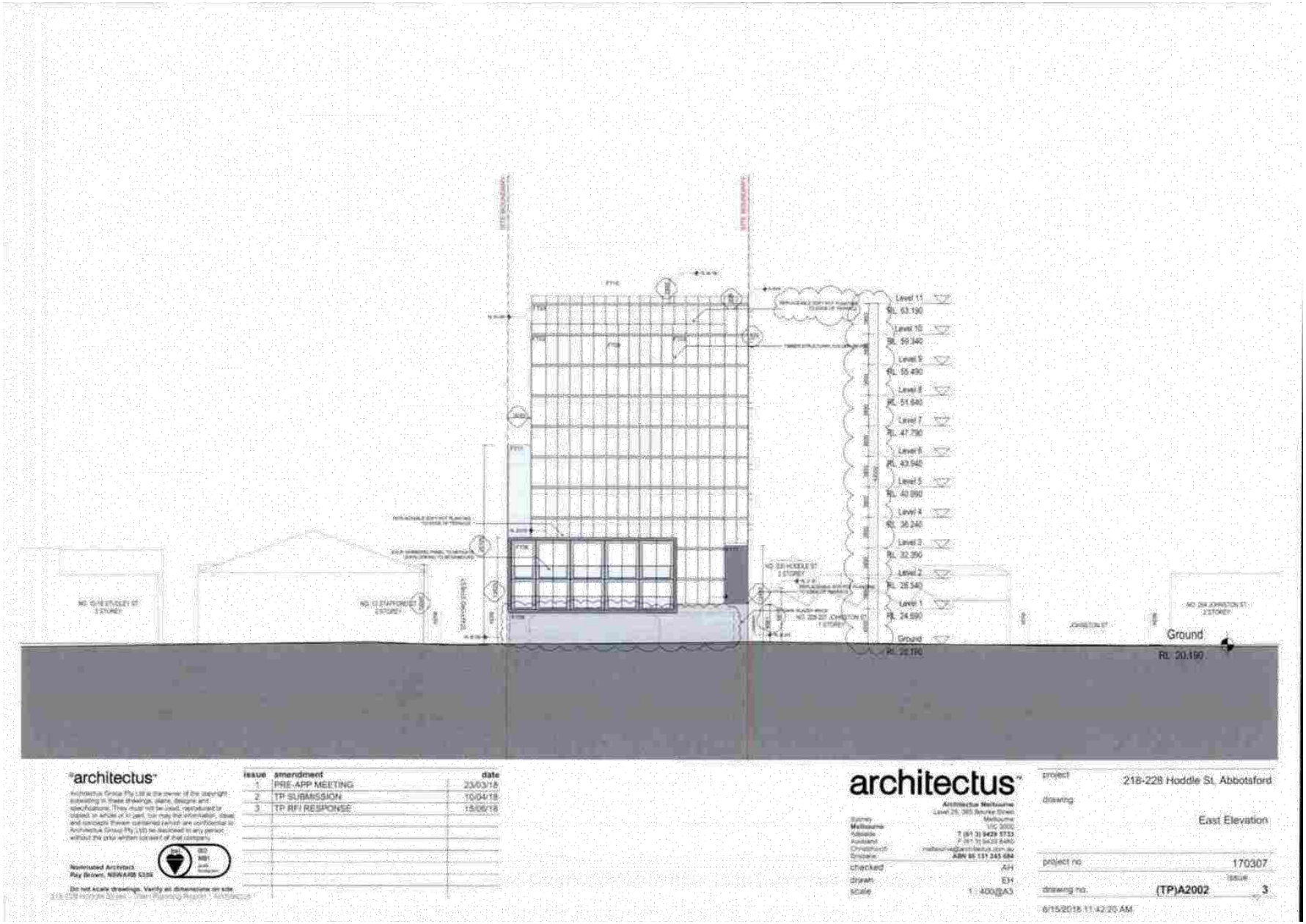

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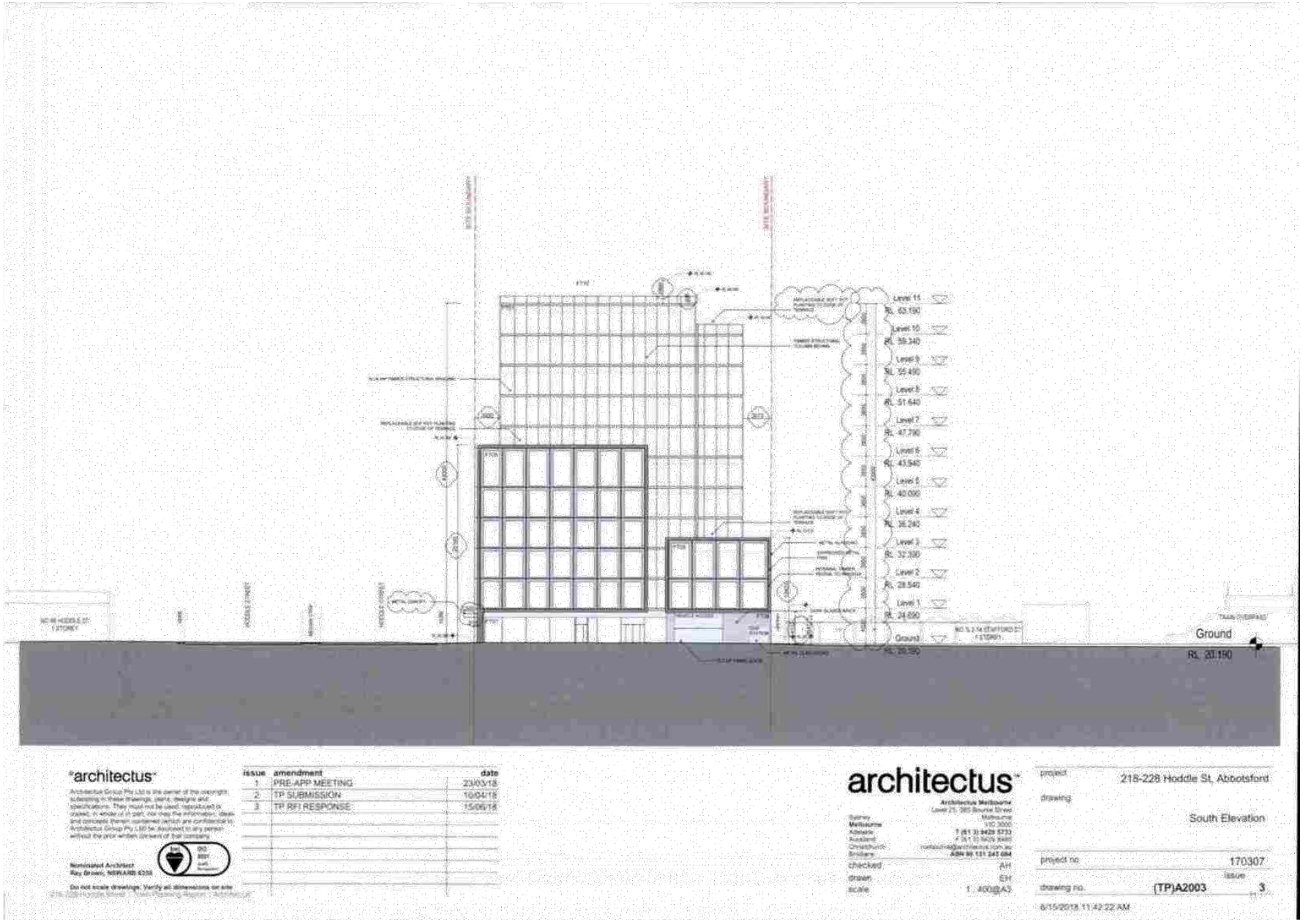

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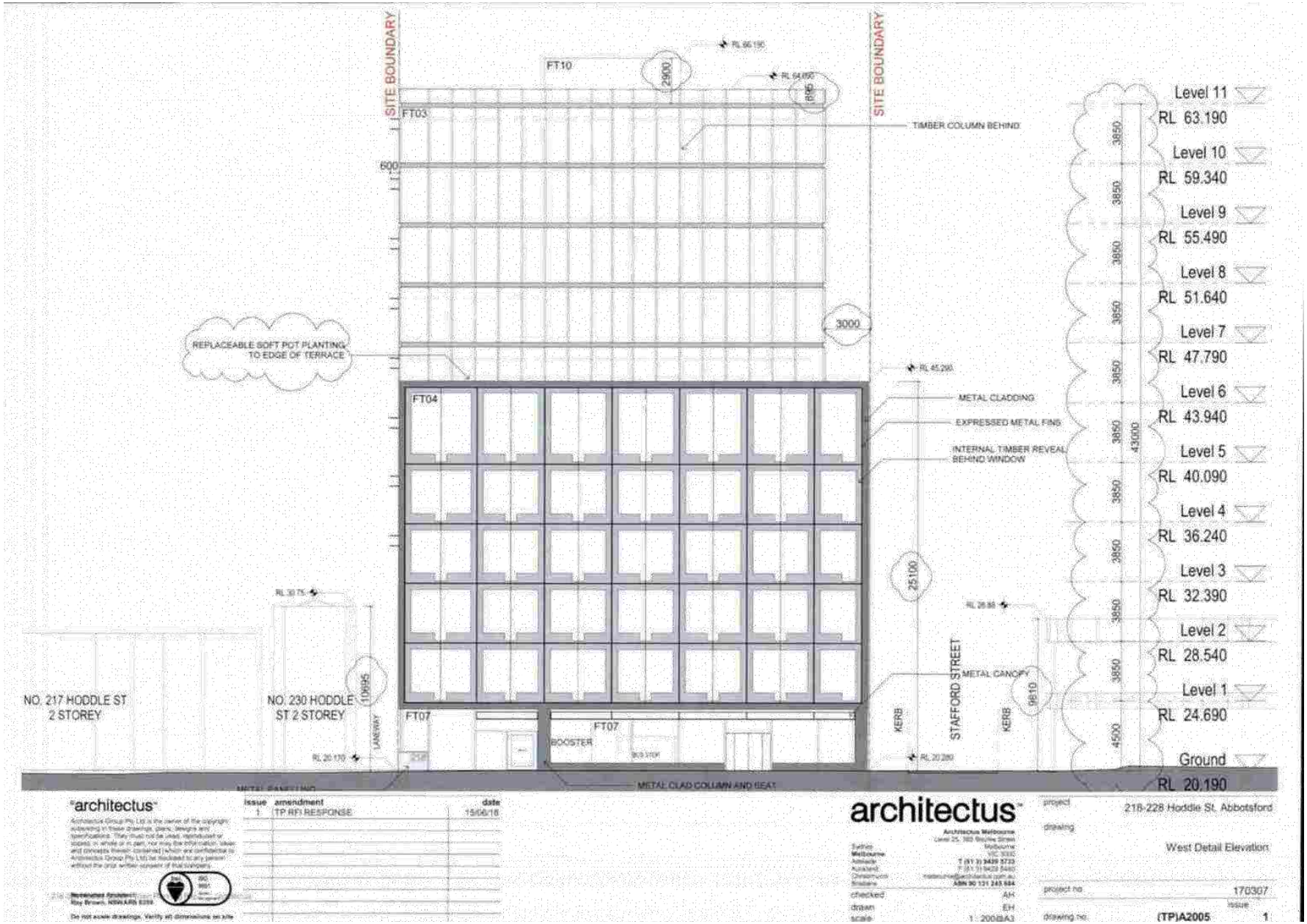

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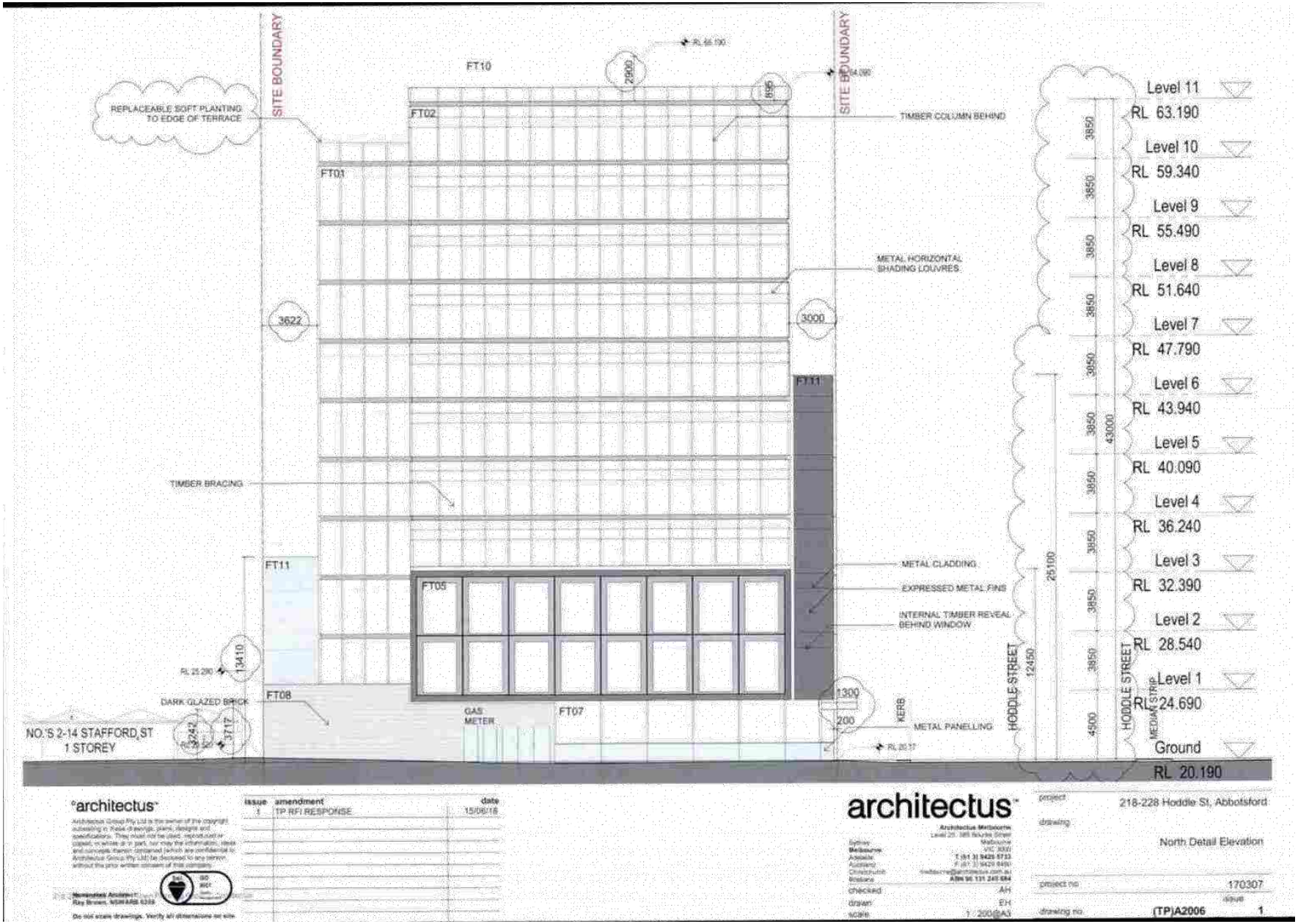

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issue	amendment	date
1	TP RFI RESPONSE	15/08/18

architectus

project: 218-228 Hoddle St, Abbotsford

drawing: North Detail Elevation

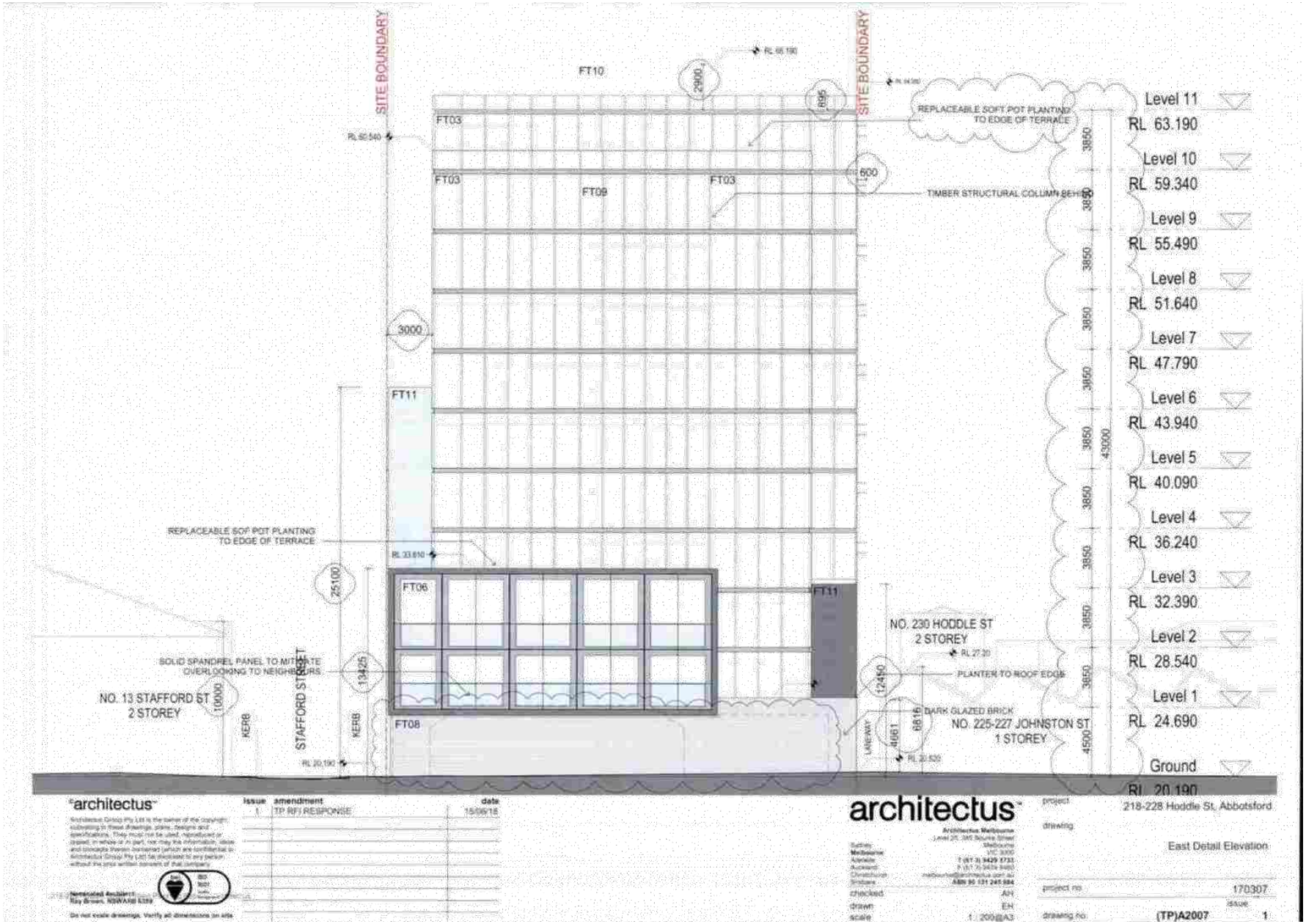
checked: AH
drawn: EH
scale: 1 : 200@A3

project no: 170307

drawing no: (TP)A2006

issue: 1

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment



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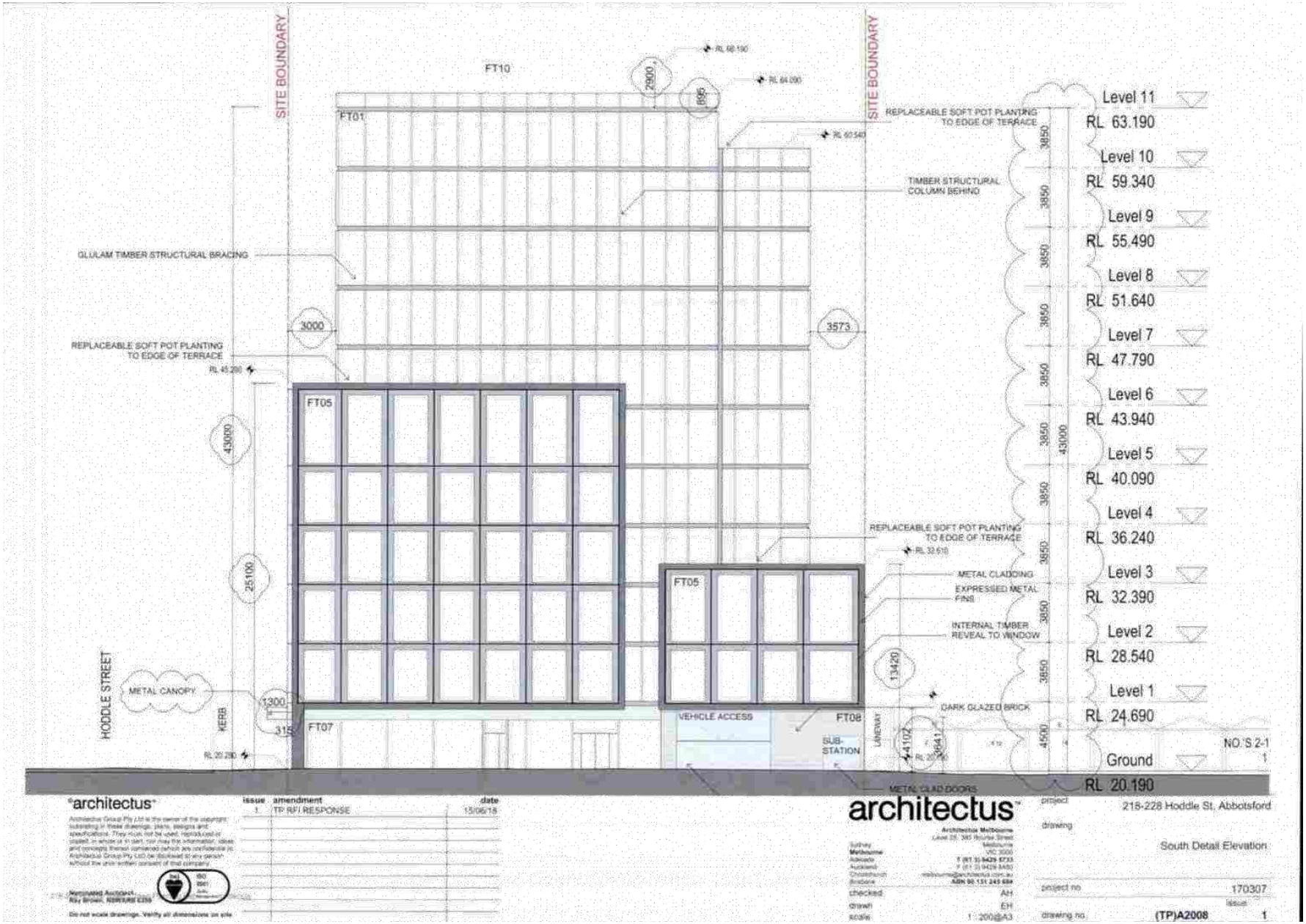

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

EXTERNAL FINISHES SCHEDULE			
		DESCRIPTION	SPECIFICATION
FT01	Tower curtain wall - south façade	Structurally glazed curtain wall with blind mullions. High performance IGU - clear with low-e coat and body tint to inner pane. Integrated shadowbox spandrel panel, expressed shadow gap.	Black powdercoat finish (internal mullions and framing). Translucent silver-grey glass. Spandrel panel - powdercoat, colour to match timber finish.
FT02	Tower curtain wall - north façade	Structurally glazed curtain wall with blind mullions. High performance IGU - clear with low-e coat and body tint to inner pane. Integrated shadowbox spandrel panel, expressed shadow gap. Double horizontal shading louvre - powdercoat black metal finish.	Black powdercoat (internal mullions and framing). Translucent silver-grey glass. Spandrel panel - powdercoat, colour to match timber finish.
FT03	Tower curtain wall - west + east façades	Structurally glazed curtain wall with blind mullions. High performance IGU - clear with low-e coat and body tint to inner pane. Integrated shadowbox spandrel panel, expressed shadow gap. Internal timber joinery seat, internal vertical shading fins.	Black powdercoat finish (internal mullions and framing). Translucent silver-grey glass. Spandrel panel - powdercoat, colour to match timber finish.
FT04	Podium - west façade	Structurally glazed curtain wall with blind mullions. High performance IGU - clear with low-e coat and body tint to inner pane. Internal reveals visible behind. External metal framing - powdercoat black finish.	Black powdercoat finish. Translucent silver-grey glass. Spandrel panel - powdercoat, colour to match timber finish.
FT05	Podium - north + south façades	Structurally glazed curtain wall with blind mullions. High performance IGU - clear with low-e coat and body tint to inner pane. Internal reveals visible. External metal framing - powdercoat black finish.	Black powdercoat finish. Translucent silver-grey glass. Spandrel panel - powdercoat, colour to match timber finish.
FT06	Podium - east façade	Structurally glazed curtain wall with blind mullions. High performance IGU - clear with low-e coat and body tint to inner pane. Integrated shadowbox detail to 1500mm high to limit vision out. Internal reveals visible, external metal framing - powdercoat black finish.	Black powdercoat finish. Translucent silver-grey glass. Spandrel panel - powdercoat, colour to match timber finish.
FT07	Shopfront glazing	Structurally glazed curtain wall with blind mullions. High performance IGU - clear shopfront glazing.	Black powdercoat finish. Clear shopfront glazing.
FT08	Podium - masonry finish	Dark glazed brick wall with natural finish.	230 x 110 x 50mm brick size, glaze colour - 'Caviar'
FT09	Tower - mesh screening	Structurally glazed curtain wall with blind mullions and high performance IGU. Internal bronze metal mesh screen with anodized finish and concealed fixings. Integrated shadowbox spandrel panel.	Black powdercoat finish Glass spec TBC. Spandrel panel - powdercoat, colour TBC. Metal screen - GKD creative weave mesh profile. Mesh behind glass. Bronze colour.
FT10	Lift overrun finish	Painted render finish to lift overrun.	Dulux acratex render finish, low profile nap finish. Dark grey colour 'Black Caviar'.

Podium - dark glazed brick
FT08

Podium - metal cladding
FT04, FT05, FT06

Tower - bronze metal mesh screening
FT09

Podium - External metal framing
FT04, FT05, FT06

Horizontal shading
FT02

Structurally glazed curtain wall with integrated shadowbox, spandrel panel
FT01, FT02, FT03

Tower - internal vertical shading fins - FT03

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Nominated Architect
Ray Brown, NSW ARB 6359

Do not scale drawings, verify all dimensions on site

issue	amendment	date
1	PRE APP MEETING	23/03/18
2	TP SUBMISSION	10/04/18

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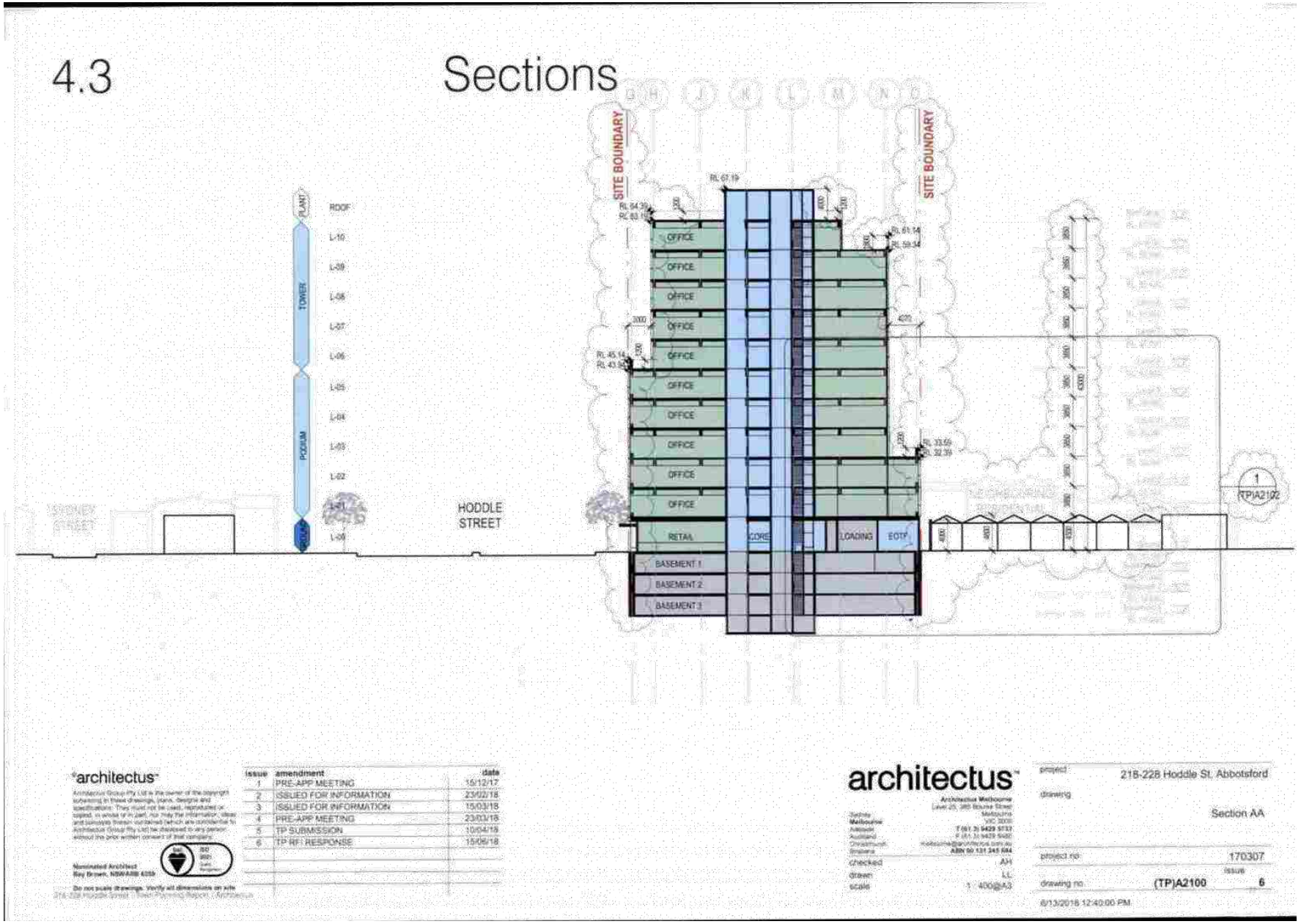
ABN 90 131 245 684

checked	Checker
drawn	Author
scale	@A3

project	218-228 Hoddle St, Abbotsford
drawing	Elevations Key
project no	170307
issue	
drawing no	(TP)A2004

13/03/2018 4:30:20 PM

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment



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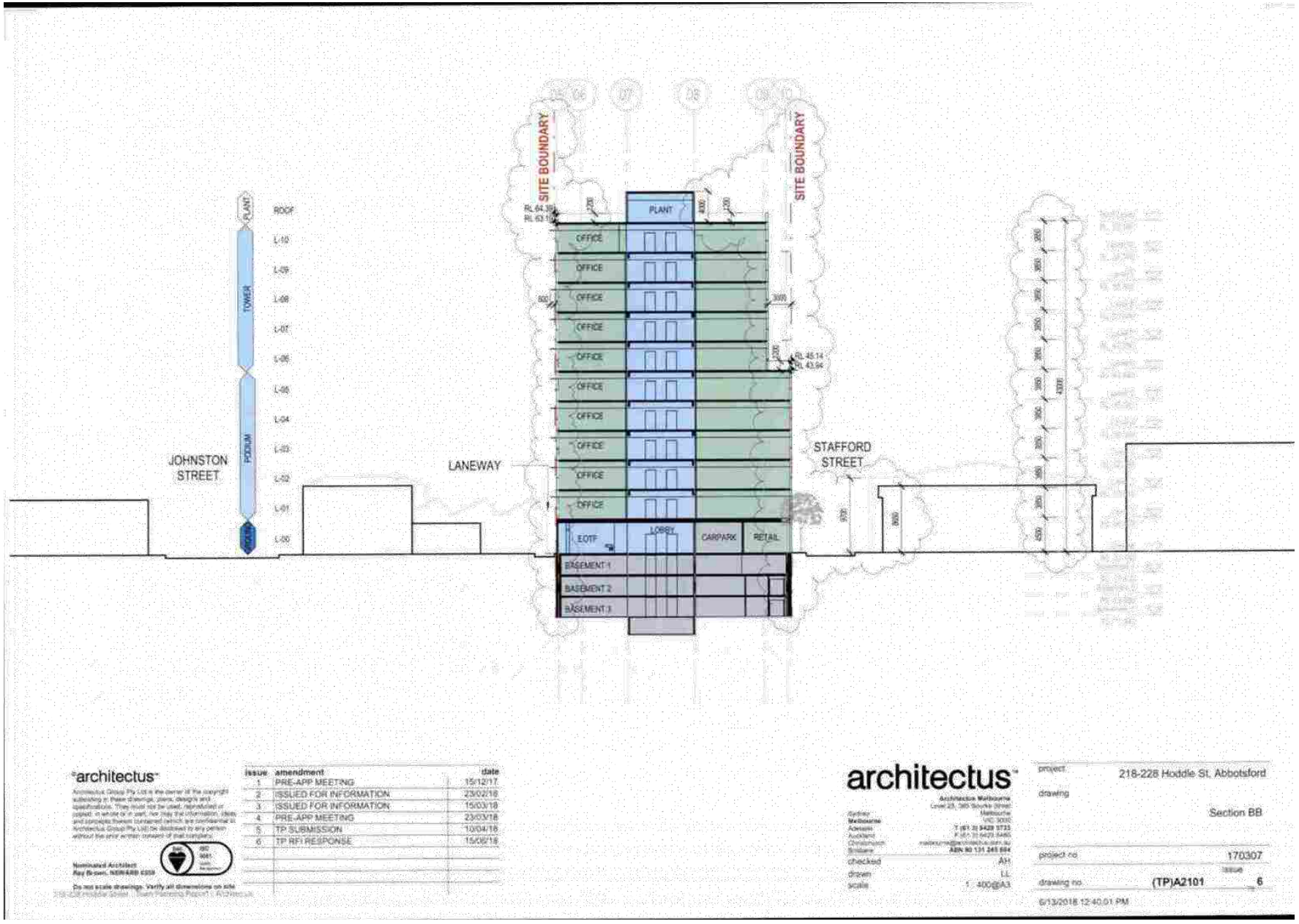

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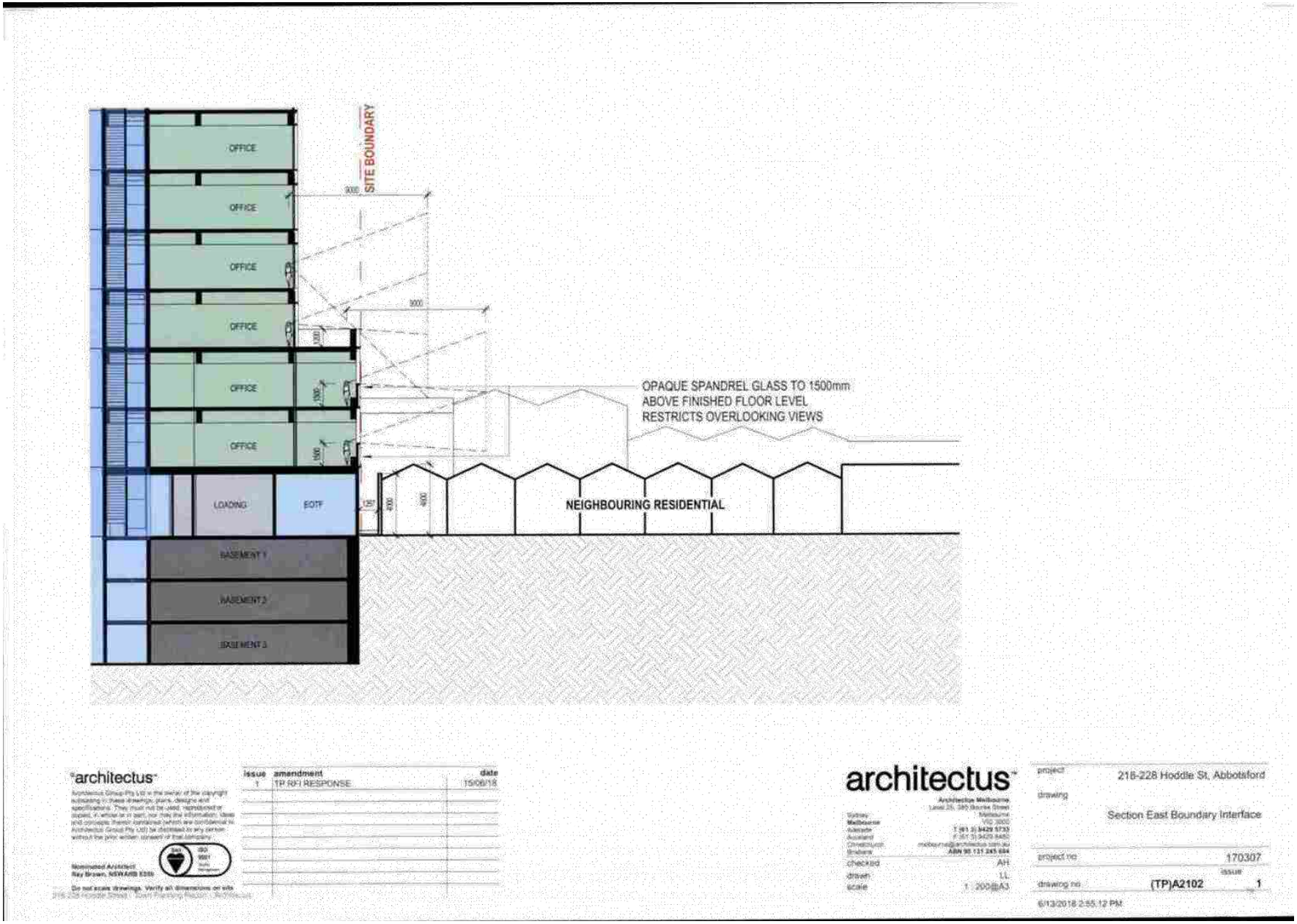
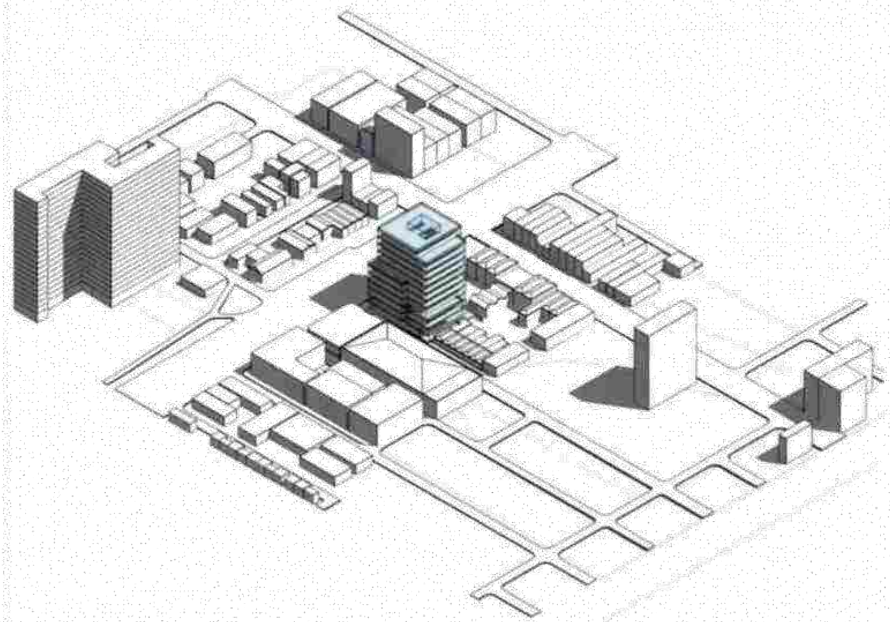


Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

4.4 Development Summary



218-228Hoddle St, Abbotsford

DEVELOPMENT SUMMARY

1161 m² Site Area | 10-04-2018 | Rev_10

11.9 :1 Floor Area Ratio

Basement

LEVEL	PROGRAM	GBA m² **	GFA m² *	CORE / BOH / CIRCULATION ETC m²	NLA m² ***	TERRACE m²	RETAIL / LOBBY m²	EFFICIENCY (NLA / GFA)	FLOOR TO FLOOR HEIGHT	PARKING m²	CAR SPACES	BIKE SPACES
Basement 3	Carpark	1,149	1,149	101					2.75	1,048	23	
Basement 2	Carpark	1,149	1,149	101					2.75	1,048	24	
Basement 1	Carpark	1,149	1,149	101					2.75	1,048	23	
	TOTAL	3,447	3,447	303	0	0	0	0%	8.25	3,144	70	0

Podium

LEVEL	PROGRAM	GBA m² **	GFA m² *	CORE / BOH / CIRCULATION m²	NLA m² ***	TERRACE m²	RETAIL / LOBBY m²	EFFICIENCY (NLA / GFA)	FLOOR TO FLOOR HEIGHT	PARKING m²	CAR SPACES	BIKE SPACES
Ground	Retail/Lobby/Carpark/EOTF	1,147	1,147	889	227		258	[illegible]	4.5			60
Level 01	Office	1,147	1,089	186	887			81%	3.85			
Level 02	Office	1,089	1,089	186	887			81%	3.85			
Level 03	Office	1,089	976	186	773	107		79%	3.85			
	TOTAL	4,472	4,301	1,447	2,774	107	258	64%	16.05	0	0	60

Tower

LEVEL	PROGRAM	GBA m² **	GFA m² *	CORE / BOH / CIRCULATION m²	NLA m² ***	TERRACE m²	RETAIL / LOBBY m²	EFFICIENCY (NLA / GFA)	FLOOR TO FLOOR HEIGHT	PARKING m²	CAR SPACES	BIKE SPACES
Level 04	Office	976	976	186	773			79%	3.85			
Level 05	Office	976	976	186	773			79%	3.85			
Level 06	Office	976	829	186	636	137		77%	3.85			
Level 07	Office	829	829	195	634			77%	3.85			
Level 08	Office	829	829	195	634			77%	3.85			
Level 09	Office	829	829	195	634			77%	3.85			
Level 10	Office	829	681	142	531	143		78%	4			
Roof	Plant	681	104	104					4			
Lift Overrun		121										
	TOTAL	7,022	6,049	1,382	4,615	280	0	76%	31.15	0	0	0

SUMMARY

	PROGRAM	GBA m² **	GFA m² *	CORE / BOH / CIRCULATION ETC m²	NLA m² ***	TERRACE m²	RETAIL / LOBBY m²	EFFICIENCY (NLA / GFA)	BUILDING HEIGHT	PARKING m²	CAR SPACES	BIKE SPACES
BASEMENT	Car Park	3,447	3,447	303	0	0	0	0%	0.00	3,144	70	0
PODIUM	Lobby / BOH / Office	4,472	4,301	1,447	2,774	107	258	64%	16.05	0	0	60
TOWER	Commercial Office	7,022	6,049	1,362	4,615	280	0	76%	31.10	0	0	0
	TOTAL	14,941	13,797	3,112	7,389	387	258	[illegible]	47.15	3,144	70	60

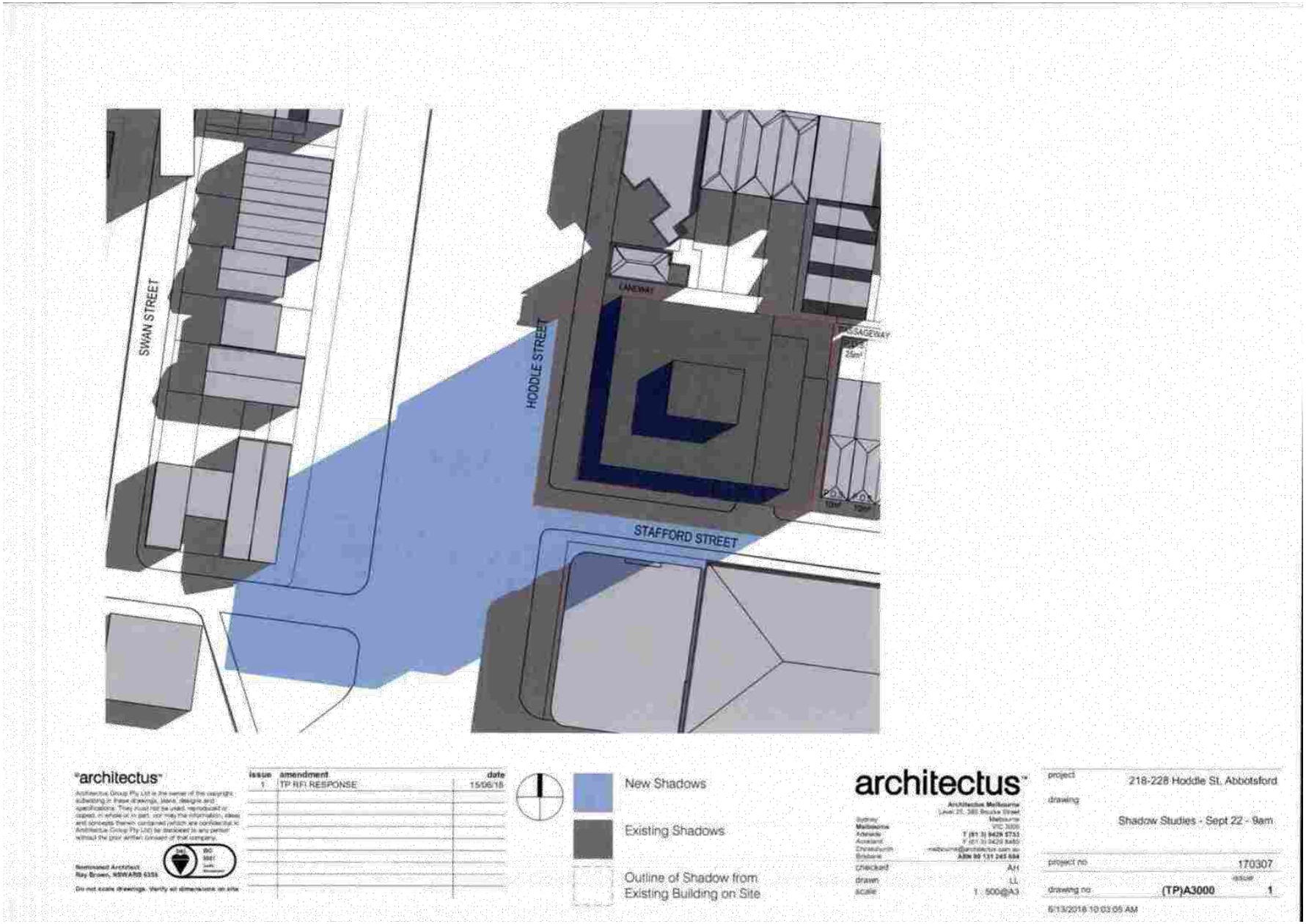
NOTE:

1. All figures have been based on preliminary information and are subject to verification.
2. GBA ** = Gross Building Area including voids and basement car parking.
3. GFA * is calculated in accordance with the Property Council of Australia guidelines.
4. GFA * excludes void area and basement car parking.
5. NLA *** is calculated in accordance with the Property Council of Australia guidelines as defined in PCA Method of Measurement for Lettable Area - Commercial
6. Information provided in this feasibility study has been based on Existing Conditions Plan provided by [illegible]

218-228 Hoddle Street · Town Planning Report · Architecture

41

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment



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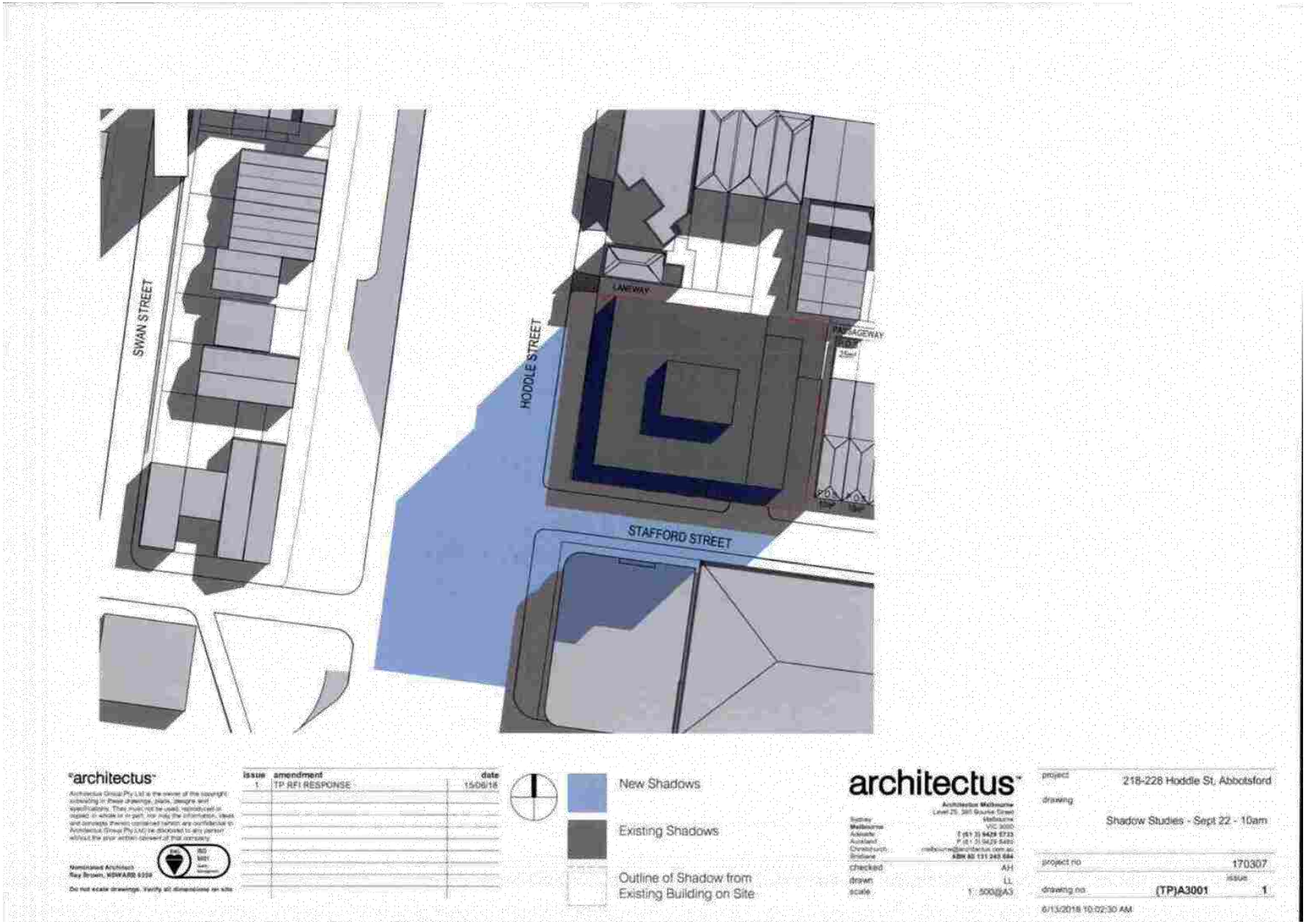

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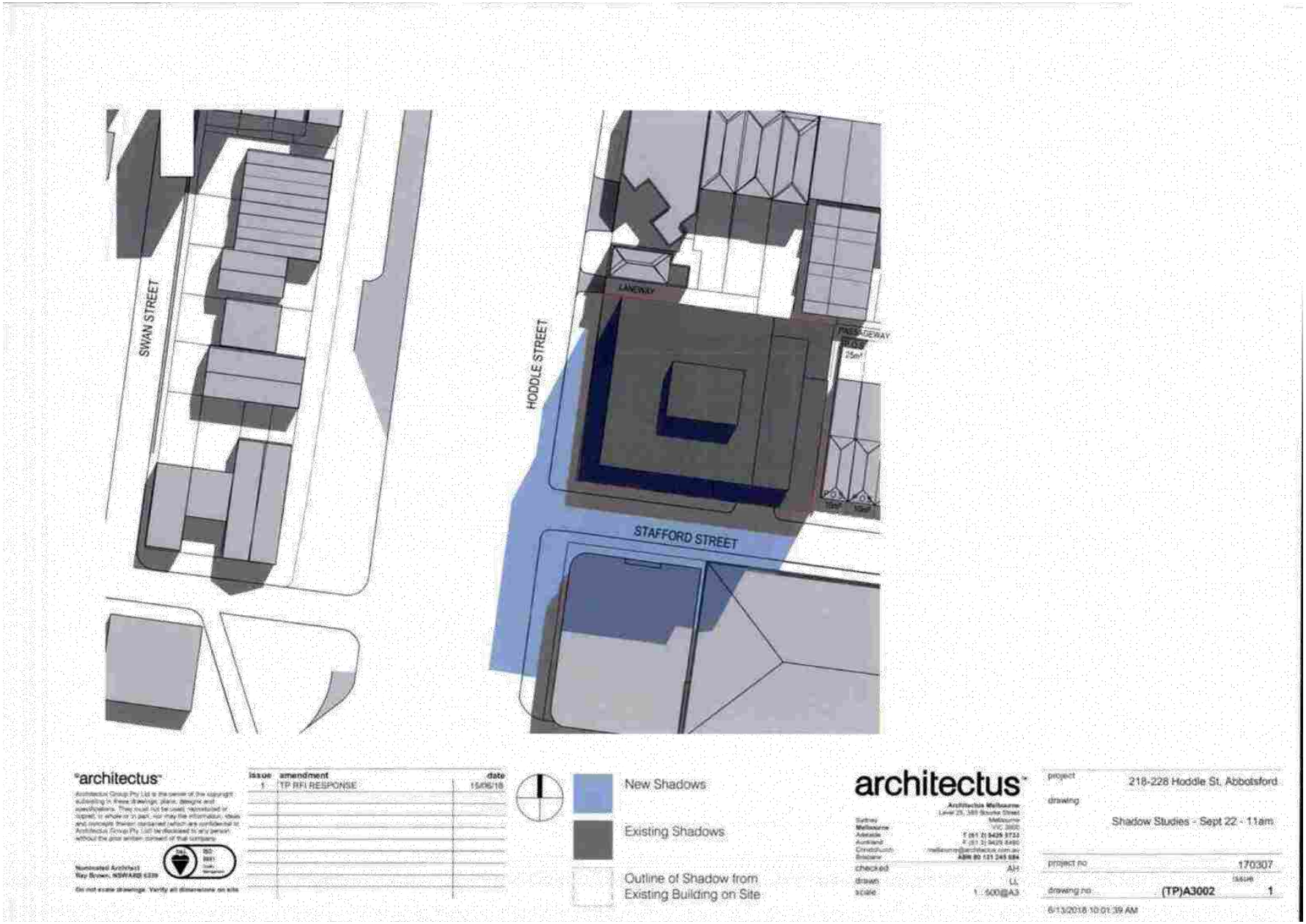

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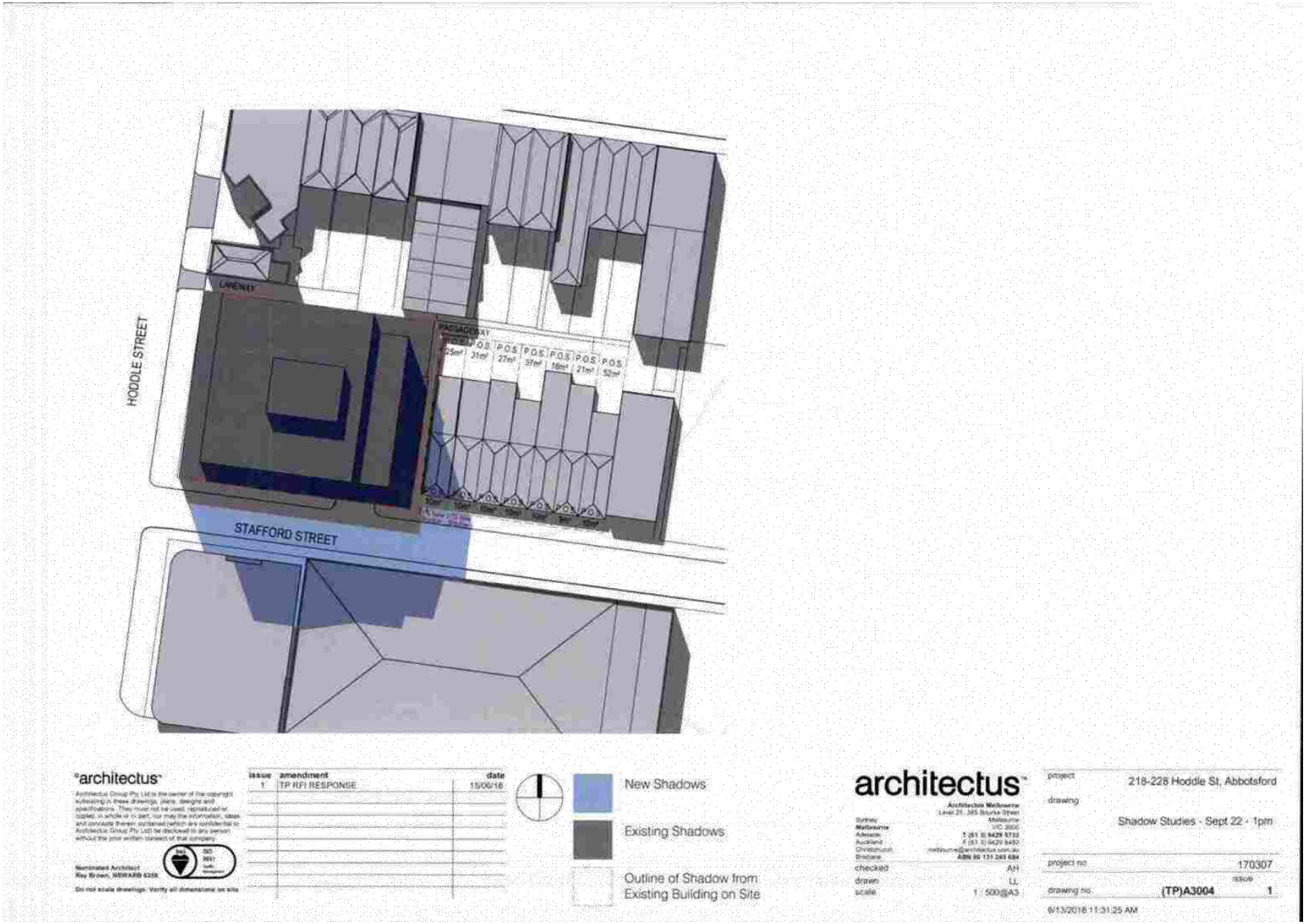

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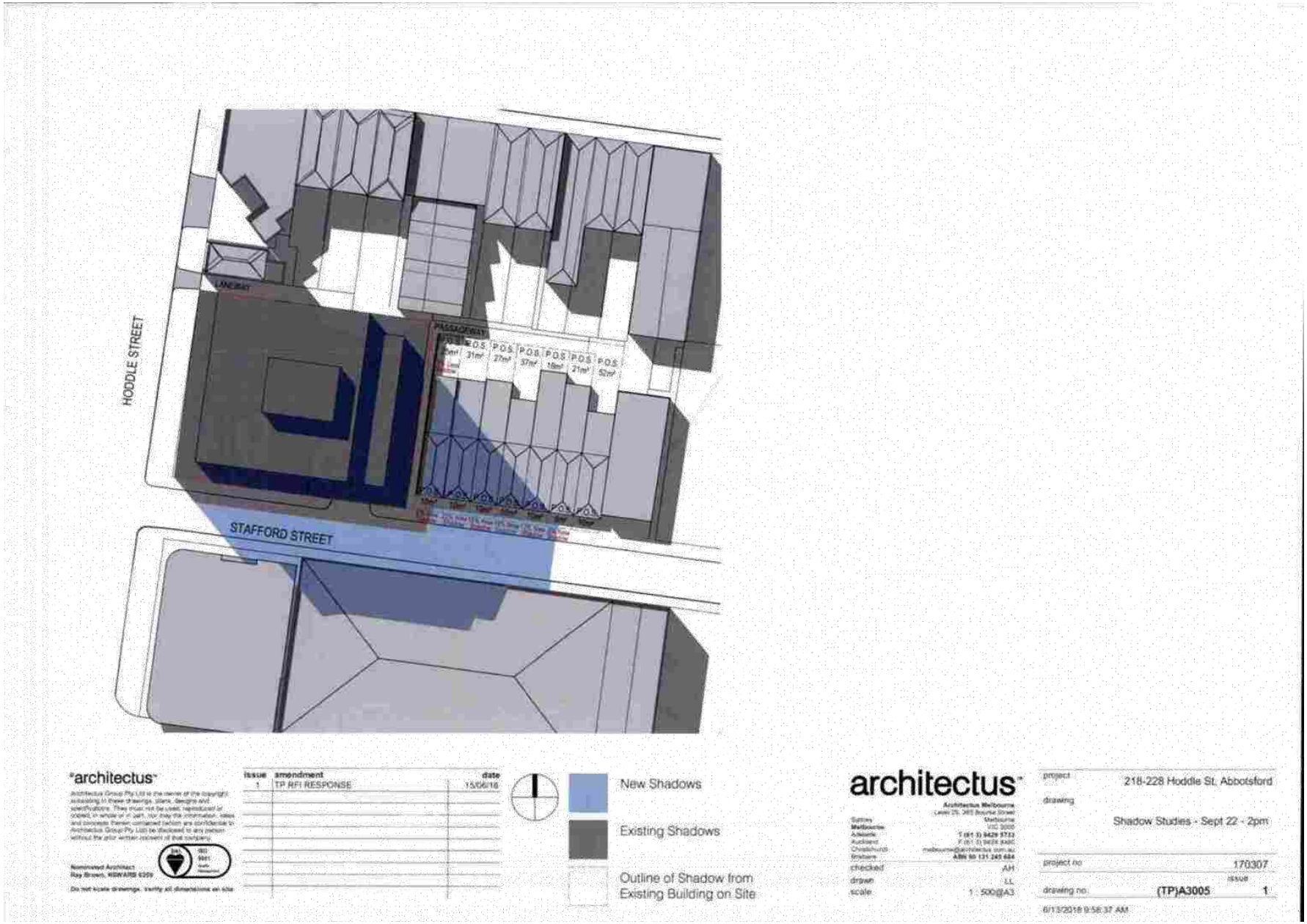
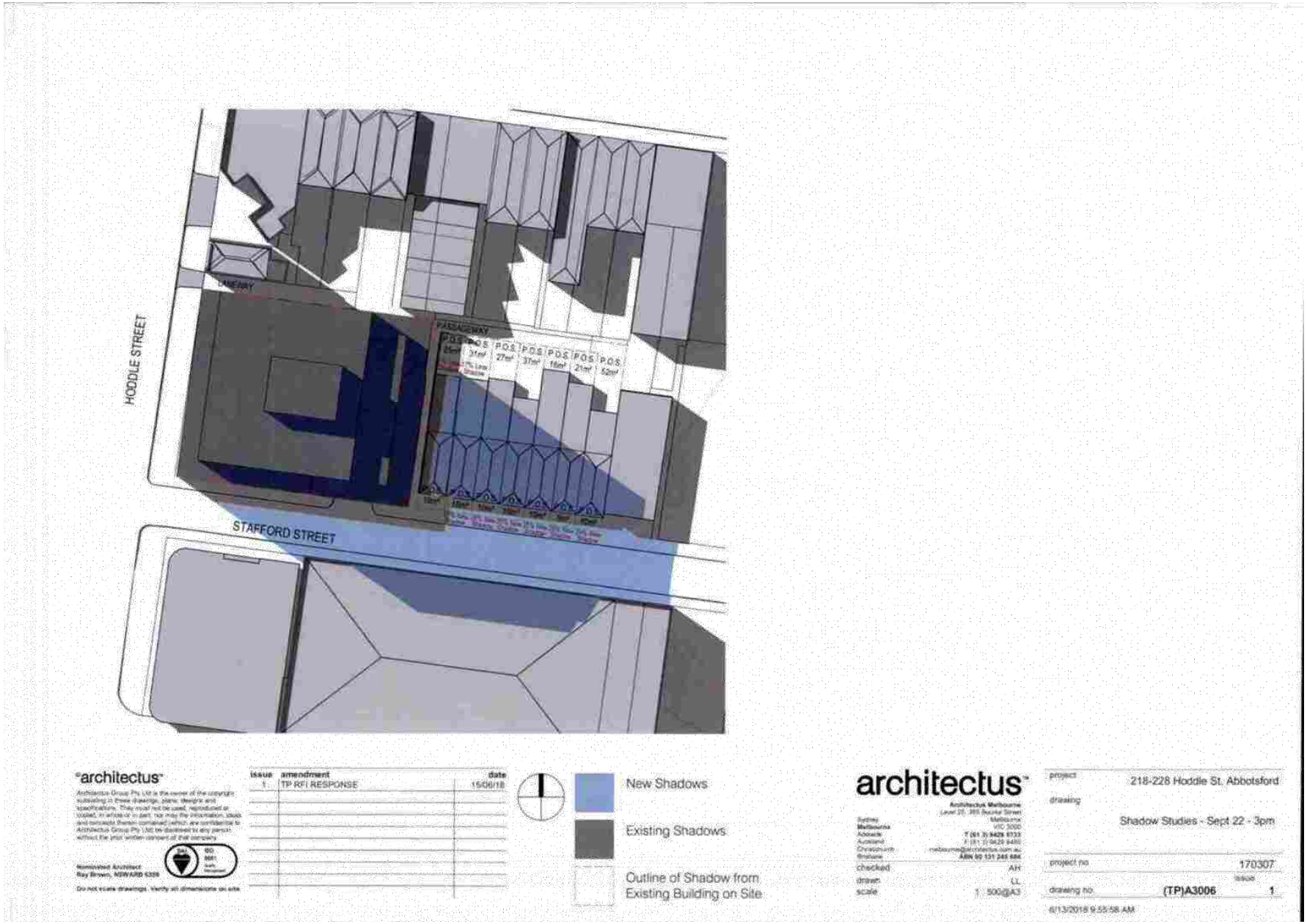


Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment



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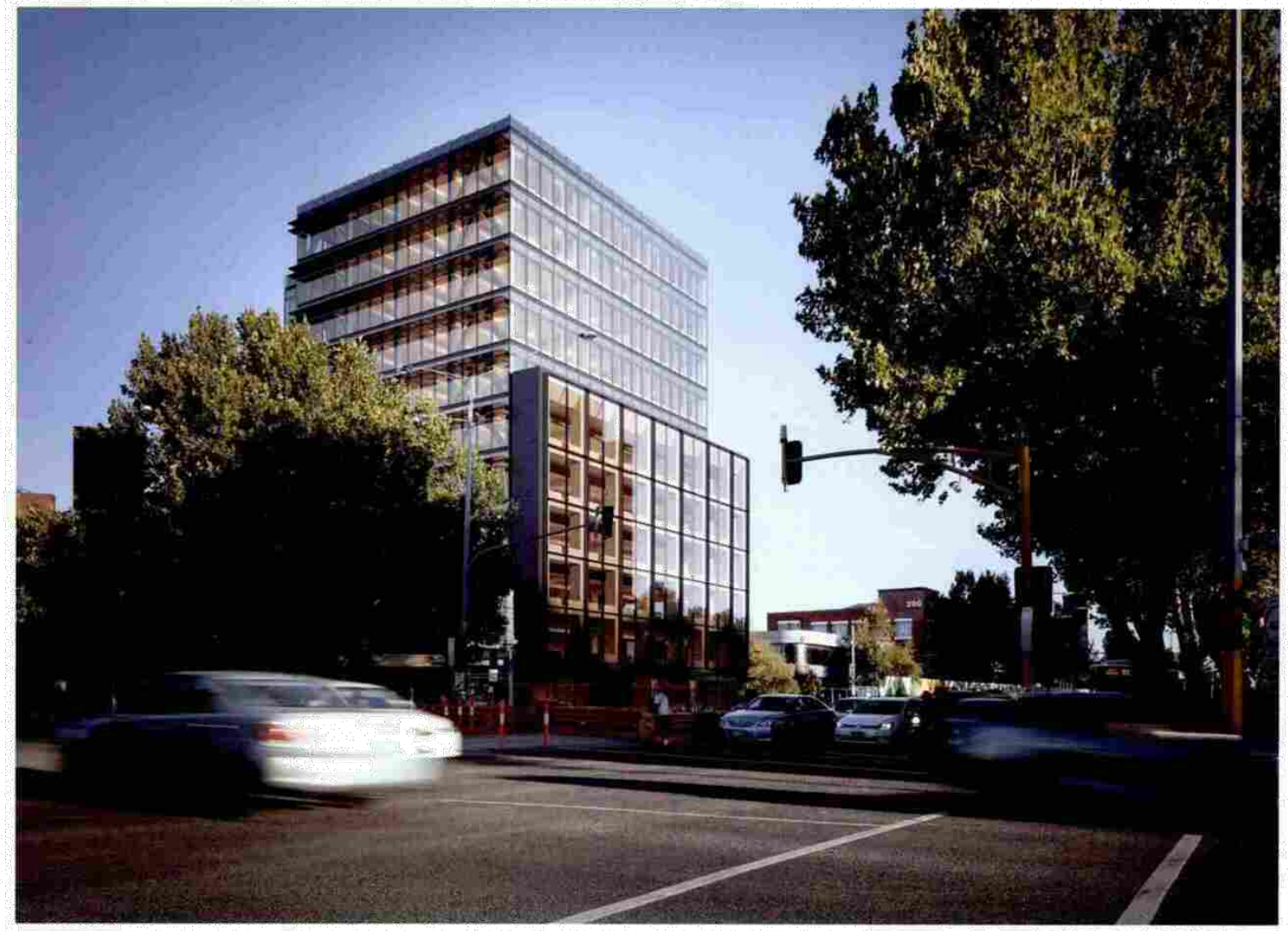
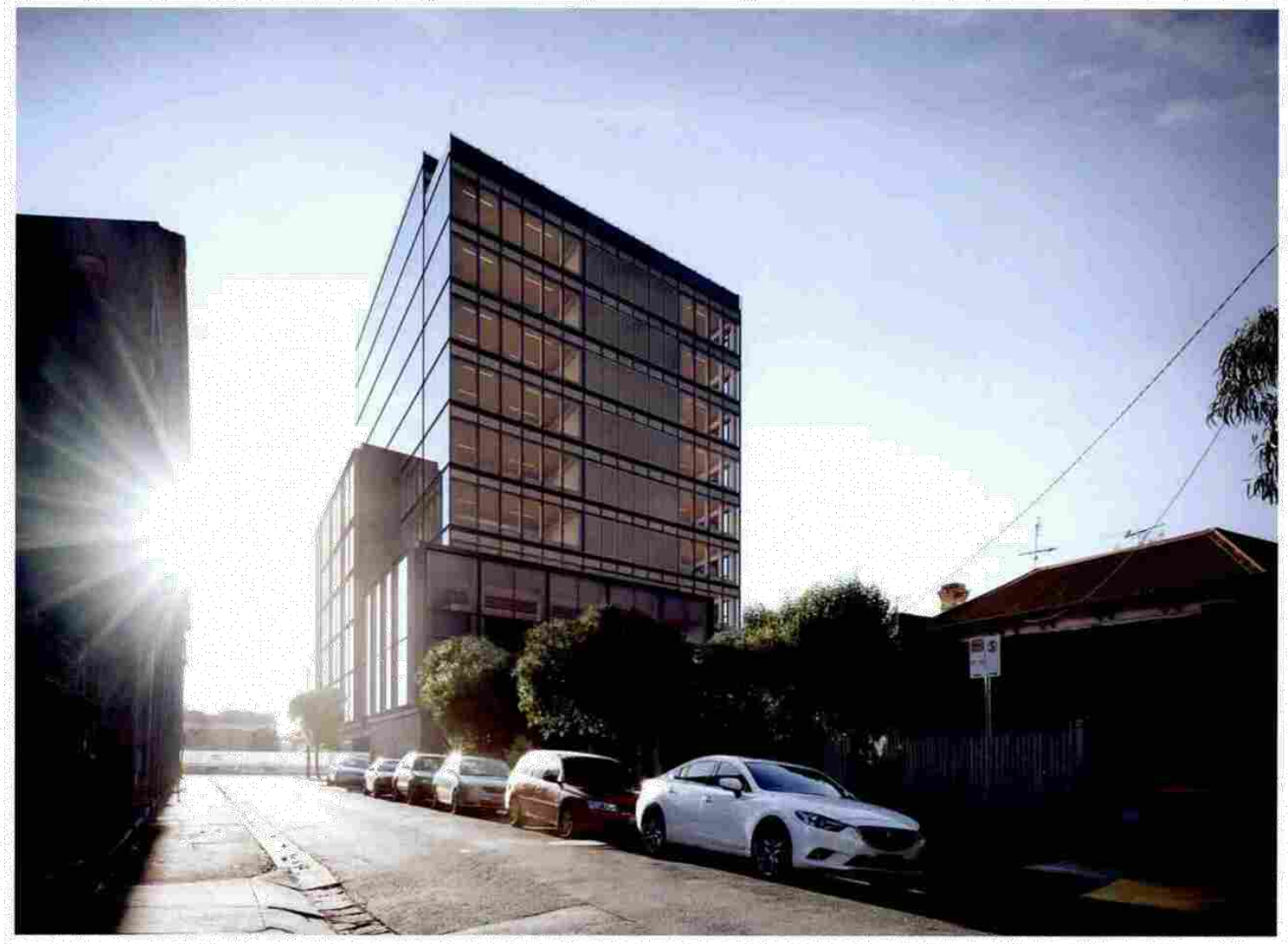


1. View South-East from Johnston Street

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

4.6 Design Renders

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment



2 View North-West from Stafford Street

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

3. View North-West from Stafford Street showing proposed context massing

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

= 7 storeys proposed maximum height,
4 storey street wall

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

3. View North-West from Stafford Street with morning sun

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

= 7 storeys proposed maximum height

= 7 storeys proposed maximum height

= 7 storeys proposed maximum height
6 storey street wall

4. View South along Hoddle Street

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

= 7 storeys proposed maximum height

= 7 storeys proposed maximum height

= 7 storeys proposed maximum height
6 storey street wall

5. View North along Hoddle Street

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

= 7 storeys proposed maximum height

= 7 storeys proposed maximum height

= 7 storeys proposed maximum height, 6 storey street wall

6. View North-East from corner of Perry and Hoddle Streets

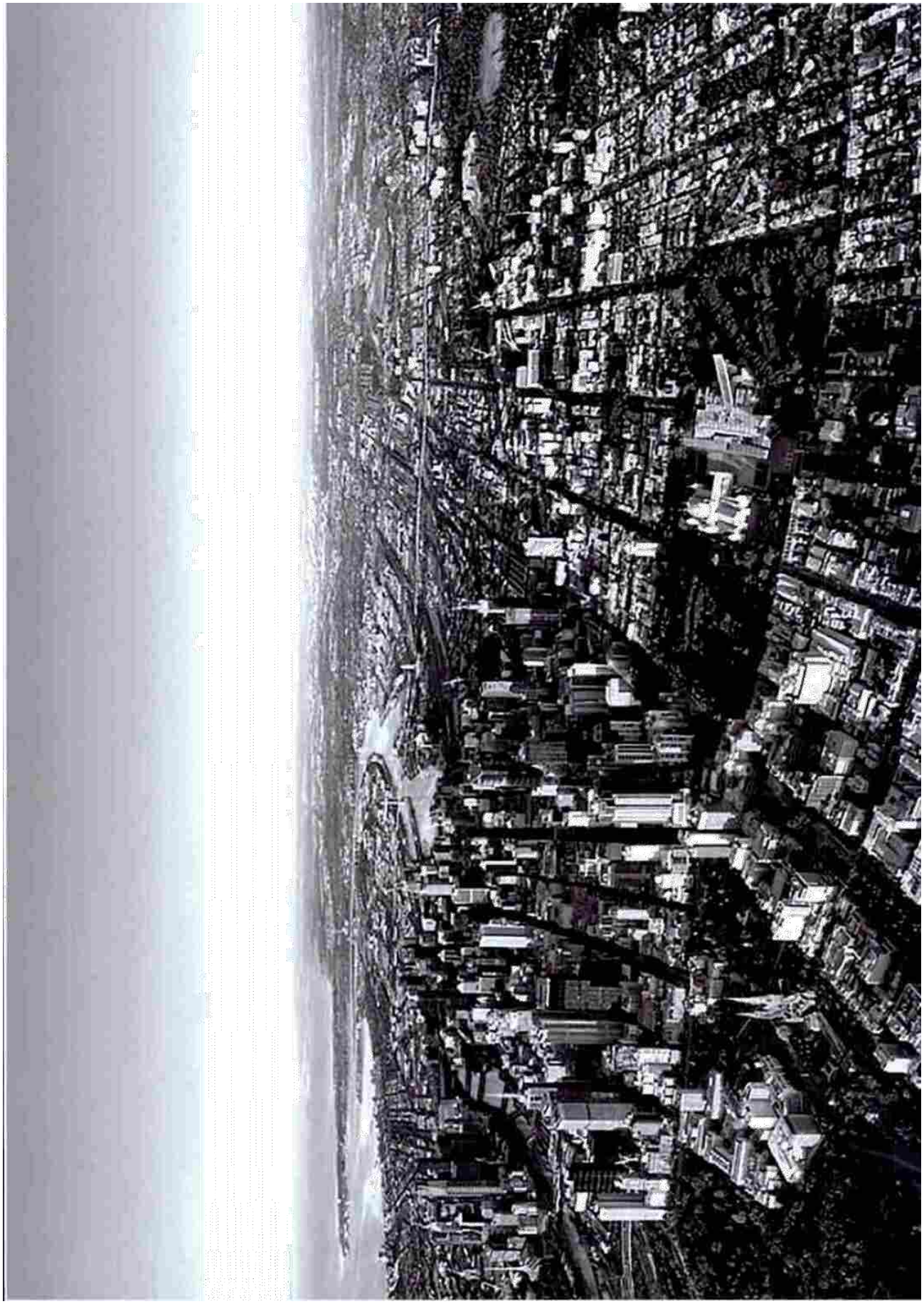
Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment

= 7 storeys proposed maximum height

= 7 storeys proposed maximum height
6 storey street wall

7. View East on Hoddle Street

Attachment 2 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - decision plans - idac attachment



Attachment 3 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - public realm sketch plan

Landscape Vision

The landscape vision is to create a green outlook that references the local character and context of Abbotsford.

The landscape includes public realm at ground floor and a hierarchy of green terraces to upper levels.

The design will aim to provide 'green moments' throughout the building in the form of leafy terraces. An array of seating opportunities aims to provide gathering, meeting, and work spaces as an extension to the internal function of the building. The ground floor presents an opportunity to unlock the public realm and blur the public/private boundary.

SCALE 1:100 (A1)

0 1 2 5

Landscape Vision
218 Hoddle Street, Abbotsford

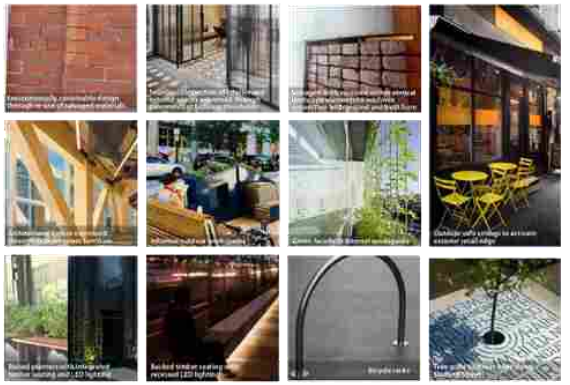
PROJECT_DRG NO 0318-0863 REV 00 DRWN DD CHKD AI APPROV MV DATE 31.10.2018 Tract

Attachment 3 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - public realm sketch plan

Ground Floor & Public Realm

The landscape proposes a design response that grounds the proposed built form within its rich context. Through materiality and a key focus on environmentally sustainable design, the landscape design seeks to connect past use and character with the present and future, and blur the divide between interior and exterior spaces and functions of the the new built form.

Landscape Context and Precedents



Indicative Plant Palette

Indicative Materials Palette

SCALE 1:100 (A1)

0 1 2 5

Ground Level

218 Hoddle Street, Abbotsford

PROJECT_DRG NO 0318-0863 REV 00 DRWN DD CHKD AI APPROV MV DATE 31.10.2018

Tract

Attachment 4 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - referral comments - idac attachment

External Referrals

- **Head, Transport for Victoria;**
- **VicRoads;**

Internal departments

- **Urban Design;**
- **Engineering Services Unit;**
- **Strategic Transport;**
- **Streetscapes and Natural Values;**
- **Waste Services;**
- **ESD Advisor;**

External consultants

- **Urban Design (MGS Architects); and**
- **Wind (MEL Consultants).**

External Referrals

Head, Transport for Victoria

The Head, Transport for Victoria pursuant to Section 56(1) of the Planning an Environment Act 1987 does not object to the grant of a planning permit subject to the following conditions:

1. *The permit holder must take all responsible steps to ensure that disruption to bus operation along Hoddle Street is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigations must be communicated to Public Transport Victoria eight (8) weeks prior by telephoning 1800 800 007 or emailing customerservice@ptv.vic.gov.au*

2. *The existing bus stop and associated infrastructure on Hoddle Street must not be altered without the prior consent of Public Transport Victoria. Any alterations including temporary works or damage during construction must be rectified to the satisfaction of Public Transport Victoria and at the cost of the permit holder.*

VicRoads

VicRoads do not object to the development in its current form provided Stafford Street, Abbotsford retains its current one way east bound status. This will ensure conflict at the intersection of Hoddle Street is minimised having regards to matter including the operation of the bus lane, south bound merger lane in addition to those northbound motorists required to safely cross multiple lanes on Hoddle Street to reach the next intersection to undertake a 'U' turn.

Council may wish to consider improving signage facing southbound motorists along Hoddle Street to create greater separation between the one way sign and the signs above, including further mitigation works to reinforce the one way operation of Stafford Street.

Council is to include the following condition in its determination/assessement:

1. *Prior to the commencement of the development, the owner of the land must enter into an agreement with the Department of Environment, Land, Water and Planning (DELWP) pursuant to Section 138 (A) of the Land Act 1958 for the elements of the*

approved development that project more than 300mm beyond the land's Hoddle Street boundary (i.e. canopies, fixed shading devices, awnings etc), to indemnify the Crown in relation to any claim or liability arising from the projections with the Hoddle Street reserve. This condition does not apply where written confirmation is obtained from DELWP that the above agreement is not required.

Note: Separate consent may be required from VicRoads (the Roads Corporation) under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Road Zone Category 1 (Hoddle Street). Please contact VicRoads prior to commencing any works

Internal departments

Urban Design

Urban Design comments have been sought on the above application, in particular on the proposed public realm impacts and any public works proposed in the area.

Comments are provided below and are based on the drawings dated 13th June 2018.

Street interface and public realm

The Built Form and Design policy at Clause 22.10-2 seeks to "design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces".

Ground Floor Interface

The plans and elevations demonstrate that the ground floor provides clear glazing along all of the Hoddle Street frontage. The Stafford Street frontage provides glazing for more than half of the frontage and metal cladding for the other half. The use of glazing for ground floor is highly supported, however, the proposal presents too much gazing along Hoddle Street frontage which precludes from providing sufficient visual interest in the ground floor interface. Hence, it is recommended to have a ground floor frontage that provides an engaging facade with right balance of glazing and non-glazing materials. The pattern created by internal timber contributes in breaking the façade. The design will benefit by continuing some of the timber reveal to the lower level to create a finer grain architecture.

The ground floor is setback by a metre from the property boundary. This setback is supported, particularly along Stafford Street as the existing footpath is very narrow and the setback will provide more space for pedestrian movement. The setback along Hoddle Street provides integrated seating in the building frontage, which is supported. The height of the seat appears to be approximately 0.4m which is acceptable. Provision of seat in front of boosters is not acceptable and needs to be removed.

Awning

The ground floor plan shows that an awning is proposed along Hoddle Street frontage. Given that the footpath along Hoddle Street is 4.5m wide it is recommended that the awning is at least 3m wide (from the property boundary) so it provides enough depth to protect from rain and sun. As part of the building regulations awnings should be set back not less than 750mm from the kerb, hence the awning along Stafford Street is recommended to be 1.25m wide (from the property boundary). The breaks in proposed awning are not supported and it

is recommended that a continuous awning is provided along both street frontages. The clearance between awning and footpath appears to be 3m which is an acceptable distance.

Vehicle and Pedestrian Access

The proposal presents pedestrian entrance from Hoddle Street and Stafford Street and vehicle access (including delivery) is from Stafford Street. The proposal has replaced two cross-overs with one cross-over which is supported. The design will benefit by providing perforated metal for car parking entry so there is some level of transparency. Further, it is recommended to have some pattern or decorative work on the perforated mesh and metal cladding that integrates with the design of overall façade.

Street Tree

The development proposes to remove an existing tree on Stafford Street footpath. The existing tree needs to be shown on the Site Plan and the Existing Conditions Plan. Further, it is understood that the development is proposing to make the section of Stafford Street between Hoddle Street and proposed vehicle entrance for two-way traffic. This will also impact the existing street tree on the corner of Hoddle Street and Stafford Street.

It is required that the development replaces the two existing trees with two new trees along Stafford Street as part of their application. Plans showing location and design of street tree planting must be provided for further assessment.

Any capital works

There are no planned capital works led by the Urban Design team which are in proximity to the site.

There are planned capital works for Streamlining Hoddle Street project led by VicRoads and it is recommended that the applicant coordinates with VicRoads regarding public realm upgrades along Hoddle Street.

Engineering Services Unit

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
Office	9,326 m^2	3 spaces per 100 m^2 of net floor area	279	69
Food and Drink	52 m^2	3.5 spaces per 100 m^2 of leasable floor area	1	1
		Total	280 Spaces	70 Spaces

[These figures have since been updated. Additionally, there were differences between the floor area calculations which impacted the car parking requirement total– refer to the

planning officer's assessment under Clause 52.06 of the *Particular Provisions* section of this report]

The site would have a parking shortfall of 210 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 the 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.*

  The proposed development would be providing office car parking at a rate of use would be 0.74 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	*Approved Office Parking Rate*
Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	*0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)*
71-93 Gipps Street PLN16/1150 issued 30 August 2017	*0.96 spaces per 100 m^2 (86 on-site spaces; 8,923 m^2)*
Cremorne	
60-88 Cremorne Street PLN17/0626 issued 21 June 2018	*0.85 spaces per 100 m^2 (233 on-site spaces; 27,306 m^2)*

  Although the proposed parking rate is slightly lower than the rates quoted in the table above, the proposed on-site office parking rate of 0.74 spaces is considered appropriate, having regard to the site's very good accessibility to public transport services and its proximity to Melbourne. The scarcity of available unrestricted on-street parking in the area would be a disincentive for employees to drive to the site by private motor vehicle (if not allocated any on-site parking).

- *Availability of Public Transport in the Locality of the Land. The site is within walking distance of bus services operating along Hoddle Street and Johnston Street. Rail services can be obtained from Victoria Park railway station. Tram services on Victoria Parade could also be accessed on 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:

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- *Availability of Car Parking. Traffix Group had undertaken an on-street parking occupancy survey of the surrounding area on Thursday 14 September 2017 between 10:00am and 3:00pm. The survey area encompassed the east side of Hoddle Street (Johnston Street to Studley Street) and Stafford Street (Hoddle Street to Park Street).The times and extent of the survey are considered appropriate. An inventory of 23 publicly available parking spaces was identified in the study area. The results of the survey indicate that the on-street parking was fully occupied at 12:00pm and 1:00pm. Of the 23 spaces surveyed, a maximum of five vacant spaces was recorded at 2:00pm. The limited opportunity to park on-street would encourage customers, clients and employees to travel by alternative forms of transport.*

- *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.*

- *Car Parking Deficiency associated with Existing Land Use. The existing land is occupied by a vehicle showroom with a floor area of 1,161 m^2. Under the provisions of Clause 52.06-5, no car parking rate is provided for a vehicle showroom. As a guide, the RTA Guide to Traffic Generating Developments Version 2.2 - October 2002 was referenced to calculate the car parking requirement for the previous use. Accordingly, a motor showroom has a customer/visitor car parking rate of 0.75 spaces per 100 m^2. The previous use would have had a car parking credit of eight car spaces which would have been accommodated on the street.*

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of 210 car spaces is considered appropriate in the context of the development and the surrounding area. The lack of all-day parking in the Abbotsford area as well as the high parking demand during business hours would encourage staff and visitors to commute to and from the site by using alternative forms of transport.

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 Traffix Group is as follows:

Proposed Use	*Traffic Generation*	*Daily Traffic*	*Peak Hour*
Office (70 spaces)	*0.5 trips per space in each AM and PM peak hour* *4 trips per car space per day*	*280*	*35*

For this analysis, Traffix Group has combined all of the car spaces.

The post development traffic volume turning left into Stafford Street would be expected to be between 48-56 vehicles during peak hour. The post development traffic volume of Stafford

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Street would be well within the operating capacity of the street (which would be equivalent to an Access Street – Level 1, as defined in Clause 56.06 Access and Mobility Management of the Yarra Planning Scheme). An Access Street – Level would have a target volume of 1,000 to 2,000 vehicles per day.

The approved development at 247 Johnston Street would also utilise Stafford Street to provide access to their site. It is understood that 247 Johnston Street would generate daily traffic volume of around 578 vehicles per day. Providing the two-way section as suggested by Traffix Group has merit in that the majority of traffic from the subject site would exit back onto Hoddle Street and not infiltrate the local street network.

Before Council can approve the proposed two-way section, the applicant should explain how this section would operate and what countermeasure is proposed to prevent traffic east of the site from travelling towards Hoddle Street.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Entrance Width	*Not dimensioned on the drawings.*
Visibility	*Sight triangles have not been provided at the development's entrance. The applicant has proposed a convex mirror on the west side of the entrance to improve visibility for motorists exiting the site.*
Headroom Clearance at Doorway	*Not dimensioned on the drawings.*
Internal Ramped Accessways	*The wall-to-wall width of the ramped accessways of 6.1 metres satisfies AS/NZS 2890.1:2004.*
Car Parking Modules	
At-grade Parking Spaces	*The dimensions of the car parking spaces (2.6 metres by 4.9 metres) satisfy Design standard 1: Car parking spaces of Clause 52.06-9.*
Accessible Parking Space	*The depth of the accessible parking space and shared area does not satisfy AS/NZS 2890.6:2009.*
Headroom Clearance – Accessible Parking Space	*A minimum headroom clearance of 2.5 metres must be provided for the accessible parking space and the adjacent shared area. A minimum headroom clearance of 2.5 metres must be provided for the accessible parking space and the adjacent shared area.*
Aisles	*The 6.4 metre wide aisles satisfy Table 2: Minimum dimensions of car parking spaces and accessways of Clause 52.06-9.*
Column Depths and Setbacks	*The column depths and setbacks satisfy AS/NZS 2890.1:2004.*

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Clearances to Walls	*A minimum clearance of 478 mm has been provided for spaces adjacent to walls which satisfies AS/NZS 2890.1:2004*
Vehicle Turning Movements – Car Spaces	*The swept path diagrams for the B85 design entering and exiting the car spaces in the basement car parks are considered satisfactory.*
Gradients	
Ramp Grade for First 5.0 metres inside Property	*The flat section at the entrance satisfies Design standard 3: Gradients.*
Ramp Grades and Changes of Grade	*The length of each ramp section is not dimensioned.*
Other	
Ground Floor Entrance – Small Rigid Vehicle	*According to the applicant, trucks to be used for the development would be a 6.4 metre long Small Rigid Vehicle. The swept path diagram for truck entry and exit movements into and out of the loading dock via Stafford Street is considered satisfactory.*

Design Items to be Addressed

Item	*Details*
Entrance Doorway Width	*The doorway width is to be dimensioned on the drawings.*
Headroom Clearance at Doorway	*To be dimensioned on the drawings.*
Depth of the Accessible Parking Space	*The depth of the accessible parking space and shared must be a minimum of 5.4 metres.*
Headroom Clearance - Accessible Parking Space	*The applicant must indicate on the drawings the headroom clearance above the accessible parking space and the shared area.*
Ramp Grade Sections	*To be dimensioned on the drawings. Cross sections of the internal ramps should be provided to show the minimum headroom clearance.*
Car Park Entrance - Vehicle Turning Movements via Stafford Street	*A swept path diagram for a B99 design vehicle and an on-coming B99 design vehicle at the car park entrance must be submitted.*
Vehicle Turning Movements – Basement Level 1 and 2	*A swept path diagram for a B99 design vehicle and an on-coming B85 design vehicle entering and exiting at the access ramps within the Basement Level 1 and 2 car parks must be submitted.*
Service Cabinet	*The water meter cabinet adjacent to the entrance doorway must swing 180-degrees and be latched to the building when opened.*

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Two-Way Traffic	*The applicant should explain how this section would operate and what countermeasure is proposed to prevent traffic east of the site from travelling towards Hoddle Street.*

INFRASTRUCTURE AND CONSTRUCTION ITEMS

Item	*Details*
General Items	
East-West Aligned Right of Way	*The east-west Right of Way, including the grated pit located inside the Right of Way, must be reconstructed to Council's satisfaction and at the Permit Holder's cost.* *The grated pit must be converted to a bike safe grate.*
North-South Aligned Right of Way (1.0 metre wide)	*Upon the completion of all building works, the applicant must make good of the Right of Way.*
Footpath - Hoddle Street Road Frontage	*All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.*

GENERAL 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 Stafford Street road frontage must be reconstructed with bluestone to Council's satisfaction and at the Permit Holder's cost.*
- *The footpath along the property's Stafford Street road frontage must be stripped and re-sheeted 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 Stafford 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 are to be demolished and reinstated with paving, kerb and channel to Council's satisfaction 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*

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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.*

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Legal Point of Discharge

The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the Building Regulations 2006 from Yarra Building Services unit. Any storm water 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 Local Government Act 1989 and Regulation 610.

Discharge of Water from Development

- *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.*

Updated Comments received on 12 November 2018 regarding the two-way traffic:

The proposed two-way traffic treatment will only benefit staff and visitors at the site as traffic from the site will be able to exit on to Hoddle Street from Stafford Street. It does not benefit the public.

Some traffic originating from properties east of the site could potentially travel illegally in a west direction to exit on to Hoddle Street – this is a concern for Council.

Part-time restrictions operate on the south side of Stafford Street, which narrows the carriageway width.

Retaining a one-way operation in Stafford Street will result with an increase of 35 vehicle in the PM peak hour. This increase should not have a material impact on the traffic operation of Stafford Street, east of the site.

It should be noted that in the Traffix report they have indicated that either traffic arrangement is acceptable for the development.

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Updated Comments received on 28 November 2018 regarding draft conditions associated with the swept path diagrams and accessible parking spaces:

DRAFT CONDITIONS

Item	Details
Condition 1(s) *the depth of the accessible parking space and shared must be a minimum of 5.4 metres;*	The depths of the accessible parking spaces and shared area are 4.9 metres, which satisfies *Design standard 2: Car parking spaces* of Clause 52.06-9. The Planning Scheme permits an additional 500 mm for the accessible parking spaces to encroach into the aisle. The accessible spaces provided on the drawings satisfy *Design standard 2*. This condition could be deleted.
Condition 1(t) *swept path diagrams for vehicle turning movements via Stafford Street for a B99 design vehicle and an on-coming B99 design vehicle at the car park entrance;*	The swept path diagrams provided by Traffix Group satisfactorily demonstrate vehicle turning movements for a B85 design vehicle and an oncoming B99 design vehicle at the development entrance via Stafford Street. This item has been addressed and the condition could be deleted.
Condition 1(u) *swept path diagrams for a B99 design vehicle and an on-coming B85 design vehicle entering and exiting at the access ramps within the Basement Level 1 and 2 car parks;*	The swept path diagrams provided by Traffix Group satisfactorily demonstrate vehicle passing movements for a B85 design vehicle and an oncoming B99 design vehicle negotiating the access ramps. This item has been addressed and the condition could be deleted.

Strategic Transport

Access and Safety

No access or safety issues have been identified.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

(Please note the traffic report cites significantly more office floor area than referenced below. It is assumed the development has been reduced in scale since this report was written, and the figures below reflect floor plans areas noted on the planning drawings).

Proposed Use	*Quantity/ Size*	*Statutory Parking Rate*	*No. of Spaces Required*	*No. of Spaces Allocated*

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Office (other than specified in the table)	*5346 sqm*	*1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm*	*18 employee spaces*	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	*5 visitor spaces.*	
Retail premises (other than specified in this table)	*52 sqm*	*1 employee space to each 300 sqm of leasable floor area*	*0 employee spaces*	
		1visitor space to each 500 sqm of leasable floor area	*0 visitor spaces.*	
Bicycle Parking Spaces Total			*18 employee spaces*	*46 employee spaces*
			5 visitor spaces	*8 visitor spaces*
Showers / Change rooms		*1 to the first 5 employee spaces and 1 to each additional 10 employee spaces*	*2 showers / change rooms*	*12 showers / change rooms*

The development provides a total of 28 additional employee spaces and 3 additional visitor spaces above the requirements of the planning scheme.

Adequacy of visitor spaces

8 spaces are suitable for visitor bicycle parking use. These are all provided on the Hoddle Street footpath. The design and location of the visitor spaces is acceptable given:

- *All spaces are provided as horizontal bicycle rails suitable for visitor use, in an easily accessible location;*
- *All spaces are located on the Hoddle Street footpath. Whilst it is usually preferred that at least the majority of visitor bicycle spaces are provided within the subject site title boundaries, it is noted the Hoddle Street footpath at this location is very wide and already includes a number of obstructions which limit the effective path width. This provides opportunity to provide the bike parking hoops in the shadow of existing obstacles retaining the same effective walking path.*
-
    - *All hoops on the footpath should be aligned with the existing bus shelter and bus signage to retain the same trafficable path width.*

However whilst the design and location of visitor hoops is acceptable, an additional hoop should be provided given, best-practice recommends a rate of 1 visitor spaces to each 500sqm of office floor area[1], generating a requirement of 10 visitor spaces for the office.

Adequacy of employee spaces

Number of spaces

Whilst the proposal includes a surplus of 28 employee spaces above the requirements of the planning scheme, it is noted:

- *A reduction of 258 car parking spaces is sought (78% of the statutory requirement);*
- *the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and*

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers this advice.*

- *both local and state planning policies include objectives to promote sustainable transport modes, including cycling.*
- *Given the above, best-practice requires a rate of 1 space to each 100sqm of office floor space[2] and the statutory rates for other uses. This generates a recommended minimum rate of 54 employee spaces. Therefore a minimum of 54 employee spaces should be provided.*
- *The number of change rooms/showers is adequate.*

Design and location of employee spaces and facilities
The following aspects of the employee bicycle storage appears satisfactory:

- *All employee bicycle storage is easily accessible, and provided at ground-floor with easy access to end-of-trip facilities and building lifts.*
- *All employee bicycle storage is provided within what appears to be a secure compound.*
- *Access ways and aisle widths appear to comply with AS2890.3.*

*However, employee **(sic)** spaces remain inadequately designed for the following reasons:*

- *All but 4 (11.5%) employee bicycle storage spaces appear to be provided as vertical hanging spaces. Pursuant to AS2890.3 at least 20% of bicycle storage spaces in any facility should be provided as horizontal at ground-level spaces.*

Further to the above concerns bicycle storage space dimensions are not noted. Notations should be added indicating the typical spacing between bicycle storage devices and these should comply with AS2890.3.

Electric vehicles / share cars / other relevant topics?
Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Additionally, the applicants EDS report indicates at least 15% of vehicle parking spaces will be dedicated for fuel efficient vehicles, however how this will be achieved is not indicated. Given this, it is recommended a number of EV charging points be provided as part of the development. EV charging locations should be noted on the plans.

Green Travel Plan
It is noted most required information regarding travel options is provided within the Traffic Impact Assessment, however no Green Travel Plan (GTP) has been provided. Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a GTP must be provided. The following information should be included:

(a) a description of the location in the context of alternative modes of transport;
(b) employee and/or resident welcome packs (e.g. provision of Myki/transport ticketing);
(c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
(d) a designated 'manager' or 'champion' responsible for coordination and implementation;
(e) details of bicycle parking and bicycle routes;

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[2] *Category 6 of the BESS offers the following for best-practice guidance for 'Non-residential buildings should provide spaces for at least 10% of building occupants.' Assuming a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety), providing bicycle spaces for 10% of occupants results in a rate of 1 space per 100sqm of floor area.*

(f) details of GTP funding and management responsibilities;
(g) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
(h) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
(i) security arrangements to access the employee bicycle storage spaces;
(j) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
(k) Reference to EV charging points within the basement car park; and
(l) provisions for the Green Travel Plan to be updated not less than every 5 years.

Recommendations
The following should be shown on the plans before endorsement:

1. *At least 10 visitor bicycle parking spaces on the Hoddle Street footpath, (or an equivalent rate if the scale of the development is altered):*
2. *At least 54 employee bicycle parking spaces (or an equivalent rate if the scale of the development is altered)::*
    a. *All employee bicycle spaces should continue to be provided at ground-level within secure bicycle parking compounds;*
    b. *All secure bicycle compounds should continue to be provided with reasonable access to end of trip facilities and building entrances;*
    c. *At least 20% of employee bicycle spaces should be provided as horizontal-at-ground-level spaces;*
    d. *Access ways and storage space dimensions and spacing should be designed to comply with AS2890.3.*
3. *Some of the car parking spaces should be equipped with EV charging capability.*

A Green Travel Plan should be provided with the information outlined previously.

Streetscapes and Natural Values

The Plane tree located on Hoddle St should have a minimum $5000.00 bond attached

The following costs apply to the Stafford St trees

Amenity value	*$ 1,327.00*	*$ 28.00*
Removal cost	*$ 320.35*	*$ 71.24*
Stump	*$ 46.80*	*$ -*
reinstatement asphalt	*$ 255.50*	*$ 250.00*

New plants will be costed as per below

new cut out	*$ 97.76*
Supply tree	*$ 204.00*
Planting cost	*$ 94.65*
Maintenance 2 years	*$ 164.34*

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Above are schedule of rates adjusted to current CPI, exclusive of GST

Waste Services

The waste management plan for 218-228 Hoddle St, Abbotsford authored by LID Consulting and dated 31/07/2018 is satisfactory from a City Works branch's perspective.

ESD Advisor

Original comments dated 17 August 2018

The standard of the ESD is close to meeting 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.

Applicant ESD Commitments:

- *10% improvement above the NCC energy efficiency requirements for energy efficiency and at least a 25% reduction of greenhouse gases based on various initiatives.*
- *A STORM report has been submitted with a 104% score that demonstrates best practice and relies on 733m2 of roof connected to 20,000 litres of rainwater storage proposed to flush toilets for equivalent of 35 people.*
- *Some vertical and horizontal shading elements and high performance double glazing.*
- *Reasonable daylight to most areas.*
- *Energy efficient HVAC with variable air volume (VAV), or air cooled VRF.*
- *At least 58 bike parking spaces for 5,398m2 of NLA, plus visitor spaces*
- *A 50 kW solar PV array to contribute to onsite electricity demands.*
- *Energy efficient lighting.*
- *Water efficient fixtures and taps.*
- *Water efficient irrigation.*
- *12 showers and at least 67 lockers to support cyclists riding to work.*
- *50m2 of landscaping on terraces and ground floor will marginally improve the ecological value of the site.*
- *Some communal spaces for staff and building users on terraces and ground floor co-working space and lobby lounge area.*

Application ESD Deficiencies:

- *No access to natural ventilation to most spaces. Recommend operable windows to provide access to natural ventilation or ensure that fresh air supply is in excess of AS1668 air flow rates by at least 50%.*
- *A waste room can be identified but little detail has been included. Ensure that the WMP has sufficient spaces allocated to recycling and all waste streams. Ensure that recycling is just as convenient at general garbage. Recommend providing a composting system.*

Outstanding Information:

- *No rainwater tank can be identified on the plans, please update to clearly show approximately location, volume and toilet connections. Please update the figures in the SMP (toilet connection to 20 occupants) to be consistent with the STORM report (toilet connection to 35 occupants).*

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- *Please provide a completed JV3 energy modelling report, or equivalent, prior to occupation demonstrating10% improvement in energy efficiency and at least 25% reduction in NCC requirements.*
- *Please provide details of proposed efficiency of hot water system. Recommend a minimum 85% efficiency / 5 Star equivalent.*
- *Please mark approximate size and location of solar PV array on roof and elevations.*
- *Cross laminated timber is currently being considered for this project. Please commit to the CLT or remove reference to it from the SMP.*

ESD Improvement Opportunities

- *Recommend including an independent commissioning agent.*
- *Recommend a COP for HVAC (VRV) within one Star or 85% of best available of suitably designed size and capacity.*
- *Recommend providing a composting system.*
- *Recommend providing electric vehicle charging facilities.*
- *Recommend a minimum 80% recycling/reuse target for construction and demolition waste.*

Supplementary comments dated 22 October 2018 – regarding a revised SMP

I have reviewed the updated SMP prepared by ADP (18th October 2018), and I can confirm that it addresses the concerns raised in the previous ESD advice.

External consultants

Urban Design (MGS Architects)

SUMMARY OF FINDINGS

I am generally supportive of the proposed podium treatments adopted by the applicant, with a six level scale to the Hoddle Street frontage stepping down to a three level scale in Stafford Street and the adjoining properties to the east.

Where I am not supportive is in the lack of provision within the siting strategy and setback response for the project to be an appropriate catalyst for this precinct warranting the scale and visual prominence and prioritisation sought by the applicant over the adjoining site and areas and preferred planning vision for the location.

I am supportive of the proposed land use mix for the development with the inclusion of good quality office space in buildings with a strong ESD mission showcased in this precinct. A proposition that I see making a useful contribution to the area.

I am also supportive of the proposed widening of the pavement area to Hoddle Street and the suggested widening of the western end of the Stafford Street frontage.

The inclusion of the proposed core and hence tallest part of the building in the central part of the footprint is also a matter that I support.

Areas where I do not support the proposal as a response are where the opportunities to broaden adjoining laneways relied on and enjoyed by the applicant for amenity and aspect particularly to the north, are not enhanced in their capacity within the proposal or interconnected.

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A widening of the adjoining laneway to the north for example with a 1.5m setback from the northern boundary from gridline F to the Hoddle Street interface would interconnect the two laneways east-west at the west of the frontage and provide future enhanced potential for the engagement of adjoining properties along Johnston Street to this shared resource.

Additionally the opportunity would then exist for outside pedestrian access in conjunction with bicycle access to this frontage and an enhanced arrival into the proposed bike facilities.

I am not supportive of a crossover from Stafford Street replicating the adjoining existing passageway to the east. Logically the adjoining passageway to the east would be widened to include the crossover within the single zone that could also provide an enhanced interface between the subject land and the adjoining site and the potential also for access from the south to the shared bike amenity facilities by 5m to provide for shared access for pedestrians, cyclists and vehicles into the subject site to adjoining areas. This will require a reconfiguration of the ground floor area.

At first floor level I am concerned that the proposal does not provide for any setbacks from the northern laneway or from the eastern interface with the proposed passageway south of gridline

This severely compromises the potential for adjoining development to the north and east of the laneway respectively into the future with there being in my view the need for both parties to contribute to future amenity. Whilst I accept that in each instance these are commercial adjacencies they are nevertheless critical in place making provision. To this extent I would recommend a setback above ground level of 3m from the centre of the northern laneway for the frontage west of gridline M and similarly a setback of 3m from the centre of the laneway for the areas east of gridline N.

To the other frontages I am satisfied that the development of the building out to the title boundaries is acceptable. I note that the proposal incorporates some canopy provision to the Hoddle Street frontage. I would encourage this provision to be detailed on first floor level plans to reflect design intent.

I would encourage the use of the exposed roof areas on level 1 in the north eastern corner of the development to be developed as planter zones and set back a minimum 1.5m from gridline 5 to provide for informal surveillance of the adjoining laneway east to west.

*To the frontage to the existing eastern **(sic)** laneway, outdoor terrace arrangements to the title boundary are in my view acceptable at first floor level.*

The concerns I have regarding setbacks from the eastern laneway apply to upper levels and in my view require similar mediation of the building fabric to that contemplated by the applicant in transitioning from the lower level podiums to upper level forms i.e. typically 3m indentations between lower level form and upper level setback form at levels 3 and 6.

The inclusion of a shared co-working space and retail space at ground level is also supported in principle. Having said this it would be preferable to see better engagement between the proposed retail space and the shared lobby areas as a shared mediating area between the lobby and the shared co-working space where heightened level of pedestrian activity might reasonably be envisaged. With a widening of the northern laneway the opportunity could be considered to create this venue along this interface.

Finally the issue of height needs to be considered. In this context the issues I think relate to amenity within Stafford Street and the potential of adjoining development sites to be developed to provide for a coherent overall anchoring form. Generally speaking and as

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noted in my submission on behalf of Council to the East West Link provisions I am of the view that the Johnston Street and Victoria Park areas offer substantial potential for urban transformation that is positive, distinctive and different from its currently discordant attributes at present.

The Harmsworth Street Reserve to the south of the site and western side of Hoddle Street provides a scaling area from the south along Hoddle Street that visually anchors the precinct.

The adjoining school to its south east could be envisaged to be redeveloped in the future under an urban school model to a higher density as the inner city area continues to develop and the transit rich nature of this particular corridor is fully realised.

The proposed provisions within the Local Area Plan for a scale in the Hoddle Street North Precinct of 10-12 storeys suggest that arrival from the north is going to be characterised by similar taller built form and is an outcome with which I concur. The suggested 6 storey street wall scale to Hoddle Street is also a scale I agree with as is the step down at the eastern end of the site to 3 storeys to better accommodate the transition to finer grain built form to the east of the subject site.

Stafford Street provides a shared transit opportunity free from the high traffic conditions of Hoddle Street for east-west movement within the neighbourhood with likely substantial change in the future as existing walk up accommodation within large public housing areas immediately east of the bridge are developed and the warehousing to the southern side of the street and mid-century relatively poor quality office space is similarly reimagined. Both are substantial sites wherein complimentary taller scale built form could be envisaged with little if any impact on adjoining residential areas, owing to the elevated nature of the intervening rail separating this arterial corridor from adjoining areas.

To the north of the subject site flanking bank and freestanding built form could similarly be reimagined as candidates for renewal as could adjoining commercial properties to the east of 223 Johnston Street with 225-241 Johnston Street, all sites where there are no constraints arising from Heritage Overlays and where there has already been some substantive consolidation in the case of 225 and 225A Johnston Street. In these circumstances it would be desirable to encourage transformation of this precinct to this new taller scale.

The subject site, 1 Stafford Street and 212 Hoddle Street are all relatively speaking substantive sites that could with quality place making accommodate substantial transformation at a scale more easily than the smaller sites such as 217-223 Johnston Street wherein more modest development potential might exist. However to achieve this there must be alignment between the execution of the development as an unequivocally high quality place making outcome wherein car provision does not come at the cost of enhanced pedestrian amenity and where the future enabling of the smaller surrounding sites is manifestly enhanced through the tactics adopted by the applicant in this instance.

In this case the reduction of the ground floor footprint to the perimeter would be a key determinate that like earlier developments such as the Hamton Property re-imagination of the Haven precinct in Victoria Street, provide broader benefits to the precinct that can then form the cues for adjoining development. In these instances there has been some provision for offsetting increases in height to reflect the lost ground plane. In this instance it is my view that the development could be supported up to 10 levels, recognizing that the corner building at 217 could reasonably be developed to 5 to 6 levels and that developments at 1 Stafford Street and 212 Hoddle Street could similarly be of an enlarged scale in the future but also recognising that the finer grain of properties immediately to the north and to the east require careful transitioning arrangements.

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To this end I would recommend the removal of level 9 from the development with the replacement of this level as envisaged in what is currently described as level 10. This would mitigate morning impacts of the development to the western side of Hoddle Street at 9.00am and off site impacts to the south.

The proposal does not include indications of the proposed lift overrun on all elevations nor does it indicate where proposed plant and equipment is to be proposed within upper levels of the building. This is likely to have substantial impacts on the proposal for the perceived height and scale.

In other developments I have reviewed recently I have seen examples of where the uppermost floor has incorporated plans with a walk-up level linking this uppermost level as a penthouse arrangement for office accommodation purposes. In so doing, minimizing the visual impact of proposed plant. I would ask that clarification be provided from the applicant of proposed plant and that views are marked up before finalising my recommendations but intuitively see that with the proposed suggested reductions and the proposed enhanced place making that such an arrangement is likely to be acceptable as a draft recommendation at this stage having regard for Council's desire to get advice on this expeditiously.

CONCLUSION

The applicant should be encouraged to review the recommendations herein and provide an amended proposal addressing the issues raised in this report. There is considerable merit in the architectural design language, the architectural specification for a high performance, environmentally responsible building as a showcase building within this transit oriented precinct and as an early sampler of design standards sought for the precinct.

Having said this the aspiration for a reduced environmental footprint also have to be matched with the potential to create a high quality pedestrian realm, walkability and accessibility around the building and to adjoining sites if greater scale is to be supported in this area with this application as the lynchpin for the southern Hoddle Street precinct.

Wind (MEL Consultants)

Our comments are as follows:

- *The Vipac Wind Effects Statement has been prepared based on the experience of the consultancy and no wind tunnel testing by Vipac has been carried out to support the report. We have no issue with this approach for a desktop study as this is a common approach to provide architects, developers, and responsible authorities' advice on the possible wind effects of the design.*

- *We have no issue with the Analysis Approach, Site Exposure, and Regional Wind Climate that have been used as the basis for the assessment. Vipac has clearly identified the process for the desktop assessment and this is consistent with the approach that MEL Consultants would take to prepare a desktop wind impact assessment. A clear description of the proposed development has been provided along with reference drawings in the Appendix of the report.*

- *The desktop assessment has identified the adjacent developments as the heights of the existing and future buildings that will be considered in the desktop assessment of the wind conditions.*

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- *We have no issue with the assessment criteria that Vipac have used for the desktop assessment. The recommended criteria for the immediate surroundings streetscapes would be walking comfort and the standing criteria for the entrances to the building.*

- *We agree with Vipac's rationale assessing that the wind conditions in the surrounding streetscapes and at the entrances would achieve the recommended criteria. However, the height of the proposed development compared to the surrounding buildings would be expected to have the wind conditions around building corners to be marginally on the walking criteria and we would also agree with Vipac's recommendation that a wind tunnel study be undertaken to quantify and verify the wind conditions achieve the recommended criteria.*

- *Vipac has recommended an increased balustrade height for the Level 10 terrace but no changes to the terraces on Levels 3 and 6. The wind flow at Level 10 would be up over the building and the taller balustrade would assist with deflecting the wind flow over the Level 10 terrace. However, the Levels 3 and 6 would be expected to be exposed to downwash and acceleration of wind flow around the building corners. There would be an expectation of a requirement for additional mitigation treatments for these terraces, such as increased balustrade heights. Whether these additional features are required can be explored during the wind tunnel model study.*

- *We agree with Vipac's general commentary on the utilisation of terraces; the need to educate users on the usage of these spaces, the tethering of objects, and would add that any objects that are not tethered should not be left unattended or permanently on the terraces.*

In conclusion, the Vipac Wind Impact Assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. We have no issues with the Analysis Approach, Site Exposure, Regional Wind Climate, and description of the development used in the preparation of the assessment. This is consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. We agree with Vipac's assessment of environmental wind conditions for the surrounding streetscapes and recommendations for the Level 10 Terrace. We also agree with the Vipac's recommendation for a wind tunnel model study of the environmental wind conditions and this should explore the wind conditions on the terraces.

Attachment 5 - PLN18/0267-04 - 218 - 228 Hoddle Street Abbotsford - public realm referral comments - idac attachment

Referral Comments for the Public Realm Improvement Plan

Engineering

- *A physical segregation between moving traffic and the café seating could be in the form of temporary barriers that are commonly seen on arterial roads for footpath trading. Perhaps a planter box with wheels (similar to the ones used outside St James; 314-316 Bridge Road, Richmond) might be a suitable treatment. Reviewing this in context, vehicles would be travelling along this Right of Way at minimal speeds and providing a visual cue such as a temporary barrier or plantation box would influence a motorist negotiating the Right of Way. The presence of outdoor seating would encourage motorists to exercise additional care.*

- *In reference to providing tighter turning splays for a vehicle crossing on a major highway such as Punt Road, I suspect this may not be supported by VicRoads. On a road with lower vehicle operating speeds, this would certainly be feasible (for example Bridge Road).*

Construction Management Unit and Urban Design – combined

The items to be shown on the plan are as follows:

- *Plans updated to reflect current on site conditions, following civil works that have been carried out as part of the Streamlining Hoddle St project*
- *Surface materials, treatments, fixtures (tactile) and TGSIs (to council satisfaction)*
- *Location of stormwater drainage pits*
- *Location of the bus stop, post box, light poles, utility cabinets*
- *Location of vehicle and pram crossings. Dimensions to be shown on plan.*
- *Dimensioned footpath clearances, where street furniture or trees encroach on useable footpath space.*
- *The delineation between public and privately owned land, through the use of alternating surface materials or treatments. In addition to this it will be good to have Title Boundary shown in different colour or line style*
- *Location and clearance distances from laneway/kerbs etc for bicycle hoops*
- *Location of new street trees and on-street parking*

Open Space

- *Detailed planting plan showing the location, species, quantity, mature height and spread, of all proposed trees and raised garden bed planting on the ground floor.*
- *Details including a section through the raised planter beds and tree planting, providing information on height, materials, depth of planting media, irrigation and drainage methods.*
- *Further information on height and span of the trellis and vertical green system.*
- *Details on the furniture proposed.*
- *Spot levels, include any information on level changes and the top heights of planter beds and furniture.*
- *Details on the upper terrace planting and how this will affect the façade of the building and public realm. Include a planting plan and detailed sections through the upper levels.*