Attachment 1 - PLN20/0077 - 378 - 380 Smith Street Collingwood - Advertising S52 - Plans

TOWN PLANNING APPLICATION

378-380 SMITH ST
COLLINGWOOD VIC

APRIL 2020

DRAWING REGISTER

DRAWING NUMBER	DRAWING TITLE	Scale
TP SERIES		
TP 0-000	COVER PAGE	-
TP 0-001	SURVEY	1:200
TP 0-101	EXISTING CONDITIONS GROUND PLAN	1:200
TP 0-102	EXISTING CONDITIONS FIRST FLOOR PLAN	1:200
TP 0-103	EXISTING CONDITIONS ROOF PLAN	1:200
TP 0-111	DEMOLITION GROUND FLOOR PLAN	1:200
TP 0-112	DEMOLITION FIRST FLOOR PLAN	1:200
TP 0-113	DEMOLITION ROOF PLAN	1:200
TP 0-201	EXISTING ELEVATION-NORTH	1:200
TP 0-202	EXISTING ELEVATION-SOUTH	1:200
TP 0-203	EXISTING ELEVATION-EAST	1:200
TP 0-204	EXISTING ELEVATION-WEST	1:200
TP 0-211	DEMOLITION ELEVATION-NORTH	1:200
TP 0-212	DEMOLITION ELEVATION-SOUTH	1:200
TP 0-213	DEMOLITION ELEVATION-EAST	1:200
TP 0-214	DEMOLITION ELEVATION-WEST	1:200
TP 1-101	PROPOSED SITE PLAN	1:500
TP 1-102	GROUND FLOOR PLAN	1:200
TP 1-103	FIRST FLOOR PLAN	1:200
TP 1-104	SECOND FLOOR PLAN	1:200
TP 1-105	THIRD FLOOR PLAN	1:200
TP 1-106	FOURTH FLOOR PLAN	1:200
TP 1-107	FIFTH FLOOR PLAN	1:200
TP 1-108	SIXTH FLOOR PLAN	1:200
TP 1-109	SEVENTH FLOOR PLAN	1:200
TP 1-111	ROOF PLAN	1:200
TP 2-101	NORTH ELEVATION	1:200
TP 2-102	SOUTH ELEVATION	1:200
TP 2-103	EAST ELEVATION	1:200
TP 2-104	WEST ELEVATION	1:200
TP 3-101	SECTION AA	1:200
TP 3-102	SECTION BB	1:200
TP 3-103	SECTION CC	1:200
TP 10-101	MATERIALS	-
TP 11-101	BADS SUMMARY	-
TP 11-103	BADS ASSESMENT- LEVEL 01	1:100
TP 11-104	BADS ASSESMENT - LEVEL 02	1:100
TP 11-105	BADS ASSESMENT - LEVEL 03	1:100
TP 11-106	BADS ASSESMENT - LEVEL 04,05,06	1:100
TP 11-107	BADS ASSESMENT - LEVEL 07	1:100
TP 12-101	SHADOW DIAGRAM	1:500
TP 12-102	SHADOW DIAGRAM	1:500
TP 12-103	SHADOW DIAGRAM	1:500
TP 12-104	SHADOW DIAGRAM	1:500

44

Development Schedule

No.	Apt	Bd	Car parks	Bike spaces
shop	shop	-	0	0
1	101	1	0	1
2	102	2	1	1
3	103	1	0	1
4	104	1	0	1
5	105	2	1	1
6	201	1	0	1
7	202	1	0	1
8	203	1	0	1
9	204	3	1	1
10	301	1	0	1
11	302	2	1	1
12	303	3	1	1
13	401	3	2	1
14	402	3	2	1
15	501	3	2	1
16	502	3	2	1
17	601	3	2	1
18	602	3	2	2
19	701	3	2	2
Total			19	21

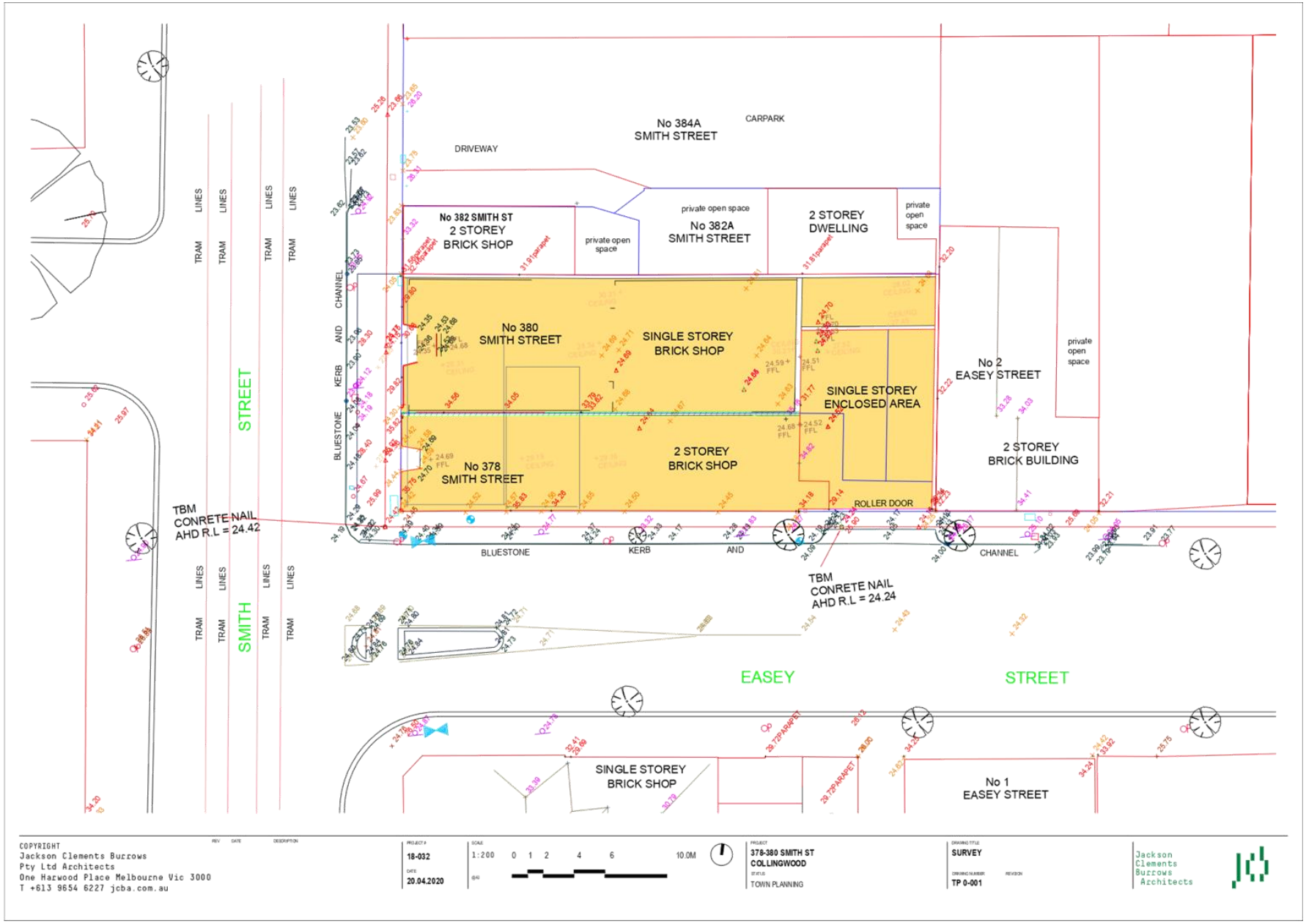
Notes:
Allocations noted above are indicative only and subject to change.
Car parks and Bike spaces will be allocated to particular apartments at a later point in time.

REV	DATE	DESCRIPTION
1	20.04.2020	RFI RESPONSE

PROJECT # 18-032
DATE 20.04.2020
SCALE
QAJ
PROJECT 378-380 SMITH ST COLLINGWOOD
STATUS TOWN PLANNING
DRAWING TITLE COVER PAGE
DRAWING NUMBER TP 0-000
REVISION

Jackson Clements Burrows Architects

Attachment 1 - PLN20/0077 - 378 - 380 Smith Street Collingwood - Advertising S52 - Plans



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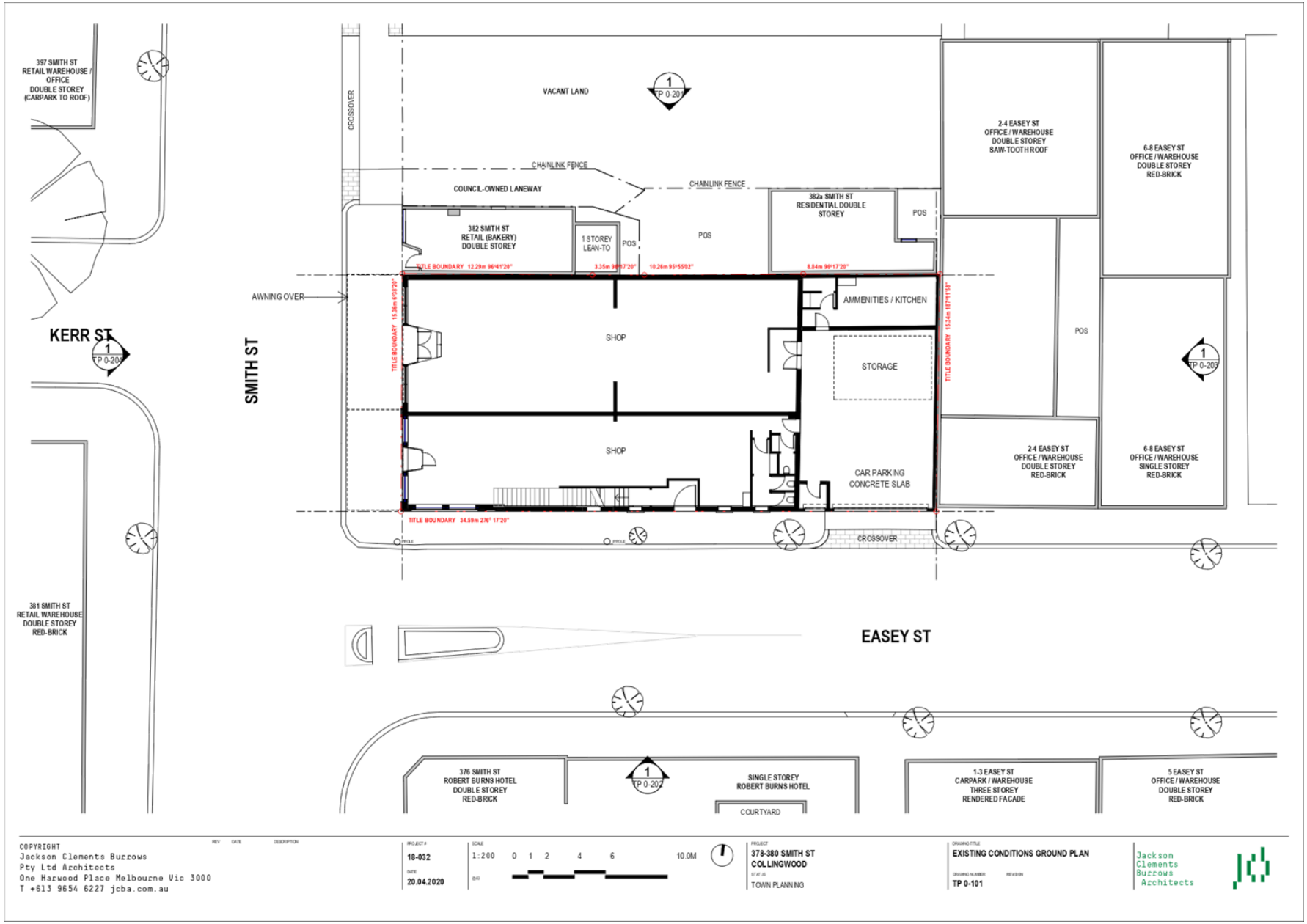

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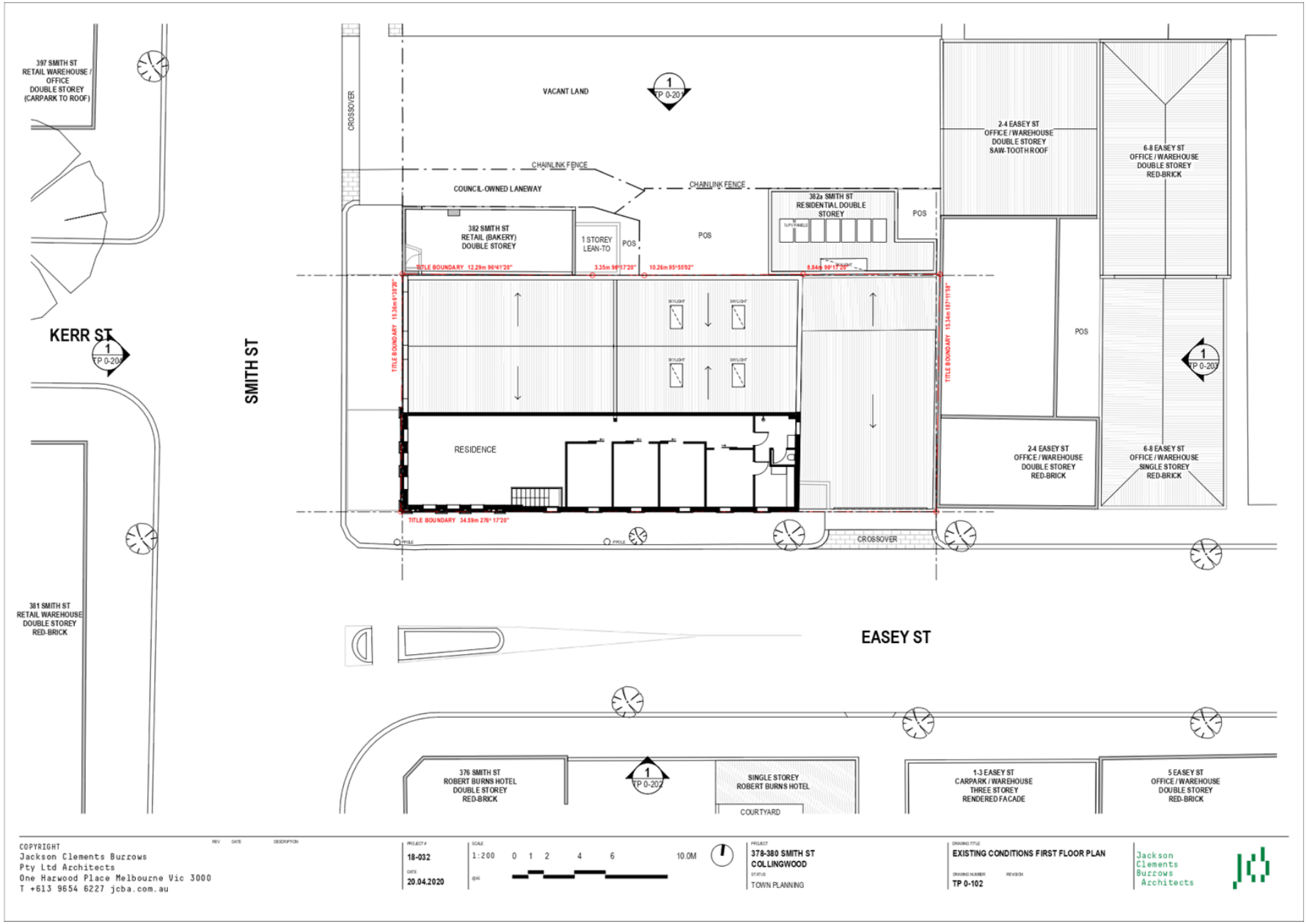

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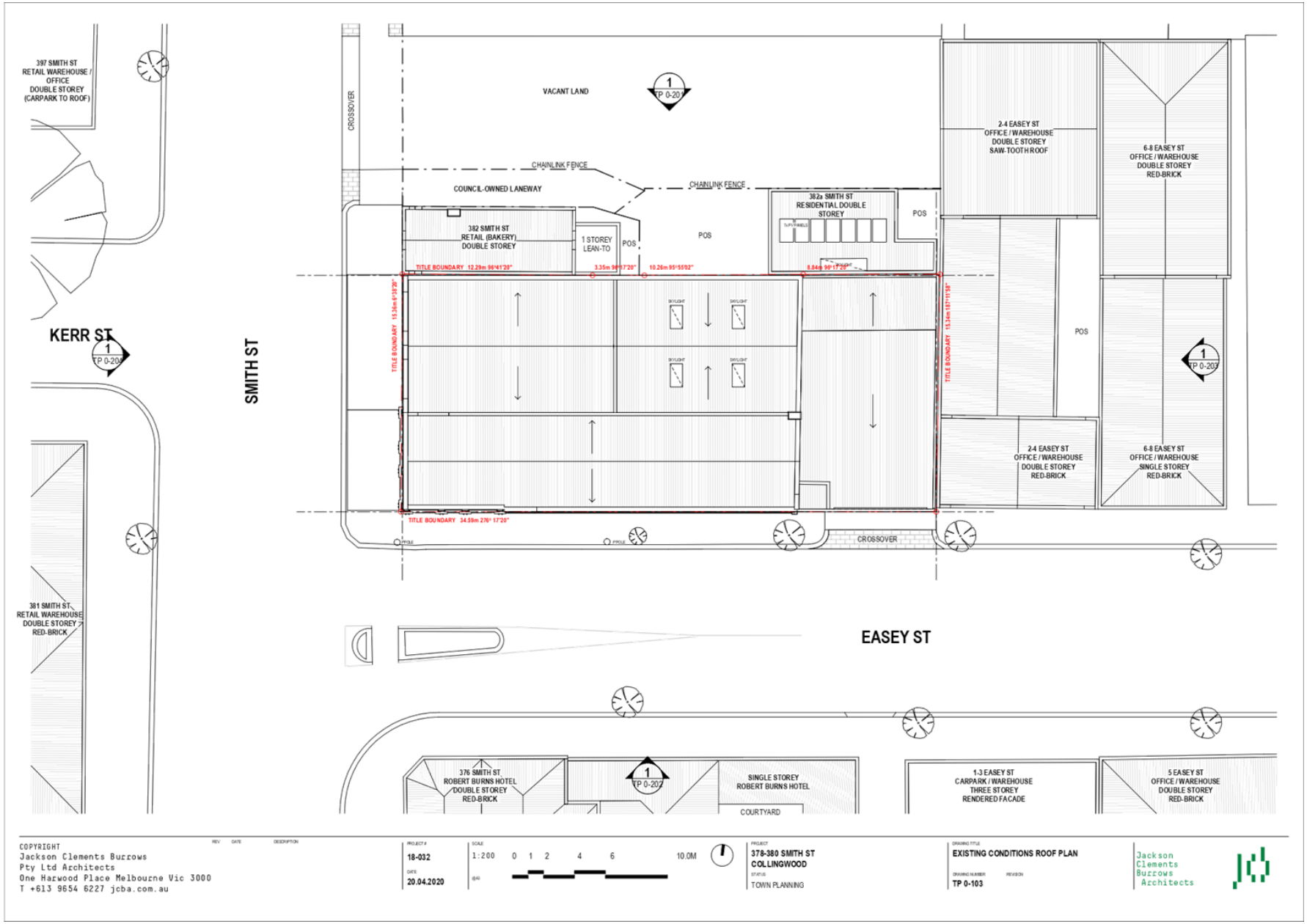

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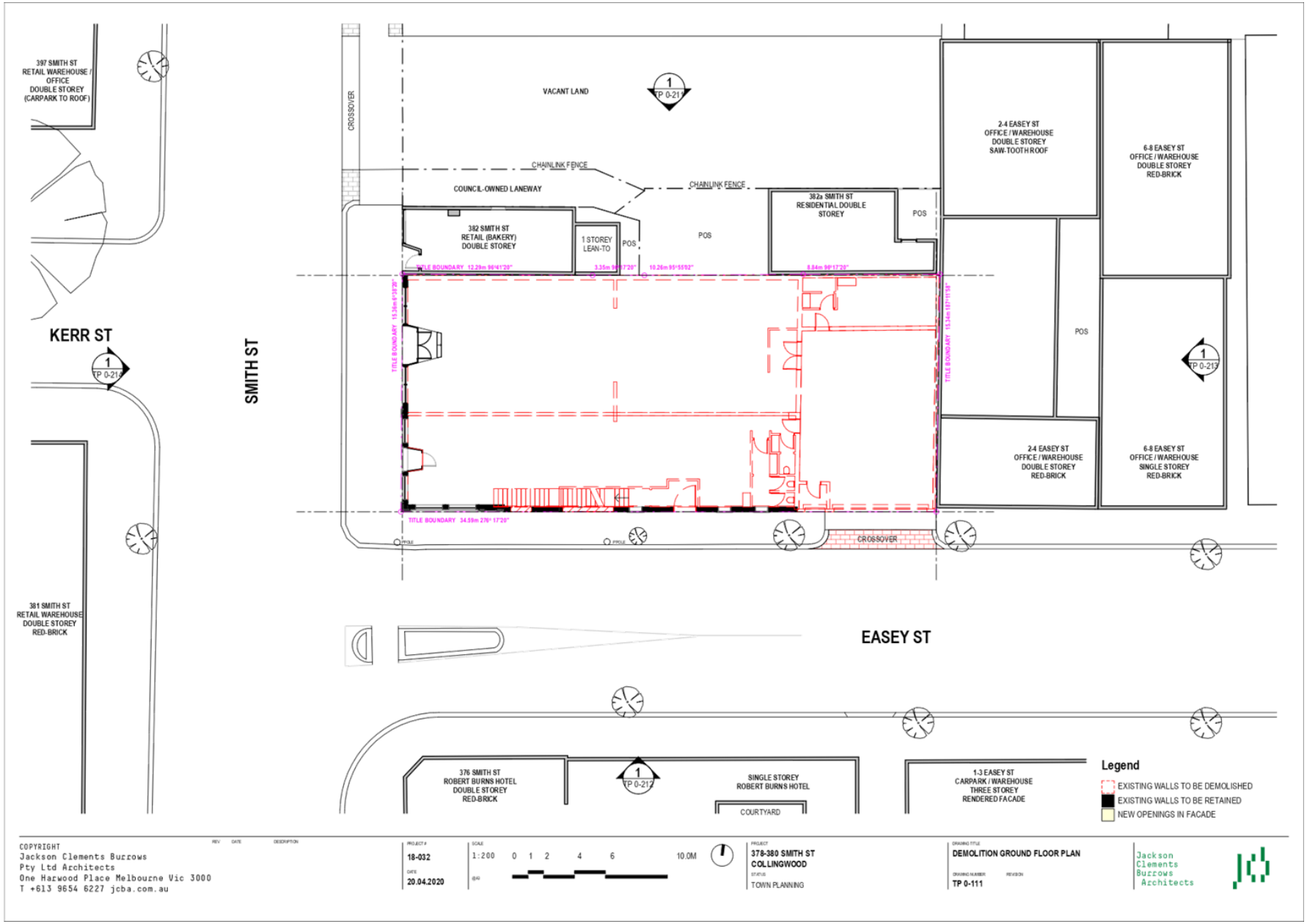

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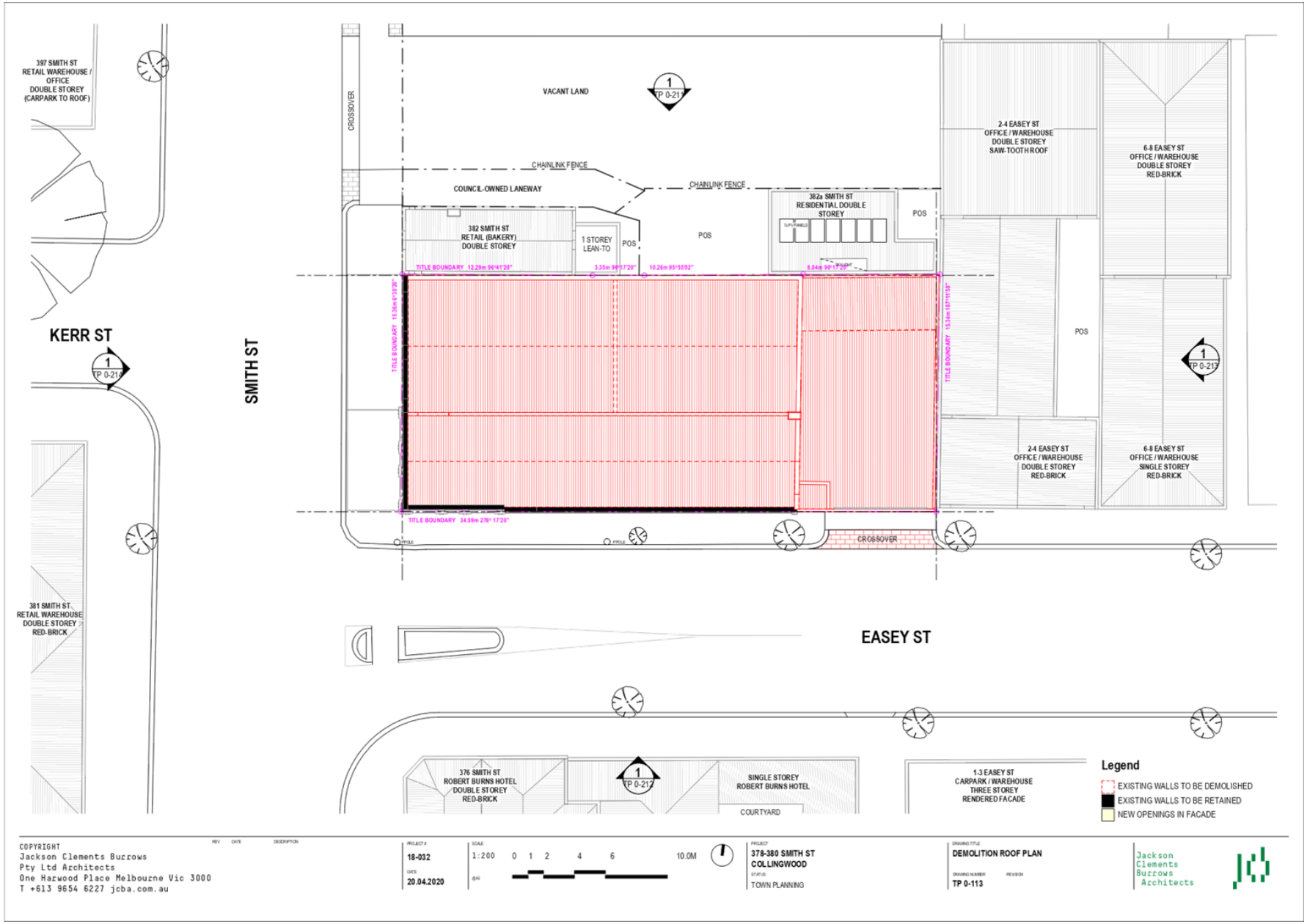

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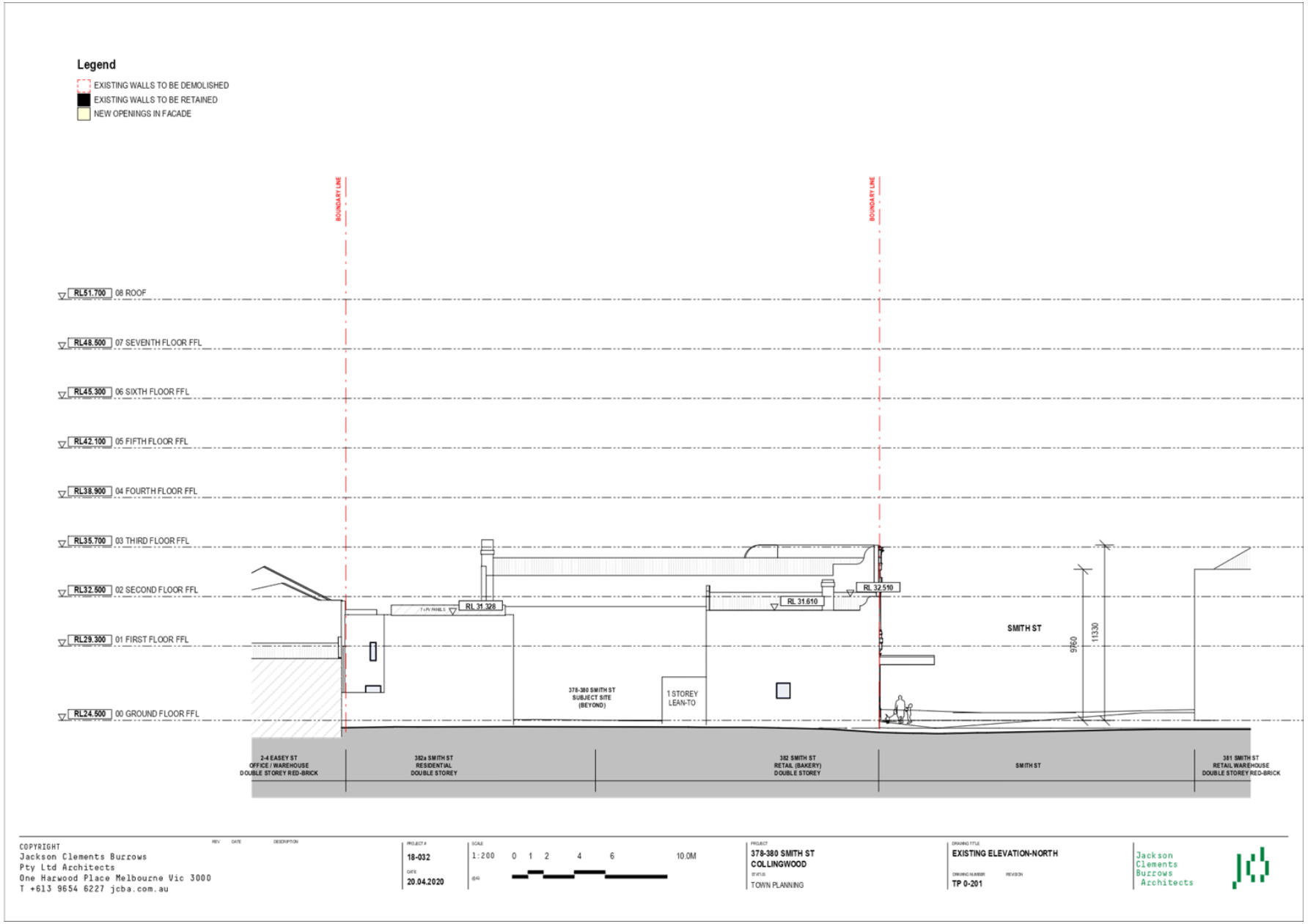

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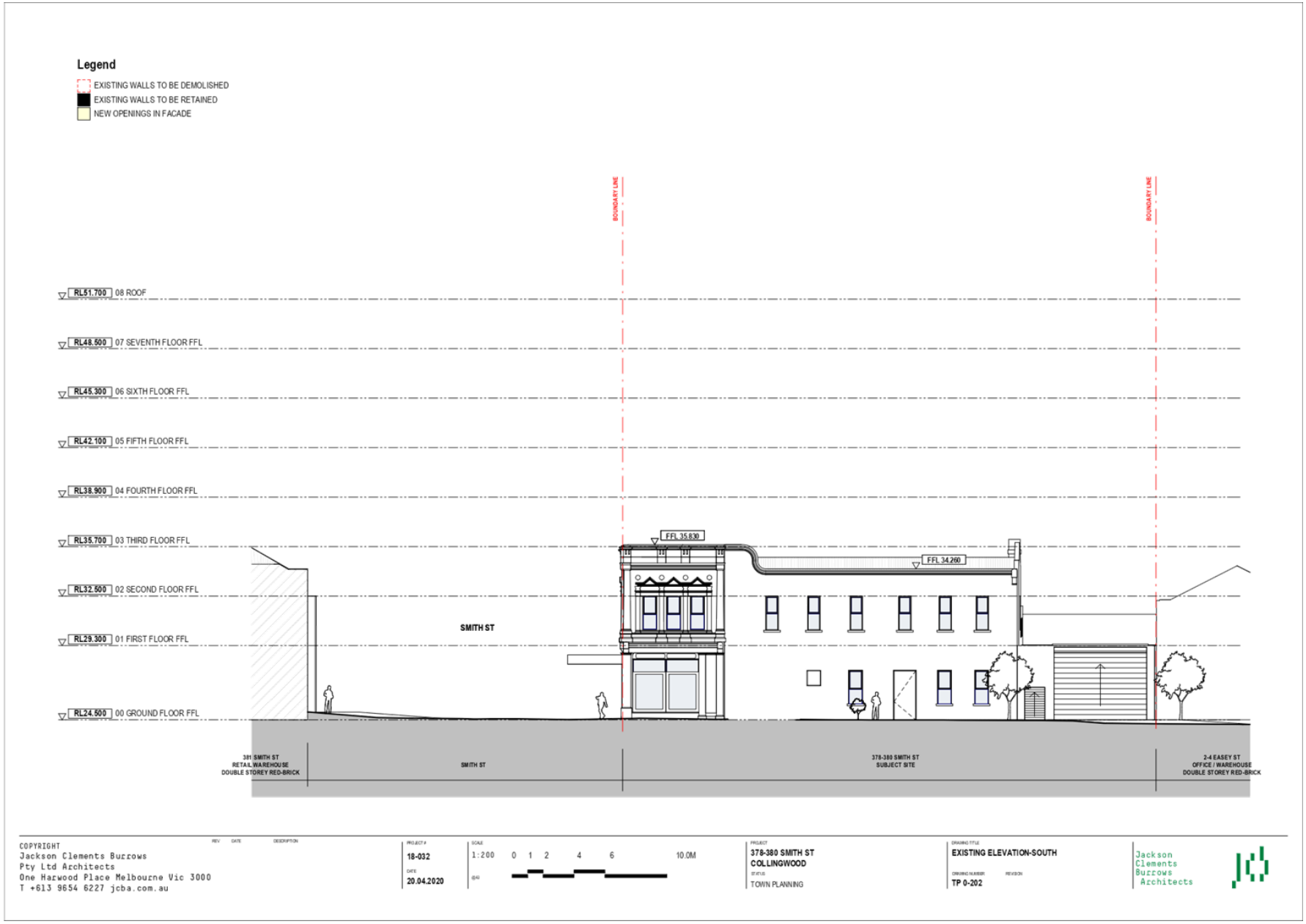

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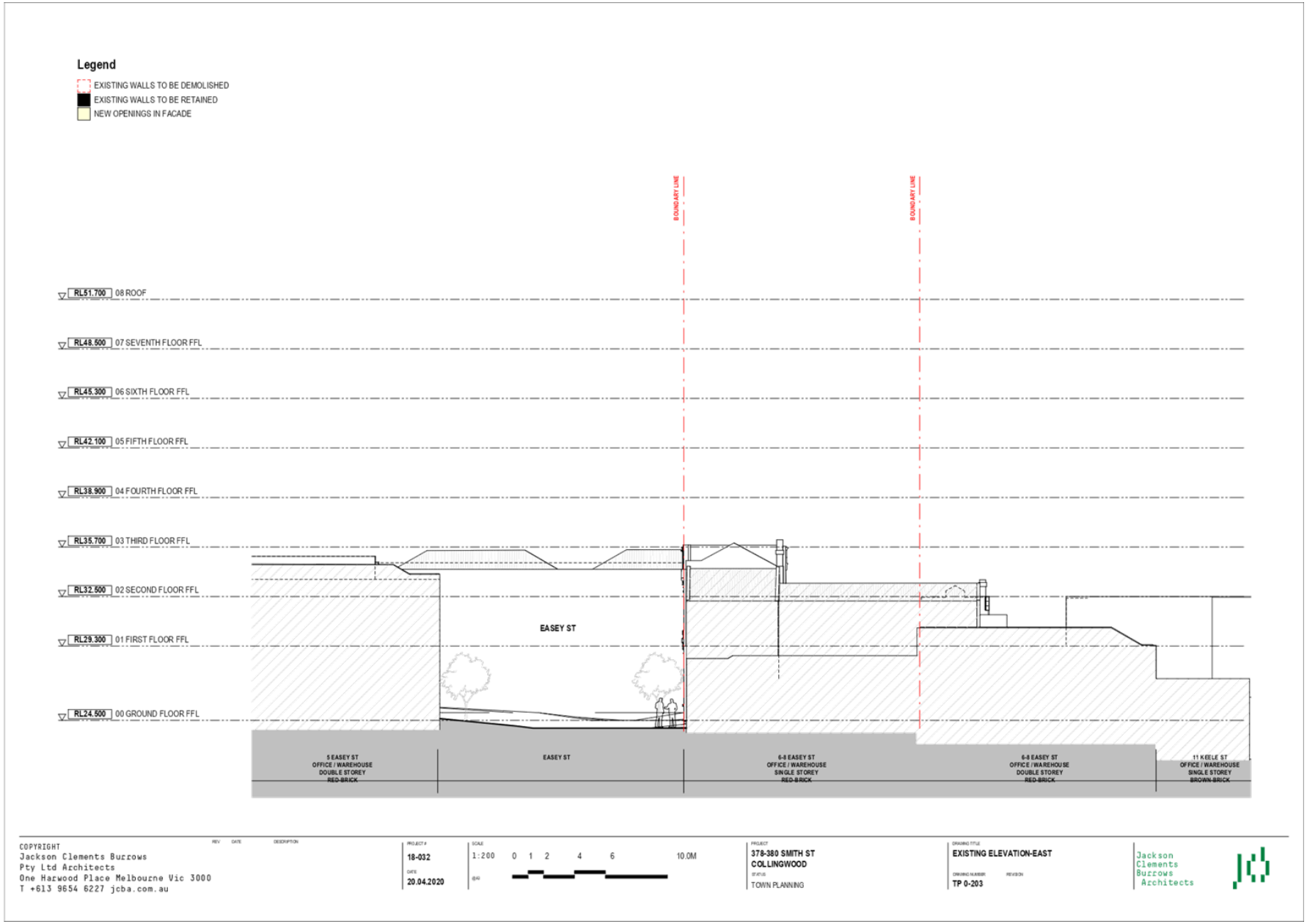

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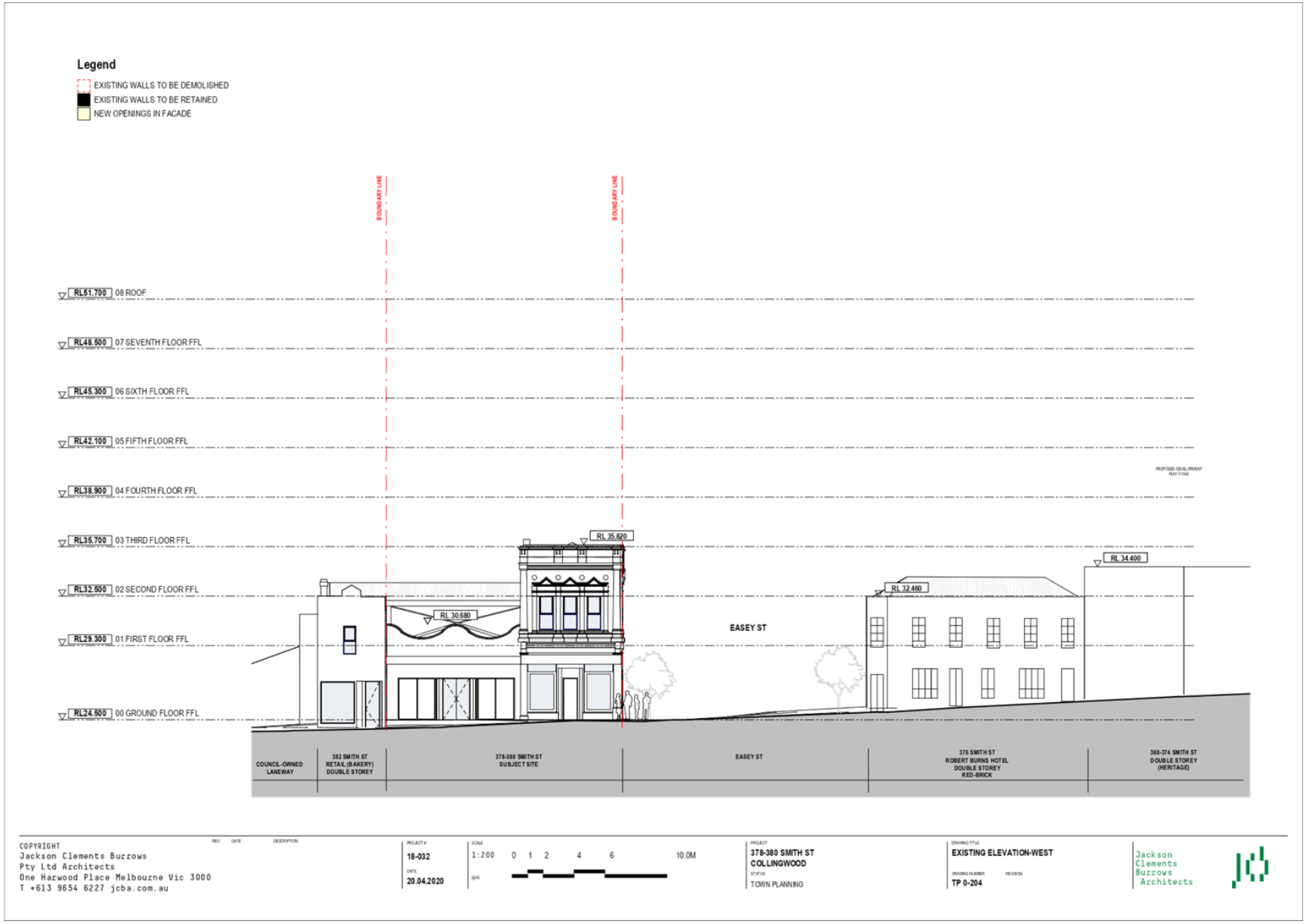

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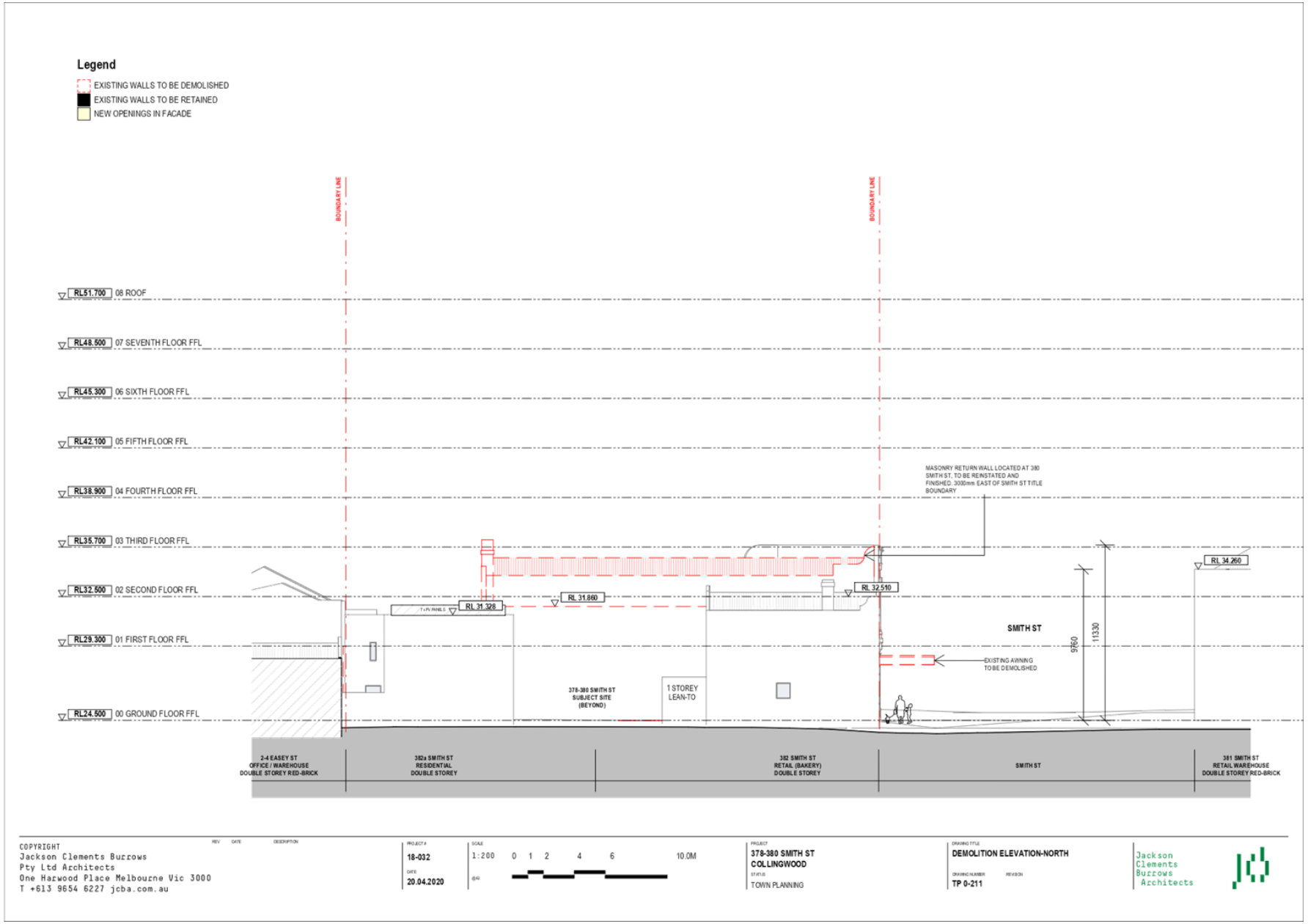

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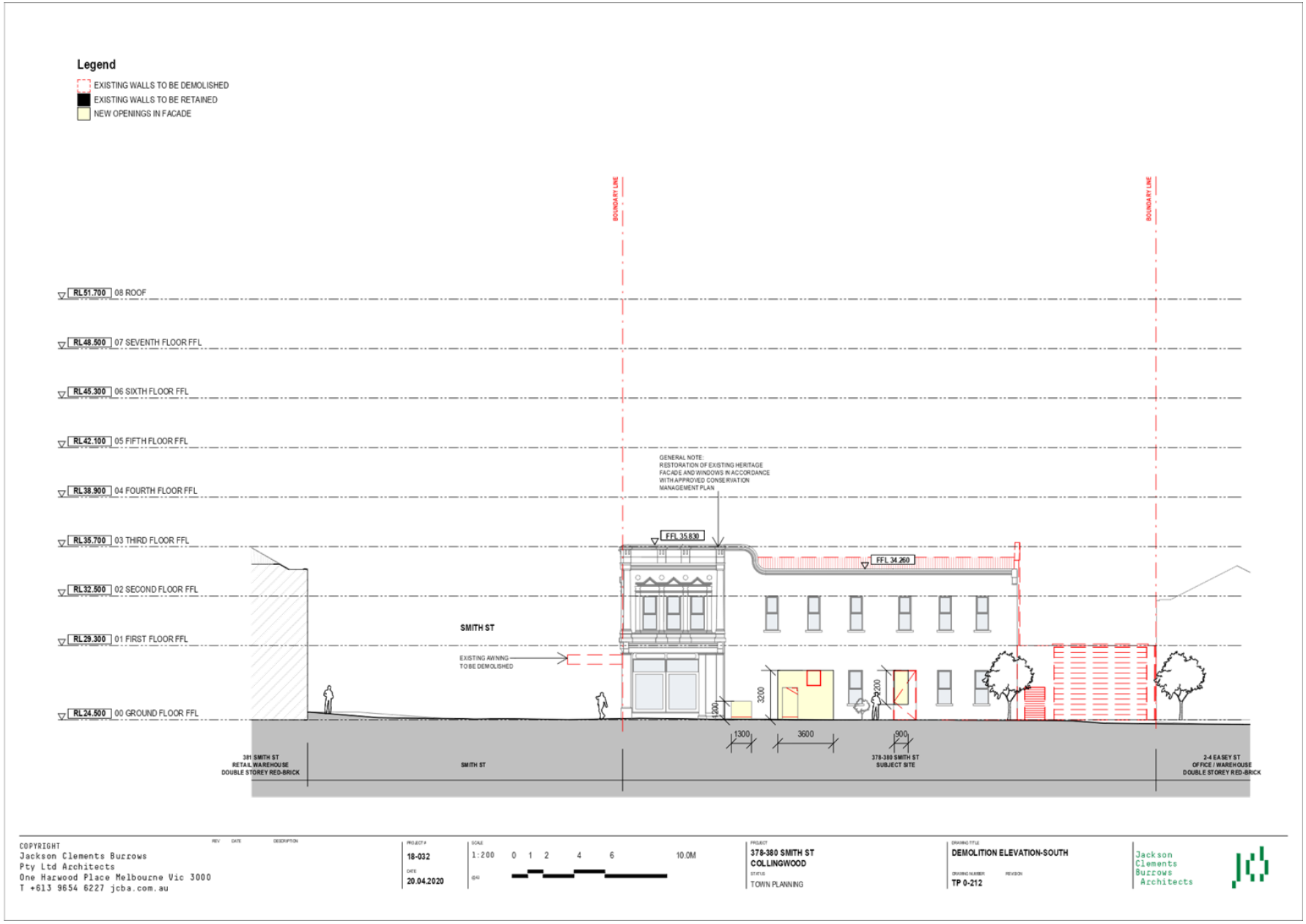

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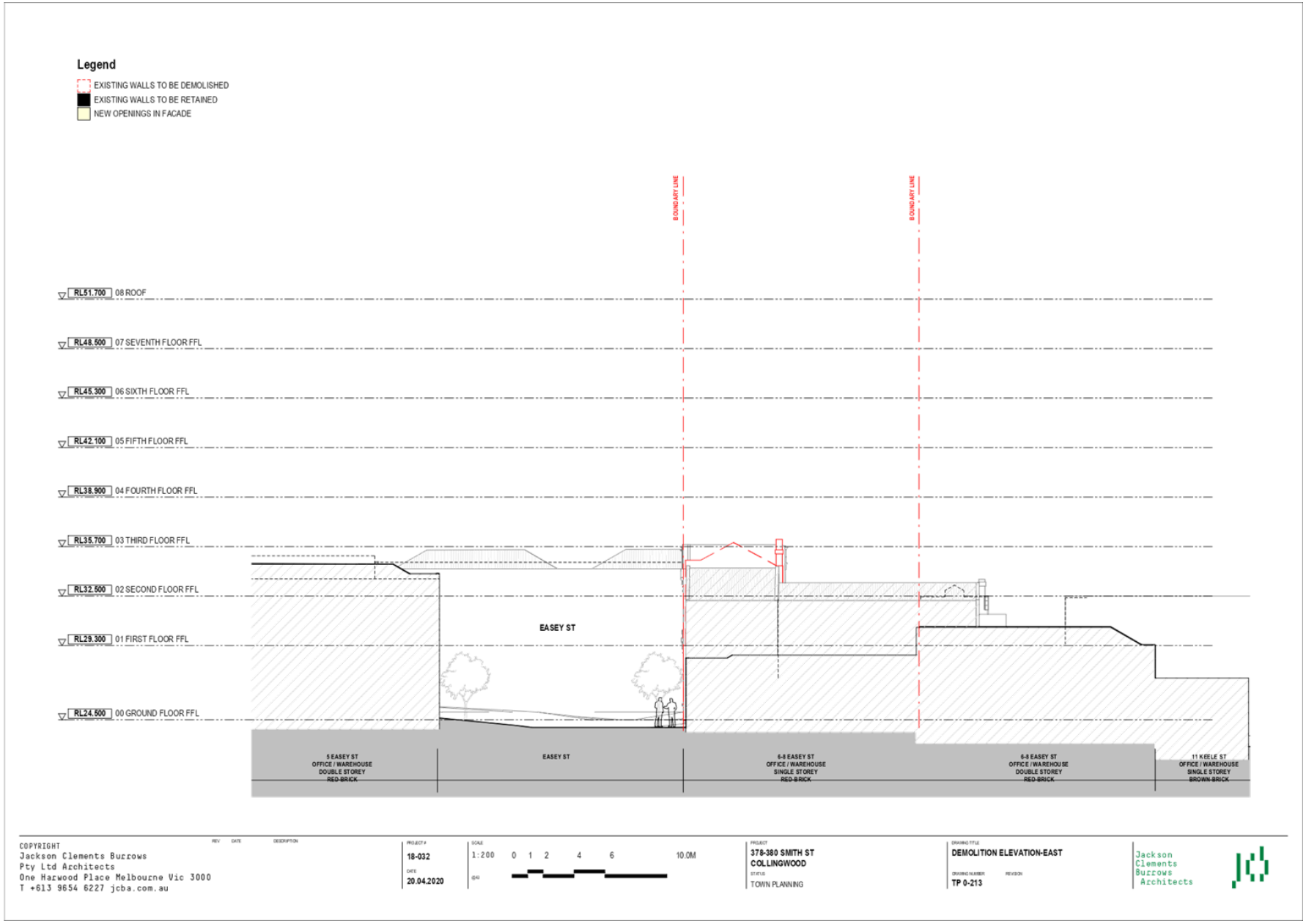

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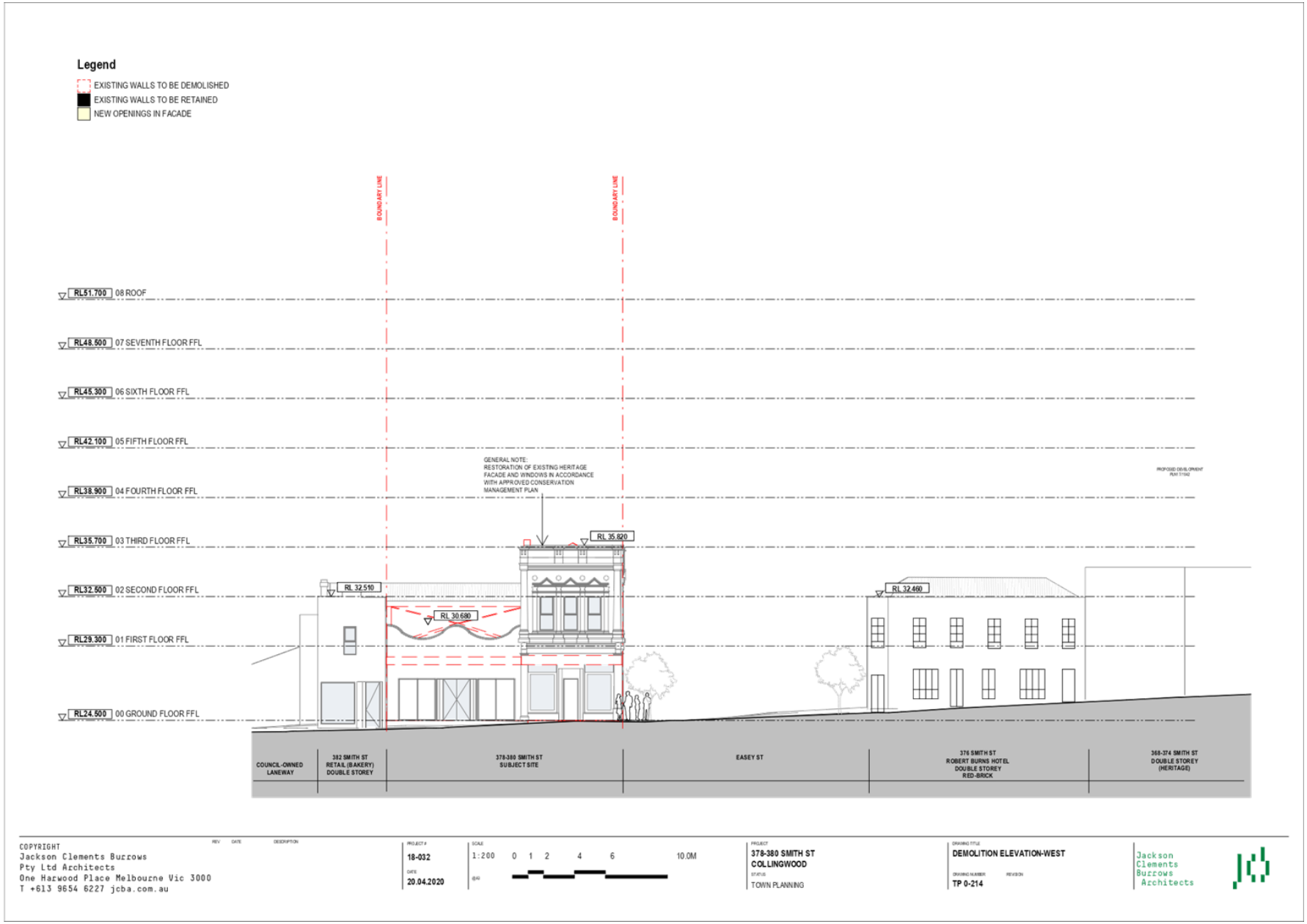

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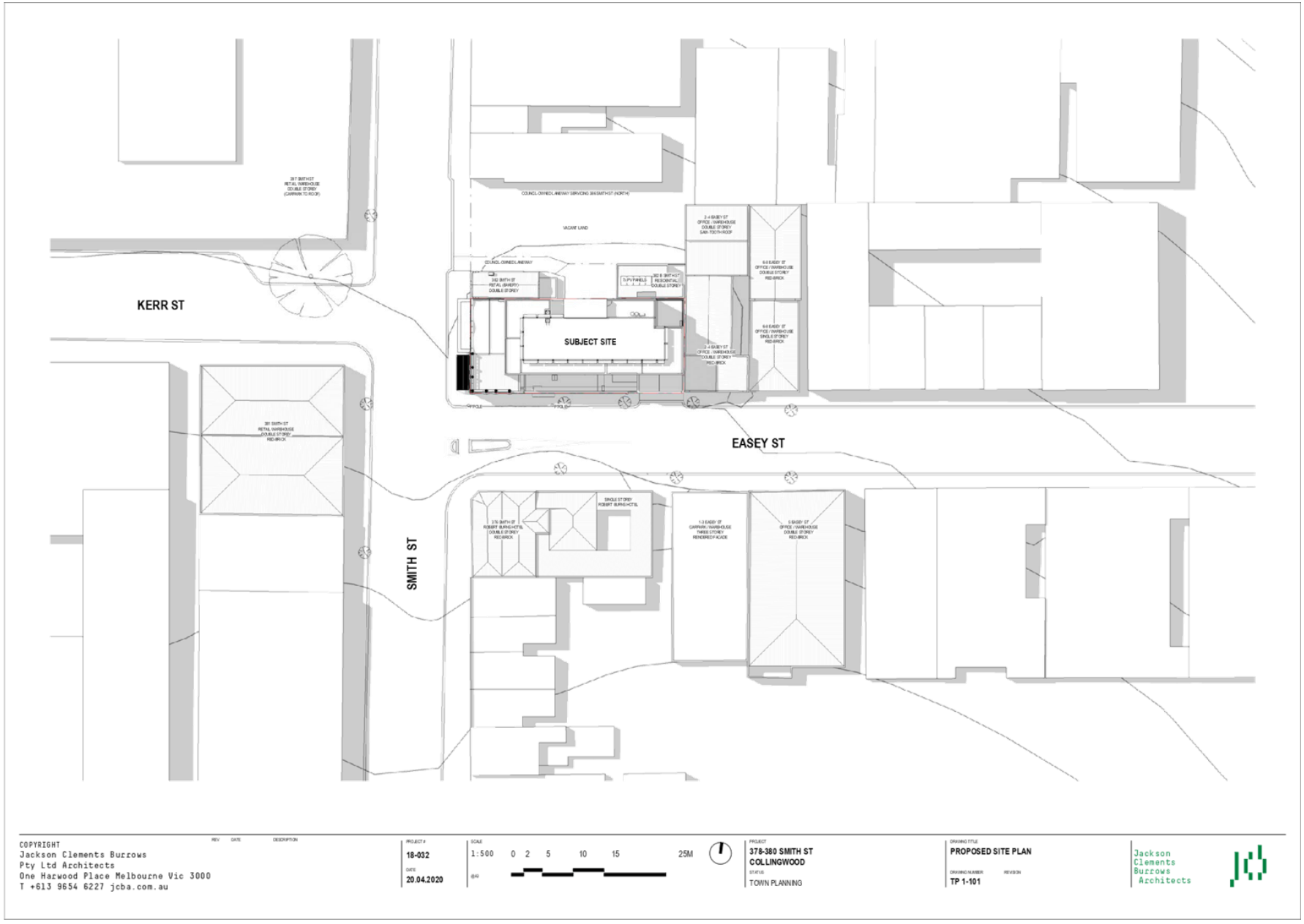

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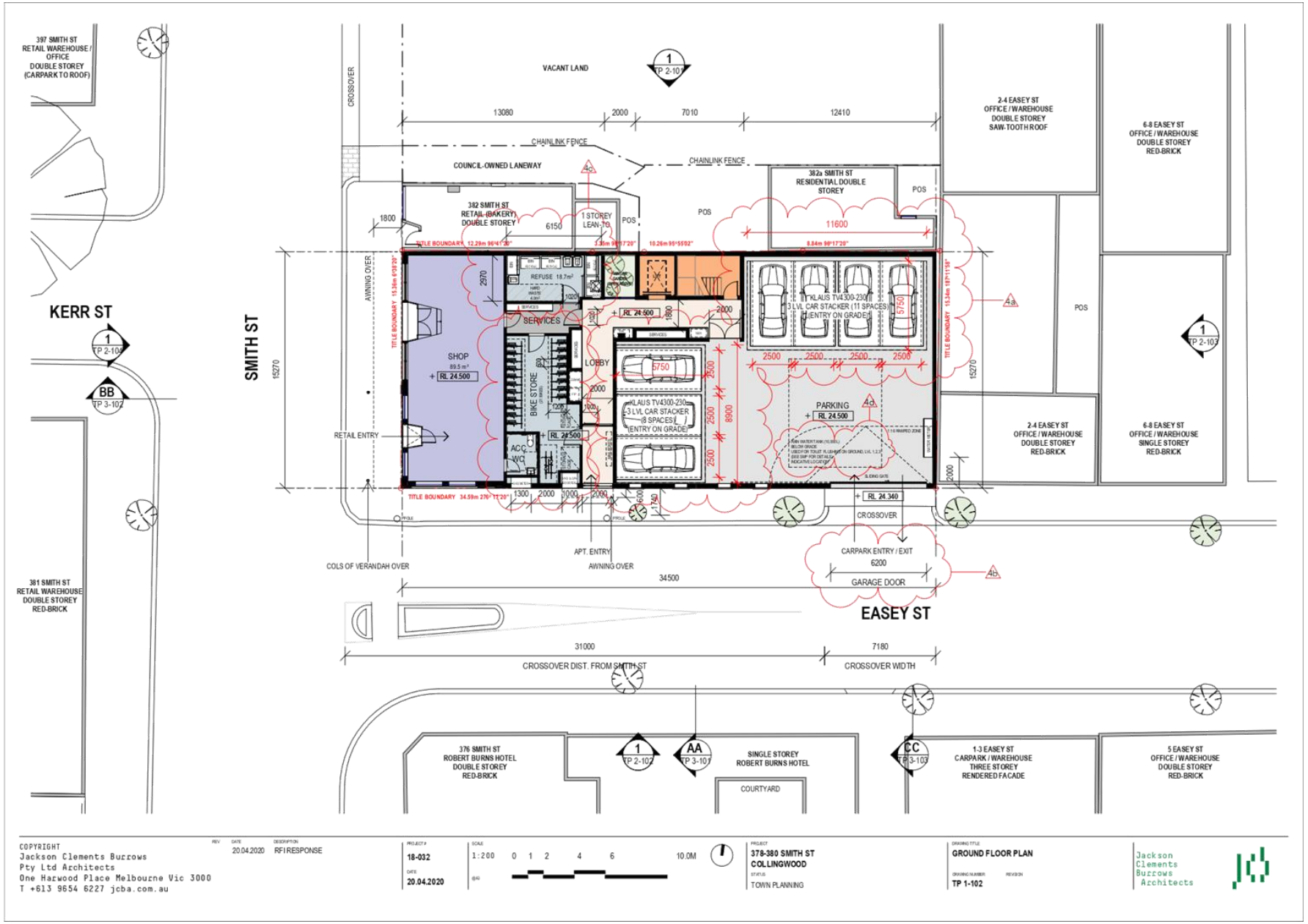

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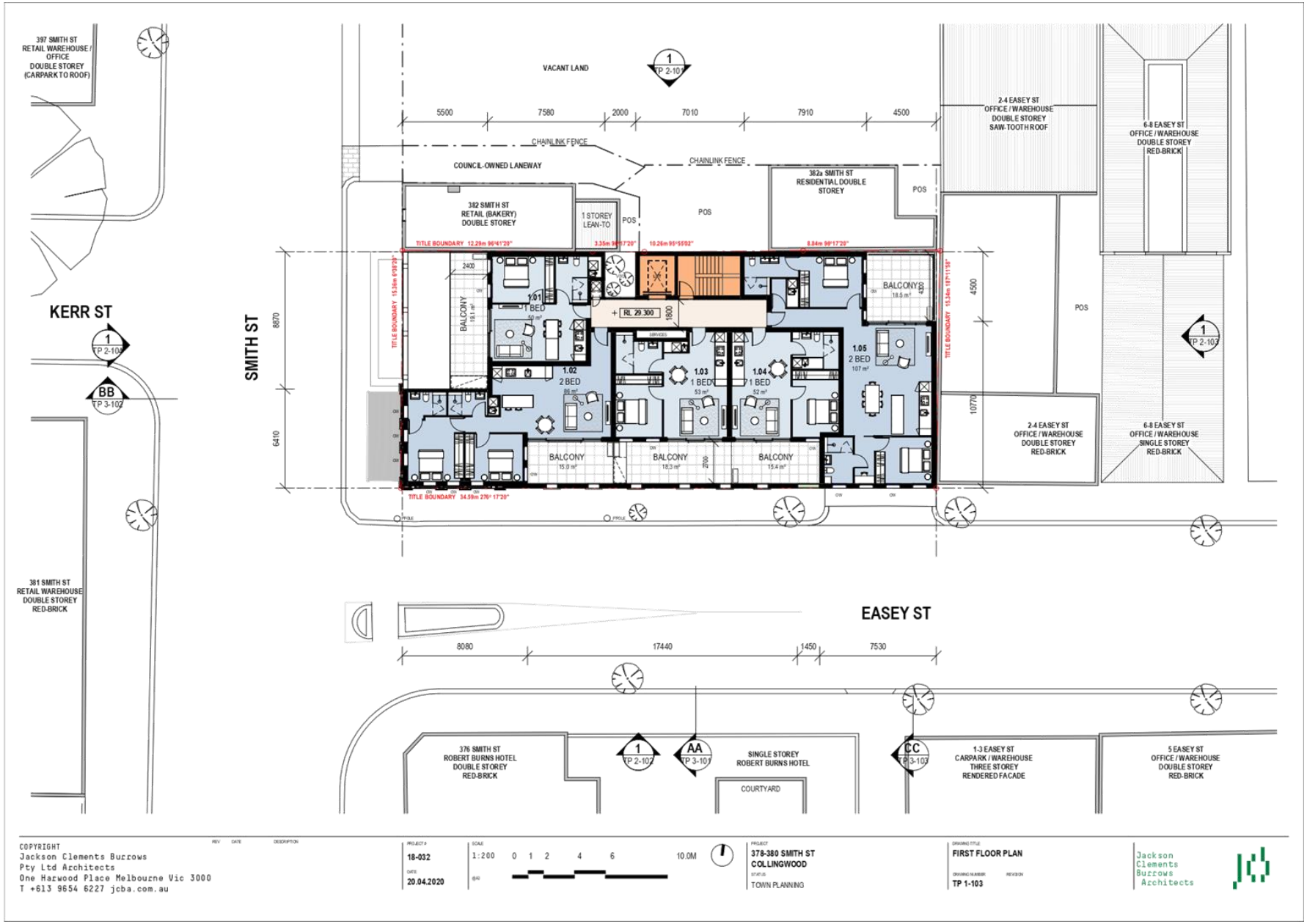

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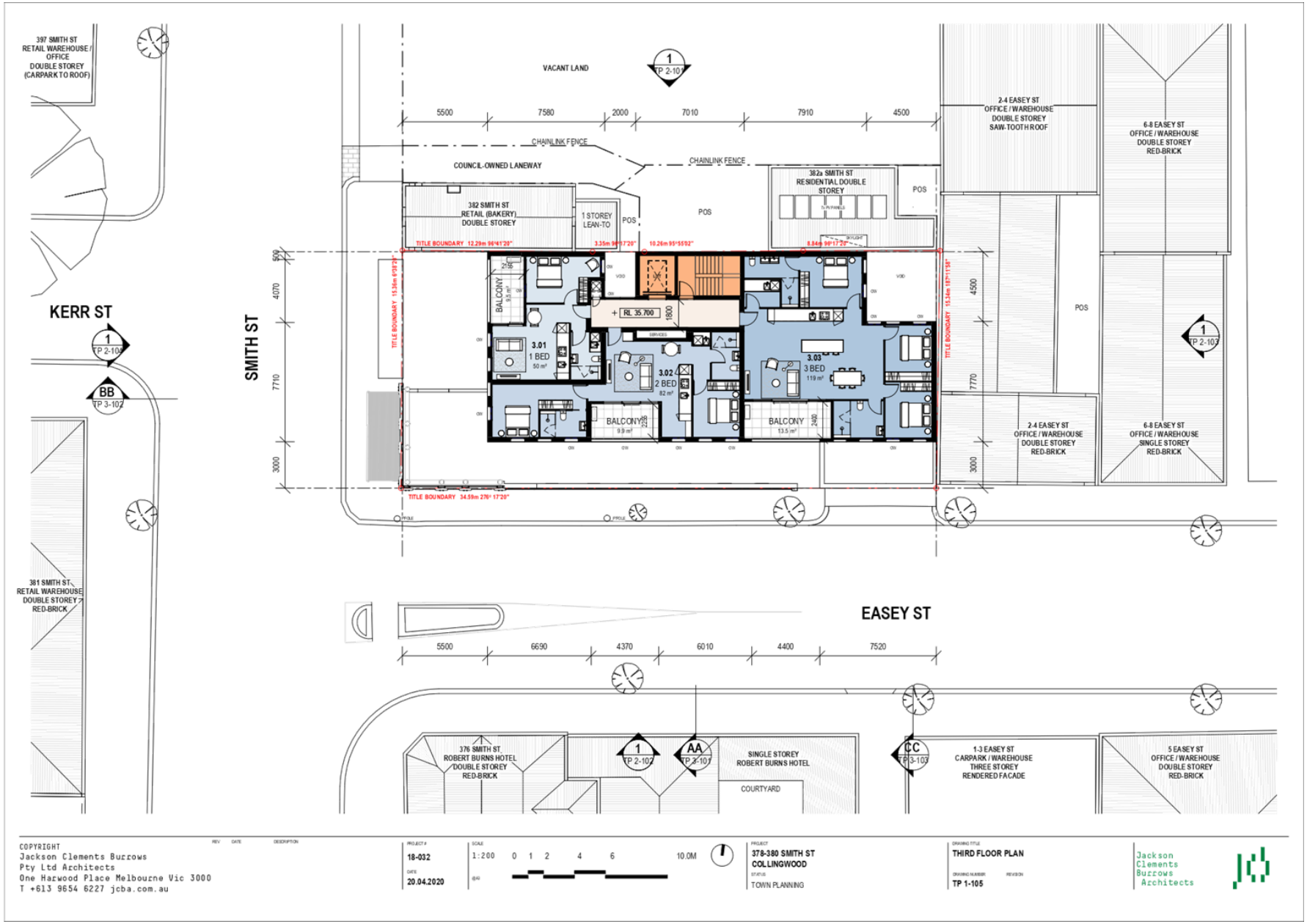

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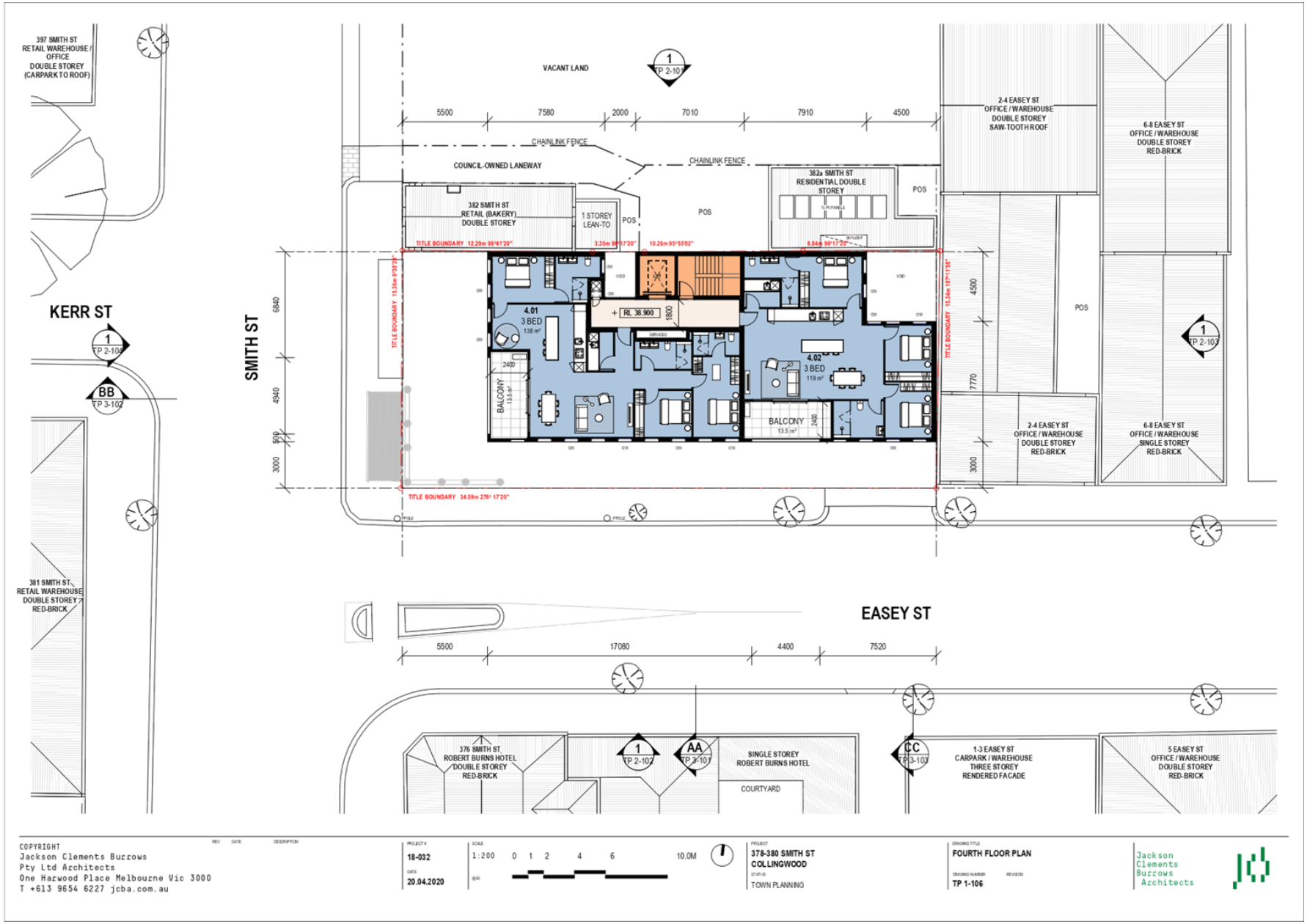

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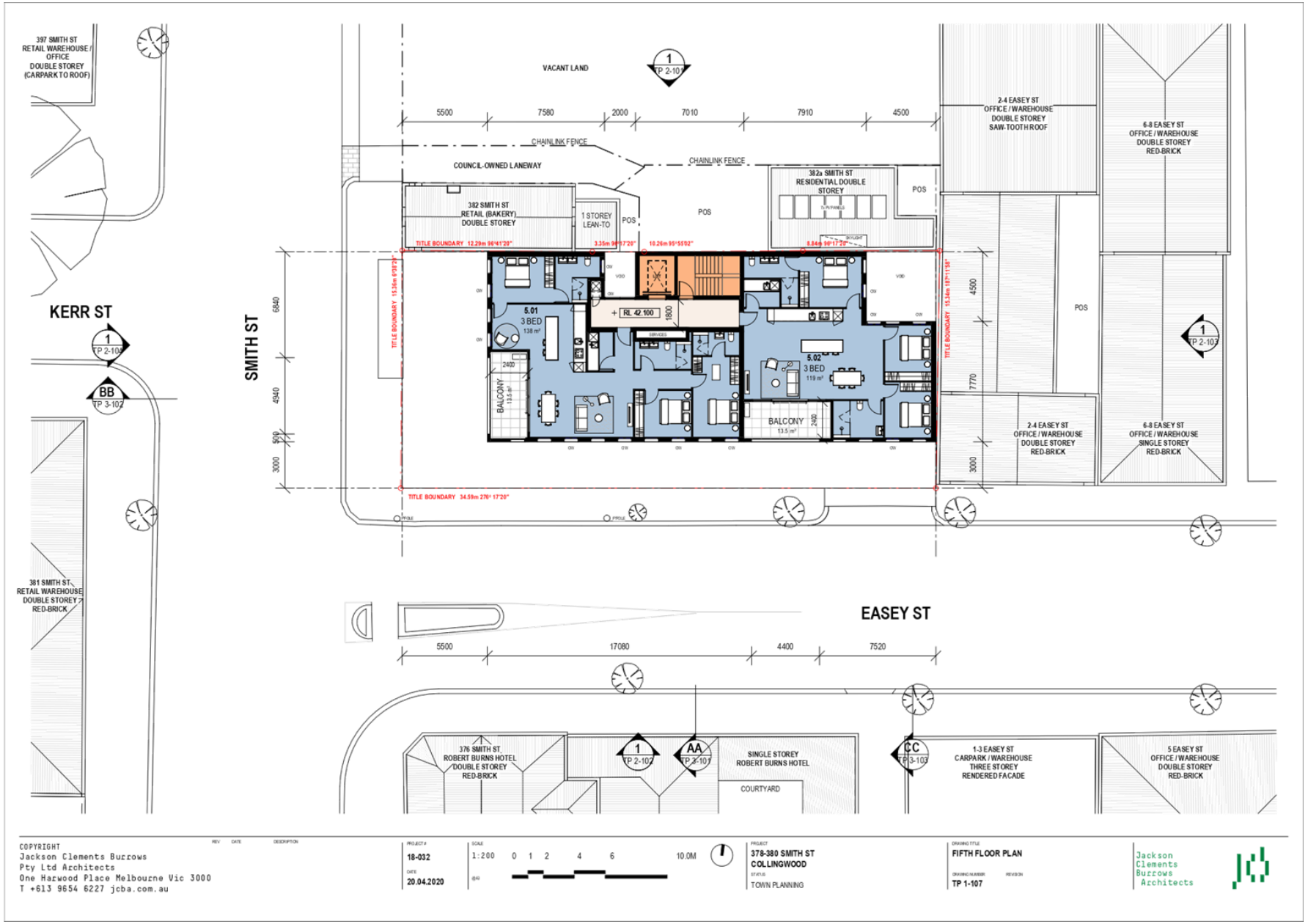

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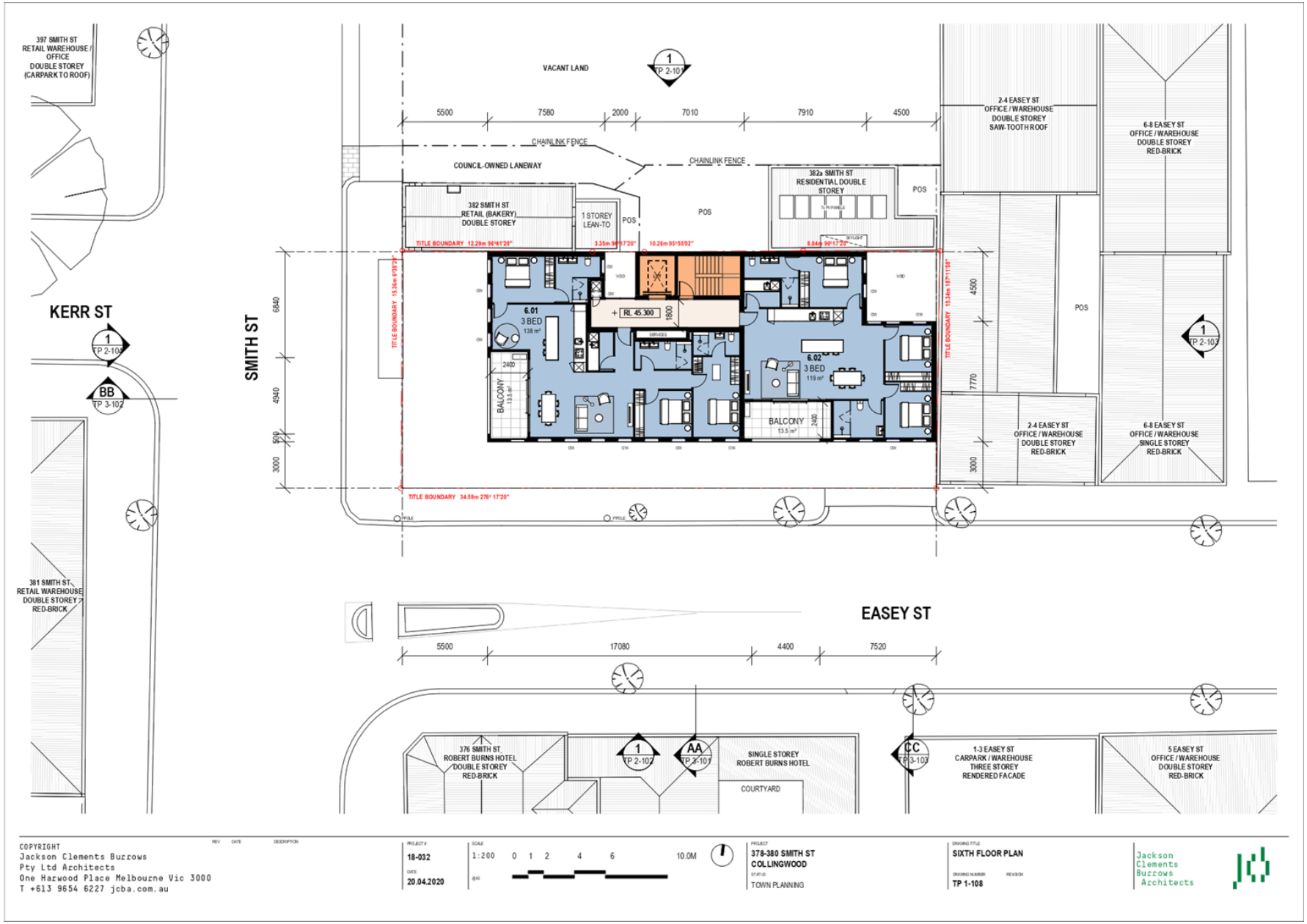

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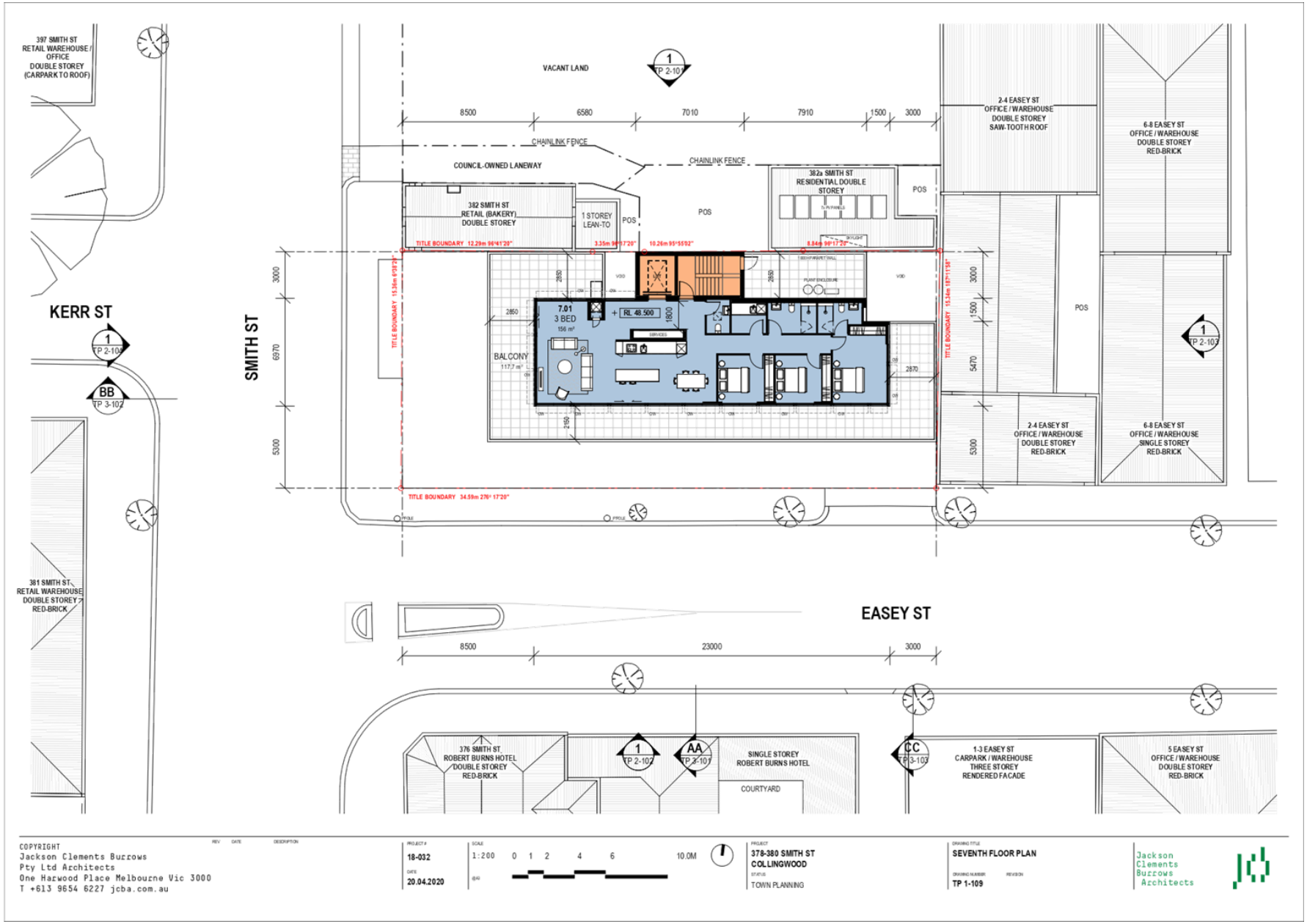

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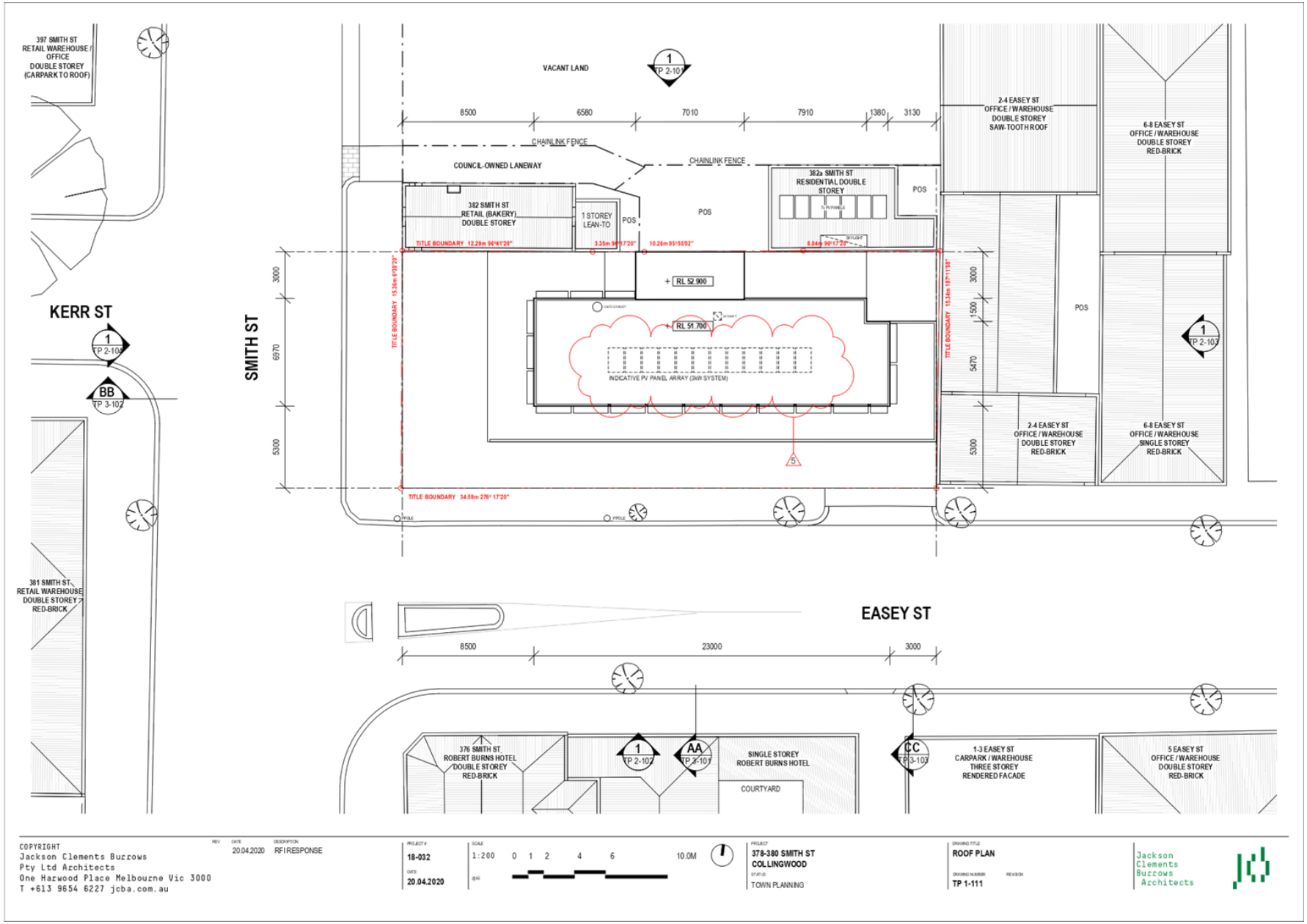

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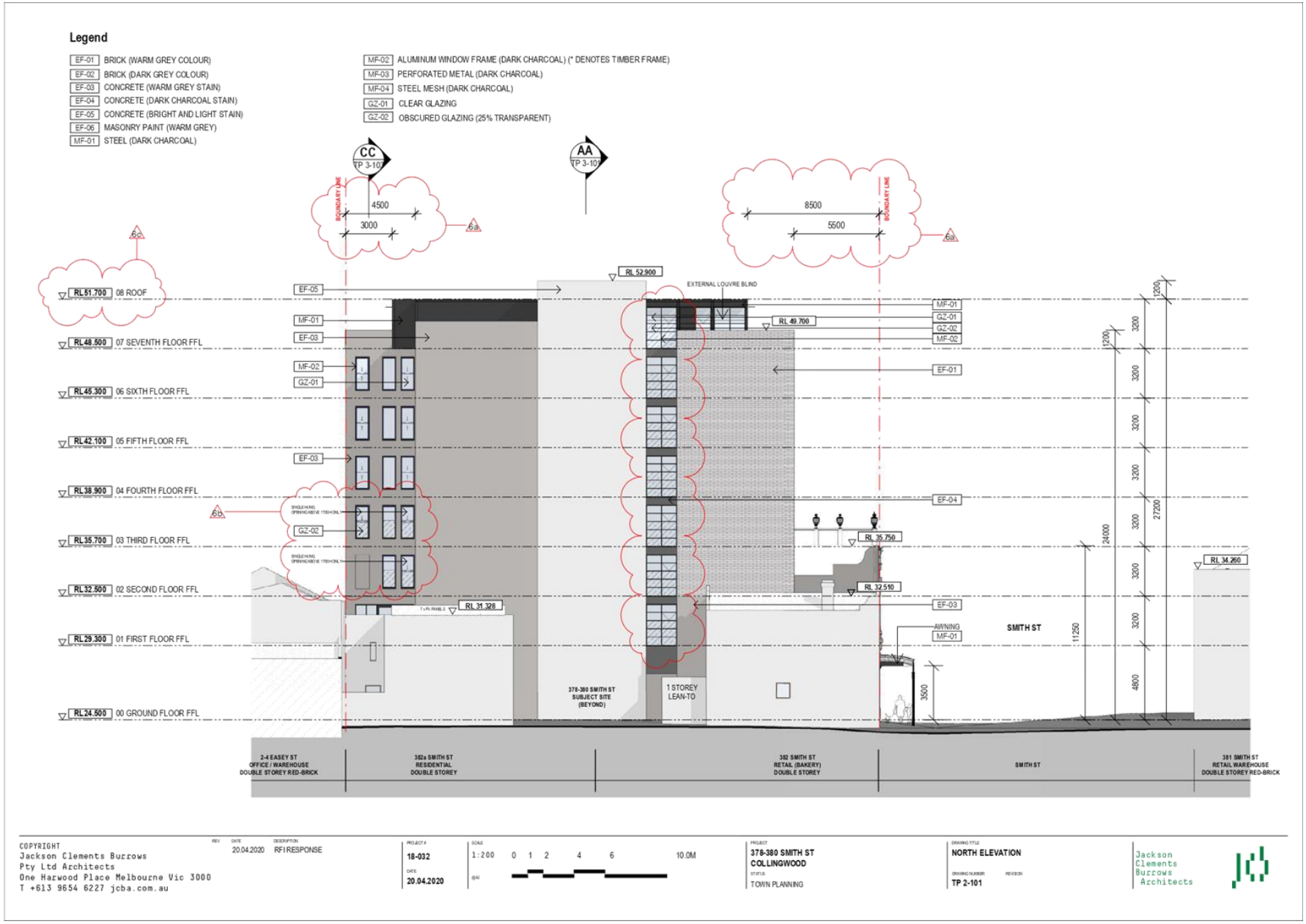

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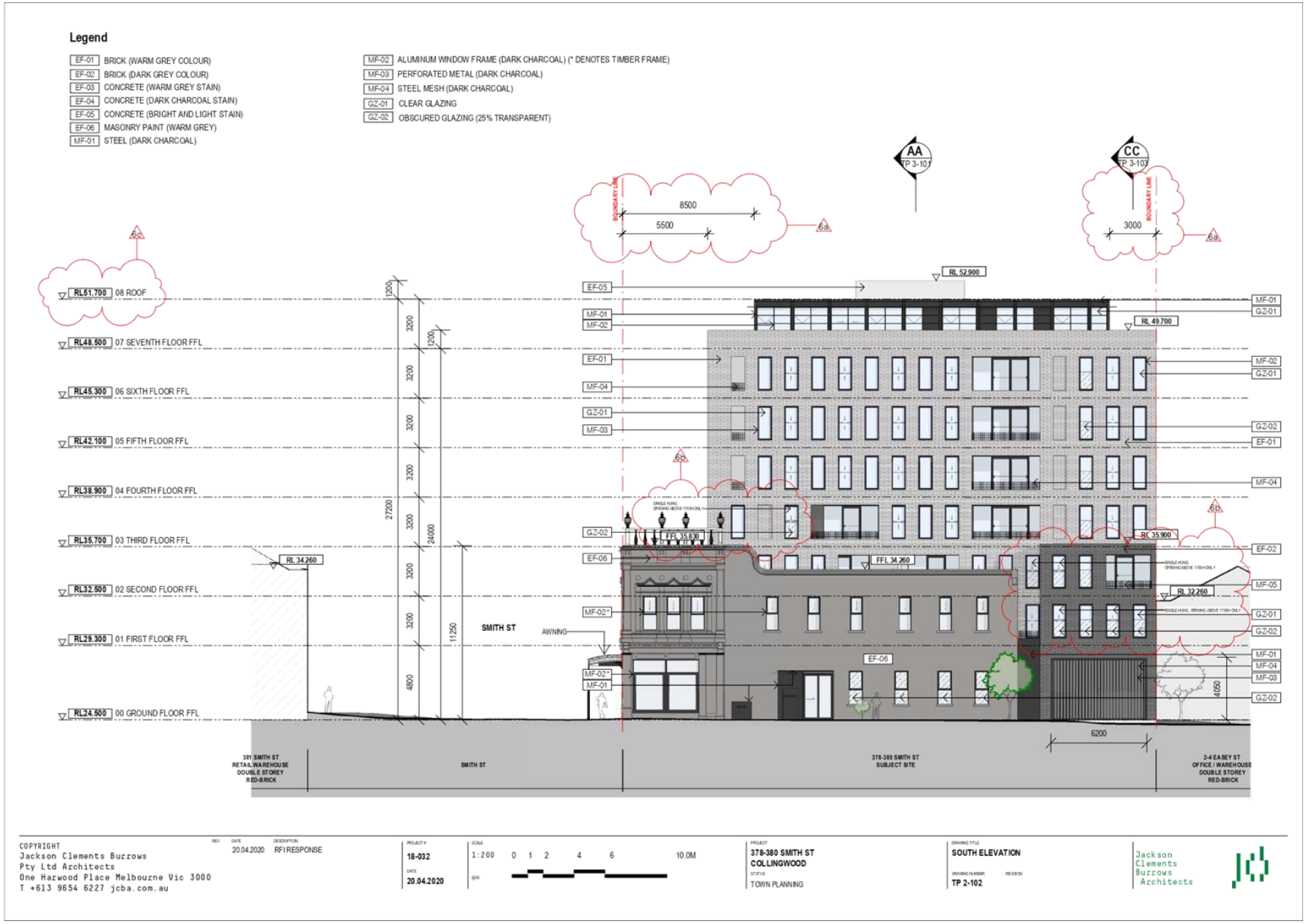

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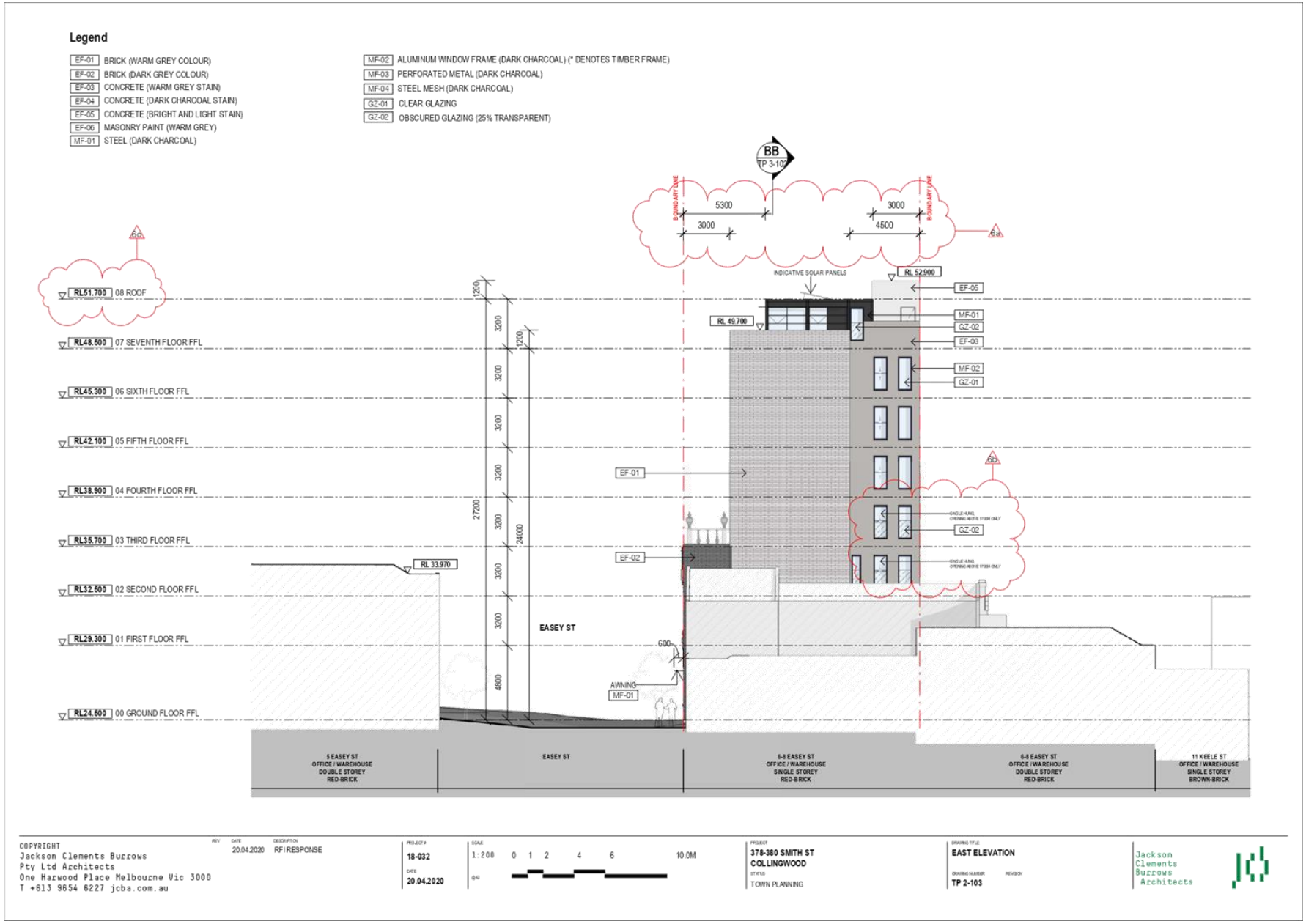

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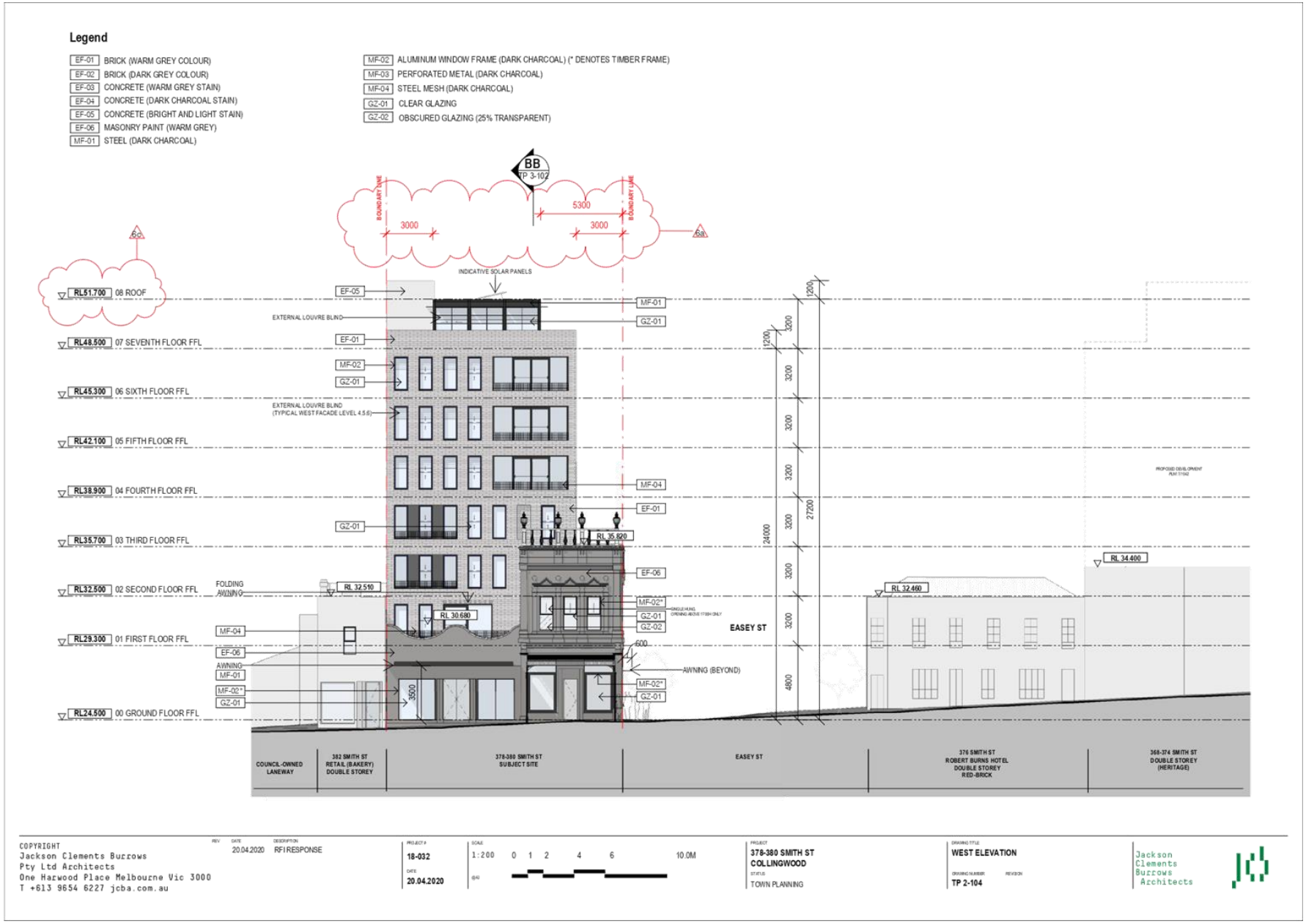

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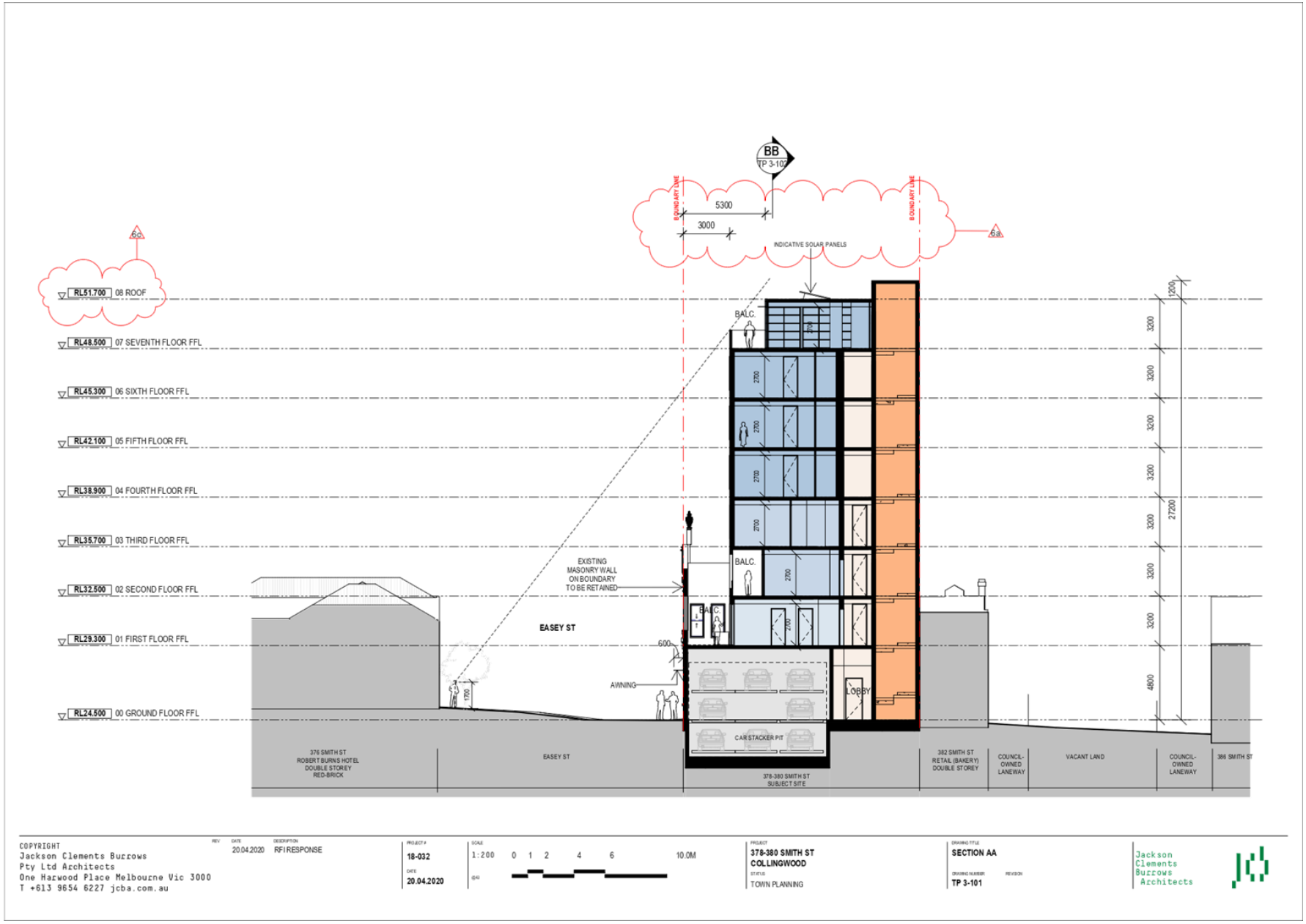

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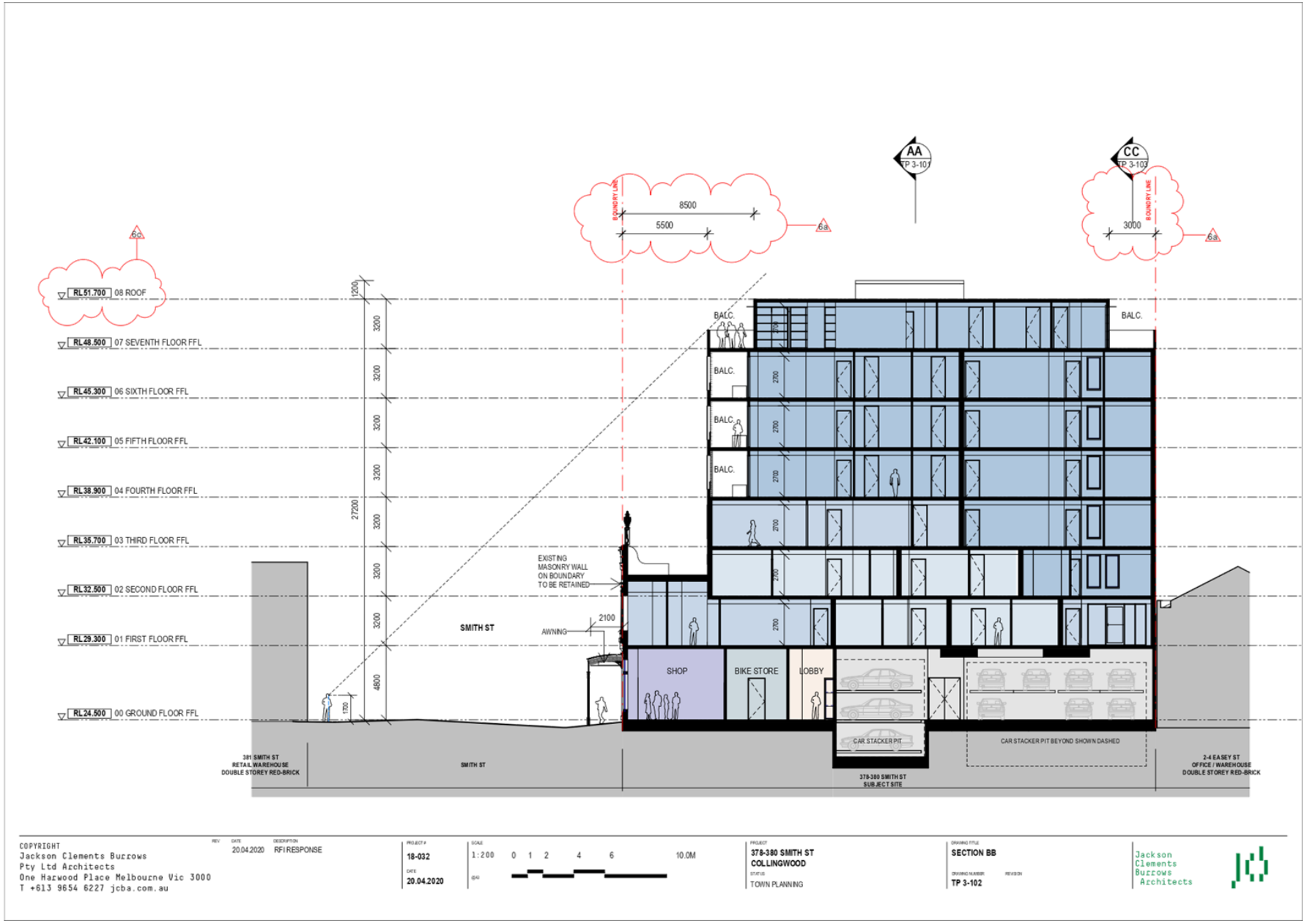

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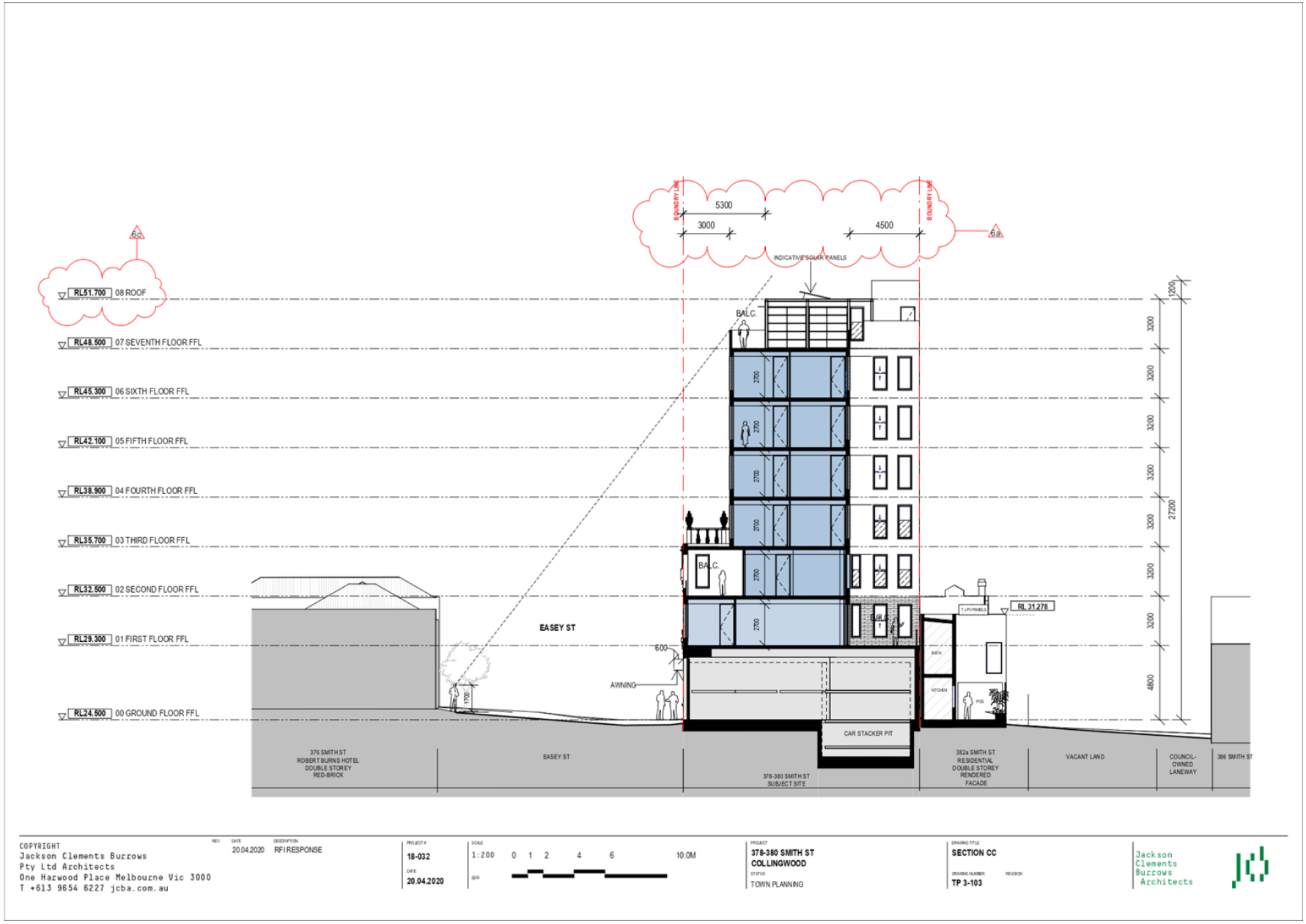


Attachment 1 - PLN20/0077 - 378 - 380 Smith Street Collingwood - Advertising S52 - Plans

EF-01
BRICK
WARM GREY COLOUR

EF-02
BRICK
DARK GREY COLOUR

EF-03
CONCRETE
WARM GREY STAIN

EF-04
CONCRETE
DARK CHARCOAL STAIN

EF-05
CONCRETE
BRIGHT AND LIGHT STAIN

EF-06
MASONRY PAINT
WARM GREY

MF-01
STEEL
DARK CHARCOAL

MF-02
ALUMINUM WINDOW FRAME
DARK CHARCOAL
* DENOTES TIMBER FRAME

MF-03
PERFORTATED METAL
DARK CHARCOAL

MF-04
STEEL MESH
DARK CHARCOAL

GZ-01
CLEAR GLAZING
TRANSPARENT GLAZING

GZ-02
OBSCURE GLAZING
25% TRANSPARENT GLAZING

REV DATE DESCRIPTION

PROJECT # 18-032
DATE 20.04.2020
SCALE @A0

PROJECT 378-380 SMITH ST COLLINGWOOD
STATUS TOWN PLANNING

DRAWING TITLE MATERIALS
DRAWING NUMBER TP 10-101
REVISION

Jackson Clements Burrows Architects

Attachment 1 - PLN20/0077 - 378 - 380 Smith Street Collingwood - Advertising S52 - Plans

APARTMENT NUMBER	ROOMS		AREA		ROOM/DWELLING REQUIREMENTS										NUMBER OF APARTMENTS
					PRIVATE OPEN SPACE	ACCESSIBILITY	NATURAL VENTILATION	MIN. ROOM DEPTH	STORAGE						
	BEDROOMS	BATHROOMS	INTERIOR	EXTERIOR	MINIMUM AREA	CLEAR PATH	CROSSFLOW	SINGLE ASPECT	1 BEDROOM DWELLING		2 BEDROOM DWELLING		3 BEDROOM DWELLING		
			m²	m²	1.8M / 8M² - 2M / 8M² - 2.4M / 12M²	ADAPTABLE BATHROOM / 850mm DOOR OPENING	5-18M DEPTH	MAX 9m	9M² INTERNAL	10M³ TOTAL	9M² INTERNAL	14M³ TOTAL	12M² INTERNAL	18M³ TOTAL	
1.01	1 BED	1 BATH	50	19.1	✓	x	x	✓	✓	✓ 10.3					1
1.02	2 BED	2 BATH	80	15.0	✓	x	x	✓			✓	✓ 14.1			1
1.03	1 BED	1 BATH	53	18.5	✓	x	x	✓	✓	✓ 10.0					1
1.04	1 BED	1 BATH	52	15.4	✓	x	x	✓	✓	✓ 10.2					1
1.05	2 BED	2 BATH	107	18.5	✓	✓ (Design Opt. A)	x	✓			✓	✓ 14.1			1
2.01	1 BED	1 BATH	50	9.5	✓	x	x	✓	✓	✓ 11.0					1
2.02	1 BED	1 BATH	50	0.2	✓	x	x	✓	✓	✓ 10.0					1
2.03	1 BED	1 BATH	50	0.2	✓	x	x	✓	✓	✓ 10.3					1
2.04	3 BED	2 BATH	112	13.5	✓	✓ (Design Opt. A)	✓						✓	✓ 18.9	1
3.01	1 BED	1 BATH	50	9.5	✓	x	x	✓	✓	✓ 11.0					1
3.02	2 BED	2 BATH	82	9.9	✓	x	x	✓			✓	✓ 14.0			1
3.03	3 BED	2 BATH	119	13.5	✓	✓ (Design Opt. A)	✓	✓					✓	✓ 19.2	1
4.01	3 BED	3 BATH	138	13.5	✓	✓ (Design Opt. A)	✓						✓	✓ 18.2	1
4.02	3 BED	2 BATH	119	13.5	✓	✓ (Design Opt. A)	✓	✓					✓	✓ 19.2	1
5.01	3 BED	3 BATH	138	13.5	✓	✓ (Design Opt. A)	✓						✓	✓ 18.2	1
5.02	3 BED	2 BATH	119	13.5	✓	✓ (Design Opt. A)	✓	✓					✓	✓ 19.2	1
6.01	3 BED	3 BATH	138	13.5	✓	✓ (Design Opt. A)	✓						✓	✓ 18.2	1
6.02	3 BED	2 BATH	119	13.5	✓	✓ (Design Opt. A)	✓	✓					✓	✓ 19.2	1
7.01	3 BED	2.5 BATH	156	117.7	✓	✓ (Design Opt. A)	✓						✓	✓ 20.1	1
														TOTAL APARTMENTS	19

	NUMBER COMPLIANT	% COMPLIANT	BADS MINIMUM	BADS COMPLIANT
ACCESSIBILITY	10	52.6%	50.0%	✓
CROSS VENTILATION	9	47.4%	40.0%	✓
STORGAE	19	100.0%	100.0%	✓
POS	19	100.0%	100.0%	✓
ROOM DEPTH	19	100.0%	100.0%	✓

3

REV 3 | DATE 20.04.2020 | DESCRIPTION RFI RESPONSE

PROJECT # 18-032

DATE 20.04.2020

SCALE @A0

PROJECT 378-380 SMITH ST COLLINGWOOD

STATUS TOWN PLANNING

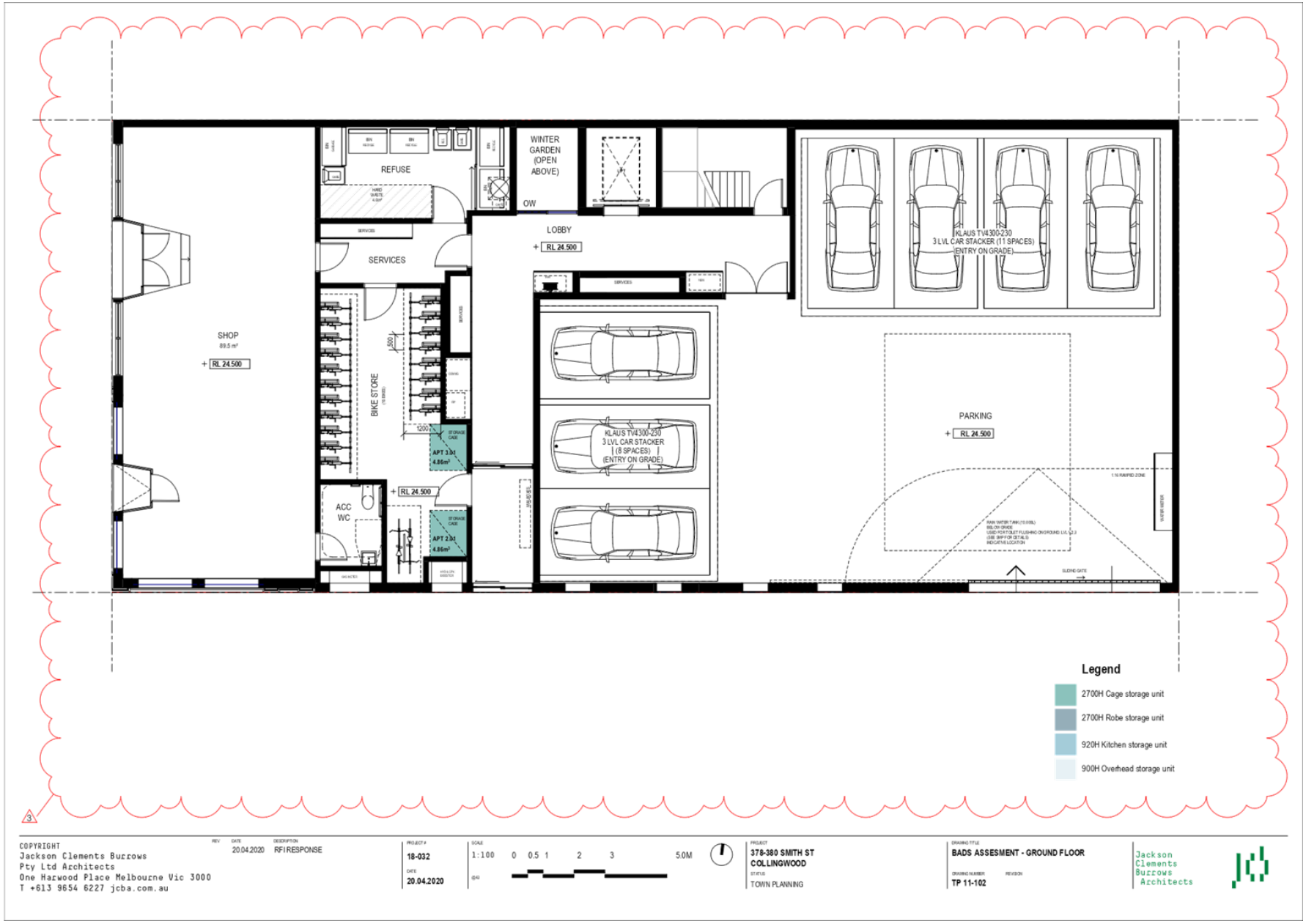
DRAWING TITLE BADS SUMMARY

DRAWING NUMBER TP 11-101

REVISION 3

Jackson Clements Burrows Architects

Attachment 1 - PLN20/0077 - 378 - 380 Smith Street Collingwood - Advertising S52 - Plans



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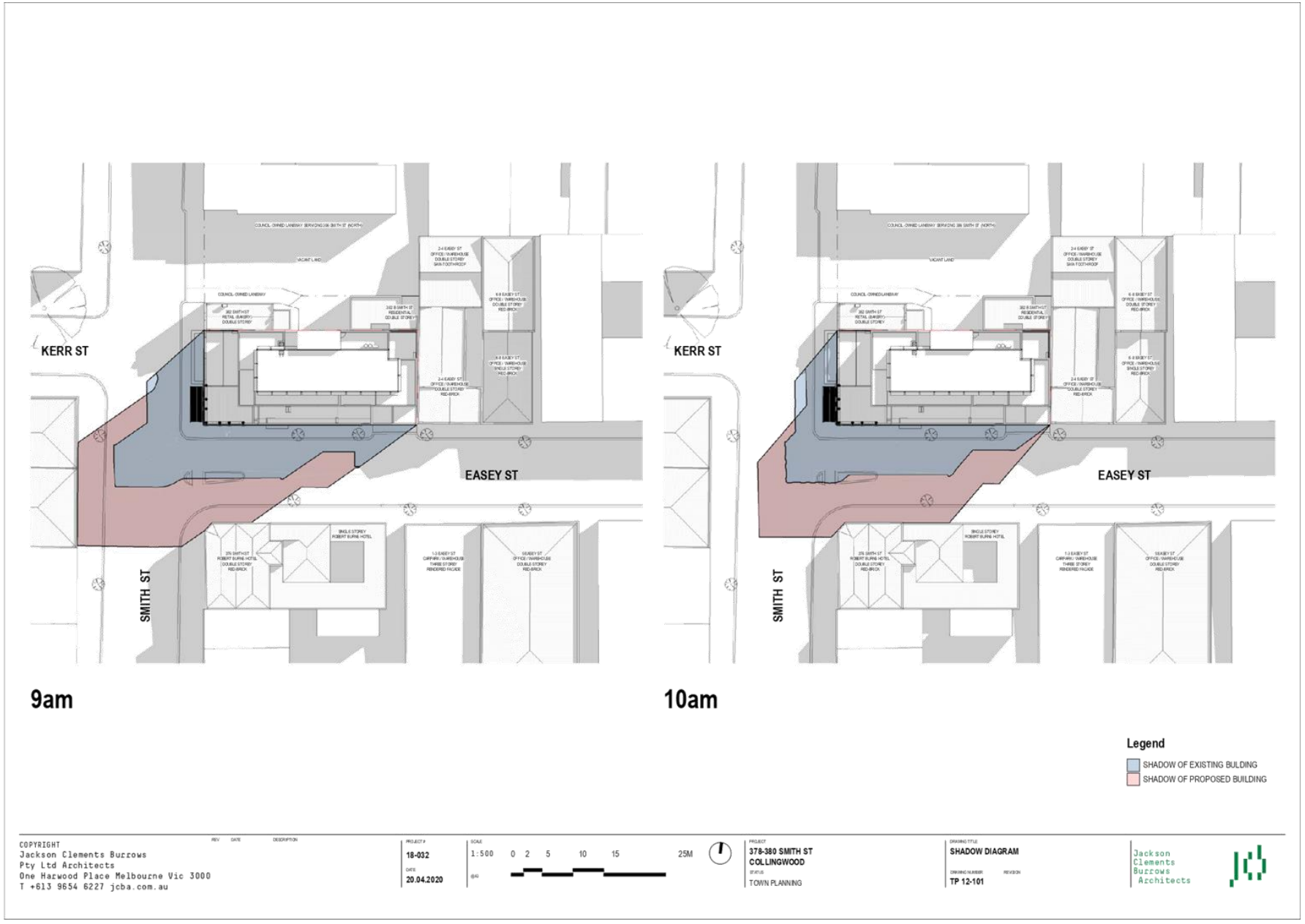
Attachment 1 - PLN20/0077 - 378 - 380 Smith Street Collingwood - Advertising S52 - Plans



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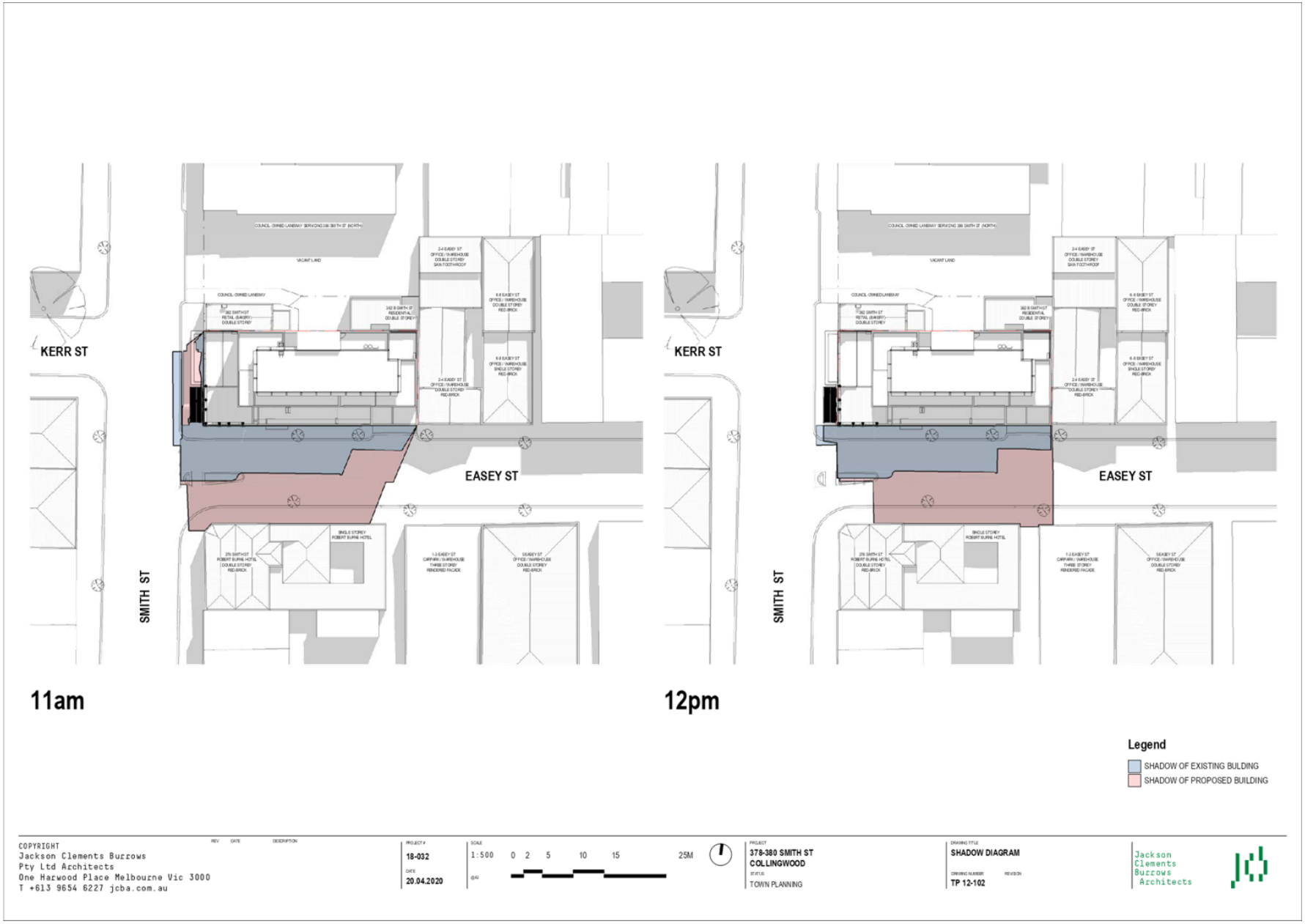

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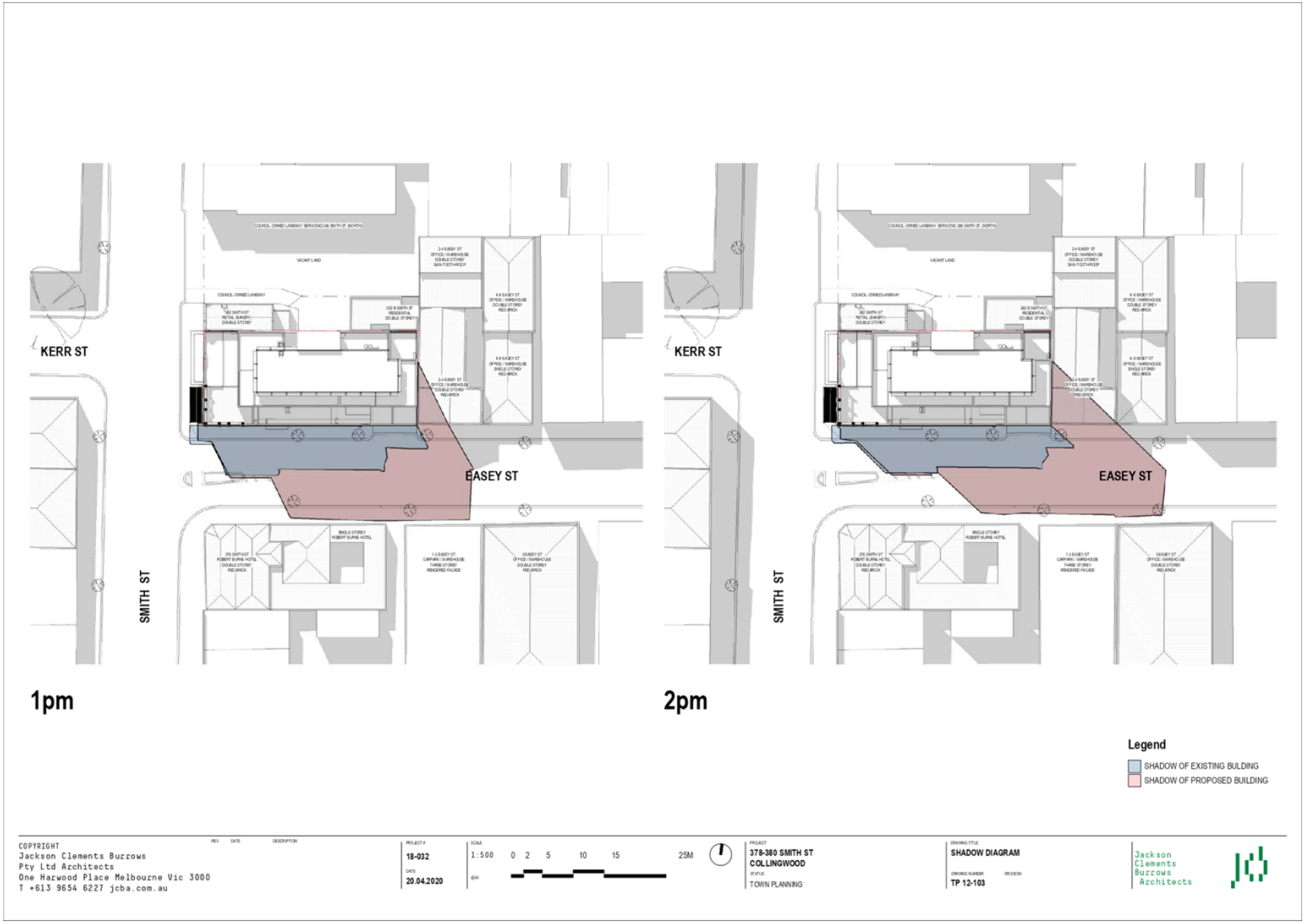

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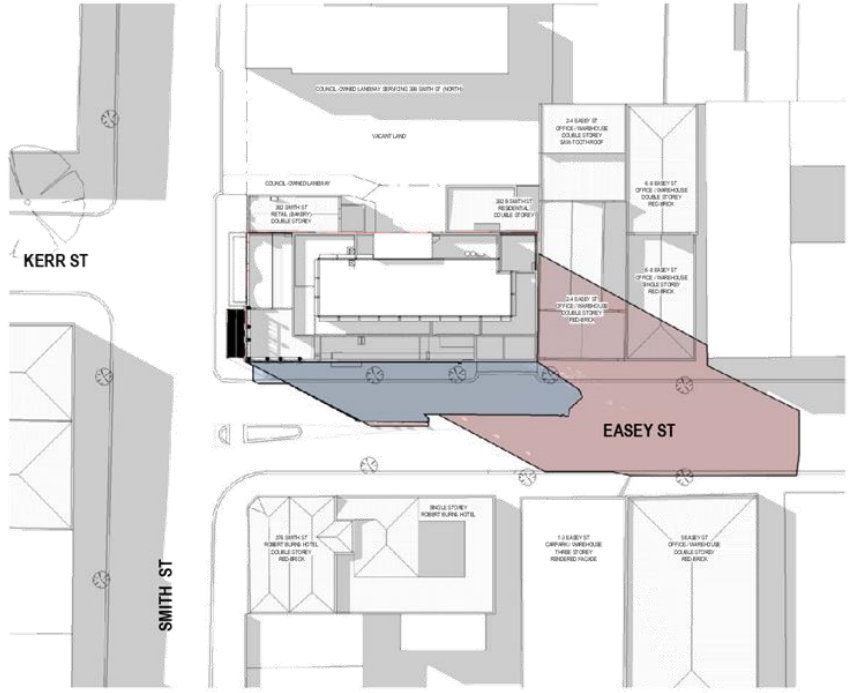

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Legend

SHADOW OF EXISTING BULDING

SHADOW OF PROPOSED BUILDING

REV DATE DESCRIPTION

PROJECT # 18-032

DATE 20.04.2020

SCALE 1:500 @A0 0 2 5 10 15 25M

PROJECT 378-380 SMITH ST COLLINGWOOD

STATUS TOWN PLANNING

DRAWING TITLE SHADOW DIAGRAM

DRAWING NUMBER TP 12-104 REVISION

Jackson Clements Burrows Architects

Global South

Urban Design Review

Proposed mixed-use development, 378-380 Smith Street, Collingwood

Prepared by Simon McPherson, for Yarra City Council

11 June 2020

Table of Contents

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1.0 Introduction

1.1 Process and involvement

1.1.1 Engagement

On 30 April 2020 I was asked by Yarra City Council officers to prepare a report comprising urban design review and advice, regarding the proposed mixed use development at 378-380 Smith Street, Collingwood.

In preparing this review, I have:

- Accessed and reviewed the advertised plans and documents, as follows:
  - Plans, Town Planning Application, April 2020 (Jackson Clements Burrows Architects);
  - Town Planning and Urban Context Report, February 2020 (Contour);
  - Urban Context Report (Zero Nine / Jackson Clements Burrows Architects); and
  - Heritage Impact Statement, February 2020 (Bryce Raworth).
- Reviewed the applicable provisions of the Yarra Planning Scheme relating to urban design as listed below;
- Visited the subject site and surrounding area, on 29 May 2020, in addition to previous visits. The photos in this report are my own, except where specified.

1.1.2 Previous involvement

I was also involved in the previous Planning Permit Application for this site. I was engaged by Maddocks Lawyers, on behalf of Yarra City Council, as an Expert Witness (Urban Design) for the VCAT hearing held from 8 July 2020.

The following Urban Design Review of a new proposal for the subject site, draws upon some background/contextual information, and my opinions of that proposal for reference, from my Statement of Evidence relating to the previous scheme.

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1.2 Qualifications and experience to prepare this Review

1.2.1 Qualifications and registrations

My academic qualifications are as follows:

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

My professional registrations and memberships are as follows:

- **Registered Architect, Architects Registration Board of Victoria:** individual registration number 15838;
- Member, **Victorian Design Review Panel;**
- Member, **Design Review Panel for South Australia;**
- Member, **Latrobe University Design Review Panel;**
- Global Advisor, United Nations Global Compact – Cities Programme;
- Member, Built Environment Task Force, Smart Cities Council – Australia/New Zealand.

1.2.2 Experience

Professional experience

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

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

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

Project experience

My urban design experience includes the following projects:

- Policy and guidelines:
  - Author/contributor, *Better Placed*, NSW Architecture and Urban Design Policy, Government Architect NSW (2016-17). Benchmark design policy, winner Australia Award for Urban Design 2017;
  - Contributor (State Government employee), Design Guidelines for Higher Density Residential Development, Activity Centre Design Guidelines;
  - Contributor, SA Medium-Density Design Guidelines;
  - Lead consultant, Urban Design Guidelines, Bowden, SA (SJB Urban, 2015);
- Urban Design Advice:
  - Eden/Haven/Sanctuary on the River, Abbotsford, for HAMPTON (complete), (SJB Urban, 2010). High-density, mid-rise (9-11 storeys) permeable courtyard

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development, winner UDIA President's Award, High-Density Housing Award (National, Victoria), Masterplanned Development Award (Victoria);
- Richmond Plaza redevelopment, for Coles (SJB Urban, 2014);
- Grocon FCAD redevelopment, Footscray Station Precinct (SJB Urban, 2011).

- Independent reviews:
  - Regular independent reviews of permit applications, for Councils including Yarra, Port Phillip, Banyule, Brimbank, Manningham and Casey.
- Strategic plans, structure plans and Urban Design Frameworks:
  - Footscray Activity Centre Built Form Review 2020, for Maribyrnong City Council;
  - Oakleigh Activity Centre Transport Precinct: Design Review 2018, for Monash City Council;
  - 1160 Sayers Road, Tarneit, Structure Plan for Wyndham City Council (landowner) (SJB Urban 2014-15). Innovative, integrated plan for high-density, walkable precinct in greenfield setting;
  - Footscray Station Precinct Planning and Urban Design Framework (SJB Urban, 2008-09). Winner, PIA Transport Planning Award 2008;
  - Brighton Toyota Site UDF, for LEFTA Corporation;
  - Frankston Transit Interchange Precinct UDF and Master Plan, for DPCD (SJB Urban 2009-2012);
  - Wise Foundation 'Wellness Village' UDF, Mulgrave, for landowners (SJB Urban, 2015-16).
- Master Plans and Concept Designs
  - Tarneit Major Town Centre Urban Design Review;
  - Caulfield Village Master Plan, for Beck Property / Probuild (SJB Urban, 2012);
  - Greensborough Activity Centre Concept Master Plan, for Banyule City Council (2017);
  - 433 Smith Street (Fitzroy Gasworks) Master Plan, for Places Victoria (SJB Urban, 2015);
  - Master Plan, Binks Ford Site and over-rail deck, Footscray, for Places Victoria (SJB Urban, 2012);
  - Caulfield-Dandenong corridor concept/feasibility studies, for VicTrack (SJB Urban, 2015).

Experience preparing expert evidence

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

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2.0 Context

2.1 Previous proposal: summary of opinions (from VCAT Statement)

The previous proposal for the same site was for a 9-storey building which retained the existing heritage facades, comprising two shop tenancies and 29 dwellings.

While this Urban Design Review addresses the current (revised) proposal on its merits, I have referred to my opinions and recommendations regarding the previous proposal, from my VCAT Statement of Evidence, to inform the background and context for this current review.

The key aspects of my opinions on that proposal are outlined as follows:

- *There is strong strategic support for higher-density residential / mixed-use development in this Major Activity Centre;*
- *I support adaptive re-use of heritage built form, as a strategy for retaining existing fabric and character while accommodating redevelopment and change of use;*
- *The building height and form (as proposed) is not appropriate for the site and context.*
- *The building height creates excessive visual bulk, verticality and visual intrusion in the setting.*
- *The form of the building, including the street setbacks and extended 'primary form', contribute to this assessment, along with the height.*
- *The front setback condition contributes to the excessive built form imposition of the proposal, and should be increased. I suggest alignment with the eastern edge of the ornate part of the existing southern façade (so approximately 6.5m setback), or a 7m setback in line with the recent developments to the north, would be more appropriate.*
- *The prevailing 1.8m setback to the Easey Street frontage is insufficient.*
- *The mid-level recess (inner form), with reduced setbacks to levels above (primary form), (is) inappropriate in this context, because the overhang or cantilevered form increases the visual prominence and vertical emphasis of the upper level form.*
- *Building to the side boundaries is acceptable in this location.*
- *The proposed interfaces to the side boundaries provide for equitable redevelopment opportunities to the adjoining sites to the north and east.*
- *The Easey Street (east-facing) interface presents as excessively large, abrupt and vertically emphasised, and a reduced height of this interface would be more appropriate in response to the Easey Street context.*
- *The Smith Street (north-facing) side boundary wall is excessive in scale and vertical height. While the relatively narrow wall panels, and façade articulation, serve to reduce the breadth of the boundary interface elements, the darker lift core element at 9 storeys creates increased vertical emphasis. A reduced height at this interface would reduce its visual prominence, in response to the streetscape setting.*
- *The proposed design expression creates a visually bold, severe and 'cold' character. It lacks texture, tactility and visual softness, which would be more appropriate in this setting. This design expression increases the sense of visual intrusion in the setting.*
- *The public realm interface to Easey Street is of poor quality, due to the extent of frontage occupied by car parking and bike parking, with very limited activation potential. While the heritage façade may present a constraint to activation, such as by limiting new openings, this interface reflects a poor urban design outcome.*

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- *The extent of activation to the Smith Street frontage, which comprises two adjacent glazed shopfronts (one shop tenancy), with new clear glazing proposed, is satisfactory.*

In summary, I considered the previous proposal to be too imposing and visually dominant, in relation to the streetscape conditions and the heritage built form, resulting from the combination of its height, setbacks and building profile, as well as its articulation and materials.

I recommended the following changes to the previous design:

- *Removal of the mid-level recess / upper level overhang, to reduce the visual prominence of the proposed form.*
- *Reduction in height to reduce the verticality of the proposal and to create a more comfortable fit in the evolving streetscape.*
- *Reduction in height to the side/rear boundaries of approximately 1-2 levels, to reduce the visual intrusion of these interfaces in the streetscape settings.*
- *Incorporation of greater variation, texture, diversity and softening in the façade design expression.*
- *Integration of appropriate landscaping and more natural, textured materials.*
- *Further consideration of the ground floor layout and frontage to Easey Street, towards achieving a greater extent of activation, by reducing the extent of space dedicated to car parking.*

2.2 Strategic/Statutory context

2.2.1 Zoning

The subject site is situated within the **Commercial 1 Zone (C1Z).** The purposes of this Zone are to:

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

The applicable decision guidelines require consideration of various factors including:

- Movement of pedestrians, cyclists and vehicles;
- *The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings;*
- Solar access to buildings;
- The objectives, standards and decision guidelines of Clause 58.

2.2.2 Planning Policy Framework

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

- **Clause 11 Settlement** provides a range of Strategies for development in established Activity Centres, with a focus on quality, amenity, diversity and responding to context.
  - **11.03-1R Activity Centres – Metropolitan Melbourne** provides strategies for developing activity centres to accommodate significant growth and support high levels of amenity;

- **11.03-1S** provides strategies for building up Activity Centres as a focus for high-quality development, activity and living.

- **Clause 15 Built Environment** discusses Urban Design objectives and strategies:
  - **15.01-1S Urban Design** provides strategies for safe, healthy, functional and enjoyable urban environments, and promotes good urban design along transport corridors;
  - **15.01-2S Building design** guides buildings which contribute positively to context and enhance the public realm;
  - **15.01-4R Healthy neighbourhoods - Metropolitan Melbourne** seeks to create a city of 20-minute neighbourhoods.
  - **15.01-5S Neighbourhood character** seeks to ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place, including by emphasising the heritage values and built form that reflect community identity.
  - **15.02-1S Energy and resource efficiency** promotes consolidation of urban development and integration of land use and transport.
  - **15.03-1S Heritage conservation** seeks to ensure the conservation of places of heritage significance, and encourages appropriate development that respects places with identified heritage values.
- **Clause 16 Housing** addresses supporting infrastructure, accessibility and affordability of housing:
  - **16.01-2R Housing opportunity areas - Metropolitan Melbourne** provides strategies for identifying opportunities for medium and high-density housing and creating a sustainable city through well-located housing and mixed-use development. It facilitates *increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport*. This is supported by **16.01-2S Location of residential development.**
  - **16.01-3S Housing diversity** provides strategies for facilitating well-designed, diverse housing.

2.2.3 Local Planning Policy Framework

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

- **Clause 21.05-1 Heritage** seeks to protect and enhance Yarra's heritage places, and supports the restoration of heritage places. Heritage is not my area of expertise, and so this Review not address heritage directly. However, the relevance of heritage considerations in this case has inherent overlap with urban design considerations, and so I consider heritage in the context of a comprehensive urban design review.
- **Clause 21.05-2 Urban Design** includes the following objectives and strategies:
  - *To ensure that new development contributes positively to Yarra's urban fabric.*
  - *Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*
  - *To enhance the built form character of Yarra's activity centres.*
  - *Require development within Yarra's activity centres to respect and not dominate existing built form.*
  - *Support new development that contributes to the consolidation and viability of existing activity centres.*
- **Clause 21.05-3 Built form character** seeks to *improve the built form character of transport corridors.*

- **Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay** *encourages the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place* to:
  - *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
  - *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
  - *Be visually recessive and not dominate the heritage place.*
  - *Be distinguishable from the original historic fabric.*
- **Clause 58 Apartment Developments** seeks:
  - *To encourage apartment development that provides reasonable standards of amenity for existing and new residents.*
  - *To encourage apartment development that is responsive to the site and the surrounding area.*
- **Clause 58.02 Urban Context** seeks:
  - *To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.*
  - *To ensure that development responds to the features of the site and the surrounding area.*
  - *To encourage a range of dwelling sizes and types in developments of ten or more dwellings.*
  - *To integrate the layout of development with the street, with development oriented to front existing and proposed streets.*
- **Clause 58.03 Site Layout** seeks to:
  - *To achieve and protect energy efficient dwellings and buildings.*
  - *To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.*
  - It states that *buildings should be oriented to make appropriate use of solar energy, and provide appropriate landscaping.*
- **Clause 58.04 Amenity Impacts** seeks to:
  - *To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.*
  - *To allow adequate daylight into new dwellings.*
  - *To limit views into habitable room windows and private open space of new and existing dwellings.*
  - *To provide a reasonable outlook from new dwellings.*
  - *To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents*
- **Clause 58.07 Internal Amenity** seeks *to ensure dwellings provide functional areas that meet the needs of residents*, and addresses spatial sizes, windows for daylight, and natural ventilation.

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2.3 Built form context

2.3.1 Site location and local context

The subject site is located on the eastern side of Smith Street, on the north side of Easey Street. Smith Street is identified as a Major Activity Centre, with a mix of retail, food/dining and other commercial uses as well as residential development. The area to the east along Easey Street is commercial-focussed.

2.4 Subject site

The subject site is located at the north-east quadrant, at the corner of Smith Street and Easey Street, Collingwood. It comprises two properties at 378 (south) and 380 Smith Street (north). The total site area is approximately 532 sq.m, with a combined frontage to Smith Street of 15.36m, and a frontage to Easey Street of 36.59m.

378 Smith Street contains a double-storey rendered Victorian-era building, with single-storey additions at the rear, accessed Easey Street via a garage door. 380 Smith Street contains a single-storey rendered Victorian-era building.

Figure 01: The subject site, viewed from across Smith Street

Figure 02: The subject site in its streetscape context, on the east side of Smith Street, looking south.

Figure 03: The subject site, Easey Street frontage, at corner of Smith Street.

Figure 04: The subject site, Smith Street frontage, and neighbouring double-storey building (at left).

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2.5 Urban context

2.5.1 Local character

Consideration of the local urban character is relevant to considering how, and the extent to which, the proposed development responds to and fits within this context and character.

This location and the Smith Street corridor display a complex, varied local urban character comprising a range of physical aspects. As stated in **Clause 21.08-5 Neighbourhoods: Collingwood**, *unlike many other Victorian shopping strips the street is also characterised by the variance in profile and design of buildings.*

The elements which contribute to this variance, from my observation, are as follows, supported by photographs below.

- Fine grain, narrow-fronted lots: prevalent south of Johnston Street, and between Johnston and Keele Streets.
- Larger lots, generally north of Keele Street, and particularly along the western side of Smith Street
- Fine grain expression to larger sites:
  - Some wider frontages are articulated through expressed vertical modulation.
  - This includes older warehouse buildings, and contemporary developments
- Grid-based streets, with relatively small block sizes;
- Heritage built form: fine, small, detailed and intricate buildings, with rich architectural detailing;
- Heritage built form: robust warehouse buildings, typically with broad, solid proportions;
- Contemporary infill/insertions in the urban fabric;
- Emerging built form: mid-rise development, considered in further detail below.

Therefore, there is not a single predominant characteristic in this locality, but a complex character comprising a range of building types, forms and expressions, and the interactions and interrelationships between these aspects.

This also presents challenges for retaining valued character aspects, in the context of an evolving built form condition.

Figure 05: Fine grain, narrow-fronted lots, open street profile to Smith Street.

Figure 06: Heritage built form: fine, small, detailed and intricate buildings, fronting Smith Street.

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Figure 07: Heritage built form: robust, bold warehouse buildings.

Figure 08: Heritage built form: robust warehouse buildings.

Figure 09: Vertical modulation/articulation to larger sites – Smith Street east side.

Figure 10: Vertical modulation /articulation to larger sites – Smith Street west side.

Figure 11: Emerging built form: mid-rise development, and more vertical streetscape profile.

Figure 12: Emerging built form: mid-rise development.

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Figure 13: Emerging built form: mid-rise development on larger sites, contemporary expression and materials.

Figure 14: Contemporary infill in the urban fabric.

Figure 15: Aerial photograph, Keele Street to Alexandra Parade, showing larger lots along Smith Street, particularly on the western side. Fine grain residential lots are located to both sides, immediately beyond the frontage street block interfacing to Smith Street. (image source: Google).

Figure 16: Aerial photograph, Johnston Street to Keele Street, showing predominantly narrow, fine grain built form and subdivision along Smith Street, transitioning to larger lots to the north. Commercial/industrial building forms extend further beyond the Smith Street corridor. (image source: Google).

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Figure 17: Aerial photograph, St David Street to Johnston Street, showing generally narrow, fine-grain, deep lots to both sides of Smith Street (image source: Google).

2.5.2 Site interfaces

The subject site's immediate interface conditions are as follows:

- **North:** 2-storey building at frontage, with 2-storey dwelling at rear.
- **East:** 2-storey red-brick office building with gabled frontage to Easey Street.
- **South:** Easey Street, which is approximately 15m wide, with a double-storey pub building opposite.
- **West:** Smith Street, which is approximately 20m wide. Opposite the subject land, Kerr Street extends to the west from Smith Street, with a 2-3 storey red brick warehouse building to the south-west corner, and a 2-storey contemporary retail/commercial building at the north-west corner.

Figure 18: Looking north along Smith Street from near the subject site, showing higher contemporary built form in relation to lower-height street frontage condition. In this view, the higher forms are visually prominent, but the low-height street retains its visual prominence and integrity. I do not consider the higher forms to be excessively dominant or overbearing visually, as perceived from the streetscape corridor.

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2.5.3 Recent redevelopment

The Smith Street corridor is clearly undergoing a transition with several mid-rise contemporary developments in place or under construction.

These developments are either on large former warehouse sites or sit above and behind a generally fine-grain, low-height street frontage condition, in a quite consistent urban configuration.

Relevant recent developments include the following, based on the information I have received or obtained:

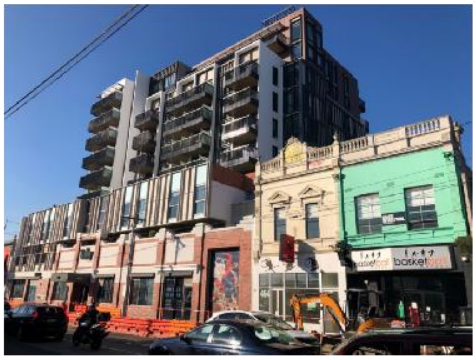

Figure 19: 466-482 Smith Street (looking north-east). This development integrates a heritage street wall element. The upper level tower form reflects a more vertical emphasis through its form and articulation. Built form parameters:

- Site area: 1,408 sq.m
- 10-storeys total height;
- 3-storey podium/street wall;
- 5m upper level setback to balcony edges above podium to Smith Street, 7m to glass line;
- 3m setback to northern side boundary;
- 4.5m setback to southern side boundary (with small encroachment to approx. 2.5m setback).

Figure 20: 466-482 Smith Street (looking south-east). This development displays increasing verticality in its tower form and articulation towards the north (close to the Alexandra Parade intersection).

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Figure 21: 444-452 Smith Street (looking north-east). This building's upper level form is visually squat in appearance, even with expressed vertical breaks in its facades and vertical batten screening. Built form parameters:

- Site area: 1,286 sq.m
- 7 storeys total height;
- 3-storey podium/street wall;
- 7m upper level setback above podium to Smith Street, to batten screen;
- 3.9m setback to side street, to batten screen (Mater Street);

Figure 22: 444-452 Smith Street (looking south-east).

Figure 23: This development at 416-422 Smith Street balances strong horizontal banding with vertical proportions. Built form parameters:

- Site area: 1,880 sq.m;
- 9 storeys total height;
- 2-storey podium/street wall;
- 7m upper level setback above podium to Smith Street, to outside edge of balconies;
- 3m setback from side street (Hotham Street);
- 4.5m setback to side boundary (north);
- Top level set back further 3m from Hotham St, 3.3m from Smith St, 3, approx. from north side boundary.

Figure 24: 416-422 Smith Street (Hotham street frontage).

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Figure 25: Converted warehouse apartments at 7-storeys, display robust, solid and squat proportions and character (image source: Google).

Figure 26: This warehouse building 'pops up' above a lower-height context, but is squat, solid robust in its form and character.

Figure 27: 2 Johnston Street. This narrower contemporary development is approximately 11.5m wide (full site width) with site depth approx. 30.5m and 6 storeys tall. This site at of approx. 350 sq.m is smaller than the subject site.

Figure 28: Contemporary development, Rose Street, set back from Smith Street approx. 20m, displaying a broad, robust and 'grounded' form at approximately 6 storeys.

Figure 29: 10 Keele Street: 8 storeys, positioned approx. 30m from Smith Street

Figure 30: 10 Keele Street: view from Smith Street.

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Approvals for other developments close to the subject site include the following:

- 423-425 Smith Street (not yet constructed):
  - Site area: 2,563 sq.m;
  - 8-storey overall height;
  - 6m setback to Smith Street frontage to glazing line;
  - Uppermost level setback further 2.85m to Smith Street frontage.
- 221 Kerr Street (construction commenced, from my observation):
  - Site area: 2,139 sq.m;
  - 7-storey overall height;
  - New built form positioned above heritage building, set well back from Smith Street (approx. 35m).
- 368-374 Smith Street (not yet constructed):
  - Site area: 756 sq.m;
  - 9 storey overall height;
  - 5m-6.5m setbacks to Smith Street;
  - Uppermost level setback much further from Smith Street.
- 365-379 Smith Street (not yet constructed):
  - Site area: 925 sq.m;
  - 8 storeys overall height;
  - 6m predominant upper level setback from Smith Street.
- 1-9 Sackville Street (not yet constructed):
  - 9 storey overall height;
  - 4m upper level setback from Sackville street frontage;
  - Positioned approx. 37m from Smith Street.
- 239-243 Johnston Street (not yet constructed):
  - 10 storey overall height;
  - 5m upper level setback from Johnston Street (zero setback for corner element).

2.5.4 Discussion: Emerging built form context

As noted above, several contemporary developments provide an emerging built form for new, mid-rise development of approximately 6-10 levels in this locality, and along the Smith Street corridor.

A relatively small number of the approved developments are completed.

The recent developments and proposals generally reflect significantly larger site areas than the subject site, with wider street frontages.

The established developments north of the subject site on the eastern side of Smith Street generally have front setbacks of 7m above the street wall. Some occupy corner sites, and some incorporate retained heritage fabric.

Larger sites accommodate larger building footprints, so the resultant building forms, at approximately 7-9 levels, are more broad, squat and robust, rather than vertical and narrow.

These robust forms are in keeping with the character of industrial and warehouse buildings which characterise part of this locality particularly the western side of Smith Street and further north towards Alexandra Parade, which also reflect visual mass with broad, squat proportions.

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As noted at Figure 18 above and Figures 31-32 below, these higher buildings are visually prominent in the streetscape, but do not appear dominant or overbearing in relation to the established 2-storey street wall, in views along Smith Street.

Figure 31: View north along Smith Street, showing the visual relationship between the low-height street wall and the higher forms of recent development. I consider that the street wall remains appropriately prominent and visually distinct from the upper level forms.

Figure 32: View north along Smith Street, showing the visual relationship between the low-height street wall and the higher forms of recent development.

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2.6 The proposal

2.6.1 Land use distribution

The proposed development comprises an 8-level building (plus basement), as follows:

- Ground Floor:
  - Shop tenancy fronting Smith Street and pat of Easey Street;
  - Entry lobby;
  - Services/Waste areas;
  - Parking for 19 vehicles in car stackers;
  - Bicycle storage.
- First Floor: 3 x 1-bedroom and 2 x 2-bedroom apartments, around lift/stair core against northern boundary;
- Second Floor: 3 x 1-bedroom and 1 x 3-bedroom apartments;
- Third Floor: 1 x 1-bedroom, 1 x 2-bedroom and 1 x 3-bedroom apartments;
- Fourth Floor: 2 x 3-bedroom apartments;
- Fifth Floor: 2 x 3-bedroom apartments;
- Sixth Floor: 2 x 3-bedroom apartments;
- Seventh Floor: 1 x 3-bedroom apartment.

All apartments have private open space in the form of balconies.

2.6.2 Heights

The proposed development extends to 8 storeys.

The Ground Floor is 4.8m in height (floor to floor), and Levels 1-7 are 3.2m floor-to-floor, with a 1.2m high lift overrun above roof level.

The overall building height is 27.2m to parapet/roof height.

2.6.3 Setbacks

The approximate setbacks are as follows:

- Ground floor:
  - 0m setbacks to both street frontages;
  - 0m setbacks to side/rear boundaries;
  - 2m x 2.8m (approx.) light court at northern side boundary;
- First Floor:
  - 0m setback to Smith Street (south, behind heritage wall), 5.5m setback to wall line (north), and 3.1m setback to balcony edge;
  - 0m setback to Easey Street (but with recessed balconies behind heritage wall);
- Second Floor:
  - 5.5m setback to Smith Street;
  - 3.0m setback to Easey Street, extending to 0m setback at eastern end;
  - 4.5m x 4.5m setbacks to north-east corner, extending vertically through all levels;
- Third-Sixth Floors:
  - 5.5m setback to Smith Street;
  - 3.0m setback to Easey Street;
  - Recessed balconies;

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- 4.5m x 4.5m setbacks to north-east corner.

- Seventh Floor:
  - 8.5m setback to Smith Street to wall (5.5m to balcony edge);
  - 5.3m setback to Easey Street to wall (3.0m to balcony edge).

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3.0 Review of the proposed development

3.1 Is the built form siting appropriate?

The proposed built form effectively occupies the full extent of the site at the lower levels. This is predominantly driven by the retention of the heritage facades along both street frontages, but reflects the prevailing condition in the Smith Street Activity Centre of zero (0m) front/street setbacks, and generally zero (0m side setbacks). This supports built form which frames and defines the public realm, and forms continuous street frontages.

On this basis, I consider the proposed siting of full site occupation to be appropriate.

3.2 Is the land use appropriate?

3.2.1 Shop

In this activity centre location, retail space fronting the primary street and corner at ground floor level is appropriate and desirable.

3.2.2 Residential

The location of higher-density residential dwellings within Activity Centres is also appropriate and strongly supported by policy, including *Plan Melbourne*.

The Commercial 1 Zone provides for residential uses at densities complementary to the role and scale of the commercial centre. Clause 11.03-1R Activity Centres – Metropolitan Melbourne provides strategies for developing activity centres to accommodate significant growth, and Clause 16.01-2R Housing opportunity areas - Metropolitan Melbourne provides strategies for identifying opportunities for medium and high-density housing and creating a sustainable city through well-located housing and mixed-use development, towards establishing a city of 20-minute neighbourhoods. Clause 16.01-3S Housing diversity provides strategies for facilitating well-designed, diverse housing.

The proposal provides for a balanced mix of 7 x 1-bedroom, 3 x 2-bedroom and 9 x 3-bedroom apartments, which is appropriately diverse and also provides for 50% larger, family-appropriate dwellings, which is an unusually high proportion in my experience.

I therefore support the provision of retail and residential uses in this development, and the mix of dwelling types.

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3.3 Is the built form height and massing appropriate?

3.3.1 Assessment of building height

The scale and massing of the proposed development is central to consideration of its urban design merit, and appropriateness of its response to the context.

The Yarra Planning Scheme does not provide clear direction for building height in this location.

The building height must be considered in concert with its setbacks, materiality and design expression, because its relationship to the streetscape and the heritage buildings are pivotal factors in its urban design response to the context.

As discussed above, the emerging built form context illustrates a general height range for new development along Smith Street in the order of 6-9 levels, so the proposal is within this range, noting the subject site is relatively small at 532 sq.m.

For comparison, the site area relative to building heights and front setbacks in recent developments and current approvals are summarised below:

	Site Area	Height	Front setback above podium to Smith Street
Constructed			
466-482 Smith Street	1,408 sq.m	10 storeys	5m to balconies / 7m to wall
444-452 Smith Street	1,286 sq.m	7 storeys	7m
416-422 Smith Street	1,880 sq.m	9 storeys	7m front setback
Approved:			
423-425 Smith Street	2,563 sq.m	8 storeys	6m
221 Kerr Street	2,139 sq.m	7 storeys	35m approx.
368-374 Smith Street	756 sq.m	9 storeys	5m - 6.5m (increased at upper level)
365-379 Smith Street	925 sq.m	8 storeys	6m
411-421 Smith Street	1,850 sq.m approx.	10 storeys	5m (increased at upper levels)

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Subject proposal:			
378-380 Smith Street	532 sq.m	8 storeys	5.5m

This comparison of the emerging development context shows that the proposed development is within the contextual range of heights and front setbacks of other nearby developments, even though it has the smallest site size of these examples.

On this basis, I consider the proposed overall height to be acceptable in principle, subject to further consideration of the setbacks and visual impact of the proposal in the streetscape and relative to the retained heritage facades.

3.3.2 Assessment of building setbacks

As outlined above, the proposed front setback to Smith Street above the retained heritage facades of 5.5m is generally in keeping with other approved developments nearby, although it is at the lower end of the range of setbacks provided.

In relation to the previous proposal for this site, I suggested the front setback align with the commencement of the decorative or ornate part of the Easey Street heritage façade (so approximately 6.5m) or 7m to align with other developments to the north.

Recommendation 01:

I retain the position that this alignment reflects a strong design logic and rationale for aligning the setback to this clear line in the existing heritage fabric. This 1m (approximately) increase in the front setback would also make the building less prominent in the Smith Street streetscape, and further reinforce the primacy of the heritage building. I therefore recommend an increased front setback of approximately 1m as indicated below.

Figure 33: Indication of recommended increased front setback (orange dashed line) to align with transition to ornate part of heritage façade on Easey Street.

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I consider the proposed 3m clear setback to Easey Street to be an acceptable minimum in this context, again subject to consideration of the visual implications, below.

It is equivalent to the side setback at 416-422 Smith Street, which presents an 8-storey form (plus recessed upper level) to the side street, including a relatively high 2-storey podium.

The more recessive uppermost level means the subject proposal presents a 7-storey form including a 2-storey podium formed by the heritage façade.

Precedent side setbacks in recent corner developments on Smith Street

Two recent developments on the same side of Smith Street and on street corners provides precedents for similar side setbacks, and therefore given an indication of the visual/formal implications

444-452 Smith Street (7 storeys) has 3.9m setbacks to its side street (Mater Street), while 416-422 Smith Street (9 storeys) has 3m setbacks from its side street (Hotham Street), as shown below.

Figure 34: 416-422 Smith Street (9 storeys), Hotham Street frontage, looking towards Smith Street, with 3m upper level setbacks.

Figure 35: 416-422 Smith Street (9 storeys), Hotham Street frontage.

Figure 36: 444-452 Smith Street (7 storeys), Mater Street frontage, looking towards Smith Street, with 3.9m upper level setbacks.

Figure 37: 444-452 Smith Street (7 storeys), Mater Street frontage

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3.3.3 Assessment of design principles for visual expression

The visual presence, prominence and impact of the proposal is an important factor in determining the appropriateness of the height and setbacks. While a substantial degree of change is expected in this Major Activity Centre, this must be balanced with an appropriate formal response to the streetscape and the heritage context.

Below, I consider each of the Perspective Views in the Urban Context Report (Zero Nine / JCB) in turn, below. However, it is relevant at this point to consider the design principles applied to this proposal, as they affect its visual presentation, noting that architectural design expression is considered further below.

Applied principles for design expression

The Architect's Statement sets out the following design principles or techniques that have informed the proposal:

- New addition (upper level form) as a *modest form*, with *consistent setbacks*, to *respect the heritage place*;
- *Simplified form and scale to make the new building less apparent* (or less prominent);
- *Sensitive use of materiality and fenestration, drawn from the local character*:
  - Brickwork provides a *visual break* or distinction form the heritage 'host', while *referencing the wider local character*;
  - Brick is also applied to the side and rear boundary walls for consistency;
  - Windows are the same size and proportion as those of the heritage building, and set in a *regimented order*, designed to *reinforce the ornate detail* of the heritage facades, with new fenestration *receding as an ordered backdrop'*
- The overall intent is a *subtle, ordered and sensitive response* which 'honours' the heritage building, and allows it to be the celebrated focal point.

I consider these principles to be effective, relevant and applicable to the context.

Brickwork is a clear feature of the area, particularly in the red-brick warehouse buildings on Smith Street and beyond, and also provides a textured, 'earthen' appearance (as the Urban Context Report identifies). The reference to window proportions will be legible to passers-by.

While the new addition remains substantial in size, and will be visually prominent, the reduction of detail or decoration to form a more subtle form and 'quiet' expression is also supportable, in relation to the heritage setting.

The design of the upper level form seeks to retain or focus visual attention on the retained facades, through a neutral expression and minimalist detailing.

I consider this approach to be effectively responsive to Clause 15.03-1S which encourages *appropriate development that respects places with identified heritage values*, and Clause 22.02 which encourages the design of new development to be *recessive and not visually dominant*, and *distinguishable from the heritage place*, while *respecting the fenestration, materials and heritage character of the historic streetscape*.

However, the design should still be visually inviting, interesting and 'people-friendly' or responsive in its expression, given its prominence in this significant streetscape. The design expression is discussed further below (part 3.5).

3.3.4 Assessment of visual impacts

This section considers the visual implications of the proposed building form, based on the perspective renders provided. I have assumed these perspectives represent 'realistic' views at

pedestrian level with 'natural' camera lens settings, similar to those provided to the previous VCAT hearing, but the Urban Context Report does not set out these parameters.

View 1: Corner Smith and Easey Streets, looking north-east

While the new upper-level form is prominent and clearly visible in this view, I consider that its reduced height (relative to the previous proposal) and increased setbacks provides a more appropriate balance with the streetscape conditions and the existing heritage buildings.

In this view the visual height of the heritage built form 'leading edge' corner is greater than that of the leading corner of the upper level form, and the new addition is visibly recessive, with clearly evident setbacks to both street frontages.

The recommended increased front setback (above) would provide further, beneficial separation of the upper level form from the heritage base, and would reinforce the primacy of the heritage fabric by increasing the sense of clear space above it.

The recessive uppermost level is not visible in this view, which also helps to reduce the apparent scale of the proposal, and the integrity of the simple design expression.

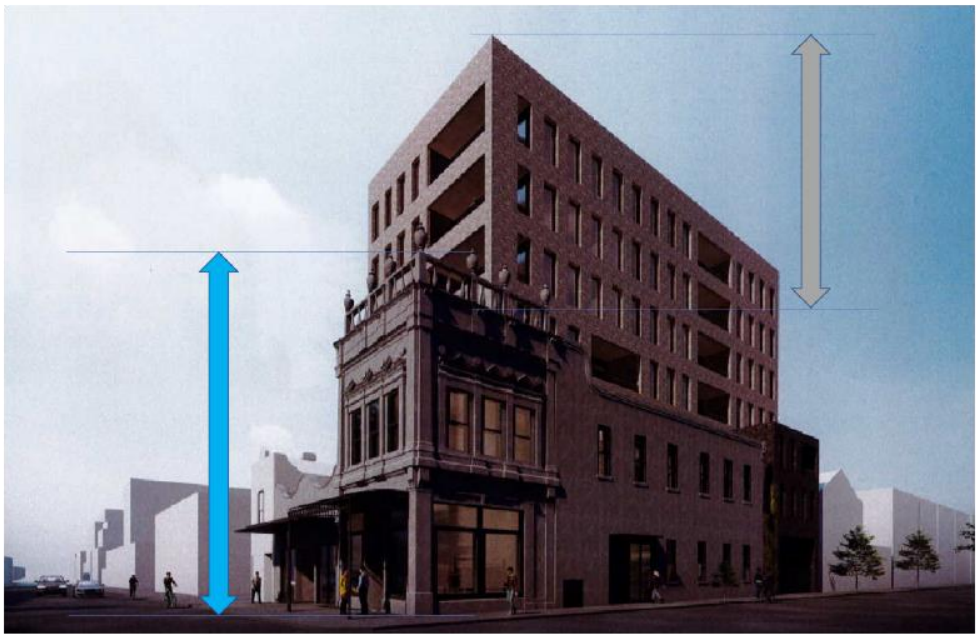

Figure 38: View 1 from the Urban Context Report, with dimensional arrows indicating that the visible leading corner of the heritage building is taller than the visible leading corner of the new upper level form. This is considered an important outcome in achieving visual balance and recessive upper levels, and avoiding the upper levels being visually dominant over the heritage buildings.

View 2: Smith Street, looking south

The expanse of the 'blank' side boundary wall is the most prominent aspect of this view.

In relation to my opinions of the previous proposal, this side wall is lower in height, and the lift core element is lighter in colour. The three distinct components, with the recess for the light court, contribute to the articulation of this façade. As a result, it does not appear overbearing or excessively expansive. This opinion recognises the necessity of a blank side wall given the

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relatively small size of the subject site, and the potential for future development to build up to this wall.

View 2 also shows clear space above the heritage frontage buildings, and a distinct separation between the street frontage and the new upper level form.

The recommended increase to the front upper level setback (above) would increase this space and separation, which would be beneficial.

The minimal detailing of the proposal is also visible and evident in relation to the heritage façade.

Again, the recessed upper level is not visible (except the lift core component), even from quite a significant distance to the north, which is a positive outcome in reducing the apparent scale of the proposal.

View 3: Easey Street, looking west

In this view, the upper level form appears quite broad and relatively narrow, partly through the light court in the north-east corner of the upper level form.

However, it is visually separate from the heritage façade, the setback being clearly visible, with clear space above the ornate part of the heritage façade at the Smith Street corner.

As above, the recessive top level is not visible in this view, but would be visible from views further back. This is supportable, because the upper level form appears lower in scale (5 levels above the street wall) and simplified in its form.

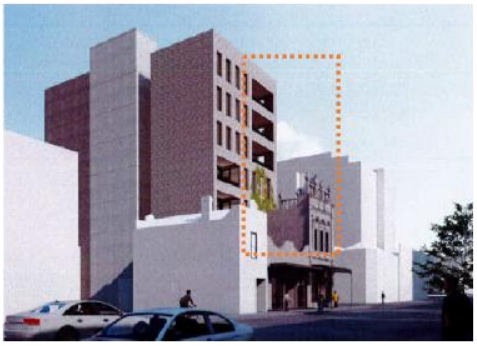

Figure 39: View 2 from the Urban Context Report, with overlay indication of clear space above heritage buildings, which is supported in terms of achieving recessive upper levels, visual balance and integrity of the retained built form.

Figure 40: View 3 from the Urban Context Report, with overlay indication of clear space above heritage building, which is supported in terms of achieving recessive upper levels, visual balance and integrity of the retained built form.

View 4: Kerr Street, looking east

In this view from across Smith Street, the visible height of the new form above the heritage corner form is less than the heritage corner, and while the upper levels are more visible above the single-storey frontage wall, the form is visually distinct and recessive, but retains a visual relationship with the retained facades.

The recommended increase in the front setback (above) will further reduce (marginally) the visible height of the upper level form in this view.

Further, the change in articulation for the lower 3 levels of the new form aligns visually to the top of the corner heritage building.

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Figure 41: View 4 from the Urban Context Report, with dimensional arrows indicating that the visible height of the 2-storey heritage building is taller than the visible height of the new upper level form above/behind it. This is also important to achieving visual balance and recessive upper levels, and avoiding the upper levels being visually dominant over the heritage buildings.

View 5: Easey Street, looking north

This elevational view from across Easey Street shows the relationship of the proposed darker street wall to Easey Street (eastern end) and its height relationship to the corner heritage building. I consider this relationship appropriate in that it achieves a visual balance in the proposed street wall, while also relating to finer-grain built form to the east.

The perspective view allows the front setback to Smith Street of the upper form to be clear of the ornate corner of the heritage building, due to the perspective effect. I consider this provision of fully clear space above the ornate façade to be important and appropriate, and have recommended an increased front setback to align with this transition in the heritage façade.

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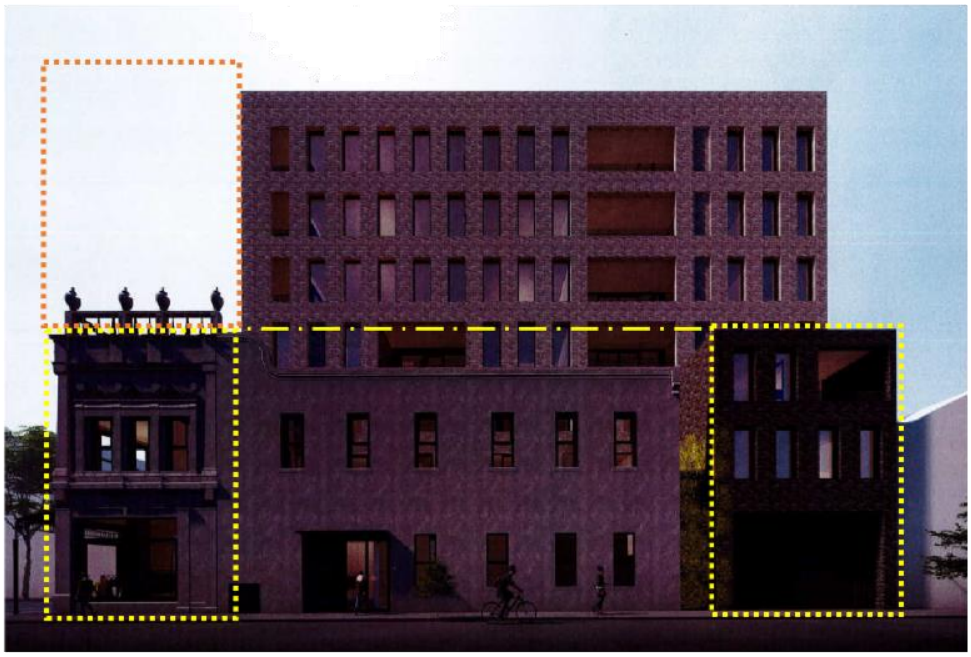

Figure 42: View 5 from the Urban Context Report with overlays showing clear space above the ornate part of the heritage building through recessive upper levels, and the proportional and height relationship between the heritage building and the darker eastern end form on Easey Street.

View 6:

View 6 is very similar to View 1, and displays the same outcomes identified above.

It also demonstrates that the integrity of the low-scale street frontage condition is retained and reinforced, through clear separation from the proposed upper level form.

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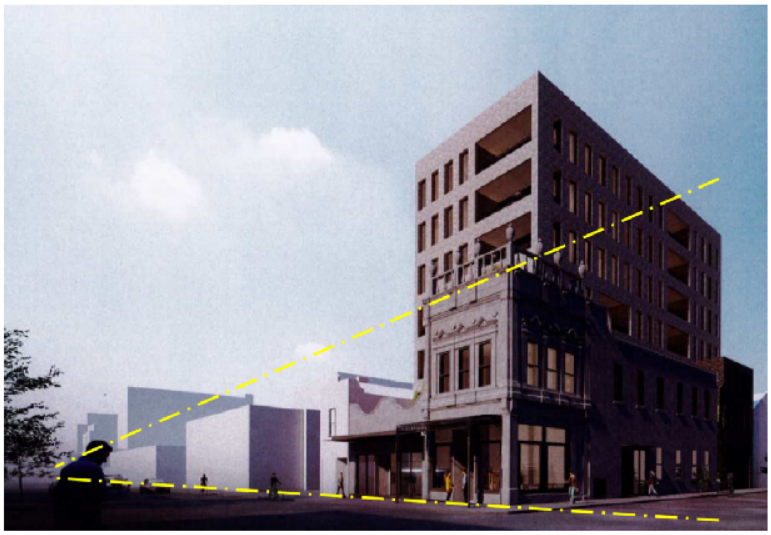

Figure 43: View 6 from the Urban Context Report showing the retention of the integrity of the low-scale street frontage condition, through clear separation from the proposed upper level form.

3.3.5 Further assessment of building setbacks

Based on the above visual analysis, I consider the proposed building setbacks to be acceptable (except for the recommended front setback increase, above), in that they contribute to the following outcomes:

- Visibility of clear 'open' space above the heritage buildings in all views;
- Clear visual distinction between the heritage buildings and new upper level form;
- Appropriate visual balance between the retained heritage buildings and the new form;
- Visible recessiveness of the upper level form, so that it is not visually dominant or overbearing in the context of the heritage buildings and streetscape.
- Concealment of the recessive uppermost level, to reduce the apparent height of the building overall;
- Reinforcement of the continuous low-scale street wall condition.

3.3.6 Further assessment of building height

While the proposal is just one level lower than the previous proposal assessed at VCAT, in both cases I have considered the height in terms of the emerging built form context, and the visual effects of the combined height, setbacks and building profile.

While my VCAT evidence on the previous proposal suggested a reduction in height, I consider the current 8-storey overall height to be acceptable, based on the above visual analyses, and driven by the recessive uppermost level, and the more recessive building profile (without upper level overhangs as previously proposed).

The proposal is relatively tall in the emerging context, given the relatively small site size, which gives it a more vertical emphasis than other nearby proposals on larger sites.

However, it should be considered as part of a potential cumulative built form condition of recessed upper level forms of around 6-9 levels in height.

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I do not see a clear urban design rationale or reasoning to require a further reduction in building height, having considered the form in relation to the setbacks and building profile.

3.4 Are the public realm interfaces / frontages appropriate?

3.4.1 Street frontage interfaces

Retail

The proposed interface to Smith Street is occupied by a single sop tenancy across the two heritage frontages, with two doorways to Smith Street and a secondary interface to the Easey Street shopfront (see Figure 03, above).

As noted above, this is an appropriate use and interface condition to Smith Street.

Car parking

I previously stated the opinion that the extent of ground floor frontage occupied by car parking and services is unfortunate, because a significant extent of this interface to Easey Street is inactive, and the heritage façade is effectively 'vacant' in terms of activation.

However, I acknowledge the challenge or limitation of achieving car parking in basement level because of the small site size and heritage constraints, that Easey Street is a secondary, non-retail street, and that the four (4) relatively small, south-facing windows present limited opportunities for activation or habitation.

The resident/pedestrian entrance from Easey Street, positioned between the services and car park area, will provide some activation and movement to this interface.

On this basis I accept the ground floor configuration of parking and services.

3.4.2 Upper level street frontage interfaces

The provision of internal spaces with windows, and recessed balconies behind the heritage façade, is appropriate, and will provide opportunities for passive surveillance and visual interaction with the streetscapes below.

I would question the limited extent of the First Floor west-facing balcony, and why it does not extend (closer) to the frontage behind the single-storey heritage façade, for increased space/amenity for residents and potential passive surveillance to the streetscape.

I therefore consider the public realm interfaces to be acceptable.

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3.5 Is the architectural expression appropriate?

The design principles informing the architectural response are discussed above (section 3.3.3). I have noted general support for the design approach in establishing a 'minimal' or pared-back design expression, to downplay the new building form and focus interest on the retained heritage buildings, but utilising brickwork for visual texture, solidity and references to the warehouse architecture in the local area.

However, in my VCAT evidence relating to the previous proposal, I stated that it had a *visually bold, severe and 'cold' character, lacking texture, tactility and visual softness, which would be more appropriate in this setting*, and that the *design expression increases the sense of visual intrusion in the setting.*

Brickwork does provide an appropriate primary materiality for the building, reflecting a residential or domestic feel while also responding to the former industrial context, and the lack of detail or design features means that the new building does not 'compete' visually with the heritage buildings.

However, the proposed building addition retains quite a harsh, severe appearance, despite the use of brickwork with varied colouring.

The ordered, regimented pattern of window/balcony openings in the brickwork facades supports a neutral visual expression while aligning window proportions to the heritage building, but contributes to the abrupt overall expression.

The architectural result, while visually 'quiet', is also somewhat 'dour', hard-edged and even 'drab', based on the rendered perspectives, although the varied colouring of the bricks enhances the visual qualities of the facades.

> ***Recommendation 03:***
>
> *In my view the building design would benefit from an additional 'layer' of articulation of façade treatment, or an additional detail treatment, perhaps utilising timber or other textured or 'detailed' material at, for example, the window edges, balcony balustrades or soffit lining, to offset the continuous and somewhat relentless brickwork, to 'soften the edges' to an appropriate extent and 'humanise' the expression further.*
>
> *The integration of planting at balcony edges, for example, would also contribute to this visual softening and 'humanising' of the façade expression.*

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4.0 Conclusion

The proposed development at 378-380 Smith Street proposes retention of two heritage facades in a Major Activity Centre, with the insertion of a taller built form for residential intensification.

The built form approach is generally consistent with an emerging built form context along Smith Street, although on a relatively small site, and the proposal incorporates a diverse residential mix above a ground floor retail tenancy.

The proposed design approach of establishing a recessive, pared-back, simple form and expression to the upper levels, and rejuvenating the ornate detail or the heritage facades, particularly the corner building at 378 Smith Street, is appropriate.

I consider that this approach achieves an effectively balanced composition of retention/conservation, and change/intensification, based on the perspective views in the Urban Context Report.

While I have recommended an increased front setback and some visual softening of the upper level form to reduce its rather 'blunt' expression, I am generally supportive of this proposal on urban design grounds, subject to the above recommendations.

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Attachment 3 - PLN20/0077 - 378-380 Smith Street, Collingwood - Strategic Transport Comments..._

Planning Referral

To:	Lara Fiscalini
From:	Chloe Wright
Date:	28/05/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0077
Description:	8 storey development for dwellings and retail
Site Address	378 - 380 Smith Street, Fitzroy

I refer to the above Planning Application referred on 29/04/2020, and the accompanying Traffic report prepared by O'Brien Traffic in relation to the proposed development at 378 - 380 Smith Street, Fitzroy. 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
Dwellings	19 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	4 resident spaces	21 resident spaces
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	2 visitor spaces	0 visitor spaces
Shop	89.5 sqm	1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 employee spaces	
		1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm	0 visitor spaces	
Bicycle Parking Spaces Total			**4 resident / employee spaces**	**21 resident / employee spaces**
			2 visitor spaces	**0 visitor spaces**

Adequacy of visitor spaces

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

- No visitor bicycle parking is proposed. The traffic report notes that there is sufficient visitor bicycle parking along Smith Street, however it does not refer to any specific locations within close proximity of the site.

- Council's best-practice rate[1] generates a recommended provision of 4 visitor spaces.
- It is noted that the Easey Street footpath is too narrow to accommodate a bicycle hoop. There is also insufficient space at the Smith Street footpath as there is currently a bicycle rail (providing 2 spaces), as well as a bin, two street poles and a sign post.
- Based on the above and the fact that 2 additional resident spaces are provided (above the best practice rate), a reduction in visitor bicycle parking is considered acceptable.

Adequacy of employee spaces

Number of spaces

21 residential spaces are located in residential bike storage room, which exceeds Council's best-practice rate which generates a provision of 19 residential spaces.

Design and location of resident spaces and facilities

The location and design of residential bike parking is adequate for the following reasons:

- All residential bicycle parking is located within a secure facility at the ground floor;
- Two spaces are provided as horizontal at-grade spaces, which satisfies the requirement as per AS2890.3, for at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces;
- Resident and employee bicycle spaces and access ways appear to be in accordance with the clearance requirements of AS2890.3.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction, 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'.

Recommendations

The proposed plans are satisfactory from a Strategic Transport perspective.

Regards
Chloe Wright

Sustainable Transport Officer
Strategic Transport Unit

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[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends "Residential developments should provide 0.25 visitor spaces per dwelling."*
[2] *Category 6 of the BESS offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings"*

CITY OF YARRA

MEMO

To: **Lara Fiscalini**

From: **Artemis Bacani**

Date: **1 June 2020**

Subject: **Application No:** **PLN20/0077**
Description: **8-Storey Mixed Use Building**
Site Address: **378-380 Smith Street, Collingwood**

I refer to the above Planning Application received on 29 April 2020 in relation to the proposed development at 378-380 Smith Street, Collingwood. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
O'Brien Traffic	*Traffic Impact Assessment* report		21 April 2020
Jackson Clements Burrows Architects	*TP 0-000* Cover Page		20 April 2020
	TP 0-101 Existing Conditions Ground Plan		20 April 2020
	TP 1-102 Ground Floor Plan		20 April 2020
	TP 1-103 First Floor Plan		20 April 2020
	TP 11-102 BADS Assessment – Ground Floor		20 April 2020

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	7	1 space per dwelling	7	0
Two-bedroom dwelling	3	1 space per dwelling	3	3
Three-bedroom dwelling	9	2 spaces per dwelling	18	16
Retail	89.5 m²	3.5 spaces per 100 m² of leasable floor area	3	0
		Total	**31 Spaces**	**19 Spaces**

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

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

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

- *Parking Demand for the One-Bedroom Dwellings.*
  The one-bedroom dwellings will not be allocated any on-site parking. In the previous proposal for the site, O'Brien Traffic had sourced car ownership data for flat type dwellings in Collingwood from the 2016 Census conducted by the Australian Bureau of Statistics. Some 40% of one-bedroom flat type dwellings in Collingwood do not own a motor vehicle. It is agreed that residents of the one-bedroom dwellings who are not allocated any on-site parking are unlikely to own a motor vehicle. Providing no on-site parking for the one-bedroom dwellings is considered appropriate, having regard to the excellent accessibility to public transport services and local facilities/amenities.

- *Parking Demand for the Three-Bedroom Dwellings.*
  Two of the three-bedroom dwellings would each be provided with one on-site car parking space. In the previous proposal for the site, the 2016 Census data recorded that some 62% of three-bedroom type dwellings in Collingwood own one motor vehicle. The data suggests that only a small proportion of three-bedroom dwellings own two cars. The proposed on-site parking provision of 14 spaces for the seven, three-bedroom dwellings and 2 spaces for the two, three-bedroom dwellings are considered appropriate and consistent with the statistical averages for car ownership.

- *Availability of Public Transport in the Locality of the Land.*
  The site is within walking distance of tram services operating along Smith Street and Brunswick Street. Bus services operating along Johnston Street and Alexandra Parade are also within easy walking distance of the site.

- *Multi-Purpose Trips within the Area.*
  Patrons to the food and drink premises and visitors to the residences might already be parked in the area and engaged in other activities or business.

- *Convenience of Pedestrian and Cyclist Access.*
  The site is within walking distance of public transport services, shops, businesses, supermarkets, essential facilities and potential places of employment and education.

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.*
  In the previous proposal for the site, O'Brien Traffic had conducted on-street parking occupancy surveys on Friday 10 August 2018 and on Saturday 11 August 2018 between 11:00am and 2:00pm (both days) of the surrounding area. In addition spot surveys were conducted from 9 to 12 August 2018 (at 7:00pm). The survey area encompassed sections of Smith Street, Hotham Street, Easey Street, Sackville Street, Budd Street, Rose Street, Kerr Street, Argyle Street and Gore Street. The extent and times of the survey are considered appropriate. An inventory of up to 333 publicly available parking spaces was identified. The peak parking occupancy was observed on the Friday at 12:30pm, with no fewer than 20 spaces vacant in the study area. Any short-stay parking generated by the site could be accommodated on-street.

- *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.

- *The Future Growth and Development of an Activity Centre*.
  Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such Smith Street, where spare on-street car parking capacity would be shared amongst sites within the centre.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of parking associated with the residences and the shop use is considered appropriate in the context of the development and the surrounding area. Any short-say parking demands generated by the development could be accommodated on-street without adversely impacting on parking conditions in the nearby streets.

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

TRAFFIC GENERATION
O'Brien Traffic had assessed the traffic generation from 9 out of the 12 dwellings with car spaces. The applicant is to provide an explanation for omitting the 3 dwellings in the assessment.

For this assessment, the previous traffic generation adopted by O'Brien Traffic has been referenced. The traffic generation for the site could be adopted as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour*	
			AM	PM
Residential	Two-bedroom dwellings (3 Units) 3.0 trips per dwelling per day	9	5	5
	Three-bedroom dwellings (9 Units) 5.0 trips per dwelling per day	45		

* For residential traffic, peak hour volumes are 10% of daily traffic volumes.

The volume of traffic generated by the proposed development is lower compared to the previous proposal for the site and should not adversely impact on the traffic operation of the surrounding road network.

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance	The proposed 6.2 metre wide vehicular entrance satisfies the *Australian/New Zealand Standard AS/NZS 2890.1:2004*.
Visibility	No visibility splays have been provided. Since the site would generate low traffic volumes, vehicles exiting the site would be inclined to prop in the centre of the span of the doorway, which would provide a motorist ample sight lines. Convex mirrors for the entrance could be considered by the applicant.
Headroom Clearance	The entrance has a headroom clearance of around 4.0 metres and satisfies *AS/NZS 2890.1:2004*.
Vehicle Turning Movements – Easey Street	The swept path diagrams for a B85 design vehicle entering and exiting the site via Easey Street are considered satisfactory.
Mechanical Parking	
Car Stacker Device	The development would be using the Trendvario 4300-230 shuffle type car stacker device. Each stacker platform has a useable width of 2.4 metres and can accommodate a B99 design vehicle.
Floor to Ceiling Height	The floor to ceiling height inside the car park is not dimensioned on the drawings.
Car Pit Depth	Not dimensioned on the drawings.
Vehicle Clearance Heights	Vehicle clearance heights range from 1.5 metres to 2.05 metres to satisfy *Design Standard 4: Mechanical parking*.
Vehicle Turning Movements	The submitted swept paths for the B85 design vehicle entering and exiting the car stacker platforms via Easey Street are considered satisfactory.
Gradients	
Ramped Grade for First 5.0 metres inside Property	The 1 in 16 grade inside the property is considered satisfactory and satisfies *Design standard 3 – Gradients*.
Other Items	
Loading Arrangements	Commercial vehicles servicing the shop could utilise the existing on-street Loading Zone on the north side of Easey Street outside the subject site. There is no objection to these loading arrangements for this site.
Waste Collection	Waste collection at the site would be performed on the street (Easey Street) by using a private contractor. It is proposed to utilise the existing on-street Loading Zone which has a length of 12.5 metres.

Design Items to be Addressed

Item	Details
Visibility	The applicant could consider the installation of convex mirrors at the entrance of the car park to improve the visibility of pedestrians along the footpath.
Floor to Ceiling Height – Inside the Car Park	The floor to ceiling height inside the car park is to be dimensioned on the drawings.
Car Pit Depth	The car pit depth is to be dimensioned on the drawings.
Grade of Internal Ramp	The length of the ramped section inside the property is to be dimensioned on the drawings.
Vehicle Crossing	The vehicle crossing is to span the width of the car park entrance doorway.
Verandah – Smith Street Frontage	The verandah is to be sent back at least 750 millimetres from the kerb to comply with the *Building Regulations 2018*.
Awning – Easey Street Frontage	The clearance height of the awning is to be a minimum of 2.4 metres above the level of the footpath to comply with the *Building Regulations 2018*.
Gas Meter and Booster Cabinet Doors	The gas meter and booster cabinet doors that open outward onto a Public Highway must be able to swing 180-degrees and be latched to the wall when opened and serviced.
Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for comments.

ENGINEERING CONDITIONS

Civil Works

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

- The footpath along the property's Easey Street and Smith Street road frontages must be stripped and re-sheeted 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.
- The half-width road pavement of Easey Street (from the north kerb to the centre of Easey Street carriageway) from the western limit of the development to the eastern limit of the development must be profiled and re-sheeted to Council standard. Any isolated areas of road pavement failure as a consequence of construction traffic impacts must be reconstructed. The costs associated with these road works shall be borne by the developer.
- The half-width road pavement of Smith Street (from east kerb to tramway tracks) from the southern limit of the development to the northern limit of the development must be profiled and re-sheeted to Council standard. Any isolated areas of road pavement failure as a consequence of construction traffic impacts must be reconstructed. The costs associated with these road works shall be borne by the developer.
- All road markings along the property's Smith Street frontages must be reinstated to Council's satisfaction and at the Permit Holder's cost.
- 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 Crossing

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

- In accordance with any requirements or conditions imposed by Council.
- Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
- At the Permit Holder's cost; and
- To the satisfaction of Council.
- The width of the vehicle crossing is to span the width of the car park entrance doorway.
- The vehicle crossing shall be constructed in accordance with Department of Infrastructure's and City of Yarra's requirements and specifications.

Redundant Vehicle Crossings

- The redundant vehicle crossing along the property's Easey Street road frontage must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and the developer's cost.

Public Lighting (On Roads)

- The existing public light on the north side of Easey Street (pole No. 19970) is to be replaced with alternative luminaire to avoid light spillage into the habitable windows of new development. These public lighting works must be done to the satisfaction of the relevant power authority and Council and at the Permit Holder's cost.

Road Asset Protection

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

Construction Management Plan

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

Impact of Assets on Proposed Development

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

Discharge of Water from Development

- Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.
- Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

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	The applicant is to liaise with CitiPower in relation to 'No Go Zone' requirements for overhead cables at the following locations: ▪ LV powerlines along Easey Street, east of Smith Street. ▪ LV powerlines along Smith Street. ▪ HV powerlines running diagonally between Kerr, Fitzroy and the north-west corner of the Smith Street/Easey Street intersection. 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
Tree Protection	The applicant is to liaise with Council's Open Space unit regarding the protection of the street trees along the property's Swan Street frontage.

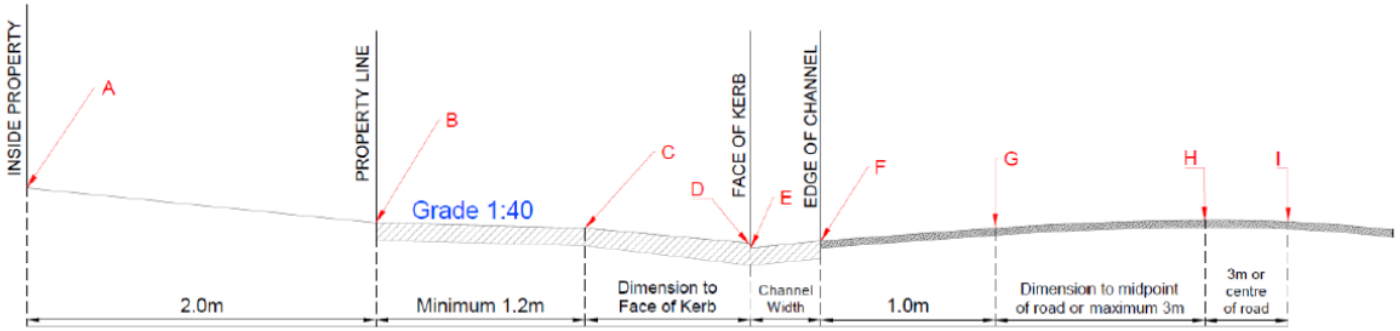
Attachment 4 - PLN20/0077 - 378 - 380 Smith Street Collingwood - Engineering comments

Vehicle Crossing – Cross Section

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

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

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



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MEMORANDUM OF ADVICE:

PRELIMINARY HERITAGE ADVICE

378-380 SMITH STREET, COLLINGWOOD

PREPARED FOR	Lara Fiscalini, Principal Planner, City of Yarra
DATE:	7 July 2020 (updated 9 July 2020)
FILE:	2020-21

1. INTRODUCTION

GJM Heritage has been engaged to provide our preliminary opinion on the revised scheme for an eight-storey apartment building at 378-380 Smith Street, Collingwood. The revised scheme follows a planning permit application that was refused at VCAT in July 2019. GJM provided an Expert Witness Statement to Yarra Council opposing the proposed development and appeared at the hearing as an Expert Witness on heritage-related matters.

The advice provided below is preliminary in nature and was informed by a site visit undertaken on 8 May 2020. The subject site was inspected externally. All photos were taken at this time unless otherwise stated.

This advice was updated on 9 July 2020 to include commentary on materials, finishes and colours.

2. LOCATION AND DESCRIPTION

The subject land is a rectangular site comprising 378 and 380 Smith Street, Collingwood located at the northeast corner of Smith and Easey Streets. The street frontage to Smith Street is approximately 15m and the frontage to Easey Street is approximately 33.6m with a total site area of approximately 532m^2 (Figure 1).

The northern half of the subject land is occupied by no. 380 Smith Street, a single storey shop with double curved masonry parapet. The southern half of the land is

occupied by a two-storey Victorian shop/residence (Figure 2). A single storey garage is located at the eastern end of the subject land, with access from Easey Street.

Figure 1. Aerial view of 378-380 Smith Street (outlined in red), 28 April 2020 (Nearmap)

Figure 2. View of subject site from Smith Street, May 2020

3. LOCAL CONTEXT

The subject land is located towards the northern extent of the Smith Street commercial 'high street'. The western (Fitzroy) side of Smith Street is typified by fine grained shop residences south of Argyle Street and larger scale factory / warehouse / showroom buildings to the north, including opposite the subject land. The eastern (Collingwood) side of Smith Street retains the fine grained 'high street' character

further north to Hotham Street, beyond which recent larger scale development is evident. Development of these larger sites on or immediately behind Smith Street (some of which are not subject to the Heritage Overlay) is up to eight storeys in height.

Easey Street is lined with predominantly two-storey factory warehouse buildings dating from the early-mid twentieth century with some more recent infill of up to five-storeys in height; these twentieth century structures are not included on the Heritage Overlay. The land to the west and east of the Smith Street 'high street' north of Johnston Street is a diverse mixture of pockets of low-scale (one and two-storey) nineteenth and early twentieth century dwellings and early to late low-medium scale twentieth century industrial buildings, which is now interspersed with low-medium rise residential apartments.

4. STATUTORY HERITAGE CONTROLS

4.1 Heritage Act 2017

The subject land is not included in the Victorian Heritage Register.

4.2 Planning and Heritage Controls

The subject land is zoned Commercial 1 Zone (C1Z) and is included within HO333 Smith Street Precinct, Fitzroy/Collingwood in the Schedule to the Heritage Overlay of the Yarra Planning Scheme. External paint controls apply to this precinct.

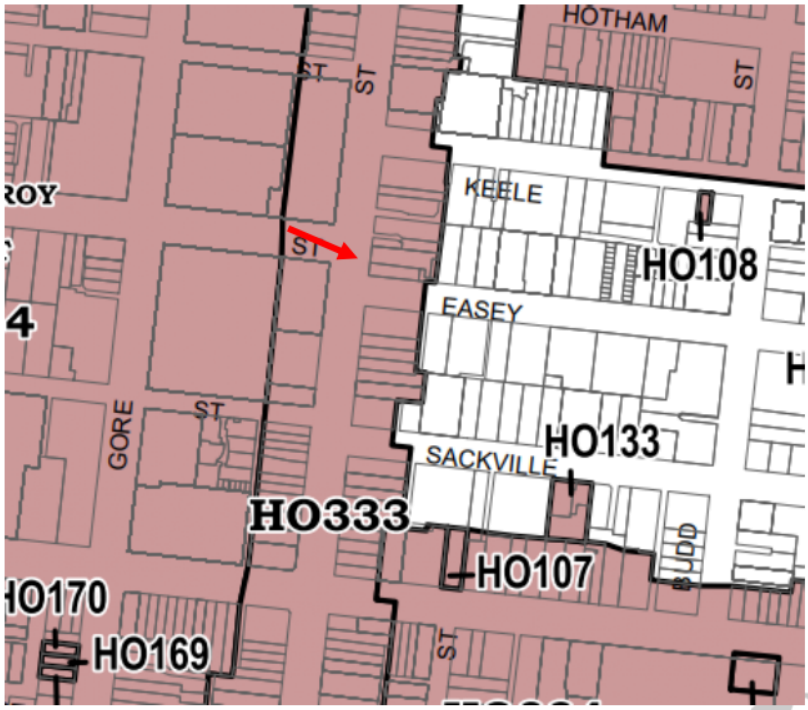

Figure 3. 6HO showing part of HO333. The subject land is indicated (Planning Schemes Online)

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO333	Smith Street Precinct, Fitzroy/Collingwood **Incorporated plan:** Incorporated Plan under the provisions of clause 43.01 Heritage Overlay, Planning permit exemptions, July 2014	Yes	No	No	No	No	No	No

Figure 4. HO333 Schedule to the Heritage Overlay (Planning Schemes Online)

The Statement of Significance for HO333 identifies that the Smith Street Heritage Overlay Area is significant:

- As the City's most important Victorian and Edwardian-era commercial strip, serving the whole of Collingwood and Fitzroy and beyond, in the late 19th and early 20th centuries;
- For its expression of the early commercial development phases in the City, with the modest commercial and residential development from the 1850s-60s still evident, the more substantial premises in the 1860s and 1870s, the development associated with the advent of the cable tram to the street in the late 1880s, and the Edwardian-era retail boom;
- As a substantially intact collection of well-preserved late nineteenth and early twentieth century commercial and retail buildings of note, including hotels, shops, and some industrial buildings to the north of Johnston Street;
- For the unusual or particularly ornate and exuberant Italianate and Edwardian details on many buildings, reflecting the importance of this retail strip in the broader history of manufacturing, retailing and commerce in the Melbourne metropolitan area and the municipalities of Collingwood and Fitzroy; and
- As the centre for large scale manufacturing and retail emporia, such as the highly significant Foy and Gibson company.

The full Statement of Significance for HO333 is included at Appendix A.

4.3 Heritage Gradings

The City of Yarra Review of Heritage Overlay Areas 2007 - Appendix 8 (revised May 2018) (Appendix 8), an Incorporated Document in the Yarra Planning Scheme, identifies 378 Smith Street as 'Individually Significant' and 380 Smith Street as 'Contributory'.

'Individually Significant' places are defined at Clause 22.02-3 of the Yarra Planning Scheme as:

> *Individually significant: The place is a heritage place in its own right. Within a Heritage Overlay applying to an area each individually significant place is also Contributory.*

Contributory' places are defined at Clause 22.02-3 of the Yarra Planning Scheme as:

> *Contributory: The place is a contributory element within a larger heritage place. A contributory element could include a building,*

building groups and works, as well as building or landscape parts such as chimneys, verandahs, wall openings, rooflines and paving.

The Statement of Significance for 378 Smith Street provided within the Collingwood Conservation Study 1989 states:

> *No. 378 Smith Street is a prominently situated and substantially intact late Victorian boom style former grocer's store and residence. The unpainted stuccoed surfaces and ornamentation are important elements, whilst the faded advertisements for Velvet soap and Worcester sauce offer clues to its origins.*

5. PLANNING APPLICATION BACKGROUND

Planning Permit Application PLN18/0712 was submitted in late 2018 for the proposed development of the subject land at 378-380 Smith Street. The proposal involved the retention of the two facades to Smith and Easey streets, the demolition of all remaining fabric and the construction of a nine-storey apartment building. Some conservation works to the heritage facades were also proposed.

An application for review against Council's failure to grant a permit within the prescribed time was lodged with VCAT on 18 April 2019.

On 10 May 2019, Council issued a letter stating that it would have issued a Notice of Refusal if it had been in the position to do so, which summarised the following heritage-related grounds for refusal:

1. *The scale, height, lack of setbacks and architectural quality of the proposed development does not respond to the site context nor fit into the emerging built form context and streetscapes as envisaged under clauses 15.01, 15.01-1S, 15.01-2S, 15.01-5S and 21.05-2 of the Yarra Planning Scheme.*
2. *The extent of demolition does not comply with clause 22.02 and 43.01 of the Yarra Planning Scheme.*
3. *The height and lack of setbacks of the development will visually dominate the heritage place, which is contrary to the purpose of the heritage overlay at clause 43.01 and fails to comply with clauses 21.05-1 and 22.02 of the Yarra Planning Scheme.*[1]

On 17 June 2019, Council received and considered amended plans. It maintained its position of refusal; though amended its position on the extent of demolition proposed to acceptable.

The VCAT hearing was held on 8-12 July 2019. The decision of the responsible authority was affirmed and no permit was granted, with the Tribunal concluding that:

1 Letter of position on PLN18/0712, City of Yarra Statutory Planning Branch, 10 May 2019.

> *From our review of the impact of the building on the heritage streetscape, assessed both as an urban design and heritage issue, we consider the design response is too bold and 'top heavy' for the context of the site…We therefore find the proposal fails as a design response. A more modest form is required that better responds to the emerging Smith Street character and its heritage context.*[2]

6. DEVELOPMENT PROPOSAL

The current proposed development involves the construction of an eight-storey apartment building, which is detailed in plans prepared by JCB Architects, dated 20 April 2020.

6.1 Demolition

The proposed works involve the retention of the principal facades to both 378 and 380 Smith Street, fronting both Smith Street and Easey Street, and the demolition of all remaining fabric.

To Easey Street, three new openings are to be made at ground floor level to facilitate access to the apartment lobby and to install a gas meter and hydrant booster. No demolition or alteration works are proposed to the Smith Street facades aside from the removal of the non-original awnings.

6.2 New development

The new development involves the construction of an eight-storey apartment building, which rises to a maximum height of 28.4m (including lift overrun) with a single retail tenancy (accessed from Smith Street), apartment lobby and car and bicycle parking (accessed from Easey Street) at ground floor level. Floors 1 to 7 above comprise a mix of one, two, and three-bedroom apartments with associated balconies. The balconies to the first floor apartments are located directly behind the retained first floor windows to the majority of the Easey Street elevation of 378 Smith Street. The tower comprises a single mass with regularly-spaced punched window openings and recessed balconies.

The tower form above the heritage buildings, up to and including the sixth floor, is setback 5.5m from the Smith Street title boundary and 3m from the Easey Street title boundary. Above this, the seventh floor is setback 8.5m from Smith Street and 5.3m from Easey Street.

6.3 Materials, finishes and colours

The walls of the new development are proposed to be constructed of concrete, with the Smith and Easey street elevations clad primarily in a 'warm grey' coloured brick. The carpark entry to Easey Street will be clad in 'dark grey' brick and the setback seventh floor clad in 'dark charcoal' coloured steel sheet. Windows will generally be

2 ATJ Holdings Pty Ltd v Yarra CC, VCAT Reference No. P205/2019, Permit Application No. PLN18/0712, 13 August 2019, p.19.

clear glazed with dark charcoal aluminium frames. Steel mesh and perforated metal elements are finishes in a 'dark charcoal' colour.

The north elevation presents as less-articulated but with a more varied materials palette. The central circulation core is constructed in a 'bright and light' stain concrete; a 'warm grey stain' concrete is proposed to the east and warm grey brick to the west. The colours proposed to be used on the retained heritage building are not specified.

6.4 Conservation works

The architectural drawings contain a general note that state 'Restoration of existing heritage façade and windows in accordance with approved Conservation Management Plan'. A Conservation Management Plan has not been provided as part of this submission and no comment can be provided on the proposed scope of conservation works.

6.5 Original design vs revised design

The following table summarises some principal points of difference between the original 2019 design and the revised scheme.

	Original design (amended plans dated 28 May 2019)	Revised design
Overall building height	31.75m	28.4m
No. of levels	9	8
Minimum setback to Smith Street	5m	5.5m
Minimum setback to Easey Street	1.8m	3m

7. HERITAGE ADVICE

The following advice has been prepared by assessing the revised scheme against the relevant heritage provisions of the Yarra Planning Scheme and has been informed by the *Brunswick Street and Smith Street Built Form Review Heritage Analysis and Recommendations* (Built Form Review) prepared by this office in November 2019. It also has consideration for the previous opinion contained in my *Expert Witness Statement for 378-380 Smith Street, Collingwood* prepared in June 2019 for the VCAT Hearing.

7.1 Demolition

The extent of demolition of internal and rear fabric proposed is consistent with the previous scheme and is considered acceptable, noting that VCAT found that:

- *Subject to further detail that could be provided through a conservation management plan, the alterations to the existing heritage façade of the buildings are acceptable.*[3]

7.2 New development

At the 2019 VCAT Hearing, the Tribunal upheld Council's decision to refuse to issue a permit for the proposed development. While issuing no specific recommendations or preferences for acceptable heights or setbacks, the Tribunal ultimately concluded that *'it is the overall proportionality and massing* [of the design] *that we find unacceptable'*.[4]

It is considered that the revised scheme demonstrates some acknowledgement of the issues raised at VCAT and exhibits a more considered approach to the heritage buildings and surrounding context. It is my opinion however that the revised scheme will still "adversely affect the significance, character or appearance of the heritage place", despite a number of positive modifications.

Elements of the design that are considered an improvement on the original design and will result in a more positive heritage outcome include:

- The increased setback to Easey Street to 3m;
- The simplification of the overall design to a more modest massed form that achieves a more recessive design when viewed from Smith and Easey streets;
- Articulation that better responds to the 'pattern, rhythm etc of the heritage character of the surrounding historic streetscape', which is consistent with Built Form recommendations that recommend avoiding 'highly articulated facades with recessed and projecting elements';
- The setback of the top floor as a 'penthouse', which responds to policy and built form recommendations that 'encourage the top-most level (or levels) of new development to be set further back from the principal heritage frontage and treated as a penthouse or roof top element'; and
- The design of the car parking entrance to Easey Street as a distinct, separate element which is consistent in height with the parapet of 378 Smith Street, and provides visual separation between the heritage building, the new built form and the neighbouring Easey Street property.

Key aspects of the revised scheme that are considered to have an unacceptably detrimental impact on the heritage place comprise:

- The reduction in height by only one level. Eight storeys is considered to be overambitious in this location, particularly considering the size of the

3 ibid, p.4.
4 ibid, p.17.

site. The Built Form Review recommendations propose a maximum building height of 3 to 5 storeys between Kerr and Hotham Streets and Johnston Street, which is considered to be appropriate for the subject land[5].

- The eight storey building height, despite the slightly increased (5.5m compared with 5m in the previous application) setback upper levels means that new tower form will be visually dominant in the context of the existing buildings and the broader heritage streetscape
- Our advice remains consistent with the evidence provided at VCAT that a five storey building on this site is likely to be the maximum that can be accommodated without having an unreasonably detrimental effect on the significance, character and appearance of the Smith Street precinct.
- The proposed upper level setback to Smith Street has been increased by 500mm from the previous scheme. The consistent setback from Level 1 to Level 6 presents a strong, dominant form in views from Smith St to the north and south of the subject site. From these views, the new built form dominates the single and two-storey street wall height of heritage buildings. Again, we note that the precinct-wide heritage and built form analysis identified in the Build Form Review identified that a mandatory 8m upper level setback "…is the minimum necessary to ensure that the heritage buildings remain prominent within the Smith Street streetscape and will retain their three-dimensional form as viewed from the public realm to avoid 'facadism'"[6].
- Although the north elevation of the tower elements may be obscured by development in the future it is likely to present as a stark block-like form when viewed from the north along Smith Street. The massing of these elements should be broken down further through the use of recessed elements within the concrete walls and/or 'blind' windows that reference the other façades.
- The introduction of balconies that are open to the sky directly behind the existing first floor window openings to the majority of the Easey Street elevation of 378 Smith Street reduces this façade to a thin-skin that will no longer be legible as having had solid building behind.

7.3 Materials, finishes and colours

The use of solid masonry (warm grey brick) with punched window openings that respond to the vertical proportions of those in the nineteenth and early twentieth century buildings within HO333 is appropriate and is consistent with the policy at Clause 22.02-5.7.1 which encourages now development to:

5 Brunswick Street and Smith Street Built Form Review Heritage Analysis & Recommendations, GJM Heritage, 25 Novemember 2019, p.83.

6 Ibid, p.82.

- *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*

The Schedule to the Heritage Overlay for HO333 selects "External Paint Controls Apply" and, as such, a permit is required to paint a previously painted surface. Although materials and colours are described in general terms (e.g. 'warm grey colour', 'dark grey colour' or 'dark charcoal' etc.) specific material finish and colour selections should be provided.

We also note that the cement render of the walls of 378 Smith Street and the parapet of 380 Smith Street are (other than graffiti) unpainted. However, the renders provided as part of the application appear to show the retained heritage buildings in a chocolate brown colour. It is our view that this is not an appropriate colour choice and ideally the cement render should remain unpainted. If painting is required (following render repairs etc.) consideration should be given to use of a mineral silicate paint in a cement render grey or light buff colour. Appropriate colours will also need to be selected for the reconstructed verandah ironwork, shopfront joinery and first floor timber window joinery.

7.4 Conservation works

The conservation works described on the drawing refer to an 'approved conservation management plan'. Given that the usual purpose of the conservation management plan (CMP) is to inform the management and future development of the heritage property it is our view that it would be more appropriate for a schedule of conservation works be prepared by a suitably qualified heritage architect. The preparation and implementation of this schedule should be required as a condition of any permit issued. Such a condition would provide for the conservation (repair, restoration and reconstruction) of the retained heritage fabric and could require detailed documentation for the proposed replica verandah proposed in front of 378 Smith Street.

We also note that the verandah projects little more than half the width of the foot path. This is problematic on two fronts, firstly this is inconsistent with the depth of verandahs found elsewhere within HO333, which generally project over the full width of the footpath, and secondly, the proposed verandah requires posts located toward the centre of the footpath creating a hazard to pedestrians. It is our view that if a reconstructed historically appropriate verandah is constructed it should be to the full depth of the footpath and based on extant examples elsewhere on Smith Street.

8. CONCLUSION

The linear nature of the commercial strip and the strong two-storey street wall height of Smith Street identified in the Statement of Significance for HO333 would be unacceptably diminished by the construction of the amended development. It is our view that the proposed development "will adversely affect the significance, character or appearance of the heritage place" (Clause 43.01-8) as the substantially greater height and limited setback will diminish the primacy of the two-storey street

wall height due to its substantially greater bulk. It is our view that the scale of the development in relation to the existing single and two-storey graded buildings will not achieve an outcome that will "Be visually recessive and not dominate the heritage place" (Clause 22.02-5.7.2). The new built from will not "ensure an appropriate setting and context for heritage places [in this case the Smith Street Precinct] is maintained or enhanced" (Clause 15.03-1S). An acceptable outcome could be achieved through a combination of increased upper level setbacks and the reduction in the number of storeys of the new development.

Having said that, the revised scheme is a considerable improvement on the previous scheme and has responded to a number of the matters identified in the VCAT determination including overall massing and articulation, and the application of some increased setbacks.

Despite some positive changes, it remains our view that the proposed redevelopment in its current form is an unacceptable heritage outcome that will adversely affect the significance of the two heritage buildings and the broader Smith Street Precinct. While the revised bulk, articulation and massing assist in reducing the visual dominance of the proposal on the immediate heritage context, it is our view that the overall height and massing continue to have a detrimental impact and do not achieve an appropriately recessive outcome.

Sincerely,

Jim Gard'ner | Director
GJM Heritage

APPENDIX A – HO333 Smith Street Heritage Overlay Area Statement of Significance
From the Yarra Review of Heritage Overlay Areas 2007, Graeme Butler and Associates, 2007

City of Yarra Review of Heritage Overlay Areas 2007
HO333 Smith Street Heritage Overlay Area, Fitzroy and Collingwood

HO333 Smith Street Heritage Overlay Area, Fitzroy and Collingwood

Figure 29 Indicative Heritage Overlay Area map (refer to the City of Yarra Planning Scheme maps, NTS)

Graeme Butler and Associates, 2007: 145

Component streets include:

Argyle Street,
Johnston Street,
Little Oxford Street,
Rose Street,
Smith Street,
St David Street.

Statement of Significance

What is significant?

Early survey

Before land sales, Smith Street was developed as a route from Melbourne to Heidelberg by early Heidelberg settlers. Hoddle's survey formalised this route as Smith Street, being mid-way on the survey grid between Nicholson and Hoddle Streets (each one mile-apart).[110]

First land sales

When the land was sold, the Smith Street area formed the eastern edges of Crown Allotments 51, 69, 72, 82 and 85, and the western edges of Allotments 52, 68, 73 and 81, as subdivided by the government in 1838.[111] The first private subdivision of government lots in the Heritage Overlay Area had commenced by 1842, and affected half of the west side, south from Johnston Street. By December 1849, the east side had begun to be subdivided, and by December 1854, only the two allotments to the south of Alexandra Parade (85 and 86) were yet to be subdivided. One of the earliest buildings remaining from this era in Smith Street, is the Grace Darling Hotel (144 Smith St), built in 1854 while the shops at 293-295 Smith Street (1852-53), although altered, are thought to be among the oldest group of retail buildings in Melbourne.

Municipal government

East Collingwood was established as a new municipality in 1855[112], with Smith Street as the municipal boundary between Fitzroy and East Collingwood. The Borough of Fitzroy, to its west, was created in 1858.[113] A range of small businesses had located in Brunswick Street and Gertrude Street in South Fitzroy, and to a lesser extent Smith Street, Victoria Parade and the south end of Napier Street, by 1864.

Consolidation

The 1860s and 1870s were periods of consolidation in Fitzroy's commercial strips, as the rude structures of the early decades were replaced with more substantial premises. This is most apparent along Gertrude, Brunswick and

110 Fitzroy History Society. op cit. p 7.
111 Fitzroy History Society. op cit. p 9.
112 Fitzroy History Society. op cit. p 38.
113 Fitzroy History Society. op cit. p 38

Smith Streets. The 1870s and 1880s saw the replacement of many earlier single fronted shop buildings with rows of shops, and several banks were established in the street including the Bank of Australasia (229 Smith Street, since rebuilt as ANZ Bank) in 1875, the Savings Bank (337 Smith St, later State Savings Bank of Victoria) 1879-1880, and the Bank of New South Wales in 1873. Along with hotels, banks were amongst the largest and most imposing of nineteenth century buildings, and most located on prominent corner sites.

By the turn of the century, Smith Street had been almost fully developed, and contained many highly ornate two-storey commercial buildings dating from the between the 1870s and 1890s, some up to three-storey. Its retail emporia distinguished the area and gave rise to exuberant architecture. The street was remembered as being second to only three or four of the central streets in the Melbourne district for the density of its traffic.

Department stores

Smith Street became identified with businesses which combined manufacturing and retailing on a large scale, producing some of the largest commercial buildings in the City, some rising to four storeys. Most notable of these enterprises was Foy and Gibson which developed a series of buildings stretching along Smith St for approximately two kilometres from north to south. The majority of the firm's manufacturing took place on the Collingwood side of Smith Street while most of its large retail outlets were on the west side. Similarly, Henry Ackman and Co., which had expanded its business from pawn-broking to dealing in second-hand furniture and general merchandise, occupied shops, warehouses and factories on both sides of Smith Street.[114] Other large retail entities were established into the early part of the 20th century: for example the Paterson's store which was built at 173-181 Smith St in 1911.[115]

Another was G. J. Coles & Co. Pty Ltd: GJ Coles, in partnership with his brothers Jim and (Sir) Arthur, opened a fancy goods store at 288 Smith Street, Collingwood In April 1914, under the banner of G&J Coles. Jim Coles died in 1916 so, after the war, George and Arthur sold their store to an uncle and in June 1919 opened another, larger premises at 170-172 Smith Street. This was the first store for the new firm of G. J. Coles & Co. Pty. Ltd., created on 1 July 1921, with George as managing director. The shop at 170-172 Smith Street was rebuilt in the late 1930s to become the only custom designed GJ Coles & Co building in the City of Yarra, as an example of a nationally known retailer's suburban store.

Public transport

The first power driven public transport to be introduced to Fitzroy was the cable tram, one route running along Gertrude Street and Smith Street in 1886-1887. Unlike the pattern of urban development in some of Melbourne's then outer suburbs, where the location of tram routes facilitated and stimulated the development of those streets into major commercial strips, the tram routes in

114 Fitzroy History Society. op cit. pp 30-31.
115 Fitzroy History Society. op cit. p. 31.

Fitzroy were located along streets which were already important commercial precincts such as Smith and Brunswick Streets.

Main development era

The main development periodof the Smith Street Heritage Overlay Area is that of the Victorian and Edwardian-eras, with a contribution from well-preserved inter-war buildings and individually significant buildings of any era.

Contributory elements

Contributory elements include (but not exclusively) mainly attached Victorian-era and Edwardian-era, one and two-storey shops and residences having typically:

- Façade parapets, with pitched roofs behind;
- Two storey wall heights, with some significant landmark buildings of up to 4 levels,
- Face brick (red, bichrome and polychrome) or stucco walls;
- Corrugated iron roof cladding, with some slate roofing;
- Chimneys of either stucco finish (with moulded caps) or of face red brickwork with corbelled capping courses;
- Post-supported street verandahs as shown on the MMBW Detail Plans[116];
- Less than 40% of the upper street wall face comprised with openings such as windows and doors;
- No front or side setbacks; also
- Timber and metal framed display windows at ground level, timber or tiled shopfront plinths, and entry recesses.

Contributory elements also include:

- Public infrastructure, expressive of the Victorian and Edwardian-eras such as bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths; and
- Well-preserved inter-war buildings and individually significant buildings of any era.

How is it significant?

HO333 Smith Street Heritage Overlay Area, Fitzroy/Collingwood is **aesthetically and historically** significant to the City of Yarra (National Estate Register [NER] Criteria E1, A4)

Why is it significant

The Smith Street Heritage Overlay Area is significant:

- As the City's most important Victorian and Edwardian-era commercial strip, serving the whole of Collingwood and Fitzroy and beyond, in the late 19th and early 20th centuries;
- For its expression of the early commercial development phases in the City, with the modest commercial and residential development from the 1850s-60s still evident, the more substantial premises in the 1860s and 1870s, the development associated with the advent of the cable tram to the street in the late 1880s, and the Edwardian-era retail boom;

[116] See MMBW Detail Plan 1196 of 1899

City of Yarra Review of Heritage Overlay Areas 2007
HO333 Smith Street Heritage Overlay Area, Fitzroy and Collingwood

- As a substantially intact collection of well-preserved late nineteenth and early twentieth century commercial and retail buildings of note, including hotels, shops, and some industrial buildings to the north of Johnston Street;
- For the unusual or particularly ornate and exuberant Italianate and Edwardian details on many buildings, reflecting the importance of this retail strip in the broader history of manufacturing, retailing and commerce in the Melbourne metropolitan area and the municipalities of Collingwood and Fitzroy; and
- As the centre for large scale manufacturing and retail emporia, such as the highly significant Foy and Gibson company.

Graeme Butler and Associates, 2007: 149

Attachment 6 - PLN20/0077 - 378-380 Smith Street, Collingwood - ESD referral comments

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

ESD in the Planning Permit Application Process

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

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

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-r*esidential 1. 1,000m^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 6 - PLN20/0077 - 378-380 Smith Street, Collingwood - ESD referral comments

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

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Attachment 6 - PLN20/0077 - 378-380 Smith Street, Collingwood - ESD referral comments

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

Assessment Summary:

Responsible Planner:	Lara Fiscalini
ESD Advisor:	Gavin Ashley
Date:	08.06.2020
Subject Site:	PLN20/0077 378-380 Smith Street, Collingwood VIC 3066
Site Area:	Approx. 532 m²
Project Description:	8-storey building comprising ground floor parking & retail amenities, with 19 apartments across 7 floors.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	○ Architectural Plans [20.04.20], Jackson Clements Burrows Architects ○ Sustainability Management Plan [V3 – January 2020], Sustainable Development Consultants ○ Waste Management Plan [23.01.20], Leigh Design

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:

- Ground floor commercial space to exceed 2016 BCA energy efficiency requirements through insulation and glazing, with apartments demonstrating an average NatHERS rating of 6.2-stars.
- HVAC system to be an energy efficient reverse cycle air conditioner unit (within 1-star rating of best available or an EER/COP >3.2/3.5), and use air-cooled condenser components to reduce water use.
- 20% improvement on 2016 BCA illumination densities, with LEDs (<4.0W/m²) used throughout, with light sensors and timers for common areas.
- A 3kW rooftop solar PV system is proposed, capable of producing up to 4,380kWh of electricity per year.
- Water efficient fixtures and taps.
- A STORM report with a 101% STORM score has been submitted that demonstrates best practice and relies on ~318 m² of roof connected to a 10,000-litre rainwater tank that will be directed to flush toilets on GF-L3.
- Procurement standards around the VOC and Formaldehyde content of various paints, sealants, and engineered wood products.
- 51% of the Ground Floor retail tenancy to achieve best practice daylight access.
- Operable windows throughout to facilitate natural ventilation
- Commitment to a site-specific construction Environmental Management Plan with a recycling and reuse target of 80% of demolition and building waste.
- 21 secure bicycle parking spaces provided at ground level.
- A minimum 50% of concrete mix made with recycled water, and reinforcing steel to be sourced from a Responsible Steel Maker using energy reducing processes.
- Fit out of Ground Floor retail tenancy to be adaptable for future upgrades.
- All bulk insulation installed in the building will include a minimum 20% post-consumer recycled material.
- Metering and monitoring strategy applied.

Attachment 6 - PLN20/0077 - 378-380 Smith Street, Collingwood - ESD referral comments

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

- Building User Guide will be provided to building occupants with the intent to reduce energy and water consumption.

(2) Application ESD Deficiencies:

- Recommend a target of at least 6.5 star average for apartments.
- Extend the provision of external louvre shading to windows on LV 2-3 on the west façade, and LV3-7 on the east façade.
- Overall, the proposal lacks a level of vegetation expected to provide both residential amenity, biodiversity values, and climate resilience. Incorporate additional vegetation into building design.

(3) Outstanding Information:

- Provide a full copy of the BESS report (not just the results).
- Provide details of thermal performance of non-residential component of building.
- Provide an assessment of GHG emissions (building wide).
- Clarify provision of HWS
- Provide an assessment of peak demand.
- Confirm irrigation of ground floor 'winter garden'.
- Confirm quantity of products (by cost or weight) to use recycled content.
- Provide details regarding the embodied carbon reduced by opting for a 'Responsible Steel Maker', and confirm quantity by weight or cost.
- Clarify misalignment between Plans (21 bicycle spaces), the SMP (20 bicycle spaces) and the Planning Report (16 bicycle spaces) – and consider bicycle parking needs for visitors and customers of Ground Floor retail tenancy.
- A number of materials specified are quite dark and may have trouble performing in hot conditions. Reconsider colours of EF-02, EF-04, MF-01 and MF-03 and provide a statement as to how materials selection reduces urban heat island effect.

(4) ESD Improvement Opportunities

- Consider increase solar PV system size to offset more of the buildings energy needs.
- Consider increasing rainwater storage to service more apartments and improve tank water supply reliability.
- of the 209 m2 remaining surface area, 86.3 m2 is from the level 1 balconies – consider redirecting and treating for irrigating 'winter garden'.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.
- Consider the provision of 1x shower for the Ground Floor WC to act as an EOT facility for employees.
- Consider providing some charging stations or wiring for future.
- Consider a green roof or wall to improve the ecological value of this site.
- Consider a 12 month program of building tuning to ensure operational building performance.
- Consider Head contractor to have ISO14001 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.

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	47.4% of apartments achieve compliant natural cross ventilation. (Plans, p. 35).	Satisfactory given modest depths of single sided apartments.	1
Daylight & Solar Access	51% of Ground Floor retail tenancy area achieves DF>2.0, while apartment bedrooms achieve DF>0.5 across 90% of the floor area with VLT ranging from 40-70%.	Satisfactory. (SMP, p. 109)	1
External Views	No information has been provided.	Provide clarification regarding the provision of external views to apartments.	1
Hazardous Materials and VOC	All internal sealants and paints, adhesives, and carpets will be low VOC, and 95% of all engineered timber products to adhere to Green Star VOC and Formaldehyde limits.	Satisfactory.	1
Thermal Comfort	Mixed mode ventilation, double glazing, insulation, operable windows and external shading.	Satisfactory.	1

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 1. Indoor Environment Quality
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

2. Energy Efficiency

Objectives:

- to ensure the efficient use of energy
- to reduce total operating greenhouse emissions
- to reduce energy peak demand
- to minimize associated energy costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	Improvement of 10% of 2016 BCA energy efficiency requirements, with FirstRate5 sample results provided.	Recommend a target of at least 6.5 star average for apartments.	2
Thermal Performance	No information has been provided.	Provide details of thermal performance of non-residential component of building.	3
Greenhouse Gas Emissions	No information has been provided.	Provide an assessment of GHG emissions (building wide).	3
Hot Water System	The SMP identifies both an electric heat pump, and central gas instantaneous.	Clarify provision of HWS - Consider using a heat pump.	3/4
Peak Energy Demand	No information has been provided.	Provide an assessment of peak demand.	3
Effective Shading	Bounded by properties to the north and east, external louvres and balconies are employed for their shading properties.	Extend the provision of external louvre shading to windows on LV 2-3 on the west façade, and LV3-7 on the east façade.	2
Efficient HVAC system	HVAC system to be an energy efficient reverse cycle air conditioner unit (within 1-star rating of best available or an EER/COP >3.2/3.5), and use air-cooled condenser components to reduce water use.	Satisfactory.	1
Car Park Ventilation	Car park to be naturally ventilated, as it uses a car-stacker accessible from Ground Floor.	Satisfactory.	1
Efficient Lighting	20% improvement on 2016 BCA illumination densities, with LEDs (<4.0W/m²) used throughout, with light sensors and timers for common areas.	Satisfactory.	1
Electricity Generation	A 3kW rooftop solar PV system has been proposed, capable of generating up to 4,380kWh per year.	Satisfactory. Consider increase solar PV system size to offset more of the buildings energy needs.	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	Satisfactory.	1
Water for Toilet Flushing	10,000 litre rainwater tank proposed. 318 m² of roof area captured. Used flushing toilets on levels Ground to L3.	Satisfactory. Consider increasing rainwater storage to service more apartments and improve tank water supply reliability.	4
Water Meter	Separate water metering for all apartments and ground floor tenancy.	Satisfactory.	1
Landscape Irrigation	No information has been provided.	Confirm irrigation of ground floor 'winter garden'.	3
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 101% STORM score has been submitted that demonstrates best practice and relies on ~318 m² of roof connected to a 10,000-litre rainwater tank that will be directed to flush toilets on GF-L3. (SMP. p. 103)	Satisfactory. However, of the 209 m² remaining surface area, 86.3 m² is from the level 1 balconies – consider redirecting and treating for irrigating 'winter garden'.	4
Discharge to Sewer	Stormwater captured within this remaining 209 m² of impervious area will be directed to the LPD.	See above.	1
Stormwater Diversion	318 m² (or 60% of the site) catchment area provided to divert stormwater to rainwater tanks.	Satisfactory.	1
Stormwater Detention	The proposal contains a 10,000-litre rainwater tank, and a 5 m² 'winter garden'.	Satisfactory.	1
Stormwater Treatment	During construction: gravel sausages, silt fences and rumble grids are to be used, with 'Pure-Rain' (or similar) filtration systems used for rainwater treatment prior to retention.	Satisfactory.	-1
Others	-	-	-

*** Council Assessment Ratings:**

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

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

5. Building Materials

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	Products such as 'Ecological Panel; - made from 100% post-consumer recycled wood – will be considered for internal use. At least half of the concrete will use rainwater or purchased recycled water, and 20% of insulation to be post-consumer recycled content.	Confirm quantity of products (by cost or weight) to use recycled content.	3
Embodied Energy of Concrete and Steel	Procurement of steel from a 'Responsible Steel Maker' identified, with reinforced steel using energy reducing processes.	Great. Provide details regarding the embodied carbon reduced by opting for a 'Responsible Steel Maker', and confirm quantity by weight or cost.	3
Sustainable Timber	All feature timber will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).	Satisfactory.	1
Design for Disassembly	The ground floor retail tenancy will be fitted out to enable future additions, however no details provided for disassembly.	Good. Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	No information has been provided.	Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.	4

*** Council Assessment Ratings:**

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

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

6. Transport

Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking for 19 cars proposed at ground floor (using 3-level car stackers).	Satisfactory.	1
Bike Parking Spaces	20 bike parking spaces for apartments provided.	Okay. Clarify misalignment between Plans (21 bicycle spaces), the SMP (20 bicycle spaces) and the Planning Report (16 bicycle spaces) – and consider bicycle parking needs for visitors and customers of Ground Floor retail tenancy.	3
End of Trip Facilities	No End of trip facilities have been provided.	Consider the provision of 1x shower for the Ground Floor WC to act as an EOT facility for employees.	4
Car Share Facilities	No information has been provided.	Satisfactory.	1
Electric vehicle charging	No information has been provided.	Consider providing some charging stations or wiring for future.	4
Green Travel Plan	A Green Travel plan has not been provided.	Not required for residential.	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	Commitment to a site-specific construction Environmental Management Plan with a recycling and reuse target of 80% of demolition and building waste.	Satisfactory. Confirm prior to final approval.	1
Operational Waste Management	An operational Waste Management Plan has been provided that details the buildings strategy to managing operational waste.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Recycling facilities shown on GF. No green waste provided, mentioned as a responsibility of the Landscape Maintenance 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: 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	The only proposed vegetation is the 5 m² 'Winter garden' on the Ground Floor.	Overall, the proposal lacks a level of vegetation expected to provide both residential amenity, biodiversity values, and climate resilience. Incorporate additional vegetation into building design.	2
Heat Island Effect	No information has been provided.	A number of materials specified are quite dark and may have trouble performing in hot conditions. Reconsider colours of EF-02, EF-04, MF-01 and MF-03 and provide a statement as to how materials selection reduces urban heat island effect.	3
Other			
Green wall, roofs, facades	No information has been provided.	Consider a green roof or wall to improve the ecological value of this site.	4

*** Council Assessment Ratings:**

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

References and useful information:
SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-	-	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

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

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

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Consider a 12 month program of building tuning to ensure operational building performance.	4
Building Users Guide	A Building Users Guide explaining systems installed, public transport and suggestions for sustainable living.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider Head contractor to have ISO14001 accreditation.	4
Construction Management Plan	Commitment to a site-specific construction Environmental Management Plan with a recycling and reuse target of 80% of demolition and building waste.	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

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

Applicant Response Guidelines

Project Information:

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

Environmental Categories:

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

Objectives:

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

Issues:

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

Assessment Method Description:

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

Benchmarks Description:

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

How does the proposal comply with the benchmarks?

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

ESD Matters on Architectural Drawings:

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

Attachment 7 - PLN20/0077 - 378-380 Smith St Collingwood - Waste referral comments

CITY OF YaRRA **File Note**

Date: 8 May 2020

Property Address: 378-380 Smith Street, Collingwood

Application No: PLN20/0077

CITY WORKS BRANCH – COMMENTS ON WMP

COMMENTS:

The waste management plan for 378-380 Smith Street, Collingwood authored by Leigh Design and dated 23/1/20 is not satisfactory from a City Works Branch's perspective. Issues to be rectified include, but may not be limited to the following:

1. Food waste diversion should be included as a requirement.
2. Please provide the total size of the bin storage area by M^2
3. Dimensions provided for bin store do not match drawings in town planning application.
4. Due to changes in waste service systems recently announced by the State Government the site must consider how the 4 waste streams will be separated and ensure adequate space for extra bins that will be required (Glass separation)(food waste) especially with regards to the chute system.

Atha Athanasi
Contract Management Officer

City Works Services
Parks, Resource Recovery, Cleansing

4 June 2020

640.10090.05730 378-380 Smith St Collingwood 20200604.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Lara Fiscalini

Dear Lara

378-380 Smith Street, Collingwood
Development Application Acoustic Review
PLN 20/0077

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the mixed use development proposed for 378-380 Smith Street, Collingwood.

Details of the report are as follows.

- Title: 378-380 Smith Street, Collingwood, Acoustic Assessment
- Date: 9 April 2020
- Reference: 20181429.2/0904A/R1/SG
- Prepared for: ATJ Holdings Pty Ltd
- Prepared by: Acoustic Logic Consultancy (ALC)

The report has been prepared to address Item 7 of Yarra Council's request for information relative to the site. The RFI is reproduced below:

7. *An Acoustic Report, responding to Standard D16 of Clause 58. Given the site is within 50m of a live music venue, a response to Clause 53.06 (Live Music and Entertainment Noise) is also required.*

SLR reviewed an earlier version of the report which was prepared by the same consultant to support an earlier design for the site. The current review draws on our earlier findings where they are still relevant.

1 Background Information

(Section 3 of the acoustic report)

The project is a eight level mixed use development with ground floor retail and car parking and seven levels of apartments.

Noise impacts to the development are identified as:

- Traffic and tram noise from Smith Street

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

- Patron, music and mechanical plant noise from the Robert Burns Hotel at 376 Smith Street. The venue include an outdoor dining area.

The nearest noise sensitive receiver is identified as the dwelling to the north east.

SLR Comments:

The use and the sources of noise that could impact the subject development are described in the report. The location of the two storey residence is shown in the Jackson Clements Burrows Town Planning drawing TP 1-102. The dwelling appears to abut the northern façade of the proposed development. We note that car stackers are proposed for the ground floor carpark.

2 Specific Responses to Council RFI

2.1 Standard D16, Clause 58 of the Planning Scheme

(Section 7 of the acoustic report)

ALC state that Standard D16 of the Clause 58 does not apply to the subject development because the site is not within a 'noise influence area' as defined in Table D3 of the planning Scheme.

SLR Comments: *Agreed.*

2.2 Clause 53.06 (Live Music and Entertainment Noise) of the Planning Scheme

(Section 6 of the acoustic report)

ALC propose to conduct an external assessment of music noise to SEPP N-2 and, if non compliance is identified, to provide advice for ensuring SEPP N-2 limits are not exceeded indoors, with windows closed.

SLR Comments: *The proposed approach is appropriate.*

3 General Review

4 Road Traffic and Tram Noise

4.1 Noise Criteria

(Section 9.3 of the report)

Road traffic noise is proposed to be assessed to internal targets of 45 dBA $L_{eq,1hr}$ in all rooms during the day period and up to 40 dBA $L_{eq,1hr}$ in bedrooms at night.

L_{max} targets of 55 dBA L_{max} in bedrooms (windows closed) are proposed for tram noise.

SLR Comments: *The targets identified for the loudest hours of road traffic (being the upper end of the AS/NZS2107 ranges) are reasonable. We would also recommend that the day and night average road traffic levels meet the following design targets:*

- *40 dB $L_{Aeq,16h}$ in living areas*

- *35 dB $L_{Aeq,8hr}$ in bedrooms*

Our proposed day and night average levels align with the targets provided in Clause 58.04-3 of the Yarra Planning Scheme (Standard D16) and targets used interstate (NSW and WA), and are 5 dB below the upper end of the AS/NZS2107 recommended ranges.

The $L_{eq,1hr}$ targets nominated by Acoustic Logic may not ensure that the day and night average targets are met.

The L_{max} targets proposed by Acoustic Logic are reasonable for tram passby noise.

4.2 Noise Measurements

(Section 8 of the report)

Unattended measurements of road traffic noise were conducted with a microphone extended from first floor windows in the western and southern façades of the existing building on site (Location 1, overlooking Smith Street and Location 2 overlooking Easey Street), from 12 to 19 October 2018. Graphical logging data is attached to the report. Results for the Smith Street measurements are presented in Table 2 and are:

- 66 dBA $L_{eq,15hr}$ and 69 dBA $L_{eq,1hr}$ for the day (7 am to 10 pm), and
- 61 dBA $L_{eq,8hr}$ and 65 dBA $L_{eq,1hr}$ for the night (10 pm to 7 am).

Attended measurements were conducted on Smith and Easey Streets during the morning and afternoon periods. The times and durations of the measurements are provided. Results ranged from 65 to 70 dBA L_{eq} for Smith Street and 62 to 68 dBA L_{eq} for Easey Street.

Tram passby levels were also measured and the 95th percentile of 14 movements was 82 dBA L_{max}.

SLR Comments: *The measurement locations are clearly identified and are suitable for quantifying traffic noise impacts to the subject development.*

The data presented in Table 2 aligns with the logging data.

The presented noise data suggests that the design of the façade will be driven by the day and night average traffic noise levels, rather than the loudest hour measurements. The day and night average targets are not currently proposed to be met by ALC, so our recommendation that they be used may have implications for façade upgrade treatments.

The tram noise measurements are appropriate.

4.3 Advice for Noise Control

(Section 11 and Appendix 1 of the report)

Recommendations for façade upgrades to achieve the nominated indoor noise levels presented in the report are provided in Section 11 and Appendix 1. The advice includes specifications for windows and treatments for non-glazed areas of the façade and roof. The advice is designed to ensure that road traffic and entertainment noise targets are met.

SLR Comments: *The façade upgrade treatments are clearly documented. However we recommend that they are reviewed to determine whether the day and night average levels comply with our recommended targets of 40 dBA $L_{eq,15h}$ in living rooms and 35 dBA $L_{eq,9hr}$ in bedrooms.*

5 Music Noise

5.1 Criteria and Guidelines

(Section 9.5 and Appendix 3 of the acoustic report)

Music noise is assessed to SEPP N-2 external noise limits to determine whether there is an exceedance. In the event of an exceedance, internal noise targets will be used, as per Clause 55.03 of the planning scheme (Live music and entertainment noise).

External SEPP N-2 limits are based on background noise levels measured at Locations 3, (Level 1 monitoring location on the eastern façade of the building). The evening limit is 49 dBA L_{eq} and the octave band night limits are provided in Table 8 of the report. The night background noise level was obtained 12:30 am Friday 19 October (Thursday night).

SLR Comments:

The identified external SEPP N-2 limits have been derived from background noise measurements conducted at a suitable time. In our opinion data obtained at Location 2, overlooking Easey Street, would have been more suitable for determining limits for music from the hotel, provided that this data is not affected by noise from the hotel. This location is more representative of the exposure of the future apartments to noise from Smith Street. Slightly higher limits may be identified if this data is used.

5.2 Quantification of Impacts

(Section 10.2 of the acoustic report)

ALC state that music from the Robert Burns Hotel was not audible at the subject site during their inspections and testing. They note that their observations are consistent with those made by Renzo Tonin & Associates in their assessment of impacts to 368-374 Smith Street (Section 4.3 of the ALC report entitled 368-374 Smith Street, Collingwood', dated 25 October 2019).

Given that music noise was not able to be measured, ALC indicate that it must comply with SEPP N-2, and that no further consideration of impacts is necessary.

SLR Comments:

We generally accept ALC's assessment and conclusions with respect to existing levels of music.

The Robert Burns Hotel has applied for permission to play louder levels of music both within the venue and in their outdoor terrace area, however from our understanding they are required to comply with SEPP N-2 at the development approved for 368-374 Smith Street, which is closer to the venue than the subject development. If compliance is met at that location, it should also be achieved at the subject development.

To be prudent, it is recommended that Council confirm that the Hotel is required to comply with SEPP N-2 at the apartments approved for 368-374 Smith Street.

6 Patron Noise

6.1 Legislation and Guidelines

(Section 8.4 and 9.2 of the report)

ALC propose to design the apartment façade such that the following internal noise targets are met by patron noise:

- 35 dBA $L_{eq,1hr}$ to bedrooms during the day and to living rooms at all times, and
- 30 dBA $L_{eq,1h}$ to bedrooms at night

SLR Comments: *The proposed targets are reasonable.*

6.2 Patron Noise Measurements

(Table 7 of the report)

Unattended measurements of patron noise were conducted using the logger installed on the southern façade of the building. A range of 1 minute measurement results measured on Saturday 13 October between 8:35 pm and 11:50 pm are presented in Table 7 of the report. The measured levels ranged from 52 to 59 dBA L_{eq}. The highest level of 59 dBA L_{eq} has been used to determine façade upgrade treatment for the project.

SLR Comments: *The measurement location was the best available, however the outdoor patron area appears to be surrounded by a 3.5 m to 4 m high brick wall. Upper levels of the proposed apartment development are likely to have a less obstructed line of sight to the outdoor patron area than the microphone had. It would be appropriate to adjust the measured noise level to take into consideration the effects of the shielding or to collect data that is more representative of impacts to the upper floors.*

6.3 Patron Noise Controls

(Section 11 and Appendix 1 of the report)

Windows in the southern façade of the development overlooking the outdoor patron area are proposed to be not less than 6.38 mm thick laminated glass (living rooms) and 10.38 mm thick laminated glass (bedrooms). Double glazed options are also provided.

Advice is provided for external wall and roof constructions.

SLR Comments: *We recommend that the glazing is reviewed to address the potentially higher levels of patron noise due to the reduction in shielding to the upper level apartments. Our indicative calculations suggest that further upgrades from the single glazing options provided in the report would be required to control higher levels of patron noise.*

We also note that the Robert Burns Hotel has applied to extend the operating hours of the hotel, including the outdoor patron area, until 1 am (it is currently closed at midnight). While the extension may not affect the level of noise patron noise from the hotel, or the façade treatments required to achieve the identified noise limits, that fact that patron noise will extend later into the night period makes it a more critical noise issue.

7 SEPP N-1 Limits

(Section 9.1 of the acoustic report)

SEPP N-1 noise limits are determined from background noise levels measured south of the existing site building (Location 3) and the SEPP N-1 zoning levels. The identified limits are 57 dBA (day), 52 dBA (evening) and 45 dBA (night). The limits are based on background noise levels classified as 'low'.

SLR Comments: *Our calculated SEPP N-1 noise limits, taking into consideration the site zoning levels and ALC's background noise data at Location 3, are consistent with ALC's. However we note that the background noise levels obtained at Location 2, assuming they are not impacted by noise from the hotel, would be more representative for some receiver locations, and these may result in slightly higher limits.*

In summary, the SEPP N-1 noise limits have been conservatively calculated by ALC. This is an appropriate approach in a planning noise assessment.

8 Hotel Mechanical Plant and Equipment

(Sections 8.5 and 10.1 of the acoustic report)

ALC have calculated noise from hotel roof mounted mechanical plant to the façade of the subject development, using measurement data obtained by RTA. The predicted levels are noted to comply with the SEPP N-1 day and evening limits and to be marginally non-compliant with the night limits.

SLR Comments: *The provided approach to assessing mechanical plant impacts is reasonable. Our calculated results are reasonably consistent with ALC's. The predicted night noise levels at the façade of the development are likely to comply with SEPP N-1, if noise limits were determined using more representative background noise data.*

9 Mechanical Noise from the Development

9.1 Car Stacker and Carpark Gate Noise

(Section 12 of the acoustic report)

Two Klaus TV4300 car stackers are proposed for the ground floor carpark. Noise from the car stackers has the potential to impact the proposed dwellings above the car stackers, and the existing two storey dwelling at 382a Smith Street, which is to the immediate north of the car stackers.

Noise from the equipment is proposed to be assessed to SEPP N-1 and sleep disturbance targets of 65 dBA L_{max} outside bedroom windows.

Advice for controlling noise from the car stackers and the carpark entrance door is provided in the report. The advice includes the following:

- External walls are to be solid
- The carpark soffit is to be treated with sound absorbing material with an NRC of not less than 0.8 (approximate extent of required treatment is shown in the report)
- Enclosure of car stacker hydraulic pumps

- Car stackers to have no mechanical connection to the carpark walls or roof

SLR Comments: *The proposed noise controls can be expected to result in compliance with SEPP N-1 and sleep disturbance targets at all sensitive receiver locations.*

9.2 Project Mechanical Plant Noise

(Section 13 of the report)

Due to the fact that the mechanical plant and equipment design has not been completed, advice for achieving compliance with SEPP N-1 is not provided in the report. ALC state that the equipment will be designed to ensure compliance with the SEPP N-1 limits provided in the report.

SLR Comments: *This is an appropriate approach.*

10 Summary

A review of the acoustic report for the mixed use development is provided above. The items we recommend are addressed in further detail are listed below.

Road traffic noise

1. We recommend that road traffic noise is assessed to the following day and night average noise targets as well as the loudest hour targets used in the report:

- Day and night average levels no greater than:
  - 40 dB $L_{Aeq,16h}$ or $L_{Aeq,15h}$ in living areas and bedrooms
  - 35 dB $L_{Aeq,8h}$ or $L_{Aeq,9h}$ in bedrooms
  - The assessment to these targets may have implications

2. We recommend that the façade advice provided in the report be reviewed to take into consideration our recommended targets.

Music noise

We generally accept ALC's assessment of existing levels of music from the Robert Burns Hotel, and their conclusion that an assessment to indoor targets, as allowed under Clause 53.06 of the planning scheme, is not required.

However, given that the Hotel has applied for their permit to be altered to allow for higher levels of music, we suggest that Council confirm whether the Hotel will be required to comply with SEPP N-2 at the development approved for 368-374 Smith Street. If compliance is met at that location, which is closer to the venue than the subject development, it would be reasonable to assume ongoing compliance with SEPP N-2 at the subject development. If this is the case, there would be no implications for the planning assessment provided by ALC.

Patron noise

Patron noise has been assessed to the subject development however in our opinion patron noise levels at the façade of the development will be higher than ALC have measured, due to the lesser shielding to upper levels of the building. We recommend that patron noise levels are predicted to the upper levels of the building, and that further façade upgrade advice is provided if required for achieving the nominated indoor targets.

Regards,

Checked / authorised by JA

Dianne Williams
Associate – Acoustics

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

M E L
CONSULTANTS

(ACN 004 230 013)

Ref: 126-20-DE-REV-00

5 July 2020

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Lara Fiscalini

Dear Lara,

378-380 Smith Street, Collingwood
Review of Vipac Wind Impact Statement
Vipac Document Numbers: 30N-20-0054-TNT-6774794-2 (20 March 2020)

The review of the Vipac Wind Impact Statement is based on MEL Consultants' experience of wind flow around buildings and structures. This experience has been developed from a company experience of more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

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

- MEL Consultants have no issue with the Analysis Approach, Site Exposure, and Regional Wind Climate that have been used as the basis for the assessment. Vipac has clearly identified the process for the desktop assessment and this is consistent with the approach that MEL Consultants would take to prepare a desktop wind impact assessment. A clear description of the 378-380 Smith

TELEPHONE: (03) 8516 9680 : Intl +613 8516 9680 FAX : (03) 9544 0682 Intl +613 9544 0682

Street development has been provided along with reference drawings in the Appendix of the report. The desktop assessment has identified the heights of the immediate surrounding existing buildings.

- MEL Consultants have no issue with the assessment criteria that Vipac have used for the desktop assessment. The recommended criteria for the immediate surroundings streetscapes would be walking comfort and the standing criteria for the entrances to the building. The assessment clearly discusses the rationale for recommending the walking criterion for the terraces and there is no issue with this recommendation.

- The Vipac desktop assessment of the wind conditions along Smith Street have indicated that the due to the propose awning and the tower setback from Smith Street would ameliorate adverse wind conditions on the pedestrian footpath. However, this analysis appears to only consider the wind flow normal to near-normal to the Smith Street building face, i.e. westerly wind directions. The Smith Street wind conditions would also be impacted by wind flow deflected by the north face around the northwest corner and along Smith Street. Similarly, the south sector wind directions would flow around the southwest corner and impact the wind conditions Smith Street. Considering the above scenario, the Vipac assessment of the wind conditions along Smith Street would still be valid and wind conditions would be expected to satisfy the walking criterion. MEL Consultants would agree with Vipac's assessment of the wind conditions along Easey Street. The Vipac statement that the wind conditions in the streetscapes would be similar to the existing conditions would be debatable as the existing 2 level building is being replaced by 7 level building that would change to the wind conditions in the surrounding streetscapes.

- MEL Consultants agree the wind conditions adjacent to the entrances on Smith and Easey Streets would satisfy the standing criterion.

- Vipac have assessed the wind conditions on the terraces as being within the walking criterion and MEL Consultants have no issue with this assessment.

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In conclusion, the Vipac Wind Impact Assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. We have no issues with the Analysis Approach, Site Exposure, Regional Wind Climate, and description of the development used in the preparation of the assessment. This is consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. MEL Consultants would agree with the Vipac assessment of the expected wind conditions in the surrounding streetscapes, entrances, and terraces.

Yours sincerely,

M. Eaddy

M. Eaddy
MEL Consultants Pty Ltd

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Attachment 10 - PLN20/0077 - 378-380 Smith St Collingwood - Streetscapes and Natural values referral comments

Memo

To:	**Lara Fiscalini**
Cc:	
From:	**Mark Russell**
Date:	**12 August 2020**
Subject:	**PLN20/0077**

Each figure is per tree
Amenity value - $500 – (Melbourne Tree Valuation Method)
Supply of 45L tree - $120
Planting of tree - $120
Maintenance for 2 years - $240

$980 per tree replacement including amenity value.

Based on three trees, I recommend the bond amount to be set at **$3000**.

Mark Russell
Arborist – Open Space Services
City Works and Assets