



YARRA CITY COUNCIL
Internal Development Approvals Committee
Agenda

**to be held on Wednesday 14 October 2015 at 6.30pm
in Meeting Room 3 at the Richmond Town Hall**

Rostered Councillor membership

Councillor Stephen Jolly
Councillor Sam Gaylard
Councillor Simon Huggins

- I. ATTENDANCE**
Ally Huynh (Acting Co-ordinator Statutory Planning)
Laura Condon (Senior Statutory Planner)
Cindi Johnston (Governance Officer)
- II. DECLARATIONS OF PECUNIARY INTEREST AND CONFLICT OF INTEREST**
- III. CONFIRMATION OF MINUTES**
- IV. COMMITTEE BUSINESS REPORTS**

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



Guidelines for public participation at Internal Development Approval Committee meetings

POLICY

Council provides the opportunity for members of the public to address the Internal Development Approvals Committee.

The following guidelines have been prepared to assist members of the public in presenting submissions at these meetings:

- public submissions are limited to a maximum of five (5) minutes
- where there is a common group of people wishing to make a submission on the same matter, it is recommended that a representative speaker be nominated to present the views of the group
- all public comment must be made prior to commencement of any discussion by the committee
- any person accepting the chairperson's invitation to address the meeting shall confine himself or herself to the subject under consideration
- people making submissions shall address the meeting as a whole and the meeting debate shall be conducted at the conclusion of submissions
- the provisions of these guidelines shall be made known to all intending speakers and members of the public generally prior to the commencement of each committee meeting.

For further information regarding these guidelines or presenting submissions at Committee meetings generally, please contact the Governance Branch on (03) 9205 5110.

**Governance Branch
2008**

1. Committee business reports

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1.1	452-456 Bridge Road and 1 Fraser Street, Richmond - PLN14/0571	5	64
1.2	PLN14/1013 - 6-10 Keele Street, Collingwood - Use and development of the land for the construction of a residential building and an associated reduction in car parking requirements (Confidential Item)	90	92

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- 1.1 452-456 Bridge Road and 1 Fraser Street, Richmond - PLN14/0571 - Development and use of the land for partial demolition and the construction of a six-storey building containing 27 dwellings and 2 retail premises (permit not required for retail use), including a reduction in the car parking requirement and a waiver of the bicycle and loading bay requirements.**
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Executive Summary

Purpose

1. This report provides Council with an assessment of Planning Application PLN14/0571 at 452-456 Bridge Road and 1 Fraser Street, Richmond and recommends approval, subject to conditions.

Background

2. This application is the second attempt to redevelop the land.
3. The first attempt (Planning application PLN12/1017) was submitted to Council in November 2012 for part demolition and construction of a 6-level building providing retail tenancies and dwellings, a reduction in the associated car parking requirement and waiver of the associated loading bay requirement of the Yarra Planning Scheme.
4. This development proposed a total of 32 apartments and 24 car parking spaces, with a maximum building height of 19.1m. Two retail tenancies were proposed at ground level.
5. The application was advertised and a total of 87 objections were received.
6. In August 2013 Council was notified of a Section 79 appeal to the Victorian Civil and Administrative Tribunal [VCAT] against Council's failure to determine the application within the prescribed time (60 days).
7. Council formed a position of refusal on 11 October 2013; had it been in a position to determine the application, it would have refused the application on the following grounds;
 - (a) *The extent of demolition to the heritage building and the overall design of the proposed development will adversely affect the heritage values of the site and the Bridge Road Precinct and is contrary to the purpose and decision guidelines of the Heritage Overlay (clause 43.01), policy objectives and guidelines at clause 22.02 (Development guidelines for sites subject to the heritage overlay) and heritage design principle (clause 15.01-2) of the Yarra Planning Scheme.*
 - (b) *The height, scale and massing of the proposed development does not appropriately respond to the site context and fails to comply with objectives at clause 15.01-1 (Urban design), the neighbourhood character of the precinct as set out at clause 15.01-5 (Cultural identity and neighbourhood character), clause 21.05-2 (Urban design), clause 21.08-10 (Central Richmond) and built form and design policy at clause 22.10 of the Yarra Planning Scheme.*
 - (c) *The proposed development will result in unreasonable off-site amenity impacts to adjoining residents as a result of visual bulk and overlooking.*
 - (d) *The proposed layout of the development is not site responsive having regard to the internal amenity of a number of apartments and environmental sustainability principles, failing to satisfy built form and design policy design objectives at clause 22.10, design principles at clause 15.01 of the Yarra Planning Scheme and contrary to the DSE Guidelines for Higher Density Residential Development.*

8. The application was subject to a VCAT hearing, commencing on 25 November 2013, with a number of objectors also a party to the appeal. On 22 January 2014 the VCAT handed down its decision (VCAT Reference no. P1906/2013), reaffirming Council's refusal position.
9. VCAT acknowledged that the site represented a good opportunity for redevelopment, with a six-storey building being an appropriate scale, despite a number of constraints. It was noted however that any development of the site must respond to its particular characteristics and, in this case, the Tribunal highlighted the following:
 - (a) The site is located on the south side of Bridge Road where there has been less new development thus far;
 - (b) The site is located in a wider section of Bridge Road, which increases the potential visibility of a new addition behind the Bridge Road heritage frontage; and
 - (c) The site has residential interfaces at the rear to its south and east.
10. The two key issues raised by the Tribunal were;
 - (a) The impact of the proposed demolition upon the significance of the heritage place; and
 - (b) The acceptability of the proposed new addition in an area with heritage, commercial and residential characteristics.
11. VCAT found that whilst the extent of demolition was acceptable, it was unable to conclude that the overall appearance of the new building was appropriate and expressed reservations with the lack of setbacks from the Bridge Road façade. These setbacks were not considered to provide an adequate sense of visual separation between the heritage fabric and the new building. Concerns were also raised about the proposed alterations to the existing façades of the heritage Bridge Road buildings.
12. The current proposal has largely adopted the directions of the VCAT decision; further discussion on this decision and the current application will be provided throughout this assessment.

Current VCAT proceedings

13. With regards to the current proposal, the permit applicant lodged a review with VCAT on 6 May 2015 under section 79 of the *Planning and Environment Act 1987* (the Act) against Council's failure to determine the application within the prescribed time.
14. The application is listed to be heard at VCAT on 26 October 2015.
15. Amended plans were submitted on 14 September 2015 and circulated by the applicant to all parties involved in the appeal. The changes incorporated into these plans are outlined later within this assessment.

Key Planning Considerations

16. Key planning considerations include:
 - (a) clause 15.01 – Urban Environment – Higher Density Guidelines;
 - (b) clauses 43.01 and 22.02 – Heritage;
 - (c) clause 22.10 – Built Form and Design Policy; and
 - (d) clause 52.06 – Car Parking.

Key Issues

17. The key issues for Council in considering the proposal relate to:
 - (a) Policy and strategic support
 - (b) Land use
 - (c) Heritage and Built Form and Design
 - (d) On-site amenity

- (e) Off- site amenity
- (f) Car parking/Traffic/Bicycle parking/Loading
- (g) Objector concerns

Objector Concerns

18. Council received a total of 21 objections to the application, these can be summarised as:
- (a) Inappropriate height, design, massing and scale.
 - (b) Off-site amenity impacts including visual bulk, overshadowing, overlooking, loss of sunlight, loss of views and residential noise.
 - (c) Out of keeping with heritage area
 - (d) Insufficient car parking provided on site,
 - (e) Additional traffic will cause safety problems for residents;
 - (f) Lack of access for emergency service vehicles;
 - (g) Loading bay waiver will generate traffic conflicts;
 - (h) The location of the car park will cause unreasonable noise and air emissions to adjacent properties;
 - (i) The collection of waste will result in unreasonable off-site amenity impacts;
 - (j) Noise and amenity impacts during construction.

Conclusion

19. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported, subject to conditions.

CONTACT OFFICER: Lara Fiscalini
TITLE: Senior Statutory Planner
TEL: 9205 5372

1.1 452-456 Bridge Road and 1 Fraser Street, Richmond - PLN14/0571

Trim Record Number: D15/122867
 Responsible Officer: Principal Planner

Proposal: Development and use of the land for partial demolition and the construction of a six-storey building containing 27 dwellings and 2 retail premises (permit not required for retail use), including a reduction in the car parking requirement and a waiver of the bicycle and loading bay requirements.

Existing use: Vacant retail outlets/Car parking area

Applicant: ERM Australia

Zoning / Overlays: Commercial 1 Zone/General Residential Zone (Schedule 2)/Heritage Overlay

Date of Application: 27 June 2014

Application Number: PLN14/0571

Planning History

1. Planning application (PLN12/1017) for part demolition and construction of a 6-level building providing retail tenancies and dwellings, a reduction in the associated car parking requirement and waiver of the associated loading bay requirement of the Yarra Planning Scheme at 452-456 Bridge Road and 1 Fraser Street, Richmond was refused by VCAT on 22 January 2014.

Background

2. The application was received by Council on 27 June 2014 and subsequently advertised, with 21 objections received.
3. A public consultation meeting was held on 27 January 2015; this meeting was attended by the applicant, objectors and Council officers.
4. Following this meeting, issues with the internal amenity of the proposal were raised by Council, with it highlighted that the internal layout of the development had not been altered to respond to a previous grounds for refusal in the 2013 decision, as follows;
 - (a) *The proposed layout of the development is not site responsive having regard to the internal amenity of a number of apartments and environmental sustainability principles, failing to satisfy built form and design policy design objectives at clause 22.10, design principles at clause 15.01 of the Yarra Planning Scheme and contrary to the DSE Guidelines for Higher Density Residential Development.*
5. Council informed the applicant that if alterations were not made to the internal amenity of the proposal, the application could not be supported in its current form.
6. The permit applicant lodged a review with VCAT on 6 May 2015 under section 79 of the *Planning and Environment Act 1987* (the Act) against Council's failure to determine the application within the prescribed time (60 days).
7. The application is listed to be heard at VCAT on 26 October 2015.
8. Amended plans were submitted on 14 September 2015 and circulated by the applicant to all parties involved in the appeal. The amended plans are as follows;
 - (a) TPOO-TP01, Rev B, "VCAT Revision";
 - (b) TP02-TP05, Rev C, "VCAT Revision";

- (c) TP06-TP10 Rev B, "VCAT Revision";
- (d) TP11-TP13, Rev A, "VCAT Revision";
- (e) TP14-TP15 Rev B, "VCAT Revision";
- (f) TP16-TP17 Rev C, "VCAT Revision";
- (g) TP18, Rev B, "VCAT Revision"; and
- (h) TP19-TP20 Rev A, "VCAT Revision"; (all dated 09.09.15 together with Development Summary all prepared by KUD Architects).

9. In summary, the changes incorporated into the amended plans are in response to Council's concerns with the general internal amenity of the development and are as follows;

General

- (a) Creation of one large central lightwell at level 1, resulting in modifications to the floorplan in all levels above.
- (b) All bedroom windows addressing the lightwell are fixed and finished with opaque glazing to a height of 1.7m, with operable windows above this height to provide ventilation to rooms.
- (c) Rooftop plant included on plans and elevations, with this area screened with a 1.6m high perforated metal screen.

Ground Floor

- (d) A new crossover relocated further to the south along Fraser Street.
- (e) The headroom clearance of the car stackers on the southern side of the garage increased by 0.5m to 3.8m.
- (f) Rainwater and stormwater plant room included.
- (g) Services room increased in length from 5m to 7.5m.
- (h) Fence for Unit 1 (along Fraser Street) reduced in height from 1.8m to 1.5m.

First floor

- (i) Landscaping provided to the foyer in the form of a 0.4m high planter box.
- (j) Unit 1 – balcony relocated from the south to the west.
- (k) Unit 2 – study swapped with bathroom.
- (l) Unit 3 – second bedroom located adjacent to the lightwell.
- (m) Unit 4 – floorplan modified to match Unit 2, with bath and walk-in-robe removed.
- (n) Unit 5 – second bedroom located adjacent to the lightwell, balcony increased in width from 2.69m to 2.75m and the bathroom relocated.
- (o) Unit 6 – bedroom swapped with the study to be adjacent to the lightwell and the balcony increased in width from 2.69m to 2.75m.
- (p) Unit 7 – bedroom 1 altered to a study, ensuite for master bedroom relocated and walk-in-robe removed and balcony increased in width from 2.69m to 2.75m.

Second Floor

- (q) Unit 1 – master bedroom ensuite relocated;
- (r) Unit 8 – balcony increased in width from 1.7m to 3.7m.
- (s) Unit 9 – balcony increased in width from 1.7m to 3.7m and bedroom swapped with study to be adjacent to the lightwell.
- (t) Unit 10 – balcony increased in width from 1.7m to 3.7m and bedroom swapped with study to be adjacent to the lightwell.
- (u) Unit 11 – bedroom 2 added to be adjacent with the lightwell, balcony increased in width from 2.69m to 2.75m and bathroom relocated.
- (v) Unit 12 – bedroom swapped with study to be adjacent to the lightwell and balcony increased in width from 2.69m to 2.75m.
- (w) Unit 13 – bedroom 1 to become a study, ensuite removed and balcony increased in width from 2.69m to 2.75m.

Third Floor

- (x) Unit 15 – bedroom swapped with study to be adjacent to the lightwell.
- (y) Unit 16 – bedroom swapped with study to be adjacent to the lightwell.
- (z) Unit 17 – bedroom added to be adjacent to lightwell, balcony increased in width from 2.69m to 2.75m and bathroom relocated.
- (aa) Unit 18 – bedroom swapped with study to be adjacent to the lightwell and balcony increased in width from 2.69m to 2.75m.
- (bb) Unit 19 – bedroom 1 to become a study, ensuite removed and balcony increased in width from 2.69m to 2.75m.

Fourth Floor

- (cc) Unit 21 – bedroom swapped with study to be adjacent to the lightwell.
- (dd) Unit 22 – bedroom swapped with study to be adjacent to the lightwell.
- (ee) Unit 24 – study added and balcony increased in width from 2.69m to 2.75m.
- (ff) Unit 25 – bath and study reoriented and balcony increased in width from 2.69m to 2.75m.

Fifth Floor

- (gg) Unit 26 – bedroom swapped with study to be adjacent to the lightwell.
- (hh) Unit 27 – lightwell relocated to the north and bedrooms swapped with the living room, kitchen and laundry.

Existing Conditions

Subject Site

10. The land is located on the southern side of Bridge Road and is an irregular site consisting of the following;
 - (a) Nos. 452-456 Bridge Road (Plan of Consolidation 152489). This site is oriented north-south, with a 14.8m frontage to Bridge Road, and is generally rectangular in shape, except for an extended section at the south-eastern corner. This extended eastern boundary is 37.49m in length, with the western boundary 24.54m in length. This land was previously used as a shop and is now vacant.
 - (b) No. 1 Fraser Street (Lot 1 on TP68419E). This site is oriented east-west and is generally rectangular in configuration, with this allotment extending along the southern boundary of the Bridge Road site. This land has a 9.4m frontage to Fraser Street and a maximum site depth of 30.5m. The site is used as an open car parking area and contains a high boundary fence along the Fraser Street frontage.
 - (c) A portion of the carriageway easement (the eastern end of this easement) located between the two sites; this land is used as part of the car parking area and was purchased from Council in 2014.
 - (d) The three lots form a 'T' shaped configuration, with the overall site approximately 760sqm in size.
11. The site is located 140m west of the Burnley Street intersection, with the Bridge Road site approximately 7m to the east of Fraser Street. The Bridge Road frontage forms the principal frontage to the site, with the Fraser Street frontage a secondary interface. Access to the car park is provided via Fraser Street.

12. The Bridge Road site is occupied by two matching double-storey Victorian-era terrace buildings and a single-storey Edwardian-era shop. The double-storey buildings have modern consolidated shopfronts at ground level. The awnings above these two shopfronts vary in design and height, with a recessed pedestrian entrance located on the eastern side of the merged façade. The first-floor façade of these two buildings is original, with a distinctive semi-circular pediment sitting over the western parapet.
13. The single-fronted, single-storey Edwardian-era shop also has a modified shopfront at ground level, with a prominent semi-circular parapet flanked by short pinnacles above. An awning projects above the Bridge Road footpath.
14. No restrictions or restrictive covenants affect the subject land.

Surrounding Land

Bridge Road

15. The subject site is located within the Bridge Road Major Activity Centre [MAC]. This MAC is an important business and retailing strip centre within the City of Yarra. The southern side of Bridge Road is characterised by single and double-storey Victorian and Edwardian-era commercial buildings, with the northern streetscape generally containing larger sites with single and double-storey modern commercial built form.
16. Fraser Street is a local residential street containing predominantly single-storey Victorian-era dwellings, some with visible double-storey additions. A small number of contemporary double-storey dwellings are interspersed throughout the streetscape. Small front setbacks and a variety of front fencing are evident in the street.
17. To the immediate east of the Bridge Road frontage is a triple-fronted, double-storey commercial building. The shopfront at ground level is constructed to the Bridge Road footpath, with the exception of a centrally located recessed entrance. The building contains a simple parapet at first-floor and a canopy over the Bridge Road frontage. The ground level is used as a restaurant, with the first-floor operating as a yoga studio. Further to the east are various double-storey Victorian-era terrace shops.
18. To the immediate west of the Bridge Road frontage is a double-storey Victorian-era building with a single shopfront to Bridge Road and a secondary interface to Fraser Street. The north-west corner of the building is splayed, with the pedestrian entrance within this corner. The ground level is used as a restaurant and the upper level is used as a residence. An open courtyard is provided to the rear (south) of the principal building, with this courtyard associated with the dwelling at first-floor.
19. A single garage/store is constructed to the southern boundary, accessed via a roller door at the Fraser Street interface and a pedestrian door along the carriageway easement. Further to the west, beyond Fraser Street, are various single-storey Victorian-era buildings.
20. Opposite the site, on the northern side of Bridge Road, are commercial sites ranging in scale from single to double-storey, with a recessed four-storey residential building visible to the north-west. This building has a double-storey façade to Bridge Road.

Fraser Street

21. To the south of the site, beyond the open car park on the Fraser Street site, is a single-storey weatherboard dwelling, setback 4.2m from Fraser Street. The dwelling has a corrugated iron hipped/gable roof form and is setback 1m-1.4m from the common boundary, with no north-facing windows within this northern wall. A single driveway is located to the south of the dwelling, accessed via a single crossover. Secluded private open space (POS) is located to the rear (east) of the dwelling, adjacent to the open car park on the Fraser Street site.

22. To the east of the Fraser Street allotment are areas of secluded POS to two dwellings fronting Neptune Street.
23. On the western side of Fraser Street is a contemporary double-storey townhouse and a single-storey weatherboard dwelling.
24. The site is well serviced by retail facilities, public transport options and public open space, including:
 - (a) Immediate access to the shopping and entertainment facilities of the Bridge Road MAC;
 - (b) Immediate access to the Bridge Road tram services;
 - (c) Citizens Park, located 450m north-west of the site;
 - (d) Dame Nellie Melba Memorial Park, located 350m south-west of the site;
 - (e) Convenient access to the Melbourne CBD.

The Proposal

25. The proposal seeks development and use of the land for partial demolition and the construction of a six-storey building containing 27 dwellings and 2 retail premises (permit not required for retail use), including a reduction in the car parking requirement and a waiver of the bicycle and loading bay requirements. The proposal can be summarised as follows:

Demolition

- (a) A large component of built form on the site to be demolished, with the exception of the first-floor façades and parapets of the two double-storey buildings fronting Bridge Road, and two sections of wall along the western boundary of the Bridge Road site (measuring 9.8m and 5.4m). Two chimneys will also be retained, as will a 4.93m length of party wall at first-floor.
- (b) All awnings to be removed, with the existing ground floor shopfronts to be replaced with new shopfronts.

General

- (c) A six-storey, mixed-use commercial and residential building is proposed behind the retained upper facades of the existing buildings along Bridge Road.
- (d) A total of 27 residential apartments is proposed (26 x 1 and 2 bedrooms with study nooks, and 1 x 3 bedroom dwelling).
- (e) A total of 24 car spaces are provided (22 of which are dual car stackers). The plans do not specify the allocation of these car parking spaces; however the traffic report submitted with the original application indicates that 22 car spaces will be allocated to residential units and 2 to the retail outlets.
- (f) There is no loading bay provided on site. A waiver of the loading bay requirement is being sought as part of the application.
- (g) 15 bicycle spaces are provided.
- (h) Plant and services area on the roof.
- (i) Maximum building height is 19.3m.

Ground level

- (j) This level will be constructed to all site boundaries, with the exception of a 2.5m setback from the Fraser Street boundary in the south-west corner, and a 0.9m setback of the south-west corner from the adjacent boundaries (These dimensions have not been notated on the plans; this will be required via a condition of the permit).
- (k) Two retail tenancies (99.5sqm. and 77.3sqm) will front Bridge Road, with pedestrian entry to the residential use located on the western side of the Bridge Road façade. The door to this entrance is setback 9.8m from the front boundary of the site.

- (l) Stairwell and lift access is provided to all levels (2.4m wide entry provided at the Bridge Road frontage).
- (m) A rainwater/stormwater plant room is located to the rear of one of the tenancies, with a services room and waste storage room beyond.
- (n) 15 lockers and separate toilet facilities will be located at the rear of the tenancies, with access to these amenities available from the retail premises and a bicycle storage area, providing storage for 15 bicycles. This bicycle storage appears to be available both to retail employees and residents of the apartments above.
- (o) A garage will be located at the rear of the site, with provision for 2 at-grade car parking spaces (1 DDA compliant) and 11 car spaces within car stackers.
- (p) Access to the garage will be provided via a crossover on the Fraser Street frontage, with a single width 3.6m wide ramp and a roller door setback 4.8m within the site.
- (q) The lower level of Unit 1 is located in the south-west corner of the site. Entry to this dwelling is provided from Fraser Street, with a 6.2sqm courtyard within the 2.5m setback from this interface.

First-floor

- (r) This level contains 6 dwellings, and the middle level of Unit 1. Areas of POS range in size from 7.8sqm to 21.6sqm.
- (s) This level is largely constructed to the east and west boundaries, with the front walls setback 4.5m-4.9m from the Bridge Road façade. Three terraces are within this setback, behind the existing first-floor facade windows.
- (t) The southern wall is setback 1.2m and 7.5m from the southern boundary, with three terraces within the larger setback. The rear section of the east wall is setback 5.3m from the south-east corner of the site and the west wall of Unit 1 is setback 0.54m from Fraser Street.
- (u) A large central lightwell is provided, with a secondary lightwell setback 2.9m from the western boundary.

Second-floor

- (v) This level contains 6 dwellings, and the upper level of Unit 1. Areas of POS range in size from 10.6sqm to 17.2sqm.
- (w) This level is largely constructed to the east and west boundaries, with the front walls setback 10.7m-11.1m Bridge Road façade. Three terraces are located within this setback (setback 7m-7.4m from the front boundary).
- (x) The southern wall is setback 2.8m and 7.5m from the southern boundary, with three terraces within the larger setback. The rear section of the east wall is setback 10.3m from the south-east corner of the site and the west wall of Unit 1 is setback 0.4m from Fraser Street.
- (y) A large central lightwell is provided, with a secondary lightwell setback 2.9m from the western boundary.

Third-floor

- (z) This level contains 6 dwellings. Areas of POS range in size from 7.2sqm to 11.2sqm.
- (aa) This level is constructed to the east and west boundaries of the Bridge Road allotment, with the front walls setback 10.7m-11.1m Bridge Road façade. Three terraces are located within this setback (setback 9m-9.4m from the front boundary).
- (bb) The southern wall is setback 7.5m from the southern boundary, with three terraces within this setback. The rear section of the east wall is setback 10.3m from the south-east corner of the site and the rear section of the west wall is setback 5.6m from Fraser Street.
- (cc) A large central lightwell is provided, with a secondary lightwell setback 2.9m from the western boundary.

Fourth-floor

- (dd) This level contains 6 dwellings. Areas of POS range in size from 7.2sqm to 11.2sqm.
- (ee) This level is constructed to the east and west boundaries of the Bridge Road allotment, with the front walls setback 10.7m-11.1m Bridge Road façade. Three terraces are located within this setback (setback 9m-9.4m from the front boundary).
- (ff) The southern wall is setback 10.4m from the southern boundary, with three terraces within this setback. The rear section of the east wall setback 10.5m from the south-east corner of the site and the rear section of the west wall is setback 5.6m from Fraser Street.
- (gg) A large central lightwell is provided, with a secondary lightwell setback 2.9m from the western boundary.

Fifth-floor

- (hh) This level contains 2 dwellings. The front dwelling contains 3 bedrooms and is setback 12.5m from the front boundary, with a terrace (62.5sqm) encroaching 3.5m within this setback and wrapping around the east and west walls of the dwelling. The terrace abuts the east and west boundaries, with the dwelling setback 1.45m from both side boundaries.
- (ii) The rear dwelling is setback 13.9m from the southern boundary, with a terrace (49.9sqm) encroaching 3m within this setback and wrapping around the east and west walls of the dwelling. The terrace abuts the east and west boundaries, with the dwelling setback 1.45m from both side boundaries.

Construction materials

- (jj) New walls - Alucobond cladding and Corten steel cladding
- (kk) Windows - Obscured glazing
- (ll) Façade walls (Bridge Road) - Off-form concrete, white render and bluestone tile
- (mm) Detailing - Timber lining
- (nn) Clear glass balustrades
- (oo) Perforated metal screening (equipment and services screening).

Planning Scheme Provisions

Zoning

Commercial 1 Zone

- 26. The site is included in two zones. The Bridge Road allotment and carriageway easement is included in the Commercial 1 Zone (C1Z).
- 27. The purpose of the C1Z is as follows;
 - (a) *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
 - (b) *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
 - (c) *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*
- 28. Pursuant to the table of uses at clause 34.04-1 of the Scheme, a retail premises is a Section 1 'as-of-right' use and a dwelling is a Section 2 'permit required' use if the frontage at ground level exceeds 2m. As the residential entrance on Bridge Road is 2.4m wide, a planning permit is required for the use of the site for dwellings.
- 29. Pursuant to clause 34.01-4 of the Scheme, a permit is required to construct a building or construct or carry out works in the C1Z.

General Residential Zone (Schedule 2)

30. The Fraser Street allotment is included in the General Residential Zone (Schedule 2), with the purpose of the GRZ as follows;
- (a) *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
 - (b) *To encourage development that respects the neighbourhood character of the area.*
 - (c) *To implement neighbourhood character policy and adopted neighbourhood character guidelines.*
 - (d) *To provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport.*
 - (e) *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*
31. Pursuant to the table of uses at clause 32.08-1 of the Scheme, a dwelling is a Section 1 'as-of-right' use.
32. Pursuant to clause 32.08-4 of the Scheme, a permit is required to construct two or more dwellings on a lot. Clause 55 is not applicable in this instance as the development exceeds five storeys in height.

Road Zone

33. Pursuant to clause 36.04-2 of the Scheme, a planning permit is required to construct or carry out works for a use in Section 2 of Clause 36.04-1. New awnings above the Bridge Road footpath are proposed; as these awnings are associated with retail premises, which are a Section 2 use as outlined above, a planning permit is required.
34. Decision guidelines at clause 36.04-3 state that before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider;
- (a) *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
 - (b) *The views of the relevant road authority.*
 - (c) *The effect of the proposal on the operation of the road and on public safety.*
35. The proposal was referred to VicRoads accordingly.

Overlays

Clause 43.01 Heritage Overlay – Schedule 310 Bridge Road Precinct, Richmond (HO310)

36. The Heritage Overlay affects the Bridge Road allotment and the carriageway easement.
37. The purpose of the Heritage Overlay is:
- (a) *to implement the State Planning Policy Framework and Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;*
 - (b) *to conserve and enhance heritage places of natural or cultural significance;*
 - (c) *to conserve and enhance those elements which contribute to the significance of heritage places;*
 - (d) *to ensure that development does not adversely affect the significance of heritage places; and*
 - (e) *to conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

38. Pursuant to Clause 43.01-1 of the Scheme, a permit is required for demolition works and to construct a building or construct or carry out works. External paint controls apply to the HO310 Precinct.
39. The Statement of Significance of the Bridge Road Heritage Precinct, which forms part of the *City of Yarra Heritage Review of Overlay Areas, 2007* study by Graeme Butler, outlines why the Bridge Road Heritage Precinct is significant, as follows;
- (a) *As one Richmond's principle thoroughfares that leads to the first bridge to connect Richmond to Hawthorn, retaining many Victorian-era shops;*
 - (b) *As an important commercial precinct in Richmond, particularly expressive of the 19th and early 20th centuries and incorporating Richmond's civic hub;*
 - (c) *For the architectural continuity and high integrity of upper level façades to their construction date;*
 - (d) *For some well-preserved early shopfronts from the Victorian to the inter-war period;*
 - (e) *For the good and distinctive examples of Victorian and Edwardian-era architectural styles and ornamentation as evocative of the street's premier role in Richmond;*
 - (f) *For the architecturally significant examples of shop buildings from the 1920s and 1930s that relate well to the dominant Victorian-era and Edwardian-era scale and character;*
 - (g) *For the tramlines as the functional descendants of those originally installed in 1885;*
 - (h) *For traditional street elements such as bluestone kerbs, pitched crossings, gutters and asphalt footpaths;*
 - (i) *For the landmark quality of the Richmond Town Hall, with associated Court House and Police Station; and*
 - (j) *For the contribution of individually significant or well preserved buildings that express a range of key development periods in the street and the City.*
40. Nos. 452-454 Bridge Road are double-storey buildings, constructed 1889, and are listed as being "Individually significant" in *Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007, Rev. Mar. 2011*.
41. No. 456 Bridge Road is a single-storey masonry shop constructed 1900-1915 which is listed as being "Contributory".

Particular Provisions

Clause 52.01 - Public Open Space Contribution and Subdivision

42. The policy confirms the following;
43. *A person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both). If no amount is specified, a contribution for public open space may still be required under Section 18 of the Subdivision Act 1988.*
44. *A public open space contribution may be made only once for any of the land to be subdivided. This does not apply to the subdivision of a building if a public open space requirement was not made under Section 569H of the Local Government Act 1958 or Section 21A of the Building Control Act 1981 when the building was constructed.*

Clause 52.06 – Car Parking

45. Pursuant to clause 52.06-5 of the Scheme, the following car parking requirements apply to the development:

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Reduction sought
Dwellings - Residents	26 apartments one and two bedrooms.	1 to each 1 or 2 bedroom dwelling;	26	22	4
	1 apartment with 3 bedrooms	2 to each 3 or more bedroom dwelling	2	0	2
-Visitors		1 to every 5 dwellings	5	0	5
Retail premises	176.8sqm	4 spaces to each 100sqm of leasable floor area	7	2	5
Total			40 spaces	24 spaces	16 spaces

46. With a total of 24 on-site car parking spaces being proposed, a formal reduction of 16 spaces is required. The plans do not specify the allocation of these car parking spaces; however the traffic report submitted with the original application indicates that 22 car spaces will be allocated to residential units and 2 to the retail outlets.
47. Pursuant to Clause 52.06-3 of the Scheme, a planning permit is required to reduce the number of car parking spaces required under Clause 52.06-5.
48. Clause 52.06-6 of the Scheme states that an application to reduce the number of car parking spaces required under clause 52.06-5 must be accompanied by a Car Parking Demand Assessment.
49. The Car Parking Demand Assessment must address the following matters, to the satisfaction of the responsible authority:
- (a) *The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.*
 - (b) *The variation of car parking demand likely to be generated by the proposed use over time.*
 - (c) *The short-stay and long-stay car parking demand likely to be generated by the proposed use.*
 - (d) *The availability of public transport in the locality of the land.*
 - (e) *The convenience of pedestrian and cyclist access to the land.*
 - (f) *The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.*
 - (g) *The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.*
 - (h) *Any empirical assessment or case study.*
50. Before granting a permit to reduce the number of spaces below the likely demand assessed by the Car Parking Demand Assessment, the Responsible Authority must consider the following, as appropriate:
- (a) *The Car Parking Demand Assessment.*
 - (b) *Any relevant local planning policy or incorporated plan.*
 - (c) *The availability of alternative car parking in the locality of the land, including:*
 - (d) *Efficiencies gained from the consolidation of shared car parking spaces.*
 - (e) *Public car parks intended to serve the land.*
 - (f) *On street parking in non residential zones.*
 - (g) *Streets in residential zones specifically managed for non-residential parking.*

- (h) *On street parking in residential zones in the locality of the land that is intended to be for residential use.*
- (i) *The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.*
- (j) *Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.*
- (k) *The future growth and development of any nearby activity centre.*
- (l) *Any car parking deficiency associated with the existing use of the land.*
- (m) *Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.*
- (n) *Local traffic management in the locality of the land.*
- (o) *The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.*
- (p) *The need to create safe, functional and attractive parking areas.*
- (q) *Access to or provision of alternative transport modes to and from the land.*
- (r) *The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.*
- (s) *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.*
- (t) *Any other matter specified in a schedule to the Parking Overlay.*
- (u) *Any other relevant consideration.*

Clause 52.07 – Loading and unloading of vehicles

51. The purpose of this clause is to set aside land for loading and unloading commercial vehicles to prevent loss of amenity and adverse effect on traffic flow and road safety.

52. The following table outlines the requirement:

Floor area of building	Minimum loading bay dimensions	
2,600 sqm or less in single occupation	Area	27.4 sqm
	Length	7.6 m
	Width	3.6 m
	Height clearance	4.0 m
For every additional 1,800sqm or part	Additional 18sqm	

53. No on-site loading is provided for the retail premises.

54. A permit may be granted to reduce or waive these requirements if either the land area is insufficient, or adequate provision is made for loading and unloading vehicles to the satisfaction of the responsible authority.

Clause 52.34 – Bicycle facilities

55. The purpose of this clause is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities. Clause 52.34-2 of the Scheme states that a permit may be granted to vary, reduce or waive any requirement of clause 52.34-3 and clause 52.34-4.

56. The following table provides a summary of the bicycle requirement for each use under Clause 52.34-3:

Land use	Unit/area proposed	Employee/resident requirement	Visitor/shopper/student requirement	No. required
Dwellings	27 apartments	1 resident bicycle parking space for every 5 dwellings	1 visitor space for every 10 dwellings.	6 resident spaces 3 visitors spaces
Retail	176.8sqm	1 to each 300sqm of	1 to each 500sqm of	2

premises		leasable floor area	leasable floor area	
Total				11 spaces
Proposed				15 spaces

57. The on-site provision exceeds the minimum statutory requirement and, therefore, a permit is not required to reduce the statutory bicycle parking provision requirements of Clause 52.34 of the Scheme. It is noted however that all of the bicycle parking spaces are located within a secure room at ground level and would not be accessible to visitors. The provision of visitor bicycle parking will be discussed later within this assessment.

Clause 52.35 – Urban Context Report and Design Response for Residential Development of Four or More Storeys

58. The purpose of this clause is *“to ensure that an urban context report is prepared before a residential development of four or more storeys is designed and that the design responds to the existing urban context and preferred future development of the area”*.
59. The application included an urban context report and design response in accordance with this clause.

General Provisions

Clause 65 Decision Guidelines

60. Clause 65.01 of the Scheme decision guidelines are relevant to this application and require consideration to be given to a variety of matters including, but not limited to, the State Planning Policy Framework [SPPF], Local Planning Policy Framework [LPPF], the Municipal Strategic Statement [MSS], local planning policies, any matter required to be considered in the zone, overlay or other provision, the orderly planning of the area and the effect on the amenity of the area.

State Planning Policy Framework (SPPF)

Clause 11.01-1 – Activity Centre network

61. The objective of this policy is *to build up activity centres as a focus for high-quality development, activity and living for whole community by developing a network of activity centres*.
62. The Bridge Road retail and commercial precinct is a recognised MAC under Melbourne 2030.
63. The relevant strategies are; *to develop a network of activity centres that:*
- (a) *Comprises a range of centres that differ in size and function*
 - (b) *Is a focus for business, shopping, working, leisure and community facilities.*
 - (c) *Provides different types of housing, including forms of higher density housing.*
 - (d) *Is connected by public transport and cycling networks.*
 - (e) *Maximises choices in services, employment and social interaction.*

Clause 11.01-2 – Activity centre planning

64. The policy objective is *to encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community*.
65. The relevant strategies are:

- (a) *Encourage a diversity of housing types at higher densities in and around activity centres.*
- (b) *Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.*
- (c) *Broaden the mix of uses in activity centres to include a range of services over longer hours appropriate to the type of centre and needs of the population served.*
- (d) *Provide a focus for business, shopping, working, leisure and community facilities.*
- (e) *Encourage economic activity and business synergies.*
- (f) *Improve the social, economic and environmental performance and amenity of the centre.*

Clause 11.04-2 Housing choice and affordability

66. The policy objective is *to provide a diversity of housing in defined locations that cater for different households and are close to jobs and services.*
- (a) *Understand and plan for expected housing needs.*
 - (b) *Reduce the cost of living by increasing housing supply near services and public transport.*
 - (c) *Facilitate the supply of social housing.*
 - (d) *Facilitate the supply of affordable housing.*

Clause 15.01-1 Urban design

67. The objective is *to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-2 Urban design principles

68. The objective is *to achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*

69. Clause 15.01-2 contains eleven design principles for non-residential development and residential development not covered by Clause 54, Clause 55 or Clause 56 to assist in achieving this objective, including:

- (a) Context;
- (b) The public realm;
- (c) Safety;
- (d) Landmarks, views and vistas;
- (e) Pedestrian spaces;
- (f) Heritage;
- (g) Consolidation of sites and empty sites;
- (h) Light and shade;
- (i) Energy and resource efficiency;
- (j) Architectural quality; and
- (k) Landscape architecture.

70. Under Clause 15.01-2, a number of policy guidelines are provided including the *Design Guidelines for Higher Density Residential Development* (Department of Sustainability and Environment 2004) [**HDRD Guidelines**]. This document provides guidance for the design and built form of residential development of five or more storeys.

Clause 15.01-4 Design for safety

71. The objective is *to improve community safety and encourage neighbourhood design that makes people feel safe.*

Clause 15.01-5 Cultural identity and neighbourhood character

72. The objective is *to recognize and protect cultural identity, neighbourhood character and sense of place.*

Clause 15.02-1 Energy and resource efficiency

73. The objective is *to encourage land use and development that is consistent with the efficient use of energy and the minimization of greenhouse gas emissions.*

Clause 15.03 Heritage

74. The objective is *to ensure the conservation of places of heritage significance.*

Clause 16.01-1 Integrated housing

75. The objective is *to promote a housing market that meets community needs.*
76. The relevant strategy under Clause 16.01-1 is *increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.*

Clause 16.01-2 Location of residential development

77. The objective is *to locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer access to services and transport.*
78. The relevant strategies under Clause 16.01-2 are:
- (a) *Increase the proportion of housing in Metropolitan Melbourne to be developed within the established urban area, particularly at activity centres, employment corridors and at other strategic sites, and reduce the share of new dwellings in greenfield and dispersed development areas.*
 - (b) *Encourage higher density housing development on sites that are well located in relation to activity centres, employment corridors and public transport.*
 - (c) *Facilitate residential development that is cost-effective in infrastructure provision and use, energy efficient, incorporates water efficient design principles and encourages public transport use.*
 - (d) *Identify opportunities for increased residential densities to help consolidate urban areas.*

Clause 16.01-4 Housing diversity

79. The objective is *to provide for a range of housing to meet increasingly diverse needs.*
80. The relevant strategies under Clause 16.01-4 are:
- (a) *Encourage the development of well-designed medium density housing which:*
 - (b) *Respects the neighbourhood character;*
 - (c) *Improves housing choice;*
 - (d) *Makes better use of existing infrastructure;*
 - (e) *Improves energy efficiency;*
 - (f) *Support opportunities for a wide range of income groups to choose housing in well serviced locations.*

Clause 16.01-5 Housing affordability

81. The objective is *to deliver more affordable housing closer to jobs, transport and services.*

Clause 17.01-1 Business

82. The objective is *to encourage developments which meet the communities needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.*
83. The relevant strategy is *to locate commercial facilities in existing or planned activity centres.*

Clause 18.01-2 Transport system

84. The objective is *to coordinate development of all transport modes to provide a comprehensive transport system.*
85. The relevant strategy is *to encourage high land use densities and mixed use development near railway stations, major bus terminals, transport interchanges, tramways and principal bus routes. Pedestrian and cyclist access to public transport should be facilitated and safeguarded.*

Clause 18.02-3 Principal Public Transport Network

86. The objective is *to upgrade and develop the Principal Transport Network and local public transport services in Metropolitan Melbourne to connect activity centres, link activities in employment corridors and link Melbourne to the regional cities.*
87. The relevant strategy is *to achieve greater use of public transport by increasing densities, maximizing the use of existing infrastructure and improving the viability of the public transport operation.*

Clause 18.02-5 Car parking

88. The objective is *to ensure an adequate supply of car parking that is appropriately designed and located.*

Local Planning Policy Framework (LPPF)

Municipal Strategic Strategy

Clause 21.04-1 Accommodation and housing

89. Objective 1: *To accommodate forecast increases in population.*
(a) Strategy 1.2: *Direct higher density residential development to Strategic Redevelopment Sites identified at Clause 21.08 and other sites identified through any structure plan or urban design frameworks.*
90. Objective 2: *To retain a diverse population and household structure.*
(a) Strategy 2.1: *Support the provision of affordable housing for people of all abilities, particularly in larger residential developments and on Strategic Redevelopment Sites.*
(b) Strategy 2.2: *Encourage residential development which allows people to age in their existing homes and communities by supporting a range of housing types.*
91. Objective 3: *To reduce potential amenity conflicts between residential and other uses*
(a) Strategy 3.1: *Ensure new residential development in the Business 1 Zone is designed to minimise the potential negative amenity impacts of existing non-residential uses in the vicinity.*
(b) Strategy 3.2: *Apply the Interface Uses Policy at Clause 22.05.*

Clause 21.04-2 Activity Centres

92. Objective 4: *To maintain a balance between local convenience and regional retail roles in Yarra's activity centres*
- (a) Strategy 4.1: *Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres*
 - (b) Strategy 4.2: *Support the regional role of Major Activity Centres as an important component of Yarra's economy and as a metropolitan destination*
 - (c) Strategy 4.3: *Support the role of all activity centres, including Neighbourhood Activity Centres, in providing local day-to-day needs for residents of all abilities.*

93. Objective 5: *To maintain the long term viability of activity centres.*
- (a) Strategy 5.2: *Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*
 - (b) Strategy 5.3: *Discourage uses at street level in activity centres which create dead frontages during the day.*
 - (c) Strategy 5.4: *Permit residential development that does not compromise the business function of activity centres.*

Clause 21.04-3 Industry, office and commercial

94. Objective 8: *To increase the number and diversity of local employment opportunities.*

Clause 21.05-1 Heritage

95. Objective 14: *To protect and enhance the City's heritage places.*
- (a) Strategy 14.1: *Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.*
 - (b) Strategy 14.2: *Support the restoration of heritage places.*
 - (c) Strategy 14.3: *Protect the heritage skyline of heritage precincts.*
 - (d) Strategy 14.4: *Protect the subdivision pattern within heritage places.*
 - (e) Strategy 14.5: *Protect the significant landscape and heritage within streets, parks, gardens, waterways or other open spaces.*
 - (f) Strategy 14.6: *Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
 - (g) Strategy 14.8: *Apply the Development Guidelines for sites subject to a Heritage Overlay policy at Clause 22.02.*
 - (h) Strategy 14.9: *Apply the Landmarks and Tall Structures policy at Clause 22.03.*

Clause 21.05-2 Urban Design

96. Objective 17: *To retain Yarra's identity as a low-rise urban form with pockets of higher development*
- (a) Strategy 17.1: *Ensure that development outside activity centres and not on Strategic Redevelopment Sites reflects the prevailing low-rise urban form.*
 - (b) Strategy 17.2: *Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
 - *Significant upper level setbacks*
 - *Architectural design excellence*
 - *Best practice environmental sustainability objectives in design and construction*
 - *High quality restoration and adaptive re-use of heritage buildings*
 - *Positive contribution to the enhancement of the public domain*
 - *Provision of affordable housing*
 - (c) Strategy 17.3: *Apply the Landmarks and Tall Structures policy at Clause 22.03.*
 - (d) Strategy 17.4: *Apply the Residential Built Form Policy at Clause 22.13.*

97. Objective 20: *To ensure that new development contributes positively to Yarra's urban fabric.*

- (a) Strategy 20.1: *Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.*
- (b) Strategy 20.3: *Reflect the fine grain of the subdivision pattern in building design where this is part of the original character of the area.*
- (c) Strategy 20.4: *Apply the Built Form and Design policy at Clause 22.10.*

98. Objective 21: *To enhance the built form character of Yarra's activity centres.*

- (a) Strategy 21.1: *Require development within Yarra's activity centres to respect and not dominate existing built form.*
- (b) Strategy 21.2: *Require new development within an activity centre to consider the context of the whole centre recognising that activity centres may consist of sub-precincts, each of which have a different land use and built form character.*
- (c) Strategy 21.3: *Support new development that contributes to the consolidation and viability of existing activity centres.*

99. Objective 22: *To encourage the provision of universal access in new development.*

- (a) Strategy 22.1: *Encourage applicants to take into account the access needs of all people in the design of new buildings.*

Clause 21.05-3 Built form character

100. Objective 23: *To maintain and strengthen the identified character of each type of identified built form within Yarra.*

- (a) Strategy 23.1 *Require applicants for planning permits to identify the Built Form Character Types in which the subject site is located by reference to Maps in Clause 21.08 Neighbourhoods and to identify how the proposed development responds to the Built Form Character Type.*

Residential areas

101. Objective 24: *To maintain and reinforce preferred character*

- (a) Strategy 24.1: *Apply the Residential Built Form policy at Clause 22.13*

Transport corridors

102. Objective 26: *To improve the built form character of transport corridors*

Non-residential areas

103. Objective 27: *To improve the interface of development with the street in non-residential areas.*

- (a) Strategy 27.1: *Allow flexibility in built form in areas with a coarse urban grain (larger lots, fewer streets and lanes).*
- (b) Strategy 27.2: *Require new development to integrate with the public street system.*

Clause 21.05-4 Public environment

104. Objective 28: *To provide a public environment that encourages community interaction and activity.*

- (a) Strategy 28.1: *Encourage universal access to new public spaces and buildings.*
- (b) Strategy 28.2: *Ensure that buildings have a human scale at street level.*
- (c) Strategy 28.3: *Require buildings and public spaces to provide a safe and attractive public environment.*
- (d) Strategy 28.9: *Apply the Public Open Space Contribution policy at Clause 22.12.*

Clause 21.06-2 Public transport

105. Objective 31: *To facilitate public transport usage.*
(a) Strategy 31.1: *Require new development that generates high numbers of trips to be easily accessible by public transport.*

Clause 21.07-1 Ecologically sustainable development

106. Objective 34: *To promote ecologically sustainable development*
(a) Strategy 34.1: *Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.*

Clause 21.08-10 Central Richmond

107. Under Figure 23: *Neighbourhood Map- Central Richmond*, the site is included with the Bridge Road MAC.
108. Pursuant to Figure 24: *Built Form Character Map- Central Richmond*, the Bridge Road allotment and carriageway is included in the Heritage Overlay area. The relevant strategy for Heritage Overlay areas is to *ensure that development does not adversely affect the significance of the heritage place.*
109. Pursuant to Figure 24: *Built Form Character Map- Central Richmond*, the Fraser Street allotment is included in the *Inner Suburban Residential Area*. The relevant strategies for the *Inner Suburban Residential Areas* are:
(a) *Maintain the existing pattern of front setbacks;*
(b) *Limit variations in height to a maximum of one storey compared to the adjacent properties on single house sites/small development sites in areas with generally consistent building heights.*

Relevant Local Policies

Clause 22.02 Development guidelines for sites subject to the Heritage Overlay Policy

110. The objectives are:
(a) *To conserve Yarra's natural and cultural heritage.*
(b) *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.*
(c) *To retain significant view lines to, and vistas of, heritage places.*
(d) *To preserve the scale and pattern of streetscapes in heritage places.*
(e) *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.*
(f) *To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.*
(g) *To ensure that additions and new works to a heritage place respect the significance of the place.*
(h) *To encourage the retention of 'individually significant' and 'contributory' heritage places.*
111. The incorporated document *City of Yarra Review of Heritage Overlay Areas 2007, Appendix 8 (Graeme Butler and Associates)*, revised March 2011 recognises the No. 452 and 454 Bridge Road as "individually significant" and No. 456 Bridge Road as "contributory" to the HO310 Precinct.

Clause 22.03 Landmarks and Tall Structures policy

112. The objective of this policy is to *maintain the prominence of Yarra's valued landmarks and landmark signs.*
113. Pursuant to Clause 22.03-4 it is policy that new buildings within the vicinity of the Richmond Town Hall Clocktower must be designed to ensure that this landmark remains as the principle built reference in the locality.

Clause 22.05 Interface uses policy

114. Amongst other things, this policy applies to applications for use or development within Business (Commercial) Zones.
115. The relevant policy objectives are:
- (a) *To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes; and*
 - (b) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*

Clause 22.10 Built form and design policy

116. This policy applies to all new development not included in a heritage overlay and relates only to the Fraser Street allotment. The relevant objectives of this policy are:
- (a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*
 - (b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
 - (c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
 - (d) *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
 - (e) *Create a positive interface between the private domain and public spaces.*
 - (f) *Encourage environmentally sustainable development.*
117. The Clause includes various design objectives and guidelines that can be implemented to achieve the above objectives, including:
- (a) *Urban form and character.*
 - (b) *Setbacks and building heights.*
 - (c) *Street and public space quality;*
 - (d) *Environmental sustainability;*
 - (e) *Site coverage;*
 - (f) *On-site amenity;*
 - (g) *Off-site amenity;*
 - (h) *Landscaping and fencing;*
 - (i) *Parking, traffic and access; and*
 - (j) *Service infrastructure.*

Clause 22.12 Public Open Space Contribution policy

118. The Public Open Space Contribution policy applies to mixed use proposals incorporating residential uses and proposals incorporating residential subdivision. The policy provides selection criteria for where land contributions for public open space are preferred over cash contributions. Given the site does not meet this criteria, a cash contribution will be required at the subdivision stage.

Clause 22.13 Residential Built Form Policy

119. This policy applies to residential areas not covered by the Heritage Overlay and refers to the Built Form Character Type as set out in the Built Form Character Maps under Clause 21.08. In this instance it applies to the Fraser Street allotment only.
120. The objectives of this policy are:
 - (a) *To limit the impact of new development on surrounding land, particularly on low rise residential areas; and*
 - (b) *To respond to and strengthen the distinct character of different parts of Yarra.*
121. In accordance with the policy, the *Inner Suburban Residential areas* are characterised as *built form dominated residential areas with small gardens (if any) and minimal front and side setbacks.*
122. The policy directs Council to assess the application against the various design response guidelines specific to the *Inner Suburban Residential areas*, with specific reference to the Fraser Street allotment.

Advertising

123. The application was advertised under the provisions of Section 52 of the *Planning & Environment Act 1987* (the Act) by letters sent to surrounding owners and occupiers and the display of two signs, one facing Bridge Road and one facing Fraser Street.
124. A total of 21 objections were received. The grounds of objection can be summarised as follows:
 - (a) Inappropriate height, design, massing and scale.
 - (b) Off-site amenity impacts including visual bulk, overshadowing, overlooking, loss of sunlight, loss of views and residential noise.
 - (c) Out of keeping with heritage area
 - (d) Insufficient car parking provided on site,
 - (e) Additional traffic will cause safety problems for residents;
 - (f) Lack of access for emergency service vehicles;
 - (g) Loading bay waiver will generate traffic conflicts;
 - (h) The location of the car park will cause unreasonable noise and air emissions to adjacent properties;
 - (i) The collection of waste will result in unreasonable off-site amenity impacts;
 - (j) Noise and amenity impacts during construction.

Referrals

External Referrals

125. The application was referred externally to VicRoads for comment on the construction of awnings. No objections were received.

Internal Referrals

126. Internally the proposal was referred to the following departments;
 - (a) Urban Design;
 - (b) Heritage;
 - (c) Engineering Services;
 - (d) Waste Management;
 - (e) ESD.

Urban Design

127. *An urban design assessment of the revised proposal has been made with respect to the above points and following observations are made:*

- (a) *Whilst the front setbacks of upper floors and the top floor are considered acceptable there are concerns with the tapered form of the southern section.*
- (b) *The slanted walls are not considered an appropriate typology for mid block building in a shopping strip. The projected slanted walls also emphasise distinct horizontal floor planes which are not complementary to the existing character of the Victorian shopfronts with vertical grid of shops and regular vertical windows. An urban design assessment of the revised proposal has been made with respect to the above points and following observations are made:*

128. *The proposed development is located on the south side of Bridge Road in Richmond, close to Burnley Street. It is in Business 1 Zone. The site is also covered by a heritage overlay. Currently the site contains three retail outlets fronting Bridge Road.*
129. *The application seeks an approval for a six-storey building by revising the earlier proposal modifying the form and architectural expressions including the material and finishes. Council and VCAT had refused the earlier proposal of a similar scale of building on the site. The key concerns were*
- (a) *Balancing the new development and heritage significance particularly the front set back of the building in achieving an acceptable separation from heritage building; and*
 - (b) *Choice of material*
130. *The current proposal suggests retaining of the heritage frontage along Bridge Road (the first floor façade and the parapet), remodelling the shopfront at the ground floor and constructing a six storey new addition behind. The proposal also includes a car park at the basement and ground levels, shops at the ground floor and residential units above.*

The form including setbacks of the upper most levels and slanted walls

131. *A front setback of 9 meters at the second, third and fourth floor seem to provide a clear separation between the heritage façade and the new building and is acceptable from an urban design point of view. There are also no major concerns about the setbacks at the upper most level. It is felt that although the upper most floor will be visible from oblique views, however, as this will be about 3+ meters behind the fourth floor, it will not be dominating and therefore can be accepted.*
132. *A tapering form typology is not considered suitable for continuous streetscape in a shopping strip like Bridge Road. The subject site is located in the middle of a block with a row of shops to its east and a shop to its west. The proposed tapered form will create a constraint in developing a cohesive streetscape when the sites on the east and west sides re-develop. If the adjoining properties were also to re-develop to a similar scale and to its boundaries, the slanted walls of the proposed building will create a negative space, between the buildings, which will be difficult to maintain.*
133. *The projected slanted walls would also emphasise distinct horizontal floor planes, which will not be complementary to the existing character of the Victorian shopfronts with vertical grid of shops and regular vertical windows.*
134. *In view of the above, it is suggested that the taper from the walls should be removed and straight walls should be provided.*
135. *The tapering built-form on the southern side may be successful in providing transition in the building height to the low scale of residential developments to its south however; its form makes the development looks bulky. Larger setbacks and straight forms would be preferable than a tapering form on the southern side.*

The appearance of the addition from Fraser Street

136. *The western façade mainly has blank walls and requires some articulation to break the monotony and bulk of this elevation. In this regard; the break in the middle by the proposed recess and the concept of material change for the middle section is acceptable. There are however, concerns about the use of slanted walls as the way to provide further articulation to large, blank sections of the façade for the reasons discussed earlier. It is felt that simple articulations by material composition may be better than the proposed slanted walls.*

Material palate including colours

137. *The use of Alucabond as a finish for majority of the new façade is acceptable in a streetscape dominated by solid walls of rendered finish. However, for the top most floor, a lighter colour material should be used instead of Corten Steel. The dark colour of Corten Steel on the top floor, in contrast to the lighter colour of Aluca bond finish (of second to fourth floors), makes the building look top heavy and draws attention to the upper part of the building. For the uppermost floor to appear recessive it would be important that a lighter colour finish is used instead of Corten Steel.*

Heritage

138. *Nos. 452-456 Bridge Road are double storey shops, constructed 1889, and are listed as being "Individually significant". Together with No. 450 Bridge Road, they form a group of three. No. 450 Bridge Road is not part of the development site.*
139. *No. 456 Bridge Road is a single-storey masonry shop constructed 1900-1915 which is listed as being "Contributory". (Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007, Rev. Mar. 2011))*

The salient points of the Statement of Significance are:

140. *As a main thoroughfare from Melbourne to the eastern suburbs by the mid 1850s, retail and service trades concentrated at the west end of Bridge Road.*

Main development era

141. *Bridge Road Heritage Overlay Area, Richmond is a predominantly 19th and early 20th century commercial strip.*

Why is it significant

142. *As one Richmond's principle thoroughfares that leads to the first bridge to connect Richmond to Hawthorn, retaining many Victorian-era shops;*
143. *As an important commercial precinct in Richmond, particularly expressive of the 19th and early 20th centuries and incorporating Richmond's civic hub;*
144. *For the architectural continuity and high integrity of upper level façades to their construction date;*
145. *For the good and distinctive examples of Victorian and Edwardian-era architectural styles and ornamentation as evocative of the street's premier role in Richmond*
146. *For the architecturally significant examples of shop buildings from the 1920s and 1930s that relate well to the dominant Victorian-era and Edwardian-era scale and character;*
147. *For the contribution of individually significant or well preserved buildings that express a range of key development periods in the street and the City.*

148. *Previous heritage advice, inter alia, was that “Together the three [Woods] buildings make a significant contribution to Bridge Road as a prominent example of a Victorian commercial building with a large central broken pediment above a decorative balustraded parapet.”*

Context Description

149. *The site is located on the south side of Bridge Road, on the flat area east of the Town Hall.*
150. *A similar proposal went to VCAT (NEA Developments Pty Ltd v Yarra CC (P1906/2013, PLN12/1017) in January 2014 and was refused. The salient points are noted below as relevant and have been taken as a benchmark against which to assess this application. At the time of writing the Amended Plans (Rev. C) handed up at VCAT were not available for consultation.*

Assessment of Proposed Works

151. *Demolition*
152. *The amount of demolition proposed now is similar, or the same, as proposed previously. VCAT concluded that it was important to retain the above-verandah façades, chimneys, the return on the eastern edge of No. 454 Bridge Road at least as far as the front chimney. (Para 32.) At the First floor the presently external east elevation of No. 454 Bridge Road will be retained to a depth of 4.927 metres. The western party wall between Nos. 450 and 452 Bridge Road will be retained for a length of 9.7 metres.*
153. *VCAT also noted (para. 32) that it was assumed that the stuccoed label bearing the inscription “Erected by J Wood 1889” was also being retained even though this was not shown on the drawings. This is still not shown on the drawings and therefore it is unclear as to whether this is proposed to be retained or removed. As part of the original fabric it must be retained.*

Proposed works - Ground Floor

154. *Insofar as Bridge Road is concerned, the proposal is generally the same as the previous one except for the introduction of a fire booster cabinet in the shopfront of No. 456 Bridge Road.*
155. *The pedestrian entrance via part of the existing shop area of No. 452 Bride Road has a door at set back approximately 9.8 metres (TP 04). A heritage characteristic of Bridge Road is that there are no gaps in the streetscape edge and it is recommended that there is a door on the property line.*

Setbacks

First Floor

156. *The setback of the residential unit elevation behind the façade is proposed to be 4.515 – 4.927 metres which is virtually the same as recorded by VCAT (para. 34).*
157. *The chimneys are shown as being retained (TP05).*
158. *The existing timber-framed, double-hung sash windows to Nos. 452 and 454 are annotated as “Retain and refurbish existing window frames” (TP05 and TP15). Technically this does not include the sashes and the glazing and these are also to be retained.*

Second Floor

159. *The setback of the balcony balustrades is now proposed to be 9 – 9.412 metres and with the elevation being set back 10.7 - 11 metres (no dimension is shown).*

160. *At this setback the visibility and visual effect of the balustrades through the retained windows will be considerably less than previously and as a result the building will appear more as a three dimensional building rather than simply a façade as was the case. However the fact that daylight will illuminate the now outdoor area behind the façade will work in reverse effect i.e. light behind the façade as viewed through the windows will make it obvious that the façade is simply a façade and not a building under a roof. It is recommended that the issue of daylight be addressed so as to reduce the effect when viewed from the street. VCAT noted the existing glazing was proposed to be replaced with a material which allowed “views out but not in”. A sample of any proposed material is required for further consideration.*

Third and Fourth Floors

161. *The setbacks to the elevation were previously 7.31 – 7.72 metres and 3.72 – 4.13 metres to the balcony balustrades. At the Third floor the setbacks to the elevation are now 10.5 – 11 metres to the elevation and 9.0 – 9.412 metres to the balcony balustrades – a general increase of approximately 3.5 metres.*
162. *At the Fourth floor the setback to the elevation is 10.396 metres and 7.743 metres to the balcony balustrades which is virtually the same as at the Third floor.*
163. *At these levels the east and west elevations slope outwards from the roof level to the floor which is similar to the previous proposal. While the purpose previously was in connection with the reflective cladding then proposed, this does not appear to be applicable now. In any event the taper does serve to reduce visual bulk by a small degree and is acceptable.*

Fifth Floor

164. *The setback to the elevation was previously 9.61 – 10.02 metres and now it has been increased to 12.3 – 12.913 metres.*
165. *The west side setback was previously 1.5 metres and has been reduced to 1.35 metres. This reduction is inconsequential. The east side setback remains the same at 1.5 metres.*
166. *At this level the east and west elevations slope outwards from the roof level to the floor which is similar to the previous proposal.*

Height

167. *The height was previously proposed to be 19.1 metres and this has not changed. VCAT expressed “no concern with the concept of a six storey high addition on this site: (para. 38)*

Sightlines

168. *VCAT noted that the sightline shown on the “tendered revised plans (Revision C) were incorrect thus more of the new built form would be visible. (para. 56) “The elevations and sections A-A and B-B show the sightline above the highest section of the parapet (the pediment of No. 452 Bridge Road), rather than through No. 454 Bridge Road, which has a lower parapet height”. (fn. 18, p. 17) TP 16 and TP 17 now submitted do not show any sightline projected from “the man in the street” and therefore the consideration of any sightline which might have been made is unclear. Cl. 22.02, Figure 3, the sightline diagram applicable to Individually significant buildings, shows that the sightline is to be taken through the base of the parapet. I note that the caption refers to the “top of the parapet” which is incorrect. On this basis it is noted that a small portion of the Third floor (compared with two-thirds previously (Para. 56)) and all of the Fourth floor (as previously) will be visible from Bridge Road. The setbacks now proposed have not served to change the previous outcome in any acceptable way. The Fifth floor will also be visible at a slightly increased setback of 3.5 metres from the top of the Fourth floor which is inconsequential in terms of visible impact.*

The relevant policy is that:

169. *22.02-5.7 New Development, Alterations or Addition
22.02-5.7.1 General*
170. *Encouraging additions to individually significant places to, as far as possible, be concealed by existing heritage fabric when viewed from the front street and to read as secondary elements when viewed from any other adjoining street.*
171. *22.02-5.7.2 Specific Requirements (where there is a conflict or inconsistency between the general and specific requirements, the specific requirements prevail)*
172. *Industrial, Commercial and Retail Heritage Place or Contributory Elements*
173. *Encourage new upper level additions and works to:*
 - (a) *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.*
 - (b) *Incorporate treatments which make them less apparent.*
174. *VCAT previously noted that “Each higher level is not further set back from the heritage façade”. (para. 58) Overall the previous setbacks were considered to be inadequate. The question now is whether or not they been sufficiently increased to be “adequate”. A test on the advertised plans shows that the Fifth floor is not fully within the sightline at any setback. At a setback of 15 metres all of the Fourth floor would be visible, however distance would ameliorate the visual impact and make it read less strongly. At a setback of 22 metres the Fourth floor would be barely visible. A setback for the Fourth floor of approximately 18.5 metres and deletion of the Fifth floor would be acceptably compliant with the Heritage Policy, being mindful that setbacks are also required at the rear to ameliorate the interface with the residential area to the south.*
175. *While VCAT could not say what setbacks might be acceptable, they noted that the setbacks proposed resulted in “most of the third floor and the entire fourth floor will be visible, with the fifth floor appearing as a recessed element”. (para. 57) Even though the setbacks have been increased in this proposal the visible outcome remains the same. The setbacks as proposed are still unacceptable.*

Colours/materials

176. *It is proposed to clad the building in Alucobond and with Corten steel (shown as pre-corroded) at the Fifth floor and on highlights on the east and west elevation at the lower rear levels which will be highly visible. In terms of colour and finish the Corten steel is not appropriate in this heritage streetscape, moreover behind an Individually significant retained façade with which it will compete and detract. The previous approach was to make the upper levels “disappear” through the use of mirrored cladding, which ultimately proved to be an inappropriate and flawed material for this purpose. The present approach appears to be the opposite: Corten is a material which is distinctive and which draws the eye and other examples of Corten steel in Yarra have proved to be inappropriate even though not in a Heritage Overlay. The Corten together with the high visibility of the upper levels due to the width of Bridge Road, will make the upper levels more visually dominant, instead of “less apparent”, and draw undue attention. Alucobond over the building would be more appropriate and acceptable.*

177. *Timber lining is proposed for the soffits and balcony internal walls. There are numerous examples in Yarra, including visible from Bridge Road, where external timber has become unsightly due to lack of maintenance and weathering from rain. Timber is only to be used in a sheltered position and should have protective edges i.e. return/fold the Alucobond into the terrace walls or similar edge treatment.*
178. *The material for the balustrades to Bridge Road are not indicated but they might be clear glazing. The materials should be annotated and a sample should be provided – even clear glazing can have a colour.*
179. *In view of the previous history of colours and materials in relation to this site a complete sample board showing all materials and colours must be submitted for approval.*
180. *It is proposed to use bluestone tiles under the Bridge Road shopfronts. This is acceptable.*
181. *Off-form concrete is proposed at the residential and abutting shop entrance from Bridge Road. Off-form concrete does not maintain a pristine appearance over time, especially in high traffic areas. Nor is it a typical finish in Bridge Road in similar Ground floor locations. Any concrete elements at the street level should be finished in painted render or bluestone tiles to match the plinths or ceramic tiles. Samples are to be provided.*
182. *Nothing by way of colour and materials has been specified for the fire booster cupboard. Details are required. Note that red is not mandatory for the cupboard colour and is not preferred.*
183. *The Bridge Road façade is still noted as having “white render”. (TP 15) This treatment is inappropriate and unacceptable. VCAT noted “the Applicant’s appropriate suggestion to clean the surface of the front first floor façade rather than painting or rendering it”. (Fn. 11, p. 17)*

Heritage advice provided in relation to the previous proposal was:

184. *“Upper level facades: The unpainted render finish of the upper level facades of nos. 452 and 454 are original. Painting of unpainted surfaces is specifically discouraged by the heritage policy. The white painted finish of no.450 Bridge Road is not original and therefore should not be used as a precedent for the subject buildings. Only the timber joinery associated with the window frames should be painted. As external paint controls apply to these buildings the proposed colour must be approved. It is strongly encouraged to select a colour that is consistent with the Late Victorian period of the buildings.*
185. *The parapet to no. 456 Bridge Road is currently painted. Repainting of previously painted surfaces is acceptable. The colour selected does not necessarily need to match the colouring of the other two heritage facades as this building does not form part of the terrace”.*
186. *The “original unpainted wall finish” to Nos. 452 and 454 Bridge Road was noted on the Richmond Conservation Study Building Identification Forms (Attached) as being “Significant features” and the painted render to No. 450 Bridge Road was noted as being “Inappropriate”.*
187. *Unpainted render, stonework and brickwork are elements which are part of the heritage significance of a building and painting or rendering over them is not in accord with heritage principles, practice, policy or the Heritage Overlay Decision Guidelines. It appears that in this case the intent is still to match the abutting façade treatment which is inappropriate. As it is these unpainted façades are part of a small group of such facades which remain in Bridge Road and which stand out as valued heritage elements. The unpainted render surfaces are to remain unpainted. They could be cleaned and an appropriate methodology statement must be provided for approval prior to such work commencing.*

Canopy

188. *The proposed canopy is shown in plan on TP05 and in elevation on TP15. In plan it is now parallel with the kerb as compared with zigzag previously but now there are small rebates presumably intended as demarcating the individual shops. VCAT stated that “there should be separate canopies for No. 456 Bridge Road and the pair of significant buildings at Nos. 452-454 Bridge Road. During the hearing, the Applicant did not oppose this and a condition specifying that the canopies be parallel to the kerb (rather than zigzag)”. (para. 62). There should be one canopy to Nos. 452 – 454 Bridge Road and a separate canopy to No. 456 Bridge Road which should indicate that they are separate buildings. Any new canopy is to be fixed into the area between the bottom of the upper level façade and the top of the shopfront and is not to be affixed to the upper level façade in any way. Details of colours, materials and any proposed signage must be submitted for approval.*

Recommendation;

- (a) *VCAT was quite specific in identifying the issues of concern in an effort to guide any future application for the site. It is disappointing that the pointers have not been taken up so as to achieve an outcome which is acceptable in terms of the Heritage Policy and VCAT’s expectations.
It appears that the approach to this application may have been a tick-the-box approach rather than an in-depth look at what might be an acceptable outcome for this site and this is disappointing. The latter is what is required. Further, there are numerous matters which were mentioned by VCAT which have not been addressed or added to which there is important information not included on the drawings.*
- (b) *Either seek amended plans which show that the stuccoed label bearing the inscription “Erected by J Wood 1889” is being retained or make this the subject of a permit condition.*
- (c) *Require a door on the property line at the pedestrian entrance in No. 452 Bridge Road. This could be a permit condition.*
- (d) *Clarify the notes regarding the first floor windows. What are to be retained are Victorian timber-framed, double-hung sash windows including the frames, sills, sashes and glazing. If the glazing is to be replaced by one-way glazing then a sample is required for further assessment.*
- (e) *Delete the Corten steel and use Alucobond for all of the external surfaces proposed to be clad.*
- (f) *Only use timber in a sheltered position where it must also have a protective edge. Detailed drawings showing how this will be done must be submitted to the satisfaction of Council.*
- (g) *Any off-form concrete proposed at the street level should be finished in paint, bluestone tiles to match the plinths or ceramic tiles. Samples and colours are to be provided.*
- (h) *Provide details of the colour and materials for the fire booster cupboard.*
- (i) *Clarify the colour and materials proposed for balustrades fronting Bridge Road*
- (j) *Submit details of colours, materials and any proposed signage for approval to the satisfaction of Council. A full sample board showing all materials and colours must be submitted for the approval of Council.*
- (k) *The unpainted render surfaces to the façade, chimneys and all original brickwork are to remain unpainted.*
- (l) *It is recommended that the unpainted masonry elements of the façade and chimneys are cleaned and that prior to such work commencing an appropriate methodology statement must be submitted to the satisfaction of Council.*
- (m) *There should be one canopy to Nos. 452 – 454 Bridge Road and a separate canopy to No. 456 Bridge Road. Any new canopy(ies) is to be fixed into the area between the upper level façade and the shopfront and is not to be affixed to the upper level façade in any way.*

Engineering

(These comments are based on the original plans submitted in September 2014; the bedroom numbers of apartments and the size of the retail premises has altered since these comments were received, reducing the overall statutory car parking requirement from 41 to 40 spaces).

189. *The proposed development comprises the construction of a six-storey building containing 21 one-bedroom units, four two-bedroom units, two three-bedroom units, and two retail tenancy totalling 194 square metres at ground level. The ground floor car park will accommodate a total of 24 on-site parking spaces within the Klaus Trendvario 4300-200 car stacker system. Some 14 on-site bicycle spaces will also be provided. According to Traffix Group report, the development would have a statutory car parking requirement of 41 spaces. The site is located on the north side of Bridge Road, approximately 123 metres west of Burnley Street*
190. *All residents and prospective property owners of the new dwellings will be ineligible to apply for on-street resident and visitor parking permits. On-street parking for residents is not a practical or viable option, and the local roads surrounding the site cannot sustain any resident parking.*
191. *When purchasing or intending to move into the dwellings, residents/occupants will know upfront whether dwellings have any parking or no on-site parking. Residences which have no on-site parking would be appropriate for persons who are prepared to heavily rely on public transport, bicycles or other forms of sustainable transport for their transportation needs – and it is also highly likely that the new dwellings would be specifically marketed towards this group, particularly persons who wish to make a lifestyle choice centred around inner city living.*
192. *Geographically, the site is well positioned in terms of public transport services and proximity to shops, supermarkets, essential facilities etc.*
193. *The two retail tenancies each have one on-site car parking space, most likely set aside for the shop's staff. These shopfront businesses would heavily rely on walk-up trade from persons already in the area who would engaged in other activities or business. Patrons who choose to drive to the shops and other venues/establishments within the Bridge Road activity centre would either park on-street in Bridge road or any of the peripheral roads.*
194. *As indicated in the submitted report, on-street car share spaces are located within walking distance of the site. This type of facility provides accessibility to a pre-booked vehicle for persons who do not own a motor vehicle or use a car infrequently. Car Share facilities have been approved and advocated by Council's Strategic Transport unit as means of reducing car dependence. By converting a permanent on-street space to a car share space, one car-sharing vehicle could potentially replace many privately owned vehicles.*
195. *Before a decision is made whether to grant a dispensation in the car parking requirement, the above factors should be taken into account.*

Access Arrangements

196. *Fraser Street Road Frontage – Ground Floor Car Park Entrance*
197. *It is proposed to service the development's off-street car park via a single lane access ramp.*
198. *The proposed ramp have been designed to satisfy the minimum Australian/New Zealand Standard ramp grades of 1 in 20 for the first 2.0 metres, 1 in 8 for the next 2.80 metres, 1 in 4 for the next 0.30 metres, and then followed by a 1 in 8 section inside the property.*
199. *The 3.6 metre width of the ramp complies with AS/NZS 2890.1:2004.*
200. *The designer must show on the drawings the position of the vehicle crossing.*

201. *Before a Vehicle Crossing permit is granted, the designer must satisfy all of the following items:*
- (a) *The vehicle crossing shall be constructed in accordance with City of Yarra Standard Drawings and Specifications;*
 - (b) *The development's finished floor levels relative to the existing footpath and road levels must be such that pedestrian and vehicular access accord with the Australian/New Zealand Standard AS/NZS 2890.1:2004;*
 - (c) *Existing kerb and channel, and road pavement surface levels should not be altered. Council may permit the adjustment of Building Line levels to provide access in accordance with AS/NZS 2890.1:2004; and*
 - (d) *The design and construction of the vehicle crossing must also satisfy the requirements of Council's Systems and Business Support unit's Vehicular Access into Properties (Info Sheet and Application Form) before a vehicle crossing permit can be issued.*
202. *A 2.0 metre by 2.5 metre sight triangle will be provided at the north and south side of the entrance.*

Internal Layout

203. *The dimensions of the regular car parking spaces within the car park have been designed to satisfy the Yarra Planning Scheme's off-street parking requirements as per Clause 52.06. Vehicle turning movements into and out of these bays are considered satisfactory.*
204. *The 6.206 metre wide aisle width within the car park is considered satisfactory.*
205. *There is no objection to the use of the Klaus Trendvario 4300-200 car stacker system mechanical parking device as proposed. This type of device can accommodate 85th percentile vehicles. Vehicle turning movements into and out of these devices are considered satisfactory.*

Traffic Generation

206. *According to Traffix Group, the development is expected to generate a total of 110 vehicle trips per day with 11 vehicle trips in each peak hour (roughly an average of around one car every five and a half minutes). It is agreed that this traffic is not unduly high and should not affect the traffic operation of Fraser Street or the intersection with Bridge Road.*

Loading Provision

207. *The development does not contain an off-street loading facility. There is a public on-street Loading Zone in this section of Bridge Road, east of Fraser Street.*

Public Lighting

208. *The designer must ensure that light does not spill into any of the new dwellings' windows from any existing street/public lights. Any shielding or baffling that may be required for any existing street lights shall be supplied and installed by the developer and at their expense.*

Road Infrastructure Works

209. *Upon the completion of all building works and connections for underground utility services, the footpath immediately outside the property's Bridge Road and Fraser Street road frontages must be reconstructed to Council's satisfaction and at the developer's expense.*

Drainage – Legal Point of Discharge

210. *The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the Building Regulations 2006 from Yarra Building Services unit.*
211. *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), to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 610.*
212. *Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.*

Capital Works Programme

213. *A check of the Capital Works Programme for 2014/15 indicates that sections of the footpath along the south side of Bridge Road between Coppin Street to Burnley Street have been approved for rehabilitation works. Works Programmes are subject to change.*

Waste management

214. *The Waste Management Plan from Leigh Design, dated 13 August 2014, is satisfactory from the Engineering Operations Branch's perspective.*

ESD

215. *The application does not meet Council's Environmental Sustainable Design (ESD) Standards. No SMP has been submitted, which is entirely unsatisfactory.*
216. *It is noted that the provision of an SMP was requested at the beginning of the application process, however one was not submitted.*

(1) Application ESD Commitments:

217. *No ESD commitments of any kind have been made.*

(2) Application ESD Deficiencies;

218. *No SMP has been submitted for this application. It is strongly recommended that an SDA is produced and submitted for this application. No commitment to meeting any of Council's other ESD best practice standards has been made. Please provide an SMP to demonstrate that all of these best practice standards can be met or exceeded.*
219. *No STORM report or stormwater management proposal has been submitted. Please produce and submit to demonstrate compliance with Clause 22.16 – Stormwater Management and Water Sensitive Urban Design. Strongly recommend sizing rainwater tank(s) in order to achieve 100% STORM score (min) across the whole site by connecting tank(s) to flush all toilets, as described by Melbourne Water and the STORM tool.*
220. *No commitment to exceeding the minimum 6 star NatHERS NCC standard has been made. This is strongly recommended in order to meet Council's best practice standard. Please provide sample preliminary NatHERS ratings to demonstrate that this standard can be met.*
221. *Use of multiple small light courts is not recommended. Council strongly recommends redesigning the floor plate to combine the three small light courts into a single large central light court, and ensure an operable element to bedroom windows, to provide access to effective cross ventilation and to provide reasonable daylight access into the dwellings.*

222. *No shading systems can be identified on the architectural drawings. Some northern balconies are sufficiently shaded by cantilevered balcony overhangs. There are large amounts of exposed glazing on the east, west and northern facades. These areas of glazing need to be protected from summer solar heat gain with adjustable shading systems (such as louvres, fins, awnings etc.) or another suitable effective response.*

OFFICER ASSESSMENT

223. The primary considerations for this application are:
- (a) Policy and strategic support
 - (b) Land use
 - (c) Heritage and Built Form and Design
 - (d) On-site amenity
 - (e) Off-site amenity
 - (f) Car parking/Traffic/Bicycle parking/Loading
 - (g) Objector concerns

Policy and strategic support

224. The subject site is located in a neighbourhood where an intensity of development is encouraged, being within the Bridge Road MAC, which provides a wide range of local convenience retailing, restaurants and cafes with good public transport links and employment opportunities. This ensures that the site is well serviced by local infrastructure and community services.
225. The proposed development achieves a sound level of compliance with relevant state and local planning policies applicable to the redevelopment of sites within areas such as this. New development in the area is already evident, particularly along the northern side of Bridge Road and to the west of Church Street, with the C1Z and SPPF encouraging an increased supply of housing within well serviced urban areas and activity centres.
226. Pursuant to the purpose of the C1Z and clause 16.01-1 (Integrated housing), clause 16.01-2 (Location of residential development) and clause 16.01-4 (Housing diversity), the proposed development will introduce 27 new housing opportunities without compromising the commercial function and activity of the Bridge Road MAC at street level.
227. Clause 11 (Settlement) sets a clear direction for urban consolidation, with Clause 11.01-2 (Activity centre planning) encouraging a diversity of housing types at higher densities in activity centres. In this regard, an increase in the supply of housing and a higher form of development is encouraged as indicated in clause 11.02-1 (Supply of urban land) clause 11.04-2 (Housing choice and affordability) and clause 16.01-2 (Location of residential development), with the objective of the latter *“to locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport”*. It is considered that the significant size of the site lends itself to a development of this scale, with the proposal consistent with state policy that directs higher density residential development to redevelopment sites such as this.
228. Clause 21.05 (Built form) identifies that built form within the municipality is characterised by low-rise urban form with pockets of higher development (distinguishing the City of Yarra from adjoining municipalities). Strategy 17.2 at Clause 21.05-2 (Urban design) directs that redevelopment on strategic redevelopment sites within activity centres should generally be no more than 5-6 storeys in height; the 6-storey scale of the development is consistent with these provisions.

229. To guide the process of redevelopment and urban renewal of the subject site and surrounding land, the provisions of the Scheme relevant to design and built form are contained at clause 15 (Built Environment and Heritage), clause 21.05 (Built Form) clause 22.10 (Design and Built Form), and as supplementary guidance within the *Guidelines for Higher Density Residential Development* (HDRD Guidelines). These provisions and guidelines support development that responds to the existing or preferred neighbourhood character. Particular regard must be had to the acceptability of the design in terms of height and massing, street setbacks and relationship to adjoining buildings. These elements will be discussed in detail below.

Land Use

230. The proposed land use mix is appropriate given that the majority of the site's principle frontage along Bridge Road will remain occupied by two retail shopfronts. In this regard, the two retail tenancies at the Bridge Road frontage will help broaden commercial activity within the Bridge Road MAC, will help support the focus for retailing and shopping and will help to maintain the long term viability of the activity centre, as is encouraged by policy at clause 11.01-2 (Activity centre planning) and clause 21.04-2 (Activity centres) of the Scheme.
231. The use of the land for retail does not require a planning permit within the C1Z, with the dwellings above within the commercially zoned land only requiring a permit based on the width of the pedestrian entrance to Bridge Road. The provision of accommodation above active ground floor uses is encouraged within the C1Z, and is in keeping with the location of residential uses within traditional commercial areas. The location of the entrance to the residential component of the development is on the western side of the façade, ensuring that this entry does not interrupt the commercial flow of the retail frontage. This maintains the shopfront appearance of the site and is an appropriate outcome. Based on the width of the sites combined, the 2.4m wide dwelling frontage is therefore acceptable.

Heritage and built form and design

232. Relevant Scheme provisions seek a development outcome that responds to the existing or preferred neighbourhood character and heritage values, and requires a contextual urban design response reflective of the future aspirations of the area. With respect to the heritage overlay, land within the Bridge Road allotment is included. The car parking area at No. 1 Fraser Street does not form part of this overlay. Before any assessment of the proposed development can be made, it is important to establish whether the proposed extent of demolition within the Bridge Road site is appropriate. An assessment of this is provided as follows:

Demolition

233. As outlined previously, Nos. 452 & 454 Bridge Road (being the two double-storey terrace shopfronts) are graded 'individually significant' and No. 456 (the single-storey shopfront) is graded 'contributory' to the Bridge Road Heritage Precinct.
234. Pursuant to policy at clause 22.02-5.1 of the Scheme, demolition of part of an individually significant or contributory building or removal of contributory elements is discouraged unless:
- (a) *That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).*
 - (b) *For a contributory building:*
 - (i) *That part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or*
 - (ii) *The removal of that part would not adversely affect the contribution of the building to the heritage place.*
 - (c) *For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.*

235. The proposed extent of demolition being sought as part of the application is the same as previously proposed in the earlier scheme (PLN12/1017), with demolition including the removal of the rear of the two double-storey shops at Nos. 452 and 454 Bridge Road and the rear of the single-storey shop at No. 456 Bridge Road. The facades (single and double-storey) will be retained, as will part of the eastern wall of 454 Bridge Road and a chimney attached to this wall.
236. In previous advice to Council regarding the earlier application, Council's heritage advisor provided the following comments;

The extent of demolition proposed is extensive. The extent to be retained will not constitute a three-dimensional space as none of the original roof structures will be maintained and only a limited portion of some side walls. The extent of buildings to be retained is inadequate and will result in facadism which is not consistent with the principles of good conservation practice.

237. As the subject site is located within one of the more intact sections of streetscape along Bridge Road, the proposal to demolish almost all but the façade of the buildings was considered inconsistent with the objectives of Clause 22.02 which aims "to conserve the historic fabric and maintain the integrity of places of cultural heritage significance".
238. In advice submitted on behalf of the applicant for the current proposal, Bryce Raworth refuted this statement, noting that the extent of demolition proposed is an acceptable outcome, based on the following;
- (a) *The shop on the south-east intersection of Bridge Road and Fraser Street does not form part of the development and will screen a large part of the area to be demolished;*
 - (b) *The remaining extent of demolition is acceptable as it involves portions of the buildings with little or no visibility from Bridge Road;*
 - (c) *The retention of the facades will uphold the contribution of the original shopfronts to the heritage precinct; and,*
 - (d) *The previous permit application involved the same extent of demolition, and VCAT considered this acceptable.*
239. It is correct that this opinion is consistent with views expressed by the Tribunal, with VCAT raising no concerns with the extent of demolition proposed. Pertinent paragraphs supporting the proposed demolition from the VCAT decision are outlined below;

The extent of demolition is acceptable and will not adversely affect the significance of the individual buildings, particularly Nos. 452 and 454 Bridge Road, or the Bridge Road heritage precinct. (Paragraph 9)

In regard to the Heritage local planning policy guidance on demolition, whether or not building fabric is visible from the public domain is not determinative of whether it can be demolished. Rather, the question is whether the demolition will have a negative impact on the significance of the heritage place, or its contribution to the heritage place. (Paragraph 29)

We find the removal of the roof of the building at No. 456 Bridge Road will not adversely affect the building's contribution to the heritage place as it is its front façade rather than the roof that is visible from the public realm and contributes to the Bridge Road heritage streetscape. (Paragraph 30)

The Statement of Significance focuses on the intact, above-verandah level of buildings, and we find this is a significant element of Nos. 452 and 454 that should be retained. Otherwise, the majority of the fabric to be removed is not visible from the public realm or influencing the significance of the Bridge Road Precinct.

Most of the valuable parts of the fabric are to be retained, including the ornate front chimneys, the parapets and their ornamental balustrades, and the raised broken curved pediment at the top of the façade of No. 452 Bridge Road. The pediment is a central, linking element in the terrace of the three double storey buildings at Nos. 450-454 Bridge Road and has a stuccoed label bearing the inscription "Erected by J Woods 1889". Inexplicably, the inscription is not shown on the north elevation, but we assume it is to be retained. The front sections of roof have the original hipped form and may be the original fabric.....What is important is to retain the first floor front façade and the return on the eastern edge of No. 454 Bridge Road, as least as far as the front chimney. On the basis that the retained parts are subject to conservation works and appropriately treated, we find the extent of demolition is acceptable and would not adversely affect the significance of the heritage place (Paragraph 32)

240. The extent of demolition associated with the current proposal is therefore considered to be an appropriate outcome, ensuring that the heritage value of the buildings and the heritage values of the intact Victorian and Edwardian shopfronts along the southern side of Bridge Road will be maintained.

One matter highlighted in the VCAT order above was the assumed retention of the inscription "Erected by J Woods 1889" on the shopfront of Nos. 450-454. In the current heritage advice provided for Council, Ms Riddett noted "*this is still not shown on the drawings and therefore it is unclear as to whether this is proposed to be retained or removed. As part of the original fabric it must be retained*".

241. A condition can be added to the permit accordingly.

Development

242. When it comes to considering the acceptability of the proposed development in the Bridge Road Heritage Precinct and in the Bridge Road and Fraser Street streetscapes, it is necessary to evaluate the heritage values, the existing built form and the emerging character of the surrounding area.

243. Figure 24 at Clause 21.08-10 identifies the Bridge Road allotment as being included in the heritage overlay area. This figure also highlights that Fraser Street, including the Fraser Street allotment, forms part of the *Inner Suburban Residential Area* and is not affected by the heritage overlay.

244. Pursuant to Figure 24: Built Form Character Map- Central Richmond:

- (a) The relevant strategy for Heritage Overlay areas is to *ensure that development does not adversely affect the significance of the heritage place;*
- (b) The relevant strategies for the *Inner Suburban Residential Areas* are:
 - (i) *Maintain the existing pattern of front setbacks;*
 - (ii) *Limit variations in height to a maximum of one storey compared to the adjacent properties on single house sites/small development sites in areas with generally consistent building heights.*

245. Differing strategies and policy guidelines must therefore be applied to land affected by the heritage overlay and land located in the *Inner Suburban Residential area*, with policy at Clause 22.02 providing relevant guidelines for development in heritage precincts and policy at Clause 22.10 and 22.13 providing relevant guidelines for development on land not included in heritage overlay areas.

246. In addition, the design principles at Clause 15.01-2, the Landmarks and Tall Structures Policy at Clause 22.03 and the supplementary HDRD guidelines apply to all development.

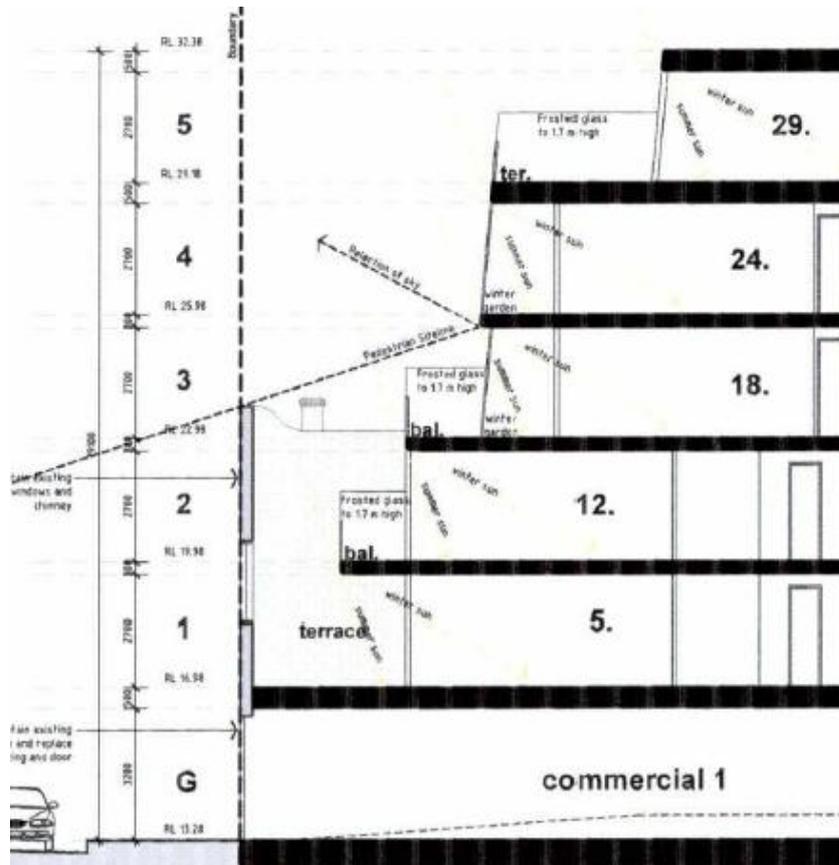
Bridge Road

247. With regards to the redevelopment of the site as proposed, the Tribunal stated that they have *no concern with the concept of a six storey high addition on this site. The planning scheme recognises that higher built forms are appropriate in activity centres, with a specific strategy that new development “generally be no more than 5-6 storeys” unless it can be demonstrated that the proposal achieves other benefits. In this case, the six storey height achieves the aspiration of the planning scheme policy.*
248. Whilst redevelopment of the site for a six-storey building has the endorsement of the Tribunal and relevant provisions of the Scheme, it was ultimately the front setbacks (or lack thereof), the materials of the proposed building and its failure to respond to heritage guidelines that led to the refusal of the previous scheme.
249. As outlined earlier in this report, policy at Clause 22.02-4 sets out objectives for heritage places. Amongst the most relevant to this proposal are;
- (a) *To retain significant view lines to, and vistas of, heritage places.*
 - (b) *To preserve the scale and pattern of streetscapes in heritage places.*
 - (c) *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.*
 - (d) *To ensure that additions and new works to a heritage place respect the significance of the place.*
 - (e) *To encourage the retention of ‘individually significant’ and ‘contributory’ heritage places.*
250. Furthermore, Clause 22.02-5.7.2 provides development guidance for commercial buildings, recommending that new upper level additions and works are to *respect the scale and form of the existing heritage place or contributory elements to the heritage place by being setback from the lower built form elements. Each higher element should be setback further from the lower built forms and upper level additions should incorporate treatments which make them less apparent.*
251. The previous plans refused by Council and VCAT included the following setbacks from the Bridge Road interface at each level, with the dimensions outlined in Table 1 and the sectional diagram at Figure 1 providing a visual response.

Table 1 – Previous proposal refused by VCAT

Level	Setback of terrace	Setback of front wall
<i>Ground</i>	<i>0m</i>	
<i>First</i>	<i>0m</i>	<i>4.5m-4.9m</i>
<i>Second</i>	<i>4.5m-4.9m</i>	<i>6.3m-6.7m</i>
<i>Third</i>	<i>5.5m-5.9m</i>	<i>7.3m-7.7m</i>
<i>Fourth</i>	<i>5.5m-5.9m</i>	<i>7.3m-7.7m</i>
<i>Fifth</i>	<i>5.7m-6.1m</i>	<i>9.8m</i>

Figure 1 – Previous proposal refused by VCAT

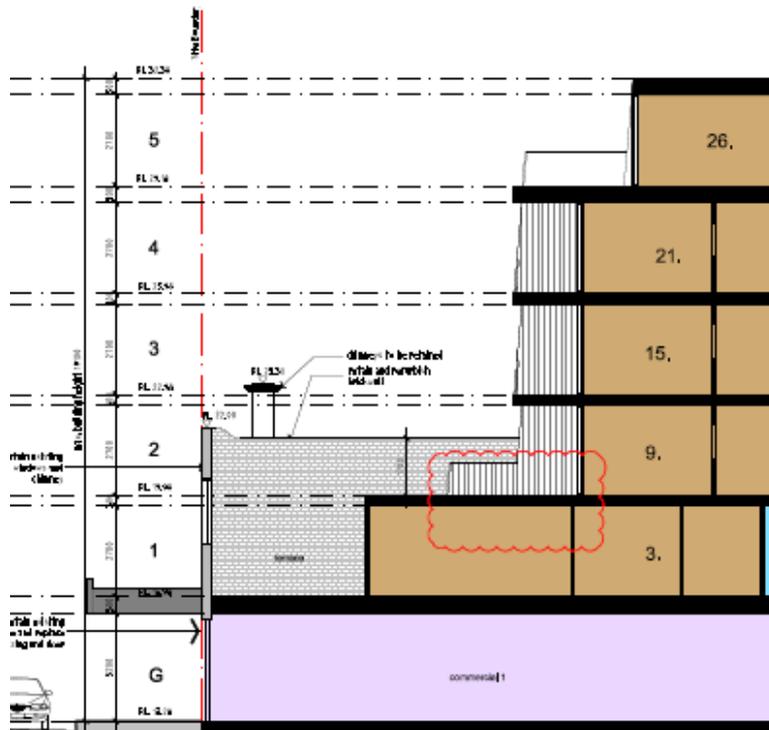


252. The setbacks from the front facade outlined above were considered inadequate, with Ms Riddett stating that the overall height of the building would only be acceptable if there was greater concealment of the new built form. The figure of 9.9m was originally recommended as an appropriate setback for the lower levels, with this length being equivalent to the depth of the existing main roof form on the heritage buildings. It was considered that this distance would be likely to create the appearance of a separate building behind the existing heritage fabric. Ms Riddett later revised this figure to 15m, when it became evident at the hearing that the original sightline diagrams from the northern side of Bridge Road were incorrect, and more of the new building would be visible from this location.
253. The Tribunal agreed that the original setbacks were not acceptable and did not achieve a suitable division from the heritage fabric, with the third and fourth floors only setback marginally further than the two levels below. It was considered that these setbacks did not create sufficient visual separation between the heritage fabric and the new building, thereby allowing the proposal to be dominant in the Bridge Road streetscape. Whilst the Tribunal did not provide any guidance as to what setbacks would be acceptable, it noted that the height, setbacks and materials would all have to be considered in conjunction to result in an acceptable outcome for a future application.
254. The proposed setbacks for the current development have been increased accordingly, with the dimensions outlined in Table 2 and the sectional diagram at Figure 2 providing a visual response.

Table 2 – Current proposal

Level	Setback of terrace	Setback of front wall
Ground	0m	
First	0m	4.5m-4.9m
Second	7m	9.4m – 10.7m
Third	9m-9.4m	10.7m-11.1m
Fourth	9m-9.4m	10.7m-11.1m
Fifth	9m-9.4m	12.5m

Figure 2 – Current proposal



255. In general, setbacks of the balustrades and apartment walls have increased between 3m-4.5m, with the upper levels provided with greater setbacks than those below. Whilst these setbacks do not accord with the 15m setback recommended by Ms Riddett, it is considered that they achieve the intent of the heritage advice, which called for the setbacks to be equivalent to the depth of the existing main roof form and for the new building to be clearly distinguishable from the existing heritage place. The 9m setback of the upper level balconies and the minimum 10.7m setback of the new façades, whilst still allowing visibility from Bridge Road, will create the impression that the building is clearly a separate element within the heritage streetscape.
256. Heritage advice provided by Ms Riddett for the current proposal states; *“at this setback the visibility and visual effect of the balustrades through the retained windows will be considerably less than previously and as a result the building will appear more as a three dimensional building rather than simply a façade as was the case”*, however Ms Riddett continues by stating *‘Even though the setbacks have been increased in this proposal the visible outcome remains the same. The setbacks as proposed are still unacceptable’*.
257. This conclusion was reached through the use of a sightline diagram, drawn by Ms Riddett, which demonstrated that the fifth floor *“is not fully within the sightline at any setback. At a setback of 15 metres all of the fourth floor would be visible; however distance would ameliorate the visual impact and make it read less strongly. At a setback of 22 metres the fourth floor would be barely visible. A setback for the fourth floor of approximately 18.5 metres and deletion of the fifth floor would be acceptably compliant with the Heritage Policy”*.
258. It has already been established that a six-storey building on the site is an appropriate outcome within the activity centre, with state and local planning policy actively encouraging a building of this scale in such a location. The recommendations of Council’s current heritage advice would have the upper-most level deleted, with the third and fourth floors reduced substantially in size. In this instance, it is necessary to balance the strategic context of the site with the applicable heritage policy and it is clear that full compliance with the heritage guidelines (by attempting to fully conceal the upper levels from the Bridge Road interface) will have a detrimental impact on any future development opportunities within the site.

259. In support of the amended setbacks, Council's Urban Design unit provided the following comments; *"a front setback of 9 meters at the second, third and fourth floor seem to provide a clear separation between the heritage façade and the new building and is acceptable from an urban design point of view. There are also no major concerns about the setbacks at the upper most level. It is felt that although the upper most floor will be visible from oblique views, however, as this will be about 3+ meters behind the fourth floor, it will not be dominating and therefore can be accepted"*.
260. It is therefore considered that the increased setbacks provide an adequate degree of visual separation between the two buildings, allowing these elements to present as separate entities within the streetscape. The design of the new building will ensure that it is distinguishable from the original heritage fabric, with the location of the additional built form ensuring that no views to the principal facades will be obscured. The applicable provisions of the heritage provisions are met.

Upper level finishes in relation to heritage values

261. The previous development was to be finished in a reflective 'metal cladding' material. The aim of this design response was to create a recessive appearance, with the reflective nature of the material proposed to 'disappear' into the sky. This material was considered to be inappropriate by Council, with this opinion reiterated by the Tribunal, and has subsequently been removed from the current iteration of the design.
262. It is now proposed to clad the majority of the building in a light shade of Alucobond, with Corten steel (in a rust colour) proposed for the fifth floor and on highlights on the east and west elevations. Ms Riddett stated that whilst the Alucobond is an appropriate outcome from a heritage perspective, the use of Corten steel is not suitable within the heritage streetscape, and will compete with and detract from the building's original façade. Furthermore, when combined with the visibility of the upper-most level, the colour of the material will make this level more visually dominant instead of 'less apparent'.
263. This response was supported in Council's Urban Design comments, which stated that the use of Alucabond is acceptable in a streetscape dominated by solid walls of rendered finish. However, the dark colour of Corten Steel on the top floor would make the building appear top-heavy and would draw attention to the upper level. For the uppermost floor to appear recessive it is important that a lighter colour finish is used. It is therefore considered appropriate for the Corten steel to be removed from the fifth floor walls and the extent of Alucobond increased (or a different lightweight material used) to finish this upper level. The sections of Corten steel proposed within the elevations may remain, with this contrasting material providing a degree of articulation to these walls. A permit condition can be added to facilitate this alteration.
264. Perforated metal screening is proposed around the rooftop services area. This equipment is setback substantially from the Bridge Road façade, and only extends 1.6m above the roof height. The minimal use of this screening, combined with the minimal visibility from all angles, is appropriate.
265. Ms Riddett raised concerns with the use of timber lining in some balcony walls, noting that external timber can become unsightly due to lack of maintenance and weathering from rain. These concerns are not based on the appropriateness of the material from a heritage perspective and the extent of timber proposed is relatively minor. It is likely that the timber will be treated and finished in order to reduce the impacts of age and the elements, however to ensure that this is undertaken, an appropriate condition can be added to the permit requiring this.

Bridge Road - Ground Level Facade

266. A number of alterations outlined in the Tribunal decision with respect to the previous design have been incorporated into the ground and first-floor façades of the current proposal. The original scheme involved the replacement of the three ground level shopfronts on Bridge Road with two new shopfronts and a wide entrance. These new shopfronts were wider than the original shopfronts, and as a result, failed to align with the original vertical pattern of the terrace buildings, with the residential entrance bearing no relation to the width of the original shopfront at No. 452. As advised by Ms Riddett at the time *“the proposed shopfronts do not respect the period of the host buildings and do nothing to enhance the heritage character of either the subject site or the streetscape. This misalignment of the shopfront divisions with the facades above is considered particularly poor detailing”*.
267. The current proposal alleviates these issues by retaining the width of the existing three shopfronts, thereby maintaining the vertical rhythm currently displayed in the separate facades and retaining the vertical relationship between the ground and first-floor levels. This pattern has been further enhanced through the provision of three separate canopies above each individual shop-front; however it was highlighted in the heritage advice that this outcome is not appropriate. At paragraph 62 of the VCAT decision, it stated that there should only be two separate canopies, one for No. 456 Bridge Road and one for the pair of significant buildings at Nos. 452-454 Bridge Road. This outcome was reiterated by Ms Riddett and can be required via a condition of the permit. There was no objection to the construction of these canopies by VicRoads.
268. Concerns were originally raised with the setback of the residential entrance door from the Bridge Road footpath, with the entrance setback over 9m from the façade. A heritage characteristic of Bridge Road is that there are no gaps in the streetscape edge and it is recommended that there is a door on the property line. The relocation of this door will be discussed in detail later within this assessment.
269. Other alterations to the current proposal include the addition of a bluestone tile plinth beneath the two eastern-most shopfront windows. Again, this feature was recommended by Ms Riddett and supported by the Tribunal, and is considered to be in keeping with the characteristics of heritage shopfronts along the Bridge Road streetscape.
270. One issue of concern of the previous design, which continues to form part of this application, is the proposed painting of the heritage façades with a white render. This finish would match the white painted finish of the building at No. 450 Bridge Road (not part of the subject site). As the existing unpainted rendered finish of the first-floor facades of the ‘individually significant’ buildings at Nos. 452 and 454 Bridge Road is original, and as the rendered finish of No. 450 is not, this façade should not be used as a precedent to paint the entire façade in the same manner.
271. Unpainted render, stonework and brickwork are elements which are part of the heritage significance of a building and painting or rendering over them is not in accord with heritage provisions. They could be cleaned and if so, an appropriate methodology statement must be provided for approval prior to such work commencing; however Ms Riddett has stated that all unpainted render surfaces should remain unpainted.
272. It is acceptable to paint the timber joinery associated with window frames within these facades. As external paint controls apply to this heritage precinct, the proposed colour of these window frames must be approved. It is strongly encouraged to select a colour that is consistent with the Late Victorian period of the buildings. These specifications, including the retention of the non-painted first-floor facades, can be enforced via permit conditions.
273. The parapet to no. 456 Bridge Road is currently painted. Repainting of previously painted surfaces is acceptable. The colour selected does not necessarily need to match the colouring of the other two heritage facades as this building does not form part of the terrace.

274. Off-form concrete is proposed at the residential and shop entrances on Bridge Road. Ms Riddett noted that concrete is not a typical finish along Bridge Road in similar ground floor locations, and painted render or bluestone or ceramic tiles would be more appropriate. A permit condition can require this change.
275. A fire booster cabinet has been included on the eastern side of the façade, however the plans do not specify what materials or colour will be used. These details can be required via a condition of the permit, with it highlighted that red is not mandatory for the cupboard colour and is not a preferred outcome in the heritage streetscape.

Fraser Street & The Fraser Street Lot

276. As identified earlier, the Fraser Street lot is:
- (a) included in the General Residential Zone (Schedule 2);
 - (b) not affected by the Heritage Overlay; and
 - (c) included in the *Inner Suburban Residential Area*, pursuant to Figure 24 at Clause 21.08-10.
277. The relevant strategies for the *Inner Suburban Residential Areas* as outlined at Clause 21.08-10 are to:
- (a) *Maintain the existing pattern of front setbacks; and*
 - (b) *Limit variations in height to a maximum of one storey compared to the adjacent properties on single house sites/small development sites in areas with generally consistent building heights.*
278. The Residential Built Form Policy at Clause 22.13 provides objectives and specific policy guidelines for *Inner Suburban Residential Areas*. As outlined earlier in the report, the Clause 22.13 policy objectives are:
- (a) *To limit the impact of new development on surrounding land, particularly on low rise residential areas; and*
 - (b) *To respond to and strengthen the distinct character of different parts of Yarra.*
279. In accordance with the policy, the *Inner Suburban Residential areas* are characterised as *built form dominated residential areas with small gardens (if any) and minimal front and side setbacks*.
280. As outlined previously, Fraser Street is a traditional residential street composed predominantly of single-storey Victorian-era dwellings, with some double-storey additions visible within the streetscape. A growing number of contemporary dwellings are interspersed throughout traditional housing stock. Directly opposite the site to the west is a contemporary double-storey development with a high, cantilevered upper floor set above a recessed car space. Small front setbacks and a variety of front fence designs and heights are found along both sides of the street.
281. Unit 1 of the development is the only dwelling with an interface to Fraser Street, with this dwelling accessed directly from Fraser Street and setback 2.5m from this boundary at ground level. The two upper levels cantilever above this open space, with both floors setback 0.4m from the Fraser Street boundary. The southern wall (which incorporates unit 1 and the garage) will abut the southern boundary (for a length of 17.7m and to a maximum height of 3.2m) with the two upper levels of this apartment setback 1.25m and 2.82m respectively from this interface. It is noted that no northern elevation of this unit has been provided; this can be required via a permit condition.
282. The design and massing of this apartment has altered from the previous design, with the driveway relocated from directly adjacent to the southern boundary to the northern side of the dwelling.

The subsequent relocation of the garage entrance has resulted in a reduced separation between the new built form and the single-storey dwelling to the south; however the upper levels of this dwelling have been setback from the shared boundary in order to ensure that a distinct gap between these elements is still provided.

283. The design guidelines at Clause 22.13-3.2 encourage a setback on at least one side of the building where gaps between buildings are found within the established streetscape. The southern wall of this unit and the balcony wing walls in the levels above are tapered, creating a sloped elevation that is progressively setback from the residential sites to the south. This ensures that the highest element of unit 1 is setback a combined distance of 5.3m from the northern wall of the adjacent dwelling, maintaining the setback pattern along the streetscape and ensuring that the provisions of this clause are met.
284. Council's Urban Design unit stated that *"the tapering built-form on the southern side may be successful in providing transition in the building height to the low scale of residential developments to its south however; its form makes the development look bulky. Larger setbacks and straight forms would be preferable than a tapering form on the southern side"*.
285. However it is not considered that the straightening of the walls on the southern interface will result in a discernible difference to the bulk of the building, with the Built Form and Design Policy at Clause 22.10-3.3 encouraging the *use of massing or articulation or changes of surface treatment or a combination of these to relate taller buildings to the scale of their surrounds and to diminish visual bulk*.

The location of the first-floor balcony in the south-west corner of Unit 1 provides a degree of articulation that breaks up the solid built form within this section of the façade, with the inset design of the other balconies on the southern wall also articulating this interface and providing a variety of setbacks and finishes when viewed from the south. A further degree of articulation or change in surface treatment to the southern wall of Unit 1 may further assist in alleviating visual impacts within Fraser Street. This can be required via a permit condition.

286. With regards to the southern interface of the building to Fraser Street, VCAT stated;

The height of the form is not unreasonable as it is adjacent to a laneway and the rear of a commercial property at No. 450 Bridge Road and the road reserve of Fraser Street. This location means it creates no unreasonable amenity impacts upon nearby residential properties. The architectural style of this apartment is unashamedly modern and different to the existing residential buildings in the balance of Fraser Street. The question is whether this is acceptable. We find that it is because it is located at the interface between the commercial and residential zoned land; its overall height is not dissimilar to the overall parapet heights of Nos. 450-454 Bridge Road and its overall height is one storey higher than the two storey residential buildings found at various points along Fraser Street.

287. Furthermore, pursuant to the *Setbacks & Building Height design guidelines* of the Built Form and Design Policy at Clause 22.10-3.3, *the height of new development abutting land in a Heritage Overlay should:*
- (a) *Adopt a facade height to the street frontage which is no higher than the adjacent building within the Heritage Overlay;*
 - (b) *Design and site taller structures so that they do not visually dominate surrounding heritage places; and*
 - (c) *Match the floor levels of the heritage building.*
288. The height of Unit 1 will match that of the adjacent heritage building to the north (No. 450 Bridge Road), with the degree of separation provided between these buildings appropriately reducing any impacts to the heritage built form. On this basis, this component of the development is considered to provide an acceptable transition along the Fraser Street streetscape, and responds to the characteristics of this residential street.

Assessment against Clause 15.01-2 Urban design principles

289. Clause 15.01-2 contains eleven design principles that must be considered for non-residential development and residential development not covered by Clause 54, Clause 55 and Clause 56. The Clause 55 provisions do not apply in this instance given the proposed development is more than 5 stories in height. Therefore, an assessment of the proposed development against the design principles at Clause 15.01-2 of the Scheme is required. The Built Form and Design policy design objectives and guidelines at Clause 22.10 of the Scheme will be referenced in the following assessment, however this can only be done in relation to the Fraser Street allotment given it only applies to land not included in a heritage overlay. The HDRD guidelines will be used as supplementary guidance, where necessary.

Context

290. The subject site is located on the southern side of Bridge Road, which is characterised predominantly by single and double-storey built form. Due to the commercial nature of the adjacent sites, buildings typically have no front setback from Bridge Road and support high levels of site coverage. Higher elements of built form are becoming an emerging characteristic of the Bridge Road streetscape; however more intensive development has largely occurred on the northern side of the road at this stage. Irrespective of this, the Tribunal supported the concept of a six-storey building in this location, noting that they did not agree with concerns expressed by nearby residents that the previous six- storey proposal was an overdevelopment of the site.
291. It was highlighted however that any new development must respond to the site's particular characteristics, as follows;
- (a) The site is located on the south side of Bridge Road where there has been less new development thus far;
 - (b) The site is located in a wider section of Bridge Road, which increases the potential visibility of a new addition behind the Bridge Road heritage frontage; and
 - (c) The site has residential interfaces at the rear to its south and south-east.
292. These are all considerations that have already been discussed, or will be addressed in turn within the assessment below.

The public realm/Pedestrian spaces/Safety

293. The Bridge Road public realm is enhanced through the retention of the two commercial premises at ground level; this will encourage customer visits, pedestrian activity and a level of activation and transparency. In addition, the proposed canopies will provide for weather protection to pedestrians, customers and residents along the Bridge Road commercial strip. The setback of the entrance to Unit 1 in Fraser Street will also provide an appropriate transitional space, with views to this entrance available within the residential streetscape and views to Fraser Street provided from the first-floor balcony. The front fence to the courtyard is limited to a 1.5mm height which provides for a good level of transparency, passive surveillance of the Fraser Street public realm and internal views, as is encouraged by the public realm, safety and pedestrian spaces design principles at Clause 15.01-2 and the Street and Public Space Quality design guidelines at Clause 22.10-3.4.
294. Alternatively, the residential entrance on Bridge Road consists of a security door with an intercom system, setback 9.8m from the Bridge Road interface. This setback will allow for concealment and will undermine pedestrian safety along Bridge Road, as well as the safety of residents. A solution is to locate the security door and intercom system at the Bridge Road interface, omitting a recessed entry and risk of concealment. This is in line with design suggestion 3.2.4 of the *Street Pattern and Street Edge Integration* element of the HDRD Guidelines. This alteration to the design can be conditioned accordingly.

295. The roller door for the ground level carpark is setback 4.8m from the Fraser Street boundary. As this entrance will only be used for vehicles, this setback provides a suitable transitional space along this interface, whilst ensuring that if cars are waiting to enter or exit the site, they will not obstruct the roadway or footpath to a great degree.

Landmarks, views and vistas

296. *The landmarks, views and vistas design principle requires that landmarks, views and vistas should be protected and enhanced or, where appropriate, created by new additions to the built environment.* The Landmarks and Tall Structures policy at Clause 22.03 provides guidance in this regard.
297. As mentioned earlier in the report, pursuant to Clause 22.03-4 it is policy that new buildings within the vicinity of the Richmond Town Hall Clocktower be designed to ensure that the Clocktower remains as the principle built reference in the locality. The proposed six storey development is not expected to have any appreciable impact on distant views and vistas to this recognised landmark given its location some 600m from the clock tower and on the opposite side of the road.

Heritage

298. As demonstrated earlier in the report, the extent of demolition is considered appropriate, with the proposed setbacks, design and materials (by way of conditions) resulting in an appropriate outcome with respect to the heritage precinct. The design principals at Clause 15.01-2 will be met.

Consolidation of sites and empty sites

299. Pursuant to the *Consolidation of sites and empty sites design guideline* at Clause 15.01-2:
- (a) *New development should contribute to the complexity and diversity of the built environment;* and
 - (b) *Site consolidation should not result in street frontages that are out of keeping with the complexity and rhythm of existing streetscapes.*
300. The retention of the heritage facades along Bridge Road and the setbacks of the upper levels of the development will adequately accord with the established built form pattern, rhythm and spatial characteristics of the principal commercial streetscape along Bridge Road. The transition in built form provided for Unit 1 at the northern end of Fraser Street also allows for a sympathetic design, which adequately responds to the interface between commercial and residential land, and accords with the provisions outlined above.

Light and shade

301. The *Light and shade design principle* at Clause 15.01-2 recommends that the public realm should be enhanced by a desirable balance of sunlight and shade, and that this balance should not be compromised by undesirable overshadowing or exposure to the sun.
302. Due to the siting of the development on the southern side of Bridge Road, the proposal will result in no additional overshadowing within the Bridge Road reserve or associated footpaths at any time throughout the day. Given the existing canopies that extend along the southern footpath of the street, it is anticipated that the new canopies will not unduly affect the balance of light and shade within this interface.
303. The shadow diagrams show that the proposed development will generate a shadow across the entire northern end of the Fraser Street road reserve at 9am (including the western footpath). However, by 12pm the proposed development will have no impact on the sunlight available to Fraser Street or adjacent footpaths.

Given the shadows generated by the proposed development to the Fraser Street public realm is limited to the early morning hours, and there will be sunlight available to the northern end of Fraser Street from midday onwards, it is considered that the proposed development will not unreasonably affect the balance of light and shade in the Street, in accordance with the design principal at Clause 15.01-2 of the Scheme.

Energy and resource efficiency

304. A Sustainable Management Plan (SMP) was not submitted with the current proposal and as outlined earlier, original concerns with the internal amenity of the development in the 2013 decision were not initially addressed. On this basis, the proposal was not considered to achieve a good level of energy efficiency, with the following inadequacies highlighted by Council's ESD Officer.
- (a) No STORM report or stormwater management proposal was submitted, resulting in a lack of compliance with Clause 22.16 (Stormwater Management and Water Sensitive Urban Design).
 - (b) No commitment to exceeding the minimum 6 star NatHERS NCC standard has been made. This is strongly recommended in order to meet Council's best practice standard.
 - (c) No shading systems can be identified on the architectural drawings. Some northern balconies are sufficiently shaded by cantilevered balcony overhangs, however there are large amounts of exposed glazing on the east, west and northern facades. These areas of glazing need to be protected from summer solar heat gain with adjustable shading systems (such as louvres, fins, awnings etc.) or another suitable effective response.
 - (d) The use of multiple small light courts is not supported. It was suggested that the floor layout should be redesigned to combine the three small light courts into a single large central light court, and ensure an operable element to bedroom windows, to provide access to effective cross ventilation and to provide reasonable daylight access into the dwellings.
305. With regards to the final point, design suggestion 5.4.2 of the HDRD Guidelines requires lightwells to be sufficiently generous to ensure that they provide adequate light and ventilation at their lowest level, with the provision of the smaller lightwells not achieving this outcome.
306. The amended plans circulated on 14 September 2015 resulted in the following alterations to the internal amenity of the development;
- (a) A large (5m width) lightwell was incorporated into the centre of the building, this lightwell extends upwards for all five levels and provides daylight into the internal spaces of the development;
 - (b) The internal layouts of south-facing units were reversed so that the overall number of bedrooms relying on 'borrowed' light was reduced from 15 to 6.
 - (c) Windows addressing the central lightwell were provided with operable sections above 1.7m.
 - (d) The dimensions of south-facing balconies were increased.
 - (e) A 'rainwater/stormwater' plant room was included at ground level.
307. These changes reduced the overall number of units relying on borrowed light to 22% (6 apartments) with all of these units facing north. Of the 27 units in total, 13 of these are provided with northern access. Based on the north-south orientation of the site, the reduced number of bedrooms relying on borrowed light and the addition of a central lightwell, this is an acceptable outcome.
308. The amended plans were re-referred to Council's ESD Officer, who noted that the changes to the floor plans largely addressed the issues of natural ventilation and access to daylight that were previously raised in the ESD advice.

However it was reiterated that other aspects of the design were still unacceptable and resulted in shortcomings as outlined in paragraph 304 above. In order to alleviate these concerns, and increase the energy efficiency of the development, an SMP must be submitted and the following conditions can be required if a permit is granted;

- (a) The submission of a STORM report or stormwater management proposal, demonstrating compliance with Clause 22.16 (Stormwater Management and Water Sensitive Urban Design);
- (b) A commitment to exceeding the minimum 6 star NatHERS NCC standard.
- (c) The provision of at least 1 bicycle space per dwelling (increasing the overall number of bicycle spaces to 27) and compliance with the retail/visitor bicycle parking requirement (3 for residential visitors, 1 for the retail staff and 1 for retail customers).

309. With regards to the provision of shading to windows and balconies, the design of the north-facing balconies is considered to provide adequate protection from summer solar heat gain, with the cantilevered response providing suitable shading to levels below. In addition, as a number of these dwellings rely on borrowed light, a further reduction in daylight to these apartments is not considered to be an ideal outcome. Contrary to the ESD advice, there are no large expanses of glazing within the east and west elevations, with no alterations required in this regard.

310. The exception to this is Unit 28 on the uppermost level. This dwelling has access to a large north-facing balcony, with expanses of glazing also oriented to the north. Appropriate shading to the habitable rooms of this apartment can be required via a permit condition in order to reduce summer heat impacts to this dwelling.

311. As noted previously, a 'rainwater/stormwater' plant room has been incorporated into the ground floor plan. It is not clear what the purpose of this room is, and no rainwater tank has been notated on the plans. In order to increase water efficiency, a rainwater tank will be required, with this tank to be connected to toilets within the development. The capacity of this tank will be dictated by the outcome of the STORM report required via an earlier condition.

312. These conditions will ensure that the development will adequately meet the *Energy and resource efficiency* design principle at Clause 15.01-2 and the Built form and design policy design objectives for *Environmental sustainability* at Clause 22.10-3.5.

Architectural quality;

313. The *architectural quality* design principle at Clause 15.01-2 recommends that:

- (a) *New development should achieve high standards in architecture and urban design;* and
- (b) *Any roof top plant, lift overruns, service entries, communication devices and other technical attachment should be treated as part of the overall design.*

314. In terms of architectural quality, the current design provides a contemporary response, whilst revitalising the traditional Bridge Road shopfronts and integrating the modern built form with existing heritage characteristics within the streetscape. The fine-grain, vertical pattern of the Bridge Road buildings will be maintained, and the additional building at the rear of the site will provide a distinctive, lightweight appearance; enhanced by the condition which requires the removal of the Corten steel at the uppermost level.

315. To the north and south, the use of balconies punctuates the most visible sections of wall, thereby providing differing degrees of depth to these elevations, and the use of different materials in the side elevations will provide a degree of visual interest to views from the east and west.

However, the slightly tapered design of the side elevations (similar, but not as angled as those provided to the north and south walls) is not considered to be a suitable response for the east and west boundaries, with the angled setbacks created by this design resulting in dead spaces if the buildings on either side of the site were to be developed in the future.

316. Whilst the setback of the uppermost level creates an acceptable break between buildings, Council's Urban Design unit have noted that a tapering form typology is not considered suitable for a continuous streetscape in a shopping strip like Bridge Road, and it is recommended that the taper from the side walls should be removed, and straight walls should be provided. This change will be facilitated via a condition of the permit, should one be granted.
317. The lift overrun is adequately incorporated into the overall design, with the rooftop ancillaries and service units also adequately incorporated into the overall built form.
318. Based on the assessment provided above, it is considered that the proposed development and alterations to the original buildings overall is appropriate and meets the requirements of the *Architectural quality* design principle at Clause 15.01-2 of the Scheme.

Landscape architecture

319. There are no landscaping opportunities along the Bridge Road frontage. This is in keeping with the commercial strip and is an acceptable outcome.
320. There are soft internal landscaping areas provided within the internal lightwell and a standard condition will ensure ongoing maintenance and viability of this space.
321. A 2.5m deep courtyard is provided at the Fraser Street frontage of Unit 1. Although levels 1 and 2 cantilever over this space, an opportunity to provide a degree of landscaping is still provided. Whilst the design of this space is not consistent with the open-air character of adjoining setbacks along Fraser Street, the siting of the land at the northern end of the streetscape ensures that it does not interrupt a consistent row of landscaped setbacks along Fraser Street, and the direct abuttal with commercially zoned land allows for an adequate transition between these interfaces.
322. This outcome achieves the design principles at Clause 15.01-2 and the *Landscaping and fencing* design objectives of the Built form and Design policy at Clause 22.10-3.9.

On-site amenity

323. The HDRD Guidelines, specifically Element 4 – Circulation and Services, Element 5 – Building Layout and Design and Element 6 – Open Space and Landscape Design provide useful guidance with regard to on-site amenity. The Built Form and Design Policy at Clause 22.10 of the Scheme provides similar guidelines with regard to on-site amenity considerations. However this policy applies to land not affected by the Heritage Overlay, being the Fraser Street allotment only. To avoid misuse of the Built Form and Design Policy guidelines, the following assessment will be based on the relevant HDRD Guidelines.

Building Layout and Design

324. Objective 5.3 of the HDRD Guidelines aims to create functional, flexible, efficient and comfortable residential apartments, with objective 5.4 ensuring that a good standard of natural lighting and ventilation is provided. Design Suggestions 5.4.1 and 5.4.2 provide guidelines in this regard, directing that all habitable rooms are afforded access to daylight, have natural ventilation opportunities and that lightwells are adequately sized and generous to ensure that adequate light and ventilation is provided. The newly introduced central lightwell will achieve this aim and will introduce a good degree of cross-ventilation opportunities to dwellings at all levels.

325. Of the total 27 apartments, 13 apartments will have a northerly orientation; with the addition of a central lightwell further enhancing daylight to internal spaces, including common areas.
326. The HDRD Guidelines at Objective 5.2 recommend use of multiple lift and stair cores to reduce the length of internal corridors, break up the monolithic building and provide building entries to a smaller number of dwellings. It is considered that this has been successfully achieved with one apartment entry at the Bridge Road frontage and an associated lift and stair core servicing 26 apartments, and a secondary residential entry at the Fraser Street frontage containing a separate entry to Unit 1. The separate entry to this unit will provide for an individual sense of address as is encouraged by the Guidelines and as is characteristic of the Fraser Street streetscape.
327. A total of 15 storage lockers have been provided at ground level. It is not clear whether additional storage cages have been provided, however they are not shown on the plans. Objective 5.5 of the HDRD Guidelines aims to provide adequate storage space for household items, either within the apartment or at a remote location for longer-term storage, ideally within easy access. The provision of storage can be required via a permit condition.

It is noted that space within the ground level garage is limited, especially with the earlier permit condition requiring additional bicycle parking for each dwelling. Whilst the usual size of a storage locker required for each dwelling is 6 cubic metres, in this instance it is considered acceptable for slightly smaller lockers to be provided, given the inner city context and the restricted size of a number of the apartments. Cages ranging from 3 to 4 cubic metres will therefore be required.

Views to and from residential units

328. Objective 2.9 of the HDRD Guidelines requires overlooking between residential units to be minimised by appropriate site and building layout, window location and design, and directs consideration to Clause 55 of the Scheme. Standard B23 of Clause 55.04-7 notes that windows and balconies should be designed to prevent overlooking of more than 50% of the secluded private open space of a lower-level dwelling directly below and within the same development.
329. In all instances, it is considered that the setbacks and locations of the north and south-facing balconies will appropriately limit unreasonable downward views into lower-level terraces within the development, with these views inhibited either by lower level roofs or the setback of balustrades.
330. The newly incorporated central lightcourt will result in a separation between units of 5m, with bedroom windows located within these interfaces. Internal views have been adequately addressed with the provision of opaque screens to a height of 1.7m above the respective floor levels, ensuring that no unreasonable internal views are available.

Circulation and services

331. Objective 4.1 of the HDRD Guidelines is to provide adequate, safe and efficiently design parking layouts. Council's Engineering Unit has raised no objection to the internal car parking and bicycle parking layouts. In accordance with Design suggestion 4.1.4 of the HDRD Guidelines, on-site bicycle parking is provided, however an earlier condition will require an increased number of these parking spaces, with a minimum of 1 bicycle space per dwelling required.
332. As recommended by Design Suggestion 4.1.2 of the HDRD Guidelines, the on-site car spaces should be clearly allocated to each dwelling. The allocation of these car spaces will be discussed in more detail later within this assessment.

333. Design Suggestions 4.1.3 and 4.2.3 requires that loading and unloading facilities and visitor parking should be provided. This will also be addressed later in this report.
334. The pedestrian entries to the apartments and retail tenancies will be separate from the parking and rubbish areas and the lift and stairwell areas at ground level are adequately identifiable and located to ensure there will be no unreasonable pedestrian/vehicular conflict, as encouraged by the HDRD Guidelines.
335. Of the total 27 dwellings, 25 dwellings will have a single floor plan layout and these dwellings will be accessed via a lift to adequately cater to those with limited mobility.
336. The principle entries and lift to the apartments will allow for the delivery or removal of reasonably large furniture items in accordance with Objective 4.3 of the HDRD Guidelines.
337. Mail boxes are conveniently located at the Bridge Road frontage in association with the communal entry area, generally in accordance with Design suggestion 4.6.2 of the HDRD Guidelines. Separate water meters are also provided in associated with the Bridge Road principal entry, generally in accordance with Design suggestion 4.6.3 of the HDRD Guidelines.
338. A Waste Management Plan [WMP] by Leigh Design, dated 13 August 2014 was submitted as part of the application. This WMP addressed the requirements of the HDRD Guidelines, Design Suggestion 4.6.1 requirements and was considered satisfactory by Council's Waste Management and Cleansing Services Coordinator. However, the amended plans now under consideration altered the size and layout of the previous waste storage area at ground level, with no provision for retail waste demonstrated within this space. The WMP is therefore also incorrect. If a permit is to issue, an amended WMP will be required and provision for retail waste storage must be incorporated into the altered design.

Private Open Space

339. Objective 6.1 of the HDRD Guidelines requires that all dwellings have access to adequate open space, with this space to have convenient access from a living room and access to direct sunlight. Balconies will range in size from 7.2sqm to 62.5sqm, with the smaller balconies allocated to only 7 of the 27 dwellings. Of these balconies, 6 will have a minimum width of 1.7m, thereby providing a reasonable depth. As these balconies are associated with one bedroom dwellings and have excellent connectivity with the principal habitable rooms of each apartment, this is considered appropriate.
340. Clause 22.05 (Interface uses policy) focuses on reducing possible interface conflicts between uses and zones and recognises the need to protect the viability of commercial areas by ensuring that residents do not have unrealistic expectations of the level of amenity that can be achieved. The neighbouring sites within the commercial zone comprise a restaurant and retail outlets; it is not anticipated that the proposed use of the site for dwellings will result in any impacts to the continued commercial uses of these sites, however there has been no information supplied on how the design of the development will limit internal amenity impacts from these uses.
341. It is anticipated that there may be noise impacts due to:
 - (a) The site's location within the Bridge Road MAC (on a tram route and an arterial road);
 - (b) 2 commercial tenancies and communal use at Ground Level, including car parking, bin storage and a utilities/services room.
342. In order to ensure that the internal amenity of these dwellings is appropriately considered, a condition will be added to any permit issued requiring the provision of an acoustic report, with any amelioration measures outlined in this report to be incorporated into the proposed design.

Within this report, minimum acoustic amenity levels must be demonstrated; this is of particular note with regard to the apartments located either above or adjacent to the retail tenancies and ground level communal areas, the vehicular entry/exit point and all apartments located adjacent to the Bridge Road interface.

Off-site amenity

343. The HDRD Guidelines provide guidance with regard to off-site amenity considerations, with the key issues relating to visual bulk, outlook, solar and daylight access, overshadowing, visual privacy and noise. These matters will be addressed in the following assessment.

Visual Bulk and Outlook

344. The Clause 55 provisions do not technically apply in this instance given the proposed development exceeds 5 storeys in height. Therefore there is no particular tool applicable for the assessment of visual bulk, with Objective 2.7 of the HDRD Guidelines aiming to *ensure visual impacts to dwellings at the rear are appropriate to the context*. The site abuts sensitive residential land to the south, with two residential sites to the east, addressing Neptune Street. With this southern section of the subject site located within the GRZ, a residential to residential interface is created. The visual bulk and outlook impacts of these interfaces must therefore be considered.
345. The development is segmented into various components, including a triple--storey component in the south-west corner, a double-storey component in the south-east corner and the larger, more prominent six-storey tower located centrally along the north-south alignment. In this regard, the lower sections at the rear of the Fraser Street allotment are located adjacent to areas of secluded private open space to the south and east.
346. The 2013 application abutted the full length of the eastern boundary of the Fraser Street site at ground level, with the first-floor raked back from this interface. Paragraph 67 of the VCAT order stated;

Whilst we find it reasonable for some new building to occur in the southeast corner of the site on No. 1 Fraser Street, we also find the built form needs to be tempered to respect the character and amenity of the smaller residential properties that it abuts.

347. The current proposal has been altered to incorporate substantial setbacks from the south-east corner of the site, with the ground floor garage setback 0.9m from both boundaries, and Unit 7 at first-floor setback 4.7m from the southern boundary and 5.3m from the eastern boundary. At the second-floor, the southern setback remains the same, with the eastern setback increased to 10.3m. The upper most level will be centralised within the site and will be barely visible from the adjacent residential land.
348. These additional setbacks will create a good degree of separation between the new built form and adjacent areas of open space, with the articulation provided for these levels significantly reducing the massing of the building when viewed from residential land. Based on these setbacks, visual bulk impacts from the adjacent sites are acceptable and have been addressed sensitively in the revised scheme.

Overlooking, sunlight access and daylight access

349. Objective 2.6 of the HDRD Guidelines seeks *to ensure areas can develop with an equitable access to outlook and sunlight*. Under Objective 2.6 reference is made to the Clause 55 provisions with regard to sunlight and daylight access to private open space areas. Standard B21 at Clause 55.04-5 provides guidance with regard to overshadowing open space.

350. The objective at Clause 55.04-5 of the Scheme is *to ensure that buildings do not significantly overshadow existing secluded private open space* and Standard B21 requires that:

Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 percent, or 40 square metres with minimum dimension of 3m, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9am and 3pm on 22 September.

If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.

351. At 9am, the development will overshadow the entire site at No. 450 Bridge Road, with shadows also extending across Fraser Street to the front setbacks of dwellings on the western side of this residential streetscape. As the site directly to the west is located within commercially zoned land and contains a restaurant at ground level and dwelling above, impacts to open space are of less concern, and by midday, the majority of the western abutting courtyard will not be affected by overshadowing attributed to the development.
352. At midday, there will be no surrounding areas of secluded POS affected by additional overshadowing, with the afternoon shadows at 1pm, 2pm and 3pm extending only marginally beyond the shadow of the common boundary fence to the south. This degree of additional shadow is not expected to unreasonably impact upon the use of the southern open space for private recreation needs, in accordance with the objective at Clause 55.04-5 of the Scheme.
353. The area of secluded POS to the south is approximately 20sqm in size. At 1pm, an additional 0.5sqm will be shadowed, with this area increasing to 1.8sqm and 3.3sqm respectively by 2pm and 3pm. With regards to the standard, 81% of the open space will receive daylight at 9am and midday, with 76% of the open space receiving sunlight at 1pm, and 75% at 2pm. On this basis, the standard is met. This is largely attributed to the tapered design along the southern interface and the setbacks incorporated into the south-east corner of the building.
354. At no time between 9am to 2pm will additional shadows affect the rear open spaces of dwellings to the east, with all new shadows falling within existing shadows cast by common boundary fences.
355. The development will not affect daylight and sunlight access to adjacent dwellings given the southern adjoining dwelling does not contain any north facing windows, the eastern adjoining dwellings along Neptune Street are located beyond 8m from the common boundary with the subject site and it is expected that due to the attached nature of the western abutting shop top residence at No. 450 Bridge Road, this dwelling does not consist of east-facing habitable room windows and will continue to receive uninterrupted daylight access.
356. Taking into account the above considerations and that the site is largely located within a Commercial 1 zone (and within a MAC) the overshadowing impact will not unreasonably affect the use of adjoining secluded POS areas for private recreation, generally in accordance with the objective at Clause 55.04-5 of the Scheme.

Overlooking

357. Pursuant to Objective 2.9 of the HDRD Guidelines, developments should *maximise residential amenity through the provision of views and protection of privacy within the subject site and on neighbouring properties*, with this objective referring to the Clause 55 provisions for guidance in this regard.

358. The original design of the current proposal included the provision of 1.7m high obscured privacy screens for the south-facing apartments on the first and second floors. However, the amended plans submitted on 14 September removed this screening, with 1m high, clear glazed balustrades provided for all south-facing balconies from levels 1 to 5.
359. While the south facing balconies to Units 5 and 11 are strategically located to avoid overlooking to the southern adjoining secluded POS, it is considered that there are overlooking opportunities created from Units 7 & 13 at first and second floor. In order to ensure that no unreasonable overlooking can occur, compliance with Standard B22 of Clause 55 can be required via a permit condition.
360. The height of the highlight bedroom window at first-floor of Unit 7 will appropriately limit views to adjacent sites.
361. Overlooking from the south facing balconies at higher levels are not of concern given these balconies are located in excess of 9m (horizontal distance) from the southern and eastern adjoining secluded POS areas, in accordance with Standard B22 of Clause 55.

Noise

362. The proposed apartments, including balconies, will be used for residential purposes and therefore the use of the dwellings is not expected to adversely affect the acoustic amenity of the surrounding and nearby residential properties particularly given the location of the Commercial 1 Zone.
363. The acoustic report required previously under paragraph 343 of this assessment will ensure that noise impacts produced by on-site services and equipment, including the garage door, will be satisfactorily addressed.

Car parking, bicycle parking, traffic impacts and loading facilities

364. Pursuant to clause 52.06-5 of the Scheme, the following car parking requirements apply to the development:

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Reduction sought
Dwellings - Residents	26 apartments one and two bedrooms.	1 to each 1 or 2 bedroom dwelling;	26	22	4
	1 apartment with 3 bedrooms	2 to each 3 or more bedroom dwelling	2	0	2
-Visitors		1 to every 5 dwellings	5	0	5
Retail premises	176.8sqm	4 spaces to each 100sqm of leasable floor area	7	2	5
Total			40 spaces	24 spaces	16 spaces

365. Based on the provision of 26 one and two bedroom dwellings and one three bedroom apartment, a total of 28 resident and 5 visitor car parking spaces are required. With a total floor area of 176.8sqm associated with the ground level shops, a total of 7 spaces are required. Therefore the development generates an overall requirement of 40 car spaces. With 24 car spaces provided on site, a reduction of 16 car spaces is being sought.

366. The plans do not specify whether the on-site car parking spaces will be allocated to the residential or commercial uses within the development; however the application was accompanied by a Traffic Engineering Assessment, prepared by Traffix Group, dated September 2014. This report indicates that 22 of the car parking spaces will be for residential use, with 2 parking spaces provided for the retail employees and no parking provided for visitors/customers to the site.
367. As part of this assessment, surveys of on-street parking conditions were undertaken on Saturday 16 August 2014 and Tuesday 19 August 2014, with these surveys encompassing areas along Bridge Road (between Coppin Street and Burnley Street), and along sections of Lord Street, Fraser Street, Neptune Street, Palmer Street and Gardiner Street at midday and 8pm. These times were chosen to assess the peak operating times of the commercial uses (weekdays and Saturday lunch time) and residential visitors (evenings and weekends).
368. The assessment revealed that there are a total of 258-272 publically accessible on-street car spaces available in the survey area. These parking spaces are composed of a mixture of short-term (5 minute, 1/4P, 2P) restricted parking, with the number of spaces further reduced while 'Clearway', 'Permit Zone' and 'Loading Zone' restrictions apply.
369. The survey results indicate that parking is in moderate to high demand at all times, with the exception of the Tuesday evening. This outcome is expected for an Activity Centre. The peak weekday occupancy occurred at 12midday on Tuesday 19 August, when 188 car spaces were occupied, representing an occupancy of 73%, with 70 spaces remaining vacant at this time. The peak weekend demand was recorded at 12midday on Saturday 16 August, with 69% occupancy recorded.
370. The capacity for additional car parking was at its greatest at 8pm on the Tuesday. At this time a total of 154 spaces, or 43%, of the available car parking was occupied. This outcome provides ample opportunity for visitor parking around the site during weekday evenings.

Demographic profile of car ownership and journey to work within the City of Yarra and Richmond State Suburb

371. Based on a review of the ABS car ownership data (2011) within the City of Yarra and the Richmond State Suburb, Traffix Group found that the Clause 52.06 car parking requirements are generally higher than the car ownership statistics for apartment-style housing in this locality.
372. The statistics indicate that 39% of residents living in 1 bedroom apartments, 29% of residents living in a 2 bedroom apartment and 33% of residents living in a three bedroom apartment in Richmond do not own a motor vehicle. This suggests that there is a considerable demand for dwellings with no parking, particularly in apartment-style developments. Furthermore, 9 of the 27 apartments are less than 50sqm in overall floor size. The limited size of these dwellings result in them being more akin to a studio apartment, with data indicating that 78% of residents in studio apartments in Richmond do not own a vehicle.
373. The report indicates that these statistics relate to the entire City of Yarra, thereby including areas that are not located as close to public transport as the subject site.
374. Based on the ABS review (2011) of 'journey to work' by the Traffix Group, it was also found that public transport, walking and cycling represent significant travel modes for persons residing within the City of Yarra and Richmond in comparison to the Melbourne metropolitan average, with 30% of Yarra residents using public transport (compared to 16%), 13% walking (compared to 3%) and 10% cycling (compared to 2%). This clearly indicates that residents in the municipality regularly utilise alternative transport methods, thereby reducing reliance on car usage.

Car parking Impact Assessment

Car parking demand generated by apartments

375. Based on the statistics outlined earlier, it is anticipated that the following level of car ownership by future residents of the development are as follows;
- (a) One-bedroom apartment (26) - 0.7 spaces per dwelling – 18 cars
 - (b) Two-bedroom apartment (1) – 0.9 spaces per dwelling – 0.9 cars
376. These numbers result in a total demand of 18.9 spaces. With 22 on-site spaces proposed, the demand will be exceeded.
377. The car parking surveys undertaken by the Traffix Group in 2014 indicate that on-street car parking in the surrounding precinct is predominantly composed of restricted short-term or permit only spaces, with parking demand within the immediate vicinity relatively high. The restricted nature of these parking spaces will place constraints on resident car ownership and resident parking generation for dwellings with no provision for on-site car parking.
378. With 22 on-site car spaces provided for 27 apartments, the development will consist of 5 apartments without allocated on-site car parking. Based on the conditions outlined above, these apartments will only suit owners and occupiers who choose a lifestyle involving sustainable travel over private motor vehicle ownership, with the remaining 22 apartments suiting owners and occupiers who own one vehicle only and who also take advantage of the local sustainable travel options.
379. As confirmed by Council's Engineering Unit, residents and prospective property owners of the new dwellings will be ineligible to apply for on-street resident and visitor parking permits and when intending to purchase or move into these dwellings, residents/occupants will know of these circumstances upfront. It is expected that these apartments will be marketed towards buyers who do not rely significantly on car travel as their primary form of transport. In this regard, it is expected that the residents will not impact on the surrounding car parking conditions to any appreciable extent.
380. In addition, 15 bicycle parking spaces are provided within the ground level garage, with an earlier condition ensuring that this number is increased to allow at least 1 secure bicycle space for each dwelling. This exceeds the minimum requirements at Clause 52.34 and will support bicycle use as an alternative, sustainable travel option. The site has good access to existing bicycle infrastructure, with designated cycling lanes on the majority of main roads surrounding the site, and the Yarra River bicycle track approximately 700m to the east of the site.
381. The proposal achieves a 'Walk Score' of 85 points, out of a possible 100, with the measure of a site's walkability based on walking distance to community amenities, supermarkets, schools, public transport and parks. The location and access to services includes the following;
- (a) retail, supermarkets, essential facilities and entertainment facilities within the Bridge Road MAC;
 - (b) excellent access to public transport, including the Bridge Road tram services; and
 - (c) easy access to the Melbourne CBD.
382. The traffic assessment also notes that a total of 8 commercially operated car share facilities are located within 1km of the site, with 3 of these within 500m. These facilities provide accessibility to pre-booked vehicles for persons who do not own a motor vehicle. Car share facilities have been approved and advocated by Council's Strategic Transport Unit as a means of reducing car dependence and will support the sustainable lifestyle choice of the residents residing in the apartments with no on-site car parking and can replace the need for privately owned vehicles.

383. Overall, and for the reasons provided above, it is expected that the dwellings will not adversely impact on the car parking conditions in the local area and the number of car spaces provided will be sufficient to meet resident demands.

Car parking demand generated by visitors to the apartments

384. Based on empirical data provided by the Traffix Group (based on surveys of existing apartment buildings within inner suburbs of Melbourne), it is expected that apartment style residential development will generate demands for visitor parking typically in the order of 0.12 spaces per dwelling at peak times.
With 27 dwellings proposed in this instance, and adopting a rate of 0.12 spaces per apartment, the development is expected to generate a peak visitor parking demand of 3 spaces; 2 less than that required by Clause 52.06 of the Planning Scheme.
385. The report notes that typically the peak time for visitor demands is in the evening and over the weekend. As outlined earlier, the Traffix Group survey indicated that the peak parking occupancy occurred at midday on Tuesday 19 August, with 73% occupancy and 70 spaces vacant at this time. The peak weekend demand was recorded at 12midday on Saturday 16 August, with 69% occupancy recorded and at 8pm on a Tuesday evening, with only 43% of the available car parking spaces occupied.
386. Based on these findings, it is anticipated that the parking in the area can adequately accommodate the visitor parking demand generated by the development.

Car parking demand generated by the two retail tenancies

387. Pursuant to Clause 52.06 of the Scheme, a shop is expected to generate 4 car spaces to each 100sqm of leasable floor area, equating to a car parking demand of 7 car spaces for the two retail tenancies.
388. Based on the advice of the Traffix Group, the staff parking demand typically equates to 30% of the total demands for a shop use, with this resulting in 2 spaces. The plans do not indicate that any on-site car parking will be allocated to employees; however the traffic report notes that 2 car spaces will be allocated to the retail tenancies. A permit condition can ensure that all car parking spaces are clearly allocated on the plans.
389. It is anticipated that shorter-term customer parking demand can be accommodated in the locality, with survey results indicating that a degree of on-street car parking is available during the day on weekdays and throughout the weekend.
390. In addition, the excellent access to public transport options may encourage sustainable travel options for customers. This will assist in reducing the impact on car parking demand in the area; with it expected that a significant proportion of visitors and customers to the site will be shoppers, diners, workers and those living in the area and who are already visiting the Bridge Road MAC. Therefore, the expected demand for parking will be less than the sum of the individual demands for each premises/dwelling and the proposal will benefit from a sharing of parking resources with existing uses in the area.
391. Overall, it is expected the proposed use and development will not have an adverse impact on the car parking conditions in the area. Council's Engineering Unit raised no objection in this regard and raised no concerns with the findings provided in the submitted Traffic Engineering Assessment Report by Traffix Group. For the reasons provided in the above assessment and based on the support of Council's Engineering Unit, the proposed reduction of 16 car spaces is considered acceptable.

392. It is highlighted that none of the grounds for refusal for the previous application on this site related to car parking or traffic impact. When upholding Council's refusal, VCAT also noted that the application should not be refused on the grounds of car parking.

Car parking layout

393. It is proposed to service the development's off-street car park via a single lane access ramp, with this ramp designed to satisfy the minimum Australian/New Zealand Standard ramp grades of 1 in 20 for the first 2.0 metres, 1 in 8 for the next 2.80 metres, 1 in 4 for the next 0.30 metres, and then followed by a 1 in 8 section inside the property. The 3.6 metre width of the ramp complies with AS/NZS 2890.1:2004. It is confirmed that vehicles can enter and exit the site in a forwards direction.
394. The dimensions of the regular car parking spaces within the car park have been designed to satisfy the Yarra Planning Scheme's off-street parking requirements as per Clause 52.06. Vehicle turning movements into and out of these bays are considered satisfactory, with the 6.2m wide aisle width within the car park also considered satisfactory.
395. There is no objection to the use of the Klaus Trendvario 4300-200 car stacker system mechanical parking device as proposed. This type of device can accommodate 85th percentile vehicles. Vehicle turning movements into and out of these devices are considered satisfactory.

Bicycle parking

396. As discussed previously, the provision of 1 bicycle parking space for each dwelling will provide residents with alternative transport methods and will reduce reliance on vehicle travel. The combined use of the land for dwellings and retail results in a requirement of 5 retail/visitor/customer bicycle parking spaces, with no designated spaces provided on the plans.
397. In order to provide these options to visitors, an opportunity to provide visitor bicycle parking spaces exists on the street outside the site on Bridge Road or Fraser Street, with the location agreed to by Council. These requirements can be imposed as permit conditions.

Traffic Impact

398. Council's Engineering Unit raised no concern with regard to traffic in the local area given that the expected traffic generated by the development would not be unduly high. According to Traffix Group, the development is expected to generate a total of 110 vehicle trips per day with 11 vehicle trips in each peak hour (roughly an average of around one car every five and a half minutes). This should not affect the traffic operation of Fraser Street or the intersection with Bridge Road.

Loading facilities

399. A loading zone is located immediately in front of the site, along Bridge Road. Delivery vehicles can readily park here. Similar to other businesses in the area, goods could be trolleyed to the front of the commercial tenancies, typical of many small-scale commercial premises.
400. It is also expected that the residents moving into and out of the building could undertake loading and unloading activities in this location, however residential loading facilities are not required by the Planning Scheme.
401. For these reasons, a waiver of on-site loading facilities is considered acceptable.

Objector issues

402. The majority of objections raised have been addressed in the assessment section of this report, as follows;

Inappropriate height, design, massing and scale

403. These matters have been discussed in the following paragraphs; 232 – 275 (height, massing and scale), 276 – 288 (massing and scale) and 313-318 (design).

Off-site amenity impacts including visual bulk, overshadowing, overlooking, loss of sunlight, loss of views and residential noise.

404. Off-site amenity impacts have been discussed in paragraphs 343-363.

Out of keeping with heritage area

405. Heritage considerations have been discussed in paragraphs 232 to 275.

Insufficient car parking provided on site,

406. As outlined earlier in the report, it is expected that the development will not adversely affect the car parking conditions in the local area. Furthermore, the increased density on site is expected to support and strengthen the economic function of businesses in the local area. Car parking has been addressed within paragraphs 364 to 392.

Additional traffic will cause safety problems for residents;

407. Council's Engineering Unit has raised no objection in this regard.

Lack of access for emergency service vehicles;

408. The location of the site and access to the site via two street frontages will ensure that emergency services can access necessary sections of the site.

Loading bay waiver will generate traffic conflicts;

409. As outlined earlier in the report, loading activities can be adequately catered for at the Bridge Road frontage within the designated 'Loading Zone' as is currently used by various businesses now. Council's Engineering Unit has raised no concern in this regard.

410. It is expected that loading and unloading activities can be adequately catered for at the Bridge Road frontage in association with the designated 'Loading Zone' similar to other businesses in the area.

The location of the car park will cause unreasonable noise and air emissions to adjacent properties;

411. The proposed car park is located within the same area as an existing open-air car park; however the proposed car park area is internal. This will reduce noise and air emissions to surrounding sites.

The collection of waste will result in unreasonable off-site amenity impacts;

412. Waste collection has been addressed within paragraph 338 and an amended WMP will be required via a permit condition, with this WMP to provide details for the retail waste storage. Council raised no issue with the proposed collection of residential waste.

Noise and amenity impacts during construction.

413. A Construction Management Plan will be required as a permit condition; this will provide opportunities to limit impacts and manage the construction process.

Conclusion

414. Based on the above report, the proposal is considered to meet the relevant elements of the Yarra Planning Scheme. Subject to the conditions outlined below, the proposal is recommended for approval.

RECOMMENDATION

If Council had been in a position to make a decision, the Committee would have resolved to issue a Notice of Decision to Grant Planning Permit PLN14/0571 for development and use of the land for partial demolition and the construction of a six-storey building containing 27 dwellings and 2 retail premises (permit not required for retail use), including a reduction in the car parking requirement and a waiver of the bicycle and loading bay requirements, at 452-456 Bridge Road and 1 Fraser Street, Richmond, subject to the following conditions:

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must be generally in accordance with the plans received by Council on 14 September 2015 but modified to show:
 - (a) All setbacks from the respective boundaries to be notated on the floor plans;
 - (b) The retention of the inscription "Erected by J Woods 1889" on the shopfront of Nos. 450-454 Bridge Road;
 - (c) The replacement of the "Corten steel" on the fifth-floor walls with Alucobond or a similar material in a light shade;
 - (d) An amended materials schedule specifying that the timber lining will be treated;
 - (e) One canopy for No. 456 Bridge Road and one canopy for the pair of buildings at Nos. 452-454 Bridge Road;
 - (f) All unpainted render surfaces on the Bridge Road facades to remain unpainted. If these surfaces are to be cleaned, a methodology statement outlining all necessary processes must be provided;
 - (g) The colour of the window frames within the Bridge Road facades, with these frames to be painted in a colour that is consistent with the Late Victorian period of the buildings;
 - (h) The off-form concrete proposed for the ground floor facades to be replaced with painted render, bluestone or ceramic tiles;
 - (i) The colour of the fire-booster cabinet in the ground level façade of the Bridge Road frontage;
 - (j) Additional openings or alternative material treatments provided to the southern wall of Unit 1;
 - (k) The Bridge Road residential entrance door relocated to be flush with, or only slightly recessed from, the Bridge Road footpath;
 - (l) A northern elevation of Unit 1;
 - (m) A minimum of 27 bicycle parking spaces provided in the garage and a further 5 retail/visitor spaces provided on the Bridge Road or Fraser Street footpath;
 - (n) Shading to the north-facing habitable room windows of Unit 28;
 - (o) The provision of a rainwater tank, to be connected to all toilets within the development. The capacity of the tank must accord with the STORM assessment required as part of the SMP requested under Condition 3;
 - (p) The tapered design of the east and west walls replaced with straight walls;
 - (q) Individual storage cages (measuring a minimum of 3-4 cubic metres) for each apartment;
 - (r) Privacy screening provided for Units 7 and 13, in accordance with Standard B22 of Clause 55 of the Yarra Planning Scheme;
 - (s) The allocation of the car parking spaces;

- (t) Any recommendations required under Condition 5 of this permit.
 - (u) Any recommendations required under Condition 8 of this permit.
2. The development and use as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.
 3. Before the use and development commences, a Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Sustainable Management Plan will be endorsed and will form part of this permit. The SMP must include;
 - (a) A STORM assessment, with this assessment achieving a minimum of 100% compliance.
 - (b) A commitment to exceeding the minimum 6 star NatHERS NCC standard.
 - (c) A commitment to providing 27 bicycle parking spaces on site and 5 visitor bicycle parking spaces off-site.
 4. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
 5. Before the use and development commences, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must address;
 - (a) The noise impact to dwelling occupants from surrounding commercial uses, vehicles and trams, as well as internal noise sources within the development (garage door etc.) and noise to neighbouring properties from plant and equipment.
 - (b) The report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of music noise from public premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the Responsible Authority.
 6. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.
 7. The use and/or development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).
 8. Before the use and development commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design and dated 13 August 2014, but modified to include:
 - (a) An amended layout of the waste storage area as shown in the amended plans dated 14 September 2015, however with this storage area to include waste storage for the two retail premises.
 9. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
 10. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the ground and first-floor plans must be carried out and completed to the satisfaction of the Responsible Authority.

11. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
12. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:
 - (a) in accordance with any requirements or conditions imposed by Council;
 - (b) at the permit holder's cost; and
 - (c) to the satisfaction of the Responsible Authority.
13. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:
 - (a) at the permit holder's cost; and
 - (b) to the satisfaction of the Responsible Authority.
14. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
 - (a) constructed and available for use in accordance with the endorsed plans;
 - (b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
 - (c) treated with an all-weather seal or some other durable surface; and
 - (d) line-marked or provided with some adequate means of showing the car parking spaces. to the satisfaction of the Responsible Authority.
15. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the car park, and dwelling entrances must be provided. Lighting must be:
 - (a) located;
 - (b) directed;
 - (c) shielded; and
 - (d) of limited intensity,to the satisfaction of the Responsible Authority.
16. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, bike racks to accommodate 5 bicycles must be installed:
 - (a) at the permit holder's cost; and
 - (b) in a location and manner,to the satisfaction of the Responsible Authority.
17. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority.
18. All screening and other measures to prevent overlooking as shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority.
19. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the car stackers must be installed in accordance with the manufacturer's specifications by a suitably qualified person.
20. The car stackers shown on the endorsed plans must be maintained:
 - (a) By a suitably qualified person; and

- (b) To the satisfaction of the Responsible Authority.
21. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.
22. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
- (a) before 7.00 am or after 6.00 pm, Monday-Friday (excluding public holidays);
 - (b) before 9.00 am or after 3.00 pm, Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday); or
 - (c) at any time on Sundays, ANZAC Day, Christmas Day and Good Friday.
23. Before the use and development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:
- (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
 - (b) works necessary to protect road and other infrastructure;
 - (c) remediation of any damage to road and other infrastructure;
 - (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;
 - (e) facilities for vehicle washing, which must be located on the land;
 - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
 - (g) site security;
 - (h) management of any environmental hazards including, but not limited to,:
 - (i) contaminated soil;
 - (ii) materials and waste;
 - (iii) dust;
 - (iv) stormwater contamination from run-off and wash-waters;
 - (v) sediment from the land on roads;
 - (vi) washing of concrete trucks and other vehicles and machinery; and
 - (vii) spillage from refuelling cranes and other vehicles and machinery.
 - (i) the construction program;
 - (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
 - (k) parking facilities for construction workers;
 - (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
 - (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
 - (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and
 - (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.
24. This permit will expire if:
- (a) the development is not commenced within two years of the date of this permit.
 - (b) the development is not completed within four years of the date of this permit.
 - (c) the use is not commenced within five years from the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

A building permit maybe required before development is commenced. Please contact Council's Building Services on 9205 5095 to confirm.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5095 for further information.

All future residents, employees and occupiers residing within the development approved under this permit will not be permitted to obtain resident, employee or visitor parking permits.

In accordance with the Yarra Planning Scheme, a 4.5 per cent public open space contribution will apply in the event of the subdivision of the land.

CONTACT OFFICER: Lara Fiscalini
TITLE: Senior Statutory Planner
TEL: 9205 5372

Attachments

- 1 PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

Residential Development

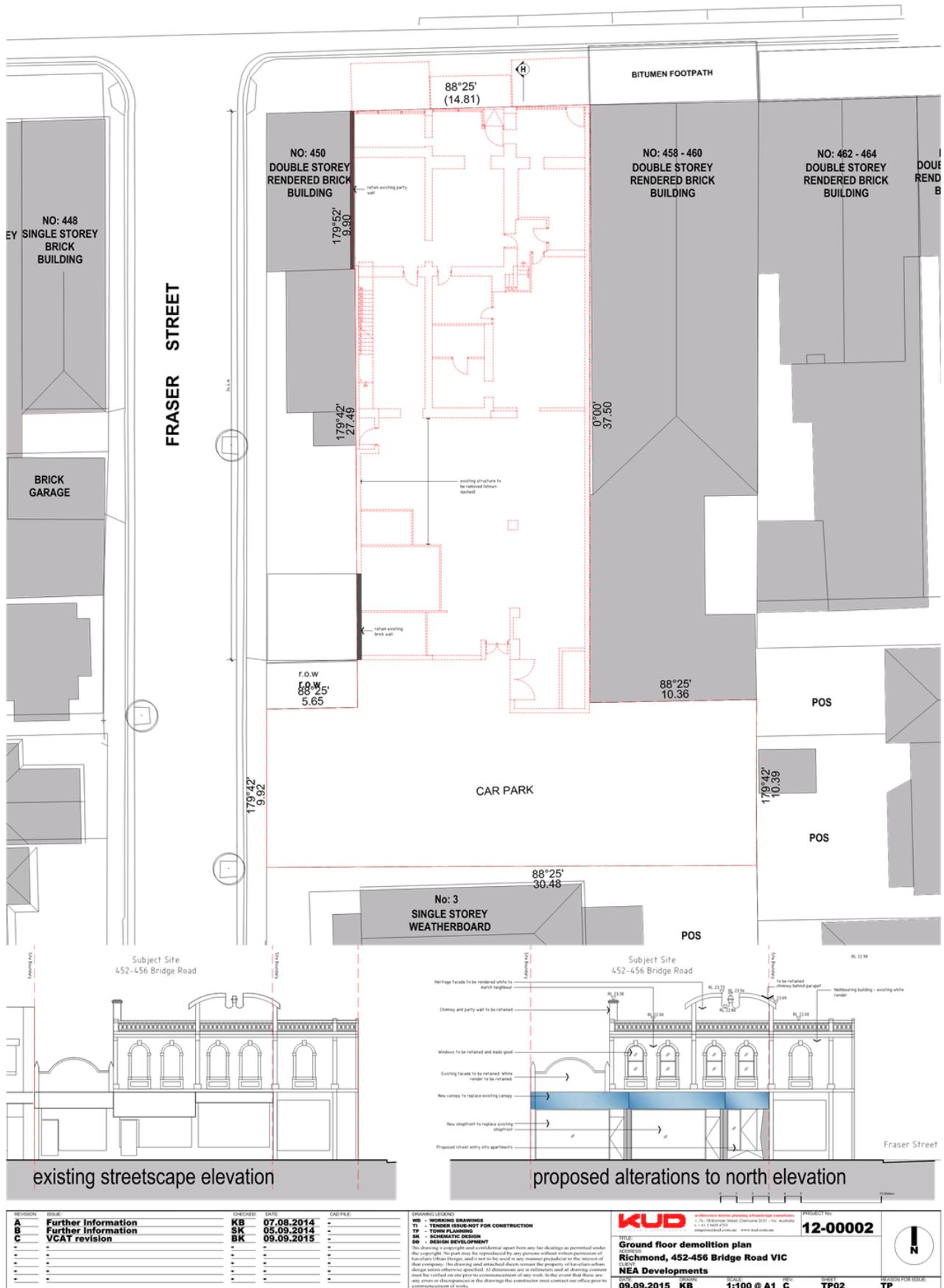
452-456 Bridge Road, Richmond VIC

ARCHITECTURAL DRAWING LIST:

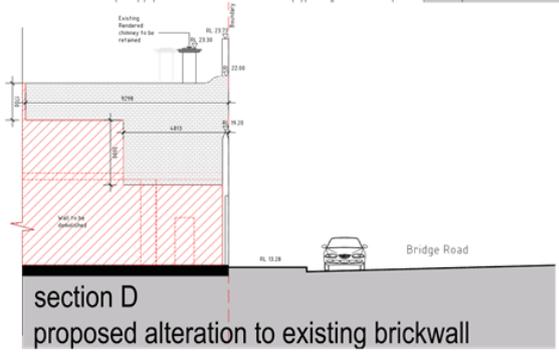
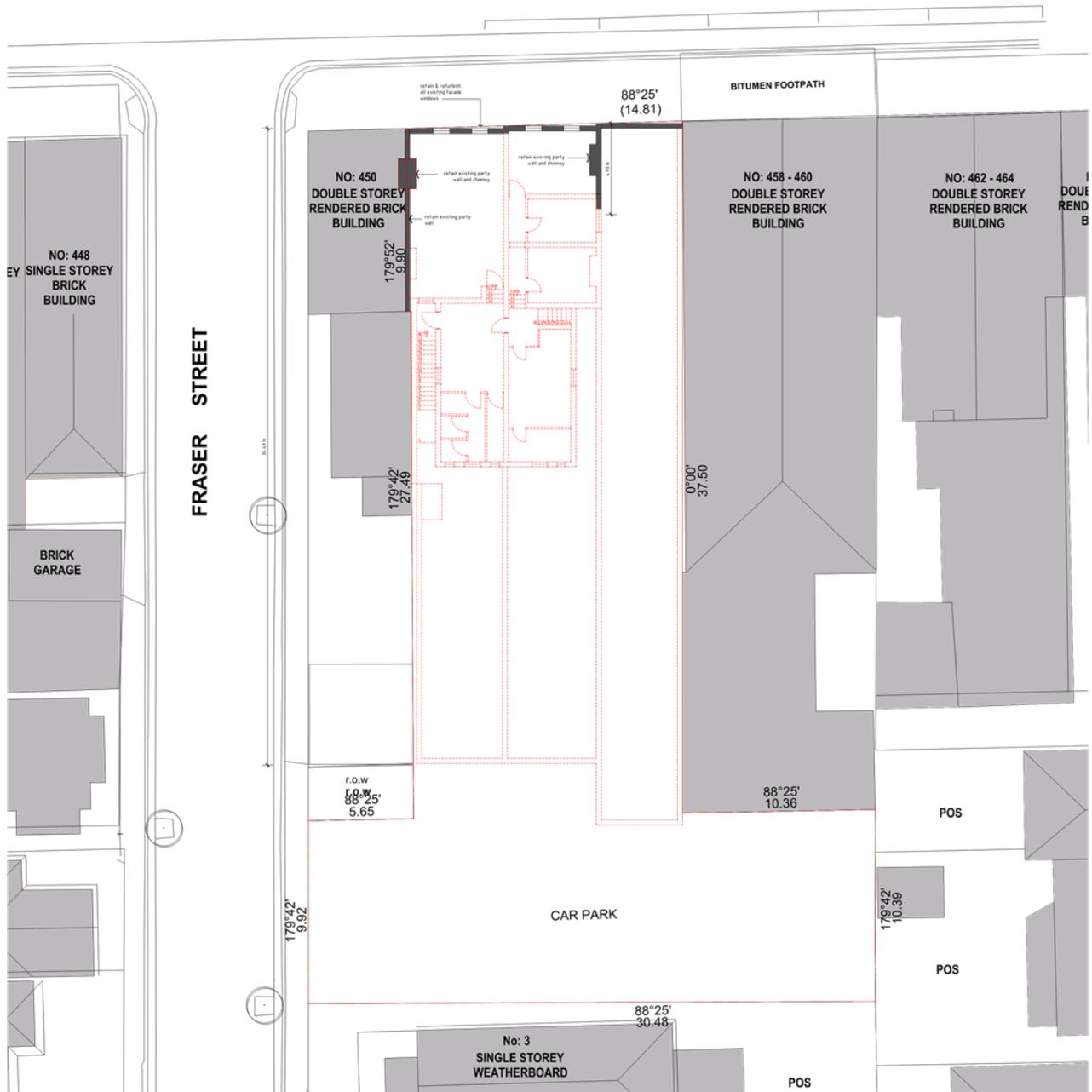
Code	Description	Scale
TP00	Cover Sheet	NTS
TP01	Site Description Plan	1:150 @ A1
TP02	Ground Floor Demolition Plan	1:100 @ A1
TP03	First Floor Demolition Plan	1:100 @ A1
TP04	Proposed Ground Floor Plan	1:100 @ A1
TP05	Proposed First Floor Plan	1:100 @ A1
TP06	Proposed Second Floor Plan	1:100 @ A1
TP07	Proposed Third Floor Plan	1:100 @ A1
TP08	Proposed Fourth Floor Plan	1:100 @ A1
TP09	Proposed Fifth Floor Plan	1:100 @ A1
TP10	Proposed Roof Plan	1:100 @ A1
TP11	Proposed Shadow Diagrams	1:200 @ A1
TP12	Proposed Shadow Diagrams	1:200 @ A1
TP13	Proposed Shadow Diagrams	1:200 @ A1
TP14	Proposed Streetscape Elevations 01	1:100 @ A1
TP15	Proposed Elevations 02	1:100 @ A1
TP16	Proposed Elevations 03	1:100 @ A1
TP17	Proposed Sections 01	1:100 @ A1
TP18	Proposed Elevations 04	1:100 @ A1
TP19	Proposed Sections 02	1:100 @ A1
TP20	Proposed Materials	-

REVISION	ISSUE	CHECKED	DATE	CADFILE	DRAWING LEADS	PROJECT NO.	
A	Further information	KB	07.08.2014	-	KUD <small>richmond town planning & landscape consultants</small> 1/11, 28 Brunton Street, Dandenong 3181, VIC Australia 03 9419 4628 4733 enquiries@kud.com.au www.kud.com.au	12-00002	
B	VCAT revision	BK	09.09.2015	-			
*	*	*	*	*	TP0 - WORKING DRAWINGS TP1 - TENDER (ASU-NOT FOR CONSTRUCTION) TP2 - TENDER PLANNING TP3 - SCHEMATIC DESIGN TP4 - DESIGN DEVELOPMENT TP5 - DESIGN DEVELOPMENT TP6 - DESIGN DEVELOPMENT TP7 - DESIGN DEVELOPMENT TP8 - DESIGN DEVELOPMENT TP9 - DESIGN DEVELOPMENT TP10 - DESIGN DEVELOPMENT TP11 - DESIGN DEVELOPMENT TP12 - DESIGN DEVELOPMENT TP13 - DESIGN DEVELOPMENT TP14 - DESIGN DEVELOPMENT TP15 - DESIGN DEVELOPMENT TP16 - DESIGN DEVELOPMENT TP17 - DESIGN DEVELOPMENT TP18 - DESIGN DEVELOPMENT TP19 - DESIGN DEVELOPMENT TP20 - DESIGN DEVELOPMENT		
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<small>DATE</small> 09.09.2015 <small>CHECKED</small> KB <small>SCALE</small> NTS @ A1 <small>REV</small> B <small>SHEET</small> TP00 <small>SECTION FOR EDGE</small> TP							

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)



Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)



REVISION	ISSUE	CHECKED	DATE	CAD FILE	DRAWING LEADS
A	Further information	KB	07.08.2014	-	BD - WORKING DRAWINGS
B	Further information	SK	05.09.2014	-	TI - TENDER (AS-BUILT FOR CONSTRUCTION)
C	VCAT revision	BK	09.09.2015	-	TP - TOWN PLANNING
-	-	-	-	-	SK - SCHEMATIC DESIGN
-	-	-	-	-	ED - DESIGN DEVELOPMENT

		PROJECT NO: 12-00002
First floor demolition plan Richmond, 452-456 Bridge Road Vic NEA Developments		
DATE:	DRAWN:	CHECKED:
09.09.2015	KB	1:100 @ A1
SCALE:	REVISION:	SHEET:
		TP03
		SECTION FOR EDGE:
		TP

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

BRIDGE ROAD



REVISION	ISSUE	CHECKED	DATE	CAD FILE
A	Further information	KB	07.08.2014	
B	Further information	SK	05.09.2014	
C	VCAT revision	BK	09.09.2015	

DRAWING LEGEND	
WD	WORKING DRAWINGS
TI	TENDER ISSUE-NOT FOR CONSTRUCTION
TP	TENDERS PLANNING
SK	SCHEMATIC DESIGN
SD	DESIGN DEVELOPMENT

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Proposed Ground Floor Plan
Richmond, 452-456 Bridge Road Vic
NEA Developments

DATE: 09.09.2015 SCALE: 1:100 @ A1 SHEET: TP04

PROJECT NO: **12-00002**

FOR SIGN OFF: **TP**

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

BRIDGE ROAD



REVISION	ISSUE	CHECKED	DATE	CAD FILE
A	Further information	KB	07.08.2014	
B	Further information	SK	05.09.2014	
C	VCAT revision	BK	09.09.2015	

DRAWING LEGEND
WD - WORKING DRAWINGS
TI - TENDER (AS-BUILT) FOR CONSTRUCTION
TP - TENDER PLANNING
SK - SCHEMATIC DESIGN
ED - DESIGN DEVELOPMENT

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KUD Karcus Urban Design
1/11 St Albans Street, Richmond VIC 3121
P 03 9428 4233
enquiries@kud.com.au www.kud.com.au

PROJECT NO:
12-00002

TITLE:
Proposed First Floor Plan
Richmond, 452-456 Bridge Road Vic
NEA Developments

DATE: 09.09.2015 DRAWN: OA SCALE: 1:100 @ A1 SHEET: TP05 REVISION: C CHECKED BY: TP



Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

BRIDGE ROAD



REVISION	ISSUE	CHECKED	DATE	CAD FILE
A	Further Information	KB	07.08.2014	
B	VCAT revision	BK	09.09.2015	

DRAWING LEGEND	
WD	WORKING DRAWINGS
TI	TENDER (AS-BUILT) FOR CONSTRUCTION
TP	TOPIC PLANNING
SK	SCHEMATIC DESIGN
SD	DESIGN DEVELOPMENT

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 1/31 St Albans Road, Doreville VIC 3174 Australia
 61 3 9428 4233
 info@kud.com.au www.kud.com.au

PROJECT NO: **B**

TITLE: **Proposed Second Floor Plan**
Richmond, 452-456 Bridge Road VIC
 1:100
NEA Developments

DATE: **09.09.2015** STATUS: **OA** SCALE: **1:100 @ A1** SHEET: **B** SHEET: **TP06** DRAWN FOR ISSUE: **TP**

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

BRIDGE ROAD



REVISION	ISSUE	CHECKED	DATE	CAD FILE
A	Further Information	KB	07.08.2014	
B	VCAT revision	BK	09.09.2015	

DRAWING LEGEND	
WD	WORKING DRAWINGS
TI	TENDER ISSUE-NOT FOR CONSTRUCTION
TP	TENDERS PLANNING
SK	SCHEMATIC DESIGN
SD	DESIGN DEVELOPMENT

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 kavanah@kud.com.au www.kud.com.au

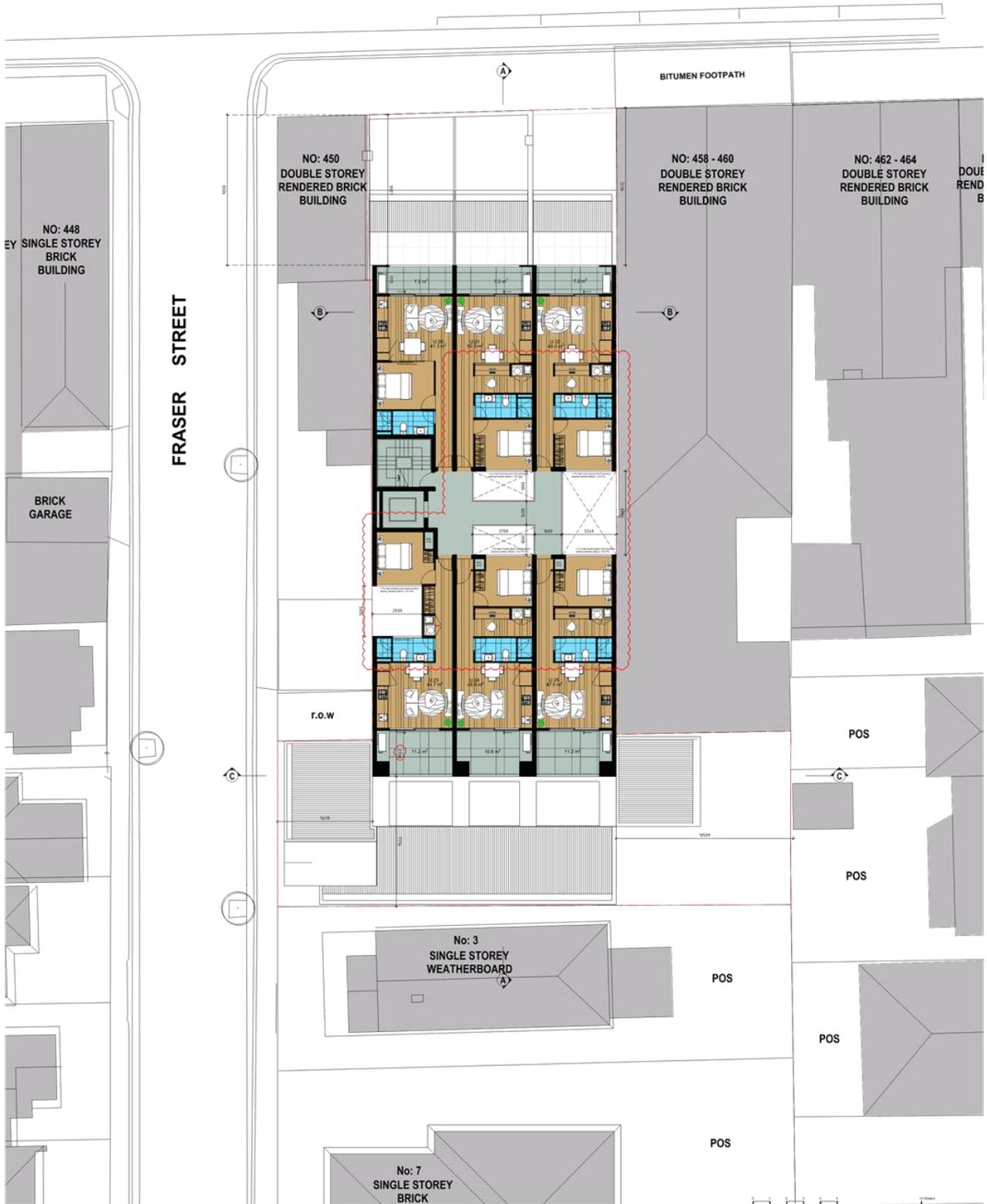
PROJECT NO: **12-00002**

TITLE: **Proposed Third Floor Plan**
Richmond, 452-456 Bridge Road Vic

DATE: 09.09.2015
 DRAWN: OA
 SCALE: 1:100 @ A1
 SHEET: TP07
 TOTAL SHEETS: TP

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

BRIDGE ROAD



REVISION	ISSUE	CHECKED	DATE	CAD FILE
A	Further Information	KB	07.08.2014	
B	VCAT revision	BK	09.09.2015	

DRAWING LEGEND	
WD	WORKING DRAWINGS
TI	TENDER (AS-BUILT) FOR CONSTRUCTION
TP	TOPIC PLANNING
SK	SCHEMATIC DESIGN
DD	DESIGN DEVELOPMENT

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KUD
Kavanagh Urban Design
1/31 St Albans Street, Dandenong VIC 3175
61 41 21 42 43
info@kud.com.au www.kud.com.au

PROJECT NO:
12-00002

TITLE:
**Proposed Fourth Floor Plan
Richmond, 452-456 Bridge Road Vic
NEA Developments**

DATE:
09.09.2015

STATUS:
OA

SCALE:
1:100 @ A1

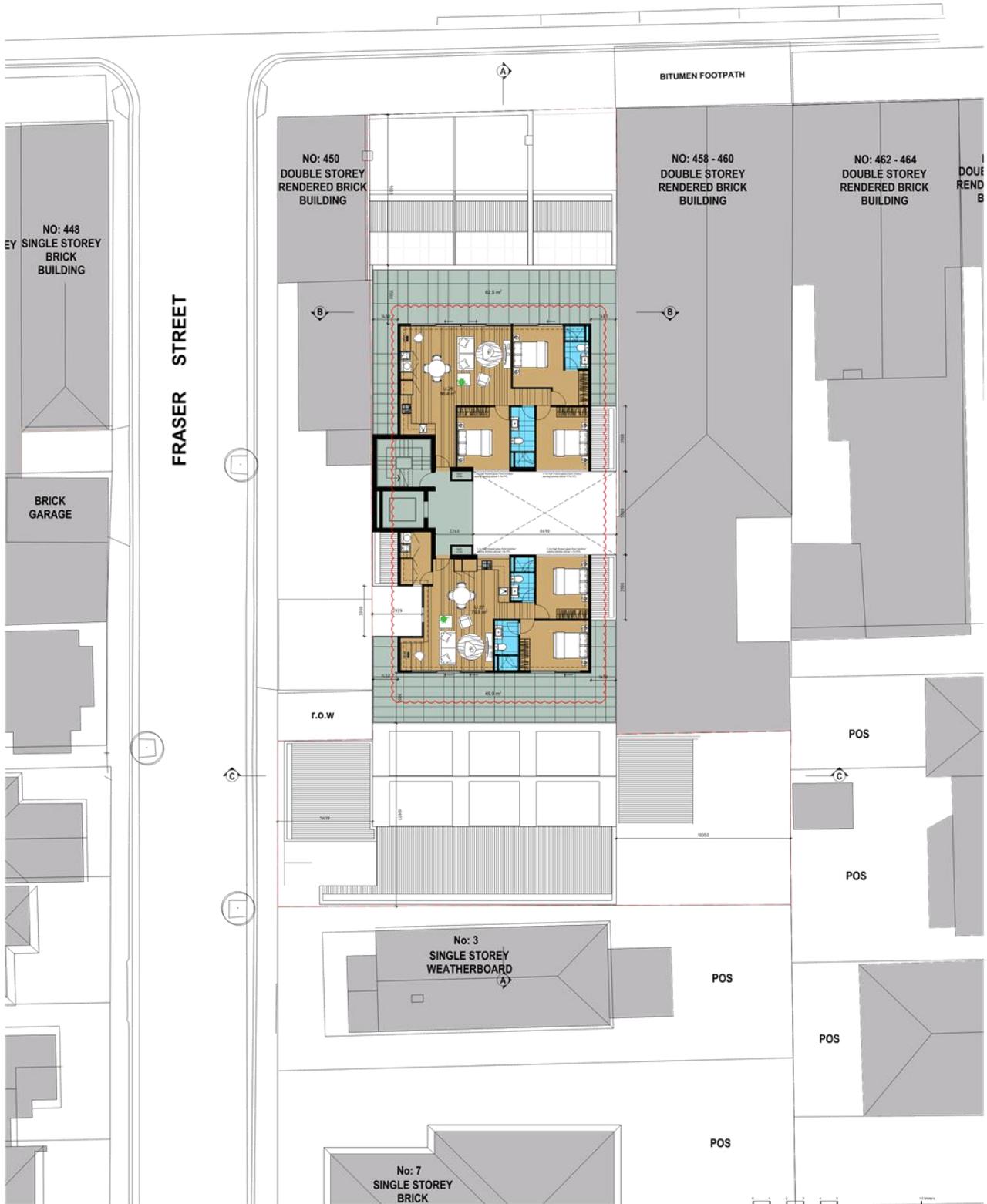
REVISION:
B

SHEET:
TP08

WORKSHEET FOR ISSUE:
TP

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

BRIDGE ROAD



REVISION	ISSUE	CHECKED	DATE	CAD FILE
A	Further Information	KB	07.08.2014	
B	VCAT revision	BK	09.09.2015	

DRAWING LEGEND	
WD	WORKING DRAWINGS
TI	TENDER ISSUE-NOT FOR CONSTRUCTION
TP	TENDER PLANNING
SK	SCHEMATIC DESIGN
DD	DESIGN DEVELOPMENT

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KUD Kavanagh Urban Design
1/31 St Albans Street, Dandenong VIC 3175
P 03 9452 4233
enquiries@kud.com.au www.kud.com.au

PROJECT NO:
12-00002

Proposed Fifth Floor Plan
Richmond, 452-456 Bridge Road Vic
NEA Developments

DATE: 09.09.2015

STATUS: OA

SCALE: 1:100 @ A1

REVISION: B

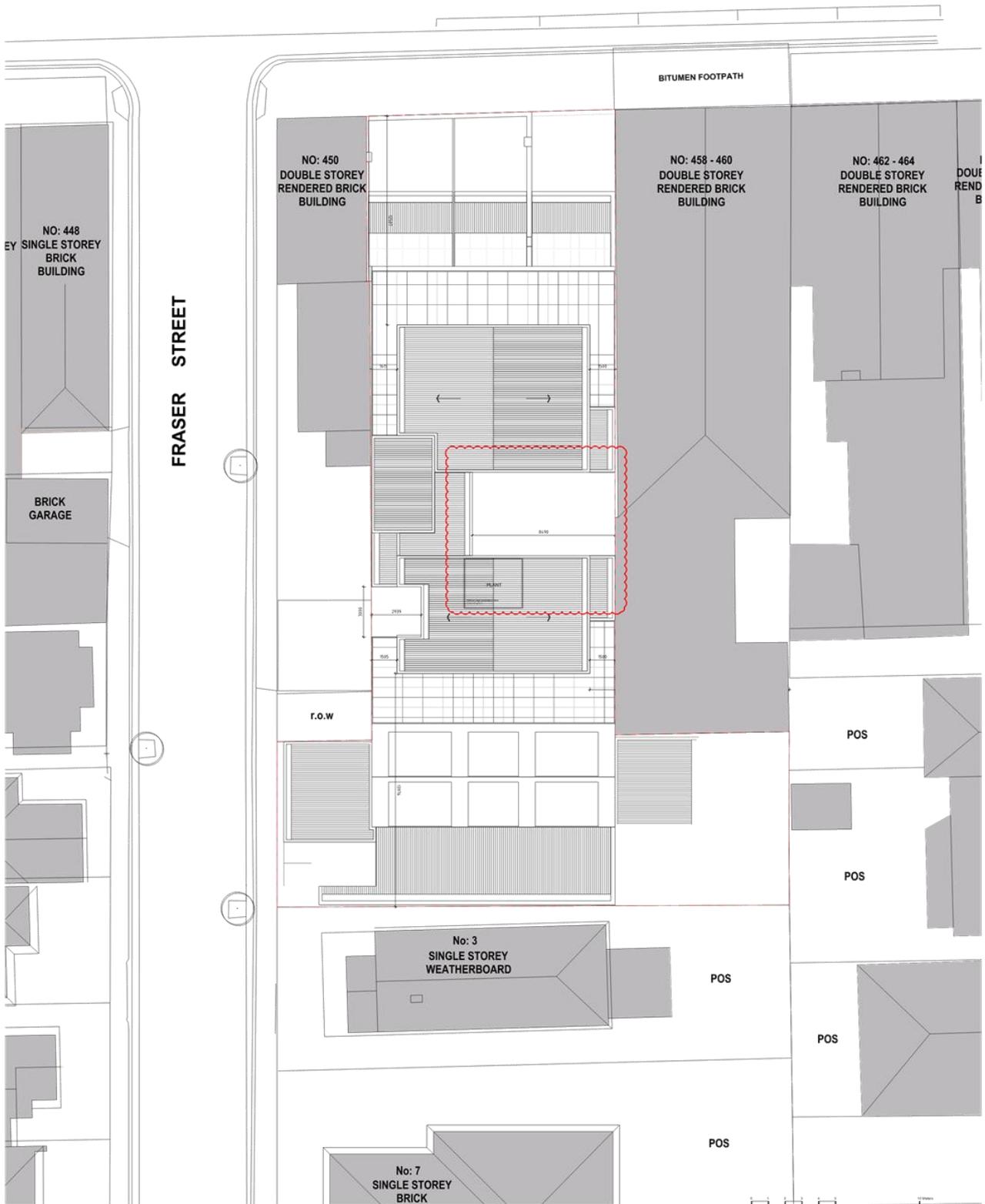
SHEET: TP09

WORKSHEET FOR ISSUE: TP



Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

BRIDGE ROAD



REVISION	ISSUE	CHECKED	DATE	CAD FILE
A	Further Information	KB	07.08.2014	
B	VCAT revision	BK	09.09.2015	

DRAWING LEGEND
WD - WORKING DRAWINGS
TI - TENDER (AS-BUILT) FOR CONSTRUCTION
TP - TOWN PLANNING
SK - SCHEMATIC DESIGN
SD - DESIGN DEVELOPMENT

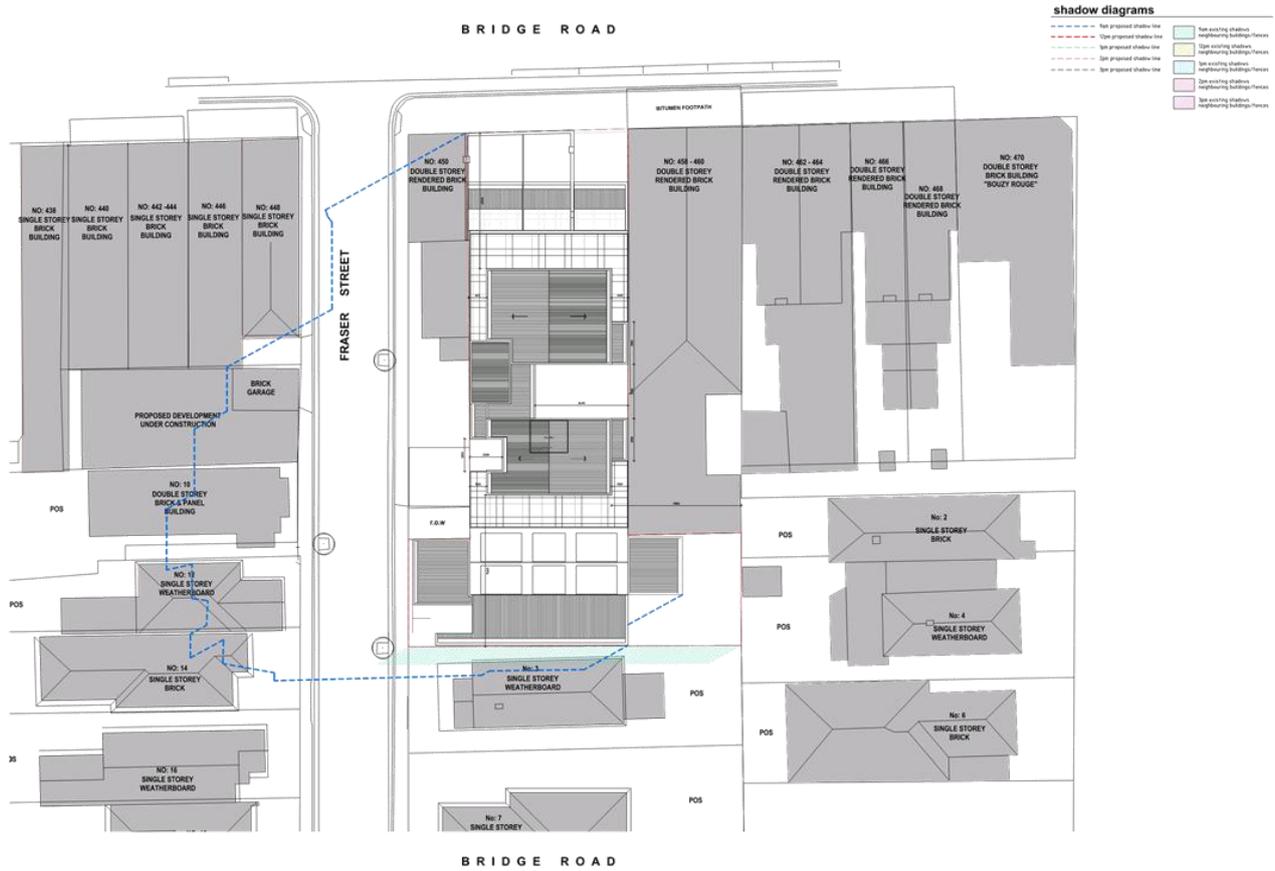
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PROJECT NO:
12-00002

TITLE:
Proposed Roof Plan
Richmond, 452-456 Bridge Road VIC
12-0002
NEA Developments

DATE: 09.09.2015 **DESIGNER:** KB **SCALE:** 1:100 @ A1 **REVISION:** B **SHEET:** TP10 **WORKSHEET:** TP

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)



REVISION	ISSUE	CHECKED	DATE	CAD FILE	DRAWING LEGEND	PROJECT NO.	SCALE	DATE	REVISION	DATE	BY	REVISION	DATE	BY
A	VCAT revision	BK	09.09.2015		DRAWING LEGEND BW - WORKING DRAWINGS TI - TENDER ISSUE-NOT FOR CONSTRUCTION TP - TENDR PLANNING SK - SCHEMATIC DESIGN SD - DESIGN DEVELOPMENT The drawing is copyright and confidential apart from any fee drawings as permitted under the copyright. No part may be reproduced by any person without written permission of Karavan Urban Design, and to be used in any manner prejudicial to the interest of that company. The drawing and attached sheets remain the property of Karavan unless design notes otherwise specified. All dimensions are as indicated and all drawing content must be verified on site prior to commencement of any work. In the event that there are any errors or discrepancies in the drawing the contractor must contact our office prior to commencement of work.	KUD Karavan Urban Design 1/11, Blairfield Street, Geelong VIC 3216, Australia P 03 52 442 473 enquiries@kud.com.au www.kud.com.au	12-00002	1:200 @ A1	09.09.2015	WC	A	TP11		

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)



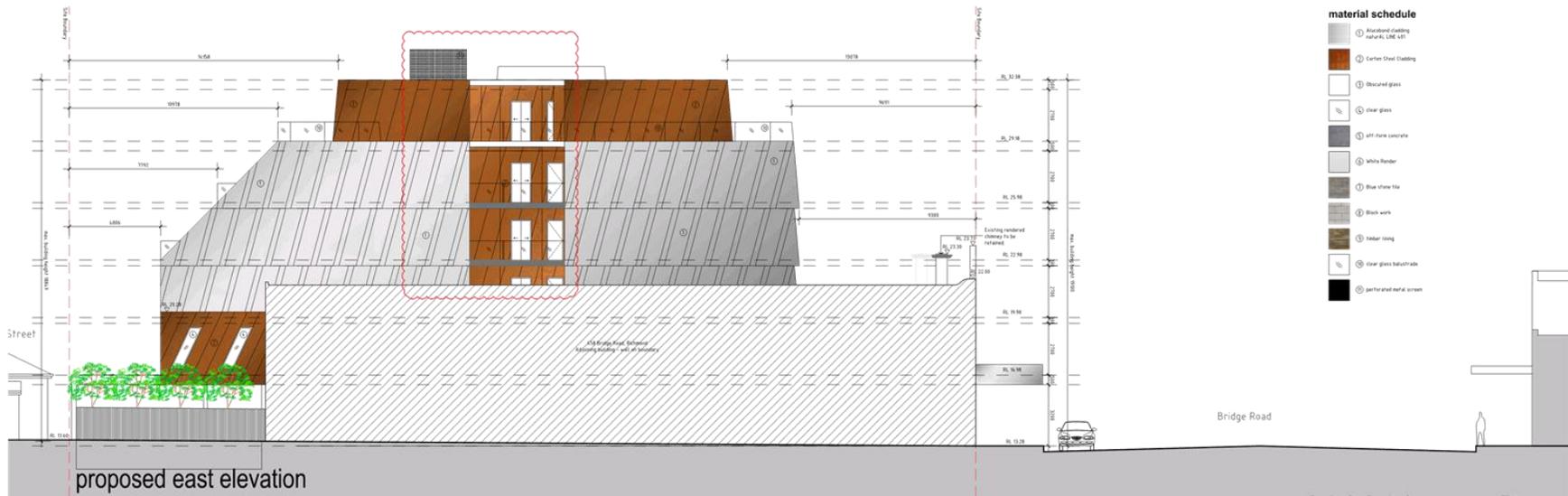
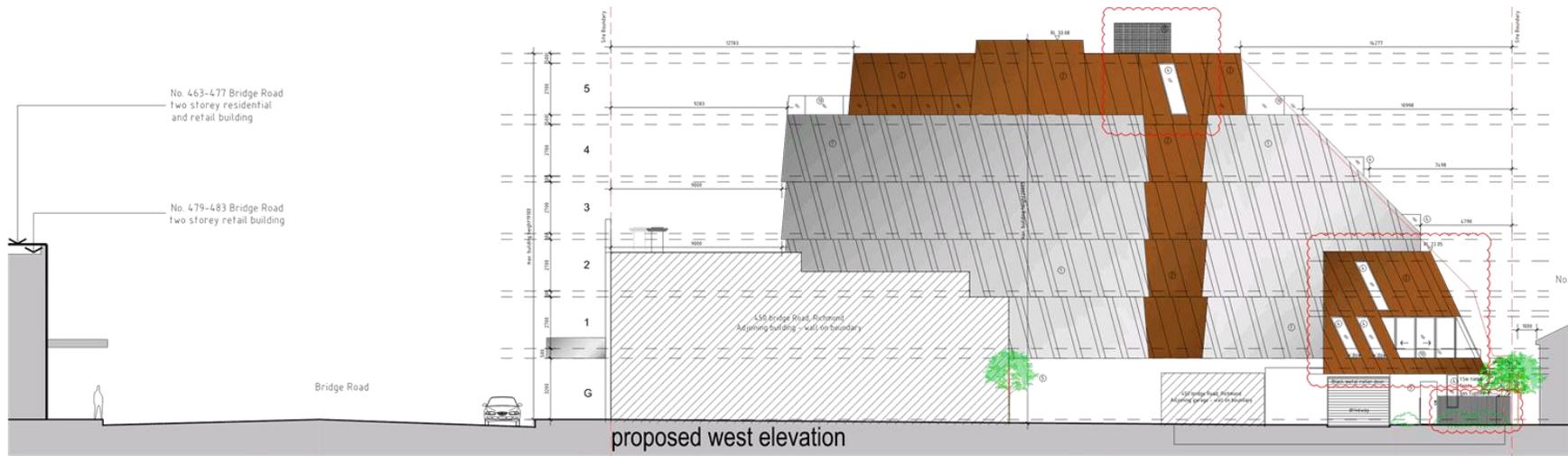
REVISION	ISSUE	CHECKED	DATE	CAD FILE	DRAWING LEGEND	PROJECT NO.	SCALE	DATE	REVISION	BY	DATE
A	VCAT revision	BK	09.09.2015		WD - WORKING DRAWINGS TI - TENDER ISSUE-NOT FOR CONSTRUCTION TP - TOWN PLANNING SK - SCHEMATIC DESIGN ED - DESIGN DEVELOPMENT	12-00002	1:200 @ A1	09.09.2015	WC	TP13	

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)



<p>REVISION:</p> <p>A Further Information</p> <p>B VCAT revision</p>	<p>CHECKED: KB 07.08.2014</p> <p>BK 09.09.2015</p>	<p>GAD FILE:</p>	<p>This drawing is copyright and confidential apart from any fair dealings as permitted under the copyright. No part may be reproduced by any person in direct or indirect possession of a computer without design, and a not to be used in any manner prior to the consent of that company. This drawing and attached sheets remain the property of KUD unless otherwise specified. All dimensions are in millimetres and all drawings are to be verified on site prior to commencement of any work. In the event that there are any errors or discrepancies in this drawing the contractor must contact our office prior to commencement of work.</p>	<p>DRAWING LEGEND:</p> <p>WD - WORKING DRAWINGS</p> <p>TI - TENDER ISSUE-NOT FOR CONSTRUCTION</p> <p>TP - TOWN PLANNING</p> <p>SK - SCHEMATIC DESIGN</p> <p>DD - DESIGN DEVELOPMENT</p>	<p>KUD KUD ARCHITECTS</p> <p>1, The Trafalgar Street, Geelong 3218 VIC Australia</p> <p>PH: 051 852 4111</p> <p>www.kud.com.au</p> <p>PROJECT NO: 12-0002</p> <p>TITLE: Proposed Elevations 02</p> <p>ADDRESS: Richmond, 452-456 Bridge Road VIC</p> <p>CLIENT: NEA Developments</p> <p>DATE: 09.09.2015 DRAWN BY: KB SCALE: 1:100 @ A1 SHEET NO: B TOTAL SHEETS: TP15 APPROVED FOR ISSUE: TP</p>
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Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

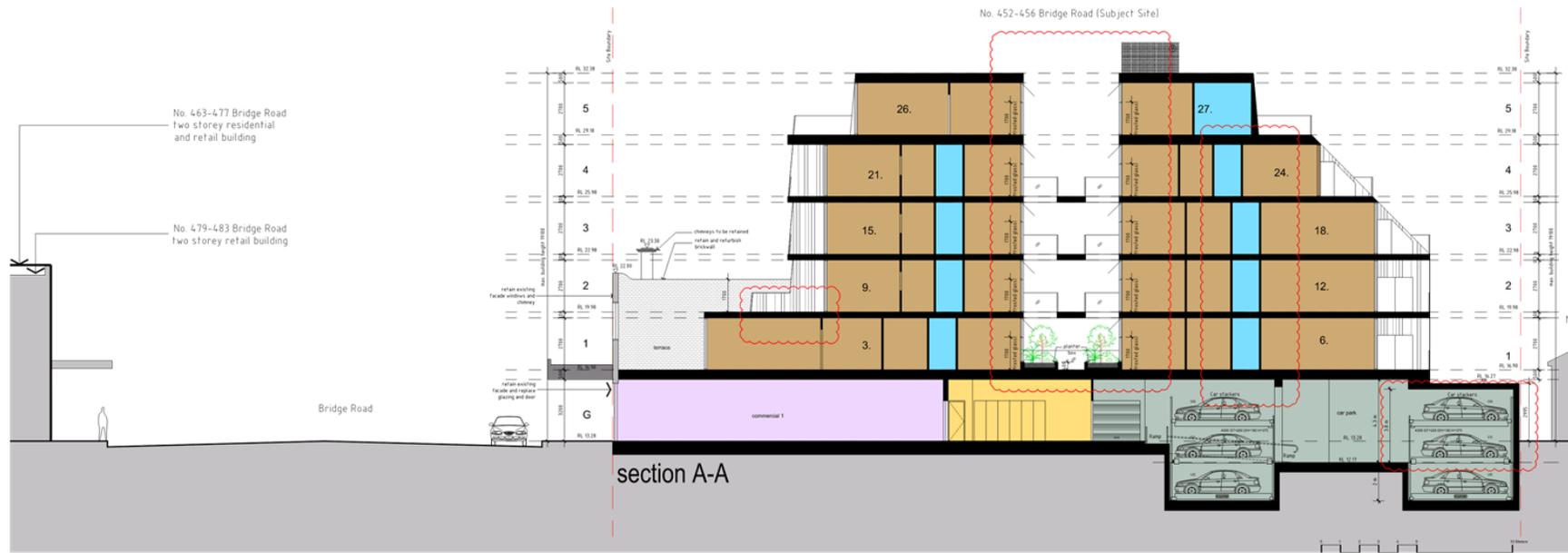
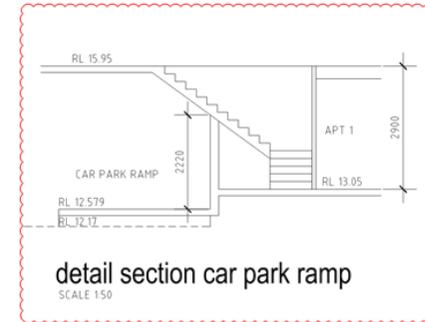


<p>REVISION:</p> <p>A Further Information</p> <p>B Further Information</p> <p>C VCAT revision</p>	<p>CHECKED:</p> <p>KB 07.08.2014</p> <p>SK 05.09.2014</p> <p>BK 09.09.2015</p>	<p>DATE:</p> <p>07.08.2014</p> <p>05.09.2014</p> <p>09.09.2015</p>	<p>GAD FILE:</p> <p>-</p> <p>-</p> <p>-</p>	<p>This drawing is copyright and confidential apart from any fair dealings as permitted under the copyright. No part may be reproduced by any person without written permission of the architect unless design, and not to be used in any manner prejudicial to the interest of that company. This drawing and attached sheets remain the property of the architect unless otherwise stated. All dimensions are in millimetres and all drawing conventions shall be verified on site prior to commencement of any work. In the event that there are any errors or discrepancies in this drawing the contractor must contact the architect prior to commencement of work.</p>	<p>DRAWING LEGEND:</p> <p>WD - WORKING DRAWINGS</p> <p>TI - TENDER ISSUE-NOT FOR CONSTRUCTION</p> <p>TP - TOWN PLANNING</p> <p>SK - SCHEMATIC DESIGN</p> <p>DD - DESIGN DEVELOPMENT</p>	<p>KUD KUD ARCHITECTS</p> <p>1, The Trafalgar Street Commercial Centre, 1st Floor, Melbourne VIC 3000</p> <p>1300 555 555</p> <p>www.kud.com.au</p>	<p>PROJECT NO:</p> <p>12-0002</p> <p>TITLE:</p> <p>Proposed Elevations 03</p> <p>Richmond, 452-456 Bridge Road VIC</p> <p>DATE:</p> <p>09.09.2015</p> <p>SCALE:</p> <p>1:100 @ A1 C</p> <p>DESIGNER:</p> <p>KB</p> <p>CHECKED:</p> <p>TP16</p> <p>DATE FOR ISSUE:</p> <p>TP</p>
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Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

material schedule

- ① Aluminium cladding metallic, RAL 9011
- ② Carbon Steel Cladding
- ③ Obscured glass
- ④ Clear glass
- ⑤ GFI-Fibre concrete
- ⑥ White Render
- ⑦ Blue stone tile
- ⑧ Brick work
- ⑨ Timber lining
- ⑩ Clear glass balustrade
- ⑪ perforated metal screen



REVISION	ISSUE	CHECKED	DATE	CAD FILE
A	Further Information	KB	07.08.2014	-
B	Further Information	SK	05.09.2014	-
C	VCAT revision	BK	05.09.2015	-

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- TP - TOWN PLANNING
- SK - SCHEMATIC DESIGN
- DD - DESIGN DEVELOPMENT

KUD richmond town planning & construction

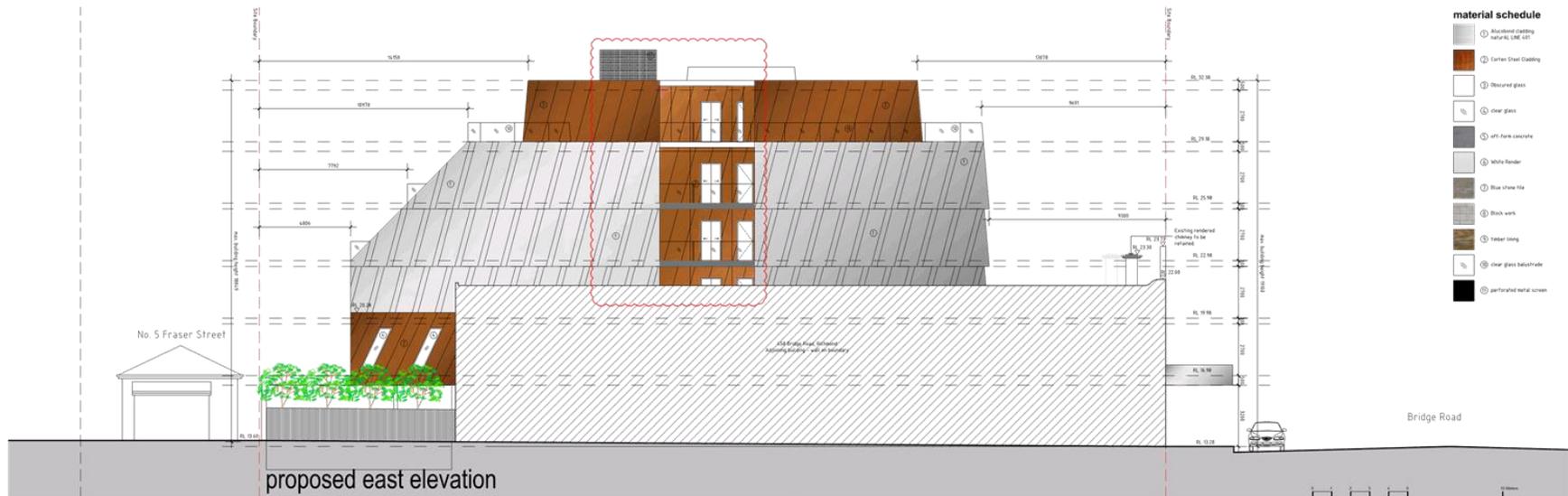
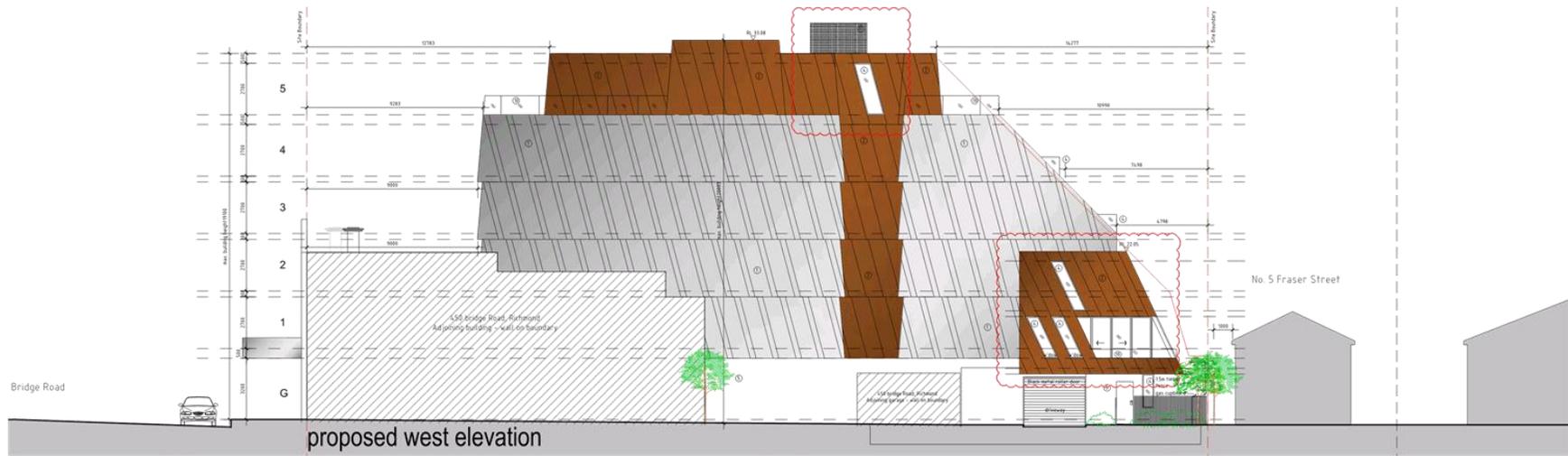
1, The Quadrant Street, Richmond VIC 3121
 Tel: +61 3 9242 4111
 engineering@kud.com.au www.kud.com.au

PROJECT NO: **12-0002**

TITLE: **Proposed Sections 01**
 RICHMOND
Richmond, 452-456 Bridge Road VIC
 CLIENT: **NEA Developments**

DATE: **09.09.2015** DRAWN BY: **KB** SCALE: **1:100 @ A1** C
 SHEET NO: **TP17** OF **TP**

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)



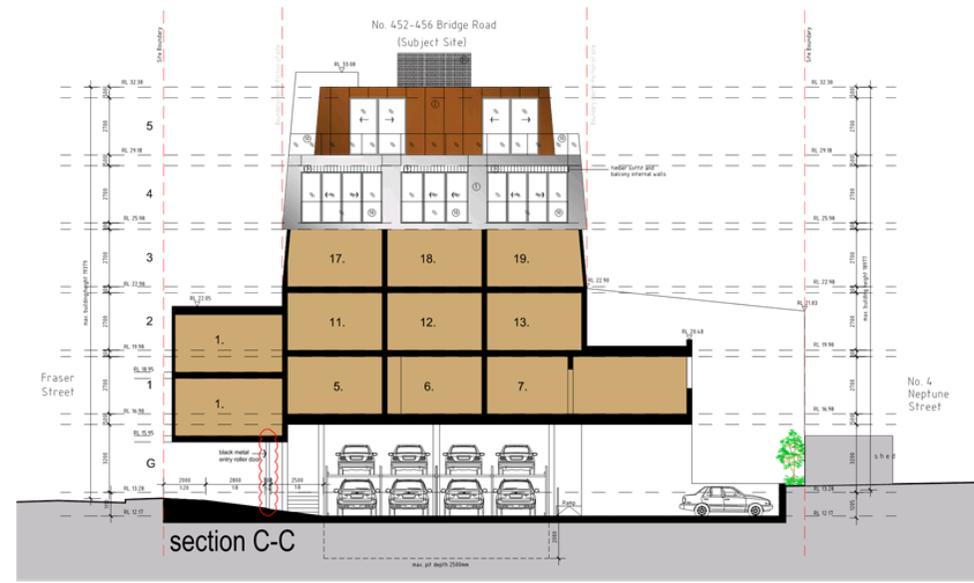
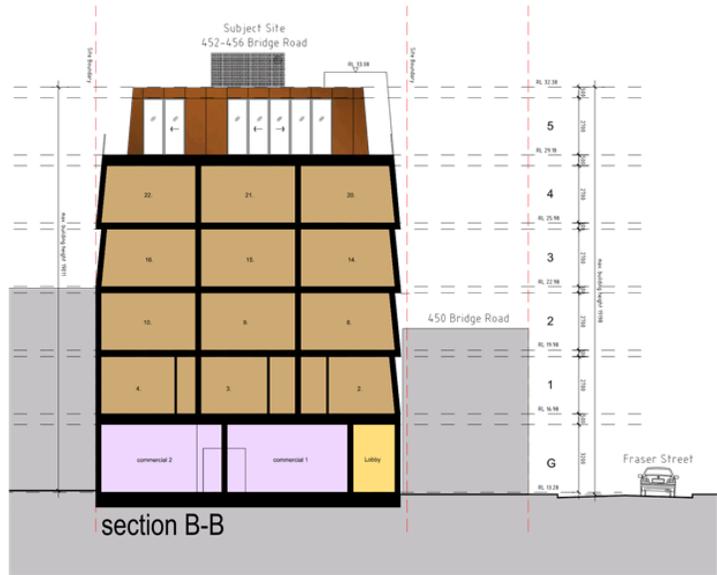
material schedule

- ① aluminium casting materials (see list)
- ② Corten Steel Cladding
- ③ Obscure glass
- ④ clear glass
- ⑤ soft-fine concrete
- ⑥ white render
- ⑦ Blue stone tile
- ⑧ black work
- ⑨ timber slats
- ⑩ clear glass balustrade
- ⑪ perforated metal screen

<p>REVISION:</p> <p>A Further Information</p> <p>B VCAT revision</p>	<p>CHECKED: SK 05.09.2014</p> <p>BK 09.09.2015</p>	<p>GAD FILE:</p> <p>—</p>	<p>This drawing is copyright and confidential apart from any fair drawings as permitted under the copyright. No part may be reproduced by any person in their own possession of the copyright without the prior written permission of the architect or the architect's firm.</p> <p>This drawing and attached sheets remain the property of the architect unless otherwise specified. All dimensions are in millimeters and all drawing conventions shall be verified on site prior to commencement of any work. In the event that there are any errors or discrepancies in the drawings the contractor must contact the office prior to commencement of work.</p>	<p>DRAWING LEGEND:</p> <p>WD - WORKING DRAWINGS</p> <p>TF - TENDER ISSUE-NOT FOR CONSTRUCTION</p> <p>TP - TOWN PLANNING</p> <p>SK - SCHEMATIC DESIGN</p> <p>GD - DESIGN DEVELOPMENT</p>	<p>KUD ARCHITECTS</p> <p>170-172 Sturt Street, Melbourne VIC 3000 T: +61 3 9429 4111 F: +61 3 9429 4112 www.kud.com.au</p> <p>PROJECT NO: 12-0002</p> <p>TITLE: Proposed Elevations 04</p> <p>LOCATION: Richmond, 452-456 Bridge Road VIC</p> <p>CLIENT: NEA Developments</p> <p>DATE: 09.09.2015 DRAWN BY: KB SCALE: 1:100 @ A1 B SHEET NO: TP18 TOTAL SHEETS: TP</p>
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Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

- ① Alucobond Cladding (RAL 7016, LINE 43)
- ② Corten Steel Cladding
- ③ Obscured glass
- ④ Clear glass
- ⑤ Lift form concrete
- ⑥ White Render
- ⑦ Blue stone tile
- ⑧ Block work
- ⑨ Insulated lining
- ⑩ Clear glass substrate
- ⑪ perforated metal screen



REVISION	ISSUE	CHECKED	DATE	CAD FILE
A	VCAT revision	BK	09.09.2014	

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TP - TOWN PLANNING
SK - SCHEMATIC DESIGN
DD - DESIGN DEVELOPMENT



KUD
Kearney Urban Design
1, The Quadrant Street, Geelong VIC 3218
Tel: 03 5242 4111
www.kud.com.au

PROJECT NO:
12-0002

TITLE:
Proposed Sections 02
Richmond, 452-456 Bridge Road VIC
CLIENT:
NEA Developments

DATE:
09.09.2015 BY: **KB** SCALE: **1:100 @ A1** SHEET: **TP19** DESIGN FOR ISSUE: **TP**

Attachment 1 - PLN14/0571 - 452-456 Bridge Road, Richmond - Amended VCAT plans and elevations (decision plans)

material schedule



① Alucobond cladding natural LINE 401 ② Corten steel cladding ③ Obscured glass ④ clear glass ⑤ off-form concrete



⑥ White render ⑦ Blue stone tile ⑧ Block work ⑨ timber lining ⑩ clear glass balustrade ⑪ perforated metal screen



Alucobond cladding natural LINE 401

Corten steel cladding

Perforated metal screen

REVISION	ISSUE	CHECKED	DATE	END FILE					
A	VCAT revision	BK	09.09.2015	-					
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KUD Kierulff Urban Design 1/111 Melbourne Street, Clayton VIC 3168, Australia t: 03 9402 4700 f: 03 9402 4701 enquiries@kud.com.au www.kud.com.au		PROJECT No: 12-0002
TITLE: Proposed Materials Richmond, 452-456 Bridge Road VIC NEA Developments		
DATE: 09.09.2015	SCALE: NTS	SHEET: A
		DRAWING FOR ISSUE: TP20 TP