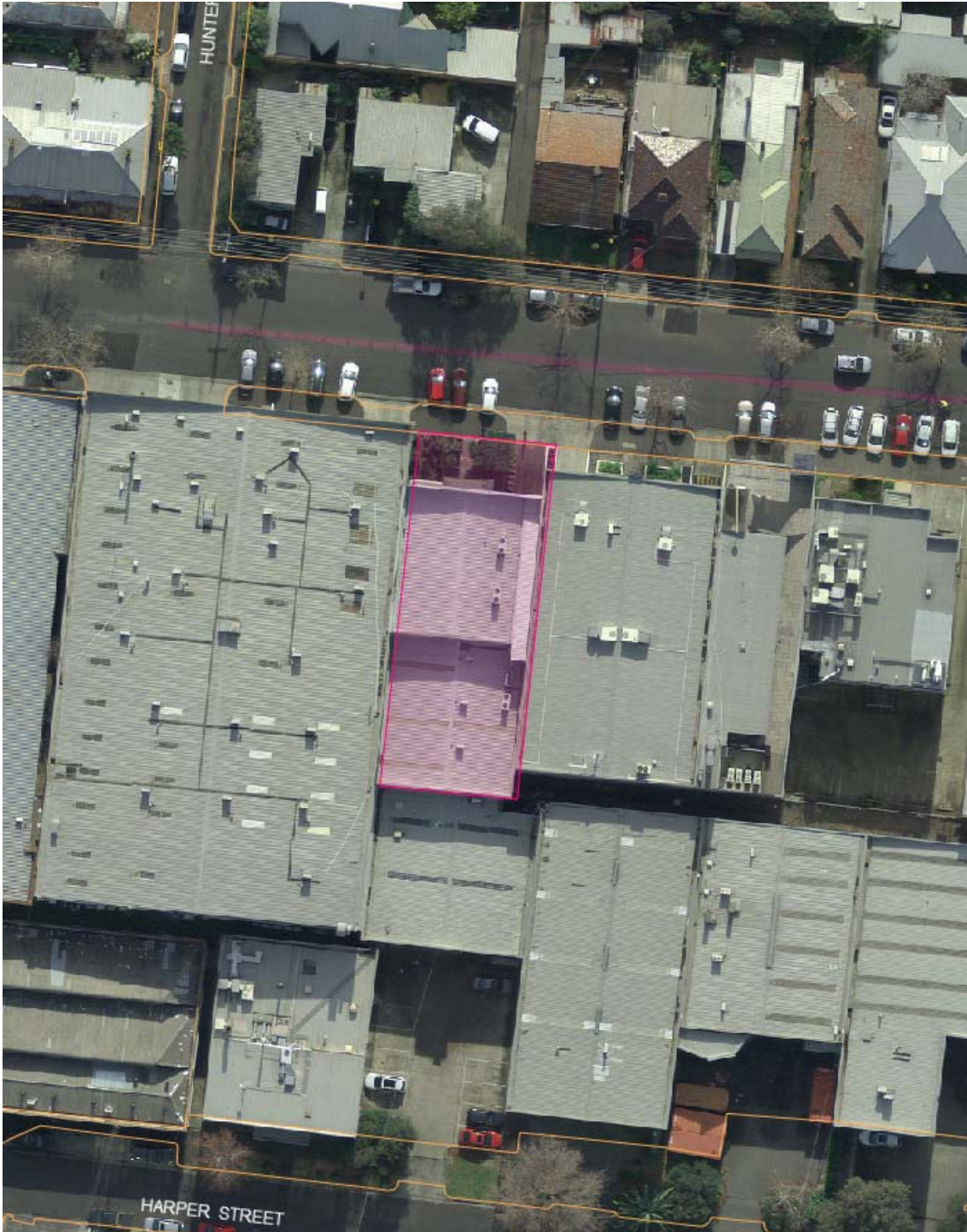


Attachment 1 - PLN17/0959- 1E Marine Parade- Subject Site

1E Marine Parade, Abbotsford



North



Attachment 2 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 1

*perforation*  
*04/15/18*  
RECEIVED  
13 MAY 2018

PROJECT SUMMARY

PROJECT SUMMARY

**SUBJECT SITE**  
1E MARINE PARADE, ABBOTSFORD

**DEVELOPMENT**

**LOCATION**

**PROJECT BRIEF**

GFA SCHEDULE	AREA
Not Placed	
0 m <sup>2</sup>	
BASEMENT 1	537 m <sup>2</sup>
GROUND FLOOR	493 m <sup>2</sup>
LEVEL 01	524 m <sup>2</sup>
LEVEL 02	543 m <sup>2</sup>
LEVEL 03	537 m <sup>2</sup>
LEVEL 04	548 m <sup>2</sup>
LEVEL 05	438 m <sup>2</sup>
LEVEL 06	352 m <sup>2</sup>
ROOF	9 m <sup>2</sup>
3673 m <sup>2</sup>	

TYPE	AREA
LANDSCAPE	
LEVEL 03	47 m <sup>2</sup>
LANDSCAPE	47 m <sup>2</sup>
OFFICE TENANCY	
GROUND FLOOR	241 m <sup>2</sup>
OFFICE TENANCY	
LEVEL 01	
OFFICE TENANCY	220 m <sup>2</sup>
OFFICE TENANCY	238 m <sup>2</sup>
LEVEL 02	
OFFICE TENANCY	207 m <sup>2</sup>
OFFICE TENANCY	255 m <sup>2</sup>
LEVEL 03	
OFFICE TENANCY	210 m <sup>2</sup>
OFFICE TENANCY	155 m <sup>2</sup>
LEVEL 04	
OFFICE TENANCY	188 m <sup>2</sup>
OFFICE TENANCY	187 m <sup>2</sup>
LEVEL 05	
OFFICE TENANCY	182 m <sup>2</sup>
OFFICE TENANCY	191 m <sup>2</sup>
LEVEL 06	
OFFICE TENANCY	227 m <sup>2</sup>
OFFICE TENANCY	245 m <sup>2</sup>
TERRACE	
Not Placed	
TERRACE	Not Placed
LEVEL 03	
TERRACE	60 m <sup>2</sup>
LEVEL 06	
TERRACE	67 m <sup>2</sup>
TERRACE	127 m <sup>2</sup>
NLA	2658 m <sup>2</sup>

VEHICLES AND BICYCLES	
Car spaces	23
Accessible car bay	1
Motorbikes	2
Bicycle racks	50
END OF TRIP FACILITIES	
Showers/change rooms	4
Accessible shower/change room	1
Lockers	58

PROJECT TEAM

**CLIENT:**  
**ARCHITECT:**  
**TOWN PLANNER:**  
**TRAFFIC CONSULTANT:**  
**LANDSCAPE CONSULTANT:**  
**ESD CONSULTANT:**  
**WASTE MANAGEMENT:**

**AU PROJECTS**  
**CHT ARCHITECTS**  
**Pro Urban**  
**Ratio**  
**GIW Environmental Solutions**  
**Ratio**

CHT ARCHITECTS 1E MARINE PARADE, ABBOTSFORD

M:\A17-1207-2159-12-20-18-04.dwg



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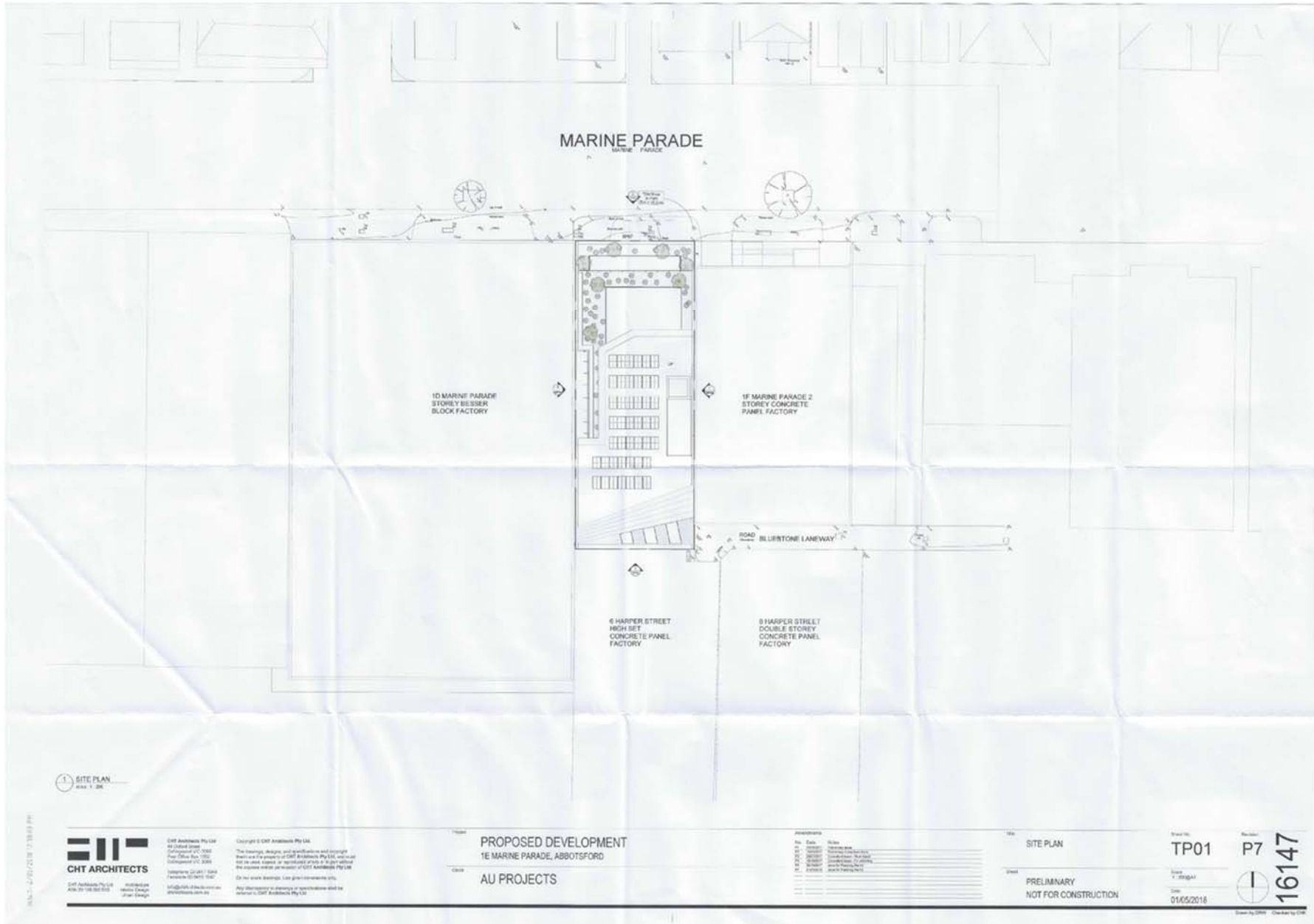
Proposed Development  
1E MARINE PARADE, ABBOTSFORD  
AU PROJECTS

Rev	Date	Issue
01	01/05/2018	Initial Design
02	01/05/2018	Revised Design
03	01/05/2018	Final Design
04	01/05/2018	Final Design
05	01/05/2018	Final Design
06	01/05/2018	Final Design
07	01/05/2018	Final Design
08	01/05/2018	Final Design
09	01/05/2018	Final Design
10	01/05/2018	Final Design
11	01/05/2018	Final Design
12	01/05/2018	Final Design
13	01/05/2018	Final Design
14	01/05/2018	Final Design
15	01/05/2018	Final Design
16	01/05/2018	Final Design
17	01/05/2018	Final Design
18	01/05/2018	Final Design
19	01/05/2018	Final Design
20	01/05/2018	Final Design

Project Summary  
TP00 P7  
Preliminary  
NOT FOR CONSTRUCTION  
Date: 01/05/2018

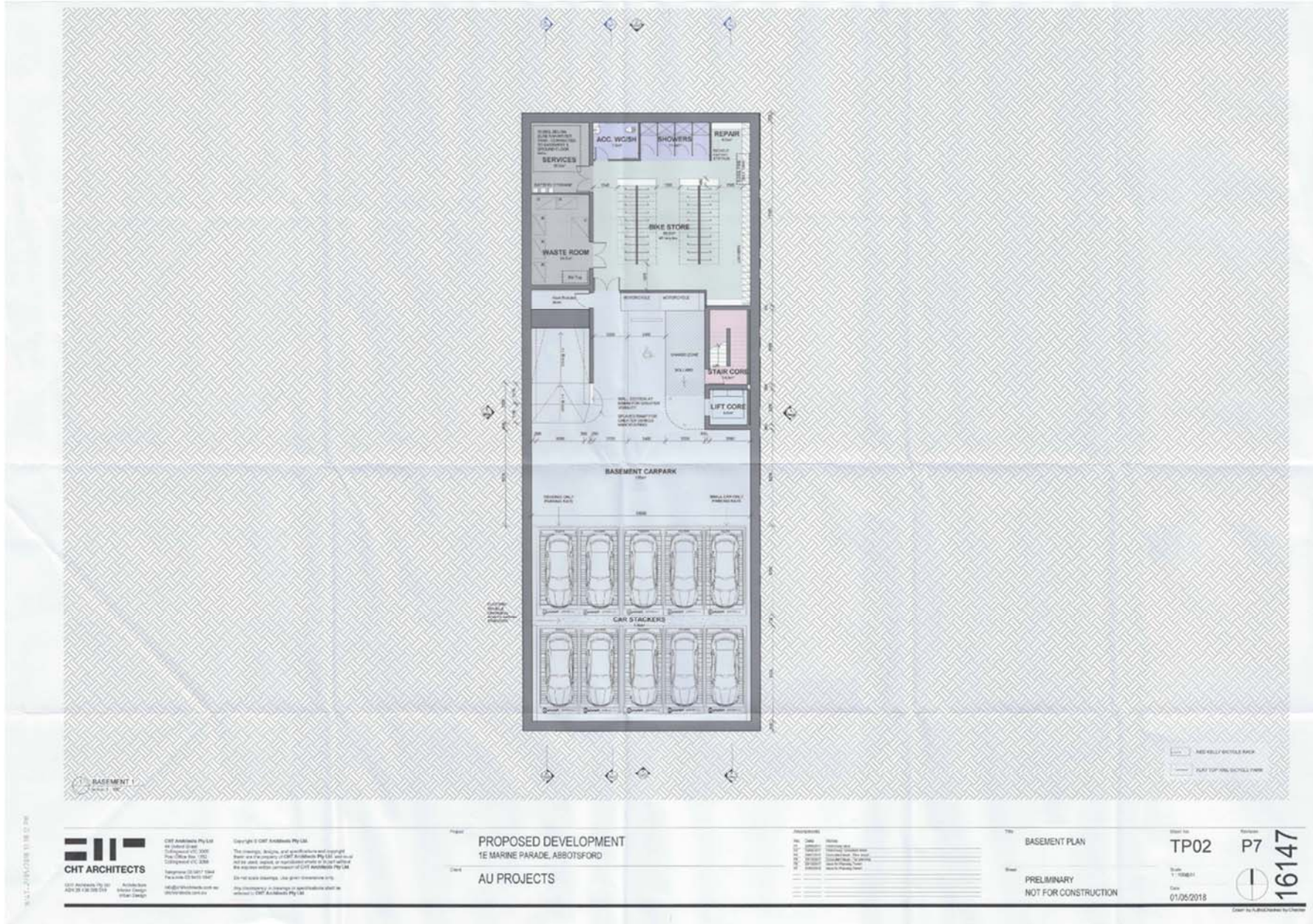
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Attachment 2 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 1





Attachment 2 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 1







Attachment 2 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 1

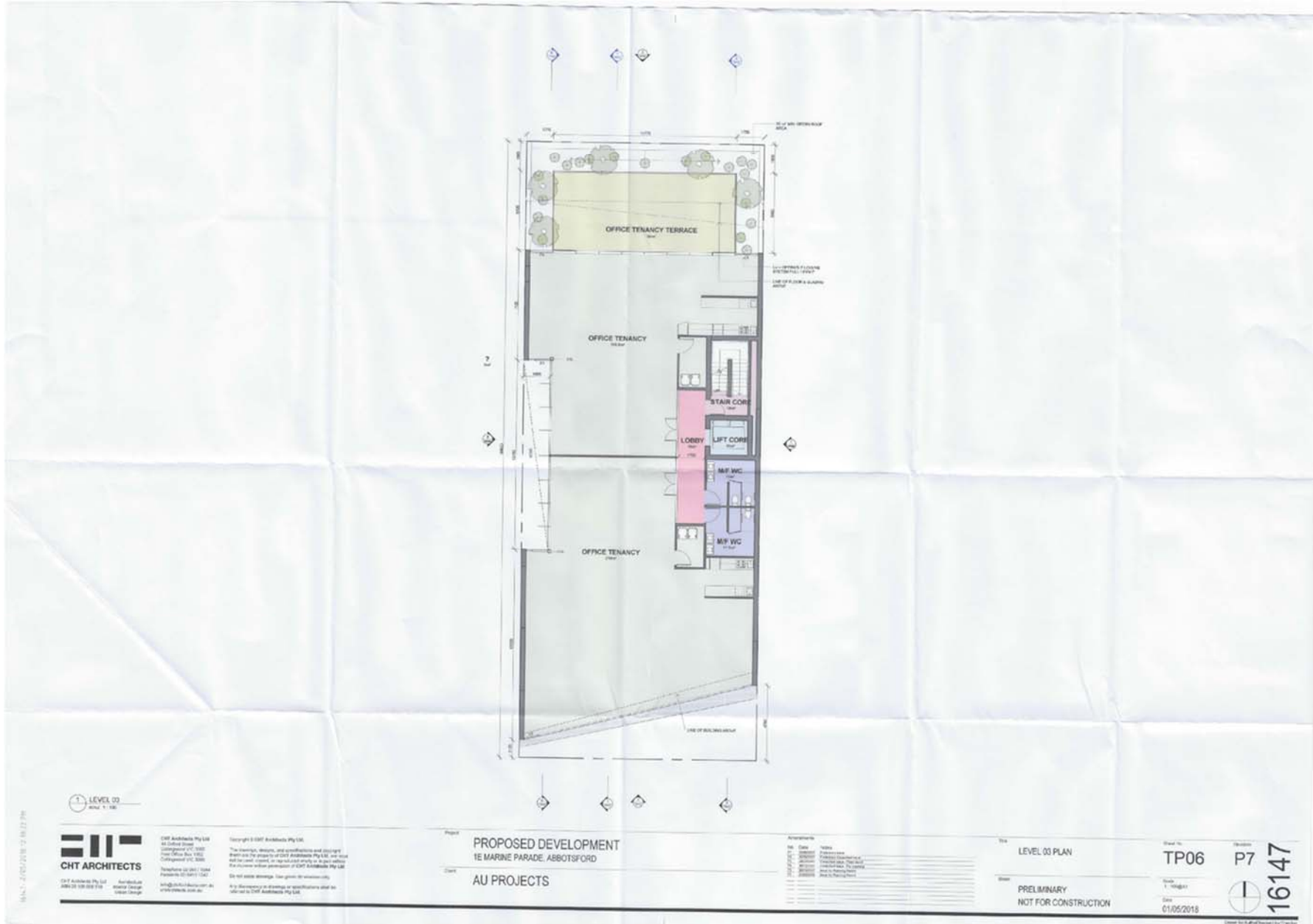




Attachment 2 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 1

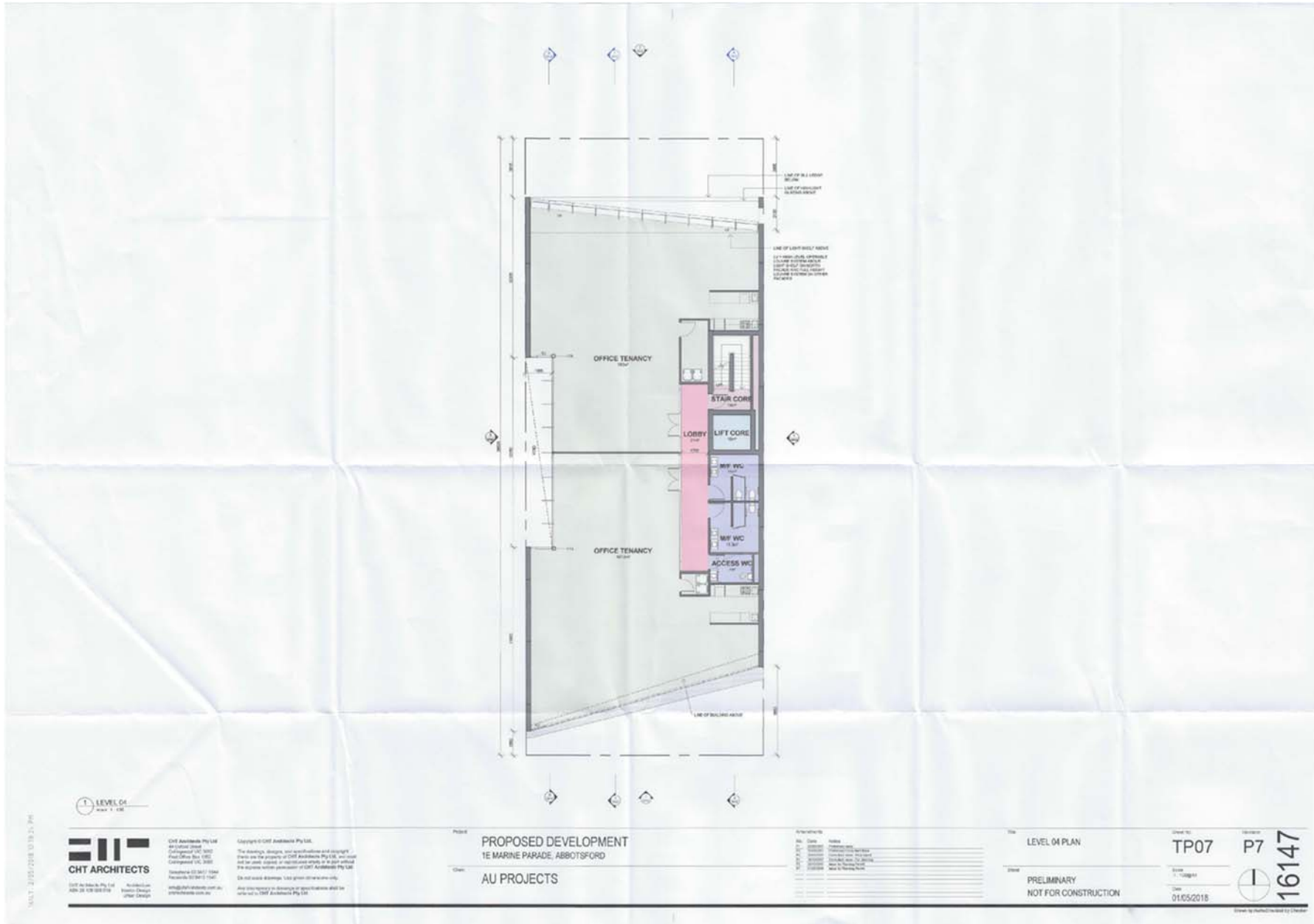


Attachment 2 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 1

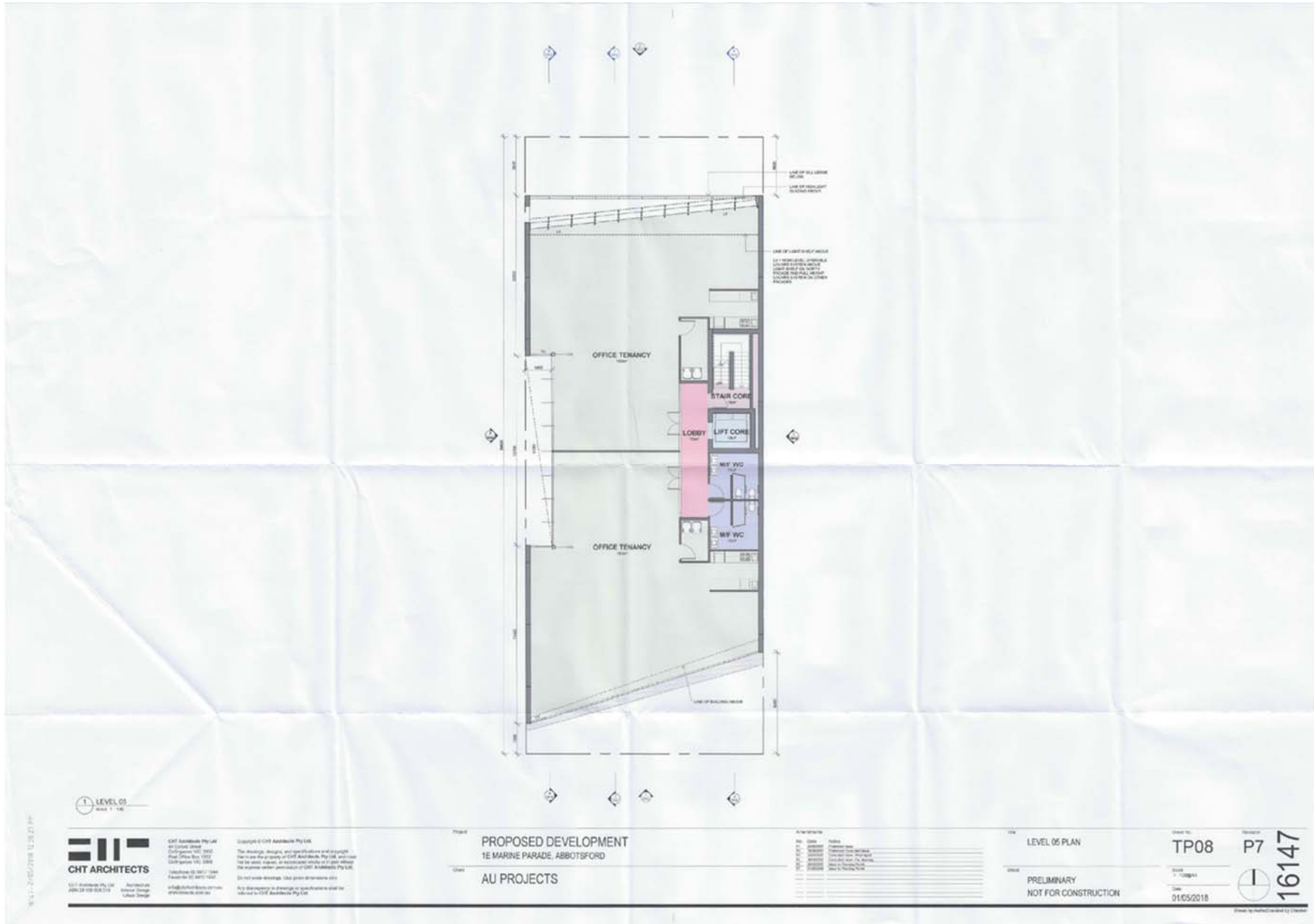




Attachment 2 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 1

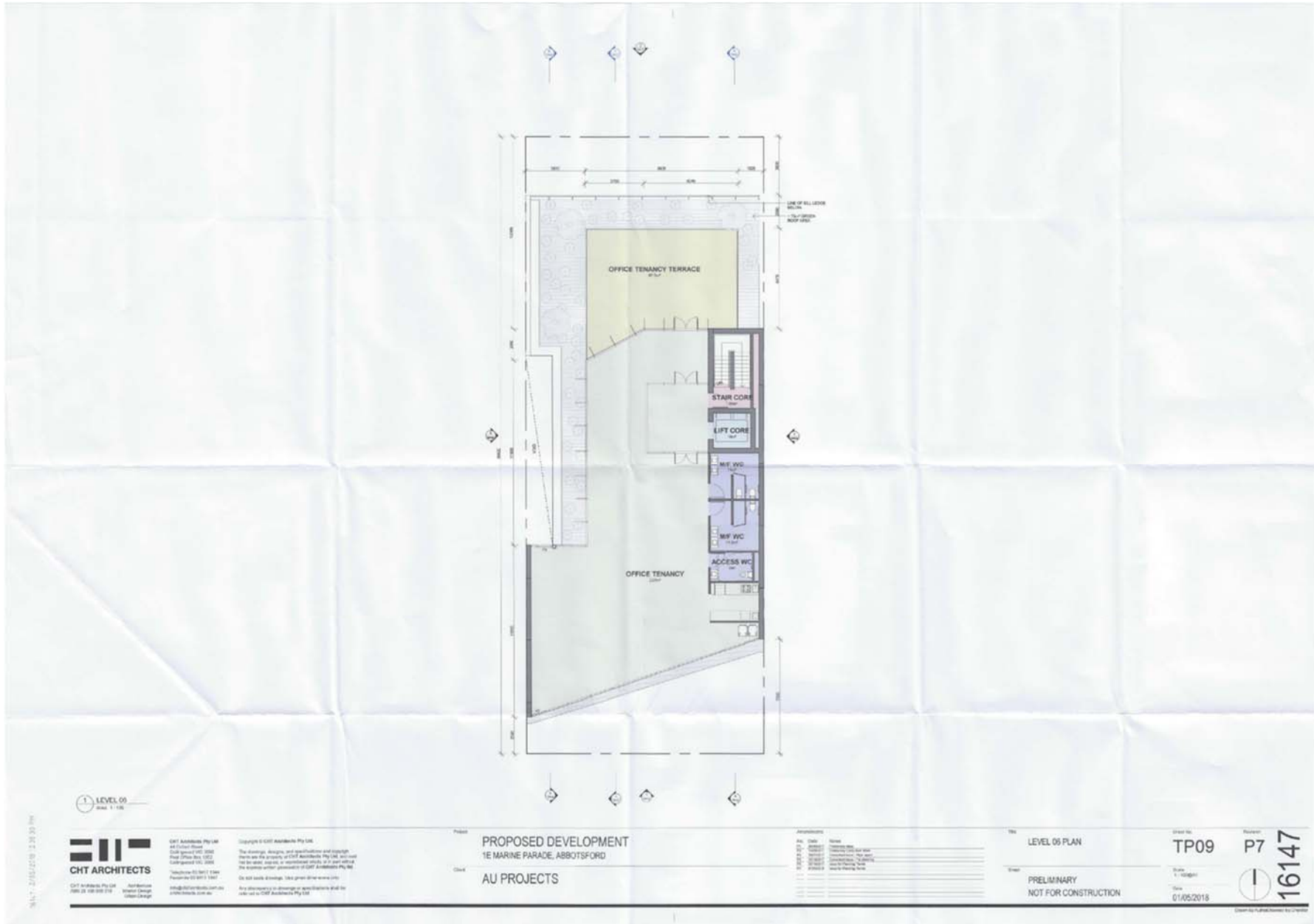


Attachment 2 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 1





Attachment 2 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 1



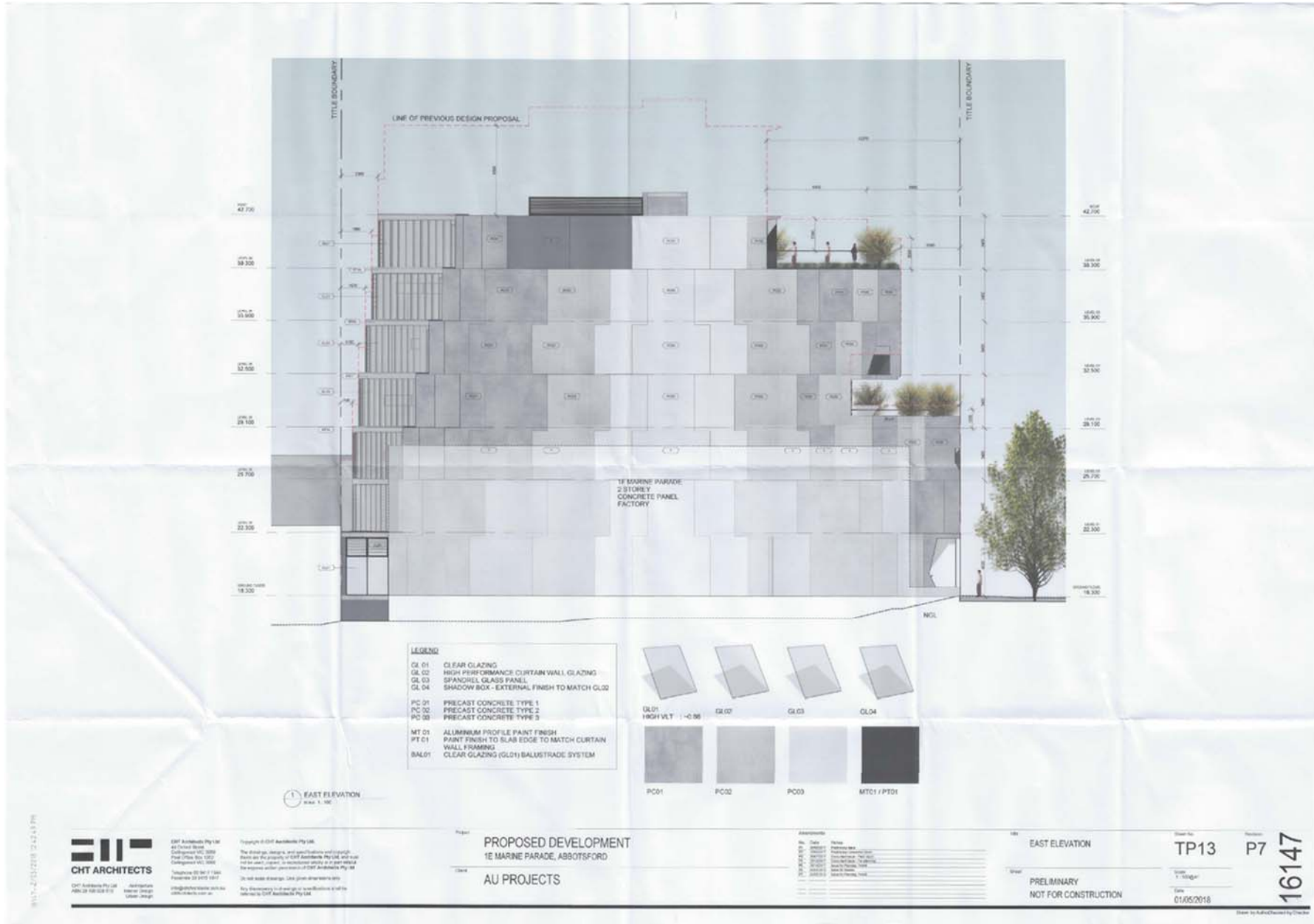


Attachment 2 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 1





Attachment 3 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 2



Attachment 3 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 2







Attachment 3 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 2



Attachment 3 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 2

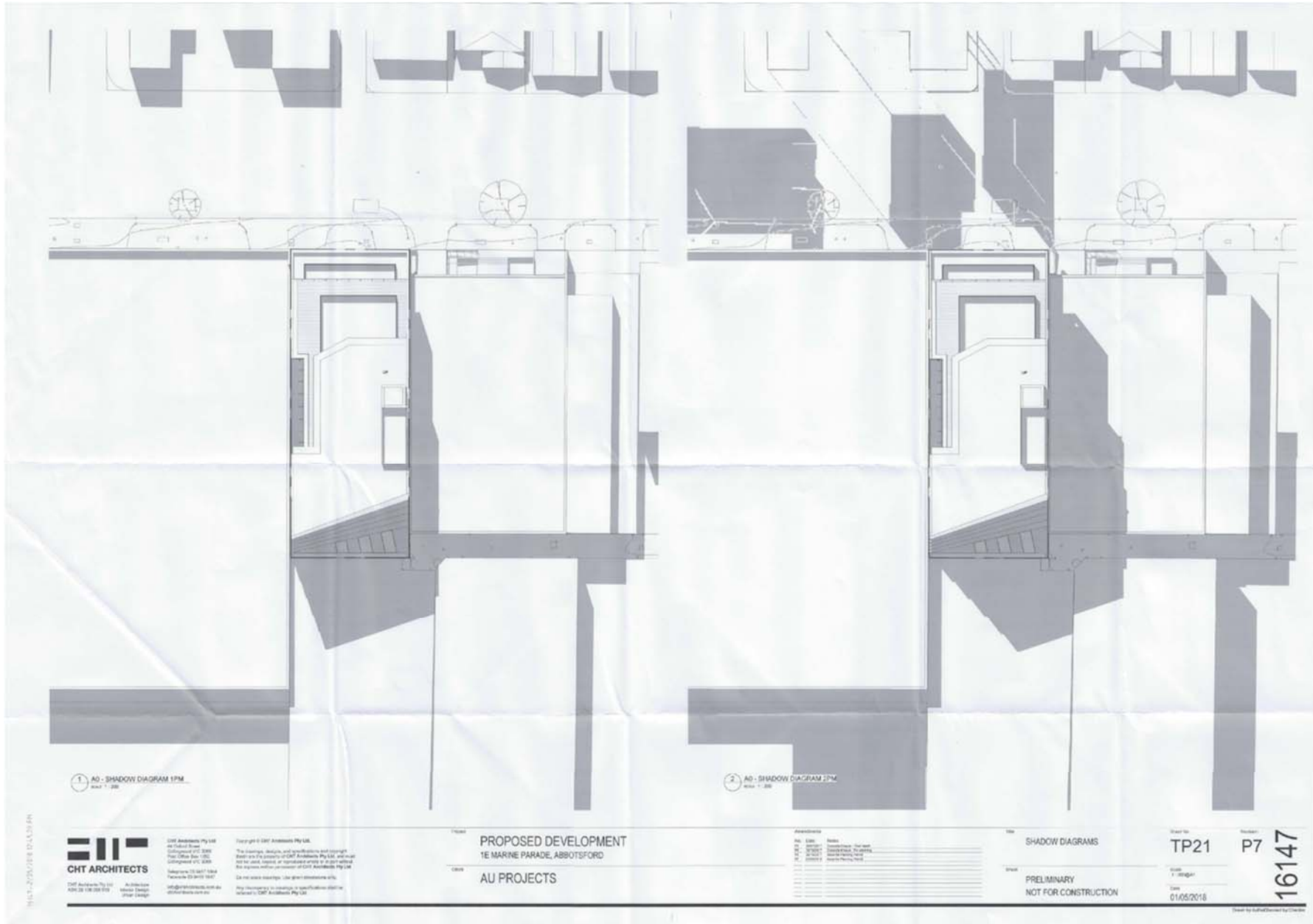








Attachment 3 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 2



1. A0 - SHADOW DIAGRAM 1PM  
Scale: 1:200

2. A0 - SHADOW DIAGRAM 2PM  
Scale: 1:200

16147-20180510-01-A3-DRAWN



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**PROPOSED DEVELOPMENT**  
1E MARINE PARADE, ABBOTSFORD  
**AU PROJECTS**

Rev.	Date	By	Description
1.0	01/05/2018	TP21	Issue for construction
2.0	01/05/2018	P7	Issue for construction

**SHADOW DIAGRAMS**  
PRELIMINARY  
NOT FOR CONSTRUCTION

Sheet No: **TP21**  
Scale: 1:200  
Date: 01/05/2018

Sheet No: **P7**  
Scale: 1:200  
Date: 01/05/2018

**16147**





Attachment 3 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 2



PERSPECTIVE LOOKING SOUTH WEST ALONG MARINE PARADE



PERSPECTIVE LOOKING SOUTH EAST ALONG MARINE PARADE



**CHT ARCHITECTS**  
 151/153, 155/157, 159/161, 163/165, 167/169, 171/173, 175/177, 179/181, 183/185, 187/189, 191/193, 195/197, 199/201, 203/205, 207/209, 211/213, 215/217, 219/221, 223/225, 227/229, 231/233, 235/237, 239/241, 243/245, 247/249, 251/253, 255/257, 259/261, 263/265, 267/269, 271/273, 275/277, 279/281, 283/285, 287/289, 291/293, 295/297, 299/301, 303/305, 307/309, 311/313, 315/317, 319/321, 323/325, 327/329, 331/333, 335/337, 339/341, 343/345, 347/349, 351/353, 355/357, 359/361, 363/365, 367/369, 371/373, 375/377, 379/381, 383/385, 387/389, 391/393, 395/397, 399/401, 403/405, 407/409, 411/413, 415/417, 419/421, 423/425, 427/429, 431/433, 435/437, 439/441, 443/445, 447/449, 451/453, 455/457, 459/461, 463/465, 467/469, 471/473, 475/477, 479/481, 483/485, 487/489, 491/493, 495/497, 499/501, 503/505, 507/509, 511/513, 515/517, 519/521, 523/525, 527/529, 531/533, 535/537, 539/541, 543/545, 547/549, 551/553, 555/557, 559/561, 563/565, 567/569, 571/573, 575/577, 579/581, 583/585, 587/589, 591/593, 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Attachment 3 - PLN17/0959 - 1E Marine Parade - Decision Plans - Part 2



PERSPECTIVE ELEVATION LOOKING SOUTH FROM THE OPPOSITE SIDE OF THE ROAD ON MARINE PARADE



PERSPECTIVE LOOKING WEST FROM THE CORNER OF NICHOLSON ST AND MARINE PARADE

SCALE: 2:05/2018 12:45:27 PM



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PROJECT: PROPOSED DEVELOPMENT  
1E MARINE PARADE, ABBOTSFORD  
CLIENT: AU PROJECTS

Rev	Date	Author	Checked
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

Sheet No: TP31 Revision: P7  
Scale: 1:500  
Date: 01/05/2018  
Status: PRELIMINARY  
NOT FOR CONSTRUCTION

16147

Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1

PROJECT SUMMARY

PROJECT SUMMARY

**SUBJECT SITE**  
1E MARINE PARADE, ABBOTSFORD

**DEVELOPMENT**

**LOCATION**

**PROJECT BRIEF**

PROJECT TEAM

**CLIENT:** AU PROJECTS  
**ARCHITECT:** CHT ARCHITECTS  
**TOWN PLANNER:** Pro Urban  
**TRAFFIC CONSULTANT:** Ratio  
**LANDSCAPE CONSULTANT:**  
**ESD CONSULTANT:** GIW Environmental Solutions  
**WASTE MANAGEMENT:** Ratio

CHT ARCHITECTS: 1E MARINE PARADE, ABBOTSFORD

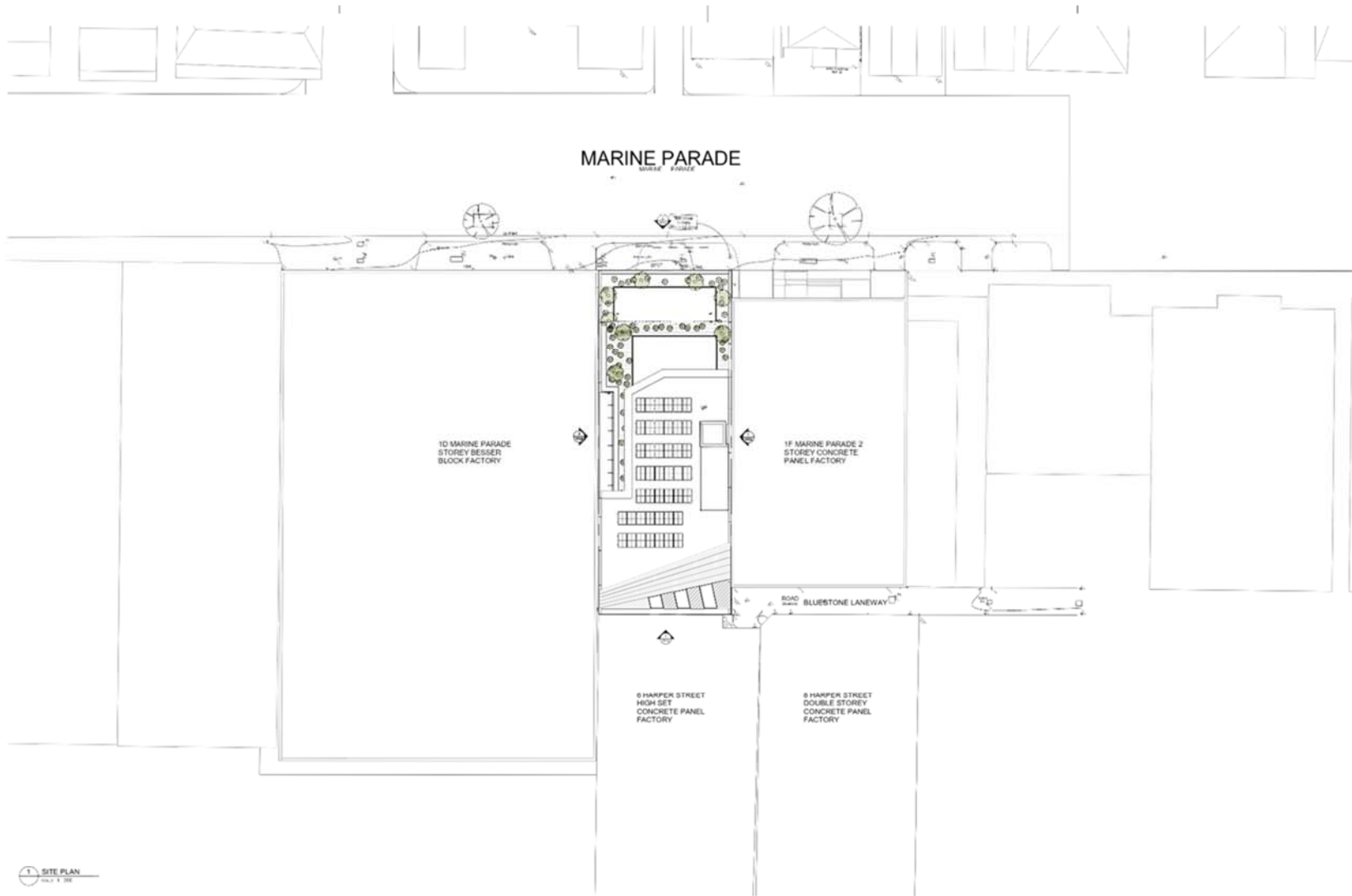
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BASEMENT 1
537 m <sup>2</sup>
GROUND FLOOR
480 m <sup>2</sup>
LEVEL 01
524 m <sup>2</sup>
LEVEL 02
540 m <sup>2</sup>
LEVEL 03
537 m <sup>2</sup>
LEVEL 04
417 m <sup>2</sup>
LEVEL 05
411 m <sup>2</sup>
LEVEL 06
536 m <sup>2</sup>
ROOF
0 m <sup>2</sup>
3800 m <sup>2</sup>

NLA SCHEDULE	
TYPE	AREA
LANDSCAPE	
LEVEL 03	
LANDSCAPE	47 m <sup>2</sup>
	47 m <sup>2</sup>
OFFICE TENANCY	
GROUND FLOOR	
OFFICE TENANCY	241 m <sup>2</sup>
LEVEL 01	
OFFICE TENANCY	220 m <sup>2</sup>
OFFICE TENANCY	238 m <sup>2</sup>
LEVEL 02	
OFFICE TENANCY	207 m <sup>2</sup>
OFFICE TENANCY	250 m <sup>2</sup>
LEVEL 03	
OFFICE TENANCY	210 m <sup>2</sup>
OFFICE TENANCY	155 m <sup>2</sup>
LEVEL 04	
OFFICE TENANCY	188 m <sup>2</sup>
OFFICE TENANCY	152 m <sup>2</sup>
LEVEL 05	
OFFICE TENANCY	155 m <sup>2</sup>
OFFICE TENANCY	191 m <sup>2</sup>
LEVEL 06	
OFFICE TENANCY	227 m <sup>2</sup>
	2438 m <sup>2</sup>
TERRACE	
LEVEL 03	
TERRACE	60 m <sup>2</sup>
LEVEL 06	
TERRACE	31 m <sup>2</sup>
	111 m <sup>2</sup>
NLA	2596 m <sup>2</sup>

VEHICLES AND BICYCLES:	
Car spaces	23
Accessible car bay	1
Motorbikes	2
Bicycle racks	50
END OF TRIP FACILITIES:	
Shower/change rooms	4
Accessible shower/change room	1
Lockers	58

 <p>CHT ARCHITECTS 288-32 4th Floor 17th Street</p>	<p>CHT Architects Pty Ltd ABN 62 624 111 111 17th Street, Abbotsford VIC 3067</p>	<p>1/17th Street, Abbotsford VIC 3067</p>	<p>PROPOSED DEVELOPMENT 1E MARINE PARADE, ABBOTSFORD</p>	<p>AU PROJECTS</p>	<p>PROJECT SUMMARY TP00 P9</p>	<p>11/09/2018</p>	<p>16147</p>

Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1



1 SITE PLAN  
SCALE 1:200



CHT ARCHITECTS  
480-05 100 100 100  
480-05 100 100 100

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480-05 100 100 100  
480-05 100 100 100  
480-05 100 100 100

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Project: PROPOSED DEVELOPMENT  
1E MARINE PARADE, ABBOTSFORD  
Client: AU PROJECTS

Rev	Date	Notes
01	11/09/2018	Issue for approval
02	11/09/2018	Revised site plan
03	11/09/2018	Final site plan
04	11/09/2018	Final site plan
05	11/09/2018	Final site plan
06	11/09/2018	Final site plan
07	11/09/2018	Final site plan
08	11/09/2018	Final site plan
09	11/09/2018	Final site plan
10	11/09/2018	Final site plan

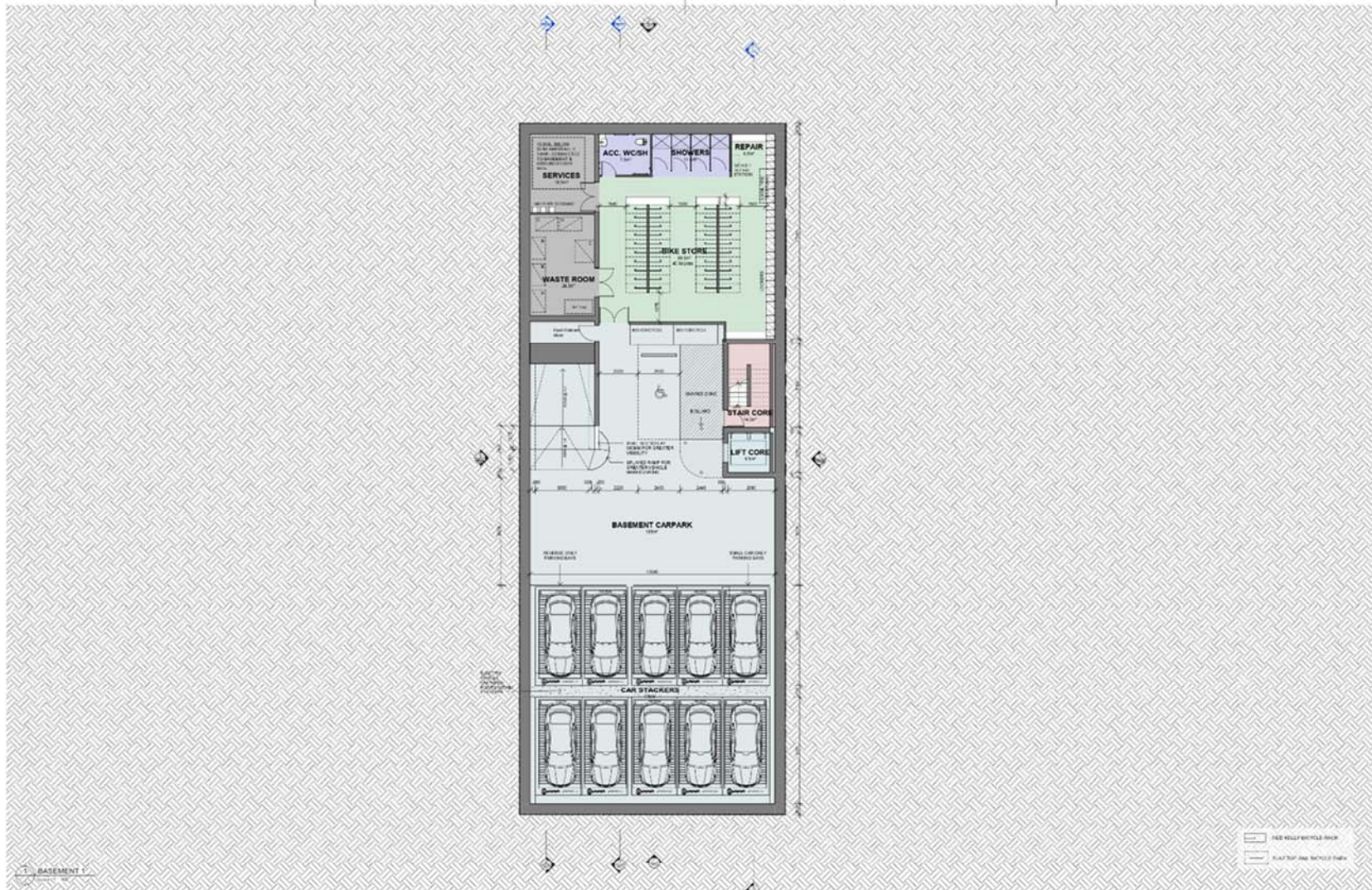
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Status: PRELIMINARY  
NOT FOR CONSTRUCTION

Project: TP01  
Date: 11/09/2018

Phase: P9  
Scale: 1:200  
16147



Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1



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Project: **PROPOSED DEVELOPMENT**  
**1E MARINE PARADE, ABBOTSFORD**  
 Client: **AU PROJECTS**

Rev	Date	Notes
1	11/09/2018	Issue for TP02
2	11/09/2018	Revised for TP02
3	11/09/2018	Final for TP02
4	11/09/2018	Final for TP02
5	11/09/2018	Final for TP02
6	11/09/2018	Final for TP02
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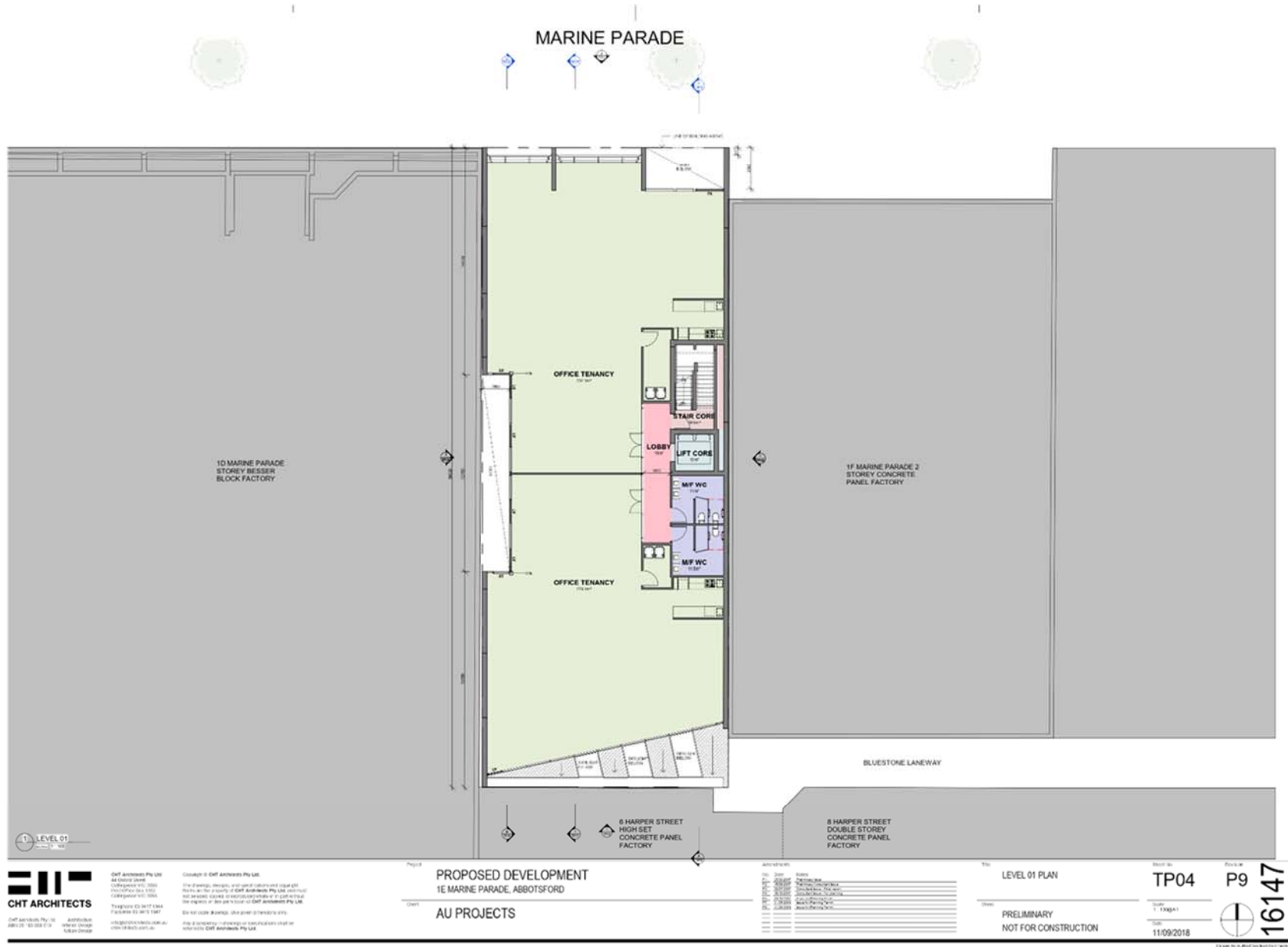
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**NOT FOR CONSTRUCTION**

Project: **TP02** P9  
 Date: **11/09/2018**  
  
**16147**

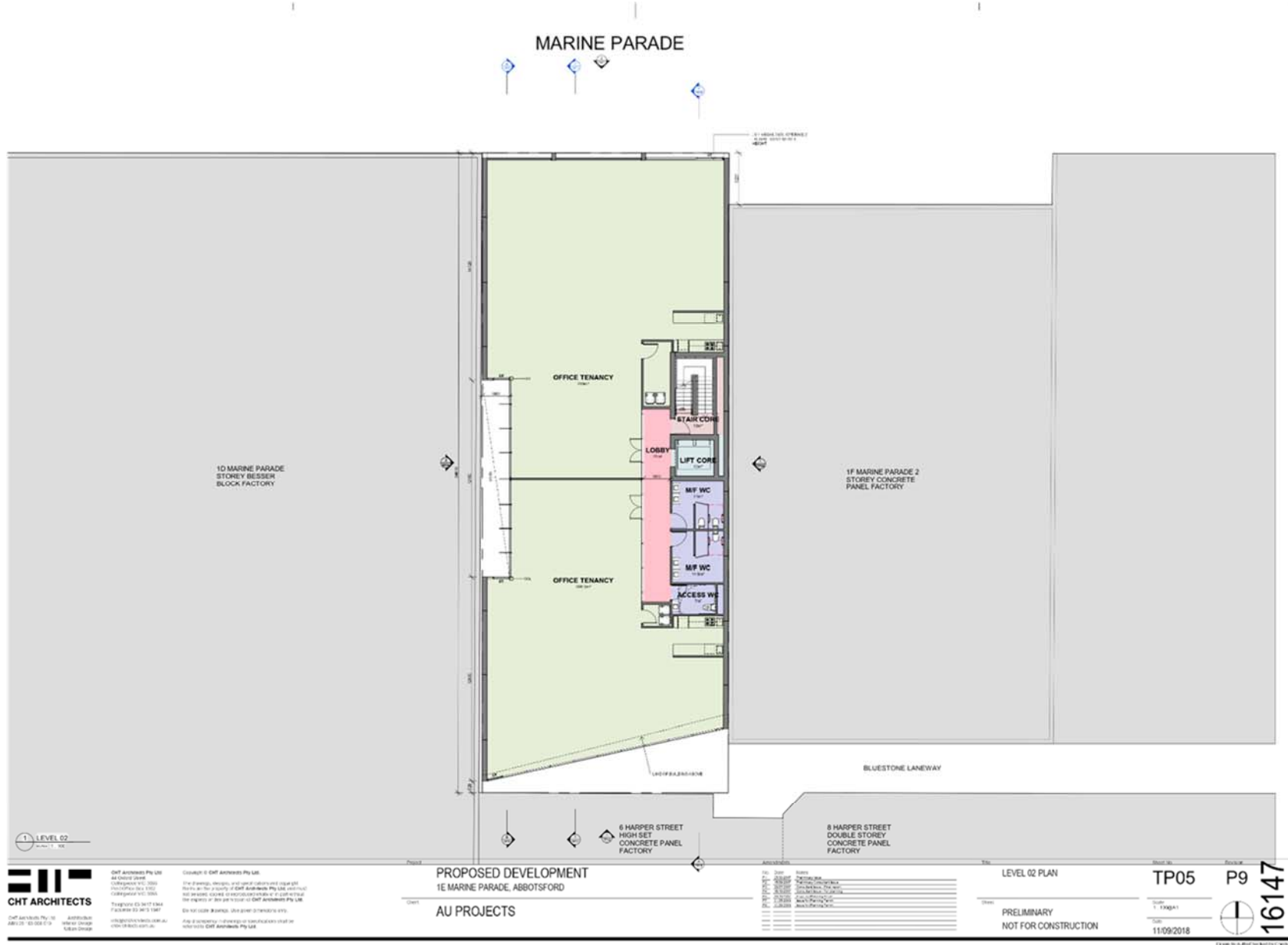
Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1



Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1

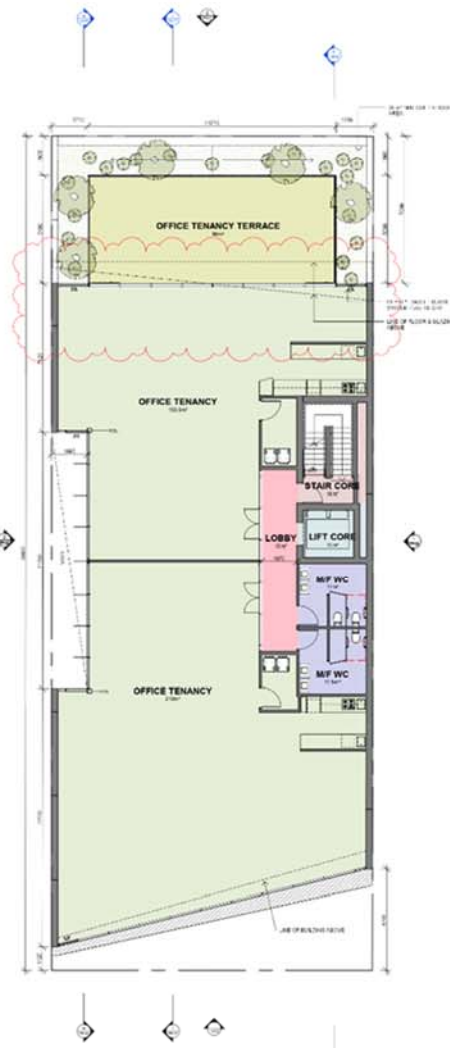


Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1





Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1



**LEVEL 03**  
SCALE 1:100

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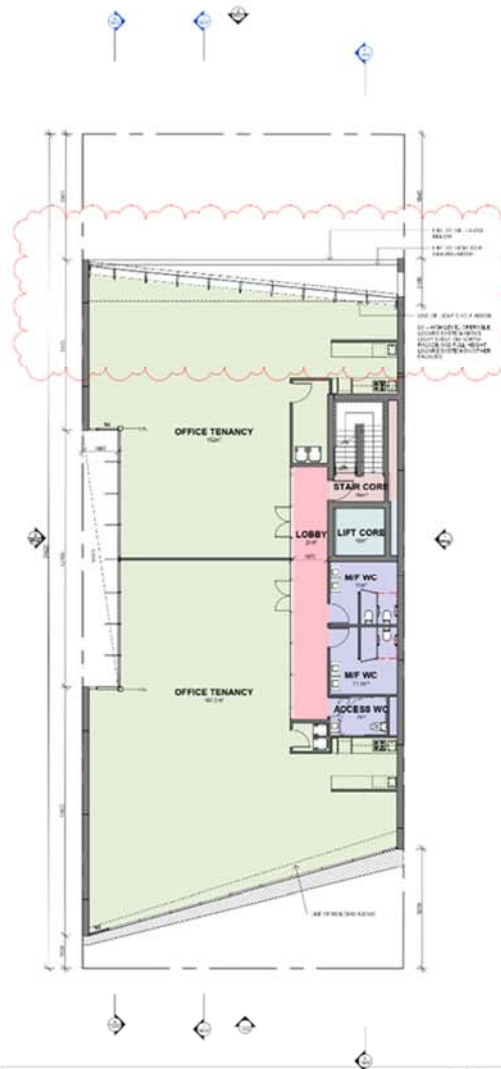
**PROPOSED DEVELOPMENT**  
1E MARINE PARADE, ABBOTSFORD  
**AU PROJECTS**

**LEVEL 03 PLAN**  
PRELIMINARY  
NOT FOR CONSTRUCTION

**TP06**  
P9  
11/09/2018

**16147**

Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1



1 LEVEL 04  
Scale: 1:100



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Project: PROPOSED DEVELOPMENT  
1E MARINE PARADE, ABBOTSFORD  
Client: AU PROJECTS

Rev	Date	Notes
01	11/09/2018	Issue for approval
02	11/09/2018	Revised plan
03	11/09/2018	Final plan
04	11/09/2018	Final plan
05	11/09/2018	Final plan
06	11/09/2018	Final plan
07	11/09/2018	Final plan
08	11/09/2018	Final plan
09	11/09/2018	Final plan
10	11/09/2018	Final plan

Sheet: LEVEL 04 PLAN

Status: PRELIMINARY  
NOT FOR CONSTRUCTION

Project: TP07

Drawn: T. Taylor

Date: 11/09/2018

Sheet: P9



16147



Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1



1 LEVEL 06  
Sheet 1 of 1



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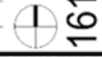
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1E MARINE PARADE, ABBOTSFORD  
Client: AU PROJECTS

Rev	Date	By	Check	Description
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2	11/09/2018	T. Engler		Issue for construction
3	11/09/2018	T. Engler		Issue for construction
4	11/09/2018	T. Engler		Issue for construction
5	11/09/2018	T. Engler		Issue for construction
6	11/09/2018	T. Engler		Issue for construction
7	11/09/2018	T. Engler		Issue for construction
8	11/09/2018	T. Engler		Issue for construction
9	11/09/2018	T. Engler		Issue for construction
10	11/09/2018	T. Engler		Issue for construction

Sheet: LEVEL 06 PLAN  
Status: PRELIMINARY  
NOT FOR CONSTRUCTION

Project: TP09  
Date: 11/09/2018

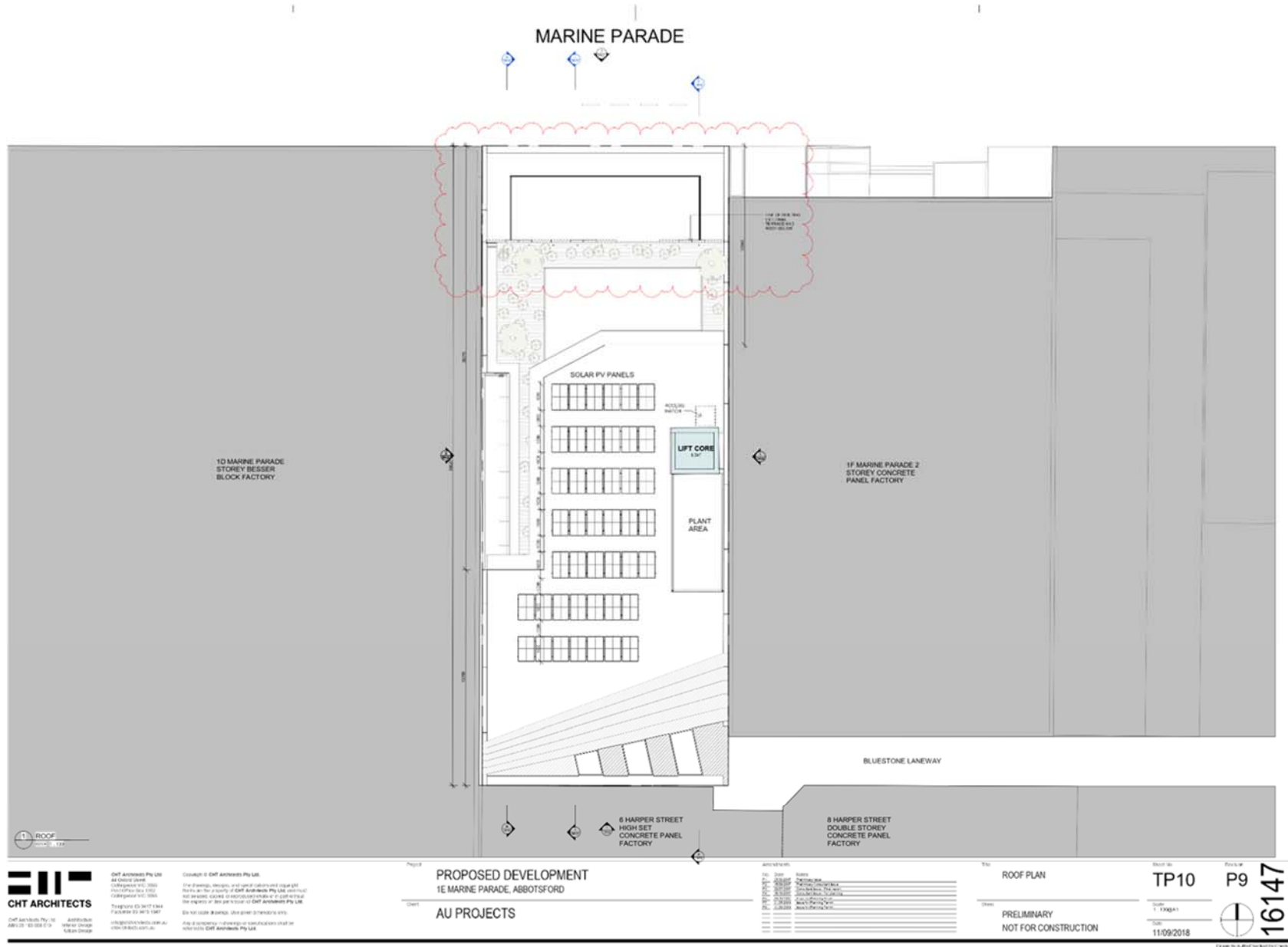
Sheet: P9  
Date: 11/09/2018



16147



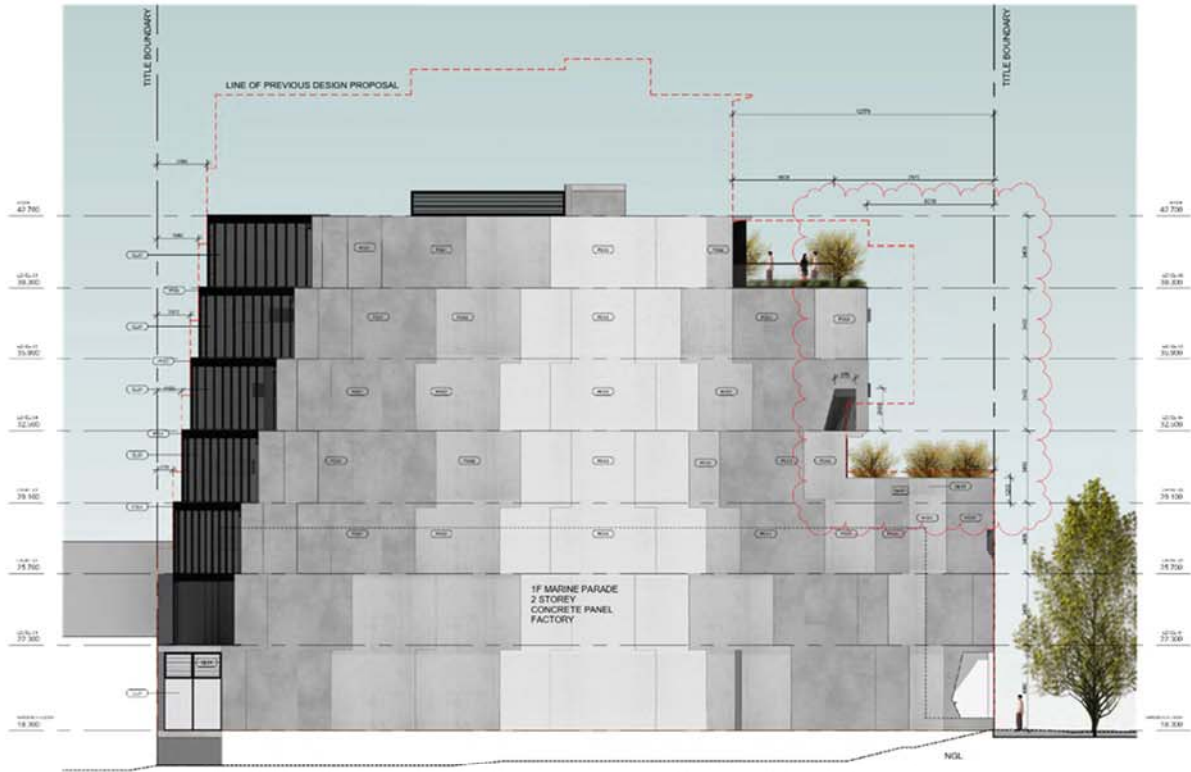
Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1



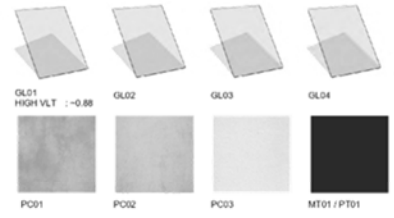
Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1




Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1



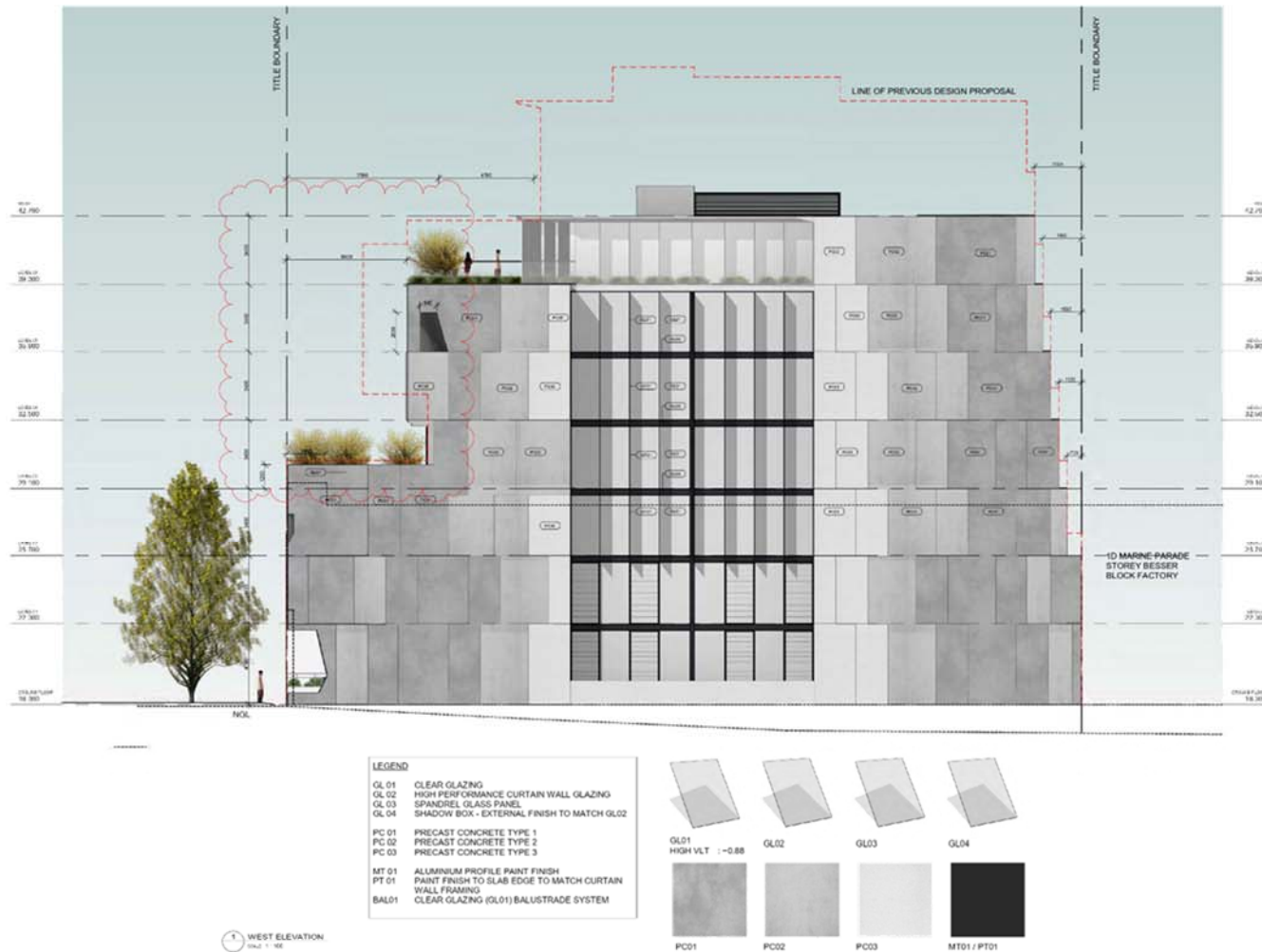
- LEGEND**
- GL 01 CLEAR GLAZING
  - GL 02 HIGH PERFORMANCE CURTAIN WALL GLAZING
  - GL 03 SPANDREL GLASS PANEL
  - GL 04 SHADOW BOX - EXTERNAL FINISH TO MATCH GL02
  - PC 01 PRECAST CONCRETE TYPE 1
  - PC 02 PRECAST CONCRETE TYPE 2
  - PC 03 PRECAST CONCRETE TYPE 3
  - MT 01 ALUMINUM PROFILE PAINT FINISH
  - PT 01 PAINT FINISH TO SLAB EDGE TO MATCH CURTAIN WALL FRAMING
  - BAL 01 CLEAR GLAZING (GL01) BALUSTRADE SYSTEM



**EAST ELEVATION**  
Sheet 1 of 3

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Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1



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Project: **PROPOSED DEVELOPMENT**  
**1E MARINE PARADE, ABBOTSFORD**  
 Client: **AU PROJECTS**

Rev	Date	Issue
01	11/09/2018	Issue for Information
02	11/09/2018	Issue for Information
03	11/09/2018	Issue for Information
04	11/09/2018	Issue for Information
05	11/09/2018	Issue for Information
06	11/09/2018	Issue for Information
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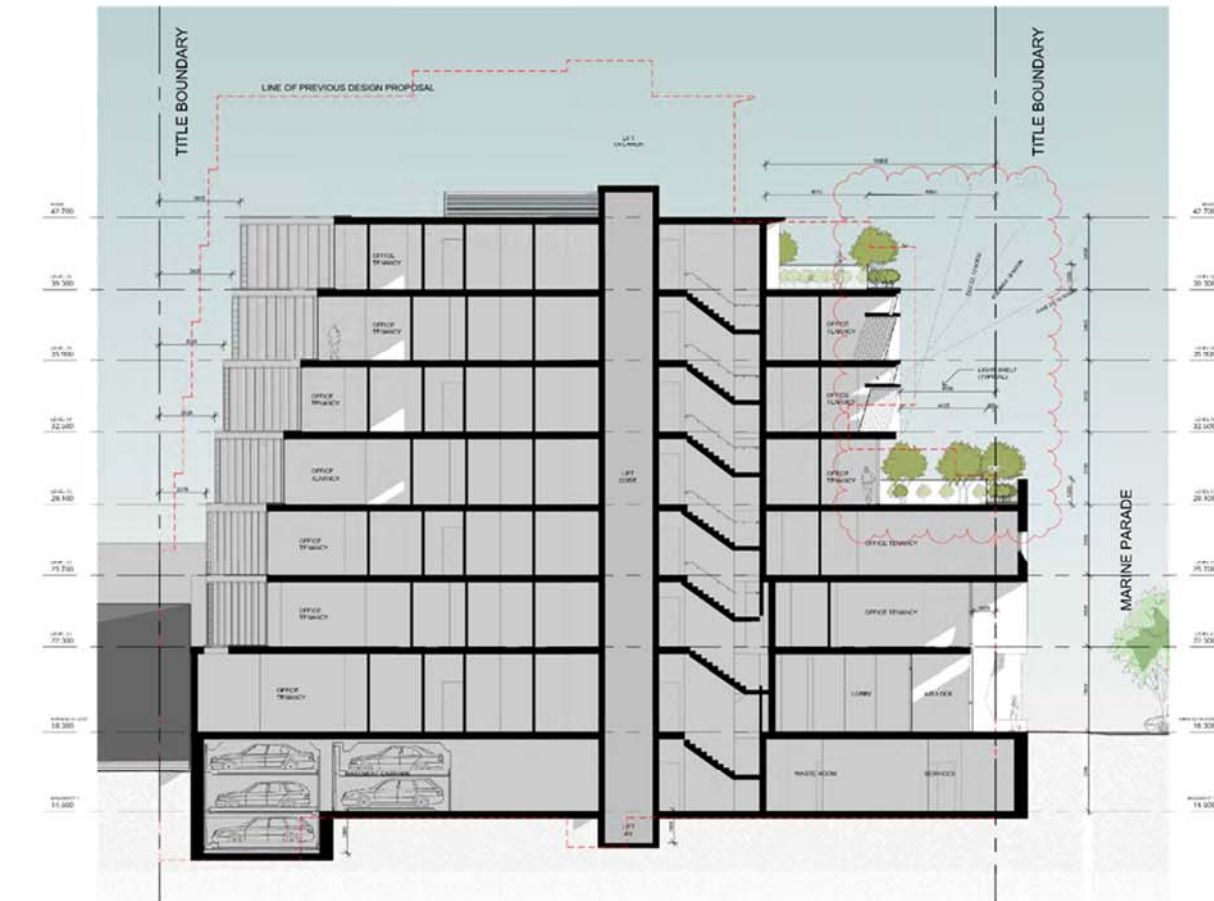
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**NOT FOR CONSTRUCTION**

Project No: **TP14**  
 Drawing No: **P9**  
 Date: **11/09/2018**

16147



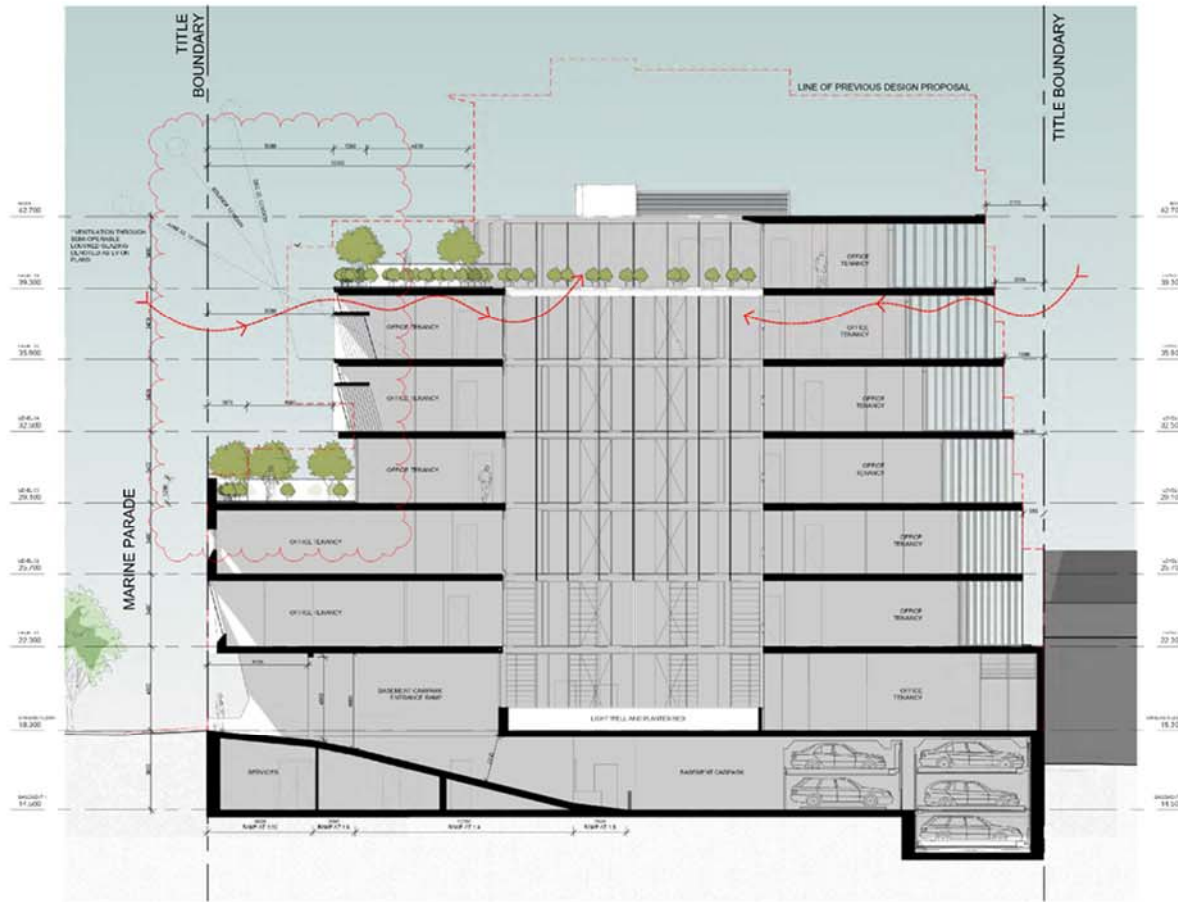
Attachment 4 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 1



Section A-A  
Scale: 1:50

<p><b>CHT ARCHITECTS</b> CHT Architects Pty Ltd 440 Collins Street Melbourne VIC 3000 Phone: +61 3 9412 1234 Fax: +61 3 9412 1235 www.cht.com.au</p>	<p>Client: <b>PROPOSED DEVELOPMENT 1E MARINE PARADE, ABBOTSFORD AU PROJECTS</b></p>	<p>Project: <b>PROPOSED DEVELOPMENT 1E MARINE PARADE, ABBOTSFORD AU PROJECTS</b></p>	<p>Architect: Date: Scale: Status: Author: Check: Date:</p>	<p>Section: <b>SECTION A-A</b></p>	<p>Sheet: <b>TP15</b></p>	<p>Block: <b>P9</b></p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">16147</p>
				<p>Date: <b>11/09/2018</b></p>	<p>Scale: <b>1:50</b></p>	<p>Status: <b>PRELIMINARY NOT FOR CONSTRUCTION</b></p>	

Attachment 5 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 2



Section B-B  
Scale: 1:50

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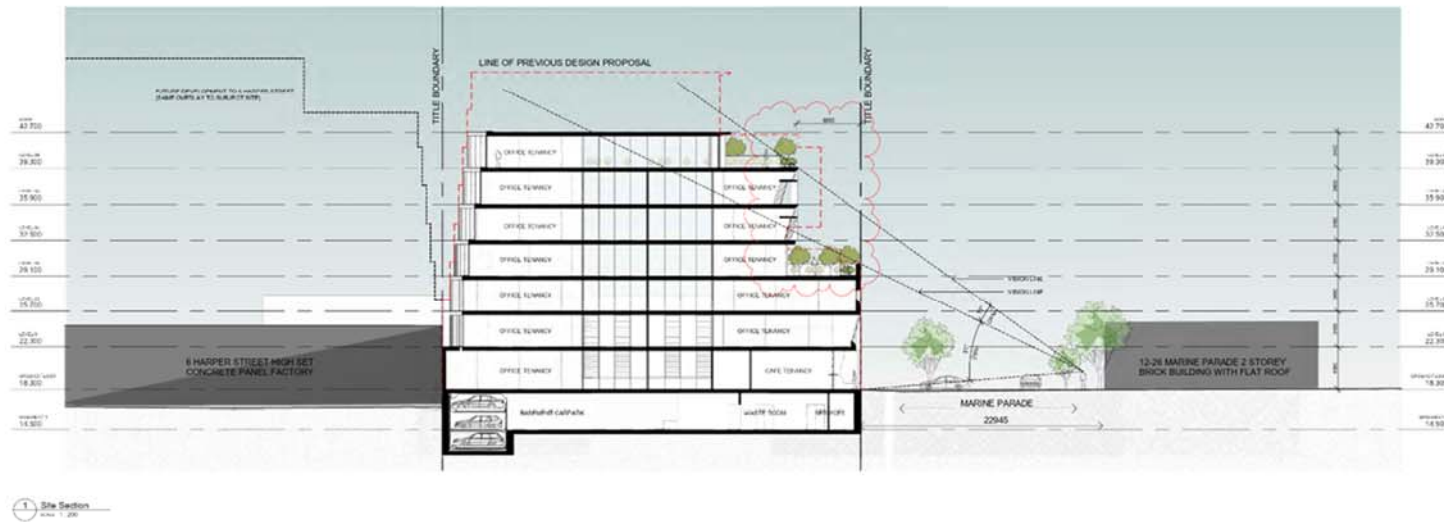
Project: **PROPOSED DEVELOPMENT**  
**1E MARINE PARADE, ABBOTSFORD**  
 Client: **AU PROJECTS**

Rev	Date	Issue
01	11/09/2018	Issue for TP16
02	11/09/2018	Revised for TP16
03	11/09/2018	Revised for TP16
04	11/09/2018	Revised for TP16
05	11/09/2018	Revised for TP16
06	11/09/2018	Revised for TP16
07	11/09/2018	Revised for TP16
08	11/09/2018	Revised for TP16
09	11/09/2018	Revised for TP16
10	11/09/2018	Revised for TP16

Section: **SECTION B-B**  
 Status: **PRELIMINARY**  
**NOT FOR CONSTRUCTION**  
 Project: **TP16**  
 Drawing: **P9**  
 Date: **11/09/2018**  
 Scale: **1:50**

**16147**

Attachment 5 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 2



1 Site Section  
Scale: 1:200

<p><b>CHT ARCHITECTS</b> CHT Architects Pty Ltd 44 Oxford Street Melbourne VIC 3000 Tel: (03) 9636 1100 Fax: (03) 9636 1101 www.cht.com.au</p>	<p>Client: <b>PROPOSED DEVELOPMENT 1E MARINE PARADE, ABBOTSFORD AU PROJECTS</b></p>	<p>Project: <b>PROPOSED DEVELOPMENT 1E MARINE PARADE, ABBOTSFORD AU PROJECTS</b></p>	<p>Architects:</p> <table border="1"> <tr><td>Mr. Dan</td><td>Partner</td></tr> <tr><td>Mr. Adam</td><td>Partner</td></tr> <tr><td>Mr. Ben</td><td>Partner</td></tr> <tr><td>Mr. Chris</td><td>Partner</td></tr> <tr><td>Mr. David</td><td>Partner</td></tr> <tr><td>Mr. James</td><td>Partner</td></tr> <tr><td>Mr. John</td><td>Partner</td></tr> <tr><td>Mr. Michael</td><td>Partner</td></tr> <tr><td>Mr. Peter</td><td>Partner</td></tr> <tr><td>Mr. Robert</td><td>Partner</td></tr> <tr><td>Mr. Simon</td><td>Partner</td></tr> <tr><td>Mr. Thomas</td><td>Partner</td></tr> <tr><td>Mr. Victoria</td><td>Partner</td></tr> <tr><td>Mr. William</td><td>Partner</td></tr> <tr><td>Ms. Alice</td><td>Partner</td></tr> <tr><td>Ms. Betty</td><td>Partner</td></tr> <tr><td>Ms. Cathy</td><td>Partner</td></tr> <tr><td>Ms. Diana</td><td>Partner</td></tr> <tr><td>Ms. Emily</td><td>Partner</td></tr> <tr><td>Ms. Fiona</td><td>Partner</td></tr> <tr><td>Ms. Grace</td><td>Partner</td></tr> <tr><td>Ms. Helen</td><td>Partner</td></tr> <tr><td>Ms. Irene</td><td>Partner</td></tr> <tr><td>Ms. Jane</td><td>Partner</td></tr> <tr><td>Ms. Karen</td><td>Partner</td></tr> <tr><td>Ms. Lisa</td><td>Partner</td></tr> <tr><td>Ms. Mary</td><td>Partner</td></tr> <tr><td>Ms. Nancy</td><td>Partner</td></tr> <tr><td>Ms. Olivia</td><td>Partner</td></tr> <tr><td>Ms. Patricia</td><td>Partner</td></tr> <tr><td>Ms. Rachel</td><td>Partner</td></tr> <tr><td>Ms. Sarah</td><td>Partner</td></tr> <tr><td>Ms. Teresa</td><td>Partner</td></tr> <tr><td>Ms. Ursula</td><td>Partner</td></tr> <tr><td>Ms. Virginia</td><td>Partner</td></tr> <tr><td>Ms. Wendy</td><td>Partner</td></tr> <tr><td>Ms. Yolanda</td><td>Partner</td></tr> <tr><td>Ms. Zoe</td><td>Partner</td></tr> </table>	Mr. Dan	Partner	Mr. Adam	Partner	Mr. Ben	Partner	Mr. Chris	Partner	Mr. David	Partner	Mr. James	Partner	Mr. John	Partner	Mr. Michael	Partner	Mr. Peter	Partner	Mr. Robert	Partner	Mr. Simon	Partner	Mr. Thomas	Partner	Mr. Victoria	Partner	Mr. William	Partner	Ms. Alice	Partner	Ms. Betty	Partner	Ms. Cathy	Partner	Ms. Diana	Partner	Ms. Emily	Partner	Ms. Fiona	Partner	Ms. Grace	Partner	Ms. Helen	Partner	Ms. Irene	Partner	Ms. Jane	Partner	Ms. Karen	Partner	Ms. Lisa	Partner	Ms. Mary	Partner	Ms. Nancy	Partner	Ms. Olivia	Partner	Ms. Patricia	Partner	Ms. Rachel	Partner	Ms. Sarah	Partner	Ms. Teresa	Partner	Ms. Ursula	Partner	Ms. Virginia	Partner	Ms. Wendy	Partner	Ms. Yolanda	Partner	Ms. Zoe	Partner	<p><b>SITE SECTION</b></p> <p>PRELIMINARY NOT FOR CONSTRUCTION</p>	<p>Project: <b>TP17</b></p> <p>Phase: <b>P9</b></p> <p>11/09/2018</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>16147</b></p>
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Attachment 5 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 2



AD - SHADOW DIAGRAM 9AM  
DATE: 11/09/18

AD - SHADOW DIAGRAM 10AM  
DATE: 11/09/18



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PROPOSED DEVELOPMENT  
1E MARINE PARADE, ABBOTSFORD  
AU PROJECTS

NO.	DATE	ISSUES
1	11/09/18	Initial Design
2	11/09/18	Revised Design
3	11/09/18	Final Design
4	11/09/18	Final Design
5	11/09/18	Final Design
6	11/09/18	Final Design
7	11/09/18	Final Design
8	11/09/18	Final Design
9	11/09/18	Final Design
10	11/09/18	Final Design

SHADOW DIAGRAMS

PRELIMINARY  
NOT FOR CONSTRUCTION

TP19

1/09/18

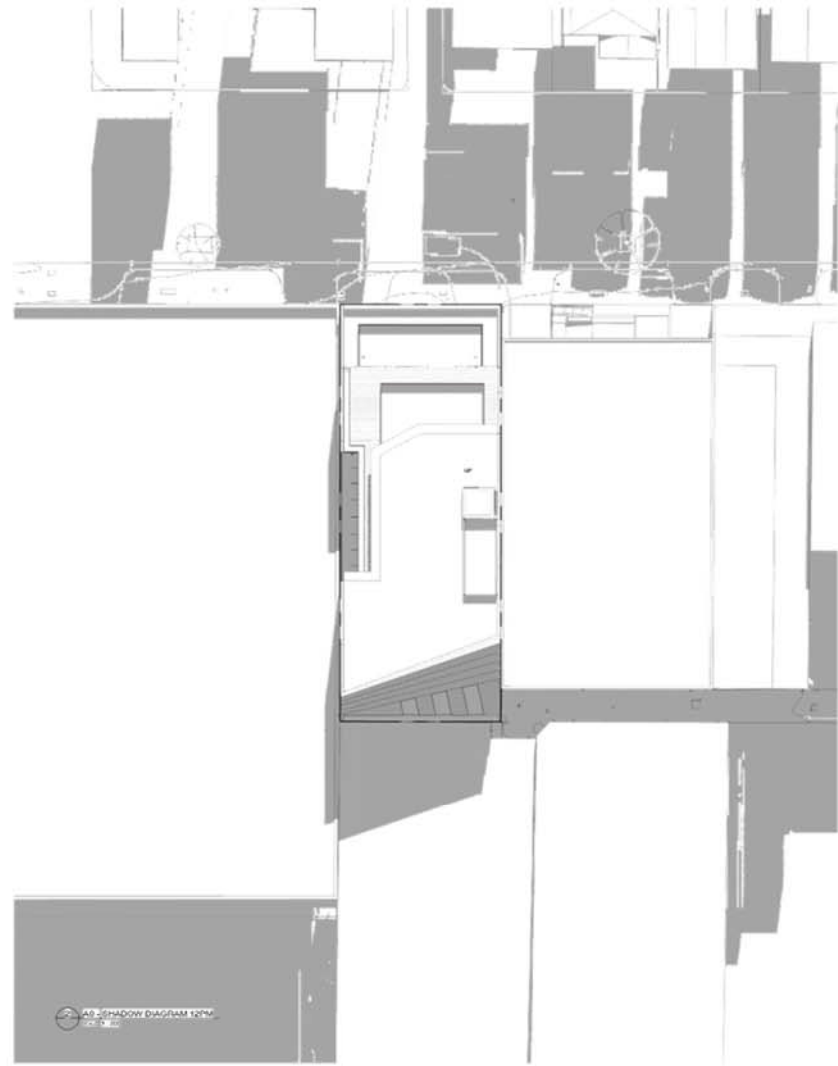
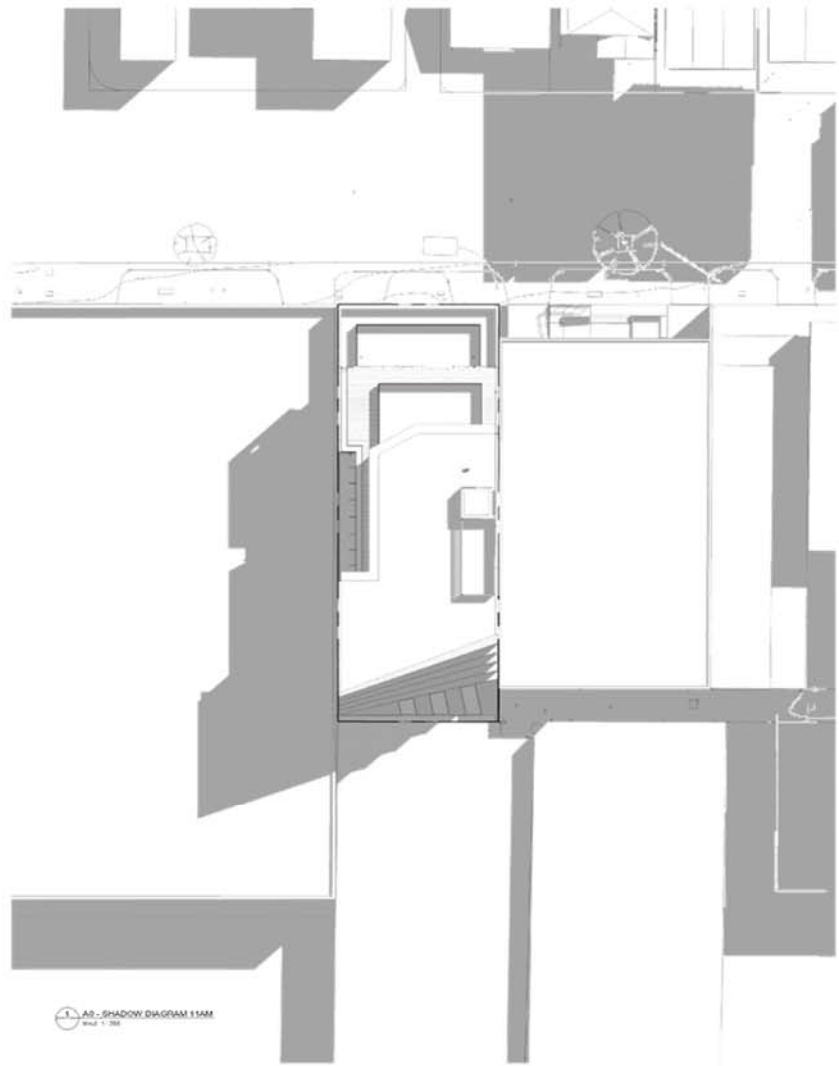
11/09/2018

P9

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Attachment 5 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 2



A2 - SHADOW DIAGRAM 11AM

A2 - SHADOW DIAGRAM 12PM



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 Project: PROPOSED DEVELOPMENT  
 1E MARINE PARADE, ABBOTSFORD  
 Drawing No: TP20  
 Date: 11/09/2018  
 Scale: 1:1000  
 Author: [Name]  
 Checker: [Name]  
 Approver: [Name]

PROPOSED DEVELOPMENT  
 1E MARINE PARADE, ABBOTSFORD  
 AU PROJECTS

Rev	Date	Issue
1	11/09/2018	Issue for TP20
2	11/09/2018	Issue for TP20
3	11/09/2018	Issue for TP20
4	11/09/2018	Issue for TP20
5	11/09/2018	Issue for TP20
6	11/09/2018	Issue for TP20
7	11/09/2018	Issue for TP20
8	11/09/2018	Issue for TP20
9	11/09/2018	Issue for TP20
10	11/09/2018	Issue for TP20

SHADOW DIAGRAMS

PRELIMINARY  
NOT FOR CONSTRUCTION

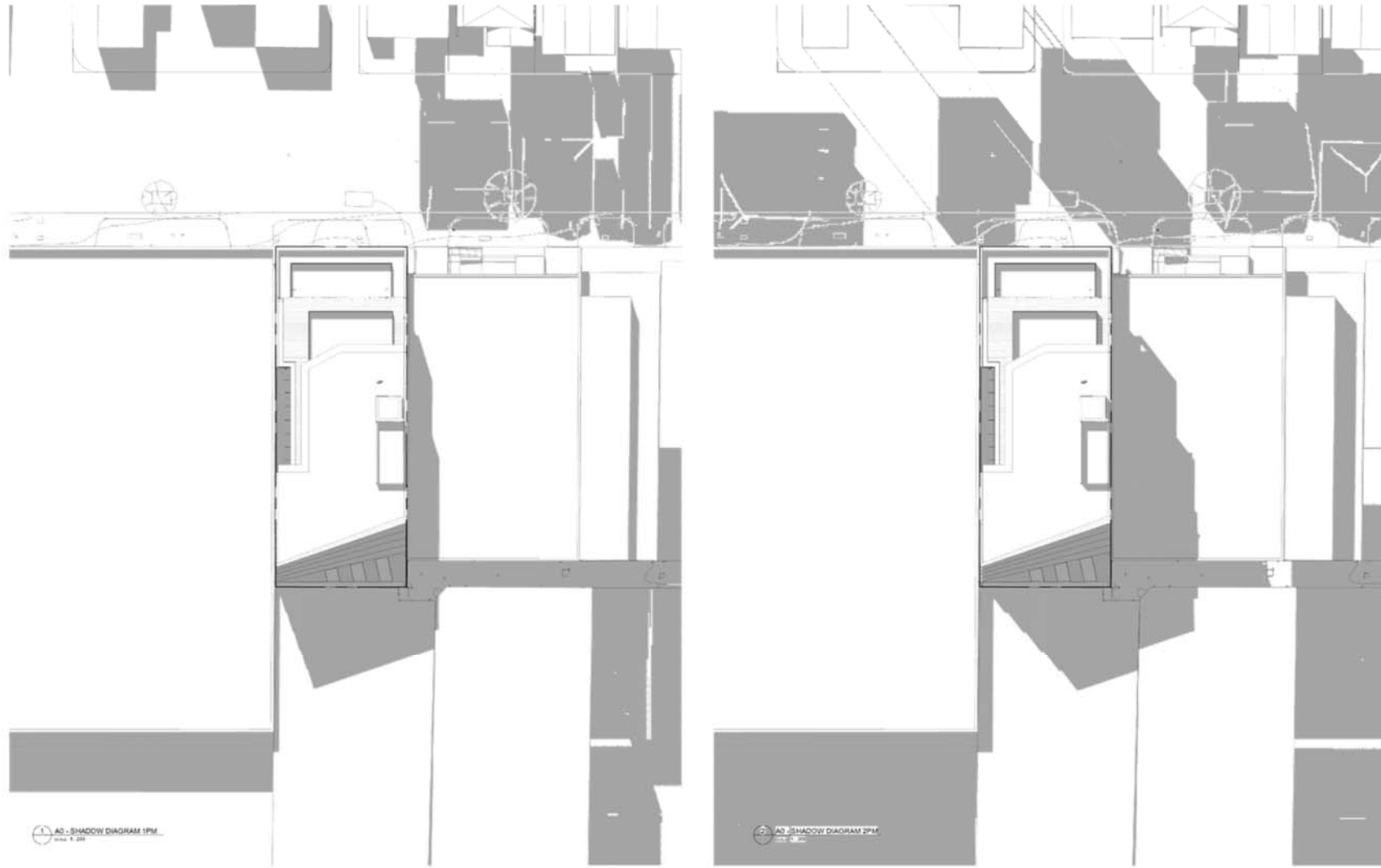
TP20

1/09/2018

P9

16147

Attachment 5 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 2



AD - SHADOW DIAGRAM 1PM  
11/09/2018

AD - SHADOW DIAGRAM 2PM  
11/09/2018



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PROPOSED DEVELOPMENT  
1E MARINE PARADE, ABBOTSFORD  
AU PROJECTS

NO.	DATE	ISSUES
1	11/09/2018	ISSUE 1: INITIAL DESIGN REVIEW
2	11/09/2018	ISSUE 2: REVISIONS TO SHADOW DIAGRAMS
3	11/09/2018	ISSUE 3: FINAL DESIGN APPROVAL
4	11/09/2018	ISSUE 4: PRELIMINARY SHADOW DIAGRAMS
5	11/09/2018	ISSUE 5: FINAL SHADOW DIAGRAMS

SHADOW DIAGRAMS  
PRELIMINARY  
NOT FOR CONSTRUCTION

TP21  
11/09/2018

P9  
16147

Attachment 5 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 2



1. AD - SHADOW DIAGRAM 3PM  
DATE: 11/09/18



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PROPOSED DEVELOPMENT  
1E MARINE PARADE, ABBOTSFORD  
AU PROJECTS

No.	Date	Issue
1	11/09/18	Issue for TP22
2	11/09/18	Issue for P9
3	11/09/18	Issue for 16147

SHADOW DIAGRAMS

PRELIMINARY  
NOT FOR CONSTRUCTION

TP22

P9

16147

11/09/18

11/09/2018

Attachment 5 - PLN17/0959 - 1E Marine Parade - Sketch Plans - Part 2



PERSPECTIVE ELEVATION LOOKING SOUTH FROM THE OPPOSITE SIDE OF THE ROAD ON MARINE PARADE



PERSPECTIVE LOOKING WEST FROM THE CORNER OF NICHOLSON ST AND MARINE PARADE



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PROPOSED DEVELOPMENT  
1E MARINE PARADE, ABBOTSFORD  
AU PROJECTS

Rev	Date	Issue
01	11/09/2018	Issue for public consultation
02	11/09/2018	Issue for public consultation
03	11/09/2018	Issue for public consultation
04	11/09/2018	Issue for public consultation
05	11/09/2018	Issue for public consultation
06	11/09/2018	Issue for public consultation
07	11/09/2018	Issue for public consultation
08	11/09/2018	Issue for public consultation
09	11/09/2018	Issue for public consultation
10	11/09/2018	Issue for public consultation

PERSPECTIVE VIEWS

PRELIMINARY  
NOT FOR CONSTRUCTION

Project No: TP31

Sheet: 09/1

Date: 11/09/2018

Sheet No: P9

16147



**Attachment 6 - PLN17/0959 - 1E Marine Parade - Urban Design comments on original 8 storey application.**



## Urban Design Memo

To:	Patrick Sutton	Date:	20/03/2018
Company:	City of Yarra	From:	Hansen Urban Design
RE:	1E Marine Parade, Abbotsford		

Thank you for the opportunity to review the application package for the proposed 8 storey commercial/office use building at **1E Marine Parade, Abbotsford**. We have reviewed the plans prepared by CHT architects, dated 26 October 2017 and inspected the site and the surrounds. As well, we have reviewed the relevant background information including the Yarra Planning Scheme and the ProUrban Town Planning Report dated, 2 November 2017.

Our assessment in relation to urban design matters, including a number of recommendations, is set down below.

### Site and Context

The subject site is located on the southern side of Marine Parade, Abbotsford. The site is regular in shape and has a 15.24m frontage to Marine Parade, with a depth of 39.62 and a total site area of approximately 602m<sup>2</sup>.

The site currently comprises a 2 storey commercial building with basement car parking. The building is setback 5m from the street. To the rear is a bluestone laneway which runs approximately 180m along the back of properties fronting Marine Parade and is 'walled' by sheer 2-3 storey concrete walls.

The site retains a slight fall from north to south. No significant vegetation is located on the site.



Site context

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melbourne | vietnam

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w hansenpartnership.com.au

urban planning | urban design | landscape architecture

**Attachment 6 - PLN17/0959 - 1E Marine Parade - Urban Design comments on original 8 storey application.**



The site has the following **interfaces**:

- To the immediate **north** is Marine Parade, a 20m wide local road with parallel parking to the north and 90° parking to the south. Large canopy trees are a distinctive characteristic of the street. Directly across the road are characterised by 1-2 storey dwellings within the Neighbourhood Residential Zone.
- To the immediate **east** at 1F Marine Parade which comprises a 2 storey commercial/office building constructed to side boundaries. Also to the east is a 3m wide laneway which terminates at the subject site. Further east are similar 2 storey forms along the southern side of Marine Parade. These properties are within the Industrial 3 Zone.
- To the immediate **south** at 6 Harper Street which comprises a single storey building constructed on the boundary abutting with the subject site. In front of this building is an at-grade car park, however this is part of 4 Harper Street. Beyond is generally characterised by 2 storey commercial/industrial buildings. All of which are within the Industrial 1 Zone.
- To the immediate **west** at 1D Marine Parade which comprises a large 2 storey commercial/industrial building to the boundary of Marine Parade. This building predominantly covers the entire site area with a slight setback to the rear. Further are similar 2 storey buildings up to Nicholson Street. Beyond is the residential hinterland within the Neighbourhood Residential Zone and affected by a Heritage Overlay.



*View of the subject site from Marine Parade*



*View of residential property directly north of the site*



*View of property to the east*



*View of rear laneway facing to the west*

The southern side of Marine Parade is typified and strongly defined by a robust 2 storey commercial/industrial/office buildings. This portion provides a buffer between the Industrial 1 Zone to the south and Neighbourhood Residential Zone to the north. To the north-west is the relatively sensitive with majority of the residential properties being affected by a Heritage Overlay. The south-east also has a sensitive nature being within close proximity to the Yarra River corridor which has a natural landscape character defined by its topography, open space, vegetation and canopy trees.

The site is generally well serviced by local facilities and public transport being approximately 430m from the Collingwood train station and close to Johnston Street (north) and Victoria Street (south).

**Attachment 6 - PLN17/0959 - 1E Marine Parade - Urban Design comments on original 8 storey application.**



**The Proposal**

The proposed development comprises the construction of an 8 storey commercial/office building. Specifically, the proposal includes:

- Basement level accessed via Marine Parade. Car stackers are located to the south and a total of 40 bicycle parking spaces to the north.
- Ground level has a café and lobby closest to the street. A communal breakout space centrally located with an office tenancy to the rear.
- Ground level and Level 1 is built to the boundary with a light well to the western boundary (1.685m x 12.15m).
- There is a rear setback to upper levels, incrementally increasing with the height of the building.
- Upper levels are office tenancies with terraces provided at Levels 3 and 6.
- The building has a proposed maximum height of 30.2m measured from natural ground level to the parapet.
- The building is of a contemporary nature utilising precast concrete podium and aluminium profile paint finish for upper levels.



*Perspective of the proposal from Marine Parade*





**Attachment 6 - PLN17/0959 - 1E Marine Parade - Urban Design comments on original 8 storey application.**



**Planning and Design Framework**

The site is located within the **Industrial 3 Zone (IN3Z)**. The purpose of the IN3Z comprises:

- To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.
- To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.
- To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.



The site is affected by an Area of Aboriginal Cultural Heritage Sensitivity.

The following State and Local planning policies are considered relevant:

- Clause 09 – Plan Melbourne;
- Clause 15 – Built Environment and Heritage;
- Clause 17 – Economic Development;
- Clause 21.03 – Vision;
- Clause 21.04 – Land Use;
- Clause 21.05 – Built Form;
- Clause 21.08 – Neighbourhoods;
- Clause 22.05 – Interface Uses Policy;
- Clause 22.07 – Development Abutting a Laneway; and
- Clause 22.10 – Built form and Design Policy.

Other relevant documents:

- City of Yarra Urban Design Strategy (2011);
- City of Yarra Built form Review (2003);
- Victorian Urban Design Charter (2010);
- Urban Design Guidelines of Victoria (2017); and
- Plan Melbourne.



**Attachment 6 - PLN17/0959 - 1E Marine Parade - Urban Design comments on original 8 storey application.**



**Urban Design Assessment**

In summary, we consider that the subject site lends itself to **mid-rise infill development** due to its existing condition and locational attributes. However, we consider that the proposed **built form response is unacceptable** in its current form primarily due to the overall height and access to sunlight and ventilation of the office spaces at lower levels.

We therefore consider that the built form response **requires substantial modification and reduction in scale** to create an acceptable outcome. The reasons for our position is discussed further as follows:

Strategic Context and Urban Form

From a strategic perspective, the Planning Scheme seeks to maintain the City's urban character as a 'low-rise urban form with pockets of higher development'. Other than activity centres and strategic redevelopment sites, there is no specific guidance as to the location of the pockets of higher development. It should be understood that the subject site is not within an activity centre or a designated strategic redevelopment site. This demonstrates that the site is within an area designated for low-rise buildings, and therefore not a pocket for higher development or necessary to distinguish it from other sites.

Clause 21.05 – 2 states that low-rise building heights within the municipality predominantly vary between 1-2 storeys, with instances of 3-4 storey buildings. Pockets for higher development (Strategic Development Sites/Activity Centres) should generally be no more than 5-6 storeys.

The site is located at the fringe of an area which is mainly dominated by office, industrial and commercial uses accommodated within large bulky format with heights from 1-2 storeys (3 residential storeys). The built form profile along the southern side of Marine Parade predominantly comprises of a consistent a 2 storey form with minimal setbacks (at varying capacity).

The proposed 8 storey form on this site significantly rises above the common order for sites within the industrial precinct (1-2 storeys). Clause 22.10 contemplates that building heights may exceed the prevailing building height of the area where the proposal is able to 'contain' offsite amenity impacts and is either located on a corner or a main road, or substantial land area. Whilst the subject site could retain its development response without resulting in negative impact on the amenity, it does not enjoy the benefits from a site that is located on a corner or of a substantial land area (602m<sup>2</sup>).

Whilst we recognise that it is necessary to retain and foster a diverse and viable economic base and offices will aid development from conflicting land uses. It is critical to understand that the proposal should be assessed against a series of urban design tests to determine a site-specific rationale for building heights:

- Morphological role of the site in providing legibility or a gateway function.
- Exposure to a major intersection or multiple main street frontages.
- Relationship to the existing and emerging streetscape.
- Contribution to the skyline silhouette.

**Attachment 6 - PLN17/0959 - 1E Marine Parade - Urban Design comments on original 8 storey application.**



- *Morphological role of the site in providing legibility or a gateway function*

The proposal does not benefit from a corner location or some other urban characteristic which warrants the proposed built form scale to serve the role of a landmark or beacon. In this mid-block context and not located within an activity centre (which contemplates no more than 5-6 storeys), an 8 storey building would not be designating any significant urban place, and consequently undermines both the anticipated urban hierarchy and legibility of the area.

We understand that there are occasional pockets suitable for higher form as significant redevelopment sites, which are widely dispersed and varied in detail and scale – this is a particular feature of the area. However, the designation of a site as a strategic redevelopment site is significant and relevant in order to accommodate the majority of housing growth and development within the municipality. There is no policy guidance that suggests this should accommodate a pocket of higher development form and reflect those characteristics.

- *Exposure to a major intersection or multiple main street frontages*

The subject site represents a small sized parcel with an infill characteristic without a secondary frontage onto the public realm. The properties to its west are significantly larger and deeper and given their position towards Nicholson Street and away from the Yarra River corridor would warrant tallest future forms. Therefore, we feel there is little justification to warrant additional levels above the common order in this location.

- *Relationship to the existing and emerging streetscape*

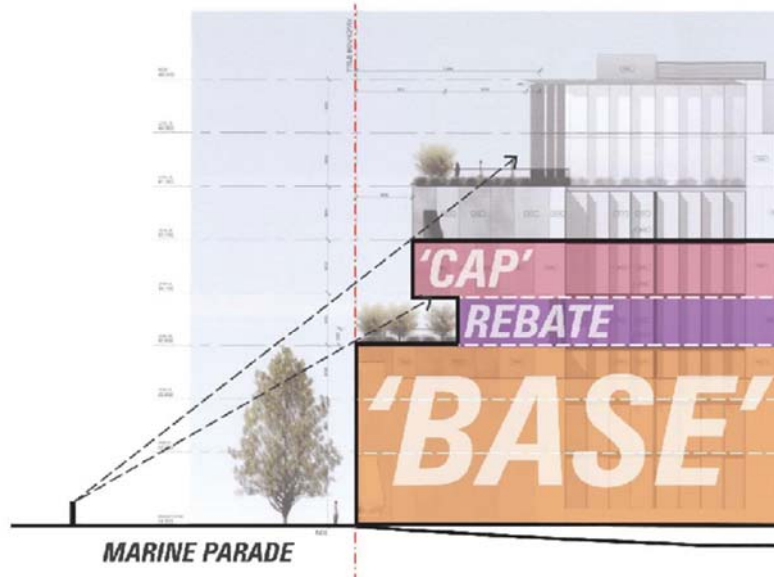
The southern side of Marine Parade has a robust and generally consistent 2 storey streetwall, primarily built to boundary. The proposal in its current format has a reasonable podium level (3 storeys) to reflect the prevailing streetscape presentation along Marine Parade. Our concern however lies with the visual prominence of the upper form when experienced from within the street. We consider that the proposal should retain a dominant streetwall presentation with a recessive upper level form. It is our recommendation that there is contemplation for a commensurate mid-rise form (up to 5 storeys), with a 3 storey streetwall definition befitting to this industrial setting at the interface of a low rise residential precinct.

The proposed massing strategy should adopt a 3 storey 'base' with upper level forms comprising a rebated 4<sup>th</sup> storey and 5<sup>th</sup> storey 'cap', motivated by the following urban design response:

- Minimise the visual impact of upper level forms when viewed from north of Marine Parade;
- Minimise potential visual bulk impact of upper level forms by adopting three dimensional articulation;
- Consideration for 'lightweight' material treatment to distinguish the 'base' and 'cap'; and
- Adopt a rebated level to add visual depth and provide a shadow line to further distinguish the 'cap'.

Please refer to diagram overleaf.

**Attachment 6 - PLN17/0959 - 1E Marine Parade - Urban Design comments on original 8 storey application.**



*Diagram demonstrating the proposed massing strategy (line of sight opposite side of road)*

▪ *Contribution to the skyline silhouette*

The scale and form of the proposed development with regard to views to the proposal and the skyline effects at both long and short range is a matter for assessment. A key characteristic for the area is the predominantly low-rise urban form with the occasional taller higher development comprising the housing commission, signature buildings and landmark towers, spires and signs. It has been already established that this site does not warrant a signature building of higher development. From our initial review, we believe that the proposal will sit clearly above the skyline and well above the profile of other forms. It is in our opinion dominant and overwhelming in the viewshed and the proposal should be improved or demonstrate that it will be an acceptable skyline response.

Site Planning

We are supportive of the ground floor café and lobby entrance as it provides appropriate engagement and activation at ground level. These tenancies are highly glazed with the café will 'spill out' to the street level. The general arrangement of the lift core and light well are positioned in logical locations to the centre of the site. However, the lack of rear setback, particularly at lower levels results in poor daylight access to the rear office spaces.

An underground basement represents best practice as it allows for greater activation and surveillance to the street. The bicycle storage facilities are located in a suitable position within the basement and within close proximity to the lift core.

**Attachment 6 - PLN17/0959 - 1E Marine Parade - Urban Design comments on original 8 storey application.**



Interface Management

We are generally supportive of the party-wall arrangements to the side boundaries of the proposal. In this infill context, where side elevations are typically concealed by subsequent future redevelopment of neighbouring sites, we believe this is necessary in this context. As this will be one of the first taller developments along this street, the design and materiality of the side walls will provide a reasonable visual interest and patterning along these elevations.

The light well on the western boundary will facilitate equitable development rights and assist with a visual break in the elevation. While the light well appears to be small (1.6m x 12.15m), a similar light well (if not larger) could be accommodated on the adjoining site, particularly given the adjoining site is considerably larger than the subject site.

In terms of the rear interface, we are concerned with the Ground and Level 1 boundary development for light and ventilation reasons, which will be discussed later in this memo. Upper levels are proposed to incrementally setback from the rear boundary to allow solar access and enjoy views across the river corridor.

Function & Internal Amenity

Whilst we support the party-walls to the east and west boundaries so as to achieve equitable development opportunities, a weakness lies with the lack of sunlight and ventilation to the southern portion of Ground and Level 1. The proposal is built to the side and rear boundaries with minimal opportunities for light and air. We acknowledge that the expectations of amenity must be tempered by the fact the proposal is for an office, compared to a residential use. We still recommend that the application demonstrate a reasonable level of amenity to Ground and Level 1. We would be supportive of the introduction of a setback along the southern boundary to, in a sense, extend the laneway and provide a courtyard terrace space at ground level for the rear offices to lookout onto.

We are generally supportive of the communal breakout space allocated for future staff and visitors at the Ground level. The inclusion of a roof top space would also be a welcomed addition, provided it could not be seen or add to the visual bulk.

Architectural Expression

We are generally satisfied that the presentation of the proposed development in terms of both its street and side profiles are well considered with regard to compositional elements and materiality. The architectural detailing reads as a contemporary response to the industrial context utilising horizontal precast concrete bands with deep recessive window openings to provide visual interest and a play of light and shadows across the façade. Overall, the proposed design represents a fitting infill response that befits its location.



Poor light and ventilation to the Ground and Level 1



Suggested rear setback



**Attachment 6 - PLN17/0959 - 1E Marine Parade - Urban Design comments on original 8 storey application.**



**Conclusion**

While the proposal presents a well resolved presentation to its interfaces with respect to street wall profile, architectural expression and materials, we are **unsupportive** of the proposal and consider that **significant refinement is required** in order to achieve an appropriate development outcome for this site. In summary we recommend that:

- The proposal should be **reduced in height to 5 storeys**, which should adopt a 3 storey 'base' with upper level forms comprising a rebated 4th storey and 5th storey 'cap', motivated by the following urban design response:
  - Minimise the visual impact of upper level forms when viewed from north of Marine Parade;
  - Minimise potential visual bulk impact of upper level forms by adopting three dimensional articulation;
  - Consideration for 'lightweight' material treatment to distinguish the 'base' and 'cap'; and
  - Adopt a rebated level to add visual depth and provide a shadow line to further distinguish the 'cap'.
- **Improve the skyline and viewshed impact** from the proposal or demonstrate that it will be an acceptable skyline response.
- **Improve access to sunlight and ventilation to the southern portion of Ground and Level 1;**

Should you have any further enquiries, please don't hesitate to contact us on 9664 8844.

Yours faithfully,  
**Urban design team**  
Hansen Partnership Pty Ltd  
20 March 2018

**Attachment 7 - PLN17/0959 - 1E Marine Parade - Urban Design advice on sketch plans**



## Urban Design Memo

To:	Laura Condon	Date:	11/10/2018
Company:	City of Yarra	From:	Hansen Urban Design
RE:	1E Marine Parade, Abbotsford		

Thank you for the opportunity to review the application package for the proposed 8 storey commercial/office use building at **1E Marine Parade, Abbotsford**. We have reviewed the plans prepared by CHT architects, dated 26 October 2017 and inspected the site and the surrounds. As well, we have reviewed the relevant background information including the Yarra Planning Scheme and the ProUrban Town Planning Report dated, 2 November 2017. We provide you with an updated urban design review in response to our previous recommendations on the revised plans prepared by CHT architects dated 11 September 2018, which now propose a 7 storey commercial/office use building.

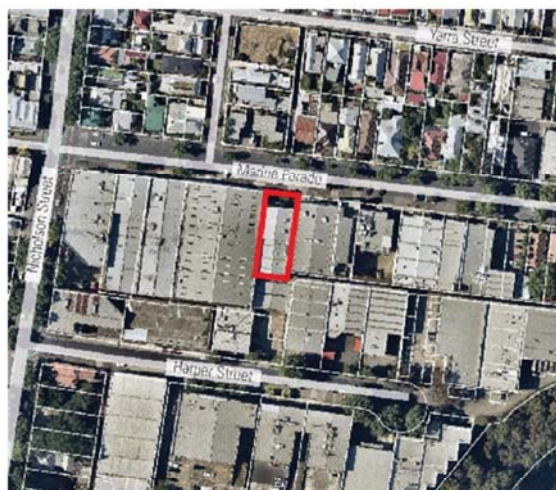
Our assessment in relation to urban design matters, including a number of recommendations, is set down below.

### Site and Context

The subject site is located on the southern side of Marine Parade, Abbotsford. The site is regular in shape and has a 15.24m frontage to Marine Parade, with a depth of 39.62 and a total site area of approximately 602m<sup>2</sup>.

The site currently comprises a 2 storey commercial building with basement car parking. The building is setback 5m from the street. To the rear is a bluestone laneway which runs approximately 180m along the back of properties fronting Marine Parade and is 'walled' by sheer 2-3 storey concrete walls.

The site retains a slight fall from north to south. No significant vegetation is located on the site.



Site context

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urban planning | urban design | landscape architecture

**Attachment 7 - PLN17/0959 - 1E Marine Parade - Urban Design advice on sketch plans**



The site has the following interfaces:

- To the immediate **north** is Marine Parade, a 20m wide local road with parallel parking to the north and 90° parking to the south. Large canopy trees are a distinctive characteristic of the street. Directly across the road are characterised by 1-2 storey dwellings within the Neighbourhood Residential Zone.
- To the immediate **east** at 1F Marine Parade which comprises a 2 storey commercial/office building constructed to side boundaries. Also to the east is a 3m wide laneway which terminates at the subject site. Further east are similar 2 storey forms along the southern side of Marine Parade. These properties are within the Industrial 3 Zone.
- To the immediate **south** at 6 Harper Street which comprises a single storey building constructed on the boundary abutting with the subject site. In front of this building is an at-grade car park, however this is part of 4 Harper Street. Beyond is generally characterised by 2 storey commercial/industrial buildings. All of which are within the Industrial 1 Zone.
- To the immediate **west** at 1D Marine Parade which comprises a large 2 storey commercial/industrial building to the boundary of Marine Parade. This building predominantly covers the entire site area with a slight setback to the rear. Further are similar 2 storey buildings up to Nicholson Street. Beyond is the residential hinterland within the Neighbourhood Residential Zone and affected by a Heritage Overlay.



*View of the subject site from Marine Parade*



*View of residential property directly north of the site*



*View of property to the east*



*View of rear laneway facing to the west*

The southern side of Marine Parade is typified and strongly defined by a robust 2 storey commercial/industrial/office buildings. This portion provides a buffer between the Industrial 1 Zone to the south and Neighbourhood Residential Zone to the north. To the north-west is the relatively sensitive with majority of the residential properties being affected by a Heritage Overlay. The south-east also has a sensitive nature being within close proximity to the Yarra River corridor which has a natural landscape character defined by its topography, open space, vegetation and canopy trees.

The site is generally well serviced by local facilities and public transport being approximately 430m from the Collingwood train station and close to Johnston Street (north) and Victoria Street (south).

## Attachment 7 - PLN17/0959 - 1E Marine Parade - Urban Design advice on sketch plans



### The Proposal

The proposed development comprises the construction of a 7 storey commercial/office building. Specifically, the proposal includes:

- Basement level accessed via Marine Parade. Car stackers are located to the south and a total of 40 bicycle parking spaces to the north.
- Ground level has a café and lobby closest to the street. A communal breakout space centrally located with an office tenancy to the rear.
- Ground level and Level 1 is built to the boundary with a light well to the western boundary (1.685m x 12.15m).
- There is a rear setback to upper levels, incrementally increasing with the height of the building.
- Upper levels are office tenancies with terraces provided at Levels 3 and 6.
- The building has a proposed maximum height of 24.4m measured from natural ground level to the parapet.
- The building is of a contemporary nature utilising precast concrete podium and aluminium profile paint finish for upper levels.



*Perspective of updated proposal from Marine Parade*



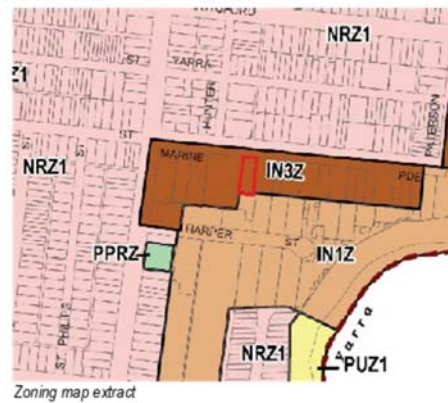
**Attachment 7 - PLN17/0959 - 1E Marine Parade - Urban Design advice on sketch plans**



**Planning and Design Framework**

The site is located within the **Industrial 3 Zone (IN3Z)**. The purpose of the IN3Z comprises:

- *To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.*
- *To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.*
- *To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations.*
- *To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.*



The site is affected by an Area of Aboriginal Cultural Heritage Sensitivity.

The following State and Local planning policies are considered relevant:

- Clause 15 – Built Environment and Heritage;
- Clause 17 – Economic Development;
- Clause 21.03 – Vision;
- Clause 21.04 – Land Use;
- Clause 21.05 – Built Form;
- Clause 21.08 – Neighbourhoods;
- Clause 22.05 – Interface Uses Policy;
- Clause 22.07 – Development Abutting a Laneway; and
- Clause 22.10 – Built form and Design Policy.

Other relevant documents:

- City of Yarra Urban Design Strategy (2011);
- City of Yarra Built form Review (2003);
- Victorian Urban Design Charter (2010);
- Urban Design Guidelines of Victoria (2017); and
- Plan Melbourne.



Urban Design Assessment

In summary, we are supportive of the proposal in its current form which has been revised and now presents a well resolved form in terms of its streetwall presentation and profile. The amended design has considerably reduced the overall height of the proposal from 30.2m to 24.4m, and together with the increased upper level front setbacks, we feel this has appropriately addressed our previous concerns. A response to our previous recommendations is discussed as follows:



Previous application – 8 storeys



Amended application – 7 storeys

- The proposal should be reduced in height to 5 storeys, which should adopt a 3 storey 'base' with upper level forms comprising a rebated 4th storey and 5th storey 'cap', motivated by an urban design response.

At a strategic level, the Yarra Planning Scheme seeks to maintain the City's urban character as a 'low-rise urban form with pockets of higher development'. Clause 21.05 – 2 states that low-rise building heights within the municipality predominantly vary between 1-2 storeys, with instances of 3-4 storey buildings. Pockets for higher development are Strategic Redevelopment Sites or within Activity Centres and should generally be no more than 5-6 storeys, unless specific benefits can be achieved.

**Attachment 7 - PLN17/0959 - 1E Marine Parade - Urban Design advice on sketch plans**



Whilst we can appreciate that this site sits outside an Activity Centre and has not been specifically identified as a Strategic Redevelopment Site, there has been a recent approval nearby for a 5 storey (contemporary 6 storey) office building at 32-69 Mollison Street and 10 Victoria Crescent, Abbotsford. This is the first site within this 'Core Industrial Area' that we consider has begun to transform this historically low-rise industrial context into one of the pockets of higher development as referred to in the MSS – similar to that seen in the 'Gipps Street' industrial precinct.



5 storey approval at 32-69 Mollison Street and 10 Victoria Crescent, Abbotsford (subject to conditions to reduce height from 25.7m to 23m with a setback of 2m for upper levels)

Our previous advice recommended that there is contemplation for a commensurate mid-rise form (up 5 storeys), with a 3 storey street wall definition and recessive upper levels. While, the amendments do not result in a '5 storey' form, the reduced floor to floor dimensions and increased front setbacks to Levels 4 and 5, results in the same streetwall proportion to upper levels and a more modest envelope with an overall height reduction of approximately 6m. The recommended massing strategy was previously based on a series of urban design tests for the site: We will turn to each of these separately below:

- *Morphological role of the site in providing legibility or a gateway function.*

The revised plans with a reduction of height and more generous upper level setbacks will better reinforce the capacity for the adjoining 'prime' site at the corner to mark the entrance to the Industrial Core area. It demonstrates the capacity to adopt a reciprocal response on adjoining sites along Marine Parade to the east as a taller infill insertion, without having to serve the role of a landmark, or beacon.

- *Exposure to a major intersection or multiple main street frontages.*

The scale and profile of the revised plans are more reflective of the future infill development along Marine Parade. The need for exposure to a major intersection or secondary frontage is not necessary in this instance.

**Attachment 7 - PLN17/0959 - 1E Marine Parade - Urban Design advice on sketch plans**



▪ *Relationship to the existing and emerging streetscape.*

The revised plans have been refined to minimise the visibility of the upper levels from the street. The streetwall at 3 storeys continues to achieve a street-based urban response through defining consistent streetwall that is proportionate to the street width (20m wide street).

The previous plans adopted a massing strategy with a 'base' and a less visually 'subservient' upper level, resulting in the 'cap' being visible at 30% of the total view from across Marine Parade.

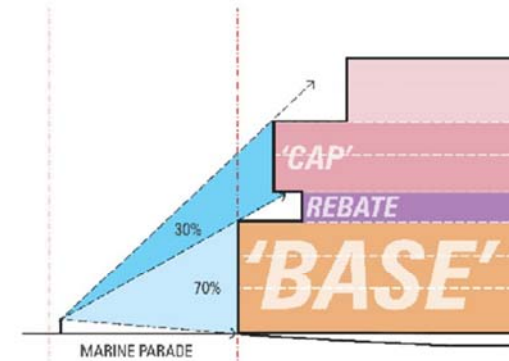
Our recommendations sought to retain the streetwall with a dominant presentation in the streetscape. While we recommended a height reduction to '5 storeys', we are supportive of the reduction in floor to floor heights, in combination with the increased upper level setbacks. This results in the same streetwall proportion to upper levels as our previous recommendation, which is 20% visible in the total view.

The amended massing strategy presents as a distinctive base with a recessive upper form. In terms of the floor level above the 'cap' ('Level 6'), we consider that this will sit comfortably behind the 'cap' without resulting in negative impact in the streetscape.

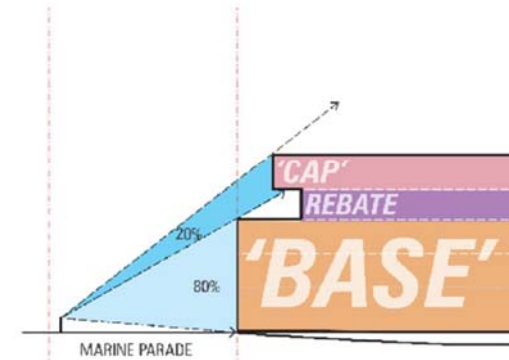
Importantly, the revised street presentation will appear to be 5 storeys in height, as the rebated 'Level 3' and hidden top floor 'Level 6' will not be perceived when viewed from directly opposite.

Being located on the south side of Marine Parade, the proposal will also not overshadow the public realm, which is a positive.

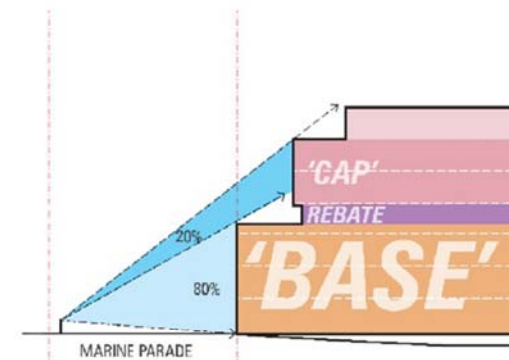
We consider this is an apt response within the streetscape of Marine Parade.



Previous Application – 30% upper levels visible



Recommendations – 20% upper levels visible



Amended Application – 20% upper levels visible



**Attachment 7 - PLN17/0959 - 1E Marine Parade - Urban Design advice on sketch plans**



- *Contribution to the skyline silhouette.*

The reduction in height (of approximately 6m) to 24.4m will ensure that the proposal will sit considerably lower within the skyline silhouette. The proposal is unlikely to result in any visual impacts when the profile of future taller built forms will begin to emerge in the industrial area.

- **Improve the skyline and viewshed impact from the proposal or demonstrate that it will be an acceptable skyline response.**

As mentioned above.

- **Improve access to sunlight and ventilation to the southern portion of Ground and Level 1;**

The amended plans has provided a setback at Level 1 to allow for improved sunlight and ventilation to the southern portion of the development. Whilst the proposal remains on the boundary at Ground Level, we accept that the design incorporates 'skylights' above this level to improve its internal amenity for future occupants. We consider this arrangement to be acceptable.

**Conclusion**

The proposal presents a well resolved form to its interfaces in relation to its streetwall presentation and profile. The amended design has considerably reduced the overall height of the proposal from 8 storeys (30.2m) to now 7 storeys (24.4m) and in tandem increased the upper level setbacks from Marine Parade. This adjustment has appropriately addressed our previous concerns and reduced the visual bulk presentation of the upper levels. While, the amendments do not result in a '5 storey' form, the reduced floor to floor dimensions and increased setbacks to Levels 4 and 5, results in a visible building presentation of 5 storeys and more modest envelope with an overall height reduction of approximately 6m. These contractions to the proposed massing improve the proposal's appearance on the skyline and reduce its prominence on the surrounding viewshed. While, the incorporation of a series of skylights to ground floor and an increased setback provision at first floor sufficiently resolve our internal amenity concerns to the rear of the proposal at its lower levels.

We have appraised the proposal as a contemporary form to its light-industrial context that contributes successfully to its immediate residential interface, across the street. We consider that the revised proposal should be supported in urban design terms.

Should you have any further enquiries, please don't hesitate to contact us on 9664 8844.

Yours faithfully,

**Urban design team**

Hansen Partnership Pty Ltd

11 October 2018

## Attachment 8 - PLN17/0959 - 1E Marine Parade - Strategic Transport Comments



# Planning Referral

**To:** Laura Condon  
**From:** Julian Wearne  
**Date:** 24/09/2018  
**Subject:** Strategic Transport Comments  
**Application No:** PLN17/0959  
**Description:** Development of the land for an eight-storey building containing office use and ground floor food and drinks premises, including associated buildings and works and reduction in car parking requirements.  
**Site Address** 1E Marine Parade, Abbotsford

I refer to the above Planning Application referred on 14/09/2018, and the accompanying Traffic report prepared by Ratio Consultants in relation to the proposed development at 1E Marine Parade, Abbotsford. Council's Strategic Transport unit provides the following information:

### **Access and Safety**

No access or safety issues have been identified.

### **Bicycle Parking Provision**

#### **Statutory Requirement**

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	2495 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	8 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces.	
Retail premises (other than specified in this table)	60 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
<b>Bicycle Parking Spaces Total</b>			<b>8 employee spaces</b>	<b>40 employee spaces</b>
			<b>2 visitor spaces</b>	<b>10 visitor spaces</b>
<b>Showers / Change rooms</b>		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	<b>2 showers / change rooms</b>	<b>4 showers / change rooms</b>

The development provides a total of 32 additional employee spaces and 8 visitor spaces above the requirements of the planning scheme.

## Attachment 8 - PLN17/0959 - 1E Marine Parade - Strategic Transport Comments

### Adequacy of visitor spaces

10 spaces are suitable as visitor bicycle parking spaces. The provision of the visitor spaces is adequate for the following reasons:

- Three of the five visitor hoops cannot be supported in their current location:
  - There is currently perpendicular parking on the street, and the majority of parked vehicles overhang the kerb (Figure 1).
  - The 3.1m wide footpath does not allow the hoops to be setback 1.1m from the kerb (to provide adequate vehicle clearance), and retain a 1.5m clear path from the building line. Therefore the hoops aligned with parking bays must be deleted.
  - The hoop aligned with the street tree within the footpath can be retained, as no vehicle will cause conflict at this location.
- Given the above constraints, the number of visitor bike spaces may need to be revised. At minimum 5 visitor spaces should be provided to meet the best-practice rate of 1 visitor spaces to each 500sqm of office floor area<sup>1</sup>.
  - It is recommended a second hoop be installed within the ground-floor setback. This additional hoop would result in 6 visitor spaces.
- All visitor bike parking should remain as horizontal at-grade spaces.
- All visitor bike parking spaces must continue to meet the clearance requirements of AS2890.3.



*Figure 1 – Most vehicles significantly overhang the existing curb. Please note the existing street pole in the distance which is at an angle, which appears to have been struck by a vehicle.*

### Adequacy of employee spaces

#### *Number of spaces*

The proposal provides 40 employee spaces. This exceeds Council's best practice guidelines and the statutory rate and can be supported. It is noted:

- Best-practice requires a rate of 1 space to each 100sqm of office floor space<sup>3</sup>. This generates a recommended rate of 25 employee spaces.
- The end-of-trip facilities appear satisfactory.

#### *Design and location of employee spaces and facilities*

The following aspects of the employee bicycle parking provision can be supported:

- Employee bicycle parking is provided at Basement 1 in an easily accessible location from the lift-shaft.
- All spaces are located within a secure facility which appears to meet the requirements of AS2890.3.

<sup>1</sup> Category 6 of the Built Environment Sustainability Scorecard (BESS) offers this advice.

## **Attachment 8 - PLN17/0959 - 1E Marine Parade - Strategic Transport Comments**

- Walkways and bicycle storage area dimensions appear to meet the requirements of AS2890.3.

The following aspect of the employee bicycle parking needs to be revised:

- All employee spaces are hanging spaces. Pursuant to AS2890.3 at least 20% of bicycle spaces within each storage facility should be provided as horizontal at-grade spaces.
  - Given the proposal provides 15 spaces over Council's best-practice recommended rate it is suggested that some of the hanging spaces are converted into a lesser number of horizontal spaces.

### ***Electric vehicles***

The provision of EV charging capability in the vehicle stackers is supported.

### ***Green Travel Plan***

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

- (a) a description of the location in the context of alternative modes of transport;
- (b) employee resident welcome packs (e.g. provision of Myki/transport ticketing);
- (c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
- (d) a designated 'manager' or 'champion' responsible for coordination and implementation;
- (e) details of bicycle parking and bicycle routes;
- (f) details of GTP funding and management responsibilities;
- (g) the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
- (h) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
- (i) security arrangements to access the employee bicycle storage spaces; and
- (j) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
- (k) Reference to EV charging facilities (if proposed); and
- (l) provisions for the Green Travel Plan to be updated not less than every 5 years.

### ***Recommendations***

The following should be shown on the plans before endorsement:

1. The three westernmost bicycle hoops on the Marine Parade footpath deleted.
2. An additional visitor bicycle hoop within the ground-floor setback to provide a total of 3 (double-sided) visitor bicycle hoops.
3. At least 20% of the employee bicycle spaces provided as horizontal at-grade spaces. It is acceptable if the total number of employee bicycle spaces is reduced, provided at least 25 employee spaces are retained.

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

Regards,

**Julian Wearne**

Sustainable Transport Officer  
Strategic Transport Unit



**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**



**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<sup>2</sup> 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 *CHT Architecture (01.05.2018)* and the accompanying SMP, prepared by *GIW (01.05.2018)*.

**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**

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



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**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**



**Assessment Summary:**

Responsible Planner:	Laura Condon		
ESD Advisor:	Euan Williamson		
Date:	29.06.2018	Planning Application No:	PLN17/0959
Subject Site:	1E Marine Parade, Abbotsford.		
Site Area:	Approx. 608m <sup>2</sup>	Site Coverage:	100%
Project Description:	Seven storey office building		
Pre-application meeting(s):	None.		

**The standard of the ESD exceeds 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:**

- NCC energy efficiency standards for heating and cooling loads of the building fabric exceeded by at least 30%.
- Access to daylight is good with ~40% of the office floor area reaching the target daylight factor of 2% or greater.
- All office areas have access to natural ventilation.
- Automated mixed mode HVAC system with VRV system.
- A STORM report with a 104% STORM score has been provided that relies on 10,000 litres of storage for toilet flushing of toilets on ground and basement.
- Protection to north facing glazing by overhangs, wing walls and light shelves.
- Energy efficient lighting and hot water.
- Water efficient taps and fixtures.
- Proposing a 10.5kWp solar PV array.
- Energy storage system proposed.
- 40 bike spaces provided in the basement for ~2,500m<sup>2</sup> of office space, plus eight visitors spaces on the pavement.
- Electric vehicle charging in the car stackers.
- Partial green roof on both level 3 and 6.
- Terrace areas and ground floor breakout space for staff.

**(2) Application ESD Deficiencies:**  
*There are no outstanding ESD deficiencies identified at this time.*

**(3) Outstanding Information:**

- Louvers are visible on plans, but operability is not clear. Please confirm louver window operability on plans.
- Battery energy storage system can be identified in basement plans. Please indicate the approximate capacity (kWh) of the system.

**(4) ESD Improvement Opportunities**

## Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments

### Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



- Consider a larger solar PV array and BiPV elements in the façade to maximise energy generation capacity.

**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 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**

**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	All office areas have access to natural ventilation.	Louvers are visible on plans, but operability not clear. Please confirm louver window operability on plans.	3
Daylight & Solar Access	Access to daylight is good with ~40% of the office floor area reaching the target daylight factor of 2% or greater.	-	1
Glare	Protection to north facing glazing by overhangs, wing walls and light shelves.	-	1
Hazardous Materials and VOC	All internal paints, adhesives, sealants and carpets to low-VOC. All engineered timber to be low formaldehyde.	-	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 access to natural ventilation - High performance glazing and external shading to manage heat gains - Good thermal efficiency standards	Please refer to section on, <i>NCC Energy Efficiency Requirements Exceeded and Effective Shading</i>	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](http://www.geca.org.au)  
 Australian Green Procurement [www.greenprocurement.org](http://www.greenprocurement.org)  
 Residential Flat Design Code [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)  
 Your Home [www.yourhome.gov.au](http://www.yourhome.gov.au)

**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**

**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	NCC energy efficiency standards for heating and cooling loads of the building fabric exceeded by at least 30%.	-	1
Hot Water System	6 Star energy efficient gas, or systems with at least 80% efficiency.	-	1
Peak Energy Demand	Peak demand reduced through various initiatives.	-	1
Effective Shading	Protection to north facing glazing by overhangs, wing walls and light shelves. 30% improvement in minimum NCC energy efficiency standards for heating and cooling loads.	-	1
Efficient HVAC system	Automated mixed mode HVAC system with VRV system.	-	2
Efficient Lighting	Energy efficient lighting system type unknown, but at least a 20% improvement on NCC requirements across 90% of the floor area.	-	1
Electricity Generation	Proposing a 10.5kWp solar PV array.	-	1
Other	Energy storage system proposed.	Battery energy storage system can be identified in basement plans. Please indicate the approximate capacity (kWh) of the system.	3

**\* 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](http://www.makeyourhomegreen.vic.gov.au)  
 Building Code Australia [www.abcb.gov.au](http://www.abcb.gov.au)  
 Window Efficiency Rating Scheme (WERS) [www.wers.net](http://www.wers.net)  
 Minimum Energy Performance Standards (MEPS) [www.energyrating.gov.au](http://www.energyrating.gov.au)  
 Energy Efficiency [www.resourcesmart.vic.gov.au](http://www.resourcesmart.vic.gov.au)

**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**

**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 taps and fittings with the following WELS ratings/flow rates: - 7.5 litre/min shower heads - 5 Star WELS taps - 4 Star WELS toilets - 5 Star WELS dishwashers	-	1
Water for Toilet Flushing	10,000 litre rainwater tank will be provided connected to toilets on basement and ground floor.	-	1
Water Meter	Sub-metering of water demands.	-	1
Landscape Irrigation	Native vegetation to minimise irrigation needs.	-	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: [3. Water Efficiency](#)  
 Water Efficient Labelling Scheme (WELS) [www.waterrating.gov.au](http://www.waterrating.gov.au)  
 Water Services Association of Australia [www.wsaa.asn.au](http://www.wsaa.asn.au)  
 Water Tank Requirement [www.makeyourhomegreen.vic.gov.au](http://www.makeyourhomegreen.vic.gov.au)  
 Melbourne Water STORM calculator [www.storm.melbournewater.com.au](http://www.storm.melbournewater.com.au)  
 Sustainable Landscaping [www.ourwater.vic.gov.au](http://www.ourwater.vic.gov.au)

**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**

**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	A STORM report with a 104% STORM score has been provided that relies on 10,000 litres of storage for toilet flushing of toilets on ground and basement.	-	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](http://www.storm.melbournewater.com.au)  
 Water Sensitive Urban Design Principles [www.melbournewater.com.au](http://www.melbournewater.com.au)  
 Environmental Protection Authority Victoria [www.epa.vic.gov.au](http://www.epa.vic.gov.au)  
 Water Services Association of Australia [www.wsaa.asn.au](http://www.wsaa.asn.au)  
 Sustainable Landscaping [www.ourwater.vic.gov.au](http://www.ourwater.vic.gov.au)

**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**

**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	At least 3% recycled materials to be used (concrete, plasterboard, carpet & timber)	-	1
Embodied Energy of Concrete and Steel	No specific information has been provided.	-	1
Sustainable Timber	All timber will be accredited as sustainable by FSC or PEFC.	-	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
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: [5. Building Materials](#)  
 Building Materials, Technical Manuals [www.yourhome.gov.au](http://www.yourhome.gov.au)  
 Embodied Energy Technical Manual [www.yourhome.gov.au](http://www.yourhome.gov.au)  
 Good Environmental Choice Australia Standards [www.geca.org.au](http://www.geca.org.au)  
 Forest Stewardship Council Certification Scheme [www.fsc.org](http://www.fsc.org)  
 Australian Green Procurement [www.greenprocurement.org](http://www.greenprocurement.org)



**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**

**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.	-	1
Bike Parking Spaces	40 bike spaces provided in the basement for ~2,500m <sup>2</sup> of office space, plus eight visitors spaces on the pavement.	-	1
End of Trip Facilities	End of trip facilities include lockers, showers and repair station.	-	1
Car Share Facilities	No information has been provided.	-	1
Electric vehicle charging	Electric vehicle charging in the car stackers.	-	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](http://www.greenfleet.com.au)  
 Sustainable Transport [www.transport.vic.gov.au/doi/internet/icy.nsf](http://www.transport.vic.gov.au/doi/internet/icy.nsf)  
 Car share options [www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/](http://www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/)  
 Bicycle Victoria [www.bv.com.au](http://www.bv.com.au)

**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**

**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 management of general waste, recycling and green waste.	-	1
Storage Spaces for Recycling and Green Waste	Area for bins can be identified on the plans.	-	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](http://www.sustainability.vic.gov.au)  
 Preparing a WMP [www.epa.vic.gov.au](http://www.epa.vic.gov.au)  
 Waste and Recycling [www.resourcesmart.vic.gov.au](http://www.resourcesmart.vic.gov.au)  
 Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002) [www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)  
 Waste reduction in office buildings (2002) [www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)

**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**

**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	No specific information has been submitted.	-	1
Green roof and walls	Partial green roof on both level 3 and 6.	-	1
Communal areas	Terrace areas and ground floor breakout space for staff.	-	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: [8. Urban Ecology](#)  
 Department of Sustainability and Environment [www.dse.vic.gov.au](http://www.dse.vic.gov.au)  
 Australian Research Centre for Urban Ecology [www.arcue.botany.unimelb.edu.au](http://www.arcue.botany.unimelb.edu.au)  
 Greening Australia [www.greeningaustralia.org.au](http://www.greeningaustralia.org.au)  
 Green Roof Technical Manual [www.yourhome.gov.au](http://www.yourhome.gov.au)

**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**

**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](http://www.gbca.org.au)  
 Victorian Eco Innovation lab [www.ecoinnovationlab.com](http://www.ecoinnovationlab.com)  
 Business Victoria [www.business.vic.gov.au](http://www.business.vic.gov.au)  
 Environment Design Guide [www.environmentdesignguide.com.au](http://www.environmentdesignguide.com.au)

**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**

**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 users' manual explaining optimal usage of sustainability features within the development including rainwater tanks, energy systems, etc.	-	1
Contractor has Valid ISO14001 Accreditation	Contractor selection process to include weighting of ISO14001 accreditation.	-	1
Construction Management Plan	An Environmental Management Plan will be developed by the building contractor to monitor and control activities undertaken during construction.	-	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: [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](http://www.melbournewater.com.au)



**Attachment 9 - PLN17/0959 - 1E Marine Parade - ESD Comments**



**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.

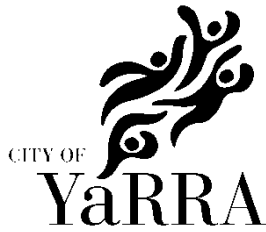
**How does the proposal comply with the benchmarks?**

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 10 - PLN17/0959 - 1E Marine Parade Abbotsford - Engineering comments



## MEMO

**To:** Patrick Sutton  
**From:** Mark Pisani  
**Date:** 28 February 2018  
**Subject:** Application No: PLN17/0959  
 Description: Eight Storey Mixed Use Development  
 Site Address: 1E Marine Parade, Abbotsford

I refer to the above Planning Application received on 23 January 2018 and the accompanying report prepared by Ratio Consultants in relation to the proposed development at 1E Marine Parade, 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	2,873 m <sup>2</sup>	3.5 spaces per 100 m <sup>2</sup> of net floor area	100	23
Food and Drink	62 m <sup>2</sup>	4 spaces per 100 m <sup>2</sup> of leasable floor area	2	1
<b>Total</b>			<b>102 Spaces</b>	<b>24 Spaces</b>

The site would have a car parking shortfall of 77 office parking spaces and one food and drink use space. 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.

The proposed office use for the development would have an on-site car parking provision of 0.80 spaces per 100 square metres of floor area (23 on-site parking spaces for 2,873 square metres). In nearby Collingwood, a number of developments have been approved with reduced office rates, as shown in the following table:

**Attachment 10 - PLN17/0959 - 1E Marine Parade Abbotsford - Engineering comments**

Development Site	Approved Office Parking Rate
Collingwood	
71-93 Gipps Street PLN16/1150 issued 30 August 2017	0.96 spaces per 100 m <sup>2</sup> (86 on-site spaces; 8,923 m <sup>2</sup> )
2-16 Northumberland Street PLN16/1150 issued 14 June 2017	0.89 spaces per 100 m <sup>2</sup> (135 on-site spaces; 15,300 m <sup>2</sup> )

Although slightly higher than the rates shown in the table above, the proposed on-site office parking rate of 0.80 spaces per 100 square metres is considered appropriate, having regard to the site's good accessibility to public transport services and proximity to Melbourne.

- *Parking Demand for Retail Use.* The patrons to the food and drink premises would be drawn from the office on the subject site and nearby workplaces, and also the local surrounding residential area. It is unlikely that this use would be specific destination in its own right. If we adopted a staff parking rate of 1.0 space per 100 square metres of area, this would equate to just under one on-site space. 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 Street and bus services operating along Johnston Street. Rail services from Collingwood railway station can easily be reached by foot.
- *Multi-Purpose Trips within the Area.* Clients to the office and customers to the food and drink premise 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.* Ratio Consultants had conducted on-street parking occupancy surveys in the surrounding area on Thursday 20 July 2017 from 7:00am to 6:00pm. The survey area encompassed Marine Parade, Hunter Street and sections of Nicholson Street, Yarra Street and Vere Street. The times and extent of the survey are considered appropriate. An inventory of 158 publicly available parking spaces was identified. The survey results indicate that the peak parking occupancy was observed at 7:00am, with only 22 on-street spaces vacant. From 1:00pm, parking opportunities improved, with no fewer than 50 vacant spaces available between 1:00pm and 6:00pm. Any short-stay parking demand for the office and food and drink premises can be accommodated on-street.
- *Relevant Local Policy or Incorporated Document.* The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Car Parking Deficiency associated with Existing Land Use.* The existing property accommodates a two-storey retail premises. It is not known how many on-site spaces are provided for the use. Customers and clients would most likely park off-site, as is common with most retail premises throughout Yarra. Any short-stay parking deficiency the site may have could potentially be transferrable to the new uses.

**Adequacy of Car Parking**

From a traffic engineering perspective, the waiver of office and food and drink car parking spaces is considered appropriate in the context of the development and the surrounding area. The on-site office parking provision rate is consistent with recently approved office developments that have very good accessibility to public transport services.

**Attachment 10 - PLN17/0959 - 1E Marine Parade Abbotsford - Engineering comments**

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

**TRAFFIC GENERATION**

**Trip Generation**

The traffic generation rates for the site adopted by Ratio Consultants are as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Office (23 on-site spaces)	0.5 trips per space in each peak hour	Not Provided	12	12
Food and Drink (1 on-site space)	1.0 trips per staff space in each peak hour	Not Provided	1	1
<b>Total</b>		-	<b>13</b>	<b>13</b>

The Ratio report had indicated that the peak hour office trip generation is 24 trips per peak hour. This is likely to be an error, as a rate of 0.5 trips per space in each peak hour would result in an office parking trip generation of 12 trips per peak hour.

The above traffic volumes generated by the site are not high and should not adversely impact Marine Parade or the traffic operation of the Marine Parade/Nicholson Street intersection.

**Attachment 10 - PLN17/0959 - 1E Marine Parade Abbotsford - Engineering comments****DEVELOPMENT LAYOUT DESIGN****Layout Design Assessment**

<b>Item</b>	<b>Assessment</b>
<b>Access Arrangements</b>	
Development Entrance	The development entrance has a width of 3.0 metres and satisfies <i>Design standard 1 – Accessways</i> of Clause 52.06-9.
Visibility	A 2.5 metre by 2.0 metre sight triangle has been provided on the east side of the entrance. The west side of the entrance abuts the adjoining property and a sight triangle cannot be practically accommodated. The <i>Ground Floor Plan</i> (TP03 Revision P5) shows a convex mirror to view footpath conditions to the west. This is considered satisfactory.
Headroom Clearance	A headroom clearance of 4.68 metres has been provided at the entrance doorway. A minimum headroom clearance of 2.23 metres has been provided between the underside of the ground floor slab and the ramp
Internal Ramped Accessways	The ramp has a wall-to-wall width of 3.7 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
<b>Car Parking Modules and Mechanical Parking</b>	
Accessible Parking Space	The dimensions of the accessible car parking space and shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	The 6.2 metre aisle (between the lift core and the edge of the stacker device) satisfies AS/NZS 280.1:2004. Useable platform widths range from 2.46 metres to 2.76 metres. The platforms can accommodate cars up to 5.2 metres in length. The system is considered satisfactory.
Motorbike Spaces	The two motorbike spaces (not dimensioned on the drawings) measure 1.2 metre by 2.5 metres and satisfy AS/NZS 2890.1:2004.
Car Stacker Device	The car stacker device to be used is a shuffle type stacker
Vehicle Clearance Heights	Each space would have a vehicle clearance height of 1.88 metres, which satisfies <i>Design standard 4: Mechanical parking</i> .
Floor to Ceiling Height	Not dimensioned on the drawings. The floor to ceiling height must be greater than 3.85 metres in order to accommodate the stacker device.
<b>Gradients</b>	
Ramp Grade for First 5.0 metres inside Property	The ramp grade for the first 5.0 metres inside the property has been designed at 1 in 10, which satisfies <i>Design standard 3: Gradients</i> .
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy <i>Design standard 3</i> .
Transition Grade at Base of 1 in 4 Ramp Section	The transition grade at the base of the 1 in 4 ramp grade has a length of 2.6 metres – satisfactory for accommodating the ground clearance of the B99 design vehicle.



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Item	Assessment
Other Items	
Loading Bay	The building cannot practically provide an on-site loading bay for the food and drink use. Deliveries would be carried out by small vans or commercial vehicles, which would park on-street for short durations. Engineering Services has no objection to the waiving of the loading bay requirement under Clause 52.07.
Vehicle Turning Movements- Development Entrance	The swept path diagrams for the B99 design vehicle satisfactorily demonstrate vehicle entry and exit movements into and out of the development via Marine Parade.
Vehicle Turning Movements- Car Stacker Platforms and Accessible Parking Space	The swept path diagrams for the B85 design vehicle satisfactorily demonstrate vehicle entry and exit movements into and out of the car stacker platforms and the accessible parking space. Access into some of the spaces would require a motorist to undertake an additional correction movement – permissible under AS/NZS 2890.1:2004.
Adequacy of Accessway Width	Although the on-site car park accommodates more than 10 vehicles, a passing area is not required as the accessway is less than 50 metres in length. The peak hour traffic volume generated by the development is 13 vehicle trips. The accessway width satisfies AS/NZS 2890.1:2004, which states that a passing area is required where is 30 or more vehicle trips in a peak hour.

**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.

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### **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 Marine Parade road frontage must be reconstructed in bluestone to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Marine Parade road frontage 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.
- The vehicle crossing servicing the development must be reconstructed to Council's satisfaction and at the Permit Holder's cost. A vehicle crossing design is to be submitted to Council for approval prior to works commencing on the development. The vehicle crossing must satisfy the B99 design vehicle ground clearance requirements. Works are to be carried out to neatly match the existing vehicle crossing of the adjacent property west of the subject site.
- The redundant vehicle crossing must be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost. Matching-in works are to be carried out to existing vehicle crossing of the adjacent property east of the subject site.

#### **Car Stacker Devices**

- The car stacker device must be installed, operated and maintained in accordance with the manufacturer's specifications and requirements.
- No pipes, ducting or protrusions from the ceilings, walls or the underside of slabs are to be installed above or within the parking 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.

#### **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

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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**

The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the *Building Regulations 2006* from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act 1989* and Regulation 610.

#### **Discharge of Water from Development**

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

### **ADDITIONAL INFORMATION PROVIDED BY CONSTRUCTION MANAGEMENT**

#### **General Construction Activity Comments**

- All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.
- Redundant pits/services to be removed and council assets to be reinstated.
- The applicant should provide clarification in relation to the purpose of the doorway at the south east corner of the property accessing the abutting east-west aligned bluestone Right of Way. This Right of Way may require reconstruction if frequent pedestrian or vehicle access is proposed via this road.
- Comment from Council's Strategic Transport branch should be sought in relation to the proposed bicycle hoops along the site's Marine Parade road frontage.
- Comment from Open Space should be sought in relation to the proposed street tree along the site's Marine Parade road frontage.
- Service pit lids are to be replaced by heavy duty pit lids in the location of proposed vehicle crossing.