Attachment 1 - Site location and zone map.

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

5/11/2020

John Theodosakis
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Mr. Theodosakis,

PLANNING APPLICATION NO.:	**PLN200186**
DEPARTMENT REFERENCE NO:	**PPR 34425/20**
PROPERTY ADDRESS:	**40-50 ROKEBY STREET, COLLINGWOOD VIC 3066**

Section 55 – No Objection

Thank you for your referring the above application to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987.*

The Head, Transport for Victoria has considered this application and does not object to the grant of a permit.

Please forward a copy of any decision to this office as required under the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Gillian Menegas on 9313-1148 or Gillian.Menegas@roads.vic.gov.au.

Yours sincerely

Gillian Menegas

Gillian Menegas
SENIOR PLANNER- Statutory Planning Referrals Metro North West Region
Under delegation from the Head, Transport for Victoria
5/11/2020

VICTORIA State Government

Attachment 1 - Site location and zone map.

CITY OF YaRRA

MeMO

TO:	John Theodosakis (Statutory Planning)
FROM	Amruta Pandhe (Urban Design)
DATE:	04 June 2020
SUBJECT:	40-72 Rokeby Street, Collingwood
APPLICATION NO:	PLN20/0168
DESCRIPTION:	Development of a fifteen storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.

COMMENTS SOUGHT

Urban Design comments have been sought on public realm matters. The comments are based on Architectural Plans dated 1st November 2019.

COMMENTS SUMMARY

In summary, the drawings are not yet acceptable from an Urban Design perspective. Detailed comments are provided below and we request that the applicant provides a response to each of these items.

It is also requested that the applicant provides detailed landscape plans prepared by a landscape architect and these need to be assessed by Council's Open Space team. The landscape plan should incorporate below recommendations.

COMMENTS

Additional details and amendments that are required on the drawings are discussed in the relevant sections below and overleaf.

Ground Floor Rokeby Street Interface

The ground floor is setback by 3m along Rokeby Street. Currently there are seven bike hoops and some landscaping proposed within this space. Pedestrian and vehicular access to the development is provided via Rokeby Street.

The ground floor building interface is generally supported, with good level of transparency to the street. Existing footpath in front of the subject site is only 2m. Hence, the ground floor setback is highly supported. This space presents a great opportunity to provide an engaging, safe and elegant pedestrian environment. Provision of visitor bike spaces within this setback is supported. However, the space needs more greenery (including vertical greenery) to reduce the hard edge created by building façade and garage doors. We also recommend that some public seating be provided within this space to accommodate anticipated use within the public realm.

There are total 14 visitor bike spaces provided within the front setback. It is recommended that these are reduced to 10 visitor bike spaces and the remaining four are relocated to the rear laneway near proposed

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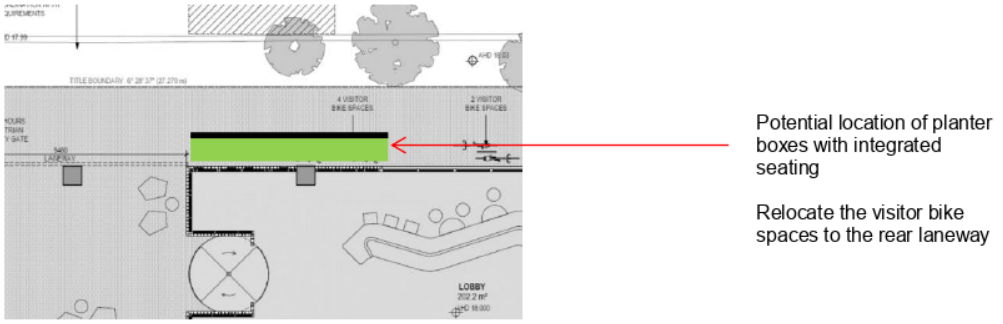
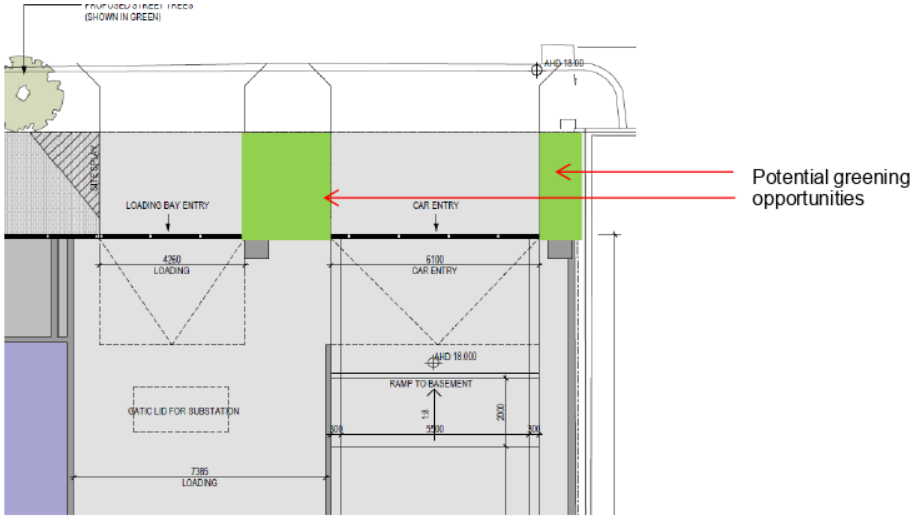
bike spaces (outside E.O.T lobby). This will contribute in decluttering the space and provides an opportunity to have landscaping and seating within this space.



Ground Floor Plan (section near the main pedestrian entrance)

There are other landscaping opportunities (including vertical greenery), like the space between the car park entry and loading bay entry. Provision of landscaping in this space will also help in creating a clear separation between the two entries. The section on north of car park entry also provides landscaping opportunity. It is important to ensure that any landscape treatment and structures do not obstruct any sight lines of drivers.



Ground Floor Plan (section near vehicular entrances)

It is recommended that a detail Landscape Plan is prepared incorporating these recommendations and these need be assessed by Council's Open Space team.

The drawings need to provide more information and/or clarification about:

- There is insufficient detail about the 9.5m long security gate shown across the pedestrian walkway. Further material and design details for the gates should be provided, including their level of transparency as this will impact the pedestrian environment during weekends and evenings.
- Provide additional spot levels on the plan to clarify the height differences between the footpath and paving. We would expect a seamless transition between the footpath and paving, with any height differences resolved through grading of the paving to ensure no steps will be required.
- Show location of all existing infrastructure on footpath like electricity pole, parking signs, street name sign. If any of this infrastructure is proposed to be relocated show the proposed new locations.

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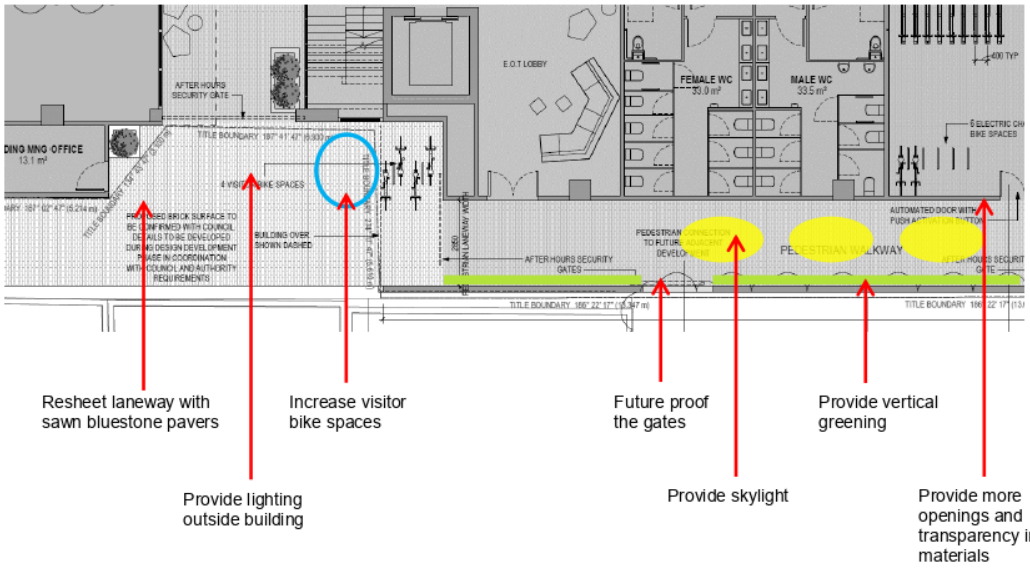
- Show general Grading and Drainage information (including within the laneway) to ensure the site layout is universally accessible, appropriate and well-designed.
  - RLs at all building entries and street interfaces.
  - Falls of pavements, including extents of significant falls (i.e. steeper than 1:33 and 1:20).
  - Drainage pits (and associated RLs).
  - Show drainage infrastructure, such as trench grates on plans.

Pedestrian Walkways

The development proposes pedestrian walkways connecting Rokeby Street to the laneways and potentially to the future adjacent development. Please note the east-west pedestrian walkway is referred as main walkway and the north-south pedestrian walkway connecting the two lanes is referred as rear walkway in below comments.

The provision of these connections are supported in principle but there are some major concerns particularly along the rear walkway about safety and the quality of space being proposed. We would like to confirm the intended audience for the rear walkway. Will it be mainly used by the cyclist to access the bike storage or are pedestrians expected to walk through this space? If the rear walkway is expected to be a thoroughfare then it needs to be pedestrian friendly. CEPTED principles need to be given high consideration due to lack of activation, limited solar access, pedestrian permeability and natural surveillance. Below recommendations are provided to make the rear walkway more acceptable from an urban design perspective:

- Explore providing some active frontages along the walkway.
- The wall along bike storage, EOT lobby and comms room can provide more transparency through use of materials and openings.
- The wall along the eastern boundary can incorporate vertical greenery.
- Confirm whether the walkway is covered or open to sky. If it is covered it is recommended to provide natural skylight openings to allow natural light into the walkway. Confirm that artificial lighting will be provided within the walkway.
- To mitigate this risk of anti-social behaviour or loitering in the laneway / outside security gates, confirm that there will be security / sensor lights at each of these.
- Ensure future proofing the gates that provide pedestrian connection to future adjacent development. This can be achieved by providing openings in the wall and using material that can easily be replaced with gates when the adjacent development is built.



Ground Floor Plan (section near rear laneways)

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Pavements

All pavements along Rokeby Street are to be reinstated as asphalt footpaths with concrete kerbs and channels for the full length of the site as per *City of Yarra's Infrastructure – Road Materials Policy*. All redundant vehicle crossovers are to be demolished. Proposed kerbs and channels and vehicle crossovers to be shown on drawings as per *Yarra Standard Drawings*.

The proposed brick surface within the Council land along the laneway is not supported. All pavements within Council land are to be reinstated as sawn bluestone pavers as per *Yarra Standard Drawings*.

All proposed paving in the pedestrian walkways must be compliant with Australian Standards for slip resistance and DDA.

The drawings need to provide more information and/or clarification about:

- Confirm delineation between public and private land. There needs to be a clear distinction between public and private realm along Rokeby Street and laneways.
- Confirm Paving / Surface material within the 3m setback space including the vehicular crossovers and all pedestrian walkways.
- Council engineer should be consulted in regard to storm water management and grading along Rokeby Street and laneways. This to ensure that the overland flow at big rain events will not cause any flooding issues.

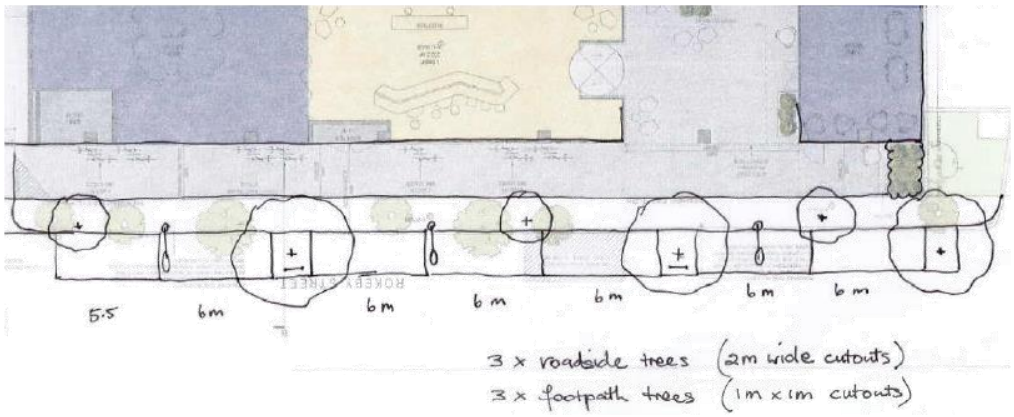
Street Tree Planting

Rokeby Street has been identified to be planted as part of Council's street tree planting program. Further, the proposed 3m setback on the ground floor provides a great opportunity to plant new trees on footpath. Hence, it is recommended to plant some trees on the footpath and some roadside trees. Provision of trees in front of the main pedestrian walkway will also contribute in mitigating the wind effect that might potentially be created due to the scale of the development. The applicant is requested to contribute to the cost of planting six (6) new street trees, which would cover tree sourcing, planting and 2 years of maintenance. The total cost for the trees would be $4,806.

Below are further details and a sketch layout showing the potential location of trees which takes into account parking and the street lighting along the site. The following tree species are recommended:

- Footpath – 3 X Brachychiton 'Bella Donna' (5-6m height x 3-5m spread); approximate cost $565 per tree
- Roadside – 3 X Eucalyptus scoparia (8m height x 6m spread); approximate cost $1037 per tree

Council's tree planting contractor will source and plant the street tree. However, please keep Council updated as the project progresses so when the plans are approved Council can ensure trees are placed on order in time for completion.



Suggested layout showing tree locations along Rokeby Street

Attachment 1 - Site location and zone map.

CITY OF YARRA

MEMO

To:	**John Theodosakis**	
From:	**Mark Pisani**	
Date:	**14 July 2020**	
Subject:	**Application No:**	**PLN20/0168**
	Description:	**Major Development; 15-Storey Mixed Use Building**
	Site Address:	**40-72 Rokeby Street, Collingwood**

I refer to the above Planning Application received on 13 May 2020 in relation to the proposed development at 40-72 Rokeby Street, Collingwood. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Rothe Lowman Architects	TP01.02 *Basement 2*	A	6 April 2020
	TP01.03 *Basement 1*	A	6 April 2020
	TP01.04 *Ground Floor*	A	6 April 2020
	TP01.05 *Level 1*	A	6 April 2020
	TP02.01 *West Elevation*	A	6 April 2020
	TP02.02 *North Elevation*	A	6 April 2020
	TP02.03 *East Elevation*	A	6 April 2020
	TP02.04 *South Elevation*	A	6 April 2020
	TP02.05 *West Elevation – No Planting*	A	6 April 2020
	TP03.01 *Section A*	A	6 April 2020
	TP03.02 *Section B*	A	6 April 2020
	TP05.01 *Development Summary*	A	6 April 2020
Ratio Consultants	*Traffic Impact* report	RepF02	8 April 2020

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:

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Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	14,666.5 m²	3.0 spaces per 100 m² of net floor area	439	77
Retail	338.8m²	3.5 spaces per 100 m² of leasable floor area	11	4
Food and Drink	66.1 m²	3.5 spaces per 100 m² of leasable floor area	2	1
		Total	**452 spaces**	**82 spaces**

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

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

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

Parking Demand Consideration	Details
Parking Demand for Office Use	The office would be providing on-site car parking at a rate of 0.53 spaces per 100 m² of floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include: ▪ 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m² ▪ 51 Langridge Street, Collingwood – 0.54 spaces/100m² ▪ 2-16 Northumberland Street, Collingwood – 0.89 spaces/100m² Although lower than the rates listed above, the proposed office parking rate of 0.53 spaces per 100 square metres of floor space is considered appropriate, as the proposal seeks to minimise private car dependency and promote more sustainable forms of transport.
Parking Demand for Retail Use	For the retail use, a staff car parking rate of 1.0 space per 100 m² of floor area could be adopted. For the proposed retail use, this would equate to three to four spaces. The balance of the parking generated by this use would be customers, who would park off-site.
Parking Demand for Food and Drink Use	Similarly with the retail use (above), a staff car parking rate of 1.0 space per 100 m² of floor area could also be adopted for the food and drink use. This would equate to a staff parking demand of one space.

- *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:
    - Smith Street-Gertrude Street trams – 550 metre walk
    - Langridge Street bus interchange (on Hoddle Street) – 420 metre walk
    - Victoria Parade trams – 350 metre walk
    - North Richmond railway station – 690 metre walk

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- *Multi-Purpose Trips within the Area*. Clients and customers to the office and retail uses might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access*. The site is well positioned in terms of pedestrian access to public transport nodes and other nearby businesses and facilities. The site has good access 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*. Ratio Consultants had undertaken an on-street parking occupancy survey of the surrounding area on Wednesday 20 November 2019 between 8:00am and 7:00pm. The survey area encompassed Rokeby Street, Glasgow Street, Northumberland Street, Byron Street Montague Street and sections of Langridge Street and Rupert Street. The times and extent of the survey are considered appropriate. An inventory of 57 publicly available parking spaces was identified. The results of the survey recorded that the peak parking occupancy had occurred at 2:00pm with the on-street parking within the study area to be fully occupied. Whilst the level of parking the area is very high, the short-stay parking regularly turns over.
- *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 commercial uses on the site is considered appropriate in the context of the development and the surrounding area. The operation of the development should not adversely impact existing on-street parking conditions in the area. Since the demand for on-street parking in the area is very high, employees at the development would be inclined to use more sustainable forms of transport (public transport, bicycles) to commute to and from the site.

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 Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Office (77 spaces)	0.5 trips per space in each peak hour	39	39
Retail (4 spaces)	1.0 trip per space in each peak hour	4	4
Food and Drink (1 space)	1.0 trip per space in each peak hour	1	1
	Total	**44 trips**	**44 trips**

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As Rokeby Street has a one-way traffic operation in the south bound direction, nearly all traffic would enter the street via Langdridge Street and exit onto Victoria Parade. Adopting a directional split of 90% inbound (40 trips) and 10% outbound (4 trips) in the AM peak hour (reversed in the PM peak hour), we agree that the traffic generated by this site should not adversely impact Rokeby Street or the surrounding road network.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a width of 6.1 metres which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	A pedestrian sight triangle has been superimposed at the exit lane of the development and satisfies *Design standard 1 – Accessways* of Clause 52.06-9.
Headroom Clearance	Not dimensioned on the drawings.
Internal Ramped Accessways	The internal ramped accessways have been provided with a minimum width of 5.5 metres with additional 300 mm wide kerbs and satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2 – Car parking spaces*.
Accessible Parking Spaces	The accessible parking spaces and shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Tandem Parking Space – Basement 2	The length of the tandem parking space (space No. 74) has not been dimensioned.
Aisles	Aisle widths range from 6.4 metres to 7.051 metres and satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Not dimensioned on the drawings. A number of columns have been positioned 300 mm from the spaces and comply with *Diagram 1 Clearance to car parking spaces*. Columns that are immediately adjacent to spaces also comply with *Diagram 1* (please see appended diagram).
Clearances to Walls	Clearances of no less than 300 mm have been provided for spaces adjacent to walls and satisfy *Design standard 2*.
Motorcycle Spaces	Motorcycle spaces have widths of 1.2 metres. Lengths of these spaces have not been dimensioned.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The gradient for the first 5.0 metre inside the property is flat and satisfies *Design standard 3: Gradients*.

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Item	Assessment
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9. According to Ratio Consultants, the 1 in 4.5 ramp within the curved ramped applies to the inside radius (standard convention). The applicant needs to reflect his on the drawings.
Transition Grade at Base of 1 in 4.5 Ramp Grade Section	The transition grades at the bases of the 1 in 4.5 ramp sections should be lengthened to 2.5 metres (applied to ramp sections that have grades steeper than 1 in 5).
Longitudinal Grades	The maximum grade of 1 in 20 along the aisle in Basement 1 (in front of spaces 26 and 27) satisfies AS/NZS 2890.1:2004.
Loading	
Loading Bay	The loading bay is irregular in shape and has a width of 4.798 metres at its narrowest point. The loading bay is considered satisfactory (please see below in the section 'Swept Path Analysis').
Swept Path Analysis	
Truck Entry Movements Via Rokeby Street 16571-SK008-B* Sheet 1 of 8	The swept path diagram for a 6.4-metre long small rigid vehicle entering the site via Rokeby Street and entering the loading bay is considered satisfactory.
Truck Exit Movements Via Rokeby Street 16571-SK008-B Sheet 1 of 8	The swept path diagram for a 6.4-metre long small rigid vehicle reversing out of the loading bay and exiting onto Rokeby Street is considered satisfactory.
Vehicle Turning Movements Development Entrance 16571-SK008-B Sheet 2 of 8	The swept path diagrams for the B99 design vehicle entering and exiting the development site via Rokeby Street are considered satisfactory.
Vehicle Turning Movements Spaces 19 and 27 16571-SK008-B Sheet 3 of 8	The swept path diagrams for a B85 design vehicle entering spaces 19 and 27 are considered satisfactory.
Vehicle Reversing Movements Spaces 19 and 27 16571-SK008-B Sheet 4 of 8	The swept path diagrams for a B85 design vehicle reversing out of spaces 19 and 27 are considered satisfactory.
Vehicle Passing Movements Basement 1 – North Side 16571-SK008-B Sheet 5 of 8	The vehicle passing movements at the north side of Basement 1 of a B95 design vehicle and an oncoming B99 design vehicle are considered satisfactory.
Vehicle Passing Movements Basement 2 – Curved Ramp 16571-SK008-B Sheet 6 of 8	The vehicle passing movements at the base of the curved ramp of Basement 2 of a B95 design vehicle and an oncoming B99 design vehicle are considered satisfactory.
Vehicle Turning Movements Basement 2 – Space 28 16571-SK008-B Sheet 7 of 8	The swept path diagrams for a B85 design vehicle entering and exiting space 28 are considered satisfactory.
Vehicle Turning Movements Basement 2 – Space 39 16571-SK008-B Sheet 7 of 8	The swept path diagrams for a B85 design vehicle entering and exiting space 39 are considered satisfactory.

* Ratio Consultants swept path diagram drawing number

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Item	Assessment
Other Items	
Development Entrance Proposed Vehicle Crossing – Ground Clearance Check	A vehicle crossing ground clearance check for the development entrance 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 '*Design Items to be Addressed*' section).

Design Items to be Addressed

Item	Details
Headroom Clearance	To be dimensioned on the drawings at the development entrance and at critical points on the ramped accessways.
Tandem Parking Space – Basement 2	The length of the tandem parking space is to be dimensioned on the drawings and be no less than 5.4 metres as required by AS/NZS 2890.1:2004.
Column Depths and Setbacks	To be dimensioned on the drawings.
Motorcycle Spaces	The lengths of the motorcycle spaces are to be dimensioned on the drawings and comply with AS/NZS 2890.1:2004.
Transition Grade at Base of 1 in 4.5 Ramp Grade Section	To be lengthened to t 2.5 metres.
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, Rokeby 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 lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.

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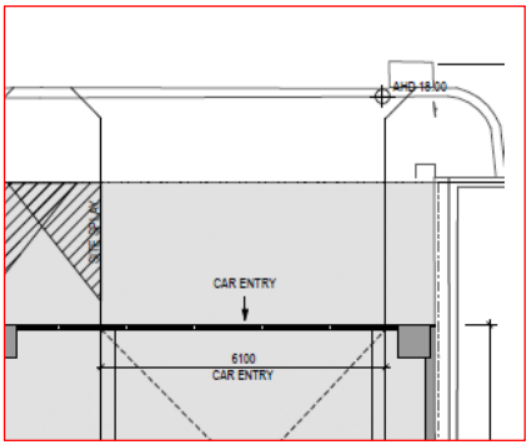
INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
Rokeby Street	
Footpath and Kerb and Channel Reconstruction	Construction works at the site and the occupation of the footpath during works will impact on the condition of the footpath and kerb and channel. The Permit Holder must reconstruct the footpaths and kerb and channel along the property's Rokeby Street road frontage.
Redundant Vehicle Crossings	To be demolished and reinstated with paving, kerb and channel.
Road Pavement Re-sheet	Construction activities on site and the passage of heavy vehicles will impact the pavement of Rokeby Street, outside the property frontage. A half-width re-sheet of the road is required once all construction works have been completed.
Existing Grated Side Entry Pit	The proposed vehicle crossing servicing the development entrance will impact the existing grated side entry pit. This pit is an important junction pit and must remain intact. The north edge of the vehicle crossing shall be positioned 1.0 metre south of the edge of the lintel of the pit.  Please see appended diagram for the 1.0 metre clearance required for the pit.
Rear Laneway abutting South East Corner of Site	
Materials with Setback Area abutting the Laneway	The materials to be used in the setback area abutting the laneway must be different to that of the bluestone pavement of the laneway. The boundary of the laneway must be clearly defined.

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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 Rokeby Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Rokeby Street frontage must be reconstructed in asphalt to Council's satisfaction and at the Permit Holder's cost. The footpath (constructed in asphalt) must have a cross-fall of no steeper than 1 in 33 or unless otherwise specified by Council.
- The half width road pavement of Rokeby Street (in between the east kerb and the centreline of the road) must be profiled (grinded) and re-sheeted to Council's satisfaction and at the Permit Holder's cost. These re-sheeting works are be undertaken outside the property's Rokeby Street frontage, in between the northern boundary and the southern boundary. Any isolated areas of pavement failure must be reinstated with full-depth asphalt.
- All redundant vehicle crossings are to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- All redundant property drain outlets are to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- The grate of the existing grated side entry pit on the east side of Rokeby Street, near the northern boundary of the site, must be replaced with a galvanised bike safe grate and is to be funded by the Permit Holder.

Vehicle Crossing

Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossings 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.

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- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Discharge of Water from Development

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

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 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 *Local Government Act* 1989 and Regulation 133.

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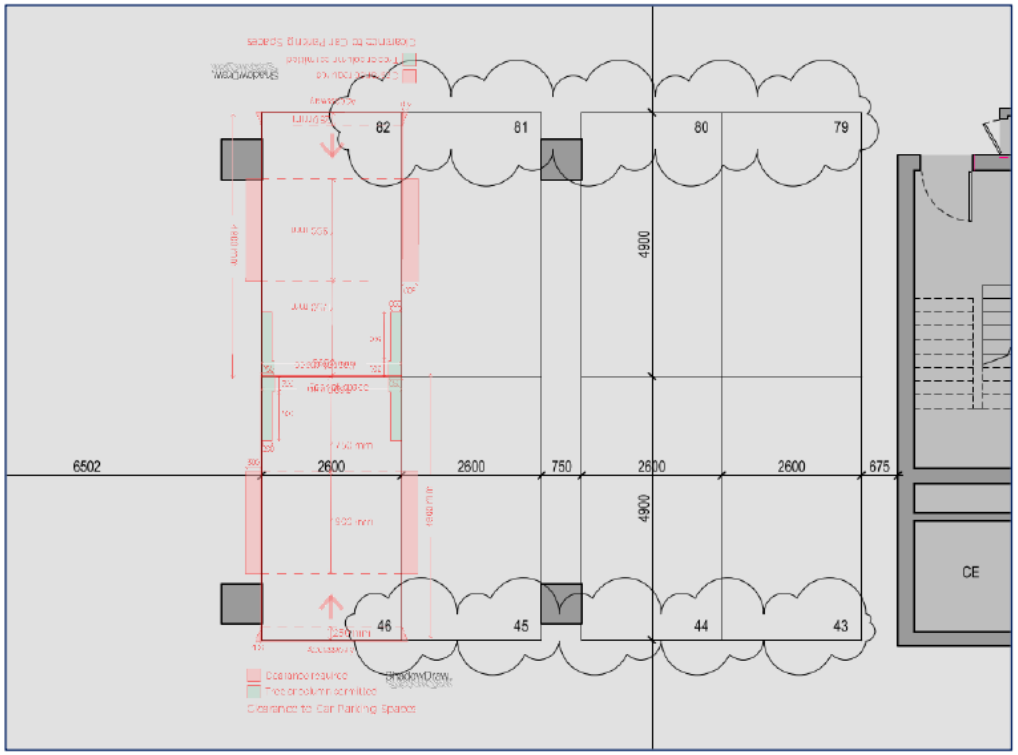
CLEARANCES TO PARKING SPACES – BASEMENT 2



Columns adjacent to spaces 81, 82, 45 and 46 are positioned outside of the parking space clearance envelopes as per *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.

Column depths and setbacks are to be dimensioned.

Attachment 1 - Site location and zone map.

CLEARANCE REQUIRED FOR EXISTING GRATED SIDE ENTRY PIT – ROKEBY STREET FRONTAGE

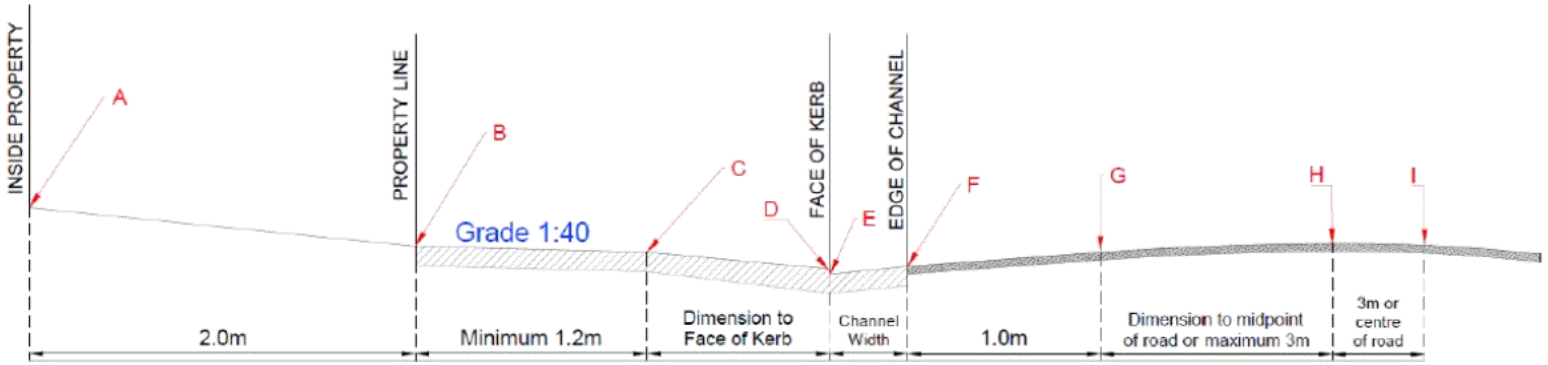
Attachment 1 - Site location and zone map.

Vehicle Crossing – Cross Section

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

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

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



Attachment 1 - Site location and zone map.

Planning Referral

To:	John Theodosakis
From:	Julian Wearne
Date:	26/10/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0168
Description:	Development (buildings and works) of a fifteen-storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.
Site Address	40-50 Rokeby Street, Collingwood

I refer to the above Planning Application referred on 13/05/2020, and the accompanying Traffic report prepared by Ratio in relation to the proposed development at 40 – 50 Rokeby Street, Collingwood. Council's Strategic Transport unit provides the following information:

Access and Safety

The following safety and access concerns should be addressed:

Bicycle access dependant on laneway surface

The location of the bicycle store is supported, providing the surface of the laneway is composed of a smooth surface. It is noted that the applicant has indicated the laneway will be paved with sawn bluestone pavers. This would be acceptable from a strategic transport perspective, but if this laneway is not re-surfaced (due to heritage or other concerns) – bicycle access will need to be reconsidered.

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:

Office (other than specified in the table)	12643 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	42 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	13 visitor spaces.	
Retail premises (other than specified in this table)	67 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
Shop	330 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 employee spaces	

Attachment 1 - Site location and zone map.

		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 visitor spaces.	
Bicycle Parking Spaces Total			**42 employee spaces**	**194 employee spaces**
			13 visitor spaces	**18 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**5 showers / change rooms**	**20 showers / change rooms**

The development provides a total of 152 additional employee spaces and 5 additional visitor spaces above the requirements of the planning scheme.

Adequacy of visitor spaces
18 spaces are noted as visitor bicycle parking spaces. The provision of the visitor spaces is acceptable given:

- The provision exceeds the statutory rate by 5 spaces; and whilst it does not meet Council's best practice rate of 25 spaces
    - All spaces are well designed and located to be suitable for visitor use.
    - The development provides well in excess of the employee rate.
    - The subject site has excellent public transport access, which is likely to provide similar benefits.

Adequacy of employee spaces
Number of spaces
The number of employee bicycle spaces exceeds the statutory rate and Council's Best Practice rate (127 spaces[1]) and is acceptable.

Design and location of employee spaces and facilities
The bicycle parking facility and end-of-trip facilities are of a very high standard, and appear to exceed all requirements of AS2890.3.

Electric vehicles / share cars
The provision of 5 electric vehicle charging facilities is supported.

The Sustainability Management Plan mentions the inclusion of a car share scheme within the building, however this does not appear to be noted on the plans. It is preferred if this detail is shown.

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

Recommendations
The following should be shown on the plans before endorsement:

1. It is recommended the provision of a car share bay be shown on the plans.

[1] *Category 6 of the SDAPP 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. The Statutory Rates are adequate for the remaining proposed uses.*

Attachment 1 - Site location and zone map.

A Green Travel Plan should be provided.

Regards

Julian Wearne

Senior Transport Planner
Strategic Transport Unit

Attachment 1 - Site location and zone map.

Hi John,

The waste management plan for 40 & 50 Rokeby Street, Collingwood authored by Ratio and dated 9/4/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi
Contract Management Officer

City Works Services
Parks, Resource Recovery, Cleansing

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
www.yarracity.vic.gov.au

From: Theodosakis, John
Sent: Wednesday, 13 May 2020 10:36 AM
To: Engineering Referral Unit <EngineeringReferalUnit@yarracity.vic.gov.au>; Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>; Wearne, Julian <Julian.Wearne@yarracity.vic.gov.au>; Urban Design Unit <UrbanDesignUnit@yarracity.vic.gov.au>
Cc: Dionisio, Simone <Simone.Dionisio@yarracity.vic.gov.au>
Subject: Planning application No. PLN20/0168 - Referral - 40-72 Rokeby Street, Collingwood.

Dear all,

I have an application for:

Development (buildings and works) of a fifteen storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.

I would like to get your comments from your perspective with regard to your areas of expertise.

Urban Design, I would like your comments in relation to the public realm only.

The relevant attachments can be found by clicking on the following link:

https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/04/29/pln200168

If you have any queries or require any additional info, please let me know.

Kind Regards,

John

Attachment 1 - Site location and zone map.

John Theodosakis
Principal Statutory Planner

City of Yarra PO BOX 168 Richmond VIC 3121
T: (03) 9205 5307 **F**: (03) 8417 6666
E: John.Theodosakis@yarracity.vic.gov.au **W**: www.yarracity.vic.gov.au

Attachment 1 - Site location and zone map.

D19/238620	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 16a. Tenant Charter
D19/238619	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 16. Rupert Street Vision Book
D19/238618	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 15. Molonglo Backgrounder
D19/238617	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 14a. Letter of Support
D19/238616	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 14. Industry Support Letter
D19/238615	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 13. Public Participation Report
D19/238610	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 12. Wind Report
D19/238609	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 11. Acoustic Report
D19/238608	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 10. Economic Report
D19/238607	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 9. Sustainable Management Plan
D19/238603	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 8. Waste Management Plan
D19/238601	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 7. Green Travel Plan
D19/238600	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6c. Building Surveyor Bike Mezza
D19/238599	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6b. Compliance Report Excerpt -
D19/238598	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6a. Traffic RFI Letter
D19/238597	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6. Traffic Impact Assessment
D19/238593	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 5. Heritage Expert Report
D19/238591	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 Certificate of Title and Title Pla
D19/238590	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 MPL Certificate
D19/238589	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 4. Planning Report
D19/238588	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 3. Landscape Plans
D19/238587	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _3 Application Form and Notice
D19/238586	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _2 Cover Letter
D19/238584	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1 RFI Response Covering Letter
D19/238583	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1_Molonglo Rupert Street Summ
D19/238582	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2C. Materials Board
D19/237415	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2B. Urban Context Report
D19/237365	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2A. Architectural Plans
D19/237364	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1_Molonglo Rupert Street Summ
D19/237363	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 MPL Certificate
D19/237362	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _4 Certificate of Title and Title Pla
D19/237361	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _2 Cover Letter
D19/237360	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _1 RFI Response Covering Letter
D19/237359	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _3 Application Form and Notice

If you have any queries or require any additional info, please let me know.

Kind Regards,

John

John Theodosakis
Principal Statutory Planner

City of Yarra PO BOX 168 Richmond VIC 3121

Attachment 1 - Site location and zone map.

T: (03) 9205 5307 **F**: (03) 8417 6666
E: John.Theodosakis@yarracity.vic.gov.au **W**: www.yarracity.vic.gov.au

John Theodosakis
Principal Statutory Planner

STATUTORY PLANNING
City of Yarra PO BOX 168 Richmond VIC 3121
T: (03) 9205 5307 **F**: (03) 8417 6666
E: John.Theodosakis@yarracity.vic.gov.au **W**: www.yarracity.vic.gov.au

ABN 98 394 086 520

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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

Attachment 1 - Site location and zone map.

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

ESD in the Planning Permit Application Process

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

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

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-r*esidential 1. 1,000m^2 or greater*.

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

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

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

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.

Attachment 1 - Site location and zone map.

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

Table of Contents

Attachment 1 - Site location and zone map.

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

Assessment Summary:

Responsible Planner:	John Theodosakis
ESD Advisor:	Gavin Ashley
Date:	10.06.2020
Subject Site:	PLN20/0168 40-50 Rokeby Street, Collingwood VIC 3066
Site Area:	Approx. 2,200 m²
Project Description:	Development with a fifteen storey building uses for shop, food and drinks premises and office, including a reduction in the associated car parking requirement.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	○ Sustainability Management Plan [10.03.20], Wood & Grieve Engineers (3 parts) ○ Architectural Plans [06.04.20], RotheLowman (3 parts) ○ Green Travel Plan [08.04.20], Ratio Consultants ○ Stormwater Management Plan [Ver A, 10.03.20], Webber Design ○ Waste Management Plan [09.04.20], Ratio COnsultants

The standard of the ESD will likely meet Council's Environmental Sustainable Design (ESD) standards, subject to the provision of further information.

Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

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

(1) Applicant ESD Commitments:

- The development is claiming a BESS score of 71%, suggesting 'Australian Excellence'.
- Building User Guide will be provided to building occupants with the intent to reduce energy and water consumption.
- All major common areas and all individual tenancies will be sub-metered separately to allow for better user control and optimisation over the energy and water consumption of each part of the building.
- Water efficient fixtures and taps.
- Fire system test water will minimise its potable water consumption by 80% from an equivalent benchmark
- A STORM report with a 104% STORM score has been submitted that demonstrates best practice and relies on ~290m² of roof connected to a 6,000 litre rainwater tank connected to toilets
- The development will incorporate a minimum of 20kW of rooftop Solar PV, to be installed above the roof mounted air handling plant.
- The Development achieves compliance with BCA 2019 Section J requirements with a minimum 20% improvement on BCA 2016 reference case energy consumption.
- High efficiency centralised gas fired domestic hot water system.
- All centralized systems are to be supplied with variable speed drives (VSD) to lower energy use when demand is low.
- The commissioning process of the building services and equipment will ensure that "design" energy efficiency translates to "operational" energy efficiency.

Attachment 1 - Site location and zone map.

- The North and West facades will incorporate full height glazing to maximise views of the city and surrounding area. These facades have integrated external shading to maintain thermal performance levels.
- Low VOC and formaldehyde products specified throughout.
- At least one EV charging point will be provided with the electrical infrastructure installed for up to 4 EV charging points to be installed in the future.
- 188 secure bicycle spaces will be provided along with a repair station and EOT facilities and an additional 6 parking spots with charging points for eBikes (representing a 200% increase in statutory requirements).
- Head contractor to reuse or recycle a minimum of 80% of construction and demolition waste (by weight) to minimise the volume of waste to landfill.
- Onsite facilities will be provided for collecting and processing food and garden waste
- 100% of the building's offsite electricity demand will be from certified GreenPower sources, reducing the building's operational GHG emissions and supporting the renewable energy sector.

(2) Application ESD Deficiencies:

- No obvious deficiencies.

(3) Outstanding Information:

- Clarify operability of windows and provision of fresh air to offices on all levels to achieve cross-ventilation.
- Provide preliminary daylight analysis to support claim including VLT assumptions.
- Provide a preliminary Section J report with glazing and insulation specifications and calculations to support improvement over reference case.
- Identify improvement over reference case for lighting.
- Clarify proportion of energy use covered by solar PV. Because 'dummy' figures have been used for energy consumption (pending Section J report) the solar is not referenced to a reasonable energy load (and will be providing benefit in scoring beyond its capacity).
- Confirm PVC content by weight or cost.
- Satisfactory. Include recycling targets within a site-specific Environmental Management Plan to be implemented by Head Contactor.
- Clarify strategy around organic waste.
- Satisfactory. Please provide a planting schedule to clarify selection of locally indigenous and drought tolerant species.
- The evaluation of credits claimed for innovation needs to be modified, as points are already awarded in the tool for bicycle parking which exceeds statutory requirements, thermal fabric improvements and the activated laneways while a good architectural feature is not considered innovative. The Green Power and Future Proofed EV wiring are satisfactory credit claims and should be supported with 2 points each subject to the Green Power contract being at least a 5-year commitment. 4 innovation points in total are acceptable.
- Confirm a construction management plan and include 80+% recycling or reuse target for demolition and construction waste.

(4) ESD Improvement Opportunities

- Satisfactory approach to HW. Consider using a heat pump.
- Consider selecting a % of materials (by weight or cost) that are either recycled or contain recycled content.
- Satisfactory. Consider calculating the reduction in GHG emissions associated with 'energy reducing' processes, and consider conducting an LCA on other components (such as concrete) to identify methods to reduce embodied carbon further.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider the provision of additional vegetation, or specification of light (high) SRI materials for example, the roof.
- Consider a green roof or wall to improve the ecological value of this site.
- Consider head contractor to be ISO14001 accredited.

Attachment 1 - Site location and zone map.

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

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

Attachment 1 - Site location and zone map.

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Natural ventilation will be assisted by energy efficient mechanical systems & BMS controls where necessary in order to achieve flow rates 50% in excess of AS 1668 levels in accordance with Green Star best practice.	Clarify operability of windows and provision of fresh air to offices on all levels to achieve cross-ventilation.	3
Daylight & Solar Access	Both the SMP and BESS report indicate a minimum 60% of the nominated floor area will achieve a DF>2%.	Provide preliminary daylight analysis to support claim including VLT assumptions.	3
External Views	All facades incorporate glazing to maximise access to views for all office occupants.	Satisfactory.	
Hazardous Materials and VOC	All internal sealants and paints, adhesives, and carpets will be low VOC, and all wood products will have a formaldehyde emission rating of E1.	Satisfactory.	
Thermal Comfort	Building fabric types and the zoning of mechanical plant (for both heating and cooling) will be selected to ensure the building targets an improved level of occupant amenity.	Satisfactory.	

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 1. Indoor Environment Quality
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

Attachment 1 - Site location and zone map.

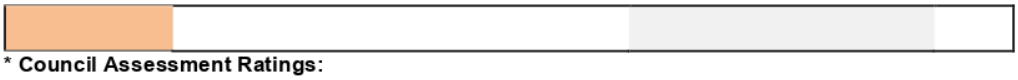
2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	The Development achieves compliance with BCA 2019 Section J requirements, with a minimum 20% improvement on BCA 2016 reference case energy consumption.	Provide a preliminary Section J report with glazing and insulation specifications and calculations to support improvement over reference case.	3
Thermal Performance	The BESS report indicates a 25% reduction in heating and cooling compared to the BCA 2016 reference case.	Include calculations in Section J report.	3
Greenhouse Gas Emissions	The BESS report indicates a 17% reduction in GHG emissions.	Include calculations in Section J report.	3
Hot Water System	High efficiency centralised gas fired domestic hot water plant will be installed.	Satisfactory approach to HW. Consider using a heat pump.	4
Peak Energy Demand	The services design includes the allocation of minimum 20kW of Solar PV contribution which will assist building power demand & reduce peak demand reduction on the main grid energy supply.	Include calculations in Section J report.	3
Effective Shading	External shading will be achieved via eaves on the North and West facades. Eaves will be adequately spaced to provide effective shading to the majority of the glazed façade. Spandrels will be utilized on East and South facades to improve the thermal performance of the building's façade overall.	Satisfactory.	1
Efficient HVAC system	Water cooled chillers, low- temperature VAV boxes (levels 2-14) and fan-coil units (Ground common / retail) provide a highly efficient system. Outside air intake will be controlled via CO2 sensors optimising energy efficiency, whilst energy recovery ventilators will be incorporated into end of trip facilities.	Satisfactory.	1
Car Park Ventilation	CO monitoring.	Satisfactory.	1
Efficient Lighting	LEDs to be typically used throughout, with motion sensors and timers to maximise energy efficiency, however no improvement in LPD claimed.	Identify improvement over reference case for lighting.	3
Electricity Generation	The proposal includes a (minimum) 20Kw rooftop solar PV system – with the BESS report claiming it is capable of generating approximately 35,000kWh or 21204% of the buildings energy use.	Clarify proportion of energy use covered by solar PV. Because 'dummy' figures have been used for energy consumption (pending Section J report) the solar is not referenced to a reasonable energy load (and will be providing benefit in scoring beyond its capacity).	3
Other	-	-	

Attachment 1 - Site location and zone map.



*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

Attachment 1 - Site location and zone map.

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: • Taps: 6 star • Toilets: 4 star • Showers: 3 star • Dishwashers 5 star • Urinals: 5 star	Satisfactory.	
Water for Toilet Flushing	A rainwater harvesting system with a capacity of 30,000L is proposed for the site to offset potable water demand for irrigation and toilet flushing	Satisfactory.	
Water Meter	All major common areas and all individual tenancies will be sub-metered separately to allow for better user control and optimisation over the energy and water consumption of each part of the building.	Satisfactory.	
Landscape Irrigation	Water sensitive landscape design with on-site rainwater storage tank and irrigation systems will be sub-soil drip systems to reduce evaporative losses.	Satisfactory.	
Other	-	-	

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 3. Water Efficiency
Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au
Water Services Association of Australia www.wsaa.asn.au
Water Tank Requirement www.makeyourhomegreen.vic.gov.au
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 1 - Site location and zone map.

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	The proposal includes a Stormwater Management Plan and MUSIC modelling which identifies an improvement on Best Practice pollution removal rates.	Satisfactory. (Stormwater Report, p. 10).	
Discharge to Sewer	It is proposed the site will be drained to a single connection point to the existing council pipe, via a new internal stormwater system, on-site detention tank and flow control pit.	Stormwater Report, p. 6	-
Stormwater Diversion	A total (non-trafficable) area of 1,345.89 m² is diverted to the rainwater tank, with the additional area (approximately 800 m²) diverted to OSD or raingardens.	Stormwater Report, p. 10	-
Stormwater Detention	The total volume of the On-Site Detention will be 14,500 L.	Stormwater Report, p. 8	-
Stormwater Treatment	Stormwater will be treated via a variety of mechanisms including: Raingardens, SPEL filtration pod in OSD, SPEL Stormsack and rainwater tank (for non-trafficable areas).	Stormwater Report, p. 10	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 1 - Site location and zone map.

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	Consider selecting a % of materials (by weight or cost) that are either recycled or contain recycled content.	4
Embodied Energy of Concrete and Steel	All reinforcing steel shall be sourced from an environmentally responsible steel maker, exceed the 500MPa strength grade and be produced using energy reducing processes in manufacture.	Satisfactory. Consider calculating the reduction in GHG emissions associated with 'energy reducing' processes, and consider conducting an LCA on other components (such as concrete) to identify methods to reduce embodied carbon further.	4
Sustainable Timber	All feature timber will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	Use of Low PVC content or PVC free material where possible.	Confirm PVC content by weight or cost.	3

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

Attachment 1 - Site location and zone map.

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	A total of 82 car parking spaces will be provided, equating to 0.56 cars per 100m2 of Office.	Satisfactory.	1
Bike Parking Spaces	188 secure bicycle spaces will be provided at ground level in addition to 18 visitor spaces (on street), and 6 parking spots with charging points for eBikes (representing a 200% increase in statutory requirements).	Great.	1
End of Trip Facilities	End of trip facilities have been provided in the basement.	Satisfactory.	1
Car Share Facilities	Car share facilities are discussed in the Green Travel Plan.	Satisfactory.	1
Electric vehicle charging	At least one EV charging point will be provided with the electrical infrastructure installed for up to 4 EV charging points to be installed in the future.	Satisfactory.	1
Green Travel Plan	A Green Travel plan has been provided.	Satisfactory.	1

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 6. Transport
Off-setting Car Emissions Options www.greenfleet.com.au
Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf
Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/
Bicycle Victoria www.bv.com.au

Attachment 1 - Site location and zone map.

7. Waste Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	It is proposed that the head contractor shall reuse or recycle a minimum of 80% of construction and demolition waste (by weight) to minimise the volume of waste to landfill.	Satisfactory. Include recycling targets within a site-specific Environmental Management Plan to be implemented by Head Contactor.	3
Operational Waste Management	An operational Waste Management Plan has been submitted that outlines waste generation (including food waste) and management practices.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Separate waste facilities are provided for the offices, and retail/café uses respectively, with adequate space for recycling. In regards to organics, the SMP claims onsite facilities will be provided for collecting and processing food and garden waste however the WMP identifies weekly collection.	Clarify strategy around organic waste.	3
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
Preparing a WMP www.epa.vic.gov.au
Waste and Recycling www.resourcesmart.vic.gov.au
Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002)
www.environment.nsw.gov.au
Waste reduction in office buildings (2002) www.environment.nsw.gov.au

Attachment 1 - Site location and zone map.

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	N/A
Maintaining / Enhancing Ecological Value	Communal terraces with integrated landscaping will be provided throughout the development, providing direct access to nature and biophilia via views of the terraces and planter boxes.	Satisfactory. Please provide a planting schedule to clarify selection of locally indigenous and drought tolerant species.	3
Heat Island Effect	No information has been provided.	Consider the provision of additional vegetation, or specification of light (high) SRI materials for example, the roof.	4
Other			
Green wall, roofs, facades	No information has been provided.	Consider a green roof or wall to improve the ecological value of this site.	4

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

Attachment 1 - Site location and zone map.

9. Innovation

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-10 Innovation points are claimed.	The evaluation of credits claimed for innovation needs to be modified, as points are already awarded in the tool for bicycle parking which exceeds statutory requirements, thermal fabric improvements and the activated laneways while a good architectural feature is not considered innovative. The Green Power and Future Proofed EV wiring are satisfactory credit claims and should be supported with 2 points each subject to the Green Power contract being at least a 5-year commitment. 4 innovation points in total are acceptable.	3-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

Attachment 1 - Site location and zone map.

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	Sub-metering of the body corporate common services energy consumption will assist with ongoing building tuning works by the facility manager.	Satisfactory.	1
Building Users Guide	A Building Users Guide will be provided to residents to inform them of the ESD features of the building and how to minimise their own ecological footprint.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider head contractor to be ISO14001 accredited.	4
Construction Management Plan	A comprehensive construction/environmental management plan is to be implemented by the head-contractor during the construction phase of the project.	Confirm a construction management plan and include 80+% recycling or reuse target for demolition and construction waste.	3
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Attachment 1 - Site location and zone map.

Sustainable Management Plan (SMP)
for planning applications being considered by Yarra Council

Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 1 - Site location and zone map.

hansen

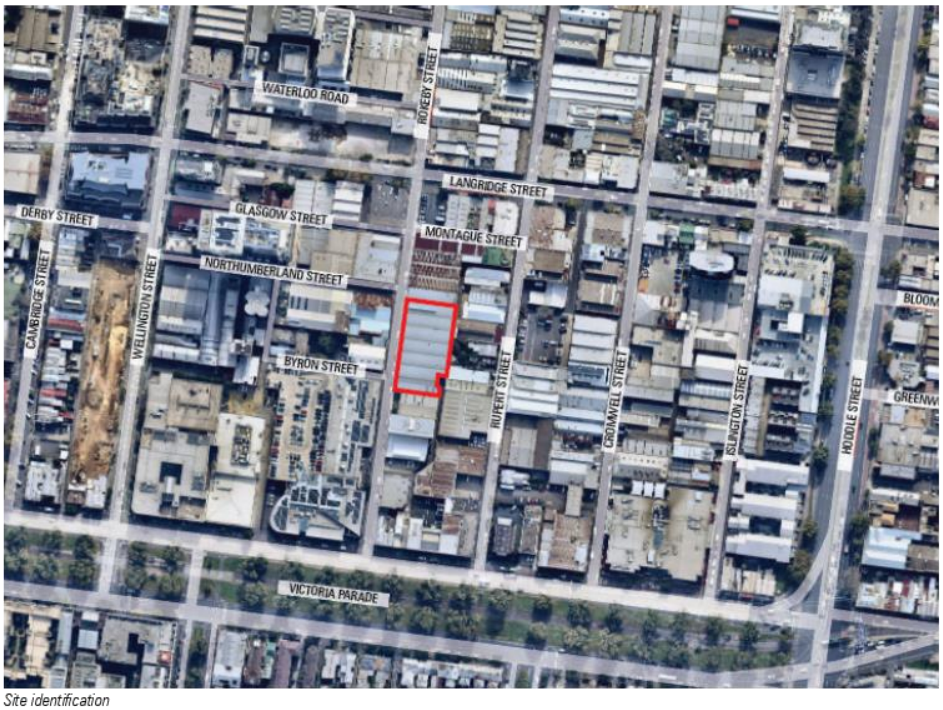
Urban Design Memo

To:	John Theodosakis	Date:	22/07/2020
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	40-50 Rokeby Street, Collingwood		

Thank you for the opportunity to review the application package for the proposed 15 storey office development at 40-50 Rokeby Street, Collingwood. Our assessment is based on the preliminary planning application plans prepared by Rothelowman, dated 1.11.2019 as well as site investigations and a comprehensive review of relevant Planning Policies.

Our assessment in relation to urban design matters, including a number of recommendations, is set down below.

Site & Context



Site identification

Attachment 1 - Site location and zone map.

The subject site is located on the east side of Rokeby Street opposite the intersection with Northumberland Street, approximately 150m to the north of the intersection with Victoria Parade. The site is regular in shape with a frontage to Rokeby Street of 64m and depth of 29.4m and 35.5m, resulting in a total site area of 2,193m^2. The site currently comprises of a set of single storey brick warehouses built to the site boundary with a unique 'serrated sawtooth' parapet and roof form. The building operates as an automotive repairs shop and also consists of some offices. Vehicular access is afforded from Rokeby Street and two separate laneways to the rear originating from Rokeby Street (to the south) and Rupert Street (to the north).

The subject site is located within the traditional industrial pocket of Collingwood between Wellington Street (to the west) and Hoddle Street (to the east). This area comprises a broad urban grid (with blocks of some 200m in length) with a diverse mix of traditional warehouse forms of 1 and 2 storeys, more recent commercial buildings from the 90s and 00s of up to 3 storeys and scattered pockets of single storey heritage cottages (primarily to the north). It is acknowledged that this area of Collingwood serves an important role as an employment and industry hub within the municipality. The site has the following interfaces:

- To the **north**, the subject site has a direct interface with 60 Rokeby Street, a segment of the single storey brick warehouse which also includes the subject site. The ground level is setback from the site boundary to the intersection of Rokeby and Montague Street, enabling undercroft car parking. Montague Street is a 6.5m wide road reserve which permits one way traffic movement (exiting into Rokeby Street). Across Montague Street is 96-97 Langridge Street, an at grade car park access from Langridge Street, a tree-lined east-west connection with dedicated bike lanes and marked on-street parking on both sides of the road reserve. Further north is a range of recent developments such as Yorkshire Brewery (17, 14 storeys) and 71-93 Gipps Street (11 storeys).
- To the immediate **east**, are two 3m wide, disconnected laneways accessed from the north via Rupert Street and south via Rokeby Street. The site also directly abuts 31, 33 and 39 Rupert Street, comprising of single storey commercial and residential buildings with a setback to the rear (common boundary). Rupert Street is a 10m wide road reserve with marked on-street parking on one side (east), extending beyond Langridge Street to the north and to Victoria Parade to the south. Further east is a mix of 1 to 4 storey commercial buildings of varied lot dimensions built to site boundary, with pockets of at-grade parking facilities. Hoddle Street, a major arterial road (45m wide) is located within 260m from the subject site.
- To the **south**, the site has a direct interface with 36-38 Rokeby Street, a single storey brick warehouse, setback from the street by 4.8m. A single crossover bound by two pockets of grassed landscape provides access to both vehicles and pedestrians. A palm tree abuts the common boundary to the north. Further south is 26-30 Rokeby Street, a recently constructed 4 storey office building built to the boundary. Prince Patrick Hotel (135 Victoria Parade, an important heritage landmark at the intersection of Rokeby Street and Victoria Parade is a 2 storey pub with a site-specific heritage overlay and 'individually significant' grading. Opposite the property is 109-111 Victoria Parade, a Strategic Redevelopment Site (as identified within the Yarra Planning Scheme) currently comprising of a single storey car showroom and associated warehouse. Further south is Victoria Parade (approximately 70m wide), a key east-west arterial road comprising of 6 vehicular lanes, bus lanes and marked on-street parking to one side. A central tramway bound by trees within wide landscaped verges buffers the tracks from the vehicular lanes.
- To the **west**, the site has a direct frontage with Rokeby Street, a 10m wide road reserve extending between Gipps Street in the north and Victoria Parade in the south. This street supports one-way vehicular movement towards the south. Directly opposite the subject site are 2 and 3 storey buildings of commercial or warehouse typologies with varying roof profiles. Further west are 2 and 3 storey office buildings and an at-grade car park located along Byron Street (turning into Northumberland Street). A cluster of red brick buildings associated with the former silos at 21 Northumberland Street (11 storeys) and distillery at 26 Wellington Street are located further west with a mix of building heights of 2 and 6 storeys. Beyond this development is Wellington Street, a 20m wide road reserve with vehicular traffic in both directions. A sizeable development at 1-57 Wellington Street is currently under construction and is to accommodate a series of buildings ranging up to 11 storeys.

Attachment 1 - Site location and zone map.

Planning and Design Framework

The site is located within the **Commercial 2 Zone (C2Z)**. The purpose of the zone is:

- *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 site is subject to **Schedule 11 of the Design and Development Overlay (DDO11- Gipps Precinct)**.
Relevant design objectives include:

- *To recognise the Precinct as a **vibrant commercial precinct** with a narrow street network.*
- *To provide a **pedestrian friendly environment** along all street frontages.*
- *To ensure building design responds to the inherent **industrial character** of the Precinct.*
- *To ensure building design will **protect the amenity** of existing pockets of residential development.*
- *To encourage improvements to the **public domain**, including the provision of public open space.*
- *To ensure that new development does not adversely impact on **pedestrian, cycling and vehicular accessibility**.*
- *To ensure a high standard of **architectural design**.*

The following Planning Policies are considered relevant to this urban design assessment:

- Clause 15 – Built Environment and Heritage;
    - Clause 15.01-1S – Urban Design;
    - Clause 15.01-1R – Urban design – Metropolitan Melbourne;
    - Clause 15.01-2S – Building design;
- Clause 21.03 – Vision;
- Clause 21.05 – Built Form;
- Clause 22.02 – Development guidelines for sites subject to the Heritage Overlay; and
- Clause 22.10 – Built form and design policy.

Other relevant documents include;

- Urban Design Guidelines for Victoria (2017).
- Victorian Urban Design Charter (2010).

Zone and Overlay Maps

Attachment 1 - Site location and zone map.

The Proposal

The proposal includes the demolition of all structures on site for the subsequent construction of a 15 storey commercial building with 2 levels of basement comprising of retail and office floorspace. Specifically, the proposal includes;

- A podium and tower arrangement rising to approximately 65.85m NGL, comprising of a stepped street wall transitioning from 2 storeys or 9.85m (north) to 4 storeys or 18.62m (south). To the rear of the site, the podium rises to a maximum of 15.7m with an overall building height of 66.3m.
- Ground level is setback by 3m to Rokeby Street comprising of a range of retail tenancies with outdoor seating, a central lift core with associated lobby extending to the primary interface, 188 regular bike parking spaces, 6 e-bike charge stations, 1 bike repair station and allied end-of-trip facilities.
- Access to the basement and loading bay area within the ground level is gained via Rokeby Street. A network of internal laneways originating from the double height entrance to Rokeby Street links into the existing laneways to the rear, enabling seamless pedestrian access from all 3 points.
- Level 1 comprising of gym/yoga room and office spaces interconnected with a 'sky laneway'. Level 2 to 12 typically consist of 2 office tenancies positioned to either side of a central corridor and lift lobby.
- A total office floor area of 15,221m^2. Above the podium, the upper levels have varied setbacks influenced by the abutting interface - 6.5m and 3m to the west, 3m and 5m to the south, 5m to the north and 5.5m to the west.
- The design language of the proposed building seeks to reference the traditional industrial warehouse character of this part of Collingwood and define an enhanced relationship to the street with the use of a range of materials in a minimalist expression of form. The recessed upper levels adopt full height glazing with corridors terminating in 'pop out' terraces that provide opportunities for landscape.

Artistic impression of 40-50 Rokeby Street by Rothelowman

Attachment 1 - Site location and zone map.

URBAN DESIGN ASSESSMENT

Strategic context and urban form

- 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 subject site is not located within an Activity Centres or a designated Strategic Redevelopment Site, there is a clear ambition that the site is located where 'more' can potentially be achieved as demonstrated by a number of approvals and recently constructed developments in its surrounds – thereby transforming this historically low-rise context into one of the pockets of higher development.
- 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'. The overall height of new development may exceed the prevailing building height of the area if the site does not cause off-site impacts and is either located on a corner site of a main road, or of substantial land area.
- Observation of the site's physical context reveals an established character with little evolution characterised by factory and warehouse buildings of 2-3 storeys. A transformation of this character is emerging with a number of multi-storey developments punctuating the skyline. Notable developments (or approvals) within proximity to the site are shown to the right (adapted from Rothelowman's Urban Context Report). The Yorkshire Brewery – a designated Strategic Development Site development in the Yarra Planning Scheme (at 17 storeys), and a number of recent multi-level developments (constructed and approved) ranging between 7 and 13 storeys, particularly within the Gipps Street Precinct, reflect the emerging 'height datum' for the area.

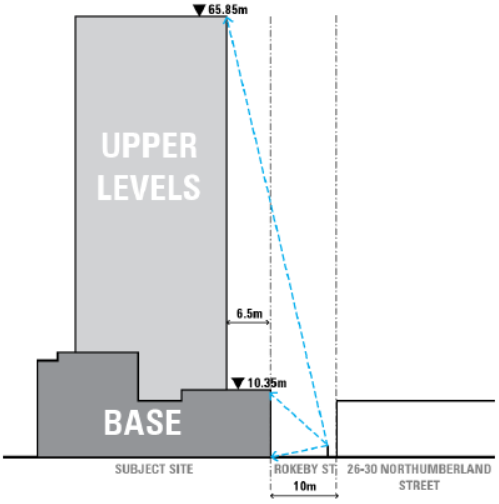
Notable development or approvals (adapted from Rothelowman's Context Report) ranging between 7 and 13 storeys, particularly within the Gipps Precinct

Attachment 1 - Site location and zone map.

- With this in mind, we are not convinced that the proposed development at a height of 15 storeys will sit comfortably within the emerging 'height datum' of the area. While the site is not a designated strategic development site and does not benefit from corner of a main road to demarcate a junction, we recognise that the site has a substantial land area which could potentially absorb and sensitively conceal an increase in development scale – as is invited in Clause 22.10 (Design and Built Form).
- The assessment of taller development in this part of Collingwood will need to be assessed against a series of urban design tests to determine an acceptable maximum height. Clause 22.10 suggest the use of massing or articulation, or changes of surface treatment, or a combination of these to relate taller buildings to the scale of their surrounds and to diminish visual bulk, and any off-site amenity impacts. More specific guidance is provided in DDO11, which states that development over 4 storeys should demonstrate a high standard of architectural design and minimise overshadowing of adjoining streets, public spaces or private properties.
- A response to these matters will be discussed below (Street Wall and Massing, Overshadowing and Architectural Expression).

Massing and Setbacks

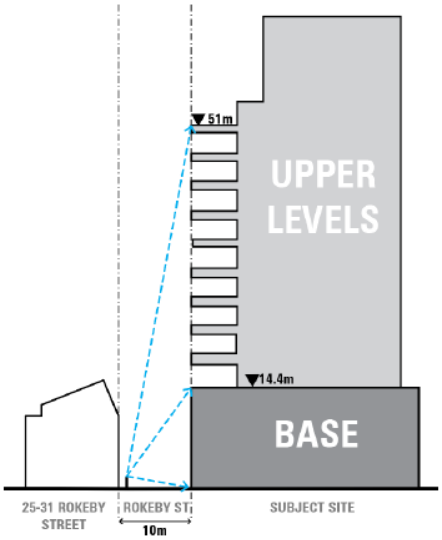
- DDO11 seeks to ensure that there is 'a consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys'. Clause 22.10-3.3 further reiterates that new development to conform to existing development scale of adjoining sites. Our review of the existing streetscape identifies a street wall height of 2-3 storeys, with the exception of a more recent development up to 4 storeys at 26-30 Rokeby Street. What can be gleaned from these policy and physical contexts is a 2-4 storey streetwall response that would be appropriate to the narrower street profile and represents a better fit within its existing and emerging streetscape. We support the proposed 4 storey streetwall with a transition to the 2 storeys to the north, particularly to mitigate the short-term effect of new development within a renewal precinct of this kind.
- The proposal has adopted a massing strategy comprising streetwall and a rising tower, which has been 'broken' up into 3 components: a 13 storey tower (setback 3m behind the street wall), a 15 storey tower (setback 6.5-10m behind the street wall) and a centrally positioned 15 storey 'sky laneway and terrace' (built to the street boundary at levels 5-12 and 6.5m above).
- Street wall continuity and its visual prominence when viewed in the oblique along narrow local streets represents inherent industrial character of this precinct (DDO11). Our concerns lie with the combination of the streetwall proportion, upper level setbacks and tower heights, which failed to maintain a visually prominent street wall when viewed in the oblique along Rokeby Street (10m street). This is clearly demonstrated at the northern tower (15 storey) setback 6.5m behind a 2-3 storey street wall and at the sky laneway (13 storey) built to the street boundary.



Proposed streetwall to upper level relationship to the north of the site (adapted from north elevation)

Attachment 1 - Site location and zone map.

- DDO11 does not seek to visually conceal upper levels behind the street walls. However, the cumulative impact of a narrow street profile and a 15-storey tower development that proportionally and visually dominate the street wall is not considered a positive pedestrian environment along Rokeby Street. This effect will be further exacerbated when replicated on adjoining sites, or across the road. A more appropriate urban design response along these narrow streets will be to establish a building height to street width ratio of 2 to 1.
- We are generally supportive of the proposed party-wall arrangements to the side boundaries (north and south) at the lower levels. In this infill context, side elevations are likely be concealed by subsequent future redevelopment of neighbouring sites.
- The tower form is setback 3-5m from the southern boundary, 5m from the northern boundary and 2.5-5.5m from the eastern boundary. A reciprocal setback conditions on abutting sites will yield up to 6-10m building separation to the south, 10m to the north and 11m to the east, which are generally positive.



Proposed streetwall to upper level relationship to the centre sky terrace of the site (adapted from section B)

Overshadowing

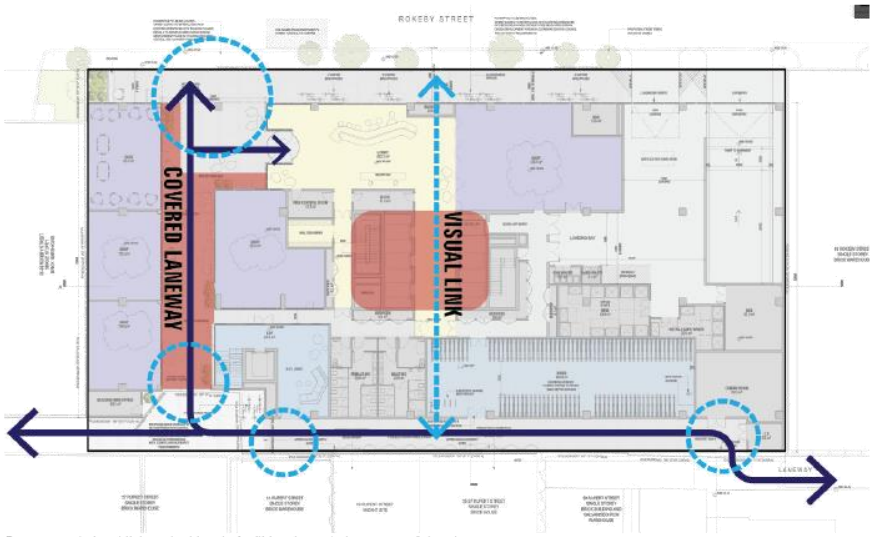
- Another important measure for urban design assessment relates to its overshadowing impact on the public realm. Following a review of the shadow diagrams at the equinox demonstrates the impact of shadow across the opposite footpath along Rokeby Street, part of Byron Street footpaths and No.9 Byron Street (currently at grade car park, but identified as open space in the Urban Context Report - p19) between 09.00 to 11.23am. Further clarification of No.9 Byron Street as an open space is needed to ascertain the appropriate level of solar access. It is also our opinion that a reasonable amount of solar access to the opposite footpath should be maintained at least during lunch hours (11am to 2pm on 22 September) at a minimum.
- In terms of overshadowing to the private realm, the proposal will cast shadows over the secluded private open space of existing residential properties to the east at No. 33-37 Rupert Street. 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).

Site Planning and Functionality

- The ground level is setback from its Rokeby Street frontage (3m) for a wider footpath (5m). Within this ground level setback are visitor bike parking (aligned with the building façade), some landscaping and outdoor seating associated with the cafe. Providing a wider footpath to cater for increased pedestrian footfall on a narrow street is supported.
- The proposed development would activate the Rokeby Street frontage by positioning its commercial lobby and retail tenancies at ground level. Although the central lift lobby location is acceptable, it is primarily visible from the south- western approach only and concealed behind a retail tenancy from the south eastern approach. This should be addressed by either bringing the lift lobby closer to the laneway or increasing the south eastern entry provision.

Attachment 1 - Site location and zone map.

- The proposed site planning is underpinned by a centrally positioned circulation core and the creation of two new laneways (Urban Context Report Page Chapter 6). It comprises a new east – west lane (between 4.8m and 9.5m wide) connecting to Byron Street further west and ground level setback (2.9m) from the eastern boundary to connect existing north and south laneways. Access to the commercial lobby and some ground level shops are through the new east- west laneway. Both laneways as we understood it are not accessible to the public after hours (between 9pm to 6am).
- We agree with observations made in the Urban Context Report that the laneway network is a quintessential ingredient of the Gipps Street Precinct and indeed will bring about community benefits in the long term from pedestrian permeability perspective and maximising ground level vibrancy, consistent with Cl21.05 of the Yarra Planning Scheme.
- We note however that the community benefits highlighted in the Context Report hinges upon the creation of new pedestrian links that are truly publicly accessible, safe and amenable. We note where the upper levels arrangement would cover 100% of the proposed east – west laneway (at levels 1, 2 and above). Combined with its limited access (after hours) and its reliance on artificial lighting, we are not convinced that the east- west laneway will be perceived as an extension of the public realm, or one that is characteristically Collingwood.
- Further improvement to maximise ground level passive surveillance onto the rear laneway is needed. The laneway is currently presented as a semi-open and semi-public corridor (44m long) and not accessible to public after hours. Passive surveillance (during business hours) from upper levels may be compromised by the pergola structure and consideration for minimising downward overlooking to existing private open space at No. 35-37 Rupert Street (east).



Recommend visual link to the bicycle facilities through the centre of the site

- A visual and link between Rokeby Street and the rear laneway, through the commercial lift lobby and bike storage is encouraged. The rear laneway appears to be designed as the 'dedicated' front door to cyclists, however the inter-connection between the bike storage, lift lobby, and basement EOT currently perceived as a 'back of house' access. Further clarification with regards to how efficient circulation can be achieved is also required (ie. A cyclist will need to go through 4 separate door access/ security points between the bike storage and EOT facility in the basement).

Attachment 1 - Site location and zone map.

- Visibility to the commercial lobby (centrally positioned) and bike storage should be available on approach from Rokeby Street and the rear laneway for site orientation and to enhance the image of the proposal as one that is promoting active transport and relocating the booster cupboard elsewhere. All of which seeks to enhance pedestrian and cyclists experience within the new semi- public spaces in accordance with Cl15.01 (Objective 2) and Cl22.07 of the Yarra Planning Scheme and CPTED- Principle 1- Natural Surveillance.

Architectural Expression

- The architectural response highlights the distinction between the 'stepped' street wall 'base' and tower forms above. The contemporary design language restrained material palette represented through concrete, glazing and 'metal finish' for modulation and articulation.
- When assessed against its 'fit' within its evolving context, as well as recently completed commercial buildings within the Gipps Street precinct, the proposed architectural response 'speaks' to its commercial use and function.
- There is limited information in the Urban Context Report that explains the architectural design intent that drives the façade design and material selection (we note rationale for massing arrangement, setback, 'height' and ESD are provided). Such information will be very informative to understand the reason as to why the proposal sought to 'break' the contiguous street wall, and the relationship between the 'street wall' and 'tower' forms.
- We note the street wall 'lattice' façade enables flexibility to vary fenestration configuration and sizing. Its extension onto the fascia, visible when viewed from the public realm and new laneway is also positive to counterbalance the impact of a stepped building profile to the north. The resulting 'solid' and 'void' effect is generally positive in addressing potential visual bulk within the lower levels.
- Inclusion of artworks within the new east- west laneway 'soffit' is generally positive but needs to be further elaborated to clearly understand if it is intended to be permanent installation, or subject to a periodical rotation.
- The tower form is fully glazed with incorporated horizontal shading structure on its north, east and west façade, creating an unbroken presentation when viewed in the round from multiple vantage points within the public realm.
- The overall façade presentation will benefit from further enhancement of the floor plate expression, as sought by incorporating variation between MF01 and MF04 (currently presenting the same length and depth). The contrast between the less solid 'louvres' and the solid shading panel are less prominent when viewed from within Rokeby Street and further afield. We encourage a variation in 'depth', or profile of MF01 for added visual interest across the broad and tall elevations.

Conclusion

In summary, we consider that the subject site lends itself to a taller development (above 5-6 storeys) due to its policy and contextual attributes. However, we consider that the proposed built form response is unacceptable in its current form primarily to justify a building height of 15 storeys (with a roof plant). In summary, we believe that there are a number of matters which require refinement to warrant a supportable urban design outcome as follows:

- The proposal should be reduced in height to sit within the emerging 'height datum' (between 9 to 13 storeys).
- Improve the streetwall and tower relationship (setback, heights) to ensure that the base of the building is visually more prominent when viewed along Rokeby Street.
- Improve the tower relationship with the narrow street profile (setback, heights) to ensure openness to the sky for pedestrian amenity.
- Setting back the 'sky laneway terrace' from the street boundary and behind the street wall.
- Clarify the status of No.9 Byron Street as an open space (in response to Urban Context Report page 19).

Attachment 1 - Site location and zone map.

- Avoid overshadowing of footpath on Rokeby Street and Byron Street between 11am to 2pm on 22 September.
- Improve visibility to the commercial lobby (centrally positioned) and bike storage on approach from Rokeby Street and the rear laneway.
- Reduce the extent of covered area along the east – west laneway.
- Additional information that explains the architectural design intent that drives the façade design and material selection.
- Provide more information on the artworks (within the building's soffit) to clearly understand its extent, and if it is a permanent installation, or a periodical rotation.
- Further improvement to the tower 'façade' design to facilitate a more legible articulation when viewed from the immediate and long-range views.

We trust the above urban design review will assist in the planning assessment of the proposal. For any queries, please contact the urban design team on 9654 8844.

Yours faithfully,

Hansen Partnership Pty Ltd

Hansen Urban Design Team

22/07/2020

Attachment 1 - Site location and zone map.

Vipac Engineers and Scientists Limited

279 Normanby Rd, Port Melbourne, VIC 3207, Australia

Private Bag 16, Port Melbourne, VIC 3207, Australia

t. +61 3 9647 9700 | **f.** +61 3 9646 4370 | **e.** melbourne@vipac.com.au

w. www.vipac.com.au | A.B.N. 33 005 453 627 | A.C.N. 005 453 627

City of Yarra

PO Box 168

Richmond, 3121, Australia

25/05/2020

Ref: 30N-20-0113-GCO-6778625-0

Attention: John Theodosakis

Dear John Theodosakis,

40-50 Rokeby Street, Collingwood - Peer Review

This peer review of the SLR Consulting Australia's Qualitative Wind Assessment (Report: 650.12053-R01-V1.2) is based on Vipac's experience as a wind-engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Our comments are as follows:

- The SLR Consulting Australia's Qualitative Wind Assessment has been prepared based on consultancy experience and no wind tunnel testing or CFD Simulation analysis has been carried out to support their assessment. We have no issue with this method for a desktop study as this is a common approach to provide architects, developments and responsible authorities advice on the wind impact of the proposed design.

- SLR Consulting has made an observation on the surrounding area, and utilised local weather data from Melbourne Airport and St Kilda Harbour RMYS for the wind assessment. Vipac has no issues with this method, but notes that SLR Consulting have not nominated a terrain category or identified averaging upwind distance for terrain wind exposure.

- Vipac generally agrees with the SLR Consulting's observations on the local wind environment, and agrees that the proposed development will received some low-level shielding from surrounding buildings, channelling wind flows along Rokeby Street, and that the nearby future developments is expected to causing complex flows in the immediate area.

- Vipac has no issues with the nominated criteria used to assess the pedestrian wind environment at the proposed development, however we note that the applied criterion for open terraces is quite stringent .Vipac does not recommend that the high level terraces are required to fulfil the sitting comfort criterion, as high level terraces in an office building are only expected to be used on fair weather days. In general, Vipac would recommend the walking comfort criterion for high level terraces unless some stringent requirements be specified.

Attachment 1 - Site location and zone map.

- The report analysed wind effects on the streetscapes along Rokeby Street, the eastern laneway, alfresco dining areas and high level terraces. SLR Consulting concluded the following:
    - The Rokeby Street Footpath may experience wind conditions above the recommended walking criterion for northerly and southerly winds. However it would be similar to existing conditions.
    - Wind conditions along the pedestrian walkway (laneway to the east of the development) is expected to have wind conditions wind the recommended walking criterion.
    - Wind conditions at the seating areas through the ground floor arcade are expected to exceed the recommended standing/seating criterion due to high south-westerly and westerly winds. SLR Consulting has recommended detailed analysis via Wind Tunnelling or CFD for the exact design of required wind control measures.
    - Wind conditions at the high level terraces are expected to be within the recommended sitting comfort criterion.

  Vipac generally agrees with SLR Consulting's comments, concerns and recommendations on the Wind Assessment of the proposed development. However, we believe that vegetation in the public realm (such as street trees) should not be considered.

In conclusion, the SLR Consultants Qualitative Wind Assessment adequately analysed the wind effects on the pedestrian level surrounding the proposed development, and on the communal terraces in detail. It found that the proposed design would be expected to have an acceptable wind environment in accordance to the City of Yarra with the exception of the sitting areas in the arcade beneath the building, and at certain locations along Rokeby Street. Vipac agrees with SLR Consulting that further analysis (wind tunnel testing or CFD analysis) is recommended to verify the predictions in this report.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Eric Yuen

Wind Engineer

Attachment 1 - Site location and zone map.

Files Reviewed (*Received 13/05/2020*):

- Plus Architectural and Shadows Part 1
- Plus Architectural and Shadows Part 1
- Plus Architectural and Shadows Part 1
- Wind Assessment

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

URBIS

LEVEL 12
120 COLLINS STREET
MELBOURNE VIC 3000

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

28 August 2020

John Theodosakis
Principal Planner
City of Yarra
PO Box 168
Richmond VIC 3121

Dear John,

SECTION 57A APPLICATION & RESPONSE TO REFERRAL COMMENTS PLN20/0168 – 40 & 50 ROKEBY STREET, COLLINGWOOD

Urbis continue to act on behalf of Landream Development Pty Ltd with respect to the above planning application for the land at No. 40 & 50 Rokeby Street, Collingwood. We have been instructed to lodge an application under Section 57A of the *Planning and Environment Act 1987* to amend the planning application currently under assessment after notice has been given. As you are aware, our client has considered Council's feedback, referral comments and also the submissions received during Notice.

We enclose the following documentation to support the application:

- Amended Architectural Package and Statement of Changes, prepared by Rothelowman Architects
- An updated Sustainable Management Plan, prepared by Stantec (formally Wood & Grieve Engineers)
- Landscape Package, prepared by Eckersley Garden Architecture

With regards to the associated fee, we request Council provide us with an invoice.

The following letter provides a brief response to address concerns raised by Council.

1. AMENDMENTS TO THE PLANS

The feedback received from Council Officers, referral advice and submissions during notice have been thoroughly considered. To collaboratively work with Council in this regard we are pleased to provide the following amended plans pursuant to Section 57A of the *Planning and Environment Act* 1987.

The amended plans incorporate the following key changes (amongst others):

- Reduction in the overall building height from 15 to 13 storeys, with two levels deleted from the 'middle levels' to ensure the two-step height variation continues to be provided. This has reduced the maximum overall building height from AHD 84.35 to AHD 77.05
- Reconfiguration of the ground floor layout to improve visibility between Rokeby Street and the rear laneway

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

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- Further public realm improvements such additional roadside trees, public seating, and landscaping
- Further improvements to the proposed rear pedestrian walkway (north-south) including lighting and planting. We also have provided additional detail, in-line with referral comments from Council external and internal Urban Designers
- 'Future proofing' of the proposed rear pedestrian walkway (north-south) to ensure the connection with the adjoining development's pedestrian laneway can provide the connectivity between Rupert and Rokeby Streets

We trust these changes result in a more refined built form outcome that is worthy of Council's support.

We have provided an updated SMP and Landscape Package, however we note that a number of other existing submitted consultant reports will not be required to be revised or superseded at this time in order to progress the application. We submit that any further revisions can be required by way of condition, on any permit to be issued.

2. RESPONSE TO REFERRAL COMMENTS

A number of referral comments have been provided on the application from various Council departments and external referrals. We seek to provide a direct response to, as follows:

2.1. EXTERNAL URBAN DESIGN

In response to the comments received from Council's external Urban Designer we have proposed the following amendments to the plans (with these shown on the substituted plans):

- Reduction in height by two levels, from 15 to 13 storeys. These have been removed from between the previous Levels 5 to 12 (now Levels 5 to 10) to allow for the two-level height variation to be retained. This ensures the proposal fits within the emerging 'height datum' as referred to by Council's external Urban Designer and also improves the tower relationship with the narrow street profile, in addition to the already provided, substantial setbacks
- Setting back the *'sky laneway terrace'* by an additional 1.15m to ensure it sits behind the title boundary and street wall. This ensures the podium is the more prominent element when viewed from the street and improves the sense of openness in the street for pedestrian amenity
- The status of No. 9 Byron Street is confirmed as being an open-air car park and not a pocket park/open space as previously annotated in the Urban Context Report
- As a result of the reduction in height, the shadowing to the opposite footpath has been reduced from 11.23am to 11.15am. In terms of shadows to the opposite footpath, we submit that in light of the above improvement, and considering that by 11.15am, the western footpath will be entirely free of any shadow, this is acceptable
- Improved visibility to the commercial lobby from Rokeby Street through the removal of the fire booster, and its replacement with an additional entrance directly fronting the primary street. This allows for a direct line of sight (visual link) to the bike store and the proposed rear pedestrian walkway
- Glazing is proposed along the bike store wall where it interfaces with the lobby. This is aligned with the entrance from the proposed rear pedestrian walkway into the bike store. This would allow for any person entering the bike store, from the proposed rear pedestrian walkway, to have a direct line of sight to Rokeby Street, and vice versa

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

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- The entrance lobby directly connects with the EOT lobby. This improves efficiency in terms of circulation and reduces the number of access/security points that cyclists will need to go through
- Greater detail has been provided with regards to the public artwork including a notation provided to TP02-01 confirming periodic rotation

With respect to the street wall/tower relationship, we submit that the reduction in height by two levels and increased setback of the sky laneway terraces in addition to the substantial setbacks already provided (between 3m and 10m) is sufficient to ensure the podium is the visually more prominent element when viewed along Rokeby Street. This is further enhanced through the detailing and articulation provided by the design of the podium.

Responding to Council's external Urban Designer request for further architectural intent, architects, Rothelowman have provide the following:

The design of the podium responds to the rich context of Collingwood. The crafted podium facade aims to capture the characteristic Collingwood warehouse 'feel' and materiality of masonry and a gridded pattern, but also offer a contemporary and distinctive architectural fabric to the streetscape. The podium facade also steps to offer street height variation to complement the existing streetscape.

In contrast to the podium, the tower design, which is comprised of glazing and metal shading elements, is clean and simple and integrates environmentally sustainable design through the carefully considered shading system.

It is not proposed to reduce the extent of covered area along the east-west laneway as suggested by Council's external Urban Designer. The covered areas provide weather projection for year-round use of the laneway (which is essential in Melbourne). Significant openings have been provided which allow for adequate solar access for this transitional area.

2.2. INTERNAL URBAN DESIGN

In response to the comments received from Council's internal Urban Designer (relating to the public realm) we have proposed the following amendments to the plans (with these shown on the substituted plans):

- Additional greenery has been provided to the ground floor setback area, as shown on TP01-04. This is in the form of raised planter beds along the building's edge, and adjacent to the car park entry and loading bay entry (both between the entries and to the north of the car park entry). The proposed landscaping in this area is low level and will not affect/obstruct the sight lines of drivers. The landscape elevations show the planting as low level
- Additional public seating has been provided as part of the raised planter beds
- The number of visitor bike spaces within the Rokeby Street frontage has been reduced to 10, with the four remaining spaces relocated to the to the rear laneway near proposed bike spaces (outside E.O.T lobby)
- Detailed Landscape Plans have been submitted, and prepared by Eckersley Garden Architecture
- Additional design detail provided such as footpath and laneway RLs, confirmation of security lighting and infrastructure notations such as parking signs and fire hydrants
- Confirmation of flush transition proposed between level of existing footpath and proposed new laneway

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

- Confirmation that the security gate along the east-west pedestrian walkway will be time programmed with sensor lights. An additional plan, TP06.01, provides further details with regards to the main security gate. This includes permeability, materials and additional visualisations.
- The proposed rear pedestrian walkway (north-south) has incorporated a number of improvements such as:
  - Increased active frontage through an enlarged EOT lobby and additional openings/glazing to the bike storage area
  - Additional landscaping
  - Confirmation that the pedestrian walkway is largely open to the sky, except for a small portion which is covered at first floor
  - Confirmation that lighting is provided along the length of the walkway
  - Confirmation that the after-hours security gates will be time programmed with sensor lights
  - The provision of openings to the future pedestrian connection of the adjacent development
- The paving/surface material within title boundaries has been nominated as brick, with a notation confirmation that the Council footpath will be retained as asphalt surface finish, and the Council laneway will be re-sheeted with sawn bluestone pavers. This also clearly delineates the public and private boundaries
- Additional footpath and roadside tree plantings have been provided. We confirm that our client would accept any permit conditions to contribute to the cost of planting six (6) new street trees, which would cover tree sourcing, planting and 2 years of maintenance. We understand the total cost for the trees would be $4,806. Please note that our landscape plans have shown the tree species as *Tristaniopsis laurina* and *Brachychiton* 'Bella Donna'.

A number of the matters raised by Council's internal Urban Designer are subject to further detailed design (such as falls of pavements, reconstruction of pavements, location of drainage pits etc) and can be resolved via permit conditions. We would consent to such conditions being included on any permit to be issued.

2.3. ENGINEERING

We consent to the Design Items to be included as conditions on any permit to be issued.

We consent to conditions being included on any permit to be issued related to the Infrastructure and Construction Activities, with these specifically relating to:

- Footpath and Kerb and Channel Reconstruction
- Redundant Vehicle Crossings
- Existing Grated Side Entry-Pit
- Materials with Setback Area abutting the Laneway

2.4. CONSTRUCTION MANAGEMENT

We consent to the Council's Construction Management Unit's suggested permit conditions to be included on any permit to be issued. These are as follows:

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

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- A Section 173 Agreement to address public lighting matter relating to the relocation of the power lines, and public lighting into the façade of the building
- A Section 173 Agreement to address public lighting in the existing laneway to allow for after-hours use
- Confirmation of the undergrounding of the power supply

As noted on the architectural plans provided, the power lines are proposed to be relocated underground, with the power poles in front of the site to become redundant. This will be confirmed with the relevant authority for removal.

2.5. ESD

In response to Council's Environmentally Sustainable Development Officer's referral comments and further discussions to date, we have provided an updated Sustainability Management Plan and accompanying letter.

Please refer to the updated Sustainable Management Plan, prepared by Stantec (formally Wood & Grieve Engineers)

2.6. WASTE

Council's Waste Officer confirmed that the submitted WMP was satisfactory.

No further response is required.

2.7. WIND

We consent to a permit condition requiring a wind tunnel test, prior to the endorsement of plans, to be included as part of any permit to be issued.

We note that our submitted Wind Report did not include street trees as part of the assessment, despite the ViPac report suggesting that it was.

3. CONCLUSION

We trust that the above and submitted information presents an acceptable response and will allow Council to make a favourable assessment of the proposal.

Should you have any further queries, please do not hesitate to contact the undersigned on 9617 6617 or via email at vgrillakis@urbis.com.au.

Yours sincerely,

Vicky Grillakis
Associate Director
9617 6617
vgrillakis@urbis.com.au

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

rothelowman

Brisbane, Melbourne, Sydney
rothelowman.com.au

Statement of Changes

40-50 Rokeby Street, Collingwood

Project no. 219093 Status TP Rev B Date 14/08/2020

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

rothelowman

The following is a list of changes between the RFI drawings dated 6th April 2020 and revised drawings dated 14th August 2020 for Application No. PLN20/0168.

General

Change	Drawing Ref.	Reason
Height of building reduced from 15 storeys to 13 storeys.	TP02.01-TP02.08 TP03.01 TP03.02 TP05.01	In response to the urban design comments provided by Hansen Partnership
Communal terraces to office tower levels reduced in depth – setback 1150mm from Rokeby Street site boundary.	TP01.08 TP01.09 TP02.02 TP02.04 TP02.06 TP02.08 TP03.02	In response to the urban design comments provided by Hansen Partnership
Shadow diagrams updated to reflect reduced building height.	TP04.01 – TP04.08	For clarity of information
Plans updated to include landscape design by Eckersley	TP00.01 TP01.04 - TP01.10 TP02.01	In response to the internal urban design comments provided by council.
Roof plant screen raised by 700mm and roof covering added to rooftop plant	TP02.01 – TP02.08 TP03.01 TP03.02	To comply with recent services engineer's advice for building functionality.

Plans

Item	Change	Drawing Ref.	Reason
1.	Clarification of the periodic rotation nature of the public artwork to the podium soffit provided	TP02.01 TP02.05	In response to the urban design comments provided by Hansen Partnership
2.	New lobby entry provided to Rokeby Street aligned with the central lift lobby.	TP01.04 TP02.01 TP02.05	To improve visibility to commercial lobby entry on approach from Rokeby Street and for visual connection between the lobby, lift lobby and EOT bike storage.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Item	Change	Drawing Ref.	Reason
3.	Reconfiguration of ground floor layout to allow for direct access between bike storage and End of Trip facilities.	TP 01.04	For improved circulation for users and amend perception of the 'back of house' access to the high quality EOT facilities.
4.	Additional glazing incorporated to rear EOT space	TP 01.04	For improved visual connection between public laneway and EOT and to increase passive surveillance to rear public walkway.
5.	Clarification of No. 9 Byron Street on grade open car park.	TP00.01 TP00.02 TP04.01 – TP04.08	In response to the urban design comments provided by Hansen Partnership
6.	Clarification of proposed relocation of existing infrastructure to Rokeby Street including electricity poles and crossovers.	TP00.02 TP01.04	In response to the internal urban design comments provided by council.
7.	Street trees, landscaping and seating features integrated to Rokeby Street and vertical planting added to rear public laneway wall. Refer to landscape design by Eckersley for details.	TP 01.04	In response to the internal urban design comments provided by council.
8.	4 visitor bike spaces to front setback relocated to rear (East) of site	TP 01.04	In response to the internal urban design comments provided by council.
9.	Additional spot levels provided to ground floor plan to reflect seamless floor finish transitions	TP 01.04	In response to the internal urban design comments provided by council.
10.	Additional details of main security gate provided.	TP06.01	For clarification in response to the internal urban design comments provided by council.
11.	Clarification of portion of rear public laneway open to sky.	TP01.04 TP01.05	For clarification in response to the internal urban design comments provided by council.
12.	Incorporation of time programmed sensor lights to after hours security gates	TP01.04 TP02.03 TP06.01	For clarification in response to the internal urban design comments provided by council.
13.	Clarification of pavement materiality for clarity of public and private land along Rokeby Street and laneways.	TP01.04	To delineate between public and private land in response to the internal urban design comments provided by council.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Stantec Australia Pty Ltd
Level 22, 570 Bourke Street
Melbourne VIC 3000
Tel: +61 3 8554 7000
Email: enquiries.mel@stantec.com www.stantec.com

20 August 2020

Enquiries: Nicholas Johnson
Project No: 44250

Yarra City Council
PO BOX 168
Richmond VIC 3121

Attention: John Theodosakis

Dear John,

RE: PLN20/0168 – 40-50 Rokeby Street, Collingwood – Revised Sustainability Management Plan

The following provides commentary and a summary overview of the changes documented within the revised Sustainability Management Plan (18.08.2020) in response to Council's Referral Response dated, 10.06.2020. The amendments have also been made in consultation with correspondence received from Euan Williamson, Environmentally Sustainable Development Officer, City of Yarra, dated 15.07.2020.

The following information is provided in direct response to the items included within Section 3 (outstanding information) of the Referral Response.

Item – Referral Response, dated 10.06.2020	Project Design Response
Clarify operability of windows and provisions for fresh air to offices on all levels to achieve cross ventilation.	The intent of the design is to have mixed-mode ventilation. The building is a commercial building in nature and due to the proposed height not suitable for operable window design. As documented within Section 4.3 of the SMP, energy efficiency initiatives have been included within the design to improve the energy impact on mechanical based ventilation. Initiatives include CO2 monitors, energy recovery ventilators and economy cycle function.
Provide a daylight analysis to support claim including VLT assumptions.	Daylight calculations have been included within Appendix B of the revised report. Compliance is demonstrated via the hand calculation methodology. Min. 40% VLT in accordance with Green Star methodology.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Provide preliminary Section J report with glazing and insulation specifications and calculations to support improvement over the reference case.	In period between the SMP submission to Council & the amended response referred to within this statement, the BESS tool has been upgraded to include suitable function to support a compliance methodology in line with BCA Section J 2019 methodology. As such, a revised BESS assessment has been provided within Appendix A of the amended SMP. Stantec are not presently engaged to provide an energy model assessment prior to the development approval. In response to this, Stantec contacted Council ESD Officer, Ewan Williamson and received correspondence dated, 15.07.2020 in response to the proposed approach. The project will achieve compliance with BCA Section J 2019 methodology as part of the detailed design process. Whilst, the revised BESS report includes a DTS compliance pathway, it is the intent of the project to demonstrate compliance via a JV3 solution post development approval. A BCA Section J report (Jv3) will be provided to Council prior to commencement of construction in support of this position. We further note, the proposed design includes the provision of on-site solar PV. It is noted, the intent shall be to demonstrate building fabric compliance in accordance with BCA Section J without the inclusion of solar PV.
Identify improvement over reference case for lighting	With reference to commentary provided above, the change to BCA 2019 methodology and nomination within BESS no-longer supports the previous SMP claim. No further evidence is provide & SMP has been amended to reflect this position.
Clarify the proportion of energy use covered by solar PV.	Further in line with commentary provided above, this will be provided prior to the commencement of construction as DTS BESS pathway has been utilised for the revised SMP in accordance with BCA 2019 methodology.
Confirm PVC content by weight or cost	The project commits to the standard by 'cost' in line with recognised Green Star standards. Refer Section 4.9 of amended SMP.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Include recycling targets within a site-specific EMP to be implemented by Head Contractor.	Minimum commitment of 80% construction & demolition waste to be recycled by the Head Contractor. Refer amendment within Section 4.7 of the SMP.
Clarify strategy around organic waste	Food & garden waste to be collected via weekly provision with on-site storage facility. Refer additional commentary provided within the site Waste Management Plan.
Please provide a planting schedule to clarify selection of locally indigenous and drought tolerant species.	Refer supporting documentation provide by Landscape Architect.
The evaluation of credit claims needs to be modified.	The amended SMP / BESS includes relevant changes as advised by Council.
Confirm a construction management plan with min. 80% recycling or reuse target for demolition and construction waste.	As per commentary above, this has been included – refer SMP Section 4.7.

We have included a revised SMP and BESS assessment in support of the above information and trust this position satisfies Council's requests for additional information to be provided in support of the development application.

Please do not hesitate to contact the undersigned if you have any queries.

Yours sincerely

Stantec Australia Pty Ltd

Nicholas Johnson
Senior Sustainability Project Engineer, Principal

Encl (Amended SMP – dated, 18.08.2020 & Amended BESS Certificate)

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

40-50 Rokeby Street, Collingwood VIC

Sustainability Management Plan

Development Application Report

Prepared for: Landream Collingwood Pty Ltd

Attention: Uday Bir Singh

Date: 20 August 2020

Prepared by: Alex Yip

Ref: 44250

Stantec Australia Pty Ltd.
Level 22, 570 Bourke Street, Melbourne VIC 3000
Tel: +61 3 8554 7000 Email: melbourne@wge.com.au

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www.stantec.com

Stantec

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Revision

Revision	Date	Comment	Prepared By	Approved By
01	28/02/2020	Draft Issue	MRD	NCJ
02	04/03/2020	Issue for Town Planning	MRD	NCJ
03	10/03/2020	Issue for Town Planning (revised)	MRD	NCJ
04	18/08/2020	Response to Council RFIs	AXY	NCJ
05	20/08/2020	Response to Council RFIs (revised)	AXY	NCJ

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Contents

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

1. Executive Summary

This report has been prepared at the request of Landream Collingwood Pty Ltd and is intended to provide an overview of the Environmentally Sustainable Design (ESD) initiatives in support of the Planning Permit Application for the proposed development at 40-50 Rokeby Street, Collingwood.

This Sustainability Management Plan (SMP) has been prepared to inform Yarra City Council of the proposed development's commitment to sustainability, measured against the documented performance guidelines in accordance with Yarra City Council's Planning Scheme. The Built Environment Sustainability Scorecard (BESS) has been utilised as the sustainability tool to demonstrate the project exemplary commitment to ESD.

This amendment has been provided in response to feedback received from Yarra City Council, dated 10.06.2020 and following further consultation with Council ESD division, dated 15.07.2020.

The vision of this project is to provide new high-quality office amenity to the Collingwood area that achieves a high level of environmental performance standards and provides social and economic uplift to the community. The project will aim to meet the needs of the expected building users through features such as sustainable transport amenity, flexible and open working space, and access to natural light and biophilia.

The project will achieve the following key sustainability targets:

- **BESS "Australian Excellence"** score - minimum 70%
- **High performance building fabric** for reduced energy demand

The following key Sustainability benchmarks where adopted by the project team and underpin the design approach included within the Development Application:

- Reduce energy demand through a **high-performance building façade** featuring thoughtful placement & concept design of glazing, external shading and high-performance building fabric detail;
- Create **healthy interiors**, including reduction in the use of harmful VOCs in glues, sealants and paints, and protection from dust and other external airborne pollutants;
- **Minimise consumption** of natural resources, including **water and raw materials;**
- Minimise environmental impacts through **construction**, including **embodied energy;**
- Minimise environmental impacts through **operation**, including **energy consumption, waste creation** and discharge of **pollutants**;
- Promote **urban ecology** through the use of communal terraces and integrated landscape design; and
- Provide **sustainable, integrated, convenient travel** through enhanced bicycle amenity and improved convenience of public transport

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1.1 BESS Score

The development has completed a Built Environment Sustainability Scorecard (BESS) assessment to guide the environmental performance and provide an equivalent rating for the building's overall sustainability performance.

The project will achieve a minimum of 71% in BESS, aligned with what is considered 'Australian Excellence'.

The score that this development has achieved in BESS is summarised in the table below:

BESS Assessment Score		
Category	**Required Score**	**Score**
Management	0%	67%
Water	50%	57%
Energy	50%	73%
Stormwater	50%	100%
IEQ	50%	67%
Transport	0%	88%
Waste	0%	67%
Urban Ecology	0%	24%
Innovation	0%	70%
Overall Score	**50%**	**71%**

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2. Project Information

2.1 Project Overview

The proposed development will see a building of 12 levels and 13,191 m² of leasable office, retail & gymnasium space contributed to the developing commercial region in Collingwood.

The development will provide new high-quality office amenity to the Collingwood area that achieves a high level of environmental performance standards and provides social and economic benefit to the local area. The project will aim to meet the needs of the expected building users through features such as ample amenities for cyclists, new activated laneways, flexible and open working space, and access to natural light and biophilia.

2.2 Development Summary

The proposed built form can be summarised as follows:

Floor Level	Description
Basement 1-2	Shared car parking facility, rainwater tank storage, end of trip lounge and facilities,
Ground	Retail tenancies, entrance lobby, cafe, end of trip lobby, secure bicycle storage, visitor bicycle parking, bike repair station etc.
Level 1	Office tenancies, gym/yoga space
Levels 2-11	Office tenancies, communal outdoor terraces
Level 12	Office tenancies

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2.3 Concept Design Impression

Image 2.3.1 – Concept design by Rothe Lowman Architects.

2.4 Project Site

The proposed development has a total site area of **2,200 m²**. The project site in relation to nearby main roads and public amenities is shown in the image below.

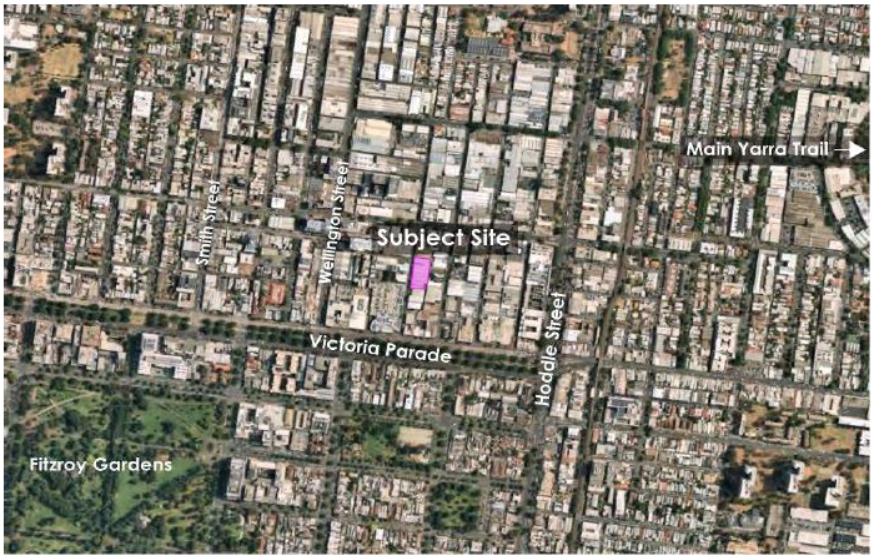

Image 2.4.1 – Subject Site. Source: Google Images.

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2.5 Design Documentation

For further development summary information, please refer to the relevant design drawings documented by Rothe Lowman Architects as nominated below:

- TOWN PLANNING ISSUE– Rothe Lowman Architects – (Revised TP Issue) 14.08.2020

2.6 Applicable Policy Requirements

The Project and ESD requirements for the development have been based on the following documents:

- Yarra Planning Scheme
- ABCB National Construction Code (NCC) 2019

2.6.1 Planning Scheme Requirements – City of Yarra

Table 1 of Clause 22.17 of the Yarra Planning Scheme requires proposed development of a non-residential building with a gross floor area of more than 1000m² to propose a Sustainability Management Plan (SMP) as part of the application requirement. The overarching objective is that development should achieve best practice in ESD from the design stage through to construction and operation in the following categories:

- Energy Performance
- Water Resources
- Indoor Environment Quality
- Stormwater Management
- Transport
- Waste Management
- Urban Ecology

This Sustainability Management Plan has been put together to provide a detailed assessment of the development and identify achievable environmental performance outcomes with regards to the overarching objectives. Sustainability assessment tools such as BESS/Green Star and STORM/MUSIC are encouraged to be utilised as a guide to demonstrate that the building has the design potential to achieve the relevant environmental performance outcomes given the site's opportunities and constraints.

2.6.2 ABCB National Construction Code – NCC 2019

The National Construction Code (NCC) via Section J – energy efficiency sets the minimum mandatory building design performance required for Australian buildings. Performance requirement JP1 Energy Use states, a building including its services, must have the features that facilitate the efficient use of energy appropriate to-

- the function and use of the building; and
- the level of human comfort required for the building use; and
- solar radiation being
  - utilised for heating; and
  - controlled to minimise energy for cooling; and
- the energy source of the services; and
- the sealing of the building envelope against air leakage; and
- for a conditioned space, achieve an hourly regulated energy consumption in line with stated figures.

Additional commentary is provided within Section 3.2.2 in response to the above.

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3. Project Sustainability Commitments

3.1 Sustainability Vision

The development at 40-50 Rokeby Street, Collingwood aims to effectively implement sustainable practises in order to reduce the project's overall environmental footprint through energy efficient design & operation, effective Water Sensitive Urban Design (WSUD), rainwater reuse, vegetated open terraces, encouraging alternative modes of transport such as cycling and walking, and healthy interiors.

3.2 Sustainability Commitments & Targets

Sustainability is a fundamental guiding principle embedded in the development of 40-50 Rokeby Street.

The project will achieve the following key targets:

- **BESS "Australian Excellence (70%)"** score
- **High performance building fabric** for reduced energy demand

3.2.1 Built Environment Sustainability Scorecard (BESS)

The development has completed a Built Environment Sustainability Scorecard (BESS) assessment to guide the environmental performance and provide an equivalent rating for the building's overall sustainability performance. The project will achieve a minimum of 70% in BESS, aligned with what is considered 'Australian Excellence'. The outcome is a demonstration of the project's commitment to ESD and exceeds the minimum performance benchmarks outlined within the City of Yarra Planning Scheme.

The score that this development has achieved in BESS is summarised in the table below:

BESS Assessment Score		
Category	**Required Score**	**Score**
Management	0%	67%
Water	50%	57%
Energy	50%	73%
Stormwater	50%	100%
IEQ	50%	67%
Transport	0%	88%
Waste	0%	67%
Urban Ecology	0%	24%
Innovation	0%	70%
Overall Score	**50%**	**71%**

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4. ESD Initiatives

In line with the sustainability commitments and vision for this development, the sustainability management plan has been broken into 10 major categories.

- Management
- Water Conservation
- Energy Efficiency
- Stormwater Management
- Indoor Environment Quality
- Alternative Transport
- Waste Minimisation
- Urban Ecology
- Sustainable Building Materials
- Innovation

These categories provide the framework to the create a development with a holistic and thorough approach to environmental sustainability. The project design details have been carefully reviewed and curated to address each category and provide innovative solutions wherever applicable.

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4.1 Management

In order to create an integrated design and construction process which in turn leads to effective operational and on- going building performance, the development seeks to address this category through the following on-site initiatives.

Building Users Guide	A Building Users Guide will be provided to residents to inform them of the ESD features of the building and how to minimise their own ecological footprint. As a minimum, the guide shall include: - Energy & Environmental Strategy - Monitoring and targeting - Building services overview - Transport facilities available to building occupants - Materials and waste policy/procedure - Expansion and retro-fit considerations - References and sources of further information
Building Management Responsibilities	Building management to ensure the upkeep and maintenance of the building in order to maintain the following design initiatives: - Building fabric maintained in order to preserve the thermal efficiency of the building – i.e. glazing and façade maintenance. - Centralised hot water system to be maintained as per design specification. - Common area air conditioning to be serviced and maintained as per design specification. - Common area lighting to be LED or low-voltage with replacement fixtures adhering to the relevant design documentation. - Lighting control systems to be maintained as specified. - Bicycle store to remain clean, accessible and secure for all users. - Operational recycling and waste management to be enforced. - Common area spares (tiles, lights, etc) to be keep on site or readily accessible.
Metering and Monitoring	All major services will be metered via smart meters that can be monitored via an intelligent Building Management System (BMS). All major common areas and all individual tenancies will be sub-metered separately to allow for better user control and optimisation over the energy and water consumption of each part of the building.
Contractor Responsibilities	Comprehensive construction/environmental management plan to be implemented by the head-contractor during the construction phase of the project.

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4.2 Water Conservation

With people becoming more aware of our water security issues, properties that are designed to use water more efficiently are becoming highly regarded by potential residents. Water saving measures such as water efficient fittings and fixtures (taps, shower heads etc.) and reuse systems are key features for water efficient design.

Overall the development will seek to address water efficiency and reduce the potable water demand for the building through the below initiatives.

Amenity Water Demand	Potable water demand reductions within the development are to be achieved by using water efficient fixtures and fittings. The architectural specification shall nominate Water Efficient Labelling Scheme (WELS) rated fittings with the following star ratings, as a minimum: - 3 Star WELS rated showerheads (>6.0 but <=7.5L minute) - 4 Star WELS rated cisterns (4.5/3L flush) - 4 Star WELS rated urinals - 6 Star WELS rated tap-ware
Fire Systems Test Water Consumption	Fire system test water will minimise its potable water consumption by 80% from an equivalent benchmark. 80% of typical system maintenance test water shall be captured and re-used within the project.
Rainwater Harvesting	A rainwater harvesting system with a capacity of 30,000L is proposed for the site to offset potable water demand for irrigation and toilet flushing. The rainwater capture and reuse system will also assist in managing stormwater flows. The rainwater tank is proposed to be located in Basement 02 as indicated in the architectural drawings.
Landscape Irrigation	Vegetation selection within the project landscape design will focus on a reduced potable water demand. Development irrigation demand shall be sourced from on-site rainwater storage tank and irrigation systems will be sub-soil drip systems to reduce evaporative losses.

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4.3 Energy Efficiency

Energy and more specifically, energy efficiency and reductions in Greenhouse Gas Emissions, remains a key driver for sustainability within the project. The built environment within Australia contributes over 40% of our total greenhouse gas emissions annually which is among the highest per capita in the world. Operational energy use within buildings represents approximately 23% all energy related greenhouse gas emissions in Australia (ABSEC, 2007). By planning for greater energy efficiency within new developments, we can set about lowering these annual greenhouse emissions.

This development has sought to include several sustainable initiatives designed in order to maximise the energy efficiency of the development. Energy efficiency initiatives proposed for inclusion within the development are outlined below:

Building Envelope Performance	In accordance with the current version of the National Construction Code (NCC 2019) and BESS DTS requirements, the project is required to achieve the following minimum thermal performance benchmarks: - Development to achieve compliance with BCA 2019 Section J requirements - All wall and glazing to meet or exceed NCC2019 insulation levels for floors and ceilings. - Demonstration of compliance to be provided via JV3 energy modelling post development application. Further to correspondence with Council dated 15.07.2020 a JV3 report shall be provided to Council prior to construction commencement. Final review and certification will then be provided to the relevant Building Surveyor.
Building Fabric & Design	An energy efficient building fabric design will reduce heating and cooling demands. The development will incorporate high levels of wall insulation, suspended soffit insulation, roof insulation, external shading elements and thermally efficient glass selections. External shading will be achieved via eaves on the North and West facades. Eaves will be adequately spaced to provide effective shading to the majority of the glazed façade. Spandrel will be utilized on East and South facades to improve the thermal performance of the building's façade overall. Generally double glazing will be applied throughout the development with the extent of low-E double glazing to be applied as required.
Energy Sub-Metering	Sub-metering of the body corporate common services energy consumption will assist with ongoing building tuning works by the facility manager Individual energy, potable water and domestic hot water meters shall be provided to each tenancy. Smart meters will allow occupants to effectively monitor and manage their energy bills.
Energy Efficient Appliances	Reduction of energy consumption will be met through the selection of energy efficient appliances where applicable (i.e. dishwashers, etc).
Solar PV	The development will incorporate a minimum of 20kW of rooftop Solar PV, to be installed above the roof mounted air handling plant. Final location & documentation to be determined following further design resolution of roof top plant locations.
Lighting	The lighting design will incorporate energy efficient lighting fixtures (typically LED types) along with energy efficient lighting controls. Motion sensors to transient zones and night-setback modes of operation will be utilised to minimise the sites lighting energy consumption. Night-setback modes of operation will all be utilised to minimise the site's lighting energy consumption.

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Air Leakage Minimisation	Air leakage to be minimised through best practice building fabric design to ensure that air infiltration does not have a significant impact on the building. All mechanical exhaust points shall be self-closing when not in use.
Efficient HVAC System	All heating & cooling systems shall be within one Star of the most efficient equivalent capacity unit available or have CoP & EERs not less than 85% of the most efficient equivalent capacity unit available. Water cooled chillers provide a high co-efficient of performance (COP) whilst, low-temperature VAV boxes (levels 2-11) combined with fan-coil units (Ground common / retail) provide a highly efficient system. Outside air intake will be controlled via CO2 sensors optimising energy efficiency, whilst energy recovery ventilators will be incorporated into end of trip facilities. Zoning controls shall be sized in accordance with PCA A-grade standards along with economy cycle functions, whilst all system fans will be fitted with variable speed-drives for improved efficiency. BMS HVAC controls will ensure overall system efficiency & optimised commissioning once installed.
Energy Efficient Fans and Pumps	All centralized systems are to be supplied with variable speed drives (VSD) to lower energy use when demand is low.
Car park ventilation	Car park mechanical systems to include variable speed fan drives and Carbon Monoxide (CO) monitoring systems to improve energy efficiency and ensure systems only run when required.
Domestic Hot Water	Water heating systems shall be within one star of the best available, or 85% or better than the most efficient equivalent capacity unit to minimise greenhouse gas emissions from the domestic hot water demand from the facility.
Peak Electricity Demand Reduction	The services design includes the allocation of minimum 20kW of Solar PV contribution which will assist building power demand & reduce peak demand reduction on the main grid energy supply.
Commissioning	The commissioning process of the building services and equipment will ensure that “design” energy efficiency translates to “operational” energy efficiency. This initiative will also include preparation of As-Built Operation and Maintenance Manuals for further transfer of knowledge to the site’s facility management team. At minimum all Mechanical and Hydraulic plant and equipment shall be commissioned to the required design conditions prior to practical completion. A formal report should then be provided to the facility management team stating the outcome of commissioning works.

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4.4 Stormwater Management

The design team recognizes and embraces that by reducing stormwater run-off from the site the project has the potential to improve natural ecosystem health and improve natural ecology beyond the site boundary. Measures taken to reduce stormwater runoff include:

Stormwater Management Requirements	The project acknowledges that Council's Storm water management (WSUD) recommend a project achieve a 100% within the BESS rating tool, through the use of either Melbourne Water's STORM online calculator or a MUSIC model. A rainwater capture and reuse system with a capacity of 30kL will be provided within the development. Rainfall will be captured from non-trafficable roof areas to be stored and reused from the rainwater tank. Rainfall landing on trafficable and landscaped terraces will be treated via SPEL treatment devices, a raingarden, and an ODS Tank. A MUSIC model has been developed and pollution reduction targets set by the City of Yarra have been met via the stormwater management strategy. A detailed Water Sensitive Urban Design (WSUD) strategy has been developed by Weber Design. Details of this strategy, including MUSIC modelling results can be found in the Stormwater Management Plan, issued under separate cover.
MUSIC Modelling Results	The following results are from the preliminary MUSIC model as defined in the Stormwater Management Plan. Flow Reduction – 57.8% Total Suspended Solids – 93% Total Phosphorous – 81.8% Total Nitrogen – 80.1% Gross Pollutant – 100% The outcome above is a high-performance outcome & in line with industry best practice for innovation claims and hence, an innovation credit claim has been included within the BESS Certificate based upon the above performance.

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4.5 Indoor Environmental Quality

Indoor Environment Quality (IEQ) has been defined as a key sustainable building category in order to improve indoor environments for building occupants which in turn aims to improve their overall wellbeing. According to the Department of Environment, Australians spend **90% or more of their time indoors**. Therefore, consideration to improving indoor environmental quality it a vital step within the design process for any modern building.

The preliminary design response for the proposed residential development has been to create a healthy building which benefits all building user groups. In order to provide Council with examples of the design commitment, the proposed development seeks to improve the overall Indoor Environmental Quality (IEQ) for building occupants by addressing the following elements:

Thermal Comfort	The building fabric and mechanical design will target a development that aims to achieve a high level of thermal comfort. Building fabric types and the zoning of mechanical plant (for both heating and cooling) will be selected to ensure the building targets an improved level of occupant amenity.
Provision of outdoor air	Outdoor air shall be provided through energy efficient mechanical systems & BMS controls where necessary in order to achieve flow rates 50% in excess of AS 1668 levels in accordance with Green Star best practice standards aimed to improve internal indoor air quality. CO2 control is also included within the HVAC services design to ensure optimal internal air conditions are achieved.
Solar Protection	The building will incorporate external shading devices and internal blinds to control glare and shade from direct sun while still achieving high levels of daylight. Glazing selections will also have solar control properties to help manage direct sunlight penetration and glare.
Daylight	Building orientation, eave and facade design, glazing and material selection have all been designed with the intent to improve and achieve high levels of natural daylight within the building. Glazing will be selected to maximise access to daylight while prioritising thermal performance necessary to achieve the targeted energy consumption outcomes. Preliminary daylight analysis indicates a total compliant nominated area of 63% (Refer to appendix B for Preliminary Daylight Mark ups)
External Views	The development has been designed to optimise external views for all occupants. All facades incorporate glazing to maximise access to views for all office occupants. The North and West facades will incorporate full height glazing to maximise views of the city and surrounding area. These facades have integrated external shading to maintain thermal performance levels.
Hazardous Materials and VOCs	All interior paints, adhesives, sealants, carpets and wall coverings will all be selected to minimise Volatile Organic Compounds (VOCs) off-gassing to improve the indoor environment quality of the facility. As a minimum the following limits will be adhered to; interior paints – 20g/l, timber varnishes and wood stains – 80g/l, multipurpose construction and carpet adhesives – 70 g/l, carpets – 0.75 mg/m²/hr.
Formaldehyde Minimisation	Selection of Low Formaldehyde composite wood products to further improve the indoor environment quality. As a minimum all wood products will have a formaldehyde emission rating of E1.
Private External Space	The inclusion of communal outdoor terraces throughout the development presents occupants with the opportunity to access the outdoors without having to exit the building.

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4.6 Alternative Transport

The adoption of sustainable transport methods is encouraged by building designs which provide appropriate facilities for occupants and visitors. Site proximity to major transport infrastructure also lends itself to building residents adopting and utilising sustainable methods of transport.

The table below summarises the sustainable transport features of the proposed development. Please refer to the Green Travel Plan, prepared under separate cover, for more details.

Sustainable Transport Infrastructure	The subject site is well served by a number of public transport services, with the following services operating nearby: • North Richmond train station is approximately 600m walking distance from the site and provides services to/from the city and services Hurstbridge and Mernda lines. • Tram Routes 12, 109 and 86 are all within 600m of the site and run services between Toorak & West Coburg, and Balaclava via Prahran & North Richmond. • Bus routes 246, 302, 303, 304, 305, 309, 318, 350, 905, 906, 907, 908
Provision of Car Parks	A total of 82 car parking spaces will be provided, equating to 0.65 cars per 100m2 of Office NLA.
Motorbike Parking and Car Sharing	The building will incorporate a car sharing scheme via offering building users membership options with GoGet or a similar entity. The building user's guide will include information about nearby car sharing spots (on surrounding streets). Dedicated motorbike parking will be provided (5 parks) to encourage alternative modes of transport to single occupancy vehicles.
EV Charging	At least one EV charging point will be provided with the electrical infrastructure installed for up to 5 EV charging points to be installed in the future.
Providing Bike Storage	188 secure bicycle spaces will be provided within a secure enclosure at ground level adjacent to the main entry to the development. An additional 6 parking spots with charging points will be provided for eBikes. This equates to a ~200% increase on statutory requirements for bicycle parking. A bicycle repair station will be provided within the secure bicycle parking area.
Provision of Visitor Bike Storage	18 visitor bicycle spaces will be provided along the street frontage, ground floor public area and throughout the site.
End of Trip Facilities	End of Trip facilities will be provided in Basement 01 of the building, plus an EOT lobby on Ground Floor. Ample lockers have been provided, at a rate in excess of 2 lockers per secure bicycle storage space (total 428/188). The facilities also include showers, toilets and changerooms.

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4.7 Waste Minimisation

Construction and demolition activities account for a large percentage of the waste and recycling generated by a site when compared to its general operation. There is now a growing level of interest in 'green' buildings, which through careful design use less resources and energy than conventional buildings and provide healthier environments for staff.

Construction Environmental Management Plan	The head contractor will be required to prepare a site-specific construction Waste Management Plan. This will require the contractor to retain waste records and provide quarterly reports to the building owner during the construction period. A minimum of 80% construction & demolition waste is to be recycled. The site specific EMP shall include a requirement that the head contractor shall reuse or recycle a minimum of 80% of construction and demolition waste (by weight) to minimise the volume of waste to landfill. Material waste sorting shall include, but not be limited to: - Concrete, bricks, asphalt - Timber - Soil - Steel and other metals - Paper, glass, plastics, cardboard packaging - Carpet, ceiling tiles, plumbing fixtures and equipment - Mechanical equipment, lighting fixtures and electrical components
Operational Waste Management Plan	With regards to the reduction of operational building waste, a site-specific Waste Management Plan has been prepared and submitted as part of the planning application. The design of the facility has incorporated an allowance for recycling throughout the waste collection facilities. Please refer to this document for further clarification in this regard. Provision for effective recycling waste storage – dedicated recycling and waste storage facilities have been included within the design to enable greater recycling rates from operational waste streams. Waste collection systems which provide equal ease for the disposal of both garbage and recyclables generate considerably higher recycling volumes than systems which employ waste separation off site. This project will reduce the overall total waste that would be delivered to landfill during typically operation through the introduction of dedicated recycling waste facilities and systems which will give the users the ability to subdivide their waste at source.
Onsite Management of Organic Waste	As part of the waste management plan, residents shall have access to a weekly collection system for both food and garden waste, to be collected weekly. Additional information is provided with the site-specific waste management plan.

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4.8 Urban Ecology

In order to protect and enhance the local biodiversity and urban ecology, the development seeks to address this ESD category through the following on-site initiatives.

Communal Terraces	Communal terraces with integrated landscaping will be provided throughout the development, providing direct access to nature and biophilia via views of the terraces and planter boxes.
Integrative Design	The development will integrate a celebration of local Collingwood culture and heritage and a celebration of place into the design through the incorporation of active laneways, street art, setback public interfaces and a warehouse mezzanine. This will include the integration of urban vegetation, indoor plants, climbers, and planter boxes on terraces.

4.9 Sustainable Building Materials

A significant amount of material is expected to be used within the development. Embodied energy is often a key consideration overlooked in material selection. The proposed development seeks to address and manage the selection and specification of sustainable building materials.

Sustainable Timber	Where timber is to be incorporated into the development, Forest Stewardship Council (FSC) Certified / Plantation Timbers are to be used. FSC Certification is an internationally recognised scheme ensuring that timber is sourced from sustainable sources.
Paints, Adhesives and Sealants	All interior paints, adhesives and sealant specifications will limit Volatile Organic Compounds (VOC's).
Carpets	All interior carpet specifications will limit VOC's
PVC	90% (by cost) of all formwork, pipes, flooring, blinds and cables to be either PVC free or meet best practice guidelinesGuidelines for PVC in the built environment.
Steel	All reinforcing steel shall be sourced from an environmentally responsible steel maker, exceed the 500MPa strength grade and be produced using energy reducing processes in manufacture.

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4.10 Sustainability Innovation

These are strategies which encourage innovative technology, design and processes in all aspects of the development, which positively influence the sustainability of the building.

Improved Stormwater pollution reduction targets	Stormwater pollution reduction shall achieve the targets stated within Column B of the Greenstar v1.3 table 26.2 Pollution Reduction Targets as follows: • Total Suspended Solids – 80% reduction (achieved 93%) • Gross Pollutants – 90% reduction (achieved 100%) • Total Nitrogen – 45% reduction (achieved 81.8%) • Total Phosphorus – 60% reduction (achieved 80.1)
Enhanced Bicycle Amenity	A bicycle repair station as well as 6 eBike charging points shall be provided to further encourage uptake of sustainable transport.
Ultra-Low VOC Paints	At least 50% of all paints used (by volume) in the development shall have a maximum TVOC content of 5g/L
100% GreenPower	100% of the building's offsite electricity demand will be from certified GreenPower sources, reducing the building's operational GHG emissions and supporting the renewable energy sector.
Future-Proofed Asset	The building will integrate electrical infrastructure to allow for future uptake of EV charging points as well as integrating a high quality BMS system to allow for improved control over building systems to optimise operation and reduce energy/water consumption.

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Appendix A: BESS Report

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

BESS Report

This BESS report outlines the sustainable design commitments of the proposed development at 40-50 Rokeby St Collingwood VIC 3066. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Yarra City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

40-50 Rokeby St, Collingwood 3066 Collingwood

Site area: 2260 m^2 · Building Floor Area: 13395 m^2 ·
Date of Assessment: 19 Aug 2020 ·
Version: V5, 1.6.2-B.292 ·
Applicant: marelle.davey@wge.com.au

Project Identifier
53595ECE

Published
http://bess.net.au/projects/53595ECE-V1

Your BESS score is

+71%

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

50% + Best Practice

70% + Excellence

% of Total	Category	Score	Pass
3 %	Management	67 %	
5 %	Water	57 %	✓
20 %	Energy	73 %	✓
14 %	Stormwater	100 %	✓
11 %	IEQ	67 %	✓
8 %	Transport	88 %	
4 %	Waste	67 %	
1 %	Urban Ecology	24 %	
6 %	Innovation	70 %	

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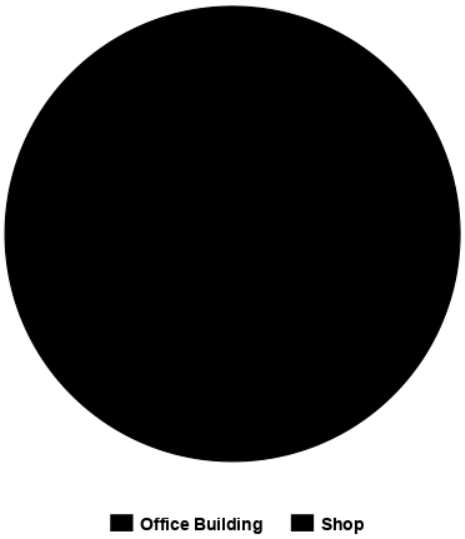
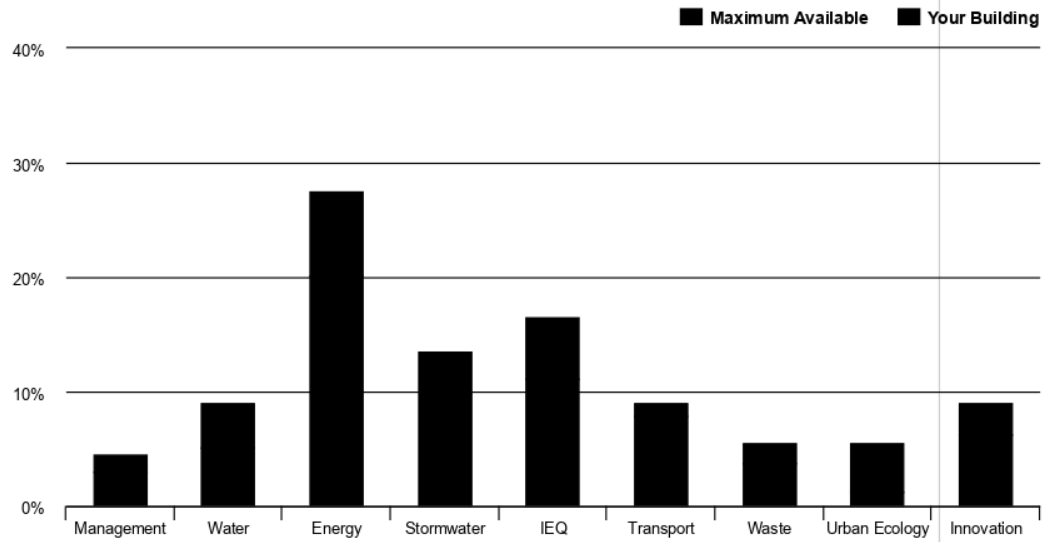
Building Composition



Non-Residential Spaces

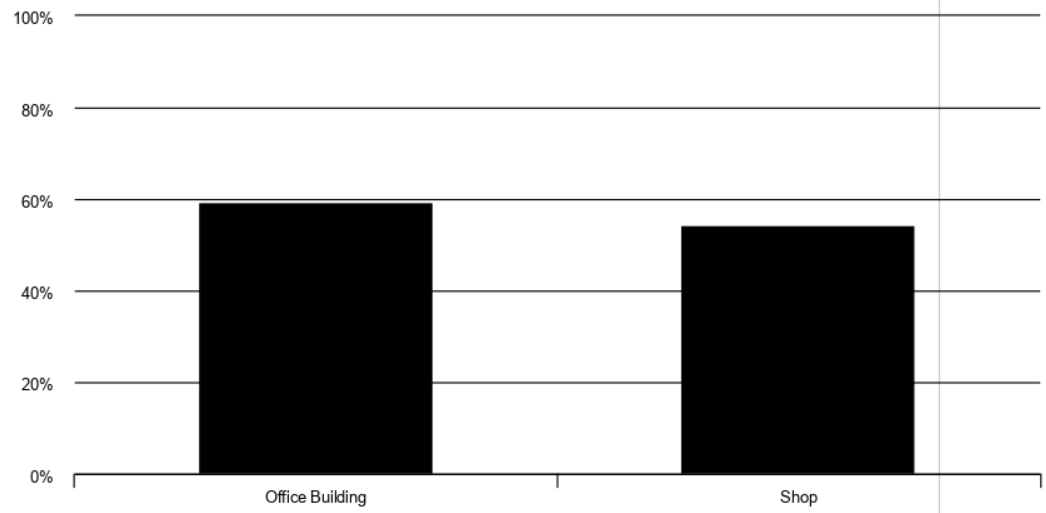
Office Building	12,847 m²
Shop	548 m²

How did this Development Perform in each Environmental Category?



Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

How does each Dwelling or Non-Residential Space type perform?



Sustainable design commitments by category

The sustainable design commitments for this project are listed below. These are to be incorporated into the design documentation and subsequently implemented.

Management

67% - contributing 3% to overall score

Credit	Disabled	Scoped out	Score
Management 1.1 Pre-Application Meeting			100 %
Management 3.2 Metering			100 %
Management 3.3 Metering			100 %
Management 4.1 Building Users Guide			100 %

Management 1.1 Pre-Application Meeting

100%

Score Contribution	This credit contributes 33.3% towards this section's score.
Aim	To encourage the involvement of suitably qualified ESD professionals in the project team from the early design stage.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Notes	The credit has been claimed on the basis Stantec have engaged with COY throughout the application process. Due to COVID restriction, face-to-face meeting has not taken place, rather correspondence via phone & email. Records dated 15.07.20 indicate suitable correspondence with Council ESD department.

Questions

Has an ESD professional been engaged to provide sustainability advice from schematic design to construction? AND Has the ESD professional been involved in a pre-application meeting with Council? *

Project wide
Yes

Management 3.2 Metering 100%

Score Contribution	This credit contributes 11.1% towards this section's score.
Aim	To provide building users with information that allows monitoring of energy and water consumption

Questions

Have utility meters been provided for all individual commercial tenants? *

Office Building	Shop
Yes	Yes

Management 3.3 Metering 100%

Score Contribution	This credit contributes 11.1% towards this section's score.
Aim	To provide building users with information that allows monitoring of energy and water consumption

Questions

Have all major common area services been separately submetered? *

Office Building	Shop
Yes	Yes

Management 4.1 Building Users Guide 100%

Score Contribution	This credit contributes 11.1% towards this section's score.

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Aim	To encourage and recognise initiatives that will help building users to use the building efficiently

Questions

Will a building users guide be produced and issued to occupants? *

Project wide

Yes

Water

57% - contributing 5% to overall score

Credit	Disabled	Scoped out	Score
Water 1.1 Potable water use reduction			40 %
Water 3.1 Water Efficient Landscaping			100 %
Water 4.1 Building Systems Water Use Reduction			100 %

Water Approachs

What approach do you want to use Water?	Use the built in calculation tools
Do you have a reticulated third pipe or an on-site water recycling system?	No
Are you installing a swimming pool?	No
Are you installing a rainwater tank?	Yes

Water fixtures, fittings and connections

	Office	Retail
Showerhead	4 Star WELS (>= 6.0 but <= 7.5)	Scope out
Bath	Scope out	Scope out
Kitchen Taps	>= 6 Star WELS rating	>= 6 Star WELS rating
Bathroom Taps	>= 6 Star WELS rating	>= 6 Star WELS rating
Dishwashers	Scope out	Scope out
WC	>= 4 Star WELS rating	>= 4 Star WELS rating
Urinals	>= 4 Star WELS rating	>= 4 Star WELS rating
Washing Machine Water Efficiency	Scope out	Scope out
Which non-potable water source is the dwelling/space connected to?	Tank 1	Tank 1
Non-potable water source connected to Toilets	Yes	Yes

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

	Office	Retail
Non-potable water source connected to Laundry (washing machine)	No	No
Non-potable water source connected to Hot Water System	No	No

Rainwater Tanks

	Tank 1
Name	Tank 1
What is the total roof area connected to the rainwater tank? Square Metres	1095.0
Tank Size Litres	30000.0
Irrigation area connected to tank Square Metres	300.0
Is connected irrigation area a water efficient garden?	Yes

Water 1.1 Potable water use reduction 40%

Score Contribution	This credit contributes 71.4% towards this section's score.
Aim	Water 1.1 Potable water use reduction (interior uses) What is the reduction in total water use due to efficient fixtures, appliances, and rainwater use? To achieve points in this credit there must be >25% potable water reduction. You are using the built in calculation tools. This credit is calculated from information you have entered above.
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.

Calculations

Reference (kL) *

Project wide
21243

Proposed (excluding rainwater and recycled water use) (kL) *

Project wide
13875

Rainwater or recycled water supplied (Internal + External) (kL) *

Project wide
663

Proposed (including rainwater and recycled water use) (kL) *

Project wide
13212

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

% Reduction in Potable Water Consumption * Percentage %

Project wide

37 %

Water 3.1 Water Efficient Landscaping 100%

Score Contribution	This credit contributes 14.3% towards this section's score.
Aim	Are water efficiency principles used for landscaped areas? This includes low water use plant selection (e.g. xeriscaping). Note: food producing landscape areas and irrigation areas connected to rainwater or an alternative water source are excluded from this section.

Questions

Will water efficient landscaping be installed? *

Project wide

Yes

Water 4.1 Building Systems Water Use Reduction 100%

Score Contribution	This credit contributes 14.3% towards this section's score.
Aim	Will the project minimise water use for building systems such as evaporative cooling and fire testing systems?

Questions

Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems? *

Project wide

Yes

Energy 73% - contributing 20% to overall score

Credit	Disabled	Scoped out Score
Energy 1.1 Thermal Performance Rating - Non-Residential		38 %
Energy 2.1 Greenhouse Gas Emissions		100 %
Energy 2.2 Peak Demand		100 %

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Energy 2.3 Electricity Consumption	100 %
Energy 2.4 Gas Consumption	100 %
Energy 3.1 Carpark Ventilation	100 %
Energy 3.2 Hot Water	100 %
Energy 3.7 Internal Lighting - Non-Residential	100 %
Energy 4.1 Combined Heat and Power (cogeneration / trigeneration)	N/A
Energy 4.2 Renewable Energy Systems - Solar	96 %

Use the BESS Deem to Satisfy (DtS) method for Energy?	Yes
Do all exposed floors and ceilings (forming part of the envelope) demonstrate a minimum 10% improvement in required NCC2019 insulation levels (total R-value upwards and downwards)?	Yes
Does all wall and glazing demonstrate meeting the required NCC2019 facade calculator (or better than the total allowance)?	Yes
Are heating and cooling systems within one Star of the most efficient equivalent capacity unit available, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available?	Yes
Are water heating systems within one star of the best available, or 85% or better than the most efficient equivalent capacity unit?	Yes
Are you installing a cogeneration or trigeneration system?	No

Non-Residential Spaces Energy Profiles

		Office	Retail
Heating - Gas Reference fabric & services	MJ	0.0	0.0
Heating - Gas Proposed fabric & reference services	MJ	0.0	0.0
Heating - Gas Proposed fabric & services	MJ	0.0	0.0
Hot Water - Gas Reference	MJ	0.0	0.0
Hot Water - Gas Proposed	MJ	0.0	0.0

Solar Photovoltaic systems

		Solar PV
Name		Solar PV
System Size (lesser of inverter and panel capacity)	kW peak	20.0
Orientation (which way is the system facing)?		North
Inclination (angle from horizontal)	Angle (degrees)	5.0
Which Building Class does this apply to?		Office Building

Energy 1.1 Thermal Performance Rating - Non-Residential 38%

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Score Contribution	This credit contributes 36.4% towards this section's score.
Aim	Reduce reliance on mechanical systems to achieve thermal comfort in summer and winter - improving comfort, reducing greenhouse gas emissions, energy consumption, and maintenance costs.
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC 2019 Section J)?

Energy 2.1 Greenhouse Gas Emissions 100%

Score Contribution	This credit contributes 9.1% towards this section's score.
Aim	Reduce the building's greenhouse gas emissions
Criteria	What is the % reduction in annual greenhouse gas emissions against the benchmark?
Notes	TBC by energy modelling following town planning approval.

Energy 2.2 Peak Demand 100%

Score Contribution	This credit contributes 4.5% towards this section's score.
Aim	Reduce demand on electrical infrastructure during peak cooling periods
Criteria	What is the % reduction in the instantaneous (peak-hour) demand against the benchmark?

Energy 2.3 Electricity Consumption 100%

Score Contribution	This credit contributes 9.1% towards this section's score.
Aim	Reduce consumption of electricity
Criteria	What is the % reduction in annual electricity consumption against the benchmark?
Notes	TBC by energy modelling following town planning approval.

Energy 2.4 Gas Consumption 100%

Score Contribution	This credit contributes 9.1% towards this section's score.
Aim	Reduce consumption of gas

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Criteria	What is the % reduction in annual gas consumption against the benchmark?

Energy 3.1 Carpark Ventilation 100%

Score Contribution	This credit contributes 9.1% towards this section's score.

Questions

If you have an enclosed carpark, is it: (a) fully naturally ventilated (no mechanical ventilation system) or (b) 40 car spaces or less with Carbon Monoxide monitoring to control the operation and speed of the ventilation fans? *

Project wide
Yes

Energy 3.2 Hot Water 100%

Score Contribution	This credit contributes 4.5% towards this section's score.
Criteria	What is the % reduction in annual hot water system energy use (gas and electricity) against the benchmark?

Energy 3.7 Internal Lighting - Non-Residential 100%

Score Contribution	This credit contributes 9.1% towards this section's score.
Aim	Reduce energy consumption associated with internal lighting

Questions

Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J6.2a of the NCC 2019 Vol 1? *

Office Building	**Shop**
Yes	Yes

Energy 4.1 Combined Heat and Power (cogeneration / trigeneration) N/A

This credit was scoped out: No reason provided

This credit was disabled: No cogeneration or trigeneration system in use.

Aim	Reduce energy consumption

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Criteria	Does the CHP system reduce the class of buildings GHG emissions by more than 25%?

Energy 4.2 Renewable Energy Systems - Solar 96%

Score Contribution	This credit contributes 4.5% towards this section's score.
Aim	To encourage the installation of on-site renewable energy generation
Criteria	Does the solar power system provide 5% of the estimated energy consumption of the building class it supplies?

Calculations

Solar Power - Energy Generation per year * kWh

Office Building
23324.6

% of Building's Energy * Percentage %

Office Building
5 %

Stormwater 100% - contributing 14% to overall score

Credit	Disabled	Scoped out	Score
Stormwater 1.1 Stormwater Treatment			100 %

Which stormwater modelling are you using?	MUSIC or other modelling software

Stormwater 1.1 Stormwater Treatment 100%

Score Contribution	This credit contributes 100.0% towards this section's score.
Aim	To achieve best practice stormwater quality objectives through reduction of pollutant load (suspended solids, nitrogen and phosphorus)
Criteria	Has best practice stormwater management been demonstrated?
Notes	MUSIC modelling and WSUD strategy included in Stormwater Management Plan

Questions

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

STORM score achieved *

Project wide

101

Flow (ML/year) * % Reduction

Project wide

57.8

Total Suspended Solids (kg/year) * % Reduction

Project wide

93.0

Total Phosphorus (kg/year) * % Reduction

Project wide

81.8

Total Nitrogen (kg/year) * % Reduction

Project wide

80.1

IEQ

67% - contributing 11% to overall score

Credit	Disabled	Scoped out	Score
IEQ 1.4 Daylight Access - Non-Residential			67 %

IEQ 1.4 Daylight Access - Non-Residential 67%

Score Contribution	This credit contributes 100.0% towards this section's score.
Aim	To provide a high level of amenity and energy efficiency through design for natural light.
Criteria	What % of the nominated floor area has at least 2% daylight factor?
Notes	As the ground retail accounts for only 3% of NLA. The figures below are reflective of the percentage achieved across the whole development & representative of the typical floor profile of the building. As the hand calculation method has been used, this is considered to be a conservative figure.

Questions

% Achieved ? *

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Office Building	Shop
63 %	63 %

Transport

88% - contributing 8% to overall score

Credit	Disabled	Scoped out	Score
Transport 1.4 Bicycle Parking - Non-Residential			100 %
Transport 1.5 Bicycle Parking - Non-Residential Visitor			100 %
Transport 2.1 Electric Vehicle Infrastructure			100 %
Transport 2.2 Car Share Scheme			100 %
Transport 2.3 Motorbikes / Mopeds			100 %

Transport 1.4 Bicycle Parking - Non-Residential

100%

Score Contribution	This credit contributes 25.0% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate cycling
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?

Questions

Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)? *

Office Building	Shop
Yes	Yes

Transport 1.5 Bicycle Parking - Non-Residential Visitor

100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate cycling
Criteria	Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?

Questions

Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)? *

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Office Building	Shop
Yes	Yes

Transport 2.1 Electric Vehicle Infrastructure 100%

Score Contribution	This credit contributes 25.0% towards this section's score.
Aim	To facilitate the expansion of infrastructure to support electric vehicle charging

Questions

Are facilities are provided for the charging of electric vehicles? *

Project wide
Yes

Transport 2.2 Car Share Scheme 100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage and recognise initiatives that help to minimise the use of private passenger vehicles

Questions

Has a formal car sharing scheme been integrated into the development? *

Project wide
Yes

Transport 2.3 Motorbikes / Mopeds 100%

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage and recognise initiatives that help to minimise the use of private passenger cars

Questions

Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 5 motorbike spaces)? *

Project wide
Yes

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Waste

67% - contributing 4% to overall score

Credit	Disabled	Scoped out	Score
Waste 2.1 - Operational Waste - Food & Garden Waste			100 %
Waste 2.2 - Operational Waste - Convenience of Recycling			100 %

Waste 2.1 - Operational Waste - Food & Garden Waste

100%

Score Contribution	This credit contributes 33.3% towards this section's score.
Aim	To minimise organic waste going to landfill

Questions

Are facilities provided for on-site management of food and garden waste? *

Project wide

Yes

Waste 2.2 - Operational Waste - Convenience of Recycling

100%

Score Contribution	This credit contributes 33.3% towards this section's score.
Aim	To minimise recyclable material going to landfill

Questions

Are the recycling facilities at least as convenient for occupants as facilities for general waste? *

Project wide

Yes

Urban Ecology

24% - contributing 1% to overall score

Credit	Disabled	Scoped out	Score
Urban Ecology 1.1 Communal Spaces			96 %
Urban Ecology 2.1 Vegetation			25 %

Urban Ecology 1.1 Communal Spaces

96%

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Score Contribution	This credit contributes 12.5% towards this section's score.
Aim	To encourage and recognise initiatives that facilitate interaction between building occupants
Criteria	Is there at least the following amount of common space measured in square meters : * 1m² for each of the first 50 occupants * Additional 0.5m² for each occupant between 51 and 250 * Additional 0.25m² for each occupant above 251?

Questions

Common space provided * Square Metres

Office Building	Shop
806.0	50.0

Calculations

Minimum Common Space Required * Square Metres

Office Building	Shop
394	52

Urban Ecology 2.1 Vegetation 25%

Score Contribution	This credit contributes 50.0% towards this section's score.
Aim	To encourage and recognise the use of vegetation and landscaping within and around developments
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?

Questions

Percentage Achieved ? * Percentage %

Project wide
5 %

Innovation 70% - contributing 6% to overall score

Credit	Disabled	Scoped out	Score
Innovation 1.1 Innovation			70 %

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Innovations

	100% GreenPower	Future-Proofed Asset	Enhanced Bicycle Amenity
Name	100% GreenPower	Future-Proofed Asset	Enhanced Bicycle Amenity
Description	100% of the building's offsite electricity demand will be from certified GreenPower sources, reducing the building's operational GHG emissions and supporting the renewable energy sector.	The building will integrate electrical infrastructure to allow for future uptake of EV charging points as well as integrating a high quality BMS system to allow for improved control over building systems to optimise operation and reduce energy/water consumption.	Bicycle repair stations as well as eBike charging points will be provided.
Points Targeted	2	2	1

	Stormwater Pollution Targets	Ultra Low VOC Paints
Name	Stormwater Pollution Targets	Ultra Low VOC Paints
Description	Achieve Stormwater pollution reduction targets from Column B of the Greenstar v1.3 table 26.2 Pollution Reduction Targets	50% of paints (by volume) specified in the building have a maximum TVOC content of 5g/L
Points Targeted	1	1

Innovation 1.1 Innovation 70%

Score Contribution	This credit contributes 100.0% towards this section's score.
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?

Items to be marked on floorplans

0 / 15 floorplans & elevation notes complete.

Management 3.2: Individual utility meters annotated	Incomplete
Management 3.3: Common area submeters annotated	Incomplete
Water 3.1: Water efficient garden annotated	Incomplete
Energy 3.1: Carpark with natural ventilation or CO monitoring system	Incomplete
Energy 4.2: Floor plans showing location of photovoltaic panels as described.	Incomplete

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Stormwater 1.1: Location of any stormwater management systems used in STORM or MUSIC modelling (e.g. Rainwater tanks, raingarden, buffer strips)	Incomplete
Transport 1.4: All nominated non-residential bicycle parking spaces	Incomplete
Transport 1.5: All nominated non-residential visitor bicycle parking spaces	Incomplete
Transport 2.1: Location of electric vehicle charging infrastructure	Incomplete
Transport 2.2: Location of car share parking space	Incomplete
Transport 2.3: All nominated motorbicycle parking spaces	Incomplete
Waste 2.1: Location of food and garden waste facilities	Incomplete
Waste 2.2: Location of recycling facilities	Incomplete
Urban Ecology 1.1: Size and location of communal spaces	Incomplete
Urban Ecology 2.1: Vegetated areas	Incomplete

Documents and evidence

0 / 6 supporting evidence documentation complete.

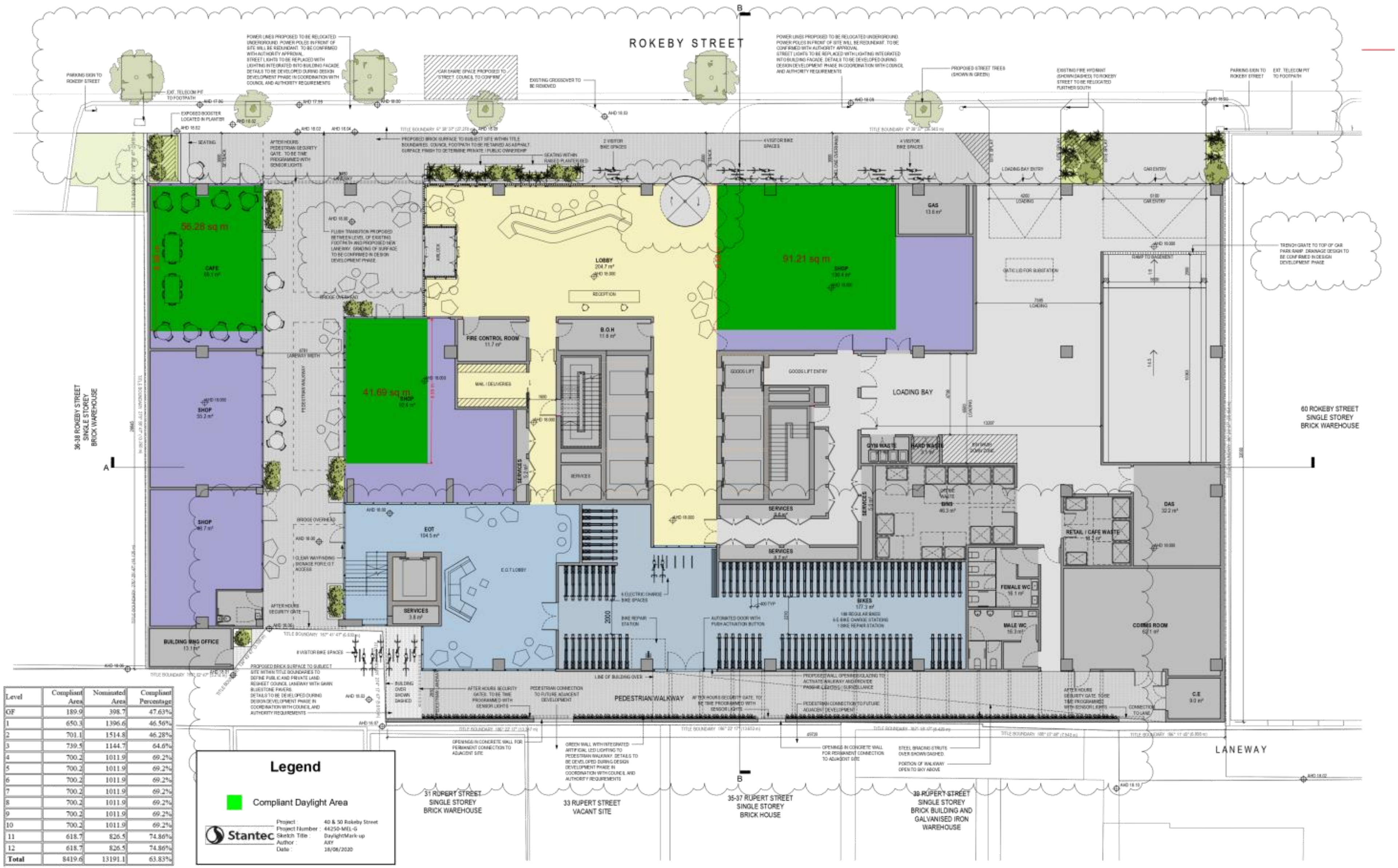
Energy 1.1: Energy Report showing calculations of reference case and proposed buildings	Incomplete
Energy 3.1: Provide a written explanation of either the fully natural carpark ventilation or carbon monxide monitoring, describing how these systems will work, what systems are required for them to be fully integrated and who will be responsible for their implementation throughout the design, procurement and operational phases of the building life.	Incomplete
Energy 3.7: Provide a written description of the average lighting power density to be installed in the development and specify the lighting type(s) to be used.	Incomplete
Energy 4.2: Specifications of the solar photovoltaic system(s).	Incomplete
Stormwater 1.1: STORM report or MUSIC model	Incomplete
IEQ 1.4: A short report detailing assumptions used and results achieved.	Incomplete

/

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Appendix B: Daylight Mark up

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.



Level	Compliant Area	Nominated Area	Compliant Percentage
GF	189.9	398.7	47.63%
1	650.3	1396.6	46.56%
2	701.1	1514.8	46.28%
3	739.5	1144.7	64.6%
4	700.2	1011.9	69.2%
5	700.2	1011.9	69.2%
6	700.2	1011.9	69.2%
7	700.2	1011.9	69.2%
8	700.2	1011.9	69.2%
9	700.2	1011.9	69.2%
10	700.2	1011.9	69.2%
11	618.7	826.5	74.86%
12	618.7	826.5	74.86%
Total	8419.6	13191.1	63.83%

Revisions
- 10.03.2020 TOWN PLANNING ISSUE
A 06.04.2020 TOWN PLANNING RFI
B 14.08.2020 TOWN PLANNING - FOR INFORMATION

Project: 40-50 Rokeby Street Collingwood
Drawing: Ground Floor
Project No: 219093
Date: 01.11.19
Author: MA
Scale @ A1: 1 : 100
Drawing No: TP01.04 B

rothelowman

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

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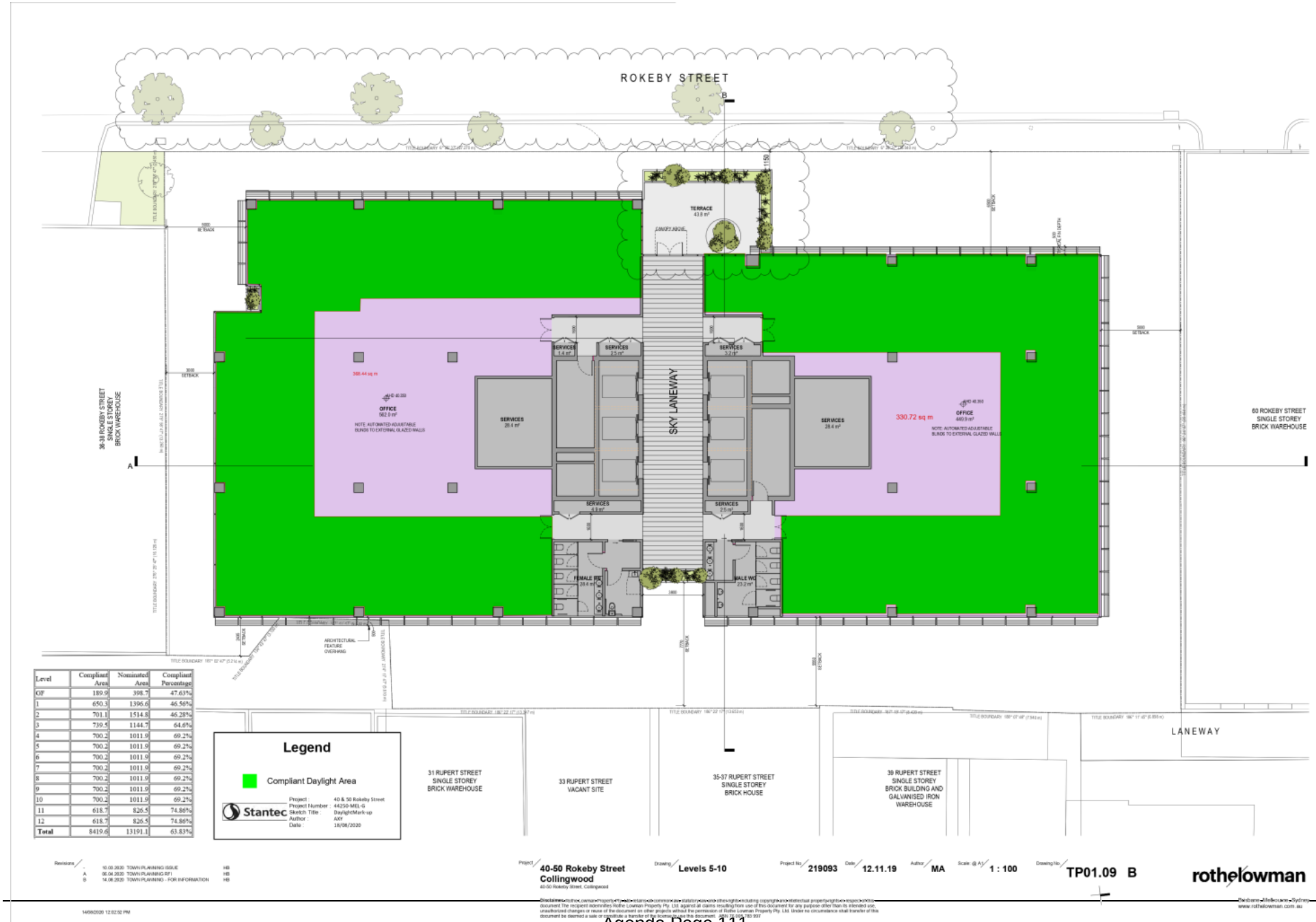

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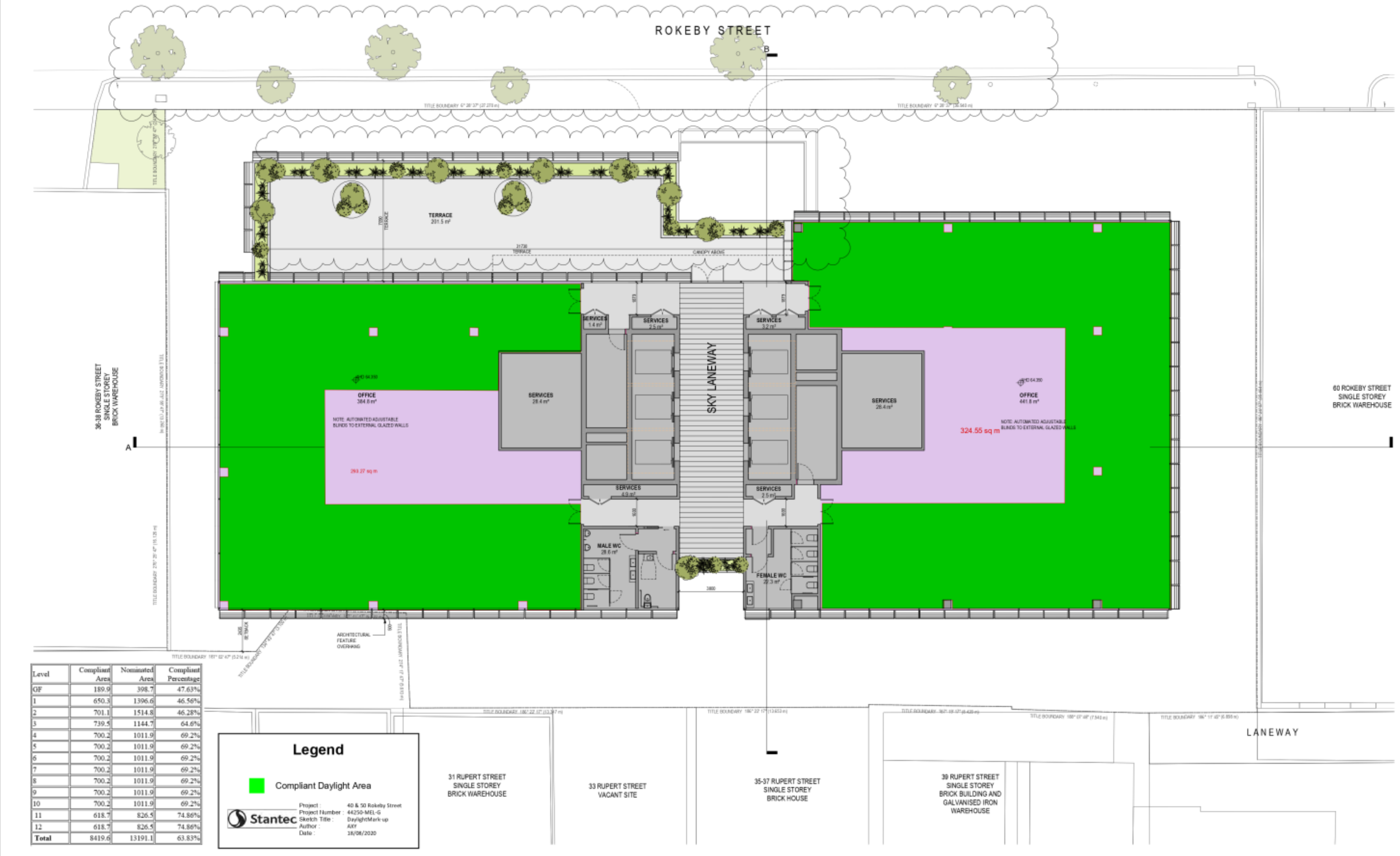

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11	618.7	826.5	74.86%
12	618.7	826.5	74.86%
Total	8419.6	13191.1	63.83%

Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.08.2020 TOWN PLANNING - FOR INFORMATION HB

Project: **40-50 Rokeby Street Collingwood**, 40-50 Rokeby Street, Collingwood
Drawing: **Level 11**
Project No: **219093**
Date: **11/12/19**
Author: **HB**
Scale @ A1: **1 : 100**
Drawing No.: **TP01.10 B**

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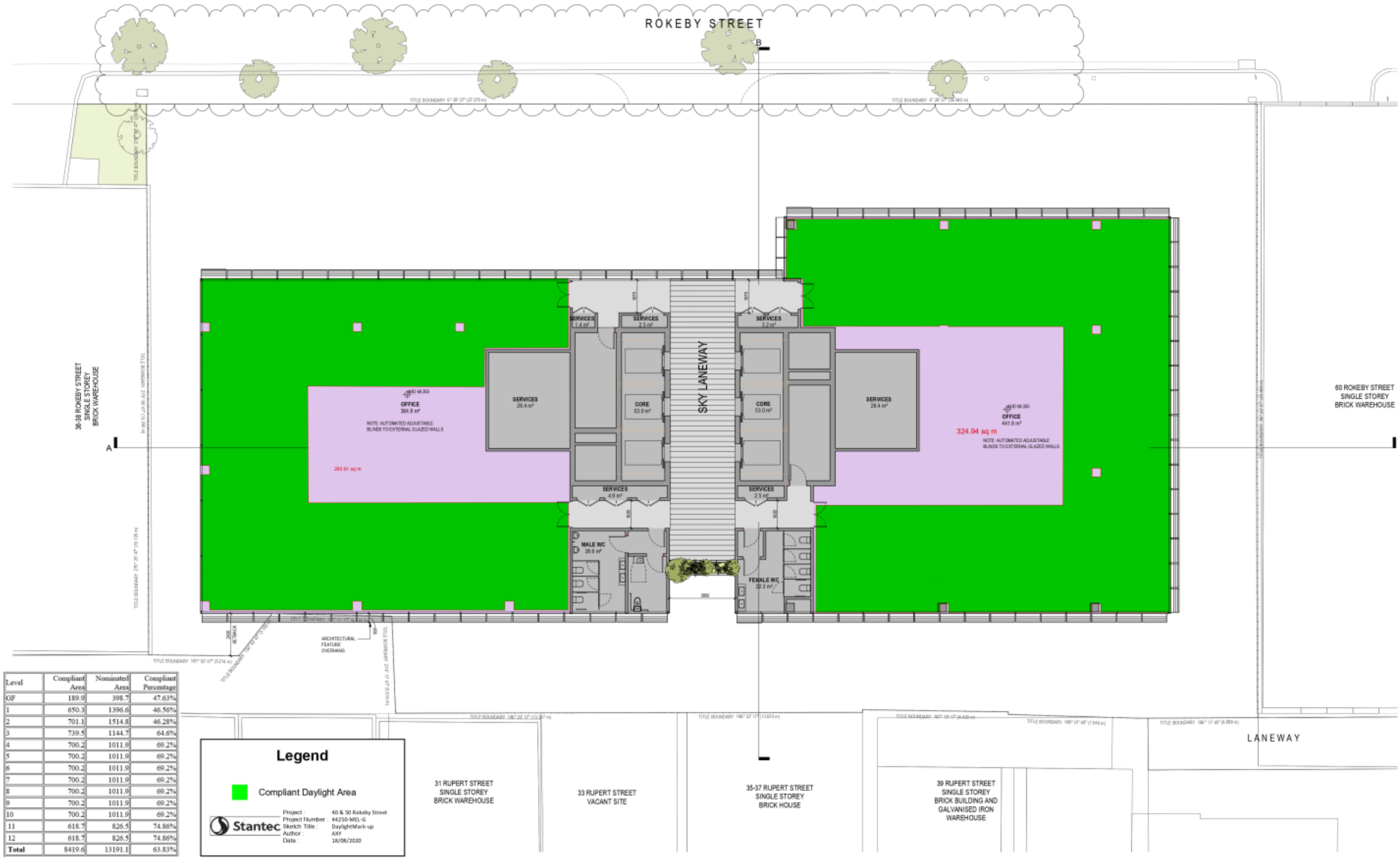
14/08/2020 12:02:58 PM

Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.



Level	Compliant Area	Nominated Area	Compliant Percentage
GF	189.9	398.7	47.63%
1	650.3	1396.6	46.56%
2	701.1	1514.8	46.28%
3	739.5	1144.7	64.6%
4	700.2	1011.9	69.2%
5	700.2	1011.9	69.2%
6	700.2	1011.9	69.2%
7	700.2	1011.9	69.2%
8	700.2	1011.9	69.2%
9	700.2	1011.9	69.2%
10	700.2	1011.9	69.2%
11	618.7	826.5	74.86%
12	618.7	826.5	74.86%
Total	8419.6	13191.1	63.83%

Revisions
- 10.03.2020 TOWN PLANNING ISSUE
A 06.04.2020 TOWN PLANNING RFI
B 14.08.2020 TOWN PLANNING - FOR INFORMATION

Project: 40-50 Rokeby Street Collingwood
Drawing: Level 12
Project No: 219093
Date: 06/11/19
Author: MA
Scale @ A1: 1 : 100
Drawing No: TP01.11 B

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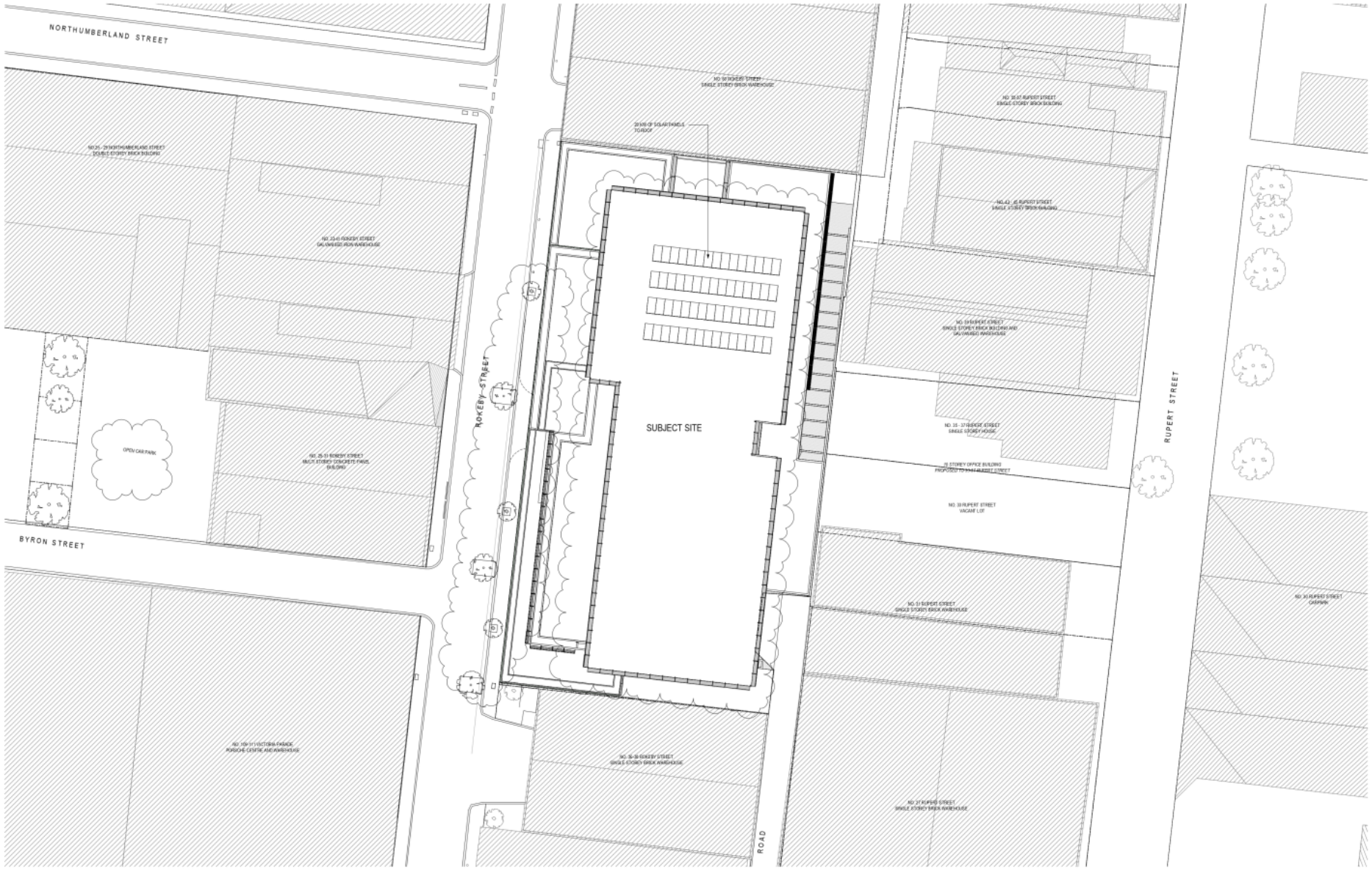
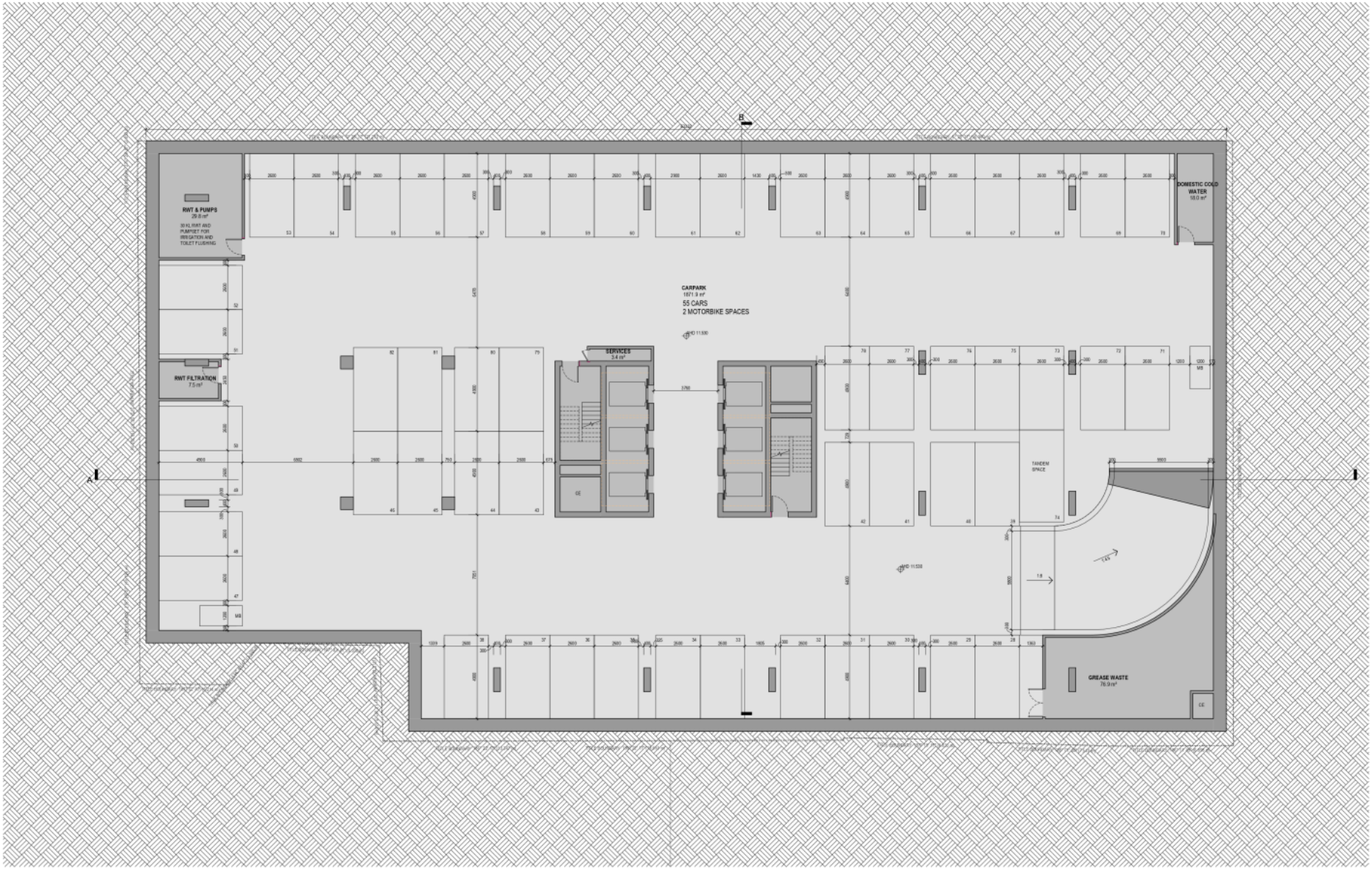
Attachment 2 - Section 57(a) amendment request and associated documents in response to referrals.

Attachment 3 - S57(a) amended plans.



Attachment 3 - S57(a) amended plans.

Attachment 3 - S57(a) amended plans.



Revisions			
	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.06.2020	TOWN PLANNING - FOR INFORMATION	HB

21/06/2020 10:43:09 AM

Project: 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing: Basement 2

Project No: 219093 | Date: 01/11/19 | Author: MA | Scale @ A1: 1 : 100 | Drawing No: TP01.02 B

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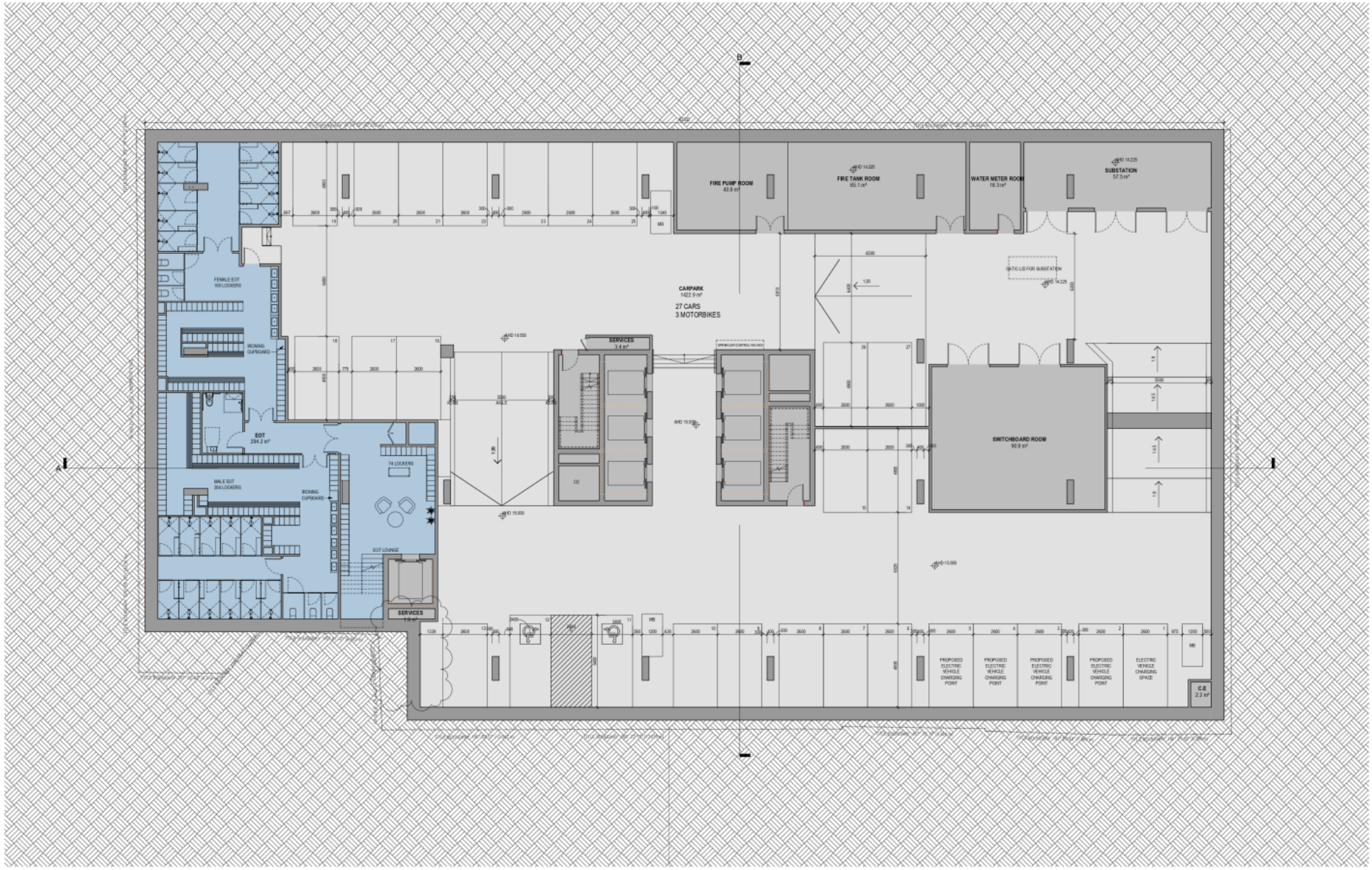
Attachment 3 - S57(a) amended plans.



Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
- A 06.04.2020 TOWN PLANNING RFI HB
- B 14.06.2020 TOWN PLANNING - FOR INFORMATION HB

Project: 40-50 Rokeby Street Collingwood
40-50 Rokeby Street, Collingwood

Drawing: Basement 1

Project No: 219093 Date: 01.11.19 Author: MA Scale: @ A1: 1 : 100 Drawing No: TP01.03 B

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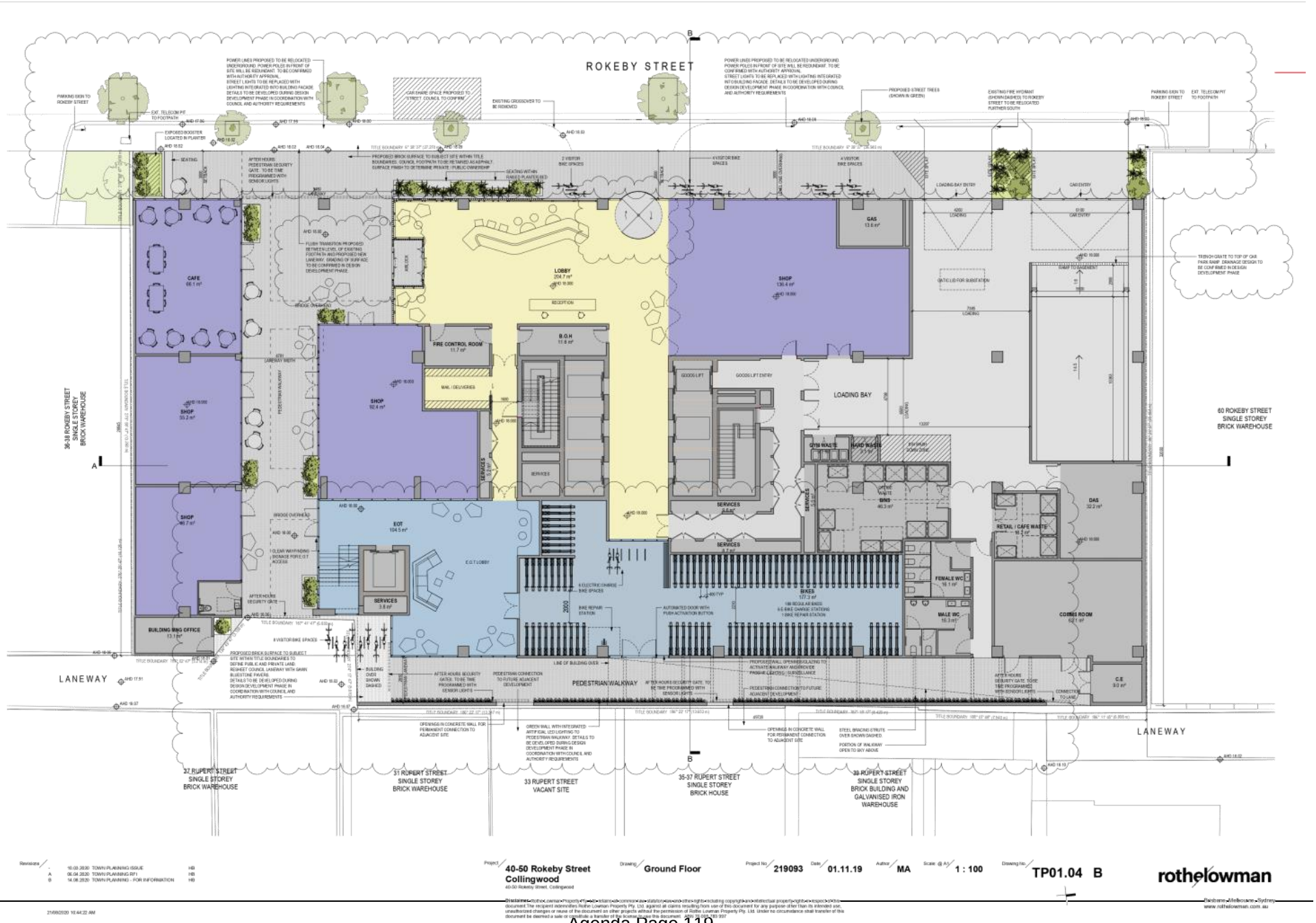
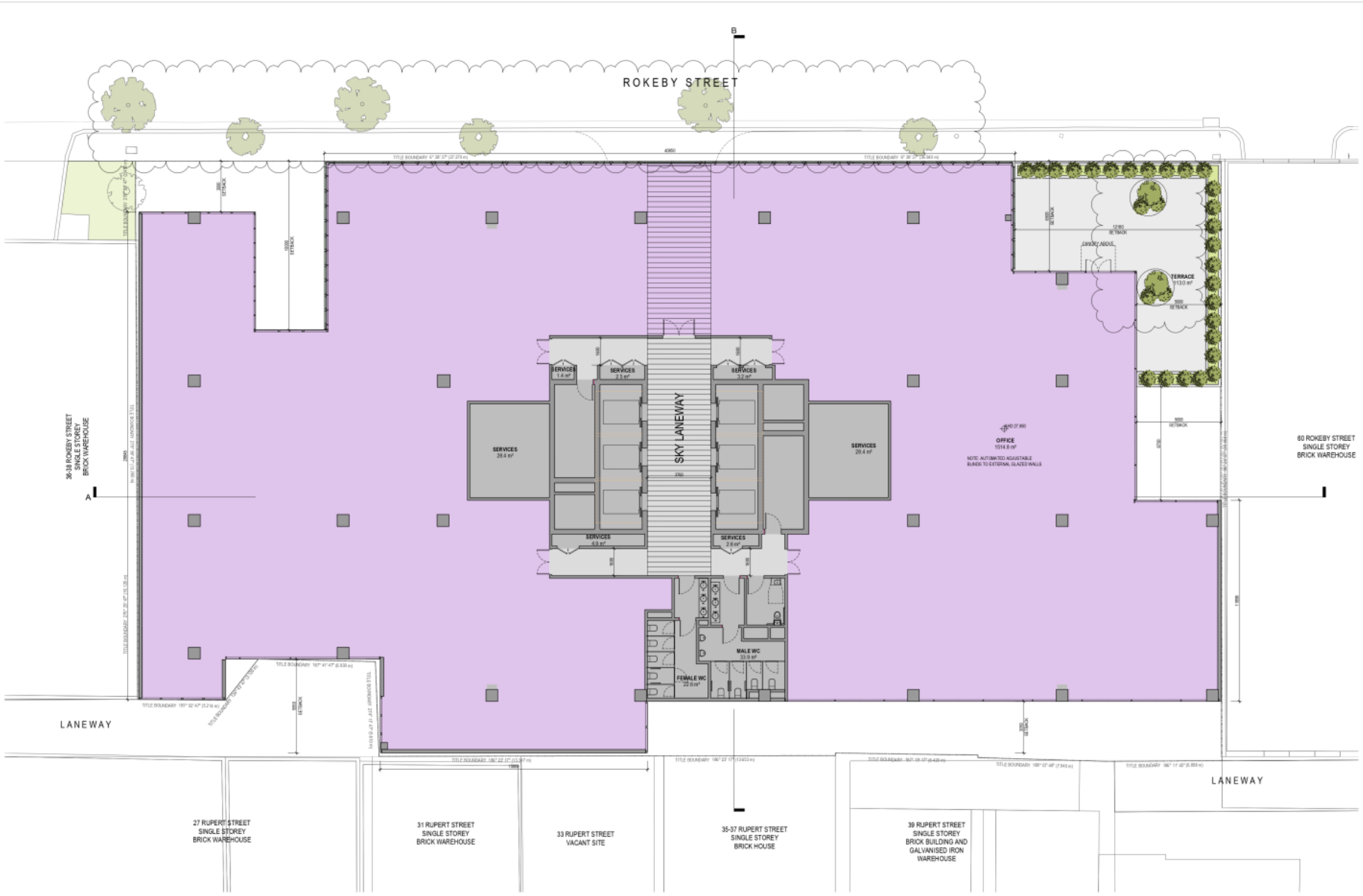
21/08/2020 10:44:07 AM

Attachment 3 - S57(a) amended plans.



Attachment 3 - S57(a) amended plans.



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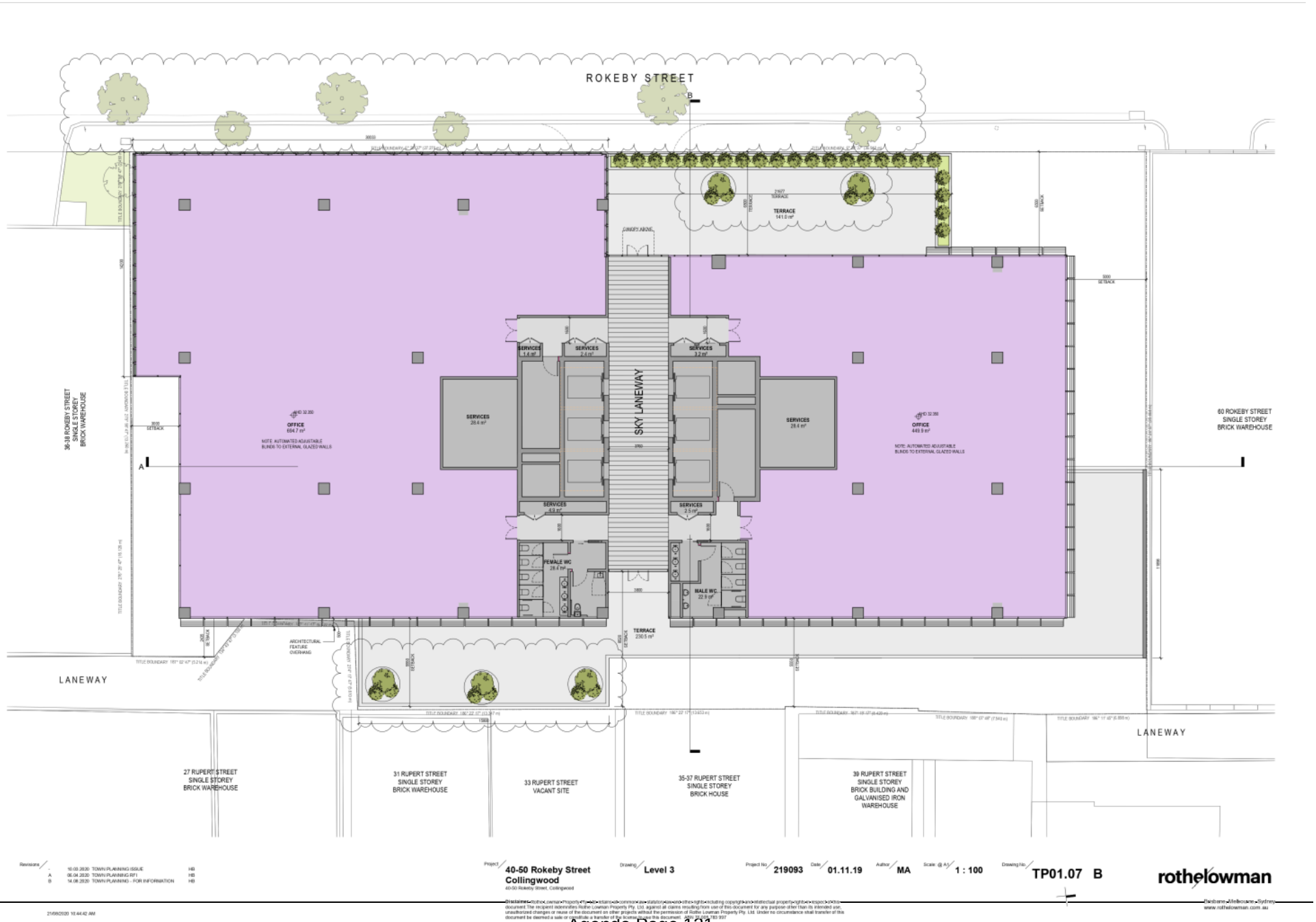
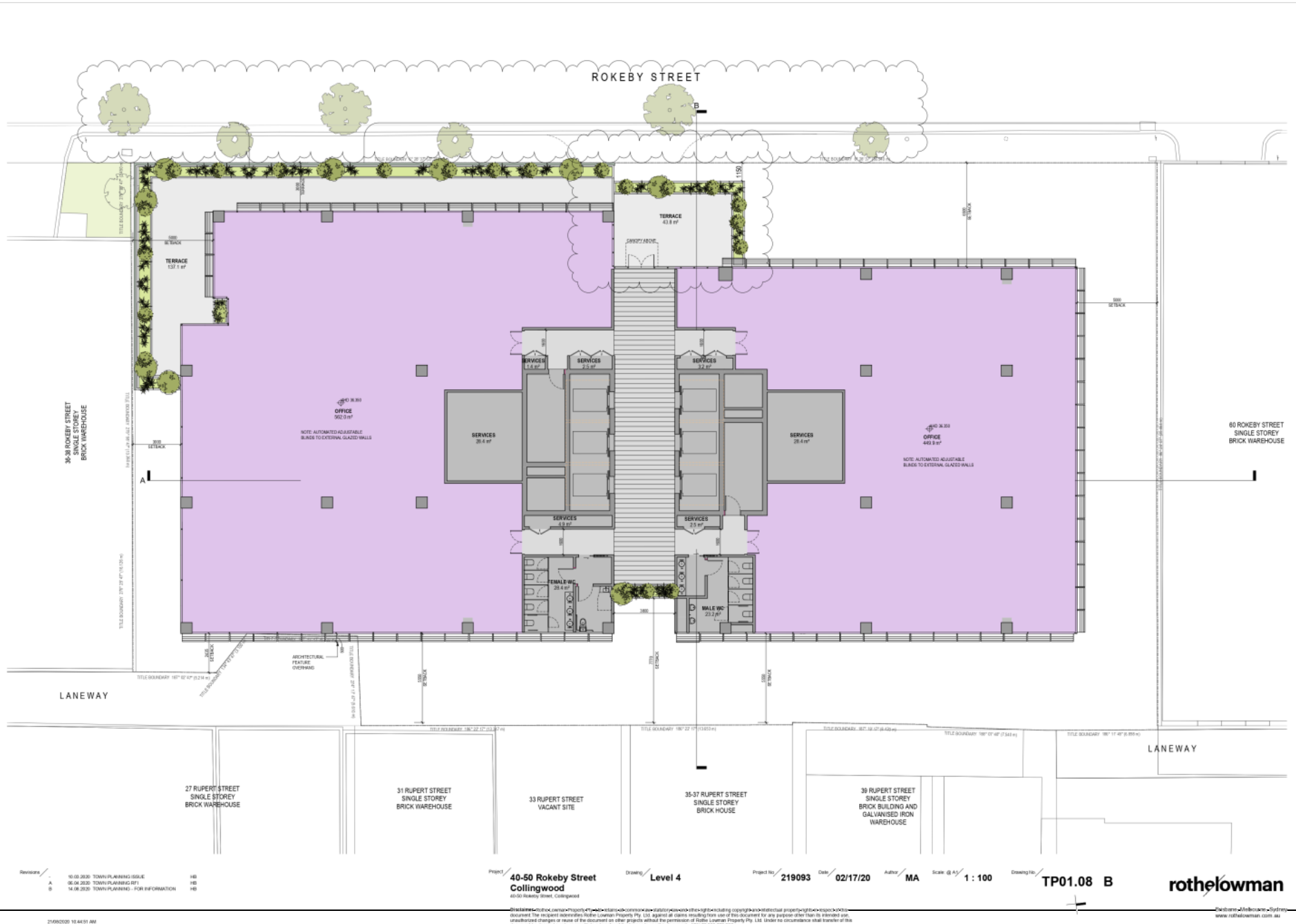
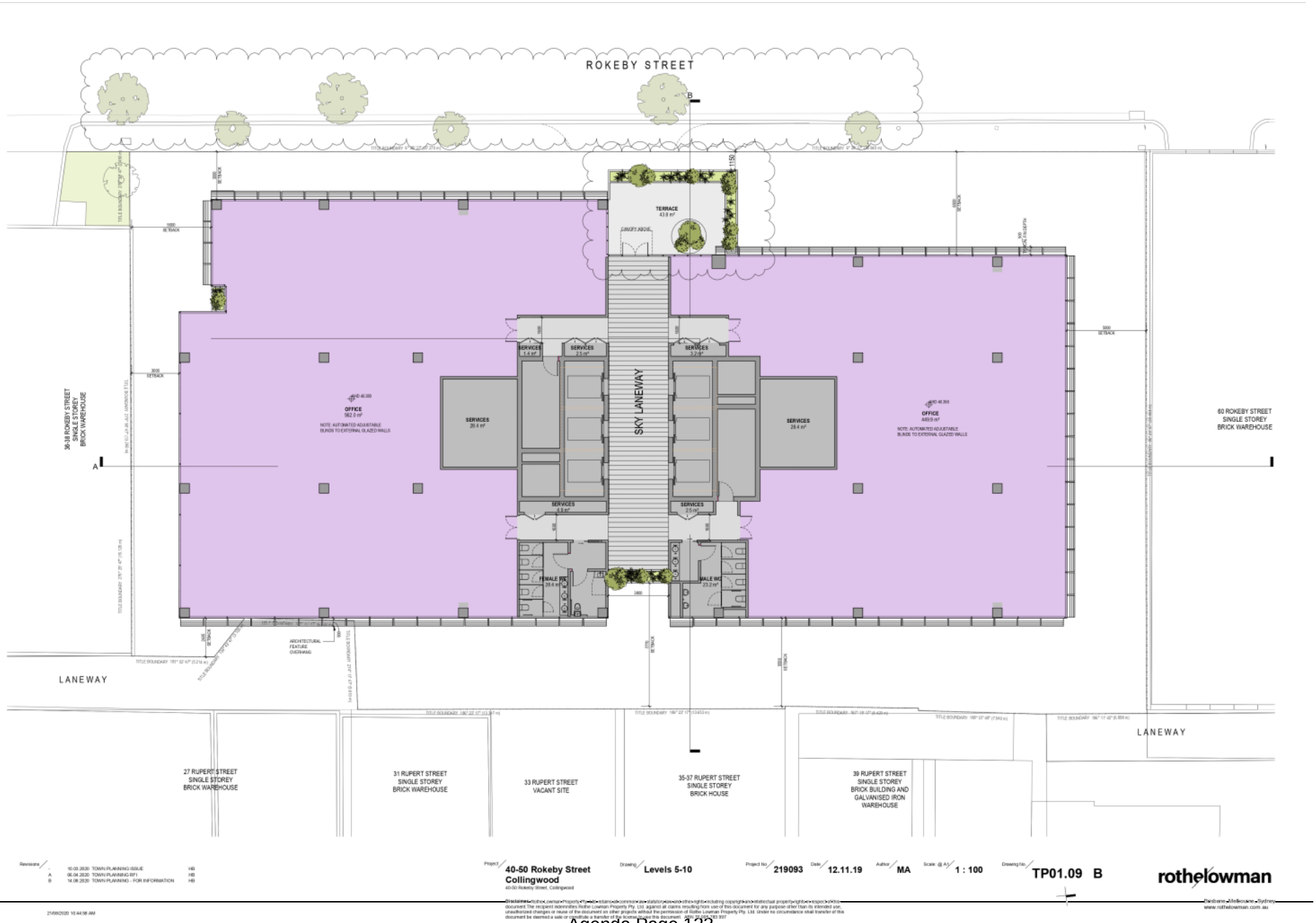


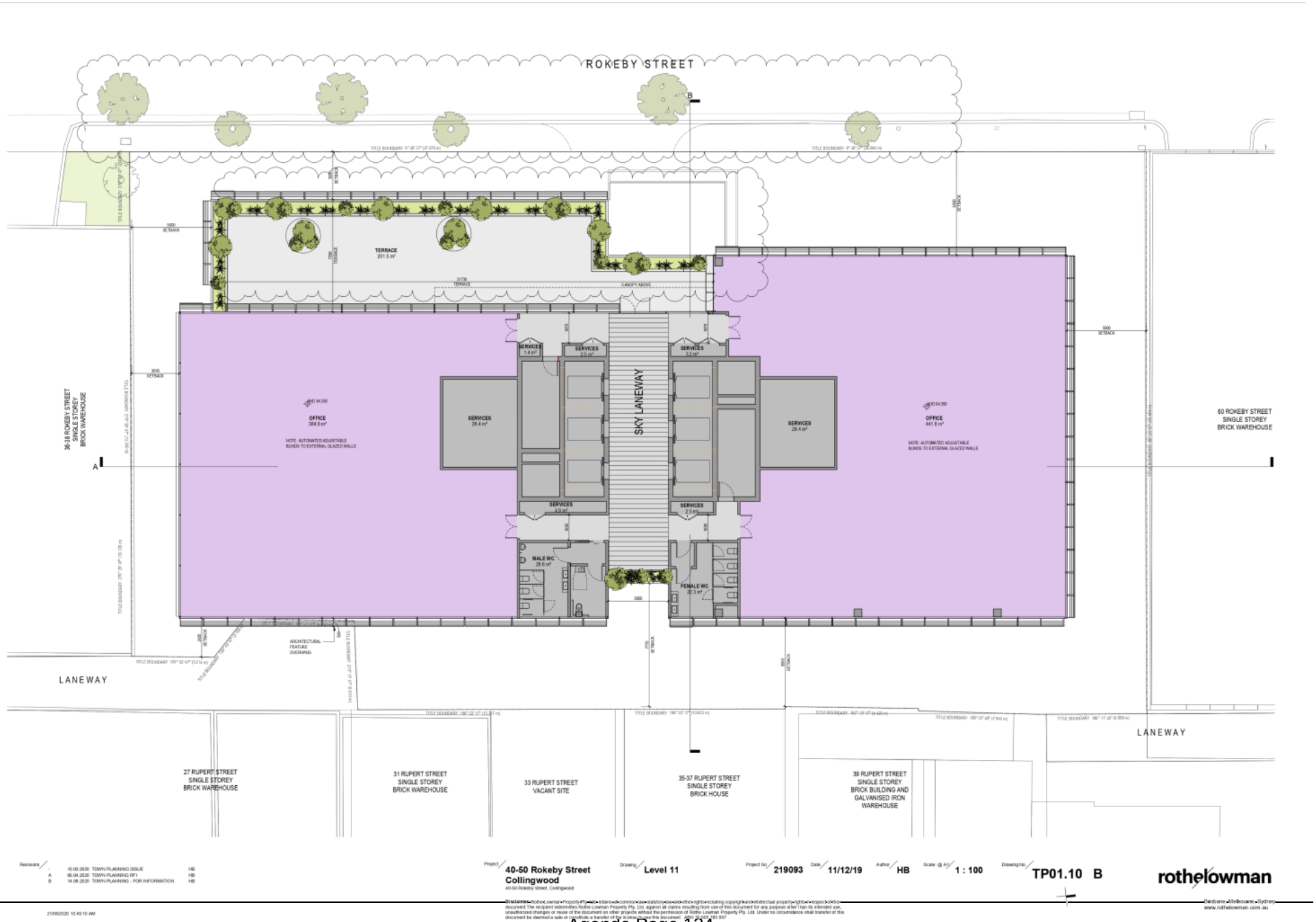
Attachment 3 - S57(a) amended plans.



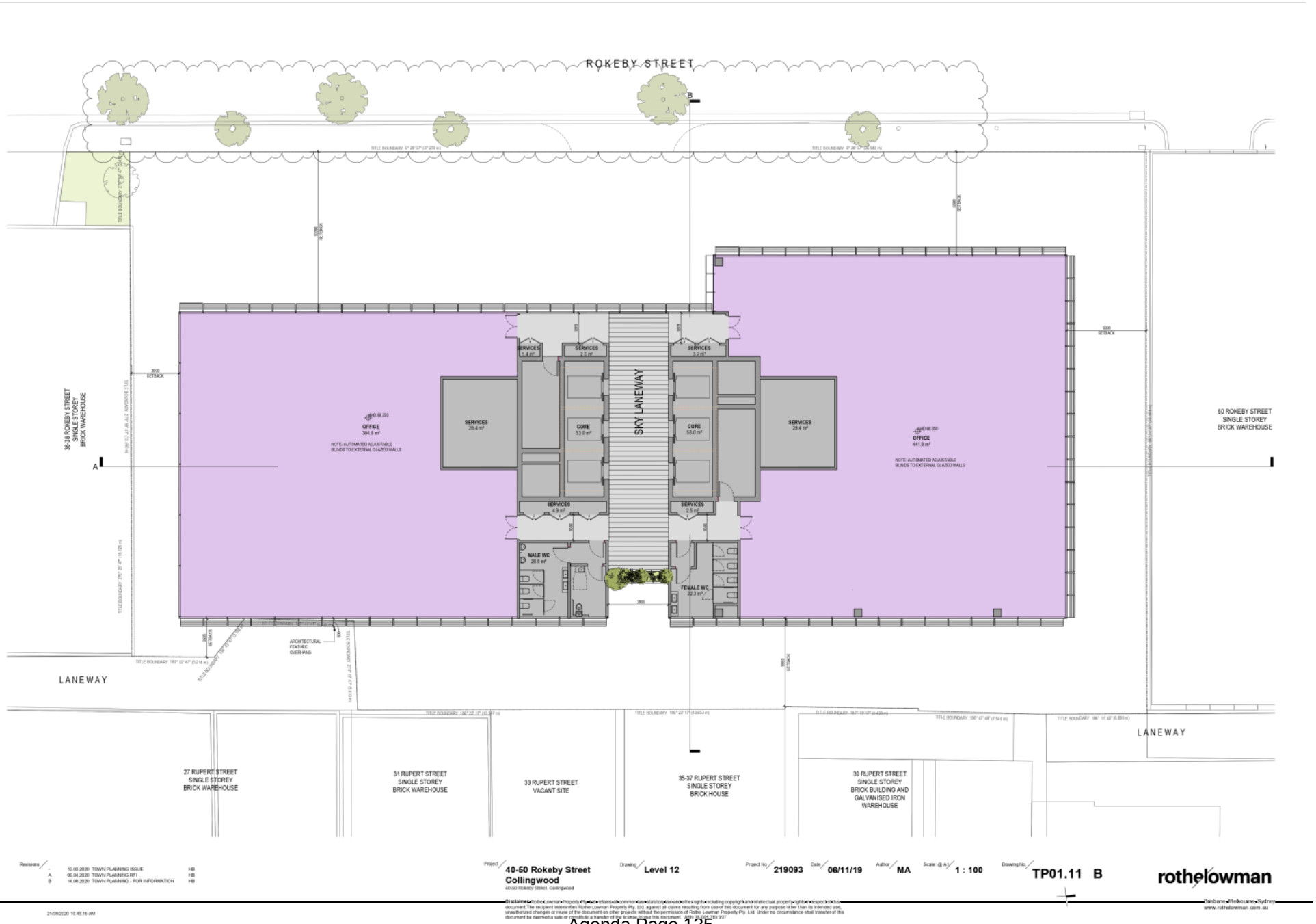
Attachment 3 - S57(a) amended plans.



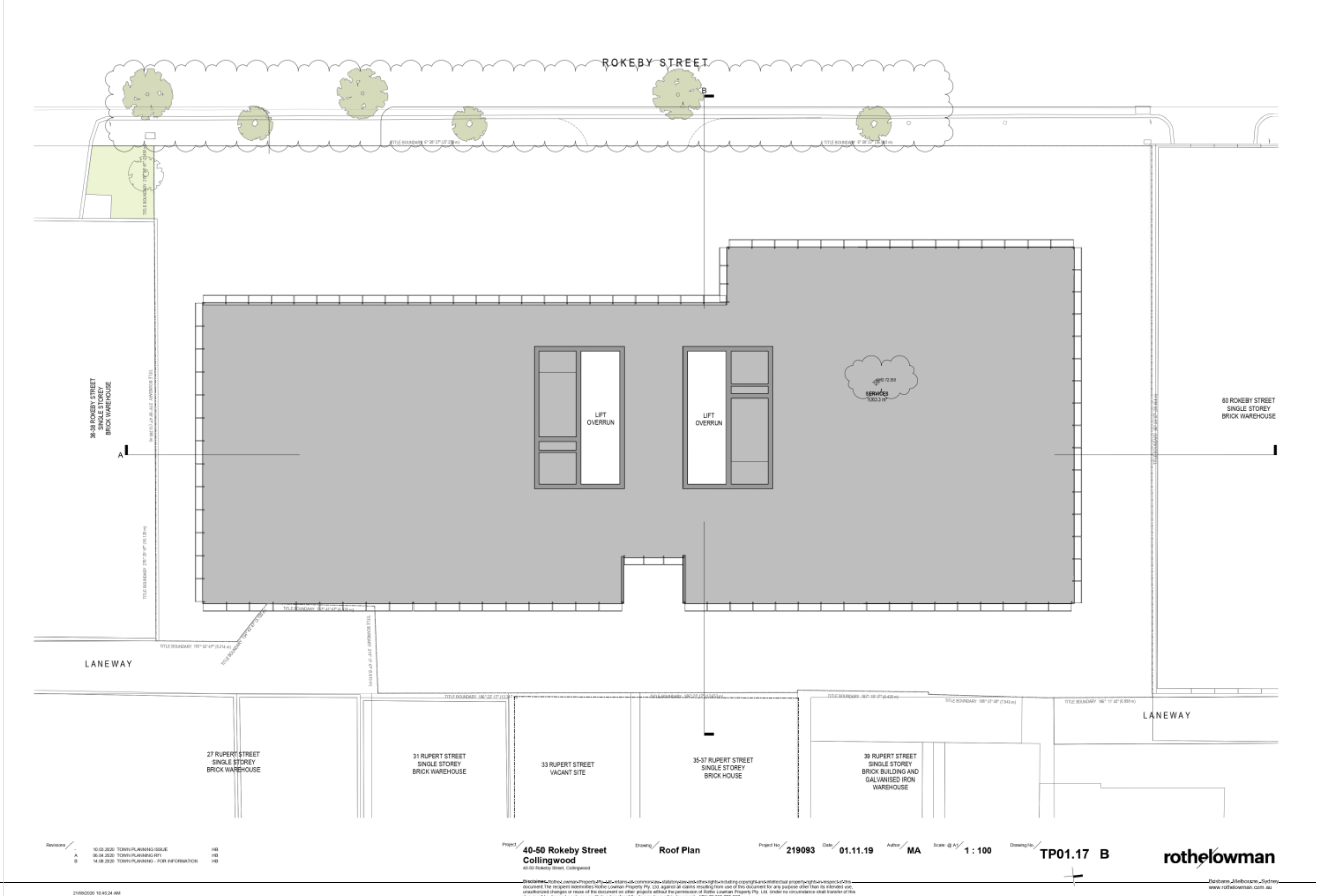
Attachment 3 - S57(a) amended plans.



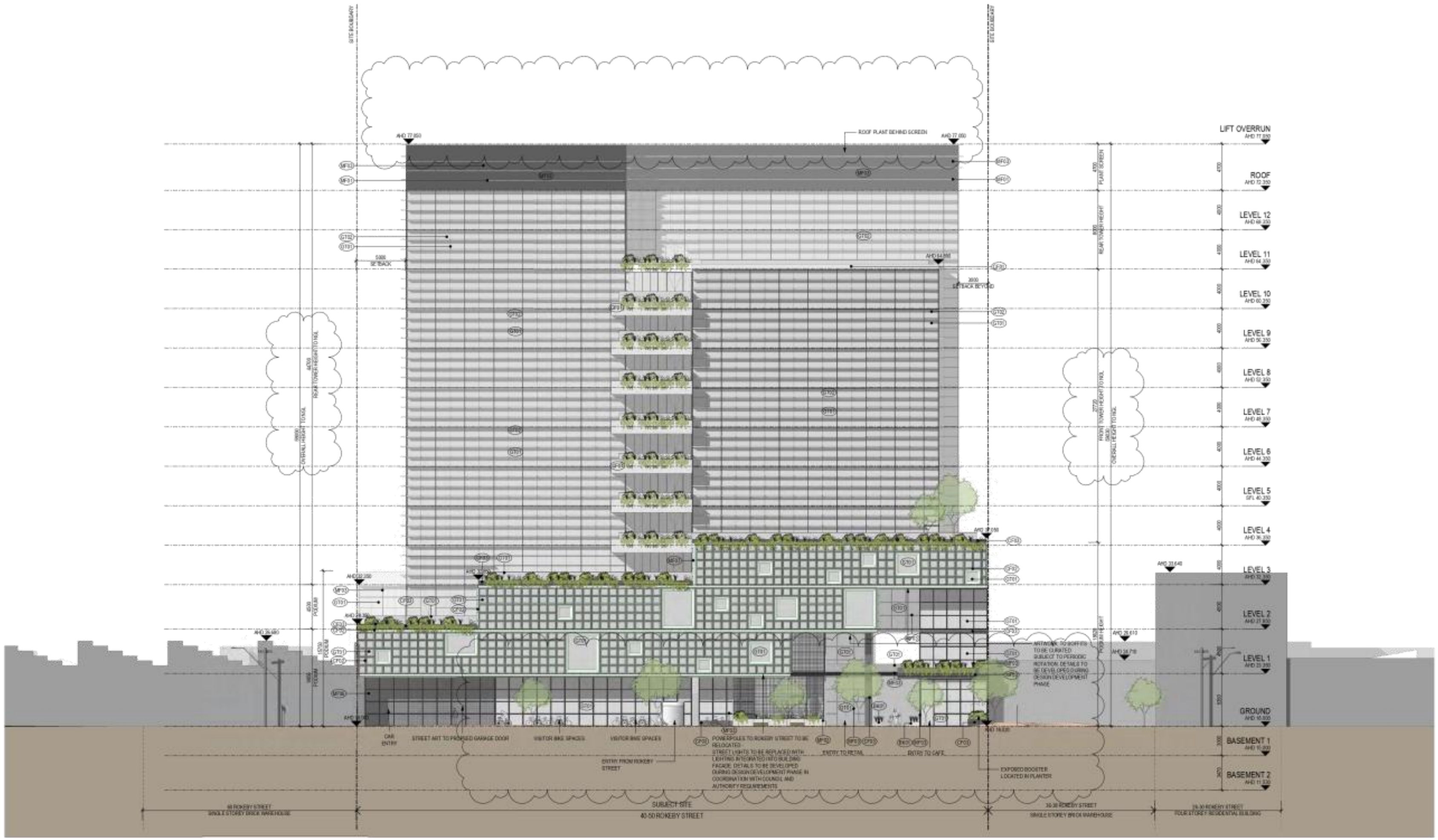
Attachment 3 - S57(a) amended plans.



Attachment 3 - S57(a) amended plans.



Attachment 3 - S57(a) amended plans.



Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.08.2020 TOWN PLANNING - FOR INFORMATION HB

21/08/2020 10:46:04 AM

Materials
CF01 CONCRETE FINISH - NATURAL
CF02 CONCRETE FINISH - PALE GREEN VERDIGRIS COLOUR
BK01 BRICK PATTERN - NATURAL
GT01 GLAZING - CLEAR
GT02 GLAZING - SPANDREL
PT01 PAINT FINISH - DARK GREY
MF01 METAL FINISH - SILVER
MF02 METAL FINISH - WHITE
MF03 METAL FINISH - DARK GREY
MF04 METAL FINISH - SILVER SHADE LOUVRES
MF05 METAL FINISH - DARK GREY SHADE LOUVRES
MF06 METAL FINISH - PERFORATED GARAGE SCREEN
MF07 METAL FINISH - TO MATCH CF02

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **West Elevation**

Project No. **219093** Date **06/03/13** Author **SC** Scale @ A1 **1 : 200**

Drawing No. **TP02.01 B**

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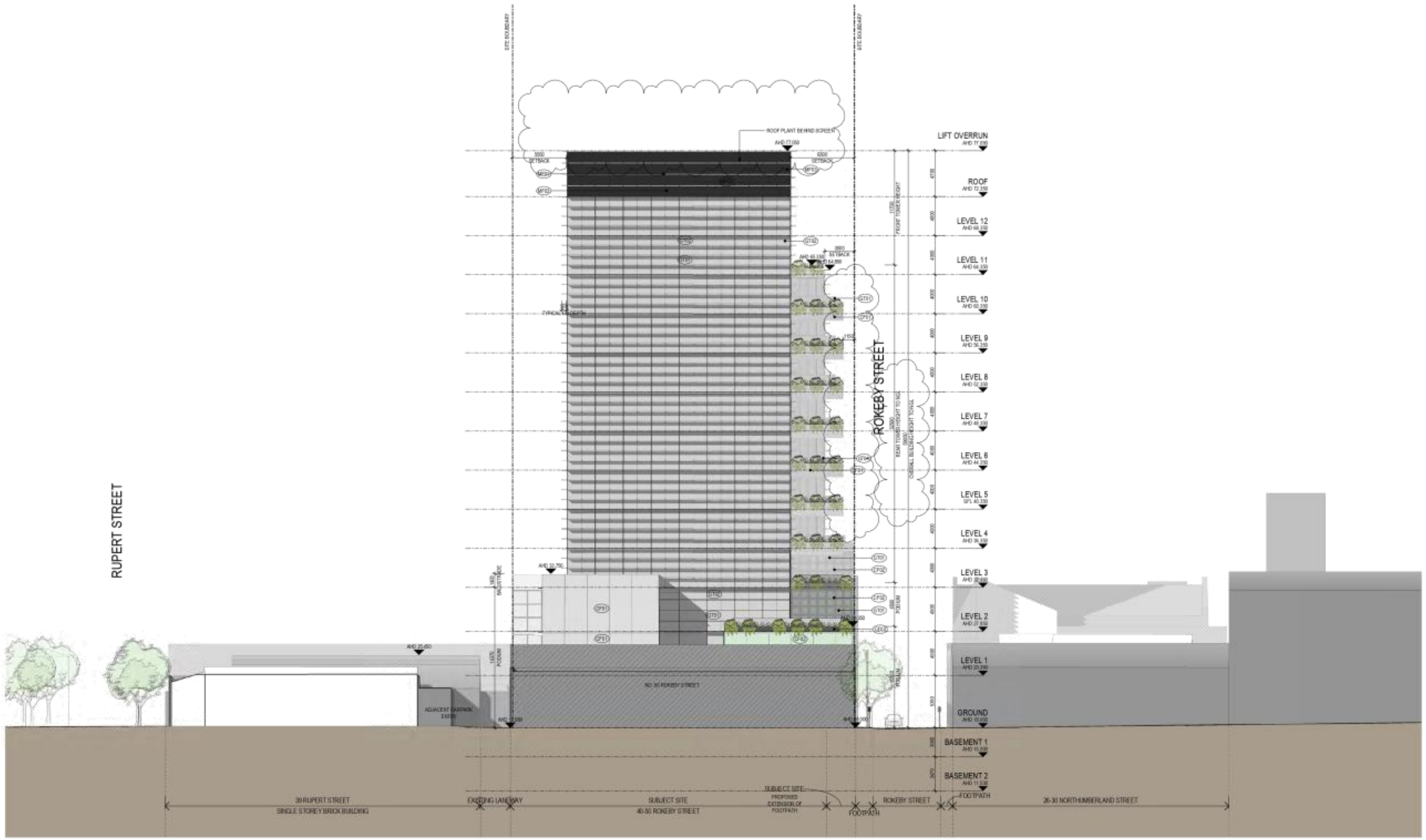
Attachment 3 - S57(a) amended plans.



Revisions

-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.08.2020	TOWN PLANNING - FOR INFORMATION	HB

21/08/2020 10:46:48 AM

Materials

CF01	CONCRETE FINISH - NATURAL	MF01	METAL FINISH - SILVER
CF02	CONCRETE FINISH - PALE GREEN VERDIGRIS COLOUR	MF02	METAL FINISH - WHITE
BK01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - DARK GREY	MF06	METAL FINISH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **North Elevation**

Project No: **219093** Date: **11/21/19** Author: **SC** Scale @ A1: **1 : 200**

Drawing No: **TP02.02 B**

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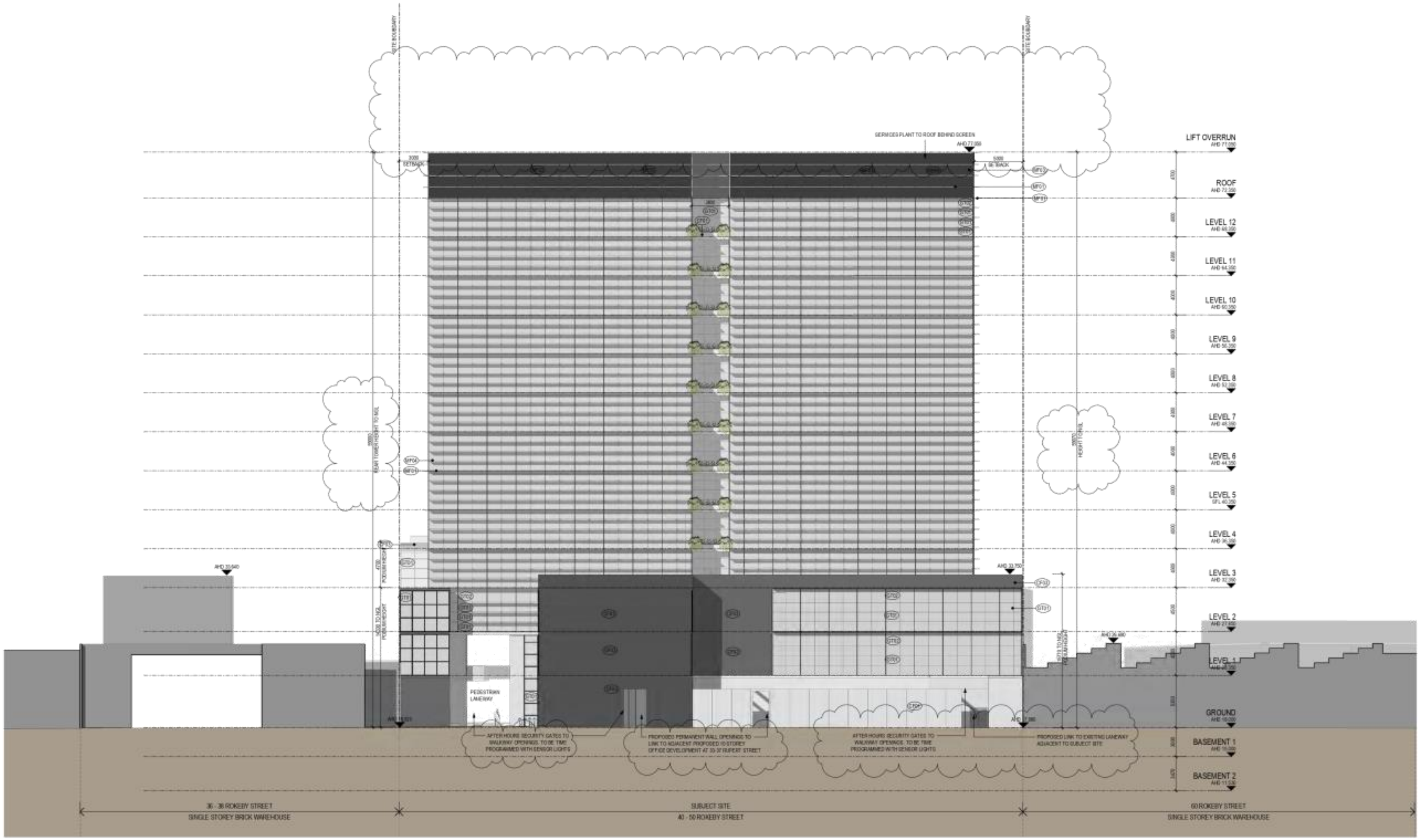
Attachment 3 - S57(a) amended plans.



Revisions			
-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.08.2020	TOWN PLANNING - FOR INFORMATION	HB

Materials

CF01	CONCRETE FINISH - NATURAL	MF01	METAL FINISH - SILVER
CF02	CONCRETE FINISH - PALE GREEN VERDIGRIS COLOUR	MF02	METAL FINISH - WHITE
BK01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - DARK GREY	MF06	METAL FINISH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

21/08/2020 10:47:36 AM

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **East Elevation**

Project No: **219093** Date: **11/21/19** Author: **SC** Scale @ A1: **1 : 200**

Drawing No: **TP02.03 B**

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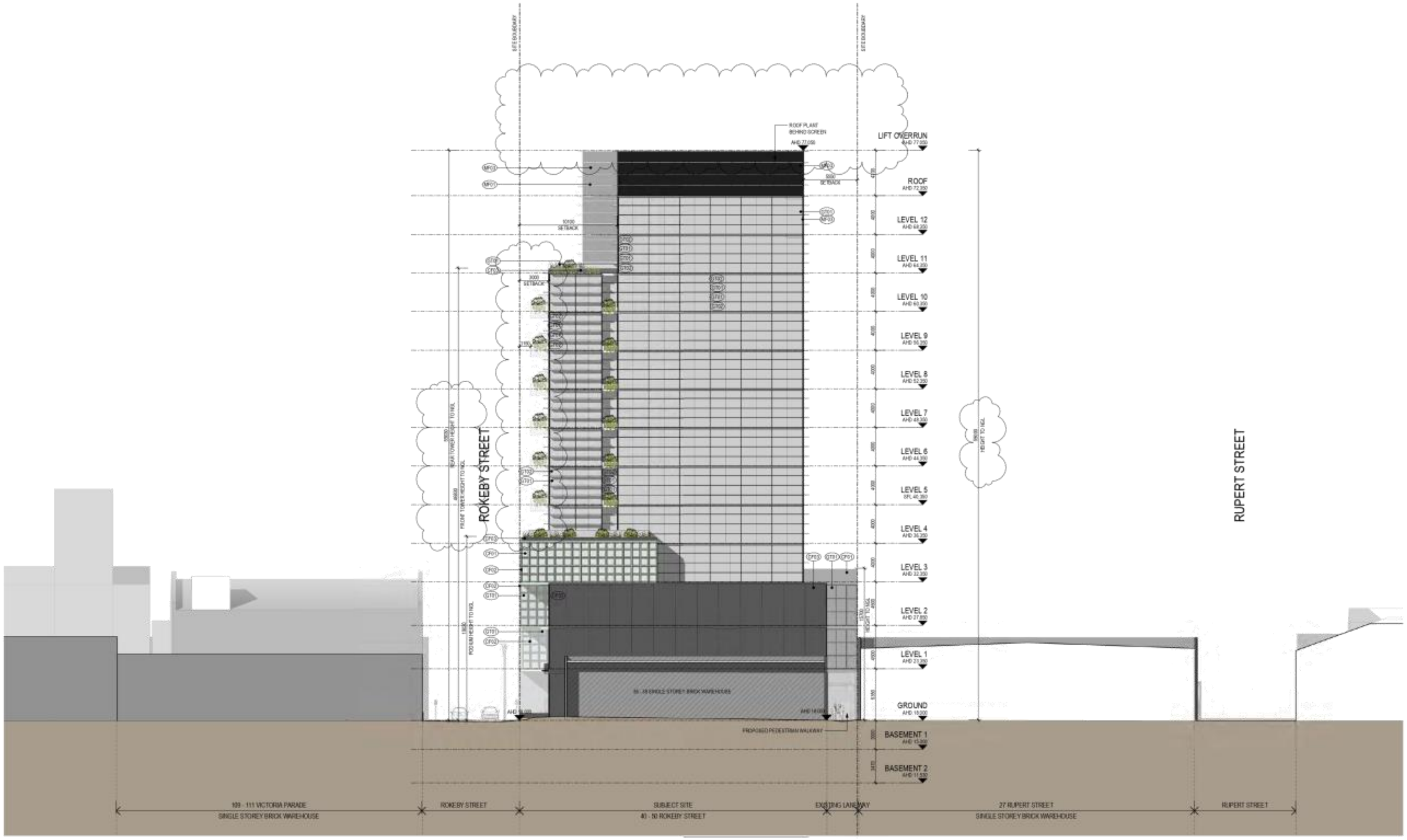
Attachment 3 - S57(a) amended plans.



Revisions

-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.08.2020	TOWN PLANNING - FOR INFORMATION	HB

21/08/2020 10:48:20 AM

Materials

CF01	CONCRETE FINISH - NATURAL	MF01	METAL FINISH - SILVER
CF02	CONCRETE FINISH - PALE GREEN VERDIGRIS COLOUR	MF02	METAL FINISH - WHITE
BK01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - DARK GREY	MF06	METAL FINISH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **South Elevation**

Project No: **219093** Date: **11/21/19** Author: **SC** Scale @ A1: **1 : 200**

Drawing No: **TP02.04 B**

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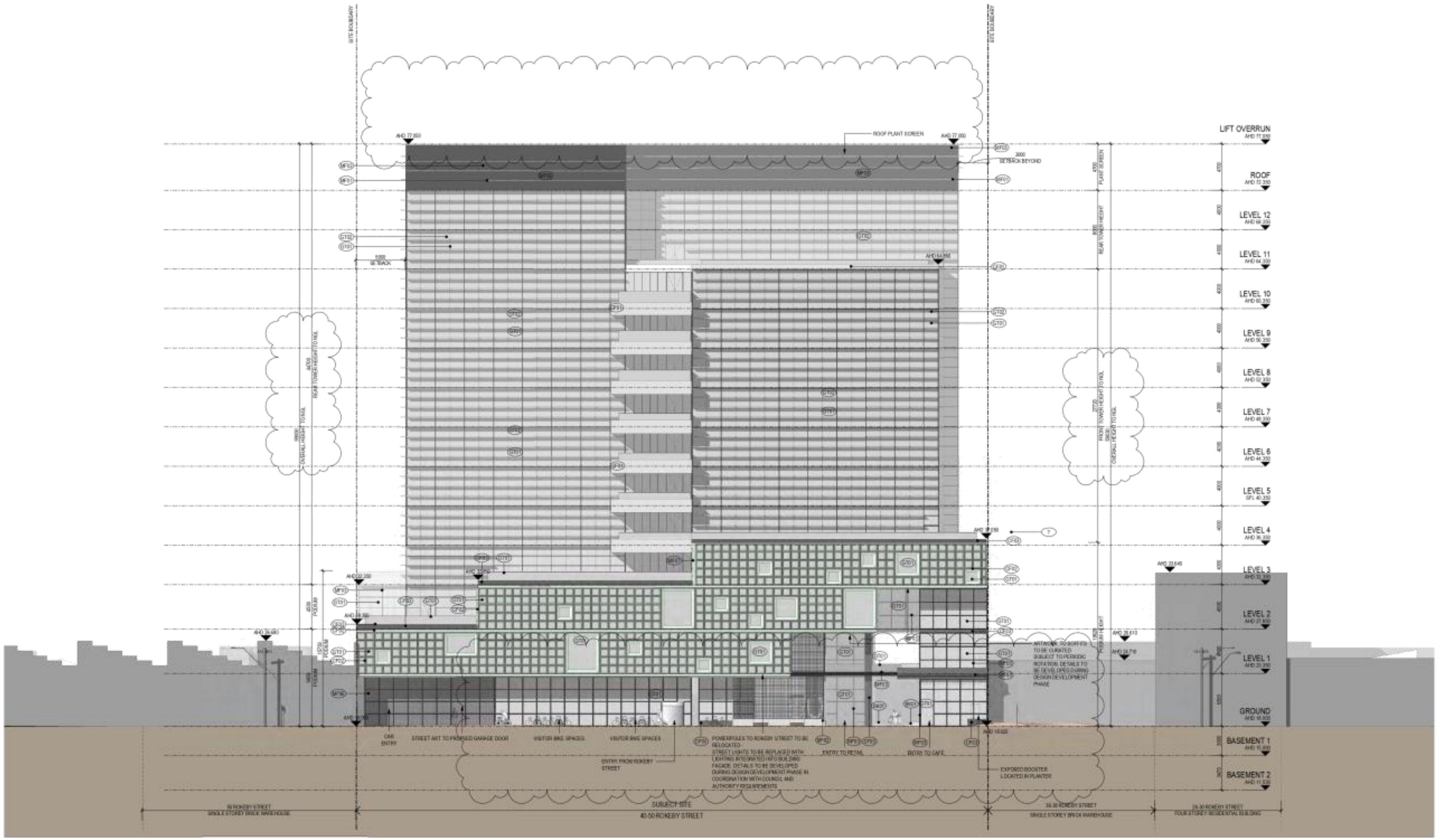
Attachment 3 - S57(a) amended plans.



Revisions			
-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.08.2020	TOWN PLANNING - FOR INFORMATION	HB

21/08/2020 10:49:07 AM

Materials

CF01	CONCRETE FINISH - NATURAL	MF01	METAL FINISH - SILVER
CF02	CONCRETE FINISH - PALE GREEN VERDIGRIS COLOUR	MF02	METAL FINISH - WHITE
BK01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - DARK GREY	MF06	METAL FINISH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **West Elevation - No Planting**

Project No: **219093** Date: **02/28/20** Author: **SC** Scale @ A1: **1 : 200**

Drawing No: **TP02.05 B**

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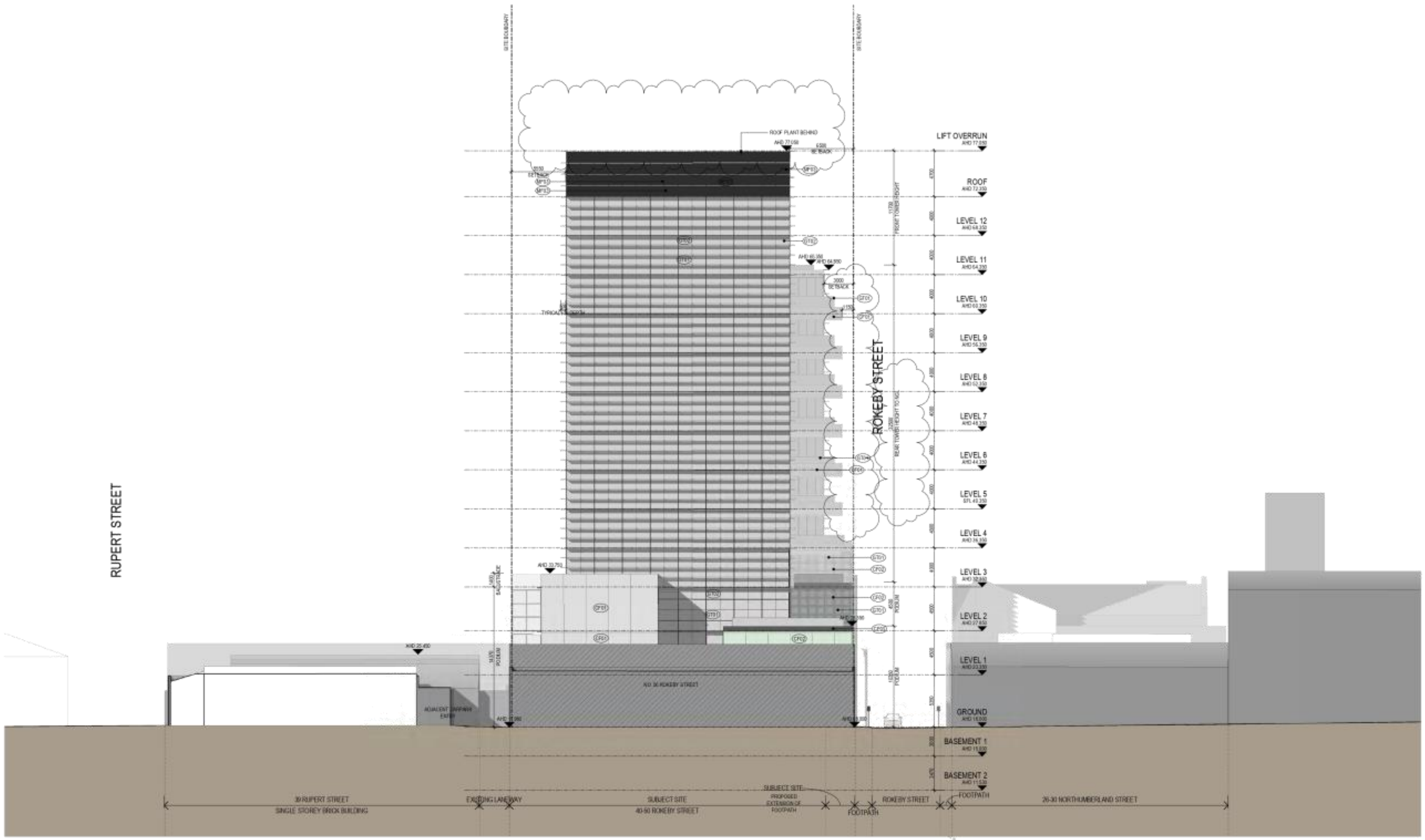
Attachment 3 - S57(a) amended plans.



Revisions			
-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.08.2020	TOWN PLANNING - FOR INFORMATION	HB

21/08/2020 11:18:06 AM

Materials			
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CF02	CONCRETE FINISH - PALE GREEN VERDIGRIS COLOUR	MF02	METAL FINISH - WHITE
BK01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - DARK GREY	MF06	METAL FINISH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **North Elevation - No Planting**

Project No: **219093** Date: **02/28/20** Author: **SC** Scale @ A1: **1 : 200**

Drawing No: **TP02.06 B**

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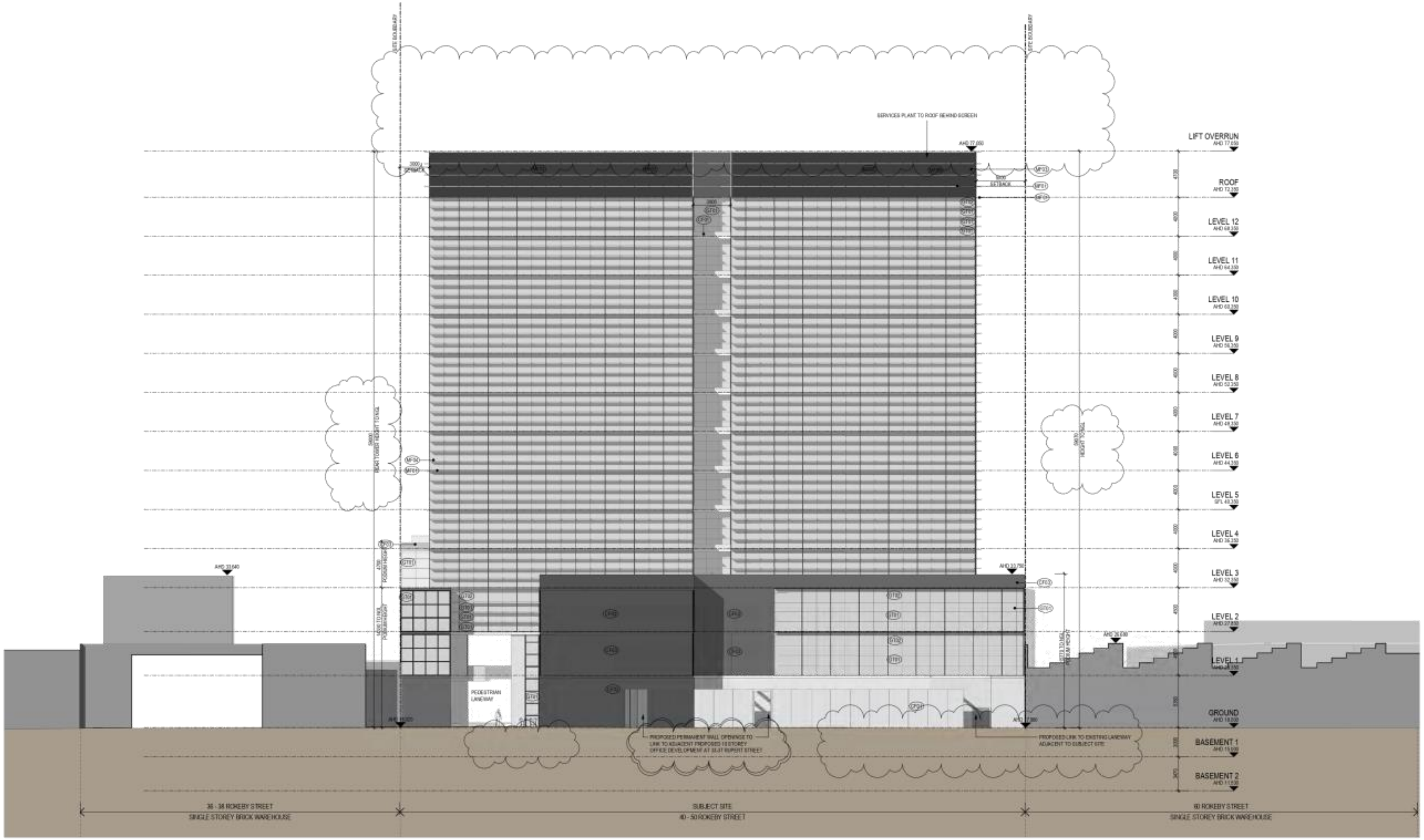
Attachment 3 - S57(a) amended plans.



Revisions			
-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.08.2020	TOWN PLANNING - FOR INFORMATION	HB

21/08/2020 10:50:38 AM

Materials

CF01	CONCRETE FINISH - NATURAL	MF01	METAL FINISH - SILVER
CF02	CONCRETE FINISH - PALE GREEN VERDIGRIS COLOUR	MF02	METAL FINISH - WHITE
BK01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - DARK GREY	MF06	METAL FINISH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **East Elevation - No Planting**

Project No: **219093** Date: **02/28/20** Author: **SC** Scale @ A1: **1 : 200**

Drawing No.: **TP02.07 B**

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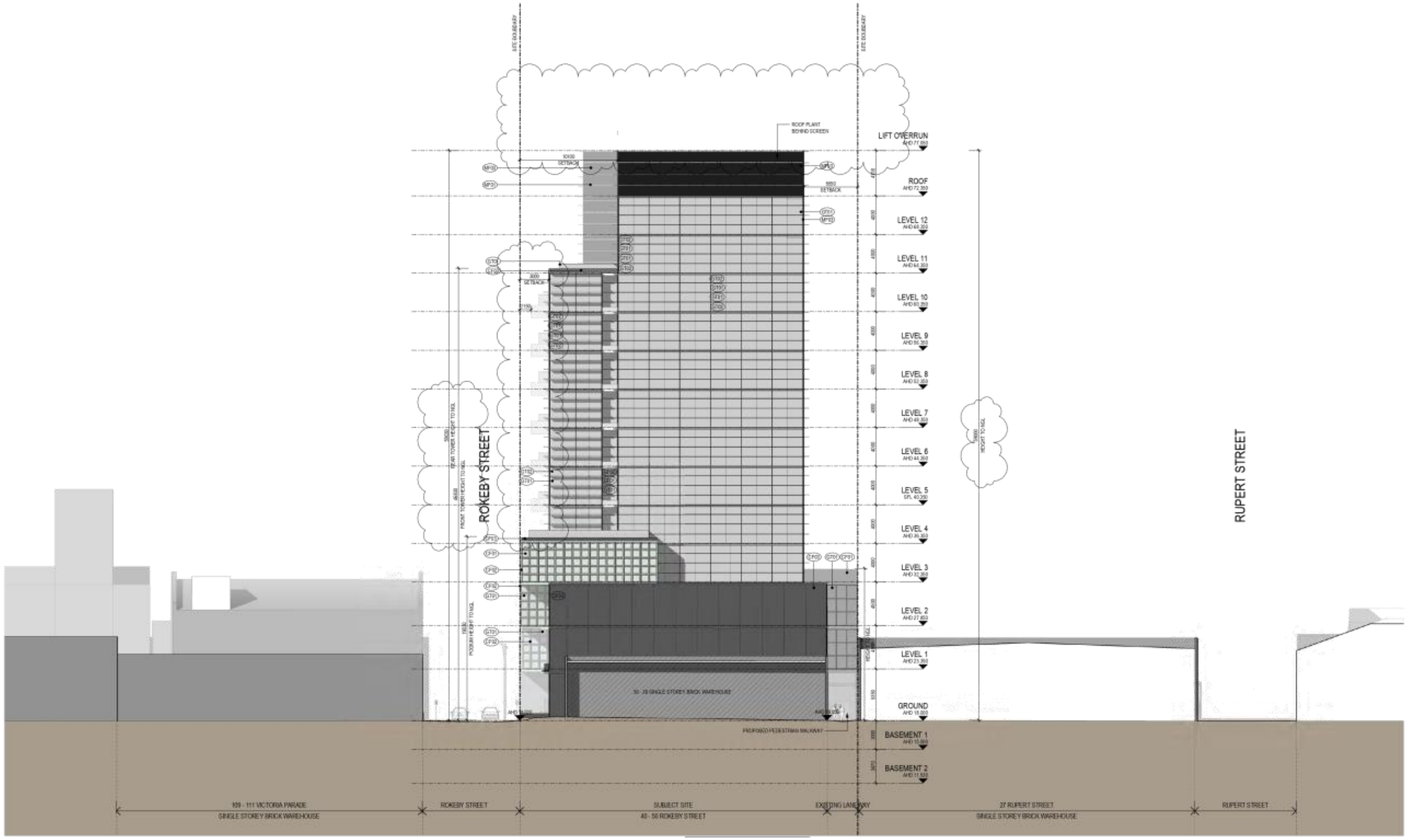
Attachment 3 - S57(a) amended plans.



Revisions

-	10.03.2020	TOWN PLANNING ISSUE	HB
A	06.04.2020	TOWN PLANNING RFI	HB
B	14.08.2020	TOWN PLANNING - FOR INFORMATION	HB

Materials

CF01	CONCRETE FINISH - NATURAL	MF01	METAL FINISH - SILVER
CF02	CONCRETE FINISH - PALE GREEN VERDIGRIS COLOUR	MF02	METAL FINISH - WHITE
BK01	BRICK PATTERN - NATURAL	MF03	METAL FINISH - DARK GREY
GT01	GLAZING - CLEAR	MF04	METAL FINISH - SILVER SHADE LOUVRES
GT02	GLAZING - SPANDREL	MF05	METAL FINISH - DARK GREY SHADE LOUVRES
PT01	PAINT FINISH - DARK GREY	MF06	METAL FINISH - PERFORATED GARAGE SCREEN
		MF07	METAL FINISH - TO MATCH CF02

21/08/2020 11:18:46 AM

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **South Elevation - No Planting**

Project No: **219093**

Date: **02/28/20**

Author: **SC**

Scale @ A1: **1 : 200**

Drawing No: **TP02.08 B**

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Attachment 3 - S57(a) amended plans.

Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.08.2020 TOWN PLANNING - FOR INFORMATION HB

21/08/2020 10:51:40 AM

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **Section A**

Project No: **219093**

Date: **01.11.19**

Author: **KV**

Scale @ A1: **1 : 200**

Drawing No: **TP03.01 B**

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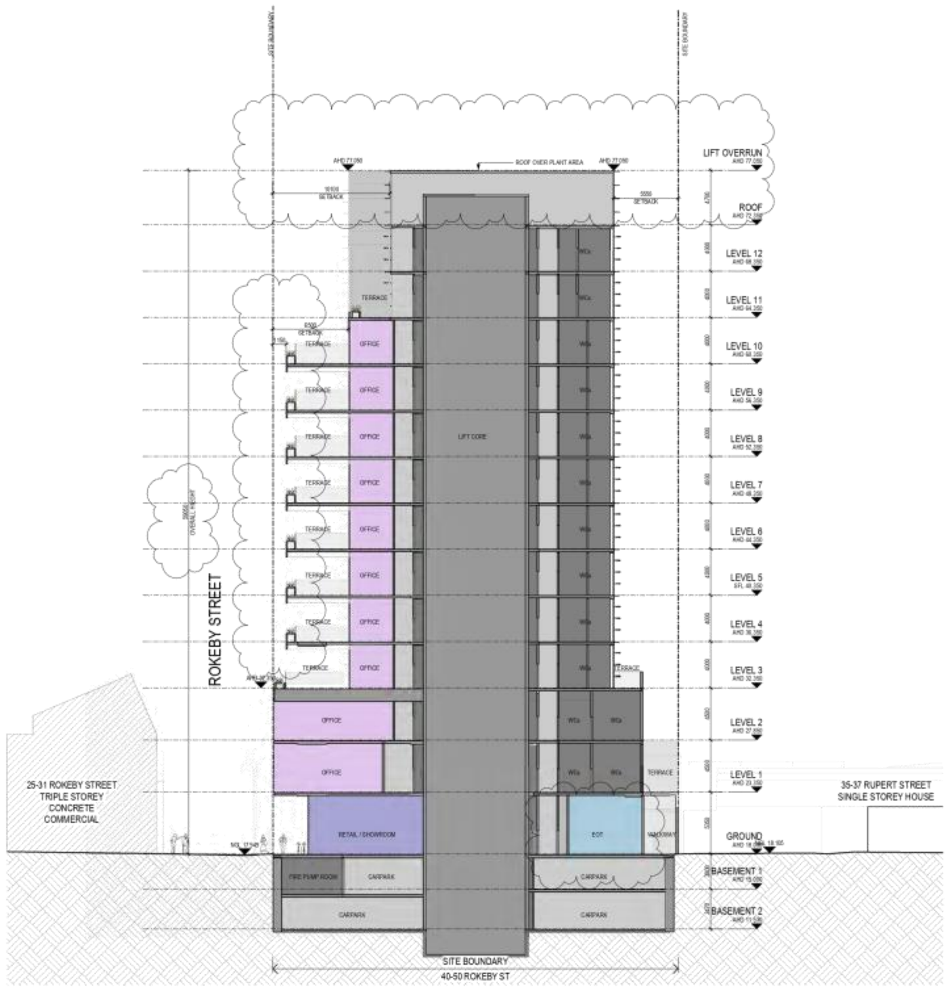
Attachment 3 - S57(a) amended plans.



Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.08.2020 TOWN PLANNING - FOR INFORMATION HB

21/08/2020 10:51:57 AM

Project **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing **Section B** | Project No **219093** | Date **01.11.19** | Author **KV** | Scale @ A1 **1 : 200** | Drawing No. **TP03.02 B**

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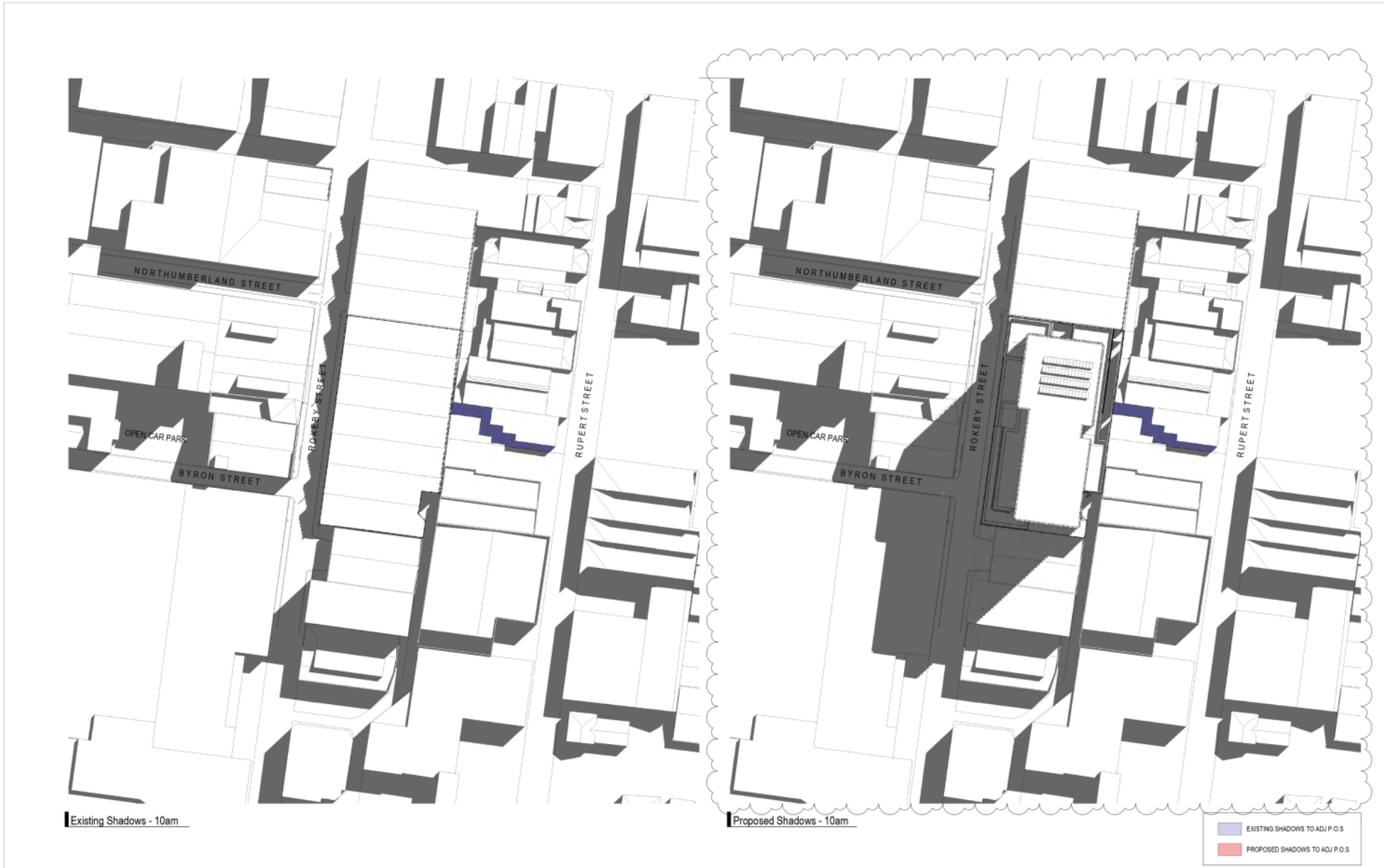
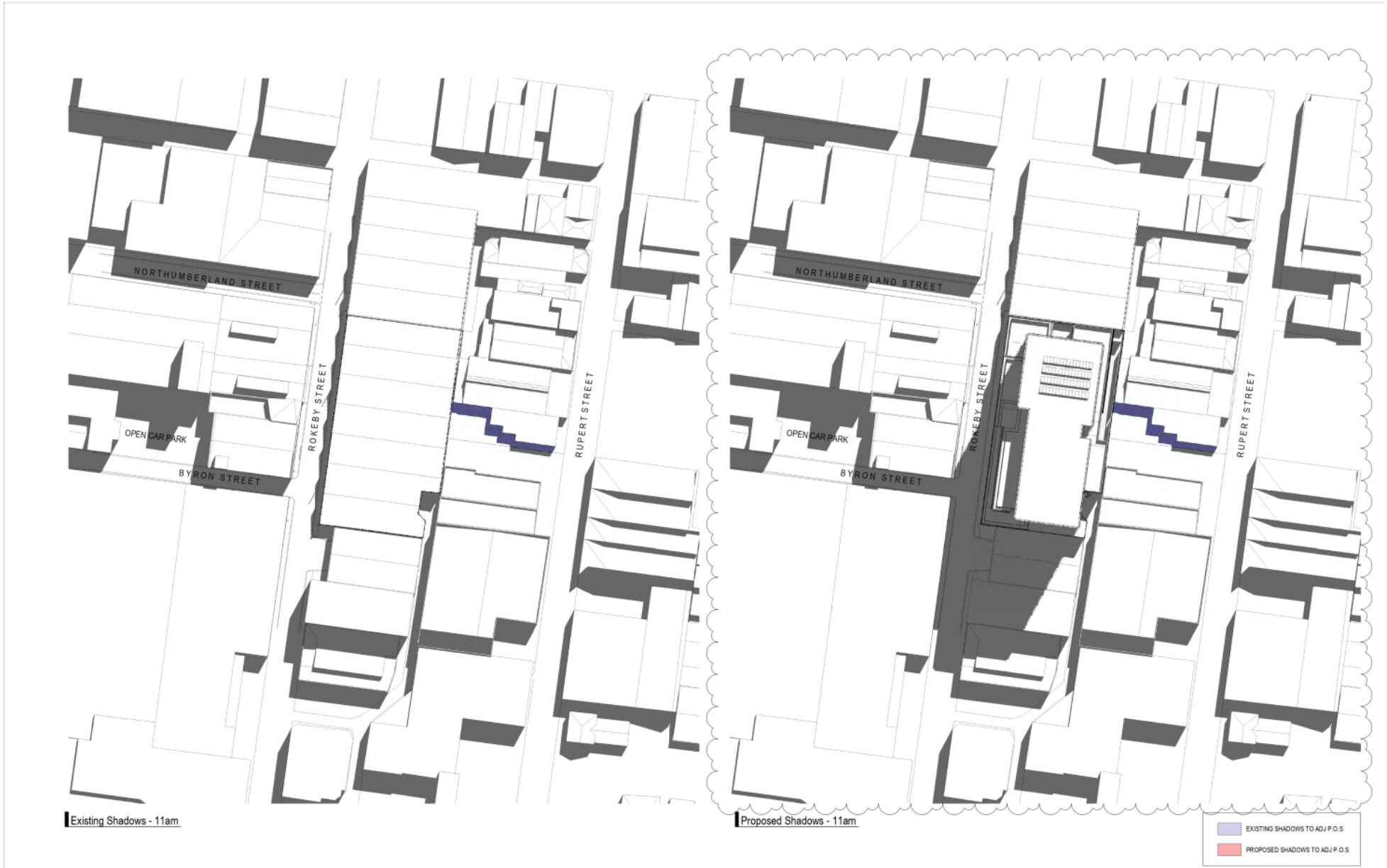
Attachment 3 - S57(a) amended plans.

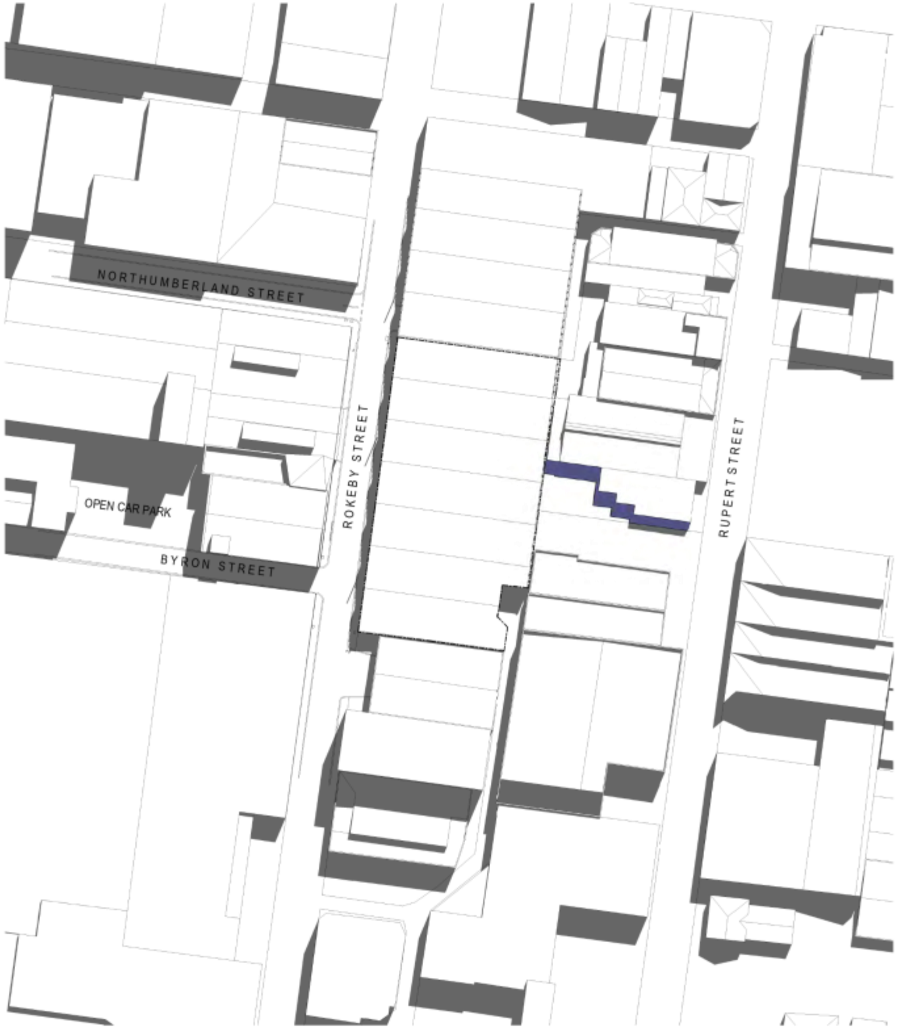
Attachment 3 - S57(a) amended plans.



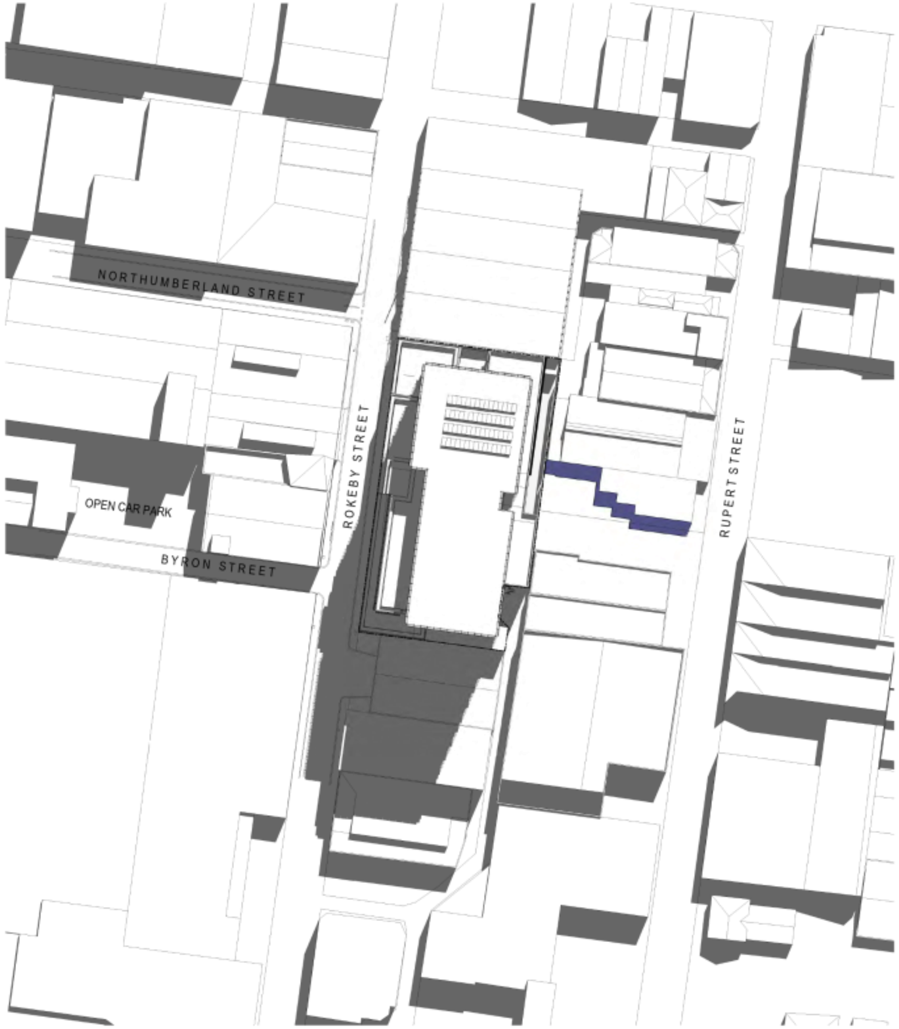
Attachment 3 - S57(a) amended plans.



Attachment 3 - S57(a) amended plans.



Existing Shadows - 11-15am



Proposed Shadows - 11-15am

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Revisions - 14.08.2020 TP - FOR INFORMATION HB

Project: 40-50 Rokeby Street Collingwood | Drawing: Shadows - 11-15am | Project No: 219093 | Date: 08/21/20 | Author: HB | Scale @ A1: 1 : 500 | Drawing No: TP04.03A-

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21/08/2020 11:04:59 AM

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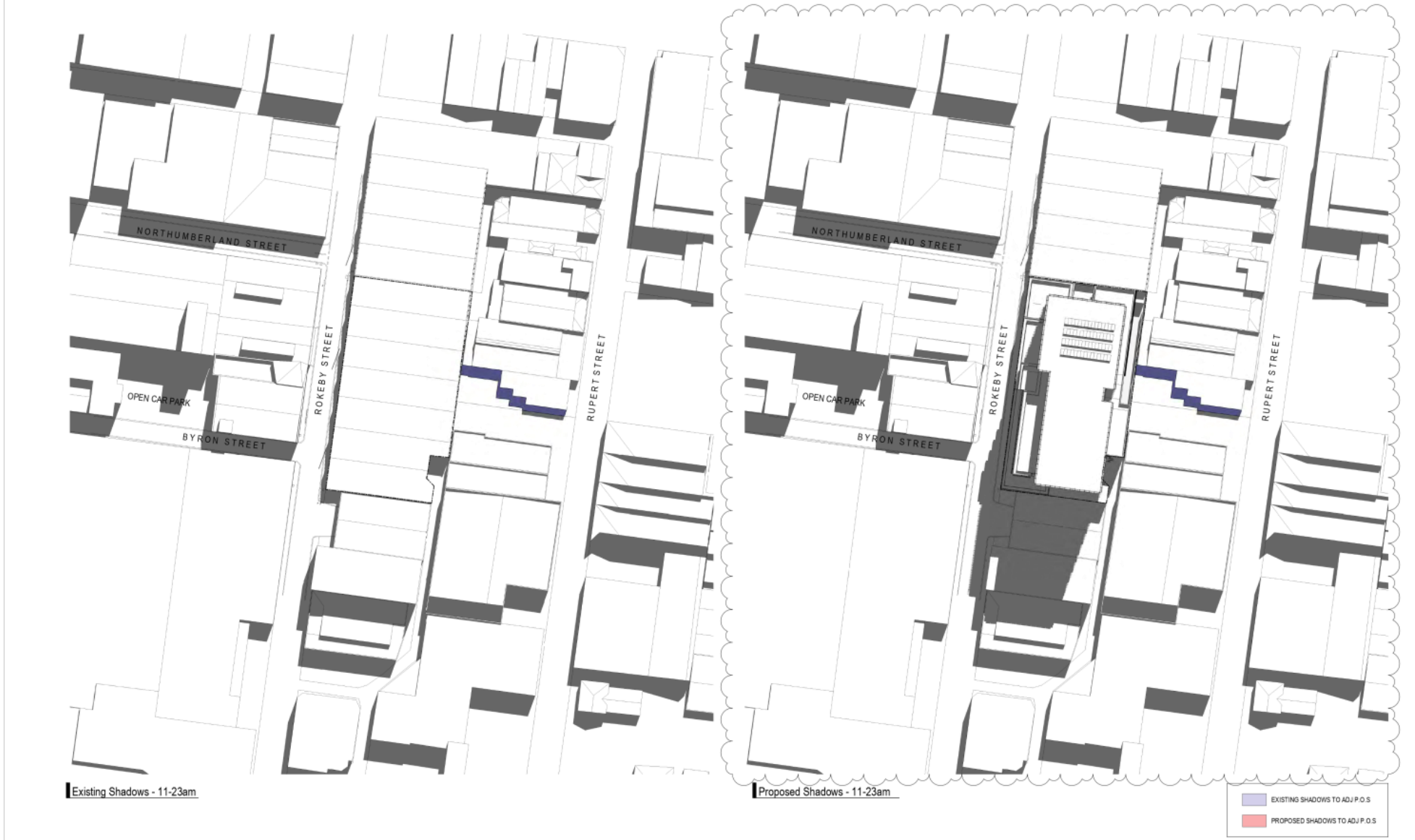
Attachment 3 - S57(a) amended plans.



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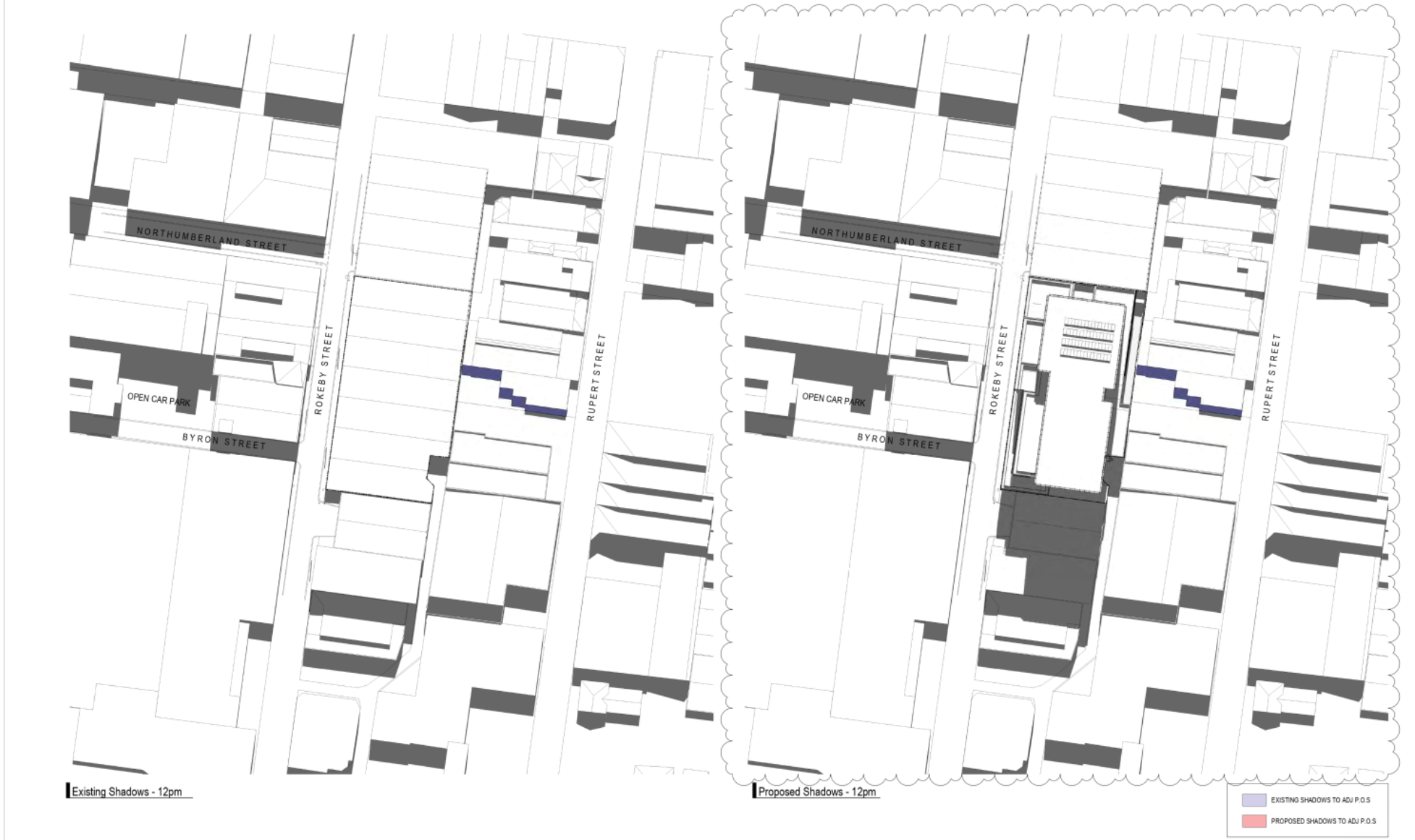

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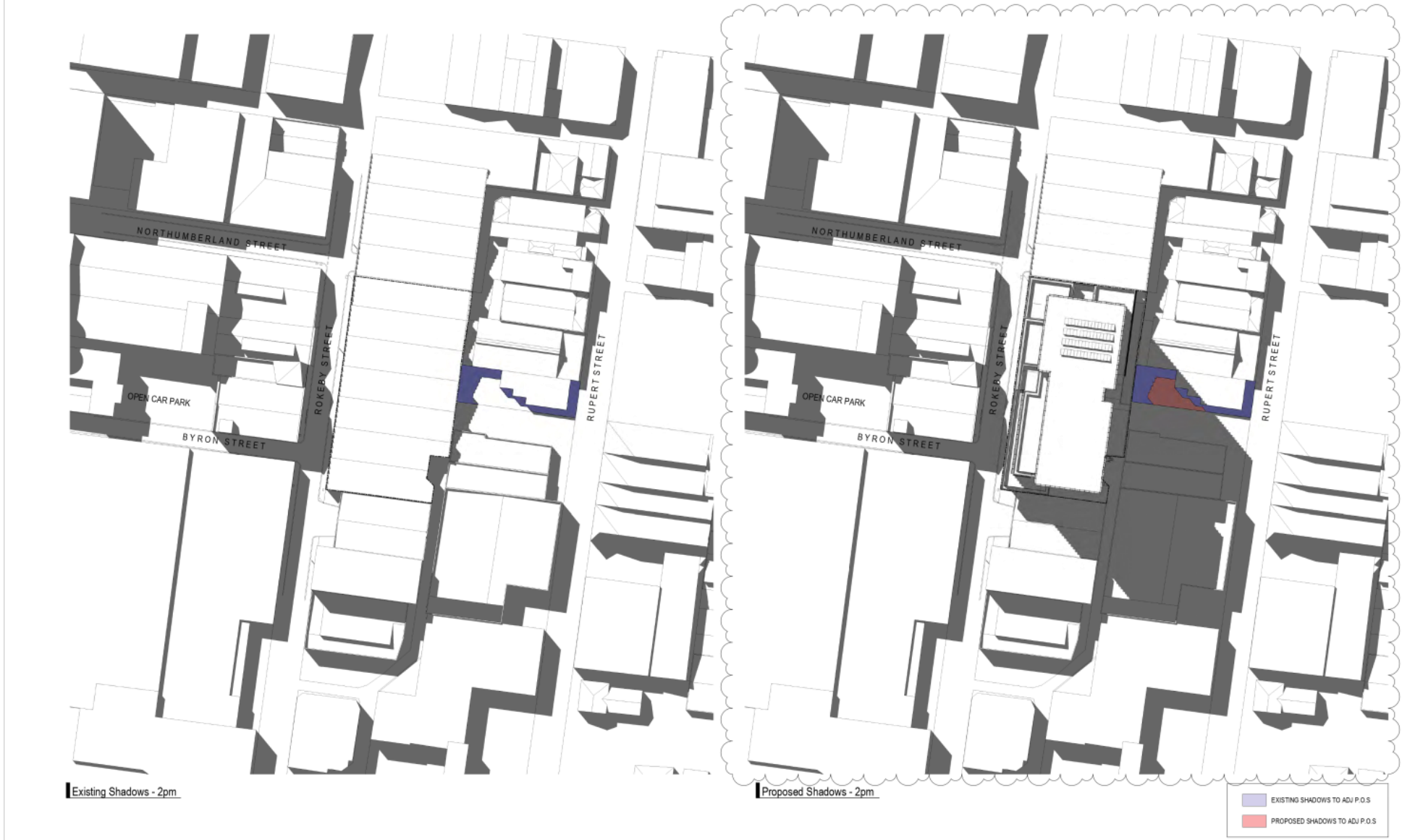

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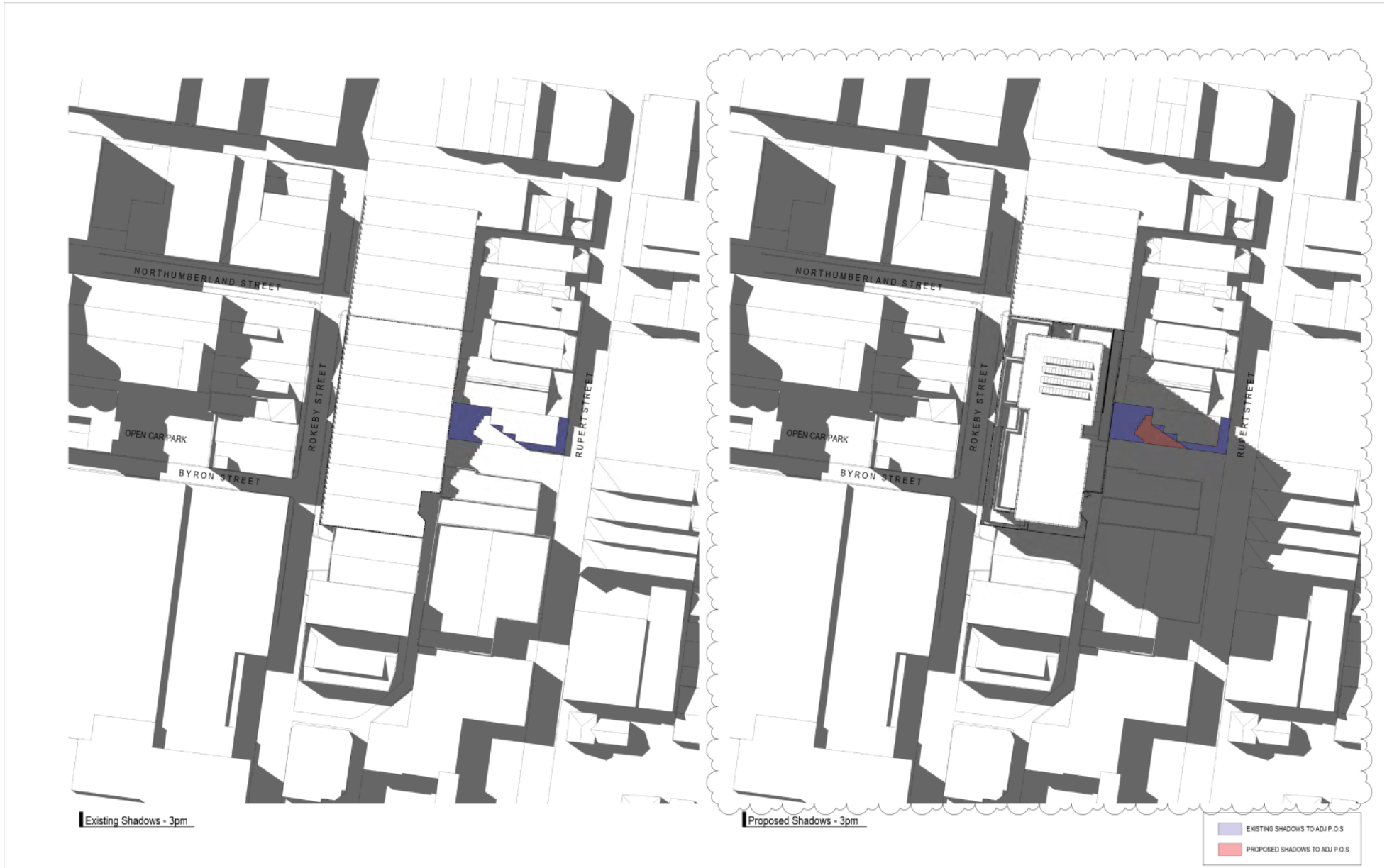


Attachment 3 - S57(a) amended plans.

Level	GFA (Excluding Terrace)	GFA Basement Parking	GFA Loading & Vehicle Access	NLA Retail	NLA Office	NLA Gym	NSA/NLA Total	End of Trip	WC Amenity	Office Lobby	External Walkways	Circulation	Lift/Stair Core	Services	Communal Terrace
BASEMENT 2	2113.4 m²	1871.9 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	106.0 m²	135.6 m²	0.0 m²
BASEMENT 1	2113.4 m²	1422.9 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	294.2 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	116.2 m²	280.1 m²	0.0 m²
GROUND	2158.3 m²	0.0 m²	356.0 m²	398.7 m²	0.0 m²	0.0 m²	398.7 m²	281.9 m²	32.4 m²	204.7 m²	456.3 m²	48.7 m²	99.8 m²	279.7 m²	0.0 m²
LEVEL 1	1850.0 m²	0.0 m²	0.0 m²	0.0 m²	1246.9 m²	149.7 m²	1396.6 m²	0.0 m²	59.6 m²	0.0 m²	0.0 m²	262.3 m²	116.2 m²	15.3 m²	43.1 m²
LEVEL 2	1860.7 m²	0.0 m²	0.0 m²	0.0 m²	1514.8 m²	0.0 m²	1514.8 m²	0.0 m²	58.7 m²	0.0 m²	0.0 m²	89.1 m²	106.0 m²	92.2 m²	113.0 m²
LEVEL 3	1492.9 m²	0.0 m²	0.0 m²	0.0 m²	1144.7 m²	0.0 m²	1144.7 m²	0.0 m²	51.2 m²	0.0 m²	0.0 m²	111.1 m²	106.0 m²	79.9 m²	371.5 m²
LEVEL 4	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 5	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 6	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 7	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 8	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 9	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	0.0 m²
LEVEL 10	1354.2 m²	0.0 m²	0.0 m²	0.0 m²	1011.9 m²	0.0 m²	1011.9 m²	0.0 m²	51.6 m²	0.0 m²	0.0 m²	111.0 m²	106.0 m²	73.7 m²	43.8 m²
LEVEL 11	1154.2 m²	0.0 m²	0.0 m²	0.0 m²	826.5 m²	0.0 m²	826.5 m²	0.0 m²	50.9 m²	0.0 m²	0.0 m²	99.4 m²	106.0 m²	71.3 m²	201.5 m²
LEVEL 12	1154.2 m²	0.0 m²	0.0 m²	0.0 m²	826.5 m²	0.0 m²	826.5 m²	0.0 m²	50.9 m²	0.0 m²	0.0 m²	99.4 m²	106.0 m²	71.3 m²	0.0 m²
ROOF	1126.3 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	0.0 m²	44.8 m²	1081.5 m²	0.0 m²
	24502.7 m²	3294.7 m²	356.0 m²	398.7 m²	12642.8 m²	149.7 m²	13191.1 m²	576.1 m²	665.1 m²	204.7 m²	456.3 m²	1487.2 m²	1648.5 m²	2622.9 m²	991.6 m²

Level	CARPARKS Office	Motorbike Parks
BASEMENT 2	55	2
BASEMENT 1	27	3
GROUND	0	0
	82	5

0.65 Cars per 100 m² Office NLA
0.62 Cars per 100 m² Total NLA

5 MOTORCYCLE SPACES

NLA areas are a guide only and include potential facade setbacks for architectural expression.

STATUTORY BICYCLE PARKING REQUIREMENT: 55
TENANT BICYCLE PARKING PROVIDED: 188
TENANT E-BIKE CHARGING STATIONS: 6
VISITOR BICYCLE PARKING: 18

*For preliminary feasibility purposes. Areas are not to be used for purpose of lease or sale agreements. Layouts may not comply with building regulations or other regulatory requirements. The information contained in this schedule is believed to be correct at the time of printing. Areas are generally measured in accordance with the Property Council of Australia Method of Measurement.

Revisions
- 10.03.2020 TOWN PLANNING ISSUE HB
A 06.04.2020 TOWN PLANNING RFI HB
B 14.08.2020 TOWN PLANNING - FOR INFORMATION HB

21/08/2020 10:52:09 AM

Project: **40-50 Rokeby Street Collingwood**
40-50 Rokeby Street, Collingwood

Drawing: **Development Summary** Project No: **219093** Date: **01.08.19** Author: **DL** Scale @ A1

Drawing No: **TP05.01 B**

rothelowman

Attachment 4 - Internal and external referral advice collated.

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

5/11/2020

John Theodosakis
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Mr. Theodosakis,

PLANNING APPLICATION NO.:	**PLN200186**
DEPARTMENT REFERENCE NO:	**PPR 34425/20**
PROPERTY ADDRESS:	**40-50 ROKEBY STREET, COLLINGWOOD VIC 3066**

Section 55 – No Objection

Thank you for your referring the above application to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987.*

The Head, Transport for Victoria has considered this application and does not object to the grant of a permit.

Please forward a copy of any decision to this office as required under the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Gillian Menegas on 9313-1148 or Gillian.Menegas@roads.vic.gov.au.

Yours sincerely

Gillian Menegas

Gillian Menegas
SENIOR PLANNER- Statutory Planning Referrals Metro North West Region
Under delegation from the Head, Transport for Victoria
5/11/2020

VICTORIA State Government

Attachment 4 - Internal and external referral advice collated.

CITY OF YARRA

MeMO

TO:	John Theodosakis (Statutory Planning)
FROM	Amruta Pandhe (Urban Design)
DATE:	04 June 2020
SUBJECT:	40-72 Rokeby Street, Collingwood
APPLICATION NO:	PLN20/0168
DESCRIPTION:	Development of a fifteen storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.

COMMENTS SOUGHT

Urban Design comments have been sought on public realm matters. The comments are based on Architectural Plans dated 1st November 2019.

COMMENTS SUMMARY

In summary, the drawings are not yet acceptable from an Urban Design perspective. Detailed comments are provided below and we request that the applicant provides a response to each of these items.

It is also requested that the applicant provides detailed landscape plans prepared by a landscape architect and these need to be assessed by Council's Open Space team. The landscape plan should incorporate below recommendations.

COMMENTS

Additional details and amendments that are required on the drawings are discussed in the relevant sections below and overleaf.

Ground Floor Rokeby Street Interface

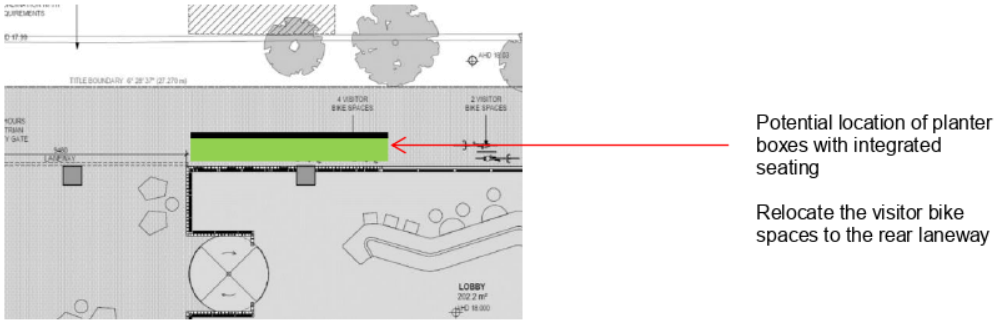
The ground floor is setback by 3m along Rokeby Street. Currently there are seven bike hoops and some landscaping proposed within this space. Pedestrian and vehicular access to the development is provided via Rokeby Street.

The ground floor building interface is generally supported, with good level of transparency to the street. Existing footpath in front of the subject site is only 2m. Hence, the ground floor setback is highly supported. This space presents a great opportunity to provide an engaging, safe and elegant pedestrian environment. Provision of visitor bike spaces within this setback is supported. However, the space needs more greenery (including vertical greenery) to reduce the hard edge created by building façade and garage doors. We also recommend that some public seating be provided within this space to accommodate anticipated use within the public realm.

There are total 14 visitor bike spaces provided within the front setback. It is recommended that these are reduced to 10 visitor bike spaces and the remaining four are relocated to the rear laneway near proposed

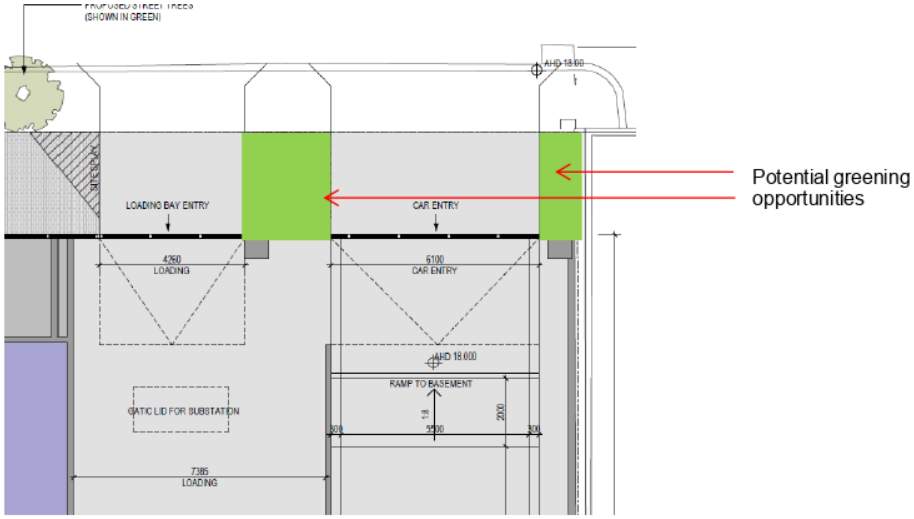
Attachment 4 - Internal and external referral advice collated.

bike spaces (outside E.O.T lobby). This will contribute in decluttering the space and provides an opportunity to have landscaping and seating within this space.



Ground Floor Plan (section near the main pedestrian entrance)

There are other landscaping opportunities (including vertical greenery), like the space between the car park entry and loading bay entry. Provision of landscaping in this space will also help in creating a clear separation between the two entries. The section on north of car park entry also provides landscaping opportunity. It is important to ensure that any landscape treatment and structures do not obstruct any sight lines of drivers.



Ground Floor Plan (section near vehicular entrances)

It is recommended that a detail Landscape Plan is prepared incorporating these recommendations and these need be assessed by Council's Open Space team.

The drawings need to provide more information and/or clarification about:

- There is insufficient detail about the 9.5m long security gate shown across the pedestrian walkway. Further material and design details for the gates should be provided, including their level of transparency as this will impact the pedestrian environment during weekends and evenings.
- Provide additional spot levels on the plan to clarify the height differences between the footpath and paving. We would expect a seamless transition between the footpath and paving, with any height differences resolved through grading of the paving to ensure no steps will be required.
- Show location of all existing infrastructure on footpath like electricity pole, parking signs, street name sign. If any of this infrastructure is proposed to be relocated show the proposed new locations.

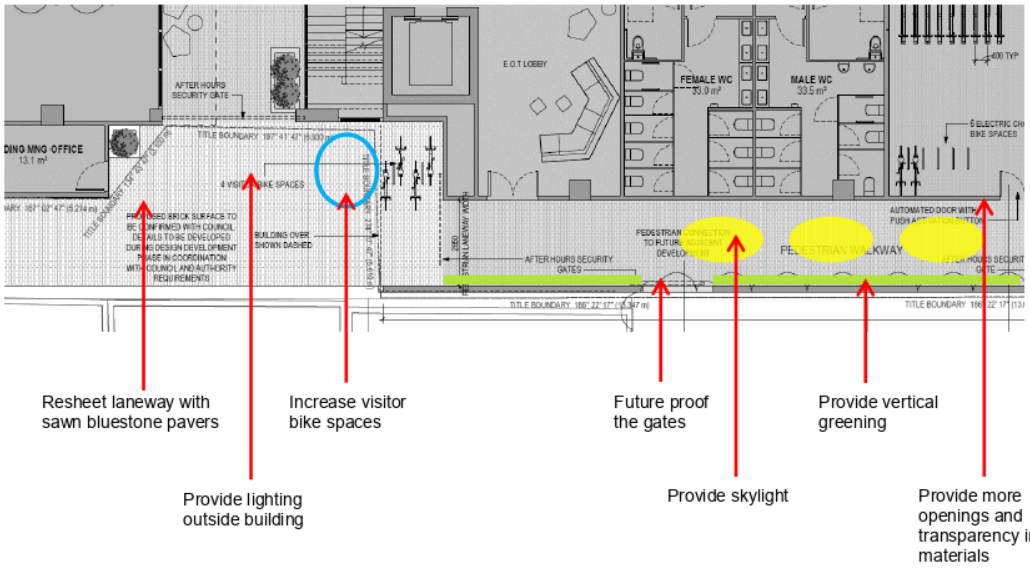
- Show general Grading and Drainage information (including within the laneway) to ensure the site layout is universally accessible, appropriate and well-designed.
  - RLs at all building entries and street interfaces.
  - Falls of pavements, including extents of significant falls (i.e. steeper than 1:33 and 1:20).
  - Drainage pits (and associated RLs).
  - Show drainage infrastructure, such as trench grates on plans.

Pedestrian Walkways

The development proposes pedestrian walkways connecting Rokeby Street to the laneways and potentially to the future adjacent development. Please note the east-west pedestrian walkway is referred as main walkway and the north-south pedestrian walkway connecting the two lanes is referred as rear walkway in below comments.

The provision of these connections are supported in principle but there are some major concerns particularly along the rear walkway about safety and the quality of space being proposed. We would like to confirm the intended audience for the rear walkway. Will it be mainly used by the cyclist to access the bike storage or are pedestrians expected to walk through this space? If the rear walkway is expected to be a thoroughfare then it needs to be pedestrian friendly. CEPTED principles need to be given high consideration due to lack of activation, limited solar access, pedestrian permeability and natural surveillance. Below recommendations are provided to make the rear walkway more acceptable from an urban design perspective:

- Explore providing some active frontages along the walkway.
- The wall along bike storage, EOT lobby and comms room can provide more transparency through use of materials and openings.
- The wall along the eastern boundary can incorporate vertical greenery.
- Confirm whether the walkway is covered or open to sky. If it is covered it is recommended to provide natural skylight openings to allow natural light into the walkway. Confirm that artificial lighting will be provided within the walkway.
- To mitigate this risk of anti-social behaviour or loitering in the laneway / outside security gates, confirm that there will be security / sensor lights at each of these.
- Ensure future proofing the gates that provide pedestrian connection to future adjacent development. This can be achieved by providing openings in the wall and using material that can easily be replaced with gates when the adjacent development is built.



Ground Floor Plan (section near rear laneways)

Attachment 4 - Internal and external referral advice collated.

Pavements

All pavements along Rokeby Street are to be reinstated as asphalt footpaths with concrete kerbs and channels for the full length of the site as per *City of Yarra's Infrastructure – Road Materials Policy*. All redundant vehicle crossovers are to be demolished. Proposed kerbs and channels and vehicle crossovers to be shown on drawings as per *Yarra Standard Drawings*.

The proposed brick surface within the Council land along the laneway is not supported. All pavements within Council land are to be reinstated as sawn bluestone pavers as per *Yarra Standard Drawings*.

All proposed paving in the pedestrian walkways must be compliant with Australian Standards for slip resistance and DDA.

The drawings need to provide more information and/or clarification about:

- Confirm delineation between public and private land. There needs to be a clear distinction between public and private realm along Rokeby Street and laneways.
- Confirm Paving / Surface material within the 3m setback space including the vehicular crossovers and all pedestrian walkways.
- Council engineer should be consulted in regard to storm water management and grading along Rokeby Street and laneways. This to ensure that the overland flow at big rain events will not cause any flooding issues.

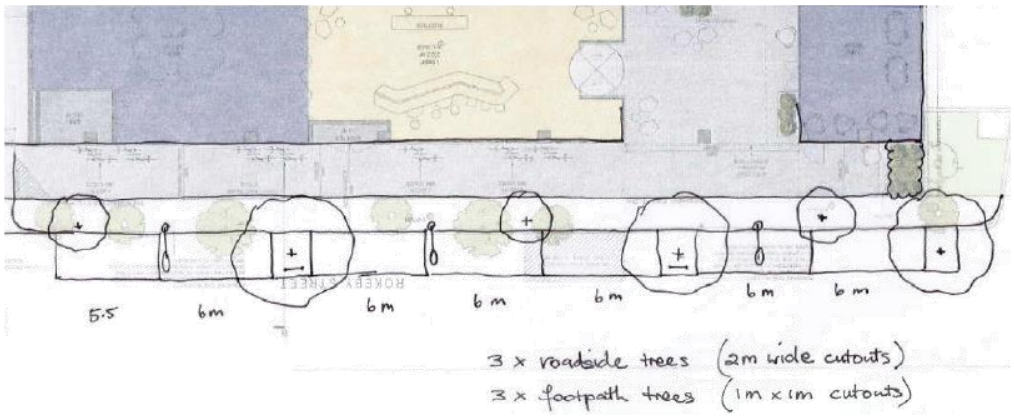
Street Tree Planting

Rokeby Street has been identified to be planted as part of Council's street tree planting program. Further, the proposed 3m setback on the ground floor provides a great opportunity to plant new trees on footpath. Hence, it is recommended to plant some trees on the footpath and some roadside trees. Provision of trees in front of the main pedestrian walkway will also contribute in mitigating the wind effect that might potentially be created due to the scale of the development. The applicant is requested to contribute to the cost of planting six (6) new street trees, which would cover tree sourcing, planting and 2 years of maintenance. The total cost for the trees would be $4,806.

Below are further details and a sketch layout showing the potential location of trees which takes into account parking and the street lighting along the site. The following tree species are recommended:

- Footpath – 3 X Brachychiton 'Bella Donna' (5-6m height x 3-5m spread); approximate cost $565 per tree
- Roadside – 3 X Eucalyptus scoparia (8m height x 6m spread); approximate cost $1037 per tree

Council's tree planting contractor will source and plant the street tree. However, please keep Council updated as the project progresses so when the plans are approved Council can ensure trees are placed on order in time for completion.



Suggested layout showing tree locations along Rokeby Street

Attachment 4 - Internal and external referral advice collated.

CITY OF YARRA

MEMO

To:	**John Theodosakis**	
From:	**Mark Pisani**	
Date:	**14 July 2020**	
Subject:	**Application No:**	**PLN20/0168**
	Description:	**Major Development; 15-Storey Mixed Use Building**
	Site Address:	**40-72 Rokeby Street, Collingwood**

I refer to the above Planning Application received on 13 May 2020 in relation to the proposed development at 40-72 Rokeby Street, Collingwood. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Rothe Lowman Architects	TP01.02 *Basement 2*	A	6 April 2020
	TP01.03 *Basement 1*	A	6 April 2020
	TP01.04 *Ground Floor*	A	6 April 2020
	TP01.05 *Level 1*	A	6 April 2020
	TP02.01 *West Elevation*	A	6 April 2020
	TP02.02 *North Elevation*	A	6 April 2020
	TP02.03 *East Elevation*	A	6 April 2020
	TP02.04 *South Elevation*	A	6 April 2020
	TP02.05 *West Elevation – No Planting*	A	6 April 2020
	TP03.01 *Section A*	A	6 April 2020
	TP03.02 *Section B*	A	6 April 2020
	TP05.01 *Development Summary*	A	6 April 2020
Ratio Consultants	*Traffic Impact* report	RepF02	8 April 2020

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:

Attachment 4 - Internal and external referral advice collated.

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	14,666.5 m²	3.0 spaces per 100 m² of net floor area	439	77
Retail	338.8m²	3.5 spaces per 100 m² of leasable floor area	11	4
Food and Drink	66.1 m²	3.5 spaces per 100 m² of leasable floor area	2	1
		Total	**452 spaces**	**82 spaces**

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

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

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

Parking Demand Consideration	Details
Parking Demand for Office Use	The office would be providing on-site car parking at a rate of 0.53 spaces per 100 m² of floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include: ▪ 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m² ▪ 51 Langridge Street, Collingwood – 0.54 spaces/100m² ▪ 2-16 Northumberland Street, Collingwood – 0.89 spaces/100m² Although lower than the rates listed above, the proposed office parking rate of 0.53 spaces per 100 square metres of floor space is considered appropriate, as the proposal seeks to minimise private car dependency and promote more sustainable forms of transport.
Parking Demand for Retail Use	For the retail use, a staff car parking rate of 1.0 space per 100 m² of floor area could be adopted. For the proposed retail use, this would equate to three to four spaces. The balance of the parking generated by this use would be customers, who would park off-site.
Parking Demand for Food and Drink Use	Similarly with the retail use (above), a staff car parking rate of 1.0 space per 100 m² of floor area could also be adopted for the food and drink use. This would equate to a staff parking demand of one space.

- *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:
    - Smith Street-Gertrude Street trams – 550 metre walk
    - Langridge Street bus interchange (on Hoddle Street) – 420 metre walk
    - Victoria Parade trams – 350 metre walk
    - North Richmond railway station – 690 metre walk

Attachment 4 - Internal and external referral advice collated.

- *Multi-Purpose Trips within the Area*. Clients and customers to the office and retail uses might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access*. The site is well positioned in terms of pedestrian access to public transport nodes and other nearby businesses and facilities. The site has good access 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*. Ratio Consultants had undertaken an on-street parking occupancy survey of the surrounding area on Wednesday 20 November 2019 between 8:00am and 7:00pm. The survey area encompassed Rokeby Street, Glasgow Street, Northumberland Street, Byron Street Montague Street and sections of Langridge Street and Rupert Street. The times and extent of the survey are considered appropriate. An inventory of 57 publicly available parking spaces was identified. The results of the survey recorded that the peak parking occupancy had occurred at 2:00pm with the on-street parking within the study area to be fully occupied. Whilst the level of parking the area is very high, the short-stay parking regularly turns over.
- *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 commercial uses on the site is considered appropriate in the context of the development and the surrounding area. The operation of the development should not adversely impact existing on-street parking conditions in the area. Since the demand for on-street parking in the area is very high, employees at the development would be inclined to use more sustainable forms of transport (public transport, bicycles) to commute to and from the site.

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 Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Office (77 spaces)	0.5 trips per space in each peak hour	39	39
Retail (4 spaces)	1.0 trip per space in each peak hour	4	4
Food and Drink (1 space)	1.0 trip per space in each peak hour	1	1
	Total	**44 trips**	**44 trips**

Attachment 4 - Internal and external referral advice collated.

As Rokeby Street has a one-way traffic operation in the south bound direction, nearly all traffic would enter the street via Langdridge Street and exit onto Victoria Parade. Adopting a directional split of 90% inbound (40 trips) and 10% outbound (4 trips) in the AM peak hour (reversed in the PM peak hour), we agree that the traffic generated by this site should not adversely impact Rokeby Street or the surrounding road network.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a width of 6.1 metres which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	A pedestrian sight triangle has been superimposed at the exit lane of the development and satisfies *Design standard 1 – Accessways* of Clause 52.06-9.
Headroom Clearance	Not dimensioned on the drawings.
Internal Ramped Accessways	The internal ramped accessways have been provided with a minimum width of 5.5 metres with additional 300 mm wide kerbs and satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2 – Car parking spaces*.
Accessible Parking Spaces	The accessible parking spaces and shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Tandem Parking Space – Basement 2	The length of the tandem parking space (space No. 74) has not been dimensioned.
Aisles	Aisle widths range from 6.4 metres to 7.051 metres and satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Not dimensioned on the drawings. A number of columns have been positioned 300 mm from the spaces and comply with *Diagram 1 Clearance to car parking spaces*. Columns that are immediately adjacent to spaces also comply with *Diagram 1* (please see appended diagram).
Clearances to Walls	Clearances of no less than 300 mm have been provided for spaces adjacent to walls and satisfy *Design standard 2*.
Motorcycle Spaces	Motorcycle spaces have widths of 1.2 metres. Lengths of these spaces have not been dimensioned.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The gradient for the first 5.0 metre inside the property is flat and satisfies *Design standard 3: Gradients*.

Attachment 4 - Internal and external referral advice collated.

Item	Assessment
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9. According to Ratio Consultants, the 1 in 4.5 ramp within the curved ramped applies to the inside radius (standard convention). The applicant needs to reflect his on the drawings.
Transition Grade at Base of 1 in 4.5 Ramp Grade Section	The transition grades at the bases of the 1 in 4.5 ramp sections should be lengthened to 2.5 metres (applied to ramp sections that have grades steeper than 1 in 5).
Longitudinal Grades	The maximum grade of 1 in 20 along the aisle in Basement 1 (in front of spaces 26 and 27) satisfies AS/NZS 2890.1:2004.
Loading	
Loading Bay	The loading bay is irregular in shape and has a width of 4.798 metres at its narrowest point. The loading bay is considered satisfactory (please see below in the section 'Swept Path Analysis').
Swept Path Analysis	
Truck Entry Movements Via Rokeby Street 16571-SK008-B* Sheet 1 of 8	The swept path diagram for a 6.4-metre long small rigid vehicle entering the site via Rokeby Street and entering the loading bay is considered satisfactory.
Truck Exit Movements Via Rokeby Street 16571-SK008-B Sheet 1 of 8	The swept path diagram for a 6.4-metre long small rigid vehicle reversing out of the loading bay and exiting onto Rokeby Street is considered satisfactory.
Vehicle Turning Movements Development Entrance 16571-SK008-B Sheet 2 of 8	The swept path diagrams for the B99 design vehicle entering and exiting the development site via Rokeby Street are considered satisfactory.
Vehicle Turning Movements Spaces 19 and 27 16571-SK008-B Sheet 3 of 8	The swept path diagrams for a B85 design vehicle entering spaces 19 and 27 are considered satisfactory.
Vehicle Reversing Movements Spaces 19 and 27 16571-SK008-B Sheet 4 of 8	The swept path diagrams for a B85 design vehicle reversing out of spaces 19 and 27 are considered satisfactory.
Vehicle Passing Movements Basement 1 – North Side 16571-SK008-B Sheet 5 of 8	The vehicle passing movements at the north side of Basement 1 of a B95 design vehicle and an oncoming B99 design vehicle are considered satisfactory.
Vehicle Passing Movements Basement 2 – Curved Ramp 16571-SK008-B Sheet 6 of 8	The vehicle passing movements at the base of the curved ramp of Basement 2 of a B95 design vehicle and an oncoming B99 design vehicle are considered satisfactory.
Vehicle Turning Movements Basement 2 – Space 28 16571-SK008-B Sheet 7 of 8	The swept path diagrams for a B85 design vehicle entering and exiting space 28 are considered satisfactory.
Vehicle Turning Movements Basement 2 – Space 39 16571-SK008-B Sheet 7 of 8	The swept path diagrams for a B85 design vehicle entering and exiting space 39 are considered satisfactory.

* Ratio Consultants swept path diagram drawing number

Attachment 4 - Internal and external referral advice collated.

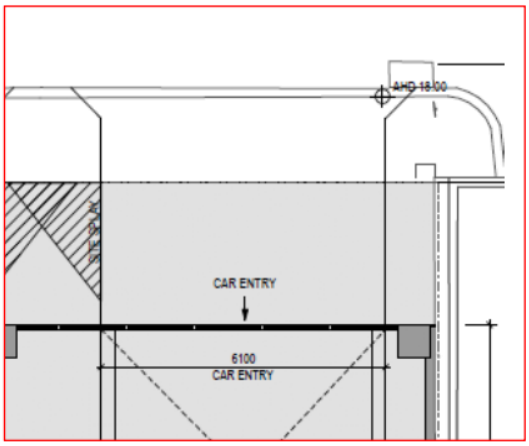
Item	Assessment
Other Items	
Development Entrance Proposed Vehicle Crossing – Ground Clearance Check	A vehicle crossing ground clearance check for the development entrance is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Design Items to be Addressed*' section).

Design Items to be Addressed

Item	Details
Headroom Clearance	To be dimensioned on the drawings at the development entrance and at critical points on the ramped accessways.
Tandem Parking Space – Basement 2	The length of the tandem parking space is to be dimensioned on the drawings and be no less than 5.4 metres as required by AS/NZS 2890.1:2004.
Column Depths and Setbacks	To be dimensioned on the drawings.
Motorcycle Spaces	The lengths of the motorcycle spaces are to be dimensioned on the drawings and comply with AS/NZS 2890.1:2004.
Transition Grade at Base of 1 in 4.5 Ramp Grade Section	To be lengthened to t 2.5 metres.
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, Rokeby 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 lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.

Attachment 4 - Internal and external referral advice collated.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
Rokeby Street	
Footpath and Kerb and Channel Reconstruction	Construction works at the site and the occupation of the footpath during works will impact on the condition of the footpath and kerb and channel. The Permit Holder must reconstruct the footpaths and kerb and channel along the property's Rokeby Street road frontage.
Redundant Vehicle Crossings	To be demolished and reinstated with paving, kerb and channel.
Road Pavement Re-sheet	Construction activities on site and the passage of heavy vehicles will impact the pavement of Rokeby Street, outside the property frontage. A half-width re-sheet of the road is required once all construction works have been completed.
Existing Grated Side Entry Pit	The proposed vehicle crossing servicing the development entrance will impact the existing grated side entry pit. This pit is an important junction pit and must remain intact. The north edge of the vehicle crossing shall be positioned 1.0 metre south of the edge of the lintel of the pit.  Please see appended diagram for the 1.0 metre clearance required for the pit.
Rear Laneway abutting South East Corner of Site	
Materials with Setback Area abutting the Laneway	The materials to be used in the setback area abutting the laneway must be different to that of the bluestone pavement of the laneway. The boundary of the laneway must be clearly defined.

Attachment 4 - Internal and external referral advice collated.

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 Rokeby Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Rokeby Street frontage must be reconstructed in asphalt to Council's satisfaction and at the Permit Holder's cost. The footpath (constructed in asphalt) must have a cross-fall of no steeper than 1 in 33 or unless otherwise specified by Council.
- The half width road pavement of Rokeby Street (in between the east kerb and the centreline of the road) must be profiled (grinded) and re-sheeted to Council's satisfaction and at the Permit Holder's cost. These re-sheeting works are be undertaken outside the property's Rokeby Street frontage, in between the northern boundary and the southern boundary. Any isolated areas of pavement failure must be reinstated with full-depth asphalt.
- All redundant vehicle crossings are to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- All redundant property drain outlets are to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- The grate of the existing grated side entry pit on the east side of Rokeby Street, near the northern boundary of the site, must be replaced with a galvanised bike safe grate and is to be funded by the Permit Holder.

Vehicle Crossing

Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossings 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.

Attachment 4 - Internal and external referral advice collated.

- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Discharge of Water from Development

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

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

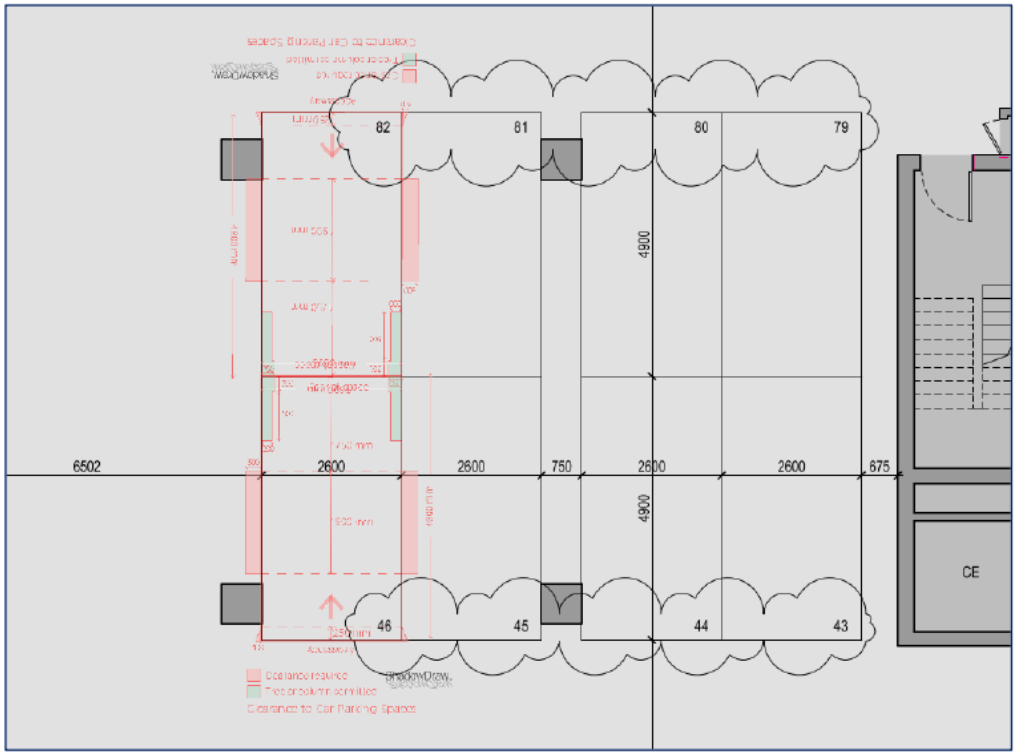
- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must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

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 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 *Local Government Act* 1989 and Regulation 133.

Attachment 4 - Internal and external referral advice collated.

CLEARANCES TO PARKING SPACES – BASEMENT 2



Columns adjacent to spaces 81, 82, 45 and 46 are positioned outside of the parking space clearance envelopes as per *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.

Column depths and setbacks are to be dimensioned.

Attachment 4 - Internal and external referral advice collated.

CLEARANCE REQUIRED FOR EXISTING GRATED SIDE ENTRY PIT – ROKEBY STREET FRONTAGE

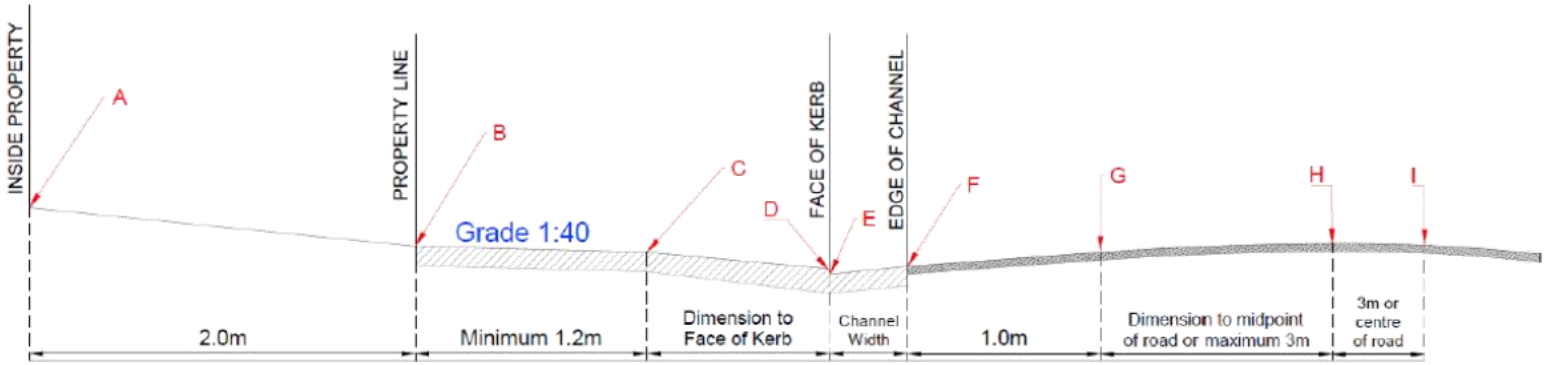
Attachment 4 - Internal and external referral advice collated.

Vehicle Crossing – Cross Section

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

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

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



Attachment 4 - Internal and external referral advice collated.

Planning Referral

To:	John Theodosakis
From:	Julian Wearne
Date:	26/10/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0168
Description:	Development (buildings and works) of a fifteen-storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.
Site Address	40-50 Rokeby Street, Collingwood

I refer to the above Planning Application referred on 13/05/2020, and the accompanying Traffic report prepared by Ratio in relation to the proposed development at 40 – 50 Rokeby Street, Collingwood. Council's Strategic Transport unit provides the following information:

Access and Safety

The following safety and access concerns should be addressed:

Bicycle access dependant on laneway surface

The location of the bicycle store is supported, providing the surface of the laneway is composed of a smooth surface. It is noted that the applicant has indicated the laneway will be paved with sawn bluestone pavers. This would be acceptable from a strategic transport perspective, but if this laneway is not re-surfaced (due to heritage or other concerns) – bicycle access will need to be reconsidered.

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:

Office (other than specified in the table)	12643 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	42 employee spaces	
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	13 visitor spaces.	
Retail premises (other than specified in this table)	67 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
Shop	330 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 employee spaces	

Attachment 4 - Internal and external referral advice collated.

		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 visitor spaces.	
Bicycle Parking Spaces Total			**42 employee spaces**	**194 employee spaces**
			13 visitor spaces	**18 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**5 showers / change rooms**	**20 showers / change rooms**

The development provides a total of 152 additional employee spaces and 5 additional visitor spaces above the requirements of the planning scheme.

Adequacy of visitor spaces
18 spaces are noted as visitor bicycle parking spaces. The provision of the visitor spaces is acceptable given:

- The provision exceeds the statutory rate by 5 spaces; and whilst it does not meet Council's best practice rate of 25 spaces
    - All spaces are well designed and located to be suitable for visitor use.
    - The development provides well in excess of the employee rate.
    - The subject site has excellent public transport access, which is likely to provide similar benefits.

Adequacy of employee spaces
Number of spaces
The number of employee bicycle spaces exceeds the statutory rate and Council's Best Practice rate (127 spaces[1]) and is acceptable.

Design and location of employee spaces and facilities
The bicycle parking facility and end-of-trip facilities are of a very high standard, and appear to exceed all requirements of AS2890.3.

Electric vehicles / share cars
The provision of 5 electric vehicle charging facilities is supported.

The Sustainability Management Plan mentions the inclusion of a car share scheme within the building, however this does not appear to be noted on the plans. It is preferred if this detail is shown.

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

Recommendations
The following should be shown on the plans before endorsement:

1. It is recommended the provision of a car share bay be shown on the plans.

[1] *Category 6 of the SDAPP 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. The Statutory Rates are adequate for the remaining proposed uses.*

Attachment 4 - Internal and external referral advice collated.

A Green Travel Plan should be provided.

Regards

Julian Wearne

Senior Transport Planner
Strategic Transport Unit

Attachment 4 - Internal and external referral advice collated.

Hi John,

The waste management plan for 40 & 50 Rokeby Street, Collingwood authored by Ratio and dated 9/4/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi
Contract Management Officer

City Works Services
Parks, Resource Recovery, Cleansing

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
www.yarracity.vic.gov.au

From: Theodosakis, John
Sent: Wednesday, 13 May 2020 10:36 AM
To: Engineering Referral Unit <EngineeringReferalUnit@yarracity.vic.gov.au>; Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>; Wearne, Julian <Julian.Wearne@yarracity.vic.gov.au>; Urban Design Unit <UrbanDesignUnit@yarracity.vic.gov.au>
Cc: Dionisio, Simone <Simone.Dionisio@yarracity.vic.gov.au>
Subject: Planning application No. PLN20/0168 - Referral - 40-72 Rokeby Street, Collingwood.

Dear all,

I have an application for:

Development (buildings and works) of a fifteen storey building and use of the land for shop, food and drink premises and office, including a reduction in the associated car parking requirement.

I would like to get your comments from your perspective with regard to your areas of expertise.

Urban Design, I would like your comments in relation to the public realm only.

The relevant attachments can be found by clicking on the following link:

https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/04/29/pln200168

If you have any queries or require any additional info, please let me know.

Kind Regards,

John

Attachment 4 - Internal and external referral advice collated.

John Theodosakis
Principal Statutory Planner

City of Yarra PO BOX 168 Richmond VIC 3121
T: (03) 9205 5307 **F**: (03) 8417 6666
E: John.Theodosakis@yarracity.vic.gov.au **W**: www.yarracity.vic.gov.au

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D19/238620	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 16a. Tenant Charter
D19/238619	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 16. Rupert Street Vision Book
D19/238618	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 15. Molonglo Backgrounder
D19/238617	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 14a. Letter of Support
D19/238616	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 14. Industry Support Letter
D19/238615	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 13. Public Participation Report
D19/238610	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 12. Wind Report
D19/238609	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 11. Acoustic Report
D19/238608	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 10. Economic Report
D19/238607	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 9. Sustainable Management Plan
D19/238603	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 8. Waste Management Plan
D19/238601	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 7. Green Travel Plan
D19/238600	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6c. Building Surveyor Bike Mezza
D19/238599	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6b. Compliance Report Excerpt -
D19/238598	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6a. Traffic RFI Letter
D19/238597	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 6. Traffic Impact Assessment
D19/238593	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 5. Heritage Expert Report
D19/238591	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 Certificate of Title and Title Pla
D19/238590	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 MPL Certificate
D19/238589	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 4. Planning Report
D19/238588	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 3. Landscape Plans
D19/238587	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _3 Application Form and Notice
D19/238586	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _2 Cover Letter
D19/238584	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1 RFI Response Covering Letter
D19/238583	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1_Molonglo Rupert Street Summ
D19/238582	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2C. Materials Board
D19/237415	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2B. Urban Context Report
D19/237365	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 2A. Architectural Plans
D19/237364	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising 1_Molonglo Rupert Street Summ
D19/237363	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _5 MPL Certificate
D19/237362	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _4 Certificate of Title and Title Pla
D19/237361	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _2 Cover Letter
D19/237360	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _1 RFI Response Covering Letter
D19/237359	PLN19/0570 - 81 - 89 Rupert Street Collingwood - S52 Advertising _3 Application Form and Notice

If you have any queries or require any additional info, please let me know.

Kind Regards,

John

John Theodosakis
Principal Statutory Planner

City of Yarra PO BOX 168 Richmond VIC 3121

Attachment 4 - Internal and external referral advice collated.

T: (03) 9205 5307 **F**: (03) 8417 6666
E: John.Theodosakis@yarracity.vic.gov.au **W**: www.yarracity.vic.gov.au

John Theodosakis
Principal Statutory Planner

STATUTORY PLANNING
City of Yarra PO BOX 168 Richmond VIC 3121
T: (03) 9205 5307 **F**: (03) 8417 6666
E: John.Theodosakis@yarracity.vic.gov.au **W**: www.yarracity.vic.gov.au

ABN 98 394 086 520

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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

Attachment 4 - Internal and external referral advice collated.

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

ESD in the Planning Permit Application Process

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

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

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-r*esidential 1. 1,000m^2 or greater*.

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

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

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

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.

Attachment 4 - Internal and external referral advice collated.

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

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Attachment 4 - Internal and external referral advice collated.

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

Assessment Summary:

Responsible Planner:	John Theodosakis
ESD Advisor:	Gavin Ashley
Date:	10.06.2020
Subject Site:	PLN20/0168 40-50 Rokeby Street, Collingwood VIC 3066
Site Area:	Approx. 2,200 m²
Project Description:	Development with a fifteen storey building uses for shop, food and drinks premises and office, including a reduction in the associated car parking requirement.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	○ Sustainability Management Plan [10.03.20], Wood & Grieve Engineers (3 parts) ○ Architectural Plans [06.04.20], RotheLowman (3 parts) ○ Green Travel Plan [08.04.20], Ratio Consultants ○ Stormwater Management Plan [Ver A, 10.03.20], Webber Design ○ Waste Management Plan [09.04.20], Ratio COnsultants

The standard of the ESD will likely meet Council's Environmental Sustainable Design (ESD) standards, subject to the provision of further information.

Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

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

(1) Applicant ESD Commitments:

- The development is claiming a BESS score of 71%, suggesting 'Australian Excellence'.
- Building User Guide will be provided to building occupants with the intent to reduce energy and water consumption.
- All major common areas and all individual tenancies will be sub-metered separately to allow for better user control and optimisation over the energy and water consumption of each part of the building.
- Water efficient fixtures and taps.
- Fire system test water will minimise its potable water consumption by 80% from an equivalent benchmark
- A STORM report with a 104% STORM score has been submitted that demonstrates best practice and relies on ~290m² of roof connected to a 6,000 litre rainwater tank connected to toilets
- The development will incorporate a minimum of 20kW of rooftop Solar PV, to be installed above the roof mounted air handling plant.
- The Development achieves compliance with BCA 2019 Section J requirements with a minimum 20% improvement on BCA 2016 reference case energy consumption.
- High efficiency centralised gas fired domestic hot water system.
- All centralized systems are to be supplied with variable speed drives (VSD) to lower energy use when demand is low.
- The commissioning process of the building services and equipment will ensure that "design" energy efficiency translates to "operational" energy efficiency.

Attachment 4 - Internal and external referral advice collated.

- The North and West facades will incorporate full height glazing to maximise views of the city and surrounding area. These facades have integrated external shading to maintain thermal performance levels.
- Low VOC and formaldehyde products specified throughout.
- At least one EV charging point will be provided with the electrical infrastructure installed for up to 4 EV charging points to be installed in the future.
- 188 secure bicycle spaces will be provided along with a repair station and EOT facilities and an additional 6 parking spots with charging points for eBikes (representing a 200% increase in statutory requirements).
- Head contractor to reuse or recycle a minimum of 80% of construction and demolition waste (by weight) to minimise the volume of waste to landfill.
- Onsite facilities will be provided for collecting and processing food and garden waste
- 100% of the building's offsite electricity demand will be from certified GreenPower sources, reducing the building's operational GHG emissions and supporting the renewable energy sector.

(2) Application ESD Deficiencies:

- No obvious deficiencies.

(3) Outstanding Information:

- Clarify operability of windows and provision of fresh air to offices on all levels to achieve cross-ventilation.
- Provide preliminary daylight analysis to support claim including VLT assumptions.
- Provide a preliminary Section J report with glazing and insulation specifications and calculations to support improvement over reference case.
- Identify improvement over reference case for lighting.
- Clarify proportion of energy use covered by solar PV. Because 'dummy' figures have been used for energy consumption (pending Section J report) the solar is not referenced to a reasonable energy load (and will be providing benefit in scoring beyond its capacity).
- Confirm PVC content by weight or cost.
- Satisfactory. Include recycling targets within a site-specific Environmental Management Plan to be implemented by Head Contactor.
- Clarify strategy around organic waste.
- Satisfactory. Please provide a planting schedule to clarify selection of locally indigenous and drought tolerant species.
- The evaluation of credits claimed for innovation needs to be modified, as points are already awarded in the tool for bicycle parking which exceeds statutory requirements, thermal fabric improvements and the activated laneways while a good architectural feature is not considered innovative. The Green Power and Future Proofed EV wiring are satisfactory credit claims and should be supported with 2 points each subject to the Green Power contract being at least a 5-year commitment. 4 innovation points in total are acceptable.
- Confirm a construction management plan and include 80+% recycling or reuse target for demolition and construction waste.

(4) ESD Improvement Opportunities

- Satisfactory approach to HW. Consider using a heat pump.
- Consider selecting a % of materials (by weight or cost) that are either recycled or contain recycled content.
- Satisfactory. Consider calculating the reduction in GHG emissions associated with 'energy reducing' processes, and consider conducting an LCA on other components (such as concrete) to identify methods to reduce embodied carbon further.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider the provision of additional vegetation, or specification of light (high) SRI materials for example, the roof.
- Consider a green roof or wall to improve the ecological value of this site.
- Consider head contractor to be ISO14001 accredited.

Attachment 4 - Internal and external referral advice collated.

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

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

Attachment 4 - Internal and external referral advice collated.

1. Indoor Environment Quality (IEQ)

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Natural ventilation will be assisted by energy efficient mechanical systems & BMS controls where necessary in order to achieve flow rates 50% in excess of AS 1668 levels in accordance with Green Star best practice.	Clarify operability of windows and provision of fresh air to offices on all levels to achieve cross-ventilation.	3
Daylight & Solar Access	Both the SMP and BESS report indicate a minimum 60% of the nominated floor area will achieve a DF>2%.	Provide preliminary daylight analysis to support claim including VLT assumptions.	3
External Views	All facades incorporate glazing to maximise access to views for all office occupants.	Satisfactory.	
Hazardous Materials and VOC	All internal sealants and paints, adhesives, and carpets will be low VOC, and all wood products will have a formaldehyde emission rating of E1.	Satisfactory.	
Thermal Comfort	Building fabric types and the zoning of mechanical plant (for both heating and cooling) will be selected to ensure the building targets an improved level of occupant amenity.	Satisfactory.	

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 1. Indoor Environment Quality
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

Attachment 4 - Internal and external referral advice collated.

2. Energy Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	The Development achieves compliance with BCA 2019 Section J requirements, with a minimum 20% improvement on BCA 2016 reference case energy consumption.	Provide a preliminary Section J report with glazing and insulation specifications and calculations to support improvement over reference case.	3
Thermal Performance	The BESS report indicates a 25% reduction in heating and cooling compared to the BCA 2016 reference case.	Include calculations in Section J report.	3
Greenhouse Gas Emissions	The BESS report indicates a 17% reduction in GHG emissions.	Include calculations in Section J report.	3
Hot Water System	High efficiency centralised gas fired domestic hot water plant will be installed.	Satisfactory approach to HW. Consider using a heat pump.	4
Peak Energy Demand	The services design includes the allocation of minimum 20kW of Solar PV contribution which will assist building power demand & reduce peak demand reduction on the main grid energy supply.	Include calculations in Section J report.	3
Effective Shading	External shading will be achieved via eaves on the North and West facades. Eaves will be adequately spaced to provide effective shading to the majority of the glazed façade. Spandrels will be utilized on East and South facades to improve the thermal performance of the building's façade overall.	Satisfactory.	1
Efficient HVAC system	Water cooled chillers, low- temperature VAV boxes (levels 2-14) and fan-coil units (Ground common / retail) provide a highly efficient system. Outside air intake will be controlled via CO2 sensors optimising energy efficiency, whilst energy recovery ventilators will be incorporated into end of trip facilities.	Satisfactory.	1
Car Park Ventilation	CO monitoring.	Satisfactory.	1
Efficient Lighting	LEDs to be typically used throughout, with motion sensors and timers to maximise energy efficiency, however no improvement in LPD claimed.	Identify improvement over reference case for lighting.	3
Electricity Generation	The proposal includes a (minimum) 20Kw rooftop solar PV system – with the BESS report claiming it is capable of generating approximately 35,000kWh or 21204% of the buildings energy use.	Clarify proportion of energy use covered by solar PV. Because 'dummy' figures have been used for energy consumption (pending Section J report) the solar is not referenced to a reasonable energy load (and will be providing benefit in scoring beyond its capacity).	3
Other	-	-	

Attachment 4 - Internal and external referral advice collated.

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

Attachment 4 - Internal and external referral advice collated.

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: • Taps: 6 star • Toilets: 4 star • Showers: 3 star • Dishwashers 5 star • Urinals: 5 star	Satisfactory.	
Water for Toilet Flushing	A rainwater harvesting system with a capacity of 30,000L is proposed for the site to offset potable water demand for irrigation and toilet flushing	Satisfactory.	
Water Meter	All major common areas and all individual tenancies will be sub-metered separately to allow for better user control and optimisation over the energy and water consumption of each part of the building.	Satisfactory.	
Landscape Irrigation	Water sensitive landscape design with on-site rainwater storage tank and irrigation systems will be sub-soil drip systems to reduce evaporative losses.	Satisfactory.	
Other	-	-	

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 3. Water Efficiency
Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au
Water Services Association of Australia www.wsaa.asn.au
Water Tank Requirement www.makeyourhomegreen.vic.gov.au
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 4 - Internal and external referral advice collated.

4. Stormwater Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	The proposal includes a Stormwater Management Plan and MUSIC modelling which identifies an improvement on Best Practice pollution removal rates.	Satisfactory. (Stormwater Report, p. 10).	
Discharge to Sewer	It is proposed the site will be drained to a single connection point to the existing council pipe, via a new internal stormwater system, on-site detention tank and flow control pit.	Stormwater Report, p. 6	-
Stormwater Diversion	A total (non-trafficable) area of 1,345.89 m² is diverted to the rainwater tank, with the additional area (approximately 800 m²) diverted to OSD or raingardens.	Stormwater Report, p. 10	-
Stormwater Detention	The total volume of the On-Site Detention will be 14,500 L.	Stormwater Report, p. 8	-
Stormwater Treatment	Stormwater will be treated via a variety of mechanisms including: Raingardens, SPEL filtration pod in OSD, SPEL Stormsack and rainwater tank (for non-trafficable areas).	Stormwater Report, p. 10	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

Attachment 4 - Internal and external referral advice collated.

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information has been provided.	Consider selecting a % of materials (by weight or cost) that are either recycled or contain recycled content.	4
Embodied Energy of Concrete and Steel	All reinforcing steel shall be sourced from an environmentally responsible steel maker, exceed the 500MPa strength grade and be produced using energy reducing processes in manufacture.	Satisfactory. Consider calculating the reduction in GHG emissions associated with 'energy reducing' processes, and consider conducting an LCA on other components (such as concrete) to identify methods to reduce embodied carbon further.	4
Sustainable Timber	All feature timber will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	Use of Low PVC content or PVC free material where possible.	Confirm PVC content by weight or cost.	3

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

Attachment 4 - Internal and external referral advice collated.

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	A total of 82 car parking spaces will be provided, equating to 0.56 cars per 100m2 of Office.	Satisfactory.	1
Bike Parking Spaces	188 secure bicycle spaces will be provided at ground level in addition to 18 visitor spaces (on street), and 6 parking spots with charging points for eBikes (representing a 200% increase in statutory requirements).	Great.	1
End of Trip Facilities	End of trip facilities have been provided in the basement.	Satisfactory.	1
Car Share Facilities	Car share facilities are discussed in the Green Travel Plan.	Satisfactory.	1
Electric vehicle charging	At least one EV charging point will be provided with the electrical infrastructure installed for up to 4 EV charging points to be installed in the future.	Satisfactory.	1
Green Travel Plan	A Green Travel plan has been provided.	Satisfactory.	1

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 6. Transport
Off-setting Car Emissions Options www.greenfleet.com.au
Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf
Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/
Bicycle Victoria www.bv.com.au

Attachment 4 - Internal and external referral advice collated.

7. Waste Management

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	It is proposed that the head contractor shall reuse or recycle a minimum of 80% of construction and demolition waste (by weight) to minimise the volume of waste to landfill.	Satisfactory. Include recycling targets within a site-specific Environmental Management Plan to be implemented by Head Contactor.	3
Operational Waste Management	An operational Waste Management Plan has been submitted that outlines waste generation (including food waste) and management practices.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Separate waste facilities are provided for the offices, and retail/café uses respectively, with adequate space for recycling. In regards to organics, the SMP claims onsite facilities will be provided for collecting and processing food and garden waste however the WMP identifies weekly collection.	Clarify strategy around organic waste.	3
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
Preparing a WMP www.epa.vic.gov.au
Waste and Recycling www.resourcesmart.vic.gov.au
Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002)
www.environment.nsw.gov.au
Waste reduction in office buildings (2002) www.environment.nsw.gov.au

Attachment 4 - Internal and external referral advice collated.

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	N/A
Maintaining / Enhancing Ecological Value	Communal terraces with integrated landscaping will be provided throughout the development, providing direct access to nature and biophilia via views of the terraces and planter boxes.	Satisfactory. Please provide a planting schedule to clarify selection of locally indigenous and drought tolerant species.	3
Heat Island Effect	No information has been provided.	Consider the provision of additional vegetation, or specification of light (high) SRI materials for example, the roof.	4
Other			
Green wall, roofs, facades	No information has been provided.	Consider a green roof or wall to improve the ecological value of this site.	4

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

Attachment 4 - Internal and external referral advice collated.

9. Innovation

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-10 Innovation points are claimed.	The evaluation of credits claimed for innovation needs to be modified, as points are already awarded in the tool for bicycle parking which exceeds statutory requirements, thermal fabric improvements and the activated laneways while a good architectural feature is not considered innovative. The Green Power and Future Proofed EV wiring are satisfactory credit claims and should be supported with 2 points each subject to the Green Power contract being at least a 5-year commitment. 4 innovation points in total are acceptable.	3-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

Attachment 4 - Internal and external referral advice collated.

10. Construction and Building Management

Objective:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	Sub-metering of the body corporate common services energy consumption will assist with ongoing building tuning works by the facility manager.	Satisfactory.	1
Building Users Guide	A Building Users Guide will be provided to residents to inform them of the ESD features of the building and how to minimise their own ecological footprint.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider head contractor to be ISO14001 accredited.	4
Construction Management Plan	A comprehensive construction/environmental management plan is to be implemented by the head-contractor during the construction phase of the project.	Confirm a construction management plan and include 80+% recycling or reuse target for demolition and construction waste.	3
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Attachment 4 - Internal and external referral advice collated.

Sustainable Management Plan (SMP)
for planning applications being considered by Yarra Council

Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 4 - Internal and external referral advice collated.

Urban Design Memo

To:	John Theodosakis	Date:	22/07/2020
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	40-50 Rokeby Street, Collingwood		

Thank you for the opportunity to review the application package for the proposed 15 storey office development at 40-50 Rokeby Street, Collingwood. Our assessment is based on the preliminary planning application plans prepared by Rothelowman, dated 1.11.2019 as well as site investigations and a comprehensive review of relevant Planning Policies.

Our assessment in relation to urban design matters, including a number of recommendations, is set down below.

Site & Context

Site identification

Attachment 4 - Internal and external referral advice collated.

The subject site is located on the east side of Rokeby Street opposite the intersection with Northumberland Street, approximately 150m to the north of the intersection with Victoria Parade. The site is regular in shape with a frontage to Rokeby Street of 64m and depth of 29.4m and 35.5m, resulting in a total site area of 2,193m². The site currently comprises of a set of single storey brick warehouses built to the site boundary with a unique 'serrated sawtooth' parapet and roof form. The building operates as an automotive repairs shop and also consists of some offices. Vehicular access is afforded from Rokeby Street and two separate laneways to the rear originating from Rokeby Street (to the south) and Rupert Street (to the north).

The subject site is located within the traditional industrial pocket of Collingwood between Wellington Street (to the west) and Hoddle Street (to the east). This area comprises a broad urban grid (with blocks of some 200m in length) with a diverse mix of traditional warehouse forms of 1 and 2 storeys, more recent commercial buildings from the 90s and 00s of up to 3 storeys and scattered pockets of single storey heritage cottages (primarily to the north). It is acknowledged that this area of Collingwood serves an important role as an employment and industry hub within the municipality. The site has the following interfaces:

- To the **north**, the subject site has a direct interface with 60 Rokeby Street, a segment of the single storey brick warehouse which also includes the subject site. The ground level is setback from the site boundary to the intersection of Rokeby and Montague Street, enabling undercroft car parking. Montague Street is a 6.5m wide road reserve which permits one way traffic movement (exiting into Rokeby Street). Across Montague Street is 96-97 Langridge Street, an at grade car park access from Langridge Street, a tree-lined east-west connection with dedicated bike lanes and marked on-street parking on both sides of the road reserve. Further north is a range of recent developments such as Yorkshire Brewery (17, 14 storeys) and 71-93 Gipps Street (11 storeys).
- To the immediate **east**, are two 3m wide, disconnected laneways accessed from the north via Rupert Street and south via Rokeby Street. The site also directly abuts 31, 33 and 39 Rupert Street, comprising of single storey commercial and residential buildings with a setback to the rear (common boundary). Rupert Street is a 10m wide road reserve with marked on-street parking on one side (east), extending beyond Langridge Street to the north and to Victoria Parade to the south. Further east is a mix of 1 to 4 storey commercial buildings of varied lot dimensions built to site boundary, with pockets of at-grade parking facilities. Hoddle Street, a major arterial road (45m wide) is located within 260m from the subject site.
- To the **south**, the site has a direct interface with 36-38 Rokeby Street, a single storey brick warehouse, setback from the street by 4.8m. A single crossover bound by two pockets of grassed landscape provides access to both vehicles and pedestrians. A palm tree abuts the common boundary to the north. Further south is 26-30 Rokeby Street, a recently constructed 4 storey office building built to the boundary. Prince Patrick Hotel (135 Victoria Parade, an important heritage landmark at the intersection of Rokeby Street and Victoria Parade is a 2 storey pub with a site-specific heritage overlay and 'individually significant' grading. Opposite the property is 109-111 Victoria Parade, a Strategic Redevelopment Site (as identified within the Yarra Planning Scheme) currently comprising of a single storey car showroom and associated warehouse. Further south is Victoria Parade (approximately 70m wide), a key east-west arterial road comprising of 6 vehicular lanes, bus lanes and marked on-street parking to one side. A central tramway bound by trees within wide landscaped verges buffers the tracks from the vehicular lanes.
- To the **west**, the site has a direct frontage with Rokeby Street, a 10m wide road reserve extending between Gipps Street in the north and Victoria Parade in the south. This street supports one-way vehicular movement towards the south. Directly opposite the subject site are 2 and 3 storey buildings of commercial or warehouse typologies with varying roof profiles. Further west are 2 and 3 storey office buildings and an at-grade car park located along Byron Street (turning into Northumberland Street). A cluster of red brick buildings associated with the former silos at 21 Northumberland Street (11 storeys) and distillery at 26 Wellington Street are located further west with a mix of building heights of 2 and 6 storeys. Beyond this development is Wellington Street, a 20m wide road reserve with vehicular traffic in both directions. A sizeable development at 1-57 Wellington Street is currently under construction and is to accommodate a series of buildings ranging up to 11 storeys.

Attachment 4 - Internal and external referral advice collated.

Planning and Design Framework

The site is located within the **Commercial 2 Zone (C2Z)**. The purpose of the zone is:

- *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 site is subject to **Schedule 11 of the Design and Development Overlay (DDO11- Gipps Precinct)**.
Relevant design objectives include:

- *To recognise the Precinct as a **vibrant commercial precinct** with a narrow street network.*
- *To provide a **pedestrian friendly environment** along all street frontages.*
- *To ensure building design responds to the inherent **industrial character** of the Precinct.*
- *To ensure building design will **protect the amenity** of existing pockets of residential development.*
- *To encourage improvements to the **public domain**, including the provision of public open space.*
- *To ensure that new development does not adversely impact on **pedestrian, cycling and vehicular accessibility**.*
- *To ensure a high standard of **architectural design**.*

The following Planning Policies are considered relevant to this urban design assessment:

- Clause 15 – Built Environment and Heritage;
    - Clause 15.01-1S – Urban Design;
    - Clause 15.01-1R – Urban design – Metropolitan Melbourne;
    - Clause 15.01-2S – Building design;
- Clause 21.03 – Vision;
- Clause 21.05 – Built Form;
- Clause 22.02 – Development guidelines for sites subject to the Heritage Overlay; and
- Clause 22.10 – Built form and design policy.

Other relevant documents include;

- Urban Design Guidelines for Victoria (2017).
- Victorian Urban Design Charter (2010).

Zone and Overlay Maps

Attachment 4 - Internal and external referral advice collated.

The Proposal

The proposal includes the demolition of all structures on site for the subsequent construction of a 15 storey commercial building with 2 levels of basement comprising of retail and office floorspace. Specifically, the proposal includes;

- A podium and tower arrangement rising to approximately 65.85m NGL, comprising of a stepped street wall transitioning from 2 storeys or 9.85m (north) to 4 storeys or 18.62m (south). To the rear of the site, the podium rises to a maximum of 15.7m with an overall building height of 66.3m.
- Ground level is setback by 3m to Rokeby Street comprising of a range of retail tenancies with outdoor seating, a central lift core with associated lobby extending to the primary interface, 188 regular bike parking spaces, 6 e-bike charge stations, 1 bike repair station and allied end-of-trip facilities.
- Access to the basement and loading bay area within the ground level is gained via Rokeby Street. A network of internal laneways originating from the double height entrance to Rokeby Street links into the existing laneways to the rear, enabling seamless pedestrian access from all 3 points.
- Level 1 comprising of gym/yoga room and office spaces interconnected with a 'sky laneway'. Level 2 to 12 typically consist of 2 office tenancies positioned to either side of a central corridor and lift lobby.
- A total office floor area of 15,221m^2. Above the podium, the upper levels have varied setbacks influenced by the abutting interface - 6.5m and 3m to the west, 3m and 5m to the south, 5m to the north and 5.5m to the west.
- The design language of the proposed building seeks to reference the traditional industrial warehouse character of this part of Collingwood and define an enhanced relationship to the street with the use of a range of materials in a minimalist expression of form. The recessed upper levels adopt full height glazing with corridors terminating in 'pop out' terraces that provide opportunities for landscape.

Artistic impression of 40-50 Rokeby Street by Rothelowman

Attachment 4 - Internal and external referral advice collated.

URBAN DESIGN ASSESSMENT

Strategic context and urban form

- 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 subject site is not located within an Activity Centres or a designated Strategic Redevelopment Site, there is a clear ambition that the site is located where 'more' can potentially be achieved as demonstrated by a number of approvals and recently constructed developments in its surrounds – thereby transforming this historically low-rise context into one of the pockets of higher development.
- 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'. The overall height of new development may exceed the prevailing building height of the area if the site does not cause off-site impacts and is either located on a corner site of a main road, or of substantial land area.
- Observation of the site's physical context reveals an established character with little evolution characterised by factory and warehouse buildings of 2-3 storeys. A transformation of this character is emerging with a number of multi-storey developments punctuating the skyline. Notable developments (or approvals) within proximity to the site are shown to the right (adapted from Rothelowman's Urban Context Report). The Yorkshire Brewery – a designated Strategic Development Site development in the Yarra Planning Scheme (at 17 storeys), and a number of recent multi-level developments (constructed and approved) ranging between 7 and 13 storeys, particularly within the Gipps Street Precinct, reflect the emerging 'height datum' for the area.

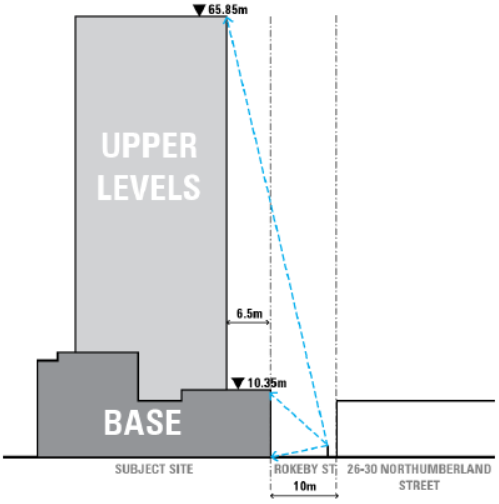
Notable development or approvals (adapted from Rothelowman's Context Report) ranging between 7 and 13 storeys, particularly within the Gipps Precinct

Attachment 4 - Internal and external referral advice collated.

- With this in mind, we are not convinced that the proposed development at a height of 15 storeys will sit comfortably within the emerging 'height datum' of the area. While the site is not a designated strategic development site and does not benefit from corner of a main road to demarcate a junction, we recognise that the site has a substantial land area which could potentially absorb and sensitively conceal an increase in development scale – as is invited in Clause 22.10 (Design and Built Form).
- The assessment of taller development in this part of Collingwood will need to be assessed against a series of urban design tests to determine an acceptable maximum height. Clause 22.10 suggest the use of massing or articulation, or changes of surface treatment, or a combination of these to relate taller buildings to the scale of their surrounds and to diminish visual bulk, and any off-site amenity impacts. More specific guidance is provided in DDO11, which states that development over 4 storeys should demonstrate a high standard of architectural design and minimise overshadowing of adjoining streets, public spaces or private properties.
- A response to these matters will be discussed below (Street Wall and Massing, Overshadowing and Architectural Expression).

Massing and Setbacks

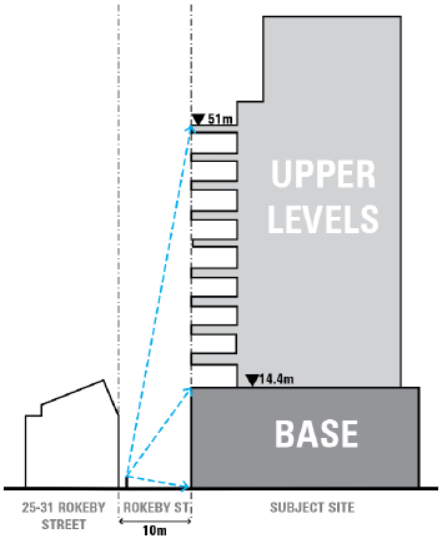
- DDO11 seeks to ensure that there is 'a consistent streetscape with active street-frontages and well-articulated buildings with street facades built to a height of up to 3-4 storeys'. Clause 22.10-3.3 further reiterates that new development to conform to existing development scale of adjoining sites. Our review of the existing streetscape identifies a street wall height of 2-3 storeys, with the exception of a more recent development up to 4 storeys at 26-30 Rokeby Street. What can be gleaned from these policy and physical contexts is a 2-4 storey streetwall response that would be appropriate to the narrower street profile and represents a better fit within its existing and emerging streetscape. We support the proposed 4 storey streetwall with a transition to the 2 storeys to the north, particularly to mitigate the short-term effect of new development within a renewal precinct of this kind.
- The proposal has adopted a massing strategy comprising streetwall and a rising tower, which has been 'broken' up into 3 components: a 13 storey tower (setback 3m behind the street wall), a 15 storey tower (setback 6.5-10m behind the street wall) and a centrally positioned 15 storey 'sky laneway and terrace' (built to the street boundary at levels 5-12 and 6.5m above).
- Street wall continuity and its visual prominence when viewed in the oblique along narrow local streets represents inherent industrial character of this precinct (DDO11). Our concerns lie with the combination of the streetwall proportion, upper level setbacks and tower heights, which failed to maintain a visually prominent street wall when viewed in the oblique along Rokeby Street (10m street). This is clearly demonstrated at the northern tower (15 storey) setback 6.5m behind a 2-3 storey street wall and at the sky laneway (13 storey) built to the street boundary.



Proposed streetwall to upper level relationship to the north of the site (adapted from north elevation)

Attachment 4 - Internal and external referral advice collated.

- DDO11 does not seek to visually conceal upper levels behind the street walls. However, the cumulative impact of a narrow street profile and a 15-storey tower development that proportionally and visually dominate the street wall is not considered a positive pedestrian environment along Rokeby Street. This effect will be further exacerbated when replicated on adjoining sites, or across the road. A more appropriate urban design response along these narrow streets will be to establish a building height to street width ratio of 2 to 1.
- We are generally supportive of the proposed party-wall arrangements to the side boundaries (north and south) at the lower levels. In this infill context, side elevations are likely be concealed by subsequent future redevelopment of neighbouring sites.
- The tower form is setback 3-5m from the southern boundary, 5m from the northern boundary and 2.5-5.5m from the eastern boundary. A reciprocal setback conditions on abutting sites will yield up to 6-10m building separation to the south, 10m to the north and 11m to the east, which are generally positive.



Proposed streetwall to upper level relationship to the centre sky terrace of the site (adapted from section B)

Overshadowing

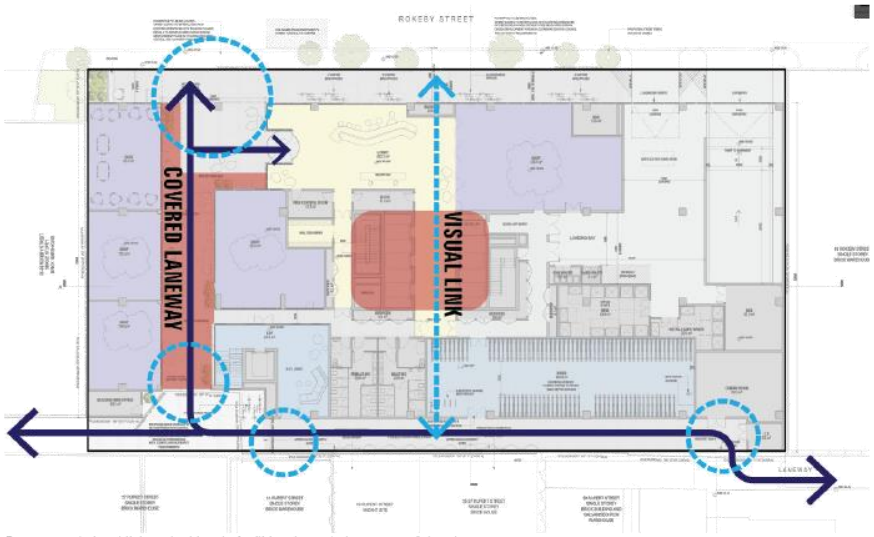
- Another important measure for urban design assessment relates to its overshadowing impact on the public realm. Following a review of the shadow diagrams at the equinox demonstrates the impact of shadow across the opposite footpath along Rokeby Street, part of Byron Street footpaths and No.9 Byron Street (currently at grade car park, but identified as open space in the Urban Context Report - p19) between 09.00 to 11.23am. Further clarification of No.9 Byron Street as an open space is needed to ascertain the appropriate level of solar access. It is also our opinion that a reasonable amount of solar access to the opposite footpath should be maintained at least during lunch hours (11am to 2pm on 22 September) at a minimum.
- In terms of overshadowing to the private realm, the proposal will cast shadows over the secluded private open space of existing residential properties to the east at No. 33-37 Rupert Street. 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).

Site Planning and Functionality

- The ground level is setback from its Rokeby Street frontage (3m) for a wider footpath (5m). Within this ground level setback are visitor bike parking (aligned with the building façade), some landscaping and outdoor seating associated with the cafe. Providing a wider footpath to cater for increased pedestrian footfall on a narrow street is supported.
- The proposed development would activate the Rokeby Street frontage by positioning its commercial lobby and retail tenancies at ground level. Although the central lift lobby location is acceptable, it is primarily visible from the south- western approach only and concealed behind a retail tenancy from the south eastern approach. This should be addressed by either bringing the lift lobby closer to the laneway or increasing the south eastern entry provision.

Attachment 4 - Internal and external referral advice collated.

- The proposed site planning is underpinned by a centrally positioned circulation core and the creation of two new laneways (Urban Context Report Page Chapter 6). It comprises a new east – west lane (between 4.8m and 9.5m wide) connecting to Byron Street further west and ground level setback (2.9m) from the eastern boundary to connect existing north and south laneways. Access to the commercial lobby and some ground level shops are through the new east- west laneway. Both laneways as we understood it are not accessible to the public after hours (between 9pm to 6am).
- We agree with observations made in the Urban Context Report that the laneway network is a quintessential ingredient of the Gipps Street Precinct and indeed will bring about community benefits in the long term from pedestrian permeability perspective and maximising ground level vibrancy, consistent with Cl21.05 of the Yarra Planning Scheme.
- We note however that the community benefits highlighted in the Context Report hinges upon the creation of new pedestrian links that are truly publicly accessible, safe and amenable. We note where the upper levels arrangement would cover 100% of the proposed east – west laneway (at levels 1, 2 and above). Combined with its limited access (after hours) and its reliance on artificial lighting, we are not convinced that the east- west laneway will be perceived as an extension of the public realm, or one that is characteristically Collingwood.
- Further improvement to maximise ground level passive surveillance onto the rear laneway is needed. The laneway is currently presented as a semi-open and semi-public corridor (44m long) and not accessible to public after hours. Passive surveillance (during business hours) from upper levels may be compromised by the pergola structure and consideration for minimising downward overlooking to existing private open space at No. 35-37 Rupert Street (east).



Recommend visual link to the bicycle facilities through the centre of the site

- A visual and link between Rokeby Street and the rear laneway, through the commercial lift lobby and bike storage is encouraged. The rear laneway appears to be designed as the 'dedicated' front door to cyclists, however the inter-connection between the bike storage, lift lobby, and basement EOT currently perceived as a 'back of house' access. Further clarification with regards to how efficient circulation can be achieved is also required (ie. A cyclist will need to go through 4 separate door access/ security points between the bike storage and EOT facility in the basement).

Attachment 4 - Internal and external referral advice collated.

- Visibility to the commercial lobby (centrally positioned) and bike storage should be available on approach from Rokeby Street and the rear laneway for site orientation and to enhance the image of the proposal as one that is promoting active transport and relocating the booster cupboard elsewhere. All of which seeks to enhance pedestrian and cyclists experience within the new semi- public spaces in accordance with Cl15.01 (Objective 2) and Cl22.07 of the Yarra Planning Scheme and CPTED- Principle 1- Natural Surveillance.

Architectural Expression

- The architectural response highlights the distinction between the 'stepped' street wall 'base' and tower forms above. The contemporary design language restrained material palette represented through concrete, glazing and 'metal finish' for modulation and articulation.
- When assessed against its 'fit' within its evolving context, as well as recently completed commercial buildings within the Gipps Street precinct, the proposed architectural response 'speaks' to its commercial use and function.
- There is limited information in the Urban Context Report that explains the architectural design intent that drives the façade design and material selection (we note rationale for massing arrangement, setback, 'height' and ESD are provided). Such information will be very informative to understand the reason as to why the proposal sought to 'break' the contiguous street wall, and the relationship between the 'street wall' and 'tower' forms.
- We note the street wall 'lattice' façade enables flexibility to vary fenestration configuration and sizing. Its extension onto the fascia, visible when viewed from the public realm and new laneway is also positive to counterbalance the impact of a stepped building profile to the north. The resulting 'solid' and 'void' effect is generally positive in addressing potential visual bulk within the lower levels.
- Inclusion of artworks within the new east- west laneway 'soffit' is generally positive but needs to be further elaborated to clearly understand if it is intended to be permanent installation, or subject to a periodical rotation.
- The tower form is fully glazed with incorporated horizontal shading structure on its north, east and west façade, creating an unbroken presentation when viewed in the round from multiple vantage points within the public realm.
- The overall façade presentation will benefit from further enhancement of the floor plate expression, as sought by incorporating variation between MF01 and MF04 (currently presenting the same length and depth). The contrast between the less solid 'louvres' and the solid shading panel are less prominent when viewed from within Rokeby Street and further afield. We encourage a variation in 'depth', or profile of MF01 for added visual interest across the broad and tall elevations.

Conclusion

In summary, we consider that the subject site lends itself to a taller development (above 5-6 storeys) due to its policy and contextual attributes. However, we consider that the proposed built form response is unacceptable in its current form primarily to justify a building height of 15 storeys (with a roof plant). In summary, we believe that there are a number of matters which require refinement to warrant a supportable urban design outcome as follows:

- The proposal should be reduced in height to sit within the emerging 'height datum' (between 9 to 13 storeys).
- Improve the streetwall and tower relationship (setback, heights) to ensure that the base of the building is visually more prominent when viewed along Rokeby Street.
- Improve the tower relationship with the narrow street profile (setback, heights) to ensure openness to the sky for pedestrian amenity.
- Setting back the 'sky laneway terrace' from the street boundary and behind the street wall.
- Clarify the status of No.9 Byron Street as an open space (in response to Urban Context Report page 19).

Attachment 4 - Internal and external referral advice collated.

- Avoid overshadowing of footpath on Rokeby Street and Byron Street between 11am to 2pm on 22 September.
- Improve visibility to the commercial lobby (centrally positioned) and bike storage on approach from Rokeby Street and the rear laneway.
- Reduce the extent of covered area along the east – west laneway.
- Additional information that explains the architectural design intent that drives the façade design and material selection.
- Provide more information on the artworks (within the building's soffit) to clearly understand its extent, and if it is a permanent installation, or a periodical rotation.
- Further improvement to the tower 'façade' design to facilitate a more legible articulation when viewed from the immediate and long-range views.

We trust the above urban design review will assist in the planning assessment of the proposal. For any queries, please contact the urban design team on 9654 8844.

Yours faithfully,

Hansen Partnership Pty Ltd

Hansen Urban Design Team

22/07/2020

Attachment 4 - Internal and external referral advice collated.

Vipac Engineers and Scientists Limited

279 Normanby Rd, Port Melbourne, VIC 3207, Australia

Private Bag 16, Port Melbourne, VIC 3207, Australia

t. +61 3 9647 9700 | **f.** +61 3 9646 4370 | **e.** melbourne@vipac.com.au

w. www.vipac.com.au | A.B.N. 33 005 453 627 | A.C.N. 005 453 627

City of Yarra

PO Box 168

Richmond, 3121, Australia

25/05/2020

Ref: 30N-20-0113-GCO-6778625-0

Attention: John Theodosakis

Dear John Theodosakis,

40-50 Rokeby Street, Collingwood - Peer Review

This peer review of the SLR Consulting Australia's Qualitative Wind Assessment (Report: 650.12053-R01-V1.2) is based on Vipac's experience as a wind-engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Our comments are as follows:

- The SLR Consulting Australia's Qualitative Wind Assessment has been prepared based on consultancy experience and no wind tunnel testing or CFD Simulation analysis has been carried out to support their assessment. We have no issue with this method for a desktop study as this is a common approach to provide architects, developments and responsible authorities advice on the wind impact of the proposed design.

- SLR Consulting has made an observation on the surrounding area, and utilised local weather data from Melbourne Airport and St Kilda Harbour RMYS for the wind assessment. Vipac has no issues with this method, but notes that SLR Consulting have not nominated a terrain category or identified averaging upwind distance for terrain wind exposure.

- Vipac generally agrees with the SLR Consulting's observations on the local wind environment, and agrees that the proposed development will received some low-level shielding from surrounding buildings, channelling wind flows along Rokeby Street, and that the nearby future developments is expected to causing complex flows in the immediate area.

- Vipac has no issues with the nominated criteria used to assess the pedestrian wind environment at the proposed development, however we note that the applied criterion for open terraces is quite stringent .Vipac does not recommend that the high level terraces are required to fulfil the sitting comfort criterion, as high level terraces in an office building are only expected to be used on fair weather days. In general, Vipac would recommend the walking comfort criterion for high level terraces unless some stringent requirements be specified.

Attachment 4 - Internal and external referral advice collated.

- The report analysed wind effects on the streetscapes along Rokeby Street, the eastern laneway, alfresco dining areas and high level terraces. SLR Consulting concluded the following:
    - The Rokeby Street Footpath may experience wind conditions above the recommended walking criterion for northerly and southerly winds. However it would be similar to existing conditions.
    - Wind conditions along the pedestrian walkway (laneway to the east of the development) is expected to have wind conditions wind the recommended walking criterion.
    - Wind conditions at the seating areas through the ground floor arcade are expected to exceed the recommended standing/seating criterion due to high south-westerly and westerly winds. SLR Consulting has recommended detailed analysis via Wind Tunnelling or CFD for the exact design of required wind control measures.
    - Wind conditions at the high level terraces are expected to be within the recommended sitting comfort criterion.

  Vipac generally agrees with SLR Consulting's comments, concerns and recommendations on the Wind Assessment of the proposed development. However, we believe that vegetation in the public realm (such as street trees) should not be considered.

In conclusion, the SLR Consultants Qualitative Wind Assessment adequately analysed the wind effects on the pedestrian level surrounding the proposed development, and on the communal terraces in detail. It found that the proposed design would be expected to have an acceptable wind environment in accordance to the City of Yarra with the exception of the sitting areas in the arcade beneath the building, and at certain locations along Rokeby Street. Vipac agrees with SLR Consulting that further analysis (wind tunnel testing or CFD analysis) is recommended to verify the predictions in this report.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Eric Yuen

Wind Engineer

Attachment 4 - Internal and external referral advice collated.

Files Reviewed (*Received 13/05/2020*):

- Plus Architectural and Shadows Part 1
- Plus Architectural and Shadows Part 1
- Plus Architectural and Shadows Part 1
- Wind Assessment