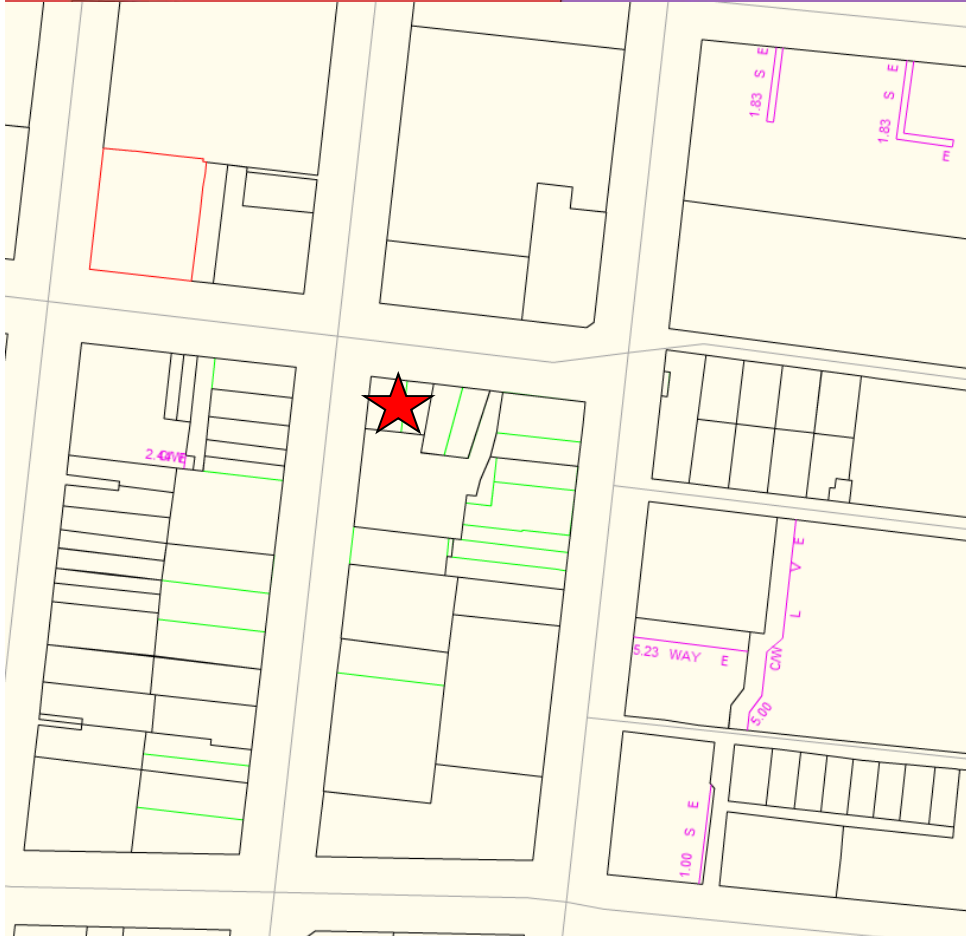


Attachment 1 - PLN17/1059-05 - 33 Peel Street Collingwood - subject land

**SUBJECT LAND:**



↑ North

★ Subject Site

**Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans**

AREA SCHEDULE - NSA (EXCL BALCONIES)			
LEVEL	APARTMENT TYPE	BEDS	AREA
LEVEL 01	1.01	2 BED	74 m <sup>2</sup>
LEVEL 01	1.02	2 BED	95 m <sup>2</sup>
LEVEL 02	2.01	3 BED	176 m <sup>2</sup>
LEVEL 03	3.01	3 BED	75 m <sup>2</sup>
LEVEL 03	3.02	3 BED	79 m <sup>2</sup>
LEVEL 04	3.01	3 BED	74 m <sup>2</sup>
LEVEL 04	3.02	3 BED	63 m <sup>2</sup>
LEVEL 05	5.01	3 BED	176 m <sup>2</sup>
LEVEL 06	6.01	3 BED	75 m <sup>2</sup>
LEVEL 06	6.02	3 BED	79 m <sup>2</sup>
LEVEL 07	6.01	3 BED	74 m <sup>2</sup>
LEVEL 07	6.02	3 BED	63 m <sup>2</sup>
LEVEL 08	8.01	3 BED PENTHOUSE	115 m <sup>2</sup>
LEVEL 09	8.02	3 BED PENTHOUSE	64 m <sup>2</sup>
			1284 m <sup>2</sup>

AREA SCHEDULE - NLA			
LEVEL	UNIT NO.	TYPE	AREA
LEVEL 00		FOOD & DRINK PREMISES	68 m <sup>2</sup>
			68 m <sup>2</sup>

APARTMENT MIX	
APARTMENT TYPES	Count
2 BED	2
3 BED	6
3 BED PENTHOUSE	1
	9

AREA SCHEDULE			
Level	Unit Description	Area Type	Area
LEVEL B2	CAR PARK	CARPARK	223 m <sup>2</sup>
LEVEL 00	CAR PARK	CARPARK	43 m <sup>2</sup>
LEVEL 00	FOOD & DRINK	COMMERCIAL	68 m <sup>2</sup>
LEVEL 00	CIRCULATION	COMMON	18 m <sup>2</sup>
LEVEL 00	CORE	COMMON	25 m <sup>2</sup>
LEVEL 00	SERVICES	SERVICES	13 m <sup>2</sup>
LEVEL 00	SERVICES	SERVICES	30 m <sup>2</sup>
LEVEL 00	SERVICES	SERVICES	15 m <sup>2</sup>
LEVEL 00	SERVICES	SERVICES	7 m <sup>2</sup>
LEVEL 00	SERVICES	SERVICES	3 m <sup>2</sup>
LEVEL 01	2 BED	APARTMENT	74 m <sup>2</sup>
LEVEL 01	2 BED	APARTMENT	95 m <sup>2</sup>
LEVEL 01	CIRCULATION	COMMON	6 m <sup>2</sup>
LEVEL 01	CORE	COMMON	25 m <sup>2</sup>
LEVEL 01	BALCONY	EXTERNAL	12 m <sup>2</sup>
LEVEL 01	BALCONY	EXTERNAL	8 m <sup>2</sup>
LEVEL 02	3 BED	APARTMENT	176 m <sup>2</sup>
LEVEL 02	CORE	COMMON	25 m <sup>2</sup>
LEVEL 02	BALCONY	EXTERNAL	20 m <sup>2</sup>
LEVEL 03	CORE	COMMON	25 m <sup>2</sup>
LEVEL 03	BALCONY	EXTERNAL	15 m <sup>2</sup>
LEVEL 03	BALCONY	EXTERNAL	18 m <sup>2</sup>
LEVEL 03	CIRCULATION	COMMON	8 m <sup>2</sup>
LEVEL 03	3 BED	APARTMENT	79 m <sup>2</sup>
LEVEL 03	3 BED	APARTMENT	75 m <sup>2</sup>
LEVEL 04	3 BED	APARTMENT	74 m <sup>2</sup>
LEVEL 04	CORE	COMMON	25 m <sup>2</sup>
LEVEL 04	3 BED	APARTMENT	63 m <sup>2</sup>
LEVEL 04	BALCONY	EXTERNAL	3 m <sup>2</sup>
LEVEL 05	3 BED	APARTMENT	176 m <sup>2</sup>
LEVEL 05	CORE	COMMON	25 m <sup>2</sup>
LEVEL 05	BALCONY	EXTERNAL	20 m <sup>2</sup>
LEVEL 06	CORE	COMMON	25 m <sup>2</sup>
LEVEL 06	BALCONY	EXTERNAL	14 m <sup>2</sup>
LEVEL 06	BALCONY	EXTERNAL	19 m <sup>2</sup>
LEVEL 06	CIRCULATION	COMMON	8 m <sup>2</sup>
LEVEL 06	3 BED	APARTMENT	79 m <sup>2</sup>
LEVEL 06	3 BED	APARTMENT	75 m <sup>2</sup>

AREA SCHEDULE			
Level	Unit Description	Area Type	Area
LEVEL 07	3 BED	APARTMENT	74 m <sup>2</sup>
LEVEL 07	CORE	COMMON	25 m <sup>2</sup>
LEVEL 07	3 BED	APARTMENT	63 m <sup>2</sup>
LEVEL 07	BALCONY	EXTERNAL	3 m <sup>2</sup>
LEVEL 08	3 BED PENTHOUSE	APARTMENT	115 m <sup>2</sup>
LEVEL 08	CORE	COMMON	25 m <sup>2</sup>
LEVEL 08	BALCONY	EXTERNAL	32 m <sup>2</sup>
LEVEL 09	3 BED PENTHOUSE	APARTMENT	64 m <sup>2</sup>
LEVEL 09	PLANT ENCLOSURE	SERVICES	22 m <sup>2</sup>
LEVEL 09	CORE	COMMON	16 m <sup>2</sup>
			2155 m <sup>2</sup>

TOWNPLAN:002/2018: 13.12.2018

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**Client:** S&G Commercial Pty Ltd  
 Project: 33 PEEL STREET COLLINGWOOD  
 Drawn: [Redacted]  
 Date: [Redacted]

Project: **33 PEEL STREET COLLINGWOOD**  
 Client: **S&G COMMERCIAL TRUST**

Rev	Date	Notes

<b>TOWN PLANNING</b>		
DEVELOPMENT SUMMARY	TP0.00	<b>P03</b>
PRELIMINARY NOT FOR CONSTRUCTION	05/03/2018	<b>17076</b>

Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans





Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans




<p>CHT ARCHITECTS                  1/100 Peel Street                  Collingwood VIC 3068                  Phone 03 9429 1111                  Fax 03 9429 1112                  Email info@cht.com.au                  www.cht.com.au</p>	<p>Client: S&amp;G COMMERCIAL TRUST</p> <p>Project: 33 PEEL STREET COLLINGWOOD</p>	<p>Scale: 1:200</p> <p>Date: 05/03/2018</p>	<p>Author: [Name]</p> <p>Drawn: [Name]</p> <p>Checked: [Name]</p> <p>Approved: [Name]</p>	<p>TOWN PLANNING</p>
				<p>SHADOW ANALYSIS 22 SEPT 9AM EXISTING</p> <p>PRELIMINARY NOT FOR CONSTRUCTION</p>

Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



LEGEND  
 PARK AREA IN SHADOW  
 PARK AREA IN SUNLIGHT

 <p>CHT Architects Pty Ltd                  44 Colwell Street                  Collingwood VIC 3068                  Phone: 03 9429 1000                  Fax: 03 9429 1001                  Email: info@cht.com.au                  www.cht.com.au</p>	<p>Client: S&amp;G Commercial Trust</p> <p>Project: 33 PEEL STREET COLLINGWOOD</p> <p>Phase: PRELIMINARY</p>	<p>Project Name: 33 PEEL STREET COLLINGWOOD</p> <p>Client: S&amp;G COMMERCIAL TRUST</p>	<p>Project No: TP0.03.0203</p> <p>Date: 05/03/2018</p>	<p>TOWN PLANNING</p> <p>SHADOW ANALYSIS 22 SEPT 9AM PROPOSED</p> <p>PRELIMINARY NOT FOR CONSTRUCTION</p>	<p>17076</p>

Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



<p><b>CHT ARCHITECTS</b></p> <p>CHT Architects Pty Ltd 10/115 La Trobe Street Melbourne VIC 3000 Phone: 03 9412 1111 Fax: 03 9412 1112 www.chtarchitects.com.au</p>	<p>33 PEEL STREET COLLINGWOOD</p> <p>S&amp;G COMMERCIAL TRUST</p>	<p>TOWN PLANNING</p> <p>SHADOW ANALYSIS 22 SEPT 10AM EXISTING</p> <p>PRELIMINARY NOT FOR CONSTRUCTION</p>	<p>TP0.03.0303</p>	<p>17076</p>
			<p>05/03/2018</p>	

Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



<p><b>CHT ARCHITECTS</b>                  33 Peel Street                  Collingwood VIC 3068                  Phone: 03 9429 1111                  Fax: 03 9429 1112                  Email: info@cht.com.au                  www.cht.com.au</p>	<p>Client: S&amp;G Commercial Trust                  Project: 33 Peel Street Collingwood                  Date: 05/03/2018</p>	<p>Project: <b>33 PEEL STREET COLLINGWOOD</b>                  Client: <b>S&amp;G COMMERCIAL TRUST</b></p>	<p>Scale: 1:1000</p>	<p>Author: [Name]                  Date: [Date]                  Status: [Status]</p>	<p>TOWN PLANNING</p>
					<p>SHADOW ANALYSIS 22 SEPT 10AM PROPOSED</p>
<p>PRELIMINARY NOT FOR CONSTRUCTION</p>				<p>Date: 05/03/2018</p>	<p>17076</p>



### Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



10/05/18 10/02/2018 13:45:00

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 Website: www.cht.com.au

**33 PEEL STREET COLLINGWOOD**  
 S&G COMMERCIAL TRUST

**TOWN PLANNING**  
 SHADOW ANALYSIS 22 SEPT 1030AM EXISTING  
 PRELIMINARY  
 NOT FOR CONSTRUCTION

**TP0.03.0533**  
 17076  
 05/03/2018



**Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans**



**CHT ARCHITECTS**  
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 Melbourne VIC 3000  
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 www.cht.com.au

**Client:** S&G Commercial Trust  
 33 Peel Street  
 Collingwood VIC 3068

**33 PEEL STREET  
 COLLINGWOOD**  
**S&G COMMERCIAL TRUST**

Date	By	Notes

**TOWN PLANNING**  
 SHADOW ANALYSIS 22 SEPT 10:30AM PROPOSED  
 PRELIMINARY  
 NOT FOR CONSTRUCTION

TP0.03.0633  
 17076  
 05/03/2018

Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



<p>CHT Architects Pty Ltd                  401 Collins Street                  Melbourne VIC 3000                  Phone: 03 9412 1000                  Fax: 03 9412 1001                  Email: info@cht.com.au                  www.cht.com.au</p>	<p>Client: S&amp;G Commercial Trust</p> <p>Project: 33 PEEL STREET COLLINGWOOD</p> <p>Drawn: [Name]</p> <p>Checked: [Name]</p> <p>Date: 05/03/2018</p>	<p>TOWN PLANNING</p> <p>SHADOW ANALYSIS 22 SEPT 11AM EXISTING</p> <p>TP0.03.0703</p> <p>PRELIMINARY NOT FOR CONSTRUCTION</p> <p>05/03/2018</p>	<p>17076</p>

# Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



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Client: S&G Commercial Trust  
Project: 33 Peel Street  
Collingwood  
Date: 05/03/2018  
Version: 1.0

33 PEEL STREET  
COLLINGWOOD  
S&G COMMERCIAL TRUST

Rev	Date	Description

TOWN PLANNING  
 SHADOW ANALYSIS 22 SEPT 11AM PROPOSED  
 PRELIMINARY NOT FOR CONSTRUCTION  
 TP0.03.0803  
 17076  
 05/03/2018

Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans




<p><b>CHT ARCHITECTS</b></p> <p>CHT Architects Pty Ltd 10/15 St Albans Street Collingwood VIC 3068 Tel: 03 9439 1111 www.chtarchitects.com.au</p>	<p>33 PEEL STREET COLLINGWOOD</p> <p>S&amp;G COMMERCIAL TRUST</p>	<p>TOWN PLANNING</p> <p>SHADOW ANALYSIS 22 SEPT 12PM EXISTING</p> <p>PRELIMINARY NOT FOR CONSTRUCTION</p>	<p>TP0.03.0903</p> <p>05/03/2018</p>	<p>17076</p>



Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans




 <p><b>CHT ARCHITECTS</b>          33 Peel Street          Collingwood VIC 3068          Australia          Phone: +61 (0)3 9377 1111          Email: info@cht.com.au</p>	<p>Client: S&amp;G Commercial Trust          Project: 33 Peel Street          Date: 05/03/2018</p>	<p><b>33 PEEL STREET          COLLINGWOOD</b></p> <p><b>S&amp;G COMMERCIAL TRUST</b></p>	<p><b>TOWN PLANNING</b></p> <p><b>SHADOW ANALYSIS 22 SEPT          12PM PROPOSED</b></p> <p><b>TP0.03.1003</b></p> <p>PRELIMINARY          NOT FOR CONSTRUCTION</p> <p>05/03/2018</p>	<p>17076</p>
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Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans




**LEGEND**  
 [Pink Box] PARK AREA IN SHADOW  
 [Green Box] PARK AREA IN SUNLIGHT

 <p><b>CHT ARCHITECTS</b>          33 Peel Street          Collingwood VIC 3068          Australia          Phone: +61 3 9387 1118          Email: info@chtarchitects.com.au</p>	<p>Client: <b>S&amp;G COMMERCIAL TRUST</b></p> <p>Project: <b>33 PEEL STREET COLLINGWOOD</b></p> <p>Drawn: [Blank]</p> <p>Checked: [Blank]</p> <p>Scale: [Blank]</p> <p>Date: [Blank]</p>	<p>Discipline: <b>TOWN PLANNING</b></p> <p>Project Code: <b>TP0.04.0103</b></p> <p>Revision: <b>17076</b></p>	<p>Analysis: <b>SHADOW ANALYSIS 22 SEPT 1PM EXISTING</b></p> <p>Status: <b>PRELIMINARY NOT FOR CONSTRUCTION</b></p> <p>Date: <b>05/03/2018</b></p>
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Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



 <p><b>CHT ARCHITECTS</b> 33 Peel Street Collingwood VIC 3066 Tel: 03 9412 1111 www.chtarchitects.com.au</p>	<p>Client: S&amp;G COMMERCIAL TRUST Project: 33 PEEL STREET COLLINGWOOD Date: 05/03/2018</p>	<p>Project: 33 PEEL STREET COLLINGWOOD Client: S&amp;G COMMERCIAL TRUST</p>	<p>TOWN PLANNING SHADOW ANALYSIS 22 SEPT 1PM PROPOSED PRELIMINARY NOT FOR CONSTRUCTION</p>	<p>TP0.04.0203 17076 05/03/2018</p>
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Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



**LEGEND**  
 [Pink Box] PARK AREA IN SHADOW  
 [Green Box] PARK AREA IN SUNLIGHT


<p><b>CHT ARCHITECTS</b>                  33 Peel Street                  Collingwood VIC 3066                  Phone: 03 9429 1111                  Fax: 03 9429 1112                  Email: info@chtarchitects.com.au                  www.chtarchitects.com.au</p>	<p>Client: S&amp;G COMMERCIAL TRUST</p> <p>Project: 33 PEEL STREET COLLINGWOOD</p>	<p>Scale: 1:100</p> <p>Date: 05/03/2018</p>	<p><b>TOWN PLANNING</b></p> <p>SHADOW ANALYSIS 22 SEPT 2PM EXISTING</p> <p>TP0.04.0303</p>	
			<p>PRELIMINARY NOT FOR CONSTRUCTION</p> <p>05/03/2018</p> <p style="font-size: 2em; font-weight: bold;">17076</p>	

Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



1 PROPOSED SHADOWY ANALYSIS 22 SEPT 1400PM15  
Source: © 2018 CHT Architects Pty Ltd

**LEGEND**  
 [Pink Box] PARK AREA IN SHADOW  
 [Green Box] PARK AREA IN SUNLIGHT

 <p><b>CHT ARCHITECTS</b>  <small>CHT Architects Pty Ltd          10/15 La Trobe Street          Melbourne VIC 3000          Tel: +61 (0)3 9412 1111          www.chtarchitects.com.au</small></p>	<p><small>Client: S&amp;G Commercial Trust</small></p> <p><b>33 PEEL STREET          COLLINGWOOD</b></p> <p><b>S&amp;G COMMERCIAL TRUST</b></p>	<p><small>Project: 33 Peel Street Collingwood</small></p> <p><small>Drawn: [Blank]</small></p> <p><small>Checked: [Blank]</small></p> <p><small>Scale: [Blank]</small></p>	<p style="text-align: right;"><b>TOWN PLANNING</b></p> <p style="text-align: right;"><b>SHADOW ANALYSIS 22 SEPT          2PM PROPOSED</b></p> <p style="text-align: right;"><b>TP0.04.0403</b></p> <p style="text-align: right;"><b>17076</b></p> <p style="text-align: right;"><small>PRELIMINARY          NOT FOR CONSTRUCTION</small></p> <p style="text-align: right;"><small>05/03/2018</small></p>
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Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



- LEGEND**
- ▭ PARK AREA IN SHADOW
  - ▭ PARK AREA IN SUNLIGHT

1 EXISTING SHADOW ANALYSIS 22 SEPT 1500HRS  
Scale: 1:250 @ 500g K2

 <p><b>CHT ARCHITECTS</b>  <small>CHT Architects Pty Ltd          10/151 12th Street          Collingwood VIC 3068          (03) 9429 5555          www.chtarchitects.com.au</small></p>	<p><small>Copyright © CHT Architects Pty Ltd          This drawing, design, and specification are the intellectual property of CHT Architects Pty Ltd, and shall not be used, copied, or reproduced without the written permission of CHT Architects Pty Ltd.          All rights reserved. Use is restricted to the project for which it was prepared.</small></p>	<p><b>33 PEEL STREET          COLLINGWOOD</b>  <b>S&amp;G COMMERCIAL TRUST</b></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Rev</th> <th>Date</th> <th>By</th> <th>Description</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	Rev	Date	By	Description					<p><b>TOWN PLANNING</b>          SHADOW ANALYSIS 22 SEPT          3PM EXISTING          PRELIMINARY          NOT FOR CONSTRUCTION</p> <p>TP0.04.0533          No. of sheets: 1          Sheet: 1          Date: 05/03/2018  <b>17076</b></p>
Rev	Date	By	Description									



Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



**LEGEND**  
 PINK SQUARE: PARK AREA IN SHADOW  
 GREEN SQUARE: PARK AREA IN SUNLIGHT

PROPOSED SHADOW ANALYSIS 22 SEPT 1500PM15  
 (Scale: 1:100 @ A4)

<p>CHT Architects Pty Ltd                  44 Colwell Street                  Collingwood VIC 3068                  Phone: 03 9429 1234                  Fax: 03 9429 1235                  Email: info@chtarchitects.com.au                  www.chtarchitects.com.au</p>	<p>Client: S&amp;G Commercial Trust</p> <p>Project: 33 PEEL STREET COLLINGWOOD</p> <p>Drawn: [Name]</p> <p>Checked: [Name]</p> <p>Date: 05/03/2018</p>	<p>TOWN PLANNING</p> <p>SHADOW ANALYSIS 22 SEPT 3PM PROPOSED</p> <p>TP0.04.0633</p> <p>PRELIMINARY NOT FOR CONSTRUCTION</p> <p>05/03/2018</p>	<p>17076</p>

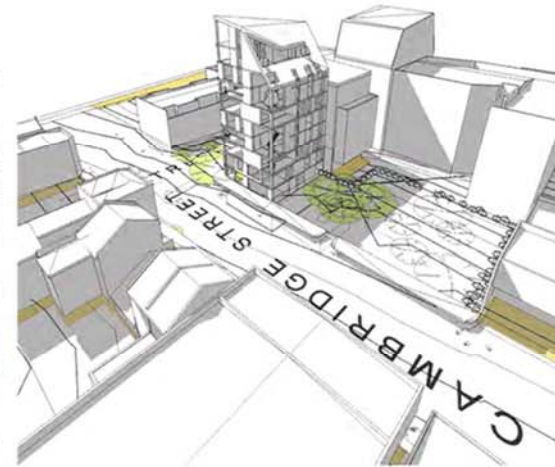
Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



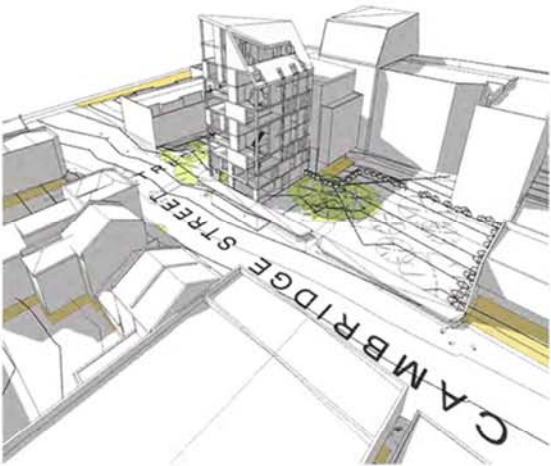
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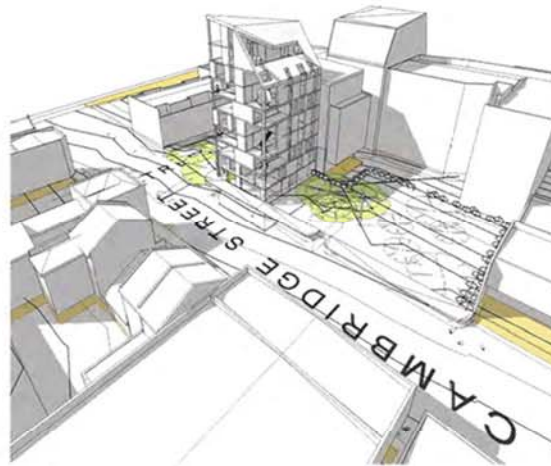
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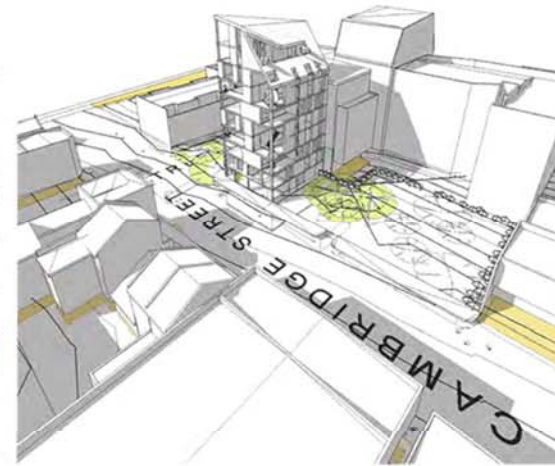
3 PARK SHADOW STUDY 22 SEPT 1300HRS



4 PARK SHADOW STUDY 22 SEPT 1500HRS



5 PARK SHADOW STUDY 22 SEPT 1400HRS



6 PARK SHADOW STUDY 22 SEPT 1500HRS



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33 PEEL STREET  
COLLINGWOOD  
S&G COMMERCIAL TRUST

Rev	Date	By	Notes

MASSING STUDY

TOWN PLANNING

TP0.05 P03

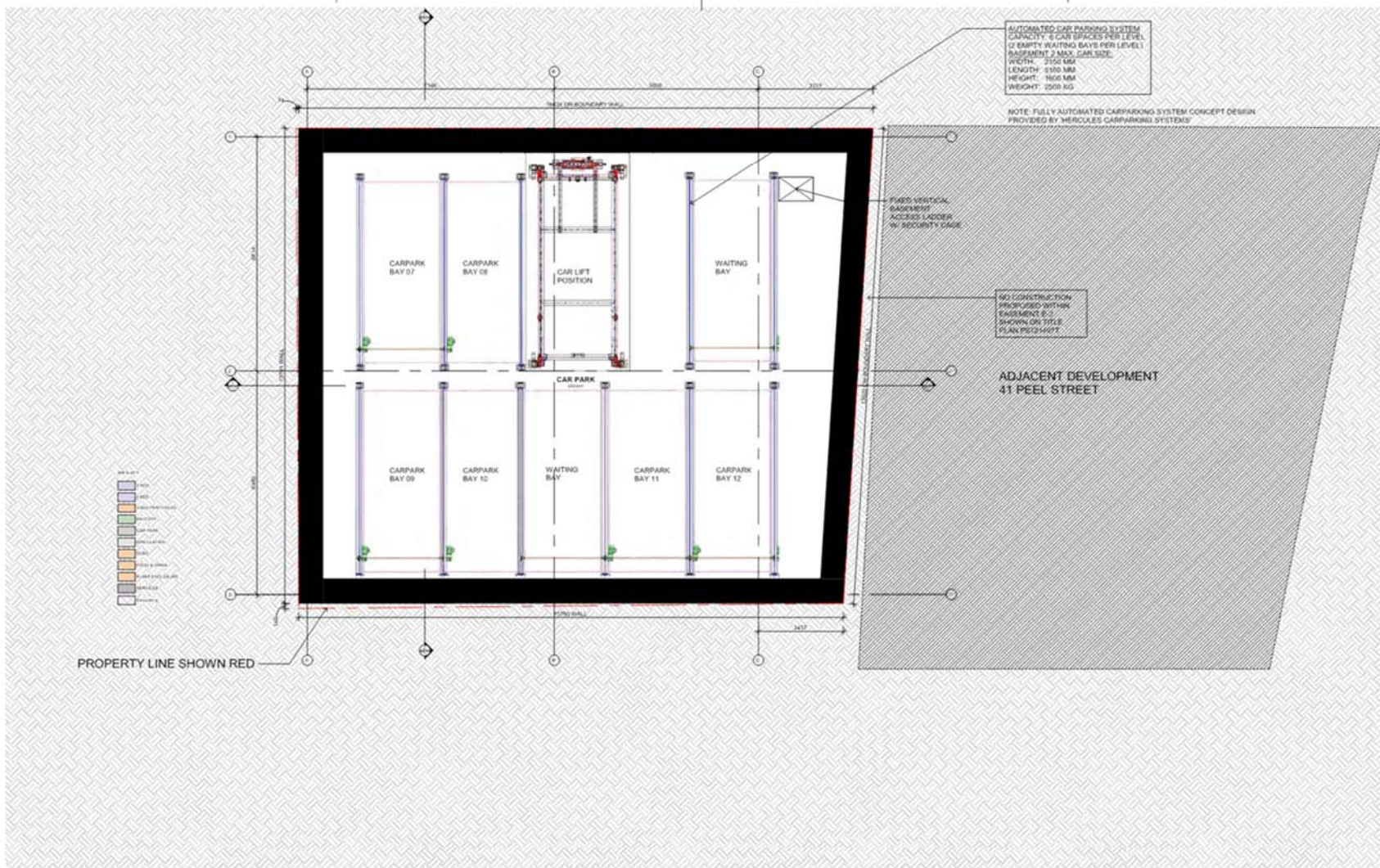
PRELIMINARY  
NOT FOR CONSTRUCTION

DATE  
05/03/2018

17076



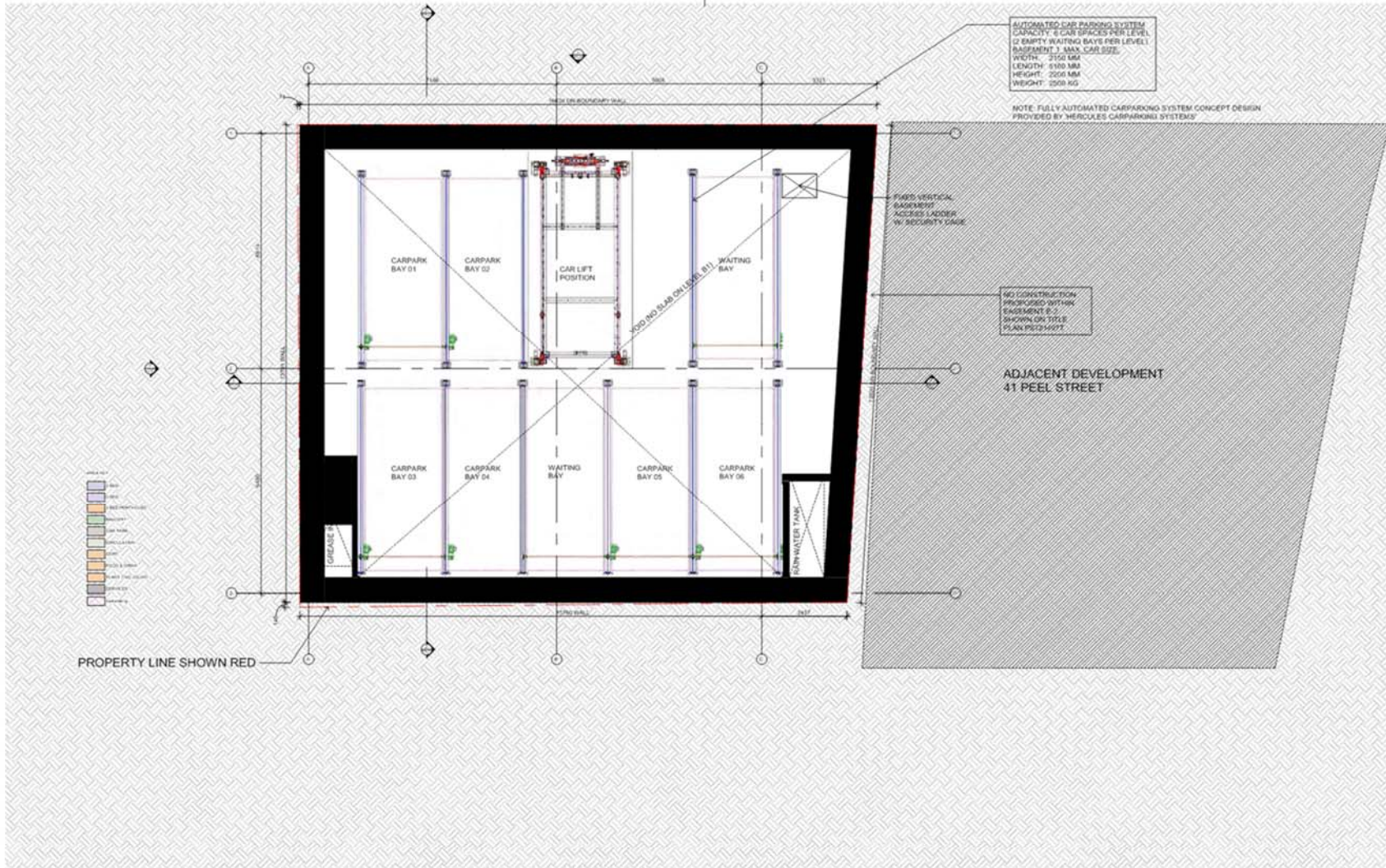
Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans




<p>CHT ARCHITECTS 100/102 Collins St Melbourne VIC 3000 Tel: 03 9412 3333 www.cht.com.au</p>	<p>33 PEEL STREET COLLINGWOOD S&amp;G COMMERCIAL TRUST</p>	<p>TOWN PLANNING TP0.06 P03 17076</p>	<p>Basement 02 Plan</p>
			<p>Preliminary</p>
			<p>NOT FOR CONSTRUCTION</p>



Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans

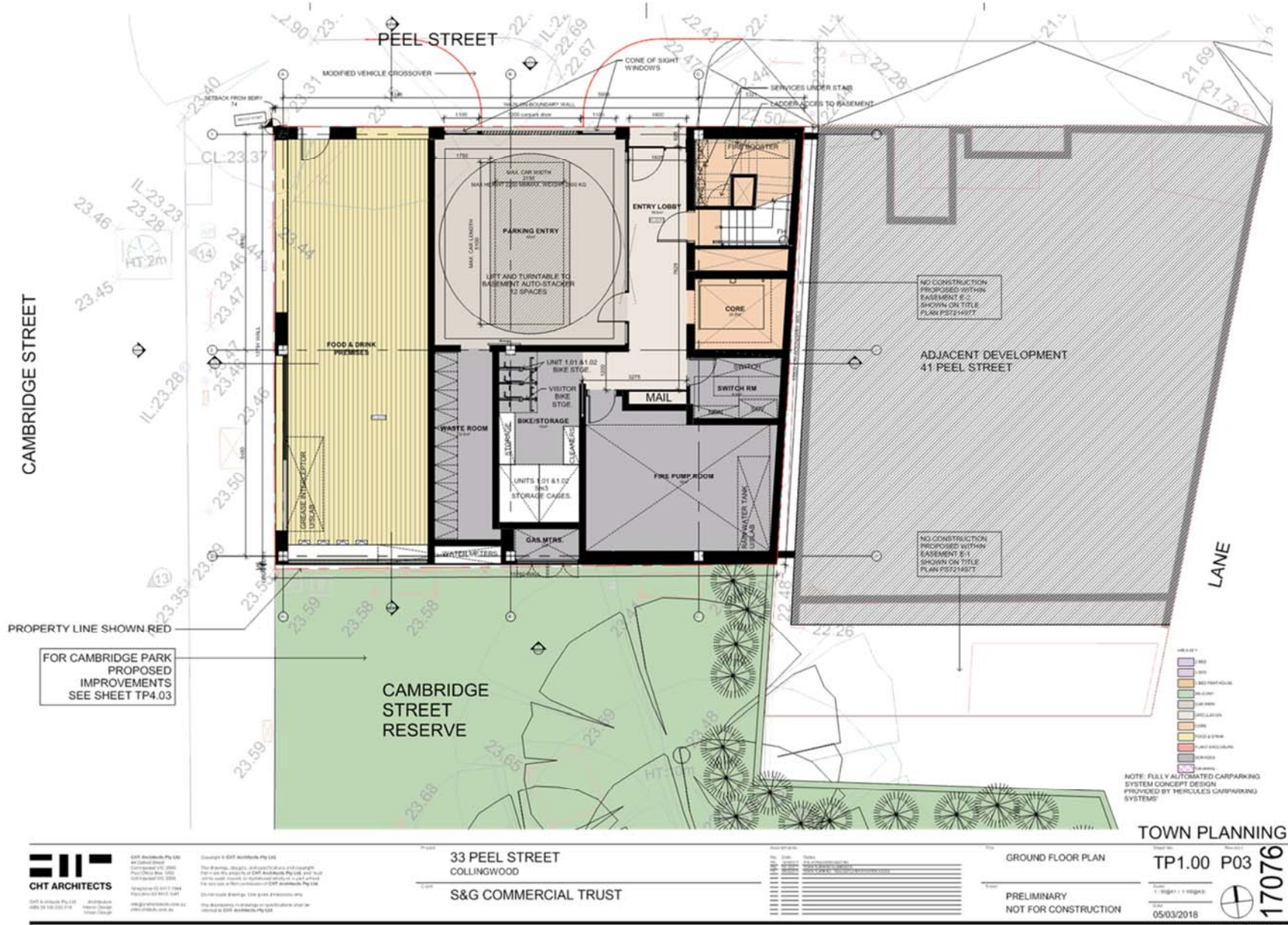


17076 - 10/12/2018 11:22 AM

 <p><b>CHT ARCHITECTS</b>          1/115 Victoria St          Collingwood VIC 3068          Tel: 03 9360 1111          Email: info@cht.com.au</p>	<p>33 PEEL STREET          COLLINGWOOD          S&amp;G COMMERCIAL TRUST</p>	<p><b>TOWN PLANNING</b>          TP0.07 P03          17076</p>	<p><b>BASEMENT 01 PLAN</b>          PRELIMINARY          NOT FOR CONSTRUCTION</p> <p>05/03/2018</p>
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Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans






Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



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Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans




 <p><b>CHT ARCHITECTS</b></p> <p>CHT Architects Pty Ltd 44 Colwell Street Collingwood VIC 3068 Phone: 03 9360 1000 Fax: 03 9360 1001 www.cht.com.au</p>	<p>Client: S&amp;G Commercial Trust</p> <p>Project: 33 PEEL STREET COLLINGWOOD</p> <p>Architect: CHT Architects Pty Ltd</p> <p>Drawn by: [Name]</p> <p>Checked by: [Name]</p> <p>Date: 05/03/2018</p>	<p>Scale: 1:100</p> <p>Level: LEVEL 02 PLAN</p> <p>Status: PRELIMINARY NOT FOR CONSTRUCTION</p> <p>Date: 05/03/2018</p>	<p>TOWN PLANNING</p> <p>TP1.02 P03</p> <p>17076</p>
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Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



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Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



17076 - 17072259 - 15.5.18.dwg



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33 PEEL STREET  
COLLINGWOOD  
S&G COMMERCIAL TRUST


No.	Date	Revised

TOWN PLANNING  
LEVEL 04 PLAN  
TP1.04 P03  
PRELIMINARY  
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05/03/2018

17076

Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



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Approved as: Date: Title: Drawing No: Scale: Author: Checker: Designer: Approver:	Project: Title: Drawing No: Scale: Date: Author: Checker: Designer: Approver:				



Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



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				<p>17076</p>



Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



PLAN 17/1059 - 1111 1111

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**33 PEEL STREET  
 COLLINGWOOD**  
**S&G COMMERCIAL TRUST**

Rev	Date	Description

**LEVEL 07 PLAN**  
 PRELIMINARY  
 NOT FOR CONSTRUCTION

**TOWN PLANNING**  
 TP1.07 P03  
 17076  
 05/03/2018

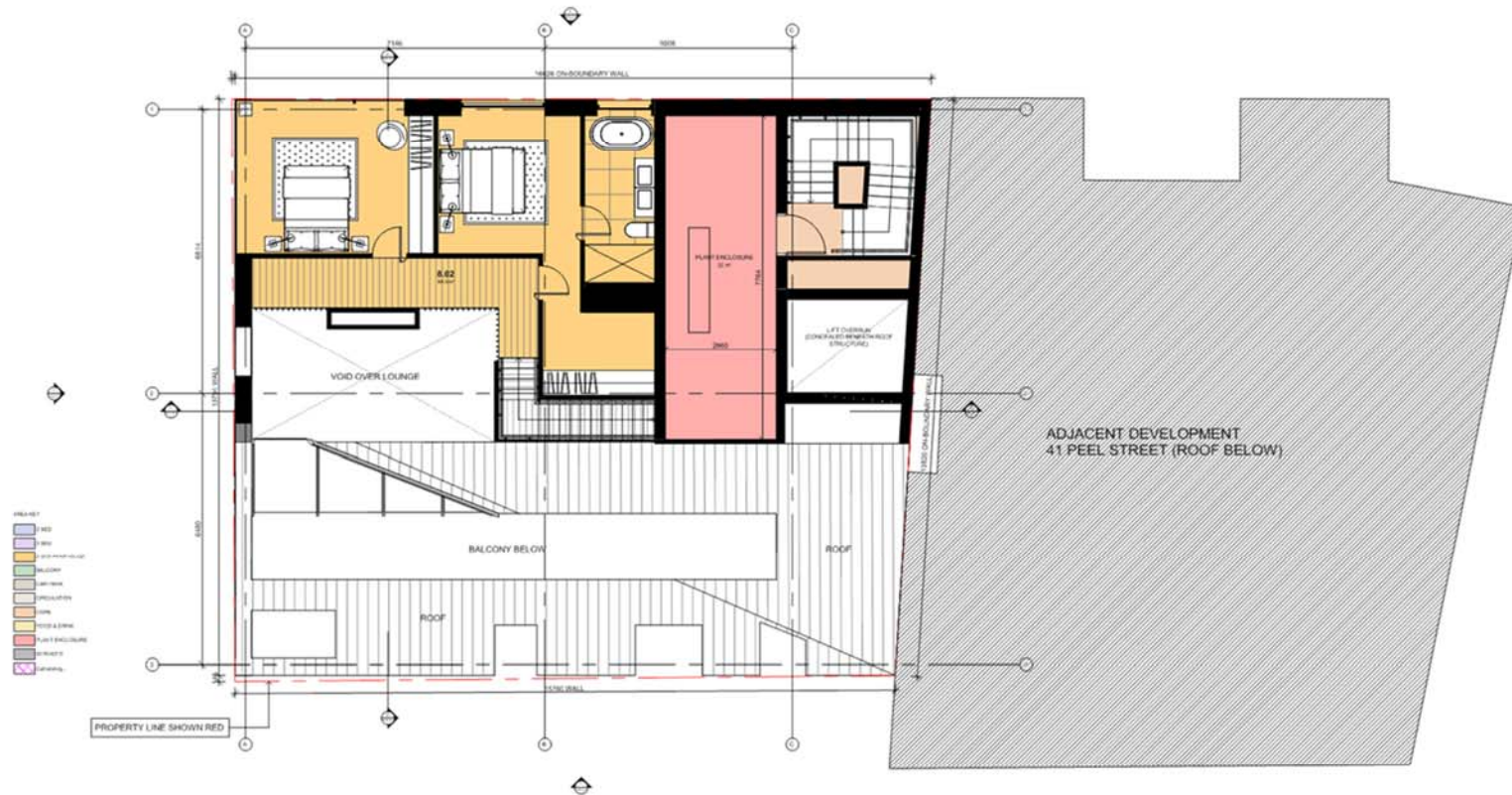
Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans




<p>CHT Architects Pty Ltd Level 08, 33 Peel Street Collingwood VIC 3068 Phone: 03 9360 1111 Fax: 03 9360 1112 www.cht.com.au</p>	<p>Client: S&amp;G Commercial Trust</p> <p>Project: 33 PEEL STREET COLLINGWOOD</p>	<p>Level: LEVEL 08 PLAN</p> <p>Status: PRELIMINARY NOT FOR CONSTRUCTION</p> <p>Date: 05/03/2018</p>	<p>TOWN PLANNING</p> <p>TP1.08 P03</p> <p>17076</p>



Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



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Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans

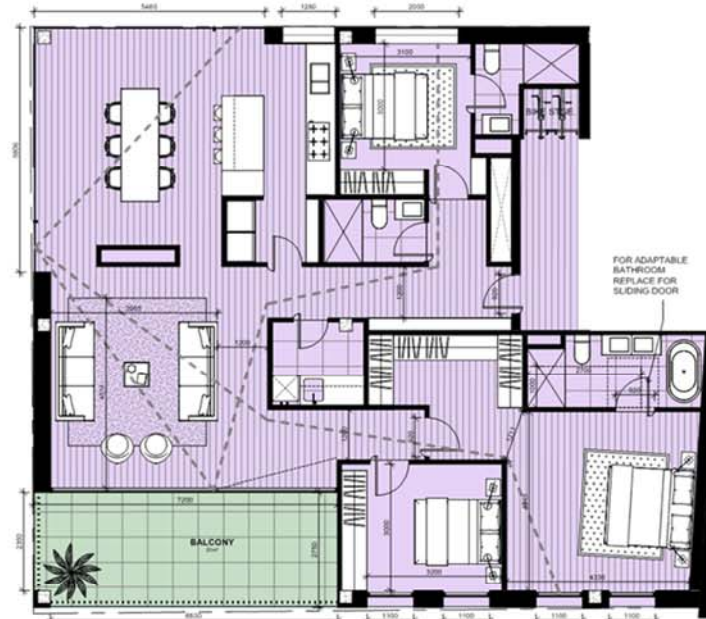


APT TYPE A  
 TOTAL TYPE A APARTMENTS = 1 No (11.1% of total)  
 APT: 1.01



APT TYPE B  
 TOTAL TYPE B APARTMENTS = 1 No (11.1% of total)  
 APT: 1.02

LEGEND:  
 - - - - BREEZE PATH  
 --- APARTMENT TYPE COMPLES WITH ACCESSIBILITY REQUIREMENTS  
 MINIMUM BATHROOM ACCESSIBILITY CIRCULATION REQUIREMENTS



APT TYPE C  
 TOTAL TYPE C APARTMENTS = 2 No (22.2% of total)  
 APT: 2.01, 5.01

APARTMENT TYPE	A	COMP.*	B	COMP.*	C	COMP.*
B.A.D.S.						
BED 1 WIDTH/DEPTH (MM)	3000 / 3400	Y / Y	3102 / 3955	Y / Y	4095 / 4336	Y / Y
BED 2 WIDTH/DEPTH (MM)	3000 / 3000	Y / Y	2755 / 2973	N / N	3000 / 3100	Y / Y
BED 3 WIDTH/DEPTH (MM)	-	-	-	-	3000 / 3200	Y / Y
LIVING AREA WIDTH (MM)	3000	N	3780	Y	4370	Y
LIVING AREA (M2)	11.00	N	14.00	Y	19.70	Y
SGLE. ASPECT RM. RATIO COMP.	-	Y	-	Y	-	Y
SINGLE ASPECT OPEN PLAN RM. HEIGHT / DEPTH (MM)	2700 / 6489	Y	N/A	-	N/A	-
MIN. STORAGE AREA INTERNAL/EXTERNAL (M3)	9.00 / 5.10	Y / Y	9.00 / 5.10	Y / Y	>18.00 / 0	Y / -
VENT. PATH LENGTH MIN/MAX (MM)	4400 / 8100	N / Y	2300 / 17500	N / Y	7100 / 15900	Y / Y
BALCONY WIDTH (MM)	2350	Y	2750	Y	2750	Y
BALCONY AREA (M2)	8.00	Y	12.00	Y	20.00	Y
ACCESSIBILITY COMPLIANCE	-	N	-	Y	-	Y

\*COMPLIANCE, Y=YES, N=NO

TOWN PLANNING



CHT ARCHITECTS

33 PEEL STREET COLLINGWOOD  
 S&G COMMERCIAL TRUST

33 PEEL STREET COLLINGWOOD  
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BETTER APARTMENTS DESIGN STANDARD ASSESSMENT 01  
 PRELIMINARY NOT FOR CONSTRUCTION

TP1.20 P03  
 17076  
 05/03/2018

Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



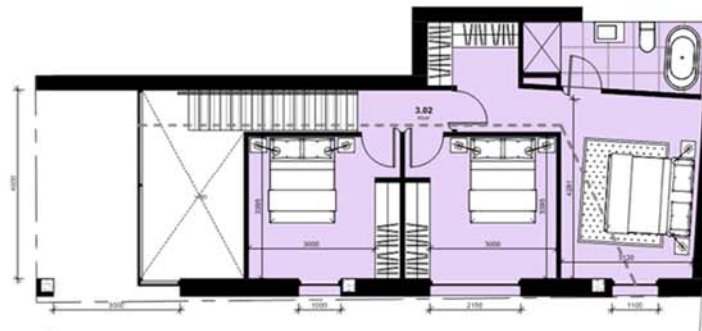
APT TYPE D<sup>U</sup> - UPPER  
Plan 1.16



APT TYPE D<sup>L</sup> - LOWER  
Plan 1.16

TOTAL TYPE D APARTMENTS = 2 No (22.2% of total)  
APT: 3.01, 6.01

- LEGEND:**
- BRISEZ PATH
  - - - APARTMENT TYPE COMPLIES WITH ACCESSIBILITY REQUIREMENTS
  - MINIMUM BATHROOM ACCESSIBILITY CIRCULATION REQUIREMENTS



APT TYPE E - UPPER  
Plan 1.16



APT TYPE E - LOWER  
Plan 1.16

TOTAL TYPE E APARTMENTS = 2 No (22.2% of total)  
APT: 3.02, 6.02

B.A.D.S.	APARTMENT TYPE	D	COMP.*	E	COMP.*
BED 1 WIDTH/DEPTH (MM)		3480 / 4100	Y / Y	3120 / 4281	Y / Y
BED 2 WIDTH/DEPTH (MM)		3000 / 3750	Y / Y	3395 / 3000	Y / Y
BED 3 WIDTH/DEPTH (MM)		3000 / 3100	Y / Y	3395 / 3000	Y / Y
LIVING AREA WIDTH (MM)		4680	Y	4785	Y
LIVING AREA (M2)		17.40	Y	13.40	Y
SGLE. ASPECT RM. RATIO COMP.		-	Y	-	Y
SINGLE ASPECT OPEN PLAN RM. HEIGHT / DEPTH (MM)		N/A	-	N/A	-
MIN. STORAGE AREA INTERNAL/EXTERNAL (M3)		> 18.00 / 0	Y / -	> 18.00 / 0	Y / -
VENT. PATH LENGTH MIN/MAX (MM)		5000 / 12000	Y / Y	5500 / 14000	Y / Y
BALCONY WIDTH (MM)		2400	Y	2400	Y
BALCONY AREA (M2)		18.00	Y	15.00	Y
ACCESSIBILITY COMPLIANCE		-	Y	-	N

\*COMPLIANCE, Y=YES, N=NO

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No.	Date	Revised

BETTER APARTMENTS  
 DESIGN STANDARDS  
 ASSESSMENT 01  
 PRELIMINARY  
 NOT FOR CONSTRUCTION

TOWN PLANNING  
 TP1.21 P03  
 17076  
 05/03/2018



Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



1 APT TYPE F - LOWER  
Sheet T. 02

TOTAL TYPE F APARTMENTS = 1 No (11.1% of total)  
APT: 8.01

- LEGEND:**
- - - - BREEZE PATH
  - - - - APARTMENT TYPE COMPLIES WITH ACCESSIBILITY REQUIREMENTS
  - - - - MINIMUM BATHROOM ACCESSIBILITY CIRCULATION REQUIREMENTS



2 APT TYPE F - UPPER  
Sheet T. 03

B.A.D.S.	APARTMENT TYPE	F	COMP.*
BED 1 WIDTH/DEPTH (MM)	3400 / 3300	Y / Y	
BED 2 WIDTH/DEPTH (MM)	4109 / 3300	Y / Y	
BED 3 WIDTH/DEPTH (MM)	3300 / 4363	Y / Y	
LIVING AREA WIDTH (MM)	5796	Y	
LIVING AREA (M2)	20.40	Y	
SGLE. ASPECT RM. RATIO COMP.	-	Y	
SINGLE ASPECT OPEN PLAN RM. HEIGHT / DEPTH (MM)	N/A	-	
MIN. STORAGE AREA INTERNAL/EXTERNAL (M3)	>18.00 / 0	Y / -	
VENT. PATH LENGTH MIN/MAX (MM)	5400 / 14500	Y / Y	
BALCONY WIDTH (MM)	3256	Y	
BALCONY AREA (M2)	32.00	Y	
ACCESSIBILITY COMPLIANCE	-	N	

\*COMPLIANCE, Y=YES, N=NO

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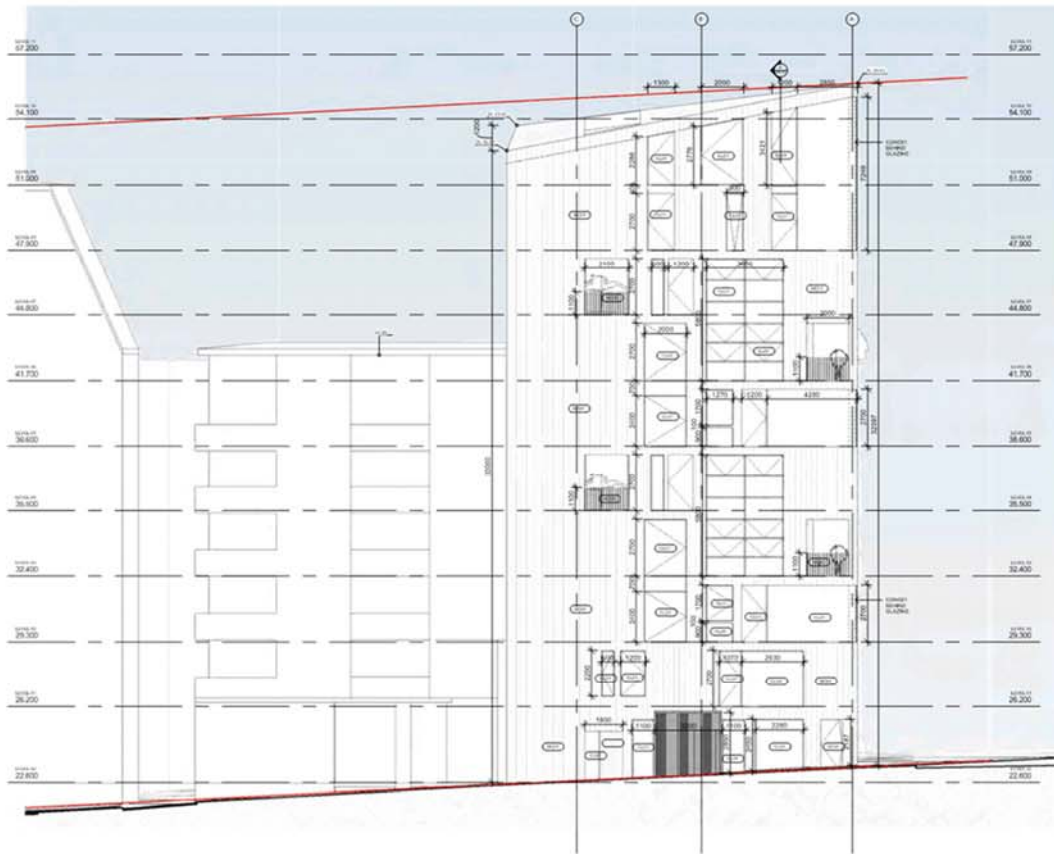
33 PEEL STREET  
 COLLINGWOOD  
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No.	Date	Revised

BETTER APARTMENTS  
 DESIGN STANDARDS  
 ASSESSMENT 01  
 PRELIMINARY  
 NOT FOR CONSTRUCTION

TOWN PLANNING  
 TP1.22 P03  
 17076  
 05/03/2018

Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



MATERIAL SCHEDULE			
KEY IMAGE	MATERIAL	TAG	DESCRIPTION
	CONCRETE	CONC01	OFF FORM CONCRETE
	CLEAR GLAZING	GL01	REFER ESD REPORT FOR SPECIFICATION
	BLACK METAL	MC01	POWDERCOAT COLOUR: NIGHTSKY
	BLACK METAL ROOFING	MC02	POWDERCOAT COLOUR: NIGHTSKY
	BLACK METAL BAR BALUST.	MC03	POWDERCOAT COLOUR: NIGHTSKY

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**33 PEEL STREET  
 COLLINGWOOD**  
**S&G COMMERCIAL TRUST**

Rev	Date	By	Check	Description

**TOWN PLANNING**

**NORTH ELEVATION - PEEL STREET**

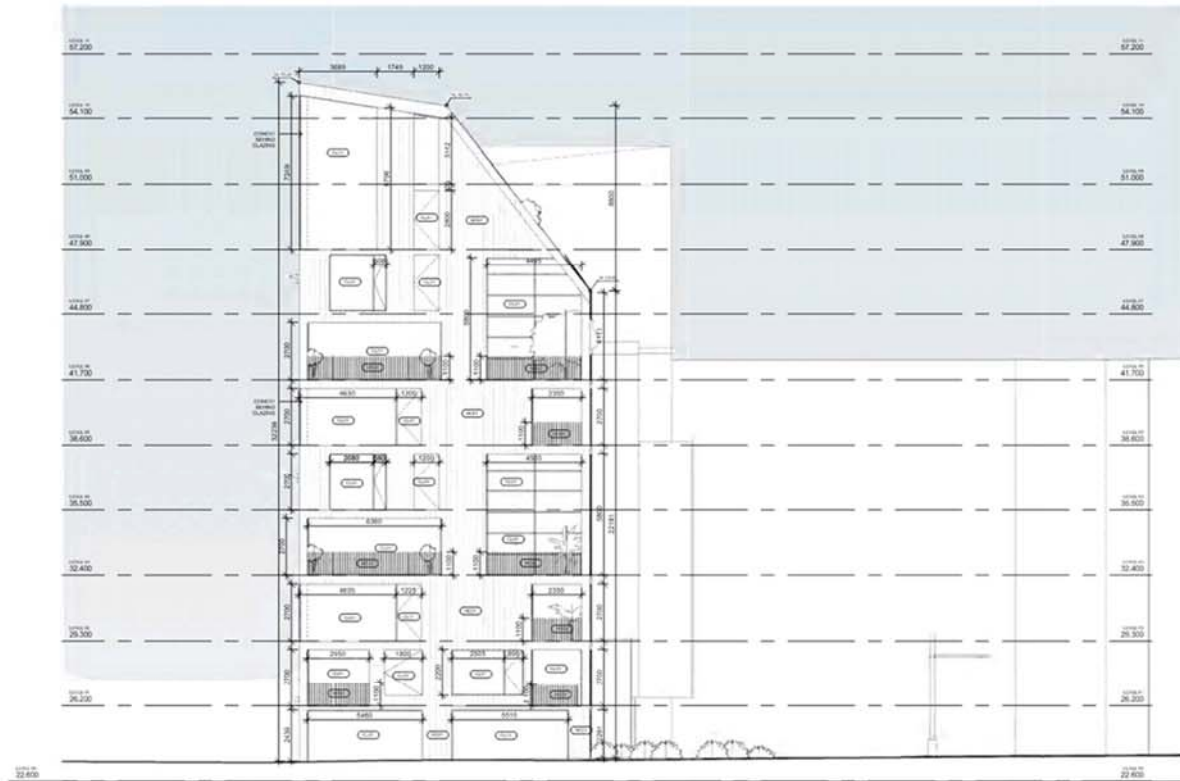
**PRELIMINARY  
 NOT FOR CONSTRUCTION**

**TP2.01 P03**

T: 03 9361 1300  
 05/03/2018

**17076**

Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



MATERIAL SCHEDULE			
KEY IMAGE	MATERIAL	TAG	DESCRIPTION
	CONCRETE	CONC01	OFF FORM CONCRETE
	CLEAR GLAZING	GL01	REFER ESD REPORT FOR SPECIFICATION
	BLACK METAL	MC01	POWDERCOAT COLOUR: NIGHTSKY
	BLACK METAL ROOFING	MC02	POWDERCOAT COLOUR: NIGHTSKY
	BLACK METAL BAR BALUST.	MC03	POWDERCOAT COLOUR: NIGHTSKY

17076 - 17076 - 17076 - 17076



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No.	Date	Revised

**TOWN PLANNING**

WEST ELEVATION -  
CAMBRIDGE STREET

TP2.02 P03

PRELIMINARY  
NOT FOR CONSTRUCTION

05/03/2018

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Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



MATERIAL SCHEDULE			
KEY IMAGE	MATERIAL	TAG	DESCRIPTION
	CONCRETE	CONC01	OFF FORM CONCRETE
	CLEAR GLAZING	GL01	REFER ESD REPORT FOR SPECIFICATION
	BLACK METAL	MC01	POWDERCOAT COLOUR: NIGHTSKY
	BLACK METAL ROOFING	MC02	POWDERCOAT COLOUR: NIGHTSKY
	BLACK METAL BAR BALUST.	MC03	POWDERCOAT COLOUR: NIGHTSKY

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Rev	Date	By	Notes

**TOWN PLANNING**

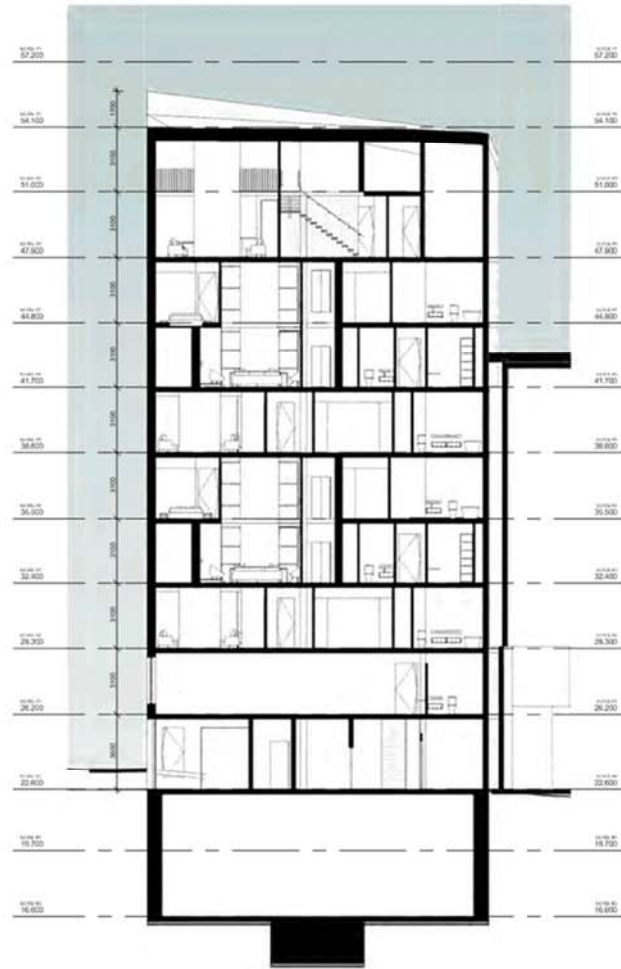
**SOUTH ELEVATION -  
 CAMBRIDGE RESERVE**


**TP2.03 P03**

**PRELIMINARY  
 NOT FOR CONSTRUCTION**

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Attachment 2 - PLN17/1059 - 33 Peel Street Collingwood - decision plans



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				Rev	Date	Description					
1		Issue for construction									
<p>CHT Architects Pty Ltd                  44 Colwell Street                  Collingwood VIC 3068                  Phone: 03 9360 1111                  Fax: 03 9360 1112                  www.cht.com.au</p>			<p>17076</p>								



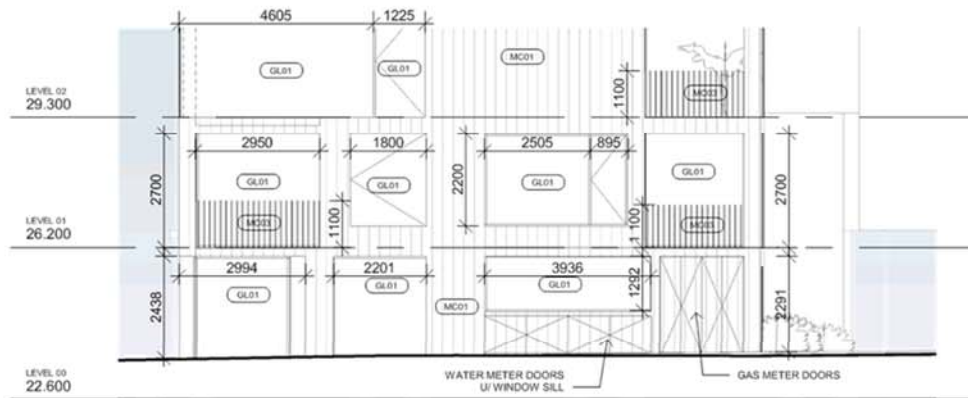




Attachment 3 - PLN17/1059-05 - 33 Peel Street Collingwood - sketch plan showing splay



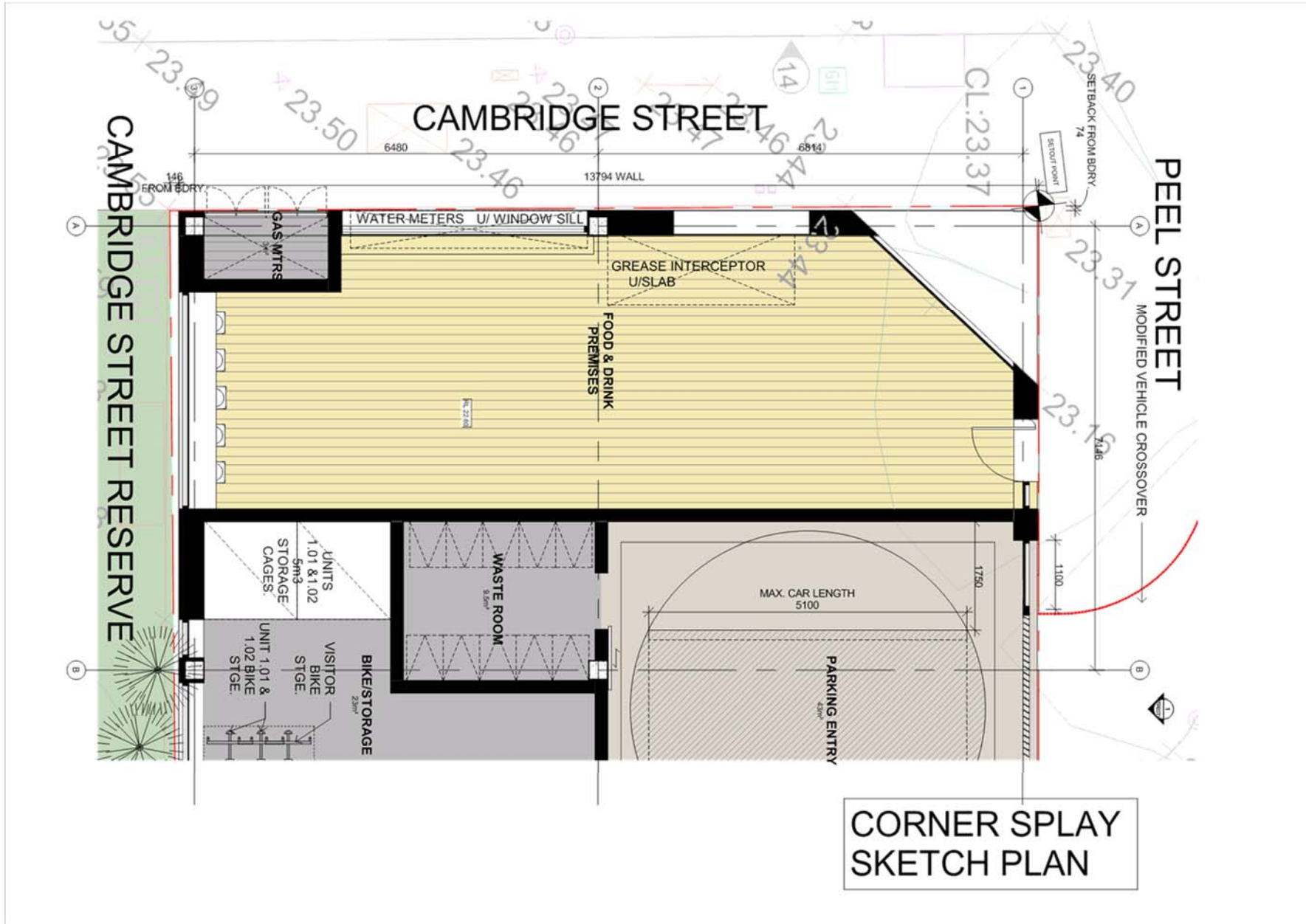
1 NORTH ELEVATION SKETCH (SPLAY)  
SCALE 1 : 100



2 WEST ELEVATION SKETCH (SPLAY)  
SCALE 1 : 100

CORNER SPLAY  
ELEVATIONS

Attachment 3 - PLN17/1059-05 - 33 Peel Street Collingwood - sketch plan showing splay







**Attachment 5 - PLN17/1059-05 - 33 Peel Street Collingwood - Referrals - idac attachment**

**Internal departments**

**Engineering Services Unit**

*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 Three-Bedroom Dwellings.*

*Traffix Group has sourced car ownership rates for the Collingwood area from the 2016 census conducted by the Australian Bureau of Statistics. Three-bedroom flat type dwellings in Collingwood and Yarra have an average car ownership of 1.0 car per dwelling. Some 79% of three-bedroom households have less than two cars. The development would be providing parking for the three-bedroom dwellings at a rate of 1.4 spaces per dwelling. This rate is higher than the statistical average. The proposed on-site car parking provision for the three-bedroom dwellings is considered appropriate.*

- *Parking Demand for Residential Visitors.*

*Peak parking for residential visitors generally occurs on weekday evenings and at weekends.*

*The applicant proposes to accommodate all residential visitor parking off-site, since the site will be containing mostly mechanical parking - not practical for use by residential visitors. For mixed use and multi-unit residential developments that are located along or near activity centres, we would normally encourage applicants to provide some residential visitor parking on-site. In this instance, the proposed car parking arrangement cannot practically allow for residential visitor parking to be accommodated on the property. In the context of the surrounding area, the demand of one residential visitor parking space off-site should not be detrimental to existing on-street parking conditions in the area.*

- *Parking Demand for Café Use.*

*Patrons to the food and drink premises would be drawn from residents in the development, employees of nearby workplaces and local residents. It is unlikely that the proposed food and drink premises would be a specific destination in its own right. Employees would be fully aware with the scarcity of long-stay parking in the Collingwood area and choose to commute to the site by alternative transportation modes.*

*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.*

*Traffix Group had conducted on-street parking surveys of the surrounding area on Tuesday 24 October 2017 and Saturday 28 October 2017 at 12:00pm, 7:00pm, and 8:00pm. The survey area included Peel Street and sections of Langridge Street, Oxford Street, Cambridge Street, and Wellington Street. The times and extent of the survey are*

**Attachment 5 - PLN17/1059-05 - 33 Peel Street Collingwood - Referrals - idac attachment**

considered appropriate. An inventory ranging from 219 to 239 publicly available spaces was identified. The results of the survey indicate that the peak parking occupancy had occurred on the Tuesday at 12:00pm, with an on-street parking occupancy of 102 % (this includes five illegally parked cars). For the other times, a minimum of 47 vacant spaces was recorded. Although parking demand was high on the Tuesday at midday, the survey data suggests that there is capacity on-street to accommodate any short-stay parking overflows from the site.

- *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 land had previously accommodated various commercial uses in the past. Any short-stay parking deficiencies that were generated by the previous uses could potentially be transferrable to the new development.

**Adequacy of Car Parking**

From a traffic engineering perspective, the waiver of resident, residential visitor, cafe spaces is considered appropriate in the context of the development and the surrounding area. Any short-stay parking overflow from the development should be able to be accommodated on-street or in any of the nearby commercial car parks.

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

**TRAFFIC GENERATION**

The traffic generation for the site adopted by Traffix Group is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential Dwellings with One Car Space (2 Dwellings)	3.0 trips per dwelling per day  Peak hour volume is 10% of daily volume	6	0.6	0.6
Residential Dwellings with Two Car Spaces (5 Dwellings)	5.0 trips per dwelling per day  Peak hour volume is 10% of daily volume	25	2.5	2.5
<b>Total</b>		<b>31</b>	<b>3.1</b>	<b>3.1</b>

The peak hour volumes generated by the site are not unduly high and could be accommodated on the local road network without adversely impacting on its operation.



**Attachment 5 - PLN17/1059-05 - 33 Peel Street Collingwood - Referrals - idac attachment**

*DEVELOPMENT LAYOUT DESIGN*

*Layout Design Assessment*

<i>Item</i>	<i>Assessment</i>
<i>Access Arrangements</i>	
<i>Peel Street Entrance</i>	<i>The proposed 3.2 metre wide entrance satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.</i>
<i>Visibility</i>	<i>Sight windows measuring 1.10 metres in length are provided on both sides of the car park entrance and satisfy Design standard 1 – Accessways of Clause 52.06-9.</i>
<i>Headroom Clearance</i>	<i>A headroom clearance of 2.85 metres has been provided at the development's car park entrance to satisfy Design standard 1 – Accessways.</i>
<i>Swept Path Diagram</i>	<i>Not provided.</i>
<i>Car Lift</i>	
<i>Car Lift</i>	<i>The car lift has a platform measuring 2.15 metres by 5.1 metres and can accommodate a vehicle the size of a B85 design vehicle.</i>

*Layout Design Assessment*

<i>Item</i>	<i>Assessment</i>
<i>Car Lift</i>	

**Attachment 5 - PLN17/1059-05 - 33 Peel Street Collingwood - Referrals - idac attachment**

<p>Queuing Analysis</p>	<p>The proposed parking system is capable of servicing 24.32 vehicles per hour, based on a total service time of 148 seconds estimated by Traffix Group, which is considered reasonable. With an estimated inbound peak our traffic volume of 3 vehicles per PM peak hour wishing to access the car park, the utilisation ratio for the device's car lift (usage/capacity) would be 0.123 (3 vehicle trips per hour/24.32 vehicles per hour).</p> <p>To determine the storage queue of the car lift, guidance is sought from the Australian/New Zealand Standard AS/NZS 2890.1:2004. The mechanical device such as this car lift should have sufficient vehicle storage to accommodate the 98<sup>th</sup> percentile queue (the queue that will be exceeded on 2% of occasions). By knowing the utilisation ratio of the car stacker (in this case, 0.123), the 98<sup>th</sup> percentile queue length can be calculated.</p> <p>Queue Length, <math>N = (\text{Log}_n \text{Pr}(n&gt;N) / \text{Log}_n \rho) - 1</math>  <math>\text{Pr}(n&gt;N) = \rho^{N+1}</math>                      where <math>\rho = r / s</math> (utilisation factor)  <math>\rho = \text{average arrival rate} / \text{average service rate}</math>  <math>= 3 / 24.32</math>  <math>= 0.123</math></p> <p><math>N = (\text{Log}_n 0.02 / \text{Log}_n 0.123) - 1</math>  <math>= 0.867</math> car lengths, say 1 car</p> <p>The 98<sup>th</sup> percentile queue length for the car lift during the PM peak hour is one car length. This means there will be no car queued in Peel Street. Based on this calculation, we are satisfied the proposed parking system can adequately operate without adversely impacting the operation of Peel Street.</p>
<p><b>Mechanical Parking</b></p>	
<p>Car Stacker Devices</p>	<p>The applicant has proposed to accommodate the on-site parking using the Hercules Horizontal Shuffle Parking System. This model provides a minimum platform width of 2.15 metres.</p>
<p>Vehicle Clearance Height</p>	<p>The stacker model contains platforms with a vehicle clearance height of 1.8 metres for at least 50% of the mechanical car parking spaces to satisfy Design standard 4: Mechanical parking.</p>

*Design Items to be Addressed*

Item	Details
<p>Service Cabinet Doors</p>	<p>The utility service cabinets facing the public park along the southern boundary of the site are to be relocated to different frontage. Any service cabinet door opening onto a</p>

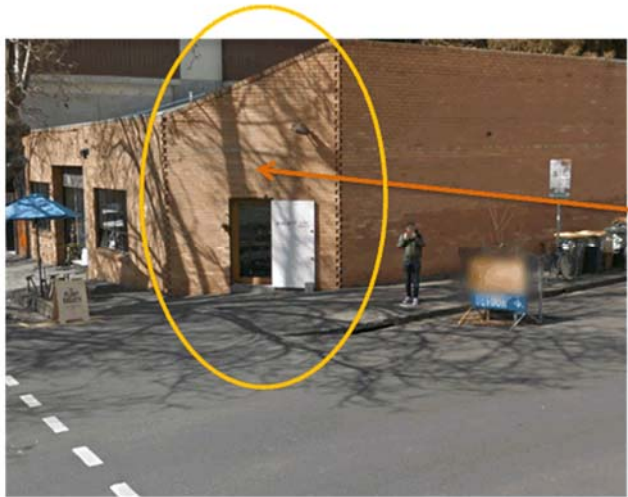
**Attachment 5 - PLN17/1059-05 - 33 Peel Street Collingwood - Referrals - idac attachment**

	<i>Public Highway must swing 180-degrees and be latched to the building when opened.</i>
--	------------------------------------------------------------------------------------------

*Corner Splay*

*The proposed development plans show the corner splay at the north western corner of the property to be occupied by the development.*

*The corner splay at ground level must remain intact. Regardless of whether the splay is in private ownership, it is deemed to be part of a Public Highway by virtue of its previous and existing use by the public (i.e. – pedestrians). The splay must remain in asphalt (consistent with the surrounding footpaths) and must not be reduced in size. The applicant must depict the splay on the proposed Ground Floor Plan. The splay can be occupied above ground level (i.e. first floor and upwards).*



**Existing splay to remain intact and not to be occupied by the development**

**IMPACT ON COUNCIL ROAD ASSETS**

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

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

**ENGINEERING CONDITIONS**



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### *Civil Works*

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

- *The vehicle crossing along the south side of Peel Street is to be re-constructed in accordance with Council's Infrastructure Road Materials Policy, Council's Standard Drawings and engineering requirements. The crossing must be able to accommodate the ground clearance for a B99 design vehicle.*
- *The full-width footpath and kerb and channel immediately outside the property's Peel Street road frontage must be re-constructed to Council's satisfaction and at the Permit Holder's expense.*
- *The full-width footpath immediately outside the property's Cambridge Street road frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's expense.*

### *Car Stacker Devices*

- *The car stacker devices must be installed, operated and maintained in accordance with the manufacturer's specifications and requirements.*
- *No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker devices.*

### *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.*

## **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*

**Attachment 5 - PLN17/1059-05 - 33 Peel Street Collingwood - Referrals - idac attachment**

*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 groundwater 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.*

*Preparation of Detailed Road Infrastructure Design Drawings*

*The developer must prepare and submit detailed design drawings of all road infrastructure works and drainage works associated with this development for assessment and approval.*

*Protection of Car Stacker Pit*

*The Permit Holder/developer is responsible for the management and protection of their building from groundwater.*

*The developer needs to ensure that the car stacker pit and any portions of the development at or below natural surface level have a level of protection to minimise the seepage of subterranean water (groundwater) or any rainfall run-off from penetrating the walls or floors of the site.*

*The excavation for the basement would be to a depth of in excess of 6.0 metres and it is possible that groundwater would be encountered.*

*In the event that any contaminated groundwater seeps through the walls of the car stacker pit, this water must not be discharged into Council's stormwater drainage system under any circumstances. Any contaminated groundwater that is present within the site must be treated and disposed of in accordance with a Trade Waste Agreement and as per EPA guidelines and Melbourne Water/City West Water guidelines.*

*It is also the Permit Holder's onus and responsibility to ensure that rainfall run-off does not enter the property in the event of a heavy storm. Adequate measures should be in place to prevent backwash from entering the property.*

*Additional Comments Provided By Construction Management*

- *Comment from Council's Open Space branch should be sought in relation the protection of the adjacent park, park trees, and reinstatement or replacement of park furniture.*
- *The existing street trees on Peel Street overhang into the site. Open Space unit to provide comment.*

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### ESD Advisor

#### *Applicant ESD Commitments:*

- A STORM report with a score of 108% has been submitted that relies on ~223m<sup>2</sup> of roof connected to 1,500 litres of rainwater storage for toilet flushing in all dwellings.
- Energy efficient heating/cooling, hot water and lighting.
- Water efficient fixtures and taps.
- 12 secure bicycle parking spaces on ground floor for residents of 9 dwellings and 1 additional visitor space.

#### *Application ESD Deficiencies:*

- There are large areas of east, west and north facing glazing exposed to summer sun angles and very high levels of summer solar heat gain. All but one sample type in the set have cooling loads exceeding the BADS 30MJ/m<sup>2</sup> threshold. Recommend additional external shading systems on all exposed east, west and north facing facades to reduce cooling loads and improve thermal comfort. Please provide sample NatHERS ratings for dwellings and demonstrate that cooling loads do not exceed the 30MJ/m<sup>2</sup> threshold.
- A 0.7kW solar PV array is proposed to contribute to onsite electricity consumption. A 700W solar PV system is undersized for a project of this scale. Recommend a large solar PV array to match common area electricity usage.

#### *Outstanding Information:*

- The BESS report states that only 212m<sup>2</sup> of roof will be connected to the rainwater tank and the STORM report states 223m<sup>2</sup>. Please amend to be consistent with the STORM report.
- Please re-do the BESS report as the Transport section claims that residential bike spaces are all on ground floor which is not accurate. Residential bike spaces do meet the BESS standards however and should be included.

#### *ESD Improvement Opportunities:*

- Average 6 Star (minimum) NatHERS ratings for dwellings is proposed. This is the minimum standard possible in Victoria. Recommend a clear commitment to a 7 Star average NatHERS standard.
- Consider providing electric vehicle charging infrastructure.
- Consider providing hard waste area and a composting system for organic residential waste
- Recommend comprehensive commissioning and tuning of all major appliances and building services.
- Consider providing residents' multipurpose spaces and communal open spaces.
- Consider a Construction Waste Management Plan with a recycling/reuse target of 80% for construction and demolition waste.
- Consider specifying FSC certified sustainable timber, or re-used timber across the project.
- Consider specifying concrete and steel with a recycled content.

### Open Space

#### Proposed Building Design



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Further detail is requested on the proposed south building elevation on the ground floor. TP1.00 indicates that water meters extend along the building façade that adjoins the park; however these meters are not shown on TP2.03 – south elevation. A clearer indication of what the building façade will look like from within the park is required in order to make an assessment.

Further, TP1.00 (P02) shows gas meters located on the southern boundary with cabinet doors opening onto the reserve. We do not support the location of services requiring access from the Council reserve.

### Proposed park improvements

Some alternative park improvements are suggested to the northern part of Cambridge Street Reserve, to address the likely difficulty of establishing and maintaining grass here, due to the additional overshadowing from the built form.

Ensure new planting proposed for the garden beds to the north east of the reserve are shade tolerant, due to overshadowing of adjacent buildings.

In particular, a planting plan is required showing:

- Plant schedule indicating botanical and common names, quantities, pot size, mature height and spread of species proposed.

### Landscape plan

For planting within the development, please provide the following:

- Details raised planters and terrace/rooftop planting (including planter box materials and dimensions, mulch layer – something that won't blow away, growing media – suitable in weight and content for roof top gardens, filter media, irrigation method, drainage system, root barrier / water proofing layer)
- Details on proposed method for irrigation and drainage.

Notes in relation to maintenance (duration, regime) and irrigation will be required.

### Comments on sketch plan was provided on 23 March 2018

The plans are fine and generally in accordance with what Fiona sketched up. The only comments I would make are that it may be preferable to have the bbq central between the two picnic settings, but this can be resolved during detailed design.

### Streetscapes and Natural Values Team

The Streetscapes and Natural Values Team provide the following comments in relation to Major Development Referral: PLN17/1059 - 33 Peel Street, Collingwood.

- Cambridge Street has been identified for additional infill street tree planting which is scheduled for winter 2019. There is the opportunity to request the applicant contribute to the planned street tree works opposite to 33 Peel St and adjacent Cambridge Reserve. Works include:
  - Removal of two existing footpath trees opposite the development site 33 Peel Street (Japanese Photinia and Willow Bottlebrush).
  - Replacement and infill planting of 5 x Water Gum (*Tristanopsis laurina* 'Luscious') footpath trees in Cambridge St. Two opposite the development site and three adjacent to Cambridge Reserve.

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- *Planting of 1x Autumn Blaze Maple (Acer x freemanii) in the roadside reserve on Cambridge Street opposite the development site.*
- *Estimated cost to achieve the tree removals and replanting works is:*
  - *\$861 for removal of two trees, \$3778 for planting and two years establishment maintenance. Council contractors will undertake the works at the completion of the development.*
- *The applicant's drawings do not include recently planted footpath trees on the east side of Cambridge St (adjacent to the site and in front of Cambridge Reserve).*
- *The amenity value of the adjacent trees are; \$26,955 (east tree Peel St frontage), \$28,772 (west tree Peel St frontage) and \$10,905 closest adjacent Lemon-Scented Gum (Corymbia citriodora) in Cambridge Reserve. An Asset Protection Permit Bond should be applied to the three trees to offset the cost of repairing any damage incurred during construction and/or for non-compliance with the tree protection management plan.*
- *The applicant must provide a tree protection management plan with a tree impact statement that provides measures for tree protection for all trees within 10m of the development site.*
- *Proposed improvement plantings in Cambridge Reserve must be approved by the Council's Coordinator Open Space Maintenance. Where possible, it is preferable that improvement plantings consider the use of locally indigenous species to enhance urban biodiversity values.*
- *To support the package of proposed improvements in Cambridge Reserve, consideration should be given to recycling water from the development site on an ongoing basis for use in maintaining the local amenity value of this reserve.*
- *Please note all prices provided exclude GST.*

**Strategic Transport**

*Access and Safety*

*No access or safety concerns 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:*

<i>Proposed Use</i>	<i>Quantity/ Size</i>	<i>Statutory Parking Rate</i>	<i>No. of Spaces Required</i>	<i>No. of Spaces Allocated</i>
<i>Dwellings</i>	<i>9 dwellings</i>	<i>In developments of four or more storeys, 1 resident space to each 5 dwellings</i>	<i>2 resident spaces</i>	<i>13 resident spaces</i>
		<i>In developments of four or more</i>	<i>1 visitor</i>	<i>1 visitor spaces</i>

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		storeys, 1 visitor space to each 10 dwellings	spaces.	
Retail premises (other than specified in this table)	82 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	0 employee
		1 visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	0 visitor spaces

The development provides a total of 11 additional resident spaces above the requirements of the planning scheme and meets the required number of visitor spaces.

*Adequacy of visitor spaces*

1 space is noted as a visitor bicycle parking space. The provision of the visitor spaces is inadequate for the following reasons:

- Whilst 1 spaces meets the statutory requirement: best-practice requires a rate of 0.25 visitor spaces to each dwelling<sup>1</sup>, requiring 2 spaces for the 9 dwellings.
- A car parking reduction of 8 spaces is sought, including for four visitor spaces. Further, Council already notes a shortfall of visitor bicycle parking within the immediate vicinity of the development, and the proposed development is likely to contribute further to this shortfall.
- It is usually preferred that all visitor spaces are provided as horizontal rails outside of secure facilities for ease of access and use.

Given all of the above, it is recommended the applicant provide a number of bicycle hoops at the Cambridge Street frontage. There appears to be space to provide at least 4 bicycle hoops (8 bicycle spaces) within the roadway between the existing street tree and car parking bays (Figure 1). This has been discussed with Council’s Engineering Unit who have offered general support for the concept. .

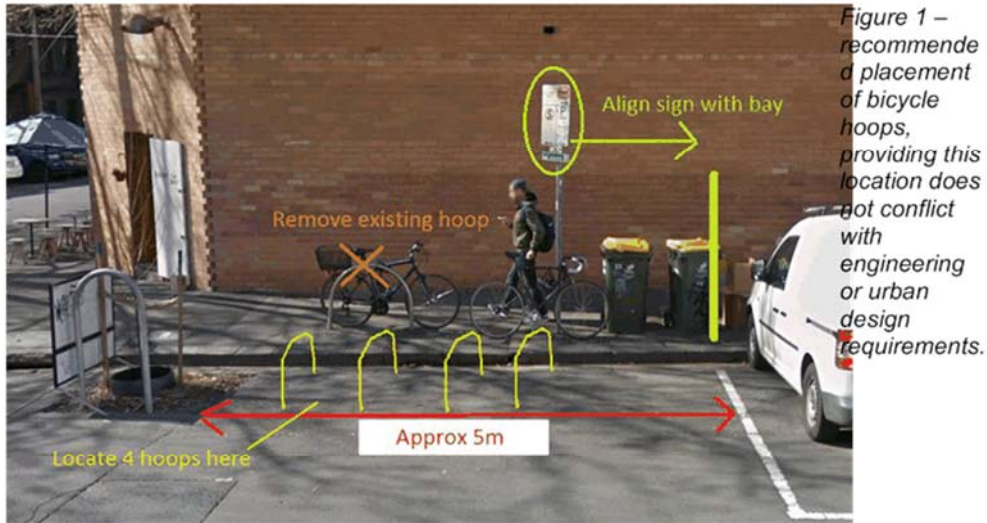
If hoops are installed in this location:

- The existing hoop within the footpath should be removed to create footpath space, and provide easier access to the spaces within the roadway;
- The existing parking restriction sign must be relocated to align with the marked parking bays;
- The hoops must be offset from the curb by 600mm to allow for effective gutter maintenance and cleaning;
- The hoops must be spaced 500mm from the tree cut-out, 1m apart and at least 1m from the nearest parking bay.

<sup>1</sup> Category 6 of the Built Environment Sustainability Scorecard (BESS) offers the following best-practice guidance for residential visitor bicycle parking rates: “Residential developments should provide 0.25 visitor spaces per dwelling.”



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*Adequacy of resident spaces*

*Number of spaces*

*Whilst the proposal includes a surplus of 11 resident spaces above the requirements of the planning scheme, it is noted:*

- *Best-practice requires a rate of 1 space to each dwelling<sup>2</sup>, requiring 9 spaces. This has been exceeded by 4 spaces and the number of resident spaces is acceptable.*

*Design and location of employee spaces and facilities*

*Employee and resident spaces are adequately located and designed for the following reasons:*

- *Resident/employee bicycle parking is provided at Ground Floor, then at the entrance level to each apartment. It is envisioned most cyclists would choose to access the spaces via the lift.*
- *All spaces are provided as 'Ned Kelly' hanging spaces. Pursuant to Australian Standard AS2890.3 at least 20% of spaces should be provided as horizontal spaces. However, given the small site, the low number of spaces being provided, and given spaces are effectively allocated to individual apartments; it is acceptable all spaces are provided as hanging spaces.*
- *Accessways and storage areas appear to comply with Australian Standard AS2890.3*

*Electric vehicles / share cars / other relevant topics?*

*Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction, it is recommended the applicant consider the ability of the car stacker to be retro-fitted with EV charging capability at a later date.*

<sup>2</sup> *Category 6 of the BESS offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings."*

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*Recommendations*

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

- 1. The provision of at least 4 bicycle hoops at the Cambridge Street frontage, within the roadway between the existing street tree and angled parking bay.*
- 2. Removal of the existing bicycle hoop within the Cambridge Street footpath.*
- 3. Relocation of the existing parking restriction sign at the Cambridge Street frontage to align with the parking bay.*

**Urban Design**

*There are no planned capital works or streetscape improvements around the site led by Urban Design.*

*I have noticed that a number of public realm improvements have been suggested by other teams, including tree planting on Cambridge Street (Streetscapes), cycle parking on Cambridge Street (Strategic Transport), and improvements to Cambridge Street Reserve (Open Space). We support these suggestions and are happy to review any designs for these in more detail once they have been prepared.*

*I have considered opportunities for other improvements directly around the site. For example, there may be an opportunity to create a planted outstand around the existing tree on Peel Street, as this is a feature along parts of the street (see image below). I understand from speaking to colleagues in Streetscapes and Engineering, that this may be challenging to do given the overland flows down Peel Street. However, if the applicant is interested in pursuing opportunities for planting around the site we can investigate it further to see how feasible it is.*

*Lastly, I notice that the vehicle access to the site is very close to the existing tree on Peel Street. It would be good to look at the swept paths for this to check that the tree would not be impacted by vehicle turning movements.*



**Waste Services**

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The waste management plan for 33 Peel St, Collingwood authored by Leigh Design and dated 23/10/2017 is satisfactory from a City Works branch's perspective.

**External consultants**

**Urban Design (Craig Czarny – Hansen)**

*In summary, while generally supportive of the architectural response, we consider a building of 8 storeys as more appropriate in scale than the proposed 10 storey building. Some refinement is broadly required to the design, particularly to provide a greater degree of transition to the heritage edge of Cambridge Street, while allowing Wellington Street to contain the more robust forms of the immediate context as per its DDO2. Our preliminary comments are outlined below:*

*Townscape matters*

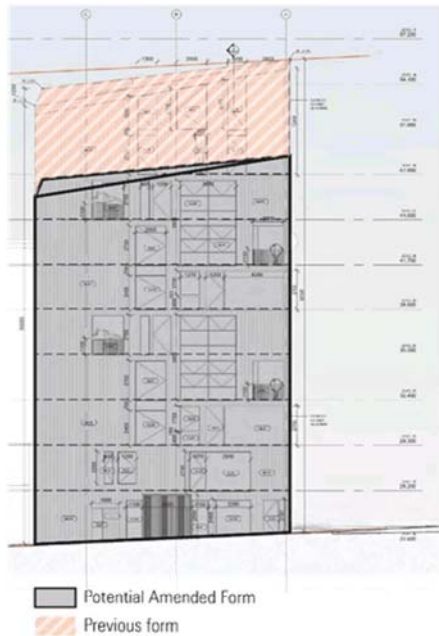


Figure 4: Suggested modifications to building form

*An important consideration which has not been noted within the Urban Context Report is the pronounced topographical fall from Fitzroy to Collingwood, particularly between Gore Street and Wellington Street and Hoddle Street toward the east. A building of 10 storeys at this site will be perceived as a taller element in the skyline than buildings on Wellington Street due to this slope.*

*As discussed, the corner site at 109 Wellington Street under DDO2 is encouraged to define and reinforce the role of the street as a main road. Additionally, this development recognises its 6 storey neighbour by providing an transitional gesture by sloping down toward its western boundary. Whilst the subject site offers a minimal degree of transition to 41 Peel*



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*Street, there is seemingly no acknowledgement to the heritage area on the western side of Cambridge Street with the developments tallest element occurring at this interface. It is also unclear why this subject site justifies a building of a greater height to 109 Wellington Street (under DDO2) where a more robust street edge is acceptable. Therefore, we suggest the building removes two of its middle levels to reduce the overall height to 8 storeys.*

**Massing**

*Whilst not containing a street wall and upper level setbacks, the proposal successfully mitigates its mass particularly via its numerous floor to ceiling windows, indented balconies and double-height ceilings. In particular, the double-height ceilings provide the building with a lighter-touching mass while the frame of the building holds the corner. Paired with floor to ceiling windows and sloped roof, the final form seemingly references themes of construction warehouses and scaffolding, an acknowledgement of the post-industrial character of Collingwood and Fitzroy. The result is a light-weight structure, progressively eroding in mass toward the corner of Peel and Cambridge streets.*



Figure 5: Proposed building successfully reduces mass through its voids

**Overshadowing**

*The Urban Context Report includes a detailed solar path study that has influenced the massing as to not provide additional encroachment of shadow onto the Cambridge Street reserve than the neighbouring development at 41 Peel Street. It is noted that (assuming a correct accuracy of the shadow diagrams) that whilst the proposal successfully does not encroach beyond the line of shadow already caused by 41 Peel Street, one of the last remaining spaces of sunlight containing the picnic facilities will be largely overshadowed during the lunch hours. The amount of shade present at the park is also partially due to the existing sheltering canopy trees, in conjunction with the existing developments abutting the reserve.*

*The two-dimensional shadow diagrams display a before and after scenario whereas the 3D shadow diagrams do not. The proposal should demonstrate whether building projects a*



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shadow onto the private open spaces (balconies) of 95 Wellington Parade. This would present an unacceptable scenario in compliance with Clause 55.04. It is also considered unacceptable that the development projects shadow onto the footpath on the opposite side of Cambridge Street in a heritage protected residential area at 10am at the equinox.

*Interfaces*

Whilst the proposal provides 24m of active frontage (14m of which occurs along Cambridge Street), there is concern regarding the contribution to Peel Street with largely inactive frontage and a prominent vehicle entry. The existing and emerging streetscape contains a consistent lining of active frontage on the southern side of Peel Street, with 109 Wellington Street, 41 Peel Street, the existing building at the subject site, and 29 Peel Street containing relatively uninterrupted active edge to Peel Street with minimal vehicle entrances. There is also concern regarding the prominence of the garage door and lack of pedestrian address to the Peel Street interface. Whilst we appreciate the ambition for an 'architecturally treated door' to mitigate impact to the public realm interface, it appears that the car entrance is the striking feature significantly eclipsing the pedestrian sense of address to the street, coupled with the blank interface of the stairwell at the north-eastern corner of the site. Appreciating the allotment size and topographic constraints, we recommend a more prominent entry lobby or glazing through to the stairwell will assist in providing a more active edge to Peel Street is provided to mitigate 11.5m of inactive edge of the 16.7m frontage.



Figure 6: Proposed active (blue) and inactive (red) interfaces

It is supported that the food and drink premises wraps two corners and provides activation to three frontages. At the southern boundary looking into the Cambridge Street Reserve, the shop will sit 1m below the ground level looking into the park. Upper level residences will provide an additional layer of surveillance to the streets and particularly over the park. The northern elevation shows the mass of the building eroding from east to west. The more solid panel enclosing the stairwell provides a grounding element before the mass gradually falls away via the building voids and windows. However, it is recommended that some levels (particularly ground level) have glazing through to the stairwell to provide a more continuity of activation along Peel Street and provide some articulation to the façade encasing the stairwell.

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Figure 7: Suggested additional glazing

**Plan**

At the ground level food and drink premises, the plan currently shows a bench/stool arrangement at the window looking into the park. However it is unclear how the 67.5m<sup>2</sup> shop with a narrow 4.5m width will be configured as there is currently no indication of a kitchen location. It would be considered a poor outcome if a kitchen was delivered at the southern boundary forcing a blank interface to the park. Further information is required to understand how this food and drink premises will spatially operate and interact with its 3 interfaces.

There is also concern regarding the 'entry lobby' as it is currently reading as more of a hallway (1.83m width) with minimal sense of address to the street or arrival. This could be mitigated by an open stair case, increasing the perceived size of the 'entry lobby.'

As has been achieved with the ground level inset of 625mm at the residential entrance, this could also be realized on the corner to provide address to the café and shelter/pedestrian refuge as demonstrated at the food and drink premises at 109 Wellington Street. As the building has no street wall, this would also be a useful mechanism in providing some distinction between the public role of the ground level commercial premises and the upper level private residences.

Generally, the upper level plans are considered acceptable with bedrooms, living areas, 6 balconies and a roof terrace providing passive surveillance over the park. An exception is the functionality of level 8 regarding the laundry location being accessed outside of the formal private dwelling. Access to the laundry is via the semi-private entrance with elevator and stair access. It is preferable that access to private functions are confined to the private dwelling.

**Conclusion**

We are generally supportive of the proposal at 33 Peel Street, Collingwood. It is an architecturally sound and visually appealing building, however we believe that the response to this site is as though it is located at a corner of a more prominent road in the surrounding

**Attachment 5 - PLN17/1059-05 - 33 Peel Street Collingwood - Referrals - idac attachment**

*context, such as Wellington Street. Therefore, we believe there is some refinement required in order to achieve a high quality, responsive outcome to this site. In summary we recommend that:*

- *The building height is lowered to 8 storeys providing a more convincing contextual response to the 9-storey building on the main road Wellington Street, neighbouring 6 storey building and heritage interface of Cambridge Street. This will also mitigate the degree of overshadowing to the park and Cambridge Street footpaths.*
- *Evidence is provided that the proposal does not project shadow onto private open space on rear balconies of 95 Wellington Parade.*
- *Glazing through to the stairwell is provided at least on the ground level to provide more continuity of activation along Peel Street.*
- *The stairwell on the ground level is unwallled to the 'entry lobby' to provide an actual lobby effect rather than just a hallway.*
- *Access to private facilities such as the laundry on level 8 is restricted to the dwelling.*
- *Further information is provided regarding the location of a kitchen in the food and drink premises, ensuring the interface with the Cambridge Street Reserve remains activated as per the current plans.*