
Piedimonte's Supermarket

Heritage Impact Statement

102-114 Scotchmer Street and 27-45 Best Street,
Fitzroy North

February 2019

Prepared by

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Prepared for

Piedimonte Developments
Pty Ltd

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1.0 Introduction

This Heritage Impact Statement (HIS) has been prepared on behalf of Piedimonte Developments Pty Ltd for works to the properties at 102-114 Scotchmer Street and 27-45 Best Street, Fitzroy North. The site incorporates a number of individual buildings identified at 1.2 below.

It is proposed to redevelop the subject site. Proposed works include: the demolition of the existing Piedimonte's Supermarket at 37-45 Best Street and an adjoining building at 35 Best Street, and the partial demolition of a number of adjacent buildings on the site to both Best and Scotchmer streets, to allow for the construction of two new multi storey mixed use buildings, one of which will incorporate a new Piedimonte's Supermarket.

The report makes reference to the architectural drawings prepared by JCB Architects, dated 18 February 2019 and numbered as follows:

- A-TP0-001 Cover Page
- A-TP0-002 Survey 1
- A-TP0-101 Ground Floor Plan - Existing
- A-TP0-102 First Floor Plan – Existing
- A-TP0-103 Roof Plan - Existing
- A-TP0-111 Ground Floor Plan – Demolition
- A-TP0-112 First Floor Plan - Demolition
- A-TP0-113 Roof Plan - Demolition
- A-TP0-201 North Elevation- Existing
- A-TP0-202 South Elevation- Existing
- A-TP0-203 East Elevation- Existing
- A-TP0-204 West Elevation - Existing
- A-TP0-211 North Elevation - Demolition
- A-TP0-212 South Elevation - Demolition
- A-TP0-213 East Elevation -Demolition
- A-TP0-214 West Elevation - Demolition
- A-TP1-100 Basement 03 Plan
- A-TP1-101 Basement 02 Plan
- A-TP1-102 Basement 01 Plan
- A-TP1-103 Ground Floor Plan
- A-TP1-104 First Floor Plan
- A-TP1-105 Second Floor Plan
- A-TP1-106 Third Floor Plan
- A-TP1-107 Fourth Floor Plan
- A-TP1-108 Fifth Floor Plan
- A-TP1-109 Sixth Floor Plan
- A-TP1-110 Roof Plan
- A-TP2-100 North Elevation
- A-TP2-101 South Elevation
- A-TP2-102 East Elevation

Reference is also made to the Town Planning Application Amendment Report (Rev 02), prepared by JCB Architects, dated 19 February 2019.

1.1 Background to the application

An application for the redevelopment of the subject site was lodged with the City of Yarra in 2017. Lovell Chen prepared a HIS to accompany the application, dated July 2017 (PLN17/0618). The plans for the site have subsequently been revised and accordingly this revised HIS has been prepared. The historical and descriptive information included in this document is largely reproduced from the original

document. The following has had regard to advice from Council's Heritage advisor dated 13 February 2017 [sic, 2018].

1.2 Subject buildings

As noted above, a number of individual buildings are located on the subject site. These are

Table 1 Buildings on the subject site

Address	Description
<i>Scotchmer Street</i>	
102-106 Scotchmer Street	Two storey red brick and rendered shop. c. 1910.
108 Scotchmer Street	Two storey terrace house (part 108-114). c. 1880s.
110 Scotchmer Street	Two storey terrace house (part 108-114). c. 1880s.
112 Scotchmer Street	Two storey terrace house (part 108-114). c. 1880s.
114 Scotchmer Street	Two storey terrace house (part 108-114). c. 1880s.
<i>Best Street</i>	
37-45 Best Street (This is the corner building which also addresses Scotchmer Street)	Piedimonte's Supermarket, Two-storey face brick building. c. 1960-70s.
35 Best Street	Single storey shop. c. 1880s residence subsequently modified.
31-33 Best Street	Single storey former motor garage. c. 1930s.
27-29 Best Street	Two storey pair of shops. c. 1880s.

2.0 Statutory heritage controls and listings

2.1 Yarra Planning Scheme

The properties are included in the large and diverse North Fitzroy Precinct identified as HO327 in the Schedule to the Heritage Overlay of the Yarra Planning Scheme. External building and land development controls apply in the precinct, but not paint, internal alteration or tree controls.

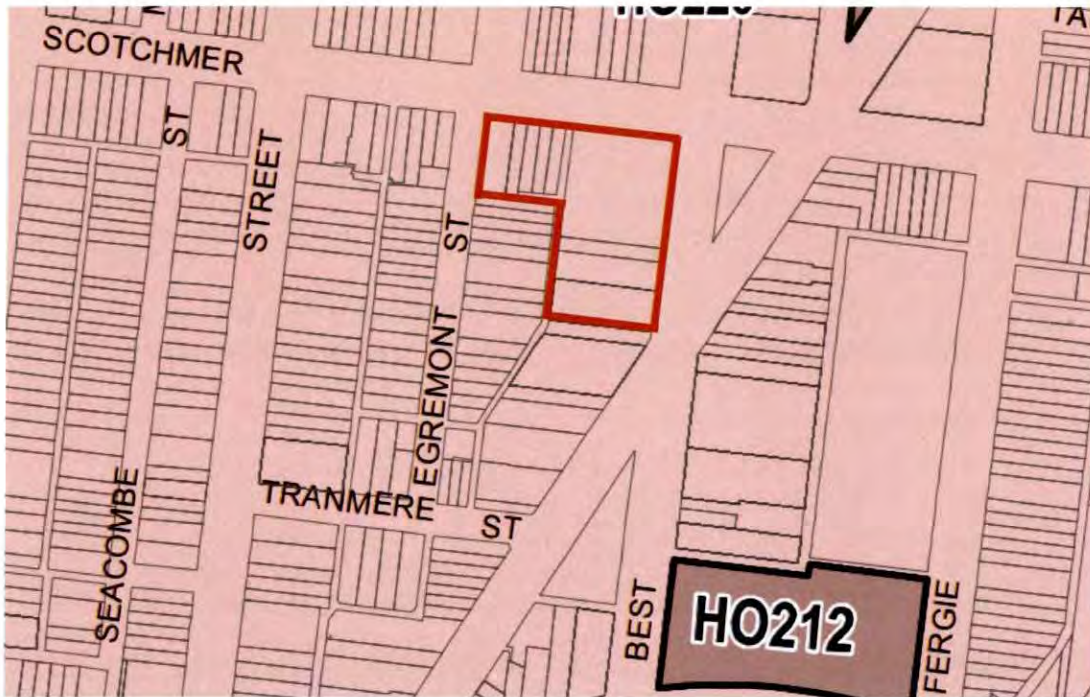


Figure 1 [Detail] Map no. 2HO; with the subject site is indicated.
Source: Yarra Planning Scheme

2.2 Heritage studies

The City of Yarra Review of Heritage Overlay Areas provided separate citations for the broad North Fitzroy Precinct (HO351) and for the individual property at 31 Best Street, identified as the J Fisher and Co.

2.2.1 North Fitzroy Precinct

HO327 was most recently assessed in the *City of Yarra Review of Heritage Overlay Areas* (Graeme Butler 2007). The statement of significance for the North Fitzroy Precinct, as provided in the Review, is split into two sub-areas as follows:

- (A) The Government planned section south of Holden Street
- (B) The privately planned section north of Holden Street

The subject site is located within sub-area A. The statement of significance for this area is as follows:

What is significant?

Early subdivision

The south section of North Fitzroy (south of Holden Street) was retained in Crown ownership until 1865, as part of the Melbourne township reserve. This was a ring of land extending 5 miles from Hoddle's original Melbourne town plan that was set aside in 1844 for 'orderly' development in government planned subdivisions.

North of Holden Street, large agricultural allotments had been sold in 1839, their boundaries surviving in the east-west streets of Miller, Barkly and Clausen Streets. There was also an area, bounded by (approximately) Nicholson, Church, Rae and Scotchmer Sts, that was sold as private quarry allotments in 1851 to encourage production of building stone.

The future suburb was bordered by a road to Heidelberg and the Plenty districts (later Queen's Parade) that ran diagonally to Hoddle's survey grid through the North Fitzroy's Crown reserve. It was proclaimed in 1850 as one of Melbourne's 3 chain (60 metre) government roads, now called 'Hoddle boulevards'.

To the north, the township of Northcote on the Merri-Merri Creek (later Westgarth) was laid out by Hoddle in 1852 with some allotments extending south of the Merri Creek to Rushall Crescent in North Fitzroy. These allotments now have substantial buildings dating from the 1850s and 1860s (see Queen's Parade Heritage Area, HO 331).

St. George's Rd was another diagonal route, on the western flank of the area, used to transport construction materials to the 1854-8 Yan Yean water supply scheme near Whittlesea. By 1860, Fitzroy Council annexed the 480 acres now comprising North Fitzroy.

Distinguished naturalist and engineer, Clement Hodgkinson, as Victorian Assistant-Commissioner of Crown Lands and Survey 1861-74, was responsible for the government subdivisions of Carlton (south of Princes St, 1860), North Carlton, North Fitzroy and Clifton Hill (1865-9), Hotham Hill (1866), South Parkville and North Parkville (1868-9). Under his supervision, suburban planning employed the cost-efficient grid system used by Hoddle. A model town design in the area by Hodgkinson's predecessor, Andrew Clarke (the designer of St. Vincent's Place, South Melbourne), is thought to have inspired the curved streets of Alfred and Rushall Crescents in North Fitzroy, although both streets were laid out under Hodgkinson.

Edinburgh Gardens

Lacking a public recreation reserve, the new Fitzroy Council was temporarily granted 7 acres in 1858 bounded by Reilly Street (Alexandra Parade), Queens Parade and Smith St. The 1858 reserve was for a future Anglican parish church and the Collingwood (later the Metropolitan) Gas Company which commenced production in 1861. In 1862, Fitzroy Council requested an oval-shaped 50 acre public reserve flanking the Yan Yean tramway (St. George's Road). The oval reserve was laid out under Hodgkinson and extended south in 1863, as a squared-off addition to the reserve to the line of Freeman St, to provide the Prince of Wales Cricket Club an extra playing ground. In 1882-3, Edinburgh Gardens was permanently granted to the Council and planting of its avenues commenced.

Land sale and development

Sale of North Fitzroy's $\frac{1}{4}$ - $\frac{1}{2}$ acre allotments commenced in 1865, extending west from Rushall Crescent. Further east, lots between Brunswick and Nicholson Street were sold between 1867 and 1875. Settlement increased after 1869 when horse-drawn omnibuses began running from North Fitzroy along Nicholson St. and Queen's Parade to the city. Development concentrated around the established quarry route (Nicholson Street) and the road to the Yan Yean Reservoir (St. George's Road).

St. Brigid's Catholic Church in Nicholson Street was commenced in 1869 and the Methodist Church, further north, in 1874. In the pre-Boom years (before 1883) this was North Fitzroy's most established area, characterised by modestly scaled brick and wood houses, shops, hotels, and commercial premises, the latter prevailing on main routes such as Rae, Reid, Brunswick Sts and St. Georges Rd.

North Fitzroy Primary School was built in Alfred Crescent (HO212) overlooking Edinburgh Gardens. This was typical of 19th century government planned suburbs where public schools were located on or near public recreation reserves. A police station was established west of the school, giving the north-west corner of the gardens a civic character, embellished by an ornamental fountain after the turn of the century. St. Luke's Church of England in St. Georges Rd was commenced in 1879.

Suburban development was rare east of St. Georges Road prior to the Boom, but in 1869 philanthropist George Coppin created the Old Actor's Association village overlooking Merri Creek close to Northcote, later the site of the Old Colonists' Association (HO218). Nearby land was granted to the Licensed Victuallers' Association for asylum homes and a school (site of Fitzroy Secondary School since 1915).

Transport

When cable tram routes along Queen's Parade, Nicholson Street and St. Georges Road commenced construction in 1883, North Fitzroy landowners began subdividing their allotments. On the Nicholson Street tram route, owners of the 1850s stone quarries and the 1839 farm allotments north of Holden St, followed suit.

When tram services began in 1887 many new houses were ready for sale or under construction. North Fitzroy emerged as a late-Victorian commuter suburb with local shopping strips along the cable tram routes, the commercial strip of St. Georges Road extending east and west along Scotchmer Street. Convenience shops were built on pedestrian street corners as households multiplied. The Inner Circle Railway running via Royal Park, North Carlton, Nicholson St, and Clifton Hill was completed in 1888 with a spur line dividing the Edinburgh Gardens into two, and terminating at the 'Fitzroy' station, Queen's Parade. A new rail link direct to the city (the Clifton Hill to Princes Bridge line) opened in 1901 and saw Edwardian buildings filling out the suburban streets east of St. Georges Road and the revitalising of the main shopping strips. Public transport continued to support North Fitzroy as a commuter suburb during the 1920s with the opening of Rushall railway station and the electrification and extension of the St. Georges Rd and Nicholson St. tramways.

North Fitzroy's suburban development, especially east of St. George's Road to Rushall Crescent, was far from complete when the Boom collapsed in 1893. However its good access to public transport led to a rapid recovery. A number of small factories were built in or near the 19th century commercial strip of Scotchmer St, the best architectural examples being of the late 1930s.

Main development era, south of Holden St

The main development period evident in the heritage overlay south of Holden St. is that of the Victorian era with a substantial contribution from the Edwardian-period. There is also a contribution from some well-preserved inter-war buildings and individually significant places of all eras.

Contributory elements, south of Holden St

The North Fitzroy Heritage Overlay Area (south of Holden St) contributory elements include (but not exclusively) generally detached and attached Victorian-era and Edwardian-era houses having:

- Pitched gabled or hipped roofs, with some façade parapets, many elaborate;
- One storey wall heights but with many two storey house rows,
- Rectilinear floor plans, with many bayed room projections on the plans of large houses; Face brick (red, bichrome and polychrome) or stucco walls, some weatherboard;
- Corrugated iron and slate roof cladding, some Marseilles pattern terracotta tiles;
- Chimneys of either stucco finish (with moulded caps) or of face brickwork with corbelled or cemented capping courses;
- Post-supported verandah elements facing the street, set out on two levels as required with cast-iron and timber detailing, and many curved verandah wing-walls;
- Less than 40% of the street wall face comprised with openings such as windows and doors; and
- Front gardens, originally bordered by timber or iron picket front fences of around 1m height; often set between brick or cemented pillars and curved brick garden wing walls.
- Face brick (typically red) privies set on rear lanes, with some stables and lofts to the larger houses;
- Shops and residences sited on corners with display windows and zero boundary setbacks;

Contributory elements also include attached Victorian and Edwardian-era shops, and residences over, with

- Façade parapets and pitched roofs behind,
- Two storey wall heights,
- Post-supported street verandahs as shown on the MMBW Detail Plans,
- No front or side setbacks; also
- Timber framed display windows and entry recesses.

Contributory elements also include:

- Well preserved buildings from the pre Second War era, that are visually related to the dominant scale, siting and form of the area;
- Service buildings, like pre WW2 electric substations;
- The distinctive suburban plan, enhanced by curving street forms, and defined by boulevards;

- Edinburgh Gardens as a Victorian-era residential circus, and for the other garden, boulevard and median reserves (such as Queens Parade), with mature exotic and formally arranged planting;
- Mature street tree plantings (such as plane and elm tree rows, Queensland brush box);
- The provision of public and church reserves in the town plan, including the Inner Circle Railway reserve;
- The rectilinear Victorian-era allotment plans and street layout with wide main streets, rear service lanes, all counter posed with circular parkland reserves, major angled streets and boulevards;
- The dominance of spires and towers of public buildings, churches and some large houses in the skyline; and
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.

How is it significant?

HO327 North Fitzroy Heritage Overlay Area (south of Holden St) is **aesthetically and historically** significant to the City of Yarra (National Estate Register [NER] Criteria E1, A4)

Why is it significant?

The Government planned section of Fitzroy North (south of Holden St) is significant

- As a demonstration of the earliest stages in the development of North Fitzroy, commencing with the 1850s Yan Yean tramway and the quarry route of Nicholson St, the establishment of North Fitzroy's first churches and its pre-Boom suburban mixture of small residential and commercial buildings coinciding with provision of horse drawn public transport.;
- For its late 19th century buildings that represent rapid growth and change in the character of the relatively remote suburb to an established residential and business area with a range of commercial and institutional buildings serving the wider population of North Fitzroy;
- For the aesthetic value of its suburban planning, with the combination of curving streets and garden reserves, and the vistas created by the intersections of standard rectilinear subdivision with the strong diagonals formed by St. Georges Road and Queens Parade, the exceptionally wide streets and crescents, the triangular garden reserves, and focal views to buildings and parkland. This aesthetic is underscored by the built form seen in the construction of commercial and institutional buildings to the property alignment along a number of streets and on corners;
- The generous public domain, with street plantings of historic elms and 20th century plane trees,
- For its low rise streetscapes of intact Victorian and Edwardian buildings one and two-storey terrace and villa housing;

- For the range of Victorian and Edwardian-era building form and finish, from the modestly decorated timber cottages and stuccoed Italianate style houses, simply designed corner hotels and shops, to the rich variety of decorative buildings including an extraordinary concentration of decorative bichrome and polychrome brickwork and flamboyantly decorated Italianate residential and commercial terraces, banks and hotels, interspersed very occasionally with dominating narrow spire and tower elements of religious, commercial and institutional buildings.
- As one of Melbourne's early residential commuter suburbs served by train and cable tram services linking it to the city by 1888, with extensive Boom era terrace buildings and closely built row housing within this sub-area providing evidence of the effects of public transport on early development;
- As essentially a well preserved Boom-era suburb that, despite the abrupt economic collapse of the early 1890s, continued developing during the Great Depression years and into the first decades of the 20th century due to the amenity of its planning, parkland, local schools and shops and extensive public transport. This yielded both the generous frontages and sizes of the post-Depression villa houses and the row house forms and narrow frontages of the Boom era;
- For its traditional Victorian-era residential character, evoked by the formal presentation of the decorated façade to the street with its small ornamental front garden, low front fence, pedestrian gateway and front path, with the functional necessities of delivering coal, removal of nightsoil and occasional stabling provided by the back lanes;
- For landmark buildings and sites that formed key meeting places in the area during the main development era of the 1860s to the 1930s, including religious institutions, schools, monasteries and churches, and the buildings associated with charitable bodies such as the Salvation Army, Church of Christ Bible School, and the temperance movement. Also the former Nth Fitzroy Police Station, the former Licensed Victualler's School and Asylum site and complexes such as the Old Colonists Homes;
- For the asphalt footpaths, pitched lanes, gutters and lane crossovers and mature street and individual plantings (such as mature elms, planes, palms, and Kurrajongs) that reinforce the unified character of the dense, relatively low-rise residential development;
- The 19th century landscape of Edinburgh Gardens and its representation of Fitzroy's cultural history in its plantings, memorials, recreation sports club grounds and pavilion buildings, plus the Inner Circle Railway reserve as a cultural landscape strip across the north of the area;
- For the outstanding Victorian and Edwardian-era streetscapes such as those surrounding the Edinburgh Gardens (Alfred Crescent, St. Georges Road, Brunswick and Freeman Streets) that include a rich collection of Victorian-era Gothic and Italianate style buildings interspersed with fine buildings from the Edwardian period;

- For the important views and vistas within the area, including those of the Edinburgh Gardens, its mature trees and historic structures, as seen from many parts of the Heritage Overlay Area, and views obtained from Edinburgh Gardens to the many significant buildings at its curtilage and the city skyline, the vista from the elevated position of the Cricket Club grandstand toward the upper façades of buildings in Freeman and Brunswick Streets, and the Brunswick Street vistas (south to the spire of St. Patrick’s Cathedral, and north to St. Luke’s spire)
- For the contribution of well-preserved inter-war buildings, particularly the small intact inter-war houses where the building design has adapted to the prevailing built character of the area in siting, scale, decorative quality and stylistic variety.¹

2.2.2 No. 31 Best Street

As noted above, an individual statement of significance was also included in the *City of Yarra Review of Heritage Overlay Areas* for the property at 31 Best Street, identified as the J Fisher and Co. motor engineers workshop, as follows:

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 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.²

2.3 Heritage gradings

A range of heritage gradings apply to the various properties included within the subject development site. These gradings are provided at Table 2 and are represented graphically at Figure 2. The building gradings are taken from the *City of Yarra Review of Heritage Overlay Areas, Appendix 8* (Graeme Butler and Associates, 2007, updated 2017).

¹ Graeme Butler and Associates, *City of Yarra Review of Heritage Overlay Areas*, 2007, pp. 106-107.

² Graeme Butler and Associates, *City of Yarra Heritage Review Appendix 7*, 2007, pp. 239-240.

Table 2 Building gradings

Address	Grading
<i>Scotchmer Street</i>	
102-106 Scotchmer Street	Contributory
108 Scotchmer Street	Contributory
110 Scotchmer Street	Contributory
112 Scotchmer Street	Contributory
114 Scotchmer Street	Contributory
<i>Best Street</i>	
37-45 Best Street (This is the corner building which also addresses Scotchmer Street)	Not contributory
35 Best Street	Not contributory Included as part of Piedimonte's entry in Council's heritage inventory
31-33 Best Street	Individually significant
27-29 Best Street	Not included in Council's heritage inventory Considered to be of some heritage value on a <i>prima facie</i> basis

As noted above, the building at 31 Best Street is identified as an 'individually significant' heritage place. These are defined at Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay' as:

Individually significant: The place is a heritage place in its own right. Within a Heritage Overlay applying to an area each individually significant place is also contributory.

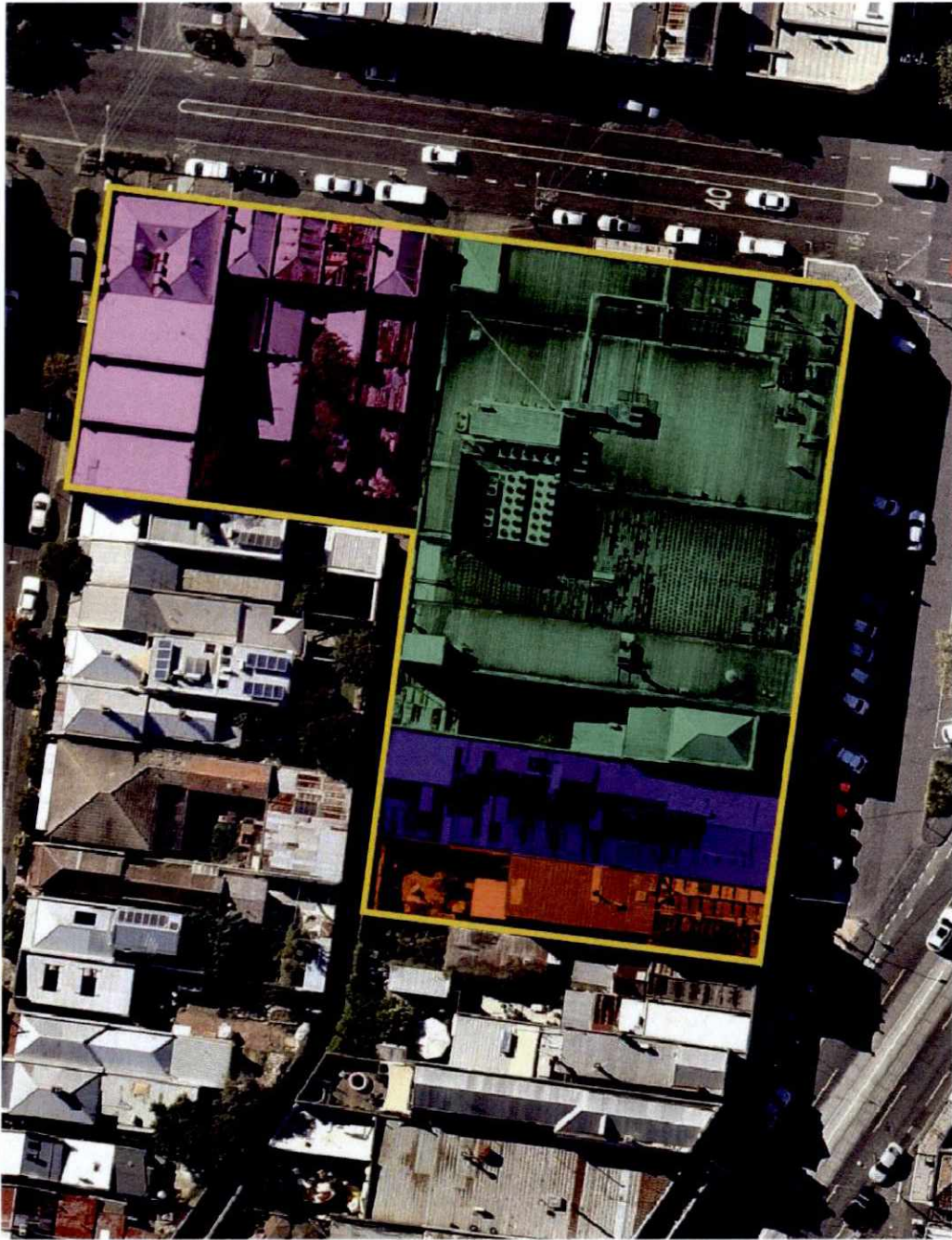
The sites at 102-114 Scotchmer Street are identified as 'contributory' heritage places, defined at Clause 22.02 as:

Contributory: The place is a contributory element within a larger heritage place. A contributory element could include a building, building groups and works, as well as building or landscape parts such as chimneys, verandahs, wall openings, rooflines and paving.

The properties at 35 and 37-45 Best Street are identified as 'not-contributory' places, defined at Clause 22.02 as:

Not contributory: The place is not individually significant and not contributory within the heritage place.

Nos 27-29 Best Street is omitted from the *City of Yarra Review of Heritage Overlay Areas, Appendix 8*. This is a pair of two-storey Victorian shops whose verandah has been removed and shopfronts altered. Nonetheless, the building demonstrates some heritage value and appears, on a *prima facie* basis to be of some value to the heritage precinct.



Key Levels of significance







	 Subject site	 Contributory
	 Individually significant	 Not contributory
	 Omitted from study but of some heritage value	

Figure 2 Aerial photograph overlaid with relevant heritage gradings. Note 27-29 Best Street at bottom of image (orange overlay) which is not identified in the *City of Yarra Heritage Review* is considered to be of heritage value
Source: Base image from Nearmap

3.0 Brief history and description

3.1 History

The buildings which make up the subject development site date from a range of development eras. The four, two-storey terraces at 108-114 Scotchmer Street, the Victorian pair at 27-9 Best Street and the two storey dwelling at no. 35 (later altered and converted into a shop) are visible on the 1904 MMBW plan and were constructed prior to that date (Figure 3). A red brick building on the corner of Egremont Street and Scotchmer Street was constructed in c. 1910 and was initially occupied by a furniture dealer.³ The former motor engineer's workshop building adjacent to the Victorian pair at 31-3 Best Street was constructed c. 1926. Both buildings are visible in the aerial photograph at Figure 4. These are discussed further below.



Figure 3 1904 MMBW plan, extent of subject site indicated
Source: State Library of Victoria

3.1.1 102-106 Scotchmer Street

The building at 102-106 Scotchmer Street (Figure 7) occupies land identified as vacant on the MMBW plan of 1904. Its form suggests a c. 1910 construction date. It comprised a furniture showroom to the street. The aerial photograph of 1945 shows a group of buildings to its rear arranged around a central yard. These buildings have subsequently been demolished/altered to create the sawtooth-roofed arrangement present on the site today. Some early brickwork including original windows survives in the wall to the street.

3.1.2 108-114 Scotchmer Street

The terrace row at nos 108-114 Scotchmer Street were occupied by commercial premises for the first half of the twentieth century.⁴ It appears that they were converted from commercial to residential use in the late 1930s, as by the early 1940s the Sands and MacDougall directories no longer attribute

³ Sands and MacDougall Directory, 1910.

⁴ Sands and MacDougall Directory, 1900, 1910, 1920, 1930

commercial uses to the building.⁵ The 1948 photograph at Figure 5 shows the terraces after they had been converted to residences, with changes having occurred to the ground floor facades. Note that the western-most terrace has since had a reproduction Victorian shopfront installed.

3.1.3 Piedimonte's Supermarket, 37-45 Best Street

The corner of Scotchmer and Best street is now occupied by Piedimonte's Supermarket, which replaced the buildings shown on the MMBW plan and the 1945 aerial photograph. The supermarket was constructed in stages in the 1960s, after being established on the site in 1958.⁶ Comparisons of 1945 and 2018 aerial images suggest that no early fabric survives on the site.



Figure 4 1945 aerial image showing subject site before the construction of Piedimonte's supermarket; the interwar motor engineers building is indicated.
Source: Land Victoria

3.1.4 35 Best Street

The 1904 MMBW plan (Figure 3) shows a building at 35 Best Street with a verandah to the street and a small front setback. The 1945 aerial photograph at Figure 4 shows the same building with its front verandah removed and an addition to the street constructed. The later entry to the street is visible on the 1987 aerial photograph (Figure 6) and is likely to date from c. 1970s.

3.1.5 31 Best Street

As noted in Council's citation, the former J Fisher and Co. motor engineers workshop at 31 Best Street, Fitzroy North was constructed in 1926.

⁵ Sands and MacDougall Directory, 1940, 1944.

⁶ <http://www.piedimonte.com.au/about/>

3.1.6 27-29 Best Street

The semi-detached pair of shops at 27-29 Best Street are evident in the MMBW plan of 1904 (Figure 4) and the aerial image at Figure 6. They appear to date from c. 1880s.



Figure 5 1948 photograph of the terraces along Scotchmer Street, showing changes to the ground floor facades following their conversion to residential use
Source: Yarra Libraries



Figure 6 1987 aerial photograph showing the subject site after the construction of Piedimonte's supermarket, indicated by red arrow
Source: Land Victoria

3.2 Description

The subject site occupies part of a broadly triangular block bounded by Scotchmer Street to its north, Egremont Street to its east and the obliquely orientated St. Georges Road to its east. In the eastern sections of the block, Best Street extends north from St. Georges Road to Scotchmer Street creating a shopping strip along its western side and small triangular park known as Piedimonte's Corner to its eastern side. A bluestone ROW passes from north to south through the centre of the block providing rear access to sites along Best and Egremont streets. A short secondary laneway extends westwards providing access to the rear of the terrace row at 108-114 Scotchmer Street.

3.2.1 Scotchmer Street

The subject sections of Scotchmer Street, including its northern side, are largely characterised by double-storey Victorian commercial buildings. Further west it becomes increasingly residential (Figure 9 and Figure 10). The former Birmacley Products Pty Ltd Margarine factory (now Aboriginal Housing Victoria) on the north-western corner of Scotchmer and Best streets is an individually significant interwar building (Figure 11). The individually significant Parkview Hotel is located at the north-eastern corner of Scotchmer Street and St. Georges Road. Egremont Street, to the rear of 102-106 and 108-14 Scotchmer Street, is characterised by single-storey Victorian and Federation-era cottages (Figure 12). The intersection of Scotchmer Street and St. George's Road are dominated by the sprawling two-storey volume of the supermarket and its car parking arrangements and the small park at Piedimonte's Corner. The Supermarket building is discussed at 3.2.2 below.

At 108-114 Scotchmer Street, a row of four two-storey brick and rendered Victorian terraces are located immediately to the west of the ROW. As noted above, these have been modified (Figure 8). The row has relatively simply detailed pedimented parapets, varied window framing to first floor level (albeit set within the original openings), and recessed ground floor facades with late interwar a face brick expression and detailing. There are three chimneys visible from Scotchmer Street. The ground floors also have varied window joinery; evidence of further modification; and differing fence treatments to the inset verandahs - although three of the buildings share a simply-detailed timber verandah frieze. No. 108 Scotchmer Street has a later timber-framed retail shopfront to the ground floor installed. The eastern elevation of 114 Scotchmer Street is visible along the stone-pitched laneway which separates the terrace row from Piedimonte's Supermarket.

To their west, the building at 102-106 Scotchmer Street is a two-storey, red brick former furniture shop, its facade articulated as bays by pilasters extending to a deep rendered parapet concealing a hipped roof form. Sliding sash windows typically survive. At ground floor level there are large metal-framed shopfront windows to either side of the central entrance, with a cantilevering awning above (Figure 7). The building also has a secondary address to Egremont Street to its western side, which presents as a red brick wall with punched window openings. A large two-storey brick addition with a sawtooth roof to Egremont Street dates from the post-war period. It appears to have been constructed in part through the adaptation of earlier buildings. The south elevation is also visible from Egremont Street and a row of upper level windows to the south façade are visible from that street.



Figure 7 102-106 Scotchmer Street with side elevation to Egremont Street evident



Figure 8 108-114 Scotchmer Street with the side (east) wall to laneway evident



Figure 9 Commercial buildings on the north side of Scotchmer Street, opposite subject site



Figure 10 Typical residential streetscape on Scotchmer Street to the west of the subject site



Figure 11 Aboriginal Housing Victoria headquarters on corner of Scotchmer Street and Best Street opposite the subject site



Figure 12 Egremont Street, south of the subject site, the red brick wall at left is the south elevation of 102-106 Scotchmer Street

3.2.2 Best Street

The subject section of Best Street is a retail and commercial strip. It is separated from St. Georges Road by a small public park known as Piedimonte's Corner. Angled parking is provided to either side of Best Street (Figure 13 and Figure 14). The development site, as it presents to Best Street comprises four buildings: a Victorian pair of shops, an interwar garage, a Victorian residence subsequently extended to create a shop and Piedimonte's Supermarket.

Best Street (and St. Georges Road to its north and south) is a commercial and retail strip characterised by one and two storey Victorian and Edwardian buildings (Figure 20). A number of modern infill developments to four-storeys in height have been constructed in St. Georges Road (Figure 21) opposite and to the south of the subject site.

Piedimonte's Supermarket, at 37-45 Best Street, is a two storey 1960s brick commercial building, with frontages to both Best and Scotchmer streets (Figure 18). It has a large square footprint, rendered façade to Best Street, and a face brick elevation to the other boundaries. There are large shopfront windows at the ground floor and a regular arrangement of arch-headed windows to the upper level. A canopy extends over the footpath to Best Street. A loading dock to Scotchmer Street is located adjacent to the laneway at the rear (western side) of the building (Figure 19).

South of the supermarket on Best Street are 35 Best Street, 31-33 Best Street and 27-29 Best Street. No. 35 Best Street is a painted-brick single-storey commercial building with a prominent, steeply pitched roof form and gabled verandah (Figure 15). No. 31-33 Best Street is a rendered single-storey former motor engineers workshop (converted to retail use) designed in the interwar neoclassical style (Figure 16). The building at 27-29 Best Street is a rendered brick pair of two-storey Victorian shops with residences above, with intact detailing to the first floor facade, including a stepped parapet with urns and a central shell motif (Figure 17). A striking curved parapet is evident in oblique views to the building. The first floor windows are timber-framed double-hung sashes, with hoods. The ground floor retains large, metal framed retail windows and a recessed entry. The face brick side elevations, including the return curved parapet profile, are visible from the north and south.



Figure 13 View from St. Georges Road of subject properties on Best Street



Figure 14 Nos 31-45 Best Street



Figure 15 Former residence, now commercial building at 35 Best Street



Figure 16 Former J Fisher and Co motor workshop at 31-33 Best Street



Figure 17 27-29 Best Street, note this building is not identified in the *City of Yarra Review of Heritage Overlay Areas Appendix 8*



Figure 18 View of Piedimonte's Supermarket from the corner of Best and Scotchmer streets



Figure 19 ROW at the rear of Piedimonte's Supermarket looking towards Scotchmer Street; the supermarket loading dock is located at the end of this lane



Figure 20 View of St. Georges Road to the south of the subject site



Figure 21 St Georges Road and Best Street opposite and to the south of the subject site, with contemporary infill buildings to four storeys



Figure 22 Parkview Hotel on the corner of Scotchmer Street and St. Georges Road

4.0 Proposed works

The proposed works include the demolition of the existing Piedimonte's Supermarket building and an adjoining building to the south at no. 35 Best Street. In addition, partial demolition of the heritage buildings on the site, at 102-106 and 108-114 Scotchmer Street and 31-33 and 27-29 Best Street, is proposed.

Construction of a new multi-storey, mixed-use building, is proposed comprising a generally two-storey podium to replace the Piedimonte's building to 35 Best Street, with three basement levels below across the entire site and two residential towers constructed above. New premises for Piedimonte's Supermarket will be located in the new building. A ROW to Scotchmer Street that currently divides the eastern from the western sections of the site is to be converted into a loading dock, allowing the podium of the building to be articulated as two elements when viewed from Scotchmer Street. A new roller door will extend across the Scotchmer Street laneway boundary blocking public access from Scotchmer Street. By way of redress it is proposed to extend and enhance the secondary laneway currently extending along the rear of the terrace group at 108-14 Scotchmer Street through to Egremont Street. The new laneway extension to Egremont Street will be six metres wide and open to the air. Landscaping will be provided along the south side of the new laneway, adjacent to the residence at 36 Egremont Street.

It is proposed to construct a new five storey (described in the plans as ground and levels one-four) residential tower to the rear of the four terrace buildings to 108-114 Scotchmer Street and the Edwardian building at 102-106 Scotchmer Street. This will incorporate some retained heritage fabric. A second tower rising to seven storeys, plus a roof terrace (described in the plans as ground and levels one to six plus roof plan) is to be constructed above the two-storey podium incorporating the redeveloped supermarket component.

The various components of the scheme are discussed in further detail below:

Scotchmer Street

The four terrace dwellings at 108-114 Scotchmer Street and the Edwardian building at 102-106 Scotchmer Street are to be developed as part of the proposed residential complex.

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. It is generally proposed to reconstruct shopfronts to the three eastern terrace houses. As discussed, these currently retain an interwar residential treatment. The reconstructed shopfront to 108 Scotchmer Street will be retained.

To the west, 102-106 Scotchmer Street will also be substantially demolished, but with sections of the building to Scotchmer and Egremont streets retained. On Egremont Street, the existing wall will be retained to a length of around 24 metres. This will include the red brick wall associated with the post-war sawtooth-roofed volume. Limited demolition at the southern end of the wall will occur to allow a new ROW and crossover to be constructed.

It is proposed to construct a new five storey (described in the plans as ground and levels one-four) residential building on this part of the site, incorporating the retained heritage fabric. The ground floor and level 1 will incorporate the retained double-storey arrangements with level 2 – the first tower level – set back around 6.5 metres from the front façade. Outdoor terraces will extend into the front setback of the terrace row terminating approximately 3 metres from the front façade, with the chimneys retained. The front section of roof is to remain undeveloped with the existing hipped roof profile reinstated and clad to match the existing material.

At the Edwardian retail premises at 102-106 Scotchmer Street, the level 2 terraces will extend to the rear of the parapets. The taller built form will be set back 3 metres from Egremont Street at this level. The main building form to Scotchmer Street, Levels 3 and 4 will be set back 6.85 metres to with a small northward set back 5.58 metres. These levels will be set back 3.15 metres from Egremont Street and between 9.75 and 10.28 metres from the ROW at the rear of the site.

The new building is to be clad externally in terracotta baguette panels and screens. The upper levels will be divided by a slender powder-coated steel plate will extend the rhythm of small tenancies at ground floor level into the residential volume above.

Best Street

The supermarket building and the adjoining non-contributory building at 35 Best Street are to be demolished in their entirety. The heritage buildings to the south at 27-9 and 31-3 Best Street will be substantially demolished, with the former motor garage demolished in full behind the façade and the Victorian terrace pair at 27-29 Best Street retained to a depth in the order of 6 metres. The façades of both buildings will be refurbished.

The levels above the supermarket podium will be set back different distances from all boundaries, with the façade being articulated as a number of contrasting planes and building volumes in brick and breeze block. Levels 2 to 4 will be set back a minimum 3.5 metres from Best Street behind the supermarket podium and 6.05 metres behind the retained heritage buildings. These levels will be set back 3.8 metres from Scotchmer Street and terraces will extend into the setbacks where located above the supermarket at level 2. The southern core will be offset 3.75 metres from the southern boundary across all levels. The setbacks to level 5 extend to over 10 metres to Best Street, except for the corner element which will maintain a 3.5 metre setback. Terraces, of varying sizes will extend into the setback. At this level, the building will be setback 3.75 metres from the southern boundary. Level 6 will maintain this setback to the south and to Best Street, with the setback to Scotchmer Street extend to 13.85 metres, with terraces setback 6.9 metres. The communal roof terrace will be significantly setback from all boundaries, and will be accessed by a central lift/stair, rather than the southern lift core.

Above the supermarket podium, the new building will be clad in a combination of apricot brick to the lower levels and concrete breezeblock and white galvanised steel to levels 4 and 5. Balustrades to the projecting balconies will be black steel plate or steel pickets.

5.0 Assessment of heritage impacts

The following sections of this report address the proposed works, including the full and partial demolition of existing buildings on the site, the proposed multi-level buildings that would be constructed; and the proposed restoration works. In doing so, reference is made to Yarra's local heritage policy at Clause 22.02 'Development Guidelines for Sites Subject to the Heritage Overlay' and Clause 43.01 'Heritage Overlay. Consideration has also been given to the referral comments made by Council's Heritage Advisor in relation to the original drawings (PLN/0618).

5.1 Demolition

The policies included in Clause 22.02 relating to demolition are as follows:

Full Demolition or Removal of a Building

Generally encourage the retention of a building in a heritage place, unless

- The building is identified as being not contributory.
- The building is identified as a contributory building, and
 - new evidence has become available to demonstrate that the building does not possess the level of heritage significance attributed to it in the incorporated document, City of Yarra Review of Heritage Areas 2007 Appendix 8, revised September 2015 and
 - the building does not form part of a group of similar buildings.

Note: The poor condition of a heritage place should not, in itself, be a reason for permitting demolition.

Encourage the retention of original street furniture and bluestone road or laneway materials and details (where relevant).

An application for demolition is to be accompanied by an application for new development.

Removal of Part of a Heritage place or Contributory Elements

Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.

Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:

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

- For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.

The policies at Clause 43.01 with regard to demolition are as follows:

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.
- Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.

Comment

The buildings at nos 35 and 37-45 Best Street are to be demolished in their entirety. These have been identified as being not contributory to the heritage precinct. Council's policies generally encourage the retention of buildings that comprise a heritage precinct, unless the building is identified as being not contributory. On this basis, the removal of these non-contributory buildings will result in no heritage impact on the identified values of the precinct.

Accordingly, the key issues with regard to the proposed demolition relate to the extent of demolition and retention of the graded buildings on the site. Partial demolition of a number of contributory and significant buildings is proposed. These include the terrace group at 108-114 Scotchmer Street, the corner building at 102-106 Scotchmer Street and the individually significant former garage at 31-33 Best Street. As noted above, the Victorian pair of shops at 27-29 Best Street are not graded in Council's inventory. This notwithstanding, it is accepted that these buildings make a contribution to the identified heritage significance of the precinct. They are to be partly retained in recognition of this heritage value.

In the referral comments, dated February 201[8] Council's heritage advisor stated that the extent of demolition to the heritage buildings across the site was unacceptable. The revised proposal has reduced the extent of demolition of the heritage buildings. The revisions have substantially mitigated the extent of demolition and the degree to which new built form will dominate the retained heritage buildings. On this basis, the revised proposal is considered acceptable from a heritage point-of-view.

108-114 Scotchmer Street

The Scotchmer Street terrace row will be retained to a depth in the order of five metres. This will allow the retention of the chimneys. The existing roof is to be demolished to allow the new development, however, the front section will be reinstated. The front facades and the wall to the ROW will be retained.

The western wall of the group is concealed from view by the building to its west. However, the eastern, side wall of the terrace row is visible in view corridors along the ROW. This wall is to be retained to a depth of approximately 3 metres from the facade. Masonry to the south of this retained section of masonry wall will be dismantled to allow the construction of the basement car park. On completion, the southern wall sections of the wall to the ROW will be partially reconstructed to produce a retained/rebuilt wall extending approximately 6 metres along the ROW. Works as proposed will ensure that a substantial section of the original wall is retained and the three dimensional presence of this building as viewed from the street and the ROW is retained, noting that the new loading dock will limit some views to this wall.

As noted, the extent of the proposed demolition includes the removal of the existing roof. However, these elements are not currently visible from vantage points in the street and make a negligible contribution to the identified heritage values of the precinct. The main contribution to the streetscape is made by the chimneys, which are to be retained.

While a significant amount of demolition of heritage fabric is proposed, this is limited to areas that are concealed or are of limited visibility and whose loss will not diminish an appreciation of the building. The building's key contribution to the precinct - made through its facades, side walls and chimneys - will be maintained.

102-106 Scotchmer Street

Roofs to the commercial premises to Scotchmer Street and those to the sawtooth roofed building volume to its rear will also be demolished. As noted above, the sawtooth roof and other fabric to the rear dates from post-war redevelopment and its demolition will have a no impact on the significance of the building or its contribution to the heritage precinct. The roof to the street volume of the building is also to be removed. This element is concealed from all local vantage points and makes no substantial contribution to the character or significance of the building. The works to the street volume of the building will not remove important fabric or affect an understanding of the building as viewed from the street or the ROW.

27-29 Best Street

It is also proposed to demolish the roofs of the Best Street buildings. As with the terrace row at 108-114 Scotchmer Street, the roofs of this building are not visible from the public realm and do not form a contributory element within the context of the heritage precinct. As noted, section of the side walls and the curved return parapet are visible from the street. The side wall of the building is to be retained to a depth of in the order of 6 metres. The retention of this element and the front façade will ensure that the building retains continues to present to the street as a three-dimensional form.

31-33 Best Street

The policy test included at Clause 22.02 for the demolition of parts of individually significant buildings is that demolition would generally not be permitted unless it can be demonstrated that the removal of fabric will not negatively affect the significance of the place. The statement of significance of the building at 31-33 Best Street notes that the building is significant for its neoclassical commercial forms including gabled façade parapet, central porch and metal framed windows and flanking piers. The building is not one that is read in the round, with the side walls fully concealed by the adjacent buildings. There are no internal heritage controls and no internal features are identified as being of significance.

The proposed works will retain all of the features identified as contributing to the significance of the place and accordingly the extent of demolition will not adversely affect the identified significance. As discussed below, the setback from the retained parapet to new built form is sufficient to allow this feature to retain its prominence within the redeveloped building.

5.2 New works

The proposed works include the construction of a two new multi storey developments above the proposed two storey podium. A five level residential building is proposed to Scotchmer Street and a seven-level mixed use building is proposed to Best Street. This is to include a new two-level supermarket located to the corner of Best and Scotchmer streets within the proposed podium.

Clause 22.02-5.7 addresses new development, alterations or additions within heritage overlays. The relevant policies on new development are reproduced below:

General

Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

- Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
- Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
- Be visually recessive and not dominate the heritage place.
- Be distinguishable from the original historic fabric.
- Not remove, cover, damage or change original historic fabric.
- Not obscure views of principle façades.
- Consider the architectural integrity and context of the heritage place or contributory element.

Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.

Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.

Minimise the visibility of new additions by:

- Locating ground level additions and any higher elements towards the rear of the site.
- Encouraging ground level additions to contributory buildings to be sited within the 'envelope' created by projected sight lines (see Figure 1 [Figure 23])
- Encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sight lines (for Contributory buildings refer to Figure 2 [Figure 24] and for Individually significant buildings refer to Figure 3 [Figure 25]).
- Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.

Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.

Clause 22.02-5.7.2 also includes the following policies with regards to corner sites and sites with dual frontages; and industrial, commercial and retail heritage places:

Corner Sites and Sites with Dual Frontages

Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.

Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection.

Industrial, Commercial and Retail Heritage Place or Contributory Elements

Encourage new upper level additions and works to:

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

Relevant decision guidelines at Clause 43.01 include:

Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.

Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.

Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.



Figure 23 Diagram included at Clause 22.02 showing acceptable areas for ground level additions are sited within the area created by drawing a 45 degree view line from the opposite footpath through the front corner of the subject building and the corners of adjacent buildings
Source: Clause 22.02, Yarra Planning Scheme

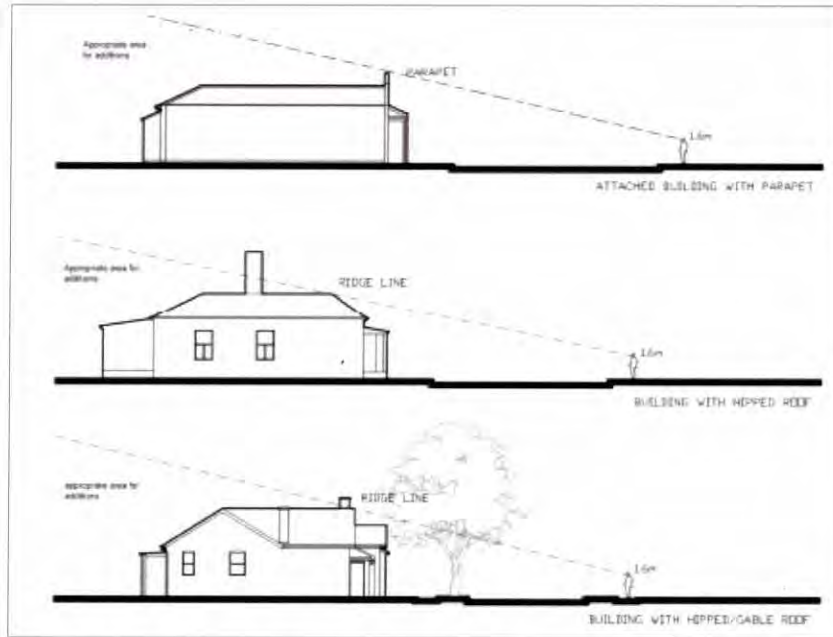


Figure 24 Diagram included at Clause 22.02 showing appropriate areas for upper level additions to contributory buildings are sited within the 'envelope' created by projecting a sight line from 1.6 metres above ground level (eye level of average adult person) from the footpath on the opposite side of the street through the top of the front parapet or the ridge line of the principal roof form
 Source: Clause 22.02, Yarra Planning Scheme

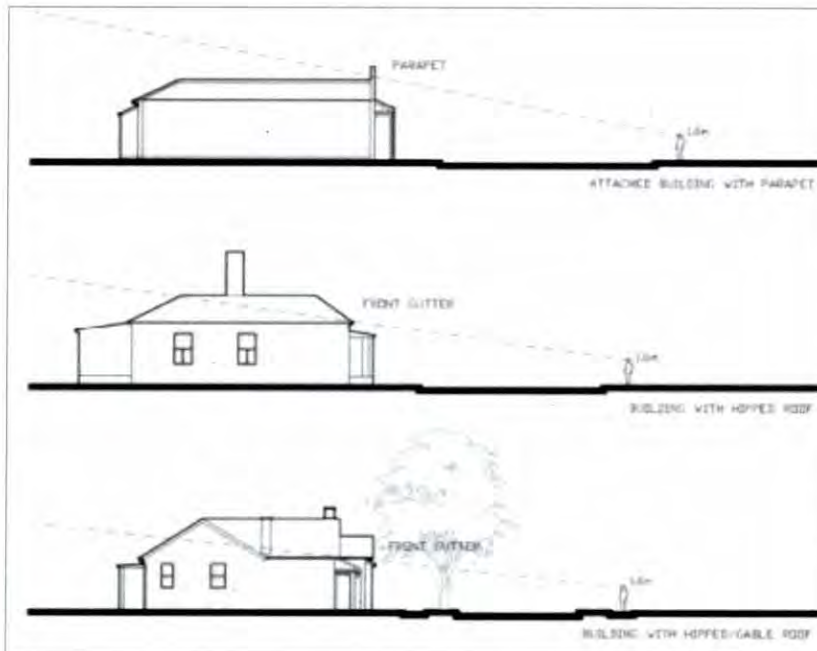


Figure 25 Diagram included at Clause 22.02 appropriate areas for upper level additions to individually significant buildings are sited within the 'envelope' created by projecting a sight line from 1.6 metres above ground level (eye level of average adult person) from the footpath on the opposite side of the street through the top of the front parapet or the gutter line of the principal roof form.
 Source: Clause 22.02, Yarra Planning Scheme

Comment

The proposed new buildings are acknowledged to be of a scale which is not typically found in this section of the North Fitzroy Precinct. Buildings around the intersection of St. Georges Road and Scotchmer Street are more typically one or two storeys. However there are number of more recent developments of mid-rise height, located in Best Street to the south of the subject site. These include the 3/4 storey building at 26-30 Best Street and the adjacent development to the same height at 14-20 Best Street. The recently completed three storey Bargoonga Nganjun (North Fitzroy) Library is located at the formerly vacant piece of triangular land at 182-186 St. Georges Road, to the south-east of the subject site. Further to the north is a four-storey building located at the junction of Fergie Street and St Georges Road.

As discussed above, Best Street between Scotchmer Street and St. Georges Road is an anomaly in urban design terms. Broadly speaking it serves as a car park for Piedimonte's and forms a small triangular Park at the intersection of St. Georges Road and Scotchmer Street. This creates an open environment and greater setbacks from St. Georges Road than those existing a little to the north or south. This atypically-open environment is one in which a taller outcome, not appropriate in other sections of HO327, can be countenanced.

With respect to the proposed seven-storey building on Best Street, it is also recognised that the existing supermarket building is already atypical in this context. Its form has arisen through the consolidation of a number of early sites visible in the MMBW plan of 1904 (Figure 3) and the fine grain of the precinct has been lost in this area. Its large footprint and wide frontages to two major streets are not found in the surrounding area. Its understated Modernist expression is uncommon locally. The presence of the non-contributory supermarket is a situation of long-standing and, straightforwardly, reduces the heritage sensitivity of this particular location. This site's form within the heritage precinct is further differentiated through its being largely bordered by streets and lanes limiting the extent to which hard heritage interfaces are present. It is separated from the heritage buildings to the west on Scotchmer Street by Egremont Street. While 102-106 Scotchmer Street currently directly abuts the property at 36 Egremont Street to the south, these properties would be separated by an extended and enhanced laneway, providing additional breathing room to that dwelling.

Given the differing development contexts of the Best Street (supermarket) and Scotchmer Street (townhouses) sites, they are considered separately below.

Best Street

In considering the proposed new development to Best Street, there are a number of separate elements which make up the whole of the development, including the new supermarket, the upper level additions and the integration of the heritage buildings into the overall development. These are discussed below.

The proposed supermarket building will have a strongly-defined, two-storey street wall height, which is consistent with that of its immediate streetscape context, and the adjoining and nearby commercial heritage buildings. This element will act as podium for the setback levels above. Accordingly, there will be no disruption, in terms of height, of the generally consistent commercial streetscape to Best Street and the St. Georges Road commercial strip, more broadly. In this way the proposed podium respects and reinforces the prevailing built form character of the area. The podium will also largely continue the façade height of adjoining contributory elements providing a setting that reflects the traditional context of buildings in this streetscape.

The new supermarket component, while again having a large footprint and wide frontages, will continue to read as a large retail building with no setbacks to the street frontages, a characteristic of this site since the 1960s. The design of the new building takes cues from both the existing streetscape and the history of the Piedimonte's site. The ground floor will have glazed shopfront windows on a mosaic-tiled plinth, the glazing responds to the commercial character of the building and the streetscape. The upper levels of the supermarket will be clad in concrete breeze blocks, reflecting the rendered masonry

character of buildings in Best Street. The breeze block cladding is deployed to provide a range of solid and a visually permeable expressions to the upper level breaking down the solid mass in the upper sections of the building. Openings in the façade, to provide balcony spaces, further reduce the monolithic form of the upper level. At ground floor level, a curved concrete canopy is to extend from the façade of the supermarket over the footpath. This canopy enlivens the façade providing a contemporary interpretation of a typical streetscape element. Overall, the design of the supermarket is thoughtful and considered and responds effectively to both the existing streetscape and the valued character of Piedimonte's Supermarket.

Regarding the proposed apartment development above the two-storey podium, the setbacks to the upper levels will provide prominence to the podium allowing the upper levels to present as recessive elements and reinforcing the valued two-storey scale of the streetscape. The revised proposal employs a range of setbacks to the upper levels to provide articulation and interest to the façade. Above the supermarket podium the setbacks have been reduced slightly from the original proposal, however refined articulation of the façade, with considered openings and interplay of forms and materials, has limited the impact of this reduction. The varied setbacks help to break down the mass of the upper levels and to respond to the typical fine grain scale of the surrounding precinct.

Behind the heritage buildings in Best Street, the setbacks to the upper levels are larger which will allow the heritage buildings to continue to define the height scale and character of their streetscape. In particular, the setback will allow for the retained side walls of the Victorian pair at 27-29 Best Street to be visible in longer views and for its striking curved parapet to remain prominent. The setbacks, and retained sections of existing building return walls, will ensure that the heritage buildings on Best Street will continue to be read as three-dimensional buildings in the streetscape. While it is recognised that the development is not consistent with the sight-line test included at Clause 22.02 – for both contributory and individually significant buildings – the setbacks to the upper levels nevertheless achieve a satisfactory separation from the retained building components as they read from the street.

Levels 5 and 6 will be further setback and will have limited visibility in front-on views. Although they will be visible in longer views, the proposed breezeblock cladding and light colour will distinguish these levels from the more robust brick elements and will reduce their overall visual impact.

Scotchmer Street

The proposed five-storey Scotchmer Street proposal differs significantly from the Best Street proposal in its design and overall massing. The proposal is separate from the Best Street building with no above ground connection and the sense of the existing ROW retained in the design of the proposed loading dock. The new development on this site utilises different design language to allow it to engage with the more residential scale of the surrounding area, in contrast with the more commercial character of Best Street and St. Georges Road.

This proposal integrates with the heritage buildings to Scotchmer Street to be redeveloped as single residence townhouses for their first three levels. The proposal will retain the visible chimneys, with upper levels decks setback behind the front sections of roof. Although the heritage policy discourages unroofed sections of deck, it is considered that the setback of the decks to the terraces will afford complete concealment and minimise any negative impacts. At 102-106 Scotchmer Street there is no proposed setback to the terrace, however given the high parapet to this building and the robust nature of its corner presentation it is considered that this will result in minimal heritage impact.

The design of the upper levels of the new addition has been designed to reflect the existing planning and separation of the site. The proposed terracotta panels and screens will provide interest to the façade without competing with the existing rendered and red brick heritage buildings found locally. As with the proposal to Best Street, the proposal does not comply with the sightline tests included at Clause 22.02, however the setbacks to these levels, the retention of front sections of the building, including the visible chimneys, and the sympathetic and considered nature of the design mitigate the impacts associated with the visibility of these levels. The new levels will clearly read as a new addition

to the streetscape in longer views, but the setbacks ensure that at the streetscape level the retained heritage buildings will continue to read as the primary streetscape element.

The impact on the small scale residential streetscape of Egremont Street will be moderated by the physical distance between new built form and the dwelling at no. 36, the enhanced and extended ROW and the southern setbacks to the upper levels of the new building. These measures will provide a substantial visual break and transition between the new development and the Egremont Street context. The existing ROW in this section of the site, currently terminates at the rear of no. 108 Scotchmer Street. Consequently, the two-storey form of the Supermarket directly abuts the dwelling at no. 36. The extended ROW will provide a physical separation between the two. In addition new built form on the northern side of the laneway is to be set back progressively with increasing height from a setback of around 2.5 m at first floor level. Given the proposed separation between the subject site and nearby buildings in Egremont Street and the tiered approach to built form, the associated impact on this part of the precinct will be limited and Egremont Street will continue to read as an intact small-scale residential precinct, separate from the new development.

It is proposed to acquire the ROW between the two buildings to allow for a more efficient loading arrangement for the supermarket. This aspect of the proposal includes a ramp entry to the basement on the supermarket site with the adjacent lane largely remaining undeveloped. A vehicle entry, with a slatted roller door, allowing views to the area within, is to extend across the laneway. Unlike the previous proposal, the revised design does not include upper level construction across the laneway. In the vicinity of Scotchmer Street, the loading dock will be open to the sky allowing the podiums to the east and west of the ROW to be articulated as separate elements diminishing the mass and presence of the podium as it presents to Scotchmer Street. It is accepted that the proposed vehicle entry will alter the existing streetscape arrangement. However a loading dock has been present in this location for many years and the proposed arrangement has been designed to mediate between new supermarket and heritage terraces to the west allowing a sense of the existing ROW and views to the eastern wall of the terrace to endure. The change to the streetscape, through the changes to the laneway entry, is balanced by the considered design of the infill element, the creation of a new lane to the south of the Scotchmer Street site, and the overall logistic benefits provided by the new supermarket loading arrangements.

Overall, the retained heritage buildings at 102-114 Scotchmer Street will continue to 'hold' the streetscape in the precinct context, including the return corner to Egremont Street. The proposed setbacks and the considered and well-resolved design will ensure that the new building will not compromise the existing heritage character of this area or the streetscape.

5.3 Reconstruction and Restoration

The policy at Clause 22.02 relating to reconstruction and restoration is as follows:

Encourage restoration of a heritage place or contributory element if evidence exists to support its accuracy.

Encourage the reconstruction of a building or works which previously existed in a heritage place if:

- The reconstruction will enhance the heritage significance of the heritage place
- Evidence exists to support the accuracy of the reconstruction.

Encourage the reconstruction of original or contributory elements where they have been removed. These elements include, but are not limited to, chimneys, fences, verandahs, roofs and roof elements, wall openings and fitting (including windows and doors), shopfronts and other architectural details and features.

Comment

The façades of the three terrace buildings at 110-114 Scotchmer Street will be subject to reconstruction works to reintroduce Victorian shopfronts. This action will restore the original presentation of these buildings and will support the contribution that these buildings make to the heritage precinct. The reconstruction will ensure that the group of terraces presents in a consistent manner and will be based on the existing reconstruction of 108 Scotchmer Street. This approach aligns with the comments of council's heritage advisor who recommended to:

Retain the reconstruction Victorian shopfront at no. 108 Scotchmer Street and install similar shopfronts in the remaining three shops of the group.

The facades of the retained heritage buildings included within the site will also be the subject to conservation works including crack and render repair and repainting where required. It is anticipated that a detailed scope of restoration works will be required as a condition of permit.

6.0 Conclusion

The revised proposal at the Piedimonte's Supermarket site in North Fitzroy provides a thoughtful and considered response to the unusual suite of urban design and heritage conditions associated with the site. While the proposal is not consistent with all aspects of Council's Heritage policies, it is a site on which unusual opportunities exist and atypical outcomes can be countenanced. The proposal would be taller than other local buildings, however height has been managed to minimise impacts on local heritage buildings. Generous setbacks have been provided to allow the heritage buildings to retain their streetscape primacy and their contribution to the North Fitzroy Precinct. At street level, the proposal retains those visible elements of the heritage buildings which contribute to the precinct and incorporates these as an integral and prominent part of the proposed development. On this basis, the proposal is seen to be consistent with Council's policies at Clauses 22.02 and Clause 43.01 and the advice of Council's heritage advisor.