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We create amazing places

SJB is passionate about the possibilities of architecture, interiors, urban design and planning.

Let's collaborate.

Version: 01
Prepared by: DB
Checked by: TW / BF

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ABN 68 065 207 490
ACN 065 207 490

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Contents

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1.1 Project Team

Client: Fortis

Architect: SJB Architects

Project Manager: Neoscape

Planning: Tract

Structural Engineer: Stantec
Civil Engineer: Stantec
Services Engineer: Stantec
Fire Engineer: Stantec
Acoustic Engineer: Stantec

Traffic & Waste Engineer: Ratio

ESD Consultant: GIW

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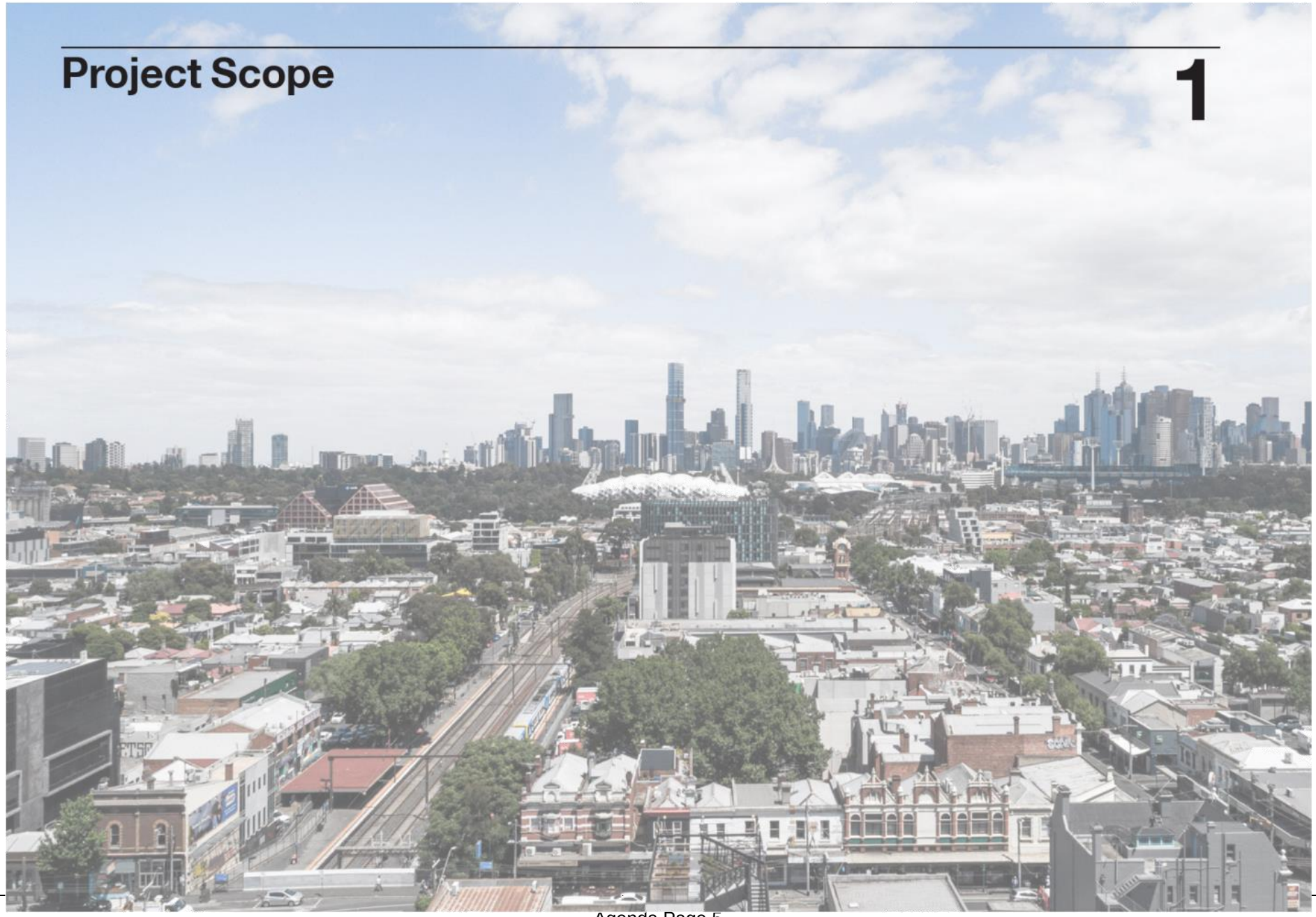

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Project Scope

Heritage is a tradition. It is the bit of the past that we cherish, and that is not static. Heritage is forever borrowing from itself and evolving.

To design the future heritage of Richmond we look to the past for cues and to the future for inspiration.

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Project Scope

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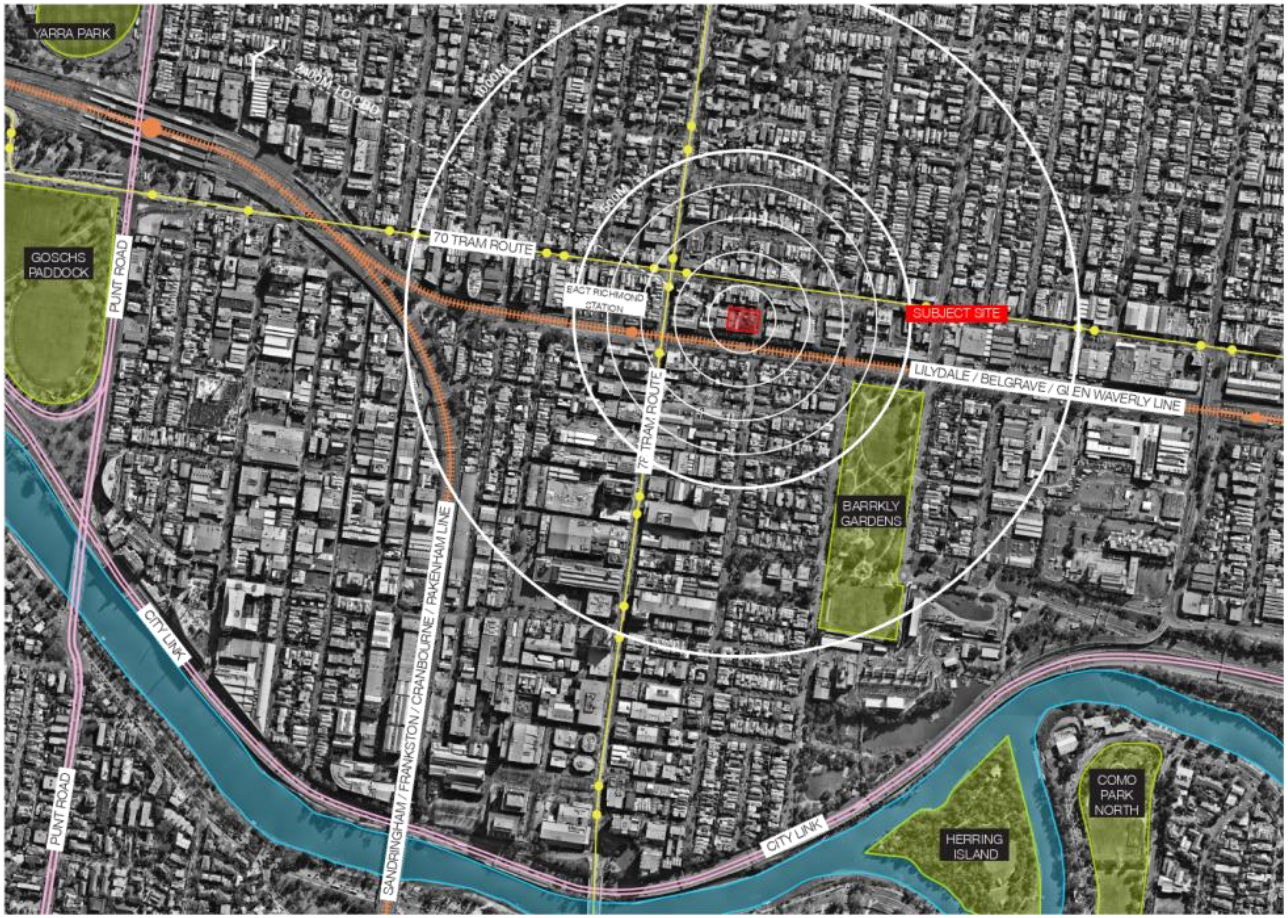
Site Analysis

2.1 Metropolitan Context

2-8 Brighton Street is located in Richmond, 3km from Melbourne CBD. It is considered an inner city suburb of Melbourne and is part of the City of Yarra municipality. Richmond is well known for it's active high streets which includes cafés, restaurants, shops and commercial offices.

Richmond has an estimated residential population of 27,705 according to the 2016 Census.



- Subject Site
- Parks
- Train Lines
- Tram Lines
- Arterial Roads
- Yarra River

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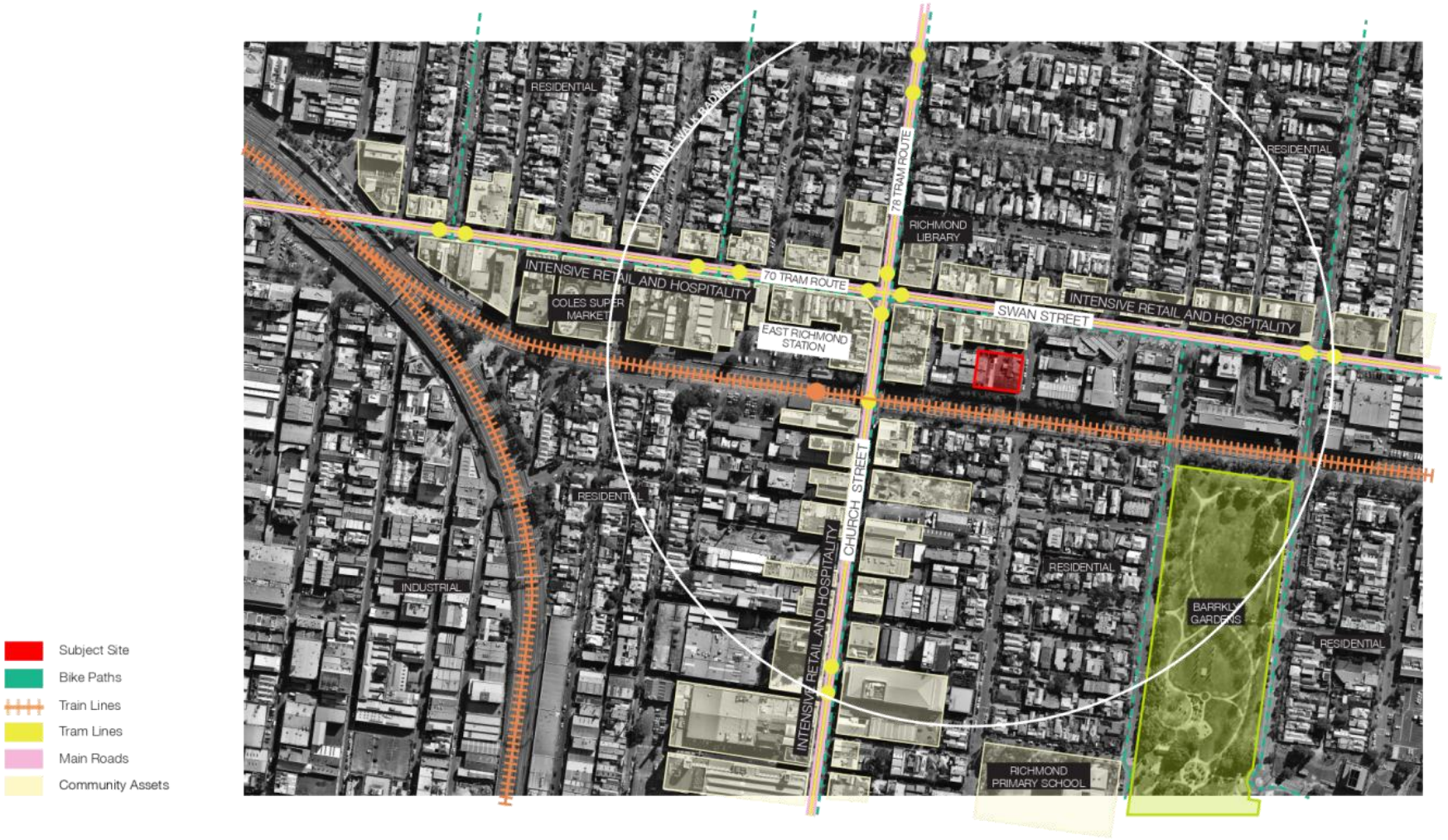
Site Analysis

2.2 Site Context



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Site Analysis

2.3 Site Context

Approved permits

1. 171-173 Swan Street
   (unknown height)
2. 195 Swan Street
   (unknown height)
3. 1 Little Lesney Street
   Current permit - 10 storeys
   Under application - 15 storeys

Current appications

3. 1 Little Lesney Street
   Current permit - 10 storeys
   Under application - 15 storeys
4. 221 Swan Street
   (unknown height)
5. 223 Swan Street
   6 storeys
6. 300-304 Swan Street
   8 storeys
7. 16 Brighton Street
   (unknown height)

Subject Site
Approved Permits
Current Applications
Existing Buildings

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Site Analysis

2.4 Site Movement

The site is extremely well connected via public transport and arterial roads. There are tram and train networks as well as bicycle trails that connect the subject site to varying locations throughout the CBD as well as many areas of outer Melbourne.

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Site Analysis

2.5 Planning Zones

- MUZ - Mixed Use Zone
- C1Z - Commercial 1 Zone
- C2Z - Commercial 2 Zone
- GRZ - General Residential Zone
- NRZ - Neighbourhood Residential Zone
- PUZ - Public Use Zone
- RDZ1 - Road Zone

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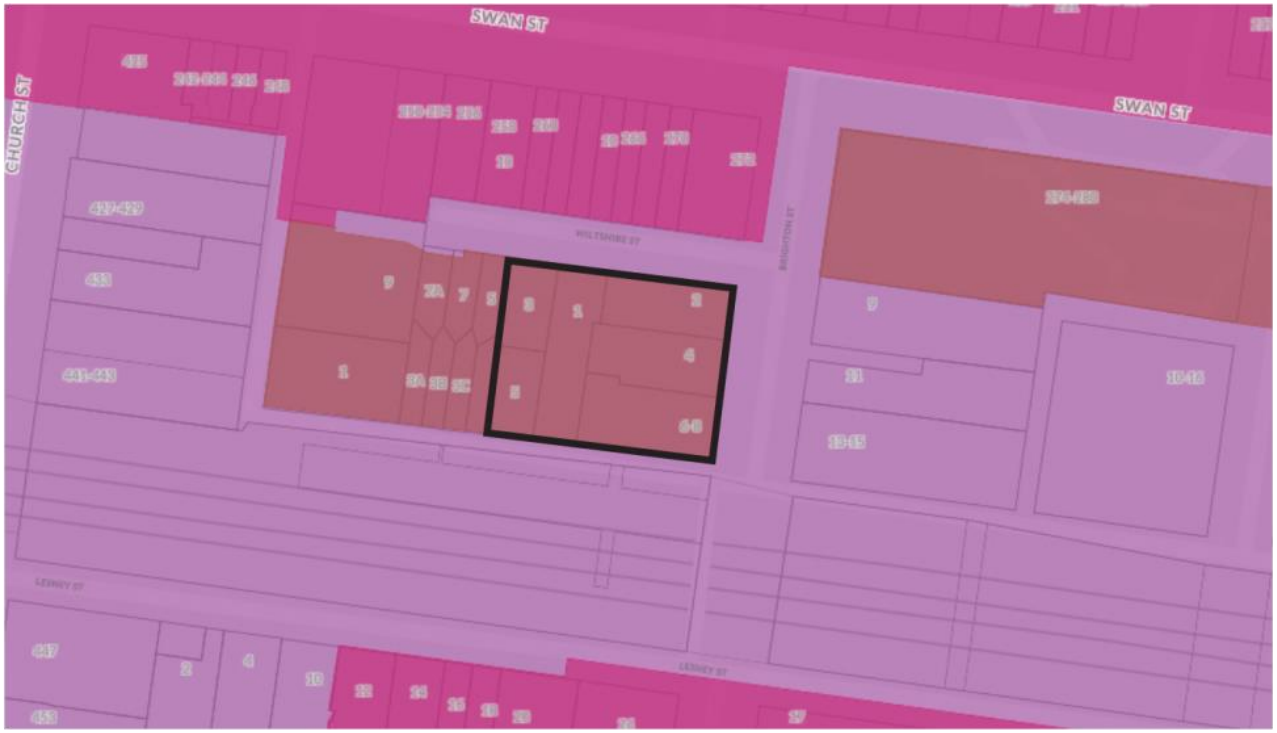
Site Analysis

2.6 Overlays



HO - Heritage Overlay
DDO - Design And Development Overlay
EAO - Environmental Audit Overlay

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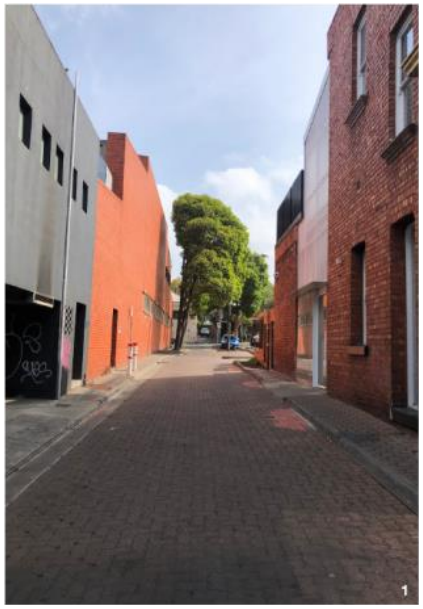
Site Analysis

2.7 Street Character

The subject site is situated in the suburb of Richmond - a densely built suburb with close proximity to the activity centre of Swan and Church Street. The urban fabric is characterised by warehouses, heritage buildings from different eras and as well as modern contemporary buildings.



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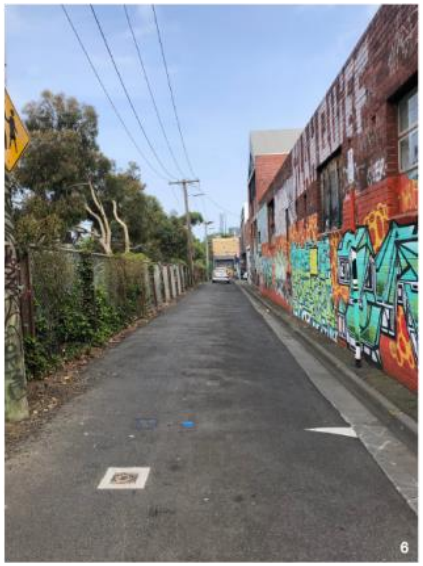
Site Analysis

2.8 Little Lesney Street



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Site Analysis

2.9 Swan Street Interface

Swan Street is a major street running through the Melbourne suburbs of Richmond, Cremorne and Burnley.

It is an active precinct filled with restaurants, cafés and shops and is well connected to the Melbourne CBD through public transport.

The precinct contains a variety of architectural typologies including heritage listed buildings, iconic industrial buildings and warehouses through to contemporary offices and residential buildings. The heritage listed façades along Swan Street are bold, have a sense of solidity and permanence. It is the character of these buildings that begin to inform the architectural language of our proposal.

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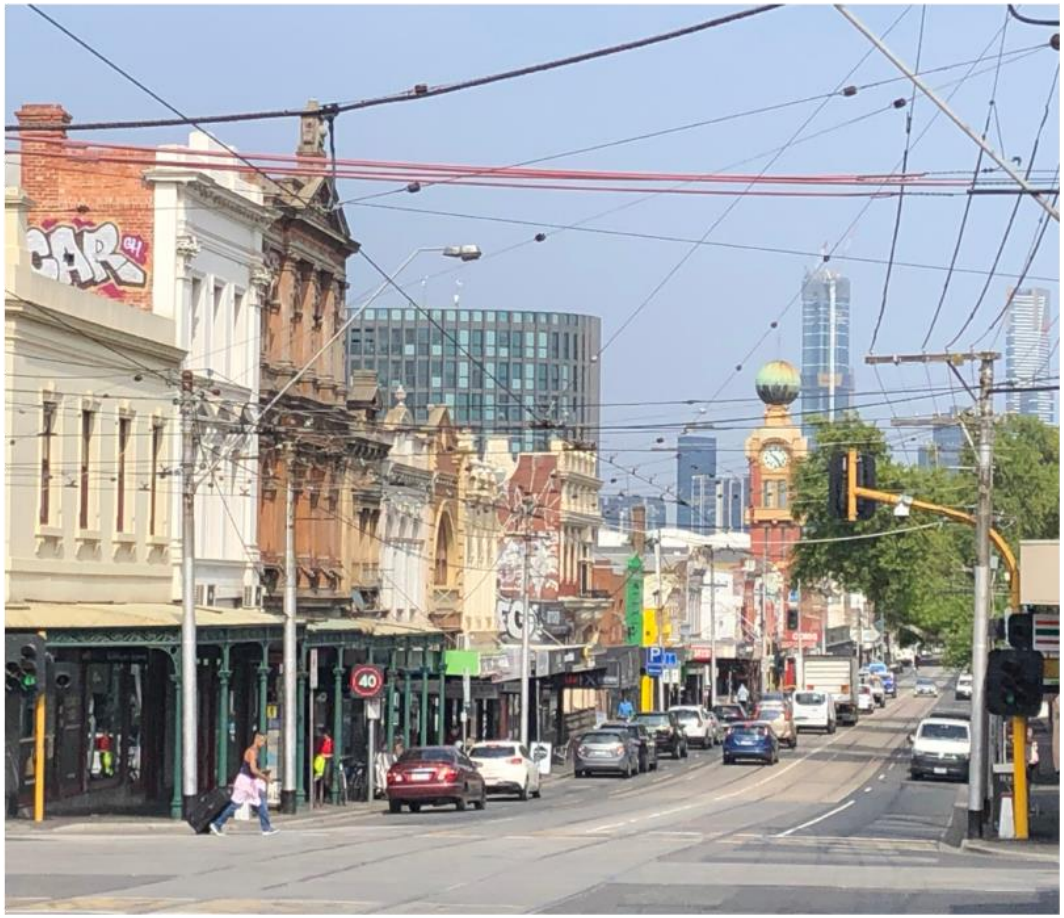
Site Analysis



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Design Approach

Fortis SJB

EXPERIENCE	AESTHETIC	MATERIALITY	APARTMENTS	COMMERCIAL
Blended Uses. Chance Encounters. Innovation.	Nod to historic & contextual fabric, but highly contemporary	Robust and honest. Enhance with age.	A return to larger apartments & better finishes.	Flexibility for continued relevance.

SUSTAINABILITY

Exceeding guidelines for environmental performance.
Design that puts people's wellness first.

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Design Approach

How do we design *the future heritage of Richmond*?

Heritage is a tradition. It is the bit of the past that we cherish, and that is not static. Heritage is forever borrowing from itself and evolving.

To design the future heritage of Richmond we look to the past for cues and to the future for inspiration.

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Design Approach

3.1 Richmond Context

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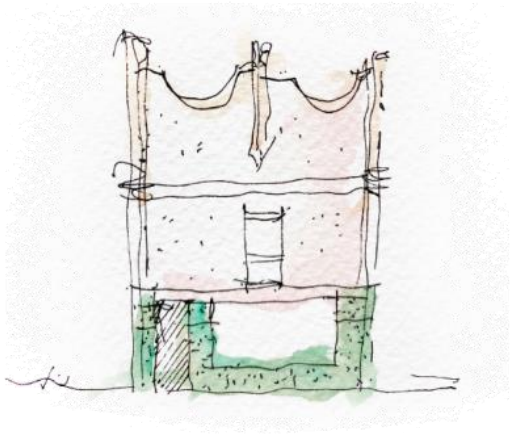
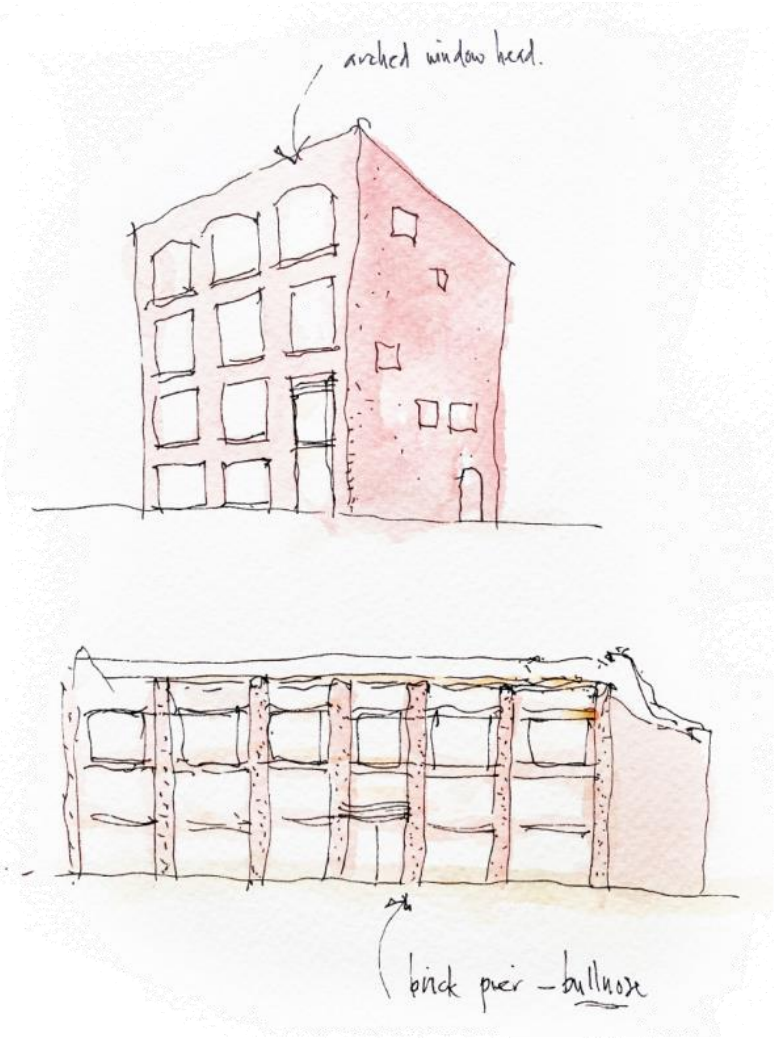
Design Approach

Adapt and reuse design signatures of local heritage





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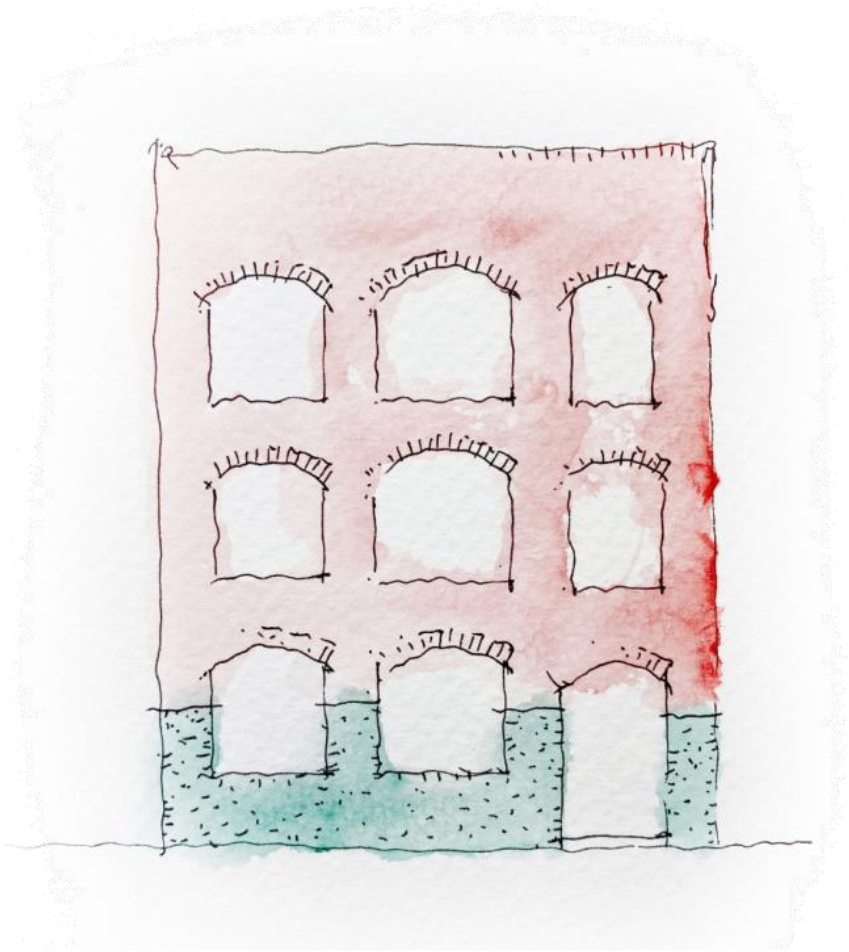
Design Approach

Curate for beauty and longevity.

Harmonious materiality unites a diverse structure.



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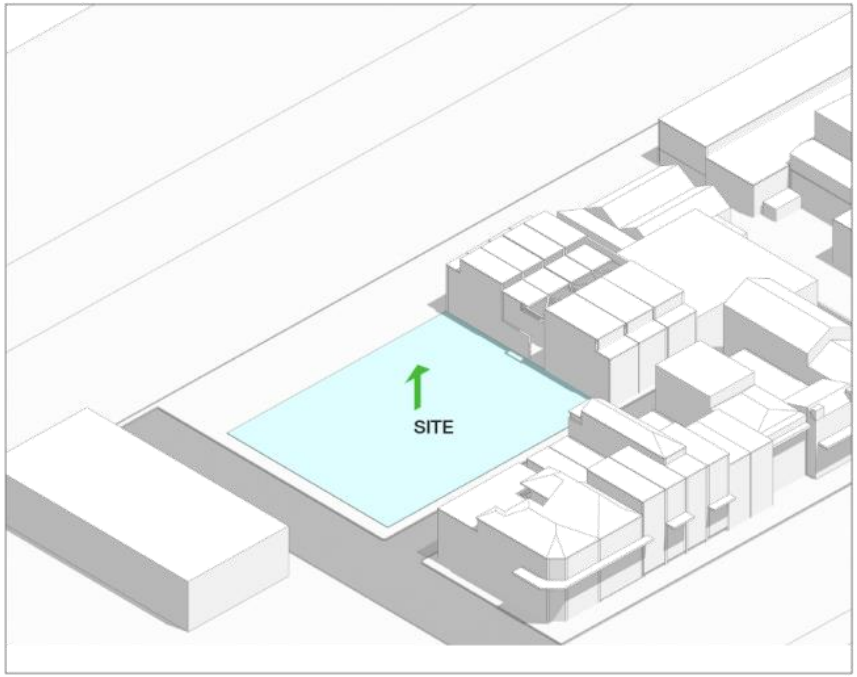
Design Approach

3.2 Massing Concept



1. The site includes three street frontages, Little Lesney Street, Brighton Street and Wiltshire Street

2. Extrusion of building envelope.

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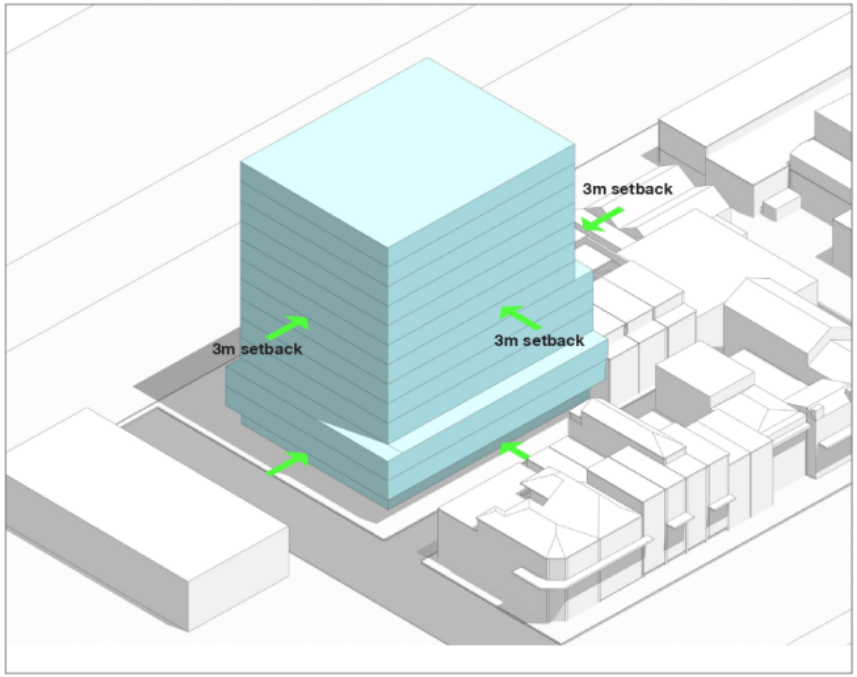
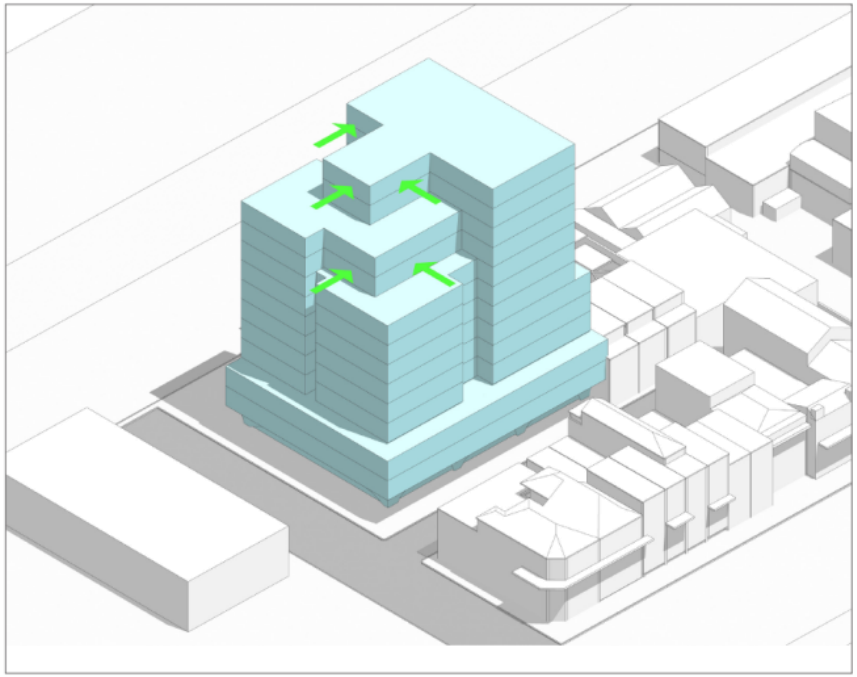
Design Approach



3. 3m setback to North, West and East elevations in response to planning controls.



4. Further articulation and sculpting to the building form creates architectural interest and breaks down the building's mass. The setback on upper levels also provide outdoor terraces and open communal space.

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Design Approach

3.3 Concept Sketch

5. Activation of podium and ground floor by introducing planting, vegetation, and sculpting the massing.

6. Sculpting of podium facade and creating arched openings and entry points at ground.

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Design Approach

Intrigue and delight the public at ground to create an alluring address.

Delineate uses to foster interaction.

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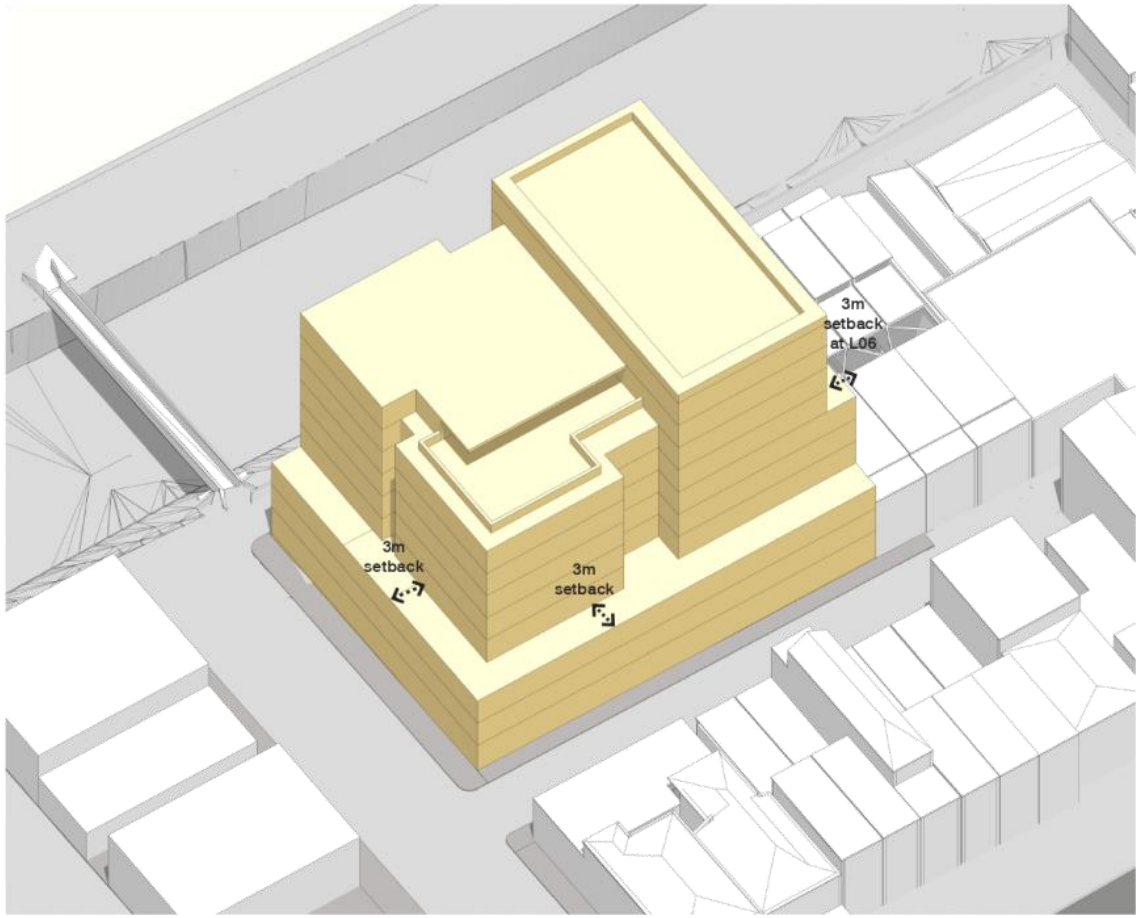
Design Approach

3.4 Permitted Scheme

10 Storey (G+9) residential development.



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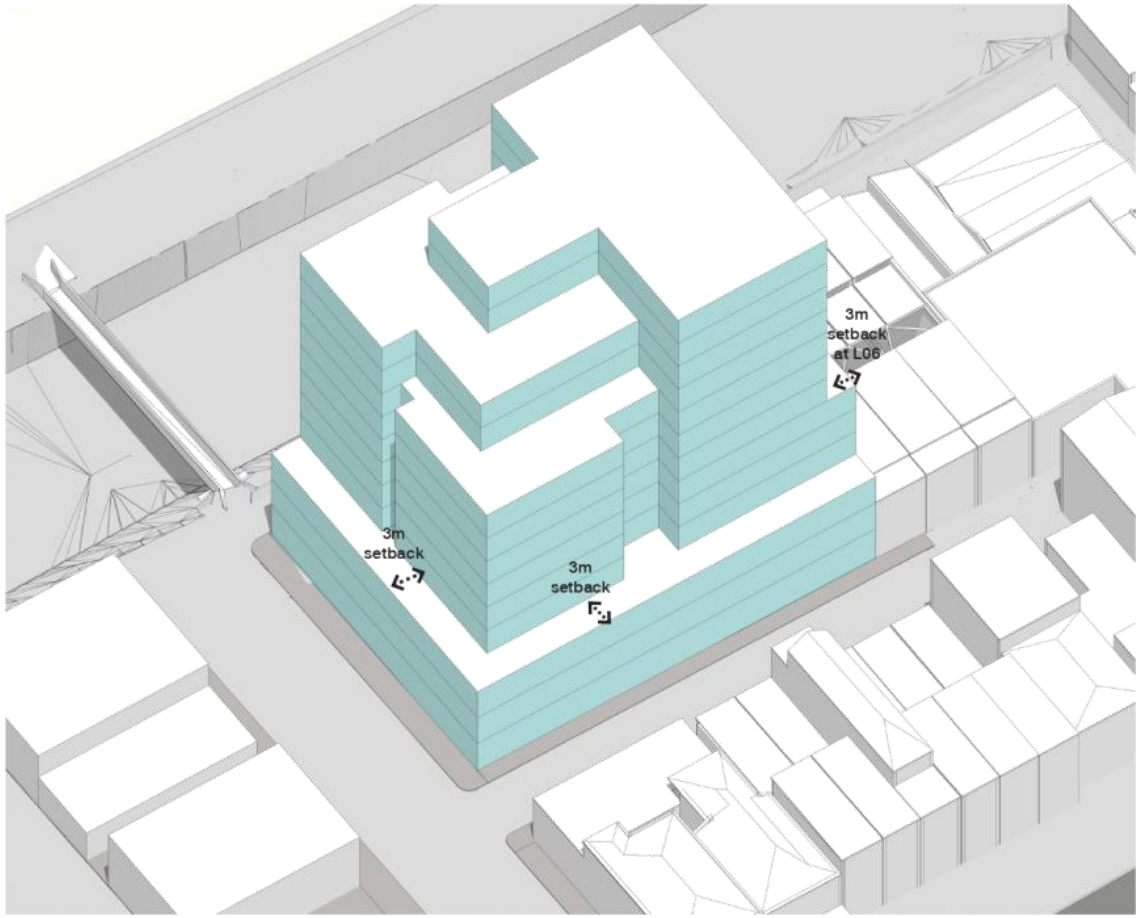
Design Approach

3.5 Proposed Scheme

A true mixed-use 13 Storey (G+12) development with F&B, commercial offices and residential uses.



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Design Approach

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3.6 Design Excellence & Overview

Carbon Neutral

Achieving the highest levels of sustainability - this projects strives to be carbon neutral that significantly reduces its carbon footprint

Architecture Grounded in Place

A design that both responds to Richmond's sensitive local context whilst celebrating the existing grain of its architecture

Sculpted & Considered Forms

Highly detailed architectural forms on an urban and human scale

Honest Use of Materiality

Material selection that is synonymous with Richmond's local vernacular through the use of concrete and brickwork

Carbon Neutrality

Architecture Grounded in Place

Sculpted & Considered Forms

Honest Use of Materiality

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Design Approach

Activated Public Interfaces

Extensive fine grain activation along 3 key pedestrian routes

Urban Repair

Rejuvenation of street-scape that repairs and expands the public realm

Biophilic Design

Drawing inspiration from organic forms and the natural environment through the use of curves, colour and abundant landscaping

Extensive Landscaping

Integration of vegetation throughout the development to regenerate an urban ecology

Activated Public Interfaces

Urban Repair

Biophilic Design

Extensive Landscaping

Attachment 1 - PLN22/0325 - Originally advertised plans

Design Approach

3.7 Design Aspirations - Environmental & Sustainable Considerations

Energy Use

Utilisation of Renewable Resources

Responsive Facade

Minimising Extent of Glazing

Passive Design

Response to Local Climate & Site Conditions

Carbon Neutral

Sustainable Strategies

Carbon Neutrality

Photo Voltaics for all electric services and commitment to GreenPower enables a fossil fuel free operational model.

Natural Light

Filtered daylight improves internal amenity, and further reduce need for artificial lighting

Solar Control

Passive solar control elements are integrated into the facade through minimising the amount of glazing.

Natural & Passive Ventilation

Operable windows are provided to all rooms delivering high quality indoor air and reduce the use of air conditioning services.

Optimal Orientation

North facing solar orientation for communal terraces and amenity. The PV panels also optimise the building's north facing orientation. Shading to north orientated spaces for thermal comfort.

Green Power

The use of greenpower which reduces the overall energy consumption and C02 emissions.

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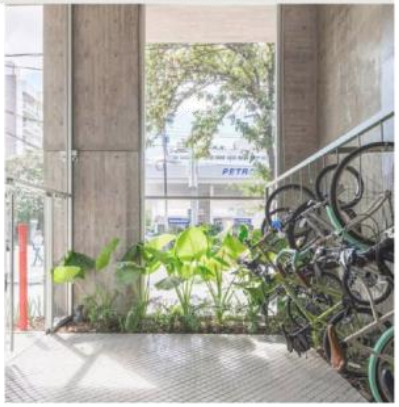
Design Approach

Green Transport

Bike facilities / Public Transport



Urban Ecology

Community & Urban Ecology

Sustainable Materials

Low Embodied Energy

Active Lifestyles & Green Transport

Sustainable modes of transports have environmental, social and economic benefits. The building's incentive to encourage sustainable transport modes can lead to reduced green house emissions, improved health and well-being for guests.

Greening of Buildings

Integration of vegetation in and around the building form. The greening and on-ground landscaping assists in minimising local heat gains and heat island effect.

Low Impact Materials

Use of local sustainably sourced materials such as brick.
Use of low VOC materials.

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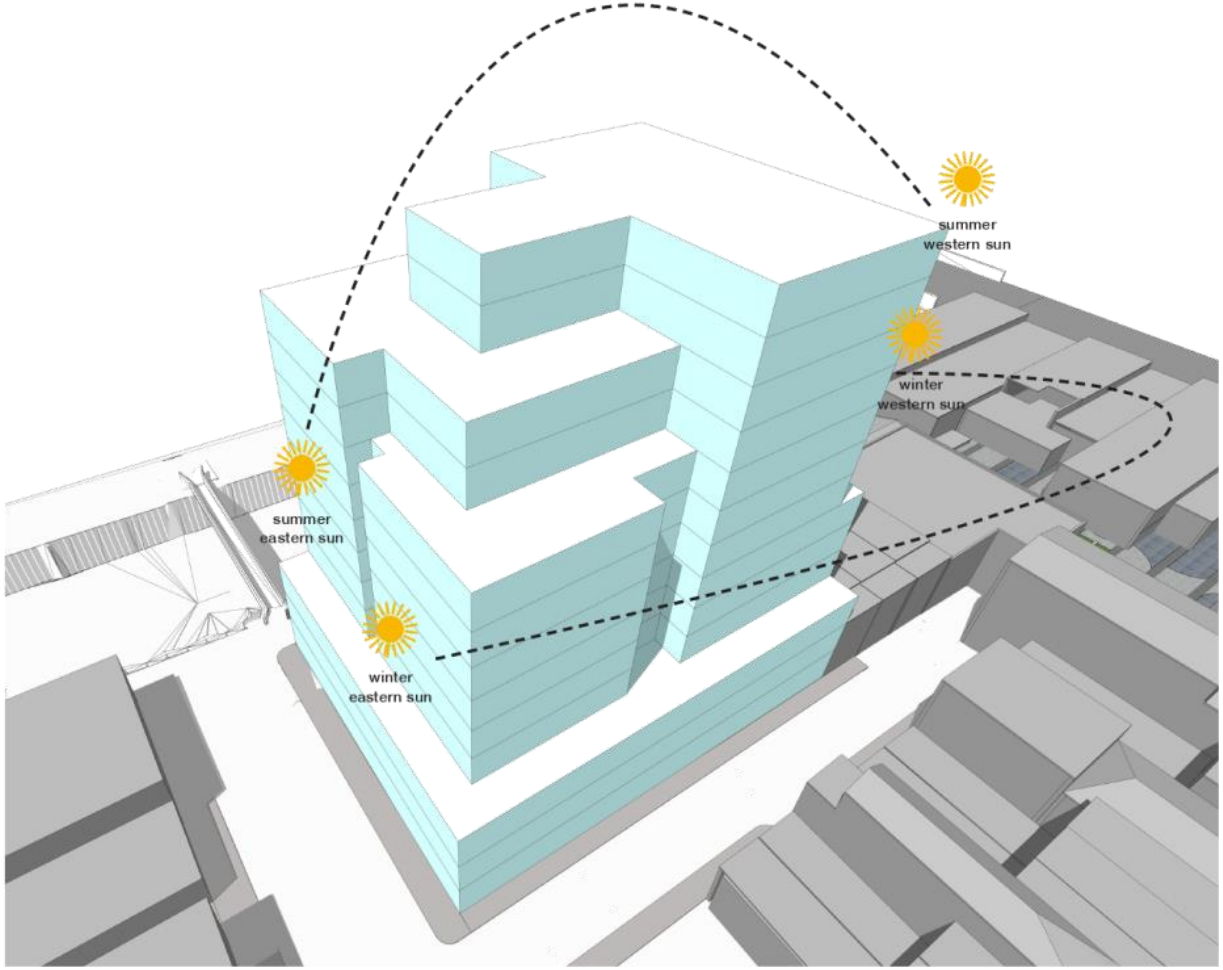
Design Approach

3.8 Building Orientation

The orientation of the site presents opportunities to have all four activated facade and frontages. With uninterrupted views to the north, west and south, the site offers spectacular views to iconic sites around Melbourne.

The site's solar orientation presents opportunities for good daylight amenity while at the same time, solar control to the building's northern and broad western faces are desirable. Responding to the building's solar orientation becomes an key conceptual driver to the proposal; the designing of an environmentally and contextually responsive building.



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Design Approach

3.9 Environmentally Responsive Building Principles

As the project strives to achieve ESD excellence, passive design principles are embedded throughout the project from the facade to the amenity provided.

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Design Approach

3.10 Environmentally Responsive Facade

With thermal comfort in mind, passive solar control elements are integrated into the facade through minimising the amount of glazing.

PV Panels

Activated Terraces

Optmising building orientation

Greening of Building

Minimising extent of glass on facade

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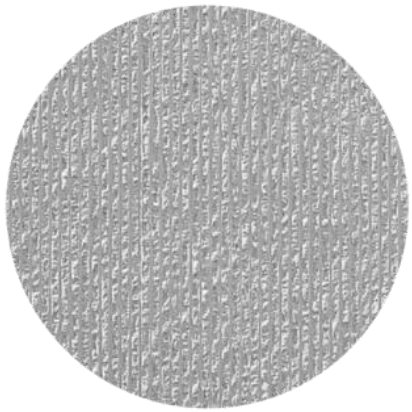
Design Approach

3.11 Design Pillars

Formal Reference

Nod to Traditional Detail



Authentic Materiality

Lighting & Shadow Play

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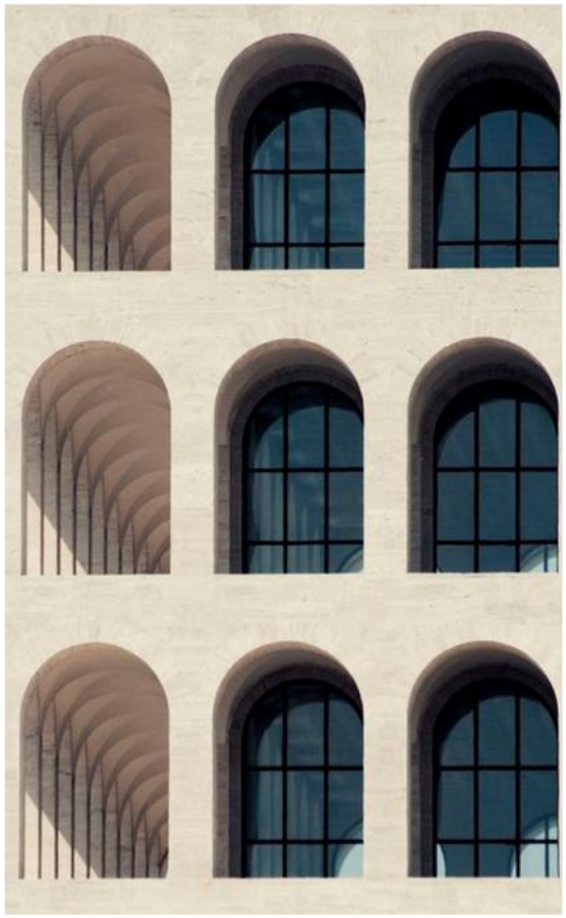
Design Approach

3.12 Facade Precedents



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Design Approach

3.13 Facade Precedents

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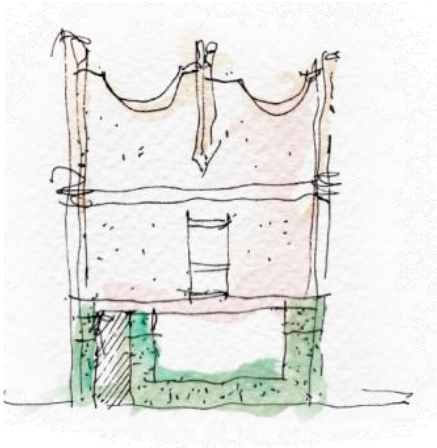
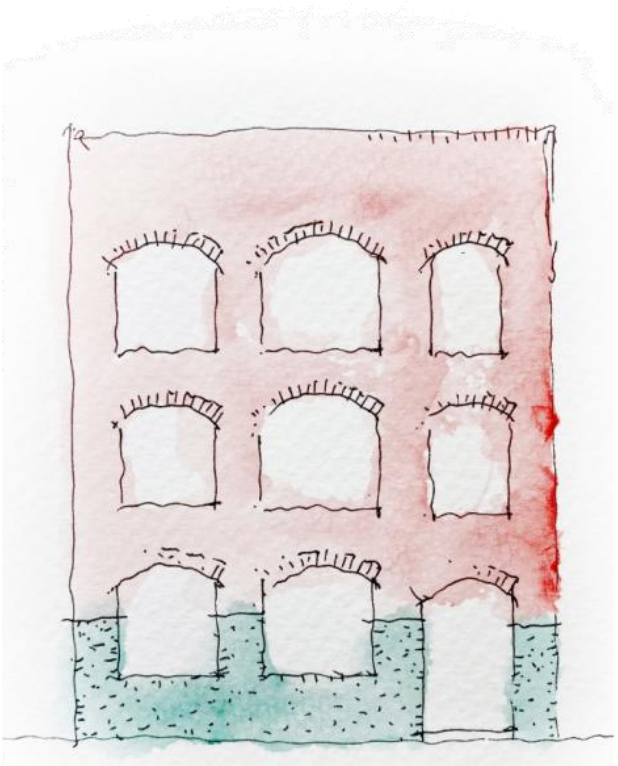
Design Approach

3.14 Podium Activation

The project's robust architectural forms, gestures and materiality draws upon Richmond's rich history and built heritage.

The use of arched forms is a nod to the Victorian era architecture along Swan Street. The application of green tiles to the project's podium also draws upon Richmond's vernacular where tiles are used on shopfronts and pubs grounding the building and creating a bold and textured base. Through these considered architectural motifs, the project strives in celebrating the existing grain and heritage of the old through a contemporary yet contextual refinement.





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Design Approach

3.15 Wiltshire and Brighton Street

The use of detailed brickwork at ground brings a level of fine grain detail to the building at a human scale. The cantilevered arch forms here create architectural interest drawing people into the building, framed by the arched openings.

The integration of greenery and vegetation within the project's facade and podium terraces can be appreciated from street level evoking a sense of harmonious beauty between built form and vegetation and reinforces the building's sustainable credentials.

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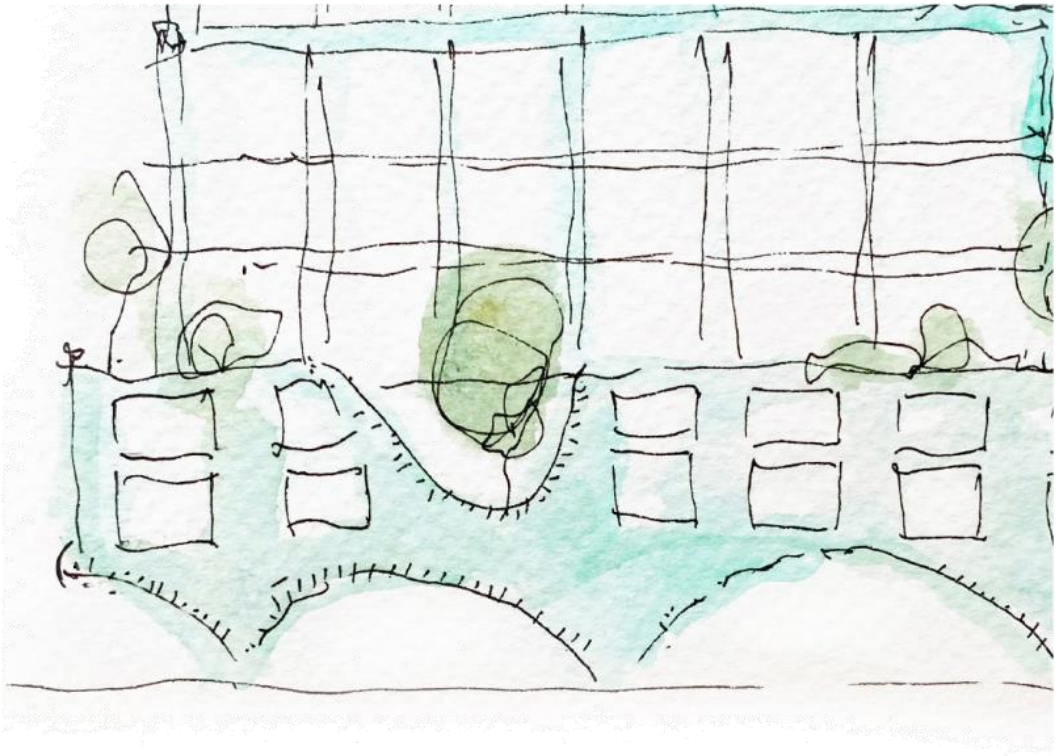
Design Approach

3.16 Street Interface & Public Realm

Cantilevered and vaulted curves at ground create delight and drama; an architectural boldness to the pedestrian interface and enhances the arrival experience. This cantilevered podium creates a 3m setback at ground, giving back to the public realm by widening the the existing narrow footpaths.

This setback will be utilised and activated by the food and beverage tenancies; used for outdoor dining and seating playing a significant role in the post-Covid environment. This expanded footpath also provides space for residential and commercial visitor bike parking and landscaping.



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Design Approach

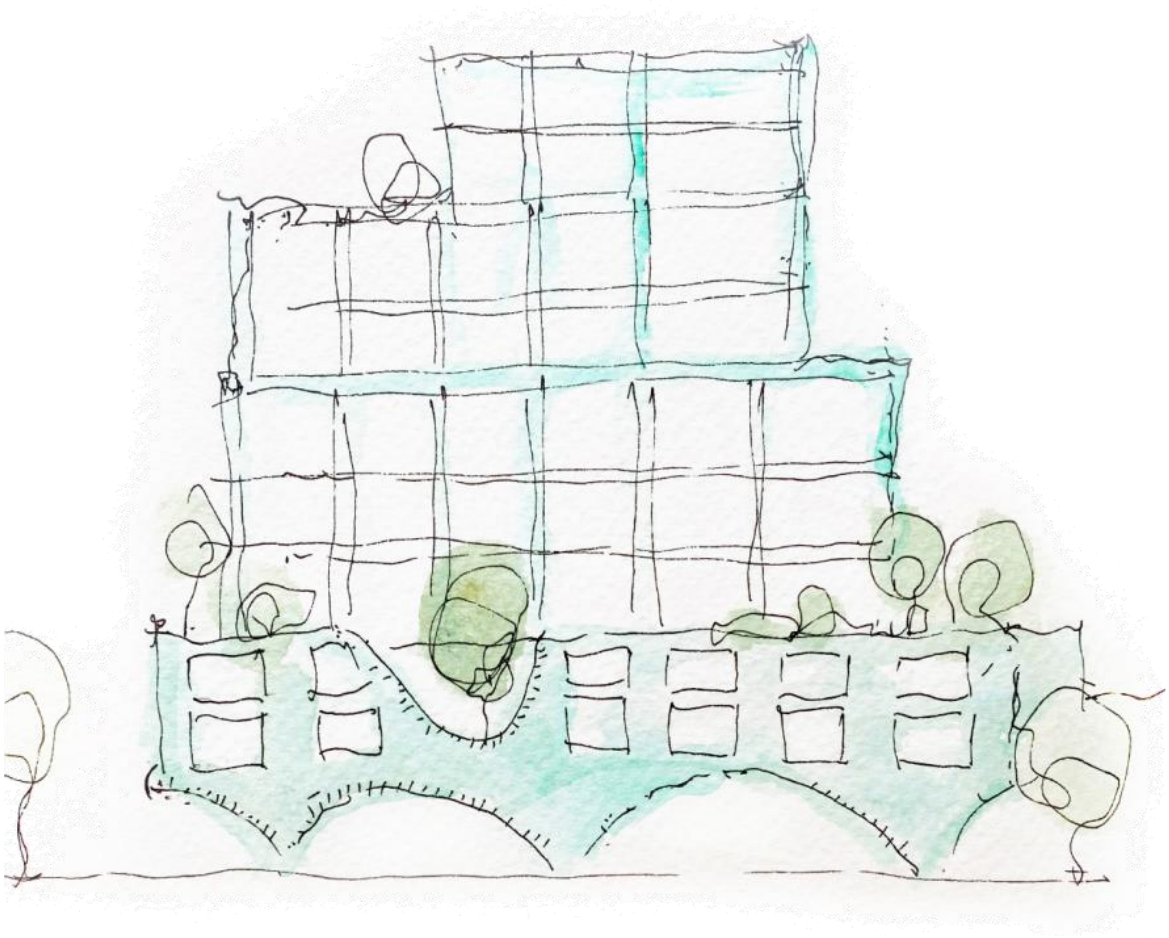
Attachment 1 - PLN22/0325 - Originally advertised plans

Design Approach

3.17 Tower and Podium Delineation

A strong podium and tower delineation is achieved through the use of the bold green brickwork within the podium contrasting against the textured concrete on the tower.

Planting and greenery on the podium setback level further delineates the podium and tower forms and provides privacy and buffer to the residents from each other and nearby buildings.



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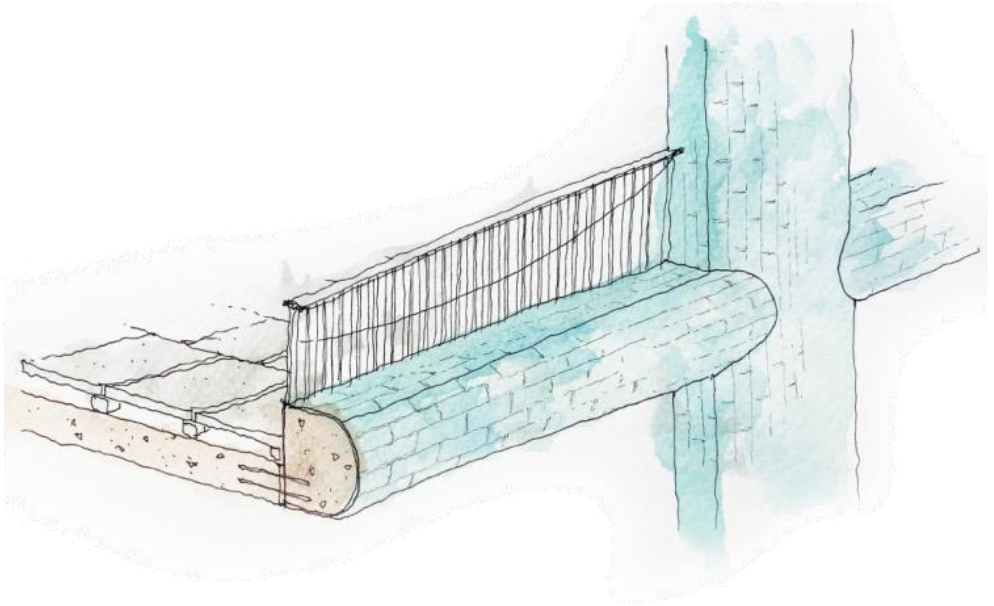
Design Approach

3.18 Tower Facade

The rounded columns and slab edges have been designed to play on the light and shadows cast across the articulated facade. The robustness of these elements are further contrasted by the fine delicate metal work balustrades containing arched detailing, taking cues from the ornamental Victorian era heritage architecture.



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Attachment 1 - PLN22/0325 - Originally advertised plans

Design Approach

3.19 North / East Facade

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Attachment 1 - PLN22/0325 - Originally advertised plans

Design Approach

Current application

Approved permit

3.20 RFI Item 5A - View from Lesney Street Looking North-East

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Design Approach

Current application

Approved permit

3.21 RFI Item 5B - View from Pedestrian Railway Bridge Looking North-West

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Design Approach

Current application

Approved permit

3.22 RFI Item 5C - View from Church Street

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Design Approach

Current application

Approved permit

3.23 RFI Item 5D i - View in Front of 205 Swan Street

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Design Approach

Current application

Approved permit

3.24 RFI Item 5D ii - View in Front of 225 Swan Street

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Design Approach

Current application

Approved permit

3.25 RFI Item 5E - View from Corner of Church & Swan Street

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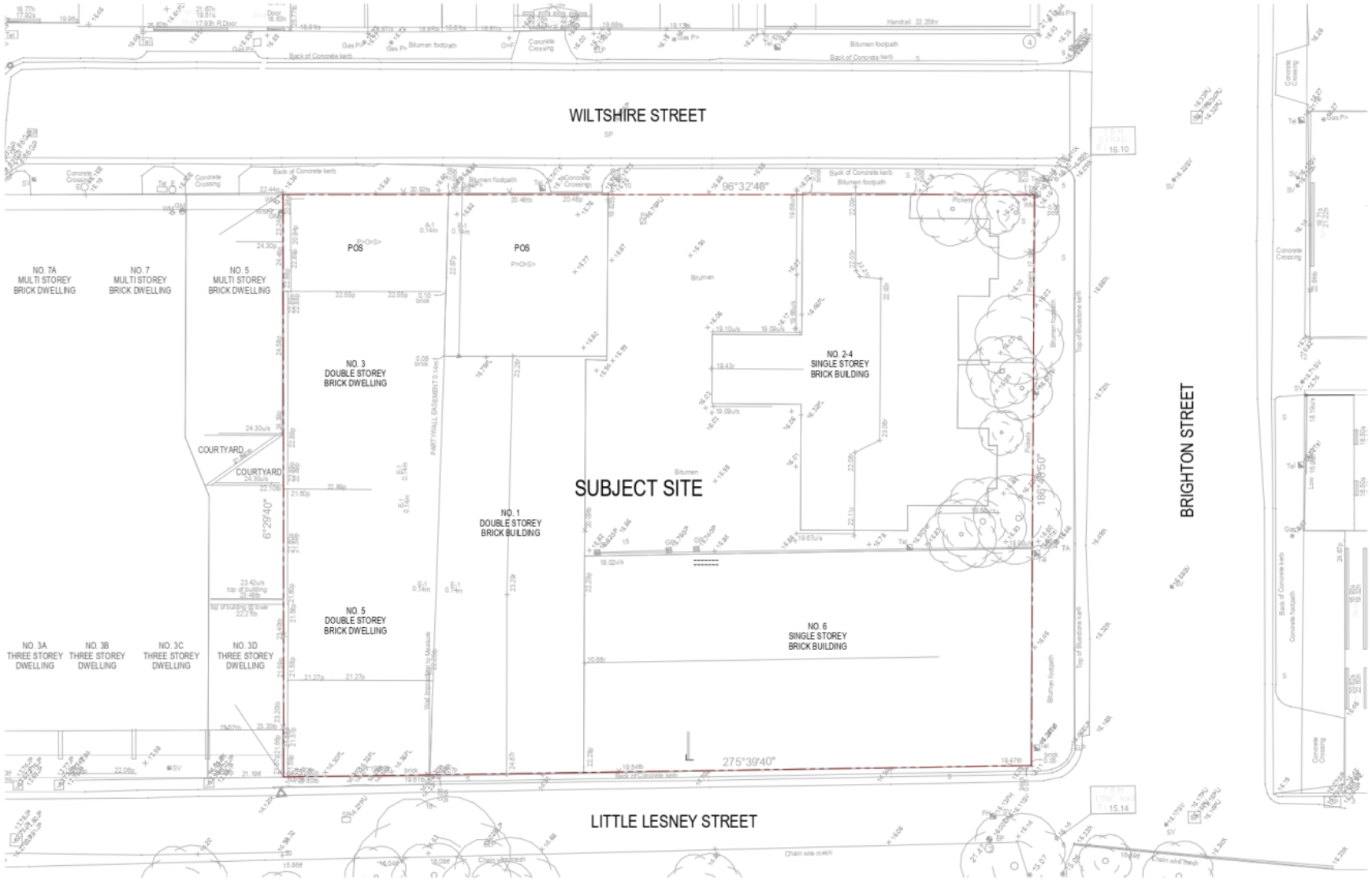

Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD01_02 EXISTING SITE PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9999 8888 sjb.com.au

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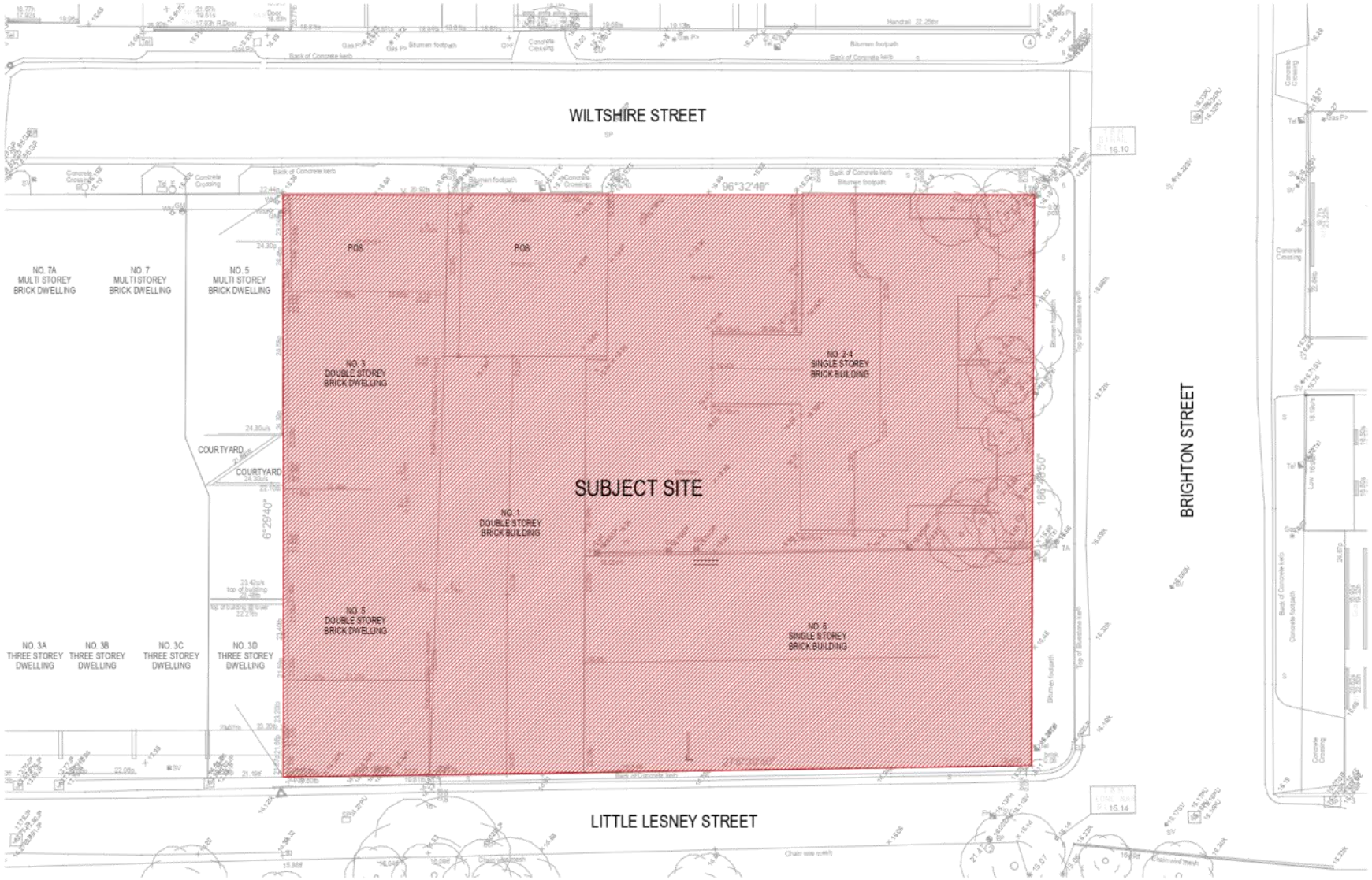

Project: FORTIS, 2-8 BRIGHTON STREET | Job No: 21567 | Scale: 1 : 100 @A1 | Drawing: SD01_03 DEMOLITION PLAN | Revision: 13, 06/08/21

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
T61 3 9999 6888
sjb.com.au

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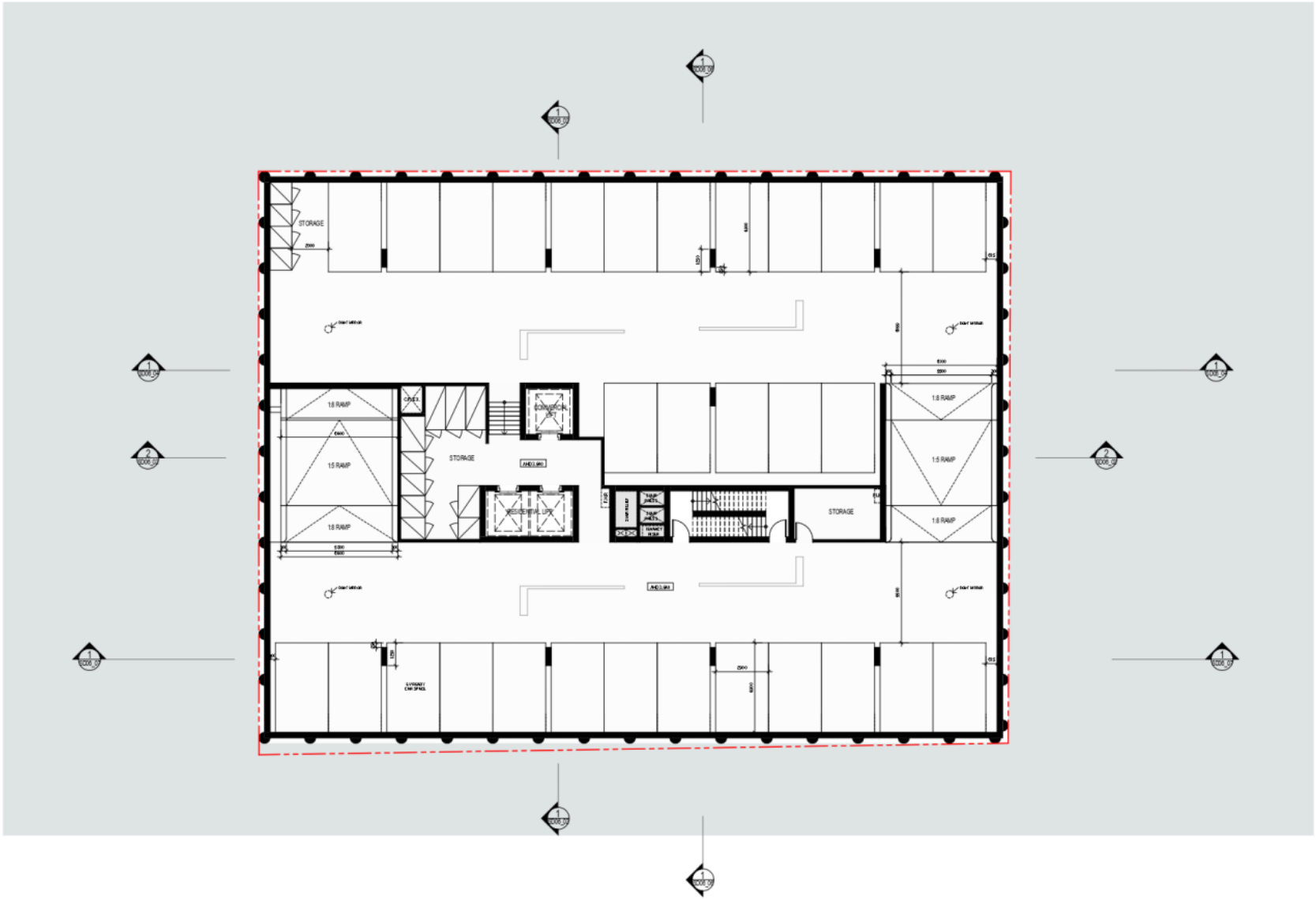

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 100 @A1

Drawing
SD02_01
BASEMENT 04

Revision
13
06/08/21

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
T61 3 9999 8888
cjb.com.au

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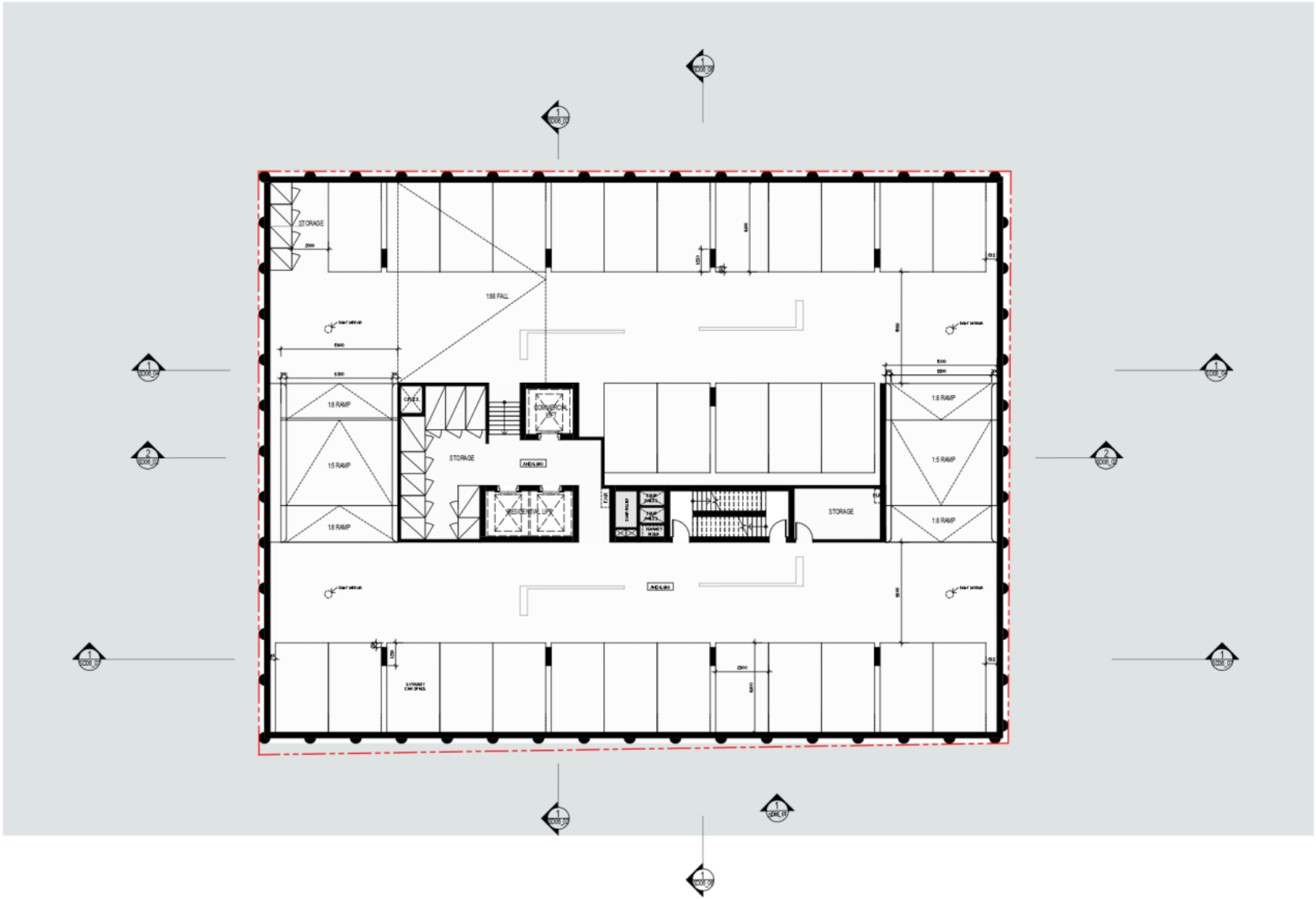

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 100 @A1

Drawing
SD02_02
BASEMENT 03

Revision
13
06/08/21

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
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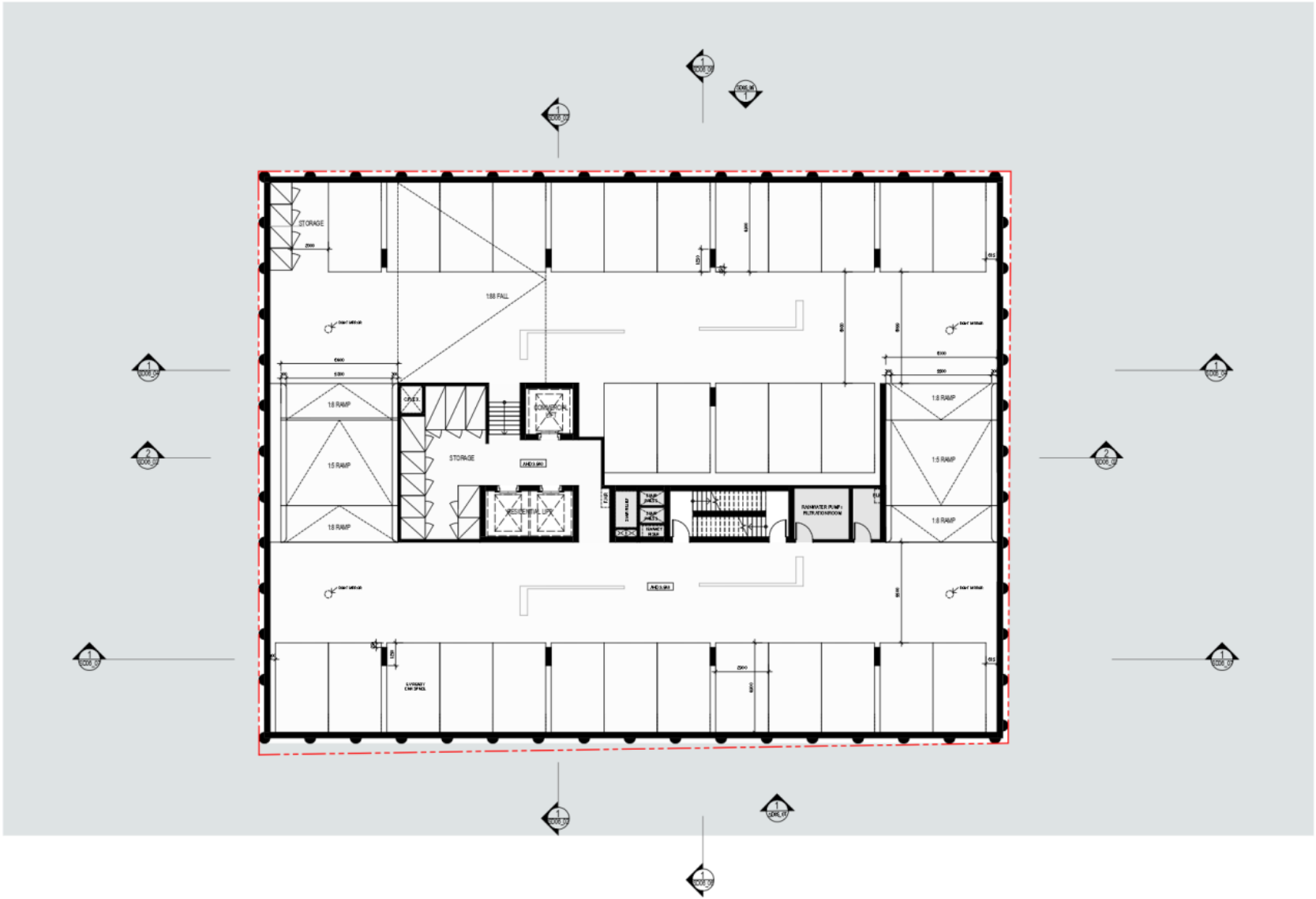
Attachment 1 - PLN22/0325 - Originally advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 100 @A1

Drawing
SD02_03
BASEMENT 02

Revision
13
06/08/21

Level 5, 18 Oliver Lane
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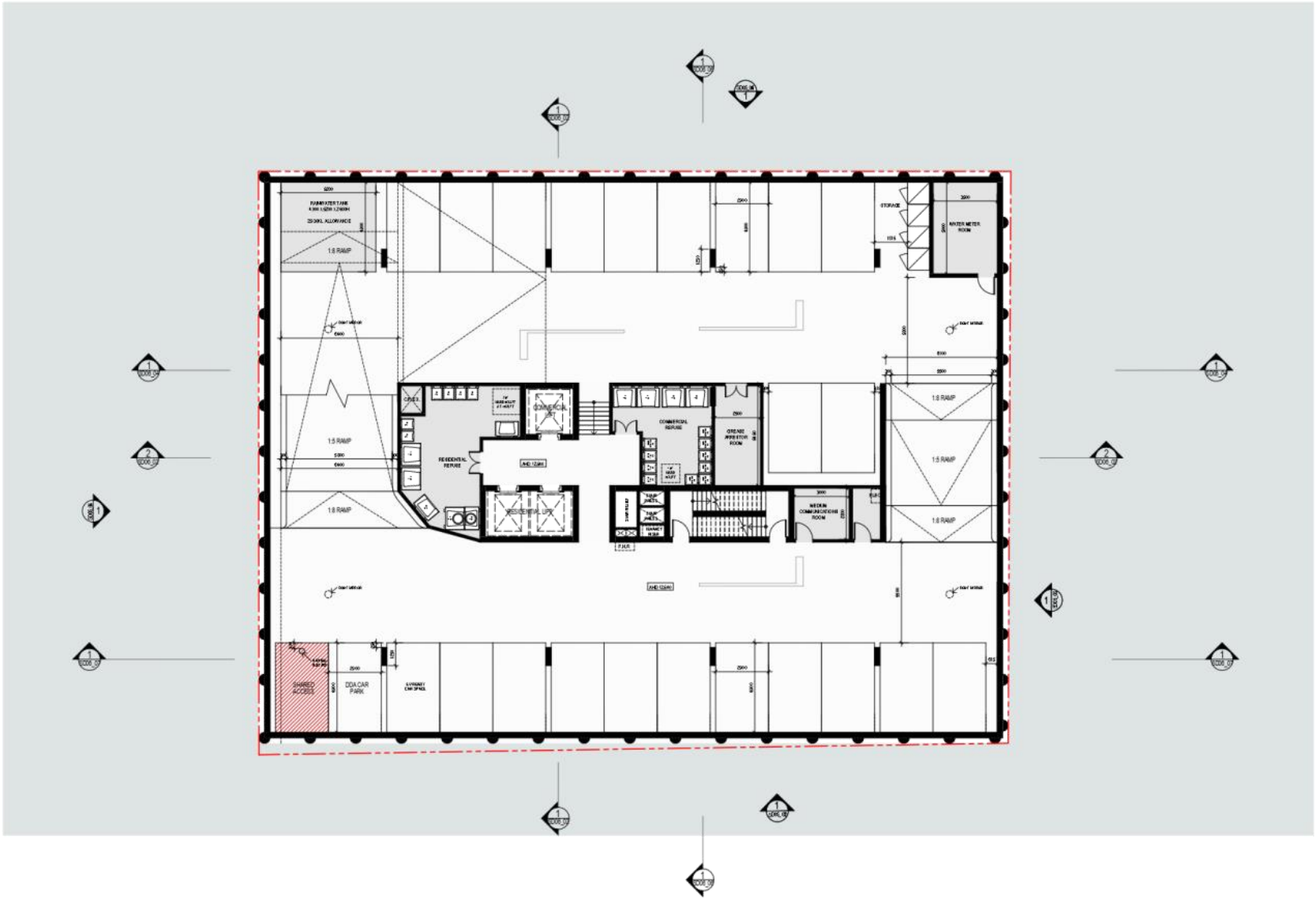
Attachment 1 - PLN22/0325 - Originally advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No
21567

Scale
1 : 100 @A1

Drawing
SD02_04
BASEMENT 01

Revision
13
06/08/21

Level 5, 18 Oliver Lane
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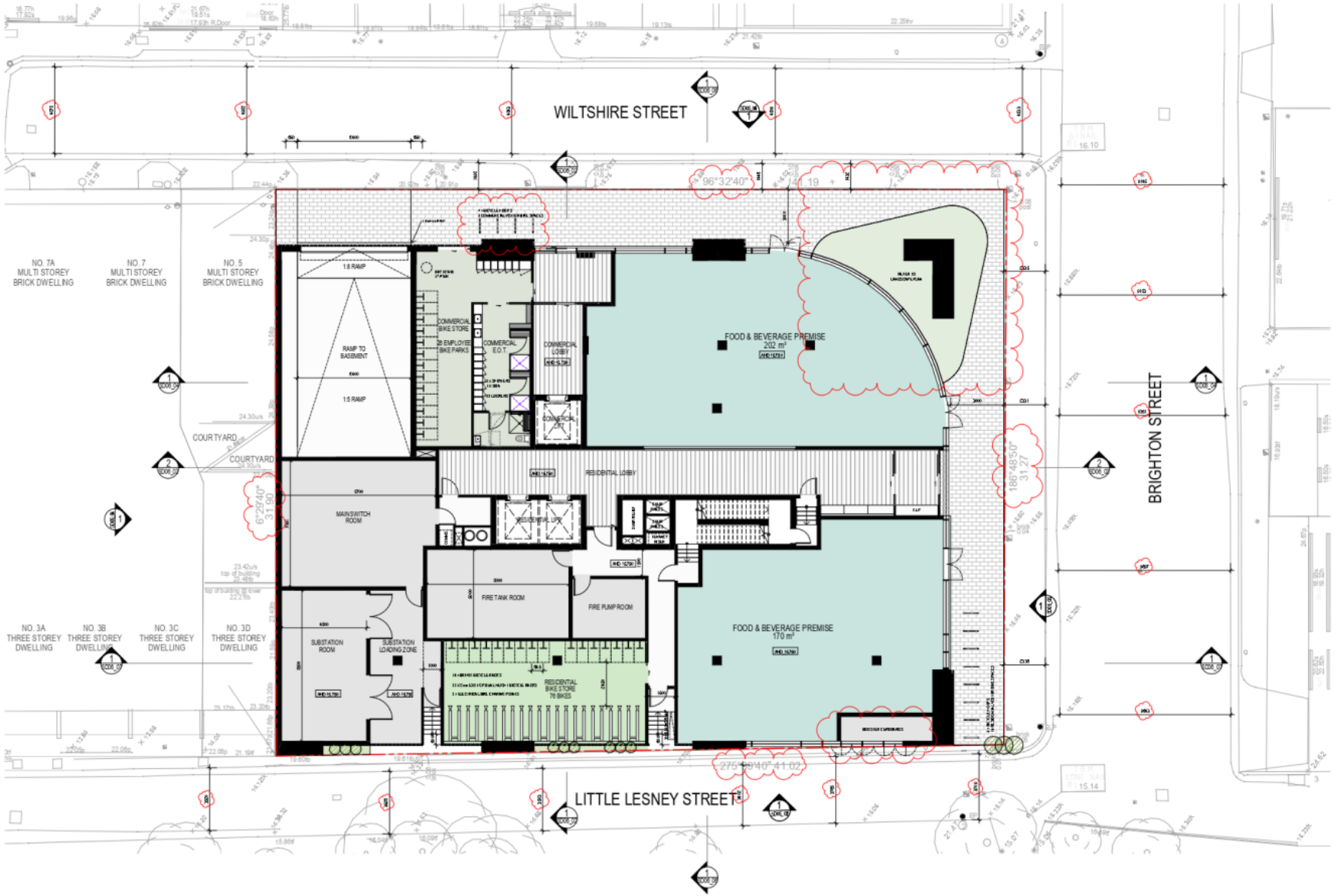
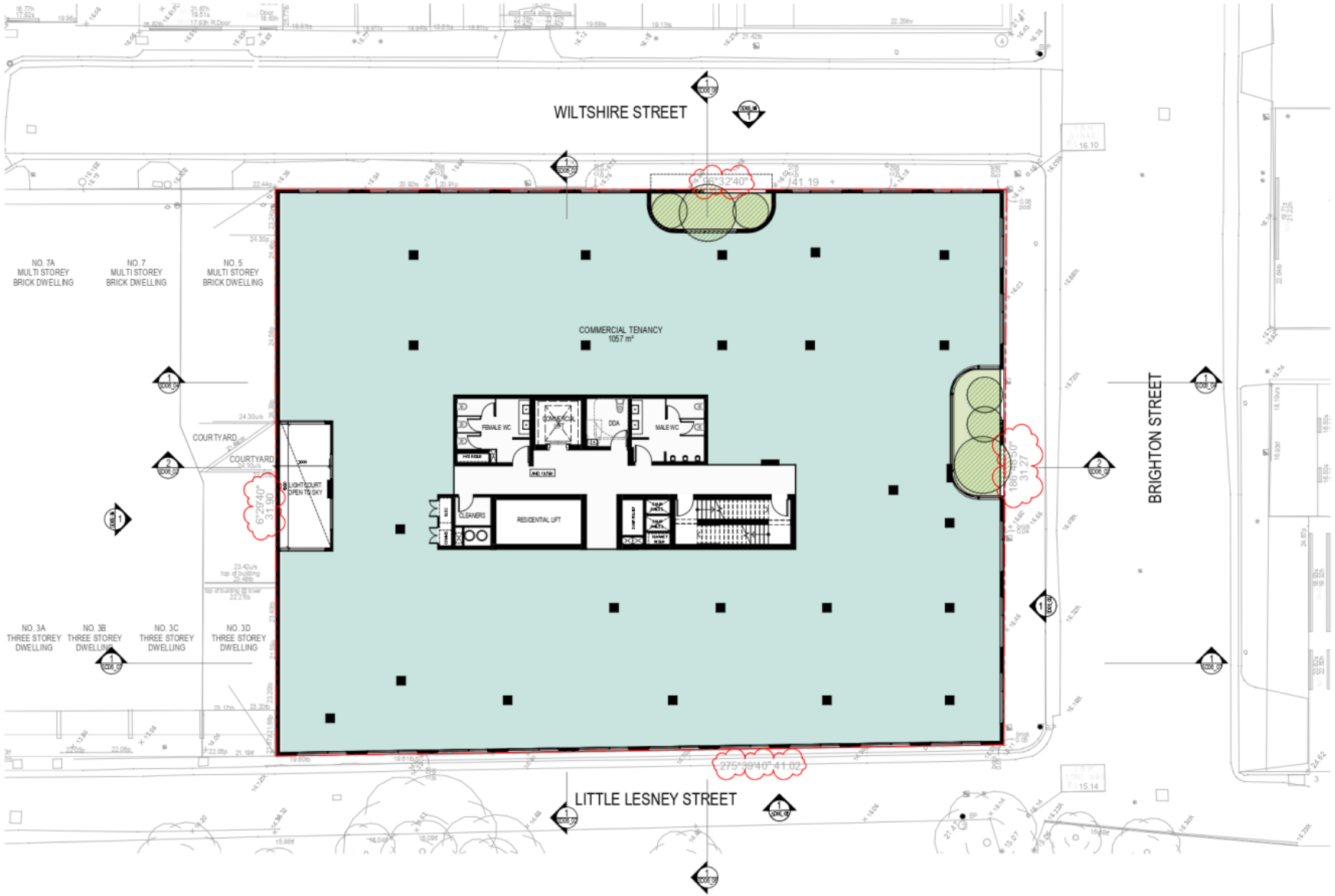
Attachment 1 - PLN22/0325 - Originally advertised plans



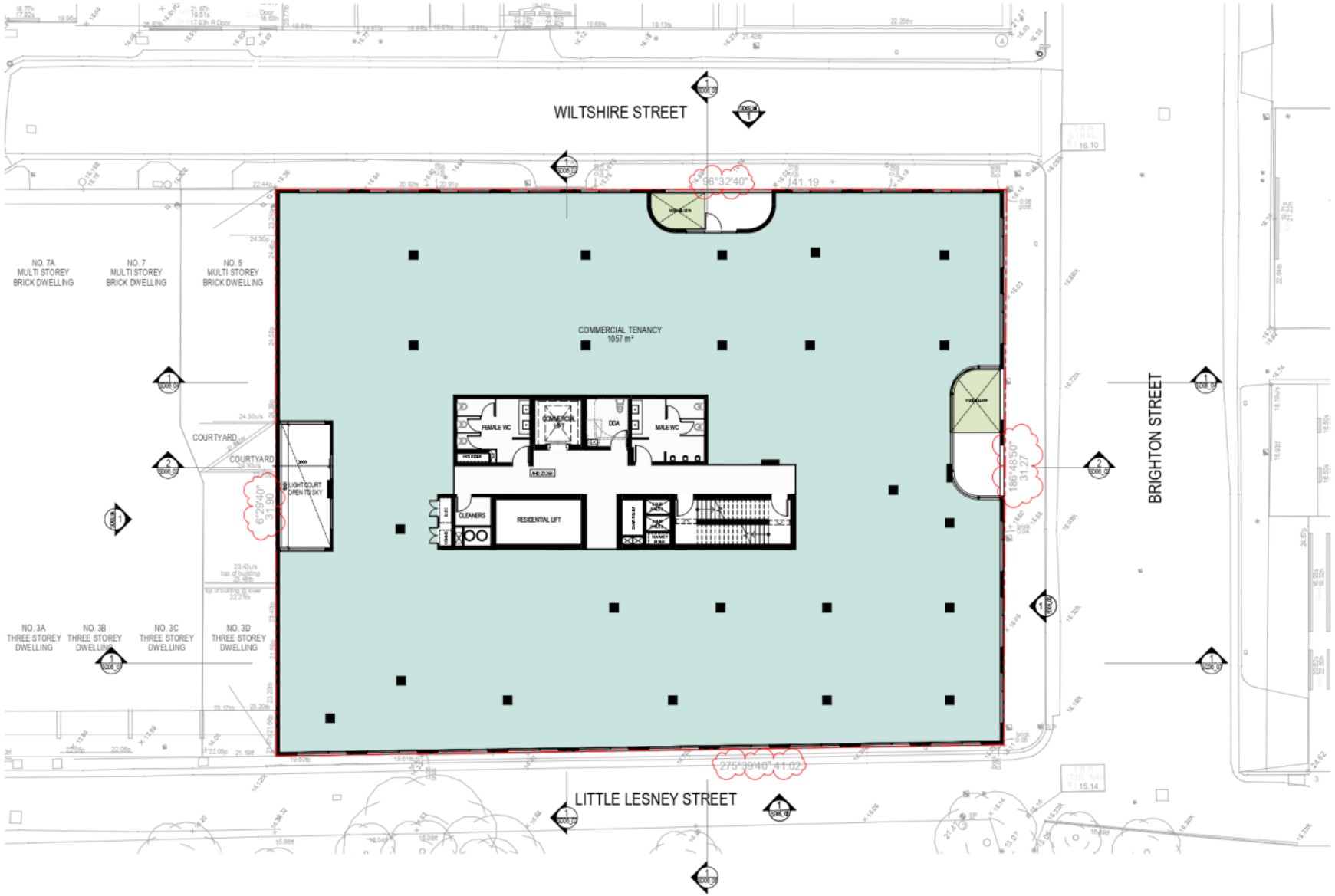
Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_05 GROUND FLOOR PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6888 sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans



Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_06 LEVEL 1 FLOOR PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9999 8888 sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans



Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_07 LEVEL 2 FLOOR PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9999 8888 sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans

Project	Job No	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_08 LEVEL 3 FLOOR PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6888 sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans

Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_09 LEVEL 4 FLOOR PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9999 8888 sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans

Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_10 LEVEL 5 FLOOR PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6888 sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans

Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_11 LEVEL 6 FLOOR PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6888 sjb.com.au

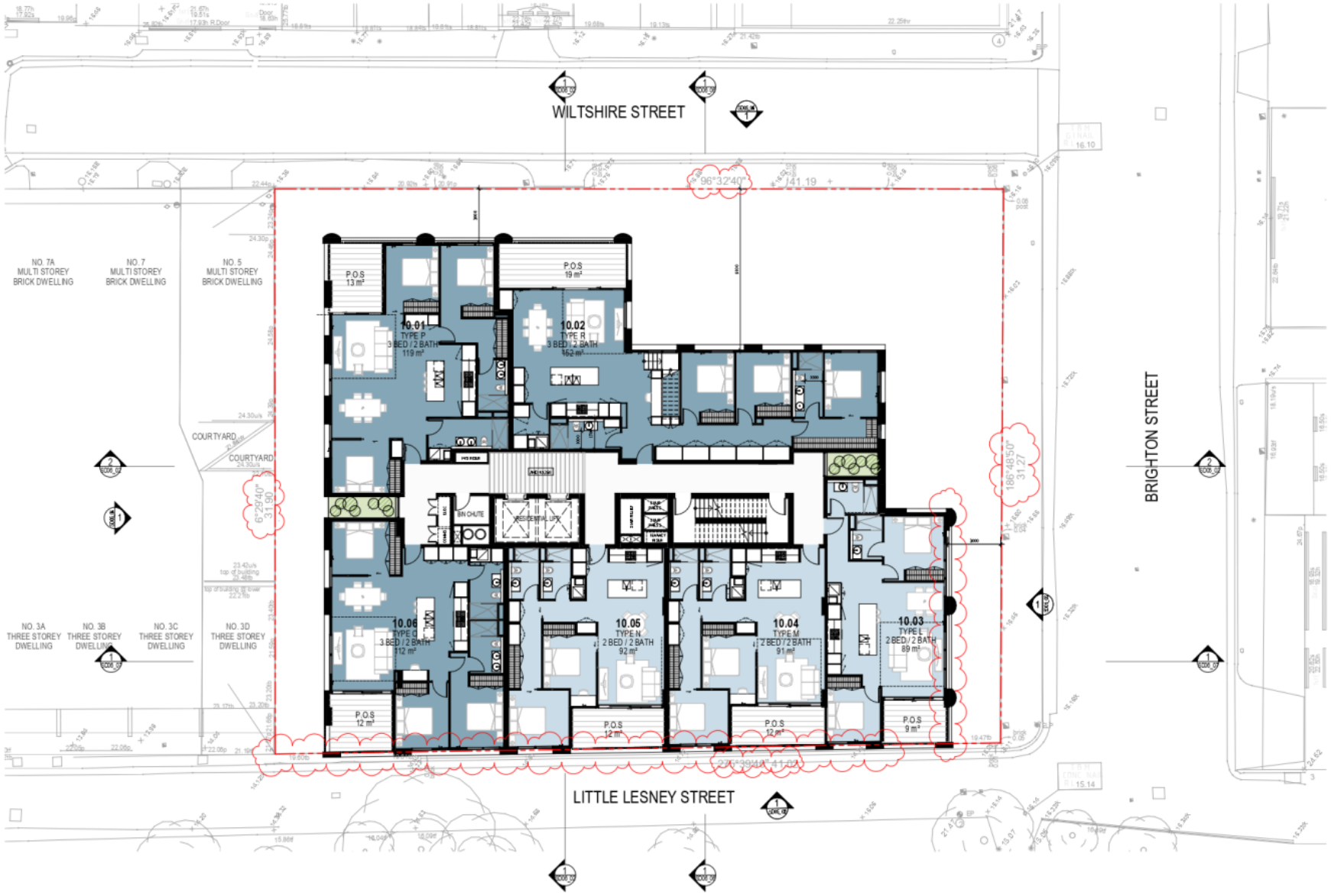
Attachment 1 - PLN22/0325 - Originally advertised plans

Project: FORTIS, 2-8 BRIGHTON STREET | Job No. 21567 | Scale 1 : 100 @A1 | Drawing SD02_12, LEVEL 7-8 FLOOR PLAN | Revision 13, 06/08/21

Attachment 1 - PLN22/0325 - Originally advertised plans

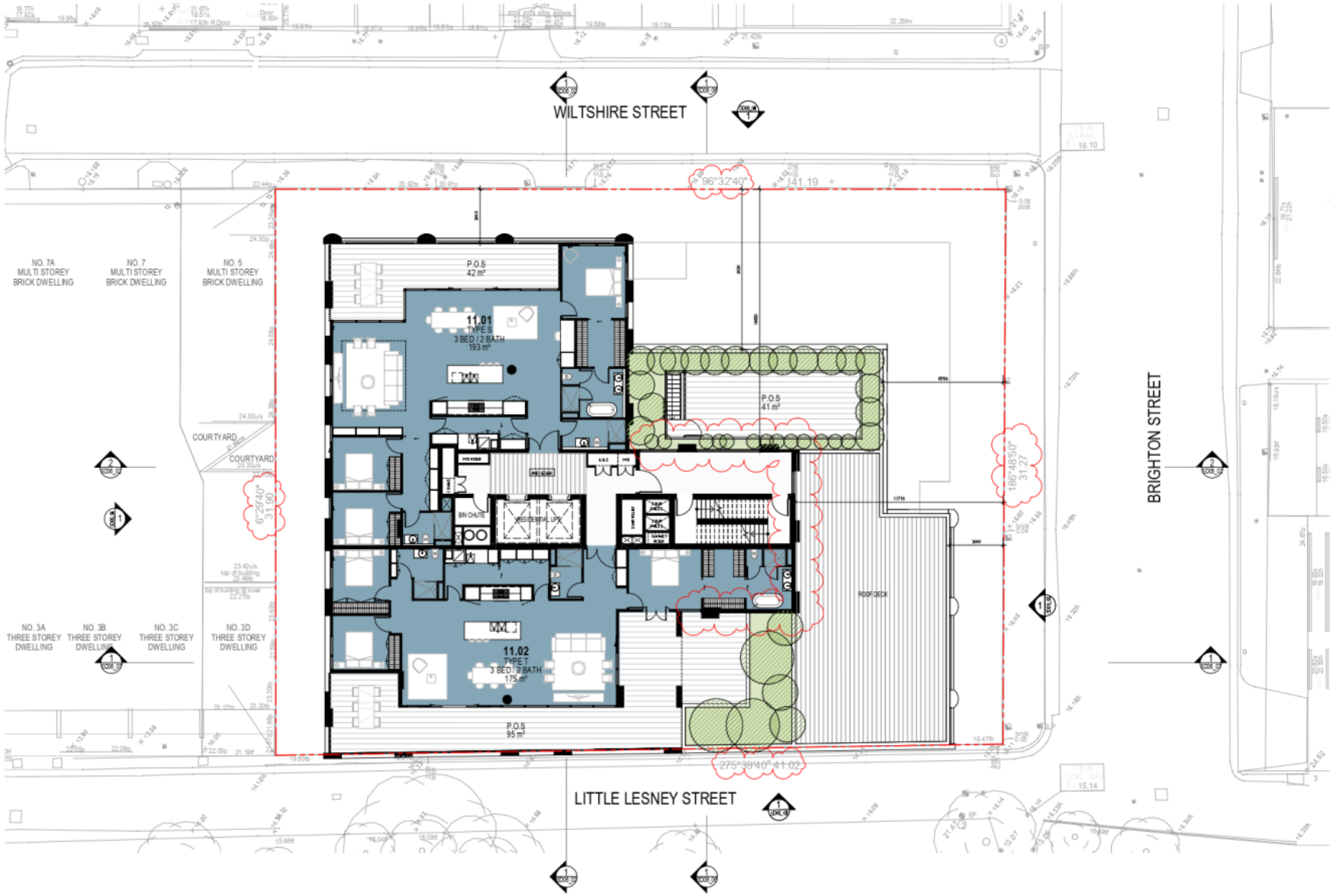
Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_13 LEVEL 9 FLOOR PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6888 sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans



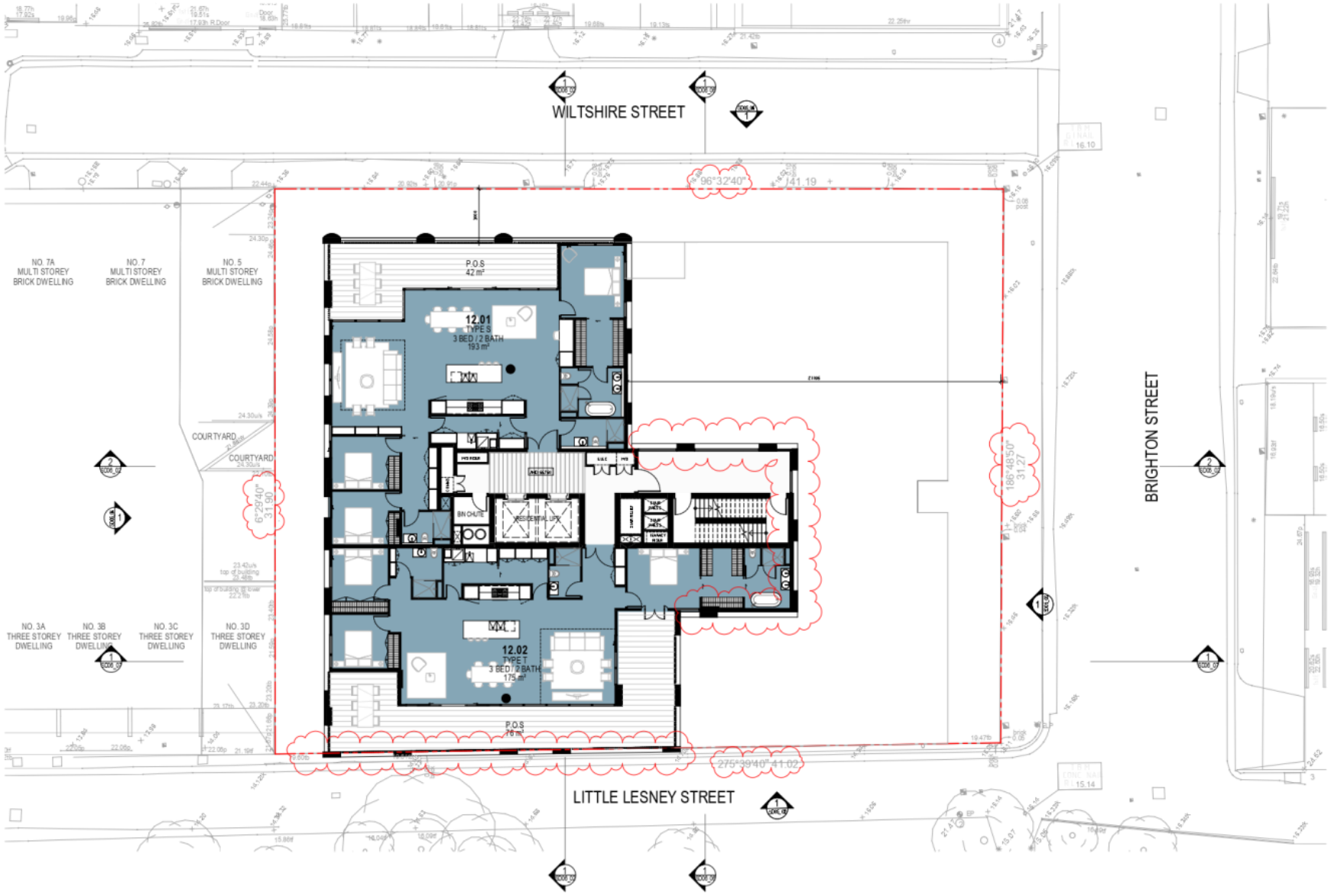
Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_14 LEVEL 10 FLOOR PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6888 sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans



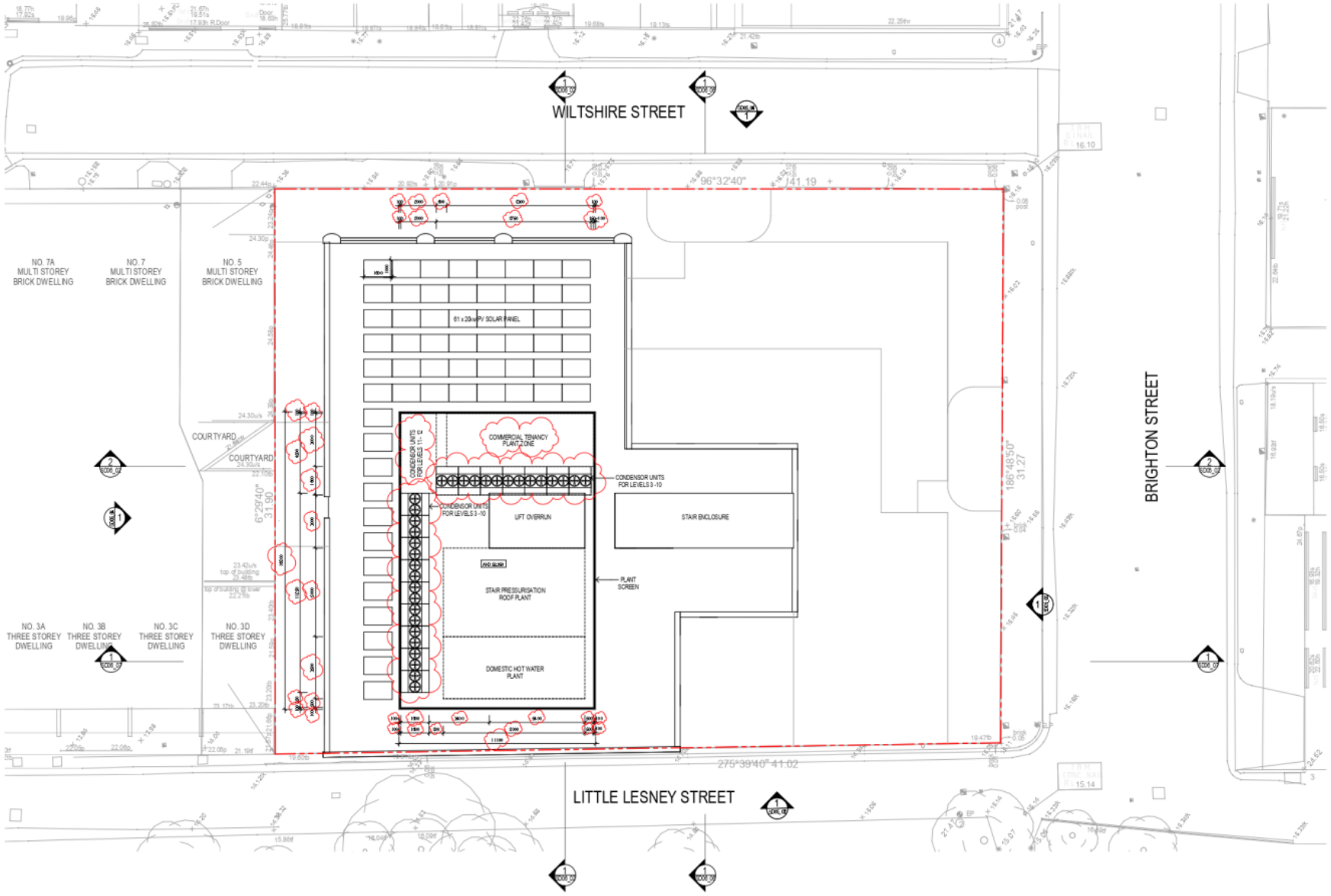
Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_15 LEVEL 11 FLOOR PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6888 sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans



Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_16 LEVEL 12 FLOOR PLAN	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6888 cjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans



Project: FORTIS, 2-8 BRIGHTON STREET | Job No. 21567 | Scale 1 : 100 @A1 | Drawing SD02_17 ROOF PLAN | Revision 13, 06/08/21

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Attachment 1 - PLN22/0325 - Originally advertised plans

Project
FORTIS
2-8 BRIGHTON STREET

Job No
21567

Scale
1 : 100 @A1

Drawing
SD05_01
NORTH ELEVATION

Revision
13
06/08/21

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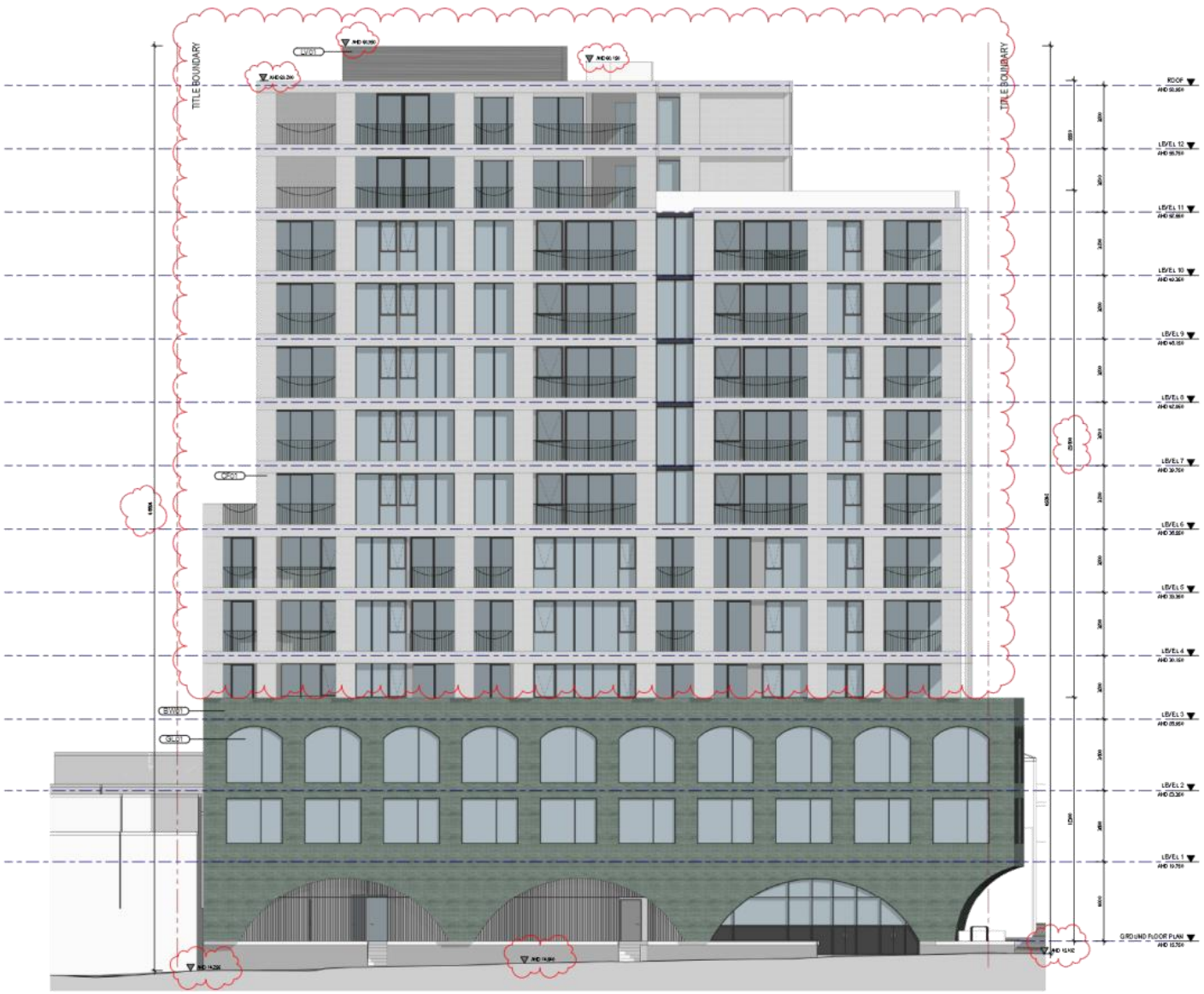
Attachment 1 - PLN22/0325 - Originally advertised plans



Project FORTIS 2-8 BRIGHTON STREET	Job No 21567	Scale 1 : 100 @A1	GRHX - GREENHOUSE CPHX - CONCRETE FINISH GLHX - CLEAR GLAZING	MDHX - GREENPOWDERCOAT MDHZ - CHARCOAL POWDERCOAT MDHQ - METAL SCREEN	Drawing SD05_02 SOUTH ELEVATION	Revision 13 06/08/21

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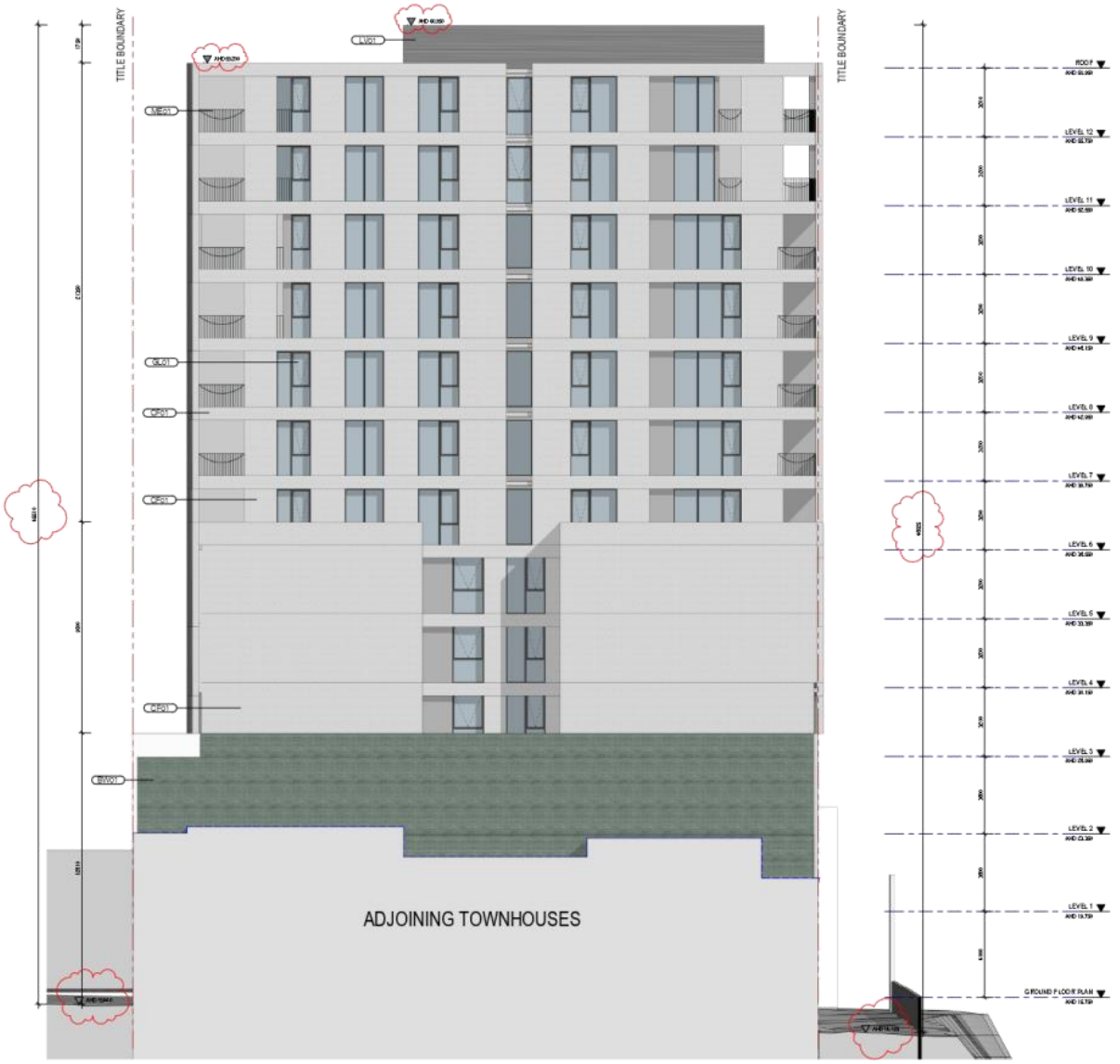
Attachment 1 - PLN22/0325 - Originally advertised plans

Project	Job No	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD05_03 EAST ELEVATION	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9999 8888 sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No
21567

Scale
1 : 100 @A1

Drawing
SD05_04
WEST ELEVATION

Revision
13
06/08/21

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Attachment 1 - PLN22/0325 - Originally advertised plans

Project FORTIS 2-8 BRIGHTON STREET	Job No 21567	Scale 1 : 200 @A1	Drawing SD05_06 NORTH ELEVATION - STREETSCAPE	Revision 13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T 61 3 9999 6888 sjb.com.au	SJB

Attachment 1 - PLN22/0325 - Originally advertised plans

09-Aug-21 1:42:28 PM

Project	Job No	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 200 @A1	SD05_07 SOUTH ELEVATION - STREETSCAPE	13 06/08/21	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9999 6888 sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 200 @A1

Drawing
SD05_08
EAST ELEVATION - CONTEXT

Revision
13
06/08/21

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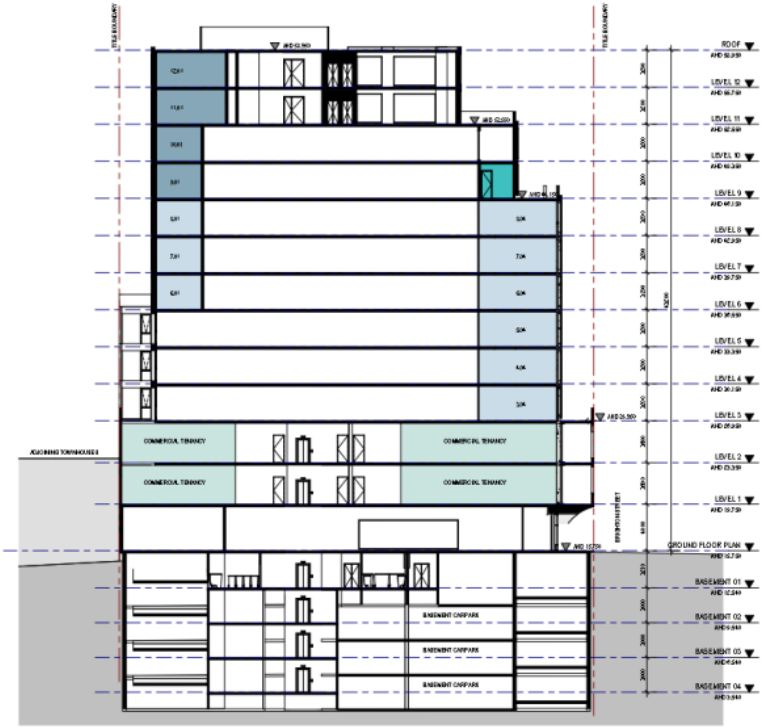
Attachment 1 - PLN22/0325 - Originally advertised plans



Attachment 1 - PLN22/0325 - Originally advertised plans

Project: FORTIS, 2-8 BRIGHTON STREET | Job No. 21567 | Scale 1 : 200 @A1 | Drawing SD06_06, SECTION N-S APT 12.02 | Revision 13, 06/08/21

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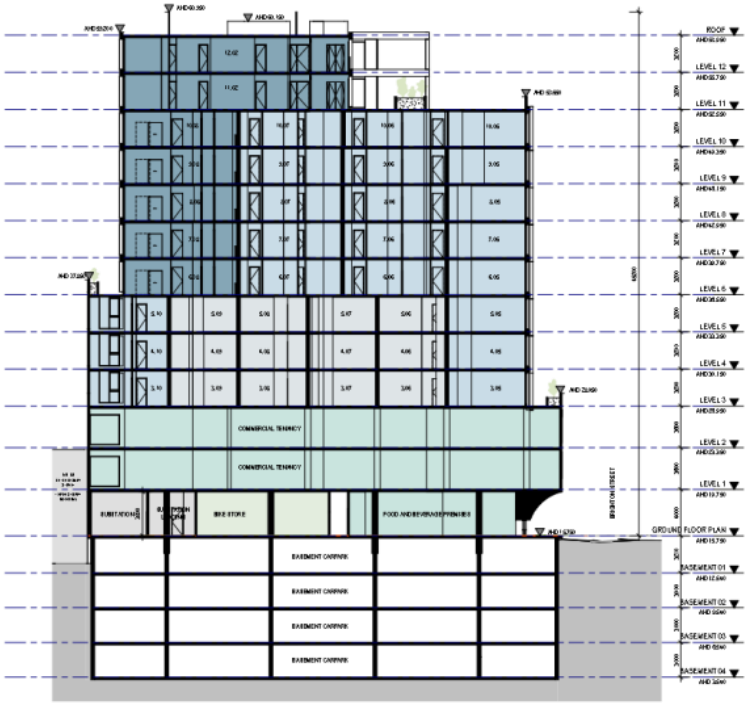
sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans



06-Aug-21 3:24:06 PM

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 200 @A1

Drawing
SD06_07
SECTION E-W APT 3.06

Revision
13
06/08/21

Level 5, 18 Oliver Lane
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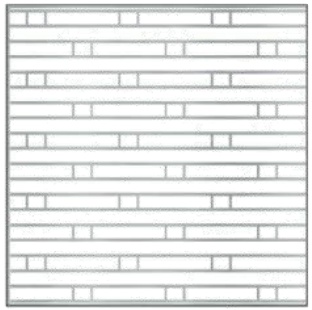
Attachment 1 - PLN22/0325 - Originally advertised plans

BW01 - GREEN BRICKWORK

CF01 - CONCRETE FINISH

ME01 - GREEN POWDERCOAT

ME02 - CHARCOAL POWDERCOAT



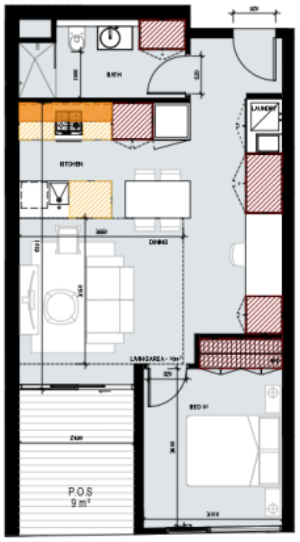
ME03 - METAL SCREENING

GL01 - CLEAR GLAZING

GL02 - SPANDREL GLAZING

LV01 - LOUVRES WARM GREY

Attachment 1 - PLN22/0325 - Originally advertised plans



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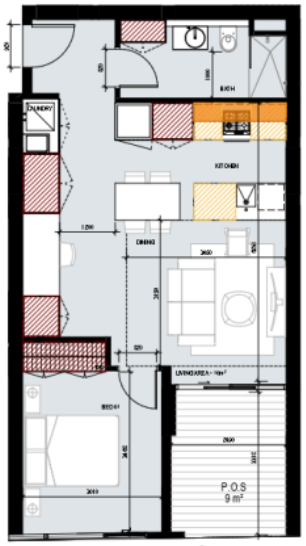
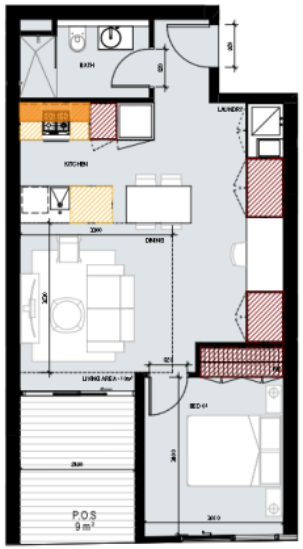
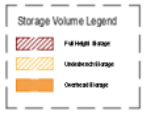
SCALE 1 : 50



1 SD05_01 TYPE B_1BED/STUDY
SCALE 1 : 50



2 SD05_01 TYPE C_1BED/STUDY
SCALE 1 : 50



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Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 50 @A1

Drawing
SD14_01
APARTMENT TYPES

Revision
13
06/08/21

Level 5, 18 Oliver Lane
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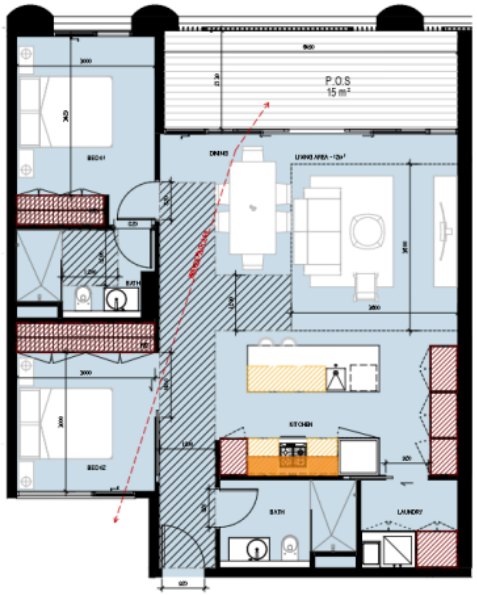
Attachment 1 - PLN22/0325 - Originally advertised plans



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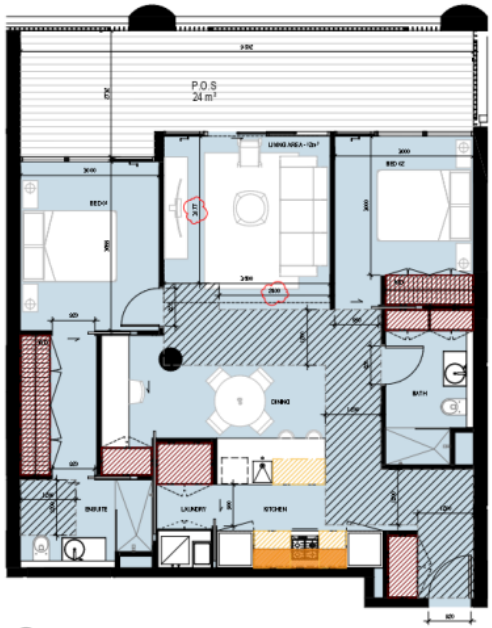
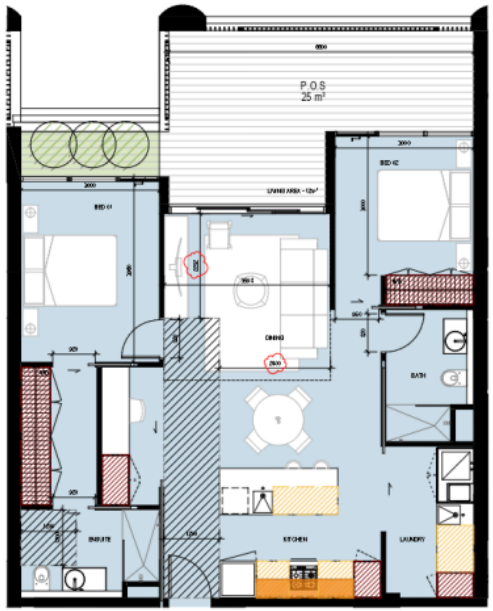
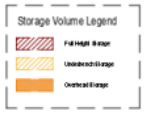


2 SD05_01 TYPE E_2 BED/2 BATH SCALE 1 : 50



3 SD05_01 TYPE F_2 BED/2 BATH SCALE 1 : 50



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Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 50 @A1

Drawing
SD14_02
APARTMENT TYPES

Revision
13
06/08/21

Level 5, 18 Oliver Lane
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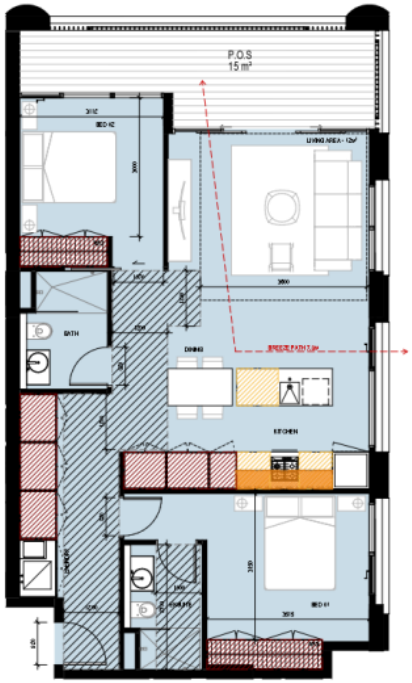
Attachment 1 - PLN22/0325 - Originally advertised plans



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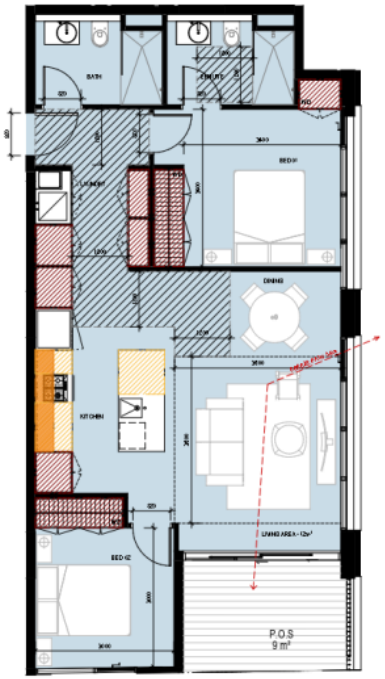
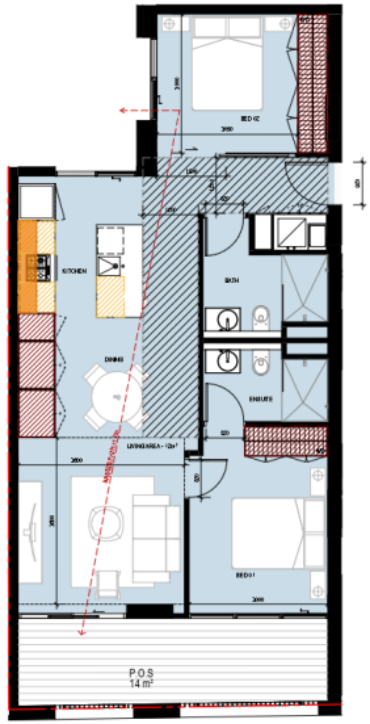
SD05_01 SCALE 1 : 50



2 TYPE H_2 BED/2 BATH
SD05_01 SCALE 1 : 50



3 TYPE I_2 BED/2 BATH
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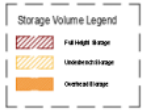

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Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 50 @A1

Drawing
SD14_03
APARTMENT TYPES

Revision
13
06/08/21

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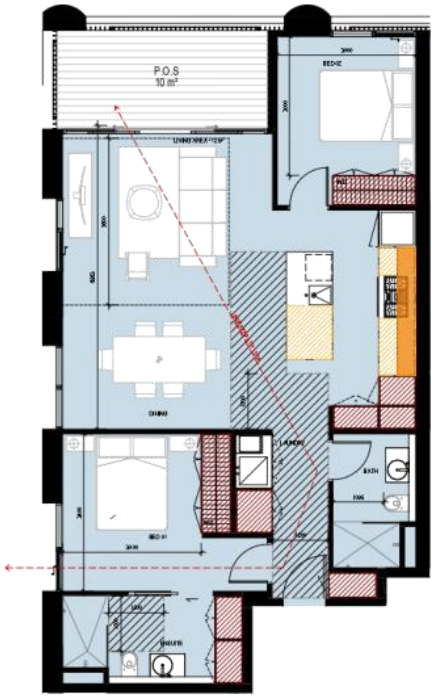
Attachment 1 - PLN22/0325 - Originally advertised plans



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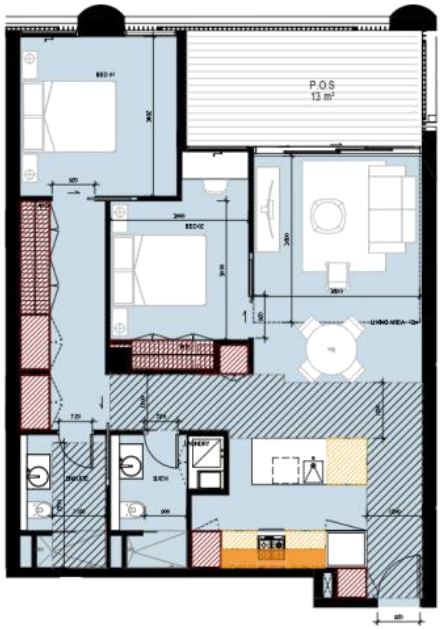
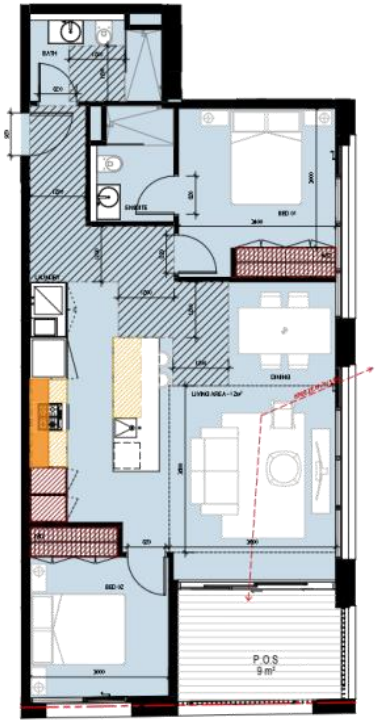
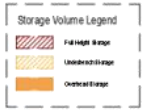
SD05_01 SCALE 1 : 50



2 TYPE K_2 BED/2 BATH
SD05_01 SCALE 1 : 50



3 TYPE L_2 BED/2 BATH
SD05_01 SCALE 1 : 50



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Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 50 @A1

Drawing
SD14_04
APARTMENT TYPES

Revision
13
06/08/21

Level 5, 18 Oliver Lane
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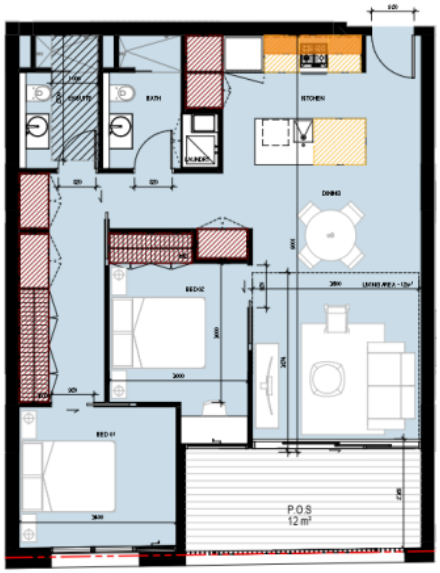
Attachment 1 - PLN22/0325 - Originally advertised plans



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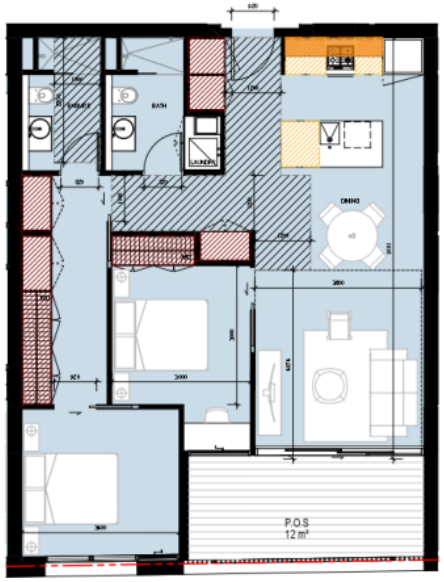
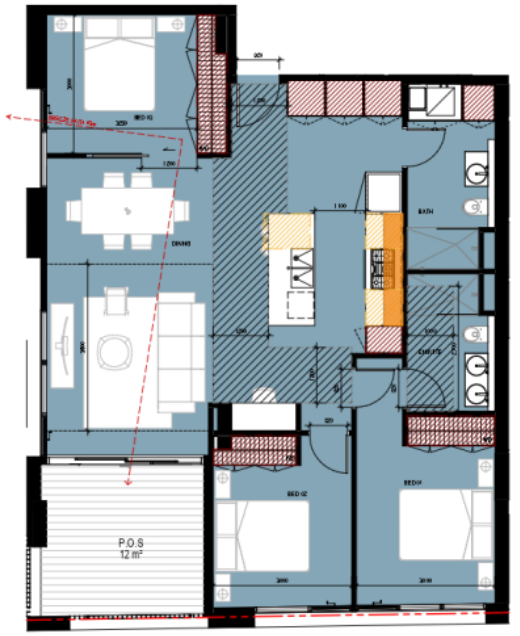
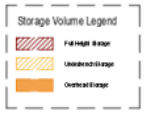
SCALE 1 : 50



2 SD05_01 TYPE N_2 BED/2 BATH
SCALE 1 : 50



3 SD05_01 TYPE O_3 BED/2 BATH
SCALE 1 : 50



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Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 50 @A1

Drawing
SD14_05
APARTMENT TYPES

Revision
13
06/08/21

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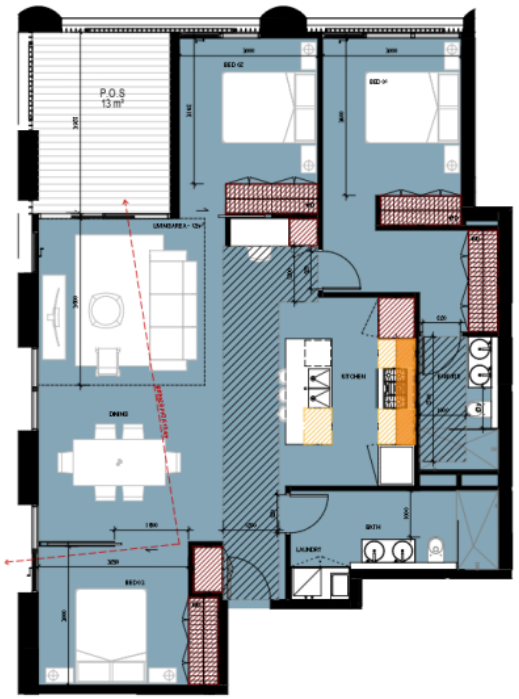
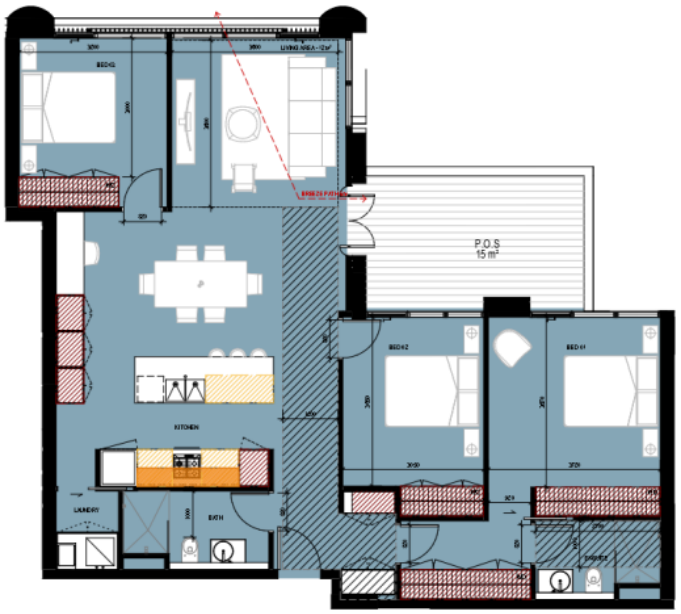
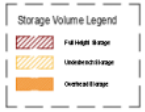
Attachment 1 - PLN22/0325 - Originally advertised plans



1 TYPE P_3 BED/ 2 BATH
SCALE 1 : 50



2 TYPE Q_3 BED/2 BATH
SCALE 1 : 50



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

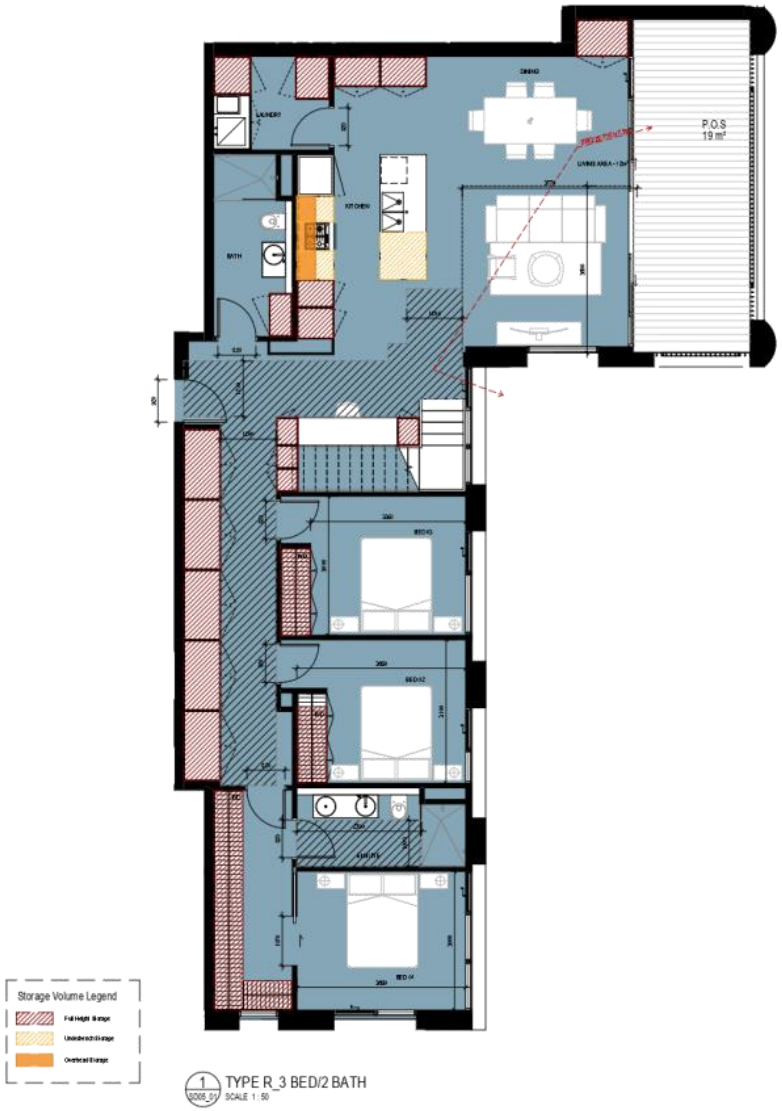
Scale
1 : 50 @A1

Drawing
SD14_06
APARTMENT TYPES

Revision
13
06/08/21

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
T 61 3 9699 6588
sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans



1 TYPE R_3 BED/2 BATH
SCALE 1 : 50

2 TYPE S_3 BED/2 BATH
SCALE 1 : 50

Project: FORTIS, 2-8 BRIGHTON STREET
Job No.: 21567
Scale: 1 : 50 @A1
Drawing: SD14_07, APARTMENT TYPES
Revision: 13, 06/08/21

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
T 61 3 9699 6588
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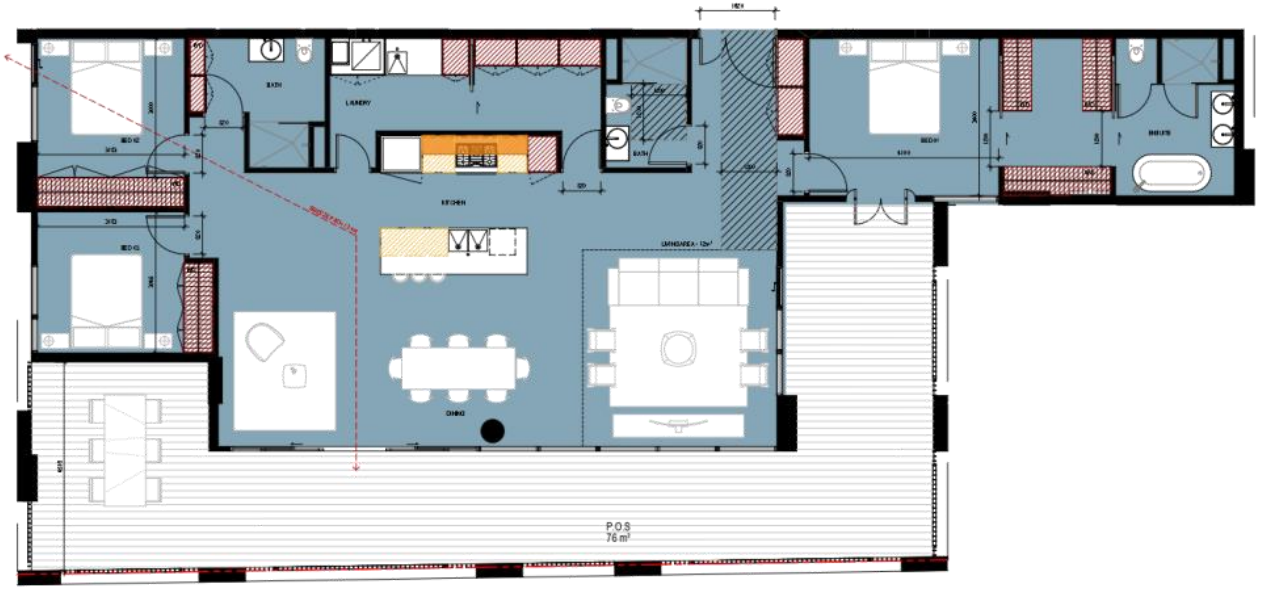
Attachment 1 - PLN22/0325 - Originally advertised plans



1 SD08_01 TYPE T_3 BED/2 BATH
SCALE 1:50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

08-August-2021 4:58:00 PM

Project: FORTIS, 2-8 BRIGHTON STREET
Job No.: 21567
Scale: 1 : 50 @A1
Drawing: SD14_08 APARTMENT TYPES
Revision: 13
06/08/21

Level 5, 18 Oliver Lane
Melbourne VIC
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Attachment 1 - PLN22/0325 - Originally advertised plans

Documentation

BADS Matrix

				INTERNAL AMENITY							PRIVATE OPEN SPACE						ACCECCIBILITY				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 & 1.8m 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	Adaptable Bathroom Option B	Storage Requirements	Inside Apartment Studio - 5m³ 1B - 6m³ 2B - 9m³ 3B+ - 12m³	Outside Apartment	Total Volume Studio - 8m³ 1B - 10m³ 2B - 14m³ 3B+ - 18m³
				Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	40% or more	Mandatory		Mandatory		Mandatory		50% or more				Mandatory			
Level 03																								
LEVEL 3	3.01 D	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	15.00 m²	N/A		Yes	Yes	Yes	No	Yes	16.40 m³	4.21 m³	20.61 m³
LEVEL 3	3.02 E	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	24.00 m²	N/A		No	Yes	Yes	No	Yes	17.25 m³	4.21 m³	21.46 m³
LEVEL 3	3.03 F	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	23.00 m²	N/A		No	Yes	Yes	No	Yes	14.16 m³	4.21 m³	18.37 m³
LEVEL 3	3.04 G	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	15.00 m²	N/A		Yes	Yes	No	Yes	Yes	19.84 m³	3.74 m³	23.38 m³
LEVEL 3	3.05 H	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	9.00 m²	N/A		Yes	Yes	Yes	No	Yes	17.53 m³	0.00 m³	17.53 m³
LEVEL 3	3.06 A	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.30 m³	0.00 m³	10.30 m³
LEVEL 3	3.07 A	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.30 m³	0.00 m³	10.30 m³
LEVEL 3	3.08 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m³	0.00 m³	10.05 m³
LEVEL 3	3.09 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m³	0.00 m³	10.05 m³
LEVEL 3	3.10 I	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	14.00 m²	N/A		No	No	No	No	Yes	14.51 m³	0.00 m³	14.51 m³
Level 04																								
LEVEL 4	4.01 D	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	15.00 m²	N/A		Yes	Yes	Yes	No	Yes	16.40 m³	5.46 m³	21.86 m³
LEVEL 4	4.02 E	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	24.00 m²	N/A		No	Yes	Yes	No	Yes	17.25 m³	4.21 m³	21.46 m³
LEVEL 4	4.03 F	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	23.00 m²	N/A		No	Yes	Yes	No	Yes	14.16 m³	4.21 m³	18.37 m³
LEVEL 4	4.04 G	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	15.00 m²	N/A		Yes	Yes	No	Yes	Yes	19.84 m³	3.74 m³	23.38 m³
LEVEL 4	4.05 H	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	9.00 m²	N/A		Yes	Yes	Yes	No	Yes	17.53 m³	0.00 m³	17.53 m³
LEVEL 4	4.06 A	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.30 m³	0.00 m³	10.30 m³
LEVEL 4	4.07 A	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.30 m³	0.00 m³	10.30 m³
LEVEL 4	4.08 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m³	0.00 m³	10.05 m³
LEVEL 4	4.09 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m³	0.00 m³	10.05 m³
LEVEL 4	4.10 I	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	14.00 m²	N/A		No	No	No	No	Yes	14.51 m³	0.00 m³	14.51 m³
Level 05																								
LEVEL 5	5.01 D	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	15.00 m²	N/A		Yes	Yes	Yes	No	Yes	16.40 m³	5.46 m³	21.86 m³
LEVEL 5	5.02 E	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	24.00 m²	N/A		No	Yes	Yes	No	Yes	17.25 m³	4.21 m³	21.46 m³
LEVEL 5	5.03 F	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	23.00 m²	N/A		No	Yes	Yes	No	Yes	14.16 m³	4.21 m³	18.37 m³
LEVEL 5	5.04 G	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	15.00 m²	N/A		Yes	Yes	No	Yes	Yes	19.84 m³	3.74 m³	23.38 m³
LEVEL 5	5.05 H	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	9.00 m²	N/A		Yes	Yes	Yes	No	Yes	17.53 m³	0.00 m³	17.53 m³
LEVEL 5	5.06 A	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	12.12 m³	0.00 m³	12.12 m³
LEVEL 5	5.07 B	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	11.89 m³	0.00 m³	11.89 m³
LEVEL 5	5.08 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m³	0.00 m³	10.05 m³
LEVEL 5	5.09 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m³	0.00 m³	10.05 m³
LEVEL 5	5.10 I	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	14.00 m²	N/A		No	No	No	No	Yes	14.51 m³	0.00 m³	14.51 m³
Level 06																								
LEVEL 6	6.01 J	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	10.00 m²	N/A		Yes	Yes	Yes	No	Yes	18.33 m³	3.74 m³	22.07 m³
LEVEL 6	6.02 K	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	13.00 m²	N/A		Yes	Yes	No	Yes	Yes	16.64 m³	3.74 m³	20.38 m³
LEVEL 6	6.03 F	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	23.00 m²	N/A		No	Yes	Yes	No	Yes	14.16 m³	4.21 m³	18.37 m³
LEVEL 6	6.04 G	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	15.00 m²	N/A		Yes	Yes	No	Yes	Yes	19.84 m³	3.74 m³	23.38 m³
LEVEL 6	6.05 H	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	9.00 m²	N/A		Yes	Yes	Yes	No	Yes	17.53 m³	0.00 m³	17.53 m³
LEVEL 6	6.06 A	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	12.12 m³	0.00 m³	12.12 m³
LEVEL 6	6.07 C	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m³	3.74 m³	13.79 m³
LEVEL 6	6.08 O	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		N/A		Yes	12.00 m²	Yes	Yes	No	Yes	Yes	14.92 m³	5.46 m³	24.58 m³

Attachment 1 - PLN22/0325 - Originally advertised plans

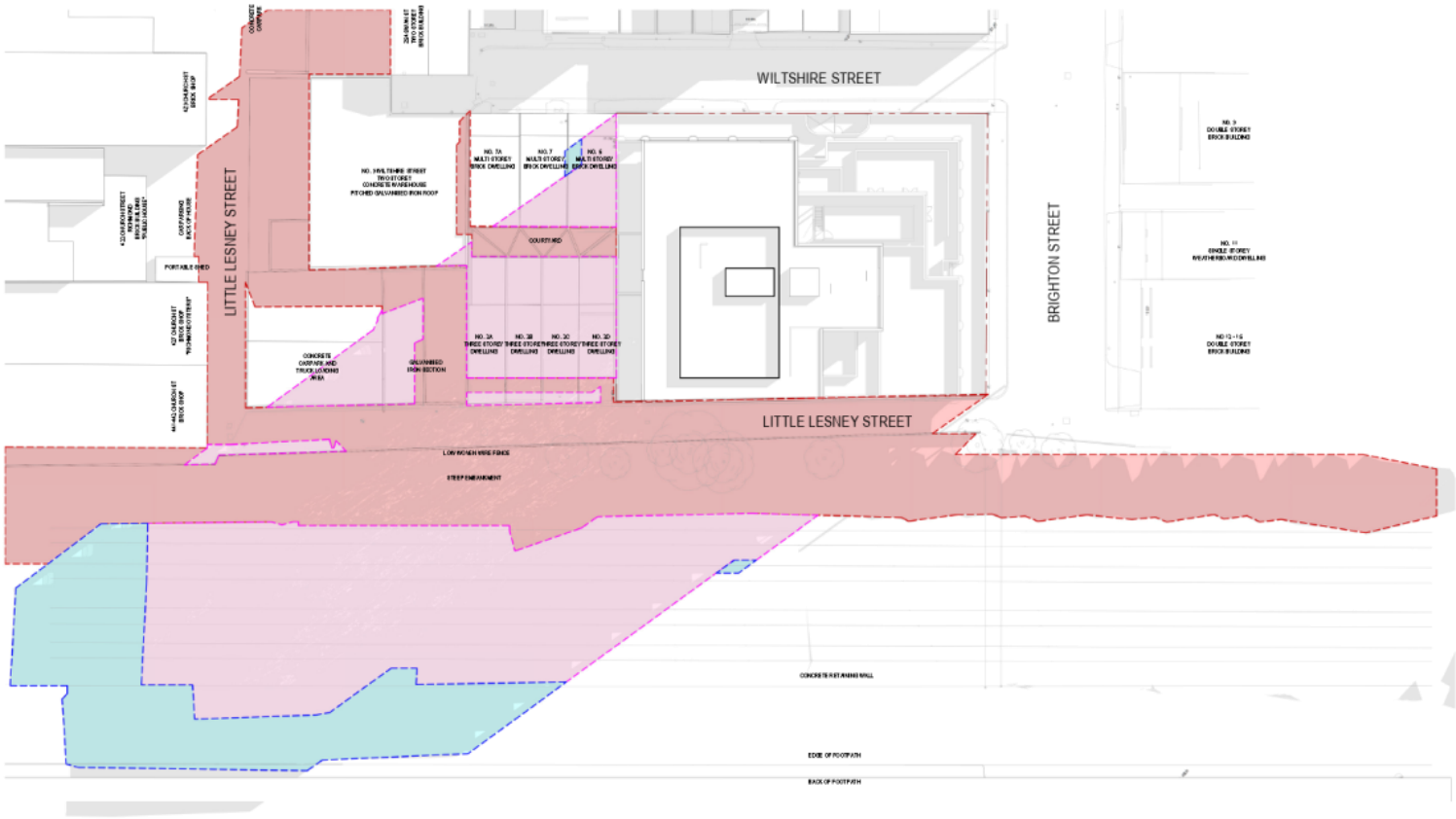
Documentation

BADS Matrix

				INTERNAL AMENITY							PRIVATE OPEN SPACE			ACCECCIBILITY				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 & 1.8m 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	Adaptable Bathroom Option B	Storage Requirements	Inside Apartment Studio - 5m³ 1B - 6m³ 2B - 9m³ 3B+ - 12m³	Outside Apartment	Total Volume Studio - 8m³ 1B - 10m³ 2B - 14m³ 3B+ - 18m³
				Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	40% or more	Mandatory	Mandatory	Mandatory	50% or more				Mandatory			
Level 07																					
LEVEL 7	7.01 J	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes 10.00 m²	N/A	Yes	Yes	Yes	No	Yes	18.33 m³	3.74 m³	22.07 m³
LEVEL 7	7.02 K	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes 13.00 m²	N/A	Yes	Yes	No	Yes	Yes	16.64 m³	3.74 m³	20.38 m³
LEVEL 3	3.03 F	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes 23.00 m²	N/A	No	Yes	Yes	No	Yes	14.16 m³	4.21 m³	18.37 m³
LEVEL 7	7.04 G	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes 15.00 m²	N/A	Yes	Yes	No	Yes	Yes	19.64 m³	4.21 m³	23.85 m³
LEVEL 7	7.05 H	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes 9.00 m²	N/A	Yes	Yes	Yes	No	Yes	17.53 m³	0.00 m³	17.53 m³
LEVEL 7	7.06 A	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	Yes 9.00 m²	N/A	N/A	No	Yes	No	Yes	Yes	12.12 m³	3.74 m³	15.86 m³
LEVEL 7	7.07 C	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	Yes 9.00 m²	N/A	N/A	No	Yes	No	Yes	Yes	10.05 m³	3.74 m³	13.79 m³
LEVEL 7	7.08 O	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 12.00 m²	Yes	Yes	No	Yes	Yes	19.12 m³	6.80 m³	25.92 m³
Level 08																					
LEVEL 8	8.01 J	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes 10.00 m²	N/A	Yes	Yes	Yes	No	Yes	18.33 m³	3.74 m³	22.07 m³
LEVEL 8	8.02 K	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes 13.00 m²	N/A	Yes	Yes	No	Yes	Yes	16.64 m³	3.74 m³	20.38 m³
LEVEL 3	3.03 F	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes 23.00 m²	N/A	No	Yes	Yes	No	Yes	14.16 m³	4.21 m³	18.37 m³
LEVEL 8	8.04 G	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes 15.00 m²	N/A	Yes	Yes	No	Yes	Yes	19.64 m³	4.21 m³	23.85 m³
LEVEL 8	8.05 H	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes 9.00 m²	N/A	Yes	Yes	Yes	No	Yes	17.53 m³	0.00 m³	17.53 m³
LEVEL 8	8.06 A	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes 12.00 m²	N/A	No	Yes	No	Yes	Yes	12.12 m³	3.74 m³	15.86 m³
LEVEL 8	8.08 C	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes 12.00 m²	N/A	No	Yes	No	Yes	Yes	10.05 m³	3.74 m³	13.79 m³
LEVEL 8	8.09 O	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 12.00 m²	Yes	Yes	No	Yes	Yes	19.12 m³	6.80 m³	25.92 m³
Level 09																					
LEVEL 9	9.01 P	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 13.00 m²	Yes	Yes	No	Yes	Yes	18.31 m³	6.80 m³	25.11 m³
LEVEL 9	9.02 Q	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 15.00 m²	Yes	Yes	No	Yes	Yes	22.70 m³	6.90 m³	29.60 m³
LEVEL 9	9.03 L	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes 9.00 m²	N/A	Yes	Yes	Yes	No	Yes	10.75 m³	0.00 m³	10.75 m³
LEVEL 9	9.04 M	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes 12.00 m²	N/A	No	Yes	No	Yes	Yes	17.47 m³	3.74 m³	21.21 m³
LEVEL 9	9.05 N	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes 12.00 m²	N/A	Yes	Yes	No	Yes	Yes	17.20 m³	3.74 m³	20.94 m³
LEVEL 9	9.06 O	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 12.00 m²	Yes	Yes	No	Yes	Yes	19.12 m³	6.90 m³	26.02 m³
Level 10																					
LEVEL 10	10.01 P	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 13.00 m²	Yes	Yes	No	Yes	Yes	18.31 m³	6.90 m³	25.21 m³
LEVEL 10	10.02 R	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 19.00 m²	Yes	Yes	No	Yes	Yes	45.48 m³	6.90 m³	52.38 m³
LEVEL 10	10.03 L	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	Yes 9.00 m²	N/A	Yes	Yes	Yes	No	Yes	10.75 m³	0.00 m³	10.75 m³
LEVEL 10	10.04 M	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes 12.00 m²	N/A	No	Yes	No	Yes	Yes	17.47 m³	3.74 m³	21.21 m³
LEVEL 10	10.05 N	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A	Yes 12.00 m²	N/A	Yes	Yes	No	Yes	Yes	17.20 m³	3.74 m³	20.94 m³
LEVEL 10	10.06 O	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 12.00 m²	Yes	Yes	No	Yes	Yes	19.12 m³	6.90 m³	26.02 m³
Level 11																					
LEVEL 11	11.01 S	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 42.00 m²	Yes	Yes	Yes	Yes	Yes	26.27 m³	6.90 m³	33.17 m³
LEVEL 11	11.02 T	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 76.00 m²	Yes	Yes	Yes	No	Yes	28.91 m³	6.90 m³	35.81 m³
Level 12																					
LEVEL 12	12.01 S	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 42.00 m²	Yes	Yes	Yes	Yes	Yes	26.27 m³	6.90 m³	33.17 m³
LEVEL 12	12.02 T	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A	N/A	Yes 76.00 m²	Yes	Yes	Yes	No	Yes	28.91 m³	6.90 m³	35.81 m³
			Number of Apartments:	70	58	70	70	70	70	38	70			38	67			70			
TOTAL	70	Apts	Percentage:	100%	83%	100%	100%	100%	100%	51%	100%			54%	96%			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 1 - PLN22/0325 - Originally advertised plans



09-Aug-21 5:49:24 PM

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

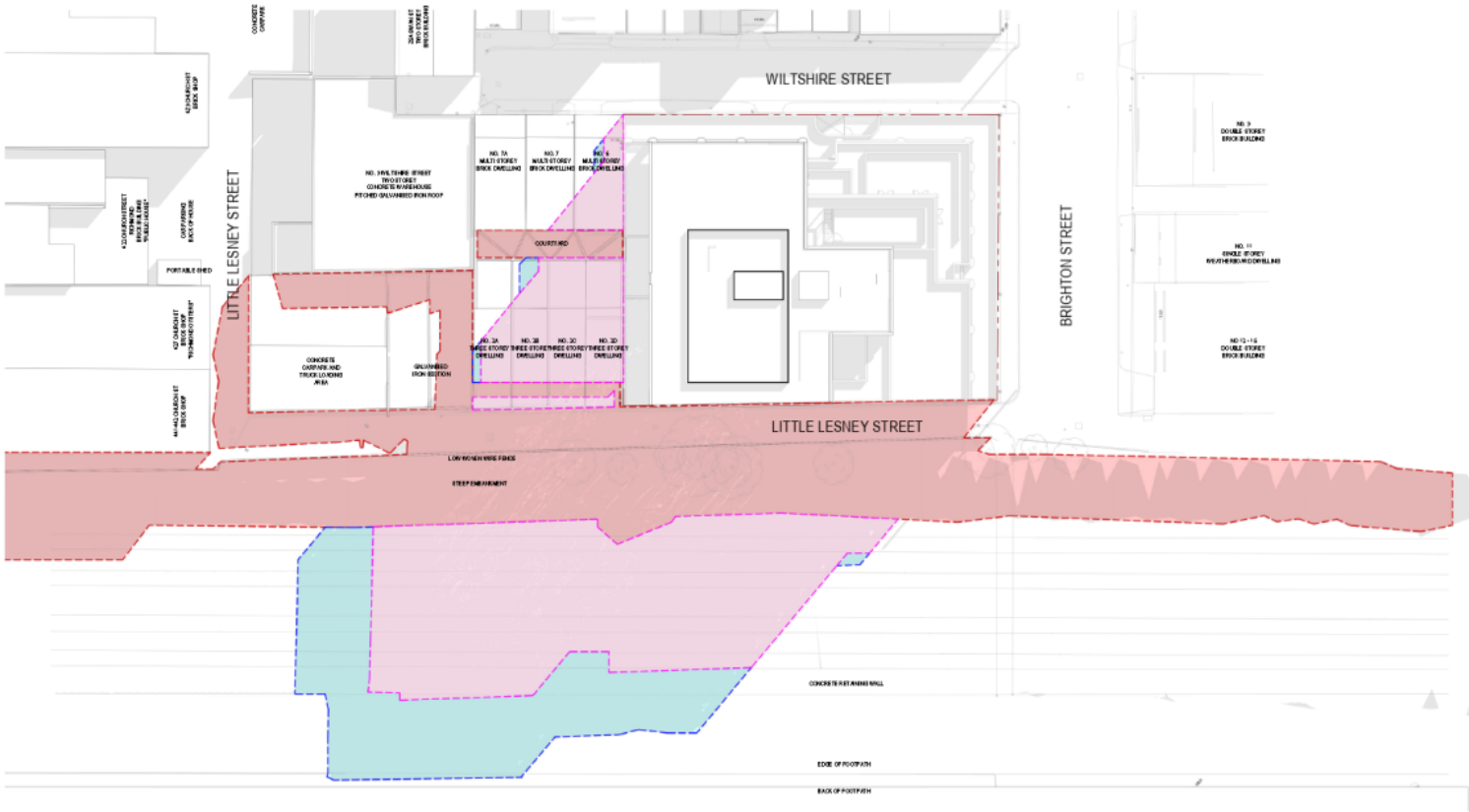
Scale
1 : 250 @A1

Drawing
SD30_01
SOLAR ANALYSIS DIAGRAM - 9AM

Revision
13
06/08/21

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
T61 3 9999 8888
sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_02
SOLAR ANALYSIS DIAGRAM - 10AM

Revision
13
06/08/21

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
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sjb.com.au

Attachment 1 - PLN22/0325 - Originally advertised plans

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_03
SOLAR ANALYSIS DIAGRAM - 11AM

Revision
13
06/08/21

Level 5, 18 Oliver Lane
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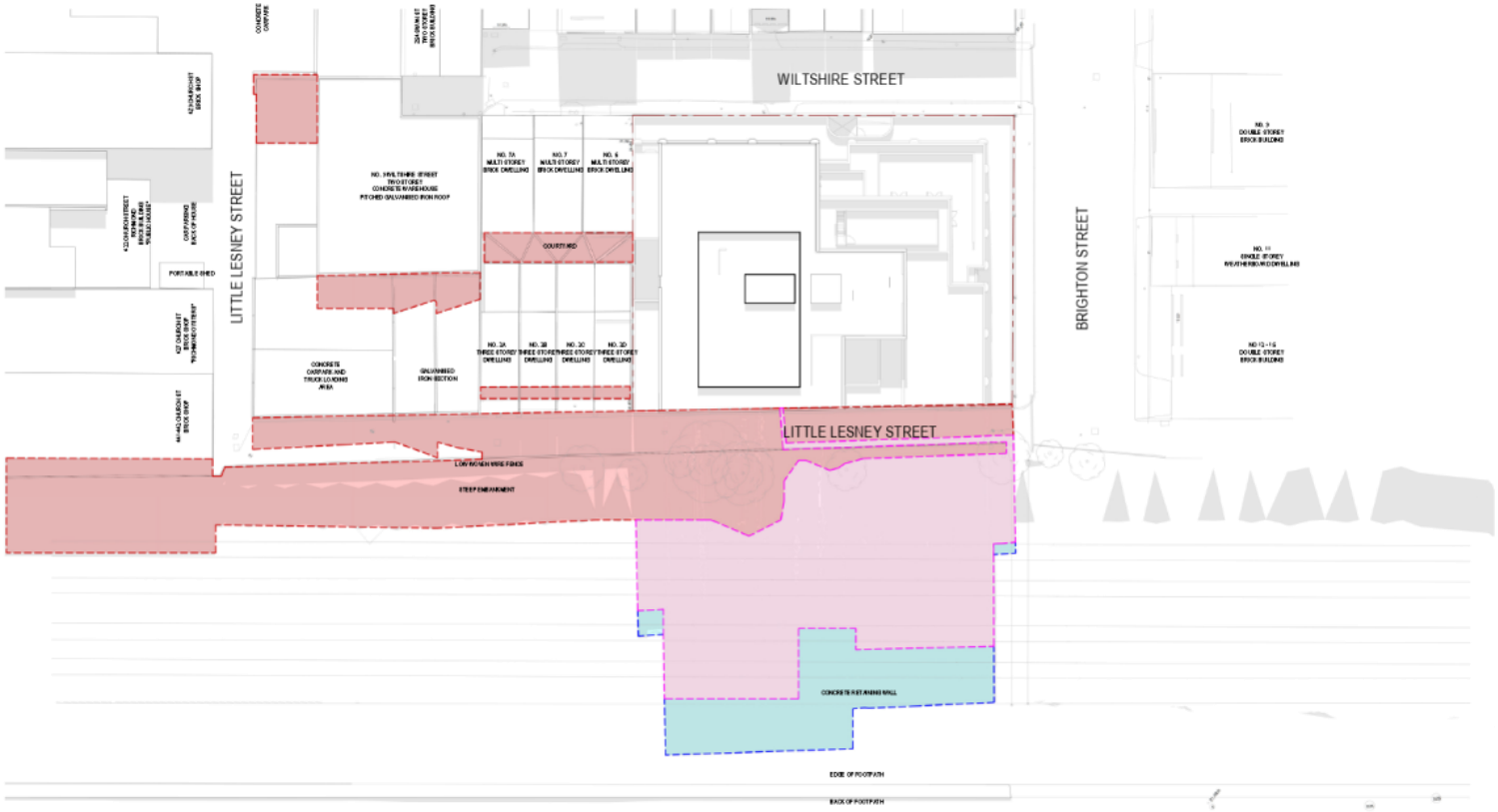
Attachment 1 - PLN22/0325 - Originally advertised plans



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Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_04
SOLAR ANALYSIS DIAGRAM - 12PM

Revision
13
06/08/21

Level 5, 18 Oliver Lane
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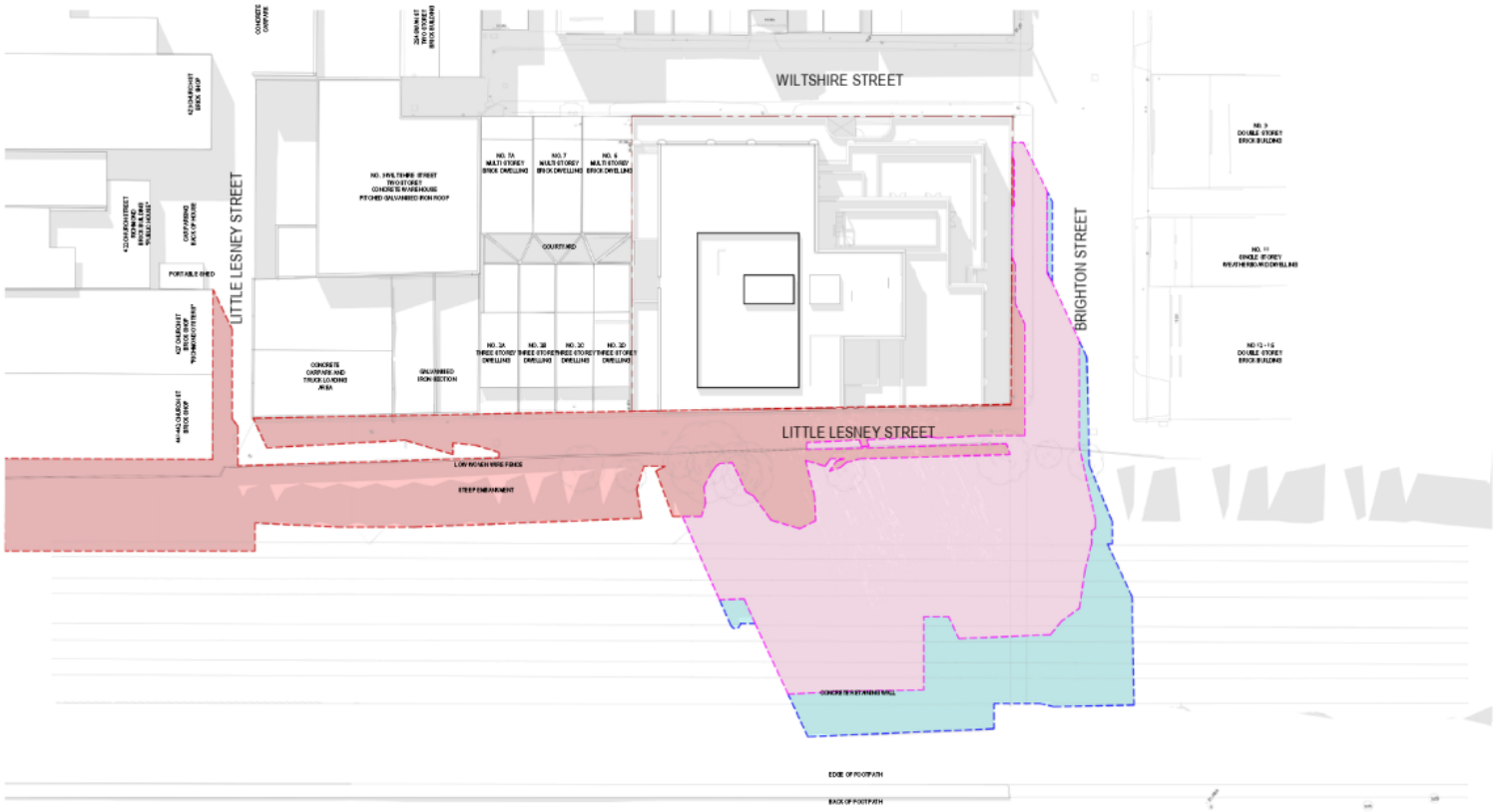
Attachment 1 - PLN22/0325 - Originally advertised plans



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Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_05
SOLAR ANALYSIS DIAGRAM - 1PM

Revision
13
06/08/21

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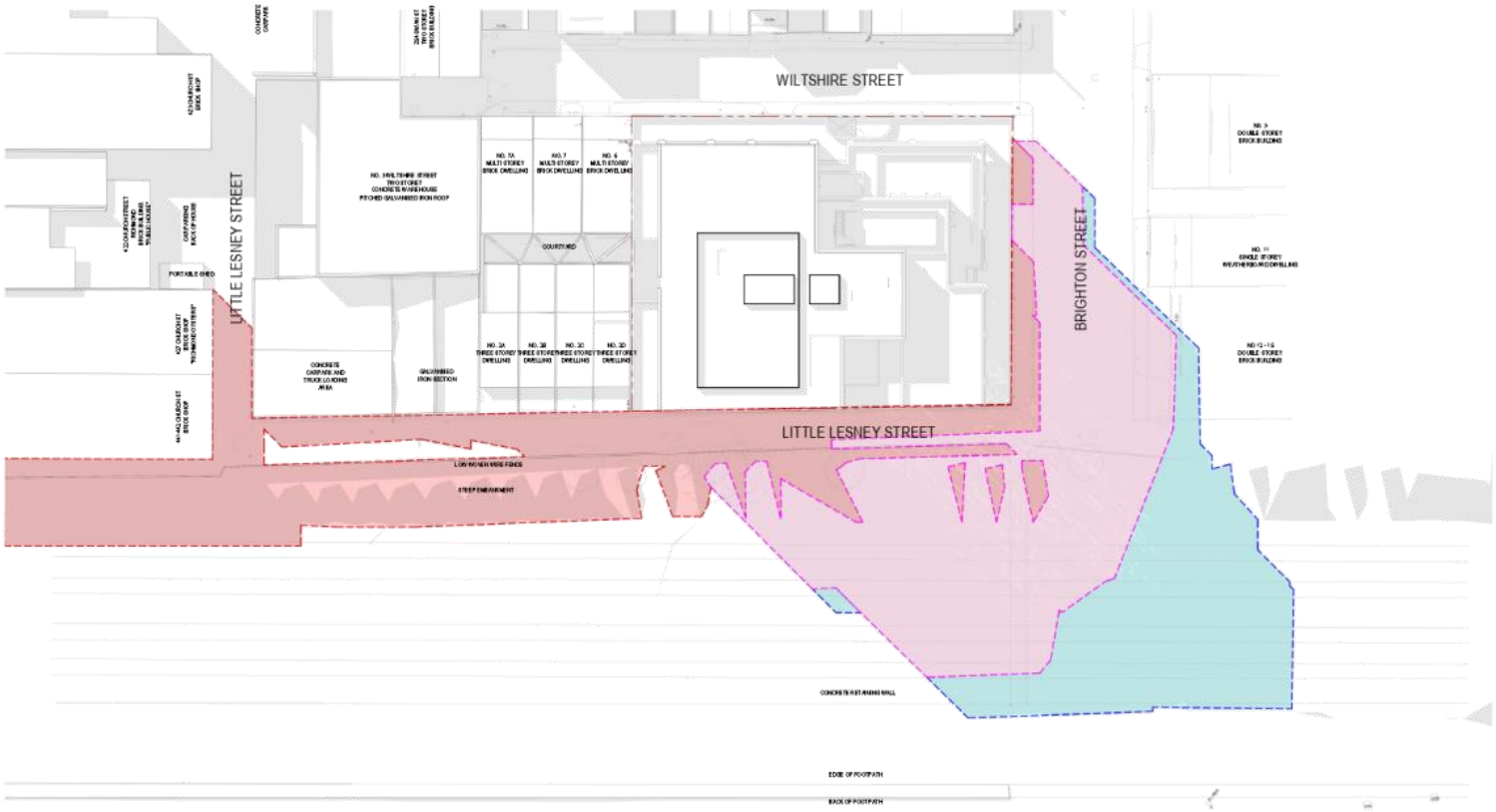

Project
FORTIS
2-8 BRIGHTON STREET

Job No
21567

Scale
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Drawing
SD30_06
SOLAR ANALYSIS DIAGRAM - 2PM

Revision
13
06/08/21

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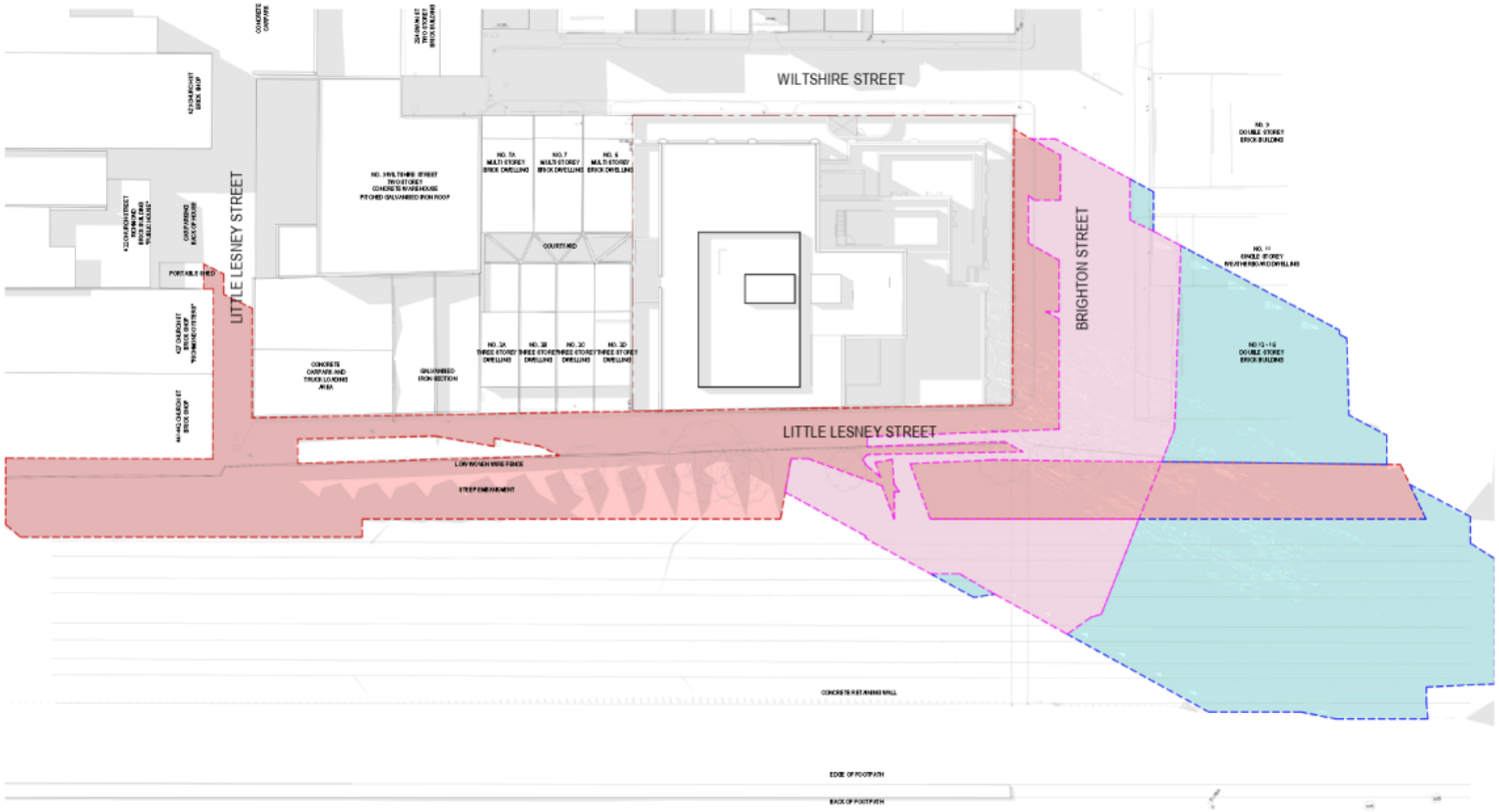

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Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

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Drawing
SD30_07
SOLAR ANALYSIS DIAGRAM - 3PM

Revision
13
06/08/21

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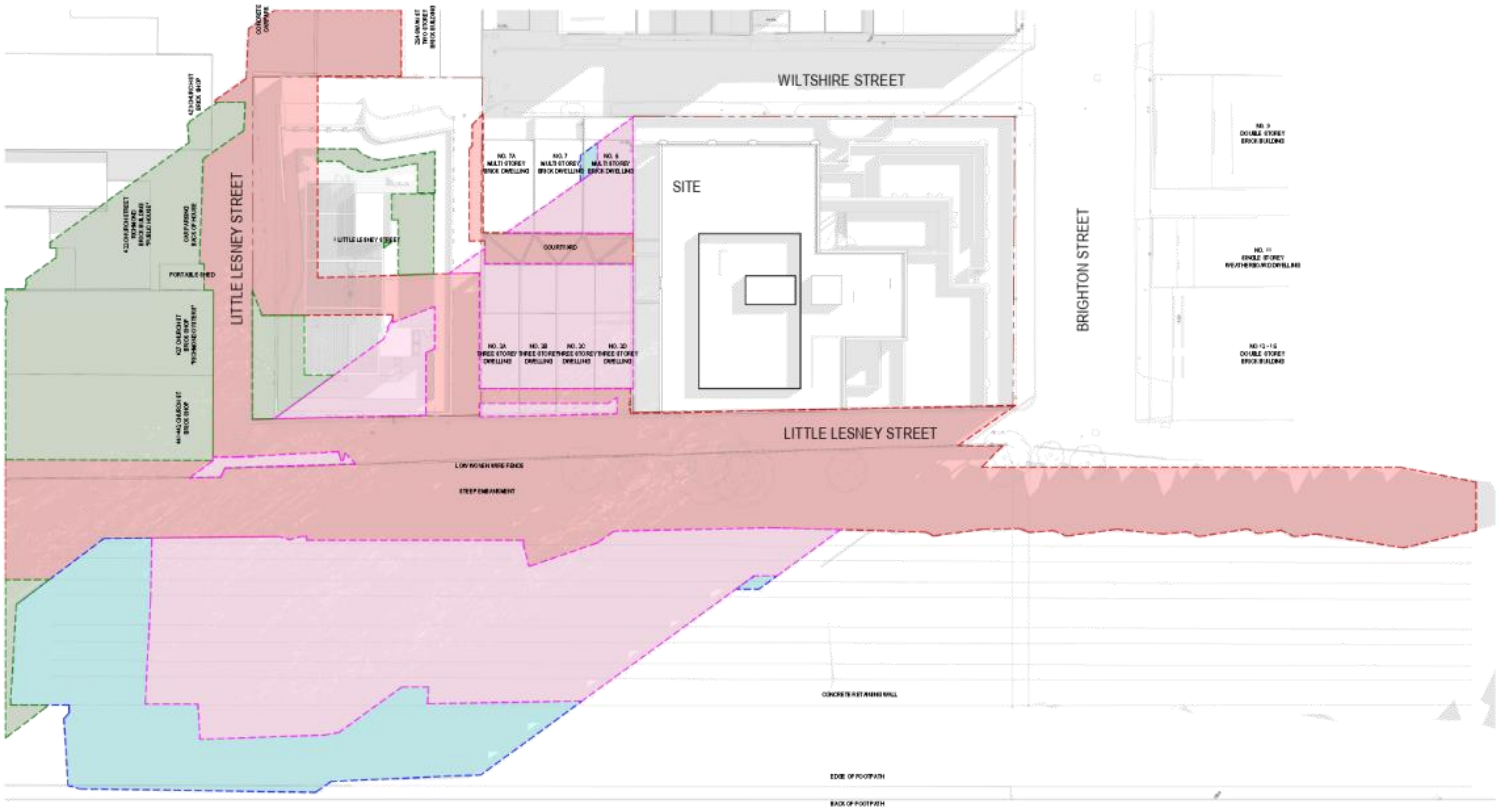

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Project
FORTIS
2-8 BRIGHTON STREET

Job No
21567

Scale
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Drawing
SD30_09
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNEY ST - 9AM

Revision
13
06/08/21

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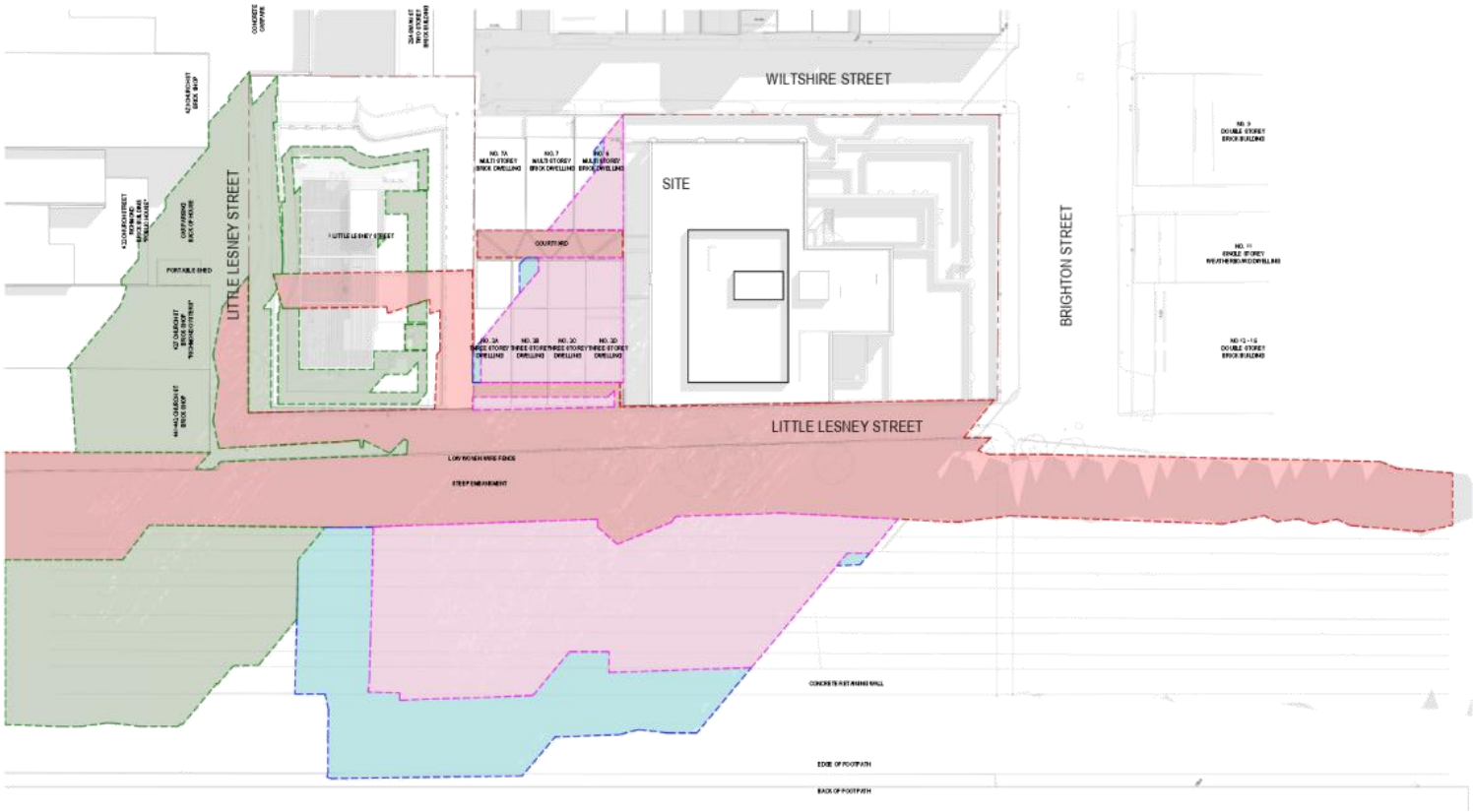

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Project
FORTIS
2-8 BRIGHTON STREET

Job No
21567

Scale
1 : 250 @A1

Drawing
SD30_10
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNEY ST - 10AM

Revision
13
06/08/21

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Project
FORTIS
2-8 BRIGHTON STREET

Job No
21567

Scale
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Drawing
SD30_11
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNEY ST - 11AM

Revision
13
06/08/21

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Attachment 1 - PLN22/0325 - Originally advertised plans

Project: FORTIS, 2-8 BRIGHTON STREET | Job No: 21567 | Scale: 1 : 250 @A1

Drawing: SD30_12, SOLAR ANALYSIS DIAGRAM, 1 LITTLE LESNEY ST - 12PM | Revision: 13, 06/08/21

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Project
FORTIS
2-8 BRIGHTON STREET

Job No
21567

Scale
1 : 250 @A1

Drawing
SD30_13
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNEY ST - 1PM

Revision
13
06/08/21

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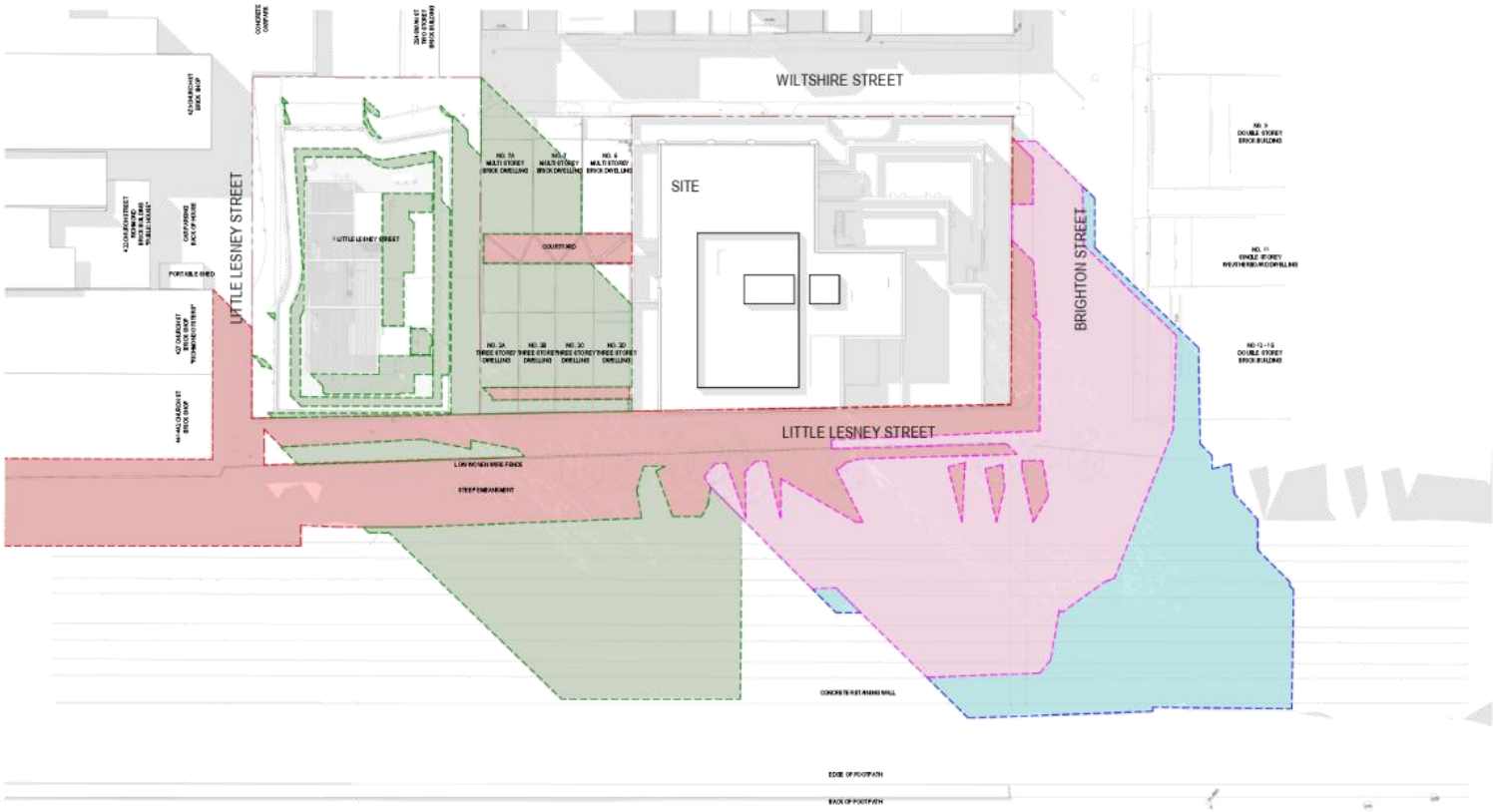
Attachment 1 - PLN22/0325 - Originally advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No
21567

Scale
1 : 250 @A1

Drawing
SD30_14
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNEY ST - 2PM

Revision
13
06/08/21

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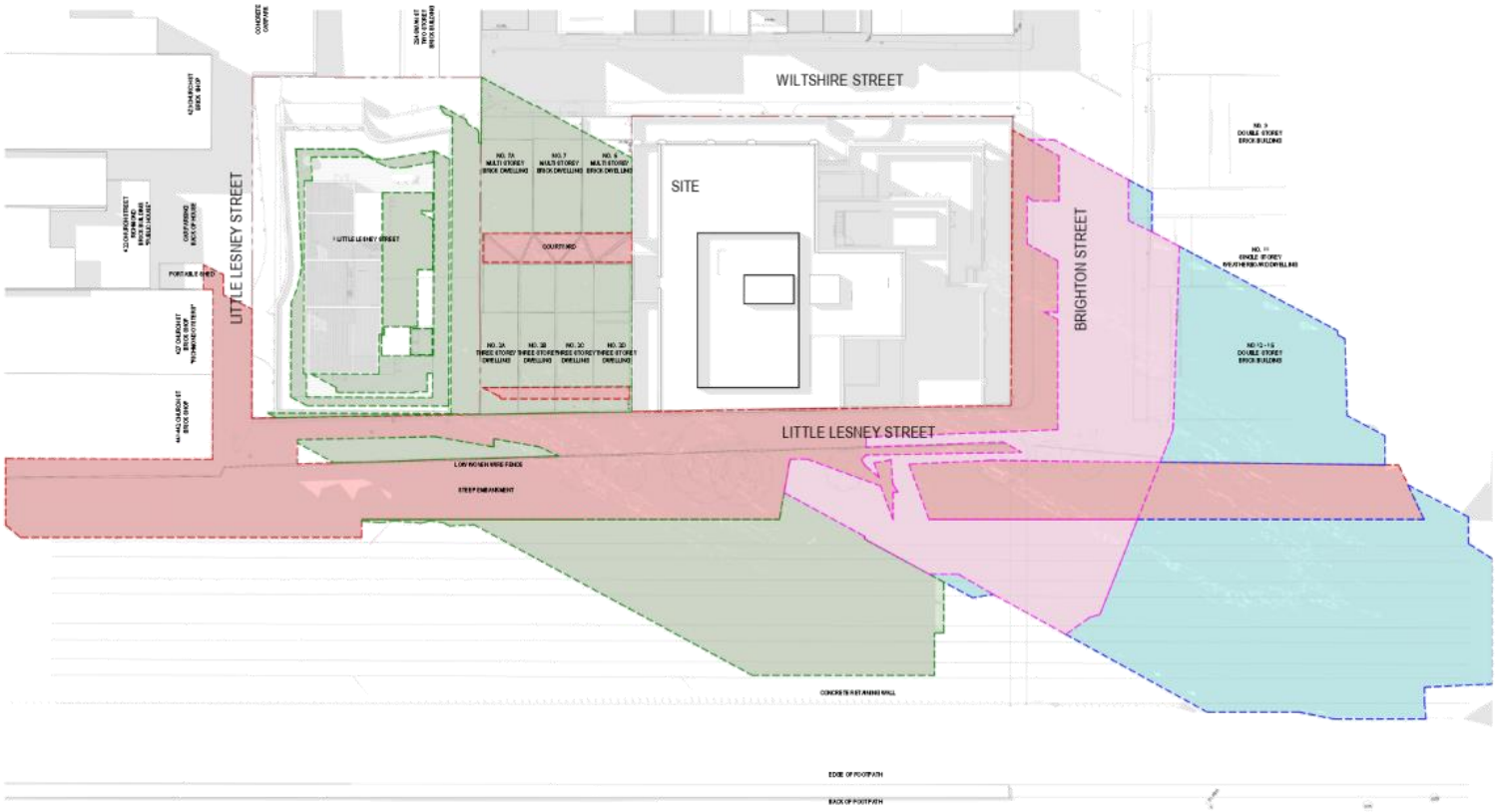
Attachment 1 - PLN22/0325 - Originally advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No
21567

Scale
1 : 250 @A1

Drawing
SD30_15
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNAY - 3PM

Revision
13
06/08/21

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Attachment 1 - PLN22/0325 - Originally advertised plans

Documentation

Development Summary

SITE AREA	1298 m²

LEVELS	PARKING SPOTS CARS	NO.	APARTMENTS UNITS	NO.	NSA	m²	TERRACE m²	COMMERCIAL NLA m²	FOOD & BEVERAGE NLA m²	RESIDENTIAL AMENITY	COMMON	SERVICES	PARKING	TOTAL GFA
BASEMENT 04	30	No.									90 m²	10 m²	1102 m²	1202 m²
BASEMENT 03	30	No.									90 m²	10 m²	1102 m²	1202 m²
BASEMENT 02	30	No.									76 m²	24 m²	1097 m²	1197 m²
BASEMENT 01	23	No.									33 m²	149 m²	1028 m²	1210 m²
GROUND									372 m²		287 m²	210 m²	94	963 m²
LEVEL 01								1057 m²			86 m²	0 m²		1143 m²
LEVEL 02							19 m²	1057 m²			86 m²	0 m²		1143 m²
LEVEL 03			10	No.	791 m²		195 m²				78 m²	0 m²		869 m²
LEVEL 04			10	No.	791 m²		127 m²				78 m²	0 m²		869 m²
LEVEL 05			10	No.	791 m²		127 m²				78 m²	0 m²		869 m²
LEVEL 06			8	No.	763 m²		149 m²				62 m²	0 m²		825 m²
LEVEL 07			8	No.	763 m²		104 m²				63 m²	0 m²		826 m²
LEVEL 08			8	No.	763 m²		104 m²				63 m²	0 m²		826 m²
LEVEL 09			6	No.	627 m²		132 m²			52 m²	65 m²	0 m²		744 m²
LEVEL 10			6	No.	655 m²		77 m²				66 m²	0 m²		721 m²
LEVEL 11			2	No.	368 m²		178 m²				45 m²	0 m²		413 m²
LEVEL 12			2	No.	368 m²		118 m²				51 m²	0 m²		419 m²
ROOF TERRACE											m²	m²		0 m²
TOTAL	113	No.	70	No.	6680 m²		1330 m²	2114 m²	372 m²	52 m²	1109 m²	210 m²	4423 m²	10630 m²

excl basement

APARTMENTS	UNITS	NO.	
1 BED	12	No.	17%
2 BED	45	No.	64%
3 BED	13	No.	19%
TOTAL	70		100%

TOTAL UNITS	70	**No.**
TOTAL NSA (RESIDENTIAL)	6680	**m²**
TOTAL NLA (COMMERCIAL)	2114	**m²**
TOTAL NLA (FOOD & BEVERAGE)	372	**m²**
TOTAL NLA & NSA	9166	**m²**
TOTAL GFA (excl. basement)	10630	**m²**
TOTAL CARPARK	113	**No.**

84.6 % EFFICIENCY

NLA Net Lettable Area — The part of the net floor area able to be leased. It does not include public or common tenancy areas, such as terraces and amenities.
*Note: Measured to centre of parti wall, to outside of external face and corridor wall

GFA Gross Floor Area — It includes NLA, common areas, lobby, amenities, EOT, carparking and plants / services
*Note: Excludes balconies / terraces, vertical circulation, service shafts, and façade projections.

Attachment 1 - PLN22/0325 - Originally advertised plans

Documentation

Development Summary

LEVEL	TYPE	AREA	COMMERCIAL NLA	RESI NSA	TERRACE	GFA
BASEMENT 4	COMMON	90				
	SERVICES	10				
	CARPARK	1104				
TOTAL		1204 m²	0 m²			1204 m²
BASEMENT 3	COMMON	90				
	SERVICES	10				
	CARPARK	1104				
TOTAL		1204 m²	0 m²			1204 m²
BASEMENT 2	COMMON	76				
	SERVICES	24				
	CARPARK	1104				
TOTAL		1204 m²	0 m²			1204 m²
BASEMENT 1	COMMON	33				
	SERVICES	149				
	CARPARK	1028				
TOTAL		1210 m²	0 m²			1210 m²
GROUND FLOOR	COMMON	287 m²				
	SERVICES	210 m²				
	CAR PARK	94				
	TENANCY 01		202 m²			
	TENANCY 02		170 m²			
TOTAL		591 m²	372 m²			963 m²
LEVEL 01	COMMON	66 m²				
	SERVICES	0 m²				
	TERRACE				37 m²	
	NLA		1057			
TOTAL		66 m²	1057 m²			1143 m²
LEVEL 02	COMMON	66 m²				
	SERVICES	0 m²				
	TERRACE	19 m²				
	NLA		1057			
TOTAL		105 m²	1057 m²			1162 m²

LEVEL 03	COMMON		78 m²				
	SERVICES		m²				
	A03.01	2 BED / 2 BATH		91 m²	21 m²		
	A03.02	2 BED / 2 BATH		97 m²	31 m²		
	A03.03	2 BED / 2 BATH		95 m²	30 m²		
	A03.04	2 BED / 2 BATH		94 m²	36 m²		
	A03.05	2 BED / 2 BATH		90 m²	27 m²		
	A03.06	1 BED / 1 STUDY		59 m²	9 m²		
	A03.07	1 BED / 1 STUDY		59 m²	9 m²		
	A03.08	1 BED / 1 STUDY		59 m²	9 m²		
	A03.09	1 BED / 1 STUDY		59 m²	9 m²		
	A03.10	2 BED / 2 BATH		83 m²	14 m²		
TOTAL			78 m²	791 m²	195 m²	869 m²	
LEVEL 04	COMMON		78 m²				
	SERVICES		m²				
	A04.01	2 BED / 2 BATH		91 m²	15 m²		
	A04.02	2 BED / 2 BATH		97 m²	17 m²		
	A04.03	2 BED / 2 BATH		95 m²	21 m²		
	A04.04	2 BED / 2 BATH		94 m²	15 m²		
	A04.05	2 BED / 2 BATH		90 m²	9 m²		
	A04.06	1 BED / 1 STUDY		59 m²	9 m²		
	A04.07	1 BED / 1 STUDY		59 m²	9 m²		
	A04.08	1 BED / 1 STUDY		59 m²	9 m²		
	A04.09	1 BED / 1 STUDY		59 m²	9 m²		
	A04.10	2 BED / 2 BATH		83 m²	14 m²		
TOTAL			78 m²	791 m²	127 m²	869 m²	

Attachment 1 - PLN22/0325 - Originally advertised plans

Documentation

Development Summary

LEVEL 05						
	COMMON		78 m²			
	SERVICED		m²			
	A05.01	2 BED / 2 BATH		91 m²	15 m²	
	A05.02	2 BED / 2 BATH		97 m²	17 m²	
	A05.03	2 BED / 2 BATH		95 m²	21 m²	
	A05.04	2 BED / 2 BATH		94 m²	15 m²	
	A05.05	2 BED / 2 BATH		90 m²	9 m²	
	A05.06	1 BED / 1 STUDY		58 m²	9 m²	
	A05.07	1 BED / 1 STUDY		59 m²	9 m²	
	A05.08	1 BED / 1 STUDY		58 m²	9 m²	
	A05.09	1 BED / 1 STUDY		59 m²	9 m²	
	A05.10	2 BED / 2 BATH		83 m²	14 m²	
TOTAL			78 m²	791 m²	127 m²	869 m²
LEVEL 06	COMMON		62 m²			
	SERVICED		m²			
	A06.01	2 BED / 2 BATH		97 m²	31 m²	
	A06.02	2 BED / 2 BATH		95 m²	13 m²	
	A06.03	2 BED / 2 BATH		95 m²	21 m²	
	A06.04	2 BED / 2 BATH		94 m²	15 m²	
	A06.05	2 BED / 2 BATH		90 m²	9 m²	
	A06.06	2 BED / 2 BATH		89 m²	12 m²	
	A06.07	2 BED / 2 BATH		91 m²	12 m²	
	A06.08	3 BED / 2 BATH		112 m²	36 m²	
TOTAL			62 m²	763 m²	149 m²	825 m²
LEVEL 07	COMMON		53 m²			
	SERVICED		m²			
	A07.01	2 BED / 2 BATH		97 m²	10 m²	
	A07.02	2 BED / 2 BATH		95 m²	13 m²	
	A07.03	2 BED / 2 BATH		95 m²	21 m²	
	A07.04	2 BED / 2 BATH		94 m²	15 m²	
	A07.05	2 BED / 2 BATH		90 m²	9 m²	
	A07.06	2 BED / 2 BATH		89 m²	12 m²	
	A07.07	2 BED / 2 BATH		91 m²	12 m²	
	A07.08	3 BED / 2 BATH		112 m²	12 m²	
TOTAL			53 m²	763 m²	104 m²	825 m²
LEVEL 08	COMMON		53 m²			
	SERVICED		m²			
	A08.01	2 BED / 2 BATH		97 m²	10 m²	
	A08.02	2 BED / 2 BATH		95 m²	13 m²	
	A08.03	2 BED / 2 BATH		95 m²	21 m²	
	A08.04	2 BED / 2 BATH		94 m²	15 m²	
	A08.05	2 BED / 2 BATH		90 m²	9 m²	
	A08.06	2 BED / 2 BATH		89 m²	12 m²	
	A08.07	2 BED / 2 BATH		91 m²	12 m²	
	A08.08	3 BED / 2 BATH		112 m²	12 m²	
TOTAL			53 m²	763 m²	104 m²	825 m²

LEVEL 09	COMMON		65 m²		59 m²	
	COMMUNAL AMENITY		52 m²			
	SERVICED		m²			
	A09.01	3 BED / 2 BATH		119 m²	13 m²	
	A09.02	3 BED / 2 BATH		125 m²	15 m²	
	A09.03	2 BED / 2 BATH		88 m²	9 m²	
	A09.04	2 BED / 2 BATH		91 m²	12 m²	
	A09.05	2 BED / 2 BATH		92 m²	12 m²	
	A09.06	3 BED / 2 BATH		112 m²	12 m²	
TOTAL			117 m²	627 m²	132 m²	744 m²
LEVEL 10	COMMON		66 m²			
	SERVICED				m²	
	A10.01	3 BED / 2 BATH		119 m²	13 m²	
	A10.02	3 BED / 2 BATH		152 m²	19 m²	
	A10.03	2 BED / 2 BATH		89 m²	9 m²	
	A10.04	2 BED / 2 BATH		91 m²	12 m²	
	A10.05	2 BED / 2 BATH		92 m²	12 m²	
	A10.06	3 BED / 2 BATH		112 m²	12 m²	
TOTAL			66 m²	655 m²	77 m²	721 m²
LEVEL 11	COMMON		45 m²			
	SERVICED				41 m²	
	A11.01	3 BED / 2 BATH		193 m²	42 m²	
	A11.02	3 BED / 2 BATH		175 m²	95 m²	
TOTAL			45 m²	368 m²	178 m²	413 m²
LEVEL 12	COMMON		51 m²			
	SERVICED					
	A12.01	3 BED / 2 BATH		193 m²	42 m²	
	A12.02	3 BED / 2 BATH		175 m²	76 m²	
TOTAL			51 m²	368 m²	118 m²	419 m²
ROOF TERRACE	COMMON					m²
	SERVICED					m²
TOTAL						m²

Attachment 1 - PLN22/0325 - Originally advertised plans

Attachment 2 - PLN22/0325 - Original Council referral comments

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City of Yarra
333 Bridge Road
Richmond, VIC 3121

5 October 2021
Ref: 30N-21-0446-GCO-22329-0

Dear Daniel Herrmann,

2-8 Brighton Street, 1-3 Wiltshire Street and 5 Little Lesney Street

This peer review of MEL Consultants "Environmental Wind Speed Measurements on a Wind Tunnel Model of the 2 Brighton Street Development, Richmond" (Report: 58-21-WT-ENV-00) is based on Vipac's experience as a wind engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Vipac has reviewed the wind tunnel test report and have the following comments:

i. The wind tunnel test was carried out in June 2021 and the model was based on the design drawings dated 14th May, 2021

ii. Vipac has no issues with the methodology, wind sampling technique and environmental wind criteria.

iii. A total of 35 locations were tested, 8 locations of which were tested on the terraces. Vipac has no issues with the spread along Swan Street, Wiltshire Street, Brighton Street and Little Lesney Street. The findings from the report can be summarised as follows:
   a) All pedestrian pathways, except Locations 10 and 10a, in the public realm measured wind speeds within at least the walking comfort criterion with proposed conditions. Vipac has no issues with this and the mitigation strategy introduced to resolve the issue at Locations 10.
   b) The mitigation strategy for Location 10a, involves the use of a Landscaping Zone to prevent pedestrian access. The Landscape Plans reflect what has been advised and MEL Consultant's Wind Assessment Letter endorsed this. Vipac has no issues with this.
   c) Entrances into the proposed developments measured wind speeds within the recommended standing comfort criterion. Vipac has no issues with this.
   d) The terraces on Levels 3, 9, 11 & 12. All locations measured wind speeds within at least the standing comfort criterion. Vipac has no issues with this.
   e) The safety criterion is satisfied in all locations except locations 10a with proposed conditions. Vipac has no issues with this, and the mitigation strategies introduced to resolve the issue at this location.

In conclusion, the MEL Consultants "Environmental Wind Speed Measurements on a Wind Tunnel Model of the 2 Brighton Street Development, Richmond" (Report: 58-21-WT-ENV-00) report uses the proper analysis and methodology to measure the wind effects on the pedestrian level surrounding the proposed development. While most critique in this review are minor.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Rumman Islam
Consulting Engineer

Eric Yuen
Wind Group Leader

Attachment 2 - PLN22/0325 - Original Council referral comments

8 October 2021

640.10090.05760 2-8 Brighton 5 L Lesney 1 Wiltshire 20211008.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Daniel Herrmann

Dear Daniel

2-8 Brighton, 5 Little Lesney and 1 Wiltshire Streets, Richmond
Development Application Acoustic Review
PLN 21/0325

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the mixed use development proposed for 2-8 Brighton, 5 Little Lesney and 1 Wiltshire Streets, Richmond.

Details of the report are as follows.

- Title: 2-8 Brighton Street, Richmond: Acoustic Town Planning report
- Reference: 301150096
- Date: 13 May 2021
- Prepared for: Brighton Street Pty Ltd c/- Neoscape Pty Ltd
- Prepared by: Stantec Pty Ltd

The report has been prepared to address noise impacts to and from the subject development, and Condition 19 of the planning permit No. PLN18/0658. The earlier permit was issued for a former application for the site.

A previous acoustic report was prepared to support the former application by Marshall Day Acoustics (MDA). SLR reviewed that report, and provided commentary on the reissued report (our reviews dated 30 January 2019 and 4 August 2020)

The current report generally adopts the MDA report findings as a basis.

1 Background Information

(Sections 1, 2 and 4 of the acoustic report)

- The project is a 13 level mixed use development consisting:
  - three levels of basement carparking and services
  - ground floor cafés (2) and services
  - Two (2) levels of offices

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

- Nine (9) levels of apartments
- Potential noise impacts to the subject development are identified as
  - Road traffic noise from Swan Street
  - Music and patron noise from the Union House hotel, on the north side of Wiltshire Street (270-272 Swan Street)
  - Rail noise from the rail corridor approximately 15 m to the south of the site
- Nearby noise sensitive receivers are identified in Figure 18 as:
  - Two storey dwelling on the western boundary of the subject site (3A to 3D Little Lesney Street and 7 and 7A Wiltshire street)
  - Dwelling on the north side of Wiltshire Street (10 & 18 Wiltshire Street)
- Potential noise impact from the development are identified as project mechanical plant.

***SLR Comments**: The development, the site context and noise impacts to and from the site have generally been identified.*

However, regarding sensitive receivers, there also appears to be a single level dwelling at 11 Brighton Street, east of the development site, which will potentially be exposed to noise from the proposed ground level food and beverage tenancies.

There is also a 14 level mixed use development proposed for 1 Little Lesney Street and 9 Wiltshire Street, approximately 18 m west of the subject site. This development will overlook the roof of the subject site, and will potentially be impacted by noise from roof mounted mechanical plant.

2 Road Traffic Noise

2.1 Criteria

(Section 4.2.1 and Table 14 of the report)

Road traffic noise is proposed to be assessed to the Better Apartments Design Standards (i.e. Standard D16, Clause 58.04-3 of the Yarra Planning Scheme). These levels are 40 dB $L_{Aeq,16hr}$ in living rooms during the day period, and up to 35 dB $L_{Aeq,8hr}$ in bedrooms at night.

***SLR Comment**: The proposed criteria are appropriate. It is also recommended that the $L_{Aeq,1hr}$ levels do not exceed the upper end of the AS/NZS2107 design ranges, being 40 dB $L_{Aeq,1hr}$ in bedrooms between 10 pm and 7 am and 45 dB $L_{Aeq,1hr}$ in living rooms.*

However, based on our understanding of the area, it is unlikely that the $L_{Aeq,1hr}$ criteria will drive the design of the façade. On these grounds an explicit assessment to these criteria has not been requested.

2.2 Quantification of noise impacts

(Section 3.1.2 of the report)

Stantec have adopted MDA's road traffic noise measurement data (attended measurement obtained 21/6/2018).

SLR Comment: *SLR have previously reviewed and accepted the MDA traffic noise data for this project. Its use by Stantec in the current report is considered reasonable.*

2.3 Façade upgrade treatments to address road traffic noise

(Section 5.2.1 and Appendix B of the report)

Glazing to areas of the façade potentially most impacted by road traffic noise is proposed to be not less than Rw 34 dB. Example glazing systems that meet this rating are provided in the report, and are given as 6.5 mm VLAM Hush (single glazed) and 6 mm thick float glass / 12 mm airgap / 6.38 mm thick laminated glass (double glazed option).

SLR Comment: *The proposed glazing appears adequate for addressing the measured and predicted levels of road traffic noise.*

3 Rail Noise

3.1 Rail noise criteria

(Sections 4.2.1, 4.2.2 and Table 6 of the report)

The development site is identified as a building in a 'noise influence zone', as defined in the Victorian Planning Provisions (i.e. Standard D16, Clause 58.04-3 of the Yarra Planning Scheme). However, Table 14 of the report states that intermittent noise is to be assessed to sleep disturbance and structureborne noise criteria of 55 L_{Amax} dB and 40 L_{Amax}, dB respectively.

Rail noise to the office levels is proposed to be assessed to AS2107 ranges, which is given as 45 L_{Aeq}, dB for all areas.

SLR Comment: *Confirmation is requested from Stantec that rail noise to apartments has also been assessed to the criteria provided in Standard D16. (i.e. 40 dB $L_{Aeq,16hr}$ in living rooms during the day period, and up to 35 dB $L_{Aeq,8hr}$ in bedrooms at night). Consideration of L_{Amax} levels, as detailed in the report, is appropriate, however the Standard D16 levels must also be met.*

The criteria provided for offices is generally reasonable although we note that the AS2107 range given for board and conference rooms should be 40 dBA rather than 45 dBA. Assessment to these long term average levels does not prevent nuisance from individual train passby events (which can be substantially higher). We suggest that the maximum rail noise levels (i.e. the 95th percentile of single rail passbys measured as an L_{Amax}) not exceed the upper end of the AS/NZS2107 recommended ranges + 15 dB

The above criteria are considered to provide an acceptable minimum level of amenity from rail noise to commercial premises, however lower levels may be more appropriate in some instances. Future tenants should also undertake their own due diligence to ensure a space is acceptable for their use.

3.2 Rail noise impacts

(Section 3.1.3 of the report)

Attended measurements of rail noise were conducted by Stantec on 16 April 2021, overlooking the rail corridor. Overall, 23 rail passbys were measured. The 95th percentile of the measured passby levels was 77 $L_{Amax,}$ dB (octave band provided).

SLR Comment: *Rail noise L_{Amax} events have been appropriately quantified. The long term day and evening average levels also need to be determined given that the Standard D16 criteria are L_{Aeq} levels. The long term average levels may be able to be calculated from the short term $L_{Aeq,T}$ levels, if these are held by Stantec.*

The L_{Aeq} noise data used in the assessment of noise to offices should also be presented.

3.3 Façade upgrade treatments to address rail traffic noise

(Section 4.2.1 and Appendix B of the report)

Glazing to both offices and apartments exposed to rail noise is proposed to be rated Rw not less than 42 dB.

SLR Comment: *The rating of glazing to apartments is consistent with that proposed by MDA for the earlier design, and based on our review at that time, should be sufficient to address the measured and predicted levels of rail noise. However, Stantec should confirm that the Standard D16 criteria will also be met for rail noise, and that levels to offices will not exceed the relevant AS2107 ranges + 15 dB.*

4 Structureborne rail noise

(Section 5.3 of the report)

Stantec refer to MDA's original vibration measurements and predictions of floor vibration and internal noise levels due to structureborne sound. That assessment concluded that structureborne rail noise would not exceed the nominated criteria and on those grounds controls to manage rail vibration have not been proposed.

SLR Comments: *SLR reviewed the MDA report on structureborne rail noise and accepted it at that time. Based on the available information we agree that measures to control vibration from rail are not required.*

5 Union House Hotel

(Section 5.4 of the acoustic report)

Stantec adopt the MDA patron noise assessment and recommendations and provide the same advice as MDA for façade upgrade treatments to address patron noise.

SLR Comments: *SLR reviewed the MDA assessment of patron noise impacts in our review dated 4 August 2020 and raised concerns about the low levels of patron noise used in the assessment. Our review is reproduced in blue below:*

6 Condition 19(b) – inclusion of a patron noise assessment from 272 Swan Street

(Appendix G of the acoustic report)

Appendix G comprises a memo prepared by MDA in September 2019 addressing potential noise impacts from patrons on the first floor outdoor patron deck at 272 Swan Street.

Patron noise from the Union House Hotel has been acknowledged as a potential source of impacts to the proposed residential development and MDA propose to assess this source to indoor targets of 30 dBA L_{eq} in bedrooms and 35 dBA L_{eq} in living rooms. The actual noise level was not able to be measured, and MDA have predicted patron noise to the building assuming 100 patrons outdoors, and using sound power data based on patrons in 'taverns with significant food offerings'. The predicted patron noise level is 67 dBA L_{eq} at the façade of the development. These levels have been used to determine façade upgrade treatments to achieve the nominated indoor targets.

The most impacted apartments are proposed to have double glazed windows comprising 6 mm glass, 12 mm airgap, 8.5 mm thick Viridian Hush glass, with an indicative acoustic rating of Rw 38 dB.

***SLR Comment**: We agree that a theoretical assessment of patron noise to the nominated targets is appropriate.*

However, we recommend that the assessment be made with an assumed patron sound power level commensurate with 'vertical drinking' rather than 'taverns with significant food offerings', unless measurements can be conducted, with cooperation of the Union Hotel, demonstrating that lower patron levels are appropriate. These higher patron noise levels were required to be used by the Union Hotel in their application for extended use of the outdoor deck on the grounds that, when it is at capacity, patron density will be in the order of 1 person per m². In our experience this patron density can result in 'vertical drinking' voice noise levels.

These higher patron noise levels may necessitate further upgrades to the façade of the development.

The above comments are generally relevant to the current assessment and advice provided by Stantec. However, given the current COVID-19 restrictions, the option to assess noise via measurement is not available.

7 Mechanical Plant

7.1 Noise Limits

(Sections 4.1.1, 4.1.2 and 4.2.3 of the report)

Noise from centralised and commercial mechanical plant is proposed to be assessed to SEPP N-1. SEPP N-1 limits have been determined from calculated zoning levels and background noise data presented in the MDA report (data obtained on 21 June and 13 July 2018).

The SEPP N-1 limits are presented in Table 6 and are identified as 59 dBA (day), 50 dBA (evening) and 45 dBA (night).

Noise from the carpark entrance door is also proposed to be assessed to sleep disturbance targets of 55 dBA L_{Amax} indoors.

Noise from domestic mechanical plant (e.g. balcony mounted condenser units) is proposed to be assessed to 'background + 5 dB' targets during the day and evening periods, and to be inaudible inside apartments at night, in accordance with EPA Publication 1254.

***SLR Comments**: Subsequent to the report being issued, SEPP N-1 was replaced with Part I of the new 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues', Publication 1826 (the **Noise Protocol**). The EPA have confirmed to SLR that the Noise Protocol will be applied retrospectively.*

The setting of noise limits and assessment methodologies in the Noise Protocol are the same as those in SEPP N-1 in most instances. However, the effective indoor limit for noise transmitted through a solid building element (e.g. wall or floor), is 5 dB lower than it was under SEPP N-1.

Our calculated environment noise limits for commercial noise (e.g. Noise Protocol / SEPP N-1) are consistent with Stantec's.

7.2 Assessment

(Section 5.1 of the report)

Detailed advice for noise control is not provided in the report on the grounds that the mechanical design has not been finalised. Generic advice for controlling plant noise levels is included in the report. More specific advice is provided for controlling noise from the car park entrance door, including the requirement for smooth operation, and vibration isolation.

***SLR Comments**: We recommend that a specification be provided for the carpark entrance gate (e.g. a maximum sound pressure level @ 1 m) to ensure that the sleep disturbance criteria will be met outside all sensitive receiver locations.*

In other respects, the advice provided is reasonable for the planning phase of the project.

Given the proximity of future overlooking dwellings for 1 Little Lesney Street and 9 Wiltshire Street, it is recommended that all acoustically significant items of mechanical plant be reviewed during the detailed design phase by a suitably qualified acoustic consultant to ensure that the Noise Protocol limits are met.

8 Other Matters - Ground floor food and beverage premises

The project includes two large ground floor food and beverage premises that will be located opposite an existing single level dwelling. We would anticipate noise impacts from the proposal to be acceptable if the venues open during the Noise Protocol 'day' period only (e.g. 7 am to 6 pm Monday to Saturday). However, if extended hours of operation are proposed, consideration should be given to requiring the tenancies to submit an acoustic report demonstrating that noise from the uses will comply with the Noise Protocol and the City of Yarra 'Guidelines – managing noise impacts in urban development', in particular, Section 6.1.4 which pertains to patron noise to existing dwellings).

9 Summary

A review of the acoustic report for the mixed use development is provided above. A summary of our findings and recommendations are provided below.

Noise sensitive receivers

The report does not identify the existing noise sensitive receiver at 11 Brighton Street (which may be exposed to noise from the proposed food and beverage tenancies) or the proposed sensitive receiver at 1 Little Lesney and 9 Wiltshire streets (which will overlook the roof plant deck). Given that both have the potential to drive the design of some aspect of the development, they should be identified and considered in the report.

Rail noise

Confirmation is requested from Stantec that rail noise to apartments has also been assessed to the criteria provided in Standard D16. (i.e. 40 dB $L_{Aeq,16hr}$ in living rooms during the day period, and up to 35 dB $L_{Aeq,8hr}$ in bedrooms at night).

It is also recommended that rail noise to offices be assessed to both LAeq criteria as has been provided in the report, and to L_{Amax} criteria. As a guide, we suggest that the maximum rail noise levels (i.e. the 95th percentile of single rail passbys measured as an L_{Amax}) not to exceed the AS/NZS2107 recommended ranges + 15 dB. Stantec may want to consider a potentially lower target to maximise the quality and usability of the office uses on behalf of the developer.

Union House Hotel

The MDA assessment adopted in the original report for this site was based on the hotel's operating conditions at that time, whereas we understand that larger number of patrons have subsequently been approved for the outdoor deck. From our review of the acoustic report prepared for the Union House Hotel, patron noise levels are likely to be louder due to both the increased number of patrons (increased from 44 to 100) and the more crowded nature of the outdoor patron area. It would be appropriate for the developer to take the proposed change of operations at the hotel into consideration. Given the proposed patron density, we recommend that noise from the outdoor area be based on patron voice noise levels commensurate with 'vertical consumption'.

Ground Floor Food and Drink Tenancy

It is recommended that a separate acoustic report be prepared to support the application for the ground floor food and beverage tenancies if operation outside the Noise Protocol 'day' period is proposed. The report should demonstrate that the venues will comply with the patron noise criteria provided in Section 6.1.4 of the City of Yarra 'Guidelines – managing noise impacts in urban development'.

Regards,

Dianne Williams
Principal – Acoustics

Checked/
Authorised by: JA

Attachment 2 - PLN22/0325 - Original Council referral comments

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INDEPENDENT URBAN DESIGN ADVICE

PROPOSED DEVELOPMENT AT 2-8 BRIGHTON, 5 LITTLE LESNEY & 1-3 WILTSHIRE STREETS RICHMOND

October 2021

Nearmap

Prepared by
Robert McGauran
B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVPELA, Architect

Our Ref: 18136

Attachment 2 - PLN22/0325 - Original Council referral comments

BACKGROUND

1. In August 2020, I was asked by the City of Yarra (Council) to comment on the proposed mixed-use development of the site at 2-8 Brighton, 5 Little Lesney & 1-3 Wiltshire Street Richmond.
2. I commented on a previous application for the site in 2018.
3. This application is for development of the land for the construction of a multi storey, mixed use building (13 storeys), use of the land for office/food and drink premises (permit required) and dwellings (no permit required) and a reduction of the statutory car parking requirements, including:

   > 372m2 food and drink premises area (ground level)
   > 2,114m2 office area (Level 01-02)
   > 70 apartments (Level 03-12)
   > 113 car parking spaces within 4 basement levels
   > 26 employee bicycle spaces
   > 76 residential bicycle spaces.

SUBJECT SITE & CONTEXT

4. The Site address is 2-8 Brighton Street, 1-3 Wiltshire Street & 5 Little Lesney Street, Richmond and comprises a total of five lots.
5. The Site is generally rectangular in shape and has a large land holding of approximately 1,302 sq.m.
6. The Site has a north-south orientation with a primary frontage to Brighton Street to the east of approximately 31m. The Site has a northern interface to Wiltshire Street of approximately 41m and a southern interface to Little Lesney Street of approximately 41m.
7. The Site is currently occupied by a collection of buildings ranging in quality, use and contribution to the street. They include:

   > 2-4 Brighton Street – a single storey red brick Edwardian dwelling with tile pitched roof currently utilised for commercial businesses.
   > 6-8 Brighton Street – a single storey brick building currently utilised for commercial purposes.
   > 1 Wiltshire Street – a double storey brick building with northern private open space.
   > 3 Wiltshire Street – a double storey brick dwelling with a northern second storey terrace.
   > 5 Little Lesney Street – a double storey brick dwelling with a southern facing second storey terrace.

8. A party wall easement affects much of the adjoining walls between 1 Wiltshire Street, 3 Wiltshire Street, and 5 Little Lesney Street.
9. The Site has an excellent level of public amenity with several services and facilities within close walking distance, including East Richmond Train Station (150m west), Church Street/Swan Street tram stop (100m northwest), Swan Street tram stop (110m northwest), Barkly Gardens (210m southeast), Alan Bain Reserve (460m southeast), McConchie Reserve (700m southeast) and White Street Park (400m southwest).
10. The Site is within the Swan Street Activity Centre, a thriving hub which includes commercial and recreational uses, Richmond Primary School, Melbourne High School, and the MCG (1.5km west).
11. Land to the north, abutting Swan Street is located within the Commercial 1 Zone (C1Z), land to the east is located within the Commercial 2 Zone (C2Z), the train line south of the Site is within Schedule 4 to the Public Use Zone (PUZ4), and other surrounding zones include the Public Park and Recreation Zone (PPRZ) at Barkly Gardens and Neighbourhood Residential Zone (NRZ) land comprising residential dwellings to the south being within the Neighbourhood and General Residential Zones. To the west include nine other properties within the MUZ.

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Interfaces
North

12. The Site has a direct boundary interface with Wiltshire Street to the north of approximately 41m.
13. Wiltshire Street is a 'no through road' approximately 9m in width, running east-west from Brighton Street to the rear of 9 Little Lesney Street. The street provides limited on-street parking to the south and pedestrian walkways to the north and south.

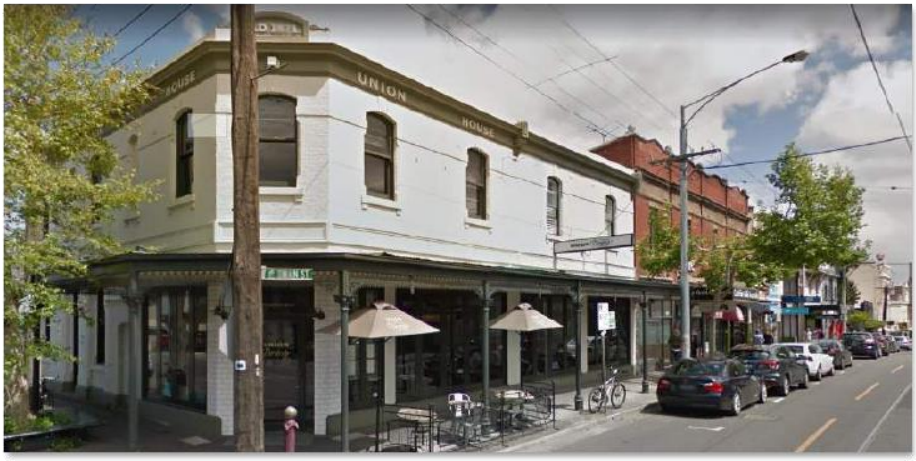
Aerial photo showing properties at 5 to 7a and 10 & 18 Wiltshire Street and street view of 5 to 7a Wiltshire Street.

14. The northern interface of Wiltshire Street has six single and double width vehicle crossovers servicing the commercial tenancies and the residential properties fronting this. Two multi-dwelling properties at 10 and 18 Wiltshire Street have their primary residential pedestrian entries to this interface.

15. Wiltshire Street provides rear vehicle access via vehicle crossovers to the rear garages of 1 and 3 Wiltshire Street and to the bitumen carpark of 2-4 Brighton Street. In addition, it provides the primary residential address currently for properties at 1, 3, 5, 7 and 7a Wiltshire Street on the south side of the street.

16. Little Lesney Street to the south and west provides for multiple roles.
    a) To the west it provides service access to several larger properties with Church Street and Swan Street access and two larger commercial premises to the south-eastern end of this leg of the street before doglegging to the east at the interface with the rail reserve, meeting Brighton Street at its eastern end and continuing all the way east to Mary Street.
    b) A landscaped reserve marks its interface with the railway line to the south with Lesney Street to the south marked by an intact streetscape of fine grain one- and two-level housing.
    c) Little Lesney Street is connected to Lesney Street via a pedestrian bridge over the rail infrastructure, measuring approximately 32m long and 1.5m wide.
    d) The street provides the principal address for residential properties at 3a, 3b, 3c, 3d and 5 Little Lesney Street.


17. Brighton Street interconnects Swan Street at its north end and a pedestrian rail bridge to the south that then transitions into the Brighton Street south alignment and the large residential neighbourhood in the hinterland area to the south of the rail reserve.
18. Along the southern interface of Swan Street are several commercial brick buildings that collectively contribute to the streetscape character of Swan Street and the Brighton Street and Little Lesney Street gateways.



19. The buildings are of the early Victorian era. The properties are affected by Heritage Overlay 335 (H0335), a precinct-wide overlay identified as *Swan Street Precinct, Richmond*.

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20. The building elements that contribute to the heritage value of the precinct include their two-level consistent street wall scale, quality of detailing and materiality, streetscape activation and façade parapets, no front or side setbacks and face brick or stucco walls.
21. Swan Street is a main arterial road with a road reservation approximately 20m in width.

East

22. Immediately to the east is Brighton Street. The street runs from Swan Street to the north to Little Lesney Street to the south.

23. The western footpath provides a high-quality pedestrian link between the pedestrian bridge to the south and Swan Street to the north broken only by the Little Lesney Street and Wiltshire Street low traffic carriageways.
24. This contrasts with the eastern street interface dominated by older commercial crossovers to service station and commercial properties.

West

25. The Site has direct boundary interface with two double storey dwellings to the west at 5 and 7 Wiltshire Street.
26. The Site also has direct boundary interface with 3 Little Lesney Street. These dwellings are three storeys in height and form part of a series of seven fine grain townhouses. These dwellings are in a row and are connected via adjoining walls.

27. Further west, I understand that a 9-level residential development comprising 63 apartments at 1 Little Lesney Street & 9 Wiltshire Street has been approved for residential development. (https://www.commercialrealestate.com.au/property/1-little-lesney-9-wiltshire-street-richmond-vic-3121-2014688021).
28. The development is within the Mixed-Use Zone and is inclusive of car and bicycle spaces.

29. The project incorporates a podium form to the street interfaces with a progressively eroded and contrasting more transparent suite of upper-level floors and materials.
30. Contrary to the Applicant's submission the proposed roof terrace was not approved, reducing the accommodation by one level. Additionally, I understand from permit conditions that larger light courts were conditioned through the removal of bedrooms at podium levels.

STATUTORY AND STRATEGIC PLANNING CONTEXT

PLAN MELBOURNE

31. Within *Plan Melbourne,* there are several outcomes, directions and policies that need to be considered when reviewing this proposal from an urban design perspective.
32. *Plan Melbourne* outlines a vision of Melbourne as a 'global city of opportunity and choice'. This vision is guided by seven key outcomes, each supported by directions and policies towards their implementation.
33. Outcomes relevant to the land-use and built-form changes sought by this proposal include the following:

    a) Outcome 1: Melbourne is a productive city that attracts investment, supports innovation, and creates jobs
    b) Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity
    c) Outcome 5: Melbourne is a city of inclusive, vibrant, and healthy neighbourhoods

34. Direction 1.1 seeks to create a city structure that strengthens Melbourne's competitive for jobs and investment, particularly regarding supporting the central city to become Australia's largest commercial and residential centre by 2050.

    a) Policy 1.1.1 & 1.1.2 encourages new development opportunities to create grow office floor space amongst residential space is to deliver co-benefits of employment, reduced commuting and transport costs for workers and residents. Urban renewal precincts in and around the central city is acknowledged here to play a major role in delivering high-quality, distinct, and diverse neighbourhoods that offer a mix of uses.

35. **Direction 4.1** advocates a place-making approach to urban design to create *"more great public places across Melbourne."*

    a) Policy 4.3.1 seeks to integrate place-making practices into road-space management to ensure the design of streets encourages the use of active transport and facilitates a greater degree of and encounter and interaction between people and places.

36. **Direction 5.1** outlines the ambition of creating a city of 20-minute neighbourhoods by encouraging the development of vibrant, mixed-use neighbourhoods linked by a network of activity centres. 'Walkability', 'housing diversity', 'ability to age in place' are identified here as key characteristics of 20-minute neighbourhoods.
37. **Direction 5.3** notes the importance of social infrastructure in supporting strong communities. Delivery and co-location of social infrastructure in accessible locations near public transport is a key policy under this direction.
38. Policy guidelines to consider where relevant include:

    a) *Urban Design Guidelines* for Victoria (Department of Environment, Land, Water and Planning, 2017).
    b) *Safer Design Guidelines* for Victoria (Crime Prevention Victoria and Department of Sustainability and Environment, 2005).
    c) Urban Design Charter for Victoria (Department of Planning and Community Development 2009).

STATE PLANNING POLICY FRAMEWORK

39. State and regional planning provisions relevant to this application are set out below:
40. **Clause 11.01-1 Settlement - Metropolitan Melbourne** includes the following relevant strategies:

    a) Focus investment and growth in places of state significance, including Metropolitan Melbourne Central City, Metropolitan activity centres and major urban renewal precincts.
    b) Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.

41. **Clause 15.01-1S Urban design** seeks to create urban environments that are *"safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity."* Relevant strategies outlined towards achieving this goal include the following:

    a) Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility, and providing for inclusiveness.
    b) Ensure the interface between the private and public realm protects and enhances personal safety.
    c) Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.
    d) Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts, and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.
    e) Ensure that development provides landscaping that supports the amenity, attractiveness, and safety of the public realm.
    f) Promote good urban design along and abutting transport corridors.

42. **Clause 15-01-1R Urban design – Metropolitan Melbourne** sets out to create a *"distinctive and liveable city with quality design and amenity"* by undertaking the following relevant strategies:

    a) Support the creation of well-designed places that are memorable, distinctive, and liveable
    b) Integrate placemaking practices into road space management

c) *Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.*

43. **Clause 15.01-02S Building design** aims to ensure that building design outcomes contributes positively to local contexts and enhances public realm, strategies relevant to this proposal include:

a) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
b) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
c) *Ensure development is designed to protect and enhance valued landmarks, views, and vistas.*
d) *Ensure development provides safe access and egress for pedestrians, cyclists, and vehicles.*
e) *Ensure development provides landscaping that responds to its site context, enhances the built form, and creates safe and attractive spaces.*

44. **Clause 15.01-4S Healthy neighbourhoods** seeks to achieve neighbourhoods that foster healthy active living and community wellbeing by designing neighbourhoods that encourage community interaction, physical activity, and engagement amongst community members of all ages and abilities. Key relevant strategies include the provision of:

a) *Connected, safe, pleasant, and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.*
b) *Streets with direct, safe, and convenient access to destinations.*
c) *Conveniently located public spaces for active recreation and leisure.*

45. **Clause 15.02 Sustainable Development** is concerned with encouraging development that is energy and resource efficient, minimising greenhouse gas emissions towards supporting a cooler environment. Strategies outlined under this clause include the incorporation of ESD principles in new developments and supporting low energy forms of transport such as walking and cycling.
46. **Clause 17.01-1 Economic Development** acknowledges the role of planning in providing a strong, innovative, and diversified economy where all sectors are critical to its property. Specifically, planning has a key role in providing land, facilitating decisions, and resolving land use conflicts to enable regions to capitalise upon its strengths and achieve its economic potential.
47. **Clause 18 Transport** encourages solutions that ensure an integrated and sustainable public transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movement of goods and people and is safe.
48. **Clause 18.01-1 Land use and transport planning** outlines strategies to develop an integrated, equitable and accessible transport networks that connects people to jobs and services and goods to the market. The following strategies are relevant to this proposal:

a) Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
b) Requiring integrated transport plans to be prepared for all new major residential, commercial, and industrial developments.

49. **Clause 18.02-2S Public Transport** seeks to increase the use of public transport and encourage increased development close to high quality public transport networks.
50. **Clause 18.02-4S Car parking** encourages the efficient provision of car parking by consolidating facilitates and ensuring that such facilities achieve a high quality of urban design and protects local amenity, including pedestrians and other users.

51. **Clause 19.02-6R Open space – Metropolitan Melbourne** outlines the objective to strengthen the integration of Melbourne's open space network, strategies relevant to this proposal include the following:
    a) Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.
    b) Create continuous open space links and tails along the Yarra River parklands (extending from Warrandyte to the Port Phillip Bay).
    c) Continue the development of the lower Yarra River as a focus for sport, entertainment, and leisure.

52. Urban Design Guidelines for Victoria
    a) The Victoria Planning Provisions were amended to require consideration of the Urban Design Guidelines for Victoria, and Apartment Design Guidelines for Victoria, where applicable, in the design and assessment of new development proposals.
    b) 1.3 Large Development Structure seeks to develop a high quality amenity for sites whilst Objective 1.4.1 b seeks to arrange blocks and streets in higher density residential precincts to provide all lots with access to an activity centre, public transport and high quality open space within a walking distance.
    c) Objective 1.5.1 a seeks to locate walking destinations and activities along main pedestrian streets and paths with destinations nominated including bus stops parks and recreation facilities.
    d) 1.5.1b., seeks to Provide for a level of active frontage and lot access appropriate to street frontage and notes that *driveways and crossovers compromise pedestrian amenity and safety*.
    e) the guidelines also seek to ensure that's new development not undermine the humanity of surrounding public streets and spaces and ensure high quality communal spaces within the site are achieved that are fit full purpose.

LOCAL PLANNING POLICY FRAMEWORK

53. **Clause 21.04 – Land Use** Local planning provisions relevant to this application are set out below:
    a) Acknowledges the need for Yarra to accommodate its share of Melbourne's population growth, noting the need to direct higher density residential development to strategic re-development sites. Given the pre-existing population diversity, the clause looks to maintain diversity by encouraging all household types and structures - including supporting the provision of affordable housing, particularly in Strategic Redevelopment Sites. The subject site has been identified as a Strategic Development Site in the Swan Street Structure Plan, January 2014.

54. In response, Objective 8 under Clause 21.04-3 outlines the objective to increase the number and diversity of local employment opportunities by undertaking the following strategies:
    a) Strategy 8.1 Support re-zonings, as identified on the relevant Neighbourhood plan, to permit increased commercial and office use in existing industrial areas.
    b) Strategy 8.2 Support home-based businesses.
    c) Strategy 8.3 Encourage residential and business land use within the Mixed-Use Zone to locate on the same site.
    d) Strategy 8.5 Support opportunities for new uses on isolated industrial sites provided they reflect the predominant surrounding uses.

55. A key element of importance in this instance relates to Objective 3 under Clause 21.04.1 wherein it is important to ensure new built residential development in Mixed Use, Business 1,

Business 2, and Business 5 Zones and near Industrial and Business Zones is designed to minimise the potential negative amenity impacts of existing non-residential uses in the vicinity.

56. **Clause 21.05 Built Form** contains objectives and strategies considering heritage, urban design, built form character and the public environment. It seeks to reinforce the existing urban framework of Yarra of a 'low-rise urban form punctuated by pockets of higher development'. Objectives and strategies under this clause relevant to this application include the following:

    a) Developments on strategic redevelopment sites should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal provide community benefits such as the provision of affordable housing or a positive contribution to the enhancement of the public domain.
    b) Retain, enhance, and extend Yarra's fine grain urban fabric by ensuring new developments are designed with regard to its surrounding urban context and fabric, including the re-establishment of historical streets and laneways.
    c) Provide a public environment that encourages community interaction and activity
    d) Objective 16 under Clause 21.05 seeks to reinforce the existing urban framework of the City of Yarra, with Strategy 16.2 seeking to "maintain" and strengthen the preferred character of each built form character type within the City of Yarra."
    e) Objective 17 under Clause 21.05 seeks to "retain Yarra's identity as a low-rise urban form with pockets of higher development", outlining the following relevant strategies:
    f) Strategy 17.2 Development on strategies development sites or within Activity Centres should generally be no more than five to six storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
        > Significant upper-level setbacks
        > Architectural design excellence
        > Best practice environmental sustainability objectives in design and construction
        > High quality restoration and adaptive use of heritage buildings
        > Positive contribution to enhancement of the public realm
        > Provision of affordable housing.
    g) Objective 19 under Clause 21.05 seeks to create an inner-city environment with landscaped beauty, outlining the following strategies:
        > Strategy 19.1 Require well resolved landscape plans for all new development.
        > Strategy 19.2 Encourage opportunities for planting suitable trees and landscape areas in new development.
        > Objective 20 under Clause 21.05 seeks to ensure that new development contributes positively to Yarra's urban fabric, including the following strategies:
    h) Strategy 20.1 Ensure development is designed having regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties, and its environs.
    i) Strategy 20.2 requires development of Strategic Redevelopment Sites to consider the opportunities for development on adjoining land.
    j) Objective 21 under Clause 21.05 seeks to enhance the built form character of Yarra's Activity Centres.
    k) Objective 22 under Clause 21.05 seeks to encourage the provision of universal access in new development.

57. **Clause 21.05-3 Built Form Character** outlines the built form character type for each character area.

    a) New development must respond to Yarra's built and cultural character, its distinct residential 'neighbourhoods' and individualised shopping strips, which combine to create a strong local identity.
    b) Clause 21.05-4 "Public environment" notes: "New development must add positively to Yarra's overall character and help create a safe and engaging public environment where pedestrian

activity and interaction are encouraged. Public spaces and urban squares provide outdoor spaces for people to meet and gather. Opportunities to create such spaces will be sought. There is a need to ensure that, as development occurs, Yarra's public environment, buildings and transport infrastructure are accessible to all people."

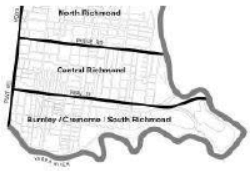
58. **Objective 28 under Clause 21.05-4** seeks to provide a public environment that encourages community interaction and activity. Strategy 28.1 Encourage universal access to all new public spaces and buildings.

    a) Strategy 28.2 Ensure that buildings have a human scale at street level.
    b) Strategy 28.3 requires buildings and public spaces to provide a safe and attractive public environment.
    c) Strategy 28.4 Require new development to consider the opportunity to create public spaces as part of new development.
    d) Strategy 28.5 Require new development to make a clear distinction between public and private spaces.
    e) Strategy 28.6 Require new development to consider the creation of public access through large development sites, particularly those development sites adjacent to waterways, parkland, or activity centres.
    f) Strategy 28.8 Encourage public art in new development.
    g) Strategy 28.9 Apply the Public Open Space Contribution policy at clause 22.12.
    h) Strategy 28.10 requires site rezoning for new development to consider the inclusion of public domain improvements commensurate with the new use.

59. **Clause 21.06 Transport** seeks to reduce car dependency by promoting active and public transport by improving the quality of walking and cycling infrastructure. It is explicitly noted that 'walking' includes people who use wheelchairs and other mobility devices. Strategies relevant to this application include:

    a) Improve pedestrian and cycling links in association with new development where possible.
    b) Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.

60. **Clause 21.07 Environmental sustainability** promotes environmentally sustainable development.
61. **Clause 21.08 Neighbourhoods** sets out locally specific objectives and strategies for each neighbourhood, the site sits within the Burnley/Cremorne/South Richmond Neighbourhood.



62. **Clause 22.03 Landmarks and Tall Structures** sets out the objective to maintain the prominence of Yarra's valued landmarks and landmark signs and outlines policies and design responses to this end.
63. **Clause 22.03-3 Policy**

    a) Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal-built form reference.
    b) Maintain the prominence of Yarra's valued landmarks and landmark signs and and
    c) Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.

d) In this context, the Ball Tower of Dimmeys, Swan Street and Spire of St Ignatius Cathedral, Church Street, Richmond are identified under Clause 22.03-4 as landmarks where development should protect views to these elements to ensure it remains the principal-built form reference.

64. **Clause 22.05 Interface Uses Policy** seeks to facilitate the 'development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes'. Its aim is to ensure that residential uses located within Mixed-Use Zones or near commercial centres and industrial uses enjoy a reasonable level of amenity and are designed to minimise the impact of nearby business operations and industrial activities on the amenity within the proposed dwellings.

65. **Clause 22.10 Built Form and Design Policy.** The objectives of this clause are to:

a) Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.
b) Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.
c) Limit the impact of new development on the amenity of surrounding land, particularly residential land.
d) Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.
e) Create a positive interface between the private domain and public spaces and,
f) Encourage environmentally sustainable development

66. **Clause 22.10-3.2 Urban form and character** notes as it aims the following Design Objectives:

a) To retain and extend the City's fine grain of street pattern and urban form.
b) To ensure that developments contribute positively to the urban fabric and public realm.
c) To improve the transparency and legibility of the city's urban form and structure.
d) To achieve continuity in the built form having regard to rhythm and spacing of buildings and any distinctive street pattern (as identified in the Site Analysis Plan and Design Response).

67. **Design Guidelines outlined in the clause** and relevant to the subject proposal include the following:

a) Within large redevelopment sites, design a vehicle and pedestrian network that ensures a high level of access within the development for all vehicular and non-vehicular traffic that connects and integrates with the broader network.
b) New development on large remnant sites should respect any existing prevailing subdivision pattern (as identified in the Site Analysis Plan and Design Response) by providing adequate separation between buildings and modular building bulk rather than unbroken mass.
c) Express the original fine-grained subdivision pattern in building design, massing, modulation, and facade articulation.
d) Within sites removed from the small lot, fine-grain areas of the city, create a new urban character that adds to the layering of the city's historical evolution.

68. **Clause 22.10-3.3 Setbacks & Building Height** Sets out design objectives relevant to the site including the following:

a) To ensure that the setbacks of new development complement the desired neighbourhood character of the area (as identified in the Site Analysis Plan and Design Response, the Municipal Strategic Statement, and any relevant local planning policies).
b) To ensure that the height of new development is appropriate to the context of the area (as identified in the Site Analysis Plan and Design Response) and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character.

c) To ensure new roof forms respect any prevailing roof forms in the area (as identified in the Site Analysis Plan and Design Response) and contribute to the skyline silhouette.

69. **Guidelines** include that New development that is higher than adjacent buildings should adopt a secondary setback for the higher building component which:

a) Aligns to the street pattern.
b) Retains existing view lines to nearby heritage places and other key features

70. **Other provisions of the clause** include objectives:

a) To ensure the building presents visually interesting elevations on all faces visible from the public domain.
b) To provide pedestrian/human scaled design at street level

71. Design guidelines specifically see that new development should:
72. Be oriented to front existing and proposed streets.

a) Produce high quality architectural design.
b) Maintain the dominant parapet line of adjacent buildings (where this exists).
c) Express the traditional and characteristic vertical rhythm of buildings and the dominant lot widths (where they exist) within the street.
d) Continue vertical or horizontal themes within the facade (where these exist and where appropriate).
e) Use appropriate materials, finishes and colours, which add visual interest and, assist in breaking up the mass and bulk of new development.
f) Incorporate roof articulation.

73. **Clause 22.10-3.8 Off-Site Amenity.** Design Objectives seek:

a) To ensure that new development does not prejudice the rights of adjoining and/or nearby land users (especially residents) to enjoy solar access, privacy, and acceptable noise levels.
b) To ensure that built form enhances and does not detract from the landscape character of parks and open spaces.
c) To ensure that new development does not substantially overshadow adjoining residential private open space or public facilities such as parks and gardens.

74. **Design Guidelines** seek to ensure that new development should ensure that:

a) The location, length and height of any wall built to a side or rear boundary should not adversely impact on the amenity of any adjoining residential properties in terms of overshadowing of private open space, visual bulk, or daylighting to habitable room windows.
b) Where private open space and/ or windows to adjacent uses are affected, additional setbacks from side boundaries are required to address loss of daylight, overshadowing and visual bulk impacts on neighbouring properties, especially residential properties.
c) The perimeter walls of new development should provide appropriate articulation (utilising setbacks,

75. Recent amendments to the Planning and Environment Act 1987 have established the delivery of affordable housing as a key purpose of planning policy and have defined affordable housing as housing available for very low-, low- and moderate-income earners.
76. **Clause 22.07 Development abutting laneways** seeks to ensure that laneways and their interfaces are considered as an important part of the public realm and the lanes an important shared movement network that should enjoy informal surveillance and activation from development.
77. **Clause 22.17 Environmentally sustainable development** builds upon Clause 21.07 by setting out an aspirational framework to encourage developments that incorporate best practice in environmentally sustainable development from design through to construction.

78. **Clause 22.10 Built form and design policy**
79. **Clause 22.16 Stormwater Management (Water Sensitive Urban Design)**
80. **Clause 22.17 Environmentally Sustainable Development**
81. **Clause 52.06 Car Parking**
82. **Clause 52.35 Bicycle Facilities**
83. **Clause 58 Apartment Developments** is applicable to the proposal. I note the relevance of the following clauses:

    a) 58.03-1 Energy efficiency objectives
    b) 58.03-2 Communal open space objective
    c) 58.04-3 Noise impacts objectives
    d) 58.03-5 Landscaping objectives
    e) 58.03-6 Access objective
    f) 58.03-7 Parking location objective
    g) 58.03-8 Integrated water and stormwater management objectives
    h) 58.04-1 Building setback objectives
    i) 58.04-2 Internal view's objective

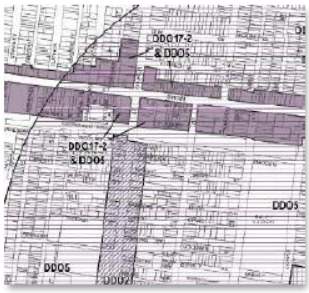
ZONING

84. The Site is subject to the Mixed-Use Zone (MUZ). The purpose of the MUZ is:

    > To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
    > To provide for a range of residential, commercial, industrial, and other uses which complement the mixed-use function of the locality.
    > To provide for housing at higher densities.
    > To encourage development that responds to the existing or preferred neighbourhood character of the area.
    > To facilitate the use, development, and redevelopment of land in accordance with the objectives specified in a schedule to this zone.

OVERLAYS
Design and Development Overlay

85. The Site is subject to Schedule 5 of the Design and Development Overlay (DD05). The purpose of the Design and Development Overlay is to identify areas which are affected by specific requirements relating to the design and built form of new development.
86. The design objectives of DD05 - City Link Exhaust Stack Environs include:



    > To ensure that the development of land around the City Link exhaust stack is not adversely affected by the operation of the stack
    > To ensure that development of land around the City Link exhaust stack does not adversely affect the operation of the stack
    > To ensure that the relevant authorities are informed of development within proximity of the City Link exhaust stack and to facilitate comment by those authorities on any specific requirements relating to the design and built form of new development in the area which might be desirable having regard to the proximity of the stack.

Attachment 2 - PLN22/0325 - Original Council referral comments

SCHEDULE 17 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY - SWAN STREET ACTIVITY CENTRE

87. The DDO sets out General Design Objectives for the Swan Street Activity Centre which include the following:

a) To recognise and respond to the distinct character and varying development opportunities defined by the four precincts along Swan Street.
b) To support a new mid-rise scale-built form character with lower built form at the interfaces with streets and the adjoining low rise residential areas that maintains an active, high quality and pedestrian friendly environment.
c) To ensure development maintains the prominence of the heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscapes.
d) To minimise the amenity impacts on residential properties adjoining the Swan Street Activity Centre including overlooking, overshadowing and visual bulk impacts.
e) To ensure that vehicular access to development does not adversely impact the level of service, efficiency, and safety of the arterial and tram network.

Section 2.2 General Design Requirements

88. The following general design requirements apply to an application to construct a building or construct or carry out works and must be read in conjunction with the relevant precinct design requirements.

Building heights

89. *A permit cannot be granted to construct a building or construct or carry out works which exceeds the mandatory maximum building height shown in the Height and Interface Plans (Plan 1, 3, 5 and 7) of this Schedule*. The subject site is not subject to mandatory heights.
90. Relevantly in this instance, *a permit may be granted to construct a building or construct or carry out works which exceeds the preferred building height shown in the Height and Interface Plans (Plan 1, 3, 5 and 7) of this schedule where all the following requirements are met to the satisfaction of the responsible authority*:

a) the built form outcome because of the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule, the relevant precinct design requirements specified in this schedule.
b) the proposed building height achieves the preferred future mid-rise character for Swan Street of generally 5 to 12 storeys; and the proposal will achieve each of the following:
   > greater building separation than the minimum requirement in this schedule
   > housing for diverse household types, including people with disability, older persons, and families, through the inclusion of varying dwelling sizes and configurations universal access, and communal and / or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58
   > excellence for environmentally sustainable design measured as a minimum BESS project score of 70%
   > No additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height.

Street wall and setbacks

91. *A permit cannot be granted to construct a building or construct or carry out works which exceeds the mandatory maximum street wall height and/or reduces the mandatory minimum setback requirements specified in the Precinct Tables in this schedule.* This site is not in a mandatory street wall zone.
92. *A permit cannot be granted which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred mandatory minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:*

    a) The built form outcome because of the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule
    b) The built form outcome because of the proposed variation satisfies the relevant requirements specified in this schedule
    a) The following requirements also apply to the design of the street wall and upper levels:
        > Frontages at ground floor and within the street wall must be designed with floor-to-floor ceiling heights suitable to accommodate commercial activity.
        > Frontages at ground floor must incorporate verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.
        > Development must be designed to adopt the same street setback from all interfaces for a minimum of 65% of the height of upper levels to avoid repetitive stepped form.
        > Upper-level development must be designed to ensure buildings are expressed in the round and provide detail on facades when viewed from all directions.
        > Where development shares a common boundary and no interface treatment is shown in Plan 1, upper-level development must:
            – be setback a minimum of 4.5m from the common boundary, where a habitable window or balcony is proposed
            – be setback a minimum of 3.0m from the common boundary where a commercial or non-habitable window is proposed.

Heritage design requirements

93. The following design requirements apply on the subject land as it is affected by a heritage overlay.

Building facades and street frontages

94. Infill Buildings and Development Adjoining a Heritage Building

    b) Façade treatments and the articulation of infill buildings on land affected by a heritage overlay and of new buildings on land immediately adjoining a heritage building must:
        > ensure the façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of the adjoining heritage building(s)
        > respect the vertical proportions of the nineteenth and early twentieth century facades of the heritage streetscape and/or adjoining heritage building(s)
        > avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts
        > Maintain the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building.

Upper Levels (above street wall height)

2. Upper-level development on land within a heritage overlay and on land immediately adjoining a heritage building must:

    a) be visually recessive and not visually dominate the heritage building and the heritage streetscape

b) retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism'
c) utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades
a) incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape
b) be articulated to reflect the fine-grained character of the streetscape.

Overshadowing

3. A permit cannot be granted to construct a building or construct or carry out works which are not in accordance with the overshadowing requirements specified in Clause 2.3 of this schedule unless the resultant overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority.

Vehicle and pedestrian access

95. Development must provide vehicular access from rear lanes or from side streets in the preferred locations in the Access and Movement Plans (Plan 2, 4, 6 and 8) of this schedule.
96. Vehicle ingress and egress into development, including loading facilities and building servicing, must be designed to ensure a high-quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.
97. Pedestrian access to buildings, including upper-level apartments, must be from a street or a shared zone shown on the Access and Movement Plans (Plan 2, 4, 6 and 8) of this schedule.
98. Where pedestrian access can only be provided from a laneway at the rear of buildings the pedestrian entrance must be setback from the rear laneway and well-lit to enable safe access.

Precinct Design Requirements Precinct 2

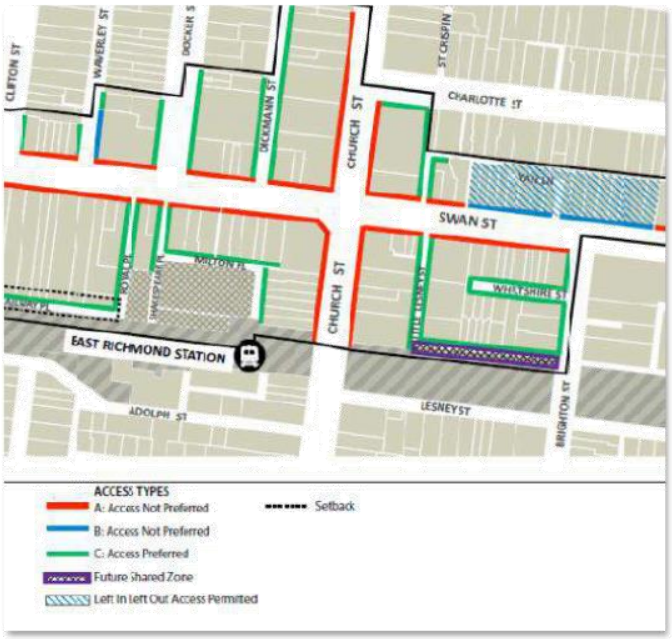
99. The site sits within the Swan Street retail Centre (Precinct 2) within DDO17.
100. The DDO outlines a series of Precinct Design Requirements for this precinct. These include relevantly the following:
101. The Precinct Design Requirements for Precinct 2 are as follows:

a) Development must respect the consistent scale, grain and architectural quality of the highly intact heritage streetscapes and the individually significant buildings in the precinct.
b) Development along the rail corridor must avoid a continuous wall of taller development when viewed from local streets south of the rail corridor.
c) Taller built form adjoining the rail corridor must not compete with the architectural form and complexity of the Dimmeys Clock Tower.
d) Development must improve the pedestrian environment and amenity of streets and laneways that provide pedestrian connection to Swan Street, Church Street, East Richmond Train Station, and entrances to buildings.

102. The DDO prescribes as shown above Type F street wall approaches to the Wiltshire Street and Brighton Street interfaces and Type H to the Little Lesney street interface.

a) Type F prescribes a maximum street wall height of 11m with an upper-level setback of 5m for areas affected by HO335 (including the subject site).
b) Type H does not prescribe a maximum street wall height noting only setbacks from upper levels when prescribed on Plan 4.

c) Little Lesney Street is described as a future Shared Zone on the plan 4.



Decision Guidelines for DDO17

103. The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

a) Whether the General Design Requirements and the Precinct Design Requirements in Clause 2.0 are met.
b) The design of the streetscape interface and its contribution to an active street environment.
c) Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
d) The shadowing impacts of the development on footpaths and public spaces.
e) The wind effects created by the development.
f) The separation between buildings at upper levels when viewed from the opposite side of Swan Street and from local streets.
g) The prominence of the heritage street wall in the vistas along Swan Street, Church Street, Burnley Street, and local streets.
h) Whether heritage buildings on street corners retain their prominence when viewed on both streets.
i) Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
j) Whether upper-level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.
k) The impact of development on view lines to the Dimmeys Clock Tower.
l) The impact of development on the operation of the tram routes along Swan Street and Church Street.

104. A preferred maximum height of 21m is indicated for the site in contrast to the one storey higher 24m heights to the Church Street Railway Station gateway interface and either side of Little

Lesney Street west. Swan Street interfacing properties are earmarked with the same 21m high preferred maximum to the north and south.

105. The DDO outlines Precinct Design Requirements for Precinct 2 as follows:

a) Development must respect the consistent scale, grain and architectural quality of the highly intact heritage streetscapes and the individually significant buildings in the precinct.
b) Development along the rail corridor must avoid a continuous wall of taller development when viewed from local streets south of the rail corridor.
c) Development on the south side of Swan Street must maintain Dimmeys Tower as the prominent landmark in the streetscape when viewed from the northern footpath of Swan Street east of the Rail Bridge and west of Church Street.
d) Taller built form adjoining the rail corridor must not compete with the architectural form and complexity of the Dimmeys Clock Tower.
e) Development must improve the pedestrian environment and amenity of streets and laneways that provide pedestrian connection to Swan Street, Church Street, East Richmond Train Station, and entrances to buildings.

Environmental Audit Overlay

106. The Site is subject to the Environmental Audit Overlay (EAO). The purpose of the EAO includes:

> To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

107. The key provisions of the EAO relevant to the proposal include:

> Before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either: "A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use."

Swan Street Structure Plan

108. The Swan Street Structure Plan (SSSP) was adopted by Council in January 2014 and covers the area in which the subject site is located.
109. The Study Area comprises 10 precincts - the Subject Site is located within the "Swan Street Retail" precinct.
110. The land use objectives for the precinct encourage housing to accommodate the growth within the precinct. Furthermore, the built form objectives and strategies seek development to provide active frontages to the street and to ensure that the prevailing fine-grain pattern is preserved where site consolidation or development of larger sites occurs.
111. The SSSP identifies redevelopment to a preferred maximum height of 5-6 storeys (19m) with no indication of preferred street wall heights. The Structure Plan does not nominate any mandatory street wall heights or building heights.
112. Whilst we understand that the SSSP has been adopted by Council, it did not proceed to a planning scheme amendment and, in a strategic planning sense this document has effectively been superseded by the subsequent Planning Scheme Amendment C191 that was the subject of a comprehensive Planning Panel process subsequently awaiting approval by the Planning Minister and the City of Yarra.

PROPOSED DEVELOPMENT

Basement

113. Basement Levels 2 to 4 of the building contain 30 car parking spaces each. These levels also contain lift access for both residential and commercial uses, storage facilities and building services.
114. Basement Level 1 contains 23 car parking spaces including one DDA space. Vehicle access to this basement level is via a ramp to Wiltshire Street at the north west corner of the proposal.
115. Basement Level 1 also contains lift access for both residential and commercial uses, storage facilities, residential and commercial refuse, a 20,000L water tank and services rooms.

Ground Floor

116. The ground floor comprises communal areas, two hospitality tenancies to Brighton Street (70sqm) and Wiltshire Street (202sqm), a residential entry and lobby to Brighton Street and a commercial entry and lobby to Wiltshire Street, bike storage and end of trip facilities, access to basement parking and building services rooms.
117. Hospitality tenancies are located along the Brighton Street and Wiltshire Street frontages, either side of the residential lobby.
118. The lobby provides access to residents' bike storage and lift core.
119. A secondary entry on Wiltshire Street has been provided for the commercial tenancies located on levels 1 and 2. The commercial lobby leads to the commercial lift core and cycling end of trip facilities, which include bike storage, lockers, showers and a DDA compliant bathroom.
120. All vehicle access is located to the north western corner of the Site.
121. Primary pedestrian access is provided at grade via the northern and eastern frontages of the Site. Additional resident pedestrian access is provided via steps and an accompanying bicycle ramp to the southern boundary for residents.
122. Landscaped garden beds are provided within the front street setback area.
123. The ground floor of the building is setback approximately 3m from both Brighton Street and Wiltshire Street with a cantilevered, vaulted arch.
124. The building's north-eastern edge has been rounded at ground level in accordance with wind modelling advice and creates a wider footpath to allow dining tables along Brighton Street.
125. All existing crossovers along Brighton and Wiltshire Street to the extent of the Site are proposed to be removed, except for a double width crossover at the northwest corner that is to provide vehicle access to basement car parking.

Levels I-2

126. These levels of the podium each feature commercial office space with 1,057sqm of floor area provided at both levels.
127. Glazing is provided to the north, east and south.
128. The podium levels contain a light court to the western boundary, with an integrated landscape setback to the east and north.
129. Each commercial floor plates includes access to the commercial lift and stair, bathrooms, a DDA compliant bathroom and a cleaner's room.

Level 3

130. Level 3 contains 10 residential apartments varying in ground floor size from 58sqm to 98sqm (not including private open space) with various typologies (one and two bedroom) and balconies.
131. This level includes landscaped open space around the boundary of the podium as well as areas open to the sky and bin chutes. Habitable room windows facing the light court or landscape areas include fluted glass for privacy.

Levels 4-5

132. Levels 4-5 are identical in layout; each contain 10 residential apartments varying in floor size from 58sqm to 98sqm (not including private open space) with various typologies (one and two bedroom) and balconies.
133. These levels include areas open to the sky and bin chutes. Habitable room windows facing the light court or recessed areas open to the sky include fluted glass for privacy.

Level 6

134. Level 6 contains 8 residential apartments varying in ground floor size from 89sqm to 112sqm (not including private open space) with various typologies (two and three bedroom) and balconies.
135. This level includes landscaped light well to the west of the level' s foyer (not accessible by residents) and bin chutes. Habitable room windows facing the light court or recessed areas open to the sky include fluted glass for privacy.

Levels 7-8

136. Levels 7-8 are identical in layout; each contains 8 residential apartments varying in ground floor size from 89sqm to 112sqm (not including private open space) with various typologies (two and three bedroom) and balconies.
137. These levels include landscaped light well to the west of the level's foyer (not accessible by residents) and bin chutes. Habitable room windows facing the light court or recessed areas open to the sky include fluted glass for privacy.

Level 9

138. Level 9 contains 6 residential apartments varying in ground floor size from 88sqm to 125sqm (not including private open space) with various typologies (two and three bedroom) and balconies.
139. The level features a communal lounge space of 52sqm in the north-eastern corner of the level which opens to a 59sqm landscaped communal terrace.

Level 10

140. Level 10 contains 6 residential apartments varying in ground floor size from 89sqm to 152sqm (not including private open space) with various typologies (two and three bedroom) and balconies.
141. This level also includes landscaped light well to the east and west of the level' s foyer (not accessible by residents) and bin chutes.

Levels 11 & 12

142. Levels 11 and 12 contain 2 three-bedroom residential apartments of ground floor size 175sqm and 193sqm (not including private open space) with balconies.
143. Level 11 also includes the private open space of a level 10 dwelling, accessed by internal stairs. The level foyer provides access to bin chutes.

Roof Deck

144. The roof deck contains the building's plants which are screened and 61 solar panels.

General

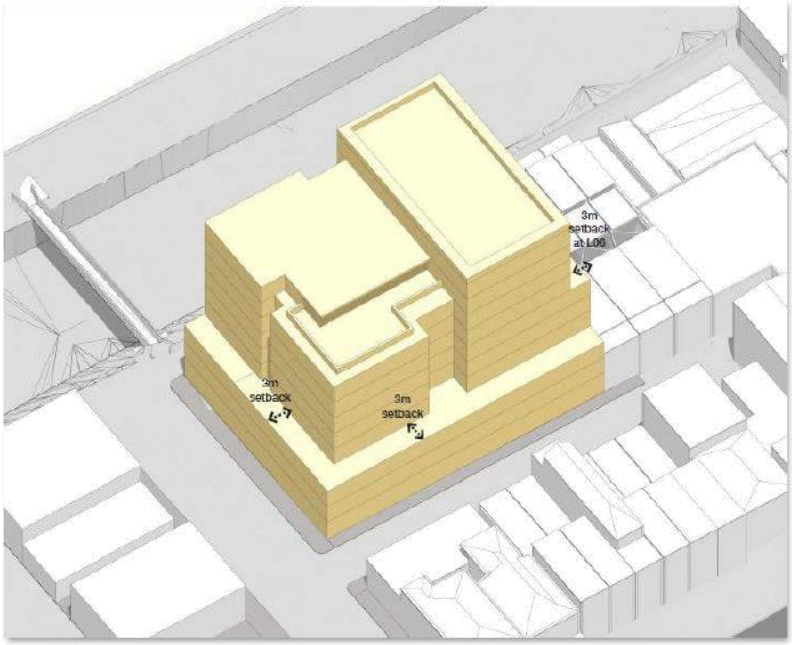
145. A series of key themes a set to underline the development as follows:

    a) Carbon neutral
    b) Architecture grounded in place
    c) Sculpted and considered forms
    d) Honest use of materiality
    e) Activated public interfaces

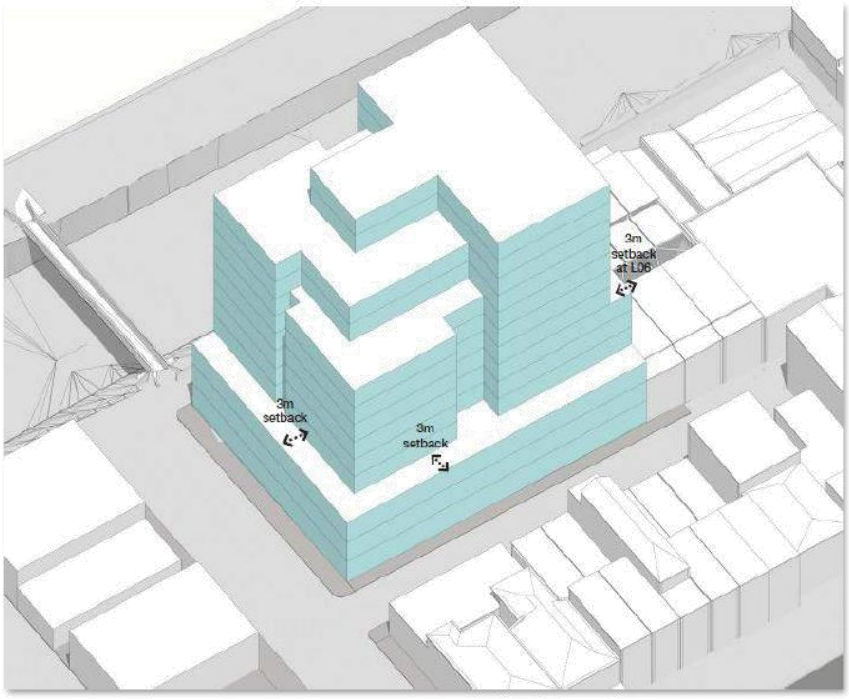
f) Urban repair
g) Biophilic design
h) Extensive landscaping

SUMMARY OF FINDINGS

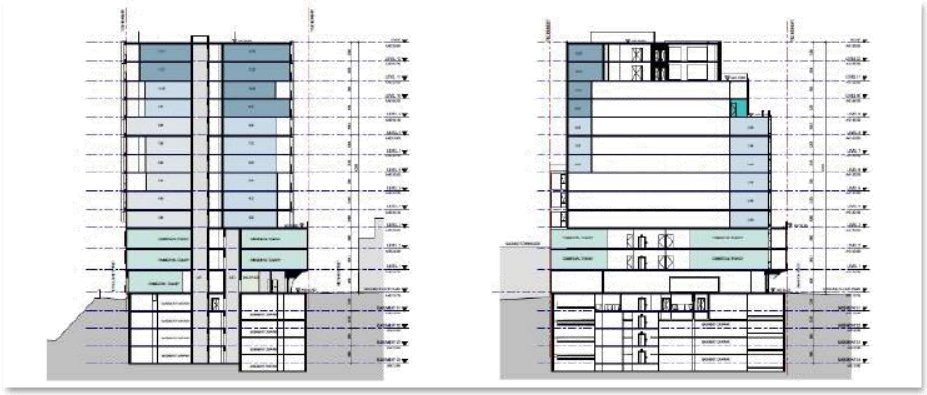
146. Section 3.4 and 3.5 of the Planning Report of this submission compares the existing permitted development with the proposed scheme.
147. The existing approval is for a 10-level residential development as illustrated in building envelope form in the new submission below.



148. The proposed submission is for a mixed use 13 level development with food and beverage facilities. As a result of its higher floor to floor levels for the commercial levels the podium scale is increased. Notwithstanding, the new proposal continues then to have a 3-storey scale prior to set back to adjoining western residential terraces and then incorporates in lieu of four additional stories to this western interface seven levels in the new application. This western form steps down by two levels in the south-eastern quadrant of the site, an outcome that is two levels of residential tower higher than the earlier application, with additional podium height but with no additional setbacks to either the eastern or southern interfaces. A 2-storey step downwards in the northeastern gateway corner for the tower form again positions this element an additional story higher than the earlier application in addition to the greater podium height but again with setbacks emulating the earlier lower scheme.



149. Elevations describe a podium level that at its lowest north-western end is 12.4m in height, with the adjoining upper-level tower rising to 22.1m before stepping back 3m and rising to 45.51m at this western interface. As a result of the north to south fall across the site this scale rises to 46.825m at the southern lane interface with its adjoining western neighbours.
150. The sections below describe the interfaces with abutting streets and neighbours.



Wind tunnel assessments

151. A wind tunnel assessment report of the proposed scheme was prepared by Mel Consultants and included in the proposal together with a memorandum reviewing changes to the plan recommended in the earlier report.
152. This memorandum is disappointing in its conclusions given the stated design vision for the project and given the policy settings and weight given to the ascribed value of amenity in

surrounding streets and spaces, and the importance of high-quality amenity in shared community spaces within development.

153. It is evident from this report that several of the assumptions adopted by the designers, notably that the building height could be increased with no additional setbacks to form, that the building could continue to adopt contiguous floor to floor design principles and orthogonal treatments for its towers, that the outcome is a poor one as a result with the streetscape of Wiltshire Street where the amenity at ground level measured in existing arrangements primarily met suitable conditions for sitting for extended periods (an ideal outcome in a north facing street with lower rise fine grain northern neighbours) has been reduced to an amenity where primarily only walking standards are achieved and where now no longer are there areas for sitting comfortably for extended periods.
154. Elsewhere similar diminishing of amenity has occurred:

    a) The important gateway corner of Wiltshire and Brighton Streets has been effectively sterilised for occupation. The gateways north and south to the pedestrian bridge over rail have been diminished in amenity from places where neighbours could comfortably stop and talk for some time two areas that will only be comfortable for walking, with this lowering of amenity an unfortunate characteristic for much of the surrounding street network.
    b) For abutting residential neighbours to the west, front door areas to the north that previously for the balance of the street west of the site achieved wind speed outcomes that supported sitting, standards have been reduced in each instance and in some cases to where only walking and standing amenity are thereafter achieved.
    c) Similarly, in little Lesney Street to the south, amenity at the eastern gateway and interface with lower rise neighbours is diminished.
    d) Disappointingly too, this wind analysis has made no assessment of impacts on the private open spaces of these adjoining dwellings to the west that exists in terraces to the north and south and midblock courtyards.

Ground floor street activation and common area spaces at upper levels

155. The proposal incorporates extensive food and beverage premises to the northern Wiltshire Street and eastern and southern Brighton and little Lesney Street interfaces. The proposal also incorporates entry lobbies for the commercial offices to the northern frontage along with end of travel commercial bike facilities, and primary entrance for the residential upper levels from its Brighton Street interface. Access to the residential bike store is via a staircase off little Lesney Street which will be discussed later in my report.
156. Within the podium levels, accommodation for residential units incorporates expansive private open space terraces to the north interface at Level 3.
157. At Level 9 an expansive communal terrace is provided in the northeast to all residents, several who otherwise only have access to south facing apartments.
158. At Level 11, extensive private open space terraces are provided for two penthouse apartments at this level with a further Level 10 apartment having access to north-eastern private open space via an internal staircase.
159. Despite this extensive investment in delivering generously scaled shared and private open spaces within the development, it is the conclusion of the consultant report that firstly the use of such spaces is discretionary, and secondly that an amenity standard that ascribes only safe use for walking, is an appropriate outcome.
160. The Urban Design Guidelines for Victoria when discussing communal open space and private open space are quite clear in saying that these spaces should be designed to facilitate use throughout the year at all times of the day and in conditions that may include times that are windy and/or raining. It is clear from the report that the standard adopted has fallen well short of both this expectation and indeed the outcome that would no doubt be sought by occupiers of the development.

161. The outcome for the amenity of both Brighton and Wiltshire Streets is similarly at odds with the vision for the site, the abutting land uses and their needs, and the provisions of both local and state policy that new development should not diminish the shared amenity of surrounding streets and spaces. Clearly in both instances there is a need to deliver external spaces complementary to the adjoining internal hospitality areas that is suitable for sitting for extended periods as has been achieved in many similar instances throughout the municipality. The outcomes are inconsistent with the General Design Objectives outlined in Schedule 17 to Clause 43.02 Design and Development Overlay, that seeks to maintain an active high quality and pedestrian friendly environment and to minimise amenity impacts on residential properties adjoining the Swan Street Activity Centre including overlooking overshadowing and visual bulk impacts.
162. It is also reasonable to expect that the development will not lead to a diminishing of the amenity of the private and straight interfacing footpath areas of adjoining western and eastern neighbours, and those pedestrians moving from the southern neighbourhoods of Richmond across the pedestrian bridge into Brighton Street and the Swan Street village.

Recommendation 1

That the plans be revised to achieve the following public realm and shared community space private realm outcomes:

a) That northern Wiltshire Street and eastern Brighton Street south and western footpaths achieve wind amenity outcomes suitable for sitting for long periods.
b) That shared community amenity terraces within the development provide for a minimum of 50% of the external area to be suitable for sitting for extended periods throughout the year.
c) That the development not detrimentally impact the private space amenity of adjoining terraces and courtyards through increases in wind speed within 5-7a Wiltshire Street and 3a-3Dd Little Lesney Street.
d) That the development does not increase wind speeds at the interface of front entrances of adjoining dwellings to the west, with footpaths to the north or south entrances of the abutting pedestrian bridge across the railway line linking Brighton Street to the north and to residential neighbourhoods to the south.

Building scale, footprint, and expression

163. The previously approved plans for the site had:

> a podium scale of RL 26.68,
> a setback upper-level north-eastern gateway tower form of RL 41.18,
> a western neighbour interface scale of RL 31.88,
> and then upper most tower scale of RL 48.48.

164. The scheme before us in contrast proposes the following:

> a podium scale of RL 27.95, an increase of 1.27m,
> a setback upper-level north-eastern gateway tower form of RL 54 inclusive of perimeter screening to the communal terrace post up; an increase of nearly 13m, 4 residential levels over the scale of the earlier proposal but with the same setbacks from the two street interfaces,
> the inclusion of an intermediate increased south-eastern scale form extending the footprint of the western tower at RL 58.95, an increase of approximately 10.5m or three residential storeys over and above the earlier scheme but with the same western footprint relative to neighbouring residential and street setbacks that expanded in its footprint eastwards.

How does the proposed development align with the building heights an amenity guidance provided in Schedule 17 to Cl. 43.02 Design and Development Overlay?

165. As noted earlier, the provisions of this Overlay Schedule consider in combination of mandatory and preferred provisions, amenity outcomes that are sought, and character and design quality.
166. As noted earlier in my report, a permit cannot be granted to construct the building or construct or carry out works which exceed mandatory maximum building heights where applicable, but a permit may be granted to construct the building or construct or carry out works which exceed the preferred building heights shown in the height and interface plans, where all the following requirements are met to the satisfaction of the responsible authority:

    a) The built form outcome as the result of the proposed variation satisfies the general design objectives in Clause 1, that is:
        > To support a new midrise scale-built form of 5 to 12 storeys with lower built form at the interfaces with streets and the adjoining low rise residential areas that:
            - Maintains an active, high quality and pedestrian friendly environment.
            - Provides a high-quality interface to all streets and public spaces and to lane way and pedestrian connections to Swan Street and each of the railway stations.
            - Provides for variation in the skyline.
        > To ensure new development respects the unique architectural form and the qualities of heritage buildings, precincts, and the heritage streetscapes.
        > To minimise the amenity impacts on residential properties adjoining the swan street activity centre including overlooking, overshadowing, and visual bulk impacts.
    b) The proposed building height achieves the preferred future mid-rise character for Swan Street of generally 5 -12 storeys.
    c) the proposal will achieve each of the following:
        > greater building separation then the minimum requirement in this schedule
        > housing for diverse and household types including people with disability older persons and families, through the inclusion of varying dwelling sizes and configurations
        > universal access, and communal and /or private open space provision that exceeds the minimum standards in Clauses 55.07 and 58
        > excellence for environmentally sustainable design measured as a minimum BESS project score of 70%
        > no additional amenity impacts to residentially zone properties, beyond that which would be generated by a proposal that complies with the preferred building height.

Commentary

167. in this instance, the heightened wind speeds at St level combined with overshadowing and the sterilisation of the main corner with buffering planting and structure separating internal hospitality activity and external St arrangements, cumulatively contribute to l less friendly pedestrian environment of lower quality then what is sought by policy.
168. The overshadowing of the linking pedestrian bridge between neighbourhoods South of the rail and those to the north similarly represents a diminishing of the quality of the interface to this interface. The increase in bulk and scale to Little Lesney St into Wiltshire St is similarly a backward step in my view that he's inconsistent with the policy outcomes sort.
169. Finally, the removal of the substantial rebates between form above the podium to both the North and South has again substantively diminished the level of variation in the skyline particularly when seen from areas South of the railway line.
170. the proposal has substantially increased the scale of buildings without increasing setbacks two it's western low rise neighbours Ann has diminished setbacks to the neighbouring shared midblock courtyard zone.
171. For these reasons it is my view that the proposal in its revised form has failed to mate the general design objectives in clause one of schedule 17.

172. Table 2 indicates that the preferred street wall height to Brighton and Wiltshire Streets is 11m or 3 storeys. The preferred requirements for upper-level setback 5m to land affected by the Heritage Overlay and individually significant buildings and 3m elsewhere. The preferred maximum height for the eastern end of Wiltshire Street is 21m, with the western end closer to Church Street one level higher at 24m.

Commentary

173. The proposal represents I substantial exceedance I've run above the preferred heights for the subject area as described in the overlay. In addition, the overlay is seeking and urban character outcome where the western end of the street is taller than the eastern end of the street. in contrast the proposal has in its amplification of scale and its extrusions to the Southeast, delivered an outcome that in my view has fallen short of what is sought.
174. Clause 2.3.2 Precinct 2 – Swan Street Activity Centre, notes design requirements as follows:

    a) Development along the rail corridor should avoid a continuous wall of taller development when viewed from local streets south of the rail corridor.
    b) Development should improve the pedestrian environment and amenity of streets and laneways that provide pedestrian connections to Swan Street, Church Street, Richmond train station, and entrances to buildings.

Commentary

175. The previous application incorporated clear legibility of two distinct and separated tower forms stepping down from West to east. The revised proposal provides a continuous facade treatment with the largely ineffective made block balcony zone that expresses the southern facade as a continuous wool country to the outcome sort by policy for the interface to the rail corridor.
176. As previously noted, wind speeds and overshadowing impacts have increased in the new scheme, and despite significant areas of the ground floor being dedicated to hospitality uses, no area of the straight interface to these uses has been identified as suitable in its wind amenity outcome for sitting.
177. Additionally overshadowing is being increased to the pedestrian bridge linking residential and mixed-use areas to the South to the public transport services available to the north and West of the subject Site.
178. I have therefore concluded that the outcome as revised has fallen short of the design requirements sort under this clause.
179. Within the same clause, guidance is provided for building separation. It notes that where development shares a common boundary, and no interface treatment is shown in plan 3, upper-level development should:

    a) Be set back a minimum of 4.5m from the common boundary where a habit habitable room or balcony is proposed.
    b) Be set back a minimum of three ms from the common boundary where a commercial or non-habitable window is proposed.
    c) Upper levels of development should be designed to ensure buildings are expressed in the round and to provide detail on facades when viewed from all directions.

Commentary

180. It is apparent from the review of the plans that both the podium and upper levels are higher and have a greater footprint and hence bulk than the earlier scheme. The amplification of scale when viewed from the adjoining properties to the West and the north is a poor outcome in my view with the positioning of building form in apartment with the adjoining shared midblock courtyard zone to the West a response that has greater impact on neighbouring development through it siting that is further amplified by its increased height.
181. The site shares a frontage with Wiltshire Street, wherein all properties to the north of the street are subject to Heritage Overlay HO335. To the south of the pedestrian bridge the hinterland

residential neighbourhood immediately to the south of the rail corridor is similarly subject to Heritage Overlay HO308.

182. The shadow diagrams accompanying the application indicate the following:

a) Substantial overshadowing will occur within Lesney Street south of the rail corridor, a small amount of additional overshadowing will occur within Lesney Street and on the southern footpath at 9:00am at the September equinox.
b) This modest impact on Lesney Street continues at 10:00am and in addition the northern courtyard elevation of 3B Little Lesney Street, southwestern balcony, and roof of 3A Little Lesney Street and the southern end of the eastern facade of upper-level apartments in the approved development at the western end of Little Lesney Street.
c) At 11.00am additional overshadowing occurs to the north and north facing habitable room of 5 Wiltshire Street, 3c Little Lesney Street and the balconies of this same unit.
d) At 1:00pm an additional 25% of the pedestrian bridge is put into shadow extending the impact in the middle of the day to nearly 75% of the journey for pedestrians.
e) At 2:00pm the entire bridge for its full length is in shadow along with approximately 50% of the Brighton Street eastern footpath and half of the west facing street facade opposite to properties on this side of the street.
f) By 3:00pm the entire western aspect and part of any future potential northern aspect of 13 to 15 Brighton Street would be significantly impacted by overshadowing along with approximately half of the western aspect of 11 Brighton Street.

Recommendation 2

a) Amend plans to ensure that no additional overshadowing of habitable rooms two existing and proposed residential development west of the subject site arises from the proposal between the hours of 10:00am and 2:00pm at the September equinox.
b) Amend plans to ensure that no additional overshadowing occurs to the pedestrian bridge between the hours of 10:00am and 2:00pm at the September equinox.
c) Amend the plans to ensure that no additional overshadowing occurs to beyond the western boundary interface of properties at 11 to 15 Brighton Street between the hours of 10:00am and 2:00pm at the September equinox.
d) I would Anticipate that the development will need to be reduced in scale by two to three levels in conjunction with increased setbacks to deliver an outcome that does not diminish the wind comfort two private open balcony areas of these adjoining developments and their Courtyards.

Other planning design and urban design matters within the development that should be addressed

183. In the approved plans all car spaces other than a small number of spaces at Basement Level 1 have either direct access to the lift core or access via accessible 1:8 ramps shared with pedestrians. In the revised proposal most of the car spaces within the development (62 of 113 spaces in total) exclusively rely on staircases to access the lift core with the interconnecting vehicle ramps between floors at 1:5 gradients precluding pedestrian use. These arrangements obviously do not accord with principles of universal access.

Recommendation 3

Reconfigure basement areas to provide universal access to vertical lift transportation to the satisfaction of the responsible authority.

Green travel

184. Whilst the inclusion of commercial employee bicycle storage and end of travel facilities at ground level is welcome as is the inclusion of residential bike storage at ground level, the arrangements for access to the residential bike store are poor, with access dependent on either

a very modestly conceived staircase and landing and exit swinging door to negotiate or a similarly convoluted access arrangement via the residential lobby and back of house corridors.

185. Logically, more direct, safe, and generously scaled arrangements are required for the residential bike storage access.
186. With removal of three basement level car spaces below the bike storage area, cyclists would be able to access directly from ground level B residential bike storage in the same way office workers have been offered this amenity to the northern interface.

Recommendation 4

Reconfigure the proposed access for cyclists to the residential bike store from little Lesney Street with the removal of corresponding Basement 1 car spaces under to enable at grade access to the bike storage area direct from little Lesney Street and to the satisfaction of the responsible authority.

Placemaking

187. The landscape plans submitted with the development and the scope of works envisaged will require substantial remaking of not only the ground plane within the Title for the property but also in the adjoining areas. Logically, seamless placemaking approaches should be undertaken for pavement and landscaping treatments at street level. Overhead wires and power poles to Brighton Street, given their proximity to the upper-level podium and terrace areas, should be removed with all power undergrounded to this interface.
188. At the southern end of Brighton Street at its interface with the pedestrian rail bridge, pavement treatments should be incorporated to improve the continuity of the bridge directly into the proposed western Brighton Street footpath.
189. Within Little Lesney Street where access to an egress from bicycle storage is envisaged, markings should be agreed with Council to warn drivers of the potential for egressing cyclists from what is currently a difficult to observe access arrangement within the important corner of the site with the pedestrian bridge. We have a current arrangement of substantial masonry to the Brighton Street frontage and added booster cupboard to the Little Lesney Street return. Logically this booster cupboard should be moved further westwards to provide for greater activation and engagement of the food and beverage premises with the adjoining pedestrian bridge.
190. The proposed main corner sterilised landscape zone required because of the Wind Consultant's review is a poor outcome as is the proposed design relationship between the food and beverage premises, with its curved facade and the remnant retention of this masonry corner pre-empted the review by Wind Consultants. Logically this corner should be the most social

corner in the entire development with its eastern and northern aspect and requires a substantial review of approach.

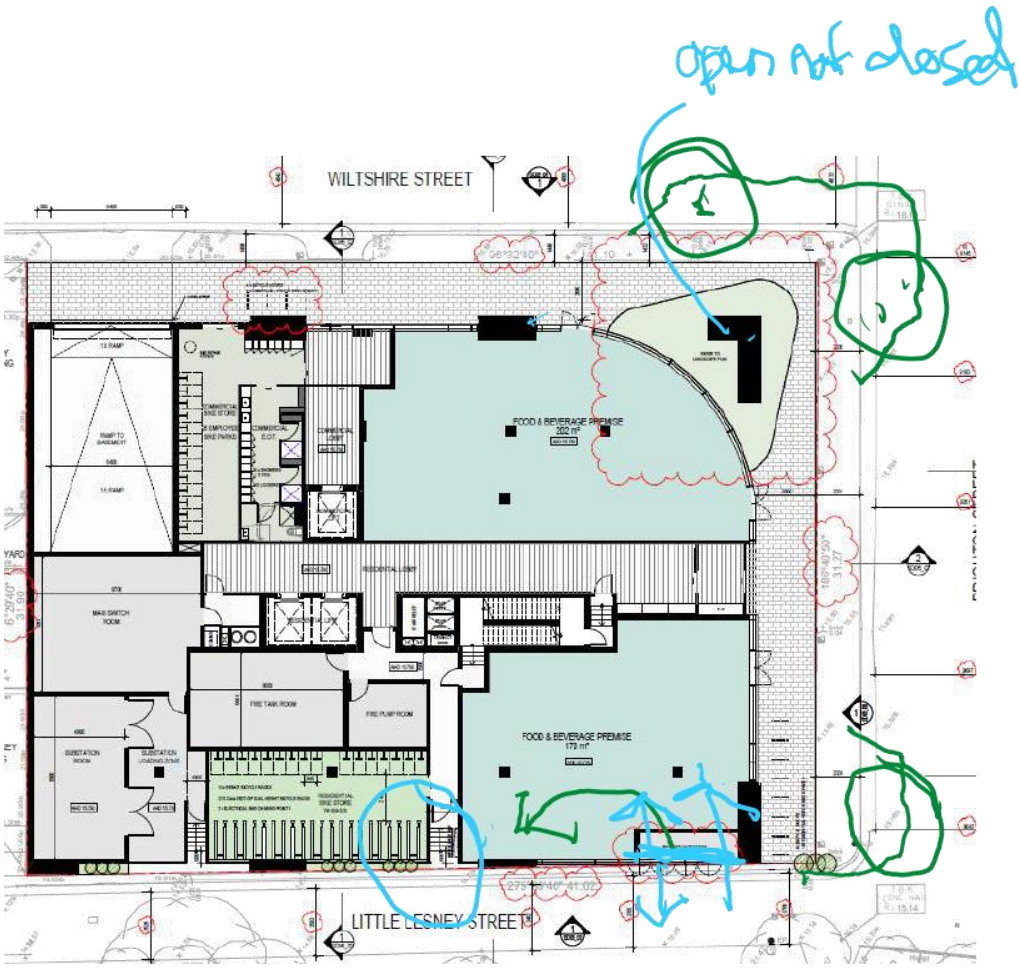
191. Opportunities exist to create an outstand from the southern footpath at the corner of Wiltshire and Brighton Streets in the area between the street sign and the western kerb of Brighton Street as shown in the above image, both further promoting the linkages between Swan Street and the pedestrian bridge and amplifying the capacity of the corner as a local meeting place. Logically the scope of landscape works should extend in all instances to the kerb and in the case of Little Lesney Street to the centre of the laneway to rectify impacts arising from construction.
192. Opportunities also exist at the southern end of Brighton Street midblock and at its northern end to incorporate street trees into this western side of the street to enhance why finding and amenity.

Recommendation 5

Provide an updated landscape plan for the project that incorporates the following scope:

a) Removal of above ground power lines and poles to the Brighton Street frontage and undergrounding of all power to this interface.
b) Incorporation of outstands to the corner of Wiltshire and Brighton Streets and at the midblock and southern end of the Brighton Street interface for the inclusion of Street trees and enhanced pedestrian space.
c) Relocate the position of the booster cupboards away from the corner interface with the pedestrian bridge to enhance activation and engagement between the food and beverage premises and this important link.
d) Reconfigure the proposed access, visibility, and scale of the proposed residential bike store entry off Little Lesney Street with appropriate warnings for cyclists and motorists.
e) Redesign the proposed north-eastern food and beverage premises and its engagement with corner podium structures and abutting east and north pavements two create an active and highly used social interface at this corner, all to the satisfaction of the responsible authority.

Attachment 2 - PLN22/0325 - Original Council referral comments



Internal amenity and setbacks

193. I note the applicant has revised arrangements to the western interface to introduce a series of uses that rely on a westerly aspect for their amenity at both podium and upper tower levels.

a) At Levels 1 and 2, large new office footprints have been introduced with the western light court and western windows orientated towards the neighbouring residential light court zone for adjoining western properties.
b) At Levels 3-5 new bedrooms have been introduced for south facing units that are reliant on a westerly aspect towards neighbouring courtyard and windows within 9m of these rooms.
c) At Level 6 built form has extended to the south overlapping the east-west arrangement of the adjoining courtyards and introduced new west facing bedroom windows to this interface. In contrast the earlier proposal aligned the southern wall of the habitable rooms of upper levels with the southern facade of adjoining Wiltshire Street townhouses. The revised proposal extends this conflict through all levels up to and including Level 12 of the proposed development.
d) At Levels 3-5 the south facing balconies indented into the building have been reconfigured with a deeper north-south dimension and shallower east-west frontage to the street. The previous visual break between the western taller tower and lower eastern tower, that extended from the ground level podium in Little Lesney Street to the development's full height has been removed and in its place is a continuous built form extending to the top of level 10. Whilst the modest increase in scale of terraces is welcome the arrangement has

resulted in diminished amenity for the living areas of these units through a reduction in daylighting and more significantly transformed the bulk, scale and expression of the buildings when seen from the neighbourhood south of the rail from one of a campus of buildings to a single and enlarged form. The outcome of this for the pedestrian experience of Little Lesney Street is also diminished as a result.

e) The earlier approved scheme had positioned a window at the western end of the common area commensurate in scale with the width of the balance of the corridor. The revised proposal has substantially diminished the access to light arising for the common area by both narrowing and indenting the western window and offsetting it from the primary east-west common area, reducing the amount of natural daylight into these spaces as a result.

f) The earlier scheme provided a separation of 5.6m between the east and west tower forms at upper levels in Wiltshire Street with each combined with a complimentary backgrounding balcony that extended this rebate between forms to 8m in depth from the northern boundary creating a clear delineation between forms and enhanced daylighting into the development. The revised proposal offers only a 3m wide separation for a depth of approximately 2m complemented by a background planter of some 900mm in depth providing a total setback of approximately 5.59m. An outcome that is clearly less convincing in breaking down the mass and bulk of the building with the outcome that the building raises in a single form rather than as a series of forms.

Recommendation 6

Reconfigure the design response to provide for the separation of tower forms as upper levels consistent with the finer grain campus typologies sort in local policy and in the design and development overlay to achieve the following:

g) Clear visual breaks in the above podium forms when seen from the residential neighbourhoods in Lesney Street South of the rail corridor, to avoid bulky and inappropriately scaled form as currently depicted, but not characteristic of earlier approvals to the satisfaction of the responsible authority.

h) Create a visual break in the Wiltshire Street tower forms between the taller western tower and eastern tower for of a minimum 5m in width and model setbacks to ensure high quality street level amenity and podium level amenity are achieved for public and communal areas to the satisfaction of the responsible authority.

194. As one would hope for from architects familiar with working within the municipality, the proposal exhibits competence in the layout of the building, the workplace tenancies, and residential units.
195. The proposal incorporates meritorious ambitions in relation to the specification of the building both in terms of its materiality and environmental performance.
196. The proposed utilisation of the existing crossover point in Wiltshire Street as the primary location for vehicle access is seen as logical and indeed supported as is the inclusion of basement parking within the development.
197. The inclusion of a more significant proportion of the podium levels for both hospitality and workplace he is also supported.
198. The design language and precedents referenced in the conceptualisation of the development are sound as a starting point for development of an architectural concept for the proposal.
199. However, the expansion of both the programme the building footprint, scale, and bulk is in my view a poor response to the strategic and physical context for the site. Whilst the scheme has some attractive elements it has failed to deliver on its own vision for the project let alone those outlined in policy. Whilst aspiring to carbon neutrality and biophilic design, in its diminishing of the walking environments around the site and the amenity environments for sitting both within and around the site, it has failed to provide the environment to live up to these claims.
200. In shifting the underlying concept away from a campus of buildings above podium to a single larger eroded form and indeed barely eroded form when seen from the building south and

northwest and in introducing a scale of development neither characteristic of the context north scaling down from its western precinct neighbours as sought in policy it is difficult to find in the final development evidence that beyond the superficial level the architecture is grounded in place as claimed.

201. Similarly in its claim to produce sculpted and considered forms, the evaluation of the efficacy of the approach demonstrates that whilst sculpted they are not considered in their resolution of a development and place fit for purpose and not borrowing from the amenity of others for its scale. Contrary to the objectives of the Urban Design Guidelines of Victoria, the DDO for the precinct and the urban design policies in both state and local provisions of the planning scheme, the proposal in its current form diminishes the amenity of the surrounding streets and spaces, fails to deliver ground level spaces and places with the amenity necessary to support the hospitality use is therein and similarly fails to deliver the fitness for purpose amenity of the common area spaces at upper levels that should be available only spasmodically, but as sought in the Urban Design Guidelines for Victoria be spaces that provide amenity for residents year round. It is evident that whilst claiming activation of public interfaces, in its current form the proposal lacks the supporting evidence that the outcomes provided are indeed fit for purpose and, in the case of the primary north-eastern corner, have been sterilised for activation by the design response.
202. Similarly, it could not be said that the proposed amendments to the interfaces with either the east or western neighbours has resulted in an enhanced outcome for those properties. Whilst we have not been provided with wind reports that measure impacts on the private open space and courtyards of the townhouses to the west of the property it is clear that in the repositioning of building bulk at the interfaces and termination of the adjoining western courtyards rather than in alignment, there will clearly be perceived greater bulk experience for those neighbours that will be further amplified by the increases in height of the building at both podium and above podium level. There are further modest overshadowing impacts arising from the revised plans.
203. For neighbouring commercial properties east of Brighton Street and yet to be developed, their afternoon amenity and access to sunlight both at their boundary interface and eastern footpath has been diminished.

CONCLUSION

204. For the above reasons as outlined in my assessment of the proposal against both policy and a amenity and build form impacts through bulk, overshadowing, increased St level wind speeds that do not support street activation and the ongoing enjoyment of the adjoining homes and commercial areas by pedestrians, commercial tenants and residents, t is my view that the application should be refused in its current form.
205. The proposal is at best a work in progress and has it would seem, sought to build on the scope of the earlier permit without delivering a similarly upgraded ambition for effective high quality placemaking with high amenity. The matters that I have raised in recommendations 1-6 Must be addressed to deliver an acceptable outcome.
206. The skyline built form expression particularly when seen from the south and the northwest has responded in my view poorly to the policy ambitions that seek to respond to the valued finer grain footprint of the interfacing heritage neighbourhoods to the north and south An explicitly seek to avoid continue continuous Balkan form to the edges suggesting campus approach rather than a single form approach above podium is one better aligned two policy goals and the physical setting to which policy seeks a response.
207. In its increases in scale without increases in setback or articulation to break down form, the proposal has amplified bulk and diminished amenity at its western interface and to the neighbouring commercial properties to the east and public realm, notably the pedestrian bridge to the southeast.
208. There is no doubt that the architects have the capacity to address these issues but inevitably will require substantial erosion of the proposal in its footprint and height and enhanced articulation

and interface resolution to deliver acceptable responses two both known conditions and policy goals a supportable solution

DOCUMENTS FORMING THE BASIS OF THIS REPORT

- Plans, SJB, August 2021
- Town Planning Report, Tract, August 2021
- Landscape plans, Acre, July 2021
- Acoustic Report, Stantec, May 2021
- Green Travel Plan, Ratio, August 2021
- Sustainable Management Plan, GIW Environmental Solutions, July 2021
- Traffic Impact Assessment, Ratio, August 2021
- Waste Management Plan, Ratio, May 2021
- Wind Assessment, MEL Consultants, June 2021

Prepared by Robert McGauran

Attachment 2 - PLN22/0325 - Original Council referral comments

Memo

To:	**Daniel Herrmann**
Cc:	**Julia Mardjuki; Glen Williames**
From:	**Kevin Ayrey**
Date:	**14 September 2021**
Subject:	**PLN22/0325 – 2-8 Brighton Street, Richmond - open space feedback**

Dear Daniel,

I have reviewed the Landscape Plans for the development at 2-8 Brighton St, 1-3 Wiltshire St, and 5 Little Lesney St, Richmond, as provided by Acre dated 28 July 2021.

Planting is shown on the ground level, and levels 1, 3-12. The landscape plans are generally consistent with the architectural plans, though show slightly more planting.

The standard requirement is for Landscape plans which show the following information -

(a) show the type, location, quantity, height at maturity and botanical names of all proposed plants in a plant schedule and planting plans;

- this has been included in the landscape package. In relation to the plant species –
Both *Achillea millefolium* 'Terracotta' (Terra Cotta Yarrow), *Vinca minor .L* (Lesser Periwinkle) are listed as 'environmental weeds' in the Advisory list of environmental weeds in Victoria. Substitutes should be made for these plants and consideration given to fostering biodiversity in their replacement.
At ground level planting the tree notation to the north side of the development should be T.Il (*Tristaniopsis laurina*) rather than 'C.a'.
The location of the raised planters for trees at ground level is shown on the boundary line of the property, spilling out onto the public footpath. Urban design will comment on this proposal.

(b) provide details of the raised planters and terrace/rooftop planting (including planter box materials and dimensions, mulch layer suitable in weight and content for roof top gardens, filter media, irrigation method, drainage system, root barrier / water proofing layer);

- this has also been included both as a detail and in the general notes. The depth for planting is shown as 1000mm (except for the ground level garden bed at 520mm high) adequate for the plants specified.

(c) provide information on the proposed method for irrigation and drainage;

- notes on irrigation have been included.

(d) provide a plant and landscape maintenance schedule – including tasks and frequency to maintain the landscape following the maintenance period. If there are specific maintenance access issues the methodology for these should be included.

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

Attachment 2 - PLN22/0325 - Original Council referral comments

Please feel free to contact me if you would like me to clarify my comments (ph. 9205 5770).

Sincerely,

Kevin Ayrey
Landscape Architect
Open Space Planning & Design

Attachment 2 - PLN22/0325 - Original Council referral comments

City Works Branch (Waste Services) - Referral Comments on originally advertised plans

The waste management plan for 2- 8 Brighton Street and 1 - 3 Wiltshire Street and 5 Little Lesney Street, Richmond authored by Ratio Consulting and dated 13/5/21 is not satisfactory from a City Works Branch's perspective. Issues to be rectified include, but may not be limited to the following:

1. The size of the bin storage rooms must be provided in M^2, this is so we can assess if enough space is allocated to form an effective waste system.

Attachment 2 - PLN22/0325 - Original Council 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 - PLN22/0325 - Original Council referral comments

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

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Attachment 2 - PLN22/0325 - Original Council referral comments

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

Assessment Summary:

Responsible Planner:	Dan Herrmann
ESD Advisor:	Euan Williamson
Date:	07.10.2021
Subject Site:	PLN21/0325 1 Little Lesney Street, Richmond VIC 3121
Site Area:	Approx. 908 m²
Project Description:	Demolition of existing buildings, the construction of a 13-storey building for apartments and offices, ground floor retail
Pre-application meeting(s):	Unknown.
Documents Reviewed:	• Sustainable Management Plan (Rev G – 30.07.2021), by GIW Environmental Solutions • Architectural Plans (10.08.21), by SJB

The standard of the ESD nearly meets 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:

- The project achieves a total BESS score of 71% with no mandatory category (IEQ, Energy, Water, Stormwater) below 50%.
- Carbon neutral building, fossil fuel free with a minimum 10-year power purchase agreement for 100% GreenPower.
- Good levels of daylight to most habitable rooms and commercial areas.
- Operable windows are indicated on the plans and elevations for each apartment. Mostly good natural ventilation standards to dwellings. Non-residential area mechanically ventilated 50% above AS1668 flow rates.
- Average 7.8 Star NatHERS thermal efficiency ratings for dwellings.
- Reasonable shading provided by balcony overhangs, wing walls and columns. All dwellings cooling load beneath the 30MJ/m² for Melbourne's climate.
- A 20kW Solar PV system is to be located on the roof of the proposed development.
- A STORM report with a 117% STORM score has been submitted that demonstrates best practice and relies on ~788 m² of roof connected to 20,000 litres of rainwater storage connected to toilet flushing for ground floor and level 1 and 2 toilets.
- The development is to utilise a centralised heat pump for hot water.
- Energy efficient split heating and cooling systems.
- No gas connected to the building.
- Individual cold and hot water, electricity meters will be provided to apartments and commercial tenancies.
- Water efficient fittings and fixtures are applied throughout.
- In total 102 bicycle spaces are to be provided for occupants. This includes 76 for residents and 26 of non-residential areas. Showers, lockers, bike repair station and change area provided for staff of non-residential areas.
- 2 charging points for electric bicycles are integrated in the proposed development. 4 car spaces only are EV ready.
- A target recycling rate of 80% of construction and demolition waste to minimise the volume of waste to landfill.

Attachment 2 - PLN22/0325 - Original Council referral comments

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

- An operational Waste Management Plan has been provided with separate residential and commercial areas with waste streams for landfill, recycling, organic waste and hard waste/e-waste.
- Planter boxes across ground floor, façade, terraces and communal area. Partial green roofs and walls within northern and eastern light courts.
- 111m^2 of communal spaces across the proposed building.

(2) Application ESD Deficiencies:
- Recommend all car parking spaces are 'EV ready', not just one per level (4 in total).

(3) Outstanding Information:
There is no further outstanding information requested at this time.

(4) ESD Improvement Opportunities
- Non-residential thermal energy efficiency to meet NCC 2019 standards. Consider improving building fabric further upon NCC 2019.
- Consider the use of recycled materials (i.e. bricks - particularly for level G-2) or materials with recycled components (i.e. insulation).
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.

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 - PLN22/0325 - Original Council 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 are indicated on the plans and elevations for each apartment. Mostly good natural ventilation standards to dwellings. Non-residential area mechanically ventilated 50% above AS1668 flow rates.	Satisfactory	1
Daylight & Solar Access	Good levels of daylight to most habitable rooms.	Satisfactory	1
External Views	No information has been provided.	Satisfactory	1
Hazardous Materials and VOC	Low VOC paints, adhesives, sealants, carpets. Low formaldehyde engineered timbers.	Satisfactory	1
Thermal Comfort	Reasonable thermal comfort based on natural ventilation, thermal efficiency and reasonable shading strategy.	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	Average 7.8 Star NatHERS thermal energy ratings.	Satisfactory.	1
Thermal Performance	Non-residential to meet NCC 2019 standards.	Satisfactory, however consider improving building fabric further.	4
Greenhouse Gas Emissions	Operational carbon neutrality for a minimum of 10 years.	An excellent performance standard.	1
Hot Water System	The development is to utilise a centralised heat pump for hot water.	Satisfactory.	1
Peak Energy Demand	Peak demand reduced in an unspecified way.	Satisfactory.	1
Effective Shading	Reasonable shading provided by balcony overhangs, wing walls and columns.	Satisfactory.	1
Efficient HVAC system	Inverter split systems are to be installed and sized to maintain conditions of the serviced apartments. The efficiency of the air conditioning system is to be within 1-star rating of best available under MEPS Post-October 2012 measurement standard.	Satisfactory.	1
Car Park Ventilation	CO sensor controlled VSD motors in carpark ventilation fans.	Satisfactory.	1
Efficient Lighting	In 90% of the building area the maximum illumination power density (W/m2) will be 20% better than the requirements of Table J6.2a of the NCC 2019 Section.	Satisfactory.	1
Electricity Generation	A 20kW Solar PV system is to be located on the roof of the proposed development to contribute to common area energy consumption.	Satisfactory.	1
Other	No gas is to be connected to building.	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: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

3. Water Efficiency

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: • Taps: 6 star • Toilets: 4 star • Showers: 4 star • Dishwashers 5 star	Satisfactory.	1
Water for Toilet Flushing	A 20,000-litre rainwater tank will harvest rainwater from the roof areas. This tank will be connected to ground floor and level 1 and 2 toilets for flushing.	Satisfactory.	1
Water Meter	Individual cold and hot water, electricity meters will be provided to the apartments and commercial tenancies.	Satisfactory.	1
Landscape Irrigation	The majority of landscaping is to be native vegetation.	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 ~788 m² of roof connected to 20,000 litres of rainwater storage connected to toilet flushing on levels ground, 1 and 2.	Satisfactory.	1
Discharge to Sewer	No information is provided.	Satisfactory.	1
Stormwater Diversion	A rooftop catchment area of 788 m² will divert stormwater to the rainwater tank.	Satisfactory.	1
Stormwater Detention	A 20,000-litre rainwater tank is proposed in the basement 1 level.	Satisfactory.	1
Stormwater Treatment	Rainwater tank.	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: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	No information is provided.	Consider the use of recycled materials (i.e. bricks - particularly for level G-2) or materials with recycled components (i.e. insulation).	4
Embodied Energy of Concrete and Steel	40% of course concrete aggregate will be recycled.	-	1
Sustainable Timber	All timber to be FSC/PEFC or recycled timber.	-	1
Design for Disassembly	No information is provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	No information is provided.	Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.	4

*** Council Assessment Ratings:**

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

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

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Four levels of basement carparks	-	1
Bike Parking Spaces	In total 102 bicycle spaces are to be provided for occupants. This includes 76 for residents and 26 of non-residential areas.	Satisfactory.	1
End of Trip Facilities	Showers, lockers, bike repair station and change area provided.	Satisfactory.	1
Car Share Facilities	Several car share schemes operate in the local area.	Satisfactory.	1
Electric vehicle charging	2 charging points for electric bicycles are integrated in the proposed development. 4 car spaces only are EV ready.	Recommend all car parking spaces are 'EV ready'	2
Green Travel Plan	A Green Travel plan has been provided.	Satisfactory.	1

*** Council Assessment Ratings:**

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

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

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 target recycling rate of 80% of construction and demolition waste to minimise the volume of waste to landfill.	Satisfactory	1
Operational Waste Management	An operational Waste Management Plan has been provided with separate residential and commercial areas with waste streams for landfill, recycling, organic waste and hard waste/e-waste.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Both recycling and food organics are covered by the WMP and have spatial allocation in the refuse room.	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 across ground floor, façade, terraces and communal area.	Satisfactory.	1
Heat Island Effect	Solar PV panels, landscaping and pale materials at upper levels will assist.	Satisfactory.	1
Other	111m2 of communal spaces.	Satisfactory.	1
Green wall, roofs, facades	Partial green roofs and walls within northern and eastern light courts.	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: 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*
Carbon Neutral Operations	Carbon neutral building, fossil fuel free with a minimum 10- year power purchase agreement for 100% GreenPower.	An excellent initiative.	1
Contractor Education	Deliver site-specific training that highlights the sustainable solutions of your project (attended by ≥80% of site personnel).	Satisfactory.	1
Energy Metering Integrity	Demonstrate that the metering network (including sub- meters) has been validated and commissioned in accordance with a recognised standard or practice, including, but not limited to, NABERS protocol and NMI standards; and is continually and automatically monitored.	Satisfactory.	1
Green Cleaning	Cleaning services are delivered in accordance with a green cleaning policy or scope of works and are applicable to all common areas; with systems in place to ensure cleaning is carried out in all areas in accordance with green cleaning policy.	Satisfactory.	1
ESD Checkpoint During Construction Phase	ESD professional will perform a minimum of 2 site inspections during the construction phase to ensure implementation of ESD initiatives.	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

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	Comprehensive commissioning and tuning of all building services in accordance with ASHRAE and CIBSE.	-	1
Building Users Guide	A Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	ISO14001 accreditation positively weighted as part of selection criteria.	Satisfactory.	1
Construction Management Plan	An Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	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 - PLN22/0325 - Original Council 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 - PLN22/0325 - Original Council referral comments

MEMO

To:	**Daniel Herrmann**
From:	**Mark Pisani**
Date:	**17 September 2021**
Subject:	**Application No:** **PLN21/0325** **Description:** **13-Storey Mixed Use Development** **Site Address:** **2-8 Brighton Street, 1-3 Wiltshire Street and 5 Little Lesney Street, Richmond**

I refer to the above Planning Application received on 27 August 2021 in relation to the proposed development at 2-8 Brighton Street, 1-3 Wiltshire Street and 5 Little Lesney Street, Richmond. Council's Engineering Referral team provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
SJB Architects	SD02_01 *Basement 04* SD02_02 *Basement 03* SD02_03 *Basement 02* SD02_04 *Basement 01* SD02_05 *Ground Floor Plan* SD06_02 *Sections* SD06_06 *Section N-S APT 12.02* SD06_07 *Section E-W APT 3.06*	13 13 13 13 13 12 13 13	6 August 2021 6 August 2021 6 August 2021 6 August 2021 6 August 2021 12 May 2021 6 August 2021 6 August 2021
Charter Keck Cramer	Title Re-establishment, Feature & Level Survey		28 March 2018
Tract	Planning Report		4 August 2021
Ratio Consultants	*Traffic Impact Assessment* report *RFI Response – Traffic Impact Assessment*		13 May 2021 5 August 2021

Attachment 2 - PLN22/0325 - Original Council 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-bedroom dwelling	18	1 space per dwelling	18	18
Two-bedroom dwelling	39	1 space per dwelling	39	39
Three-bedroom dwelling	13	2 spaces per dwelling	26	26
Office	2,114 m²	3.0 spaces per 100 m² of net floor area	63	26
Food and Drink	372 m²	3.5 spaces per 100 m² of leasable floor area	13	4
		Total	**159 spaces**	**113 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 Office Use	The proposed would be supplying on-site parking at a rate of 1.23 spaces per 100 square metres of floor area. Office developments throughout the municipality have been approved by Council with reduced rates. A few examples include: ▪ 60-88 Cremorne Street, Cremorne – 0.72 spaces/100 m² ▪ 51 Langridge Street, Collingwood – 0.54 spaces/100m² ▪ 2-16 Northumberland Street, Collingwood – 0.89 spaces/100m² Although slightly lower than some of the rates listed above, the proposed office parking rate of 1.23 spaces per 100 square metres of floor area is considered appropriate as the site has very good access to public transport and seeks to encourage more sustainable forms of transport.
Parking Demand for the Retail Use	To assess the car parking demand of the food and drink 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 three to four spaces. Customer parking (short-stay) would be generated off-site. The provision on four on-site spaces (two spaces per tenancy) 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:
    - East Richmond railway station – 170 metre walk
    - Swan Street trams – 180 metre walk
    - Church Street trams – 180 metre walk
    - Richmond railway station – 880 metre walk
- *Multi-Purpose Trips within the Area*. Clients and customers to the office and shop might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access*. The site is very well positioned in terms of pedestrian access to public transport nodes and other nearby businesses. The site has good access to the on- and off-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand
Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- *Availability of Car Parking*. On-street parking in this part of Richmond is very high during business hours. The area surrounding the subject site is blanketed in time based parking restrictions. The high parking demand in the surrounding streets would be a disincentive for employees to drive.
- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of associated with the office and food and drink uses is considered appropriate in the context of the development and the surrounding area. The on-site parking provision for the various uses are consistent with those that have been approved for mixed use developments throughout the municipality. The operation of the development should not adversely impact on existing on-street parking conditions in the surrounding 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 Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Peak Hour	
		AM	PM
Residential (70 dwellings)	0.4 trips per dwelling in each peak hour	28	28
Office (26 spaces)	0.5 trips per space in each peak hour	13	13
Food and Drink (4 spaces)	1.0 trip per space in each peak hour	4	4
	Total	**45 trips**	**45 trips**

Attachment 2 - PLN22/0325 - Original Council referral comments

Directional Splits
Ratio Consultants have adopted the residential traffic peak hour directional splits as follows:

- AM Peak Hour: 20% IN (6 trips) and 80% OUT (22 trips)
- PM Peak Hour: 40% OUT (11 trips) and 60% IN (17 trips)

The office component has the following directional split:

- AM Peak Hour: 90% IN (12 trips) and 10% OUT (1 trip)
- PM Peak Hour: 90% OUT (12 trips) and 10% IN (1 trip)

For trips generated by the food and drink use, the directional split adopted is 100% IN during the AM peak hour and 100% OUT during the PM peak hour.

Traffic Impact at the Swan Street/Brighton Street Intersection
To determine the traffic impact of the development, Ratio Consultant have analysed the traffic performance of the Swan Street/Brighton Street intersection under existing and post development conditions. The analysis also considered the development at 1 Little Lesney Street.

Existing traffic volume data was obtained by way of turning movement counts during weekday peak hours outside of lockdown periods, which is considered satisfactory. It is understood that the proposed development at 1 Little Lesney Street would not contain any on-site car parking. Ratio Consultants had factored in two peak hour movements generated by this development – for loading and waste collection activities.

The submitted report has provided an existing and post-development breakdown of individual traffic movements at the intersection of Swan Street and Brighton Street.

The traffic impact of this intersection (unsignalised) was assessed using the SIDRA program, which measures intersection performance. SIDRA modelling works well under free flowing traffic conditions and may have limitations, such as queuing of downstream traffic. The results of the post-development modelling suggest that this intersection would continue to operate satisfactorily.

Attachment 2 - PLN22/0325 - Original Council referral comments

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Wiltshire Street	The doorway of the development entrance has a width of 6.3 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	The sight line for the exit lane is partially obstructed by the adjoining property. There is no objection to the installation of a convex mirror as shown on the drawings.
Headroom Clearance	The headroom clearance at the development entrance has not been dimensioned on the drawings.
Internal Ramped Accessways	Internal ramped accessways have wall-to-wall widths of 6.1 to 6.4 metres, which satisfy AS/NZS 2890.1:2004.
Car Parking Modules	
At-grade Parking Spaces	The dimensions of the parking spaces (2.9 metres by 4.9 metres) satisfy *Design standard 2: Car parking spaces* of Clause 52.06-9.
Accessible Parking Space	With the exception of the lengths (which satisfy *Design standard 2*), the accessible parking space and shared area satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	Aisle widths range from 5.5 to 6.099 metres, which satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Column Depths and Setbacks	The columns have been positioned outside of the parking space clearance envelopes and satisfy *Diagram 1 Clearance to car parking spaces* of Clause 52.06-9.
Clearances to Walls	Clearances of no less than 300 mm have been provided to spaces abutting walls, which satisfy *Design standard 2*.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp grade for the first 3.0 metres inside the property is flat, followed by a 1 in 8 transition grade (not dimensioned). The overall ramp profile for the first 5.0 metres inside the property satisfies *Design standard 3: Gradients*.
Ramp Grades and Changes of Grade	The lengths of the ramp grades and transition grades have not been dimensioned. The ramp grades and changes of grades satisfy *Table 3 Ramp Gradients* of Clause 52.06-9.
Other Items	
Loading Arrangements	Not detailed by the applicant.
Vehicle Crossing Ground Clearance	A vehicle crossing ground clearance check is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Engineering Advice for Design Items to be Addressed by the Applicant*' section).

Attachment 2 - PLN22/0325 - Original Council referral comments

Engineering Advice for Design Items to be Addressed by the Applicant

Item	Details
Headroom Clearance	To be dimensioned on the drawings.
Ramp Grades	Ramp grades and transition grades are to be dimensioned on the drawings.
Loading Arrangements	To eb detailed by the applicant.
Vehicle Crossing Ground Clearance	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check requires the applicant to obtain a number of spot levels out on site which includes the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, Wiltshire Street. These levels are to be shown on a cross sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development. Providing the ground clearance check early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.

INFRASTRUCTURE ITEMS AND CONSTRUCTION ACTIVITIES

Item	Details
General	
Impact on Council Road Assets	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.
Infrastructure Works to be Undertaken by Developer	
Pram Crossing – North West Corner of Brighton Street/Little Lesney Street Intersection	The pram crossing at the north west corner of the Brighton Street/Little Lesney Street is to be reconstructed. An annotation on the drawings must be provided for this item.
Excavation of Basement – Reconstruction of Kerb and Channel – Little Lesney Street	The excavation of the basement will necessitate the reconstruction of the kerb and channel along the property's Little Lesney Street frontage, since it is close to the site's southern boundary.

Attachment 2 - PLN22/0325 - Original Council referral comments

Item	Details
Drainage	
Construction of Drain for Development's Stormwater Discharge – Brighton Street	The construction of the new development will necessitate the construction of underground drainage to connect the site's stormwater outlet to the existing drain at the south east corner of the Brighton Street/Little Lesney Street intersection. Wiltshire Street has limited capacity to accommodate additional stormwater. The developer is to discharge all stormwater via Brighton Street. To do this requires the construction of a drain along the property's Brighton Street frontage and connect to the stormwater drain in Little Lesney Street (at the east side of Brighton Street). Please see plan/diagram appended to this memo.

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 Wiltshire Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The kerb and channel along the property's Little Lesney Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Wiltshire Street and Brighton 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 40 (for concrete) or 1 in 33 (for asphalt) or unless otherwise specified by Council.
- Internal finished floor levels (FFL) must be aligned to the proposed DDA compliant footpath levels at the interface with the property boundary.
- All redundant vehicle crossings must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's cost.
- The road pavement of Wiltshire Street, between the western boundary of the site and Brighton Street, must be profiled (grounded to a depth of 50 mm) and re-sheeted to Council's satisfaction and at the Permit Holder's cost.
- All redundant property drains are to be removed and reinstated to Council's satisfaction and at the Permit Holder's cost.
- The site's stormwater discharge must be connected to an underground drain. The Permit must design and construct underground drainage from the site's Brighton Street frontage to the nearest underground drain (located at the Brighton Street/Little Lesney Street intersection) to Council's satisfaction, including any required upgrade of the existing drain. The cost of the new underground drain and any upgrading works shall be borne by the Permit Holder.

Vehicle Crossing

Before the drawings are endorsed, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossing must be designed and constructed:

- In accordance with any requirements or conditions imposed by Council.
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and

- To the satisfaction of Council.

Public Lighting (On Roads)

- The existing public lights on the north side of Wiltshire Street (pole No. 1327) and the south side of Little Lesney Street (pole No. 1324) are to be replaced with alternative luminaires to avoid light spillage into the habitable windows of new development. These public lighting works must be done to the satisfaction of the relevant power authority and Council and at the Permit Holder's cost.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

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

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- 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.

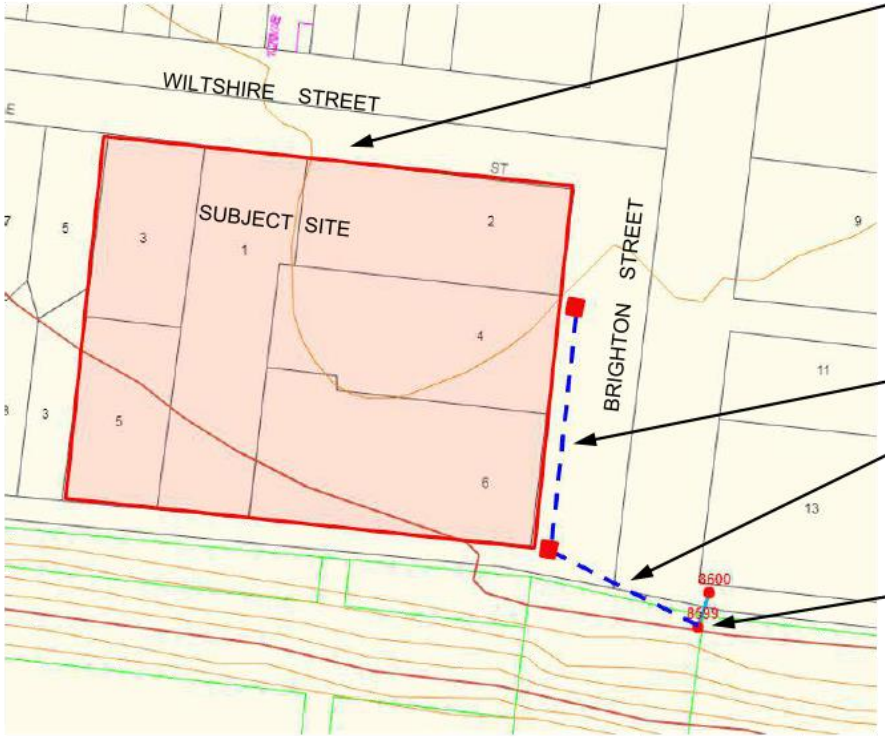
Attachment 2 - PLN22/0325 - Original Council referral comments

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

Attachment 2 - PLN22/0325 - Original Council referral comments

DEVEOPER WORKS - PROVISION OF UNDERGROUND DRAINAGE – BRIGHTON STREET FRONTAGE



No stormwater discharge from the site is to discharge into Wiltshire Street.

Site's drainage must be connected to an underground drain (to be provided by the developer) to connect to existing drain in Little Lesney Street, just east of Brighton Street.

Existing Side Entry Pit on south side of Little Lesney Street to be upgraded.

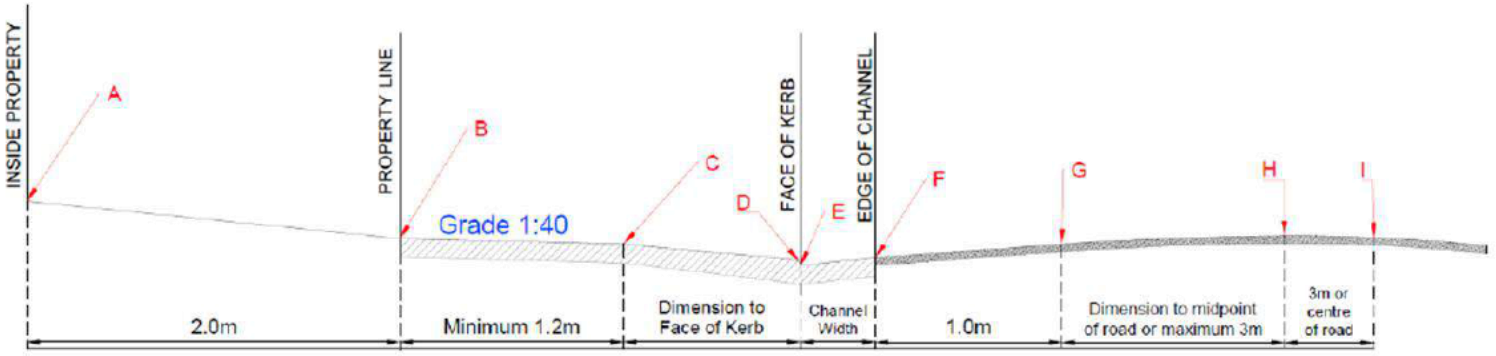
Attachment 2 - PLN22/0325 - Original Council referral comments

Vehicle Crossing – Cross Section

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

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

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



Attachment 2 - PLN22/0325 - Original Council referral comments

MEMO

To:	Daniel Hermann (Statutory Planning)
From:	Daniel Perrone (Urban Design)
Date:	20 Sep 2021
Site Address:	2 - 8 Brighton Street, 1 – 3 Wiltshire Street, and 5 Little Lesney Street, Richmond.
Application No:	PLN21/0325
Description:	Development of the land for the construction of a multi storey, mixed use building (13 storeys), use of the land for office/food and drink premises (permit required) and dwellings (no permit required) and a reduction of the statutory car parking requirements.

COMMENTS SOUGHT

Urban Design comments have been sought on following matters:

- Public realm interface
- Ground plane / footpaths
- Whether there are any capital works approved or proposed within the area of the subject site.

These comments are provided on the following drawings:

- SD02_05 GROUND FLOOR PLAN – SJB – REV 13 – 06/08/2021
- Landscape Planting Plan - Ground Floor – Acre – Rev 2 – 28/07/2021

The extent of this review is limited to the proposed development's integration with the streetscape and public realm and excludes landscaping within the building and rooftop landscapes.

COMMENTS SUMMARY

This proposal is supported in principle, subject to the improvements outlined below, including the following:

- Improve access to Residential Bike Store from Little Lesney Street.
- Recommended developer contributed streetscape upgrades to Brighton Street and Little Lesney Street (street tree planting and car parking reconfiguration).

The rationale behind these changes is explained in detail overleaf.

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

Attachment 2 - PLN22/0325 - Original Council referral comments

URBAN DESIGN COMMENTS

Ground Floor Interface

The ground floor interface is well designed, with setbacks to Brighton and Wiltshire streets strongly supported as a means of improving pedestrian amenity.

Pedestrian and Vehicular Entrances

Both pedestrian and vehicular entrances are well defined and clearly identifiable from the public realm. Each program within the building (residential, commercial, and 2 x food and beverage premises) has its own separate entrance/lobby, which is supported as it provides multiple points of activation and passive surveillance to the streetscape.

Residential Bike Store:

It is noted that the Residential Bike Store is accessed from Little Lesney Street via a staircase with bicycle wheeling ramp (refer **Figure 1** below). Whilst the proposed wheeling ramp is not ideal, it could be accepted if alternative solutions aren't possible, however it is to be designed to comply with AS2890.3.

Given the volume of users that this facility will serve, the landings provided at the bottom and top of the stairs are deemed too small and would create congestion. As there is no footpath on Little Lesney Street, the bottom landing must be deep enough to allow a person to safely wait with their bicycle off the roadway. Furthermore, the arrangement of the building door and the bike store entry create poor access, particularly for two-way movements.

As such, it is recommended that access to the residential bike store from Little Lesney St is significantly improved. As a minimum, it is expected that both top and bottom landing depths are increased to allows for easy manoeuvring of bicycles, and that the building and/or bicycle store doors are relocated to improve circulation.

This advice pertaining to bicycle storage is to be considered in conjunction with the advice provided by the Strategic Transport unit.

Attachment 2 - PLN22/0325 - Original Council referral comments

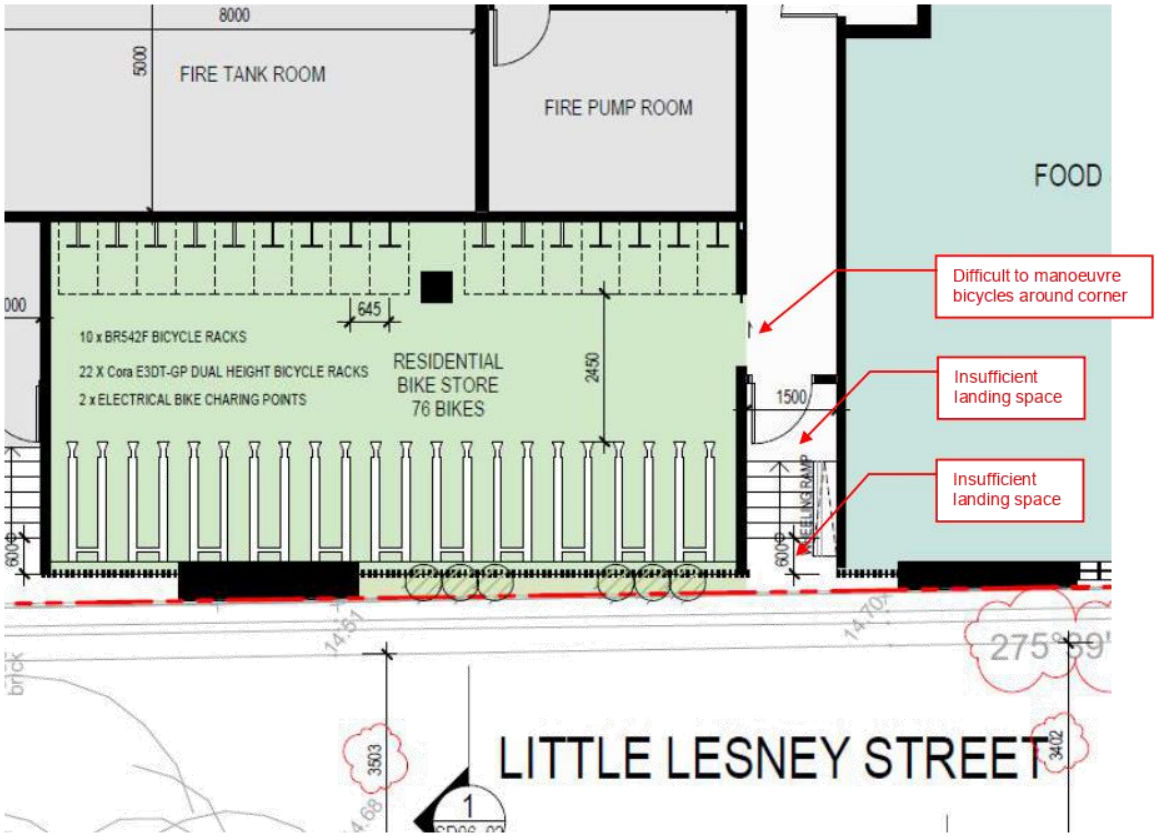


Figure 1: Little Lesney Street entrance to Residential Bike Store (not to scale).

Pavements

All pavements surrounding the subject site are to be reinstated as asphalt footpaths as per Yarra Road Materials Policy and relevant Yarra Standard Drawings.

The existing crossover on Wiltshire Street (located north of the proposed Commercial Lobby) is to be removed and reinstated as asphalt footpath.

Ground Floor Landscaping

The ground floor landscape plan provided by Acre proposes six (6) trees in pots to be located along the boundary line between the site and the adjacent footpaths (3 trees on Brighton St and 3 trees of Wiltshire St). In their proposed locations, this will create clutter on the footpath and is not supported from an urban design perspective. If raised pots/planters are proposed, they are to be located entirely within the subject site.

Attachment 2 - PLN22/0325 - Original Council referral comments

Street Tree Planting

The application does not propose any street tree planting on the plans, however, given the scale of the development, it is recommended that the developer commits to funding the planting of two (2) new street trees along the roadway of Brighton St, and two (2) new street trees along the roadway of Wiltshire St. Indicative locations are proposed on the attached mark-up. This will require the reconfiguration of the existing parallel parking bays (including parking sensors) and is subject to the presence of underground services.

A similar recommendation was made regarding the previous planning application for the site (PLN18/0658) and was accepted by the developer. The developer will be requested to bear the cost of implementing these streetscape improvements (such as line marking and relocating of parking sensors), as well as the cost of tree planting with two-year's maintenance (tree planting costs can be provided on request).

Please note the following general conditions relating to the adjustment of car parking and signs:

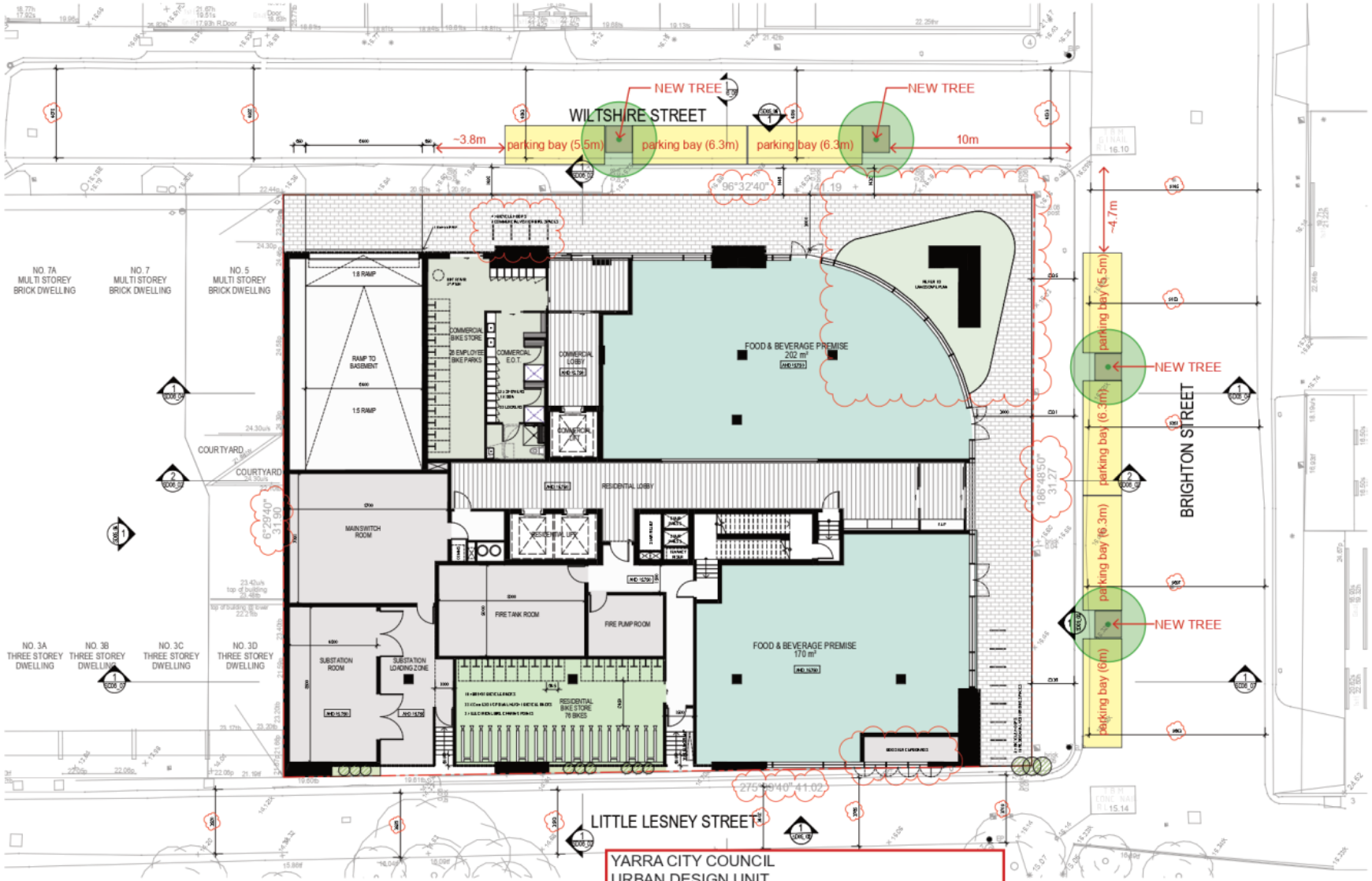
- No parking restriction signs, or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must 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.

Capital Works

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

--- END ---

Attachment 2 - PLN22/0325 - Original Council referral comments



YARRA CITY COUNCIL
URBAN DESIGN UNIT

PUBLIC REALM COMMENTS - 20/09/2021

PRELIMINARY INFORMATION ONLY
(WITHOUT PREJUDICE)
NOT FOR CONSTRUCTION

06-Aug-21 3:17:26 PM

Project	Job No.	Scale	Drawing	Revision
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_05 GROUND FLOOR PLAN	13 06/08/21

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
T61 3 9999 8888
sjb.com.au

Attachment 2 - PLN22/0325 - Original Council referral comments

Planning Referral

To:	Daniel Herrmann
From:	Chloe Wright
Date:	16/09/2021
Subject:	Strategic Transport Comments
Application No:	PLN21/0325
Description:	Development of the land for the construction of a multi storey, mixed use building (13 storeys), use of the land for office/food and drink premises (permit required) and dwellings.
Site Address	2 - 8 Brighton St, 1 - 3 Wiltshire St and 5 Little Lesney St

I refer to the above application and the accompanying Traffic report prepared by Ratio Consultants in relation to the proposed development at 2 - 8 Brighton St, 1 - 3 Wiltshire St and 5 Little Lesney St, Richmond. Council's Strategic Transport unit provides the following information:

Access and Safety

The entrance to the resident bicycle parking at Little Lesney Street provides a poor access arrangement. The combination of stairs, a 1.5m wide passage, narrow landing area and two doors does not provide good circulation / access for people entering and exiting with bicycles. This issue is further discussed in the below section regarding adequacy of employee bicycle parking.

Bicycle Parking Provision

Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	2114 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	7 employee spaces	26 employee spaces
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	2 visitor spaces	8 visitor spaces
Dwellings	70 dwellings	1 resident space per 5 dwellings	14 resident spaces	76 resident spaces
		1 visitor space per 10 dwellings	7 visitor spaces	16 visitor spaces
Food and Drink Premises	372 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	1 visitor spaces	
		Bicycle Parking Spaces Total	**22 resident / employee spaces**	**102 resident / employee spaces**

		12 visitor spaces	**24 visitor spaces**
Showers / Change rooms	1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**2 showers / change rooms**	**3 showers / change rooms**

Adequacy of visitor spaces

The following comments are provided in relation to the provision of visitor bicycle spaces:

- A total of 24 visitor spaces are provided at the ground floor, which meets Council's best practice[1] recommendation of 24 visitor spaces.
- Eight visitor bicycle spaces are provided as bicycle hoops at the Wiltshire Street footpath and a further 16 visitor spaces are provided at the Brighton Street footpath.
- Visitor spaces are located within the property boundary and in an area that is visible and easily accessible from the public realm.
- Dimensions of visitor spaces are not shown on the plans, however, the layout appears to be in accordance with clearance and access requirements of AS2890.3 and adjacent footpaths are not obstructed.

Adequacy of residential / employee spaces

Number of spaces

26 employee spaces and 76 resident spaces are provided, which exceeds the statutory rates and Council's best practice[2] recommendation of 23 employee spaces and 70 resident spaces.

Design and location of resident / employee spaces and facilities

The following comments are provided in relation to provision of resident and employee bicycle parking:

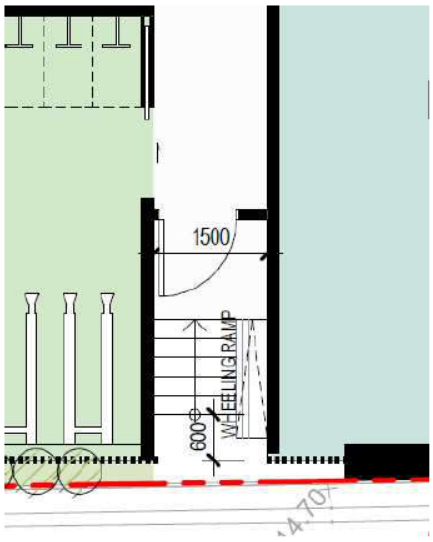
- All employee and resident bicycle spaces are located at the ground floor, including 26 employee bicycle spaces in a secure facility accessed via an entrance Wiltshire Street and 76 resident spaces within a secure facility accessed via an entrance at Little Lesney Street.
- All employee bicycle spaces are provided as hanging wall racks. Pursuant with AS2890.3, at least 20% of bicycle storage spaces must be provided as horizontal at ground-level spaces.
- Resident bicycle parking includes 32 spaces as hanging wall racks and 44 spaces as two-tier racks, which meets the requirement for at least 20% of bicycle storage spaces to be horizontal at ground-level spaces.
- Dimensions of the layout of employee and resident bicycle spaces are noted on the plans and demonstrate compliance with access and clearance requirements of AS2890.3.
- An end of trip facilities area is located adjacent to the employee bicycle parking area and includes 3 shower / change rooms.
- Direct access from Wiltshire Street to the employee bicycle parking is provided via a sliding door and is considered adequate. Use of sliding doors at the entry to the bicycle parking and internally to the end of trip facilities is supported.
- The access arrangement to the resident bicycle parking via stairs, a ramp and two doors at Little Lesney Street (pictured below) is not supported for the following reasons:
    - The length of the landing at the top of stairs is insufficient for a standard bicycle (1800mm);
    - 1.5m wide accessway is not sufficient for two-way movement;

[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.*

[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.*

- Two doors in close proximity does not provide good circulation for people entering and exiting the bike store; and
- The bicycle parking will be accessed by a high volume of people.

- Based on the above, it is recommended that the access arrangement to the resident bicycle area is revised to improve access from Little Lesney Street. Access via stairs and a ramp is not a preferred outcome, however a ramp could be considered if alternatives are not feasible and other improvements are made (such as widening the corridor and relocating the door to the ground level).



Green Travel Plan

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP is generally adequate and can be endorsed, however should be updated to include any changes to bicycle parking shown on the final endorsed plans.

Electric Vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). The plans show 1 'EV ready space' per basement level. To allow for easy future provision for EV charging, it is recommended that all resident car parking bays 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 resident 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.

Recommendations

The following should be shown on the plans before endorsement:

1. Improved access from Little Lesney Street to the resident bike store.
2. At least 20% of employee bicycle spaces must be horizontal at-grade spaces.
3. Electrical infrastructure to ensure car parking areas are 'electric vehicle ready', including:

Attachment 2 - PLN22/0325 - Original Council referral comments

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 resident parking space.
b. A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand.

Regards

Chloe Wright

Sustainable Transport Officer

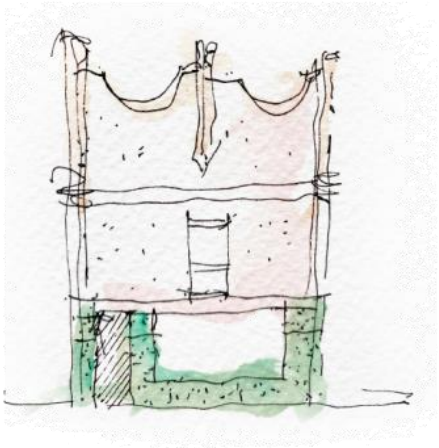
Attachment 3 - PLN22/0325 - S57a advertised plans

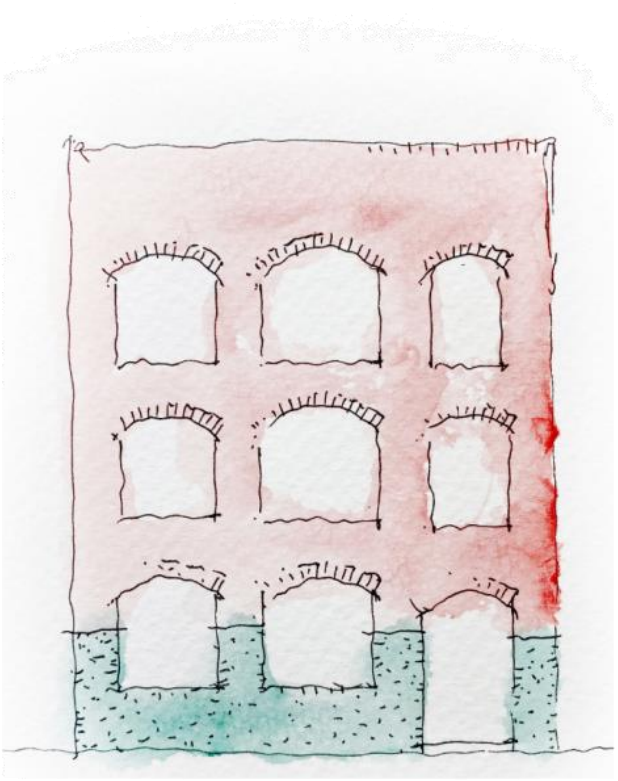
Attachment 3 - PLN22/0325 - S57a advertised plans

1.1 Podium Activation

The project's robust architectural forms, gestures and materiality draws upon Richmond's rich history and built heritage.

The use of arched forms is a nod to the Victorian era architecture along Swan Street. The application of green tiles to the project's podium also draws upon Richmond's vernacular where tiles are used on shopfronts and pubs grounding the building and creating a bold and textured base. Through these considered architectural motifs, the project strives in celebrating the existing grain and heritage of the old through a contemporary yet contextual refinement.





Attachment 3 - PLN22/0325 - S57a advertised plans

Attachment 3 - PLN22/0325 - S57a advertised plans

1.2 Wiltshire and Brighton Street

The use of detailed brickwork at ground brings a level of fine grain detail to the building at a human scale. The cantilevered arch forms here create architectural interest drawing people into the building, framed by the arched openings.

The integration of greenery and vegetation within the project's facade and podium terraces can be appreciated from street level evoking a sense of harmonious beauty between built form and vegetation and reinforces the building's sustainable credentials.

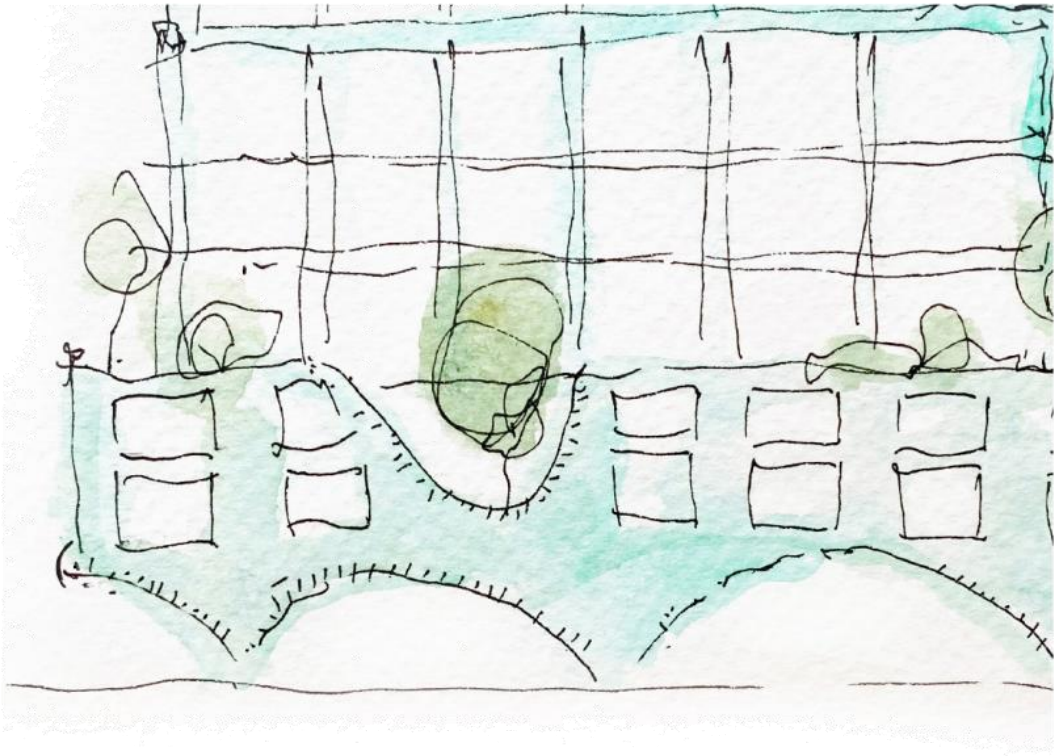
Attachment 3 - PLN22/0325 - S57a advertised plans

Attachment 3 - PLN22/0325 - S57a advertised plans

1.3 Street Interface & Public Realm

Cantilevered and vaulted curves at ground create delight and drama; an architectural boldness to the pedestrian interface and enhances the arrival experience. This cantilevered podium creates a 3m setback at ground, giving back to the public realm by widening the the existing narrow footpaths.

This setback will be utilised and activated by the food and beverage tenancies; used for outdoor dining and seating playing a significant role in the post-Covid environment. This expanded footpath also provides space for residential and commercial visitor bike parking and landscaping.



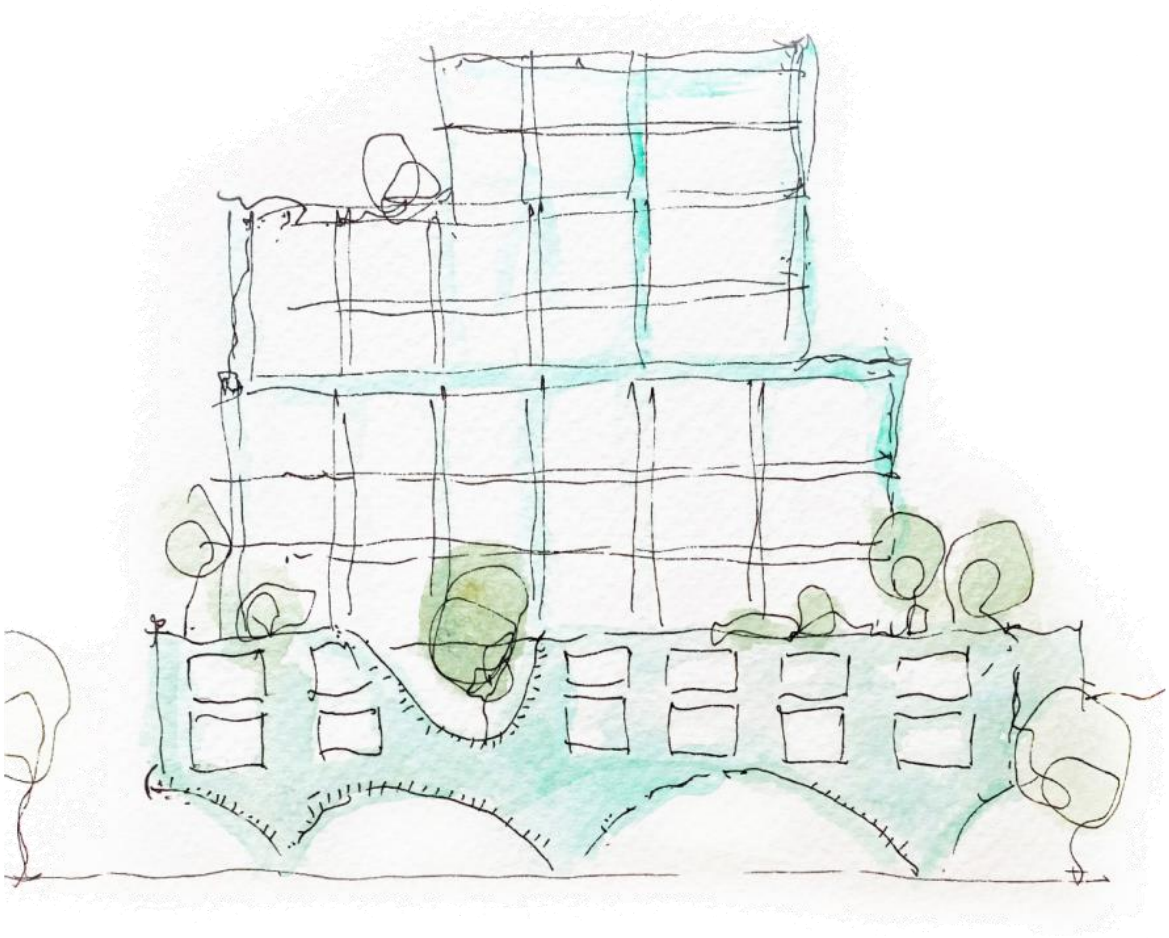
Attachment 3 - PLN22/0325 - S57a advertised plans

Attachment 3 - PLN22/0325 - S57a advertised plans

1.4 Tower and Podium Delineation

A strong podium and tower delineation is achieved through the use of the bold green brickwork within the podium contrasting against the textured concrete on the tower.

Planting and greenery on the podium setback level further delineates the podium and tower forms and provides privacy and buffer to the residents from each other and nearby buildings.

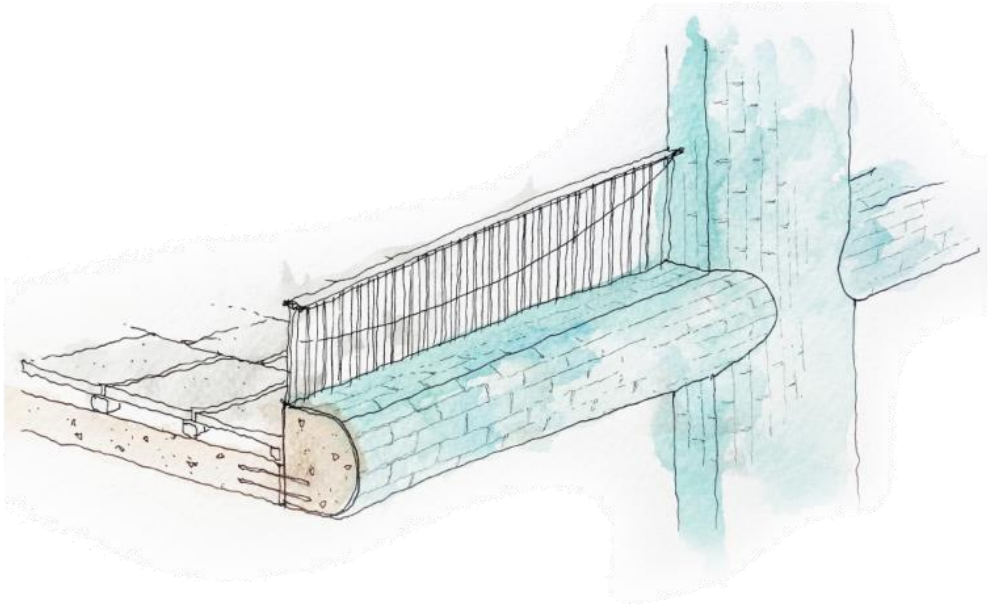


Attachment 3 - PLN22/0325 - S57a advertised plans

Attachment 3 - PLN22/0325 - S57a advertised plans

1.5 Tower Facade

The rounded columns and slab edges have been designed to play on the light and shadows cast across the articulated facade. The robustness of these elements are further contrasted by the fine delicate metal work balustrades containing arched detailing, taking cues from the ornamental Victorian era heritage architecture.



Attachment 3 - PLN22/0325 - S57a advertised plans

Attachment 3 - PLN22/0325 - S57a advertised plans

1.6 North / East Facade

Attachment 3 - PLN22/0325 - S57a advertised plans

Attachment 3 - PLN22/0325 - S57a advertised plans

Current application

Approved permit

1.7 RFI Item 5A - View from Lesney Street Looking North-East

Attachment 3 - PLN22/0325 - S57a advertised plans

Current application

Approved permit

1.8 RFI Item 5B - View from Pedestrian Railway Bridge Looking North-West

Attachment 3 - PLN22/0325 - S57a advertised plans

Current application

Approved permit

1.9 RFI Item 5C - View from Church Street

Attachment 3 - PLN22/0325 - S57a advertised plans

Current application

Approved permit

1.10 RFI Item 5D i - View in Front of 205 Swan Street

Attachment 3 - PLN22/0325 - S57a advertised plans

Current application

Approved permit

1.11 RFI Item 5D ii - View in Front of 225 Swan Street

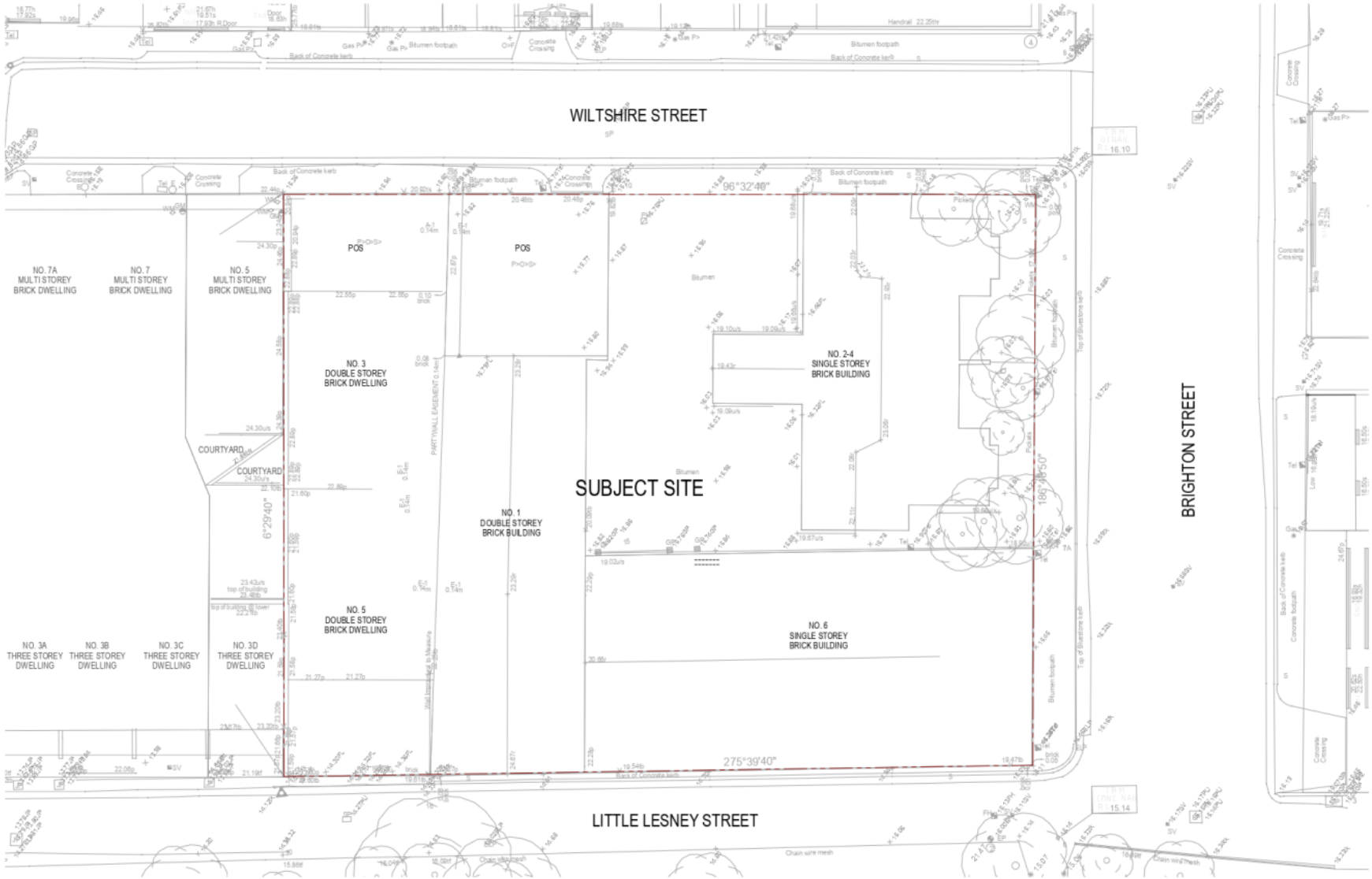
Attachment 3 - PLN22/0325 - S57a advertised plans

Current application

Approved permit

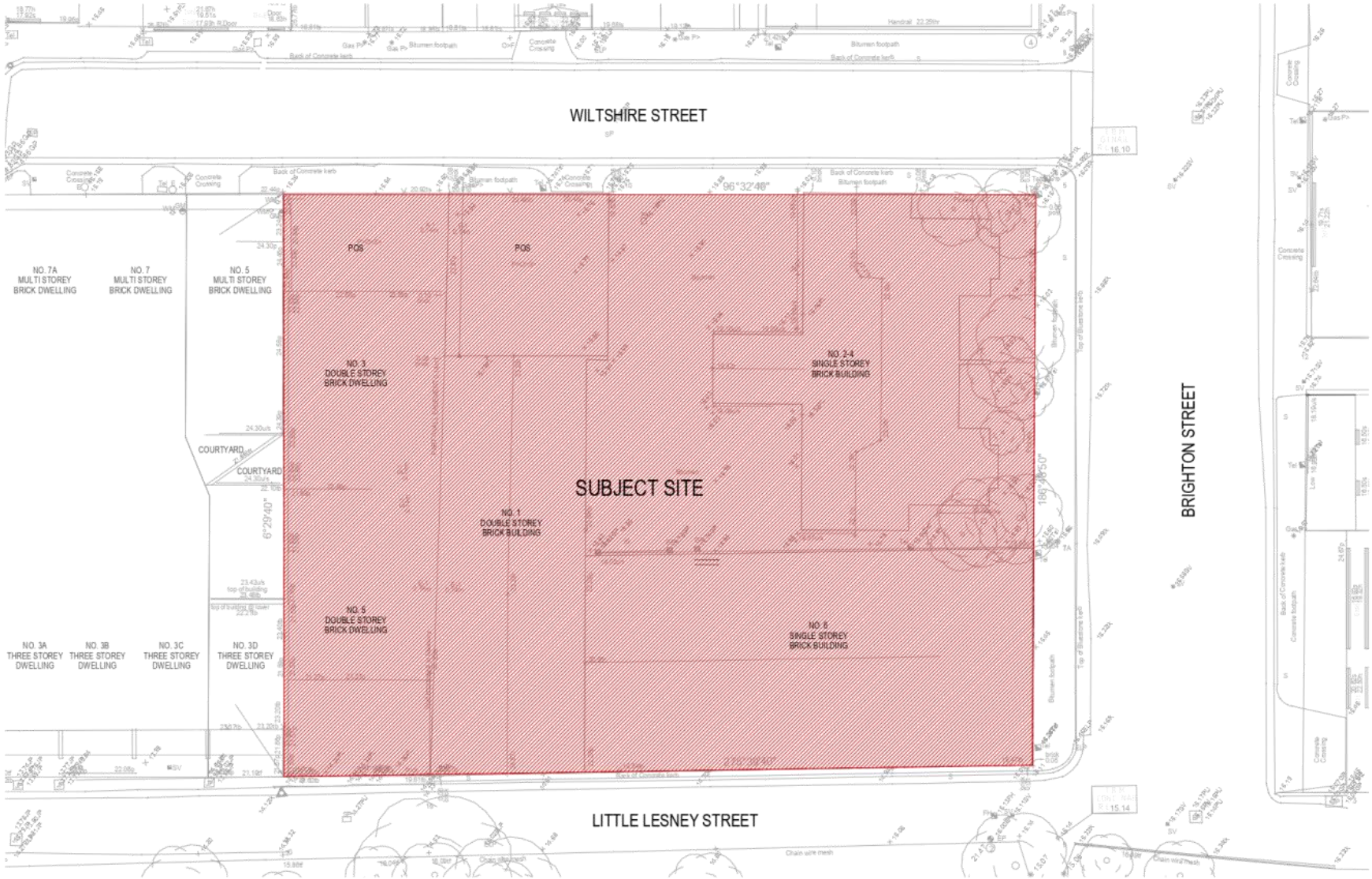
1.12 RFI Item 5E - View from Corner of Church & Swan Street

Attachment 3 - PLN22/0325 - S57a advertised plans



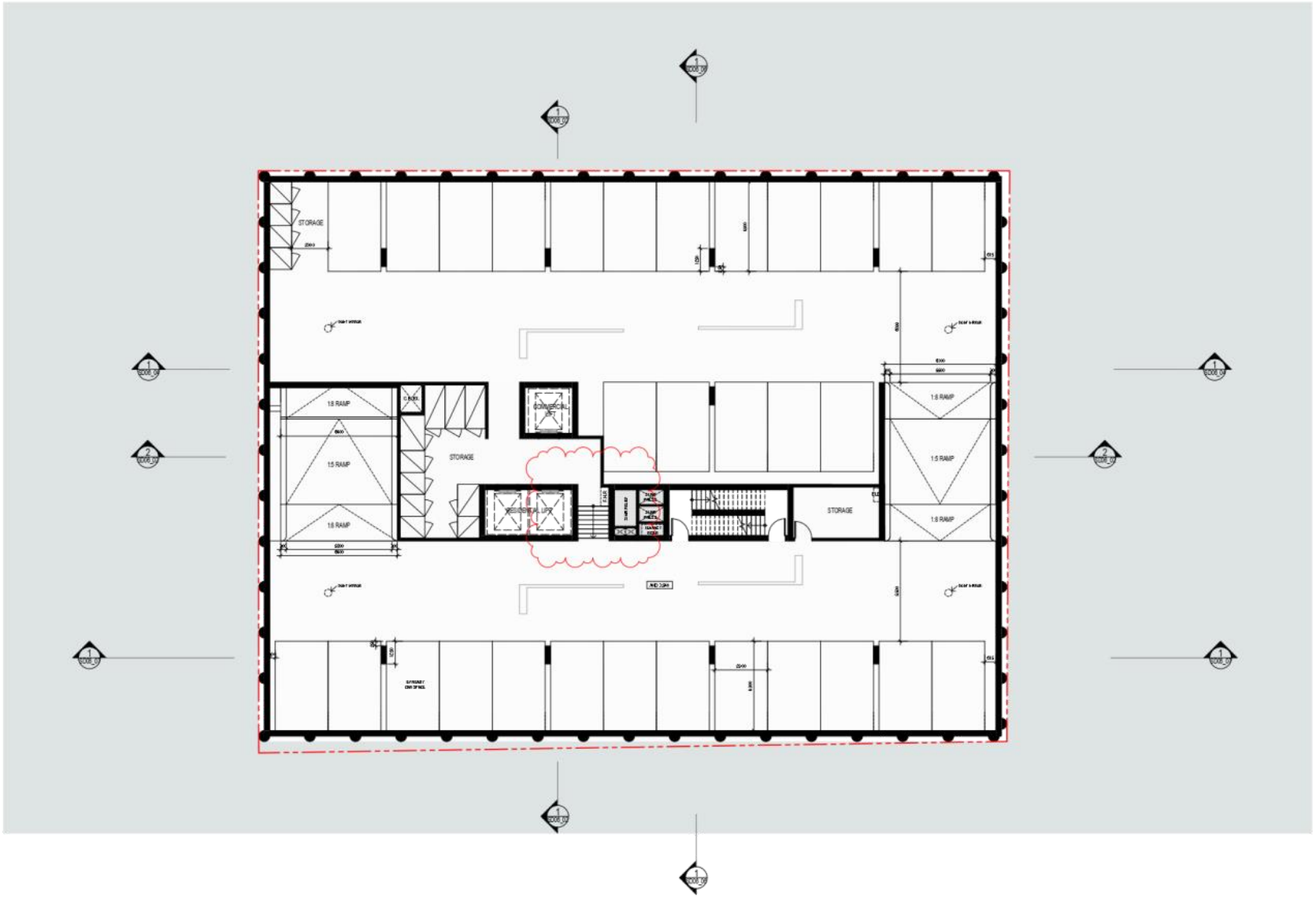
Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD01_02 EXISTING SITE PLAN	17 23/02/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD01_03 DEMOLITION PLAN	17 23/02/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 gb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

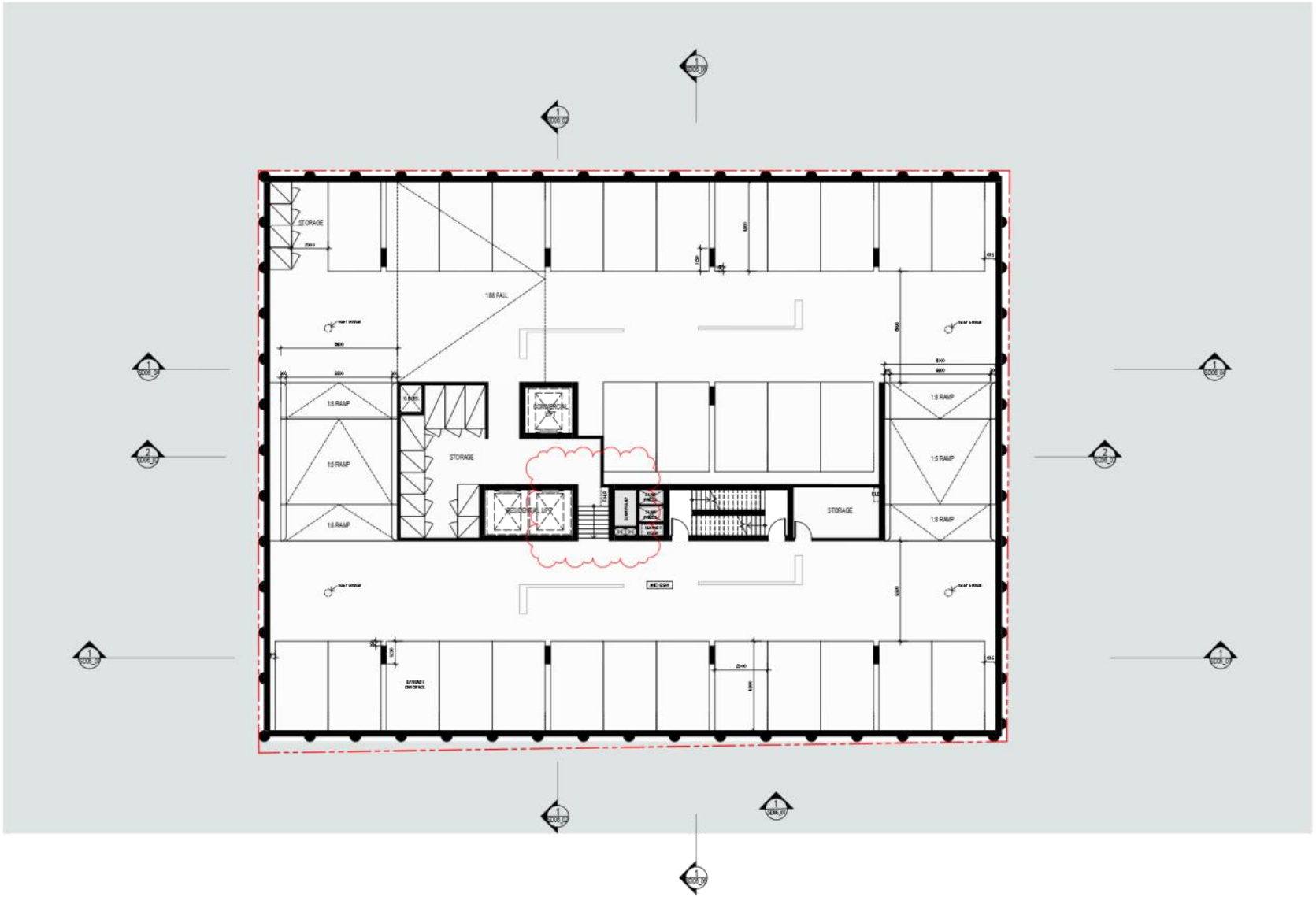
Scale
1 : 100 @A1

Drawing
SD02_01
BASEMENT 04

Revision
17
23/02/22

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
T61 3 9699 6588
gb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

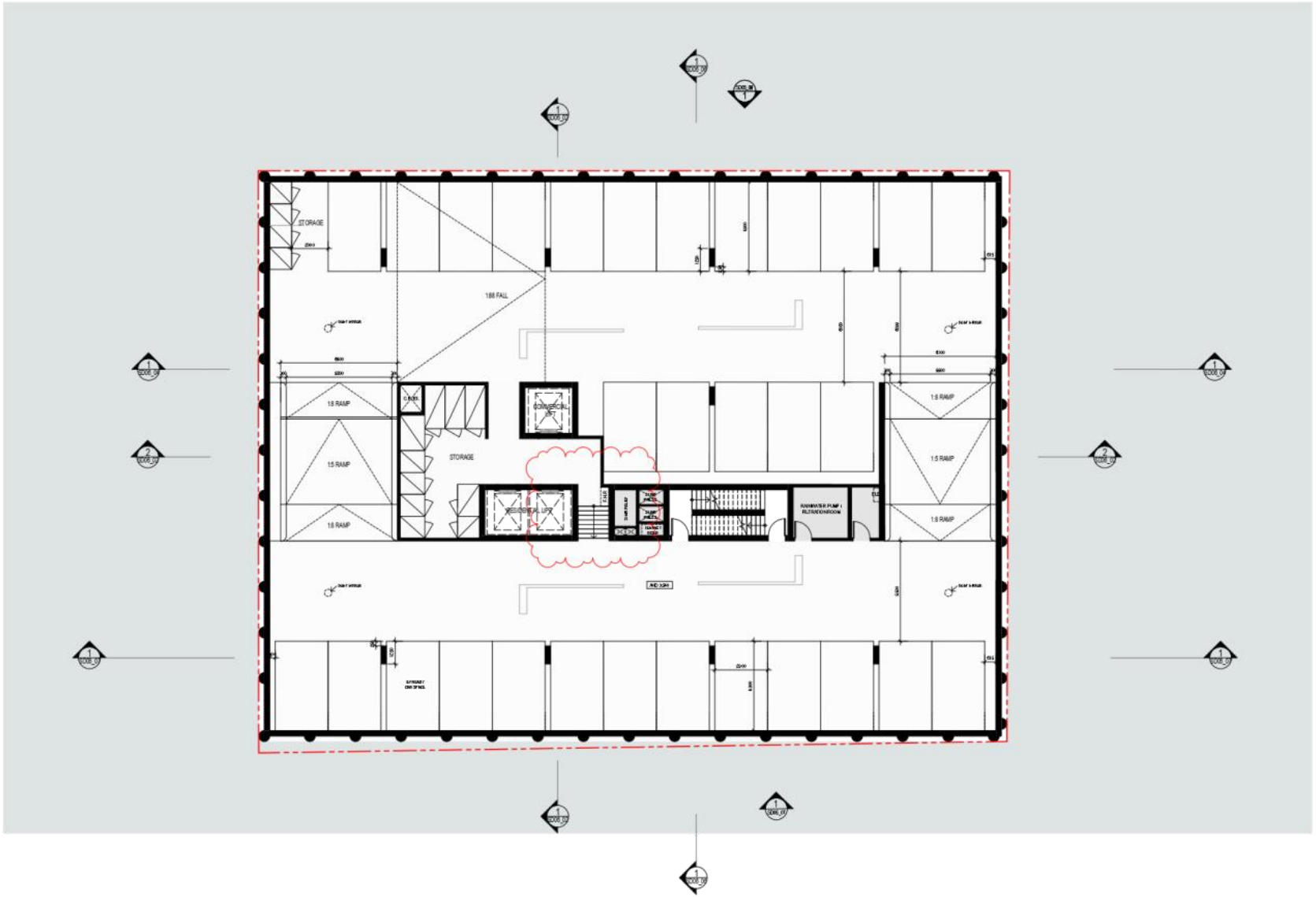
Scale
1 : 100 @A1

Drawing
SD02_02
BASEMENT 03

Revision
17
23/02/22

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
T61 3 9699 6588
gb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 100 @A1

Drawing
SD02_03
BASEMENT 02

Revision
17
23/02/22

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
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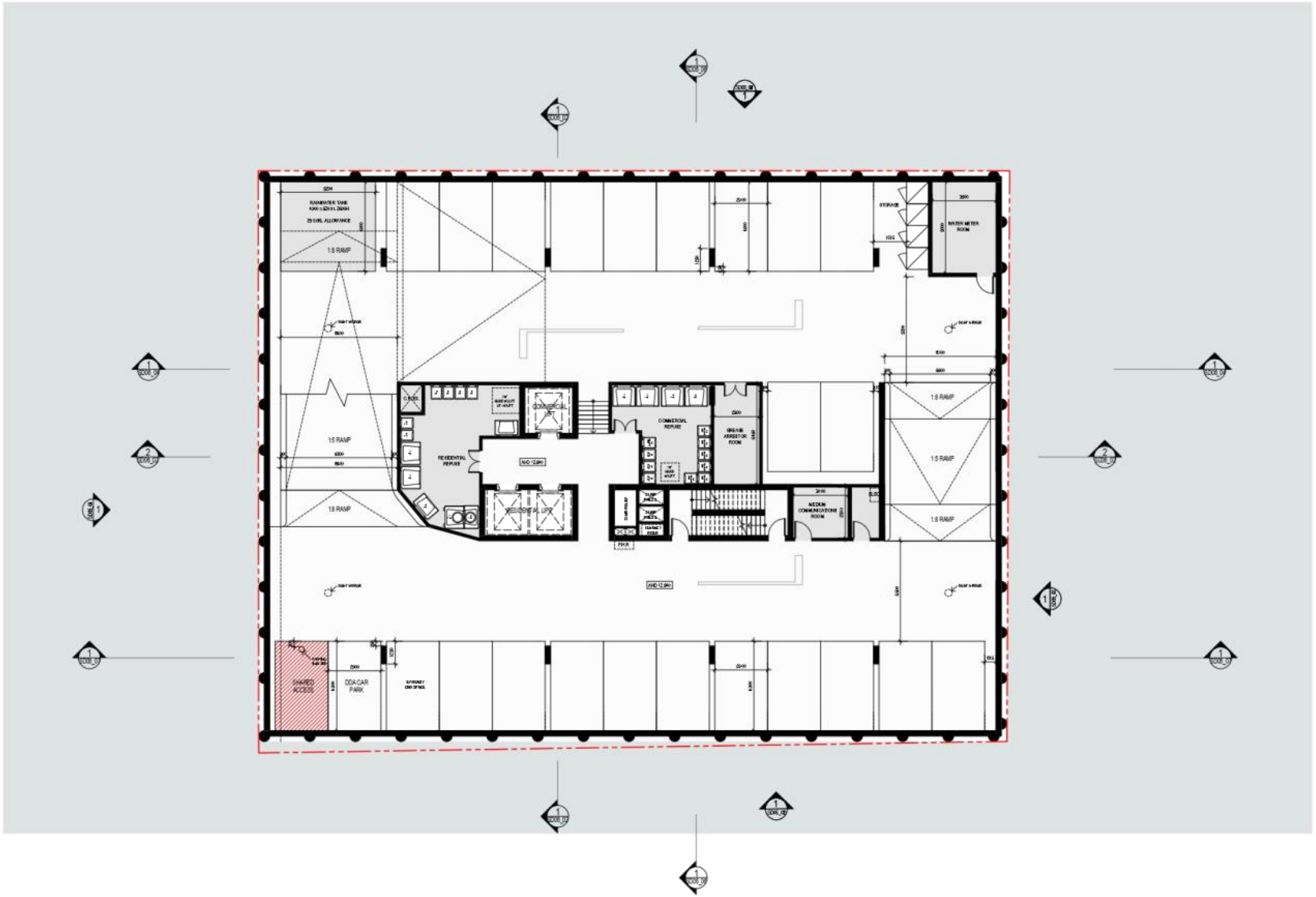
gb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project: FORTIS
2-8 BRIGHTON STREET

Job No.: 21567

Scale: 1 : 100 @A1

Drawing: SD02_04
BASEMENT 01

Revision: 17
23/02/22

Level 5, 18 Oliver Lane
Melbourne VIC
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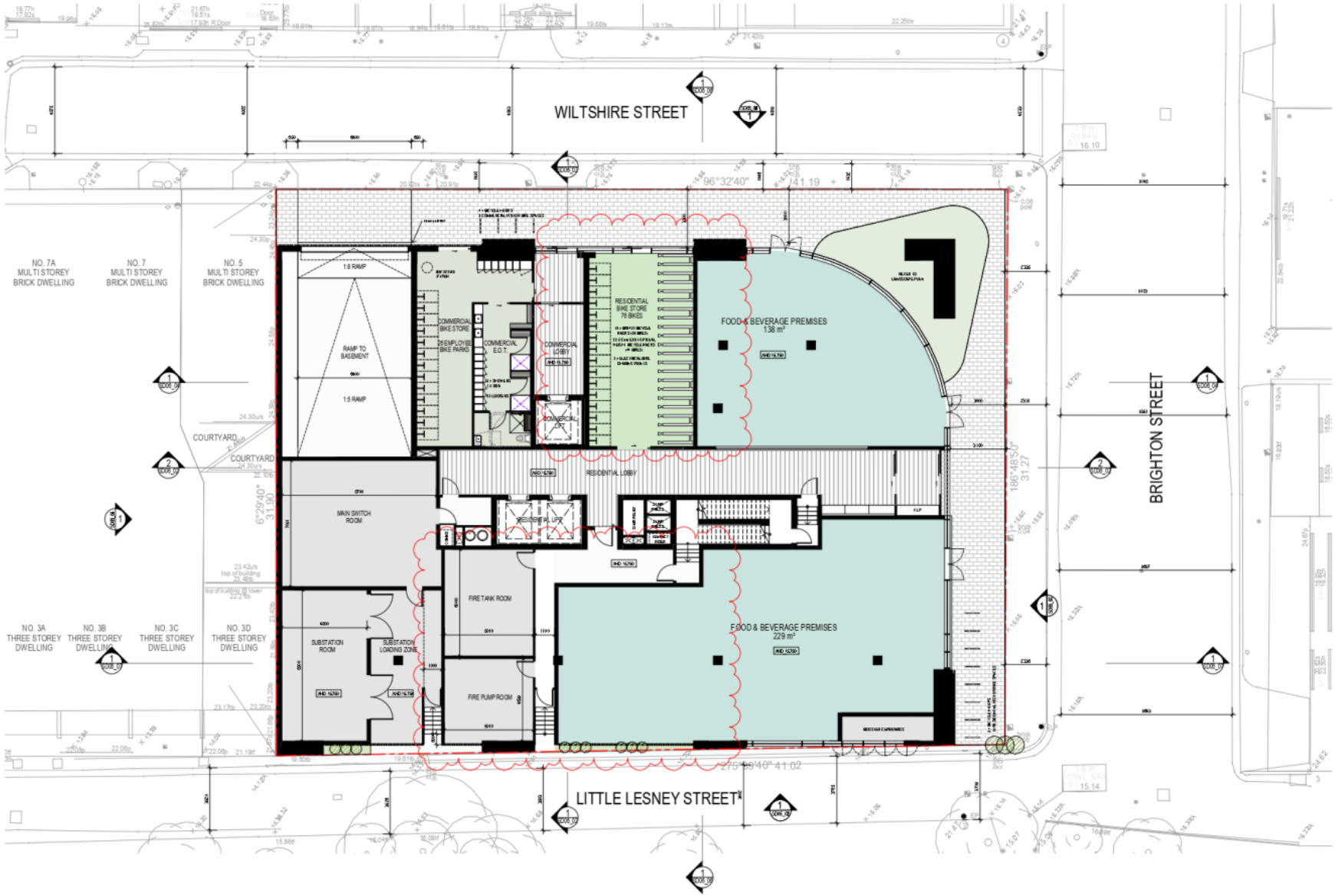
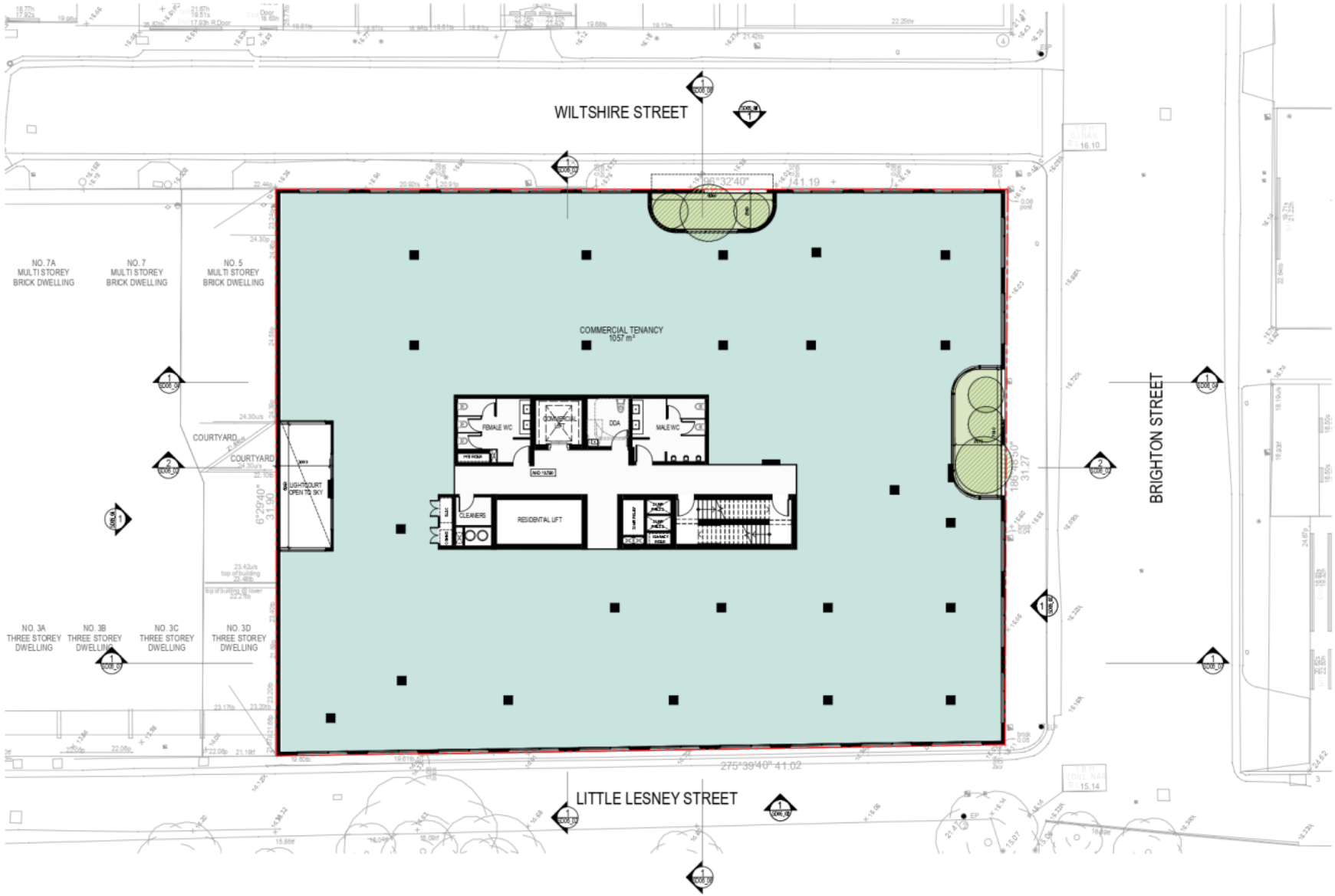
Attachment 3 - PLN22/0325 - S57a advertised plans



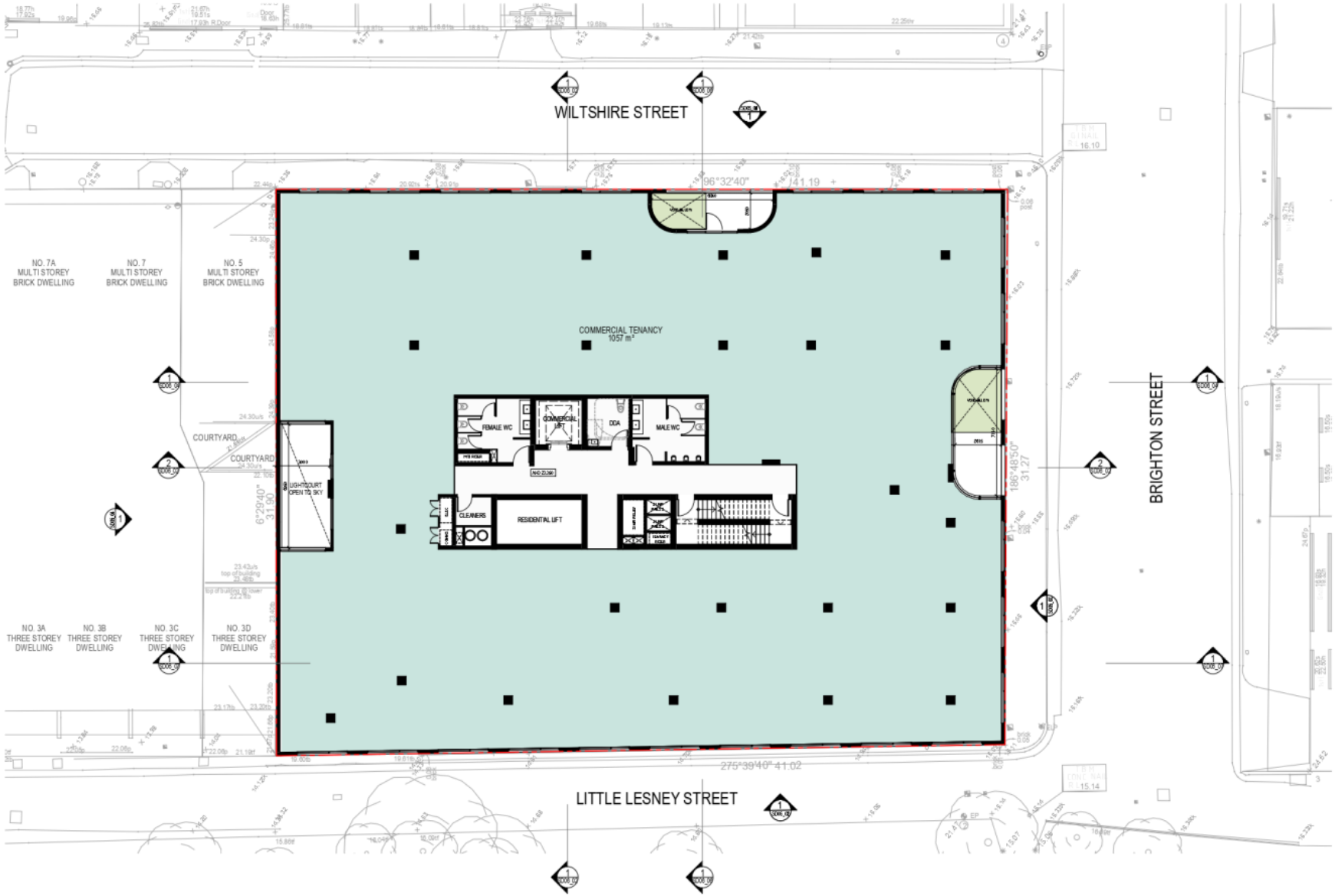
Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_05 GROUND FLOOR PLAN	17 23/02/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 gb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project FORTIS 2-8 BRIGHTON STREET	Job No. 21567	Scale 1 : 100 @A1	Drawing SD02_06 LEVEL 1 FLOOR PLAN	Revision 17 23/02/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au	SJB

Attachment 3 - PLN22/0325 - S57a advertised plans



Attachment 3 - PLN22/0325 - S57a advertised plans

Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_08 LEVEL 3 FLOOR PLAN	17 23/02/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 gb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans

Project	Job No.	Scale	Drawing	Revision
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_09 LEVEL 4 FLOOR PLAN	17 23/02/22

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Attachment 3 - PLN22/0325 - S57a advertised plans

Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_10 LEVEL 5 FLOOR PLAN	17 23/02/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans

Project	Job No.	Scale	Drawing	Revision
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_11 LEVEL 6 FLOOR PLAN	17 23/02/22

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Attachment 3 - PLN22/0325 - S57a advertised plans

Project	Job No.	Scale	Drawing	Revision
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_12 LEVEL 7-8 FLOOR PLAN	17 23/02/22

Level 5, 18 Oliver Lane
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gb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans

Project	Job No.	Scale	Drawing	Revision
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_13 LEVEL 9 FLOOR PLAN	17 23/02/22

Level 5, 18 Oliver Lane
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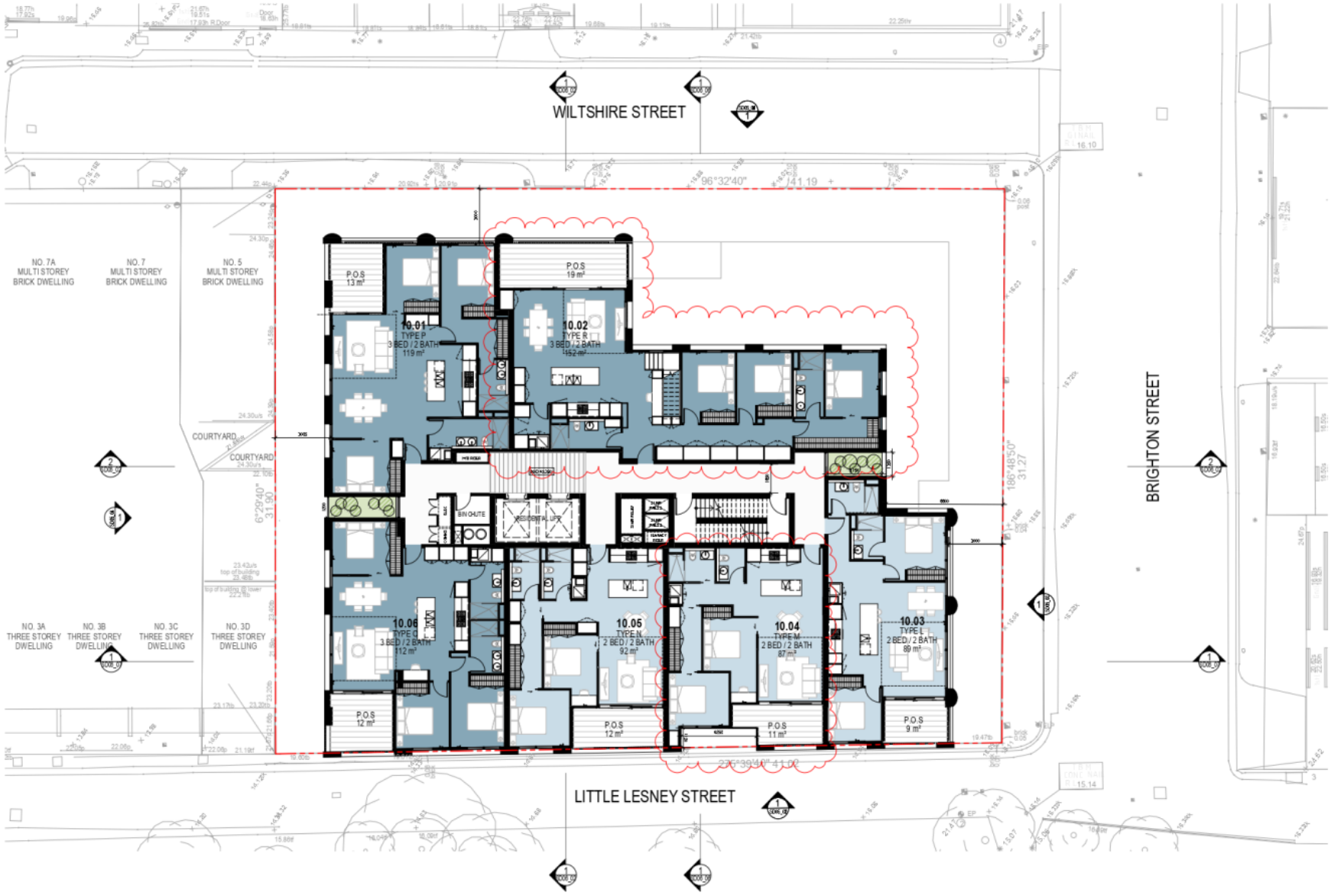
sjb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project	Job No.	Scale	Drawing	Revision
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_14 LEVEL 10 FLOOR PLAN	17 23/02/22

Level 5, 18 Oliver Lane
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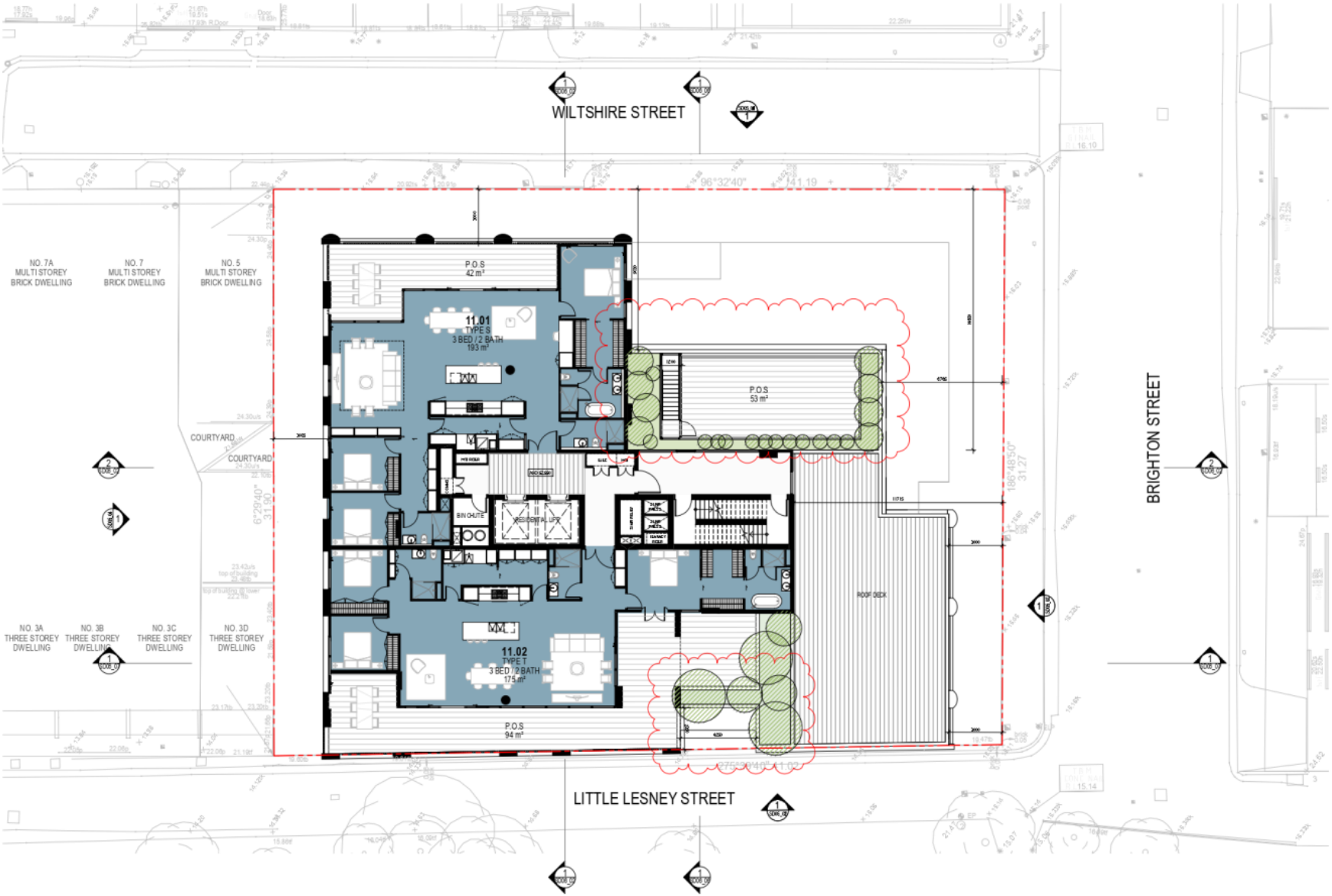
sjb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project: FORTIS, 2-8 BRIGHTON STREET | Job No. 21567 | Scale 1 : 100 @A1 | Drawing SD02_15 LEVEL 11 FLOOR PLAN | Revision 18 | 11/04/22

Level 5, 18 Oliver Lane
Melbourne VIC
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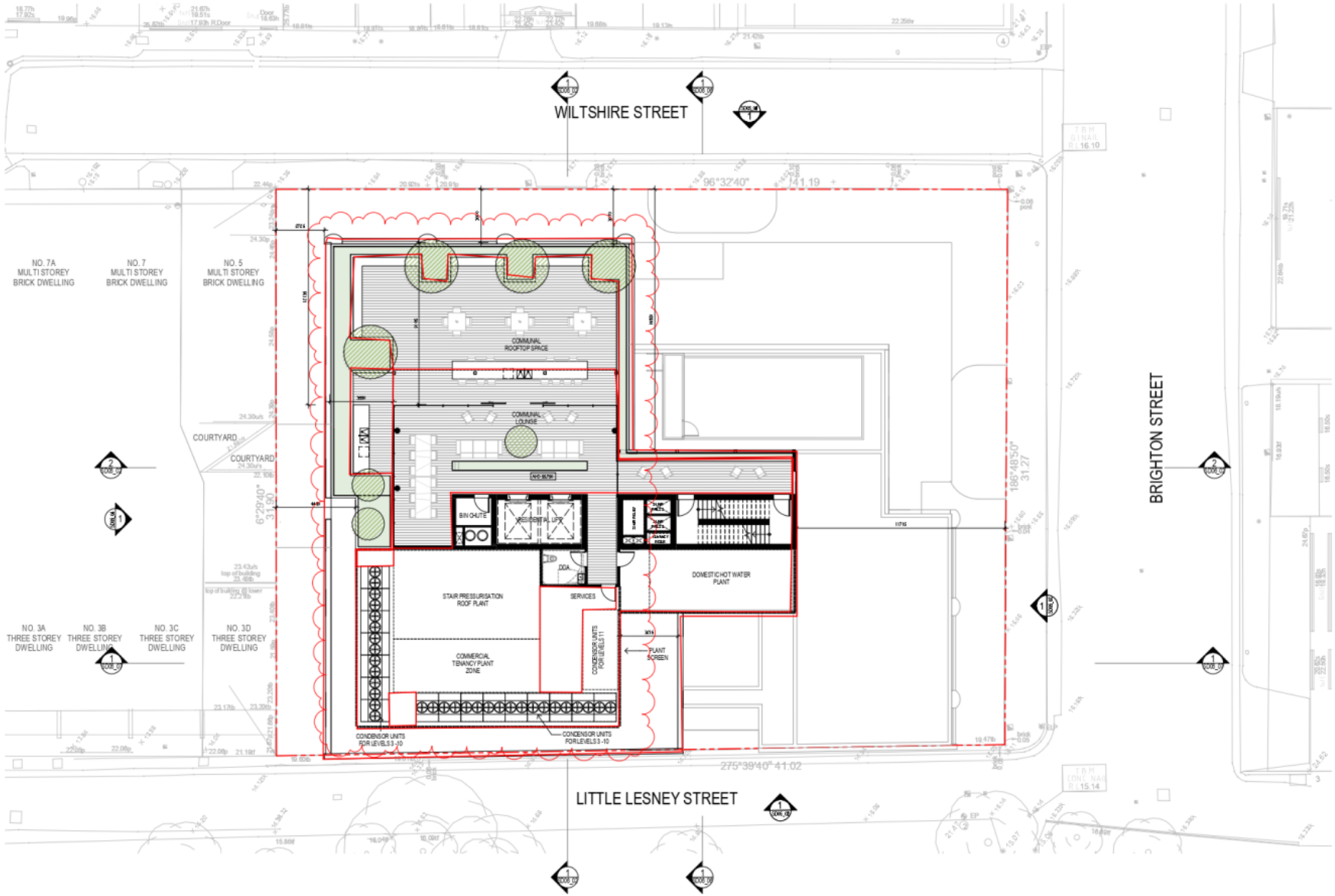
Attachment 3 - PLN22/0325 - S57a advertised plans



Project	Job No.	Scale	Drawing	Revision
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD02_16 ROOF DECK FLOOR PLAN	18 11/04/22

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
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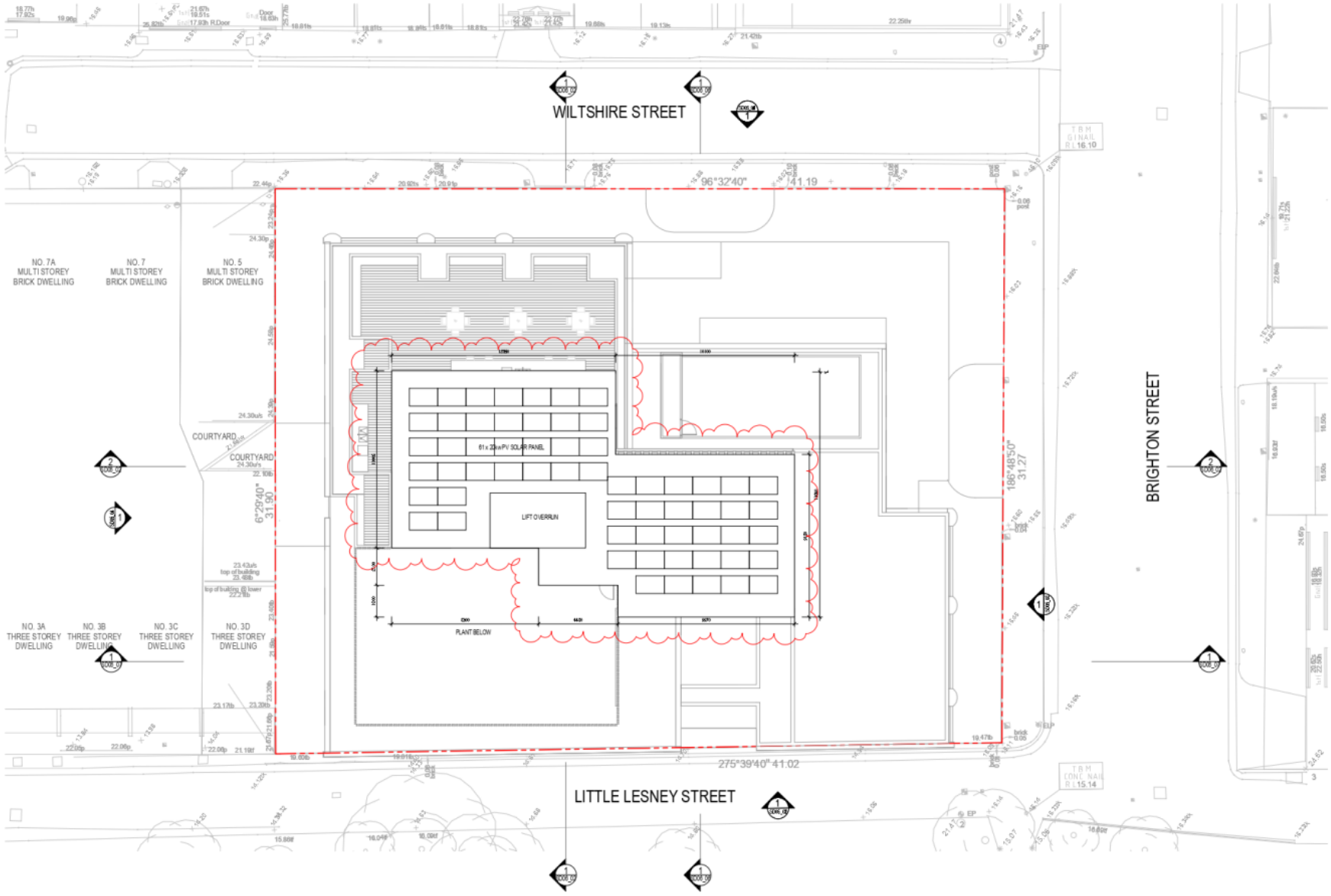
sjb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project FORTIS 2-8 BRIGHTON STREET	Job No. 21567	Scale 1 : 100 @A1	Drawing SD02_17 ROOF PLAN	Revision 18 11/04/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au	SJB

Attachment 3 - PLN22/0325 - S57a advertised plans

Project	Job No.	Scale	Drawing	Revision
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD05_01 NORTH ELEVATION	18 11/04/22

Level 5, 18 Oliver Lane
Melbourne VIC
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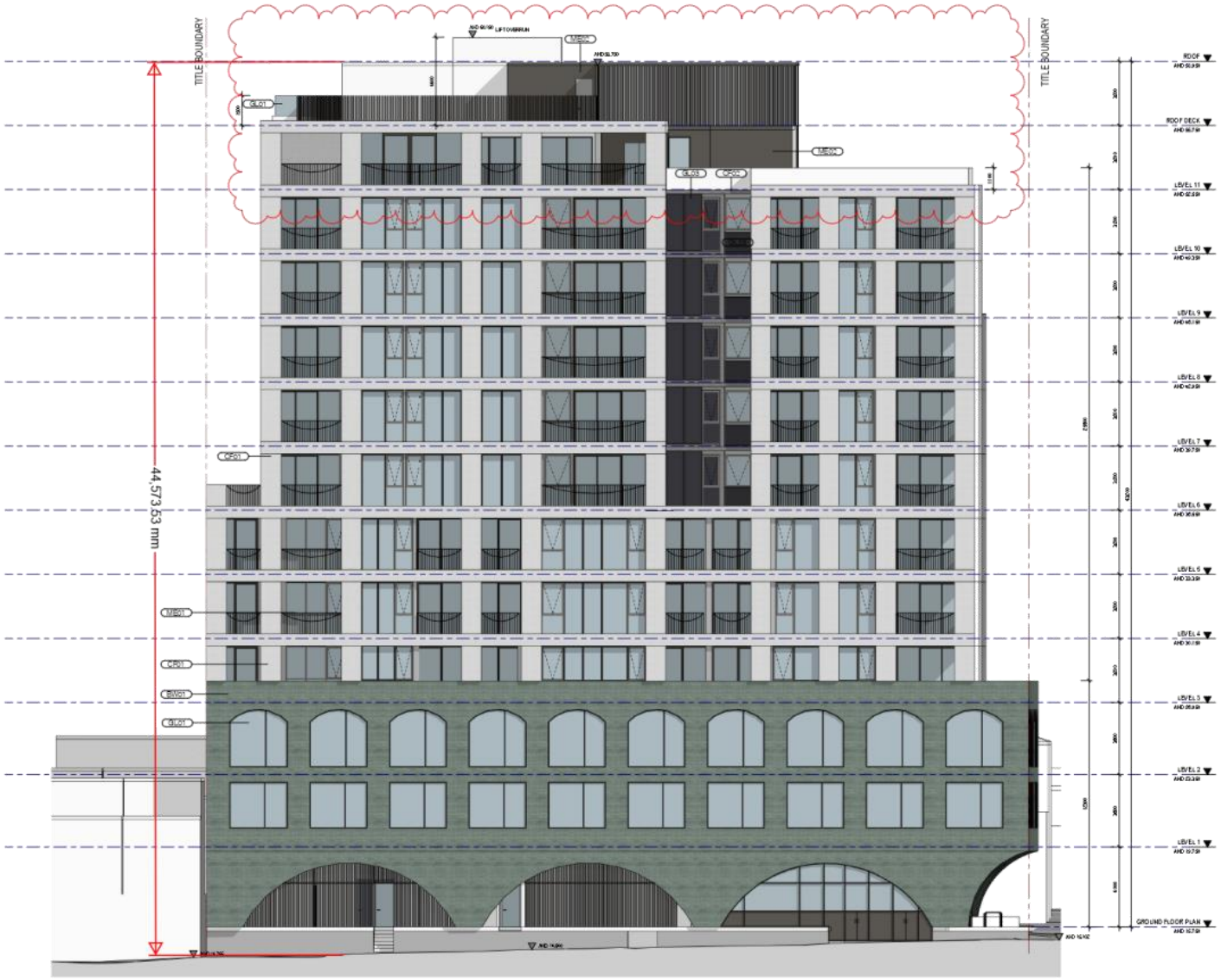
sjb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project FORTIS 2-8 BRIGHTON STREET	Job No. 21567	Scale 1 : 100 @A1	GLG1 - DARK GLAZING MF41 - GREEN POWDERCOAT MF42 - CHARCOAL POWDERCOAT MF43 - METAL SCREEN LV41 - LOUVRES WARM GREY	Drawing SD05_02 SOUTH ELEVATION	Revision 18 11/04/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans

Project	Job No.	Scale	Drawing	Revision
FORTIS 2-8 BRIGHTON STREET	21567	1 : 100 @A1	SD05_03 EAST ELEVATION	18 11/04/22

Level 5, 18 Oliver Lane
Melbourne VIC
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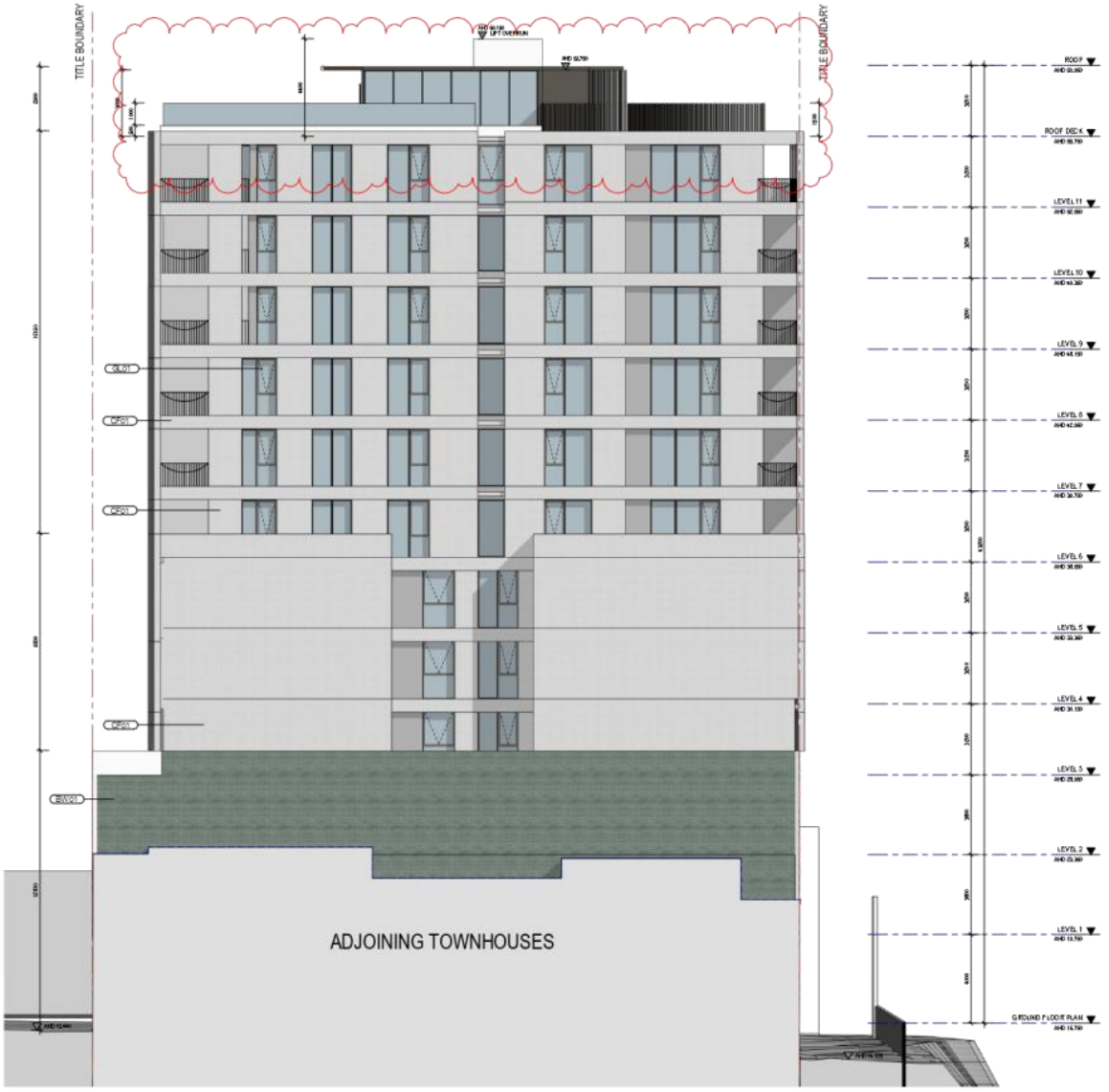
gb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project FORTIS 2-8 BRIGHTON STREET	Job No. 21567	Scale 1 : 100 @A1	GLG1 - DARK GLAZING CP01 - CONCRETE FINISH MF01 - GREEN POWDERCOAT CP02 - CONCRETE FINISH MF02 - CHARCOAL POWDERCOAT GLG2 - CLEAR GLAZING MF03 - METAL SCREEN GLG3 - SPANDREL GLAZING LV01 - LOUVRES WARM GREY	Drawing SD05_04 WEST ELEVATION	Revision 18 11/04/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au

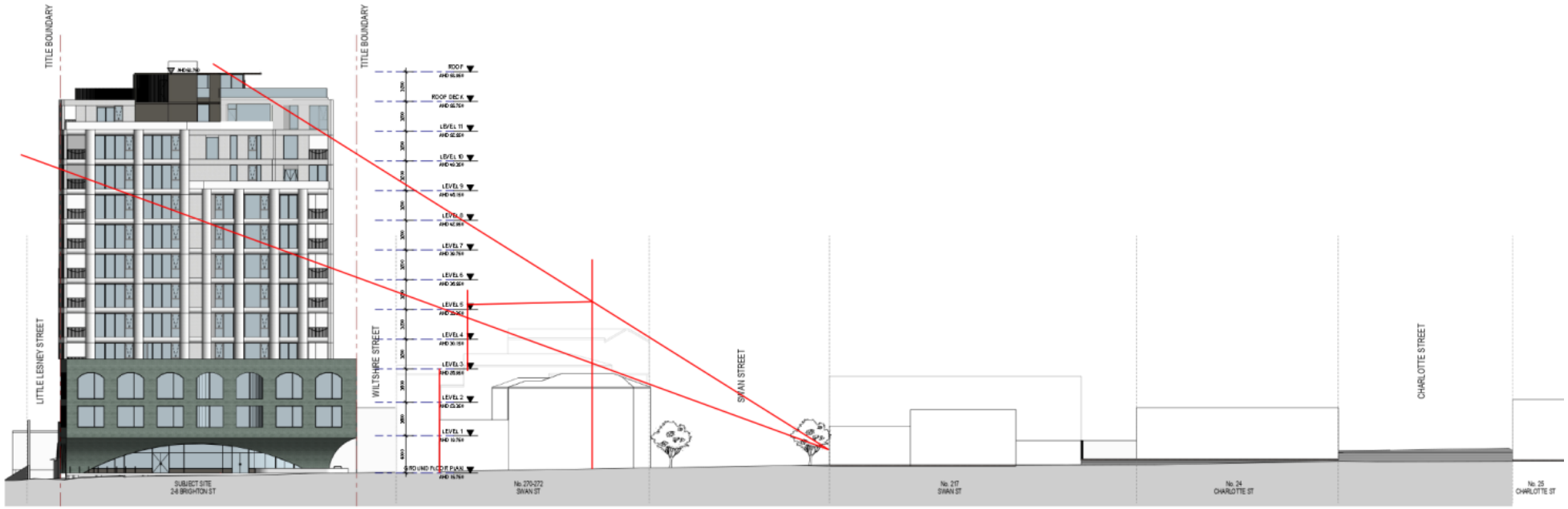
Attachment 3 - PLN22/0325 - S57a advertised plans

Project: FORTIS 2-8 BRIGHTON STREET	Job No.: 21567	Scale: 1 : 200 @A1	Drawing: SD05_06 NORTH ELEVATION - STREETSCAPE	Revision: 17	23/02/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans

Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 200 @A1	SD05_07 SOUTH ELEVATION - STREETSCAPE	18 11/04/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 gb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

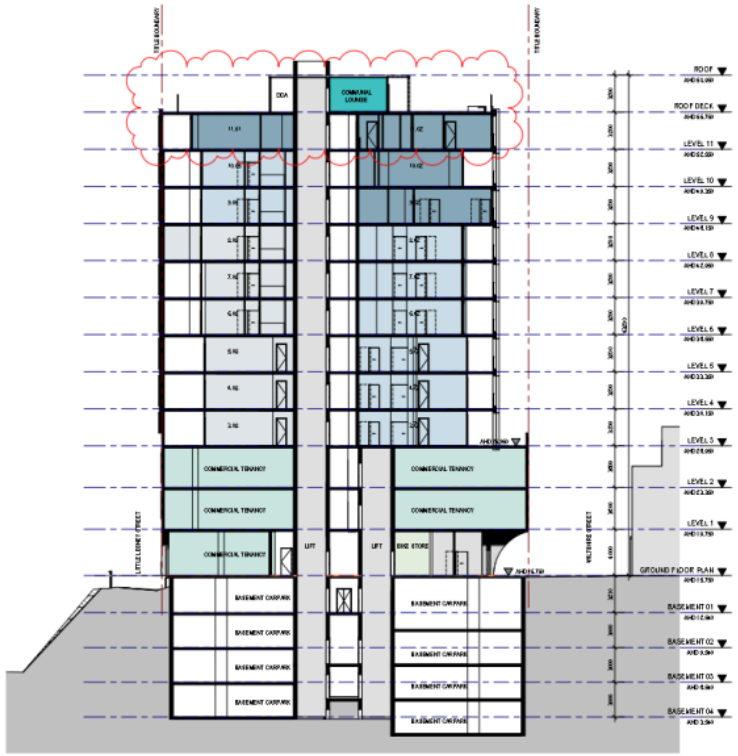
Scale
1 : 200 @A1

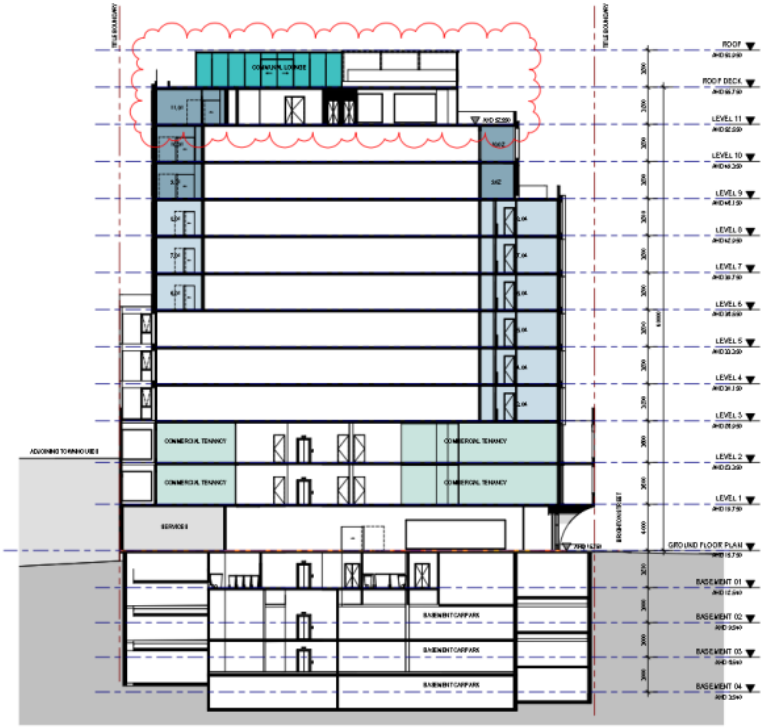
Drawing
SD05_08
EAST ELEVATION - CONTEXT

Revision
18
11/04/22

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
T61 3 9699 6588
gb.com.au

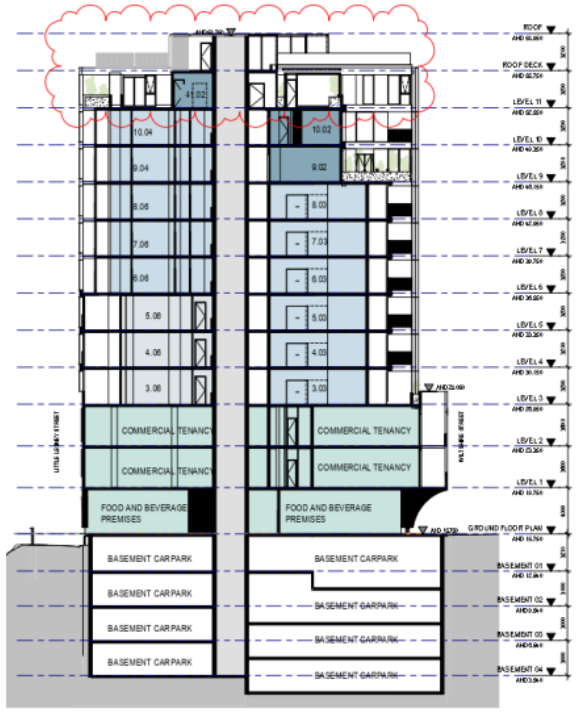
Attachment 3 - PLN22/0325 - S57a advertised plans





Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 200 @A1	SD06_02 SECTIONS	18 11/04/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

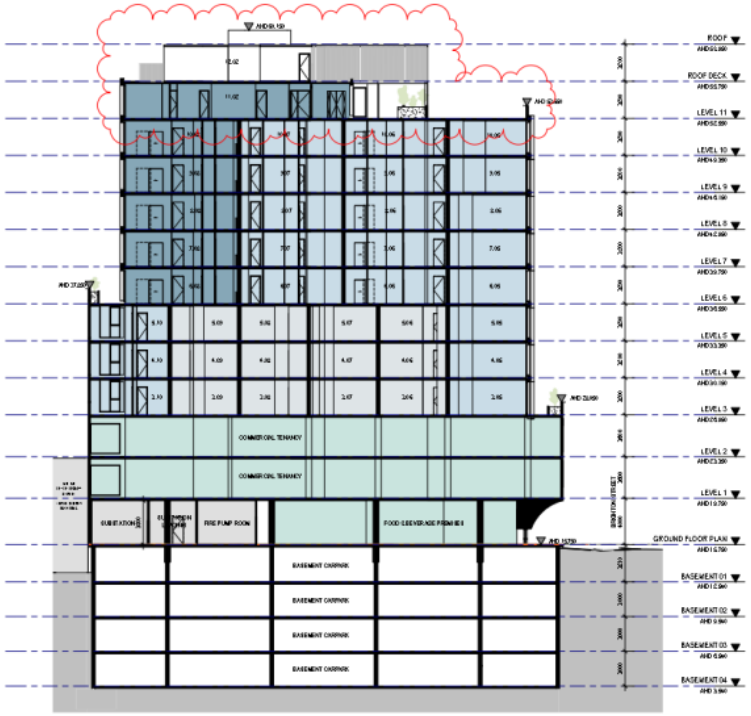
Scale
1 : 200 @A1

Drawing
SD06_06
SECTION N-S APT 12.02

Revision
18
11/04/22

Level 5, 18 Oliver Lane
Melbourne VIC
3000 Australia
T61 3 9699 6588
gb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 200 @A1

Drawing
SD06_07
SECTION E-W APT 3.06

Revision
18
11/04/22

Level 5, 18 Oliver Lane
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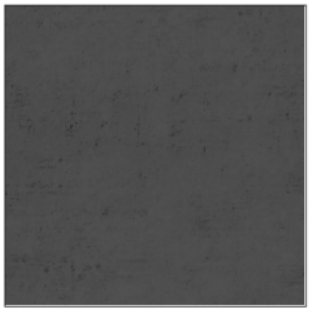
Attachment 3 - PLN22/0325 - S57a advertised plans


BW01 - GREEN BRICKWORK


CF01 - CONCRETE FINISH


CF02 - CONCRETE FINISH


GL01 - CLEAR GLAZING


GL02 - SPANDREL GLAZING


GL03 - DARK GLAZING


LV01 - LOUVRES WARM GREY


ME01 - GREEN POWDERCOAT


ME02 - CHARCOAL POWDERCOAT


ME03 - METAL SCREENING

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
@A1

Drawing
SD07_01
MATERIAL SCHEDULE

Revision
17
23/02/22

Level 5, 18 Oliver Lane
Melbourne VIC
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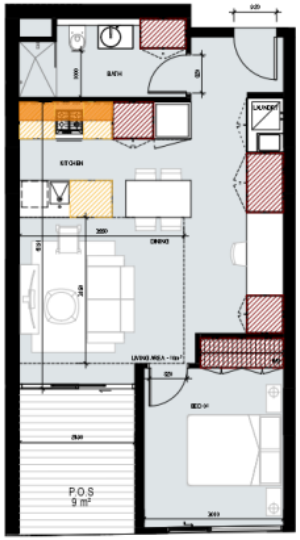
Attachment 3 - PLN22/0325 - S57a advertised plans



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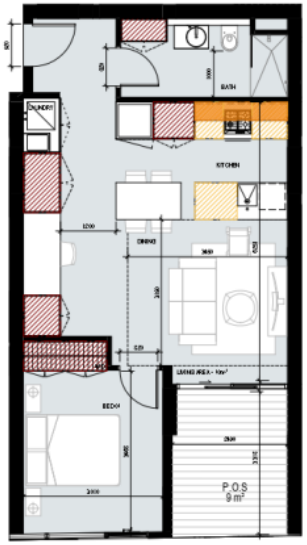
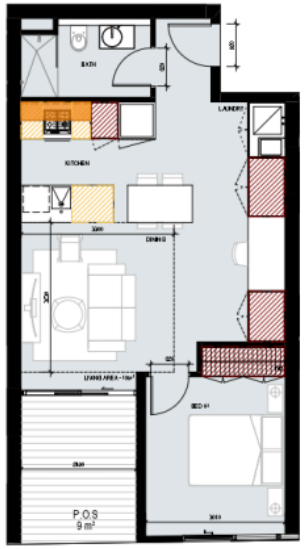
SCALE 1 : 50



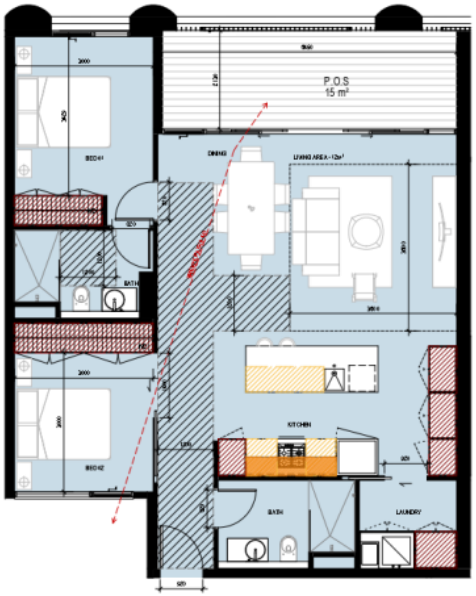
1 SD08_01 TYPE B_1BED/STUDY
SCALE 1 : 50



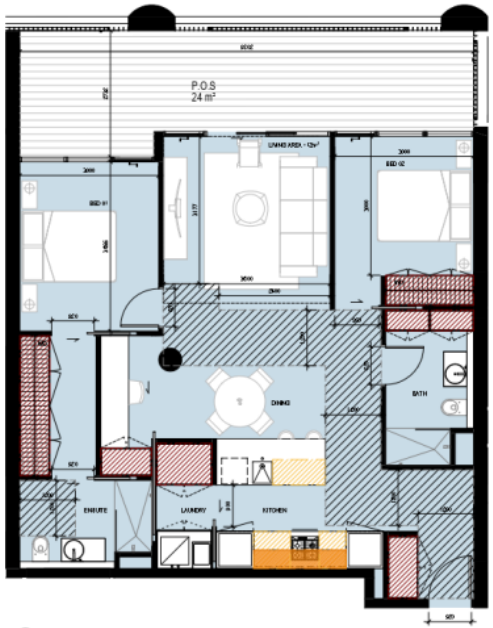
2 SD08_01 TYPE C_1BED/STUDY
SCALE 1 : 50

Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 50 @A1	SD14_01 APARTMENT TYPES	17 23/02/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au

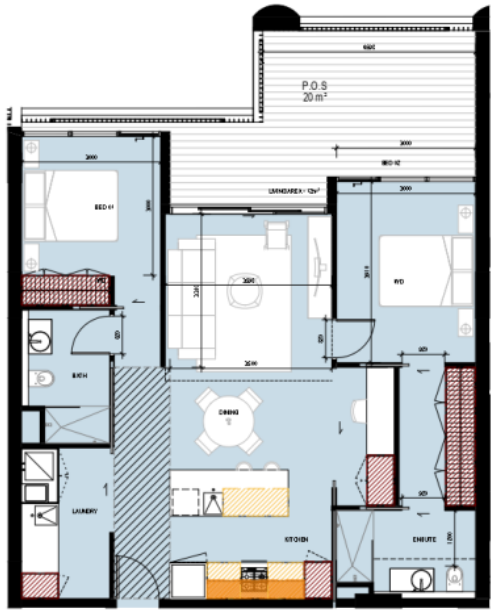
Attachment 3 - PLN22/0325 - S57a advertised plans



1 SD05_01 TYPE D_2 BED/2 BATH SCALE 1 : 50



2 SD05_01 TYPE E_2 BED/2 BATH SCALE 1 : 50



3 SD05_01 TYPE F_2 BED/2 BATH SCALE 1 : 50

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 50 @A1

Drawing
SD14_02
APARTMENT TYPES

Revision
17
23/02/22

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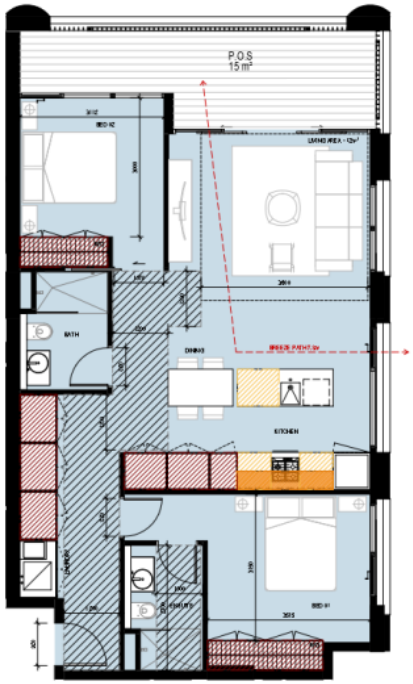
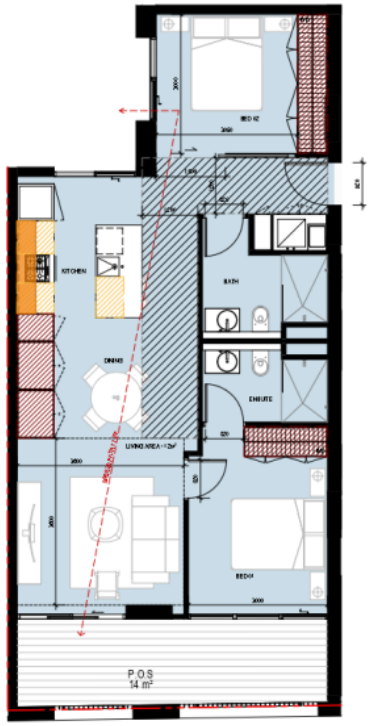
Attachment 3 - PLN22/0325 - S57a advertised plans



1 TYPE G_2 BED/2 BATH
SD05_01 SCALE 1 : 50

2 TYPE H_2 BED/2 BATH
SD05_01 SCALE 1 : 50



3 TYPE I_2 BED/2 BATH
SD05_01 SCALE 1 : 50

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 50 @A1

Drawing
SD14_03
APARTMENT TYPES

Revision
17
23/02/22

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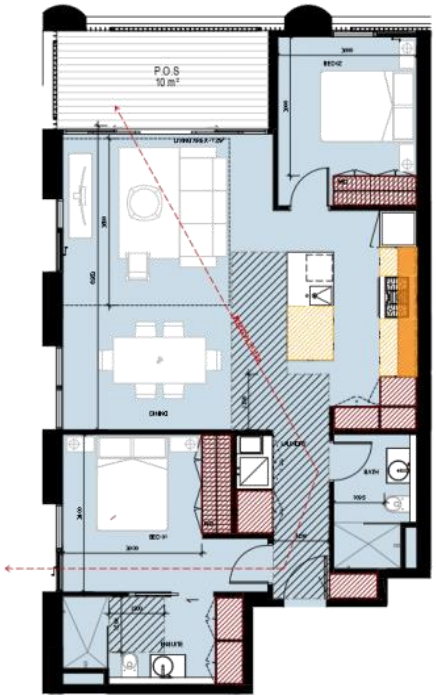
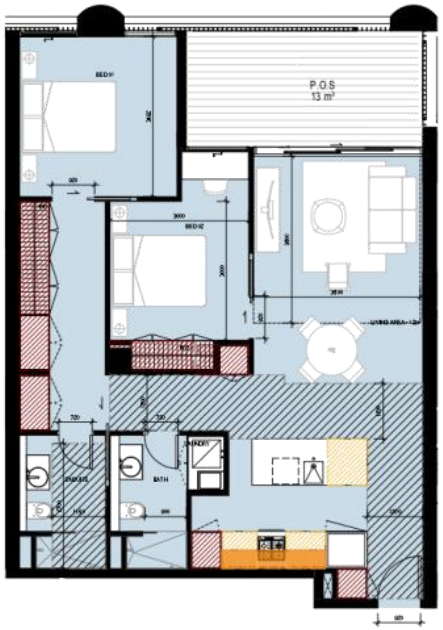
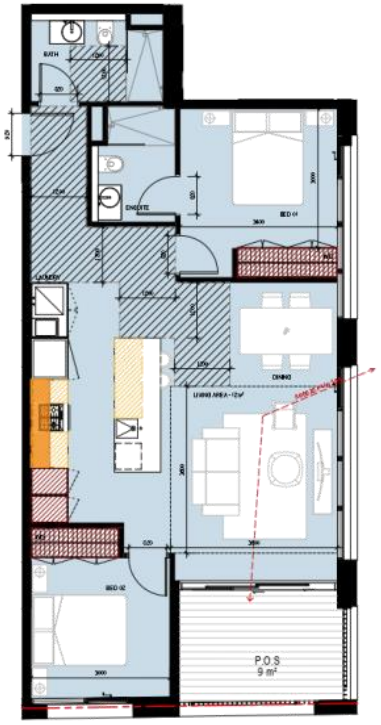
Attachment 3 - PLN22/0325 - S57a advertised plans



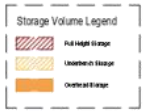
1 SD05_01 TYPE J_2 BED/2 BATH
SCALE 1 : 50



2 SD05_01 TYPE K_2 BED/2 BATH
SCALE 1 : 50



3 SD05_01 TYPE L_2 BED/2 BATH
SCALE 1 : 50



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 50 @A1

Drawing
SD14_04
APARTMENT TYPES

Revision
17
23/02/22

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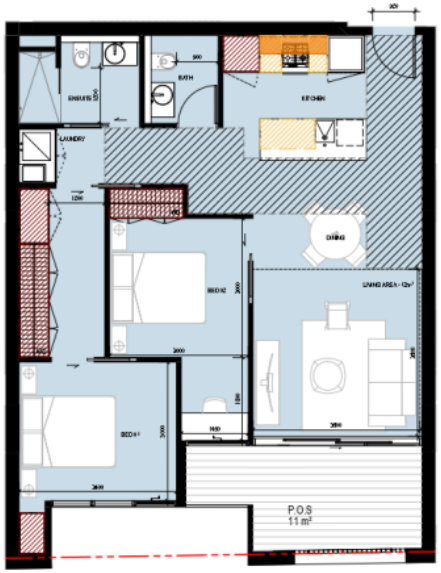
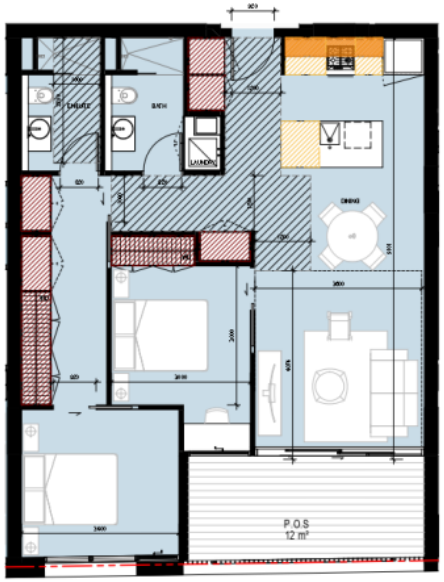
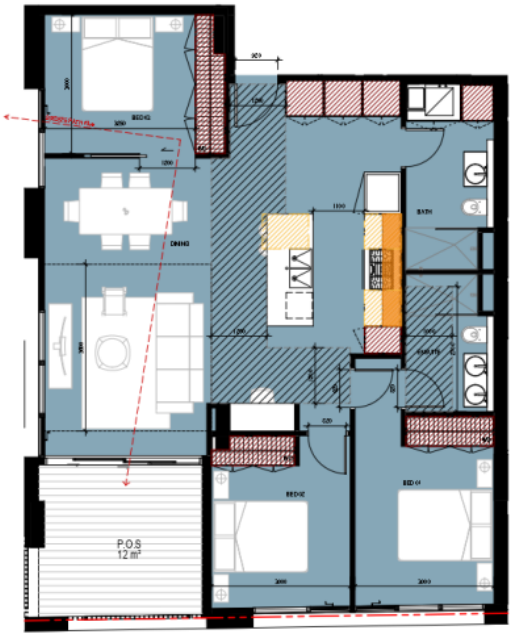
Attachment 3 - PLN22/0325 - S57a advertised plans



1 TYPE M_2 BED/2 BATH
SD05_01 SCALE 1:50



2 TYPE N_2 BED/2 BATH
SD05_01 SCALE 1:50



3 TYPE O_3 BED/2 BATH
SD05_01 SCALE 1:50

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 50 @A1

Drawing
SD14_05
APARTMENT TYPES

Revision
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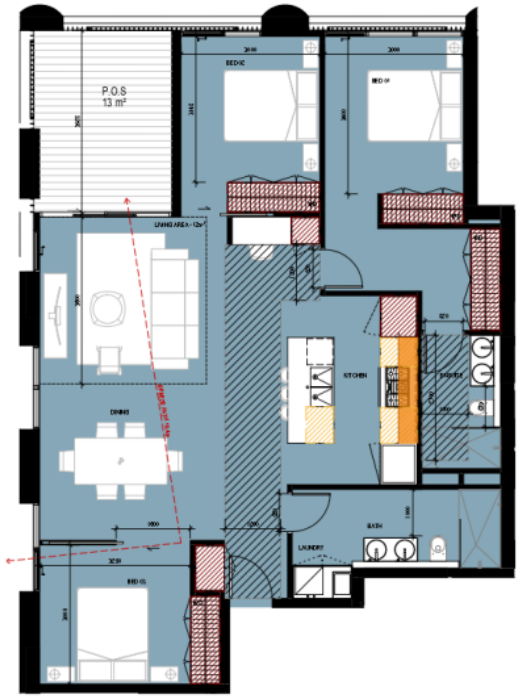
Attachment 3 - PLN22/0325 - S57a advertised plans

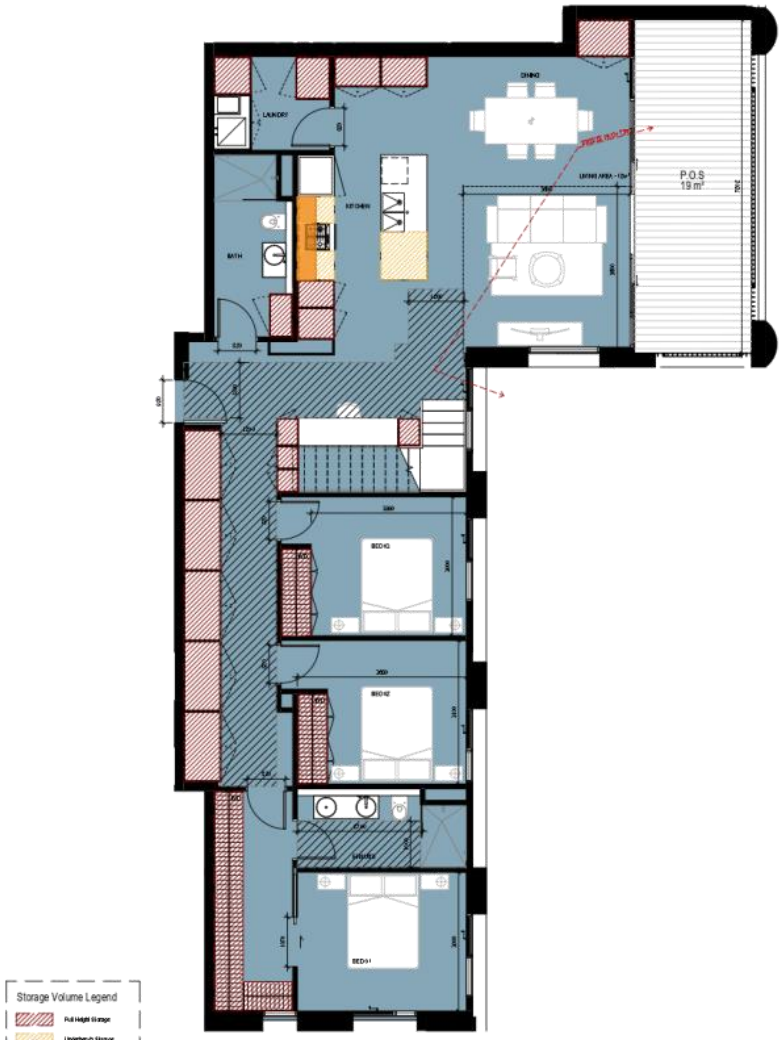


1 TYPE P_3 BED/ 2 BATH
SD05_01 SCALE 1 : 50

2 TYPE Q_3 BED/3 BATH
SD05_01 SCALE 1 : 50

Project: FORTIS 2-8 BRIGHTON STREET	Job No.: 21567	Scale: 1 : 50 @A1	Drawing: SD14_06 APARTMENT TYPES	Revision: 17	23/02/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



1 TYPE R_3 BED/2 BATH
SD05_01 SCALE 1 : 50

2 TYPE S_3 BED/2 BATH
SD05_01 SCALE 1 : 50

Project	Job No.	Scale	Drawing	Revision
FORTIS 2-8 BRIGHTON STREET	21567	1 : 50 @A1	SD14_07 APARTMENT TYPES	17 23/02/22

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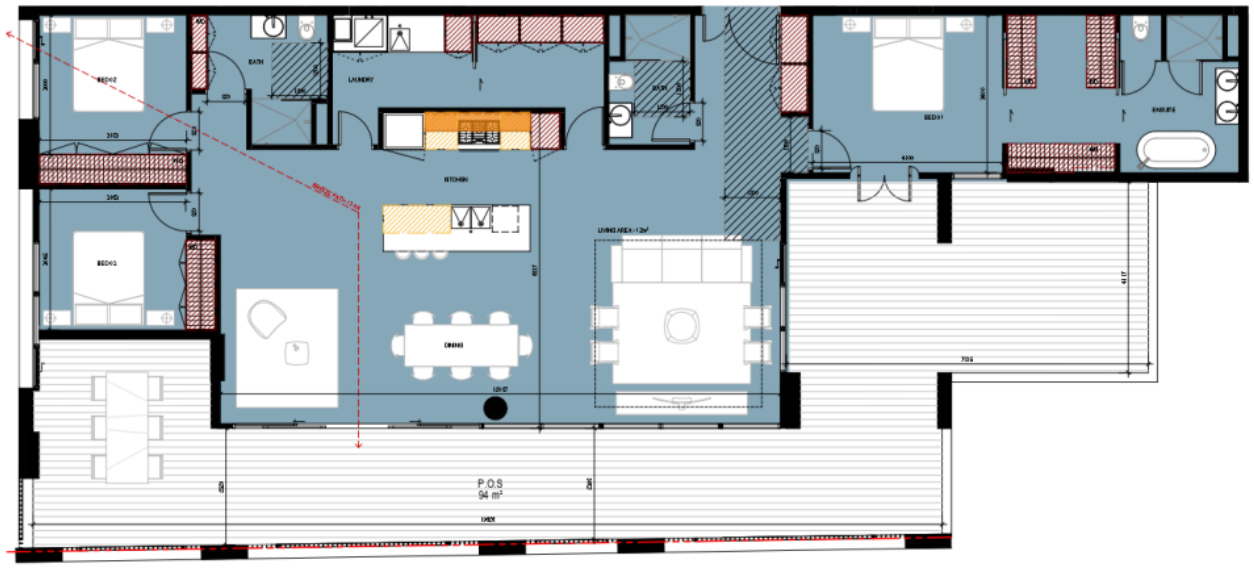
Attachment 3 - PLN22/0325 - S57a advertised plans



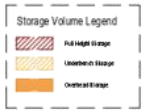
1 SD06_01 TYPE T_3 BED/2 BATH
SCALE 1 : 50

Storage Volume Legend
Full Height Storage
Underbench Storage
Overhead Storage

Project: FORTIS 2-8 BRIGHTON STREET	Job No.: 21567	Scale: 1 : 50 @A1	Drawing: SD14_08 APARTMENT TYPES	Revision: 17	23/02/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au

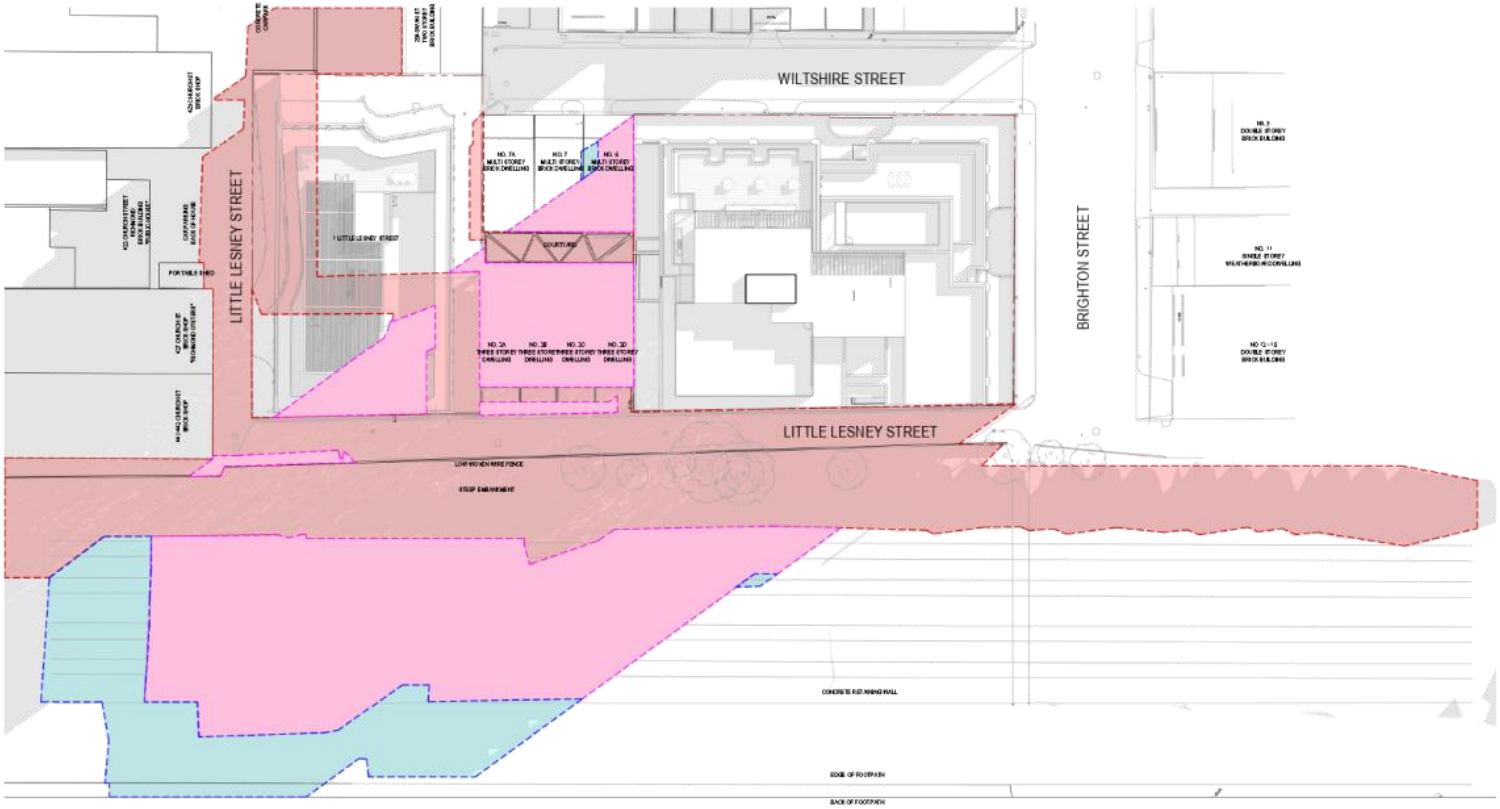
Attachment 3 - PLN22/0325 - S57a advertised plans

1 SD05_07 TYPE U_2 BED/2 BATH
SCALE 1:50



Project	Job No.	Scale	Drawing	Revision	
FORTIS 2-8 BRIGHTON STREET	21567	1 : 50 @A1	SD14_09 APARTMENT TYPES	17 23/02/22	Level 5, 18 Oliver Lane Melbourne VIC 3000 Australia T61 3 9699 6588 sjb.com.au

Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_01
SOLAR ANALYSIS DIAGRAM - 9AM

Revision
18
11/04/22

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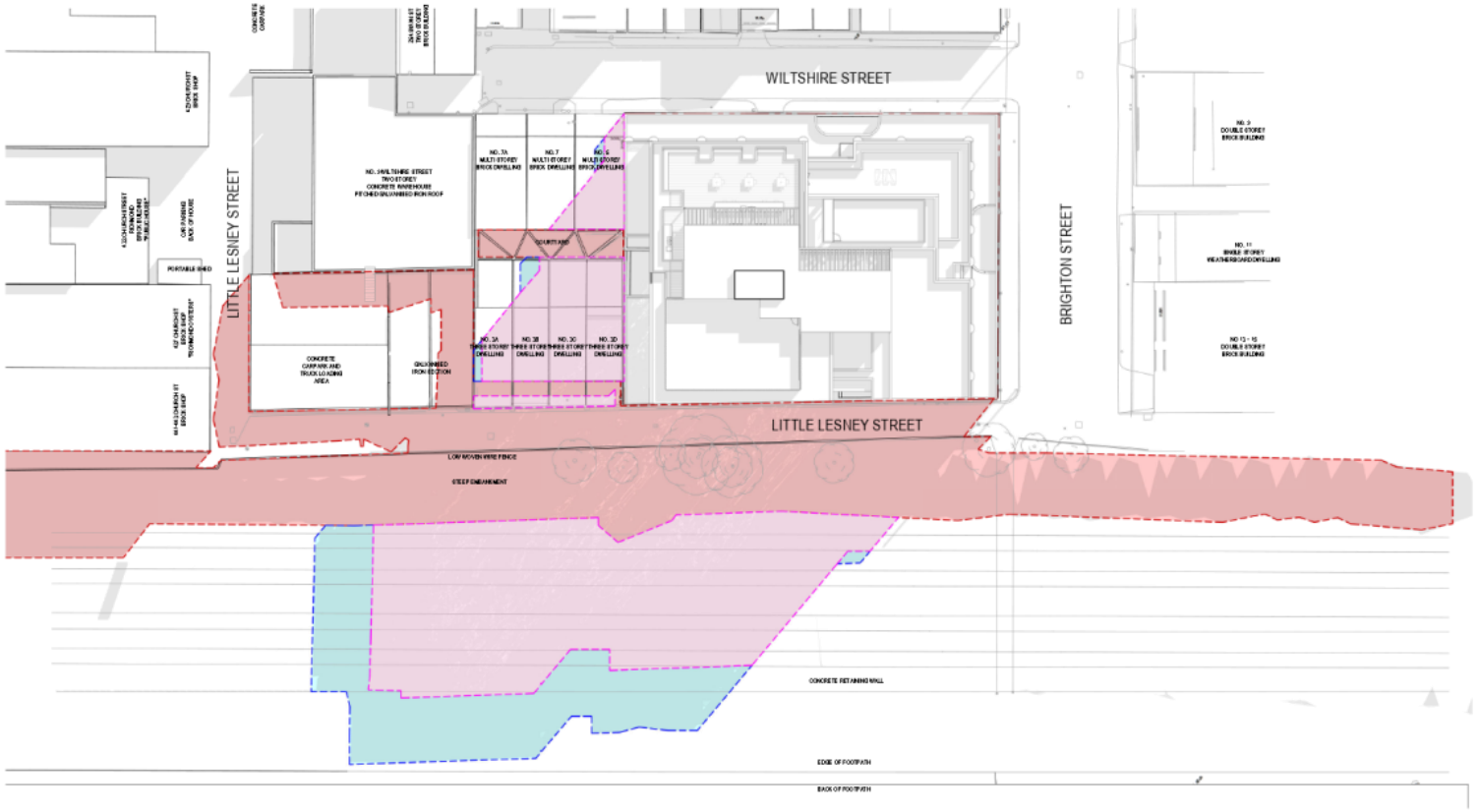
Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_02
SOLAR ANALYSIS DIAGRAM - 10AM

Revision
18
11/04/22

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Attachment 3 - PLN22/0325 - S57a advertised plans

Project: FORTIS
2-8 BRIGHTON STREET

Job No.: 21567

Scale: 1 : 250 @A1

Drawing: SD30_03
SOLAR ANALYSIS DIAGRAM - 11AM

Revision: 18
11/04/22

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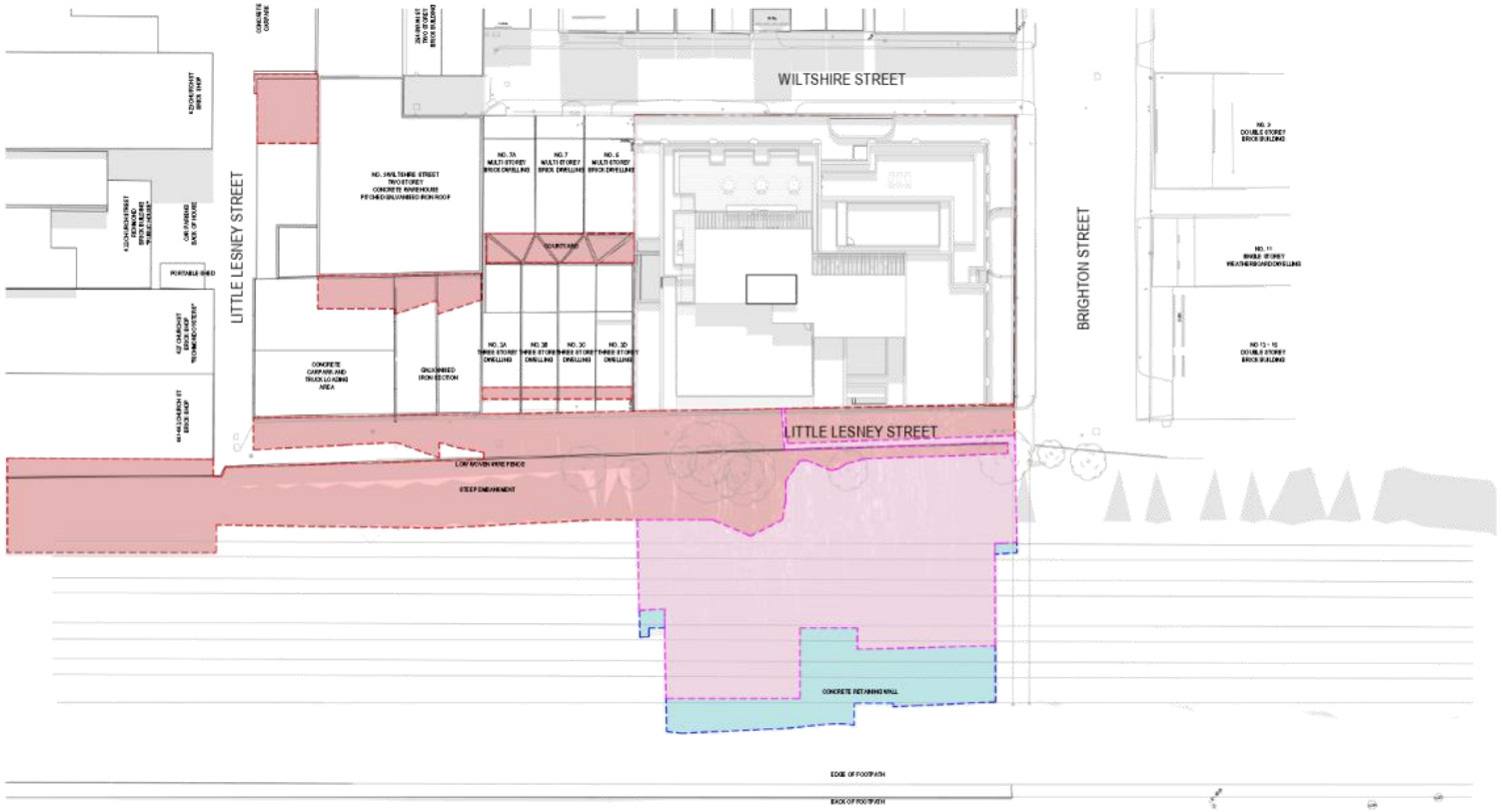
Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_04
SOLAR ANALYSIS DIAGRAM - 12PM

Revision
18
11/04/22

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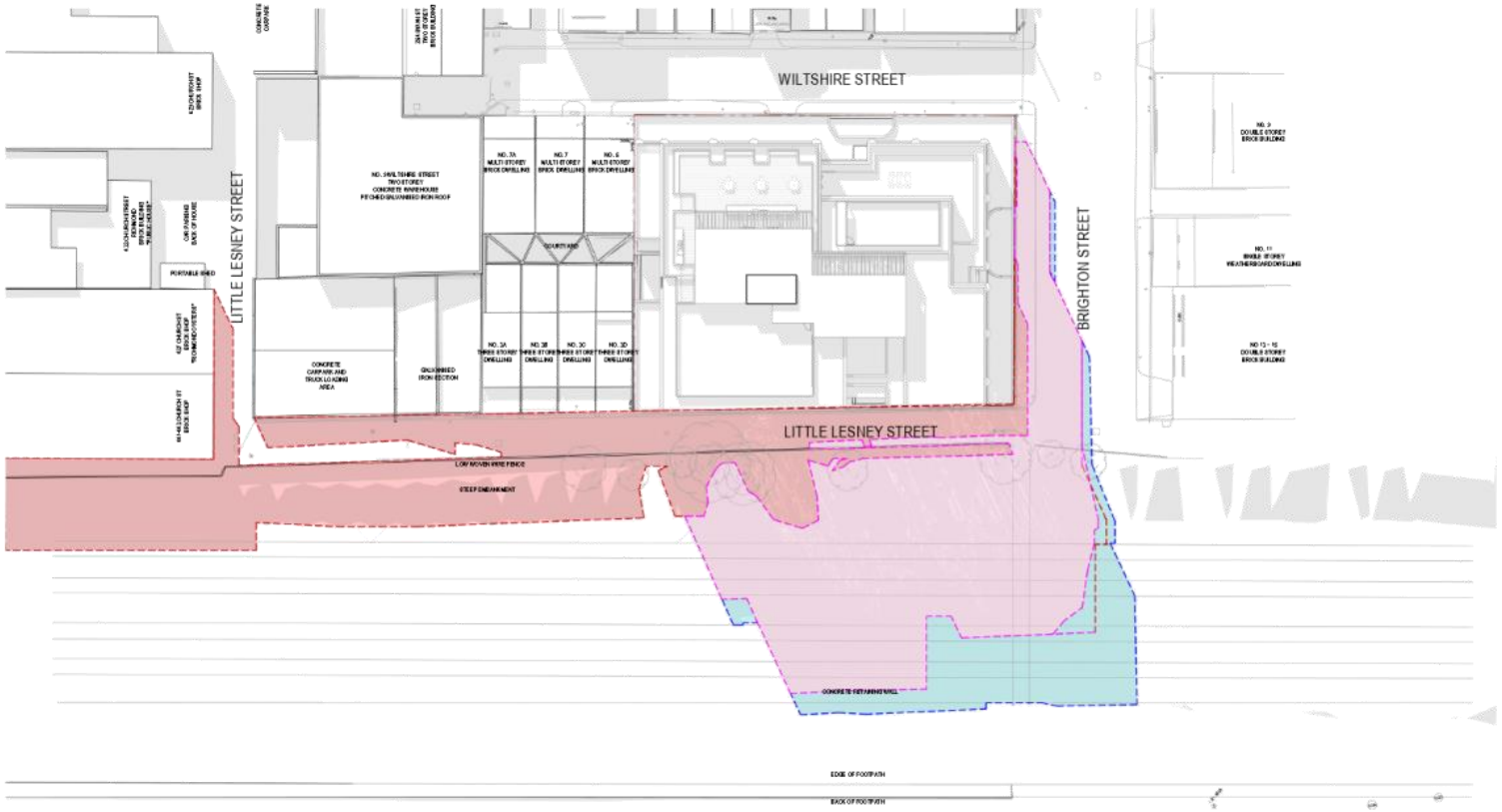
Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_05
SOLAR ANALYSIS DIAGRAM - 1PM

Revision
18
11/04/22

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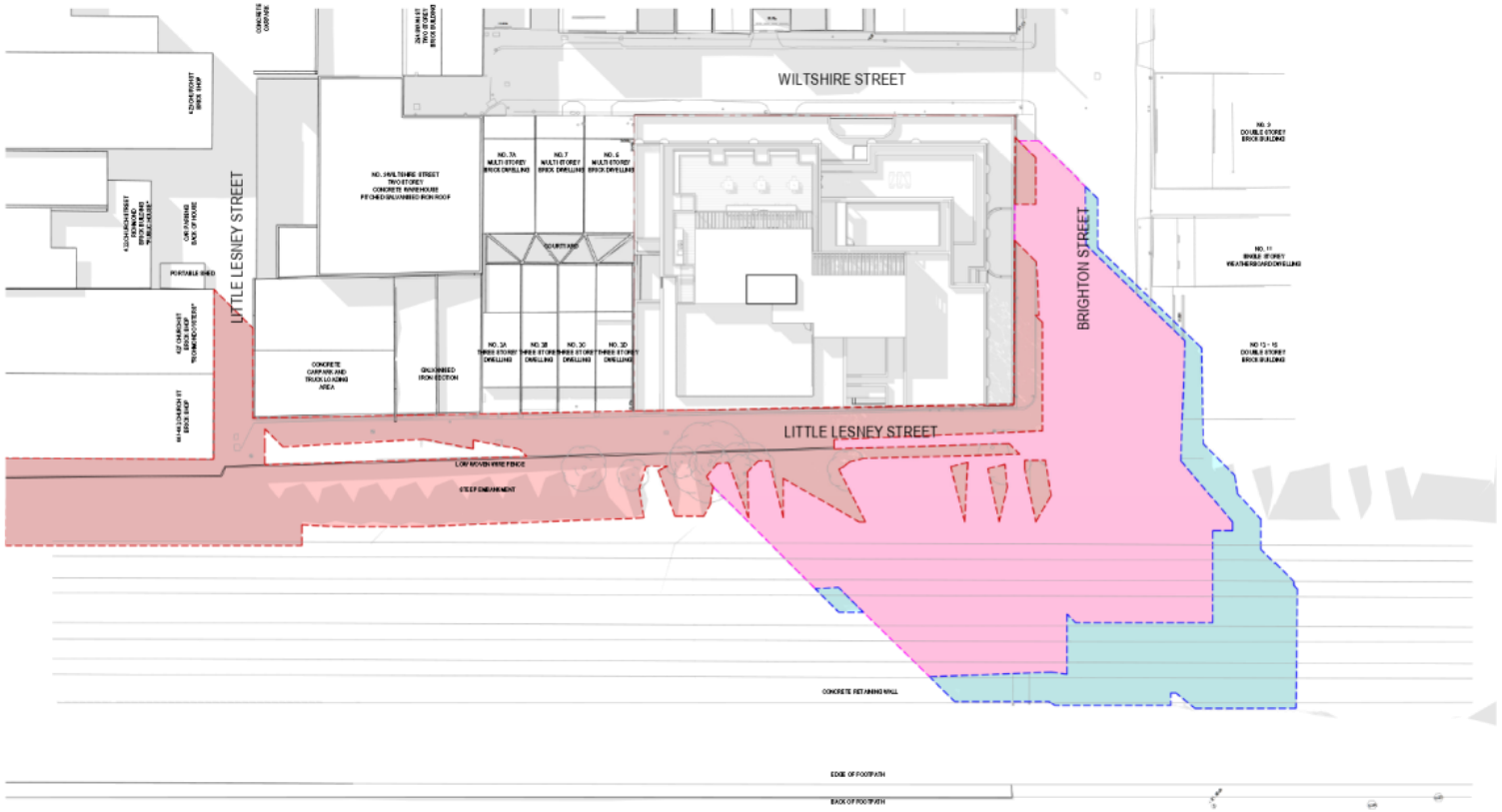

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_06
SOLAR ANALYSIS DIAGRAM - 2PM

Revision
18
11/04/22

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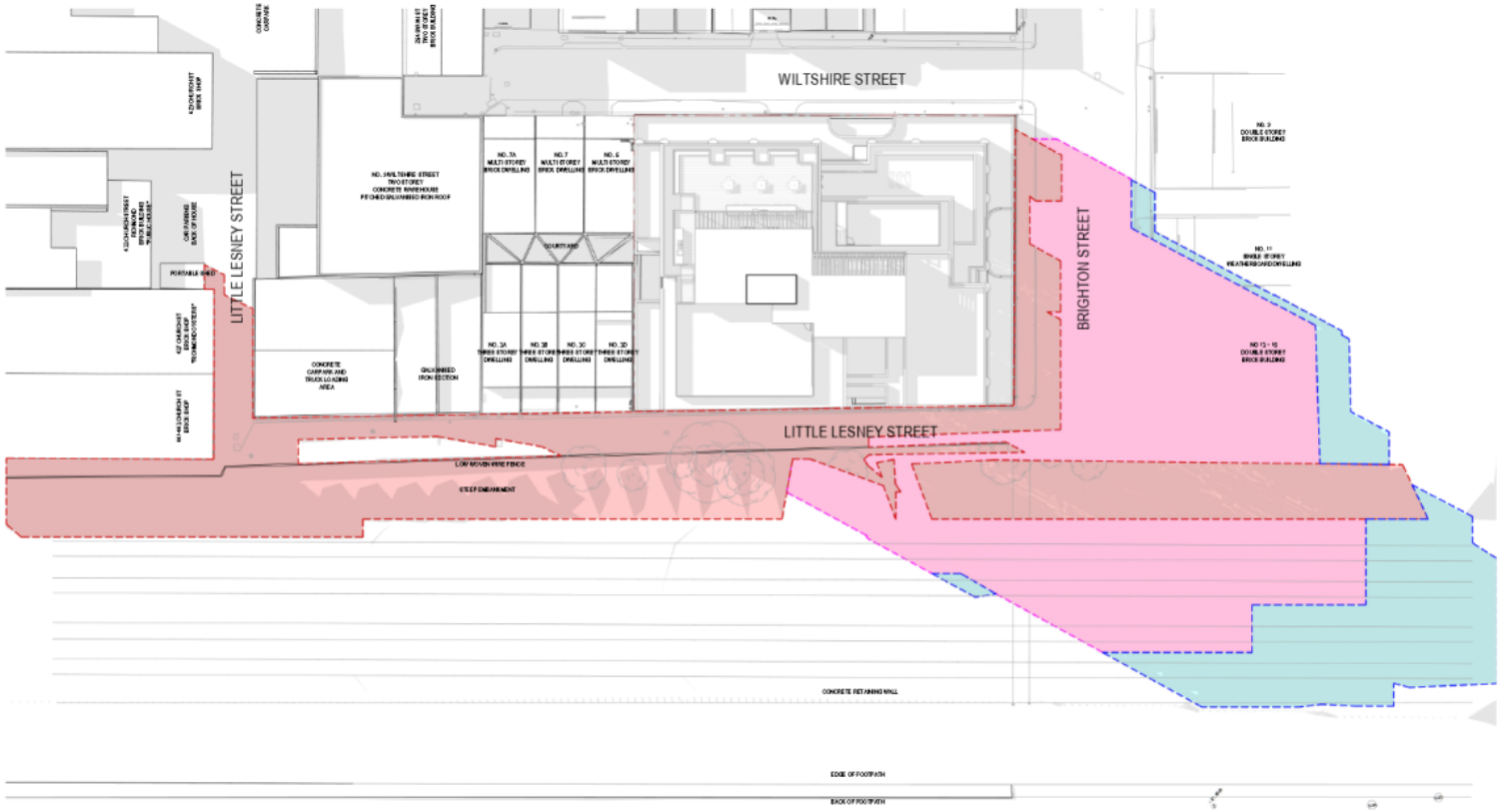

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_07
SOLAR ANALYSIS DIAGRAM - 3PM

Revision
18
11/04/22

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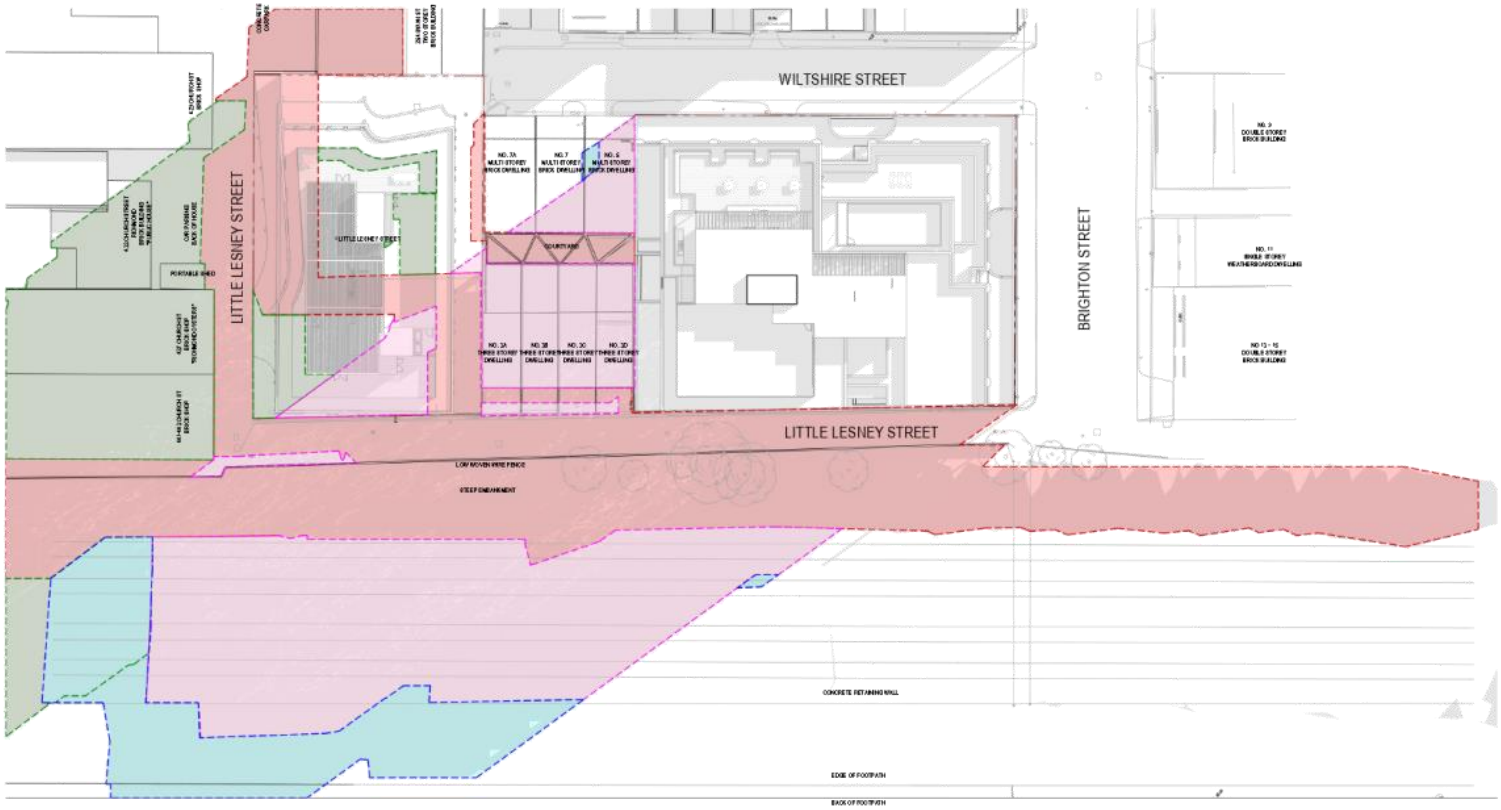
Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_09
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNEY ST - 9AM

Revision
18
11/04/22

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Attachment 3 - PLN22/0325 - S57a advertised plans

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_10
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNEY ST - 10AM

Revision
18
11/04/22

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Attachment 3 - PLN22/0325 - S57a advertised plans

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_11
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNEY ST - 11AM

Revision
18
11/04/22

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Attachment 3 - PLN22/0325 - S57a advertised plans

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_12
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNEY ST - 12PM

Revision
18
11/04/22

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Attachment 3 - PLN22/0325 - S57a advertised plans

Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_13
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNEY ST - 1PM

Revision
18
11/04/22

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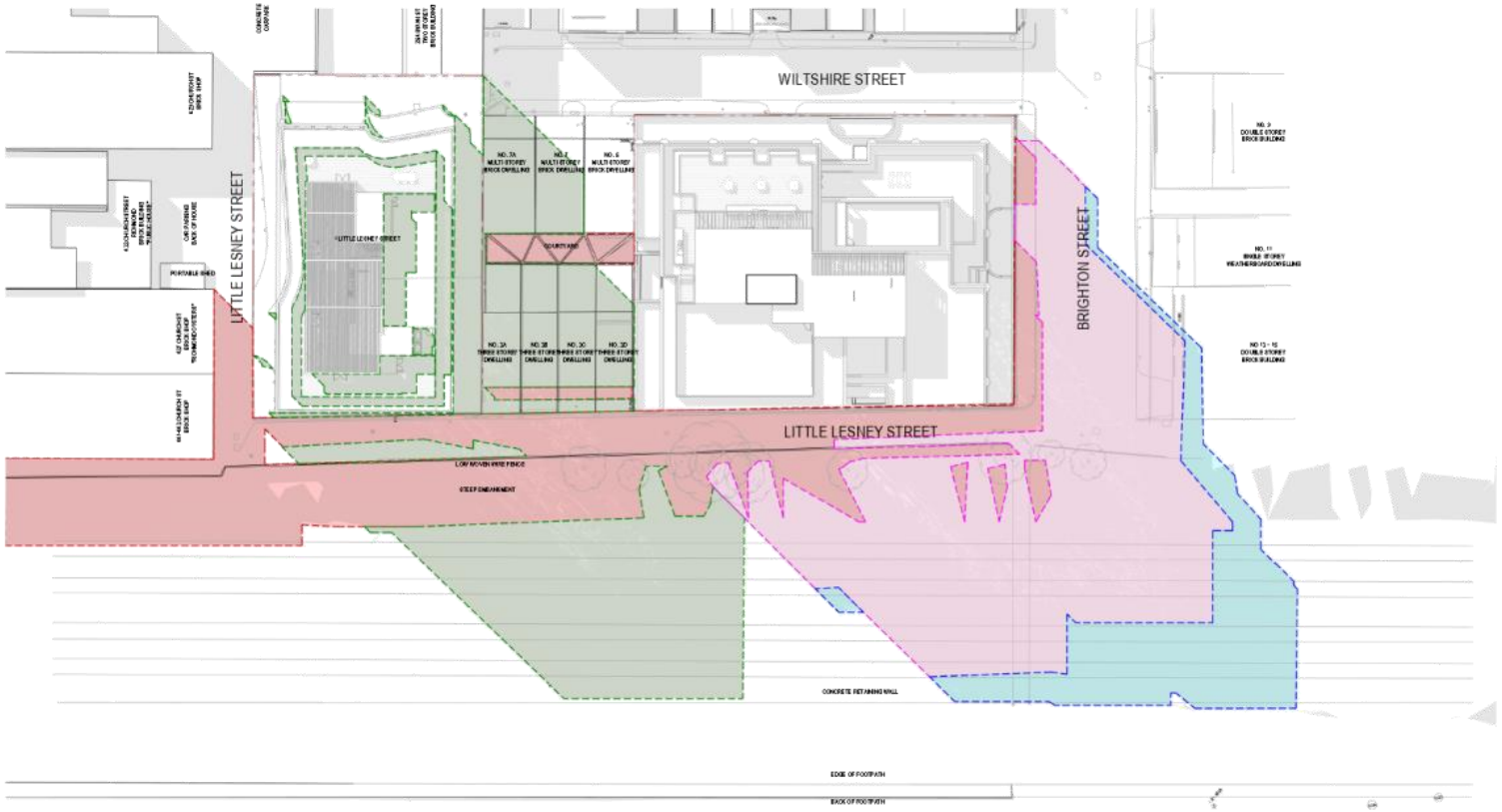
Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_14
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNEY ST - 2PM

Revision
18
11/04/22

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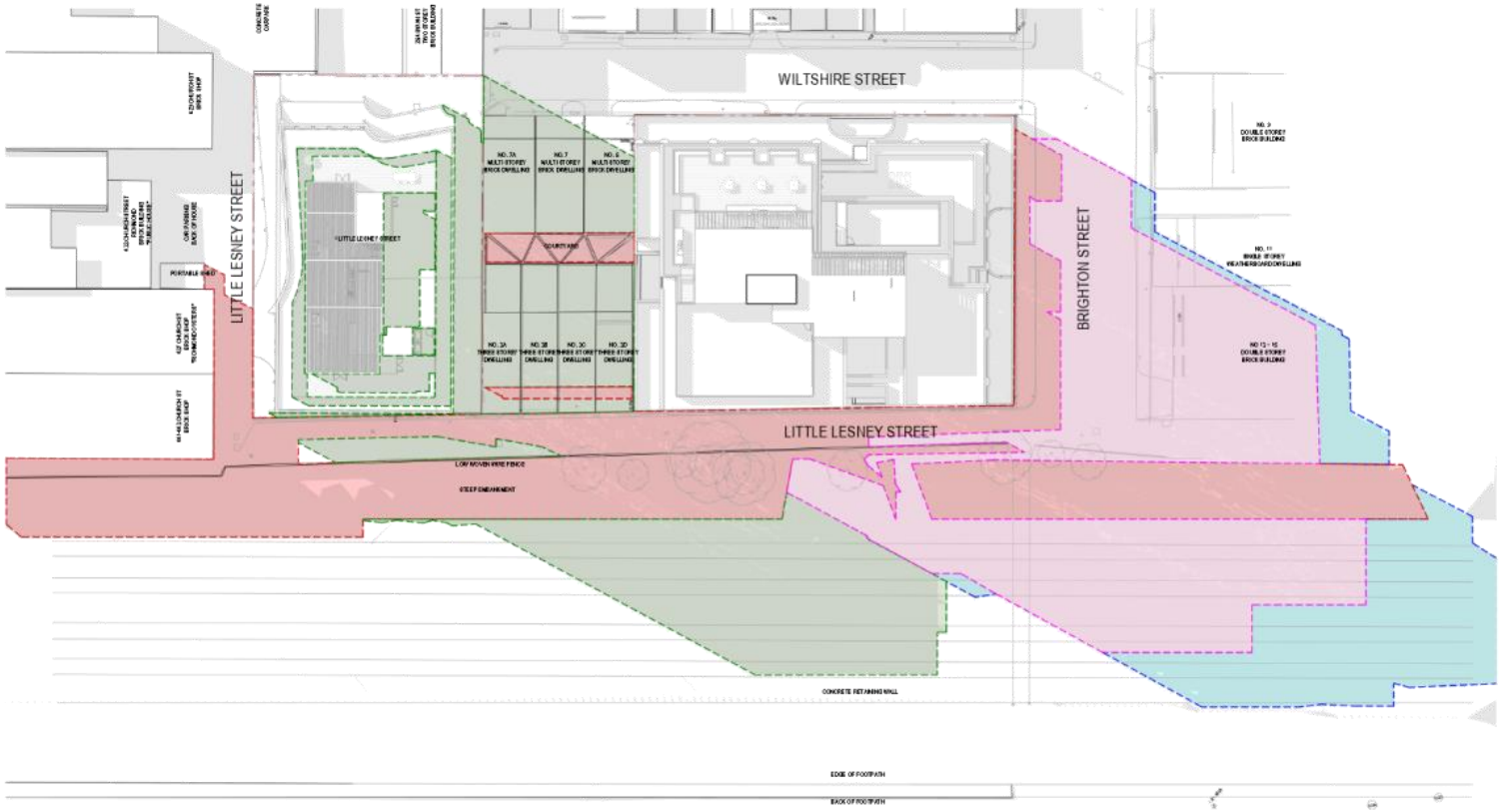
Attachment 3 - PLN22/0325 - S57a advertised plans



Project
FORTIS
2-8 BRIGHTON STREET

Job No.
21567

Scale
1 : 250 @A1

Drawing
SD30_15
SOLAR ANALYSIS DIAGRAM
1 LITTLE LESNAY - 3PM

Revision
18
11/04/22

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Attachment 3 - PLN22/0325 - S57a advertised plans

Development Summary

LEVELS	PARKING SPOTS CARS	NO.	APARTMENTS UNITS	NO.	NSA	m²	TERRACE m²	COMMERCIAL NLA m²	FOOD & BEVERAGE NLA m²	RESIDENTIAL AMENITY	COMMON	SERVICES	PARKING	TOTAL GFA
BASEMENT 04	30	No.									90 m²	10 m²	1102 m²	1202 m²
BASEMENT 03	30	No.									90 m²	10 m²	1102 m²	1202 m²
BASEMENT 02	30	No.									76 m²	24 m²	1097 m²	1197 m²
BASEMENT 01	23	No.									33 m²	149 m²	1028 m²	1210 m²
GROUND									367 m²		209 m²	216 m²	94	886 m²
LEVEL 01							38 m²	1057 m²			86 m²	m²		1143 m²
LEVEL 02							19 m²	1057 m²			86 m²	m²		1143 m²
LEVEL 03			10	No.	791 m²		195 m²				78 m²	m²		869 m²
LEVEL 04			10	No.	791 m²		126 m²				78 m²	m²		869 m²
LEVEL 05			10	No.	791 m²		133 m²				78 m²	m²		869 m²
LEVEL 06			8	No.	759 m²		147 m²				62 m²	m²		821 m²
LEVEL 07			8	No.	759 m²		102 m²				63 m²	m²		822 m²
LEVEL 08			8	No.	759 m²		103 m²				63 m²	m²		822 m²
LEVEL 09			6	No.	676 m²		139 m²				64 m²	m²		740 m²
LEVEL 10			6	No.	652 m²		77 m²				66 m²	m²		718 m²
LEVEL 11			2	No.	368 m²		189 m²				45 m²	m²		413 m²
ROOF TERRACE							187 m²			73 m²				73 m²
TOTAL	113	No.	68	No.	6346 m²		1455 m²	2114 m²	367 m²	73 m²	978 m²	216 m²	4423 m²	10188 m²

APARTMENTS	UNITS	NO.	
1 BED	12	No.	18%
2 BED	47	No.	69%
3 BED	10	No.	15%
TOTAL	69		100%

TOTAL UNITS	68	No.
TOTAL NSA (RESIDENTIAL)	6346	m²
TOTAL NLA (COMMERCIAL)	2114	m²
TOTAL NLA (FOOD & BEVERAGE)	367	m²
TOTAL NLA & NSA	8827	m²
TOTAL GFA (excl. basement)	10188	m²
TOTAL CARPARK	113	No.

84.6 % EFFICIENCY

NLA Net Lettable Area — The part of the net floor area able to be leased. It does not include public or common tenancy areas, such as terraces and amenities.
*Note: Measured to centre of parti wall, to outside of external face and corridor wall

GFA Gross Floor Area — It includes NLA, common areas, lobby, amenities, EOT, carparking and plants / services
*Note: Excludes balconies / terraces, vertical circulation, service shafts, and façade projections.

Attachment 3 - PLN22/0325 - S57a advertised plans

BADS Matrix Table

Project: Fortis Richmond **Job No: 21667** **File No:** 4.3 **REV:** 04 RFI 25-02-22

	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 service)	Natural Cross Ventilation	PRIVATE OPEN SPACE: 1 Bed (m² & 1.m depth		2 Bed (m² & 2m depth		3 Bed 12m² & 2.4m depth		ACCESSIBILITY: Entry Door and Internal Circulation (1.2m clear path)	Adaptable Bathroom	Adaptable Bathroom Option A	Adaptable Bathroom Option B	STORAGE: Storage Requirements	Inside Apartment (Studio - 5m³ 1B - 6m³ 2B - 9m³ 3B+ - 12m³	Outside Apartment	Total Volume (Studio - ≥m³ 1B - 10m³ 2B - 14m³ 3B+ - 16m³
				Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	40% or more	Mandatory		Mandatory		Mandatory		50% or more				Mandatory			
Level 03																								
LEVEL 3	3.01 D	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	19.00 m²	N/A		Yes	Yes	Yes	No	Yes	16.40 m²	4.21 m²	20.61 m³
LEVEL 3	3.02 E	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	24.00 m²	N/A		No	Yes	Yes	No	Yes	17.25 m²	4.21 m²	21.46 m³
LEVEL 3	3.03 F	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	23.00 m²	N/A		No	Yes	Yes	No	Yes	14.16 m²	4.21 m²	18.37 m³
LEVEL 3	3.04 G	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	19.00 m²	N/A		Yes	Yes	No	Yes	Yes	19.56 m²	3.74 m²	23.30 m³
LEVEL 3	3.05 H	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	9.00 m²	N/A		Yes	Yes	Yes	No	Yes	17.53 m²	0.00 m³	17.53 m³
LEVEL 3	3.06 A	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.30 m²	0.00 m³	10.30 m³
LEVEL 3	3.07 A	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.30 m²	0.00 m³	10.30 m³
LEVEL 3	3.08 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m²	0.00 m³	10.05 m³
LEVEL 3	3.09 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m²	0.00 m³	10.05 m³
LEVEL 3	3.10 I	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	14.00 m²	N/A		No	No	No	No	Yes	14.91 m²	0.00 m³	14.91 m³
Level 04																								
LEVEL 4	4.01 D	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	19.00 m²	N/A		Yes	Yes	Yes	No	Yes	16.40 m²	5.46 m²	21.86 m³
LEVEL 4	4.02 E	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	24.00 m²	N/A		No	Yes	Yes	No	Yes	17.25 m²	4.21 m²	21.46 m³
LEVEL 3	3.03 F	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	23.00 m²	N/A		No	Yes	Yes	No	Yes	14.16 m²	4.21 m²	18.37 m³
LEVEL 4	4.04 G	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	19.00 m²	N/A		Yes	Yes	No	Yes	Yes	19.56 m²	3.74 m²	23.30 m³
LEVEL 4	4.05 H	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	9.00 m²	N/A		Yes	Yes	Yes	No	Yes	17.53 m²	0.00 m³	17.53 m³
LEVEL 4	4.06 A	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.30 m²	0.00 m³	10.30 m³
LEVEL 4	4.07 A	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.30 m²	0.00 m³	10.30 m³
LEVEL 4	4.08 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m²	0.00 m³	10.05 m³
LEVEL 4	4.09 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	8.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m²	0.00 m³	10.05 m³
LEVEL 4	4.10 I	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	14.00 m²	N/A		No	No	No	No	Yes	14.91 m²	0.00 m³	14.91 m³
Level 05																								
LEVEL 5	5.01 D	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	19.00 m²	N/A		Yes	Yes	Yes	No	Yes	16.40 m²	5.46 m²	21.86 m³
LEVEL 5	5.02 E	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	24.00 m²	N/A		No	Yes	Yes	No	Yes	17.25 m²	4.21 m²	21.46 m³
LEVEL 3	3.03 F	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	23.00 m²	N/A		No	Yes	Yes	No	Yes	14.16 m²	4.21 m²	18.37 m³
LEVEL 5	5.04 G	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	19.00 m²	N/A		Yes	Yes	No	Yes	Yes	19.56 m²	3.74 m²	23.30 m³
LEVEL 5	5.05 H	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	9.00 m²	N/A		Yes	Yes	Yes	No	Yes	17.53 m²	0.00 m³	17.53 m³
LEVEL 5	5.06 A	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	12.12 m²	0.00 m³	12.12 m³
LEVEL 5	5.07 B	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	11.89 m²	0.00 m³	11.89 m³
LEVEL 5	5.08 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m²	0.00 m³	10.05 m³
LEVEL 5	5.09 C	1 BED / 1 STUDY		Yes	N/A	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m²	0.00 m³	10.05 m³
LEVEL 5	5.10 I	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	14.00 m²	N/A		No	No	No	No	Yes	14.91 m²	0.00 m³	14.91 m³
Level 06																								
LEVEL 6	6.01 J	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	10.00 m²	N/A		Yes	Yes	Yes	No	Yes	18.33 m²	3.74 m²	22.07 m³
LEVEL 6	6.02 K	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	13.00 m²	N/A		Yes	Yes	No	Yes	Yes	16.64 m²	3.74 m²	20.38 m³
LEVEL 3	3.03 F	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	N/A		Yes	23.00 m²	N/A		No	Yes	Yes	No	Yes	14.16 m²	4.21 m²	18.37 m³
LEVEL 6	6.04 G	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	19.00 m²	N/A		Yes	Yes	No	Yes	Yes	19.56 m²	3.74 m²	23.30 m³
LEVEL 6	6.05 H	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		Yes	9.00 m²	N/A		Yes	Yes	Yes	No	Yes	17.53 m²	0.00 m³	17.53 m³
LEVEL 6	6.06 A	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	12.12 m²	0.00 m³	12.12 m³
LEVEL 6	6.07 C	2 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	9.00 m²	N/A		N/A		No	Yes	No	Yes	Yes	10.05 m²	3.74 m²	13.79 m³
LEVEL 6	6.08 O	3 BED / 2 BATH		Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A		N/A		Yes	12.00 m²	Yes	Yes	No	Yes	Yes	14.92 m²	5.46 m²	24.58 m³

Attachment 3 - PLN22/0325 - S57a advertised plans

Attachment 4 - PLN22/0325 - S57a Council referral comments

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City of Yarra

24 May 2022

Ref: 30N-21-0446-GCO-35123-0

Dear Daniel Herrmann,

2-8 Brighton Street, 1-3 Wiltshire Street and 5 Little Lesney Street

This peer review of MEL Consultants "Response to Urban Design recommendations (Nov 2021) and Wind Assessment Letter Rooftop (Jan 2022)" (Report: 58-21-DE-EWC-00, and 58-21-DE-EWC-01) is based on Vipac's experience as a wind engineering consultancy. No wind tunnel studies have been undertaken to support this review.

Vipac has reviewed the two reports and the relevant drawings and have the following comments:

i. The MEL Consultants responses to Urban Design recommendations are based on their wind tunnel report findings and environmental wind study experience. We have no issues in this. In the following, text in black stands for Urban Design recommendation, text in **blue** are Mel's response and the text in **green** are our comments.

a) That northern Wiltshire Street and eastern Brighton Street south and western footpaths achieve wind amenity outcomes suitable for sitting for long periods

- The wind conditions on the north side of Wiltshire Street (Test location 11), and east side of Brighton Street (Test locations 6 and 12) have been shown to already exceed the sitting criterion in its Existing Configuration (refer to Table 1 and 2). The wind conditions for the Proposed Configuration on these footpaths have been shown to satisfy the walking criterion, which is the recommended criterion for pedestrian footpaths.
- The wind conditions on the western footpaths along Wiltshire Street (Test locations 14 and 15), have been shown to satisfy the standing criterion (refer to Table 3) which is better than the recommended walking criterion for footpaths.

Vipac: We agree that the wind conditions at the footpath to have walking or better is reasonable, while the requirement for sitting is too stringent.

b) That shared community amenity terraces within the development provide for a minimum of 50% of the external area to be suitable for sitting for extended periods throughout the year.

- The wind conditions on outdoor terraces have been recommended to satisfy the walking criterion as these spaces could be considered elective when external conditions would be perceived as acceptable for the desired activity.
- The wind conditions at the northeast corner of the Level 9 Terrace (Test Location B5) have been shown to satisfy the standing criterion (refer to Table 5), which is better than the recommended walking criterion for outdoor terraces. The wind conditions would also be expected to improve with distance away from building corners.
- It must also be noted that our wind tunnel model did not include/rely on any proposed landscaping on these terraces, as indicated in the drawings (Figure 4c), which would be expected to improve the wind conditions on these terraces.

Vipac: We agreed that outdoor terrace could be assessed using walking criterion. If taking the proposed landscaping into consideration, some of these terraces would fulfil sitting as well.

Attachment 4 - PLN22/0325 - S57a Council referral comments

c) That the development not detrimentally impact the private space amenity of adjoining terraces and courtyards through increases in wind speed within 5-7a Wiltshire Street and 3a-3d Little Lesney Street.

- The location and exposure of the adjoining terraces and courtyards on the existing 5-7a Wiltshire Street and 3a-3d Little Lesney Street buildings have been reviewed. These terraces are shown to be relatively enclosed by balustrades which will provide protection from direct wind flow.
- The condition to not detrimentally impact wind conditions in the areas around a proposed development sets a significant challenge because increasing housing density (building apartments) does come with changes to wind conditions in the surrounding pedestrian areas.

Vipac: We agreed Mel's response on this.

d) That the development does not increase wind speeds at the interface of front entrances of adjoining dwellings to the west, with footpaths to the north or south entrances of the abutting pedestrian bridge across the railway line linking Brighton Street to the north and to residential neighbourhoods to the south.

- The north and south entrances of the pedestrian bridge are linked to the footpaths along Little Lesney Street and Lesney Street, and therefore would be considered as footpaths rather than entrances. The wind conditions here (Test locations 4 and 24) have been shown to satisfies the recommended walking criterion (refer to Table 2) for pedestrian footpaths.
- The adjoining dwellings to the west have been reviewed and are shown to have recessed entrances which would be expected to assist in mitigating wind conditions. Therefore the wind conditions outside these entrances would be expected to be better than those measured at Test Location 17 for which was located on the west end of Wilshire Street and shown to satisfy the standing criterion (refer to Table 3).
- As discussed in above in Response (c), the condition to not increase wind speeds in areas around a proposed development sets a significant challenge because an increase in housing density (i.e. building apartments) does come with wind impacts in the surrounding pedestrian areas.

Vipac: We agreed Mel's response on this.

Recommendation 2

d) I would Anticipate that the development will need to be reduced in scale by two to three levels in conjunction with increased setbacks to deliver an outcome that does not diminish the wind comfort two private open balcony areas of these adjoining developments and their Courtyards.

- As previously discussed, requiring zero/no diminishing of wind comfort in areas around a proposed development sets an impossible requirement. Increasing housing density by larger apartment buildings does come with wind impacts in the surrounding pedestrian areas.

Vipac: We agreed Mel's response to this recommendation. We also believe that even reducing three levels in conjunction with increased setbacks, the wind conditions at two private balconies and the courtyard may be different from existing wind conditions. We the note that the updated design reduced one level.

Attachment 4 - PLN22/0325 - S57a Council referral comments

ii. Report 58-21-DE-EWC-01 commented the updated design on 27 Jan 2022. It found that the updated design have incorporated the design recommendation from the wind tunnel test and the modified roof-deck does not adversely affected wind conditions at the deck. Vipac agreed in this.

In conclusion, the MEL Consultants two amended reports used the proper analysis and methodology to analyse the wind effects on the pedestrian level surrounding the proposed development in detail. They found that the recommendations by Urban Design are too stringent to a new development and not practicable. Vipac in general agreed their responses.

However, if Urban Design Recommendations are to be adapted, a wind tunnel retest should be conducted to determine the additional wind control measures to achieve these.

Yours sincerely,

Vipac Engineers & Scientists Ltd

Eric Yuen
Wind Team Leader

Zhuyun Xu
Senior Wind Consultant

Attachment 4 - PLN22/0325 - S57a Council referral comments

Open Space Design
Formal Referral Response

Application Information	
Referral Officer	Daniel Hermann
Officer	Lisa Monaghan
Council Reference	PLN21/0325
Address	2 Brighton St, Richmond VIC 3121
Proposal	• Construction of a building or construction or carrying out of works under clauses 32.04-6, 32.04-9 and 43.02-2; • Use of the land for 'food and drink premises' and 'office' under Clause 32.04-1; and • Reduction in the number of car parking spaces under clause 52.06-3.
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/82661 - IREF22/00275 - Internal Referral Formal Request

Council's Open Space Planning and Design (City Strategy) provides the following information which is based on the information provided in the Statutory Planning referral request memo referenced above and an assessment of the planning controls for open space that are applicable for this development.

Landscape plans provide detail on the extents (quantity) of open space and the hard and soft landscape components within open space.

The quality of the landscape plans should meet minimum best practice industry standards with the overall design being fit for purpose.

Council's Open Space Planning and Design (OSPD) were requested to make comments on the amended Landscaping Plan in response to previous comments from OSPD.

The planning controls for open space that are applicable for this development are as follows:

Clause 43.02 Schedule 26
• private open space provision that exceeds the minimum standards in Clauses 55.07-9 and 58.05-3. • communal open space provision that exceeds the minimum standards in Clauses 55.07-2 and 58.03-2; and

The amended landscape plan has been reviewed against all of the above.

Comments and Recommendations

As part of the documentation for 2-8 Brighton St & 5 Little Lesney St Richmond development, a pdf file named S57A Landscape Plans has been submitted by the applicant and is the file that this referral response pertains to.

The S57A Landscape Plans have been prepared by Acre dated 28 February 2022. The plans consist of a number of pages with precedent images of planting and a Concept Plan that consists of Planting Plans for a number of levels within the development, along with a couple of details of infrastructure within the open space.

For a development of this scale, the S57A Landscape Plans only **partially satisfy the requirements for a Landscape Plan.**

The below table details the requirements for an acceptable Landscape Plan and whether this requirement has been met within the S57A Landscape Plans.

Attachment 4 - PLN22/0325 - S57a Council referral comments

Requirement	met (Y/N)	Comments Further details on these comments are provided in the relevant sections below the table.
Planting Plans detailing all soft landscaping		
• Type of soil and mulch	N	The mulch proposed is compost, this is unsuitable in windy exposed conditions, so not suitable for all reas of planting.
• Soil volumes to support growth of proposed planting	N	Soil volume appears to be adequate for shrubs and ground covers, but not for canopy trees. Information on soil volume to support canopy trees needs to be provided.
• A plant schedule detailing the proposed plant species (botanical and common name), installation size, width x height at maturity, and plant numbers.	N	Feedback provided by OSPD on 14/09/21 noted two species that were environmental weeds and required replacement – these species remain on the plant schedule. See further comments on soft landscaping section of response.
• Plant setout showing the location of proposed planting and plant numbers and species.	Y	
Setout details for the open space both private and communal open space. This should include adequate dimensioning to confirm minimum open space dimension requirements have been met as well as overall quantity.	N	Inadequate diensioning has been provided to assess this requirement.
Detailed drawings provided for all infrastructure – planters, seating, any other items.	N	Inadequate detailing has been provided for the open space paving. No details have been provided for seating in the communal open space outside. Planters require more detailed information. Details for structures to support climbers need to be provided. Detail required for the BBQ on the roof terrace.
Allow for intended vegetation growth and structural protection of buildings.	N	Inadequate information has been provided to assess adequate soil volume to support trees specified. Parthenocissus quinquefolia is capable of damaging the building.
Irrigation Plans – detailing location of irrigation, type (drippers, sprays), density of irrigation lines, control cabinet location, source of water supply and drainage.	N	Architectural plans or Landscape Plans do not show controller cabinet in services area as per notes in Landscape concept plan. A location for this cabinet needs to be shown.

Requirement	met (Y/N)	Comments Further details on these comments are provided in the relevant sections below the table.
Provide a safe, attractive and functional environment for residents.	N	Safety and functionality have not been adquately considered in the design. Wind conditions for a number of open space locations exceed those considered acceptable for the primary activity of sitting. Shadow diagrams need to be provided to illustrate solar access meets minimum requirements at June equinox.

HARDSCAPE

1. PAVING

Paving in open space is shown to be installed on top of paving pedestals, with the pedestals sitting on top of a concrete slab. The following additional details are required:

- Details for drainage of surface water on concrete slab under the pavers **OR**
- Details for the paving layer showing a waterproofing layer (with reference to engineering requirements) preventing water penetrating the paver layer and accumulating on the concrete slab.

For either of the above details, the location of the drainage inlet should be shown along with notes to indicate the stormwater infrastructure to tie into. Arrows showing the direction of fall across the surface towards the drainage inlet need to be shown on the drawings**.**

The type of paving needs to be specified.

2. PLANTERS & STRUCTURES

Detail on soil volume for planters with trees. The relevant planter needs to hold sufficient soil volume to support growth of the trees specified in the plant schedule. If adequate soil volume cannot be provided, change the tree species to a type that suits the available soil volume.

If deep soil planting cannot be provided on the roof terrace to provide canopy cover from trees, a pergola with a deciduous climber needs to be provided. The pergola should provide a minimum cover of 4sqm (equivalent to canopy of a small tree) and positioned to maximise shade benefits across the roof terrace in summer.

The planter detail needs to include a root barrier.

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.

The planter needs to provide details on the external material, such as type (steel, timber or other), colour and finishing.

Details for structures to support climbers needs to be provided.

3. **FURNITURE**

Details need to be provided for the furniture in the uncovered communal open space on the roof top. Given the wind report noted the need to secure items it is expected that furniture is fixed in place and forma part of the hardscape.

4. **OTHER**

Details need to be provided for the BBQ in the communal open space

SOFT LANDSCAPE

1. **Species**

Parthenocissus quinquefolia climber proposed is an aggressive climber that has capacity, both from a tendril and root perspective to cause structural damage. Consider an alternative species unless building structure can be protected against damage.

Environmental weeds as noted above need to be replaced with suitable species as noted in previous comments.

GENERAL AMENITY - PROVIDE A SAFE, ATTRACTIVE AND FUNCTIONAL ENVIRONMENT FOR RESIDENTS.

1. **Wind**

The private and communal open space in the development should be designed so that wind conditions meet those designed for comfort when sitting. This has not been met for 5 of the 8 test sites. Wind is one of the decision guidelines in standard D19 of Clause 58.05-3.

Refer to request for information on wind assessment.

2. **Safety**

Wind conditions in POS and communal open space need to be aligned with the primary usage which is sitting.

3. **Attractive & functional**

Shadow diagrams for June equinox are required to adequately assess solar access to open space.

Shade options within the outdoor areas of communal open space need to include a pergola and climber if shade from a canopy tree cannot be provided.

4. **Maintenance**

Provide a maintenance schedule, including task details and frequency; for multi-storey developments. Safe maintenance access will need to be shown on the drawings especially for reaching across balconies and pruning trees and climbers.

Attachment 4 - PLN22/0325 - S57a Council referral comments

REQUEST FOR FURTHER INFORMATION

1. Confirmation that no air conditioning units will be placed in private or communal open space.
2. Wind impact assessment and impact on open space amenity:

The wind tunnel report prepared by Mel Consultants in June 2021 noted for terraces and balconies, an acceptable wind level would be one that met the walking criteria of 5m/s as opposed to the sitting (3m/s) and standing (4m/s). It also notes "*Users of these terraces will need to be educated on the wind effects and loose objects should not be left unattended in outdoor areas".* The reasoning provided for applying 5m/s as an acceptable level for the terraces and balconies was that people can choose when they use the space. Whilst it is true that people can "elect" to be outside, if the space hasn't been designed to support it's intended use (from the start) for the majority of the time, then the design is inadequate for the purpose.

The wind report has assessed balconies and terraces on levels, 3, 9, 11 and 12. Why does this not include level 6 as well, given this level has POS on the NW and SW corner and the June 2021 wind report noted that " Balconies and terraces near building corners tend to have higher wind conditions".

The wind report issued in January 2022 following architectural changes, noted that the roof terrace (as a result of the changes) would now meet standing comfort criterion. Given this location was not tested in the first instance, on what basis has the standing comfort criterion being determined and what **structural changes** have been made for wind conditions to now meet the standing comfort criterion?

3. Quantity of communal open space

Dimensions for communal open space have not been adequately shown on the SJB architectural drawings dated 23.02.22. Dimensions need to be provided for all boundaries of the communal open space and for all widths.

4. Quantity of private open space

Dimensions for private open space have not been adequately shown on the SJB architectural drawings dated 23.02.22. Dimensions need to be provided for all boundaries of the private open space and for all widths.

Open Space Design: MONAGHAL

Signature: LMonaghan

Date: 24 May 2022

Attachment 4 - PLN22/0325 - S57a Council referral comments

Strategic Transport Formal Referral Response

Application Information	
Referral Officer	USERID
Officer	Philip Mallis
Council Reference	PLN21/0325
Address	2 Brighton St, Richmond VIC 3121
Proposal	• Construction of a building or construction or carrying out of works under clauses 32.04-6, 32.04-9 and 43.02-2; • Use of the land for 'food and drink premises' and 'office' under Clause 32.04-1; and • Reduction in the number of car parking spaces under clause 52.06-3.
Comments Sought	This is the link to the Statutory Planning Referral memo: D22/82472 - IREF22/00276 - Internal Referral Formal Request

Attachment 4 - PLN22/0325 - S57a Council referral comments

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

Assessment against previous comments

Original Referral Comments	Comments on Revised Plans
1) Improved access from Little Lesney Street to the resident bike store.	Changes have been made to allow access from Wiltshire Street. This design is acceptable.
2) At least 20% of employee bicycle spaces must be horizontal at-grade spaces.	23% of employee spaces (six) are now horizontal at-grade. However, dimensions are not shown to demonstrate compliance with AS2890.3.
3) Electrical infrastructure to ensure car parking areas are 'electric vehicle ready', including:	N/A
3a) One or more distribution boards within each car parking basement level, with capacity to supply 1 x 7kW (32amps) electric vehicle charger for each resident parking space.	No changes appear to have been made from the original plans.
3b) A scalable load management system to ensure that electric vehicles are only charged when the building electrical load is below the nominated peak demand.	No changes appear to have been made from the original plans.

The inclusion of 2 x electric bicycle chargers is also noted as an improvement to the plans.

Recommendations

The Applicant to address comments (2), (3a) and (3b) above.

Principal Strategic Transport Planner (Strategic Transport Unit): MALLISP

Signature:

Date: 20/04/2022

1

Attachment 4 - PLN22/0325 - S57a Council referral comments

Urban Design

Formal Referral Response

Application Information	
Referral Officer	PERRONED
Officer	Daniel Perrone
Council Reference	PLN21/0325
Address	2 Brighton St, Richmond VIC 3121
Proposal	Section 57A Amendment, involving the following changes: • Convert Level 12 to common area with associated communal terrace with increased setbacks to Level 12 external walls. • Removal of common area at Level 9 and integrate with apartment 9.02. • Increase notch width to the northern façade and removal of adjacent planter box (Levels 4 – 8). • Introduce notch to southern elevation (levels 6-11). • Stair and minor car parking changes in the basement levels. • Internal rearrangements, including reconfiguration of bike store, services and food and drink premises at ground level. • Change in apartment mix, including a reduction of 1 apartment (70 to 69).
Comments Sought	D22/82663 - IREF22/00279 - Internal Referral Formal Request

Recommendation

- The proposal is supported in principle, subject to conditions outlined below.

Attachment 4 - PLN22/0325 - S57a Council referral comments

Comment Summary

- The proposed changes the configuration of the residential bike store are supported in their current form.
- The proposed ground floor landscaping is supported in its current form, subject the removal of tables and chairs from the landscape plan.
- It is recommended that the developer commits to funding the planting of four (4) new street trees (2x on Wiltshire St and 2x on Brighton St) as per previous urban design advice. This will require the reconfiguration of existing parallel parking bays (including parking sensors).

Public Realm Interface

- The ground floor interface is well designed, with setbacks to Brighton and Wiltshire streets strongly supported as a means of improving pedestrian amenity.
- Both pedestrian and vehicular entrances are well defined and clearly identifiable from the public realm. Each program within the building (residential, commercial, and 2 x food and beverage premises) has its own separate entrance/lobby, which is supported as it provides multiple points of activation and passive surveillance to the streetscape.

Residential Bike Store:

- The relocation of the residential bike store to the northern side of the building (Wiltshire St) is a significant improvement and addresses previously raised concerns regarding access.
- The proposed configuration is accepted in its current form.

Pavements:

- All pavements surrounding the subject site are to be reinstated as asphalt footpaths as per Yarra Road Materials Policy and relevant Yarra Standard Drawings.
- The existing crossover on Wiltshire Street (located north of the proposed Commercial Lobby) is to be removed and reinstated as asphalt footpath.

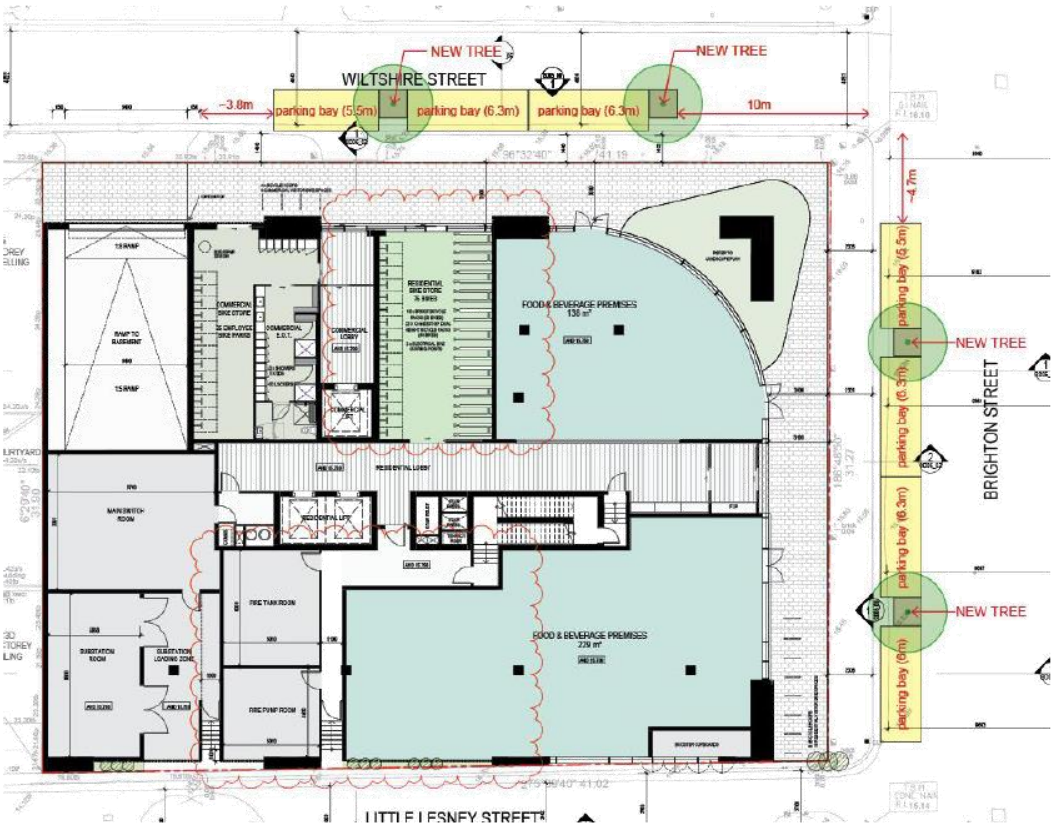
Ground Floor Landscaping:

- It is noted that the potted trees previously shown on the landscape plan by Acre have been removed as per previous advice.
- The landscape plans also show tables and chairs placed across the public footpath. Please note that any furniture placed on public footpath would be subject to a separate footpath trading permit application and should be removed from the planning drawings.

Street Tree Planting

- The application does not propose any street tree planting on the plans, however, given the scale of the development, it is recommended that the developer commits to funding the planting of two (2) new street trees along the roadway of Brighton St, and two (2) new street trees along the roadway of Wiltshire St. Indicative locations are proposed on the mark-up below. This will require the reconfiguration of the existing parallel parking bays (including parking sensors) and is subject to the presence of underground services.

Attachment 4 - PLN22/0325 - S57a Council referral comments



- A similar recommendation was made regarding the previous planning application for the site (PLN18/0658) and was accepted by the developer. The developer will be requested to bear the cost of implementing these streetscape improvements (such as line marking and relocating of parking sensors), as well as the cost of tree planting with two-year's maintenance (tree planting costs can be provided on request).

Please note the following general conditions relating to the adjustment of car parking and 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.

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

- Open Space
- Arboriculture & Streetscapes

Attachment 4 - PLN22/0325 - S57a Council referral comments

Capital Works:

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

Urban Designer: PERRONED

Date: 05/05/2022

Attachment 5 - PLN22/0325 - Statutory referral comments from Transport for Victoria

Department of Transport

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

Ref: 39652/22

Daniel Herrmann
Senior Statutory Planner
City of Yarra

E: planningadmin@yarracity.vic.gov.au

Dear Mr Herrmann

YARRA PLANNING SCHEME
PLANNING APPLICATION NO: PLN21/0325
PROPOSAL: MIXED USE OFFICE / APARTMENTS
ADDRESS: 2 BRIGHTON ST, RICHMOND

I write regarding the above application and our response dated 30th May 2022. Following some further consultation with the permit applicants we have agreed to some minor amendment to the order of the conditions.

Head, Transport for Victoria, pursuant to Section 56(1) of the *Planning and Environment Act 1987* **does not object** to the grant of a planning permit subject to the following conditions replacing in full, the conditions in letter dated 30th May 2022:

Conditions:

1. Before the development starts, or such other time agreed to in writing by the Head, Transport for Victoria, amended plans to the satisfaction of the Head, Transport for Victoria must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:

    a) that the designs prevent items from being thrown or falling onto railway land from any part of the building development to the satisfaction of the Head Transport for Victoria.

2. Any windows doors and balconies that are set back from, and generally facing the railway land title boundary shall:

    a) be designed to prevent items from being thrown or falling onto railway land to the satisfaction of the Head Transport for Victoria.
    b) not require people to access onto railway land for the purposes of cleaning, replacement, inspection and maintenance.
    c) not cause reflected sunlight to interfere with train driver visibility or interpretation of rail signals.
    d) not reflect or refract artificial light such that it interferes with train driver visibility or interpretation of rail signals.

3. Before development starts (excluding demolition and bulk excavation) building materials (including glass/window/ balcony treatments) or advertising signs likely to have an effect on train driver operations along the rail corridor must be shown by a reflectivity and or light study (the study) not to cause reflections or glare that may interfere with train driver operations The study must clarify that:

VICTORIA State Government

a) the development does not cause reflected sunlight to interfere with train driver visibility or interpretation of rail signals.
b) the development does not reflect or refract artificial light such that it interferes with train driver visibility or interpretation of rail signals.
c) the development exterior avoids use of red, green or yellow colour schemes that may interfere with driver operations or schemes or shapes capable of being mistaken for train signals.

4. Before the development starts, or such other time agreed to in writing by the Head, Transport for Victoria detailed construction / engineering plans and structural computations for any construction work abutting railway infrastructure or railway land, must be submitted and approved by Vic Track, the Head, Transport for Victoria and the Rail Operator (RO). The plans must detail all basement excavations and retention system design and controls of the site adjacent to the railway corridor having any impact on railway land. The design plans must also ensure compliance with:

   a) the relevant Rail Transport Operator's engineering standard for minimum clearances to all existing and planned future electrical assets, and procedures for works adjacent. Clearances required include for safe working, fire life safety design, electromagnetic interference and earthing, bonding and electrolysis mitigation design.
   b) Energy Safe Victoria (ESV) requirements for clearances to electrical assets and Australian Standards AS2067, AS7000 and Electricity Safety (General Regulations 2019, Part 6) for clearances to electrical assets. Clearances required include for safe working, fire life safety design, electromagnetic interference and earthing, bonding and electrolysis mitigation design.
   c) earthquake design loadings for structure designated as a minimum Importance Level 2, by AS1170.4 – 'Structural Design Actions, Earthquake Actions in Australia'
   d) a design that does not require people to access railway land, or breach electrical safety requirements, for the purposes of routine cleaning, replacement, inspection, maintenance and repair of any part of the building or development. The development should be designed so that maintenance can occur from within the development site without access to the rail corridor
   e) any temporary or permanent ground anchors, soil nails, reinforced earth straps or other ground stabilising devices, do not penetrate onto railway land
   f) demonstrate that entry onto railway land or air space over railway land is not required for fire, light, ventilation and maintenance for all buildings and works on site.

5. Before development starts (including demolition and bulk excavation), all necessary construction control agreements and indemnity agreements must be prepared and entered into with VicTrack, the Head, Transport for Victoria and the Rail Operator to the satisfaction of and at no cost to the Head, Transport for Victoria.

6. Before development starts (including demolition and bulk excavation), a Traffic Management Plan must be submitted to and approved by the Head, Transport for Victoria. The Traffic Management Plan must provide for:

   a) how public transport operations, traffic, walking and cycling movements will be managed during the demolition and construction; and
   b) how any traffic impact to the railway land and associated infrastructure will be mitigated.

   The Traffic Management Plan must be implemented and complied with to the satisfaction of the Head, Transport for Victoria at the full cost to the permit holder.

   The Traffic Management Plan must be consistent with any Traffic Management Plan required by the Responsible Authority.

Attachment 5 - PLN22/0325 - Statutory referral comments from Transport for Victoria

The endorsed Traffic Management Plan must not be modified without the prior written consent of the Head, Transport for Victoria.

7. Before development starts (including demolition and bulk excavation) a Demolition Plan and/or Construction Management Plan as applicable must be submitted to and approved by the Head, Transport for Victoria. The Plan must include details of (but not limited to) management proposals to minimise impacts to the rail land, assets and the operation of the railway during construction and must set out objectives and performance and monitoring requirements for:

   a) Access to the rail environment, including designation of any areas to be used under license during the construction process.
   b) Approvals and permits required from TfV, VicTrack and the accredited Rail Operator prior to works commencing and prior to accessing the railway land.
   c) Rail safety requirements that must be adhered to by the permit holder.
   d) Protection of all rail infrastructure to ensure rail infrastructure is not damaged during demolition or construction.
   e) Minimising disruption to train services and railway maintenance and commuter access.
   f) Management of drainage, effluent, material stockpiles, fencing, hoardings to ensure railway land is not used for, or impacted on by these activities outside of the licence area.
   g) Public safety, amenity and site security.
   h) Operating hours, noise and vibration controls.
   i) Air and dust management.
   j) The remediation of any damage to railway land, track, overhead and underground power and communication assets associated infrastructure;
   k) details of required access to the railway land during demolition and construction of the development with appropriate durations and schedules;

   All demolition and construction works must be carried out in accordance with the approved Demolition and Construction Management Plan unless with the prior written consent of the Head, Transport for Victoria. The Demolition and Construction Management Plan must be prepared, implemented and monitored at no cost to the Head, Transport for Victoria VicTrack, and/or the Rail Operator.

   The Demolition and Construction Plan must be consistent with any Construction Management Plan required by the Responsible Authority.

8. No drainage, effluent, waste, soil or other materials must enter or be directed to railway land or stored or deposited on railway land.

9. Any damage to rail land or infrastructure as a consequence of the construction works must be rectified to the satisfaction of the Rail Operator at full cost of the Building Permit Applicant.

10. The Planning Permit holder must make all reasonable steps to ensure that the disruption to train operation within the railway corridor are kept to a minimum during the construction of the development and in compliance with the Rail Operators Safety and Environmental requirements contained within the Rail Operators construction control and indemnity agreement.

11. No lighting is to be erected that throws light onto the railway tracks or which interferes with the visibility of train signals and the rail lines by train drivers. No building or structure is to be erected that interferes with or restricts train driver lines of sight to train signals.

12. The developer shall pay any Rail Operator costs required for the development documentation review or construction works associated with the development as required by the Rail Operator.

13. Entry onto railway land is at the discretion of the Rail Operator and is subject to the Rail Operator's Site Access Procedures and conditions during and post construction and access can be applied for through the Internet web site: www.metrotrains.com.au/metrositeaccess.

Attachment 5 - PLN22/0325 - Statutory referral comments from Transport for Victoria

14. Prior to commencement of works, the Rail Operator must be contacted through the email address metrositeaccess@metrotrains.com.au to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.

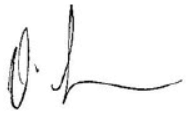
Notes for the permit

1. As the planning application relates to a site that is within approximately 490 meters of the Richmond stack, it may impact on, or be impacted by, the City Link stack plume dispersal. The stack emits exhaust from the City Link tunnels into the atmosphere and is licensed by the Environment Protection Authority.

   The Environment Protection Authority will need to be consulted with and provided an opportunity to comment on the effects of the plume generated from the Richmond stack and to determine if the building height is acceptable. We also recommend that the EPA make an informed decision about whether the proposed project is consistent with the purposes of the Design & Development Overlay and to ensure the proposed project reduces the risk of harm to human health and the environment, consistent with the general environmental duty under the *Environment Protection Act 2017*.

Should you require any further clarification, please feel free to contact James Noy on email james.noy@transport.vic.gov.au.

Yours sincerely



DWAYNE SINGLETON
Team Leader Statutory Planning
Inner Metropolitan Melbourne
01/06/2022