

Heritage Formal Referral Response



Application Information	
Referral Officer	John Theodosakia
Referral Reference	IREF22/01149
Officer	Corinne Softley
Council Reference	PPE22/0174
Address	81 Rupert St, Collingwood VIC 3066
Proposal	DELWP Referral
Relevant Overlay(s)	HO132 - Heritage Overlay (HO132) Individually Significant
Yarra Planning Scheme References	<ul style="list-style-type: none">• Clause 15.03 Heritage• Clause 21.05-1 Built Form (Heritage)• Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay• Clause 43.01 Heritage Overlay• Clause 59.07 Applications Under a Heritage Overlay <p>As per the Schedule to the Heritage Overlay, there are no internal, fence or tree controls, however paint controls apply.</p>
Click here to view the Planner's Memo that this referral advice is based on:	
D22/196021 IREF22/01149 - Internal Referral Formal Request	
Comments on the application from a Heritage perspective are requested on the following:	
<ul style="list-style-type: none">• The material changes to the walls as these appear against the heritage fabric of the retained portion.	

Assessment of Proposed Works

As requested, this referral responds specifically to the changes on the street façade.

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages the design of new development to:

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

As per the Heritage Advice report prepared by Bryce Raworth Pty Ltd, the proposed amended scheme includes the following revisions to the street façade:

The only change in the location of the retained heritage façade is the replacement of the approved louvered door to the northern-most bay with a pair of glazed, double entry doors to the same detail as the approved new set of doors in one of the central façade bays.

The cladding to the street facade to the podium of the south tower will be revised from predominantly concrete to vertically orientated corrugated metal with a green finish. The facades to the levels above the podium will be treated with an anodised aluminium grid referencing similar proportions of articulation to the upper levels of the north building.

The proposed door replacement is acceptable. The work is sympathetic to the character of the original building and matches the style of the approved door adjacent.

The proposed vertical corrugated metal in green is not sympathetic to the character of the retained heritage building on site, which has architectural significance partially for its face brick and rendered elements. Further, although the surrounding area is not under an overlay, there is commentary within the Heritage Advice report that this material responds to the broader industrial character of Collingwood. However, the use of corrugated metal as wall cladding is not common to Collingwood generally and is therefore not an accurate reference materiality. Roofs and associated elements, which are visible, are certainly provided in corrugated metal but it is less common for wall surfaces which are typically brick (painted or face brick) and render. As a result, it is recommended that the previously approved concrete finish is retained or that a painted render is selected.

Recommendation

On heritage grounds, the works proposed in this application are supported, subject to the following permit conditions:

Suggested Condition	Explanation
1. Delete the corrugated iron wall cladding from the street façade. Reinststate concrete panels or provide a painted render in a sympathetic colour.	The proposed vertical corrugated metal in green is not sympathetic to the character of the retained heritage building on site, which has architectural significance partially for its face brick and rendered elements.

Heritage Officer: SOFTLEYC



Signature:

Date: 9 August 2022

9 August 2022

640.10090.06210 81-89 Rupert St Collingwood 20220809.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: John Theodosakis

Dear John

**81-89 Rupert Street, Collingwood
Development Application Acoustic Review
PLN 19/057**

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the revised acoustic assessment report prepared to support the application for a mixed use development at 81-89 Rupert Street, Collingwood. Details of the report are as follows:

Report:

- Title: 81-89 Rupert Street, Acoustics Report
- Date: 14 June 2022
- Reference: 38480-1
- Prepared for: Case Meallin
- Prepared by: Stantec Australia Pty Ltd (Stantec)

The revised report has been updated to reflect changes to the design.

Due to the removal of the residential component of the project, an acoustic report does not appear to be called up in the Incorporated Document dated July 2022. Instead, the document includes the following acoustic provisions:

- 6.19 All uses must comply at all times with the State Environment Protection Policy — Control of Noise from Commerce, Industry and Trade (SEPP N-1).
- 6.20 All uses must comply at all times with the State Environment Protection Policy — Control of Music Noise from Public Premises (SEPP N-2).
- 6.21 The provision of music on the land must be at a background noise level at all times.

1 Revised Plans

(Sections 1 and 2.1 of the acoustic report)

The revised report is based on the architectural drawings dated 13 June 2022.

SLR Comment: *The report has been updated to reference the current town planning drawings.*

2 Design changes

(Section 2.1 of the report)

The current layout is summarised in this section of the report.

SLR Comments: *From our understanding the potentially acoustically significant changes to the design include:*

- *2nd floor – cinema relocated to north building*
- *2nd and 3rd floors – gyms located in the south building (Offices on 1st floor and adjacent to gym on both levels)*
- *4th floor – introduction of large food and drinks tenancy*
- *5th to 11th floors - Offices and arts and craft space replace residential hotel*
- *12th floor - restaurant (south building) and gym (north building)*

Most of the above are included in the Stantec summary, although not all the new food and drink tenancies have been noted.

3 Report changes

(Section 4 of the report)

In addition to those changes discussed above, the report has been updated to reference the current environmental legislation.

SLR Comments: *The report does not specifically address acoustic implications of the changes to the design.*

These are considered below:

- *Removal of the residential hotel – this change eliminates the most sensitive receivers within the building, and reduces the risk of noise impacts to the proposal. There is no requirement for the report to comment on this change.*
- *Introduction of additional food and drinks tenancies - this change has potential noise impacts for the project, predominantly being the increased amount of mechanical plant including exhaust fans for the commercial kitchens. The report has a general requirement in Section 5.1.1 for noise from mechanical plant to be reviewed and this should be sufficient to ensure that the relevant noise limits are met. Compliance with environmental noise legislation is also a specific requirement of Provision 6.19 of the Incorporated Document (the document refers to the superseded SEPP N-1 noise policy, however the limits are effectively the same).*

- *Regarding patron noise from the food and drinks tenancies, there are no additional outdoor dining areas shown on the drawings, and given this, there is no requirement from our perspective to consider patron noise emissions from these premises in the acoustic planning report for the overall proposal. If outdoor dining areas in combination with operation outside standard business hours are proposed by individual tenants, it would be appropriate for noise from those premises to be addressed in subsequent planning acoustic reports taking into consideration the proposed operations and operating hours.*
- *All commercial premises will need to comply with the music noise limits identified in Table 7 of the acoustic report, so the issue of music is addressed via this generic requirement. Compliance with environmental noise limits for music is also a specific requirement of Provision 6.20 of the Incorporated Document (the document refers to the superseded SEPP N-2 noise policy, however the limits are effectively the same).*
- *The introduction of gyms above and adjacent to office spaces is an acoustic concern, but not necessarily one required to be addressed in the planning report. Careful consideration of both floor treatments and permitted gym practices will be important in achieving an acceptable outcome in the offices.*

4 Summary

The revised acoustic report references the appropriate drawing set and has been updated to reflect the current legislation.

The report has not been updated to address specific acoustic issues introduced by the changes, however these are generally adequately addressed via the generic requirements in the report to have the mechanical plant reviewed during the detailed design phase, and to require all future tenants to comply with the relevant music noise limits.

The proximity of the proposed gyms to offices is an acoustic concern (between commercial tenancies), but not one we would typically require to be addressed in a planning report.

In summary, the revised report adequately addresses the changes to the design.

Regards,



Dianne Williams
Principal – Acoustics

Checked/ Authorised by: JA

Open Space Design Formal Referral Response



Application Information	
Referral Officer	USERID
Officer	Kevin Ayrey
Council Reference	PPE22/0174
Address	81 Rupert St, Collingwood VIC 3066
Proposal	DELWP Referral
Comments Sought	Click here to view the link to the Statutory Planning Referral memo: D22/195971 - IREF22/01146 - Internal Referral Formal Request

Council's Open Space Design (City Strategy) provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Council's Open Space Design (City Strategy) are requested to make comment on the following:

- Landscaping Plan (which shows landscaping proposed within the development's property boundary)
- Landscaping Plan and plant schedules
- Details for planter boxes and other furniture
- Irrigation and maintenance
- Clause 58.03-5 landscaping objectives (soil volumes, deep soil planting).

Comments and Recommendations

I have reviewed the plans submitted (refer to hyperlink above) and specifically these plans:

- Landscape Town Planning Report prepared by Dan Pearson Studio (05/05/2022)
- Architectural Plans by 6A Architects (13/06/2022)

The plans show that landscaping and planting is shown on the ground, levels 2,4,5,6,8,9,10,12,13 (Roof).

Planning requirements

Provide plant schedules with the following information:

- The proposed plant species (botanical and common name), installation size, width x height at maturity, and plant numbers.
- common names are missing from the schedule, the level 10 plan is missing some planters shown on the Architectural plans.
- Plant species selection needs to consider the relevant overlays (SLO or ESO), the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity.
- some effort has been made to include native plant species in the plant selection – predominantly on the roof and level 4 terrace planting. Otherwise the plant selection is exotic and includes a number of species on the 'Advisory list of environmental weeds in Victoria'. These are:
Passiflora coccinea
Passiflora edulis
Trachycarpus fortunei
Erigeron karvinskianus
- Provide a planting plan(s) showing the location of proposed planting and plant numbers and species, as well as a legend containing key features, materials and surfaces
Planting plans generally contain the required information. The architectural plans describe a gravel access path to the terrace planting on levels 4 & 5 for maintenance, this is not shown on the landscape plans. This needs to be clarified.
- Detail drawings for elements such as furniture and planters – showing dimensions, drainage, lining, materials and growing media. Volumes of growing media need to be adequate for the plant species proposed.
General details have been provided showing planter types and reference is made to growing media in the specifications, however specific dimensions and soil volumes for the planters, particularly for trees, were not obvious.
- Provide information on proposed irrigation.
Information on irrigation has been included.
- Provide a maintenance schedule, including task details and frequency; for multi-storey developments and planting, maintenance access will need to be provided for.
A maintenance schedule with the required information has been included.
- Load bearing weights for the building structure need to be checked and confirmed by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass being proposed.
It is assumed that this forms part of the architectural and engineering drawings as reference is made in the landscape specifications to soil density requirements.
- Clause 58.03-5 landscaping objectives (soil volumes, deep soil planting).

Given the area is currently hardstand – concrete or building – the proposed planting on various levels will improve biodiversity, provide new canopy cover, and reduce urban heat. Cause 58.03-5 would require 338m² of plant cover based on a site area of 1943m², and the level 13 roof provides approximately 420m of planted area, so when combined with the other planter boxes and terraces this exceeds the requirement.

City Works

Not Applicable

Open Space Design: ayreyk

Signature: K P Ayrey

Date: 12/08/2022

Strategic Transport Formal Referral Response



Application Information	
Referral Officer	USERID
Officer	Philip Mallis
Council Reference	PPE22/0174
Address	81 Rupert St, Collingwood VIC 3066
Proposal	DELWP Referral
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/196034 - IREF22/01150 - Internal Referral Formal Request

Council's Strategic Transport unit provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments

Access and Safety

The following safety and access concerns should be addressed:

Proposed basement carpark ramp operation

Detector loops are proposed for the basement carpark operation to ensure safe operation of the one way system. Given the location of bicycle parking in the basement, clarification is needed on whether they detect and operate for bikes and the planned safe circulation of people on bikes.

Bicycle Parking Provision

Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	8,253 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	28 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	8 visitor spaces.	
Place (of assembly other than specified in this table)	823 sqm	1 employee space to each 1500 sqm of net floor area	1 employee spaces	
		2 plus 1 visitor space to each 1500 sqm of net floor area	3 visitor spaces.	
Restaurant	221 sqm	1 employee space to each 100 sqm of floor area available to the public	2 employee spaces	
		2 plus 1 visitor space to each 200 sqm of floor area available to the public if the floor area exceeds 400 sqm	2 visitor space	

Retail premises (other than specified in this table)	762 sqm	1 employee space to each 300 sqm of leasable floor area	3 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area	2 visitor spaces.	
Shop	1,191 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	2 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	2 visitor spaces.	
Bicycle Parking Spaces Total			36 employee spaces	220 employee spaces
			17 visitor spaces	40 visitor spaces
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	4 showers / change rooms	12 showers / change rooms

The development provides a total of 184 additional resident/employee spaces and 23 additional visitor spaces above the requirements of the Scheme. These also exceed BESS guidelines.

Adequacy of visitor spaces

40 spaces are noted as visitor bicycle parking spaces.

The provision of the visitor spaces is inadequate for the following reasons:

- Some visitor spaces are hanging spaces. Pursuant to Clause 52.34-3, all visitor spaces must be provided at a bicycle rail.

Adequacy of employee spaces

Number of spaces

The proposal includes a surplus of 184 resident/employee spaces above the requirements of the planning scheme which is acceptable. The following is noted:

- A reduction of car parking spaces is sought.
- the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and both local and state planning policies include objectives to promote sustainable transport modes, including cycling.

- The number of spaces provided is adequate.

Design and location of employee spaces and facilities

Employee and resident spaces are inadequately located and designed for the following reasons:

- The proposed access to the bicycle parking is greater than the 30 metre distance required by Clause 52.34 and AS2890.3. If riding a bicycle is not permitted in the public laneway. At least one additional horizontal bicycle hoop for visitors should be provided near the laneway entrance to Rupert Street to help mitigate this distance.
- The provision of a repair station is satisfactory.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Provision of charging points for electric cars and bicycles is shown on plans as being included in each basement and is acceptable.

However, the location of the electric bicycle charging points should be adjacent to horizontal on-ground bicycle parking spaces rather than vertical hanging spaces. Electric bicycles are heavier and generally larger than standard bicycles and are difficult or impossible to use in vertical bicycle parking solutions. A slight reduction in overall bicycle parking numbers may be acceptable if this is achieved.

Green Travel Plan

The application includes a Green Travel Plan (GTP). The GTP provides all the required information and can be endorsed.

Principal Strategic Transport Planner (Strategic Transport Unit): Philip Mallis



Signature:

Date: 12/08/2022

ESD Formal Referral Response



Application Information	
Referral Officer	WILLIAME
Officer	Euan Williamson
Council Reference	PPE22/0174
Address	81 Rupert St, Collingwood VIC 3066
Proposal	DELWP Referral
Comments Sought	Click here to view the link to the Statutory Planning Referral memo: D22/196006

Council's ESD Officer provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

ESD comments were requested on the following:

- Amendment to existing planning permit

In assessing this application, the following documents were reviewed:

- SMP prepared by Atelier Ten dated Nov 2021 (endorsed)
- SMP prepared by Atelier Ten dated June 2022
- Architectural drawings prepared by 6a Architects dated 14th Dec 2021
- Architectural drawings prepared by 6a Architects dated 13th June 2022

Comments and Recommendations

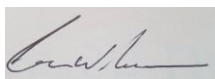
- The changes to the façade have decreased the standard of ESD. The thermal performance of the building shell has decreased from the previous endorsed scheme. Based on the JV3 energy efficiency modelling the performance has slipped from a 15% improvement to a 10% improvement on the energy efficiency requirements of the NCC2016 reference case.

This is likely due in part to the removal of shading banding and increasing glazing to the southern tower facades. Therefore, I recommend that the applicant consider optimising the façade with elements such as exterior shading, spandrel panels or reinstating the horizontal banding shading devices, or other design solutions.

- Strongly recommend that the thermal performance of the envelope is improved to meet the endorsed performance standard of a 15% improvement on the NCC2016 energy efficiency requirements.
- Consider full certification with GBCA for a 5 Star certified Green Star rating. Note that the City of Yarra no longer accepts new development applications using an 'equivalent' or self-assessed Green Star framework. As this is an amendment with minor updates to the SMP only, we can accept the use of the 'equivalent' Green Star rating in this instance as it was previously used in the early SMP, but I recommend:
 - The applicant consider full certification and accreditation with the GBCA as a 5 Star Green Star building.

ESD Officer: WILLIAME

Signature:



Date: 9th August 2022

Civil Works Formal Referral Response



Application Information	
Referral Officer	John Theodosakis
Officer	Atha Athanasi
Council Reference	PPE22/0174
Address	81 Rupert St, Collingwood VIC 3066
Proposal	DELWP Referral
Comments Sought	Statutory Planning Referral memo: D22/209611

Council's City Works Branch provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above.

Comments:

The waste management plan for 81-89 Rupert Street, Collingwood authored by One Mile Grid and dated 15/6/22 is satisfactory from a City Works Branch's perspective.

Officer: Atha Athanasi

Signature: 

Date: 23/08/2022

Development Engineering Formal Referral Response



Application Information	
Referral Officer	John Theodosakis
Officer	Mark Pisani
Council Reference	IREF22/01145
Address	81 Rupert Street, Collingwood
Application No.	PPE22/0174
Proposal	Referral - Internal – Development Engineering
Comments Sought	Amendment

Council's Engineering Referral team provides the following information which is based on the information provided by Statutory Planning referenced above.

Comments and Recommendations

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
	Explanatory Report		Not dated
	Incorporated Document <i>Walk Up Village, 81-89 Rupert Street, Collingwood</i>		July 2022
6a Architects	TP1101 GA <i>Proposed Basement</i> TP1102 GA <i>Proposed Ground</i> TP1201 GA <i>Proposed Section AA</i>	I J J	13 June 2022 13 June 2022 13 June 2022
One Mile Grid	Transport Impact Assessment Parking Management Plan		15 June 2022 15 June 2022

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	8,253 m ²	3.0 spaces per 100 m ² of net floor area	247	19
Food and Drink	762 m ²	3.5 spaces per 100 m ² of leasable floor area	26	21
Restaurant	221 m ²	3.5 spaces per 100 m ² of leasable floor area	7	
Shop	1,191 m ²	3.5 spaces per 100 m ² of leasable floor area	41	
Place of Assembly	150 patrons	0.3 spaces/patron	45	
Indoor Recreation Facility (Gym and Wellness Centre)	1,236 m ²	Rate Not Specified in Clause 52.06-5	To the satisfaction of the R.A.	
Art Gallery	336 m ²	Rate Not Specified in Clause 52.06-5	To the satisfaction of the R.A.	
Art and Craft Centre	211 m ²	3.5 spaces per 100 m ² of leasable net area	7	
Total			373 spaces + parking for indoor recreation centre and art gallery uses	

* 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
<i>Parking Demand for Office Use</i>	<p>The office would be providing on-site car parking at a rate of 0.23 spaces per 100 m² of floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include:</p> <ul style="list-style-type: none"> ▪ 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 <p>Although lower than the above rates, the proposed office parking rate of 0.23 spaces per 100 square metres of floor space is considered appropriate as the site seeks to minimise private car dependency and promote more sustainable forms of transport.</p>
<i>Parking Demand for Shop and Food and Drink Uses</i>	<p>For the shop and food and drink uses, a staff parking demand rate of 1.0 space per 100 square metres could be adopted. Applying this rate to the shops and food and drink uses (total area of 1,953 m²) would equate to a staff parking demand of 20 spaces. We expect that customers would be drawn from the surrounding area.</p>
<i>Parking Demand for Indoor Recreation Facility</i>	<p>For the indoor recreation facility (wellness centre and gymnasium), One Mile Grid has adopted a patron parking rate of 0.1 spaces and have assumed a maximum number of 200 patrons. This would equate to 20 spaces. This parking demand is considered reasonable.</p>
<i>Parking Demand for Restaurant Use</i>	<p>Using the statutory parking rate, the restaurant would generate a parking demand of 7 spaces. Patrons to the restaurant and café would be drawn from the surrounding area (residences and local businesses).</p>
<i>Parking Demand for Place of Assembly Use (Cinema)</i>	<p>The cinema would generate a parking demand of 45 spaces (based on the statutory parking rate of 0.3 space per patron). It is agreed that patrons to the cinema would combine their visit by engaging in other activities whilst in the area.</p>
<i>Parking Demand for Art Gallery</i>	<p>According to One Mile Grid traffic engineering consultants, these uses would be replacing the existing use (community/social space), which has no on-site parking.</p>
<i>Availability of Public Transport in the Locality of the Land</i>	<p>The following public transport services can be accessed to and from the site by foot:</p> <ul style="list-style-type: none"> ▪ Smith Street trams – 650 metre walk ▪ Victoria Parade trams – 400 metre walk ▪ Hoddle Street buses – 350 metre walk ▪ Collingwood railway station – 550 metre walk

Parking Demand Consideration	Details
<i>Multi-purpose Trips within the Area</i>	Customers and clients to the development could combine their visit by engaging in other activities or business whilst in the area.
<i>Convenience of Pedestrian and Cyclist Access</i>	The site is very well positioned in terms of pedestrian access to public transport nodes, shops, and other essential facilities. The site also has good connectivity to the on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

Consideration	Details
<i>Availability of Car Parking</i>	On-street parking in the Collingwood area is very high during business hours. The area surrounding the subject site is blanketed in time based parking restrictions. The high parking demand in the Collingwood area would be a disincentive for visitors, customers or employees to drive.
<i>Relevant Local Policy or Incorporated Document</i>	The proposed development is considered to be in line with the objectives contained in Council's <i>Strategic Transport Statement</i> . 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 proposed car parking provision is considered appropriate in the context of the development and the surrounding area. It is expected that many of the customers, clients and patrons to the various uses would be drawn from the surrounding area. Employees of the office and other businesses on the site would commute to and from the site using more sustainable forms of transport. The occupation and operation of the site should not adversely impact existing on-street parking conditions in the area.

The Engineering Referral team 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 One Mile Grid traffic engineering consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	AM Peak Hour	PM Peak Hour
Staff Parking (40 spaces)	AM Peak Hour: 65% turnover plus 10% in counter direction PM Peak Hour: 60% turnover plus 10% in counter direction	26 trips	24 trips

The traffic volumes generated by the site are not unduly high and should not have a detrimental impact on the traffic operation of the surrounding road network.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The development entrance has a width of 3.6 metres with additional 300 mm and 500 mm wide kerbs and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	Existing vehicles have adequate sight lines of pedestrians along the Rupert Street footpath.
Headroom Clearance	A headroom clearance of 2.2 metres has been provided, which satisfies AS/NZS 2890.1:2004. A headroom clearance of 2.5 metres is provided above the accessible parking bays which satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the car parking spaces (2.6 to 2.8 metres by 4.9 metres) satisfy <i>Design standard 2: Car parking spaces</i> .
Accessible Parking Space	Consistent with endorsed proposal.
Small Car Space	The 2.3 metre widths of the Small Car Spaces satisfy AS/NZS 2890.1:2004.
Aisles	Aisle widths range from 6.35 metres to 6.63 metres and satisfy <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Column Depths and Setbacks	The positions of the columns are outside the car parking space clearance envelopes, which satisfy <i>Diagram 1 Clearance to car parking spaces</i> of Clause 52.06-9.

Item	Assessment
Clearances to Walls	Spaces adjacent to walls have been provided with 300 mm clearances, which satisfy <i>Design standard 2</i>
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	Not applicable as ramp does not immediately abut a road.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy <i>Table 3 Ramp Gradients</i> of Clause 52.06-9.
Other Items	
Loading Arrangements	The dimensions of the loading bay (5.043 metres by 13.014 metres) can comfortably accommodate an 8.8 metre long medium rigid vehicle.
Swept Path Assessment	The swept path diagrams of a medium rigid vehicle entering and exiting the loading bay via the laneway and Rupert Street are considered satisfactory.

PARKING MANAGEMENT PLAN

Condition	Engineering Comment
<p>Condition 6.12 <i>Before the development commences, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of the incorporated plans for this document. The plan must address, but not be limited to, the following:</i></p> <p>a) <i>The number and location of car parking spaces allocated to each tenancy;</i></p>	<p>Section 3.1 of the Parking Management Plan (PMP) details the number of parking spaces allocated to each use. A plan showing the location of the spaces is provided in Figure 1 of the PMP.</p> <p>This item has been satisfied.</p>
<p>b) <i>Any tandem parking spaces allocated to a single tenancy;</i></p>	<p>There are no tandem spaces contained within the car park.</p> <p>This item is no longer applicable.</p>
<p>c) <i>The number and location of car spaces for shared use, including time of shared use;</i></p>	<p>Two share spaces (spaces 1 and 2) are located at the western side of the car park, near the basement ramp.</p> <p>This item has been satisfied.</p>
<p>d) <i>The management of visitor car parking spaces and security arrangements for occupants of the development, including details on how residential visitors are to access car parking;</i></p>	<p>The residential hotel use has been removed from the proposal.</p> <p>This item is no longer applicable.</p>
<p>e) <i>Details of wayfinding, cleaning and security of end of trip bicycle facilities;</i></p>	<p>Wayfinding signage has been detailed in the PMP.</p> <p>Cleaning and security of end of trip bicycle facilities would</p>

Condition	Engineering Comment
	<p>be managed by the site's building manager/owners corporation.</p> <p>This item has been satisfied.</p>
<p>f) <i>Policing arrangements and formal agreements;</i></p>	<p>Policing and formal agreements would be administered by the site's building manager/owners corporation.</p> <p>This item has been satisfied.</p>
<p>g) <i>A schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc.; and</i></p>	<p>Appendix A of the PMP details all signs and line marking to be installed in the car park.</p> <p>This item has been satisfied.</p>
<p>h) <i>Details regarding the management of loading and unloading of goods and materials.</i></p>	<p>Loading and unloading of goods would take place in the on-site loading bay, immediately off the laneway connecting to Rupert Street. Loading operations at the development, including scheduling and coordination, would be managed by the building manager. An intercom system would be provided for delivery operators to communicate to tenants and building management during loading activities.</p> <p>This item has been satisfied.</p>

Engineer: Mark Pisani

Signature: 

Date: 9 August 2022
