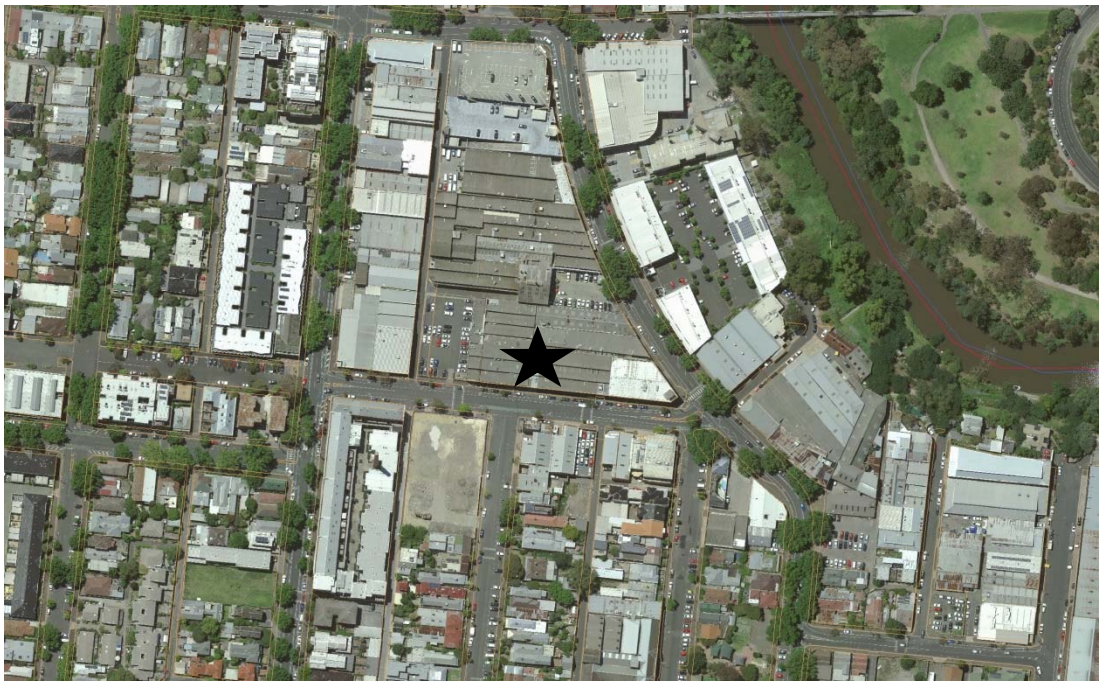
Attachment 1 - Site Location Map - 32-68 Mollison Street and 10 Victoria Crescent, Abbotsford

SUBJECT LAND: 32-68 Mollison Street and 10 Victoria Crescent, Abbotsford



⇧ **North**

★ **Subject Site**

Attachment 2 - Design Response - Plans / calculations

MEYDAN GROUP

Attention: John Theodosakis
City of Yarra
Statutory Planning Branch
PO Box 168
RICHMOND VIC 3121

31 October 2017

Dear Mr Theodasakis

RE: Response to Request for Further Information and Preliminary Assessment
PLN17/0679: 32-68 Mollison St, Abbotsford

The following information is provided in response to your Request for Further Information (RFI) dated 12 September 2017. This correspondence refers to and is supported by the enclosed 'RFI Plans' dated 24.10.2017. As discussed, enclosed are two complete sets of the plans in A3, and one set of the 'Overall' plans in A1. A USB containing an electronic copy of these documents is also enclosed.

RFI Plans

Changes made to the proposal in response to the RFI include:

- Addition of a 'Shop' at the ground floor level on the corners of Mollison Street and Victoria Crescent;
- Introduction of landscaping to the entry foyers of the office buildings associated with Stage 2 and Stage 3; and
- Increased setbacks of Stage 3 from the northern and eastern boundaries of the site.

These revisions have resulted in modest changes to the overall areas, as described by the following table.

	Application Plans	RFI Plans	Change
Office	19,085m^2	18,045m^2	-1,040m^2
Shop	300m^2	925m^2	+625m^2
Car parks	361	361	0

Further Information

Responses to the RFI provided below are numbered to correlate with that correspondence (dated 12 September 2017).

1. A Cultural Heritage Management Plan (CHMP) has been prepared by Ecology and Heritage Partners. The CHMP has been submitted to the Registered Aboriginal Party (RAP) for evaluation, with approval expected by the end of November. Notably, the RAP has already agreed to the draft conditions of the CHMP.

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While we note that the Responsible Authority cannot approve a planning permit application without a CHMP in place, we do not see any reason that the assessment of the application cannot continue while the CHMP is being evaluated. An electronic copy of the draft CHMP has been included on the enclosed USB.

2. Existing conditions and the extent of demolition and excavation works are shown on Plans TP0.04, and TP0.008 – TP0.012.
3. A comprehensive site survey analysis showing the surrounding context is included as TP0.05 – TP0.07.
4. A design response in accordance with Schedule 1 of the Incorporated Plan is included as part of Attachment 1 – Design Response.
5. The previous stage design response plans have been replaced with TP0.008 – TP0.012, which show the staged development in plan view and elevations.
6. The shadow diagrams at Plan TP0.08 have been updated to clearly delineate the existing and proposed shadows.
7. The proposed elevations have been updated to include wall heights, RLs and further revised to correlate with the materials schedule. For clarity, floor to ceiling heights are provided on sections.
8. The cross-sections have also been updated in regard to the above information. Additional information regarding ramps is provided on Plan TP1.16.
9. Car parking and related dimensions are now provided on both the overall plans and Stage plans, including rainwater tank capacity.
10. Overall plans (TP1.00 – TP1.07) have been updated to provide the surrounding context, including distance from nearby buildings. Existing power poles are shown on the overall ground plan have been identified with a 'PP' annotation. We are aware that some changes to this infrastructure may be required to facilitate the development of the site, however this is subject to CitiPower requirements and design, which will be resolved during the building permit phase.
11. The overall roof plan has been updated to include the surrounding context (TP1.07).
12. Perspectives providing a view from street level are included as TP1.12 and TP1.13.

Response to Preliminary Assessment

1. Additional vertical elements have been added to the Stage 2 Mollison Street façade to reduce the horizontal massing. Overall, it is considered that the proposed built form is consistent with the expectations of the IPO, existing approvals, and the robust character of industrial area in which the site is located.
2. The proposed provision of offices at ground floor is consistent with IPO1, which seeks activation of the ground floor only within the 'carpark building', at 32 Mollison Street. Nonetheless, changes to the plans include the addition of a 'retail' area of 630m2 at the ground level of Stage 2 (corner of Mollison Street and Victoria Crescent). The primary street access is provided from Victoria Crescent in response to the levels on the site. The proposed development will significantly enhance and activate the existing streetscape.
3. The pedestrian entry points as designed will be evident from street level. Notably, changes to the plans include the addition of landscaping features at the foyer entrances, which will further enhance the visibility of the entry points.
4. As identified above, the RFI plans introduce some landscaping at the entry of the office foyers of Stages 2 and 3. This is considered adequate given the site's southern orientation, and that landscaping does not feature as a characteristic of the area.

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Attachment 2 - Design Response - Plans / calculations

5. The Level 1 overall plan (TP1.03) clearly shows the proposed setback above ground floor from adjoining buildings. The northern elevation (TP1.14) illustrates that there are no windows proposed at ground level.
6. The proposal continues to incorporate the portion of the site that extends to the corner of Mollison Street and Victoria Crescent. It is considered that the footpath width of 2.5 metres is ample for pedestrian comfort.
7. The Transport Impact Assessment (One Mile Grid; July 2017) submitted as part of the planning permit application demonstrates that the traffic impacts of the proposed development will be acceptable. Some variations to the traffic impacts will occur as a result of the revised plans increasing the shop floor area by 625m^2 and decreasing the office floor area by 1040m^2. These changes will:
   - Reduce peak hour vehicle movements associated with office employees; and
   - Decrease long term (employee) car parking demand, and increase short term (customer) car parking demand.

   The changes to car parking demand are addressed in more detail below.

Car Parking Assessment

Office and Shop generate comparable statutory car parking requirements, of 3.5 and 4 per 100 square metres respectively. The Traffic Impact Assessment (TIA) describes the demand for office car parking as 2 per 100 square metres, and retail as 3.5 per 100 square metres (applying the Column B rate). The RFI plans therefore exchange a demand for 21 car parks for office, with a demand for 22 car parks for Shop.

As also identified by the TIA, however, while office generates a demand for 'long term' car parking, shop demand is primarily for short term, customer car parking spaces. Relying on the methodology set out in the TIA, the total anticipated car parking demand set out at Section 7.3.3 of that report is updated as follows.

Use	Stage	Short term spaces (customers)	Long term spaces (staff)	Total Demand (spaces)
Office	1	-	81	81
	2	-	163	163
	3	-	117	117
Shop	1	9	2	11
	2	18	4	22
Total		27	367	394

In comparison to the Application Plan, the RFI Plans generate a the same overall demand for car parking spaces, however there is an increase in short term (customer) car parking demand of 18 car parking spaces and a reduction in long term (staff) car parking of 18 spaces.

The proposed development provides 361 car parking spaces. As identified by the TIA (page 34): *the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:*

- *The car parking demand likely to be generated by the use; and*
- *Whether it is appropriate to allow fewer spaces to be provided than the likely demands generated.*

Attachment 2 - Design Response - Plans / calculations

As the RFI plans decrease the demand for long term car parking and reduce peak hour traffic, it is considered that the conclusions of the TIA still apply. These include:

- *The parking provision is considered appropriate for the proposal...*; and
- *Traffic volumes anticipated to be generated by the proposed development are expected to be readily accommodated by the surrounding road network*. (p47, TIA).

Conclusion

We trust this package of information meets your requirements and enables you to progress the referral and notification of the application.

We look forward to continuing to work with you through the assessment process. Should you have any queries, please do not hesitate to contact the undersigned on 0412 302 122, or via email on natasha@meydangroup.com.au .

Kind Regards,

Natasha Liddell
BComm MSocSc MPIA
Planner
Meydan Group

Attachment 2 - Design Response - Plans / calculations

MEYDAN GROUP

RFI Design Response

32 – 68 Mollison St & 10 Victoria Cres, Abbottsford

PLN17/0679
October 2017

Attachment 2 - Design Response - Plans / calculations

1 Design Response to IPO1

IPO1 requires that an application to construct a building at 32-68 Mollison Street includes:

- A design response to the satisfaction of the responsible authority having regard to the proximity of properties to the north in a different zone including the potential impacts from noise, light, odour and 24 hour traffic.
- An active ground floor frontage incorporated into the design of the car park building at 32 Mollison Street.

Land to the north of the site is within the Industrial 1 Zone. Immediately adjoining the western portion of the site's northern boundary is a laneway, to the north of which is the warehouse-style building used by Spotless Facility Services (Spotless laundry services).

Immediately adjoining the eastern portion of the site's northern boundary is a panel beater, and to its north is the carpark associated with Spotless (Figure 1).

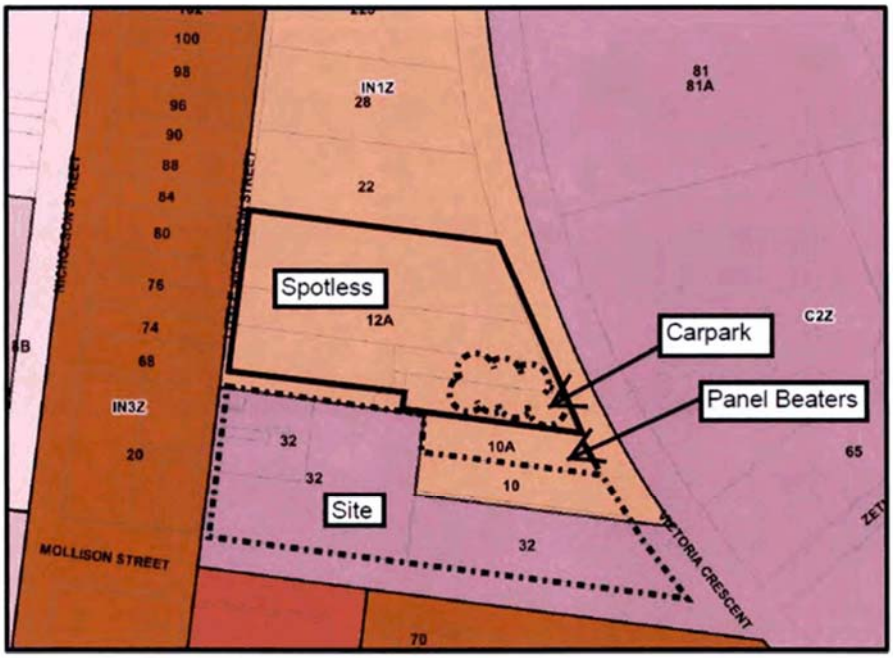

Figure 1: Zoning and Land Uses to the North

The purposes of the Industrial 1 Zone (IN1Z) are:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.*

Attachment 2 - Design Response - Plans / calculations

Section 1 uses (permit not required) include Industry, Warehouse and Service station (all with some limitations). Office, among other uses, is Section 2 (permit required), while Accommodation is among the Section 3 (prohibited) list of uses.

Notably, Clause 21.08-1 of the Local Planning Policy Framework (LPPF), in addressing Abbotsford, states:

> *There is a large industrial precinct centred around Carlton United Beverages. Due to requirements under SEPPN-1 the viability of this industrial precinct has the potential to be undermined by new residential development located too close. The introduction of offices does not present a similar threat and would aid the development of underutilised land to the west of Victoria Crescent south of Gipps Street.*

The planning permit application provides for the site to be continued to be used for office. As identified by the LPPF, it is not considered that the use of office is a threat to the ongoing industrial use of land to the north. In particular, it is noted that:

- It is not considered that the development will be affected by noise from industrial uses to the north. This is not a form of nuisance that has been identified by existing tenants. The portion of the building immediately adjoining the panel beaters will be used for vehicle access and car parking, rather than office.
- As the office will primarily be used during the day, 24 hour light and traffic movements will be inconsequential, and broadly consistent with the level of amenity required in an office environment.
- While we are unaware of any odours being omitted from current industrial uses to the north of the site, the proposed office windows will not be operable, and air intake for ventilation will be from the roof with mechanical systems managing air quality.

IPO1 seeks an active ground floor frontage at 32 Mollison Street. This is achieved by the incorporation of a 295m² Shop in Stage 1 of the proposal.

Attachment 2 - Design Response - Plans / calculations

2 Design Response

2.1 Introduction

The Request for Further Information seeks a comprehensive written analysis of each stage of the proposed development and how it responds to its context.

Notably, this is not an application requirement for buildings and works in either the Commercial 2 Zone or the Industrial 1 Zone.

Clause 22.10 *Built Form and Design Policy* applies to the application, and sets out ten design elements, each with objectives and guidelines. It states that *"where design elements are* ***not*** *met, the written submission included as part of the supporting documentation must explain how the proposed development achieves the related design objectives."* (Emphasis added).

The built form and design are substantially addressed by the Incorporated Plan that applies to the majority of the site and forms part of the Planning Scheme, and is therefore effectively Council policy. Nonetheless, an assessment of the proposal against Clause 22.10 is provided in Section 8 of the submitted Planning Permit Application Report (August 2017). In many instances, it is considered that addressing each element for each stage individually would be highly repetitious.

Additional information is provided where it is considered relevant in the following sections. For brevity, the following analysis should be read in conjunction with relevant sections of Planning Permit Application Report, as detailed in the Overview table below.

2.2 Urban Form and Character

Urban form and character of the proposed development is addressed by Section 8.2 of the Planning Permit Application Report (the 'Application Report'). As each stage is a progression from the existing built form character to the overall proposed development, it would be repetitious to provide a comprehensive urban form and character response for each stage individually.

A southern elevation for each stage of the proposal has been included in the RFI Plans as TP0.011 and TP0.012.

2.3 Setbacks and Building Height

Setbacks and building height of the proposed development are addressed by Section 8.2 of the Application Report. In addition, the following can be noted in regard to each of the stages.

2.3.1 Stage 1

- Stage 1 is bound by Mollison Street (to the south), Little Nicholson (to the west), and an unnamed laneway (to the north). On its eastern boundary, it will adjoin

Attachment 2 - Design Response - Plans / calculations

32 Mollison Street which will continue to be developed and used as a two storey office until Stage 3 of the development.

- As Stage 1 does not adjoin any buildings that do not form part of the site, and given the industrial character of the area, no boundary setbacks are proposed.
- Stage 1 has a maximum height of 23 metres as required by the Incorporated Plan.

2.3.2 Stage 2

- Stage 2 is bound by Mollison Street to the south, Victoria Crescent along its north-eastern boundary, and 10A Victoria Crescent on its northern boundary. On its western boundary, it will adjoin 32 Mollison Street which will continue to be developed and used as a two storey office until Stage 3 of the development.
- Stage 2 will be built to the boundary at the ground level, generally consistent with the existing building footprint. The point of difference is that the proposal extends the building out to the corner of Mollison Street and Victoria Crescent.
- Level 1 and above will be setback 4 metres from the northern boundary to ensure adequate light can access the offices in the event that 10 Victoria Crescent is developed with a setback in the future.
- The western portion of Level 3 is setback 2 metres from the southern boundary to provide some articulation in the built form at a point that reflects the existing parapet height.
- Stage 3 has a maximum height of 5 storeys and 23 metres, as provided for by the Incorporated Plan.

2.3.3 Stage 3

- Stage 3 is bound by Mollison Street to the south and Stage 1 to the east (Part 32 Mollison Street).
- Its eastern boundary is formed by Stage 2 (38 – 68 Mollison Street and 10 Victoria Crescent) to a depth of approximately 32 metres, and with the rear of 10A Victoria Crescent for the remaining 12 metres.
- The northern boundary adjoins the unnamed laneway along its western end (23 metres), and the building at the rear of 12A Victoria Crescent (9 metres).
- Stage 3 will be built to the boundary at the ground level, consistent with the existing building footprint. At the upper levels, however, it will be setback 11 metres from the eastern boundary with 10A Victoria Crescent, and 15 metres from the northern boundary where it adjoins 12A Victoria Crescent.

2.4 Street and Public Space Quality

Street and public space quality of the proposed development are addressed by Section 8.4 of the planning permit application report.

In response to the RFI, it is noted that the opportunities to activate the street have been increased. This is through the addition of a retail space at the eastern extent of the building (Stage 2).

2.5 Environmental Sustainability

Environmental Sustainability is addressed in Section 9 and Attachment 3 (Sustainability Management Plan) of the Application Report.

The initiatives set out in the Sustainability Management Plan will be implemented in each stage of the development.

Notably, fifty percent of the total rainwater tank capacity will be constructed as part of Stage 1, while the remaining fifty percent of the total capacity will be constructed as part of Stage 2.

2.6 Site Coverage

Site coverage is addressed in Section 8.6 of the Application Report.

The site coverage of 100% is the same for each stage of the development, and is not affected by the RFI Plans.

2.7 On-Site Amenity

On-site amenity is addressed in Section 8.7 of the Application Report.

At each stage of the development, the on-site amenity will be a combination of the existing and proposed conditions, it is therefore not considered necessary to provide a stage by stage response.

2.8 Off-site Amenity

Off-site amenity is addressed in Section 8.8 of the Application Report.

At each stage of the development, the off-site amenity will be a combination of the existing and proposed conditions, it is therefore not considered necessary to provide a stage by stage response.

2.9 Landscaping and Fencing

As identified in Section 8.9 of the Application Report, landscaping does not feature in the industrial character of the area.

While it did not form part of the Application Plans, the RFI Plans do include landscaping as part of Stage 2 and Stage 3.

2.9.1 Stage 2

Landscaping is proposed to be introduced as part of the entry to the foyer in Stage 2. This will assist in demarcating the entry, softening the streetscape and creating a more pedestrian-friendly environment.

2.9.2 Stage 3

Landscaping is proposed to be introduced as part of the entry to the foyer in Stage 3. This will assist in demarcating the entry, softening the streetscape and creating a more pedestrian-friendly environment.

2.10 Parking, Traffic and Access

Parking, traffic and access is addressed in detail by Section 10 and Attachment 5 of the Application Report, including the number of car parking and bicycle bays provided within each stage.

As identified in the covering correspondence, changes to the floor areas between the Application Plans and the RFI Plans vary the statutory car parking rate and car parking demand in comparison to the assessment undertaken by OneMileGrid (Transport Impact Assessment, July 2017).

A breakdown of the number of car parks provided and office space available at each stage of the development (incorporating the existing development) is provided on TP0.01 of the application drawings.

For clarity, a summary of the car parking available for each stage is also provided below.

As the maximum traffic impact will occur when the development is complete, an impact analysis for each stage is not considered necessary.

2.10.1 Existing Parking Conditions and Approvals

The existing use and development of the site provides a ratio of 1.3 spaces per 100m² of office as follows.

Address	Office	Carparks
Part 32 Mollison St	0m²	53
32 – 68 Mollison St	5960m²	0
10 Victoria Cres	0m²	27
Total	5960m²	80

If development were to occur in accordance with existing planning permits and continue as per the Incorporated Plan, a parking ratio of approximately 1.9 spaces per 100m² would be provided.

The proposed staged development of the site will provide a minimum of parking ratio of 1.3 spaces per 100m² at the conclusion of Stage 1, increasing to 1.9 spaces per 100m² at the conclusion of Stage 3.

2.10.2 Stage 1

Stage 1 is proposed to include:

- 4,060m² of office;

Attachment 2 - Design Response - Plans / calculations

- 300m² of Shop;
- 107 car parking spaces; and
- 54 bicycle parking spaces.

Stage 1 is expected to generate a demand for 83 long term (staff) and 9 short term (customer) car parking spaces as follows:

Use	Ratio	Area	Demand		
			Long term (staff)	Short term (visitors)	Total
Office	2/100m²	4,060m²	81	0	81
Shop	3.5/100m²	300m²	2	9	11
		Total	83	9	92

However, the development of Stage 1, currently the location of the at-grade car park, will impact on the availability of car parking for existing office tenants.

After the development of Stage 1 and prior to the development of Stage 2, the site will provide the following floor areas and car parking spaces:

Address	Office	Shop	Carparks
Stage 1	4,060m²	295m²	107
38 – 68 Mollison St	5,690m²	0	0
10 Victoria Cres	0	0	27
Total	**9,750m²**	**295m²**	**134**
Total NLA	**10,045m²**		

At the completion of Stage 1, the site overall will therefore provide 1.3 spaces per 100 square metres of leasable floor area. This is only slightly lower than the current provision of 1.4 spaces per 100 square metres of leasable floor area, and includes a 'shop' component which generates short term, rather than long term, car parking demand.

It is also relevant to note that the existing offices are not fully occupied; a circumstance which is unlikely to change given the pending development of the site. Any new tenants would require adequate off-site car parking to be secured (such as through long term leasing arrangements).

2.10.3 Stage 2

Stage 2 is proposed to include:

- 8,150m² of office;
- 630m² of Shop;
- 144 car parking spaces; and
- 52 bicycle parking spaces.

Stage 2 is expected to generate a demand for 167 long term (staff) and 18 short term (customer) car parking spaces as follows:

Attachment 2 - Design Response - Plans / calculations

Use	Ratio	Area	Demand		
			Long term (staff)	Short term (visitors)	Total
Office	2/100m²	8,150m²	163	0	163
Shop	3.5/100m²	630m²	4	18	22
		Total	**167**	**18**	**185**

After the development of stages 1 and 2 and prior to the development of Stage 3, the site will provide the following floor areas and car parking spaces:

Address	Office	Shop	Carparks
Stage 1	4,060m²	295m²	107
Stage 2	8,150m²	630m²	144
32 Mollison St	2,223m²	0	0
Total	**14,433m²**	**925m²**	**251**
Total NLA	**15,358m²**		

At the completion of Stage 2, the site overall will therefore provide 1.6 spaces per 100 square metres of leasable floor area. This is more than the 1.4 car parking spaces per 100 square metres of net leasable area currently provided.

2.10.4 Stage 3

Stage 3 is proposed to include:

- 5,835m² of office;
- 113 car parking spaces; and
- 70 bicycle parking spaces.

Stage 3 is expected to generate a demand for 117 long term (staff) car parking spaces as follows:

Use	Ratio	Area	Demand		
			Long term (staff)	Short term (visitors)	Total
Office	2/100m²	5,835m²	117	0	117
Shop	3.5/100m²	0m²	0	0	0
		Total	**117**	**0**	**117**

After the construction of Stage 3, the completed development will provide the following floor areas and car parking spaces:

Attachment 2 - Design Response - Plans / calculations

Address	Office	Shop	Carparks
Stage 1	4,060m²	295m²	107
Stage 2	8,150m²	630m²	144
Stage 3	5,835m²	0	113
Total	**18,045m²**	**925m²**	**364**
Total NLA	**18,970m²**		

Upon completion of all three stages, the site overall will therefore provide 1.9 spaces per 100 square metres of leasable floor area. As detailed in the covering correspondence and TIA, this is considered to be adequate to service the proposed development.

2.11 Service Infrastructure

Service infrastructure is addressed in Section 8.11 of the Application Report. This addresses considerations relevant to the staging of the development.

Attachment 2 - Design Response - Plans / calculations

TP SUBMISSION

MOLLISON ST / VICTORIA CRESCENT - R.F.I ISSUE

ABBOTSFORD
OFFICE DEVELOPMENT

DRAWING	TITLE	CURRENT REVISION
TP0.00	COVER SHEET	B
TP0.01	PARKING / STAGING CALCULATIONS	B
TP0.02	CALCULATIONS	B
TP0.03	SITE PLAN	B
TP0.04	AERIEL SITE VIEW	B
TP0.05	SITE SURVEY/ANALYSIS	B
TP0.06	SURROUNDING BUILDINGS USES	B
TP0.07	STAGING PLAN	B
TP0.008	DEMOLITION PLAN STAGE 1	B
TP0.009	DEMOLITION PLAN STAGE 2	B
TP0.010	DEMOLITION PLAN STAGE 3	B
TP0.011	EXISTING AND PROPOSED BUILDINGS 01	B
TP0.012	EXISTING AND PROPOSED BUILDINGS 02	B
TP1.00	BASEMENT 2	B
TP1.01	BASEMENT 1	B
TP1.02	GROUND	B
TP1.03	LEVEL 01	B
TP1.04	LEVEL 02	B
TP1.05	LEVEL 03	B
TP1.06	LEVEL 04	B
TP1.07	ROOF LEVEL	B
TP1.08	SHADOWS PLAN	B
TP1.09	3D VIEW - VICTORIA CRESCENT	B
TP1.10	3D VIEW - VICTORIA CRESCENT	B
TP1.11	MOLLISON STREET PERSPECTIVE	B
TP1.12	3D VIEW FROM STREET LEVEL	B
TP1.13	3D VIEWS FROM STREET LEVEL	B
TP1.14	OVERALL ELEVATIONS	B
TP1.15	OVERALL SECTIONS	B
TP1.16	SECTIONS THROUGH RAMPS	B
TP1.17	MATERIALS SCHEDULE	B
TP2.00	STAGE 01	B
TP2.01	BASEMENT 2 & 2a - STAGE 01	B
TP2.02	BASEMENT 1 & 1a - STAGE 01	B
TP2.03	LEVEL G & Ga - STAGE 01	B
TP2.04	LEVEL 1 - STAGE 01	B
TP2.05	LEVEL 2 - STAGE 01	B
TP2.06	LEVEL 3 - STAGE 01	B
TP2.07	LEVEL 4 - STAGE 01	B
TP2.08	LEVEL 5 - STAGE 01	B
TP2.09	ROOF PLAN-STAGE 01	B
TP2.10	SECTIONS-STAGE 01	B
TP2.11	ELEVATIONS-STAGE 01	B
TP3.00	STAGE 02	B
TP3.01	BASEMENT 2-STAGE 02	B
TP3.02	BASEMENT 1-STAGE 02	B
TP3.03	GROUND LEVEL-STAGE 02	B
TP3.04	LEVEL 1 - STAGE 02	B
TP3.05	LEVEL 2 - STAGE 02	B
TP3.06	LEVEL 3 STAGE 02	B
TP3.07	LEVEL 4 STAGE 02	B
TP3.08	ROOF PLAN-STAGE 02	B
TP3.09	SECTIONS-STAGE 02	B
TP3.10	ELEVATIONS-STAGE02	B
TP4.00	STAGE 03	B
TP4.01	BASEMENT 2-STAGE 03	B
TP4.02	BASEMENT 1-STAGE 03	B
TP4.03	GROUND LEVEL-STAGE 03	B
TP4.04	LEVEL 1-STAGE 03	B
TP4.05	LEVEL 2-STAGE 03	B
TP4.06	LEVEL3-STAGE 03	B
TP4.07	LEVEL4-STAGE 03	B
TP4.08	ROOF PLAN-STAGE 03	B
TP4.09	SECTIONS-STAGE03	B
TP4.10	ELEVATIONS-STAGE03	B
TP4.11	PERSPECTIVE	B
TP4.12	PERSPECTIVE	B
TP4.13	PERSPECTIVE	B

Attachment 2 - Design Response - Plans / calculations

TP SUBMISSION

CURRENT CONDITIONS

LOCATION	No. of Cars	NLA
A.OPEN AT GRADE PARKING	53	0
B.VICTORIA CRES WAREHOUSE	27	0
MOLLISON STREET BUILDINGS	0	5690m²
TOTAL	80	5690m²
PARKING RATIO	1.4 space per 100m²	

APPROVED IPO (assuming multi deck carpark is constructed & no basements)

LOCATION	No. of Cars	NLA (Potential)
MULTI DECK CARPARK	259	311m²
VICTORIA CRES WAREHOUSE	27	0
MOLLISON STREET BUILDINGS	0	14505m²
TOTAL	286	14816m²
PARKING RATIO	1.9 space per 100m²	

PROPOSAL (BY STAGE SHOWING EXISTING BUILDINGS REMAIN IN USE UNTIL DEMOLISHED)

STAGE 1

LOCATION	No. of Cars	Bikes	Motorcycles	NLA
STAGE 1 (A)	107	54	9	4355m²
VICTORIA CRES WAREHOUSE	27	0	0	0
MOLLISON STREET BUILDINGS	0	0	0	5690m²
TOTAL	134	54	9	10,045m²
PARKING RATIO	1.3 space per 100m²			

STAGE 2 (INCL. COMPLETED STAGE 1 + 1 EXISTING BUILDING REMAINING)

LOCATION	No. of Cars	Bikes	Motorcycles	NLA
STAGE 1 (A)	107	54	9	4355m²
STAGE 2 (B)	144	52	6	8780m²
MOLLISON ST. BUILDINGS	0	0	0	2223m²
TOTAL	251	106	15	15358m²
PARKING RATIO	1.65 space per 100m²			

STAGE 3 (INCL. COMPLETED STAGE 1 & 2)

LOCATION	No. of Cars	Bikes	Motorcycles	NLA
STAGE 1 (A)	107	54	9	4355m²
STAGE 2 (B)	144	52	6	8780m²
STAGE 3 (C)	113	70	6	5835m²
TOTAL	364	176	21	18970m²
PARKING RATIO	1.9 space per 100m² (same as IPO)			

MOLLISON ST OFFICE
MOLLISON ST / VICTORIA CRESCENT - R.F.I ISSUE
PARKING / STAGING CALCULATIONS
AH MEYDAN PTY LTD
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TP0.01
B

Attachment 2 - Design Response - Plans / calculations

MEYDAN GROUP - OFFICE DEVELOPMENT
MOLLISON & VICTORIA STREETS, ABBOTSFORD

TP SUBMISSION

CALCULATIONS (WHOLE SITE)

LEVEL	CARS	BICYCLES	MOTORCYCLES	SHOP	OFFICE
BASEMENT 02	148	83	12	-	-
BASEMENT01	151	69	7	-	-
GROUND	30	6	1	925m²	1285m²
LEVEL 01	35	18	1	-	3200m²
LEVEL 02	-	-		-	4215m²
LEVEL 03	-	-		-	4165m²
LEVEL 04	-	-		-	4165m²
LEVEL 05	-	-		-	1015m²
TOTAL	364	176	21	925m²	18045m²

STAGE 01

LEVEL	CARS	BICYCLES	MOTORCYCLES	SHOP	OFFICE
BASEMENT 02	30	18	6	-	-
BASEMENT 01	30	18	1	-	-
GROUND	12	-	1	295m²	-
LEVEL 01	35	18	1	-	-
LEVEL 02	-	-	-	-	1015m²
LEVEL 03	-	-	-	-	1015m²
LEVEL 04	-	-	-	-	1015m²
LEVEL 05	-	-	-	-	1015m²
TOTAL	107	54	9	295m²	4060m²

STAGE 02

LEVEL	CARS	BICYCLES	MOTORCYCLES	SHOP	OFFICE
BASEMENT 02	72	31	3	-	-
BASEMENT01	72	21	3	-	-
GROUND	-	-	-	630m²	570m²
LEVEL 01	-	-	-	-	1920m²
LEVEL 02	-	-	-	-	1920m²
LEVEL 03	-	-	-	-	1870m²
LEVEL 04	-	-	-	-	1870m²
TOTAL	144	52	6	630m²	8150m²

STAGE 03

LEVEL	CARS	BICYCLES	MOTORCYCLES	SHOP	OFFICE
BASEMENT 02	46	34	3	-	-
BASEMENT01	49	30	3	-	-
GROUND	18	6	-	-	715m²
LEVEL 01	-	-	-	-	1280m²
LEVEL 02	-	-	-	-	1280m²
LEVEL 03	-	-	-	-	1280m²
LEVEL 04	-	-	-	-	1280m²
TOTAL	113	70	6	0	5835m²

MOLLISON ST OFFICE
MOLLISON ST / VICTORIA CRESCENT - R.F.I ISSUE
CALCULATIONS
AH MEYDAN PTY LTD
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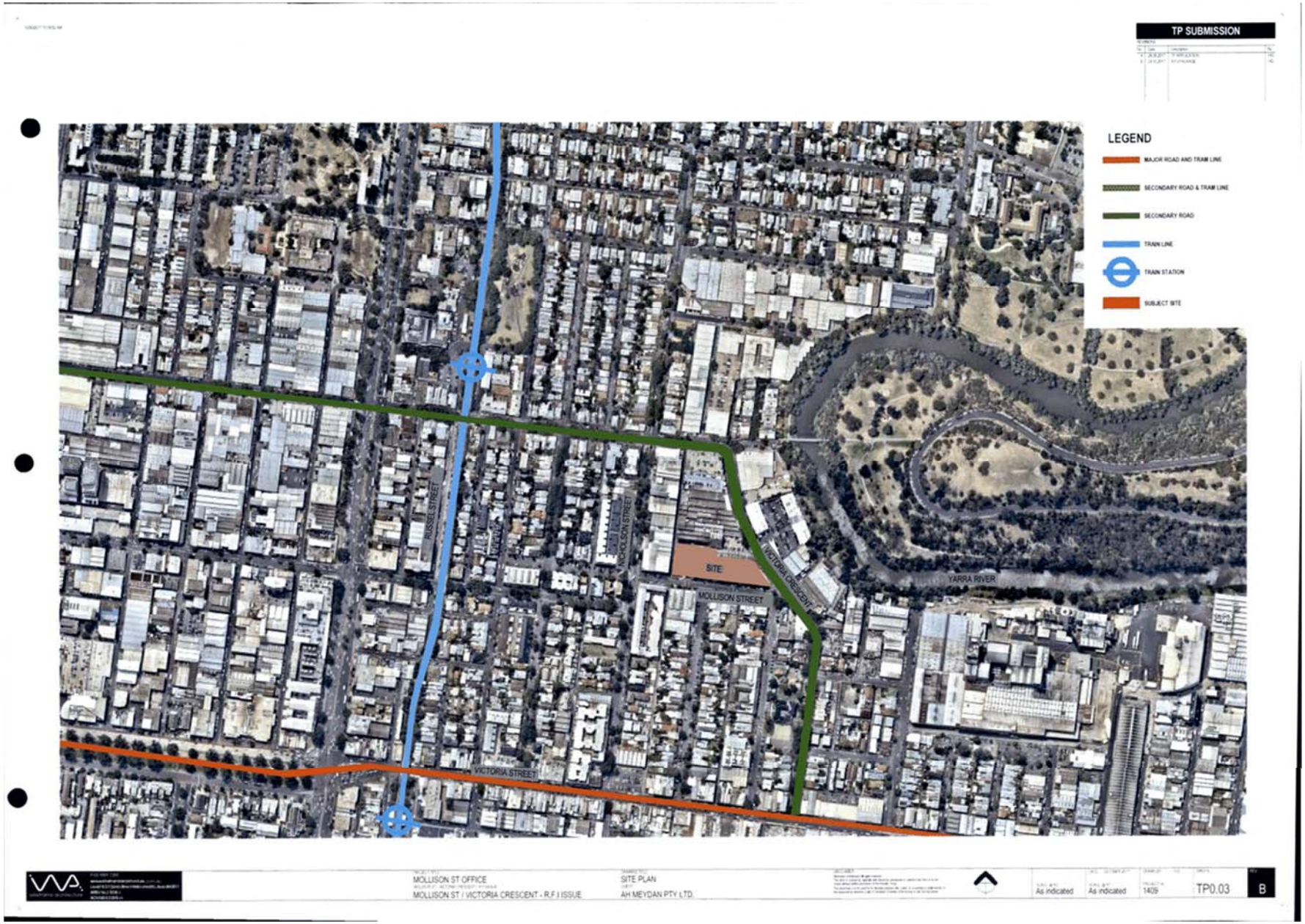
TP0.02
B

Attachment 3 - Site plan, existing condition plans and demolition plans.



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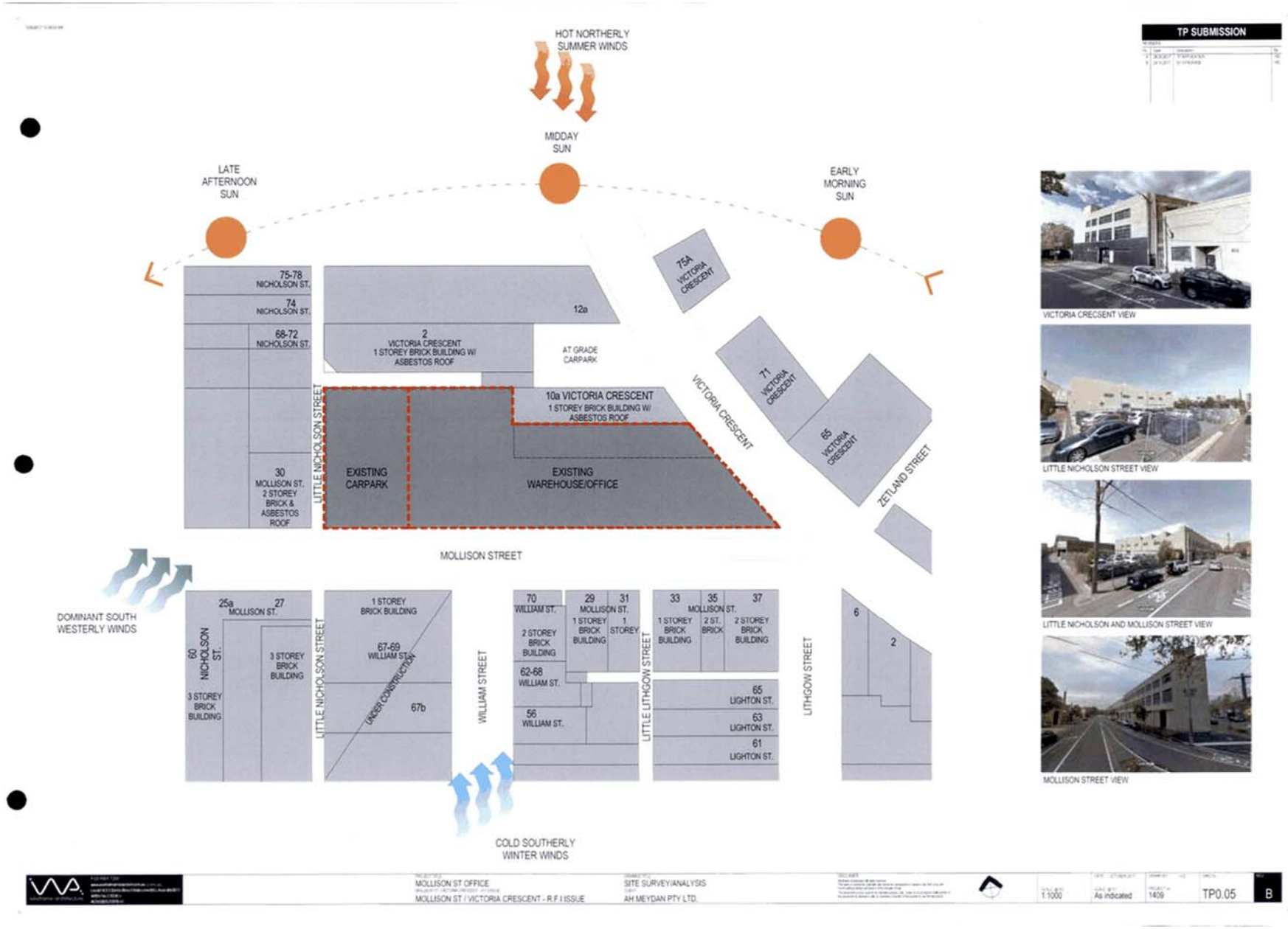

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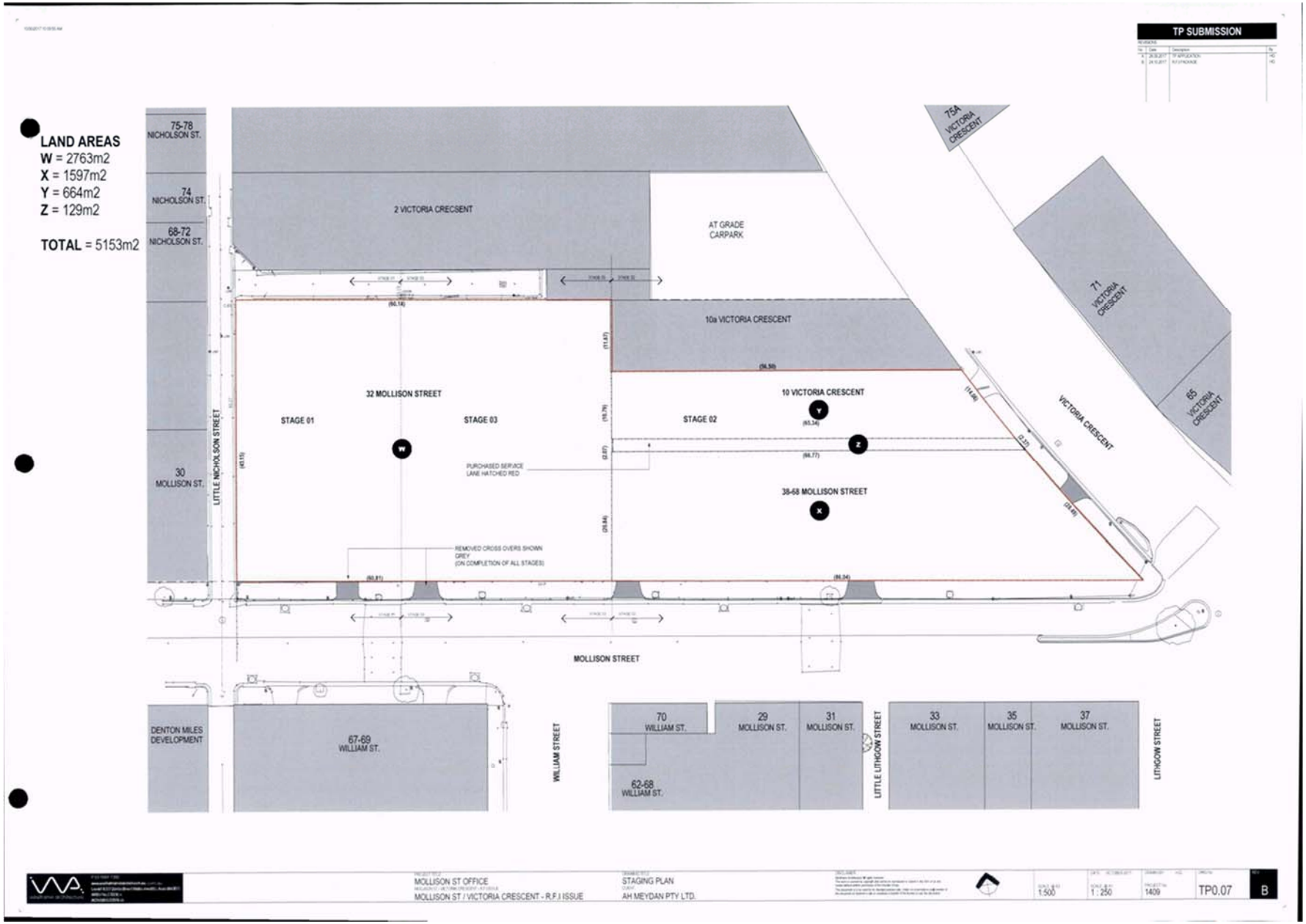

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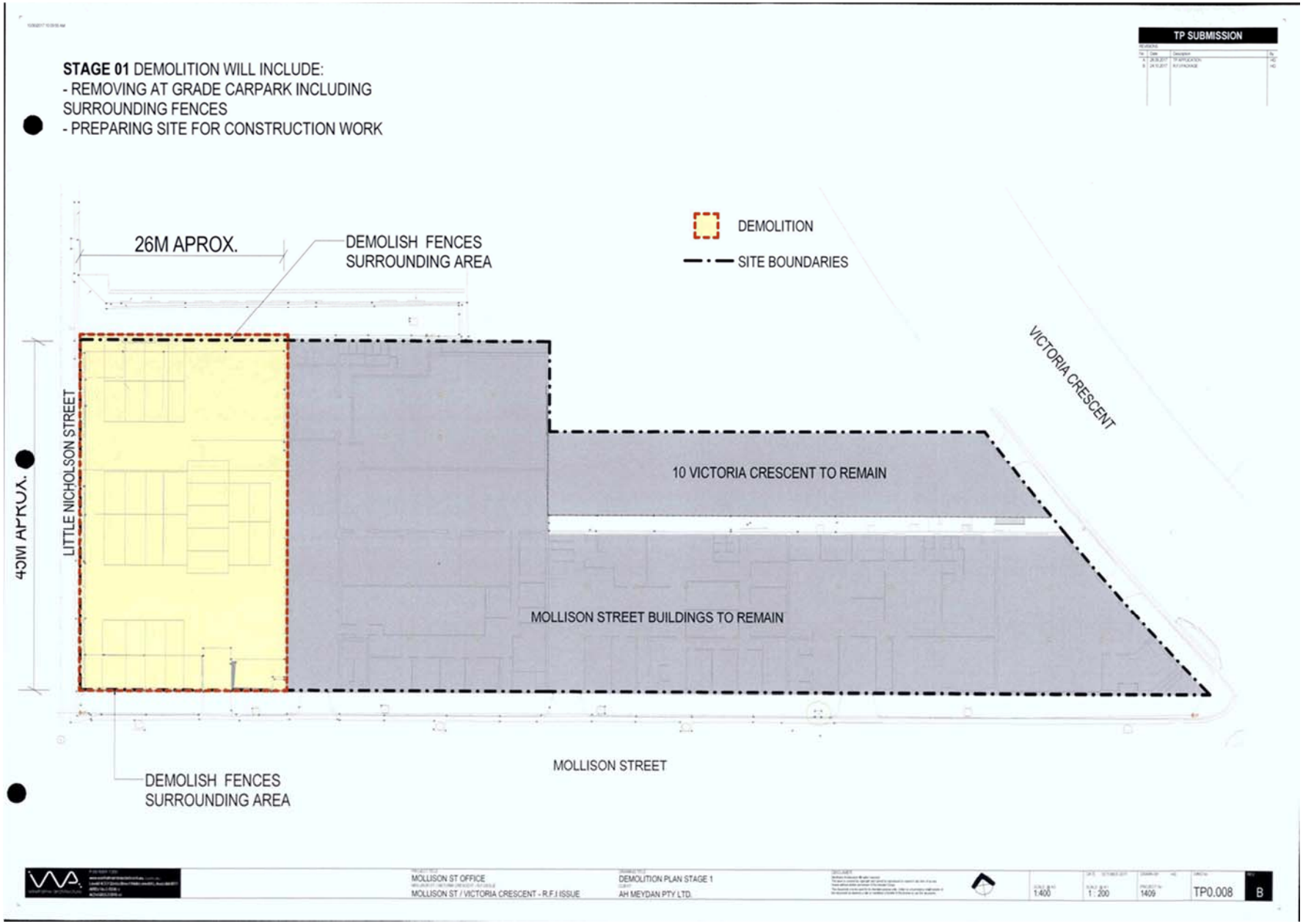

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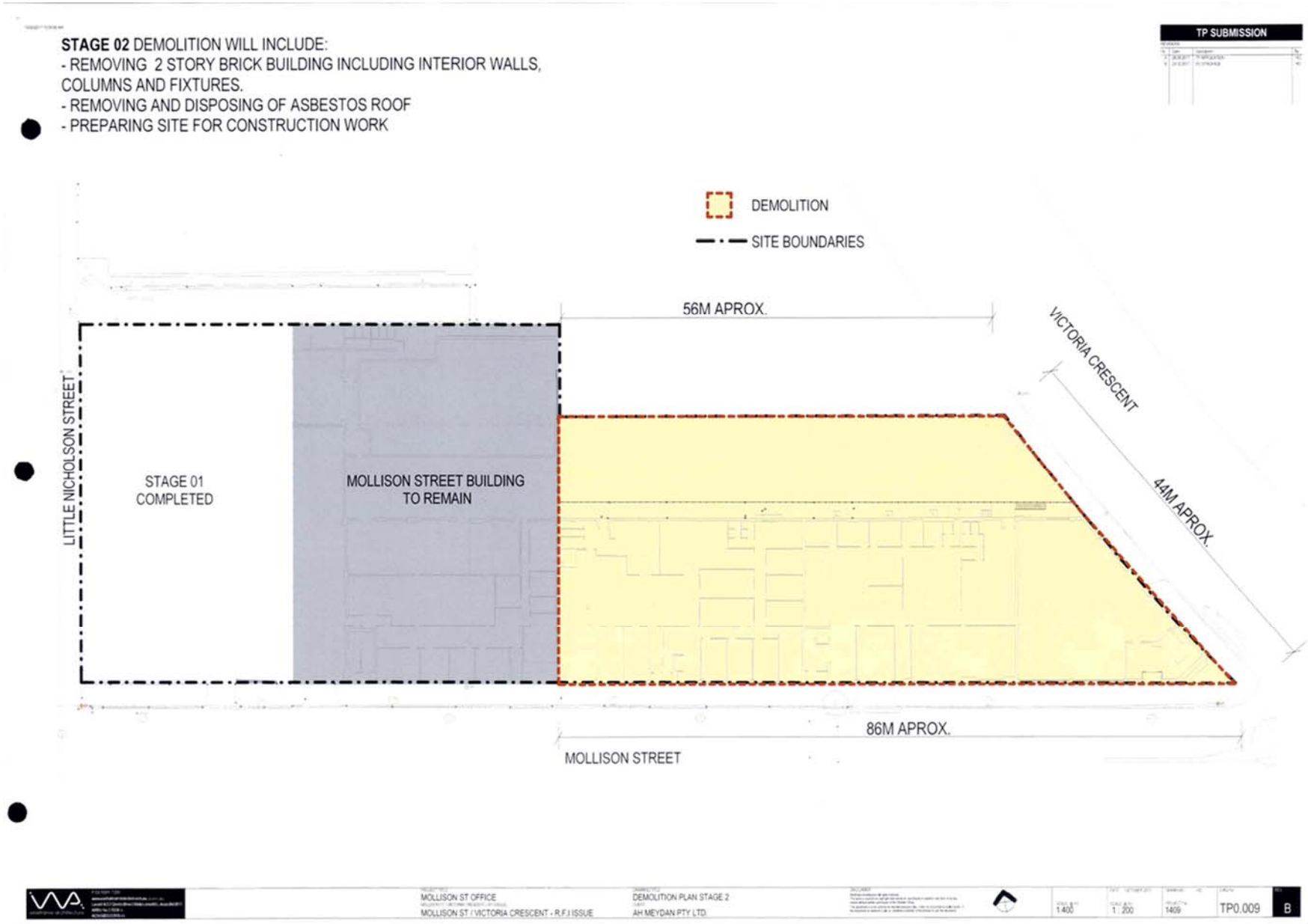

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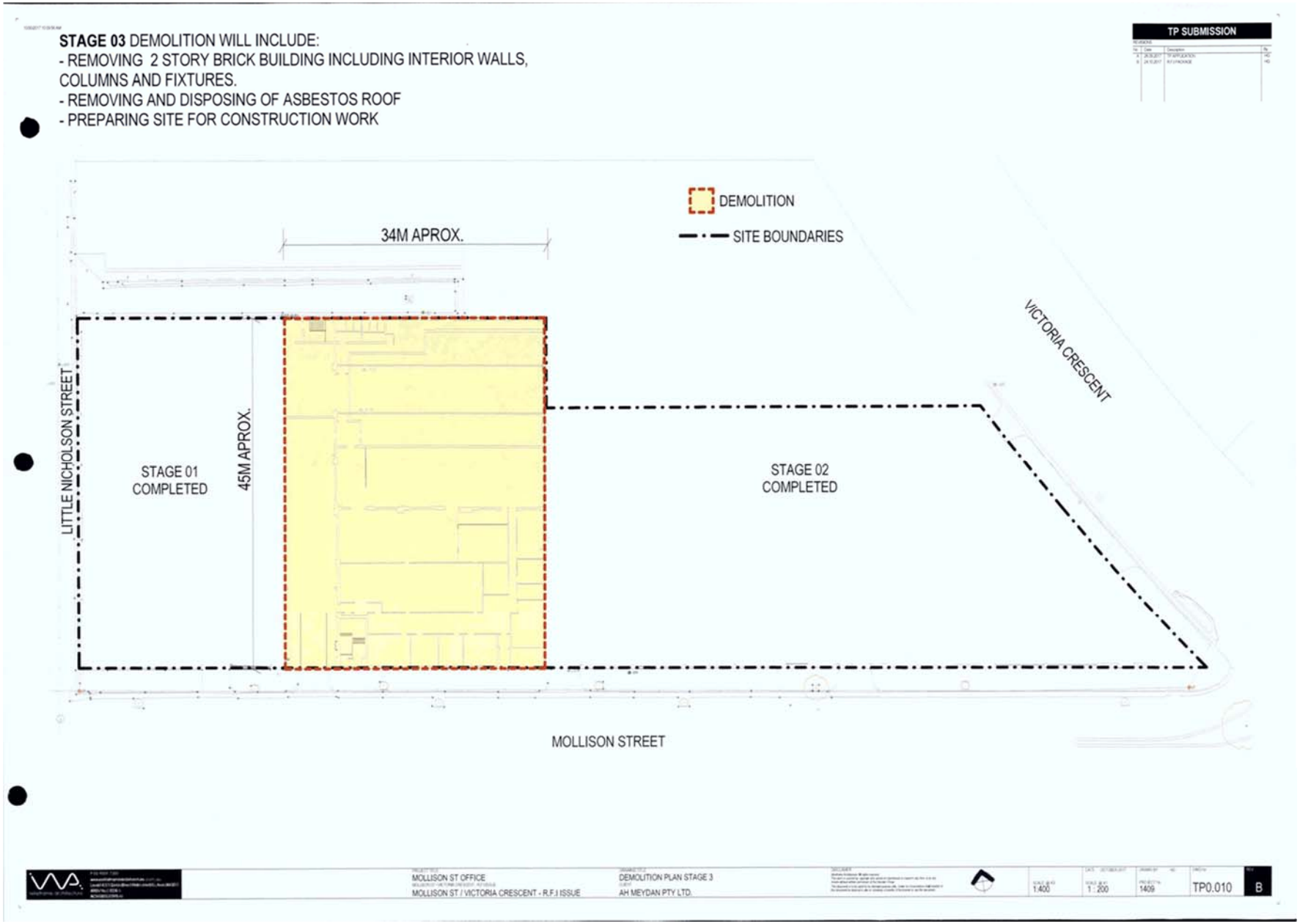
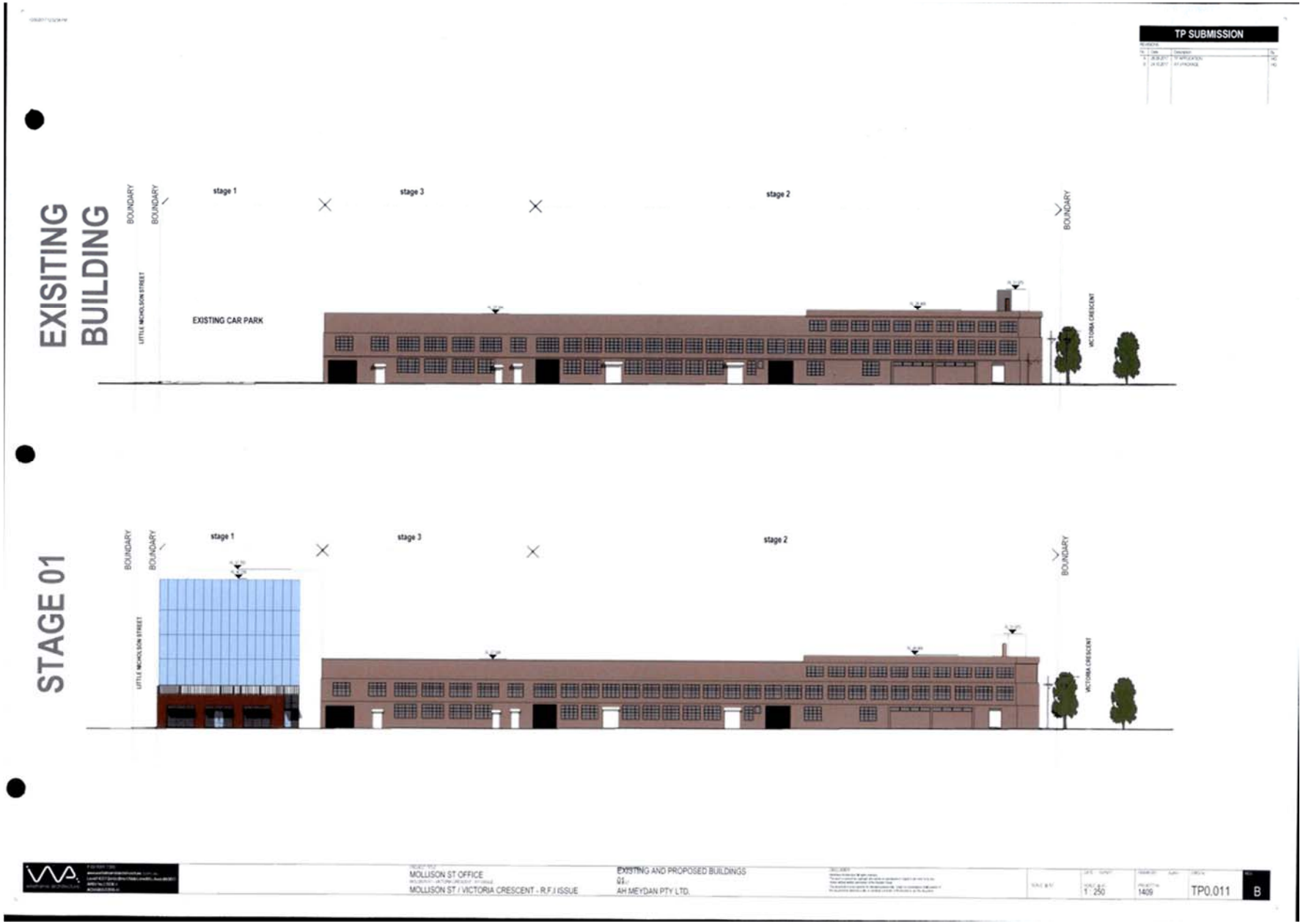


Attachment 4 - Existing conditions plans, proposed floor plans (whole site), shadows, 3Dperspective.



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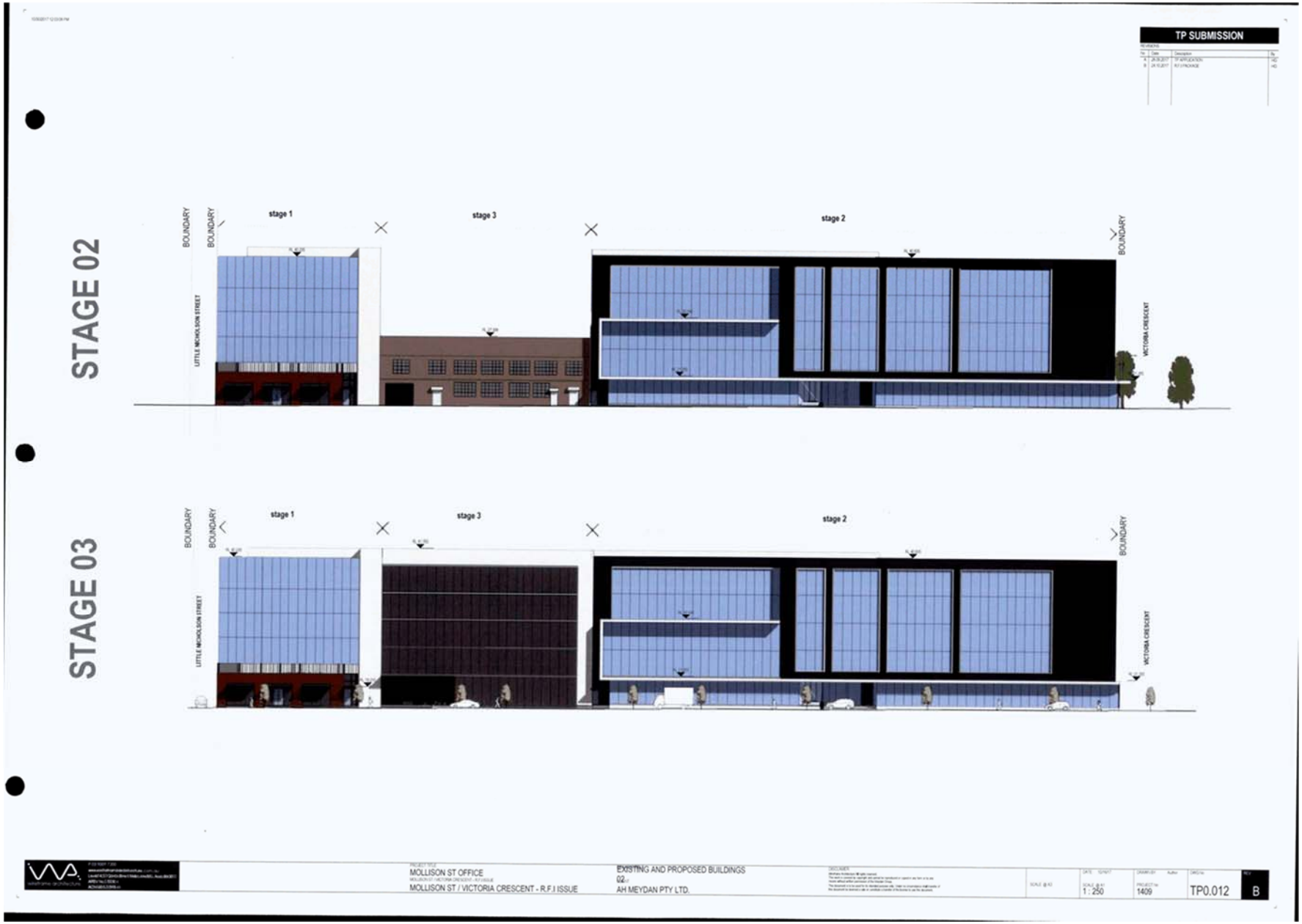

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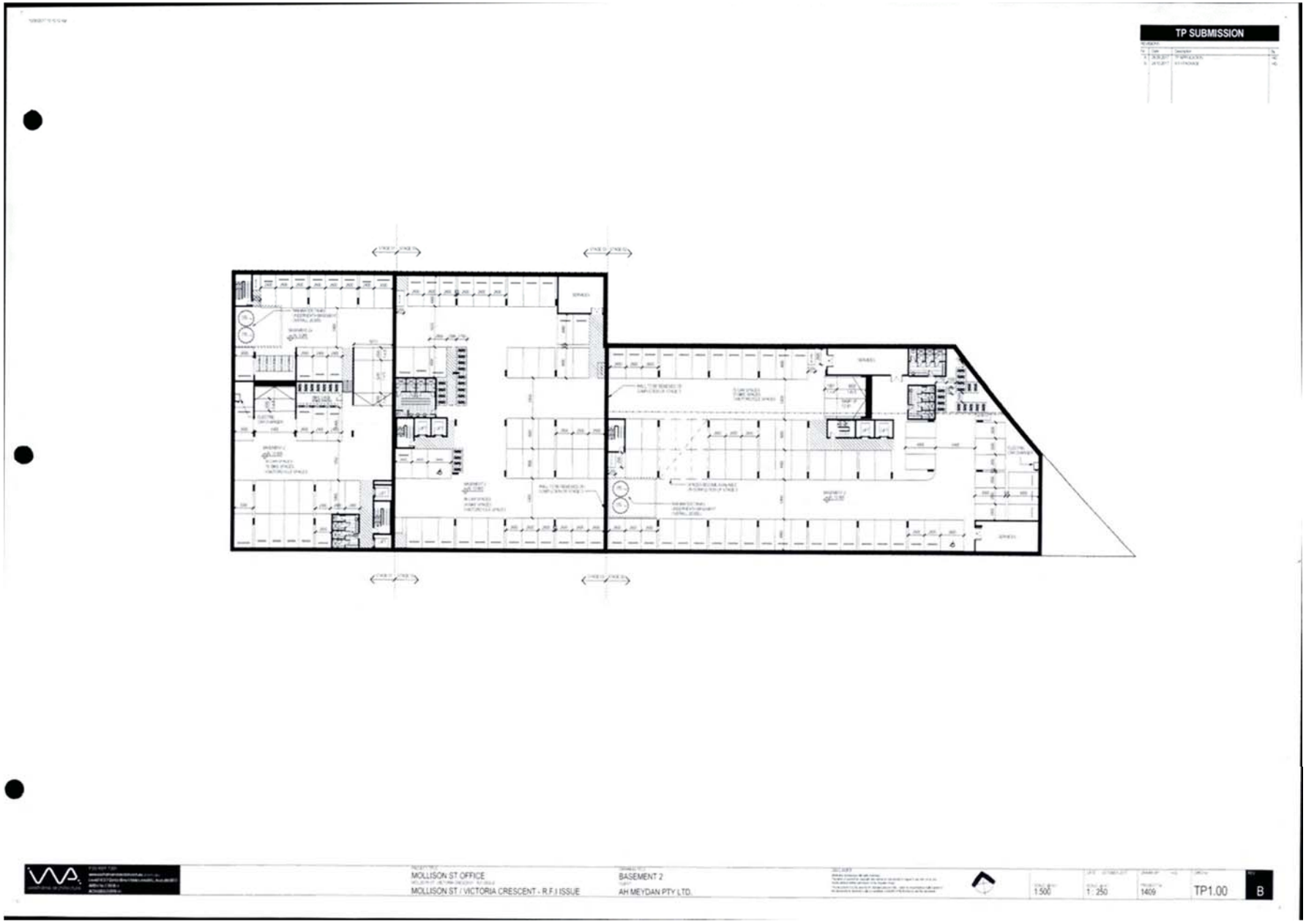

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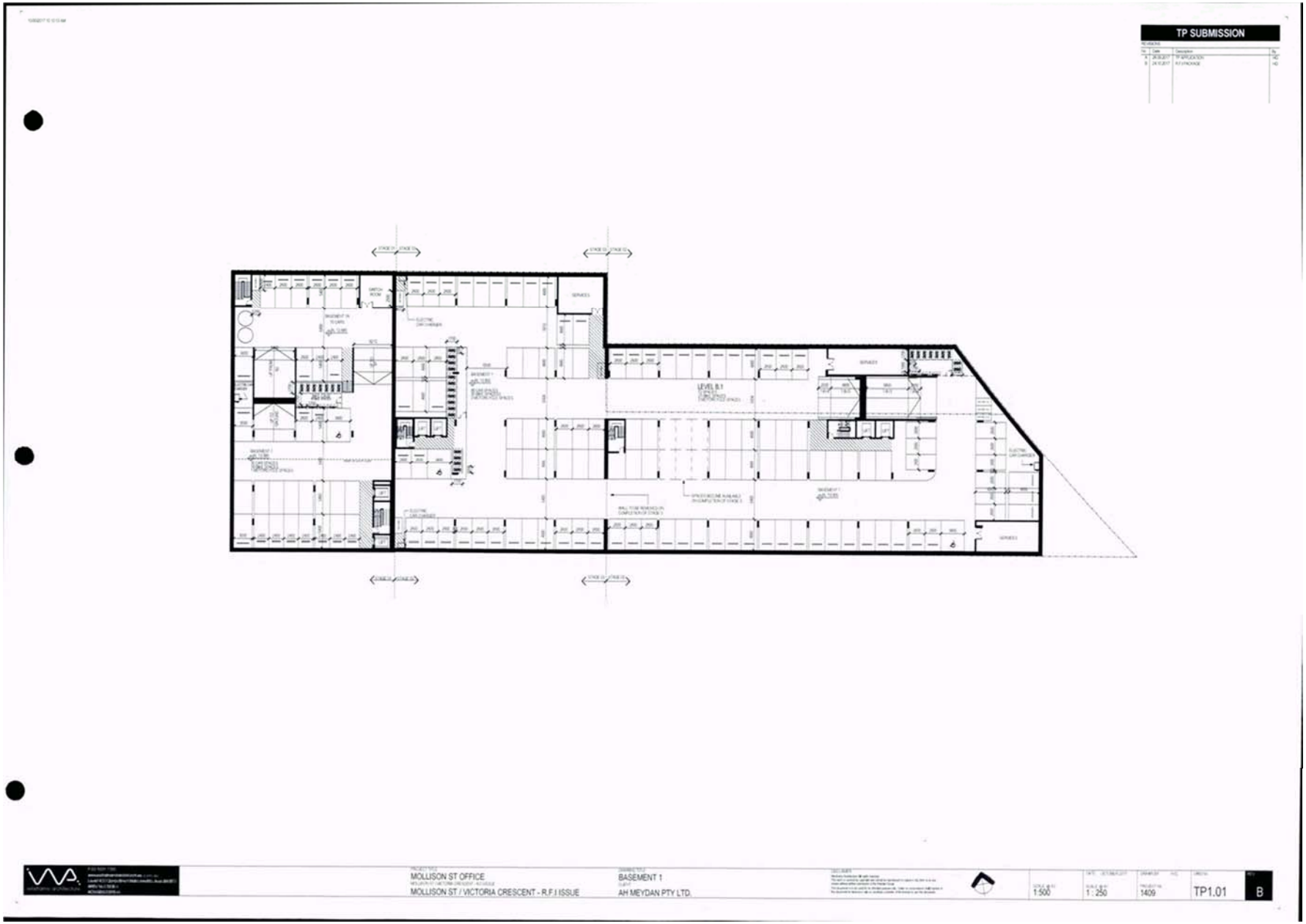

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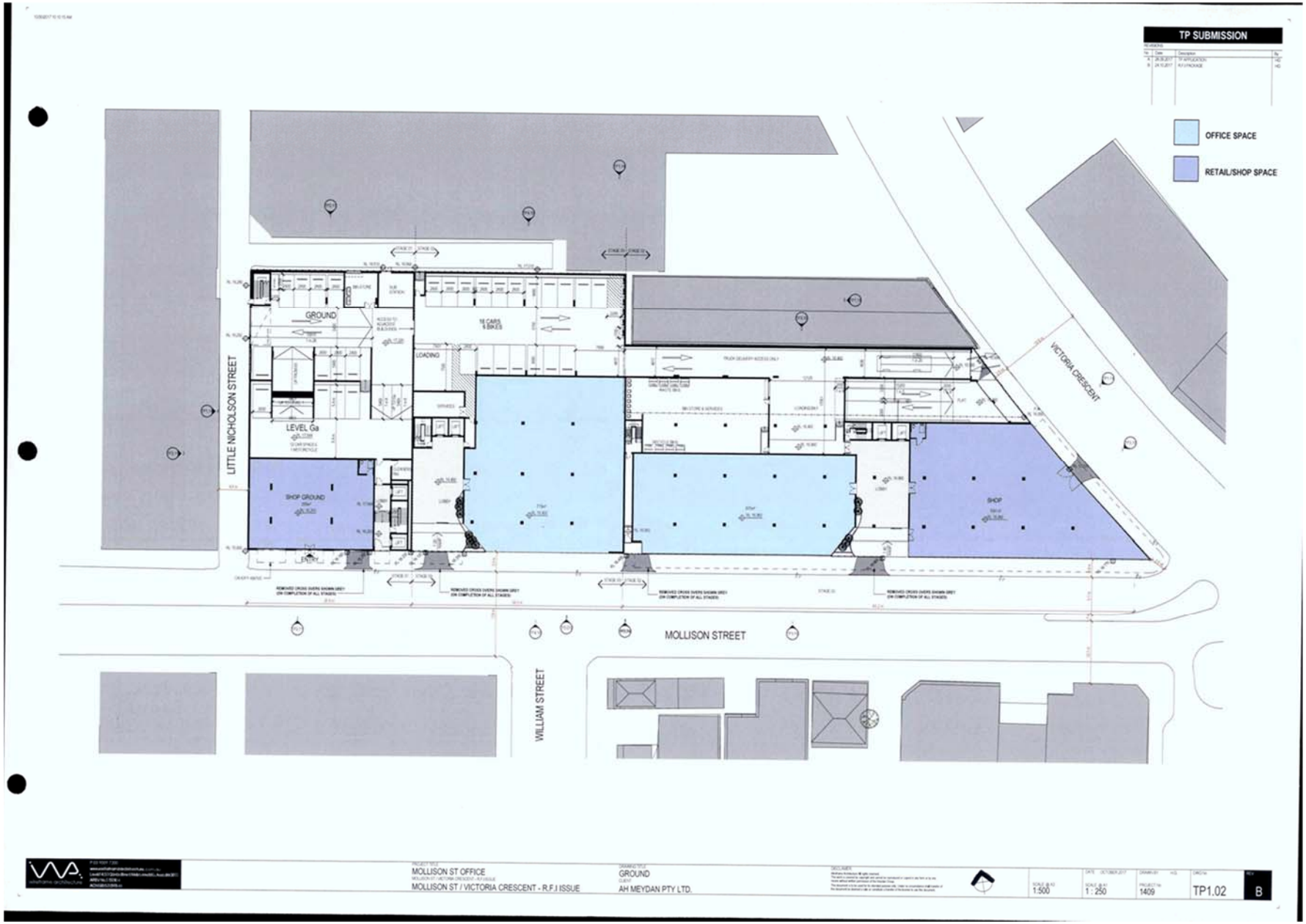

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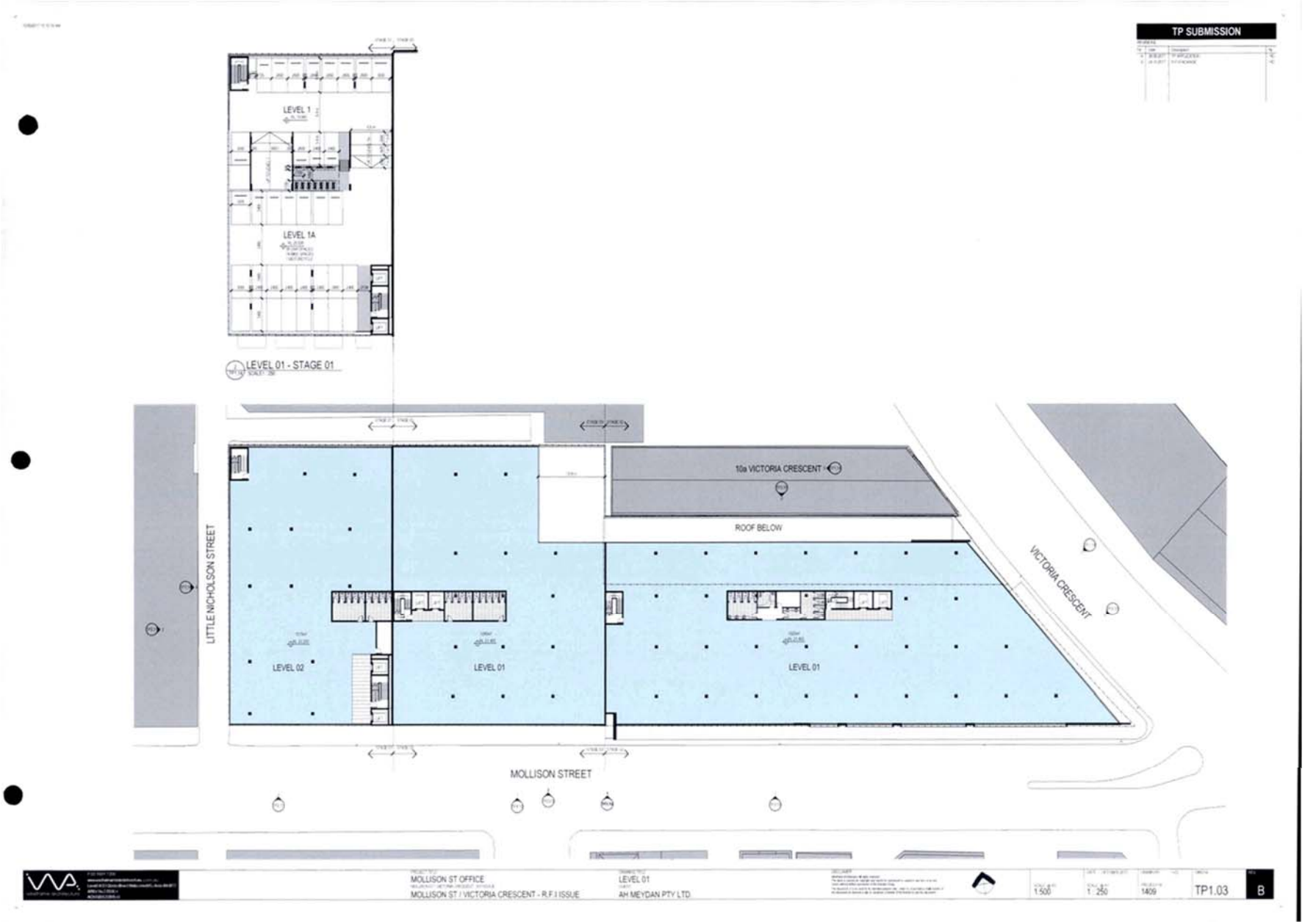

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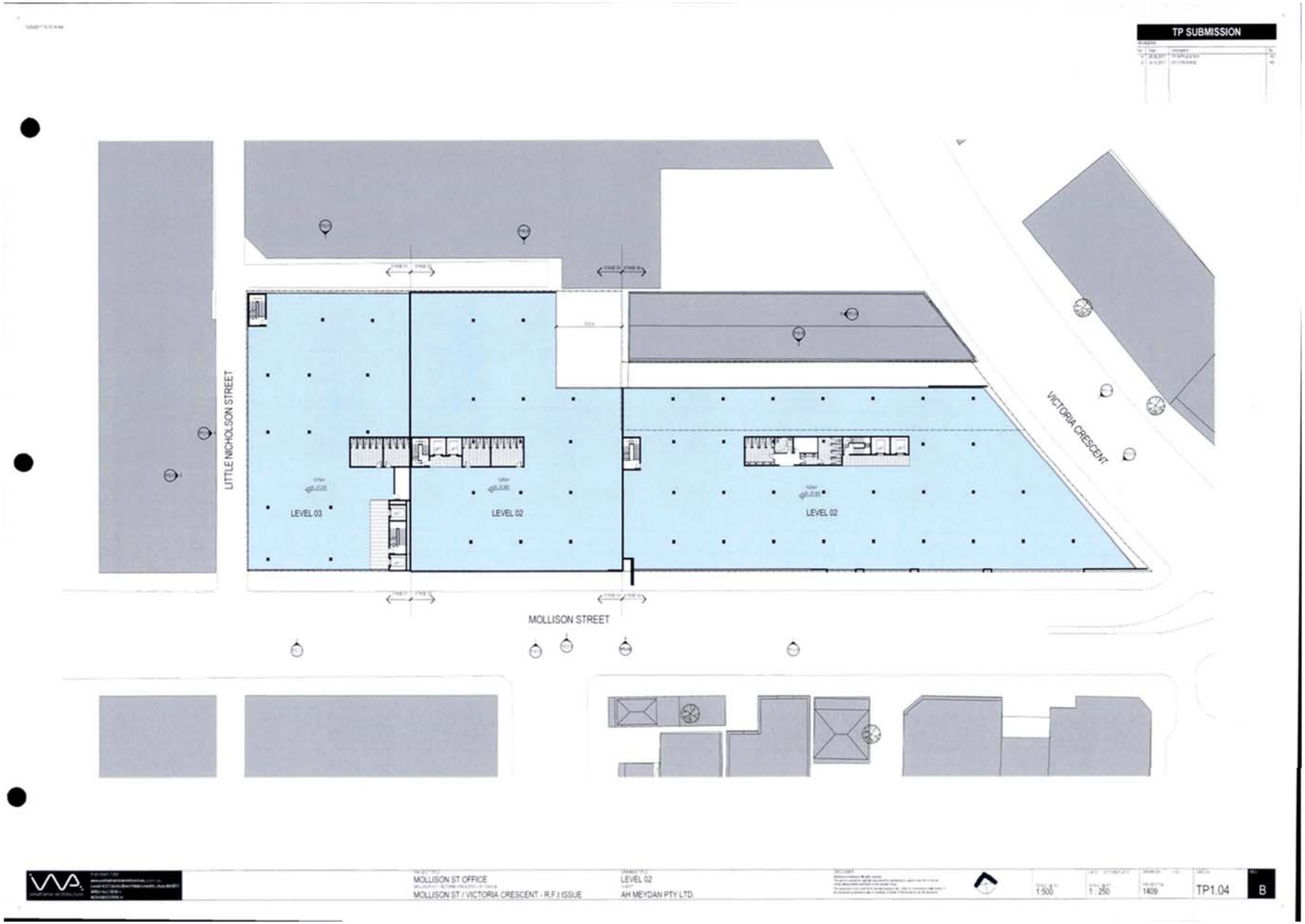

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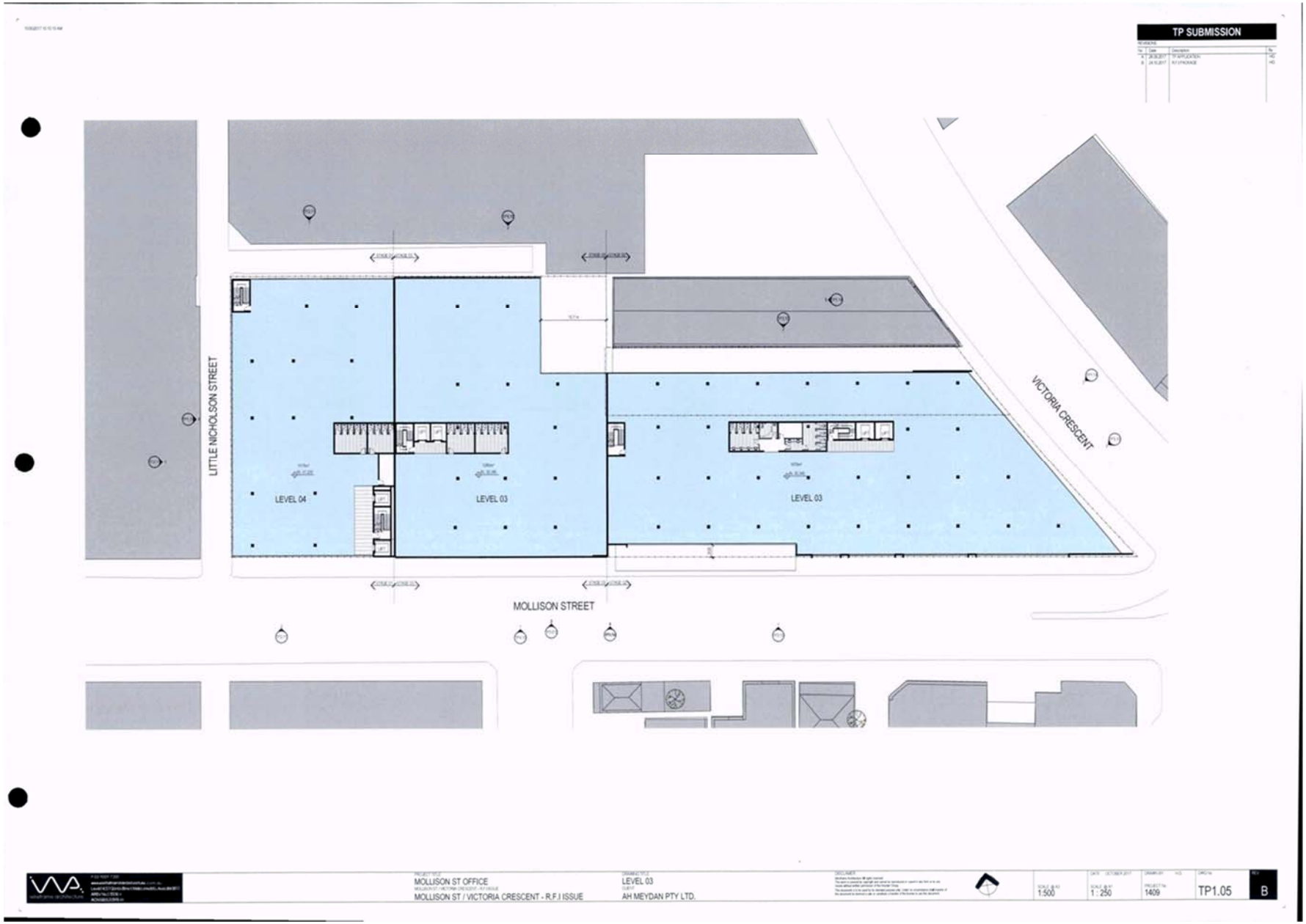

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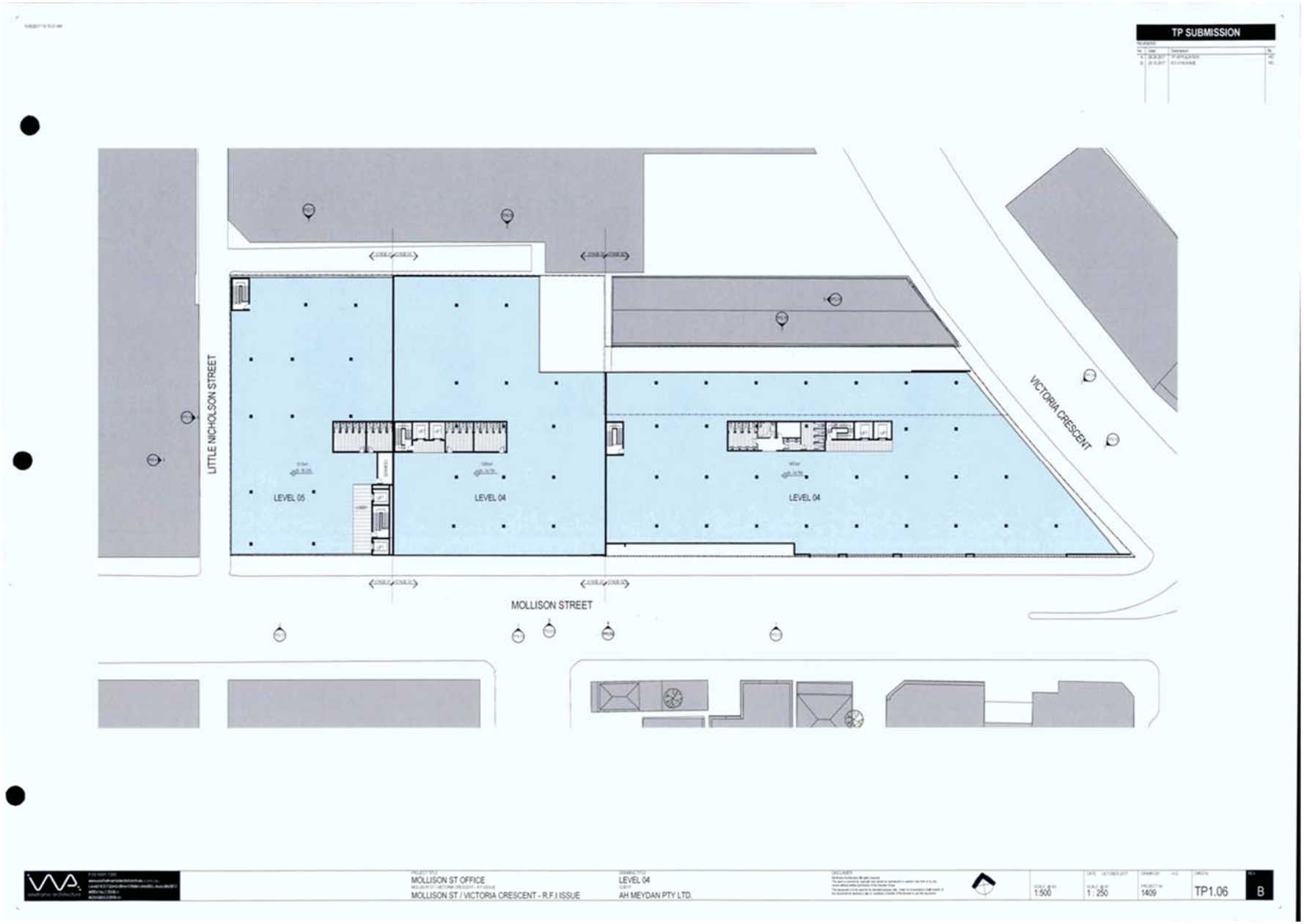

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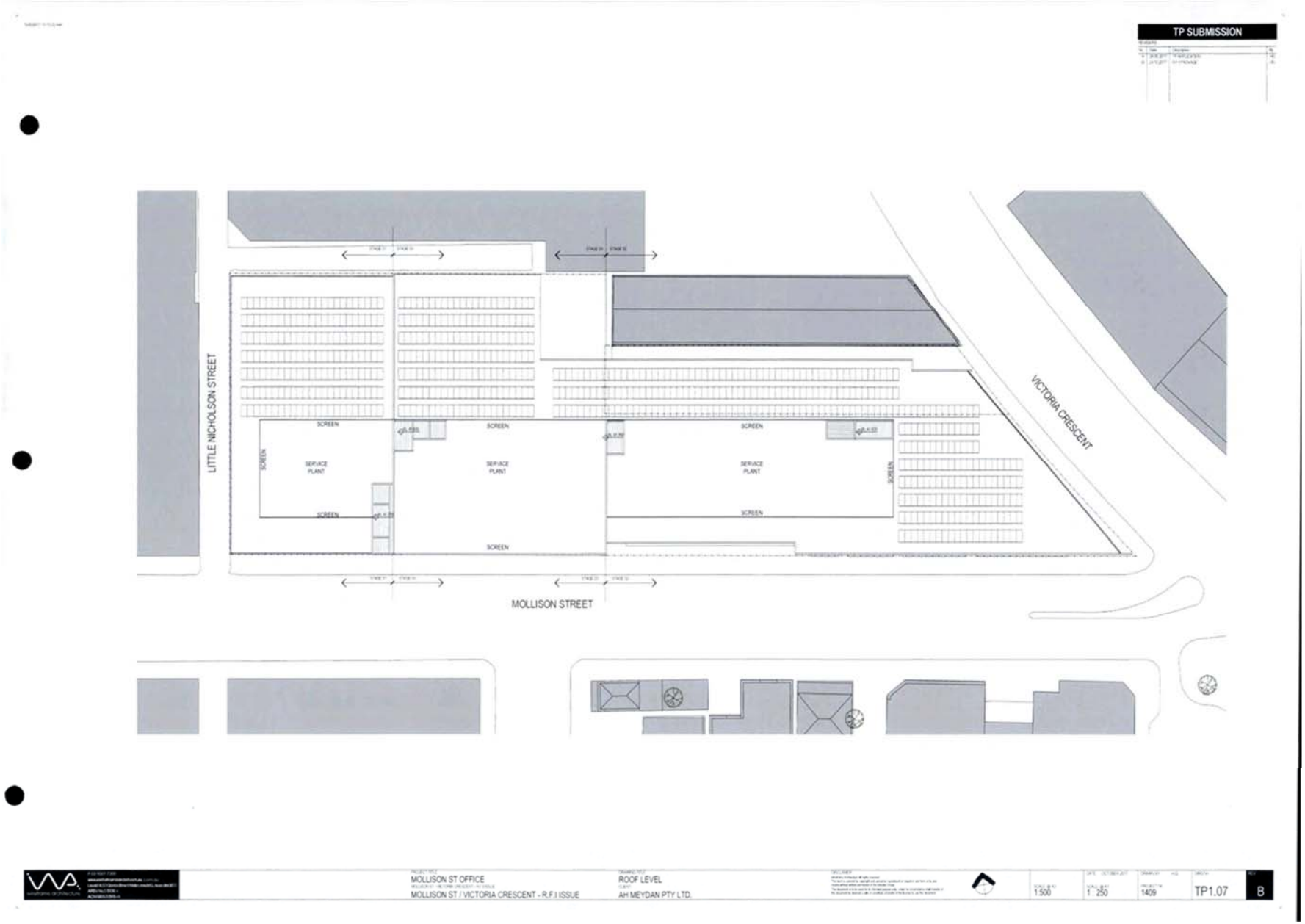

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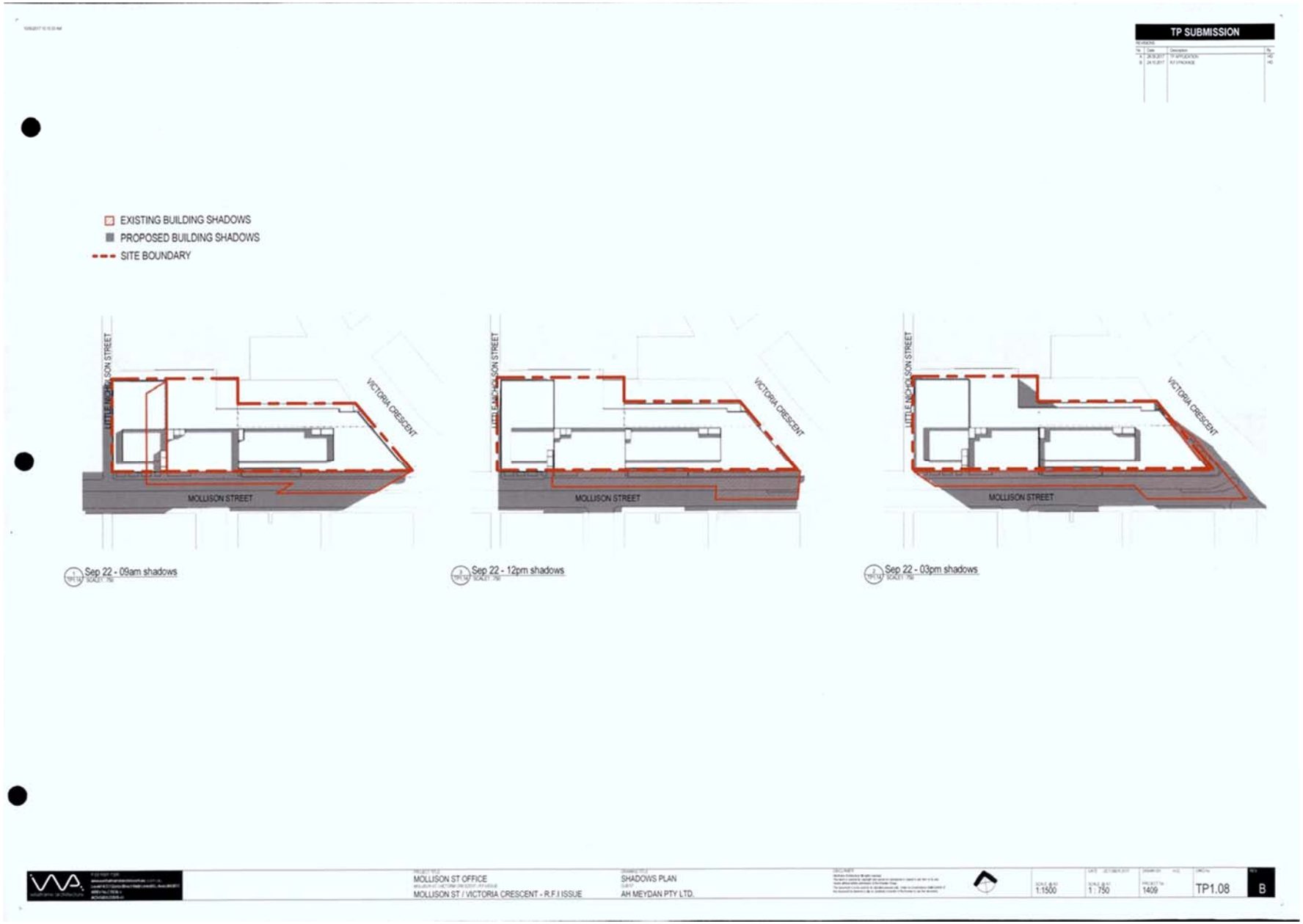

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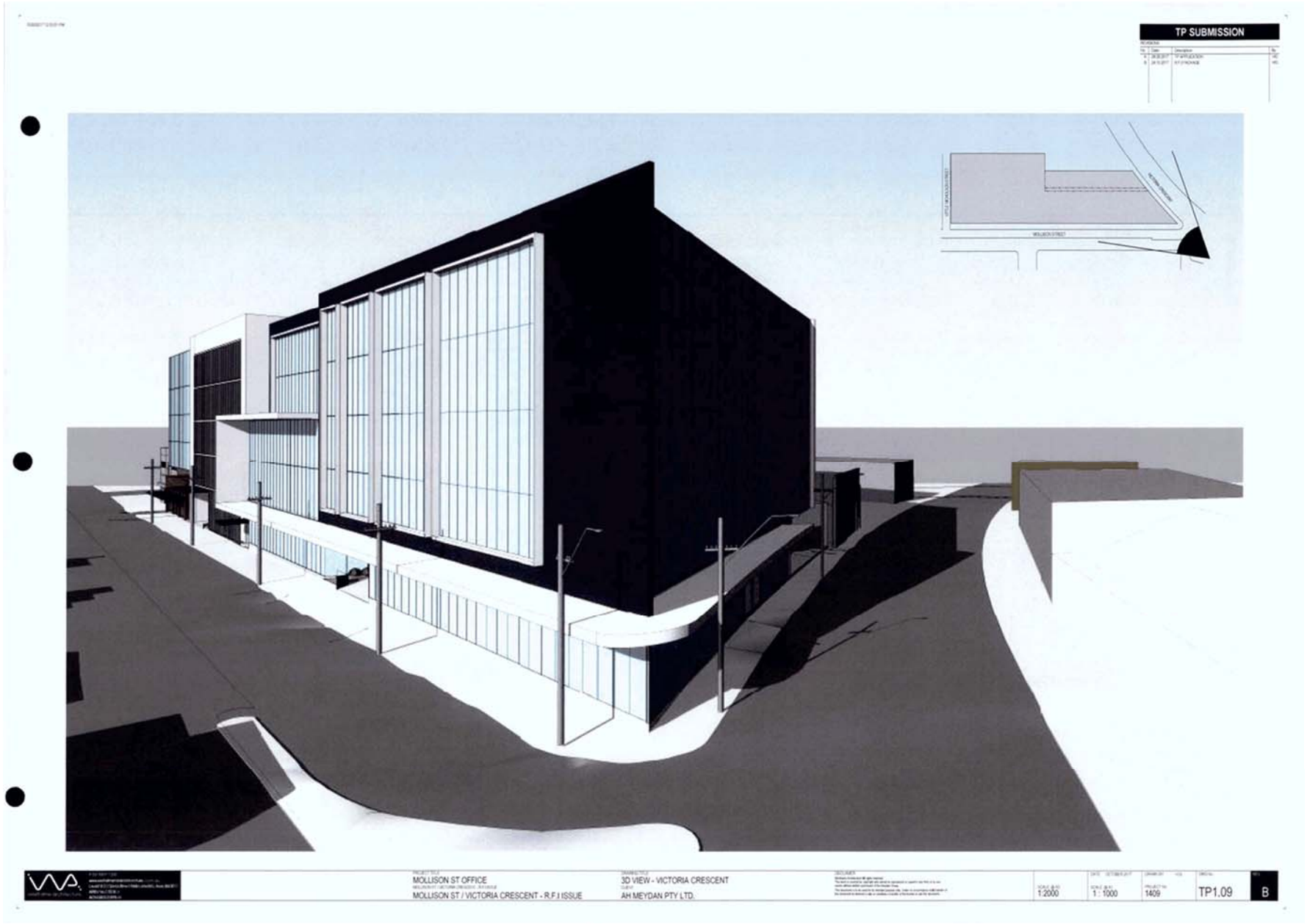

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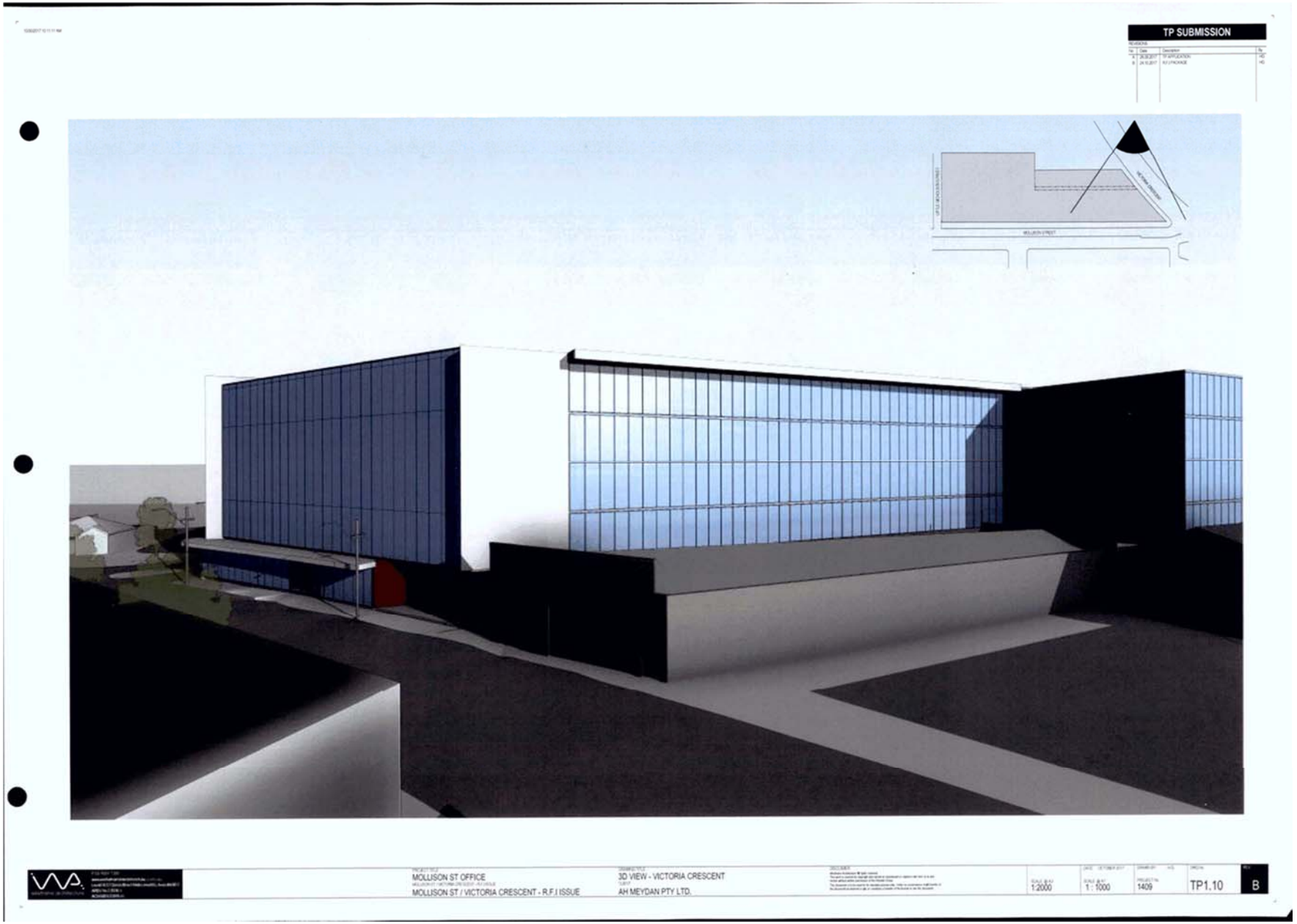
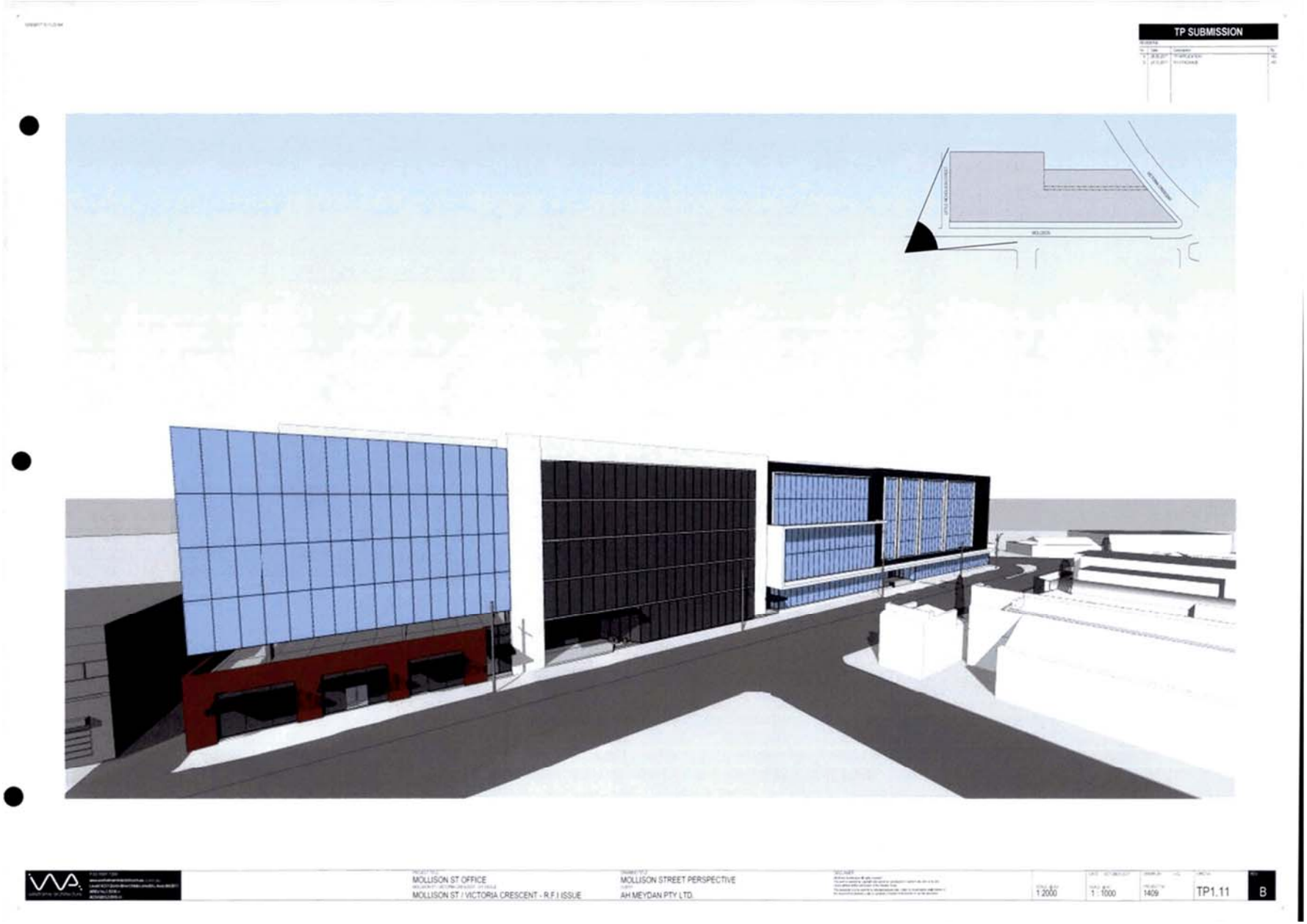


Attachment 5 - Proposed elevations, cross-sections, materials schedule and Stage 01 building / plans.



Attachment 5 - Proposed elevations, cross-sections, materials schedule and Stage 01 building / plans.

TP SUBMISSION

MOLLISON ST OFFICE
MOLLISON ST / VICTORIA CRESCENT - R F I ISSUE

3D VIEW FROM STREET LEVEL
AH MEYDAN PTY LTD

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Attachment 5 - Proposed elevations, cross-sections, materials schedule and Stage 01 building / plans.

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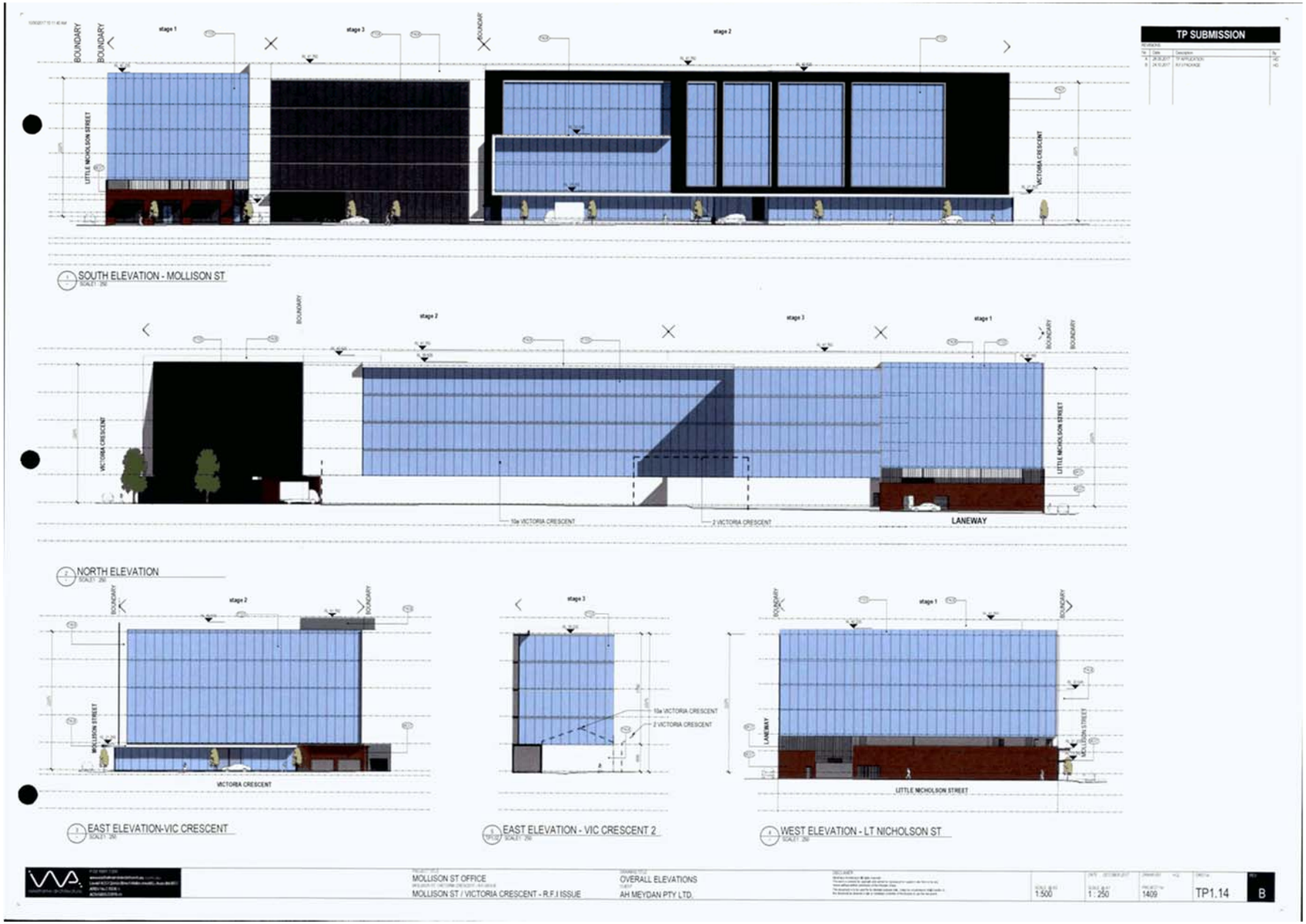

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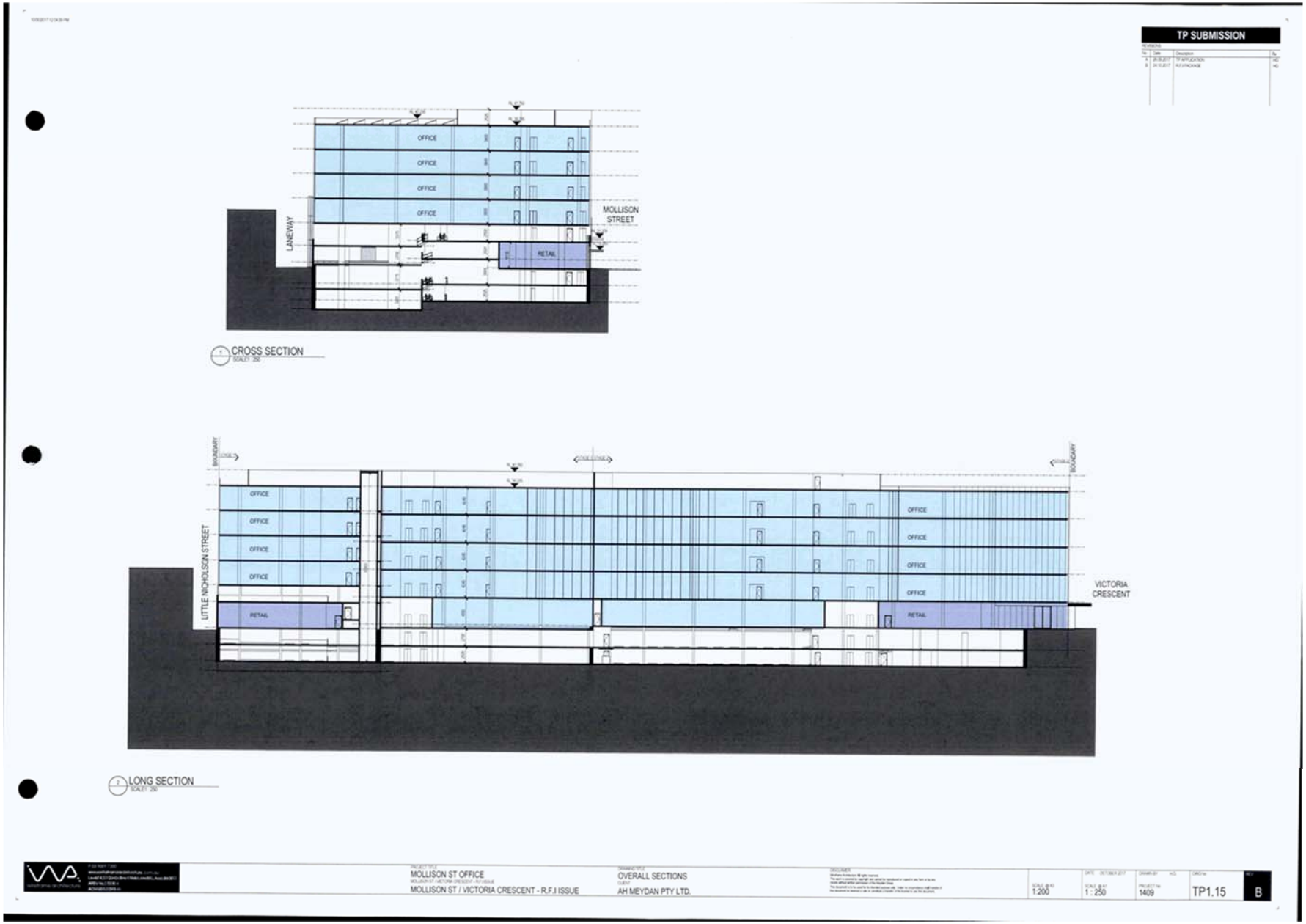

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TP SUBMISSION

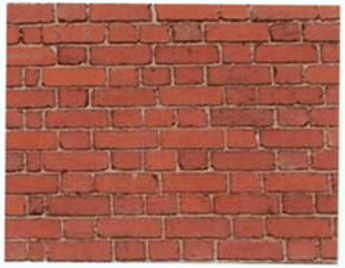
GLAZING

FT04
MANUFACTURER:
PILKINGTON OR EQUIVALENT
COLOR/FINISH:
SMOKE GREY

PAINT

PA01
MANUFACTURER:
DULUX OR EQUIVALENT
COLOR/FINISH:
MONUMENT

MASONRY



MC01
MANUFACTURER:
BORAL OR EQUIVALENT
COLOR/FINISH:
RED SMOOTH

METAL

FT03
MANUFACTURER:
PILKINGTON OR EQUIVALENT
COLOR/FINISH:
BLUE

MF01
MANUFACTURER:
CAPRAL OR EQUIVALENT
COLOR/FINISH:
NATURAL FINISH

PA04
MANUFACTURER:
N/A
COLOR/FINISH:
WHITE CONCRETE NATURAL FINISH

MOLLISON ST OFFICE
MOLLISON ST / VICTORIA CRESCENT - R.F.I ISSUE

MATERIALS SCHEDULE
AH MEYDAN PTY LTD.

1 : 2000 | 1409 | TP1.17 | B

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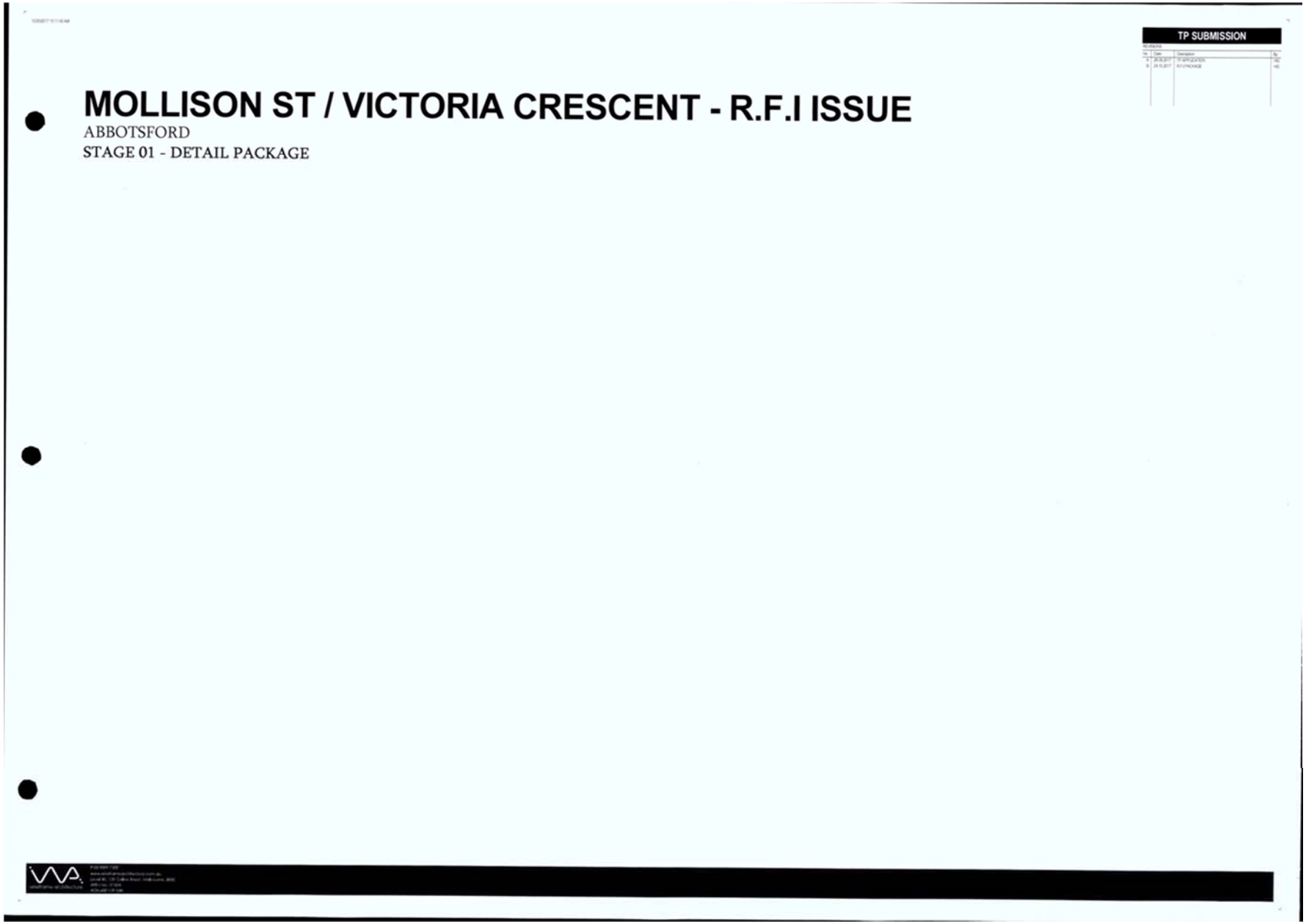

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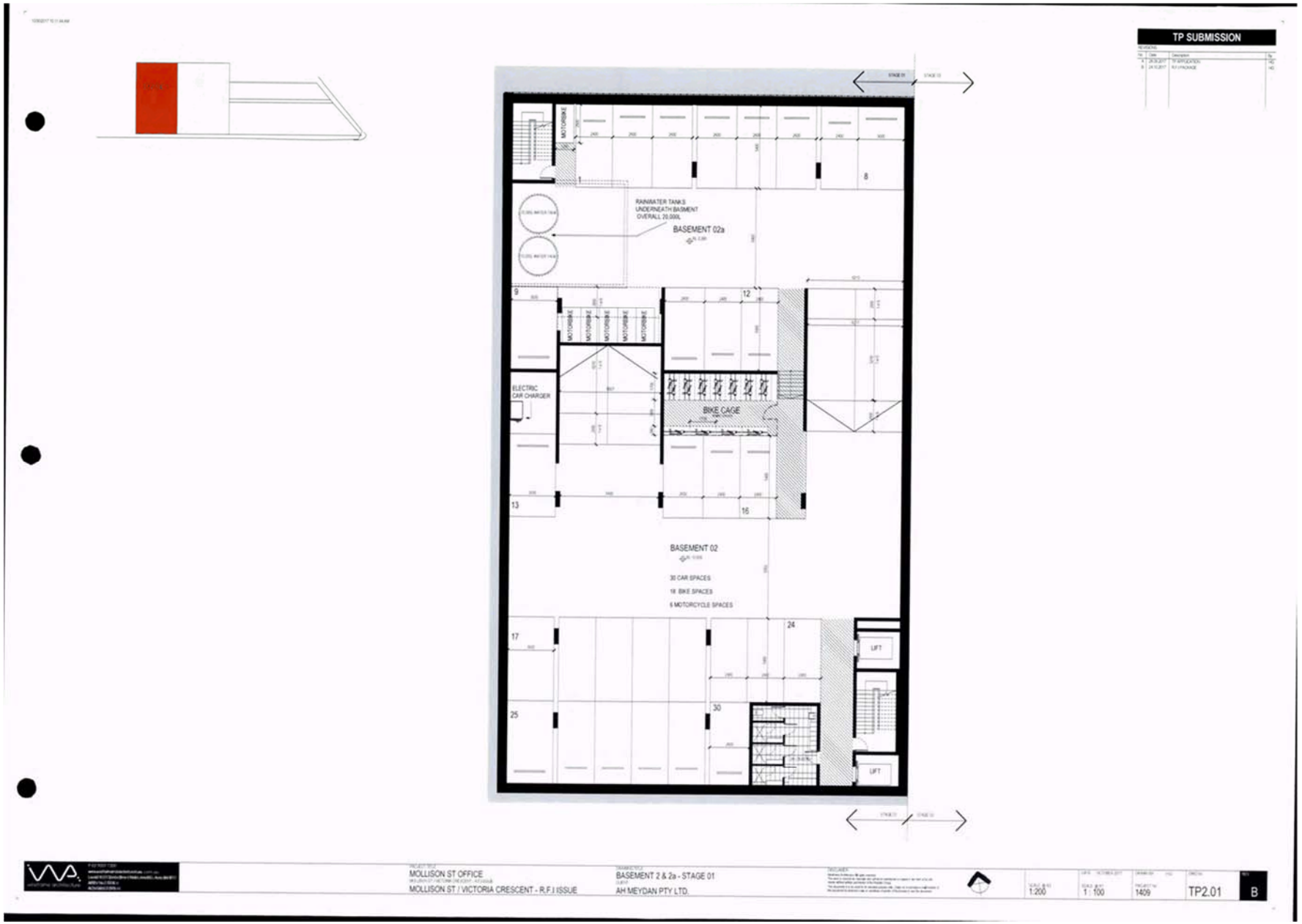

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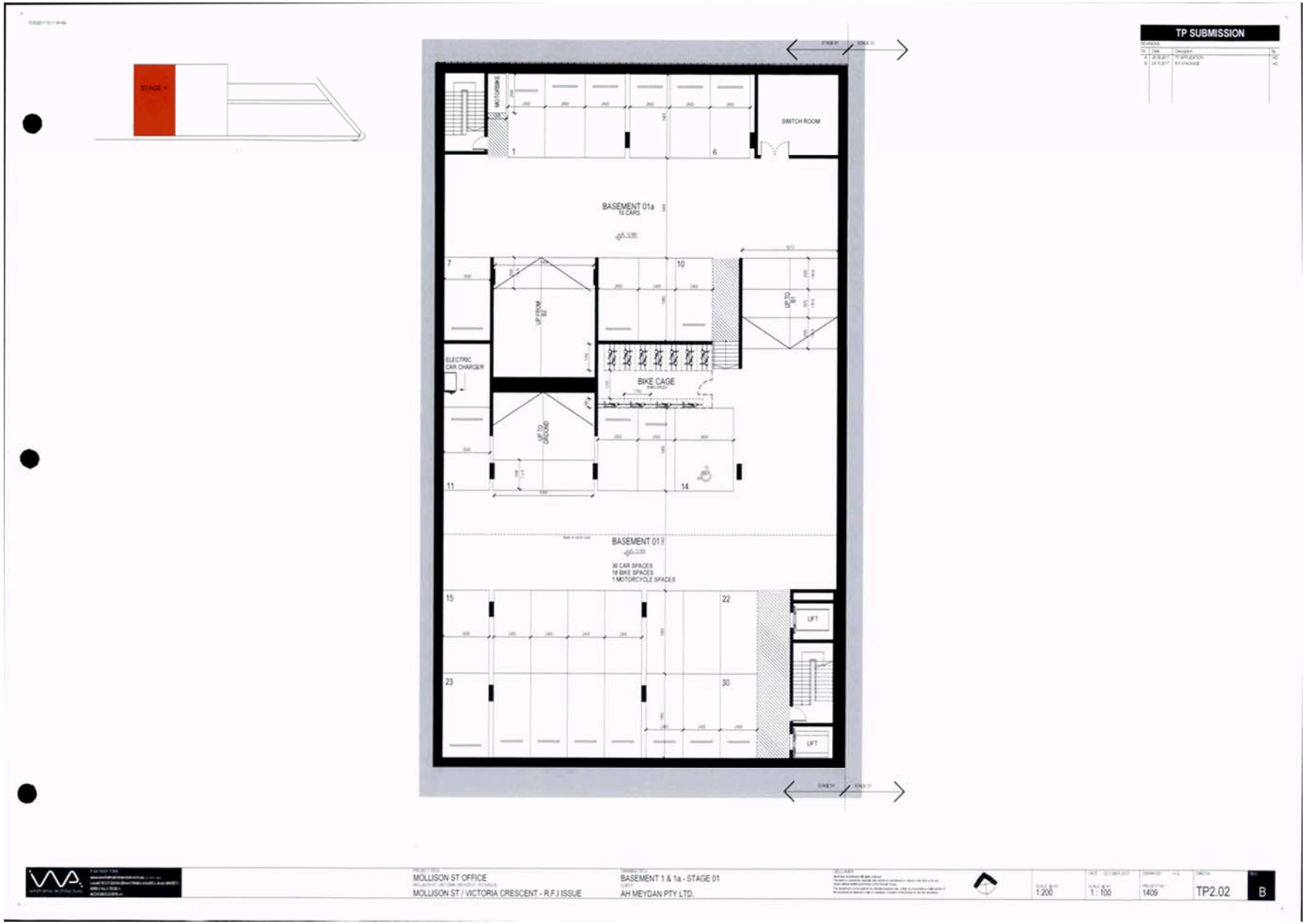

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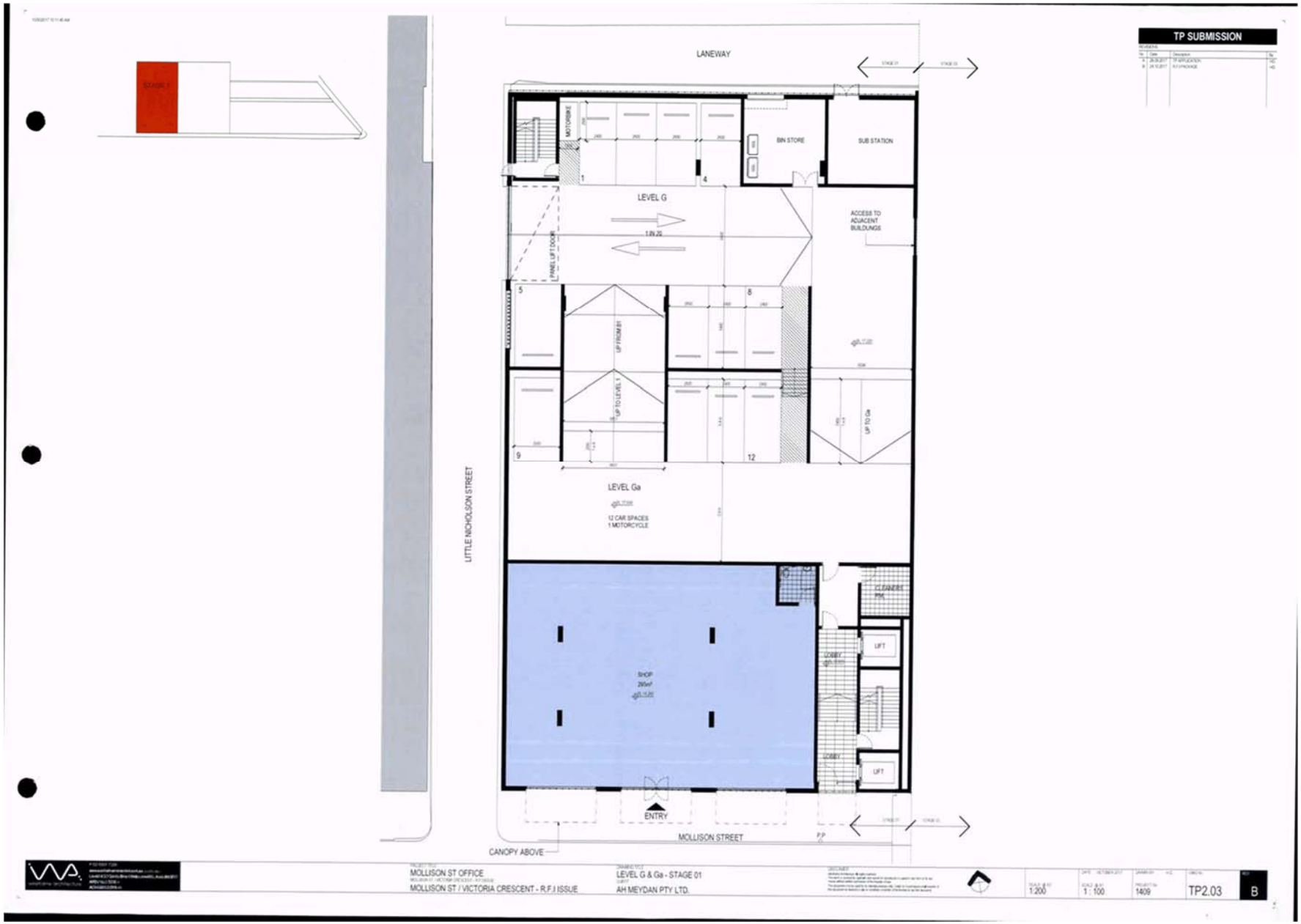

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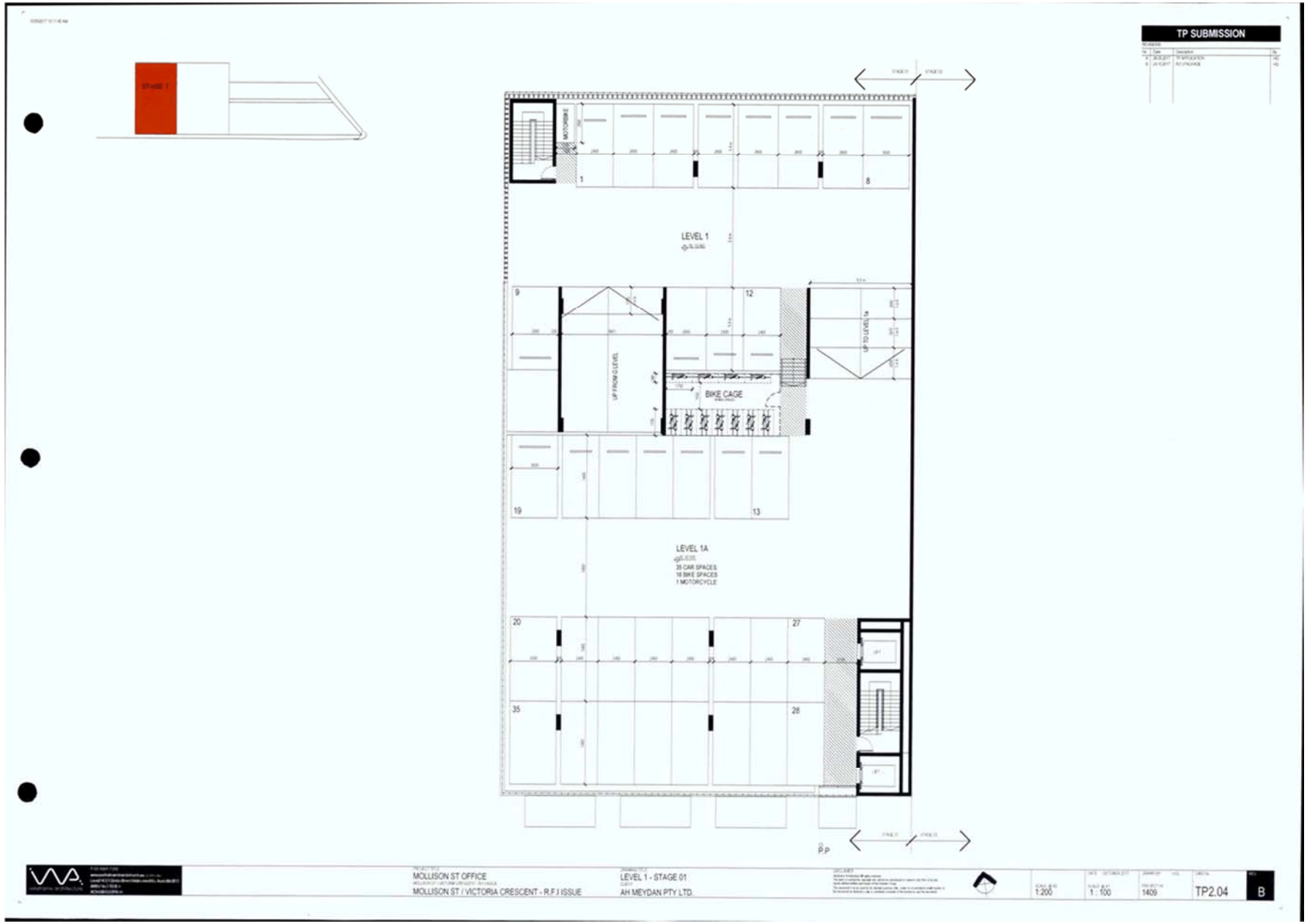

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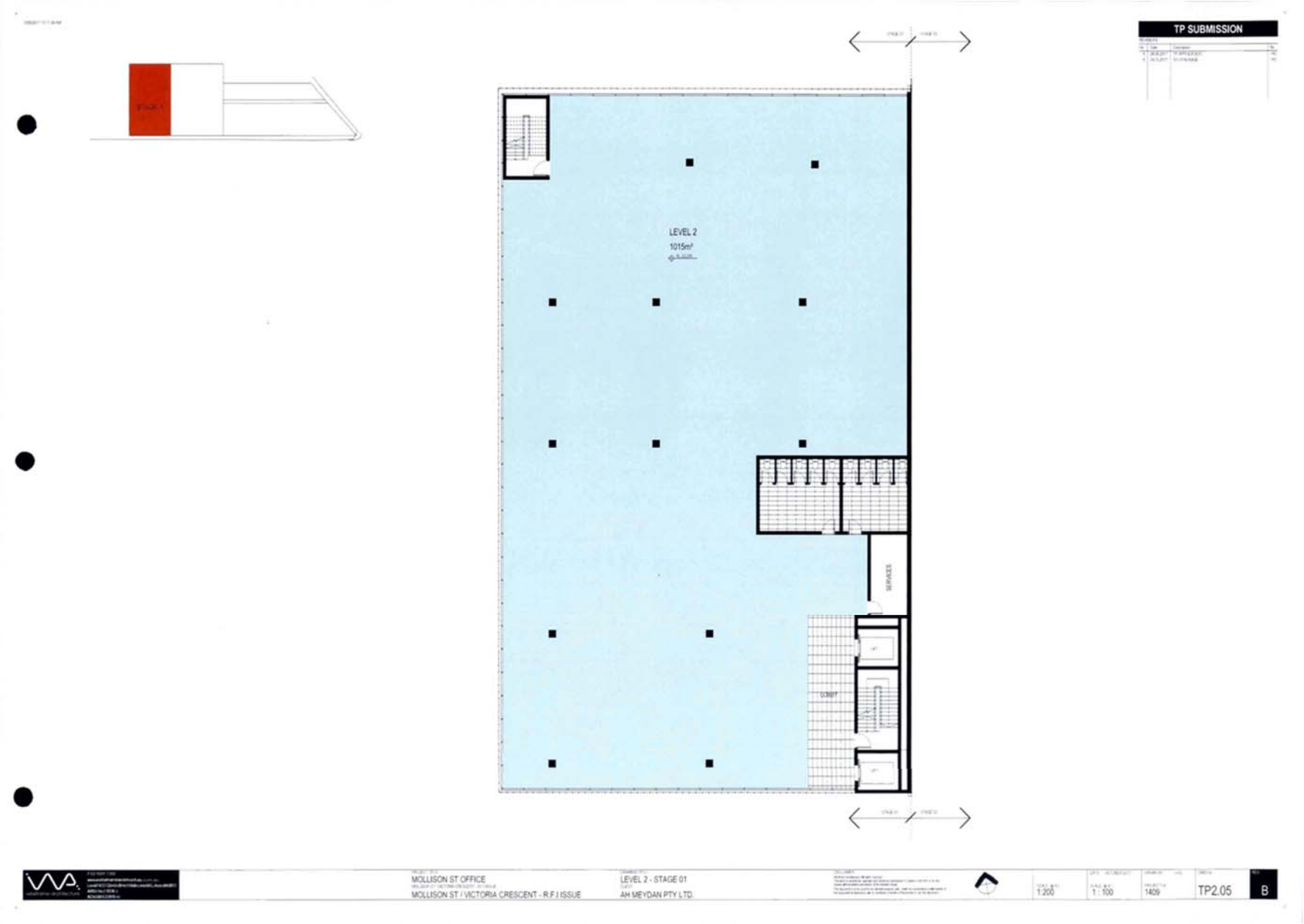

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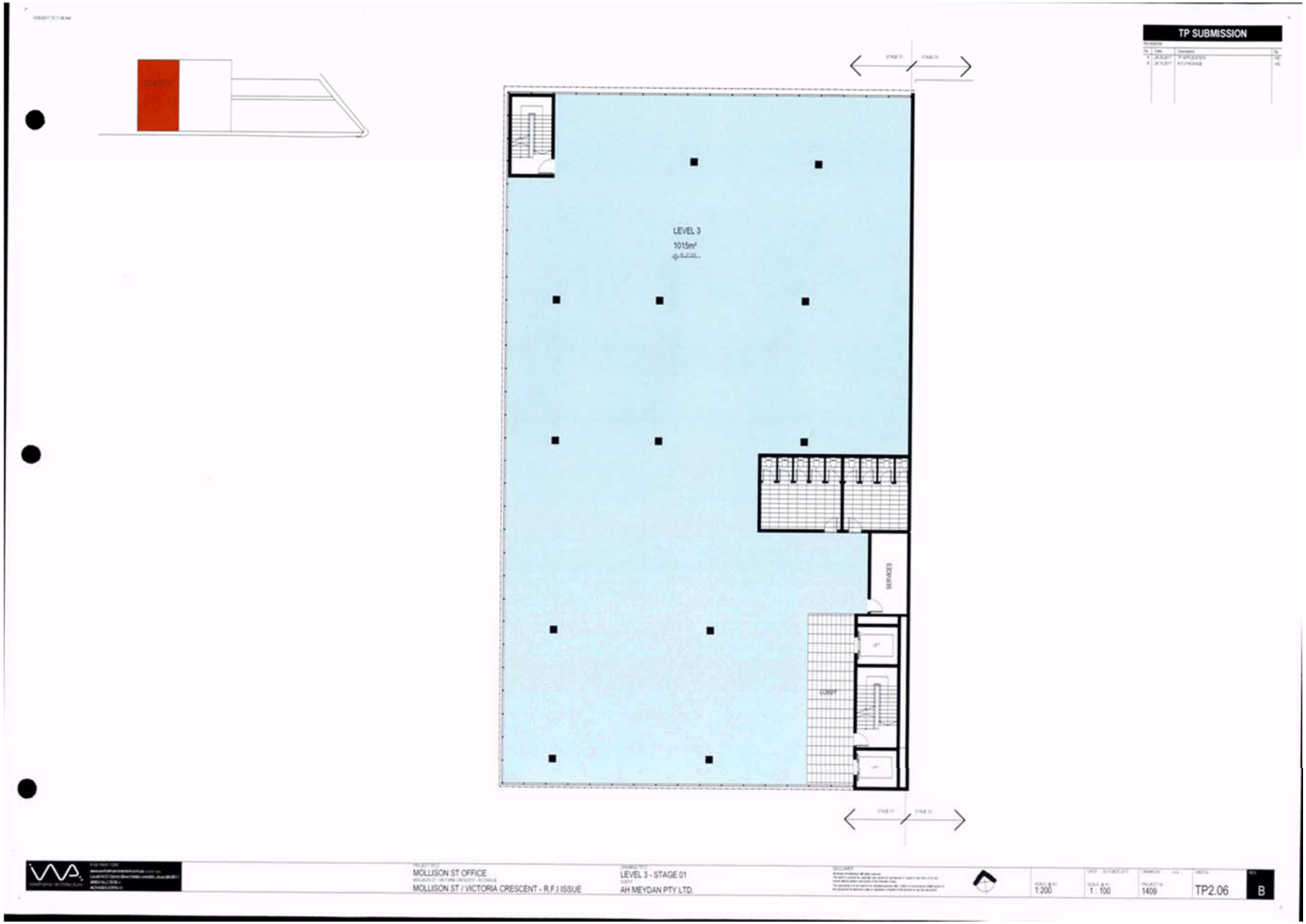

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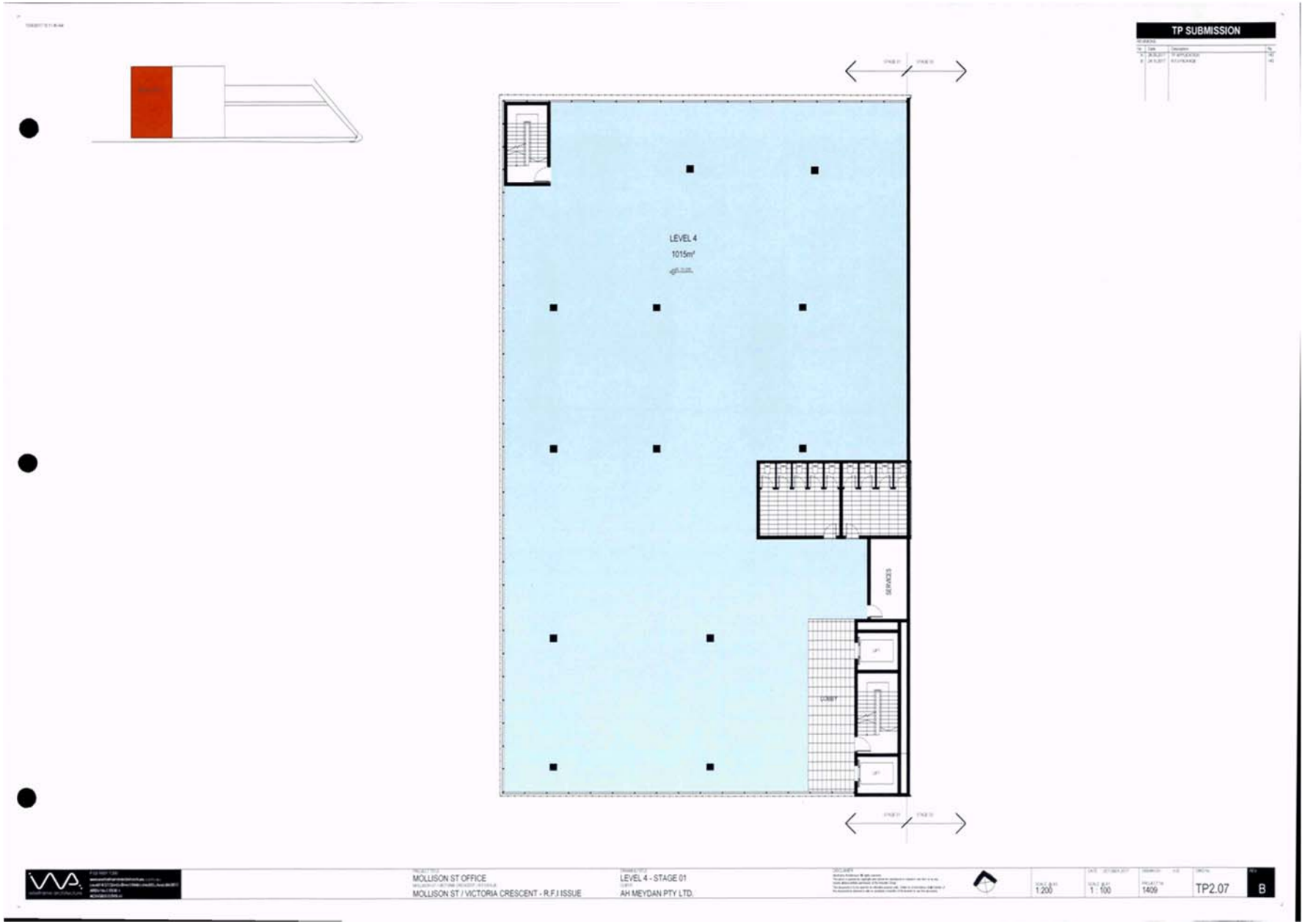
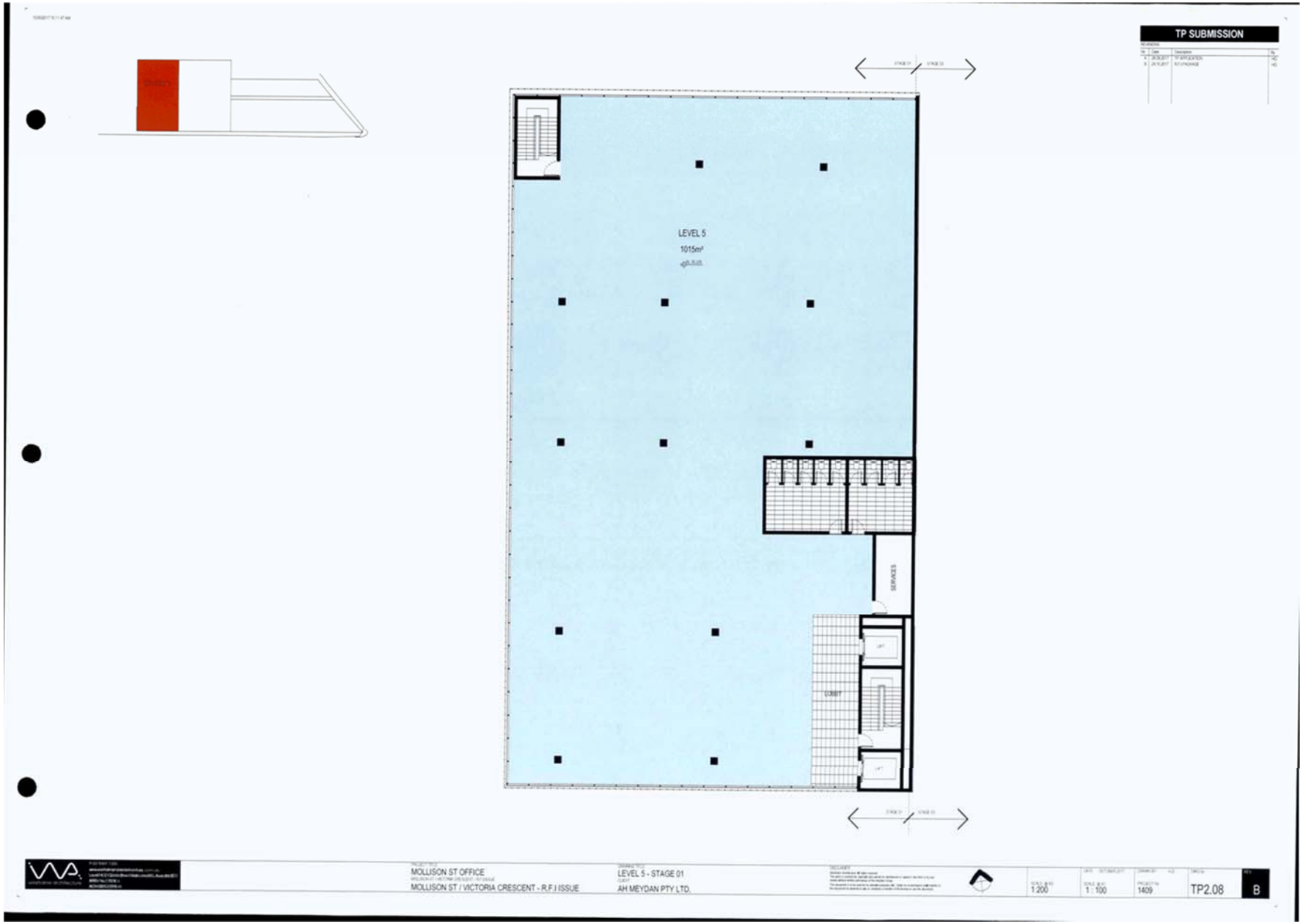


Attachment 6 - Stage 01 building plans continued, Stage 02 building plans and Stage 03 building plans.



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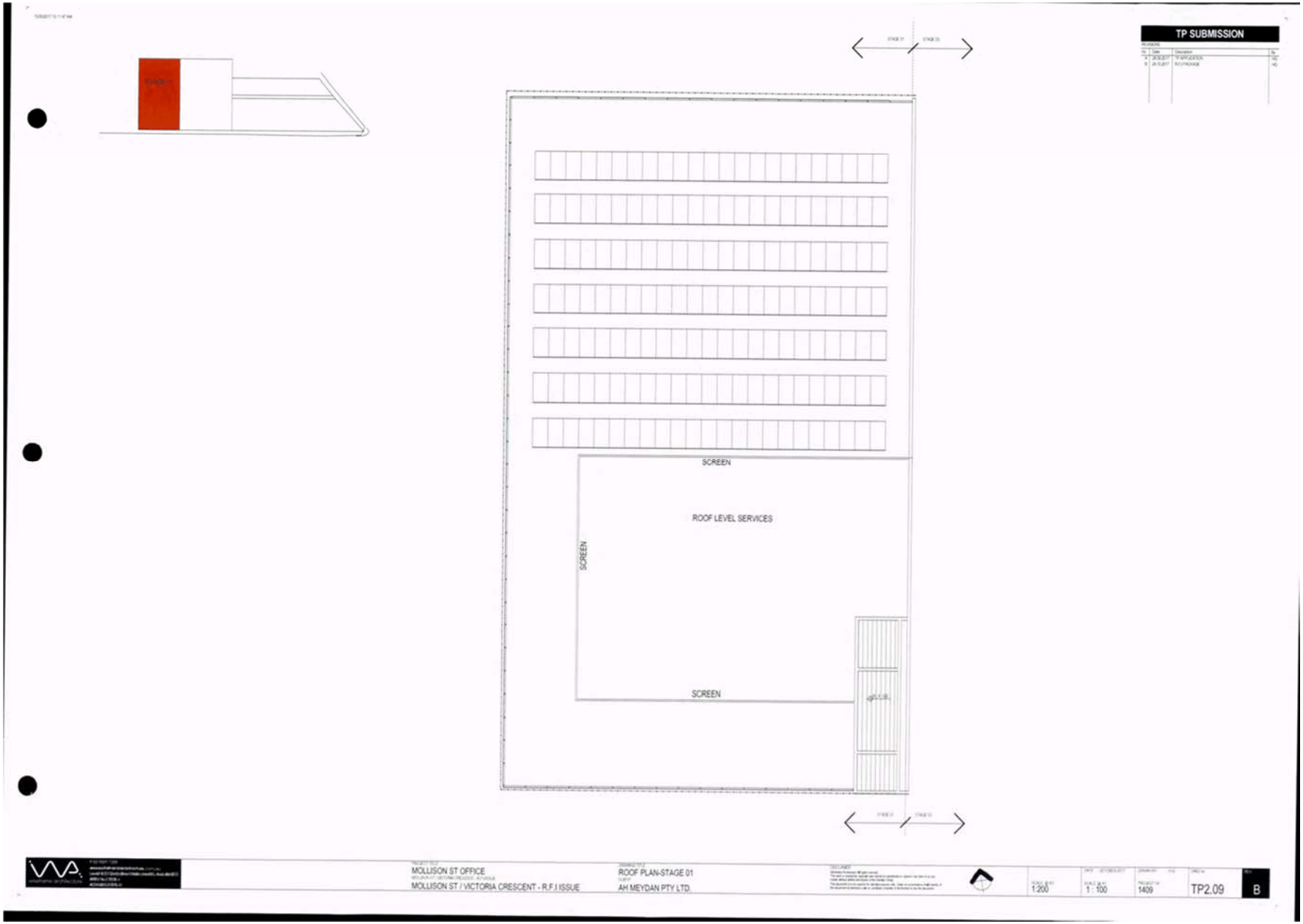

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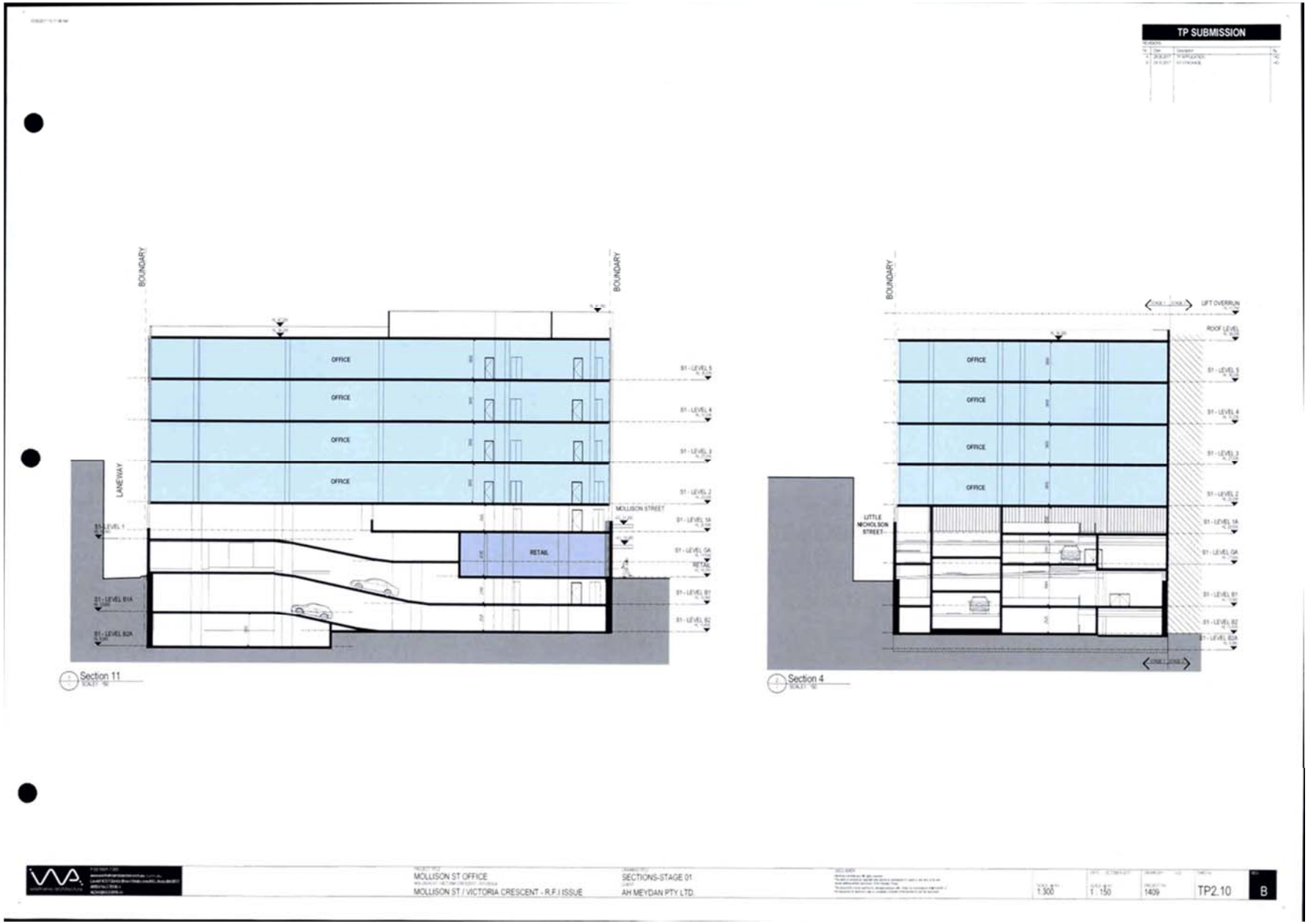

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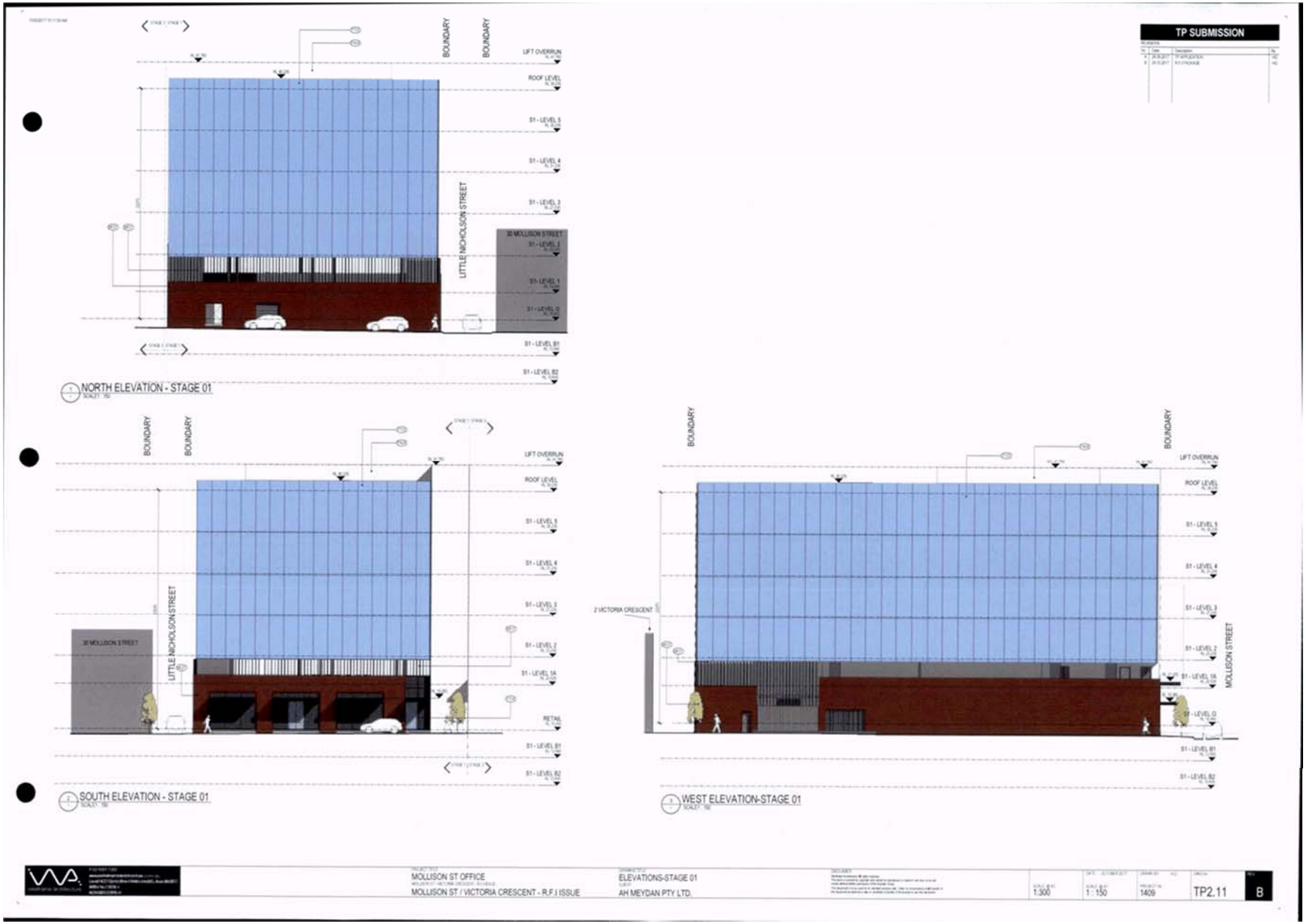

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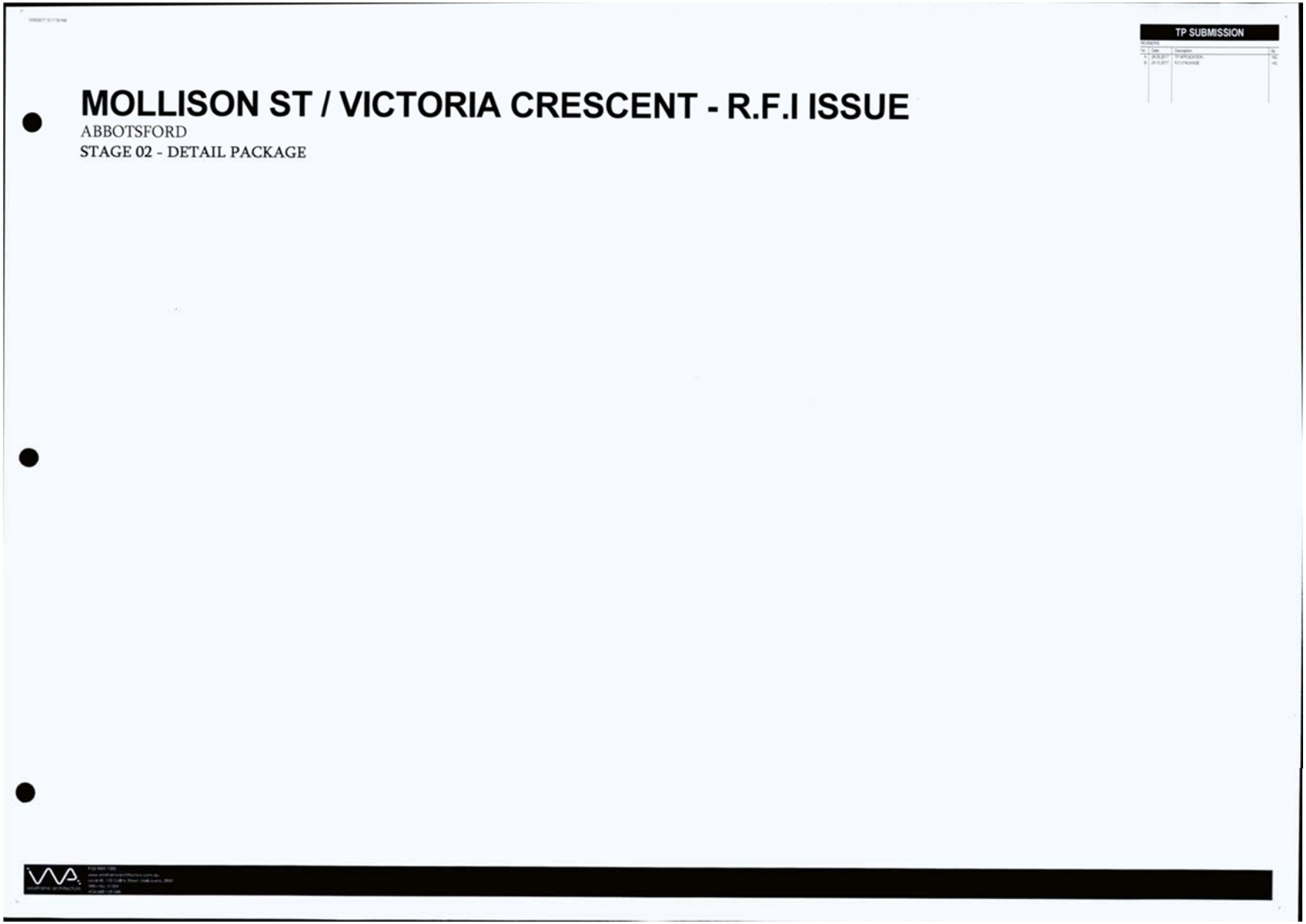

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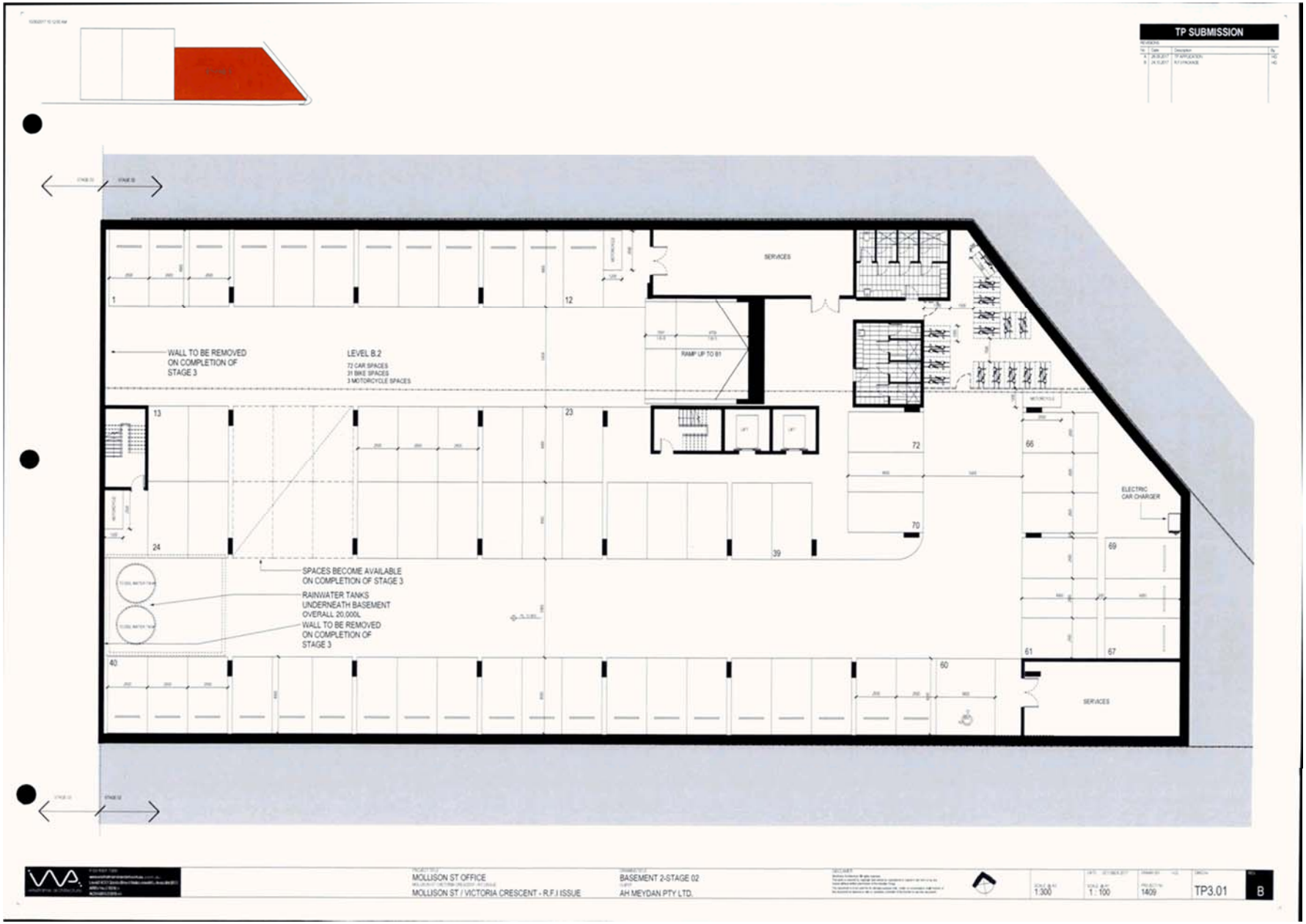

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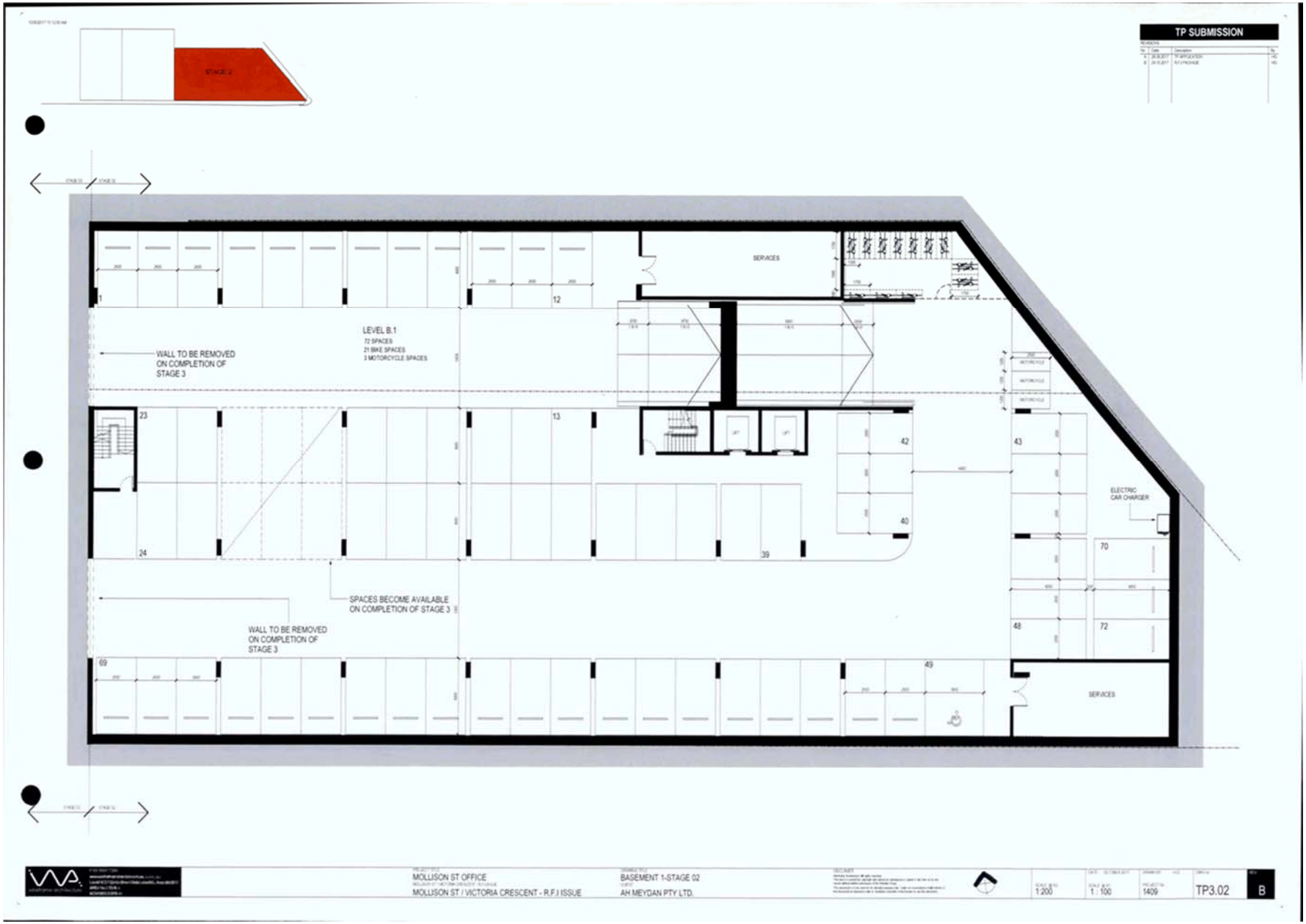

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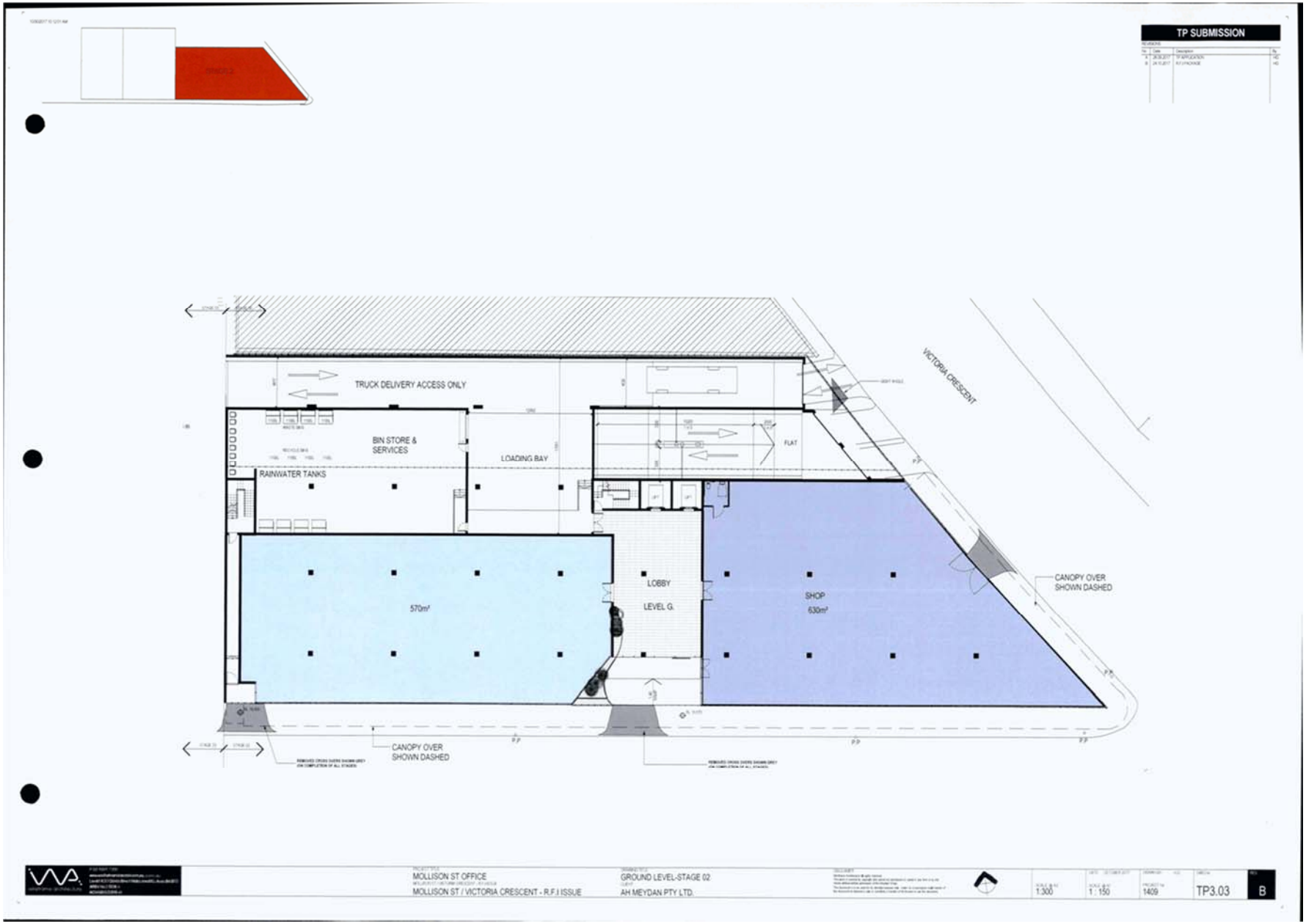

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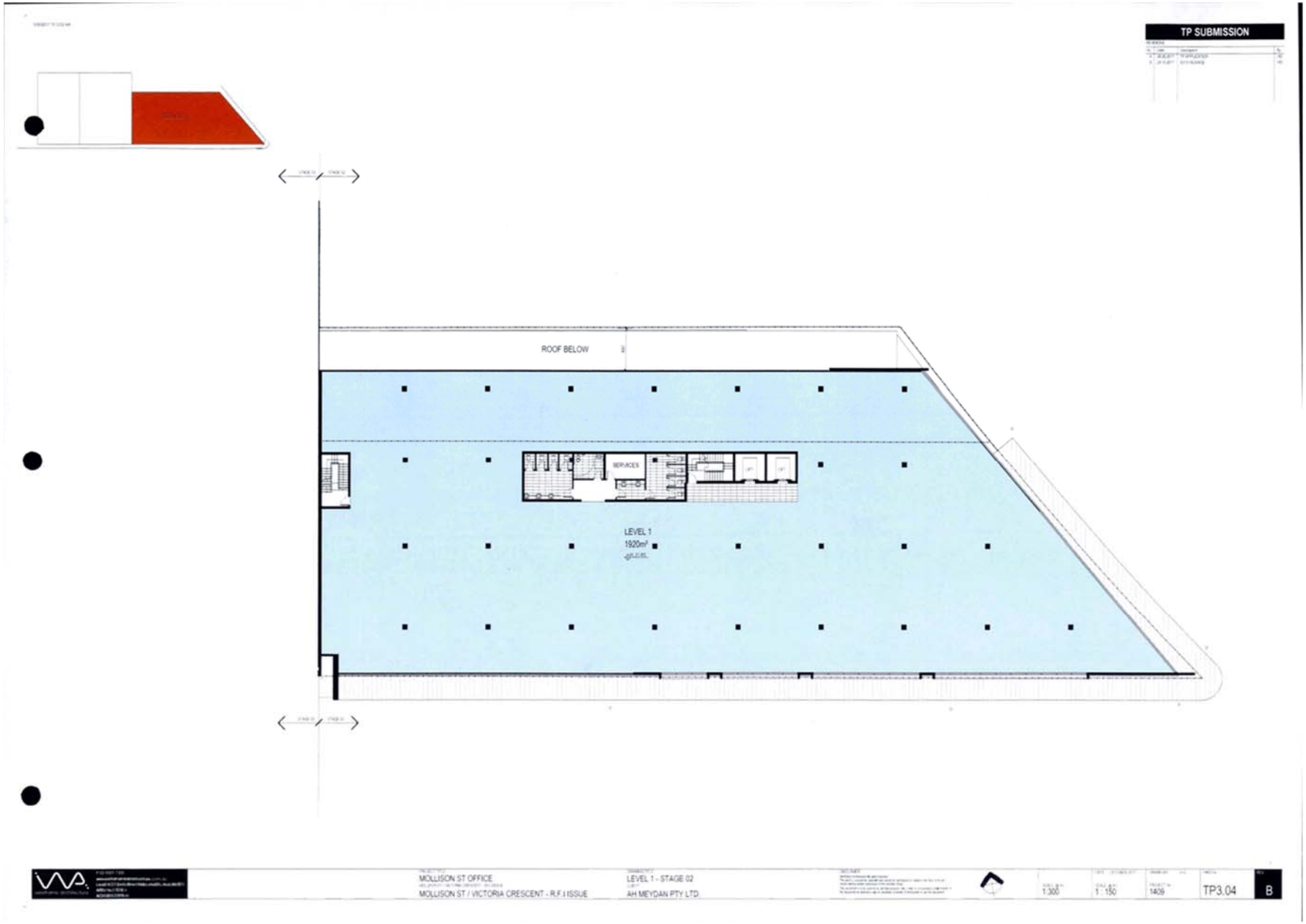

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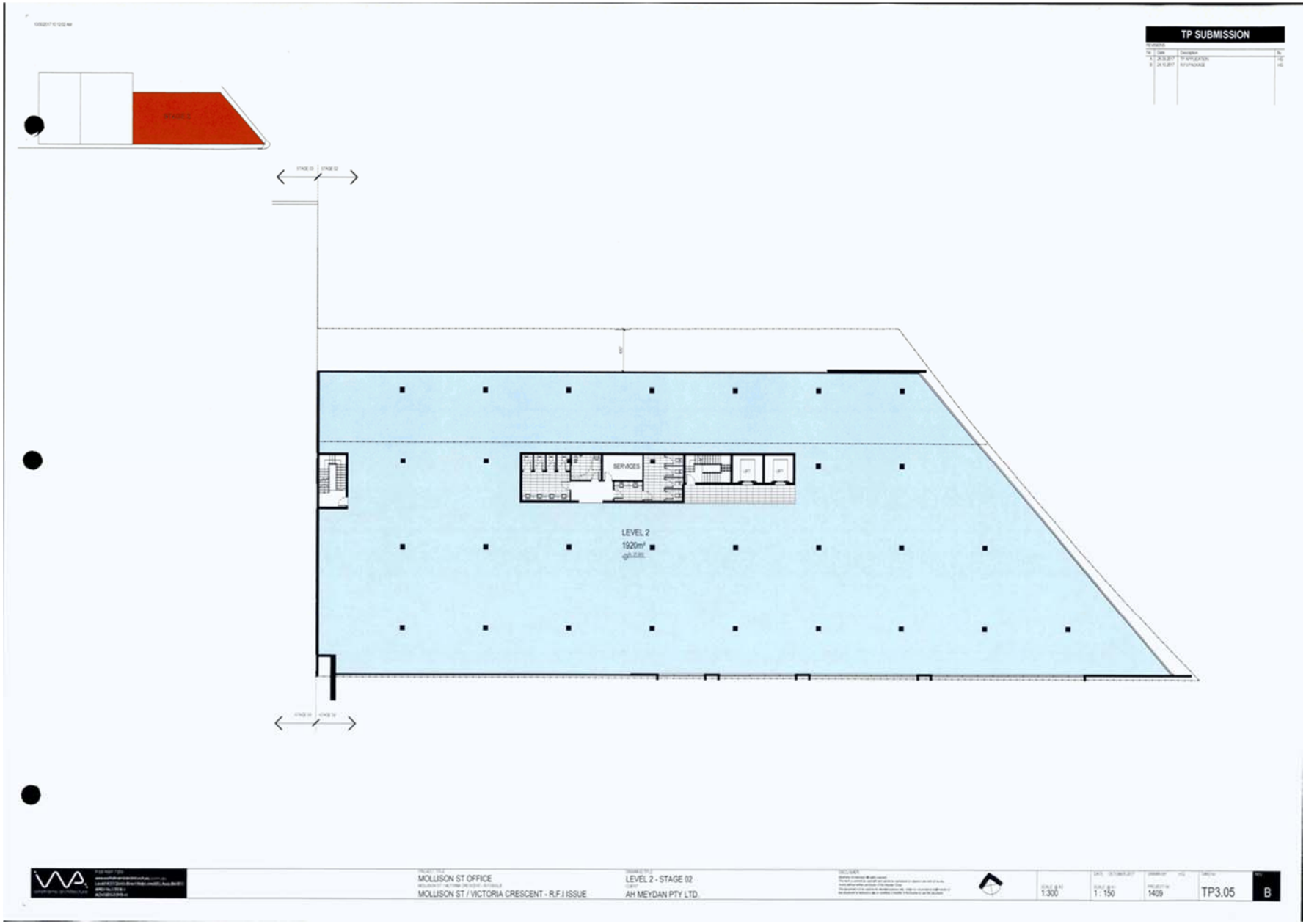

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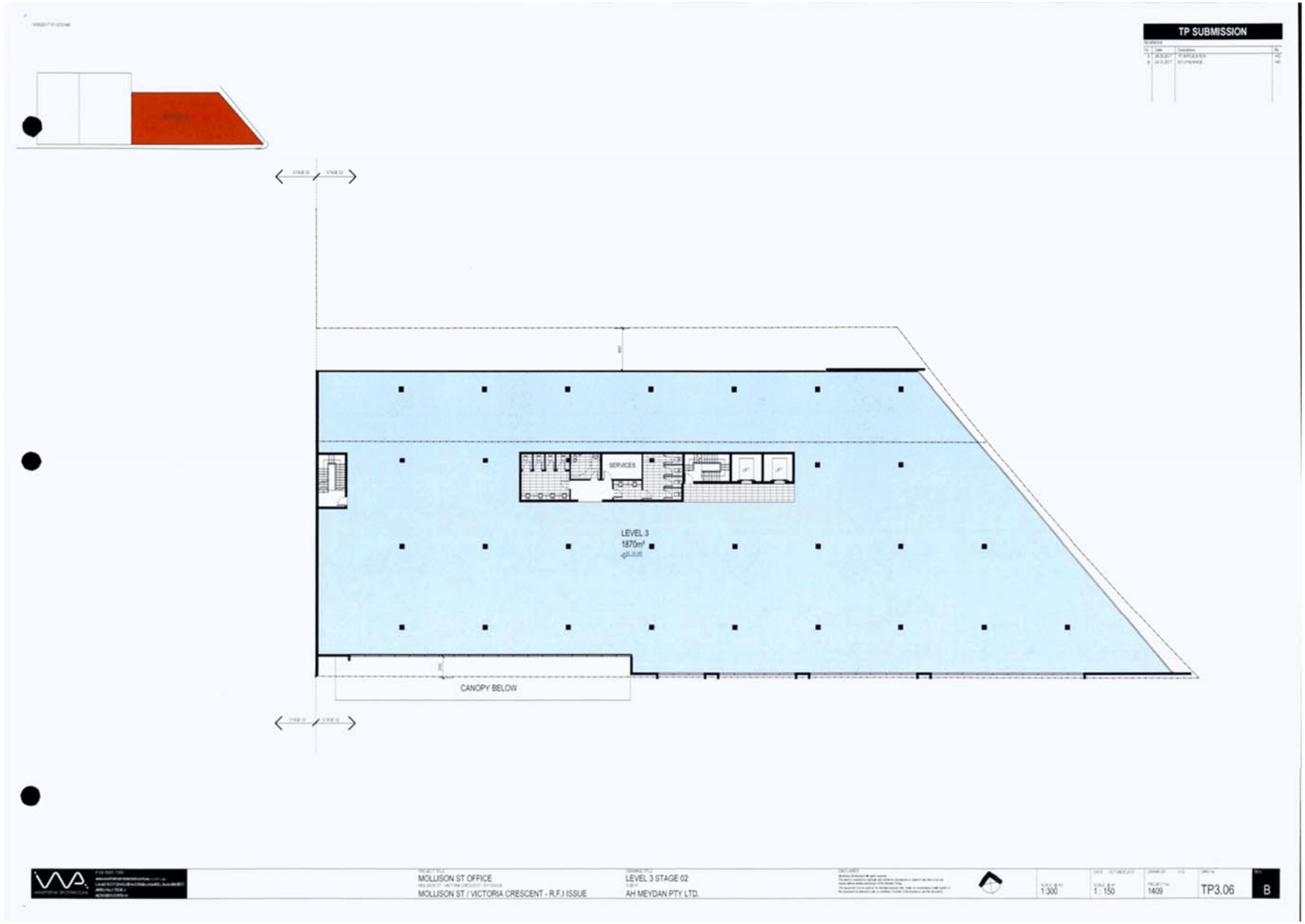

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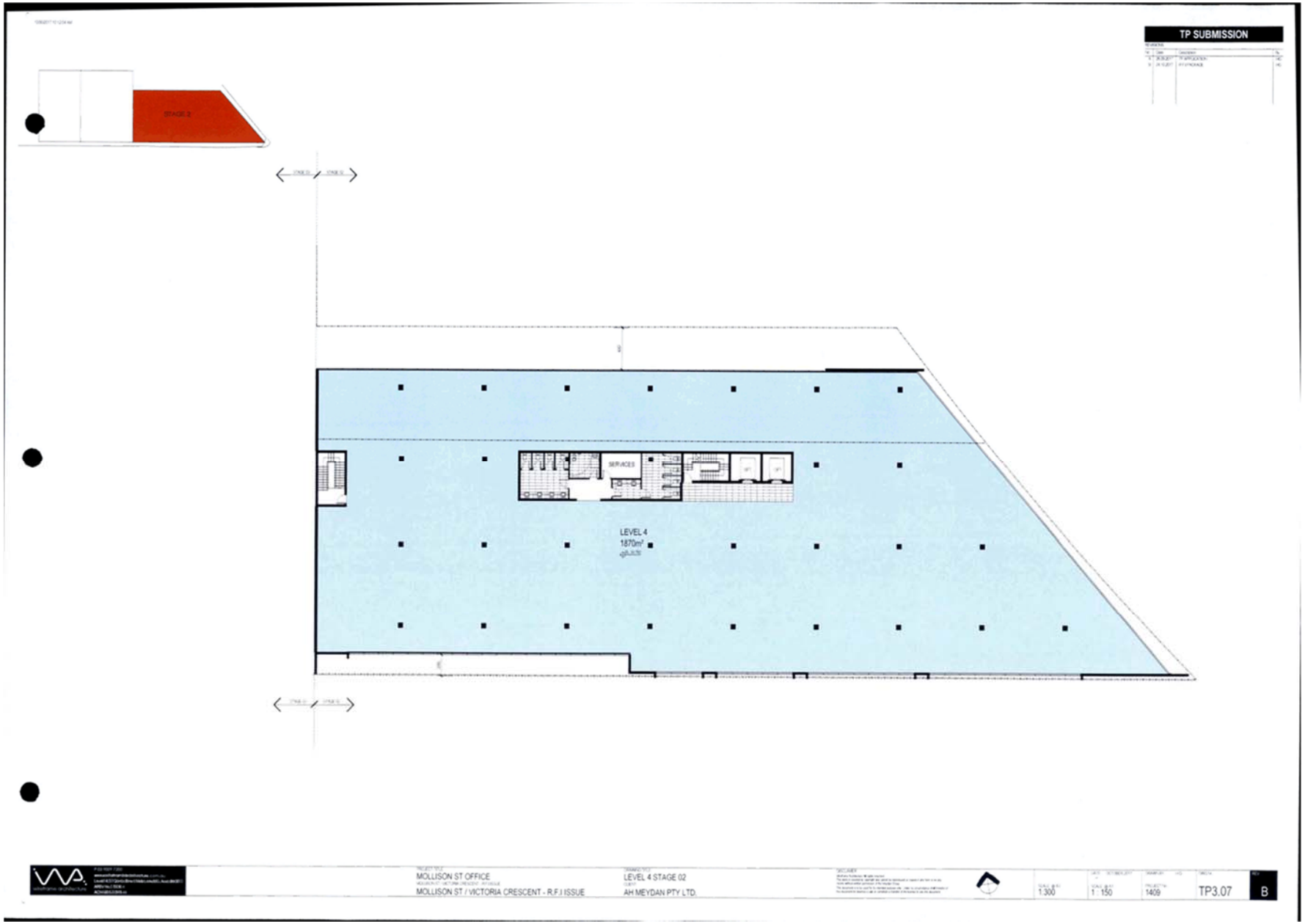

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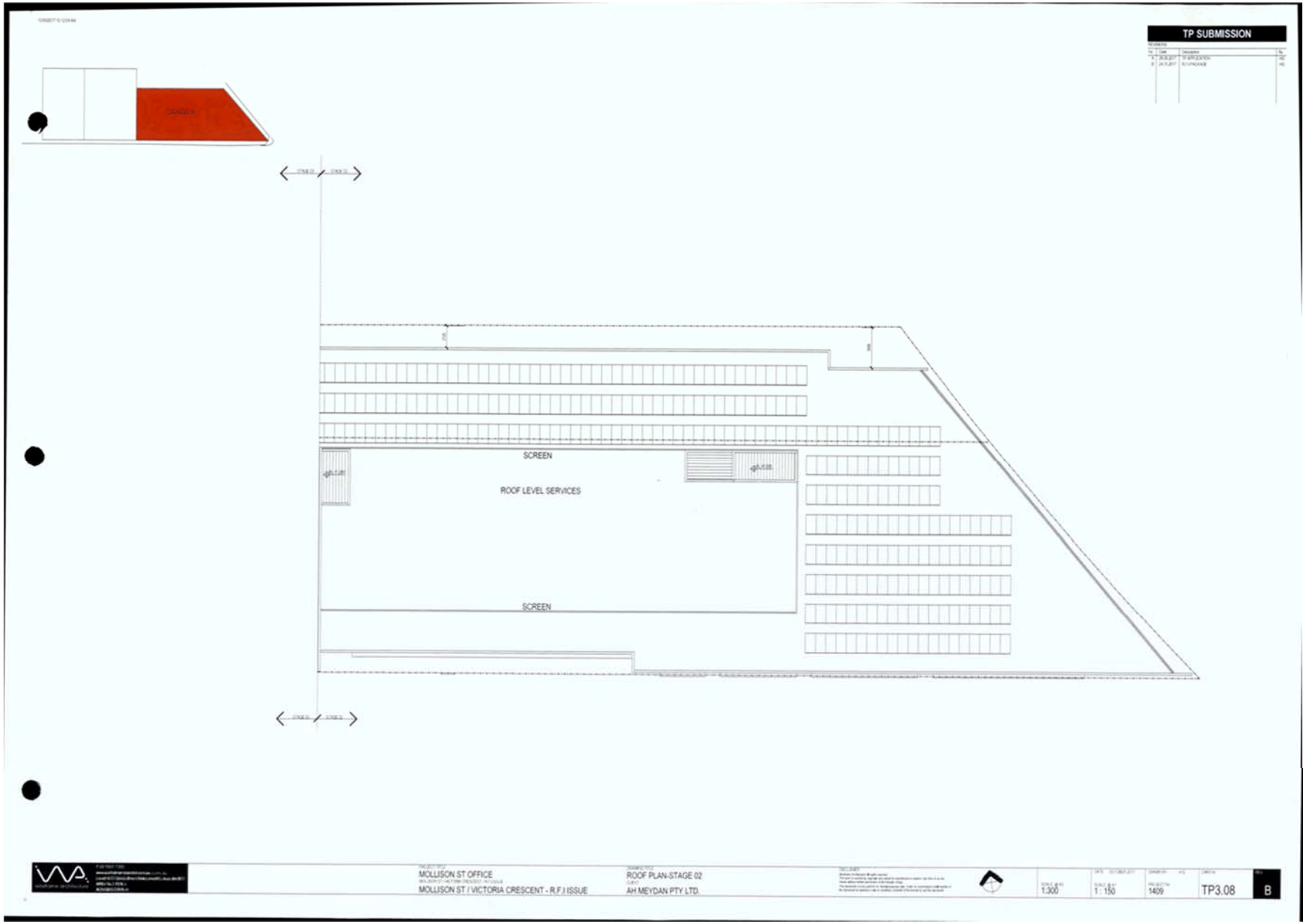

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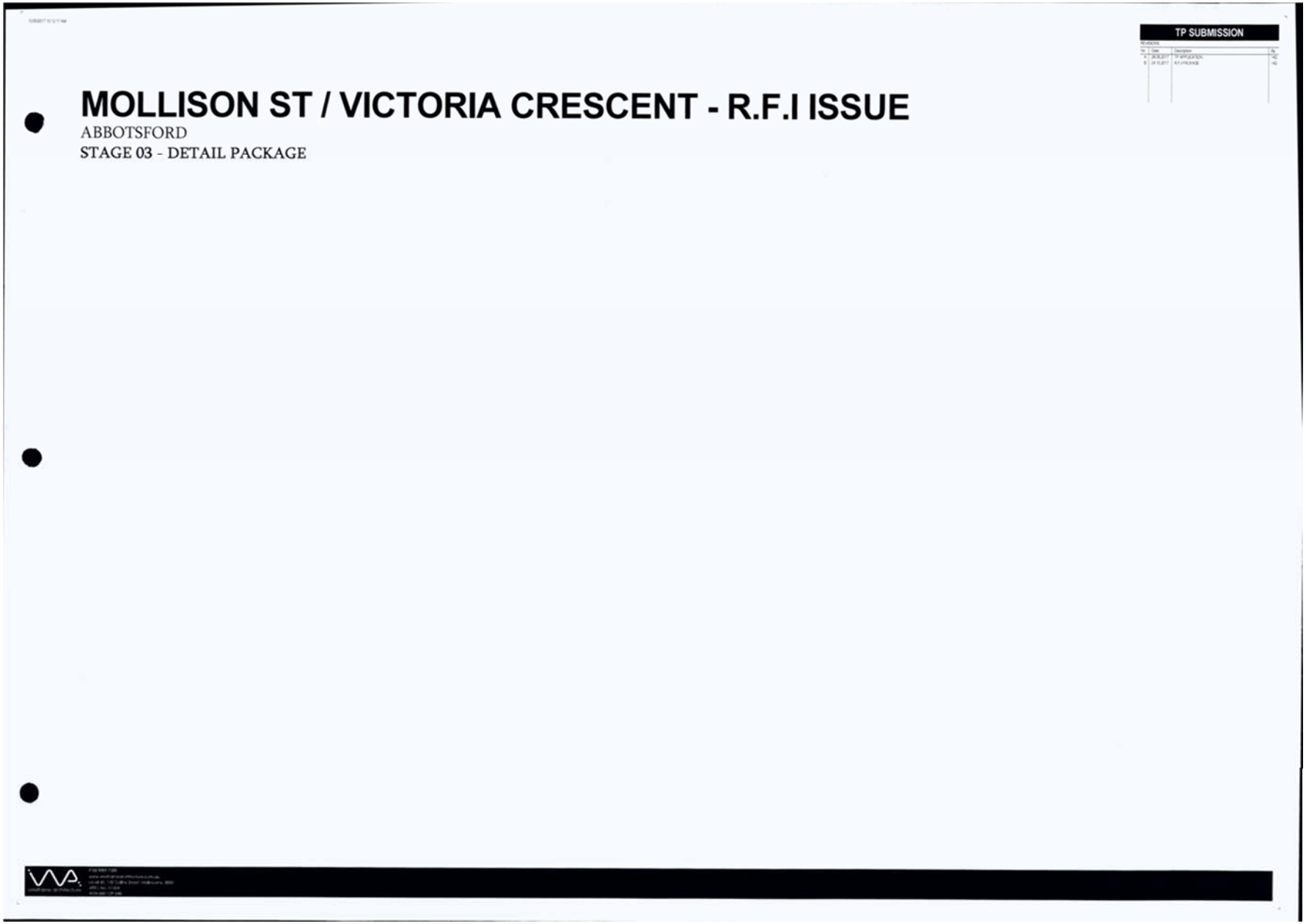
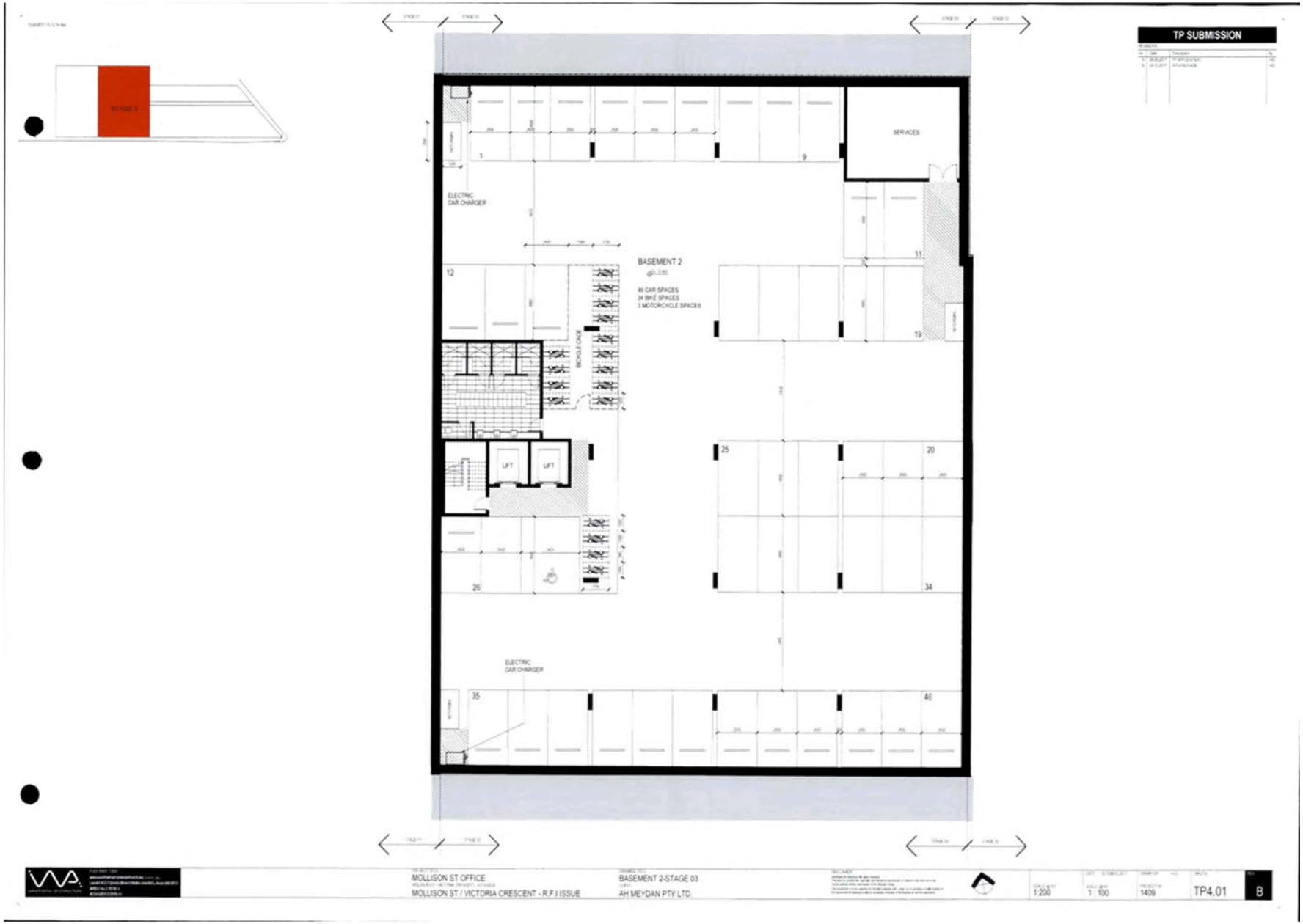
Attachment 6 - Stage 01 building plans continued, Stage 02 building plans and Stage 03 building plans.

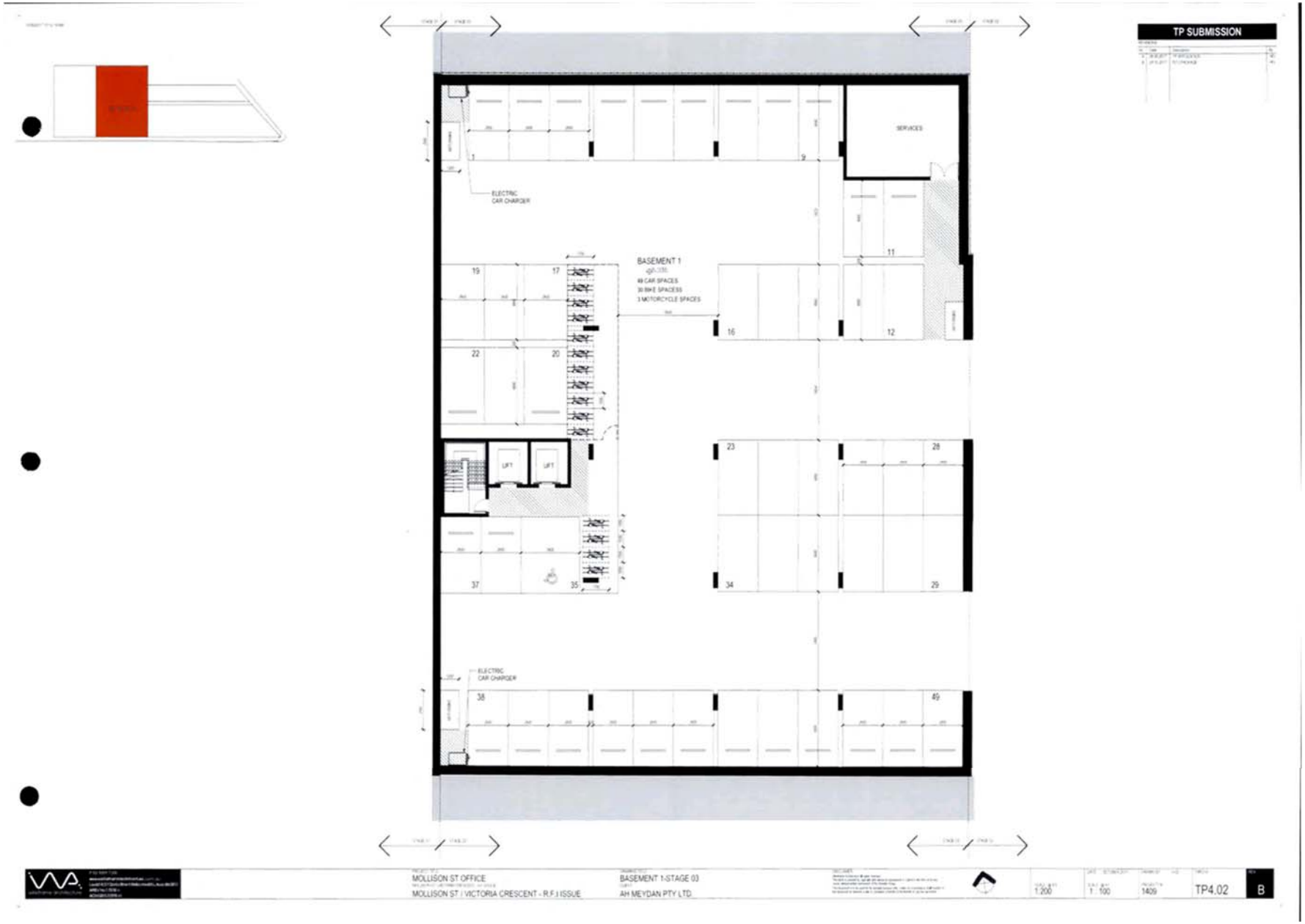
Attachment 6 - Stage 01 building plans continued, Stage 02 building plans and Stage 03 building plans.



Attachment 6 - Stage 01 building plans continued, Stage 02 building plans and Stage 03 building plans.



Attachment 7 - Stage 03 building plans continued and 3D coloured perspectives.



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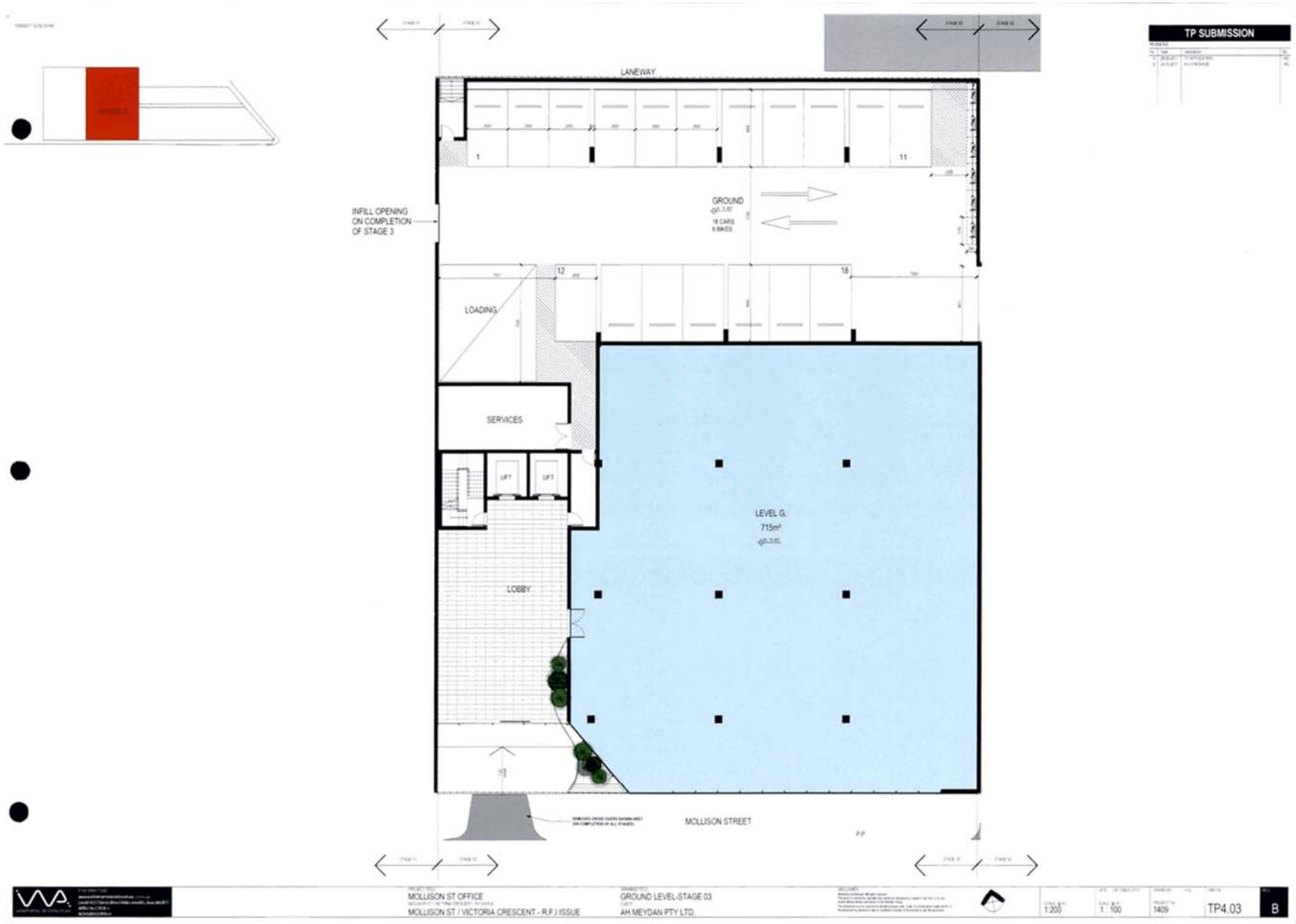

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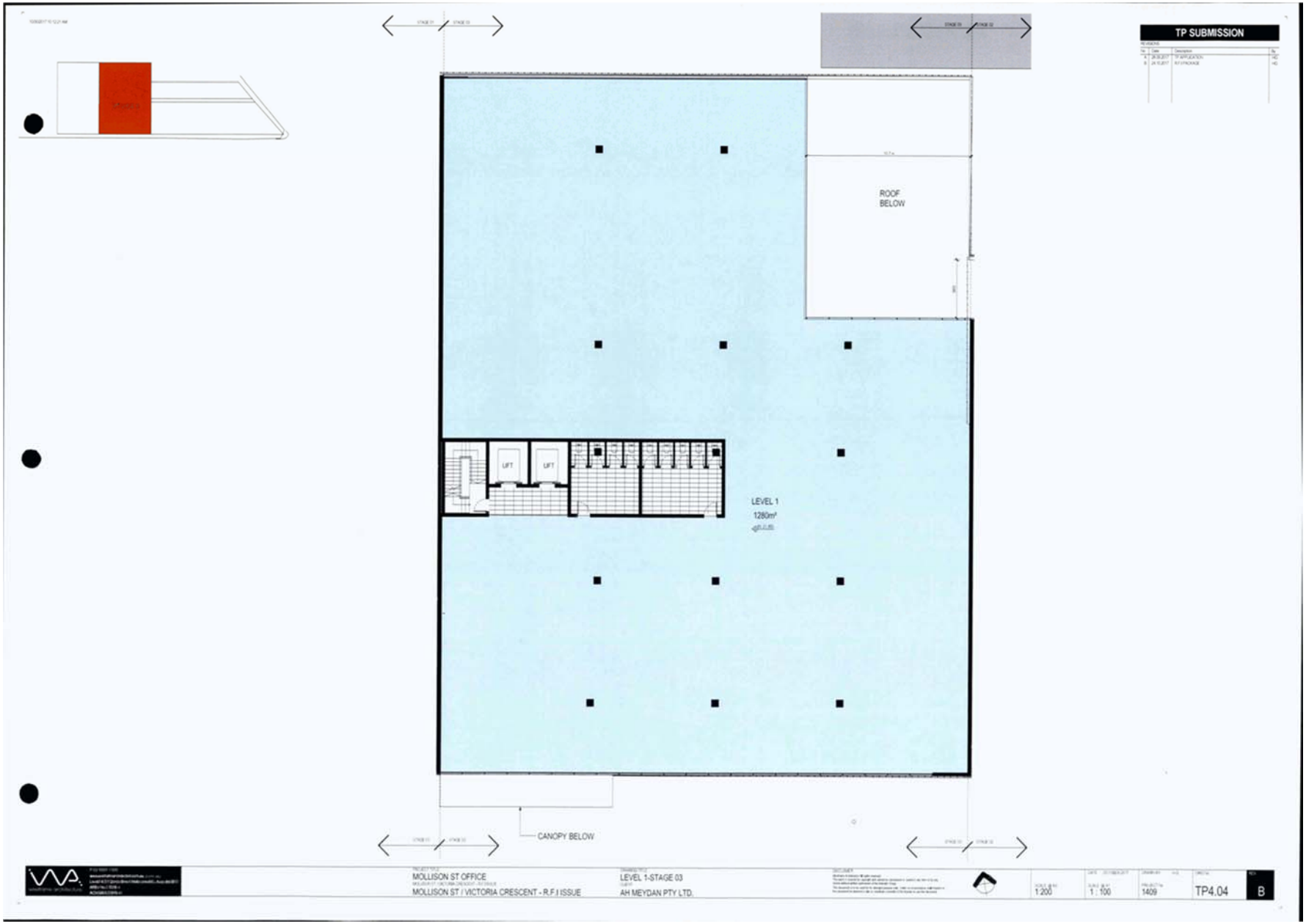

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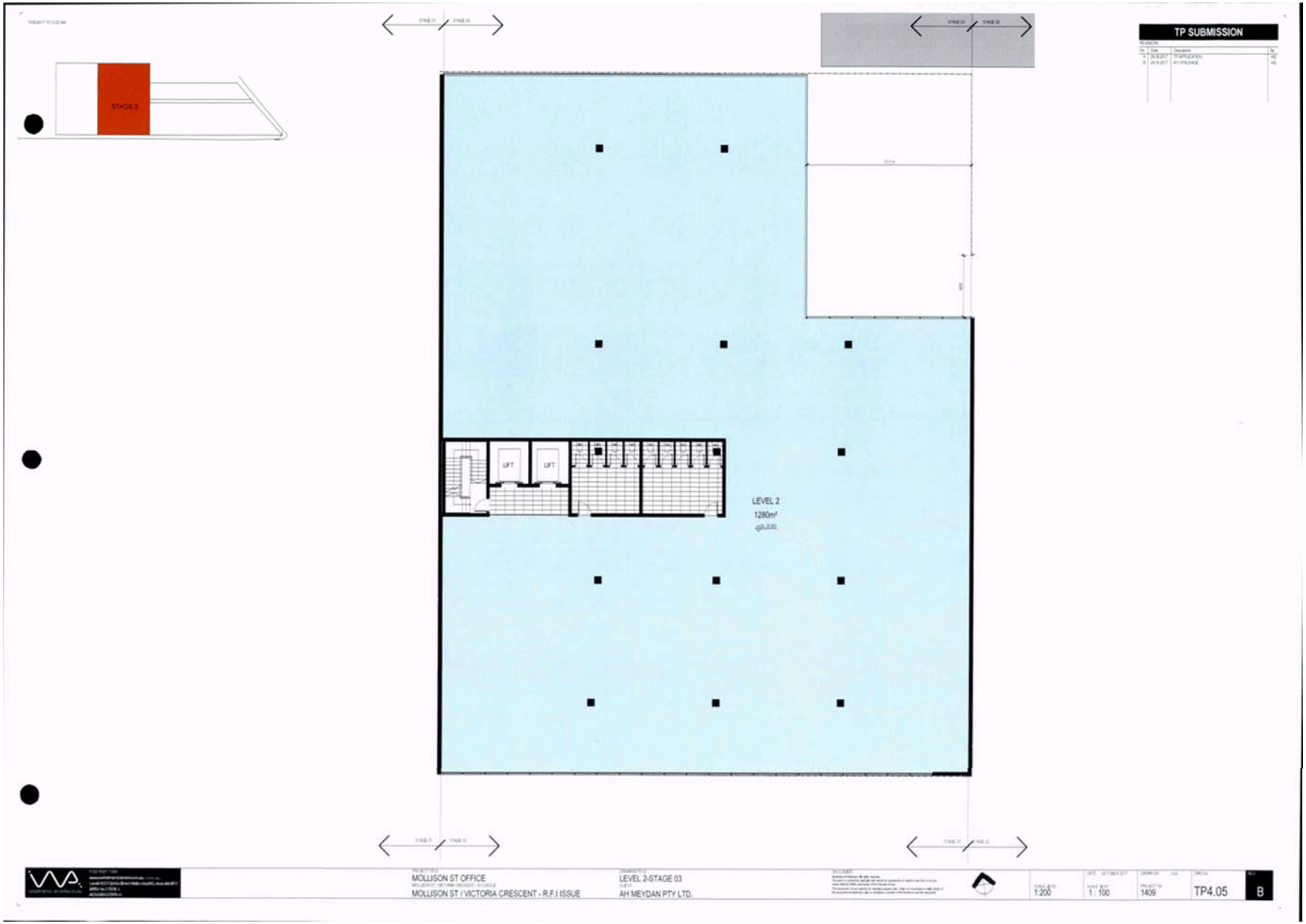

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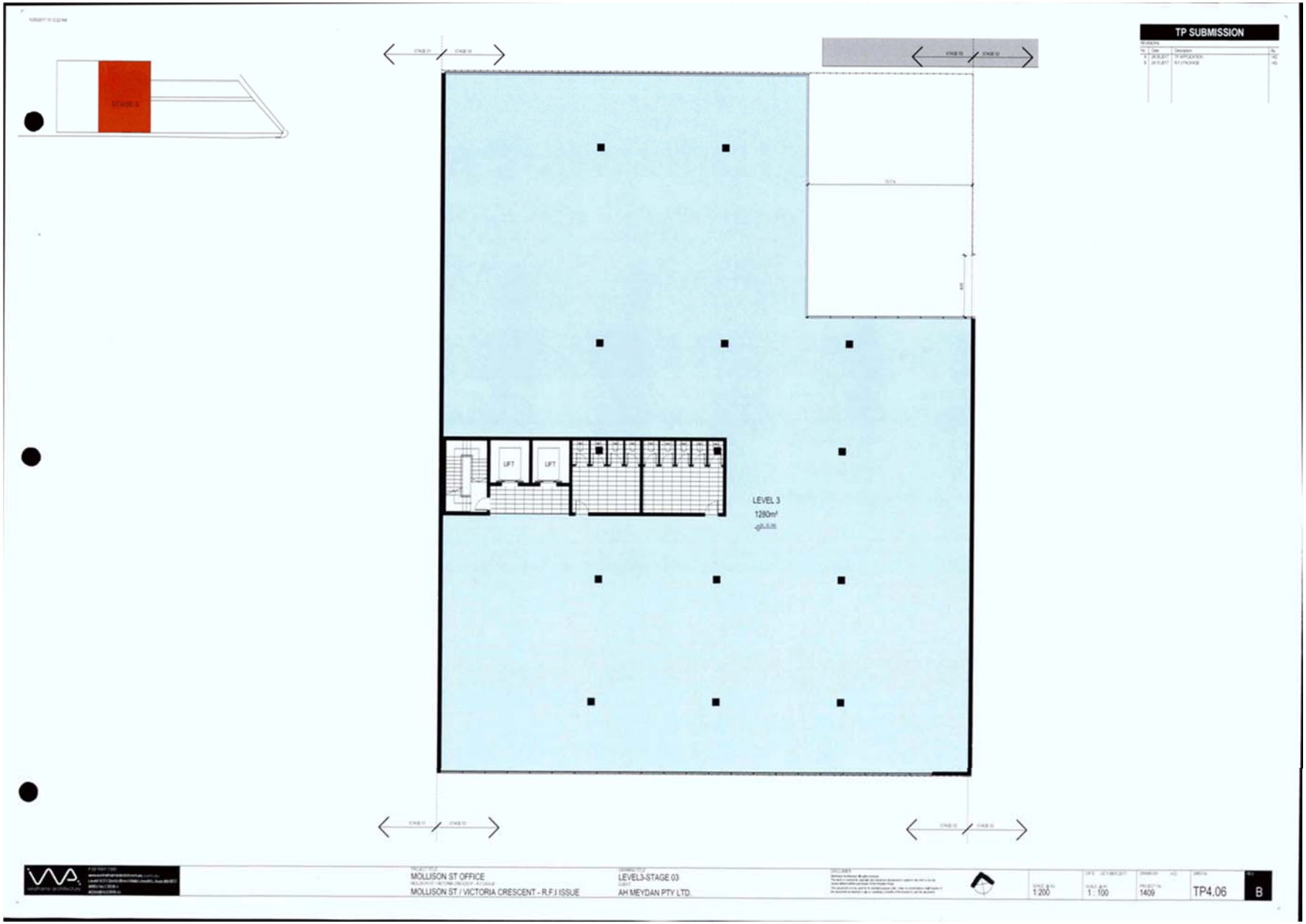

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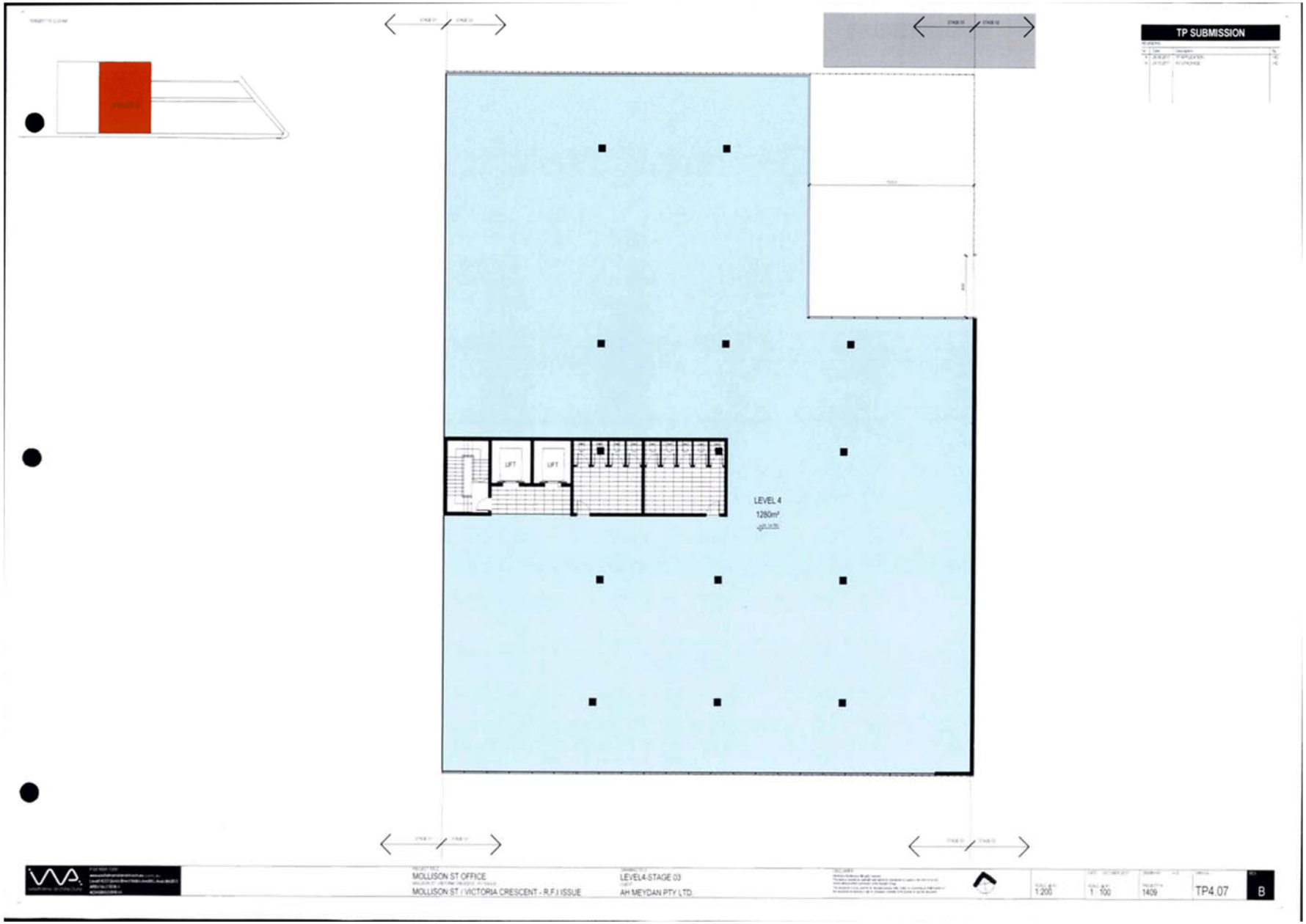

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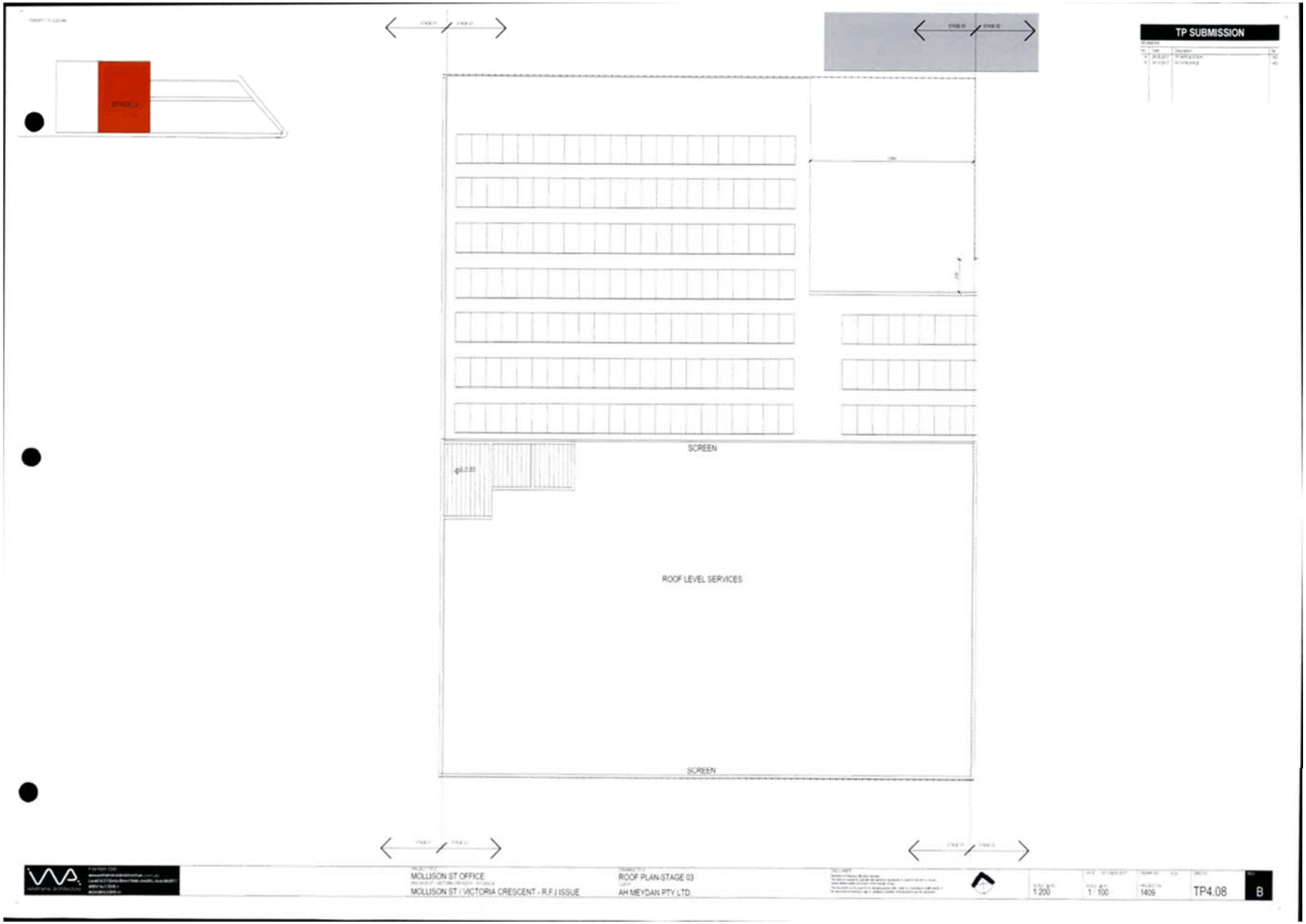

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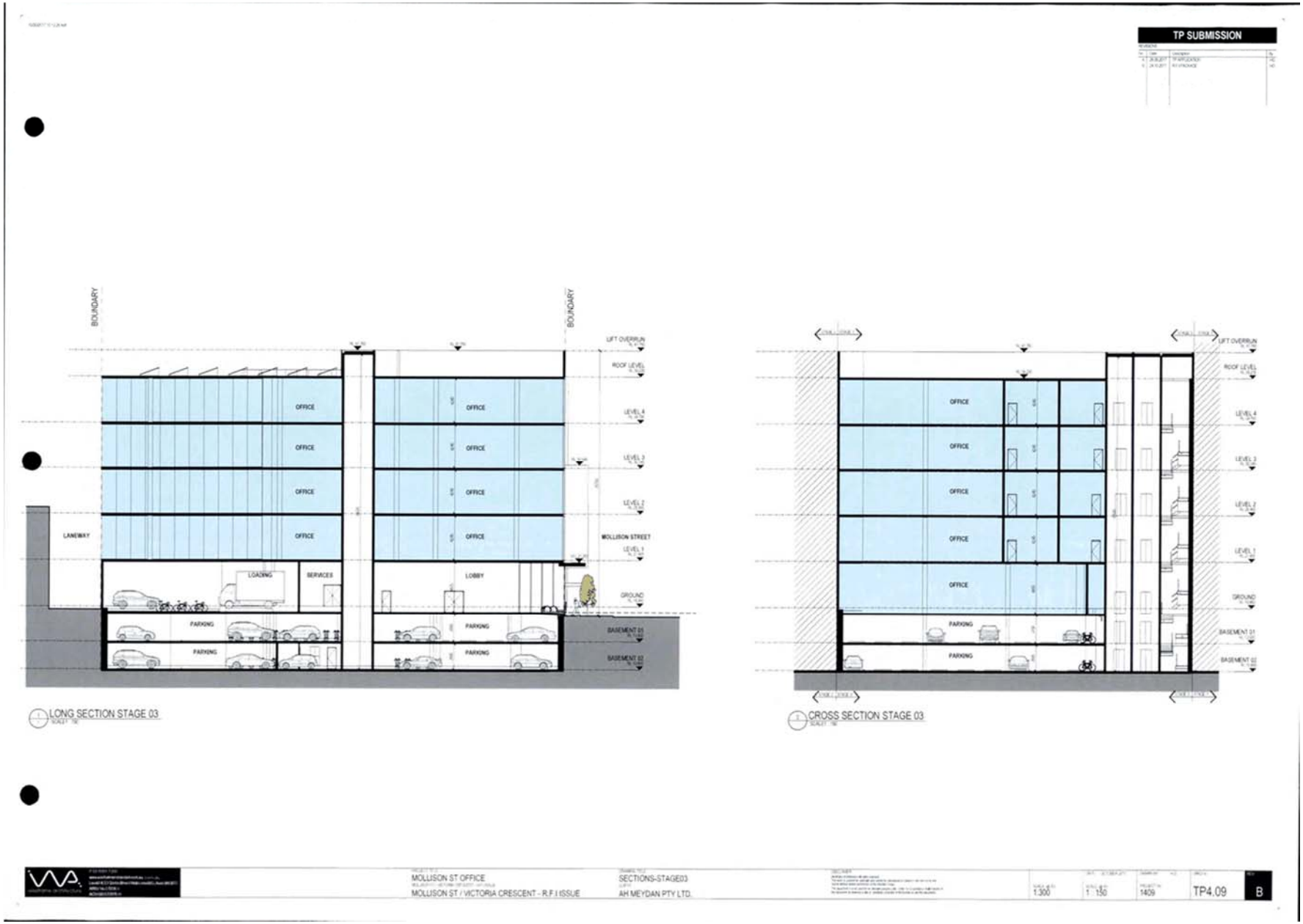

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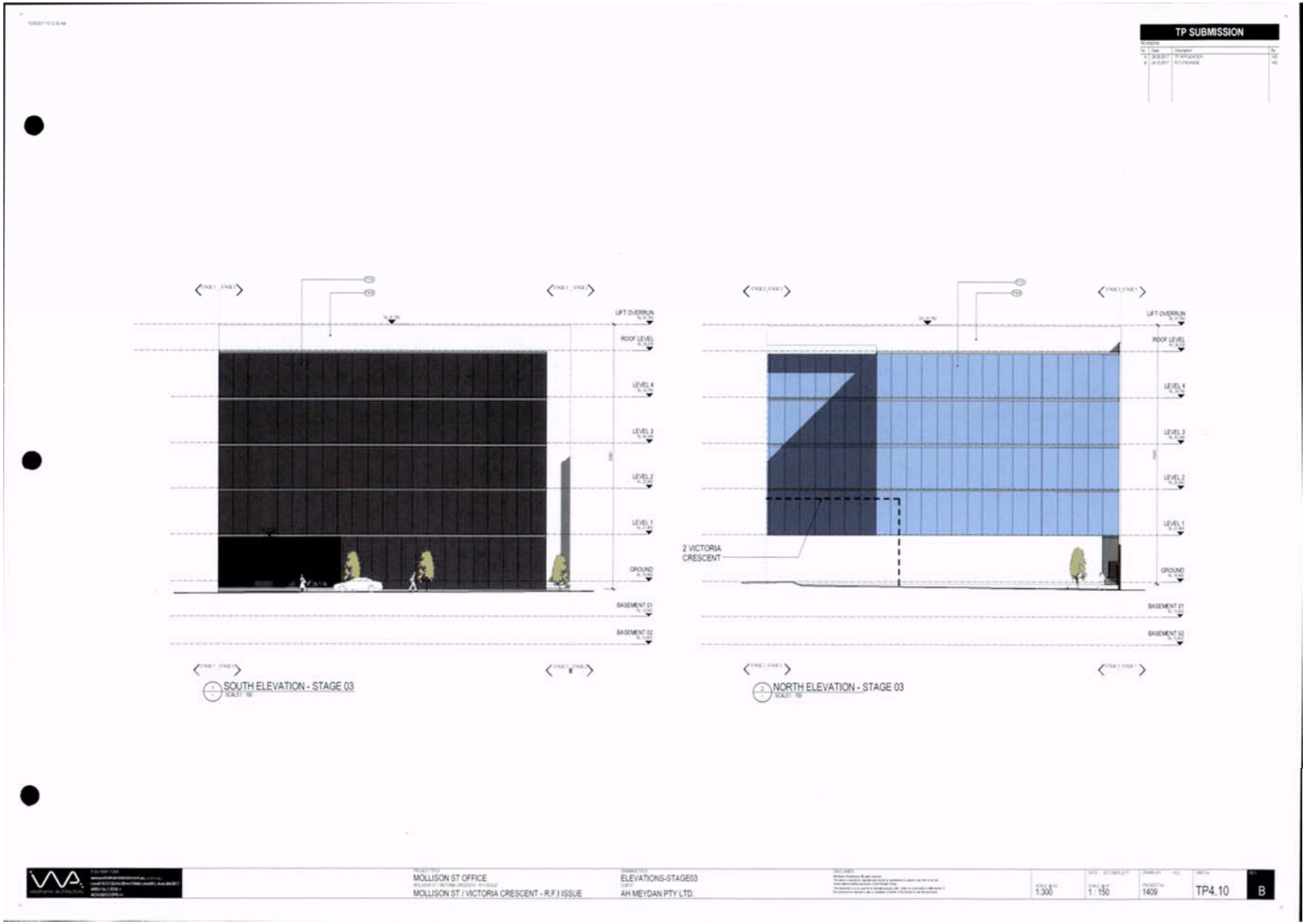

Attachment 7 - Stage 03 building plans continued and 3D coloured perspectives.

TP SUBMISSION

MOLLISON ST OFFICE
MOLLISON ST / VICTORIA CRESCENT - R.F.I ISSUE

PERSPECTIVE
AH MEYDAN PTY LTD

1409

TP4.11

B

Attachment 7 - Stage 03 building plans continued and 3D coloured perspectives.

TP SUBMISSION

MOLLISON ST OFFICE
MOLLISON ST / VICTORIA CRESCENT - R F I ISSUE

PERSPECTIVE
AH MEYDAN PTY LTD

1409

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B

Attachment 7 - Stage 03 building plans continued and 3D coloured perspectives.

TP SUBMISSION

MOLLISON ST OFFICE
MOLLISON ST / VICTORIA CRESCENT - R.F.I ISSUE

PERSPECTIVE
AH MEYDAN PTY LTD

1409

TP4.13

B

Attachment 8 - Advice from Council's Traffic Engineer.

CITY OF YaRRA

MEMO

To: **John Theodosakis**

From: **Mark Pisani**

Date: **24 January 2018**

Subject: **Application No:** **PLN17/0679**
Description: **Construction of Five-Storey Building**
Site Address: **32-68 Mollison Street Abbotsford**

I refer to the above Planning Application received on 11 December 2017 and the accompanying Transport Impact Assessment in relation to the proposed development at 32-68 Mollison Street, Abbotsford. 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
Office	19,085 m^2	3.5 spaces per 100 m^2 of net floor area	667	361
Retail	300 m^2	4 spaces per 100 m^2 of leasable floor area	12	3
		Total	679 Spaces	364 Spaces

The site would have a parking shortfall of 306 office spaces and nine 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 Office Use*. Parking associated with office type developments is generally long-stay parking for employees and short term parking (say up to two hours' duration) for customers and clients. The actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3.5 spaces per 100 square metres of floor space, since the area has very good access to public transport services.

  One Mile Grid traffic engineering consultants have quoted the New South Wales Roads and Maritime Services' Guide to Traffic Generating Developments' office parking rate of 1.0 space for every 40 square metres of floor area (equivalent to 2.5 spaces per 100 square metres) for 'unrestrained situations' (i.e. parking demand is to be met on site).

Attachment 8 - Advice from Council's Traffic Engineer.

The proposed office use for the development would have an on-site car parking provision of 1.89 spaces per 100 square metres of floor area. In nearby Collingwood, a number of developments have been approved with reduced office rates, as shown in the following table:

Collingwood	
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)
71-93 Gipps Street PLN16/1150 issued 30 August 2017	0.96 spaces per 100 m^2 (86 on-site spaces; 8,923 m^2)
4 Brown Street PLN16/0848 issued 20 March 2017	1.35 spaces per 100 m^2 (5 on-site spaces; 371 m^2)
3/29 Cromwell Street PLN14/0841 issued 12 August 2015	1.40 spaces per 100 m^2 (9 on-site spaces; 640 m^2)

The proposed on-site office parking rate of 1.89 spaces is considered appropriate, having regarding to the site's good accessibility to public transport services and proximity to Melbourne.

- *Parking Demand for Retail Use*. The patrons the retail tenancies would be drawn from employees of the office on the subject site and nearby workplaces, and also local residents. It is unlikely that the uses would be specific destinations in their own right. One Mile Grid consultants have adopted a staff parking rate of 1.0 space per 100 square metres of floor space. This would equate to three spaces. Customers would be expected to park off-site if they choose to drive.
- *Availability of Public Transport in the Locality of the Land*. The site is within walking distance of tram services operating along Victoria Parade. Rail services from Collingwood railway station can easily reached by foot.
- *Multi-Purpose Trips within the Area*. Clients to the office and customers to the retail premises could combine their visit by engaging in other activities or business whilst in the area.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

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

- *Availability of Car Parking*. One Mile Grid consultants had conducted on-street parking occupancy surveys of the surrounding area on Friday 2 June 2017 from 9:00am to 5:00pm. The survey area encompassed Mollison Street, Victoria Crescent, Albert Street, Murray Street, Gipps Street (Nicholson St to east end) and Nicholson Street (Victoria Pde to Gipps St). The times and extent of the survey are considered appropriate. An inventory of 228 to 230 publicly available parking spaces was identified. The results of the survey indicate that the peak parking occupancy had occurred at 9:30am, with only two spaces vacant within the study area. On the same date, One Mile Grid had also conducted occupancy surveys of the on-site car parks at the subject site (inventory of 60 spaces). The survey of the on-site parking revealed that parking utilisation ranged from 58% to 79% occupied. According to One Mile Grid, the existing office on the site was provided with parking at a rate of around 1.3 spaces per 100 square metres of floor area.
- *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*. One Mile Grid had identified that the on-site parking provision for the existing office was around 1.3 spaces per 100 square metres. Any car parking deficiency the site may have could potentially be transferrable to the

new site. The redevelopment of the site would be providing on-site car parking at a slight higher rate (1.89 spaces per 100 square metres) than the existing use.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of 306 office spaces and nine spaces associated with the retail uses is considered appropriate in the context of the development and the surrounding area. The on-site office parking rate is consistent with some nearby office developments that were recently approved by Council.

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

TRAFFIC GENERATION

Trip Generation

One Mile Grid consultants have analysed the traffic generation of the site in terms of Stage 1 and Stages 2 & 3. Stage 1 traffic would be generated via Little Nicholson Street and Stages 2 & 3 would be generated via Victoria Crescent.

The traffic generation for the site adopted by GTA Consultants is as follows:

Stage 1 – Via Little Nicholson Street				
Proposed Use	**Adopted Traffic Generation Rate**	**Daily Traffic**	**Peak Hour**	
			AM	**PM**
Office	0.5 trips per space per peak hour + 10% counter peak flow (103 spaces)	Not Provided	57	57
Retail	1.0 trip per space per peak hour (3 spaces)	-	3	3
	Total	-	60	60

Stages 2 and 3 – Via Victoria Crescent				
Proposed Use	**Adopted Traffic Generation Rate**	**Daily Traffic**	**Peak Hour**	
			AM	**PM**
Office	0.5 trips per space per peak hour + 10% counter peak flow (257 spaces)	Not Provided	142	142

Existing Traffic Volumes

One Mile Grid had conducted turning movement counts on Friday 2 June 2017 at the following locations:

- Intersection of Nicholson Street and Mollison Street
- Intersection of Victoria Crescent and Mollison Street

Traffic Distribution

The traffic distribution assumptions made by One Mile Grid for the development traffic are based existing traffic movements at the Nicholson Street/ Mollison Street and Victoria Crescent/Mollison Street intersections, and are considered reasonable.

Attachment 8 - Advice from Council's Traffic Engineer.

Intersection Analysis

The two key intersections near the site were assessed using the SIDRA program, which measures intersection performance – under existing and post development conditions. SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic. The results of the post-development modelling suggest that both the Nicholson Street/Mollison Street and Victoria Crescent/Mollison Street intersections would operate satisfactorily once the development is in use. Future redevelopment in the surrounding area needs to be considered

The One Mile Grid had not factored in the traffic volumes that would be generated by the approved development at 61-69 William Street. However, it is noted that this site has some 80 on-site spaces, whose volume would have been captured in the turning movement counts.

Suggested Further Intersection Analysis

A planning application for the property at 20-30 Mollison Street is currently being assessed by Council (PLN17/0535) for the construction of a 12-storey mixed use building containing 148 on-site spaces (access via Little Nicholson Street). This development would generate a peak hour traffic volume of 108 vehicle trips per peak hour. The proposal also seeks to widen Little Nicholson Street to a two-lane wide carriageway.

It is suggested that the applicant rerun the intersection modelling to incorporate traffic volumes generated by the development at 20-30 Mollison Street.

Attachment 8 - Advice from Council's Traffic Engineer.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Little Nicholson Street	No Dimensioned on the drawings. A check of the development's doorway using the Trapeze plan management tool indicates that width is approximately 6.0 metres and satisfies *Design standard 1 – Accessways* of Clause 52.06-9
Development Entrance – Victoria Crescent	The two entrances off the Victoria Crescent frontage have widths ranging from 3.7 to 3.76 metres and also satisfy *Design standard 1*.
Visibility	The entrance of Little Nicholson Street does not contain a sight triangle for the exit lane. To improve sight lines, a convex mirror should be installed. For the primary access off Victoria Crescent, a sight triangle has been provided. The single lane accessway for trucks has not been provided with a sight triangle.
Headroom Clearance	A headroom clearance of no less than 2.44 metres has been provided throughout all accessways.
Internal Ramped Accessways	The wall-to-wall widths of the internal ramps range from 6.213 to 6.501 metres and satisfy The Australian/New Zealand Standard AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the car parking spaces satisfy Design standard 2: Car parking spaces or AS/NZS 2890.1:2004 (where applicable).
Accessible Parking Spaces	The 3.6 metre widths of the accessible parking spaces are in accordance with superseded standards and are non-compliant. The suggested modifications to the accessible parking spaces made by One Mile Grid are in accordance with the Australian/New Zealand Standard AS/NZS 2890.6:2009 and should be adopted.
Tandem Parking Spaces	The 10.3 metre long tandem parking sets satisfy *Design standard 2*.
Aisles	The 6.15 metre wide aisle on Ground Level – Stage 03 is unsatisfactory. All other aisles have widths of 6.4 to 6.5 metres and satisfy *Design standard 2*.
Column Depths and Setbacks	Not dimensioned on the drawings.
Clearances to Walls	Bays adjacent to walls have not been provided with any clearances.
Spaces enclosed by Walls – Stage 01 Car Park	The spaces enclosed by the western wall of the site and the ramped accessway have minimum widths of 3.0 metres – the minimum width for a space enclosed by walls on either side (as per AS/NZS 2890.1:2004).
Vehicle Turning Movements into Car Parking Spaces	The swept path diagrams provided by One Mile Grid for entry and exit movements into and out of the spaces with the B85 design vehicle are considered satisfactory.
Motorbike Parking Spaces	The dimensions of the motorbike parking spaces (1.2 metres by 2.5 metres) satisfy AS/NZS 2890.1:2004.

Item	Assessment
Gradients	
Ramp Grade for First 5.0 metres inside Property – Little Nicholson Street Entrance	The entrance off Little Nicholson Street has an upward grade of 1 in 20 for the first the first 19 metres inside the property. This satisfies *Design standard 3: Gradients*.

Attachment 8 - Advice from Council's Traffic Engineer.

Ramp Grade for First 5.0 metres inside Property – Victoria Crescent Entrance	The entrance for the 5.0 metres from the building line is horizontal.
Ramp Grade for First 5.0 metres inside Property – Single Lane/Truck Access	The single lane accessway/truck access has a horizontal section of around 3.0 metres inside the building line followed by a 2.0 metre long 1 in 8 transition grade. This also satisfies *Design standard 3*.
Ramp Grades and Changes of Grade	The ramp grades and the changes of grade for the ramped accessway and the internal ramps satisfy *Design standard 3*.
Other Items	
Loading Bay	The site's loading bay is located within the building of Stage 02 and would service a 6.4 long commercial vehicle. The swept path diagrams provided for the 6.4 metre long vehicle satisfactory demonstrate entry and exit movements into and out of the bay.
Loading Operations off East-West Aligned Right of Way	Vehicles propping in Rights of Way for loading or waste collection purposes are not supported by Council. The applicant would to satisfy any waste collection requirements from Council's Services Contracts unit.
Visibility – Little Nicholson Street and Mollison Street	At the south west corner of the site (east side of Little Nicholson Street), the new building would restrict visibility of pedestrians walking along the Mollison Street footpath.
Modification of Accessway (Truck Access) and Parking Module (Stage 3) at Ground Level	One Mile Grid consultants have suggested that the truck access be widened to 5.5 metres with 300 mm wide kerb on either side and correspondingly widen the parking module within Stage 03 building at ground level. These suggested modifications are shown in Appendix A of the report. Engineering Services supports the improved accessway width and widened parking module.

Attachment 8 - Advice from Council's Traffic Engineer.

Design Items to be Addressed

Item	Details
Visibility	Convex mirrors should be installed at the Little Nicholson Street entrance and the entrance for the truck access off Victoria Crescent.
Accessible Parking Spaces	The modifications suggested by One Mile Grid consultants in Appendix A of the submitted report should be incorporated into the design.
Column Depths and Setbacks	To be dimensioned on the drawings.
Clearances to Walls	For spaces that have not been provided with additional clearances, One Mile Grid has suggested that these spaces be widened to 2.7 metres – which is derived from AS/NZS 2890.1:2004 for a long-stay parking space abutting a wall (i.e. 2.4 metres + 300mm). Engineering Services has no objection to this suggested modification.
Corner Splay – South East Corner of Site	The existing corner splay at Mollison Street and Victoria Crescent 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) or other materials used in the reconstruction of the footpaths.
Visibility – Little Nicholson Street and Mollison Street	At the south west corner of the site (east side of Little Nicholson Street), it is recommended that translucent material be provided at this corner to provide visibility for motorist exiting Little Nicholson Street.
Modification of Accessway (Truck Access) and Parking Module (Stage 3) at Ground Level	The widening of the truck accessway and the parking module of Stage 03 at ground level should be incorporated into the design as per Appendix A of the One Mile Grid report.
Visibility – Little Nicholson Street and Mollison Street	It is recommended that glazing or similar type treatment be implemented at the south west corner of the site to improve sight lines of pedestrians for vehicles exiting Little Nicholson Street when entering Mollison Street.
Annotation on Drawing	The annotation “Truck Delivery Access Only” must be deleted on the drawings as the accessway also provides access to the parking area in Stage 03.

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. The corresponding kerb and channel along the property is to be reconstructed once all demolition and construction works have been completed and to ensure the footpath has adequate grades for safe pedestrian travel.

INFRASTRUCTURE WORKS

The demolition of the site and the excavation of the basements, together with removing the redundant vehicle crossings along the north side of Mollison Street, would necessitate the reconstruction of the footpath along the site’s property frontage. The development would be

Attachment 8 - Advice from Council's Traffic Engineer.

providing its principal pedestrian entries via Mollison Street and it is essential that the footpath is serviceable for pedestrians and caters for people of all abilities.

Demolition and construction works will also impact on the east-west aligned Right of Way that is adjacent to the site's northern boundary. The bluestone channel in the Right of Way will abut the north wall of the new building on the site and will require reconstruction.

The roof area of the site must be adequately drained to the legal points of discharge nominated by Council. To drain a very large site such as this one, multiple drainage points would most likely be required. To connect to Council's drainage infrastructure, the developer would be required to provide drainage from one of the property's stormwater outlets in the east-west aligned Right of Way to the drain in Mollison Street.

The Permit Holder should liaise with Council and the owners/developers of 20-30 Mollison Street, Abbotsford (PLN17/0535) to coordinate the design and reconstruction of Little Nicholson Street and associated drainage works to be completed.

ENGINEERING CONDITIONS
Civil Works

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

- The kerb and channel along the property's Mollison Street and Victoria Crescent road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Mollison Street and Victoria Crescent road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- All redundant vehicle crossings in Mollison Street and Victoria Crescent must be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost. All iron plates must be removed and disposed of.
- All redundant property drains must be removed.
- The design and construction of the new vehicle crossing on the property's Victoria Crescent frontage must satisfy Council's Standard Drawings, Council's *Infrastructure Road Materials Policy* and engineering requirements. The applicant must ensure that the crossing accommodates the ground clearance for the B99 design vehicle.
- The existing electrical pole within the area of the new vehicle crossing (west side of Victoria Crescent) must be relocated to the satisfaction of the relevant power authority and Council. All costs associated with the relocation of the electrical pole shall be borne by the Permit Holder.
- Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any area/s of any damage caused by the development works and associated utility service trenching in relation to the development along Mollison Street and Victoria Crescent must be profiled and re-sheeted for the full width (with any areas of pavement failure as a consequence of construction traffic must be reinstated with full depth pavement):
    - at the permit holder's cost; and
    - to the satisfaction of the Responsible Authority.
- Underground drainage must be provided from Mollison Street to the east-west aligned Right of Way to cater for the drainage of the site's roof area. The cost of these drainage works shall be funded by the Permit Holder.
- Little Nicholson Street (Mollison Street to junction of Right of Way) must be reconstructed To Council's satisfaction and at the Permit Holder's cost.

Attachment 8 - Advice from Council's Traffic Engineer.

- The applicant must ensure that the access off Little Nicholson Street accommodates the ground clearance for the B99 design vehicle.
- The existing electrical pole in Mollison Street, at the junction of Little Nicholson Street, must be relocated to the satisfaction of the relevant power authority and Council. The cost of these works shall be funded by the Permit Holder.
- The south bluestone channel of the east-west aligned Right of Way must be reconstructed to Council's satisfaction and at the Permit Holder's cost. Isolated areas of pavement within Right of Way must also be repaired or re-sheeted.
- The culvert at the north west corner of the Mollison Street/Victoria Crescent intersection is to be removed and replaced with underground drainage infrastructure to the satisfaction of Council and at the Permit Holder's expense.
- All road markings and bicycle lane markings on Victoria Crescent must be reinstated and adjusted by the Permit holder following the completion of all building and construction works.
- The overhead power cables along the property's Mollison Street road frontage must be undergrounded to the satisfaction of the responsible power authority and at the Permit Holder's cost.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

NON-PLANNING ADVICE FOR THE APPLICANT
Legal Point of Discharge

Attachment 8 - Advice from Council's Traffic Engineer.

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.

Preparation of Detailed Road Infrastructure Design Drawings

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

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Contaminated ground water seepage into basements from above the water table must be discharged to the sewer system through a trade waste agreement with the relevant authority or in accordance with EPA guidelines.
- Contaminated groundwater from below the water table must be discharged to the sewer system through a trade waste agreement from the relevant sewer authority.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Clearances from Electrical Assets

Overhead power lines run along the south side of south side of Mollison Street and the west side of Victoria Crescent, close to the property boundaries.

The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website:

http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

Sewer Vent in East-West Aligned Right of Way

The existing sewer vent at the east end of the Right of Way could potentially be problematic for occupants/employees of the upper levels of the new building. The developer should liaise with the relevant water authority regarding the sewer vent and ascertain any clearances required from windows. If the vent is still active, measures should be taken by the developer to ensure that fumes do not waft into the new building.

Additional Comments Provided By Construction Management
Construction Difficulty Notes:

- Power lines along both Victoria Crescent and Mollison Street frontages will impact any potential crane lifting works. It is recommended that sections of these power lines are undergrounded to facilitate any future crane lifting during construction works.
- Closures to Little Nicholson Street should be kept to a minimum during constructions works.

Civil Design Drawings

- Civil and drainage works design to be provided to council for review and approval. Plans to include details of all civil and drainage works to be completed as part of the development. Design to explore the potential of:

Attachment 8 - Advice from Council's Traffic Engineer.

- Construction of additional council stormwater assets at the South-East corner of site to facilitate the removal of steel culvert in the footpath.
- Applicant should liaise with Council and owners/developers of 20-30 Mollison Street, Abbotsford (PLN17/0535) to coordinate the drainage design for Little Nicholson Street.

One of the existing Legal Points of Discharge for the Site. For new building, the roof drainage must be connected to an underground drain (to be provided by the developer).

Attachment 8 - Advice from Council's Traffic Engineer.

Sewer vent at east end of Right of Way. Applicant is to liaise with relevant water authority regarding clearances from windows.

Attachment 9 - Waste Management advice

Theodosakis, John

From: Orr, Patrick <Patrick.Orr@yarracity.vic.gov.au>
Sent: Wednesday, 13 December 2017 11:07 AM
To: Theodosakis, John
Subject: RE: Referral of Planning application no. PLN17/0679 - 32- 68 Mollison Street, Abbotsford - Waste

Hi John,

The Waste Management Plan prepared by One Mile Grid, dated 28th July 2017 for 32-68 Mollison St, Abbotsford is unsatisfactory from a City Works Branch's perspective. Issues that need to be addressed include, but may not be limited to:

1. Collections are not to take place in laneways. All bins from the site need to be collected from the onsite loading dock.
2. Adequate bin washing facilities were not discussed in the plan. This needs to be addressed and detailed.
3. Revised WMP to be submitted for approval.

Regards,

Patrick Orr
Contract Management Officer
City Works
Yarra Operations Depot, Clifton Hill

City of Yarra PO Box 168 Richmond 3121
T:(03) 9205 5554 F:(03) 8417 6666
E: patrick.orr@yarracity.vic.gov.au

Please consider the environment before you print this email!

-----Original Message-----
From: Theodosakis, John
Sent: Monday, 11 December 2017 10:51 AM
To: Orr, Patrick
Subject: Referral of Planning application no. PLN17/0679 - 32- 68 Mollison Street, Abbotsford - Waste

Hi Patrick,

Your comments in relation to the attached material are sought in relation to waste.

Feel free to contact me with any queries.

Kind Regards,

John

John Theodosakis
Senior Statutory Planner

City of Yarra PO BOX 168 Richmond VIC 3121
T: (03) 9205 5307 F: (03) 8417 6666

Attachment 9 - Waste Management advice

E: John.Theodosakis@yarracity.vic.gov.au W: www.yarracity.vic.gov.au

Attachment 10 - Advice from Council's ESD advisor

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

ESD in the Planning Permit Application Process

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

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

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category *Non-residential - 1,000m^2 floor area or greater*.

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

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

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

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.
The following comments are based on the review of the architectural drawings, prepared by *Wireframe Architects (advertised set)* and the accompanying SMP prepared by *WSP (advertised version)*.

Attachment 10 - Advice from Council's ESD advisor

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

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Attachment 10 - Advice from Council's ESD advisor

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

Assessment Summary:

Responsible Planner:		John Theodosakis	
ESD Advisor:		Euan Williamson	
Date:	05.01.2018	Planning Application No:	PLN17/0679
Subject Site:		32-68 Mollison Street, Abbotsford.	
Site Area:	Approx. 5,151m^2	Site Coverage:	100%
Project Description:		Twelve storey mixed use non-residential & office building.	
Pre-application meeting(s):		None.	

The standard of the ESD <u>does not meet</u> 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:

- Energy efficiency standards will exceed the NCC with a NABERS 5 Star target and 10% improvement in the minimum NCC standards, demonstrated via a JV3 energy model.
- A 140 kW rooftop solar PV array to contribute to onsite energy consumption.
- Three STORM reports have been received with the following; Stage 1. A STORM score of 107% is included that is reliant on 1,015m^2 of roof draining to 10,000 litre tank for flushing in toilets for 100 occupants. Stage 2. A STORM score of 102% is included that is reliant on 1,870m^2 of roof draining to 20,000 litre tank for flushing in toilets for 200 occupants. Stage 3. A STORM score of 101% is included that is reliant on 1,390m^2 of roof draining to 10,000 litre tank for flushing in toilets for 100 occupants.
- Access to daylight is good with ~60% of the office floor area reaching the target daylight factor of 2% or greater.
- 40,000 litre rainwater tank will be provided connected to all toilets onsite.
- Energy efficient LED lighting.
- 95 bicycle spaces for staff and 28 for visitors, plus 95 lockers and 11 showers provided for cyclists.
- Water efficient taps, fixtures and irrigation system.
- Three electric vehicle charge points.

(2) Application ESD Deficiencies:

- Project is targeting a 5 Star NABERS rating but has not committed to the standard. "Targeting" NABERS does not appear to be a firm NABERS Commitment Agreement. Recommend a clear NABERS 5 Star Energy Commitment Agreement, or remove all reference to NABERS from the SMP.
- No natural ventilation. Airflow rates have not been stated. Recommend mechanical ventilation with fresh air rates exceeding AS1668 rates by at least 50%.
- Some façade features will assist in managing solar heat gain, but given the extensive glass curtain wall and façade design, large areas of glazing will be exposed to summer sun angles. Recommend introducing more exterior shade fins/louvers to help manage glare better and reduce cooling loads, particularly on the western façade. Recommend a façade re-design that responds to climate and local conditions and is not overly reliant on mechanical/electrical systems. No evidence has been provided that the building envelope will be above NCC minimum, as overall energy result can be traded-off with equipment efficiency and solar PV. No exterior glare control

Attachment 10 - Advice from Council's ESD advisor

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

has been provided. Recommend exterior glare control that reduces solar heat and does not rely of block-out blinds to compensate for the deficiencies of the façade design.

(3) Outstanding Information:

- Please correct the spelling of "Indoor Environment Quality" used in the section headings of the SMP report.
- Exact HVAC system type unknown, but overall energy performance standard to be high. Please state what COP/EER the central HVAC plant will be. Recommend 100% economy cycle, heat recovery and a BMS to manage, control and monitor the system.
- Exact hot water system type unknown. Please indicate what type of hot water system will be used and its standard of energy efficiency.
- Prior to occupation, please provide the completed JV3 energy model demonstrating that the energy efficiency standards will be met.

(4) ESD Improvement Opportunities

- Consider a climate responsive design that maximises passive elements of the building shell rather than a heavy reliance on mechanical and electrical systems, as is currently proposed.
- Consider used of recycled materials in this project.
- Consider a % reduction in Portland cement, and water.
- Consider accredited low embodied energy steel.
- Consider that all timber will be accredited as sustainable by FSC.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider that PVC used in floor coverings, pipework, blinds and cabling contain no-PVC or best practice approved PVC only.
- No communal areas can be identified on plans. Recommend breakout spaces, and consider rooftop terrace accessible for staff.

Further Recommendations:

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

Attachment 10 - Advice from Council's ESD advisor

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Air intake rates to be above minimum requirements.	Airflow rates have not been stated. Recommend mechanical ventilation with fresh air rates exceeding AS1668 rates by at least 50%.	2
Daylight & Solar Access	Access to daylight is passable with 60% of the office floor area reaching the target daylight factor of 2% or greater.	-	1
Glare	External façade design aims to control glare.	Given the extensive glass curtain wall and façade design it is unclear how glare will be managed with the current design. Recommend introducing more exterior shade fins/louvers to help manage glare better and reduce cooling loads.	4
Hazardous Materials and VOC	All paints, sealants, adhesives and carpets to be low-VOC and engineered timber to be no or low formaldehyde content.	-	1
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes for the office areas: - Good mechanical ventilation - High performance glazing and external shading to manage heat gains - Good thermal efficiency standards	Please refer to section on, *NCC Energy Efficiency Requirements Exceeded* and *Effective Shading*	1

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 1. Indoor Environment Quality
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

Attachment 10 - Advice from Council's ESD advisor

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	Energy efficiency standards will exceed the NCC with a NABERS 5 Star target and 10% improvement in the minimum NCC standards, demonstrated via a JV3 energy model.	Please provide the completed JV3 energy model prior to occupation.	3
Hot Water System	Exact hot water system type unknown, but overall energy performance standard to be high.	Please indicate what type of hot water system will be used and its standard of energy efficiency.	3
Peak Energy Demand	Peak demand reduced through energy efficiency and rooftop solar PV array.	-	1
Effective Shading	Some façade features such as fins will assist in managing solar heat gain.	Given the extensive glass curtain wall and façade design large areas of glazing will be exposed to summer sun angles. Recommend introducing more exterior shade fins/louvers to help manage glare better and reduce cooling loads, particularly on the western façade.	2
Efficient HVAC system	Exact HVAC system type unknown, but overall energy performance standard to be high.	Please state what COP/EER the central HVAC plant equipment will be. Recommend 100% economy cycle, heat recovery and a BMS to manage, control and monitor the system.	3
Efficient Lighting	Energy efficient LED lighting system.	-	1
Electricity Generation	A 140 kW rooftop solar PV array to contribute to onsite energy consumption.	-	1
Other	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net

Attachment 10 - Advice from Council's ESD advisor

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

Attachment 10 - Advice from Council's ESD advisor

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Water efficient fixtures with the following WEL water efficiency standards; 4 Star toilets 6 Star basin taps 5 Star kitchen taps 3 Star (7.5litre/min) showers.	-	1
Water for Toilet Flushing	40,000 litres of rainwater storage will be provided connected to all toilets onsite.	-	1
Water Meter	Sub-metering of water demands.	-	1
Landscape Irrigation	Rainwater storage will also be used for irrigation.	-	1
Other	Rainwater storage will also be used for bin wash down.	-	1

*** Council Assessment Ratings:**

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

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

Attachment 10 - Advice from Council's ESD advisor

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	Three STORM reports have been received with the following; Stage 1. A STORM score of 107% is included that is reliant on 1,015m^2 of roof draining to 10,000 litre tank for flushing in toilets for 100 occupants. Stage 2. A STORM score of 102% is included that is reliant on 1,870m^2 of roof draining to 20,000 litre tank for flushing in toilets for 200 occupants. Stage 3. A STORM score of 101% is included that is reliant on 1,390m^2 of roof draining to 10,000 litre tank for flushing in toilets for 100 occupants.	-	1
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	-	-	-
Stormwater Treatment	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 10 - Advice from Council's ESD advisor

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	Consider used of recycled materials in this project.	4
Embodied Energy of Concrete and Steel	No information has been provided.	Consider a % reduction in Portland cement, and water. Consider accredited low embodied energy steel.	4
Sustainable Timber	No information has been provided.	Consider that all timber will be accredited as sustainable by FSC.	4
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	No information has been provided.	Consider that PVC used in floor coverings, pipework, blinds and cabling contain no-PVC or best practice approved PVC only.	4

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

Attachment 10 - Advice from Council's ESD advisor

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking in basement levels and some on ground floor.	-	1
Bike Parking Spaces	95 bicycle spaces for staff and 28 for visitors, plus 95 lockers and 11 showers provided for cyclists.	-	1
End of Trip Facilities	End of trip facilities include lockers and showers.	-	1
Car Share Facilities	No information has been provided.	-	1
Electric vehicle charging	Three electric vehicle charge points.	-	1

*** Council Assessment Ratings:**

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

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

Attachment 10 - Advice from Council's ESD advisor

7. Waste Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A minimum 80% recycling/reuse of construction and demolition waste.	-	1
Operational Waste Management	Separate waste streams for general waste and recycling	Recommend an organic waste system also.	4
Storage Spaces for Recycling and Green Waste	Area for bins can be identified on the plans, with general waste and recycling clearly marked.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 10 - Advice from Council's ESD advisor

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	NA
Maintaining / Enhancing Ecological Value	Landscaping will marginally improve the ecological value of the site.	-	1
Heat Island Effect	Light coloured roofing.	-	1
Communal areas	No communal areas can be identified on plans.	Recommend breakout spaces, and consider rooftop terrace accessible for staff.	4

*** Council Assessment Ratings:**

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

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

Attachment 10 - Advice from Council's ESD advisor

9. Innovation

Objective:

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

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

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

Attachment 10 - Advice from Council's ESD advisor

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	Comprehensive commissioning and tuning to all building services.	-	1
Building Users Guide	A Building User Guide and maintenance manual provided.	-	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	-	1
Construction Management Plan	No information has been provided.	Recommend an Environmental Management Plan be developed to monitor and control activities undertaken during construction.	4
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Attachment 10 - Advice from Council's ESD advisor

Sustainable Management Plan (SMP)
for planning applications being considered by Yarra Council

Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 11 - Advice from Council's Urban Designer

CITY OF YARRA

MeMO

TO:	John Theodosakis (Statutory Planning)
FROM:	Hayley McNicol (Urban Design)
DATE:	5 April 2018
SUBJECT:	32-68 Mollison Street and 10 Victoria Crescent, Abbotsford
APPLICATION NO:	PLN17/0679
DESCRIPTION:	Proposed 5 storey office building with ground floor office and retail units

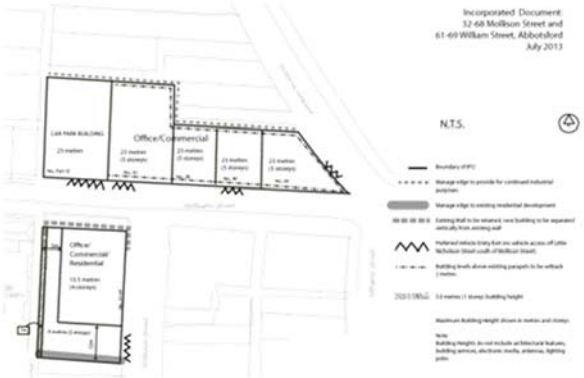
Urban Design comments have been sought on the above proposal, in particular on the presentation, articulation, massing, materials and solid to void ratio, street interface at the ground level and interaction. Confirmation is also sought on whether there are any capital works led by the Urban Design team in proximity to the site.

Feedback has been provided below, and is based on the advertised drawings dated October 2017.

- **Presentation in terms of articulation and massing**

  The surrounding area is generally characterised by buildings of one to three storeys in height. The existing building on the site sits prominently in the street due to its three storey scale, length of façade on Mollison Street and zero setbacks from the street. On Mollison Street, the Denton Hat Mills building on the south-east corner of Mollison/Nicholson sits proudly in the street due to the architecture of this heritage building as well as its scale (it is three generous storeys, which may be the equivalent of four contemporary storeys).

  The proposal is five storeys in height, extending along the Mollison/Victoria frontages with no upper floor setbacks. The height of the building at the street edges and lack of setbacks results in the building presenting as one large mass. This massing is not supported and we recommend that changes are made to the street wall height and upper level setback to reflect the Incorporated Plan for the site dated July 2013 (shown overleaf), which will better respond to the scale of buildings in the street. The height of the street wall along Mollison Street (with the exception of the land at the far west of the site) and along Victoria Crescent should therefore be reduced to three storeys. Any upper form (with the exception of the western site as shown on the IPO should be set back from Mollison Street and Victoria Crescent by 2 metres to be less prominent and reinforce the street wall.



Attachment 11 - Advice from Council's Urban Designer

Given the extensive length of the Mollison Street frontage, the proposal would also benefit from introducing a break mid-way to provide some building separation (from ground level up), or alternatively provide some articulation/detailing to create a vertical rhythm and add some depth and shadow along the frontage.

The proposed building removes the splayed south-east corner and proposes a pointed corner. This is not supported as it significantly reduces the footpath width at this corner and near the pedestrian crossing; which are well-used by pupils and parents walking to the nearby Abbotsford Primary School. It is recommended that the proposed building is splayed at this corner, at the same angle to what is there currently.

This corner of the building does not present strongly enough, as it only addresses Mollison Street and has a parapet extending beyond the corner, which you can see the back of when looking at the building from Victoria Crescent at the north. There is the potential to strengthen the south-east corner of the building by reducing the upper floor setbacks at the corner, splaying the corner (as mentioned above), and addressing the corner element to both Mollison Street and Victoria Crescent.

- **Presentation in terms of materials and solid to void ratio**

Mollison Street characterised by heavy masonry buildings with a high proportion of solid walls with more limited openings. Where there are openings this generally follows a regular pattern which helps to articulate and break up the mass of the building. The materials and solid to void ratio displayed by the existing building on the site and surrounding buildings on Mollison Street (some of which are in the Heritage Overlay) reflect the area's industrial past and contribute to a strong character in the area. This is also the case for Victoria Crescent around the site, although it is recognised that there is a bit more variety in building style due to more recent developments along the street.

The proposed building has a high proportion of glazing on both Mollison Street and Victoria Street, and at the back of the building which may be visible from Victoria Crescent. This is not supported as it does not reflect or complement the character of the surrounding area. Although the existing building is not within the heritage overlay, we consider that there is merit for retaining the existing building facade as part of the development, to reinforce the area's industrial character. If this is not possible, we recommend that any new building should have a strong front wall, using bricks or other masonry materials and with similar solid/void proportions to what is in the area. There is the potential to use a slightly higher level of glazing on the upper levels provided that it is an integrated design.

- **Ground level street interface and interaction**

The development has two key entrances from Mollison Street. We understand that these have been recessed to deal with the change in level from the footpath into the building. The size of each recess creates a hiding spot, especially considering that this is an office building and the lobby won't be frequently used in the evening. If the depth of the recess can't be changed due to the change in level, we recommend that there is landscaping provided on both sides (it is currently provided on one side), to narrow the useable area of the recess and prevent people from loitering/hiding in the corners. It would be worth checking if any additional measures such as handrails would be required for a ramp of this grade (1 in 20), and if so this should be integrated with the design of the landscaping.

The proposal has an awning that extends along part of Mollison Street and Victoria Crescent. Although this does provide some weather protection, we do not consider the awning is absolutely necessary given that Mollison Street and Victoria Crescent are not key retail streets. We have also been advised by the Streetscapes team (contact: Glen Williames) that there is the intention to plant new trees on the northern footpath of Mollison Street in future. It is therefore recommended that the awning is removed from the proposals; and the 'C' shaped framing attached to the awning also be removed as it does not add anything to the building or reflect the detailing along Mollison Street.

Attachment 11 - Advice from Council's Urban Designer

- **Capital works**

  There are no known capital works around the site led by the Urban Design team. It would be worth speaking to the Streetscapes team to understand their intentions for tree planting on Mollison Street.