Attachment 1 - PLN21/0670 - 223 - 229 Johnston Street & 369 Gore Street Fitzroy - Site Location Plan

SUBJECT LAND: 223 - 229 Johnston Street & 369 Gore Street Fitzroy - ⇧ North
Subject Site

Attachment 2 - PLN21/0670 - All referral comments

Urban Design Memo

To:	Julian Larkins	Date:	31.01.2022
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	**223-229 Johnston Street & 369 Gore Street, Fitzroy**		

Thank you for the opportunity to review the application package for the proposed 10 storey mixed use development at **223-229 Johnston Street & 369 Gore Street, Fitzroy**. Note: we previously reviewed an application for the same site and provided a memo to Council dated 30th June 2020. Following our site inspection, we have reviewed the relevant background drawings upon planning policy, analysis of the urban context and on our own intimate knowledge of the Fitzroy area and Johnston Street corridor.

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

Site and context

The subject site is located on a consolidated corner site which has a main frontage to Johnston Street (38.31m), Gore Street (73.94m) and Argyle Street (27.35m) and a section of laneway along its western boundary. The site is irregular in shape, resulting in a considerable total site area of 2437.6m^2. Currently the site accommodates a single storey commercial building (223-229 Johnston Street) occupied by a pet store, a 1-2 storey cream rendered brick building (231-233 Johnston Street) with a 2 storey element to the street intersection and two 1 storey buildings (369 Gore Street) of which the eastern building is graded 'individually significant' (former Shirt factory) whilst the western building is a recent addition set back from the street frontage to provide car parking spaces along Johnston Street. Vehicular access is afforded via 2 crossovers along Johnston Street, 1 along Gore Street and 2 along Argyle Street. The subject site is gently sloped from the south east to the north west with an approximate 2m fall along the Gore Street frontage. Also, along this frontage are 4 mature street trees (plane trees).

Site Context (nearmap)

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The key site interface conditions are as follows:

- To the **east** is Gore Street, a 20m wide road reserve permitting two way vehicular traffic movement, marked angle parking on one side and parallel kerbside parking on the opposite side of the street. The street also comprises of large canopy trees and footpaths to both sides. Across Gore Street is 338 Gore Street, a 10 storey mixed use residential building with an 8 storey street wall defining the street intersection. To the north is 340 Gore Street and 208 Argyle Street comprising a 2 storey renovated brick warehouse with a pitched metal roof accommodating residences within.
- To the immediate **south** is Johnston Street, a 20m wide road reserve accommodating two lanes of traffic in both directions with unmarked kerbside car parking and footpaths to both sides of the street. Directly opposite the site are 3 attached Victorian terraces (234-238 Johnston Street) graded as 'contributory' heritage currently used for commercial purposes, a recently completed 4 storey office building with glass and alucobond cladding (218-220 Johnston Street) and a 2 storey brick building (226 Johnston Street) located at the intersection with Chapel Street, a 10m wide road reserve with two-way traffic. Further south are 1 and 2 storey dwellings with heritage value.
- To the immediate **west** is 219 Johnston Street, a 3 storey office building comprising of a 2-3 storey street wall. A 3 storey party wall abuts the common boundary to the subject site. 205 Johnston Street is a 3 storey brick tile building located at the intersection with George Street, a 20m wide road reserve running north-south with a similar street profile to Gore Street. Further west are typically low scale commercial buildings of 2 storey buildings built to the property boundary. The site has a direct interface to a 2.9m wide laneway (north-west) with a length of 30m, running from Argyle Street. Opposite is a 3 storey residential building on the south side of Argyle Street.
- To the immediate **north** the site has a direct interface with Argyle Street, a 10.5m road reserve permitting a one-way vehicle movement (towards the east) with marked kerbside parking on one side and unmarked parking on the other. Opposite is 197 Argyle Street, a 2 storey renovated warehouse residence. 371-385 Gore Street comprises a single storey Australia Post building, setback to allow for shaded surface car parking. This site is currently subject to a town planning application for an 8 storey residential development. Further to north are 1 and 2 storey industrial warehouse style buildings interspersed with 2 storey residential terraces.

Subject site from corner of Gore and Argyle Streets

East – 340 Gore Street and 208 Argyle Street

East – 10 storey form at 338 Gore Street

West – 3 storey residential building at 192 Argyle Street

West – 219 Johnston Street

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In the wider context, there has been several planning approvals that are beginning to shape the urban morphology of the area. Some of the notable approvals/building under construction relevant to the subject site are:

Within DDO10:

- 142-144 Johnston Street and No. 3 Chapel Street, 6 storeys, completed;
- 178-182 Johnston Street, 7 storeys, completed;
- 363 George Street, 6 storeys, under construction; and
- 341 – 347 George Street, 7 storeys, under construction.

Within DDO36:

- 338 Gore Street, 10 storeys, completed;

Within DDO10 & DDO36:

- 160-164 Argyle Street, 6 storeys, completed;
- 377-379 George Street, 6 storeys, completed; and
- 363 George Street, 6 storeys, under construction.

Outside DDO10:

- 365 Smith Street, 9 storeys (approved);
- 57-61 Johnston Street, 7 storeys, completed; and
- 397 Smith Street, 8 storeys, under construction.

This represents a tread of emerging maximum scale within this area within close proximity to the subject site. Notably within the DDO10 extents developments predominantly comprise 6 storey buildings. While, outside the DDO10 and towards the Smith Street corridor developments range between 8 and 10 storeys.

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The Proposal

The proposal comprises the construction of a 10 storey mixed use building with commercial or retail opportunities within the ground level and residences above. Specifically, key components of the proposal are as follows:

- 3 Levels of basement car parking (146 spaces) accessed via the widened laneway from Argyle Street;
- A Ground Floor including 2 commercial tenancies (648.7m^2 and 99.3m^2) positioned to Johnston Street frontage and Gore Street intersection, 7 residential units located to Gore and Argyle Street interfaces, individual pedestrian access via an entry courtyard off Gore Street, bicycle storage (66 residential and 7 staff bicycle spaces);
- A First Floor includes residential units along a central corridor, a co-working room and a communal open space towards the site boundary to the west. Subsequent levels have a similar layout with double loaded central corridors within two components of the architectural massing – southern tower aligning to Johnston Street and northern tower aligning to Gore Street interlinked with an external bridge;
- The main communal facilities are located on the rooftop terrace comprising, BBQ areas, kitchen facilities, outdoor and covered dining and lounge areas. It also includes a raised deck and landscaped area with lawn mounds on the northern tower;
- It is noted that the individually significant "Argyle Street Shirt Factory" façade is retained on the corner of Gore and Argyle Street and restored to its original exposed brick presentation;
- The building rises to approximately 33.35m at its tallest point with a 6 storey street wall of 20.9m to Johnston and Gore Street corner stepping down to 10.5m where the heritage façade has been retained. To the west the 6 storey street wall steps down to 4 storeys with a height of 15m along Johnston Street. Above the Argyle Street podium setbacks of the street wall are at least 5m increasing to 10.35m from Level 5 and to 17m from Level 7; and
- The architectural expression comprises a solid core with recessive upper levels. The tower form sits on a podium with glazed street frontage at Johnston Street, successfully retaining the existing heritage form on Gore and Argyle Streets. Hard and soft landscape treatments are incorporated into the proposal with planter boxes located on private balconies, including a landscaped communal rooftop area.

Artists Impression of the proposal illustrating the Johnston Street frontage

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Planning Policy

The subject site is located within the **Commercial 1 Zone (C1Z)** which seeks to:

- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

The site is affected by the **Design and Development Overlay – Schedule 10 (DDO10), Design and Development Overlay – Schedule 36 (DDO36), Environmental Audit Overlay (EAO)** and the **Heritage Overlay – Schedule 334 (HO334).**

As per design principles within DDO10, street façade height should not exceed 3 storeys or 12m. Development above the street wall should be setback and should not exceed 4-6 storeys. The setbacks are to avoid increased overshadowing of street and public space between 10am and 2pm at the equinox (22 Sept).

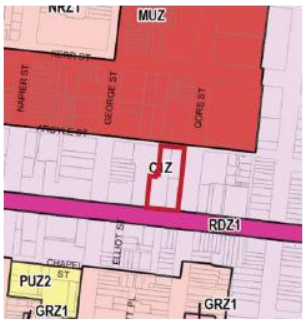
DDO36 (interim) seeks specific street wall and building height controls, the subject site has a preferred maximum building height of 30.4m. It also specifies street wall height of 14.4m to the Johnston Street and Gore Street frontages, with a preferred street wall height of 11.2m at the northern edge.

The following State and Local planning policies are considered relevant:

- *Clause 11 – Settlement;*
- *Clause 15 – Built Environment and Heritage;*
- *Clause 17 – Economic Development;*
- *Clause 21.03 – Vision;*
- *Clause 21.04 – Land Use;*
- *Clause 21.05 – Built Form;*
- *Clause 21.08 – Neighbourhoods;*
- *Clause 22.02 – Development Guidelines for Site Subject to the Heritage Overlay;*
- *Clause 22.05 – Interface Uses Policy;*
- *Clause 22.07 – Development Abutting Laneways; and*
- *Clause 22.10 – Built Form and Design Policy.*

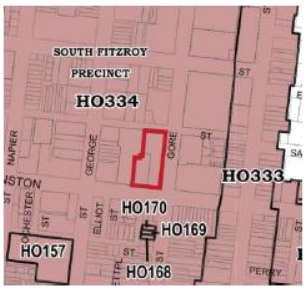
Other relevant documents include:

- *Johnston Street: Built Form Framework (2019);*
- *City of Yarra Urban Design Strategy (2011);*
- *City of Yarra Built form Review (2003);*
- *Smith Street Structure Plan (2008);*
- *Victorian Urban Design Charter (2010); and*
- *Urban Design Guidelines for Victoria (2017)*



Zone extract

DDO10 & DDO36 map



HO extract

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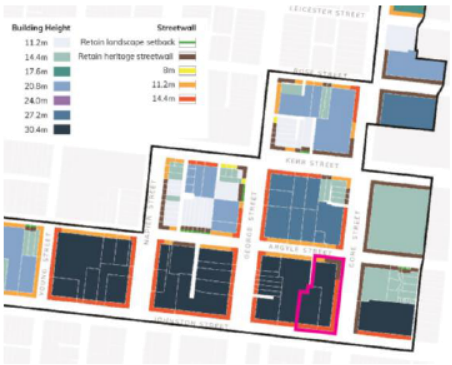
Urban Design Assessment

Strategic Context and Urban Form

- At a strategic level, the Yarra Planning Scheme seeks to maintain the City's urban character as *a 'low-rise urban form with pockets of higher development'*. Clause 21.05 – 2 states that low- rise building heights within the municipality predominantly vary between 1-2 storeys, with instances of 3-4 storey buildings. Pockets for higher development are Strategic Redevelopment Sites or within Activity Centres and should generally be no more than 5-6 storeys unless specific benefits can be achieved.
- While the site sits within the Johnston Street Neighbourhood Activity Centre and has not been identified as a Strategic Redevelopment Site, there has already been some transformation of this low-rise mixed-use corridor, along Johnston Street between Smith and Brunswick Streets. Recent VCAT decisions and Council approvals support this notion. A notable exception in the streetscape being the 10-storey development the immediate east. However, this development sits outside of the DDO10 area and is therefore subject to different planning controls when compared to the subject site. This position was confirmed by the Tribunal's decision in relation to the previous application (P1092/2020) on the subject site in March 2021.
- Clause 21.05 sets out objectives and strategies for urban design. Most relevant is the objective for non-residential areas is to improve the interface of development with the street in non-residential areas, with strategies referring to *'allowing flexibility in built form in areas with a coarse urban grain (larger lots, fewer street and lanes)'*, and requiring new development to integrate with the public street system. Importantly, the design guideline at Clause 22.10-3.3 states that the height of any portion of the new development *'should be guided by its' visual impact and off-site amenity impacts on surrounding properties such as overshadowing, visual bulk, day lighting to habitable rooms and overlooking'*.
- DDO10 still applies to the subject site and majority of properties which front Johnston Street between the main street spines of Brunswick Street and Smith Street. The DDO10, identifies a preferred future character, comprising 'a more consistent streetscape with a street-frontage 'façade wall' at the predominant two to three storey height of the 20th and 19th Century buildings'. It also contains design objectives which seek *'to ensure development fits with its context and the preferred future character'* and *'to develop streets with a human scale and vibrant street life'*. Specific design principles seek built form that should be built to the street frontages and side boundaries, with street façade heights not exceeding 3 storeys or 12m in height, with height above the street wall being set back and not exceeding 4-6 storeys. Also, new development in this area of DDO10 must respect the height of the former MacRobertson complex and avoid dominating these buildings.
- An interim DDO36 was recently implemented into the Yarra Planning Scheme which identifies built form controls for this part of Johnston Street. DDO36 seeks to reinforce a mid-rise character (ranging from 6-9 storeys) for the Fitzroy East and Johnston Street North precinct, with *a new prominent street wall on the north side of Johnston Street, transitioning down to Argyle Street* and designated a 30.4m building height and 14.4m street wall height for the majority of the site.



DDO36 extract: Street wall heights and building heights

- Our urban design assessment has taken into consideration the objectives found in both DDO10 (as it currently applies to the site) and interim DDO36. However, given the recent adoption of DDO36, and given it provides more specific built form controls which outline clear design details and measures, our urban design assessment has given considerable consideration to the design objectives identified within this new yet interim design control.

Site Plan

We are generally supportive of the overall site planning response and make the following comments:

- We are broadly supportive of the current site plan, it is similar to previous iterations of this proposal which we also supported including the retention of the heritage façades along both Gore and Argyle Streets and the layout of 2 storey apartments within the frontage which appropriately utilise the existing fenestration to contribute to the provision of amenity into small ground floor courtyards. We also acknowledge the integration of the main building entry into the retained façade and provision of a café tenancy.
- The widening of the approximately 3m wide service laneway along the northern portion of the western boundary is also supported and acknowledged as providing necessary and appropriate service and direct vehicle entry into the basement levels at its extended and expanded southern end.
- The provision of a communal (resident) bike storage rooms being centrally positioned in respect to the building entry and lobby area, it will provide convenient access to cyclists and offering a choice of storage solutions. Further, it is noted there is provision of a separate bike storage room for staff, comprising 7 spaces.
- The ground floor layout seeks to maximise the more prominent main street frontage to Johnston Street, with provision of a large approximately 648m^2 showroom, within the 'new' façade fabric. It is proposed to comprise considerable glazing which turns the corner into Gore Street. The commercial entry is defined by a 1.8m rebate positioned centrally into the Johnston Street frontage. However, this entry comprises a single door and 6 visitor bicycle spaces. Given the inset arrangement of the entry, **we would recommend that a second door be added into the western return wall and the bicycle space be incorporated into the Johnston Street public realm.**
- The smaller approximately 99m^2 café tenancy is 'tucked' into the Gore Street façade and relates to the larger windows within the retained heritage fabric. While not able to have its own entry, its 'reading' within the façade will be legible and should assist in overcoming its less activated street presence.
- The entry courtyard space is generously proportioned and incorporates both open air and sheltered areas, leading to the internal lift lobby area. The mail room and lift lobby are positioned around the corner from the entry, with no direct sightline relationship to the front door or street. While such an arrangement would usually be criticised, given the arrangement and nature of the overall entry, the courtyard design and café address creates an exceptional circumstance where by the public realm is in part extended into the courtyard. The is further emphasised by the spatial separation and external stairs and accessways in the rising form above.
- We are pleased with the provision of an awning which will provide adequate weather protection for pedestrians. The proposal provides a continuous awning that now 'wraps' around the corner into Gore Street terminating at the retained heritage façade.

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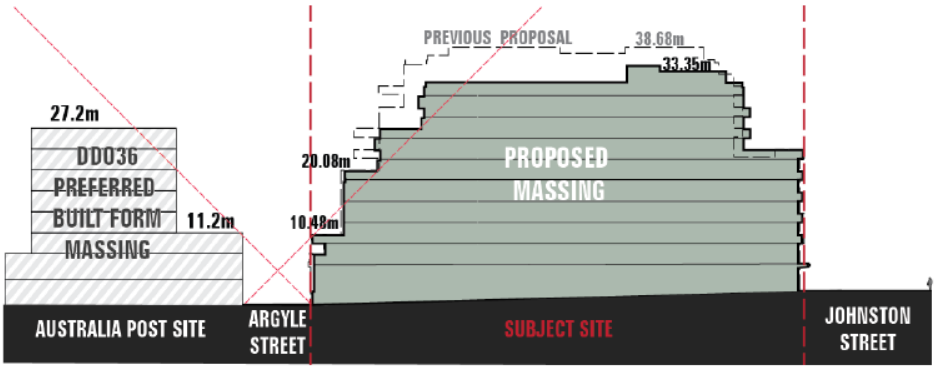
Overall height and massing

- The proposed envelope (overall scale and street wall height) now broadly accords with the discretionary 9 storey or 30.4m preferred height limit. With a maximum height of approximately 33.35m (above Johnston St) the proposal is slightly above the DDO's discretionary height limit (of 30.4m), however we find this to be supportable given the corner location, surrounding built form conditions and broad compliance with other measurable parameters outlined in DDO36 and DDO10. It should also be noted that the top storey is visually recessive. Further, the proposal also accords with the VCAT direction which was to remove Level 9 or 1 storey.



Cross section – The Proposal at Argyle Street, indicative 45 degree sight line measure illustrated

- The reduction in height by 1 storey is supported and assists in ensuring that the proposal acknowledges and transitions down to and towards the former MacRobertson heritage complex. This was a necessary refinement in order to respect the low-rise nature and avoid visually dominating buildings, again as sought by the DDO10. As seen in the figure below, further erosion to the north-east corner in the form of increased upper level setbacks now gently transitions to the former confectionary factory fabric. It also now ensures that any built from above a 6 storey profile is now invisible from standing eye height on the northern side of Argyle Street directly opposite the proposal. Additionally, it does well when assessed against overshadowing criteria only marginally impacting the Johnston Street footpath at 10am on 22nd September.
- In terms of the proposals massing composition, we are supportive of the introduction of a clear central break with an exposed external stair case, this feature assists in dividing up the form to the broad Gore Street frontage providing further articulating to the buildings expression and presentation to the longest elevation of Gore Street.

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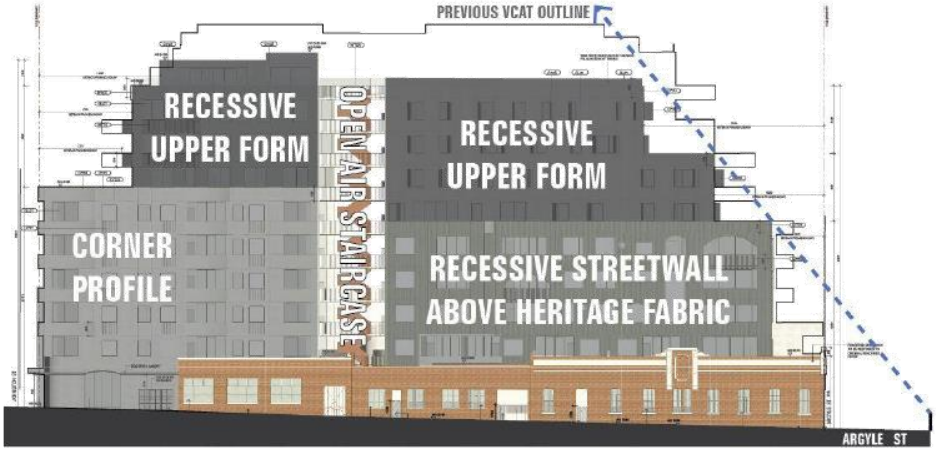
- We are supportive of the increased setback of the upper level above the heritage from to Argyle Street, we believe this successfully and respectfully integrates the proposal into the existing heritage fabric while responding to the direction of VCAT. The Argyle Street setback requirement of 10m outlined DDO36 is primarily sought to ensure that the narrower profile of Argyle Street is respected and to ensure there is not a strong sense of visual enclosure as the larger sites to the south fronting Johnston Street develop. The increased setback in combination with the removal of the projecting balconies results in an appropriate building elevation with a massing and presence that is now more respectful of the retained heritage fabric and narrower Argyle Street profile. It should also be noted that the proposal retains more of the heritage street wall than specified in DDO36. We consider this a positive and appropriate gesture.



Extract of Gore Street elevation, illustrating massing and overall height profile in comparison to VCAT application plans.

- The proposed street wall provision accords in respect to the siting of the 0m setbacks to street frontages and generally complies with requirements of DDO36. On the corner of Gore and Argyle Streets the heritage façade has been retained with the remaining street wall at Argyle Street at 10.48m which is 0.7m under the preferred height. To the Johnston Street frontage the street wall height rises slightly above the 14.5m height to 15m and extends to a further 20.8m as the building wraps around the corner of Johnston and Gore Streets. While we note this is significantly above the preferred height we believe that height has merit given the prominent corner location. Additionally, the transition in height follows a natural rhythm when viewed in tandem with the recently constructed 338 Gore Street which rises to 27m on the corner of Johnston and Argyle Streets.

Architectural Expression

We are supportive of the architecture treatments and proposed material in general and make the following comments:

- The proposal has improved substantially from an architectural expression perspective. The removal of the projecting balconies significantly reduces the visual bulk concerns particularly from the sensitive Argyle Street interface. The Johnston Street presentation is also notable simplified and enhanced by their removal.

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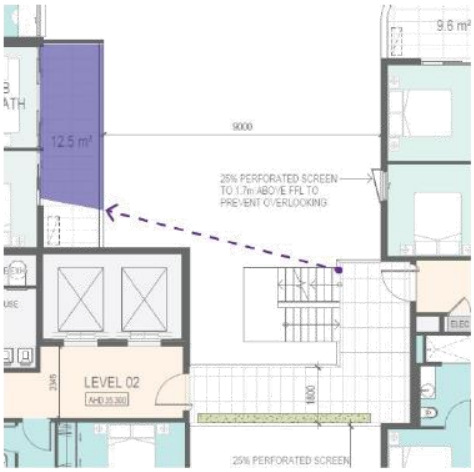
- The division of the building into two separate forms with an asymmetrical material palette is a successful outcome, the colour strategy is effective in distinguishing the forms from each other while it is still clear they are related forms, forming interlocking components of when viewed from within Gore Street.
- The heritage retention and integration of fabric within the ground floor is suitably acknowledged. The removal of the white rendered/painted façade is considered appropriate and will reflect and accord with the other restored former factory facades opposite and further north along Gore Street. The light grey concrete with boardmarked texture will appropriately contrast with the single storey brick base ensuring a clear distinction and understanding between new and original forms.

Artists Impression of Argyle Street presentation

Internal arrangements

- We are generally pleased with the internal arrangement and functionality of the proposal, we consider the replacement of the communal cinema to a co-working space a practical and relevant alteration to the former proposal given the current working from home environment. On a minor matter we do note that the co-working space is quite close to apartment 1.12 with limited space between balcony and solid wall of the room. Therefore, **we recommend reconsideration of the positioning and potential size of the co-working space as not to inhibit the views or functionality of the terrace space at apartment 1.12.**

- We note that most of the communal and private realm privacy matters have been resolved since the previous proposal through the use of opaque glass and the reconfiguration of apartments to limit overlooking concerns. However, we seek more information regarding inter-visibility with uses of internal staircase and balconies at 2.17, 3.17, 4.16, 5.13 and bedrooms of 6.09, 7.07 and 8.07. Currently it appears that people walking up the external stairs will have visibility over the balustrade into these apartments and in particular their balconies (within 9m). Therefore, **we recommend the integration of screening on the staircase to avoid issues over overlooking and privacy.**



Extract of SD02_07, showing overlooking concerns

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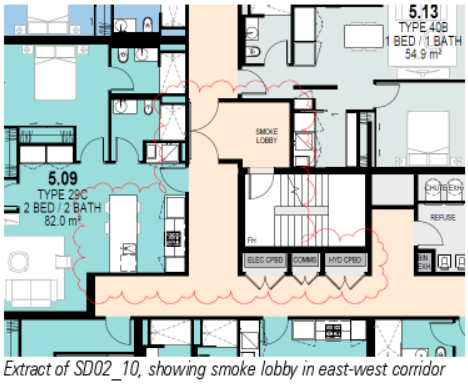
- While we understand the smoke room is a functional requirement of the proposal its current door arrangement is unfortunate with nib walls that project into the corridor space from Level 1 to Level 6, diminishing site lines along the corridor. Resolving this will not only be an aesthetic improvement but will ensure improved circulation and functionality throughout the building. Therefore, **we recommend reconsideration or an alternative door solution that ensure the corridor remains as wide and uncluttered as possible**.



Extract of SD02_10, showing smoke lobby in east-west corridor

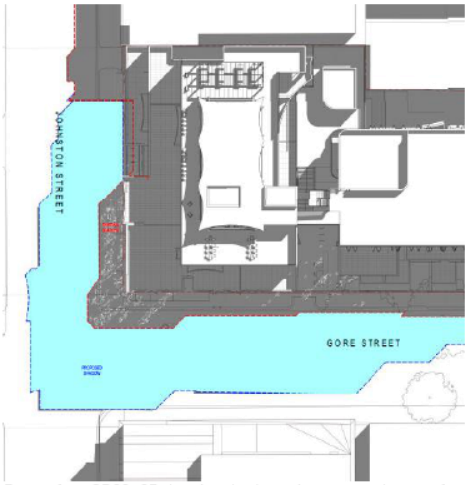
Equitable Development

- The proposal meets the requirements of DDO36 in relation to equitable development which requires a setback minimum of 4.5m from the common side boundary, where a habitable window or balcony is proposed and/ or exists.

Off-site Amenity Considerations

- The DDO36 provides specific overshadowing requirements and seeks to avoid overshadowing on the opposite footpaths including Johnston and Gore Streets between 10am and 2pm at September 22. The proposal broadly accords with this discretionary requirement with a minor encroachment on both Johnston and Gore Streets as seen below. We consider this to be an acceptable given this is only a marginal infringement on the defined pedestrian realm and the extent of shadow should not dimmish the function or amenity of these footpaths.

Extract from SD30_01 showing shadow encroachment of southern Johnston Street footpath at 10am (pp47)



Extract from SD30_05 showing shadow minor encroachment of eastern Gore Street footpath at 2pm (pp51)

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Conclusion

In summary, we are **broadly supportive of the proposal** and only make a few minor recommendations in relation to more detailed design aspects and access arrangements. We consider that the proposal comprises a mid-rise form with a clear distinction between its street walls and rising form above. While, the overall height slighting exceeds the discretionary DDO36 provisions and the massing demonstrates an appropriate transition down to the narrower Argyle Street streetscape and MacRobertson heritage fabric in general. The central break in the form's Gore Street presentation provides further division and broadly reflects the arrangement of development on the opposite side of Gore Street. The refinement to the architectural expression, the simplification and removal of many of the projection balconies greatly enhances the proposal's presentation and more reserved insertion into the surrounding context.

Our key recommendations are as follows:

- that a second door be added into the western return wall and the bicycle space be incorporated into the Johnston Street public realm;
- refine the positioning and potential size of the co-working space as not to inhibit the views or functionality of the terrace space at apartment 1.12;
- provision and integration of privacy screening on the external staircase to avoid over overlooking issues on abutting apartment; and
- reconsideration of the smoke lobby layout or an alternative door solution that ensure the corridor remains as wide and uncluttered as possible.

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

Should you have any further enquiries, please don't hesitate to contact us on 9664 9836.

Yours faithfully,

Hansen Partnership Pty Ltd

Urban Design Team 31/01/2022

Hansen Partnership Pty Ltd

Attachment 2 - PLN21/0670 - All referral comments

ANITA BRADY HERITAGE

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MEMORANDUM

TO	Julian Larkins, City of Yarra	FROM	Anita Brady
RE	223-229 Johnston Street and 369 Gore Street, Fitzroy	DATE	9 February 2022

Introduction

This memorandum includes an assessment of the proposed development of the property at 223-229 Johnston Street and 369 Gore Street, Fitzroy. It follows:

- previous advice to Council on an application to develop the property in 2020; and
- preparation of a heritage expert witness statement and appearing as an expert witness on behalf of Council at the (subsequent) VCAT hearing in February 2021.

The application was refused by the Tribunal in March 2021.

A new application has been lodged, and advice is required on the heritage impacts of the proposal. The new application includes (as per Council's advertised summary):

> Full demolition of No.223-229 Johnston Street, partial demolition of No.369 Gore Street and the construction of a ten storey mixed-use development with roof terrace (plus three levels of basement) for use as dwellings and ground level Restricted Retail premises and Food and Drink premises, a reduction in the car parking requirements and alteration of access to a Road Zone, Category 1.

In undertaking this assessment, my previous advice and the opinions expressed by me in my VCAT evidenced have been reviewed and are referred to below; these referenced the relevant Yarra Heritage Overlay considerations. The findings of the Tribunal have also been reviewed; as has the Heritage Impact Statement prepared by Bryce Raworth (September 2021) which accompanied the new planning application; and the architectural plans prepared by SJB Architects.

Subject property and precinct

The property is included in the South Fitzroy Precinct, identified as HO334 in Yarra's Schedule to the Heritage Overlay (**Error! Reference source not found.**). Under the precinct controls, external building and land development controls apply, but no external paint, internal or tree controls.

The property is a large site which extends from Johnston Street in the south, along Gore Street and through to Argyle Street in the north. It comprises several building components, with differing and/or shared addresses, various heritage gradings, and three street frontages or interfaces to the HO334 heritage precinct. The following is a summary of the previous commentary on the property gradings, which it is understood was not contested at the Tribunal.

- 223-229 Johnston Street, single-storey modern brick building with a wide frontage and a setback to Johnston Street. Not contributory.
- 231 Johnston Street, adjoins the above on its east side and includes a single-storey building with a sawtooth roof and no setback to Johnston Street. Not contributory.
- 369 Gore Street, to the corner of Gore Street, a two-storey building with a hipped roof and chamfered corner form, of nineteenth century origin but heavily modified. Not contributory.
- 369 Gore Street, late nineteenth century single-storey brick building(s) with no setbacks to the north of the above corner building and extending along Gore Street to Argyle Street. Several different façade and parapet treatments are evident, as are different roof forms including a sawtooth roof to the northern building which is the largest and oldest of this group and occupies the corner of Argyle and Gore streets. Known as the former Argyle Shirt Factory. Individually significant.
- 198 Argyle Street, single-storey brick building which adjoins the above to its west and has a setback to Argyle Street. Not contributory.

The South Fitzroy Precinct, HO334, is large and diverse and its development dates from the late 1830s when it was the focus of the first suburban sale of land outside the early town centre of Melbourne. Johnston Street was one of the first Government roads set aside in the new suburb in this early period.

More generally, this area of the heritage precinct north of Johnston Street differs to that which is south of Johnston Street, through having larger buildings and allotments including some factory and warehouse buildings from the late nineteenth and early twentieth centuries such as the subject former shirt factory and the former MacRobertson confectionery factories (which are mostly but not entirely of two-storey scale). Conversely, development south of Johnston Street is more consistent with the typically fine-grained historic residential development of South Fitzroy (which is largely of one- and two-storey scale). It is also the case that Johnston Street, to both sides, and some adjoining streets have seen recent developments of scale, including mixed use but mainly residential buildings of six and seven storeys, plus the recent ten-storey development adjoining the subject property to the east at 239-245 Johnston Street.

Assessment of proposal

To assist this assessment of the new application, a table is included below which summarises (in the left column) the heritage issues identified in my previous advice and VCAT evidence in 2020/2021; and provides a comparison comment on the current proposal in the right column.

The VCAT decision in relation to the proposed internal landscaping is also identified in red.

Issues with the 2020/2021 proposal	Comment on the current proposal
Demolition of the buildings/building components graded not contributory is acceptable.	No change to previous proposal; acceptable.
Retention of facades only of former shirt factory building, with remainder of building including the roof to be demolished. While this extent of demolition might be considered excessive for an individually significant building, the facades to be retained display	Largely no change to previous proposal; acceptable.

Attachment 2 - PLN21/0670 - All referral comments

Issues with the 2020/2021 proposal	Comment on the current proposal
the late nineteenth century form and Italianate detailing. The roof is not prominent or visible and is largely concealed from the street by the high parapet. Together with the proposed conservation and restoration works to the retained facades, this goes some way to balancing the extent of demolition.	
Retention of the remaining Gore Street facades to the south – excluding the corner building to Johnston Street - which are of more limited heritage value and interest. Provides some further balance to the demolition referred to above in relation to the individually significant building.	No change to previous proposal; acceptable.
Setbacks to the new/visible upper levels behind the retained (corner) facades of the former shirt factory, are greater in this northern part of the site than those for the southern half, and generally increase in relation to the corner building as the new levels rise. However, there are minimal setbacks at new levels 2-4.	Change to previous proposal. The setbacks to levels 1-4, associated with the corner building, have been increased. While this is a limited increase, it represents an improvement. The setbacks to the new building façade on the north side, at levels 7-8, have been significantly increased. The curved and angled balcony forms (to all new levels above the corner building) have been straightened up to align with the façade(s) and have less prominence within the setbacks generally. Overall, this is an improved outcome and is acceptable.
To help compensate for the limited setbacks referred to above, a more sympathetic treatment of the individually significant building is sought. The building should retain more of its solid three-dimensional appearance, and more of its original industrial character and presentation than is proposed (see internal landscaping below).	Change to previous proposal. The setbacks have been increased and are now more acceptable. The sense of the 'three-dimensional appearance' of the building has been partly improved through the increased setbacks (see also comments below).
A strong preference is to have no visible internal landscaping or greenery associated with the internal spaces (inside the facades) of the corner building; and for the landscaping/terraces at level 1 to be set back	Change to previous proposal. Internal landscaping/courtyards are still proposed behind the facades of the corner

Attachment 2 - PLN21/0670 - All referral comments

Issues with the 2020/2021 proposal	Comment on the current proposal
from the building façade and parapet so that they have little, or preferably no visibility, when the corner building is viewed from the adjoining streets.	building, with void space over, although the extent of void space has been reduced. The landscaping/terraces at level 1 have been set back from the building façade and parapet, which is an improvement. The Tribunal was generally accepting of some landscaping being visible through/behind the façade, and of there being some visible internal void space, although it expressed a concern that the proposed extent of void was 'too much'. Recommended a reduced opening at the north-west corner (of the former factory building) and 'changes to the podium setting' so that 'more of the parapet and building could retain its sense of being a building, not simply a façade' (para 48). And: 'Generally, removing the roof should be to provide podium areas with terraces and their gardens well set back from the parapet edge so as to ensure that more of the individually significant Argyle Shirt Factory building can be read as an existing three dimensional building form, not simply a façade from Argyle and Gore Streets' (para 50). While not all of what was previously preferred in terms of visible internal landscaping and void spaces behind the facade(s) of the corner building has been achieved, the current approach is an improvement on the previous proposal. The setting back of landscaping from the parapet edge of the corner building is especially welcomed.
Setbacks to the new/visible upper levels behind the retained Gore Street facades to the south of the corner building to Argyle Street are generally minimal but are acceptable.	No change to previous proposal; acceptable.
Height and scale of the proposed building is considered excessive for this area of the South Fitzroy Precinct. The proposal is for 11 storeys, and this height largely extends	Change to previous proposal. The height has been reduced by one level; and the rooftop amenities and plant (other

Issues with the 2020/2021 proposal	Comment on the current proposal
through the site to the more sensitive northern half of the property. The removal of two or three levels is recommended, in preference this would include removal of the middle levels, being levels 5, 6 and/or 7. While this would still result in a building of some height, it would introduce a new building to this area of Fitzroy which is not as significantly out of scale with other new developments. Removal of the middle levels would also maintain the increased setbacks to the upper levels in the northern part of the property, as shown in the plans. The combination of removed levels and increased setbacks will improve the heritage outcome for this northern part of the site and help moderate the reduced height.	than landscaping) have been removed from the north end of the new building. While this is not equivalent to a reduction in the overall height of two-three levels, the improved outcome for (and less bulk at) the north end effectively achieves this outcome in this more sensitive location.
At the south end of the property, to Johnston Street, the height can be similar to 239-245 Johnston Street, with the street wall height to Johnston Street being of four and six storeys.	No change to previous proposal; acceptable.
Proposed treatment of the laneway on the west side of the development is acceptable.	No change to previous proposal; acceptable.
Architectural expression of the new building, including materials and detailing, is generally acceptable.	Some change to previous proposal. The design has improved, particularly in the northern half of the building where the new levels have a 'quieter' expression when seen above the retained heritage building facades. The change to the balcony forms, as commented on above, is part of this improvement. The change to the materials is also supported. New elements such as the central external stair, which assists in breaking up the long north-south massing of the building, and separating the northern and southern components, is also acceptable.

Concluding comments

As a general comment, the new design/new proposal for the subject property is an improvement on the previous proposal in heritage terms, and largely incorporates the changes which I sought last time. While there will continue to be internal landscaping, courtyards and visible void space

behind the retained heritage facades, these have been reduced in extent and the setting back of landscaping from the parapet edge of the corner building is especially welcomed. The Tribunal was also largely supportive of this aspect of the design.

Overall, and on balance, the new proposal represents an acceptable outcome in this evolving area of the South Fitzroy Precinct.

Attachment 2 - PLN21/0670 - All referral comments

2 March 2022

640.10090.06540 223-229 Johnston St Fitzroy 20220302.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Julian Larkins

Dear Julian

223-231 Johnston Street and 369 Gore Street, Fitzroy
Development Application Acoustic Review
PLN 21/0670

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the revised acoustic assessment report prepared for the mixed use development proposed for 223-231 Johnston Street and 369 Gore Street, Fitzroy.

Details of the report are as follows:

- Title: 223-231 Johnston Street Fitzroy – Town Planning Acoustic Report
- Reference: 30T-19-0295-DRP-6768965-10
- Date: 8 September 2021
- Prepared for: Pace Development Group Pty Ltd
- Prepared by: Vipac Engineers and Scientists Ltd

SLR reviewed an acoustic report prepared by Vipac for a similar application on the site, dated 21 November 2019 (SLR review date 6 July 2020). Where still relevant, the comments provided in our original review are reproduced below.

1 Project Details

(Sections 1 to 4 of the acoustic report)

The acoustically significant aspects of the application are summarised below:

- The project is a mixed use building proposed to comprise:
  - 3 levels of basement carparking
  - Lower and upper ground – apartments and two commercial spaces (described on the plans as 'restricted retail', and 'food and beverage'
  - Level 1 – communal open space and apartments
  - Levels 2 to 8 - apartments

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- Roof terrace, including BBQ, amenities and roof garden
- The nearest existing noise sensitive receivers are identified as
  - 192 Argyle Street (immediately west of the subject site and overlooking the carpark entrance
  - 197 Argyle Street (2 storey residence on the north side of Argyle Street)
- Potential noise impacts from the proposal are identified in later sections of the report as noise from rubbish trucks; road traffic noise to apartments and noise from apartment communal areas to apartments.

SLR Comments: *The proposal is described and potential noise impacts from the development are identified.*

We note that there is an 8 level apartment development at 239-249 Johnston Street which will potentially be exposed to noise from the subject development roof.

The report does not consider existing commercial uses, and potential impacts of these on the apartments, or potential impacts of the apartments on existing uses. These matters are required to be considered for new residential developments in mixed use areas under Clause 22.05 of the Yarra Planning Scheme (Interface Uses Policy). For example, the commercial business at 219 Johnston Street has a large amount of mechanical plant on the roof, which, should be considered, particularly if it operates outside standards business hours.

The drawing set referred to in the report is Revision 8, dated 27 August 2021 whereas the plans submitted with the application are Revision 16, dated 19 November 2021. Either the report should be updated to address the current plans, or confirmation provided that the later plans do not have any implications for the acoustic assessment.

2 Road Traffic Noise

2.1 Criteria

(Section 5.1 of the acoustic report)

Apartments are proposed to be designed so that noise from road traffic does not exceed the targets specified in the Better Apartments Design Standards (BADS). The internal targets are 40 dBA $L_{eq,16h}$ in living rooms and 35 dBA $L_{eq,8h}$ in bedrooms.

Commercial spaces are proposed to be designed to achieve the AS/NZS2107 design sound ranges.

SLR Comments: *The proposed targets are reasonable.*

2.2 Traffic noise measurements

(Section 6 of the acoustic report)

Attended measurements of road traffic noise were conducted on Thursday 14 November 2019 at the following times:

- 12:36 to 12:46 pm (67 dBA $L_{eq,10mins}$)
- 8:43 to 8:48 pm (68 dBA $L_{eq,5mins}$)

The evening measurement was conducted outside the Johnston Street façade of the existing building on site. The daytime measurement was conducted approximately 300 m east of the subject site, to avoid contribution of noise from local building works.

Both measurements are described as free-field.

SLR Comments: *Road traffic noise to the subject site has been quantified with two short measurements, both conducted outside peak hour. Where long term noise logging is not practical, we recommend that several measurements are made and that at least one of them is conducted during peak period.*

In the absence of further logging SLR compared the results provided in the Vipac report with long term logging data conducted at nearby sites as part of our July 2020 review of their report for this site. The results were reasonably consistent and on these grounds we accepted the limited measurements in the report for preliminary assessment purposes. However, given that this is a new application, and that traffic movements are generally back to normal, we recommend that more detailed testing be undertaken to ensure that the glazing design will meet the nominated targets.

2.3 Assessment and façade upgrade treatments for noise control

(Section 7 and Appendix D of the acoustic report)

The report provides specification for glazing to control road traffic noise ingress. The specification includes minimum octave band sound transmission losses for all glazing, and minimum R_w ratings and provides examples of glazing configurations identified as necessary for meeting the ratings. The specification states that the advice is based on the glazed areas detailed in Table 7-1, and that if the design changes and larger glazed areas are introduced, a review of the advice provided should be conducted.

The paragraphs preceding Table 7-1 provide guidance around suitable glazing, and includes the statement that sliding windows are acceptable provided the seals are tight fitting. Vipac also note that all external sliding glass doors are required to be proprietary acoustic door sets with integral frame and seals.

SLR Comments:

The specified glazing provided can be expected to control the measured levels of road traffic noise. Advice should also be provided in the report for noise control via non-glazed areas of the façade if the façade is not proposed to be fully masonry.

3 Apartments overlooking communal areas

(Section 7 and Appendix D of the report)

Vipac consider voice noise from outdoor communal areas to apartments, and provide advice for controlling normal speech levels to design targets of 37 dBA in living rooms and 32 dBA in bedrooms. Glazing to these apartments is required to have Rw ratings of 31 to 32 dB (depending on the apartment level). Acceptable glazing systems are identified as 3/12/3 double glazed units, and 6 mm thick float glass.

SLR Comments:

Regarding the ground floor communal area: The proposed façade glazing for voice noise does not represent an acoustic upgrade as it is representative of minimum typical glazing as implemented in buildings. The glazing will not provide a high level of protection against speech. However, the ground floor communal area is reasonably small, so specific upgrades for addressing noise from this space are not considered critical.

Regarding the rooftop communal indoor / outdoor area: The space on the northern end of the site is shown as grassed and the space on the southern end of the site includes shared dining areas that open onto outdoor dining and barbeque spaces. There is potential for intrusive noise from the use of these spaces to negatively impact proposed and existing residents, including occupants of the multilevel development at 239-249 Johnston Street.

The provided acoustic assessment of voice noise impacts, which assumes low levels of voice and groups of up to 14 people, is not sufficient for addressing potential impacts from the rooftop areas. These spaces have potential to be used by larger and noisier groups.

We suggest that either:

- *An assessment of voice noise from use of the rooftop spaces be provided demonstrating that voice noise will comply with a 'background + 5 dB' criteria at night. The assessment should detail the assumed number of people and levels of voice in the outdoor area, and should specify whether the presented noise data is a sound power level, or sound pressure level (the provided assessment for the ground floor area is not clear on this matter).*

  OR

- *The rooftop outdoor areas should be not be used:*
  - *After 11 pm Friday and Saturday nights, or*
  - *After 10 pm Monday to Thursday nights*

  During these hours doors to the outdoor areas should be kept closed.

4 Project Mechanical Plant

4.1 Background noise measurements for determining limits

Background noise measurement results are provided in Table 6-1. Background measurements were typically undertaken in Argyle Street, although the location of the night time measurements are not shown.

A series of 10 minute measurements were conducted during the day, evening and night periods to quantify existing background levels.

SLR Comments: *The time and location of the day and evening background noise measurements are appropriate. The locations for the night period measurements are not shown in the acoustic report, however the measured levels are very low, so we assume the locations were conservatively selected.*

4.2 Criteria

(Section 5.1.1 of the report)

Mechanical plant is proposed to be assessed to EPA Noise and assessment protocol (the Noise Protocol). The limits are provided in Table 5-3 of the report, and take into consideration the background noise data presented in Table 6-1. The identified limits are: 59 dBA (day); 52 dBA (evening) and 44 dBA (night).

Noise from balcony mounted condenser units is proposed to be assessed to 'background + 5 dB' during the day and evening, and to inaudibility targets during the night period.

SLR Comment: *Our calculation of the Noise Protocol noise limits, taking into consideration Vipac's measured background levels, are consistent with Vipac's.*

4.3 Control of noise from project mechanical plant

(Sections 5.1.1 and 5.1.2 of the acoustic report)

The report states that formal acoustic reviews of noise from mechanical plant should be undertaken during the detailed design phase of the project.

SLR Comments: *The approach taken is generally reasonable, and we recommend that it is a condition of the permit for the project that a review of all acoustically significant mechanical plant and equipment be conducted during the detailed design phase.*

5 Carpark entrance gate

(Section 5.1.3 of the report)

The carpark entrance gate, including motor and rail, is required to be vibration isolation from the building structure.

SLR Comments: *The provided advice is sufficient for controlling structureborne sound. However, we recommend that a maximum sound pressure level at a reference distance be nominated such that Noise Protocol compliance and sleep disturbance targets are met at the windows of existing dwellings and proposed dwelling which overlook the carpark entrance.*

6 Rooftop amenities

(Section 5.1.4 of the report)

It is recommended that impact noise from the roof to apartments below be controlled through installation of acoustic treatments. The details are proposed to be finalised during the design phase of the project.

SLR Comments: *It is recommended that the report specify the minimum treatments required to address impact noise transfer. This could be presented as a minimum 'delta L' rating of the proposed underlay or spring treatment.*

7 Summary

A review of the acoustic report prepared for the mixed use development proposed for 223-229 Johnston Street and 369 Gore Street, Richmond is provided above. The report generally addresses noise impacts to the subject site, however there are several issues we suggest are addressed in further detail.

Noise to the subject development

Noise impacts to the subject development from existing roof mounted mechanical plant at 219 Johnston Street, should be assessed, particularly if the equipment operates outside standard business hours. If this equipment is not compliant with the Noise Protocol, advice should be provided for managing noise impacts. See Section 4 of the Yarra City Council document 'Guidelines for managing noise impacts in urban development', October 2019 for further information.

Façade upgrades to address road traffic noise

Minimum Rw ratings for any lightweight, non-glazed components of the façade should be provided in the report.

Rooftop communal areas

It is recommended that either:

- An assessment of voice noise from use of these spaces should be provided demonstrating that voice noise will comply with a 'background + 5 dB' criteria at night at existing and proposed dwellings. The assessment should detail the assumed number of people and levels of voice in the outdoor area, and should specify whether the presented noise data is a sound power level, or sound pressure level (the provided assessment for the ground floor area is not clear on this matter).

  OR

- The rooftop outdoor areas should be not be used:
  - After 11 pm Friday and Saturday nights, or
  - After 10 pm Monday to Thursday nights

  During the above hours doors to the outdoor areas should be kept closed.

It is also recommended that a specification, or minimum delta L rating for the floor of the communal roof areas be provided.

Project mechanical plant and equipment

- An acoustic review should be conducted during the detailed design phase of the project, as proposed by Vipac, to ensure that project mechanical plant meets the identified noise criteria.
- It is recommended that a maximum sound pressure level at a reference distance be nominated for the carpark entrance gate such that Noise Protocol compliance and sleep disturbance targets are met.

Road traffic noise

Road traffic noise to the subject site has been quantified with two short measurements, both conducted outside peak hour. Where long term noise logging is not practical, we recommend that several measurements are made and that at least one of them is conducted during peak period.

Given that road traffic movements have returned to normal, we recommend that noise logging (or further supplementary attended measurements) be undertaken to confirm that the measured levels are representative and that the proposed façade treatments will enable the nominated internal noise levels to be met.

Attachment 2 - PLN21/0670 - All referral comments

References

The report references an older drawing set. It should be updated to reference the current drawings or confirmation provided that there are no changes to the design that would affect the fidings of the report.

Regards,

Dianne Williams
Principal – Acoustics

Checked/Authorised by: JA

Attachment 2 - PLN21/0670 - All referral comments

M E L
CONSULTANTS

(ACN 004 230 013)

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

Ref: 02-22-DE-REV-00

14 January 2022

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Julian Larkins

Dear Julian,

223-231 Johnston Street, Fitzroy
Review of Vipac Wind Impact Assessment
Vipac Document Number: 30N-21-0342-TNT-18262-2

The review of the Vipac Wind Impact Statement is based on MEL Consultants' experience of wind flow around buildings and structures. This experience has been developed from a company experience of more than 50 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

- The Vipac Wind Impact Assessment has been prepared based on the experience of the consultancy and no wind tunnel testing by Vipac has been carried out to support the report. MEL Consultants have no issue with this approach for a desktop study as this is a common approach to provide architects, developers, and responsible authorities advice on the wind effects of the design.

- MEL Consultants have no issue with the Analysis Approach, Site Exposure, and Regional Wind Climate that have been used as the basis for the assessment. Vipac has clearly identified the process for the desktop assessment and this is consistent with the approach that MEL Consultants would take to prepare a desktop wind impact assessment. A clear description of the 223-231 Johnston

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Street, Fitzroy, development has been provided along with reference drawings which are listed in the Appendix of the report.

- The pedestrian safety and comfort criteria are the Capital City Zone and the Better Apartment Design Standards and MEL Consultants have no issue with these criteria The recommended criteria for the immediate surroundings streetscapes would be walking comfort and the standing criteria for the entrances to the building. The assessment clearly discusses the rationale for recommending the standing criterion for the terraces and there is no issue with this recommendation.

- MEL Consultants have no issues with the Vipac desktop assessment of the ground floor wind effects.

- The Vipac assessment of the Level 1 communal terrace would be queried. The gap between the buildings would be expected to funnel wind flow through the gap and be driven by the pressure difference across the building. The re-entrant configuration of the buildings over the Level 1 terrace would be expected to focus the north-westerly wind directions towards the gap between the building and across the Level 1 terrace. While the wind comfort criteria assess the average tolerable wind conditions for all wind directions combined, the north-westerly wind directions are prevailing wind directions and have a significantly contribution to the assessment of the wind directions combined wind criteria. Vipac have recommended wind tunnel testing for the Rooftop Terrace, so it would also be recommended that the Level 1 terrace is also included in the wind tunnel study.

- The rooftop terrace spans over both buildings and includes 1800mm high perimeter balustrades. It is agreed that the taller balustrade would assist with mitigating the wind conditions, but the balustrade effectiveness would decrease with distance from the edge of the building. Vipac have recommended the wind conditions be confirmed by a wind tunnel study and MEL Consultants agree.

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- Vipac have assessed the wind conditions on the private terraces and balconies as satisfying the walking comfort criterion. Vipac have noted that during moderate to strong winds, conditions in these areas may exceed human comfort criteria. Vipac provide comments these conditions are common for similar developments. Given a wind tunnel study is recommended, typical private terraces locations should also be included to confirm the desktop assessment.

In conclusion, the Vipac Wind Impact Assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. We have no issues with the Analysis Approach, Site Exposure, Regional Wind Climate, and description of the development used in the preparation of the assessment. This is consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. MEL Consultants agree with the assessment of the ground level wind conditions but query the Level 1, rooftop terrace, and private terraces/balconies assessment. Vipac have recommended a wind tunnel study for the roof terraces and MEL Consultants agree with this recommendation. The wind study should include the assessment of the ground, level 1, and private balconies/terraces wind conditions.

Yours sincerely,

M. Eaddy

M. Eaddy
MEL Consultants Pty Ltd

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Attachment 2 - PLN21/0670 - All referral comments

Strategic Transport Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Chloe Wright
Council Reference	PLN21/0670
Address	223-229 Johnston St, Fitzroy VIC 3065
Proposal	Full demolition of No.223-229 Johnston Street, partial demolition of No.369 Gore Street and the construction of a ten storey mixed-use development with roof terrace (plus three levels of basement) for use as dwellings and ground level Restricted Retail premises and Food and Drink premises, a reduction in the car parking requirements and alteration of access to a Road Zone, Category 1
Comments Sought	This is the link to the Statutory Planning Referral memo: D21/212723

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

Comments

Access and Safety

No access or safety issues have been identified.

Bicycle Parking Provision

Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	107 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	21 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	11 visitor spaces	
Retail premises	649 sqm	1 employee space to each 300 sqm of leasable floor area	2 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	1 visitor spaces	
Food and drink premises	100 sqm	1 employee space to each 300 sqm of net floor area	0 employee spaces	
		1visitor space to each 500 sqm of net floor area	0 visitor spaces	
Bicycle Parking Spaces Total			**23 resident / employee spaces**	**149 resident / employee spaces**
			12 visitor spaces	**16 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**1 showers / change rooms**

Adequacy of visitor spaces

The provision of visitor bicycle parking is adequate for the following reasons:

- 16 visitor bicycle spaces are proposed, which does not meet Council's best practice[1] recommendation of 26 visitor spaces.

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends 1 visitor space to each 500sqm of office floor space and a rate of 0.25 visitor spaces to each dwelling.*

1

- 12 visitor spaces are provided within the property boundary in the entry courtyard area and 4 spaces are provided at Johnston Street.
- It is recommended that two additional bicycle hoops are installed, to provide a total of 20 visitor spaces.
- All visitor spaces are provided as a horizontal at-grade space and appear to be in accordance with access and clearance requirements of AS2890.3.
- The two bicycle hoops proposed at Johnston Street appear to be positioned in accordance with Council's standard Urban design detail (attached).

Adequacy of employee spaces

Number of spaces

142 resident spaces are provided, which exceeds the best practice[2] rate recommendation of 107 spaces. 7 employee spaces are provided which exceeds the statutory rate of 2 spaces.

There appears to be a discrepancy in the number of resident bicycle spaces; 124 spaces are noted in the Traffic report under Section 5.2, and 142 resident spaces are shown on the plans.

Design and location of employee spaces and facilities

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

- Residential bicycle spaces are located within three secure facilities, including 66 spaces at the ground floor, 58 spaces at the basement level 1 and 18 spaces at basement level 2;
- 7 employee bicycle spaces are located within a separate secure area at the ground floor, with access via a ramp from the entry courtyard;
- 142 bicycle spaces are provided as a double tier rack, which satisfies the requirement of AS2890.3, at least 20% of bicycle storage spaces must be provided as a horizontal at ground-level spaces;
- Dimensions of employee and resident spaces have been noted and access ways appear to be in accordance with the clearance requirements of AS2890.3.
- One shower / change room is provided for employees adjacent to the employee bicycle parking area, which is supported.

Electric vehicles

Council's Built Environment Sustainability Scorecard (BESS) guidelines encourage the use of electric vehicles (EV). To allow for easy future provision for EV charging, it is recommended that all car parking areas should be electrically wired to be 'EV ready'. This does not mean car parking bays must be fitted with chargers, but that the underlying wiring infrastructure is in place to allow future owners and tenants to easily install a charger. For this purpose, the following should be installed:

a) One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.
b) A scalable load management system. This will ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand. Building electrical peak demand calculations can therefore be undertaken using the assessment methodology (AS/NZS3000:2018, clause 2.2.2.b.i), thus not increasing building electrical peak demand requirements beyond business as usual.

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[2] *Category 6 of the Built Environment Sustainability Scorecard (BESS) offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings"* and the following *guidance* for employee office rates: *'Non-residential buildings should provide spaces for at least 10% of building occupants.' Assuming a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety), providing bicycle spaces for 10% of occupants results in a rate of 1 space per 100sqm of floor area.*

1

Attachment 2 - PLN21/0670 - All referral comments

Green Travel Plan

The application includes a Green Travel Plan (GTP). The GTP is generally adequate, however should be modified to include the following:

- sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
- a designated 'manager' or 'champion' responsible for coordination and implementation;
- provisions for the Green Travel Plan to be updated not less than every 5 years.

This information is required to be shown in the GTP before it can be approved.

Recommendations

The following should be shown on the plans before endorsement:

1. A minimum of 20 visitor bicycle spaces must be provided. All visitor spaces should be provided as a horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
2. Basement level 01, 02 and 03 should be set up to be 'electric vehicle ready'. For this purpose, the following should be installed:
    a. One or more distribution boards within each car parking basement level, with capacity for the future installation of 2 pole Residual Current Circuit Breakers with Overcurrent Protection (RCBOs) sufficient to supply 1 x 7kW (32amps) electric vehicle charger for each parking space.
    b. A scalable load management system. This will ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand. Building electrical peak demand calculations can therefore be undertaken using the assessment methodology (AS/NZS3000:2018, clause 2.2.2.b.i), thus not increasing building electrical peak demand requirements beyond business as usual.

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

Sustainable Transport Planner (Strategic Transport Unit): Chloe Wright

Signature: 

Date: 17 February 2022

1

Attachment 2 - PLN21/0670 - All referral comments

PLANNING APPLICATION REFERRAL TO STRATEGIC PLANNING UNIT

Strategic planning comments

Strategic Planning comments are provided below. The comments in this assessment focus compliance with Schedule 36 to the Design and Development Overlay (DDO36). They do not provide commentary on other sections of the planning scheme (e.g. DDO10) or fully assess the internal amenity impacts of the application.

Development details

Property address	**223 - 229 JOHNSTON STREET AND 369 GORE STREET, FITZROY**
Application number	**PLN21/0670**
Referral prepared by and date	Mir Faruque (January 2022)
Description	Full demolition of No.223-229 Johnston Street, partial demolition of No.369 Gore Street and the construction of a ten storey mixed-use development with roof terrace (plus three levels of basement) for use as dwellings and ground level Restricted Retail premises and Food and Drink premises, a reduction in the car parking requirements and alteration of access to a Road Zone, Category 1.
Relevant amendment and status	Amendment C269yara for the entire LGA. Stage: Consideration of Panel report.
Existing and proposed controls	Zone: C1Z, Overlays: DDO10, DDO36, EAO, HO334, DCPO1
Subject Site Plan	Assessed plans as advertised.

1. Summary of Strategic Planning comments

Strategic Planning Unit has assessed planning application **PLN21/0670** and has identified it does not meet the following requirements in DDO36:

- street wall height;
- Upperlevel setback;
- Overshadowing; and
- Building Layout Requirements and floor to floor height.

Please note, strategic planning did not consider DDO10 as DDO36 has been informed by more recent strategic undertaken by Council therefore the built form requirement within DDO36 must be assessed.

Strategic planning officers make the following comments in relation to the requirements in DDO36:

The objectives of the DDO36

To ensure development responds to the heritage character and streetscape by supporting:

- *a new mid-rise character (ranging from 6 to 9 storeys) with a new prominent street wall along the northern side of Johnston Street and scale of development transitioning down to Argyle Street; and*
- *mid-rise development (ranging from 3 to 8 storeys) in the mixed use precinct in Fitzroy East, north of Argyle Street, which ensuresthe varied but low heritage street wall remainsthe visually dominant element of the streetscape and upper level developments are recessive providing a clear visual distinction between lower street walls and upper level development.*

To ensure the façade composition and articulation of development responds to:

- *the commercial character of Johnston Street; and*
- *the varied industrial and residential heritage character of Fitzroy East.*

To encourage development designs that promote pedestrian activity and passive surveillance, contributes to a high quality public realm, and avoid overshadowing of opposite footpaths on the southern side of Johnston Street, opposite footpaths of Kerr, George and Gore Streets and upper levels along the south side of Argyle Street.

To ensure that development provides for equitable development outcomes through building separation and a design response that considers the development opportunities of neighbouring properties.

To ensure development responds to sensitive interfaces by ensuring the overall scale and form of new development provides a suitable transition to low scale residential areas and protects these properties from an unreasonable loss of amenity through visual bulk, overlooking and overshadowing.

Street Wall Height

The proposed development exceeds the preferred street wall height in the DDO36.

A key concern is the impact of the building's street wall height which exceeds the preferred street wall height of 14.4m (4 storeys) and a 21m (6 storeys) street wall is being proposed at the corner of Johnston Street and Gore Street. This is almost an increase of 7m from the preferred height.

The higher street wall will create visual bulk and limited access to the sky for the pedestrian on the footpath of the corner of Johnston Street and Gore Street.

The proposed street wall height should be reduced to comply with DDO36.

Upper level setbacks

The proposed development does not meet the preferred upper level setback in DDO36.

Section 2.4 Upper Level Setback requirements of the DDO36 states that:

Upper levels above the Argyle Street street wall should be set back by a minimum of 10 metres.
Upper levels above the primary and side street wall should be set back by a minimum of 6 metres along other streets.
For development over 16.4 metres, the top most upper level above a heritage building should be set back a further 3.2 metres from a street frontage.
Upper levels should:

- *be visually recessive from main frontages and side streets to ensure development does not overwhelm the heritage buildings and minimise upper level bulk;*
- *be set back from the street wall below to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street; and*
- *contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form.*

Projections such as building services and architectural features (other than shading devices, moldings etc.), balconies and balustrades should not intrude into a setback.

For heritage buildings, upper level setbacks behind the street wall in excess of the minimum upper level setback should be provided where:

- *it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevantstatement ofsignificance identifies as contributing to the significance of the heritage building or streetscape;*
- *it would maintain the perception of the three-dimensional form and depth of the building; and*
- *a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.*

It is noted that the upper levels (7 storeys and above) of the proposed building along Johnston Street are setback more than the preferred upper level setback of DDO36 (6m above the preferred street wall height of 14.4m or 4 storyes). Although the upper levels (7 storeys and above) are setback more than the preferred requirement to avoid overshadowing, however, lower levels (5 and 6 storeys) are required to meet the preferred setback to reduce the bulk.

The upper level setback along Argyle Street should be minimum of 10 m above the heritage street wall (retained). The development only proposes 10.35 m from 6th storey, this should be reviewed. Above the retained heritage street wall along Argyle Street upper level setback should be 10m as per the requirement of DDO36.

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The balconies are also projecting onto the street boundary (Johnston Street and Gore Street) as shown on the figure 1 and figure 2 below:

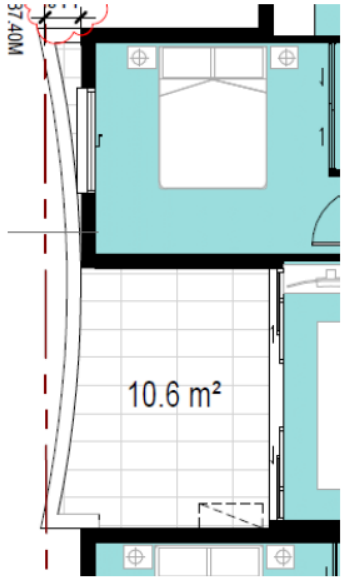

Figure 1: balcony encroaching onto the footpath of Johnston Street

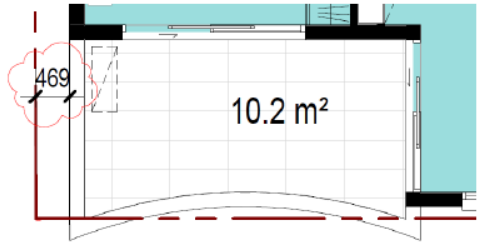

Figure 2: balcony encroaching onto the footpath of Gore Street

Overshadowing
Section 2.7 Overshawing requirements of the DDO36 states that:
New development should not overshadow:

- *the opposite footpath of Johnston, Napier, George, Gore and Kerr Streets (as applicable), measured as 3.0 metres from the relevant property frontage between 10am and 2pm at 22 September; and*
- *any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm at 22 September*

The development does not comply with the requirements of the DDO36 as it shadows the southern footpath on Johnston Street at 10am (figure 3) and eastern footpath on Gore Street at 2pm (figure 4).

The proposal needs to be revised to comply with the overshadowing requirements in DDO36.

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Figure 3: overshadowing at 10am (overshadows southern footpath on Johnston Street)

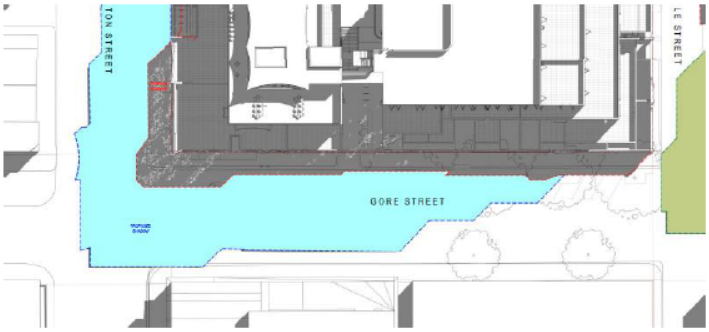

Figure 3: overshadowing at 2 pm (overshadows eastern footpath on Gore Street)

Building Layout Requirements and floor to floor height

A minor issue is that the proposed development does not meet the preferred floor to floor heights outlined in DDO36.

Section 2.9 Building layout requirements states that:

Buildings in the Commercial 1 and Mixed Use Zone should:

- *be designed to accommodate commercial activity at the ground floor level; and*
- *incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground floor level, where heritage elements are not a constraint.*

It is considered that higher floor to floor heights would provide more flexibility in terms of future uses and viability of the building over time. The proposal allows 3.8m floor to floor height, slightly lower than the recomemded height. Although the floor to floor height is not 4m of the ground floor, it is acceptable as the proposal has a consistent floor to floor height at ground level from commercial and residential uses.

Recommendations:

Strategic Planning suggests the applicant considers the following:

- The street wall at the corner of Johnston Street and Gore Street to match the preferred street wall height in DDO36;
- The upper level setbacks should match the preferred upper level setbacks in DDO36 where above the street wall; and
- Amend the development to avoid overshadowing of the footpaths at 10 am and 2 pm.

Attachment 2 - PLN21/0670 - All referral comments

Assessment of compliance with built form requirements

Built form requirements	DDO36	Proposal	Assessment of proposal
Building height	30.4m (preferred) (32.9 m including lift overrun along Johnston Street)	30.8 m	0.4m higher than the preferred height.
Street wall height	Street wall heights of 14.4m along Johnston and Gore Streets, and 11.2m along Argyle Street, with the existing heritage street wall shown as retained (preferred)	Approx. 21m along Johnston Street At the corner of Gore Street and Johnston Street, the streetwall is 21 m encroaching ino one third (approx 25m) of Gore Street. Rest of the Gore Street is 8 m or less (approx). Argyle is 8 m for Heritage street wall and the rest is 10.5 m (approx)	Approx. 7 m higher streetwall than the preferred along Johnston Street and Gore Street (1/3 of Gore Street). This is deemed to be too dominant of a street wall along Johnston Street and Gore Street. The Johnston Street Built Form Framework, 2019, has informed DDO36 and recommended a 4 storey street wall height.
Street wall frontage	The street wall on corner buildings should continue the main frontage street wall height for a minimum of 8m to the side street	Approx. 21m along Johnston Street At the corner of Gore Street and Johnston Street, the streetwall is 21 m encroaching ino one third (approx 25m) of Gore Street.	The street wall on corner of Johnston Street and Gore Street (side street) has continued to 1/3 of Gore Street, this is more than 8m to the side street.
Upper lever setback	Upper levels above the Argyle Street wall should be set back by a minimum of 10m. Upper levels above the primary and side street wall should be set back by a minimum of 6m along other streets. For development over 16.4m, the top most upper level above a heritage building should be set back a further 3.2m from a street frontage (13.2m along Argyle Street and 9.2m along Gore Street).	Above the street walls, the proposal provides setbacks of 4m from Johnston Street with this increasing to 11.5m at the upper levels. At the intersection, setbacks are generally 4m from the east. From Gore Street, above the podium, setbacks are between 2.6m and 5m, with this increasing to 7m at Level 5 and above.	It is noted that the upper levels (7 storeys and above) of the proposed building along Johnston Street are setback more than the preferred upper level setback of DDO36 (6m above the preferred street wall height of 14.4m or 4 storyes). Although the upper levels (7 storeys and above) are setback more than the preferred requirement to avoid overshadowing, however, lower levels (5 and 6 storeys) are required to meet the preferred setback to reduce the bulk. The upper level setback along Argyle Street should be minimum of 10 m above the heritage street wall (retained). The development only proposes 10.35 m

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Built form requirements	DDO36	Proposal	Assessment of proposal
	Contain upper level setbacks above the street wall within a maximum of two steps (including the setback above the street wall below as one step) to avoid repetitive steps in the built form. Projectionssuch as building services and architectural features(other than shading devices, moldings etc.), balconies and balustrades should not intrude into a setback. (preferred)		from 6th storey, this should be reviewed. Above the retained heritage street wall along Argyle Street upper level setback should be 10m as per the requirement of DDO36.
Overshadowing	New development should not overshadow: – the opposite footpath of Johnston Streets, measured as 3m from the relevant property frontage between 10am and 2pm on 22 September; and – any opposite kerb outstands, seating and/or planting areas (as applicable), between 10am and 2pm on 22 September.	The tooth of the balcony encroaches the southern footpath of Johnston Street at 10 am and at 2pm east footpath of Gore Street is being overshadowed (slightly).	In terms of shadows to the public realm, as the subject site is on the northern side of Johnston Street, the southern side of the footpath should be protected. The development does not comply with the requirements of the DDO36 as it result in shadows to the southern footpath on Johnston Street at 10am and eastern footpath on Gore Street at 2pm. The public realm has a high value in Yarra, therefore overshadowing of them must be avoided.
Building separation	Where development consists of multiple buildings and/or separate upper levels, upper level development should: - be set back a minimum of 9m from each other, where a habitable window or balcony is proposed; and - be set back a minimum of 6m from each other where a commercial or non-habitable window is proposed.	No windows or balconies are proposed on common boundaries. No building separation is proposed.	NA

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Built form requirements	DDO36	Proposal	Assessment of proposal
Building Layout Requirements	Internal layout of commercial and residential units should show how they can be adapted over time, including demonstrating how commercial and residential units can be combined or divided without major structural remedial works. Ensure shop front widths are not reduced to the extent they become commercially unviable. Buildings in the Commercial 1 and Mixed Use Zone should: be designed to accommodate commercial activity at the ground floor level; and incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground floor level, where heritage elements are not a constraint.	The development is only offering 750 sqm of commercial floor space towards the Johnston Street frontage and approaching 1/3 of Gore Street. The rest of the building including the ground floor facing Gore Street and Argyle Street is being used as apartment (residential). Floor to floor heights for commercial activity of 3.8 metres are provided at ground floor level.	The development mostly encourages residential apartments. Floor to floor heights for commercial activity at ground floor have lower floor to floor height than the recommended floor to floor height (4m). Given the consistency in floor to floor height throughout the design (incl.commercial areas) and the difference being minimal, the variance is deemed acceptable.
Façade Design Requirements	Development fronting Johnston Street should achieve fine-grain, commercial façade designs at ground and first floor to reinforce a commercial character and promote activation and surveillance of the public realm. Development on streets other than Johnston Streetshould achieve active frontage design at ground level to create a pedestrian-oriented environment and passive surveillance towards the public realm. Development façades should: - relate to the vertical and horizontal proportions of either: • the modern commercial character of Johnston Street; or	The development is only offering 750 sqm of commercial floor space (at ground level) towards the Johnston Street frontage and approaching 1/3 of Gore Street.	Smaller portion of the ground floor is being used as commercial and rest of the building is residential. The proposal generally appears to meet the requirements (i.e. activation towards main and side street frontages, composition of façade with void and solid elements, vertical and horizonal differentiation).

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Built form requirements	DDO36	Proposal	Assessment of proposal
	• the mixed historic industrial warehouse and residential character of Fitzroy East; as applicable		
Access, Parking and Loading Area Requirements	Pedestrian access to buildings should be achieved via streets and avoid primary access from laneways. Ensure pedestrian entrances are clearly visible, secure and have an identifiable sense of address. Residential and commercial pedestrian entrances should be distinguishable from each other. The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated. Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses. Vehicle access should be achieved from laneways or side streets (in that order of preference). Car parking should be located within a basement or concealed from the public realm. Development should not provide additional vehicular access from Johnston Street.	The main entry to the building is through the retained warehouse facade on Gore St leading you into an open air courtyard from which residents enter the lobby and circulate through the building. A secondary pedestrian entry is via Argyle Street to the north through the heritage facade. The commercial tenancies are accessed from Johnston Street and the entry courtyard while vehicles access the basement carparking via the laneway off Argyle Street.	Meets the requirement.

Attachment 2 - PLN21/0670 - All referral comments

Open Space Design
Formal Referral Response

Application Information	
Referral Officer	Julian Larkins
Officer	Kevin Ayrey
Council Reference	PLN21/0670
Address	223-229 Johnston St, Fitzroy VIC 3065
Proposal	Full demolition of No.223-229 Johnston Street, partial demolition of No.369 Gore Street and the construction of a ten storey mixed-use development with roof terrace (plus three levels of basement) for use as dwellings and ground level Restricted Retail premises and Food and Drink premises, a reduction in the car parking requirements and alteration of access to a Road Zone, Category 1
Comments Sought	This is the link to the Statutory Planning Referral memo: Create and insert a kapish easylink hyperlink to the planners referral request memo (which will include a hyperlink to all relevant plans / information)

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

Council's Open Space Design (City Strategy) were requested to make comments on:

- Landscaping Plan
- Landscaping proposed within a development's property boundary

Comments and Recommendations

I have reviewed the plans submitted by Acre Studio (version 2 – 26 November 2022) for the above planning application.

The plans show that landscaping and planting is shown on the ground level, levels 1-8, and the rooftop.

Planning permit requirements

a) Provide a plant schedule with the following information – the proposed plant species (botanical and common name), installation size, width x height at maturity, and plant numbers. Plant species selection needs to consider the relevant overlays (SLO or ESO), the 'Advisory list of environmental weeds in Victoria' and the provision of native species to foster local fauna and biodiversity. *– the plant schedules provided meet these criteria.*
b) Provide a planting plan(s) showing the location of proposed planting and plant numbers and species, as well as a legend containing key features, materials and surfaces*; - the planting plans provided meet these requirements.*
c) Detail drawings for elements such as furniture and planters – showing dimensions, drainage, lining, materials and growing media. Volumes of growing media need to be adequate for the plant species proposed. *– further detail drawings of the planters, including the provision of adequate soil depth for all trees, would be required.*
d) Provide notes on proposed irrigation – *further notes on proposed irrigation would be required.*
e) Provide a maintenance schedule, including task details and frequency; for multi-storey developments and planting, maintenance access will need to be provided for *– maintenance information has been provided meeting this requirement*.

Load bearing weights for the building structure need to be checked and confirmed by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass being proposed.

City works – Open Space maintenance will provide feedback on the proposed street trees.

Attachment 2 - PLN21/0670 - All referral comments

City Works

Not Applicable

Open Space Design: Kevin Ayrey

Signature:

Date: 17 January 2022

Attachment 2 - PLN21/0670 - All referral comments

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

ESD in the Planning Permit Application Process

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

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

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-r*esidential 1. 1,000m² or greater*.

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

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

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

Assessment Process:

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

Attachment 2 - PLN21/0670 - All referral comments

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

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

Assessment Summary:

Responsible Planner:	Julian Larkins
ESD Advisor:	Gavin Ashley
Date:	07.02.2021
Subject Site:	PLN21/0670 223-229 Johnston Street and 369 Gore Street, Fitzroy VIC 3065
Site Area:	Approx. 2,527 m²
Project Description:	Full demolition of No.223-229 Johnston Street, partial demolition of No.369 Gore Street and the construction of a ten storey mixed-use development with roof terrace (plus three levels of basement) for use as dwellings and ground level Restricted Retail premises and Food and Drink premises, a reduction in the car parking requirements and alteration of access to a Road Zone, Category 1.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	• Sustainability Management Plan prepare by Sustainable Design Consultants (V2 – 25.11.21) • Waste Management Plan prepared by Sustainable Design Consultants (V2 – 25.11.21) • Architectural Plans prepared by SJB Architecture (V1 – September 2021) • Town Planning Report prepared by Urbis (V2 – November 2021)

The standard of the ESD does not meet Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

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

(1) Applicant ESD Commitments:

- An overall BESS report score of 68% (SMP, p. 23).
- Net-zero carbon development via all-electric building (no gas), and a Green Power PPA to procure renewable energy for the residual energy demand (SMP, p. 8).
- Weighted average energy rating of not less than 7.0 Stars for all apartments (SMP, p. 8).
- Domestic hot water for the entire development will be provided via high efficiency electric heat pumps in a central HWS system (with COP≥3.1) (SMP, p. 9).
- The roof of the development will host a 16kW (min.) solar photovoltaic (PV) system (48 x 400W panels) for renewable energy generation (SMP, p. 10).
- A STORM report with a 117% STORM score has been submitted that demonstrates best practice and relies on ~1,805 m² of roof connected to 45,000 litres of rainwater storage used for toilet flushing in the commercial and residential tenancies from Ground Floor to Level 2 (SMP, p. 11).
- Native and drought tolerant plants will be preferred for planter boxes installed as part of the development, with drip or sub-surface irrigation systems (SMP, p. 11).
- 84% of living areas and 96% of bedrooms will meet best practice daylight levels, with daylight modelling provided (SMP, p. 13).
- Operable windows throughout, with 46% of apartments receiving natural cross-ventilation (SMP, p. 13).
- Commitment to a construction Waste Management Plan with a target to re-use or recycle 90% of demolition and construction waste (SMP, p. 14).

Attachment 2 - PLN21/0670 - All referral comments

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

- Provision for on-site food organic waste management (SMP, p. 14).
- Total of 142 bicycles for residential tenants, 7 bicycle spaces for commercial staff, and 3 bicycle hoops for residential visitors (6 spaces), with an additional 10 spaces provided on Johnston Street (SMP, p. 16).
- Provision of (min) one EV charging point with pre-wiring throughout to allow future connections (SMP, p. 17).
- At least 24% of the development site will consist of vegetation through the provision of landscaping areas within the development, including 57 m^2 of food producing gardens on the rooftop (SMP, p 19).
- All flooring to come from certified sources, with (min) 20% of bulk insulation to contain post-consumer materials (SMP, p. 21).

(2) Application ESD Deficiencies:

- Concerns regarding the shading treatment for apt 5.04, 7.02, and 7.03 (north facing without balcony overhang). Please revise strategy to include additional shading.

(3) Outstanding Information:

- Clarify VLT which is identified as 60% on page 13 and 70% on page 69, and provide result of daylight modelling in a table (for each dwelling's living area and bedroom).
- Provide copy of JV3 prior to construction to support indicative figures provided in BESS report.
- Confirm post-development stormwater flows will not exceed pre-development levels.
- Clarify whether any additional treatment strategies are required for rainwater reuse.
- 142 spaces for residents, 7 staff spaces and 6 visitor spaces confirmed – however 10 additional spaces not clear. Clarify provision of on-street bike parking, making sure not to claim existing spaces.
- Confirm car share details will be provided in Building Users Guide.
- Given the minor provision of non-residential uses, confirm the content required by a GTP will be included within the BUG.
- Good. Provide a Landscape Plan detailing the planting schedule and confirming (via cross-sections) adequate soil depth and volumes and per the requirements of BADS.
- Confirm what is meant by 'where appropriate' and ensure each dwelling balcony has access to a tap and waste (and mark on plans).
- Confirm head contractor will be ISO14001 accredited.

(4) ESD Improvement Opportunities

- Consider use of SCMs or similar to reduce Portland cement and embodied carbon impacts.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- This represents a provision greater than 1 per apartment and does not represent best-practice particularly given the central location and access to public transport and amenity. Consider reducing provision and de-coupling apartments from parking spaces and offering as purchaser option.
- Consider more vertical greening and climbing vegetation to assist with urban heat (i.e. covering building mass elements).

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

Attachment 2 - PLN21/0670 - All referral comments

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	Operable windows located throughout, with fly screens, window locks and magnetic door catches to support breeze paths. 46% of dwellings have effective natural cross-ventilation (SMP, p. 13).	Satisfactory.	1
Daylight & Solar Access	84% of living areas, 96% of bedrooms and 72% of commercial spaces meet daylight requirements with modelling provided (SMP, p. 69).	Clarify VLT which is identified as 60% on page 13 and 70% on page 69, and provide result of daylight modelling in a table (for each dwelling's living area and bedroom).	3
External Views	Laneway separation and setbacks to provide views throughout (SMP, p. 14).	Satisfactory.	1
Hazardous Materials and VOC	All internal sealants and paints, adhesives, and carpets will be low VOC, and 95% of all engineered timber products will be E0 (SMP, p. 12).	Satisfactory.	1
Thermal Comfort	Mixed mode ventilation, double glazing, insulation and shading.	Satisfactory.	1

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 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 Exceeded	Commercial spaces will be designed to achieve NCC 2019 energy efficiency requirements via either Deemed-to-Satisfy assessments or JV3 verification method (SMP, p. 8).	Provide copy of JV3 prior to construction to support indicative figures provided in BESS report.	3
Thermal Performance	An average NatHERS rating of 7.0-stars for the apartments (with modelling provided indicating 7.3-average) (SMP, p. 58.	Satisfactory.	1
Greenhouse Gas Emissions	64% reduction in GHG claimed for the apartment component of the development (SMP, p. 46).	Satisfactory.	1
Hot Water System	Domestic hot water for the entire development will be provided via high efficiency electric heat pumps in a central HWS system (with COP≥3.1) (SMP, p. 9).	Satisfactory.	1
Peak Energy Demand	A 7% reduction in peak cooling demand is claimed in the BESS report (SMP, p. 46).	Satisfactory.	1
Effective Shading	External shading provided via combination of balcony overhangs, recessed windows and windows shrouds (SMP, p. 60).	Concerns regarding the shading treatment for apt 5.04, 7.02, and 7.03 (north facing without balcony overhang). Please revise strategy to include additional shading.	2
Efficient HVAC system	Heating and cooling in the commercial tenancy will be within one star of the most efficient equivalent capacity unit available, with Heating and cooling in the dwellings will be provided by energy efficient split air conditioners (within one-star energy rating of the best available) (SMP, p. 9).	Satisfactory.	1
Car Park Ventilation	CO monitoring.	Satisfactory.	1
Efficient Lighting	Wattages for non-residential lighting 90% of NCC requirements, with sensors for common are LEDs (SMP, p. 9).	Satisfactory.	1
Electricity Generation	The roof of the development will host a 16kW (min.) solar photovoltaic (PV) system (48 x 400W panels) for renewable energy generation (SMP, p. 10).	Satisfactory.	1
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: 2. Energy Efficiency

Attachment 2 - PLN21/0670 - All referral comments

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	Minimum WELS star rating of fixtures: (SMP, p. 11). • Taps: 6 star • Toilets: 4 star • Showers: 4 star • Dishwashers 5 star	Satisfactory.	1
Water for Toilet Flushing	A minimum effective catchment area of 1,805m² will be used to harvest stormwater into a rainwater tank(s) with an effective storage of 45,000L. Collected water will be used for toilet flushing in the commercial and residential tenancies from Ground Floor to Level 2 of the development (SMP, p. 11).	Satisfactory.	1
Water Meter	Separate utility meters (water and electricity) will be provided for each apartment and commercial tenancy (SMP, p. 21).	Satisfactory.	1
Landscape Irrigation	Native and drought tolerant plants with drip or sub-surface irrigation system (SMP, p. 11).	Satisfactory.	1
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	A STORM report with a 117% STORM score has been submitted that demonstrates best practice and relies on ~1,805 m² of roof connected to 45,000 litres of rainwater storage used for toilet flushing in the commercial and residential tenancies from Ground Floor to Level 2 (SMP, p. 11).	Satisfactory.	1
Discharge to Sewer	A remaining catchment area of 722 m² diverted to LPD (SMP, p. 62).	Confirm post-development stormwater flows will not exceed pre-development levels.	3
Stormwater Diversion	A total catchment area of 1,805 m² diverts stormwater to rainwater storage (SMP, p. 64).	Satisfactory.	1
Stormwater Detention	A 45,000-litre rainwater tank is located in basement 3 (SD02_01).	Satisfactory.	1
Stormwater Treatment	No other treatment strategies besides rainwater tank.	Clarify whether any additional treatment strategies are required for rainwater reuse.	3
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 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	All bulk insulation installed in the development will include a minimum of 20% post-consumer recycled material (SMP, p. 20).	Satisfactory.	1
Embodied Energy of Concrete and Steel	No specific information provided besides the mention that a minimum of 50% of the concrete mix will contain recycled water (SMP, p. 20).	Consider use of SCMs or similar to reduce Portland cement and embodied carbon impacts.	4
Sustainable Timber	All feature timber will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	All standard uses of cables, pipes, flooring and blinds within the development will either not contain any PVC will be sourced from a manufacturer/supplier that adheres to the Green Building Council of Australia's *Best Practice Guidelines for PVC in the Built Environment* (SMP, p. 20).	Satisfactory.	1

*** Council Assessment Ratings:**

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

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

Attachment 2 - PLN21/0670 - All referral comments

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	A total of 146 car parking spaces will be provided for the development (SMP, p. 16).	This represents a provision greater than 1 per apartment and does not represent best-practice particularly given the central location and access to public transport and amenity. Consider reducing provision and de-coupling apartments from parking spaces and offering as purchaser option.	4
Bike Parking Spaces	Total of 142 bicycles for residential tenants, 7 bicycle spaces for commercial staff, and 3 bicycle hoops for residential visitors (6 spaces), with an additional 10 spaces at street level (SMP, p. 16).	142 spaces for residents, 7 staff spaces and 6 visitor spaces confirmed – however 10 additional spaces not clear. Clarify provision of on-street bike parking, making sure not to claim existing spaces.	3
End of Trip Facilities	End of trip facilities have been provided in the form of 1 unisex shower and 8 lockers (SMP, p. 16).	Satisfactory.	1
Car Share Facilities	Surrounding car share locations outlined in SMP (SMP, p. 17).	Confirm details will be provided in *Building Users Guide*.	3
Electric vehicle charging	A single dedicated EV charging point to be provided with pre-wiring throughout for future installation (SMP, p. 16).	Satisfactory.	1
Green Travel Plan	A Green Travel plan has not been provided.	Given the minor provision of non-residential uses, confirm the content required by a GTP will be included within the BUG.	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: 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 Environmental Management Plan (CEMP) will be prepared and implemented for the development – and will include a requirement for not less than 90% of all civil works and built form construction waste to be recycled or re-used (SMP, p. 14).	Satisfactory.	1
Operational Waste Management	An operational Waste Management Plan (WMP) has been provided, in addition to a commercial waste room (26.4 m^2) and residential waste room (67.9 m^2).	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Commingled recycling, glass and FOGO all represented in WMP and waste room spatial provision.	Satisfactory.	1
Others	-	-	-

*** Council Assessment Ratings:**

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

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

8. Urban Ecology

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	N/A
Maintaining / Enhancing Ecological Value	Planter boxes have been integrated into the proposed design – At least 24% of the development site will consist of vegetation through the provision of landscaping areas within the development (SMP, p. 19).	Good. Provide a Landscape Plan detailing the planting schedule and confirming (via cross-sections) adequate soil depth and volumes and per the requirements of BADS.	3
Heat Island Effect	Heat island reduction attributed to the communal rooftop garden (SMP, p. 20).	Good, however urban heat more influenced by ground-level interventions due to interface between building mass and pedestrians. 1	
Other	A tap and floor waste (where appropriate) will be provided within the private open space of every dwelling to encourage plants to be grown by residents (SMP, p. 20).	Confirm what is meant by 'where appropriate' and ensure each dwelling balcony has access to a tap and waste (and mark on plans).	3
Green wall, roofs, facades	Communal rooftop garden provided.	Consider more vertical greening and climbing vegetation to assist with urban heat (i.e. covering building mass elements).	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*
Building User Engagement	System capable of capturing building usage data.	Satisfactory	1
Construction Waste Reduction	Construction WMP with 90% target.	Satisfactory.	1
Bike Repair Workshop	Two bike repair stations.	Satisfactory.	1
Ultra-Low VOC paints	Over 50% paints TVOC content 5g/L	Satisfactory.	1
Net-Zero Carbon Development	Net-Zero via all-electric and PPA	Satisfactory.	1

*** Council Assessment Ratings:**

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

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

Attachment 2 - PLN21/0670 - All referral comments

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	Initial tuning, and ongoing maintenance and monitoring will be undertaken for all building systems included in the development for a 12-month period (SMP, p. 22).	Satisfactory.	1
Building Users Guide	A Building User's Guide (BUG) will be developed and made available to all owners, residents, and staff (SMP, p. 22).	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Confirm head contractor will be ISO14001 accredited.	3
Construction Management Plan	A construction Waste Management Plan has been committed too.	Satisfactory.	1
Others	-	-	-

*** Council Assessment Ratings:**

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

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

Attachment 2 - PLN21/0670 - All referral comments

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

Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 2 - PLN21/0670 - All referral comments

Civil Works
Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Atha Athanasi
Council Reference	PLN21/0670
Address	223-229 Johnston St, Fitzroy VIC 3065
Proposal	Full demolition of No.223-229 Johnston Street, partial demolition of No.369 Gore Street and the construction of a ten storey mixed-use development with roof terrace (plus three levels of basement) for use as dwellings and ground level Restricted Retail premises and Food and Drink premises, a reduction in the car parking requirements and alteration of access to a Road Zone, Category 1
Comments Sought	This is the link to the Statutory Planning Referral memo: Insert CM Link here to referral request memo (which will include a hyperlink to the submitted WMP)

Attachment 2 - PLN21/0670 - All referral comments

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

Civil Works were requested to make comment on the submitted Waste Management Plan (WMP).

Comments and Recommendations

The waste management plan for 223-229 Johnston Street and 369 Gore Street, Fitzroy authored by Sustainable Development Consultants and dated 25/11/21 is satisfactory from a City Works Branch's perspective.

Engineer: USERID

Signature:

Date:

Attachment 2 - PLN21/0670 - All referral comments

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Julian Larkins
Officer	Civil Infrastructure team – Civil Engineering
Council Reference	IREF21/00218
Address	223-229 Johnston Street, Fitzroy
Proposal	Referral - Internal - Development Engineering
Comments Sought	Engineering assessment for mixed use development

Council's Civil Infrastructure 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
SBJ Architects	SD02_01 *Floor Plans_B3* SD02_02 *Floor Plans_B2* SD02_03 *Floor Plans_B1* SD02_04 *Floor Plans_LG* SD02_05 *Floor Plans_LUG* SD05_01 *North Elevation* SD05_02 *East Elevation* SD05_03 *South Elevation* SD05_04 *West Elevation* SD06_01 *Sections 01* SD05_08 *Elevations & Section* SD06_02 *Sections 02* SD06_03 *Sections 03*	16 16 16 16 16 16 16 16 16 16 16 16 16	19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021
Reeds Consulting	Plan of Relocation Features and Levels	C	18 November 2021

Attachment 2 - PLN21/0670 - All referral comments

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
General	
Impact on Council Road Assets during Construction	The construction of the new buildings, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site. It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for employees, visitors and other users of the site.
North-South Aligned Laneway	
Laneway Reconstruction and Widening of Carriageway (Private)	The existing Council controlled laneway abutting the western boundary of the site (south of Argyle Street) must be reconstructed once all development works have been completed. The laneway would sustain damage during construction works and would also be occupied by heavy vehicles, plant and equipment. The widening of the carriageway (immediately east of the laneway) must remain in private ownership and be constructed in materials different to that of the laneway. The edge and extent of the laneway must be clearly defined and be provided with construction joints. The water captured on the surface area of the widened carriageway (private property) must be captured and drained internally through the allocated legal point of discharge i.e. the surface flow must not be directed towards the laneway. The vehicle crossing servicing the laneway and the widened carriageway must also be reconstructed. The applicant must demonstrate that the B99 design vehicle can enter and exit the reconstructed laneway and widened carriageway via Argyle Street without scraping or bottoming out.
Vehicle Entry and Exit movements into and out of Laneway via Argyle Street	Turning circles for commercial vehicles entering and leaving the development in Argyle Street must be checked. The proposed kerb extension on the north side of Argyle Street relating to the development at 371-385 Gore Street must be shown on civil works plans.
Johnston Street, Gore Street and Argyle Street Road Frontages	
Footpath and Kerb and Channel Reconstruction	Construction works at the site and the occupation of the footpaths during works will impact on the condition of the footpaths and kerb and channel. The Permit Holder must reconstruct the footpaths and kerb and channel along the property's Johnston Street, Gore Street and Argyle Street road frontages.
Finished Floor Levels at Edge of Entry/Courtyard – Gore Street	The finished floor levels at the edge of the Entry/Courtyard must neatly match and transition into the reconstructed back of footpath design levels (Gore Street).

Attachment 2 - PLN21/0670 - All referral comments

Item	Details
Removal of Redundant Vehicle Crossings	Where driveways are to be removed, the footpath is to be reconstructed in asphalt. There are two existing driveways in Gore Street. One is in concrete, the other is in asphalt. These can be seen in the proposed ground floor plan SD02_04. The concrete one has a note to remove the crossing and reinstate the footpath and the kerb and channel. The asphalt crossing requires a note to remove the asphalt ramp and bluestone layback and to reinstate as asphalt footpath and bluestone kerb and channel.
Removal of Redundant Property Drains	Redundant property drains under the footpaths must be removed and reinstated to Council's satisfaction.
Intersection of Argyle Street and Gore Street	
Construction of Bluestone Channel across Argyle Street Carriageway.	The development would be discharging its stormwater via Gore Street and Argyle Street. To facilitate the drainage of this run-off from the site, a bluestone channel is to be constructed across the Argyle Street road pavement running along the west channel alignment of Gore Street.  Above: Argyle Street carriageway, where the bluestone channel is to be constructed.
Other Items	
Detailed Engineering Design	The applicant must submit detailed engineering design drawings to Council for assessment and approval. Items are to include, but not limited to, the laneway reconstruction, widened carriageway construction, vehicle crossing reconstruction (south side of Argyle Street) and all infrastructure works in Johnston Street, Gore Street and Argyle Street. All proposed kerb extensions/raised tree squares or any other physical works within the road reserve specified on the landscape plans must also be shown on the civil works plans. For the reconstruction of the Council controlled laneway and the widened carriageway, the applicant is to provide cross sections along the laneway and carriageway indicating the proposed levels.
Legal Point of Discharge (LPD)	A Council drain capacity assessment is required to determine if the site's LPD can be discharged to a Council drain.
Fire Booster Doors	The fire booster doors must be able to outwardly swing 180 degrees and be latched to the wall when opened.

Attachment 2 - PLN21/0670 - All referral comments

ENGINEERING CONDITIONS

Civil Works

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

- The kerb and channel along the property's Johnston Street, Gore Street and Argyle Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Johnston Street, Gore Street and Argyle Street road frontages 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 or unless otherwise specified by Council.
- The north-south aligned laneway abutting the site's western boundary must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- All redundant vehicle crossings are to be demolished and reinstated with paving, and kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- A bluestone channel is to be constructed access the Argyle Street carriageway along the west kerb alignment of Gore Street to Council's satisfaction and at the Permit Holder's cost.
- Detailed engineering design drawings of all infrastructure works are to be submitted to Council for assessment and approval.

Vehicle Crossings

- 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.

Attachment 2 - PLN21/0670 - All referral comments

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.

Engineer: Mark Pisani

Signature: 

Date: 9 February 2022

Attachment 2 - PLN21/0670 - All referral comments

Development Engineering Formal Referral Response

Application Information	
Referral Officer	Julian Larkins
Officer	Mark Pisani
Council Reference	IREF21/00217
Address	223-229 Johnston Street, Fitzroy
Proposal	Referral - Internal - Development Engineering
Comments Sought	Engineering assessment for mixed use development

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
SBJ Architects	SD02_01 *Floor Plans_B3* SD02_02 *Floor Plans_B2* SD02_03 *Floor Plans_B1* SD02_04 *Floor Plans_LG* SD02_05 *Floor Plans_LUG* SD05_01 *North Elevation* SD05_02 *East Elevation* SD05_03 *South Elevation* SD05_04 *West Elevation* SD06_01 *Sections 01* SD05_08 *Elevations & Section* SD06_02 *Sections 02* SD06_03 *Sections 03*	16 16 16 16 16 16 16 16 16 16 16 16 16	19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021 19 November 2021
Reeds Consulting	Plan of Relocation Features and Levels	C	18 November 2021
Traffix Group	Traffic Engineering Assessment	G	1 December 2021

Attachment 2 - PLN21/0670 - All referral comments

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One- or Two-Bedroom Dwellings	80	1.0 space per dwelling	80	86
Three-Bedroom Dwellings	27	2.0 spaces per dwelling	54	54
Restricted Retail	649 m²	2.5 spaces per 100 m² of leasable floor area	16	4
Food and Drink	100 m²	3.5 spaces per 100 m² of leasable floor area	3	1
		Total	**153 spaces**	**145 spaces**

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

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

Car Parking Demand Assessment

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

Parking Demand Consideration	Details
Parking Demand for the Dwellings	For the one- and two-bedroom dwellings, some six dwellings would be provided with two spaces each, which exceeds the statutory parking rate. Generally, developers are encouraged to provide parking that does not exceed the statutory parking rate. The six dwellings represent a very small proportion of the 127 dwellings within the development that have surplus parking. This should not be detrimental in terms of traffic generation.
Parking Demand for the Restricted Retail Use	For the restricted retail use, a staff parking rate of 1.0 space per 100 square metres of floor area could be adopted. This would equate to a staff parking demand of six to seven spaces. With four spaces allocated to this use, two to three staff spaces would be generated off-site. For staff who do not have access to on-site parking, other travel arrangements would need to be made, such as taking public transport or riding a bicycle.
Parking Demand for the Food and Drink Use	The food and drink premises would also have a staff parking demand of 1.0 space per 100 square metres of floor area. Providing one on-site space

Attachment 2 - PLN21/0670 - All referral comments

Parking Demand Consideration	Details
	for the proposed food and drink use is considered appropriate.
Availability of Public Transport in the Locality of the Land	The following public transport services can be accessed to and from the site by foot: ▪ Smith Street trams – 120 metre walk ▪ Johnston Street buses – 140 metre walk ▪ Brunswick Street trams – 420 metre walk
Multi-purpose Trips within the Area	Patrons and customers to the development could combine their visit by engaging in other activities of 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, shops, supermarkets, places of employment and education 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
Availability of Car Parking	Traffix Group had conducted on-street parking occupancy surveys in the surrounding area on Wednesday 13 November 2019 at various times between 9:00am and 4:00pm (pre-Covid). The survey area encompassed sections of Gore Street, Napier Street, Johnston Street, Argyle Street and Chapel Street. The times and extent of the survey are considered appropriate. An inventory of up to 214 publicly available parking spaces was identified in the study area. The results of the survey indicated that the demand for on-street parking is very. The parking occupancy observed at 11:00am was 100%. Whilst the level of parking in the surrounding streets was high, parking regularly turns over.
Relevant Local Policy or Incorporated Document	The proposed development is considered to be in line with the objectives contained in Council's Strategic Transport Statement. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
Car Parking Deficiency associated with Existing Land Use	According to Traffix Group, the site has an existing parking deficiency of 55 spaces (based on a statutory parking requirement of 63 spaces and the provision of eight spaces). With only eight spaces provided for the existing use, a number of vehicles

Consideration	Details
	would park off-site. The car parking deficiency for the site could potentially be transferrable to the new development.

Adequacy of Car Parking

From a traffic engineering perspective, the car parking provision for the restricted recreation facility use is considered appropriate in the context of the development and the surrounding area. Employees who do not have access to on-site parking would make other travel arrangements to commute to and from the site, such as take public transport or ride a bicycle. 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.

TRAFFIC IMPACT

Trip Generation

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

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	AM Peak Hour	PM Peak Hour
Residential (107 dwellings)	0.4 trips per dwelling in each peak hour	Not provided	43	43
Commercial Uses (5 on-site spaces)	1.0 trip per on-site space in peak hour	Not provided	5	5
	Total		**48 trips**	**48 trips**

Directional Splits

Directional split assumptions in each peak hour for the residential traffic –

- AM Peak – 20% outbound (9 trips), 80% inbound (34 trips); and
- PM Peak – 40% outbound (17 trips), 60% inbound (26 trips).

For the commercial traffic –

- AM Peak –0% outbound (0 trips), 100% inbound (5 trips); and
- PM Peak – 100% outbound (5 trips), 0% inbound (0 trips).

The traffic generated by the new development is not unduly high and should not adversely impact the traffic operation of the surrounding road network.

Attachment 2 - PLN21/0670 - All referral comments

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – South End of Laneway	The 6.1 metre wide development entrance at the southern end of the north-south aligned laneway satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	No footpaths are located in front the entrance. Visibility splays are not required in this instance.
Headroom Clearance	Headroom clearances of no less than 2.2 metres have been provided, which satisfy AS/NZS 2890.1:2004.
Internal Ramped Accessways	The internal ramped accessways servicing the basement parking levels have wall-to-wall widths of 6.1 metres, which satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.6 metres by 4.9 metres) satisfy *Design standard 2 – Car parking spaces* in Clause 52.06-9.
Tandem Parking Sets	Tandem parking sets have been provided with lengths of 10.3 metres and satisfy *Design standard 2*.
Accessible Parking Space	The dimensions of the accessible parking space and shared area (each 2.6 metres by 5.4 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	The 6.4-metre wide aisles satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	Columns have been set back from the aisles by 250 mm and have depths of 1000 mm. The positions of the columns are outside the parking space clearance envelopes and satisfy *Diagram 1 Clearance to car parking spaces* in Clause 52.06-9.
Clearances to Walls	Clearances to walls are no less than 300 mm and satisfy *Design standard 2*.
Blind Aisle Extensions	Blind extensions have been provided at lengths of no less than 1.0 metre and satisfy AS/NZS 2890.1:2004.
Motorcycle Spaces	The dimensions of the motorcycle spaces (1.2 metres by 2.5 metres) satisfy AS/NZS 2890.1:2004.
Gradients	
Ramp Grade for the first 5.0 metres inside the Property	The entrance ramp does not front a street.
Ramp Grades and Changes of Grade	The ramp grades and changes of grade satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Transition Grades	The 2.6-metre lengths of the 1 in 8 transition grades located at the bases of the 1 in 4 ramp sections are considered

Attachment 2 - PLN21/0670 - All referral comments

Item	Assessment
	satisfactory for enabling a B99 design vehicle to traverse without scraping or bottoming out.
Swept Path Assessment	
Waste Collection Vehicle Movements Laneway Entrance Via Argyle Street G27631-01* Sheet 01	The swept path diagrams for a 6.345-metre long waste collection vehicle entering and exiting the widened laneway via Argyle Street are considered satisfactory. The swept path assessment has assumed that no on-street parking takes place on the north side of Argyle Street. The development proposal at 371 Gore Street (current application) seeks to install a kerb extension on the north side of Argyle Street, which would impact vehicle turning movements into and out of the subject site.
Waste Collection Vehicle Movements Loading Bay G27631-01 Sheet 02	The swept path diagrams for a 6.345-metre long waste collection vehicle entering and exiting the loading bay via the laneway are considered satisfactory.
Other Items	
Loading Arrangements	The dimensions of the loading bay (3.6 metres by 6.4 metres) is satisfactory for a small rigid vehicle.
Drawing SD05_08 *Elevations & Section* Proposed Vehicle Crossing	On the drawing SD05_08, the proposed vehicle crossing section has insufficient detail. The vehicle crossing section is to correspond with the vehicle crossing ground clearance required by Council (please see item below).
Vehicle Crossing Ground Clearance	A vehicle crossing ground clearance check is to be undertaken for the reconstructed vehicle crossing that services the laneway and widened carriageway by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Engineering Advice for Design Items to be Addressed by the Applicant*' section).

* Traffix Group swept path diagram drawing number.

Attachment 2 - PLN21/0670 - All referral comments

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Vehicle Crossing Ground Clearance	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, Argyle Street. 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. Providing the ground clearance checks early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Please refer to engineering referral comments under IREF21/00218.

ENGINEERING CONDITIONS

Please refer to engineering referral comments under IREF21/00218.

Engineer: Mark Pisani

Signature: 

Date: 24 January 2022

Attachment 2 - PLN21/0670 - All referral comments

Urban Design
Formal Referral Response

Application Information	
Referral Officer	Julian Larkins
Officer	John Williams
Council Reference	PLN21/0670
Address	223-229 Johnston St, Fitzroy VIC 3065
Proposal	Full demolition of No.223-229 Johnston Street, partial demolition of No.369 Gore Street and the construction of a ten storey mixed-use development with roof terrace (plus three levels of basement) for use as dwellings and ground level Restricted Retail premises and Food and Drink premises, a reduction in the car parking requirements and alteration of access to a Road Zone, Category 1
Comments Sought	D21/212737 - IREF21/00227 - Internal Referral Formal Request

Recommendation

The proposal is not supported in its current form. The following recommendations and clarifications are required to strengthen the proposal from an Urban Design streetscape perspective. The rationale behind these changes is explained in detail overleaf.

- Additional on-street carparking opportunities along Johnston Street shown.
- Tree protection outstands to Gore Street trees to be provided.
- Further detail of laneway to be provided (levels/materiality/drainage/lighting).
- Provide updated ground plans and landscape plans for Council review.

Urban Design Comments

Capital Works

As of January 2022, there are no known planned/approved capital works around the site being led by the Urban Design Unit. The following traffic upgrades to Gore Street are proposed by Council's Traffic Unit.

- Speed humps to be installed adjacent to the development on Gore Street between Johnston Street and Kerr Street.
- New median islands works between Rose Street and Westgarth Street.
- Pedestrian island at the southern approach of the Gore Street / Rose Street intersection.

Additional Information Required

The following details are required on the drawings:

- Existing and proposed adjacent on street parking to be indicated on plans along with verification of existing and proposed on-street parking numbers.
- Tree pit cut-outs / tree protection to be indicated on plans.
- Drainage to be indicated on plans including kerb and channel (back of kerb, invert, and lip of channel) and any side entry pits.
- Streetscape surface finishes to be indicated on plans.

Additional details required on the drawings are set out in the relevant sections below.

Pavements and Street Furniture

- Pavements along Johnston Street are to be reinstated as asphalt footpaths with charcoal-coloured concrete kerbs and channels for the full length of the site. All redundant vehicle crossovers are to be demolished.
- Pavements along Gore Street and Argyle Street are to be reinstated as asphalt footpaths with heritage bluestone kerb and channels for the full length of the site. All redundant vehicle crossovers are to be demolished.
- Pedestrian kerb crossings to be to be shown on drawings as per Technical Notes: City of Yarra Public Domain Manual and Yarra Standard Drawings 4.4.7.
- Proposed public seat to be nominated as Timber Seat (with backrest) as per 3.1.1 of Technical Notes: City of Yarra Public Domain Manual and Yarra Standard Drawings. Street Tree Planting

Street Tree Planting

- Tree pits and parking bays indicated on Argyle Street are currently too tight. Tree pits and tree protection are not currently being indicated on the plans. Given the limited available space, suggest 2 carparks and 3 trees in cut-outs with bike hoop protection to be provided on Argyle St (as indicated in figure 1 markup). An updated parking layout reflecting this change is to be provided for council consideration.
- The applicant is requested to contribute to the cost of planting seven (7) new street trees, which would cover tree sourcing, planting and 2 years of maintenance. The total cost for the trees would be $6,037 and below is the breakdown:
  - Roadside – 3 x Argyle Street; approximate cost $1,099 per tree
  - Outstand –1 x Gore Street; approximate cost $880 per tree
  - Footpath – 3 x Johnston Street; approximate cost $620 per tree
- Council's tree planting contractor will source and plant the street trees. 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.
- Tree pits / cut-outs to be indicated on plans.
- Tree protection bike hoops to be indicated on Argyle Street. Bike hoops to be installed by council during tree planting.
- Tree species to be updated to align with wider street tree character:
  - Tree species on Argyle Street to be Koelreuteria paniculatum
  - Proposed plane trees on Gore Street to be Platanus x acerifolia 'Liberty'
  - Tree species on Johnstone Street to be Hymenosporum flavum

Johnston Street

- As crossovers are being removed on Johnston Street, provide additional on street parking layout for council consideration. Additional parking gained along Johnston Street to offset parking loss along Gore Street due to new tree protection outstands.

Gore Street Outstands

- Outstands to be provided to improve tree health by reducing vehicular compaction of root zones and increasing available soil volume to existing and proposed trees. Outstands will provide a consistent streetscape treatment to the adjacent Gore Street development.
- Accessible east/west pedestrian connection across Gore Street at the Argyle Street intersection needs to be considered. Suggest kerb ramp provided at existing corner with outstand geometry revised to allow accessible pedestrian connection across Gore Street. (refer to figure 1 markup).
- Outstands to be shaped for truck turning movements out of Argyle Street.
- Detail including materiality of outstands, drainage and tree protection measures to be indicated on drawings and provided for council approval.
- Permeable granular surface finish to be provided to outstands (e.g. resin bonded granitic gravel). Outstand tree surrounds to be stripped of road pavement and backfilled with approved topsoil and 100mm of granitic sand as per detail YSD709.
- Extreme care should be taken when working within 2 metres of an existing tree trunk. Should the Contractor expose tree roots greater than 40mm in diameter, the Supervisor should be notified before proceeding with the Landscape Works. Other concerns regarding trees, or the potential impact of planting works upon trees, should be directed to Council's Arborist.
- Footpath kerb and channel to be maintained as continuous "run through" channel to reduce construction impacts on trees and allow for passive irrigation via existing kerb and channel. Raised bluestone kerb to be constructed on roadside of outstands to provide protection of rootzones from vehicles. Outstand kerb to be constructed as semi mountable bluestone pitcher kerb as per YSD 311. See below Gore Street precedent for reference.
- Outstands to be achieved with no loss of existing on-street carparking (refer Figure 1).

Laneway

- Further detail of laneway to be provided (levels / materiality / drainage / lighting). Refer to council Civil Engineering Unit comments.
- Sawn bluestone pitchers to laneway are recommended to improve accessibility. Public / private boundary to be identified through a subtle change in material.
- CPTED issues with dead-end laneway to be addressed. Passive surveillance to be considered and lighting strategy to be indicated on plans.

Attachment 2 - PLN21/0670 - All referral comments

Figure 1: Street tree, outstand and parking markup

Figure 2: Vehicular outstands to established trees on Gore Street and Westgarth Street, Fitzroy.

Urban Designer: John Williams
Date: DateIssueL

Attachment 2 - PLN21/0670 - All referral comments

Department of Transport

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

26 May 2022

Nish Goonetilleke
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Nish,

PLANNING APPLICATION NO.:	**PLN21/0670**
DEPARTMENT REFERENCE NO:	**PPR 38555/21**
PROPERTY ADDRESS:	**223-229 JOHNSTON STREET, FITZROY VIC 3065**

Section 55 – No objection subject to conditions

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

The Head, Transport for Victoria (H,TfV) has considered this application and does not object if the permit is subject to the following conditions and note:

1. *Prior to occupation of the development all disused or redundant vehicle crossings on Johnston Street must be removed, and the area reinstated to the satisfaction of the Responsible Authority and at no cost to the Head, Transport for Victoria.*

2. *The demolition and construction of the development must not disrupt bus operations on Johnston Street without the prior written consent of the Head, Transport for Victoria.*

3. *Any request for written consent to disrupt bus operations on **Johnston Street** during the demolition and construction of the development must be submitted to the Head, Transport for Victoria not later than 8 weeks prior to the planned disruption and must detail measures that will occur to mitigate the impact of the planned disruption.*

Note: Separate consent may be required from Head, Transport for Victoria under the Road Management Act 2004 for buildings and works (i.e. canopies) undertaken outside the title boundary within a Transport 2 Zone (Johnston Street). Please contact Head, Transport for Victoria prior to commencing any works.

HTfV advise that the canopy clearance height above the pavement and measurement from the back of kerb should be consistent with the Building Act and Regulations.

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

VICTORIA State Government

Attachment 2 - PLN21/0670 - All referral comments

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

Yours sincerely

Gillian Menegas

Gillian Menegas
Principal Planner – Inner Metropolitan Region
Under delegation from the Head, Transport for Victoria

26/5/2022

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Project Scope

1.3 **Development Summary**

NOTE: See page 116 for detailed area breakdown.

2,437 m²	Site Area
10 No.	Storeys
107 No.	Apartment Units
9,306 m2	NSA
748 m2	Commercial NLA
146 No.	Carparks
161 No.	Bike Parks

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Design Response

Gore Street Elevation - Amended Proposal

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Design Response

Corner of Gore and Argyle Street - Amended Proposal

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Design Response

Johnston Street Elevation - Amended Proposal

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Design Response

Corner of Johnston Street and George - Amended Proposal

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Design Response

Johnston Street Elevation - Amended Proposal

// Clearer legibility of 4 and 6 level streetwall transitioning from west to east by reducing/ removing projecting balconies to the upper levels.

// Removal of Level 9.

// Proportion and grain of Johnston St streetwall elements to be considered

Reducing the projecting balconies on the upper levels provides a clearer definition of the stepping streetwall transitioning from west to east.

The removal of Level 9 reduces the perception of the massing from key Johnston Street vantage points provides a clearer and more recessive upper level composition to further define the streetwall.

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Design Response

Materiality and Precedents

The material palette is textural and robust, reflecting the character of the Fitzroy area. Green tiles reference the tiling of the corner pubs and milk bars while the sculptural and boardmarked concrete provide a fine grain and interest to otherwise monolithic materials.

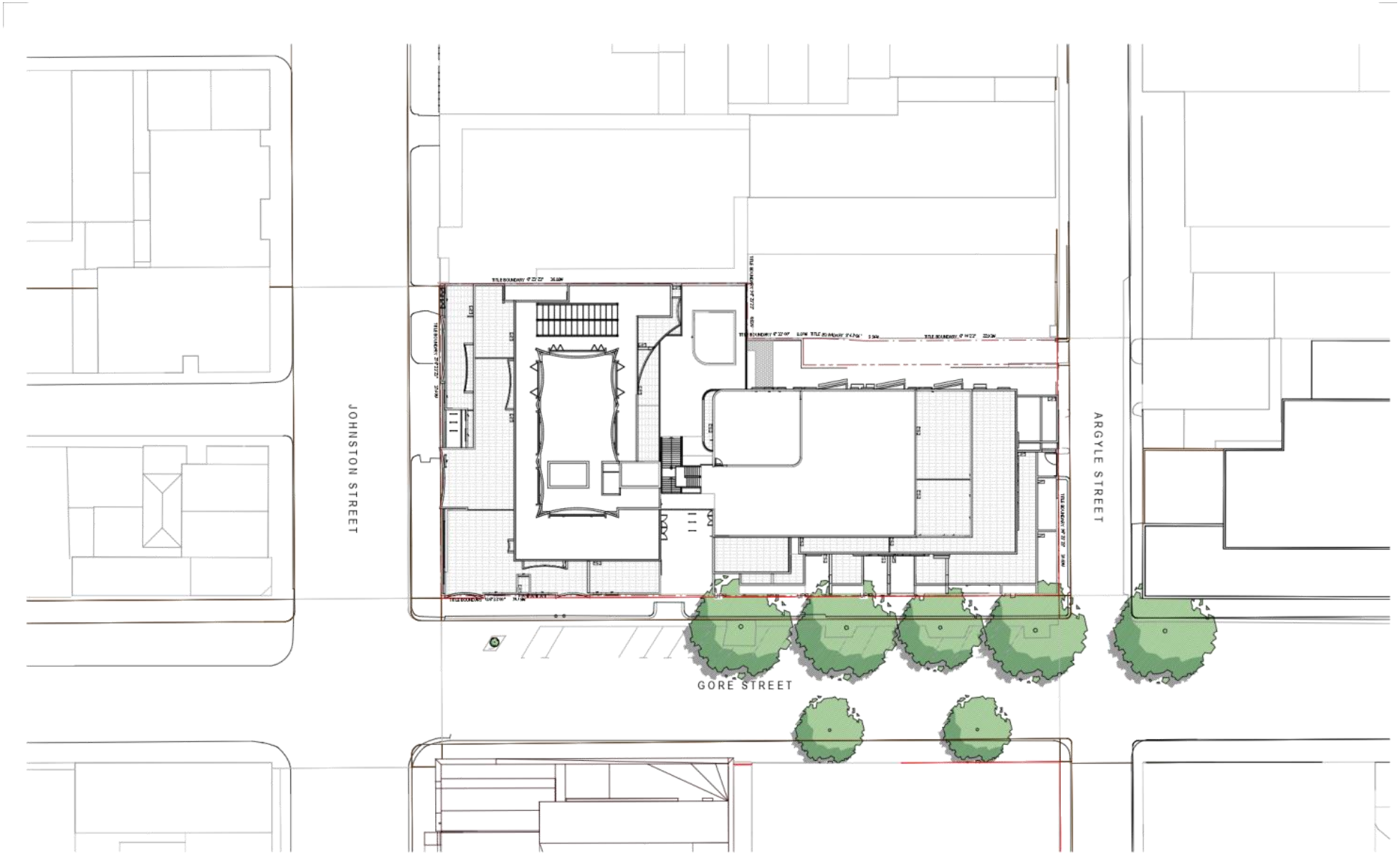
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Design Response

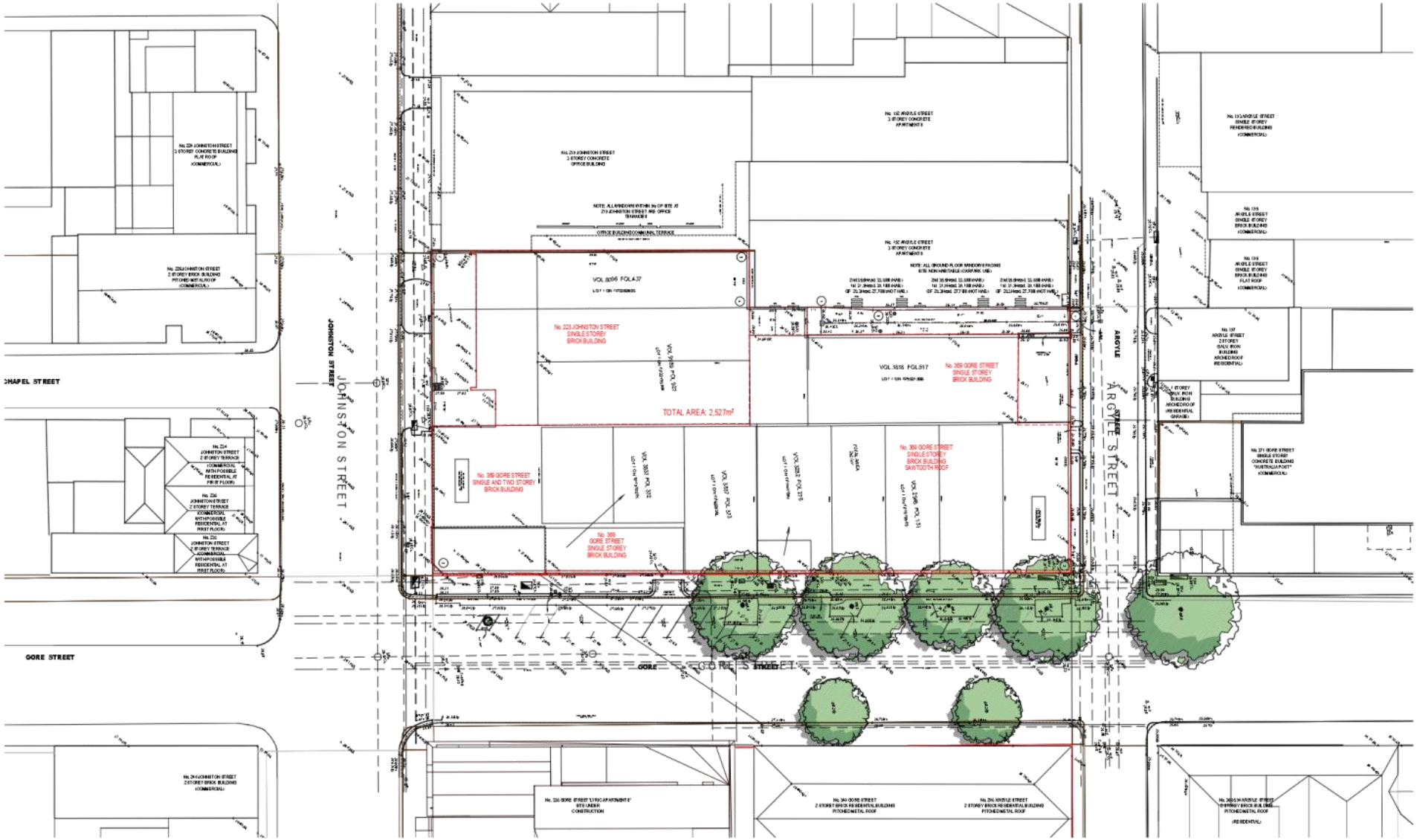
Materiality and Precedents

Open, sculptural stairs and bridge links between the north and the south building encourage residents to utilise the stairs over using lifts.

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



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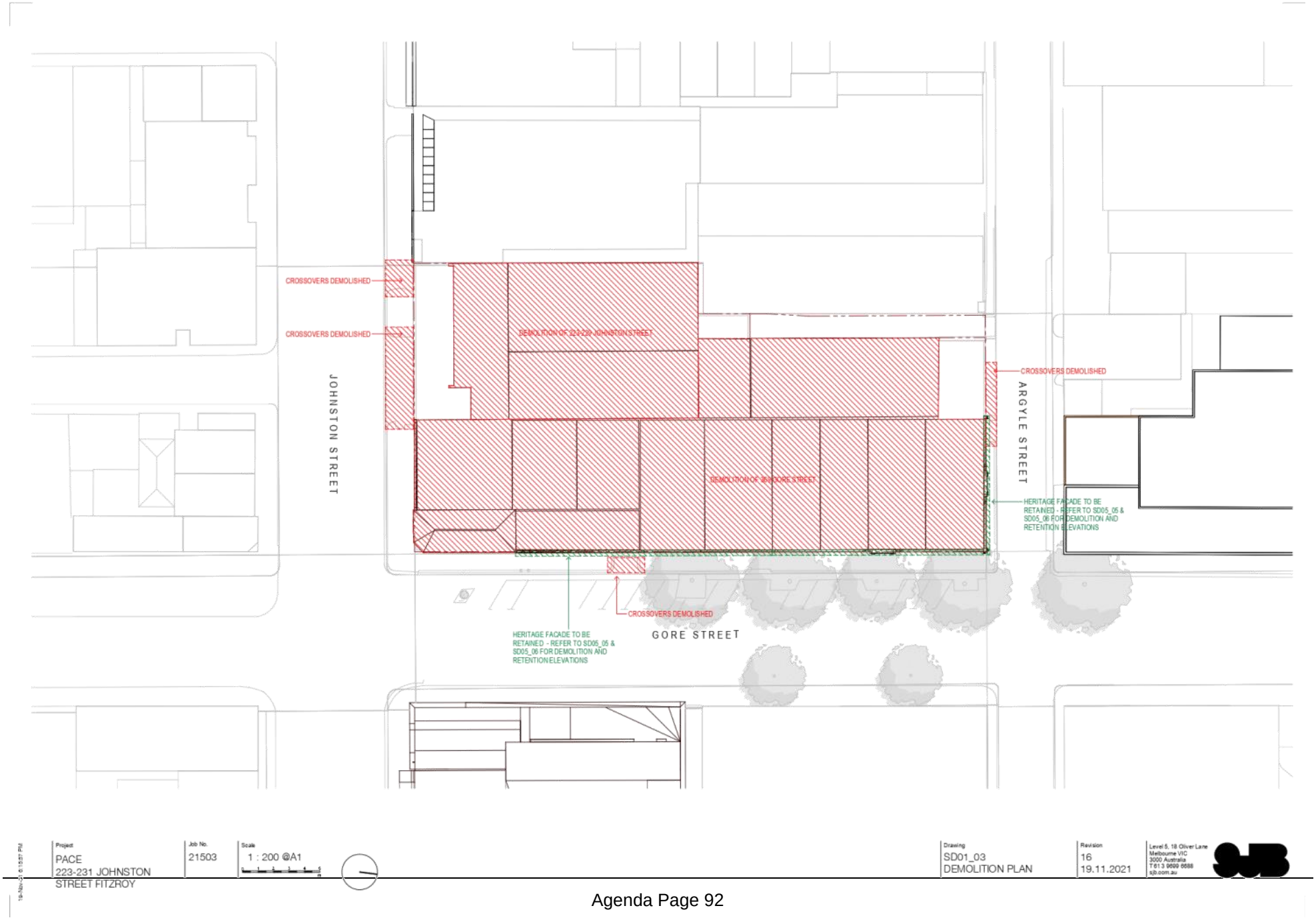
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 200 @A1	SD01_02 EXISTING CONDITIONS PLAN	16 19.11.2021	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T 61 3 9699 8888 @.com.au

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



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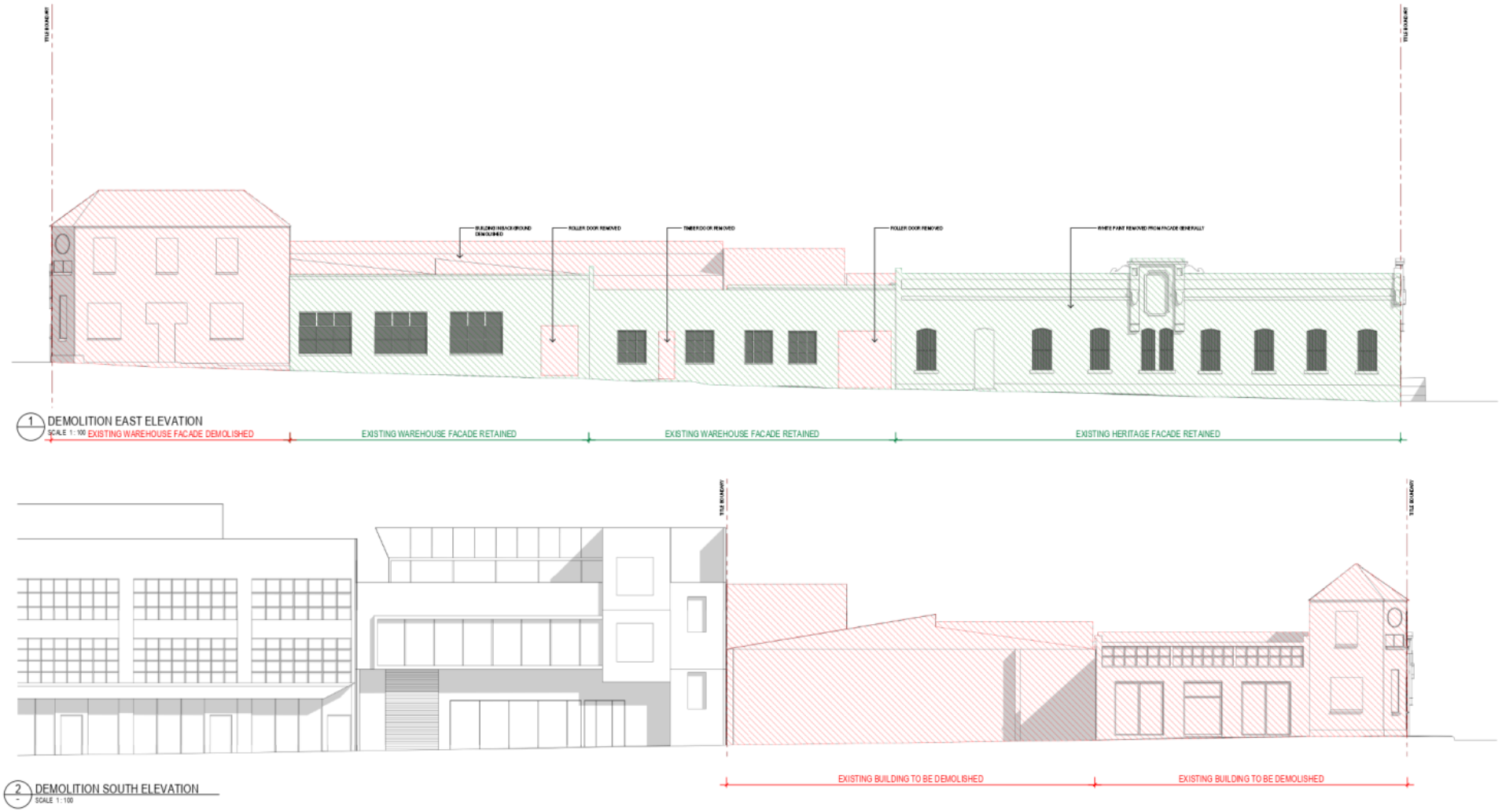

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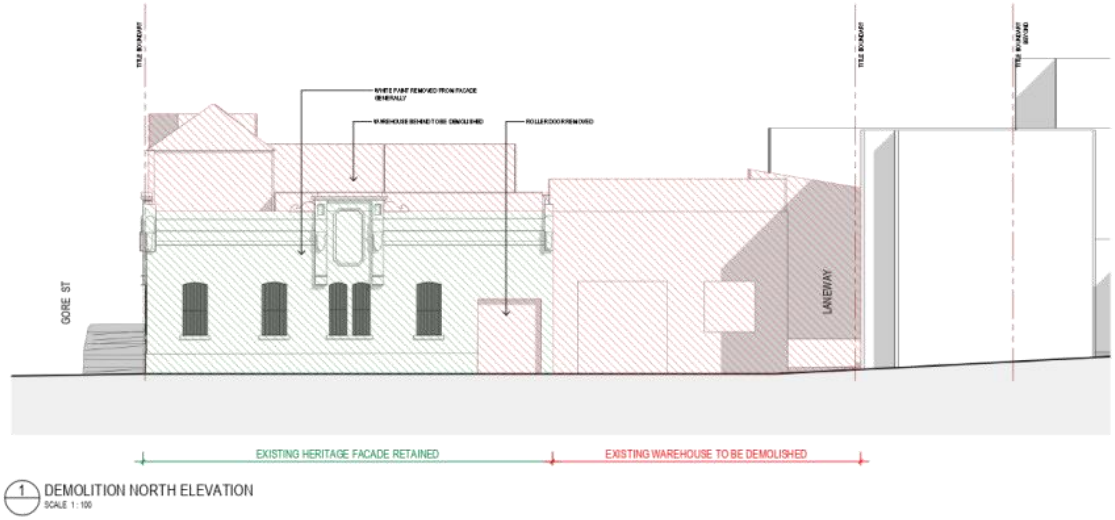
Job No.: 21503
Scale: 1 : 100 @A1
Drawing: SD05_05 DEMOLITION ELEVATIONS
Revision: 16
19.11.2021

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



1 DEMOLITION NORTH ELEVATION
SCALE 1 : 100

Project
PACE
223-231 JOHNSTON
STREET FITZROY

Job No.
21503

Scale
1 : 100 @A1

Drawing
SD05_06
DEMOLITION ELEVATIONS

Revision
16
19.11.2021

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Project: PACE 223-231 JOHNSTON STREET FITZROY
Job No.: 21503
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LANDSCAPE DESIGN IS INDICATIVE ONLY. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR FURTHER DETAILS.
Drawing: SD02_01 FLOOR PLANS_B3
Revision: 16 19.11.2021
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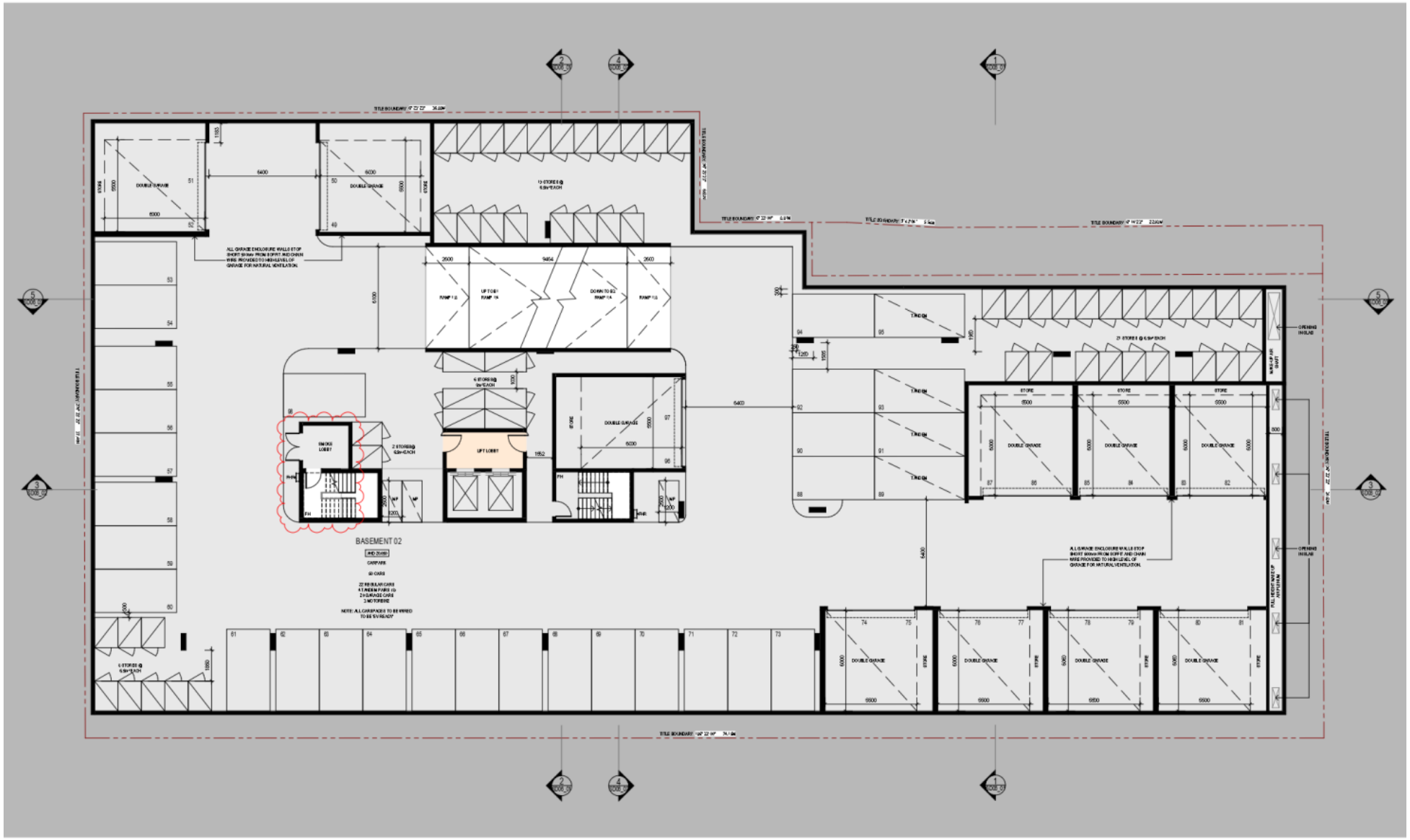

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Job No.: 21503
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Drawing: SD02_02 FLOOR PLANS_B2
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Job No.: 21503
Scale: 1 : 100 @A1
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Revision: 16 19.11.2021
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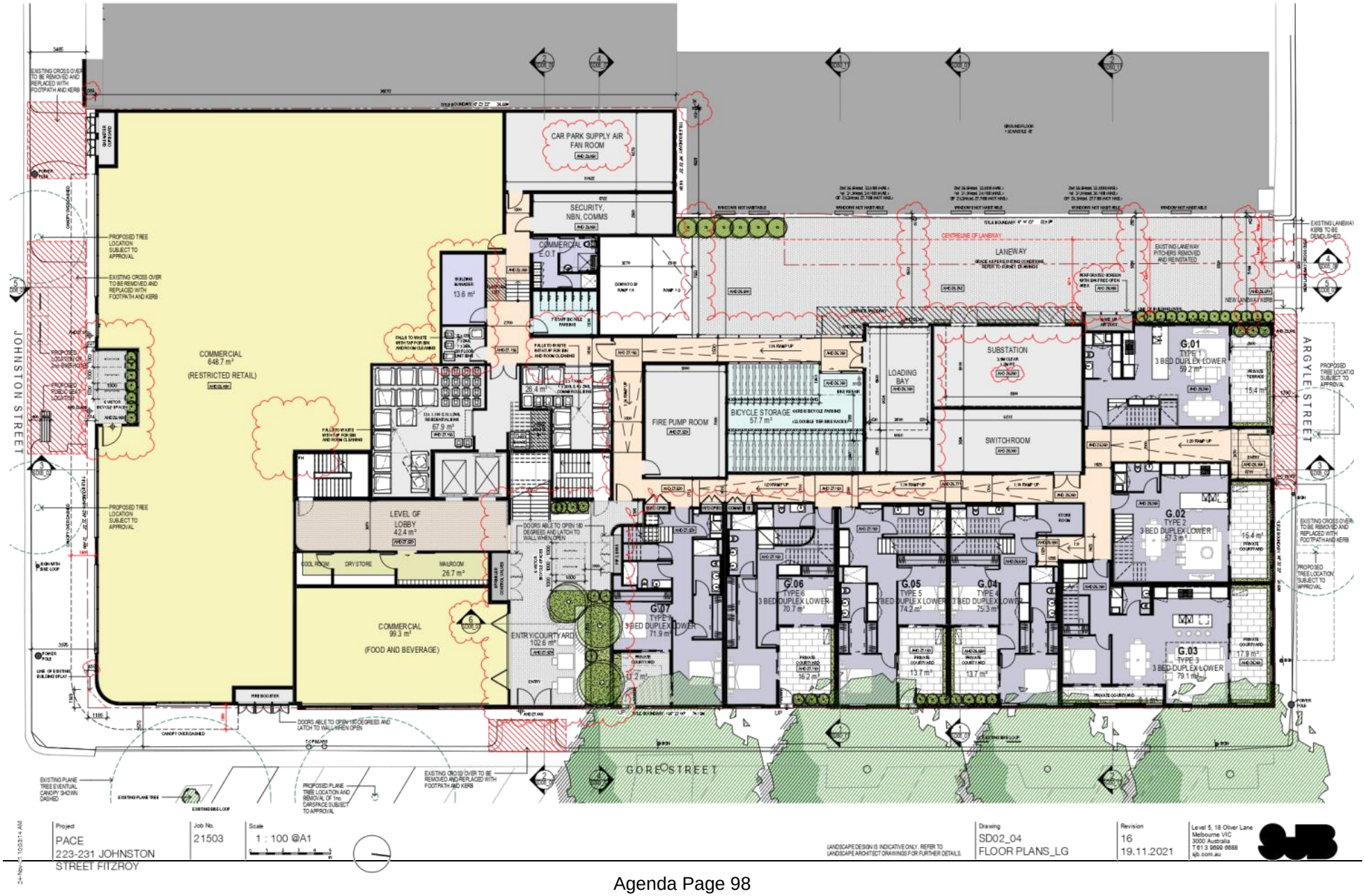

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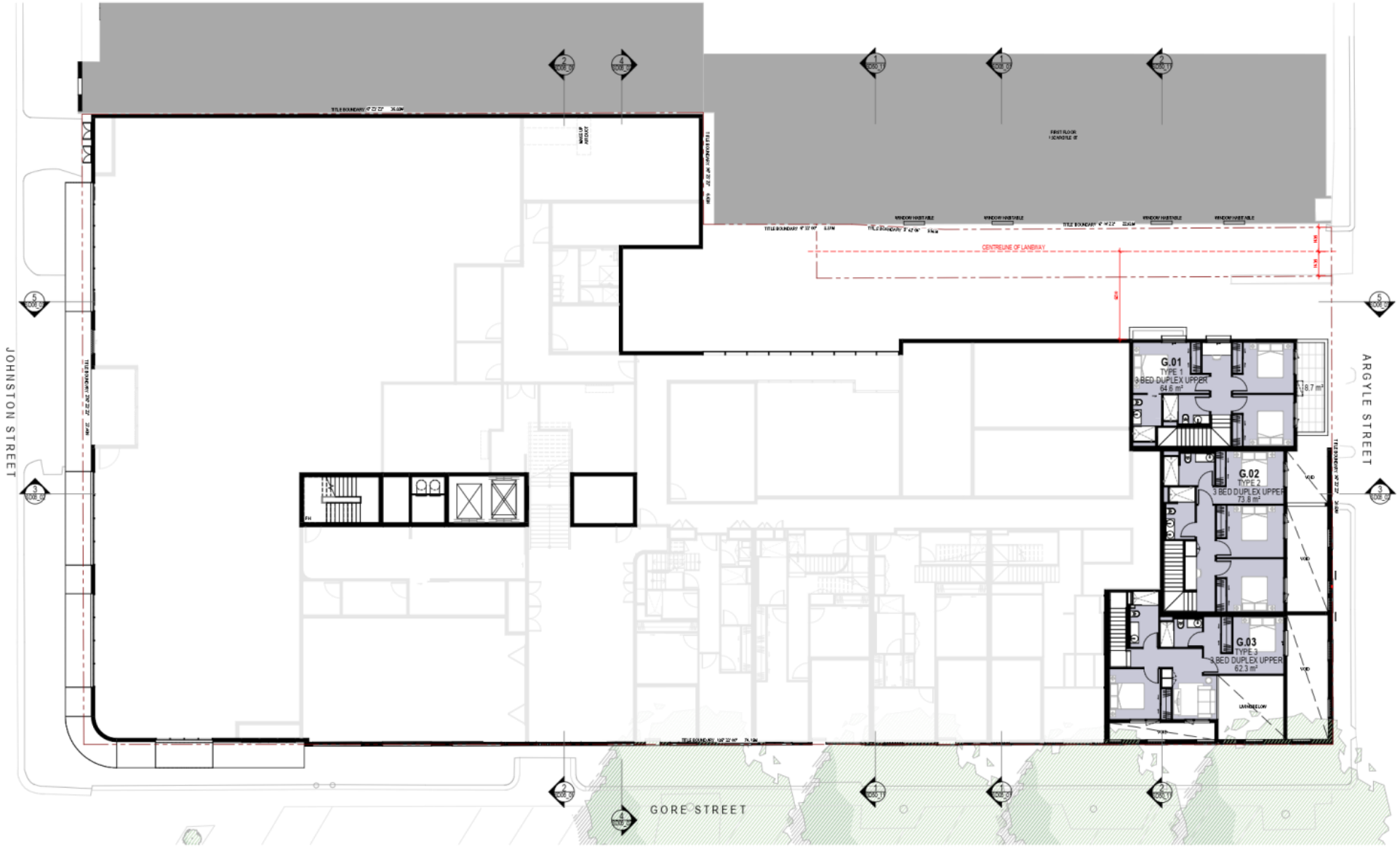

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Job No.: 21503
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Drawing: SD02_05 FLOOR PLANS_LUG
Revision: 16 19.11.2021
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Project	Job No.	Scale	Drawing	Revision
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 100 @A1	SD02_06 FLOOR PLANS_L1	16 19.11.2021

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Project	Job No.	Scale	Drawing	Revision
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 100 @A1	SD02_07 FLOOR PLANS_L2	16 19.11.2021

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Project	Job No.	Scale	Drawing	Revision
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 100 @A1	SD02_08 FLOOR PLANS_L3	16 19.11.2021

LANDSCAPE DESIGN IS INDICATIVE ONLY. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR FURTHER DETAILS

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Project	Job No.	Scale	Drawing	Revision
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 100 @A1	SD02_09 FLOOR PLANS_L4	16 19.11.2021

LANDSCAPE DESIGN IS INDICATIVE ONLY. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR FURTHER DETAILS

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Project	Job No.	Scale	Drawing	Revision
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 100 @A1	SD02_10 FLOOR PLANS_L5	16 19.11.2021

LANDSCAPE DESIGN IS INDICATIVE ONLY. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR FURTHER DETAILS

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Project	Job No.	Scale	Drawing	Revision
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 100 @A1	SD02_11 FLOOR PLANS_L6	16 19.11.2021

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 100 @A1

LANDSCAPE DESIGN IS INDICATIVE ONLY. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR FURTHER DETAILS

Drawing
SD02_12
FLOOR PLANS_L7

Revision
16
19.11.2021

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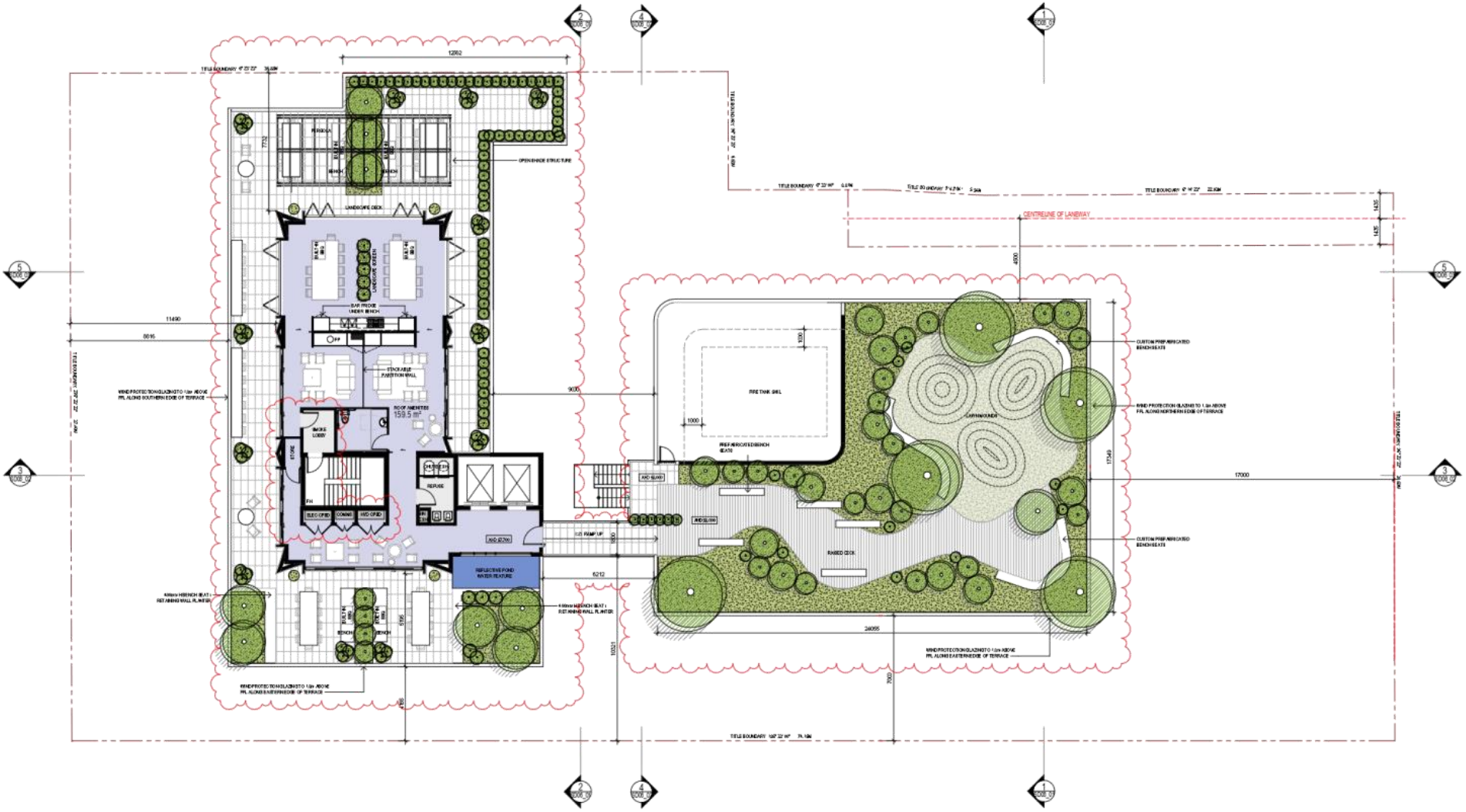
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Project: PACE 223-231 JOHNSTON STREET FITZROY	Job No.: 21503	Scale: 1 : 100 @A1	LANDSCAPE DESIGN IS INDICATIVE ONLY. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR FURTHER DETAILS.	Drawing: SD02_13 FLOOR PLANS_L8	Revision: 16 19.11.2021	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T 61 3 9699 6688 sjb.com.au	SJB

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



Project	Job No.	Scale	Drawing	Revision
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 100 @A1	SD02_14 FLOOR PLANS_LRD	16 19.11.2021

LANDSCAPE DESIGN IS INDICATIVE ONLY. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR FURTHER DETAILS.

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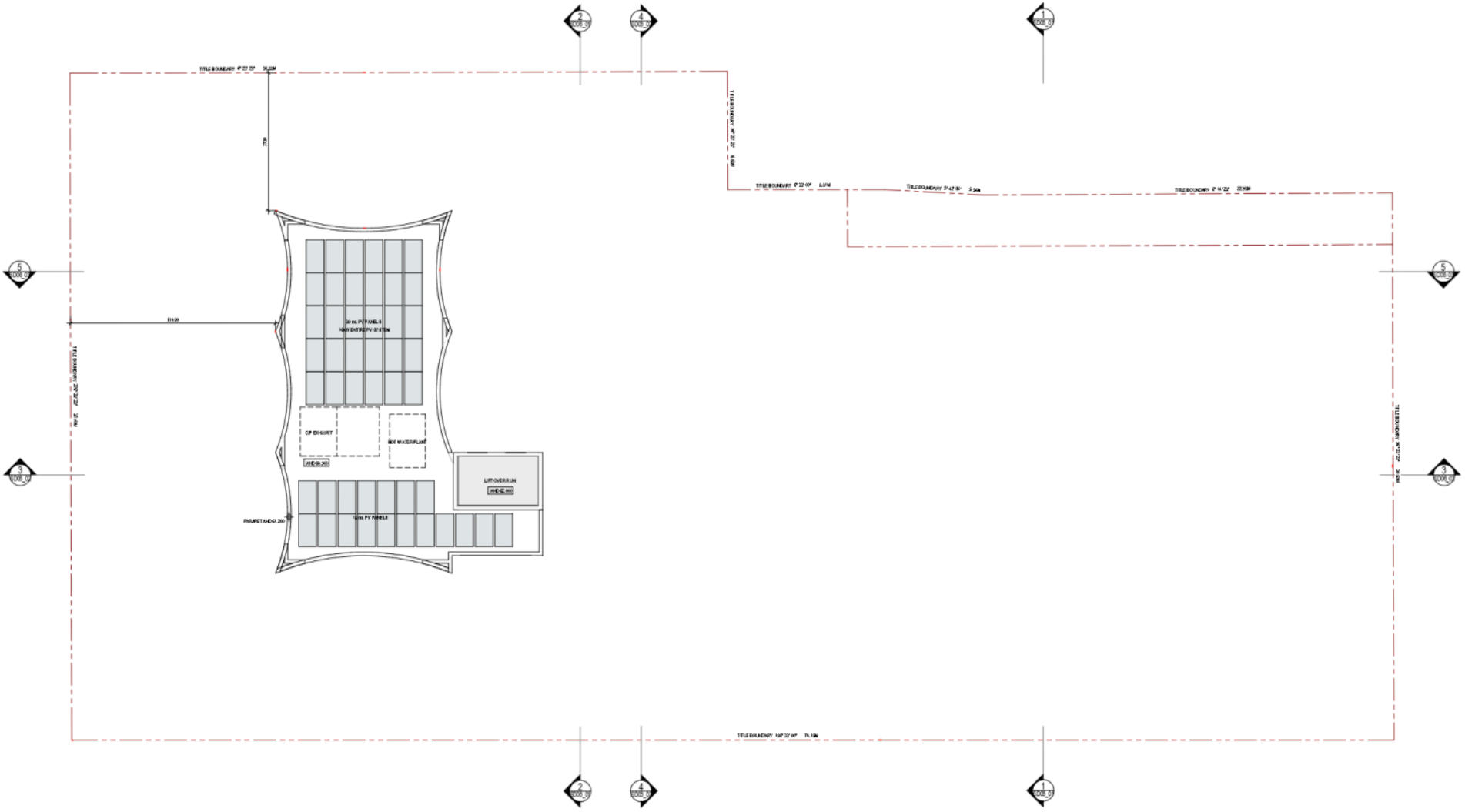
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



Project: PACE 223-231 JOHNSTON STREET FITZROY	Job No.: 21503	Scale: 1 : 100 @A1	LANDSCAPE DESIGN IS INDICATIVE ONLY. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR FURTHER DETAILS.	Drawing: SD02_15 ROOF PLAN	Revision: 16 19.11.2021	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T 61 3 9699 6688 sjb.com.au	

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

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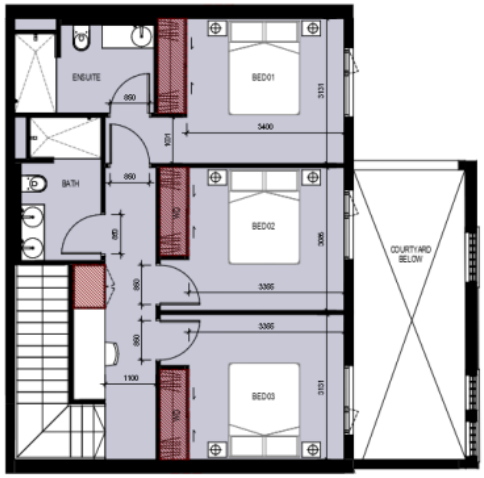
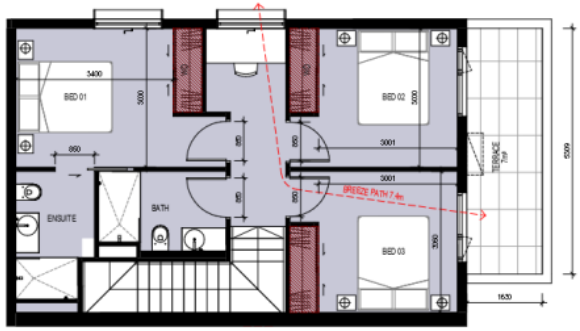
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

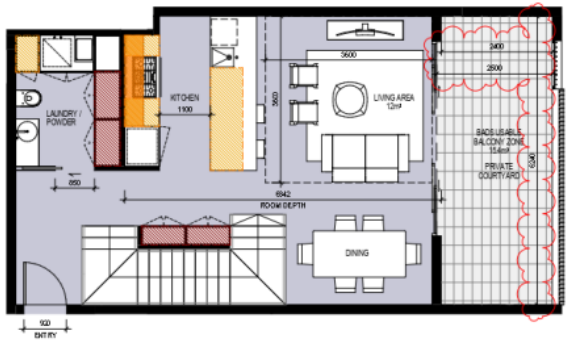


2 SD14_UG_DUPLEX LAYOUT_3B/2B_TYPE 2
SD06_07 SCALE 1 : 50



4 SD14_UG_DUPLEX LAYOUT_3B/2B_TYPE 1
SD06_01 SCALE 1 : 50

1 SD14_LG_DUPLEX LAYOUT_3B/2B_TYPE 2
SD06_06 SCALE 1 : 50



3 SD14_LG_DUPLEX LAYOUT_3B/2B_TYPE 1
SD06_04 SCALE 1 : 50

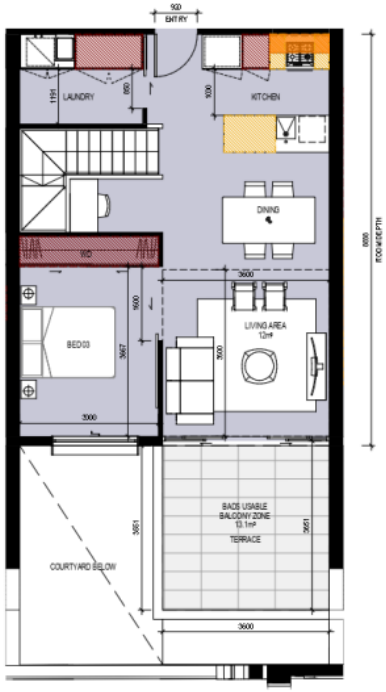
Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

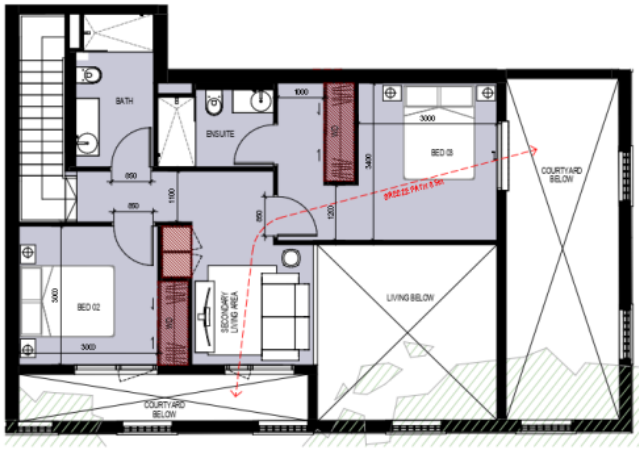
Project	Job No.	Scale	Drawing	Revision	
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 50 @A1	SD14_01 APARTMENT TYPE LAYOUTS	16 19.11.2021	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6688 sjb.com.au

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

1 SD14_LG_DUPLEX LAYOUT_3B/2B_TYPE 4
SCALE 1 : 50



2 SD14_L1_DUPLEX LAYOUT_3B/2B_TYPE 4
SCALE 1 : 50



4 SD14_UG_DUPLEX LAYOUT_3B/2B_TYPE 3
SCALE 1 : 50

3 SD14_LG_DUPLEX LAYOUT_3B/2B_TYPE 3
SCALE 1 : 50

BATHROOM - HOBLESS SHOWER. REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project: PACE 223-231 JOHNSTON STREET FITZROY
Job No.: 21503
Scale: 1 : 50 @A1
Drawing: SD14_02 APARTMENT TYPE LAYOUTS
Revision: 16 19.11.2021

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1 SD14_LG_DUPLEX LAYOUT_3B/3B_TYPE 6 SCALE 1 : 50

2 SD14_L1_DUPLEX LAYOUT_3B/3B_TYPE 6 SCALE 1 : 50

3 SD14_LG_DUPLEX LAYOUT_3B/2B_TYPE 5 SCALE 1 : 50

4 SD14_L1_DUPLEX LAYOUT_3B/2B_TYPE 5 SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER. REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project: PACE 223-231 JOHNSTON STREET FITZROY
Job No.: 21503
Scale: 1 : 50 @A1
Drawing: SD14_03 APARTMENT TYPE LAYOUTS
Revision: 16 19.11.2021

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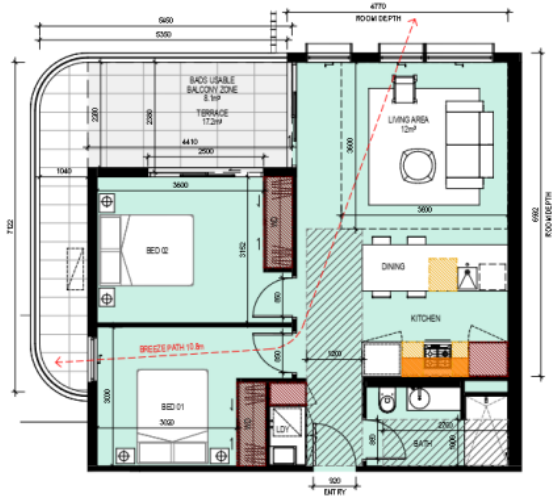
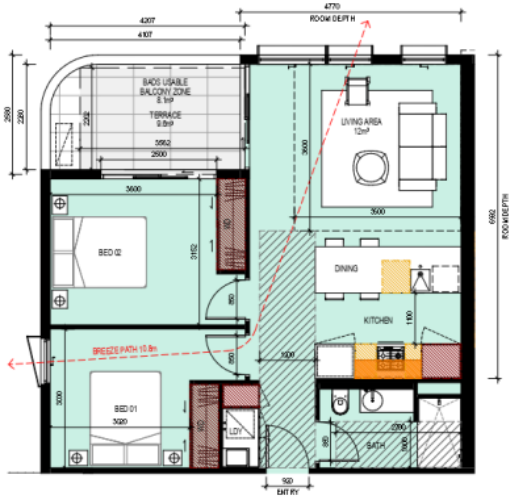
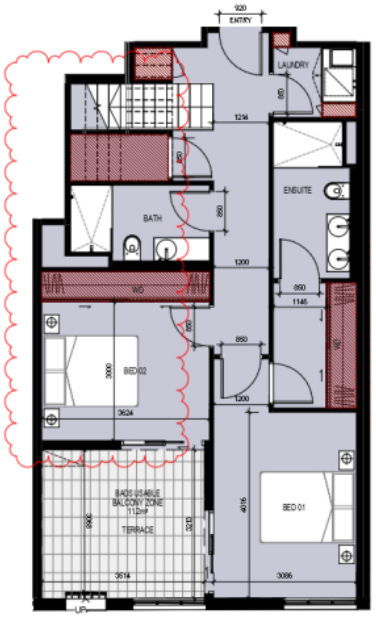
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



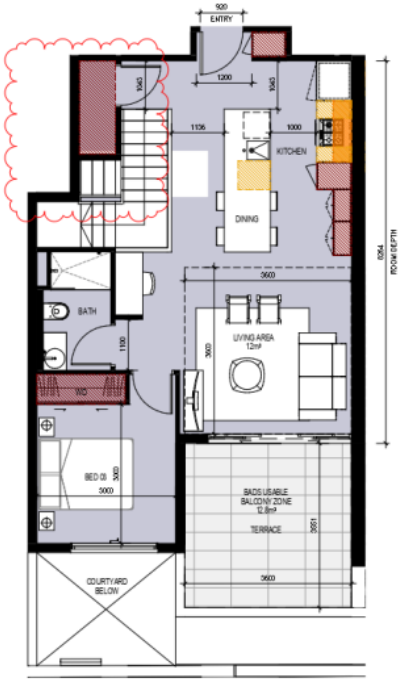
1 SD06_01 SD14_APARTMENT LAYOUT_2B/1B_TYPE 8A
SCALE 1 : 50



2 SD06_01 SD14_APARTMENT LAYOUT_2B/1B_TYPE 8B
SCALE 1 : 50



3 SD06_06 SD14_LG_DUPLEX LAYOUT_3B/3B_TYPE 7
SCALE 1 : 50



4 SD06_07 SD14_L1_DUPLEX LAYOUT_3B/3B_TYPE 7
SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_04
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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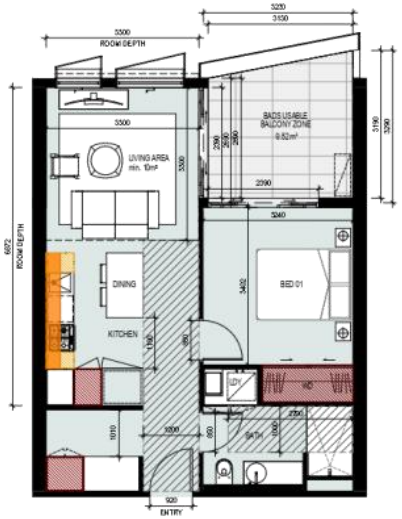

1 SD14_APARTMENT LAYOUT_1B/1B_TYPE 9
SCALE 1 : 50

2 SD14_APARTMENT LAYOUT_3B/2B_TYPE 10
SCALE 1 : 50

Storage Volume Legend

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_05
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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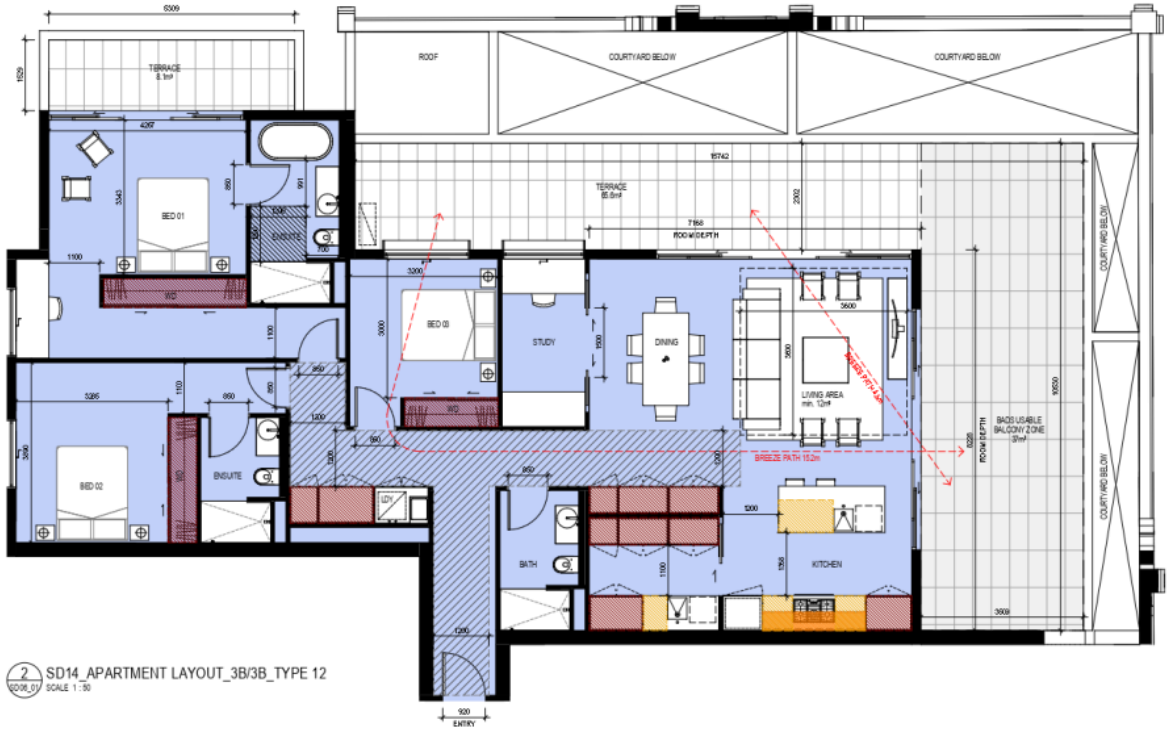
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

1 SD14_APARTMENT LAYOUT_3B/2B_TYPE 11
SD06_01 SCALE 1 : 50



2 SD14_APARTMENT LAYOUT_3B/3B_TYPE 12
SD06_01 SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER. REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project	Job No.	Scale	Drawing	Revision	
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 50 @A1	SD14_06 APARTMENT TYPE LAYOUTS	16 19.11.2021	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6688 sjb.com.au

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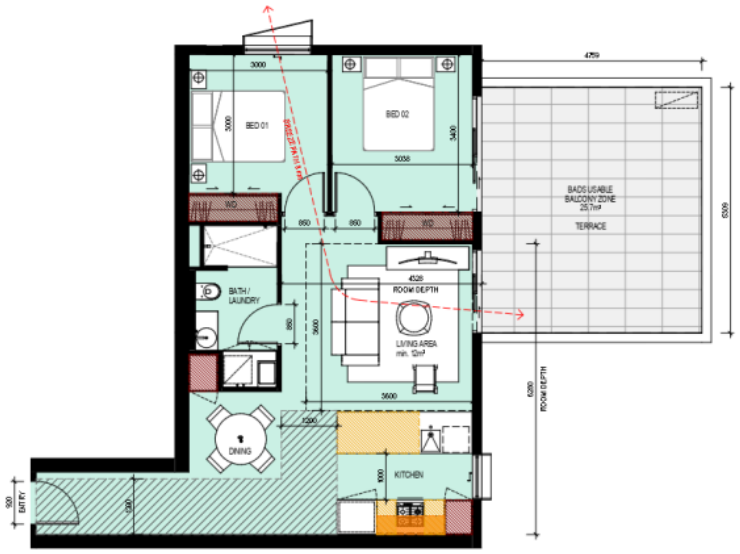

1 SD14_APARTMENT LAYOUT_2B/1B_TYPE 13
SD06_01 SCALE 1 : 50

2 SD14_APARTMENT LAYOUT_2B/1B_TYPE 14
SD06_01 SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER. REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

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Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_07
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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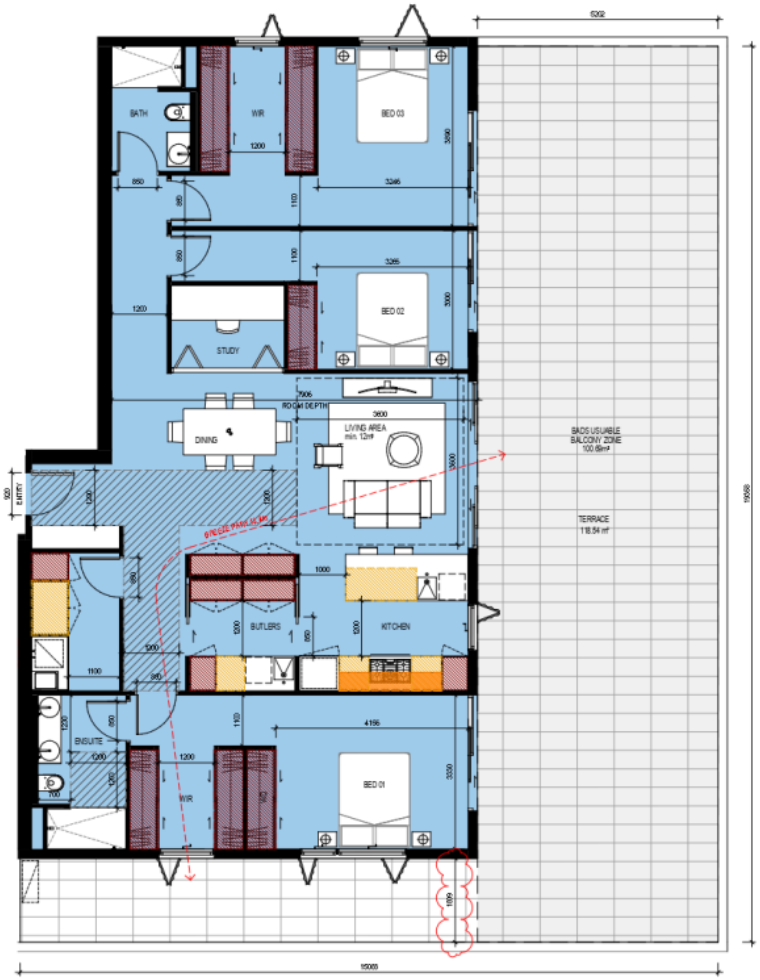

1 SD14_APARTMENT LAYOUT_3B/2B_TYPE 15
SD06_01 SCALE 1 : 50

2 SD14_APARTMENT LAYOUT_3B/2B_TYPE 16
SD06_01 SCALE 1 : 50

Storage Volume Legend

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_08
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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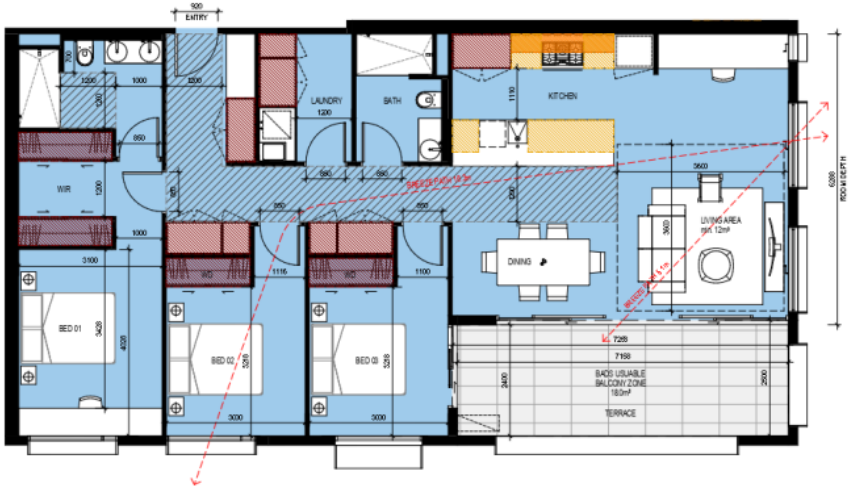
1 SD14_APARTMENT LAYOUT_2B/2B_TYPE 18
SD06_01 SCALE 1 : 50



2 SD14_APARTMENT LAYOUT_3B/2B_TYPE 17
SD06_01 SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

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Project
PACE
223-231 JOHNSTON
STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_09
APARTMENT TYPE
LAYOUTS

Revision
16
19.11.2021

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2 SD14_APARTMENT LAYOUT_3B/2B_TYPE 20
SD06_01 SCALE 1 : 50

3 SD14_APARTMENT LAYOUT_2B/2B_TYPE 19
SD06_01 SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_10
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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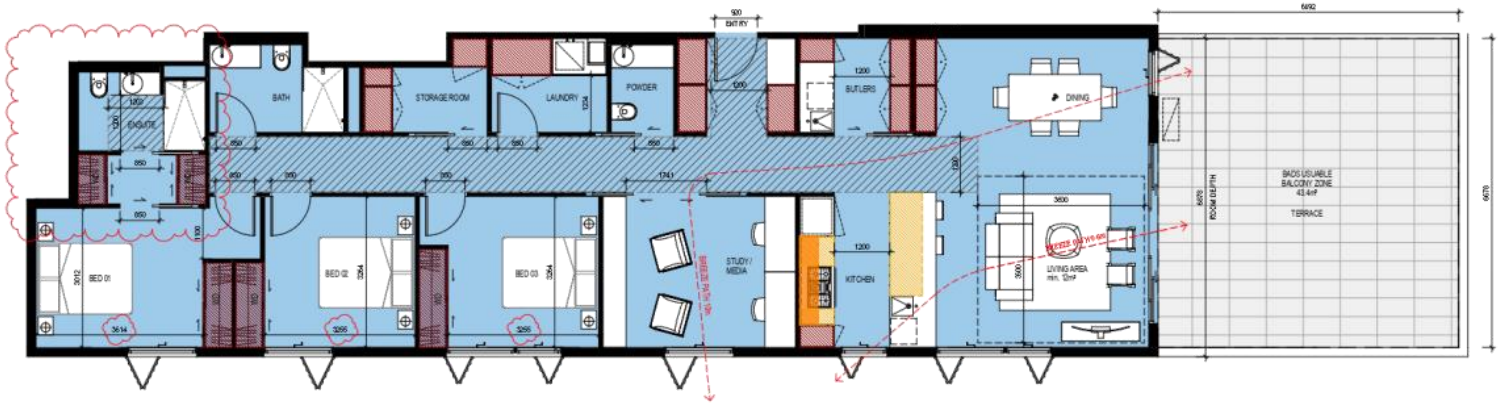
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



2 SD14_APARTMENT LAYOUT_3B/2B_TYPE 22
SCALE 1:50

1 SD14_APARTMENT LAYOUT_3B/2B_TYPE 21
SCALE 1:50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_11
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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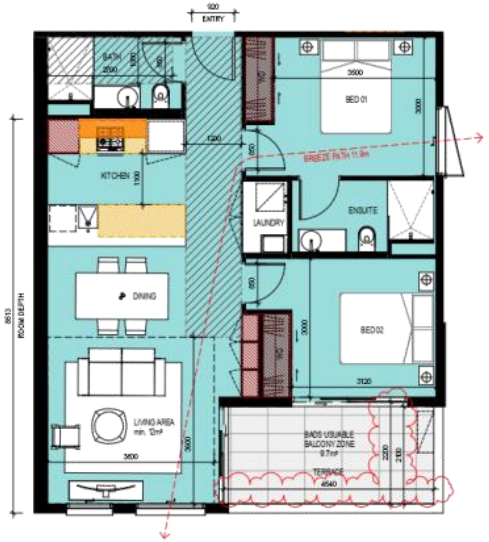

1 SD06_01 SD14_APARTMENT LAYOUT_2B/2B_TYPE 24
SCALE 1 : 50

2 SD06_01 SD14_APARTMENT LAYOUT_3B/2B_TYPE 23
SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER. REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_12
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

1 SD14_APARTMENT LAYOUT_2B/2B_TYPE 25A
SD06_01 SCALE 1 : 50

2 SD14_APARTMENT LAYOUT_2B/2B_TYPE 25B
SD06_01 SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

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Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_13
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

3 SD14_APARTMENT LAYOUT_2B/2B_TYPE 26A
SD06_01 SCALE 1 : 50

4 SD14_APARTMENT LAYOUT_2B/2B_TYPE 26B
SD06_01 SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_14
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Project: PACE 223-231 JOHNSTON STREET FITZROY
Job No.: 21503
Scale: 1 : 50 @A1
Drawing: SD14_15 APARTMENT TYPE LAYOUTS
Revision: 16 19.11.2021

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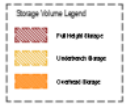
1 SD14_APARTMENT LAYOUT_2B/2B_TYPE 29A
SD06_01 SCALE 1 : 50

2 SD14_APARTMENT LAYOUT_2B/2B_TYPE 29B
SD06_01 SCALE 1 : 50

3 SD14_APARTMENT LAYOUT_2B/2B_TYPE 29C
SD06_01 SCALE 1 : 50



BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_16
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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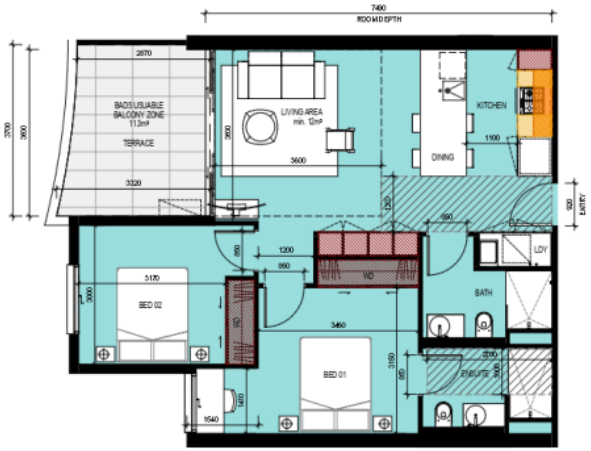
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

1 SD14_APARTMENT LAYOUT_2B/2B_TYPE 30A
SD04_01 SCALE 1 : 50



2 SD14_APARTMENT LAYOUT_2B/2B_TYPE 30B
SD06_01 SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_17
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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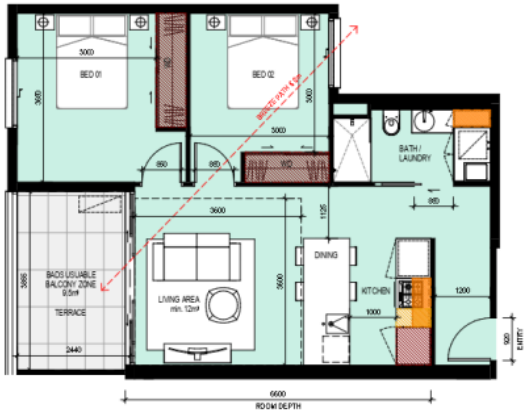
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



1 SD06_01 SD14_APARTMENT LAYOUT_2B/1B_TYPE 31A
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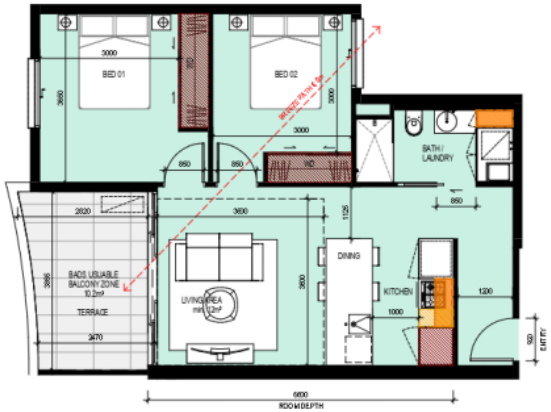

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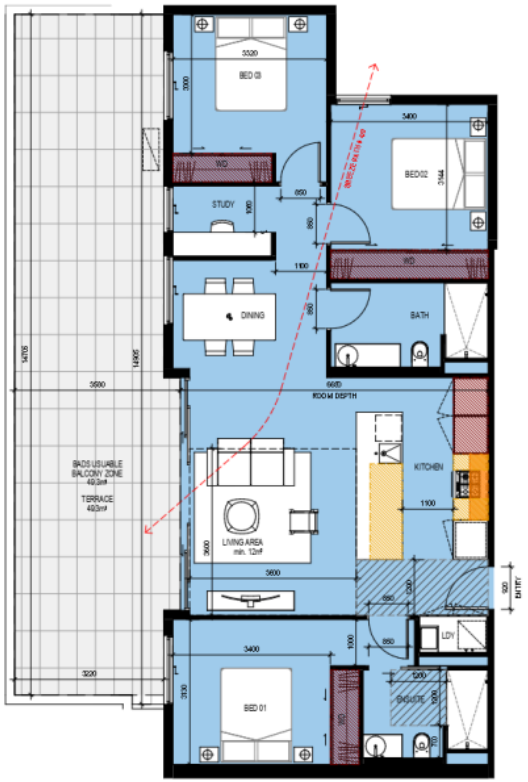


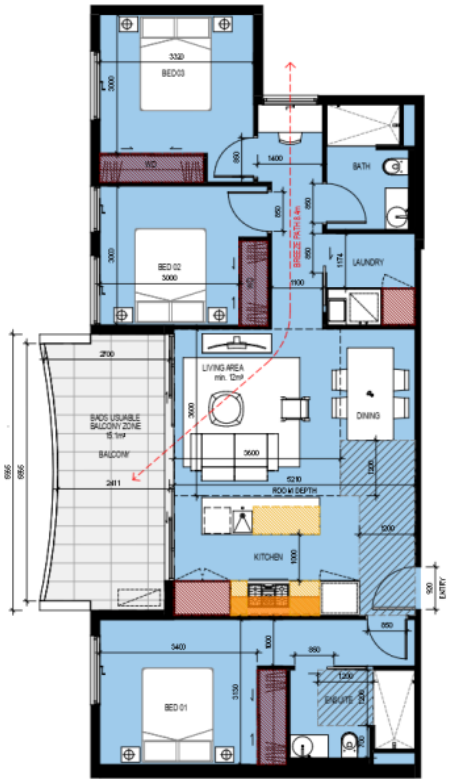
3 SD06_01 SD14_APARTMENT LAYOUT_3B/2B_TYPE 32
SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER. REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project: PACE 223-231 JOHNSTON STREET FITZROY	Job No.: 21503	Scale: 1 : 50 @A1	Drawing: SD14_18 APARTMENT TYPE LAYOUTS	Revision: 16 19.11.2021	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T 61 3 9699 6688 sjb.com.au

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



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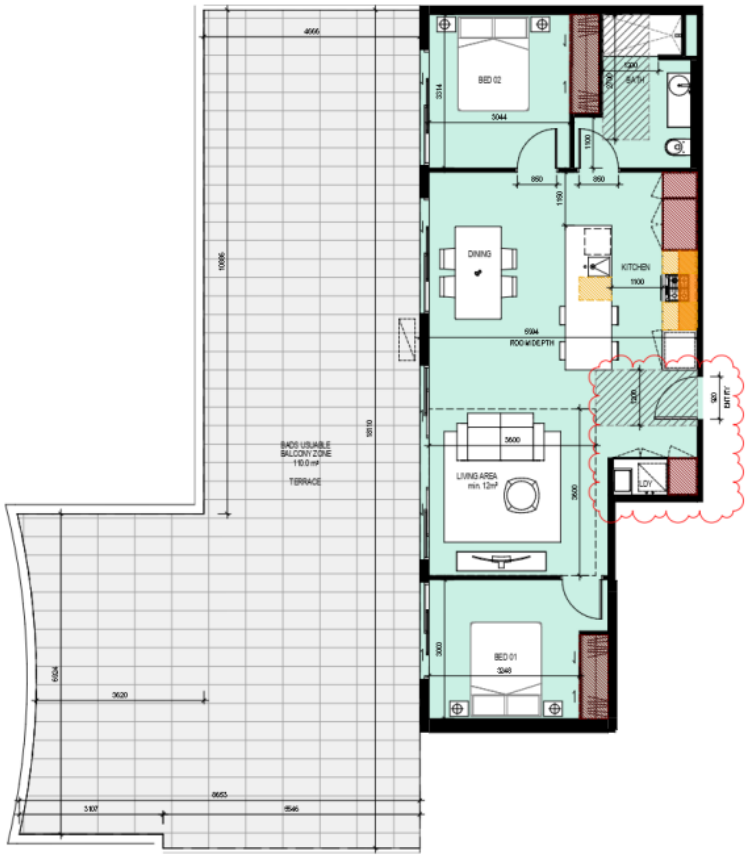
SCALE 1 : 50



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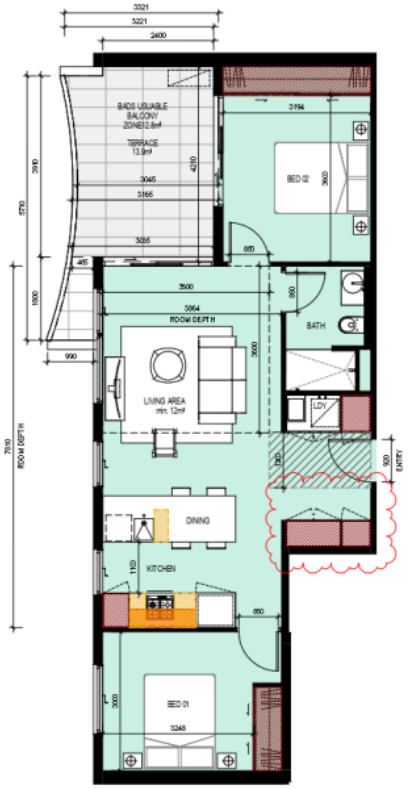

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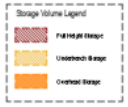
SCALE 1 : 50



BATHROOM - HOBLESS SHOWER. REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

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Project
PACE
223-231 JOHNSTON
STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_19
APARTMENT TYPE
LAYOUTS

Revision
16
19.11.2021

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3 SD14_APARTMENT LAYOUT_3B/2B_TYPE 37
SCALE 1 : 50

1 SD14_APARTMENT LAYOUT_2B/2B_TYPE 36A
SCALE 1 : 50

2 SD14_APARTMENT LAYOUT_2B/2B_TYPE 36B
SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_20
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

3 SD14_APARTMENT LAYOUT_3B/2B_TYPE 38
SD06_01 SCALE 1 : 50

1 SD14_APARTMENT LAYOUT_2B/2B_TYPE 39A
SD06_01 SCALE 1 : 50

2 SD14_APARTMENT LAYOUT_2B/2B_TYPE 39B
SD06_01 SCALE 1 : 50

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_21
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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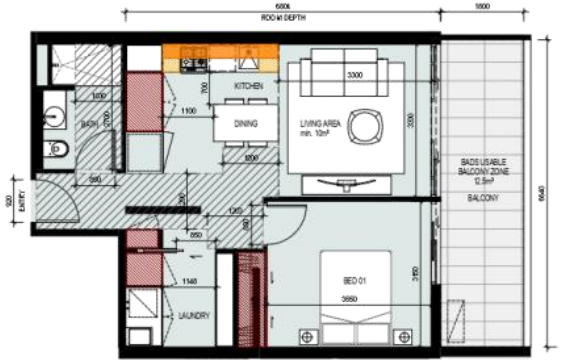
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

1 SD14_APARTMENT LAYOUT_1B/1B_TYPE 40A
SD06_01 SCALE 1 : 50



2 SD14_APARTMENT LAYOUT_1B/1B_TYPE 40B
SD06_01 SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

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Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_22
APARTMENT TYPE LAYOUTS

Revision
16
19.11.2021

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

1 SD06_01 SD14_APARTMENT LAYOUT_3B/2B_TYPE 41
SCALE 1 : 50

2 SD06_01 SD14_APARTMENT LAYOUT_2B/1B_TYPE 42
SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

BATHROOM - HOBLESS SHOWER, REMOVABLE SCREEN AND DOOR WITH READILY REMOVED HINGES

Project
PACE
223-231 JOHNSTON
STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD14_23
APARTMENT TYPE
LAYOUTS

Revision
16
19.11.2021

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

SJB Architects
Better Apartment Design Summary

Project: Pace Fitzroy **Job No:** 21503 **File No:** 4.3 **REV:** 01 **Date:** 18/11/21

				INTERNAL AMENITY							PRIVATE OPEN SPACE						ACCESSIBILITY			STORAGE			
	Apt No.	Type	Beds	Primary Bedroom (3x3.4m)	Secondary Bedrooms (3x3m)	Living Room Width (1B - 3.3m &2-3B - 3.6m)	Living Room Area (1B - 10m² &2-3B - 12m²)	Habitable Room Depth (Max 9m)	Living Area Ceiling Height (Min 2.7m Living & 2.4m Kitchen where impacted by services)	Natural Cross Ventilation	1 Bed (8m² & 1.6m depth		2 Bed (8m² & 2m depth		3 Bed (12m² & 2.4m depth		Entry Door and Internal Circulation (1.2m clear path)	Adaptable Bathroom	Adaptable Bathroom Option A	Storage Requirements	Inside Apartment Studio - 6m² 1B - 8m² 2B - 9m² 3B+ - 12m²	Outside Apartment	Total Volume Studio - xm³ 1B - 10m³ 2B - 14m³ 3B+ - 16m³
				Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	40% or more	Mandatory		Mandatory		Mandatory		50% or more			Mandatory			
Level G																							
	G.01	1	3 BED DUPLEX LOWER	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	15.4	NO	NO	NO	YES	145.1	6.50	223.01
	G.02	2	3 BED DUPLEX LOWER	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	n/a	0.0	YES	15.4	NO	NO	NO	YES	151.9	6.50	214.69
	G.03	3	3 BED DUPLEX LOWER	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	17.9	NO	NO	NO	YES	157.6	6.50	222.26
	G.04	4	3 BED DUPLEX LOWER	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	n/a	0.0	YES	26.8	NO	NO	NO	YES	411.2	6.50	474.42
	G.05	5	3 BED DUPLEX LOWER	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	n/a	0.0	YES	26.5	NO	NO	NO	YES	257.3	6.50	362.23
	G.06	6	3 BED DUPLEX LOWER	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	n/a	0.0	YES	29.0	NO	NO	NO	YES	230.0	6.50	295.53
	G.07	7	3 BED DUPLEX LOWER	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	24.0	NO	NO	NO	YES	233.9	6.50	300.00
Level UG																							
	G.01		2 BED DUPLEX UPPER																				
	G.02		2 BED DUPLEX UPPER																				
	G.03		2 BED DUPLEX UPPER																				
Level 01																							
	1.01	8A	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.1	n/a	0.0	YES	YES	NO	YES	97.4	6.50	16.24
	1.02	9	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	74.6	6.50	13.96
	1.03	9	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	74.6	6.50	13.96
	1.04	9	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	74.6	6.50	13.96
	1.05	12	3 BED / 3 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	27.0	YES	YES	YES	YES	306.1	6.50	27.11
	1.06	24	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	15.0	YES	YES	NO	YES	106.2	6.50	17.32
	1.07	25A	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	9.6	n/a	0.0	NO	YES	NO	YES	106.2	6.50	17.32
	1.08	26A	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	9.5	n/a	0.0	YES	YES	NO	YES	93.0	6.50	16.00
	1.09	29A	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	9.6	n/a	0.0	YES	YES	NO	YES	114.0	6.50	17.90
	1.10	30A	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	10.4	n/a	0.0	NO	YES	NO	YES	106.2	6.50	17.12
	1.11	31A	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	9.5	n/a	0.0	NO	NO	NO	YES	91.4	6.50	15.64
	1.12	36A	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	11.8	n/a	0.0	NO	NO	NO	YES	96.2	6.50	16.18
	1.13	39A	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	28.7	n/a	0.0	YES	YES	NO	YES	104.4	6.50	16.94
	1.14	40A	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	30.4	n/a	0.0	n/a	0.0	YES	YES	NO	YES	88.0	6.50	15.30
	G.04		2 BED DUPLEX UPPER																				
	G.05		2 BED DUPLEX UPPER																				
	G.06		2 BED DUPLEX UPPER																				
	G.07		2 BED DUPLEX UPPER																				
Level 02																							
	2.01	8B	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.1	n/a	0.0	YES	YES	NO	YES	97.4	6.50	16.24
	2.02	9	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	74.6	6.50	13.96
	2.03	9	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	74.6	6.50	13.96
	2.04	9	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	74.6	6.50	13.96
	2.05	13	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	25.7	n/a	0.0	NO	NO	NO	YES	106.7	6.50	17.17
	2.06	17	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	15.0	YES	YES	YES	YES	259.6	6.50	25.44
	2.07	18	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	12.0	n/a	0.0	NO	YES	YES	YES	101.8	6.50	16.60
	2.08	19	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	10.4	n/a	0.0	YES	YES	NO	YES	140.1	6.50	20.51
	2.09	24	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	15.0	YES	YES	NO	YES	106.2	6.50	17.32
	2.10	25B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	9.6	n/a	0.0	NO	YES	NO	YES	106.2	6.50	17.12
	2.11	26B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	9.6	n/a	0.0	YES	YES	NO	YES	93.0	6.50	16.00
	2.12	29B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	10.4	n/a	0.0	YES	YES	NO	YES	114.4	6.50	17.94
	2.13	30B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	11.3	n/a	0.0	NO	YES	NO	YES	106.2	6.50	17.12
	2.14	31B	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	10.2	n/a	0.0	NO	NO	NO	YES	91.4	6.50	15.64
	2.15	36B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.0	n/a	0.0	NO	NO	NO	YES	91.4	6.50	15.64
	2.16	39B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	11.2	n/a	0.0	YES	YES	NO	YES	104.4	6.50	16.94
	2.17	40B	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	n/a	12.5	YES	0.0	n/a	0.0	YES	YES	NO	YES	88.0	6.50	15.30
Level 03																							
	3.01	8B	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.1	n/a	0.0	YES	YES	NO	YES	97.4	6.50	16.24
	3.02	9	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	74.6	6.50	13.96
	3.03	9	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	74.6	6.50	13.96
	3.04	9	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	74.6	6.50	13.96
	3.05	14	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	9.5	n/a	0.0	NO	NO	NO	YES	96.7	6.50	16.17
	3.06	41	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	9.0	YES	15.0	YES	YES	YES	YES	252.9	6.50	31.79
	3.07	18	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	12.0	n/a	0.0	NO	YES	YES	YES	101.8	6.50	16.60
	3.08	19	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	10.4	n/a	0.0	YES	YES	NO	YES	140.1	6.50	20.51
	3.09	24	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	15.0	YES	YES	NO	YES	106.2	6.50	17.32
	3.10	25B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	9.6	n/a	0.0	NO	YES	NO	YES	106.2	6.50	17.12
	3.11	26B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	9.6	n/a	0.0	YES	YES	NO	YES	93.0	6.50	16.00
	3.12	29B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	10.4	n/a	0.0	YES	YES	NO	YES	114.4	6.50	17.94
	3.13	30B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	11.3	n/a	0.0	NO	YES	NO	YES	106.2	6.50	17.12
	3.14	31B	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	10.2	n/a	0.0	NO	NO	NO	YES	91.4	6.50	15.64
	3.15	36B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.0	n/a	0.0	NO	NO	NO	YES	91.4	6.50	15.64
	3.16	39B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	11.2	n/a	0.0	YES	YES	NO	YES	104.4	6.50	16.94
	3.17	40B	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	n/a	12.5	YES	0.0	n/a	0.0	YES	YES	NO	YES	88.0	6.50	15.30

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

SJB Architects
Better Apartment Design Summary

Project: Pace Fitzroy **Job No:** 21503 **File No:** 4.3 **REV:** 01 **Date:** 18/11/21

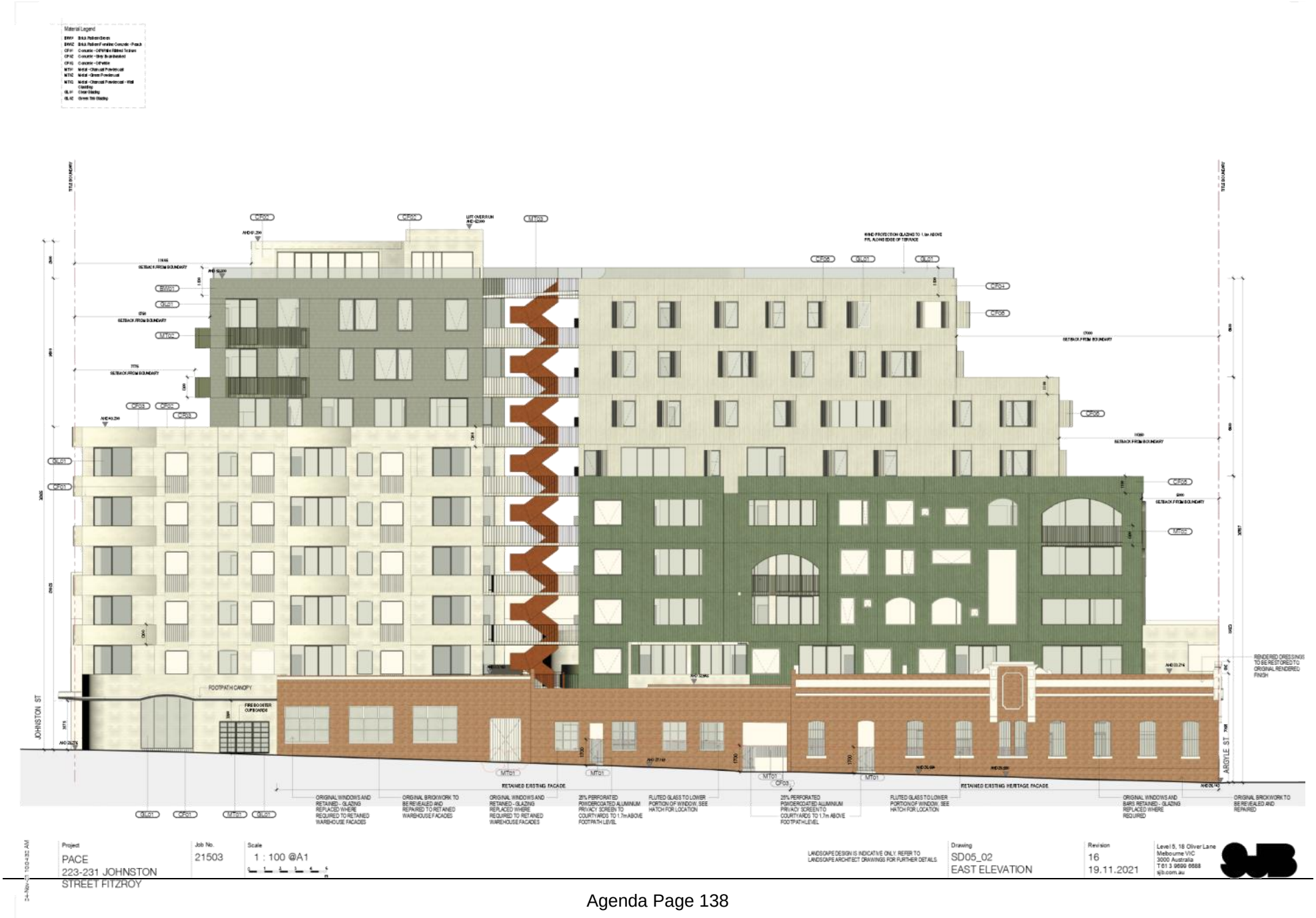
	Apt No.	Type	Beds	INTERNAL AMENITY: Primary Bedroom (3x3.4m)	Secondary Bedrooms (3x3m)	Living Room Width (1B - 3.3m &2-3B - 3.6m)	Living Room Area (1B - 10m² &2-3B - 12m²)	Habitable Room Depth (Max 9m)	Living Area Ceiling Height (Min 2.7m Living & 2.4m Kitchen where impacted by services)	Natural Cross Ventilation	PRIVATE OPEN SPACE: 1 Bed (8m² & 1.6m depth		2 Bed (8m² & 2m depth		3 Bed (12m² & 2.4m depth		ACCESSIBILITY: Entry Door and Internal Circulation (1.2m clear path)	Adaptable Bathroom	Adaptable Bathroom Option A	STORAGE: Storage Requirements	Inside Apartment (Studio - 6m³ 1B - 6m³ 2B - 9m³ 3B+ - 12m³	Outside Apartment	Total Volume (Studio - 10m³ 1B - 10m³ 2B - 14m³ 3B+ - 16m³
				Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	40% or more	Mandatory		Mandatory		Mandatory		50% or more			Mandatory			
Level 04																							
	4.01	1B	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.1	n/a	0.0	YES	YES	NO	YES	974	6.90	16.24
	4.02	1	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	746	6.90	13.96
	4.03	1	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	746	6.90	13.96
	4.04	1	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	746	6.90	13.96
	4.05	1A	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	9.5	n/a	0.0	NO	NO	NO	YES	967	6.90	16.17
	4.06	A1	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	9.0	YES	15.0	YES	YES	YES	YES	2529	6.90	21.79
	4.07	1B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	12.0	n/a	0.0	NO	YES	YES	YES	1018	6.90	16.68
	4.08	1B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	10.4	n/a	0.0	YES	YES	NO	YES	1401	6.90	20.51
	4.09	2A	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	15.0	YES	YES	NO	YES	1082	6.90	17.32
	4.10	2B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	9.6	n/a	0.0	NO	YES	NO	YES	1063	6.90	17.13
	4.11	2B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	9.6	n/a	0.0	YES	YES	NO	YES	950	6.90	16.00
	4.12	2C	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	10.6	n/a	0.0	YES	YES	NO	YES	1144	6.90	17.94
	4.13	3A	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	49.2	NO	YES	YES	YES	1716	6.90	23.66
	4.14	3B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.0	n/a	0.0	NO	NO	NO	YES	914	6.90	15.64
	4.15	2B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	11.2	n/a	0.0	YES	YES	NO	YES	1044	6.90	16.94
	4.16	4B	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	n/a	12.5	YES	0.0	n/a	0.0	YES	YES	NO	YES	880	6.90	15.80
Level 05																							
	5.01	1B	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.1	n/a	0.0	YES	YES	NO	YES	974	6.90	16.24
	5.02	1	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	746	6.90	13.96
	5.03	1	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	746	6.90	13.96
	5.04	1A	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	100.7	YES	YES	YES	YES	3353	6.90	40.03
	5.05	2D	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	37.5	YES	YES	YES	YES	2449	6.90	30.99
	5.06	2A	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	15.0	YES	YES	NO	YES	1082	6.90	17.32
	5.07	2B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	9.6	n/a	0.0	NO	YES	NO	YES	1063	6.90	17.13
	5.08	2B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	9.6	n/a	0.0	YES	YES	NO	YES	950	6.90	16.00
	5.09	2C	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	10.6	n/a	0.0	YES	YES	NO	YES	1144	6.90	17.94
	5.10	3A	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	15.1	NO	YES	YES	YES	1516	6.90	21.66
	5.11	3B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.0	n/a	0.0	NO	NO	NO	YES	914	6.90	15.64
	5.12	2B	2 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	11.2	n/a	0.0	YES	YES	NO	YES	1044	6.90	16.94
	5.13	4B	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	n/a	12.5	YES	0.0	n/a	0.0	YES	YES	NO	YES	880	6.90	15.80
Level 06																							
	6.01	1B	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.1	n/a	0.0	YES	YES	NO	YES	974	6.90	16.24
	6.02	1	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	746	6.90	13.96
	6.03	1	1 BED / 1 BATH	YES	n/a	YES	YES	YES	YES	NO	YES	9.5	n/a	0.0	n/a	0.0	YES	YES	NO	YES	746	6.90	13.96
	6.04	1C	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	17.1	YES	YES	YES	YES	3000	6.90	36.90
	6.05	2I	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	n/a	0.0	YES	15.9	YES	YES	NO	YES	2082	6.90	27.33
	6.06	2F	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	139.6	YES	YES	NO	YES	2529	6.90	35.79
	6.07	3A	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	110.0	n/a	0.0	NO	YES	NO	YES	1206	6.90	18.96
	6.08	2F	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	0.0	n/a	47.2	YES	YES	YES	YES	3064	6.90	37.14
	6.09	A2	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	15.4	n/a	0.0	YES	NO	NO	YES	1209	6.90	18.99
Level 07																							
	7.01	1B	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.1	n/a	0.0	YES	YES	NO	YES	974	6.90	16.24
	7.02	1D	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	48.6	YES	YES	YES	YES	2595	6.90	32.45
	7.03	2J	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	43.4	YES	YES	NO	YES	3219	6.90	39.49
	7.04	2E	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	19.9	YES	YES	YES	YES	1435	6.90	20.65
	7.05	2S	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	12.8	n/a	0.0	NO	NO	NO	YES	1390	6.90	20.40
	7.06	2E	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	9.3	YES	YES	YES	YES	1797	6.90	24.47
	7.07	A2	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	15.4	n/a	0.0	YES	NO	NO	YES	1209	6.90	18.99
Level 08																							
	8.01	1B	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	YES	8.1	n/a	0.0	YES	YES	NO	YES	974	6.90	16.24
	8.02	1I	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	13.4	YES	YES	YES	YES	2287	6.90	29.27
	8.03	2J	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	21.9	YES	YES	NO	YES	2616	6.90	32.66
	8.04	2E	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	19.9	YES	YES	YES	YES	1435	6.90	20.65
	8.05	2S	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	12.8	n/a	0.0	NO	NO	NO	YES	1390	6.90	20.40
	8.06	2E	3 BED / 2 BATH	YES	YES	YES	YES	YES	YES	YES	n/a	0.0	n/a	0.0	YES	9.3	YES	YES	YES	YES	1797	6.90	24.47
	8.07	A2	2 BED / 1 BATH	YES	YES	YES	YES	YES	YES	NO	n/a	0.0	YES	15.4	n/a	0.0	YES	NO	NO	YES	1209	6.90	18.99
			Number of Apartments:	107	86	107	107	107	107	51	107						73	84		107			
TOTAL	107	Apts	Percentage:	100%	80%	100%	100%	100%	100%	48%	100%						68%	79%		100%			

Disclaimer:
Areas noted in this schedule are approximate and based on Concept Design plans and as such are preliminary only, may alter as work progresses and do not necessarily represent a YES and accurate depiction of the finished as-built development.
This schedule is not intended to form part any contract or warranty by SJB Architects.

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Project	Job No.	Scale		Drawing	Revision	
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 100 @A1	LANDSCAPE DESIGN IS INDICATIVE ONLY. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR FURTHER DETAILS	SD05_01 NORTH ELEVATION	16 19.11.2021	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T 61 3 9699 6688 sjb.com.au

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



Project: PACE 223-231 JOHNSTON STREET FITZROY
Job No.: 21503
Scale: 1 : 100 @A1
LANDSCAPE DESIGN IS INDICATIVE ONLY. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR FURTHER DETAILS.
Drawing: SD05_02 EAST ELEVATION
Revision: 16
19.11.2021
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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No
21503

Scale
1 : 100 @A1

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Drawing
SD05_03
SOUTH ELEVATION

Revision
16
19.11.2021

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Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

Project: PACE 223-231 JOHNSTON STREET FITZROY | Job No. 21503 | Scale 1 : 100 @A1

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Drawing SD05_04 WEST ELEVATION | Revision 16 | 19.11.2021

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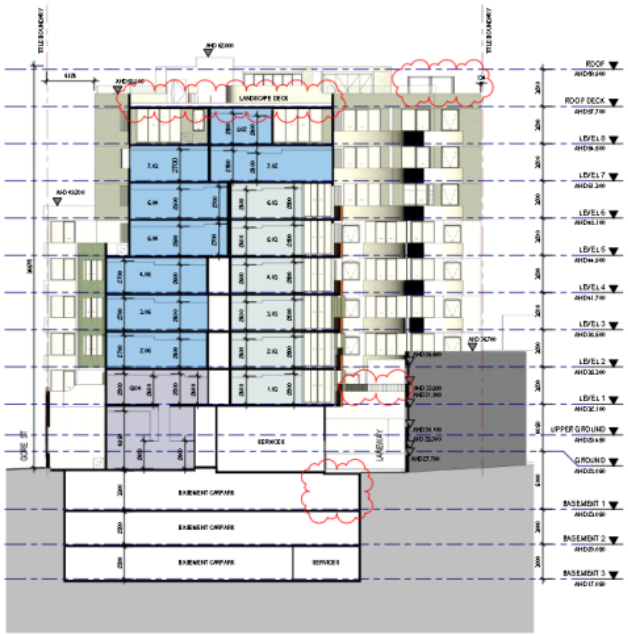
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



1 SD_A1_SECTION 01
SD02_01 SCALE 1 : 200

2 SD_A1_SECTION 02
SD02_01 SCALE 1 : 200

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 200 @A1

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Drawing
SD06_01
SECTIONS 01

Revision
16
19.11.2021

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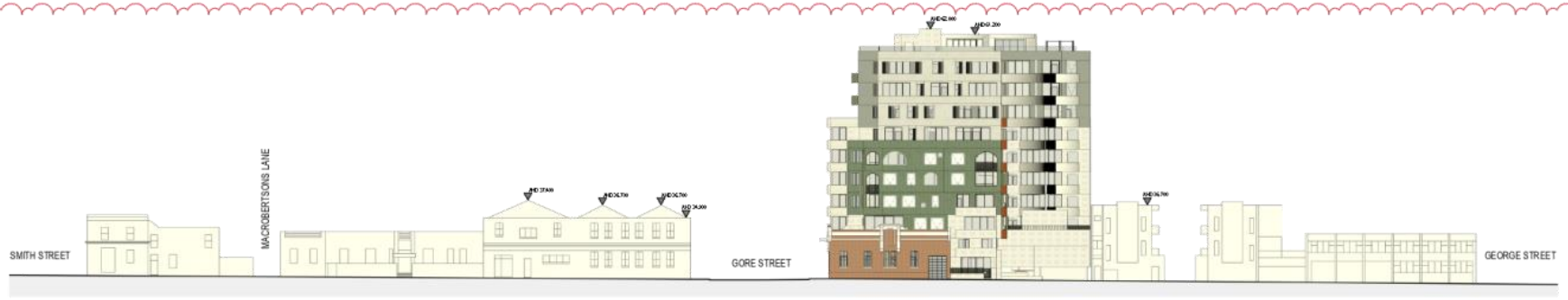
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



3 - SD_A_ELEVATION_NORTH STREETSCAPE

2 - SD_B_ELEVATION_SOUTH STREETSCAPE

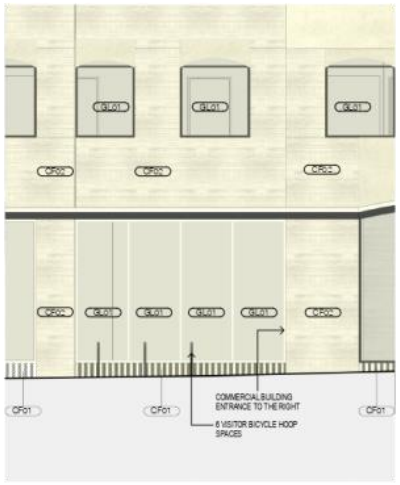
1 - SD_C_ELEVATION_EAST_STREETSCAPE

Project: PACE 223-231 JOHNSTON STREET FITZROY	Job No.: 21503	Scale: 1 : 300 @A1	Drawing: SD05_07 STREETSCAPE ELEVATIONS	Revision: 16 19.11.2021	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T 61 3 9699 6688 sjb.com.au	SJB

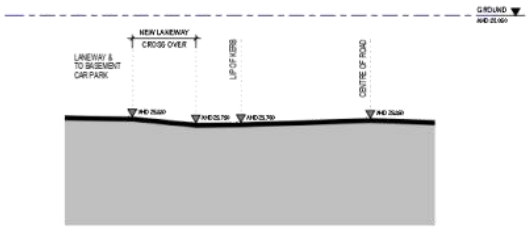
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

1 SD_A_ELEVATION_ARGYLE ST ENTRANCE
SCALE 1 : 50

2 SD_B_ELEVATION_GORE ST ENTRANCE
SCALE 1 : 50



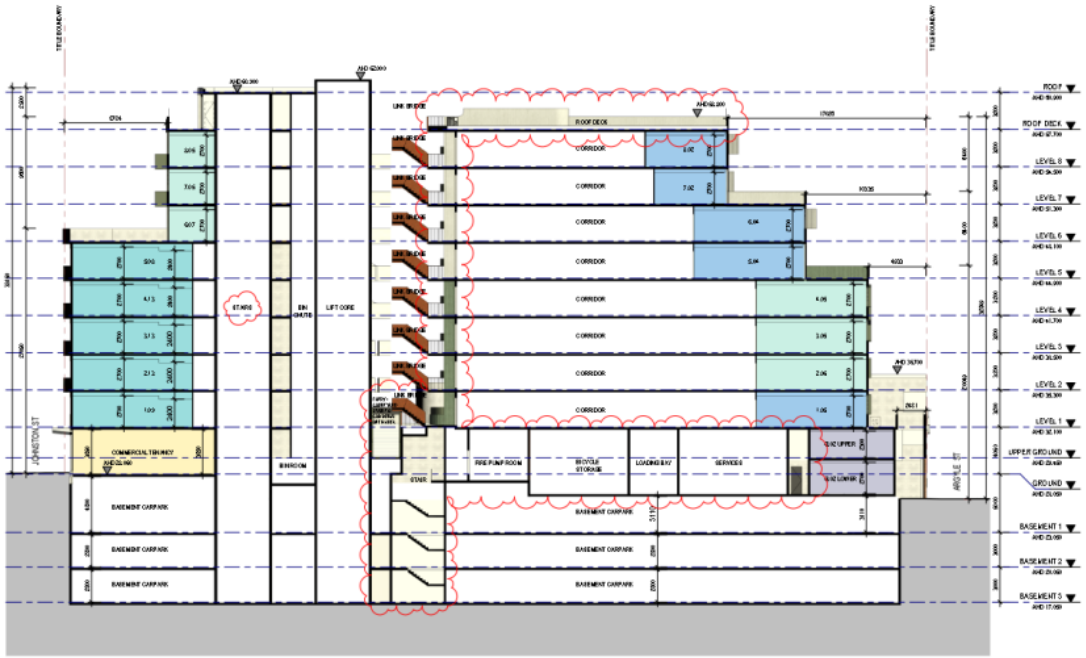
3 SD_C_ELEVATION_JOHNSTON ST ENTRANCE
SCALE 1 : 50



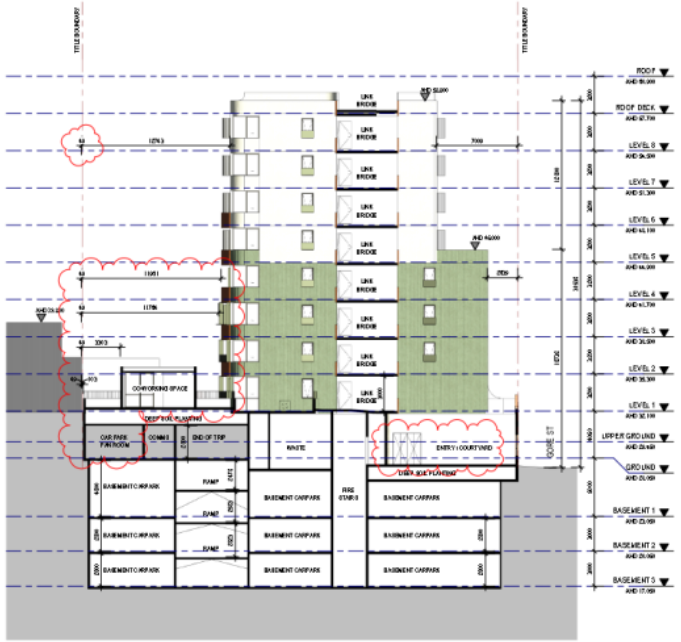
4 SD_A1_SECTION 07 - PROPOSED CROSS OVER
SCALE 1 : 50

Project: PACE 223-231 JOHNSTON STREET FITZROY
Job No.: 21503
Scale: 1 : 50 @A1
Drawing: SD05_08 ELEVATIONS & SECTION
Revision: 16
19.11.2021

Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



3 SD_A1_SECTION 03
SCALE 1 : 200



4 SD_A1_SECTION 04
SCALE 1 : 200

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 200 @A1

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Drawing
SD06_02
SECTIONS 02

Revision
16
19.11.2021

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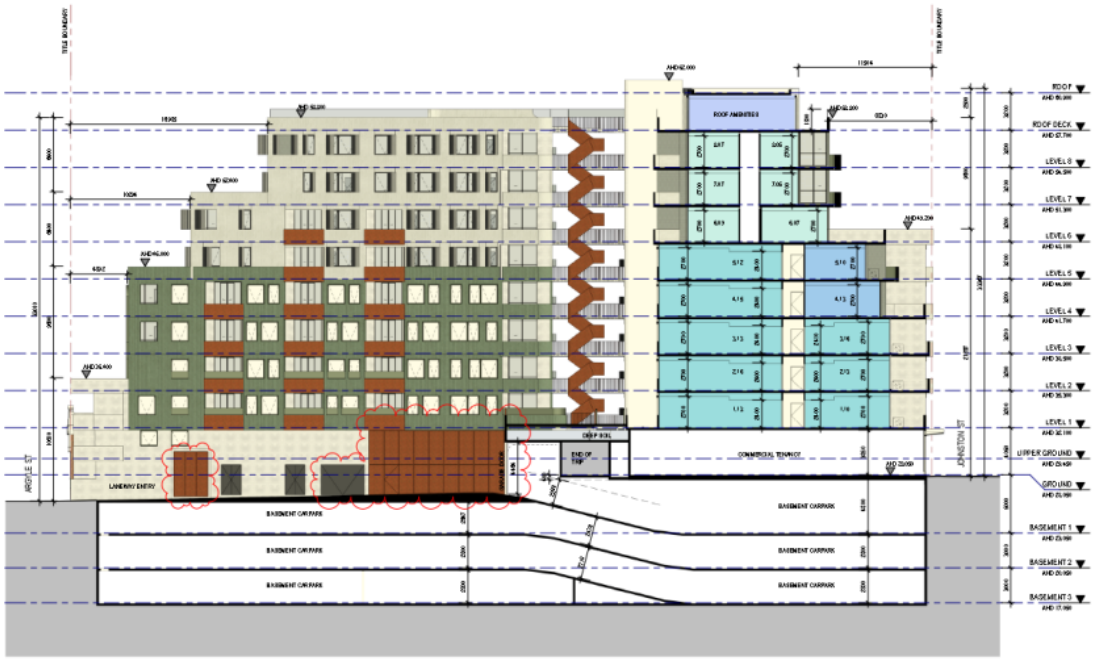
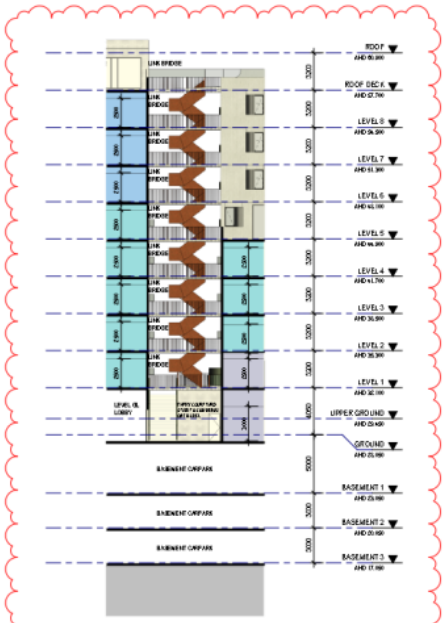
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



5 SD_A1_SECTION 05
SD02_01 SCALE 1 : 200



6 SD_A1_SECTION 06
SD02_04 SCALE 1 : 200

Project	Job No.	Scale	Drawing	Revision
PACE 223-231 JOHNSTON STREET FITZROY	21503	1 : 200 @A1	SD06_03 SECTIONS 03	16 19.11.2021

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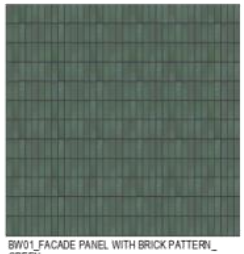
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans


BW01_FACADE PANEL WITH BRICK PATTERN_ GREEN

GL01_CLEAR GLAZING


CF01_CONCRETE_OFF WHITE WITH RIBBED TEXTURE


CF02_CONCRETE_GREY BOARDMARK


CF03_CONCRETE_OFF WHITE (ALSO FOR SOFFIT FINISHES)


CF04_FLUTED CONCRETE FORMLINER_WHITE OXIDE


CF05_FLUTED CONCRETE FORMLINER_GREEN OXIDE

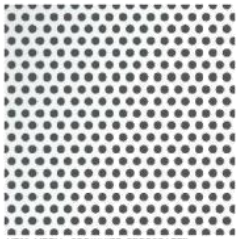

MT01_METAL_CHARCOAL POWDERCOAT


MT02_METAL_GREEN POWDERCOAT


MT03_METAL_RED POWDERCOAT


MT04_METAL_RED_PERFORATED POWDERCOAT ALUMINIUM


MT05_METAL_GREEN_PERFORATED POWDERCOAT ALUMINIUM (25% TRANSPARENCY)


MT06_METAL_OFF WHITE_PERFORATED POWDERCOAT ALUMINIUM

19-Nov-21 6:53:01 PM

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
@A1

Drawing
SD28_11
EXTERNAL FINISHES

Revision
16
19.11.2021

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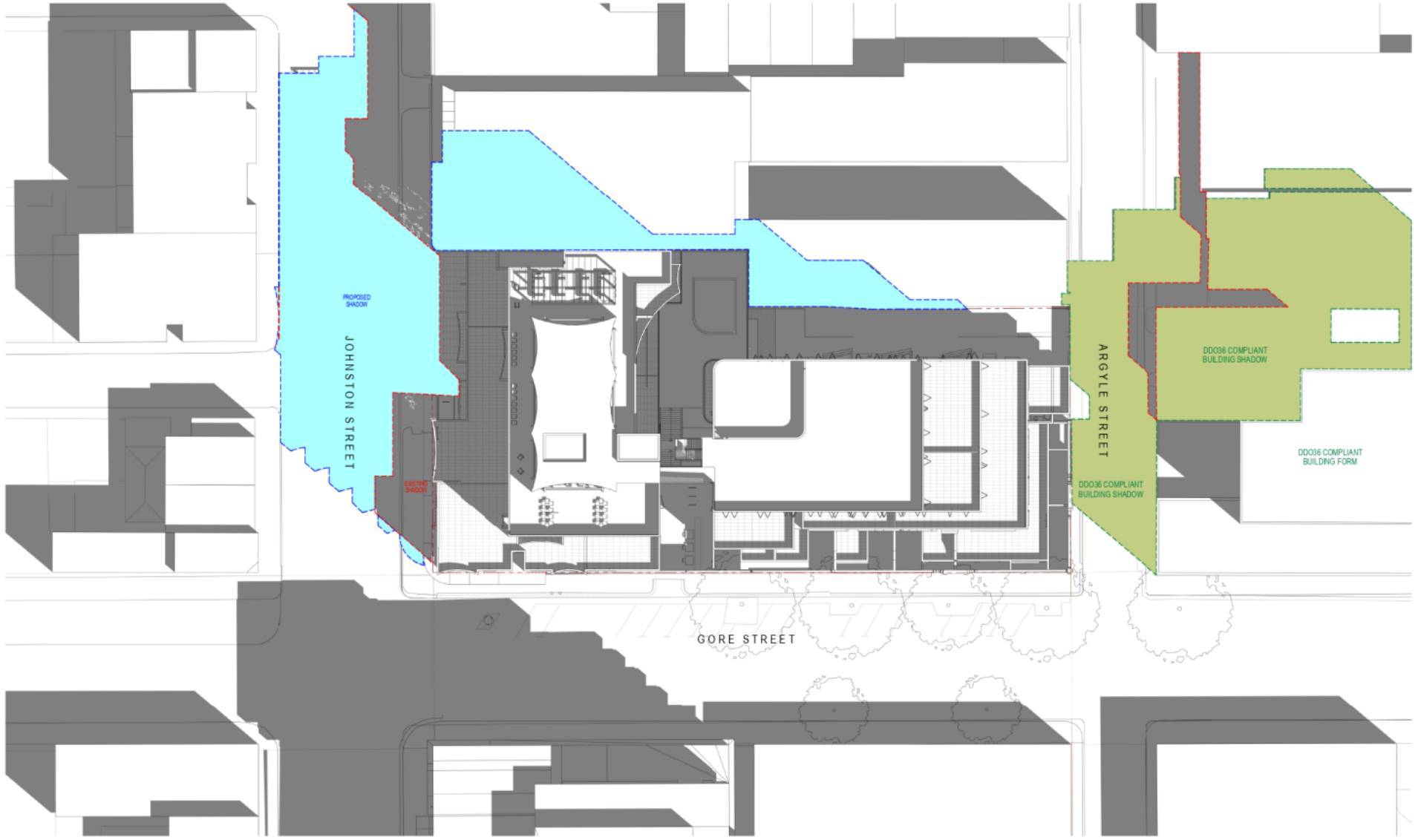
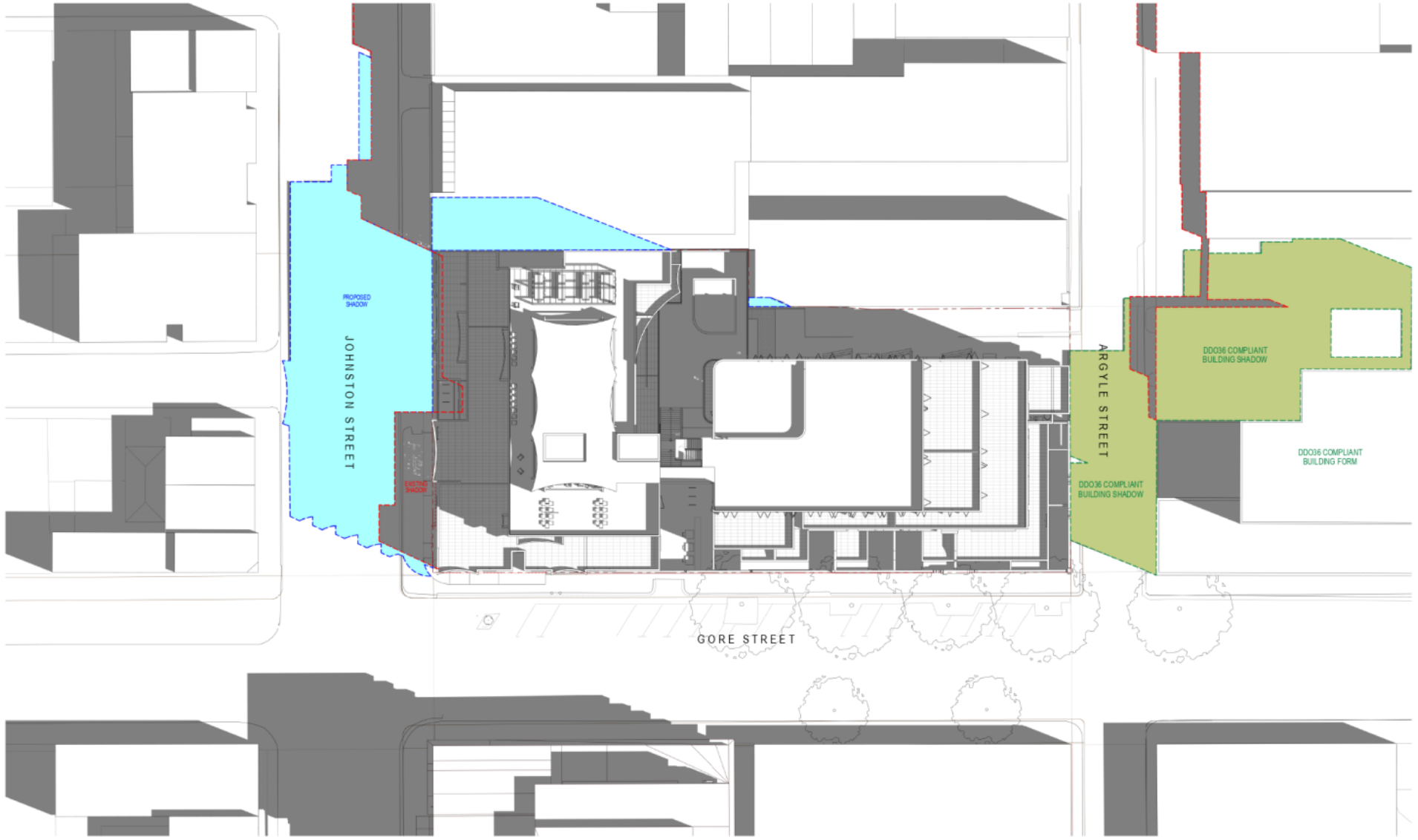
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

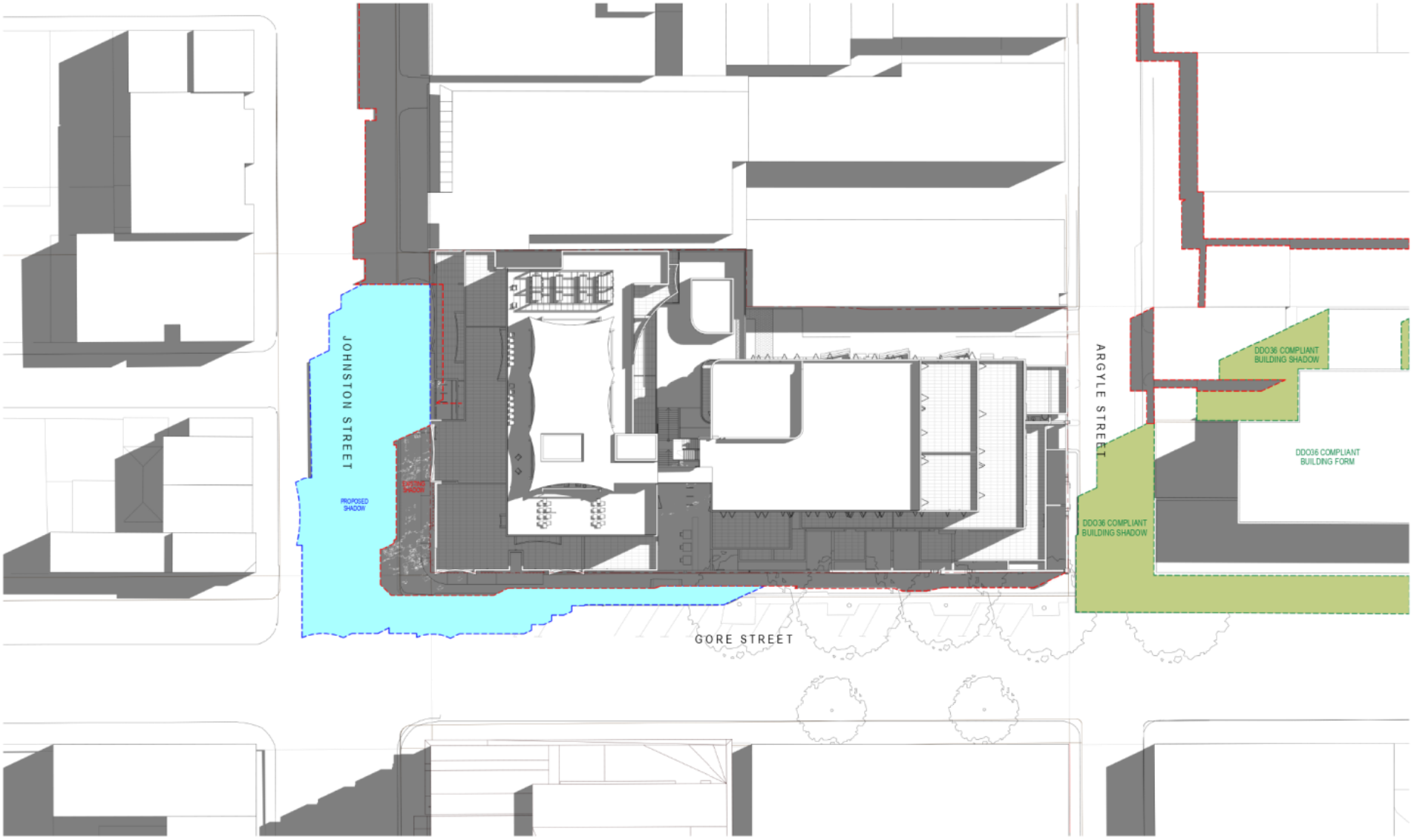


Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

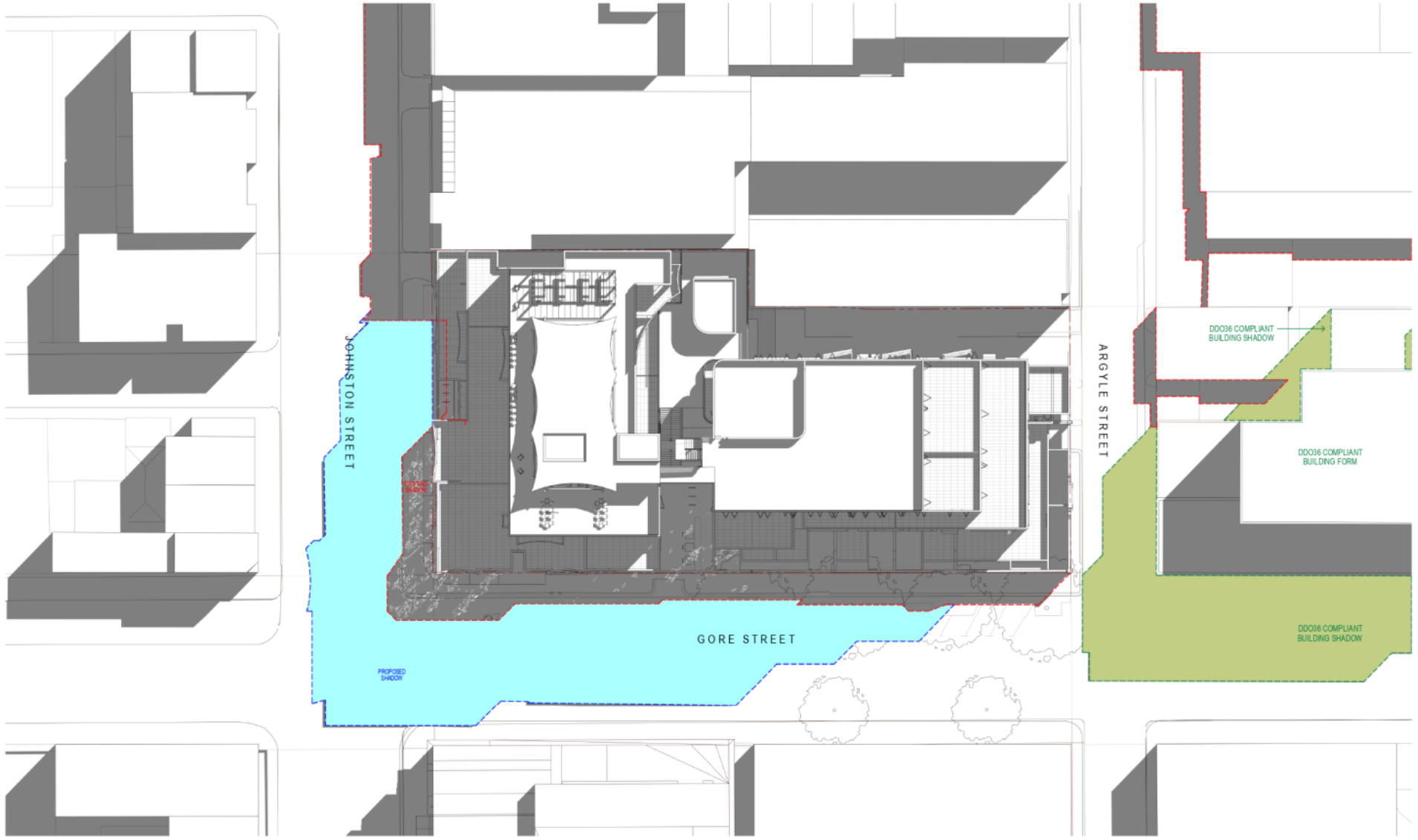


Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans

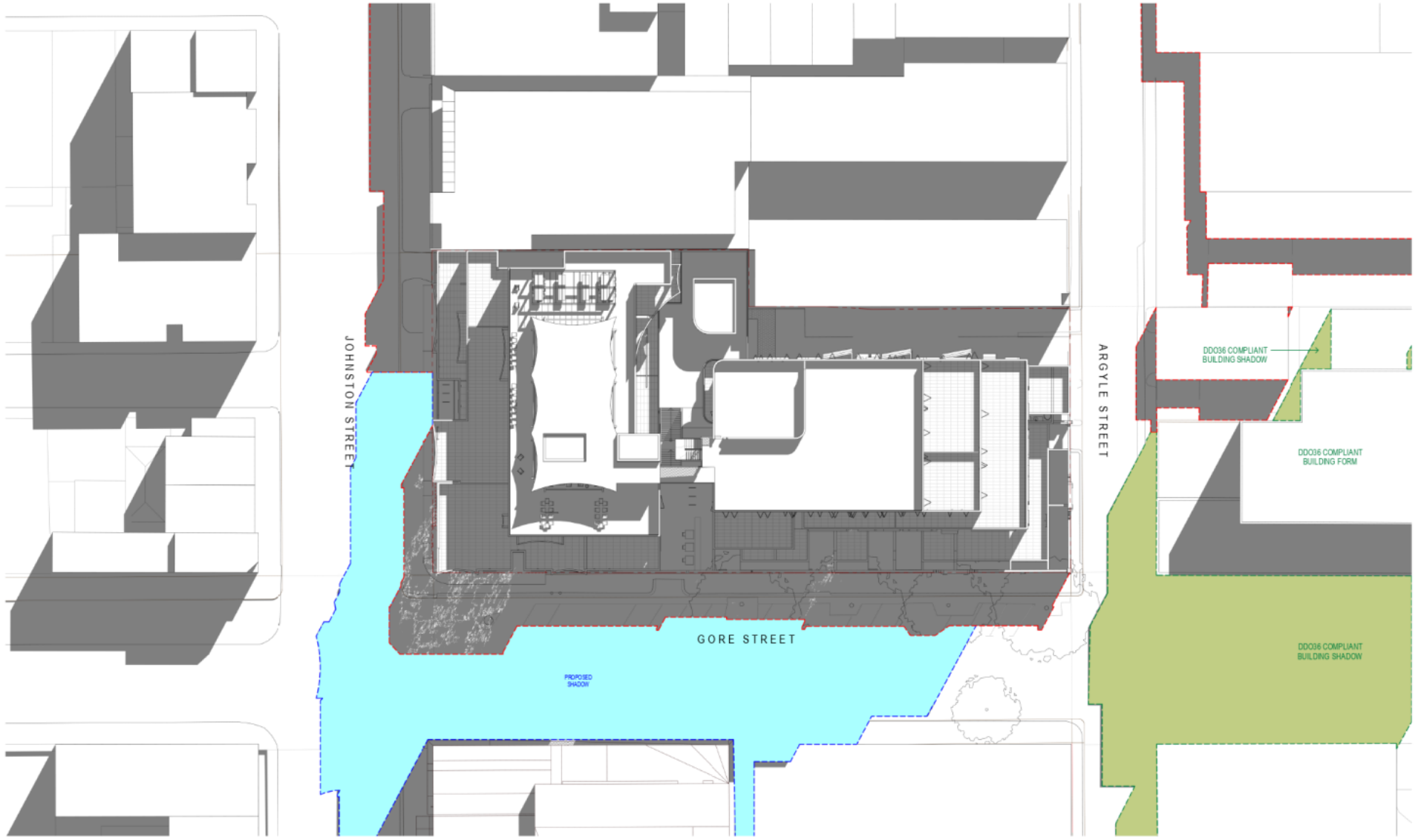
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



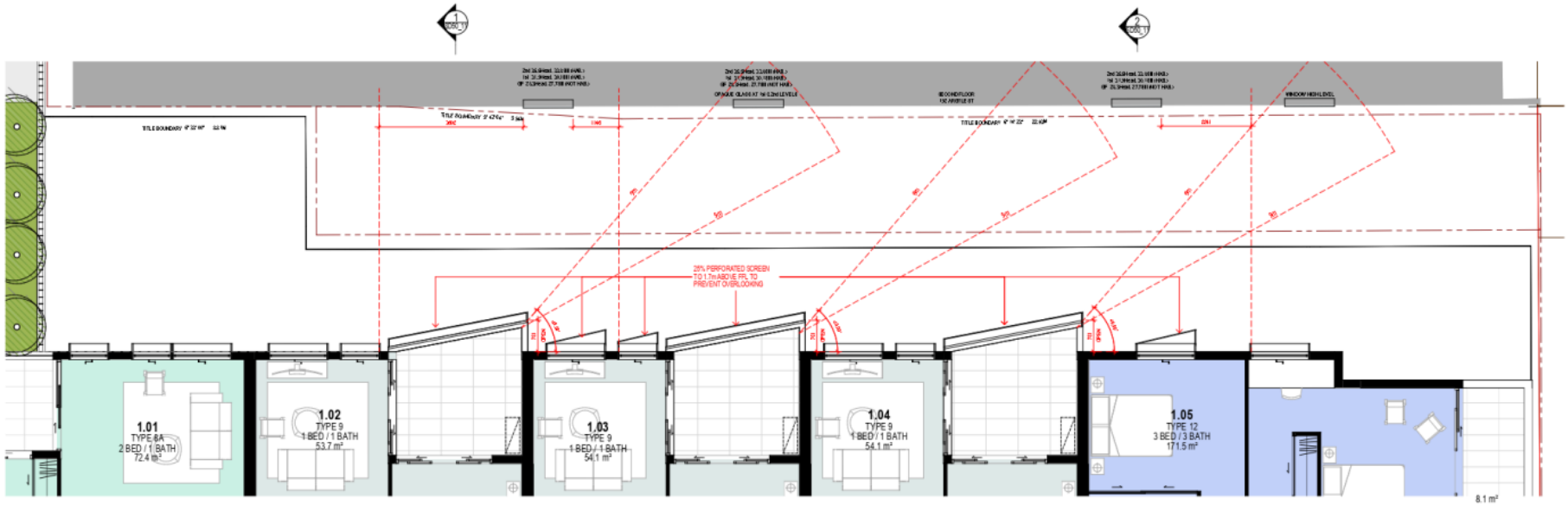
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



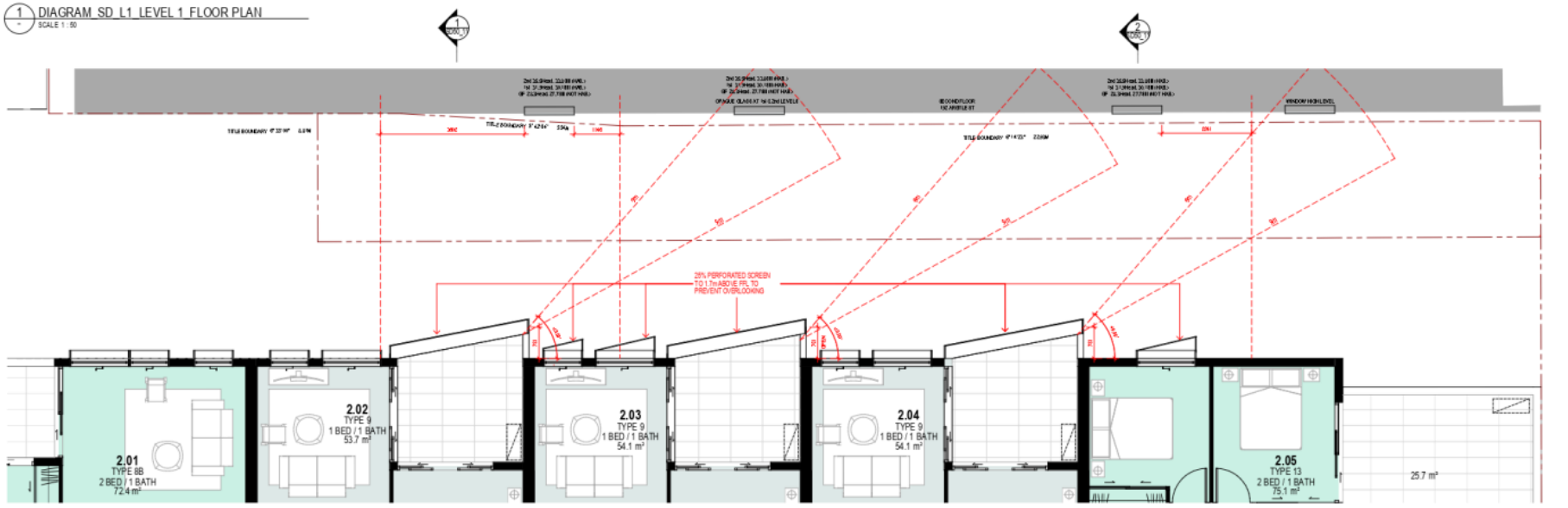
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



1 DIAGRAM_SD_L1_LEVEL 1_FLOOR PLAN
SCALE 1 : 50



2 DIAGRAM_SD_L2_LEVEL 2_FLOOR PLAN
SCALE 1 : 50

19-Nov-21 7:43:11 PM

Project
PACE
223-231 JOHNSTON STREET FITZROY

Job No.
21503

Scale
1 : 50 @A1

Drawing
SD50_10
WEST APARTMENTS - OVERLOOKING DIAGRAMS

Revision
16
19.11.2021

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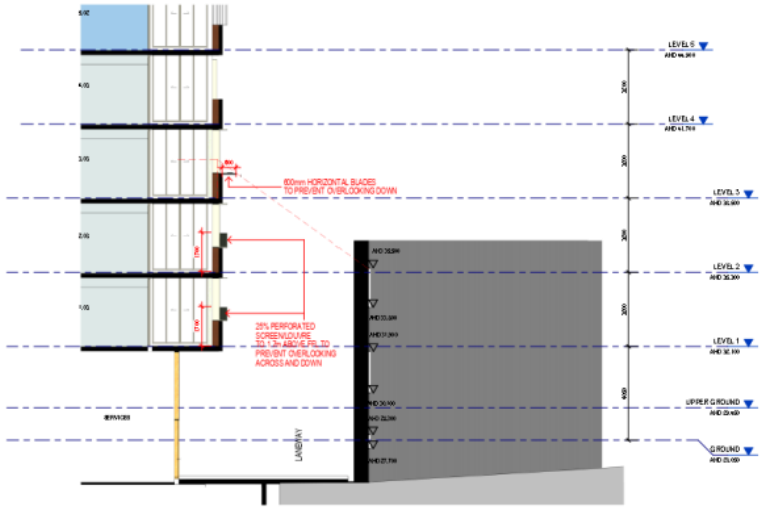
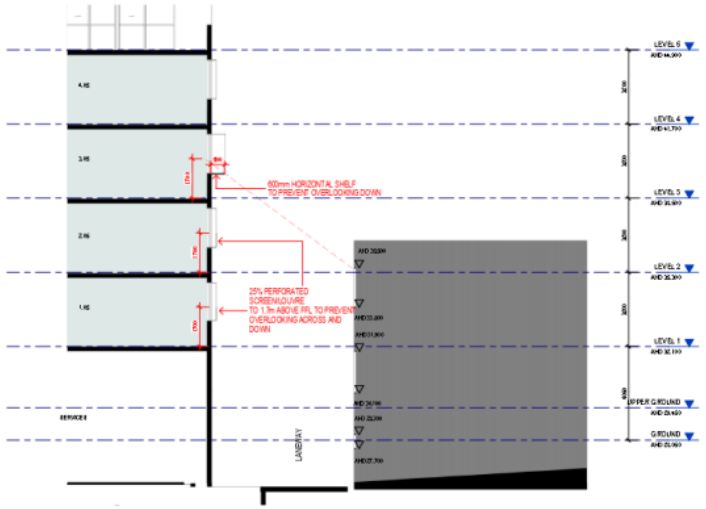
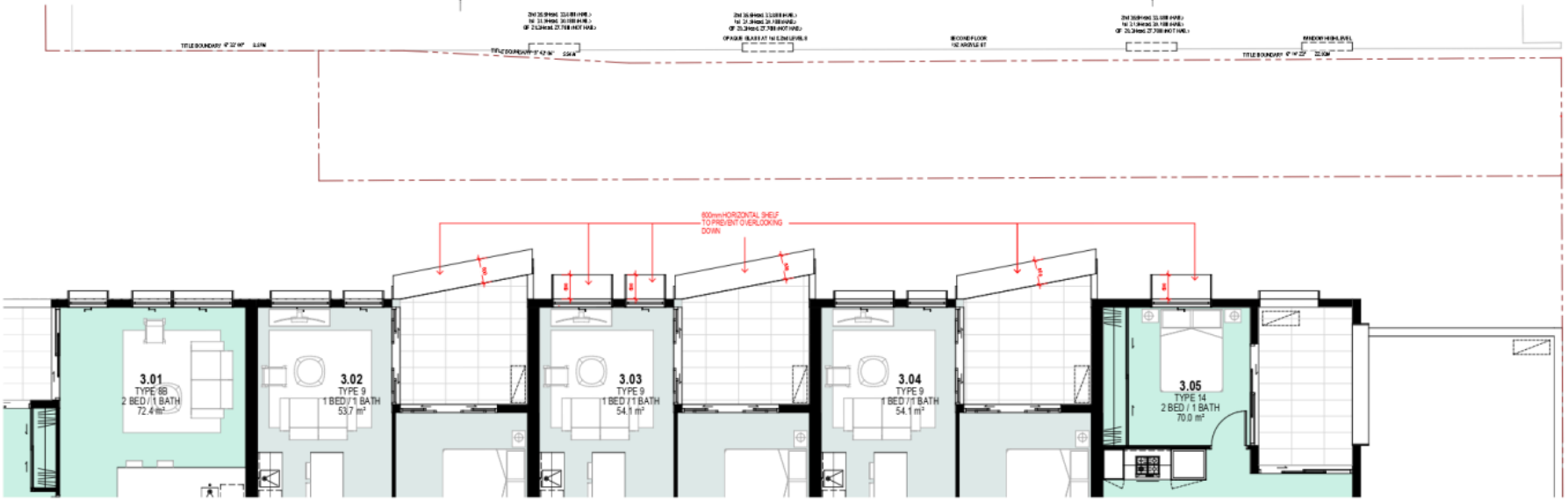
Attachment 3 - PLN21/0670 - 223-229 Johnston St and 369 Gore St - PDC Plans



1 SD_A1_SECTION 01_WEST OVERLOOKING
SCALE 1 : 100



2 SD_A1_SECTION 02_WEST OVERLOOKING



3 DIAGRAM_SD_L3_LEVEL 3_FLOOR PLAN
SCALE 1 : 50

19-Nov-21 7:43:37 PM

Project	Job No.	Scale	Drawing	Revision	
PACE 223-231 JOHNSTON STREET FITZROY	21503	As indicated @A1	SD50_11 WEST APARTMENTS - OVERLOOKING DIAGRAMS	16 19.11.2021	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T 61 3 9699 6688 sjb.com.au

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4.2 Area Schedule

	Apt No.	Type	Type	GLAR m²	NSA m²	TERRACE m²	COMMON m²	OTHER m²	LANDSCAPE m²	CARPARKS No.	*GFA m²
							(Amenities, Circulation)	(Services, Bikes, Carpark)			
Basement 03							18 m²	2095 m²		48 No.	2,113 m²
Basement 02							18 m²	2069 m²		50 No.	2,087 m²
Basement 01							18 m²	2075 m²		48 No.	2,093 m²
Level G											
			COMMERCIAL	752.6 m²							
			END OF TRIP					14 m²			
			SERVICES					250.2 m²			
			BICYCLE STORAGE					81 m²			
			CORRIDOR				180.8 m²				
			ENTRY COURTYARD						105 m²		
			LOBBY				43.8 m²				
			MAILROOM				35 m²				
			STORES					40 m²			
	G.01	1	3 BED DUPLEX LOWER		59.2 m²	15.4 m²					
	G.02	2	3 BED DUPLEX LOWER		57.3 m²	15.4 m²					
	G.03	3	3 BED DUPLEX LOWER		79.1 m²	26.0 m²					
	G.04	4	3 BED DUPLEX LOWER		75.3 m²	13.7 m²					
	G.05	5	3 BED DUPLEX LOWER		74.2 m²	13.7 m²					
	G.06	6	3 BED DUPLEX LOWER		70.7 m²	16.2 m²					
	G.07	7	3 BED DUPLEX LOWER		71.9 m²	11.2 m²					
TOTAL				**748 m²**	**488 m²**	**112 m²**	**260 m²**	**385 m²**	**105 m²**	**0 No.**	**1,880 m²**
Level UG											
	G.01	1	3 BED DUPLEX UPPER		64.9 m²	8.65 m²					
	G.02	2	3 BED DUPLEX UPPER		75.6 m²	m²					
	G.03	3	3 BED DUPLEX UPPER		63.3 m²	m²					
TOTAL				**0 m²**	**204 m²**	**9 m²**	**0 m²**	**0 m²**	**0 m²**	**0 No.**	**204 m²**

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4.3 Area Schedule

	Apt No.	Type	Type	GLAR m²	NSA m²	TERRACE m²	COMMON m² (Amenities, Circulation)	OTHER m² (Services, Bikes, Carpark)	LANDSCAPE m²	CARPARKS No.	*GFA m²
Level 01											
			AMENITIES				32 m²				
			COMMUNAL SPACE						129 m²		
			SERVICES					28 m²			
			CORRIDOR				140 m²				
	1.01	8A	2 BED / 1 BATH		72.3 m²	17.2 m²					
	1.02	9	1 BED / 1 BATH		53.7 m²	9.5 m²					
	1.03	9	1 BED / 1 BATH		54.1 m²	9.5 m²					
	1.04	9	1 BED / 1 BATH		54.1 m²	9.5 m²					
	1.05	12	3 BED / 3 BATH		171.5 m²	73.7 m²					
	1.06	24	2 BED / 2 BATH		79.6 m²	10.4 m²					
	1.07	25A	2 BED / 2 BATH		76.2 m²	12 m²					
	1.08	26A	2 BED / 2 BATH		79.4 m²	9.6 m²					
	1.09	29A	2 BED / 2 BATH		84.7 m²	9.6 m²					
	1.10	30A	2 BED / 2 BATH		75.8 m²	10.6 m²					
	1.11	31A	2 BED / 1 BATH		69.2 m²	9.5 m²					
	1.12	36A	2 BED / 2 BATH		85.4 m²	15.8 m²					
	1.13	39A	2 BED / 2 BATH		77.4 m²	28.7 m²					
	1.14	40A	1 BED / 1 BATH		55.7 m²	30.4 m²					
	G.04	4	3 BED DUPLEX UPPER		63.0 m²	13.1 m²					
	G.05	5	3 BED DUPLEX UPPER		63.0 m²	12.8 m²					
	G.06	6	3 BED DUPLEX UPPER		61.6 m²	12.8 m²					
	G.07	7	3 BED DUPLEX UPPER		66.4 m²	12.8 m²					
TOTAL				**0 m²**	**1,343 m²**	**308 m²**	**172 m²**	**28 m²**	**129 m²**	**0 No.**	**1,543 m²**

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4.4 Area Schedule

	Apt No.	Type	Type	GLAR m²	NSA m²	TERRACE m²	COMMON m² (Amenities, Circulation)	OTHER m² (Services, Bikes, Carpark)	LANDSCAPE m²	CARPARKS No.	*GFA m²
Level 02											
			SERVICES					27 m²			
			CORRIDOR				145 m²				
	2.01	88	2 BED / 1 BATH		72.3 m²	9.6 m²					
	2.02	9	1 BED / 1 BATH		53.7 m²	9.5 m²					
	2.03	9	1 BED / 1 BATH		54.1 m²	9.5 m²					
	2.04	9	1 BED / 1 BATH		54.1 m²	9.5 m²					
	2.05	13	2 BED / 1 BATH		75.1 m²	25.7 m²					
	2.06	17	3 BED / 2 BATH		133.1 m²	18 m²					
	2.07	18	2 BED / 2 BATH		76.7 m²	12 m²					
	2.08	19	2 BED / 2 BATH		86.3 m²	10.6 m²					
	2.09	24	2 BED / 2 BATH		80.0 m²	9.5 m²					
	2.10	25B	2 BED / 2 BATH		76.0 m²	9.6 m²					
	2.11	26B	2 BED / 2 BATH		79.6 m²	10.2 m²					
	2.12	29B	2 BED / 2 BATH		84.7 m²	10.6 m²					
	2.13	30B	2 BED / 2 BATH		75.8 m²	11.3 m²					
	2.14	31B	2 BED / 2 BATH		67.3 m²	10.2 m²					
	2.15	36B	2 BED / 2 BATH		85.4 m²	11.8 m²					
	2.16	39B	2 BED / 2 BATH		77.3 m²	11.2 m²					
	2.17	40B	1 BED / 1 BATH		54.9 m²	12.5 m²					
TOTAL				**0 m²**	**1,286 m²**	**201 m²**	**145 m²**	**27 m²**	**0 m²**	**0 No.**	**1,458 m²**

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4.5 Area Schedule

	Apt No.	Type	Type	GLAR m²	NSA m²	TERRACE m²	COMMON m² (Amenities, Circulation)	OTHER m² (Services, Bikes, Carpark)	LANDSCAPE m²	CARPARKS No.	*GFA m²
Level 03											
			SERVICES					27 m²			
			CORRIDOR				145 m²				
	3.01	8B	2 BED / 1 BATH		72.3 m²	9.6 m²					
	3.02	9	1 BED / 1 BATH		53.7 m²	9.5 m²					
	3.03	9	1 BED / 1 BATH		54.1 m²	9.5 m²					
	3.04	9	1 BED / 1 BATH		54.1 m²	9.5 m²					
	3.05	14	2 BED / 1 BATH		70.0 m²	9.5 m²					
	3.06	41	3 BED / 2 BATH		127.9 m²	18 m²					
	3.07	18	2 BED / 2 BATH		76.7 m²	12 m²					
	3.08	19	2 BED / 2 BATH		86.3 m²	10.6 m²					
	3.09	24	2 BED / 2 BATH		80.0 m²	9.5 m²					
	3.10	25B	2 BED / 2 BATH		76.0 m²	9.6 m²					
	3.11	26B	2 BED / 2 BATH		79.6 m²	10.2 m²					
	3.12	29B	2 BED / 2 BATH		84.7 m²	10.6 m²					
	3.13	30B	2 BED / 2 BATH		75.8 m²	11.3 m²					
	3.14	31B	2 BED / 1 BATH		67.3 m²	10.2 m²					
	3.15	36B	2 BED / 2 BATH		85.4 m²	11.8 m²					
	3.16	39B	2 BED / 2 BATH		77.3 m²	11.2 m²					
	3.17	40B	1 BED / 1 BATH		54.9 m²	12.5 m²					
TOTAL				**0 m²**	**1,276 m²**	**185 m²**	**145 m²**	**27 m²**	**0 m²**	**0 No.**	**1,448 m²**

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4.6 Area Schedule

	Apt No.	Type	Type	GLAR m²	NSA m²	TERRACE m²	COMMON m² (Amenities, Circulation)	OTHER m² (Services, Bikes, Carpark)	LANDSCAPE m²	CARPARKS No.	*GFA m²
Level 04											
			SERVICES					27 m²			
			CORRIDOR				145 m²				
	4.01	8B	2 BED / 1 BATH		72.3 m²	9.6 m²					
	4.02	9	1 BED / 1 BATH		53.7 m²	9.5 m²					
	4.03	9	1 BED / 1 BATH		54.1 m²	9.5 m²					
	4.04	9	1 BED / 1 BATH		54.1 m²	9.5 m²					
	4.05	14	2 BED / 1 BATH		70.0 m²	9.5 m²					
	4.06	41	3 BED / 2 BATH		127.9 m²	18 m²					
	4.07	18	2 BED / 2 BATH		76.7 m²	12 m²					
	4.08	19	2 BED / 2 BATH		86.3 m²	10.6 m²					
	4.09	24	2 BED / 2 BATH		80.0 m²	9.5 m²					
	4.10	25B	2 BED / 2 BATH		76.0 m²	9.6 m²					
	4.11	26B	2 BED / 2 BATH		79.6 m²	10.2 m²					
	4.12	29C	2 BED / 2 BATH		82.0 m²	13.6 m²					
	4.13	32	3 BED / 2 BATH		108.6 m²	49.3 m²					
	4.14	36B	2 BED / 2 BATH		85.4 m²	11.8 m²					
	4.15	39B	2 BED / 2 BATH		77.3 m²	11.2 m²					
	4.16	40B	1 BED / 1 BATH		54.9 m²	12.5 m²					
TOTAL				**0 m²**	**1,239 m²**	**216 m²**	**145 m²**	**27 m²**	**0 m²**	**0 No.**	**1,411 m²**

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4.7 Area Schedule

	Apt No.	Type	Type	GLAR m²	NSA m²	TERRACE m²	COMMON m² (Amenities, Circulation)	OTHER m² (Services, Bikes, Carpark)	LANDSCAPE m²	CARPARKS No.	*GFA m²
Level 05											
			SERVICES					27 m²			
			CORRIDOR				133 m²				
	5.01	8B	2 BED / 1 BATH		72.3 m²	9.6 m²					
	5.02	9	1 BED / 1 BATH		53.7 m²	9.5 m²					
	5.03	9	1 BED / 1 BATH		54.1 m²	9.5 m²					
	5.04	15	3 BED / 2 BATH		158.4 m²	118.5 m²					
	5.05	20	3 BED / 2 BATH		142.7 m²	56.8 m²					
	5.06	24	2 BED / 2 BATH		80.0 m²	9.5 m²					
	5.07	25B	2 BED / 2 BATH		76.0 m²	9.6 m²					
	5.08	26B	2 BED / 2 BATH		79.6 m²	10.2 m²					
	5.09	29C	2 BED / 2 BATH		82.0 m²	10.6 m²					
	5.10	33	3 BED / 2 BATH		101.6 m²	15.1 m²					
	5.11	36B	2 BED / 2 BATH		85.4 m²	11.8 m²					
	5.12	39B	2 BED / 2 BATH		77.3 m²	11.2 m²					
	5.13	40B	1 BED / 1 BATH		54.9 m²	12.5 m²					
TOTAL				**0 m²**	**1,118 m²**	**294 m²**	**133 m²**	**27 m²**	**0 m²**	**0 No.**	**1,278 m²**
Level 06											
			SERVICES					27 m²			
			CORRIDOR				114 m²				
			COMMON TERRACE						159 m²		
	6.01	8B	2 BED / 1 BATH		72.3 m²	9.6 m²					
	6.02	9	1 BED / 1 BATH		53.7 m²	9.5 m²					
	6.03	9	1 BED / 1 BATH		54.1 m²	9.5 m²					
	6.04	16	3 BED / 2 BATH		140.1 m²	17.1 m²					
	6.05	21	3 BED / 2 BATH		125.0 m²	15.9 m²					
	6.06	27	3 BED / 2 BATH		123.0 m²	143.2 m²					
	6.07	34	2 BED / 1 BATH		85.7 m²	111 m²					
	6.08	37	3 BED / 2 BATH		127.6 m²	52.6 m²					
	6.09	42	2 BED / 1 BATH		75.2	16.1 m²					
TOTAL				**0 m²**	**857 m²**	**385 m²**	**114 m²**	**27 m²**	**159 m²**	**0 No.**	**998 m²**

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4.8 Area Schedule

	Apt No.	Type	Type	GLAR m²	NSA m²	TERRACE m²	COMMON m² (Amenities, Circulation)	OTHER m² (Services, Bikes, Carpark)	LANDSCAPE m²	CARPARKS No.	*GFA m²
Level 07											
			SERVICES					27 m²			
			CORRIDOR				105 m²				
			TERRACE								
	7.01	88	2 BED / 1 BATH		72.3 m²	9.6 m²					
	7.02	10	3 BED / 2 BATH		145.0 m²	88.6 m²					
	7.03	22	3 BED / 2 BATH		164.3 m²	43.4 m²					
	7.04	28	3 BED / 2 BATH		106.2 m²	20.4 m²					
	7.05	35	2 BED / 1 BATH		74.2 m²	13.9 m²					
	7.06	38	3 BED / 2 BATH		127.8 m²	15.1 m²					
	7.07	42	2 BED / 1 BATH		75.2	16.1 m²					
TOTAL				**0 m²**	**765 m²**	**187 m²**	**105 m²**	**27 m²**	**0 m²**	**0 No.**	**897 m²**
Level 08											
			SERVICES					27 m²			
			CORRIDOR				105 m²				
			TERRACE								
	8.01	88	2 BED / 1 BATH		72.3 m²	9.6 m²					
	8.02	11	3 BED / 2 BATH		131.7 m²	13.6 m²					
	8.03	23	3 BED / 2 BATH		142.4 m²	21.9 m²					
	8.04	28	3 BED / 2 BATH		106.2 m²	20.4 m²					
	8.05	35	2 BED / 1 BATH		74.2 m²	13.9 m²					
	8.06	38	3 BED / 2 BATH		127.8 m²	15.1 m²					
	8.07	42	2 BED / 1 BATH		75.2	16.1 m²					
TOTAL				**0 m²**	**730 m²**	**111 m²**	**105 m²**	**27 m²**	**0 m²**	**0 No.**	**862 m²**

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4.9 Area Schedule

	Apt No.	Type	Type	GLAR m²	NSA m²	TERRACE m²	COMMON m² (Amenities, Circulation)	OTHER m² (Services, Bikes, Carpark)	LANDSCAPE m²	CARPARKS No.	*GFA m²
Level RD											
			SERVICES					11 m²			m²
			CORRIDOR				14 m²				m²
			ROOF TERRACE						602 m²		m²
			AMENITIES				159.5 m²				m²
TOTAL				**0 m²**	**0 m²**	**0 m²**	**174 m²**	**11 m²**	**602 m²**	**0 No.**	**185 m²**
	20%	**20%**	1 BED / 1 BATH	21 No.							
	55%	**18%**	2 BED / 1 BATH	19 No.							
		37%	2 BED / 2 BATH	40 No.							
		0%	2 BED DUPLEX	0 No.							
	25%	**18%**	3 BED / 2 BATH	19 No.							
		1%	3 BED / 3 BATH	1 No.							
		7%	3 BED DUPLEX	7 No.							
				Apt	**GLAR m²**	**NSA m²**	**TERRACE m²**	**COMMON m²**	**OTHER m²**		**CARPARKS No.**	***GFA m²**
	TOTAL	**100%**	**107**	**748 m²**	**9,306 m²**	**2,007 m²**	**1,496 m²**	**614 m²**	**995 m²**		**146 No.**	**18,456 m²**

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