

**Attachment 1 - PLN18/0183 - 19 Down Street Collingwood - Internal Urban Design comments  
(public realm only) (s57A plans)**



# MEMO

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**TO:** Chris Stathis (Statutory Planning)  
**FROM:** Daniel Perrone (Urban Design)  
**DATE:** 06 Jan 2019  
**SUBJECT:** 19 Down Street, Collingwood  
**APPLICATION NO:** PLN18/0183

**DESCRIPTION:** Section 57a amendment to planning application pln18/0183. Key changes include a reduction in the scale of the proposed development from 14 to 8 storeys (plus basement levels), provision of upper level setbacks and changes to the materiality and massing of the development. The amendment results in a lesser car parking reduction being proposed. The amended proposal can be described as the construction of a building (8 storeys plus basement levels), including offices and ground floor food and drink (cafe) premises (permit not required for uses) and a reduction in the car parking requirements.

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Urban Design comments have been sought on the above application in relation to public realm impacts and any public works proposed in the area. The extent of this review is limited to the proposed development's integration with the streetscape and public realm, and excludes on-site landscaping.

This set of comments is provided on the advertised plans dated 11/11/2019.

## Attachment 1 - PLN18/0183 - 19 Down Street Collingwood - Internal Urban Design comments (public realm only) (s57A plans)

### COMMENTS

Overall, the proposal is supported by Urban Design, provided changes are made to address the comments provided below.

#### Down Street Interface:

The existing conditions of Down Street exhibit low amenity and aesthetics, with a narrow footpath and no street trees/landscaping. The ground floor setback to Down St helps to provide additional pedestrian space, and is supported. The following items are recommended to improve the interface between the proposed development and Down Street:

- The asphalt footpath is to be reinstated for the full length of the site, including the removal of the redundant vehicle crossover, and reinstatement of bluestone pitcher kerb and channel to match existing. Refer Yarra Standard Drawings for material and construction details.
- The developer is requested to contribute to the cost of planting two (2) new street trees within the roadway adjacent the subject site, which would cover tree sourcing, planting and 2 years of maintenance. Exact species and locations are to be determined by Council, and a cost for this planting can be provided on request.
- All streetscape materials and details are to be as per Yarra Standard Drawings.

#### John Street Interface:

Currently, John Street functions primarily as a vehicle access way, with no formal footpaths for pedestrian movement. Vehicle access is one-way in the southbound direction. The following comments and recommendations are made in relation to John Street:

- The proposed ground floor setback is supported to create a pedestrian refuge around the building entrance, however, it is unclear whether the building and car-stacker entrances are intended to be flush with John St or whether a step and/or ramp is proposed. Currently, Section A (Page: 029) shows a 100mm level difference between the building and the roadway, however no details around the vehicle entry are provided.
- Provide details showing how the proposed building will tie-in to existing levels at John St, including any proposed step or ramp to pedestrian entrance, and any proposed ramp / change in grade between vehicle entrance and John St.
- Some form of pedestrian protection needs to be provided around the building entrance. This could be through the installation of a step, or if a flush threshold is preferred, bollards should be installed along the site boundary.
- **NOTE: If a ramped / flush threshold solution is proposed, the applicant must provide civil engineering details demonstrating how water ingress into the proposed building will be prevented.**

#### Capital Works:

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

**Attachment 2 - PLN18/0183 - 19 Down Street Collingwood - Open Space Comments (s57A plans)**



**Memo**

**To: Chris Stathis**

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**Cc: Julia Mardjuki**

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**From: Kevin Ayrey**

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**Date: 4 December 2019**

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**Subject: PLN18/0183**

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diverse

vibrant

exciting

inclusive

Dear Chris,

Please find comments below in reference to the proposed development at 19 Down Street, Collingwood, VIC 3066.

**Landscape Planning Permit Application – Etched – 20/09/2019**

The plans submitted are still conceptual. In general the location and type of planting is acceptable. The plant species could be expanded to include more native plants and climbers. Some native options for climbers include –

Australian Clematis – *Clematis aristata*  
Gum Vine – *Aphanopetalum resinosum*  
Kangaroo Vine – *Cissus antarctica*  
Wonga Wonga vine – *Pandorea pandorana*  
Purple coral pea – *Hardenbergia violacea*

Planning permit conditions will need to require standard information in relation to a landscape plan, planting plan and plant schedule including the following information –

- (a) Show the type, location, quantity, size at planting, size at maturity and botanical and common name of all proposed plants;

Detail drawings of planters clearly showing materials, dimensions, layers, drainage and irrigation will also be required.

The maintenance regime will be crucial to the success of the green façade - a clear maintenance schedule will be required.

Yours sincerely,

Kevin Ayrey  
LANDSCAPE ARCHITECT - OPEN SPACE PLANNING

## Attachment 3 - PLN18/0183 - 19 Down Street Collingwood - Waste Comments (s57A plans)

Hi Chris

The waste management plan for 19 Down Street, Collingwood authored by Leigh Design and dated 17/9/19 is not satisfactory from a City Works branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Please provide the total size of the bin storage area by M<sup>2</sup>
2. Please investigate reducing the proposed three collections per stream.

Regards,

**Atha Athanasi**  
Contract Management Officer

City Works Services  
*Parks, Resource Recovery, Cleansing*

City of Yarra – City Works Depot  
168 Roseneath St CLIFTON HILL VIC 3068  
T (03) 9205 5547 F (03) 8417 6666  
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# Attachment 4 - PLN18/0183 - 19 Down Street Collingwood - Engineering comments (57A plans)



# MEMO

**To:** Chris Stathis  
**From:** Artemis Bacani  
**Date:** 4 December 2019  
**Subject:** Application No: PLN18/0183  
 Description: Multi-Storey Commercial Development  
 Site Address: 19 Down Street, Collingwood

I refer to the above Planning Application received on 26 November 2019 and the accompanying *Traffic Engineering Assessment* report prepared by Traffix Group (Issue A dated 19 September 2019) in relation to the proposed development at 19 Down 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	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	2,105.3 m <sup>2</sup>	3 spaces per 100 m <sup>2</sup> of leasable floor area	63	14
Food and drink (Café)	39.5 m <sup>2</sup>	3.5 spaces per 100 m <sup>2</sup> of leasable floor area	1	0
Gallery/Theatre	130.3 m <sup>2</sup>	Rate not specified in Clause 52.06-5	To the satisfaction of the Responsible Authority	0
<b>Total</b>			<b>64 Spaces plus parking for the Gallery/Theatre</b>	<b>14 Spaces</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.

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**Car Parking Demand Assessment**

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

- *Parking Demand for 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. The site would be allocating 14 on-site parking spaces, which equates to a rate of 0.67 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:

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> )
<b>Cremorne</b>	
9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017	0.85 spaces per 100 m <sup>2</sup> (20 on-site spaces; 2,329 m <sup>2</sup> )

Although the rates provided in the above table are slightly higher than the proposed office parking rate, we are satisfied that the on-site office parking provision is acceptable.

- *Parking Demand for Food and Drink Use.*  
 Patrons to the food and drink premises would be drawn from employees of the office and from nearby workplaces. It is unlikely that the proposed food and drink premises would be a specific destination in its own right. Employees would be fully aware with the finite availability of long-stay parking in the surrounding area and would choose to commute to the site by alternative transportation modes.
- *Parking Demand for Gallery/Theatre Use.*  
 Car parking associated with a gallery/theatre use is essentially short-stay parking for patrons and long-stay parking for staff. As there are no on-site car spaces provided, the parking short-fall for this use would be accommodated off-site (in the surrounding road network or any off-street car park).

In Collingwood and nearby Fitzroy, a number of developments have been approved with reduced or no on-site parking, as shown in the following table:

## Attachment 4 - PLN18/0183 - 19 Down Street Collingwood - Engineering comments (57A plans)

Development Site	Approved Place of Assembly Parking Rate
<b>Fitzroy</b>	
395-397 Gore Street PLN16/0281 issued 10 October 2017	No on-site spaces, 60 patrons
<b>Collingwood</b>	
52 Budd Street PLN16/1122 issued 30 May 2017	No on-site spaces, 100 patrons
32-36 Smith Street PLN17/0558 issued 11 October 2017	4 on-site spaces, 40 patrons

Visitors to the site would be fully aware with the lack of on-street parking in the surrounding area. The site's proximity to public transport services would encourage some visitors to commute to and from the site by alternative transportation modes such as tram or bus.

- *Availability of Public Transport in the Locality of the Land.*  
The site is within walking distance of tram services along Smith Street and bus services along Hoddle Street. Rail services can be accessed from Collingwood railway station, also within walking distance of the site.

### 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 an on-street parking occupancy survey of the surrounding area on Monday 12 February 2018 at 1:30pm. The study area was bounded by Wellington Street, Vere Street, Singleton Street and Dight Street. The extent and time of the survey are considered appropriate. An inventory of 89 car parking spaces was identified. The results of the survey indicate that the on-street parking in the area was fully occupied. The P ticketed parking within the area would have been occupied from early morning. The very high demand for on-street parking would be an incentive for employees to use more sustainable forms of transport to commute to and from 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.

### Adequacy of Car Parking

From a traffic engineering perspective, the waiver of parking for the site is considered appropriate in the context of the development and the surrounding area. The very high utilisation of on-street parking would be disincentive for employees to travel by private motor vehicle.

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

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**TRAFFIC GENERATION**

**Trip Generation**

The traffic generation for the site could be adopted as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Office (14 on-site spaces)	0.5 trips per space in each peak hour	Not provided	7	7

**Directional Splits and Traffic Distribution**

Directional split assumptions in each peak hour for the commercial traffic –

- AM Peak – 10% outbound (1 trip), 90% inbound (6 trips); and
- PM Peak – 80% outbound (6 trips), 20% Inbound (1 trip).

The volumes generated by the development are considered low and should not adversely impact the traffic operation of Down Street or any of the surrounding roads.

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**DEVELOPMENT LAYOUT DESIGN**

SLAB Arch Pty Ltd

Ground Floor Plan Revision 02 dated 11 November 2019

Section AA – East West Revision 02 dated 11 November 2019

**Layout Design Assessment**

Item	Assessment
<b>Access Arrangements</b>	
Development Entrance – John Street Frontage	The width of the development's car park entrance is not dimensioned on the drawings.
Visibility	Convex mirrors are to be installed on either side of the car park entrance and are to be depicted on the drawings.
<b>Car Parking Stacker System</b>	
Car Stacker Device	All on-site parking would be contained within a fully automated car parking system, the Wöhr Multiparker 740. This model has a platform width of 2.2 metres and length of 5.25 metres to accommodate a B85 design vehicle.
Floor to Ceiling Height	The floor to ceiling height on the Ground Floor level has not been dimensioned on the drawings.
Vehicle Clearance Heights	The mechanical stacker device for this development provides a minimum height of 1.8 metres for at least 25 per cent of the total number of spaces to satisfy <i>Design standard 4 – Mechanical parking</i> .
Queuing Analysis	<p>Traffic Group has adopted a total service time of 145 seconds for a vehicle to access and be transferred to the parking within the system. With a service time of 145 seconds, the car stacker system is capable of servicing 25 vehicles per hour. For an inbound peak hour traffic volume of 7 vehicles per AM peak hour wishing to access the car stacker system, the utilisation ratio for the system (usage/capacity) would be 0.28 (7 vehicle trips per hour/25 vehicles per hour).</p> <p>To determine the storage queue of the car system, guidance is sought from the Australian/New Zealand Standard AS/NZS 2890.1:2004 and Austroads <i>Guide to Traffic Management Part 2: Traffic Theory</i> (Section 4.4 – Steady State Queues with Random Arrivals and Service). The mechanical device such as this car stacker system should have sufficient vehicle storage to accommodate the 98<sup>th</sup> percentile queue (the queue that will be exceeded on 2% of occasions). By knowing the utilisation ratio of the stacker (in this case, 0.28), the 98<sup>th</sup> percentile queue length can be calculated.</p> <p>Queue Length, <math>N = (\text{Log}_n \text{Pr}(n&gt;N) / \text{Log}_n \rho) - 1</math>  <math>\text{Pr}(n&gt;N) = \rho^{N+1}</math>                      where <math>\rho = r / s</math> (utilisation ratio)  <math>\rho = \text{average arrival rate} / \text{average service rate}</math>  <math>= 7 / 25</math>  <math>= 0.28</math></p> <p><math>N = (\text{Log}_n 0.02 / \text{Log}_n 0.28) - 1</math>  <math>= 2.07</math> car lengths, say 2 cars</p> <p>The 98<sup>th</sup> percentile queue length for the car stacker during the AM peak hour is two car lengths (including one vehicle in the transfer cabin). This means that one car would be in the queuing area.</p>

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	Council's Civil Engineering unit is satisfied with the proposed operation of the car stacker.
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**Design Items to be Addressed**

Item	Details
Development Entrance – John Street Frontage	The width of the car park entrance is to be dimensioned on the drawings.
Visibility	The positions of the convex mirrors are to be shown on the drawings.
Floor to Ceiling Height	The floor to ceiling height clearance on the Ground Floor level is to be shown on the drawings.
Internal Concrete Slab	For any new internal concrete works, the finished floor levels along the edge of the slab must be set 40 mm above the edge of John Street – Council Infrastructure requirement.
Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for comments.

**ENGINEERING CONDITIONS**

**Civil Works**

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

- The footpath along the property's Down Street road frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The redundant vehicle crossing on the Down Street frontage must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.

**Road Asset Protection**

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

**Construction Management Plan**

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

**Impact of Assets on Proposed Development**

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

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**Discharge of Water from Development**

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council’s drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

**ADDITIONAL 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.



**Attachment 5 - PLN18/0183 - 19 Down Street Collingwood - Strategic Transport Comments (57A plans)**



# Planning Referral

**To:** Chris Stathis  
**From:** Julian Wearne  
**Date:** 27/03/2018  
**Subject:** Strategic Transport Comments  
**Application No:** PLN18/0183  
**Description:** Section 57B Amendment – reducing the scale of development and re-configuring various aspects of the design, including bike parking and access.  
**Site Address** 19 Down Street, Collingwood

I refer to the above Planning Application referred on 26/11/2019, and the accompanying Traffic report prepared by Consultant Name in relation to the proposed development at 19 Down Street, Collingwood. Council's Strategic Transport unit provides the following information:

**Access and Safety**

The following safety and access concerns should be addressed:

**Wheelchair and bicycle access**

It was previously recommended to provide a pram crossing at the Down Street frontage in the approximate location of the existing crossover (which will be removed) to facilitate wheelchair and bicycle access. This recommendation still stands (please see previous comments made 24/12/18 for details).

**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)	2105 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	7 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces.	
Place (of assembly other than specified in this table)	170 sqm	1 employee space to each 1500 sqm of net floor area	0 employee spaces	
		2 plus 1 visitor space to each 1500 sqm of net floor area	2 visitor spaces.	
Retail premises (other than specified in this table)	170 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	

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<b>Bicycle Parking Spaces Total</b>		<b>8 employee spaces</b>	<b>68 employee spaces</b>
		<b>4 visitor spaces</b>	<b>25 visitor spaces</b>
<b>Showers / Change rooms</b>	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	<b>X showers / change rooms</b>	<b>X showers / change rooms</b>

The development provides a total of 60 additional employee spaces and 21 additional visitor spaces above the requirements of the planning scheme.

**Adequacy of visitor spaces**

25 spaces are at ground-floor which are suitable for use as visitor bicycle parking spaces. The provision of the visitor spaces is inadequate for the following reasons:

- The number of employee bicycle spaces exceeds the statutory rate and Council's Best Practice rate (7 spaces<sup>1</sup>) and is acceptable.
- However all visitor spaces are hanging spaces, which are not suitable to all types of bikes and riders with limited mobility. It is highly desirable all visitor spaces are horizontal at-grade spaces to facilitate easy access for short term visits. Given the site constraints and developers desire to fit in a lot of bike parking, it is recommended at least 50% of spaces are provided as horizontal at-grade spaces.
  - It is not acceptable to indicate visitors will be able to use the basement spaces, as these should be made secure and only accessible for employees.
  - It would be acceptable if the total number of visitor spaces was reduced to allow for horizontal spaces.
- The section diagram shows handlebars clearly overlapping, indicating that many spaces will be rendered inaccessible by adjacent bikes. Pursuant to AS2890.3 hanging spaces each 500mm apart should be vertically offset by 30mm to avoid clashing handlebars.
- It is unclear why a 1.5m clearance to the middle of the front-wheel is shown from the ground. Ned-Kelly racks typically hang bikes from the rim of the front wheel, and need to cater for a bike up to 1.8m long.

**Adequacy of employee spaces**

*Number of spaces*

The number of employee bicycle spaces exceeds the statutory rate and Council's Best Practice rate (23 spaces<sup>2</sup>) and is acceptable.

*Design and location of employee spaces and facilities*

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

- The basement level appears to be easily made secure to only employees of the building.
- Accessways and storage space dimensions appear to generally comply with Australian Standard AS2890.3.
- Enough lockers and end of trip facilities are shown.

<sup>1</sup> Category 6 of the SDAPP offers the following for best-practice guidance 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. The Statutory Rates are adequate for the remaining proposed uses.

<sup>2</sup> Category 6 of the SDAPP offers the following for best-practice guidance 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. The Statutory Rates are adequate for the remaining proposed uses.

## **Attachment 5 - PLN18/0183 - 19 Down Street Collingwood - Strategic Transport Comments (57A plans)**

However, as with the visitor spaces, the heights of the hanging spaces should be staggered 30mm to avoid handlebars clashing and to comply with AS2890.3 standards.

### ***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 resident welcome packs (e.g. provision of Myki/transport ticketing);
- (c) sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
- (d) a designated 'manager' or 'champion' responsible for coordination and implementation;
- (e) details of bicycle parking and bicycle routes;
- (f) details of GTP funding and management responsibilities;
- (g) security arrangements to access the employee bicycle storage spaces; and
- (h) signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
- (i) provisions for the Green Travel Plan to be updated not less than every 5 years.

### ***Recommendations***

The following should be shown on the plans before endorsement:

1. A 'pram ramp' (pedestrian ramp) constructed at the Down Street entrance to facilitate bicycle and wheelchair access into the building. Line marking to remind vehicles not to park across the ramp must also be provided.
2. At least 50% of visitor spaces must be provided as horizontal at-grade spaces to improve visitor bicycle access to the site. It is acceptable if the total number of visitor spaces is reduced to achieve this requirement.
3. All hanging visitor spaces must be staggered vertically by 30mm, or spaced a minimum of 700mm apart to meet AS2890.3 standards.

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

Regards

**Julian Wearne**

Sustainable Transport Officer  
Strategic Transport Unit

**Attachment 6 - PLN18/0183 - 19 Down Street Collingwood - External Urban Design  
Comments (57A plans)**



**INDEPENDENT URBAN DESIGN ADVICE**

**19 Down Street Collingwood**

**January 2019**

**Prepared by**

Robert McGauran

B. Arch. (Hons. Melb.), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVPELA, Architect

Our ref: 18151

**Directors**  
Eli Giannini  
Chris Jones  
Cameron Lacy  
Robert McGauran  
Mun Soon  
Joshua Wheeler

## Attachment 6 - PLN18/0183 - 19 Down Street Collingwood - External Urban Design Comments (57A plans)

### BACKGROUND

1. In December 2018 I was asked by the City of Yarra to comment on the proposed development at 19 Down Street Collingwood.
2. My comments as requested by Council, were made with regard to the resolution of the scheme in relation to:
  - a) Appropriateness of the design treatment and scale of the proposed building;
  - b) Siting, bulk and height of the proposed building and its impact on abutting streets;
  - c) If the proposal achieves a high architectural and urban design outcome;
  - d) Use of colours and materials; and
  - e) ESD principals.
3. At that time the proposal sought approval to construct a 12 storey mixed-use building to accommodate:
  - a) Two ground floor kiosk style tenancies with a retail/gallery area accessed from Down Street.
  - b) Podium levels 1 to 3 are to accommodate offices for a design studio.
  - c) Level 4 is to be a meeting room hub for both lower and upper level tenants.
  - d) Levels 5 to 10 are proposed as office space.
  - e) Level 11 is intended as a board room and shared meeting space for the building.
  - f) Two upper level open spaces are proposed:
    - > At Level 10 a terrace associated with the level 10 tenancy
    - > At Level 12 a terrace for shared use and includes a small area for urban farming.
  - g) Three basement levels of car parking containing 18 car spaces and 36 bicycle spaces.
  - h) Basement level 1 accessed by lift and stairs provides end of trip facilities and storage for 68 bicycle spaces with a further 10 visitor bicycle spaces provided at ground level. No setbacks are provided to either John or Down Street.

**At that time I recommended refusal of the project despite support for its mixed use nature and new workplace model based on the following issues:**

#### Excessive height, bulk and scale and insufficient setbacks

4. The site sits within a midblock location in a secondary street environment reliant on a further secondary street network for access. Taller built form that has been supported in the precinct has typically occupied corner locations on arterial corridors. The subject site sits midblock east-west between the green travel corridor of Wellington Street where the tribunal has supported midrise 6 and 7 level street podium development, rising to 32m to 40m in setback areas being the larger examples.
5. The proposal sought to exceed these heights in a site with far more constrained access and pedestrian and vehicle capacity and in closer proximity to the low scale residential low rise areas to the east that are the subject of a heritage overlay. Hence the adopted strategy of scaling up was not supported.
6. The site is only 468sqm in area. It is not a strategic site rather an infill site and does not warrant landmark scale.
7. The underlying rationales for height and setbacks and suggested future form proposed in p15 of the Urban Proposal Masterplan were inconsistent with good urban practice suggesting the constraint of development of neighbours and a similar capacity for the much larger footprint to the south of the site as proposed in this instance.
8. The intensification of areas of change is dependent on orderly development responses that enhance amenity and development potential for all and improve the industrial street level urban amenity for a much larger workforce population.
9. The scale and footprint of the development was grossly excessive.
10. There can I think be an argument for an enlarged street wall scale over and above the current single level. I accepted the proposition that for many narrower sites this outcome would lead to optimal renewal with minimum impacts on neighbours. A four level street wall height of 15m to 16m including balcony/terrace upstand was acceptable subject to the following:

## Attachment 6 - PLN18/0183 - 19 Down Street Collingwood - External Urban Design Comments (57A plans)

- a) Increased intensity of development is dependent on complimentary expansion of the public realm. In this instance the Down Street frontage with its wider dimensions and better access to sunlight should be the focus of this amenity improvement.
  - b) The extension of the façade elements beyond the property boundary into the public realm as then proposed was not supported. The narrow nature of the street network does not benefit from this further contraction of public space. In the case of John Street it is also not supported by authorities who are typically looking to minimum unhindered clearance of 4.5m.
  - c) No part of this street wall in my view should extend beyond the site boundary in this instance.
  - d) The applicant has in my view insufficiently addresses the needs of the project to establish placemaking responses supportive of enhance development capacity. In this instance options could include an outstand for the frontage of the site to include areas for outdoor seating and landscape and community gathering particularly given the proposed internal abutting uses.
  - e) Similarly to John Street a safe refuge and revised egress will be necessary if this is to form part of the escape network and to address the shortfalls of the current egress arrangements to meet the expectations of safety by design and BCA requirements. In turn this would require amendments to the plan. With two street frontages all services should be located to the John Street frontage rather than impacting both frontages.
11. The side setbacks and the design resolution of the development to the north and south were similarly poorly resolved in my view and unreasonably impacted on neighbouring development.
- a) Setbacks at 600mm from the south boundary at level 4 were inadequate with a similar response as proposed in this instance. Beyond the reliance on the neighbour to provide continuous access to light, the dimensional characteristics would also require the neighbouring property to provide access to clean windows.
  - b) Similarly to the north the proposed effective zero lot line development for 60% of the frontage and reliance on the setback zone for light to a planter area and stair was a flawed site response.
  - c) Equally the space of only 600mm between inside and outside façade skins to maintain this space was inadequate.
  - d) Setbacks to the two street frontages were inadequate.
12. Hence I felt there was a clear case for a radical rethink of built form, footprint setback and.

### Design resolution and architectural quality

13. The project exhibited a considerable number of unresolved and poorly responding elements notably:-
- a) Fire escape stairs and lifts not enclosed or weather protected at upper levels
  - b) Plant areas and screens that are not defined at roof level
  - c) A roof level plan that has not been supplied
  - d) Setbacks between screens and windows and windows and boundaries that were dependent on borrowing capacity from the neighbours for future amenity and which if mirrored would lead to unsatisfactory outcomes for occupants
  - e) Excessive overshadowing of a scarce sunlit street pedestrian resource in Down and Wellington Streets in a policy context where overshadowing is to be minimised
  - f) Escape arrangements that were at odds with regulatory norms
  - g) A lack of refuge for pedestrians in John Street and impacts on the required effective clearance for emergency vehicles in this street
  - h) Lack of sectional resolution of the development
  - i) Dependence on lifts and stairs to access extensive bicycle storage areas that will have consequences for the amenity of the public areas and lifts
  - j) Inadequate setbacks for development to the north and south above podium level accepting that a small zone for the lift and stair core could be expected to the boundary
  - k) An absence of effective buffering between developments at level 4 terraces with only a balcony upstand separating properties

## Attachment 6 - PLN18/0183 - 19 Down Street Collingwood - External Urban Design Comments (57A plans)

- l) Insufficient setbacks for the proposed scale of development to street interfaces
  - m) Insufficient clarity regarding the proposed design and finish of the north and south elevations of the development with extensive areas left un-notated and reference images in many instances difficult to relate to the plans
  - n) An absence of provision for necessary vertical risers and details in the building likely in turn to extend side ages without setback
  - o) Substantial variance between the proposed landscape response and the drawings being assessed making for determination of the landscape response impossible
  - p) An absence of north south sections describing key interfaces and structural arrangements.
14. In summary I concluded that the proposal required radical surgery and curtailment in ambition. It is a modestly scaled (i.e. not strategic ) site and cannot manage within its dimensional characteristics the offsite impacts arising from taller built form and larger footprint without dictating predetermined future outcomes to neighbours or compromising their amenity or both.
  15. Equally, unlike development on larger sites it cannot mitigate and transition through increased setback visual activation and animation the built form in the round due to its narrow dimensions. As a consequence the resultant form was a highly intrusive insertion on the skyline but one with little by way of positive contribution in urban design or architectural terms to the skyline when seen from the north and south.
  16. It was for these reasons that planning policy has pointed to larger strategic sites as the better opportunities for more visually prominent development and why the tribunal and council have dissuaded such outcomes in recent hinterland decisions in this context.
  17. I recommended refusal in this instance with there regrettably being too many requirements for change to be able to condition a decision despite my general support for workplace accommodation in the precinct.
  18. Subsequent to this a number of meetings and upgraded iterations from the proponent were provided to council via both submissions and design meetings some of which I was asked to attend.
  19. In August I reviewed amended plans and advised of further need for change.
  20. In late November Council referred revised plans to me for Urban Design Advice and it on these that I am offering the updated comments. I will rely on earlier evaluation of strategic planning context and will not repeat that here.

### Commentary

1. The revised development widens the setbacks and enhances the public realm to both Down Street and John Street with the resultant ground plane delivering both interconnecting links and an enhanced ground plane with enhanced social spaces and well resolved linkages and activation and is supported in its approach.
2. The basement level end of trip facilities is high quality and supported.
3. The indented nature of the two street interface facades to provide planting ones and to Down Street terrace areas at levels 1 to 4 are strongly supported as is the provision of a meaningfully scaled podium level terrace/outdoor area to the Fourth floor Setback planter areas to the fifth, sixth and seventh level are similarly supported.
4. The setback of ground level areas to provide increased pedestrian capacity and vehicle servicing areas to the two frontages and the setting back above podium level to the two street interfaces and the proposed 4.5m setback to the centre of the laneway as enabling equitable development east west.
5. The configuration of built form has ensured that the site preserves amenity in the public realm until nearly 2pm at the equinox. This could be further enhanced through a lowering of the floor to floor height for the uppermost floor with level 7 currently depicted with a floor to floor height of 6.3 m.

### Recommendation:-

6. Whilst I understand the architect has sought to integrate lift overrun into this zone above the stair zone I am not convinced that this scale is necessary and would recommend that inclusive of the

**Attachment 6 - PLN18/0183 - 19 Down Street Collingwood - External Urban Design Comments (57A plans)**

plant area above the stair that this be reduced by 2m to a Height for the sunken plant area of r147.950 and parapet height of FFL 50.750 and roof height of FFL 49.550.

7. In other respects I am satisfied that the applicant has addressed the required detail, technical resolution, materiality, esd, green travel, equitable development and placemaking criteria that were earlier sought from the applicant in the earlier submission and with this amendment I would support the proposal in its revised form.



**Prepared By**

Robert McGauran

B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, Architect

**Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans**



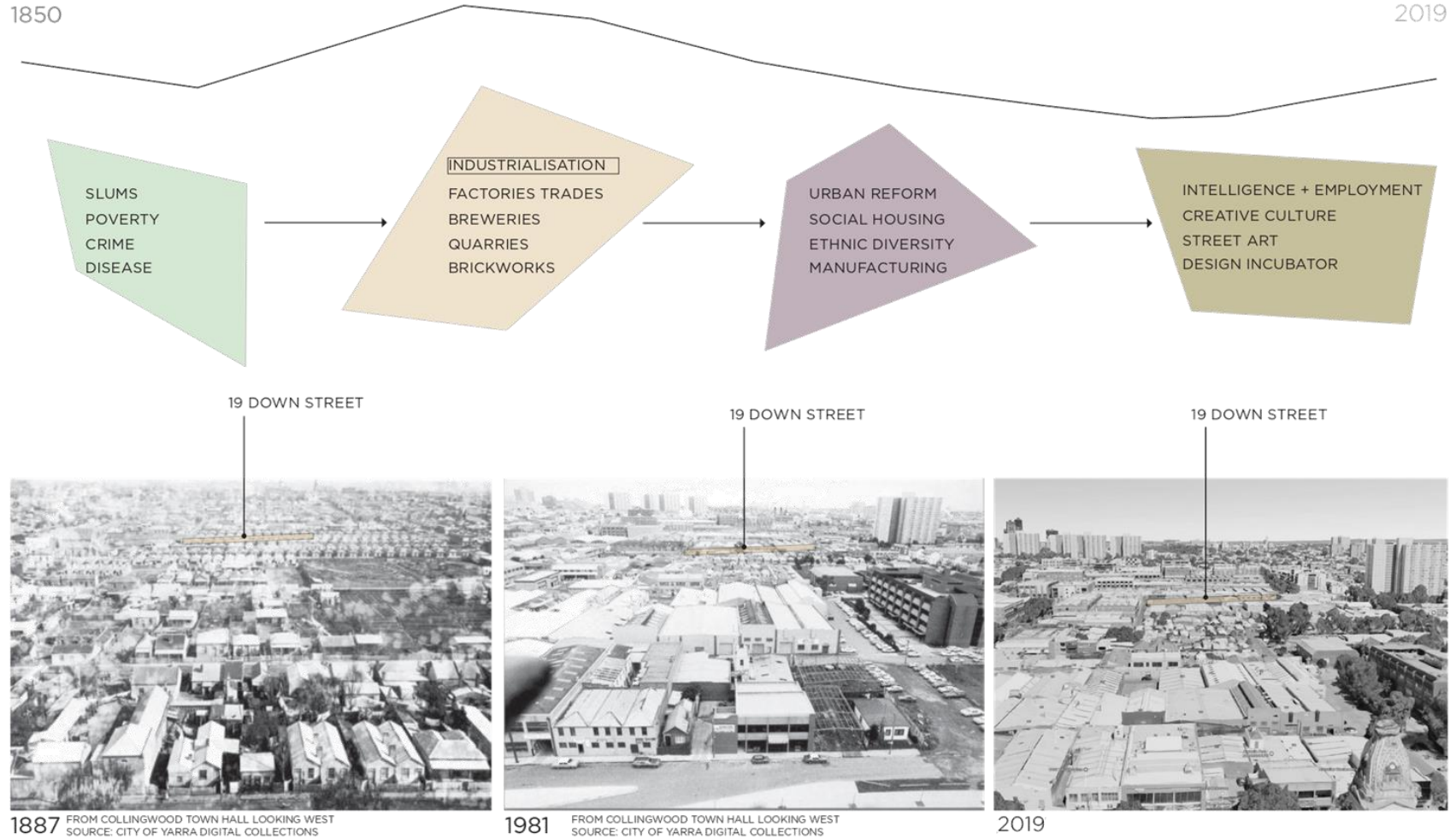


**Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans**

**- CONTENTS -**

03-10 - SITE ANALYSIS  
11-12 - ZONES / PLANNING CONTROLS  
13 - NEARBY DEVELOPMENT  
14 - BUILDING PROGRAM  
15 - SITE PHOTOS  
16 - DIAGRAMS  
17-28 - ARCHITECTURAL PLANS  
29-36 - ARCHITECTURAL SECTIONS & ELEVATIONS  
37-38 - SHADOW DIAGRAMS  
39-41 MATERIAL & ARCHITECTURAL PRECEDENTS  
42-44 - MONTAGES  
45 - AREA SCHEDULE

# Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans



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Collingwood Public Parks +  
Reserves

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# THE CO.

collaborative communal  
 cooperation creative opportunity  
 collective clever culture  
 common contiguous  
 community collingwood

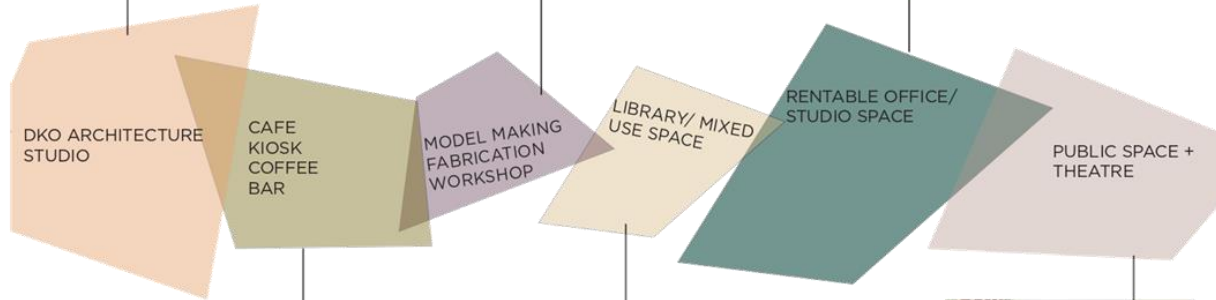
The history of Collingwood proves the areas evolving nature and THE CO. aims to nurture the precinct into its creative future. In designing a studio/work space for themselves, DKO architecture also aspires to bring together other creative businesses and provide community facilities. THE CO. aims to give new energy to the current wearied condition of Down Street and surrounding precinct in Collingwood. Keeping jobs and employment close to the city, the ambition is for THE CO. to become an incubator for design and cleverness.

The urban strategy protects the amenity of the surrounding residential areas, whilst providing an energetic community activity centre and urban ecosystem. The building itself introduces a highly environmentally focused precedent for the area, to instigate a sustainable culture in Collingwood.





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PUBLIC SPACE



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Public Space

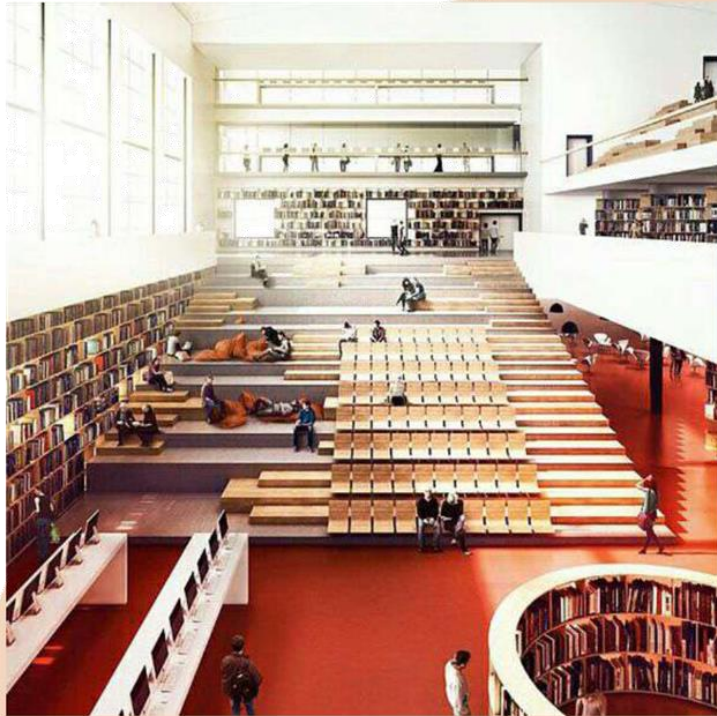
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THEATRE/ PUBLIC STAIRS



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SHARED MIXED USE SPACE



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Shared Mixed Use Space

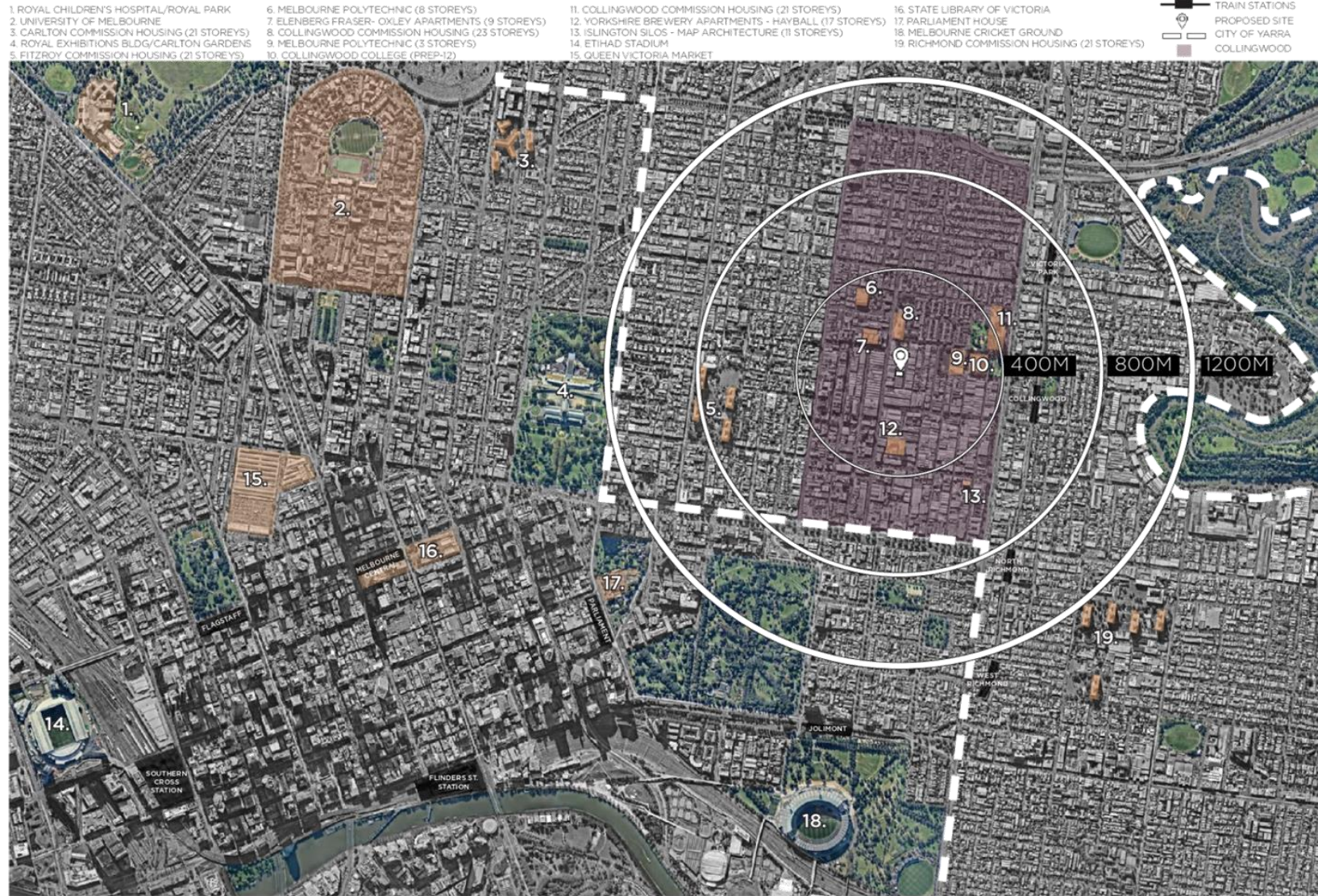
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Site Analysis

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






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-  Proposed Site
-  C2Z - Commercial 2
-  C1Z - Comercial 1
-  PUZ2 - Public Use Education
-  GRZ3 - Green Residential 3
-  NRZ1 - Neighbourhood Residential 1
-  MUZ1 - Mixed Use Zone 1

-  Proposed Site
-  HO - Heritage Overlay

-  Proposed Site
-  DD01 - Desing & Development Overlay
-  EAO - Environmental Audit



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NEARBY PRIVATE OPEN SPACE RELEVANT TO CONSIDER IN TERMS OF POTENTIAL OVERSHADOWING

PROPOSED SITE

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Residential P.O.S.

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- 1. **28 STANLEY STREET**  
ARCHITECT: GURNER, WARREN & MAHONEY  
24-28 STANLEY STREET COLLINGWOOD  
FLOOR COUNT: 11
- 2. **MARQUE APARTMENTS**  
ARCHITECT: INTERLANDI MANTESSO  
34 STANLEY STREET COLLINGWOOD  
FLOOR COUNT: 6
- 3. **OXLEY APARTMENTS**  
ARCHITECT: ELENBERG FRASER  
46-74 STANLEY STREET COLLINGWOOD  
FLOOR COUNT: 9
- 4. **TAPESTRY APARTMENTS**  
ARCHITECT: SJB  
80 STANLEY STREET COLLINGWOOD  
FLOOR COUNT: 7
- 5. **THE LANTERN APARTMENTS**  
ARCHITECT: PLUS ARCHITECTURE  
195 WELLINGTON STREET COLLINGWOOD  
FLOOR COUNT: 9
- 6. **SMITH & CO**  
ARCHITECT: JAM ARCHITECTS  
132-172 SMITH STREET COLLINGWOOD  
FLOOR COUNT: 7
- 7. **OXFORD & PEEL**  
ARCHITECT: JCB  
22 PEEL STREET COLLINGWOOD  
FLOOR COUNT: 6
- 8. **71-93 GIPPS STREET**  
ARCHITECT: HAYBALL  
71-93 GIPPS STREET COLLINGWOOD  
FLOOR COUNT: 11
- 9. **PEEL APARTMENTS**  
ARCHITECT: DKO  
47 PEEL STREET COLLINGWOOD  
FLOOR COUNT: 10
- 10. **YORKSHIRE BREWERY**  
ARCHITECT: HAYBALL  
46-74 STANLEY STREET COLLINGWOOD  
FLOOR COUNT: 17
- 11. **88 CAMBRIDGE**  
ARCHITECT: ELENBERG FRASER  
88 CAMBRIDGE STREET COLLINGWOOD  
FLOOR COUNT: 10
- 12. **PACE OF COLLINGWOOD**  
ARCHITECT: SJB  
1-21 ROBERT STREET COLLINGWOOD  
FLOOR COUNT: 9
- 13. **HOLME APARTMENTS**  
ARCHITECT: JOHN WARDLE  
37-39 LANGRIDGE STREET COLLINGWOOD  
FLOOR COUNT: 14
- 14. **NORTHUMBERLAND**  
ARCHITECT: JOHN WARDLE  
2 NORTHUMBERLAND STREET COLLINGWOOD  
FLOOR COUNT: 13
- 15. **ISLINGTON SILOS**  
ARCHITECT: MAP ARCHITECTURE  
55 ISLINGTON STREET COLLINGWOOD  
FLOOR COUNT: 11
- 16. **51 LANGRIDGE ST**  
ARCHITECT: SPOWERS ARCHITECTURE  
51 LANGRIDGE STREET COLLINGWOOD  
FLOOR COUNT: 11
- 17. **COLLINGWOOD PUBLIC HOUSING**  
240 WELLINGTON STREET COLLINGWOOD  
FLOOR COUNT: 21

- C2Z - Commercial 2
- C1Z - Comercial 1
- GRZ3 - Green Residential 3
- NRZ1 - Neighbourhood Residential 1
- MUZ1 - Mixed Use Zone 1

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Nearby Developments

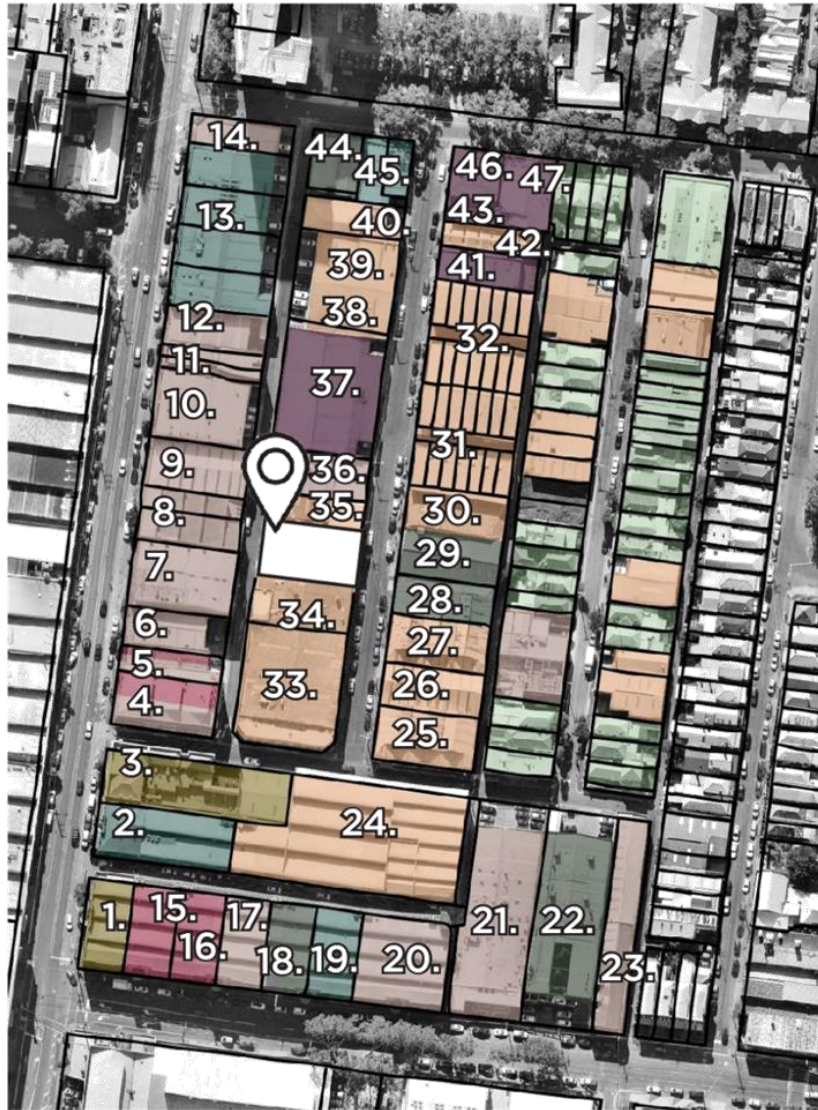
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- PROPOSED SITE**
- RETAIL & HOSPITALITY**
- 4. Q Q FASHIONS - IMPORTER, MANUFACTURER AND WHOLESALE OF LADIES FASHION
- 5. CHERRIE - WOMEN'S CLOTHING RETAILER
- 6. RON CLARKE AND SONS FOOTWEAR AGENTS - FOOTWEAR WHOLESALE
- 7. BOLLE FACTORY OUTLET - SUNGLASSES & CLOTHING OUTLET
- 8. COBRA CANE - CANE FURNITURE STORE
- 9. AVANTI PLUS CYCLES - BICYCLE STORE
- 10. AUNTIE PEG'S - CAFE
- 11. AMERY FASHION SHOES & HANDBAGS
- 12. THE HISTORY VINTAGE ANTIQUES - ANTIQUE FURNITURE STORE
- 14. STUDIO FASHION - LADIES FASHION WHOLESALE
- 17. SILK WORLD - FABRIC WHOLESALE
- 20. METHVEN HEAD OFFICE - SHOWER & TAPWEAR SUPPLIER
- 21. STYLING SERVICES - FASHION WHOLESALE
- 23. SIREN SHOES - LADIES SHOE WHOLESALE
- 36. NASHI SANDWICH & COFFEE BAR HEAD KITCHEN
- SOCIAL ENTERPRISES & CHARITY ORGANISATIONS**
- 2. REACH FOUNDATION YOUTH ORGANISATION
- 13. INDEPENDENCE AUSTRALIA - DISABILITY SERVICES & SUPPORT ORGANISATION
- 19. CONNECTING HOME - NON-PROFIT ORGANISATION
- 45. ST VINCENT DE PAUL SOCIETY
- RECREATIONAL/LEISURE**
- 1. ANYTIME FITNESS GYM
- 3. WET ON WELLINGTON - GAY POOL AND SAUNA
- RESIDENTIAL**
- INDUSTRIAL WAREHOUSES**
- 24. 2 STOREY COMMERCIAL WAREHOUSE
- 25. 1 STOREY LEASED INDUSTRIAL WAREHOUSE
- 26. 1 STOREY LEASED INDUSTRIAL WAREHOUSE
- 27. 1 STOREY LEASED INDUSTRIAL WAREHOUSE
- 30. 1 STOREY LEASED INDUSTRIAL WAREHOUSE
- 31. MULTIPLE SMALLER COMMERCIAL WAREHOUSES
- 32. MULTIPLE SMALLER COMMERCIAL WAREHOUSES
- 33. 2 LEVEL OFFICES & WAREHOUSE
- 34. CODEX PLUMBING WAREHOUSE
- 35. 2 STOREY LEASED INDUSTRIAL WAREHOUSE
- 38. THE AUSTRALIAN & WEEKLY TIMES WAREHOUSE
- 39. DFS WAREHOUSE
- 40. SINGLE STOREY INDUSTRIAL WAREHOUSE
- 42. SINGLE STOREY INDUSTRIAL WAREHOUSE
- CREATIVE INDUSTRY SERVICES**
- 18. SQUIZ - WEBSITE DESIGNER
- 22. THE COMMONS - COWORKING, CREATIVE SPACES & PRIVATE OFFICE SUITES
- 28. ACCESS EMBROIDERY - EMBROIDERY SERVICE
- 29. FLASH PRINT AUSTRALIA - PRINT SHOP
- 44. THE MEASURE CREATIVE - GRAPHIC DESIGNERS
- OTHER SERVICES & CONSULTANTS**
- 4. TERRAMATRIX - ENVIRONMENTAL CONSULTANT/BUSHFIRE SPECIALIST
- 5. COLLINGWOOD MASSAGE CENTRE
- 15. POWERNET IT SOLUTIONS - COMPUTER SUPPORT & SERVICES
- 16. MARSHALL DAY ACOUSTICS - ACOUSTIC CONSULTANT
- OFFICE BUILDINGS**
- 37. 2 STOREY OFFICE BUILDING
- 41. 2 STOREY COMMERCIAL BUILDING
- 43. TWO STOREY OFFICE
- 46. TWO STOREY OFFICE
- 47. TWO STOREY OFFICE

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Building Program

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19 DOWN STREET



1.



2.



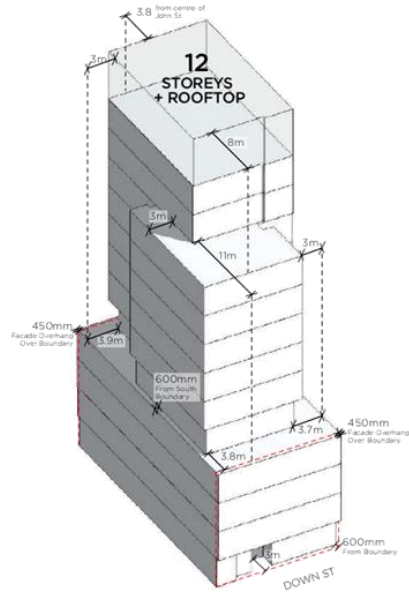
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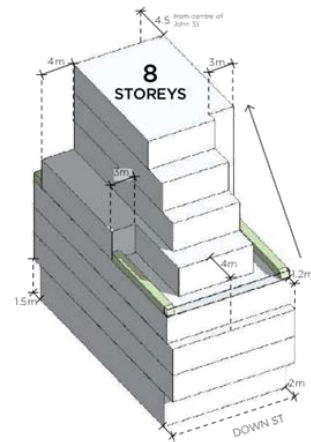


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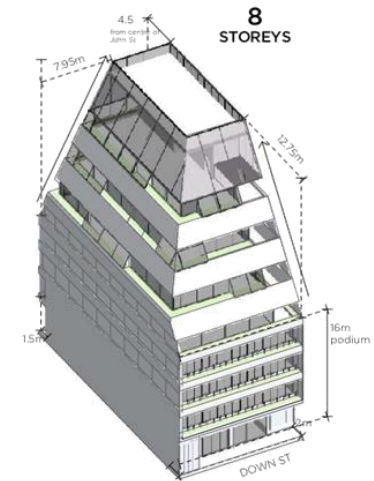


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SUBMITTED 20.07.2018



URBAN DESIGN ADVICE



CURRENT PROPOSAL



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GROUND FLOOR WALKWAY ENCOURAGES A PEDESTRIAN LINK ACROSS DOWN ST AND JOHN ST CONNECTING ON TO WELLINGTON ST.

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Site Plan  
Scale: 1:500 @ A3

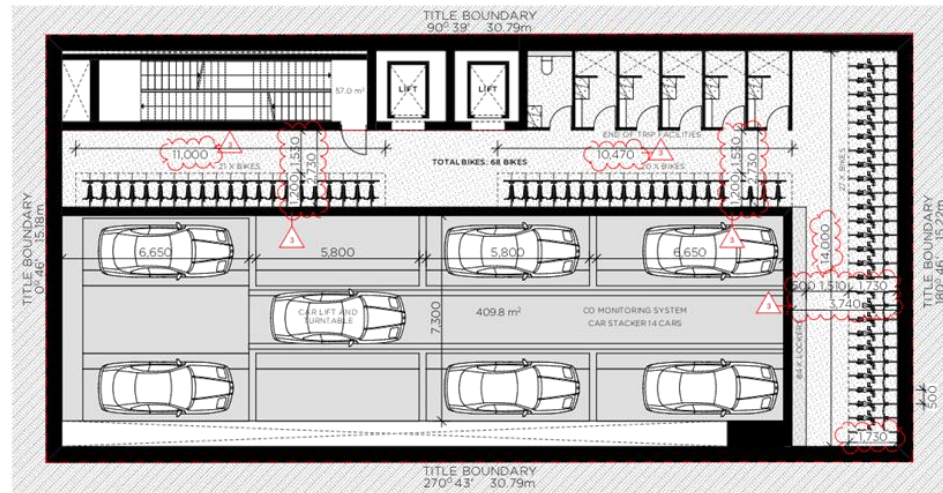
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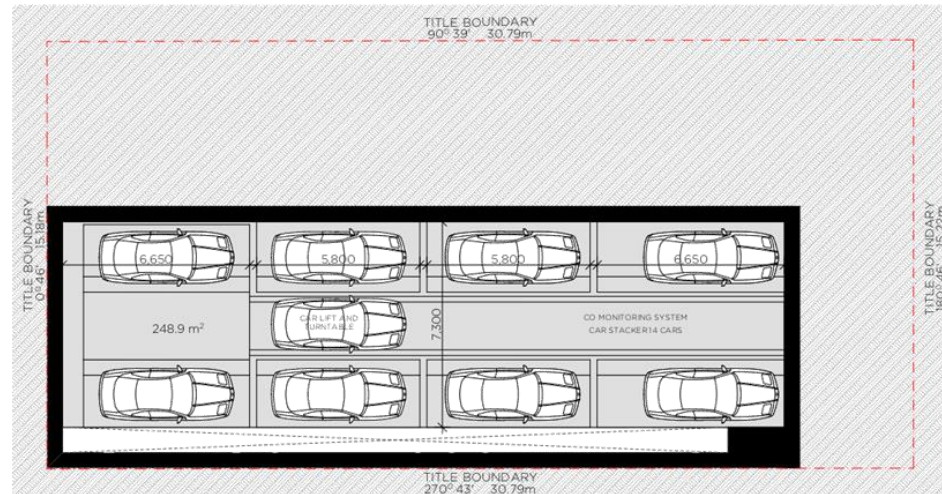
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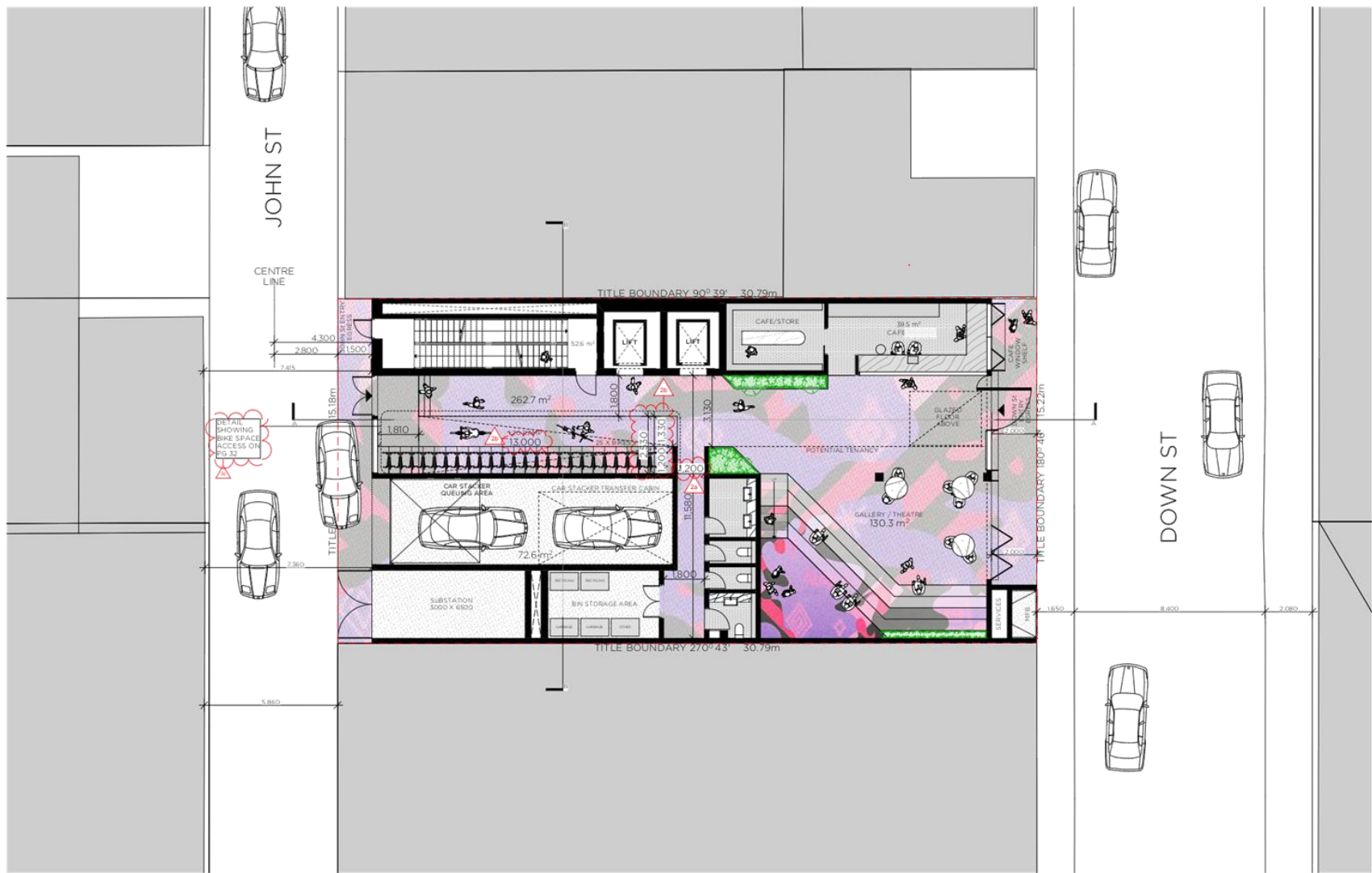
Basement Floor Plan 01



Basement Floor Plan 02



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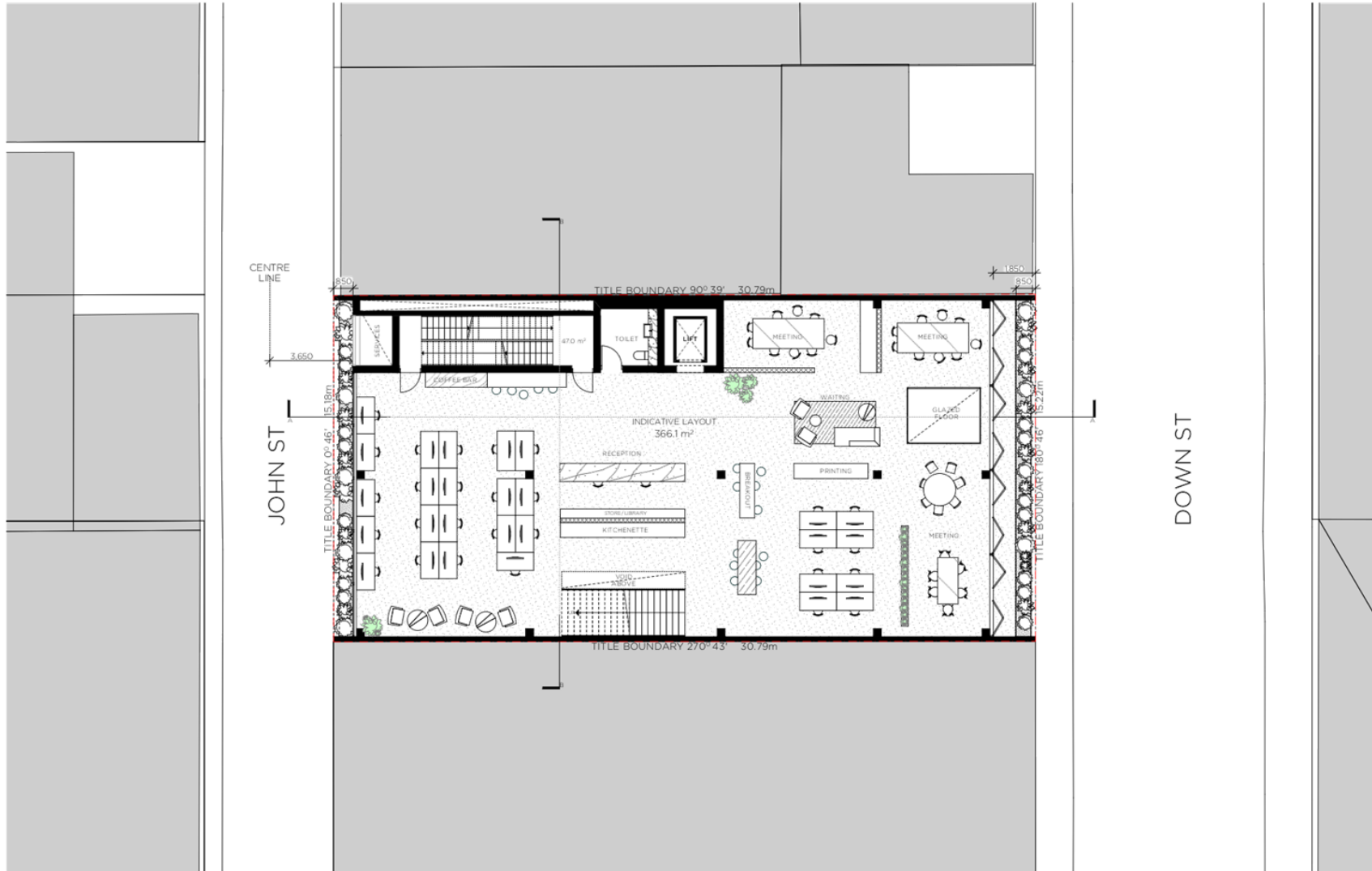
Ground Floor Plan  
 Scale: 1:150 @ A3

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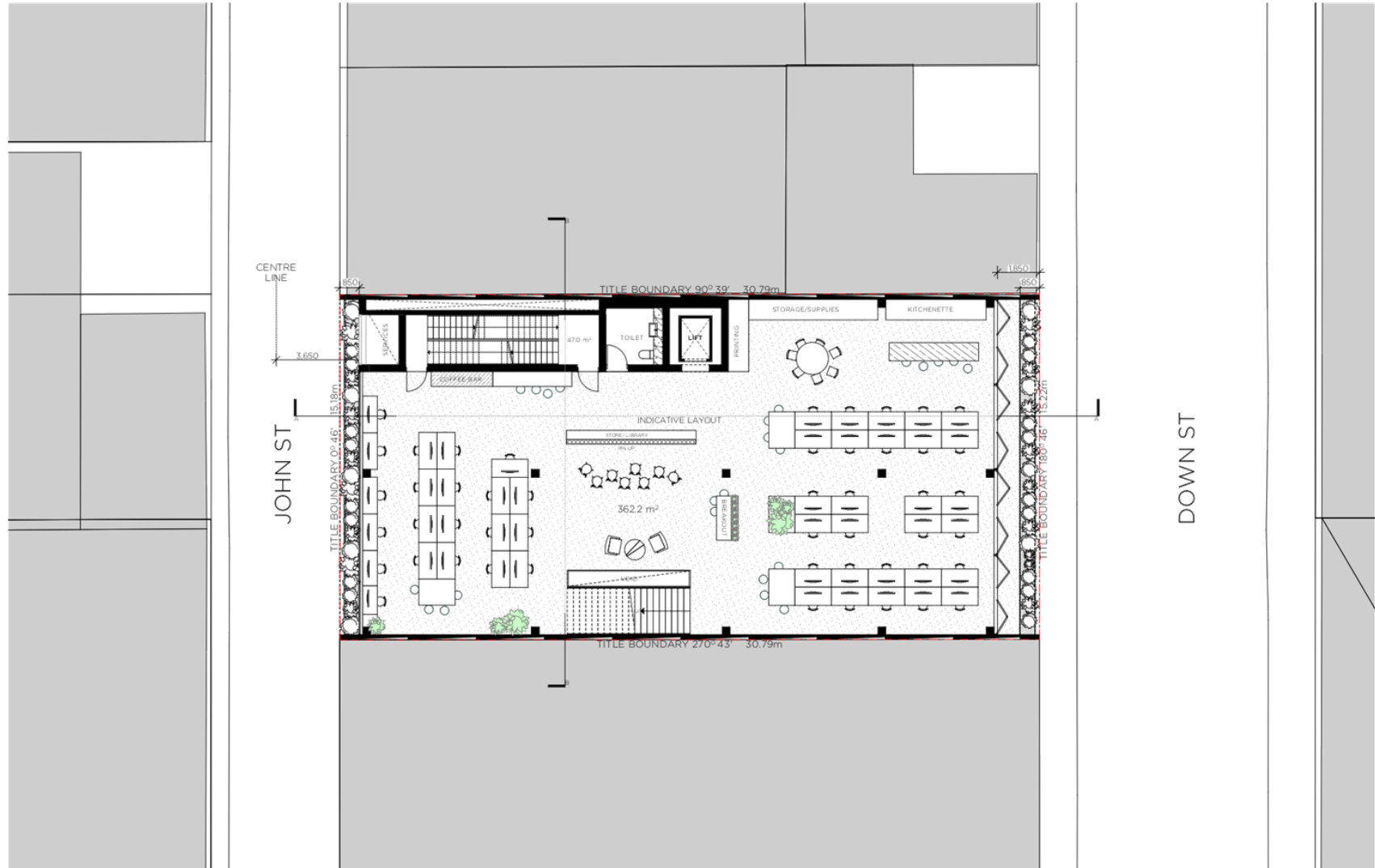
First Floor Plan  
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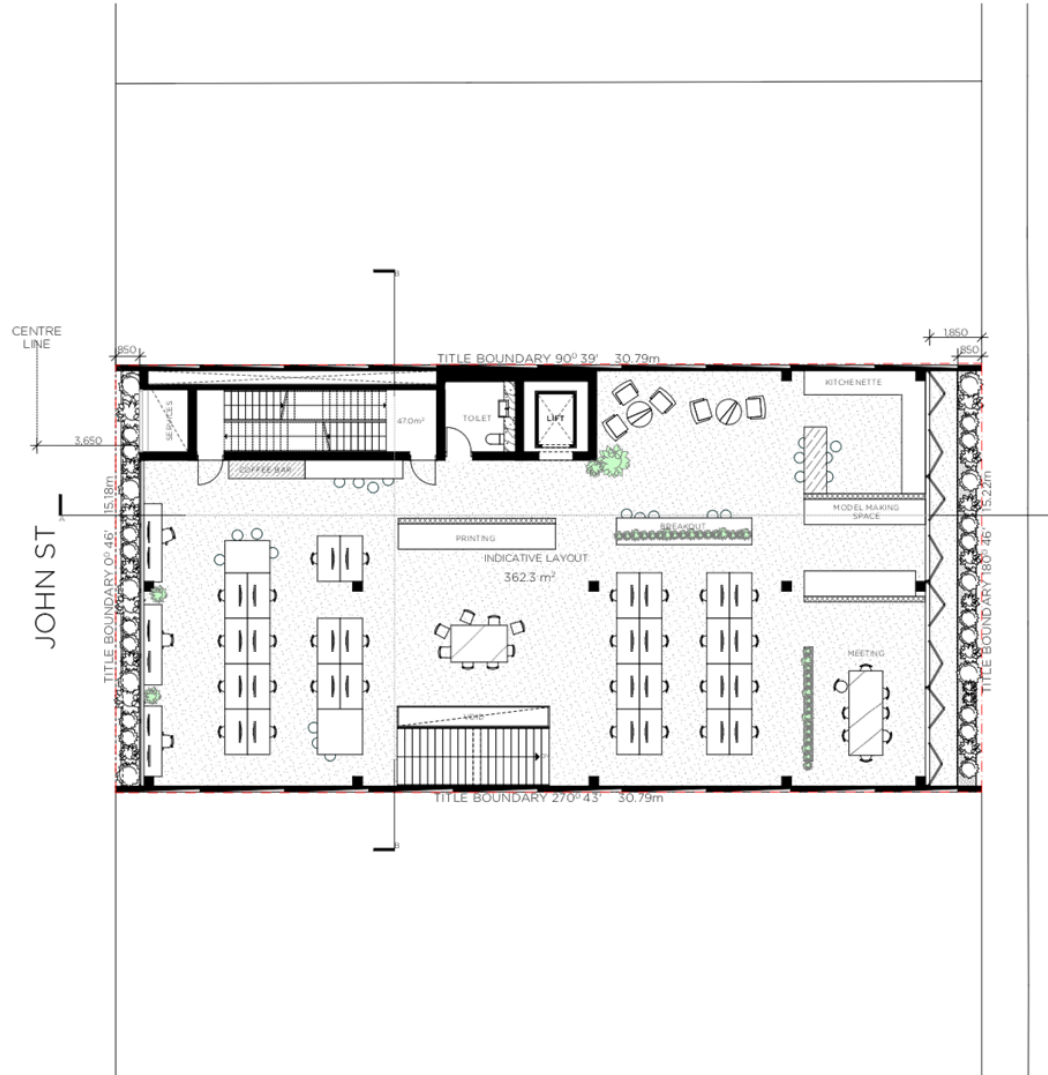
Second Floor Plan  
Scale: 1:150 @ A3

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Third Floor Plan  
 Scale: 1:150 @ A3

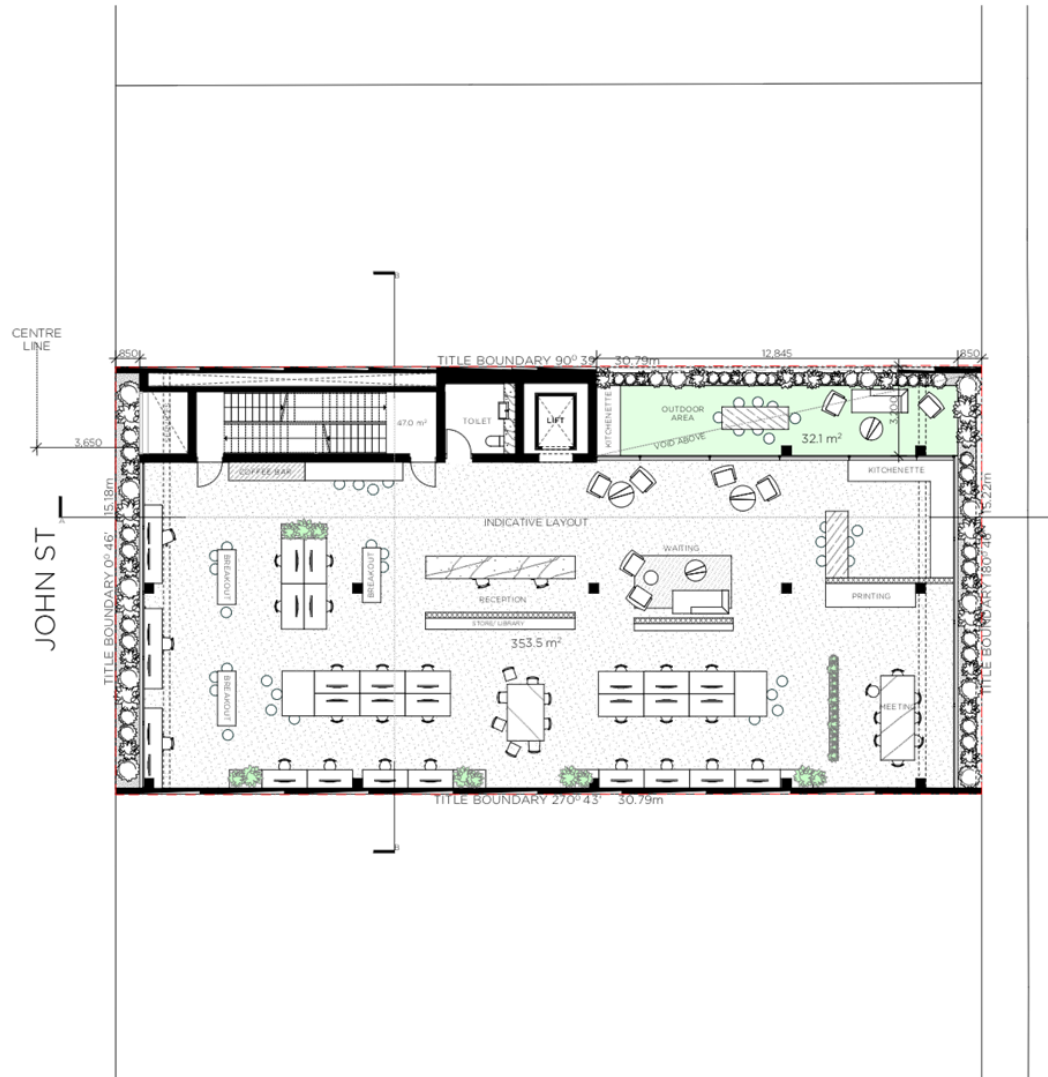
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 Address: 19 Down Street,  
 Collingwood, 3066

Fourth Floor Plan  
 Scale: 1:150 @ A3

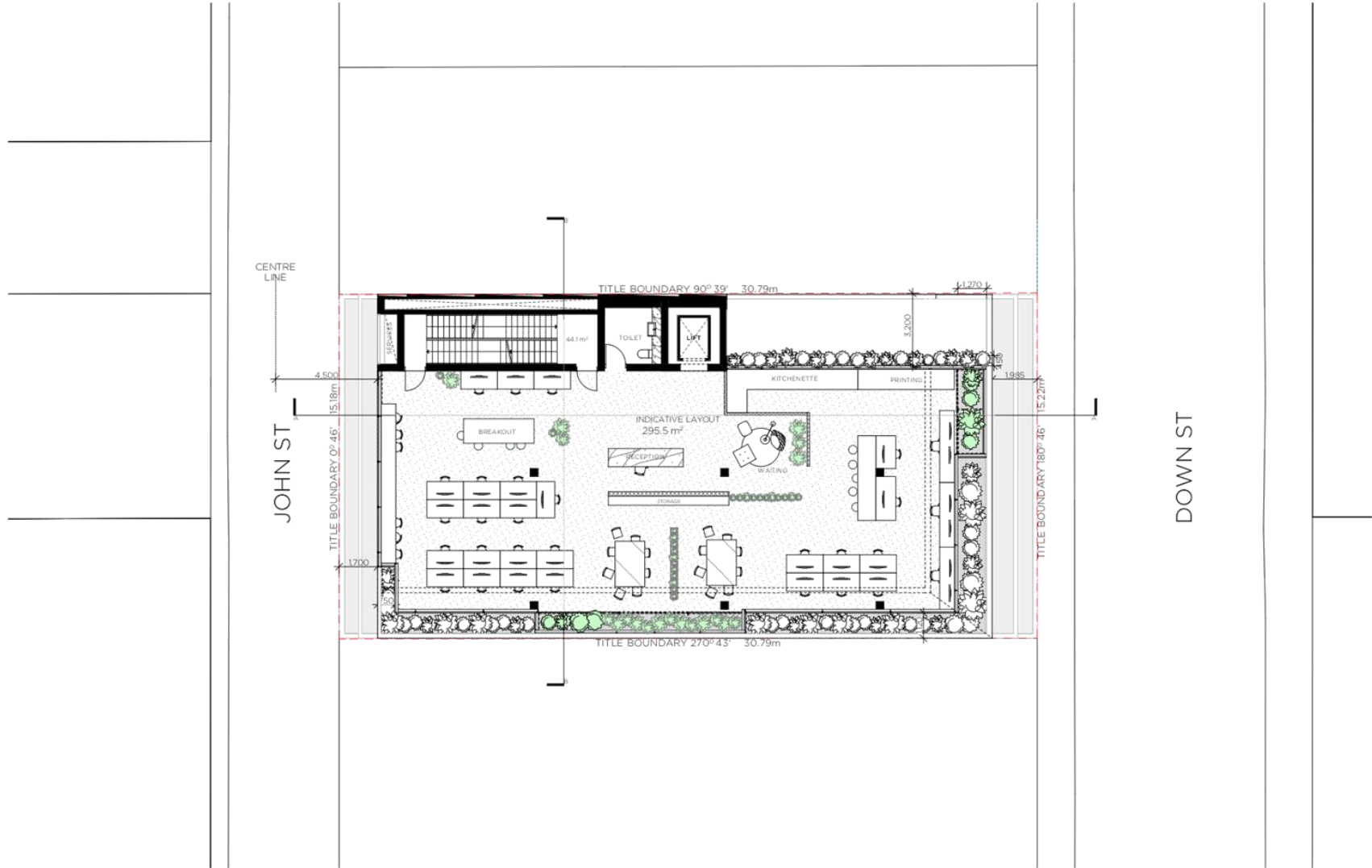
REV - TO SUBMISSION  
 REV02 - RFI 11.19



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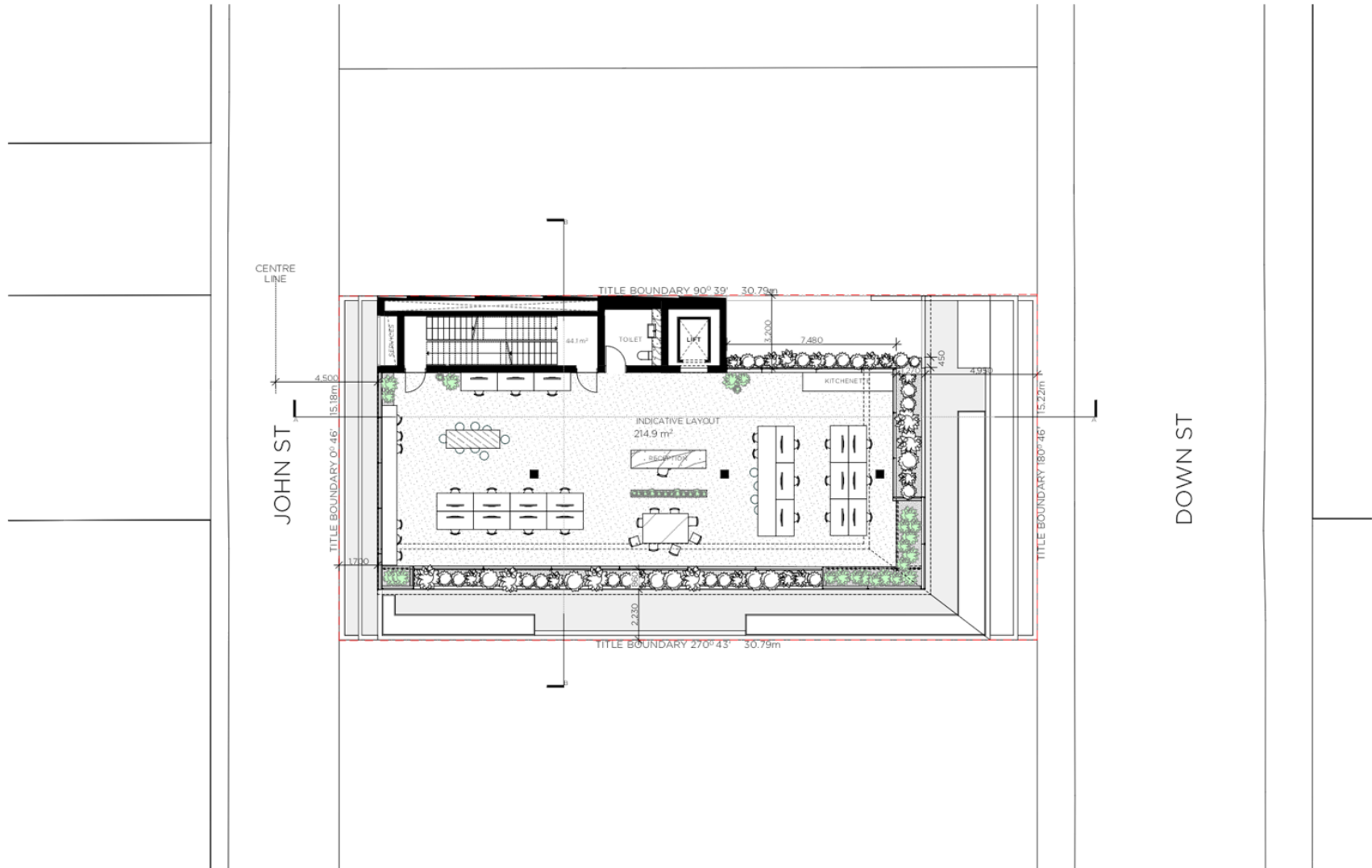
Fifth Floor Plan  
Scale: 1:150 @ A3

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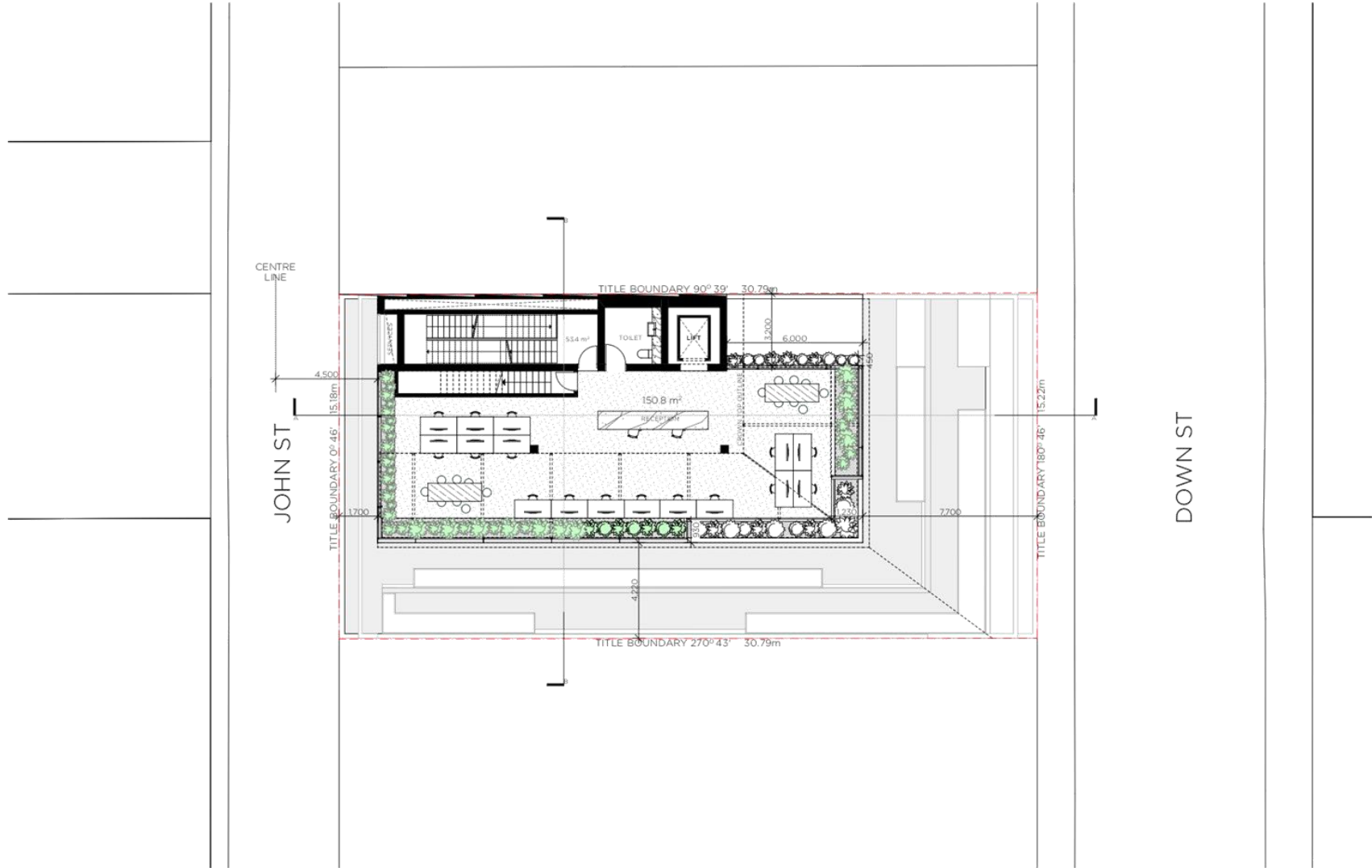
Sixth Floor Plan  
Scale: 1:150 @ A3

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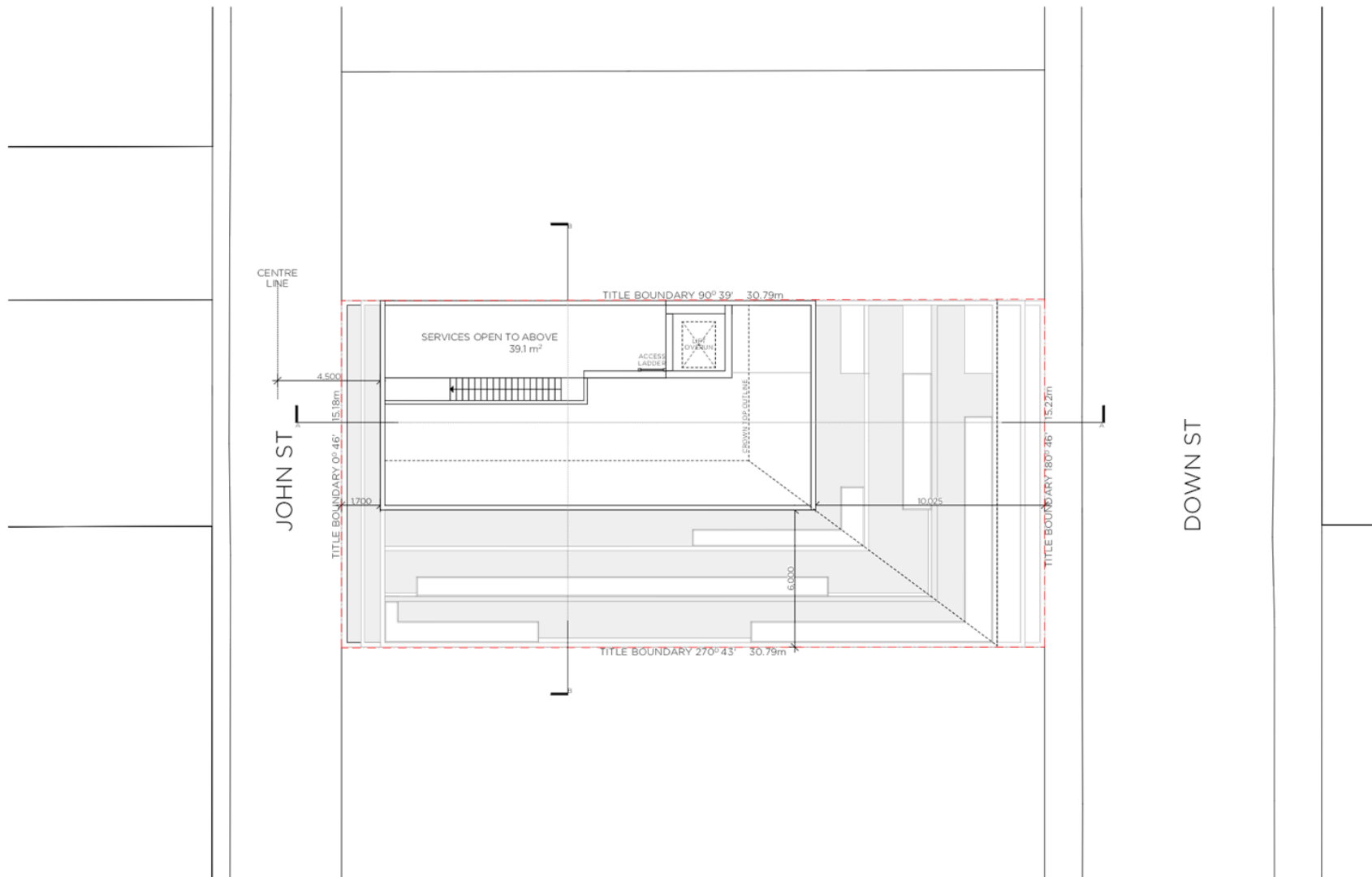
Seventh Floor Plan  
Scale: 1:150 @ A3

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Client: DKO  
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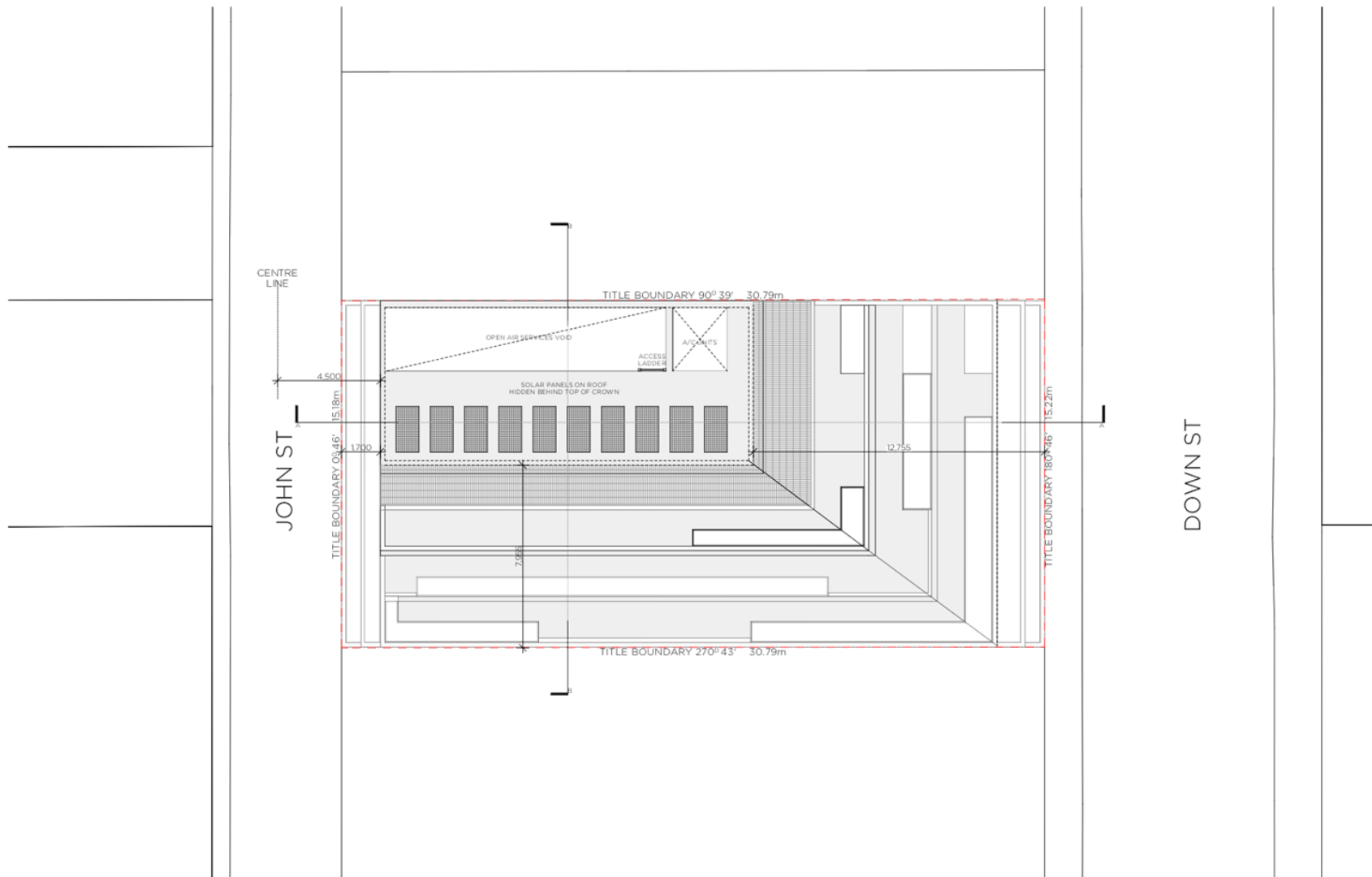
Plant Room Level  
 Scale: 1:150 @ A3

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Client: DKO  
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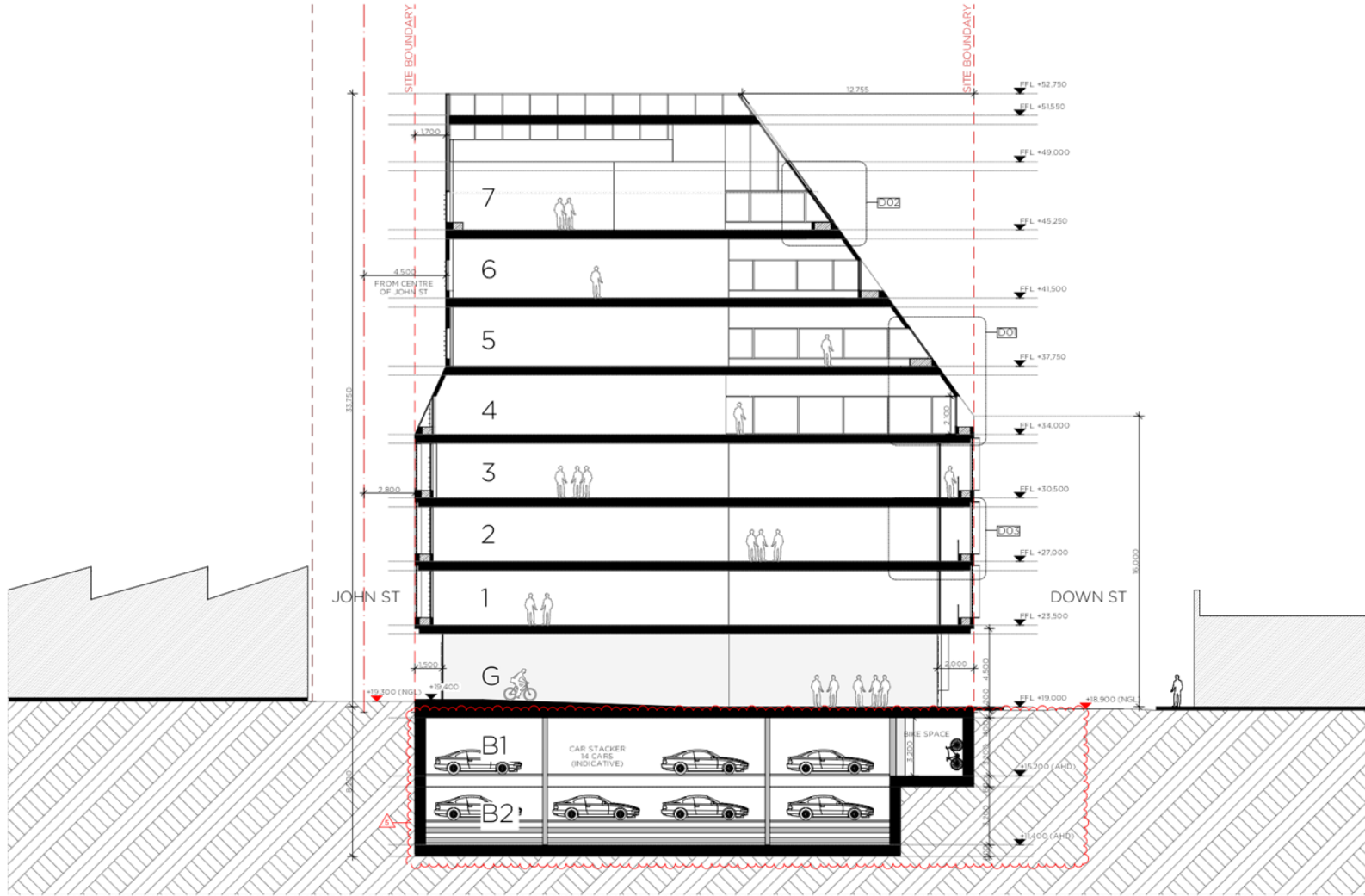
Roof Plan  
 Scale: 1:150 @ A3

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Client: DKO  
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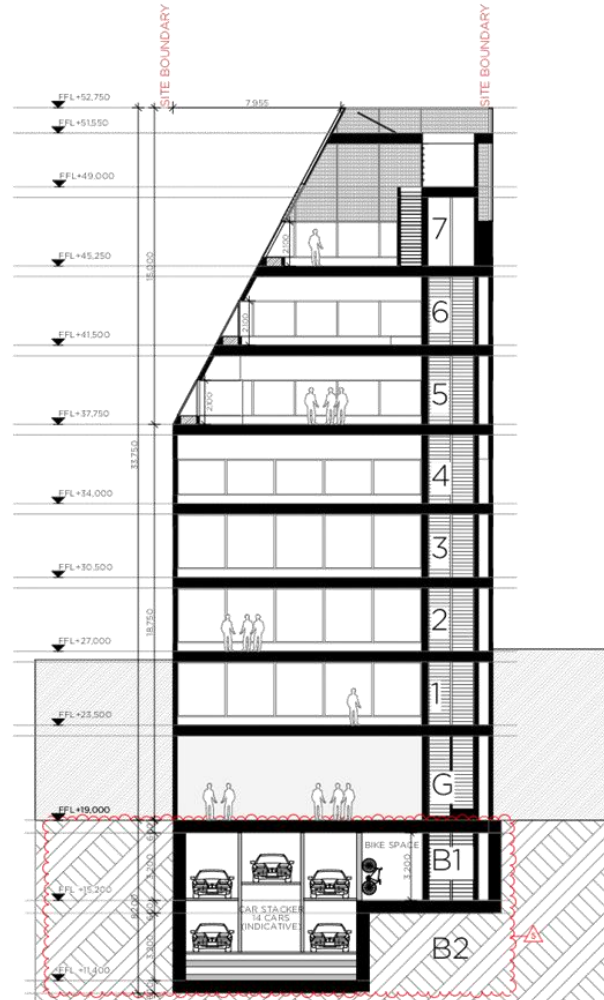
Section AA - East West  
 Scale: 1:200 @ A3

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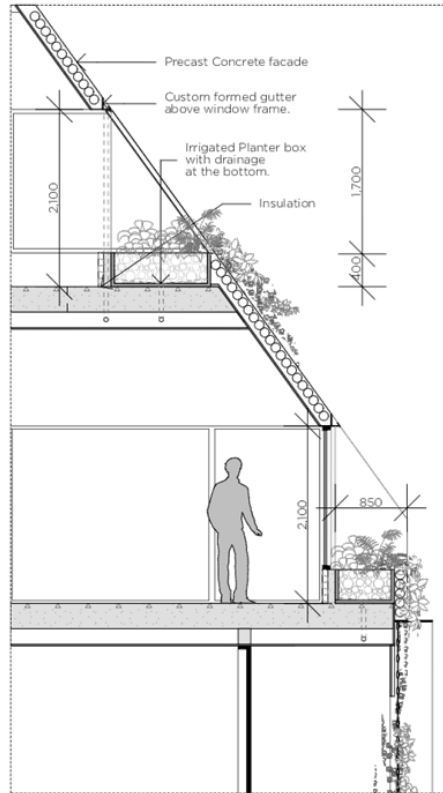
Section BB - North South  
 Scale: 1:200 @ A3

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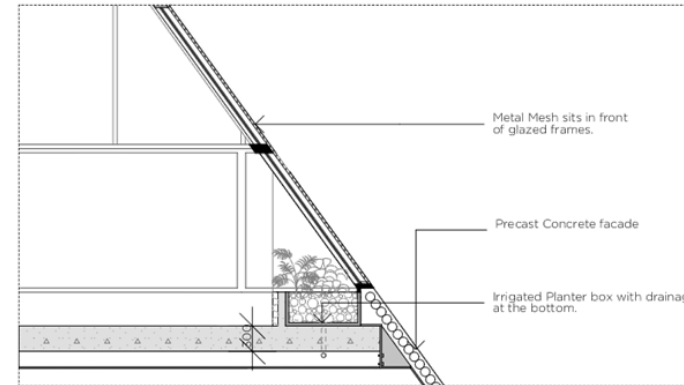
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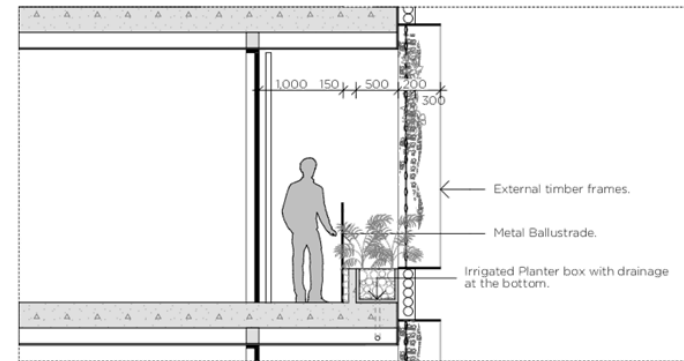
\*Please refer to Section AA (pg 29) for detail location.



D01 - Planter Boxes & Drainage



D02 - Crown & Internal planter box detail.

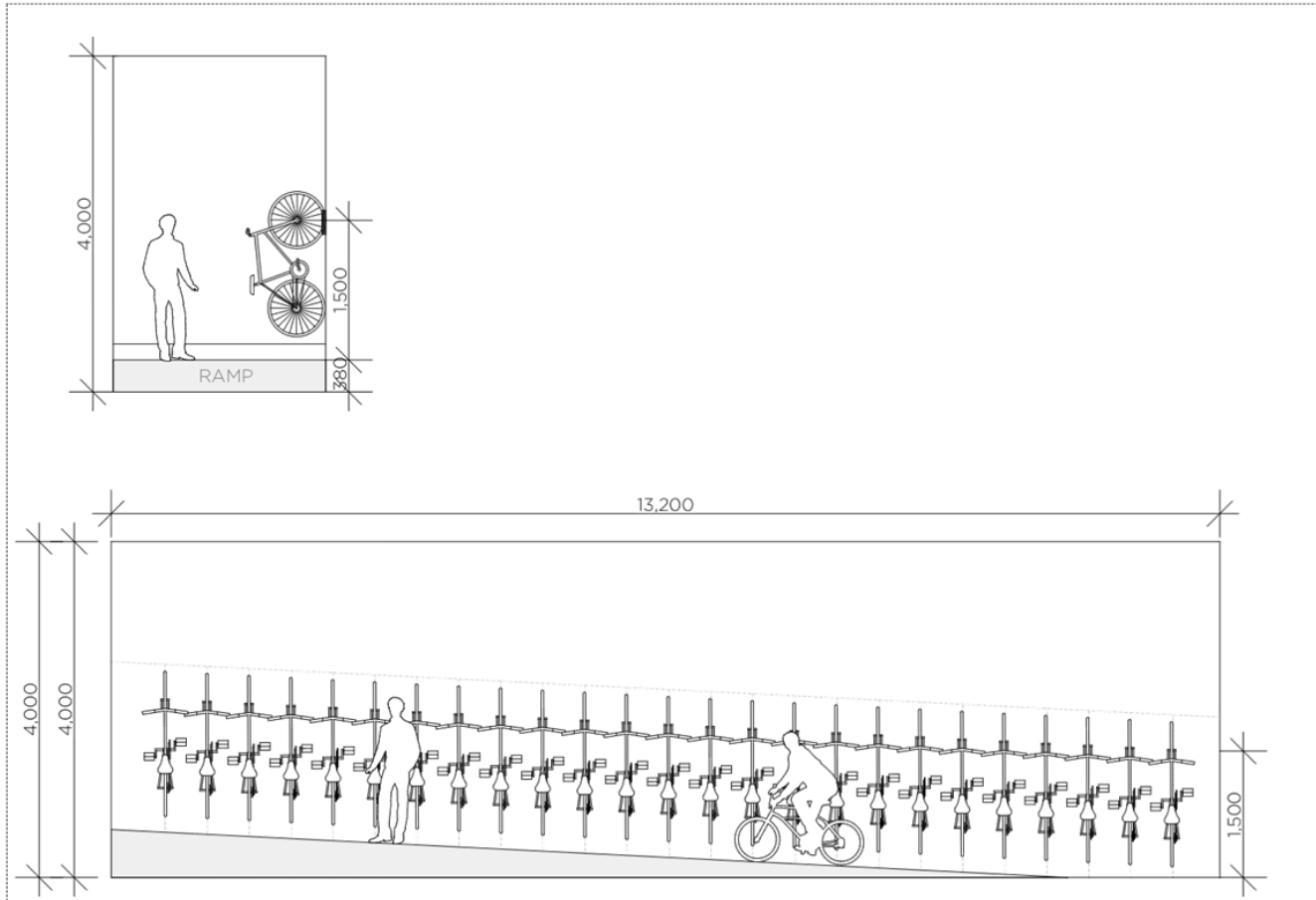


D03 - Planter chain and balcony detail

Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans

2c

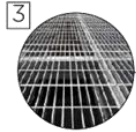
\*Please refer to Ground Floor Plan (pg 19) for detail location.



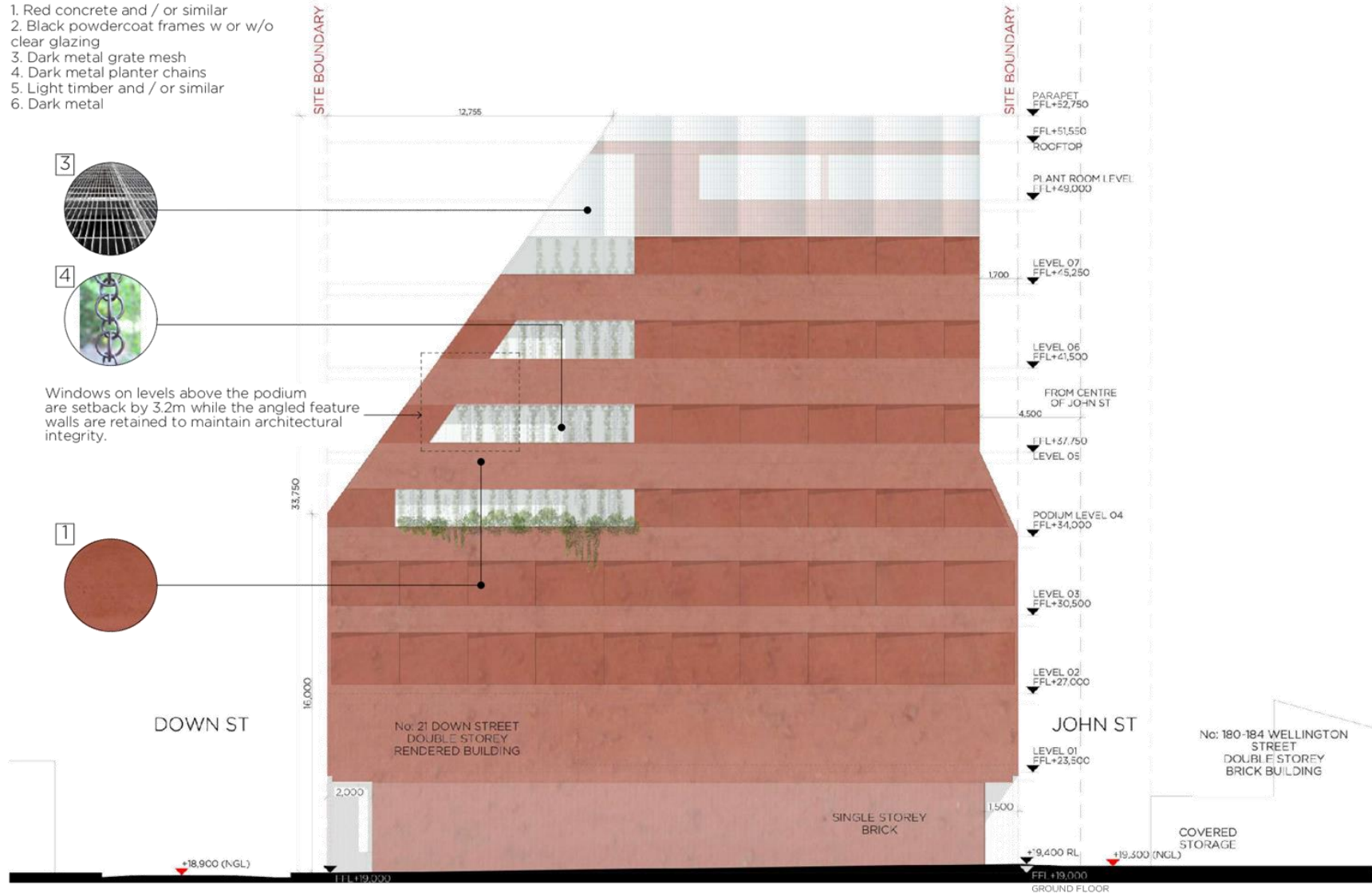
Diagrams Demonstrating how the bike racks are accessed via the ramp.

Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans

1. Red concrete and / or similar
2. Black powdercoat frames w or w/o clear glazing
3. Dark metal grate mesh
4. Dark metal planter chains
5. Light timber and / or similar
6. Dark metal



Windows on levels above the podium are setback by 3.2m while the angled feature walls are retained to maintain architectural integrity.



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Client: DKO  
 Address: 19 Down Street,  
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Elevation - North  
 Scale: 1:150 @ A3

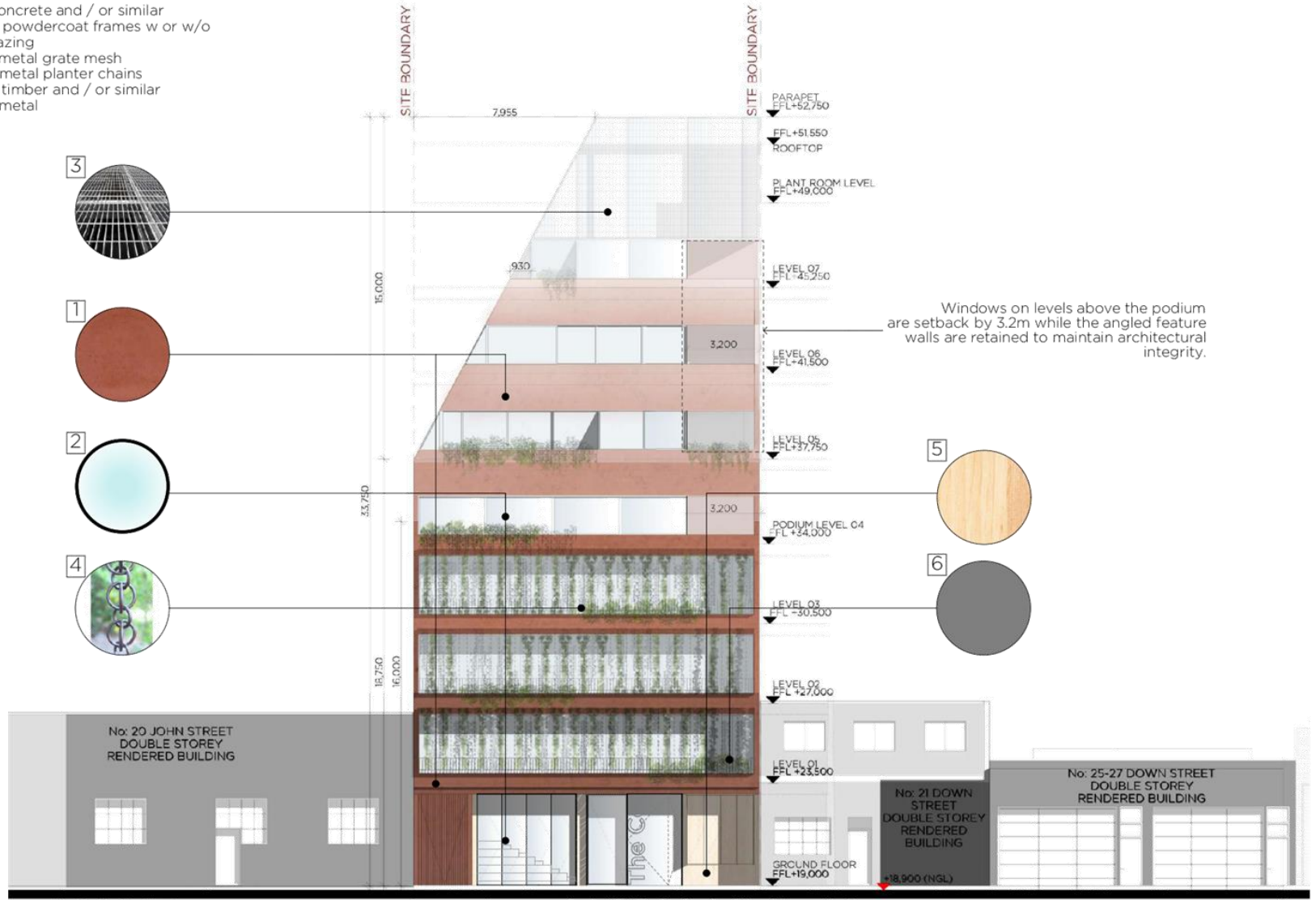
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Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans

1. Red concrete and / or similar
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3. Dark metal grate mesh
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5. Light timber and / or similar
6. Dark metal



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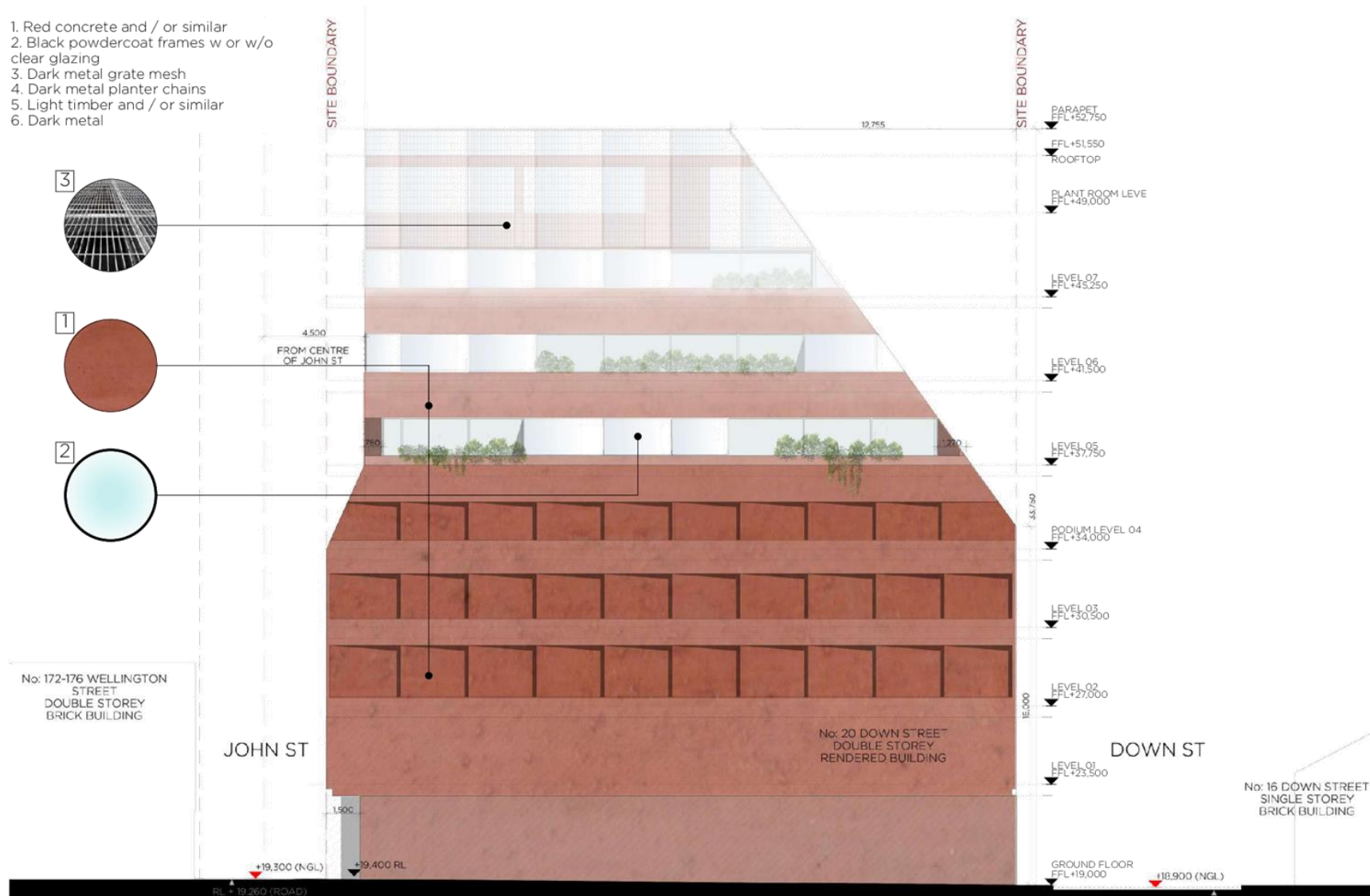
Elevation - East  
 Scale: 1:150 @ A3

REV TO SUBMISSION  
 REV02 - RFI 11.19

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Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans

- 1. Red concrete and / or similar
- 2. Black powdercoat frames w or w/o clear glazing
- 3. Dark metal grate mesh
- 4. Dark metal planter chains
- 5. Light timber and / or similar
- 6. Dark metal



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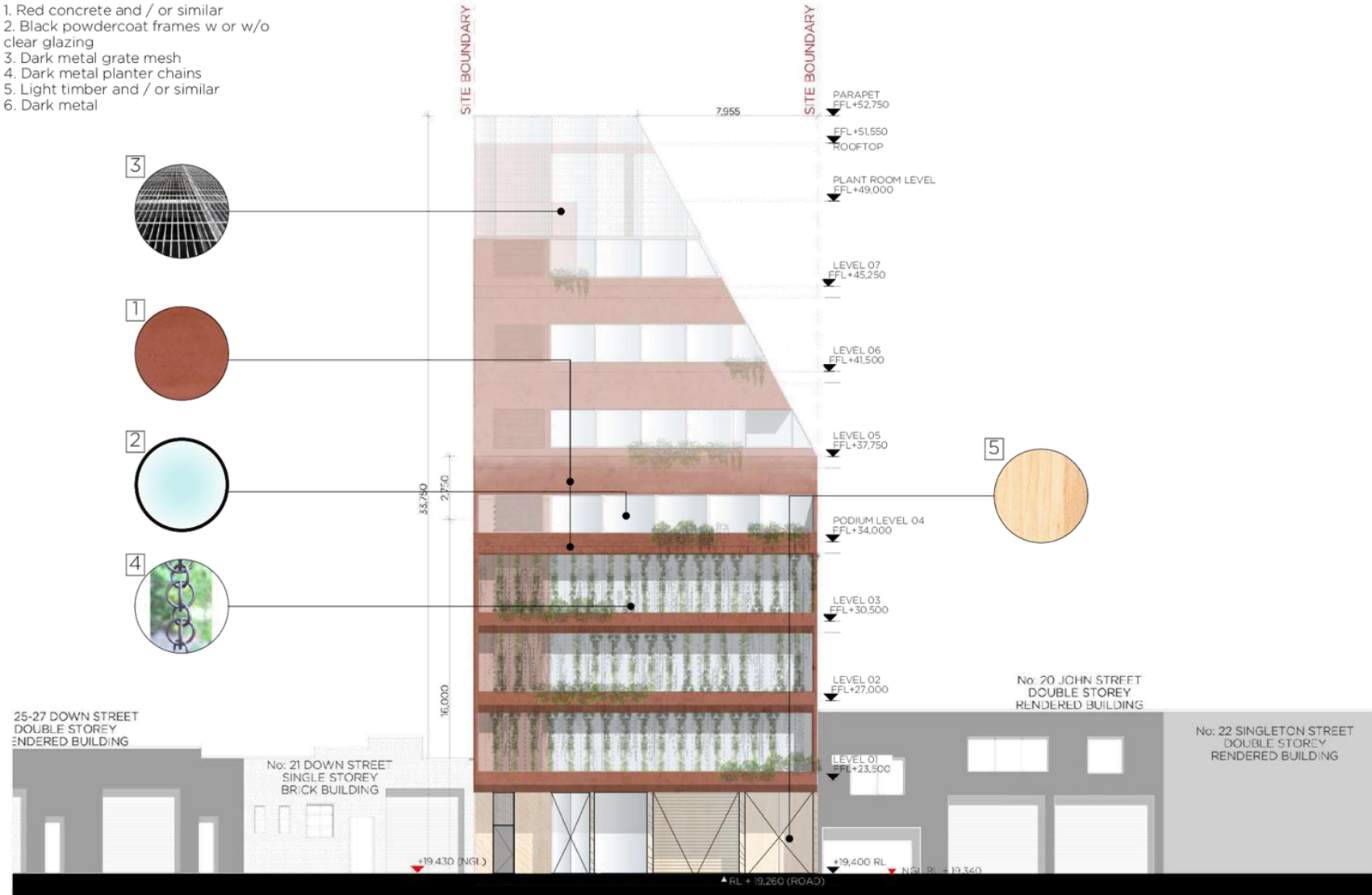
Elevation - South  
 Scale: 1:150 @ A3

REV TO SUBMISSION  
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**Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans**

- 1. Red concrete and / or similar
- 2. Black powdercoat frames w or w/o clear glazing
- 3. Dark metal grate mesh
- 4. Dark metal planter chains
- 5. Light timber and / or similar
- 6. Dark metal



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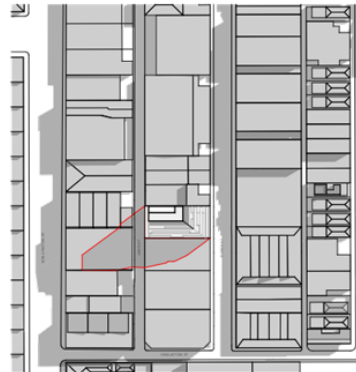
Client: DKO  
 Address: 19 Down Street,  
 Collingwood, 3066

Elevation - West  
 Scale: 1:150 @ A3

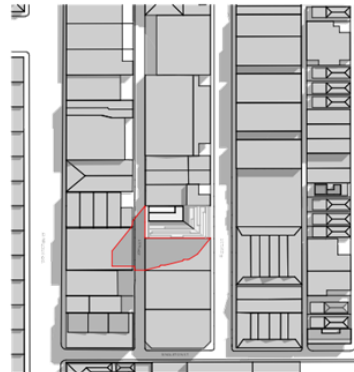
REV TO SUBMISSION  
 REV 02 - RFI 11.19

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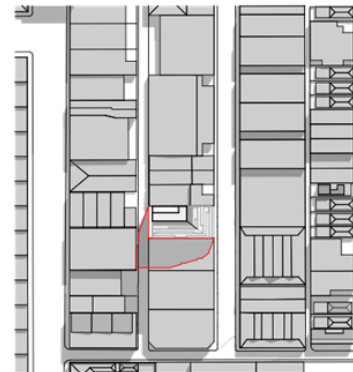
Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans



9 AM



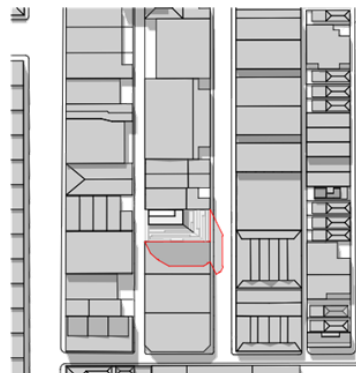
10 AM



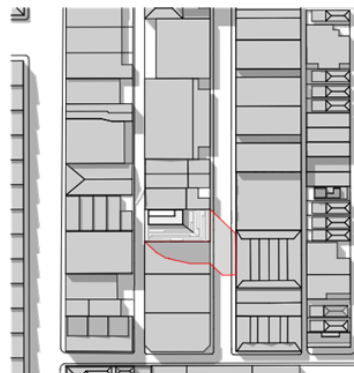
11 AM



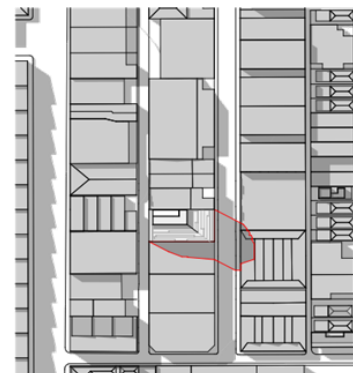
12 PM



1 PM



2 PM

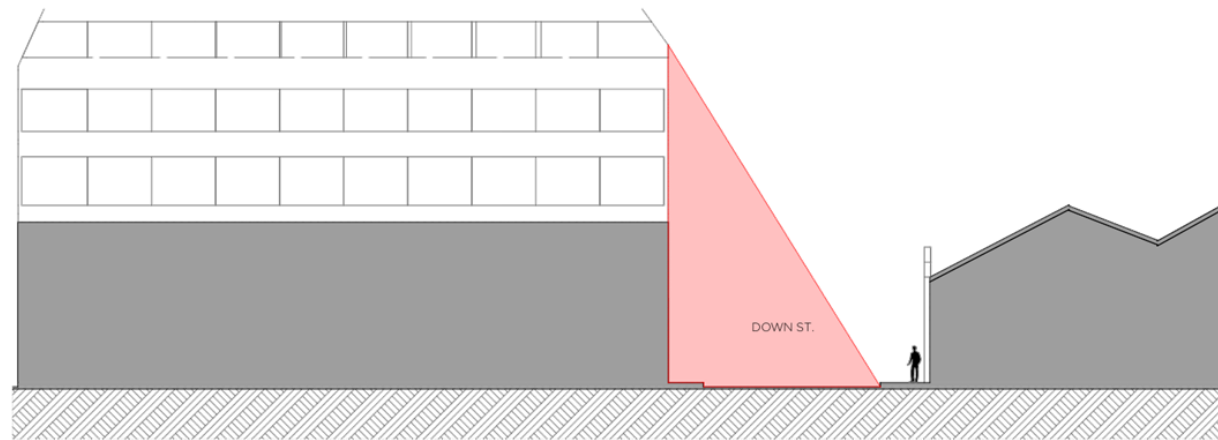
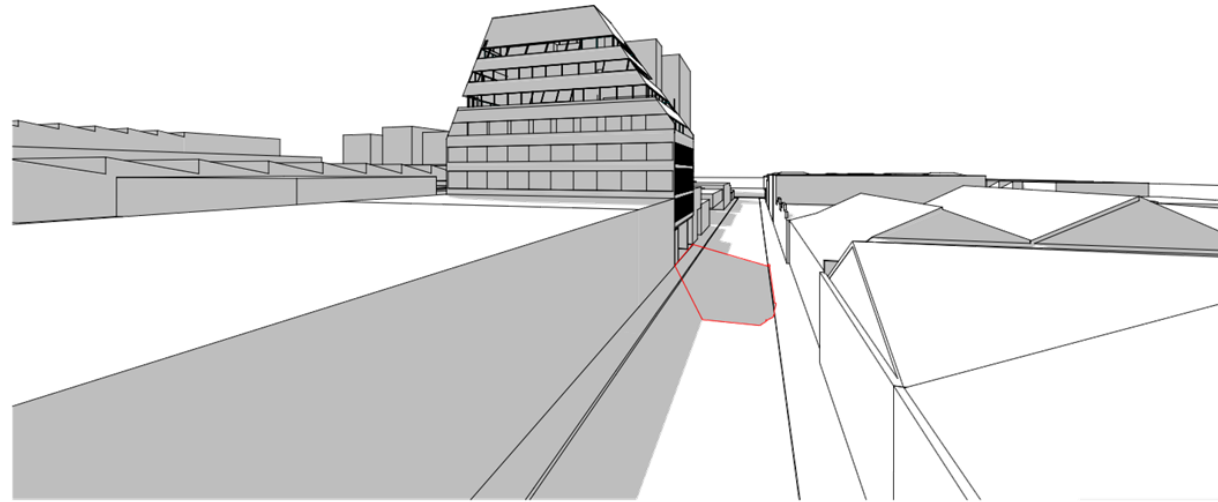


3 PM





Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans



SHADOW - 1:45 PM - SHADOW CAST WITHIN THE ROAD AND DOESN'T OVERSHADOW THE SIDEWALK.

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Shadow Perspective Diagram

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RED CONCRETE.



METAL MESH FRAMED ONTO GLAZING.



PLANTER CHAINS TO SUPPORT CREEPERS AND OTHER PLANTS.



Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans



THE ANGLED FORMS ALLOW A MORE PROMINENT EXPRESSION OF THE ARCHITECTURE.

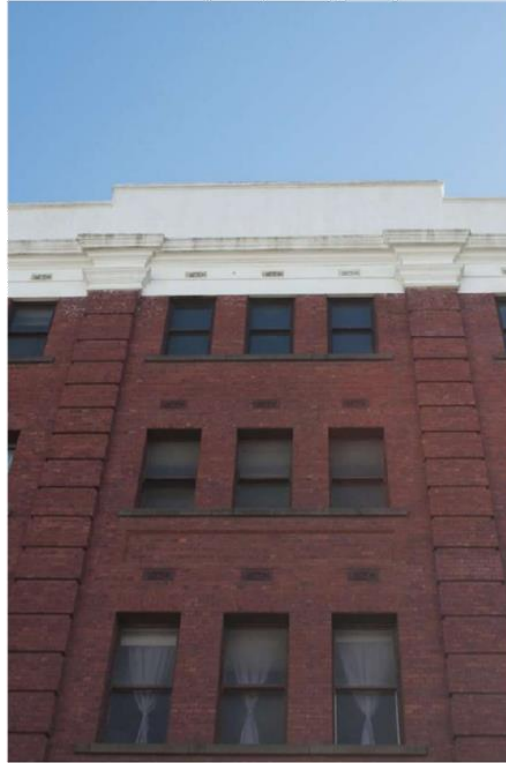


PLANTER SHELVES HELP BREAK THE SCALE OF THE EXTERIOR FACADE.



PLANTER CHAINS ENCOURAGE GREENERY AND VEGETATION.

Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans



OXFORD STREET IS DEFINED AND DOMINATED BY THE FOY & GIBSON BUILDINGS THAT WRAPS AROUND THE ENTIRE BLOCK. THIS GROUP OF MANUFACTURING WAREHOUSES ARE EXPRESSED IN RED BRICK AND SIMPLE INDUSTRIAL METAL. THIS BECOMES THE PRECEDENT FOR THE COLOUR PALETTE FOR OUR PROPOSAL, PAYING HOMAGE TO THE INDUSTRIAL PAST OF THIS AREA.

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Context Precedent

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Montage - Down Street

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Montage - Wellington St

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Montage - Wellington St 02

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Attachment 7 - PLN18/0183 - 19 Down Street Collingwood - S57B Advertising Plans

19 Down Street Collingwood - Commercial							3/09/2019		DKO	
Site Area 467sqm			TOWN PLANNING SUBMISSION				SLAB			
RETAIL	FACILITIES	GARDEN	OUTDOOR AREA	CIRCULATION & SERVICES	AREA		FLOOR EFFICIENCY	HEIGHT	BIKE PARKS	
AREA	AREA	AREA	AREA	AREA	NLA	GFA	%			
sqm	sqm	sqm		sqm	sqm	sqm				
Basement 2	0.0	249	0.0	0	0.0	248.9				
Basement 1	0.0	410	0.0	0	57.0	466.8		3.8	68.0	
Ground	169.8	106	0.0	0	143.0	419.0	41%	4.5	25.0	
Level 01	0	8.0	25.0	15.2	47.0	466.0	79%	3.5		
Level 02	0	8.0	25.0	15.2	47.0	450.2	80%	3.5		
Level 03	0	8.0	25.0	15.2	47.0	450.2	80%	3.5		
Level 04	0	8.0	34.0	32.1	47.0	466.0	76%	3.7		
Level 05	0	8.0	40.8	0.0	44.0	379.2	78%	3.7		
Level 06	0	8.0	27.2	0	44.0	284.0	76%	3.7		
Level 07	0	8.0	12.2	0	53.4	215.1	70%	3.7		
Services Level	0	0.0	0.0	0	49.3	49.3	0%	2.6		
Rooftop	0	0.0	0.0	0	92.7	92.7	0%	1.3		
<b>TOTAL</b>	<b>170</b>	<b>821.0</b>	<b>189</b>	<b>51.1</b>	<b>671.4</b>	<b>3987.4</b>	<b>57%</b>	<b>33.7</b>	<b>78.0</b>	

NLA ON TYPICAL LEVELS - EXCLUDES SERVICE ROOMS, EXTERNAL GARDEN/ TERRACE AREAS, EXTERNAL PLANTER BOXES AND VOIDS.

FACILITIES INCLUDES TOILETS, COMMUNAL BARS, STORAGE, COMMUNAL SPACE.

RETAIL INCLUDES COFFEE KIOSK, CAFÉ, GALLERY AND ATRIUM SEATING AND GROUND/FLOOR PLANTERS

GARDEN INCLUDES EXTERNAL PLANTER BOXES BUT EXCLUDES OUTDOOR AREAS AND INTERNAL PLANTER BOXES.



**Attachment 8 - PLN18/0183 - 19 Down Street Collingwood - Locality Plan**

**PLN18/0183 – 19 DOWN STREET COLLINGWOOD – LOCALITY MAP**

