

ATTACHMENT 1

SUBJECT LAND: 141-147 Queens Parade, Clifton Hill



↑ North

★ Subject Site

Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans

NOTICE OF AN APPLICATION FOR A PLANNING PERMIT Pursuant To Section 57B Of The Planning And Environment Act 1987	
The land affected by the application is located at:	141-147 QUEENS PDE CLIFTON HILL VIC 3068
The application is for a permit to:	AMENDED PLANS TO INCREASE THE BASEMENT SIZE INCLUDING ASSOCIATED CHANGES TO CAR PARKING FACILITIES.
The applicant for the permit is:	SONIA DIAMANTE
The application reference number is:	PLN17/0718
You may look at the application and any documents that support the application at the office of the responsible authority or alternatively at http://www.yarracity.vic.gov.au/planning--building/advertised-planning-applications/	Statutory Planning Department City Of Yarra Richmond Town Hall 333 Bridge Road Richmond 3121 <i>Office Hours: 8.30 am - 5.00 pm Weekdays</i>
<p>This can be done during office hours and is free of charge.</p> <p>Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority.</p> <p>The responsible authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.</p>	
An objection must:	<ul style="list-style-type: none"> • Be sent to the responsible authority in writing • Include the reasons for the objection, and • State how the objector would be affected
The responsible authority will not decide on the application before:	24 Aug 2018
If you make a submission, the Responsible Authority will tell you its decision.	

Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



141 Queens Parade Clifton Hill

TOWN PLANNING RFI ISSUE
URBAN CONTEXT-LOCALITY PLAN

6/21/2018

2017053TP010YD

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141 Queens Parade Clifton Hill

TOWN PLANNING RFI ISSUE
URBAN CONTEXT-SITE CONTEXT

2017053TP011YD

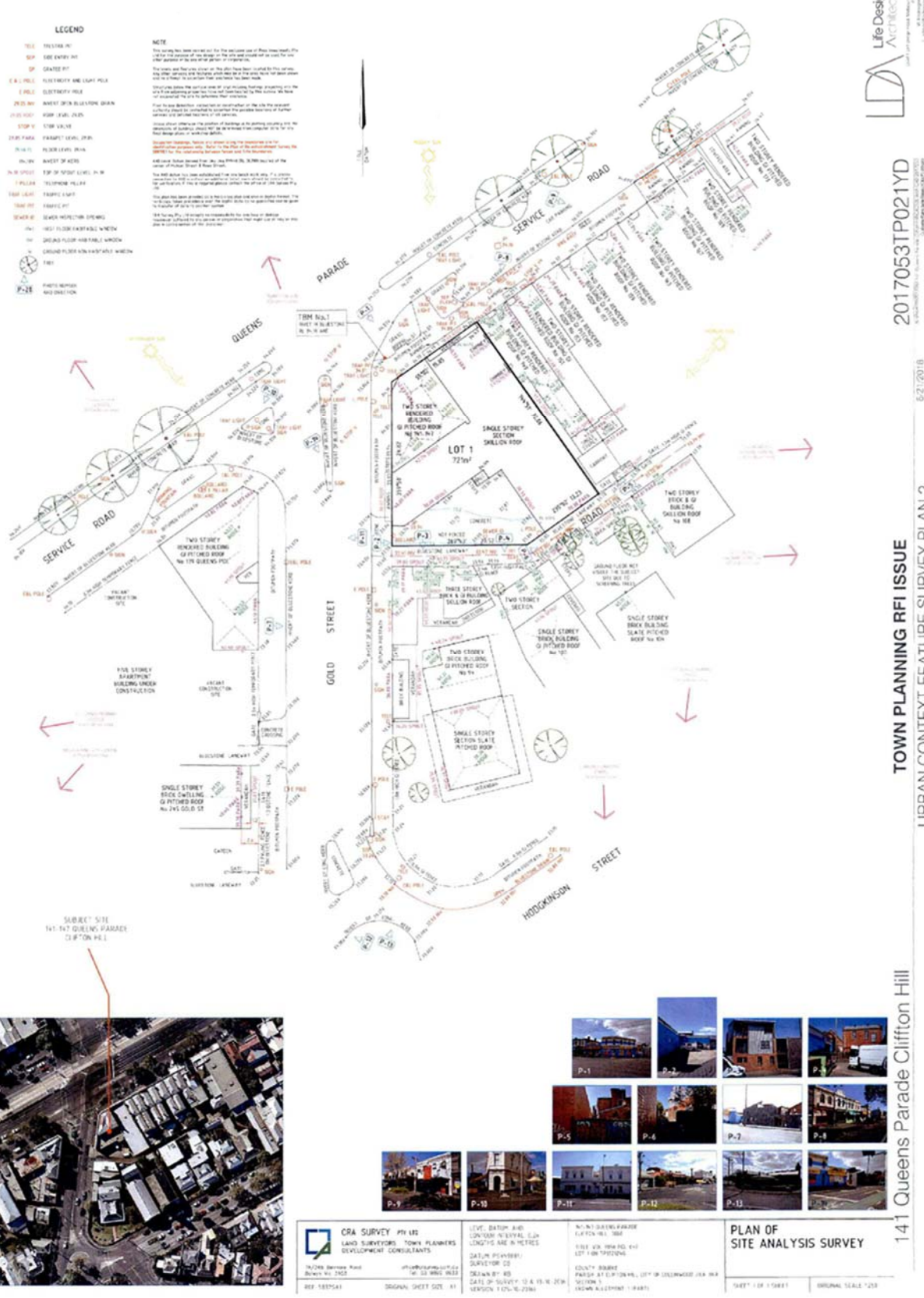
6/21/2018



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Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



141 Queens Parade Clifton Hill

TOWN PLANNING RFI ISSUE

2017053TP101YD

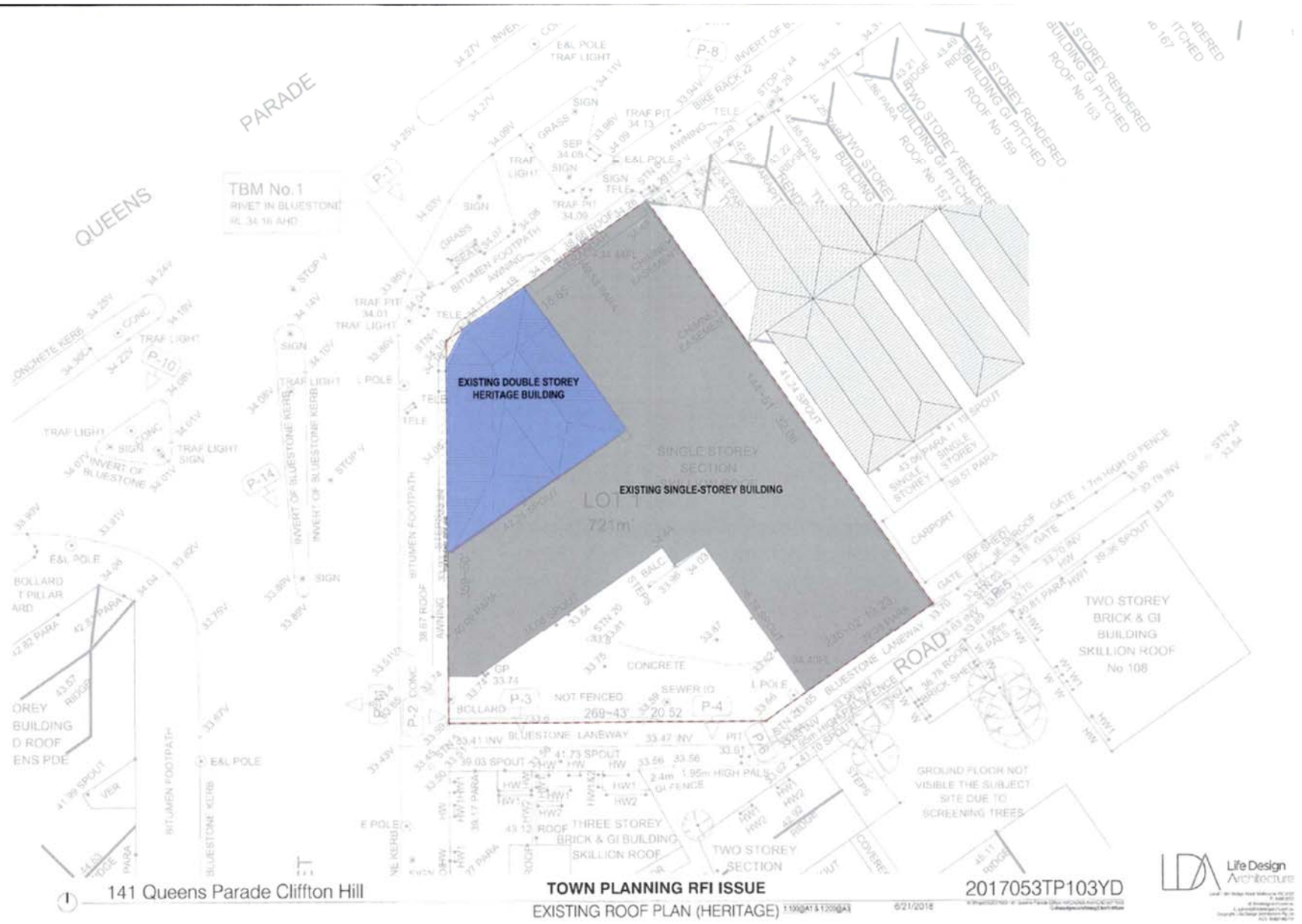
EXISTING GROUND FLOOR PLAN (HERITAGE)



Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



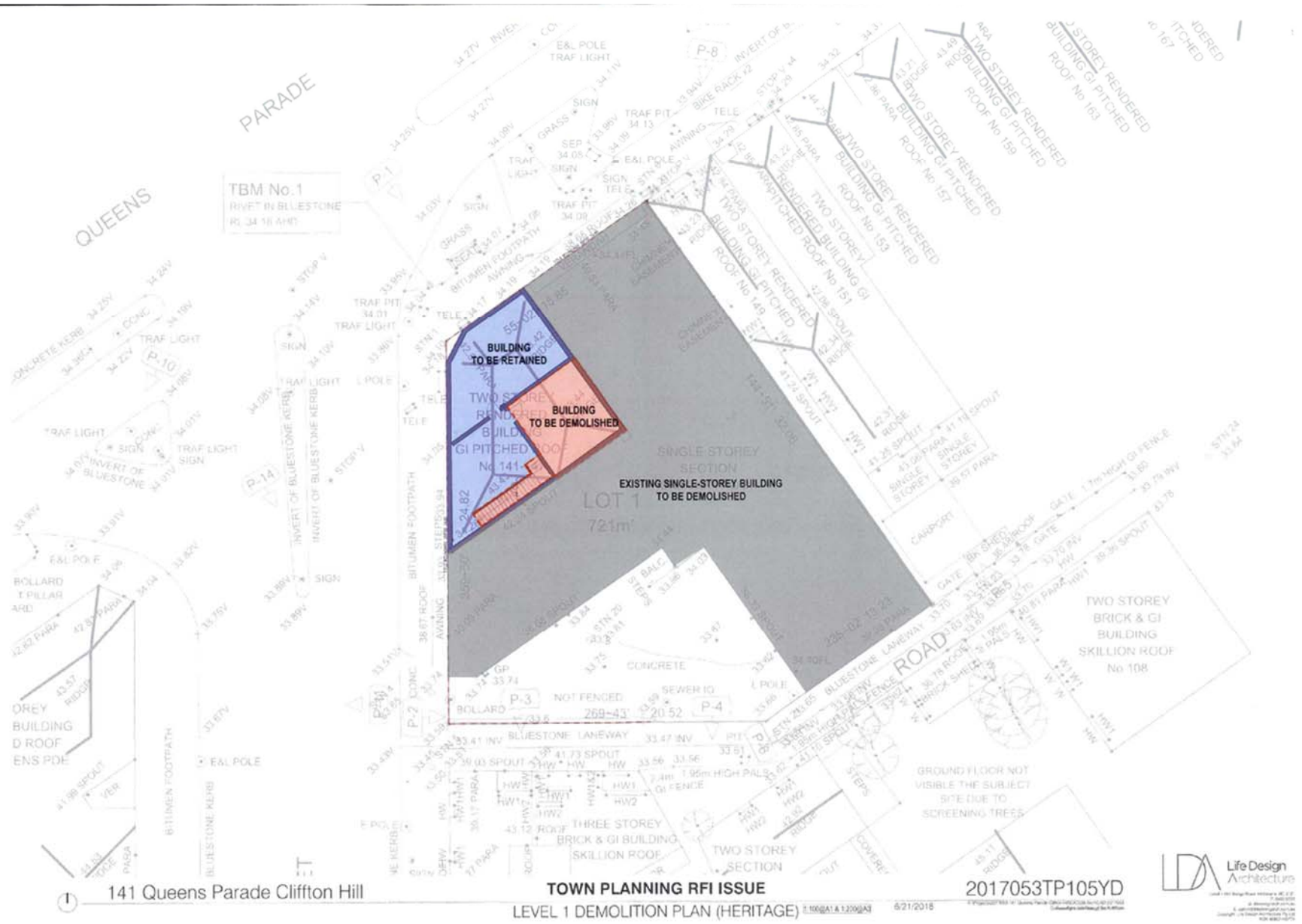
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Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



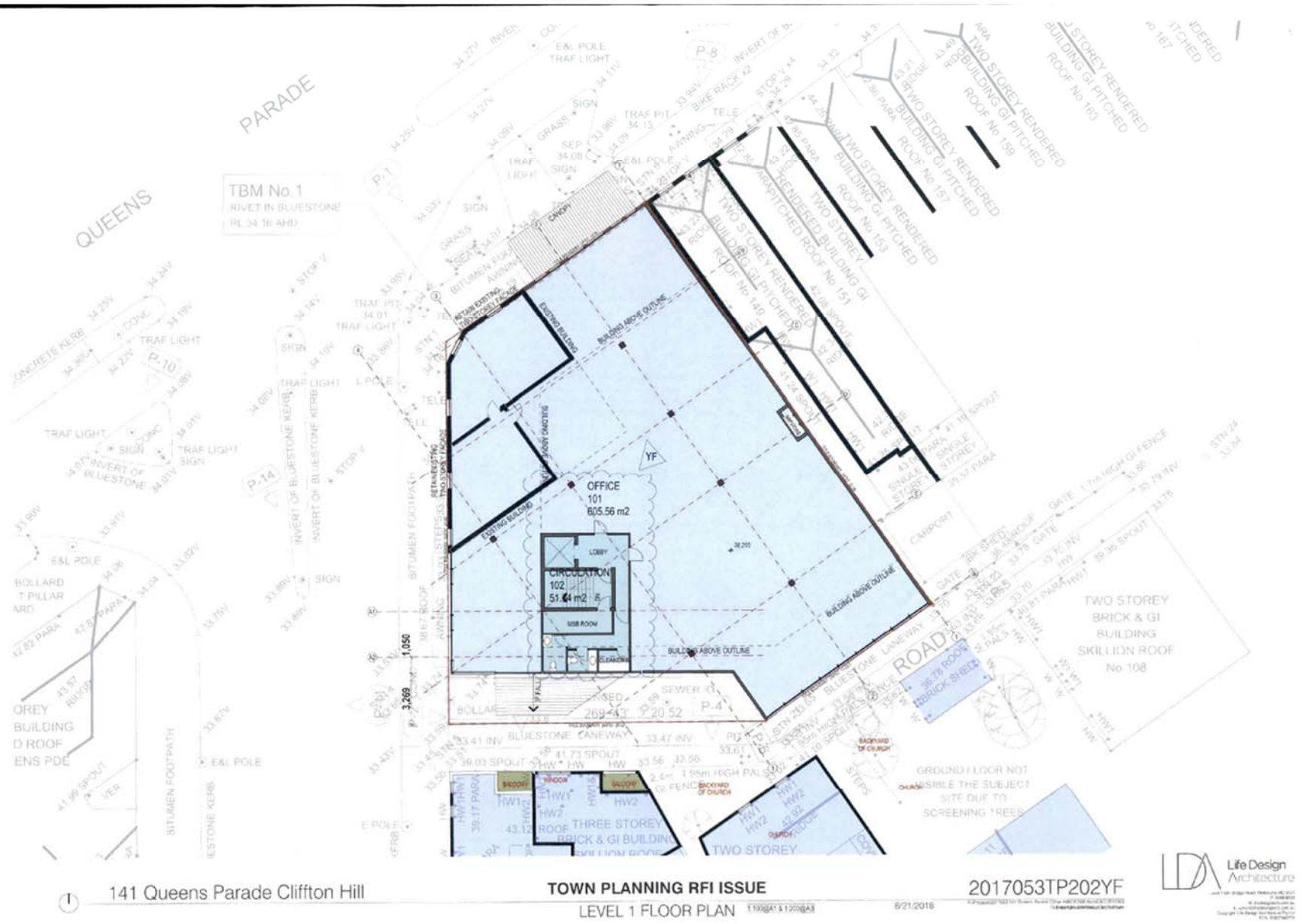
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Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



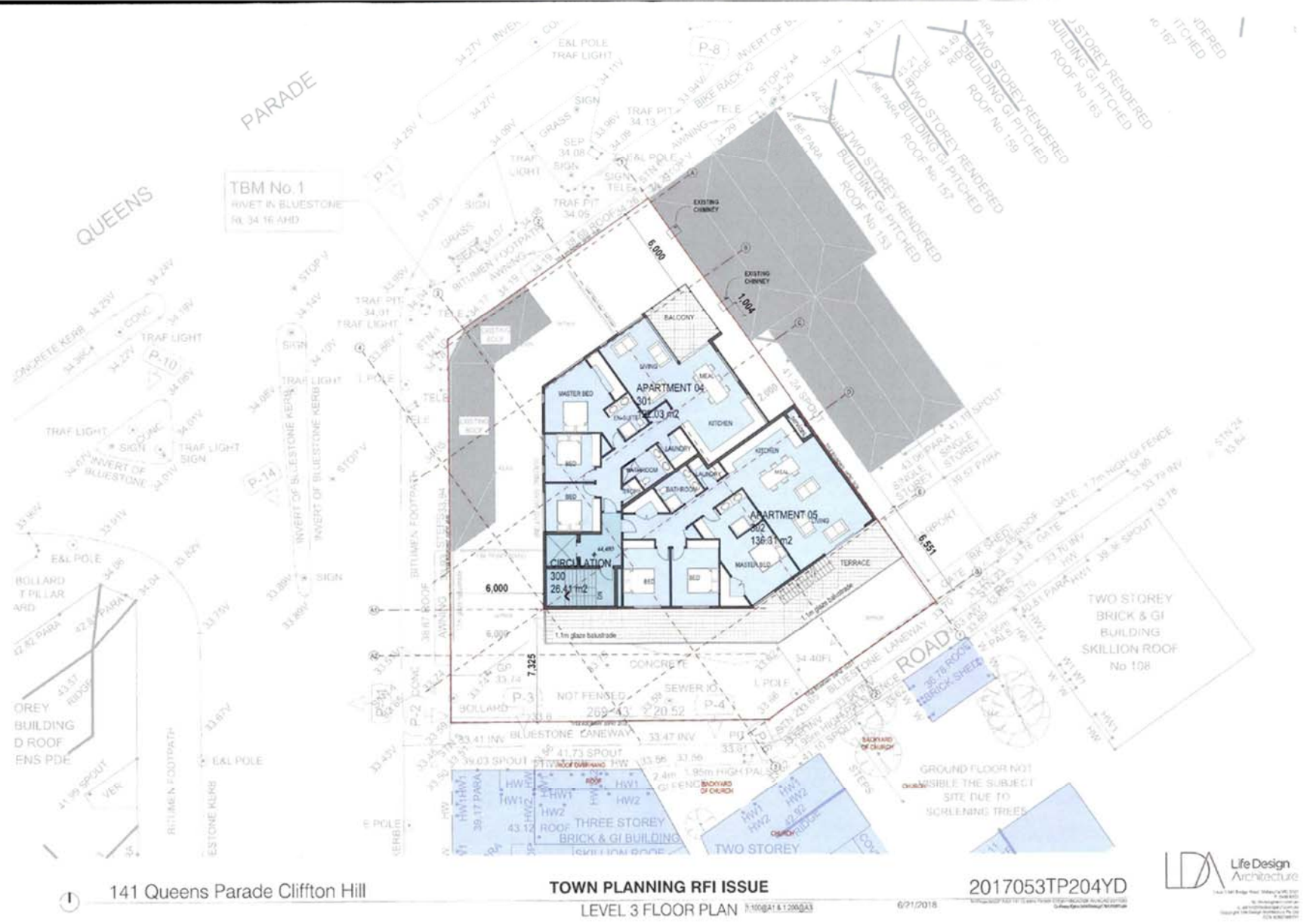
Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



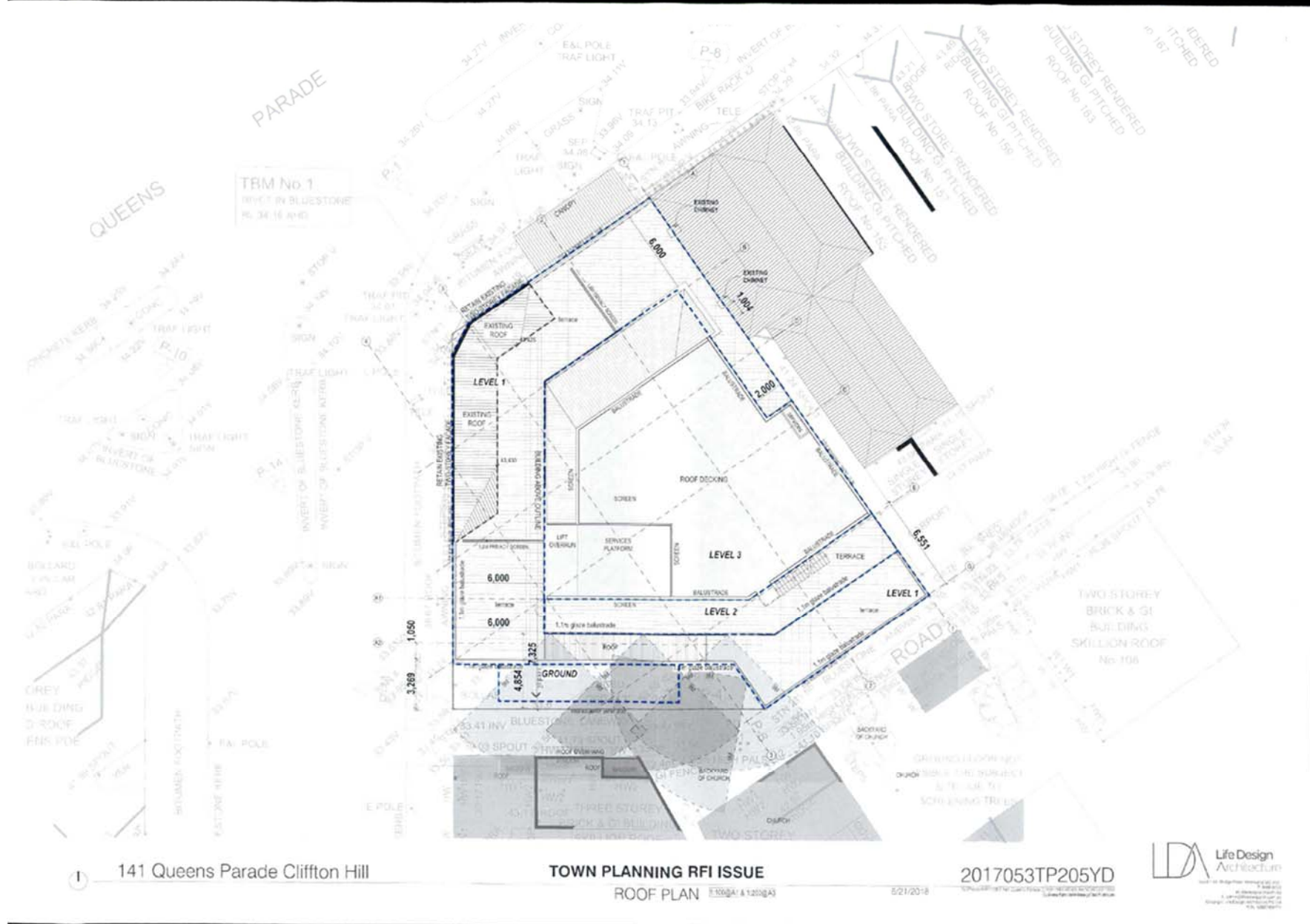
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Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



141 Queens Parade Clifton Hill

TOWN PLANNING RFI ISSUE

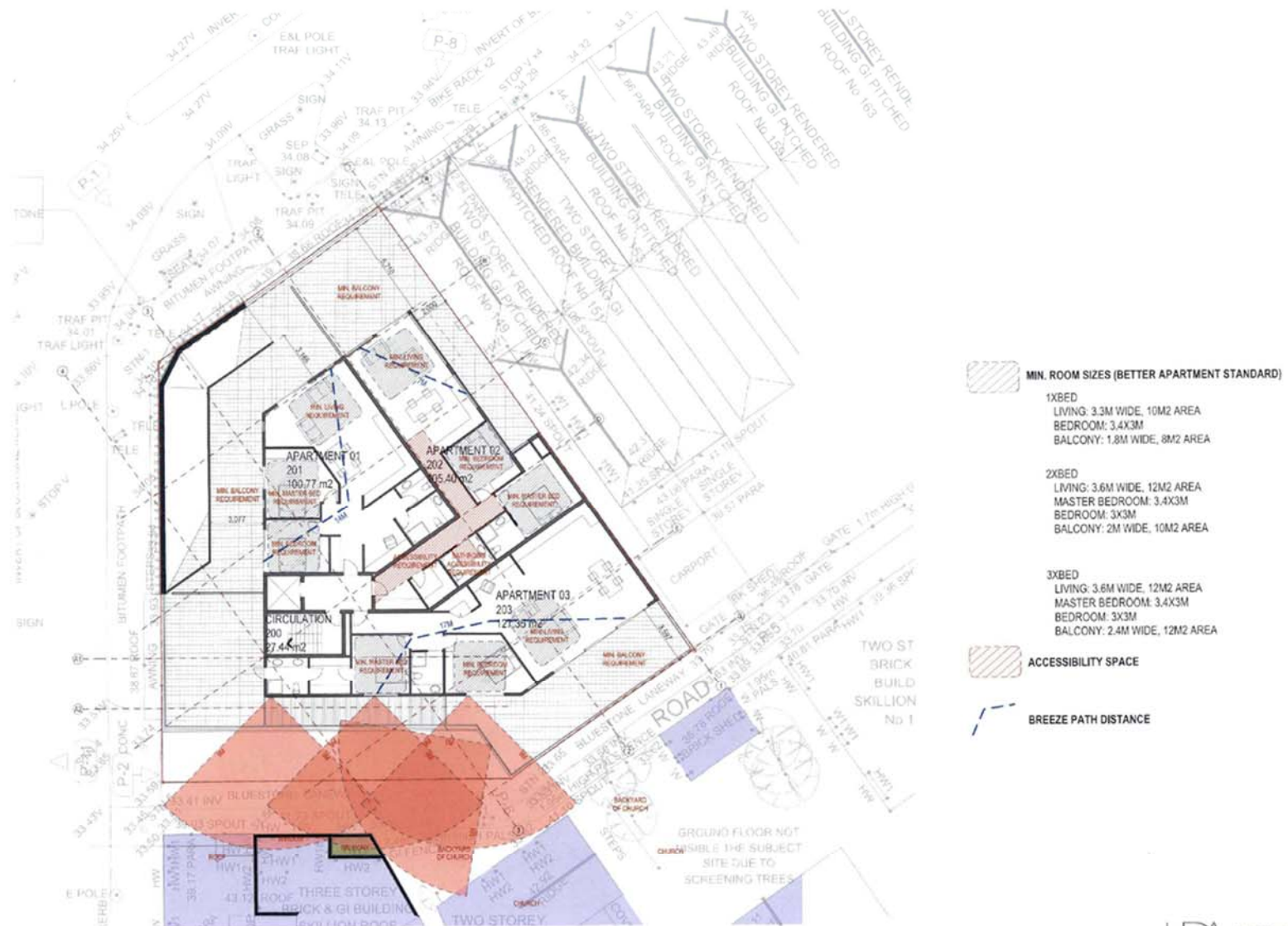
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ROOF PLAN 1:100 (A1 1:200 @ A3)

5/21/2018



Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



141 Queens Parade Clifton Hill

TOWN PLANNING RFI ISSUE
 DESIGN RESPONSE-LEVEL 2 FLOOR PLAN 9/2008A1 & 1/2008A3 6/21/2018

2017053TP301YD



Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



- MIN. ROOM SIZES (BETTER APARTMENT STANDARD)**
- 1XBED**
LIVING: 3.3M WIDE, 10M2 AREA
BEDROOM: 3.4X3M
BALCONY: 1.8M WIDE, 8M2 AREA
 - 2XBED**
LIVING: 3.6M WIDE, 12M2 AREA
MASTER BEDROOM: 3.4X3M
BEDROOM: 3X3M
BALCONY: 2M WIDE, 10M2 AREA
 - 3XBED**
LIVING: 3.6M WIDE, 12M2 AREA
MASTER BEDROOM: 3.4X3M
BEDROOM: 3X3M
BALCONY: 2.4M WIDE, 12M2 AREA
- ACCESSIBILITY SPACE**
- BREEZE PATH DISTANCE**

141 Queens Parade Clifton Hill

TOWN PLANNING RFI ISSUE
DESIGN RESPONSE-LEVEL 3 FLOOR PLAN

2017053TP302YD



Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



141 Queens Parade Clifton Hill

TOWN PLANNING RFI ISSUE
QUEENS PARADE STREETSCAPE

T: 15024141300843

6/21/2016

2017053TP500YD

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141 Queens Parade Clifton Hill

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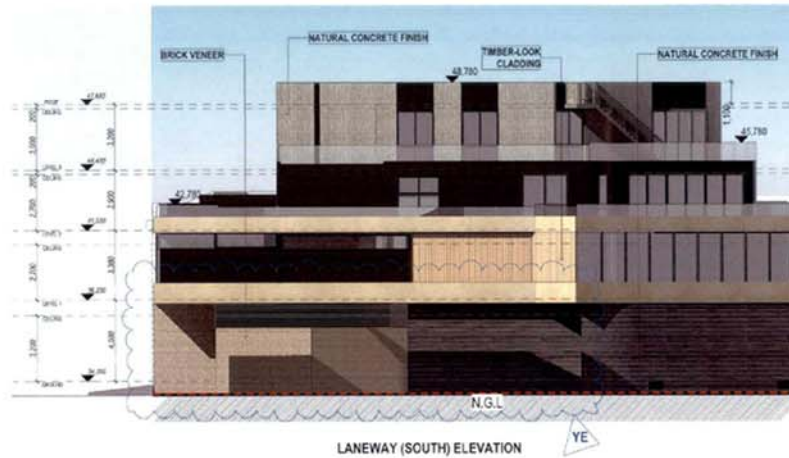
ELEVATIONS SHEET 1 P 1008A1 & 1 2008A3

2017053TP501YE

6/21/2018

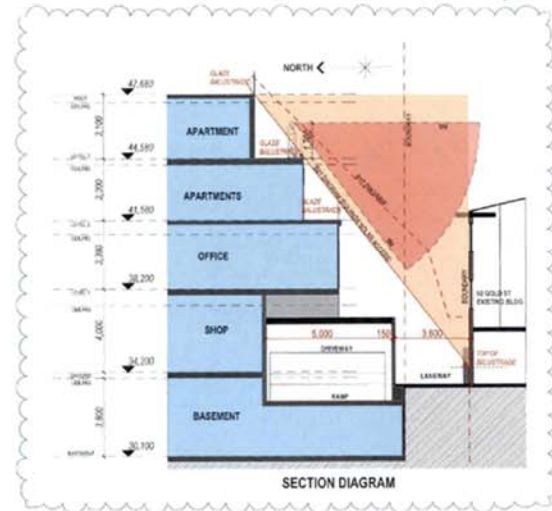
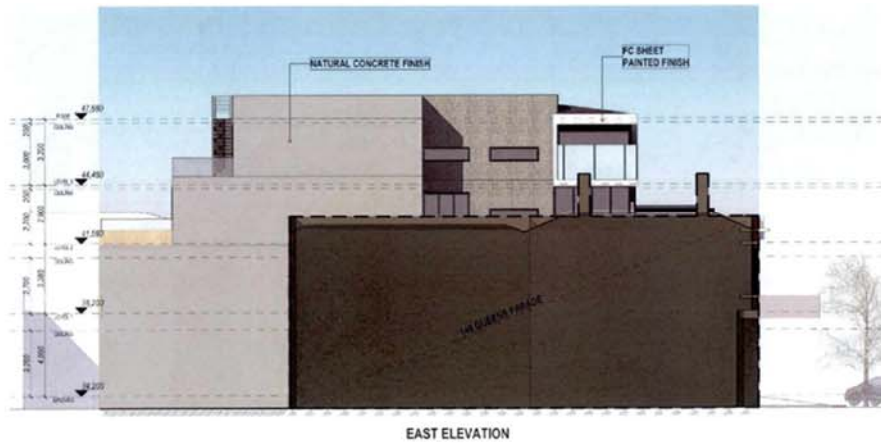


Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



FINISHES SCHEDULE

-  PAINTED/RENDERED FINISH
COLOR: DULUX HERITAGE SETTING STONE
-  UPPER LEVEL METAL CLADDING (CLIP-LOCK)
COLOR: WOODLAND GRAY
-  NATURAL CONCRETE FINISH
-  TIMBER-LOOK CLADDING
-  BRICK VENEER



141 Queens Parade Clifton Hill

TOWN PLANNING RFI ISSUE

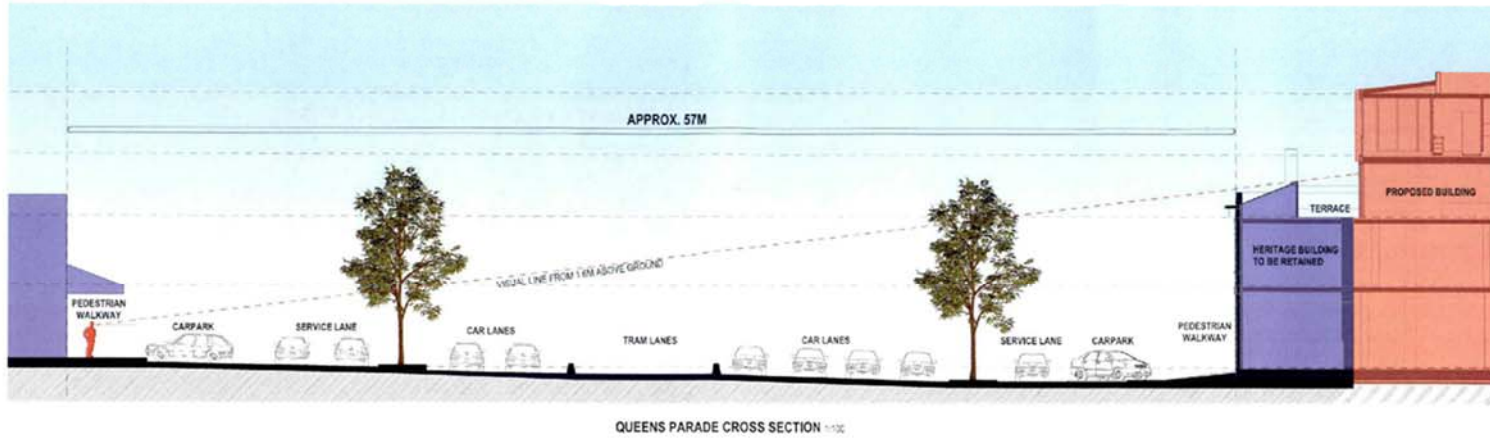
ELEVATIONS SHEET 2 1:100@A1 & 1:200@A3

2017053TP502YE

6/21/2018



Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



141 Queens Parade Clifton Hill

TOWN PLANNING RFI ISSUE

STREET CROSS SECTIONS 1:100 @ A1 & 1:200 @ A3

2017053TP503YD

6/21/2018



Attachment 2 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Advertising S57B - Plans



GOLD STREET ELEVATION



EXISTING BUILDING CONDITION



QUEENS PARADE ELEVATION

SCOPE OF WORK SUMMARY

- ① Existing BLUE and WHITE advertising colors to be removed
- ② Existing advertising signages to be removed
- ③ Ext. wall to be painted with appropriate stone color (DULUX HERITAGE SETTING STONE)
- ④ Upper level windows to be repaired and frames painted with original color
- ⑤ Existing roof form along street facade to be retained
- ⑥ Ground level street windows to be restore if original photos/drawings are available
- ⑦ Ground level existing doors to be restored if original door(s) stay(s) behind the advertising boards, otherwise 4-panel solid timber door to be installed (as shown below)



141 Queens Parade Clifton Hill

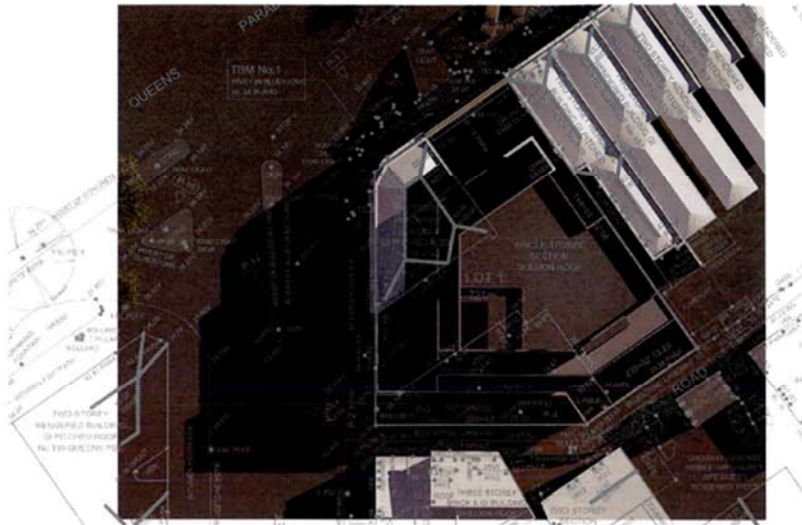
TOWN PLANNING RFI ISSUE
PROPOSED HERITAGE BUILDING WORK SUMMARY

6/21/2018

2017053TP504YE



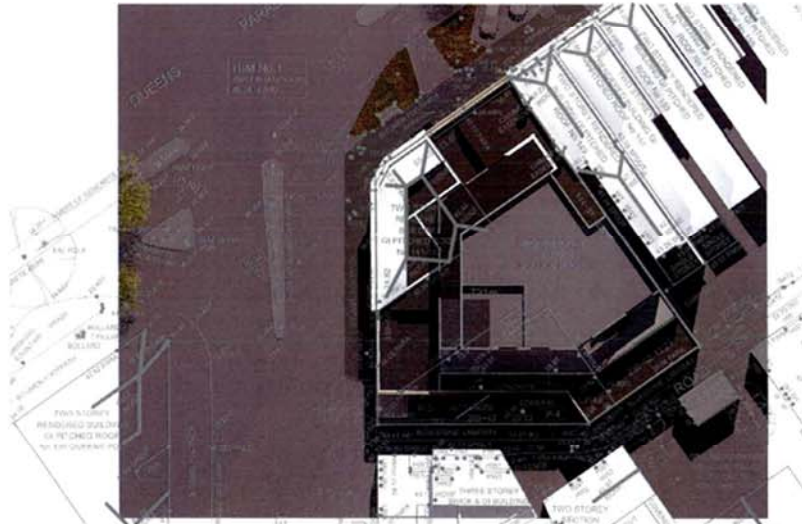
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EQUINOX 9AM



EQUINOX 3PM



EQUINOX 12PM

1 141 Queens Parade Clifton Hill

TOWN PLANNING RFI ISSUE

SHADOW DIAGRAMS 1:200 @ A1 & 1:400 @ A3

2017053TP801YD

6/21/2018



Attachment 3 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Heritage advice

City of Yarra Heritage Advice

Application No.:	PLN17/0718
Address of Property:	141-147 Queens Parade
Planner:	Gary O'Reilly
Yarra Planning Scheme	STATE POLICY:
References:	<ul style="list-style-type: none"> • Clause 15.03 Heritage LOCAL POLICY: <ul style="list-style-type: none"> • Clause 21.05-1 Built Form (Heritage) • Clause 43.01 Heritage Overlay • Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay
Heritage Overlay No. & Precinct:	HO330-Queens Parade Precinct, North Fitzroy/Clifton Hill
Level of significance:	Individually significant, constructed 1883 (Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007)
General description:	Part demolition of the existing corner building and construction of 4 storey development
Drawing Nos.:	Set of 25 x A3 drawings prepared by LDA Architecture, received by Council and date stamped 24 January 2018 Heritage Impact Statement by Trethowan Architects, dated 14 December 2017.

WHY IS THE PLACE INDIVIDUALLY SIGNIFICANT?

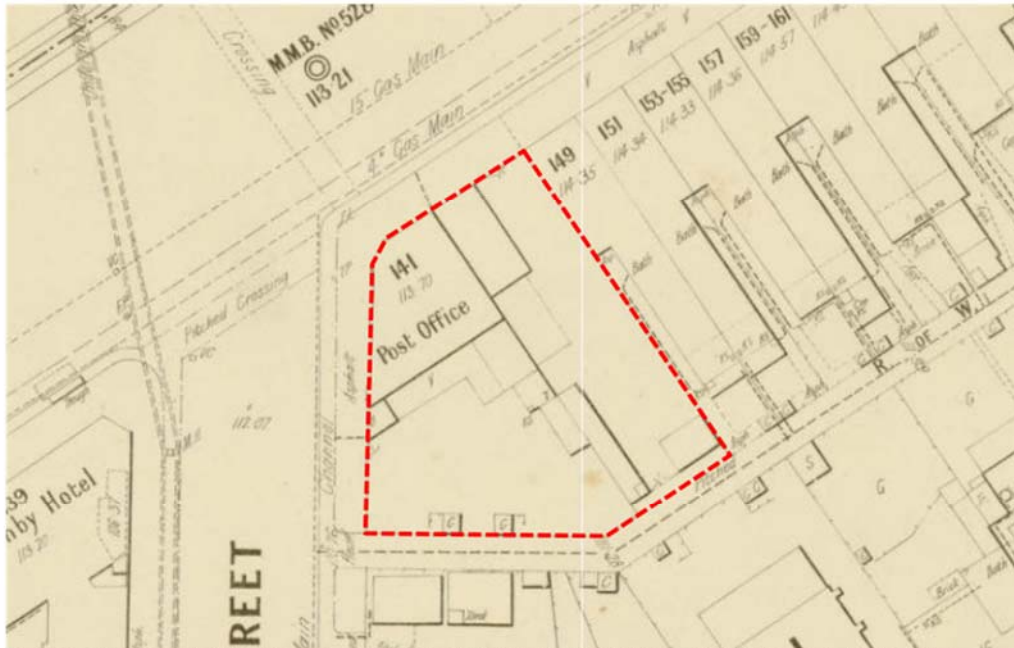
<u>Description:</u>	A two storeyed stuccoed Italianate shop with residence above. The facade is trabeated, with giant order rusticated pilasters, plain (altered) parapet, bracketted cornice and round arched upper level windows.
<u>Condition:</u>	Good
<u>Integrity:</u>	Fair. Cornice (stringcourse) part removed, shop windows altered.
<u>History:</u>	In 1882 Abbondio Campi owned 195' land on the south-east corner of Queens Parade and Gold Street. 45' of land from the corner was sold in 1883 and a Post and Telegraph Office was built there the same year. It continued to operate as such in 1900 and was known as the Clifton Hill Post and Telegraph Office. (1892, 1883, 1901 RB).
<u>Significance:</u>	The former Clifton Hill post office is of local importance on account of the buildings' initial use as well as for its prominence and late Victorian architecture.

Source: Collingwood Conservation Study Review, 1995.

CONTEXT DESCRIPTION:

The subject site is an irregular allotment with a principal frontage to Queens Parade, side frontage to Gold Street and rear access via a bluestone laneway. It is located on the south-eastern side of the street. Queens Parade is a very large street, measuring 50metres footpath to footpath.

Attachment 3 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Heritage advice



Above: Extract from Melbourne and Metropolitan Board of Works detail plan, 1218, City of Collingwood, dated 1904 Subject site outlined in red.

Historically the site was first developed in 1883 as a Post and Telegraph Office. The original building was located at the corner of Queen's Parade and Gold Street. The site has been subsequently extended to the rear of the original building and to the side, fronting Queens Parade.



Above: current aerial image of subject site and surrounds.

The subject site currently presents as two buildings to the Queens Parade streetscape.

The westernmost building is the original two-storey, Victorian-era bank building with a commercial premise at ground level and residence above. More recently the Victorian-era subject building has been unsympathetically altered by external painting, signage and construction of the non-contributory building to the east.

The easternmost building is a later infill that disrupts the intactness of the row of buildings in which the site is located, which have clearly been designed with reference for one another. In assessing the citation of both individual building and the Precinct, it is considered that this later infill building is a Non-Contributory element, as it sits outside the eras of significance for the Precinct and does not contribute architecturally or aesthetically to the streetscape or site generally.

Attachment 3 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Heritage advice



Above: Subject site at 141-147 Queens Parade



Above: View westwards along Queens Parade towards subject site



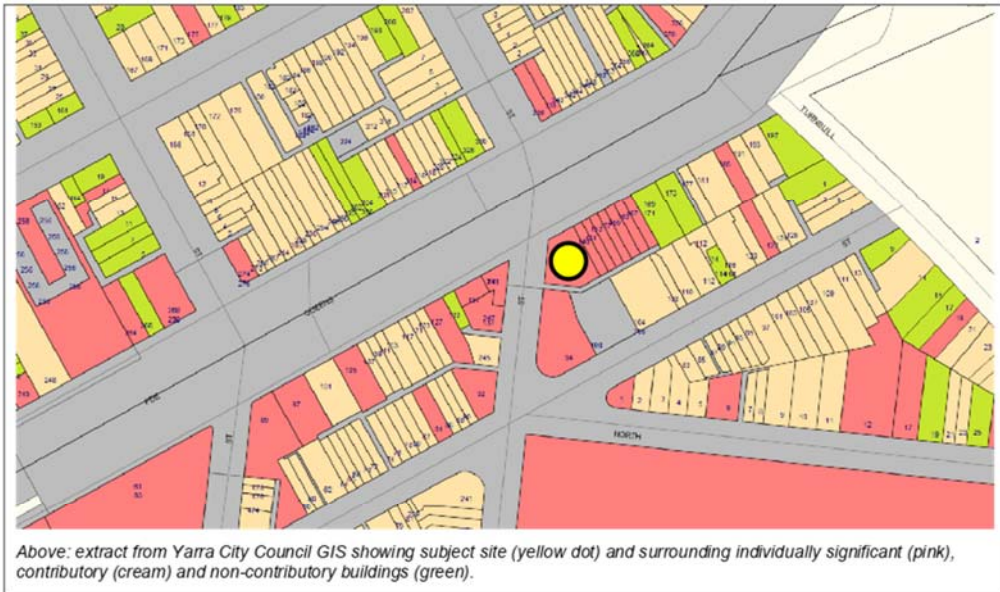
Above: View northwards along Gold Street towards subject site

The adjoining building to the east fronting Queens Parade is of a similar height to the rear addition and is recessed back from the earlier buildings adjacent on both sides.

There is a bluestone laneway at the rear of the subject site that services both the shops and residences of Queens Parade as well as Hodgkinson Street to the south.

Queens Parade is a highly intact, and high quality streetscape of individually significant, contributory and some non-contributory buildings. The section in which the subject site is located is built up of mostly individually significant and contributory commercial, Victorian and Edwardian-era buildings.

Attachment 3 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Heritage advice

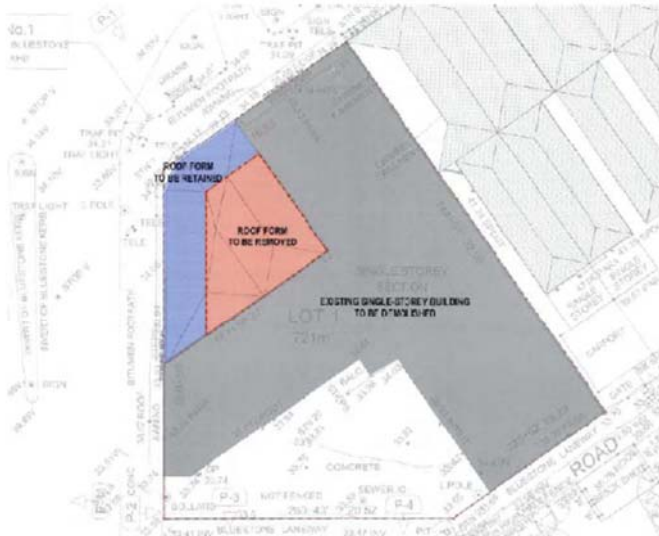


Above: extract from Yarra City Council GIS showing subject site (yellow dot) and surrounding individually significant (pink), contributory (cream) and non-contributory buildings (green).

ASSESSMENT OF PROPOSED WORKS:

Comments regarding proposed demolition:

The extent of demolition proposed by this application includes the demolition/removal of the rear part of the original building at ground and first floor levels and a majority of the associated roof structure behind the front pitch. Demolition includes removal of all the later additions.



Above: Extent of original roof structure to be retained shown shaded in blue

The key consideration for assessing this aspect of the works is whether the proposed demolition will adversely affect the significance of the heritage building or the broader heritage precinct.

Policies regarding removal of part of a heritage place are set out in Clause 22.02-5.1 of the Yarra Planning Scheme and state that removal of inappropriate alterations, additions and works that detract from the cultural significance of the place is encouraged.

It is also policy to generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:

Attachment 3 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Heritage advice

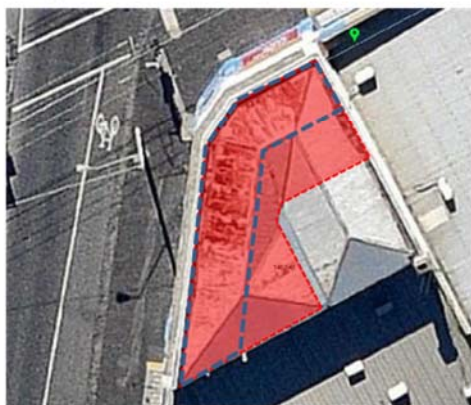
- That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).
- For a contributory building:
 - that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or
 - the removal of the part would not adversely affect the contribution of the building to the heritage place.
- For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.

The demolition of the entire flat roofed built form at the rear of the original building and the addition to the side (no. 147) is supported on the basis that these are later additions that do not contribute to the cultural significance of the place.

The removal of part of the original floor area at the rear of the ground and first floor levels will not be visible from either of the street frontages. The removal of these areas will not negatively affect the significance of the place.

In regard to the roof structure, it is proposed to remove more than half of the original roof structure (refer to blue line on the diagram below). This means that the roof form of the main building will not be maintained, contrary to the policies set out in Clause 22.02-5.1. It is acknowledged that the existing roof form is not generally visible except from distant views. The extent of roof structure to be retained will be to a depth of about 3 metres from the street facades. At this depth the existing ridgeline will be maintained. Although it would be preferable that the extent of roof shown shaded red in the diagram below be retained, it is recognised that the removal of the roof structure to the 'inside' of the existing roof will not be perceivable from any vantage point at street level.

Therefore on this basis, **the extent of roof demolition proposed in this application is considered acceptable.**



Above: Extent of original roof form that should be retained shown shaded in red

Comments regarding new development, alterations and additions:

The extent of new works proposed by this application includes:

1. Alterations to Former Post Office, including:
 - Removal of existing commercial paint scheme and repaint appropriate stone colour.
 - Removal of all signage.
 - Restoration of Ground Floor windows if photos/drawings become available
 - Repair of windows to First Floor, paint to match original colour scheme
 - Restore original doors if investigative works determines their existence, otherwise reinstate with typical four-panelled solid timber door.
2. Construction of four level building with basement, encompassing the following:
 - Single Basement level,
 - Two level building fronting Queens Parade and Gold Street, comprising one level of retail at the Ground Floor and one level of commercial on First Floor.
 - Five apartments over two levels on the Second and Third Floors.

Attachment 3 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Heritage advice

- Open terrace at the Second and Third Floors and one balcony to the Third Floor

The key consideration for assessing the proposed alterations and additions is whether the works will adversely affect the significance, character or appearance of the remaining heritage building or the broader heritage precinct.

Setbacks and scale:

Proposed Infill Development Fronting Queens Parade:

The setback of the ground and first floor levels of the proposed infill development fronting Queens Parade will respond to the existing zero setbacks of the heritage building and the adjacent contributory 'Campi's Buildings' to the north. The setback of the two higher floor levels at 6 metres from the site boundary allows the scale of the ground and first floors to reinforce the traditional scale of the streetscape, far better than the existing building on that part of the site.

Proposed Additions to Heritage Building:

Like the proposed infill development fronting Queens Parade, the setback of the proposed ground and first floor levels additions facing Gold Street will respond to the existing zero setback of the heritage building. The setback of the two higher floor levels at 6 metres from all street frontages will allow the scale of the proposed ground and first floors to further reinforce the traditional scale of the heritage building. Furthermore, it is expected that a majority of the proposed third floor will be concealed by the retained building. This in turn will conceal most activity in the proposed open terraces located directly behind the roof forms at level 3.

The overall scale of the development will be four storeys. The scale of the proposed upper floor development will not satisfy the sightline assessment in Figure 2 of the heritage policy, however as a commercial building, the Specific Requirements at Clause 22.02-5.7.2 only require that upper level additions:

Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.

Given that the existing heritage building on the site and the buildings adjacent are of a generous two-storey scale, and the setbacks of the upper floor levels, it is considered that the lower proportion of the overall development will continue to make a strong contribution to the traditional scale of this historic commercial strip despite the visibility of the upper floors, especially from distant vantage points.

It is also noted, that as a corner position, some additional building height, respectfully setback may enhance the prominence of this site within the overall precinct.

Appearance:

Original heritage building:

The proposed works to the remaining heritage building will reinstate the appearance of the building to be consistent with the period in which it was constructed. Where missing details are identified, it is proposed that these will be researched and where possible reconstructed to match, or else designed to be consistent with the period of the building.

As a consequence of these works, the appearance of the existing heritage building will be greatly enhanced.

A schedule of proposed works to the façade of the heritage building should be submitted that includes details of the proposed external colour scheme for the building.

Proposed additions:

The materials and articulation of the proposed street front additions to both Queens Parade and Gold Street respond to the predominantly rendered finishes of a majority of the adjacent heritage buildings.

At the upper floor levels, a more contemporary appearance allows the new work to appear distinct from the heritage building without dominating it. While the proposed external materials will differ from the heritage building, the natural grey colouring of concrete relates to the colouring of traditional unpainted render.

Attachment 3 - PLN170718 - 141 - 147 Queens Parade, Clifton Hill - Heritage advice

RECOMMENDATIONS:

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

1. That a comprehensive schedule of proposed conservation works to the façade of the heritage building must be submitted that includes details of the proposed external colour scheme for the building.

Other comments:

SIGNED:



Diahnn McIntosh

DATED: 18 April 2018

Attachment 4 - PLN17 0718 - 141-147 Queens Parade, Clifton Hill - ESD referral



Assessment Summary:

Responsible Planner:	Gary O'Reilly
ESD Advisor:	Euan Williamson
Date: 14.02.2018	Planning Application No: PLN17/0718
Subject Site:	141 Queens Parade, Clifton Hill
Site Area: Approx. 712m ²	Site Coverage: 100%
Project Description:	Four storey building, 5 dwellings, office and supermarket
Pre-application meeting(s):	Unknown

This application is close to meeting Council's Environmental Sustainable Design (ESD) standards. If a permit is issued, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are conditioned to be 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) Application ESD Commitments:**
- A STORM report with a score of 102% has been submitted that relies on at least 556m² of roof connected to 7,500 litres of rainwater tank provided for all toilet flushing onsite.
 - Good access to daylight and natural ventilation.
 - Energy efficient lighting, heating, cooling and hot water.
 - Water efficient fixtures and taps.
- (2) Application ESD Deficiencies:**
- There are considerable areas of W, NW and NE glazing exposed to summer sun angles and unwanted heat gain (Apartments 1, 2, 4). Recommend external shading via exterior louvers, shutters, screens or similar to manage heat gain, or demonstrate that cooling loads for all dwellings are lower than the 30MJ/m² threshold.
 - Only two bike parks are visible on the plans. Storage cages are not an acceptable location for bike parking. BESS report claims there are 5 spaces. Please increase the dedicated and secure bike parking locations to a minimum of 5 for residents, plus 8 for office and supermarket staff and additional visitor spaces for the supermarket.
 - Ensure that the first flush system for the rainwater tank does not simply re-direct pollutants into the stormwater system and undermine the stormwater quality objectives and the validity of the STORM score. Please re-consider the first flush system.
- (3) Outstanding Information:**
- Ensure that all habitable rooms have an operable window positioned to enable natural ventilation, and clearly mark the window operability on plans.
 - Please provide preliminary NatHERS reports and summary of performance to ensure that NCC standards can be met.
- (4) ESD Improvement Opportunities:**
- Consider providing a solar PV system to contribute to onsite energy consumption.
 - Consider an average of at least 7 Star NatHERS thermal energy ratings.

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 5 - PLN17 0718 - 141 - 147 Queens Parade Clifton Hill - Engineering comments - Section 52 Plans



MEMO

To: Gary O'Reilly
From: Mark Pisani
Date: 9 March 2018
Subject: Application No: PLN17/0718
 Description: Mixed Use Development
 Site Address: 141-147 Queens Parade, Clifton Hill

I refer to the above Planning Application received on 1 February 2018 and the accompanying report prepared by One Mile Grid Consultants in relation to the proposed development at 141-147 Queens Parade, Clifton Hill. Council's Engineering Services unit provides the following information:

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Two-bedroom dwelling	3	1 space per dwelling	3	3
Three-bedroom dwelling	2	2 spaces per dwelling	4	4
Residential visitors	5 dwellings	1 space per 5 dwellings	1	0
Office	605 m ²	3.5 spaces per 100 m ² of net floor area	21	12
Supermarket	560 m ²	5 spaces per 100 m ² of leasable floor area	28	6
Total			57 Spaces	25 Spaces

The development would have a parking shortfall of one residential visitor space, nine office spaces and 22 spaces associated with the supermarket use. To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment

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

- *Parking Demand for Residential Visitors.* Peak parking for residential visitors generally occurs on weekday evenings and at weekends. The five residential dwellings would generate a visitor parking demand of one space. Much of the proposed on-site parking would be accommodated in mechanical parking devices – unsuitable for use by residential visitors. Visitor parking would be accommodated off-site.

Attachment 5 - PLN17 0718 - 141 - 147 Queens Parade Clifton Hill - Engineering comments - Section 52 Plans

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

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

The proposed office use for the development would have an on-site car parking provision of 1.98 spaces per 100 square metres of floor area. In nearby Collingwood, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
Collingwood	
4 Brown Street PLN16/0848 issued 20 March 2017	1.35 spaces per 100 m ² (5 on-site spaces; 371 m ²)
3/29 Cromwell Street PLN14/0841 issued 12 August 2015	1.40 spaces per 100 m ² (9 on-site spaces; 640 m ²)

The proposed on-site office parking rate of 1.98 spaces is considered appropriate, having regard to the site's good accessibility to public transport services and proximity to Melbourne.

- *Parking Demand for the Supermarket Use.* For supermarket car parking demand, One Mile Grid have indicated a parking demand range of 2.0 to 3.5 spaces per 100 square metres of floor area (for both customers and staff). The proposed supermarket would have an on-site car parking provision of 1.07 spaces per 100 square metres. By comparison, similar sized supermarkets have been approved as shown below:

Development Site	Approved Supermarket Parking Rate
365-379 Smith Street, Fitzroy PLN15/0646 issued 21 December 2016	1.65 spaces per 100 m ² (11 on-site spaces; 668 m ²)
2 Gough Street, Cremorne PLN15/0355 issued 15 July 2016	1.40 spaces per 100 m ² (9 on-site spaces; 640 m ²)

For the proposed supermarket, the on-site parking rate is lower than the rates of recently approved supermarkets. If a parking demand rate of 3.5 spaces per 100 square metres was adopted, the car parking demand of the supermarket would be 19 spaces. Assuming the six on-site spaces would be allocated to supermarket staff, the balance of the parking demand (13 spaces) would be generated by customers and be accommodated on-street. The proposed on-site car parking is considered acceptable.

- *Availability of Public Transport in the Locality of the Land.* The site is within walking distance of tram services and bus services operating along Queens Parade. The Clifton Hill railway station is also within walking distance of the site.
- *Multi-Purpose Trips within the Area.* Customers, clients and visitors would combine their visit to the development by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access.* The site has very good walking accessibility to public transport nodes and to other shops, businesses, essential facilities and amenities. The site also has good connectivity to the on- and off-road bicycle network.

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Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

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

- *Availability of Car Parking.* One Mile Grid consultants have not provided any on-street parking survey data for the area surrounding the site. For a development of this scale, we would expect that the development application provided on-street parking survey data. Before a decision can be made on the dispensation of the car parking requirement, current on-street parking data and an up-to-date inventory of the on-street parking restrictions is to be submitted.
- *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.* According to the report, the existing commercial/retail uses on the site had accommodated three on-site parking spaces. Any short-stay parking deficiency attached to the site could potentially be transferrable to the new site. Short-stay customer parking that was generated by the previous uses would have been accommodated off-site.
- *The Future Growth and Development of an Activity Centre.* Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as Queens Parade, where spare on-street car parking capacity would be shared amongst sites within the activity centre.

Adequacy of Car Parking

Before the waiving of the parking requirement can be further considered, it vital that the applicant undertakes on-street parking occupancy surveys of the surrounding area and determine the peak parking times and minimum number of parking vacancies. Since the development would not be self-sufficient in terms of on-site car parking, short-stay parking overflow from the site would be accommodated on-street. Therefore, the current on-street parking conditions need to be known when assessing the dispensation in car parking.

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TRAFFIC GENERATION

Trip Generation

The traffic generation for the site adopted by One Mile Grid traffic engineering consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (5 dwellings)	5.0 trips per dwelling per day Peak hour volumes are 10% of daily volumes	25	3	3
Office (12 on-site spaces)	0.6 trips per space in each peak hour	Not Provided	7	7
Supermarket Staff (6 on-site spaces)	1.0 trip per space in each peak hour	Not Provided	6	6
Total			16	16

The peak traffic volumes generated by the site are not high.

The Right of Way adjacent to the proposed development's entrance has a peak hour traffic volume of 6 trips in each peak hour (based on tube counts conducted by One Mile Grid).

Development traffic combined with Right of Way traffic should not adversely impact on the traffic operation of Gold Street during peak hours.

Development Access Control – Traffic Signal System

The access arrangements into the site comprise a one lane ramp accessed off Gold Street.

To control vehicle movements in and out of the site, the applicant is proposing to provide a traffic signal system. The report indicates that a red lantern is default for the basement car park whilst the Gold Street end has a blank display. Detector loops would be provided to deactivate the red lantern signal for cars entering and exiting the site.

One Mile Grid has indicated that should a vehicle entering from Gold Street arrive as a vehicle is exiting the ramp, the entering vehicle may need to wait momentarily in Gold Street or the adjacent Right of Way. In the absence of an on-site vehicle passing area, this arrangement presents a number of concerns and safety issues and is not satisfactory for the following:

- The east side of Gold Street contains a bicycle lane and No Stopping restrictions apply between Queens Parade and the Right of Way. The site access is located on the departure side of the Queens Parade/Gold Street intersection – not ideal for a vehicle to prop within the statutory No Stopping Zone.
- Should a vehicle prop at the end of the Right of Way whilst waiting for another vehicle to exit, it would need to reverse onto Queens Parade and enter the ramp (and likely face southbound/opposing traffic on Gold Street when attempting to enter the ramp). Propping at the end of the Right of Way might inconvenience vehicles wishing to exit the Right of Way

In light of the above, the applicant may need to consider other options in managing vehicles entering and exiting the site simultaneously.

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**DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment**

Item	Assessment
Access Arrangements	
Accessway Width	The 3.6 metre wall-to-wall width of the accessway satisfies <i>Design standard 1 – Accessways</i> of Clause 52.06-9.
Visibility	A sight triangle (not dimensioned) has been provided on the north side of the accessway at Gold Street. The south side of the accessway has sight lines of pedestrians across the end of the Right of Way.
Headroom Clearance	Not dimensioned on the drawings.
Car Parking Modules and Mechanical Parking	
At-grade Parking Space	The dimensions of the single at-grade parking space (2.6 metres by 4.9 metres) satisfy <i>Design standard 2: Car parking spaces</i> .
Accessible Parking Space	The dimensions of the dedicated accessible parking space for people with disabilities and the associated shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009 <i>Parking facilities Part 6: Off-street parking for people with disabilities</i> .
Aisle	Not dimensioned on the drawings.
Blind Aisle Extension	The blind aisle extension of 1.0 metre satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Car Stacker Device	The proposed car stacker device is a shuffle type tandem arrangement – the Klaus Trendvario 4000 in combination with the Klaus Tendvario 4300. The device has a number of model variants (the applicant has not specified the model to be selected for the development). The minimum platform space is 5.5 metres. The useable platform width has not been specified.
Floor to Ceiling Height	Not dimensioned on the drawings.
Vehicle Clearance Height	To be confirmed by the applicant once model type is specified/selected.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp grade for the first 5.0 metres inside the property is at 1 in 10 and satisfies <i>Design standard 3: Gradients</i> .
Ramp Grades and Changes of Grade	The grades and changes and changes in grade satisfy <i>Table 3 Ramp Gradients</i> of Clause 52.06-9.
Transition Grade at Base of 1 in 4 Grade Section	The length of the 1 in 8 transition grade at the base of the 1 in 4 ramp section needs to be increased to 2.5 metres in order to satisfactorily accommodate the ground clearance of a B99 design vehicle.

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Item	Assessment
Other Items	
Loading Bay	The loading bay measures 3.6 metres by 7.6 metres which satisfies Clause 52.07. Headroom clearance has not been dimensioned on the drawings.
Truck Type and Delivery Frequencies	The truck or commercial vehicle to service the development has not been specified. Information regarding the size of vehicle to be used and the supermarket loading operations and frequencies are to be detailed.
Vehicle Turning Movements	The swept path diagrams of the B85 design vehicle entering and exiting the individual stacker platforms and the accessible parking space and at-grade parking space, are considered satisfactory.

Design Items to be Addressed

Item	Details
Visibility	The sight triangle on the south side of the entrance is to be superimposed on the drawing. Both sight triangles are to be dimensioned on the drawings.
Aisle	To be dimensioned on the drawings.
Car Stacker Device	Model type to be specified.
Floor to Ceiling Height	To be dimensioned on the drawings.
Loading Bay - Headroom Clearance	To be dimensioned on the drawings.
Truck Manoeuvrability into Loading Bay and into and out of Right of Way	Swept path diagrams for the truck that is to be used for deliveries to the site are to be provided for entry and exit movements into and out of the loading bay. Swept path diagrams must also be provided to trucks entering and exiting the Right of Way via Gold Street. All vehicles must exit the Right of Way in a forward direction. The applicant must also describe how deliveries are to be managed without conflicting with any other vehicles using the Right of Way.

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 footpath along the property's Queens Parade service road and Gold Street road frontages must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The existing vehicle crossing in Gold Street must be demolished and reconstructed to Council's satisfaction. Materials to be used must comply with Council's *Infrastructure Road Materials Policy*. The vehicle crossing must satisfy the vehicle ground clearance requirements for the B99 design vehicle.
- The Right of Way abutting the southern boundary of the site must be reconstructed from Gold Street to the eastern edge of the proposed loading bay to Council's satisfaction and at the Permit Holder's cost.
- The vehicle crossing connecting the Right of Way with Gold Street must be demolished and reconstructed to Council's satisfaction. Materials to be used must comply with Council's *Infrastructure Road Materials Policy*. The vehicle crossing must satisfy the vehicle ground clearance requirements for the B99 design vehicle.
- The existing electrical pole and street light located just inside the southern boundary of the site (pole No. 28222) must be relocated to the satisfaction of the relevant power authority and Council. The developer must also consult affected property owners in relation to the new location of the pole and light. All costs associated with relocating the power pole and light shall be funded by the Permit Holder.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

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

Attachment 5 - PLN17 0718 - 141 - 147 Queens Parade Clifton Hill - Engineering comments - Section 52 Plans

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

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the <i>Building Regulations 2006</i> 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 <i>Local Government Act 1989</i> and Regulation 610.
Discharge of Water from Development	<ul style="list-style-type: none"> ▪ 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.

Overhead Cables

- The overhead powerline connecting to the existing electrical pole and extends over the Right of Way is located within “No Go Zone”. The developer may need to consider undergrounding the power supply. The developer needs to discuss this matter with the relevant power authority.

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Existing vehicle crossing servicing the Right of Way and development site.



Right of Way, looking from Gold Street

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Right of Way, looking towards Gold Street

Attachment 6 - PLN17 0718 - 141 - 147 Queens Parade Clifton Hill - Engineering comments - Section 57A plans



MEMO

To: Gary O'Reilly
From: Mark Pisani
Date: 6 June 2018
Subject: Application No: PLN17/0718
 Description: Design Items
 Site Address: 141-147 Queens Parade, Clifton Hill

I refer to the above Planning Application received on 15 May 2018, previous Council engineering referral comments dated 9 March 2018 and the accompanying report prepared by One Mile Grid traffic engineering consultants in relation to the proposed development at 141-147 Queens Parade, Clifton Hill. Council's Civil Engineering unit provides the following information:

CAR PARKING PROVISION

- *Car Parking Demand Assessment.* From our previous comments, one residential visitor space and 13 supermarket customer spaces would be generated by the site. The development would now have an on-site parking provision of 24 spaces – one space less than the original proposal.
- *Availability of Car Parking.* One Mile Grid consultants have conducted on-street parking occupancy surveys of the surrounding area on Friday 27 April 2018 between 9:00am and 8:00pm and Saturday 28 April 2018 between 10:00am and 8:00pm. The survey area encompassed sections of Queens Parade, Gold Street, Hodgkinson Street, North Terrace, Turnbull Street and Michael Street. The times and extent of the surveys are considered appropriate. An inventory of 410 to 437 publicly available parking spaces was identified. The peak parking occupancy was observed at 10:00am on the Friday, with 309 spaces occupied and 131 spaces vacant. The surveys confirm that the surrounding streets have capacity to accommodate any short-stay parking demands from the site.

From a traffic engineering perspective, the waiver of parking associated with the residential visitors, office use and supermarket use is considered appropriate in the context of the development and the surrounding area. The short stay parking demands accommodated off-site should not adversely impact on the surrounding streets.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

Attachment 6 - PLN17 0718 - 141 - 147 Queens Parade Clifton Hill - Engineering comments - Section 57A plans

AMENDED DRAWINGS

Development Layout Design

Life Design Architecture Drawing Nos. 2017053TP200YE, 2017053TP201YE and 2017053TP502YE dated 14 May 2018

Item	Assessment
Access Arrangements	
Entrance Width	The proposed 6.1 metre wide entrance satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	The sight triangle measuring 2.0 metres by 2.5 metres satisfies <i>Design standard 1 – Accessways</i> of Clause 52.06-9.
Vehicle Passing Area	A vehicle passing area measuring 6.1 metres by 7.0 metres satisfies <i>Design standard 1</i> .
Headroom Clearance at Doorway	Not dimensioned on the drawings.
Car Parking Modules and Mechanical Parking	
At-grade Parking Space	The dimensions of the two at-grade parking spaces (2.6 metres by 4.9 metres) satisfy <i>Design standard 2: Car parking spaces</i> .
Accessible Parking Space	The dimensions of the dedicated accessible parking space for people with disabilities and the associated shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009 <i>Parking facilities Part 6: Off-street parking for people with disabilities</i> .
Car Stacker Device	The development would be provided with the Klaus Trendario 4300-200 shuffle type car stacker and the Klaus Multivario 4000-210 in combination with the 4300 system. Platform spaces of 2.4 to 2.5 metres by 5.5 metres would be used, which are satisfactory.
Floor to Ceiling Height	A floor to ceiling height of 3.8 metres has been provided.
Vehicle Clearance Height	According to the technical specifications, the Klaus 4300-200 model has vehicle clearance heights of 2.05 metres for the entry level stacker platforms. The Klaus 400-210 model has vehicle clearance heights of 2.0 metres for the entry level stacker platforms. The stacker devices satisfy the vehicle clearance height requirements under <i>Design standard 4: Mechanical parking</i> .
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp grade for the first 5.0 metres inside the property is at 1 in 10 and satisfies <i>Design standard 3: Gradients</i> .
Ramp Grades and Changes of Grade	The grades and changes and changes in grade satisfy <i>Table 3 Ramp Gradients</i> of Clause 52.06-9.
Transition Grade at Base of 1 in 4 Grade Section	The length of the 1 in 8 transition grade at the base of the 1 in 4 ramp section is unsatisfactory and needs to be increased to 2.5 metres in order to accommodate the ground clearance of a B99 design vehicle.
Other Items	
Loading Bay	The loading bay (3.6 metres by 7.6 metres; headroom clearance of 4.0 metres) satisfies Clause 52.07.

Attachment 6 - PLN17 0718 - 141 - 147 Queens Parade Clifton Hill - Engineering comments - Section 57A plans

Item	Assessment
Truck Deliveries and Manoeuvrability	According to the applicant, trucks to be used for the development would be a 6.4 metre long Small Rigid Vehicle. Deliveries would occur twice a week. The swept path diagrams for truck entry and exit movements into and out of the loading dock via Gold Street and the Right of Way are considered satisfactory.
Vehicle Passing Movements – Development Entrance	The swept path diagrams for the B99 design vehicles negotiating the passing area at the development entrance are considered satisfactory.
Vehicle Turning Movements	The swept path diagrams of the B85 design vehicle entering and exiting the individual stacker platforms, the accessible parking space and at-grade parking spaces, are considered satisfactory.
Waste Collection Vehicle Movements	The swept path diagrams for the 6.41 metre long waste collection vehicle entering and exiting the development are considered satisfactory.

Design Items to be Addressed

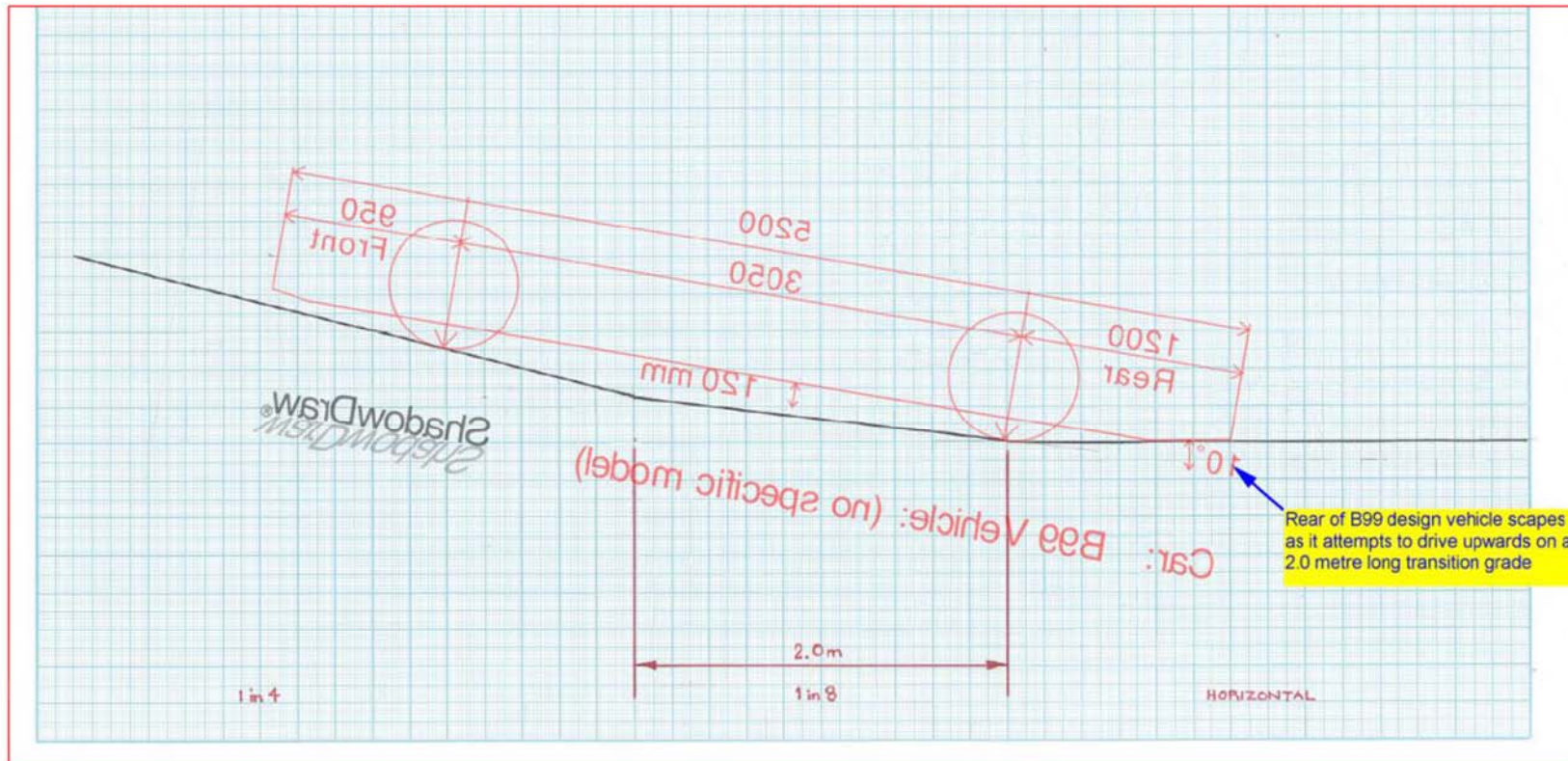
Item	Details
Headroom Clearance at Doorway	To be dimensioned on the drawings. Headroom clearance at the entrance must ensure that the 6.41 metre long waste collection vehicle can enter the property.
Transition Grade at Base of 1 in 4 Ramp Grade Section	The sag transition grade at the base of the 1 in 4 ramp section is to be lengthened to 2.5 metres in order to satisfy the ground clearance of the B99 design vehicle.

N.B. - The Engineering Conditions and Non-Planning Advice as per our engineering referral comments of 9 March 2018 are relevant and pertinent to this development application.

Attachment 6 - PLN17 0718 - 141 - 147 Queens Parade Clifton Hill - Engineering comments - Section 57A plans

Ground Clearance for a B99 at a Sag Transition Grade

Bottoming out/scaping of a B99 design vehicle when traversing 2.0 metre long transition grade at the base of a 1 in 4 ramp grade section



Attachment 7 - PLN17.0718 - 141-147 Queens Parade Clifton Hill - Urban Design Advice



MEMO

TO: Gary O'Reilly
FROM: David Pryor
DATE: 9 February 2018, updated 15 October 2018
SUBJECT: 141-147 Queens Parade, Clifton Hill
APPLICATION NO: PLN17/0718
DESCRIPTION: Construction of a 4-storey mixed use building, incorporating the former post office building.

Urban design advice has been sought in relation to:

- the presentation of the building to the street;
- built form, articulation and finishes; and
- any proposed capital works in the vicinity.

COMMENTS SUMMARY

This proposal is supported in principle, but improvements are warranted to massing and design as outlined below, including the following:

- refine the massing of the south half of the building to achieve an attractive composition and to more fully comply with the preferred setback requirement in DDO20;
- improve the design of the infill form facing Queens Pde by refining the canopy and deleting the cornice;
- strengthen the articulation of the upper levels;
- provide further information on external finishes, ensuring that the most prominent and most extensive finishes are of high quality, and giving greater attention to texture and character.

There are no known capital works proposed for this area.

Site and Context

The site is zoned C1Z. Across the lane to the south, land is zoned NRZ1. HO330 applies. Clause 21.8 places the site within a neighbourhood activity centre and calls for development to maintain the visual prominence of the Spire of St Johns.

DDO20 now applies, the site being located in Precinct 4.

A 2-storey heritage building occupies the street corner, currently compromised by additions and signage of low quality.

A well-composed residential development is located on the south side of the lane, incorporating 2- and 3-storey forms in old and new brickwork.

Attachment 7 - PLN17.0718 - 141-147 Queens Parade Clifton Hill - Urban Design Advice

Built Form and Massing

The proposal includes retention of the main part of the historic 2-storey building on the street corner, 2-storey infill to most of the rest of the site, and an additional two levels in the centre of the site. The proposed massing, with upper levels set back 6m from each street frontage, does not appear to impact significantly on views to either St John's Church or the former ANZ Bank building.

The 6m street setbacks are consistent with DDO20 and should be sufficient for a 2-storey form above a 2-storey base. However, the upper levels would be clearly visible from diagonally across adjoining streets, and as currently designed would have a bulky presentation. This is in part due to the obtuse angles at the northwest and south corners, and is exacerbated by a lack of depth in the articulation of the elevations (See *Building Design and Finishes* below).

To the north, the proposal is clearly composed into a 2-storey zero-setback base and a 2-storey upper form set back from all boundaries. However, the south part of the development is somewhat formless, with multiple, stepped setbacks, elongated balconies and parts of the base set back from the south. The proposal is broadly consistent with DDO20, except that balcony balustrades encroach into the 45degree rear setback line. Nevertheless, there is scope to strengthen the design by revising the massing of the south half of the building to achieve a better resolved composition, taking account of views from Gold St, the lane and the south side of Hodgkinson St. A more intricate arrangement of smaller volumes and more varied finishes would be appropriate for this residential interface, but the composition also needs to be cohesive. (See *Building Design and Finishes* below). This design review should also reduce the extent of encroachment into the preferred setback.

The shadow diagrams are unclear, making it very difficult to assess the proposal's impact on solar access. No information has been provided on the visibility or appearance of the development from the south side of Hodgkinson St.

Building Design and Finishes

The proposal occupies a prominent street corner, and therefore warrants correspondingly high design standards. The current design is not considered to adequately achieve this.

The articulation of the upper levels is ineffective because the solid and recessive elements are flush with each other. (The one exception is the balcony at the north corner, where the massing is effective.) It is recommended that the recessive elements (the full-height windows with black cladding above and the black strip at the stair on the south elevation) be inset at least 200mm relative to the solid (concrete) elements. As well as strengthening the design, this would help the upper levels to present as a series of diminutive elements rather than a single, dominating mass.

I support utilisation of the roof space – particularly if a green roof were to be incorporated (noting that this space is only accessible from Apartment 5, which also has a substantial terrace at Level 3). However, the external stair accessing the roof deck presents as an add-on, and should be better integrated into the design.

The balcony at the north corner of the top floor level, being a featured element, warrants a higher quality finish than painted FC sheet. Copper and zinc are examples of finishes which tend to present well in heritage contexts.

The use of brickwork fronting the lane is supported in principle, but warrants further design resolution to avoid it presenting as a mere veneer – wrapping onto the west and east elevations for

Attachment 7 - PLN17.0718 - 141-147 Queens Parade Clifton Hill - Urban Design Advice

example. If recycled bricks were used, it could help the development relate to older buildings in the vicinity.

Further information should be provided on external finishes, including glass, the strips of black cladding, the east end of the south elevation at ground floor level and other surfaces for which no finish is noted on the elevations; specific information should be provided on the “timber look cladding” and brickwork, and colours should be provided. It is recommended that a pattern be cast into the concrete walling, including the visible boundary wall. (The elevations and perspectives imply that a pattern or texture is proposed [except for the boundary wall], but this is not stated.)

The proposal should include a strategy for integrating signage into the building design.

I support the inclusion of a canopy to provide pedestrian shelter, but the proposed design is considered too thick and heavy in appearance. A more refined canopy would be preferable; one example of such a canopy can be seen nearby at 171 Queens Pde. Similarly, the projecting cornice element facing Queens Pde is rather cumbersome and has the effect of emphasising the horizontal rather than a narrow grain of subdivision. Consideration should be given to deleting this cornice.



Figure 1: Canopy at 171 Queens Pde

The above advice is limited to urban design issues, and does not address ESD, amenity or heritage, for example.

Attachment 8 - PLN17 0718 - 141-147 Queens Parade, Clifton Hill - VicRoads Referral Advice



15 October 2018

Yarra City Council
PO Box 168
RICHMOND VIC 3121
Attention: Gary O'Reilly

Dear Mr. O'Reilly,

PLANNING APPLICATION No.: **PLN17/0718**
VICROADS REFERENCE NO: **24489/18**
PROPERTY ADDRESS: **141 QUEENS PARADE, CLIFTON HILL**

Section 57c – No objection

Thank you for referring this application to VicRoads for its comments and consideration.

VicRoads has considered the application and has no objection to the proposal.

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

Yours sincerely

Gillian Menegas

GILLIAN MENEGAS
Senior Planner – Planning Referral Metro North West Region