

Attachment 1 - PLN17/0694 - 11 Brunswick Street, Fitzroy - UD advice DLA external



11 Brunswick Street, FITZROY Urban Design Referral

Date	28 th November 2017
Planning Scheme	Yarra
Council Reference	PLN17/0694
Proposal	Partial demolition and construction of an eight storey residential building

BACKGROUND

In November 2017, City of Yarra ('Council') requested that David Lock Associates ('DLA') undertake an urban design assessment of a proposed development at 11 Brunswick Street, Fitzroy (the 'subject site'). This referral is based on the following considerations:

Existing Use / Condition	Three storey Victorian terrace ('Arbirlot') comprising lower level commercial use ('Alcaston Gallery') and residential upper levels
Site Area	372m ² (approx.). No significant slope through site.
Zone	MUZ (Clause 32.04)
Overlays	HO151 – 11 Brunswick Street, Fitzroy (Clause 43.01)
Other Policy Considerations	<ul style="list-style-type: none"> • Clause 21.03 – Vision; • Clause 21.05 – Built Form; • Clause 21.08 – Neighbourhoods; • Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay; • Clause 22.07 – Development Abutting Laneways; and • The 'Victorian Urban Design Guidelines (2017)'.
Documents Reviewed	<ul style="list-style-type: none"> • The town planning and architectural plans prepared by Clarke Hopkins Clarke architects (project reference 16025, dated 9th October 2017); • The Heritage Impact Statement prepared by Bryce Raworth Consultants (dated August 2017); and • The town planning report prepared by Ratio Consultants (dated August 2017).

ASSESSMENT

Character

- **Overall Height and Massing:** The proposal seeks planning approval for retention of the existing Brunswick Street heritage fabric, and the construction of an eight storey residential

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tower at the rear of the site (approx. 27.7m high, with 2.9m floor-to-ceiling heights) set back between 8.4m -10.9m (approx.) behind the heritage facade.

Whilst we are that Council is currently pursuing the broader '*Brunswick Street and Smith Street Built Form Review*', currently there is no specific built form guidance for the subject site's portion of Brunswick Street (such as through built form overlays) and instead built form guidance stems from an assessment of physical context tempered by heritage considerations (insofar as heritage nexuses with urban design). To this extent, we note that Brunswick Street is identified as a Major Activity Centre (MAC) under Clause 21.03, where growth is specifically directed and which Clause 21.05 envisions evolving to a future built form character comprise of heights of a minimum of 5-6 storeys. However, the implication for a more intensive future built form character must be tempered other considerations, such as heritage (particularly the site's inclusion on the Victorian Heritage Register) and the Brunswick Street-specific aspirations of Clause 21.08.

The dynamic between each extreme (transformative change and character retention) is already evident within Brunswick Street, which – where proximate to the subject site - generally comprises taller commercial and institutional built form (such as the ACU campus and St Vincent's Hospital) set back behind 2-3 storey high street walls (including intact heritage fabric). Recent approvals and proposals that we are aware of – including that at 44 Brunswick Street Fitzroy (5 storeys), as well as the current planning permit application for 11 storeys at 77 Victoria Parade – will only further reinforce this. In response, the proposal's fundamental design concept responds to the existing/emerging character of the southern portion of Brunswick Street through retention of existing on-site heritage fabric to Brunswick Street (which will perpetuate the subject site's existing streetscape contribution and height) and the massing of contemporary rear form behind – which will read as both visually recessive (in direct views above the retained heritage parapet) and sufficiently distinct (in longer range oblique views). Refer below. This is supported.

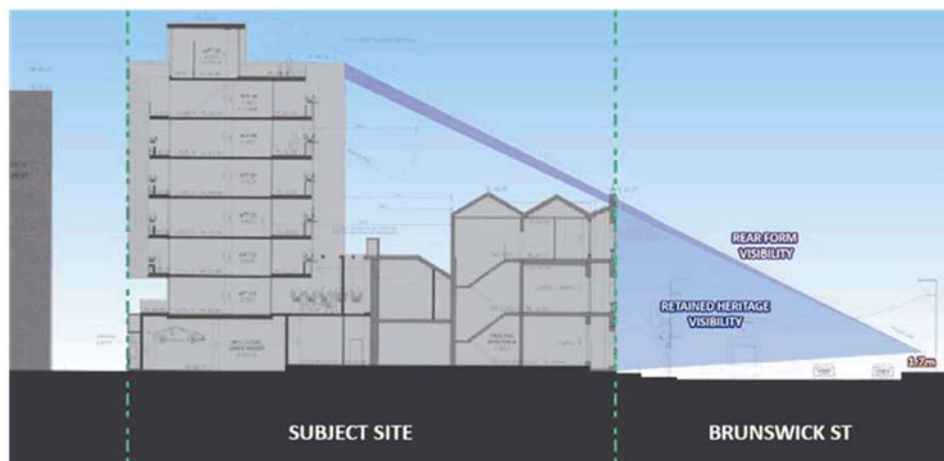


Figure 1 – Rear form visibility in direct views from Brunswick Street above retained heritage façade, updated to include lift core and visibility above parapet (rather than pediment) (Source: CHC Architects, with emphasis added)



To the rear of the subject site, we note that the proposal has elected to rise sheer to a rear laneway accessible from Fitzroy Street. However, the existing character of this laneway is distinctly 'back of house' and comprised of sheer commercial built form, and consequently the proposal's massing strategy at this interface is consistent with reasonable character expectations.

Finally, the contemporary insertion proposed by the development also seeks to rise sheer to the subject site's northern and southern side boundaries, which again is to be expected given the fine-grained subdivision pattern of the subject site's broader area. This too is logical from a character perspective, and is discussed further in the '*Offsite Amenity*' and '*Equitable Development*' sections of this referral.

- **Design Detail:** Clause 21.05 and 22.02 of the Yarra Planning Scheme both seek high standards of architecture and urban design, and – in response – the proposal adopts a clearly contemporary and high quality architectural expression for the contemporary rear insertion that will generally juxtapose with the retained heritage fabric (where visible obliquely from Brunswick Street and beyond). The pursuit of predominantly 'timber look' vertical battren screening to this element will introduce a 'tactile' form of materiality into the local area that is currently lacking, and the sloping roof form atop this will provide skyline interest/variation where visible in longer range views. Council should satisfy itself of the extent of battren screen encroachment beyond the subject site's title boundaries above the rear laneway.

Whilst the bulk of the proposal will be obliquely visible from Brunswick Street, it will only be until such time as the balance of the future development sites on the western side of Brunswick Street redevelop. The extent of built form change may also be limited given the prevailing heritage values in proximity to the subject site, and consequently consideration should also be given to the treatment of the rear component's sheer northern and southern elevations. Within this context, we presume that the applicant's pursuit of an 'arched' textured finished concrete finish to each is a contemporary re-interpretation of the arching heritage façade of Arbirlot. However, this dilutes the distinction between the contemporary insertion and heritage host and fails to respond to the existing prevailing grain within the viewshed of each elevation. We therefore recommend deleting the arched motif and replacing with a 'finer' grain of design resolution, which could be as simple as pursuing a resolution that incorporates expressed floor slabs as a contextual interpretation of the 'horizontality' of built form within prevailing viewsheds (ie. the existing western adjoining hospital car park).

Public Realm and Offsite Amenity Impacts

- **Public Realm Amenity:** At the Ground Floor, the proposal is logically designed with respect to 'fronts' and 'backs', with the primary communal residential lobby from Brunswick Street being distinctly legible within the context of the heritage confines of the subject site. Secondary 'back of house' pedestrian access (and all proposed vehicle access) is provided



to the subject site's rear laneway, which is inherently logical and responsive to the provisions of Clause 22.07. CPTED design refinement – such as a permeable car stacker garage door and deletion of the recess to the pedestrian entrance (or deletion of the roofing above the recess so that it is 'open to the sky' above) – would further enhance this interface.

Above this, whilst the proposal will result in a minimal contribution to the activation and passive surveillance of Brunswick Street (above and beyond that which currently exists), this is an inevitable consequence of the proposal's approach to massing. Conversely, at the rear of the property, the contemporary insertion has been designed in a manner that will concentrate a number of secondary balconies as close as possible to the terminus of the 'T' of the laneway (where greater internal outlook amenity is available), which is an effective design response that will contribute to the activation and passive surveillance of this interface. This is supported.

Importantly, the shadow diagrams provided by the applicant (TP22) confirm that no unreasonable overshadowing of the Brunswick Street public realm will occur between 9am and 3pm of the Equinox. This too is supported, as is the proposed overshadowing of the rear laneway given it is of limited public realm amenity consequence.

- **Offsite Amenity:** The subject site is in abuttal to two residentially-zoned properties to the north and south at 13 Brunswick Street and 9 Brunswick respectively - the latter of which is used quasi-residentially (De Paul House). Consideration should therefore be given to overshadowing, visual bulk and overlooking respectively.

With respect to overshadowing, the shadow diagrams provided confirm that a rear paved outdoor area 9 Brunswick Street (to the south of the proposed contemporary insertion) will be overshadowed to various degrees throughout the Equinox. However, a judgement call needs to be made regarding reasonable MUZ-amenity expectations for quasi-residential uses within an identified MAC, particularly within the context of Clause 21.05's commensurate built form aspirations (which would result in a comparable degree of overshadowing). We are therefore comfortable with the extent of offsite overshadowing proposed within this context.

With respect to visual bulk, 13 Brunswick Street is used commercially and therefore visual bulk considerations again pertain primarily to 9 Brunswick Street. As with overshadowing, expectations must again be tempered by the property's MAC location as well as the existing calibre of visual bulk experience of the sensitivities of this property (existing sheer interfaces by way of the hospital car park and existing built form at the rear of the subject site). The proposal's visual bulk approach is acceptable within this context.

Finally, with respect to overlooking, the proposal does not seek to re-orientate any existing primary residential outlook within the retained heritage fabric. At the rear of the subject site, the primary orientations of all proposed dwellings are channelled east-west where



they will either overlook the non-sensitive western abutting hospital car park (to the west) or be directed internally into and above the retained heritage fabric and abutting commercial uses (13 Brunswick Street). This is logical and supported.

Equitable Development

- **Equitable Development:** Both 13 Brunswick Street and 9 Brunswick Street are comparable to the subject site in that they are relatively undeveloped, similarly zoned MUZ, within an identified MAC, and identified on the Victorian Heritage Register. The subject application demonstrates that likely future redevelopment of each is possible, and that any likely future redevelopment of each property would similarly be of a form and massing to that which is now proposed for the subject site. Consideration should be given to the equitable development opportunities of these properties.

Conversely, the western adjoining hospital car park could similarly redevelop in the future. Although zoned NRZ1 (where Amendment VC110 has mandated a maximum two storey height control), future development of this property is permissible to the existing height under Clause 32.09-9. In response, the proposal reasonably facilitates the equitable development of the subject site's northern and southern abutments through benign, sheer side interfaces for the full length of each common boundary (including retained heritage fabric) that maximise the development envelopes of both 9 and 13 Brunswick Street. This is logical and supported.

To the west, a 'base case' equitable development scenario would be to set back all balconies and habitable room windows 4.5m from the centrepiece of the laneway. However, clearly the adjoining hospital car park is unusually large in size (within the context of the broader prevailing subdivision pattern) and would therefore be capable of responding to the amenity needs of the subject site's proposal without unreasonably jeopardising future development potential. For this reason, we support the proposal's current approach to equitable development at this interface.

Other

- **Other:** Please note we have not assessed any aspect of the proposal's internal program. Council should also satisfy itself of the internal daylight outcome to all proposed dwellings, particularly in the event that the western adjoining car park redevelops with a 'sheerer' form of development than that which currently exists (ie. no 'permeable' levels).

SUMMARY

There are many aspects of the subject site that support more intensive built form outcomes, such as the site's location within an identified MAC, the character of existing and emerging built form surrounding the subject site, the absence of overtly sensitive interfaces and the absence of specific

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built form guidance within the Planning Scheme. However, this must also be tempered with clear policy guidance for consideration of heritage matters.

Whilst heritage considerations are a clear driver for this application (and we defer entirely to the expertise of others with respect to heritage), from an urban design perspective our view is that the proposal constitutes an exceptionally high standard outcome that will 'fit' comfortably into the existing and emerging Brunswick Street streetscape.

The proposal's urban design response would be enhanced through the following:

- **Reconsider the arched textured concrete design motif along the northern and southern boundary walls of the rear residential component. Consider pursuing an alternate design strategy that further reinforces the distinction between 'old' and 'new' on site and which better responds to the existing built form grain within prevailing visibility viewsheds; and**
- **Enhance the proposal's CPTED design response at the proposal's rear Ground Floor interface through minor design amendments.**

Should you have any queries on the above or wish to discuss any aspect of this referral further, please do not hesitate to contact Brodie Blades at brodieb@dlaaust.com or on (03) 9682 8568.

DAVID LOCK ASSOCIATES

Attachment 2 - PLN17/0694 - 11 Brunswick Street Fitzroy - Engineering comments



MEMO

To: Lara Fiscalini
From: Artemis Bacani
Date: 22 November 2017
Subject: Application No: PLN17/0694
 Description: Mixed Use
 Site Address: 11 Brunswick Street, Fitzroy

I refer to the above Planning Application received on 19 October 2017 and the accompanying report prepared by Traffix Group in relation to the proposed development at 11 Brunswick Street, Fitzroy. Council's Engineering Services unit provides the following information:

CAR PARKING PROVISION**Proposed Development**

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Two-bedroom dwelling	1	1 space to each dwelling	1	1
Three or more bedroom dwellings	6	2 spaces to each dwelling	12	7
Residential visitors	7	1 space per 5 dwellings	1	0
Office	30 m ²	3.5 spaces to each 100 m ² of net floor area	1	0
Total			15	8

The site would have a parking shortfall of five resident spaces, one residential visitor space, and one car space for the office. 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.

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Car Parking Demand Assessment

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

- *Parking Demand for the Three-Bedroom Dwellings.*
 Traffix Group has sourced the average car ownership rates for flat type dwellings in the Fitzroy area from the 2011 Census conducted by the Australian Bureau of Statistics. For three-bedroom flat type dwellings in Fitzroy, some 76% of these dwellings own one car or less. The data suggests that there is a demand to own one car or less for this size of dwelling. The provision of seven spaces amongst the six three-bedroom dwellings would be consistent with the statistical trend for this size of dwelling to own less than two cars.
- *Parking Demand for Residential Visitors.*
 Peak parking for residential visitors generally occurs on weekday evenings and at weekends. Given the small scale of the development, the parking demand for the residential visitors would be one space as per the statutory requirement.

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

- *Parking Demand for the Office.*
 The proposed office would be providing on-site parking at a rate of 3.33 spaces per 100 square metres. By comparison, the nearby development at 4-6 Gold Street, Collingwood, was approved with an on-site car parking provision of 1.29 spaces per 100 square metres with an office floor area of 1,541 square metres with 20 on-site car parking spaces (Planning Permit PLN13/0763 issued on 12 June 2014). The subject's site's office parking rate is considerably higher with that of 4-6 Gold Street and we are satisfied that the office parking rate of 3.33 spaces per 100 square metres for the proposed development is appropriate for the Fitzroy area.
- *Availability of Public Transport in the Locality of the Land.*
 The site is very well located in terms of public transport services. The site is within walking distance of Parliament railway station. Tram services operate along Victoria Parade, Brunswick Street-Gertrude Street, Smith Street, and Nicholson Street, and bus services are also within walking distance from Victoria Parade.
- *Convenience of Pedestrian and Cyclist Access.*
 The site has excellent pedestrian accessibility to shops, businesses, supermarkets, essential facilities and potential places of education and employment.

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 at an Alternate Site.*
 The on-street parking in the Fitzroy area is very high during business hours. All the streets in the Fitzroy area contain time based parking restrictions. The high parking demand in the Fitzroy area would be a disincentive to visitors or employees to drive to the area. The visitor parking demand for the site can be accommodated in the local area.

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- *Relevant Local Policy or Incorporated Document.*

The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

- *Car Parking Deficiency associated with Existing Land Use.*

The site had previously accommodated an art gallery and a residential dwelling. Two on-site car spaces were available for the dwelling. Any short-stay parking deficiencies that were generated by the previous uses could potentially be transferrable to the new development.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver in the car parking requirement for the proposed three-bedroom dwellings and office is considered appropriate in the context of the development and the surrounding area. The site has the advantage of being located close to public transport nodes.

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

TRAFFIC GENERATION

To determine the traffic generated by the proposed development, the following rates could be adopted as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential Dwellings (Allocated with 1 space)	3.0 trips per dwelling per day (six dwellings) Peak hour volume is 10% of daily volume	18	2	2
Residential Dwellings (Allocated with 2 spaces)	4.0 trips per dwelling per day (one dwelling) Peak hour volume is 10% of daily volume	4	1	1
Total		22	3	3

The traffic volumes generated are not unduly high and can be easily accommodated in the surrounding road network.

Queuing and Conflict

The development's parking would be contained in a shuffle type car stacker.

It is highly unlikely that vehicle queuing would take place outside the curtilage of the property.

Given the low peak hour traffic volumes, we envisage the potential for vehicle conflict within Right of Way to be very remote.

Attachment 2 - PLN17/0694 - 11 Brunswick Street Fitzroy - Engineering comments**DEVELOPMENT LAYOUT DESIGN****Layout Design Assessment**

Item	Assessment
Access Arrangements	
Development Entrance	The doorway width has not been dimensioned on the drawings.
Visibility	The car park entrance abuts a Right of Way and the incidence of pedestrians using the Right of Way would be low. Sight triangles, as required in <i>Design standard 1 – Accessways</i> for road frontages, are not required off this Right of Way.
Car Parking Modules and Car Stacker	
Car Stacker Device	The applicant has proposed two shuffle type car stacker systems, the Hercules Expanderpark and the Klaus Trendavario 4300. Both models require a floor to ceiling height of 3.8 metres. Pit lengths range from 5.5 to 5.7 metres. The useable platform width must be no less than 2.4 metres.
Floor to Ceiling Height	A minimum floor to ceiling height of 4.1 metres has been provided.
Vehicle Clearance Height	Both stacker models satisfy the vehicle clearance height requirements in <i>Design standard 4: Mechanical parking</i> .
Vehicle Turning Movements	The swept path diagrams for the B85 design vehicle entering and exiting the stacker platforms and the Right of Way are considered satisfactory.
Other Items	
Internal Concrete Slab	For any new internal concrete works, the finished floor levels along the edge of the slab must be set 40 mm above the edge of the Right of Way – Council Infrastructure requirement.

IMPACT ON COUNCIL ROAD ASSETS

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

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

Reconstruction of rear Right of Way & Princes Street (east of Fitzroy Street)

Construction works at the development site will deteriorate the condition of the bluestones in the Right of Way and Princes Street, potentially leading to pavement heaving and failure. The vehicle crossing that services Princes Street and the Right of Way would also be damaged. Therefore, it is vital that the development reconstructs the Right of Way and Princes Street which would ensure that it is usable by development traffic on a daily basis.

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ENGINEERING CONDITIONS

Civil Works

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

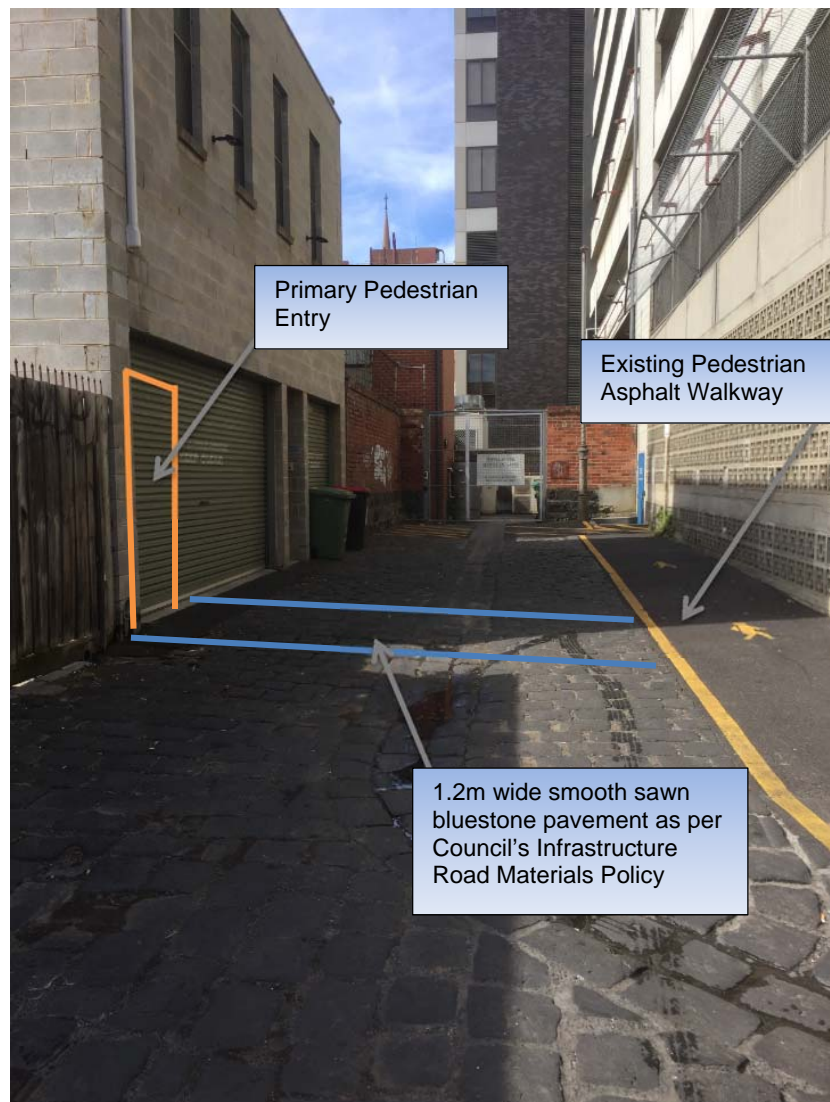
- The Right of Way abutting the western boundary of the site must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The section of Princes Street (east of Fitzroy Street) must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The strip of asphalt along the western boundary of the site must be reinstated with bluestone pavement.

Pedestrian Access off the Right of Way

- The new dwellings would have primary pedestrian entry off the bluestone Right of Way abutting the western boundary of the site.

The Right of Way contains an existing pedestrian infrastructure which provides a smooth pavement for pedestrians along the west side of the Right of Way, then continues along the north side of Palmer Street to Fitzroy Street.

To further improve the link between the site's primary pedestrian entry to the existing asphalt walkway, the applicant would be required to construct a 1.2 to 1.8 metre wide smooth bluestone pavement from the main pedestrian entrance to the existing asphalt walkway along the west side of the Right of Way as shown on Diagram 1 below.



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Diagram 1

Car Stacker Device

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

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

NON-PLANNING ADVICE FOR THE APPLICANT

Legal Point of Discharge

- The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the *Building Regulations 2006* from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest 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.

Pedestrian Access and Provisions of Public Lighting

- Pedestrian access off the Right of Way must be Disability Discrimination Act (DDA) compliant and would require the developer to provide an adequate level of lighting to the pedestrian entrance. Essentially, Rights of Way, lanes, and back roads that provide primary pedestrian access to residential properties must be adequately lit from the nearest street the entrances of the residential properties (Council policy).

Public lighting for pedestrian access must comply with the minimum lighting level of P4 as per the Australian Standard AS/NZS 1158.3.1:2005 *Lighting for roads and public spaces – Pedestrian area (Category P) lighting – Performance and design requirements*.

Any public lighting works that are required will require the developer to consult all nearby properties with respect to the location of any lights or poles. The placement of poles must not affect manoeuvrability into garages or off-street parking spaces. Light must not spill into the windows of the subject site or into the windows of any adjoining residences.

Should a new luminaire and pole be required, all installation works can only be carried out by Citipower and must comply with Citipower standard requirements and regulations. The

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new light would be under the Citipower maintenance scheme once installed. A new light can only be sourced from the energy efficient series

Regards

Artemis Bacani
Roads Engineer
Engineering Services Unit

Attachment 3 - PLN17/0694 - 11 Brunswick Street Fitzroy - Strategic Transport Comments



MEMO

To: Lara Fiscalini
From: Julian Wearne
Date: 03/11/2017
Subject: Strategic Transport Comments
Application No: PLN17/0694
Description: Development of the land for the construction of an 8 storey building at the rear of the site, including a reduction in the car parking requirement and partial demolition of the existing dwelling.
Site Address 11 Brunswick Street, Fitzroy

I refer to the above Planning Application referred on 19/10/2017, and the accompanying Traffic report prepared by Traffix Group in relation to the proposed development at 11 Brunswick Street, Fitzroy. Council's Strategic Transport unit provides the following information:

Bicycle Parking Provision

Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	7 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	1 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	1 visitor spaces.	
Office (other than specified in the table)	30 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	0 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	0 visitor spaces.	
Bicycle Parking Spaces Total			1 resident space	10 resident spaces
			1 visitor spaces	0 visitor spaces

The development provides a total of 9 additional resident/employee spaces above what is required by the planning scheme but does not provide any visitor spaces.

Adequacy of spaces

Number of spaces

Whilst the proposal includes a surplus of 9 resident spaces above the requirements of the planning scheme, it is noted:

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- A reduction of 7 car parking spaces is sought (53% of the statutory requirement);
- the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Given the above, best-practice requires a rate of 1 resident space to each dwelling¹ and 0.25 visitor spaces to each dwelling. Therefore it is recommended a minimum of 10 spaces be provided. 10 spaces have been proposed.
- It is best practice to separate visitor and resident spaces, to minimise the risk of theft to resident bicycles, whilst ensuring visitor spaces are readily accessible to visitors for their use; however given the constraints to the site including the small lot size, proposed access arrangements and heriage, it is accepted no separate visitor spaces are provided.

Design and location of employee spaces and facilities

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

- All spaces are provided at ground-floor in a secure space, with easy access to the site entrance.
- All spaces are located within a secure facility.
- It is noted that all spaces appear to be hanging spaces. Pursuant to Australian Standard AS2890.3, 20% of bicycle storage spaces should be provided as a horizontal spaces, however due to the site constraints identified above, and given most apartments appear to be large enough to comfortably fit a bicycle in (accessible via the lift-shaft) this is acceptable.
- All access-ways appear to meet the requirements of Australian Standard AS2890.3.

Conclusion

Strategic Transport is comfortable with the proposal in its current iteration and raises no issues.

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit

¹ Category 6 of the BESS offers the following for best-practice guidance for resident and visitor bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings" and "Residential developments should provide 0.25 visitor spaces per dwelling."

Attachment 4 - PLN17/0694 - 11 Brunswick Street, Fitzroy - WMP Referral comments



Date: 30/10/2017

Property Address: 11 Brunswick Street, Fitzroy

Application No: PLN17/0694

Waste comments on WMP

COMMENTS:

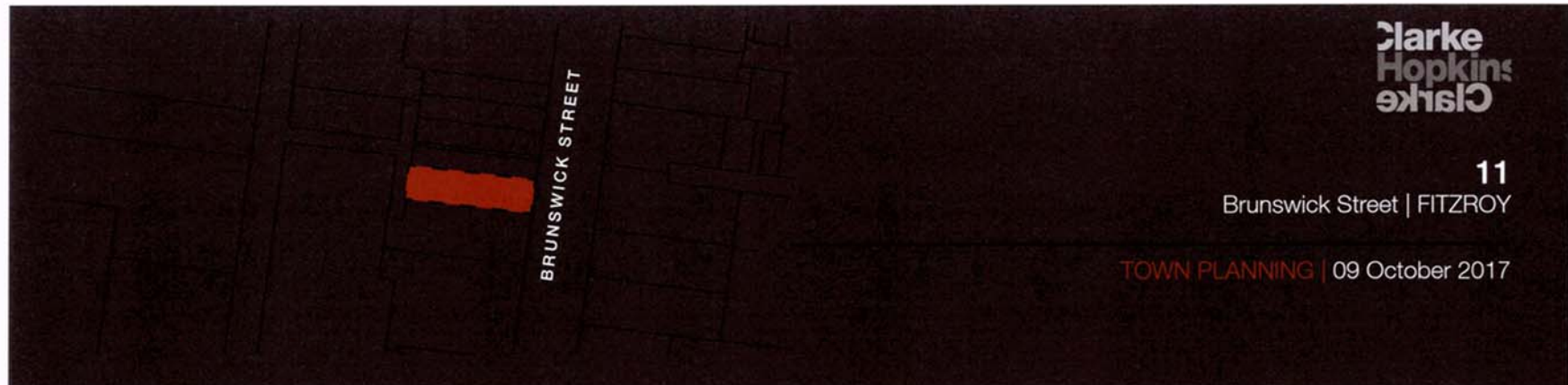
The Waste Management Plan prepared by LEIGH DESIGN dated 14th July 2017 for 11 Brunswick Street Fitzroy is satisfactory from the City Works Branch's perspective. This WMP supersedes all previous WMP's. If you have any queries please give me a call.

Kind Regards

Joseph Agostino
Project Officer
City Works
Yarra Operations Depot, Clifton Hill

City of Yarra PO Box 168 Richmond 3121
T(03) 9205 5540 F(03) 8417 6666
E Joe.Agostino@yarracity.vic.gov.au W www.yarracity.vic.gov.au

Attachment 5 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 1



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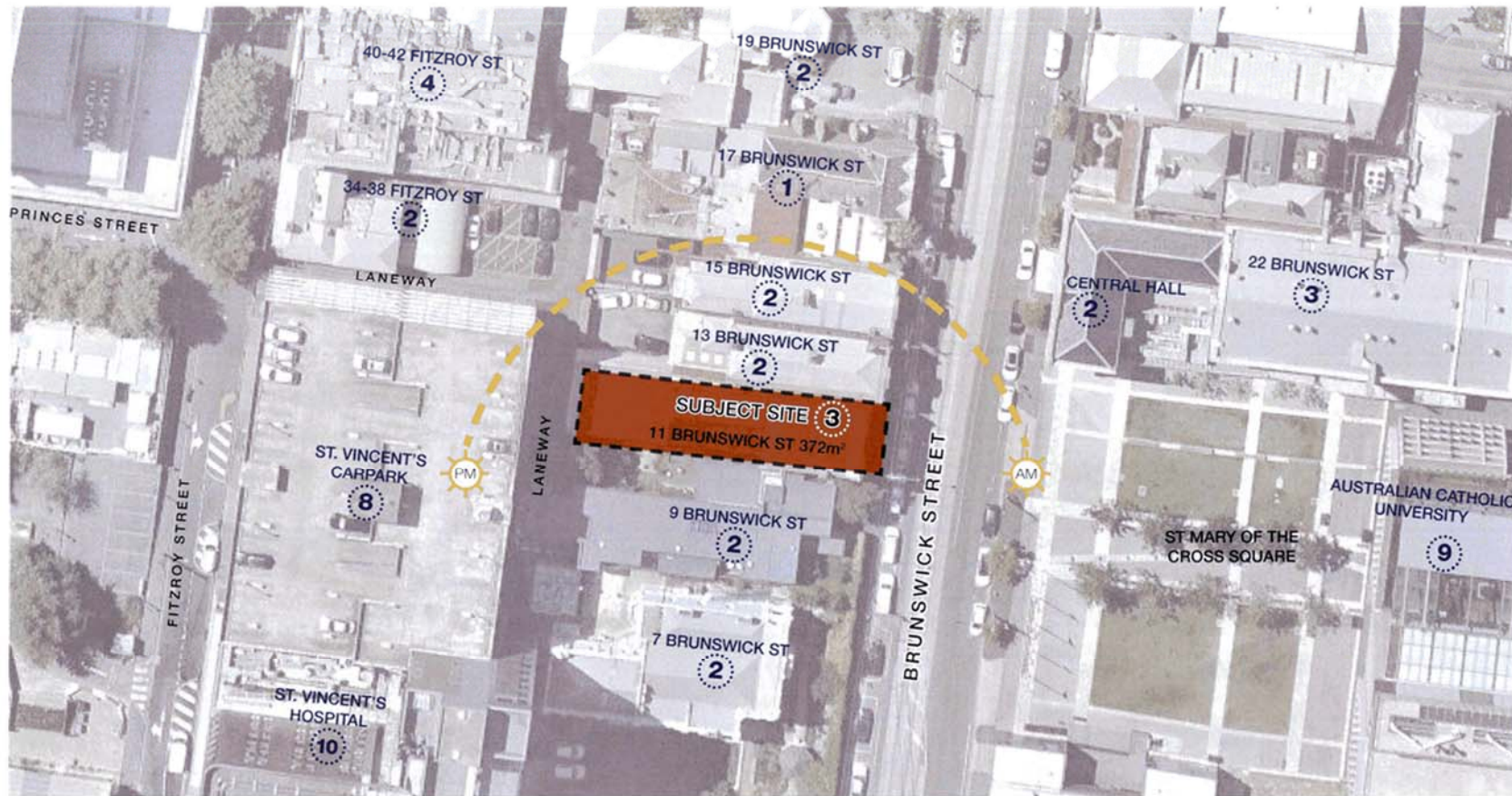
ARCHITECTURAL DRAWINGS

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Sectional Elevations	/ TP17b
Section A	/ TP18b
Shadow Diagrams @ 9am	/ TP19b
Shadow Diagrams @ 12pm	/ TP20b
Shadow Diagrams @ 3pm	
	/ 2.01
Development Schedule	/ 2.02
Exterior Finishes	/ IM01
Perspective Image 1	/ IM02
Perspective Image 2	/ IM03
Perspective Image 3	/ IM04
Perspective Image 4	/ IM05
Perspective Image 5	

11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT

Attachment 5 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 1

LOCATION PLAN



 SUBJECT SITE

 NO. STOREYS

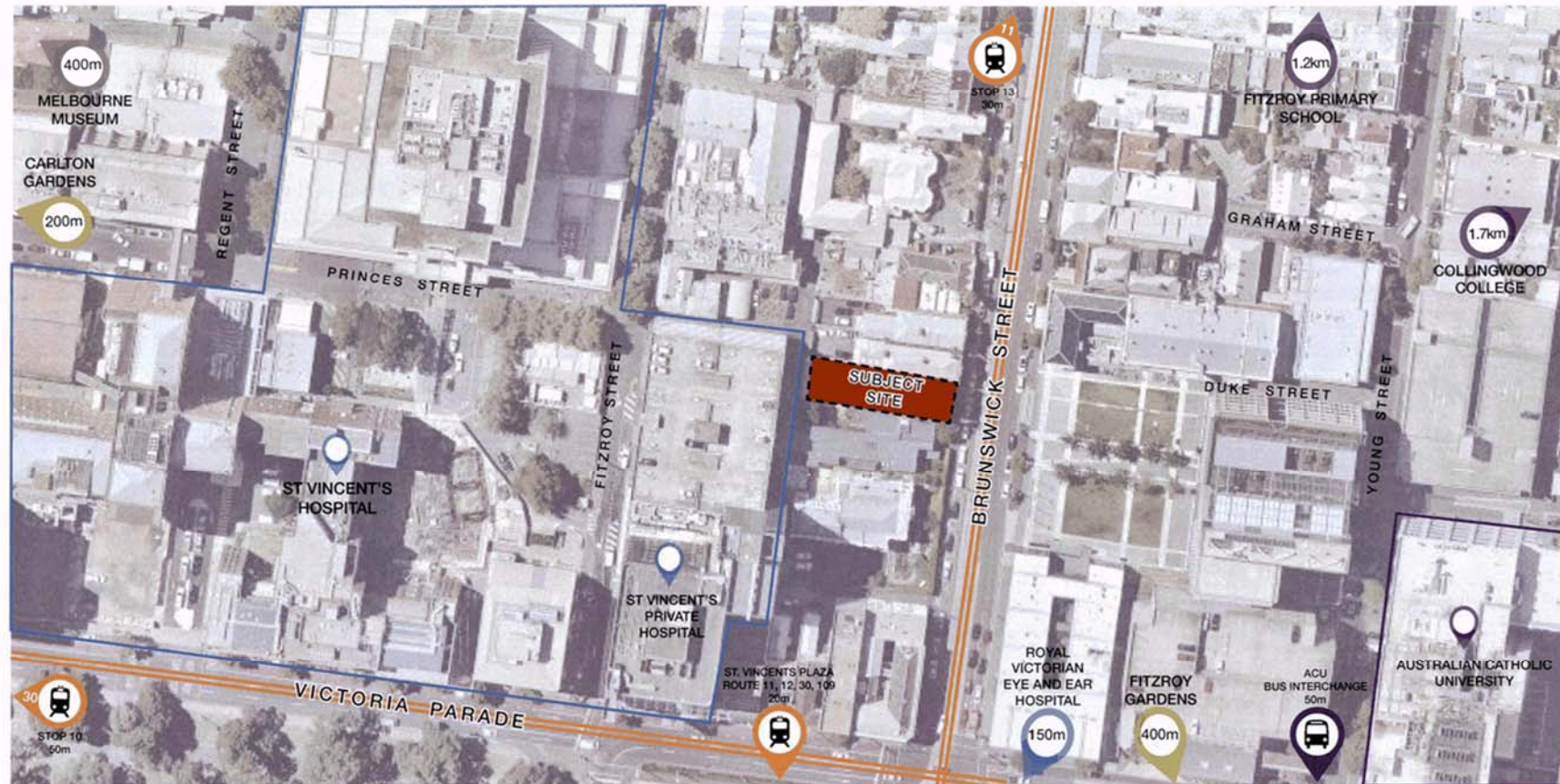
11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT



16025 / 1

Attachment 5 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 1

SITE CONNECTIVITY



- SUBJECT SITE**
- TRAM LINE**
- TRAM STOP**
- BUS STOP**
- HOSPITAL MARKER**
- HOSPITAL BOUNDARY**
- EDUCATION MARKER**
- EDUCATION BOUNDARY**
- PUBLIC SPACE MARKER**
- CULTURAL MARKER**

11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT



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Attachment 5 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 1

SITE SURROUNDINGS



11 BRUNSWICK ST



11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT

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Attachment 5 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 1

NEARBY DEVELOPMENTS



11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT

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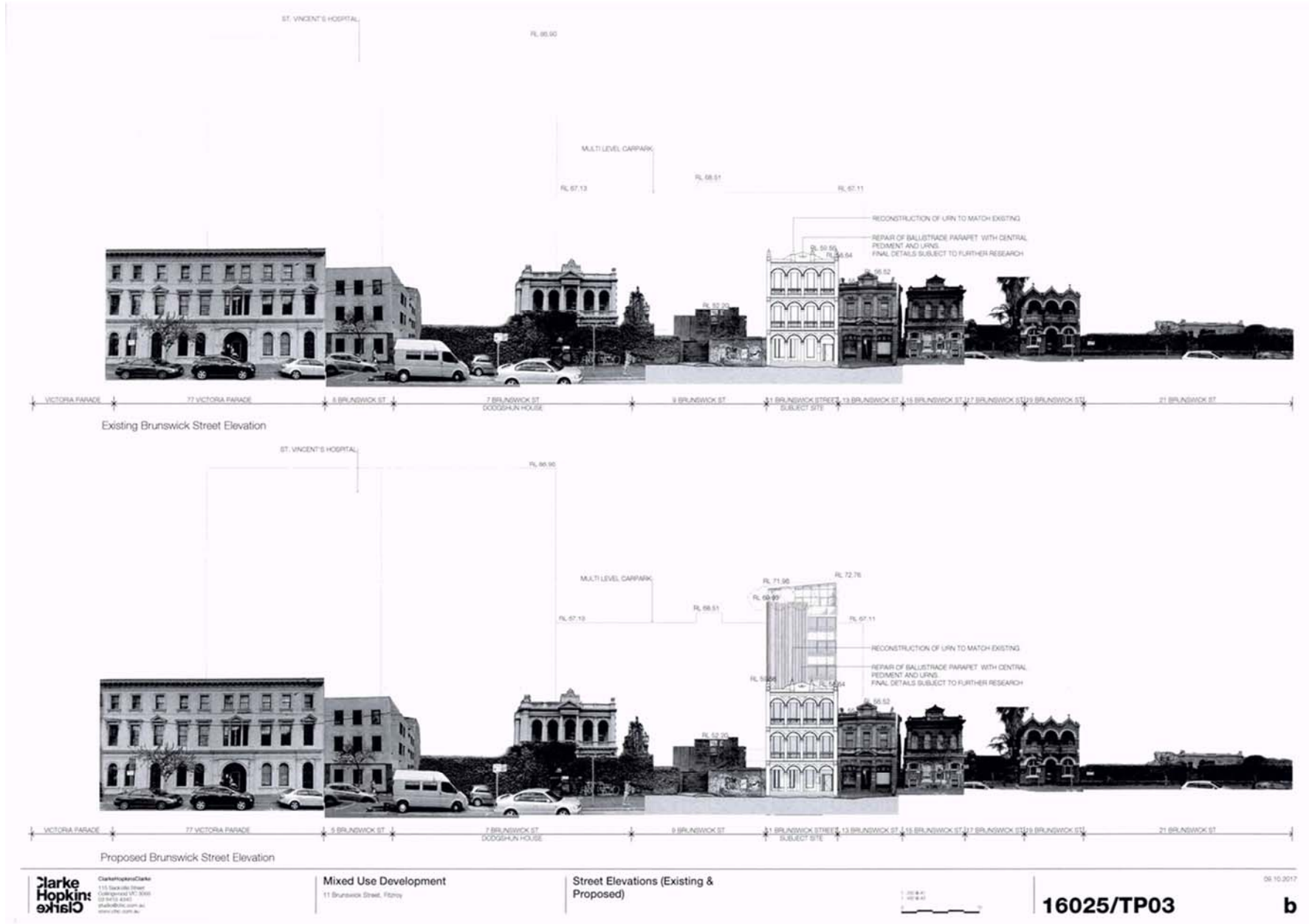
Attachment 5 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 1



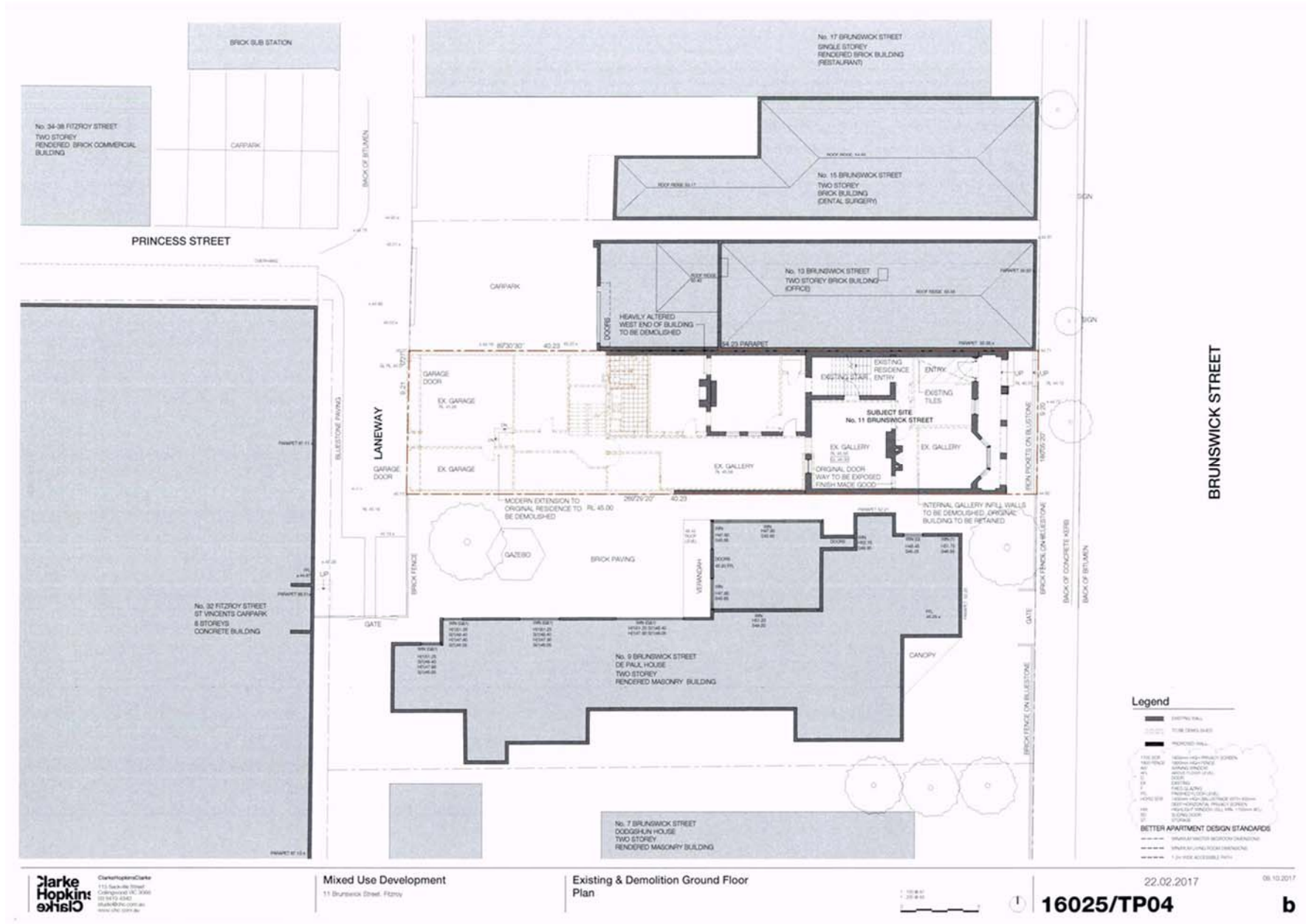
Attachment 5 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 1



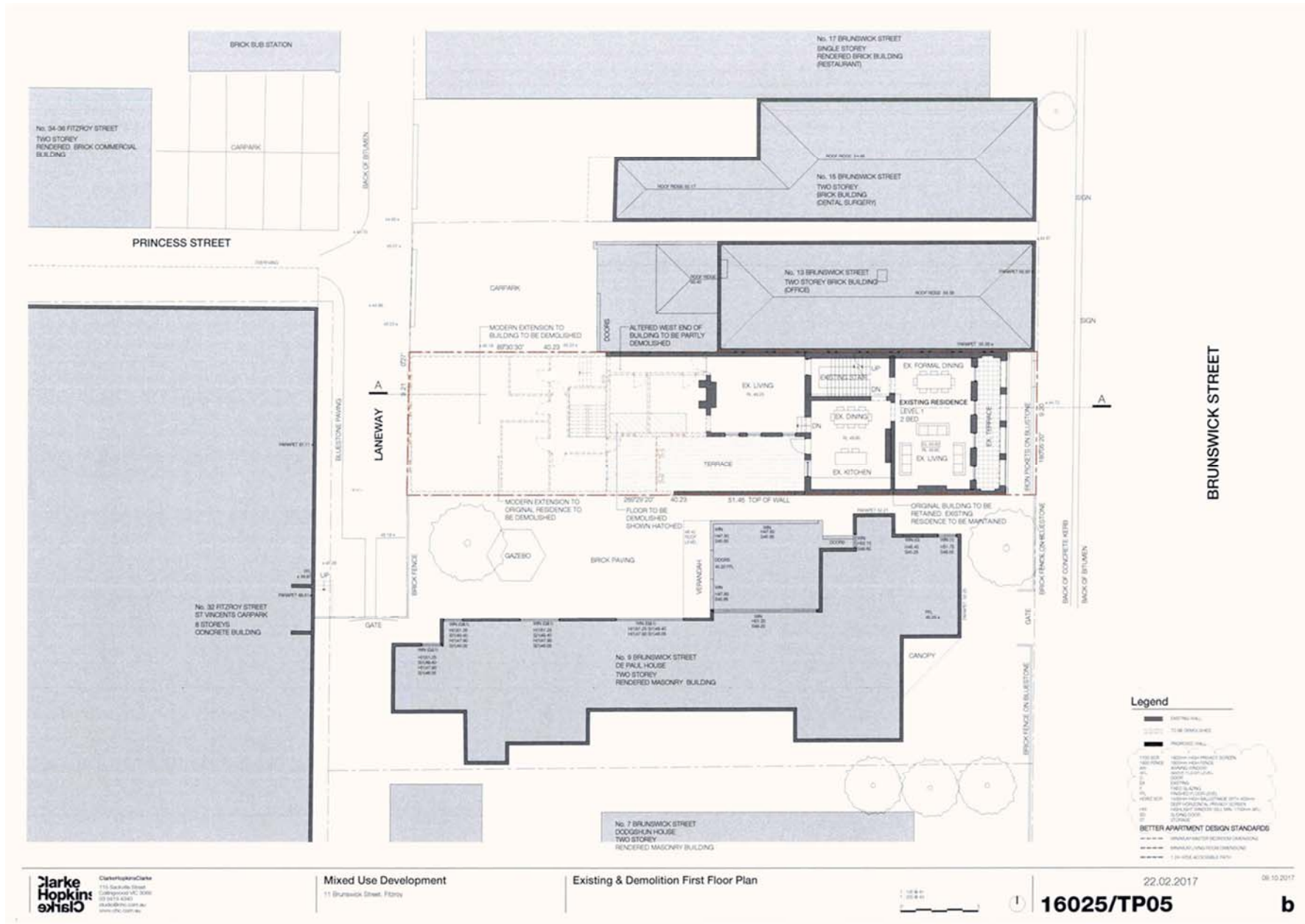
Attachment 5 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 1



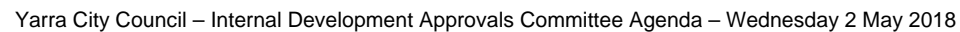
Attachment 5 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 1



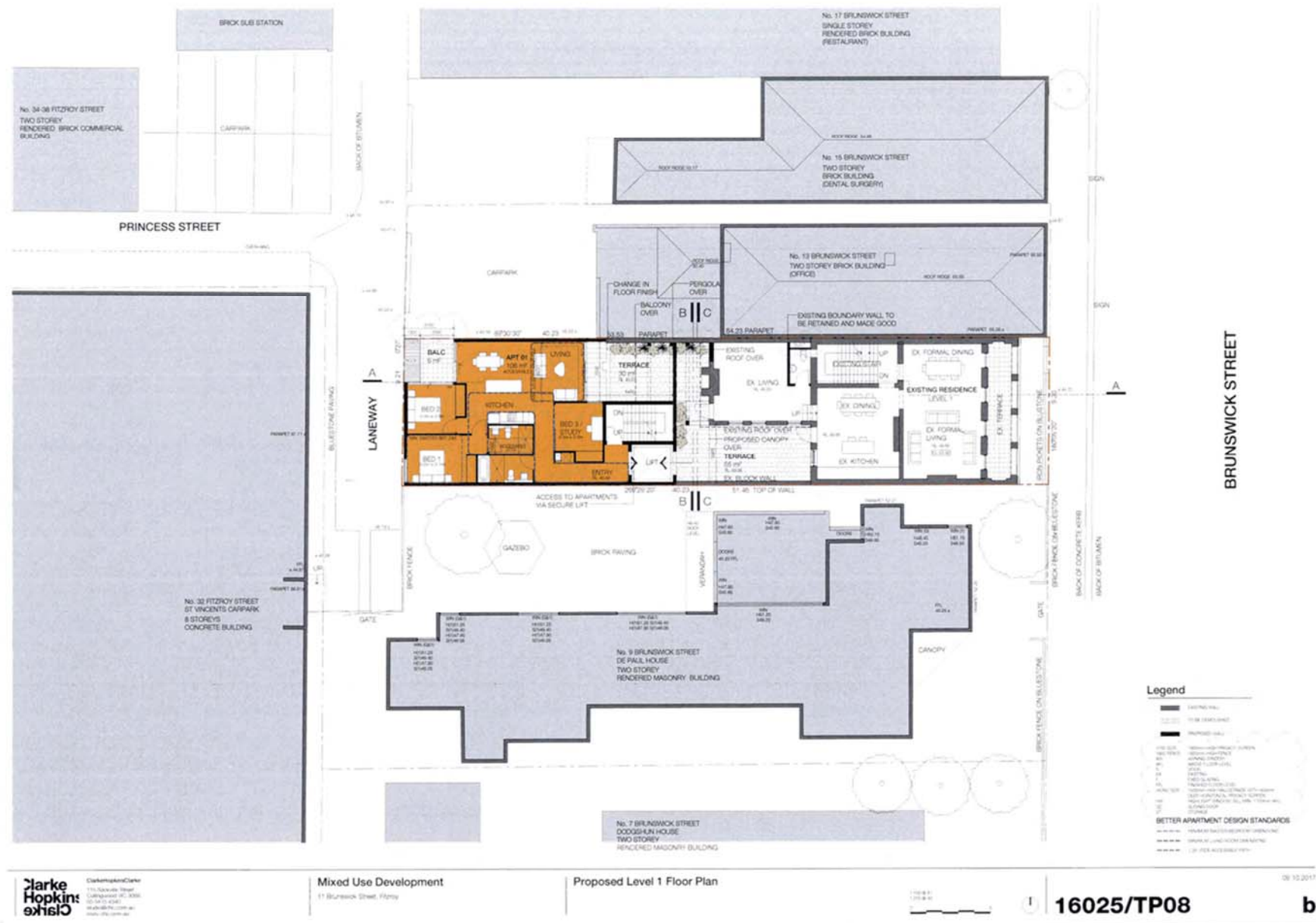
Attachment 6 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 2



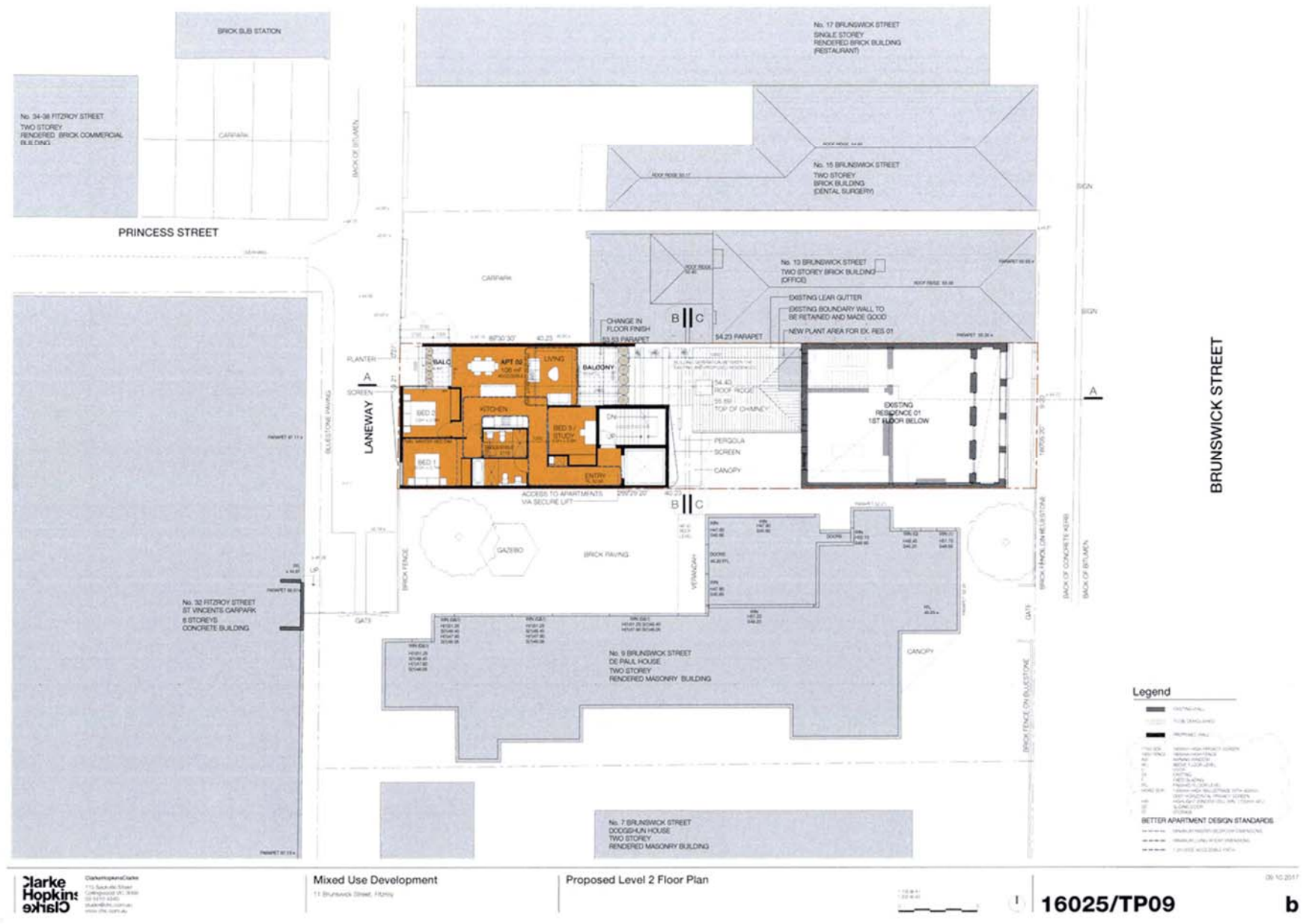




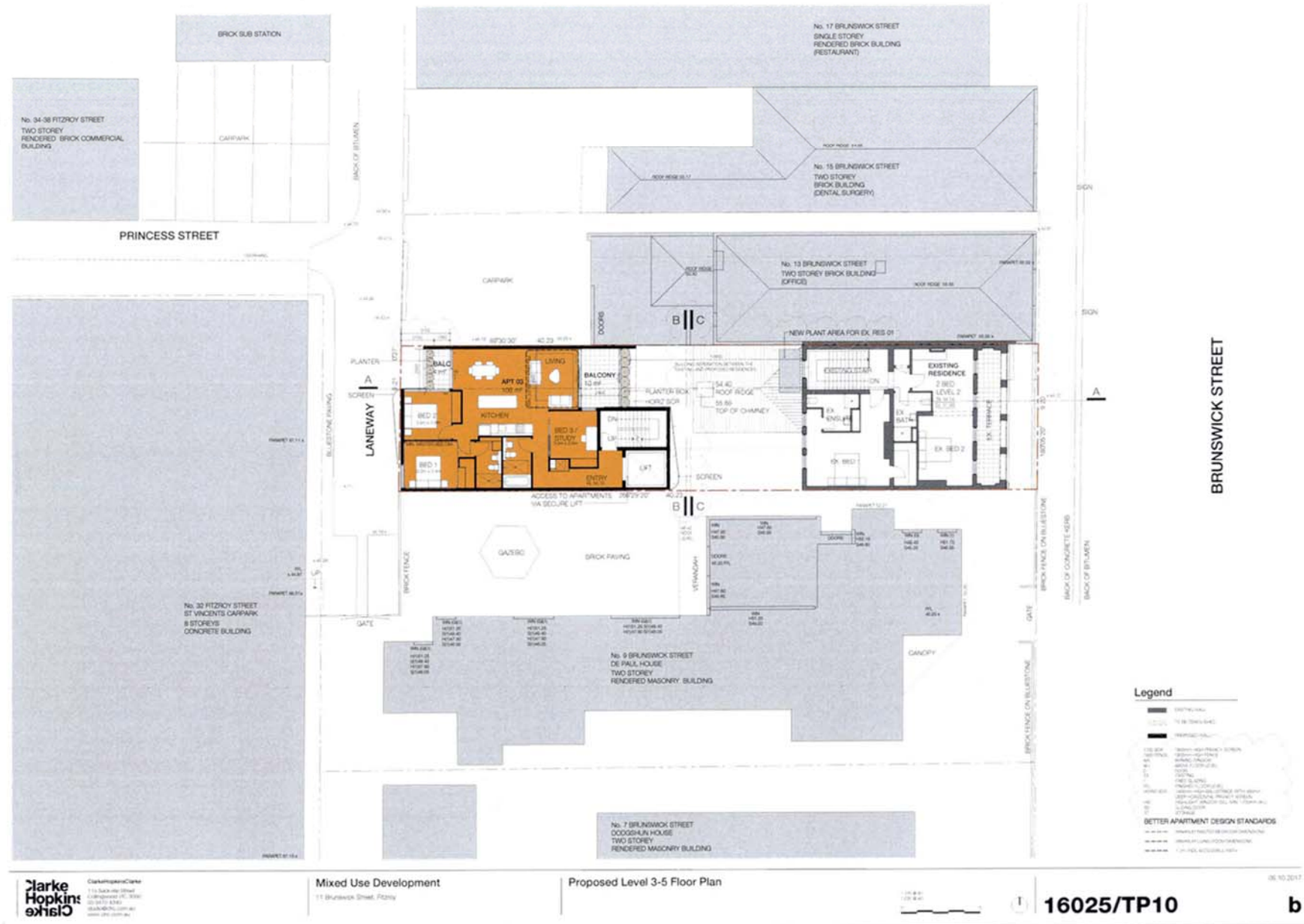
Attachment 6 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 2

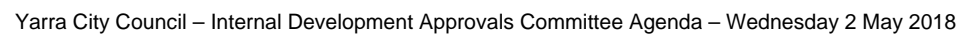


Attachment 6 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 2



Attachment 6 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 2





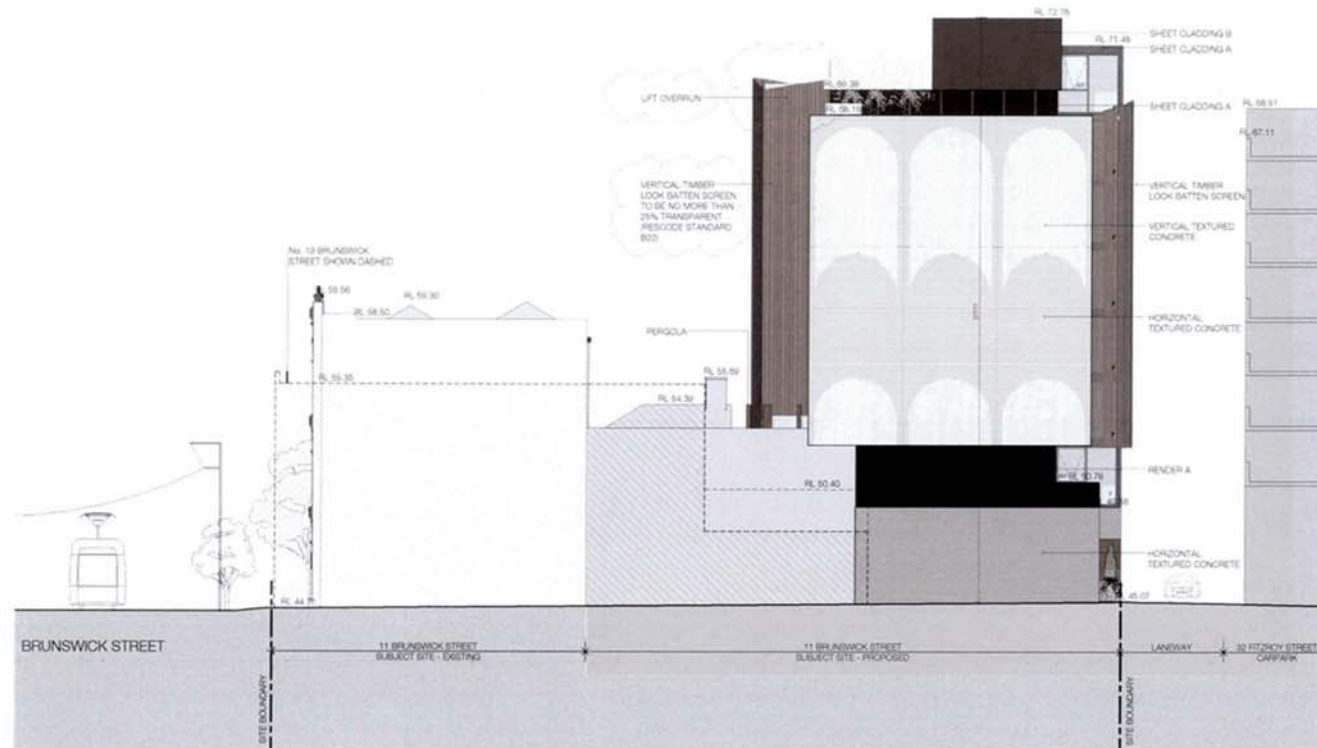




Legend - Abbreviations

Year	Value
2000	1.00
2001	1.00
2002	1.00
2003	1.00
2004	1.00
2005	1.00
2006	1.00
2007	1.00
2008	1.00
2009	1.00
2010	1.00
2011	1.00
2012	1.00
2013	1.00
2014	1.00
2015	1.00
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2022	1.00
2023	1.00
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2028	1.00
2029	1.00
2030	1.00
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2093	1.00
2094	1.00
2095	1.00
2096	1.00
2097	1.00
2098	1.00
2099	1.00
2100	1.00

Attachment 6 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 2



North Elevation
Scale: 1:100

Legend - Abbreviations

THE TOP	CLADDING/SCREEN
RE	RENDER
CON	CONCRETE
CLD	CLADDING
CLD B	CLADDING BATTEN SCREEN
CLD A	CLADDING A
CLD C	CLADDING C
CLD D	CLADDING D
CLD E	CLADDING E
CLD F	CLADDING F
CLD G	CLADDING G
CLD H	CLADDING H
CLD I	CLADDING I
CLD J	CLADDING J
CLD K	CLADDING K
CLD L	CLADDING L
CLD M	CLADDING M
CLD N	CLADDING N
CLD O	CLADDING O
CLD P	CLADDING P
CLD Q	CLADDING Q
CLD R	CLADDING R
CLD S	CLADDING S
CLD T	CLADDING T
CLD U	CLADDING U
CLD V	CLADDING V
CLD W	CLADDING W
CLD X	CLADDING X
CLD Y	CLADDING Y
CLD Z	CLADDING Z

**Clarke
Hopkins
Clarke**

ClarkeHopkinsClarke
110 Spadville Street
Fitzroy VIC 3065
03 9437 4140
clh@clh.com.au
www.clh.com.au

Mixed Use Development
11 Brunswick Street, Fitzroy

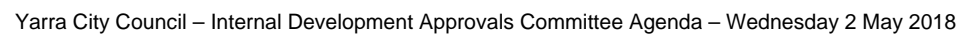
Elevations - Sheet 02



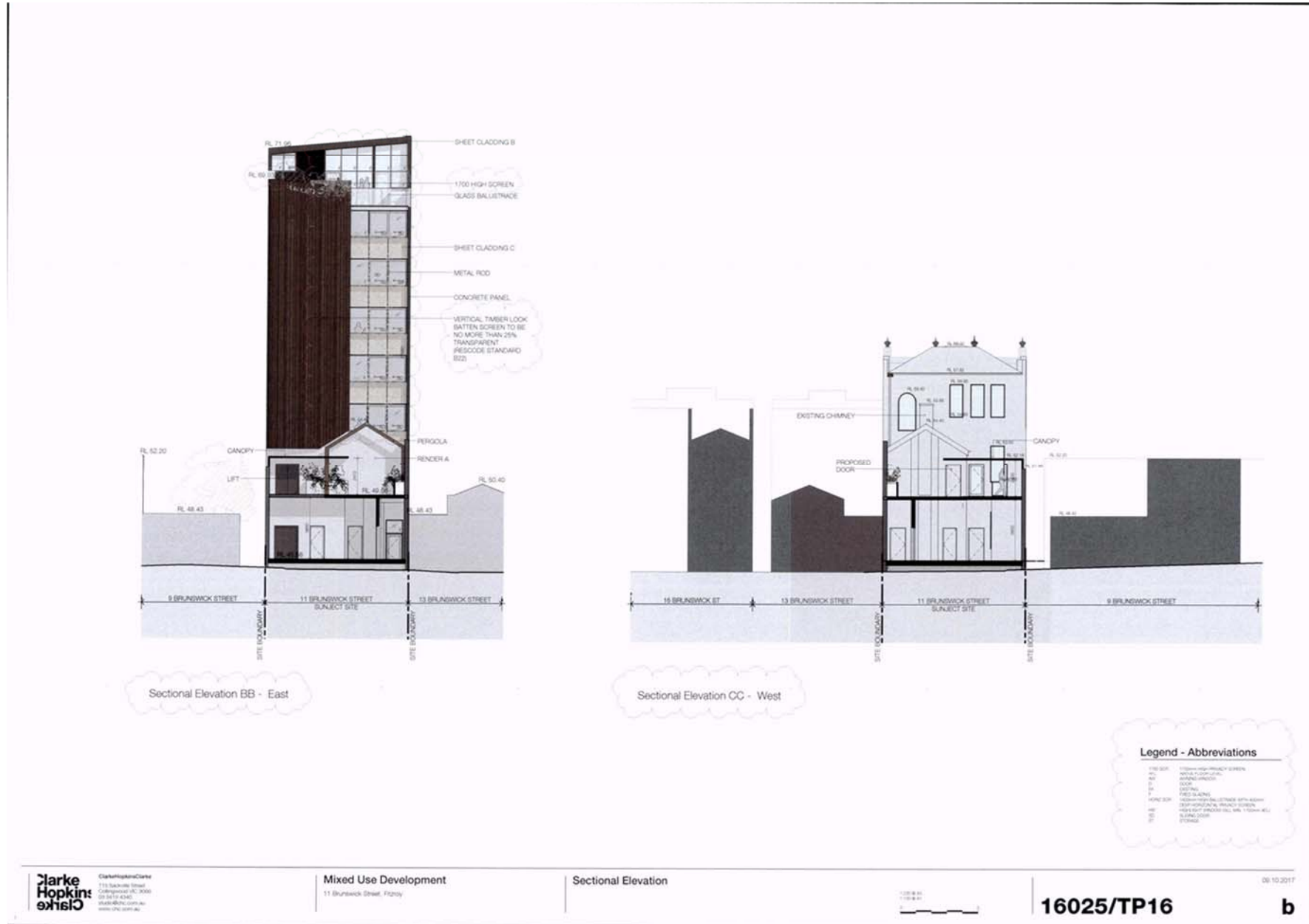
16025/TP14

09/10/2017

b



Attachment 6 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 2





Section A

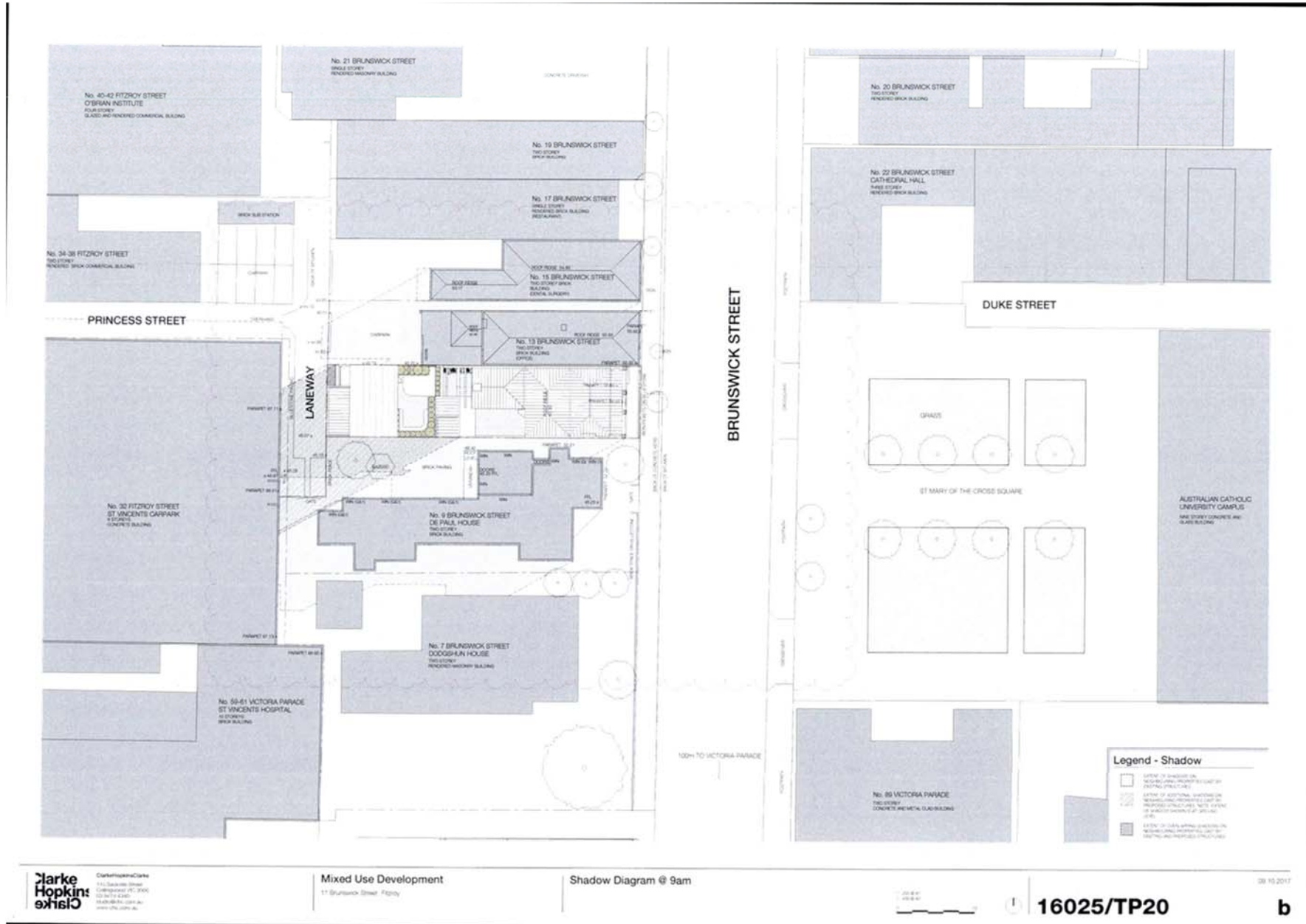


06 13.2017

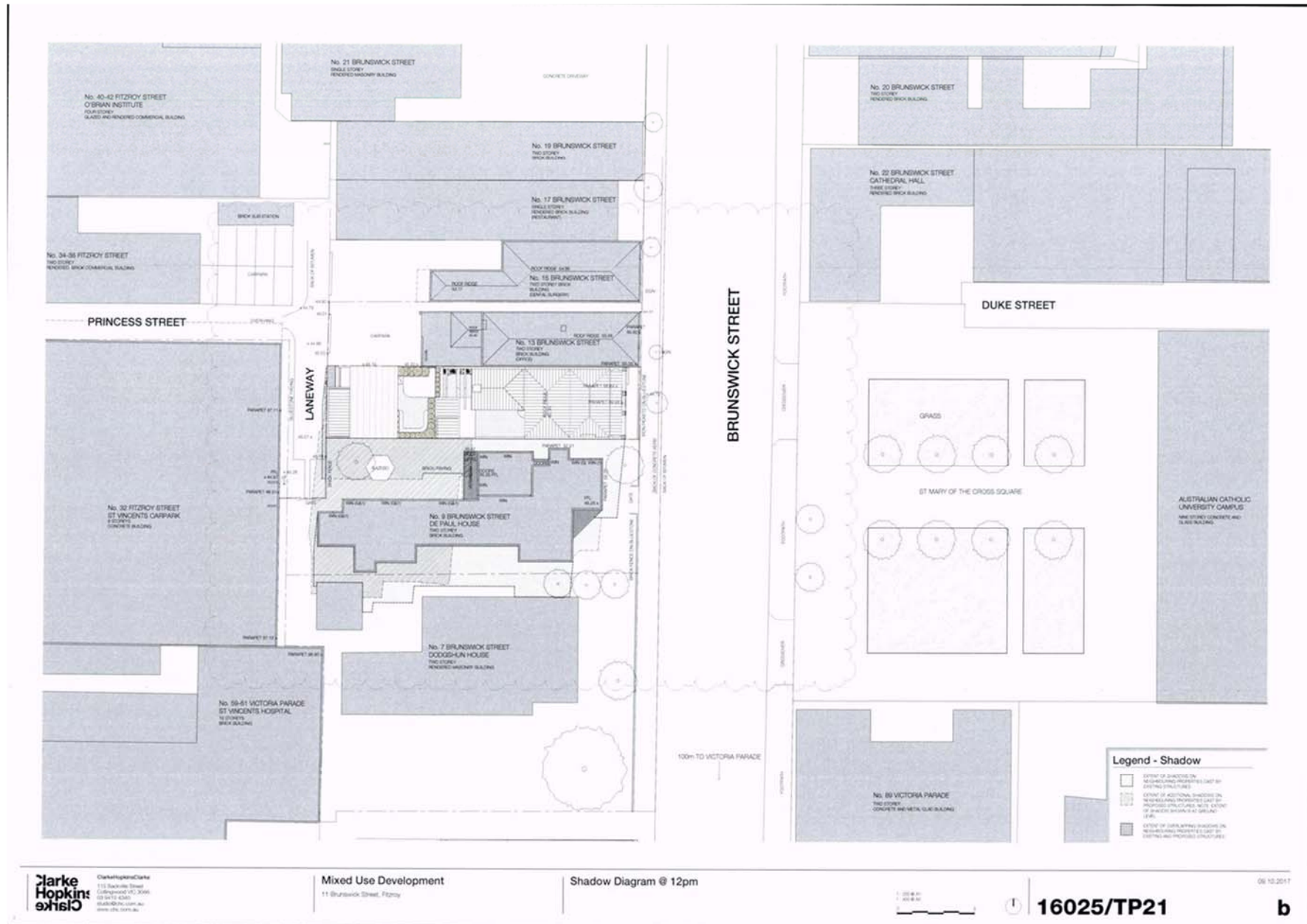
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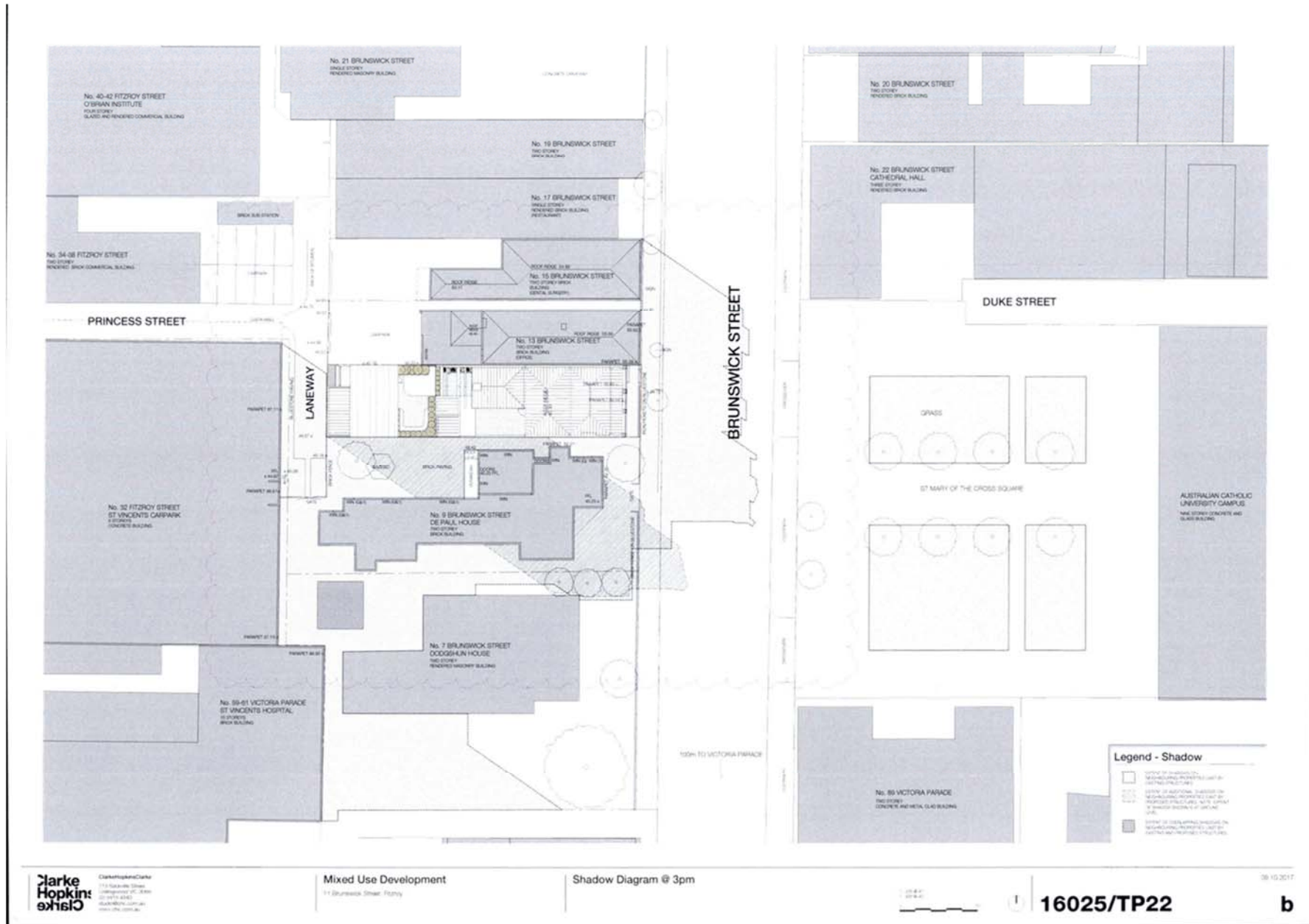
Attachment 7 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 3



Attachment 7 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 3



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Attachment 7 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 3

ClarkeHopkinsClarke
ABN 18 146 947 762

115 Sackville Street
Collingwood Victoria Australia 3000
Telephone (03) 9419 4340
Facsimile (03) 9419 4345
Email studio@chc.com.au
www.chc.com.au

(Note: Refer 16025 TP01-22)

REV D

Development Schedule

11 Brunswick St, Fitzroy

160025

01.08.2017

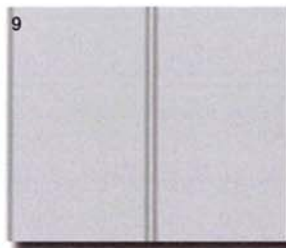
Level	No	Description	Apartment Area	Balcony Area	Storage		Carparks Provided
					Internal	External	
Ground Floor							
		Office	30 m ²				\
		Garage (Multi-stacker)					8
		Ex. Residence	225 m ²	55 m ²			1
Total	1		225 m ²	55 m ²			
Level 1	Apartment 01	2 Bed + Study Apartment	106 m ²	36 m ²	12 m ²	6 m ²	1
Level 2	Apartment 02	2 Bed + Study Apartment	106 m ²	14 m ²	12 m ²	6 m ²	1
Level 3	Apartment 03	2 Bed + Study Apartment	106 m ²	14 m ²	12 m ²	6 m ²	1
Level 4	Apartment 04	2 Bed + Study Apartment	106 m ²	14 m ²	12 m ²	6 m ²	1
Level 5	Apartment 05	2 Bed + Study Apartment	106 m ²	14 m ²	12 m ²	7.5 m ²	1
Level 6	Apartment 06	4 Bed Apartment Loft (Lower)	106 m ²	14 m ²	25 m ²	0 m ²	2
Level 7	Apartment 06	4 Bed Apartment Loft (Upper)	71 m ²	48 m ²	\	\	\
Total	7		707 m ²	154 m ²			8
Summary - (5 Level Development)							
	1	Tenancies	30 m ²				
	7	Residences	932 m ²	209 m ²			
	1	Existing Residence					
	5	2 Bed + Study Apartment					
	1	4 Bed Apartment Loft					

11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT

16025 / 2.01

Attachment 7 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 3

1, 2 & 3



ITEM/ LOCATION

MATERIAL / FINISH

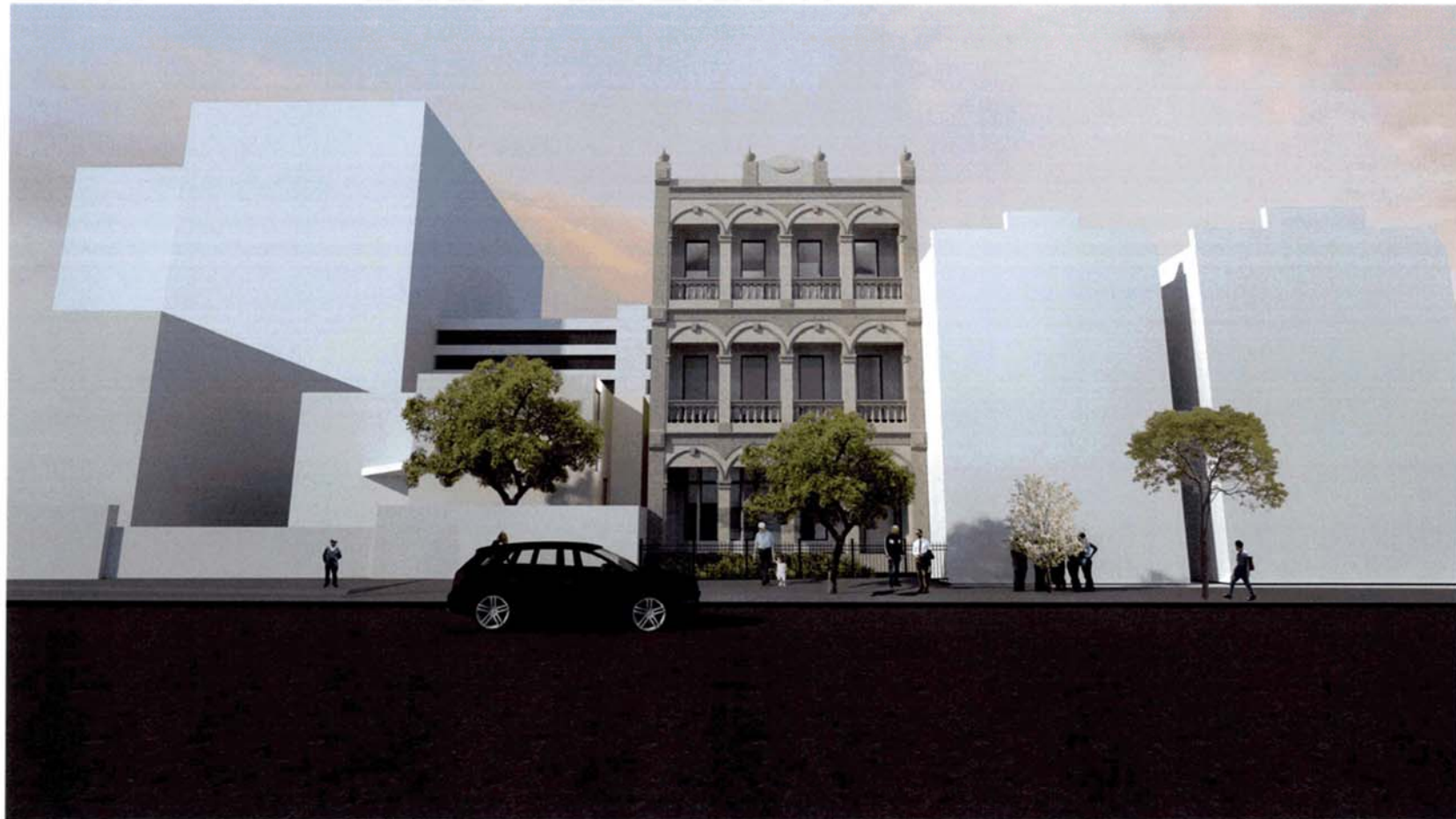
- | | |
|----------------------------------|---|
| 1 - Window and Door Frames | Powdercoat Finish, Colour: Dulux "Domnio" |
| 2 - Metal Canopy | Powdercoat Finish, Colour: Dulux "Domnio" |
| 3 - Metal Clad Pergola Frame | Powdercoat Finish, Colour: Dulux "Domnio" |
| 4 - Vertical Textured Concrete | Concrete Render Colour: Light Grey |
| 5 - Horizontal Textured Concrete | Concrete Render Colour: Light Grey |
| 6 - Sheet Cladding A | "Monument" Colour Finish |
| 7 - Sheet Cladding B | "Basalt" Colour Finish |
| 8 - Vertical Batten Screen | Metal batten screen with timber-look finish |
| 9 - Sheet Cladding C | "White Haven" Colour Finish |
| 10 - Timber-look cladding | Metal cladding with timber-look finish |
| 11 - Render A | Sand Finish, Colour: Dulux "Domnio" |
| 12 - Garage Door | Timber-look metal garage door |
| 13 - Metal Rods | Finish to match sheet cladding C finish |

11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT

16025 / 2.02

Attachment 7 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 3

PERSPECTIVE IMAGE

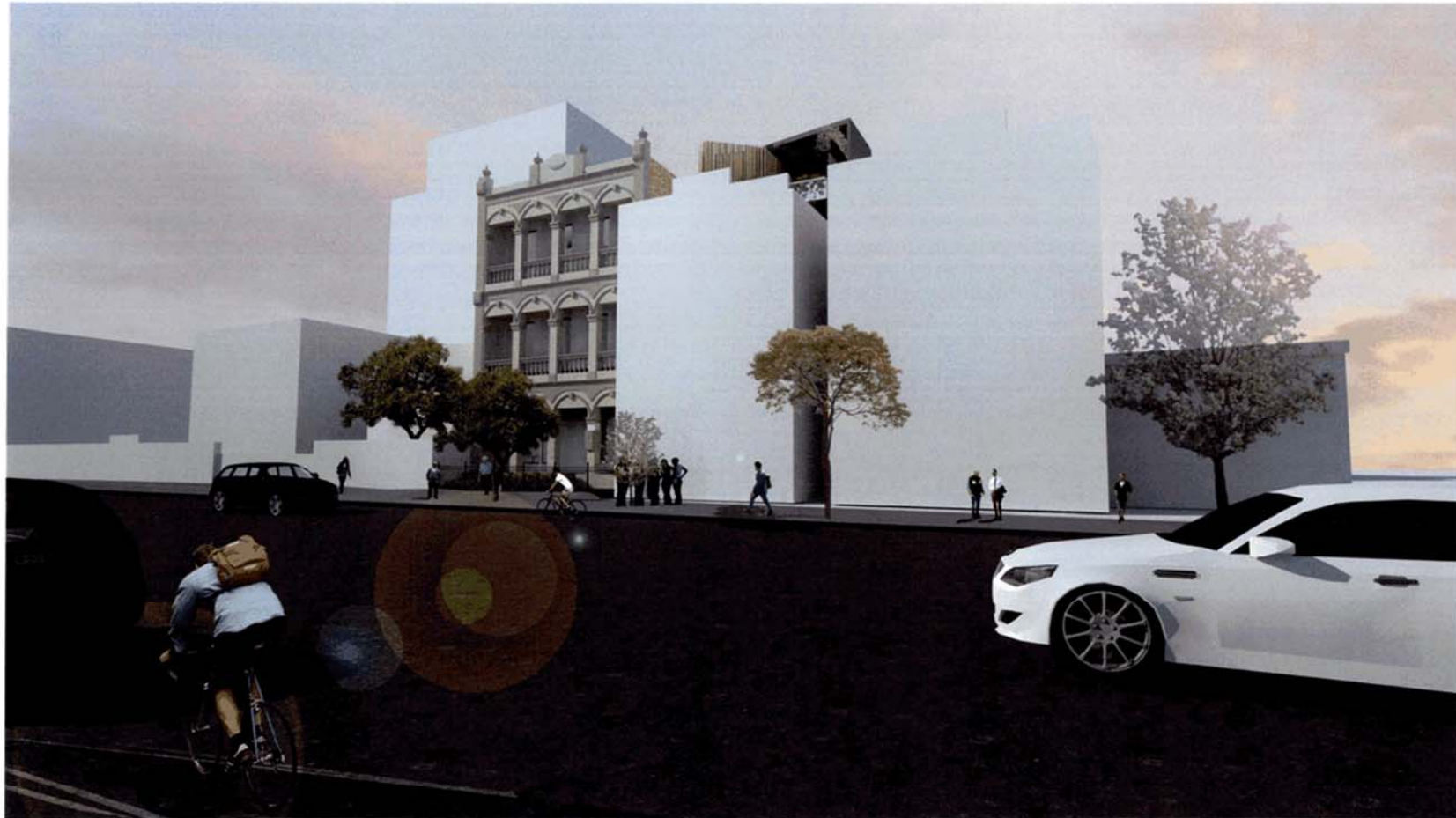


11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT

16025 / IM01

Attachment 7 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 3

PERSPECTIVE IMAGE

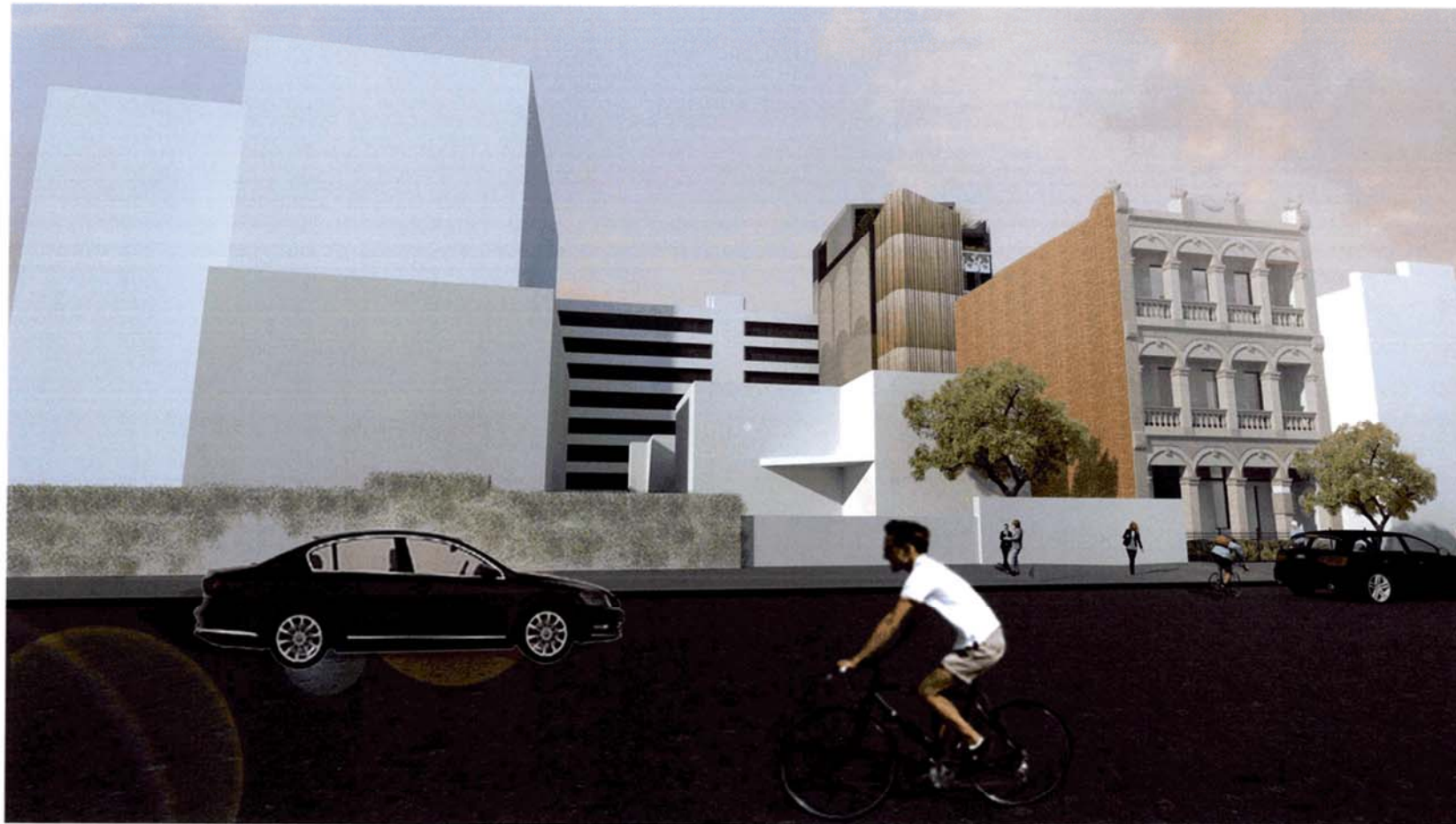


11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT

16025 / IM02

Attachment 7 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 3

PERSPECTIVE IMAGE



11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT

16025 / IM03

Attachment 7 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 3

PERSPECTIVE IMAGE

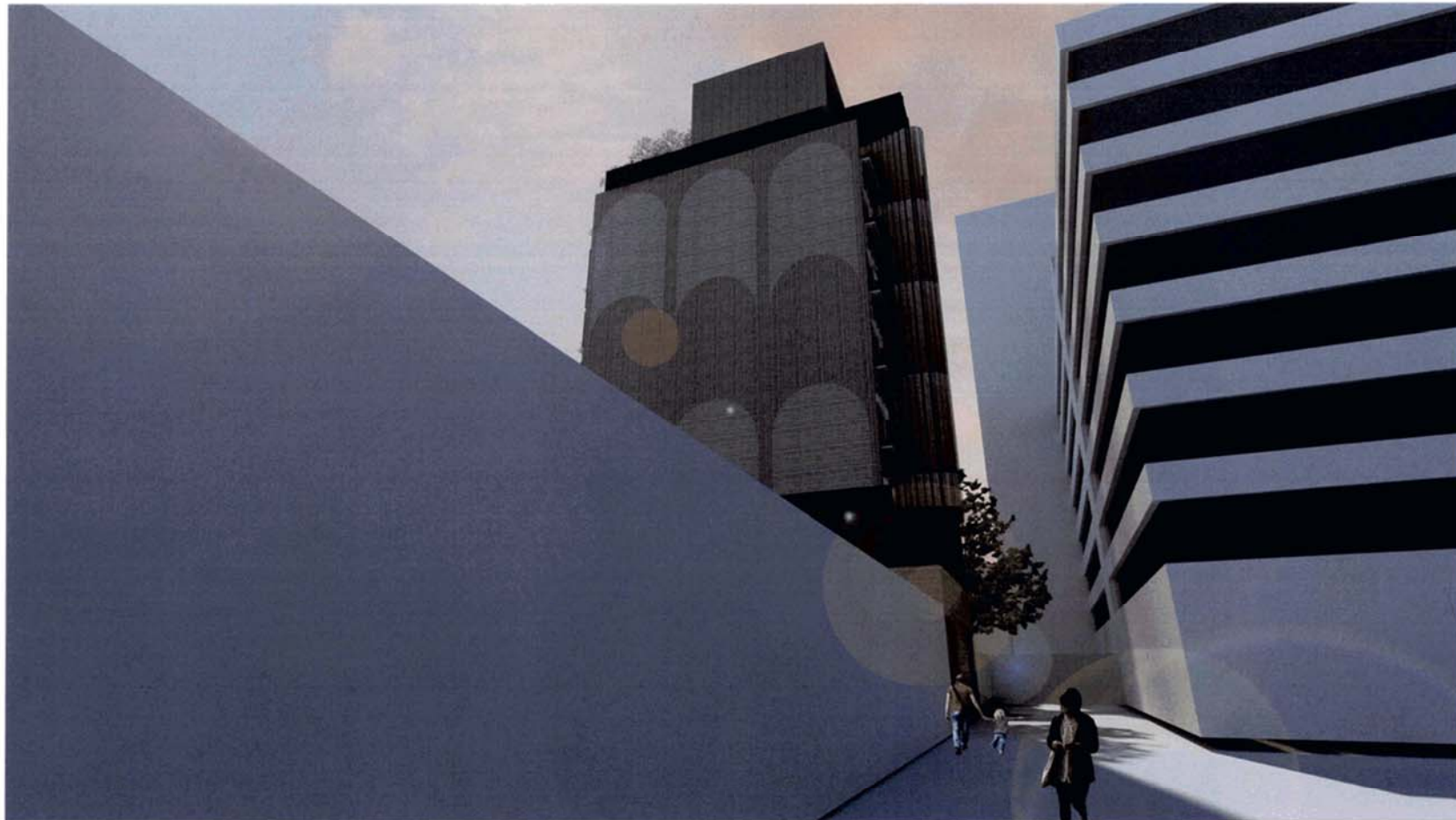


11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT

16025 / IM04

Attachment 7 - PLN17/0694 – 11 Brunswick Street Fitzroy - Advertising S52 - Plans Part 3

PERSPECTIVE IMAGE



11 Brunswick Street, Fitzroy
MIXED USE DEVELOPMENT

16025 / IM05