Attachment 1 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Site Plan

ATTACHMENT 1

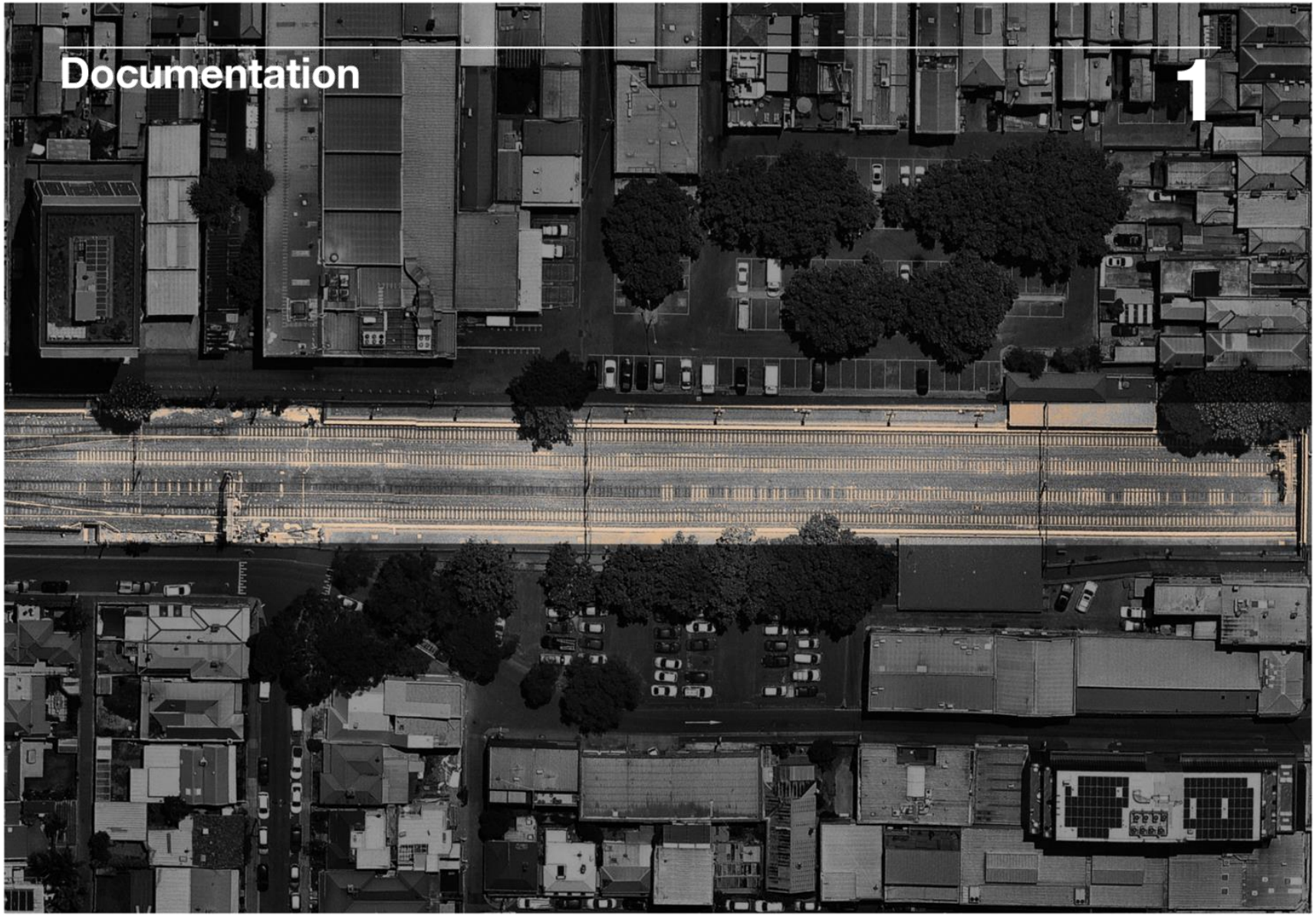
SUBJECT LAND: 4-6 Adolph Street & 3-5 Pearson Street, Cremorne

North

Subject Site

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)



Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

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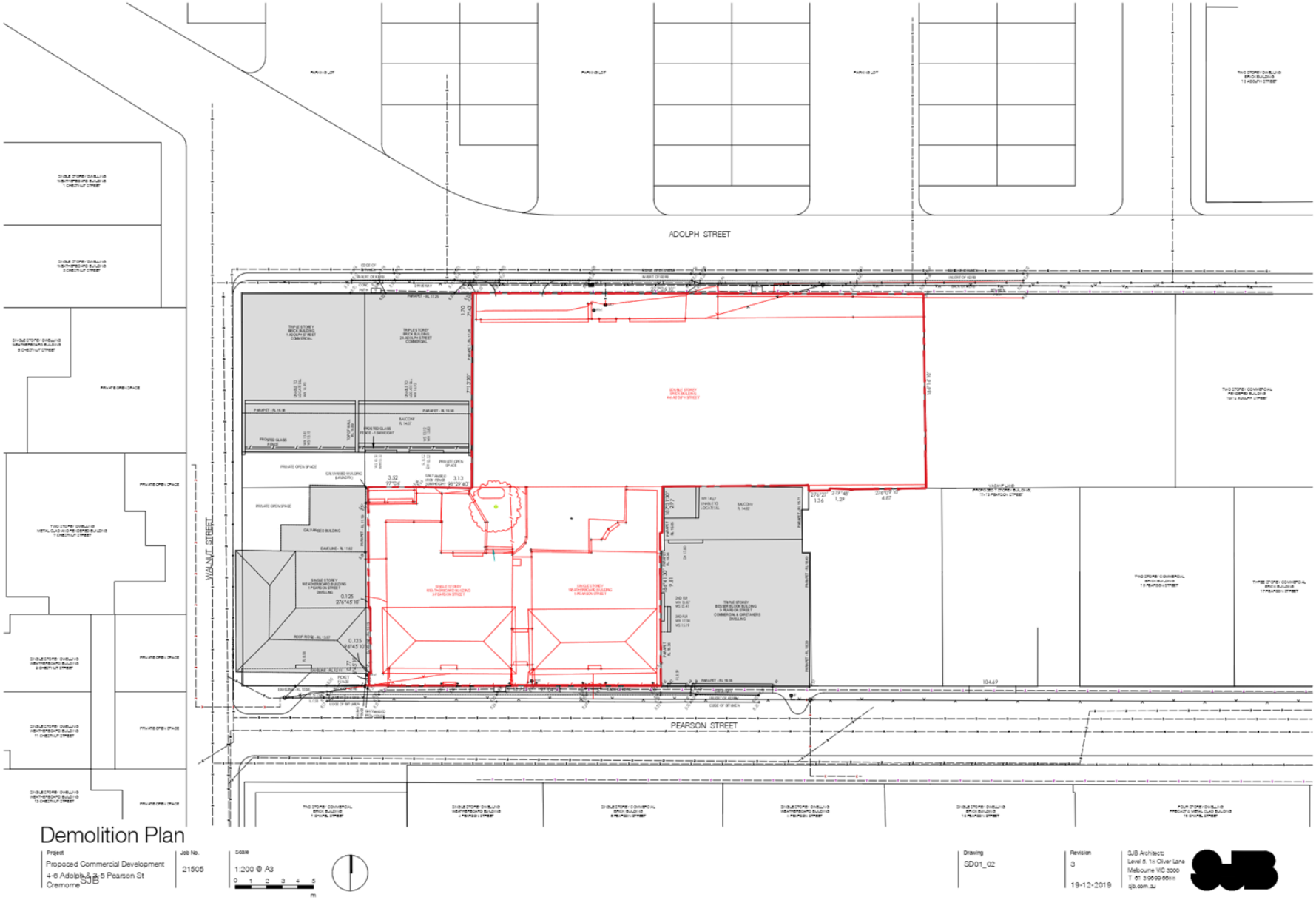

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

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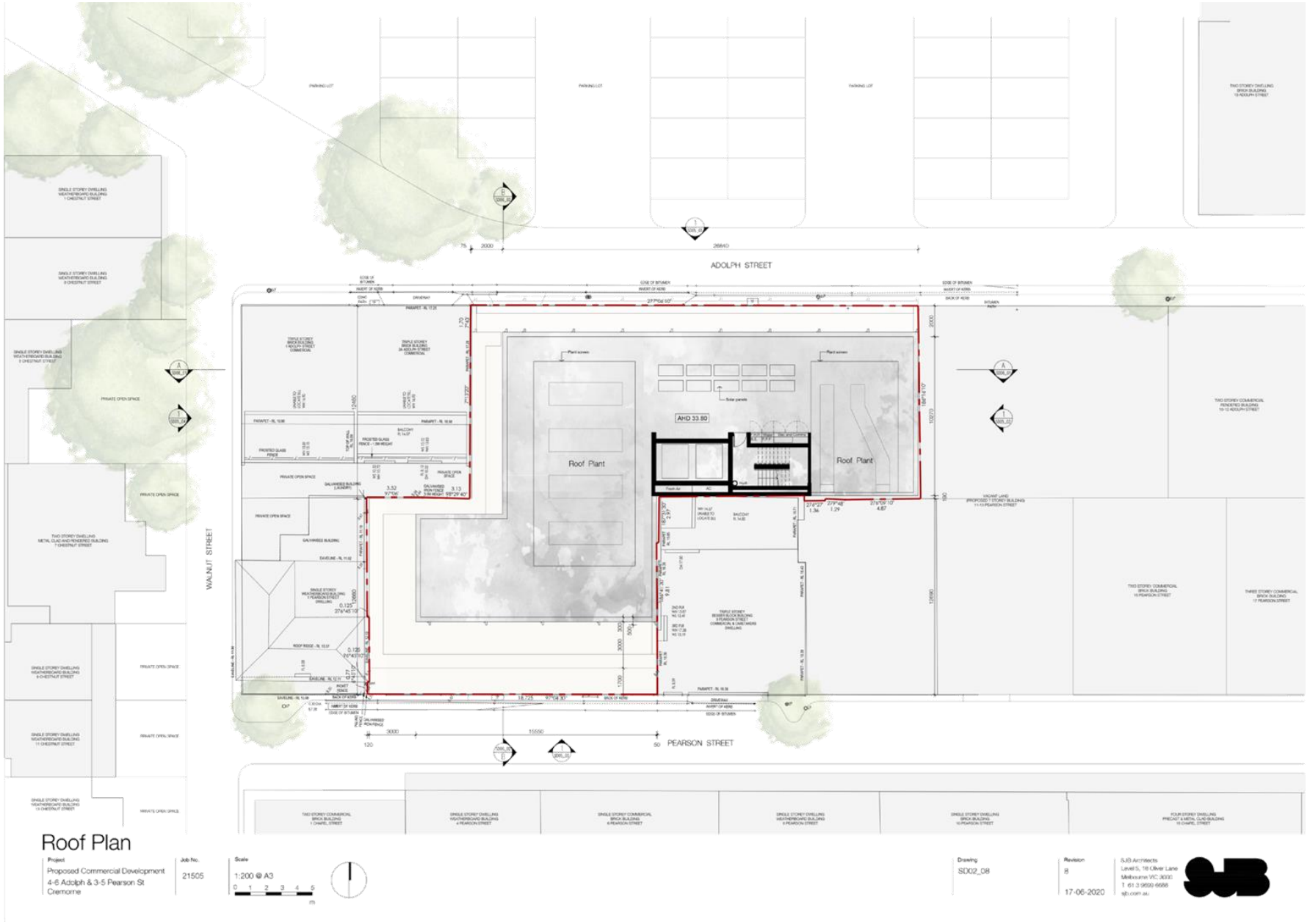


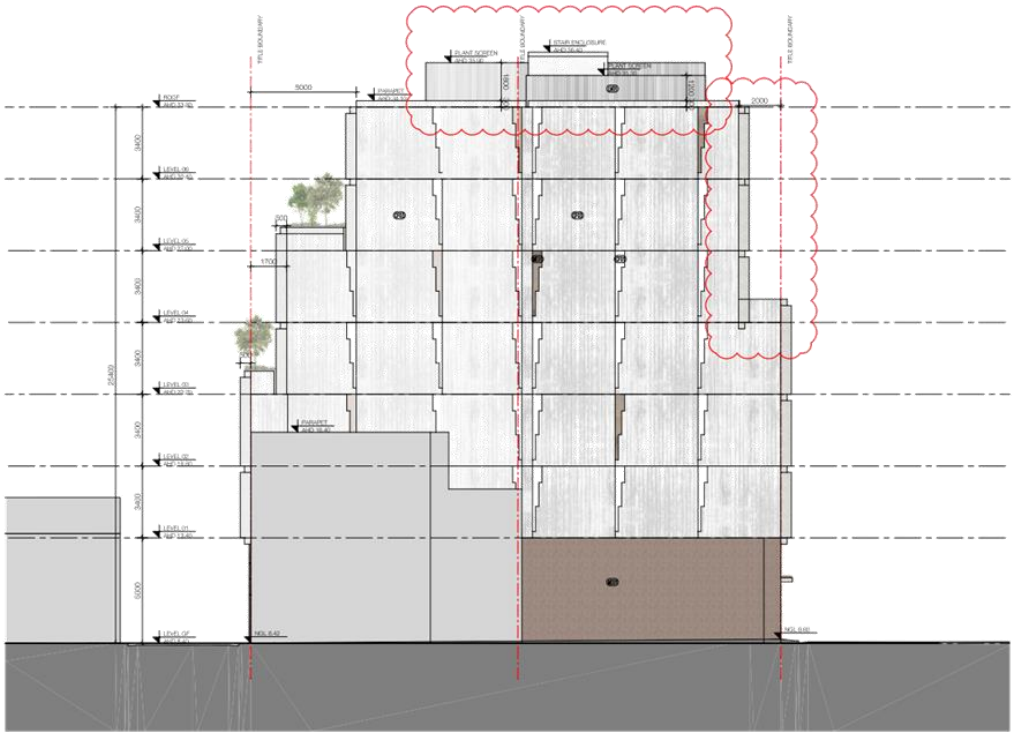
Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

North Elevation

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph & 3-5 Pearson St Cremorne	21505	1:200 @ A3 0 1 2 3 4 5 m

Drawing	Revision	
SD05_01 North Elevation	05 17-06-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 6688 sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)



East Elevation

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph & 3-5 Pearson St Cremorne	21505	1:200 @ A3 0 1 2 3 4 5 m

Drawing	Revision	
SD05_02 East Elevation	05 17-06-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 8888 sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

South Elevation

Project
Proposed Commercial Development
4-6 Adolph & 3-5 Pearson St
Cremorne

Job No.
21505

Scale
1:200 @ A3
0 1 2 3 4 5
m

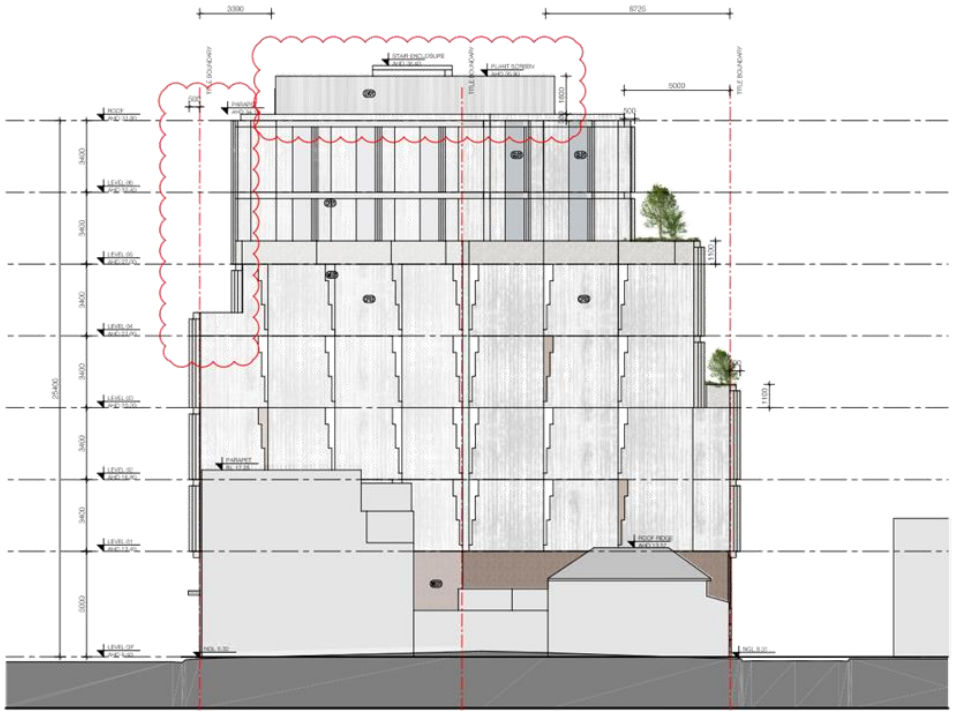
Drawing
SD05_03
South Elevation

Revision
05

17-06-2020

SJB Architects
Level 5, 18 Oliver Lane
Melbourne VIC 3000
T 61 3 9699 6688
sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

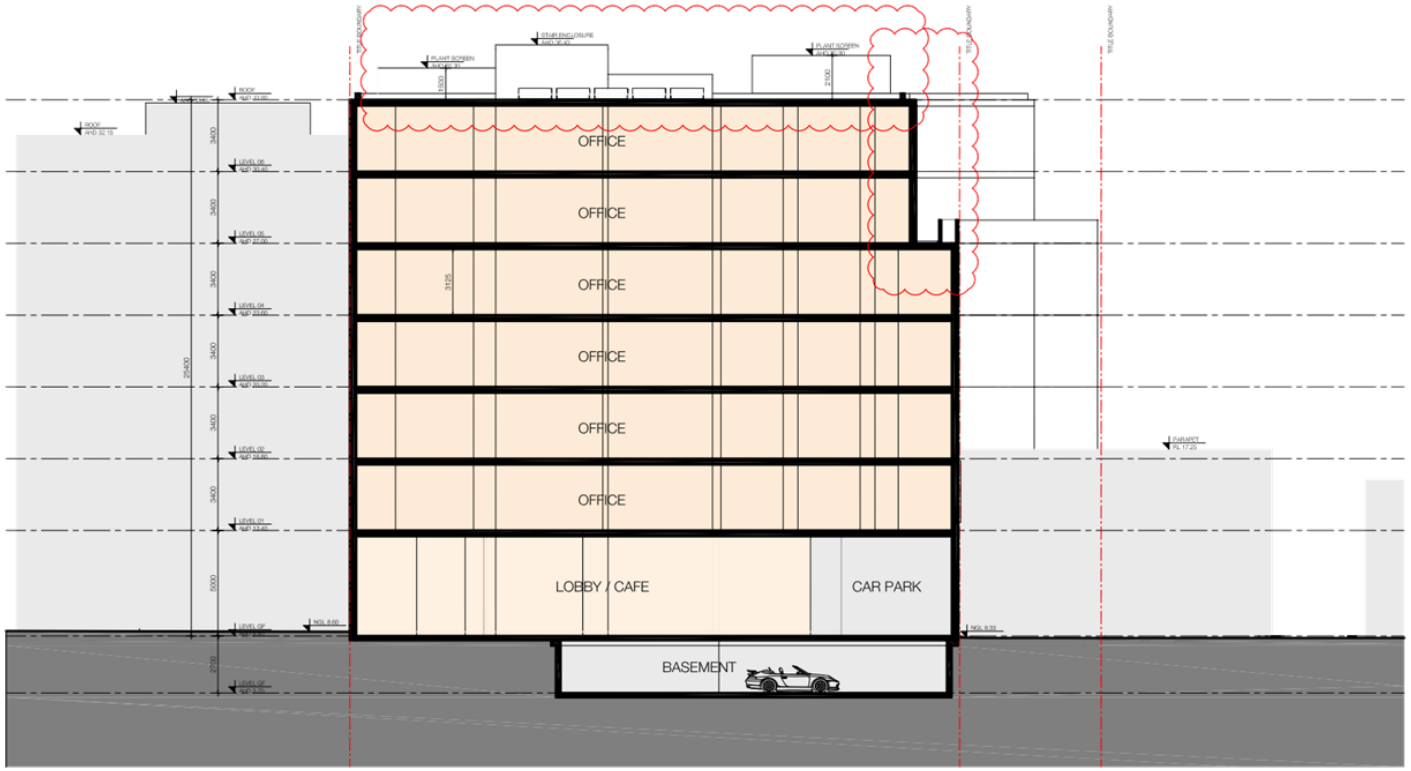


West Elevation

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph & 3-5 Pearson St Cremorne	21505	1:200 @ A3 0 1 2 3 4 5 m

Drawing	Revision	
SD05_04 West Elevation	05 17-06-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 8888 sjb.com.au

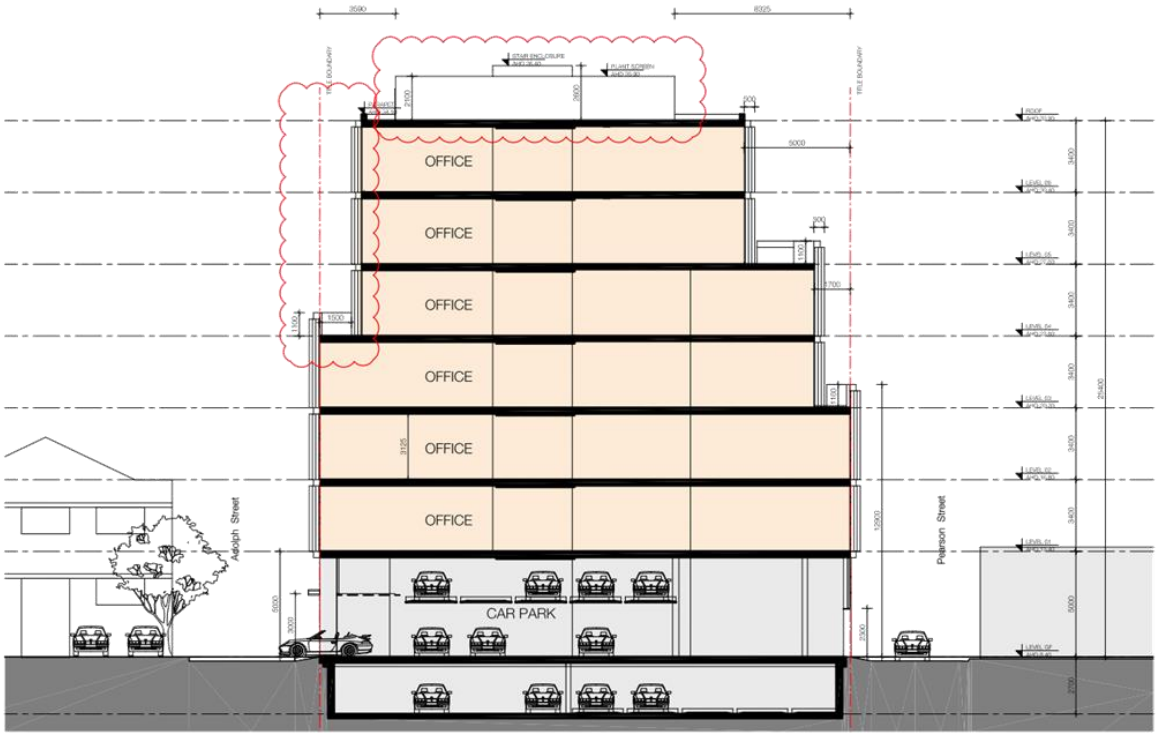
Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)



Section A

Project: Proposed Commercial Development, 4-6 Adolph & 3-5 Pearson St, Cremorne
Job No.: 21505
Scale: 1:200 @ A3
Drawing: SD06_01 Section A
Revision: 05
17-06-2020
SJB Architects, Level 5, 19 Oliver Lane, Melbourne VIC 3000, T 61 3 9699 6688, sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)



Section B

Project: Proposed Commercial Development, 4-6 Adolph & 3-5 Pearson St Cremorne
Job No.: 21505
Scale: 1:200 @ A3 (0 1 2 3 4 5 m)
Drawing: SD06_02 Section B
Revision: 05
17-06-2020
SJB Architects, Level 5, 18 Oliver Lane, Melbourne VIC 3000, T: 61 3 9699 6688, sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

Documentation

1.1 Development Summary

Project: 4-6 Adolf St & 3-5 Pearson St **Job No:** 21505 **File No:** 4.3 **Date** 17-06-20 **Rev** 11

AREA		NLA m²	TERRACE m²	COMMON m²	OTHER m²	CARPARKS No.	*GFA m²	NFA m²
				(Amenities, Lobbies)	(Plant, Services, Toilets)			
LEVEL								
Basement	Stacker + Plant + EOT				488 m²	9 No.	488 m²	
Level G	Lobby + Café + Office	144 m²	m²	58 m²	335 m²	16 No.	537 m²	202 m²
Level 1		469 m²	m²	42 m²	59 m²		570 m²	511 m²
Level 2		473 m²	m²	38 m²	59 m²		570 m²	511 m²
Level 3		443 m²	m²	38 m²	59 m²		540 m²	518 m²
Level 4		384 m²	31 m²	38 m²	59 m²		481 m²	422 m²
Level 5		275 m²	51 m²	38 m²	59 m²		372 m²	313 m²
Level 6		312 m²	m²		59 m²		371 m²	312 m²
Level 7 - Roof					40 m²			
TOTAL		**2,500 m²**	**82 m²**	**252 m²**	**1,217 m²**	**25 No.**	**3,929 m²**	**2,789 m²**

NOTES:

NLA - Net Leasable Area — That part of the net floor area able to be leased. It does not include public or common tenancy areas, such as balconies and amenities.

GFA - Gross Floor Area — The total floor area of a building, measured from the inside of external walls or the centre of party walls, and includes all roofed areas.
*Note: Excludes balconies / terraces, ground level undercroft areas, façades and façade projections.

NFA - Net Floor Area — The total floor area of all floors of all buildings on a site. It includes half the width of any party wall and the full width of all other walls. It does not include the area of stairs, loading bays, accessways or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply, or lifts.
Note: Balconies have been excluded from the NFA.

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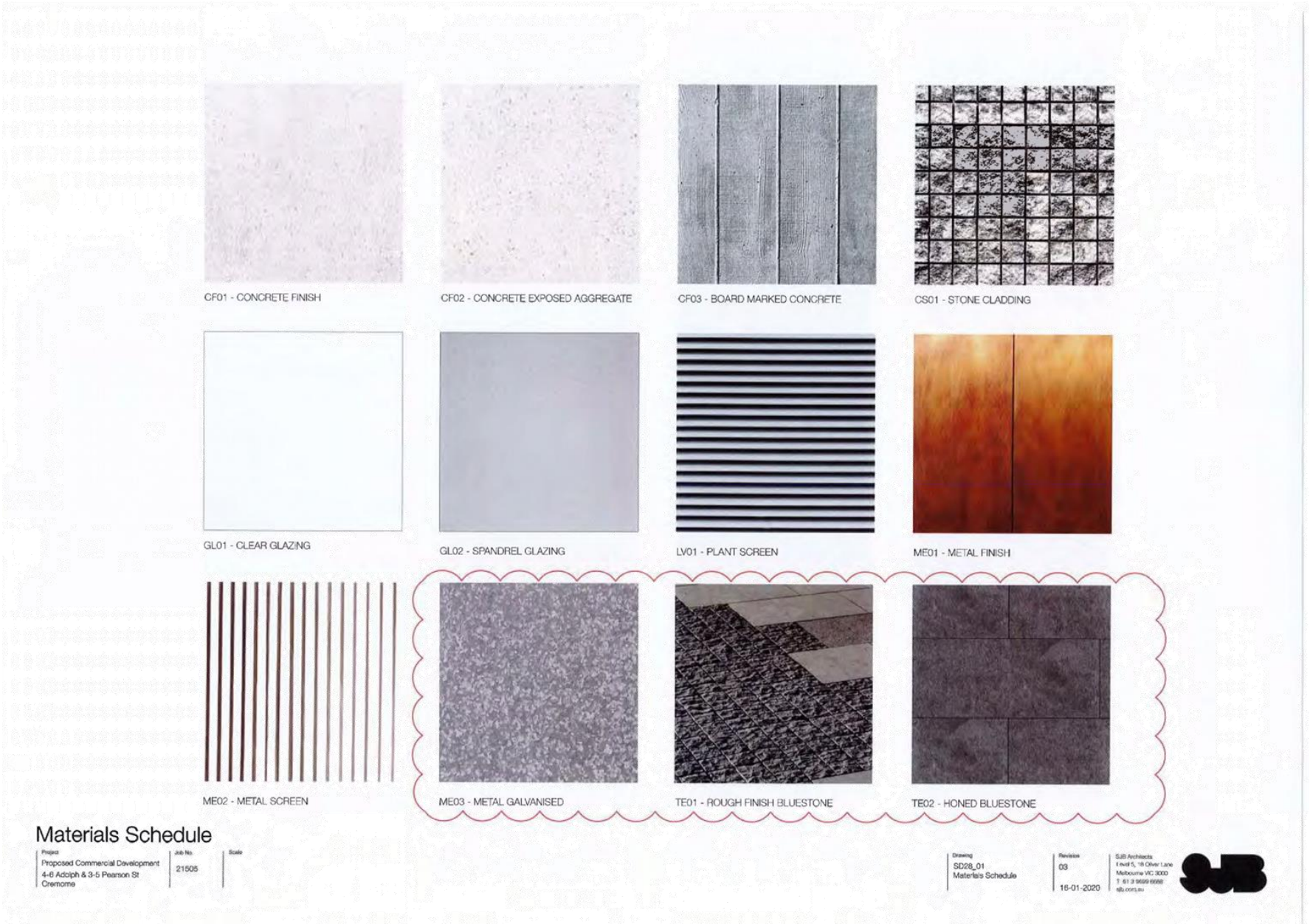
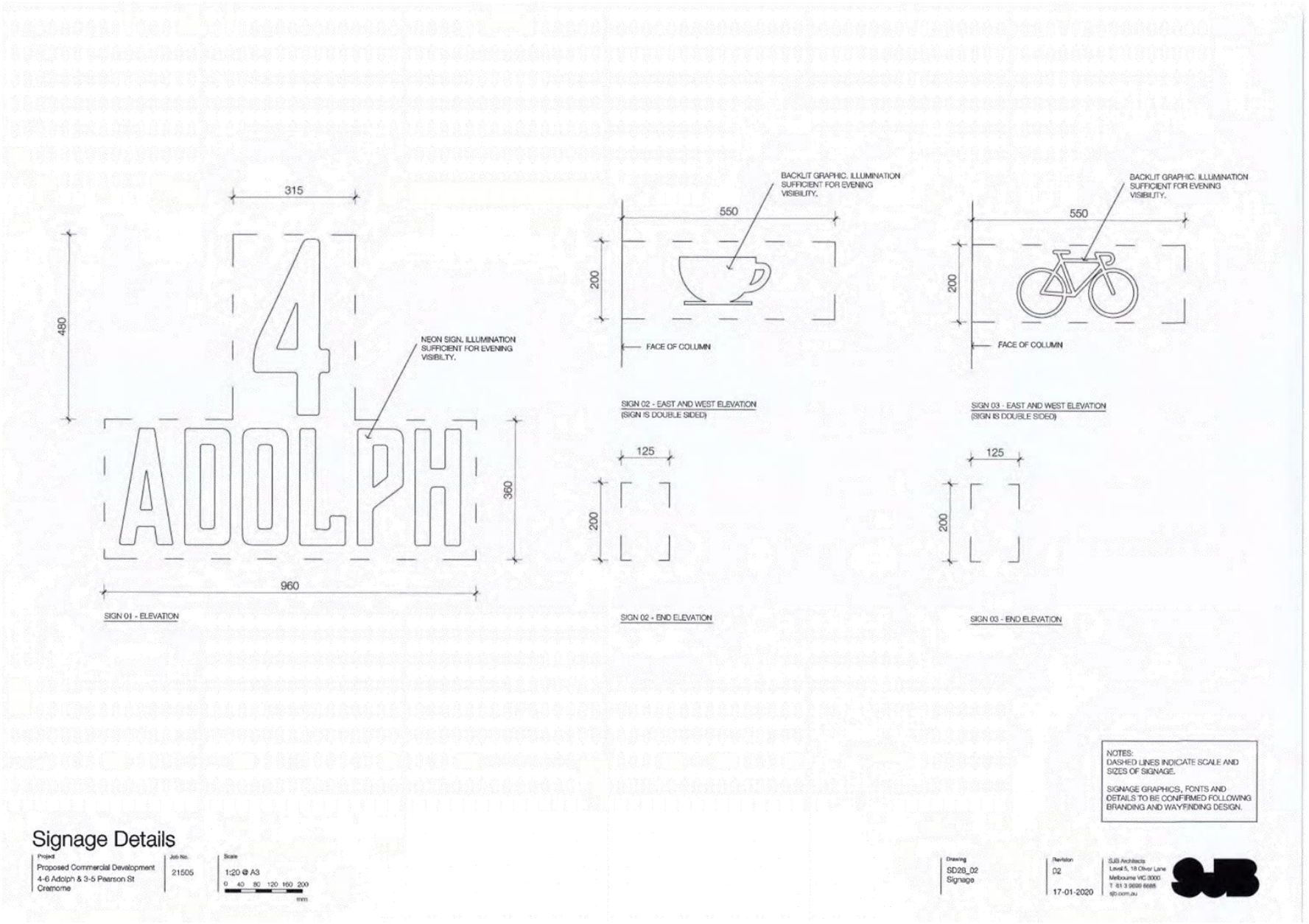
Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)



Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)



Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

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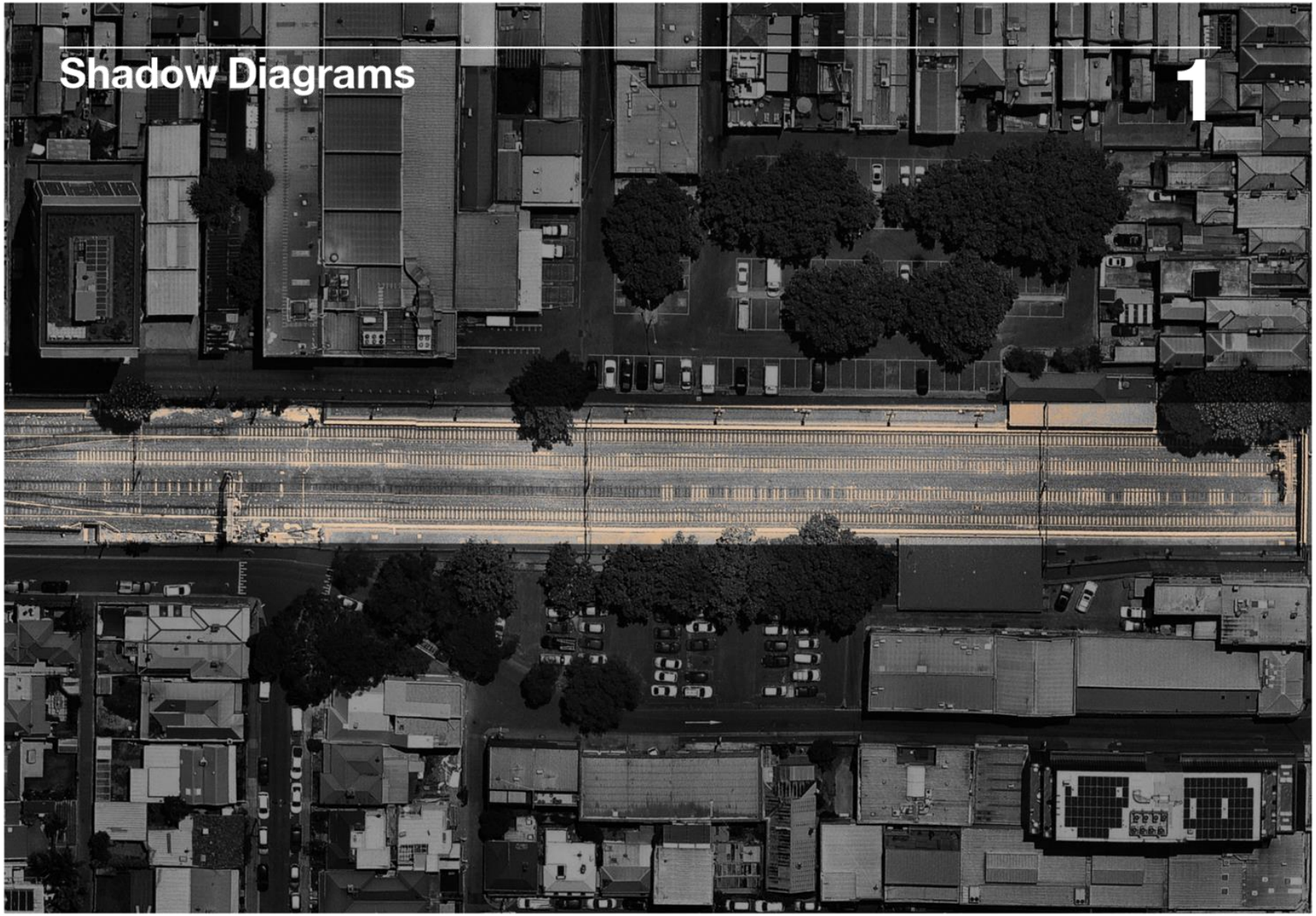

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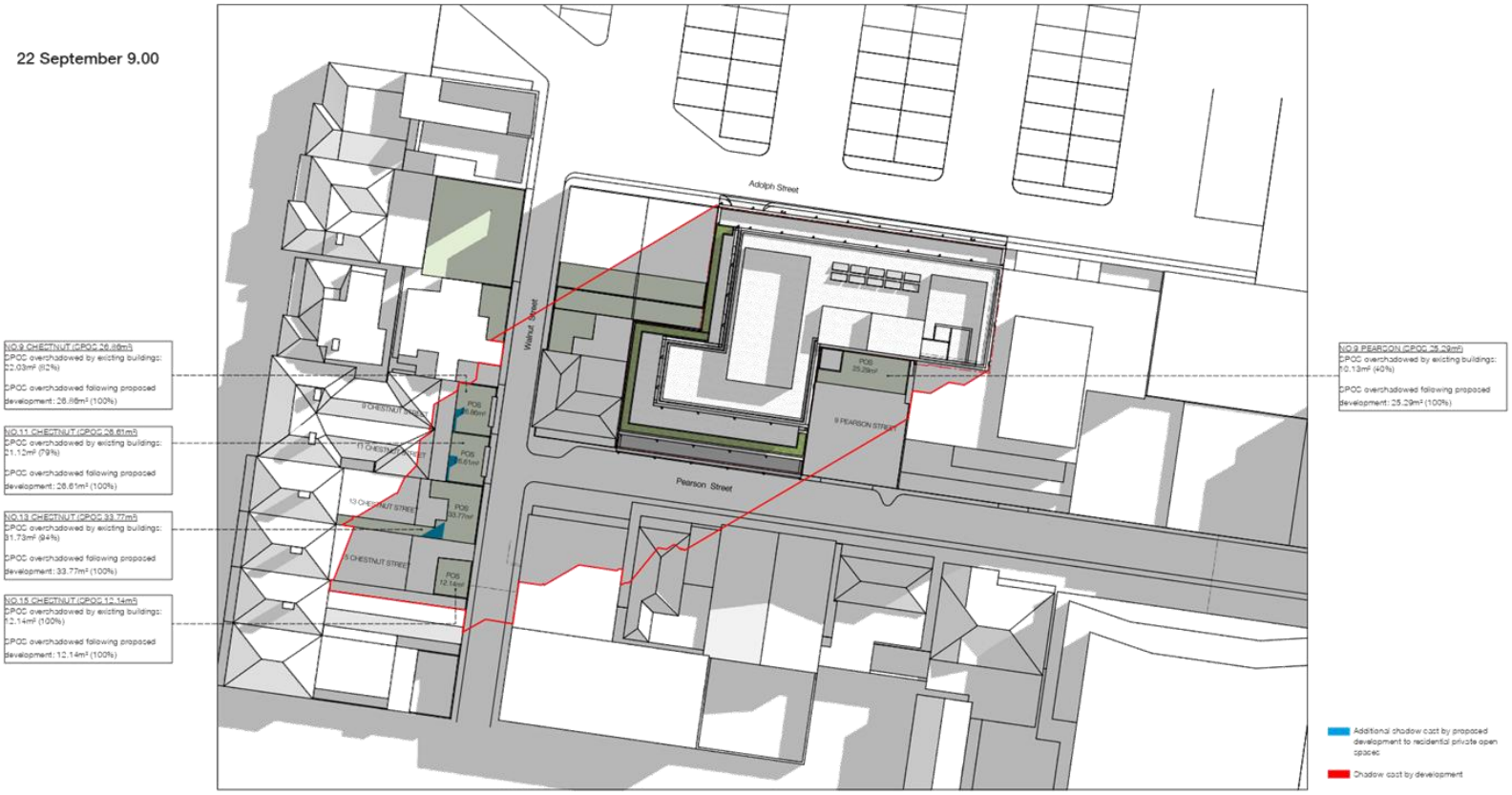
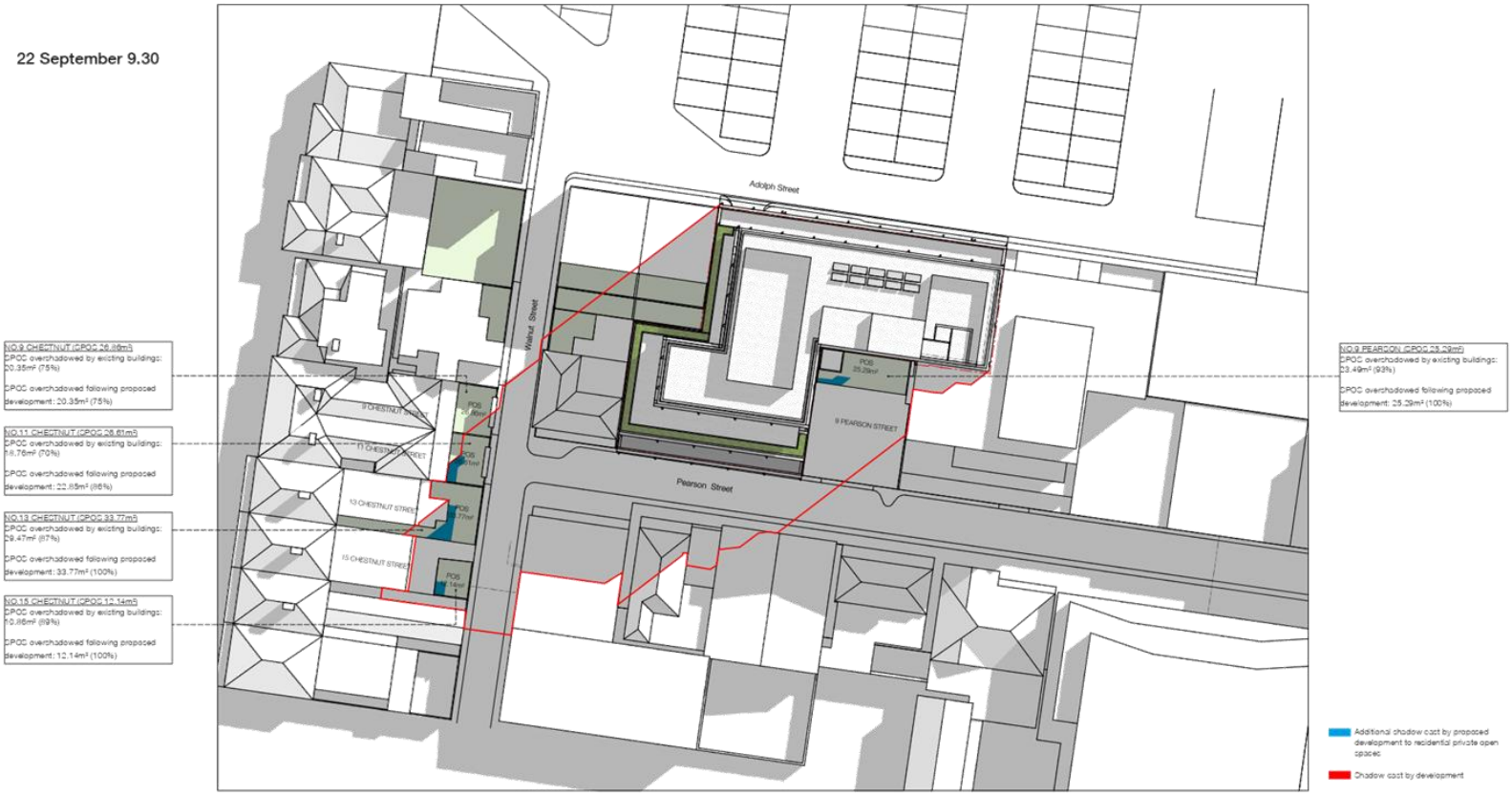


Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

Drawing	Revision	
SD30_01 Shadow Diagrams	03 07-07-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 6688 sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

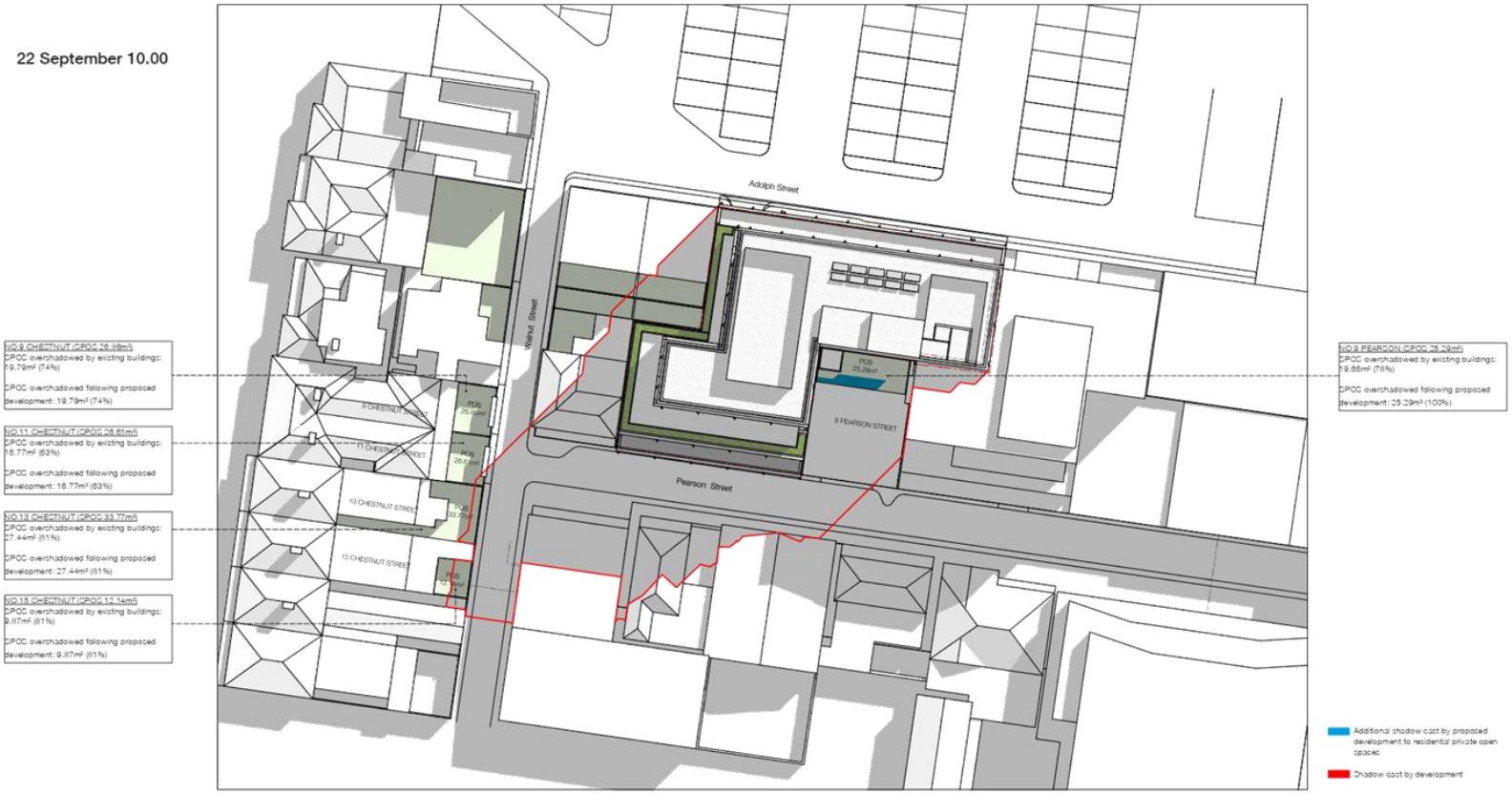


Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

Drawing	Revision	
SD30_02 Shadow Diagrams	04 09-07-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 6688 sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

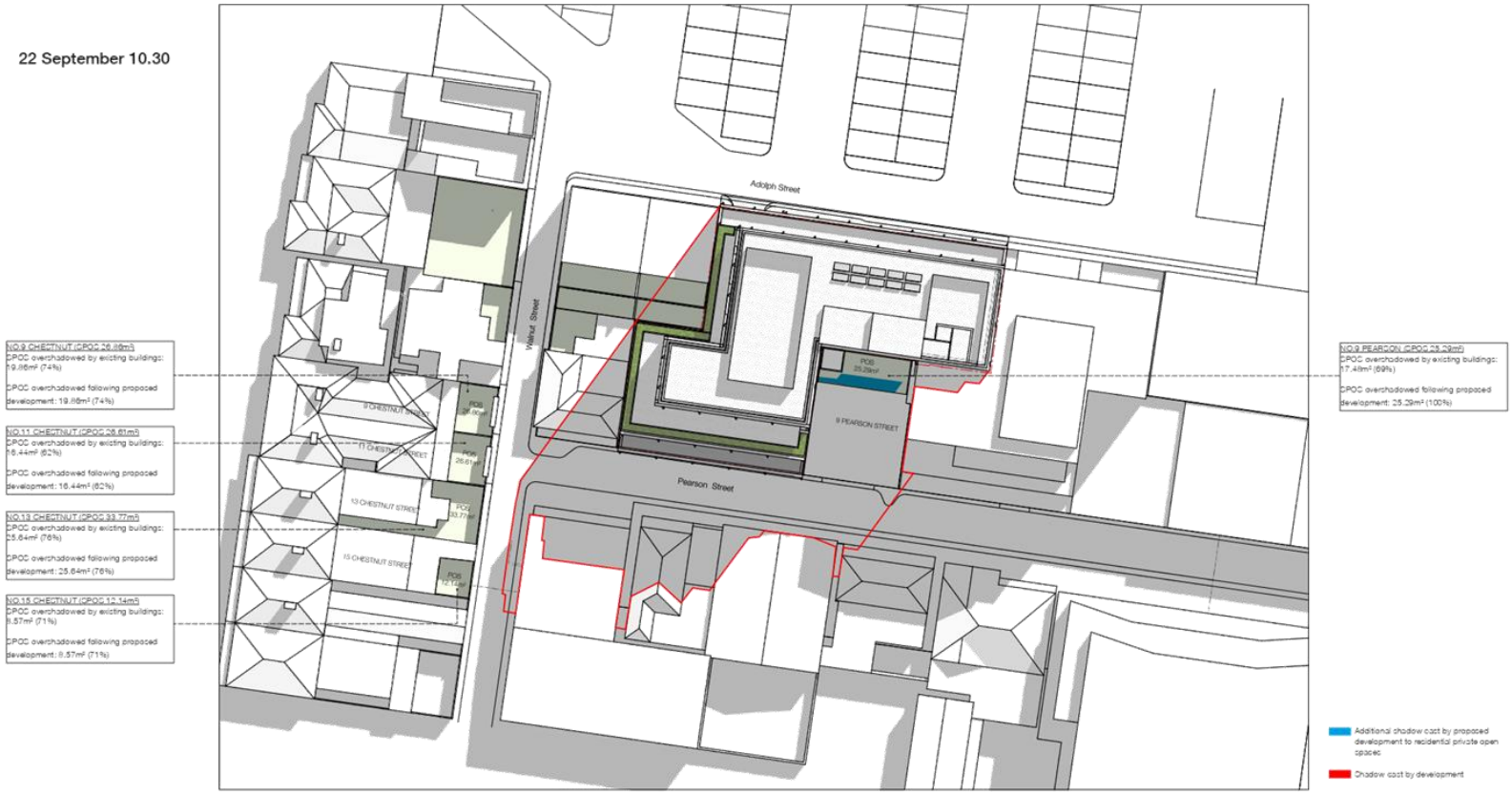


Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

Drawing	Revision	
SD30_03 Shadow Diagrams	03 07-07-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 6688 sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

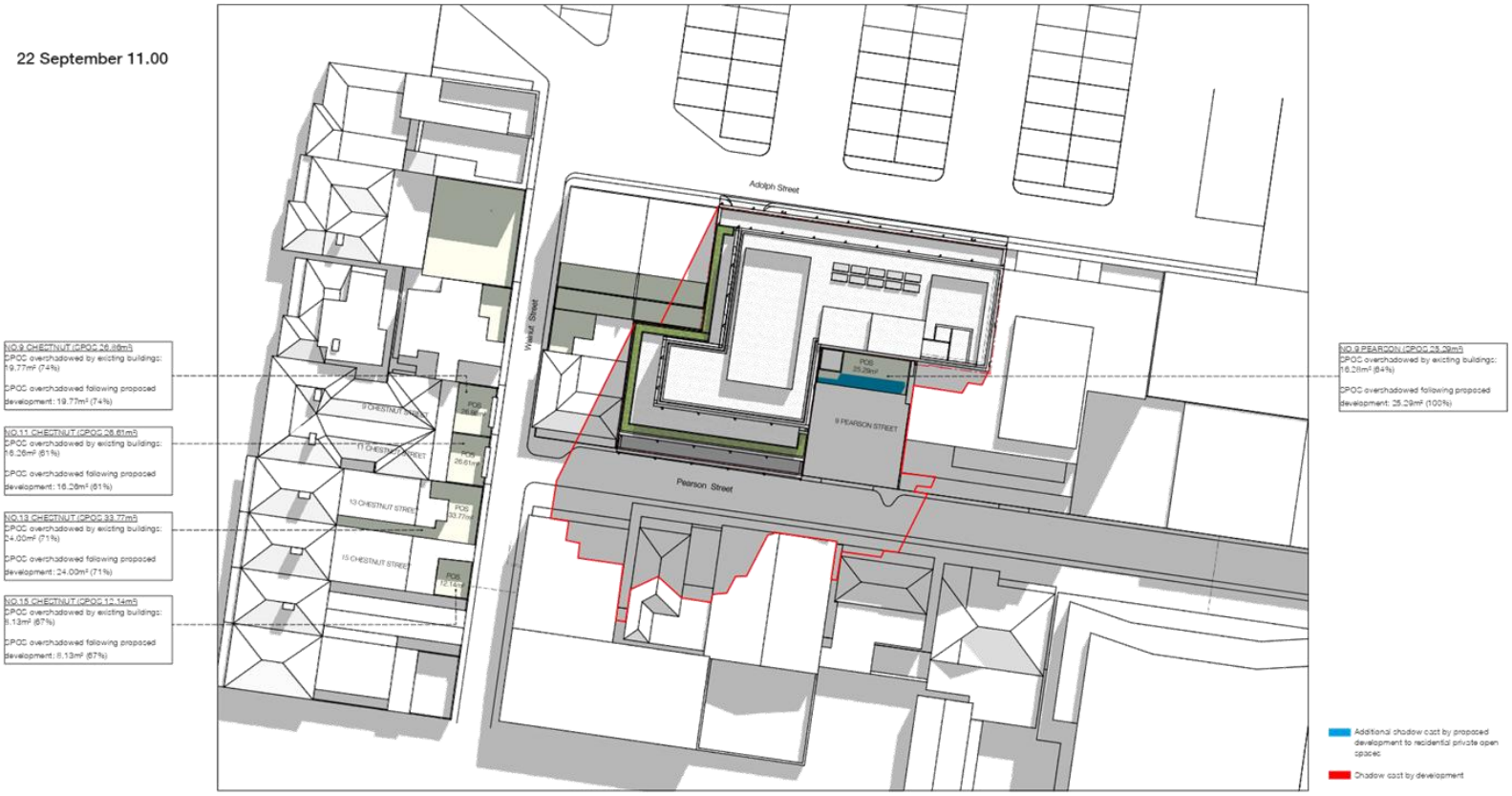


Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

Drawing	Revision	
SD30_04 Shadow Diagrams	03 07-07-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 6688 sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

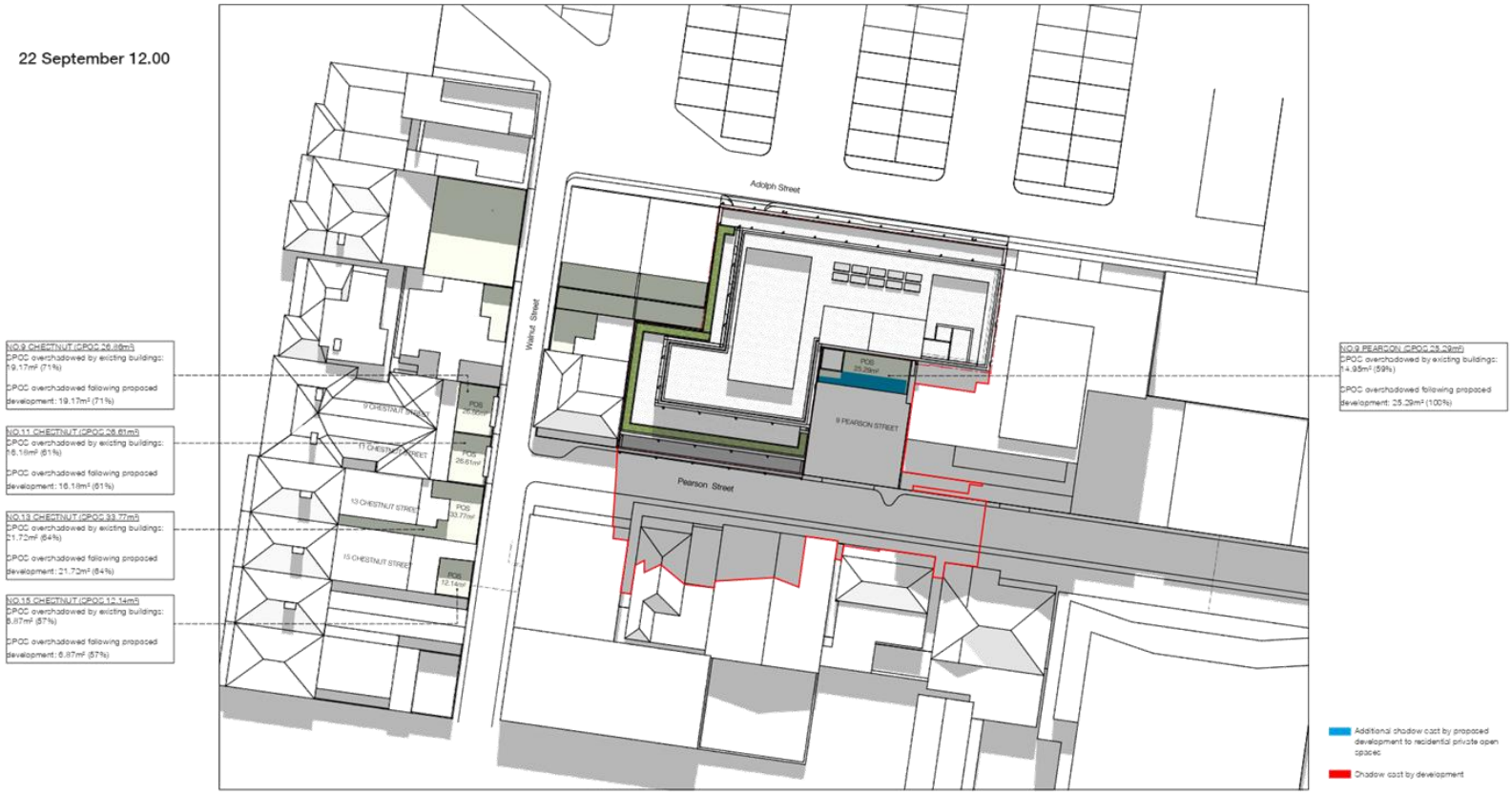


Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

Drawing	Revision	
SD30_05 Shadow Diagrams	03 07-07-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 6688 sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

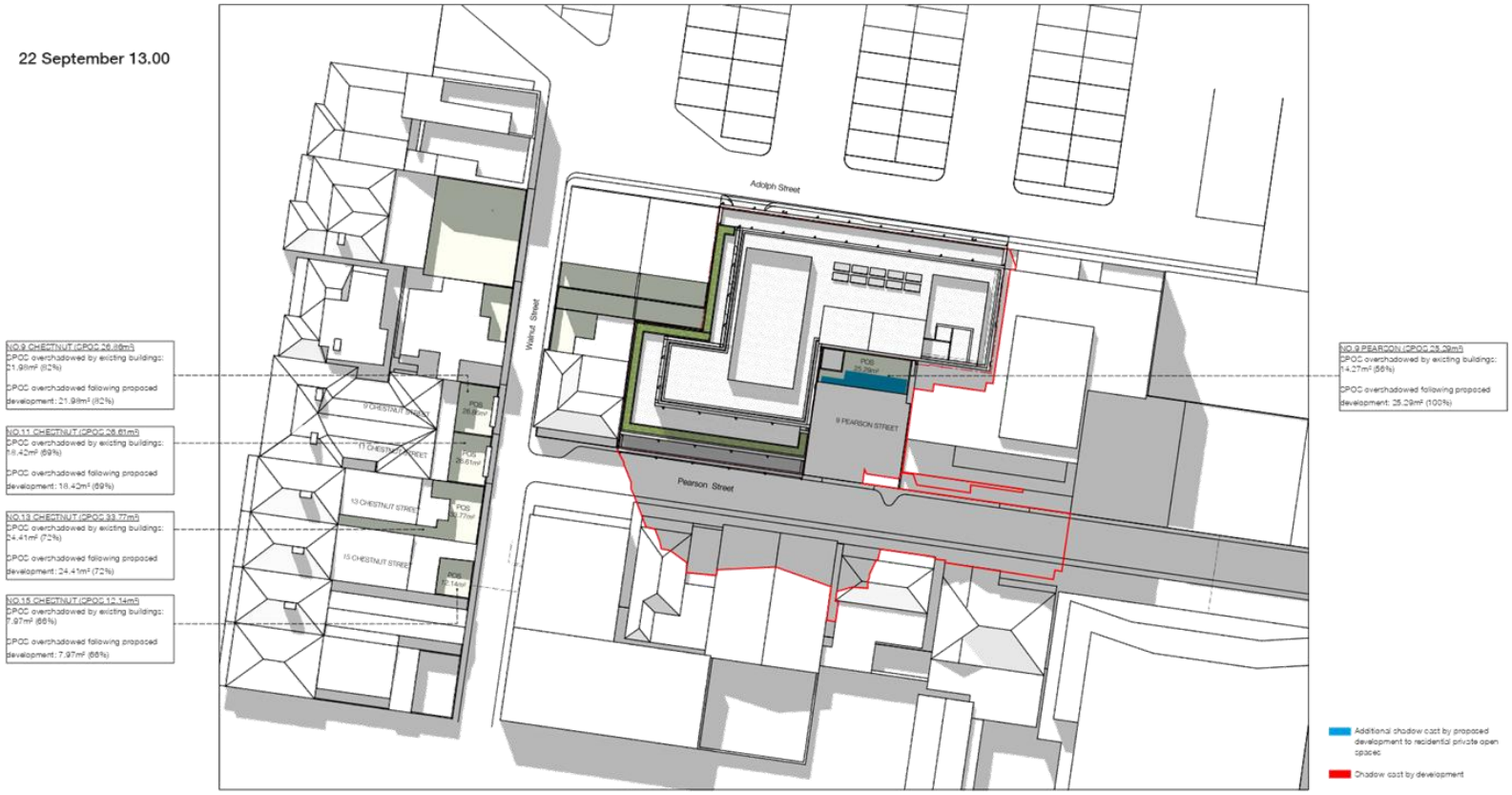


Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

Drawing	Revision	
SD30_06 Shadow Diagrams	03 07-07-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 6688 sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

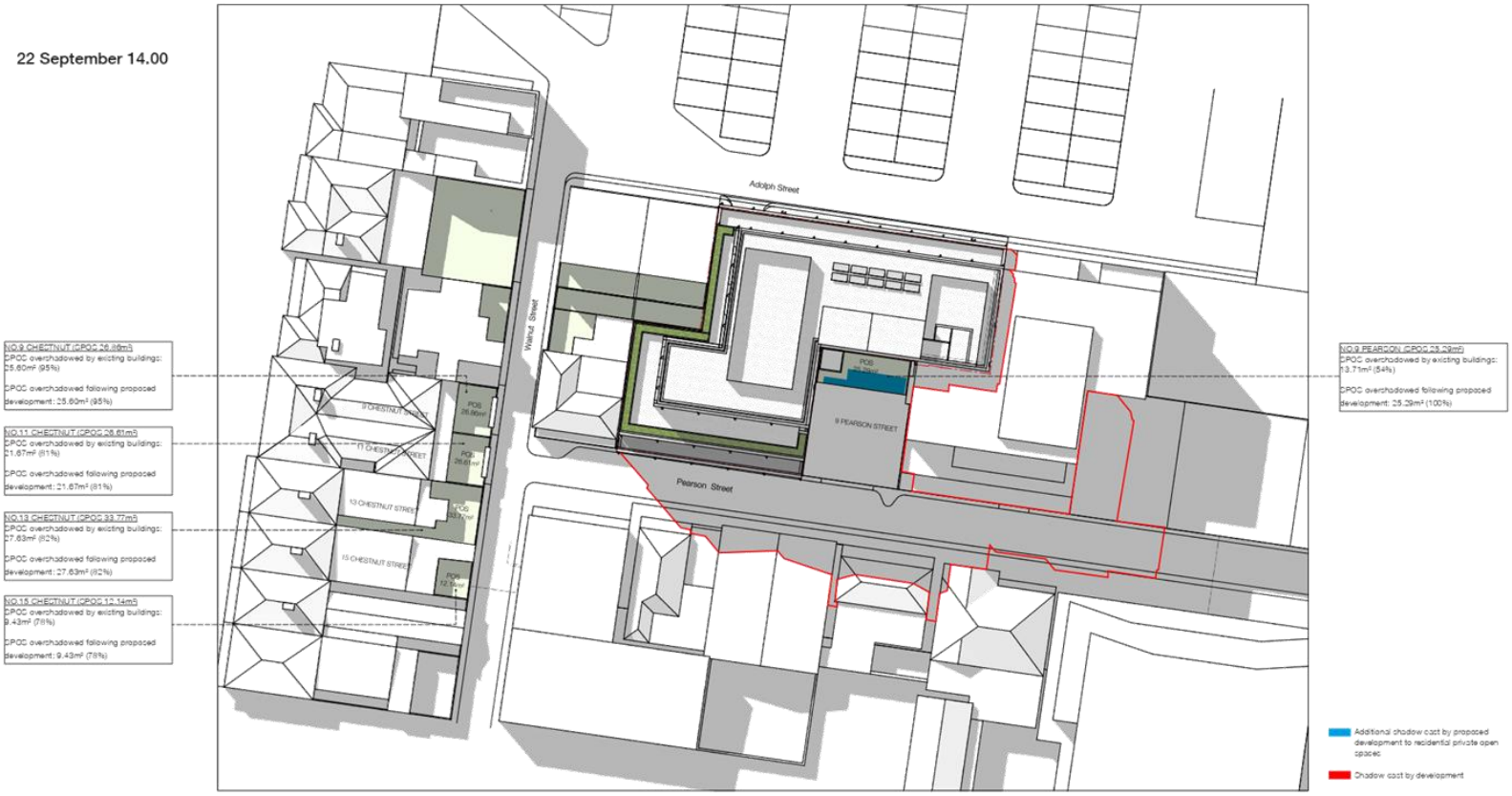


Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

Drawing	Revision	
SD30_07 Shadow Diagrams	03 07-07-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 6688 sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

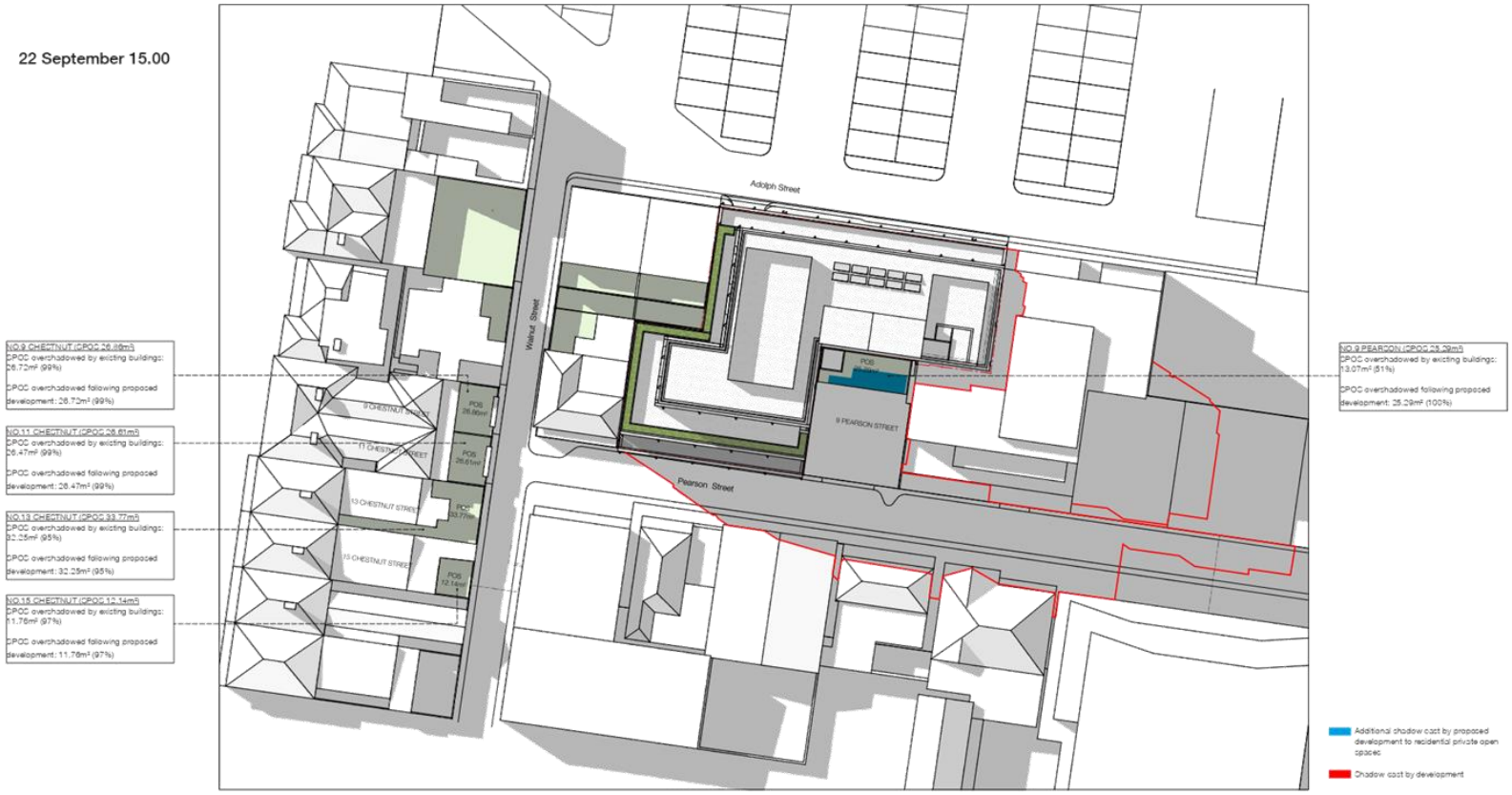


Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

Drawing	Revision	
SD30_08 Shadow Diagrams	03 07-07-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 6688 sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)



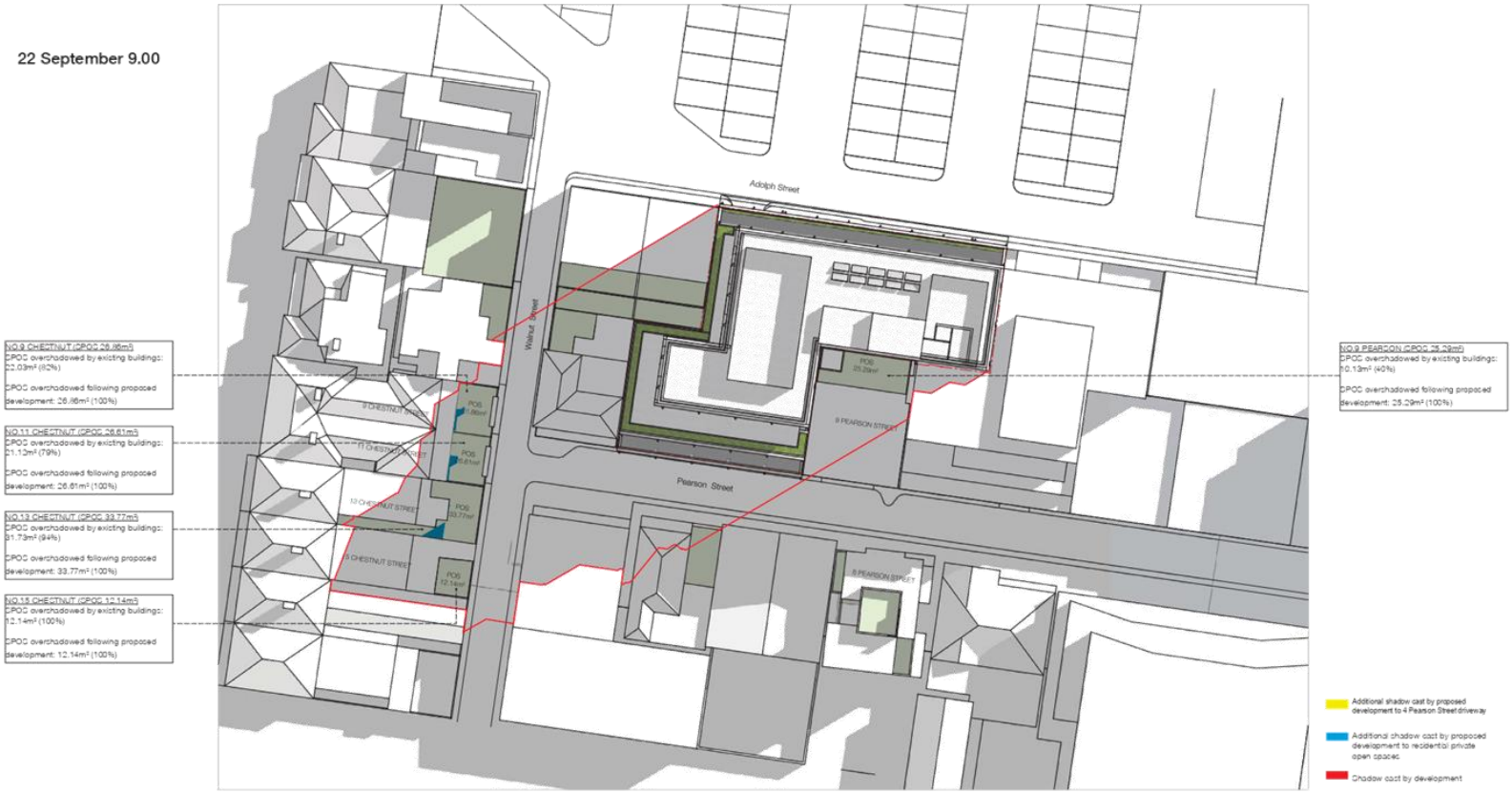
Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

Drawing	Revision	
SD30_09 Shadow Diagrams	03 07-07-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 6688 sjb.com.au

Attachment 2 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Decision Plans (S57A Plans)

Attachment 3 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Without Prejudice Shadow Diagrams (10/08/2020)



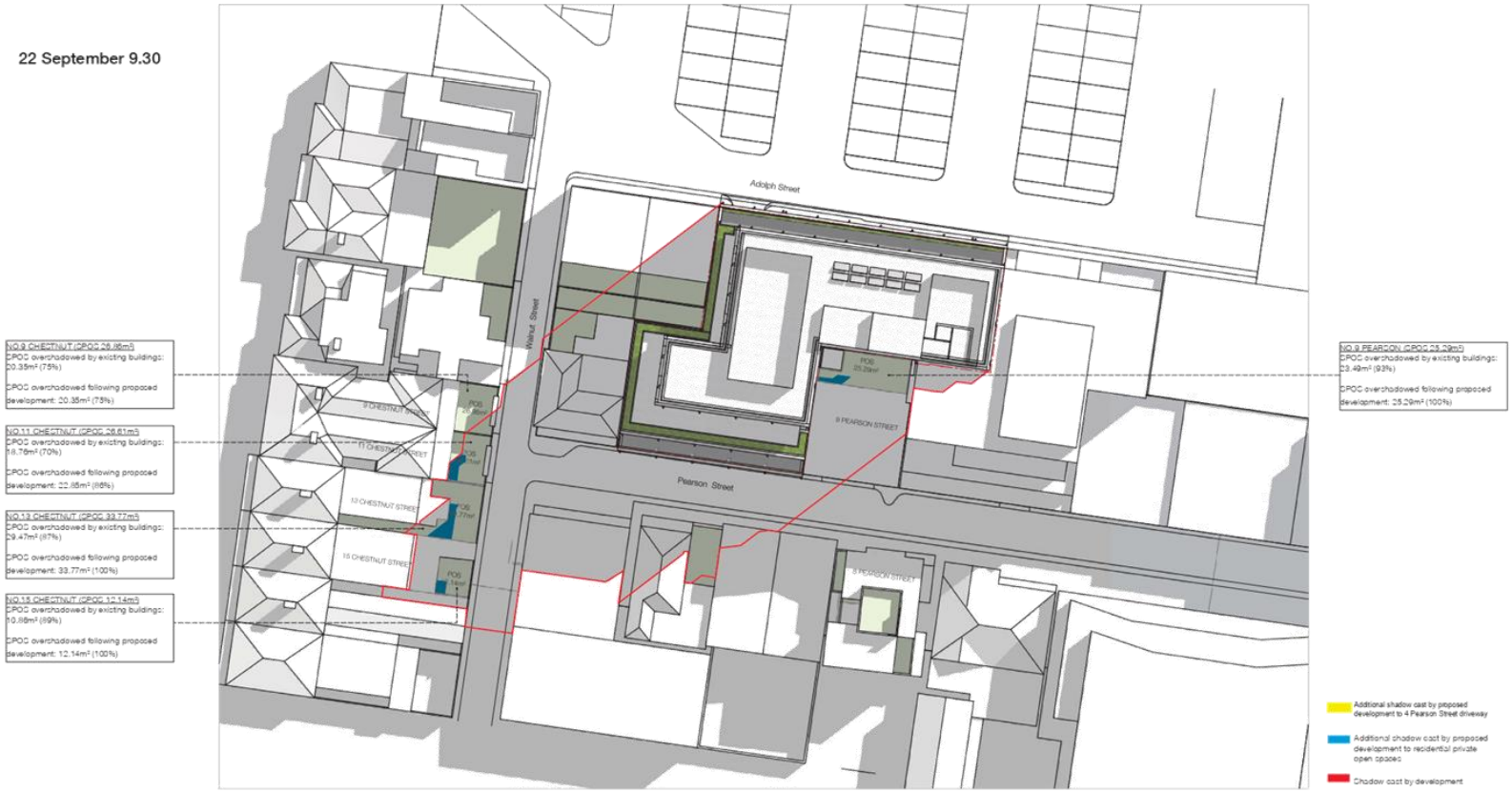
Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

WITHOUT PREJUDICE

Drawing	Revision	
SD30_01 Shadow Diagrams	05 06-08-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 9666 sjb.com.au

Attachment 3 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Without Prejudice Shadow Diagrams (10/08/2020)



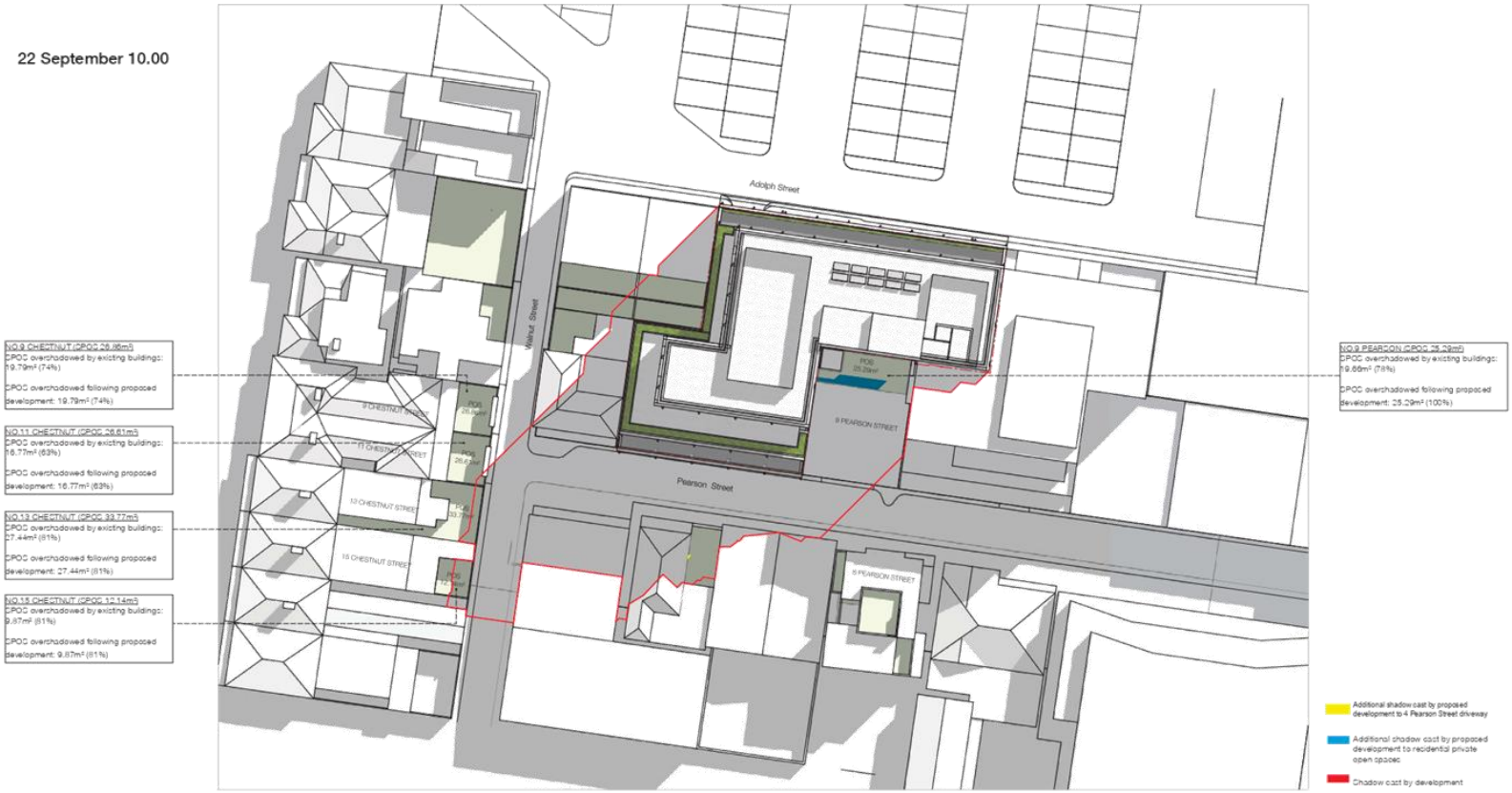
Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

WITHOUT PREJUDICE

Drawing	Revision	
SD30_02 Shadow Diagrams	06 06-08-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 9666 sjb.com.au

Attachment 3 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Without Prejudice Shadow Diagrams (10/08/2020)



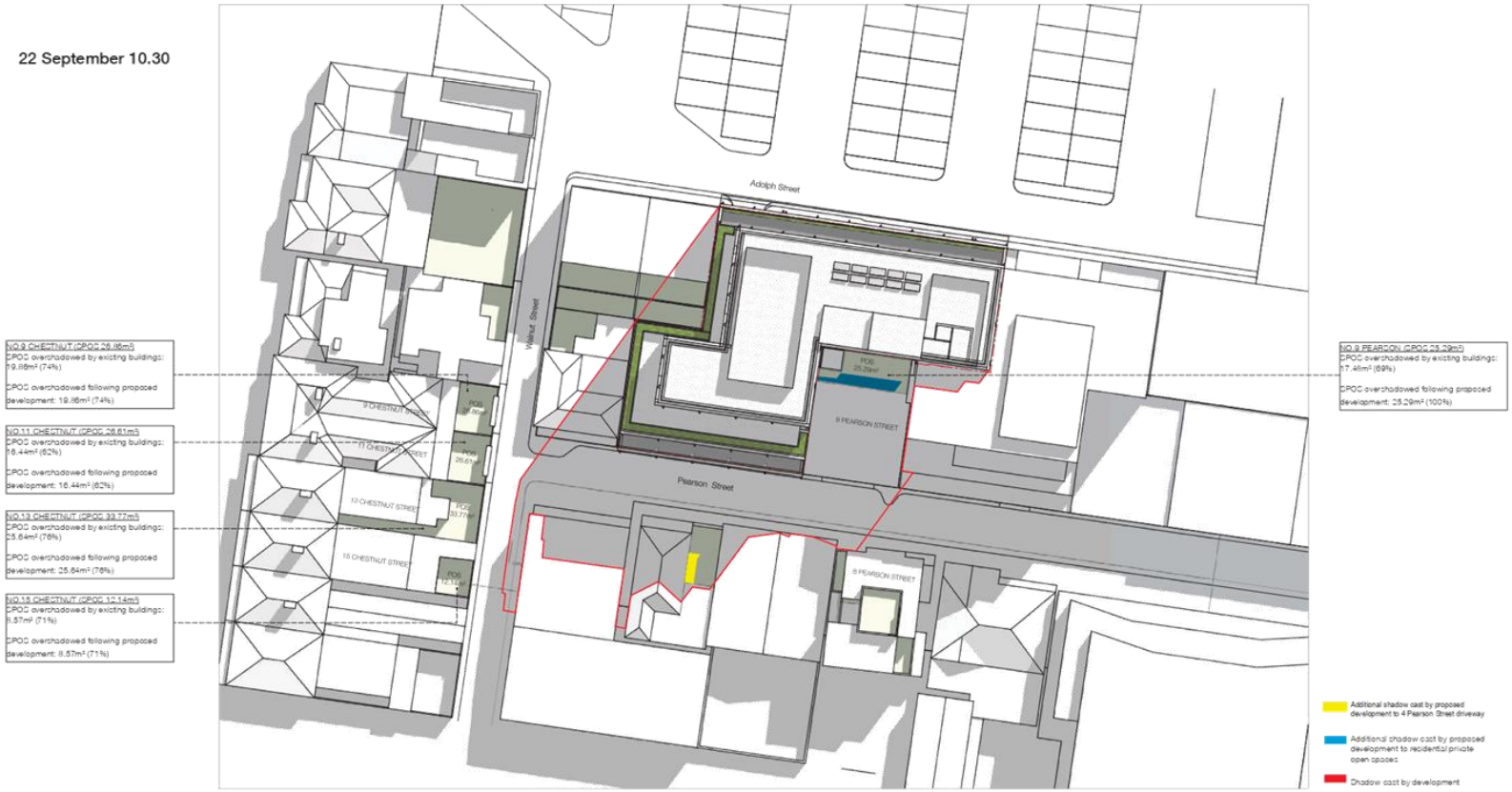
Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

WITHOUT PREJUDICE

Drawing	Revision	
SD30_03 Shadow Diagrams	05 06-08-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 9666 sjb.com.au

Attachment 3 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Without Prejudice Shadow Diagrams (10/08/2020)



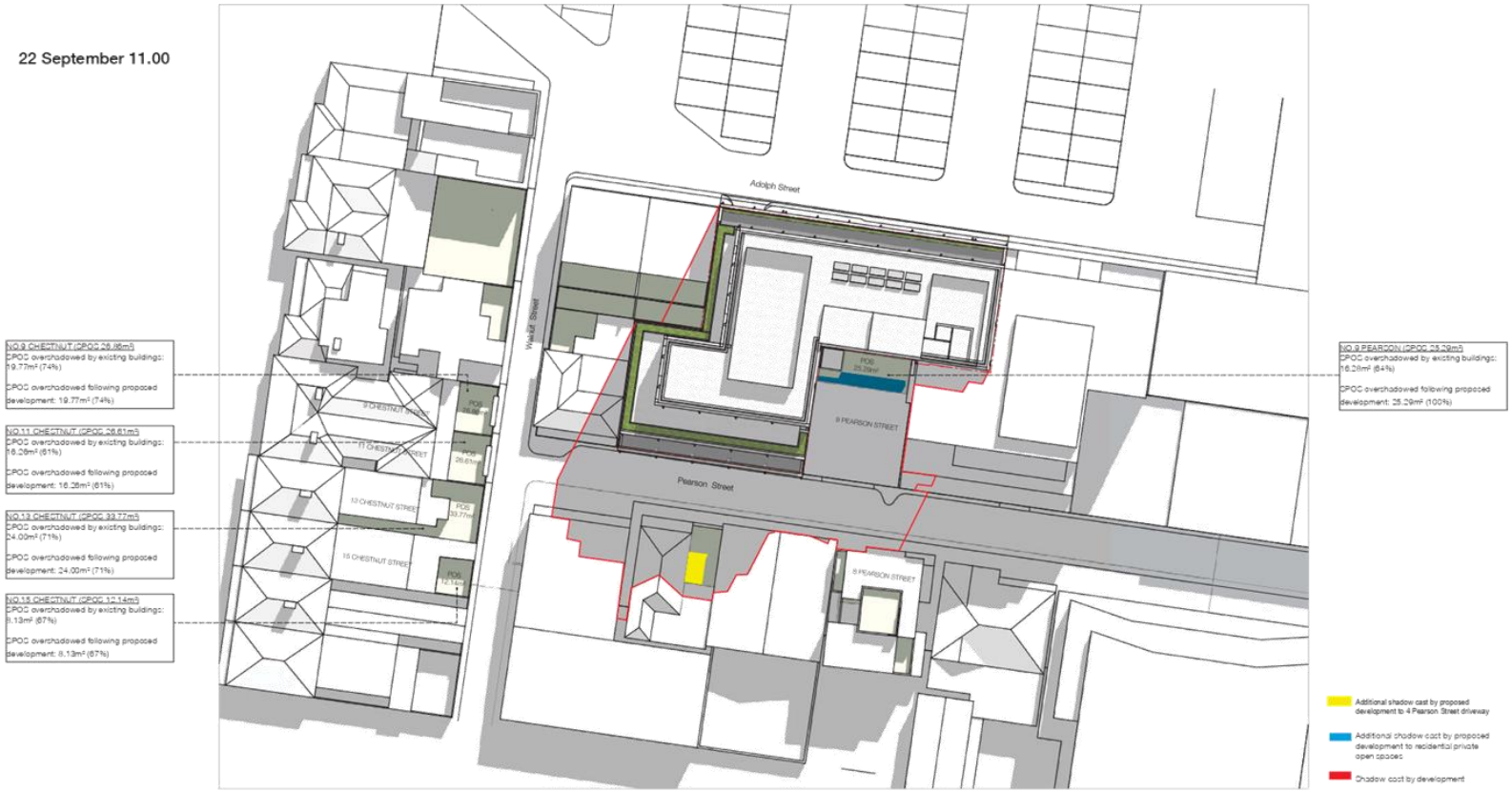
Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

WITHOUT PREJUDICE

Drawing	Revision	
SD30_04 Shadow Diagrams	05 06-08-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 9666 sjb.com.au

Attachment 3 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Without Prejudice Shadow Diagrams (10/08/2020)



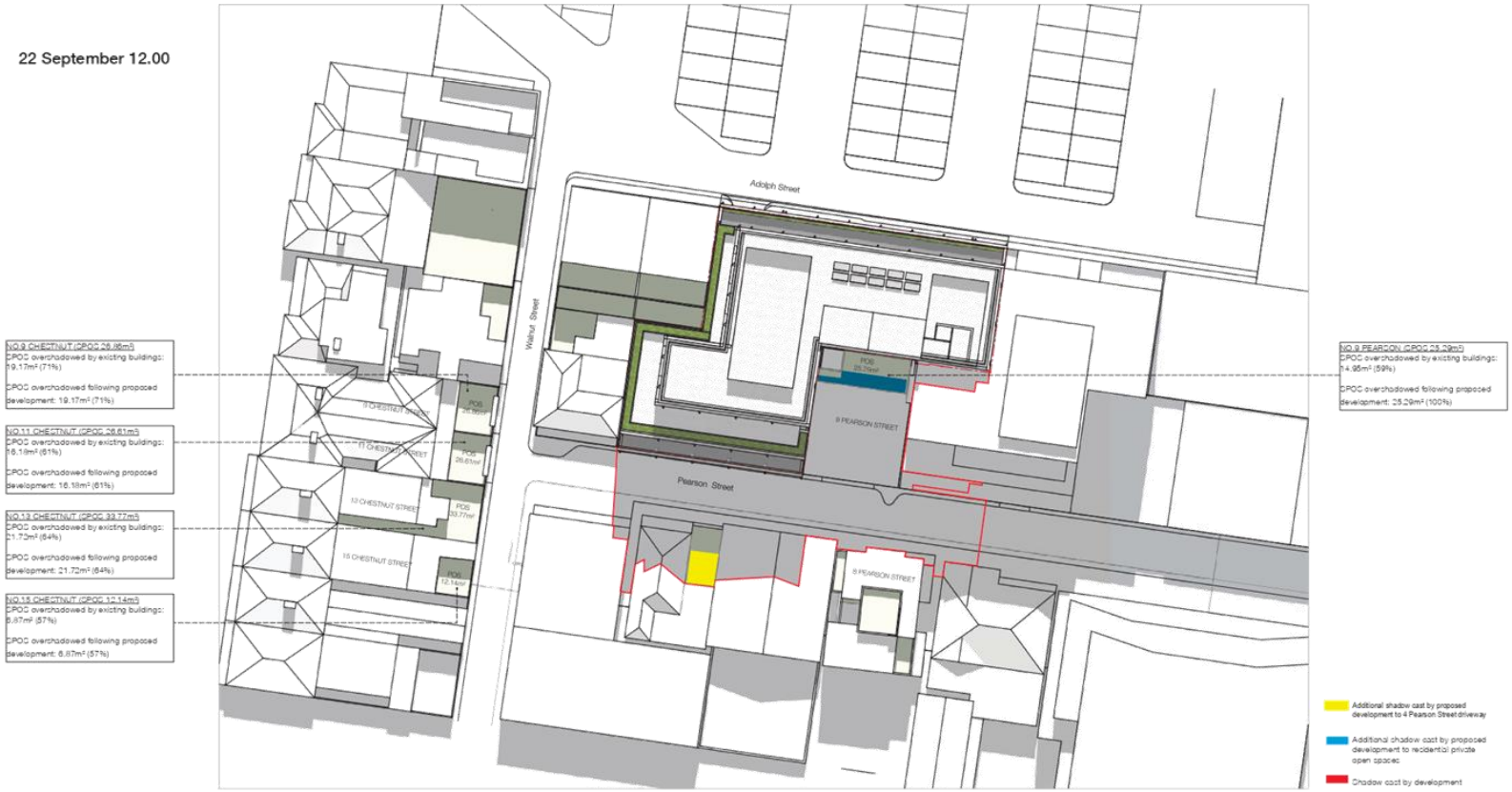
Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

WITHOUT PREJUDICE

Drawing	Revision	
SD30_05 Shadow Diagrams	05 06-08-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 9666 sjb.com.au

Attachment 3 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Without Prejudice Shadow Diagrams (10/08/2020)



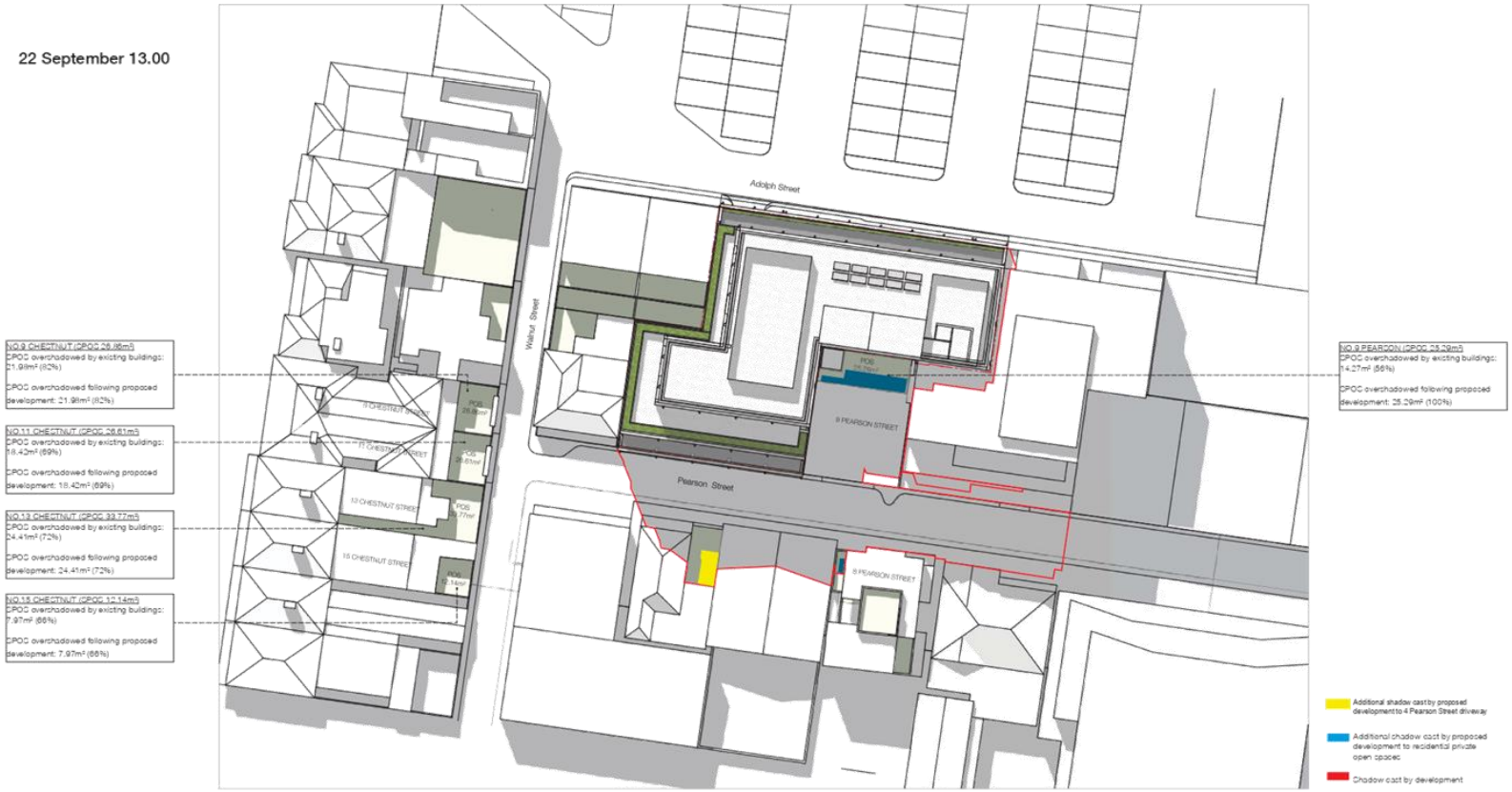
Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

WITHOUT PREJUDICE

Drawing	Revision	
SD30_06 Shadow Diagrams	05 06-08-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 9666 sjb.com.au

Attachment 3 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Without Prejudice Shadow Diagrams (10/08/2020)



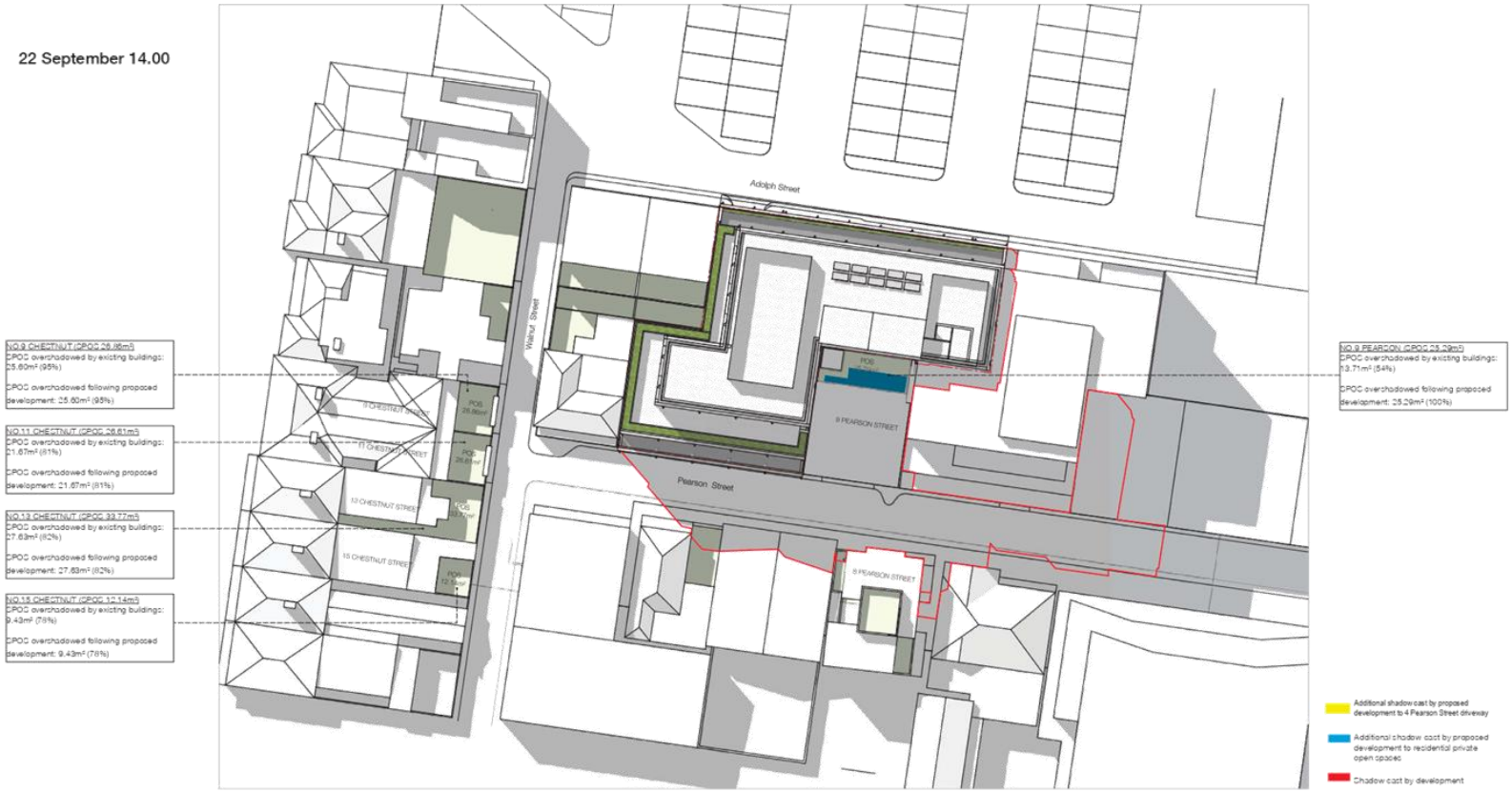
Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

WITHOUT PREJUDICE

Drawing	Revision	
SD30_07 Shadow Diagrams	05 06-08-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 9666 sjb.com.au

Attachment 3 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Without Prejudice Shadow Diagrams (10/08/2020)



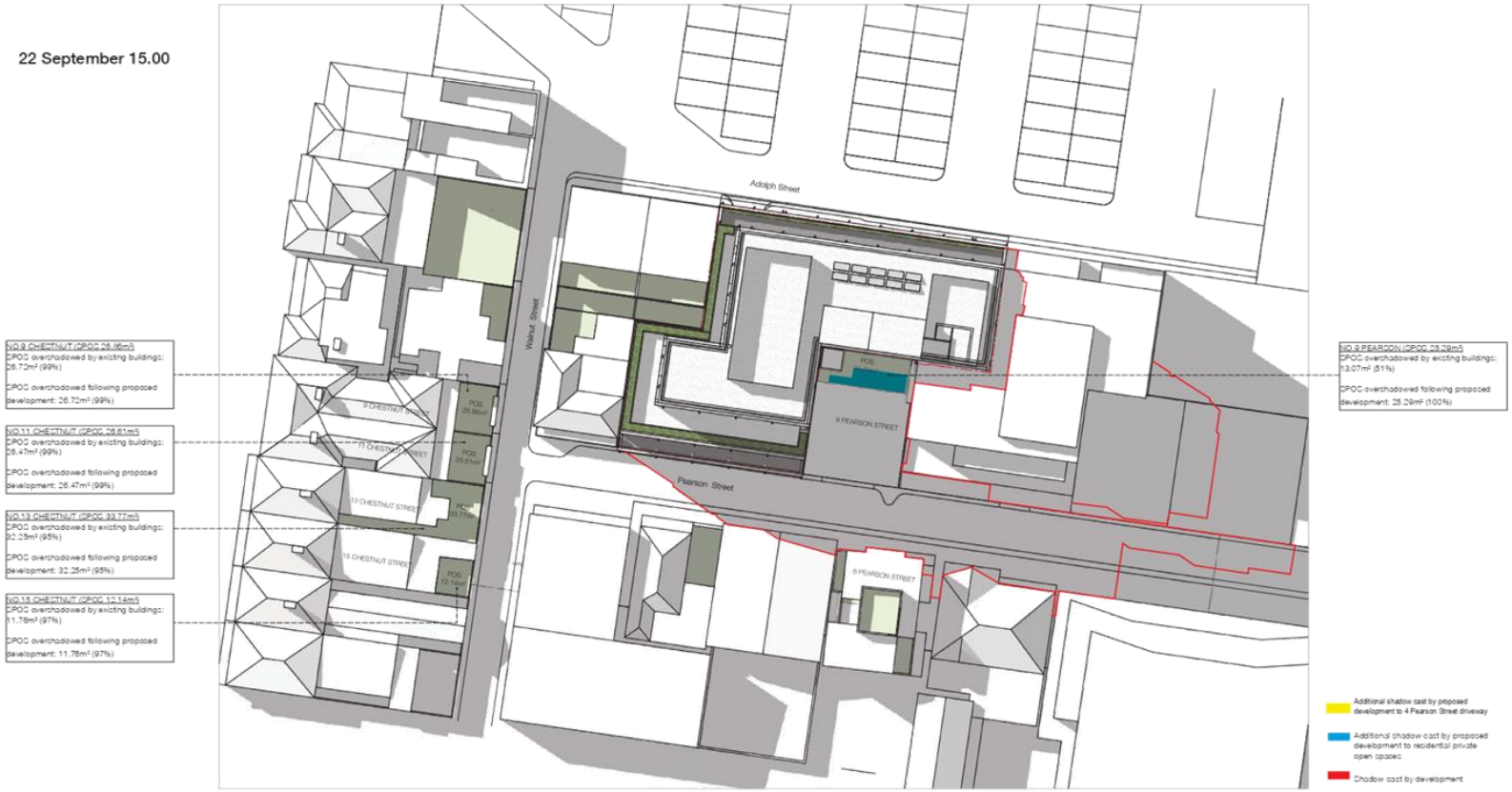
Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

WITHOUT PREJUDICE

Drawing	Revision	
SD30_08 Shadow Diagrams	05 06-08-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 9666 sjb.com.au

Attachment 3 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Without Prejudice Shadow Diagrams (10/08/2020)



Shadow Diagrams - Proposed

Project	Job No.	Scale
Proposed Commercial Development 4-6 Adolph , 3&5 Pearson St Cremorne	21505	1:200 @ A1 0 2 4 6 8 10 m

WITHOUT PREJUDICE

Drawing	Revision	
SD30_09 Shadow Diagrams	05 06-08-2020	SJB Architects Level 5, 18 Oliver Lane Melbourne VIC 3000 T 61 3 9699 9666 sjb.com.au

Attachment 4 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Head, Transport for Victoria referral

Department of Transport

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

Michelle King
Yarra City Council
182 St Georges Road
Fitzroy VIC 3065

Dear Michelle King

PLANNING APPLICATION NO.:	**PLN19/0827**
DEPARTMENT REFERENCE NO:	**PPR 32046/20-A**
PROPERTY ADDRESS:	**4-6 ADOLPH STREET, CREMORNE VIC 3121**

Section 55 – No Objection

Thank you for your referral amendment dated 14 June 2020 of the above application to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987.*

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

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

Should you have any enquiries regarding this matter, please contact Ewa Fiebelkorn on 9313-1187 or Ewa.Fiebelkorn@roads.vic.gov.au.

Yours sincerely

Ewa Fiebelkorn

Ewa Fiebelkorn
Statutory Referrals Officer

22/07/2020

Cc: Permit applicant

VICTORIA State Government

Attachment 5 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Streetscapes and Natural Values referral

Memo

diverse
vibrant
exciting
inclusive

To: Michelle King

Cc: Glen Williames

From: Paul Whitten

Date: 5 February 2020

Subject: PLN19/0827 – 4-6 Adolph St and 3-5 Pearson St Cremorne

Michelle,

I have reviewed Town Planning Report, Urban Context Report and Plans (Files D20/17930, 17932, 17936-17940)

There are no considerations for the S&NV team.

Any surface finishes to footpaths or Council infrastructure need to be considered by Open Space team.

Paul Whitten
Arboricultural Consultant

Attachment 6 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Open Space referral

Memo

To:	**Michelle King**
Cc:	
From:	**Julia Mardjuki**
Date:	**10 March 2020**
Subject:	**PLN19/0827 4 – 6 Adolph Street & 3 – 5 Pearson Street Cremorne – Open Space Referral**

Dear Michelle

I have reviewed the plans from SJB Architects dated received 20 January 2019. Please find my comments below:

1. We request only asphalt is used along the footpath on Adolph Street is and there are no bands of the proposed material, TE02 that intersect the footpath within the public realm.

2. If a planning permit is issued, we would like to request a landscape plan prepared by a qualified landscape architect with further details on:

    a. The planting plan, showing the type, location, quantity, height at maturity and botanical names of all proposed plants.
    b. Information on all planter beds, provide information on the depths and widths that will be provided, as well as information on soil media, drainage and irrigation.
    c. Provide a specification of works to be undertaken prior to planting.
    d. Confirmation the mulch used on higher levels is a wind tolerant material.
    e. The proposed maintenance schedules and requirements.

Please feel free to contact me if you would like me to clarify any of these points.

Sincerely

Julia Mardjuki
Open Space Planner

Attachment 7 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Urban Design referral

CITY OF YARRA

MeMO

TO:	Michelle King (Statutory Planning)
FROM:	Hayley McNicol (Urban Design)
DATE:	27 March 2020
SUBJECT:	4-6 Adolph Street and 3-5 Pearson Street, Cremorne
APPLICATION NO:	PLN19/0827
DESCRIPTION:	Development of the land for the construction of a seven storey building (plus basement and rooftop plant), a reduction in the car parking requirements associated with office and a food and drinks premises (no permit required for uses) and display of internally illuminated signage

COMMENTS SOUGHT

Urban Design comments have been sought on the above proposal, in particular if the development is acceptable from an Urban Design perspective and if the team has any capital works planned around the site. Comments are provided below and are based on the drawings dated 19 December 2019.

COMMENTS SUMMARY

In summary, the proposed development is not supported in its current form. The following changes are required to make the proposal more acceptable from an Urban Design perspective:

- The street wall along Adolph Street should be reduced to four storeys, with upper levels set back from the street (min 3 metres), to ensure the form better responds to the surrounding context and width of the street.
- Suggestion to increase the upper floor setbacks along Pearson Street (fourth and fifth storeys) from 1.7 metres to 3 metres to better define the street wall and upper form.
- The development should provide greater setbacks from the western boundary to provide a better built form transition to the smaller commercial sites and the residential zone to the west and reduce the extent of shear walls.
- The development should be set back from the eastern side boundary to provide more building separation between sites, and articulation of these elevations.
- The ground floor layout and design along Pearson Street should be revised to provide an improved interface with the street.
- The footpaths along Adolph and Pearson Streets are required to be asphalt in line with Council's Road Materials Policy.
- There are opportunities for tree planting along Adolph and Pearson Street which could be secured through this development.

These matters are described in more detail overleaf.

There are no capital works being led by the Urban Design team in proximity to the site.

Attachment 7 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Urban Design referral

URBAN DESIGN FEEDBACK

- **Height and massing**

  The Built Form and Design Policy at Clause 22.10-3.3 seeks to ensure that the height and setbacks of development are appropriate for the context and character of the area.

  This section of Adolph Street is characterised by buildings of generally one to three storeys in height. It is noted that the adjoining site to the east has an approval for a seven storey building with a four storey street wall fronting Adolph Street. Opposite the site is an open car park.

  Pearson Street is more fine grain with built form of generally one to three storeys in height, including a couple of more recent three storey developments built directly to the street. The adjoining site to the east has an approval for a seven storey development with a three storey street wall fronting Pearson Street.

  It is noted that the site is near the western edge of the Commercial 2 Zone, with the finer grain Neighbourhood Residential Zone located directly to the west over Walnut Street.

  The proposed development would be seven storeys in height, with a seven storey street wall fronting Adolph Street and a three storey street wall fronting Pearson Street. The proposed seven storey height is accepted in principle; however it is considered that the upper level setbacks are not sufficient and would result in a visually dominating building. In particular:

  - The proposed seven storey street wall to Adolph Street is excessive and does not adequately respond to the narrow width of the street and the general scale of buildings (including the adjoining approval) in the immediate surroundings. Although the site to the north is currently an open car park, it is possible that this site could develop in future and therefore the proposed development should provide an appropriate street wall with this in mind. It is therefore recommended that the street wall is reduced to four storeys in height, and the upper floors are set back at least 3 metres to provide a more appropriate built form to the street and a clear distinction between the street wall and upper form.
  - The proposal provides a three storey street wall fronting Pearson Street, with the fourth and fifth storeys set back 1.7 metres from the front boundary, and the sixth and seventh storeys set back 5 metres from the front boundary. The three storey street wall is considered appropriate given the finer grain lower scale character along Pearson Street. It is recommended that the setback of the fourth and fifth storeys is increased from 1.7 metres to 3 metres to provide a better outcome in terms of defining the street wall and upper levels.

- No side setbacks have been provided, with the exception of some setback of the uppermost levels at the south-west corner of the site. This lack of building separation between sites results in a more dominant and overwhelming built form in the street and surrounding area.
  - At the west, the development does not provide an appropriate built form transition to the smaller commercial sites to the west (which would likely be developed at a lower scale) and the Neighbourhood Residential Zone (which has a height limit of 9 metres (two storeys)). Increased setbacks are required from the west to provide a better built form transition and reduce the extent of shear walls. In particular, for the northern portion of the site (fronting Adolph Street), it is recommended that the upper levels are set back from the western boundary. For the southern portion of the site (fronting Pearson Street), it is recommended to increase the setback of the sixth and seventh storeys so that there is a more generous built form transition stepping down towards the residential zone.
  - At the east, it is recommended that some setbacks are provided at the upper levels to create some spacing/separation and articulation between buildings.

- **Street interface and ground floor layout**

  The Built Form and Design policy at Clause 22.10-3.4 seeks *"to ensure ground level façade and boundary treatments interface positively with the street and public domain treatments interface positively with the street and public domain".*

  The development generally provides a positive interface along Adolph Street, with a balance of active ground floor uses with a vehicle entry car parking and bike storage.

  However, the entire Pearson Street frontage is made up of a vehicle entry, car parking and services, which results in a poor interface with the street. As Pearson Street is not a rear street/laneway and has many adjacent properties fronting the street, it is recommended that changes are made to the proposal to provide a more active frontage and sense of address to the street and reduce the extent of vehicle entries/car parking/services.

- **Façade design and materials**

  As raised above, the western and eastern elevations comprise large areas of blank walls with little articulation. The development has proposed some patterning / variation in materials, but in our view this is not enough to articulate these shear walls and reduce their visual impact. It is therefore recommended to provide setbacks to better articulate these elevations.

- **Public realm**

  The ground floor drawings show that the sections of the Adolph Street footpaths would be bluestone pavers. The footpaths are required to be asphalt in accordance with Council's Roads Materials Policy – drawings should be updated to reflect this. The Civil Engineering team can provide further advice if needed.

  There are some opportunities for tree planting along Adolph and Pearson Streets which could be secured as part of this development. We would be happy to specify potential locations which could be specified in a planning condition.

- **Any capital works**

  There are no planned capital works led by the Urban Design team which are in proximity to the site.

Attachment 8 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Engineering referral (original)

MEMO

To:	**Michelle King**	
From:	**Mark Pisani**	
Date:	**23 March 2020**	
Subject:	**Application No:**	**PLN19/0827**
	Description:	**Seven Storey Building**
	Site Address:	**4-6 Adolph Street & 3-5 Pearson Street, Cremorne**

I refer to the above Planning Application received on 5 February 2020 in relation to the proposed development at 4-6 Adolph Street & 3-5 Pearson Street, Cremorne. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
SJB Architects	SD01_01 *Existing Conditions Plan*	3	19 December 2019
	SD02_99 *Basement*	7	19 December 2019
	SD02_01 *Ground Plan*	11	16 January 2020
	SD02_02 *L1 Plan*	9	16 January 2020
	SD05_01 *North Elevation*	04	17 January 2020
	SD05_02 *East Elevation*	04	17 January 2020
	SD06_02 *Section B*	04	17 January 2020
Ratio Consultants	*Traffic Impact Assessment* report	REP01	18 December 2019

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	2,975 m²	3.0 spaces per 100 m² of net floor area	89	24
Food and Drink Premises	75 m²	3.5 spaces per 100 m² of leasable floor area	2	1
		Total	**91 Spaces**	**24 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.

Attachment 8 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Engineering referral (original)

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 for Office Use*. The proposed office would be provided with a total of 24 on-site parking spaces, which equates to a parking rate of 0.81 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
60-88 Cremorne Street, Cremorne PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m^2 (200 on-site spaces; 27,653 m^2)
2-16 Northumberland Street, Collingwood PLN16/0435 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)
51 Langridge Street PLN17/0332 (Amended) issued 18 May 2018	0.54 spaces per 100 m^2 (18 on-site space; 3,335 m^2)

  The proposed on-site office parking rate of 0.81 spaces is considered appropriate, having regarding to the site's good accessibility to public transport services and proximity to Melbourne.
- *Parking Demand for Retail Use*. Typically, retail uses would generate a staff parking demand of 1.0 space per 100 square metres of floor area. For this site, the retail staff parking demand would be say, one space. Customer parking would be generated off-site.
- *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 – 50 metre walk
  - Swan Street trams – 250 metre walk
  - Church Street trams – 220 metre walk
- *Multi-Purpose Trips within the Area*. Clients and customer to the office might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access*. The site is easily accessible by pedestrians and bicycles.

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

- *Availability of Car Parking*. Ratio Consultants had undertaken on-street parking surveys of the surrounding area on Thursday 31 October 2019 between 9:00am and 5:00pm. The survey results recorded a peak on-street parking occupancy of 82% (323 on-street spaces occupied out of an inventory of 395 surveyed spaces). Clients and customers should be able to find a short-stay parking space near the development.
- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Car Parking Deficiency associated with Existing Land Use*. According to Ratio Consultants, the existing land uses on the site comprise a motor repairs workshop and two residential dwellings

and would have an existing car parking deficiency of around 11 spaces (assuming no on-site parking exists). Any parking deficiency the site may have could be transferrable onto the new uses.

- *Other Relevant Considerations.* The scarcity of long-stay unrestricted parking in the area would be disincentive for employees to drive to the site. Employees would be inclined to make other travel arrangements to commute to and from the site by taking public transport or riding a bicycle.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking associated with the office and food and drinks uses is considered appropriate in the context of the development and the surrounding area. The operation of the development should not adversely impact on the existing parking conditions in the area. The site is well positioned in terms of public transport services.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

TRAFFIC IMPACT
Trip Generation
The trip generation for the site adopted by Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Office (24 spaces)	0.5 trips per space in each peak hour 2.0 trips per space per day	48	12	12
Food and Drink (1 space)	1.0 trip per space in each peak hour	Not provided	1	1
	Total		**13**	**13**

Directional Split
Ratio Consultants have adopted a directional spilt of 80%-20% inbound and outbound traffic movements in the AM peak hour and 20%-80% for the PM peak hour inbound and outbound traffic movements.

We consider a directional split of 90%-10% to be appropriate for inbound and outbound traffic movements in the Am peak hour and reversed in the PM peak hour. Adopting this directional split would equate to the following:

- AM Peak – 90% inbound (12 trips), 10% outbound (1 trips); and
- PM Peak – 90% outbound (12 trips), 10% inbound (1 trips).

The peak hour traffic volumes generated by the site are considered low and should not adversely impact on the traffic operation of the surrounding road network.

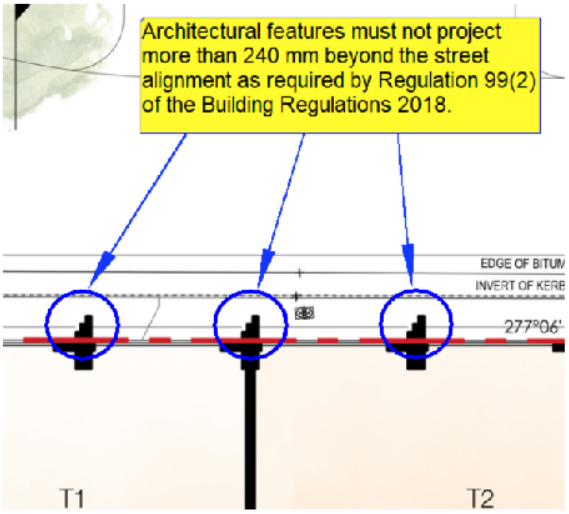
Attachment 8 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Engineering referral (original)

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Pearson Street	The 5.7 metre wide entrance into the development satisfies *Design standard 1 – Accessways* of Clause 52.06-9.
Development Exit – Adolph Street	The vehicular exit width onto Adolph Street has not been dimensioned on the drawings.
Visibility	Pedestrian sight triangles, as required by *Design standard 1*, cannot be provided at the exit point. The provision of two convex mirrors as shown on the drawings are considered acceptable in lieu of sight triangles.
Headroom Clearance	A minimum headroom clearance of 2.3 metres has been provided at the Pearson Street entrance, which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Car Parking Modules and Mechanical Parking	
Aisles	Using the Trapeze plan management tool, the aisle servicing the car stacker devices has a width of approximately 5.9 metres and satisfies *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Car Stacker Device	The development would be using a shuffle type car stacker – the Trendvario 4300 stacker by Klaus Multiparking. Each space has a useable platform width of 2.4 metres and has a length of 5.5 metres, which can comfortably accommodate a car up to 5.0 metres in length.
Floor to Ceiling Height	Not dimensioned on the drawings.
Vehicle Clearance Height	Each stacker space would have a vehicle clearance height of 2.05 metres, which satisfies *Design standard 4: Mechanical parking.*
Column Depths and Setbacks	Not applicable.
Clearances to Walls	Not applicable.
Other Items	
Vehicle Turning Movements – Via Pearson Street	The swept path diagrams for a B85 design vehicle entering the site via Pearson Street and accessing the southernmost stacker platforms are considered satisfactory.
Vehicle Turning Movements – Stacker Platforms	The swept path diagrams for a B85 design vehicle turning into and out of the individual stacker platforms are considered satisfactory. A correctional movement may be required for entry and exit movements into and out of some stacker platforms – permissible under AS/NZS 2890.1:2004 for long-stay employee and resident parking.
Ground Clearance – Vehicle Crossings	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 '*Design Items to be Addressed*' section).

Attachment 8 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Engineering referral (original)

Item	Assessment
Access Arrangements	
Adolph Street Footpath	The TE01 Footpath finish – Rough Finish Bluestone – must be deleted from the drawings. The reinstatement of the footpath along the Adolph Street frontage of the development must be in accordance with Council's *Infrastructure Road Materials Policy*.
Architectural Features – Adolph Street	Architectural features from the site must not protrude more than 240 mm beyond the property boundary for a narrow street (6.0 metres or less in width. 

Design Items to be Addressed

Item	Details
Development Exit – Adolph Street	To be dimensioned on the drawings and must not be less than 3.0 metres as per *Design standard 1*.
Floor to Ceiling Height	To be dimensioned on the drawings (located within the car stacker).
Vehicle Crossing Ground Clearance Check	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check requires the applicant to obtain a number of spot levels which include the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, for both Adolph Street and Pearson Street. These levels are to be shown on a cross sectional drawings, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access. 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.

ENGINEERING CONDITIONS

Attachment 8 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Engineering referral (original)

Civil Works

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

- The kerb and channel along the property's Pearson Street and Adolph Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpaths along the property's Pearson Street and Adolph Street 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 or unless otherwise specified by Council.
- 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.

Vehicle Crossings

Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossings must be designed and constructed:

- In accordance with any requirements or conditions imposed by Council.
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the 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.

Stacker Devices

- Ducting, pipes and other obtrusions must not encroach into the space design envelope of the car stacker spaces.

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.

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.
Clearances to Electrical Assets	Overhead power lines run along the west side of south side of Adolph Street, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

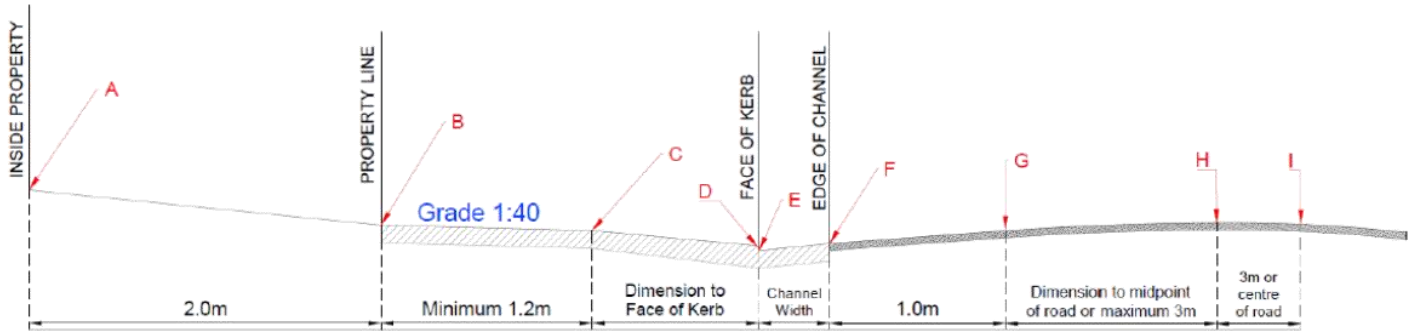
Attachment 8 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Engineering referral (original)

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 9 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Engineering referral (supplementary - S57A plans)

MEMO

To:	**Michelle King**	
From:	**Mark Pisani**	
Date:	**23 March 2020**	
Subject:	**Application No:**	**PLN19/0827**
	Description:	**Seven Storey Building**
	Site Address:	**4-6 Adolph Street & 3-5 Pearson Street, Cremorne**

I refer to the above Planning Application received on 5 February 2020 in relation to the proposed development at 4-6 Adolph Street & 3-5 Pearson Street, Cremorne. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
SJB Architects	SD01_01 *Existing Conditions Plan*	3	19 December 2019
	SD02_99 *Basement*	7	19 December 2019
	SD02_01 *Ground Plan*	11	16 January 2020
	SD02_02 *L1 Plan*	9	16 January 2020
	SD05_01 *North Elevation*	04	17 January 2020
	SD05_02 *East Elevation*	04	17 January 2020
	SD06_02 *Section B*	04	17 January 2020
Ratio Consultants	*Traffic Impact Assessment* report	REP01	18 December 2019

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	2,975 m²	3.0 spaces per 100 m² of net floor area	89	24
Food and Drink Premises	75 m²	3.5 spaces per 100 m² of leasable floor area	2	1
		Total	**91 Spaces**	**24 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.

Attachment 9 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Engineering referral (supplementary - S57A plans)

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 for Office Use*. The proposed office would be provided with a total of 24 on-site parking spaces, which equates to a parking rate of 0.81 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
60-88 Cremorne Street, Cremorne PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m^2 (200 on-site spaces; 27,653 m^2)
2-16 Northumberland Street, Collingwood PLN16/0435 issued 14 June 2017	0.89 spaces per 100 m^2 (135 on-site spaces; 15,300 m^2)
51 Langridge Street PLN17/0332 (Amended) issued 18 May 2018	0.54 spaces per 100 m^2 (18 on-site space; 3,335 m^2)

  The proposed on-site office parking rate of 0.81 spaces is considered appropriate, having regarding to the site's good accessibility to public transport services and proximity to Melbourne.
- *Parking Demand for Retail Use*. Typically, retail uses would generate a staff parking demand of 1.0 space per 100 square metres of floor area. For this site, the retail staff parking demand would be say, one space. Customer parking would be generated off-site.
- *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 – 50 metre walk
  - Swan Street trams – 250 metre walk
  - Church Street trams – 220 metre walk
- *Multi-Purpose Trips within the Area*. Clients and customer to the office might combine their visit by engaging in other activities or business whilst in the area.
- *Convenience of Pedestrian and Cyclist Access*. The site is easily accessible by pedestrians and bicycles.

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

- *Availability of Car Parking*. Ratio Consultants had undertaken on-street parking surveys of the surrounding area on Thursday 31 October 2019 between 9:00am and 5:00pm. The survey results recorded a peak on-street parking occupancy of 82% (323 on-street spaces occupied out of an inventory of 395 surveyed spaces). Clients and customers should be able to find a short-stay parking space near the development.
- *Relevant Local Policy or Incorporated Document*. The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Car Parking Deficiency associated with Existing Land Use*. According to Ratio Consultants, the existing land uses on the site comprise a motor repairs workshop and two residential dwellings

and would have an existing car parking deficiency of around 11 spaces (assuming no on-site parking exists). Any parking deficiency the site may have could be transferrable onto the new uses.

- *Other Relevant Considerations*. The scarcity of long-stay unrestricted parking in the area would be disincentive for employees to drive to the site. Employees would be inclined to make other travel arrangements to commute to and from the site by taking public transport or riding a bicycle.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking associated with the office and food and drinks uses is considered appropriate in the context of the development and the surrounding area. The operation of the development should not adversely impact on the existing parking conditions in the area. The site is well positioned in terms of public transport services.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

TRAFFIC IMPACT
Trip Generation
The trip generation for the site adopted by Ratio Consultants is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Office (24 spaces)	0.5 trips per space in each peak hour 2.0 trips per space per day	48	12	12
Food and Drink (1 space)	1.0 trip per space in each peak hour	Not provided	1	1
	Total		**13**	**13**

Directional Split
Ratio Consultants have adopted a directional spilt of 80%-20% inbound and outbound traffic movements in the AM peak hour and 20%-80% for the PM peak hour inbound and outbound traffic movements.

We consider a directional split of 90%-10% to be appropriate for inbound and outbound traffic movements in the Am peak hour and reversed in the PM peak hour. Adopting this directional split would equate to the following:

- AM Peak – 90% inbound (12 trips), 10% outbound (1 trips); and
- PM Peak – 90% outbound (12 trips), 10% inbound (1 trips).

The peak hour traffic volumes generated by the site are considered low and should not adversely impact on the traffic operation of the surrounding road network.

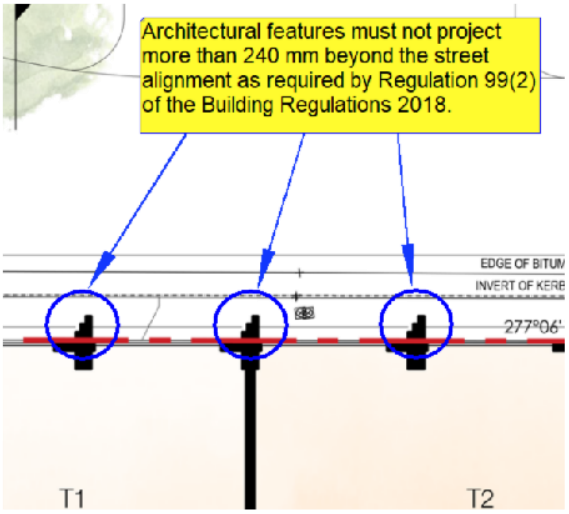
Attachment 9 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Engineering referral (supplementary - S57A plans)

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Pearson Street	The 5.7 metre wide entrance into the development satisfies *Design standard 1 – Accessways* of Clause 52.06-9.
Development Exit – Adolph Street	The vehicular exit width onto Adolph Street has not been dimensioned on the drawings.
Visibility	Pedestrian sight triangles, as required by *Design standard 1*, cannot be provided at the exit point. The provision of two convex mirrors as shown on the drawings are considered acceptable in lieu of sight triangles.
Headroom Clearance	A minimum headroom clearance of 2.3 metres has been provided at the Pearson Street entrance, which satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Car Parking Modules and Mechanical Parking	
Aisles	Using the Trapeze plan management tool, the aisle servicing the car stacker devices has a width of approximately 5.9 metres and satisfies *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.
Car Stacker Device	The development would be using a shuffle type car stacker – the Trendvario 4300 stacker by Klaus Multiparking. Each space has a useable platform width of 2.4 metres and has a length of 5.5 metres, which can comfortably accommodate a car up to 5.0 metres in length.
Floor to Ceiling Height	Not dimensioned on the drawings.
Vehicle Clearance Height	Each stacker space would have a vehicle clearance height of 2.05 metres, which satisfies *Design standard 4: Mechanical parking.*
Column Depths and Setbacks	Not applicable.
Clearances to Walls	Not applicable.
Other Items	
Vehicle Turning Movements – Via Pearson Street	The swept path diagrams for a B85 design vehicle entering the site via Pearson Street and accessing the southernmost stacker platforms are considered satisfactory.
Vehicle Turning Movements – Stacker Platforms	The swept path diagrams for a B85 design vehicle turning into and out of the individual stacker platforms are considered satisfactory. A correctional movement may be required for entry and exit movements into and out of some stacker platforms – permissible under AS/NZS 2890.1:2004 for long-stay employee and resident parking.
Ground Clearance – Vehicle Crossings	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 '*Design Items to be Addressed*' section).

Attachment 9 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Engineering referral (supplementary - S57A plans)

Item	Assessment
Access Arrangements	
Adolph Street Footpath	The TE01 Footpath finish – Rough Finish Bluestone – must be deleted from the drawings. The reinstatement of the footpath along the Adolph Street frontage of the development must be in accordance with Council's *Infrastructure Road Materials Policy*.
Architectural Features – Adolph Street	Architectural features from the site must not protrude more than 240 mm beyond the property boundary for a narrow street (6.0 metres or less in width. 

Design Items to be Addressed

Item	Details
Development Exit – Adolph Street	To be dimensioned on the drawings and must not be less than 3.0 metres as per *Design standard 1*.
Floor to Ceiling Height	To be dimensioned on the drawings (located within the car stacker).
Vehicle Crossing Ground Clearance Check	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check requires the applicant to obtain a number of spot levels which include the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, for both Adolph Street and Pearson Street. These levels are to be shown on a cross sectional drawings, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access. 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.

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 Pearson Street and Adolph Street road frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpaths along the property's Pearson Street and Adolph Street 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 or unless otherwise specified by Council.
- 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.

Vehicle Crossings

Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the new vehicle crossings must be designed and constructed:

- In accordance with any requirements or conditions imposed by Council.
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the 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.

Stacker Devices

- Ducting, pipes and other obtrusions must not encroach into the space design envelope of the car stacker spaces.

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.

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.
Clearances to Electrical Assets	Overhead power lines run along the west side of south side of Adolph Street, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

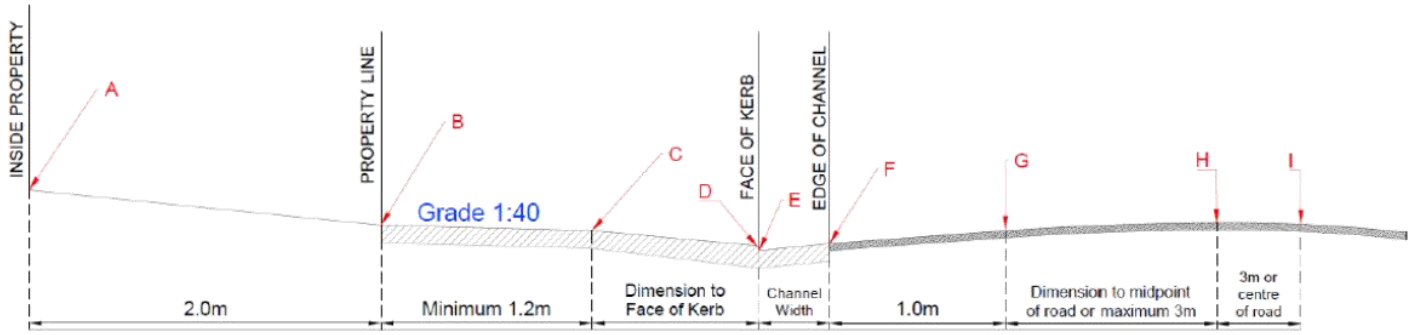
Attachment 9 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Engineering referral (supplementary - S57A plans)

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 10 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Strategic Transport referral

Planning Referral

To:	Michelle King
From:	Chloe Wright
Date:	31/03/2020
Subject:	Strategic Transport Comments
Application No:	PLN19/0827
Description:	Development of the land for the construction of a seven storey building (plus basement and rooftop plant), a reduction in the car parking requirements associated with office and a food and drinks premises (no permit required for uses) and display of internally illuminated signage
Site Address	4 – 6 Adolph Street and 3 – 5 Pearson Street, Cremorne

I refer to the above Planning Application and the accompanying Traffic report prepared by Ratio Consultants in relation to the proposed development at 4 – 6 Adolph Street and 3 – 5 Pearson Street, Cremorne. Council's Strategic Transport unit provides the following information:

Access and Safety

No access or safety issues have been identified.

Bicycle Parking Provision

Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	2,975 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	10 employee spaces	22 employee spaces
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	3 visitor spaces	2 visitor spaces
Retail	75 sqm	1 employee space to each 300 sqm of leasable floor area	0 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces	
Bicycle Parking Spaces Total			**10 employee spaces**	**22 employee spaces**
			3 visitor spaces	**2 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**2 showers / change rooms**	**4 showers / change rooms**

Adequacy of visitor spaces

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

- Two visitor spaces are proposed, which does not meet Council's best practice rate[1] of five spaces.
- The proposed location for the visitor spaces is acceptable, given the footpaths at Adolph Street and Pearson Street are too narrow to accommodate bicycle hoops.
- It is recommended that one additional bicycle hoop is provided at the area adjacent to the lobby lounge, to provide a total of four visitor bicycle spaces.
- All visitor spaces are provided as horizontal at-grade spaces and appear to meet clearance and access-way requirements of AS2890.3

Adequacy of employee spaces

Number of spaces

22 employee spaces are proposed, which does not meet Council's best-practice rate[2] of 30 spaces.

Design and location of employee spaces and facilities

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

- All employee spaces are provided within a secure facility at the ground level with direct access from Adolph Street via a door.
- Employee bicycle spaces are provided as three types of bike racks, including 12 wall racks, 4 double-tier racks and 2 horizontal at-grade spaces. The proposed bicycle racks are acceptable and exceed the AS2890.3 requirement for at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces.
- It is recommended that 8 additional employee spaces are provided, to provide a total of 30 spaces as per Council's best practice rates. This could be achieved by either increasing the size of the bike storage room or replacing a portion of the wall racks with four double-tier racks.
- Employee bicycle spaces and access ways appear to be in accordance with the clearance requirements of AS2890.3.
- Four shower / change rooms are provided, which meets Council's best practice standards recommends one shower per 10 bicycle spaces.

Electric Vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). To allow for easy future provision for electric vehicle charging, it is recommended that all car parking areas should be electrically wired to be 'EV ready' to enable future installation of EV charging.

Green Travel Plan

It is noted the applicant has supplied a Green Travel Plan (GTP). The GTP is generally adequate, however should be modified to include:

(a) Measurable targets and performance indicators; and
(b) Provisions for the GTP to be updated not less than every five years.

---

[1] *Category 6 of the BESS offers this advice.*

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

Attachment 10 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Strategic Transport referral

Recommendations

The following should be shown on the plans before endorsement:

1. A minimum of 4 visitor bicycle spaces provided in a location easily accessible to visitors at the site. All visitor spaces should be provided as horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
2. A minimum of 30 employee bicycle spaces. At minimum 20% of employee bicycle spaces must be provided as horizontal bicycle rails.
3. Notations indicating the dimensions of bicycle storage spaces and relevant access ways to demonstrate compliance with Australian Standard AS2890.3 or be otherwise to the satisfaction of the responsible authority.

The Green Travel Plan should be updated with the information outlined previously.

Regards

Chloe Wright
Sustainable Transport Officer
Strategic Transport Unit

Attachment 11 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Strategic Transport referral (supplementary - S57A plans)

King, Michelle

From: Wright, Chloe
Sent: Thursday, 23 July 2020 12:33 PM
To: King, Michelle
Subject: Re: HPE CM: PLN19/0827 - 4 – 6 Adolph Street & 3 – 5 Pearson Street Cremorne - Engineering / Strategic Transport referral
Attachments: PLN190827 - 4 - 6 Adolph St and 3 - 5 Pearson St, Cremorne - Strategic Transport comment....docx

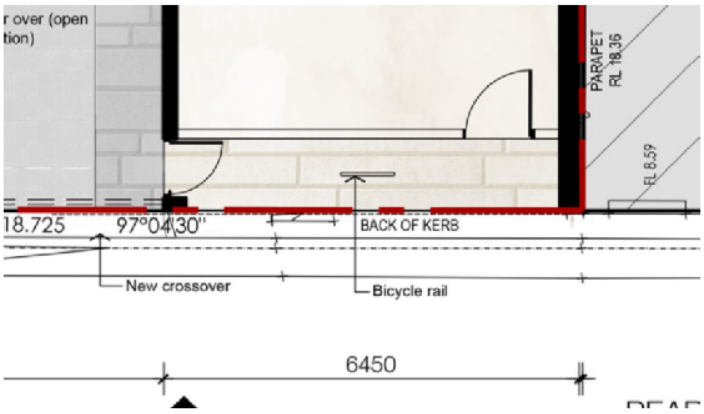
Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle,

I've review the revised plans and provide the following comments regarding provision of bicycle spaces:

Employee spaces and end of trip facilities - The employee bicycle parking and end of trip facilities have been relocated from the ground floor to the basement level, which is a less ideal outcome but still acceptable. The number of employee bicycle spaces has not been increased - as per my attached original comments, 22 employee spaces does not meet the best practice recommendation of 30 employee spaces.

Visitor spaces - 1 visitor hoop has been relocated to Pearson St. Clarification is required to confirm if the bike hoop is within an enclosed space or directly accessible from the footpath (shown below). The south elevation does not show the visitor space. If the visitor space is within an enclosed area, this is not considered an acceptable outcome as the space would not be visible and easily accessible to visitors and two bicycles parked at the hoop would obstruct access through this space. Original comments recommended 4 visitor spaces to meet the best practice recommendation. Given the narrow footpaths surrounding the site, if only 2 visitor spaces can be provided at the ground floor, provision of an additional 2 spaces within the employee bicycle parking area would be considered acceptable alternative.



Please let me know if you have any questions.

Kind regards,
Chloe

From: King, Michelle <Michelle.King@yarracity.vic.gov.au>
Sent: 02 July 2020 20:03

Attachment 12 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Waste referral

King, Michelle

From: Athanasi, Atha
Sent: Tuesday, 18 February 2020 1:41 PM
To: King, Michelle
Subject: RE: PLN19/0827 - 4 – 6 Adolph Street & 3 – 5 Pearson Street Cremorne - Waste referral

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle,

The waste management plan for 4 – 6 Adolph Street & 3 – 5 Pearson Street Cremorne authored by Leigh Design and dated 13/12/19 is not satisfactory from a City Works branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. Please include the swept path diagram in the WMP.

Regards,

Atha Athanasi
Contract Management Officer

City Works Services
Parks, Resource Recovery, Cleansing

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

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CITY OF YARRA

From: King, Michelle
Sent: Wednesday, 5 February 2020 9:29 AM
To: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: PLN19/0827 - 4 – 6 Adolph Street & 3 – 5 Pearson Street Cremorne - Waste referral

Morning Atha,

Thanks for the comments on Swan St - no more from me for a while after this one (or at least not for a few days!)

The below application has commenced advertising:

Application No.: **PLN19/0827**
Address: **4 – 6 Adolph Street & 3 – 5 Pearson Street Cremorne**

Attachment 12 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - Waste referral

Application: **Development of the land for the construction of a seven storey building (plus basement and rooftop plant), a reduction in the car parking requirements associated with office and a food and drinks premises (no permit required for uses) and display of internally illuminated signage**

Could you please review the waste arrangements and let me know if the development is satisfactory from a waste perspective?

All documents can be found at the following TRIM references:

	TRIM Ref No.
Application Form	D20/17928
Certificate of Title & Title Plan	D20/17929
Town Planning Report	D20/17930
Traffic Assessment Report	D20/17931
Green Travel Plan	D20/17932
ESD Report	D20/17934
Waste Management Report	D20/17935
Urban Context Report	D20/17936 D20/17937 D20/17938 D20/17939
Plans	D20/17940
Acoustic Report	D20/17941

Please let me know if you require anything else,

Michelle

Michelle King
Acting Principal Planner
Planning and Placemaking

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

Attachment 13 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - ESD referral

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

ESD in the Planning Permit Application Process

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

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

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

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

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

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

Assessment Process:

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

Attachment 13 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - ESD referral

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

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Attachment 13 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - ESD referral

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

Assessment Summary:

Responsible Planner:	Michelle King
ESD Advisor:	Gavin Ashley
Date:	13.03.2020
Subject Site:	PLN19/0827 4-6 Aolph Street & 3-5 Pearson Street, Cremorne, VIC 3121
Site Area:	Approx. 598 m²
Project Description:	7-storey building, with basement car park, ground floor café and 6 levels of commercial office space with a rooftop area.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	- Sustainable Management Plan [November 2019 - S3974 SMP.V1], Sustainable Development Consultants - Architectural Plans [December 2019 – January 2020], SJB Architects - Waste Management Plan [13 December 2019], Leigh Design - Green travel Plan [18 December 2019], Ratio - Urban Context Report [Part 1-4], SJB Urban

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

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

(1) Applicant ESD Commitments:

- 10% improvement above the NCC energy efficiency requirements for heating and cooling through enhanced envelope insulation with JV3 verification provided.
- Heating and cooling in the offices will be provided by energy efficient air conditioners with minimum CoP/EER of 3.7
- Electric instantaneous HWS for café, common kitchen areas and end of trip facilities (i.e. showers).
- The lighting design will achieve a minimum 20% improvement on the BCA maximum illumination power densities with LED used throughout.
- All appliances installed will have an efficiency rating within 1 star of the best available.
- CO Carpark ventilation system.
- Water efficient fixtures and taps.
- Each common bathroom and café in the development will have separate meters for potable water consumption.
- A STORM report with a 121% STORM score has been submitted that demonstrates best practice and relies on ~445 m² of roof connected to three 3,500-litre rainwater tanks connected to filtration for toilet flushing.
- Native and drought tolerant plants will be used in any landscaping onsite to reduce potable water usage.
- Low VOC and formaldehyde products throughout (E0 of better).
- 45.6% floor area of the office spaces will achieve more than 2% daylight factor, and, 75.0% floor area of the ground floor Café will achieve more than 2% daylight factor.
- External shading treatment (vertical fins and eaves) to north and south facades to reduce excessive heat gain.
- Insulation with 20% post-consumer recycled content.

Attachment 13 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - ESD referral

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

- Timber to be FSC or PEFC certified, or recycled/reused – with 20% of the insulation content post-consumer recycled material.
- All PVC installed in the development (e.g. cable, pipe, floor and blind products) will be sourced from an 15014001 certified supplier.
- Steel to be procured from a Responsible Steel Maker, and concrete to be mixed with recycled (rain collected, or purchased) water and recycled aggregate where accepted by engineer.
- The builder will provide a construction Waste Management Plan containing a target to recycle or reuse at least 80% of all demolition and construction waste.
- 24 secure bicycle spaces and end of trip facilities provided.
- A minimum 10% of the total site area will be covered in landscaping consisting of native and drought tolerant species.
- A Building Users Guide will be developed and made available to the tenants, in addition to separated utilities metering.

(2) Application ESD Deficiencies:

- Recommend operable windows to facilitate natural cross-ventilation to further reduce reliance on mechanical HVAC system.
- Provide at least 5% capacity for charging stations or wiring for future.
- Include organic waste collection in waste management plan and provide allocation at basement level.

(3) Outstanding Information:

- Identify improvement in peak energy demand in full copy of BESS report requested.
- Confirm stormwater treatment system to be used in development rather than examples.
- Provide more information on building commissioning.

(4) ESD Improvement Opportunities

- Consider using a heat pump for hot water requirements rather than electric instantaneous.
- Consider operable external shading or eave on northern façade.
- Consider 3 pipe VRF.
- Consider significantly increasing the provision of solar PV commensurate with the rooftop opportunity and electricity consumption.
- Consider re-diverting remaining impervious surface through a natural treatment (raingarden) before discharge.
- Consider a Life Cycle Assessment (LCA) to identify and offset embodied carbon.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider appointment of a head contractor with ISO 14001 accreditation.

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 13 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - ESD referral

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	No mention of operable windows or natural ventilation.	Recommend operable windows to facilitate natural cross-ventilation to further reduce reliance on mechanical HVAC system.	2
Daylight & Solar Access	45.6% floor area of the office spaces, and, 75.0% floor area of the ground floor Café will achieve more than 2% daylight factor.	Satisfactory.	1
External Views	No information provided.	N/A	1
Hazardous Materials and VOC	Low VOC and Formaldehyde products (paints and adhesives) used throughout.	Satisfactory.	1
Thermal Comfort	Mixed mode – (mechanical) Ventilation, glazing, and external shading.	Satisfactory. See above for comments regarding inclusion of natural ventilation to facilitate thermal comfort.	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	A 10% improvement over NCC supported with preliminary Section J assessment.	Satisfactory.	1
Thermal Performance	Proposed fabric and services to achieve a 17% reduction in energy consumption over BCA reference case.	Satisfactory.	1
Greenhouse Gas Emissions	No specific mention outside of rooftop solar PV generation (see below).	Satisfactory.	1
Hot Water System	Electric instantaneous hot water system for the café, common area kitchenette on each office level and all bathrooms including the showers of the cycling end of trip facilities No details of improvement over reference case.	Consider using a heat pump for hot water requirements rather than electric instantaneous.	4
Peak Energy Demand	No information provided.	Identify improvement in peak energy demand in full copy of BESS report requested.	3
Effective Shading	Concrete vertical fins approximately 400mm in depth along the exposed north facades.	Consider operable external shading or eave on northern façade.	4
Efficient HVAC system	Air-conditioning units will use air-cooled condenser components which reduce the overall water usage, with a CoP/EER of 3.7.	Consider 3 pipe VRF.	4
Car Park Ventilation	CO monitoring.	Satisfactory.	1
Efficient Lighting	At least 20% improvement in LPD claimed, with LEDs and sensors used throughout.	Satisfactory.	1
Electricity Generation	A Solar PV System of at least 2.5kW for onsite renewable energy generation. This will offset a portion of greenhouse gas emissions and energy consumption by generating around 3,212kWh electricity per year.	Consider significantly increasing the provision of solar PV commensurate with the rooftop opportunity and electricity consumption.	4
Other	-	-	

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 2. Energy Efficiency
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: 5 star • Toilets: 4 star • Showers: 3 star • Dishwashers 4 star	Satisfactory.	1
Water for Toilet Flushing	10,000 litre rainwater storage capacity proposed. 445 m^2 of roof area captured. Used for irrigation and flushing toilets throughout.	Satisfactory.	1
Water Meter	Separate water meters will be provided for common area kitchenette & bathroom on each office level (individual office units don't have mains water).	Satisfactory.	1
Landscape Irrigation	A minimum 10% of the total site area will be covered in landscaping (Approximately 60 m^2 of planter boxes) - with native and drought tolerant species.	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 121% STORM score has been submitted that demonstrates best practice and relies on ~445 m² of roof connected to three 3,500-litre rainwater tanks connected to filtration for toilet flushing.	Satisfactory.	1
Discharge to Sewer	153 m² of impervious surface discharged to LPD onsite – no details of discharge flow rate.	Consider re-diverting remaining impervious surface through a natural treatment (raingarden) before discharge.	4
Stormwater Diversion	Stormwater captured used for flushing toilets and irrigation.	Satisfactory.	1
Stormwater Detention	A total stormwater storage capacity of 10,500 litres – used for irrigation and toilet flushing.	Satisfactory.	1
Stormwater Treatment	Example of stormwater treatment systems and maintenance schedules provided.	Confirm stormwater treatment system to be used in development rather than examples.	3
Others	-	-	-

*** Council Assessment Ratings:**

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

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

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	Bulk insulation minimum 20% post-consumer recycled material content. Concrete to utilise recycled water (procure or purchase rainwater) and aggregate (with engineer approval). Other products considered (E.g. Ecological Panel)	Satisfactory.	1
Embodied Energy of Concrete and Steel	No specific information provided.	Consider a Life Cycle Assessment (LCA) to identify and offset embodied carbon.	4
Sustainable Timber	All feature timber will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	All PVC installed in the development (e.g. cable, pipe, floor and blind products) will be sourced from an 15014001 certified supplier.	Satisfactory.	1

*** Council Assessment Ratings:**

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

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

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	Car parking for 18 cars proposed in basement.	Satisfactory.	1
Bike Parking Spaces	24 bike parking spaces (22 secure, 2 visitor) are provided at ground floor.	Satisfactory.	1
End of Trip Facilities	End of Trip facilitates consisting of 2 male, and 2 female showers and separate changerooms with 28 secure lockers have been provided.	Satisfactory.	1
Car Share Facilities	Details of car share locations and memberships provided in Green Travel Plan.	Satisfactory.	1
Electric vehicle charging	No information has been provided.	Provide at least 5% capacity for charging stations or wiring for future.	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	Site specific WMP. A target recycling rate of 80% of construction and demolition waste will be adopted for the construction phase of the development to minimise the volume of waste to landfill.	Satisfactory.	1
Operational Waste Management	An operational Waste Management Plan has been provided.	Include organic waste collection in waste management plan and provide allocation at basement level.	2
Storage Spaces for Recycling and Green Waste	Recycling and E-waste facilities shown in basement. No organic waste provision has been mentioned.	Include organic waste collection in waste management plan and provide allocation at basement level.	2
Others	-	-	-

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 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	A minimum 10% of the total site area will be covered in landscaping (Approximately 60 m^2 of planter boxes) - with native and drought tolerant species.	Satisfactory.	1
Heat Island Effect	Roofing materials, including shading structures to have a three-year SRI (Solar Reflectance Index) of at least 64. Achieved by coating/painting the roof top slab with heat reflective paint.	Satisfactory	1
Other	No external luminaire on the project will have an Upward Light Output Ratio (ULOR) exceeding 5% relative to its mounted orientation. Light spill into the night sky will be avoided.	Satisfactory.	1
Green wall, roofs, facades	No information has been provided.	Consider a green roof or wall to improve the ecological value of this site.	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*
Significant Enhancement to the Environmental Performance	-	Satisfactory	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	Individual apartment shutdown switches which will facilitate turning off non-essential power use when residents vacate their apartments.	Good, but not considered an innovation.	-

*** 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	No information has been provided.	Provide more information on building commissioning.	3
Building Users Guide	A Building Users Guide will be developed and made available to the tenants.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider appointment of a head contractor with ISO 14001 accreditation.	4
Construction Management Plan	A construction Waste Management Plan to be provided by building contractor.	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 13 - PLN19/0827 - 4-6 Adolph Street & 3-5 Pearson Street, Cremorne - ESD referral

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.

2 April 2020

640.10090.06310-L01-v1.0 4-6 Adolph St 3-5 Pearson St.docx

City of Yarra
P.O. Box 168
Richmond VIC 3121

Attention: Michelle King

Dear Michelle

4-6 Adolph Street & 3-5 Pearson Street, Cremorne
Development Application Acoustic Review
PLN19/0827

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the planning application at 4-6 Adolph Street & 3-5 Pearson Street, Cremorne.

Details of the report are as follows:

- Title: 4-6 Adolph Street & 3-5 Pearson Street, Cremorne. – Acoustic Report
- Reference: MD054-01F01
- Date: 14 November 2019
- Prepared for: Wilmac Cremorne Fund Pty Ltd
- Prepared by: Renzo Tonin & Associates

The report has been prepared to support the application for the construction of a seven storey office building.

1 Background Information

Summary of the Acoustic Report (Sections 1 – 2)

The proposed development, site location and nearby sensitive receivers are identified in these sections of the report.

The nearest noise sensitive receivers are the single-storey townhouses to the south at 1-11 Pearson Street, and the three-storey townhouses to the west at 2A Pearson Street.

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 F: +61 3 9249 9499 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

The proposed building includes:

- A ground floor carpark with car stackers and mechanical gates onto Adolph Street and Pearson Street
- A ground floor café area
- Office tenancies on levels 1 to 6
- A rooftop terrace
- Rooftop mechanical plant

SLR Comments: *Agreed.*

2 Background Noise Levels

Summary of the Acoustic Report (Section 3)

Attended noise measurements were conducted outside 4 Pearson Street on Tuesday 12 November 2019 during the day and evening periods, and outside 1 Chestnut Street on Monday 16 January 2017 during the early morning (night) period. The measured L_{90} background noise levels are as follows

- Day period: 49 dBA, measured at 4 Pearson Street from 3:15 to 3:30 pm.
- Evening period: 41 dBA, measured at 4 Pearson Street from 9:30 to 9:45 pm.
- Night period: 41 dBA, measured at 1 Chestnut Street from 6:15 to 6:30 am. During the hours of 4:30 to 6:30 am, the average of the 15 minute background noise measurements at 1 Chestnut Street was 38 dBA.

SLR Comments:

The measured noise levels correspond to the SEPP N-1 "low background" classification and appear to be reasonable.

3 SEPP N-1 Noise Limits

Summary of the Acoustic Report (Section 4.1)

The SEPP N-1 limits for the area have been calculated taking into consideration the measured background noise levels and land use zoning. The calculated SEPP N-1 noise limits are as follows:

- Day period: 61 dBA, based on a 'neutral background' classification
- Evening period: 51 dBA, based on a 'low background' classification
- Night period: 46 dBA, based on a 'low background' classification

SLR Comments: *Agreed. We have checked the SEPP N-1 zoning levels and the noise limits presented in the report and they are similar to our calculations.*

4 Mechanical Plant

Summary of the Acoustic Report (Section 5.1)

The proposed development includes mechanical plant on a rooftop plant deck. Mechanical plant equipment selections and locations are not available at this stage of the project. The report recommends that mechanical plant be designed to comply with the SEPP N-1 noise limits at a later stage, once equipment information is available.

The following wording of a typical planning permit condition regarding mechanical plant noise is provided:

> *The noise generated by the premises must at all times comply with the requirements of the 'State Environment Protection Policy, Control of Noise from Commercial, Industrial or Trade Premises within the Melbourne Metropolitan Area No. N-1 (SEPP N-1)', to the satisfaction of the Responsible Authority.*

SLR Comments:

We agree with the proposed approach.

The mechanical plant noise should comply with SEPP N-1 at the future apartment building located directly to the east at 11-13 Pearson Street (status of the development to be confirmed by council). We recommend the following statement be included in planning permit:

> *Mechanical plant, once designed, shall be assessed by a qualified acoustic consultant to comply with the SEPP N-1 noise limits, including at the future residences proposed for 11-13 Pearson Street.*

5 Garage Door

Summary of the Acoustic Report (Section 5.2)

Two automatic garage doors are proposed, one on Pearson Street and the other on Adolph Street. Noise from the garage doors has been assessed according to the SEPP N-1 noise limits. Section 3.2 of the report states the following source levels used for the assessment, based on measurements on a previous project at 4.5 metres from the door:

- Door opening: 57 dBA L_{eq} for a duration of 17 seconds
- Door closing: 53 dBA L_{eq} for a duration of 16 seconds

Noise levels for continuous operation during the day period and occasional minor usage during the evening/night period is predicted to comply with the SEPP N-1 noise limits.

SLR Comments:

The report suggests that based on noise levels measured from a door tested on a previous project that compliance with SEPP N-1 is achievable. The report does not should specify the Leq sound pressure levels that will result in compliance with the SEPP N-1 noise limit, however the Lmax specification suggested in Section 6.2 would likely be sufficient to address this.

The report states that the application is for day use only, but there is suggestion of some potential night period operations. If the building is to have any night period access we request that a sleep disturbance assessment be considered for the carpark gate on Pearson Street, and the specification provided in the report be written as a requirement/recommendation (it is presented as an in-principle example specification rather than a formal requirement for the project).

6 Car Stackers

Summary of the Acoustic Report (Section 5.3)

Two car stackers are proposed for the ground floor carpark. Noise from the car stackers has been assessed to the SEPP N-1 noise limits. Source noise levels of a *Wohr Combilift 543-2,0* car stacker have been used for the assessment. Section 3.2 of the report includes the following source noise levels, measured outside a carpark at a distance of 4.5 metres from the stacker, that were used for the assessment:

- Lateral movement of the parking platform: 57 dBA Leq for a duration of 17 seconds
- Upward movement of the parking platform: 61 dBA Leq for a duration of 20 seconds
- Downward movement of the parking platform: 57 dBA Leq for a duration of 31 seconds

Noise levels for continuous operation during the day period and occasional minor usage during the evening/night period is predicted to comply with the SEPP N-1 noise limits.

SLR Comments:

We request that the report clarify that the carpark door does not need to be closed while the stacker is operating, in order for the noise levels to comply with SEPP N-1.

Our recommendations about night period usage for the garage door (see above) also apply to the car stacker, if the building is to have any night access.

7 Music in Café Area

7.1 Criteria

Summary of the Acoustic Report (Section 4.2)

SEPP N-2 limits for music noise have been calculated based on the background noise levels. The calculated external noise limits are as follows:

- Day/evening period: 46 dBA L_{eq}
- Night period: As per the spectra shown in Table 7 of the report (equivalent to 48 dBA L_{10}).

SLR Comments *The night period noise limit is calculated on the basis that music will not be played before 6 am, therefore the operating hours for the café should be confirmed.*

7.2 Assessment

Summary of the Acoustic Report (Section 5.5)

The report states that typical background music levels for a café are expected to comply with the SEPP N-2 noise limits for day, and perhaps evening, opening hours.

SLR comments

Maximum indoor music noise levels to achieve compliance with SEPP N-2 should be presented. Section 4.2.1 defines "background music" as 67 to 74 dBA L_{eq}, however we recommend that the maximum allowable music level should be stated as a requirement. If the maximum noise levels that achieve compliance are higher, then these could be presented.

It is also implied in Section 4.2 of the report that the café could operate between 6 am to 7 am , which is defined as the night period under SEPP N-2. This is a more sensitive time of use, with more implications in relation to music noise impacts. The report does not include an assessment for this period, therefore it should be clarified if the café will operate at this time. More specific consideration of this period (eg. with maximum allowable internal spectra) may be necessary.

8 Deliveries and Waste Collection

Summary of the Acoustic Report (Section 5.6)

Waste collection and deliveries shall be conducted within the hours scheduled in the EPA Noise Control Guidelines (Publication 1254).

SLR comments

Agreed.

9 Patron Noise from Rooftop Terrace

SLR comments

Patron noise has not been assessed. If the hours of operation for the rooftop terrace include the evening or night period, we recommend that a patron noise assessment be conducted.

10 Recommendations

A review of the acoustic report prepared for the proposed office building at 4-6 Adolph Street & 3-5 Pearson Street, Cremorne has been completed.

Our recommendations are:

1. *The following requirement be included in the planning permit: Mechanical plant, once designed, shall be assessed by a qualified acoustic consultant to comply with the SEPP N-1 noise limits, including at the future residences proposed for 11-13 Pearson Street.*
2. *If the site is to be accessed during the night, further consideration of sleep disturbance impacts (and SEPP N-1 assessment) should be undertaken for the carpark entry door and car stacker to the Pearson Street receivers. The door and stacker noise specification should be a more formal requirement for the development if this is the case.*
3. *The operating hours for the café be confirmed and the SEPP N-2 night period assessed (with maximum allowable internal music levels provided) if operating from 6 am.*
4. *If the hours of operation for the rooftop terrace include the evening or night period, we recommend that a patron noise assessment be conducted.*

Regards,

SDL

Simon de Lisle
Associate - Acoustics

Checked/
Authorised by: JA