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City of Yarra

24 October 2022

Ref: 30N-22-0371-GCO-43874-0

333 Bridge Road Richmond VIC 3121

Dear John Theodosakis,

31-35 Victoria Parade, Fitzroy - Druids Site - DFP-228

This peer review of the MEL Consultants Environmental Wind Speed Measurements report (MEL Consultants Report 87-22-WT-ENV-00) is based on Vipac's experience as a wind-engineering consultancy.

Vipac have reviewed the relevant documents (see the received document in the attachment). Our comments are as follows:

i. The MEL Consultants Environmental Wind Speed Measurements report has been prepared based on a 1:400 scaled model wind tunnel test to the 26th July 2022 Drawings by Bates Smart.

ii. The report includes the following main Sections: Introduction, Environmental Wind Criteria, Model and Experimental Techniques, Discussion of Results. Detailed test data were presented in Tables 1-4 and the Figures section.

iii. The report has used the assessment criteria from Better Apartment Design Guidelines; Vipac has no issues with this.

iv. In the Model and Experimental Techniques section, a 300m minimum radius proximity model was used and is substantially correct. The Terrain Category 3 exposure was used in the assessment; this was also appropriate.

v. The other methodologies described in the report, including the use of hot-wire sensors; measurement of wind direction intervals (22.5°); and data analysis are also deemed appropriate.

vi. We have no issues with the spread of measurement locations.

vii. In the Discussion of the Results section, the report clearly addressed the wind speed measurement results Street by Street around the development. Measurements found that for the proposed design, all test areas would have wind levels within the recommended safety and comfort criteria or similar to the existing conditions, as detailed in the report. As such, no recommendations have been made for the wind controls. Vipac have no issues with the conclusions.

In conclusion, the MEL Consultants Environmental Wind Assessment has used the correct model, experimental and analysis methodology to assess the wind effects on the pedestrian level spaces around the proposed development in detail. The study found that all test areas fulfil the recommended safety and comfort criteria and no wind control measures are necessary. We agree with the conclusions.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Zhuyun Xu

Principal Wind Engineer

Eric Yuen

Wind Group Leader

Attachments:

1. *G. Oree, J. Kostas,* Mel Consultants, Environmental Wind Measurements on a Wind Tunnel Model of The 31-35 Victoria Parade, Fitzroy (87-22-WT-ENV-00), August 2022
2. *Bates Smart,* 31-35 Victoria Parade, Town Planning Submission, 26 July 2022.

Global South

Urban Design Review (DELWP referral)

Druids Site Development (DSD), St Vincent's Hospital, 31-35 Victoria Parade, Fitzroy (Council reference: PPE22/0228)

Prepared by Simon McPherson, for Yarra City Council (CREF22/00197)

17 October 2022

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1.0 Introduction

1.1 Process and involvement

On 26 September 2022 I was asked by Yarra City Council officers to prepare an Urban Design Review of the proposed redevelopment of the Druids Site, St Vincent's Hospital, 31-35 Victoria Parade, Fitzroy. This engagement was confirmed on 6 October 2022.

In preparing this report, I have received and reviewed:

- Referral letter to City of Yarra, from DELWP, dated 20/09/2022, requesting comments within 14 days;
- Cover Letter (Application to DELWP), Urbis, dated 16 September 2022;
- Urban Context Report & Design Response, Bates Smart, dated 05 September 2022;
- Architectural Plans, Bates Smart, dated 26/07/2022;
- Planning Report, Urbis.

Given the compressed timeframe for this review, I have not visited the review site, but instead relied upon the comprehensive urban context analysis in the application documents. I am familiar with the locality from many previous visits.

1.2 Qualifications and experience to prepare this Review

1.2.1 Qualifications and registrations

My academic qualifications are as follows:

- **Executive Masters (MSc) in Cities (Distinction),** inaugural programme (September 2016 - completed February 2018), London School of Economics and Political Sciences (LSE Cities), UK;
- **Master of Science (MSc): Built Environment - Urban Design (Distinction),** The Bartlett School, University College London, 2005-06, UK;
- **Bachelor of Architecture (BArch) (First Class Honours),** The University of Melbourne, 1996-97;
- **Bachelor of Planning and Design (BPD) (Architecture)**, The University of Melbourne, 1992-94.

My professional registrations and memberships are as follows:

- **Registered Architect**, Architects Registration Board of Victoria: individual registration number 15838;
- **Member, VPELA** (Victorian Planning and Environmental Law Association).

I am engaged on the following professional organisations:

- Member, **Melbourne Design Review Panel** (City of Melbourne, 2021-);
- Member, **Victorian Design Review Panel** (OVGA, since 2016);
- Member, **Casey Design Excellence Panel** (City of Casey, 2022-);
- Member, **South Australian Design Review Panel** (ODASA, since 2011);
- Member, **Latrobe University Design Review Panel** (currently inactive);
- Member, **Research Advisory Group, PlaceLab,** RMIT University (2022-);
- Global Advisor, United Nations Global Compact – Cities Programme (discontinued);
- Member, Built Environment Task Force, Smart Cities Council – Australia/New Zealand (discontinued).

1.2.2 Experience

Professional experience

I hold over 15 years of dedicated professional experience in urban design, including:

- Urban Designer, Victorian State Government (2002-2007, including study leave);
- Director, SJB Urban (2007-2016);
- Director, Global South (2016-present).

I hold approximately 5 years of prior experience in architectural practice, in Australia and the UK.

Project experience

My urban design experience includes the following projects:

- Policy and guidelines:
  - Author/contributor, *Better Placed*, NSW Architecture and Urban Design Policy, Government Architect NSW (2016-17). Benchmark design policy, winner Australia Award for Urban Design 2017;
  - Contributor (State Government employee), Design Guidelines for Higher Density Residential Development, Activity Centre Design Guidelines;

- Contributor, SA Medium-Density Design Guidelines;
- Lead consultant, Urban Design Guidelines, Bowden, SA (SJB Urban, 2015).

- Urban Design Advice:
  - Eden/Haven/Sanctuary on the River, Abbotsford, for HAMPTON (complete), (SJB Urban, 2010). High-density, mid-rise (9-11 storeys) permeable courtyard development, winner UDIA President's Award, High-Density Housing Award (National, Victoria), Masterplanned Development Award (Victoria);
  - Richmond Plaza redevelopment, for Coles (SJB Urban, 2014);
  - Grocon FCAD redevelopment, Footscray Station Precinct (SJB Urban, 2011).
- Independent reviews:
  - Regular independent reviews of permit applications, for Councils including Melbourne, Yarra, Port Phillip, Banyule, Brimbank, Manningham and Casey.
- Strategic plans, structure plans and Urban Design Frameworks:
  - Sunshine NEIC Urban Design Analysis and Framework Plans, for Brimbank City Council, in collaboration with Kinetica;
  - Footscray Built Form Review 2020, for Maribyrnong City Council;
  - Tarneit Major Town Centre: Economic Impact Assessment and Design Review 2018, for Wyndham City Council;
  - Oakleigh Activity Centre Transport Precinct: Design Review 2018, for Monash City Council;
  - 1160 Sayers Road, Tarneit, Structure Plan for Wyndham City Council (landowner) (SJB Urban 2014-15). Innovative, integrated plan for high-density, walkable precinct in greenfield setting;
  - Footscray Station Precinct Planning and Urban Design Framework (SJB Urban, 2008-09). Winner, PIA Transport Planning Award 2008;
  - Brighton Toyota Site UDF, for LEFTA Corporation;
  - Frankston Transit Interchange Precinct UDF and Master Plan, for DPCD (SJB Urban 2009-2012);
  - Wise Foundation 'Wellness Village' UDF, Mulgrave, for landowners (SJB Urban, 2015-16).
- Master Plans and Concept Designs
  - Sunshine Station Master Plan 2021, for Department of Transport, in collaboration with Development Victoria;
  - Revitalising Central Dandenong (Sites 11-15) Master Plan/Development Plan, for Capital Alliance and Development Victoria, 2021;
  - Caulfield Village Master Plan, for Beck Property / Probuild (SJB Urban, 2012);
  - Greensborough Activity Centre Concept Master Plan, for Banyule City Council (2017);
  - 433 Smith Street (Fitzroy Gasworks) Master Plan, for Places Victoria (SJB Urban, 2015);
  - Master Plan, Binks Ford Site and over-rail deck, Footscray, for Places Victoria (SJB Urban, 2012);
  - Caulfield-Dandenong corridor concept/feasibility studies, for VicTrack (SJB Urban, 2015).

Experience preparing expert evidence

I have presented evidence at VCAT and Planning Panels Victoria on numerous occasions.

2.0 Context

2.1 Strategic context

2.1.1 Location and Zoning

The review site is situated within the **Public Use Zone, Schedule 3 (PUZ3) – Health and Community.** *I was not able to locate this Schedule online.*

2.1.2 Heritage Overlays

The review site is located in **Heritage Overlay HO334 – South Fitzroy Precinct.**

2.1.3 Design and Development Overlay 2 (DDO2): Main Roads and Boulevards

The northern part of the review site is within Design and Development Overlay 2 (DDO2): Main Roads and Boulevards, which provides Design Objectives as follows:

- *To recognise the importance of main roads to the image of the City.*
- *To retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity.*
- *To reinforce and enhance the distinctive heritage qualities of main roads and boulevards.*
- *To recognise and reinforce the pattern of development and the character of the street, including traditional lot width, in building design.*
- *To encourage high quality contemporary architecture.*
- *To encourage urban design that provides for a high level of community safety and comfort.*
- *To limit visual clutter.*
- *To maintain and where needed, create, a high level of amenity to adjacent residential uses through the design, height and form of proposed development.*

2.1.4 Planning Policy Framework

The following clauses are applicable to the subject site and proposal. Relevant content from these clauses is raised below in the context of my assessment of the proposal.

Clause 15 Built Environment discusses Urban Design objectives and strategies:

- **15.01-1S Urban Design** provides strategies for safe, healthy, functional and enjoyable urban environments. Strategies include:
  - *Require development to respond to its **context in terms of character, cultural identity**, natural features, surrounding landscape and climate.*
  - *Ensure development **contributes to community and cultural life** by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
  - *Ensure development **supports public realm amenity and safe access** to walking and cycling environments and public transport.*
  - *Ensure that the design and location of **publicly accessible private spaces**, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
  - *Ensure that development provides **landscaping** that supports the amenity, attractiveness and safety of the public realm.*

- **15.01-2S Building design** guides buildings which contribute positively to context and enhance the public realm, including responding to the strategic and cultural context of the location.
- **15.01-4R Healthy neighbourhoods - Metropolitan Melbourne** seeks to create a city of 20-minute neighbourhoods;
- **15.01-5S Neighbourhood character** seeks to ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place, including by emphasising the heritage values and built form that reflect community identity.
- **15.02-1S Energy and resource efficiency** promotes consolidation of urban development and integration of land use and transport.

Clause 17 Economic Development states that planning is to provide for a strong and innovative economy.

- **17.02-1S Business** seeks *to encourage development that meets the community's needs for retail, entertainment, office and other commercial services*. Strategies include:
  - *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*
  - *Locate commercial facilities in existing or planned activity centres.*

2.1.5 Local Planning Policy Framework

Yarra's Local Planning Policy Framework includes the following clauses applicable to the subject site and proposal. I have not exhaustively reproduced every policy below.

Clause 21.03 Vision includes a Strategic Framework Plan for Yarra. This policy states that *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks*, and that *all new development will demonstrate design excellence.*

Clause 21.04-3 Industry, office and commercial seeks to *increase the number and diversity of local employment opportunities.*

Clause 21.05-2 Urban Design includes the following objectives and strategies:

- *To ensure that new development contributes positively to Yarra's urban fabric.*
- *Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*
- *To enhance the built form character of Yarra's activity centres.*
- *Require development within Yarra's activity centres to respect and not dominate existing built form.*
- *Support new development that contributes to the consolidation and viability of existing activity centres.*

Clause 21.05-4 Public environment states that new development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian activity and interaction are encouraged. It seeks to ensure that buildings have a human scale at street level.

Clause 22.10 Built Form and Design Policy seeks to:

- *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*

- *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
- *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
- *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
- *Create a positive interface between the private domain and public spaces.*
- *Encourage environmentally sustainable development.*

This Clause then provides extensive guidance for urban design outcomes.

2.2 Urban context

Key aspects of the local urban context are outlined as follows:

Prominent corner/edge

The review proposal forms part (2nd stage of a two-stage development) of a prominent corner site, alongside the approved 12-storey proposed development Australian Centre for Medical Discoveries (ACMD), located at the corner of Victoria Parade and Nicholson Street.

The site is a prominent corner of the 'Carlton grid' near its transition to the Melbourne CBD grid, and at the interface to Carlton Gardens.

Roads

Victoria Parade is approx. 60m wide with central tramway.

Nicholson Street is approx. 30m wide including two-way bike path on the western side.

Heritage

Brenan Hall forms part of the review site at the Victoria Parade frontage.

Built form

Varied context:

- Robust mid-rise forms without setbacks
- Varied materials bet typically masonry, solid forms, grounded expression;

Heights:

- ACMD: 12 storeys / RL 93.45m (also noted as 11 storeys in the Urban Context Report p.29)
- 8 Nicholson (DELWP): RL 115m
- Royal Eye and Ear Hospital: RL 90m.

3.0 Review of the proposed development

3.1 Building siting

The siting strategy incorporates:

- Utilisation of Brenan Hall (meeting rooms) with retained façade;
- Recessed entry forecourt space immediately east of Brenan Hall;
- Generally full site coverage otherwise;
- Ground floor glazing line set-ins to Victoria Parade and Daly Drive, between columns (approx. 0.9m).

It is appropriate and contextually responsive to generally adopt full site coverage in this location, to create clearly defined edges to streetscapes and support the potential for edge activation.

The recessed entry forecourt provides for visibility of the side wall to Brenan Hall, and appreciation of its 3-dimensioonal form, while also providing an outdoor 'transition' space between the streetscape and the building interior.

Therefore I consider the building siting to be appropriate as proposed.

3.2 Building height

The Planning Scheme does not provide specific guidance on building heights.

The proposed development is generally commensurate with (and slightly lower than) the height of the approved AMCD to the site's immediate west.

It is also similar in height to other prominent buildings nearby in Victoria Parade. Buildings in the CBD across Victoria Parade are generally much higher.

The overall height to roof level (RL 93.91m) is approximately 52.41m above ground level (RL 41.5m). In considering the streetscape proportions, this height (without setbacks) is less than the width of the Victoria Parade corridor.

Based on this analysis, I consider the proposed height to be acceptable.

3.3 Building massing

The proposed built form massing comprises:

- 5m setback above Brenan Hall, for the width of the Brenan Hall street façade plus the entry forecourt;
- Additional 2m setback to Levels 1 and 2 above Brenan Hall, with cantilevered form above; for the width of the Brenan Hall street façade plus the entry forecourt at Level 1, and generally just the width of Brenan Hall at Level 2;
- Zero (0m) setback to the main frontage for Levels 3-11
- Cantilever extending over the boundary to Daly Drive, by 3.85m 0 3.98m, for Levels 2-11 (10 levels).

The recess or void above Brenan Hall performs multiple functions:

- Reinforcing the prominence/importance of Brenan Hall;
- Creating 'breathing space' around the heritage building;
- Creating a break, and variation in the street wall;

- Allowing additional daylight into the entry forecourt.

The overhang to the Daly Drive interface appears to retain full-width vehicle access while gaining additional building floor space. The existing width of Daly Drive is approximately 16m. Daly Drive appears to be a short loading/delivery street for the hospital, which does not provide through-access to the streets.

I consider the overhang to be acceptable from an urban design perspective. It reduces the width of the opening to approximately 12m to the adjacent building to the east, which is also acceptable.

I therefore consider the massing to be acceptable.

3.4 Public realm interfaces

The proposed building provides fully active ground floor frontages to both Victoria Parade (through meeting rooms in Brenan Hall, main lobby entry and two café/retail tenancies), and Daly Drive (through two additional café/retail tenancies). This configuration is expected to provide a high level of activation. Passive surveillance and visual interaction opportunities, suitable to a hospital precinct.

Extensive glazing to the upper levels is expected to provide further passive surveillance opportunities, to both adjoining streets.

The renders/vignettes indicate frontages which are highly 'open' and transparent visually, supported by the high Ground Floor height of 6.06m.

I therefore consider the proposed public realm interfaces to be appropriate.

3.5 Architectural design expression

The Victoria Street façade comprises:

- Two distinct volumes, aligned with the Brenan Hall footprint;
- Simple façade grids to both modules, with vertical emphasis/proportions, which hare visually related, yet distinct from one another;
- Thinner grid elements to the western module, behind Brenan Hall (aluminium façade system);
- Thicker, more robust façade grid to the eastern module (masonry façade system with expressed 'brick-like' elements);
- Eastern module façade 'balanced' above 'podium', with overhangs to both sides (over entry forecourt and Daly Drive);
- 2-storey podium expression, with height and proportions visually related to the proportions of the Brenan Hall façade; and
- Clear glass throughout.

The eastern module façade design (masonry) continues along Daly Drive, but with a wider grid modulation.

The proposal reflects a contemporary yet restrained design approach, and creates a refined. 'quiet' design expression, in comparison to the more articulated and distinctive expression of the proposed ACMD.

I consider this design approach to be appropriate to the context. It appears suitably considered and effectively detailed, and so avoids appearing overly simple or 'standard', but presents 'civic' qualities in its expression.

I therefore consider the proposed architectural design expression to be appropriate.

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MEMORANDUM

TO	John Theodosakis	FROM	Anita Brady
RE	Druid site & Brenan Hall Development	DATE	17 October 2022

Introduction (including previous involvement/advice)

This memorandum addresses the proposed development of 31-35 Victoria Parade including the address known as the Druids site and the associated Brenan Hall, both of which are part of the broader St Vincent's Hospital complex. The proposed development will be known as the 'Druids Site Development' (DSD building).

A substantial redevelopment of part of the hospital site, being the Aikenhead Centre for Medical Discovery (ACMD) was approved in 2021, including the partial demolition of Brenan Hall, and this latest application represents a proposed additional stage of the development.

Regarding my previous involvement and advice in relation to the ACMD development:

- March 2021: I undertook a heritage appraisal of the then proposed development for Council.
- July 2021: I prepared a statement of heritage evidence for Council and appeared at the Priority Projects Standing Advisory Committee hearing in August 2021.
- November 2021: Planning Permit PLN20/0567 approved the partial demolition of Brenan Hall (with other aspects of the ACMD development).
- January 2022: I prepared a memorandum for Council which addressed the greater detail which was provided on the approved demolition works to Brenan Hall including high level comments on the proposed conservation and repair works, and the structural retention works. This greater detail was provided in:
    - Amended architectural plans by Denton Corker Marshall (6 December 2021)
    - Plans and correspondence by Lovell Chen (LC, 17 December 2021) which addressed permit Condition 4b (detailing conservation and reconstruction works to the retained external fabric of Brenan Hall) and Condition 4d (how the heritage façade will be maintained).
    - Technical Note by Arup (20 December 2021) which addressed the requirements of the Brenan Hall Retention Structure Report at Condition 7.

It is noted that the former Aikenhead Wing adjoining Brenan Hall to the west is currently being demolished, as per the previous approval.

This next stage of the development is documented in architectural plans and drawings by Bates Smart (August 2022), and in an Urban Context Report and Design Response, also Bates Smart (September 2022). A Planning Report by Urbis (undated) and a Heritage Impacts Statement by Trethowan Architecture (July 2022) have also been referred to, with the latter cited below as the 'HIS report'.

Further, the World Heritage Environs Area as associated with the nearby Royal Exhibition Building (REB) and Carlton Gardens, is referred to below, including a recent review of the planning controls which apply and which have relevance for the subject property.

Precinct

The subject site is included in the South Fitzroy Precinct (HO334). Under the Overlay, external building and land development controls apply, but no external paint, internal alteration or tree controls.

The South Fitzroy Precinct is large and diverse and includes the area of the first suburban sale of land outside the early town centre of Melbourne, from the late 1830s, and subsequent development. Victoria Parade marked the southern boundary of the new suburb and was one of the early roads in Fitzroy together with Nicholson Street, Smith Street and Alexandra Parade. Victoria Parade continues to mark, or form, the southern boundary of HO334.

St Vincent's Hospital (public hospital and later the private hospital) was one of the major institutions which historically developed on the fringes of the suburb in the late nineteenth century. The Australian Catholic University (ACU) is another institution which in more recent decades has developed land and sites in the south of the precinct, to the east of the hospital campus, including adapting or constructing substantial buildings on Victoria Parade and Brunswick Street, and through to Napier Street where a substantial new ACU building is approaching completion. A substantial new hospital building has also recently been approved for St Vincent's Private Hospital on Victoria Parade, west of Brunswick Street.

Further, the St Vincent's Hospital site is referred to in the citation for the South Fitzroy Precinct,[1] where it is identified as being one of the 'major institutions' on the fringe of the precinct, and one of the 'contributory elements' of the precinct.

Description

The Druids site is the location of the former Druid's Wing at 35 Victoria Parade, which was constructed in 1913-14 and has been demolished. This historically presented as a five/six storey building to Victoria Parade, with no setback. The Druids site is currently open landscaped space.

Brenan Hall at 31 Victoria Parade was constructed in 1889. It is described in the HIS report as:

> Brenan Hall is a single storey rendered brick building with upper balcony level. The building has zero setback from Victoria Parade. Due to the hall's original siting between other terrace buildings, only the facade facing Victoria Parade was intended to be seen.
>
> The symmetrical façade is classically styled and is surmounted by a large, curved parapet. Sets of pilasters divide the facade into bays. A central recess with arched opening accommodates the entryway to the building, which bears non-original doors. Two arched windows flank the door on either side. String courses at the height of both the windowsill and spring points of these windows extends across the facade. There is decorative panel moulding below the windowsill height across the building. A cornice separates the ground floor from the balcony level, which bears three equally spaced arched windows. A further cornice separates this level from the

> parapet above. The parapet is completed in roughcast render. The entire facade has been overpainted.
>
> A simple gable roof, concealed by the parapet, is clad in corrugated metal. The remaining walls are completed in red brick with no detailing. It is noted that the rear half of Brenan Hall has already been demolished, leaving only the front (southern) section of the building to a depth of seven metres.

The partial demolition referred to above was approved under the ACMD development. The latter also approved structural retention works to the remaining part of the heritage building, which are currently in place.

Gradings

The grading (level of significance) for properties in heritage precincts in Yarra is identified in the Incorporated Document, City of Yarra Database of Heritage Significant Areas (April 2022). This source provides the following gradings for the subject addresses:

- 31 Victoria Parade: Lyceum, later Brennan Hall, St Vincent's Hospital, identified as contributory
- 35 Victoria Parade: Daly Wing, St Vincent's Hospital, former Druids Wing, identified as contributory – however this relates to the building to the rear of the Druids site and vacant land fronting Victoria Parade

Regarding the adjoining gradings:

- Former Aikenhead Wing to the west at 27 Victoria Parade is identified as not contributory
- Healy Wing at 41 Victoria Parade is identified as individually significant; this is separated from the Druids site by Daly Drive. The building is of five/six storeys to Victoria Parade, with no setback.

Description/comments on proposal

Brenan Hall

The Bates Smart architectural plans and drawings (August 2022) lack detail on the proposed works to Brenan Hall, however the HIS report is more specific and is quoted below.

Brenan Hall is proposed to be used as meeting rooms. The following description of the proposed conservation and restoration works to the building is taken from the 'HIS report':

> The remaining front (south) seven metres of Brenan Hall is to be restored and incorporated into the site development.
>
> Restoration works will include stripping the acrylic paint coating, which will be undertaken in a manner that will not damage the substrate. The façade will then be restored to a colour scheme representative of the buildings 19th century appearance. This will be based on the paint scrape analysis that was undertaken on the façade in July 2022, which concluded that the building facade was completed in a colour equivalent to Dulux Lama, with windows in a colour equivalent to Dulux Vintage Green.
>
> Localised repairs will be undertaken to the masonry where necessary. Repairs will adopt a like-for-like approach, with the testing of mortar and

> matching of bricks and joint details. Similarly, work will be undertaken to replace missing render and detailing, such as to damaged cornices. This will also include reinstatement of a missing pilaster to the east of the façade.
>
> Windows and doors will be inspected, repaired, and repainted. If thermal improvement is required, this will be achieved through a secondary glazing system. The roof structure will retain its gable form and will be recovered in appropriate sheeting.
>
> Internally, Brenan Hall will be used as commercial space. Internal detailing will be retained where reasonable.

The Bates Smart plans indicate that most of Brenan Hall will be retained as per the previously approved 7m extent, save for a section of the building on the north side which will be demolished to provide for the introduction of a 'DDA lift'. This differs to the previously approved plans.

The Bates Smart plans also indicate that, at ground floor level, the east elevation of Brenan Hall will be exposed to a new entry way off Victoria Parade, with a canopy over, which will lead to the lobby to the new DSD building. Brenan Hall will be separated/set back from the new building to the east on the Druids site by some 5.5m. Another entry to the lobby will abut the rear wall of Brenan Hall, leading from the ACMD building to the west.

The proposed finish/treatment of the newly exposed east elevation of the heritage building is not clear. This elevation was not historically visible, and its more recent appearance is of brick and plaster.

The proposed roof cladding is also not identified, with the HIS report stating it 'will be recovered in appropriate sheeting'. In previous documentation relating to the building (plans and correspondence by Lovell Chen, 17 December 2021), galvanised corrugated steel roofing was indicated as the proposed roof cladding and it is again assumed that this is proposed.

Comment

The additional section of building on the north side of Brenan Hall, to be demolished to provide for introduction of a 'DDA lift', is acceptable.

The conservation and restoration works as described in the HIS report are also acceptable and are supported.

However, the proposed finish to the east elevation of Brenan Hall should be clarified, especially given that the wall will be exposed to the new entry way to the DSD building.

<u>To conclude, and subject to the above clarification, there are generally no heritage issues arising out of the works to Brenan Hall.</u>

New DSD building

The proposed new building will be constructed to the rear (north side) of the retained Brenan Hall, and on the Druids site. It will comprise two main volumes, with that on the west side set back behind the retained Brenan Hall, that on the east side with no setback to Victoria Parade, and will rise to 12 above ground levels, plus roof plant. The eastern volume will be separated/set back from the Healy Wing by Daly Drive; and on its west side it will be separated

from the retained Brenan Hall (as already noted) by some 5.5m, being the entry way to the DSD building lobby.

The new building on the Druids site will have canopies extending over the footpath at ground floor level. From level 2 upwards, it will cantilever on its west side over the levels beneath, extending into this west space by some 4m; and on its east side it will cantilever by some 4m over Daly Drive beneath. From level 3 upwards, it will also cantilever on its south side over the levels beneath – including over part of Brenan Hall – and extend into this south space by 2m. The roof top/roof plant level will be set back on its east and south sides.

The building will have a different but complementary grid-like façade expression above Brenan Hall to that of the building façade on the Druids site. An aluminium curtain wall system is proposed, with masonry cladding detail, and a shadow-box spandrel detail.

Comment

Regarding the proposed height of the DSD building, this will largely be consistent with that of the approved ACMD building, including the rooftop level. As a general comment, this is acceptable here. The height is within a range of heights for other built and/or approved buildings in this area of the HO334 precinct, associated with the hospital complex and institutional development further east on Victoria Parade. These heights reflect an evolved pattern of new buildings contrasting in scale – sometimes to a significant degree – with heritage buildings in this part of Fitzroy.

This also goes to the individually significant Healy Wing to the east. While the DSD building will exceed the height of the adjoining heritage building, the separation provided by Daly Drive will assist in addressing this disparity. The Healy Wing is also, and will continue to be, seen in a context of taller hospital-related buildings including, again, those associated with St Vincent's Private Hospital to the east on Victoria Parade.

So, as a general comment, the proposed height is acceptable. The architectural expression and materials of the proposed building are also acceptable.

However, there is a heritage issue with the as proposed cantilever of the new building on the south side over part of the retained Brenan Hall. While cantilevers of this type – over the top of, or into the airspace above, a heritage building - are seen in the CBD context and potentially in other contexts where the strategic imperatives result in similar outcomes, they are not typically seen in this heritage precinct. Further, this aspect of the proposal is significantly outside what is contemplated by Yarra's heritage policy, Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay; and the updated policy Clause 15.03-1L Heritage (as per the new policy format to be introduced via Amendment C269).

This encroachment into the space above the heritage building is exacerbated by the proposed cantilever on the west side of the DSD building, with the two cantilevers over or adjoining the heritage building having the effect of 'crowding' the space around Brenan Hall. The cantilever over the heritage building also extends into the 7m area set aside for Brenan Hall retention which is a limited extent of retention and was described as such in my July 2021 statement of heritage evidence. While acceptability of the 7m extent is not resiled from here, a more sympathetic approach is recommended which will provide for more free space, or more 'breathing' space, above the heritage building. This would also help to retain its prominence to Victoria Parade.

There are several ways to potentially achieve this:

- Reduce the extent to which the new DSD building cantilevers to the south by between 1m and 1.5m for the full extent on the south side of the building.

Or:

- Increase the space above Brenan Hall to where the cantilever starts, as in increase the separation between the top of the heritage building and the cantilever, by two levels; meaning the cantilever would commence at level 5 instead of level 3.

Or:

- Increase the space above Brenan Hall by reducing the extent of the cantilever between levels 3 and 5, so that it is on angle between 0m and 2m.

Or:

- A combination or variation of the above.

To conclude, the height, placement and general setbacks, and the architectural expression of the proposed DSD building are acceptable. The proposed cantilever over the south side of the building, which will in part extend over the retained Brenan Hall, is not acceptable and an alternative approach is recommended.

WHEA

While the subject property is not within the World Heritage Environs Area Precinct (WHEA Precinct, HO361), it is within the general World Heritage Environs Area as associated with the Royal Exhibition Building (REB) and Carlton Gardens. This Area, and the planning controls associated with it, have recently been subject to review, with the most recent report out of that review being:

- Review of the World Heritage Strategy Plan for the Royal Exhibition Building & Carlton Gardens, World Heritage Environs Area, Hansen Partnership with HLCD Pty Ltd, September 2022.

The above report states (at p.2):

> This draft Strategy Plan constitutes an updated version of an earlier May 2021 draft Strategy Plan. It has been updated to reflect the formal declaration of a new World Heritage Environs Area (WHEA) for the Royal Exhibition Building and Carlton Gardens on 28 July 2022. The WHEA was declared in accordance with section 169 of the Heritage Act 2017 (the Act) by Order published in the Victoria Government Gazette and extends the original WHEA boundary in three areas to the east, south-west and west.

Without going to the status of the report, of the declared new World Heritage Environs Area, and/or of the anticipated planning scheme outcomes, the following points are noted:

- The subject site is within the extended WHEA and the declared new Area, specifically in ‘Area 5’.
- Recommendations are made for Area 5, including amendments to existing planning scheme clauses and to the Design and Development Overlay to address and protect views of the REB Dome and its visual dominance; and go to building heights, setbacks and street wall responses.

Also, strategies for 'future management and statutory protection' of the WHE include the Public Use Zone and St Vincent's Hospital site, and state:

> Ensure development of the St Vincent's Hospital site replicates the general maximum height of recently approved hospital redevelopment of land located on the corner of Rathdowne Street [error – Nicholson Street] and Victoria Parade. The new building is 12 storeys and 53.9m in height.
>
> Ensure development includes materiality which is influenced by its heritage setting and is of muted materials and colours, and which avoids the use of larger areas of reflective materials.

The proposed DSD building is consistent with the above.

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1 See statement of significance for the South Fitzroy Precinct, City of Yarra Review of Heritage Overlay Areas, Graeme Butler and Associates, 2007 updated 2013 (Appendix 7 includes precinct statements of significance)

Urban Design
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Daniel Perrone
Council Reference	PPE22/0228
Address	41 Victoria Pde, Fitzroy VIC 3065
Proposal	DELWP Referral - DFP-228 - Druids Site - 31 - 35 Victoria Parade Fitzroy
Comments Sought	D22/246816 - IREF22/01405 - Internal Referral Formal Request

Recommendation

- The proposal is supported in principle, subject to the following changes.

Comment Summary

- Further detail is required in the form of a Streetscape and Public Realm Improvement Plan (details overleaf).
- List of recommended developer contributions provided overleaf.

Public Realm Interface

- The public realm interface is generally supported from an urban design perspective, pending the following additional information required and recommendations.

Additional Information Required on Plans:

- All existing streetscape features to be shown on the architectural plans, including, but not limited to:
  - Street furniture (bins, seats, bike hoops etc.)
  - Marked parking bays
  - Parking meters
  - Street/parking signs
  - Light poles
  - Service pits etc.
  - Existing levels

Levels:

- Existing and proposed levels are to be shown at entrances interfacing with the public footpath. Where changes in levels are proposed, provide details of proposed method of access (i.e., steps, ramps etc), noting method of access is to be designed in accordance with DDA requirements.
- Proposed footpath crossfall is to be shown and must demonstrate compliance with DDA requirements.
- The public footpath is not to be used to accommodate any landings/ramps that may be required to access the site. Where handrails and/or TGSIs are required, these are to be located entirely within the subject site and must not protrude into the public realm.

Visitor Bike Parking:

- No visitor bike parking is currently proposed. Council's Strategic Transport Unit has recommended a minimum of 30no. visitor bicycle parking spaces to be provided.
- Up to 8no. visitor bicycle parking spaces (4no. hoops) may be accommodated within the public footpath along Victoria Pde.
- The remaining number of required visitor bicycle parking spaces are to be accommodated within the subject site in a location that is easily visible and accessible from the public realm.
- It is recommended that the ground floor of Daly Drive frontage of the proposed building is set-back to accommodate the remaining visitor bicycle parking spaces.

Façade Design & Materials

- The façade design and materials are generally acceptable from an urban design perspective.

Streetscape and Capital Works

The following developer contributions are recommended to enhance the public realm adjacent the site:

Footpath Reinstatement:

- Victoria Parade footpath to be reinstated as full width asphalt footpath with dressed bluestone kerb and channel.

Bike Hoops:

- Upgrade 2no. existing painted steel seats to Yarra Standard timber seats with backs as per Yarra Public Domain Manual Technical Notes 3.1.1.
- Provide up to 4no. visitor bike hoops (8no. spaces) within the Victoria Pde footpath. Bike hoops are to be installed (perpendicular to the kerb) as per Yarra Public Domain Manual Technical Notes 3.3.1.

Street Trees:

- 3no. existing street trees along the Victoria Pde frontage of the proposed site are shown on the plans. These trees have recently been removed at the request of the developer and should be removed from the plans.

- In order to maximise the potential canopy coverage of this location, it is recommended that 6no. new street trees are planted along the Victoria Pde footpath.
- The developer would be requested to fund the planting of the new street trees along Victoria Pde in the indicative locations shown in Figure 1 below, noting the following:
    - The applicant is requested to contribute to the cost of planting 6no. new street trees, which would cover tree sourcing, planting and 2 years of establishment maintenance.
    - Provide new permeable resin bound pebble finish to 6no. new tree pits.
    - An estimate of the total cost for the trees, planting, and surface finish would be $10,461 (plus GST), with the following breakdown:
        - 6no. sourcing and planting of new tree within 1.8 x 1.2m tree pit = $3591.
        - 6no. two year's establishment maintenance = $1716.
        - 6no. new permeable resin bound pebble finish to 1.8 x 1.2m tree pit = $5164.
- Council's tree planting contractor will source and plant the street trees. Final tree species and locations are to be confirmed by Council's arborist prior to construction. 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.

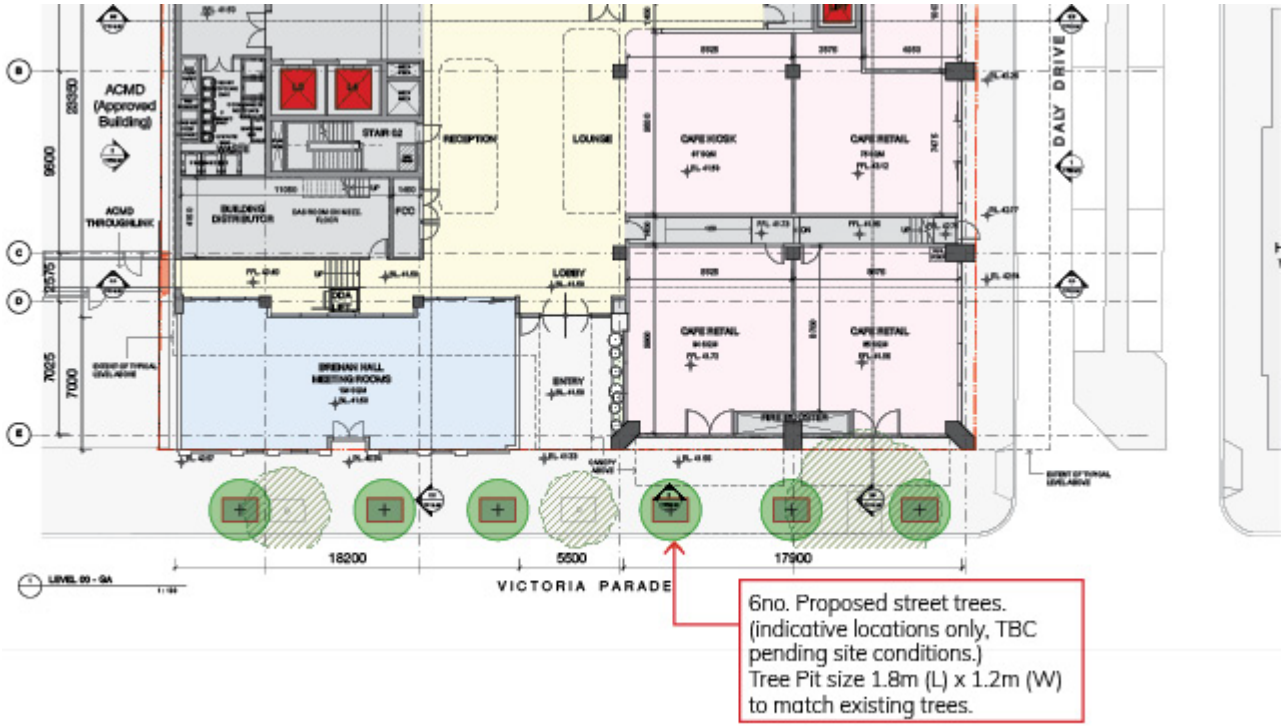


Figure 1. Proposed indicative tree locations (Not to Scale)

Public Realm Improvement Plan:

The above public realm comments and developer contributions should be submitted for review in the form of a Public Realm Improvement Plan. Typical condition wording is provided below:

Before the development commences, or by such later date as approved in writing by the Responsible Authority, a Streetscape and Public Realm Improvement plan for the development to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Streetscape and Public Realm Improvement Plan must address all recommendations and requirements as listed within this Formal Referral Response, as well as (but not limited to) the following:

- *Proposed landscaping, seating, bike hoops, bins etc;*
- *All pavements reinstated as asphalt footpaths with bluestone kerb and channels to match existing for the full length of the site as per City of Yarra's Infrastructure – Road Materials Policy.*
- *All paving must be compliant with Australian Standards for slip resistance and DDA.*
- *Details of any re-located street infrastructure.*
- *Details of the materiality of outstands including edges, permeable surface finishes, drainage, and landscaping.*
- *Before the development is commenced, or by such later date as approved in writing by the Responsible Authority, the owner is to amend levels to ensure the grade of the footpath is gradual and DDA compliant.*
- *Internal finished floor levels (FFL) must be aligned to the proposed DDA compliant footpath levels at the interface with the property boundary.*
- *Footpaths and any paving adjacent to the site may need to be reinstated to ensure the grade of the footpath and the paving are gradual and DDA compliant at the full cost of the owner.*

These comments exclude comments from the following teams, and they will be providing separate referral comments:

- Open Space
- Arboriculture & Streetscapes

Capital Works:

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

Urban Designer: Daniel Perrone

Date: 7th October 2022

Strategic Transport
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	PlnUSERID
Council Reference	PPE22/0228
Address	41 Victoria Pde, Fitzroy VIC 3065
Proposal	DELWP Referral - DFP-228 - Druids Site - 31 - 35 Victoria Parade Fitzroy
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/246814 - IREF22/01404 - 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

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)	11,437 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	38 employee spaces	56 spaces total
		1visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	12 visitor spaces.	
Retail premises (other than specified in this table)	383 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	1 visitor spaces.	
Bicycle Parking Spaces Total			**39 resident / employee spaces**	**? resident / employee spaces**
			13 visitor spaces	**? visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**4 showers / change rooms**	**8 showers / change rooms**

The development provides a total of 4 additional spaces above the requirements of the Scheme. The breakdown between uses is not specified.

Adequacy of visitor spaces

No spaces are noted as visitor bicycle parking spaces.

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

- 0 spaces does not meet the statutory requirement of 13 visitor spaces, nor does it cater for Yarra's current or predicted future cycling demand. At minimum 30 visitor spaces should be provided for the following reasons:
  - No visitor car parking appears to be provided onsite (all car parking is located within a secure car park)
  - BESS stipulates 24 as a minimum. However, given the proximity of the site to the CBD, data on cycling trips in the area and excellent bicycle access, additional bicycle parking should be provided.

- Pursuant to clause 52.34-3 all visitor spaces must be provided at a bicycle rail.

Adequacy of employee spaces

Number of spaces

Whilst the proposal includes a possible surplus of 4 employee spaces above the requirements of the planning scheme, it is noted:

- A significant reduction of car parking spaces is sought
- The subject site is located in an inner-urban area immediately adjacent to the CBD 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.
- Given the above, BESS recommends a rate of 116 employee bicycle spaces and 12 showers/changerooms Therefore, it is recommended a minimum of 116 employee spaces be provided and 12 showers/changerooms.
- It would be acceptable if a further reduction in car parking spaces was sought to provide additional bicycle parking spaces.

Design and location of employee spaces and facilities

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

- Resident/employee bicycle parking is provided at Basement Level. It is preferred that bicycle parking be provided at ground level. However, if this is not possible, at least one additional lift should be provided to account for the trip generation expected for the number of bicycle parking spaces. An assessment of this should be provided by the applicant.
- Dimensions have not been provided for accessways, the bicycle parking area or for the lift to the bicycle parking area. These must be shown on the plans.
- The EOT access at Ground Level is unclear. A door does not appear to have been provided. Again, dimensions of this must be shown.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV).

Electric bicycle charging points should be provided in the employee bicycle parking spaces adjacent to spaces suitable for electric bicycles to use (i.e horizontal on-ground spaces with sufficient widths to accommodate a larger electric bicycle, as per AS2890.3 Appendix

A – ‘cargo bicycle’ and Section 2.2.8). This should be no less than 5% of the total employee spaces.

Green Travel Plan

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.

Yarra’s key bicycle corridors

The site is located adjacent to several key bicycle corridors. Napier Street, Albert Street and several other Strategic Cycling Corridors and local bike routes are in close proximity to the site.

City Works

Relevant to this business unit and this application, the following capital works are approved / proposed within the area of the subject site (as relevant to the planning application):

None related to Strategic Transport.

Recommendations

The following should be shown on the plans before endorsement:

1. A breakdown of the number of employee and visitor bicycle parking spaces proposed to be provided.
2. Dimensions of bicycle storage spaces, lifts and relevant access ways noted to demonstrate compliance with Australian Standard AS2890.3 or to the satisfaction of the Responsible Authority.
3. Access arrangements to the EOT lifts to be shown on the plans.
4. A minimum of 30 visitor bicycle parking spaces in total must be provided.
5. A minimum of 116 employee bicycle parking spaces and 12 showers/changerooms in total must be provided.
6. The provision of at least one (1) additional dedicated lift to the basement bicycle parking area.
7. An assessment of the estimated trip generation of the employee bicycle parking.
8. At least 40% of employee bicycle parking to be provided as horizontal (on ground) parking.

9. At least 5% of the total number of resident bicycle parking spaces must include electric bicycle charging points immediately adjacent to spaces suitable for electric bicycles to use, i.e.
    a. horizontal on-ground spaces with sufficient widths to accommodate a larger electric bicycle, as per AS2890.3 Appendix A – ‘cargo bicycle’ and Section 2.2.8

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

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

Signature:

Date: 07/10/2022

ESD Formal Referral Response

Application Information	
Referral Officer	WILLIAME
Officer	Euan Williamson
Council Reference	PPE22/0228
Address	41 Victoria Pde, Fitzroy VIC 3065
Proposal	DELWP Referral - DFP-228 - Druids Site - 31 - 35 Victoria Parade Fitzroy
Comments Sought	Click here to view the link to the Statutory Planning Referral memo: D22/246812

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:

- New referral

In assessing this application, the following documents were reviewed:

- SMP prepared by Norman Disney Young dated 5th September 2022
- Architectural drawings by Bates Smart dated 15th August 2022
- Waste Management Plan by One Mile Grid dated 6th September 2022

Comments

The standard of the submitted ESD does not meet Council's Environmentally Sustainable Design (ESD) standards.

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.

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:

(1) Applicant ESD Commitments

- 5 Star Green Star certified.
- 5.5 Star NABERS Energy rating.
- Mechanical fresh air delivery rates 100% increase on AS1668.1.2012 minimum rates.
- Good daylight levels to office areas.
- A 20% improvement on NCC minimum energy efficiency requirements has been proposed.
- Net-zero carbon operation with no gas proposed and 100% renewable electricity procured.
- High efficiency electric heating/cooling plant with heat recovery.
- High efficiency electric heat pump or similar.
- Energy efficient lighting.
- Water efficient fixtures and fittings.
- A construction waste management plan will be developed, included an 80% reduction in landfill target.
- Separate waste streams for comingled recycling, glass, green waste, garbage, toner/printers/hard waste and electronic waste.

(2) Application ESD Deficiencies

- No STORM score or MUSIC model has been submitted. BPEM best practice in stormwater quality must be demonstrated by a STORM or MUSIC model.
- No onsite PV solar array has been proposed. Strongly recommend a rooftop solar PV array above the plant room to contribute to onsite electricity consumption demands.
- 54 bike parking places for over 11,400 sqm of office/education/research falls short of Council's expectations on bicycle parking provision. Recommend one space for 10% of occupants or 114 secure bike parking spaces. Recommend expanding EOT facilities to cater for larger bike parking spaces recommended.

- No landscaping or green infrastructure proposed. Best practice in urban ecology has not been demonstrated. Strongly recommend that landscaping be introduced to this development to enhance the ecological value of the site.

(3) Outstanding Information

- Prior to occupancy, JV3 energy model or similar demonstrating 20% improvement in energy efficiency over reference building.
- Prior to occupancy demonstrate documentation confirming 100% renewable electricity has been procured for the whole site.
- Prior to commencement of works, please detail how 10% reduction in embodied carbon will be calculated.
- Please update SMP reference to car-share and electric vehicles as no car parking can be identified on plans.
- Please submitted the completed Construction Waste Management Plan prior to construction.
- 75% of site area comprises one or more strategies that reduce the heat island effect. Prior to commencement of works please detail how this will be achieved.

(4) ESD Improvement Opportunities

- Glass curtain wall design will rely heavily on high performance glazing to deliver the energy efficiency standard proposed. Recommend introducing exterior shading, box window frames or glass spandrel panels to improve thermal comfort.
- Recommend recycled materials be incorporated into the material pallet.
- Recommend all timber used in FSC certified.
- Recommend a small materials pallet, simple construction techniques.
- Recommend avoiding PVC and/or using products meeting Green Star guidelines.
- Recommend that green infrastructure be introduced to this development to enhance the ecological value of the site.

ESD Officer: WILLIAME

Signature: 

Date: 10th October 2022

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.

Sustainable Management Plan (SMP)

for planning applications being considered by Yarra 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.

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	Mechanical fresh air delivery rates 100% increase on AS1668.1.2012 minimums	Satisfactory	1
Daylight & Solar Access	Good daylight levels to office areas	Satisfactory	1
External Views	External views from most offices areas	Satisfactory	1
Hazardous Materials and VOC	All paints adhesives, sealants, carpets and engineered wood products have low VOC and formaldehyde levels	Satisfactory	1
Thermal Comfort	Glass curtain wall design will rely heavily on high performance glazing to deliver the energy efficiency standard proposed.	Recommend introducing exterior shading, box window frames or glass spandrel panels to improve thermal comfort.	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: 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

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	A 20% improvement on NCC minimum energy efficiency requirements has been proposed	Prior to occupancy, JV3 energy model or similar demonstrating 20% improvement in energy efficiency over reference building.	3
Greenhouse Gas Emissions	Net-zero carbon operation with no gas proposed and 100% renewable electricity procured.	Commended.	1
Hot Water System	High efficiency electric heat pump or similar	Satisfactory	1
Peak Energy Demand	Various		
Effective Shading	Glass curtain wall design will rely heavily on high performance glazing to deliver the energy efficiency standard proposed.	Recommend introducing exterior shading, box window frames or glass spandrel panels to improve thermal comfort.	4
Efficient HVAC system	High efficiency electric heating/cooling plant with heat recovery	Satisfactory	1
Efficient Lighting	Energy efficient lighting	Satisfactory	1
Electricity Generation	No onsite PV solar array has been proposed.	Strongly recommend a rooftop solar PV array above the plant room to contribute to onsite electricity consumption demands	2
Other	100% renewable electricity has been proposed to operate the building.	Prior to occupancy demonstrate documentation confirming 100% renewable electricity has been procured for the whole site.	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: 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

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	Water efficient WELS rated fixtures as follows: - 5 Star taps - 4 Star toilets - 3 Star showers - 5 Star dishwashers	Satisfactory	1
Water for Toilet Flushing	No specific details have been included in the SMP.	Unsatisfactory. See Stormwater section below	2
Water Meter	No specific details have been included in the SMP	Unsatisfactory	Recommend individual utility meters for each floor and tenancy.
Landscape Irrigation	No specific details have been included in the SMP.	Satisfactory	Recommend rainwater be used for irrigation of increased vegetation
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

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	No STORM score or MUSIC model has been submitted.	Unsatisfactory. BPEM best practice in stormwater quality must be demonstrated by a STORM or MUSIC model	2
Discharge to sewer	No specific information has been submitted	-	-
Stormwater Diversion	No specific information has been submitted	-	-
Stormwater Detention	No specific information has been submitted	Unsatisfactory	2
Stormwater Treatment	No specific information has been submitted	Unsatisfactory	2
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

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 specific information has been submitted	Recommend recycled materials be incorporated into the material pallet	4
Embodied Energy of Concrete and Steel	This building's embodied carbon emissions at least 10% less than the reference building.	Prior to commencement of works, please detail how 10% reduction in embodied carbon will be calculated	3
Sustainable Timber	No specific information has been submitted	Recommend all timber used in FSC certified.	4
Design for Disassembly	No specific information has been submitted	Recommend a small materials pallet, simple construction techniques.	4
PVC	No specific commitment has been submitted	Recommend avoiding PVC and/or using products meeting Green Star guidelines	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: 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

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	No carparking included in this development	Satisfactory	1
Bike Parking Spaces	54 secure bicycle parking spaces	54 bike parking places for over 11,400 sqm of office/education/research falls short of Council's expectations on bicycle parking provision. Recommend one space for 10% of occupants or 114 secure bike parking spaces.	2
End of Trip Facilities	End of trip facilities provided in basement	Recommend expanding EOT facilities to cater for larger bike parking spaces recommended.	2
Car Share Facilities	5% of car spaces to be car share	Please update SMP as no car parking can be identified on plans.	3
Electric vehicle charging	5-25% of car spaces to have EV charging infrastructure	Please update SMP as no car parking can be identified on plans.	3
Green Travel Plan	No green travel plan has been submitted	-	-

* **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

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	A construction waste management plan will be developed, included an 80% reduction in landfill target.	Satisfactory. Please submitted the completed CWMP prior to construction.	3
Operational Waste Management	Separate waste streams for comingled recycling, glass, green waste, garbage, toner/printers/hard waste and electronic waste.	Satisfactory	1
Storage Spaces for Recycling and Green Waste	Space for green/organic waste and recycling can be identified on plans.	Satisfactory	1
Others	-	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: 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

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 site.	-	-
Maintaining / Enhancing Ecological Value	No landscaping or green infrastructure proposed. Best practice in urban ecology has not been demonstrated.	Unsatisfactory. Strongly recommend that landscaping be introduced to this development to enhance the ecological value of the site.	2
Heat Island Effect	75% of site area comprises one or more strategies that reduce the heat island effect.	Satisfactory. Prior to commencement of works please detail how this will be achieved.	3
Other	-	Satisfactory	
Green wall, roofs, facades	No green infrastructure has been proposed.	recommend that green infrastructure be introduced to this development to enhance the ecological value of the 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

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*
Improving on Green Star Benchmarks	-	-	-
Global Sustainability	-	-	-
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

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	Building tuning and commissioning to manufacturers guidelines checked by independent commissioning agent.	Satisfactory	1
Building Users Guide	Building users guide will be produced.	Satisfactory	1
Contractor has Valid ISO14001 Accreditation	No specific information has been included.	Recommend building contractor has valid ISO14001 accreditation	4
Construction Management Plan	Environmental Management Plan and CWMP to be produced.	Satisfactory	1
Others	-	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: 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

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.

Civil Works
Formal Referral Response

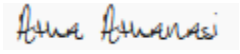
Application Information	
Referral Officer	John Theodosakis
Officer	Atha Athanasi
Council Reference	PPE22/0228
Address	41 Victoria Pde, Fitzroy VIC 3065
Proposal	DELWP Referral - DFP-228 - Druids Site - 31 - 35 Victoria Parade Fitzroy
Comments Sought	Statutory Planning Referral memo: D22/246805

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 the Druids Site at 31 - 35 Victoria Pde, Fitzroy authored by One Mile Grid and dated 6/9/2022 is satisfactory from a City Works Branch's perspective.

Officer: Atha Athanasi

Signature: 

Date:6/10/2022

Development Engineering Formal Referral Response

Application Information	
Referral Officer	John Theodosakis
Officer	Mark Pisani
Council Reference	IREF22/01401
Address	41 Victoria Parade, Fitzroy
Application No.	PPE22/0228
Proposal	Referral - Internal – Development Engineering
Comments Sought	DELWP Referral; 11-storey building

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
Bates Smart Architects	TP01.00 Existing Site Survey Plan TP03.00 Ground Floor Plan TP03.B1 Basement Level TP09.01 North, South Elevation TP09.02 East, South Elevation TP10.01 Section AA, Section BB TP10.02 Section CC, Section DD	A A A B B A A	26 July 2022 26 July 2022 26 July 2022 28 July 2022 28 July 2022 26 July 2022 26 July 2022
One Mile Grid	Transport Impact Assessment		6 September 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 (including medical centre use)	10,368 m^2	3.0 spaces per 100 m^2 of net floor area	311	0
Food and Drink	383 m^2	3.5 spaces per 100 m^2 of leasable floor area	13	0
Education Centre	132 students	0.3 spaces to each student that is part of the maximum number of students on the site at any time	39	0
		Total	**363 spaces**	**0 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
Anticipated Parking Demand	To determine the likely car parking demand of the development, One Mile Grid traffic engineering consultants have sourced Journey to Work data from the 2016 ABS Census for the Yarra and Melbourne. The data indicates that the proportion of employees who drive to work in the City of Yarra and the City of Melbourne is 48.9% and 26.7% respectively. One Mile Grid has estimated that office developments would generally provide some 17 m^2 of floor space per employee. (this is considered reasonable). This would equate to 695 employees (based on a total floor area of 11,821 m^2). The journey to work by car rate of 26.7% was adopted in estimating the likely parking demand, which results in a total of 186 parking spaces. The Transport Impact Assessment indicates that some five floors of the new building would be occupied by existing occupants from the Hospital and the Australian Catholic University (ACU). Therefore, the parking demand would be in the order of around 102 spaces.

Parking Demand Consideration	Details
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: ▪ Nicholson Street trams – 250 metre walk ▪ Victoria Parade trams – 170 metre walk ▪ Victoria Parade buses – 20 metre walk ▪ Parliament railway station – 280 metre walk
Multi-purpose Trips within the Area	Customers and clients to the development could combine their visit by engaging in other activities or business whilst in the area.
Convenience of Pedestrian and Cyclist Access	The site is very well positioned in terms of pedestrian access to public transport nodes 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
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.
Other Relevant Considerations	Employees who drive to the site may choose to park in nearby commercial car parks, such as underneath Museum Victoria. Given that the development would not be providing any on-site car parking, a significant proportion of employees would take public transport or ride a bicycle.

Adequacy of Car Parking

From a traffic engineering perspective, the full waiver pf car parking is considered appropriate in the context of the development and the surrounding area.

The operation of the development should not adversely impact on the 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.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Loading Arrangements	
Proposed Loading Dock	The development's loading dock would be located at the north west corner of the site and be accessed via the east-west aligned private laneway. Access to the private laneway is via Princess Street. The loading dock and the doorway entrance have not been dimensioned on the drawings. A propped vehicle would partially extend beyond the footpath of the building. Under normal circumstances, a vehicle must be wholly contained within the building when undertaking loading activities. In this instance, the private laneway terminates just east of the loading dock and does not provide a major pedestrian link/public access. On that basis, the proposed loading arrangement is considered satisfactory.
Delivery of Goods	Deliveries of goods to the food and drink tenancies would be undertaken by small vans which could utilise the on-site loading dock or park in regular on-street spaces.
Swept Path Assessment	
Vehicle Ingress and Egress Movements Appendix A of Transport Impact Assessment	The swept path diagrams of a 6.41 metre long waste collection vehicle entering and exiting the loading dock via the private service laneway are considered satisfactory. The Vehicle exit movement out of the laneway and onto Nicholson Street is also satisfactory.

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Vehicle Crossing Ground Clearance	As the east-west aligned laneway is a private road, the vehicle crossing fronting the site for the loading dock should be constructed to Council's engineering Standard Drawings and engineering requirements. This will ensure that the vehicle crossing function will satisfactorily. To assist the applicant, a *Vehicle Crossing Information Sheet* has been appended to this memo. The ground clearance check (for each new vehicle crossing) requires the applicant to obtain a number of spot levels which include 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, the private service lane. These levels are to be shown on cross sectional drawings with dimensions, together with the B99 design vehicle ground clearance template demonstrating access and exit movements.

ENGINEERING CONDITIONS

Civil Works

Upon the completion of all building works and connections for underground utility services,

- The footpath along the property's Victoria Parade frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 33 (commencing from the open channel and back of kerb where applicable) or unless otherwise specified by Council. Finished floor levels at the development entrances are to be readjusted to match the new footpath levels at the property boundary.

Vehicle Crossings

- At the design phase of the development (before construction), the finished floor levels of the slab or accessway must be first designed/determined by taking into account the relative adjacent road and footpath infrastructure levels, in order to provide satisfactory vertical access (i.e. - vehicle ground clearance) into and out of the site.
- Before the development commences, or by such later date as approved in writing by the Responsible Authority, a vehicle crossing design must be submitted to Council's Engineering department for approval, and:
    - Demonstrate satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle; and
    - Be fully dimensioned with actual reduced levels (to three decimal places) and comply with design requirements set out in Yarra City Council's Vehicle Crossing Information Sheet.
- Prior to the occupation of the development, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing(s) must be constructed:
    - In accordance with any requirements or conditions imposed by Council;
    - At the permit holder's cost; and
    - To the satisfaction of the Responsible Authority.

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.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.

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.

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	Assessment
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.

Engineer: Mark Pisani

Signature: 

Date: 7 October 2022

Development Engineering
Formal Referral Response

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.