

Theodosakis, John

From: Whitten, Paul
Sent: Wednesday, 4 September 2019 7:57 AM
To: Grillakis, Vasiliky
Cc: Williames, Glen
Subject: RE: Major Development Referral - PLN17/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street, Fitzroy North

Hi Vicky,

The proposal does not seem to affect the existing corner garden plantings.

Our records do show that there is an additional tree not shown on plans, located in the south triangle garden.

Our requirements can be met by way of permit condition.

1. A Tree Management Plan is required
2. CMP will apply a bond to the existing trees for the duration of the build

Kind regards,

Paul Whitten

Arborist

Streetscapes and Natural Values

PO BOX 168 Richmond VIC 3121

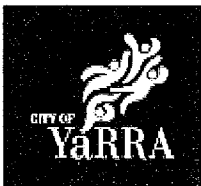
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From: Williames, Glen

Sent: Monday, 2 September 2019 11:28 AM

To: Whitten, Paul

Cc: Grillakis, Vasiliky

Subject: FW: Major Development Referral - PLN17/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street, Fitzroy North

Hi Paul,

Please see below.

Have you previously commented on this?

Glen

From: Grillakis, Vasiliky

Sent: Monday, 2 September 2019 8:30 AM

To: Williames, Glen <Glen.Williames@yarracity.vic.gov.au>

Subject: FW: Major Development Referral - PLN17/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street, Fitzroy North

Hi,

I am not too sure if Urban Design has actually sent this to you guys for comments?

Can someone from your team look at this for me please?

By lunchtime Friday please? I am going on leave for three weeks as of COB Friday.

Thanks

Vicky

Vicky Grillakis

Coordinator Statutory Planning

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From: Grillakis, Vasiliky

Sent: Wednesday, 26 June 2019 4:33 PM

To: Engineering Referral Unit <EngineeringReferralUnit@yarracity.vic.gov.au>; Farmar-Bowers, Blake <Blake.Farmar-Bowers@yarracity.vic.gov.au>; Strategic Transport Referrals <StrategicTransportReferrals@yarracity.vic.gov.au>; Orr, Patrick <Patrick.Orr@yarracity.vic.gov.au>; Urban Design Unit <UrbanDesignUnit@yarracity.vic.gov.au>

Subject: RE: Major Development Referral - PLN17/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street, Fitzroy North

Hi Team,

The Piedmonte's application has now been amended and entirely new design is proposed by the applicant. The overall application is generally remaining the same, albeit a few less dwellings and they are no longer utilising the rear lane from Egremont Street for any waste or loading.

If you could please provide me with referral comments – and where your unit has previously provided comments with the original application – please also do a cross-check with the previous issues raised in the original.

If this is the first time your unit has been involved, please continue as per usual.

- Engineering
- Open Space
- Strategic Transport

- Urban Design (combined with Streetscapes and Natural Values)
- Waste




































































Here is an electronic version of the plans (you will need to hit refresh)

<https://spaces.hightail.com/receive/0d1CnM4LD5/dmFzaWxpa3kuZ3JpbGxha2lzQHIhcnJhY2I0eS52aWMuZ292LmF1>

Here is the link to the website:

<https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2019/06/14/pln170618>

Here are all the trim references:

 D19/102609	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Apartment
 D19/102608	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Acoustic Re
 D19/102607	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Wind Repo
 D19/102606	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Waste Man
 D19/102605	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Urban Desi
 D19/102604	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Urban Conf
 D19/102603	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Urban Conf
 D19/102601	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Urban Conf
 D19/102598	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Urban Conf
 D19/102594	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Traffic Asse:
 D19/102586	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Traffic Asse:
 D19/102585	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Town Plann
 D19/102583	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Town Plann
 D19/102581	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Sustainable
 D19/102579	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Sustainable
 D19/102578	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Shadow An
 D19/102577	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Section 57A
 D19/102575	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised RFI respons
 D19/102574	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Response t
 D19/102573	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Plans Part 3
 D19/102572	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Plans Part 2
 D19/102571	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Plans Part 1
 D19/102570	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Perspective
 D19/102568	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Perspective
 D19/102567	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Noise and /
 D19/102565	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Landscape
 D19/102564	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Heritage Im
 D19/102563	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Clause 58 A
 D19/102562	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Certificate c
 D19/102560	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Certificate c
 D19/102553	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised BADS Sched
 D19/102549	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Application
 D19/102546	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Adjoining C
 D19/102545	 PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised List of Notif
 D19/101260	 PLN17/0618-10 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy North - BADS plans
 D19/101258	 PLN17/0618-10 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy North - updated BADS sc

Thank you!

Vicky

Vicky Grillakis
Coordinator Statutory Planning

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From: Grillakis, Vasiliky

Sent: Tuesday, 28 November 2017 9:55 AM

To: Williamson, Euan <Euan.Williamson@yarracity.vic.gov.au>; Engineering Referral Unit <EngineeringReferralUnit@yarracity.vic.gov.au>; Valente, Enzo <Enzo.Valente@yarracity.vic.gov.au>; Wearne, Julian <Julian.Wearne@yarracity.vic.gov.au>; Lindsay, Carrie <Carrie.Lindsay@yarracity.vic.gov.au>

Subject: Major Development Referral - PLN17/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street, Fitzroy North

Hi team,

I have a referral for you here.

This application seeks approval for the the partial demolition for the use and development of the land for the construction of a part five, part seven storey (plus three basement levels) mixed use building (supermarket, bottle shop and 89 dwellings - permit required for dwelling use only), sale of packaged liquor (associated with the bottle shop- hours of operation 7am to 11pm, seven days per week) and a reduction in car parking requirements..

Features of the proposed development include:

- A part five, part seven storey mixed use building consisting of
 - Ground floor supermarket (2,894sqm plus 1,763sqm of back of house)
 - Bottle Shop (877sqm) (ground floor and basement level 1)
 - 89 dwellings (23 x 1-bed, 62 x 2-bed and 4 x 3-bed)
- A total of 164 car spaces provided over three basement levels accessed from Scotchmer Street and
- A total of 86 bicycle spaces.

The plans also show the reconfiguration of the existing Right of Way including proposed road closure. The relocated access will extend from Tranmere Street through to Egremont Street. Please note that this is a separate process to the planning permit application.

Here is the link on our website:

<https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2017/11/17/pln170618>

Here are the record numbers for everything in TRIM:

D17/186291	171120-000858 - Planning Permit - Object - Attachment 1
D17/184629	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184628	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184627	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184624	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184623	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184621	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184620	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184619	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184618	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184616	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184615	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184613	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184612	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184611	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184609	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184608	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184607	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184605	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184604	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184603	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184601	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184595	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184593	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184592	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184591	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184590	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184588	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184587	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184586	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184585	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184583	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184582	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184581	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184580	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184575	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184569	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184568	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N

Vicky Grillakis
Coordinator Statutory Planning

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Memo

To: Vasiliky Grillakis

Cc:

From: Julia Mardjuki

Date: 12 August 2019

**Subject: PLN17/0618- 27 - 45 Best Street & 102 - 114
Scotchmer Street, Fitzroy North - Open Space
Referral**

Dear Vicky

I have reviewed the landscape plans from Eckersley Garden Architecture for the above named development.

We request this information on the landscape plans:

- Detailed planting plan showing locations of proposed plants, quantities, mature sizes and numbers specified.
- Information around any proposed mulch layer, ensuring the material is suitably weighted on the higher levels and tolerant to potential high wind events.
- Information on maintenance and management to ensure the proposed landscape vision can be achieved and maintained over time.
- I would like information on the level 2 plan, what is the element proposed adjacent to the laneway? I cannot find details about this on the architectural plans either?

General comments:

- We do not support the use of *Bougainvillea glabra* through the development as this is a thorny plant and could cause issues with members of the public. Please propose a suitable alternative.
- Some of the plants in the collector's corner such as the *Pachycereus marginatus*, Fence post cactus, could also pose a risk due to its thorny nature, please suggest a suitable alternative.
- On the roof level, does it work having the clothesline and green waste area so close together?
- Please change the north arrow so it is accurate on the plans.
- On the level 2 plan, planters will likely need to be provided on the balcony's so that the evergreen plants can grow successfully on the screens proposed between the apartments.
- Please ensure any built structures on the roof levels such as the pergola and furniture are detailed by a suitably qualified engineer.

We support the urban design comments dated 31 July 2019, including the realignment and proposed tree planting on Best Street.

If you require any clarification on these comments, please feel free to contact me.

Sincerely

Julia Mardjuki

Open Space Planning and Design

City of Yarra
Heritage Advice – Section 57A Amendment

Application No.: PLN17/0618

Address of Property: Nos. 27 - 45 Best and Nos. 102 - 114 Scotchmer Streets,
Fitzroy North

Planner: Vicky Grillakis

I provided advice in relation to the original application on 13 February, 2018 (incorrectly dated 2017). This advice is intended to be read in conjunction with that advice and not all information has been repeated. In preparing this advice I have not referenced the previous drawings.

Yarra Planning Scheme References: Clauses 43.01, 22.02.

Heritage Overlay No. HO327 **Precinct:** Fitzroy North

Level of significance:

No. 35 – 45 Best Street (Piedimontes Supermarket), Fitzroy North, constructed 1960 – 1970, is listed as “Not contributory” in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007*. (Rev. May, 2017).

The single storey shop abutting the supermarket to the east and presently occupied as a pharmacy is not identified in Appendix 8. It clearly is of recent origins and has no heritage value.

No. 27 – 29 Best Street, Fitzroy North, a double-storey pair of Victorian shops, is not listed at all. They are covered by the Heritage Overlay. This omission appears to be an anomaly and was identified in my previous advice of 13 February, 2018. It remains unrectified.

No. 31 (including No. 33) Best Street, Fitzroy North, is a former single-storey former engineers workshop and motor garage “J Fisher & Co.”, constructed 1926 which is listed as “Individually significant”.

The Statement of Significance for this building reads *viz*:

What is significant?

The former J Fisher and Co. motor engineers workshop at 31 Best Street, Fitzroy North was created in 1926 for Joseph Fisher and has other historical associations with persons such as Robert Fisher. The place has a fair integrity to its creation date.

Fabric from the creation date at the J Fisher and Co. motor engineers workshop, former [sic.] is locally significant within the City of Yarra, compared to other similar places from a similar era.

How is it significant?

The J Fisher and Co. motor engineers workshop, former at 31 Best Street, Fitzroy North is historically and architecturally significant to the locality of Fitzroy North and the City of Yarra.

Why is it significant?

The J Fisher and Co. motor engineers workshop is significant as a Neoclassic style commercial form, with gabled façade parapet, central porch or entry motif, metal framed windows and flanking piers. It is evocative of major surge in automobile ownership in this period and the more decorative character sought for utility buildings in this era.

No. 102 – 106, 108, 110, 112 and 114 Scotchmer Street, Fitzroy North are listed as "Contributory".

Nos. 98 – 100 Scotchmer Street, Fitzroy North, the former Ennis Tymon Bakery, shop and residence, constructed 1880-1890, are listed as "Individually significant". (Adjacent site).

Nos. 32 – 36 Egremont Street, Fitzroy South, a group of three single-storey cottages, and No. 30 Egremont Street, Fitzroy North, a single-storey cottage, all constructed 1880-1890, are all listed as "Contributory". (Abutting site).

No. 131 – 137 Scotchmer Street, the Park View Hotel, constructed 1870-1890 is listed as "Individually significant". Not part of the development site, it is on the north-west corner of the intersection of Scotchmer Street and St Georges Road, opposite Piedimontes.

Proposal

Construction of a 5 - 7 level building behind the Scotchmer Street buildings and retained Best Street elements and construction of a new supermarket building on the Piedimonte's/pharmacy portion of the site.

Drawing Numbers

39 sheets of architectural drawings (Rev. 02, 14/05/19 RFI issue), 67 pages of Town Planning Application Amendment information dated 19.02.2019, Rev.02, prepared Jackson Clements Burrows, and with no Council date stamp.

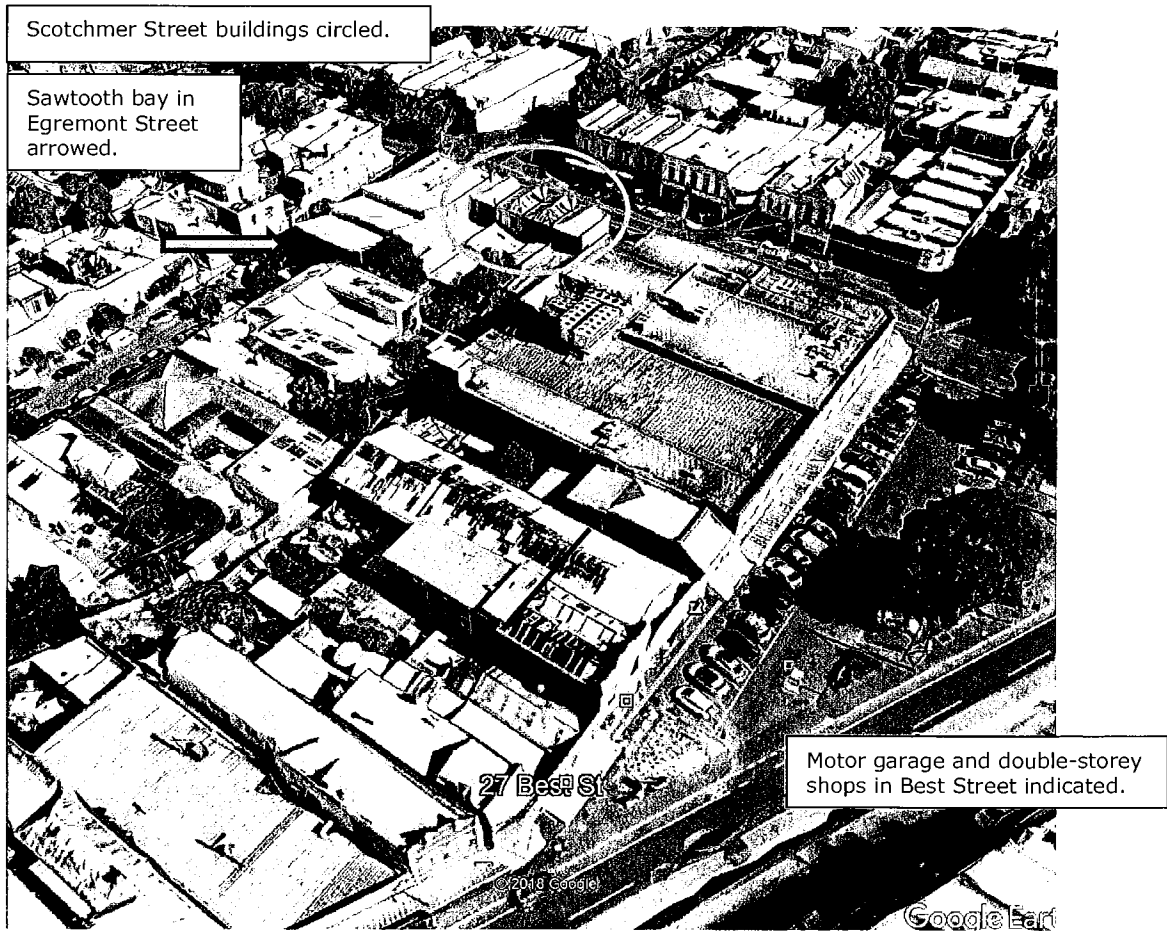
Heritage Impact Statement prepared by Lovell Chen and dated February 2019 and with no Council date stamp.

Context

Refer to my previous advice for my assessment of the context.

Assessment of Proposed Works**Demolition**

There are no heritage concerns with the demolition of the non-contributory buildings i.e. Piedimontes supermarket and the abutting pharmacy at No. 35 Best Street.



Aerial view of the development site.

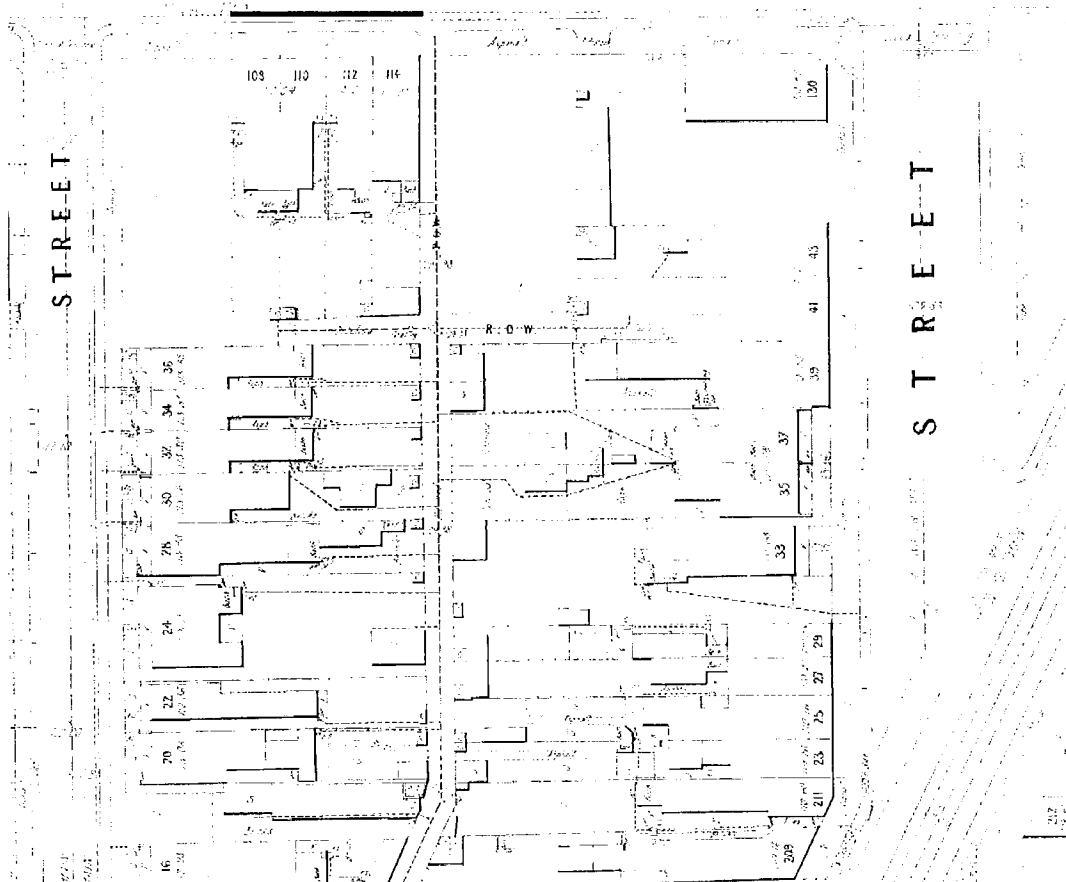
Nos. 108, 110, 112 and 114 Scotchmer Street

Nos. 108, 110, 112 and 114 Scotchmer Street are shown on the MMBW Plan No. 1253, date stamped 5 May 1902, as a group of four shops with a street verandah. Physical evidence indicates dwellings above. The layout of Nos. 112 – 114 Scotchmer Street remains evident but the rears of No. 108 – 110 Scotchmer Street appear to have been extended to the south.

It was previously proposed to demolish behind the heritage buildings at an arbitrary 3 metres which did not take account of the actual existing architectural fabric, including visible chimneys, and the variations between elements across different buildings. This was a façadism approach.

The Lovell Chen report (p. 25) states that it is still proposed to demolish these buildings to the chimneys which is about the same depth as proposed previously viz.:

The rear sections of the terrace dwellings are to be demolished. The front sections of the building are to be retained to a depth of the existing chimneys (in the order of 3 metres) including the wall to the laneway.



MMBW Plan No. 1253. 1902. Scale 40':1".

However, on p. 27 it states, viz.:

The Scotchmer Street terrace row will be retained to a depth in the order of five metres. This will allow retention of the chimneys.

This appears to be at odds. I cannot scale off at 1:250 to check dimensions. However, what appears to be occurring is that the intervening and end walls are being retained (east wall abutting the ROW to a depth of 3 metres) as are the chimneys; the hipped roofs are to be removed and with the front part being reinstated after construction.

The southern portion of the east wall abutting the ROW (beyond the retained portion to the north) is to be taken down and approximately 3 metres will be reinstated after construction, making a length of 6 metres in total.

The Lovell Chen report (p. 27) notes that the three-dimensional presence as viewed from the street and ROW will be retained.

My previous advice was that "The buildings have not "been changed beyond recognition of ... [their] original or subsequent contributory character", in fact from the side and rear lanes they appear to be intact". The preference from a policy perspective would be to retain the main double-storey building form including the main roof form. However, the

existing unsympathetic ground floor façade elements of Nos. 110 – 114 Scotchmer Street are to be rebuilt as shopfronts in the Victorian style as per No. 108 Scotchmer Street and this is considered to be a major improvement. In considering the broader development site and the location of the rear of these buildings within it and, importantly, the retention of the chimneys, rebuilding of elements and the installation of Victorian shopfronts; on balance there is a more important heritage gain than any heritage loss caused by the demolition as proposed. For these reasons demolition as proposed is acceptable subject to the clarification of the length of walls to be retained and the submission of detailed drawings of the proposed shopfronts at a scale of 1:20 or 1:50.

102 – 106 Scotchmer Street

The two street walls will be retained which is effectively how this building presents to the street now. From a policy perspective the main building form is being retained but the roof form is not. The alternative is whether or not “the removal of the part would not adversely affect the contribution of the building to the heritage place”. Given that the presentation to the street frontages will not change as a consequence of the demolition as proposed and that the significance of the building will not be affected adversely, demolition as proposed is acceptable.

Demolition of one sawtooth bay behind No. 102 Scotchmer Street and along the Egremont Street frontage is acceptable in the context of this revised proposal and the heritage gains offered within it. While part of the streetscape, the southernmost bay is not a pivotal or critical element.

No. 27 – 29 Best Street

The north and south elevations, including the double-storey brick walls and curved parapets of No. 27 – 29 Best Street, make an important aesthetic and strong visual contribution to the heritage streetscape. It is proposed to retain these buildings to a depth of 6 metres. The illustrations on p.6, p.27 and p. 49 of the Town Planning Application Amendment shows the curved parapet of the north wall being retained which is mostly in accord with my previous advice – I note that the portion under the flat part of the parapet is being demolished on the north side but appears to be retained on the south side. This needs to be confirmed. As the south wall is being retained to the extent which is visible presently as per the illustrations below and that the main feature of the north wall i.e. the curved parapet, is being retained, demolition as proposed is acceptable subject to confirmation of the extent of retention, in terms of architectural features is concerned, on the south wall.

No. 31 (including No. 33) Best Street

My previous advice was: “With regard to the former motor garage at No. 31 (including No. 33) Best Street, it is Individually significant principally because of its decorative façade detailing on a utilitarian building and historically as being evocative of a major surge in automobile ownership in the 1920s. It was probably, and appears to be, open plan and from the street there is nothing of consequence beyond a depth of 3 metres which needs to be retained however, this should be confirmed by a site inspection. On this basis and at this stage, demolition as proposed would appear to not negatively affect the significance of the place”. This is still my advice.



The north wall of No. 27 – 29 Best Street makes a contribution to the streetscape and enables the building to be read as a 3-dimensional element. The curved parapet, and to an extent the remainder of the wall, are distinctive elements in the streetscape.



The south wall of No. 27 – 29 Best Street also makes a contribution to the streetscape and enables the building to be read as a 3-dimensional element. The curved parapet and the remainder of the wall are distinctive elements in the streetscape.

The Proposed Built Form

Supermarket Component

The supermarket i.e. the double-storey podium fronting Best and Scotchmer Streets is appropriate in height, aligning acceptably with the adjacent Scotchmer Street parapets and those at No. 27 – 29 Best Street. However I would recommend deleting the vegetated

balustrade and if the balustrade is visible from the street then it should be transparent so as to create a stronger visual alignment with the heritage parapets.

The zero setback is also acceptable and reflective of the adjacent setbacks. The design is elegant, adding a new rhythm to the streetscape but appears a bit American. The breeze-block façade is acceptable given the overall improvement to this corner site, and being white, it will be somewhat light.

The Apartment Development

The separation of the built form into two separate blocks along Scotchmer Street is positive and reduces the perception of visual bulk, such as from a single façade.

The breaking up of the façade designs into smaller sections is an appropriate response to the finer grain of the streetscape. The differing heights and more generous setbacks also assist in this as does the punched outer skin which creates an openness at the edge with the more solid building forms behind. This approach is not dissimilar to the smaller scale tower of the Post Office further to the north in St Georges Road.

The alternating projecting and enclosed balconies also lightens up the solidity of the façade which somewhat carries, or continues, the openness and textural nature of the breeze-blocks below.

The façade articulation along Best Street also creates the impression of smaller façade sections which is appropriate.

The setting back of the fifth and sixth floors further also reduces their visibility and visual bulk.

The higher corner element is acceptable and also is reflective of the Post Office tower further to the north in St Georges Road.

One area of concern is the wall of the lift shaft and stair as viewed from St Georges Road (p.2). I note that the south wall is breezeblock patterned concrete rather than plain concrete which is positive in terms of materiality. Noting that the stair is an escape stair, if it is possible to include some form of fenestration or treatment which reduces the bluntness of this wall this would be more acceptable.

Overall the design is a more considered, crafted and sympathetic response to the heritage context than the previous design and is in accord with the following policy, *viz.*:

- Respect[s] the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.
- Incorporate treatments which make them less apparent

and the policy at New Development, Alterations or Additions. Cl. 22.02-5.7.1 General. It also complies with Cl. 22.02-5.7.2 Corner Sites and Sites with Dual Frontages and Industrial, Commercial and Retail Heritage Place or Contributory Elements.

I find the materials and colours acceptable other than for:

- the vegetated parapet above the supermarket/podium component should be transparent
- reconsider the treatment of the lift shaft and stair wall as viewed from St Georges Road and as discussed above
- EF-15 and EF 16 are annotated as baguette screens. What are they exactly?
- the materials illustrated on p. 31 include timber panels but no timber panels are listed in the Material legend. This needs clarification. Timber is not to be used where it is exposed to the weather.

The closing off of one lane and the opening up and beautification of another is acceptable on the overall context.

Recommendation / Comments:

The matters raised in my previous advice have been addressed satisfactorily. Where there is some degree of non-compliance with the heritage policy, there are significant improvements to the proposal and significant heritage gains and on balance the proposal can be supported. Approved subject to:

Nos. 110 – 114 Scotchmer Street: clarify the length of walls to be retained and submit for approval, detailed drawings of the proposed shopfronts at a scale of 1:20 or 1:50.

No. 27 – 29 Best Street: Provide an elevation of the north and south walls showing the line of demolition proposed for each. The photographs below could be marked up.

Delete the vegetated balustrade above the supermarket component and if the balustrade is visible from the street then it should be transparent.

Clarify exactly what EF-15 and EF 16 are.

The materials illustrated on p. 31 include timber panels but no timber panels are listed in the Material Legend. This needs clarification. Timber is not to be used where it is exposed to the weather.

Investigate why No. 27 – 29 Best Street, Fitzroy North are not included in Appendix 8, the incorporated document.

There does not appear to be anything of consequence behind the façade of No. 31 - 33 Best Street and this should be confirmed by a site inspection.

Signed:



Robyn Riddett

Director – Anthemion Consultancies

Date: 28 September, 2019

To: Vicky Grillakis
From: Mark Pisani
Date: 29 August 2019
Subject: Application No: PLN17/0618
 Description: Major Development
 Site Address: 27-45 Best Street & 102-114 Scotchmer Street, Fitzroy North

I refer to the above Planning Application received on 27 June 2019 in relation to the proposed development at 27-45 Best Street and 102-114 Scotchmer Street, Fitzroy North. Council's Civil Engineering unit provides the following information:

CAR PARKING PROVISION

MGA Traffic *Transport Impact Assessment* report dated 18 December 2018

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
One-bedroom dwelling	6	1 space per dwelling	6	6
Two-bedroom dwelling	36	1 space per dwelling	36	36
Three-bedroom dwelling	24	2 spaces per dwelling	48	48
Food and Drink	351 m ²	3.5 spaces per 100 m ² of leasable floor area	12	48
Shop	614 m ²	3.5 spaces per 100 m ² of leasable floor area	21	
Supermarket	4,099 m ²	5 spaces per 100 m ² of leasable floor area	204	
Total			327 Spaces	138 Spaces

* 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 Dwellings.* Resident parking has been provided at the statutory parking rate.
- *Parking Demand for Supermarket and Liquor Shop Uses.* The submitted report has adopted a supermarket parking rate of 3.7 spaces per 100 square metres, based on an average rate of empirical examples provided by the applicant (empirical cases were cited in the previous traffic report). Applying this rate to the total supermarket floor area would result in a parking demand of 151 spaces. MGA have indicated that customers would constitute some 90% of the supermarket parking and the remaining 10% would be generated by staff. For the liquor store (shop use), MGA have adopted a rate of 2.0 spaces per 100 square metres, which is considered reasonable. Using this rate would equate to 12 spaces.
- *Parking Demand for Food and Drink Use.* MGA have suggested a café staff parking rate of 1 space per 100 square metres of floor area— typical for this use. This would equate to a parking demand of three spaces. The balance of the parking demand for this use – customers - would be around 2 spaces per 100 square metres of floor area.
- *Availability of Public Transport in the Locality of the Land.* The site is within walking distance of tram services operating along St Georges Road and bus services operating along Scotchmer Street. Tram services operating along Nicholson Street can also be accessed by foot.
- *Multi-Purpose Trips within the Area.* Customers to the site who choose to drive might combine their visit by engaging in other business or activities whilst in the area.
- *Convenience of Pedestrian and Cyclist Access.* The site has very good walking accessibility to public transport nodes and to other shops, businesses, essential facilities and amenities. The site also has good connectivity to the on- and off-road bicycle network.

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:

- *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.
- *The Future Growth and Development of an Activity Centre.* Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as St Georges Road, where spare on-street car parking capacity would be shared amongst sites within the activity centre.
- *Car Parking Deficiency associated with Existing Land Use.* According to MGA consultants, the existing retail tenancies on the land occupy an area of 1,008 square metres and the existing supermarket has an area of around 3,070 square metres. Applying the statutory parking rates of 3.5 spaces per 100 square metres (shop) and 5 spaces per 100 square metres result in parking credits of 35 spaces and 153 spaces respectively. Using empirical rates that are consistent with the calculation of the likely parking demand, the existing shop (3.0 spaces per 100 square metres) and the supermarket (3.7 spaces per 100 square metres) would have parking deficiencies. This parking credit could potentially be transferrable to the new development since the existing site does not have on-site parking for customers and that this parking would be accommodated off-site.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of parking for this site is considered appropriate in the context of the development and the surrounding area. The residences would be provided

with parking at the statutory rate. The increase in the supermarket floor area should not adversely impact in the existing on-street parking in the surrounding area.

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

TRAFFIC GENERATION

Trip Generation

The traffic generation for the site adopted by MGA traffic engineering consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (66 dwellings)	3.0 vehicle trips per dwelling per day Peak hour volume is 10% of daily volume	198	20	20
Supermarket (1,029 m ²)	10.0 vehicle trips per 100 m ² in PM peak hour	Not Provided	Not Provided	103
Total		-	-	123

The adopted supermarket traffic generation rate of 10 trips per 100 square metres in the PM peak hour is higher than rates we have reviewed and assessed in the past. The submitted report indicates that trips generated by the liquor store would be linked to the supermarket – this might explain why the adopted supermarket rate has been set at 10 trips per 100 square metres.

Overall, the traffic generation rates used by MGA consultants are generally satisfactory.

Traffic distribution during peak hours has assumed a 50-50 split along the eastbound and westbound directions of Scotchmer Street. This assumption is considered reasonable.

Traffic Impact

MGA Traffic have conducted AM and PM peak hour turning movement counts at the following intersections/junctions:

- Scotchmer Street/north-south aligned Right of Way
- Birkenhead Street/Scotchmer Street/Egremont Street intersection
- St Georges Road/Scotchmer Street
- Best Street/Scotchmer Street
- Tranmere Street/north-south aligned Right of Way
- Best Street/St Georges Road

Tube counts for the north-south aligned Right of Way (conducted December 2017) were obtained from Council.

To assess the traffic impact, MGA Traffic has analysed two key junctions: the Scotchmer Street/site access and the Scotchmer Street/St Georges Road intersection. The traffic modelling used (SIDRA) indicates that the site access and the Scotchmer Street/St Georges Road intersection are expected to operate satisfactorily once the development is operational. The comparison between the PM existing and PM post development traffic movements shows slight increase in trip numbers at intersections/junctions along Scotchmer Street.

The traffic impact analysis undertaken by MGA is considered reasonable.

DEVELOPMENT LAYOUT DESIGN

JCB Architects

Drawing Nos. A-TP1-100, A-TP1-101, A-TP1-102, A-TP1-103, A-TP3-100, A-TP3-101, A-TP3-102 and A-TP4-101 Revision No. 02 dated 14 May 2019

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Scotchmer Street Frontage	The vehicular entrance has a 6.4 metre width, including the 300 mm wide kerb on the east side, and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Vehicle Crossing – Scotchmer Street	A vehicle crossing must be constructed for the development entrance and loading dock to the satisfaction of Council. An at-grade access arrangement as shown on Drawing A-TP4-101 Revision 02 must be deleted and replaced with a standard City of Yarra vehicle crossing.
Visibility	The exit lane of the development entrance has adequate sight lines of the Scotchmer Street footpath as required by <i>Design standard 1 – Accessways</i> of Clause 52.06-9. The sight triangle has not been superimposed on the drawings.
Headroom Clearance	A minimum headroom clearance of 2.1 metres has been provided and satisfies <i>Design standard 1</i> .
Internal Ramped Accessways	The 4.9 metre wide single width ramps satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the at-grade car parking spaces satisfy <i>Design standard 2: Car parking spaces</i> of Clause 52.06-9.
Accessible Parking Spaces	The dimensions of the accessible parking spaces and shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009. The shared area must contain a bollard.
Aisles	The aisle widths range from 6.4 metres to 7.55 metres and satisfy <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	Positions of columns satisfy Diagram 1 Clearance to car parking spaces of Clause 52.06-9. On <i>Basement 02 Plan</i> , the western parking module have columns positioned at the edge of the aisles. The intent of a column setback is to allow for a turning vehicle to enter the space without colliding into the column (please see appended diagram). In addition, these columns will not impact on car door opening.
Clearances to Walls	Not provided for space adjacent to lift over-run in the western parking module on <i>Basement 02 Plan</i> . Clearances have not been dimensioned for the southernmost spaces on <i>Basement 01 Plan</i> and for spaces adjacent to the storage room and lift over-run on <i>Basement 02 Plan</i> .
Blind Aisle Extensions	The blind aisle extensions of 1.0 metre satisfy AS/NZS 2890.1:2004.

Item	Assessment
Gradients	
Ramp Grade for First 5.0 metres inside Property	Lengths of ramp grades have not been dimensioned.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy <i>Design standard 3</i> . Ramp grade lengths and transition grades have not been dimensioned.
Loading Arrangements	
On-Site Loading Dock Articulated Vehicle	The proposed loading dock has a length of 17.5 metres and a wall to wall width of 3.78 metres. According to MGA, the supermarket currently utilises a 17 metre long articulated truck as its longest delivery vehicle. MGA also state that the development proposes to use vehicles up to a length of 16.0 metres. Maximum vehicle length could be conditioned on the permit.
Headroom Clearance	Not dimensioned on the drawings. The minimum headroom clearance must be 4.5 metres as required by the Australian Standard AS 2890.2-2002.
Articulated Vehicle Swept Path Diagrams MGA Ref: MGA19011-AT01-01 Date: 18 December 2018	To be resubmitted. Please see below under 'Design items to be addressed'.
Visibility of Pedestrians at Loading Dock Entrance	Visibility at the entrance of the loading dock is restricted. How does the applicant intend to address this?
Loading Area Basement 01 Plan	Loading bays and aisle have not been dimensioned on the drawings.
Loading Area Swept Path Diagrams MGA Ref: MGA19011-AT01-03 MGA Ref: MGA19011-AT01-04 MGA Ref: MGA19011-AT01-05 Date: 18 December 2018	The swept path diagrams for the waste collection vehicle and a van are considered satisfactory. The sizes of these vehicles have not been specified on the swept path diagrams.
Other Items	
Turning Movements at Ninety-Degree Right of Way Junction	The swept path diagrams for the B99 design vehicle negotiating the proposed ninety-degree junction of the existing north-south aligned Right of Way with the new east-west aligned Right of Way, are considered satisfactory.
Junction of Egremont Street and New East-West aligned Right of Way	Not provided.
Numbering of Car Parking Spaces	Parking spaces have not been numbered, making identification difficult.

Design Items to be Addressed

Item	Details
Visibility – Development Entrance	A 2.0 metre by 2.5 metre sight triangle is to be superimposed on the drawings.
Vehicle Crossing	A vehicle crossing must be constructed to service the loading dock and vehicular accessway. An at-grade arrangement as shown on the drawings is not supported.
Accessible Parking Spaces	A bollard must be provided in the shared area as required by the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Articulated Vehicle Swept Path Diagrams MGA Ref: MGA19011-AT01-01 Date: 18 December 2018	The swept path diagrams as shown in the submitted report should be presented as two separate diagrams: one for the ingress movement and one for the egress movement. The diagrams must show: <ul style="list-style-type: none"> ▪ The centreline of Scotchmer Street ▪ The dimension from the centreline to the south face of kerb ▪ Existing on-street parking on both side of Scotchmer Street
Visibility – Loading Dock	Applicant to address restricted visibility of pedestrians along Scotchmer Street as the driver of an articulated vehicle proceeds to exit the site.
Loading Area Basement 01 Plan	Loading bays and aisle are to be dimensioned on the drawings.
Loading Area – Swept Path Diagrams	Vehicle sizes must be specified on the swept path diagrams in the loading area on <i>Basement 01 Plan</i> .
Junction of Egremont Street and New East-West aligned Right of Way	Swept path diagrams for the B99 design vehicle are to be provided for vehicle turning movements at junction of the proposed east-west aligned Right of Way and Egremont Street. On-street parking on both sides of Egremont Street must be shown on the swept path diagrams.
Number of Car Parking Spaces	All parking spaces are to be numbered on the drawings.

ROAD SAFETY AUDIT

It is strongly recommended that a Road Safety Audit of the development's Scotchmer Street road frontage (particularly at the entrance to the loading dock and accessway) at the design phase be undertaken by an independent accredited Road Safety Auditor.

The loading dock and accessway presents potential conflict issues with pedestrians, bicycles and other vulnerable road users. The road safety aspects of these design elements must be examined and assessed. Recommendations from the Road Safety Audit should be considered before any drawings are finalised.

The Road Safety Audit must be completely independent of the application's traffic impact assessment and should be undertaken in accordance with the guidelines set out in Austroads *Guide to Road Safety Part 6: Road Safety Audits*.

PROPOSED RIGHT OF WAY RECONFIGURATION

Road Discontinuance of Council Controlled Road

As part of the redevelopment of the site, the applicant proposes to reconfigure the existing north-south aligned Right of Way (Scotchmer Street and Tranmere Street) and construct a new and wider Right of Way aligned in the east-west direction (connecting to Egremont Street).

The Right of Way provides rear access to properties in Egremont Street, St Georges Road and Best Street. These properties have a direct interest in the road.

The area of Right of Way the applicant wishes to acquire would need to be formally discontinued under the provisions of the *Local Government Act 1989* and sold to them by Council. Unless already initiated, the applicant would need to lodge a written application to Council to initiate the discontinuance of the Right of Way. Further comment or information on the discontinuance and sale of any Council roads should be sought from Council's Valuations Coordinator.

Infrastructure Works Associated with Right of Way Reconfiguration

Should the application to discontinue the Right of Way be successful, the applicant would be required to undertake major infrastructure works to ensure that the Right of Way drains properly once the development is occupied.

According to Council's drainage maps, an underground drain runs along the northern section of the Right of Way that connects to the Scotchmer Street drain (for a distance of around 28 metres, from Scotchmer Street to the tee-junction of the Rights of Way). This drain section functions to collect surface run-off for the Right of Way which extends further south. The Scotchmer Street end of the Right of Way is at the downstream end.

If the building were to be constructed as shown on the application drawings, the drain section from Scotchmer Street would need to be decommissioned. The new building and the acquisition of the Right of Way would effectively block overland flow along the existing Right of Way south of the site. The new east-west aligned Right of Way would have a natural slope from west to east (and the new ninety-degree junction of the Rights of Way would now create a low point). Therefore, major drainage works would be required in order to drain the area south of the site (currently, the existing Right of Way functions to drain the area south of the site).

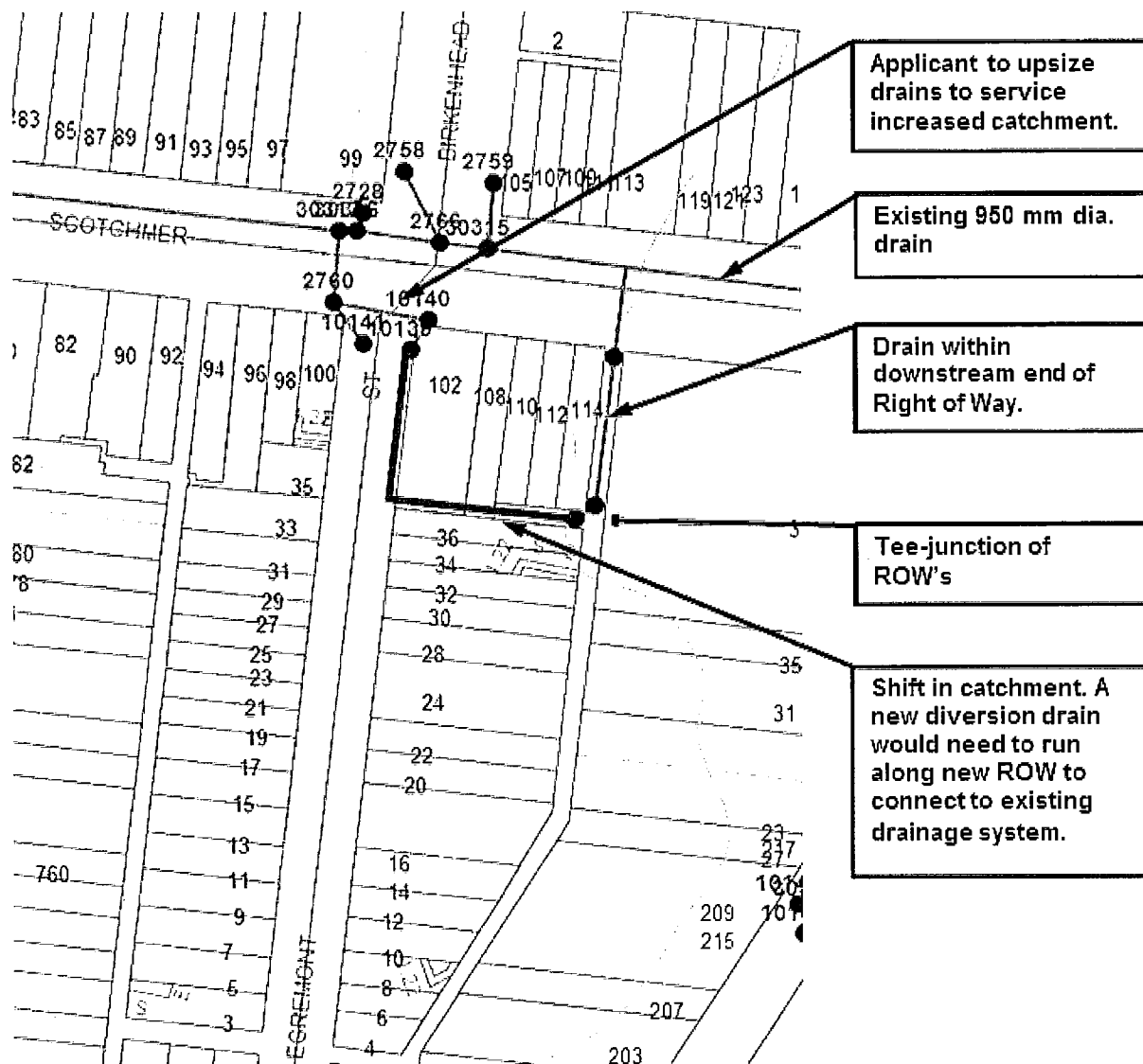
Some key points:

- The construction of the new east-west aligned Right of Way would necessitate the construction of a new diversion drain to connect to the main drain in Scotchmer Street.
- A catchment analysis would be required for the new drain.
- In providing a diversion drain, the shift in catchment would require the upsizing of pipes and pits at the Egremont Street/Scotchmer Street intersection.
- The overland flow path in the existing Right of Way needs to be considered. For example, if a pit or drain in the new east-west aligned Right of Way blocks during a storm event, the build-up of run-off in the Right of Way (at the lowest point) must not negatively impact on surrounding properties. This would need to be looked at and addressed.
- Council will not accept drains in private property. The existing drain section off Scotchmer Street (in the former section of Right of Way) would need to be decommissioned.
- The developer would need to locate and verify utility service locations for new drain alignment and depth.
- The east-west aligned Right of Way is to be vested in Council.

Detailed designs of new road infrastructure and the upgrade of existing pits and drains are to be submitted to Council for assessment and approval.

Below is an extract of Council's drainage base plan:

(Blue lines represent existing underground pipes; red dots represent pits; green line represents new diversion drain)



IMPACT ON COUNCIL ROAD ASSETS

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

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

ENGINEERING CONDITIONS

Civil Works

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

- The kerb and channel along the property's Scotchmer Street and Egremont Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Egremont Street, Scotchmer Street and Best Street road frontages must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The existing electrical pole and street light on the south side of Scotchmer Street (pole No. 23645) must be relocated away from the new vehicle crossing to the satisfaction of the relevant power authority and Council. All costs associated with relocating the power pole shall be funded by the Permit Holder.
- The kerbside lane of the south side of Scotchmer Street (between Egremont Street and Best Street) must be profiled and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- The two pedestrian pram crossings along the property's Scotchmer Street road frontage (near the north west and north east corners of the site) must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The bluestones are to be sliced (saw cut in half) and re-laid with the smooth side of the stones facing upwards.
- The existing corner splay at the north east corner of the property must be retained as part of the Public Highway at ground level.
- On-street parking bays along the property's Best Street frontage must be re-painted to Council's satisfaction and at the Permit Holder's cost.
- Public realm improvement works in Best Street, as recommended by Council's Urban Design unit, must be designed and constructed to Council's satisfaction and at the Permit Holder's cost.

Civil Works associated with Right of Way Reconfiguration (Subject to Approval of Discontinuance of Council Controlled Road)

- The new east-west aligned Right of Way, commencing from Egremont Street to the existing north-south aligned Right of Way, must be constructed to Council's satisfaction and at the Permit Holder's cost. The basement levels must not encroach into the road reserve of the new Right of Way and are to be in line with the building's southern ground floor wall.
- A new diversion drain, commencing at the east end of the new east-west aligned Right of Way and connecting to the existing underground drain at the Egremont Street/Scotchmer Street intersection must be constructed to Council's satisfaction and at the Permit Holder's cost. The developer must also locate and verify utility service locations for new drain alignment and depth.
- As a consequence of providing the diversion drain, the developer must upsize the pits and pipes at the intersection of Egremont Street/Scotchmer Street. The costs of these works shall be funded by the Permit Holder.
- A public lighting scheme is to be designed and installed in the new east-west aligned Right of Way to the satisfaction of the relevant power authority and in accordance with the Australian Standard AS/NZS 1158.3.1:2005 *Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements* and the Australian Standard AS 4282 – 1997 *Control of the obtrusive effects of outdoor lighting*.
- The vehicle crossing servicing the new east-aligned Right of Way (east side of Egremont Street) must be constructed to Council's satisfaction. Materials to be used must comply with Council's *Infrastructure Road Materials Policy*. The vehicle crossing must satisfy the vehicle ground clearance requirements for the B99 design vehicle.

Vehicle Crossing – Scotchmer Street Road Frontage

Before the development commences, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossing must be designed and constructed:

- In accordance with any requirements or conditions imposed by Council.
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and
- To the satisfaction of Council.

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.

Discharge of Water from Development

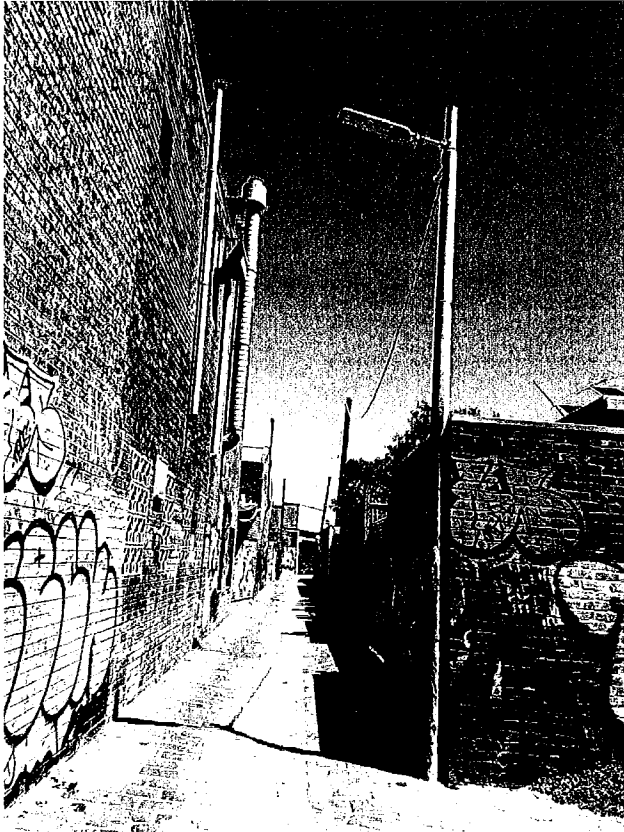
- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table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

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

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.
Preparation of Detailed Road Infrastructure and Public Realm Design Drawings	The developer must prepare and submit detailed design drawings of all road infrastructure works and public realm works associated with this development for assessment and approval.
Clearances from Electrical Assets	<p>Overhead power lines run along the south side of south side of Scotchmer Street, close to the property boundaries.</p> <p>The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, <i>Building design near powerlines</i>, which can be obtained from their website:</p> <p>http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs</p>
Road Pavement Reinstatements	All road pavement reinstatements must be consolidated as single full-width areas of reinstatement to reduce further construction joints in the pavement.
Verandah Lighting	Should the verandah along building be retained, the applicant should undertake a lighting level assessment along footpath. Currently some of lighting in-built in veranda structure.



Existing North-South Aligned Right of Way, looking south



Existing East-West Aligned Right of Way, looking west. This is within the alignment of the proposed 6.0 metre wide east-west aligned Right of Way.

Why audit land use developments?

- Most land use developments need to accommodate road users, for example, pedestrians, car park users, delivery vehicles. Road safety is just as important as on public roads. Some large developments operate like road systems (for example, large car parks).
- Safety problems can occur where a development connects with the public road system.
- A development (or several in combination) can result in safety problems on the public road network some distance away, due to changes in traffic patterns.
- Some developments become public roads (for example, residential or industrial subdivisions).
- Designers of land use developments typically do not have road safety engineering experience. Audits permit the input of that experience and expertise.
- If development costs are initially avoided through inadequate design, the cost can be transferred to later road users as crash costs and possibly to the community as remedial costs incurred by the road authority.
- Typical planning code design standards for access roads and car parks do not provide adequately for safety.

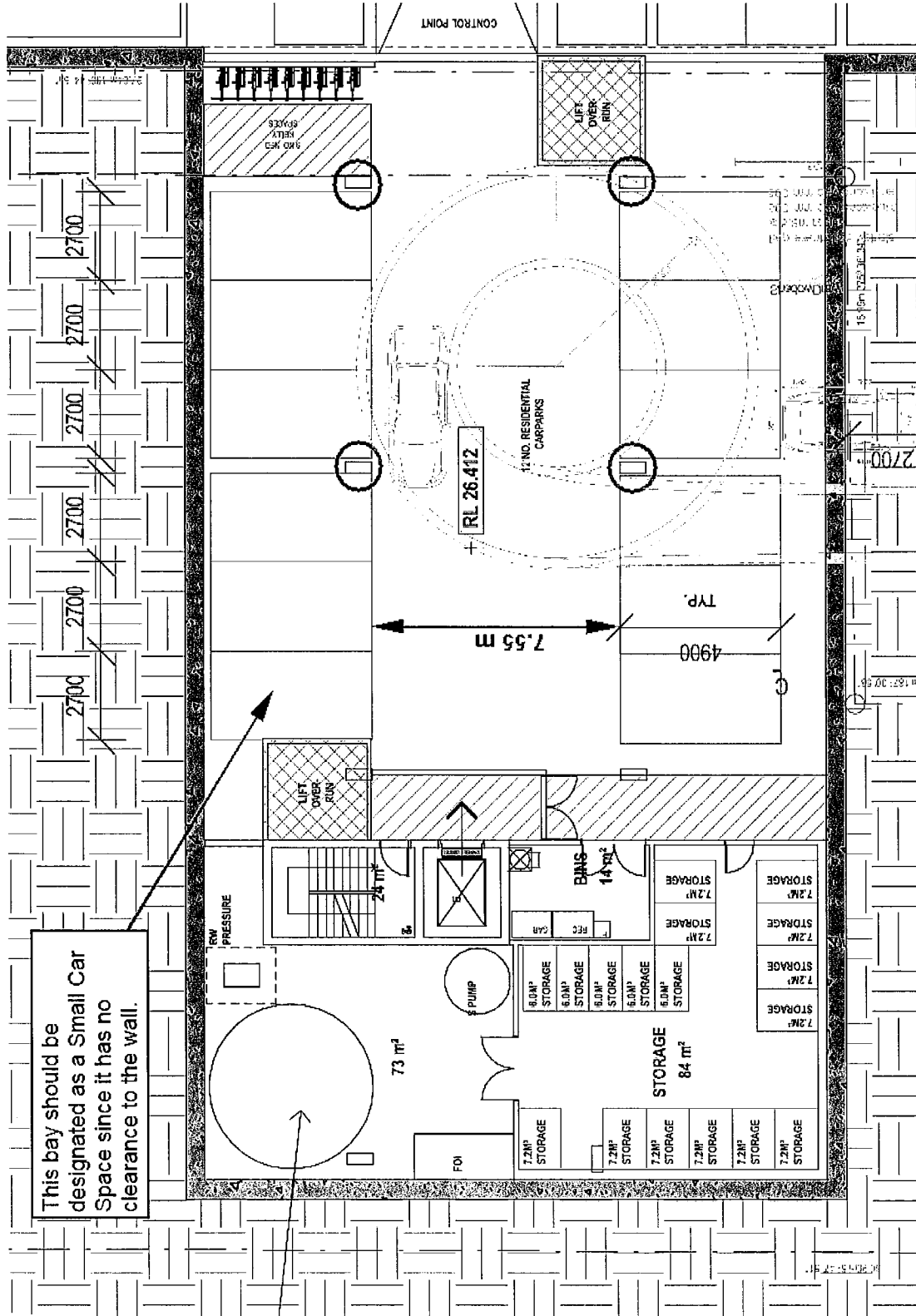
Typical issues

A road safety audit of a development might typically address issues like:

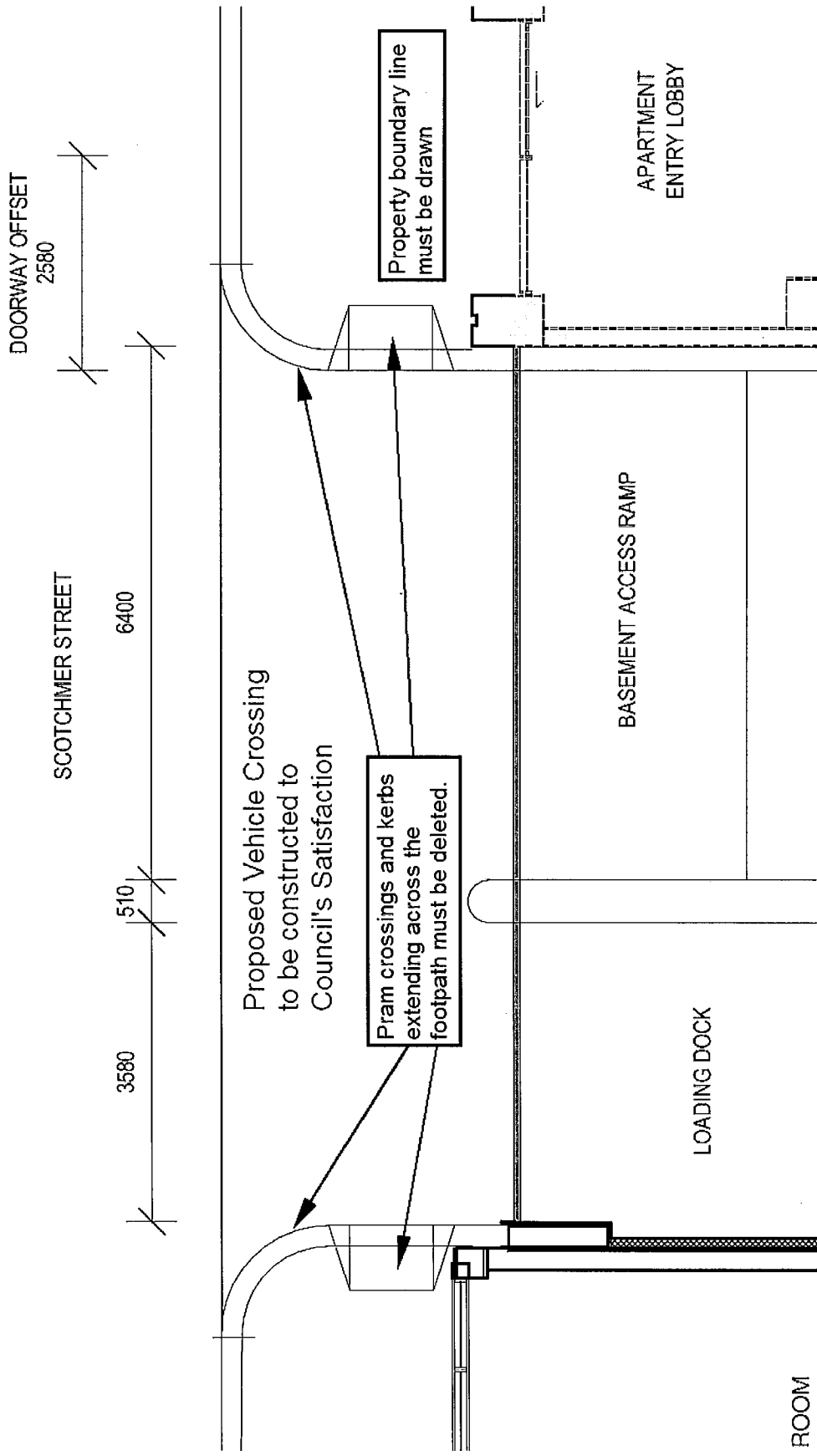
- the safety impact of congestion in peak periods, including changes to turning movements and the use of nearby streets
- the generation of pedestrian movements across existing arterial roads
- the safe provision for public transport and its patrons
- vehicular and pedestrian site access, including driveway locations and shape, new turn lanes, swept paths of large vehicles, footpath locations near traffic
- the adequacy of parking provision and the need to avoid parking overflow onto nearby roads (i.e. into traffic lanes on traffic routes)
- pedestrian–vehicle conflicts on-site and adjacent to the site, the type, layout and operation of adjacent intersections
- speeds within the site and at access/conflict points
- visibility at conflict points.

ADDITIONAL COMMENTS ON DRAWINGS

This bay should be designated as a Small Car Space since it has no clearance to the wall.



Basement 02 Plan



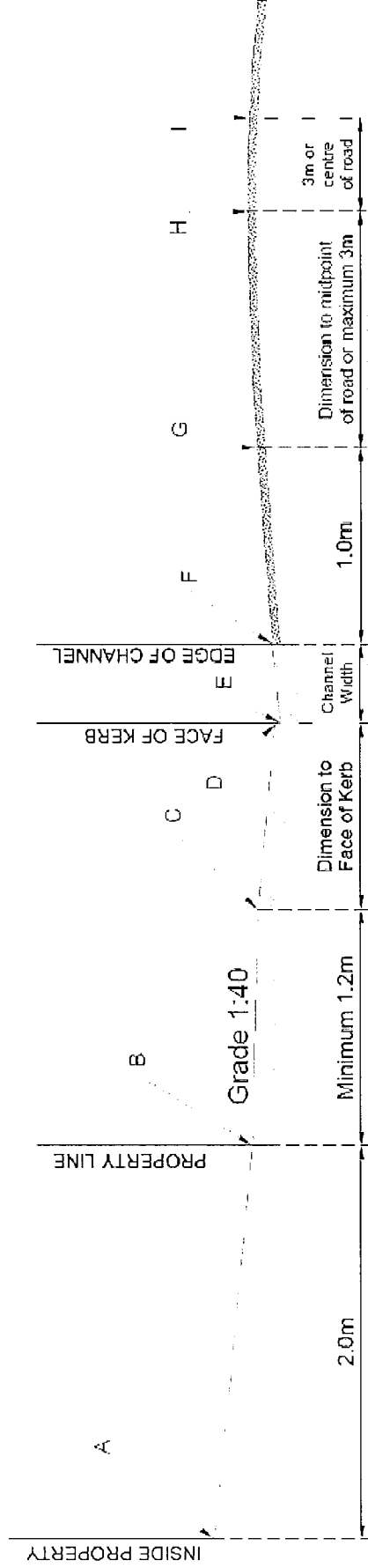
Loading Dock and Vehicular Entrance at Ground Level

Vehicle Crossing – Cross Section

The designer is to submit a 1:20 scale cross section for each proposed vehicle crossing showing the following items:

- A. Finished floor level 2.0 metres inside property
- B. Property line surface level
- C. Surface level at change in grade (if applicable)
- D. Bullnose (max height 60mm) – must be clearly labelled
- E. Surface level at the bottom of the kerb
- F. Surface level at the edge of channel
- G. Road level 1.0 meter from the edge of channel
- H., I. Road levels

- o Please note the cross section must be fully dimensioned. As shown in the sketch below.
- o Please show both the existing and proposed surface.
- o The maximum allowable cross-fall between points B and C is 1:40 (2.5%).
- o A bullnose (max 60mm) is permitted at point D, however not compulsory.
- o The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable.
- o The designer must demonstrate that an 85th or 99th percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004).
- o Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing.
- o Please include any additional levels or changes in grade that are not shown in the diagram.



Theodosakis, John

From: Orr, Patrick
Sent: Tuesday, 2 July 2019 11:27 AM
To: Grillakis, Vasiliky
Cc: Athanasi, Atha
Subject: RE: Major Development Referral - PLN17/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street, Fitzroy North

Hi Vicky,

The waste management plan for 27-45 Best St and 102-114 Scotchmer St, Fitzroy North authored by Leigh design and dated 19/12/18 is satisfactory from a City works branch's perspective.

Regards,

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

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



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

From: Grillakis, Vasiliky
Sent: Wednesday, 26 June 2019 4:33 PM
To: Engineering Referral Unit <EngineeringReferralUnit@yarracity.vic.gov.au>; Farmar-Bowers, Blake <Blake.Farmar-Bowers@yarracity.vic.gov.au>; Strategic Transport Referrals <StrategicTransportReferrals@yarracity.vic.gov.au>; Orr, Patrick <Patrick.Orr@yarracity.vic.gov.au>; Urban Design Unit <UrbanDesignUnit@yarracity.vic.gov.au>
Subject: RE: Major Development Referral - PLN17/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street, Fitzroy North

Hi Team,

The Piedmonte's application has now been amended and entirely new design is proposed by the applicant. The overall application is generally remaining the same, albeit a few less dwellings and they are no longer utilising the rear lane from Egremont Street for any waste or loading.

If you could please provide me with referral comments – and where your unit has previously provided comments with the original application – please also do a cross-check with the previous issues raised in the original.

If this is the first time your unit has been involved, please continue as per usual.

- Engineering
- Open Space
- Strategic Transport
- Urban Design (combined with Streetscapes and Natural Values)
- Waste

Here is an electronic version of the plans (you will need to hit refresh)

<https://spaces.hightail.com/receive/0d1CnM4LD5/dmFzaWxpa3kuZ3JpbGxha2lzQHhcnJhY2I0eS52aWMuZ292LmF1>

Here is the link to the website:

<https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2019/06/14/pln170618>

Here are all the trim references:

D19/102609	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Apartment
D19/102608	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Acoustic Re
D19/102607	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Wind Repo
D19/102606	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Waste Man
D19/102605	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Urban Desi
D19/102604	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Urban Conf
D19/102603	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Urban Conf
D19/102601	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Urban Conf
D19/102598	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Urban Conf
D19/102594	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Traffic Asse:
D19/102586	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Traffic Asse:
D19/102585	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Town Plann
D19/102583	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Town Plann
D19/102581	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Sustainable
D19/102579	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Sustainable
D19/102578	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Shadow An
D19/102577	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Section 57A
D19/102575	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised RFI respons
D19/102574	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Response t
D19/102573	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Plans Part 3
D19/102572	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Plans Part 2
D19/102571	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Plans Part 1
D19/102570	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Perspective
D19/102568	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Perspective
D19/102567	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Noise and I
D19/102565	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Landscape
D19/102564	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Heritage Im
D19/102563	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Clause 58 A
D19/102562	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Certificate c
D19/102560	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Certificate c
D19/102553	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised BADS Sched
D19/102549	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Application
D19/102546	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised Adjoining C
D19/102545	PLN17/0618 - 27 - 45 Best St and 102 - 114 Scotchmer St Fitzroy North - S57B Advertised List of Notil
D19/101260	PLN17/0618-10 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy North - BADS plans
D19/101258	PLN17/0618-10 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy North - updated BADS sc

Thank you!

Vicky

Vicky Grillakis
Coordinator Statutory Planning

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E Vasiliky.Grillakis@yarracity.vic.gov.au
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From: Grillakis, Vasiliky

Sent: Tuesday, 28 November 2017 9:55 AM

To: Williamson, Euan <Euan.Williamson@yarracity.vic.gov.au>; Engineering Referral Unit <EngineeringReferralUnit@yarracity.vic.gov.au>; Valente, Enzo <Enzo.Valente@yarracity.vic.gov.au>; Wearne, Julian <Julian.Wearne@yarracity.vic.gov.au>; Lindsay, Carrie <Carrie.Lindsay@yarracity.vic.gov.au>

Subject: Major Development Referral - PLN17/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street, Fitzroy North

Hi team,

I have a referral for you here.

This application seeks approval for the the partial demolition for the use and development of the land for the construction of a part five, part seven storey (plus three basement levels) mixed use building (supermarket, bottle shop and 89 dwellings - permit required for dwelling use only), sale of packaged liquor (associated with the bottle shop- hours of operation 7am to 11pm, seven days per week) and a reduction in car parking requirements..

Features of the proposed development include:

- A part five, part seven storey mixed use building consisting of
 - Ground floor supermarket (2,894sqm plus 1,763sqm of back of house)
 - Bottle Shop (877sqm) (ground floor and basement level 1)
 - 89 dwellings (23 x 1-bed, 62 x 2-bed and 4 x 3-bed)
- A total of 164 car spaces provided over three basement levels accessed from Scotchmer Street and
- A total of 86 bicycle spaces.

The plans also show the reconfiguration of the existing Right of Way including proposed road closure. The relocated access will extend from Tranmere Street through to Egremont Street. Please note that this is a separate process to the planning permit application.

Here is the link on our website:

<https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2017/11/17/pln170618>

Here are the record numbers for everything in TRIM:

D17/1846291	171120-000858 - Planning Permit - Object - Attachment J
D17/184629	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184628	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184627	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184624	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184623	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184621	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184620	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184619	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184618	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184616	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184615	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184613	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184612	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184611	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184609	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184608	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184607	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184605	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184604	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184603	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184601	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184595	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184593	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184592	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184591	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184590	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184588	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184587	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184586	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184585	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184583	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184582	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184581	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184580	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184575	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184569	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N
D17/184568	PLN7/0618 - 27 - 45 Best Street and 102 - 114 Scotchmer Street Fitzroy N

Vicky Grillakis
Coordinator Statutory Planning

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BESS is now live!
 If you're applying for a planning permit, use the Built Environment Sustainability Scorecard to prepare your sustainable design assessment.
 Visit www.bess.net.au to get started.

To: Vicky Grillakis
From: Julian Wearne
Date: 02/09/2019
Subject: Strategic Transport Comments
Application No: PLN17/0618
Description: Partial demolition for the use and development of the land for the construction of a part five, part seven storey (plus three basement levels and a roof terrace) mixed use building (supermarket, bottle shop, food and drinks premises (café) and dwellings - permit required for dwelling use only), sale of packaged liquor (associated with the bottle shop- hours of operation 7am to 11pm, seven days per week) and a reduction in car parking requirements.
Site Address 27-45 Best Street and 102 – 114 Scotchmer Street, Fitzroy

I refer to the above amended Planning Application referred on 26/06/2019, and the accompanying Traffic report prepared by GTA Consultants in relation to the proposed development at 27-45 Best Street and 102 – 114 Scotchmer Street, Fitzroy . Council’s Strategic Transport unit provides the following information:

Access and Safety

No significant access or safety issue has been identified, however it is recommended that the existing visitor bike spaces be relocated to improve pedestrian access between the main entrance and the nearby tram stop and open space area.

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
Dwellings	89 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	18 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	9 visitor spaces.	
Retail premises (other than specified in this table)	454 sqm	1 employee space to each 300 sqm of leasable floor area	2 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area	1 visitor spaces.	
Shop	4210 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	7 employee spaces	

	1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	8 visitor spaces.	
Bicycle Parking Spaces Total		27 resident / employee spaces	77 resident / employee spaces
		18 visitor spaces	85 visitor spaces
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	2 showers / change rooms	6 showers / change rooms

The development provides a total of 50 additional resident/employee spaces and 67 additional visitor spaces above the requirements of the planning scheme.

Adequacy of visitor spaces

77 spaces are noted as visitor bicycle parking spaces. The provision of the visitor spaces is inadequate for the following reasons:

- The number of spaces exceeds Council's best-practice rate and is acceptable, however
- the vast majority of visitor spaces are located in the basement which discourages short-term visitor use.
- The existing 30 visitor bike spaces are heavily utilised and existing demand results in bikes being locked to other available furniture (such as bench seats and street poles).
- The proposed development is highly likely to significantly increase demand for visitor bike parking – given the existing use will be intensified, and the residential and café uses will be introduced.
- This issue has been discussed with Council's Urban Design team who have advised 48 visitor spaces could be accommodated within the Best Street public realm, which acts as a forecourt to the existing supermarket.

Given the above, the following changes should be shown on the plans before endorsement :

- A minimum of 77 visitor spaces be provided, (as currently proposed).
- 48 spaces should be provided within the Best Street public realm, with the remaining spaces to be located in easily accessible locations within Basement 1 for visitor overflow demand.
- Overflow spaces should ideally be located in no more than 1 or two groups, to make finding an available space as convenient as possible.
- All space must meet AS2890.3 clearance and spacing requirements, or otherwise be to the satisfaction of the Responsible Authority.

Adequacy of employee spaces

Number of spaces

Whilst the proposal includes a surplus of 50 resident/employee spaces above the requirements of the planning scheme, it is noted:

- A reduction of 189 car parking spaces is sought (58% of the statutory requirement);
- the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Given the above, Council's best-practice rate should be adopted, which recommends a rate of 1 space to each dwelling¹ and the statutory rates for other uses. This generates a recommended rate of 89 resident/employee spaces.

¹ *Category 6 of the BESS offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings."*

Given the above, a minimum of 89 resident/employee spaces should be provided.

Design and location of employee spaces and facilities

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

- Resident/employee bicycle parking is provided at Basement 1 and 2. Due to the steep ramps that provide access to the car park, it is envisioned most cyclists would choose to access the spaces via the lift shaft.
- 9 spaces within basement 2 are not located within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for residents and employees must be provided in a bicycle locker, or in a lockable compound. A secure car park does not constitute a lockable compound.
- Only 4 of the 68 resident/employee spaces (5%) are provided as horizontal, at-grade spaces. Pursuant to AS2890.3 at least 20% of spaces should be horizontal and at grade.
- All bike parking spaces and accessways must comply with Australian Standard AS2890.3 requirements or otherwise be to the satisfaction of the Responsible Authority.

It is noted the end-of-trip facilities are adequately designed and located for employee use.

The following is also noted with regards to the plans:

- The number of bike spaces noted on the plans is not accurate compared to what is shown in all locations (i.e. the main bike store notes "3 No. Flat Top Spaces" when only 2 are shown). All notations must accurately reflect the plans.
- No dimensions for typical spacing, clearances between walls and end spaces, or accessway widths are shown. These details must be provided.

Electric vehicles & share cars

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). The provision of 1 EV charging point is noted and supported. To allow for easy future expanded provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.

The car share space is supported, however the bay should be relocated to be closer to one of the main lift shafts or entranceways, pursuant to the '*Location and Design Criteria for Car Share Vehicles within New Developments*' on page 11 of Council's 'City of Yarra Car Share Policy 2019-2024'.

Green Travel Plan

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

- a description of the location in the context of alternative modes of transport;
- employee welcome packs (e.g. provision of Myki/transport ticketing);
- the provision of real time passenger information displays for nearby stops within each lobby;
- sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
- a designated 'manager' or 'champion' responsible for coordination and implementation;
- details of bicycle parking and bicycle routes;
- details of GTP funding and management responsibilities;

- the types of bicycle storage devices proposed to be used for employee, resident and visitor spaces (i.e. hanging or floor mounted spaces);
- the types of lockers proposed within the change-room facilities, with at least 50% of lockers providing hanging storage space;
- security arrangements to access the employee bicycle storage spaces; and
- signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;
- Reference to a minimum 40A single phase electrical sub circuit should be installed to the basement levels for 'EV readiness'; and
- provisions for the Green Travel Plan to be updated not less than every 5 years.

Recommendations

The following should be shown on the plans before endorsement:

- 1) The existing visitor bike parking spaces should be relocated to improve pedestrian access to the nearby tram-stop.
- 2) A minimum of 77 visitor spaces be provided, (as currently proposed).
 - a) 48 spaces should be provided within the Best Street public realm, with the remaining spaces to be located in easily accessible locations within Basement 1 for visitor overflow demand.
 - b) Overflow spaces should ideally be located in no more than 1 or two groups, to make finding an available space as convenient as possible.
 - c) All space must meet AS2890.3 clearance and spacing requirements, or otherwise be to the satisfaction of the Responsible Authority.
- 3) A minimum of 89 resident/employee spaces be provided.
 - a) At least 20% of resident/employee spaces must be provided as horizontal, at-grade spaces or be otherwise to the satisfaction of the Responsible Authority.
 - b) All resident/employee spaces must be provided within secure facilities accessible only by residents and employees.
 - c) All spaces must meet AS2890.3 clearance and spacing requirements, or otherwise be to the satisfaction of the Responsible Authority.
- 4) All car parking areas must be wired for expanded EV charging provision. A minimum 40A single phase electrical sub-circuit should be installed for this purpose.
- 5) The car share space should be located closer to a basement entranceway, and must be accessible 24 hours a day to car-share members, as per the Location and Design Criteria of Council's Car Share Policy 2019-2024.

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

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit



ESD in the Planning Permit Application Process

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

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

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category *Non-residential 1. 1,000m² or greater*.

What is a Sustainable Management Plan (SMP)?

An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice. The review included town planning drawings JCB Architects and the SMP dated 19 December 2018 prepared by GIW.

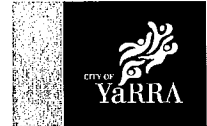


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9. Innovation 14

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Assessment Summary:

Responsible Planner:	Vasiliky Grilakis
ESD Advisor:	Gavin Ashley
Date:	11.10.2019
Subject Site:	27 – 45 Best St Fitzroy North, VIC
Site Area:	Approx. 3800m ²
Project Description:	7 storey building comprising 66 dwellings and retail.
Pre-application meeting(s):	Unknown.

The standard of the ESD does not meet Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Applicant ESD Commitments:

- 7 star commitment to NatHERS
- 30kW PV system
- 35,000ltr tank to all WC's
- A STORM report with a 100% STORM score has been submitted that demonstrates best practice.
- All timber will be recycled or from accredited sustainably harvested plantation sources (FSC or PEFC)
- 147 bike parks provided
- Formal car share space integrated
- A target recycling rate of 80% of construction and demolition waste
- Green waste and worm farm on roof
- State of the Art CO2 refrigeration

(2) Application ESD Deficiencies:

- The ventilation does not meet the best practice standard. The design needs to be modified to increase passive ventilation to the apartments
- Provide for adjustable shading on western façade. This could easily be accommodated with concertina shutters at balcony edge

(3) Outstanding Information:

- A greater range of apartments are required to be modelled, at least a further 4 apartments of varying locations on the building. Apartments 5.07 should be included in the assessment.
- Due to the scale of the retail, a preliminary JV3 model or equivalent is required to demonstrate how the 10% improvement will be achieved.
- Further information is required on how the HVAC for the retail component will be serviced.
- Provide a Green Travel Plan with performance targets and monitoring and reporting components included. Condition only.
- Please include planter boxes on TP drawings.
- More information is required on how the green wall elements will be irrigated and maintained.
- A statement demonstrating how the proposed design contributes to reduction in urban heat is required.



(4) ESD Improvement Opportunities

- Consider recycled content in concrete.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.
- Consider providing additional charging stations or wiring for future.
- Consider organics collections service rather than food digester. These are extremely high energy using devices.
- Consider head contractor to be accredited.
- Consider that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

Further Recommendations:

The applicant is encouraged to consider the inclusion of ESD recommendations, detailed in this referral report. Further guidance on how to meet individual planning conditions has been provided in reference to the individual categories. The applicant is also encouraged to seek further advice or clarification from Council on the individual project recommendations.

1. Indoor Environment Quality (IEQ)

Objectives:

- to achieve a healthy indoor environment quality for the wellbeing of building occupants.
- to provide a naturally comfortable indoor environment will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices.

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	47% (31 out of 66) of the development's apartments and townhouses are naturally cross-ventilated. Units are provided with windows on opposite or adjacent facades or are effective single sided ventilated.	The ventilation does not meet the best practice standard. The design needs to be modified to increase passive ventilation to the apartments	2
Daylight & Solar Access	81% of living rooms and 88% of bedrooms comply with the best practice standard.	Satisfactory	1
External Views	External views are available.	Satisfactory	1
Hazardous Materials and VOC	All internal sealants and paints, adhesives, and carpets will be low VOC, and 95% of all engineered timber products will be E0.	Satisfactory	1
Thermal Comfort	Double glazing and generally satisfactory shading.	Provide for adjustable shading on western façade. This could easily be accommodated with concertina shutters at balcony edge	2

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [1. Indoor Environment Quality](#)
 Good Environmental Choice Australia Standards www.geca.org.au
 Australian Green Procurement www.greenprocurement.org
 Residential Flat Design Code www.planning.nsw.gov.au
 Your Home www.yourhome.gov.au

2. Energy Efficiency

Objectives:

- to ensure the efficient use of energy
- to reduce total operating greenhouse emissions
- to reduce energy peak demand
- to minimize associated energy costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	7 star commitment to NatHERS Commitment to 10% improvement on NCC for non-residential.	A greater range of apartments are required to be modelled, at least a further 4 apartments of varying locations on the building. Apartments 5.07 should be included in the assessment. Due to the scale of the retail, a preliminary JV3 model or equivalent is required to demonstrate how the 10% improvement will be achieved.	3
Thermal Performance	As above, demonstrated all sampled apartments are below 30mj/m3 for cooling.	Satisfactory	1
Hot Water System	Domestic hot water provided by high efficiency gas instantaneous	Satisfactory	1
Peak Energy Demand	25% reduction in peak demand	Satisfactory	1
Effective Shading	Shading strategy comprising fixed eaves however west façade remains exposed.	Provide for adjustable shading on western façade. This could easily be accommodated with concertina shutters at balcony edge.	2
Efficient HVAC system	Within 1 star of best available for apartments. No information provided for retail.	Further information is required on how the HVAC for the retail component will be serviced.	3
Car Park Ventilation	CO monitoring with VSD	Satisfactory	1
Efficient Lighting	At least 20% improvement.	Satisfactory	1
Electricity Generation	30kW PV system	Satisfactory	1
Other	-	-	-

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [2. Energy Efficiency](#)

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

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: Taps: 5 star Toilets: 4 star Showers: 4 star Dishwashers 5 star	Satisfactory	1
Water for Toilet Flushing	35,000ltr tank to all WC's	Satisfactory	1
Water Meter	Separate water metering for all tenants and major common area uses.	Satisfactory	1
Landscape Irrigation	Water sensitive landscape design to reduce potable water used for irrigation.	Satisfactory	1
Other	-	-	-

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [3. Water Efficiency](#)

Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au

Water Services Association of Australia www.wsaa.asn.au

Water Tank Requirement www.makeyourhomegreen.vic.gov.au

Melbourne Water STORM calculator www.storm.melbournewater.com.au

Sustainable Landscaping www.ourwater.vic.gov.au

4. Stormwater Management

Objectives:

- to reduce the impact of stormwater runoff
- to improve the water quality of stormwater runoff
- to achieve best practice stormwater quality outcomes
- to incorporate Water Sensitive Urban Design principles.

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a 100% STORM score has been submitted that demonstrates best practice.	Satisfactory	1
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	-	-	-
Stormwater Treatment	-	-	-
Others	-	-	-

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [4. Stormwater Management](#)

Melbourne Water STORM calculator www.storm.melbournewater.com.au

Water Sensitive Urban Design Principles www.melbournewater.com.au

Environmental Protection Authority Victoria www.epa.vic.gov.au

Water Services Association of Australia www.wsa.asn.au

Sustainable Landscaping www.ourwater.vic.gov.au

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment.

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No specific information provided.	-	1
Embodied Energy of Concrete and Steel	The design will seek to limit the use of high embodied energy metal finishes.	Consider recycled content in concrete.	4
Sustainable Timber	All timber will be recycled or from accredited sustainably harvested plantation sources (FSC or PEFC).	No comments.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	No information has been provided.	Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.	4

* Council Assessment Ratings:

- 1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [5. Building Materials](#)

Building Materials, Technical Manuals www.yourhome.gov.au

Embodied Energy Technical Manual www.yourhome.gov.au

Good Environmental Choice Australia Standards www.geca.org.au

Forest Stewardship Council Certification Scheme www.fsc.org

Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

- to minimise car dependency
- to ensure that the built environment is designed to promote the use of public transport, walking and cycling.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking proposed in basement.	Satisfactory	1
Bike Parking Spaces	147 bike parks provided.	Satisfactory	1
End of Trip Facilities	4 showers and 27 lockers provided.	Satisfactory	1
Car Share Facilities	Formal car share space integrated	Satisfactory	1
Electric vehicle charging	1 electric vehicle charging point provided.	Consider providing additional charging stations or wiring for future.	4
Green Travel Plan	A Green Travel plan has not been provided.	Provide a Green Travel Plan with performance targets and monitoring and reporting components included. Condition only.	3

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [6. Transport](#)

Off-setting Car Emissions Options www.greenfleet.com.au

Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf

Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/

Bicycle Victoria www.bv.com.au

7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A target recycling rate of 80% of construction and demolition waste has been adopted for the construction phase of the development to minimise the volume of waste to landfill.	Satisfactory	1
Operational Waste Management	Waste management facilities to separate commercial and residential general waste and recyclables.	Satisfactory	1
Storage Spaces for Recycling and Green Waste	Green waste and worm farm on roof. Retail will use a food digester.	Consider organics collections service rather than food digester. These are extremely high energy using devices.	4
Others	-	-	-

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [7. Waste Management](#)

Construction and Waste Management www.sustainability.vic.gov.au

Preparing a WMP www.epa.vic.gov.au

Waste and Recycling www.resourcesmart.vic.gov.au

Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002)

www.environment.nsw.gov.au

Waste reduction in office buildings (2002) www.environment.nsw.gov.au

8. Urban Ecology

Objectives:

- to protect and enhance biodiversity
- to provide sustainable landscaping
- to protect and manage all remnant indigenous plant communities
- to encourage the planting of indigenous vegetation.

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	N/A
Maintaining / Enhancing Ecological Value	Planter boxes have been integrated into the proposed design across the façade.	Please include planter boxes on TP drawings.	3
Heat Island Effect	No information has been provided.	A statement demonstrating how the proposed design contributes to reduction in urban heat is required.	3
Other		-	1
Green wall, roofs, facades	Level 5 incorporates green wall elements	More information is required on how the green wall elements will be irrigated and maintained.	3

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [8. Urban Ecology](#)

Department of Sustainability and Environment www.dse.vic.gov.au

Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au

Greening Australia www.greeningaustralia.org.au

Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-	-	-
Innovative Social Improvements	-	-	-
New Technology	State of the Art CO2 refrigeration.	Excellent initiative.	1
New Design Approach	-	-	-
Others			-

* Council Assessment Ratings:

- 1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [9. Innovation](#)

Green Building Council Australia www.gbca.org.au

Victorian Eco Innovation lab www.ecoinnovationlab.com

Business Victoria www.business.vic.gov.au

Environment Design Guide www.environmentdesignguide.com.au

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	All energy and water management systems will be commissioned in accordance with the manufacturer's specifications.		1
Building Users Guide	A Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.	-	1
Contractor has Valid ISO14001 Accreditation	Heavily weighted in tender criteria.	Head contractor to be accredited.	4
Construction Management Plan	No information has been provided.	Recommend that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	4
Others	-	-	-

* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:

SDAPP Fact Sheet: [10. Construction and Building Management](#)

ASHRAE and CIBSE Commissioning handbooks

International Organization for standardization – ISO14001 – Environmental Management Systems

Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au



Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

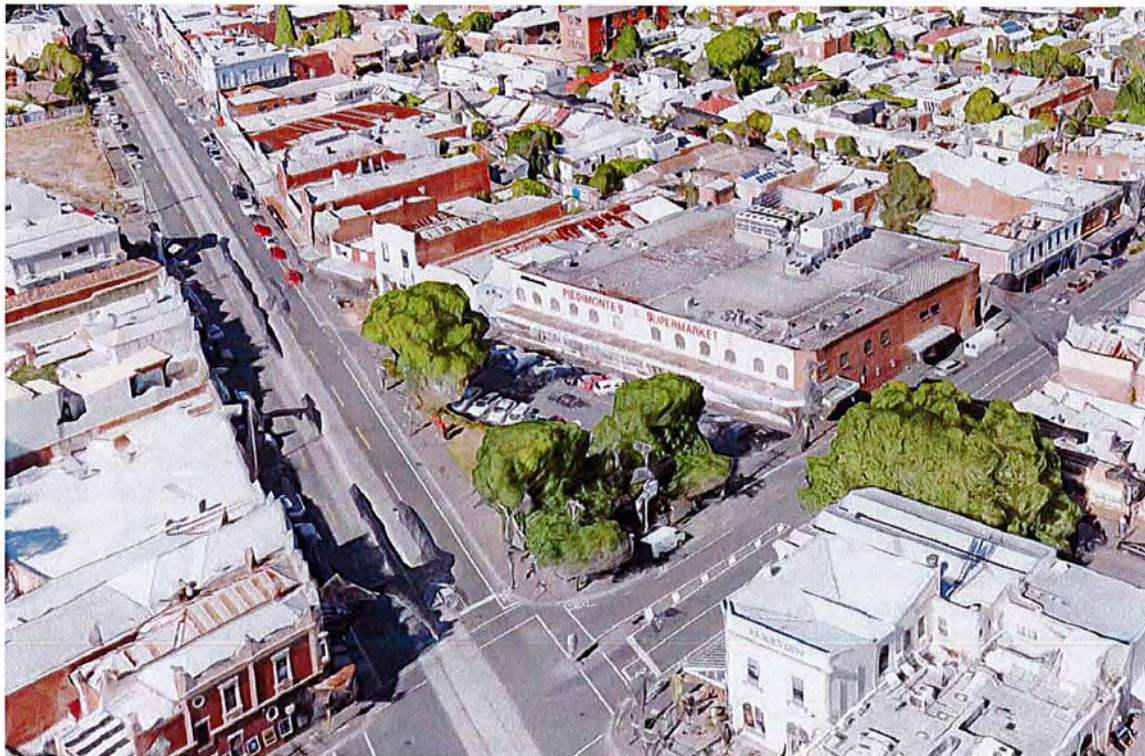
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INDEPENDENT URBAN DESIGN ADVICE

PROPOSED DEVELOPMENT AT 27-45 BEST & 102-114 SCOTCHMER STREETS FITZROY NORTH

AUGUST 2019



Prepared by

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

Our ref: 18004

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BACKGROUND

1. In November 2017 I was asked by the City of Yarra to comment on the proposed development at 27-45 Best & 102-114 Scotchmer Streets Fitzroy North, current site of Piedimonte's Supermarket.
2. Since that time the application has been amended and new architects employed. In July 2019, I was asked to comment on the new scheme for the site.
3. My comments are made with regard to the resolution of the scheme in relation to:
 - a) Appropriateness of the design treatment and streetscape impact
 - b) Building height, bulk and massing
 - c) Use of colours and materials
 - d) Façade treatment
 - e) Whether the proposal achieves high architectural and urban design outcomes
4. The proposal includes partial and full demolition of some of the existing buildings on the site and the redevelopment of the land for a part five and part seven storey building to be used for the purposes of an expanded Supermarket, Retail Premises including an expansion to the existing red line area associated with the Supermarket Bottle Shop, cafe (Food and Drink Premises), Dwellings and a reduction in the statutory car parking requirements.
5. At that time I recommended refusal of the proposal for the following reasons:
 - a) The proposed mix of uses is supported however the execution of the brief and the scale of development is not.
 - b) The design treatment streetscape impact is inappropriate and detrimental to the urban design qualities of the place.
 - c) The proposed building height, bulk and massing is excessive.
 - d) The proposed use of colours and materials lacks the necessary resolution of detail finish and response to context to warrant support.
 - e) Façade treatment and in particular the scale, design language, composition and resolution is a poor response in my view to the valued characteristics of context and the underlying planning strategies that seek to guide the extent of change and the nature thereof in this context.
 - f) The proposal does not achieve high architectural and urban design outcomes.
6. In examining these concerns in further detail my comments and concerns include the following:

Consolidation of sites and response to context

- a) The proposed consolidation of sites across title boundaries had not resulted in a net benefit in my view. The laneway and street interfaces are not enhanced through this aggregation and impacts on neighbours include diminished informal surveillance and accessibility and increased visual bulk.
- b) The outcome had, rather than providing a finer grain campus of buildings as would be anticipated in a location such as this, resulted instead in an unfortunate and excessively large expression of built form that was I felt a poor response to its heritage context and low scale and in its execution a poor response in its articulation, organisation, amenity and response to state and local planning provisions and the objectives of current urban design and apartment standards.
- c) Despite the proposed site amalgamation, loading, storage and back of house arrangements remain confused and disjointed.
- d) Retail arrangements were confused with customers able to go from the upper level retail to the basement carpark without going through the ground level register, something that appeared unusual and likely not to form part of a final arrangement

Built form

- e) The quality of architectural execution and height and materiality, grain of development and interface response to the neighbourhood were in each case in my view well below the

response that would be required for support in what is a remarkably intact part of historical inner Melbourne.

- f) Whilst there was no doubt that there would be considerable sympathy for Piedimonte's to be upgraded to continue to be central to retail services and this neighbourhood centre and an iconic lynchpin of local life, this could not in my view come with poor execution of the desired response against local and state planning goals or a less than satisfactory response by way of execution of the architecture in response to the scale and quality of the neighbourhood or in the poor provision for amenity of occupants.
- g) I could not find a case in the applicant's submission for development at the scale proposed in what is otherwise an area where at most incremental change is anticipated by the heritage overlay or the level of change that has occurred in the area.
- h) I felt in the context of this neighbourhood that a development at most of an effective four mixed use levels or approximately RL47.48 would be the expectation that could be anticipated on a significant site in this neighbourhood setting. At that level a development, if well executed at 14.7m, is close to a five level residential building albeit in this instance a mixed use proposal.
- i) As a starting point I recommended the removal of levels 4, 5 and 5 mezzanine of the proposal as a guide to the building envelope scale that should be reasonably anticipated in this neighbourhood context.
- j) I was perplexed as to why in this instance support would be given for the consolidation of titles above ground level. There may well be merit in considering below ground interconnection for loading dock and goods lift areas should that be something the applicant may wish to consider. Such a provision for example has been executed in a number of inner city locations including Sutherland Street and Wills Street however in this instance the reduced permeability arising from the proposal in the form presented would be in my view an unwelcome one. The applicant had not demonstrated that enhanced outcomes for development fit or quality are derived through the proposed initiative.
- k) Rather, I saw potential access into a loading zone off the laneway areas through the widening of the northern end of that laneway and the inclusion of a separating laneway between the development and its southern neighbours.

Design Layout issues – The Supermarket

- l) The design response for the supermarket also required further quality and investment including enhanced configuration of access, trolley facilities and movement into the store for users of the supermarket.
 - The arrangements of ramps, small lifts and switchback configurations combined with an absence of trolley storage provided for complex and poor configurations for a supermarket car park and for its customer needs.
 - Desirably I felt car parking would be on one level with a separating aisle arrangement to enable easier access and egress without the need for reversing or three point turns.
 - m) Lifts appeared unusual in their arrangements and interconnections between and between retail zones and non-retail areas and front of house and back o house areas. Escalators against the shopfront are also seen as a bad outcome and the proximity of stairs and escalators is likely to cause conflicts.
7. Similarly for residents the scheme provided a number of organisational issues and arrangements that do not meet contemporary standards of like developments in the community and raise a number of issues raised in earlier VCAT hearings found to fall below the standards sought by the Tribunal, who have upheld Council concerns in those instances.
8. In this case, in addition to regulatory issues including escape, disability access, etc. as previously raised, a number of further issues required redress in a revised application. These included the following:

Poor Apartment arrangements

- a) In an unfortunately large number of instances the apartment arrangements as proposed were not fit for purpose.

Scale of living spaces and bedrooms

- b) In many instances the applicant had indicated a lesser number of seats in a lounge room than what could be reasonably anticipated as living in the apartment.
 - c) Additionally living areas were described in some cases in grossly undersized arrangements and require urgent review.
 - d) Notable examples include living spaces of less than 3m in width and 2.4m in depth for 2-bed apartments and 3.03m x less than 3 useable metres once access is taken into account for a 3-bed apartment.
 - e) In another instance 2.3m in width for a 3-bed apartment.
 - f) In many instances bedroom and living room dimensions did not meet BAD standards.
9. In combination with the inadequate accommodation provision I required radical change by the applicant.

Layouts and daylighting

- a) Equally internal corner apartments were described with very poor external interface arrangements of very modest amenity and inbound organisation that was well below the standard sought in the municipality or by the state.
- b) These apartments and internal corners required complete redesign by the applicant to eliminate such arrangements.
- c) The arrangements resulted in unsatisfactory levels of daylight in the kitchen, living and meals areas of many apartments.
- d) Length of corridors lacked articulation and amenity.
- e) Corridors of over 60m in length to the eastern wing and 40m to the western wing of persistent minimum width were not an outcome which could be supported.
- f) These are effectively the street and front door for occupants and required the care and quality of address that are sought and which have consistently been supported elsewhere in the municipality.
- g) I recommended a minimum 1600mm width with 1800mm threshold depth at entries to apartments as a minimum response and 2100mm rather than the 1500mm scaled or 1600mm dimensioned as the lift lobby arrangement at each level.

Support for green travel

- h) I anticipated, like other areas of North Fitzroy, that bicycle use would be a very popular form of access not only for the residents of the development but also visitors to the supermarket. Provision should be made in the development for short-term cycle storage combined with generous provision and direct street access to cycle stores for residents and employees of the development.
- i) In turn these user groups should have direct access for a cycle store area to their apartments and for shoppers, access to the street and supermarket. This is not currently the case.
- j) Desirably the supermarket should be available as a resource for the precinct as other supermarkets have provided in recent years to diminish the impact of the activity centre at night on adjoining areas when the facility is running at below peak. In that context desirably lower level lift areas should provide occupants with egress to the street or to a common area rather than into a store wherever possible.
- k) Additionally I noted that within the Best Street area proposals appear to be provided for street improvement arrangements.
- l) The opportunity in my view should be taken to reconfigure the adjoining car park and park to provide for a more generous cycle storage provision preferably at the northern entry to the car parking zone in conjunction with some enhanced pedestrian seating in this undercover location.

- m) This would be recognition of both the increased intensification of the neighbourhood and the increasing popularity of cycling as a preferred mode of transport through the area.

Green and social initiatives and ESD

- n) The proposal had very modest ambitions for environmental sustainability.
- o) The applicant was encouraged to look at a number of issues including waste management, solar, stormwater harvesting and reuse and food production as measures within the development.
- p) The applicant should when considering grounds for support for increased scale consider uses of direct community benefit such as community housing or similar. The previous proposal was silent on any social dividend contributions.
- q) Whilst social spaces were supported within the proposal, the location of these in this instance was somewhat undermined by the height of development to its north and east.
- r) In the suggested lower built form I felt the opportunity may exist to have a common roof zone for residents within the development with a more generously scaled landscape area as buffer to adjoining neighbourhoods.

Summary of previous review

10. In summary, I concluded that the proposal should be refused on urban design grounds.
 - a) The proposal was excessive in height, poor in its response to the valued heritage streetscapes and the fine grain urban morphology that characterises the neighbourhood and indeed is in my view a poor response to the valued scale of the existing built form of the site, with the proposal almost three times the height of the current built form on the site.
 - b) Whilst increased scale is supported in activity centres this was I felt tempered by context. In this case it is a context of low scale intact heritage with the level of change that has occurred representing modest increases in built form and visibility and then within a finer grain design language. This restrained scope is manifested in the modest scale of recent precinct renewal.
 - c) The proposed form adopts a language that emphasises through a replication of materials and finishes the bulk of the form that in combination with the height cannot in my view be supported as a response to local and state planning policy.
 - d) Additionally in this case I felt the proposal afforded poor amenity for occupants in many instances and the awkward arrangements of access to the supermarket and residents from lower levels suggests a work in progress rather than a work which has reached the level of resolution and quality of design response that could reasonably be supported.
11. For these reasons and for the technical issues earlier raised I could not support the proposal on urban design grounds.

Equitable development

12. The proximity of the proposed development to its southern and western neighbours further diminished the potential of these adjoining developments for change and/or retained amenity.

Green Travel and access

13. Disappointingly the traffic report raised the desirability of a green travel plan but this remained an outstanding issue.
 - a) With a workforce of the magnitude suggested the proposed inclusion of end of travel facilities was poorly configured with the access arrangements clearly less than satisfactory.
 - b) Desirably cycle access should be given preeminent status in a building such as this with access directly from the storage zone into end of travel facilities and to destination residence and workplace areas for bike store users.

Impact on the public realm and private open space

14. The proposal indicates the development will overshadow the private open space of adjoining southwestern dwellings and garden areas and footpaths to the southeast. Placemaking

initiatives are absent in the plan but should logically form part of the submission. Entrance arrangements to the retail elements should be clearly depicted on plans to understand how enhanced placemaking and arrival experiences can be achieved. Details of open space and laneway treatments need to be provided. Opportunities for enhanced public realm treatments too to Scotchmer Street should be explored.

STATUTORY AND STRATEGIC PLANNING CONTEXT

PLAN MELBOURNE

15. Within *Plan Melbourne*, there are a number of outcomes, directions and policies that need to be considered when reviewing this proposal from an urban design perspective.
16. *Plan Melbourne* outlines a vision of Melbourne as a 'global city of opportunity and choice'. This vision is guided by seven key outcomes, each supported by directions and policies towards their implementation.
17. Outcomes relevant to the land-use and built-form changes sought by this proposal include the following:
 - a) Outcome 1: Melbourne is a productive city that attracts investment, supports innovation and creates jobs
 - b) Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity
 - c) **Outcome 5:** Melbourne is a city of inclusive, vibrant and healthy neighbourhoods
18. **Direction 1.1** seeks to create a city structure that strengthens Melbourne's competitive for jobs and investment, particularly with regard to supporting the central city to become Australia's largest commercial and residential centre by 2050.
 - a) Policy 1.1.1 & 1.1.2 encourages new development opportunities to create grow office floor space amongst residential space is to delivering co-benefits of employment, reduced commuting and transport costs for workers and residents. Urban renewal precincts in and around the central city is acknowledged here to play a major role in delivering high-quality, distinct and diverse neighbourhoods that offer a mix of uses.
19. **Direction 4.1** advocates a place-making approach to urban design to create "*more great public places across Melbourne.*"
 - a) **Policy 4.3.1** seeks to integrate place-making practices into road-space management to ensure the design of streets encourages the use of active transport and facilitates a greater degree of and encounter and interaction between people and places.
20. **Direction 5.1** outlines the ambition of creating a city of 20-minute neighbourhoods by encouraging the development of vibrant, mixed-use neighbourhoods linked by a network of activity centres. 'Walkability', 'housing diversity', 'ability to age in place' are identified here as key characteristics of 20-minute neighbourhoods.
21. **Direction 5.3** notes the importance of social infrastructure in supporting strong communities. Delivery and co-location of social infrastructure in accessible locations in close proximity to public transport is a key policy under this direction.
22. Policy guidelines to consider where relevant include:
 - a) *Urban Design Guidelines* for Victoria (Department of Environment, Land, Water and Planning, 2017).
 - b) *Safer Design Guidelines* for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005).
 - c) *Urban Design Charter* for Victoria (Department of Planning and Community Development 2009).

PLANNING POLICY FRAMEWORK

State and regional planning provisions relevant to this application are set out below:

23. **Clause 11.01-1 “Settlement - Metropolitan Melbourne”** includes the following relevant strategies:
 - a) Focus investment and growth in places of state significance, including Metropolitan Melbourne Central City, Metropolitan activity centres and major urban renewal precincts.
 - b) Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.
24. **Clause 15.01-1S “Urban design”** seeks to create urban environments that are *“safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.”* Relevant strategies outlined towards achieving this goal include the following:
 - a) *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
 - b) *Ensure the interface between the private and public realm protects and enhances personal safety.*
 - c) *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
 - d) *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
 - e) *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
 - f) *Promote good urban design along and abutting transport corridors.*
25. **Clause 15.01-1R “Urban design – Metropolitan Melbourne”** sets out to create a *“distinctive and liveable city with quality design and amenity”* by undertaking the following relevant strategies:
 - a) *Support the creation of well-designed places that are memorable, distinctive and liveable*
 - b) *Integrate placemaking practices into road space management*
 - c) *Provide spaces and facilities that encourage and support the growth and development of Melbourne’s cultural precincts and creative industries.*
26. **Clause 15.01-02S “Building design”** aims to ensure that building design outcomes contributes positively to local contexts and enhances public realm, strategies relevant to this proposal include:
 - a) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
 - b) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
 - c) *Ensure development is designed to protect and enhance valued landmarks, views and vistas.*
 - d) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
 - e) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*
27. **Clause 15.01-4S “Healthy neighbourhoods”** seeks to achieve neighbourhoods that foster healthy active living and community wellbeing by designing neighbourhoods that encourage

community interaction, physical activity and engagement amongst community members of all ages and abilities. Key relevant strategies include the provision of:

- a) *Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
- b) *Streets with direct, safe and convenient access to destinations.*
- c) *Conveniently located public spaces for active recreation and leisure.*

28. **Clause 15.02 “Sustainable Development”** is concerned with encouraging development that is energy and resource efficient, minimising greenhouse gas emissions towards supporting a cooler environment. Strategies outlined under this clause include the incorporation of ESD principles in new developments and supporting low energy forms of transport such as walking and cycling.
29. **Clause 17.01-1 “Economic Development”** acknowledges the role of planning in providing a strong, innovative and diversified economy where all sectors are critical to its property. Specifically, planning has a key role in providing land, facilitating decisions and resolving land use conflicts to enable regions to capitalise upon its strengths and achieve its economic potential.
30. **Clause 17.01-1R “Diversified economy – Metropolitan Melbourne”** enshrines a key outcome of *Plan Melbourne* to support the expansion of the Central City to become Australia’s largest commercial centre by 2050. A key tenant behind strategies to this end is to plan for redevelopment of urban renewal precincts in and around the Central City to deliver high quality, distinct and diverse neighbourhoods that are genuinely mixed-use and offers attractive commercial floor space that is close to public transport and integrated cycling and walking paths.
31. **Clause 18 “Transport”** encourages solutions that ensure an integrated and sustainable public transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movement of goods and people and is safe.
32. **Clause 18.01-1 “Land use and transport planning”** outline strategies to develop an integrated, equitable and accessible transport networks that connects people to jobs and services and goods to the market. The following strategies are relevant to this proposal:
 - a) Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
 - b) Requiring integrated transport plans to be prepared for all new major residential, commercial and industrial developments.
33. **Clause 18.02-2S “Public Transport”** seeks to increase the use of public transport and encourage increased development close to high quality public transport networks.
34. **Clause 18.02-4S “Car parking”** encourages the efficient provision of car parking by consolidating facilities and ensuring that such facilities achieve a high quality of urban design and protects local amenity, including pedestrians and other users.
35. **Clause 19.02-6R “Open space – Metropolitan Melbourne”** outline the objective to strengthen the integration of Melbourne’s open space network, strategies relevant to this proposal include the following:
 - a) Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.

- b) Create continuous open space links and tails along the Yarra River parklands (extending from Warrandyte to the Port Phillip Bay).
- c) Continue the development of the lower Yarra River as a focus for sport, entertainment and leisure.

LOCAL PLANNING POLICY FRAMEWORK

36. Clause 21.05 Built Form. This clause covers heritage, urban design, built form character, and public environment. The objective of this policy is to conserve areas of heritage significance whilst providing for an adaptive reuse and change of buildings. It seeks to 'retain Yarra's identity through maintaining built and urban form as typically low-rise with pockets of higher development' and to enhance the built form character by considering the surrounding context and respecting (not dominating) existing built form. It also seeks 'to provide a public environment that encourages community interaction and activity', promoting universal access and ensuring that 'buildings have a human scale at street level'.
37. Clause 22.10 Built Form and Design Policy. The objectives of this clause are to ensure that any new development positively responds to and contributes to the surrounding context, including streetscape and built form character, whilst having minimal impact on the amenity of the surrounding land. Its design objectives and guidelines include (but are not limited to) the following:
- > To ensure ground level façade and boundary treatments interface positively with the street.
 - > To provide pedestrian/human scaled design at street level.
 - > Use appropriate materials, finishes and colours, which add visual interest and, assist in breaking up the mass and bulk of new development.
 - > Matching ground floor level with street level.
 - > New development provides an appropriate level of natural daylight into internal communal spaces and habitable rooms.
 - > To minimise the use of energy and natural resources in the construction and operation of buildings.
 - > To ensure that new residential development provides private and / or communal open space that is well designed, functional, safe, solar oriented, well ventilated and meets the needs of residents.

ZONING

38. The site sits in a Commercial 1 Zone (C1Z). The purpose of the C1Z is:
- > To implement the Municipal Planning Strategy and the Planning Policy Framework.
 - > To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
 - > To provide for residential uses at densities complementary to the role and scale of the commercial centre.



OVERLAYS

39. The subject land is affected by a Heritage Overlay HO327 North Fitzroy Precinct. The purpose of the HO327 is:
- > To implement the Municipal Planning Strategy and the Planning Policy Framework.
 - > To conserve and enhance heritage places of natural or cultural significance.
 - > To conserve and enhance those elements which contribute to the significance of heritage places.
 - > To ensure that development does not adversely affect the significance of



heritage places.

- > To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.
40. The North Fitzroy Precinct has high assigned heritage value and consistency.
 41. The purpose of the overlay seeks to conserve and enhance heritage places of natural or cultural significance and to ensure development does not adversely affect the significance of heritage places. Recent development has continued to be modest in scale and fine in grain.

PARTICULAR PROVISIONS

42. Clause 52.06 Car Parking.
43. Clause 55 Two or more dwellings on a lot.
44. Clause 65 Decision Guidelines.

OTHER POLICY AND DOCUMENTS

45. Other relevant policies and documents include the Urban Design Charter for Victoria 2012 and the subsequent update with the Urban Design Guidelines of 2017,

THE SUBJECT SITE

46. The site sits on the southwest corner of Best Street and Scotchmer Street with a frontage also to Egremont Street and to a western ROW. The site aggregates a number of sites and proposes the closure of an intermediate ROW. It is a large site in local terms and as such has an important character and placemaking role.
47. The Subject Site is comprised of the below properties/land:
 - > 37-45 Best Street which is located on the south-west corner of Best and Scotchmer Streets. It has a frontage to Best Street of approximately 68m and a frontage to Scotchmer Street of approximately 40m. This part of the site is currently occupied by a two storey brick building currently occupied by the Piedimonte's Supermarket.
 - > 27, 31-33 and 35 Best Street which are located to the south of the Supermarket. These properties are currently occupied by single and double storey retail buildings.
 - > The properties located at 102-114 Scotchmer Street are situated between Egremont Street and the ROW that extends along the western side of the Supermarket. They all contain double storey buildings and are used for combinations of retail, commercial and residential purposes. This part of the site comprises a frontage to Scotchmer Street of approximately 31m and a frontage to Egremont Street of approximately 30m.
 - > The abovementioned ROW extends in a north-south direction from Tranmere Street in the south through to Scotchmer Street. The section of laneway forming part of the Subject Site is that part of the laneway between the existing supermarket site and 114 Scotchmer Street.
48. The overall site area is approximately 3,715sqm.



SITE CONTEXT

49. This precinct and indeed the project with its limited number of proposed car spaces is characterised by a high degree of walkability and active transport access for its success. In turn this success will be dependent on the quality of contribution of each development to this outcome.
50. The immediate neighbourhood is one where minimal to incremental change in form could be anticipated owing to the largely intact and valued nature of the surrounding urban environment.
51. The existing supermarket is modes in scale emulating the heights of surrounding built form and incorporates in adjoining sites properties of high assigned streetscape contribution.



52. Neighbouring form to the west in Egremont Street are typically low scale cottages.
53. Each of the adjoining main corners is anchored by older 2 storey built form.



54. The Edinburgh Gardens lie a short distance to the southeast with the development location and village complimented by tram services St Georges Road.

New Development

55. New development within the Village environs has been typically modest in scale.
56. Opposite in Best Street within the C1Z and abutting the North Fitzroy Primary School, more recent development has been 3 and 4 levels.



57. The North Fitzroy Library occupying the adjoining gateway triangle has been developed at 3 levels.



58. Redevelopment site opportunities of scale and suitable for substantive change are the Australia Post site and the subject site.
59. The Australia Post site has a C2Z. The remaining sites within the centre are infill sites between adjoining heritage properties and or adjoining parklands. Hence they are likely to be limited to 3-4 levels in their development potential. To the northern interface with the inner circle line bike path new mixed use development is 3 and 4 levels affirming this position.

THE REVISED PROPOSAL

SUMMARY OF FINDINGS

Supermarket layouts and equitable access

60. The arrangements of access to and through the supermarket needs radical rethinking.
61. Customers with pushers or shopping carts are not able to egress from the lowest customer level to lifts with only a staircase joining them.
62. Basement 1 ramps and the landing area between ramps and lifts is impractical and not fit for purpose for trolleys or people with prams with no ability to pass or turn with current sizing.
63. Similarly lift access from the lowest level of the liquor store to upper levels allows insufficient space for movement of people into and out of the lift from both the east and west sides.
64. The arrangements also seem to suggest a person can enter the lift at the uppermost floor inside the secure zone of the store and egress directly into the car park at basement 1 level without going through a cash register zone. At ground level lifts egress both into the store and into the lobby zone. Again however I would be seriously concerned that there is insufficient space for the combination of people waiting for lifts to go down or up, people seeking to enter the store from the southeast entry of the street and people egressing the lift from the car park levels.
65. The sizing of lift lobby waiting areas at all levels needs to be radically reviewed.
66. At the second floor the lobby is less than half the width of the lift and provides no area for those waiting to descend. This will have significant implications for the sizing of balcony areas and external expression of the east façade.
67. For the large café at first floor no disability toilets are provided for.
68. Logically it would seem that with the current arrangements the proposed balcony area is poorly configured in combination with an inappropriately small-scaled lift landing zone.

Recommendation

- a) Reconfigure the basement customer car parks to ensure that pedestrians with trolleys can access all levels from the proposed lifts.
- b) Provide trolley bay areas on each car park level.
- c) Reconfigure lift and ramp areas so they are appropriately scaled for two way movement and turning with trolleys or pushers.
- d) Reconfigure lift lobbies at all levels so they appropriately scaled for the combination of egressing and waiting for access to lifts and for entering the property and tenancies.
- e) Provide details of the retailing arrangements to ensure access and egress to lifts occurs exclusively outside sales point areas and modify plans to suit to the satisfaction of Council.
- f) Reconfigure the arrangement of balcony and café and lobby areas at level 1 to make the area fit for purpose.
- g) Reconfigure the office area to avoid the overdependence on skylighting through the setback of the SW corner and inclusion of screened windows and natural ventilation.
- h) Reconfigure escape doors to swing outwards and ensure these outward door swings occur within the revised boundaries.
- i) Review the floor plans for compliance with BCA distance of travel to escape criteria and amend plans to suit.

Apartment layouts and amenity

69. Concern is raised for the organisation and amenity of apartments within the development in a number of areas including the following.
70. At ground level review the size of the lift lobby and corridors to ensure a minimum width of 1600mm for corridors and 2100mm for the lift lobby zone given the scale of apartments.
71. Ensure egress arrangements meet regulatory requirements and indicate materials and finishes to south elevation ground level.

72. Provide for acoustic separation between all lifts and habitable spaces on all levels particularly having regard for interfaces between commercial lifts and residential areas in some instances.
73. Provide details of daylighting compliance of inbound bedrooms TH1 to 4 on first floor level having regard to flanking walls to the southwest and south east.
74. Provide details of daylighting to the TH5 kitchen area on level 1.
75. Provide sectional details of the privacy arrangements between the rooftop balcony of TH5 and the adjoining southern residential property in 36 Egremont Street and notably the light court north facing roof lights and first floor window.
76. The eastern wing proposes a 63m long unarticulated corridor, albeit 1980mm wide, reliant on daylighting at right angle ends nearly 80m apart. The arrangement is poor and really needs a midblock point of relief and daylighting. Similar length corridors have been widely criticised with the Mentone Bowl decision an example of where senior member Rundle noted the excessive length of the corridor was specifically been cited as a measure of poor design.
77. Apartment arrangements are configured with a perimeter masonry envelope behind which are embedded balconies onto which living and bedroom areas are oriented, west facing units are approximately 9m deep behind these framed and demonstrably solid external envelopes and embedded balcony zones. No landscaping is suggested to terrace areas beyond these to the west. In-bound bedrooms are proposed with narrow openings to Units 2.06, 2.07 and 2.09 with the east wall of living areas set back more than 11m from the indented balcony facades at levels 2 to 4 for west facing units at level 2 and equivalent above of 2.10, 2.11, 2.12 and 2.13 and east facing 2.04, 2.05 and 2.06 at each of these levels.
78. Logically the framed and overhung nature of balconies combined with depth will compromise light and consequent amenity for these units in the internal extremes of these living space zones.
79. Daylighting information should be provided demonstrating high amenity is achieved in these units.
80. Arrangements of 3-bedroom unit 8.03 providing insufficient capacity for the intended number of occupants.
81. Layouts of fifth floor plans does not accord with the elevations for the western elevation with the expansive balcony indicated on elevation aligned with the 6th floor balcony less than 40% of that size in plan.

Streetscape expression

82. The south façade presents an expansive series of largely unarticulated masonry and concrete walls of up to 26m in height with only the uppermost two levels having a single window. The height at the southern end of this eastern tower arises from the positioning of the lift core outside the core supermarket tenancy below. In the absence of the tenancy characteristics the core would not logically be at the end of the building and equally with single story adjoining shops a stepped form of greater dimensional characteristics would arise.
83. In my view the operational characteristic is not one that warrants such a poor resolution to this important vista down the Best Street axis towards the proposed building with the neighbouring form likely to result in substantial visibility of upper levels in the long term.



Height

84. As noted in my earlier report the scale and intactness of one and two level scaled 19th and early 20th century built form is evident in the environs of the subject site.



85. To the immediate west the tree-lined block of Scotchmer Street is single storey and terrace cottage quality in the main, save for the housing most proximate to Egremont Street where development steps up to 2 level street wall scale.



View to the West of the subject site



The Egremont/Scotchmer Street corner

86. Opposite to the north the 2 level street wall characterises the east side of Egremont Street in Scotchmer Street. The existing remarkably intact context is consistently 8-9m level street walls. The applicant proposes to effectively double this height with a 3m setback to Egremont Street and 5.5m to Scotchmer Street.
87. I am satisfied that the setbacks for upper level built form is sufficient to ensure the legibility and separation of upper and lower built form. Images provided by the applicant from this context are substantially further away to the west where even then built form appears out of scale with surrounds.
88. However the proposed effective replication of scale in the upper form to that of the lower historic street-wall form when combined with its expansive footprint, is in my view a poor response to its position at the NW edge of the precinct and at the interface with predominantly one level dwellings to the south of this new NW development.
89. Opposite in Egremont Street, new development allows, at the interface with smaller and finer grain development to the south and west, for a single recessive additional level above the two level street wall.
90. In my view the doubling of scale at this sensitive interface is excessive and a more modest scale is warranted.

Recommendation

- a) Delete the fourth floor of the North-western building.

The eastern main mixed use building

91. The main building to the east is built to the southern interface to the top of the fourth level or RL51.4. The remaining half of the south façade accommodates unarticulated lift escape stair towers and is set back only 3.75m and rises to a height of RL59.3 or over 26.1m.
92. The retail podium is 8.6m and 9.1m to the top of the planter.
93. The 9.6m height of the southern-most street wall above the predominant street wall is more than double the height of the southern neighbours.
94. Set back 3.75m off this southern boundary, the development rises a further 7.9m to this taller 26.1m excluding plant enclosures or nearly three times the street wall height. The scale adopted is commensurate with some of the recently approved development along Wellington Street, a context with substantially greater existing scale context and a history of industrial and commercial scale rather than a small neighbourhood village.
95. It is a scale of change I have supported in the larger footprint and more expansive areas of change where surrounding character is considerably more characterised by a commercial past such as the areas of Smith Street, Wellington Street and Bridge Road north where both pre-existing scale and site footprint and strategic ambition sought a significant level of change.
96. In contrast the context as noted earlier this is far more constrained by its embedment in a place of ascribed significance and within a far smaller commercially zoned footprint where transitions to surrounding lower scale environs cannot be so easily managed. Whilst section CC on TP3-102-02 describes the section arrangement, TP2-104-2 describes longitudinally the impact of that sectional characteristic with a built form over 65m in length when seen from these hinterland neighbours. In combination this height and mass in my view is a poor response to the fine grain context.
97. In contrast in Bridge Road for example substantial areas to the north are unconstrained by Heritage Overlays. In that context, greater development has been supported on the north side of the street in contrast to much more modest scale to the south where immediate interfaces with fine grain neighbourhoods prevail.
98. The scales remain in my view grossly excessive for a compact village abutting as it does so directly with surrounding neighbourhood residential zone areas and sitting within a heritage zone. In this context new development as we have seen has been more modest in its ambition with 3 an 4 level predominating.

99. Whilst the dimensions of the site and its corner location offer some basis for uplift the potential is not for an outcome wherein the upper level development is almost twice that of the lower street-wall and wherein its language amplifies the building's bulk to hinterland areas

Recommendation

- a) Remove the existing Third Floor of the eastern main building.
- b) Remove the existing Fifth Floor of the eastern main building
- c) Delete the south eastern most unit at the Fourth Level
- d) Address the excessive scale of the north south corridors and the perceived unremitting bulk when seen from western hinterland abutting residential areas on the remaining second, fourth and sixth levels through the creation of a mid-block break to provide daylighting and relief of built form when seen from the west and east.

Materiality

100. Generally speaking the adoption of materials and finishes is competently configured and represents a significant enhancement on the earlier methodology.
101. It is the scale, south and west façade articulation and setbacks and consequent bulk that remains problematic.
102. The additional perspective images regrettably omit the obvious and key view down Best Street from the south and the before and after experience of the site from the NW Egremont/Scotchmer gateway to the centre.

Energy Performance

103. I am satisfied that the proposed BESS target adopted by the applicant is acceptable as a benchmark.

Overshadowing

104. The shadow diagrams indicate additional shadow to the adjoining southwestern properties at 9am, abating typically by 10am.
105. Commercially zoned land to the immediate south will be in shade for much of the day. Diagrams indicate three adjoining properties will be affected until after 10am and two properties until after midday.
106. In Best Street and Brunswick Street, footpath areas currently not overshadowed to the south east end and abutment of the site will be further overshadowed by upper level built form from 2pm onwards with the western side of the small park overshadowed at 3pm.
107. Obviously at the winter solstice the impact of this taller built form on the adjoining parklands and streets will become more pronounced. In a context of high levels of public transport, cycle and pedestrian activity this is an outcome that is not supported. In other contexts such as South Melbourne Shopping precinct, such an outcome is a further threshold for determining maximum built form.

CONCLUSION

108. For the above reasons the project remains a work in progress with the configuration of the core tenancy and its servicing at entry and car parking levels requiring substantial change and the extent of upper level built form requiring a fundamental rethink around the level of ambition.
109. In the current context model for development the development is seeking to establish itself as a built form landmark through its height and large vertical footprint.
110. It is a footprint and scale that is incongruous in a small compact village context surrounded by consistently fine grain lower scale residential streets and built form and in a location where recent change has been of considerably more modest scale.
111. Hence it should be refused on urban design grounds or the applicant encouraged to review their ambition to deliver a right fit lower scale solution.

DOCUMENTS FORMING THE BASIS OF THIS REPORT

- > Town Planning Application Amendment – Jackson Clements Burrows – February 2019
- > Town Planning Submission – Jackson Clements Burrows – May 2019
- > Urban Design Statement – David Lock Associates – February 2019
- > Response to RFI – Contour – May 2019
- > Town Planning and Urban Context Report – Contour – February 2019
- > Landscape Report – Eckersley Garden Architecture
- > Waste management Plan – Leigh Design – December 2018
- > Noise and Amenity Action Plan – January 2019
- > Heritage Impact Statement – Lovell Chen – February 2019
- > Wind Impact Statement – Vipac Engineers & Scientists – May 2019
- > Acoustics Planning Report – Aecom – December 2018
- > Clause 58 Assessment – Contour – May 2019
- > Transport Impact Assessment – MGA – December 2018
- >



Prepared By

Robert McGauran

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



M E L

C O N S U L T A N T S

(ACN 004 230 013)

Ref: 111-19-DE-REV-00

29 July 2019

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Vasiliky Grillakis

Dear Vasiliky,

**27-45 Best Street, Fitzroy North
Review of Vipac Wind Impact Statment
Vipac Document Number: 30N-19-0099-TRP-6761546-1**

The review of the Vipac Wind Effects Statement is based on MEL Consultants' experience of wind flow around buildings and structures. This experience has been developed from a company experience of more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

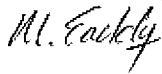
- The Vipac Wind Effects Statement has been prepared based on the experience of the consultancy and no wind tunnel testing by Vipac has been carried out to support the report. MEL Consultants have no issue with this approach for a desktop study as this is a common approach to provide architects, developers, and responsible authorities advice on the wind effects of the design.
- MEL Consultants have no issue with the Analysis Approach, Site Exposure, and Regional Wind Climate that have been used as the basis for the assessment. Vipac has clearly identified the process for the desktop assessment and this is consistent with the approach that MEL Consultants would take to prepare a desktop wind impact assessment. A clear description of the proposed

development has been provided along with reference drawings in the Appendix of the report.

- The desktop assessment has identified the heights of the surrounding existing buildings. The proposed height of the development compared to the surrounding buildings would mean the upper levels would have exposure to direct wind flow from all wind directions. It is agreed that the setbacks of the upper levels from the title boundaries would assist with mitigating any additional wind flow induced by the upper levels towards ground level.
- MEL Consultants have no issue with the assessment criteria that Vipac have used for the desktop assessment. The recommended criteria for the immediate surroundings streetscapes would be walking comfort and the standing criteria for the entrances to the building. The assessment clearly discusses the rationale for recommending the walking criterion for the terraces and there is no issue with this recommendation.
- MEL Consultants agree with the Vipac assessment that the ground level wind conditions would be expected to increase compared to the existing scenario but would still achieve the recommended walking criteria in the surrounding streetscapes and be up to this recommended criterion at the southeast and southwest corners of the site. MEL Consultants agree with the Vipac assessment of the building entrances achieving the standing criterion due to their locations away from building corners and set backs from site boundaries.
- MEL Consultants have no issues with the Vipac comments regarding the use of terraces and balconies and education of the users. It is agreed that the east facing first level balcony that would be set into the façade and shielded by the level above would achieve the sitting comfort criterion. It is also agreed that the rooftop terrace wind conditions would benefit from the Vipac recommended 1.5m high balustrades.

In conclusion, the Vipac Wind Impact Assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. We have no issues with the Analysis Approach, Site Exposure, Regional Wind Climate, and description of the development used in the preparation of the assessment. This is consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. MEL Consultants agree with the Vipac Wind Impact Statement for the assessment of the wind conditions and the likely environmental wind conditions predicted by Vipac in the surrounding streetscapes and terraces.

Yours sincerely,



M. Eaddy
MEL Consultants Pty Ltd

9 July 2019

640.10090.05130 27-45 Best St & 102-114 Scotchmer St Fitzroy Nth 20190605.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Vicky Grillakis

Dear Vicky

**27-45 Best Street & 102-114 Scotchmer Street Fitzroy North
Development Application Acoustic Review
PLN 17/0618**

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report prepared to support the application for a mixed use development at 27-45 Best Street & 102-114 Scotchmer Street Fitzroy North.

Details of the report are as follows.

- Title: Piedmonte's Redevelopment - Acoustics
- Date: 12 December 2018
- Reference: 60590817
- Prepared for: Piedmonte Developments Pty Ltd
- Prepared by: AECOM

The report has been prepared to address noise impacts to and from the subject site.

SLR reviewed an earlier acoustic report for this project prepared by Marshall Day Acoustics Pty Ltd. As part of the current scope of works we have been requested to comment on the extent to which the issues we raised in our review of that report have been addressed by AECOM.

1 Background Information

(Sections 3, 6.1.2 and 8 of the acoustic report)

The project is a new 7 level mixed use development which is proposed to replace the existing Piedmonte's supermarket and several adjacent buildings. The proposal includes:

- Basement carparking (three levels).
- A ground level loading dock in the approximate location of Piedmonte's current loading dock. This dock will be used by large rigid trucks and semi-trailers delivering to the site.
- A basement loading dock (basement 1, below townhouses). This loading dock is proposed to be used by most small truck and van deliveries. All supermarket waste collection will be made in this area.

- Supermarket (ground and first floors).
- Apartments and townhouses over 7 levels.
- Roof top services and communal terrace (Level 7).

Noise sensitive receivers are identified in Section 6.1.2 of the report and are:

- The development site itself.
- Existing dwellings to the south and west of the site.

SLR Comment:

The site, the proposed use and the development is described and the nearest noise sensitive receivers have generally been identified. There also appear to be dwellings above the commercial premises on the northern side of Scotchmer Street. These premises would overlook the truck loading bay.

The proposal includes a first floor bakery and café with balcony seating.

We note that there is a café at 100 Scotchmer Street, and that a permit issued in 2019 for use of their outdoor patron area by up to 20 patrons (PLN09/0904.01). Permitted operating hours are provided below:

- (a) Monday to Wednesday 7:00am – 5:00pm
- (b) Thursday to Friday 7:00am – 8:00pm
- (c) Saturday 8:00am – 8:00pm
- (d) Sunday 8:00am – 5:00pm

1 Noise impacts associated with the development

The following noise impacts to and from the proposed use are considered in the report:

- Supermarket deliveries and waste collection (Section 8)
- Supermarket back of house (BOH) noise (Sections 8 and 10)
- Supermarket front of house and café (Section 10)
- Road traffic noise (Section 5.1)
- Smoke control systems (Section 5.1)
- Trams (Section 5.2.1)
- Structureborne noise impacts from the supermarket back of house areas (Section 5.2.3)
- Rain noise (Section 5.3)
- Supermarket mechanical plant (Section 11)

SLR Comment:

Potential noise impacts from the development have been identified.

2 Background Noise Monitoring and SEPP N-1 Noise Limits

(Sections 6.1.2 and 6.1.3 of the acoustic report)

Unattended noise monitoring was conducted at three locations for 7 day periods, to quantify the existing acoustic environment. Locations were:

- Location 1 – roof of existing building, towards the northern façade
- Location 2 – courtyard of existing dwelling at 29 Best Street
- Location 3- courtyard of 36 Egremont Street

Graphical results are included in Appendix A. Summary data, as used for calculating SEPP N-1 noise limits, is included in Table 6-3.

The SEPP N-1 Zoning Levels and noise limits have been calculated for three representative receiver locations. The limits are based on 'high' background levels for most receivers and/or assessment intervals. Indoor SEPP N-1 noise limits are also identified in the report (Table 6-9) for apartments and dwellings that share common walls or floors/ceilings with the loading bays and back of house areas. The indoor limits are equal to the outdoor limits less 15 dB.

SLR Comment:

Monitoring locations 1 and 3 are close to a large amount of existing roof mounted mechanical plant at the subject site, and Location 3 is at the rear of a food and drink premises. There would appear to be potential for noise at all three receiver locations to be impacted by mechanical plant noise, particularly during the night period. This is a relevant consideration because the SEPP N-1 limits identified for all receivers are based on 'high' background noise levels (i.e. the background noise data is critical in determining noise limits).

One option for determining the acceptability of noise data collected at potentially impacted logging locations is to conduct short term attended measurements and observations during the sensitive period/s (e.g. at night when noise from the equipment is not masked by other sounds). AECOM have in fact conducted attended measurements at Location 3, and indicate that Piedmonte's equipment was audible there.

An acceptable alternative approach in this situation to determining design noise targets for project mechanical plant would be to use the SEPP N-1 zoning levels, rather than background based limits.

We also recommend calculating any indoor noise limits from zoning levels, rather than background based limits, where those limits are determined from 'high' background levels. Whilst 'high' background levels may apply to the more exposed façades of proposed dwellings, rooms deeper into the development, with borrowed light or windows on more shielded façades are likely to be much quieter.

Our calculations of the zoning levels agree with AECOM's.

3 Commercial Noise

(Sections 5.2.3 and 6 of the report)

Commercial noise is proposed to be assessed to SEPP N-1. Maximum noise levels due to activity within the supermarket and supermarket BOH areas is proposed to be assessed to 45 dBA L_{max} in sleeping areas.

SLR Comment: We agree that supermarket noise is assessable to SEPP N-1. The Lmax target for bedrooms is acceptable for worst case noise impacts (e.g. accidental dropping of pellets once or twice a night), however it does not provide a good amenity outcome for regularly occurring events such as pallet jacks being wheeled through the BOH area. Our office recommends Lmax targets of no greater than 40 dBA in bedrooms, consistent with the AAAC recommended rating for '3 star' apartments¹. Even lower levels should be targeted for high quality dwellings for impact noise from frequent events. We would also recommend that Lmax targets are nominated for living rooms, however on most projects it is likely that if targets are met in bedroom, they will also be met in living rooms.

3.1 SEPP N-1 Assessment of Delivery Noise and Waste Collection

(Sections 8 and 10)

The following details with regard to delivery times and waste collection has been used in the report:

Number (typical maximum)	Type	Location	Times
3	semi-trailer deliveries	ground	7 am to 7 pm
4	large rigid truck deliveries (5 tonne +)	ground	7 am to 7 pm
20	small truck deliveries (less than 5 tonne)	ground	7 am to 7 pm
30	van deliveries	Basement and ground	7 am to 7 pm for deliveries at ground level. No restriction noted for deliveries to basement.
1	waste collection - supermarket	basement	7 am to 6 pm
3	waste collection - residential	Basement?	7 am to 7 pm Mon to Fri

Noise data used in the assessment of delivery noise is provided in Tables 8-3 of the report, and is presented as sound pressure level @ 1 or 2 m from the noise source. The highest predicted levels are noted to be 85 dBA Leq@1m from a reversing truck and 114 dBA Lmax @ 1m from a timber pallet jack dropped to the floor. AECOM state that the walls and floor-ceilings separating the loading bay from apartments should be constructed to address this noise.

Section 10 of the report includes the requirement for vibration isolation of the loading bay using elastomeric isolators, and for the loading area walls and ceiling, including the façade walls, to be designed to control the anticipated noise. Design of these elements is proposed to be undertaken during the detailed design phase of the project.

The doors to the loading dock are identified as requiring a minimum sound insulation specification, and the report notes that the doors be kept closed during loading activities.

SLR Comment:

The following is noted with regard to the deliveries and back of house activities:

¹ Association of Australasian Acoustical Consultants Guideline for Apartment and Townhouse Acoustic Rating

- *Deliveries and rubbish collection is proposed for the SEPP N-1 day and early evening periods only (up to 7 pm). This represents a reasonable amenity outcome, particularly given the supermarket loading bay currently operates in the same location, and that the number of deliveries does not appear to be proposed to increase substantially.*
- *The delivery noise data used in the report is specified for 1-2 m from sources. It is unclear how this data was obtained, as we would not typically measure noise so close to a moving source. The distances also raise the question of where the measurement was taken with respect to the noise emitting component of the source (e.g. the engine, reversing beeper, air brake etc). This information is necessary for using the data to predict noise to other locations. Measuring sound pressure level at 1-2 m from a very large source does not represent good practice and makes it difficult to interpret the data.*

For our indicative calculations we have taken the data at face value, and assumed the measurement distances reference the acoustic centre of the source. Using this approach, the calculated sound power levels ranged from 93 to 96 dBA L_{eq} for reversing semi-trailers, and 98 dBA L_{eq} for a forward moving truck. In our own assessments SLR assume levels in the range 100 to 105 dBA L_{eq} for slow moving trucks, so the presented levels appear to be on the low side (assuming we have interpreted the AECOM data correctly).

- *An actual SEPP N-1 assessment of noise from the delivery area is not provided in the report. The most critical receivers will be Townhouse 1-4, adjacent and/or above the loading dock and BOH areas, and any first floor dwellings on the northern side of Scotchmer Street, overlooking the ground level loading bay. Assessments should be included in the report in order to identify potential areas of non-compliance and any further noise control treatments that may be required.*
- *AECOM state that the highest predicted noise levels in Table 8-3, identified as 114 dBA L_{max} and 85 dBA L_{eq} , will be used to determine appropriate building upgrades to control noise to apartments and townhouses in close proximity to the loading bay. We assume dwellings are proposed to be constructed such that internal noise levels do not exceed 45 dBA L_{max} in bedrooms when pellets are dropped (consistent with the design targets identified in Table 5-4), however it is unclear what targets are proposed to be met during truck movements in the loading bay. Given the proposed hours of delivery, we would recommend designing to ensure that the SEPP N-1 evening noise limit, adjusted for indoors, was not exceeded. Based on our advice regarding using the zoning levels as interim noise limits, this would be 33 dBA L_{eq} . Lower limits would apply to any BOH activity conducted during the SEPP N-1 defined night period.*
- *The advice in Section 10 regarding upgrade treatments to address noise and vibration from the supermarket back of house is conceptual. The report calls for incorporation of an elastomeric base isolation system, but does not provide any indication of the required static deflection, or thickness of the resilient layer to address the identified noise impacts. Similarly, the report includes the requirement that the airborne ratings of walls and floor / ceilings separating the back of house area from apartments is to address the predicted levels of noise, but does not include details of recommended measures. An acoustically rated entrance gate to the loading dock is identified as being necessary, however a specification for the gate is not provided.*

City of Yarra planning acoustic reports typically include more detail with respect to control of noise from a large commercial use to apartments. There is no reason why this information cannot be provided during the planning stage (unlike the mechanical design, where much of the necessary information is not available until the detailed design phase of the project). Due to the fact that the recommendations for noise and vibration control from BOH areas are likely to have implications for the layout and structure of the building, it is important that the information is documented early.

3.2 Commercial Mechanical Plant

(Sections 9.2 and 11 of the acoustic report)

All supermarket mechanical plant is proposed to be located on the roof of the development (Level 7). Conceptual advice for noise control is provided in the report and it is noted that noise from the equipment will be designed to comply with the relevant guidelines and policies.

SLR Comments:

We agree that the proposed approach is reasonable and that SEPP N-1 compliance should be able to be achieved with standard acoustic measures. However, this is a large and potentially high risk project, and the ongoing involvement of an acoustical consultant will be critical to achieving an appropriate amenity outcome.

2 Road Traffic and Tram Noise

2.1 Noise Criteria

(Section 5.1 and 5.2.1 of the report)

Road traffic noise is proposed to be assessed to the following targets:

- Day: 40 dBA $L_{eq,16h}$ (living rooms)
- Night: 35 dBA $L_{eq,8h}$ (bedrooms)

Tram noise is proposed to be assessed to maximum targets equal to the upper end of AS/NZS2107 + 10 dB. These equate to 50 dBA L_{max} in bedrooms and 55 dBA L_{max} in living rooms.

Other road noise is proposed to be assessed to L_{max} targets of 55 dBA L_{max} in bedrooms and 60 dBA L_{max} in living rooms.

SLR Comments: *The noise targets are reasonable. We also recommend that the loudest hours of the day and night periods do not exceed the following:*

- 45 dBA L_{eq} , 1 hour in living rooms and
- 40 dBA L_{eq} , 1 hour in bedrooms between 10 pm and 7 am

It is unusual to have different L_{max} targets for trams and general road traffic, but as the proposed targets are equal to or lower than those used on other City of Yarra project, we have no issue with them being applied.

2.1 Noise Measurements

(Section 7 of the report)

Attended measurements of road traffic noise were conducted at a range of locations on 13 September 2018 and 13 November 2018. Measurement locations are shown in Figure 4 of the report, and results are provided in Table 7-2. The measured levels for parts of the site most exposed to road traffic noise were in the range 63 to 69 dBA L_{eq} .

SLR Comments: *The measurement locations are reasonable for quantifying road traffic noise impacts to the subject development, however the measurement times are not provided. This information should be included for transparency.*

The nominated traffic noise targets for the project are day and night average levels, and it is unclear how the measured levels have been used to determine the day and night average levels at the façade of the building. It is also unclear whether tram noise has been adequately quantified to the subject site (it is possible only one tram passby was measured).

2.2 Noise Control Advice

(Section 9 of the acoustic report)

Advice is provided for glazing to achieve the nominated design targets in Tables 9-1 and 9-2. Glazing recommendations range from double glazed systems with a specified rating of Rw 47 dB for bedrooms in the vicinity of the loading dock, to 6/12/6 double glazing or 10.38 mm thick laminated glass with a specified rating of Rw 36 for windows that are not exposed to significant levels of noise.

The report notes, however, that both the Rw ratings and the glazing configurations presented are examples only, and that the final configurations will be determined during the design stage, taking into account façade constructions, window orientation and window size.

SLR Comments: *The provided Rw ratings are higher than we would expect, however the specified glazing systems are generally good, and are likely to be sufficient to address the measured levels of noise in the area. However, it is concerning that the specification is described as 'example' only. Façade upgrade advice is one of the key expected outcomes of an acoustic planning report, and there is no reason why it cannot be provided during the planning stage, given that future changes to layout and window size are likely to be minor.*

Advice is not provided for any non-glazed, lightweight elements of the façade. This information should also be included in the report.

3 Rooftop Outdoor Area

(Sections 9.2 of the report)

Floor / ceiling upgrades are recommended to address noise from the communal terrace to apartments below. The report recommends that airborne and impact acoustic ratings be specified for the floor / ceiling.

SLR Comments: *The ratings should be specified in the acoustic planning report.*

4 Other Items - 100 Scotchmer Street and Level 2 Café Patron noise

Patron noise from extended operating hours of the outdoor area at 100 Scotchmer street has not been addressed. The glazing currently proposed for townhouses in close proximity to the outdoor patron area is reasonably good (10.8/12/6 to bedrooms and 6/12/6.38 to living rooms), and would be sufficient to address impacts from this use. However, the fact that the glass has not been locked down means that it could be downgraded during the design stage unless the potential noise impact is identified and addressed in the report.

The same issue applies to the Level 2 café balcony, which is overlooked by apartments.

4 Issues previously raised by SLR

The issues raised by SLR in our review of the MDA 2017 report for the development are provided below. Comments on the extent to which these have been addressed in the current report are provided in italics.

- The background noise monitoring used to set noise limits may be affected by mechanical plant noise, especially during the late evening and night periods. We request clarification from MDA or that further attended measurements to confirm that the levels are correct. Alternatively, the SEPP N-1 zoning levels could be used as interim noise limits.

Not addressed. We have the same concerns with the current monitoring, and have recommended using zoning levels as interim limits.

- Deliveries are proposed to take place during the day, evening and the last 30 minutes of the night period. In our opinion the night noise limit for delivery noise could be based on background noise levels obtained during the 6:30 – 7 am period due to the fact that background noise levels are likely to be much higher during this period, than during the rest of the night.

Deliveries are no longer proposed to be accepted during the 6:30 am to 7 am period. This issue is effectively addressed.

- The sleep disturbance targets nominated in the report are 50-55 dBA L_{max} internally (windows closed) for proposed new dwellings. In our opinion these targets are reasonable for infrequent events, such as truck movements on the public road during the 6:30 am to 7 am period, but are for loading events that occur more regularly. Targets of 40 dBA L_{max} for bedrooms and 45 dBA L_{max} for living rooms are recommended.

Deliveries are not proposed to be accepted during the SEPP N-1 defined night period. Consequently there is no requirement to address sleep disturbance.

- We have assumed that only noise on commercial property has been assessed by MDA to both SEPP N-1 and sleep disturbance targets, however this should be confirmed by MDA. In our opinion, noise from truck movements on public roads, and particularly noise from manoeuvring into the loading bay, should be assessed to sleep disturbance targets if it occurs between the hours of 10 pm and 7 am.

As above. Not a consideration in the current proposal.

- There is a concurrent application for an outdoor patron area at 100 Scotchmer Street. The proposed residential development will be the nearest noise sensitive receiver for this application. Consideration may need to be given to assessing patron noise to internal targets if both applications proceed.

This is less of a concern than previously. A permit was granted to 100 Scotchmer Street for trading up to 8 pm Thursday to Sunday nights. The original application was for later trading. Nevertheless, some consideration should be given to potential noise impacts. See Section 4 of this review.

- The acoustic report does not address noise impacts to the subject development. As the site is in reasonably close proximity to a busy road, and as some apartments are potentially exposed to noise from existing roof mounted mechanical plant, consideration of noise to the subject development is recommended.

Road noise has been partly addressed in the current report. Noise from existing mechanical plant has not been considered. However from our review of the available aerial photography there do not appear to be any likely impacts from mechanical plant on adjacent buildings.

5 SLR Summary

SLR have conducted a review of the acoustic report prepared by AECOM to address noise impacts to and from the mixed use development proposed for 27-45 Best and 102-114 Scotchmer Streets. A list of the items we recommend are addressed in further detail is provided below.

Sensitive receivers

- There appear to be sensitive receivers on the first floor of some commercial buildings on the north side of Scotchmer Street. City of Yarra may be able to confirm. Noise from loading dock activities should be addressed to this location if the premises are confirmed as residential.

Background noise levels and noise limits

- Background noise levels used to determine SEPP N-1 noise limits may be affected by mechanical plant from the current Piedmonte's supermarket. Further explanation or measurements are recommended or the SEPP N-1 zoning levels should be used as interim noise limits.
- The relevant background noise levels for determining SEPP N-1 limits indoors should be conducted at the relevant façade of the building. In the absence of background measurement data for these future facades, we recommend using the SEPP N-1 zoning levels to determine SEPP N-1 indoor limits, particularly for rooms that do not have windows onto an exposed façade (e.g. Townhouse and apartment bedrooms above the supermarket BOH).

Delivery noise assessments

- The delivery truck noise data used by AECOM appears to be lower than we would typically allow. However, further clarification with respect to the measured levels may address our concerns on this matter.
- SEPP N-1 assessments of delivery noise should be included in the report in order to demonstrate compliance and identify any additional noise control treatments necessary.
- Traffic and tram noise targets are generally reasonable however we also recommend that the loudest hours of the day and night periods do not exceed the following:
 - 45 dBA Leq, 1 hour in living rooms and
 - 40 dBA Leq, 1 hour in bedrooms between 10 pm and 7 am
- Further information regarding how the short measurements of traffic noise have been used to determine the day and night average levels, and tram Lmax targets for the purposes of determining façade upgrade treatments, should be provided in the report.

Noise Control Advice

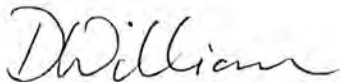
- The noise control advice provided in the report is highly conceptual. The acoustic planning report should provide:
 - A full façade specification for windows and lightweight non-vision elements.
 - Rw ratings for any loading dock or carpark entrance gates that require acoustic performance.
 - Acoustic ratings and recommended constructions for building elements required to control noise from the loading dock, supermarket, supermarket BOH, café and the like.
 - Sufficient information for any vibration isolation required on the project to ensure that the builder / developer can make appropriate height and structural allowances for the necessary works.

Patron Noise

- Patron noise from the permitted outdoor patron area at 100 Scotchmer Street and the first floor café should be considered in the report.

A number of the issues we have raised in the review are related to the differences in understanding about what should be included in an acoustic planning report. AECOM's aim appears largely to demonstrate that any noise issues associated with the development are not insurmountable, and will be able to be addressed during the detailed design phase of the project. By contrast, the approach typically taken in City of Yarra planning acoustic reports is to identify and resolve all significant and non-Building Code related acoustic issues, in so far as they can be addressed during the planning stage of the design. The planning approval stage is typically the only time these issues and their solutions are externally reviewed.

Yours faithfully,



Dianne Williams
Associate – Acoustics

Checked/
Authorised by: JA