
TO: Michelle King (Acting Principal Planner)
FROM: Daniel Perrone (Urban Design)
DATE: 20 May 2020
SUBJECT: 462-482 Swan St Richmond
APPLICATION NO: PLN20/0006
DESCRIPTION: Use and development of land for a commercial building, a reduction in the car parking requirements, buildings and works including alterations to a road in a Road Zone (Category 1).

COMMENTS SOUGHT

Urban Design comments have been sought on the development at the above address, in particular to the streetscape and any capital works affecting the site.

Comments are provided below and are based on the following plans:

DA1003 (Rev C)	Ground Floor Plan	dated 16.04.2020
DA2102 (Rev B)	Ground Elevation - North - Sheet 2	dated 16.04.2020
DA2103 (Rev B)	Ground Elevation - South - Sheet 1	dated 16.04.2020
DA2104 (Rev B)	Ground Elevation - South - Sheet 2	dated 16.04.2020

Landscape Report	by TCL Landscape Architecture	dated April 2020
------------------	-------------------------------	------------------

In summary, the proposal is supported from an urban design perspective, however the following comments need to be incorporated into the drawings before endorsement. Detailed comments are provided below and we request that the applicant provides a response to each of these items.

Note: The extent of this review is limited to the proposed development's integration with the streetscape and public realm.

1. Capital works

There are no known capital works being led by the Urban Design team directly around the site.

2. Ground Floor Interface

- The proposed ground floor setbacks create a widened footpath space and improved pedestrian flow between the private and public domain and are supported from an urban design perspective.
- The north-south through link provided a break to the street wall and additional pedestrian access through the site. As such, this is supported from an urban design perspective.

3. Rail Footpath Link

- The footpath that runs between the development and Burnley Station is owned by VicTrack. Any works to this land, (including the below recommendations) will require VicTrack consent and a maintenance agreement between the applicant and VicTrack.
- Asphalt pavement is recommended along the full length of the rail path to provide a consistent surface.
- The long-term success and amenity of the landscaped terrace is questionable due to the area being completely shaded for most of the day.
- The rail path will require lighting to ensure safety at night. Lighting details should be provided for assessment by the relevant authority.

4. Surface materials

- 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.
- Whilst in some circumstances bluestone paving may be supported, this should only be used in special circumstances (such as squares and plazas). See comments in section 6 below relating to the Burnley Street interface.
- DDA compliant pram ramps (including TGSIs) need to be shown at the Burnley St/Swan St intersection as per Yarra standard drawings.
- Rail path; asphalt pavement is recommended along the full length of the rail path, and will require VicTrack consent and a maintenance agreement between the applicant and VicTrack.

5. Swan Street - Furniture and Fixtures

- An existing street litter bin and bench are located on the footpath near the north-western corner of the site, which service the adjacent tram stop. These fixtures are to be upgraded and located in accordance with the City of Yarra Public Domain Manual and Yarra Standard Drawings.

6. Burnley Street – Furniture and Fixtures

- Details of custom benches and raised planter need to be provided for assessment by relevant council units (Urban Design, Streetscapes and Natural Values, Open Space, cleaning and maintenance teams).
- 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).

- Ensure there is a 600mm set back between the proposed raised planters with custom seating along Burnley Street and the kerb.
- The additional provision of seating is likely to generate an abundance of litter (including cigarette butts) requiring additional street litter bins. This needs to be negotiated with Council's waste management unit. Any proposed street litter bins are to be in accordance with City of Yarra Public Domain Manual / Yarra Standard Drawings.
- 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.

7. Other recommendations

- 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.)