

Attachment 1 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Site Plan

ATTACHMENT 1

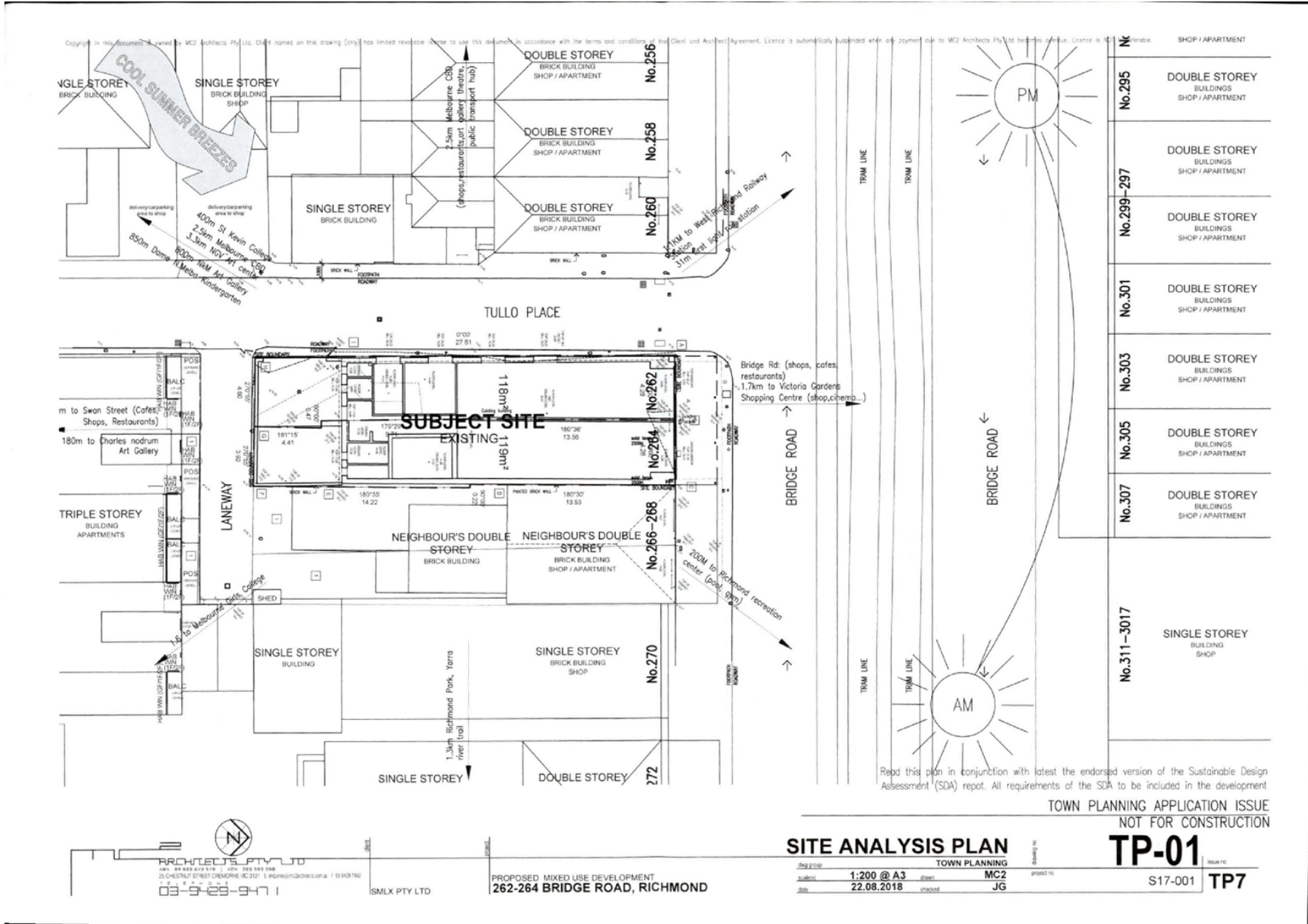
SUBJECT LAND: 262-264 Bridge Road, Richmond



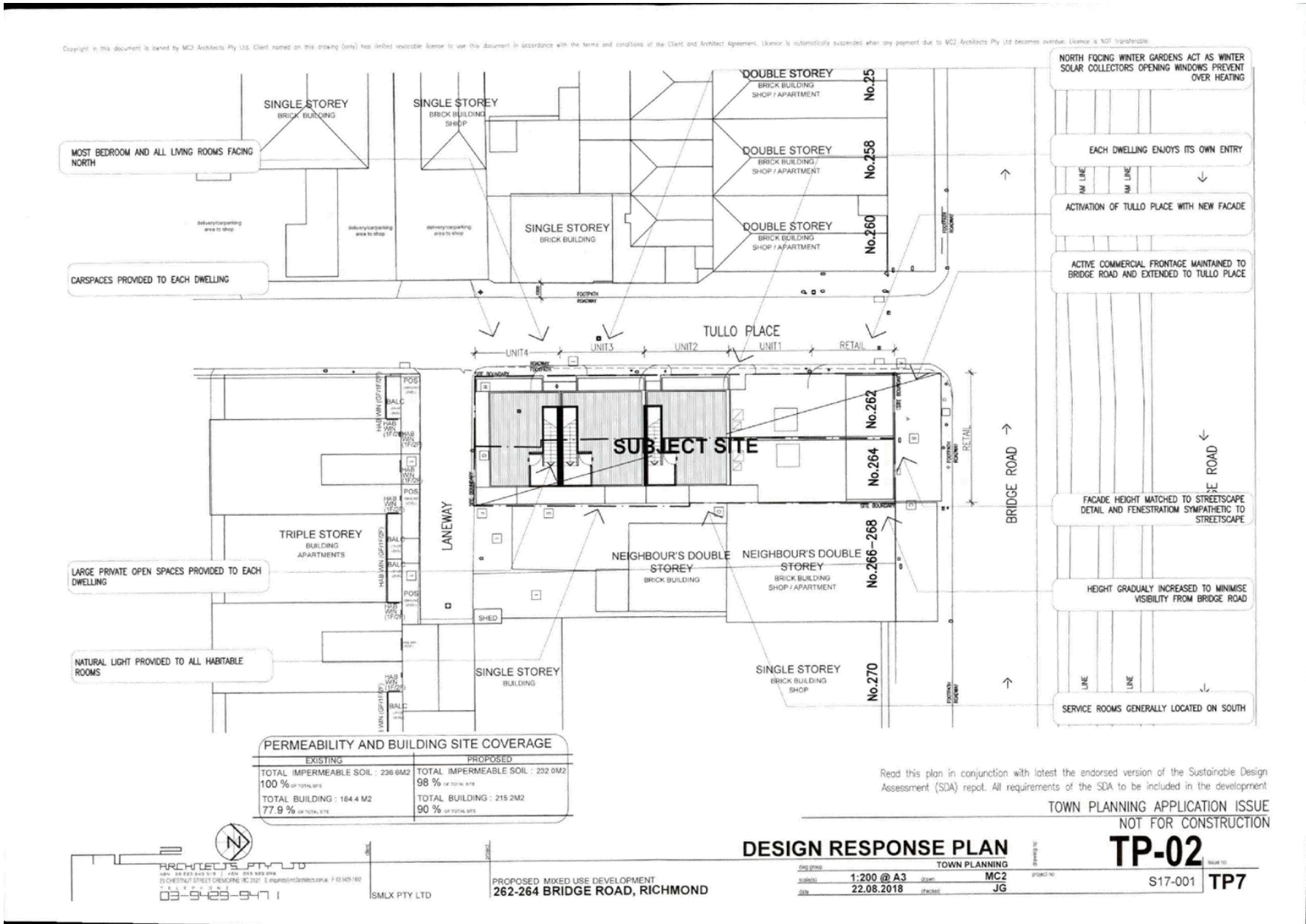
Attachment 1 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Site Plan

 **Subject Site**

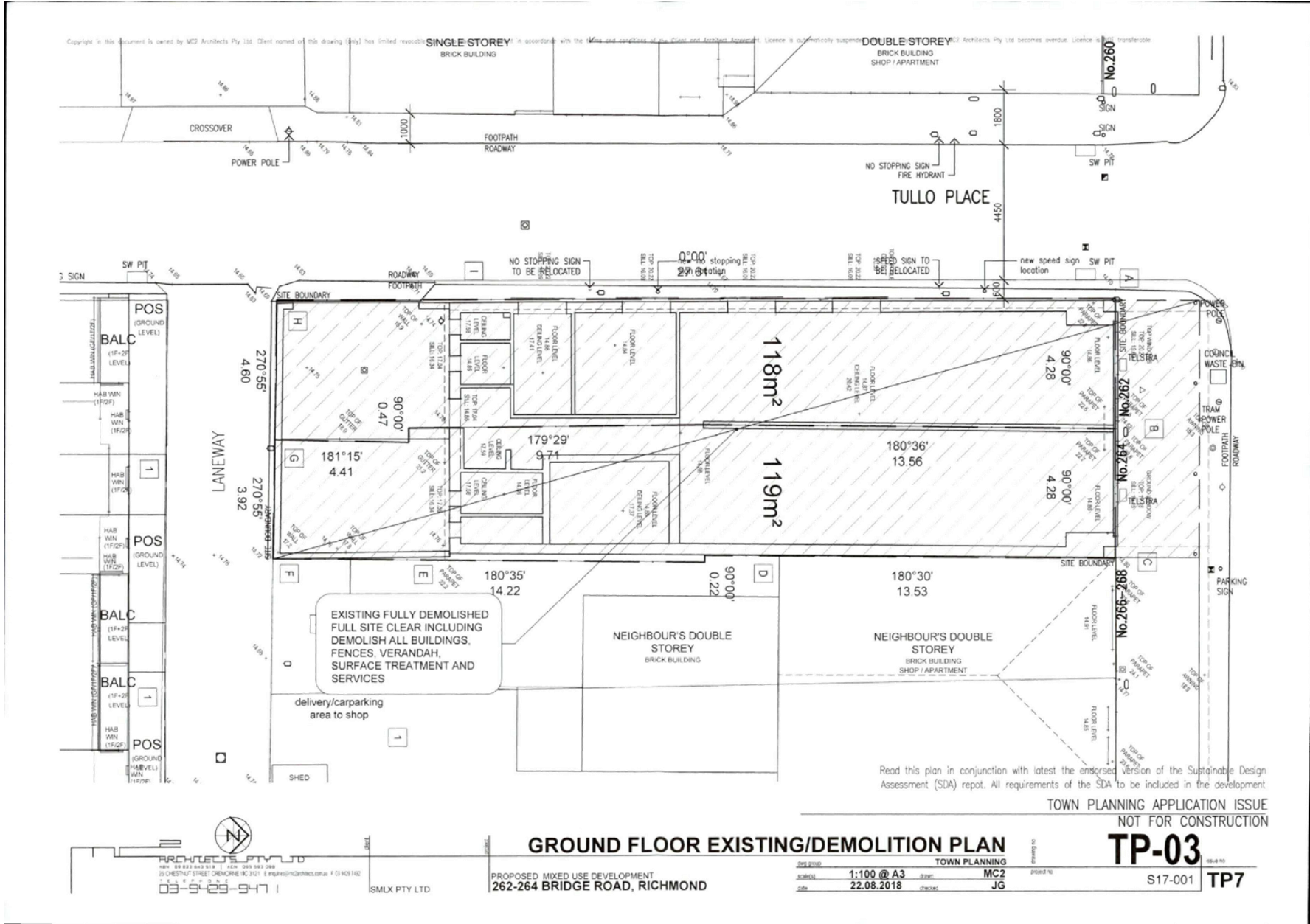
Attachment 2 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Decision Plans



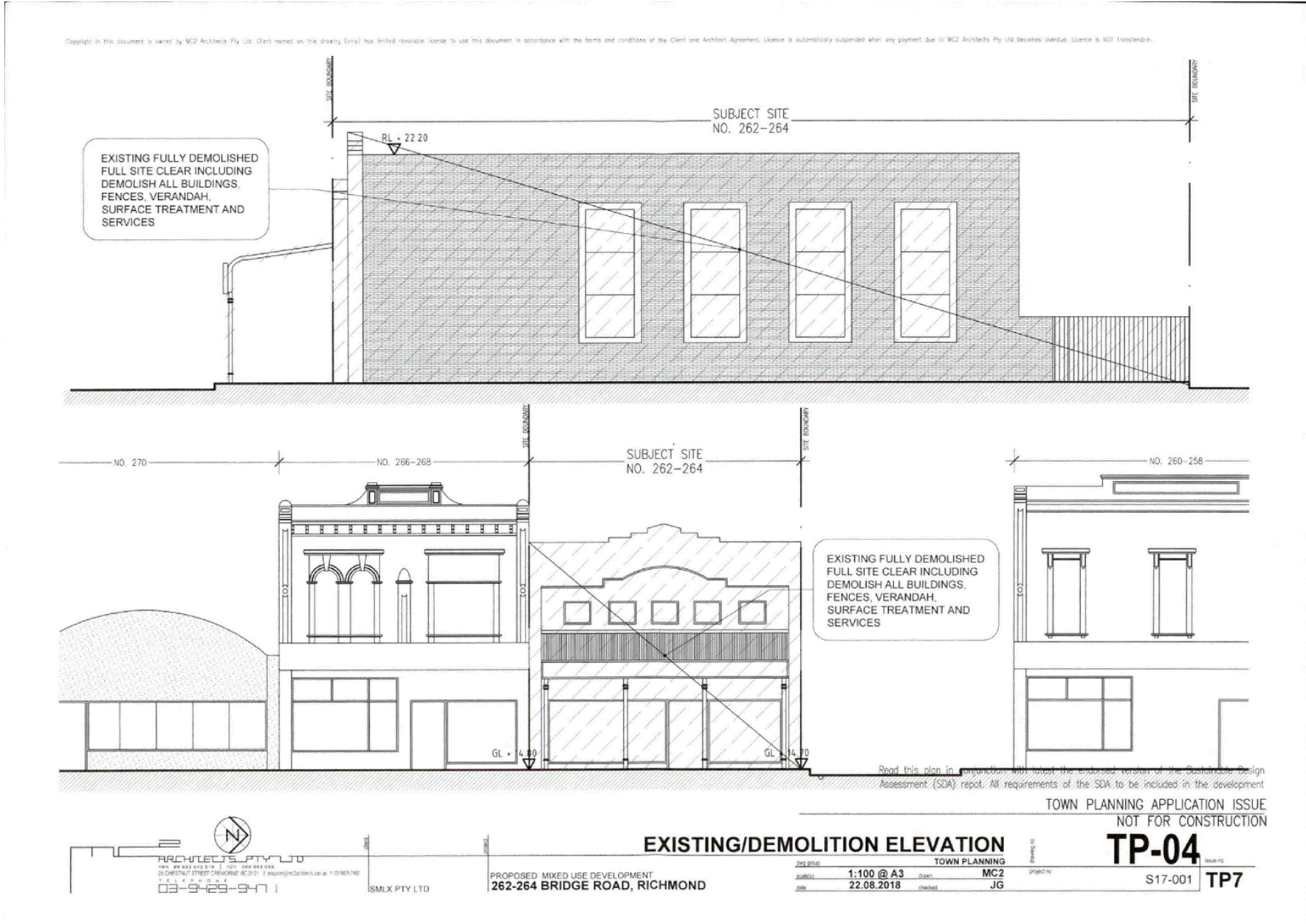
Attachment 2 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Decision Plans



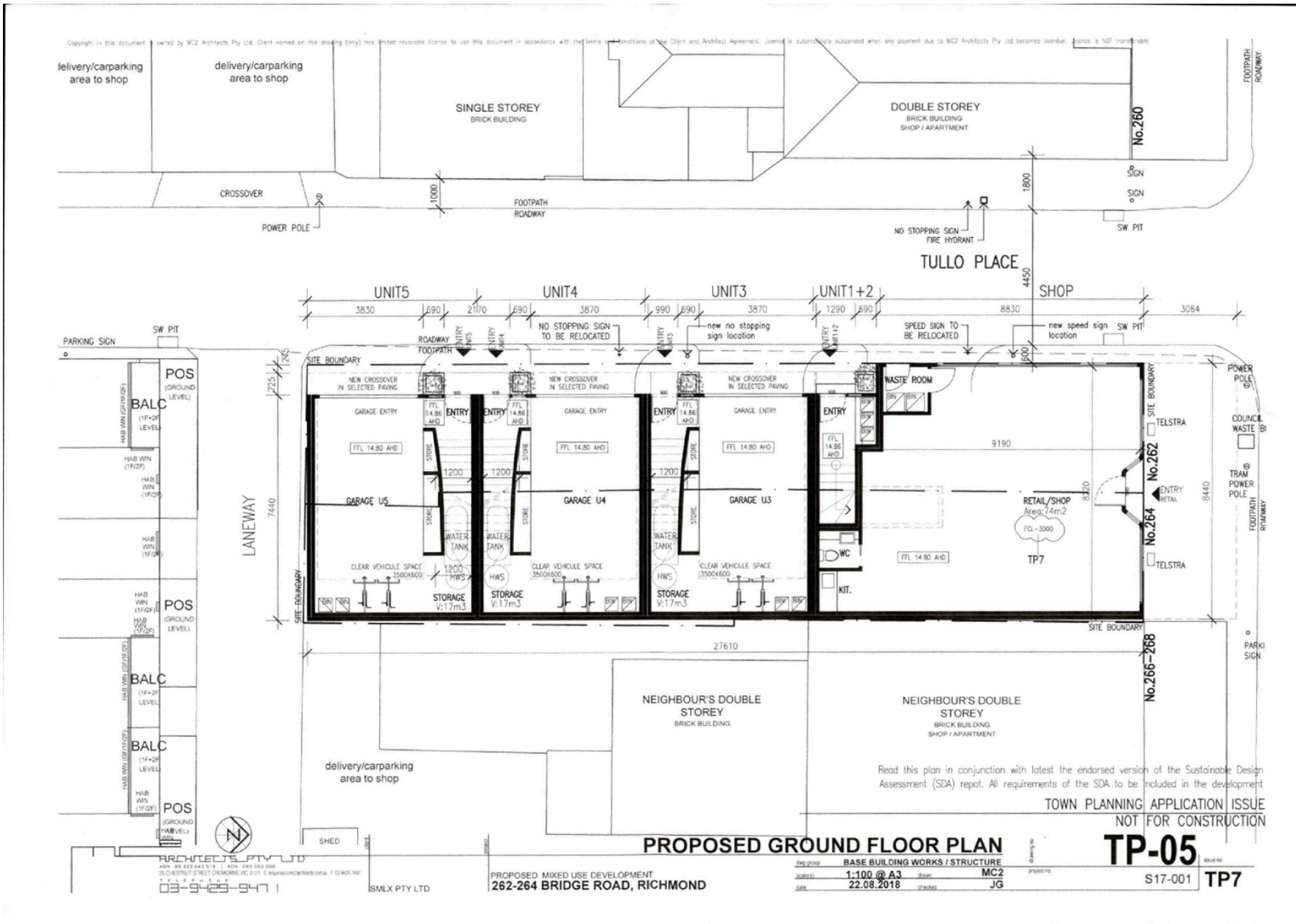
Attachment 2 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Decision Plans



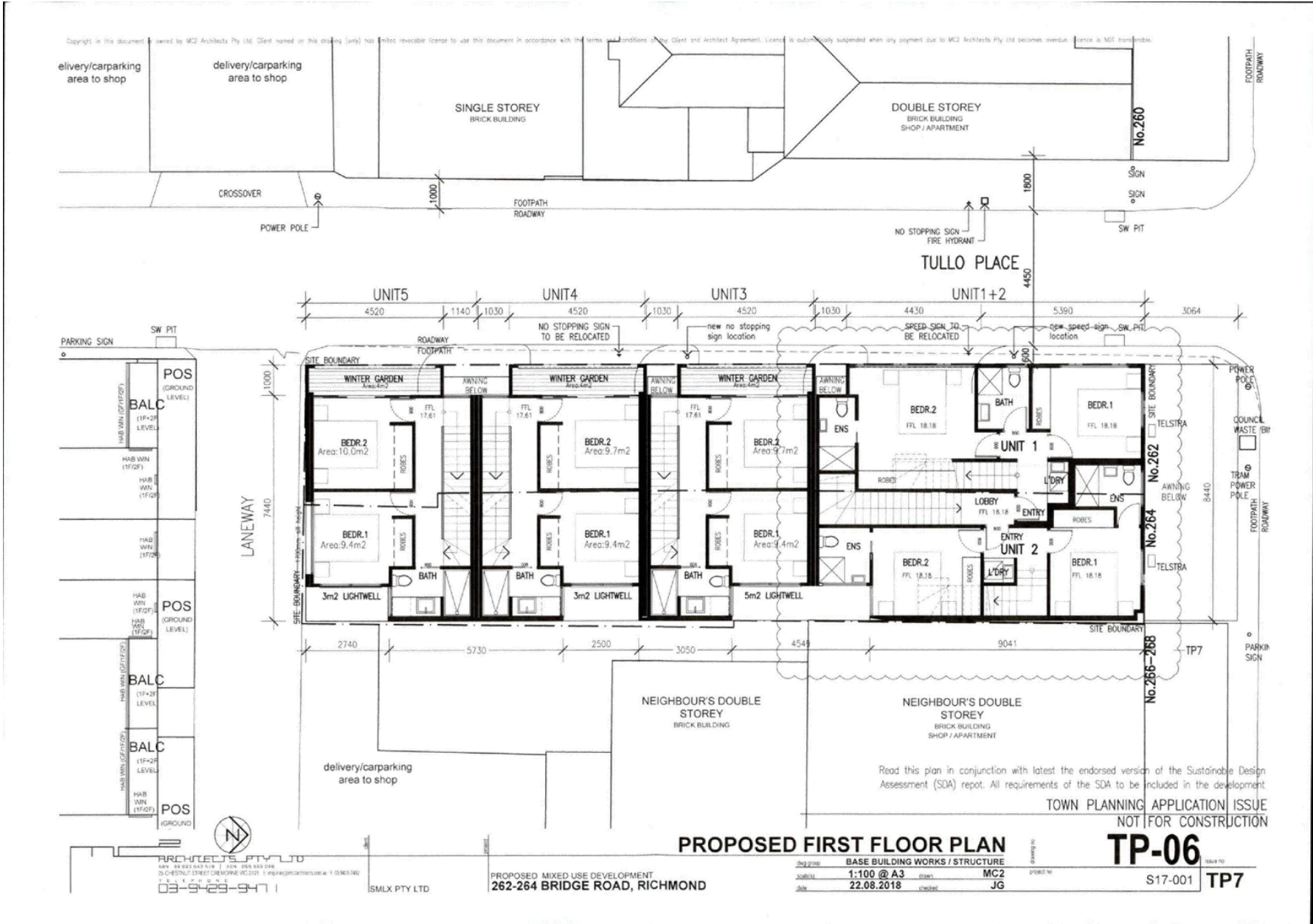
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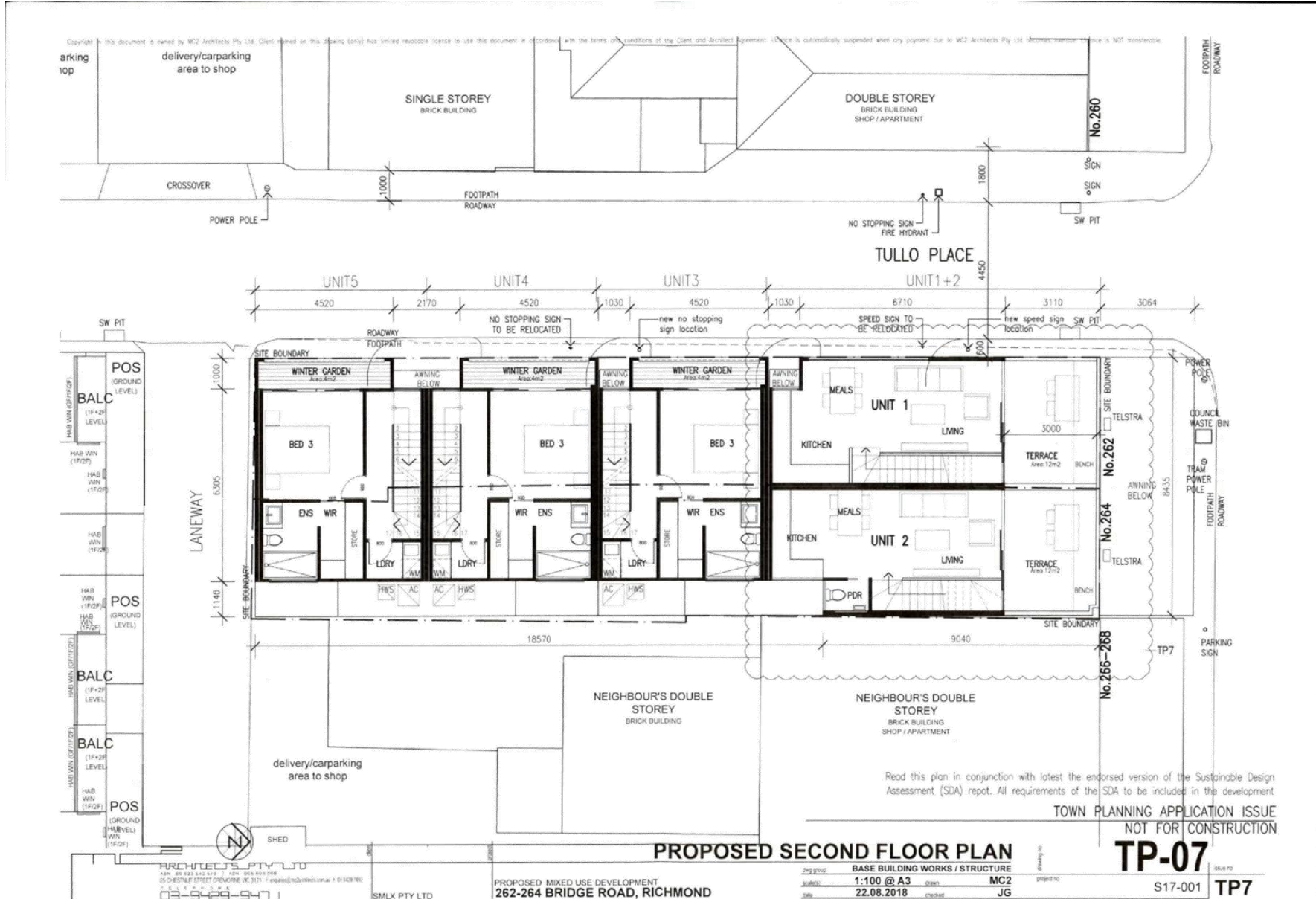
Attachment 2 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Decision Plans



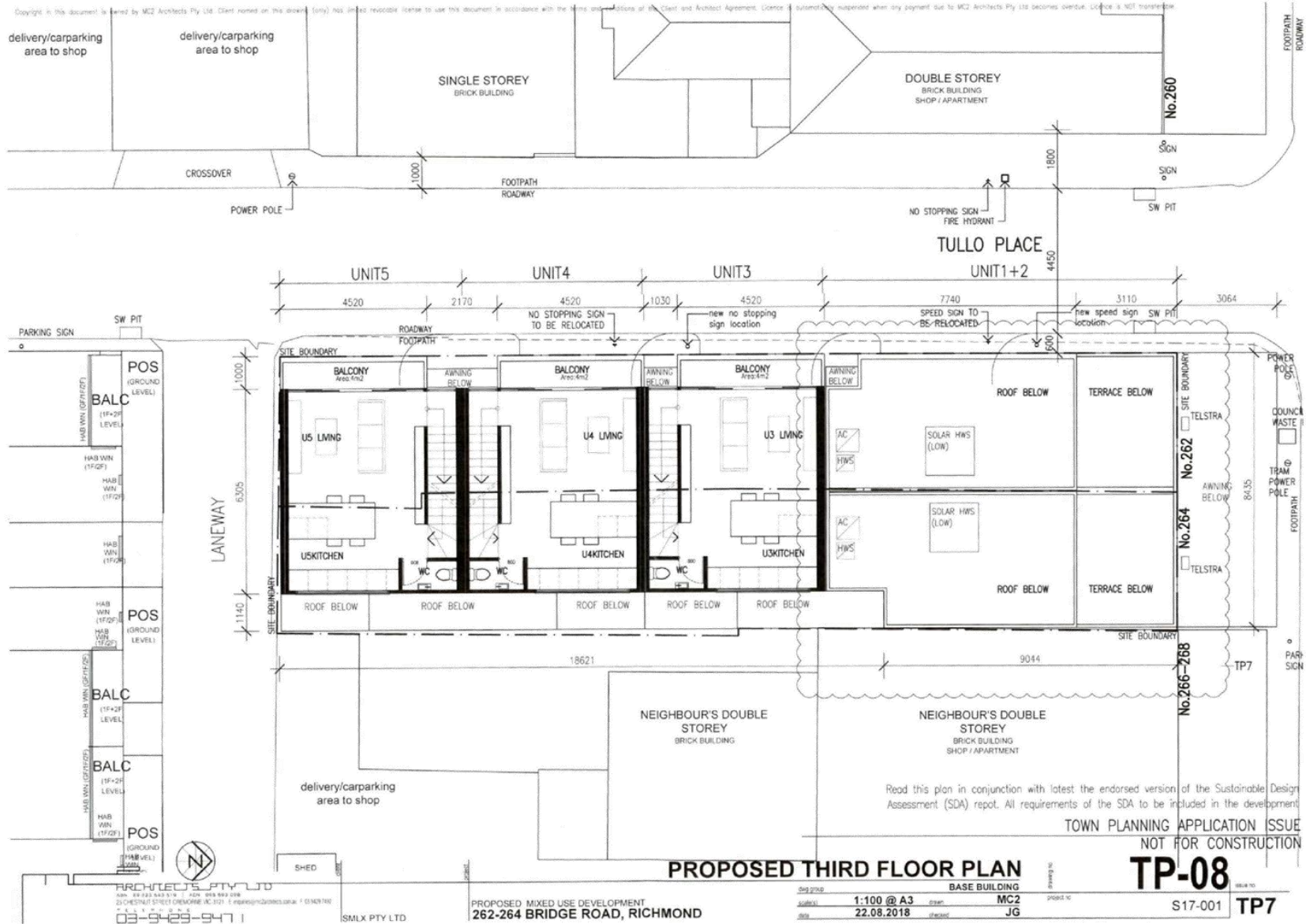
Attachment 2 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Decision Plans



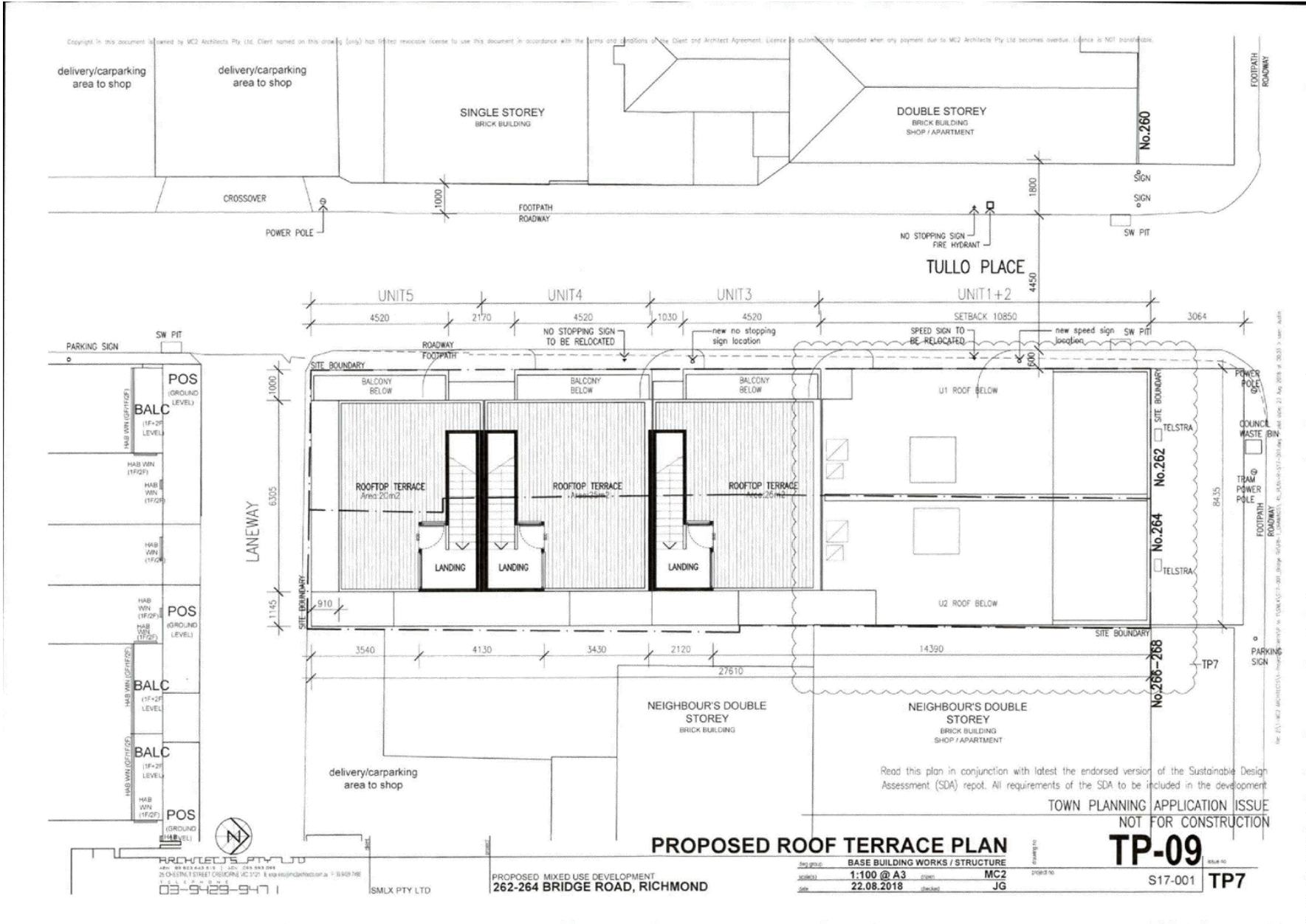
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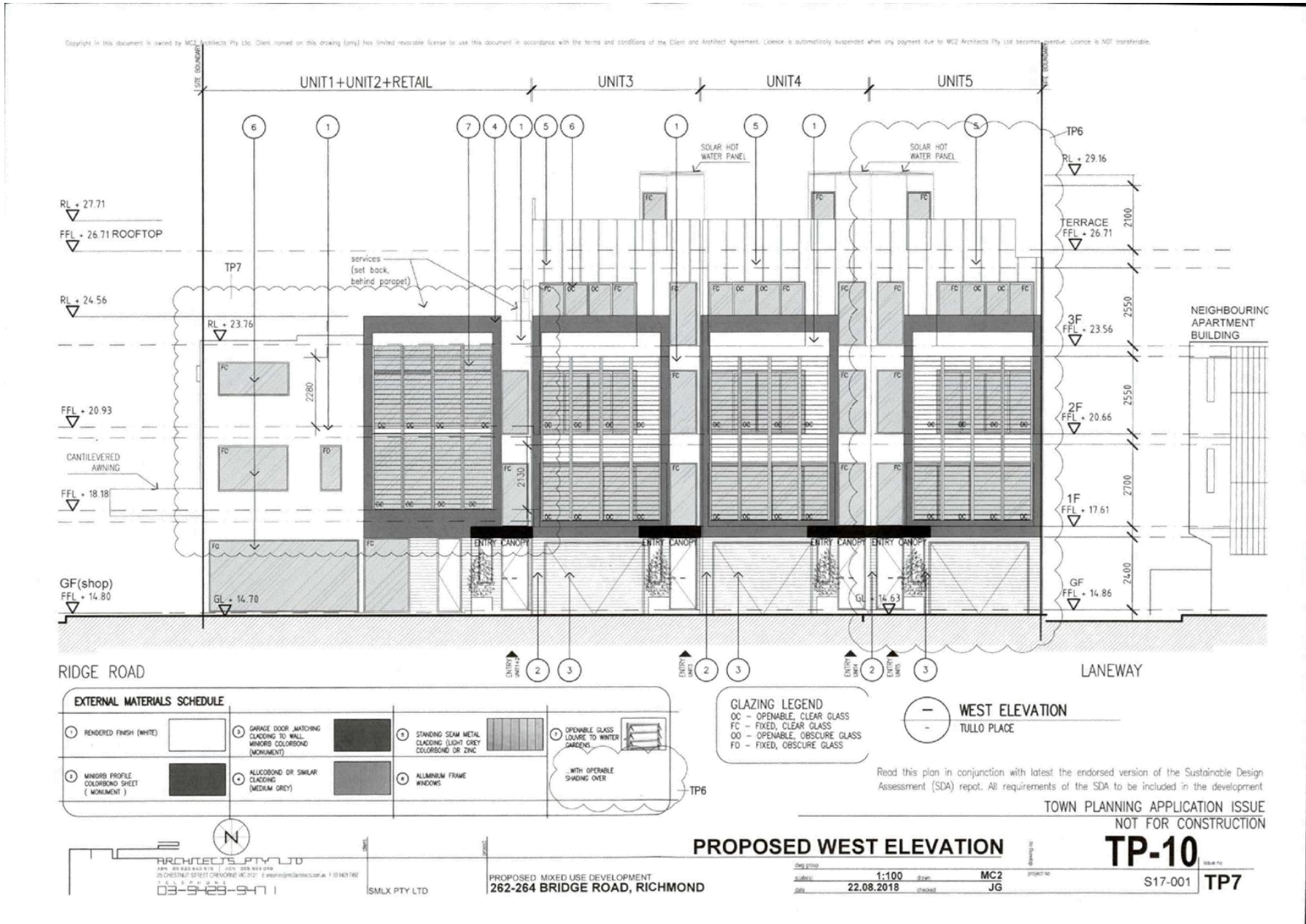
Attachment 2 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Decision Plans



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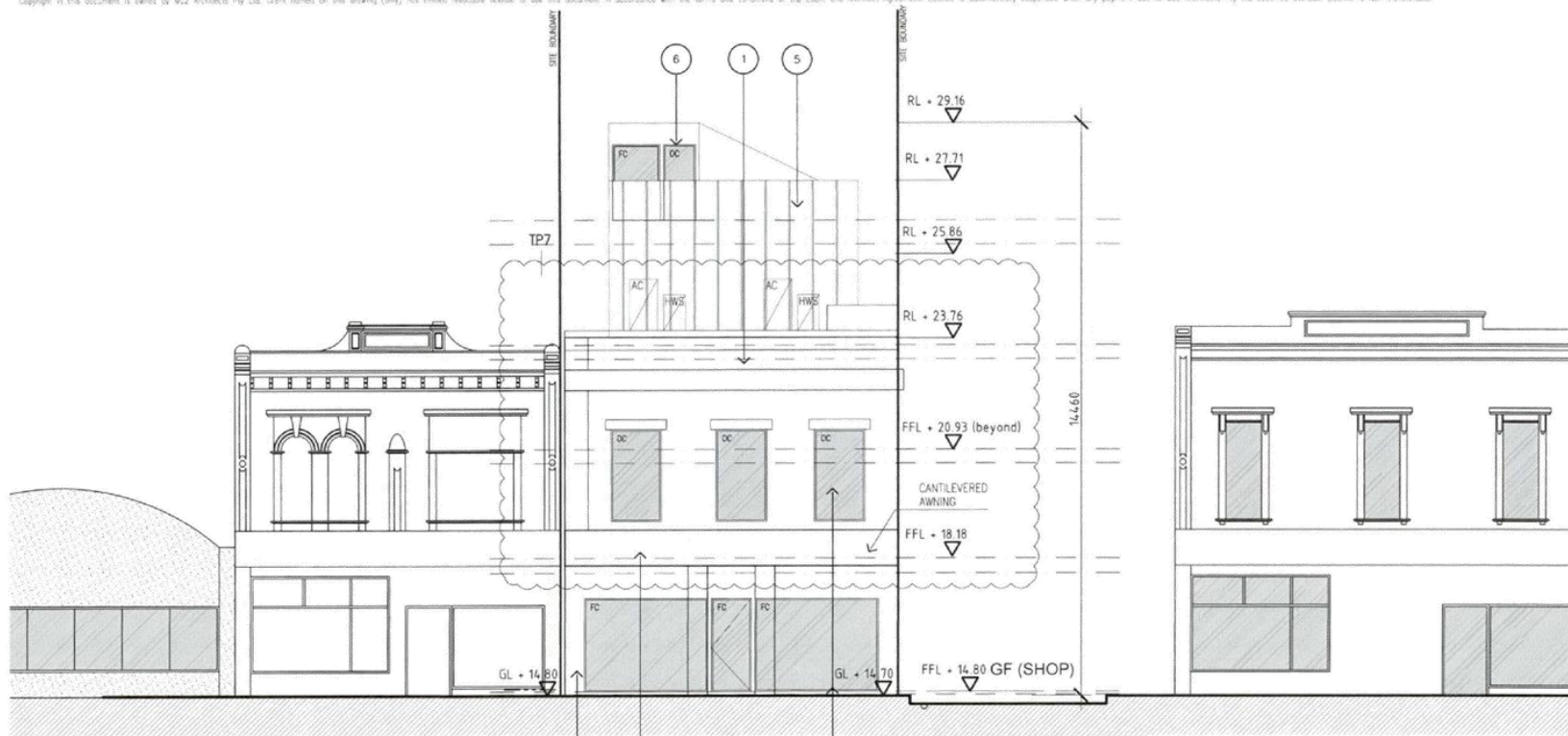


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NORTH ELEVATION
BRIDGE ROAD

TULLO PLACE

EXTERNAL MATERIALS SCHEDULE			
1 RENDERED FINISH (WHITE)	2 GARAGE DOOR MATCHING CLADDING TO WALL, MINORS COLORBOND (MONUMENT)	3 STANDING SEAM METAL CLADDING (LIGHT GREY COLORBOND OR ZINC)	4 OPENABLE GLASS LOUVER TO WINTER GARDENS... WITH OPERABLE SHADING OVER
5 MINORS PROFILE COLORBOND SHEET (MONUMENT)	6 ALUCOBOND OR SIMILAR CLADDING (MEDIUM GREY)	7 ALUMINIUM FRAME WINDOWS	

GLAZING LEGEND	
OC	OPENABLE, CLEAR GLASS
FC	FIXED, CLEAR GLASS
OO	OPENABLE, OBSCURE GLASS
FO	FIXED, OBSCURE GLASS

Read this plan in conjunction with latest the endorsed version of the Sustainable Design Assessment (SDA) report. All requirements of the SDA to be included in the development

TOWN PLANNING APPLICATION ISSUE
NOT FOR CONSTRUCTION

PROPOSED NORTH ELEVATION

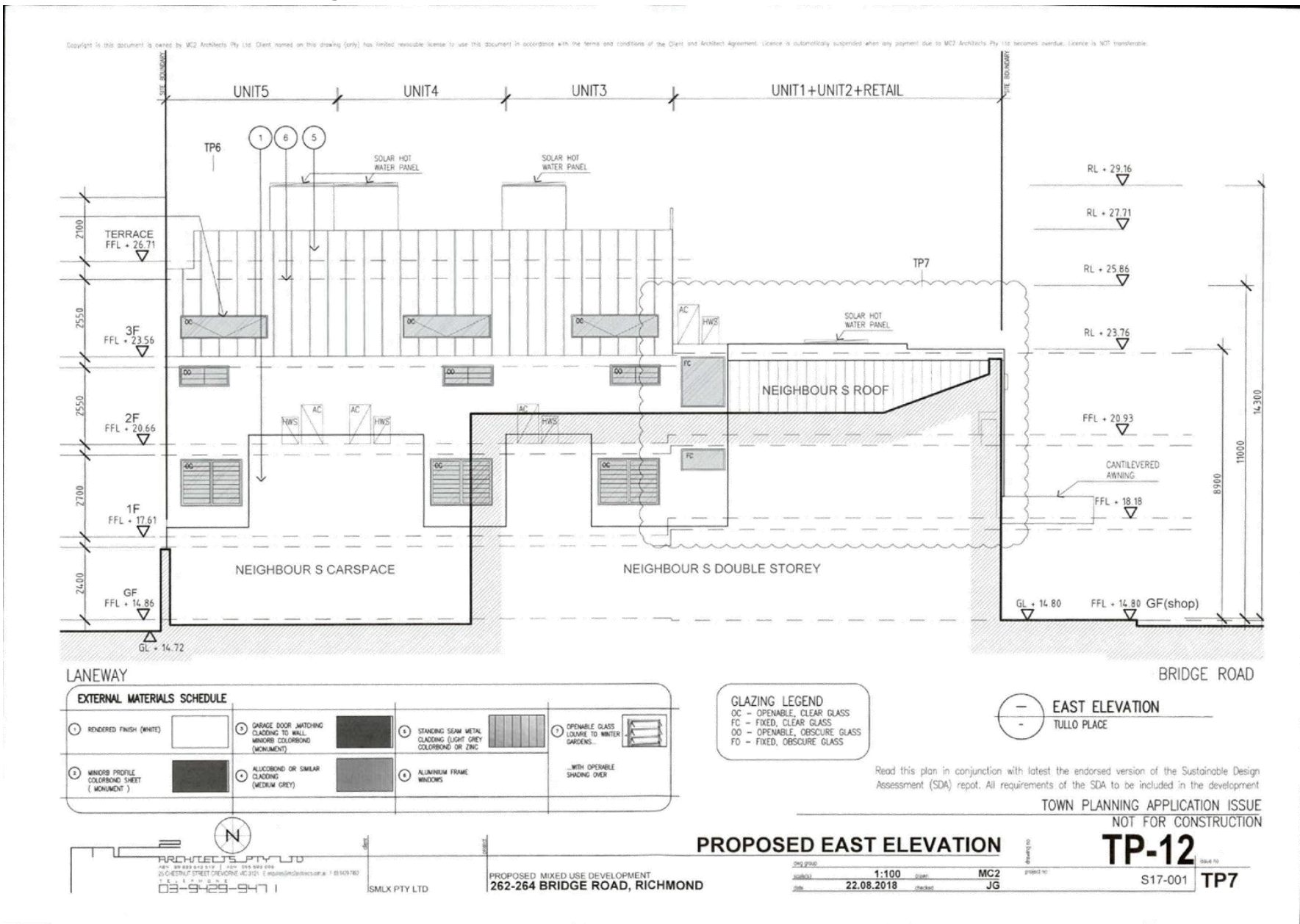
TP-11

ARCHITECTS PTY LTD
 20 CHRISTINA STREET, CHERRINGHOPE VIC 3101, E. melbourne@mc2architects.com.au, T: 03 9427 1100
 03-9429-9471 | SMLX PTY LTD

PROPOSED MIXED USE DEVELOPMENT
 262-264 BRIDGE ROAD, RICHMOND

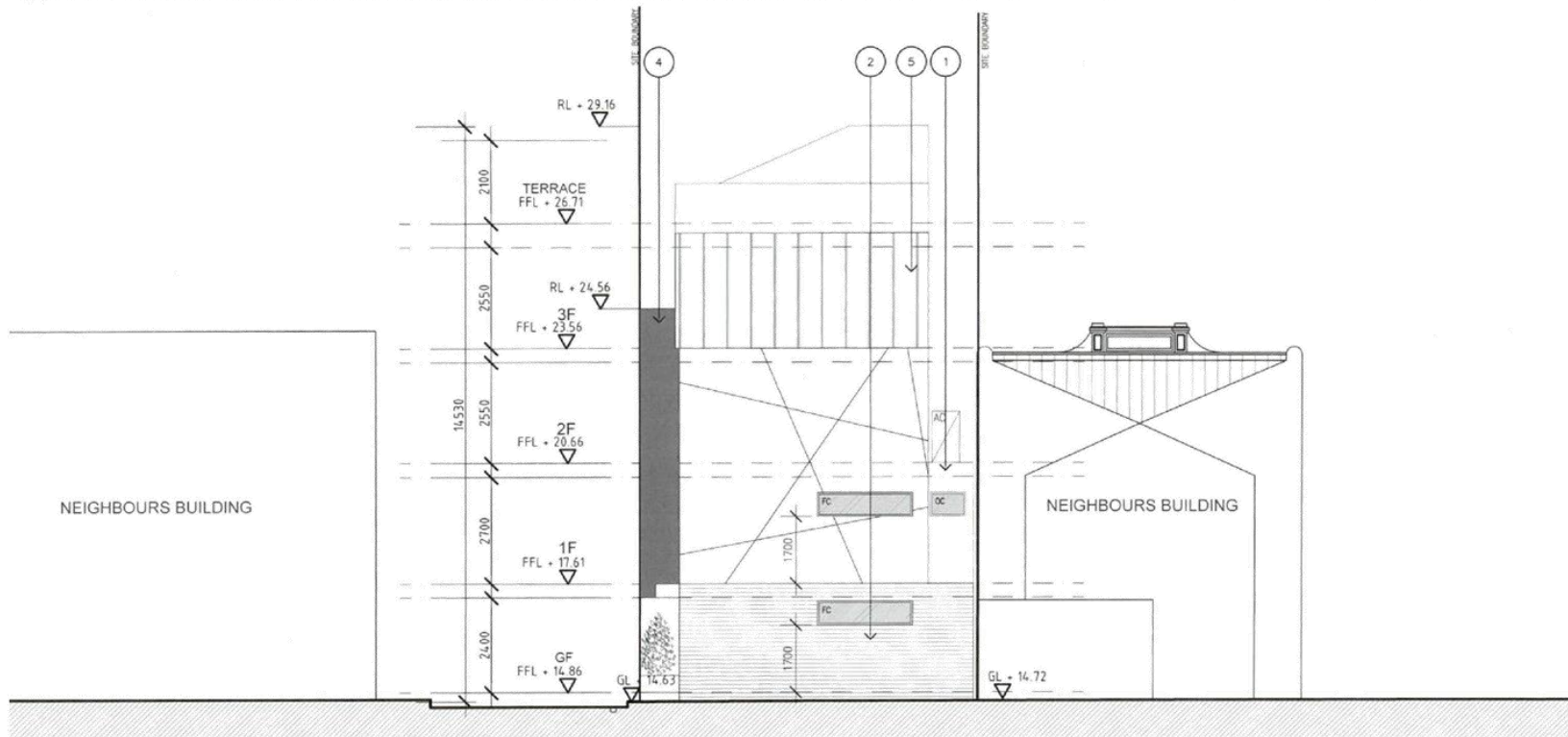
SCALE	1:100	DATE	22.08.2018	DESIGNER	MC2	DRAWN BY	JG	PROJECT NO.	S17-001	ISSUE NO.	TP7
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Attachment 2 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Decision Plans



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TULLO PLACE

— SOUTH ELEVATION
— LANEWAY

EXTERNAL MATERIALS SCHEDULE			
1 RENDERED FINISH (WHITE)	2 GARAGE DOOR MATCHING CLADDING TO WALL MINORS COLORBOND (MONUMENT)	3 STANDING SEAM METAL CLADDING (LIGHT GREY COLORBOND OR ZINC)	4 OPENABLE GLASS LOUIRE TO WINTER GARDENS
5 MINORS PROFILE COLORBOND SHEET (MONUMENT)	6 ALUCOBOND OR SIMILAR CLADDING (MEDIUM GREY)	7 ALUMINIUM FRAME WINDOWS	8 WITH OPERABLE SHADING OVER

GLAZING LEGEND	
OC	OPENABLE, CLEAR GLASS
FC	FIXED, CLEAR GLASS
OO	OPENABLE, OBSCURE GLASS
FO	FIXED, OBSCURE GLASS

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TOWN PLANNING APPLICATION ISSUE
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ARCHITECTS PTY LTD
 4/21 88 RIVER ST RICHMOND VIC 3121
 20 CHESTNUT STREET ORMOND VIC 3207
 T 03 9429 9471
 SMLX PTY LTD

PROPOSED SOUTH ELEVATION

PROPOSED MIXED USE DEVELOPMENT
 262-264 BRIDGE ROAD, RICHMOND

scale	1:100	drawn	MC2	project no	S17-001
date	22.08.2018	checked	JG	sheet no	TP7

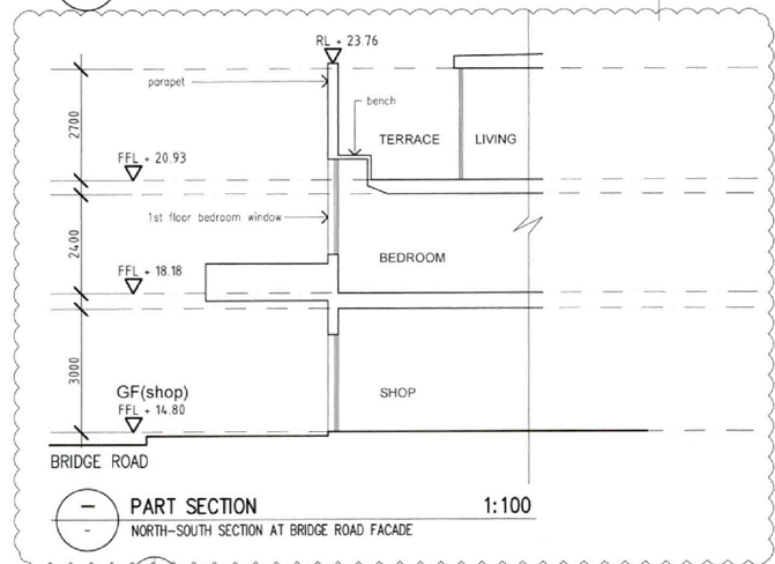
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WEST ELEVATION 1:200
TULLO PLACE STREETSCAPE / BRIDGE ROAD VIEW LINE DIAGRAM



PART SECTION 1:100
NORTH-SOUTH SECTION AT BRIDGE ROAD FACADE

Read this plan in conjunction with latest the endorsed version of the Sustainable Design Assessment (SDA) report. All requirements of the SDA to be included in the development

TOWN PLANNING APPLICATION ISSUE
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VIEW LINE DIAGRAM / TULLO PL STREETSCAPE

TP-13A

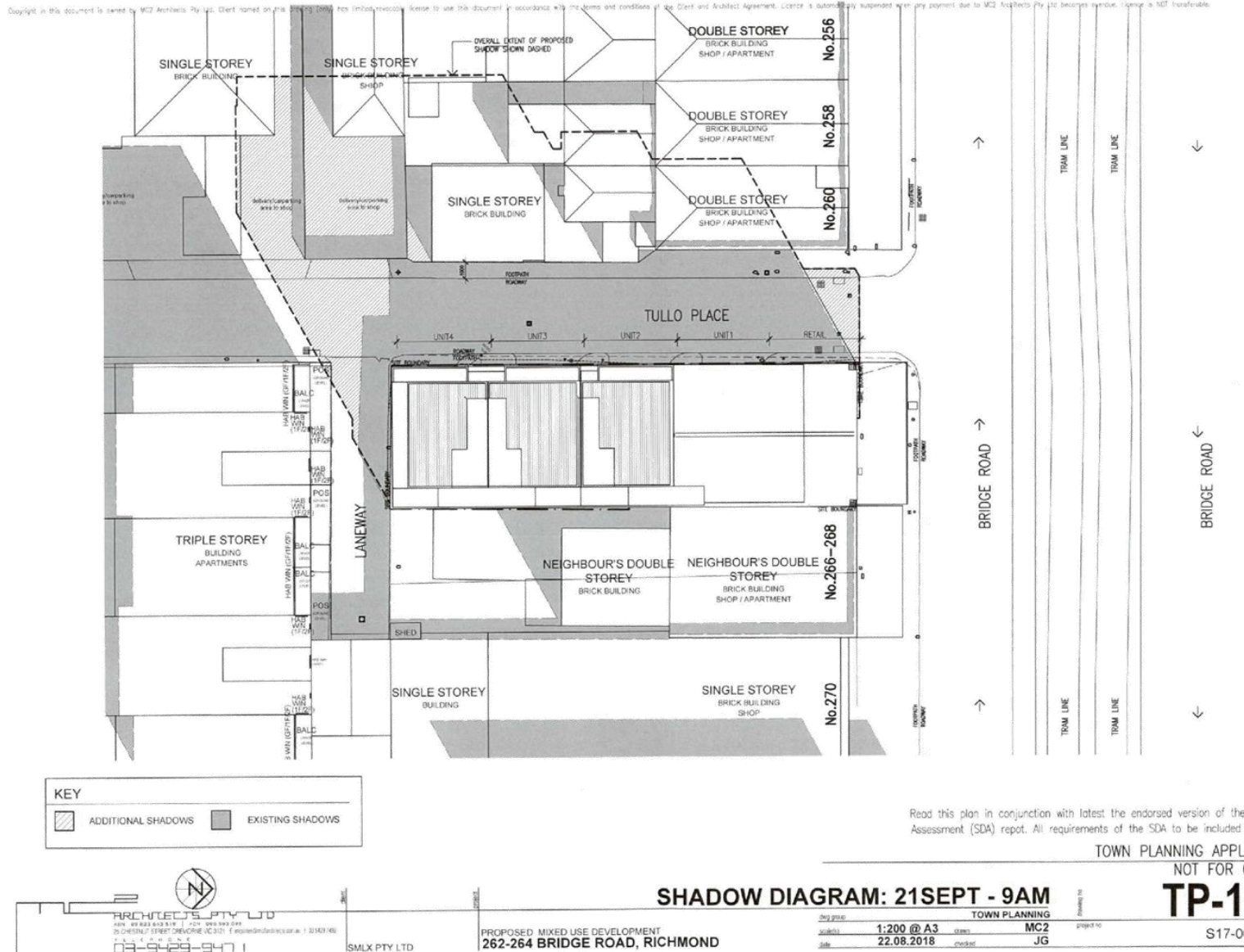
ARCHITECTS PTY LTD
26 CHESTNUT STREET COBURG VIC 3083
TEL: 03 9479 9471
ISMLX PTY LTD

PROPOSED MIXED USE DEVELOPMENT
262-264 BRIDGE ROAD, RICHMOND

scale:	1:200	drawn:	MC2	checked:	
date:	22.08.2018	checked:	JG	issue no:	S17-001

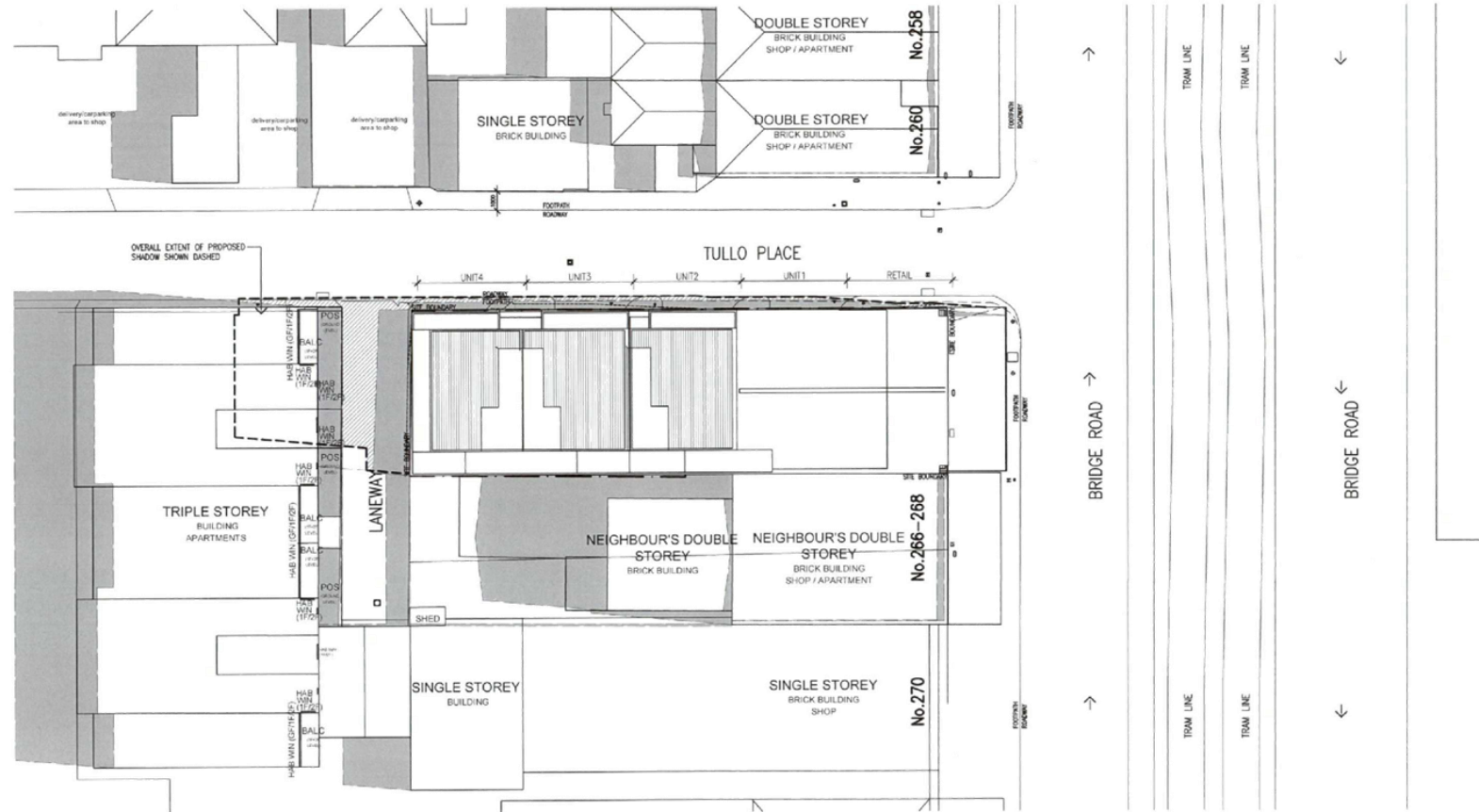
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Attachment 2 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Decision Plans

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TOWN PLANNING APPLICATION ISSUE
NOT FOR CONSTRUCTION

SHADOW DIAGRAM: 21SEPT - 12PM

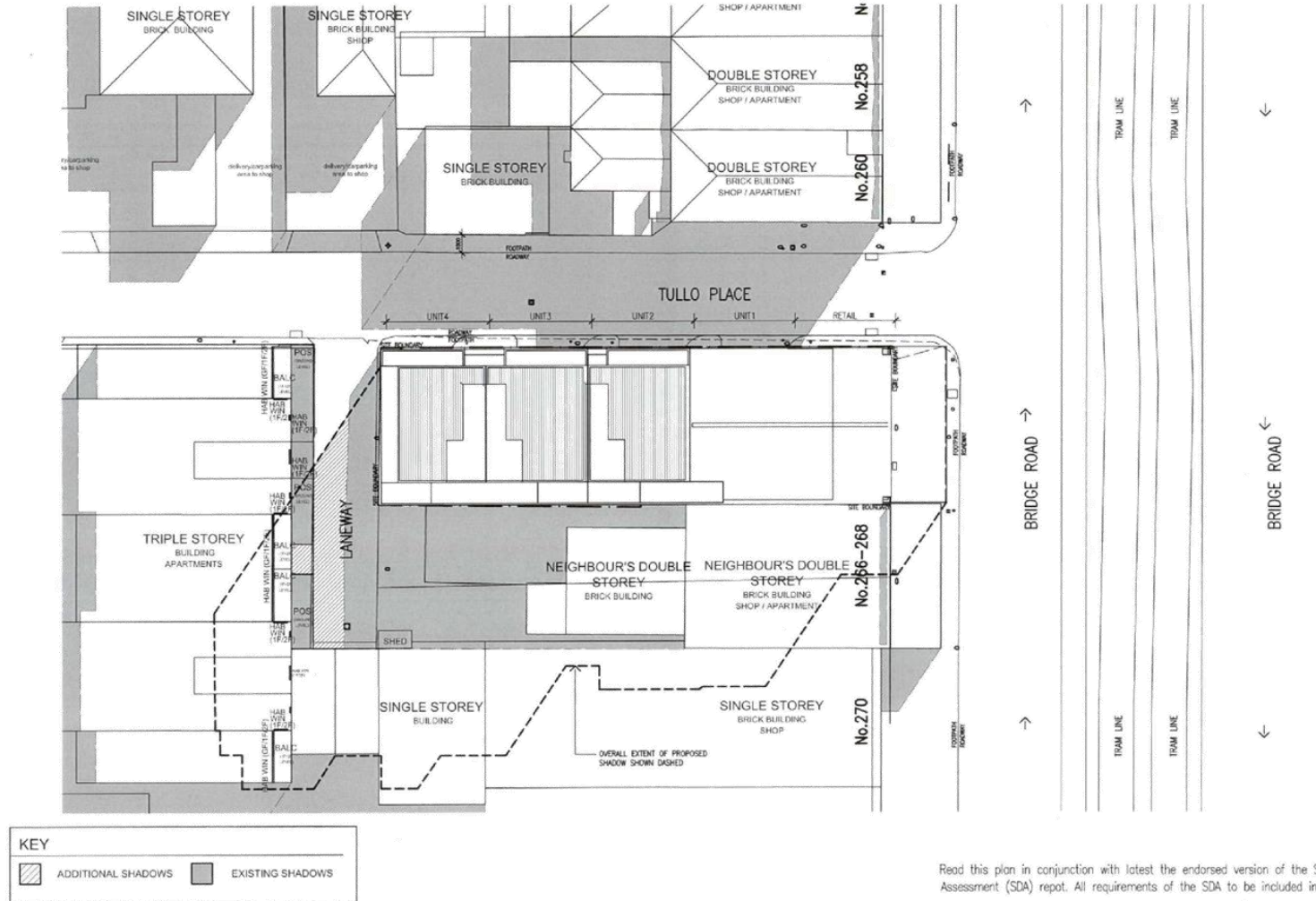
ARCHITECTS PTY LTD
 20 CHRISTIE STREET CAROLINE MC207 | PH: 03 9429 9471
 03-9429-9471 | SMLX PTY LTD

PROPOSED MIXED USE DEVELOPMENT
 262-264 BRIDGE ROAD, RICHMOND

TOWN PLANNING		ISSUE NO
Scale: 1:200 @ A3	Drawn: MC2	S17-001 TP7
Date: 22.08.2018	Checked: JG	

Attachment 2 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Decision Plans

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PROPOSED MIXED USE DEVELOPMENT
262-264 BRIDGE ROAD, RICHMOND

DATE PREPARED	1:200 @ A3	DESIGN	MC2	DATE	22.08.2018	CHECKED	JG
TOWN PLANNING				PROJECT NO.	S17-001	Sheet No.	TP7

Attachment 2 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Decision Plans

PLAN OF REMOVAL OF EASEMENT				EDITION 1	
<p style="text-align: center;">LOCATION OF LAND</p> <p>PARISH : Jika Jika TOWNSHIP : - SECTION : - CROWN ALLOTMENT : - CROWN PORTION : 27 (Part)</p> <p>TITLE REFERENCE : V.8252 F. 179, V.8464 F.614 LAST PLAN REFERENCE : Lots 1 & 2, LP 45956 POSTAL ADDRESS : 262-264 Bridge Road, Richmond 3121 (At time of subdivision) MGA94 Co-ordinates E 323 940 ZONE: 55 (of approx centre of land in plan) N 5 812 395 GDA 94</p>				<p style="text-align: center;">COUNCIL NAME: Yarra City Council</p>	
VESTING OF ROADS AND/OR RESERVES					
IDENTIFIER		COUNCIL/BODY/PERSON			
Nil		Nil			
NOTATIONS					
EASEMENT INFORMATION					DEPTH LIMITATION Does not apply
LEGEND: A - Appurtenant Easement E - Encumbering Easement (Road)					
Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of	
<p>Purpose of the plan: Removal of the partywall easements shown as E-1 & E-2 and the sewerage easement shown as E-3 on LP 43720 and not shown on the diagram hereon</p> <p>Grounds for removal: Planning Permit No. Survey: This plan is not based on survey</p>					
<p>BRIDGE ROAD</p> <p style="text-align: center;">ROAD</p>					
<p>B.R.SMITH SURVEYORS P O Box 14, Ringwood East 3135 Ph: (03) 9870 6602 Fax: (03) 9870 6603 E: office@brsmith.com.au www.brsmith.com.au</p>		<p>SCALE 1:200</p> <p style="text-align: center;">2 0 2 4 6 8 LENGTHS ARE IN METRES</p>		<p>ORIGINAL SHEET SIZE: A3</p>	<p>SHEET 1 OF 1 SHEETS</p>
<p>SURVEYORS FILE REF: 6706 VERSION: 01</p>		<p>DIGITALLY SIGNED BY LICENSED SURVEYOR: BARRY ROBERT SMITH</p>		<p>REF 6706 VERSION 01</p>	

Attachment 3 - PLN17/0276 - 262 - 264 Bridge Road Richmond - VicRoads Response

25 June 2018

Yarra City Council
PO Box 168
RICHMOND VIC 3121
Attention: Michelle King

Dear Ms King,

PLANNING APPLICATION No.: PLN17/0276
VICROADS REFERENCE NO: 23746/17
PROPERTY ADDRESS: 262 BRIDGE ROAD, RICHMOND

Section 52 – Suggested conditions

Thank you for referring this matter to the Roads Corporation for its consideration under Section 52 of the Planning and Environment Act 1987.

VicRoads does not object to the development in its current form provided the following condition is included in any Planning Permit issued for the property.

If Council regards the proposed development favourably, VicRoads suggests that the following conditions be included to address its concerns if Council were inclined to issue a Notice of Decision to issue a Planning Permit:

- 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 Bridge Road 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 Bridge Road 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 (Bridge Road). Please contact VicRoads prior to commencing any works.

This condition has been included to safeguard against any potential issues pertaining to public liability.

Should you have any enquiries regarding this matter, please contact Gillian Menegas on 03 9313 1148 or Gillian.Menegas@roads.vic.gov.au

Yours sincerely

GILLIAN MENEGAS

Attachment 4 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Heritage Referral (Decision Plans)

City of Yarra

Heritage Advice on S57 Amendment

Application No.:	PLN17/0276
Address of Property:	262-264 Bridge Road, Richmond
Planner:	Michelle King
Yarra Planning Scheme References:	STATE POLICY: <ul style="list-style-type: none">• Clause 15.03 Heritage LOCAL POLICY: <ul style="list-style-type: none">• Clause 21.05-1 Built Form (Heritage)• Clause 43.01 Heritage Overlay• Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay
Heritage Overlay No. & Precinct:	HO310 Bridge Road Precinct, Richmond
Level of significance:	Non-contributory, constructed 1990-2000 (City of Yarra Review of Heritage Overlay Areas 2007, Appendix 8, Revised May 2017)
General description:	Full demolition of the existing building and construction of new four-storey mixed use building with roof terraces.
Drawing Nos.:	Set of 17 drawings entitled "Mixed Use Development 262-264 Bridge Road, Richmond", prepared by MC2 Architects, received by Council and date stamped 27 Aug 2018

CONTEXT DESCRIPTION:

The context of this site has not changed since the previously issued heritage advice dated 13 November 2017.

ASSESSMENT OF PROPOSED AMENDED WORKS:

Comments regarding proposed demolition:

The extent of demolition proposed by this application continues to include the full demolition/removal of the existing building and all associated structures

The subject building is identified as being not contributory. Therefore it is considered that full demolition of this building will have no impact on the cultural significance of the heritage precinct.

Comments regarding amended new development, alterations and additions:

The extent of new works proposed by this application continues to include development of a new part 3, part 4-storey building containing a shop and five apartments.

The key differences between the previous and this amended proposal are:

1. That the upper level of the principal Bridge Road façade has been redesigned to avoid the visibility of floor structures cutting across window openings while maintaining the impression of a two-storey structure.
2. Deletion of the third floor level close to Bridge Road, including stair access enclosures;

Attachment 4 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Heritage Referral (Decision Plans)

3. Relocation of open roof terraces from third floor level to second floor level, directly behind the parapet

Window details:

The amended proposal has raised the height of the floor structure so that it is no longer intersecting with the visible part of the front windows. This is a typical solution often used for heritage buildings.

There are no heritage concerns regarding this aspect of the amended works.

Third floor level:

The proposed deletion of the third floor level component of the new building close to Bridge Road will reinforce the existing scale of the heritage built form in this part of Bridge Road. Removal of the third floor level has also resulted in the removal of the access stairs which is a good outcome.

Roof terraces:

The relocation of the proposed roof terraces to the second floor level and their positioning directly behind the parapet is supported as these will be fully concealed from Bridge Road.

RECOMMENDATIONS:

On heritage grounds the works proposed in this application may be approved without any further heritage conditions.

SIGNED:



Diahnn McIntosh

DATED: 10 October 2018

Attachment 5 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Heritage Referral (Initial Advice)

**City of Yarra
Heritage Advice**

Application No.:	PLN17/0276
Address of Property:	262-264 Bridge Road, Richmond
Planner:	Michelle King
Yarra Planning Scheme References:	STATE POLICY: <ul style="list-style-type: none">• Clause 15.03 Heritage LOCAL POLICY: <ul style="list-style-type: none">• Clause 21.05-1 Built Form (Heritage)• Clause 43.01 Heritage Overlay• Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay
Heritage Overlay No. & Precinct:	HO310 Bridge Road Precinct, Richmond
Level of significance:	Non-contributory, constructed 1990-2000 (City of Yarra Review of Heritage Overlay Areas 2007, Appendix 8, Revised May 2017)
General description:	Full demolition of the existing building and construction of new four-storey mixed use building with roof terraces.
Drawing Nos.:	Set of A3 drawings entitled "Mixed Use Development 262-264 Bridge Road, Richmond", prepared by MC2 Architects, received by Council and date stamped 4 Aug 2017 and 23 October 2017

CONTEXT DESCRIPTION:

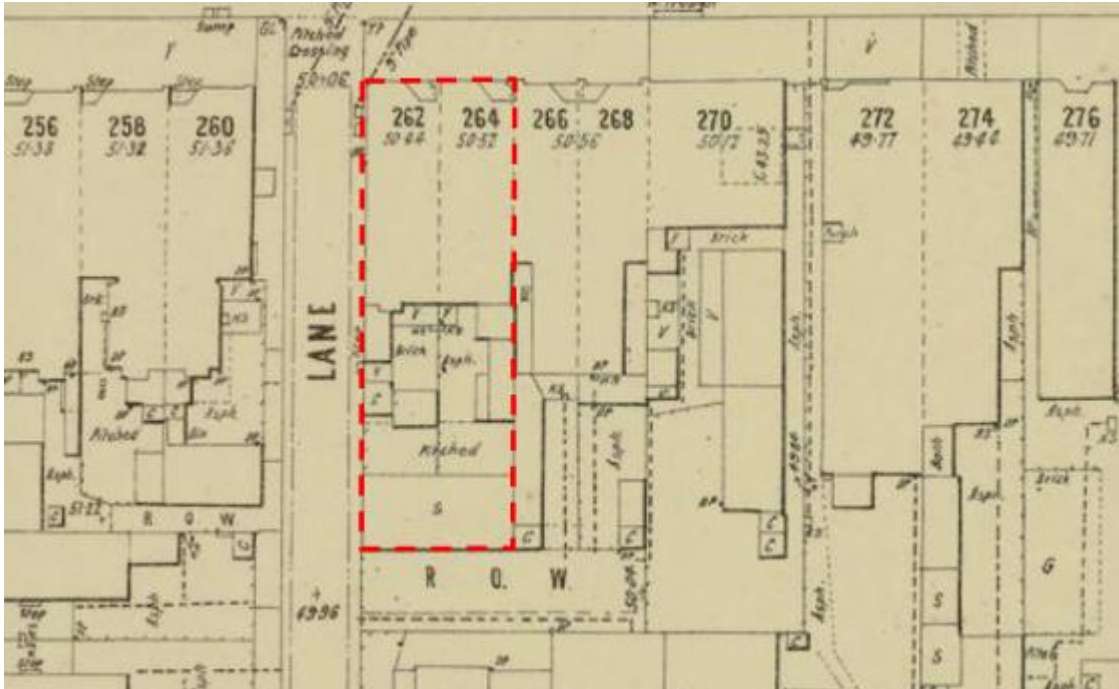
The subject site is a rectangular allotment, originally comprising of two separate allotments, with a principal frontage to Bridge Road, a side frontage to Tullo Place and a laneway at the rear.



Above: Current aerial of the subject site

Attachment 5 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Heritage Referral (Initial Advice)

Historically the site consisted of two adjoining shops of possibly matching appearance. These shops were probably demolished when the existing building was constructed c.1990s



Above: Extract from Melbourne and Metropolitan Board of Works detail plan, 1060, City of Richmond Subject site outlined in red.

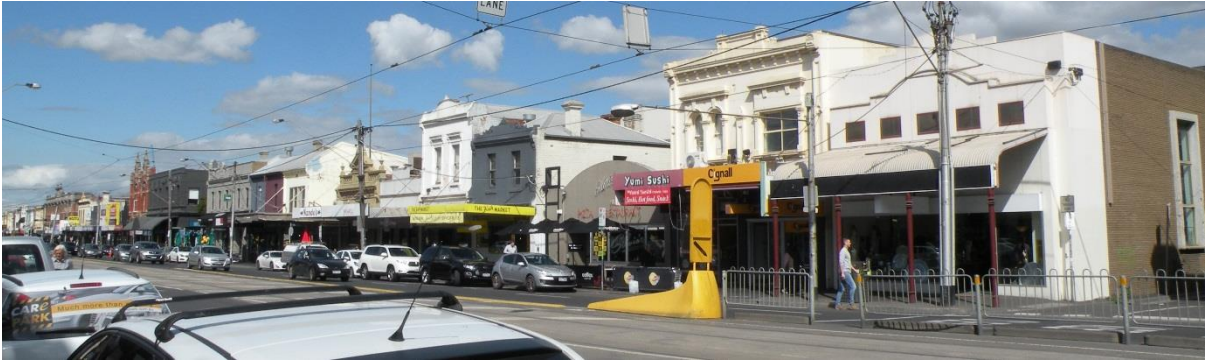
The subject site currently contains a two-storey building that was originally constructed as a bank. More recently it was used as a retail store but is now vacant.



Above: Subject site at 262-264 Bridge Road

The adjoining properties to the east are a pair of attached two-storey commercial buildings with former residences above. The buildings are late Victorian in architectural style and constructed of rendered brickwork. The pair of buildings are of contributory heritage significance. Beyond that is a wide single-storey shop that is non-contributory.

Attachment 5 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Heritage Referral (Initial Advice)



Above: View eastwards beyond the subject site

The properties to the west of the subject site are separated by the laneway known as Tullo Place. The building on the opposite corner consists of nos.256, 258 and 260 which are a row of three originally matching shops with residences that were constructed in 1871. The group of three are considered individually significant. Beyond these is the individually significant Vine Hotel.



Above: View westwards beyond the subject site

ASSESSMENT OF PROPOSED WORKS:

Comments regarding proposed demolition:

The extent of demolition proposed by this application includes the full demolition/removal of the existing building and all associated structures

The subject building is identified as being not contributory. Therefore it is considered that full demolition of this building will have no impact on the cultural significance of the heritage precinct.

Comments regarding new development, alterations and additions:

The extent of new works proposed by this application includes development of a new part 3, part 4-storey building containing a shop and five apartments.

The key consideration for assessing this aspect of the works is whether the proposed new development will

- Be in keeping with the character or appearance of nearby heritage buildings of contributory significance; AND
- Not adversely affect the significance of the broader heritage precinct.

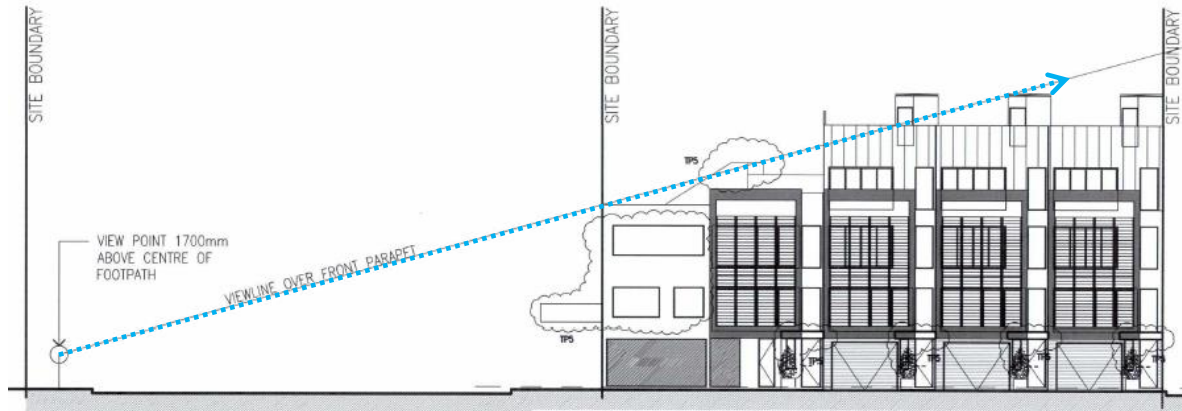
Attachment 5 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Heritage Referral (Initial Advice)

Setbacks:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.

The proposed front setback for the new development will be zero metres at ground, first and second floor levels from Bridge Road. The third floor will be set back from Bridge Road 5.3 metres and the fourth floor (roof terraces) will be setback 10.8 metres from Bridge Road.



Above: Extract from submitted drawings showing sightline from opposite side of Bridge Road

The ground, first and second floor levels will be consistent with the nearby front setbacks of the adjacent contributory properties that all have zero front setbacks.

The sightline tool implies that the third floor level will be concealed from the opposite side of the road. The fourth floor level will be partially visible but will be set back to an extent that the front portion of the building will appear to be about the depth of adjacent contributory buildings. The parapet to the fourth floor appears to conceal the roof terraces (fifth floor).

The proposed side setback for the new development will be zero metres for the front portion of the development fronting Tullo Place. Towards the rear there will be a minor 1 metre side setback at ground level however balconies will occupy this setback on the floor levels above.

Within a commercial strip, zero front and side setbacks are considered consistent with the character of the area.

Scale/height:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

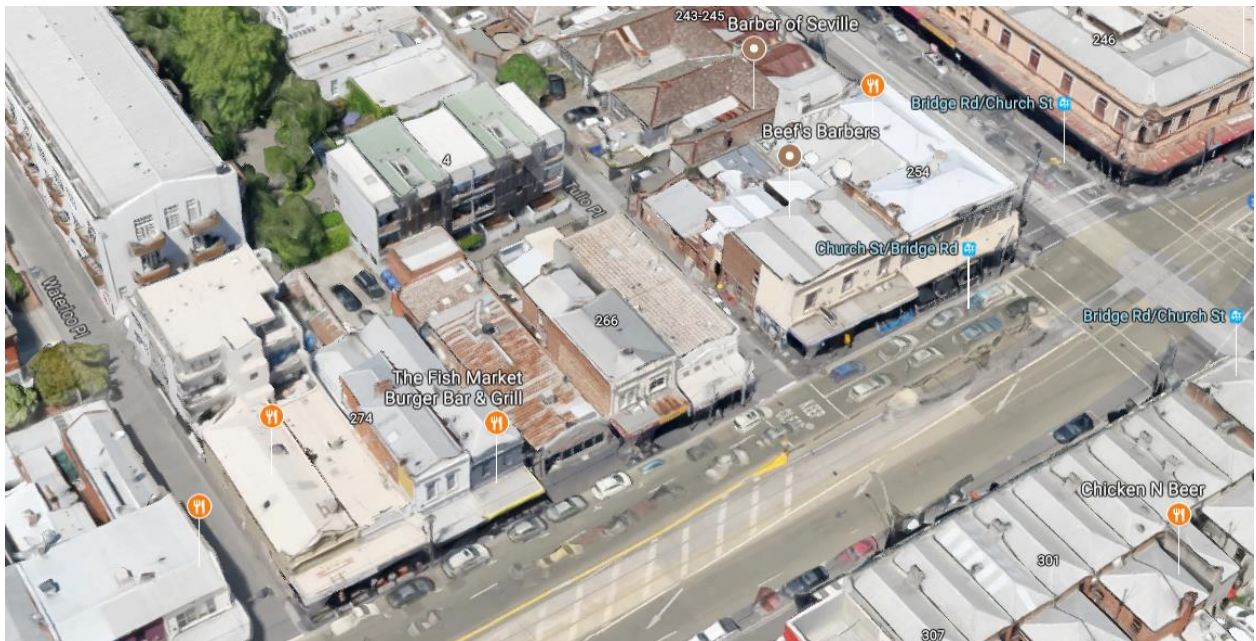
similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height

The proposed facade height for the new development will be about 9 metres. The facade heights of the adjacent properties are about 8.6 metres (no. 266-268 Bridge Road) and about 9.4 metres (no. 260 Bridge Road). As the height of the proposed street façade is between the heights of the two adjacent buildings, it is considered appropriate.

The proposed development will have parts taller than the facade height. Within the surrounding area, there are no shop buildings with four or five storey rear additions. The closest multi-storey recent developments are the three-storey residential building behind (no. 4 Tullo Place) and the four-storey buildings in Waterloo Place (nos. 2 and 33). None of these have open roof terraces.

Attachment 5 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Heritage Referral (Initial Advice)

Based on its location, it is considered that the maximum height of the proposed new building should be reduced to about 12 metres which is roughly equivalent to four-stories without roof terraces or three-stories with roof terraces.



Above: Aerial showing the comparative heights of neighbouring properties

Roof form:

The proposed roof form for the new development will be flat. On the basis that the roofed areas will be generally concealed, there is no concern regarding the proposed roof form.

Appearance:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages the design of new development to:

- Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
- Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
- Be visually recessive and not dominate the heritage place.
- Be distinguishable from the original historic fabric.
- Not remove, cover, damage or change original historic fabric.
- Not obscure views of principle façades.
- Consider the architectural integrity and context of the heritage place or contributory element

A contemporary design approach has been adopted for the proposed new building. This approach is not unacceptable provided that adequate respect is given to the heritage character of the surrounding area through details such as external materials, proportions and fenestration.

The proposal to recreate shopfronts fronting Bridge Road that are in the character with the original heritage style shopfronts of nearby contributory buildings is considered appropriate as it will help to integrate the new building into the heritage streetscape at ground level.

At the upper levels of the Bridge Road façade, there is a concern that the proposed floor levels of the new building will visibly cut across the window openings in a manner that is not consistent with the character of the nearby contributory buildings. The detailing of this needs to be carefully considered to

**Attachment 5 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Heritage Referral
(Initial Advice)**

avoid this issue or else the building should be redesigned to more generally match the proportions of the surrounding buildings.

The Façade detailing to the side laneway is of limited heritage concern to the character of the Bridge Road streetscape.

**Attachment 5 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Heritage Referral
(Initial Advice)**

RECOMMENDATIONS:

On heritage grounds the works proposed in this application may be approved subject to the following conditions:

1. That the maximum height of the proposed new building must be reduced to be no greater than 12 metres at the rear including any proposed roof terraces;
2. That the upper level of the principal Bridge Road façade must be redesigned to avoid the visibility of floor structures cutting across window openings while maintaining the impression of a two-storey structure.

SIGNED:



Diahn McIntosh

DATED: 13 November 2017

Attachment 6 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Urban Design Referral (Decision Plans)



MEMO

TO: Michelle King (Statutory Planning)
FROM: Hayley McNicol (Urban Design)
DATE: 11 October 2018
SUBJECT: 262-264 Bridge Road, Richmond 3121
APPLICATION NO: PLN17/0276
DESCRIPTION: Demolition of existing shop, and construction of part three / part four storey building containing a shop and five dwellings (each with a roof top terrace)

Urban Design comments have previously been provided on the above application, on 12 September 2017. Revised plans have been submitted, and feedback is now being sought on whether the revised drawings (dated 22 September 2018) address concerns previously raised.

The comments below are structured around the headings of the 12 September 2018 memo.

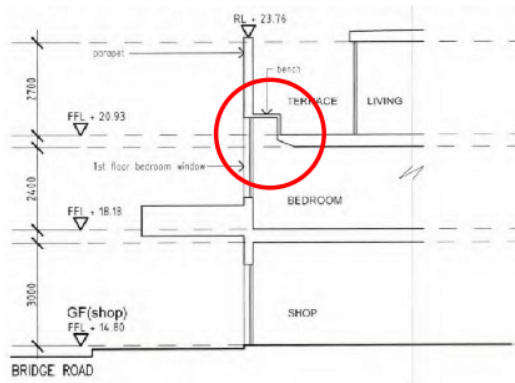
1. Presentation of building to the street

- Our previous comments supported the street wall height. There appear to be no changes to the street wall height that would affect these comments.
- Previous comments raised the following concern about the front portion of the building:

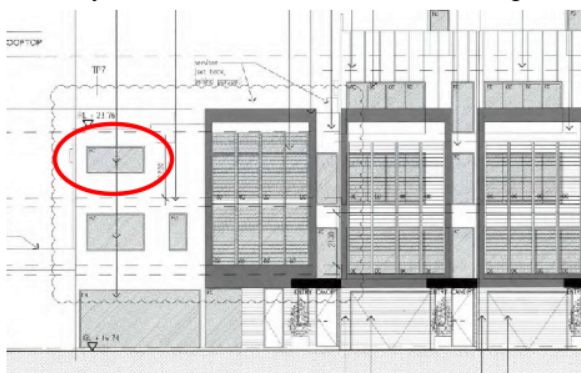
The proposal attempts to fit three levels of the development within the 9 metre street wall height – in our view this does not work and results in the building having inconsistent proportions and pattern compared to the surrounding streetscape (contrary to Clause 22.02-4) and insufficient floor to ceiling heights. Considering that the street wall needs to remain at about 9 metres (and no higher than the main parapet wall of the building on the opposite corner of Bridge Road / Tullo Place), we recommend that the development is two storeys at the front of the site. This will allow for better floor to floor proportions to complement the adjacent street wall, maintain the pattern of the streetscape, and provide flexible floor to floor heights to support the role and function of Bridge Road as an Activity Centre. In amending the design to accommodate two storeys at the front, the following matters should be addressed:

Attachment 6 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Urban Design Referral (Decision Plans)

- *The proportion of solid to void (windows) on the upper floor facade which is currently proposed complements the adjacent buildings, and this aspect of the design should be maintained.*
 - *The proposed awnings and window sill heights should match the adjacent properties.*
 - *The proposed windows should not extend in front of floors or party walls (this is currently proposed and would have an uncomfortable appearance to the street).*
- In response to the above concerns, the proposed front element has been changed from three storeys to two storeys, which is supported. However the floor to ceiling heights are still at a minimum, which creates poor amenity and less flexibility for these two floors. Furthermore, to accommodate the front windows, the ceiling of the first floor level steps down directly behind the window (as circled in the section below). We are not convinced that this would be buildable once other requirements (such as insulation and drainage for the terrace above) are taken into account. We therefore recommend that the floor to ceiling heights of the ground and first floor level are adjusted (raised) so that it more comfortably sits behind the window without having to rely on more complex construction methods. This would also ensure improved amenity for these internal spaces.



- The west elevation retains a window opening at second floor level (circled below), which would now open onto the roof terrace, and would allow for views of the sky when looking through the window from the street. We suggest that this window is removed to strengthen the front portion of the building as a more solid and three dimensional building. The windows of the first floor level would need to be adjusted as part of the changes recommended above to raise the floor levels, and these windows would need to consider how they relate to the windows on both the Bridge Road and Tullo Place elevations.



Attachment 6 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Urban Design Referral (Decision Plans)

2. Built form and massing

- The previous comments raised concerns about the angled stairwell structures that were positioned within the front setback. These structures have now been removed which is supported.

3. Materials and finishes

- The previous comments noted:

The materials and finishes are generally acceptable and are consistent with materials in the local area. The one suggestion we make relates to the Alucobond on Tullo Place, which has a heavy and more commercial appearance. We have already suggested above making these frames finer in shape, and we also suggest that the Alucobond could be changed to a material which has a softer appearance.

As no changes appear to be made on the materials, these comments still apply.

4. Building layout and interface

- The previous comments noted:

Apart from the north-west corner of the site, the ground floor frontage along the remainder of Tullo Place is inactive and dominated by the garages/crossovers. We make the following suggestions to help improve this:

- *The crossovers and drop kerb detail could be paved with higher quality materials so that it does not have the appearance of one large crossover.*
- *The awnings over the entrances are quite shallow, and could be extended to the western edge of the winter gardens so that provides a bigger protected space.*

As no changes appear to be made on the garages, these comments still apply.

Attachment 7 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Urban Design Referral (Initial Advice)



MEMO

TO: Michelle King (Statutory Planning)
FROM: Hayley McNicol (Urban Design)
DATE: 12 September 2017
SUBJECT: 262-264 Bridge Road, Richmond 3121
APPLICATION NO: PLN17/0276
DESCRIPTION: Demolition of existing shop, and construction of part three / part four storey building containing a shop and five dwellings (each with a roof top terrace)

Urban Design comments have been sought on the above proposal, in particular on the following matters:

- Presentation of the development to Bridge Road and Tullo Place with particular regard to the relationship within the streetscape
- The proposed materials and finishes and overall built form, articulation, and setbacks within the surrounding context
- Proposed crossovers along Tullo Place and interface with Tullo Place
- Any planned capital works around the site

Urban Design comments are provided below, and are based on the application drawings stamped 4 August 2017.

1. Presentation of building to the street

- The proposed new street wall to Bridge Road is an appropriate height and supports the surrounding streetscape (which is characterised by predominately two storey heritage buildings to the street with an overall street wall height of about 9 metres), thereby supporting Clause 22.02-4, which seeks *“to preserve the scale and pattern of streetscapes in heritage places”*.
- The proposal attempts to fit three levels of the development within the 9 metre street wall height – in our view this does not work and results in the building having inconsistent proportions and pattern compared to the surrounding streetscape (contrary to Clause 22.02-4) and insufficient floor to ceiling heights. Considering that the street wall needs to remain at about 9 metres (and no higher than the main parapet wall of the building on the

Attachment 7 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Urban Design Referral (Initial Advice)

opposite corner of Bridge Road / Tullo Place), we recommend that the development is two storeys at the front of the site. This will allow for better floor to floor proportions to complement the adjacent street wall, maintain the pattern of the streetscape, and provide flexible floor to floor heights to support the role and function of Bridge Road as an Activity Centre. In amending the design to accommodate two storeys at the front, the following matters should be addressed:

- The proportion of solid to void (windows) on the upper floor facade which is currently proposed complements the adjacent buildings, and this aspect of the design should be maintained.
- The proposed awnings and window sill heights should match the adjacent properties.
- The proposed windows should not extend in front of floors or party walls (this is currently proposed and would have an uncomfortable appearance to the street).
- In general it is considered that the Tullo Place façade design is acceptable, and some minor changes have been suggested below to improve the appearance:
 - The upper floor windows (near the north-west corner) would benefit from being similar in proportion to the windows proposed on the Bridge Road / Tullo Place frontages.
 - The Alucobond framing has a heavy appearance and would benefit from being finer in shape (comments are also made about the use of Alucobond material below).

2. Built form and massing

- As mentioned above, the street wall is appropriate in height and complements the valued streetscape character. We note that the first floor plan shows a slight setback from the front boundary (which may be an error on the drawing) – in any case we recommend that the entire street wall is built up to the front boundary.
- The proposed upper floor setback of 5.3 metres from the front above the street wall to the terrace is supported and will help to reinforce the street wall as the more dominant element in the streetscape. If the third floor is moving up (to address the previous issues under item 1), a similar front setback would work well.
- The front stairwell to the roof terrace (in particular Unit 2) sits within the front setback, and has an angled form which reads as a separate element and makes the upper form appear more cluttered. This stairwell should be pushed further back so that it is less visible, and maintains a clear setback between the street wall and upper form.

3. Materials and finishes

- The materials and finishes are generally acceptable and are consistent with materials in the local area. The one suggestion we make relates to the Alucobond on Tullo Place, which has a heavy and more commercial appearance. We have already suggested above making these frames finer in shape, and we also suggest that the Alucobond could be changed to a material which has a softer appearance.

4. Building layout and interface

- The proposal provides an engaging ground floor interface with Bridge Road and at the north-west corner where the ground floor shop wraps around Tullo Place.

Attachment 7 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Urban Design Referral (Initial Advice)

- Apart from the north-west corner of the site, the ground floor frontage along the remainder of Tullo Place is inactive and dominated by the garages/crossovers. We make the following suggestions to help improve this:
 - Windows should be provided next to each of the entrance doors (behind the planter boxes) to let some light through at each dwelling entrance.
 - The crossovers and drop kerb detail could be paved with higher quality materials so that it does not have the appearance of one large crossover.
 - The awnings over the entrances are quite shallow, and could be extended to the western edge of the winter gardens so that provides a bigger protected space.

5. Capital works

- Whilst there are no approved capital works led by Urban Design planned for this section of Bridge Road and Tullo Place, the following projects are worth noting:
 - The Council has developed a [Bridge Road Streetscape Masterplan](#), which has been consulted on recently and is expected to be adopted by Council in October 2017. It recommends improving landscaping (i.e. planters) along the south side of Bridge Road, including in front of the site. For Tullo Place it recommends improving the pedestrian amenity and safety of the street and exploring the opportunity for public art. No funding has been secured at this stage for these improvements, and we note that the proposed ground floor shop window on Tullo Place will help to improve the pedestrian safety and amenity here.
 - VicRoads is proposing to improve the pedestrian safety of a number of side street off Bridge Road (between Church Street and Yarra Boulevard), by providing raised threshold treatments. It is noted that Tullo Place already has a raised threshold treatment, but there may potentially be some additional works to provide higher quality materials. The designs for these are currently being developed, and VicRoads intends to implement this project this financial year.

Attachment 8 - PLN17/0276 - 262 - 264 Bridge Road Richmond - ESD Referral (Amended Plans)



MEMO

TO: Michelle King
cc:
FROM: Euan Williamson, ESD Advisor
DATE: 16.10.2018
FILE: 262-264 Bridge Road, Richmond – PLN15/1082
SUBJECT: Amended SDA and updated comments

Michelle,

I have reviewed the amended SDA prepared by MC² Energy Consultants (Issue 2a dated 25.05.2018) and architectural drawings and in summary I find the standard of ESD proposed is acceptable.

The previous issues regarding shading and high cooling loads in summer have been resolved with the inclusion of the correct cooling loads and preliminary NatHERS ratings and also through notation of the aluminium louvers.

If you would like to discuss this further, don't hesitate to contact me.
Euan.

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 9 - PLN17/0276 - 262 - 264 Bridge Road Richmond - ESD Referral Response (Initial Advice)

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



Assessment Summary:

Responsible Planner:	Michelle King
ESD Advisor:	Euan Williamson
Date:	05.12.2017
Planning Application No:	PLN17/0276
Subject Site:	262-264 Bridge Road, Richmond
Site Area:	Approx. 236m ²
Site Coverage:	100%
Project Description:	Part 3, part 4 Storey building comprising five dwellings and a shop.
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 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:

- A STORM report with a score of 104% has been received demonstrating best practice in urban stormwater management, incorporating ~143m² of roof draining to 6,000 litres in rainwater storage connected to toilets for flushing in dwellings 3, 4 and 5.
- Good ventilation to all dwellings.
- Energy efficient heating / cooling and lighting systems.
- Water efficient fixtures throughout.

(2) Application ESD Deficiencies:

- Bedrooms on eastern façade (Units 2, 3, 4 & 5) are extremely vulnerable to development on the adjoining site to the east. Reconfigure light court design to increase the distance from habitable windows and demonstrate that under a future equitable development scenario that best practice standards for access to daylight will be provided to both the proposed and future development on the site to the east. Consider re-designing Unit 5 internal design to utilities the southern façade to gain bedroom daylight/ventilation access.
- Unprotected glazing to west facing winter gardens will lead to over heating and extreme internal temperatures in summer. Strongly recommend that west facing winter garden façade be better protected with adjustable external shading to protect it from summer sun angles. Recommend exterior adjustable blinds, solid louvers, screens or similar. Ensure that external shading reduce cooling loads to 30MJ/m² at an absolute maximum in all dwellings.
- Unprotected glazed winter garden are not deemed an ESD Innovation, but an unquantified thermal load, and a poor design feature that can lead to overheating and potential health hazards in summer time. Please remove this claim from your BESS report.
- The two dwellings (Unit 1 & 2) appear not to have any bike parking. Provide at least one bike parking space for each dwelling.

(3) Outstanding Information:

- Solar hot water has been entered into BESS for all dwellings, but appears not to be included for Unit 1 & 2 that face bridge road. Please clearly note the approximate location of all solar hot water systems, or change the hot water system type in BESS and ensure that the result demonstrates best practice in energy efficiency.

Attachment 9 - PLN17/0276 - 262 - 264 Bridge Road Richmond - ESD Referral Response (Initial Advice)

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



- The Water section in BESS relies on water efficient landscaping, but only 4 small 850mm planter boxes are included in the proposal. Please provide more detail on water efficient landscaping to justify claiming this credit in BESS.
- Please include the preliminary Section J Glazing calculator results, claimed in the BESS Management section.

(4) ESD Improvement Opportunities:

- Consider a solar PV array to each townhouse to contribute to onsite electricity consumption.

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 recommendation

Attachment 10 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Engineering Referral



MEMO

To: Michelle King
From: Mark Pisani
Date: 27 December 2017 (Amended 24 September 2018)
Subject: Application No: PLN17/0276
 Description: Shop and Five Dwellings
 Site Address: 262-264 Bridge Road, Richmond

I refer to the above Planning Application received on 24 November 2017 in relation to the proposed development at 262-264 Bridge Road, Richmond. Council's Engineering Services 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
Two-bedroom dwelling	2	1 space per dwelling	2	0
Three-bedroom dwelling	3	2 spaces per dwelling	6	3
Residential visitors	5 dwellings	1 space per 5 dwellings	1	0
Retail	74 m ²	4 spaces per 100 m ² of leasable floor area	2	0
Total			11 Spaces	3 Spaces

The development would have a parking shortfall of five resident spaces, one residential visitor space and two spaces associated with the retail use. 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 Two- and Three-Bedroom Dwellings.* The two bedroom dwellings would not be provided with on-site parking whereas the three three-bedroom dwellings would each be allocated one space. Car ownership rates for residential dwellings in Richmond can be sourced from the 2011 Census conducted by the Australian Bureau of Statistics. For flat type dwellings, two-bedroom dwelling (in a three-storey block) have an average car ownership

Attachment 10 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Engineering Referral

of 1.0 car per dwelling. Some 23% of two-bedroom dwellings do not own a motor vehicle. Three-bedroom dwellings have an average car ownership of 1.4 cars per dwelling and at least 47% of these dwellings own one vehicle. The data suggests that there is a proportion of two-bedroom households that do not own a motor vehicle and that a sizable number of three-bedroom dwellings own at least one vehicle. The proposed on-site parking provision for the subject site reflects the statistical trend for car ownership in the Richmond. The on-site parking is considered appropriate.

- *Parking Demand for Residential Visitors.* Peak parking for residential visitors generally occurs on weekday evenings and at weekends. The development would have a parking demand of one residential visitor space.

The applicant proposes to accommodate the one visitor parking space off-site. We would normally encourage applicants to provide some on-site parking for residential visitors for developments on or near activity centres. In this instance, the scale of the development and the footprint of the property cannot practically accommodate one on-site space for visitors.

- *Parking Demand for Retail Use.* The retail use for the site would have a car parking demand of two spaces. Employees of the shop would be required to make their own travel arrangements to commute to and from the site. Customers would be inclined to park on-street.
- *Availability of Public Transport in the Locality of the Land.* The site is within walking distance of tram services operating along Church Street and Bridge Road.
- *Multi-Purpose Trips within the Area.* Customers to the site who choose to drive might combine their visit by engaging in other business or activities whilst in the area.
- *Convenience of Pedestrian and Cyclist Access.* The site has very good walking accessibility to public transport nodes and is within walking distance of shops, businesses, essential facilities and amenities. The site also has good connectivity to the on-road bicycle network.

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.* Although the demand for on-street parking in Richmond is generally very high, customers to the site have the option of parking on-street along Bridge Road (outside of peak period Clearway times).
- *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.
- *The Future Growth and Development of an Activity Centre.* Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such Bridge Road, where spare on-street car parking capacity would be shared amongst sites within the centre.
- *Other Relevant Matters.* The occupants of the residential dwellings will not be eligible to apply for on-street residential and visitor parking permits.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of five resident spaces, one residential visitor space and two spaces associated with the retail use is considered appropriate in the context of the development and the surrounding area. The site's very good accessibility to public transport services and the Bridge Road activity centre can enable the dwellings and shop to function with little or no parking.

Engineering Services has no objection to the reduction in the car parking requirement for this site.

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TRAFFIC GENERATION

The traffic generation for the site adopted could be adopted as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (Three dwellings with on-site parking)	3.0 vehicle trips per on-site space per day. (3 spaces) Peak hour volume is 10% of daily volume	9	1	1

The volume of traffic generated by this site is low and should not adversely impact on the traffic operation of Tullo Place or Bridge Road.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Doorway Widths	Not dimensioned on the drawings. Dimensions for the doorway openings should be provided before the drawings are endorsed.
Access via Tullo Place	A site inspection of Tullo Place revealed that the east footpath and road carriageway have widths of approximately 0.57 metres and 4.57metres respectively. A check of the Proposed Ground Floor Plan using the Trapeze plan management tool indicates that the B85 design vehicle can enter and exit each single garage.
Headroom Clearance	The doorways have heights of approximately 2.1 metres and satisfy Design standard 1 - Accessways of Clause 52.06-9.
Car Parking Modules	
Garages	The internal dimensions of the single garages (3.5 metres by 6.0 metres) satisfy Design standard 2: Car parking spaces.
Other Items	
Loading Arrangements	The site does not have the footprint to accommodate an on-site loading bay for the shop. Deliveries to this size of shop would be made by small vans or commercial vehicles which could park on-street. On the east side of Church Street, just south of Bridge Road, there is a public on-street Loading Zone which

Attachment 10 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Engineering Referral

	<p>could also be used for deliveries to the site. Engineering Services has no objection to the waiver of the loading bay requirement under Clause 52.07.</p>
<p>Vehicle Crossing outside of Shop Tullo Place</p>	<p>The Proposed Ground Floor Plan depicts a vehicle crossing on the east side of Tullo Place (outside the shop). This crossing would need to be deleted from the drawings prior to endorsement.</p>

Attachment 10 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Engineering Referral

ENGINEERING CONDITIONS

Civil Works

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

- The new vehicle crossings must be constructed in accordance with Council's Standard Drawings and engineering requirements. The splays of the new vehicle crossings must be clear of the pedestrian entries of the dwellings.
- The existing vehicle crossing on the property's Tullo Place frontage must be demolished.
- All redundant property drains must be removed and reinstated to Council's satisfaction and at the Permit Holder's cost.
- The kerb and channel along the site's Tullo Place frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Bridge 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.

Public Lighting (on Roads)

- The public light directly facing the development (on the west side of Tullo Place) should be provided with baffling or shielding to minimise light spilling into the habitable windows of the development. The supply and installation of any baffling or shielding is to be funded by the Permit Holder.

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.

Attachment 10 - PLN17/0276 - 262 - 264 Bridge Road Richmond - Engineering Referral

NON-PLANNING 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.

Existing Sewerage Easement

A check of the title for the subject site (Vol 04387 Fol 378) indicates that there is an existing sewerage easement (E-3) which has a width of 1.22 metres, extending from the south side of the property at an oblique angle.

Under the provisions of the *Building Regulations 2006* (Reg. 310), a Report and Consent of a service authority is required to construct a building over an easement vested in that service authority. In this case, City West Water is the relevant authority vested in the easement at the subject site and not Council.

The applicant needs to consult City West Water with respect to building over the sewerage easement or whether the easement can be removed.

Relocation of Speed Zone Sign in Tullo Place

Speed limit signs are Major Traffic Control Devices whose installation requires authorisation from VicRoads.

The applicant proposes to relocate the existing speed limit sign on the east side of Tullo Place. Before authorisation can be granted to relocating the sign, the applicant must consult with VicRoads and Council's Traffic unit.

Regards

Mark Pisani
Senior Development Engineer
Engineering Services Unit
