

11 June 2020

Michelle King
 Acting Principal Planner
 Yarra City Council
 333 Bridge Road
 Richmond VIC 3121

Dear Michelle

RESPONSE TO REFERRALS
PLN20/0006 - 462-482 SWAN STREET, RICHMOND

Human Habitats continues to act on behalf of the applicant, Charter Hall, in relation to the planning permit application (PLN20/0006) for the land at 462 – 482 Swan Street, Richmond (the subject site) and provide letter in response to the below list of referral comments:

1. Urban Design (Streetscapes Only)
2. Streetscapes & Natural Values
3. Open Space
4. Environmentally Sustainable Design
5. Acoustic (SLR Consulting)

The key points from each of the above referral comments are addressed in turn below.

1 Urban Design Unit (Streetscapes Only)

	Referral Comment	Response
1.	Asphalt pavement is recommended along the full length of the rail path to provide a consistent surface.	It is considered that the transition from asphalt to the proposed paving (sawn bluestone and exfoliated sesame white granite) provides for a positive demarcation between the rail path and the Burnley Station, which in turn improves the sense of arrival to the Burnley Station. For these reasons the pavement material as proposed are considered appropriate.
2.	The long-term success and amenity of the landscaped terrace is questionable due to the area being completely shaded for most of the day.	As shown in the shadow diagrams, the terrace receives sunlight from 12noon and throughout the afternoon period. It is considered that it will be well utilised during the afternoon periods.



3.	The City of Yarra standard footpath treatment is asphalt. All footpath areas outside of the subject site's title boundary are to be surfaced in asphalt as per Yarra standard drawings. This is to provide clear delineation between public and private space, as well as for ease of maintenance of underground services.	<p>As an alternative solution, we propose that the public / private land is delineated by an inset metal strip (or metal discs or similar) along the property boundary. This would ensure that public / private land is delineated whilst retaining a cohesive pavement treatment.</p> <p>We note that the retention of the footpath as bluestone would also be consistent with a future public space in the Burnley Street service area.</p>
4.	DDA compliant pram ramps (including TGSIs) need to be shown at the Burnley St/Swan St intersection as per Yarra standard drawings.	Noted.
5.	Rail path; asphalt pavement is recommend along the full length of the rail path, and will require VicTrack consent and a maintenance agreement between the applicant and VicTrack.	Refer to comments above.
6.	4no. existing bike hoops are located on Burnley Street near the corner of Swan St. The proposed drawings show the proposed northern-most planter box/seat to be almost hard against the existing bike hoops. The developer is to either remove the northern-most planter box/seat, or relocate the bike hoops to council's satisfaction (in accordance with Yarra standard drawings).	This can be addressed by a condition of permit.
7.	Ensure there is a 600mm set back between the proposed raised planters with custom seating along Burnley Street and the kerb.	This can be addressed by a condition of permit.
8.	There may be an opportunity to develop the eastern side of the Burnley Street service road into a shared space. This could provide many improved public realm benefits, including a safe drop off zone to the station, slowed traffic adjacent the proposed planter boxes/seating, as well improving the adjacent verge planting to soften the interface with the Burnley Street overpass. In this case, it would be beneficial to continue the proposed bluestone paving across the full width of the footpath and potentially the shared road space.	We are supportive (in principle) of the possibility for part of the Burnley Street service road becoming a public space (at no cost to our client). As per Council's commentary, we would want some parking to be retained in this area and believe that this area would benefit from the inclusion of pick up/drop off parking bays / taxi rank.



9.	<p>The previous proposal included the construction of new DDA compliant north-south and east-west pedestrian ramps to connect to the railway underpass. This new ramp would provide significant access improvements to Burnley Station and the applicant is strongly encouraged to pursue this option with VicTrack. (It should be noted that this would require a significant re-design of the Burnley St and southern rail path interfaces.)</p>	<p>We note that the previous approval provided vehicle access (loading bay) in the location of the ramp, and as a result was required to reconstruct the existing pedestrian ramps. Unlike the existing approval on the subject site, this proposal does not propose any works that impact the existing ramps.</p>
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2 Streetscapes & Natural Values Unit

	Referral Comment	Response
1.	<p>A review of the garden beds is recommended. Appropriate soil volumes to be calculated to support the proposed plantings, including consideration for passive irrigation or use of water captured by the subject site.</p>	<p>We have reviewed the garden beds and believe that the soil volumes are appropriate.</p>
2.	<p>The necessary soil volume for a <i>Zelkova</i> 'Green Vase' using the <i>Elke Haege</i> calculation form is 13.35m³ per tree.</p>	<p>Noted.</p>
3.	<p>The development proposes planting of 6 London Plane along the Swan Street frontage. These are unsuitable and should be substituted with <i>Lagerstroemia indica</i> 'Natchez', constant with other plantings along Swan Street</p>	<p>London Plane trees are also present along Swan Street and we are of the view that they are appropriate along the street. However, if necessary, they can be substituted for <i>Lagerstroemia indica</i> 'Natchez'.</p>
4.	<p><i>Lagerstroemia indica</i> 'Natchez' are capable of reaching 6m height and 4m spread. This proposed canopy will directly impact any planting along Swan Street. This awning contradicts the proposed plantings and is recommended to be removed.</p>	<p>The street trees are to be pruned and maintained to accommodate the awning. We note this is commonly accepted in order for street tree canopies to avoid powerlines/tram lines.</p>



3 Open Space Unit

	Referral Comment	Response
1.	The awnings along Swan Street and Burnley Street will need to be adjusted to accommodate the canopy of the proposed tree planting.	The street trees are to be pruned and maintained to accommodate the awning. We note this is commonly accepted in order for street tree canopies to avoid powerlines/tram lines.
2.	The paving materials outside the title boundary will need to be consistent with the wider precinct. Please ensure the urban design comments on this item are incorporated in future iterations of the plan.	It is considered that the transition from asphalt to the proposed paving (sawn bluestone and exfoliated sesame white granite) provides for a positive demarcation between the broader area and the Burnley Station, which in turn improves the sense of arrival to the Burnley Station. For these reasons the pavement material as proposed are considered appropriate.
3.	The potential to modify the ramp to Burnley Station so it is compliant with DDA standards and meets a 1:14 grade should be considered.	The proposal does not seek to modify the ramp to Burnley Station. We note these ramps are outside of the works area.
4.	Given the traffic along the Burnley Street side is only to service this development and for cars to drop off at the station or turn out, can we investigate the development of a shared space where the public realm can stretch across to the verge of the overpass and potentially create some safe drop off zones for the development and to the station? This might also allow us meet the grade for access to the station while also accommodating the custom planters and awning along that side.	As outlined above, we are supportive (in principle) of part of the Burnley Street service road becoming a public space (at no cost to our client). Noting that we would want to see the retention of some on-street parking facilities.
5.	What materials are going to be used for the seating slabs?	To be addressed in the detailed landscape plan.
6.	What is the relationship between the terrace and ramp into Burnley Station?	The rear ground floor terrace area steps down toward the existing Burnley Station ramp and separated by the existing fencing. No works are proposed to the ramp or ramp infrastructure.
7.	Given this section is outside the title boundary, who will be responsible for the ongoing maintenance of this section?	Council will be responsible for all ongoing maintenance of works outside of the title boundary.

4 ESD Officer

Clause 22.17 of the Yarra Planning Scheme allows for a Sustainability Management Plan (SMP) to be prepared using the Green Star tool. In discussions with the ESD officer, Council acknowledged that Clause 22.17 of the Yarra Planning Scheme does not require any specific commitments to be made. While some ESD tools (i.e. BESS) require specific commitments to be made, the Green Star tool provides for flexible pathways to achieve a particular “star rating”. As outlined on page 5 of the SMP, the proposal targets a 5 Star Green Star rating, which achieves Australian Excellence from an ESD perspective.



The Green Star pathway as mapped out within the SMP includes a number of ESD commitments, whilst retaining some flexibility in the pathway. However, this flexibility goes only as far and the ultimate ESD pathway will still require that the project achieves the 5 Star Green Star commitment.

5 Acoustic (SLR Consulting)

Upon review of the external Acoustic referral prepared by SLR consultant we find that SLR is generally satisfied with the material provided and no further changes are required.

6 Summary

We trust that the above response will provide Council with the additional information required to complete their assessment and potential conditions in relation to the above matters.

We note a further response to the external urban design comments prepared by MGS Architects is still to come. In addition to this, commentary regarding all traffic related referrals will be provided once Department of Transport comments have been received.

If there are any further matters at this time, please do not hesitate to contact the undersigned on 03 9909 2202 or by email to jgrech@humanhabitats.com.au.

Yours sincerely

Joe Grech
Senior Planner