Attachment 1 - PLN190918 - 121 Burnley Street, Richmond - Site plan

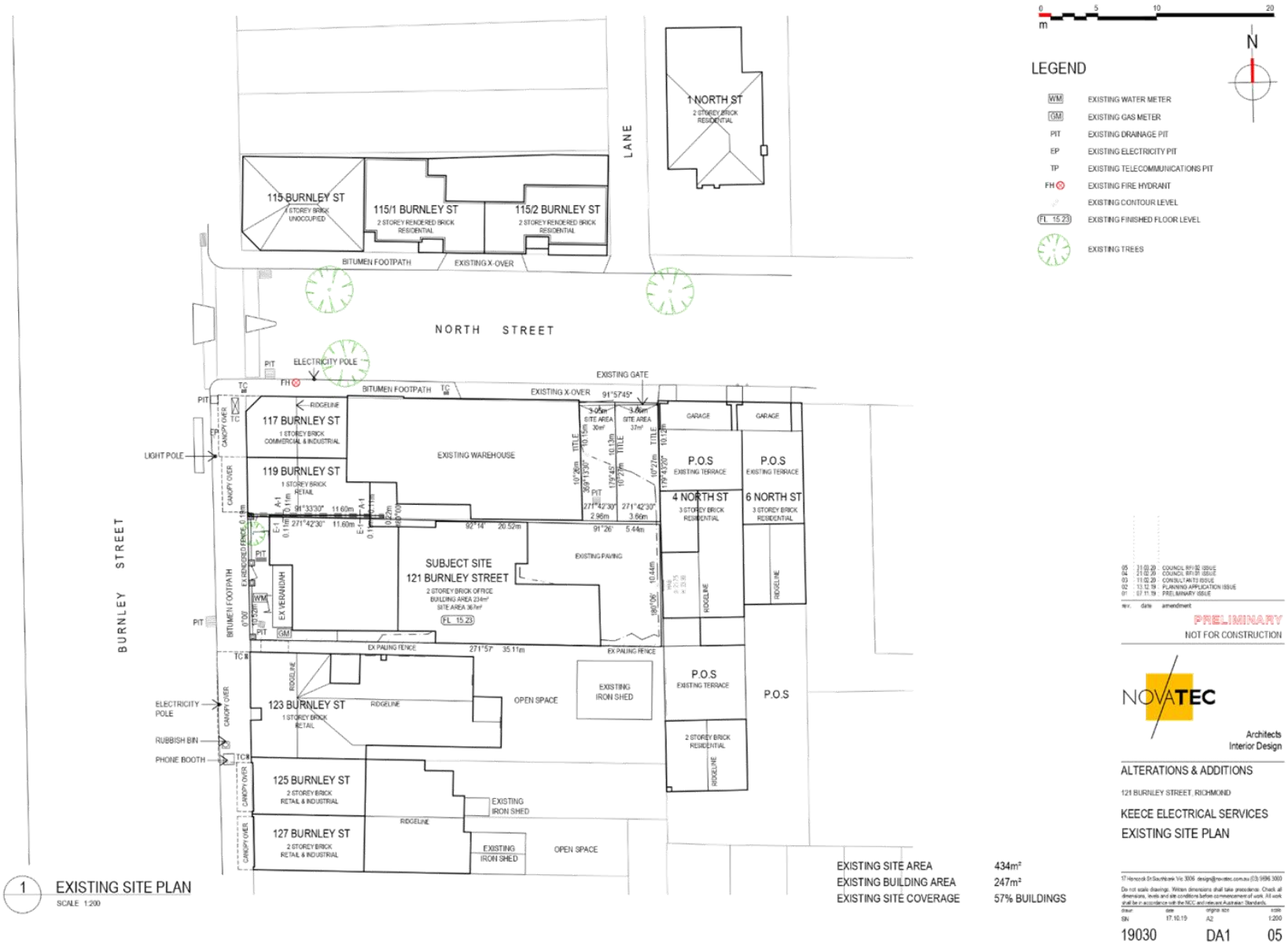
ATTACHMENT 1

SUBJECT LAND: 121 Burnley Street, Richmond

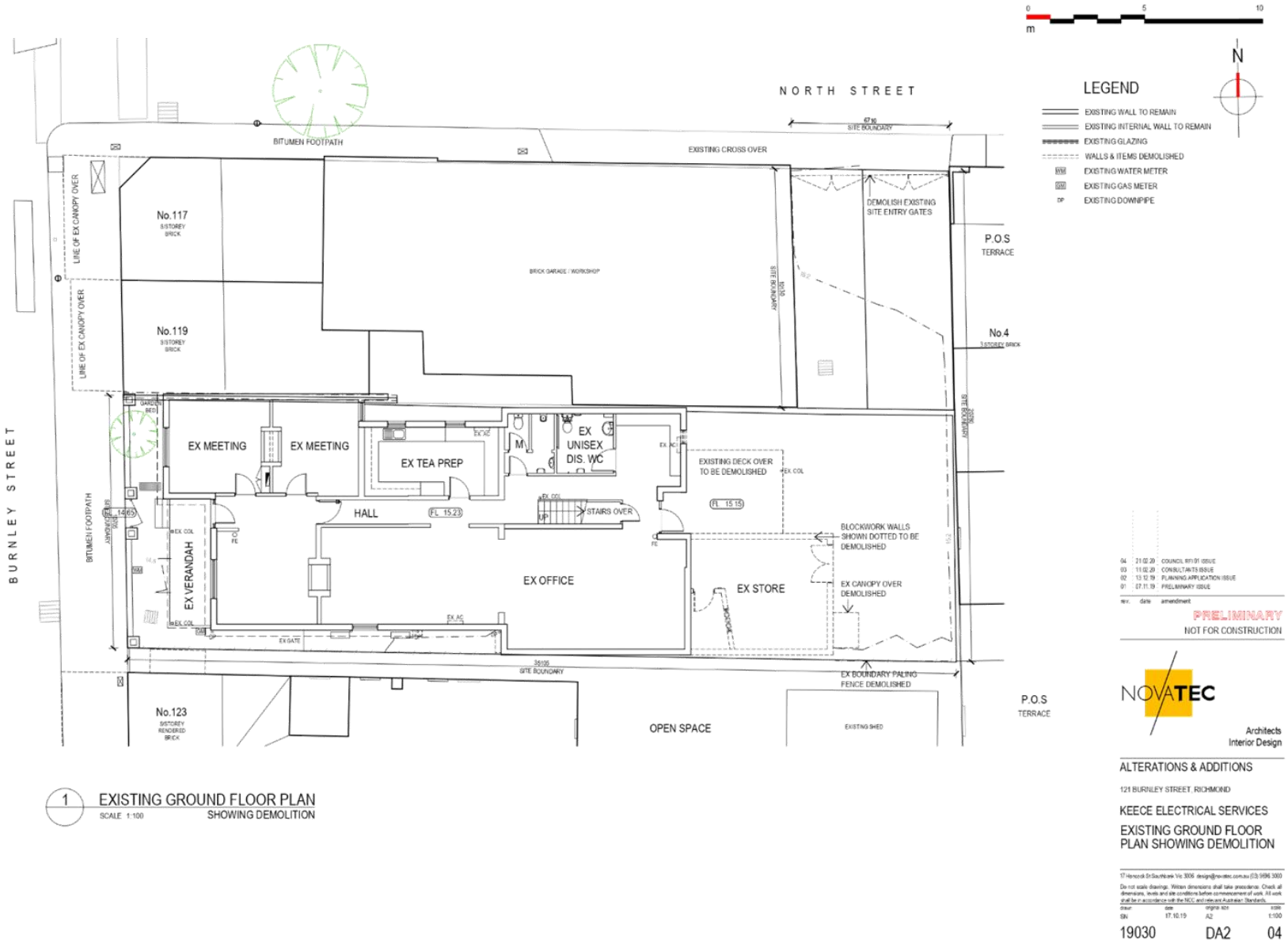
North

Subject Site

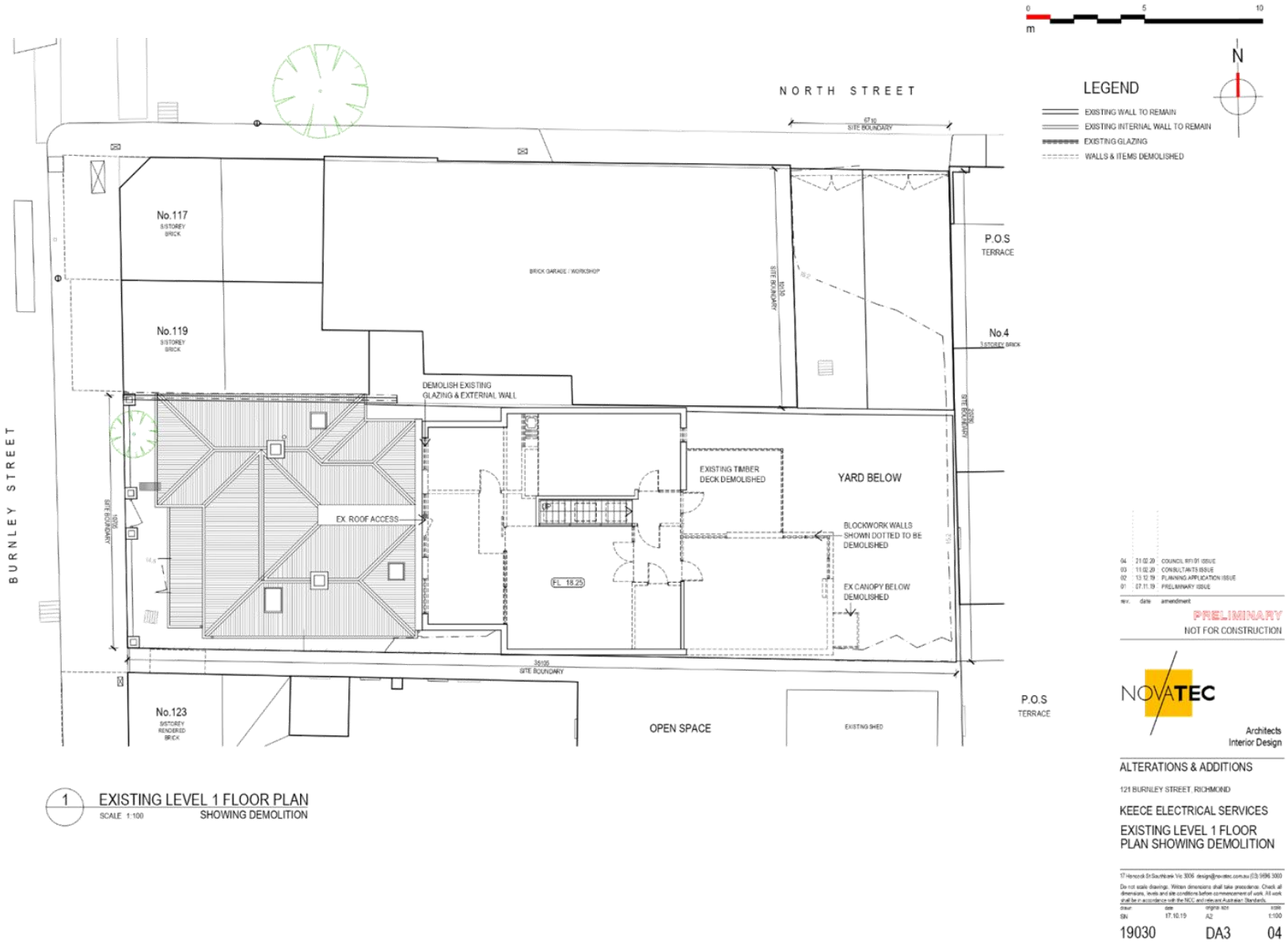
Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan



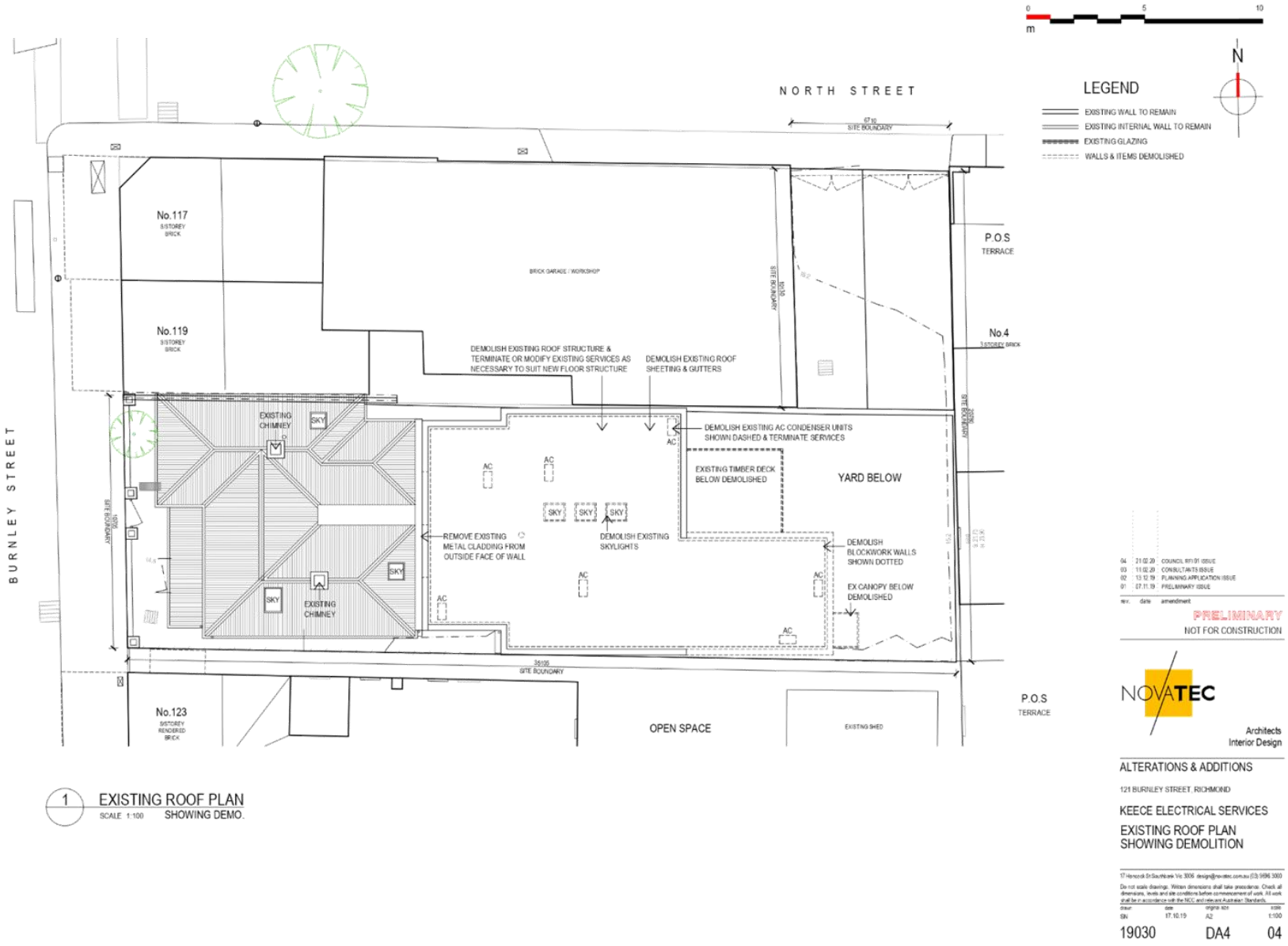
Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan



Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan



Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan



1 EXISTING ROOF PLAN SHOWING DEMO.
SCALE 1:100

rev.	date	amendment
04	21.02.20	COUNCIL RFI 01 ISSUE
03	11.02.20	CONSULTANTS ISSUE
02	13.12.19	PLANNING APPLICATION ISSUE
01	07.11.19	PRELIMINARY ISSUE

PRELIMINARY
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ALTERATIONS & ADDITIONS

121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

EXISTING ROOF PLAN
SHOWING DEMOLITION

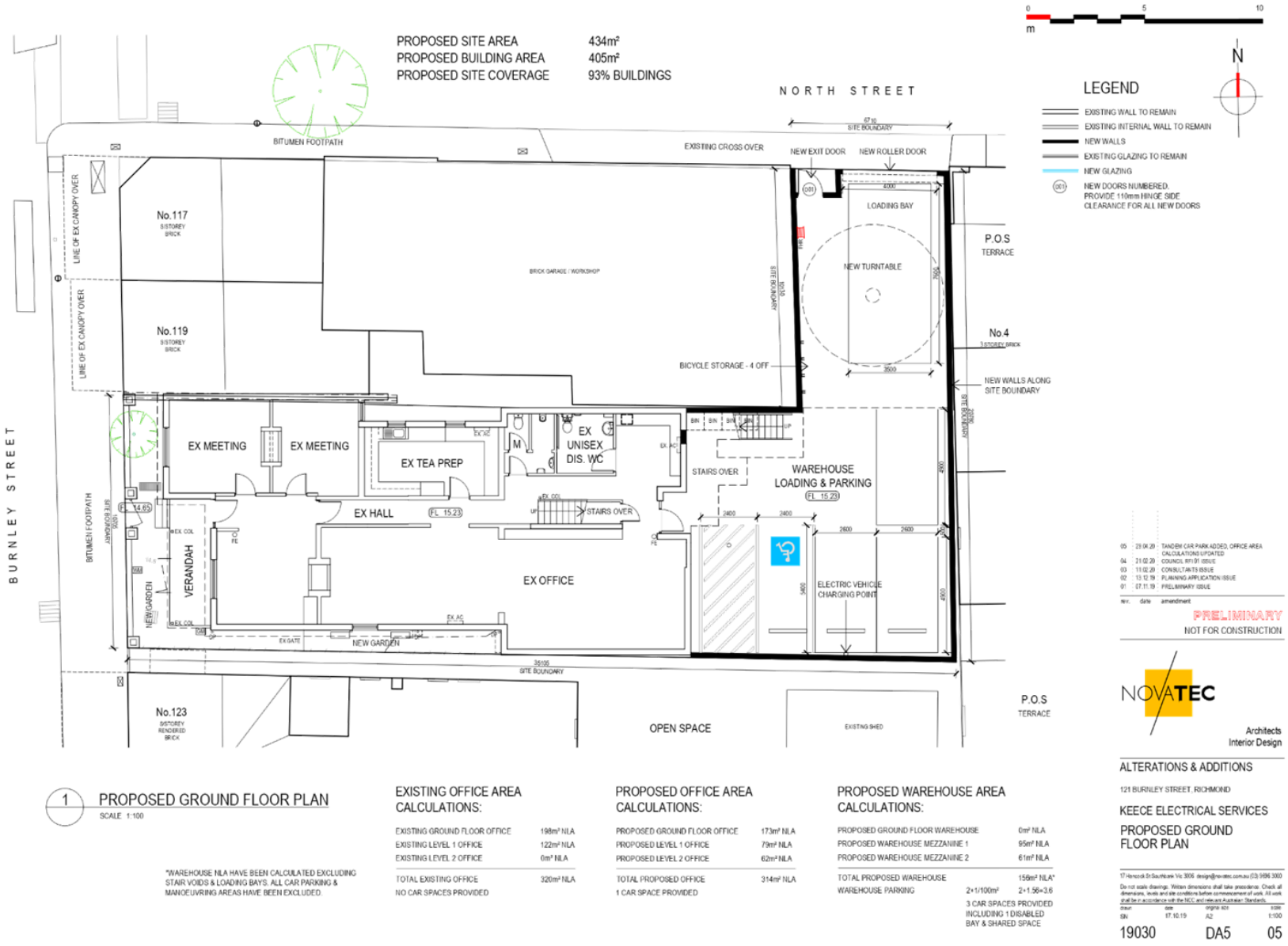
17 Hancock St Southbank Vic 3006 design@novatec.com.au (03) 9696 3000

Do not scale drawings. Written dimensions shall take precedence. Check all dimensions, levels and site conditions before commencement of work. All work shall be in accordance with the NCC and relevant Australian Standards.

drawn	date	original size	scale
SN	17.10.19	A2	1:100

19030 DA4 04

Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan



1 PROPOSED GROUND FLOOR PLAN
SCALE 1:100

*WAREHOUSE NLA HAVE BEEN CALCULATED EXCLUDING STAIR VOIDS & LOADING BAYS. ALL CAR PARKING & MANOEUVRING AREAS HAVE BEEN EXCLUDED.

EXISTING OFFICE AREA CALCULATIONS:

EXISTING GROUND FLOOR OFFICE	198m² NLA
EXISTING LEVEL 1 OFFICE	122m² NLA
EXISTING LEVEL 2 OFFICE	0m² NLA
TOTAL EXISTING OFFICE	320m² NLA
NO CAR SPACES PROVIDED	

PROPOSED OFFICE AREA CALCULATIONS:

PROPOSED GROUND FLOOR OFFICE	173m² NLA
PROPOSED LEVEL 1 OFFICE	79m² NLA
PROPOSED LEVEL 2 OFFICE	62m² NLA
TOTAL PROPOSED OFFICE	314m² NLA
1 CAR SPACE PROVIDED	

PROPOSED WAREHOUSE AREA CALCULATIONS:

PROPOSED GROUND FLOOR WAREHOUSE	0m² NLA
PROPOSED WAREHOUSE MEZZANINE 1	95m² NLA
PROPOSED WAREHOUSE MEZZANINE 2	61m² NLA
TOTAL PROPOSED WAREHOUSE	156m² NLA*
WAREHOUSE PARKING	2+1/100m² 2+1.56=3.6
	3 CAR SPACES PROVIDED INCLUDING 1 DISABLED BAY & SHARED SPACE

05 29.04.20 TANDEM CAR PARK ADDED, OFFICE AREA CALCULATIONS UPDATED
04 21.02.20 COUNCIL RFI 01 ISSUE
03 11.02.20 CONSULTANTS ISSUE
02 13.12.19 PLANNING APPLICATION ISSUE
01 07.11.19 PRELIMINARY ISSUE
rev. date amendment

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ALTERATIONS & ADDITIONS
121 BURNLEY STREET, RICHMOND
KEECE ELECTRICAL SERVICES
PROPOSED GROUND FLOOR PLAN

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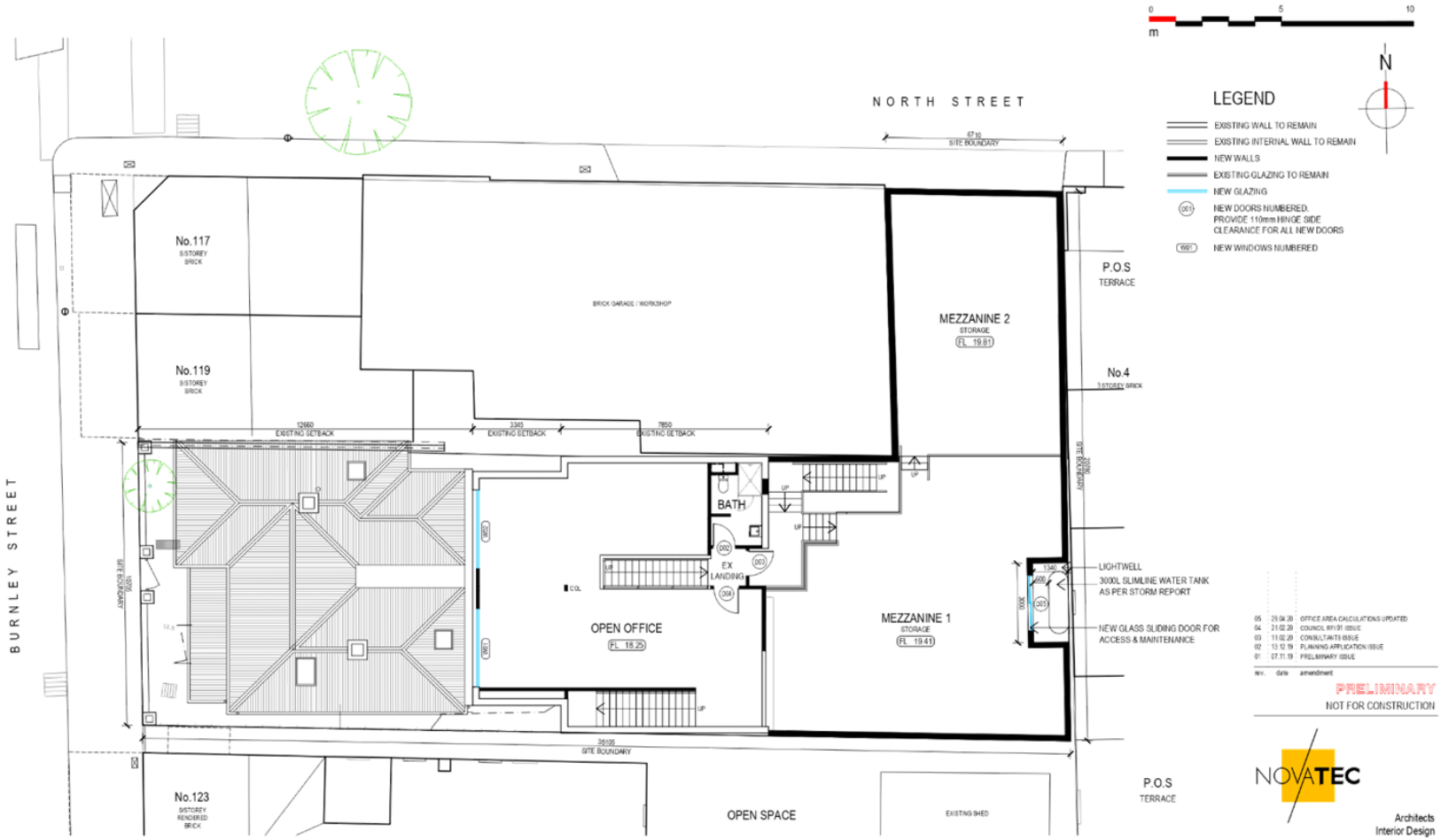
drawn	date	original size	scale
SN	17.10.19	A2	1:100

19030 DA5 05

Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan



1 PROPOSED LEVEL 1 FLOOR PLAN
SCALE 1:100

EXISTING OFFICE AREA CALCULATIONS:

EXISTING GROUND FLOOR OFFICE	198m² NLA
EXISTING LEVEL 1 OFFICE	122m² NLA
EXISTING LEVEL 2 OFFICE	0m² NLA
TOTAL EXISTING OFFICE	320m² NLA
NO CAR SPACES PROVIDED	

PROPOSED OFFICE AREA CALCULATIONS:

PROPOSED GROUND FLOOR OFFICE	173m² NLA
PROPOSED LEVEL 1 OFFICE	79m² NLA
PROPOSED LEVEL 2 OFFICE	62m² NLA
TOTAL PROPOSED OFFICE	314m² NLA
1 CAR SPACE PROVIDED	

PROPOSED WAREHOUSE AREA CALCULATIONS:

PROPOSED GROUND FLOOR WAREHOUSE		0m² NLA
PROPOSED WAREHOUSE MEZZANINE 1		95m² NLA
PROPOSED WAREHOUSE MEZZANINE 2		61m² NLA
TOTAL PROPOSED WAREHOUSE		156m² NLA*
WAREHOUSE PARKING	2+1/100m²	2+1.56=3.6
	3 CAR SPACES PROVIDED INCLUDING 1 DISABLED BAY & SHARED SPACE	

05	29.04.20	OFFICE AREA CALCULATIONS UPDATED
04	21.02.20	COUNCIL RFI 01 ISSUE
03	11.02.20	CONSULTANTS ISSUE
02	13.12.19	PLANNING APPLICATION ISSUE
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rev. date amendment

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ALTERATIONS & ADDITIONS

121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

PROPOSED LEVEL 1
FLOOR PLAN

17 Hancock St Southbank Vic 3006 design@novatec.com.au (03) 9696 3000

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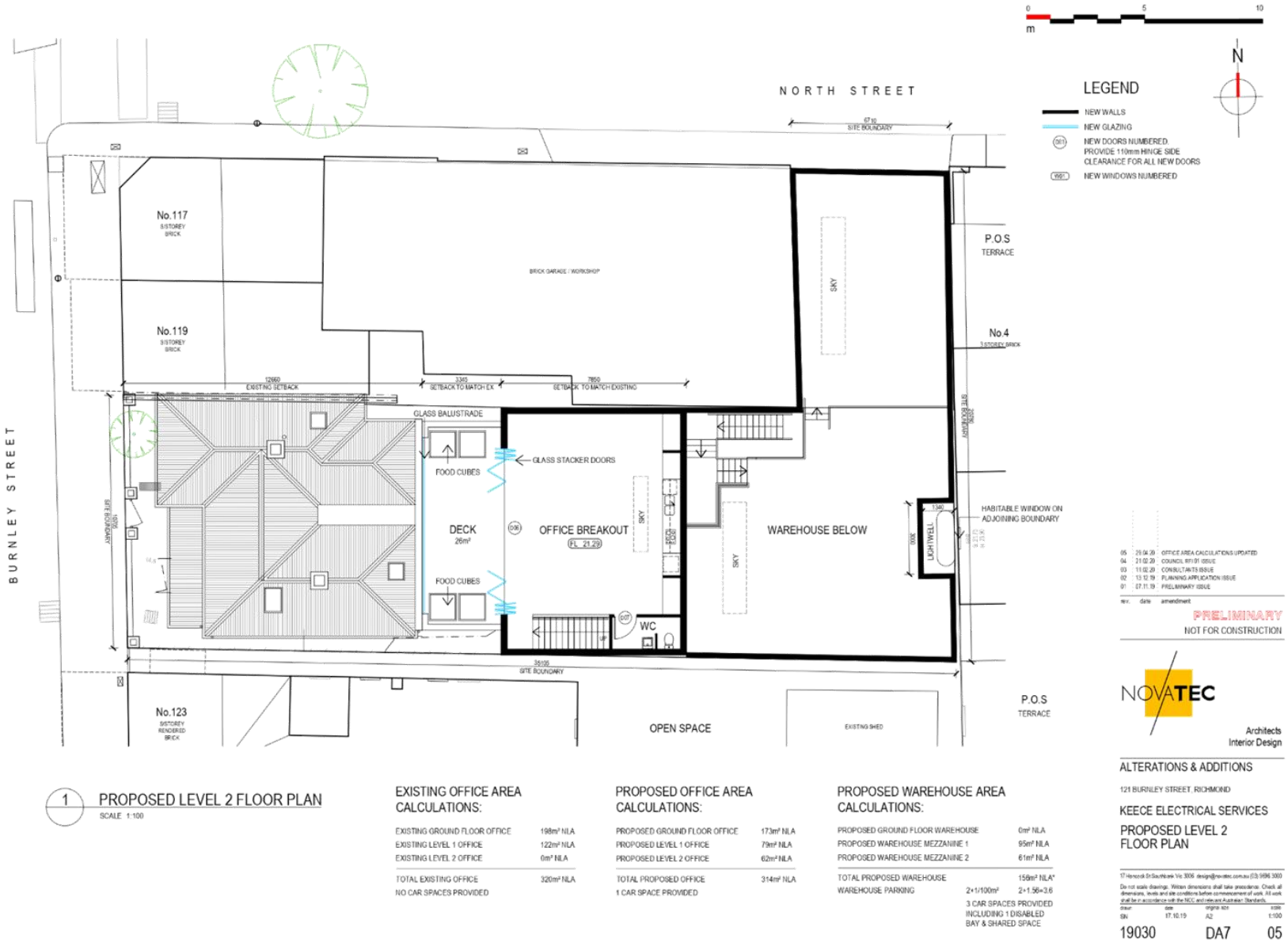
drawn	date	original size	scale
SN	17.10.19	A2	1:100

19030 DA6 05

Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan



1 PROPOSED LEVEL 2 FLOOR PLAN
SCALE 1:100

EXISTING OFFICE AREA CALCULATIONS:

EXISTING GROUND FLOOR OFFICE	198m² NLA
EXISTING LEVEL 1 OFFICE	122m² NLA
EXISTING LEVEL 2 OFFICE	0m² NLA
TOTAL EXISTING OFFICE	320m² NLA
NO CAR SPACES PROVIDED	

PROPOSED OFFICE AREA CALCULATIONS:

PROPOSED GROUND FLOOR OFFICE	173m² NLA
PROPOSED LEVEL 1 OFFICE	79m² NLA
PROPOSED LEVEL 2 OFFICE	62m² NLA
TOTAL PROPOSED OFFICE	314m² NLA
1 CAR SPACE PROVIDED	

PROPOSED WAREHOUSE AREA CALCULATIONS:

PROPOSED GROUND FLOOR WAREHOUSE	0m² NLA
PROPOSED WAREHOUSE MEZZANINE 1	95m² NLA
PROPOSED WAREHOUSE MEZZANINE 2	61m² NLA
TOTAL PROPOSED WAREHOUSE	156m² NLA*
WAREHOUSE PARKING	2+1/100m² 2+1.56=3.6

3 CAR SPACES PROVIDED INCLUDING 1 DISABLED BAY & SHARED SPACE

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01	07.11.19	PRELIMINARY ISSUE

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121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

PROPOSED LEVEL 2 FLOOR PLAN

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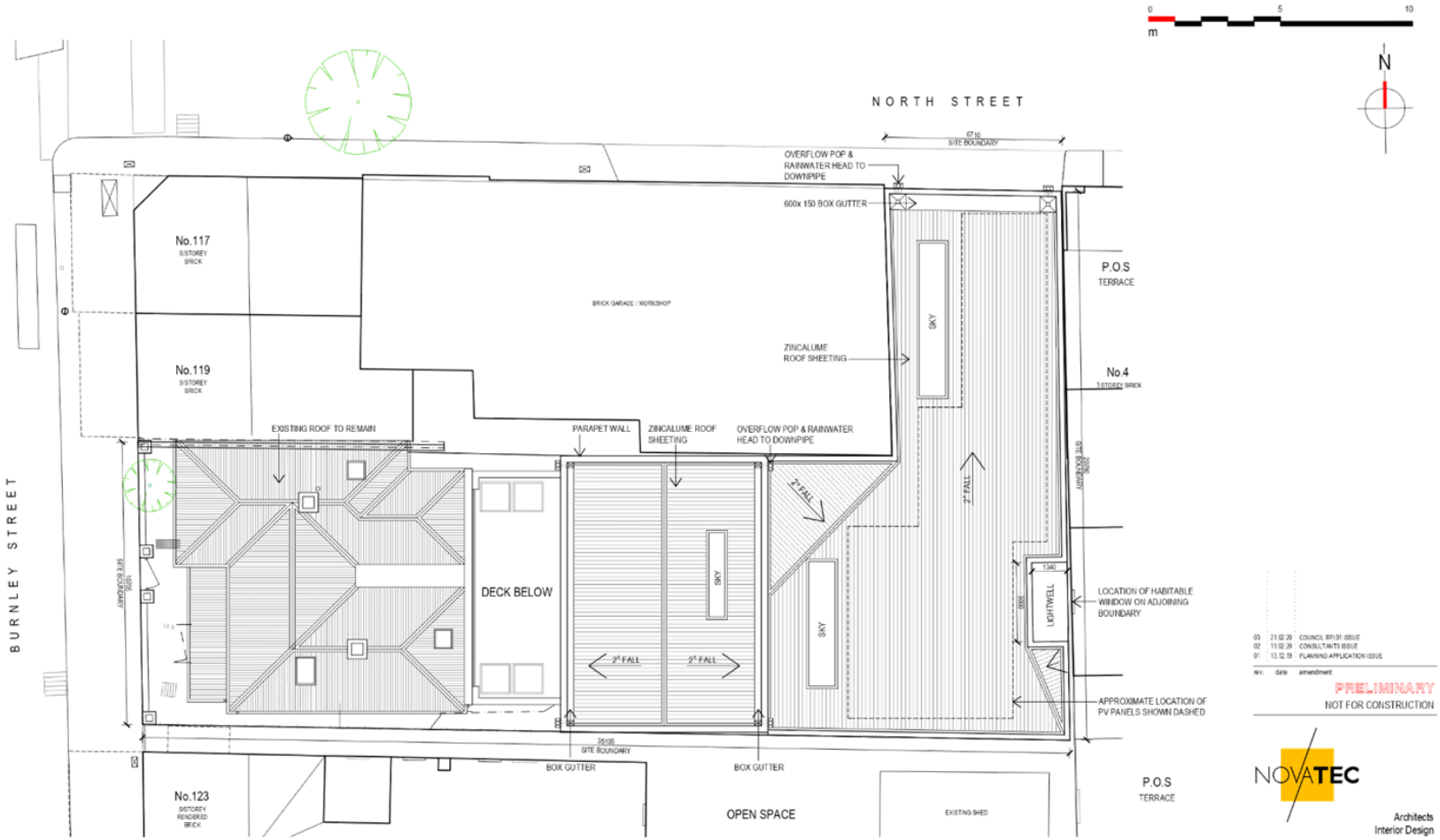
drawn	date	original size	scale
SN	17.10.19	A2	1:100

19030 DA7 05

Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan



1 PROPOSED ROOF PLAN
SCALE 1:100

03 : 21.02.20 : COUNCIL RFI 01 ISSUE
02 : 11.02.20 : CONSULTANTS ISSUE
01 : 13.12.19 : PLANNING APPLICATION ISSUE

rev. date amendment

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121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

PROPOSED ROOF PLAN

17 Hancock St Southbank Vic 3006 design@novatec.com.au (03) 9696 3000

drawn	date	original size	scale
SN	17.10.19	A2	1:100

19030 DA8 03

Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan

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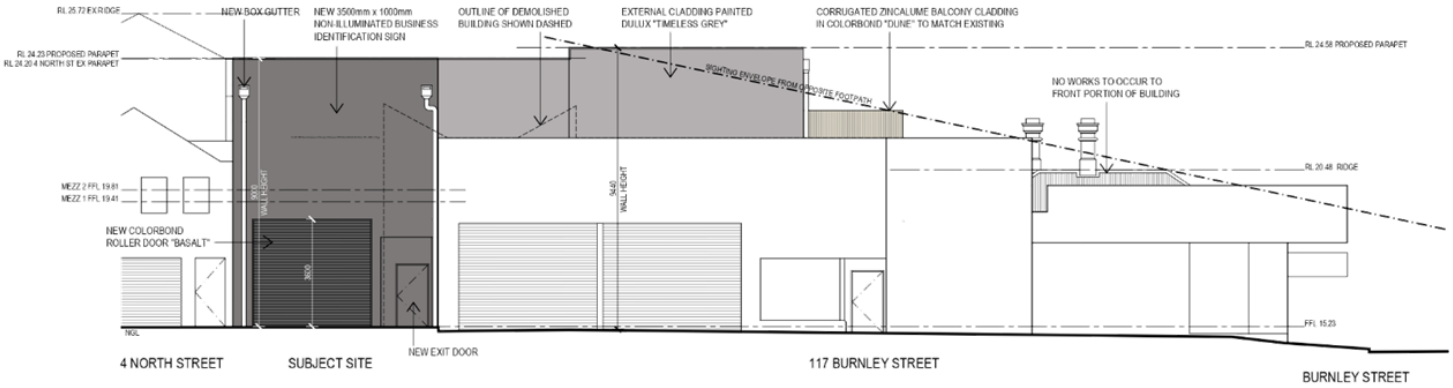
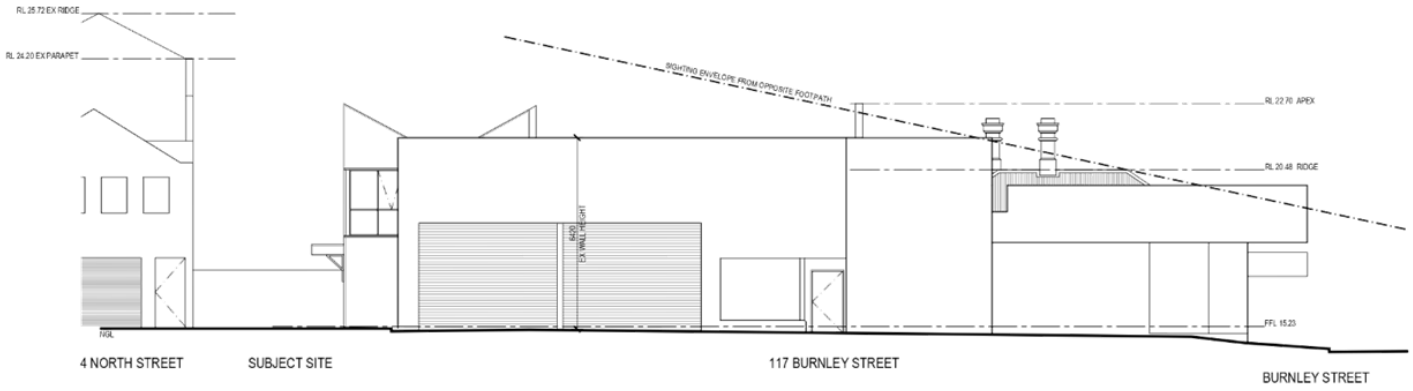


2 PROPOSED NORTH ELEVATION
SCALE 1:100



1 EXISTING NORTH ELEVATION
SCALE 1:100

rev.	date	amendment
04	21.02.20	COUNCIL RFI 01 ISSUE
03	11.02.20	CONSULTANTS ISSUE
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01	07.11.19	PRELIMINARY ISSUE

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ALTERATIONS & ADDITIONS

121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

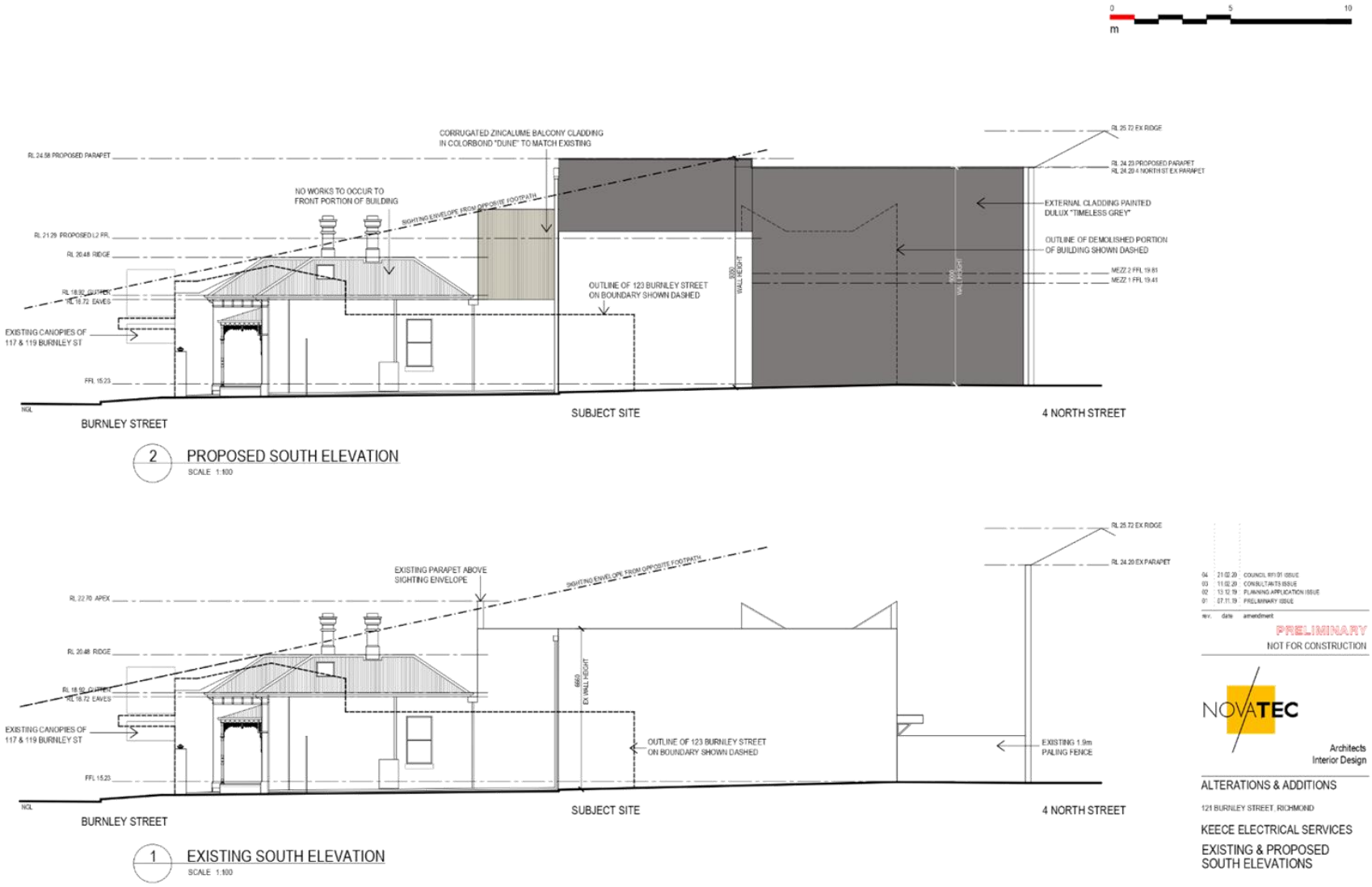
EXISTING & PROPOSED NORTH ELEVATIONS

17 Hancock St Southbank Vic 3006 design@novatec.com.au (03) 9696 3000

drawn	date	original size	scale
SN	17.10.19	A2	1:100

19030 DA9 04

Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan



Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan

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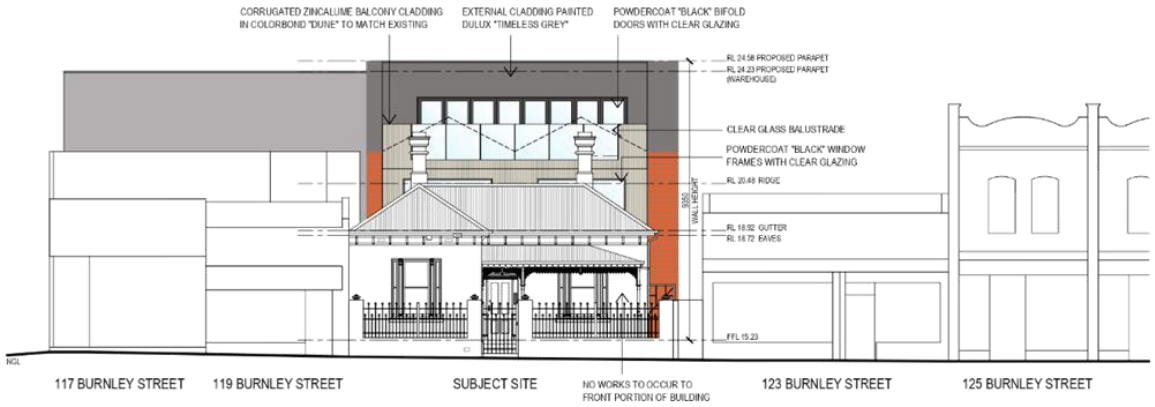
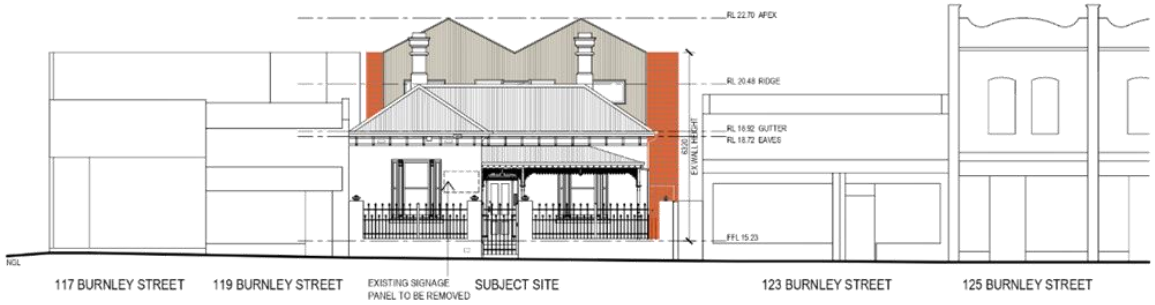


2 PROPOSED WEST ELEVATION
SCALE 1:100



1 EXISTING WEST ELEVATION
SCALE 1:100 SHOWING EX. FINISHES

rev.	date	amendment
04	21.02.20	COUNCIL RFI 01 ISSUE
03	11.02.20	CONSULTANTS ISSUE
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01	07.11.19	PRELIMINARY ISSUE

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ALTERATIONS & ADDITIONS

121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

EXISTING & PROPOSED WEST ELEVATIONS

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drawn	date	original size	scale
SN	17.10.19	A2	1:100

19030 DA11 04

Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan

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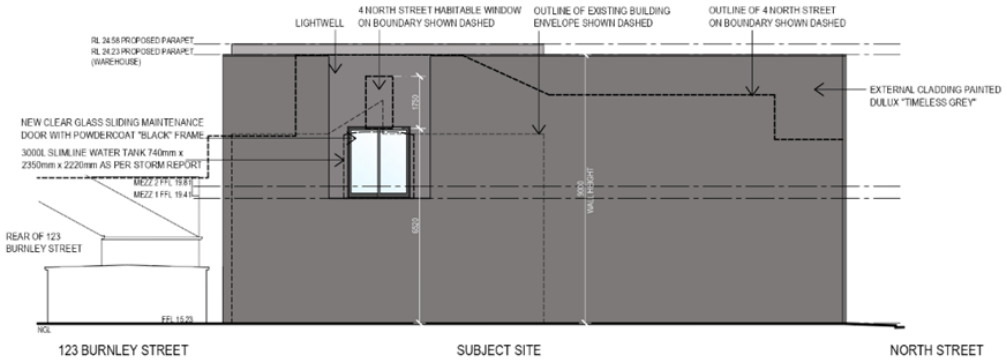
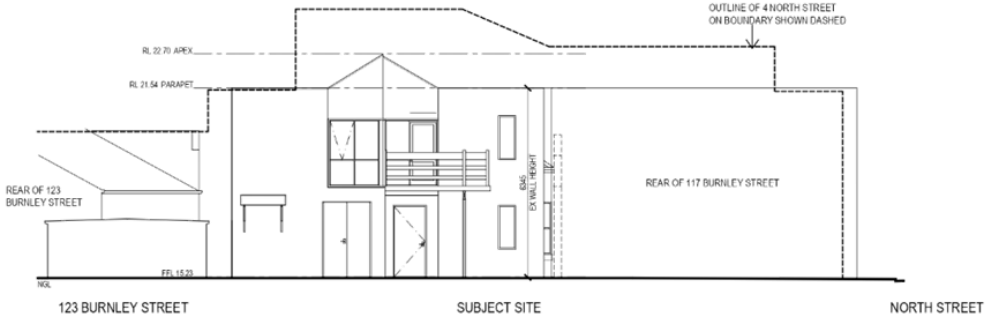


2 PROPOSED EAST ELEVATION
SCALE 1:100



1 EXISTING EAST ELEVATION
SCALE 1:100

04 21.02.20 COUNCIL RFI 01 ISSUE
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rev. date amendment

PRELIMINARY
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ALTERATIONS & ADDITIONS

121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

EXISTING & PROPOSED EAST ELEVATIONS

17 Hancock St Southbank Vic 3006 design@novatec.com.au (03) 9696 3000

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drawn	date	original size	scale
SN	17.10.19	A2	1:100

19030 DA12 04

Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan

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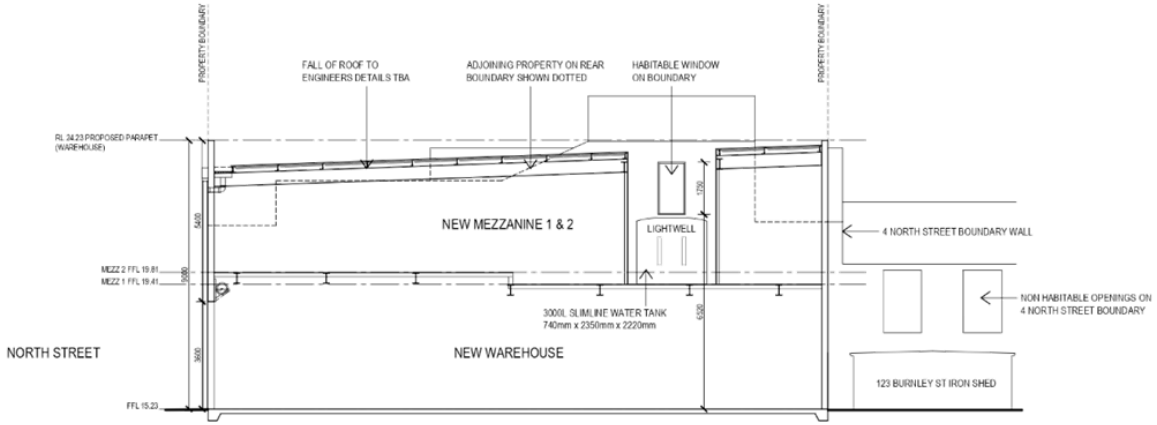

1 PROPOSED WAREHOUSE SECTION
SCALE 1:100

02 21.02.20 COUNCIL RFI 01 ISSUE
01 11.02.20 CONSULTANTS ISSUE
rev. date amendment

PRELIMINARY
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121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

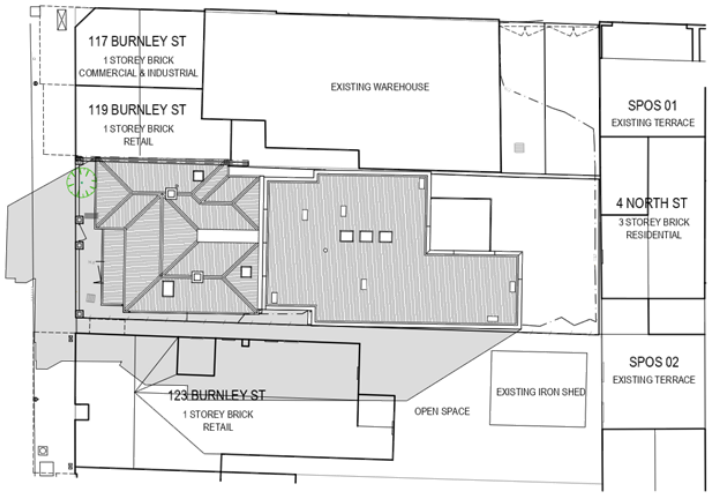
PROPOSED WAREHOUSE SECTION

17 Hancock St Southbank Vic 3006 design@novatec.com.au (03) 9696 3000

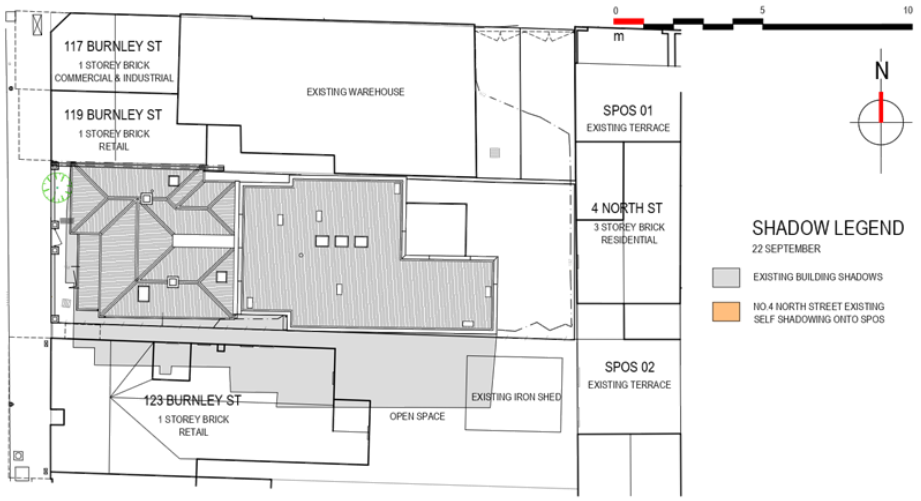
drawn	date	original size	scale
SN	17.10.19	A2	1:100

19030 DA13 02

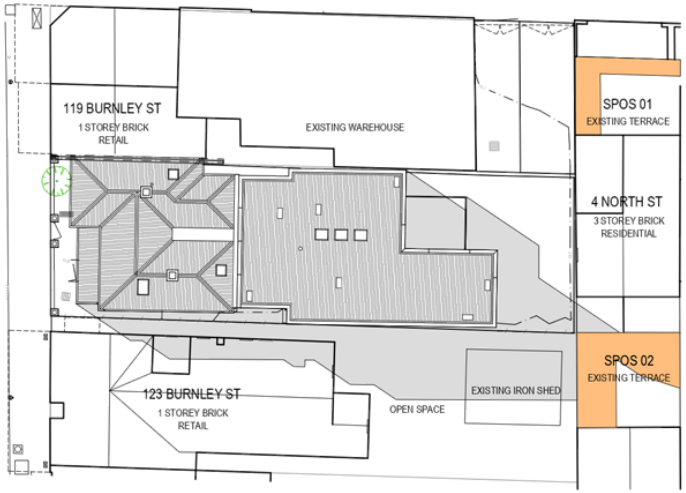
Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan



1 EXISTING SEPTEMBER 9am SHADOWS
SCALE 1:200



2 EXISTING SEPTEMBER 12pm SHADOWS
SCALE 1:200



3 EXISTING SEPTEMBER 3pm SHADOWS
SCALE 1:200

02 31.03.20 COUNCIL RFI 02 ISSUE
01 21.02.20 COUNCIL RFI 01 ISSUE
rev. date amendment

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ALTERATIONS & ADDITIONS

121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

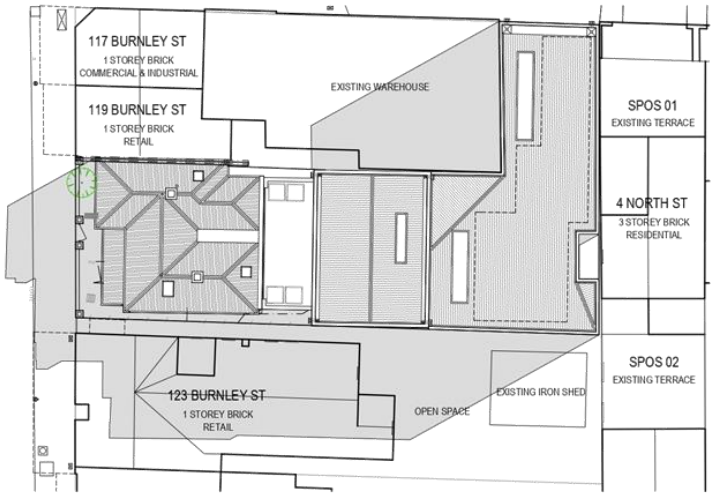
EXISTING SEPTEMBER 22
SHADOW DIAGRAMS

17 Hancock St Southbank Vic 3006 design@novatec.com.au (03) 9696 3000

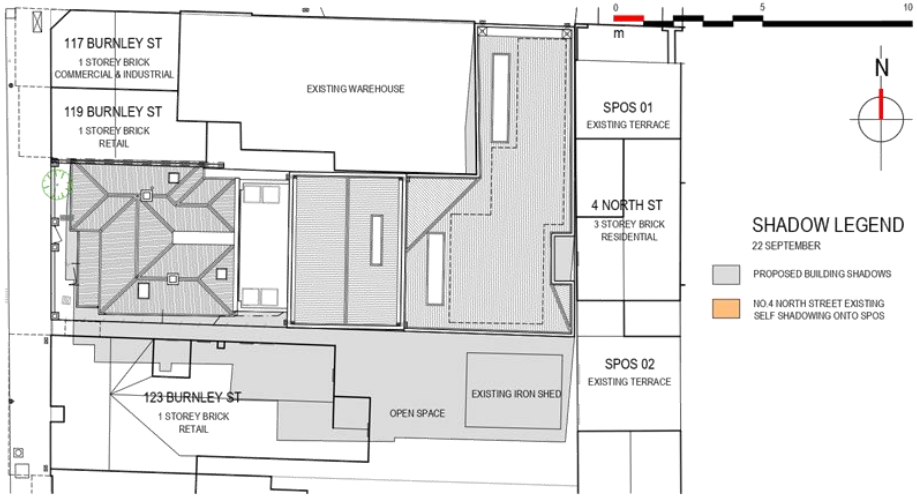
drawn	date	original size	scale
SN	17.10.19	A2	1:200

19030 DA14 02

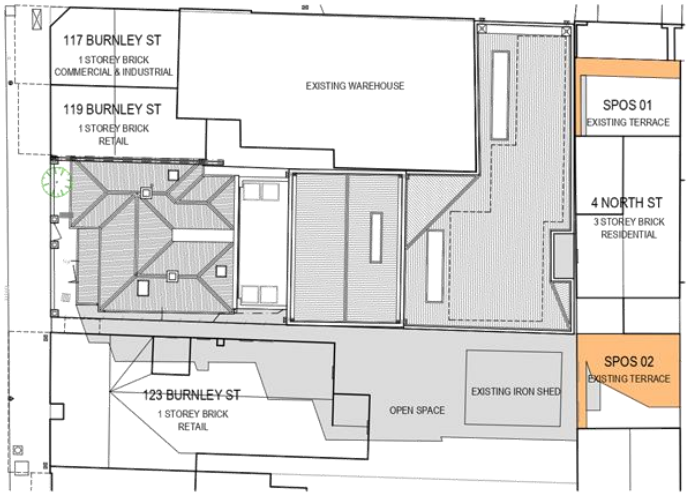
Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan



1 PROPOSED SEPTEMBER 9am SHADOWS
SCALE 1:200



2 PROPOSED SEPTEMBER 12pm SHADOWS
SCALE 1:200



3 PROPOSED SEPTEMBER 1pm SHADOWS
SCALE 1:200

4 NORTH STREET SPOS @ 1pm

SECLUDED PRIVATE OPEN SPACE 01	AREA	%
AREA	36.55m²	
EXISTING SHADOWS	9.96m²	27.0%
PROPOSED ADDITIONAL SHADOWS	1.47m²	4.0%
SECLUDED PRIVATE OPEN SPACE 02		
AREA	43.75m²	
EXISTING SHADOWS	30.10m²	68.8%
PROPOSED ADDITIONAL SHADOWS	2.15m²	4.9%
TOTALS		
TOTAL SECLUDED PRIVATE OPEN SPACE AREA	80.30m²	
TOTAL EXISTING SHADOWS	40.06m²	49.9%
TOTAL PROPOSED ADDITIONAL SHADOWS	3.62m²	4.5%

02 : 31.03.20 : COUNCIL RFI 02 ISSUE
01 : 21.02.20 : COUNCIL RFI 01 ISSUE
rev. date amendment

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121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

PROPOSED SEPTEMBER 22
SHADOW DIAGRAMS

17 Hancock St Southbank Vic 3006 design@novatec.com.au (03) 9696 3000

drawn	date	original size	scale
SN	17.10.19	A2	1:200

19030 DA15 02

Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan

1 PROPOSED SEPTEMBER 2pm SHADOWS
SCALE 1:200

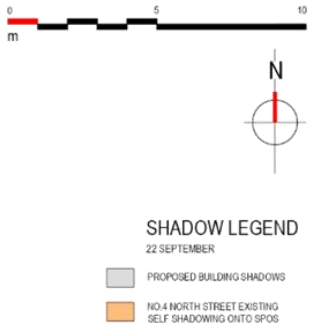
4 NORTH STREET SPOS @ 2pm

SECLUDED PRIVATE OPEN SPACE 01	AREA	%
AREA	36.55m²	
EXISTING SHADOWS	12.30m²	33.7%
PROPOSED ADDITIONAL SHADOWS	3.56m²	9.7%
SECLUDED PRIVATE OPEN SPACE 02		
AREA	43.75m²	
EXISTING SHADOWS	29.05m²	66.4%
PROPOSED ADDITIONAL SHADOWS	5.50m²	12.6%
TOTALS		
TOTAL SECLUDED PRIVATE OPEN SPACE AREA	80.30m²	
TOTAL EXISTING SHADOWS	41.35m²	51.5%
TOTAL PROPOSED ADDITIONAL SHADOWS	9.06m²	11.3%

2 PROPOSED SEPTEMBER 3pm SHADOWS
SCALE 1:200

4 NORTH STREET SPOS @ 3pm

SECLUDED PRIVATE OPEN SPACE 01	AREA	%
AREA	36.55m²	
EXISTING SHADOWS	14.84m²	40.6%
PROPOSED ADDITIONAL SHADOWS	6.04m²	16.5%
SECLUDED PRIVATE OPEN SPACE 02		
AREA	43.75m²	
EXISTING SHADOWS	29.13m²	66.6%
PROPOSED ADDITIONAL SHADOWS	8.55m²	19.5%
TOTALS		
TOTAL SECLUDED PRIVATE OPEN SPACE AREA	80.30m²	
TOTAL EXISTING SHADOWS	43.97m²	54.8%
TOTAL PROPOSED ADDITIONAL SHADOWS	14.59m²	18.2%



02 31.00.20 COUNCIL RFI 02 ISSUE
01 21.00.20 COUNCIL RFI 01 ISSUE
rev. date amendment

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121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

PROPOSED SEPTEMBER 22
SHADOW DIAGRAMS

17 Hancock St Southbank Vic 3006 design@novatec.com.au (03) 9696 3000

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drawn	date	original size	scale
SN	17.10.19	A2	1:200

19030 DA16 02

Attachment 2 - PLN190918 - 121 Burnley Street, Richmond - Advertised plan

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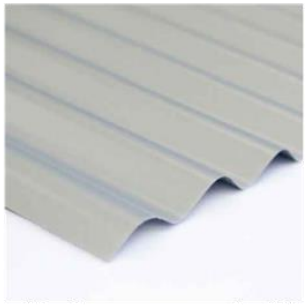


CORRUGATED ZINCALUME ROOF

GUTTERS & CAPPING IN
COLORBOND "SHALE GREY"

CLADDING RENDERED IN
DULUX "TIMELESS GREY"

COLORBOND ROLLER DOOR
"BASALT"

POWDERCOAT BLACK ALUMINIUM
BIFOLD DOORS WITH CLEAR GLAZING

POWDERCOAT BLACK ALUMINIUM FRAMED
WINDOW FRAMES WITH CLEAR GLAZING

BALCONY CLADDING CORRUGATED ZINCALUME
IN COLORBOND "DUNE" TO MATCH EXISTING

01 21.02.20 COUNCIL RFI 01 ISSUE
rev. date amendment

PRELIMINARY
NOT FOR CONSTRUCTION

NOVATEC
Architects
Interior Design

ALTERATIONS & ADDITIONS

121 BURNLEY STREET, RICHMOND

KEECE ELECTRICAL SERVICES

COLOURS & FINISHES
SCHEDULE

17 Hancock St Southbank Vic 3006 design@novatec.com.au (03) 9696 3000

drawn	date	original size	scale
SN	17.10.19	A2	1:100

19030 DA17 01

Attachment 3 - PLN190918 - 121 Burnley Street, Richmond - Engineering referral advice

MEMO

To:	**Gary O'Reilly**	
From:	**Artemis Bacani**	
Date:	**10 July 2020**	
Subject:	**Application No:**	**PLN19/0918**
	Description:	**Office and Warehouse Development**
	Site Address:	**121 Burnley Street, Richmond**

I refer to the above Planning Application received on 5 June 2020 in relation to the proposed development at 121 Burnley Street, Richmond. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Novatec Design	Planning Report		
Novatec Architects	DA5 *Proposed Ground Floor Plan*	05	29 April 2020
	DA6 *Proposed Level 1 Floor Plan*	05	29 April 2020
	DA7 *Proposed Level 2 Floor Plan*	05	29 April 2020
	DA13 *Proposed Warehouse Section*	02	21 February 2020
	TP.7 *Proposed Section*		22 August 2018
	TP.8 *Proposed West Elevation-Front*		19 February 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
Office	314 m²	3 spaces per 100 m² of net floor area	9	1
Warehouse	156 m²	2 spaces to each premises plus 1 space to each 100 m² of net floor area	3	3
		Total	**12 Spaces**	**4 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.

A reduction of eight car spaces for the office component is sought by the applicant.

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

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

- *Parking Demand for Office Use*.
  The proposed office component would be provided with a total of one on-site parking space, which equates to a rate of 0.31 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
60-88 Cremorne Street, Cremorne PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m^2 (200 on-site spaces; 27,653 m^2)
13 Cubitt Street, Cremorne PLN16/1022 issued 20 December 2016	0.41 spaces per 100 m^2 (3 on-site spaces; 726.25 m^2)

  Although lower than the above rates, the proposed office parking rate of 0.31 spaces per 100 square metres of floor space is considered appropriate as the site seeks to minimise car dependency and promote more sustainable forms of transport.

- *Availability of Public Transport in the Locality of the Land*.
  The following public transport services can be accessed to and from the site by foot:
  - Bridge Road trams – 350 metre walk
  - Victoria Street trams – 520 metre walk
  - Church Street trams – 810 metre walk

- *Multi-Purpose Trips within the Area.*
  Visitors and clients to the site might combine their visit by engaging in other business or activities whilst in the area (such as visiting cafés, shops, bars or restaurants).

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*.
  The on-street parking in this part of Richmond is very well utilised. The streets surrounding the site contain 1-hour, 2-hour, and 4-hour restrictions. There are small sections of unrestricted parking in the area; however, these spaces are likely to be occupied by local employees early in the morning. The short- and medium-stay parking spaces provide a turnover of parking throughout the day to enable visitors to park close to the site.

- *Relevant Local Policy or Incorporated Document*.
  The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking
From a Traffic Engineering perspective, the reduction of car parking for the development is considered appropriate in the context of the site and the surrounding area. Staff and visitors have access to a number of public transport services, which are located close to the site.

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

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Proposed Roller Door	The proposed roller door is 4.0 metres in width.
Vehicle Crossing	The existing vehicle crossing is to be demolished and reconstructed to Council's standards and requirements – further details are provided in the *Engineering Conditions*.
Visibility	A visibility sight triangle has not been provided at the proposed car park entrance doorway.
Headroom Clearance	The roller door has a headroom clearance of 3.6 metres to satisfy *AS/NZS 2890.1:2004*.
Vehicle Turning Movements – Via North Street	A swept path diagram demonstrating vehicle entry and exit into from North Street has not been provided.
Car Parking Modules	
Car Spaces	The dimension of the car spaces of 2.6 metres by 4.9 metres satisfy *AS/NZS 2890.1:2004*.
Accessible Car Space	The accessible car space and adjacent shared area is 2.4 metres y 5.4 metres to satisfy *AS/NZS 2890.6:2009*.
Headroom Clearance – Above Accessible Car Space	A headroom clearance of 2.5 metres is to be provided above the accessible car space and shared area to satisfy *AS/NZS 2890.6:2009*.
Vehicle Turning Movements – Car Spaces	A swept path diagram for a B85 design vehicle is not provided.
Other	
Proposed Vehicle Crossing – Ground Clearance Check	A vehicle crossing ground clearance check is to be undertaken by the applicant's designer to confirm that a B99 design vehicle can enter and exit the property without scraping out (Please see under '*Design Items to be Addressed*' section).

Design Items to be Addressed

Item	Details
Roller Door Width	The width of the roller door is to span the width of the proposed vehicle crossing.
Visibility	It is recommended for the applicant to install a convex mirror on east side of the car park entrance. The placement of the convex mirror should be angled to provide optimum view of pedestrians along the footpath.
Vehicle Turning Movements – Via North Street	A swept path diagram for a B85 design vehicle is to be provided to demonstrate vehicle entry and exit into and out of the proposed car park area. The diagram must show all existing on-street car spaces and trees/landscaping on the road.
Vehicle Turning Movements – Car Spaces	A swept path diagram for a B85 design vehicle is to be submitted to Council to demonstrate adequate turning movements of a vehicle entering and exiting into and out of the car spaces. The swept path is to include the position of a vehicle on the turntable and must include the 300 mm clearance on the side of the vehicle. The information/data sheet for this turntable model must be submitted to Council.
Proposed Vehicle Crossing – Ground Clearance Check	To assist the applicant, a Vehicle Crossing Information Sheet has been appended to this memo. The ground clearance check requires the applicant to obtain a number of spot levels out on site which includes the reduced level 2.0 metres inside the property, the property boundary level, the bottom of kerb (invert) level, the edge of the channel level and a few levels on the road pavement – in this case, North Street. These levels are to be shown on a cross sectional drawing, with dimensions, together with the B99 design vehicle ground clearance template demonstrating access into and out of the development. Providing the ground clearance check early in the design phase can also determine whether further modification works are required, such as lowering the finished floor level inside the property or making any adjustments to Council's footpaths or road infrastructure.

Attachment 3 - PLN190918 - 121 Burnley Street, Richmond - Engineering referral advice

ENGINEERING CONDITIONS
Civil Works

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

- All portions of the redundant vehicle crossing must be demolished and reinstated with pavement and 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.

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.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

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

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.
Clearances to Electrical Assets	Overhead power lines run along the south side of North Street, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

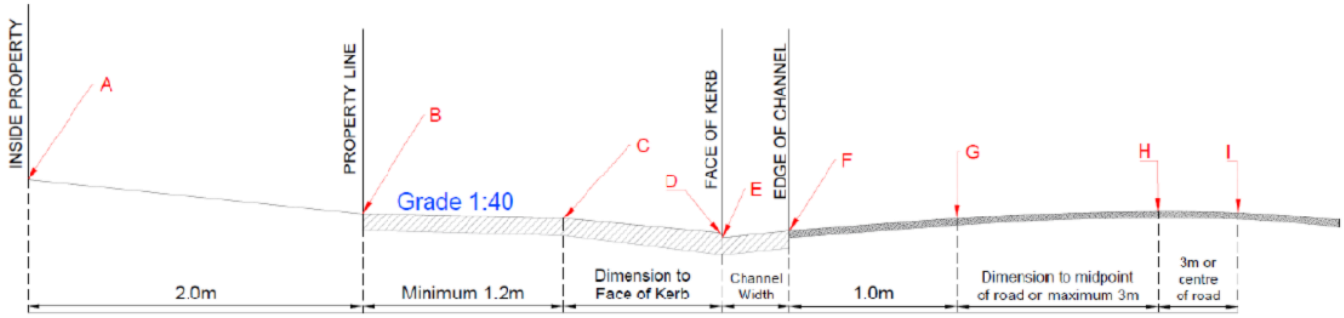
Attachment 3 - PLN190918 - 121 Burnley Street, Richmond - Engineering referral advice

Vehicle Crossing – Cross Section

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

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

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



Attachment 4 - PLN190918 - 121 Burnley Street, Richmond - Heritage referral advice

City of Yarra
Heritage Advice

Application No.:	*PLN19/0918*
Address of Property:	***121 Burnley St Richmond***
Planner:	*Gary O'Reilly*
Yarra Planning Scheme References:	• *Clause 15.03 Heritage* • *Clause 21.05-1 Built Form (Heritage)* • *Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay* • *Clause 43.01 Heritage Overlay* • *Clause 59.07 Applications Under A Heritage Overlay*
Heritage Overlay No. & Precinct:	*HO460 Yarraberg Precinct*
Level of significance:	*Contributory, constructed 1850-1890 (City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)*
General description:	*Partial demolition of the existing building, construction of an addition to the rear of the existing building for the use as an office and warehouse, display of business identification signage and a reduction in car parking associate with the office use*
Drawing Nos.:	*Set of seventeen drawings, entitled "Alterations & Additions 121 Burnley Street, Richmond", prepared by Novatec Architects, received by Council*

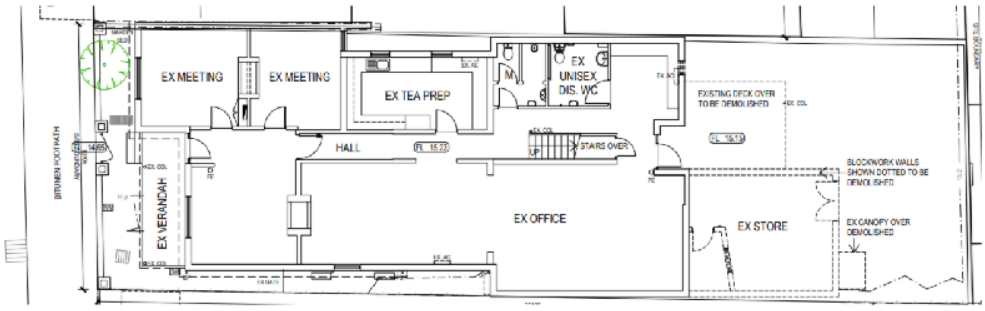
CONTEXT IMAGES:

Attachment 4 - PLN190918 - 121 Burnley Street, Richmond - Heritage referral advice

ASSESSMENT OF PROPOSED WORKS:

Comments regarding proposed demolition:

The extent of demolition proposed by this application includes the partial removal of the existing two-storey addition at the rear, including internal walls and some window openings at the upper floor level. and removal of entire upper floor roof structure.



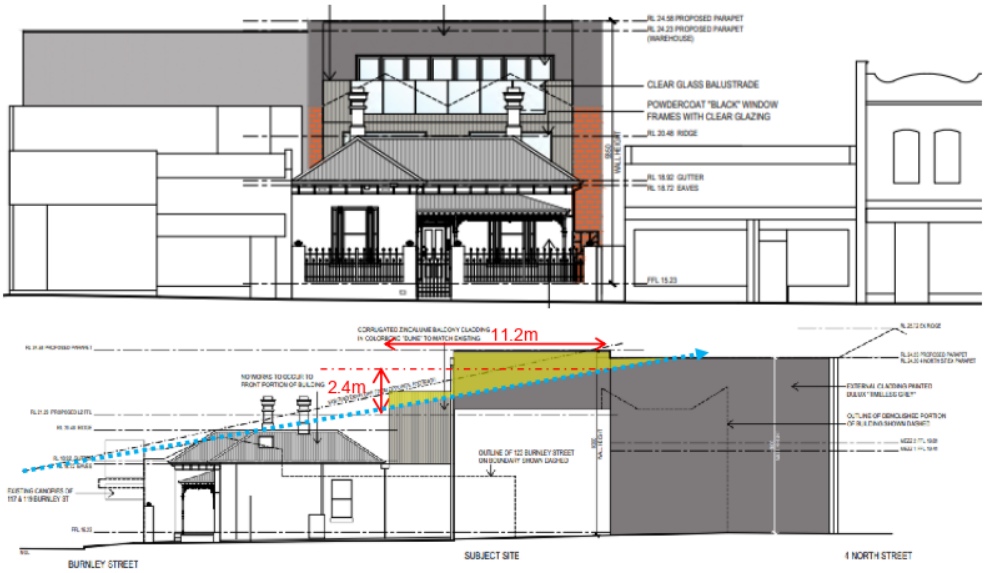
The key consideration for assessing this aspect of the works is whether the proposed demolition will adversely affect the significance of the heritage building or the broader heritage precinct.

The extent of demolition is acceptable as it is not visible from the street and does not involve the removal of any heritage fabric.

Comments regarding new development, alterations and additions:

The extent of new works proposed by this application includes a third-floor level to the existing addition at the rear of the heritage building and development of a return wing to North Street.

Regarding the proposed third-floor level to the existing addition at the rear of the heritage building:



Above: Corrected sightline over main ridgeline shows extent of proposed additions that will be visible from the street in yellow.

Setbacks, scale/height:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

- setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.

- similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height

The proposed front setback for the new development from Burnley Street will be behind the full roof form of the heritage building. On this basis, the front setback of the proposed addition is supported but the height of the addition is not.

The proposed finished height for the new addition will be over 9.35 metres. The facade heights of the adjacent properties are between 3.5 and 4 metres lower.

The submitted sightline assessment is incorrect as it does not touch the main roofline. The corrected sightline assessment shows that the proposed front open deck on level 2 will be visible from both directly in front of the site, as well as from oblique angles. All activity and items located on the deck will also be clearly visible. Not only this, almost all of the second-floor level will also be visible due to the glazed balustrading of the proposed front open deck. The visibility and proximity of the proposed second floor level and open deck will dominate the original heritage building and is therefore not acceptable as currently proposed.

The proposed open deck on the second-floor level must be deleted or relocated down to the first-floor level, preferably utilising the existing double pitched parapet of the upper floor façade as its balustrade.

Some visibility of the proposed second floor level is considered acceptable, however the extent currently proposed is excessive as it will dominate the appearance of the original heritage building from Burnley Street. For this additional floor level to remain, it would need to be setback at least 11.2m from the rear of the heritage building so that it might be perceived as a separate building at the rear. This setback could be reduced if the overall finished height of the addition is lowered.

Appearance:

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages the design of new development 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.

The façade of the proposed second-floor addition, if approved, should be finished in natural cement to blend in with the colour of the existing two-storey façade of the rear addition.

Similarly, if approved, the roof deck balustrading must be modified to a solid material as glazed balustrading is specifically discouraged in policy Clause 22.02-5.7.1.

Regarding the new development fronting North Street:

The key consideration for assessing this aspect of the works is whether the proposed new development fronting North Street will adversely affect the significance, character or appearance of the adjacent heritage building or the broader heritage precinct.

The North Street frontage is included in the HO460 as part of the depth of properties fronting Burnley Street. The adjacent properties (nos. 117 and 119 Burnley Street) are non-contributory. North Street is not considered a heritage streetscape as it includes no properties of contributory significance. The appearance of the proposed addition fronting North Street is of no concern to the character or appearance of the subject heritage property, as the two buildings front different street frontages.

RECOMMENDATIONS:

On heritage grounds the works proposed in this application may be approved subject to the following conditions:

	Suggested condition	***Explanation***
1.	That the proposed front open deck behind the heritage house must be relocated to level 1 or deleted.	*The proposed open deck will be visible from the street rising above the roof of the heritage building and*

2.	That the proposed second floor addition must be setback at least 11.2m from the rear of the heritage house	*The setback of the second floor is recommended to reduce that dominance of the addition on the appearance of the original heritage building from Burnley Street, and create the perception that the addition is part of a separate building at the rear.*
3.	That the façade of the proposed second floor addition must be finished in a natural cement colour	*The colour of the proposed second floor addition should be in keeping with the existing rear addition to minimise its dominance.*

SIGNED:

Diahnn McIntosh

DATED: 8 July 2020

Attachment 5 - PLN190918 - 121 Burnley Street, Richmond - ESD referral advice

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

Assessment Summary:

Responsible Planner:	Gary O'Reilly
ESD Advisor:	Gavin Ashley
Date:	15.07.2020
Subject Site:	PLN19/0918 121 Burnley Street, Richmond 3121
Site Area:	Approx. 434 m^2
Project Description:	Partial demolition and construction of an addition of office and warehouse area.
Pre-application meeting(s):	Unknown.
Documents:	- Architectural Plans [17.10.19], Novatec - BESS Report [V4 – 4EA8BE88 – 24.02.20], Novatec - STORM Report [910574 – 10.02.20] - Waste Management Plan [30.03.20], Novatec

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:

- The proposal achieves a BESS score of 68% representing best practice.
- Building User Guide will be provided to building occupants with the intent to reduce energy and water consumption.
- Water efficient fixtures and taps.
- A STORM report with a 100% STORM score has been submitted that demonstrates best practice and relies on ~375 m^2 of roof connected to a 3,000-litre rainwater tank.
- The proposal claims a 42% reduction in potable water consumption.
- Maximum Illumination Power Density >20% improvement on 2016 NCC.
- The BESS report indicates solar power generation of 34,713kWh/annum, which is 368% of the building's energy needs.
- 61% of the office area, and 95% of the warehouse achieves a DF>2.0.
- 4 bicycle parking spaces and a shower (EOT) are provided.
- 3 car parking spaces provided, included 1x DDA and 1x EV charging point.
- Provision of a food producing garden area ('food cubes'), with inclusion of City of Yarra organic waste collection.
- Allocation of space for recycling on the ground floor.
- Provision of a new garden at the front (west) of the building, accounting for 7% of site area.

(2) Application ESD Deficiencies:

- While the BESS report indicates solar power generation, there is no indication of the system size and has not been marked on the architectural plans
- There are no external shading elements to the exposed western glazing, leaving the facade exposed to summer heat gain. Recommend the introduction of external shading systems to reduce heat gain
- Include a requirement for a site-specific Waste Management Plan including a target recycling rate of at least 80% of construction and demolition waste

Attachment 5 - PLN190918 - 121 Burnley Street, Richmond - ESD referral advice

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

(3) Outstanding Information:

- Clarify planting schedule of new garden is of a drought tolerant variety in-line with Yarra's vegetation requirements
- Clarify rooftop solar PV size and mark on plans (DA8)

(4) ESD Improvement Opportunities

- Consider providing a visitor bicycle parking space at the front (west) of the building
- Consider a small pallet of materials and construction techniques that can assist in disassembly
- Consider a green roof or wall to improve the ecological value of this site
- Consider other mechanisms to manage peak demand
- Consider Head contractor to be ISO14001 accredited
- Consider a lighter pallet for external materials to assist with urban heat reduction

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.

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 6 - PLN190918 - 121 Burnley Street, Richmond - City Works Unit Referral Advice on WMP March 2020

Waste referral advice

Address: 121 Burnley Street, Richmond
Application No.: PN19/0918
Date: 18 June 2020

The waste management plan for 121 Burnley Street, Richmond authored by Novatec and dated 30/3/2020 is not satisfactory from a City Works Branch's perspective. Issues to be rectified include, but may not be limited to the following:

1. The Waste estimates derived using Waste Industry Standards from Sustainability Victoria must be used as the guide for this type of property.
2. Council has not moved to a new service at this time, current attached guidelines should still be followed.
3. Council only provides 1x80L waste and 1x120L recycle bin for commercial properties. The waste generation rates for this development do not meet this, so council service is not suitable.
4. Council does not offer hard waste service for commercial properties.
5. Please detail the total footprint of suggested bins in M^2.
6. Please detail the size of the Bin storage area in M^2.
7. Please detail how bins will be washed.
8. Please provide an explanation of how any risk relating to waste service will be managed.
9. A clause must be included in the plan regarding potential review into the service if operational requirements change.

Attachment 7 - PLN190918 - 121 Burnley Street, Richmond - City Works Unit Referral Advice on WMP July 2020

Waste referral advice

Address: 121 Burnley Street, Richmond
Application No.: PN19/0918
Date: 23 July 2020

The waste management plan for 121 Burnley Street, Richmond authored by Novatec and dated 8/7/2020 is not satisfactory from a City Works Branch's perspective. Issues to be rectified include, but may not be limited to the following:

1. The size of the bin storage area is not large enough to form an effective waste system and provide sufficient separation of Council and private services.
2. The clause must be included in the WMP regarding potential review into the service if operational requirements change