

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations

# DOVER STREET OFFICE DEVELOPMENT

## 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

TOWN PLANNING APPLICATION  
PROJECT NO. 190038

DRAWING REGISTER

DRAWING NUMBER	DRAWING NAME	SCALE
TP0000	COVER SHEET	
TP0001	DEVELOPMENT SUMMARY	
TP1000	SITE CONTEXT PLAN	1:250
TP1001	EXISTING SITE PLAN	1:100
TP1100	DEMOLITION PLAN	1:100
TP1998	BASEMENT 02 PLAN	1:100
TP1999	BASEMENT 01 PLAN	1:100
TP2000	GROUND FLOOR PLAN	1:100
TP2001	LEVEL 01 PLAN	1:100
TP2002	LEVEL 02 PLAN	1:100
TP2003	LEVEL 03 PLAN	1:100
TP2004	LEVEL 04 - LEVEL 07 PLAN	1:100
TP2005	LEVEL 08 PLAN	1:100
TP2006	ROOF PLAN	1:100
TP3001	WEST ELEVATION	1:100
TP3002	NORTH ELEVATION	1:100
TP3003	EAST ELEVATION	1:100
TP3004	SOUTH ELEVATION	1:100
TP3501	SECTION A	1:100
TP3502	SECTION B	1:100
TP3503	SECTION C	1:100
TP3504	SECTION D	1:100
TP3505	SECTION E	1:100
TP4001	SHADOW DIAGRAM 01	1:250
TP4002	SHADOW DIAGRAM 02	1:250
TP4003	SHADOW DIAGRAM 03	1:250
TP4004	SHADOW DIAGRAM 04	1:250
TP4005	SHADOW DIAGRAM 05	1:250
TP4006	SHADOW DIAGRAM 06	1:250
TP4007	SHADOW DIAGRAM 07	1:250
TP4501	OVERLOOKING DIAGRAM	1:50
TP5001	SHADING DIAGRAM 01	1:50
TP6001	MATERIAL SCHEDULE	



REVISION	DATE	DESCRIPTION

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Project Number  
**190038**

Client  
**TOPE LANE**

Project Name  
**DOVER STREET OFFICES**

Site Address  
**65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA**

Drawing Name  
**COVER SHEET**

Date  
**25/05/2020**

Status  
**TOWN PLANNING**

Scale  
**@A1**

Drawing Number  
**TP0000**

Revision  
**B**

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations

DEVELOPMENT SUMMARY

GFA SCHEDULE	
STOREY	AREA
BASEMENT 02	1,665.2
BASEMENT 01	1,665.2
GROUND FLOOR	1,506.5
LEVEL 01	1,504.7
LEVEL 02	1,504.7
LEVEL 03	1,405.3
LEVEL 04	1,408.8
LEVEL 05	1,408.8
LEVEL 06	1,408.8
LEVEL 07	1,408.8
LEVEL 08	811.3
	<b>15,698.1 m<sup>2</sup></b>

NOTE: GROSS FLOOR AREA (GFA) IS CALCULATED AS THE SUM OF THE FULLY ENCLOSED AREA (FEA) AND UNENCLOSED COVERED AREA (UCA) AS DEFINED BY THE AUSTRALIAN INSTITUTE OF QUANTITY SURVEYORS BOOK OF AREA, AND IS MEASURED TO THE INSIDE FACE OF ANY ENCLOSED WALLS AND/OR BALUSTRADES  
GFA EXCLUDES ANY UNCOVERED AREAS

COMMERCIAL TENANCY NLA SCHEDULE		
STOREY	TENANCY TYPE	AREA
GROUND FLOOR	CAFE	155.0
GROUND FLOOR	OFFICE	555.1
LEVEL 01	OFFICE	1,350.4
LEVEL 02	OFFICE	1,350.4
LEVEL 03	OFFICE	1,250.6
LEVEL 04	OFFICE	1,254.1
LEVEL 05	OFFICE	1,254.1
LEVEL 06	OFFICE	1,254.1
LEVEL 07	OFFICE	1,254.1
LEVEL 08	OFFICE	456.0
		<b>10,133.9 m<sup>2</sup></b>

NOTE: NET LETTABLE AREA (NLA) IS CALCULATED IN ACCORDANCE WITH THE PROPERTY COUNCIL OF AUSTRALIA METHOD OF MEASUREMENT OF LETTABLE AREA AND IS MEASURED TO THE:  
1. INTERNAL FACE OF ALL EXTERNAL WALLS  
2. INTERNAL FACE OF GLAZED FACIEN WALLS UNLESS THE HEIGHT OF THE HOBB WALL BELOW GLAZING IS MORE THAN 50% OF THE INTERNAL HEIGHT, IN WHICH CASE NLA IS MEASURED TO THE INTERNAL FACE OF THE HOBB WALL  
3. SHIRT FACE OF ALL RISER SHAFT DUCT WALLS EVEN IF THESE DUCTS ARE REMOTE FROM CENTRAL CORE  
4. EXTERNAL FACE OF ALL SERVICE CORRIDORS  
5. CENTRELINE OF ALL INTERFERENCE WALLS  
6. CORRIDOR FACE OF ANY COVERING CORRIDOR WALLS  
NLA INCLUDES ALL EMERGED COLUMNS, INTERNAL STAIRS AND MULLIONS TO GLAZED FACIENES

CAR PARKING SCHEDULE		
STOREY	TYPE	QTY
BASEMENT 02	KLAUS PARKBOARD PQ	18
	VPP 52.06	16
	VPP 52.06 (TANDEM)	19
BASEMENT 01	AS2890.6 ACCESSIBLE	1
	PARKBOARD PQ	14
	VPP 52.06	12
	VPP 52.06 (TANDEM)	11
		<b>91</b>

BICYCLE PARKING SCHEDULE		
STOREY	TYPE	QTY
BASEMENT 01	EMPLOYEE	18
GROUND FLOOR	EMPLOYEE	74
	VISITOR	28
		<b>120</b>

BICYCLE PARKING REQUIRED UNDER THE PLANNING SCHEME:

EMPLOYEES	VISITORS/CUSTOMERS	NUMBER REQUIRED
OFFICE	1 space to each 300m <sup>2</sup> NLA, if the NLA > 1,000m <sup>2</sup> 1 space to each 1,000m <sup>2</sup> NLA, if the NLA > 1,000m <sup>2</sup>	33 EMPLOYEE 10 VISITOR
RETAIL	1 space per 300m <sup>2</sup> NLA 1 space per 500m <sup>2</sup> NLA	1 EMPLOYEE 0 VISITOR

LOCKER SCHEDULE		
STOREY	TYPE	QTY
GROUND FLOOR	EMPLOYEE	154
		<b>154</b>

REVISION	DATE	REASON	NOTES
1	25/05/2020	ISSUED FOR PERMIT	

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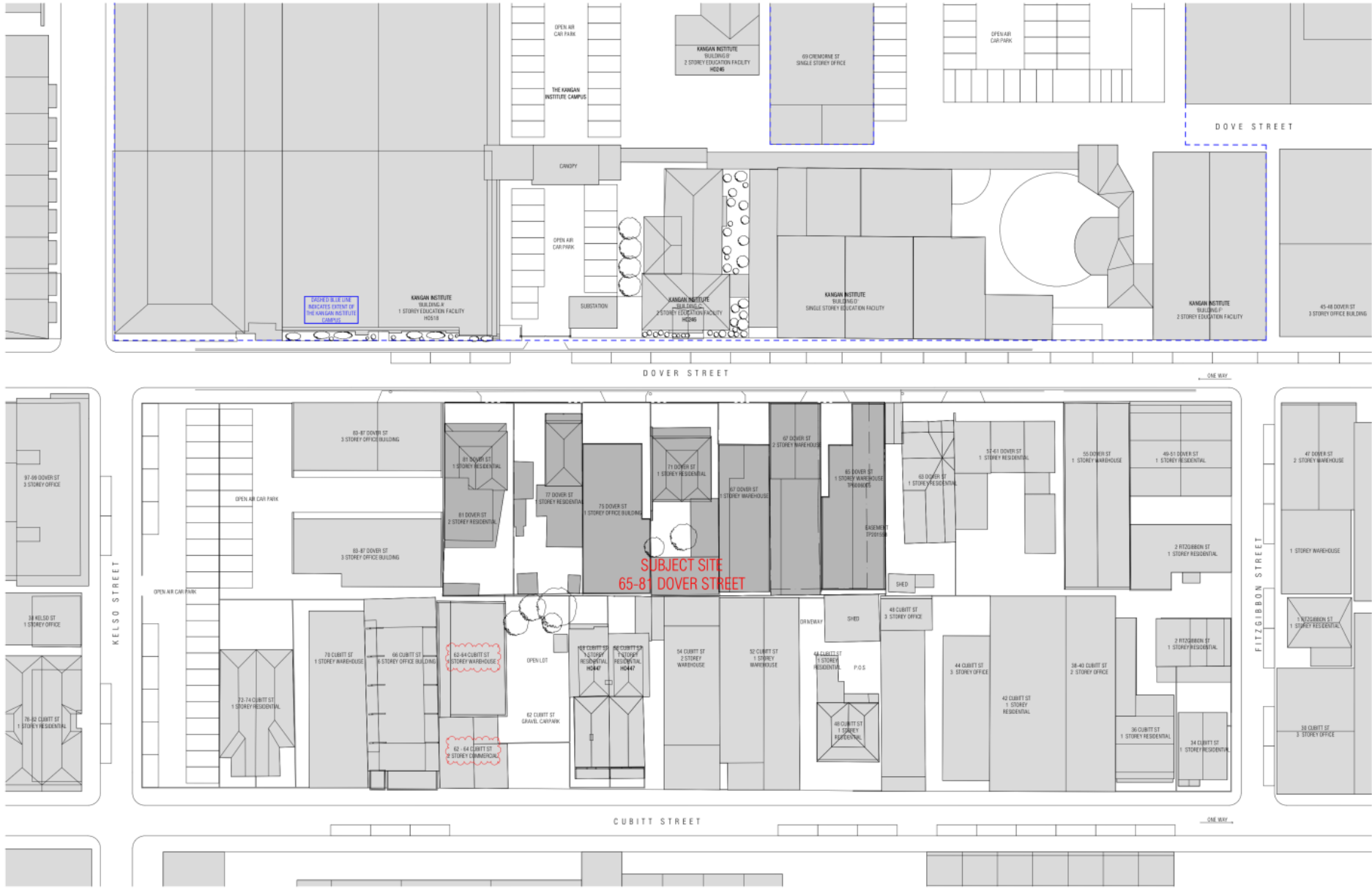
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Project Number: 190038  
Client: TOPE LANE  
Project Name: DOVER STREET OFFICES  
Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: DEVELOPMENT SUMMARY  
Date: 25/05/2020  
Status: TOWN PLANNING

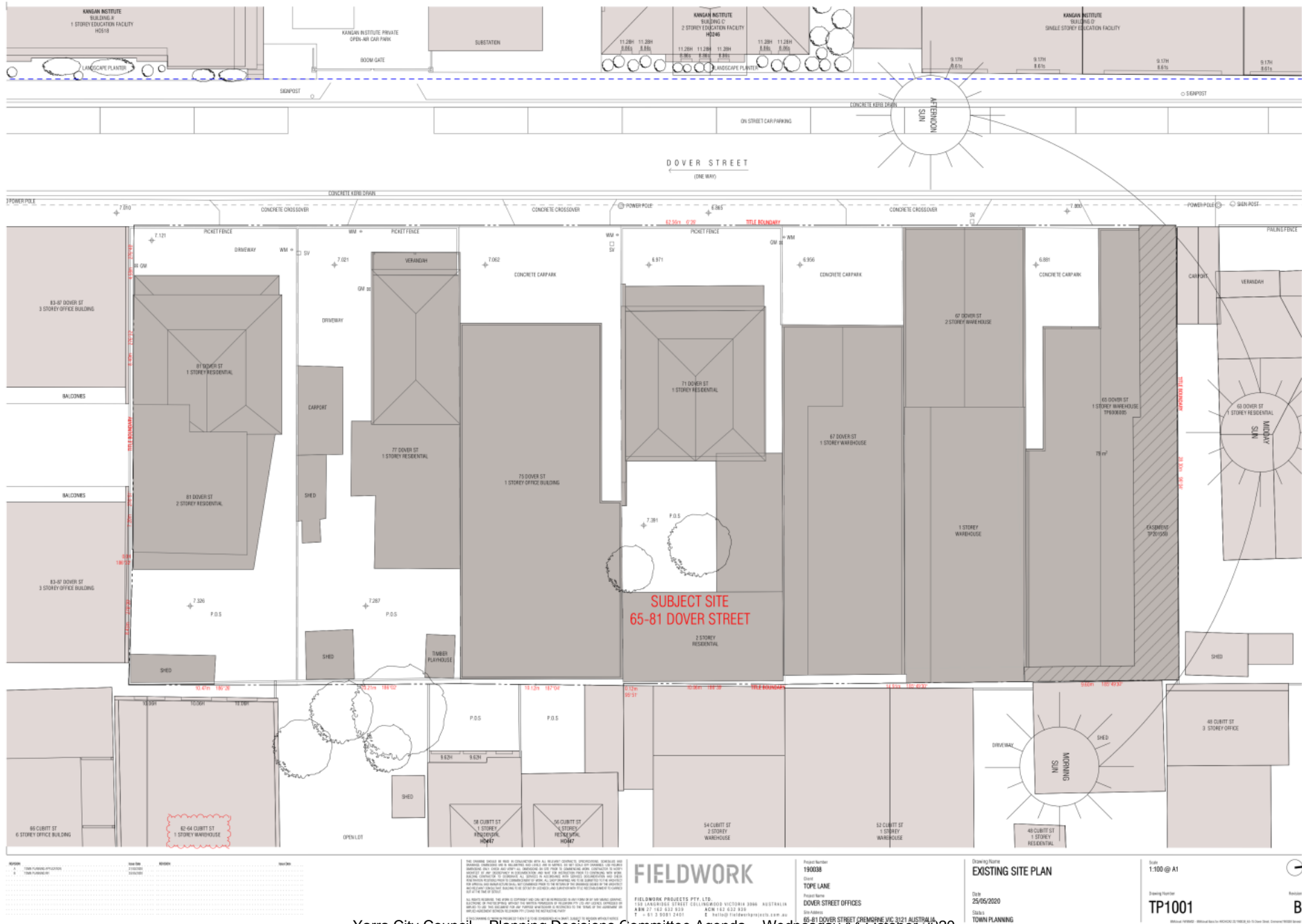
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Revision: B

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



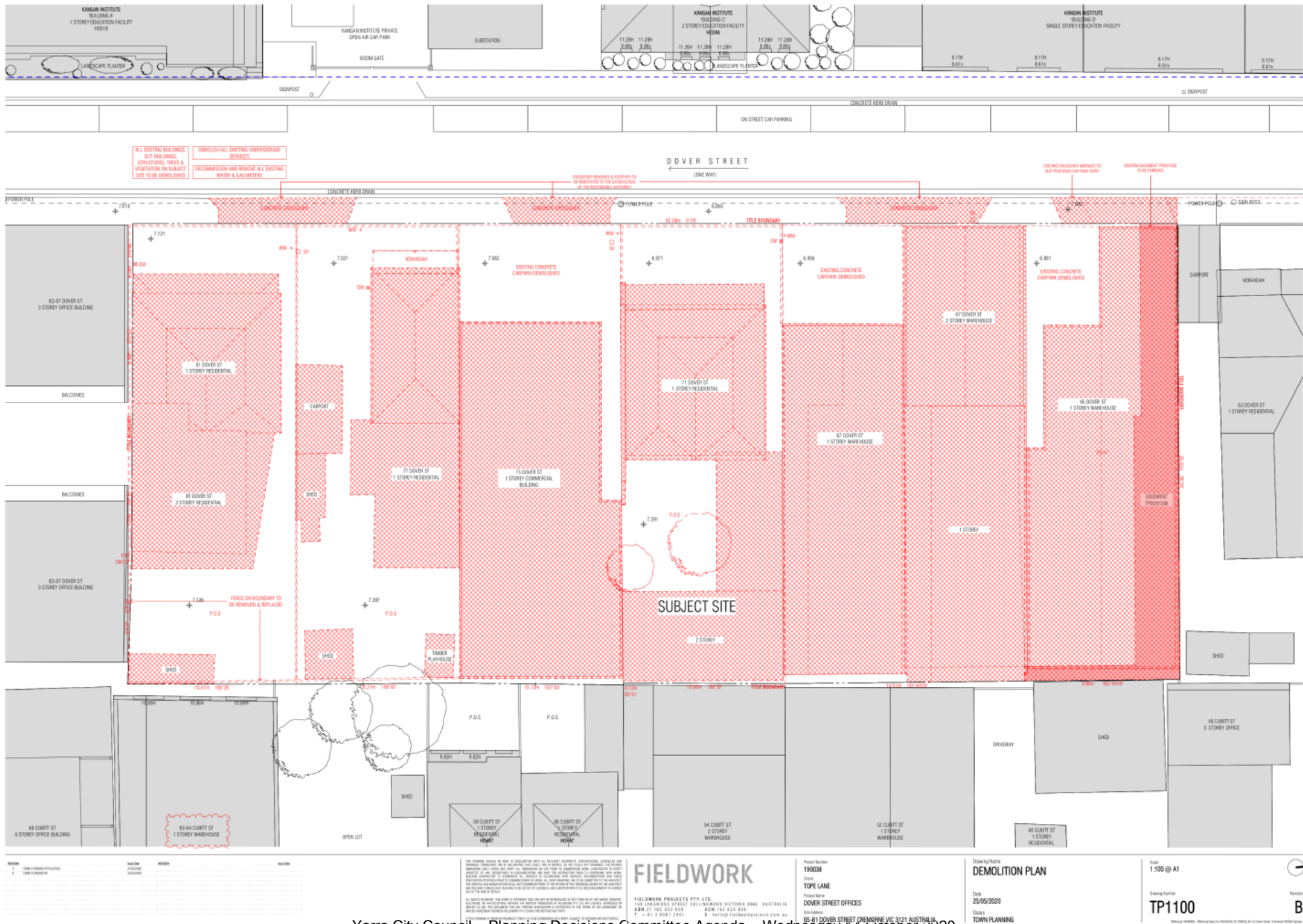
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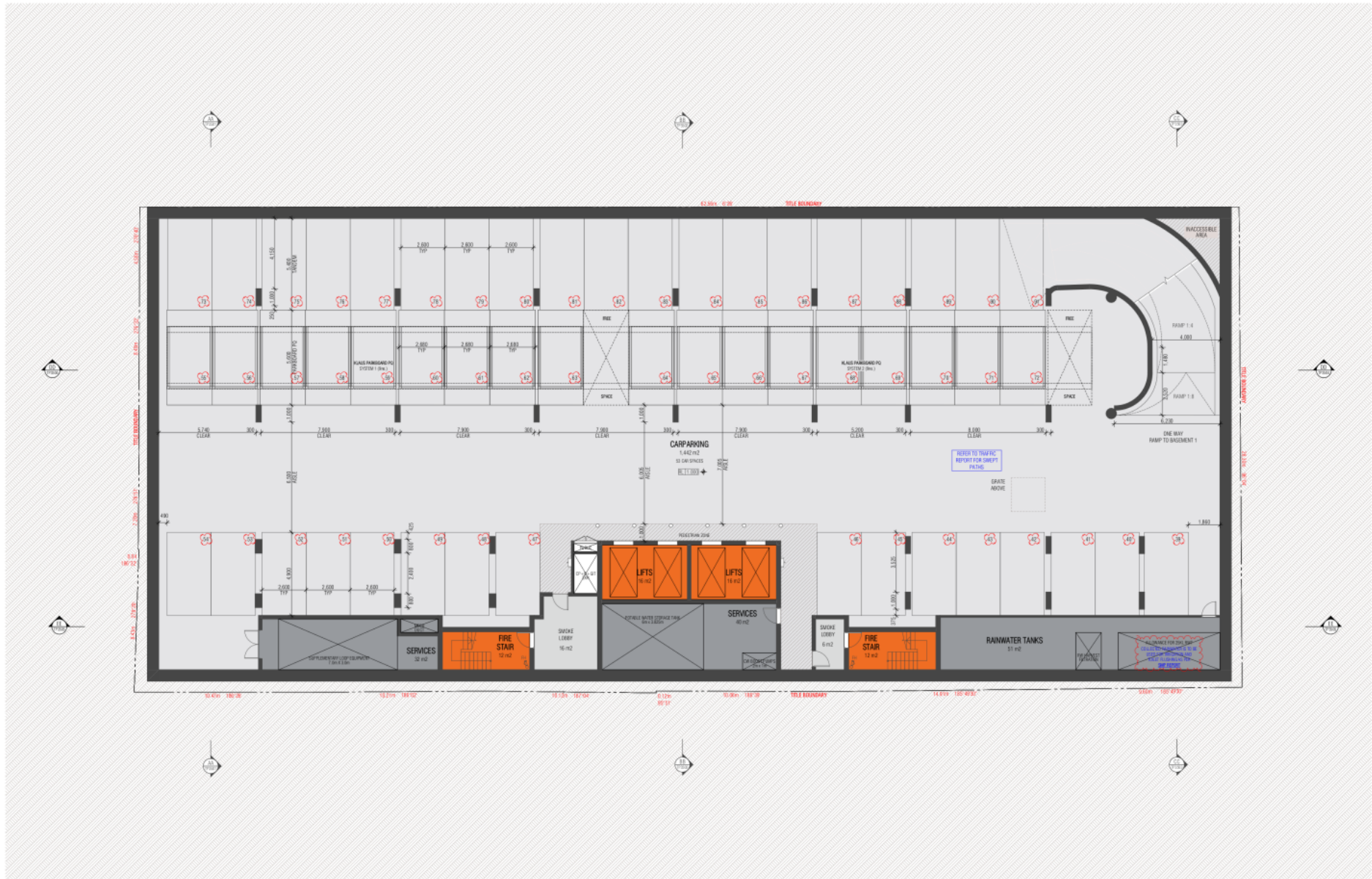


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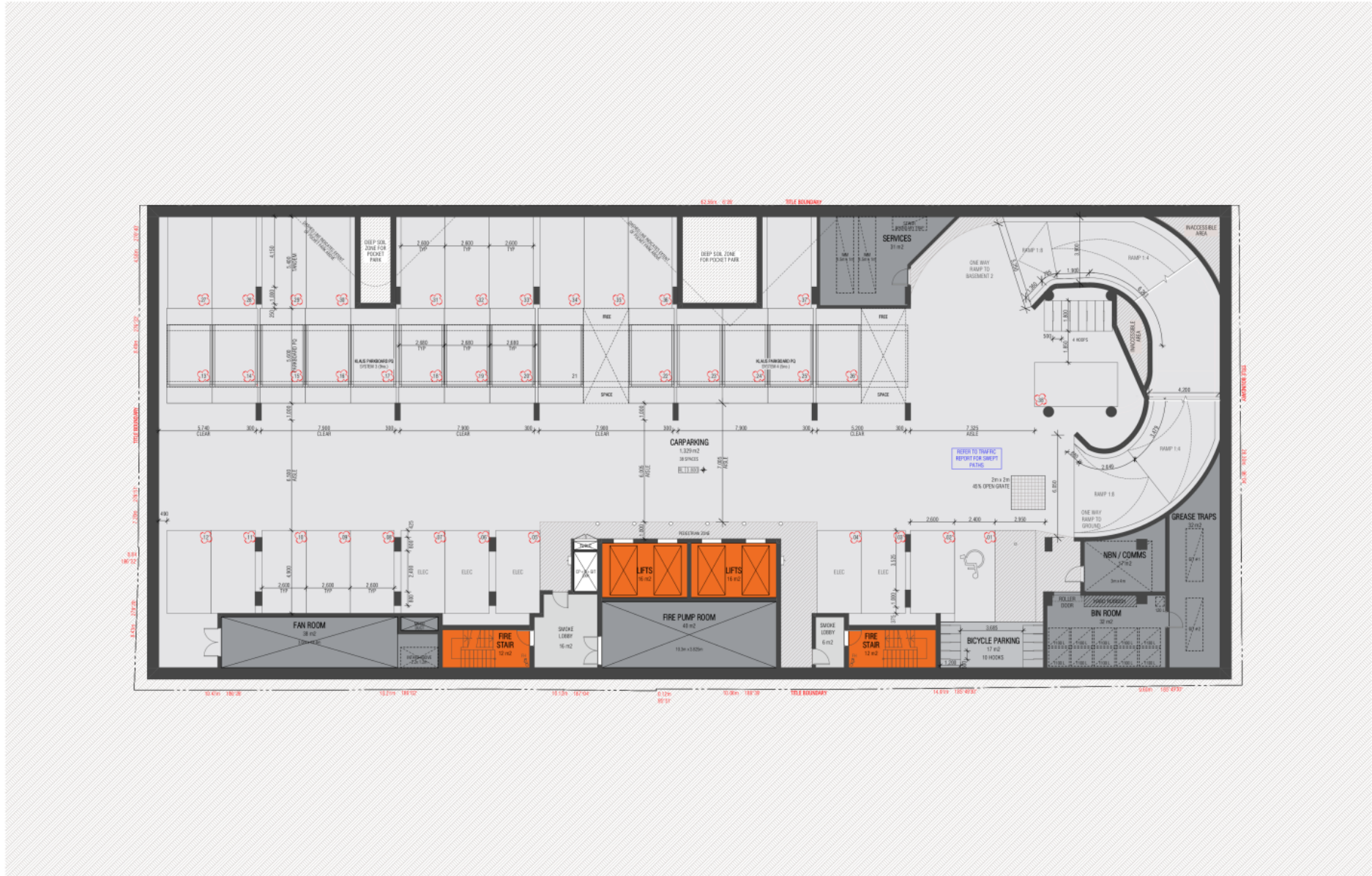
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NO.	DATE	DESCRIPTION								
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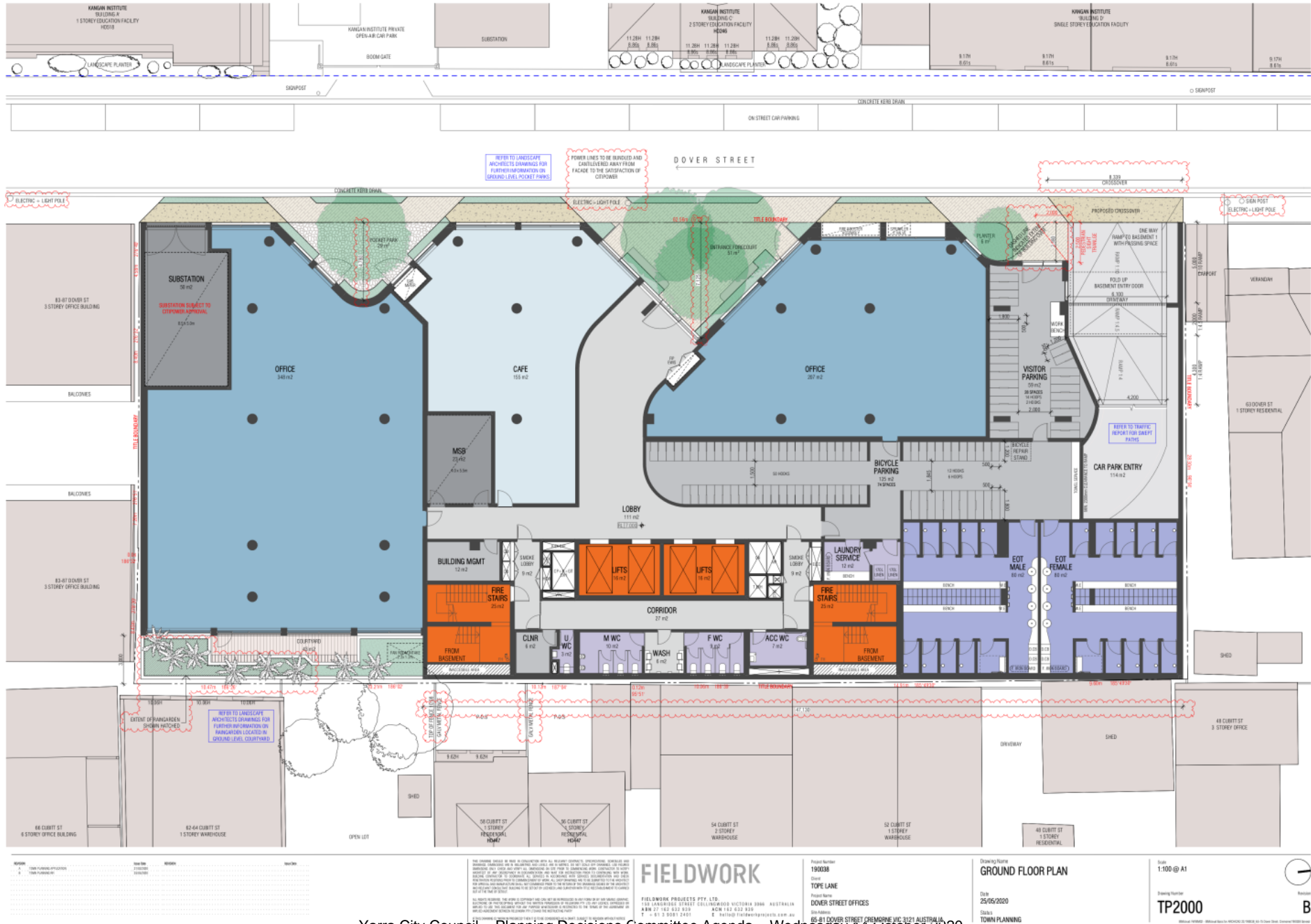


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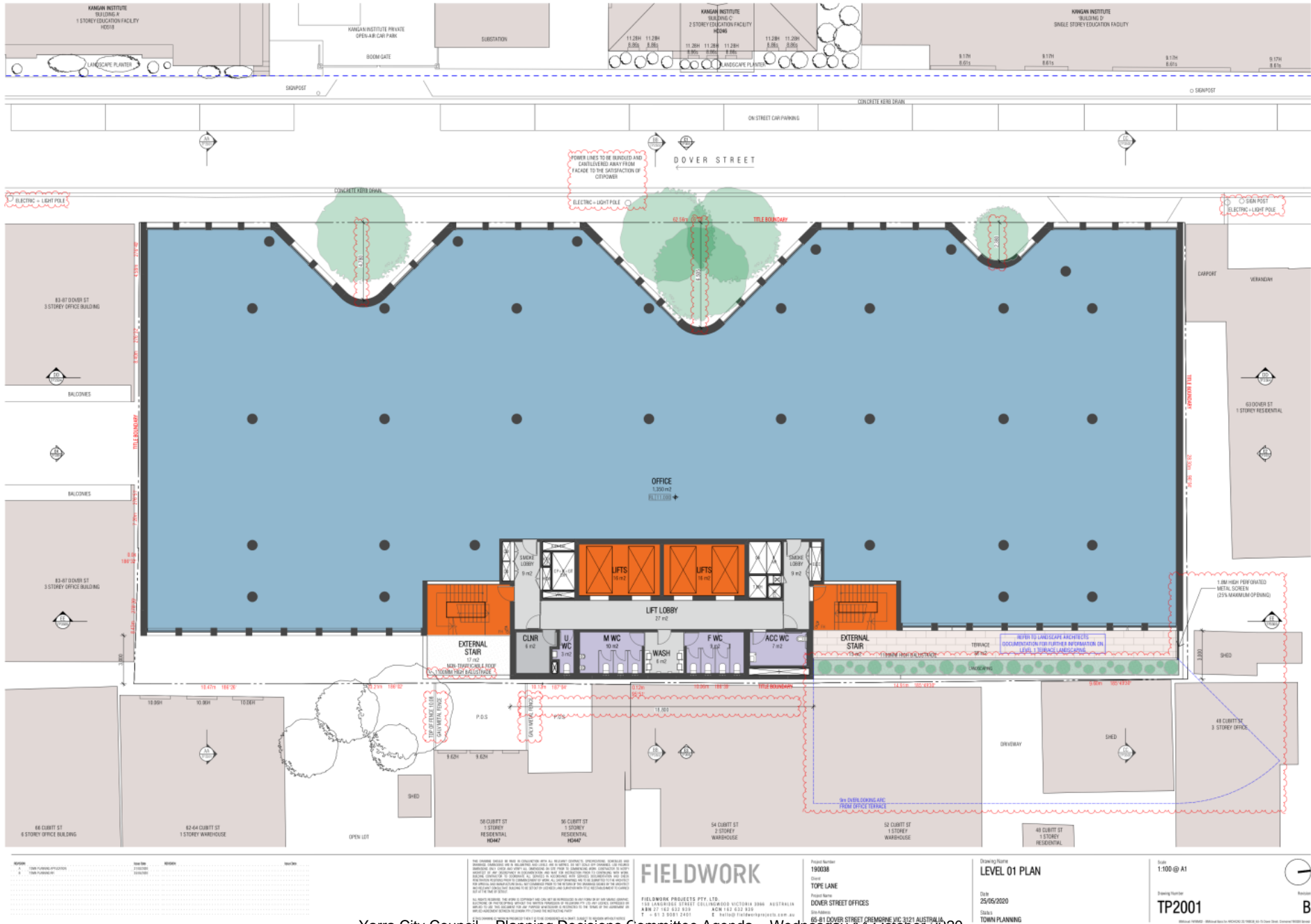
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No.	Description	Date								
1	ISSUE FOR PERMIT APPLICATION	25/05/2020								

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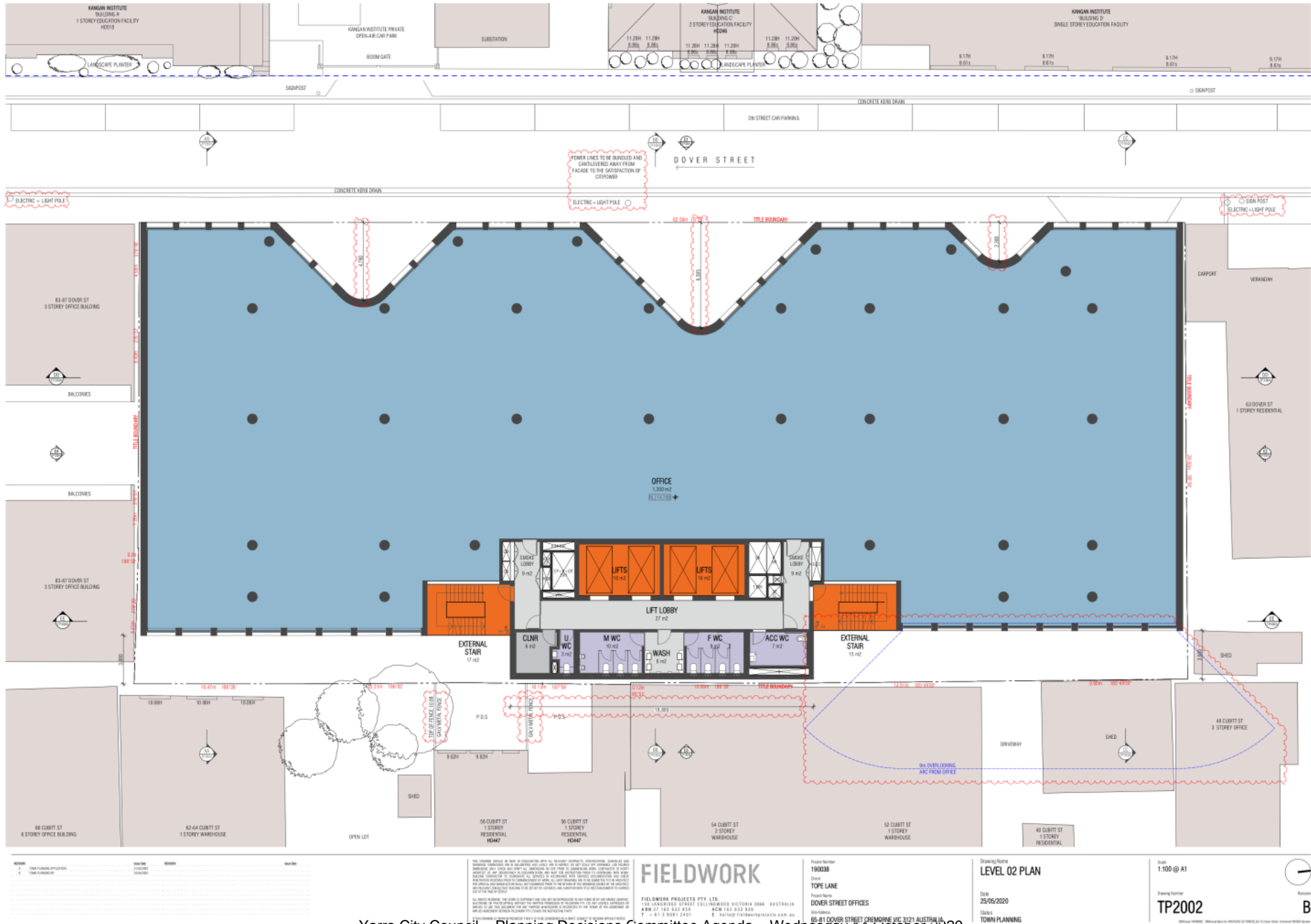




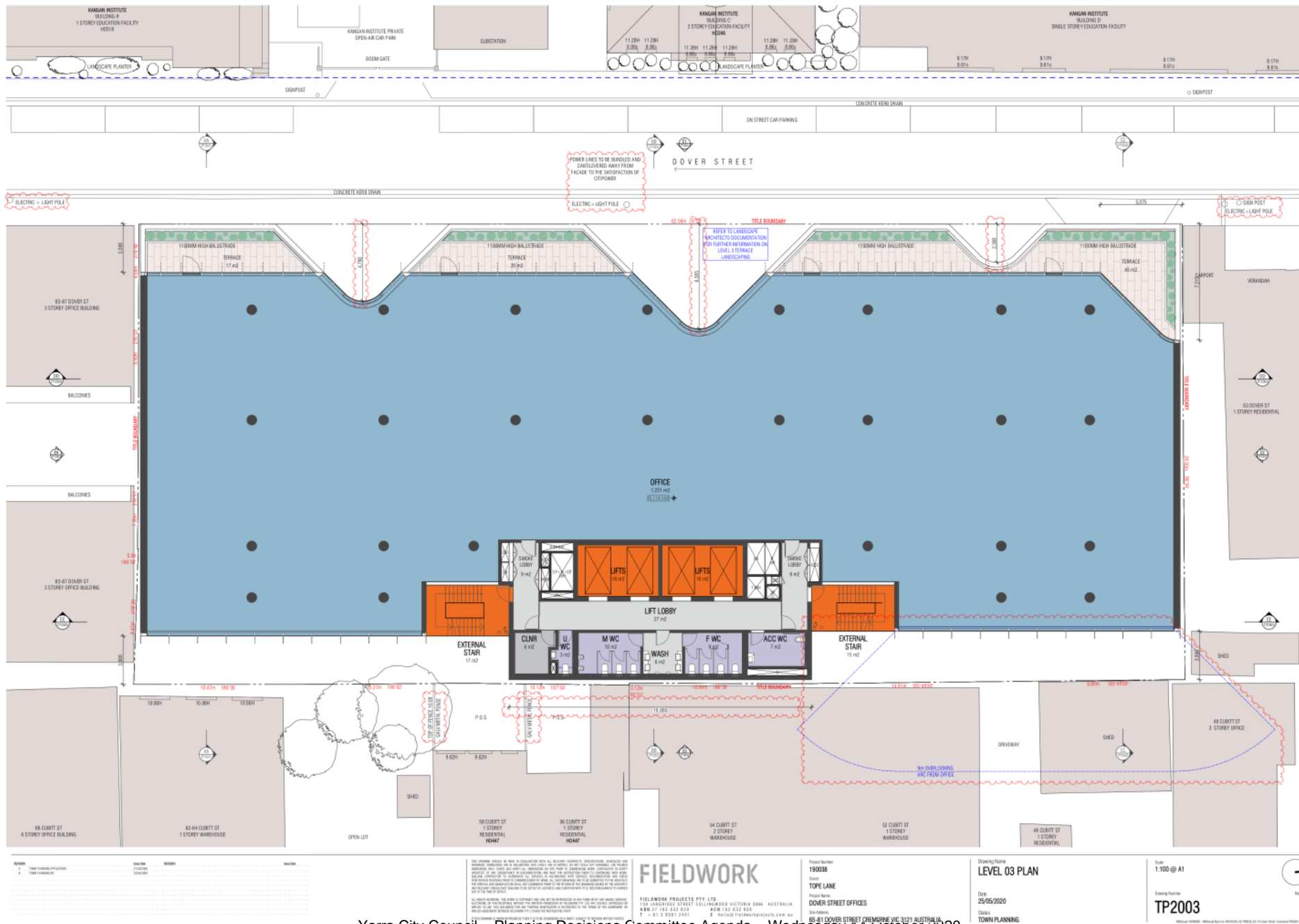
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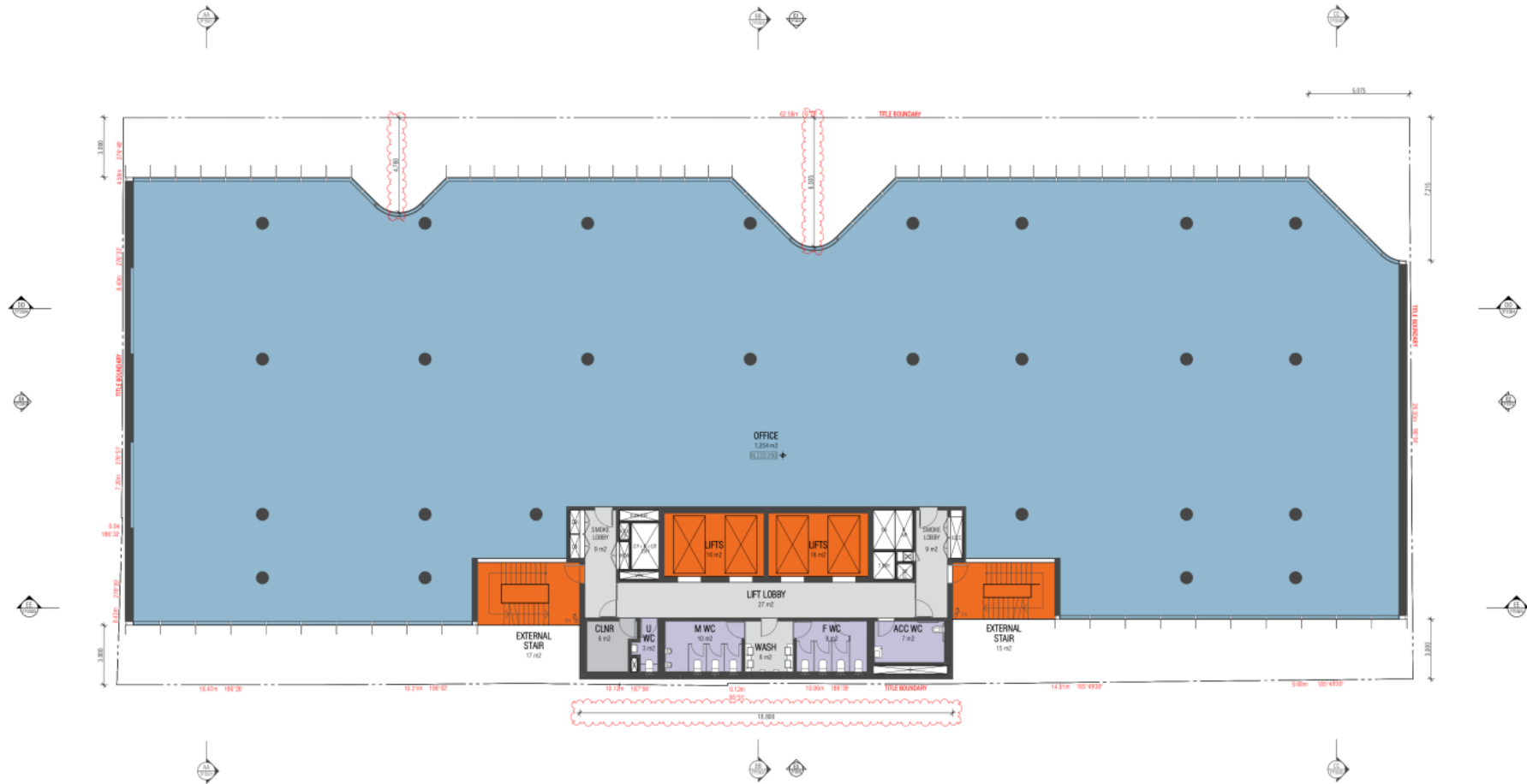
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Project Number  
190038  
 Client  
TOPE LANE  
 Project Name  
DOVER STREET OFFICES  
 Site Address  
65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

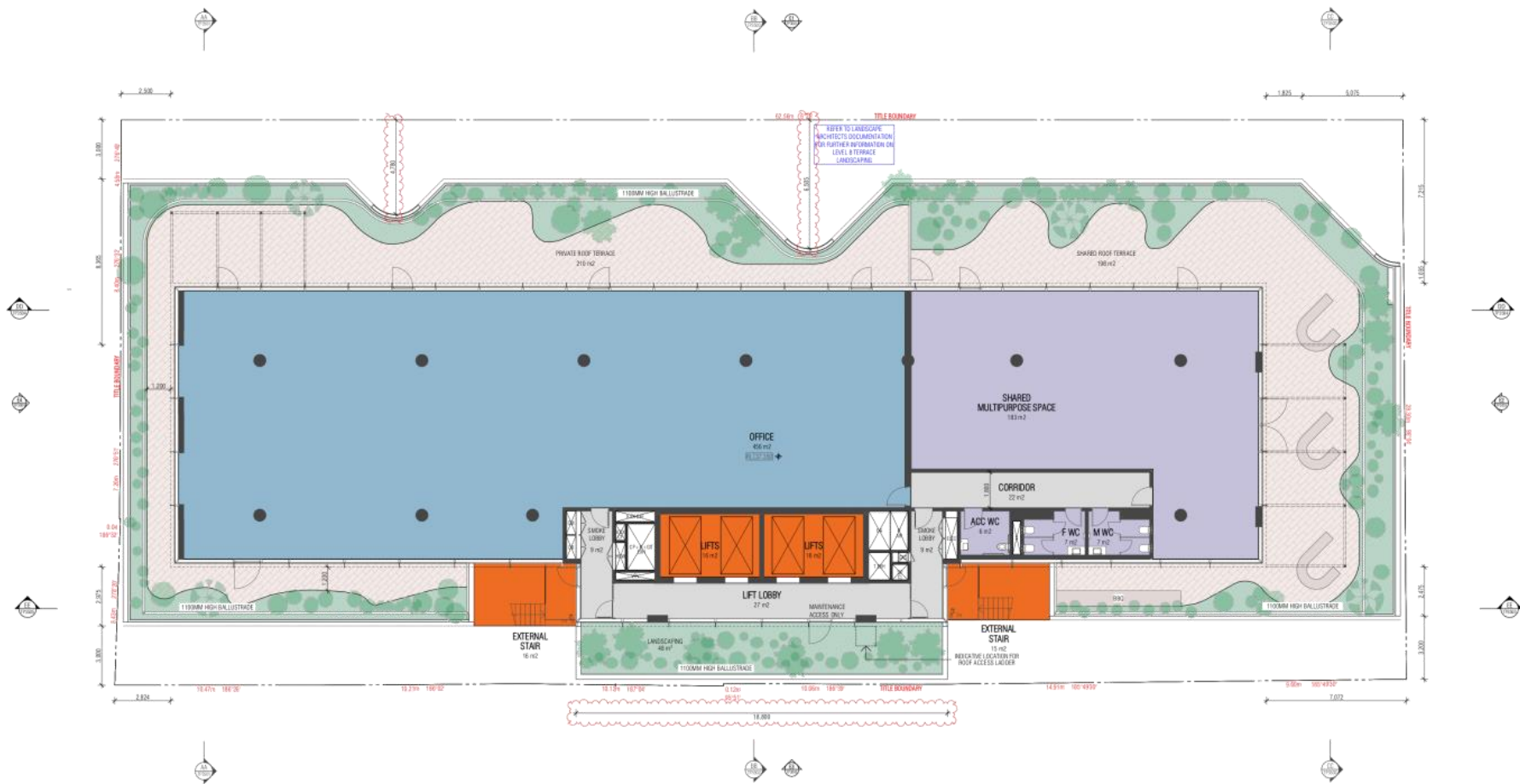
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**LEVEL 04 - LEVEL 07 PLAN**  
 Scale  
1:100 @ A1  
 Date  
25/05/2020  
 Status  
TOWN PLANNING

Drawing Number  
**TP2004**

Revision  
**B**



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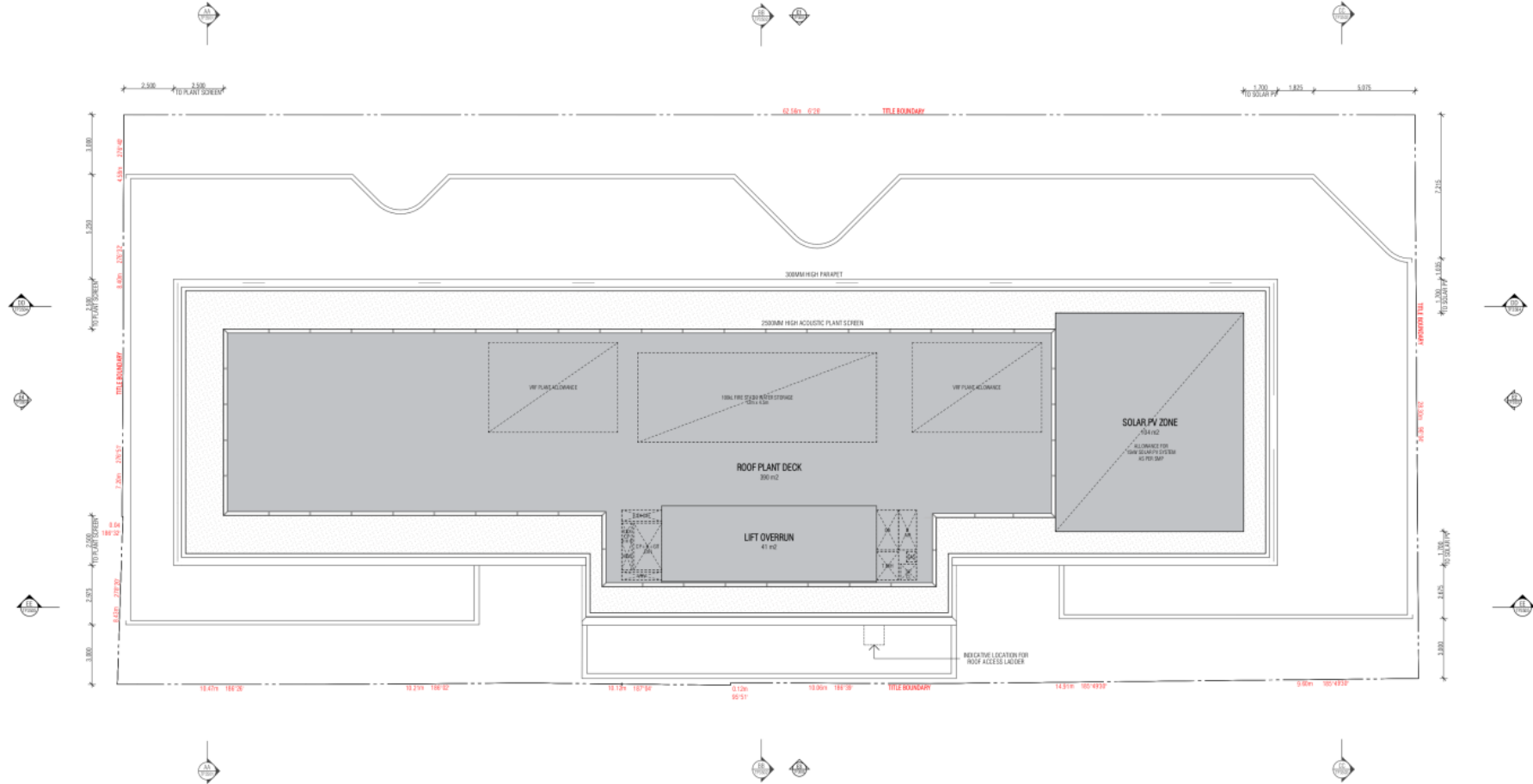
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Project Number: 190038  
 Client: TOPE LANE  
 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: LEVEL 08 PLAN  
 Scale: 1:100 @ A1  
 Date: 25/05/2020  
 Status: TOWN PLANNING

Drawing Number: TP2005  
 Revision: B

**Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations**



NO.	REVISION	DATE
1	ISSUED FOR PERMIT	25/05/2020
2	REVISED PER PLANING DECISIONS COMMITTEE	14/10/2020

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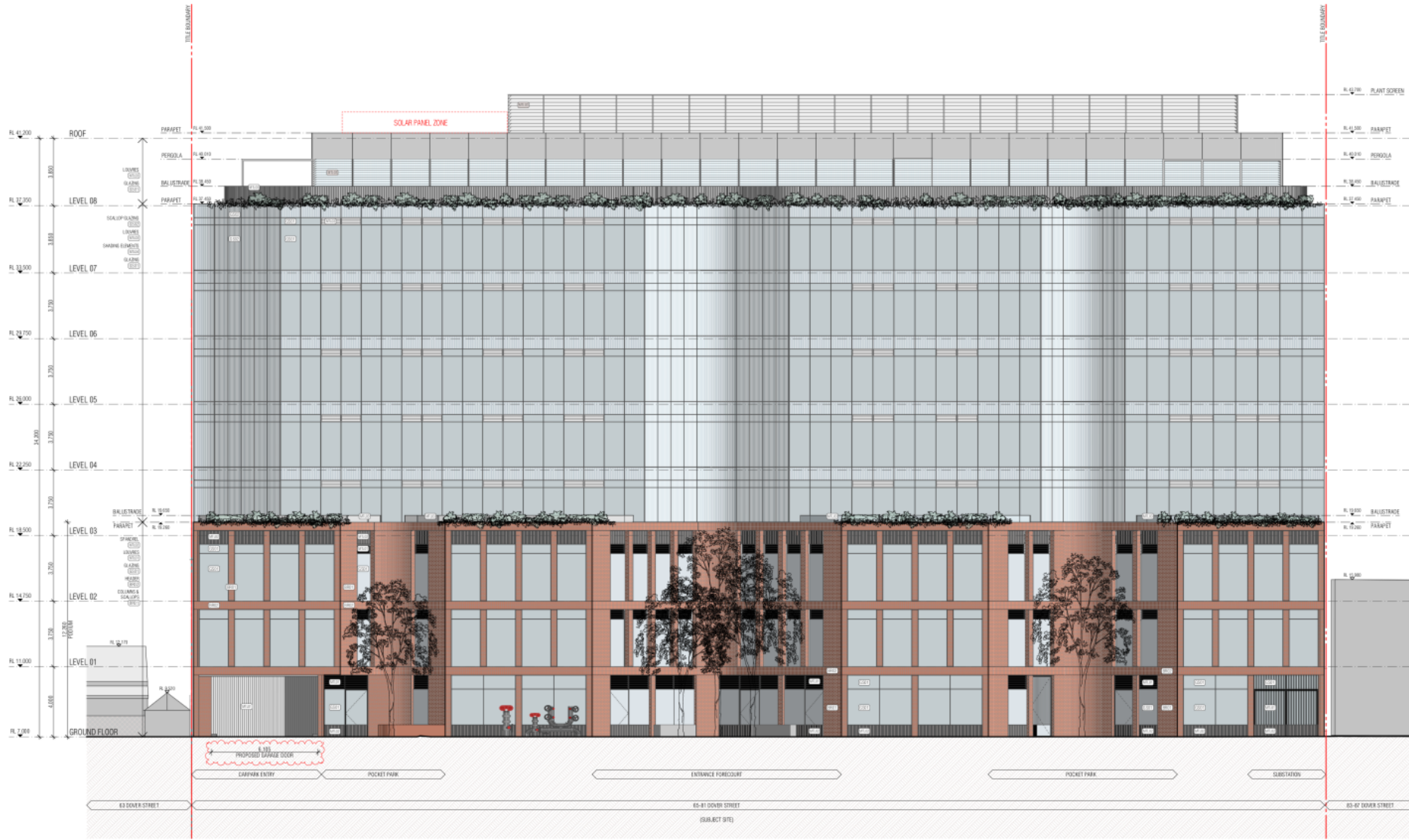
**FIELDWORK**

Project Number: 190038  
 Client: TOPE LANE  
 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: ROOF PLAN  
 Date: 25/05/2020  
 Status: TOWN PLANNING

Scale: 1:100 @ A1  
 Drawing Number: TP2006  
 Revision: B

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations

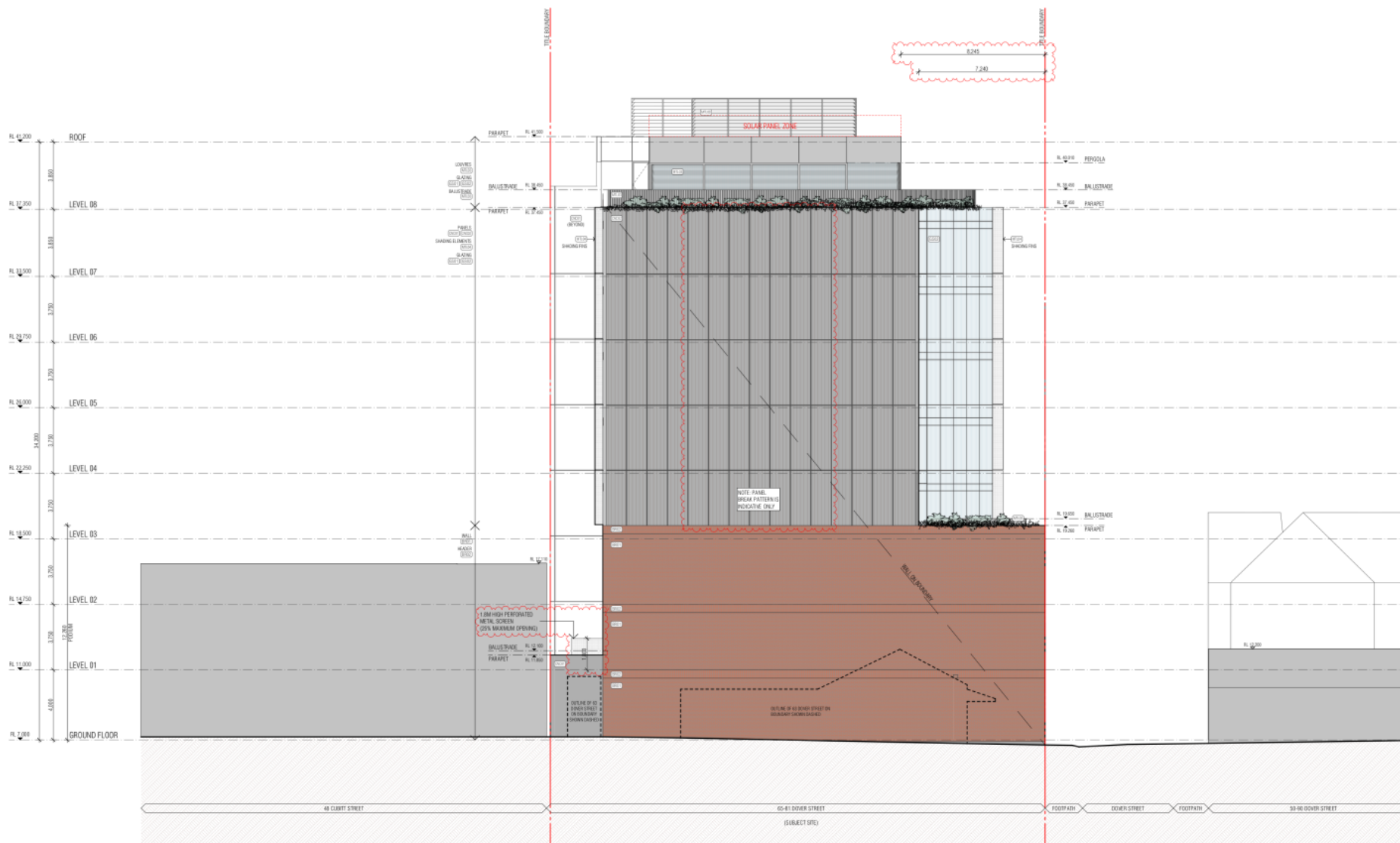


**MATERIALS AND FINISHES LEGEND**

METAL FINISH (BLACK)	BRICK (GREY) - STRETCHER BOND	CLEAR GLAZING
RIBBED METAL FINISH (BLACK)	BRICK (GREY) - DOUBLE SOLDIER COURSE	CLEAR GLAZING - VERTICAL CERAMIC FRIT
METAL FINISH (WHITE)	CONCRETE (LIGHT GREY)	COLOURBACK GLAZING (WHITE)
PERFORATED METAL FINISH (WHITE)	CONCRETE (LIGHT GREY) ORANGE PATTERN	GLASS BLOCK
METAL FINISH (DARK RED)		

<p><b>REVISIONS</b></p> <table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> <th>By</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>ISSUED FOR PERMIT</td> <td>25/05/2020</td> <td>TP</td> </tr> </tbody> </table>	No.	Description	Date	By	1	ISSUED FOR PERMIT	25/05/2020	TP	<p><b>FIELDWORK</b></p> <p>FIELDWORK PROJECTS PTY LTD              150 LANGSHIRE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA              M 07 162 822 820 ACR 162 822 820              T + 61 3 9371 2401 E info@fieldworkprojects.com.au</p>	<p>Project Number <b>190038</b></p> <p>Client <b>TOPE LANE</b></p> <p>Project Name <b>DOVER STREET OFFICES</b></p> <p>Site Address <b>65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA</b></p>	<p>Drawing Name <b>WEST ELEVATION</b></p> <p>Scale <b>1:100 @ A1</b></p> <p>Date <b>25/05/2020</b></p> <p>Status <b>TOWN PLANNING</b></p> <p>Drawing Number <b>TP3001</b></p> <p>Revision <b>B</b></p>
No.	Description	Date	By								
1	ISSUED FOR PERMIT	25/05/2020	TP								

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



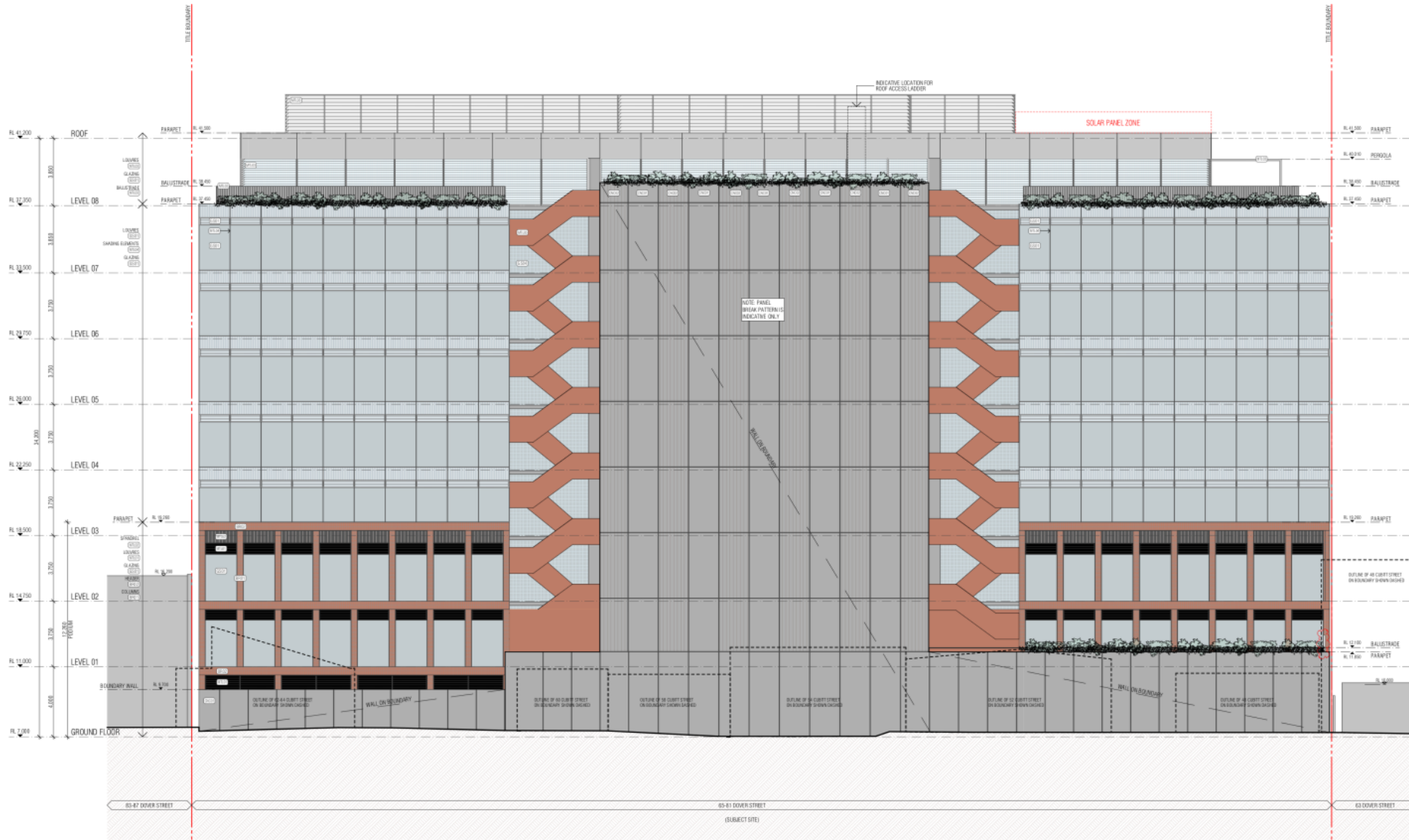
**MATERIALS AND FINISHES LEGEND**

	METAL FINISH (BLACK)		BRICK (GREY) - STRETCHER BOND		CLEAR GLAZING
	RIBBED METAL FINISH (BLACK)		BRICK (GREY) - DOUBLE SOLDIER COURSE		CLEAR GLAZING - VERTICAL CERAMIC FRIT
	METAL FINISH (WHITE)		CONCRETE (LIGHT GREY)		COLOURBACK GLAZING (WHITE)
	PERFORATED METAL FINISH (WHITE)		CONCRETE (LIGHT GREY) ORANGE PATTERN		GLASS BLOCK
	METAL FINISH (DARK RED)				

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No.	Description	Date								
1	ISSUED FOR PERMIT	25/05/2020								



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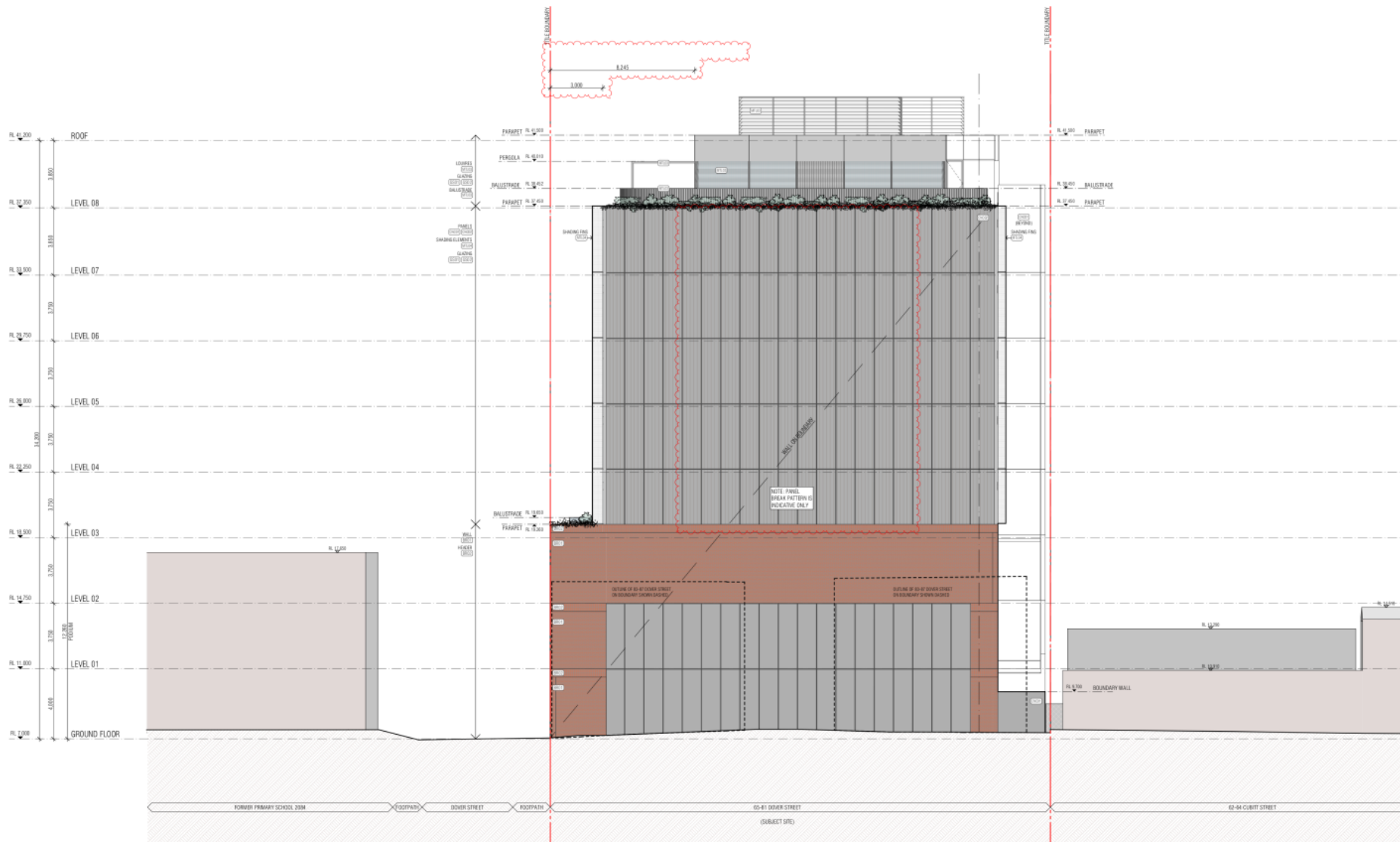


**MATERIALS AND FINISHES LEGEND**

	METAL FINISH (BLACK)		BRICK (GREY) - STRETCHER BOND		CLEAR GLAZING
	RIBBED METAL FINISH (BLACK)		BRICK (GREY) - DOUBLE SOLDIER COURSE		CLEAR GLAZING + VERTICAL CERAMIC FRIT
	METAL FINISH (WHITE)		CONCRETE (LIGHT GREY)		COLOURBACK GLAZING (WHITE)
	PERFORATED METAL FINISH (WHITE)		CONCRETE (LIGHT GREY) ORANGE PATTERN		GLASS BLOCK
	METAL FINISH (DARK RED)				

<p><b>REVISIONS</b></p> <table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>ISSUE FOR PERMIT</td> <td>25/05/2020</td> </tr> </tbody> </table>	No.	Description	Date	1	ISSUE FOR PERMIT	25/05/2020	<p><b>FIELDWORK</b></p> <p>FIELDWORK PROJECTS PTY LTD          150 LANGSHIRE STREET COLLINGWOOD VICTORIA 3088 AUSTRALIA          M 07 162 822 828 A 061 462 622 228          T + 61 3 9081 2401 E info@fieldworkprojects.com.au</p>	<p>Project Number <b>190038</b></p> <p>Client <b>TOPE LANE</b></p> <p>Project Name <b>DOVER STREET OFFICES</b></p> <p>Site Address <b>65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA</b></p>	<p>Drawing Name <b>EAST ELEVATION</b></p> <p>Date <b>25/05/2020</b></p> <p>Status <b>TOWN PLANNING</b></p>	<p>Scale <b>1:100 @ A1</b></p> <p>Drawing Number <b>TP3003</b></p> <p>Revision <b>B</b></p>
No.	Description	Date								
1	ISSUE FOR PERMIT	25/05/2020								

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



**MATERIALS AND FINISHES LEGEND**

METAL FINISH (BLACK)	BRICK (GREY) - STRETCHER BOND	CLEAR GLAZING
RIBBED METAL FINISH (BLACK)	BRICK (GREY) - DOUBLE SOLDIER COURSE	CLEAR GLAZING - VERTICAL CERAMIC FRIT
METAL FINISH (WHITE)	CONCRETE (LIGHT GREY)	COLOURBACK GLAZING (WHITE)
PERFORATED METAL FINISH (WHITE)	CONCRETE (LIGHT GREY) ORANGE PATTERN	GLASS BLOCK
METAL FINISH (DARK RED)		

NO.	REVISION	DATE	BY	CHKD.
1	ISSUE FOR PERMIT	25/05/2020		

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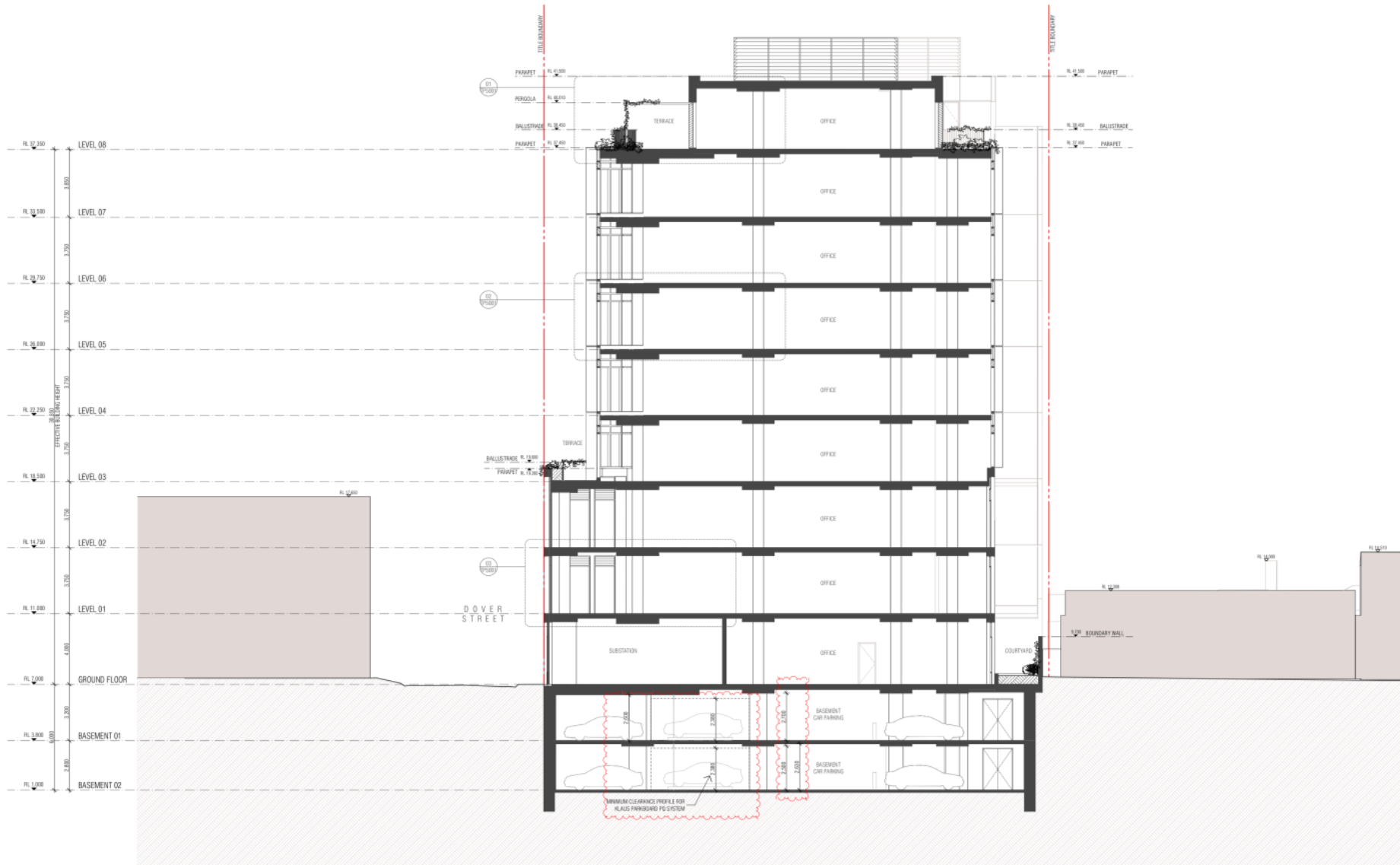
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Project Number: 190038  
 Client: TOPE LANE  
 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: SOUTH ELEVATION  
 Date: 25/05/2020  
 Status: TOWN PLANNING

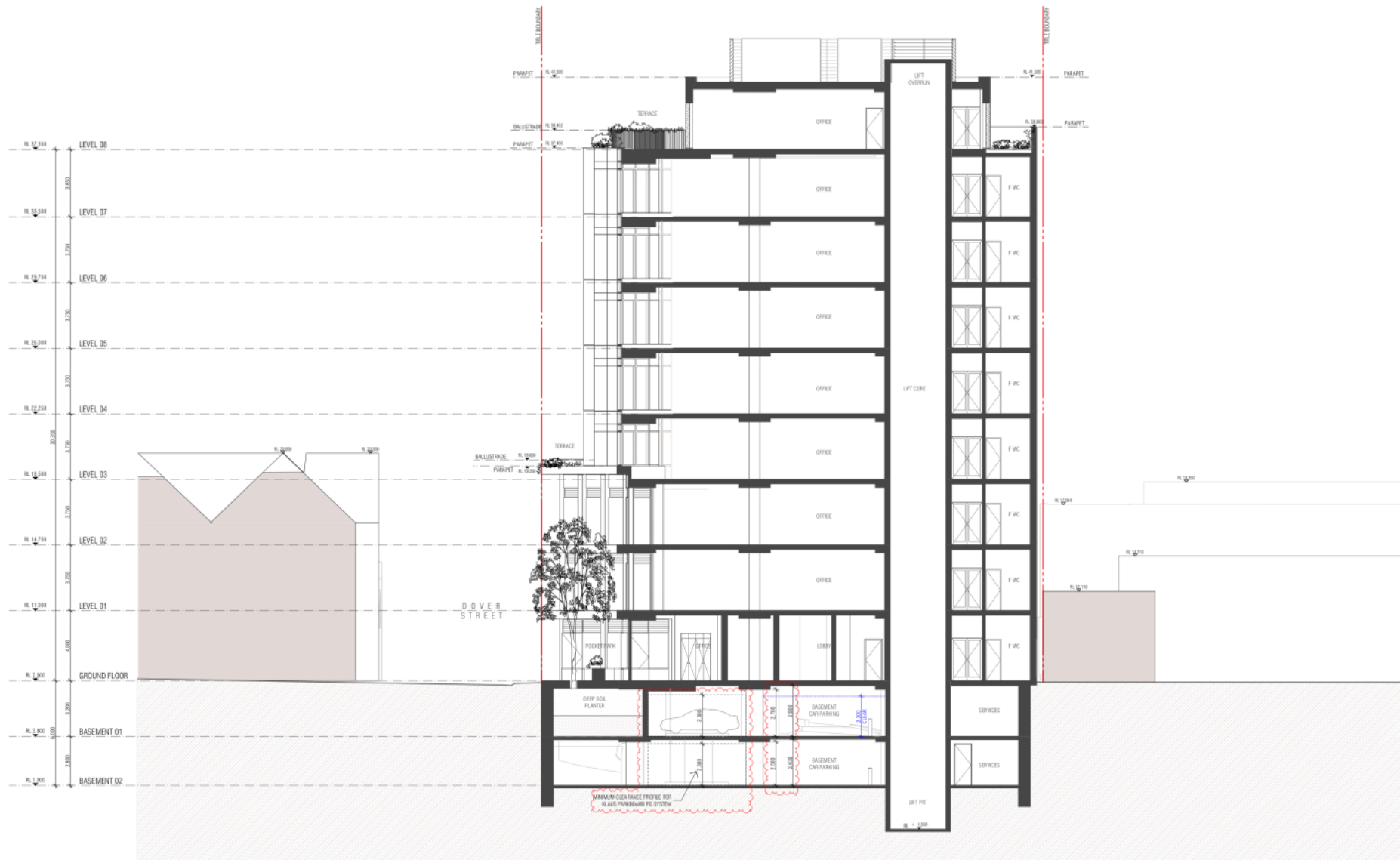
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 Revision: B

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



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No.	Description	Date								
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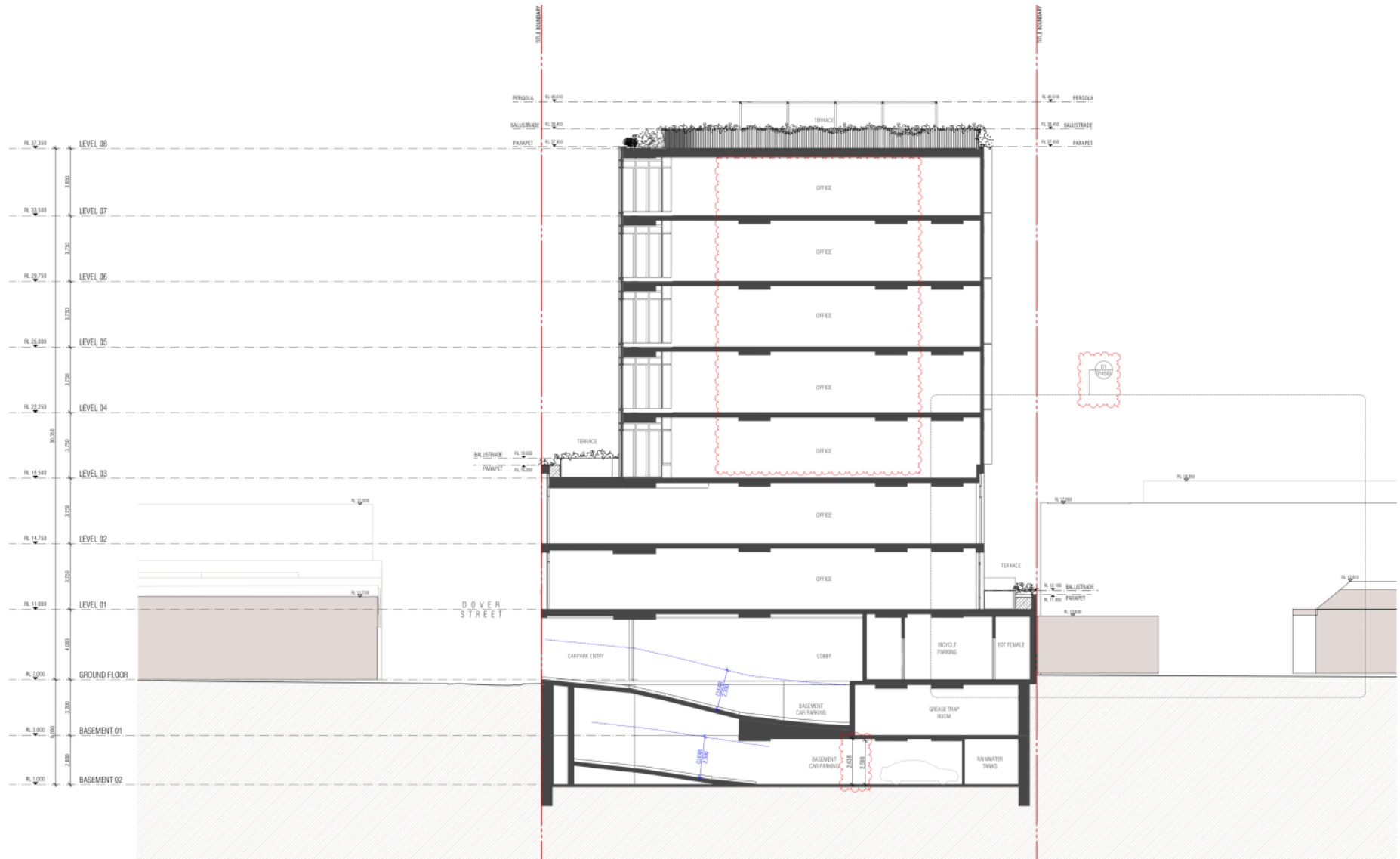
Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



<p><b>REVISIONS</b></p> <table border="1"> <thead> <tr> <th>No.</th> <th>Date</th> <th>By</th> <th>Reason</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>25/05/2020</td> <td>TP</td> <td>ISSUED FOR PERMIT</td> </tr> </tbody> </table>	No.	Date	By	Reason	1	25/05/2020	TP	ISSUED FOR PERMIT	<p><b>FIELDWORK</b></p> <p>FIELDWORK PROJECTS PTY LTD          150 LANGRISH STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA          M 03 92 822 828 A 03 92 822 828          F + 61 3 9371 2401 E info@fieldworkprojects.com.au</p>	<p>Project Number: 190038          Client: TOPE LANE          Project Name: DOVER STREET OFFICES          Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA</p>	<p>Drawing Name: SECTION B          Title: TOPE LANE          Date: 25/05/2020          Status: TOWN PLANNING</p>	<p>Scale: 1:100 @ A1          Drawing Number: TP3502          Revision: B</p>
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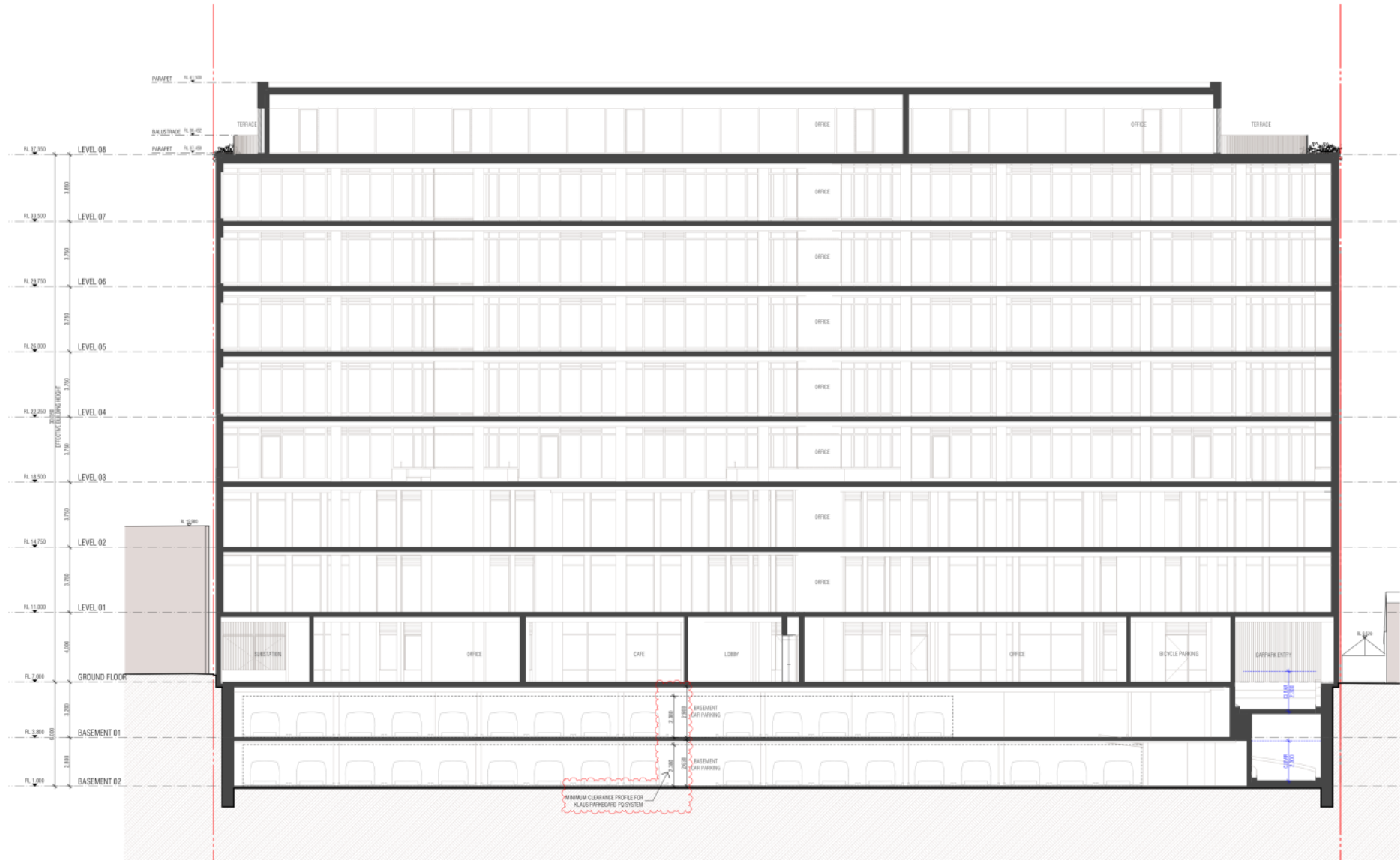


Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



<p><b>REVISIONS</b></p> <table border="1"> <thead> <tr> <th>No.</th> <th>Date</th> <th>By</th> <th>Reason</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>25/05/2020</td> <td>FIELDWORK</td> <td>ISSUED FOR PERMIT</td> </tr> </tbody> </table>	No.	Date	By	Reason	1	25/05/2020	FIELDWORK	ISSUED FOR PERMIT	<p><b>FIELDWORK</b></p> <p>FIELDWORK PROJECTS PTY. LTD.          150 LANGSHIRE STREET COLLINGWOOD VICTORIA 3066 AUSTRALIA          M 03 93 82 3339 A 03 93 82 3339          F 03 93 82 3401 E info@fieldworkprojects.com.au</p>	<p>Project Number: 190038          Client: TOPE LANE          Project Name: DOVER STREET OFFICES          Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA</p>	<p>Drawing Name: SECTION C          Scale: 1:100 @ A1          Date: 25/05/2020          Status: TOWN PLANNING</p>	<p>Revision: B          Drawing Number: TP3503</p>
No.	Date	By	Reason									
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Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	25/05/2020		

THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, SCHEDULES AND NOTATIONS. CONTRACTORS SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL DIMENSIONS AND LEVELS. THE PROJECT ARCHITECT SHALL VERIFY AND CONFIRM ALL DIMENSIONS AND LEVELS TO CONFORM WITH ALL APPLICABLE STANDARDS. THE ARCHITECT SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL DIMENSIONS AND LEVELS. THE ARCHITECT SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL DIMENSIONS AND LEVELS. THE ARCHITECT SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF ALL DIMENSIONS AND LEVELS.

**FIELDWORK**

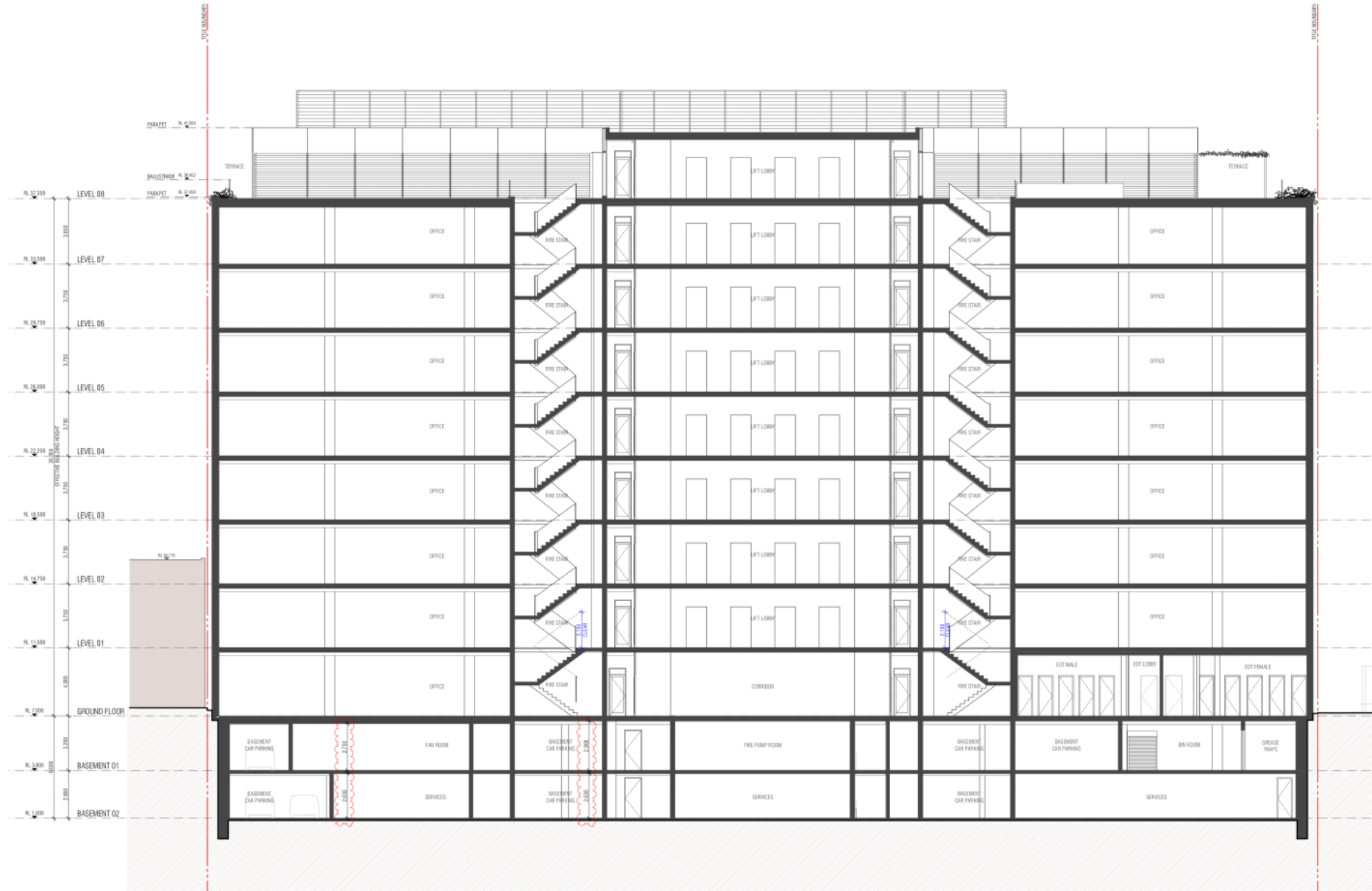
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Project Number: 190038  
 Client: TOPE LANE  
 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: SECTION D  
 Date: 25/05/2020  
 Status: TOWN PLANNING

Scale: 1:100 @ A1  
 Drawing Number: TP3504  
 Revision: B

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



NO.	REVISION	DATE
1	ISSUED FOR PERMIT	25/05/2020
2	REVISED PER PLAN 19/0038	25/05/2020

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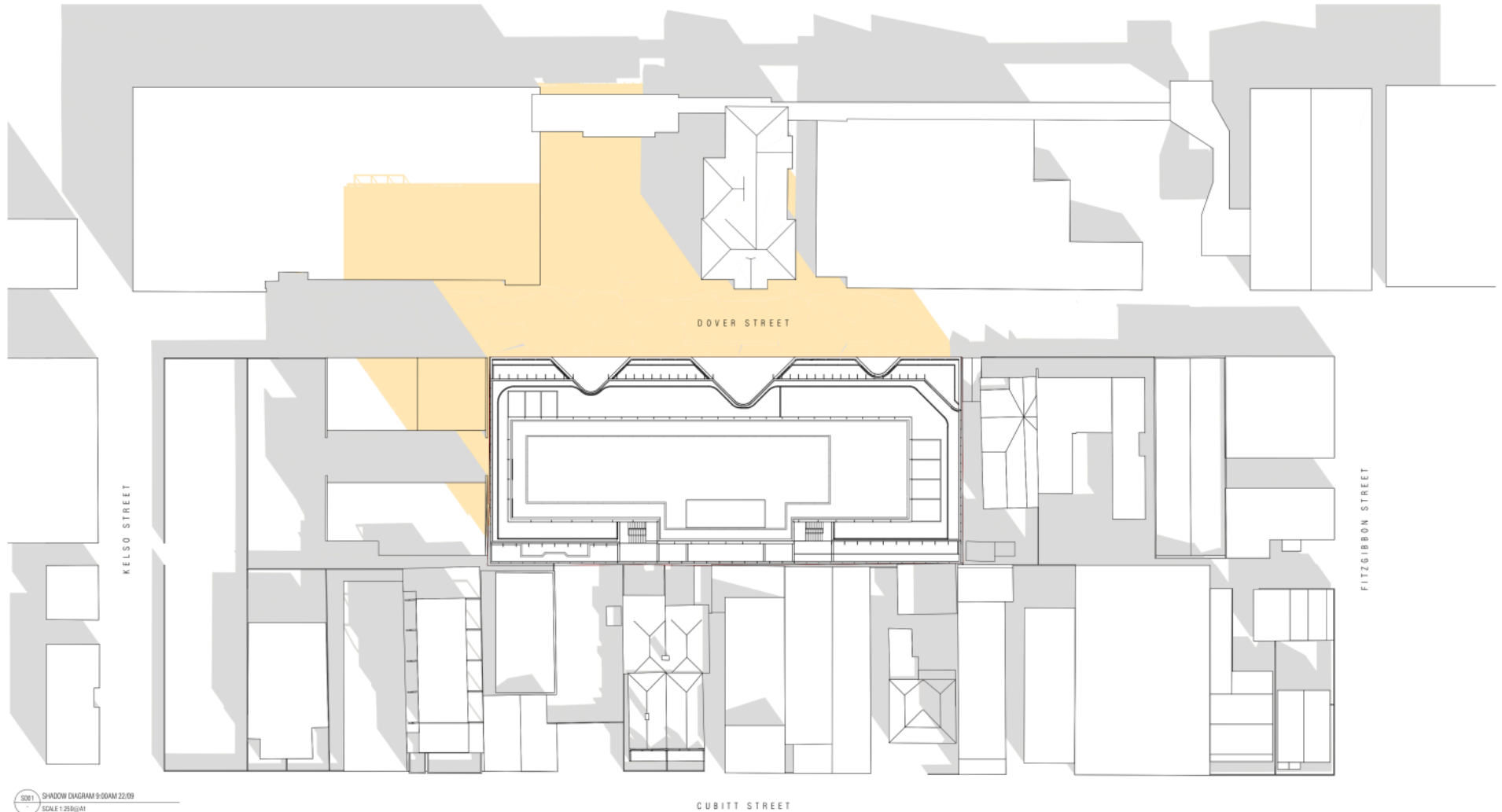
Project Number: 190038  
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 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: SECTION E  
 Date: 25/05/2020  
 Status: TOWN PLANNING

Scale: 1:100 @ A1  
 Drawing Number: TP3505  
 Revision: B



Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



SD01 SHADOW DIAGRAM 9:00AM 22/09  
SCALE 1:250 @ A1

**SHADOW DIAGRAM LEGEND**  
 ■ EXISTING SHADOWS  
 ■ PROPOSED BUILDING SHADOWS  
 ALL SHADOW DIAGRAMS ARE SHOWN AT NOTED TIMES ON THE EQUINOX (22nd SEPTEMBER)

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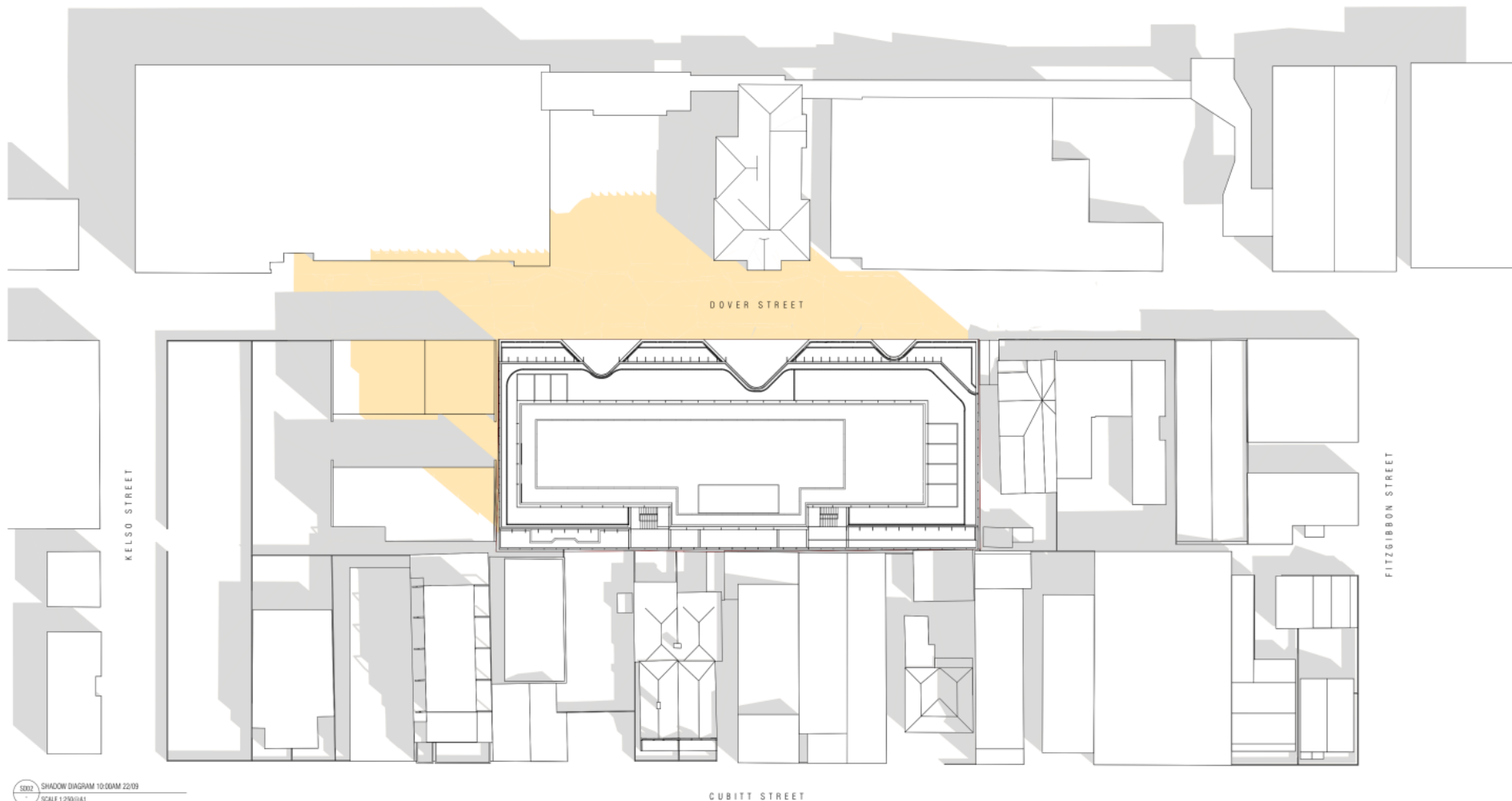
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Project Number: 190038  
 Client: TOPE LANE  
 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: SHADOW DIAGRAM 01  
 Date: 25/05/2020  
 Status: TOWN PLANNING

Scale: 1:250 @ A1  
 Drawing Number: TP4001  
 Revision: B

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



**SHADOW DIAGRAM LEGEND**  
 ■ EXISTING SHADOWS  
 ■ PROPOSED BUILDING SHADOWS  
 ALL SHADOW DIAGRAMS ARE SHOWN AT NOTED TIMES ON THE EQUINOX (22nd SEPTEMBER)

NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR PERMIT	25/05/2020		

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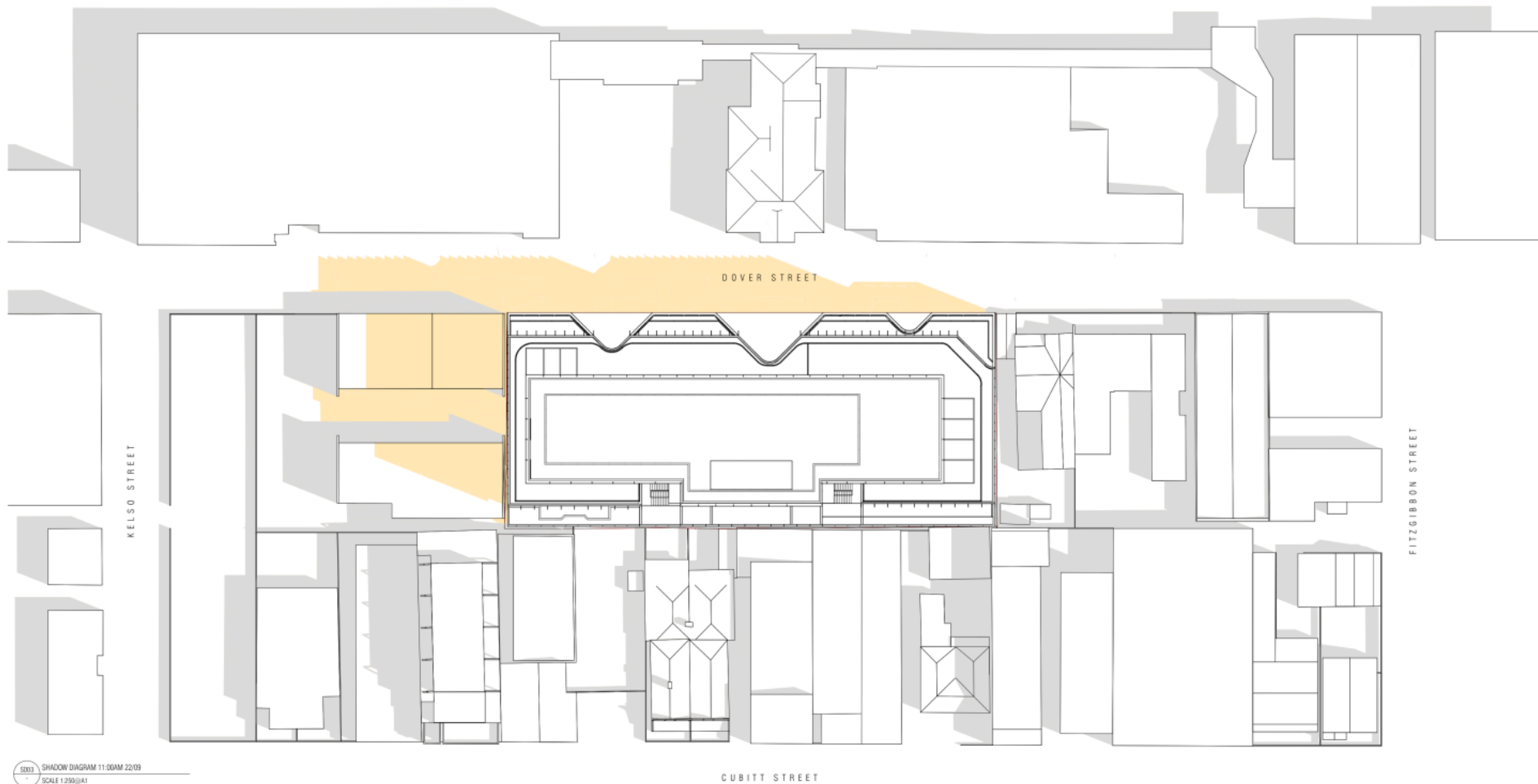
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Project Number: 190038  
 Client: TOPE LANE  
 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: SHADOW DIAGRAM 02  
 Date: 25/05/2020  
 Status: TOWN PLANNING

Scale: 1:250 @ A1  
 Drawing Number: TP4002  
 Revision: B

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



5003 SHADOW DIAGRAM 11:00AM 22/09  
SCALE 1:250@A1

**SHADOW DIAGRAM LEGEND**  
 ■ EXISTING SHADOWS  
 ■ PROPOSED BUILDING SHADOWS  
 ALL SHADOW DIAGRAMS ARE SHOWN AT NOTED TIMES ON THE EQUINOX (22nd SEPTEMBER)

NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	25/05/2020	...	...
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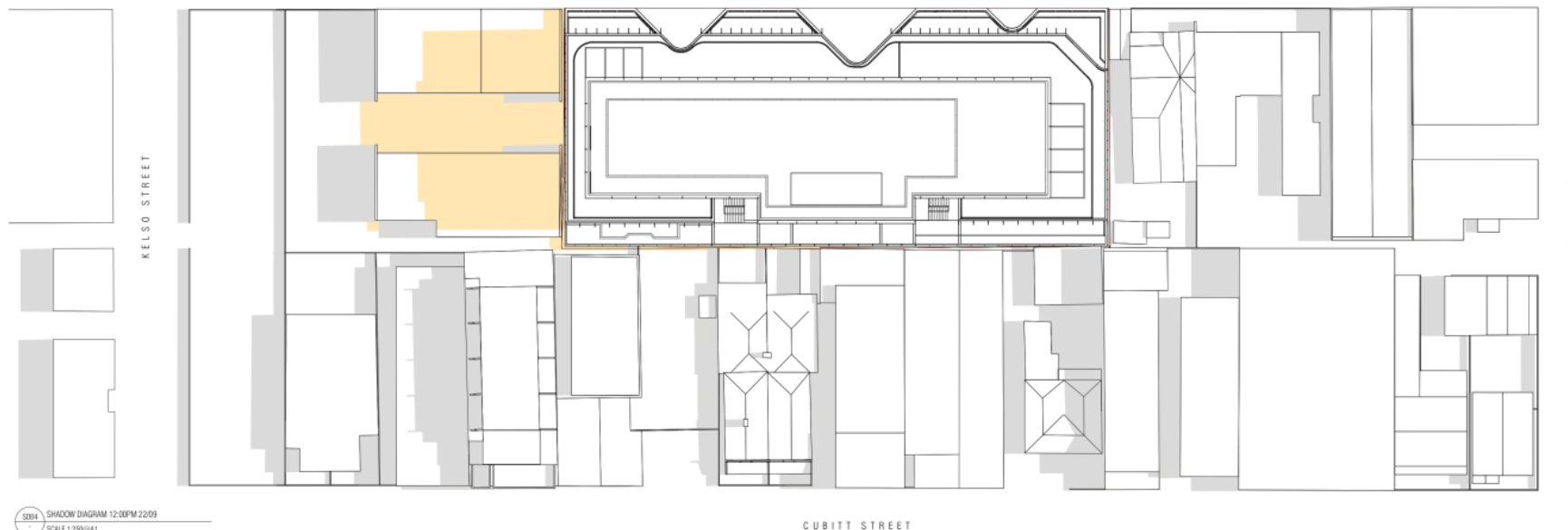
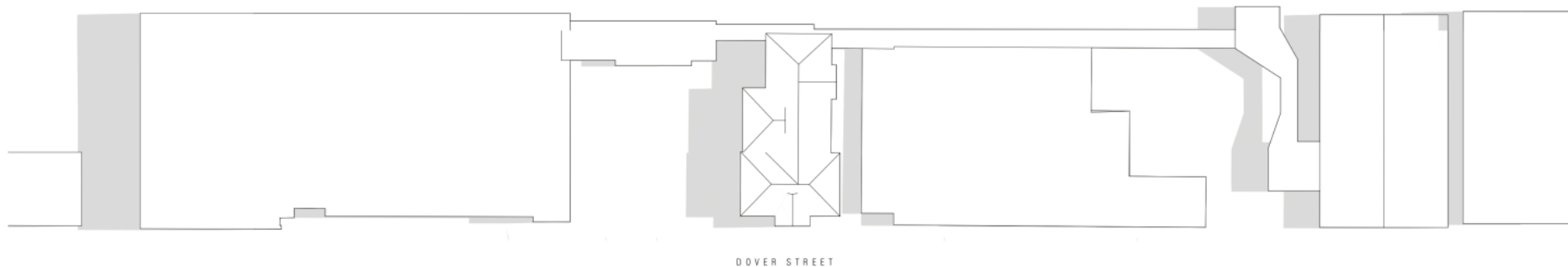
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 Site: TOPE LAKE  
 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: SHADOW DIAGRAM 03  
 Date: 25/05/2020  
 Status: TOWN PLANNING

Scale: 1:250 @ A1  
 Drawing Number: TP4003  
 Revision: B



Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



SD04 SHADOW DIAGRAM 12:00PM 22/09  
SCALE 1:250 @ A1

**SHADOW DIAGRAM LEGEND**  
 ■ EXISTING SHADOWS  
 ■ PROPOSED BUILDING SHADOWS  
 ALL SHADOW DIAGRAMS ARE SHOWN AT NOTED TIMES ON THE EQUINOX (22nd SEPTEMBER)

NO.	REVISION	DATE	BY	CHECKED
1	ISSUED FOR PERMIT	25/05/2020		

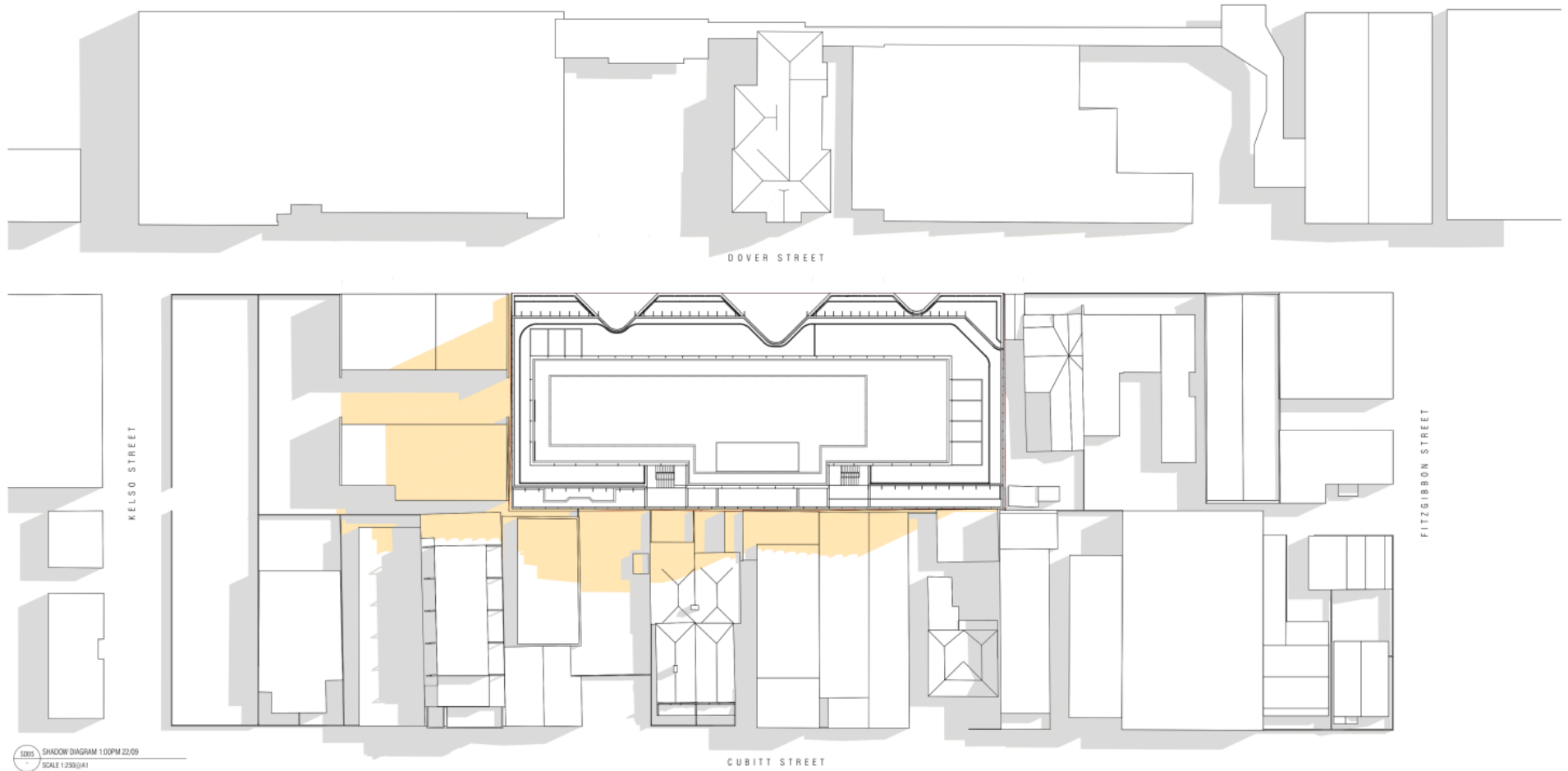
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Project Number: 190038  
 Client: TOPE LANE  
 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: SHADOW DIAGRAM 04  
 Date: 25/05/2020  
 Status: TOWN PLANNING

Scale: 1:250 @ A1  
 Drawing Number: TP4004  
 Revision: B

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



50001 SHADOW DIAGRAM 1:00PM 22/09  
SCALE 1:250 @ A1

**SHADOW DIAGRAM LEGEND**  
 ■ EXISTING SHADOWS  
 ■ PROPOSED BUILDING SHADOWS  
 ALL SHADOW DIAGRAMS ARE SHOWN AT NOTED TIMES ON THE EQUINOX (22nd SEPTEMBER)

NO.	REVISION	DATE	BY
1	ISSUED FOR PERMIT	25/05/2020	TP
2	REVISED PERMIT	25/05/2020	TP

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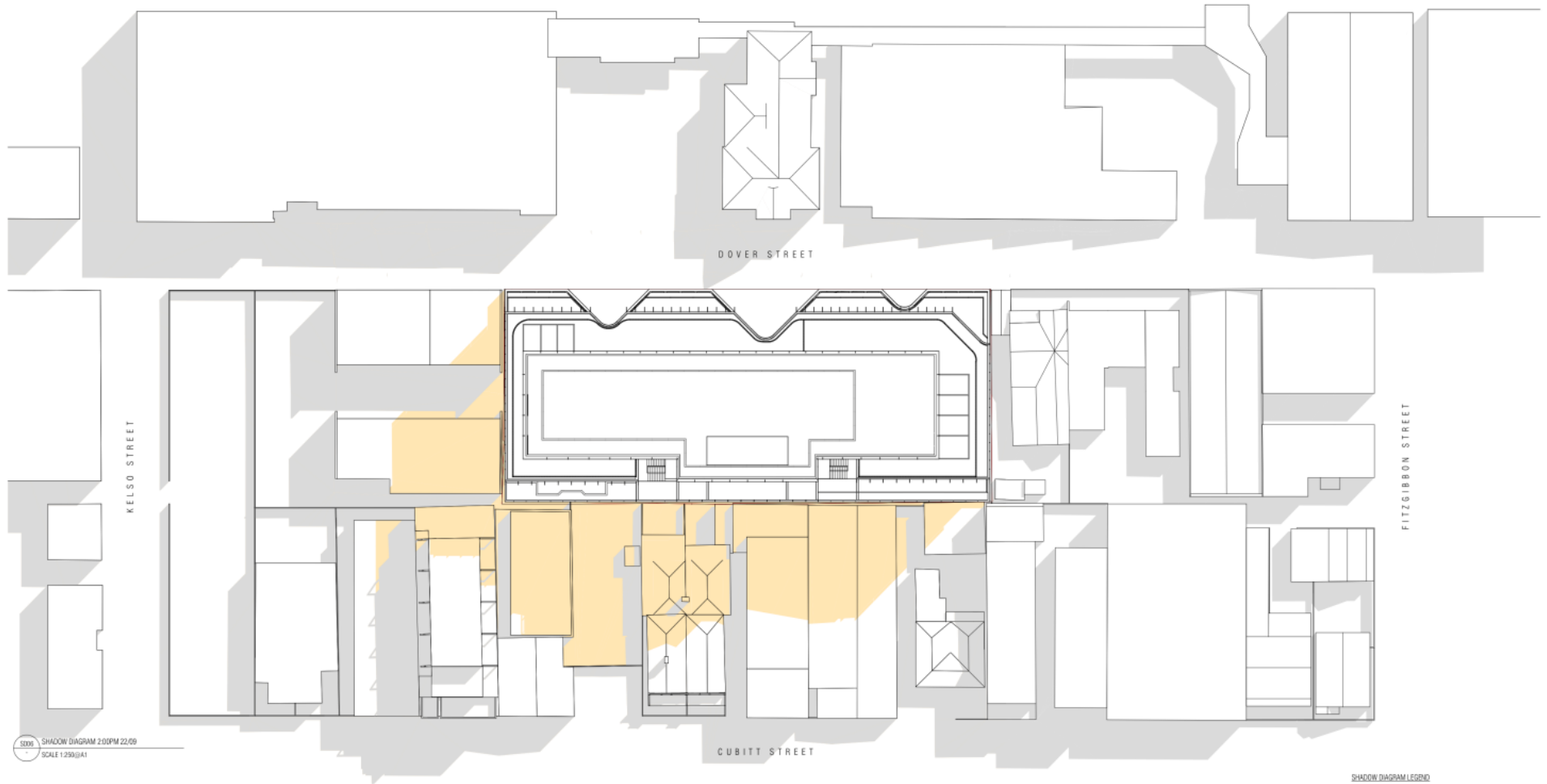
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Project Number: 190038  
 Client: TOPE LANE  
 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: SHADOW DIAGRAM 05  
 Date: 25/05/2020  
 Status: TOWN PLANNING

Scale: 1:250 @ A1  
 Drawing Number: TP4005  
 Revision: B

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



**SHADOW DIAGRAM LEGEND**  
 ■ EXISTING SHADOWS  
 ■ PROPOSED BUILDING SHADOWS  
 ALL SHADOW DIAGRAMS ARE SHOWN AT NOTED TIMES ON THE EQUINOX (22nd SEPTEMBER)

NO.	REVISION	DATE	BY
1	ISSUED FOR PERMIT	25/05/2020	FIELDWORK

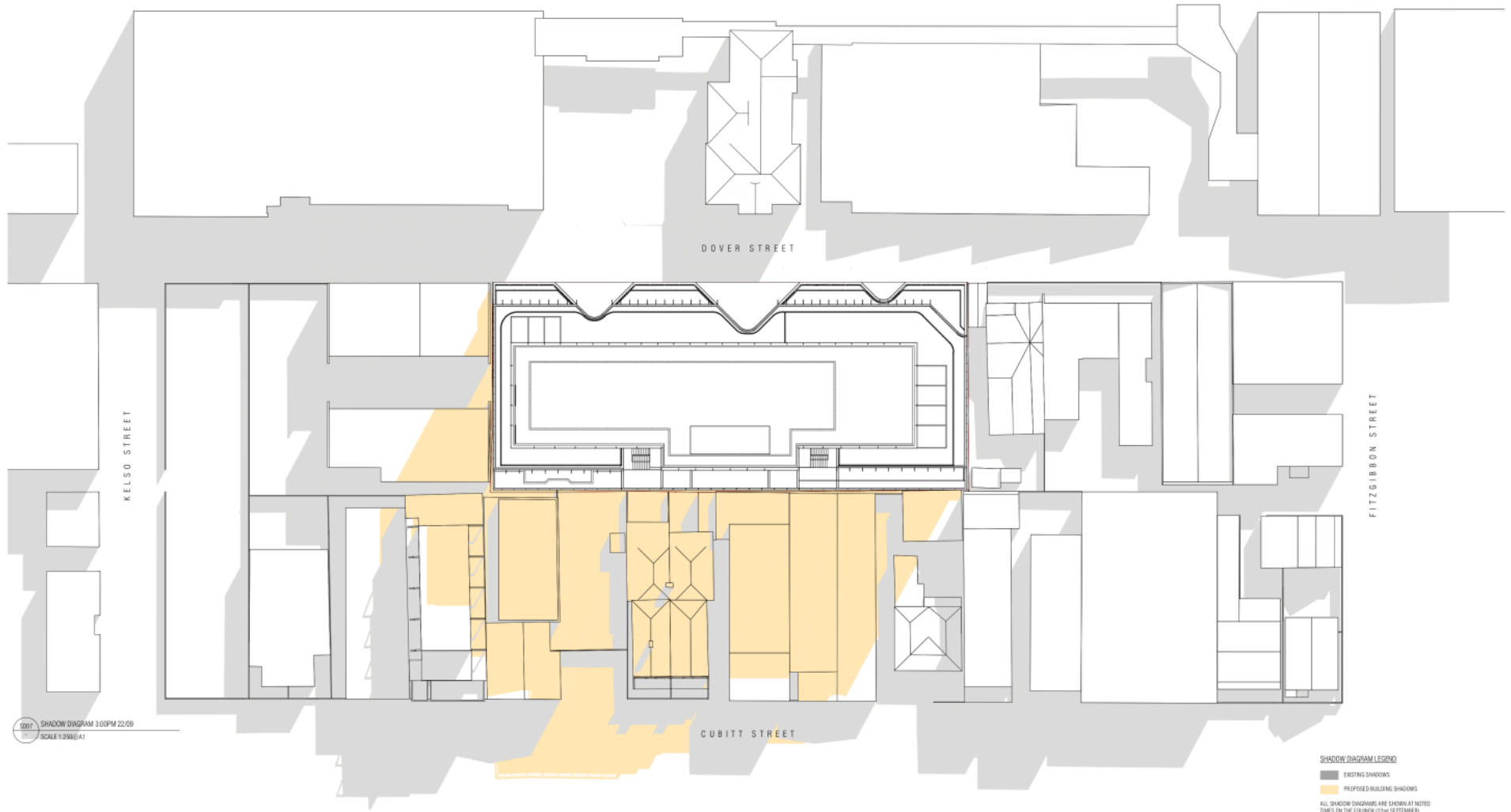
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Project Number: 190038  
 Client: TOPE LANE  
 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name: SHADOW DIAGRAM 06  
 Date: 25/05/2020  
 Status: TOWN PLANNING

Scale: 1:250 @ A1  
 Drawing Number: TP4006  
 Revision: B

Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



**SHADOW DIAGRAM LEGEND**  
 ■ EXISTING SHADOWS  
 ■ PROPOSED BUILDING SHADOWS  
 ALL SHADOW DIAGRAMS ARE SHOWN AT NOTED TIMES ON THE EQUINOX (22nd SEPTEMBER)

SD07 SHADOW DIAGRAM 3:00PM 22/09  
 SCALE 1:250 @ A1

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Project Number: 190038  
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 Project Name: DOVER STREET OFFICES  
 Site Address: 65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

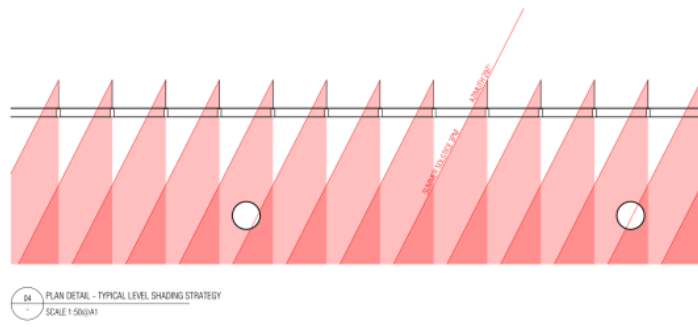
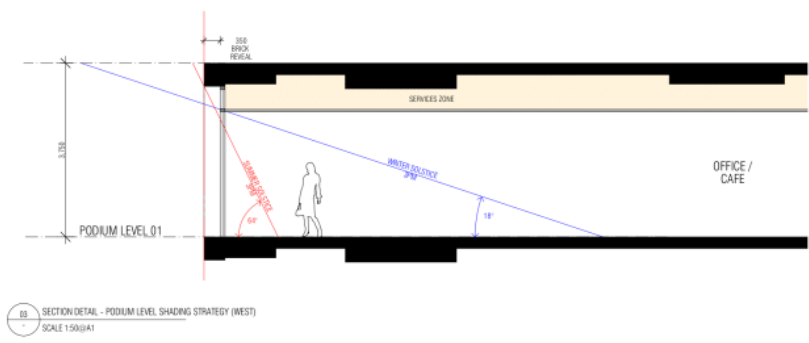
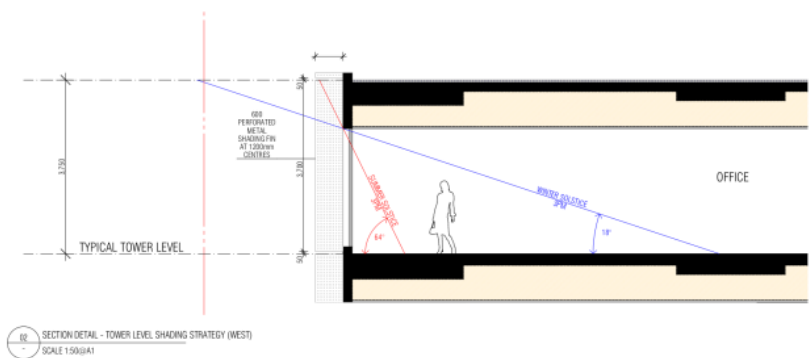
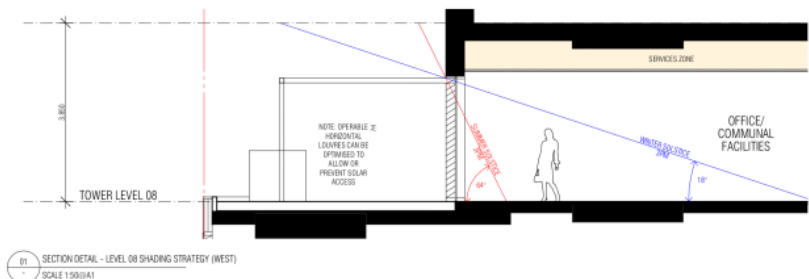
Drawing Name: SHADOW DIAGRAM 07  
 Date: 25/05/2020  
 Status: TOWN PLANNING

Scale: 1:250 @ A1  
 Drawing Number: TP4007  
 Revision: B





Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



NO.	DATE	BY	REVISION
1	25/05/2020	FIELDWORK	ISSUED FOR PERMIT

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Project Number  
**190038**  
 Client  
**TOPE LANE**  
 Project Name  
**DOVER STREET OFFICES**  
 Site Address  
**65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA**

Drawing Name  
**SHADING DIAGRAM 01**  
 Date  
**25/05/2020**  
 Status  
**TOWN PLANNING**

Scale  
**1:50 @ A1**  
 Drawing Number  
**TP5001**  
 Revision  
**B**

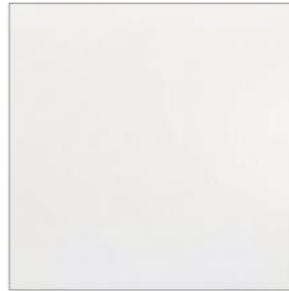
Attachment 1 - PLN20/0229 - 65-81 Dover Street, Cremorne - Floor plans and elevations



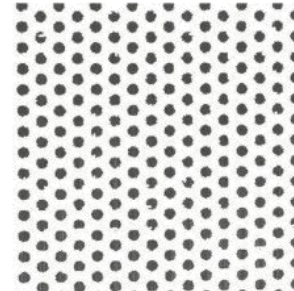
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MTL02: RIBBED METAL FINISH (BLACK)



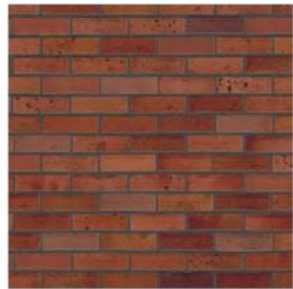
MTL03: METAL FINISH (WHITE)



MTL04: PERFORATED METAL FINISH (WHITE)



MTL05: METAL FINISH (DARK RED)



BR01: BRICK (RED) - STRETCHER BOND



BR02: BRICK (RED) - DOUBLE SOLDIER COURSE



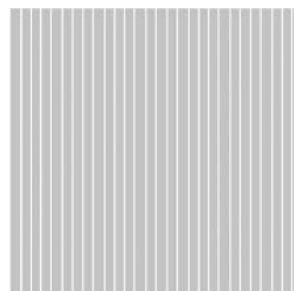
CNC01: CONCRETE (LIGHT GREY)



CNC02: CONCRETE (LIGHT GREY) CRINKLE PATTERN



GS01: CLEAR GLAZING



GS02: CLEAR GLAZING + VERTICAL CERAMIC FRIT



GS03: COLOURBACK GLAZING (WHITE)



GS04: GLASS BLOCK

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Project Number  
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 Site Address  
65-81 DOVER STREET CREMORNE VIC 3121 AUSTRALIA

Drawing Name  
MATERIAL SCHEDULE  
 Date  
25/05/2020  
 Status  
TOWN PLANNING

Scale  
@ A1  
 Drawing Number  
TP6001  
 Revision  
B

## Attachment 2 - PLN20/0229 - 65 - 81 Dover Street Cremorne - Engineering comments



## MEMO

**To:** Lara Fiscalini  
**From:** Mark Pisani  
**Date:** 23 July 2020  
**Subject:** **Application No:** PLN20/0229  
**Description:** 9-Storey Office Building  
**Site Address:** 65-81 Dover Street, Cremorne

I refer to the above Planning Application received on 10 June 2020 in relation to the proposed development at 65-81 Dover Street, Cremorne. Council's Civil Engineering unit provides the following information:

## Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Fieldwork Projects	TP0001 Development Summary	B	25 May 2020
	TP1000 Site Context Plan	B	25 May 2020
	TP1001 Existing Site Plan	B	25 May 2020
	TP1100 Demolition Plan	B	25 May 2020
	TP1998 Basement 02 Plan	B	25 May 2020
	TP1999 Basement 01 Plan	B	25 May 2020
	TP2000 Ground Floor Plan	B	25 May 2020
	TP3501 Section A	B	25 May 2020
	TP3502 Section B	B	25 May 2020
	TP3503 Section C	B	25 May 2020
	TP3504 Section D	B	25 May 2020
	TP3505 Section E	B	25 May 2020
	Traffic Group	Traffic Engineering Assessment report	C



**Attachment 2 - PLN20/0229 - 65 - 81 Dover Street Cremorne - Engineering comments**

**CAR PARKING PROVISION**

**Proposed Development**

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	9,979 m <sup>2</sup>	3.0 spaces per 100 m <sup>2</sup> of net floor area	299	90
Food and Drink	155 m <sup>2</sup>	3.5 spaces per 100 m <sup>2</sup> of leasable floor area	5	1
<b>Total</b>			<b>304 spaces</b>	<b>91 spaces</b>

\* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

**Car Parking Demand Assessment**

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

- *Parking Demand for Office Use.* The proposed office would provide on-site parking at a rate of 0.90 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
60-88 Cremorne Street, Cremorne PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m <sup>2</sup> (200 on-site spaces; 27,653 m <sup>2</sup> )
51 Langridge Street, Collingwood PLN17/0332 (Amended) issued 18 May 2018	0.54 spaces per 100 m <sup>2</sup> (18 on-site spaces; 3,335 m <sup>2</sup> )
2-16 Northumberland Street PLN16/0435 issued 14 June 2017	0.89 spaces per 100 m <sup>2</sup> (135 on-site spaces; 15,300 m <sup>2</sup> )

The proposed on-site office parking rate of 0.90 spaces per 100 square metres of floor area is fairly consistent with the above rates and is considered appropriate, having regard to the site's good accessibility to public transport services and proximity to Melbourne.

- *Parking Demand for Food and Drink Use.* For the food and drink use, a staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to one to two spaces. With one on-site retail staff space provided, additional staff parking (one space) and customer parking would be accommodated off-site.
- *Availability of Public Transport in the Locality of the Land.* The following public transport services can be accessed to and from the site by foot:
  - Richmond railway station – 440 metre walk
  - Swan Street trams – 540 metre walk
  - Punt Road buses – 570 metre walk
- *Multi-Purpose Trips within the Area.* Clients and customers to the development might combine their visit by engaging in other activities or business whilst in the area.

**Attachment 2 - PLN20/0229 - 65 - 81 Dover Street Cremorne - Engineering comments**

- *Convenience of Pedestrian and Cyclist Access.* The site has good pedestrian access to public transport nodes and the Swan Street activity centre. The site also has good connectivity to the on-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:

- *Availability of Car Parking.* The on-street parking in the surrounding area is very high during business hours. All the streets in the area contain time based parking restrictions. The introduction of parking sensors along west side of Dover Street and in Cubitt Street (towards Balmain Street) would facilitate the parking turnover of short-stay bays. The high parking demand in Cremorne would be a disincentive to visitors, customers or employees to drive.
- *Relevant Local Policy or Incorporated Document.* The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

**Adequacy of Car Parking**

From a traffic engineering perspective, the waiver of parking associated with the office and food and drink uses of the site is considered appropriate in the context of the development and the surrounding area. The on-site parking provision rates are consistent with other developments that have been approved in Yarra. The operation of the development should not adversely impact on existing on-street parking conditions in the area.

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

**TRAFFIC IMPACT**

**Trip Generation**

The trip generation for the site adopted by Traffix Group is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Commercial (Office, Food and Drink uses)	0.5 trips per on-site space in each peak hour	46 trips	46 trips

The peak hour volumes generated by the site are not unduly high and should not adversely impact the traffic operation of Dover Street (one-way south bound) or any of the surrounding streets.

**Attachment 2 - PLN20/0229 - 65 - 81 Dover Street Cremorne - Engineering comments**

**DEVELOPMENT LAYOUT DESIGN**  
**Layout Design Assessment**

Item	Assessment
<b>Access Arrangements</b>	
Development Entrance	The development entrance has a wall-to-wall width of 6.1 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	A pedestrian sight triangle measuring 2.0 metres by 2.5 metres has been provided for the exit lane and satisfies <i>Design standard 1 – Accessways</i> of Clause 52.06-9.
Headroom Clearance	A headroom clearance of no less than 2.3 metres has been provided throughout the development and satisfies AS/NZS 2890.1:2004.
Internal Ramped Accessways	The internal ramped accessways have a wall-to-wall width of no less than 3.9 metres and satisfies AS/NZS 2890.1:2004.
<b>Car Parking Modules and Mechanical Parking</b>	
At-Grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy <i>Design standard 2 – Car parking spaces</i> .
Accessible Parking Space	The dimensions of the accessible parking space and shared area (both 2.4 metres by 5.4 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Tandem Parking Sets	Tandem parking sets have minimum widths of 10.3 metres (4.9 metres + 5.4 metres) and satisfy <i>Design standard 2</i> .
Aisles	Aisles have a clear width of 6.5 metres and satisfy Table 2: <i>Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	Columns are set back 425 mm from the aisles and have depths of 800 mm. The positions of the columns satisfy <i>Diagram 1 Clearance to car parking spaces</i> of Clause 52.06-9.
Clearances to Walls	At-grade parking spaces that are adjacent to walls have clearances of no less than 490 mm, which satisfies <i>Design standard 2</i> .
Mechanical Parking Device	The applicant proposes to provide a parking system – the Klaus Parkboard PQ - that utilises a pallet which conveys a vehicle into a desired parking space. The pallet moves transversely on rails. The pallet has a useable width of 2.4 metres and can comfortably accommodate the B85 design vehicle. We have no objection to the use of the car parking system.
Vehicle Clearance Heights	The Klaus Parkboard PQ parking system fitted to this development will result in a minimum headroom clearance of 2.2 metres, which satisfies AS/NZS 2890.1:2004.
<b>Gradients</b>	
Ramp Grade for First 5.0 metres inside Property	The ramp for the first 5.0 metres inside the property has a grade of 1 in 10 which satisfies <i>Design standard 3: Gradients</i> .
Ramp Grades and Changes of Grade	The grades and changes of grade satisfy <i>Table 3 Ramp Gradients</i> of Clause 52.06-9.

**Attachment 2 - PLN20/0229 - 65 - 81 Dover Street Cremorne - Engineering comments**

Item	Assessment
<b>Swept Path Analysis</b>	
Vehicle Entry and Exit Movements Via Dover Street G27604* Sheet 01/04	The swept path diagrams for a B99 design vehicle entering and exiting the site are considered satisfactory.
Vehicle Circulation within Internal Ramp G27604 Sheet 01/04	The swept path diagrams for a B99 design vehicle ascending and descending the internal ramped accessway are considered satisfactory.
Vehicle Entry and Exit Movements Parking System Pallets G27604 Sheet 02/04	The swept path diagrams for a B85 design vehicle entering and exiting the parking system pallets are considered satisfactory.
Vehicle Entry and Exit Movements End Spaces and Pallets G27604 Sheet 03/04	The swept path diagrams for a B85 design vehicle entering and exiting the end spaces and parking system pallets are considered satisfactory.
Waste Collection Vehicle G27604 Sheet 04/04	The swept path diagrams for a 6.345 metre long waste collection negotiating the internal ramp and manoeuvring adjacent to the waste collection area are considered satisfactory.
<b>Other Items</b>	
Loading Arrangements	Given the small scale of the food and drink premises, deliveries of goods would be undertaken by small vans or small commercial vehicles which could utilise on-street parking. There is no objection to this loading arrangement.
Proposed Vehicle Crossing – Ground Clearance Check	The existing vehicle crossing on the east side of Dover Street is to be demolished and reconstructed with a new vehicle crossing. A vehicle crossing ground clearance check is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under ' <i>Design Items to be Addressed</i> ' section).

\* Traffic Group swept path diagram drawing number.

**Design Items to be Addressed**

Item	Details
Vehicle Crossing Ground Clearance Check	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check requires the applicant to obtain a number of spot levels out on site which includes the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, Dover Street.  These levels are to be shown on a cross sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development.  Providing the ground clearance check early in the design phase can also determine whether further modification works are required, such as



**Attachment 2 - PLN20/0229 - 65 - 81 Dover Street Cremorne - Engineering comments**

	lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.
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**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 Dover Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Dover Street frontage must be reconstructed in asphalt to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 33 or unless otherwise specified by Council.
- All redundant property drain outlets from the site to the kerb and channel must be removed and reinstated with paving and kerb and channel to Council's satisfaction and the Permit Holder's cost.

**Vehicle Crossing**

Before the building is occupied, 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 B85 design vehicle or B99 design vehicle (where applicable), 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, boundary traps, 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.

**Attachment 2 - PLN20/0229 - 65 - 81 Dover Street Cremorne - Engineering comments**

- 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.
Clearances to Electrical Assets	Overhead power lines run along the east side of Dover Street, close to the property boundary.  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:  <a href="http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs">http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs</a>

**Attachment 2 - PLN20/0229 - 65 - 81 Dover Street Cremorne - Engineering comments**

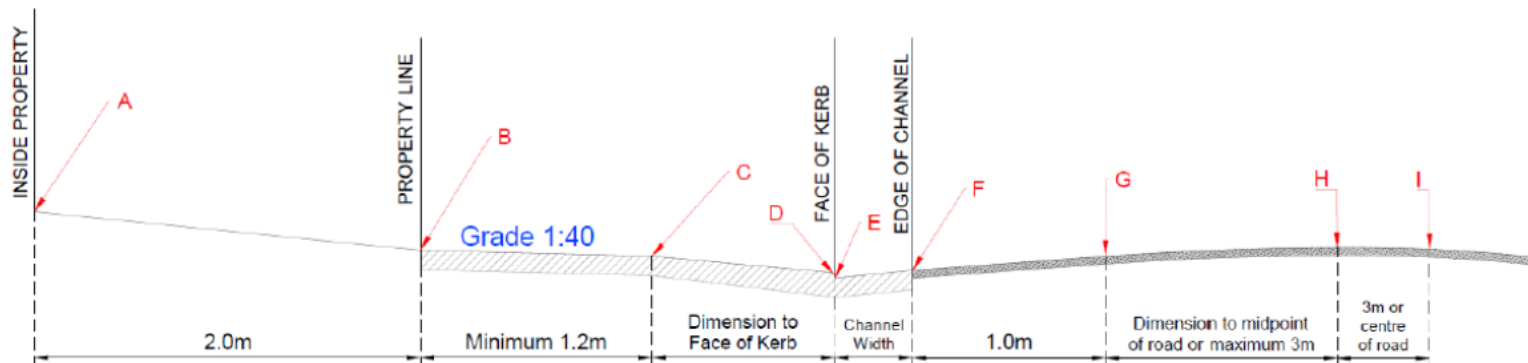


**Vehicle Crossing – Cross Section**

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       | E. Surface level at the bottom of the kerb       |
| B. Property line surface level                           | F. Surface level at the edge of channel          |
| C. Surface level at change in grade (if applicable)      | G. Road level 1.0 meter from the edge of channel |
| D. Bullnose (max height 60mm) – must be clearly labelled | 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 85<sup>th</sup> or 99<sup>th</sup> 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.





# Planning Referral

**To:** Lara Fiscalini  
**From:** Chloe Wright  
**Date:** 17/09/2020  
**Subject:** Strategic Transport Comments  
**Application No:** PLN20/0229  
**Description:** 9-storey mixed use development  
**Site Address:** 65 – 81 Dover Street, Cremorne

I refer to the above Planning Application and the accompanying Traffic report prepared by Traffix Group in relation to the proposed mixed-use development at 65 – 81 Dover Street, Cremorne.

Council's Strategic Transport unit provides the following information:

### **Access and Safety**

No access or safety issues have been identified.

### **Bicycle Parking Provision**

#### **Statutory Requirement**

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	9,979 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	33 employee spaces	92 employee spaces
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	10 visitor spaces	28 visitor spaces
Retail	155 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee space	
		1 visitor space to each 500 sqm of leasable floor	0 visitor spaces	
<b>Bicycle Parking Spaces Total</b>			<b>34 employee spaces</b>	<b>92 employee spaces</b>
			<b>10 visitor spaces</b>	<b>28 visitor spaces</b>

### **Adequacy of visitor spaces**

The following comments are provided in relation to visitor bicycle parking:



## Attachment 3 - PLN20/0229 - 65 - 81 Dover St, Cremorne - Strategic Transport Comments

- 28 visitor spaces are proposed, which exceeds Council's best-practice rate<sup>1</sup> recommendation of 20 visitor spaces for the development.
- Visitor bicycle parking is provided within the property boundary in a designated area off Dover Street. Given the limited space at the Dover Street footpath, provision of visitor spaces within the development is supported. However, signage should be provided to direct visitors to the visitor parking, and access arrangements should ensure visitors can easily access this area.
- 28 spaces are provided as 13 bike hoops and 2 spaces are provided as wall hanging racks. The plans note 14 visitor hoops, however there appears to be 13 hoops documented. Pursuant with AS2890.3, all visitor bicycle spaces must be provided as a horizontal bicycle rail. As such, the wall hanging spaces should be removed or relocated.
- Given the number of employee spaces does not meet the best practice rate (as noted in the below section) it is recommended that bicycle parking layout is reconfigured to enable 8 of the 28 visitor bicycle spaces be relocated to the employee bicycle parking area.
- Dimensions are noted on the plans and the layout of visitor spaces appear to meet clearance and access-way requirements of AS2890.3.

### Adequacy of employee spaces

#### *Number of spaces*

92 employee spaces are proposed, which does not meet the best-practice rate<sup>2</sup> recommendation of 100 employee spaces for the development. As noted above, 8 of the visitor spaces could be reallocated to employee spaces given there is 8 additional visitor spaces proposed (above the best practice rate).

#### *Design and location of employee spaces and facilities*

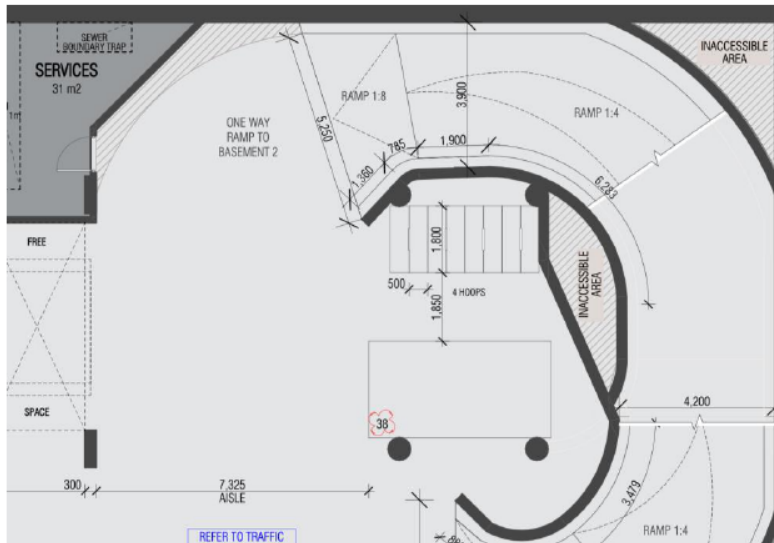
The following comments are provided in relation to the design and location of employee bicycle parking:

- 74 employee bicycle parking are provided within a secure facility at the ground floor and 18 employee bicycle spaces are provided within basement level 1;
- The location and layout of the ground floor employee bicycle parking area and end of trip facilities is a good outcome from an access and user experience perspective;
- The 18 spaces proposed in basement 1 are not provided within a secure facility. Pursuant to Clause 52.34-3 & Australian Standard AS2890.3 bicycle spaces for employees must be provided in a bicycle locker, or in a lockable compound i.e. access is limited to permit persons with controlled security access devices such as keys, codes or swipe cards.
- The location of the four bicycle hoops in basement level 1 (shown in Figure 1 below) does not provide safe access arrangement due to the vehicle ramps at either side and possible blind spot.
- It is recommended that all employee bicycle parking is consolidated into the one secure facility at the ground floor, or at minimum the bicycle parking within the basement level 1 be consolidated into one secure facility and located closer to the lift shaft with unobstructed access;
- 20 employee spaces are provided as horizontal at-grade spaces, which meets the requirement of AS2890.3 for at least 20% of employee bicycle spaces to be provided as horizontal at-grade spaces.
- All employee bicycle spaces and access ways appear to be in accordance with the clearance requirements of AS2890.3.
- 18 showers / change rooms are provided within the end of trip facilities, which exceeds Council's best practice standards.

<sup>1</sup> Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends 1 visitor space to each 500sqm of office floor space.

<sup>2</sup> Category 6 of the BESS offers the following for best-practice guidance for employee office rates: 'Non-residential buildings should provide spaces for at least 10% of building occupants.' Assuming a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety), providing bicycle spaces for 10% of occupants results in a rate of 1 space per 100sqm of floor area.

**Attachment 3 - PLN20/0229 - 65 - 81 Dover St, Cremorne - Strategic Transport Comments**



*Bicycle hoops in Basement Level 1*

**Electric Vehicles**

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV), therefore the provision of 5 electric vehicle charging spaces is supported. To allow for easy future provision for electric vehicle charging throughout the car park, additional parking spaces could be electrically wired to be 'EV ready' to enable future installation of EV chargers.

**Green Travel Plan**

Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a Green Travel Plan (GTP) must be provided. The following information should be included:

- (a) Description of the location in the context of alternative modes of transport;
- (b) Employee welcome packs (e.g. provision of Myki/transport ticketing);
- (c) Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
- (d) A designated 'manager' or 'champion' responsible for co-ordination and implementation;
- (e) Details of bicycle parking and bicycle routes;
- (f) Details of GTP funding and management responsibilities;
- (g) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);
- (h) Security arrangements to access the employee bicycle storage spaces;
- (i) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
- (j) Provisions for the GTP to be updated not less than every five years.

**Recommendations**

The following should be shown on the plans before endorsement:

1. A minimum of 20 visitor bicycle spaces must be provided in a location easily accessible to visitors of the site. All visitor spaces should be provided as a horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
2. Wayfinding signage for the visitor bicycle parking area.
3. A minimum of 100 employee bicycle spaces within a maximum of two secure facilities.
4. At minimum of 20% of employee bicycle spaces must be provided as horizontal bicycle rails.
5. Notations indicating dimensions of the employee and visitor bicycle spaces and access ways to demonstrate compliance with Australian Standard AS2890.3 or be otherwise to the satisfaction of the responsible authority.

**Attachment 3 - PLN20/0229 - 65 - 81 Dover St, Cremorne - Strategic Transport Comments**

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

Regards

**Chloe Wright**  
Sustainable Transport Officer  
Strategic Transport Unit

**Attachment 4 - PLN20/0229 - 65-81 Dover Street, Cremorne - Wind Impact assessment review**



**M E L**

C O N S U L T A N T S

(ACN 004 230 013)

Ref: 131-20-DE-REV-00

9 July 2020

City of Yarra  
PO Box 168  
Richmond VIC 3121

Attn: Lara Fiscalini

Dear Lara,

**65-81 Dover Street, Cremorne  
Review of RWDI Pedestrian Wind Environment Assessment  
RWDI Project #2001544 (21 February, 2020)**

The review of the RWDI Wind Environment Desktop Assessment Report is based on our 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 RWDI has been prepared based on the experience of the consultancy and no wind tunnel testing by RWDI has been carried out to support the report. We 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 possible wind effects of the design.
- We have no issue with the desktop assessment method, site exposure and local wind climate that have been used as the basis for the assessment. These are 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.

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**Attachment 4 - PLN20/0229 - 65-81 Dover Street, Cremorne - Wind Impact assessment review**

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- The desktop assessment has identified the adjacent developments and the heights of the existing surrounding buildings that will be considered in the desktop assessment of the wind conditions.
- RWDI clearly describe the wind criteria they will use to assess the proposed development and these comfort criteria are consistent with the criteria defined by DELWP and MCC. It is noted that RWDI state these criteria represent the average tolerable wind conditions. The safety criterion is consistent with the recommendations of the AWES.
- MEL Consultants would agree with RWDI assessment that the proposed development would satisfy the safety criterion.
- RWDI have provided an assessment of the existing wind conditions, but these are assessed as '*acceptable wind conditions*', which is a subjective assessment. RWDI have noted the conditions would be expected to meet the wind comfort and safety criteria throughout the year, but have not stated based on their extensive experience the particular wind comfort criterion satisfied.
- The assessment of the future wind conditions identifies the beneficial features of the development that would assess wind mitigating the wind impacts. The narrow north face of the north face (D1) will still be shear to ground to the adjacent residential private open space and the downwash would be expected increase the wind conditions in the adjacent private open space. RWDI have not provided any comment on the wind conditions in the private open space.
- RWDI has stated the wind conditions along Dover Street would be similar to the existing conditions due to the mitigation features discussed, but have later stated the wind conditions along the street would be expected to increase, which is assumed to be compared to the existing conditions. RWDI have assessed the wind conditions the wind conditions would be suitable wind conditions for pedestrian walkways. In Section 4 RWDI have indicated that the walking

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**Attachment 4 - PLN20/0229 - 65-81 Dover Street, Cremorne - Wind Impact assessment review**

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criterion would be appropriate for sidewalks and laneways and MEL Consultants would agree with this assessment.

- RWDI have assessed the office entrances wind conditions as have shielding from prevailing wind directions and suitable for an entrance location. Based on Section 4, the suitable wind conditions would be the standing criterion. MEL Consultants have no issue with this assessment.
- MEL Consultants would agree with the RWDI assessment of the ground and level 1 terrace wind conditions. The level 3 terraces would be subject to downwash wind flow for the west sector wind directions that would accelerate around the northwest and southwest corners of the building. RWDI have assessed the middle and south level 3 terraces as being suitable for intended use and based on Section 4 would be the sitting criterion. MEL Consultants would be concerned that the south terrace would not achieve this criterion due to the wind flow acceleration around the southwest corner with the 1m high balustrades with 1.5 shrubs. RWDI have suggested increased balustrades for the northwest terrace of 2m (not included in drawings) but with the corner chamfer and wind flow with a vertical (downwash) component at the building corner the wind conditions may not achieve the sitting criterion. However, the wind conditions would be expected to be within the average tolerable walking criterion.
- RWDI have suggested the inclusion of a perimeter impermeable balustrade and dense landscaping would be expected to assist with mitigating the level 8 terrace wind conditions. However, no indication of the height of these features has been provided and the drawings show a 1m high balustrade, which would be expected to be insufficient.

In conclusion, the RWDI pedestrian wind environment assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. MEL Consultants have no issues with the Analysis Approach, Site Exposure, Regional Wind Climate, and description of the development used in the preparation of the

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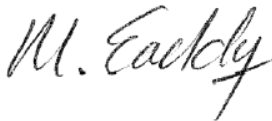
**Attachment 4 - PLN20/0229 - 65-81 Dover Street, Cremorne - Wind Impact assessment review**

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assessment. This is consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment.

The wind conditions in the surround streetscapes have been assessed as satisfying the walking criterion and MEL Consultants would agree with this assessment. MEL Consultants have noted the shear to ground design of the north face would be expected to impact the wind conditions in the adjacent private open space and RWDI have not commented on these areas. MEL Consultants agree the centrally located entrances would satisfy the standing criterion. MEL Consultants have concerns that the wind conditions on the terrace would not achieve the RWDI recommended sitting criterion and additional mitigation would be required.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'M. Eaddy', written in a cursive style.

M. Eaddy  
MEL Consultants Pty Ltd

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# Urban Design Memo

To:	Lara Fiscalini	Date:	09.07.2020
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	65-81 Dover Street, Cremorne		

Thank you for the opportunity to review the application package for the proposed 9 storey office development at **65-81 Dover Street, Cremorne**. Following our site inspection, we have reviewed the relevant background drawings upon planning policy, analysis of the urban context and on our own intimate knowledge of the Cremorne area.

We provide the following assessment in relation to urban design matters:

### Site and context

The subject site is located in a mid-block position along Dover Street in Cremorne. The site consists of the amalgamation of 7 properties, currently being occupied by a mix of low-rise residential, commercial and industrial (warehouse) buildings. It is rectangular in shape with an overall frontage of approximately 65m to Dover Street and depth of approximately 28m, resulting in a total area of 1880m<sup>2</sup>. The Dover Street streetscape is diverse both in terms of side mixed built form fabric comprising of fine grain dwellings, warehouse and factory forms as well as institutional buildings of both heritage and contemporary eras. It is located with notable distinctions either side with fine grain subdivision patterns to the east and the expansive TAFE campus to the west.



Site Context (nearmap)

**Attachment 5 - PLN20/0229 - 65-81 Dover Street, Cremorne - UD referral comments**

The key site interface conditions are as follows:

- To the immediate **north** is 63 Dover Street, which comprises a single storey weatherboard dwelling with a pitched roof with a car port positioned along the common boundary, to the street frontage. Further to the north is an attached row of three single storey brick terraces at 57-61 Dover Street. All these dwellings comprise small front gardens. 55 Dover Street, comprises a brick warehouse building built to the perimeter of its parcel.
- To the immediate **south** is 83-87 Dover Street, which comprises a 3 storey strata titled office building complex, split into two buildings with an internal accessway providing access to ground floor garages. The front building is built to the Dover Street frontage and both buildings present blank 3 storey walls along the common boundary. Further to the south at 95 Dover Street is a consolidated site currently utilised as a gravel surface car park which extends around the southern end of this urban block with frontages to Kelso Street (to the south) and Cubitt Street (to the east).
- To the immediate **west** is Dover Street an approximately 10m wide local street with one-way traffic movement (to the south) and kerbside parallel parking along the western side of the street. It also comprises narrow footpaths to both sides. Across Dover Street is the Kangan Institute (TAFE) campus, comprising a diverse mix of heritage, warehouse and contemporary buildings separated by car parks or small open space pockets. Directly opposite is the individually significant 2 storey heritage school building of the former Cremorne Street State School No. 2084.
- To the immediate **east** the site abuts the rear of 6 properties which all front Cubitt Street and comprise either single storey dwellings or 1-2 storey commercial buildings. Notably 58-60 Cubitt Street comprise a pair of individually significant heritage single storey terraces. To the south-east at 68 Cubitt Street is a recent 5 storey office building with a 3 storey street wall and recessive upper levels.

In the wider context, there has been a number of planning approvals that are beginning to shape the urban morphology of this evolving area. Most notably, the approval for a 7 storey mixed use office development at 60-88 Cremorne Street, which is located a similar depth within the precinct from Swan Street and also comprises a broad street frontage. Overall, the subject site is well located in relation to services and public transport being centrally positioned within the Cremorne.



*Subject site from north, looking south-east along Dover Street*



*North – single storey dwelling at 63 Dover Street*



*South – 3 storey office buildings at 85 Dover Street*



*West – opposite side of Dover St, including heritage school*



*East – 58-60 Cubitt Street heritage terrace dwellings*

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## Attachment 5 - PLN20/0229 - 65-81 Dover Street, Cremorne - UD referral comments

### The Proposal

The proposal comprises the construction of a 9 storey office building with the following characteristics:

- 2 levels of basement, comprising 91 car spaces and various building services, with access via a ramp positioned to the north-western corner;
- Ground floor comprising 3 individual tenancies (Café 155m<sup>2</sup> and two Offices 207m<sup>2</sup> and 348m<sup>2</sup>) fronting Dover Street, with the main entry positioned centrally and defined by a small forecourt and carpark accessed via a crossover at the northern end of the frontage.
- A total of 102 bicycles space and end-of-trip facilities are located at ground floor with direct access from the main lobby and street frontage.
- A robust 3 storey brick podium to Dover Street, comprising 3 vertical scallops to break up the façade, define ground floor entries and individual tenancies and provide small forecourt areas to expand the public realm.
- A 5 storey rising form of clear and frittered glazing, setback a minimum of 3m from Dover Street with 2 vertical scallops and a chamfered corner at the northern end. This tower also rises sheer to the northern and southern boundaries where it presents solid grey concrete panels with a textured finish. To the rear, glazed areas are setback 3m from the boundary, while the building core is built to boundary (comprising amenities) and presents a solid grey concrete panels with a smooth and textured finish for a length of approximately 18m.
- Levels 1-7 all comprise open plan office floorplates of varying sizes, with terraces spaces provided at Levels 1 and 3. Level 8 is a recessive top level which comprises an Office tenancy, shared multipurpose space and both private and communal terraces spaces.
- An overall height of RL 41.5, resulting in a maximum building height of 34.5m.



*Proposal from the Dover Street*

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**Attachment 5 - PLN20/0229 - 65-81 Dover Street, Cremorne - UD referral comments**

**Planning Policy**

The subject site is located within the **Commercial 2 Zone (C2Z)** which seeks to:

- To implement the *Municipal Planning Strategy and the Planning Policy Framework*.
- To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

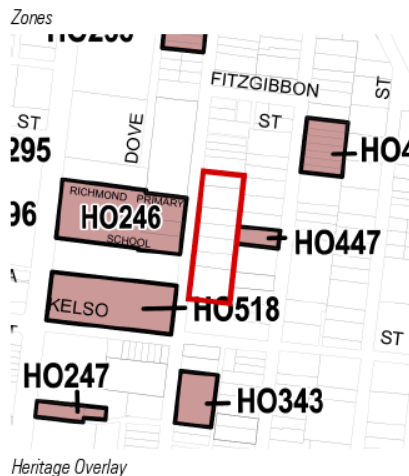
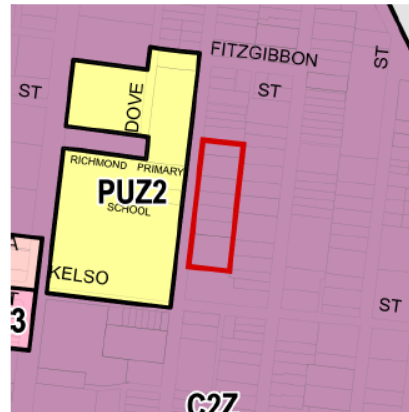
The subject site is not affected by any Overlays.

The following State and Local planning policies are considered relevant:

- *Clause 11 – Settlement;*
- *Clause 15 – Built Environment and Heritage;*
- *Clause 17 – Economic Development;*
- *Clause 21.03 – Vision;*
- *Clause 21.04 – Land Use;*
- *Clause 21.05 – Built Form;*
- *Clause 21.08 – Neighbourhoods;*
- *Clause 22.03 – Landmarks and Tall Structures;*
- *Clause 22.05 – Interface Uses Policy; and*
- *Clause 22.10 – Built Form and Design Policy.*

Other relevant documents include:

- *Swan Street Structure Plan (2014);*
- *City of Yarra Urban Design Strategy (2011);*
- *City of Yarra Built form Review (2003);*
- *Victorian Urban Design Charter (2010); and*
- *Urban Design Guidelines for Victoria (2017).*



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**Attachment 5 - PLN20/0229 - 65-81 Dover Street, Cremorne - UD referral comments**

The **Swan Street Structure Plan** identifies the subject site within Precinct 6 – Cremorne Mixed Commercial Precinct providing direction for commercial development around a preferred height of 4 storeys (13-16m). It seeks to ‘protect the role and function of Cremorne as an important employment and economic area for the City of Yarra’ while, allowing ‘redevelopment of existing sites in Cremorne to respond to broader industry change as manufacturing contracts and knowledge economy expands’. It also notes ‘the predominance of the narrow street network combined with narrow and deep lot sizes provides constraints on the intensity of development’.



Extract of p46 of Swan Street Structure Plan – Precinct 6: Cremorne Mixed Commercial

A Design and Development Overlay – Schedule 17 (DDO17) has recently been implemented affecting nearby properties to the north of Stephenson Street, along Swan Street. This overlay provides guidance to development within the Swan Street Activity Centre – the nearest properties to the north of Stephenson Street has a designated building height up to 27m (7-8 storeys).

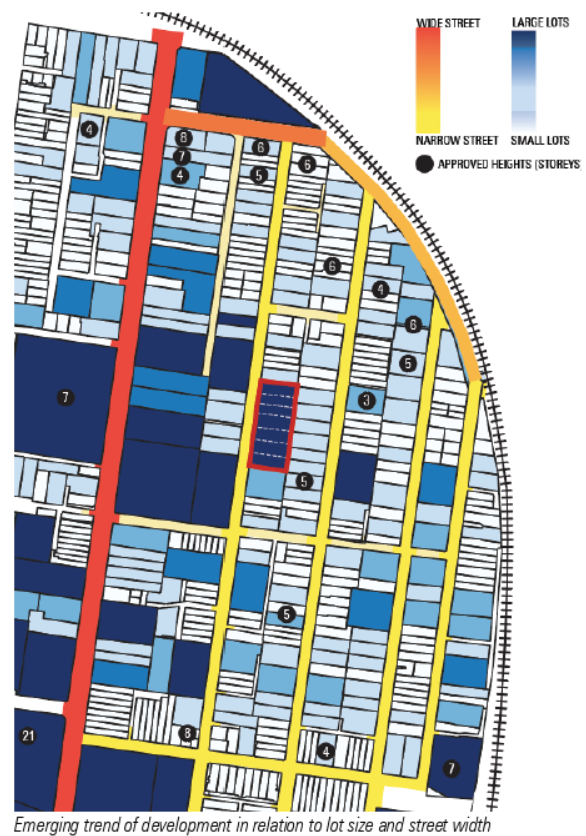
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**Attachment 5 - PLN20/0229 - 65-81 Dover Street, Cremorne - UD referral comments**

**Urban Design Assessment**

Strategic Context and Urban Form

- At a strategic level, the Yarra Planning Scheme seeks to maintain the City’s urban character as a *‘low-rise urban form with pockets of higher development’*. Clause 21.05 – 2 states that low-rise building heights within the municipality predominantly vary between 1-2 storeys, with instances of 3-4 storey buildings. Pockets for higher development are Strategic Redevelopment Sites or within Activity Centres and should generally be no more than 5-6 storeys, unless specific benefits can be achieved.
- While the site sits outside an Activity Centre and has not been identified as a Strategic Redevelopment Site, this has already been transforming this low-rise industrial context into one of the pockets of higher development – as referred to in the MSS. Recent VCAT decisions support this notion.
- A design response to the existing or preferred neighbourhood character and a contextual urban design response having regard to ambitions for the area is contemplated through the provisions in the Planning Scheme (Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form), Clause 22.10 (Design and Built Form) and Schedule 11 of the Design and Development Overlay. Importantly, the objectives in Clause 22.10-3.3 seeks ‘to ensure that the height of new development is appropriate to the context of the area (as identified in the Site Analysis Plan and Design Response) and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character’.
- Clause 21.05 sets out objectives and strategies for urban design. Most relevant is the objective for non-residential areas is to improve the interface of development with the street in non-residential areas, with strategies referring to *‘allowing flexibility in built form in areas with a coarse urban grain (larger lots, fewer street and lanes)’*, and requiring new development to integrate with the public street system. Importantly, the design guideline at Clause 22.10-3.3 states that the height of any portion of the new development ‘should be guided by its’ visual impact and off-site amenity impacts on surrounding properties such as overshadowing, visual bulk, day lighting to habitable rooms and overlooking’. There is no specific guidance on building heights which results in the difficulties about the appropriateness of built form outcomes.
- In the absence of specific height controls, the assessment of taller development will need to be assessed against urban design tests to determine a site-specific rationale for the acceptable maximum height. Observations of the site’s physical context reveals an emerging character with the evolution of taller building forms in this traditionally low-rise industrial context. A number of recent planning approvals is beginning to shape the urban morphology of the area – and provides a ‘guide’ to the anticipated building heights.



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**Attachment 5 - PLN20/0229 - 65-81 Dover Street, Cremorne - UD referral comments**

- There is an emerging trend of development of 5 storeys in the main part of Cremorne, with some examples of 6 storeys located on corner sites or of a substantial land area. Taller buildings in the order of 7-8 storeys are found on corner sites fronting wider streets (15m).
- Amendment C236 implemented Design and Development Overlay – Schedule 17 (DDO17) to the Swan Street Activity Centre approximately 200m to the north-west of the site. Building heights are designated up to 27m (7-8 storeys) to this area. Given the proximity of this land to services and being within an Activity Centre it is reasonable that taller forms and more intense development to occur along the Swan Street corridor.
- We are familiar with the 8 storey form is located at 9-11 Cremorne Street, Cremorne (*Cobild Pty Ltd v Yarra CC [2017]*). In this decision, the member determined the reasons for approval given that the site enjoys a corner location, fronts wider streets and sits within an immediate context that can accommodate taller building forms (existing 6 storey to the south, sizable landholding to the east and Precinct Hotel). The decision states:

*“Importantly, the subject land is a corner lot fronting streets that are 15 metres wide, and which contrast with the narrower and sometimes very narrow streets in Cremorne. It has greater potential to accommodate a taller form contrasting with narrower street and finer grain settings.”*

- The subject site does not benefit from a corner location or an address to a broader street. While a consolidated site of a considerable size, it is positioned in a mid-block position within a narrow, one-way side street within the Cremorne neighbourhood. We are not convinced that the proposed development at a height of 9 storeys will sit comfortably within the prevailing heights of the area.
- At 9 storeys, we are not supportive of the proposal’s relationship to Dover Street or the surrounding properties. Our review of emerging development trajectory on streets, particularly the narrow ones, such as Dover, Cubitt and Gwynne Streets which are (9-10m wide) demonstrates a similar balance of openness and enclosure. While we accept that the sense of openness is greater in the recent development at 9-11 Cremorne Street, the streetscape profile of these narrower streets has been established.
- We are also concerned with the potential to accommodate taller forms to the fine grain infill adjacencies which surround the subject site. These properties are generally fine grained with different tenure arrangements which will be expected to consolidate in order to accommodate any considerable development. The subject land should devise a response to its role as a mid-block infill form with a sense of transition to both existing and potential future development either side (north and south). We are concerned that the sheer ends do not appear to be well justified in terms of responding to the emerging urban morphology and will be too visually dominant when viewed on the oblique within the public realm.
- In order to reduce this visual bulk and further enhance available internal amenity (at upper levels) **we recommend that the northern and southern party walls be removed and revised to incorporate glazing and be setback at least 3m from the common boundary at Levels 5 and above.** This will also assist in allowing the proposal to transition more appropriately down to neighbouring properties and more sensitively acknowledge their current condition as well as their potential future development potential.

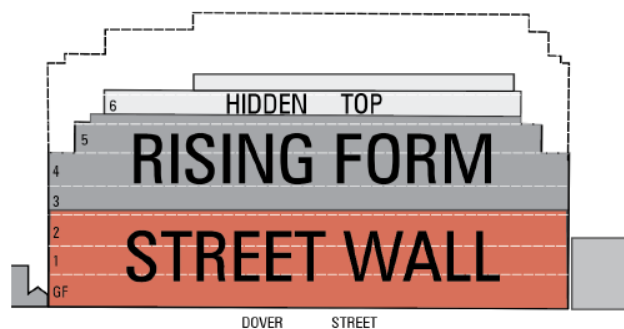


Diagram showing recommended height and massing reduction within Dover St elevation

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**Attachment 5 - PLN20/0229 - 65-81 Dover Street, Cremorne - UD referral comments**

Site Plan

- The proposed ground floor layout is supportable and comprises numerous positive and well considered arrangements, such as the position of scallops within the frontage and the provision of small urban spaces offer suitable relief within the streetscape and respond to the existing conditions opposite, such as the heritage school building. These vertical recesses within the frontage also suitably divide the broad frontage into modules and allow a broadening of the public realm at ground floor entries.
- The provision of a small ground floor courtyard to the rear of the office tenancy is noted, given the open existing abuttal to the east at 60 Cubitt Street. However, we note the presence of existing abutting trees and query if their TPZ's have been considered in positioning the basement along the common boundary.
- The positioning of a Ground Floor Café, abutting the lobby and main entry is supported. However, the curved solid internal wall which separates the Café from the lobby space could be revised, so that the western portion is either glazed, providing visual interaction between the two spaces and increased daylight amenity into the relatively deep and narrow lobby space or opened up via bi-fold doors or similar to enable direct access between the two spaces and effectively the Café to 'spill' into the lobby during business hours.
- We are supportive of the bicycle storage and associated end-of- trip facilities being relocated conveniently at ground floor with both accesses directly to the street frontage as well as via the main entry/lobby.
- We support the less common provision of external fire stair cores to the rear of the building. Their mirrored arrangement to either side of the broad core visually breaks up the rear façade, encourages communal access and usage given their access to amenity and outlook. However, due to their provision and fire requirements, the internal corridors need to comprise fire doors. We consider the short lengths of corridor beyond these doors (smoke lobbies) to be compromised to due their narrower width and no opportunity for a visual connection from within the office tenancy to its lift core.



*Extract of TP2003 Rev B showing recommend widening of smoke lobbies to visually enhance connection between office and core*

- In terms of upper levels, we support the incorporation of a few smaller terraces to provide outdoor amenities to future occupants of the building, which take advantage of steps in the built form massing arrangement. We also support the provision of shared/communal space and terrace at the top level, noting it is positioned to the northern portion of the site.

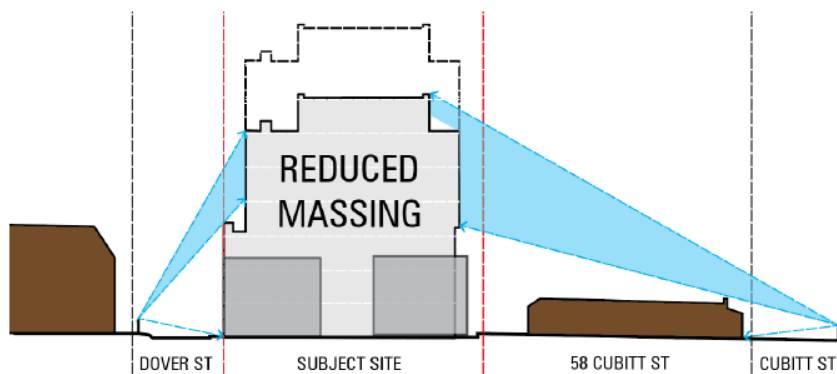
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**Attachment 5 - PLN20/0229 - 65-81 Dover Street, Cremorne - UD referral comments**

Height and Massing

- Policy encourages built form change within this area. The Swan Street Structure Plan identifies a preferred 4 storey (13-16m) maximum height for the subject site and surround urban blocks. However, the emerging development trajectory within the area is 5-8 storeys. The proposal at 9 storeys and 34.5m is slightly more than double the identified height within the relevant Structure Plan and exceeds the recent approval pattern. While, acknowledging the site's consolidated nature, 9 storeys is too high and will visually dominant the surrounding area. In order to more broadly accord with policy and the emerging skyline of Cremorne, the proposal should be reduced in overall height by at least 2 levels.
- We are also concerned about the extent of projecting (and continuous) built form visible from Cubitt Street and in particular above the individually significant single storey heritage terraces at 58-60 Cubitt Street. While the rear portions of these heritage properties have potential to accommodate additional forms their height and massing will be restricted by Clause 22.02.



*Visibility of form from opposite side of street and from Cubitt St above heritage forms*

- Such a reduction would also assist in reducing the visual bulk and dominance of the rising form. **We consider an ultimate massing arrangement comprising a 3-3-1 horizontal division in form is considered appropriate given the site's broad frontage to a narrow local street.**
- Another concern in relation to the overall massing arrangement of the proposal is its considerable continuous breadth of approximately 65m. This broad expanse of rising form is considered to be inconsistent with the prevailing fine to moderate grain of Cremorne and in particular the narrow north-south aligned local streets. While it is acknowledged that this dimension is relative to the site's consolidated dimensions it does potentially enable a monolithic profile when viewed from the east or west.
- In order to slightly diminish this overall breadth and ensure some breaks in upper levels and prevent a continue 'wall' of taller forms, **we recommend setting back the party walls at Level 5 and above by at least 3m.** This will assist in slightly reducing the overall breath of the rising form at upper levels from 65m to around 59m and ensure a staggered massing arrangement to either side which will in the interim assist in transitioning the massing down more sensitively to the current low-rise abuttals, enable increased internal amenity at upper levels and create visual breaks to ensure some built form separation into the future.
- In terms of overshadowing, the proposal will cast shadows over the secluded private open space of existing residential properties to the east. We do not find the level of overshadowing unreasonable because this must be tempered by the fact that the area is subject to a certain level of change (being within the Commercial 2 Zone).

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## Attachment 5 - PLN20/0229 - 65-81 Dover Street, Cremorne - UD referral comments

### Architectural Expression

- We are supportive of the compositional arrangement in terms of its materiality and architectural expression throughout the elevations. The proposal comprises a robust brick base which appropriately reflects the prevailing character comprising low-rise brick warehouses, heritage school buildings and factories. It also is broadly consistent with other recently approved and constructed developments designed by Fieldworks within the Cremorne area. However, a distinction is drawn between the retained and restored heritage fabric of these Cremorne and Gordon Street developments, compared to the creation of a new 3 storey presentation within Dover Street.
- The rising form is visually dominant and will be clear visible from within the Dover Street streetscape as well as further afield and notably from the west, given the predominantly low and open aspects of the Kangan campus. Its highly glazed Dover Street façade, comprises vertical scallops and a chamfered corner in order to subtly break up the expansive frontage by dividing it into three components with corresponding glazing treatments to reinforce this modulation.
- We are supportive of the clear architectural distinction between the brick podium and glazed rising form. However, a height reduction is recommended in order to reinforce the visual primacy of the new 3 storey street wall condition, maintain an appropriate sense of openness to the otherwise narrow street and reduce the visual dominance of the tower component.

### **Conclusion**

In summary, we consider the subject site lends itself to a slightly taller form noting its consolidated nature and existing and emerging contextual attributes including its size and mid-block position within a narrow street. While we consider that a higher form is achievable on the site, we believe that a form in the order of 6-7 storeys is appropriate based on the abrupt shift of transition to the potential future development to the north, south and east. As well as nearby heritage forms to the east and west. Further, the visible massing strategy (3-3) with a robust and visually dominant base and 'subservient' upper levels and 'hidden' top can be achieved.

We therefore consider that the built form response requires reduction and some modification to create an acceptable outcome given the site narrow street position. Our recommendations are as follows:

- Consider improvements to the ground floor to improve the internal relationship between the lobby and café tenancy;
- Enhance and broaden the 'smoke lobbies' to allow greater visual connection between the office floorplates and the core/circulation space;
- Reduce the overall height by removing two of the upper levels to create a 3-3-1 massing strategy, with a maximum of 6 visible storeys from within Dover Street; and
- Reduce the visual bulk of the sheer blank northern and southern façade by implementing a minimum 3m setback at Level 5 and above.

We would be happy to liaise with the design team directly to progress these refinements in a timely manner.

Should you have any further enquiries, please don't hesitate to contact us on 9664 9838.

Yours faithfully,

Hansen Partnership Pty Ltd

**Urban Design Team**

**09/07/2020**

Hansen Partnership Pty Ltd

**Attachment 6 - PLN20/0229 - 65-81 Dover Street Cremorne - Open Space Referral**

Memo



<b>To:</b>	<b>Lara Fiscalini</b>
<b>Cc:</b>	
<b>From:</b>	<b>Julia Mardjuki</b>
<b>Date:</b>	<b>6 July 2020</b>
<b>Subject:</b>	<b>PLN20/0229 65-81 Dover Street, Cremorne – Open Space Referral</b>

Dear Lara

Thank you for the opportunity to review the above named development application. I have looked over the landscape plans by Ben Scott Garden Design and the architectural plans by Fieldwork dated 21.02.2020.

Overall the landscape concept is good and we appreciate the inclusion of the pocket parks to enhance the public realm as well as the vertical green elements on the balconies and roof levels.

General comments

- In line with the comments provided by Urban Design, please ensure materials that fall outside the title boundary are consistent with the broader area and Yarra public realm standards.
- We not support the inclusion of the 300mm planting strip along the footpath.
- Any proposed raingardens or WSUD elements will need to be reviewed and signed off by Council's Stormwater and Drainage Team.
- Please ensure there is adequate space for access around the landscape elements in the pocket parks and building entries, and requirements for DDA access and wayfinding are considered.
- Please provide information around the tree planting detail in the pocket parks, will they all be raised as per the detail shown for the northern park on page 13, section BB, or are they in-ground planters as the plans for the central and southern pocket park imply? If they will be in planters, please provide details around this, otherwise please provide details around the cut-outs, tree grates and surface materials proposed.
- We would not support the use of gravel as a ground surface material for the southern pocket park given the implications to the maintenance and drainage systems. Please suggest an alternate ground surface material.

## Attachment 6 - PLN20/0229 - 65-81 Dover Street Cremorne - Open Space Referral

### Overall development

Before the development commences, we would like to request the following information:

1. a detailed planting plan showing the type, location, quantity, height at maturity and botanical names of all proposed plants. Please ensure none of the proposed plants are on the DELWP advisory list of environmental weeds;
2. details on any furniture proposed in the public realm or balcony and roof areas;
3. details of the proposed method for irrigation and drainage;
4. details of the maintenance (duration, regime) and irrigation;
5. provide a specification of works to be undertaken prior to planting;
6. detail plant/planting maintenance schedules and requirements.

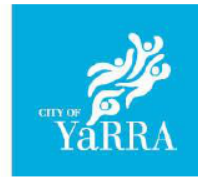
If you require any further information or clarification on the comments, please do not hesitate to contact me.

Sincerely

Julia Mardjuki  
Open Space Planner

## Attachment 7 - PLN20/0229 - 65 - 81 Dover Street Cremorne - Urban Design Public Realm Comments

# MEMO



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**To:** Lara Fiscalini (Statutory Planning)  
**From:** Daniel Perrone (Urban Design)  
**Date:** 01 July 2020  
**Site Address:** 65-81 Dover St, Cremorne  
**Application No:** PLN20/0229  
**Description:** CONSTRUCTION OF A 9-STOREY BUILDING WITH BASEMENTS, CONTAINING OFFICES AND A FOOD AND DRINK PREMISES (CAFÉ), USE OF LAND FOR A FOOD AND DRINK PREMISES (NO PERMIT REQUIRED FOR OFFICE USE) AND A REDUCTION IN THE STATUTORY CAR PARKING REQUIREMENT.

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### COMMENTS SOUGHT

Urban Design comments have been sought on the above application, in particular to the public realm/streetscape and any capital works affecting the site.

The comments provided below are based on the following submitted documents:

- Architectural plans by Fieldwork Architects dated 25 May 2020
- Landscape plans by Ben Scott Garden Design dated February 2020

### COMMENTS SUMMARY

In summary, the proposal is supported from an urban design perspective providing the following changes are made:

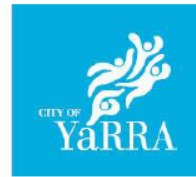
- Ensure public access to the pocket parks is maintained at all times.
- Delete planting strip and porphyry stone surface treatments to public footpath.
- The Dover Street footpath is to be reinstated as asphalt and charcoal coloured concrete kerb and channel for the full length of the site.

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

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



# MEMO



<b>1. Capital Works</b>
<ul style="list-style-type: none"> <li>• There are no known capital works being led by the Urban Design team directly around the site.</li> </ul>
<b>2. Ground Floor Interface</b>
<ul style="list-style-type: none"> <li>• The proposed ground floor is setback in three locations to create a series of 'pocket parks', providing public realm benefits and relief to the narrow footpath. A section 173 agreement should be established to ensure public access to these pocket parks is maintained at all times.</li> </ul>
<b>3. Surface Materials and Landscaping</b>
<ul style="list-style-type: none"> <li>• 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.</li> <li>• As such, the porphyry stone is not supported as a footpath treatment outside the site boundary. Delete from drawings and replace with asphalt as per Yarra Standard Drawings.</li> <li>• The proposed plans also show a 300mm wide planting strip to be installed to the back of the kerb along Dover Street and planted out with Lomandra.</li> <li>• Currently, the footpath along Dover Street is very narrow and is already obstructed by electrical posts for overhead powerlines.</li> <li>• The proposed planting strip will further reduce the footpath width, hindering pedestrian movement along the footpath.</li> <li>• As such, the proposed planting strip is not supported and is to be deleted from the drawings.</li> </ul>
<b>4. Reinstatement works</b>
<ul style="list-style-type: none"> <li>• The Dover Street footpath is to be reinstated along the full length of the subject site at the developer's cost.</li> <li>• The footpath is to be reinstated as asphalt surface and charcoal coloured concrete kerb and channel, as per Yarra Standard Drawings.</li> </ul>