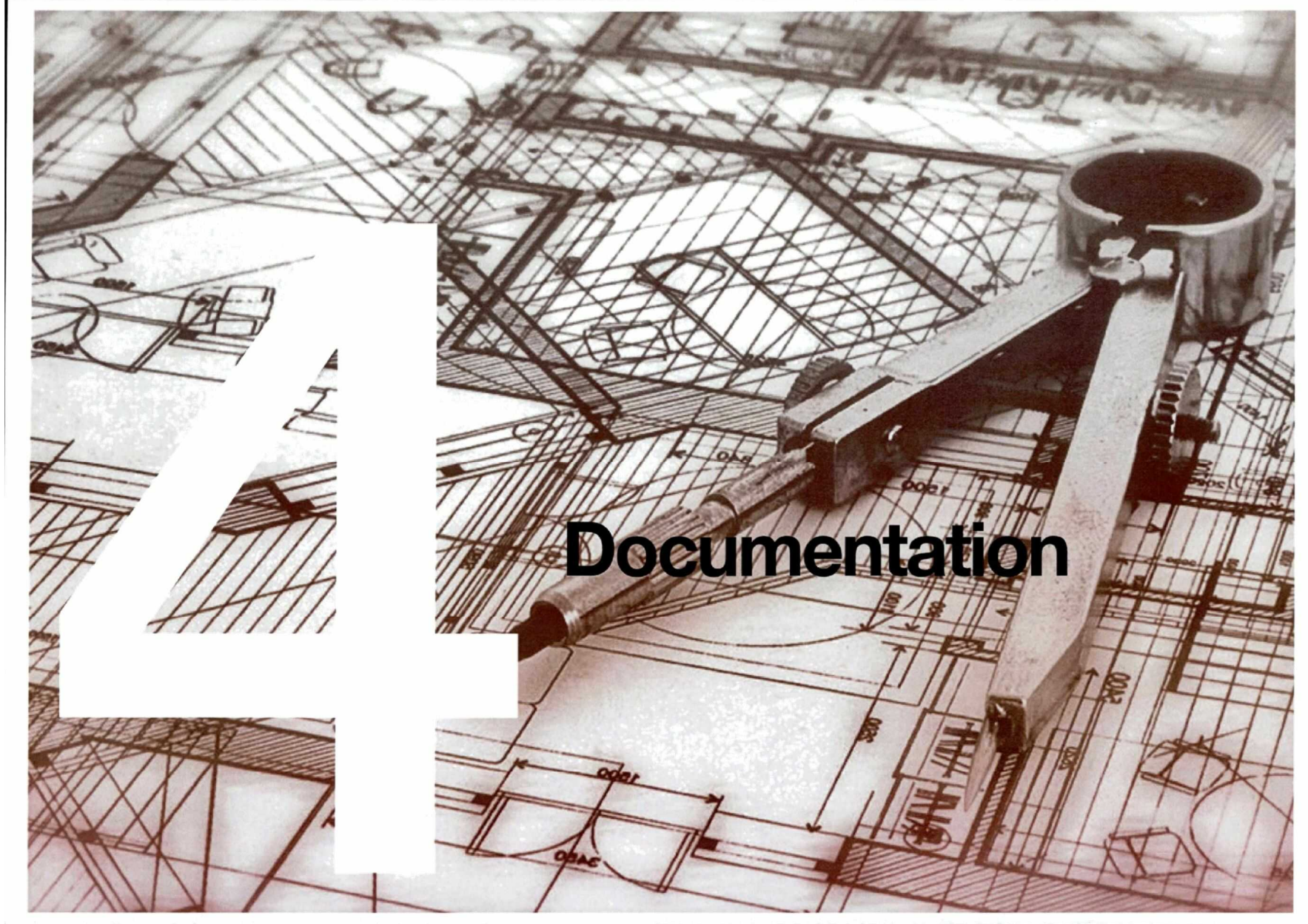
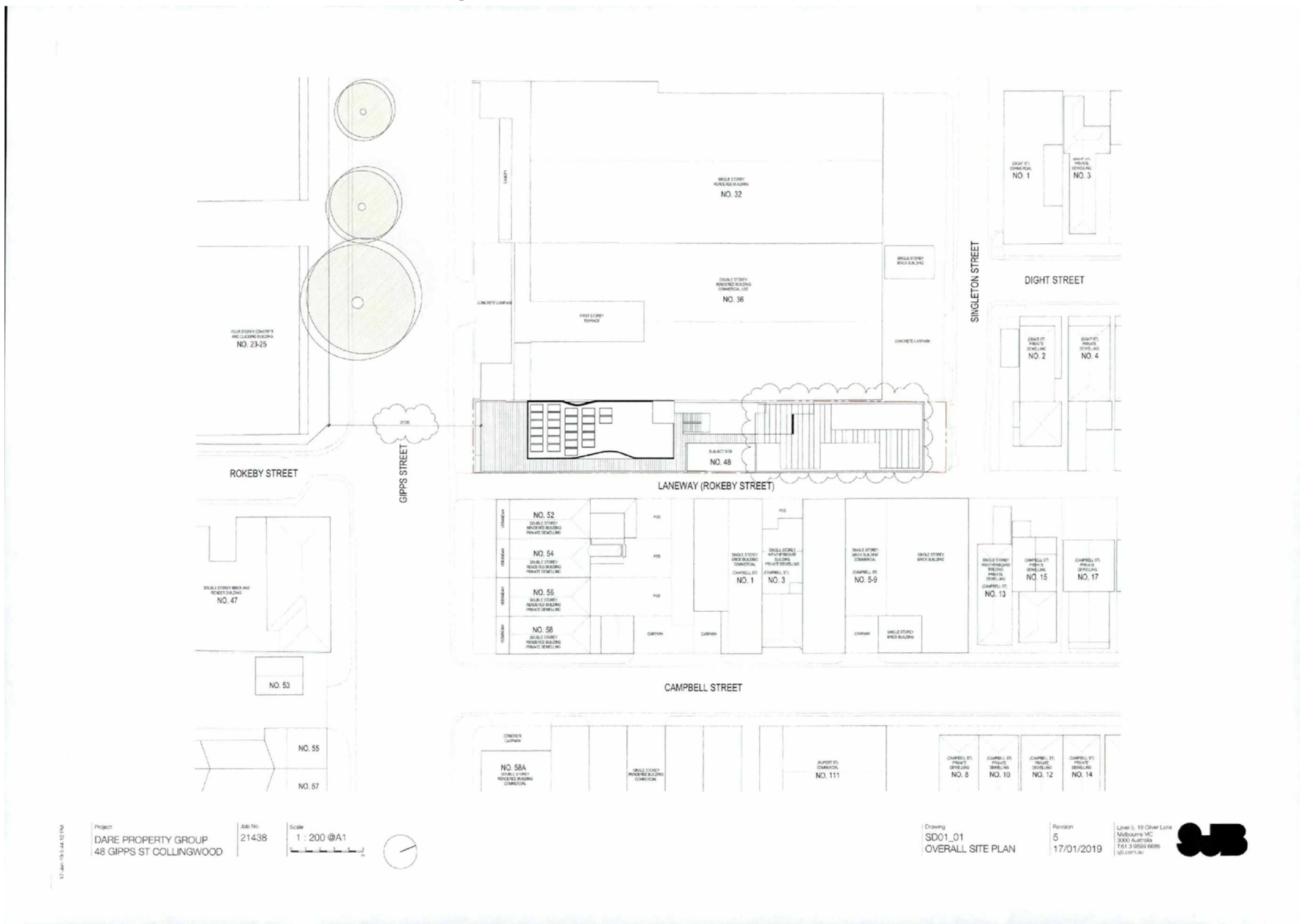


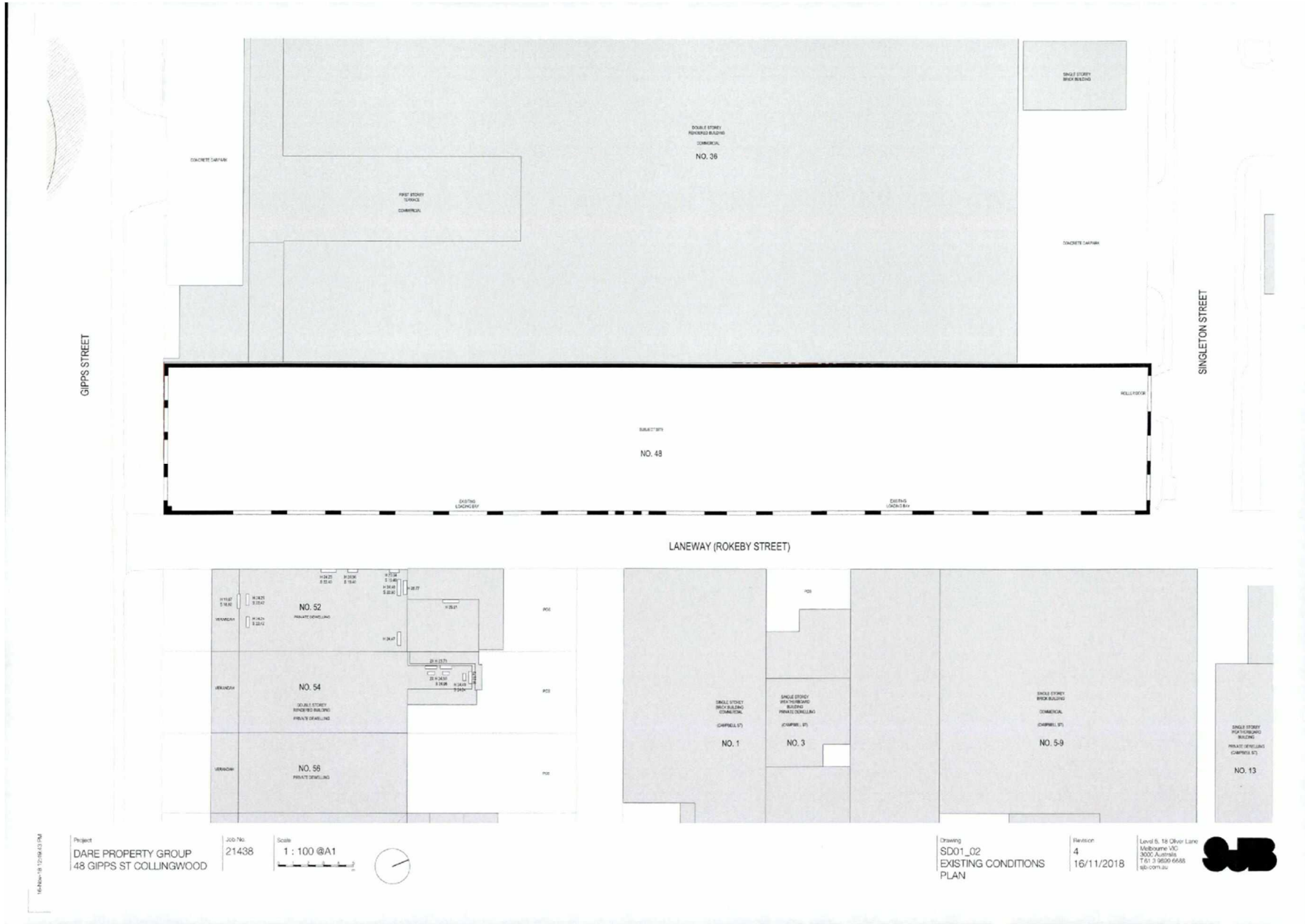
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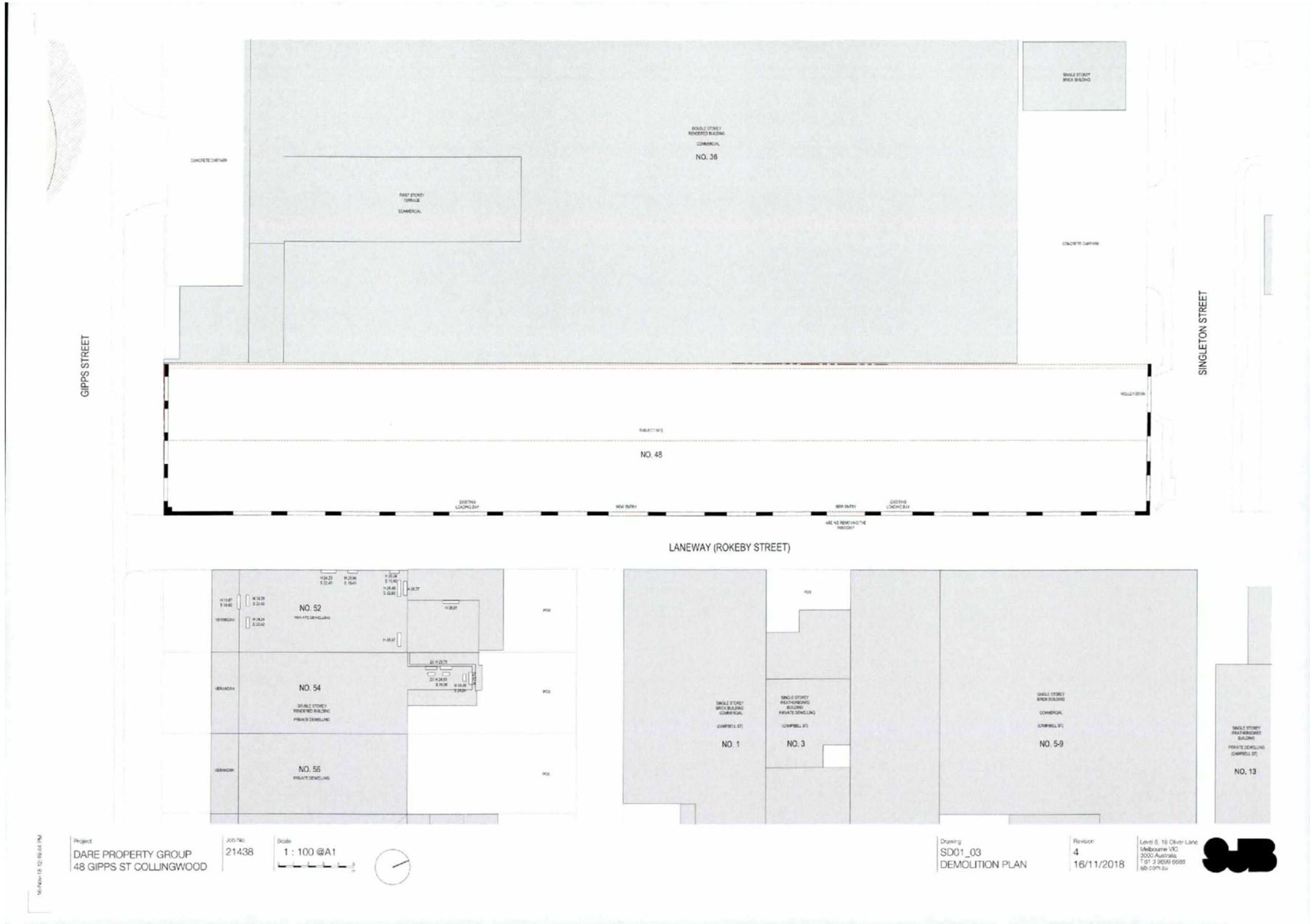
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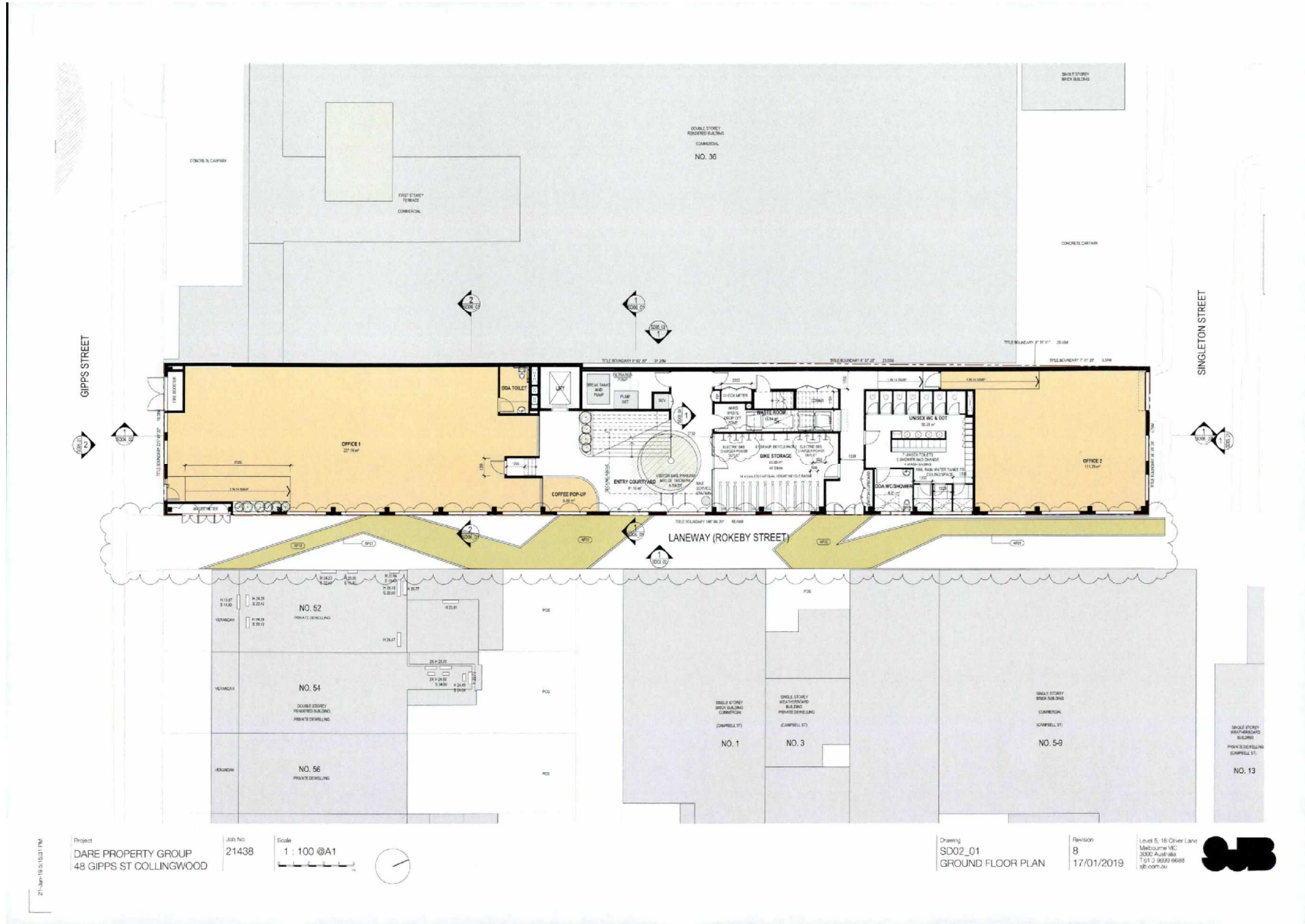
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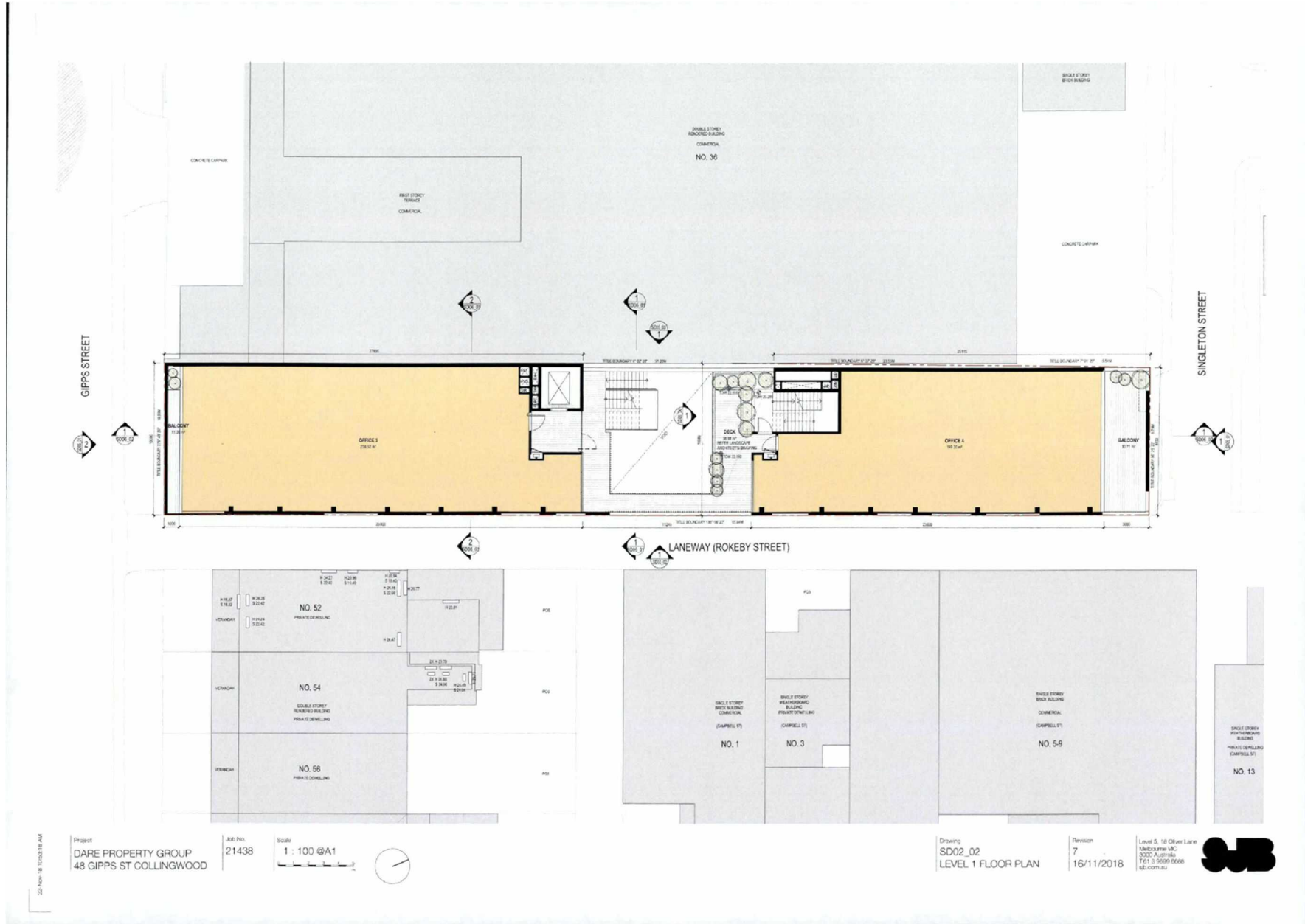
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Attachment 1 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 1



Project
DARE PROPERTY GROUP
48 GIPPS ST COLLINGWOOD

Job No.
21438

Scale
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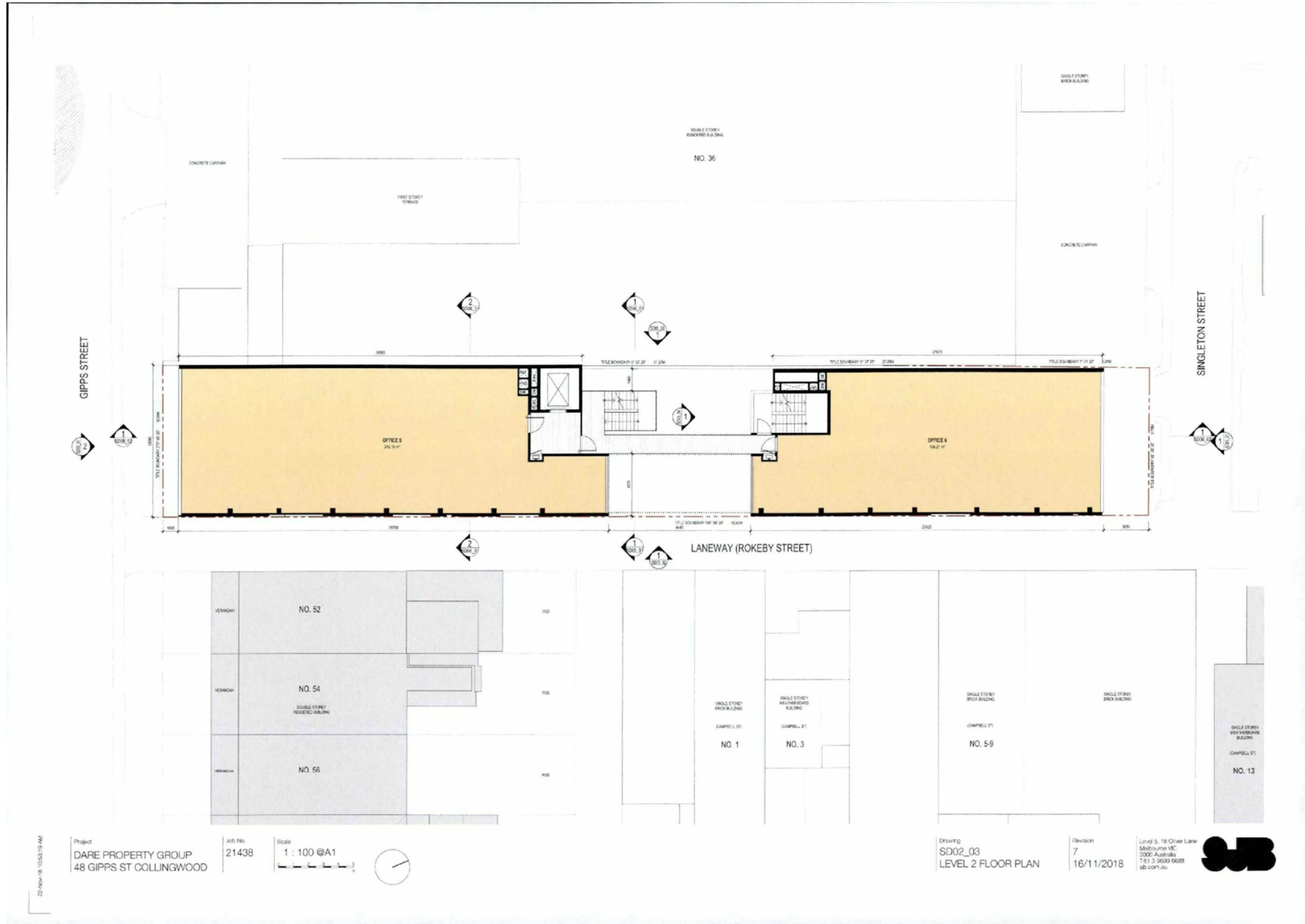
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Revision
7
16/11/2018

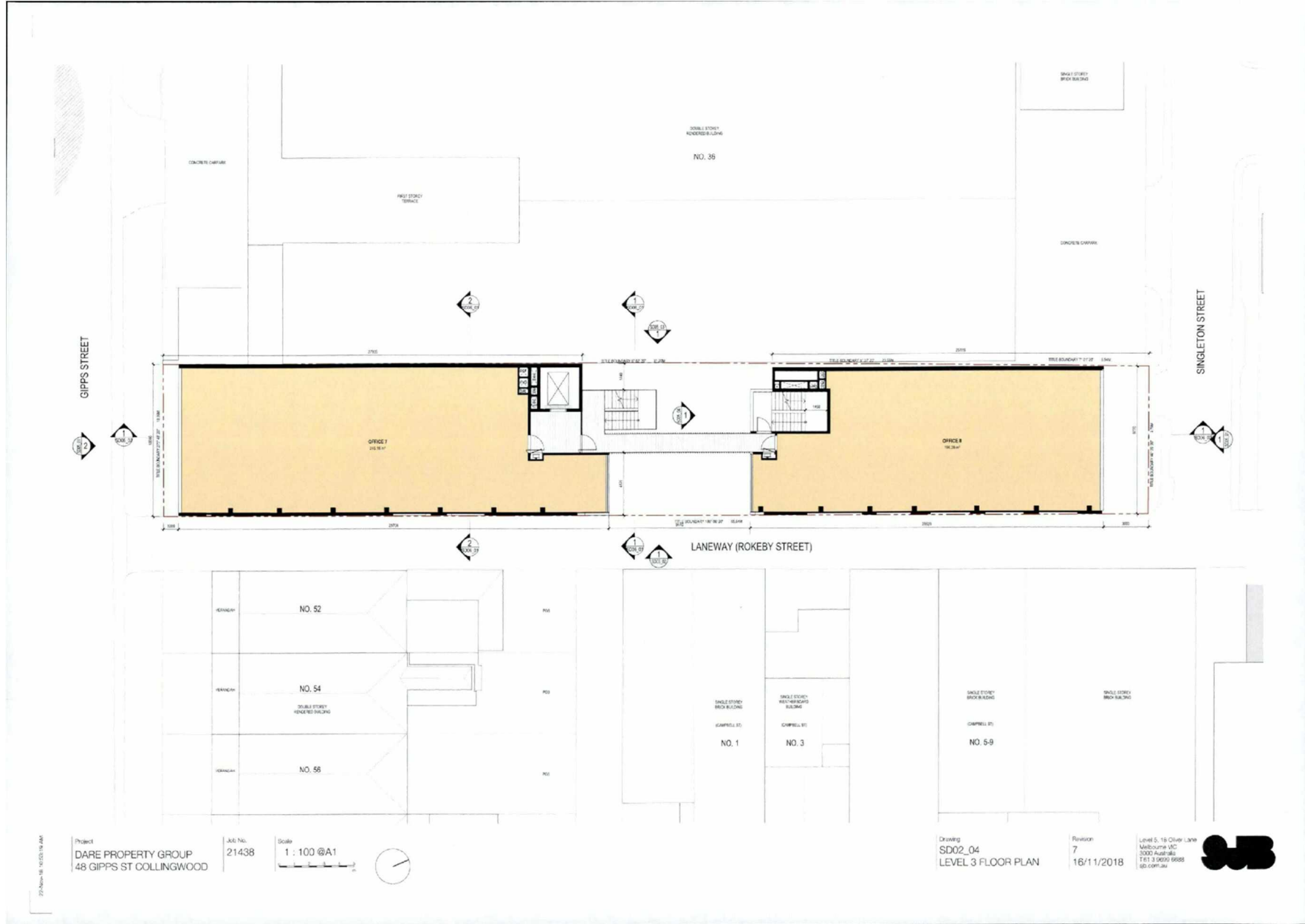
Level 5, 18 Glen Lane
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3000 Australia
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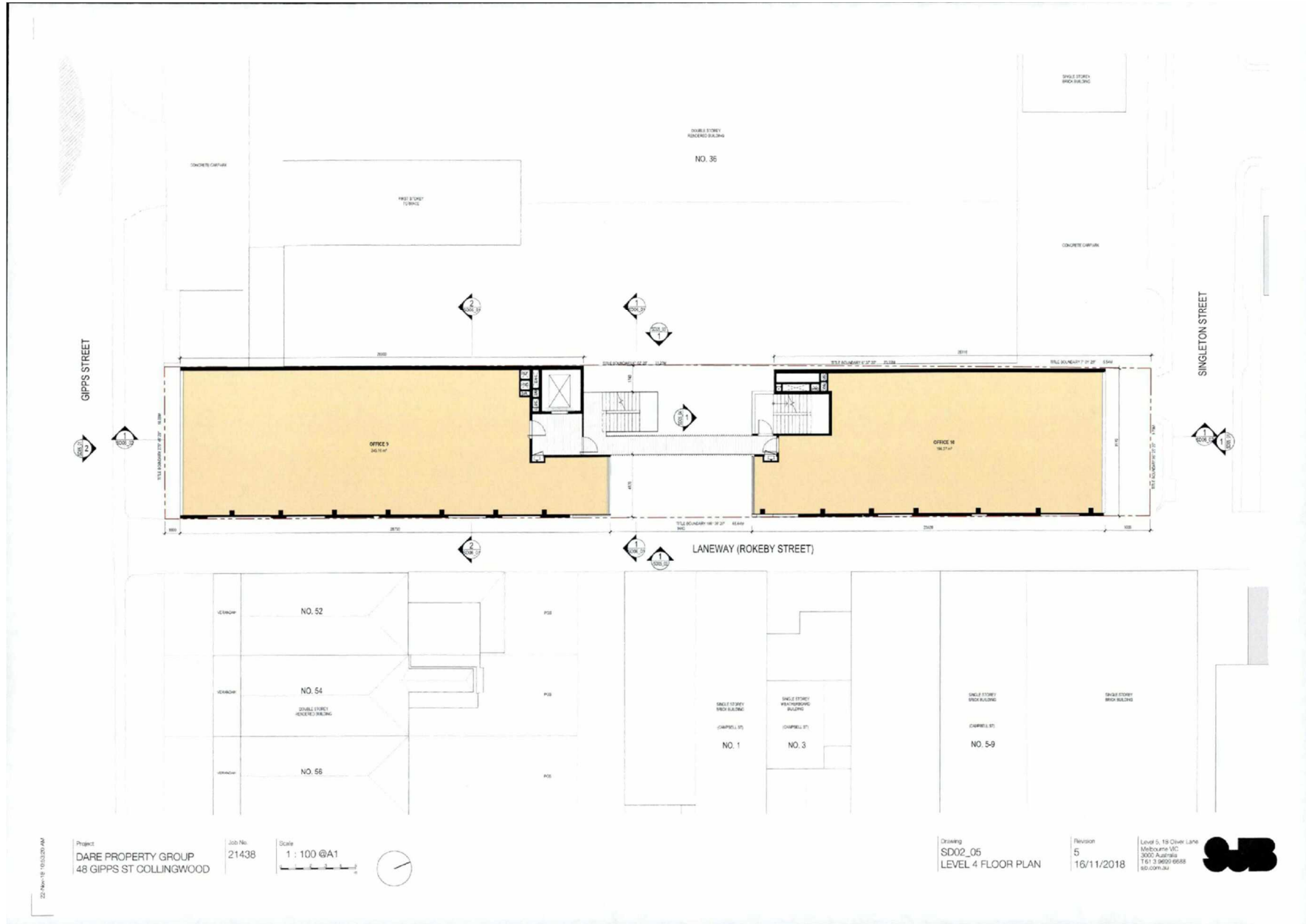
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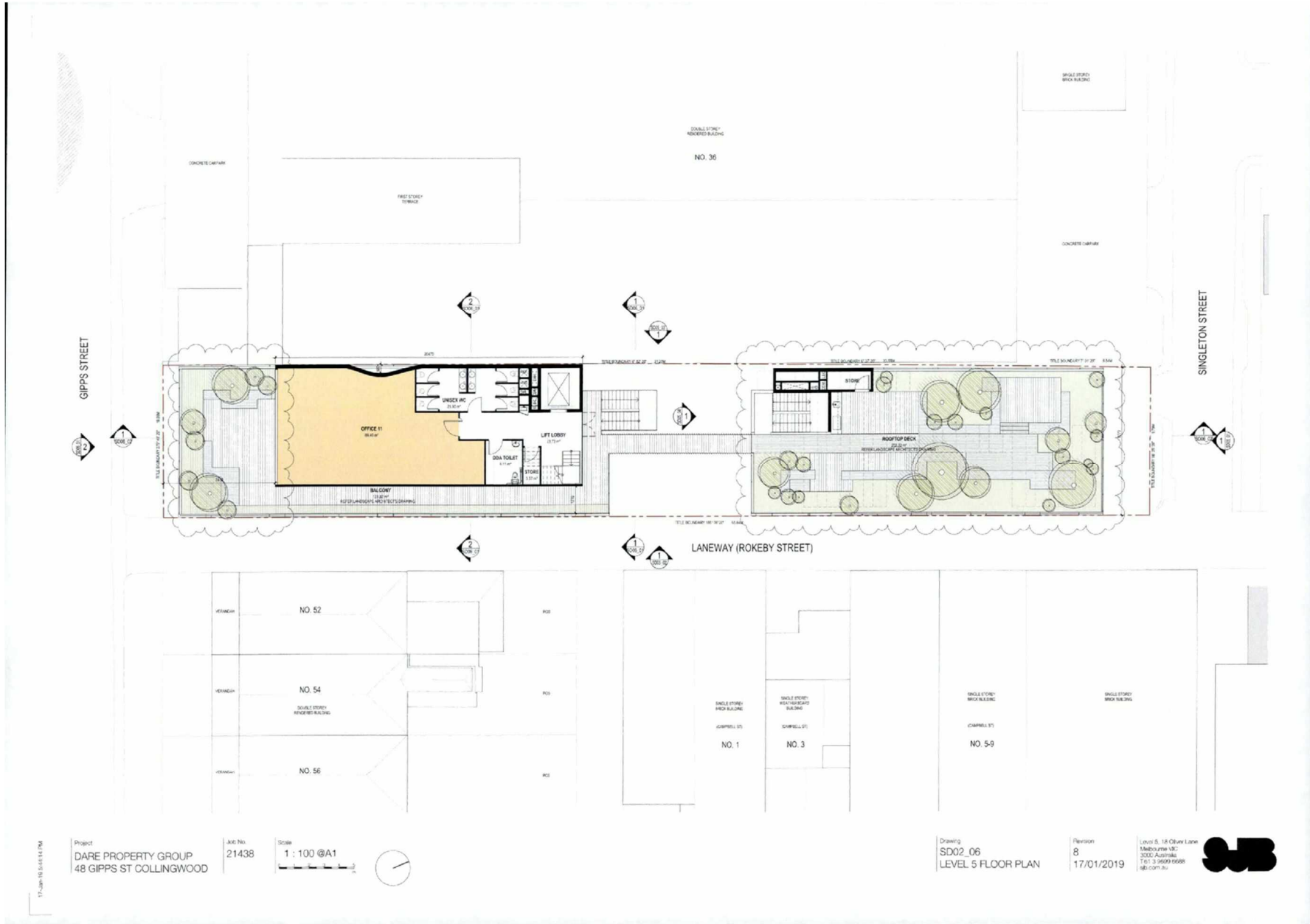
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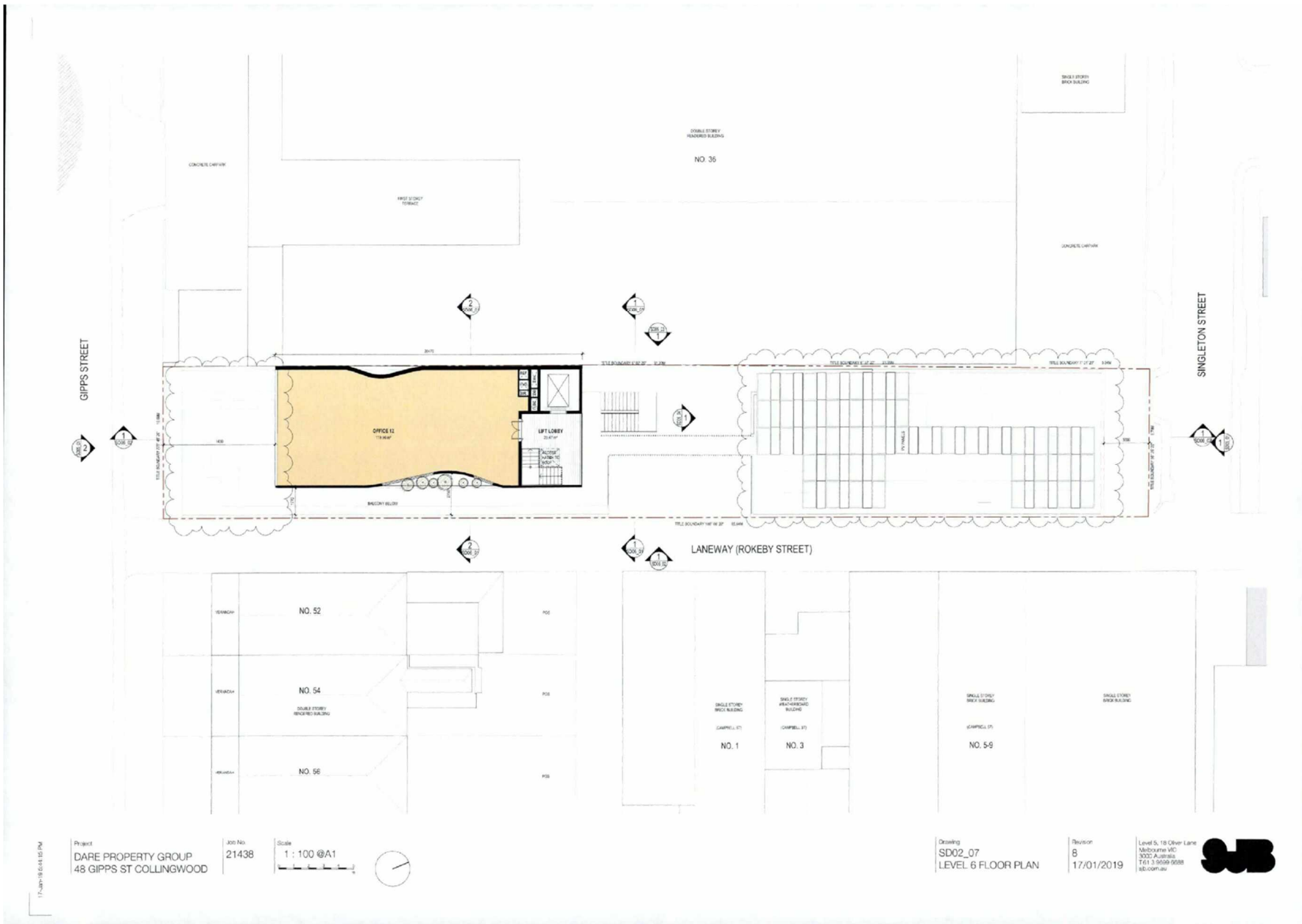
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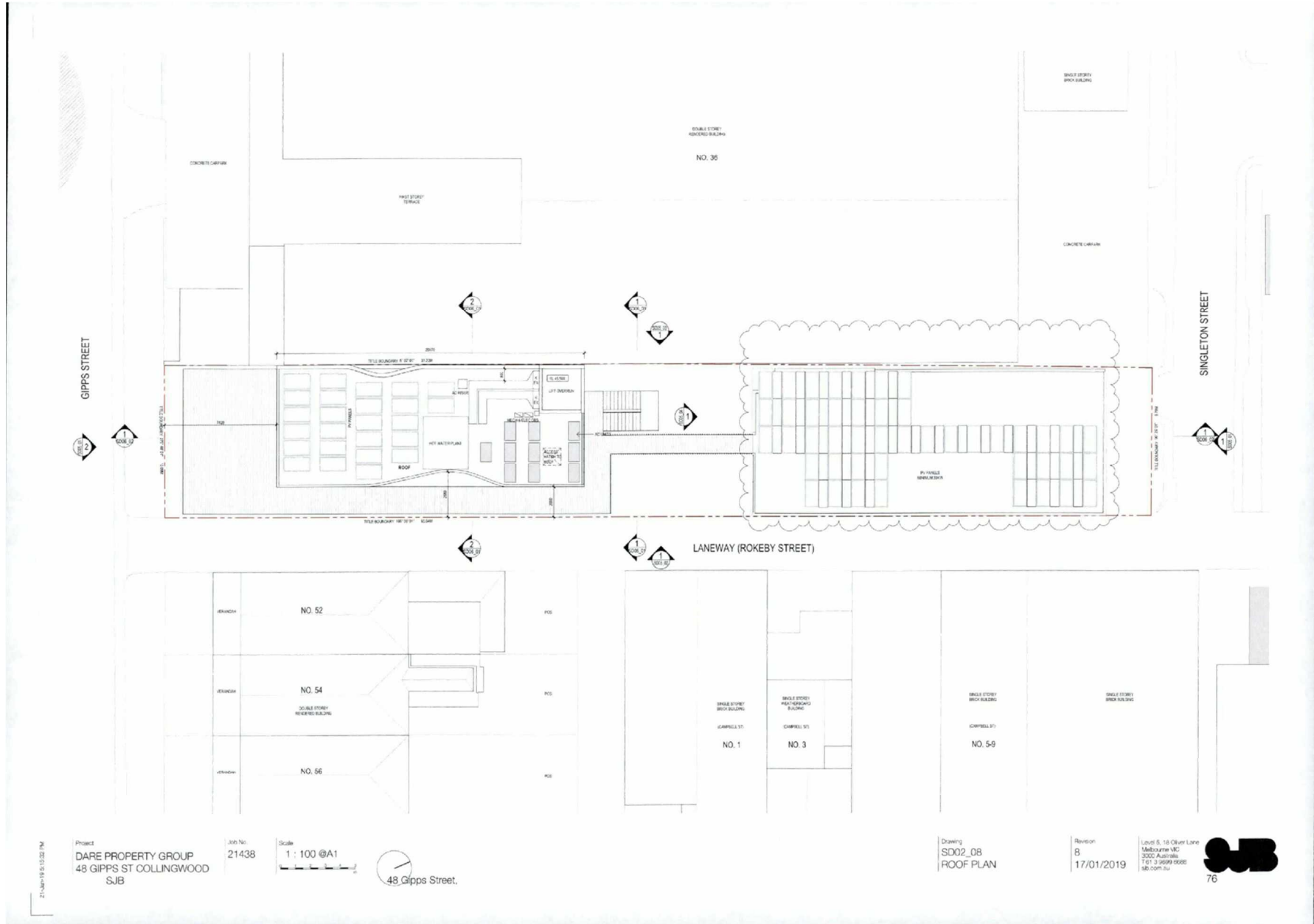
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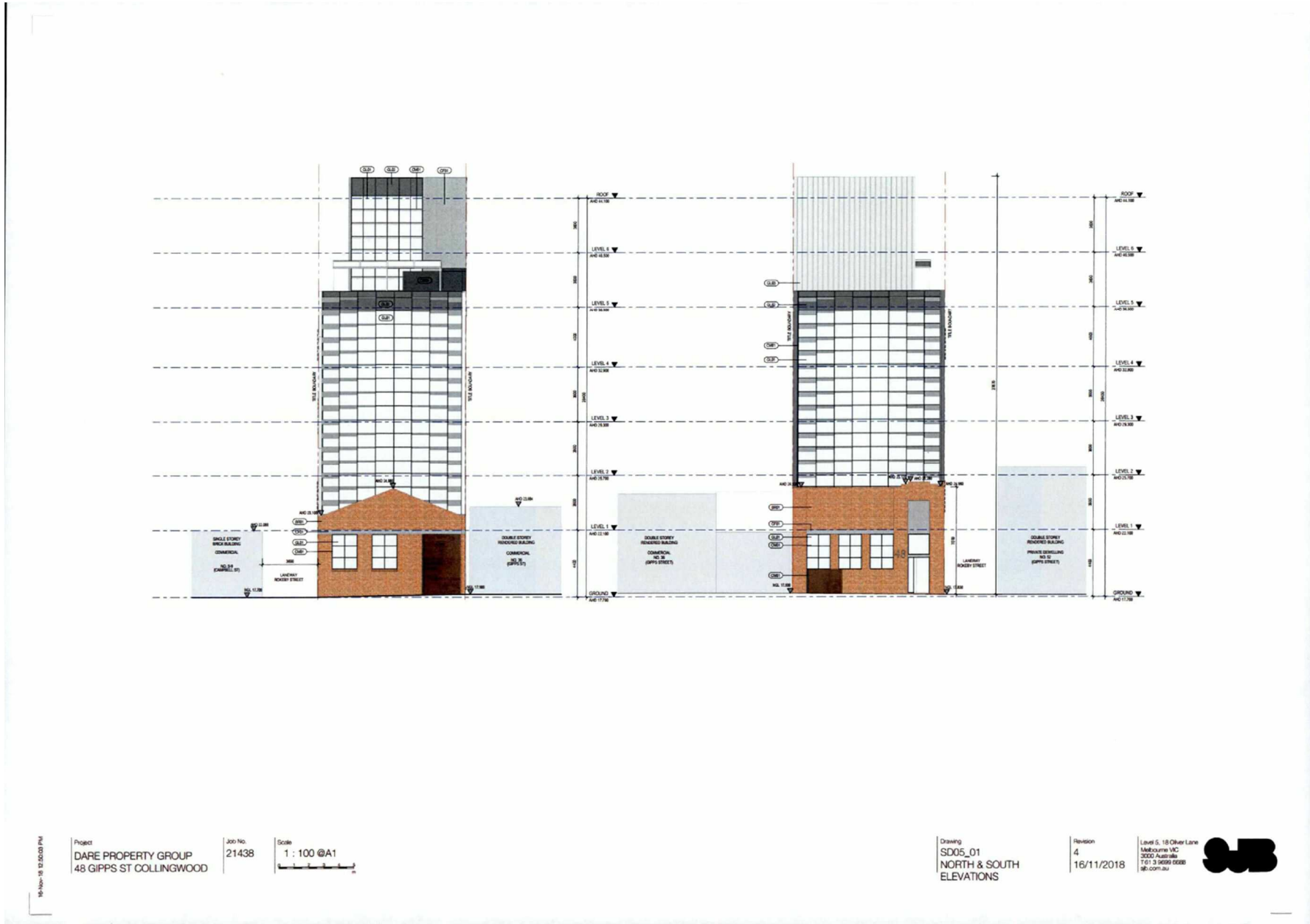
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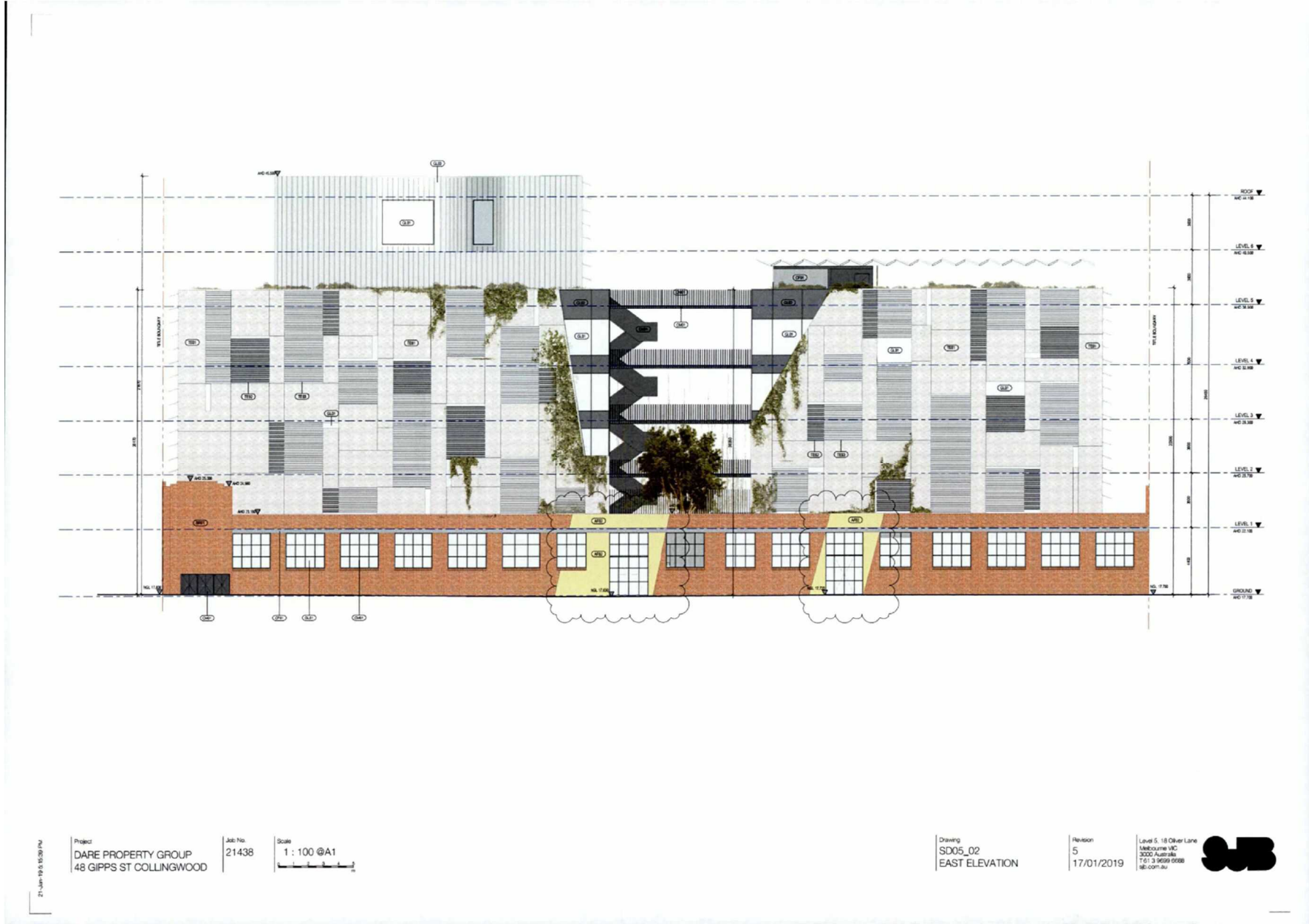
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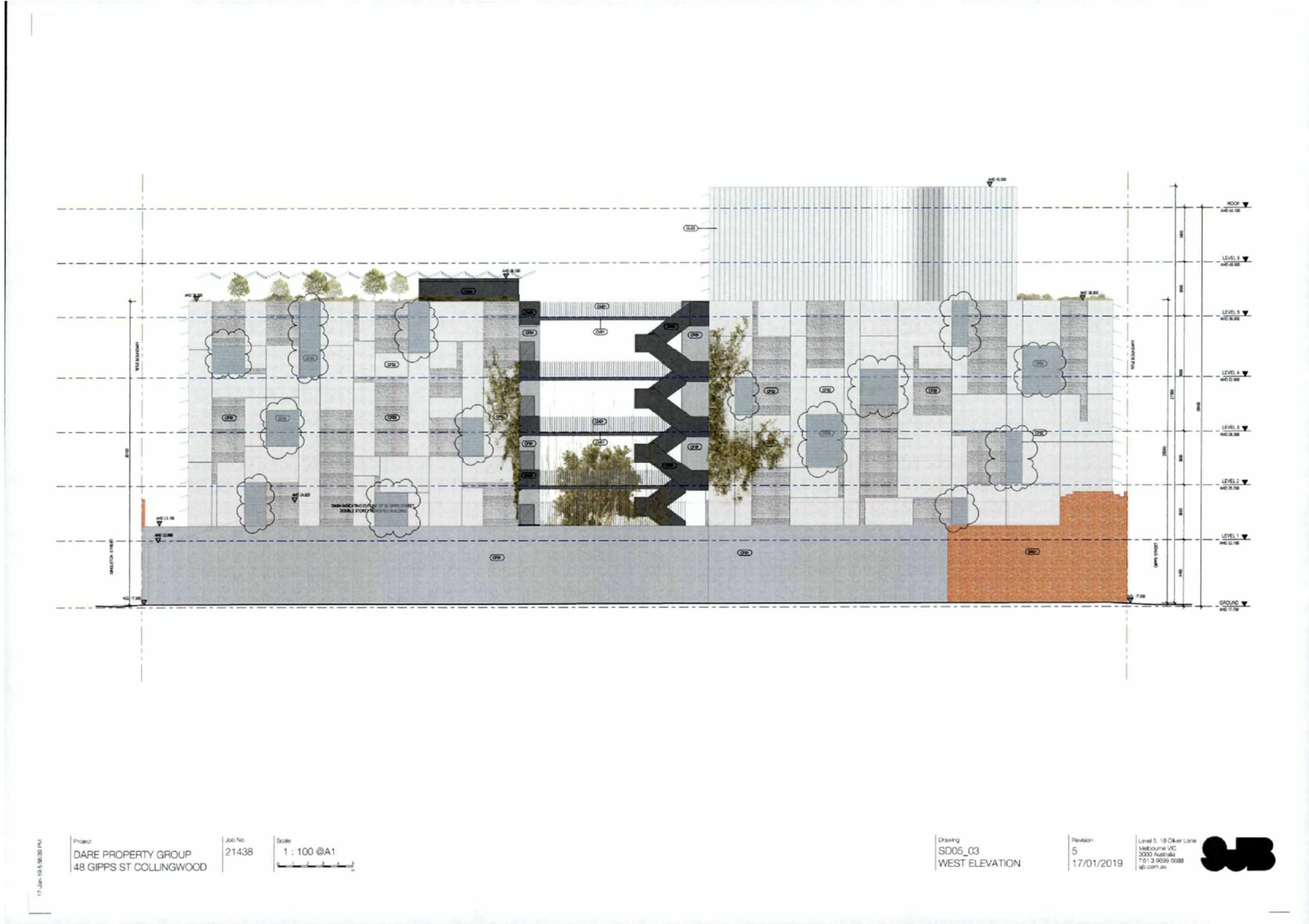
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Project
DARE PROPERTY GROUP
48 GIPPS ST COLLINGWOOD

Job No.
21438

Scale
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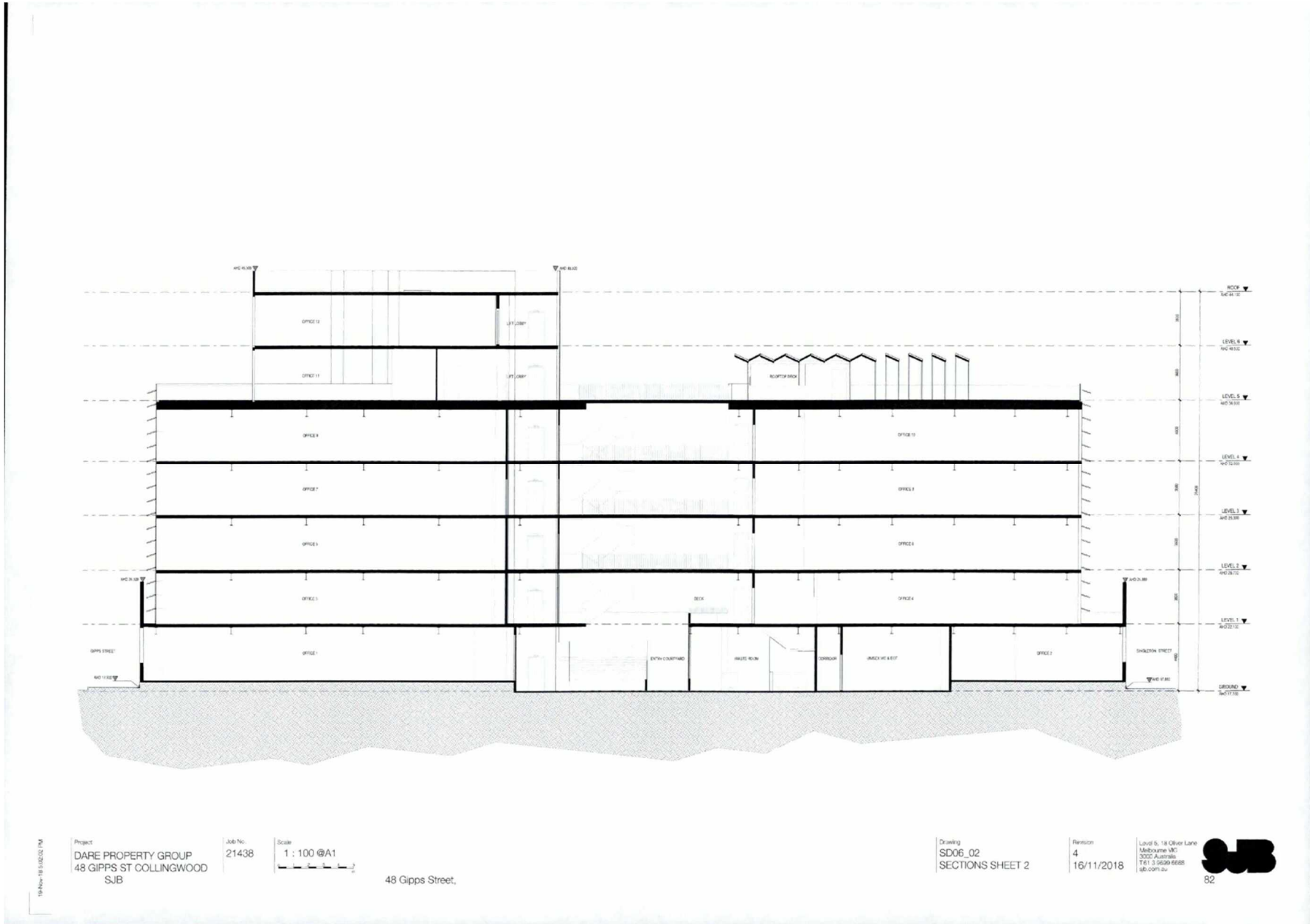
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16/11/2018

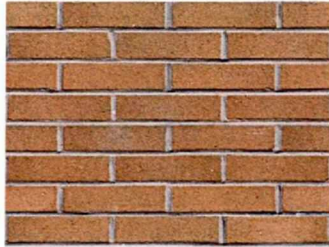
Level 5, 18 Oliver Lane
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3000, Australia
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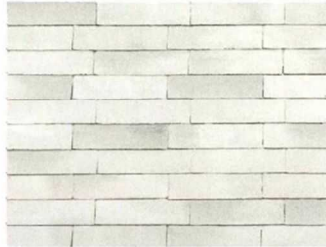
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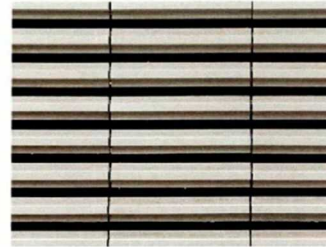
Attachment 2 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 2



BR01 - BRICK (EXISTING)
RED BRICK



TE01 - TERRACOTTA
COLOUR GREY



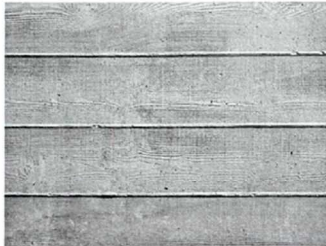
TE02 - TERRACOTTA BAGUETTE PROFILE 1
COLOUR GREY



TE03 - TERRACOTTA BAGUETTE PROFILE 2
COLOUR GREY



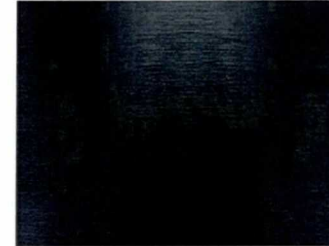
CF01 - CONCRETE FINISH
COLOUR LIGHT GREY



CF02 - CONCRETE FINISH - BOARD MARKED
COLOUR LIGHT GREY



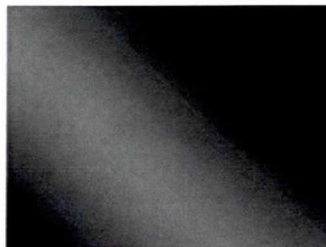
CF03 - CONCRETE FINISH - RECKLI
COLOUR LIGHT GREY



CM01 - POWDERCOATED METAL
COLOUR CHARCOAL



GL01 - GLAZING
CLEAR GLASS



GL02 - GLAZING
SPANDREL GLAZING



GL03 - GLAZING
OPAQUE GLAZING

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Project
DARE PROPERTY GROUP
48 GIPPS ST COLLINGWOOD
SJB

Job No.
21438

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@A1



48 Gipps Street.

Drawing
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MATERIAL SCHEDULE

Revision
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16/11/2018

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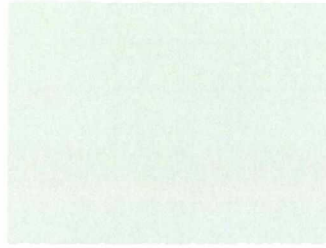


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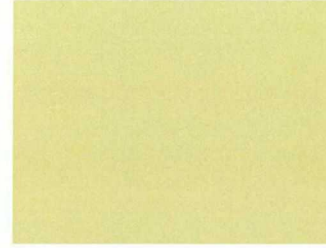
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CF04 - CONCRETE FINISH
OXIDISED



AF01 - APPLIED PAINT FINISH
COLOUR LIGHT GREEN



AF02 - APPLIED PAINT FINISH
COLOUR LIME GREEN

21/06/2019 15:00:00

Project
DARE PROPERTY GROUP
48 GIPPS ST COLLINGWOOD
SJB

Job No.
21438

Scale
@A1

48 Gipps Street,

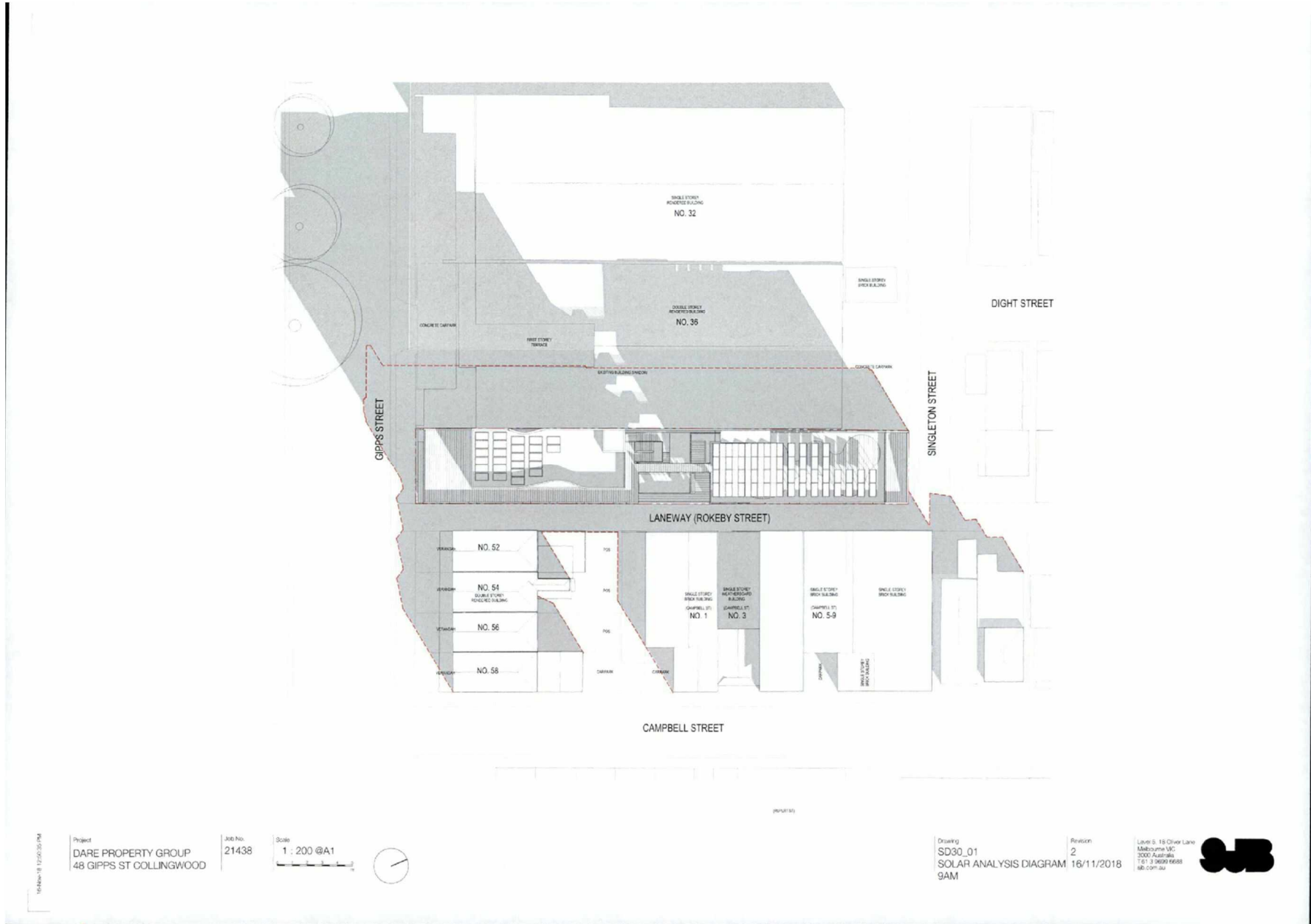
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SHEET 2

Revision
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17/01/2019

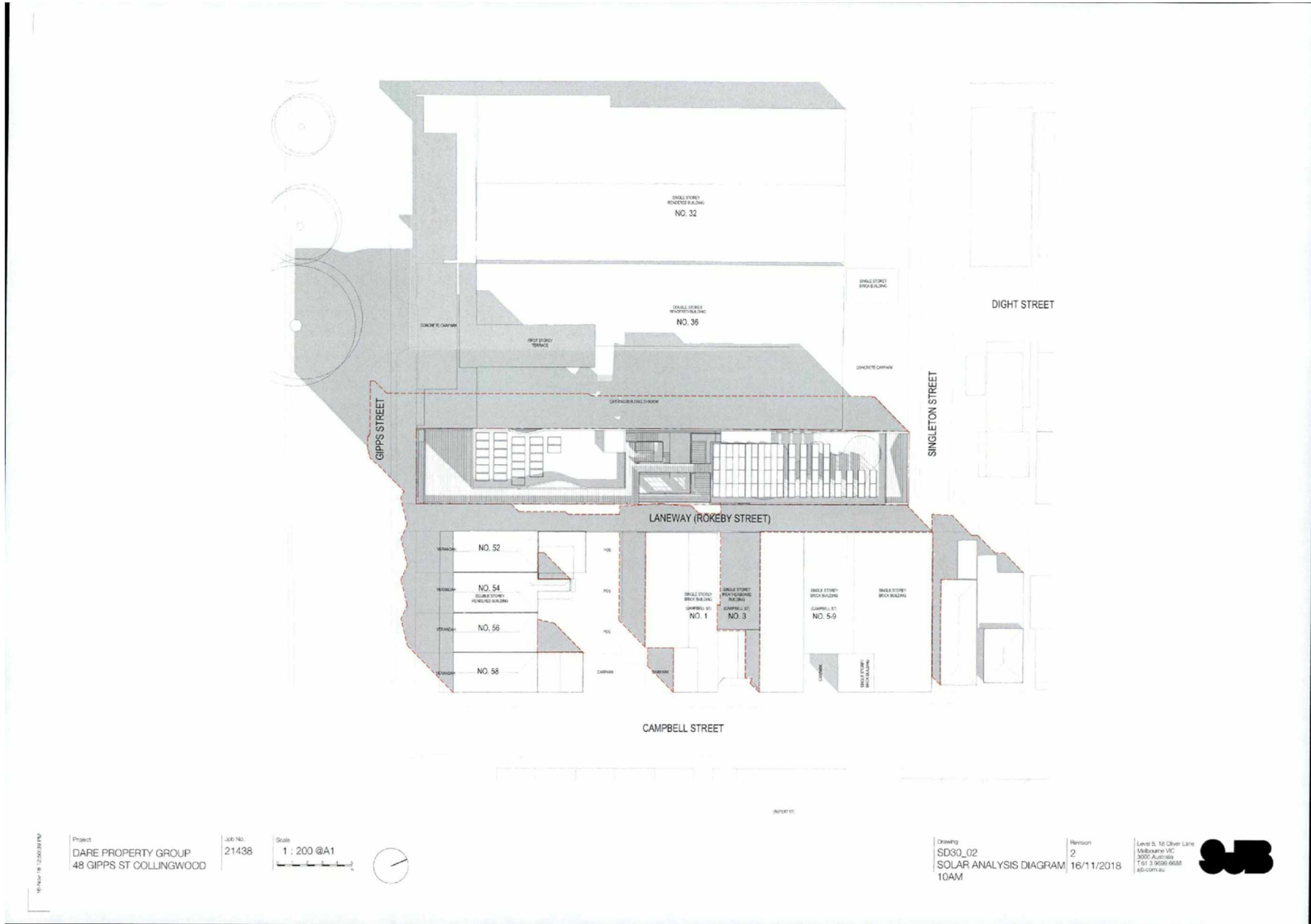
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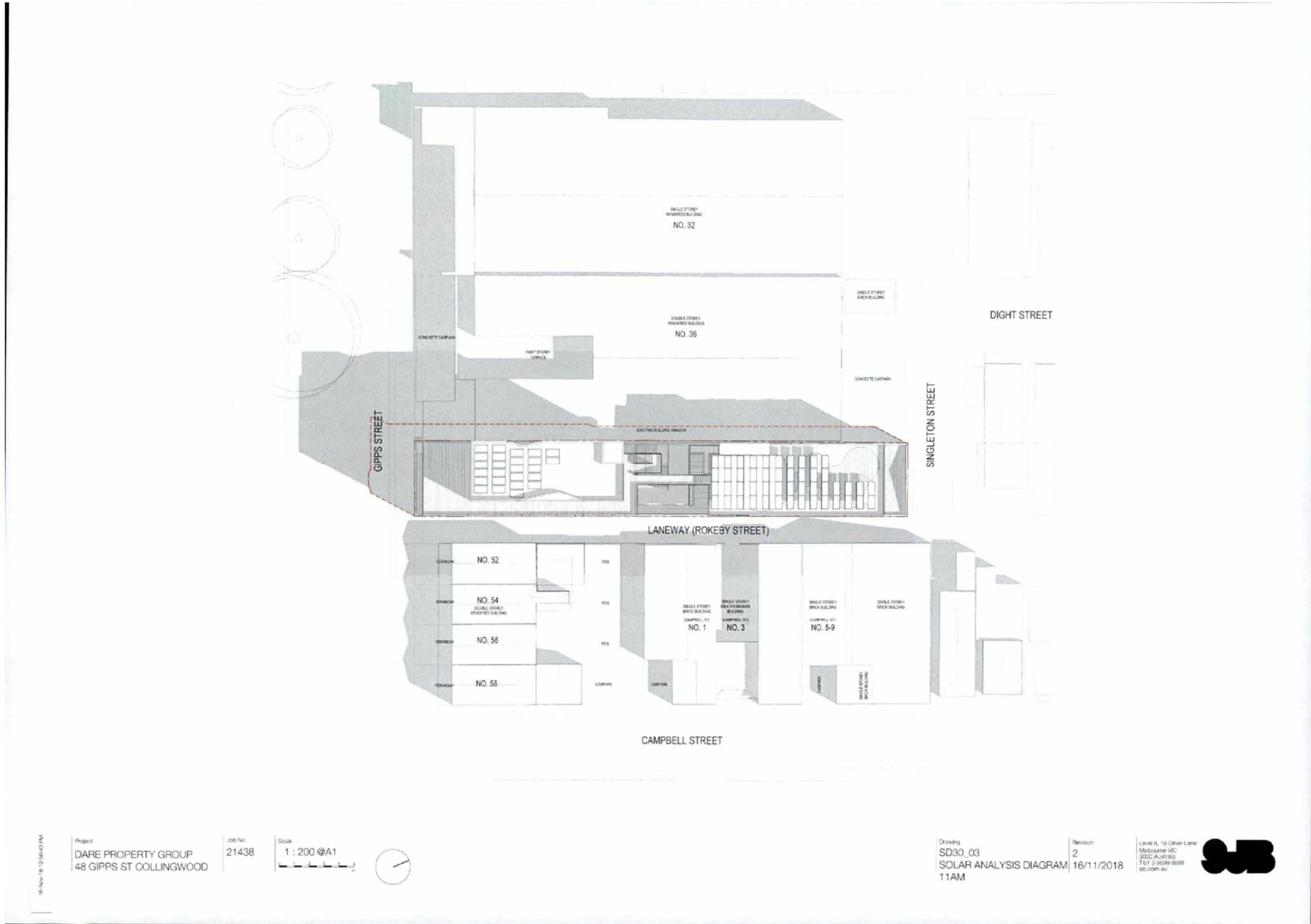
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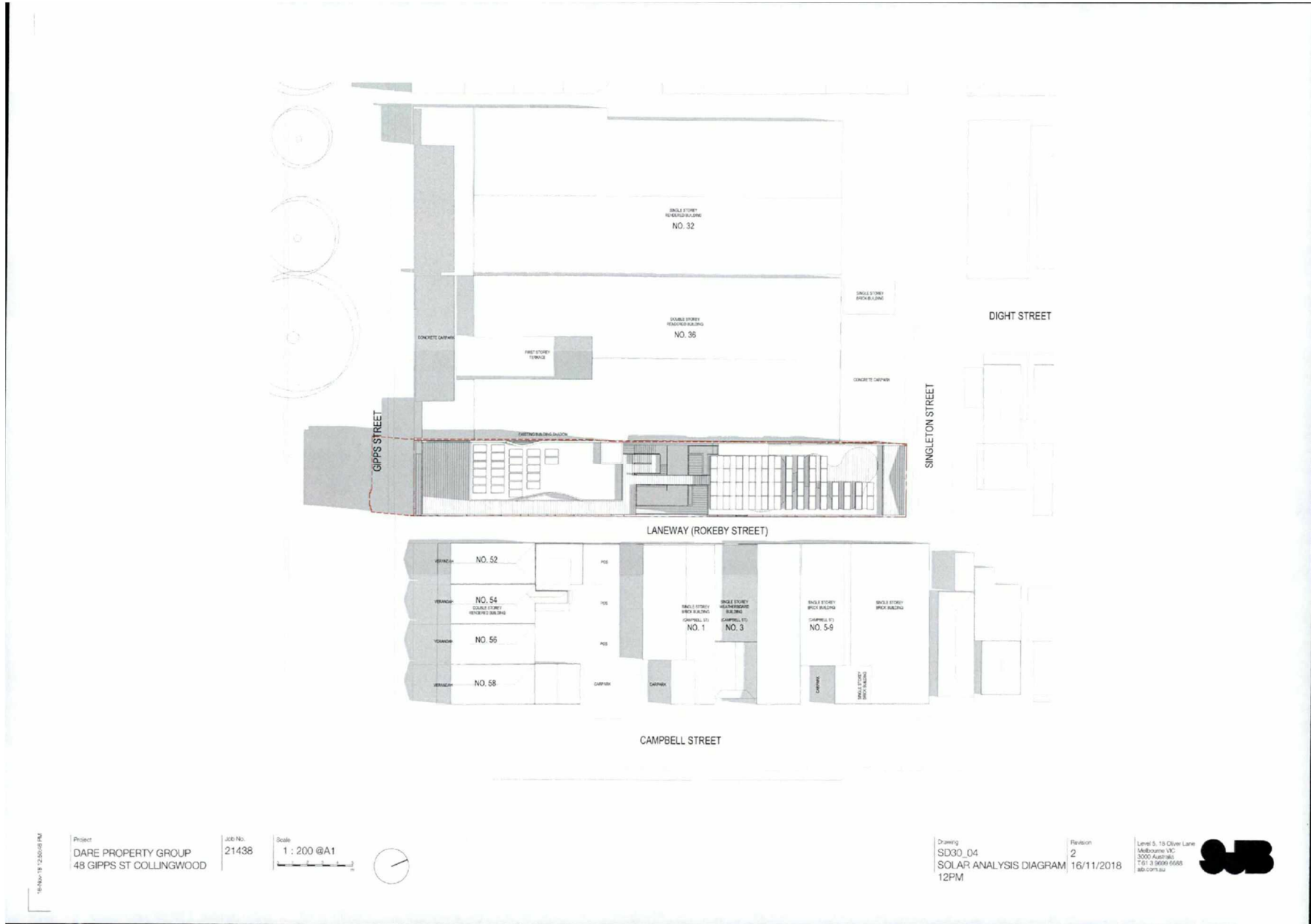
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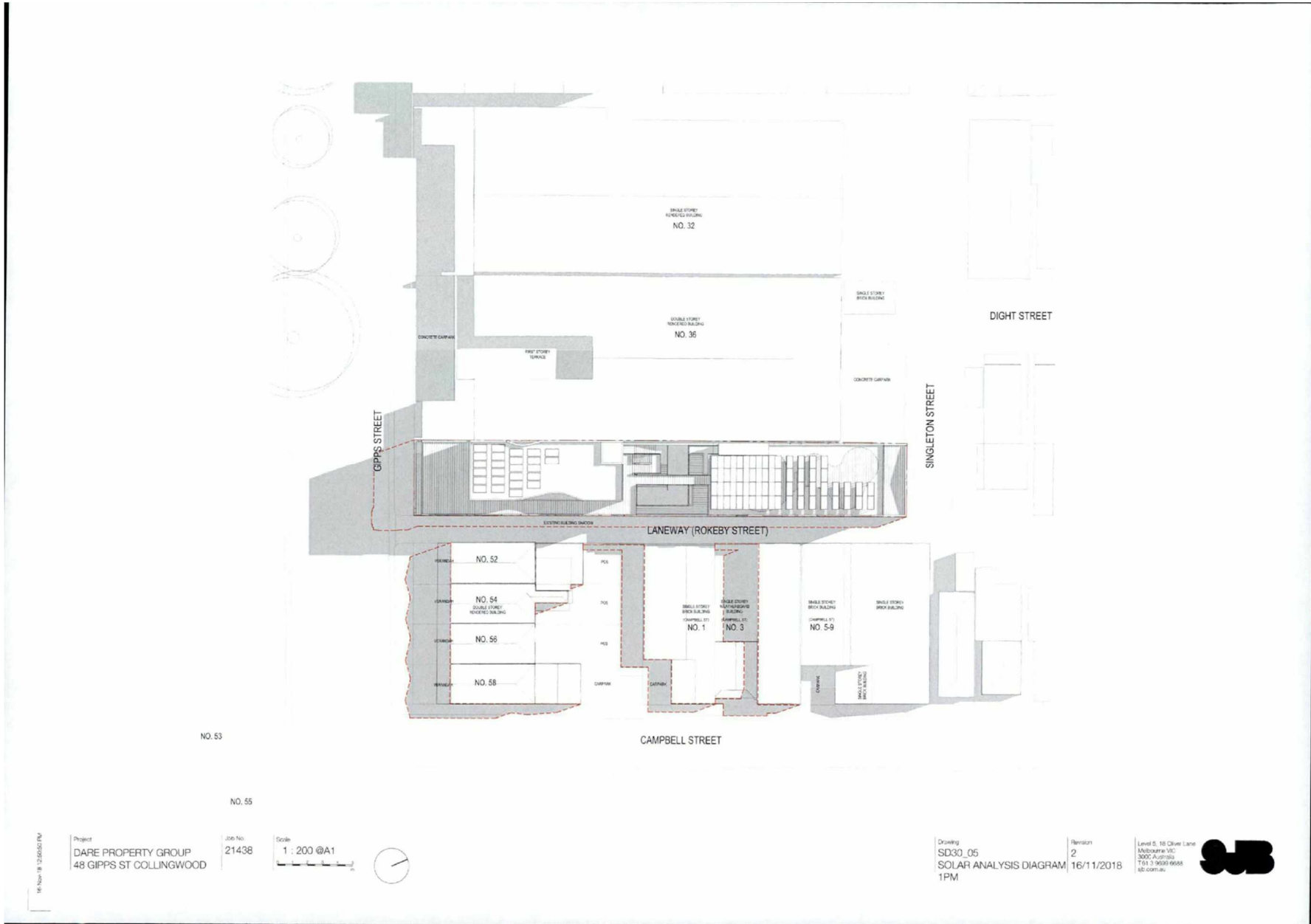
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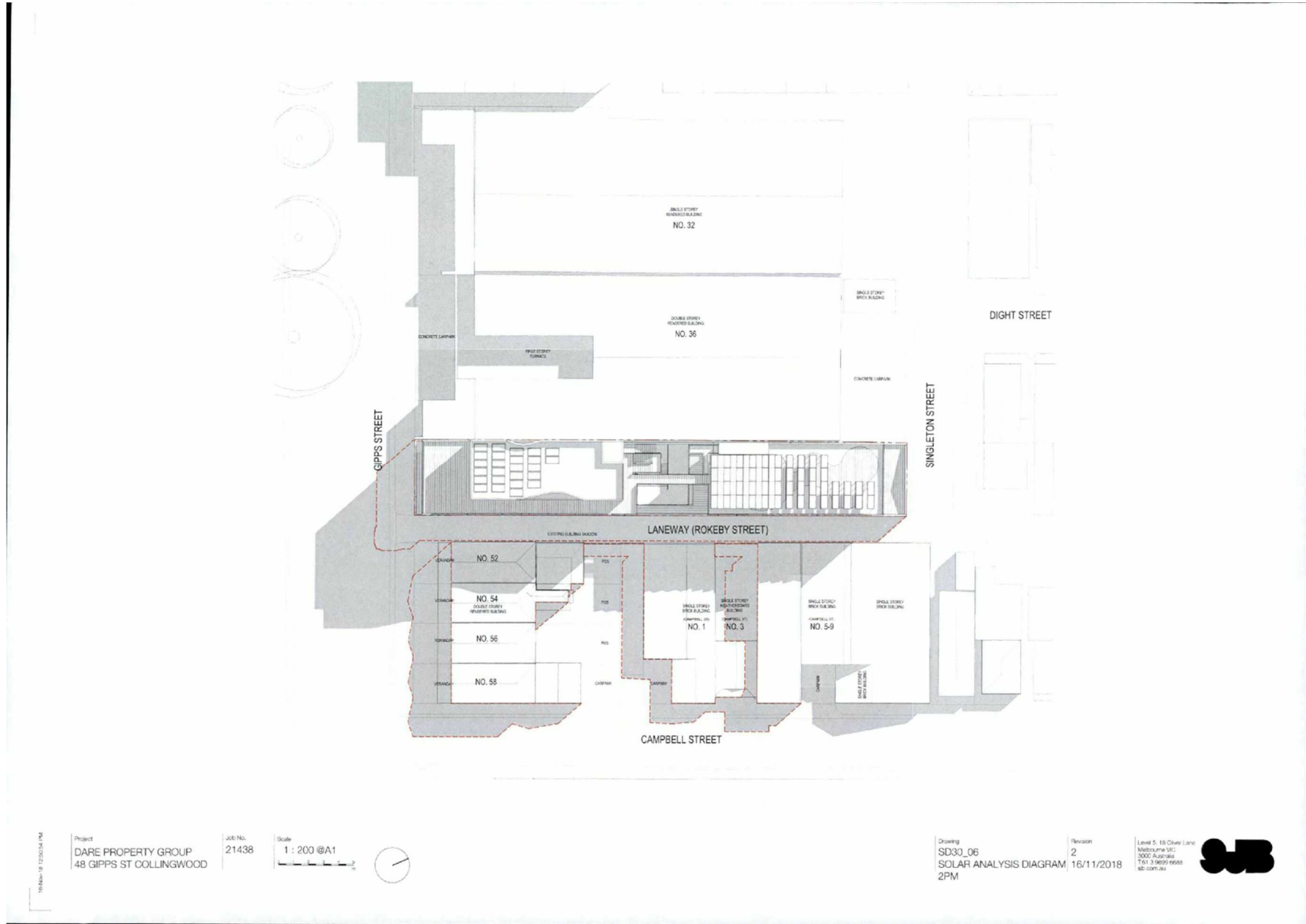
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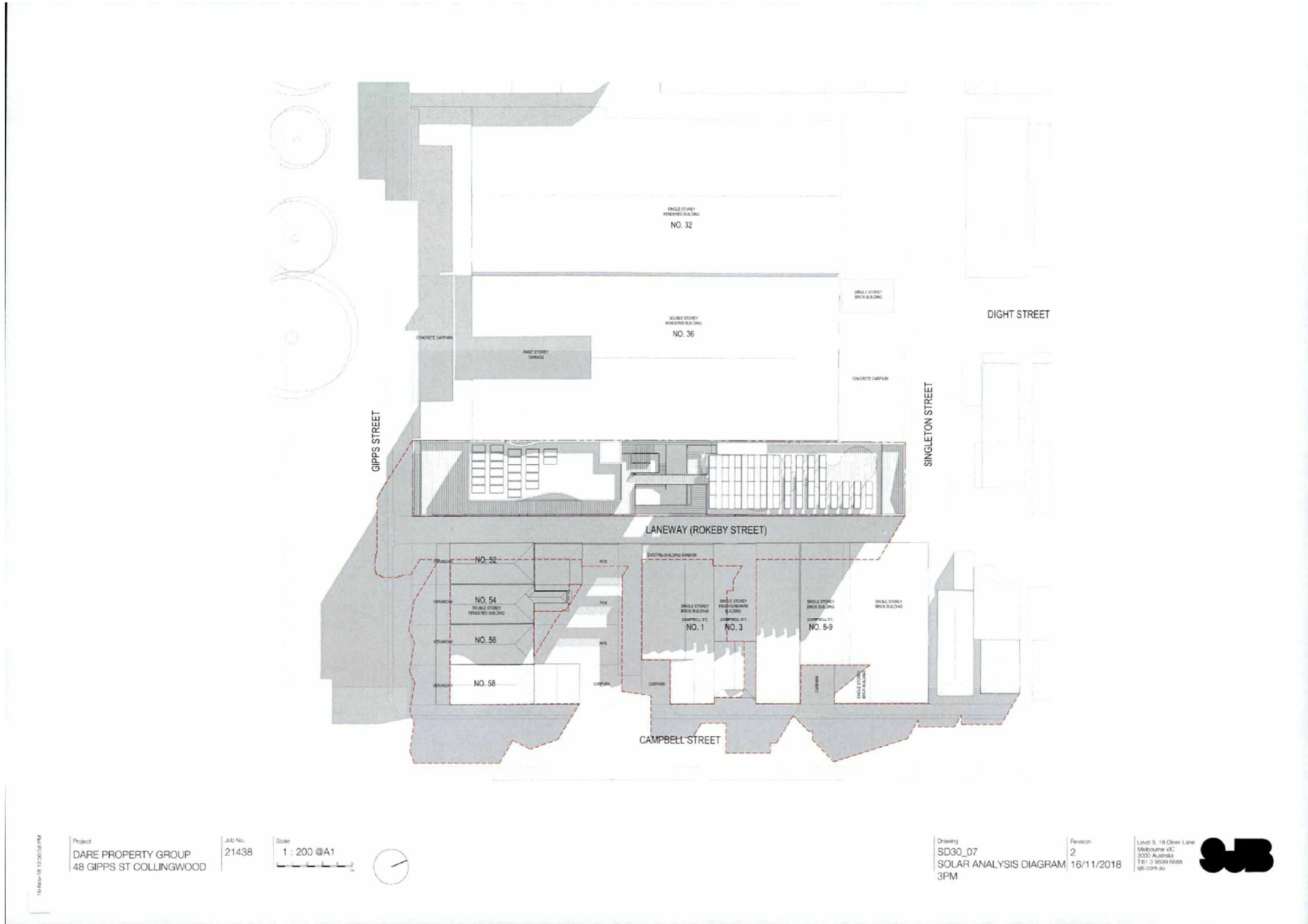
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Attachment 2 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 2



Attachment 2 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 2



Attachment 2 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 2

SJB Architects
Development Summary



Project	Job No.	File No.	Date	19.11.2018
48 GIPPS STREET COLLINGWOOD	21438	4.3	Rev	1

LEVEL	AREA	TOTAL GFA
Ground	618.1 m²	618.1 m²
	OFFICE 1	235.5 m ²
	OFFICE 2	111.4 m ²
	ENTRY COURTYARD	81.2 m ²
	BIKE STORE	45.0 m ²
	WASTE ROOM	13.8 m ²
	DDA TOILET	8.2 m ²
	UNISEX WC & CHANGE SERVICES	50.3 m ²
	CIRCULATION	35.8 m ²
		36.96 m ²
LEVEL 01	589.9 m²	589.9 m²
	OFFICE 3	238.5 m ²
	OFFICE 4	193.2 m ²
	DECK	39.0 m ²
	BALCONY	41.9 m ²
	CIRCULATION	71.2 m ²
	SERVICES	6.15 m ²
LEVEL 02	493.2 m²	493.2 m²
	OFFICE 5	245.2 m ²
	OFFICE 6	196.2 m ²
	CIRCULATION	43.0 m ²
	SERVICES	8.84 m ²
LEVEL 03	493.2 m²	493.2 m²
	OFFICE 7	245.2 m ²
	OFFICE 8	196.3 m ²
	CIRCULATION	42.9 m ²
	SERVICES	8.84 m ²
LEVEL 04	493.2 m²	493.2 m²
	OFFICE 9	245.2 m ²
	OFFICE 10	196.3 m ²
	CIRCULATION	42.9 m ²
	SERVICES	8.84 m ²
LEVEL 05	483.7 m²	483.7 m²
	OFFICE 11	83.46 m ²
	STORE	8.33 m ²
	UNISEX WC	21.93 m ²
	ROOFTOP DECK	202.32 m ²
	SERVICES	9.11 m ²
	DDA TOILET	8.11 m ²
	CIRCULATION	144.46 m ²
LEVEL 06	143.7 m²	143.7 m²
	OFFICE 12	120.0 m ²
	CIRCULATION	20.5 m ²
	SERVICES	3.22 m ²
ROOF	159.2 m²	159.2 m²
TOTALS	NLA: 2312.3 m²	

Attachment 2 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Advertised S52 - Plans Part 2



Attachment 3 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments for shared Zone type treatment




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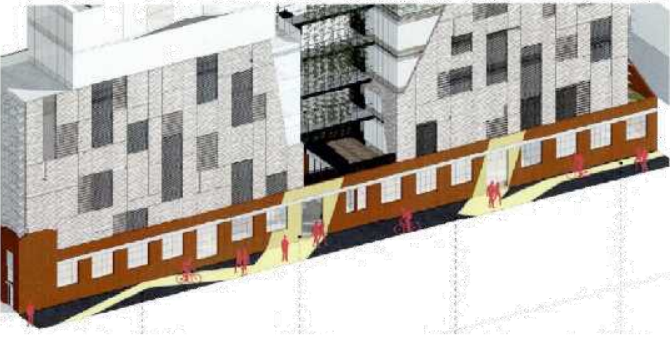
To: Lara Fiscalini
From: Artemis Bacani
Date: 17 June 2019
Subject: Application No: PLN18/0902
 Description: Office Building
 Site Address: 48-50 Gipps Street, Collingwood

I refer to the above Planning Application received on 30 May 2019 in relation to the proposed development at 48-50 Gipps Street, Collingwood. Council's Civil Engineering unit provides the following information:

PROPOSED 'SHARED ZONE' TYPE TREATMENT – ROKEBY STREET

Item	Details
Background	
Proposed Development	The development comprises the construction of a 5 to 7 storey office building. Office floor space: 2,313 m ² Food and Drink Premises floor space: 8.8 m ² On-site car parking: 0 spaces
Existing Conditions	<p>The subject site is rectangular in shape and contains three road abutments: Singleton Street, Gipps Street and Rokeby Street. The Rokeby Street abutment functions as a Right of Way and has a carriageway width of approximately 3.8 metres. The road profile comprises a bluestone pavement with an asphalt overlay and a central invert for overland flow of stormwater run-off. Below is a view of Rokeby Street, facing south towards Gipps Street.</p> 

Attachment 3 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments for shared Zone type treatment

Item	Details
'Shared Zone' Type Treatment – Rokeby Street	
<p>Proposal</p>	<p>As part of the proposed development, the applicant wishes to introduce a painted treatment on Rokeby Street to activate their building. The painted treatment would effectively privatise this section of Rokeby Street (a Public Highway).</p>  <p>The painted road pavement treatment would create a less hostile environment for pedestrian and cyclists using this section of Rokeby Street.</p>
<p>Shared Zones</p>	<p>Shared Zones are speed limited areas under the provisions of the <i>Road Safety Road Rules 2017</i> and are classified as Major Traffic Control Devices, which must have VicRoads authorisation. Being speed limit signs, Shared Zones have statutory significance under the <i>Road Safety Road Rules</i>, and motorists are obliged to give way to pedestrians. Shared Zones are defined by area signs (at entry) and end area signs</p> <p>Normally where roadways encourage active pedestrian usage, Shared Zones would be considered. Shared Zones are ideal where the road space contains traffic treatments, seating, plantings in the road space.</p> <p>In this instance, Council will not be pursuing the introduction of Shared signs for Rokeby Street.</p>
Additional Engineering Requirements	
<p>Reconstruction of Rokeby Street</p>	<p>The Rokeby Street road frontage of the site will provide primary pedestrian and bicycle access to the offices above the ground floor of the site. Currently, the existing asphalt pavement and bluestone central spoon drain contains a number of depressions that retain water after a storm event and has an uneven surface that is not suitable for pedestrians.</p> <p>It is recommended that the full-width of Rokeby Street between Gipps Street and Singleton Street be reconstructed – see Locality Plan.</p> <p>During building works at the site, Rokeby Street will sustain damage caused by the passage of construction vehicles, plant and other equipment which would necessitate reconstruction of Rokeby Street.</p>

Attachment 3 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments for shared Zone type treatment

Item	Details
Additional Engineering Requirements	
Preparation of Detailed Road Infrastructure Design Drawings	<p>The developer is to engage a qualified civil engineering consultant to prepare a reconstruction design for all road and drainage infrastructure works associated with this development for assessment and approval.</p> <p>Essentially the works would include excavating the bluestone and asphalt overlay.</p> <p>The sub-base would need to be prepared and a new pavement constructed. The new pavement would comprise of an asphalt with a bluestone central invert.</p> <p>These works must be undertaken to Council satisfaction and Engineering specification.</p> <p>A longitudinal section plan of Rokeby Street at 5.0 metre intervals should be provided to ensure that access to exiting doorways abutting Rokeby Street is maintained.</p>
Painted Road Pavement Treatment	<p>As part of the reconstruction of Rokeby Street, Council's Civil Engineering Unit and Traffic Engineering Unit recommend the installation of a painted road pavement treatment to encourage a pedestrian-friendly road environment. The design of the proposed pavement treatment is to be independent of any artwork proposed for the façade of the building. The developer is to engage their own design consultant to prepare a pavement treatment and design for this section of Rokeby Street for Council's consideration and approval.</p>

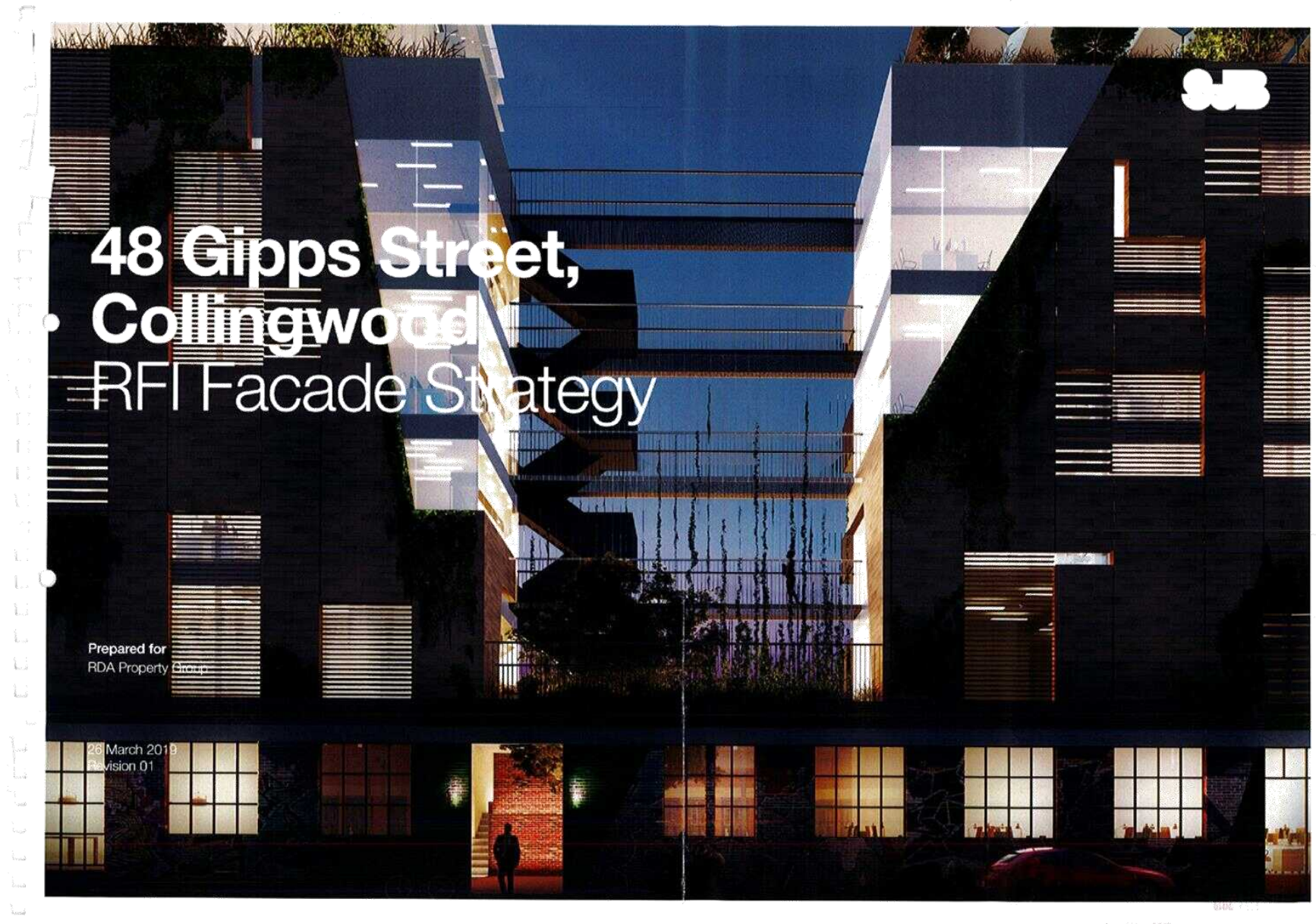
Attachment 3 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments for shared Zone type treatment

LOCALITY PLAN

Attachment 3 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments for shared Zone type treatment



Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans



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Prepared by: DB
Checked by: BF / TW

Contact Details:

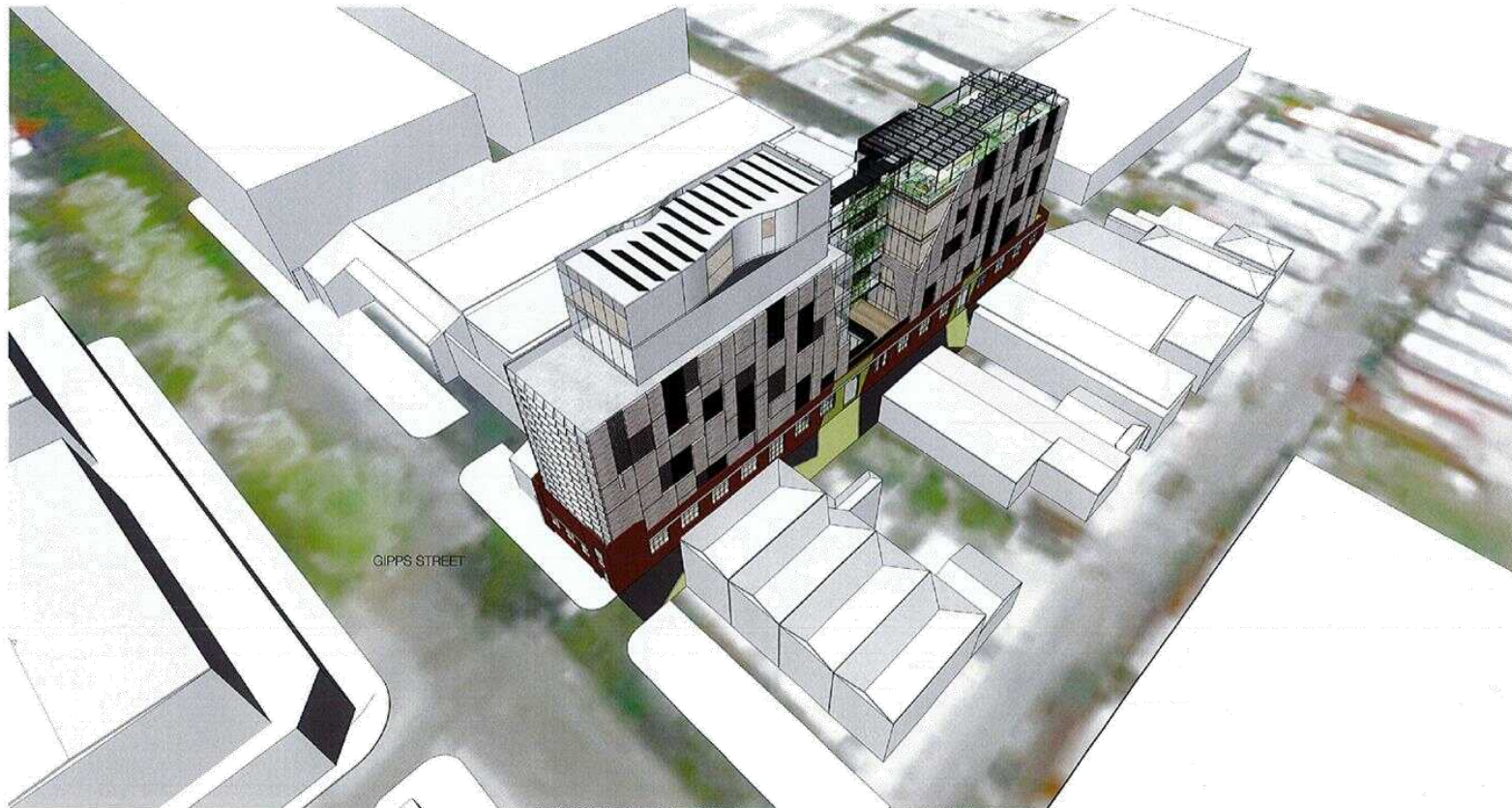
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sjb.com.au

SJB Architecture Pty Ltd
ABN 68 085 207 490
ACN 065 207 490

Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

1.1 Context Overview



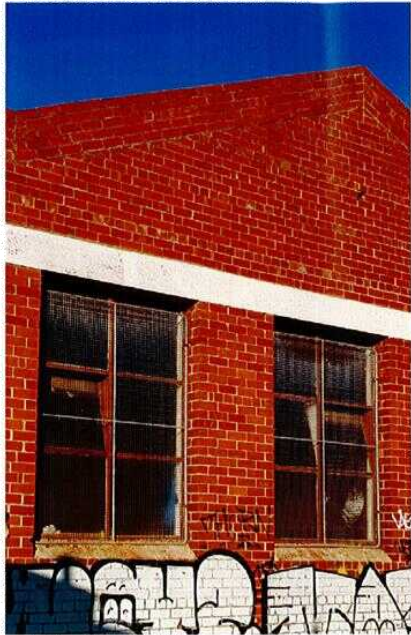
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48 Gipps Street,

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Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

1.2 Character of Existing Building



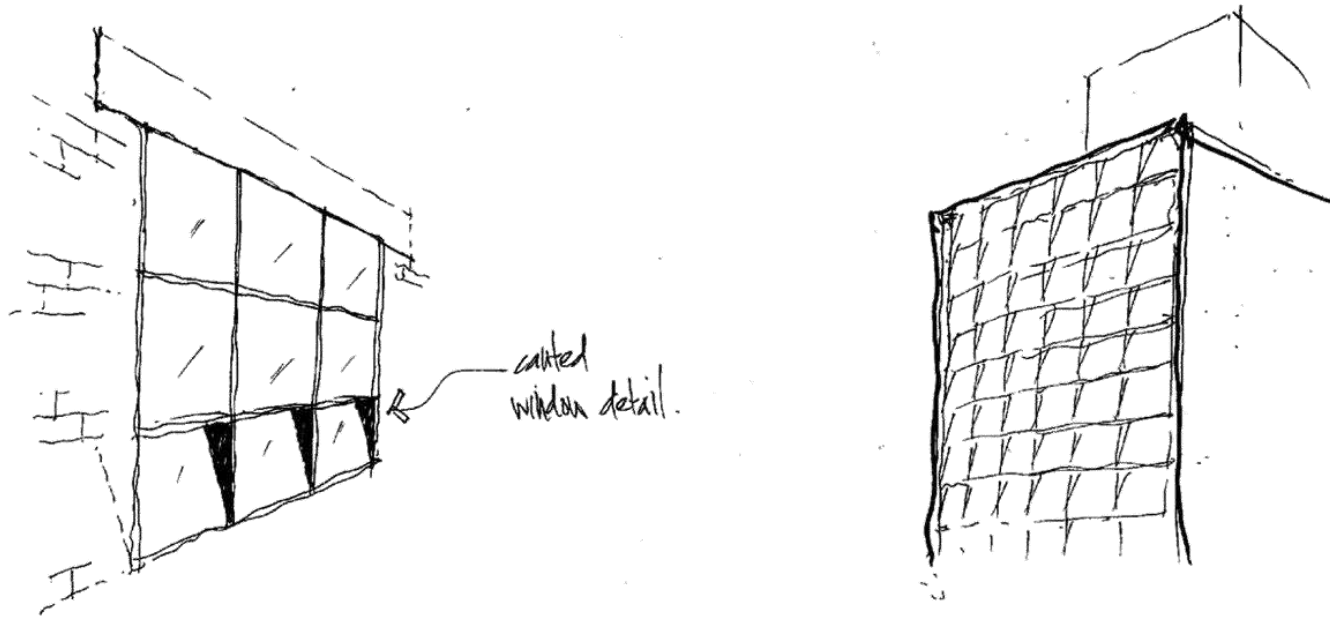
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48 Gipps Street,

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Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

1.3 Facade Concept



The cantilevered glass of the facade references the awning windows typically found in warehouse buildings of the area. This reference generates a design language that articulates the facade as well as responding to the environmental considerations. Solar screening and operable louvers are incorporated into the facade system to allow users of the building to pursue their own levels of comfort.

Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

1.4 South Facade - Gipps Street



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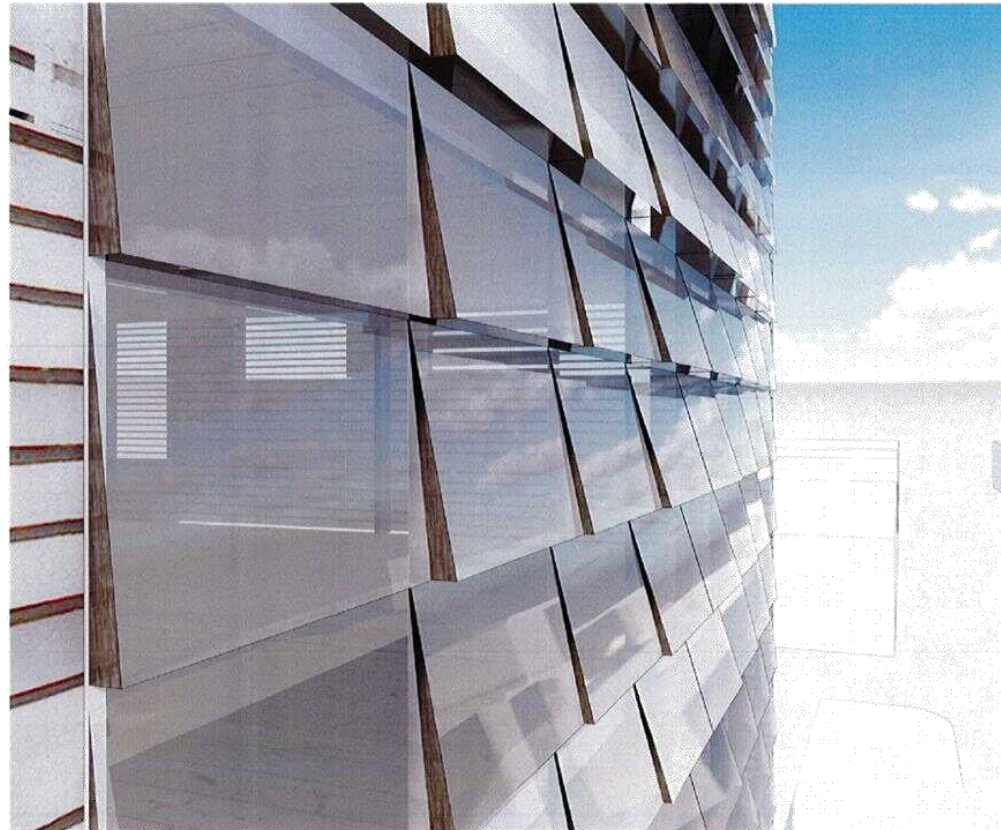
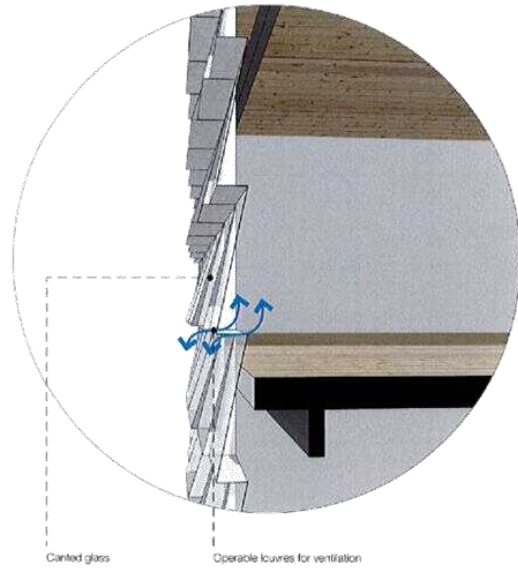
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Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

1.5 South Facade - Gipps Street



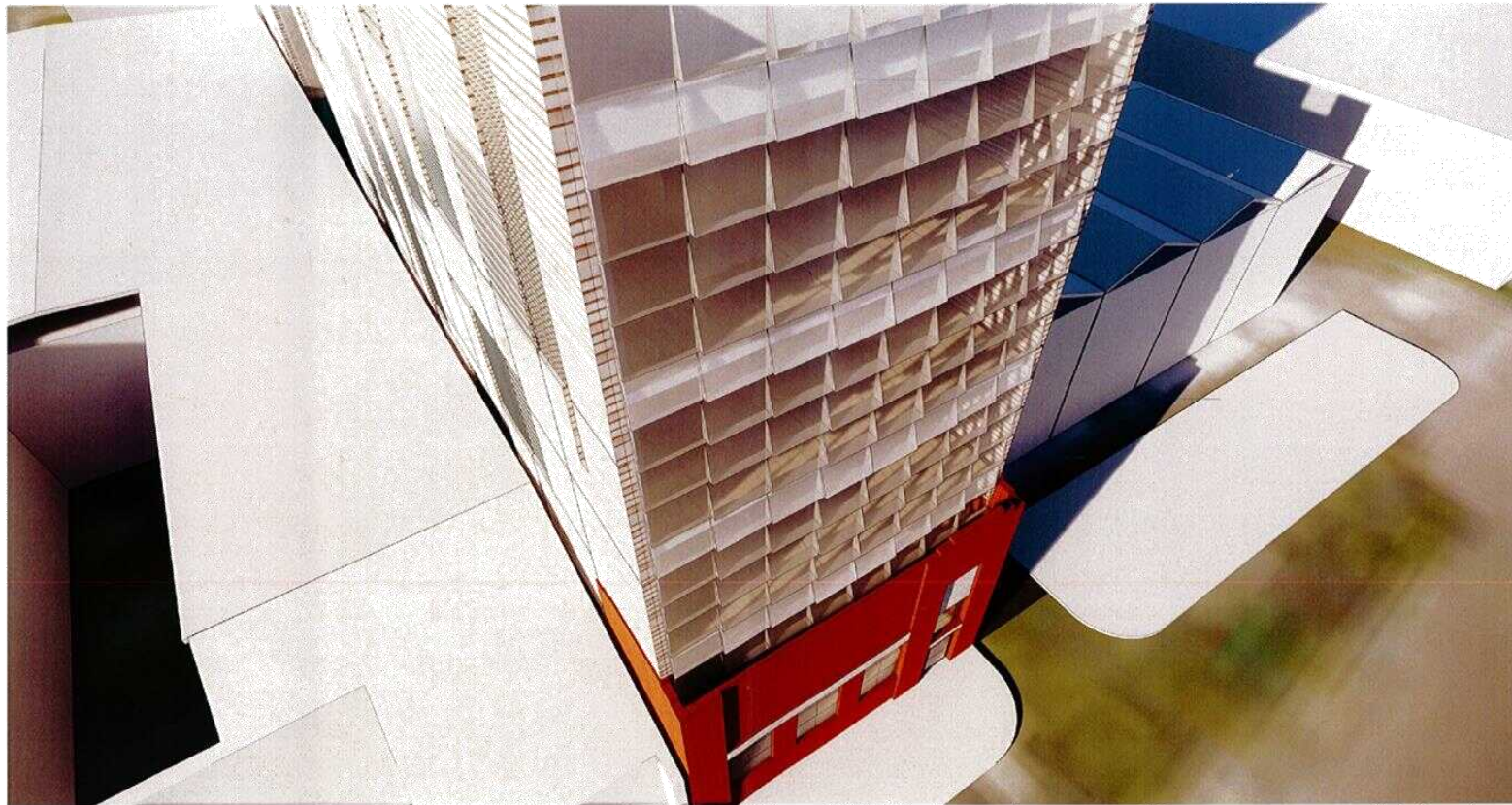
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Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

1.6 South Facade - Gipps Street



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48 Gipps Street,

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Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

1.7 South Facade - Gipps Street



SJB

48 Gipps Street,

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Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

1.8 North Facade - Singleton Street



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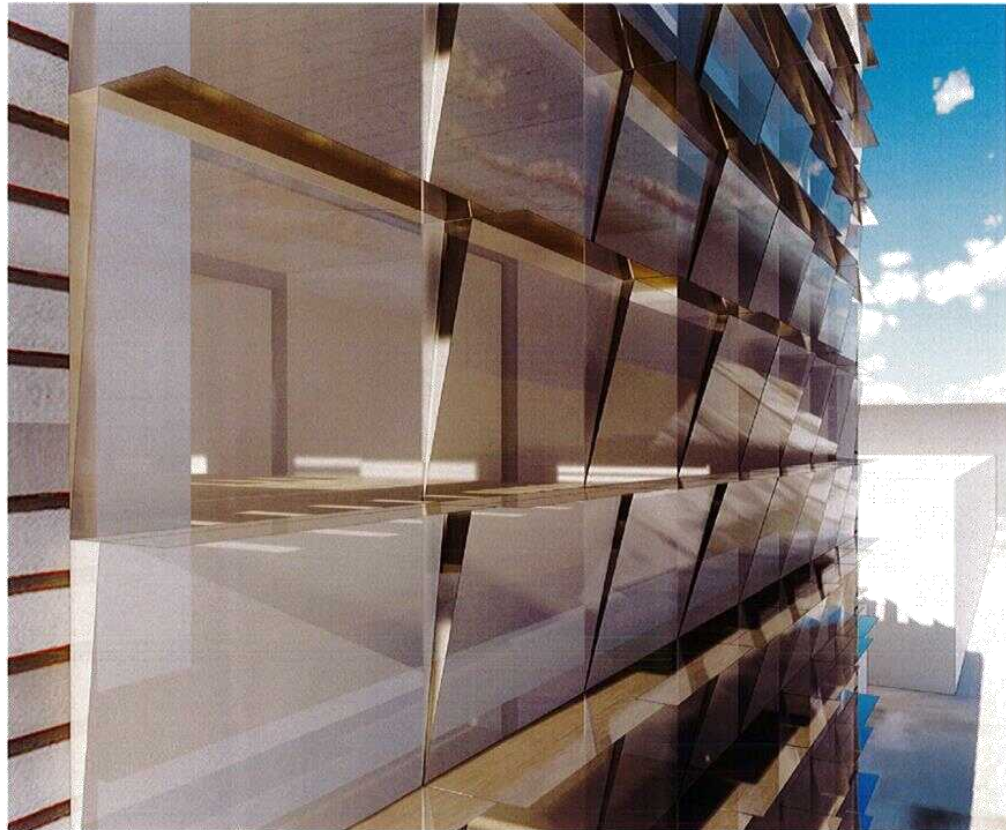
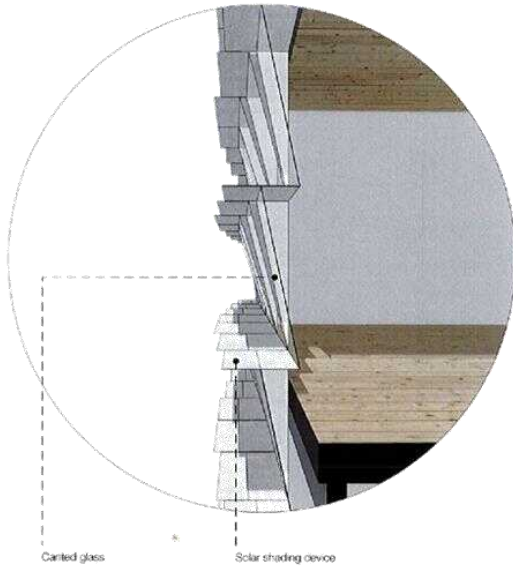
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Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

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1.9 North Facade - Singleton Street



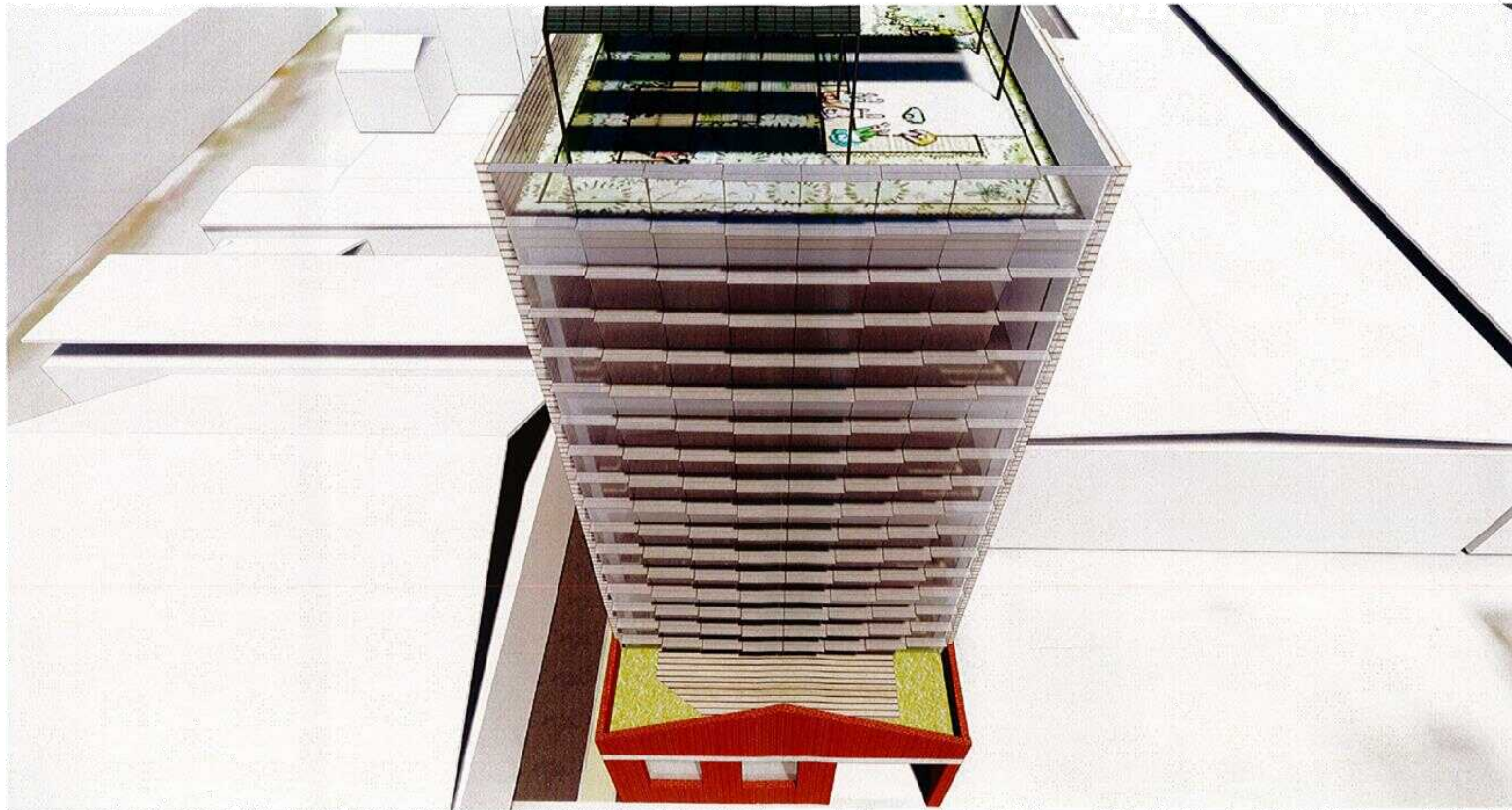
SJB

48 Gipps Street,

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Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

1.10 North Facade - Singleton Street



SJB

48 Gipps Street,

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Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans

1.11 North Facade - Singleton Street



SJB

48 Gipps Street,

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Attachment 4 - PLN18/0902 - 48-50 Gipps Street, Collingwood - Sketch Plans



Attachment 5 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments



MEMO

To: Lara Fiscalini
From: Artemis Bacani
Date: 15 March 2019
Subject: Application No: PLN18/0902
 Description: Seven-Storey Building - Mixed Use
 Site Address: 48-50 Gipps Street, Collingwood

I refer to the above Planning Application received on 1 February 2019 and the accompanying *Traffic Impact Assessment* prepared by Ratio Consultants in relation to the proposed development at 48-50 Gipps Street, Collingwood. Council's Civil Engineering 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	Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (12 Tenancies)	2,313 m ²	3 spaces to each 100 m ² of net floor area	69	0
Cafe	8.8 m ²	3.5 spaces to each 100 m ² of leasable floor area	0	
Total			69	0

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

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:

Attachment 5 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments

- *Parking Demand for the 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 3.0 spaces per 100 square metres of floor space, since the area has very good access to public transport services.

Throughout the municipality, a number of developments have been approved with no car spaces or a reduced office rate, as shown in the following table:

Development Site	Approved Office Parking Rate
Collingwood	
86 Smith Street PLN16/0216 issued 15 April 2016	96 m ² Reduction: 3 spaces
187-195 Langridge Street PLN17/0867 issued 19 January 2018	470 m ² Reduction: 16 spaces
Cremorne	
46A Stephenson Street PLN17/0017 issued 8 August 2017	55 m ² Reduction: 1 space
Richmond	
19 David Street PLN17/0395 issued 15 April 2016	175 m ² Reduction: 6 spaces
113-115 Bridge Road PLN15/0630 issued 16 October 2016	844 m ² No spaces

The provision of no on-site parking for the office use is considered appropriate, having regard to the site's accessibility to public transport services and its proximity to Melbourne.

- *Availability of Public Transport in the Locality of the Land.*

The site is within walking distance of bus services operating along Hoddle Street, Victoria Parade, and Johnston Street. Tram services can be accessed on foot from Victoria Parade and Smith Street, and trains services are available from Collingwood railway station.

- *Multi-Purpose Trips within the Area.*

The site is within walking distance of the Smith Street activity centre. The site also has connectivity to the on-road bicycle network.

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 commissioned on-street parking occupancy surveys of the surrounding area on Friday 19 October 2018 from 8:00am to 6:00pm. The survey area included Down Street, Dight Street, Sturt Street, Singleton Street, McCutcheon Way, and sections of Campbell Street, Cromwell Street, Wellington Street, Rokeby Street, Rupert Street, and Gipps Street. The times and extent of the survey are considered appropriate. An inventory of between 241 and 313 publicly available parking spaces were identified. The results of the survey indicate that the peak parking occupancy in the study area had occurred at 12-midday with 97 % of spaces occupied or 8 vacant spaces. The parking demand declined over the course of the afternoon to a low of 38 % at 6.00pm. The very limited opportunity to park on-

Attachment 5 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments

street would encourage both employees and visitors to use more sustainable forms for transport to commute to the site.

Relevant Local Policy or Incorporated Document.

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

- *Access to or Provision of Alternative Transport Modes.*

The site has very good accessibility to public transport and connectivity to the on-road bicycle network. The site is also in proximity to on-street car share pods. A GoGet car share pod is available in Langridge Street, approximately 600 metres south-east of the site.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of parking associated with the office and cafe uses are considered appropriate in the context of the development and the surrounding area. Employees and visitors to the site would be aware with the very limited opportunity to park on-street and would encourage the use of more sustainable forms for transport to commute to the site.

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

DEVELOPMENT LAYOUT DESIGN

SJB Drawing Nos. SD02_01 Revision 8 dated 17 January 2019
SD05_02 Revision 5 dated 17 January 2019

Layout Design Assessment

Item	Assessment
Other	
Pavement Artwork – Right of Way	This matter has been referred to Urban Design for comment.

Design Items to be Addressed

Item	Details
Pedestrian/Cyclist Entrance – Right of Way	The pedestrian/cyclist entrances off the Right of Way would have pedestrians/cyclists exiting the property immediately onto the Right of Way. Given that the Right of Way carries some traffic, the pedestrian visibility at the entrances should be improved.
Service Cabinet Doors	Any service cabinet door opening onto a Public Highway must swing 180-degrees and be latched to the building when opened.

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IMPACT ON COUNCIL ROAD ASSETS

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

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

ENGINEERING CONDITIONS

Civil Works

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

- Uplifted and subsided sections of kerb and channel along the property's Gipps Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Gipps Street 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.
- All redundant property drains are to be removed and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.

Public Lighting

- Lighting for pedestrian access along the Right of Way must comply with the minimum lighting level of P4 as per the Australian Standard AS/NZS 1158.3.1:2005 *Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements*. The lighting levels of all existing public lights near the site must be measured and checked against the AS/NZS 1158.3.1:2005 to determine whether new or upgraded public lights are required. The supply and installation of any additional or upgraded lighting, poles or other fixtures shall be funded by the Permit Holder and to the satisfaction of the Responsible Authority.
- The developer must ensure that lighting from any existing or new lights does not spill into the windows of any new residences or any existing nearby residences. Any light shielding that may be required 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.

Attachment 5 - PLN18/0902 - 48 - 50 Gipps Street Collingwood - Engineering comments

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.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the <i>Building Regulations</i> 2018 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</i> 1989 and Regulation 133.
Electrical Assets – North Side of Gipps Street	Overhead power lines run along the north side of Gipps Street and near the south-east corner of the site, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, <i>Building design near powerlines</i> , which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs



Planning Referral

To: Lara Fiscalini
From: Chloe Wright
Date: 25/03/2019
Subject: Strategic Transport Comments
Application No: PLN18/0902
Description: Construction of a multi-storey building (maximum 7 storeys) and a reduction in the car parking requirements associated with office use
Site Address: 48-50 Gipps St Collingwood VIC 3066

I refer to the above Planning Application referred on 01/02/2019, and the accompanying Traffic report prepared by Ratio: traffic consultants in relation to the proposed development at 48-50 Gipps St, Collingwood. Council's Strategic Transport unit provides the following information:

Access and Safety

The following safety and access concerns should be addressed:

Issue One – Access to visitor bicycle parking spaces

SD05_02 East Elevation shows two entrances to the proposed development at Rokeby Street. However, SD02_01 Ground Floor Plan only shows one set of doors adjacent to the shower and locker room facilities. Clarification is required to confirm there is a second entrance adjacent to the coffee pop-up. If there are two entrances at Rokeby Street, the location of the visitor bike parking is acceptable.

Issue Two – Pedestrian and Cyclist access at Rokeby Street

The primary pedestrian and cyclist entrance via Rokeby Street will increase the number of pedestrians and cyclists using the laneway. The Traffic Report provides limited information about how this could change the operation of the laneway and any potential safety issues for pedestrians and cyclists. Further information is required regarding how the laneway will function as a result of the proposed access arrangement and how this will be managed to mitigate possible safety issues for pedestrians and cyclists.

Issue Three - Graphic entry markers

There is concern about the durability and future maintenance of the proposed graphic entry markers at Rokeby Street. Additionally, a paint treatment applied to a ground surface must include an anti-skid material to ensure the surface is slip resistant. Further information is required about the type of anti-skid material that would be applied with a paint treatment.

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
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Attachment 6 - PLN18/0902 - 48-50 Gipps St Collingwood - Strategic Transport comments

Office (other than specified in the table)	2,313 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)	9 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.	
Bicycle Parking Spaces Total			8 employee spaces	46 employee spaces
			2 visitor spaces	6 visitor spaces
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	4 showers / change rooms	4 showers / change rooms

The development provides a total of 38 additional employee spaces and 4 additional visitor spaces above than required by the planning scheme.

The BESS rate required for the development is 24 employee spaces and 5 visitor spaces. The development provides 22 additional employee spaces and 2 additional visitor spaces than required by BESS rates.

Adequacy of visitor spaces

6 visitor bicycle spaces are proposed within the entry courtyard, adjacent to one of the entrances at Rokeby Street. The provision of the visitor spaces is adequate for the following reasons:

- 6 spaces exceeds the statutory rate, and Council’s best practice recommended rate (4 spaces¹)
- Spaces are provided as horizontal at grade spaces, in a location with good levels of passive surveillance and in a location easily accessible to visitors of the site (based on requested confirmation that there are two entrances proposed at Rokeby St).
- Spaces and accessways appear to meet the standards set out in AS890.3.

Adequacy of employee spaces

Number of spaces

The number of employee bicycle spaces exceeds the statutory rate and Council’s Best Practice rate (24 spaces²) and is acceptable.

Design and location of employee spaces and facilities

Employee and resident spaces are inadequately designed for the following reasons:

- Dimensions of the bike storage room layout are not shown on SD02_01 Ground Floor Plan. The clearance between the two tier racks and the walk racks appears to be 2m. This is inconsistent with the 2.8m aisle width outlined in the SecuraBike product sheet. The layout of the bike storage room should be amended to show a minimum clearance of 2.8m between the two tier bike parking and wall racks (with a 1.2m high bicycle stored on the wall rack).

¹ Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends 1 visitor space to each 500sqm of office floor space.

² Category 6 of the BESS offers the following for best-practice guidance for resident bicycle parking rates: “As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings” and the following for employee office rates: ‘Non-residential buildings should provide spaces for at least 10% of building occupants.’ Assuming a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety), providing bicycle spaces for 10% of occupants results in a rate of 1 space per 100sqm of floor area

Attachment 6 - PLN18/0902 - 48-50 Gipps St Collingwood - Strategic Transport comments

- The electric bike charging points should be relocated from the wall racks to a horizontal parking spaces. The layout of the bike storage room should be amended to replace a section of the two tier bike racks to accommodate 2 flat horizontal spaces dedicated for electric bike charging.

Green Travel Plan

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP is generally adequate, however should be modified to include:

- (a) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
- (b) details of GTP funding and management responsibilities;
- (c) the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
- (d) security arrangements to access the employee bicycle storage spaces;
- (e) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
- (f) Reference to the E-bike charging facilities.
- (g) 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:

- (a) Dimensions of bicycle storage spaces, and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
- (b) An aisle width of 2800mm between the two tier bike racks and wall racks.
- (c) Two flat horizontal spaces dedicated for e-bike charging in the bike storage room.

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

Ongoing Green Travel Plan Requirement

The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

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

Regards

Chloe Wright

Sustainable Transport Officer
Strategic Transport Unit

Attachment 7 - PLN18/0902 - 48-50 Gipps St Collingwood - Final Urban Design Advice



MEMO

TO: Lara Fiscalini
FROM: David Pryor
DATE: 2 April 2019
SUBJECT: 48-50 Gipps St Collingwood
APPLICATION NO: PLN18/0902
DESCRIPTION: Construction of a 7 storey office building

Urban design comments have been sought on:

- Proposed design of the office development;
- Integration with surrounding built form;
- Ground floor entry-way including laneway activation; and
- Whether there are any capital works approved or proposed in the vicinity.

COMMENTS SUMMARY

Despite some very positive elements (the fine grain of subdivision, retaining the existing facades and splitting the building in two), this proposal is not supported in its current form. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective:

- increase the front setback to align with the step in the height of the existing building;
- as a minimum, *either* set back the main building forms at least 1m from the east boundary or reduce their height by one storey;
- set back the two top levels at least 1m from the west boundary;
- refine the way in which laneway entries are identified to establish a clear hierarchy;
- in liaison with the Arts & Culture Unit, Engineering Services and others, improve the laneway graphics;
- achieve a more coherent relationship between the three facades at each end of the building so that it reads well in the round; and
- indent the east wall of Level 5 to align with the wall above.

There are no known planned capital works around the site which are being led by the Urban Design team.

SITE AND CONTEXT

This section of Gipps St is zoned C2Z.

The site is located within Gipps Precinct, where DDO11 applies. The Preferred Future Character includes: *“A built form business and commercial environment which builds on the existing fine grain industrial nature of the area that allows for innovation and interest.”*

Attachment 7 - PLN18/0902 - 48-50 Gipps St Collingwood - Final Urban Design Advice

A vibrant and safe street environment due to an increasing amount of street oriented development, particularly on Gipps and Langridge Street.

A consistent streetscape with active street-frontages and well articulated buildings with street facades built to a height of up to 3-4 storeys. Taller built form will be set back from property boundaries and spaced to create new interest and variety in building forms."

No heritage overlay applies, but HO312 affects land opposite the site, to the north and east.

DEVELOPMENT PROPOSAL

Above the existing single-storey brick "podium", the proposal adds a pair of forms reaching 5 storeys, filling the width of the site, set back 1m from the front and 3m from the rear, and separated by a central courtyard. Atop the front component, an additional 2-storey element is proposed, set back 7.43m from Gipps St and about 1.8m from the laneway.

URBAN DESIGN FEEDBACK

Building Layout and Public Realm Interface

The location of the main access on the lane is supported, together with the separate entry to Office 1 directly from Gipps St. The courtyard and Coffee Pop-up could become a "hidden secret" in the neighbourhood. However, there is some confusion between the two laneway entries, both of which are similarly painted; if the intention is that the public enter through the courtyard, then the door north of the courtyard should be less prominent.

I have not reviewed the landscape drawings, but note that the tree in the courtyard could be a very positive component of the development; if the tree canopy becomes sufficient to overhang the wall, it will help to mark the entry.

The impact of site services and vehicles is kept to a reasonable minimum, noting the lack of vehicular access crossing footpaths.

A graphic is proposed, involving painting the lane as well as parts of the building, to draw people up the lane to the entry points. While the rationale of painting the lane is appreciated, further work is considered necessary to ensure that the treatment would function well, present well into the future and not become a privatised space. The pale, flat, untextured paintwork is likely to become marked and discoloured, and a highly durable, non-slip coating system would be needed, along with an agreed maintenance regime. It is further recommended that the applicant liaise with the Arts & Culture Unit, Engineering Services and potentially other branches on this matter.

Built Form and Massing

The development of this narrow site (rather than consolidating sites) is helpful in maintaining the fine grain of subdivision. Further, the central courtyard is commended as an effective way of limiting the bulk of the building and facilitating sun and sky views between the two main forms.

DDO11 advocates: *street facades built to a height of up to 3-4 storeys. Taller built form will be set back from property boundaries and spaced to create new interest and variety in building forms.* It provides that "*Taller built form may be appropriate on larger sites able to provide adequate setbacks ... and avoid overshadowing of neighbouring properties*". However, the subject site is not a "larger site", being only about 10m wide and providing limited scope for adequate side setbacks to mitigate the impact of a tall building.

DDO11 further provides that "*Development above 4 storeys should: ...*

Attachment 7 - PLN18/0902 - 48-50 Gipps St Collingwood - Final Urban Design Advice

- *Minimise overshadowing of adjoining streets, public spaces or private properties*
- *Be set back from along the northern side of ... Gipps Street".*

The retained external walls potentially provide a human-scaled base to the development, but from most viewpoints the current proposal would be experienced as a 5- or 7-storey building, not 1-storey, due to the minimal provision of setbacks.

Gipps St Interface

The 1m front setback is not considered sufficient, particularly given that extensive projections extend about two thirds of the way across this setback. It is recommended that the front setback be increased to about 4.5m to align with the step-down in the existing building and to approximately align with the setback of the terrace houses east of the site. This increased setback would reduce shadow impacts, help the development integrate with the mainly 1- to 2-storey streetscape and reduce the length of tall form impacting on the laneway. It would also improve the amenity of the level 1 office space which looks onto the rear face of the retained façade.

Laneway Interface

The proposal includes 5-storey high walls along most of the length of the laneway with zero setback. This is not consistent with the Design Guidelines under Clause 22.10-3.3, which include: *New development which abuts a laneway should be no higher than 2 storeys and should not affect the amenity of neighbouring residential properties.* While there is scope for greater height in this instance, given the robust industrial character of much of the area and the intensification of development, the current proposal is considered to have excessive impact on the laneway.

To effectively articulate the main building forms from the existing base, new development should be set back from the east boundary. It is acknowledged, however, that this would result in narrow floor plates. It may therefore be more appropriate to address laneway impact by reducing the height of the building rather than by setting it back. It is recommended that the main building forms *either* be set back at least 1m from the east boundary *or* be reduced in height to a maximum of 4 storeys.

Singleton Street Interface

To Singleton Street, the upper levels are setback 3 metres from the existing single-storey facade, reaching an overall height of 5 storeys. By contrast, most buildings in the heritage overlay to the north are 1 or 2 storeys, including 2 Dight St (opposite the site), where the 2 storey component is set back from the west, south and east boundaries. To improve this transition, it is recommended that one storey be deleted from the north wing. The above-mentioned alternative of introducing a setback from the east boundary would also be beneficial (reducing the width and bulk of the building), but less so than reducing the height to 4 storeys. Ideally, both the width and height of the north wing would be reduced.

West Boundary Interface

A zero setback is considered appropriate along the west boundary, given the likelihood of corresponding future development on the adjoining site. Considering the cumulative effect of such development, it is recommended that the boundary wall should not exceed 4 to 5 storeys, above which any additional built form should be set back from the common boundary to ensure that upper forms are well spaced.

From the southwest, the full 7 storey height of the current proposal would be clearly visible. It is recommended that the two top levels be set back at least 1m to reduce the height of the boundary

Attachment 7 - PLN18/0902 - 48-50 Gipps St Collingwood - Final Urban Design Advice

wall and to ensure that the upper form is a recessive element, separated from any future development to the west.

Building Design and Finishes

The retention of the existing single-storey external walls is commended, the aged brick masonry helping the development to integrate with the neighbourhood. It is recommended that the relationship between new and existing construction be improved by increasing the front setback to align with the step-down in the existing building and/or by setting the new east wall back above the ground floor. (See above.)

The main building forms have different finishes to each of the east, south (and north) and west facades – terracotta, glass and concrete respectively. This does not help to give the building a cohesive image. It is recommended that further consideration be given to the presentation of the building in the round.

The rationale for varying the angle of the sunshades is not clear; while the incorporation of small-scale secondary elements is supported in principle, the effect of the current geometry is not considered entirely convincing, and may be worth reconsidering as part of the above-recommended review.

It is recommended that, if the top two levels are retained, the wall alignment of Level 5 should match that of level 6 (curved on the east side) to make the design more coherent. These levels should also be fully set back from the west boundary so as to present more as a pavilion atop the building – a secondary element – and to more strongly articulate between the main building components.

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

Attachment 8 - PLN18/0902 - 48-50 Gipps Street, Collingwood - WMP comments



Date: 4 March 2019

Property Address: 48-50 Gipps Street, Collingwood

Application No: PLN18/0902

CITY WORKS BRANCH – COMMENTS ON WMP

PATRICK ORR

COMMENTS:

The waste management plan for 48 Gipps St, Collingwood authored by Leigh Design and dated 07/02/2019 is satisfactory from a City Works Branch's perspective.

Regards,

Patrick Orr
Acting Services Contracts Coordinator
City Works
Yarra Operations Depot, Clifton Hill

City of Yarra PO Box 168 Richmond 3121
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E: patrick.orr@yarracity.vic.gov.au



Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

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



Assessment Summary:

Planning Application No:	PLN18/0902	Date:	4/3/19
Subject Site:	48 Gipps St, Collingwood		
Responsible Planner:	Lara Fiscalini		
ESD Advisor:	Scott Willey		
Project Description:	Construction of a multi-storey building (maximum 7 storeys) and a reduction in the car parking requirements associated with office use.		
Site Area:	Approx. 662 m ²	Site Coverage:	100 %
Pre-application meetings:	No ESD involvement noted.		

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Attachment 9 - PLN18/0902 - 48-50 Gipps St, Collingwood - ESD Referral comments

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



ESD in the Planning Permit Application Process

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

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

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 SJB Architects (16/11/18).
- ESD report – Sustainability Management Plan prepared by Hip v Hype (November 2018).
- Landscape drawings – prepared by MALA Studio (Town Planning issue)

Assessment
<p>This application largely does meets Council’s Environmental Sustainable Design (ESD) standards.</p> <p>The architectural drawings, the Sustainable Management Plan (SMP), and landscape plans for the above project were reviewed against the WSUD (LPP 22.16), and ESD (LPP 22.17) policies.</p> <p>Further information is needed before the project proposal could be considered to meet Council’s standards for best practice. Comments on areas where improvement could be made are itemised below:</p> <p>Furthermore, 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.</p> <p>ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.</p>

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



Details
<p>1. Application ESD Commitments</p> <ul style="list-style-type: none"> • BUG – A building users guide including a Green Travel Plan • Natural light – Good access to natural light • Efficient Appliances – Energy efficient appliances with electric heat-pump hot water systems • Lighting – Efficient lighting including: sensors switches, daylight zones, and all LED lamps • Peak energy - Peak energy demand reduction through a 30 kW photovoltaic array • Water efficiency – Water efficient fixtures, fittings, equipment, landscaping & irrigation • Stormwater management - Capture of rainwater for reuse for flushing toilets and irrigation with a STORM rating of 107 • Material volume – Retention and reuse of existing building structure with dematerialisation. • Material impacts - Include use of third-party certified timber and cement substitution • Cyclist facilities - 46 for parks for occupants, 6 parks for visitors with end-of-trip showers and lockers, as well as a bicycle repair station • Construction waste - High recycling target for demolition / construction waste • Operational waste - Hard and organic waste provision with additional segregated recycling streams • Vegetation – Increased on-site greening with green walls, green roof and deep-root tree planting. • Communal open space – Ground/ rooftop communal open space with garden access • Innovation – Utilisation of PV array to shade roof terrace as well as a car-free development
<p>2. Application ESD Deficiencies:</p> <ul style="list-style-type: none"> • Non-committal language – This report contains statements which use non-committal language and therefore are unable to be assessed. This includes general statements about the potential benefits of some actions and/or technologies without a commitment to clear design outcomes or performance measures by the applicant. <ul style="list-style-type: none"> - Revise language – Reword statements using language such as for example: “aim to”, “investigated”, “will be considered”, “should” or “are recommended”, to that which provides a clear commitment to the design outcomes and performance measures proposed by the applicant.
<p>3. Outstanding Information:</p> <p>Provide the following information:</p> <ul style="list-style-type: none"> • Unpublished BESS Report - The project is required to be ‘published’ from the BESS website to allow it to be reviewed. This can be done by clicking the ‘review and submit’ tab in the widget on the left hand side of the screen. • Natural light – Light shelves are mentioned but with no detail. Provide a typical details and locate on plans. • Natural ventilation – There is insufficient detail of the type, and location of operable window sashes to establish if natural ventilation is effective. • Thermal performance – Provide detail of thermal insulation generally per element with scope of double glazing to be provided • Shade – Indication of effective shading for all sun exposed glazing are sought • Heating and cooling – Provide more detail of space heating and cooling system operation and efficiencies. • Commissioning – Provide detail of HVAC and building systems commissioning and tuning commitment • Stormwater layout plan – Provide a plan which shows the full site with all catchment areas and treatment measures annotated as per that in the modelling report. • Maintenance manual – Provide a maintenance manual for the rainwater tank. • Materials – Provide clarity of principal construction materials and scope of impact reduction strategies for materials named. • Organic waste – Describe the type of organic waste and locate on plans <p>Clearly show on the drawings and annotate the following:</p> <p>FLOOR PLANS</p> <ul style="list-style-type: none"> - Rainwater tank – Indicate any tank position and annotate size, and water reuse.

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- **Fire test water tank** – Indicate any tank position, and annotate size, and water reuse.
- **Electric bicycles** – Annotate any electrical bike charging points are to be provided.
- **Sun shading** – Indicate effective shading for all sun exposed glazing to habitable rooms.
- **Double glazing** – Annotate the extent of double glazing to be provided to windows and glazed doors of habitable rooms.
- **Plant** – Indicate the location of plants such as condenser units and external hot water systems on the drawings.

ELEVATIONS

- **Sash operation** – Indicate sash operation for all windows and glazed doors.
- **Sun shading** – Indicated effective shading as above.

4. ESD Improvement Opportunities

Consider inclusion of the following to further reduce the negative impacts of the proposal:

- **Accredited builder** - Consider requiring constructors to have ISO14001 accreditation
- **Bicycles** – Consider provision of charging points for electric bicycles, and an on-street bicycle hoop as appropriate.
- **Mechanical system tuning** – Consider committing to a 12 month tuning program following initial system commissioning.

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.

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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*
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation.	<ul style="list-style-type: none"> • Please refer to section on, NCC Energy Efficiency Requirements Exceeded and Effective Shading <ul style="list-style-type: none"> - Ventilation – See comments below. - passive heat gains – See comments in shading in Energy - insulation – See comments on Insulation in Energy 	-
	Unclear access to natural ventilation.	<ul style="list-style-type: none"> • Council's Best Practice Standard is for all dwellings to be effectively naturally ventilated, either via cross ventilation, single-sided ventilation or a combination. Further details are required to establish if natural ventilation is effective. <ul style="list-style-type: none"> - Operability - Window and door format and sash operation need to be clearly indicated using architectural drawings conventions. Consider sashes that are wind and rain resistant when open, and that can be locked in an ajar position to increase likelihood of use when unattended, and allow 'night-purging' in warmer months. - Cross-ventilation – Consider adequate opposing openings to allow effective cross-ventilation of each level with higher level windows (to avoid draft nuisance) 	3
Daylight & Solar Access	Good daylight access good	-	3
External Views	External views from most dwellings.	-	1
Hazardous Materials and VOC	Low or zero VOC paints	<ul style="list-style-type: none"> • Minimise harmful pollutants – Council policy is for the reduction of indoor air pollutants by encouraging use of materials with low toxic chemicals. <ul style="list-style-type: none"> - Consider committing to low-formaldehyde products, including providing a reference to an external standard for maximum VOC for itemised for particular types of finishes, adhesives and sealants, such as the Green Star tool credits for 'Indoor Pollutants' (13.1 Paints, Adhesives, Sealants and Carpets, 13.2 Engineered Wood Products). 	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:
Good Environmental Choice Australia Standards
Australian Green Procurement
Residential Flat Design Code
Your Home

- [1. Indoor Environment Quality www.geca.org.au](http://www.geca.org.au)
- www.greenprocurement.org
- www.planning.nsw.gov.au
- www.yourhome.gov.au

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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*
Insulation	BESS Report notes a 12% improvement on legal minimum thermal performance.	<ul style="list-style-type: none"> • Section J – Provide the preliminary Section J report noted in Energy credit 1.1, and included generic element insulation levels 	3
Hot Water System	Centralised air-to-water heat pumps.	<ul style="list-style-type: none"> • Further to page 5 of the SMP, nominate the efficiency (COP) for heat pump units. Consider a highly insulated flow-and-return reticulation system (with insulation 10% greater than that required under BCA Section J7). 	3
Peak Energy Demand	Peak demand reduced through various initiatives including photovoltaics, and HWS.	-	1
Effective Shading	Shading is indicated.	<ul style="list-style-type: none"> • Provide details of effective shading of the all sun-exposed glazing to habitable rooms to east, north and west. Typical details of east and northern façade glazing is sought. 	3
Efficient HVAC system	Efficient reticulation of refrigerant is proposed over ducting conditioned air. The HVAC will utilise an Economy cycle and wider comfort band set-points.	<ul style="list-style-type: none"> • Space heating/cooling systems - Council's Best Practice Standard is for energy efficient heating and cooling systems to be installed that are within one energy star rating of the best available. Consider: <ul style="list-style-type: none"> - Refrigeration – Describe air-condition system, if it is water-based and what its efficiency (COP) is. - Economy cycle – Confirm if a full economy cycle capacity is to be provided. - Set-points – Give detail of space conditioning set-points noted on page 3 of the SMP. 	3
Efficient Lighting	Energy efficient lighting with full utilisation of LED lamps, a 20% improvement on 2016 NCC minimum requirements, daylight zones, and use of sensor switches.	<ul style="list-style-type: none"> • Lighting Power density – Commitment is given to improve lighting power density over 2016 NCC lighting power densities, however it the changes from May 2019 are in some cases less than half of these. Consider committing to match the NCC 2019 standard at a minimum. 	3
Electricity Generation	A 30 kW rooftop photovoltaic array, which is utilised to provide shade.	-	1

*** Council Assessment Ratings:**

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References and useful information:

SDAPP Fact Sheet:	2. Energy Efficiency
House Energy Rating	www.makeyourhomegreen.vic.gov.au
Building Code Australia	www.abcb.gov.au
Window Efficiency Rating Scheme (WERS)	www.wers.net
Minimum Energy Performance Standards (MEPS)	www.energyrating.gov.au
Energy Efficiency	www.resourcesmart.vic.gov.au

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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 throughout, including: - 3 Star showers - 5 Star toilets, tapware and dishwashers	• Efficient fixtures and fittings.	1
		• Urinals – Consider provision of a waterless urinal (ensure appropriate maintenance training is in place to avoid mal-operation creating odour nuisance). Each urinal use will save 3 litres or water.	4
Water for Toilet Flushing	Harvested rainwater is to supplement water used for toilet flushing.	-	1
Fire test water	Hydrant system test-water	-	1
Landscape Irrigation	Drip-irrigation of drought tolerant and/or xeriscaping species.	-	1

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References and useful information:

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

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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	The STORM calculator models stormwater management to achieve a 107% rating.	-	1
Maintenance	-	<ul style="list-style-type: none"> • Provide a maintenance manual for water sensitive urban design initiatives. These must set out future operational and maintenance arrangements for all WSUD measures appropriate to a complex project of this scale, including inspection frequency, cleanout procedures. This manual needs to be incorporated into any Building Maintenance Guide. 	2
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	15,000 litres of rainwater tanks will partially act in a detention capacity.	-	1
Stormwater Treatment	-	-	-

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- 3 – **MORE INFORMATION** is required;
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References and useful information:

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

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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*
Existing Building reuse	A significant portion of existing building will be retained.	-	1
Reuse of Recycled Materials		<ul style="list-style-type: none"> Consider use of recycled content in materials to reduce impacts, such as thermal insulation, concrete aggregate, metals etc. 	4
Concrete and Steel	Ordinary Portland Cement substitution mentioned.	<ul style="list-style-type: none"> Concrete - Provide clear commitment to OPC substitution, and/or use of recycled aggregate or water. 	3
Sustainable Timber	FSC or AFS certified timber	-	1
Dematerialisation	'raw' finishes discussed without detail of scope	-	1
Design for Disassembly	-	<ul style="list-style-type: none"> Construction methodology can facilitate effective disassembly for potential reuse or recycling in the future (e.g. mechanical over chemical fixings etc.) <ul style="list-style-type: none"> Consider design-for-disassembly when detailing building elements, especially those with higher material volumes 	4
Other	The following material impact reductions were discussed but not qualified <ul style="list-style-type: none"> Red-list - Avoidance of Living Building Challenge Red-list mentioned with no clear commitments. PVC & MDF – minimisation Local manufacture 	<ul style="list-style-type: none"> Provide detail of scope of materials and or actions to be attempted. See notes on Red List materials under Innovation below. 	3

*** Council Assessment Ratings:**

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2 – Design Response is **NOT SATISFACTORY**

3 – **MORE INFORMATION** is required;
4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

SDAPP Fact Sheet:

Building Materials, Technical Manuals

Embodied Energy Technical Manual

Good Environmental Choice Australia Standards

Forest Stewardship Council Certification Scheme

Australian Green Procurement

[5. Building Materials](#)

www.yourhome.gov.au

www.yourhome.gov.au

www.geca.org.au

www.fsc.org

www.greenprocurement.org

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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*
Green Travel Plan	A GTP is to be provided.	Car share – Provide details of nearby car share facilities in GTP	3
Minimised Car Impacts	No car parking on-site.	-	1
Bike Parking	46 occupant bicycle parks are proposed on-site.	-	1
	6 visitor bicycle parks are proposed on-site.	-	1
	Other improvements	<ul style="list-style-type: none"> • Delivery riders - Consider the provision of bike parking to the street adjacent pedestrian entries to allow ready parking for visitors and couriers. 	4
	Bicycle repair station noted.	-	1
End of Trip Facilities	Four showers are provided with lockers not numbers.	<ul style="list-style-type: none"> • Lockers – Provide detail of the number of lockers to be provide. - Consider provision of one locker per occupant bicycle park. 	3
Car Share Facilities	None noted.	<ul style="list-style-type: none"> • See GTP above 	-
Electric vehicle charging	-	<ul style="list-style-type: none"> • Electric bikes – Consider provision of appropriate electrical charging points for electric bicycles. 	4

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2 – Design Response is **NOT SATISFACTORY**

3 – **MORE INFORMATION** is required;
4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

SDAPP Fact Sheet:
Off-setting Car Emissions Options
Sustainable Transport
Car share options

[6. Transport](#)
www.greenfleet.com.au
www.transport.vic.gov.au/doi/internet/icy.nsf
www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/
www.bv.com.au

Bicycle Victoria

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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 CWMP with a recycling/reuse target of 95% for construction and demolition waste has been set.	-	1
Operational Waste Management	In- building – dual bins are designated for waste and recycling	-	1
Additional recycling streams	Soft-plastics collection to be provided.	-	1
Hard waste (& e-waste)	Hard waste area indicated.	-	1
Green Waste	On-site compost or worm farm to be provided.	• Indicate location of organic waste solution on drawings.	3

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2 – Design Response is **NOT SATISFACTORY**

- 3 – **MORE INFORMATION** is required;
4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

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

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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 ²
On Site Topsoil Retention	There is no productive topsoil on this site.	-	N/A
Maintaining / Enhancing Ecological Value	Landscaping to rooftop, green walls, and courtyard will enhance the ecological value. Planting includes productive species.	-	1
Heat Island Effect	The proposed development will incorporate green walls into the central light courts.	• Green roof	1
		• Lighter horizontal surfaces - Provide detail of the colour of roofing and paving material where these will be exposed to direct sun. Consider use of lighter colours while being cognisant of glare.	4
Communal Spaces	A rooftop communal space is to be provided in addition to a courtyard.	-	1

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2 – Design Response is **NOT SATISFACTORY**

- 3 – **MORE INFORMATION** is required;
4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

SDAPP Fact Sheet:
Department of Sustainability and Environment
Australian Research Centre for Urban Ecology
Greening Australia
Green Roof Technical Manual

[8. Urban Ecology](#)
www.dse.vic.gov.au
www.arcue.botany.unimelb.edu.au
www.greeningaustralia.org.au
www.yourhome.gov.au

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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	The project is car free with	-	1
Innovative Social Improvements	Communal area provided with biophilic benefits.	-	1
New Technology	Cross laminated timber discussed without commitment.	Clarify commitment to CLT use.	4
New Design Approach	Existing building reuse, paired with dematerialisation and lower impact material select such as avoidance of Red List materials	Red List impacts on material supply chains come in part from commitment to advocacy within industry. Consider clarifying commitment for Red List material selection to include this.	4

*** Council Assessment Ratings:**

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- 2 – Design Response is **NOT SATISFACTORY**

- 3 – **MORE INFORMATION** is required;
- 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

- SDAPP Fact Sheet: [9. Innovation](#)
- Green Building Council Australia: www.gbca.org.au
- Victorian Eco Innovation lab: www.ecoinnovationlab.com
- Business Victoria: www.business.vic.gov.au
- Environment Design Guide: www.environmentdesignguide.com.au

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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 Commissioning & Tuning	None noted	<ul style="list-style-type: none"> • Commission of mechanical systems, followed by a 12 month period of building tuning is considered good practice. Consider a commitment to commissioning followed by seasonal tuning for one year after completion. 	4
Building Users Guide	Building Users Guide to be provided and incorporate GTP.	-	1
Utility Meters	Individual meters are noted for water.	<ul style="list-style-type: none"> • Provide information of which utilities are to be individually metered 	3
Building Management System	-	-	
Contractor Accreditation	-	<ul style="list-style-type: none"> • Suggested ISO14001 accreditation to be a mandatory requirement. 	4
Construction Management Plan	-	-	1

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 2 – Design Response is **NOT SATISFACTORY**

3 – **MORE INFORMATION** is required;
 4 – **ESD IMPROVEMENT OPPORTUNITIES**

References and useful information:

SDAPP Fact Sheet:
 ASHRAE and CIBSE
 International Organisation for standardisation
 Keeping Our Stormwater Clean

[10. Construction and Building Management Commissioning handbooks](#)
[ISO14001 – Environmental Management Systems](#)
[A Builder's Guide www.melbournwater.com.au](http://www.melbournwater.com.au)

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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.