

Attachment 1 - PLN16/0471.01 - 344 Johnston Street Abbotsford - S52 Advertising Plans Part 1

TOWN PLANNING DRAWING LIST		
NO	SHEET NAME	REV.
TP00	LOCATION PLAN	12
TP01	SITE PLAN	12
TP02	GROUND FLOOR PLAN	12
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TP04	SECOND FLOOR PLAN	12
TP05	THIRD FLOOR PLAN	12
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TP18	ELEVATION	12
TP19	ELEVATION	12
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TP23	ELEVATION	12
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TP37	ELEVATION	12
TP38	ELEVATION	12
TP39	ELEVATION	12
TP40	ELEVATION	12
TP41	ELEVATION	12
TP42	ELEVATION	12
TP43	ELEVATION	12
TP44	ELEVATION	12
TP45	ELEVATION	12
TP46	ELEVATION	12
TP47	ELEVATION	12
TP48	ELEVATION	12
TP49	ELEVATION	12
TP50	ELEVATION	12

NOTE: ALL GLAZING TO COMPLY WITH ACOUSTIC REPORT PREPARED BY MARSHALL DAY ACOUSTICS 27/10/2016 (REFER PLANNING PERMIT CONDITION ITEM 1.1)



LOCATION PLAN

TP00-01-02-03-04-05-06-07-08-09-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50

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Project: **MIXED USE DEVELOPMENT**  
 344 JOHNSTON STREET, ABBOTSFORD  
 Client: **JOHNSTON STREET PROJECTS PTY LTD**

Rev.	Date	By	Notes
1			ISSUED FOR PERMIT
2			ISSUED FOR PERMIT
3			ISSUED FOR PERMIT
4			ISSUED FOR PERMIT
5			ISSUED FOR PERMIT
6			ISSUED FOR PERMIT
7			ISSUED FOR PERMIT
8			ISSUED FOR PERMIT
9			ISSUED FOR PERMIT
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14			ISSUED FOR PERMIT
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43			ISSUED FOR PERMIT
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46			ISSUED FOR PERMIT
47			ISSUED FOR PERMIT
48			ISSUED FOR PERMIT
49			ISSUED FOR PERMIT
50			ISSUED FOR PERMIT

Title: **LOCATION PLAN**  
 Sheet: **PRELIMINARY**  
**NOT FOR CONSTRUCTION**

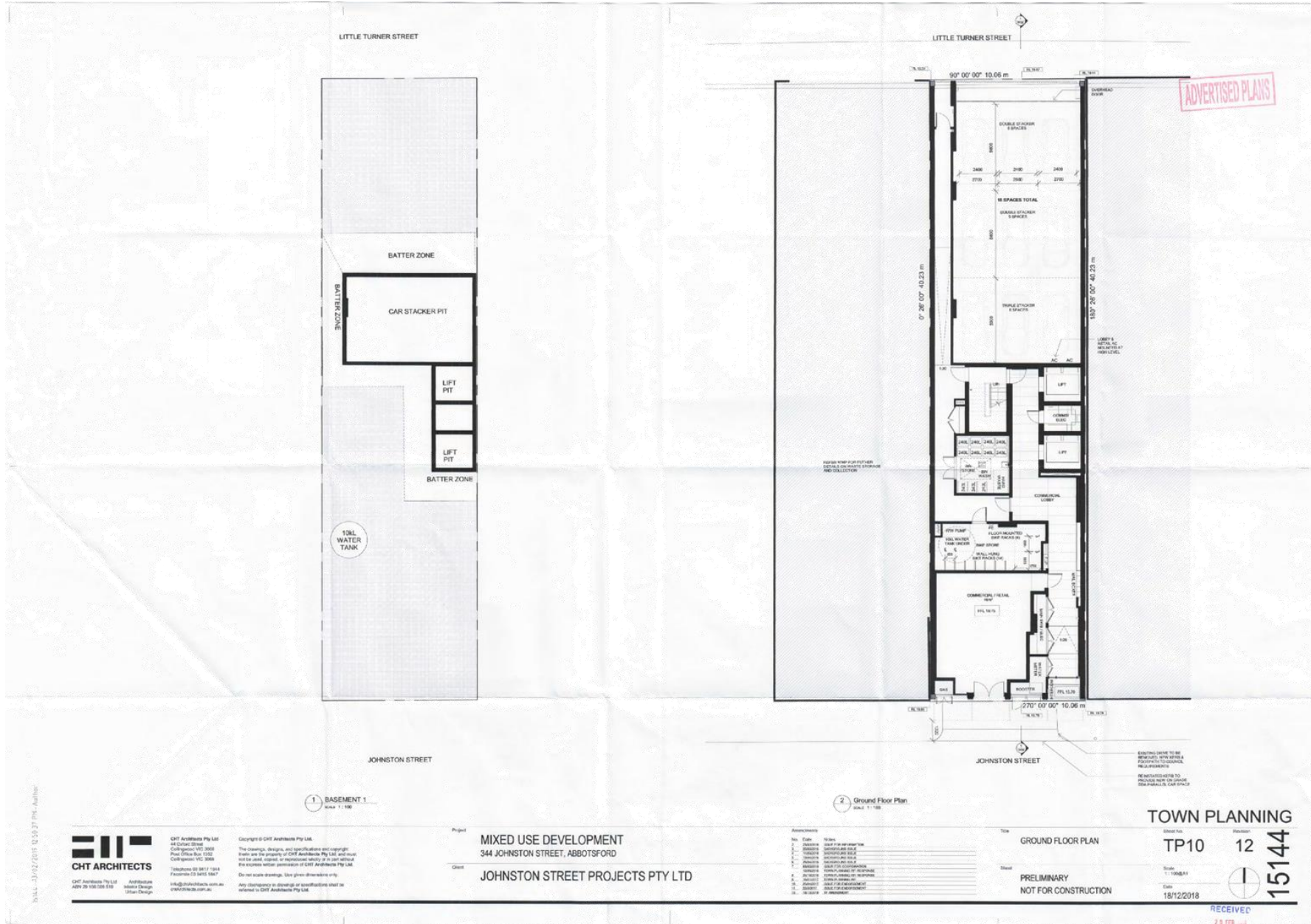
**TOWN PLANNING**  
 Sheet No: **TP00**  
 Revision: **12**  
 Date: **18/12/2018**

**15144**

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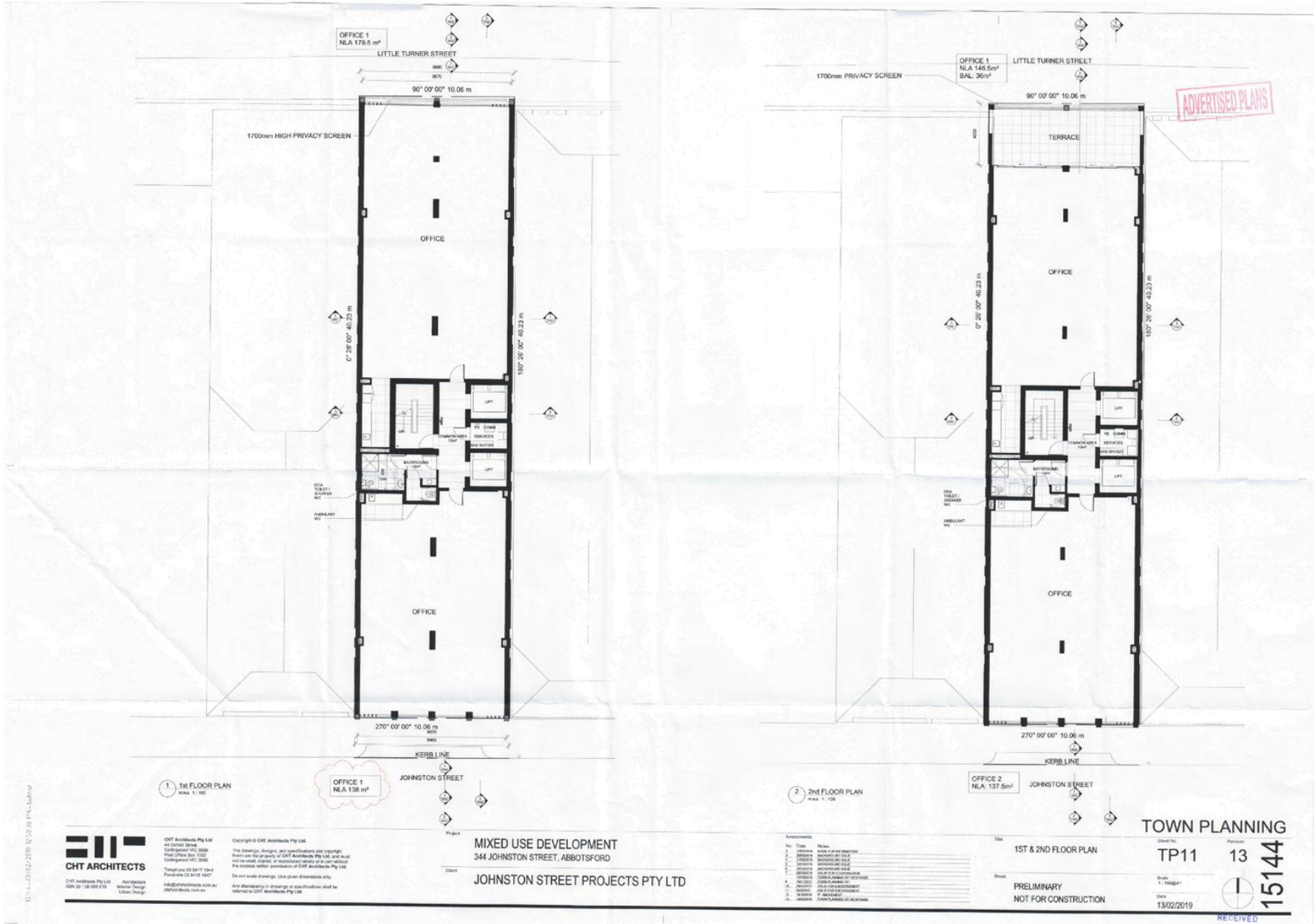
Project: **MIXED USE DEVELOPMENT**  
 344 JOHNSTON STREET, ABBOTSFORD  
 Client: **JOHNSTON STREET PROJECTS PTY LTD**

No.	Date	Revised
1.	20/08/18	Issue for advertisement
2.	20/08/18	Revised for council
3.	20/08/18	Revised for council
4.	20/08/18	Revised for council
5.	20/08/18	Revised for council
6.	20/08/18	Revised for council
7.	20/08/18	Revised for council
8.	20/08/18	Revised for council
9.	20/08/18	Revised for council
10.	20/08/18	Revised for council

Title: **GROUND FLOOR PLAN**  
 Status: **PRELIMINARY**  
**NOT FOR CONSTRUCTION**

**TOWN PLANNING**  
 TP10 12  
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13/02/2019 10:58 AM P14-Author

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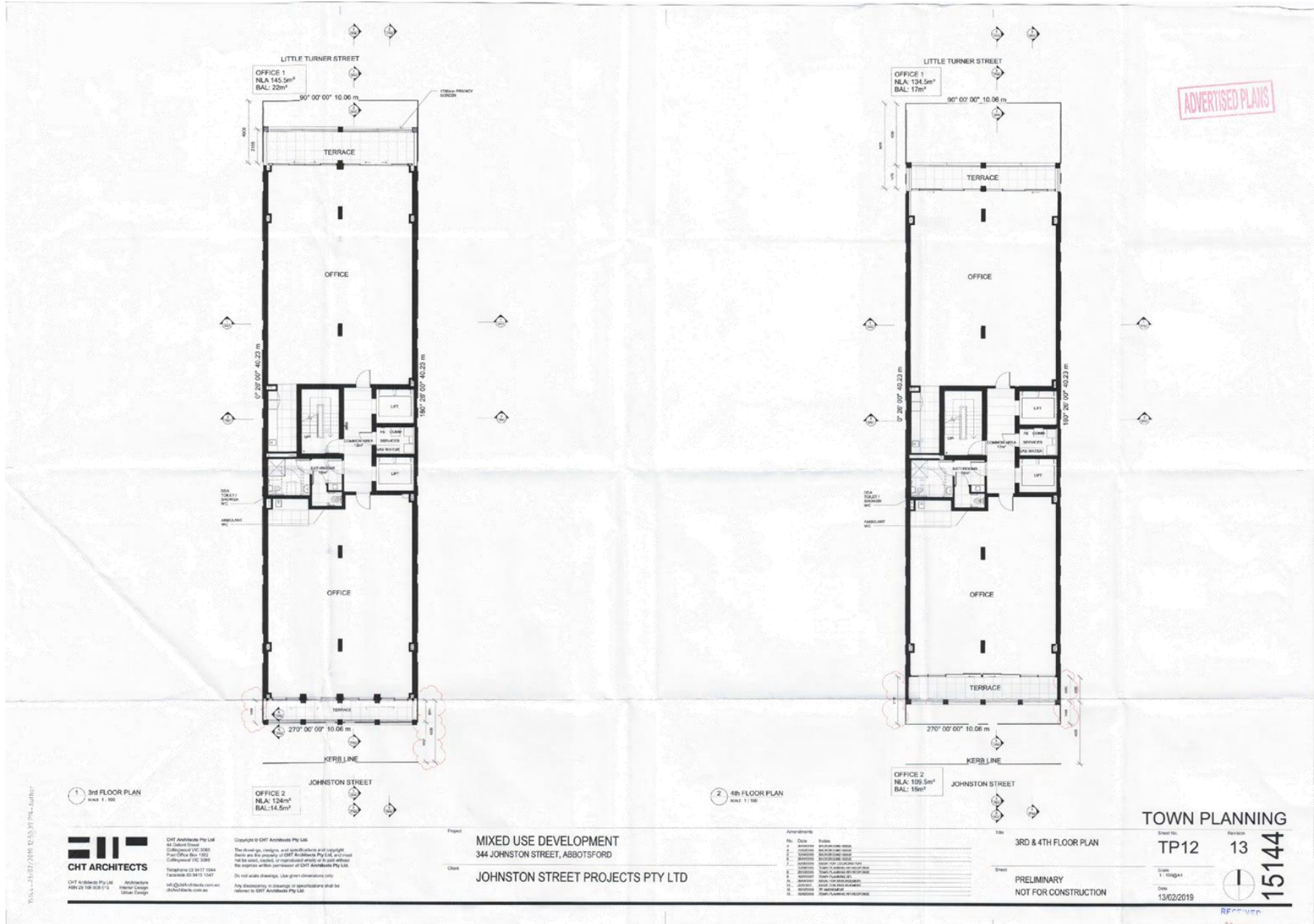
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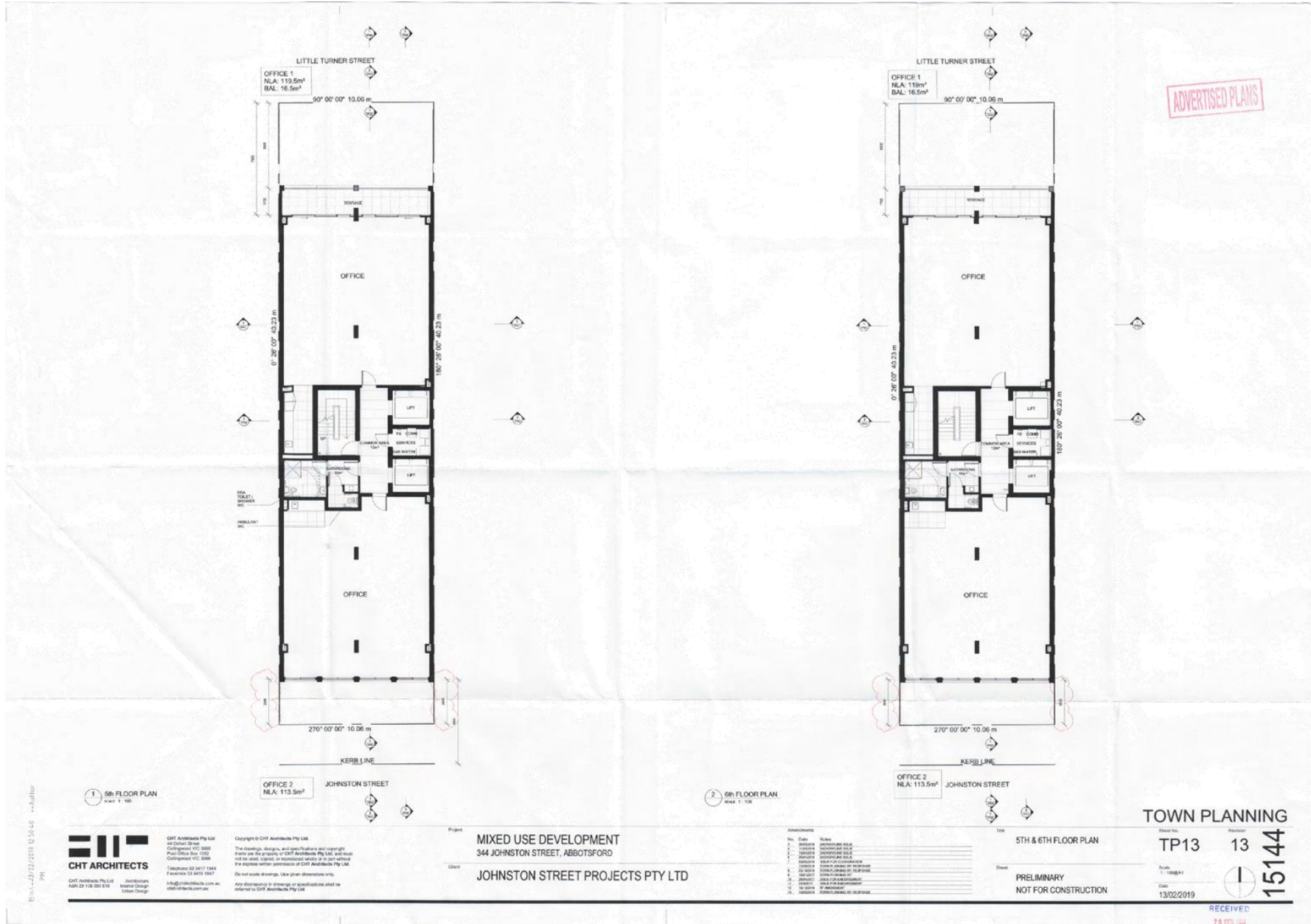
No.	Date	Revision
1	13/02/2019	ISSUE FOR PERMIT
2	13/02/2019	REVISION TO PERMIT
3	13/02/2019	REVISION TO PERMIT
4	13/02/2019	REVISION TO PERMIT
5	13/02/2019	REVISION TO PERMIT
6	13/02/2019	REVISION TO PERMIT
7	13/02/2019	REVISION TO PERMIT
8	13/02/2019	REVISION TO PERMIT
9	13/02/2019	REVISION TO PERMIT
10	13/02/2019	REVISION TO PERMIT

**TOWN PLANNING**  
 1ST & 2ND FLOOR PLAN  
 TP11 13  
 PRELIMINARY  
 NOT FOR CONSTRUCTION  
 Date: 13/02/2019  
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Attachment 2 - PLN16/0471.01 - 344 Johnston Street Abbotsford - S52 Advertising Plans Part 2



Attachment 2 - PLN16/0471.01 - 344 Johnston Street Abbotsford - S52 Advertising Plans Part 2



1 5th FLOOR PLAN sheet 1 - 100

2 6th FLOOR PLAN sheet 1 - 100

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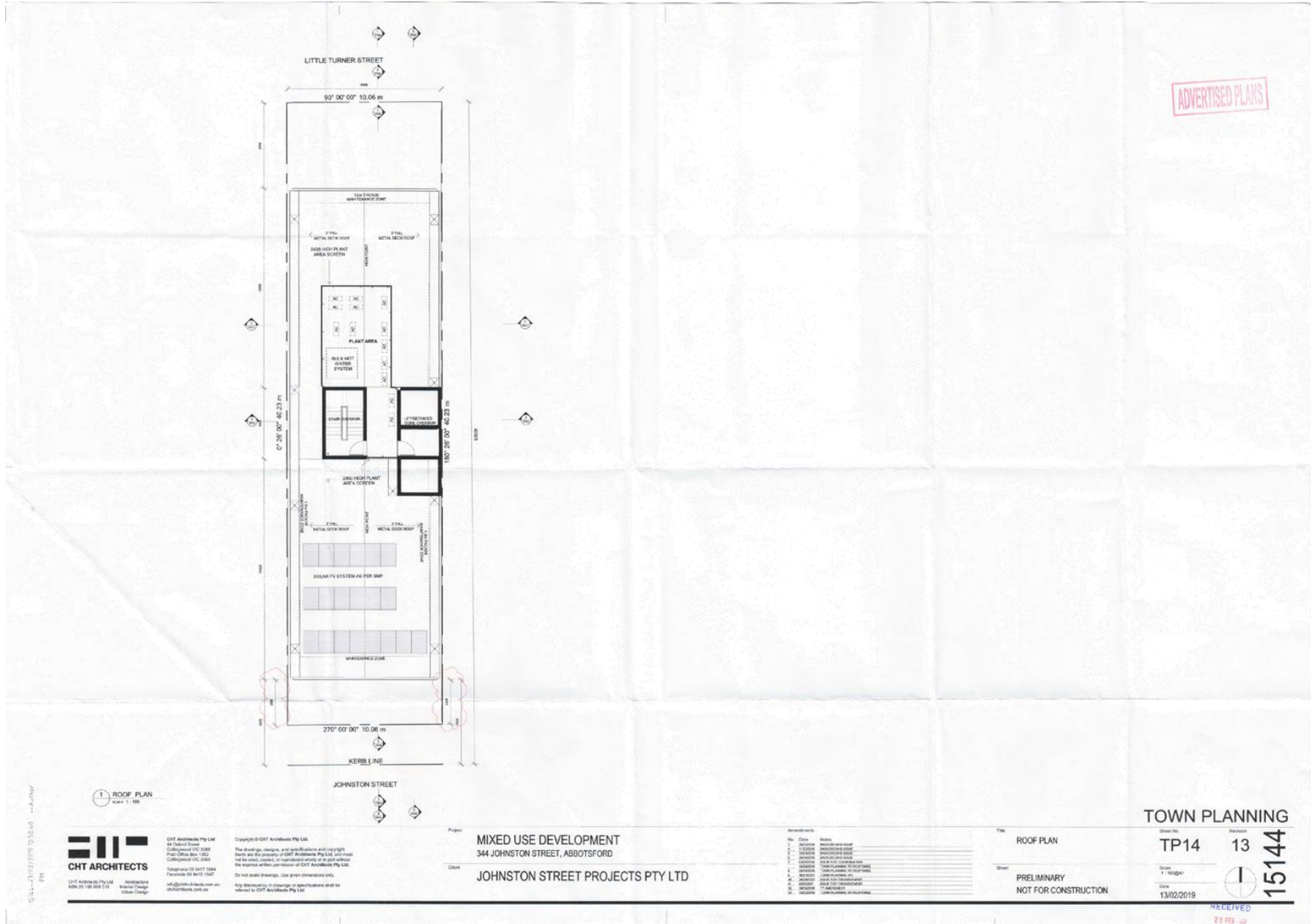
**MIXED USE DEVELOPMENT**  
 344 JOHNSTON STREET, ABBOTSFORD  
 JOHNSTON STREET PROJECTS PTY LTD

No.	Date	Notes
1	13/02/2019	PRELIMINARY PLAN
2	13/02/2019	REVISED PLAN
3	13/02/2019	REVISED PLAN
4	13/02/2019	REVISED PLAN
5	13/02/2019	REVISED PLAN
6	13/02/2019	REVISED PLAN
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29	13/02/2019	REVISED PLAN
30	13/02/2019	REVISED PLAN

**TOWN PLANNING**  
 Report No: TP13  
 Revision: 13  
 Date: 13/02/2019  
 Scale: 1:1000  
 Status: PRELIMINARY  
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ADVERTISED PLANS

1 ROOF PLAN  
Scale: 1:100

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MIXED USE DEVELOPMENT  
 344 JOHNSTON STREET, ABBOTSFORD  
 JOHNSTON STREET PROJECTS PTY LTD

No.	Date	Notes
1	13/02/2019	PRELIMINARY DESIGN
2	13/02/2019	REVISED DESIGN
3	13/02/2019	REVISED DESIGN
4	13/02/2019	REVISED DESIGN
5	13/02/2019	REVISED DESIGN
6	13/02/2019	REVISED DESIGN
7	13/02/2019	REVISED DESIGN
8	13/02/2019	REVISED DESIGN
9	13/02/2019	REVISED DESIGN
10	13/02/2019	REVISED DESIGN

TOWN PLANNING

Sheet No: TP14 13

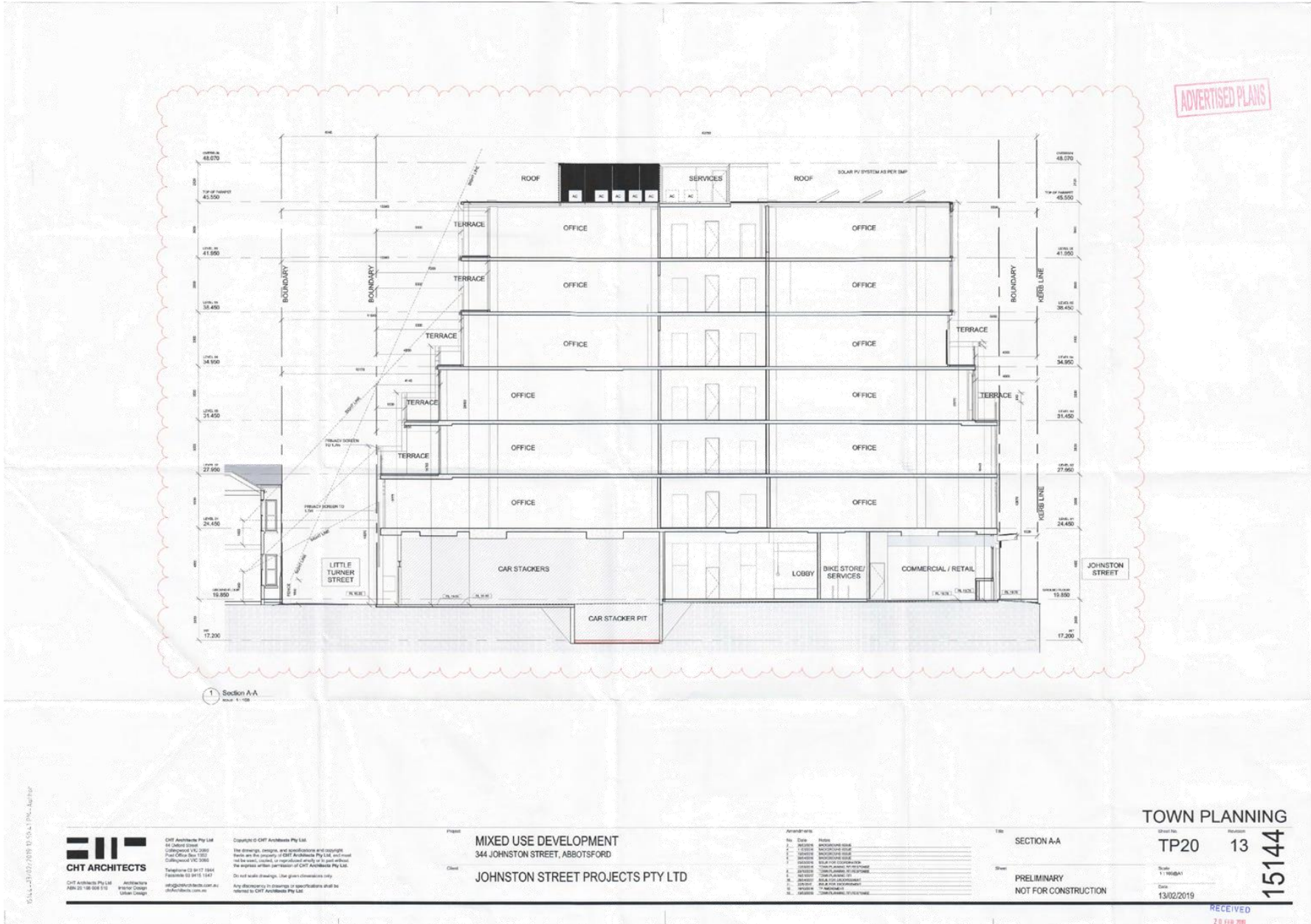
Scale: 1:100 (A1)

Date: 13/02/2019

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15144-13/02/2019 12:50:41 PM - Auto Plot



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CHT Architects Pty Ltd  
Attention: Project Manager  
Urban Design

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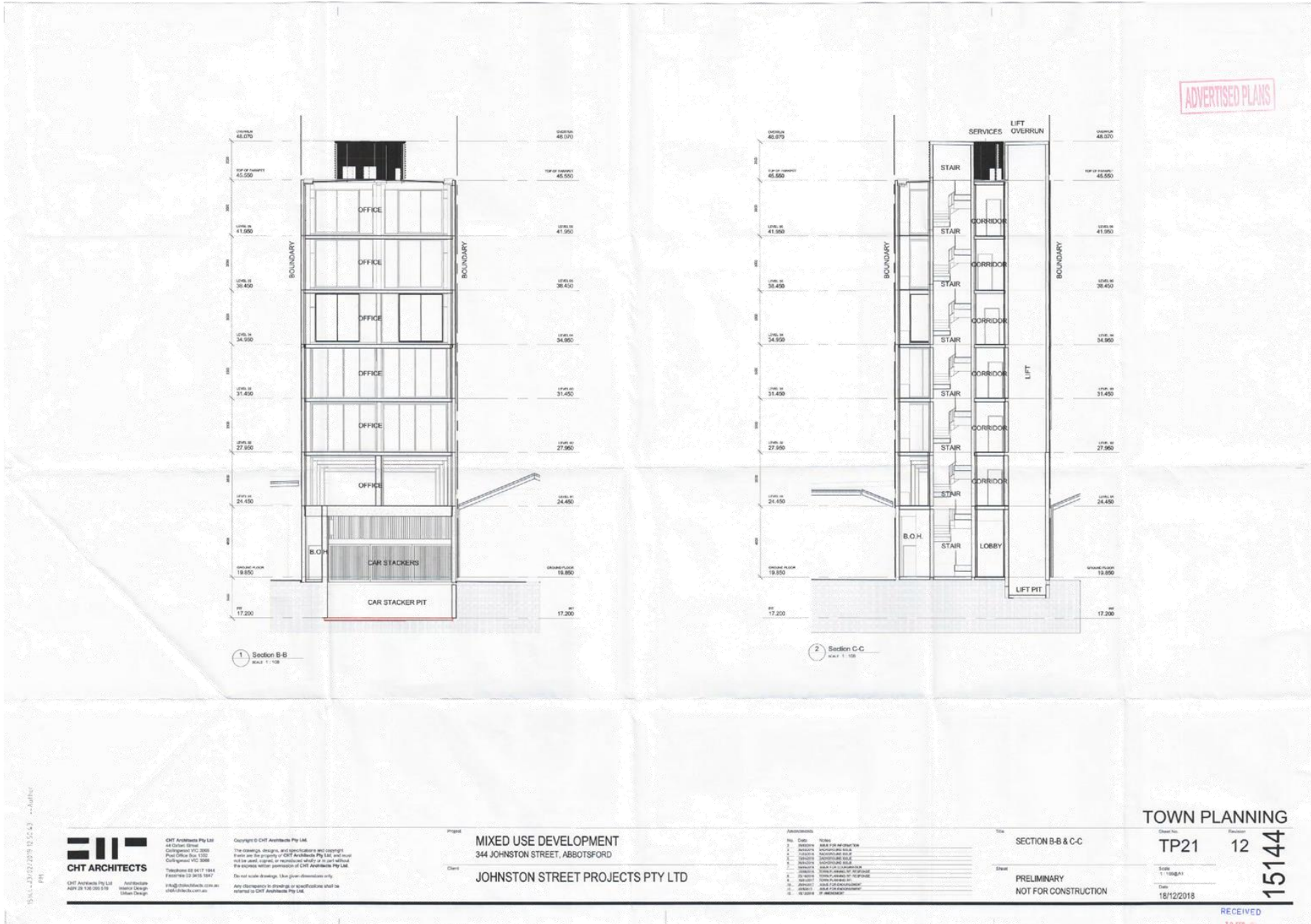
Project: **MIXED USE DEVELOPMENT**  
**344 JOHNSTON STREET, ABBOTSFORD**  
Client: **JOHNSTON STREET PROJECTS PTY LTD**

No.	Date	Issue
1	15/02/2019	PROVISIONAL DESIGN
2	15/02/2019	PROVISIONAL DESIGN
3	15/02/2019	PROVISIONAL DESIGN
4	15/02/2019	PROVISIONAL DESIGN
5	15/02/2019	PROVISIONAL DESIGN
6	15/02/2019	PROVISIONAL DESIGN
7	15/02/2019	PROVISIONAL DESIGN
8	15/02/2019	PROVISIONAL DESIGN
9	15/02/2019	PROVISIONAL DESIGN
10	15/02/2019	PROVISIONAL DESIGN

**TOWN PLANNING**  
SECTION A-A  
TP20 13  
15144  
PRELIMINARY  
NOT FOR CONSTRUCTION  
13/02/2019

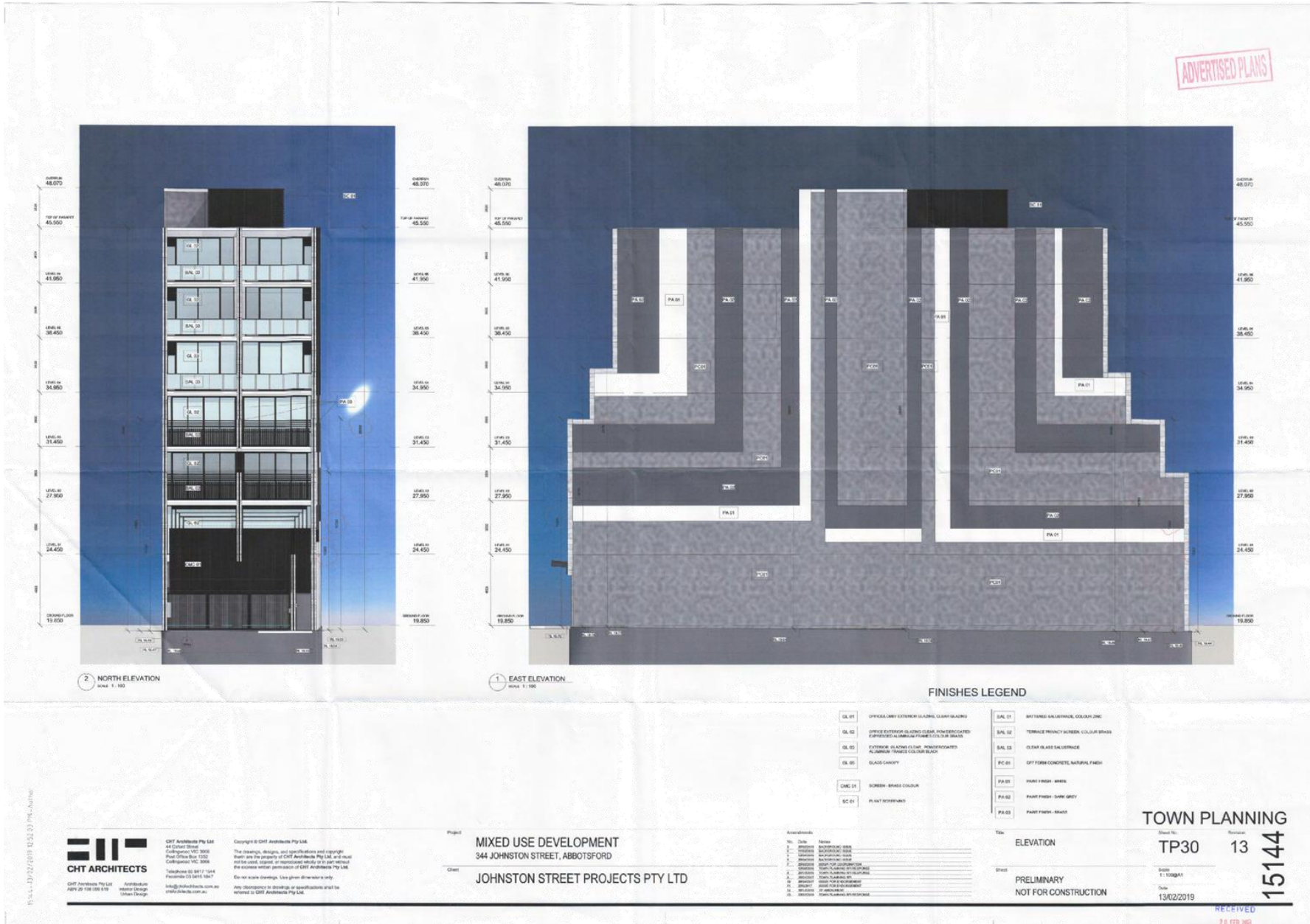


Attachment 2 - PLN16/0471.01 - 344 Johnston Street Abbotsford - S52 Advertising Plans Part 2





Attachment 3 - PLN16/0471.01 - 344 Johnston Street Abbotsford - S52 Advertising Plans Part 3









Attachment 4 - PLN16/0471.01 - 344 Johnston Street Abbotsford - S52 Advertising Plans Part 4

The drawings include:

- 1 BALUSTRADE WITH SCREEN SECTION** (Scale 1:10)
- 2 BALUSTRADE WITH SCREEN TYPICAL ELEVATION** (Scale 1:10)
- 3 COLUMN SECTION DETAIL** (Scale 1:5)
- 4 BALUSTRADE WITH SCREEN SCREEN ISOMETRIC** (Scale 1:10)
- 5 COLUMN SECTION** (Scale 1:20)
- 6 BALUSTRADE SECTION** (Scale 1:10)
- 7 FEATURE COLUMN ISOMETRIC** (Scale 1:10)
- 8 BALUSTRADE PLAN - Callout 1** (Scale 1:10)
- 9 BALUSTRADE ELEVATION** (Scale 1:10)
- 10 BALUSTRADE PLAN** (Scale 1:10)
- 20 BALUSTRADE ISOMETRIC** (Scale 1:10)

Labels in drawings include: HORIZONTAL ANGELED ALUMINIUM PROFILE BALUSTRADE BLADES, VERTICAL ANGELED ALUMINIUM BALUSTRADE BLADES, PLAIN CONCRETE COLUMN, and ADVERTISED PLAINS.

**CHT ARCHITECTS**  
 1317 Archibald Pty Ltd  
 ABN 29 168 008 019  
 Architecture  
 Interior Design  
 Urban Design

**Client:** JOHNSTON STREET PROJECTS PTY LTD

**Project:** MIXED USE DEVELOPMENT  
 344 JOHNSTON STREET, ABBOTSFORD

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No.	Date	Revised
1	08/08/2018	Initial design
2	08/08/2018	Architectural review
3	08/08/2018	Final design
4	08/08/2018	Final design
5	08/08/2018	Final design
6	08/08/2018	Final design
7	08/08/2018	Final design
8	08/08/2018	Final design
9	08/08/2018	Final design
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20	08/08/2018	Final design

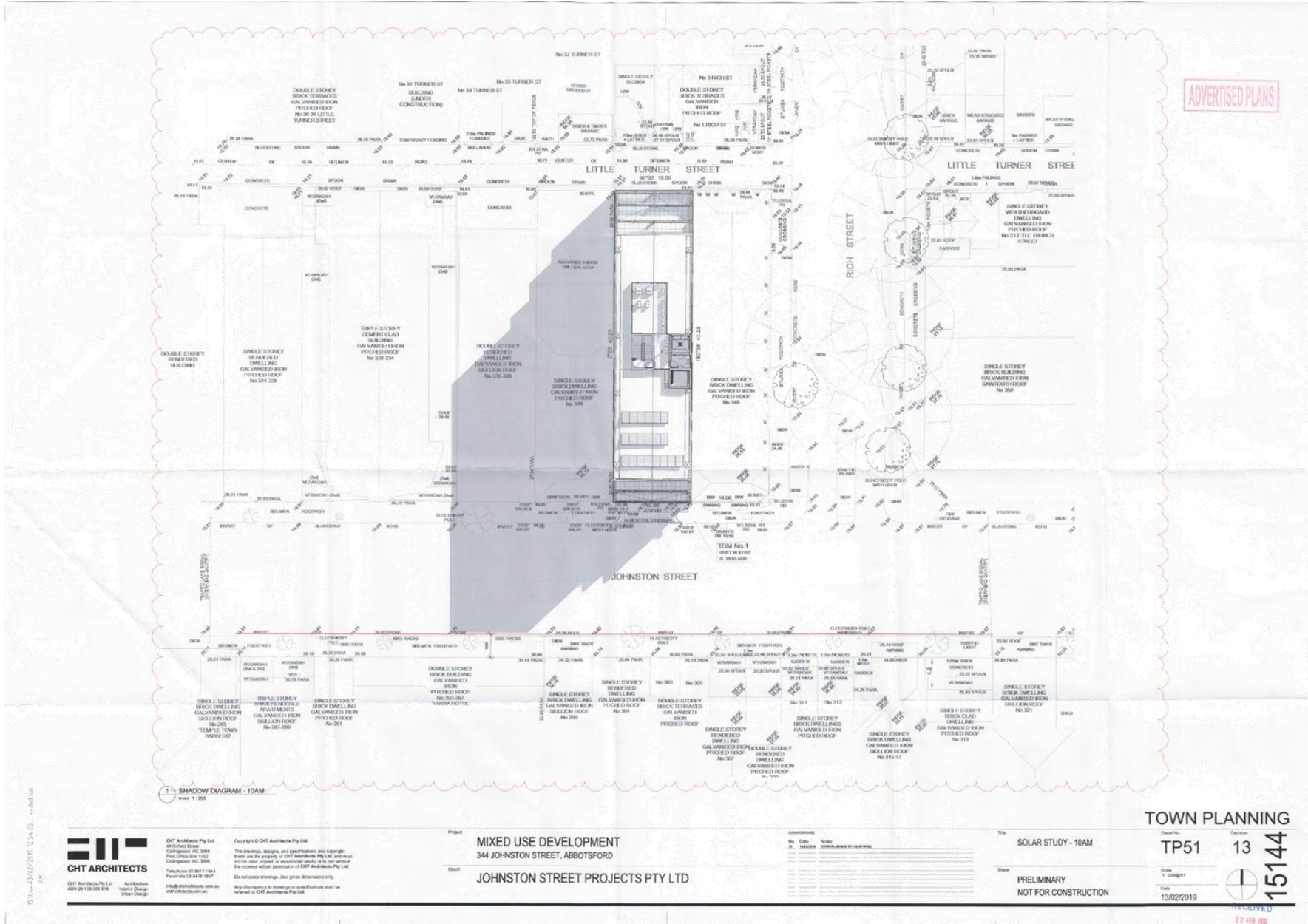
**TOWN PLANNING**  
 Sheet No. TP42  
 Revision 12  
 Date 18/12/2018  
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Attachment 4 - PLN16/0471.01 - 344 Johnston Street Abbotsford - S52 Advertising Plans Part 4



ADVERTISED PLANS

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No.	Date	Revised	Notes
1	13/02/2019	1	PRELIMINARY NOT FOR CONSTRUCTION

Project: MIXED USE DEVELOPMENT  
 344 JOHNSTON STREET, ABBOTSFORD  
 Title: SOLAR STUDY - 10AM  
 Status: PRELIMINARY NOT FOR CONSTRUCTION

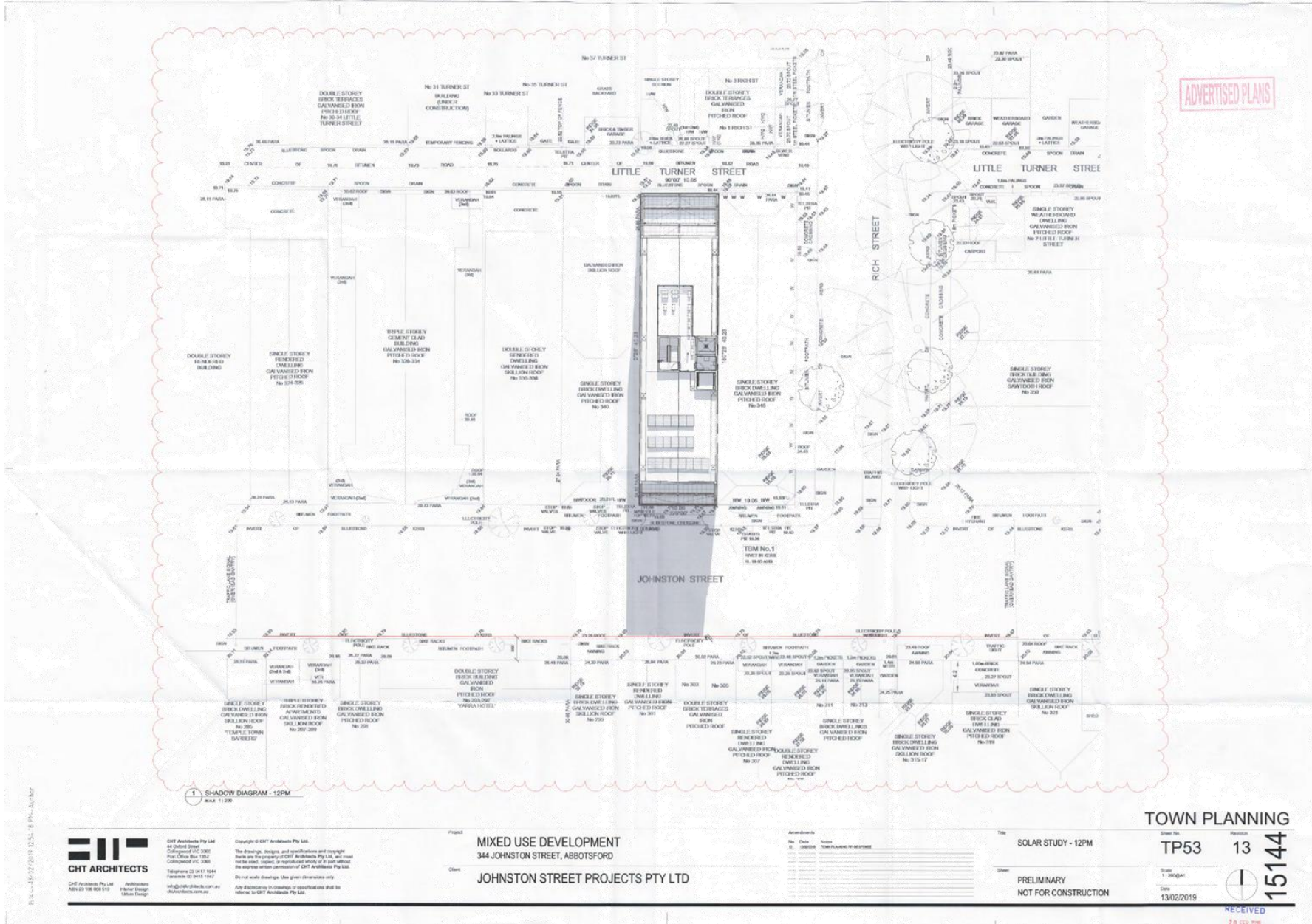
**TOWN PLANNING**  
 Case No: TP51  
 Revision: 13  
 Date: 13/02/2019



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Attachment 5 - PLN16/0471.01 - 344 Johnston Street Abbotsford - S52 Advertising Plans Part 5



B:\16-0471\16/0471.01\_S52\_A5\_Plan\_Architect

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**MIXED USE DEVELOPMENT**  
 344 JOHNSTON STREET, ABBOTSFORD  
 JOHNSTON STREET PROJECTS PTY LTD

Actual drawn		As built	
No.	Date	No.	Date

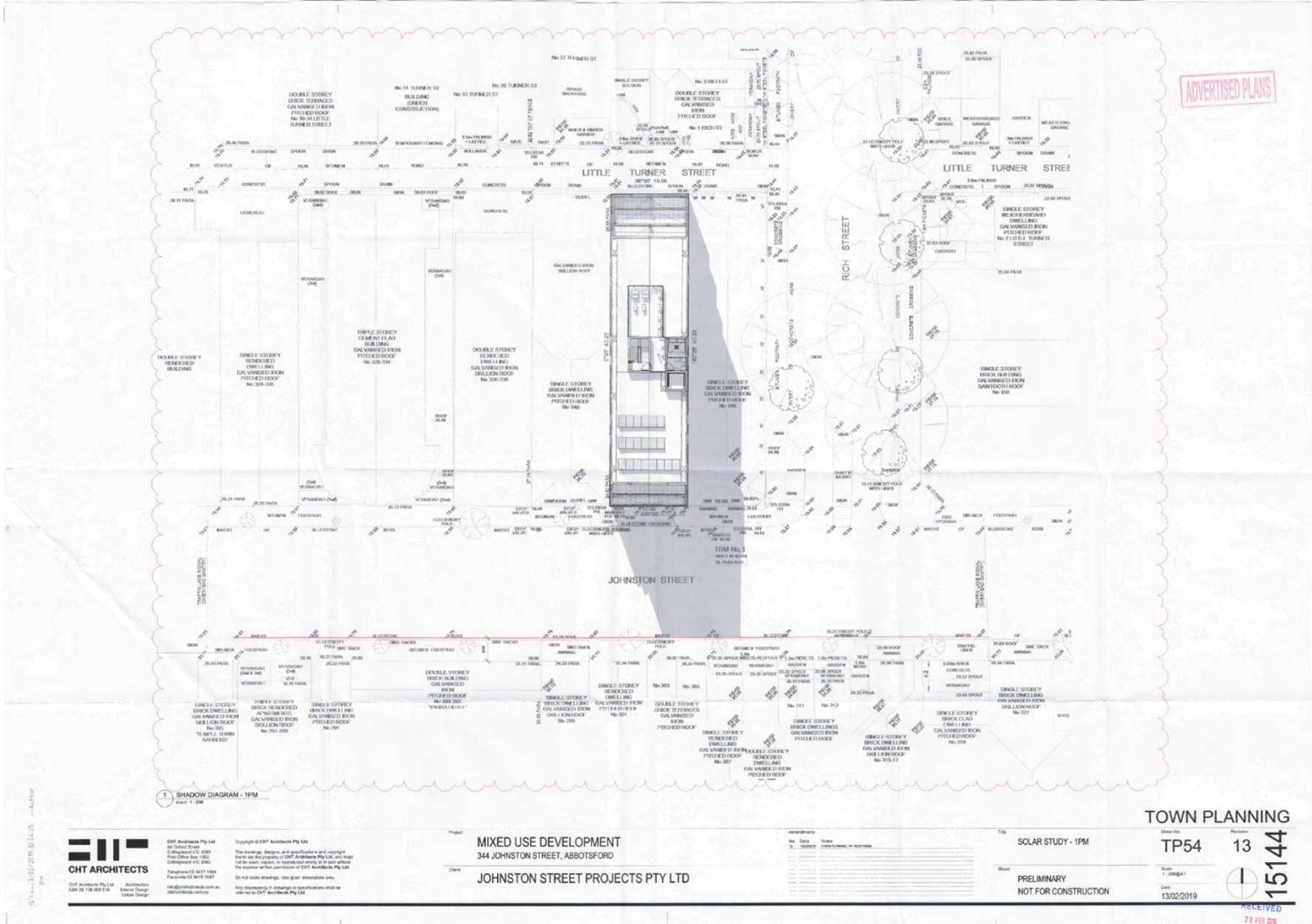
Title: SOLAR STUDY - 12PM  
 Sheet: PRELIMINARY  
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**TOWN PLANNING**

Sheet No: TP53  
 Revision: 13  
 Date: 13/02/2019

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Attachment 5 - PLN16/0471.01 - 344 Johnston Street Abbotsford - S52 Advertising Plans Part 5



1 SHADOW DIAGRAM - 1PM  
Sheet 1 of 2

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Project: **MIXED USE DEVELOPMENT**  
**344 JOHNSTON STREET, ABBOTSFORD**  
 Client: **JOHNSTON STREET PROJECTS PTY LTD**

Amendments	Date	Author	Checked	By
1	13/02/2019	TP54	TP54	TP54

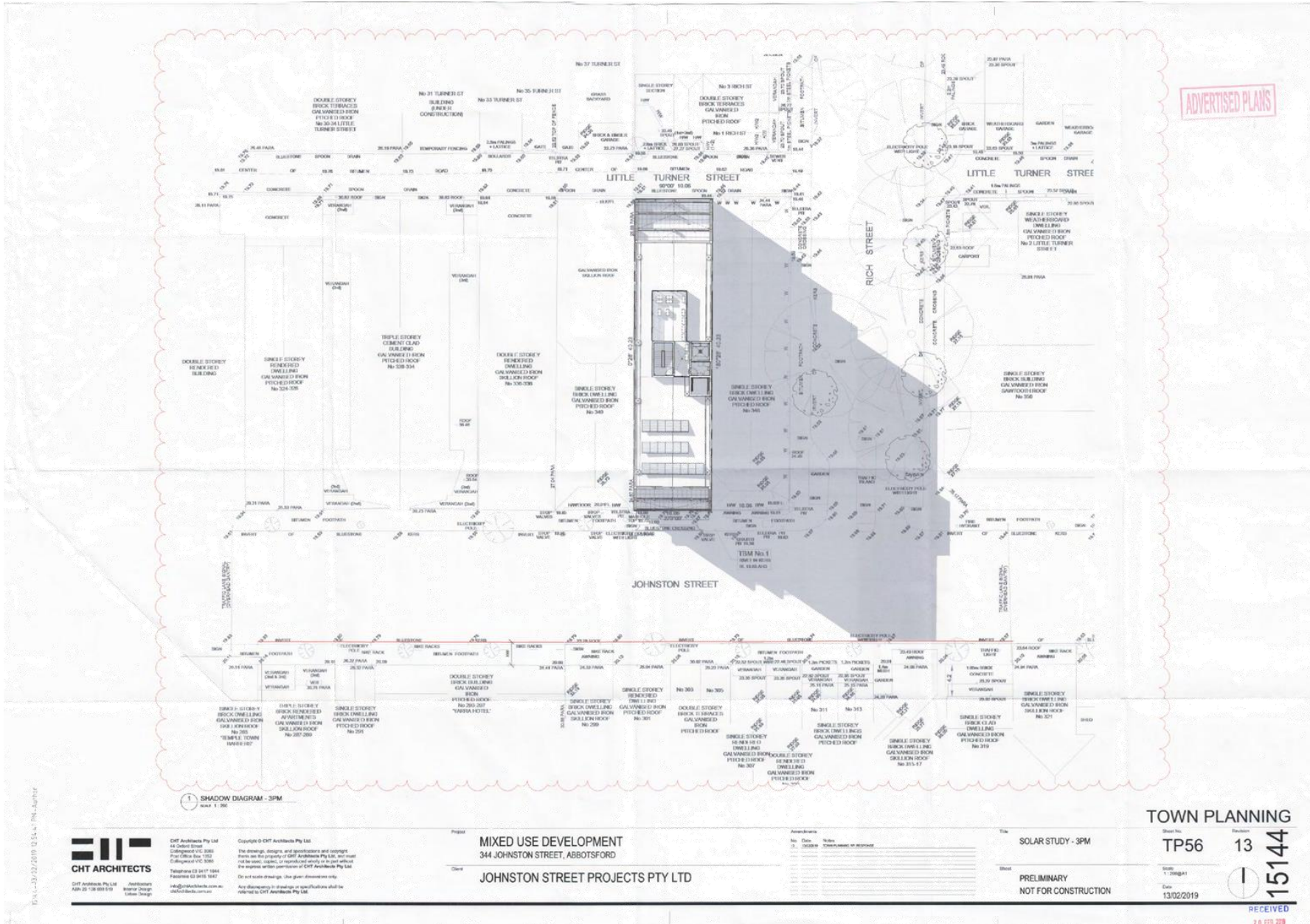
Title: **SOLAR STUDY - 1PM**  
 Sheet: **PRELIMINARY**  
**NOT FOR CONSTRUCTION**

**TOWN PLANNING**  
 Sheet No: **TP54**  
 Revision: **13**  
 Date: **13/02/2019**

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Attachment 6 - PLN16/0471.01 - 344 Johnston Street Abbotsford - S52 Advertising Plans Part 6



**Attachment 7 - PLN16/0471.01-344 Johnston Street, Abbotsford - WMP Referral**

**O'Reilly, Gary**

---

**From:** Orr, Patrick  
**Sent:** Monday, 15 April 2019 11:58 AM  
**To:** O'Reilly, Gary  
**Cc:** Athanasi, Atha  
**Subject:** RE: 344 Johnston Street, Abbotsford - PLN16/0471.01

Hi Gary,


The waste management plan for 344 Johnston St Abbotsford authored by Leigh Design and dated 19/12/19 is satisfactory from a City Works branch's perspective.

Regards,

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

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



 *Please consider the environment before you print this email!*

**From:** O'Reilly, Gary  
**Sent:** Friday, 12 April 2019 10:58 AM  
**To:** Orr, Patrick <[Patrick.Orr@yarracity.vic.gov.au](mailto:Patrick.Orr@yarracity.vic.gov.au)>  
**Subject:** 344 Johnston Street, Abbotsford - PLN16/0471.01

Hi Patrick,

Referral request for the above application proposing alterations to approved multi-storey building.

The plans and supporting documents can be viewed at the following link:

<https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2019/03/01/pln16047101>

Endorsed documents can be found on Content Manager at the following locations:

**Attachment 7 - PLN16/0471.01-344 Johnston Street, Abbotsford - WMP Referral**

D17/0161	PLN16/0471 - 344 Johnston Street Abbotsford - Endorsed Waste Management Plan (scanned)
D17/0158	PLN16/0471 - 344 Johnston Street Abbotsford - Endorsed Accoustic Report (scanned)
D17/0152	PLN16/0471 - 344 Johnston Street Abbotsford - Endorsed Sustainable Management Plan (scanned)
D17/0147	PLN16/0471 - 344 Johnston Street Abbotsford - Endorsed plans (scanned)

Regards

**Gary O'Reilly**

Senior Statutory Planner

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W: [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)



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**Attachment 8 - PLN16/0471.01 - 344 Johnston Street, Abbotsford - ESD Referral**



# MEMO

To:	Gary O'Reilly	Date: 11/6/19
Cc:		
From:	Scott W	
File:	PLN16/0471.01	
Subject Site:	344 Johnston Street, Abbotsford	
Subject:	Review of revised document submitted for an amendment to an existing permit	

Gary

Please find review comments below. Please let me know if you wish to discuss the proposal.

Regards,

Scott Willey

Environmental Sustainable Development Advisor

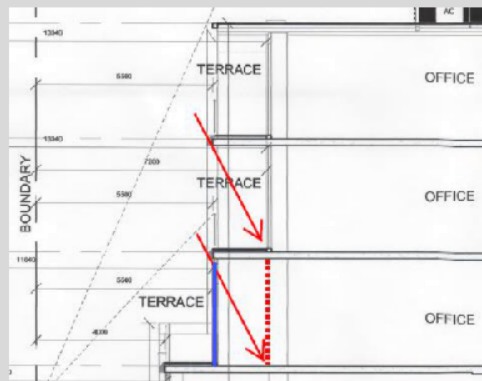
Assessment
<p>The following documents were reviewed against the existing endorsed documents and policies that relate to ESD:</p> <ul style="list-style-type: none"> <li>• Architectural drawings – endorsed drawings, prepared by CHT Architects, endorsed 1/6/17</li> <li>• Architectural drawings – revised drawings issued for 'TP Amendment, and Town Planning RFI Response, prepared by CHT Architects, dated 18/12/18 and 13/2/19</li> <li>• Sustainable Management Plan – endorsed SMP prepared by GIW Environmental Solutions, dated 18/5/17</li> <li>• Sustainable Management Plan – revised SMP prepared by GIW Environmental Solutions, dated 19/12/18</li> </ul> <p>The changes proposed appear appropriate given the existing approved ESD if the points below are attended.</p>
Comment on proposed revised documents
<p>Items sought to be amended:</p> <ul style="list-style-type: none"> <li>• Alter the permit preamble from the use of dwellings (levels 4-6) to offices, including a shop at ground floor (no permit required for uses)                             <ul style="list-style-type: none"> <li>– <i>No comment</i></li> </ul> </li> <li>• Additional reduction in the car parking requirements associated with the offices                             <ul style="list-style-type: none"> <li>– <i>No comment</i></li> </ul> </li> <li>• Increase the overall height                             <ul style="list-style-type: none"> <li>– <i>No comment</i></li> </ul> </li> </ul>

**Attachment 8 - PLN16/0471.01 - 344 Johnston Street, Abbotsford - ESD Referral**

- Reduction to the Johnston Street setbacks (levels 4, 5 and 6)
  - *Change sought - The window sashes shown are too few in number and located at a height likely to cause nuisance drafts to desk-based occupants, and therefore – be less likely to be utilised for natural ventilation. Additional higher-level sashes are sought that resist showers, and can be locked ajar. A nominal spacing of operable sashes of every second bay is sought.*
- Deletion of terraces fronting Johnston Street (levels 5 and 6)
  - *Change sought - See note above about appropriate openings for natural ventilation.*
- Reduction in terrace size and reduced setback to Little Turner Street (Level 4)
  - *Not supported – The current approved terrace depth gives good sun-protection of this full-height northern glazing, and moving the wall outward would leave it unprotected from summer sun, decrease thermal comfort and increase peak energy demand (see image below).*

**Section through Northern façade**

- Existing Level 4 terrace depth provides protection from northern summer sun (red dashed line)
- Moving this wall outward would result in unshaded glazing and high solar-heat loads (blue line)



- Change materials and internal reconfigurations
  - *Change sought – Given the internal layout changes proposed, skylights are sought to the bathroom, toilet, anti-room and kitchenettes on the 6th floor to increase daylight and minimise use of artificial lighting.*
- Increased plant area and lift overrun to roof
  - *No comment*
- Amended car stacker system
  - *No comment*
- Revised ground floor facade/entry
  - *No comment*
- Revised shop layout, storage layout and bicycle parking spaces to ground floor
  - *Change sought – Centrally locating bicycles on the ground floor is an improvement which avoids occupants need to transport bicycles to office levels via the lifts. However, the proposed configuration adds an additional door to the access route from Johnston Street, with the direction of swing of these doors being cumbersome for bike movement. Revision to door format for the Bike Store is sought, to replace the swung door with a sliding door.*
- Revised lift lobby area and common area (all floors)
  - *No comment beyond the addition of skylights noted above.*



# MEMO

**To:** Gary O'Reilly  
**From:** Mark Pisani  
**Date:** 13 May 2019  
**Subject:** Application No: PLN16/0471.01  
 Description: Section 72 Amendment  
 Site Address: 344 Johnston Street, Abbotsford

I refer to the above Planning Application received on 12 April 2019 and the accompanying report prepared by Traffix Group in relation to the proposed development at 344 Johnston Street, Abbotsford. 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	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	1,581 m <sup>2</sup>	3.0 spaces per 100 m <sup>2</sup> of net floor area	47	18
Retail	46 m <sup>2</sup>	3.5 spaces per 100 m <sup>2</sup> of leasable floor area	1	0
<b>Total</b>			<b>48 Spaces</b>	<b>18Spaces</b>

\* 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:

- *Parking Demand for Office Use. Parking Demand for Office Use.* The office component of the development would be providing 18 on-site parking spaces, which equates to a rate of 1.14 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

**Attachment 9 - PLN16/04741.01 - 344 Johnston Street, Abbotsford - Engineering referral**

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

The proposed on-site office parking rate of 1.14 spaces is considered appropriate, having regard to the site’s good accessibility to public transport services and proximity to Melbourne.

- *Parking Demand for Retail Use.* The car parking demand of one space would most likely be generated by staff of the retail use. The lack of available long-stay on-street parking would be a disincentive for employees to commute to and from the site by private motor vehicle.
- *Availability of Public Transport in the Locality of the Land.* The site is within walking distance of bus services operating long Johnston Street and Hoddle Street. Rail services can be obtained from Victoria Park railway station.
- *Multi-Purpose Trips within the Area.* Clients and customers to the office and shop might combine their visit to the site by engaging in other business or activities whilst in the area.

**Appropriateness of Providing Fewer Spaces than the Likely Parking Demand**

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

- *Availability of Car Parking.* Traffix Group had conducted on-street parking occupancy surveys back in February 2016. The data from these surveys would be considered outdated. Although on-street parking demand in the area is high, the short-stay parking overflow from the site could be accommodated on-street.
- *Relevant Local Policy or Incorporated Document.* The proposed development is considered to be in line with the objectives contained in Council’s *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

**Adequacy of Car Parking**

From a traffic engineering perspective, the waiving of parking associated with the office and retail uses is considered appropriate in the context of the development and the surrounding area. Short-stay parking overflow from the site (clients and customers) can be accommodated on-street.

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

**Attachment 9 - PLN16/04741.01 - 344 Johnston Street, Abbotsford - Engineering referral**

**TRAFFIC GENERATION**

The traffic generation for the site adopted by Traffix Group is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Office (18 on-site spaces)	0.5 trips per space in each peak hour	90	9	9

The traffic volumes generated by the development are not unduly high and it is agreed that these volumes should not adversely impact on the surrounding road network.

**DEVELOPMENT LAYOUT DESIGN**

CHT Architects

Drawing No. TP10 Revision 12 dated 18 December 2018

Traffix Group *Traffic Engineering Assessment* report

Reference 26065L#1 dated 18 December 2018

**Layout Design Assessment**

Item	Assessment
<b>Access Arrangements and Mechanical Parking</b>	
Stacker Devices	The parking configuration and layout of the stackers and access arrangements are consistent with the endorsed drawings (dated 1 June 2017). The stacker platforms in the amended proposal retain the same platform widths, whereas the platform lengths have slightly increased. The proposed access and parking layout of the amended proposal are considered satisfactory.

**Attachment 10 - PLN16/0471.01 - 344 Johnston Street - Urban Design Ref**



# MEMO

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**TO:** Gary O'Reilly (Statutory Planning)  
**FROM:** Hayley McNicol (Urban Design)  
**DATE:** 17 May 2018  
**SUBJECT:** 344 Johnston Street Abbotsford  
**APPLICATION NO:** PLN16/0471.01  
**DESCRIPTION:** S72 Amendment to Planning Permit PLN16/0471 to:  
Alter the permit preamble from the use of dwellings (levels 4-6) to offices, including a shop at ground floor (no permit required for uses);

- additional reduction in the car parking requirements associated with the offices;
- increase the overall height;
- reduction to the Johnston Street setbacks (levels 4, 5 and 6);
- deletion of terraces fronting Johnston Street (levels 5 and 6);
- reduction in terrace size and reduced setback to Little Turner Street (Level 4);
- change materials and internal reconfigurations;
- increased plant area and lift overrun to roof;
- amended car stacker system;
- revised ground floor facade/entry;
- revised shop layout, storage layout and bicycle parking spaces to ground floor; and
- revised lift lobby area and common area (all floors).

---

## COMMENTS SOUGHT

Urban Design comments have been sought on the proposed changes to the approved development at the above address, including the following matters:

- Increased overall height;
- Revised setbacks to building's façade;
- Changes to materials;
- Any other relevant matter.

Comments are provided below, based on the plans received 20 February 2019.

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## Attachment 10 - PLN16/0471.01 - 344 Johnston Street - Urban Design Ref

### COMMENTS SUMMARY

The 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. The rationale behind these changes is explained in more detail below.

- Reduce height to meet the preferred maximum height of 24 metres as set out in the Design and Development Overlay 15 (DDO15), or a maximum of 24.7 metres as previously approved, and to reduce the proposal's non-compliance with the upper level setbacks set out in DDO15.
  - Reinstate the balconies at Levels 05 and 06 facing Johnston Street.
  - Reduce the size of the lift overrun / plant room and move further away from Johnston Street.
  - Change the glass balustrades at Levels 04-06 facing Little Turner Street to be consistent with Levels 02 and 03.
  - Review materials along the eastern and western shear walls to provide a more textured appearance.
  - Ensure the design detail of the façade glazing and framing is adequately shown (dimensioned and annotated) so that this detail is carried through to construction.
  - Increase the awning width to make it more usable for people moving along the Johnston Street footpath.
- 

### DEVELOPMENT PROPOSAL

The development proposes to alter a previously approved seven storey building (with an additional lift overrun). The new building will remain seven storeys however there are some changes to the heights, balconies and front/rear/side elevation treatments.

### URBAN DESIGN FEEDBACK

#### Changes to height and front/rear setbacks

Comments are provided below from an urban design perspective. Please refer to comments from Strategic Planning which will cover the proposal's response to the Interim and Council adopted versions of DDO15.

- The previous approved scheme has a height of 24.7 metres (as shown on the endorsed plans and excluding the lift overrun). The proposed overall height is 25.7 metres (excluding the lift overrun), which exceeds the preferred maximum height of 24 metres, as set out in the Interim DDO15 and Council adopted DDO15. The increase in height would have the following adverse impacts:
  - The increase in floor to floor heights at the upper floor levels will make the upper form more visually dominant in the streetscape. It will also exacerbate the proposal's non-compliance with DDO15 upper floor setbacks (interim and approved).

## Attachment 10 - PLN16/0471.01 - 344 Johnston Street - Urban Design Ref

- It would increase the amount of shear walls, and make them more visually dominant from surrounding streets and properties.
- As the site is very narrow, no side setbacks have been provided to allow for some building separation. There are a number of other adjacent narrow sites – if these were to develop in the same manner this would result in a wall of taller form.

The proposed increase in height is not therefore not supported. It is recommended that height is reduced to meet the preferred maximum height of 24 metres as set out in the DDO15, or a maximum of 24.7 metres as previously approved.

- There are some changes to the design which will impact the overall massing of the development and how the setbacks are viewed from the street. In particular:
  - The inset balconies at Levels 05 and 06 (facing Johnston Street) have been removed and glazing along the front façade is proposed instead. This change makes the upper form appear more dominant in the streetscape, therefore it is recommended that the inset balconies are reinstated, to appear more recessive.
  - The lift overrun has increased in size (as viewed on side elevations) and will be closer to Johnston Street, which will make the overrun and side walls appear more prominent from along Johnston Street. The size and position of the lift overrun and plant room should be reviewed.

### Changes to materials

The following urban design comments are made about the change in materials, particularly those viewed from the Johnston Street streetscape.

- The shear walls previously comprised rough cast concrete, and flat concrete with a either saw tooth patterning or brass centre inlay. The patterning and texture of the material itself helped to provide a more articulated side wall when viewed from the street and surrounding properties.

In the new proposal, some of the more textured/patterned materials would be changed to 'off-form concrete, natural finish' and 'paint finish'. There is a concern that the textured and patterned finishes of the concrete have been lost and the shear walls will now appear more flat, which will worsen their appearance from surrounding streets and properties. It is recommended that the proposal reverts to the previous materials.

- The south facing balconies at Levels 05 and 06 have been removed. The previous scheme with balconies is preferred as it provided a more consistent upper level treatment, as well as reducing the dominance of the upper levels as mentioned above.
- The rear balustrades have been changed to glass. The glass balustrades are discouraged as they would make the balconies appear more cluttered, as everything stored within the balcony space can be viewed from the street. Furthermore the windows can be difficult to clean and maintain. It is suggested to change the balcony treatments to be consistent with BAL02 on Levels 02 and 03.



## Attachment 10 - PLN16/0471.01 - 344 Johnston Street - Urban Design Ref

- It is not clear how some of the design details of the Johnston Street façade (in particular the proposed glazing at Levels 01 and 02 and the framing on all levels) will appear and how much depth and articulation it would provide. It is recommended that the plans and elevations are appropriately dimensioned and annotated to ensure that this detail is not lost through the design and construction process. This level of detail should also be provided for the rear elevation.

### **Other matters**

The awning on Johnston Street has been reduced in width – from about 1.6 metres to 1 metre. The reduction in width will make the awning less useful for pedestrians moving along Johnston Street, therefore should be made wider

## Attachment 11 - PLN16/0471.01 - 344 Johnston Street, Abbotsford - Strategic Planning Referral

### PLANNING APPLICATION REFERRAL TO STRATEGIC PLANNING

<b>Property address</b>	<b>344 Johnston St Abbotsford VIC 3067</b>
<b>Application number</b>	<b>PLN16/0471.01</b>
<b>Description</b>	<p>S72 Amendment to Planning Permit PLN16/0471 to:</p> <ul style="list-style-type: none"> <li>• Alter the permit preamble from the use of dwellings (levels 4-6) to offices, including a shop at ground floor (no permit required for uses);</li> <li>• additional reduction in the car parking requirements associated with the offices;</li> <li>• increase the overall height;</li> <li>• reduction to the Johnston Street setbacks (levels 4, 5 and 6);</li> <li>• deletion of terraces fronting Johnston Street (levels 5 and 6);</li> <li>• reduction in terrace size and reduced setback to Little Turner Street (Level 4);</li> <li>• change materials and internal reconfigurations;</li> <li>• increased plant area and lift overrun to roof;</li> <li>• amended car stacker system;</li> <li>• revised ground floor facade/entry;</li> <li>• revised shop layout, storage layout and bicycle parking spaces to ground floor; and</li> <li>• revised lift lobby area and common area (all floors).</li> </ul>
<b>Date of referral</b>	15 May 2019
<b>Status of application</b>	Advertised (28 May 2018)
<b>Relevant amendment &amp; status</b>	<p><b>Permanent controls</b></p> <p>In March 2017, Council sought authorisation from the Minister to prepare Amendment C220.</p> <p>The Amendment proposes to implement the built form principles and objectives of the Johnston Street Local Area Plan, principally through the introduction of DDO15 on a permanent basis.</p> <p>The Amendment was referred to a Planning Panel in 2018 and Council has received the Report on 25 February 2019. Council will be considering the findings and recommendations at its meeting on 14 May 2019, with the purpose of adopting the amendment with or without changes.</p> <p><b>Interim controls</b></p> <p>In February 2018, Council also requested that the Minister for Planning introduce identical controls on an interim basis (Amendment C237).</p> <p>The Minister for Planning has approved the interim controls and are now in the scheme.</p>
<b>Existing and proposed controls</b>	DDO15 – Sub-precinct 2D (interim) Environmental Audit Overlay

**Attachment 11 - PLN16/0471.01 - 344 Johnston Street, Abbotsford - Strategic Planning Referral**

**Strategic Planning comments - Summary**

I understand that the applicant has requested that the planning permit PLN16/0471 be amended under Section 72 of the *Planning and Environment Act 1987*. They have also argued that as the application is an amendment to an existing permit discretion should be given in recommending changes to the building form. I have regardless assessed the planning permit against the interim DDO15.

The proposal (at 25.7m or 28.22m including services) exceeds the preferred height in DDO15 by 4.22m. The proposal **does not meet** the criteria set out in the DDO on the following criteria: DDO objectives, ESD and Building separation. It is considered that the building’s height would undermine key objectives and requirements set out in DDO and **should not exceed the preferred height** of the DDO.

The proposal **does not comply** with key requirements of DDO15 in terms of the *Setbacks*. (see below ) In the plans there is an absence of a comparison of the proposed against the recommended upper level setbacks. However after reviewing the plans, it is evident that the proposal will result in a built form that will be dominant from both Johnston Street and Little Turner Street.

The outcome at the ground level of Johnston Street is not ideal. The proportion of space dedicated to services compared to the proposed retail/commercial space is a concern. It is likely this will jeopardise the proposals ability to achieve the desired outcomes of the DDO.

There are concerns with how the proposal responds to the *Upper Level Development* section of the DDO. (see below at other comments)

The building complies with the following requirements:

- Rear interface height
- Street wall height
- Overshadowing
- Building separation.

**Objective Analysis**

<b>Objective</b>	<b>Planning Application Analysis</b>
To preserve the valued heritage character of the streetscape and ensure that the predominantly two storey Victorian and Edwardian-era heritage street-wall remains the visually prominent built form of Johnston Street west of the railway line bridge.	The proposal is located in the area of Johnston Street which is expected to experience greater change, when compared to Precinct 1 which exhibits a strong heritage streetscape form. This objective is not applicable to the proposal.

**Attachment 11 - PLN16/0471.01 - 344 Johnston Street, Abbotsford - Strategic Planning Referral**

<p>To ensure that the overall scale and form of new buildings is mid-rise (5 to 12 storeys) and provides a suitable transition to low scale residential areas, protecting surrounding residential properties from unreasonable loss of amenity through visual bulk, overlooking and overshadowing.</p>	<p>While the proposal does meet the requirements for rear interface, street wall and overshadowing, the proposal is clearly not contained within the prescribed building envelope.</p> <p>This will result in a dominant built form outcome for both from Johnston Street and Littler Turner. The proposed development does not provide a suitable transition to the low scale heritage properties to the north of the site.</p>
<p>To ensure that new development does not compromise the operation of the state significant Collingwood Arts Precinct from unreasonable loss of amenity through visual bulk, overlooking, overshadowing and vehicle access.</p>	<p>This objective is not applicable to the proposal. The Collingwood Arts Precinct is located in Precinct 1, the proposal is located in Precinct 2.</p>
<p>To activate the street edge, provide passive surveillance opportunities and accommodate commercial activity at the lower levels of new development and enhance the public realm through high quality buildings public spaces on the southern side of Johnston Street from loss of amenity from overshadowing.</p>	<p>The proposal proposes a commercial/retail premise at ground floor which will assist in activating Johnston Street.</p> <p>Along Johnston Street a large portion of street frontage is dedicated to services relative to the commercial/retail premise. It is considered that this will result in a poor outcome along Johnston Street. It would be ideal if the proportion space allocated to services along Johnston Street be reduced.</p> <p>The outcome on Little Turner Street does not meet this objective. Almost the entirety of the street frontage is dedicated to a garage entrance. It is acknowledged that the DDO directs vehicle access to side streets or laneways. This may be a necessary outcome.</p>
<p>To provide for equitable development outcomes through built form design that responds to the development opportunities of neighbouring properties, and through the consolidation of finer grain sites.</p>	<p>The design of the building provides a blank wall to the neighbouring properties to allow for future development.</p> <p>While the current proposal does allow for development to occur on either side, it does project beyond the building envelope which is likely to impact oblique view lines along Johnston Street.</p>

**Compliance with proposed amendment:**

Strategic Planning comments are provided below, and are based on the application drawings dated XX XX 2018.

Built form requirements	Amendment C237	Planning Application	Assessment of proposal

**Attachment 11 - PLN16/0471.01 - 344 Johnston Street, Abbotsford - Strategic Planning Referral**

<p><b>Building height</b></p>	<p><b>Mandatory:</b> 31m</p> <p><b>Preferred:</b> 24m</p> <p>development above 18m (5 storeys) must be on a site, consisting of one or more titles, that has the following parameters:</p> <ul style="list-style-type: none"> <li>- A minimum lot depth of 20m</li> <li>- A minimum street frontage width of 10m</li> <li>• The proposal achieves each of the following:             <ul style="list-style-type: none"> <li>- greater building separation than the minimum requirements</li> <li>- housing for diverse households types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations.</li> <li>- universal access, and communal and/or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.</li> <li>- excellence for environmentally sustainable design measured as a minimum BESS project score of 70%.</li> </ul> </li> </ul> <p>no additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height</p>	<p>25.7m – top of the parapet</p> <p>28.22m – Total (including services)</p>	<p>The proposed development sits at 25.7m which is above the preferred height of 24m by 1.7m. The proposed height is below the mandatory controls of 31m.</p> <p>The site parameters <b>allow</b> for a development taller than 18m.</p> <p>The proposed height complies with the DDO on the condition that they meet the criteria set out in the DDO.</p> <p><b>Criteria Analysis:</b></p> <p><b>Does the built form outcome satisfy the objectives in the DDO?</b></p> <p>No, please see above objective analysis.</p> <p><b>Is the height consistent with the midrise vision (5-12 storeys)?</b></p> <p>Yes.</p> <p><b>Greater Building Separation:</b></p> <p>There is no separation of the side boundaries and does not meet this criterion.</p> <p><b>Housing Diversity:</b></p> <p>Does not apply - office development.</p> <p><b>Universal Access</b></p> <p>Universal access and communal/private open space do not apply to this development as it is an office development.</p> <p><b>ESD</b></p> <p>The Bess reports notes that the Bess score 53%, this does not meet the criteria set out in the DDO.</p> <p><b>Officer View:</b></p> <p>While the proposed development fits within the prescribed mandatory height, the development does not meet the criteria to allow it to exceed the preferred height.</p>
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**Attachment 11 - PLN16/0471.01 - 344 Johnston Street, Abbotsford - Strategic Planning Referral**

			In conclusion the application does not meet the requirements within the DDO thus should not exceed the preferred building height.
<b>Street wall</b>	<p><b>Mandatory:</b> 18m</p> <p><b>Preferred:</b> 15m</p>	<p>11.6m – level 3 (setback 1.4)</p> <p>15.1m – Level 4 (setback 3.1)</p>	<p>Both the third and fourth levels meet the preferred street wall height set out in the DDO.</p> <p><b>Officer view:</b></p> <p>The proposed application meets the street wall height requirement. However, a better outcome would be the removal of the fourth floor terrace and extend the office floor space in line with the third floor. This would provide a consistent street wall in line with the preferred street wall height set out in the DDO.</p>

**Attachment 11 - PLN16/0471.01 - 344 Johnston Street, Abbotsford - Strategic Planning Referral**

<p><b>Upper level setbacks</b></p>	<p><b>Preferred:</b> 3m</p> <p>setback within a 45-degree envelope measured from above the street-wall height and the rear interface height to the maximum overall height</p> <p>Development should avoid repetitive stepped form within the 45-degree envelope.</p> <p><b>Adopted DDO15 Change</b> Mid-level setback: 6m above street wall to Johnston Street Front upper level setbacks: 45 degrees above 18m Front rear level setbacks: 45 degrees above 11m *upper level setback should aim for a 2 storey incremental setback</p>	<p>The site is 11mx40m approx. 2.98m setback</p> <p><b>Rear</b> 4m at 2 level (terrace) 1.815m (4m terrace) 3 level 4m at level 4 5.5m at level 5 and above</p>	<p>The proposal <b>does not comply with the requirements in DDO15.</b></p> <p>While no 45 degree setback analysis is provided it is clear that the upper level developments are not setback within the 45 degree building envelope.</p> <p>The DDO states: <i>“Development should avoid repetitive stepped form within the 45-degree envelope.”</i></p> <p>The current proposal exhibits a form that is clearly stepped from both Little Turner and Johnston Streets. The adopted DDO15 (which is now seriously entertained) version encourages development to: <i>“provide incremental setbacks of at least two storeys”</i>. The current proposal does not meet this strategy within the DDO.</p>
<p><b>Building separation</b></p>	<p>Development should be setback from common side boundaries to provide separation between buildings at the upper levels to avoid a “wall” of development above the street wall when viewed from the opposite side of Johnston Street and Sackville Street:</p>	<p>Development does not set back at side boundaries. No windows on either side</p>	<p>The development complies with the DDO.</p>

**Attachment 11 - PLN16/0471.01 - 344 Johnston Street, Abbotsford - Strategic Planning Referral**

	<p>a minimum of 4.5m from the side boundary where a habitable room window is proposed</p> <p>a minimum of 3m from the side boundary where a non-habitable room window or commercial window is proposed.</p> <p>Where the common side boundary is a laneway, the setback is measured from the centre of the laneway</p>		
<b>Overshadowing</b>	New development must not overshadow the southern footpath of Johnston Street, measured as 3.0m from the boundary of Johnston Street, between 10am and 2pm at September 22.	The proposed development does not overshadow the southern footpath.	The proposal <b>complies with the requirement for Johnston Street</b> and does not overshadow the southern side footpath of Johnston Street between 10am and 2pm on 22 September.
<b>Rear Interface Height</b>	11m	10.26m – level 1 plus privacy screen 13.73m – level 2 plus balustrade	The rear interface height complies with the DDO.  While the rear interface height meets the requirements set out in the DDO, the setback from Littler Turner Street are minimal and will have a negative impact on overlooking and visual bulk to residents north of the development.



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### Other comments:

#### Upper Level Development

*Upper level development should be designed so that side walls are articulated and read as part of the overall building design not detract from the streetscape when viewed from direct and oblique views along the streetscape.*

The side walls to the development are blank and are not read as part of the overall design. Considering the development encroaches beyond the 45 degree setback, these blank walls are likely to be seen once neighbouring developments are built. This built form outcome will likely have a negative outcome on the oblique views from Johnston Street.

#### Vehicle Access

The proposal provides vehicle access to the rear side street, conceals the parking within the building and does not provide recessed parking spaces. The proposal aligns with the vehicle and car parking provision of the DDO.

#### Street Frontages

- The building is built to the front property boundary.
- As a result of the high proportion of street frontage dedicated to services, it is considered that the development will not contribute to the provision of a continuous, visible and active frontage at ground level.
- The upper levels above the ground floor are open glass windows and should provide passive surveillance.
- The application proposes a wholly commercial development and both ground and first floor incorporate commercial floor heights.
- The services are located on the primary street frontage, which does not align with the DDO. They take up a consideration proportion of the street frontage relative to commercial tenancy. This is not seen as an optimal outcome.

**Name:** Kyle Everett

**Date:** 13 May 2019



# Planning Referral

**To:** Gary O'Reilly  
**From:** Chloe Wright  
**Date:** 02/05/2019  
**Subject:** Strategic Transport Comments  
**Application No:** PLN16/0471.01  
**Description:** Section 72 Amendment to Planning Permit PLN16/0471 to: alter the permit preamble from the use of dwellings (levels 4-6) to offices, including a shop at ground floor.  
**Site Address** 344 Johnston Street Abbotsford 3067

I refer to the above Section 72 Amendment referred on 12/04/2019, in relation to the proposed development at 344 Johnston Street Abbotsford. Council's Strategic Transport unit provides the following information:

### **Access and Safety**

The following access concern should be addressed:

#### **Access to bike storage room**

The proposed access to the bike storage room is via the lobby area from Johnston Street or via a ramp from Little Turner Street. The previous endorsed plans proposed access from the lobby to the bike room via one doorway. The new layout of two doorways from the lobby is less conducive for employees to easily access the bike room. It is recommended that the bike room layout be amended to have one doorway from the lobby area to provide more direct access, or at minimum reconfigure the bike room door to open to the left to improve circulation between the two doorways.

The access way via the ramp from Little Turner Street appears to be 1m wide. It is preferable for the ramp to be 1.5m wide to allow bi-directional travel (and meet the relevant requirement of AS2890.3), however it is noted that the proposed width is consistent with the previously endorsed plans.

### **Bicycle Parking Provision**

#### **Statutory Requirement**

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	1581sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	5 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	46sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	

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(other than specified in this table)		1 visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
<b>Bicycle Parking Spaces Total</b>			<b>5 resident / employee spaces</b>	<b>18 resident / employee spaces</b>
			<b>2 visitor spaces</b>	<b>0 visitor spaces</b>
<b>Showers / Change rooms</b>		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	<b>1 showers / change rooms</b>	<b>6 showers / change rooms</b>

**Adequacy of visitor spaces**

No spaces are specifically noted as visitor bicycle parking spaces. The provision of visitor spaces is inadequate for the following reasons:

- The spaces within the development are unsuitable for visitor use as they are located in a secure environment that visitors will not be able to easily access. Visitor spaces should not be collocated with employee spaces because of the different access and security requirements;
- Due to the lack of accessible spaces, visitors will be forced to park informally, as there are no other publically available bike hoops within the immediate vicinity of the site;
- Given the above, Council's best-practice rate should be adopted, which recommends 1 visitor space to each 500sqm of office floor space<sup>1</sup>. This generates a recommended rate of 3 visitor spaces;
- All visitor spaces must be provided as a horizontal bicycle rail;
- It is recommended that visitor spaces be located at the Johnston Street footpath where the existing drive way is to be removed and new kerb and footpath will be constructed;
- Visitor bicycle spaces and access ways must be in accordance with the clearance requirements of AS2890.3.

**Adequacy of employee spaces**

*Number of spaces*

Clarification is required regarding the total number of employee bicycle spaces proposed. The Ground Floor Plan specifies 14 wall rack spaces and 4 horizontal spaces, however the Traffic Impact Assessment prepared by Traffix Group outlines differing information: page 15 notes a total of 11 bicycle parking spaces and page 14 notes a total of 18 bicycle parking spaces.

The 7 wall racks shown on the Ground Floor Plan indicate these spaces are to be double-sided (2 bike) spaces as the plan notes 14 spaces will be provided as wall racks. Typically the Ned Kelly bike racks only hold a single bike.

If the applicant is planning to use a storage device which allows for double-sided hanging, a minimum 800mm clearance is required between racks. Otherwise, if it is proposed to provide 7 spaces as wall racks and 4 spaces as horizontal racks, an additional 5 spaces will be required to meet Council's Best Practice rate (16 spaces<sup>2</sup>).

*Design and location of employee spaces and facilities*

- As noted above, clarification is required regarding the wall bicycle spaces;

<sup>1</sup> Category 6 of the BESS offers this advice.

<sup>2</sup> Category 6 of the BESS offers the following for best-practice guidance for employee office bicycle parking 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 12 - PLN16/0471.01 - 344 Johnston Street, Abbotsford - Strategic Transport

- As noted under Access and Safety, it is recommended that the layout of the bike room be amended to have direct access from the lobby area, or reconfigure the door to the bike room to open to the left;
- Clearances between bike spaces and nearby walls must comply with Australian Standard AS2890.3.

The following aspects of the employee bicycle storage appears satisfactory:

- All employee bicycle storage is provided at ground-floor with easy access to building lifts and end-of-trip facilities;
- All employee bicycle storage is provided within what appears to be a secure compound;
- 14 (77%) employee bicycle storage spaces appear to be provided as vertical hanging spaces and 4 spaces (22%) are horizontal at ground-level spaces, which is pursuant with AS2890.3 requirement for at least 20% of bicycle storage spaces in any facility should be provided as horizontal at ground-level spaces.

### ***Electric vehicles / share cars / other relevant topics***

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Provision of EV charging points, or electrical wiring to allow easy retrofitting of EV charging capacity should be provided throughout the development. A minimum 40A single phase electrical sub circuit should be installed for this purpose.

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

Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a Green Travel Plan (GTP) must be provided. The following information should be included:

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

### ***Recommendations***

The following should be shown on the plans before endorsement:

- (a) A minimum of 16 employee spaces and 3 visitor spaces be provided. At least 20% of employee spaces must be provided as horizontal spaces and all visitor spaces must be horizontal spaces.
- (b) Access ways and storage spaces should be designed to comply with AS2890.3.
- (c) A minimum 40A single phase electrical sub circuit should be installed to the car park areas for future EV charging provision.

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- (d) Access to the bike storage room from the lobby should be improved, by either amending the layout to have one doorway from the lobby area or reconfiguring the bike room door to open to the left.

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

Regards

**Chloe Wright**

Sustainable Transport Officer  
Strategic Transport Unit