

# 68-88 GREEN STREET CREMORNE

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68-88 GREEN ST, CREMORNE VIC 3121  
VCAT REF NO. P1277/2019

HEARING DATE: DECEMBER 2019

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**Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans**



Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans

68-88 GREEN ST, CREMORNE VIC 3121  
VCAT ISSUE

DRAWING SCHEDULE

DWG NO.	REV	DRAWING TITLE			
A01.000	C	Site Plan	A41.004	C	Material Detail
A02.001	C	Floor Plan - Basement 1	A41.005	C	Material Detail
A02.002	C	Floor Plan - Basement 2	A60.001	C	Development Summary
A02.100	C	Floor Plan - Ground Floor	SK.001	C	Shadow Diagrams
A02.101	C	Floor Plan - Level 1	SK.002	C	Shadow Diagrams
A02.102	C	Floor Plan - Level 2	SK.003	C	Shadow Section 1pm
A02.103	C	Floor Plan - Level 3			
A02.104	C	Floor Plan - Level 4			
A02.105	C	Floor Plan - Level 5			
A02.106	C	Floor Plan - Level 6			
A02.107	C	Floor Plan - Level 7			
A02.108	C	Floor Plan - Level 8			
A02.109	C	Floor Plan - Level 9 (Plant)			
A02.110	C	Floor Plan - Level 9 (Roof)			
A07.001	C	Elevation - North/South			
A07.002	C	Elevation - East			
A07.003	C	Elevation - West			
A10.001	C	Section - AA + BB			
A10.002	C	Section - CC + DD			
A10.003	C	Section - EE + FF			
A41.001	C	Materials & Finishes			
A41.002	C	Material Detail			
A41.003	C	Material Detail			

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M12179 88 GREEN PTY LTD - GREEN ST

Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Red dashed line indicates proposed windows (RFL) shown in red are indicative only

Revison	Date	Description	Initial	Checked

Revison	Date	Description	Initial	Checked
01	25/04/18	Issue for VCAT	JD	CD
02	15/05/19	Response to VCAT	HL	CD
03	28/05/19	Issue for VCAT	HL	CD

88 Green Pty Ltd  
Green St

SITE PLAN

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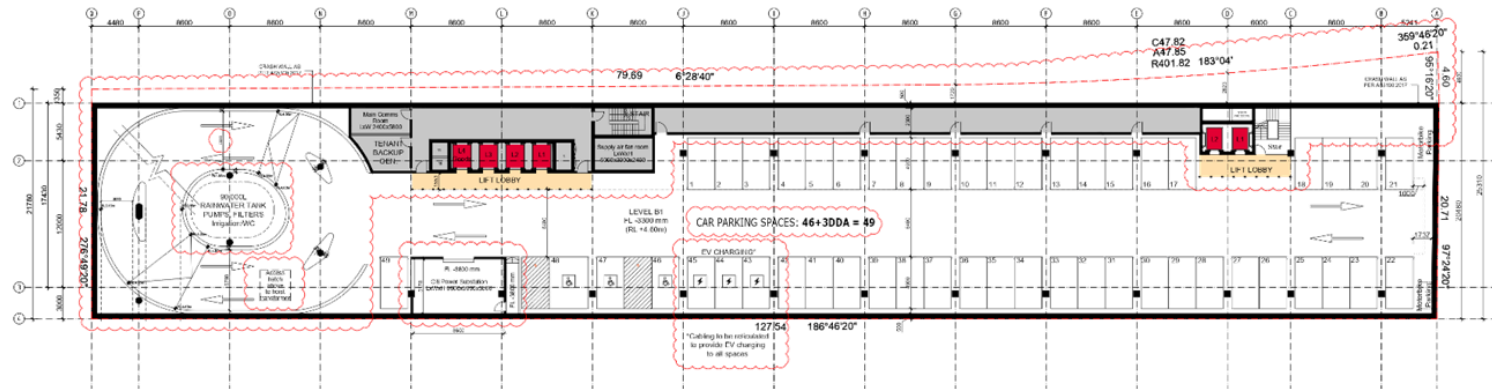


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Drawn	JD	Checked	CD
Project No	5022619		
Client	88 Green Pty Ltd		
Drawn	JD	Checked	CD
File No	03_016.dwg		
Drawing No	405/502	Sheet No	02/02

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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Version	Date	Description	Initial	Checked

88 Green Pty Ltd  
Green St  
FLOOR PLAN - LEVEL B1

Scale: 1:100 @ A1 (1:100 @ A2)	Drawn: JC	Checked: CD
Project No: 18/215		
Status: VCAT Amended Plans		
Not Date: 08/08/2019		
Not Plot: 08/07/2019		
Drawing No: A01-X1		

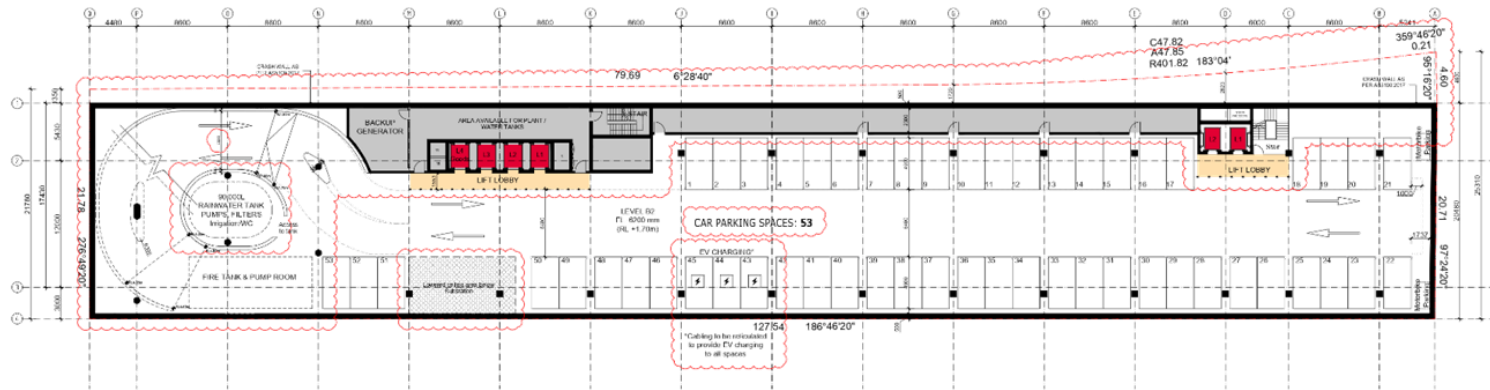
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Version	Date	Description	Initial	Checked

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FLOOR PLAN - LEVEL B2



Scale: 1:100 @ A1 (1:100 @ A2)	
Drawn: JC	Checked: CD
Project No: 182115	
Status: VCAT Amended Plans	
Not Date: 08/08/2019	
Not File: 18/02/19	
Drawing No: 402-X3	Sheet No: 02

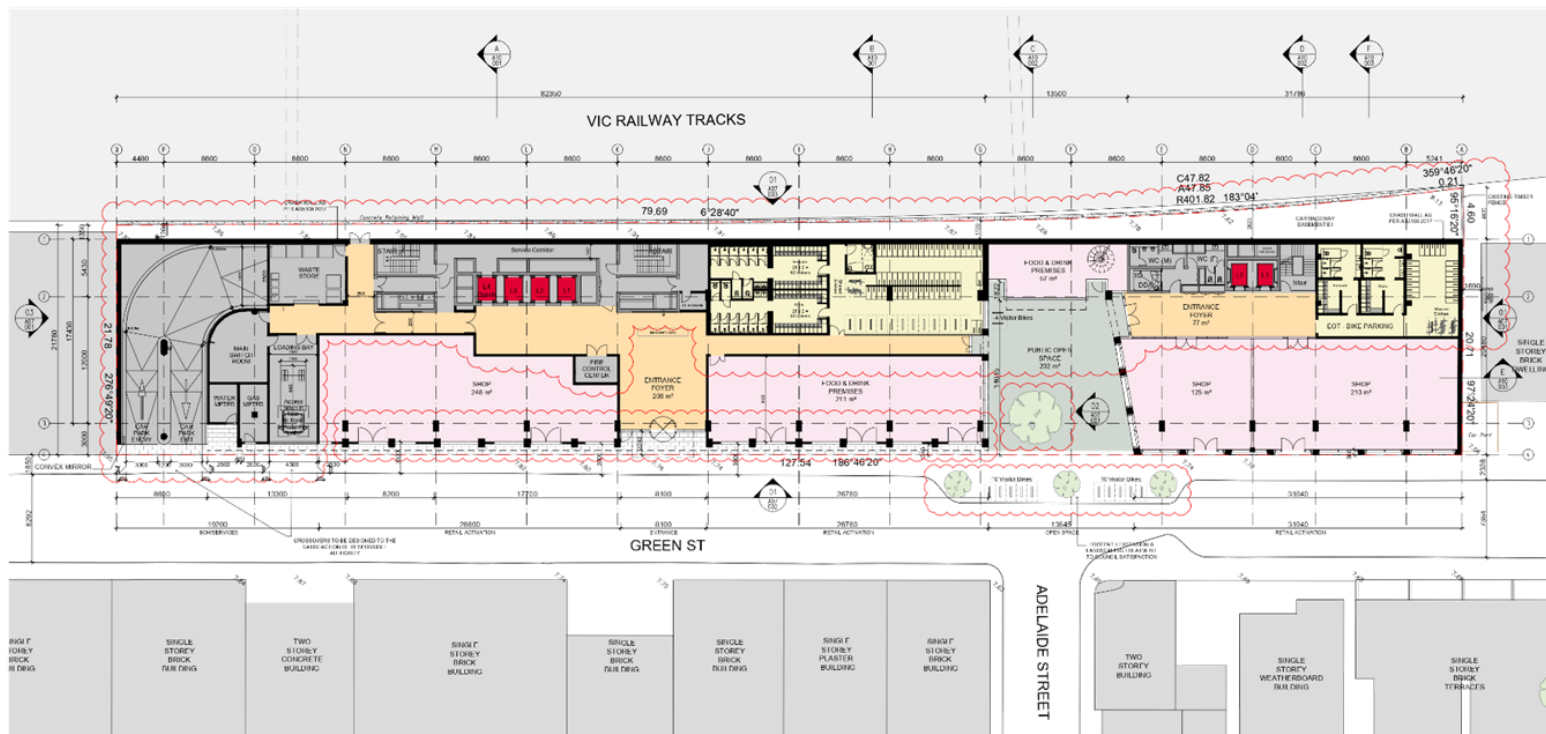
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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Version	Date	Description	Initials	Checked
1	21/04/18	Issue for VCAT	JD	CD
2	15/09/18	Revised to DFV	HL	CD
3	28/09/18	Issue for 1 <sup>st</sup>	HL	CD

**88 Green Pty Ltd  
Green St**

**FLOOR PLAN - GROUND FLOOR**

Scale 1:100 @ A1 (1:400 @ A2)

Drawn by: \_\_\_\_\_ Checked by: \_\_\_\_\_

Project No: 180219

Status: VCAT Amended Plans

Not Date: 08/06/19

Plot File: 1809.dwg

Drawing No: 400 - 000

Project No: \_\_\_\_\_

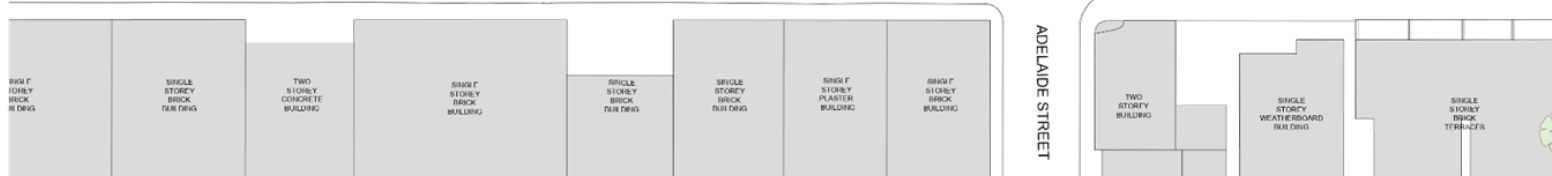
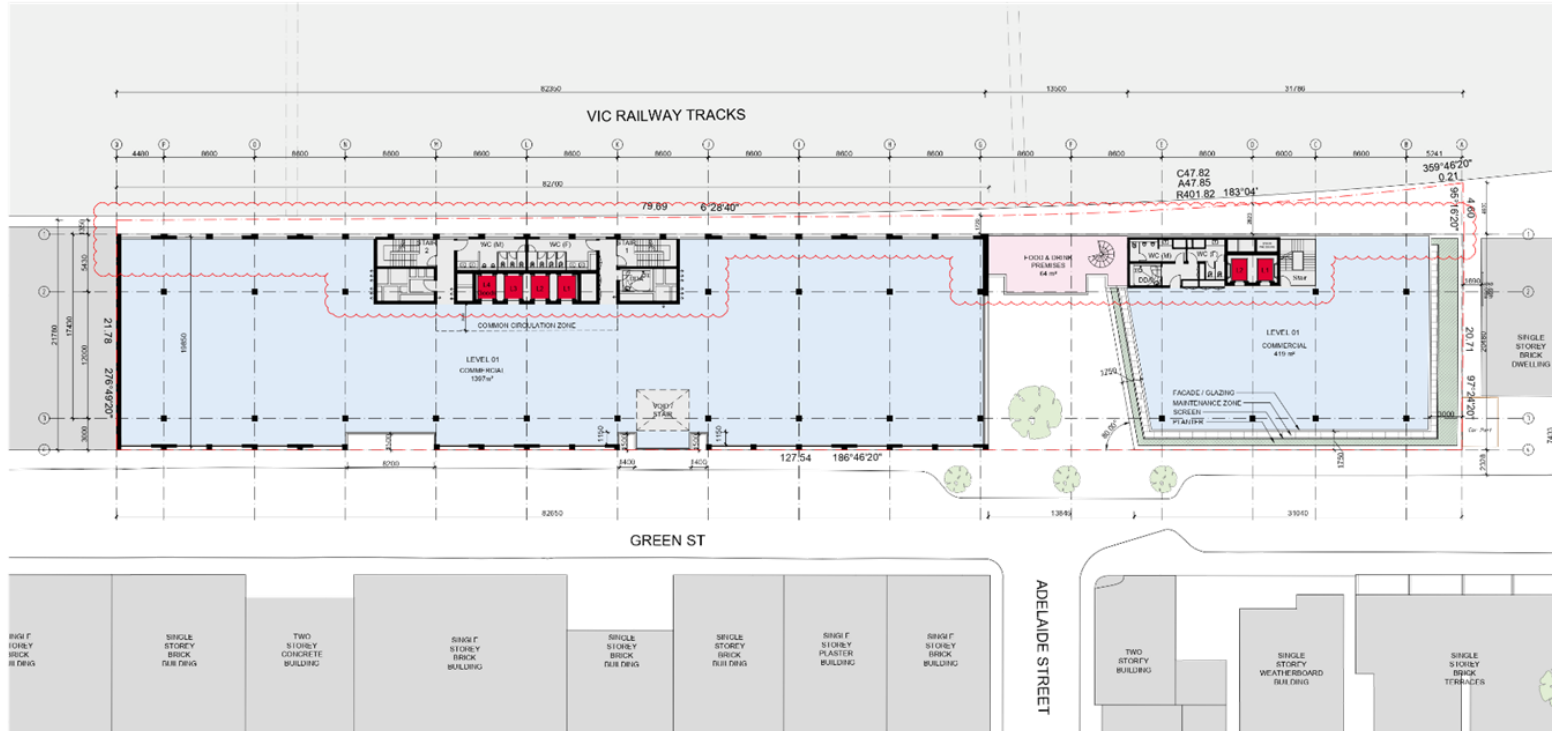
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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Version	Date	Description	Initials	Checked
01	15/09/18	Issue for VCAT	JC	CD
02	15/09/18	Response to DCF	HL	CD
03	28/09/18	Issue for 1st	HL	CD

88 Green Pty Ltd  
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FLOOR PLAN - LEVEL 01

Scale	1:100 @ A1 (1:100 @ A2)
Drawn	JC
Checked	CD
Project No	18/215
Status	VCAT Amended Plans
Not Date	08/09/18
Not File	16/07/18
Drawing No	A01 01
Sheet No	01/01



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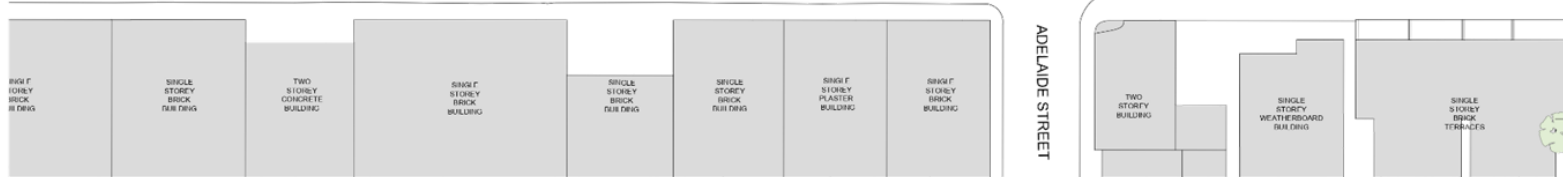
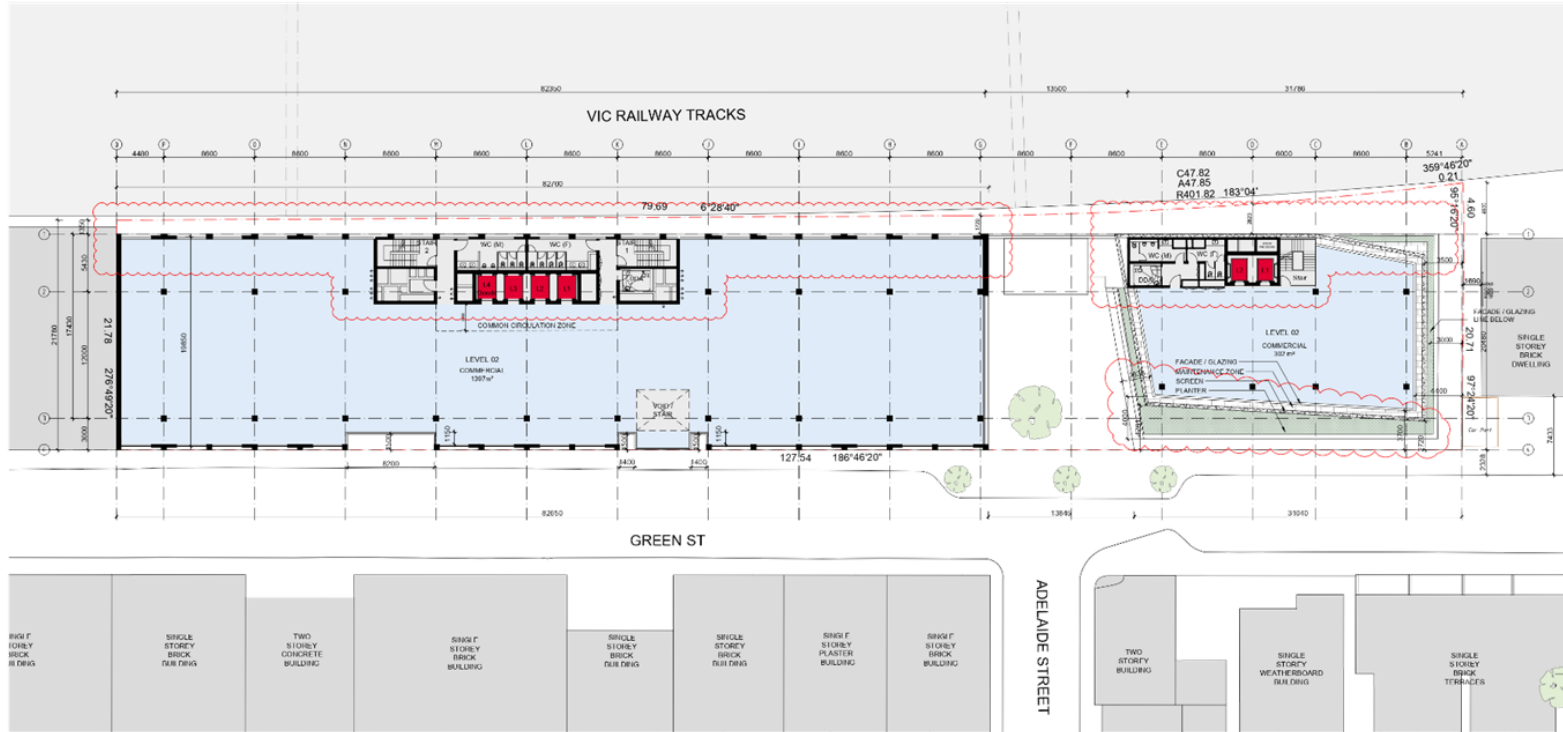
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Version	Date	Description	Initials	Checked

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FLOOR PLAN - LEVEL 02

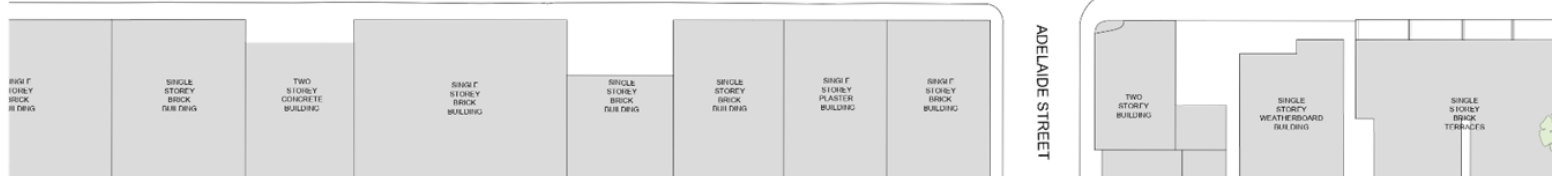
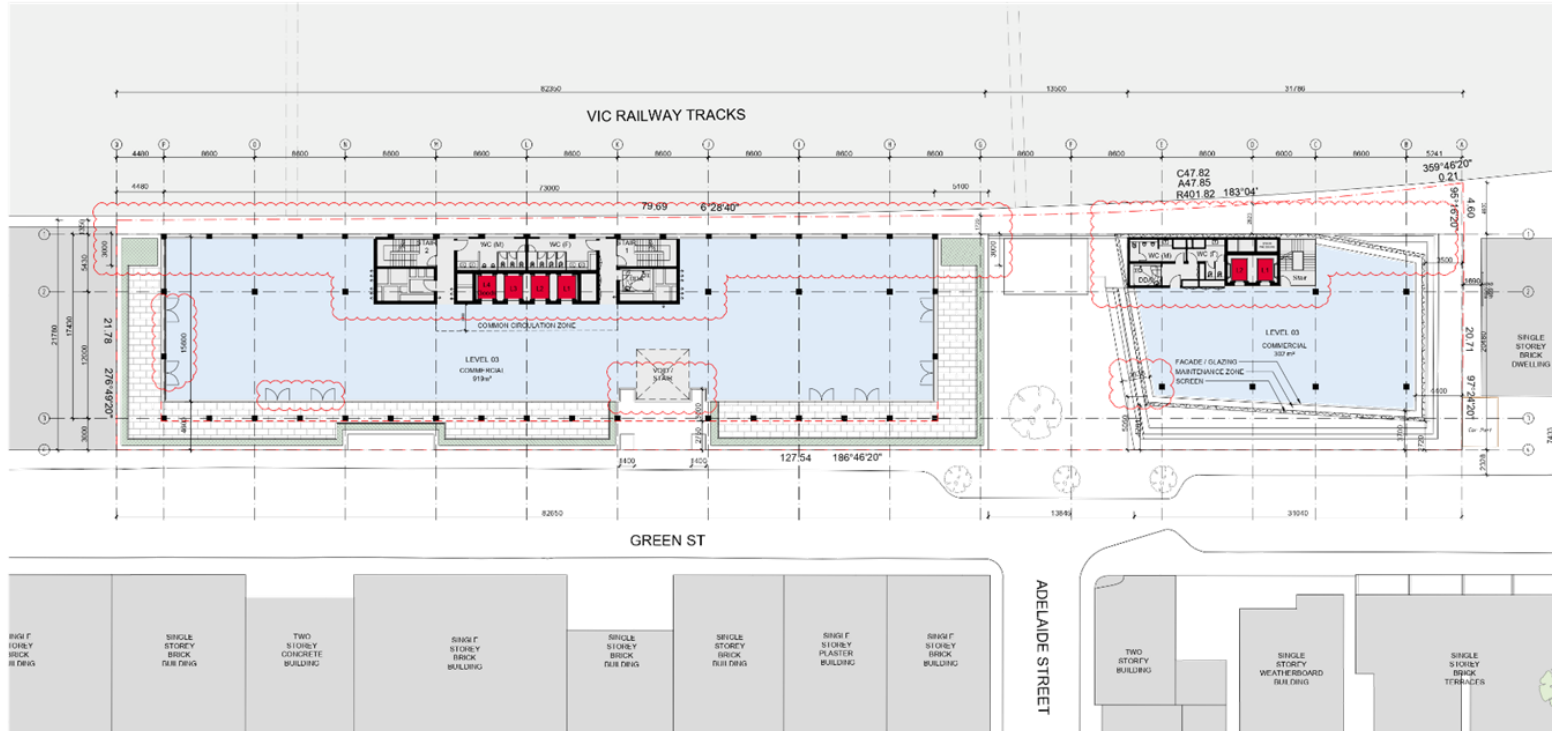
Scale 1:100 @ A1 (1:200 @ A2)	Drawn: J.C.	Checked: J.C.
Project No: 18/215		



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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Version	Date	Description	Initials	Checked
01	18/09/18	Issue for VCAT	JC	CD
02	10/09/19	Response to DFP	HL	CD
03	28/09/19	Issue for 1st	HL	CD

88 Green Pty Ltd  
Green St  
FLOOR PLAN - LEVEL 03



Scale: 1:100 @ A1 (1:200 @ A2)	Drawn: JC	Checked: CD
Project No: 18/215	Date: VCAT Amended Plans	
Not Date: 08/03/19	Not Date: 06/03/19	
Not Date: 06/03/19	Drawing No: A01 015	Sheet No: 01

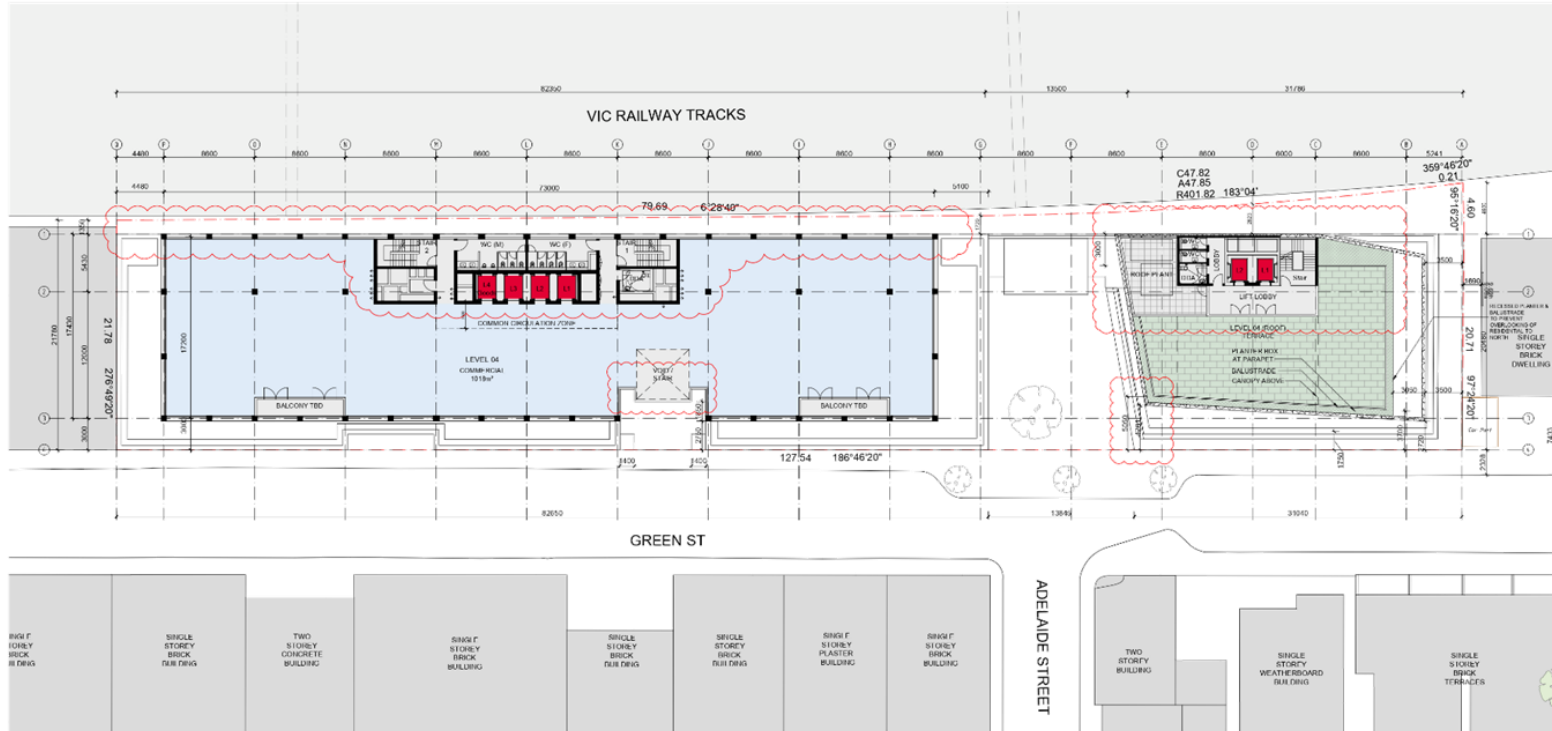
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FLOOR PLAN - LEVEL 04

Scale: 1:100 @ A1 (1:400 @ A0)	
Drawn: J.C.	Checked: C.D.
Project No: 18/215	
Status: VCAT Amended Plans	
Not Date: 08/03/19	
Not File: 16/01/19	
Drawing No: A01 EX	Sheet No: 02

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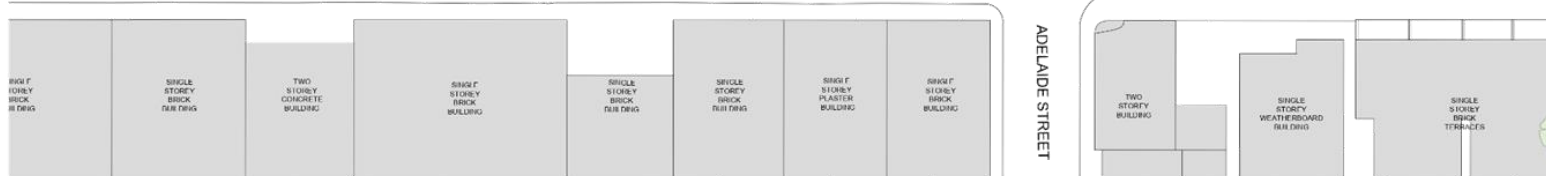
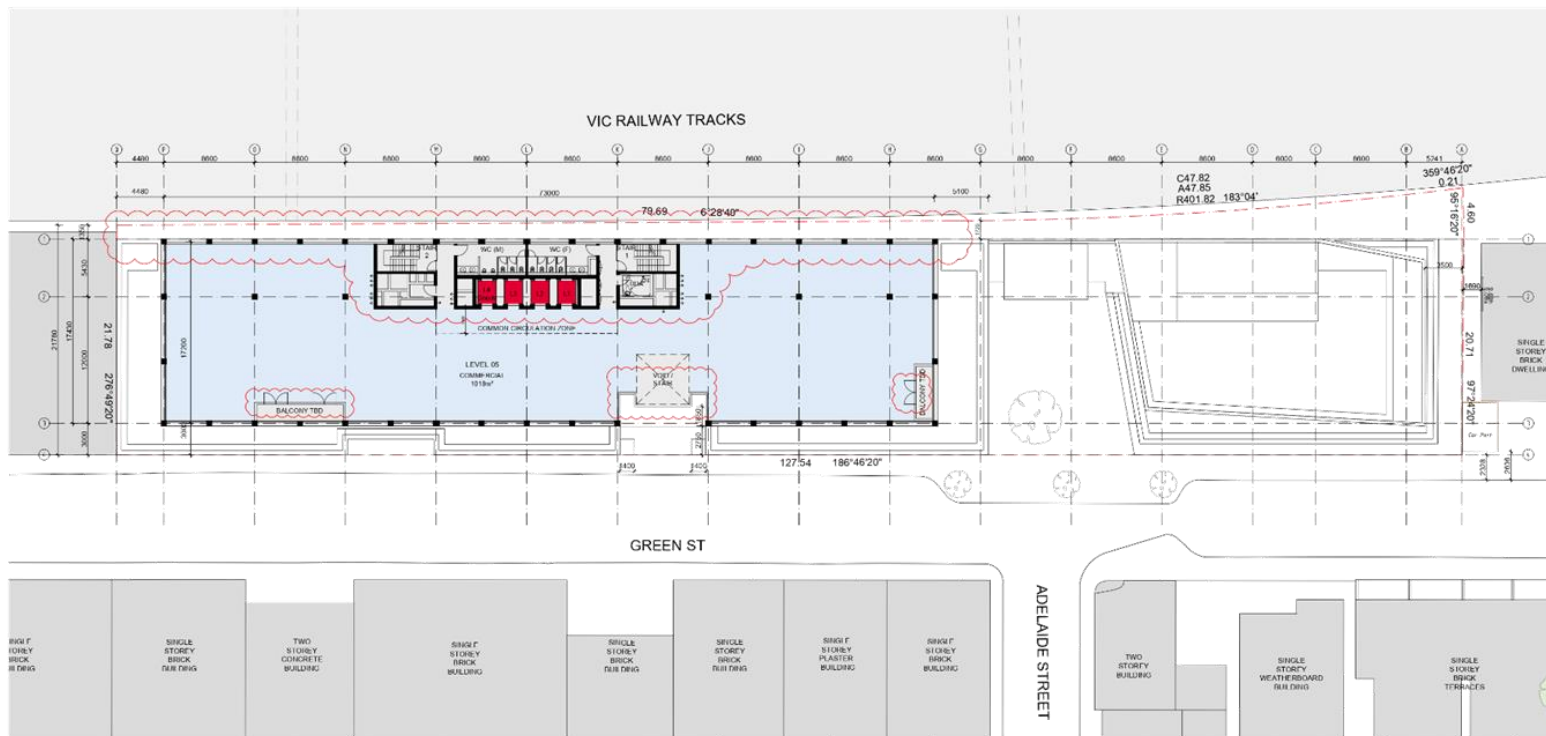
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Version	Date	Description	Initials	Checked
01	18/03/19	Issue for VCAT	J.C.	C.D.
02	15/04/19	Response to VCAT	M.L.	C.D.
03	28/05/19	Issue for 1P	M.L.	C.D.

Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Version	Date	Description	Author	Checked
01	18/09/18	Issue for VCAT	JC	CD
02	19/09/19	Response to VCAT	ML	CD
03	28/09/19	Issue for VCAT	ML	CD

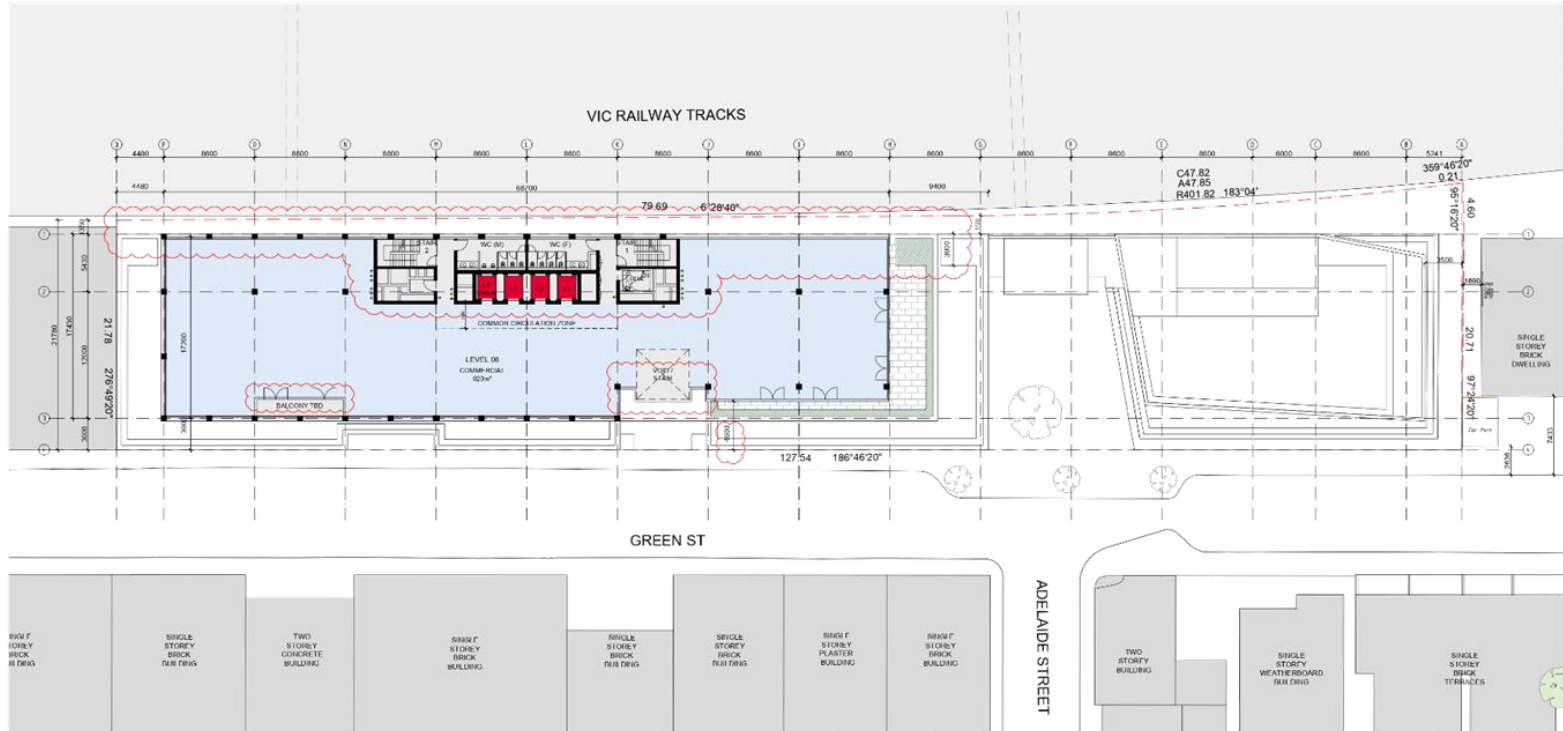
88 Green Pty Ltd  
Green St  
FLOOR PLAN - LEVEL 05

Scale	1:100 @ A1 (1:100 @ A2)
Drawn by	JC
Checked by	CD
Project No.	18/0215
Date	VCAT Amended Plans
Not Date	08/09/2019
Not File	16/05/19
Drawing No.	A01 05
Sheet No.	01 of 02

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Revision	Date	Description	Initial	Checked

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FLOOR PLAN - LEVEL 06

Scale 1:100 @ A1 (1:100 @ A2)	
Drawn: J.C.	Checked: J.C.
Project No: 18/215	
Date: VCAT Amended Plans	
Not Date: 08/08/2019	
Not File: 16/08/19	
Drawing No: A10 10X	

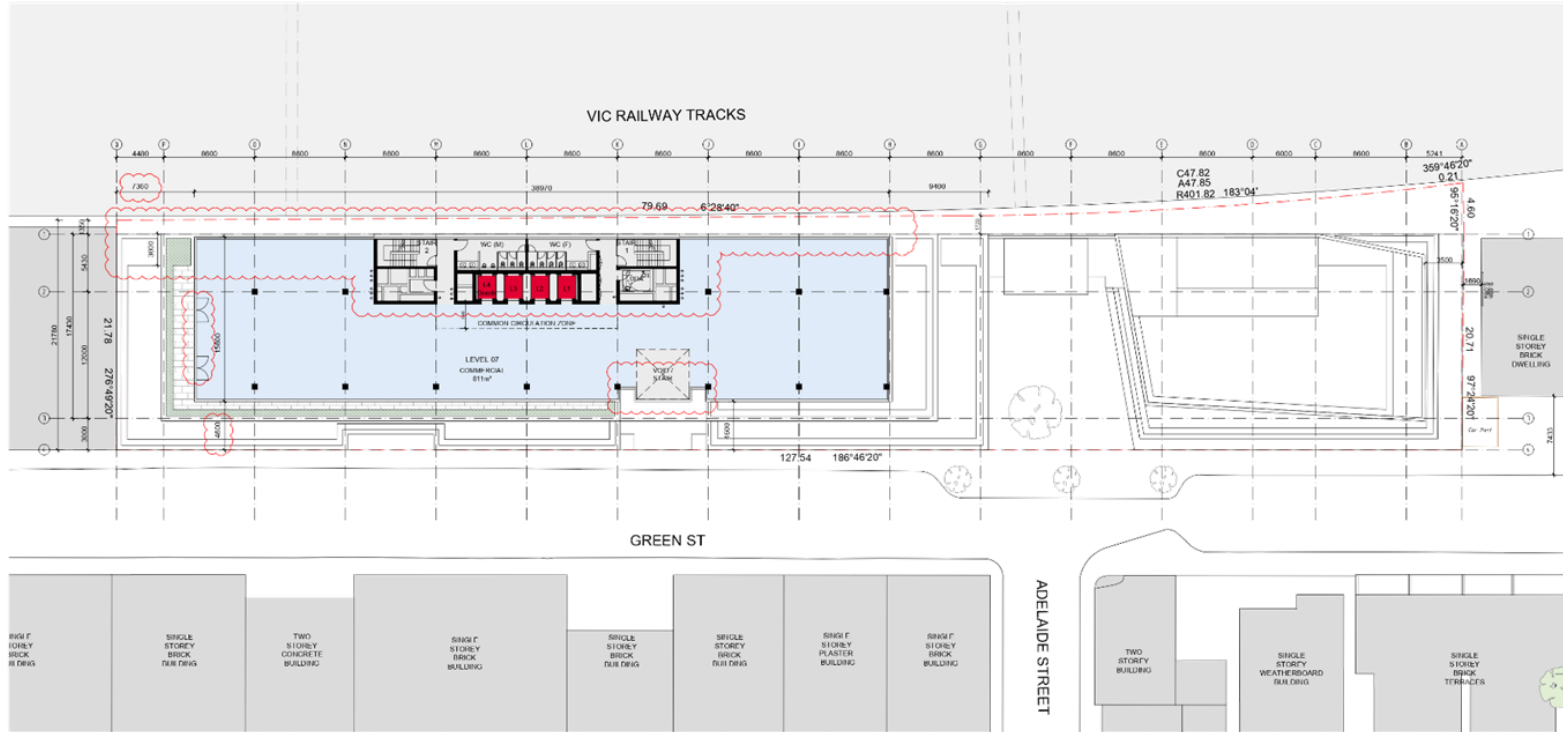
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Version	Date	Description	Initials	Checked

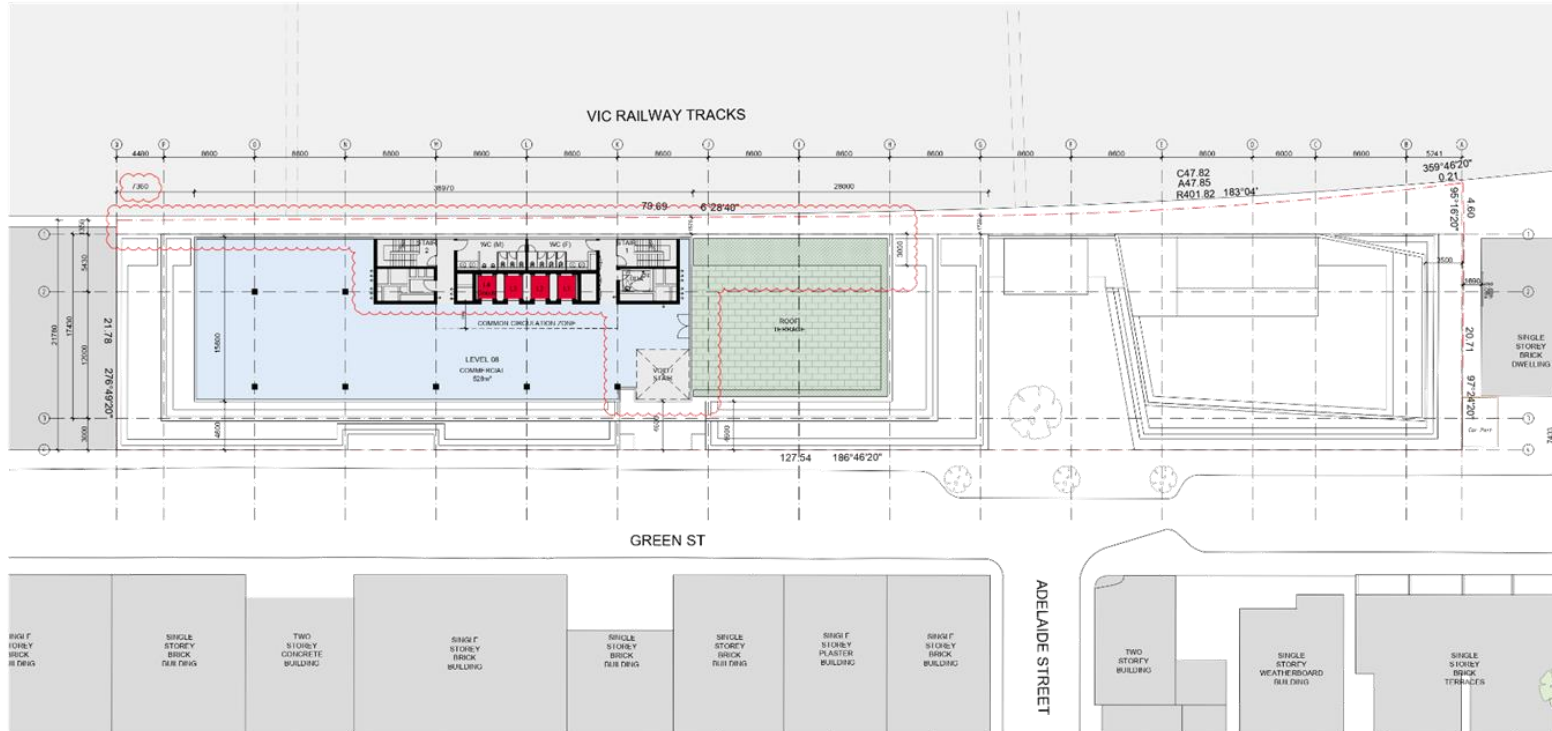
88 Green Pty Ltd  
Green St  
FLOOR PLAN - LEVEL 07

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Project No: 18/215		
Status: VCAT Amended Plans		
Not Date: 08/08/2019		
Not File: 16/07/19		
Drawing No: A01 107		

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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Revision	Date	Description	Initial	Checked

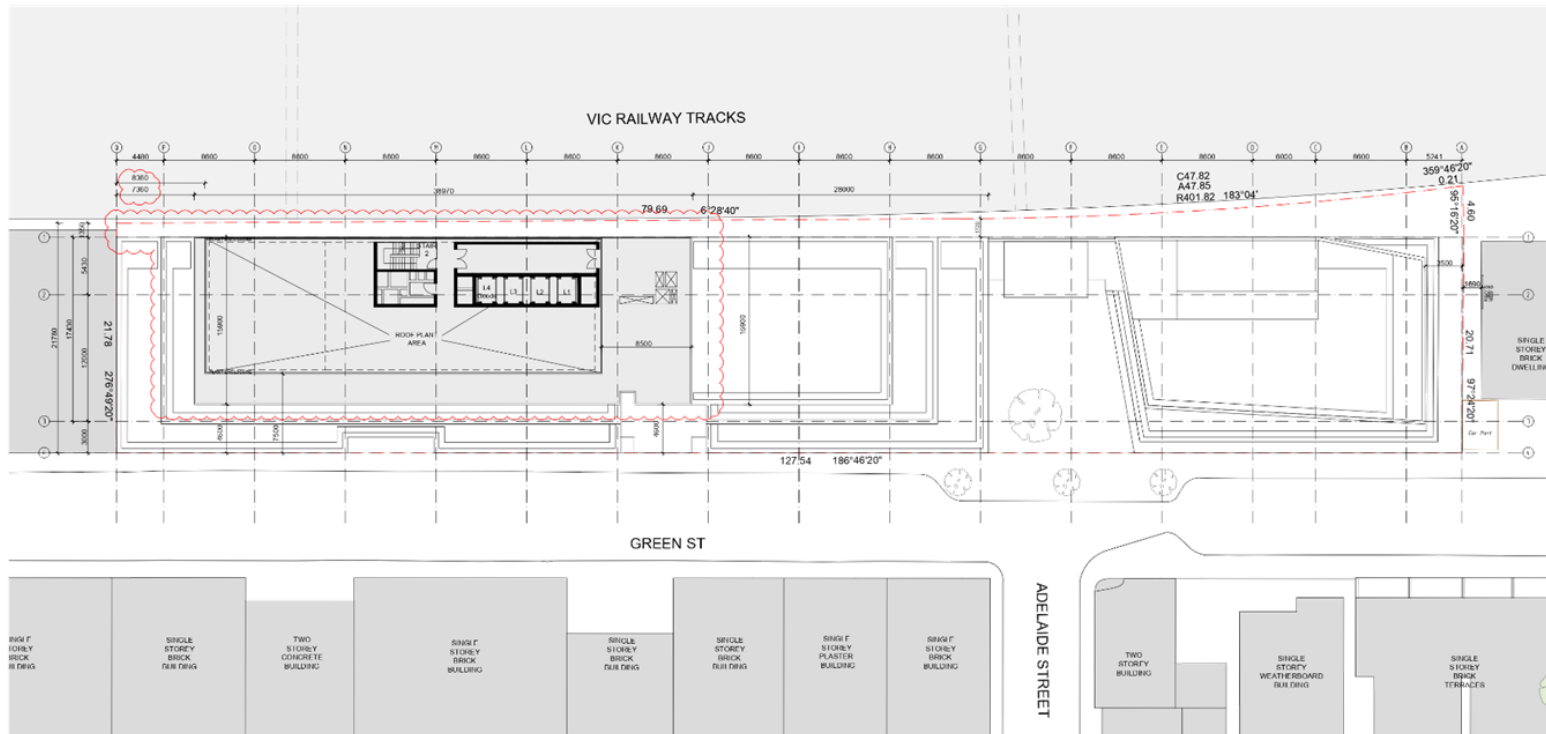
88 Green Pty Ltd  
Green St  
FLOOR PLAN - LEVEL 08

Scale: 1:100 @ A1 (1:100 @ A2)	
Drawn: JC	Checked: CD
Project No: 18/215	
Date: 08/08/2018	
File No: 18/215	

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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Version	Date	Description	Initial	Checked

88 Green Pty Ltd  
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FLOOR PLAN - ROOF

Scale	1:100 @ A1 (1:100 @ A2)
Drawn	JL
Checked	CD
Project No	18/215
Client	Bates Smart Architects
File No	18/215.dwg
Drawing No	A01-101
Sheet No	1 of 1

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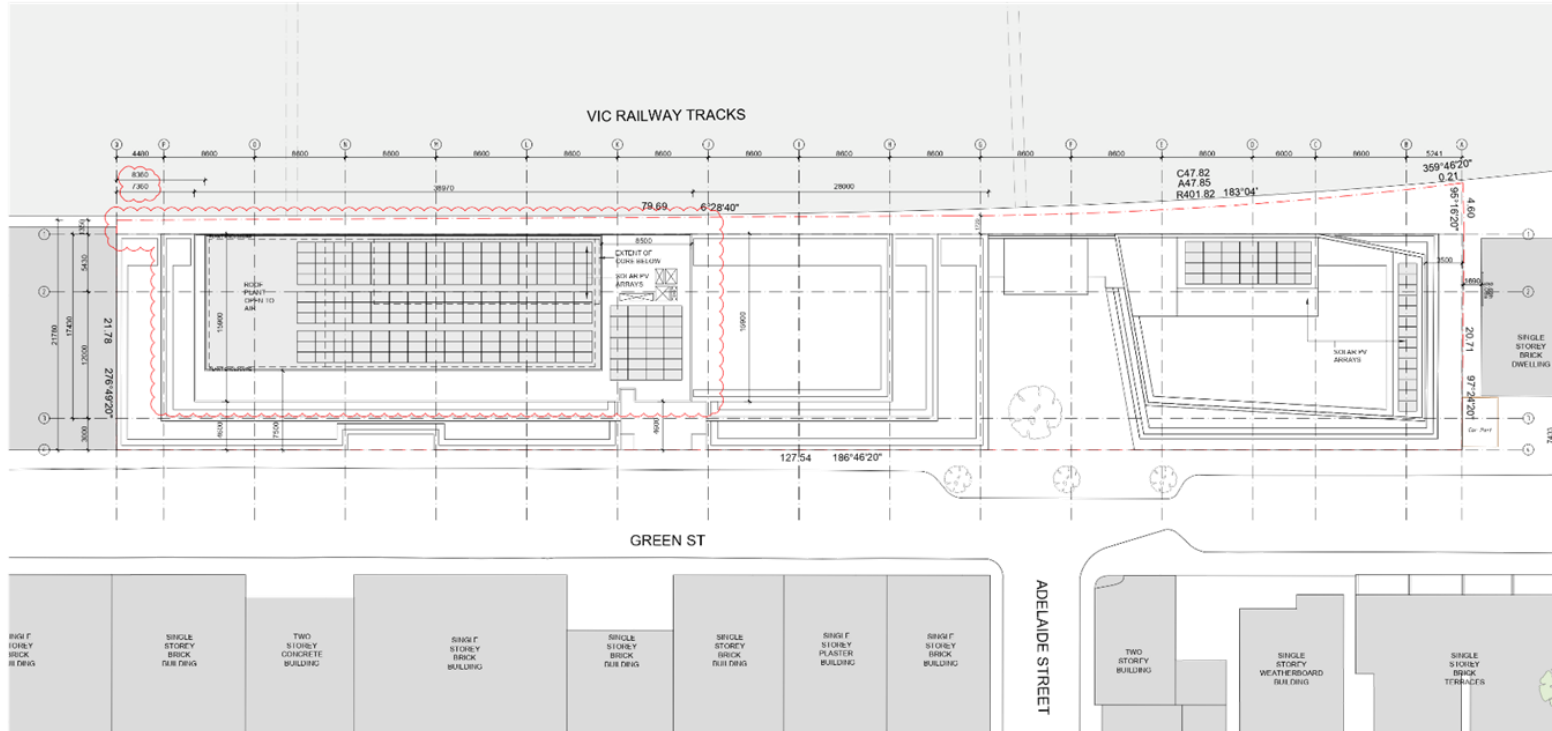
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Version	Date	Description	Initial	Checked

88 Green Pty Ltd  
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FLOOR PLAN - ROOF

Version	Date	Description	Initial	Checked



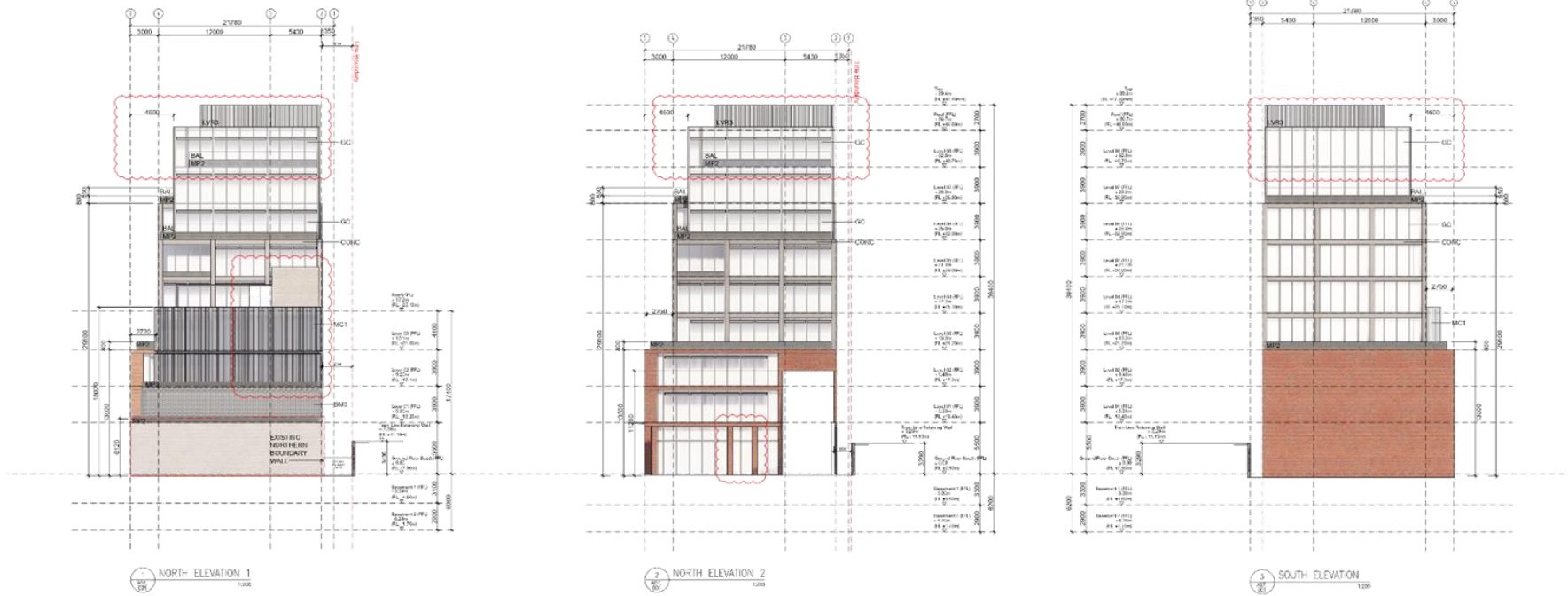
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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



KEY PLAN



Legend:

- BAL Guard rail balustrade
- GC Painted lower plaster
- GC Operable lower glazing
- CONC OP-form concrete
- MC1 Porcelain metal screens
- MP1 Metal panelling 1
- MP2 Metal panelling 2
- LVRI1 Metal louvers
- LVRI2 Metal cabinet roller shutter in match LVRI1
- LVRI3 Metal Louver
- BM1 Masonry colour 1
- BM2 Masonry colour 2
- BM3 Masonry colour 3 - masonry screen
- SP Spider Glass

Revision	Date	Description	Author	Checked
01	18/09/18	Issue for VCAT	JC	CD
02	19/09/18	Revised for GFI	HL	CD
03	28/09/18	Issue for VAP	HL	CD

Cremore Properties Green St

ELEVATION - NORTH/SOUTH

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Scale: 1:200 (A1) / 1:400 (A2)	Project No: 18/0218/1	Checked: CD
Project No: 18/0218/1	Issue: VCAT Amended Plans	Not Date Issued
Not Date Issued	Not Date Issued	Not Date Issued
Not Date Issued	Not Date Issued	Not Date Issued

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Bates Smart Architects Pty Ltd ABN 69 016 740 186



Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



KEY PLAN



Legend:

- BAL Guard rail balustrade
- GC Fluted glass glazing
- GO Operable cover glazing
- CONC Cast-in-place concrete
- MC1 Horizontal metal screen
- MP1 Metal planter 1
- MP2 Metal planter 2
- LVR1 Metal louvers
- LVR2 Metal cabinet roller shutter to match LVR1
- BM1 Metal rafter
- BM2 Masonry ribbed 1
- BM3 Masonry ribbed 2
- BM3 Brick infill 3 - masonry screen
- SP Spider Glass

Revision	Date	Description	Author	Checked
01	18/09/18	Issue for VCAT	JC	CD
02	19/09/18	Revised for RFI	HL	CD
03	20/09/18	Issue for VCAT	HL	CD

Cremorne Properties  
Green St

ELEVATION - EAST



Scale: 1:100 @ A1 (1:200 @ A2)  
 Project No: 18/215  
 Date: 18/09/18  
 Rev: 03/19/18 (Issue for VCAT)  
 Drawing No: A17 X2

Revision	Date	Description	Author	Checked
01	18/09/18	Issue for VCAT	JC	CD
02	19/09/18	Revised for RFI	HL	CD
03	20/09/18	Issue for VCAT	HL	CD

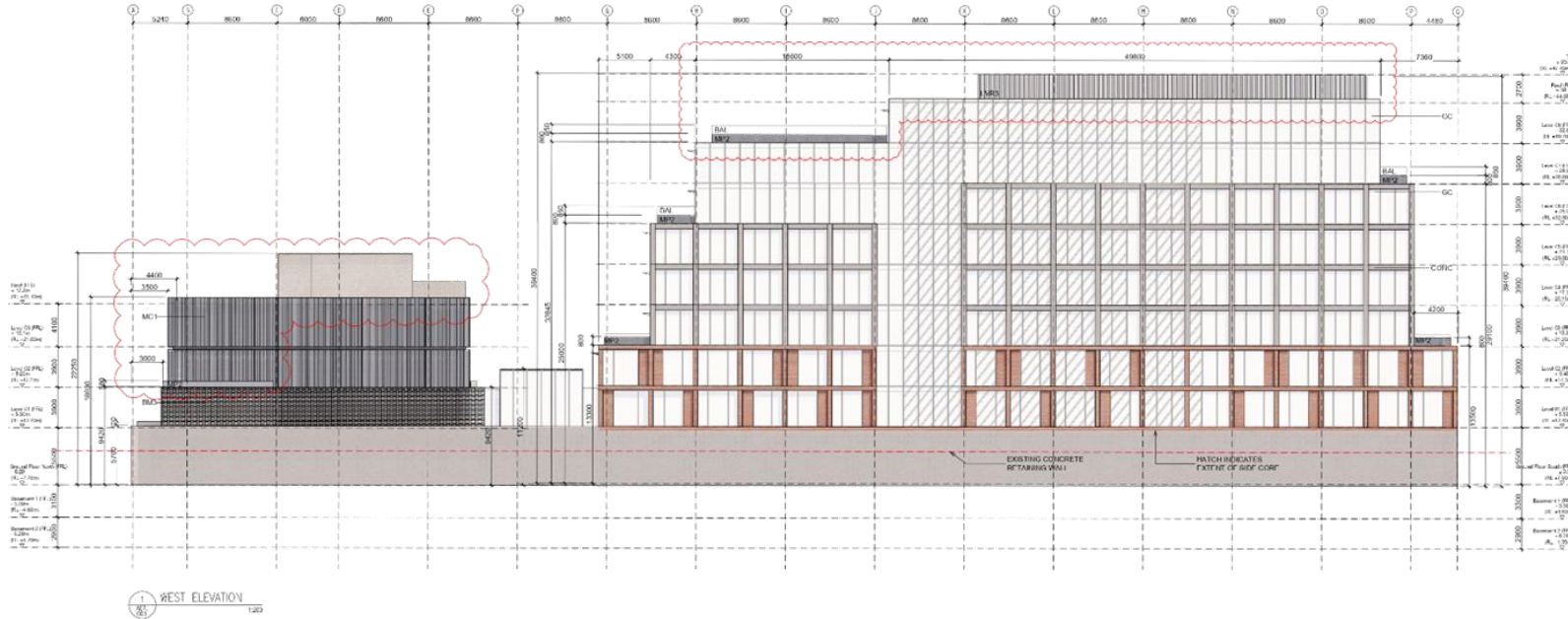
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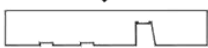
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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



KEY PLAN



- Legend:**
- BAL Guard rail balustrade
  - GC Fixed glass glazing
  - GC Operable glass glazing
  - CONC OP-form concrete
  - MC1 Purchased metal screens
  - MP1 Metal planter 1
  - MP2 Metal planter 2
  - LVR1 Metal louvers
  - LVR2 Metal cabinet roller shutter in match LVR1
  - LVR3 Metal cabinet roller shutter in match LVR1
  - BM1 Metal rafter
  - BM2 Masonry column 1
  - BM3 Masonry column 2
  - BM3 Brick #600x120x120 - masonry screen
  - SP Spider Glass

Revisions	Date	Description	Author	Checked
01	18/09/18	Issue for VCAT	JC	CD
02	19/09/18	Response to GFI	HL	CD
03	20/09/18	Issue for VAP	HL	CD

Cremorne Properties  
Green St

ELEVATION - WEST



Scale 1:100 @ A1 (1:200 @ A2)

Drawn: JC      Checked: CD

Project No: 18/219

Date: VCAT Amended Plans

Not Date 5/08/2019

Not For: 2019/01/01 BUILDING

Drawing No: A07\_X1

[Paving] [S]

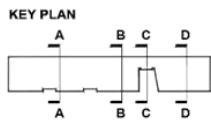
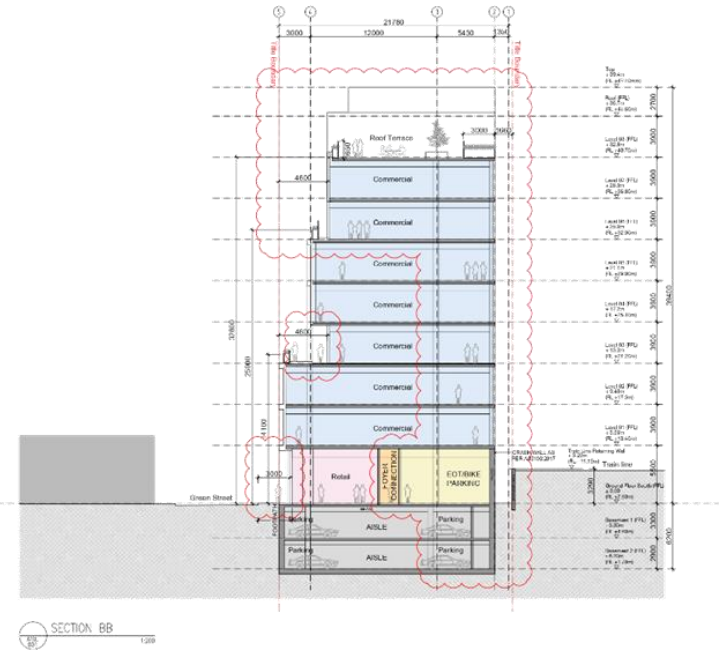
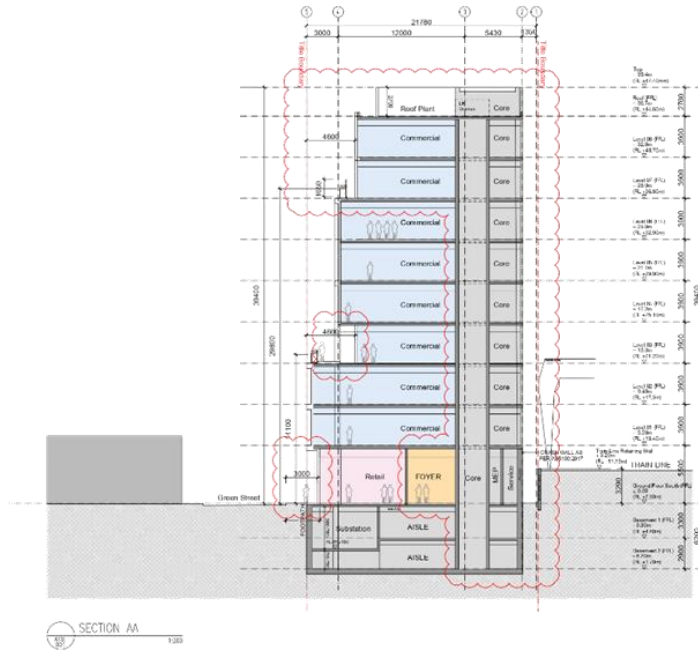
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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Revision	Date	Description	Initial	Checked
01	15/09/18	Issue for VCAT	JC	CD
02	15/09/18	Response to RFI	HL	CD
03	28/09/18	Issue for 3P	HL	CD

Cremorne Properties  
Green St  
SECTION A + B

Scale: 1:200 @ A3, 1:400 @ A2	
Drawn: JC	Checked: CD
Project No: 18/215	
Date: VCAT Amended Plans	
File Name: 18/215_Plan A+B-C-Bag	
Drawing: A10-X1	Sheet: 01/02

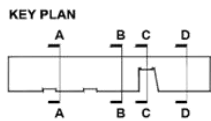
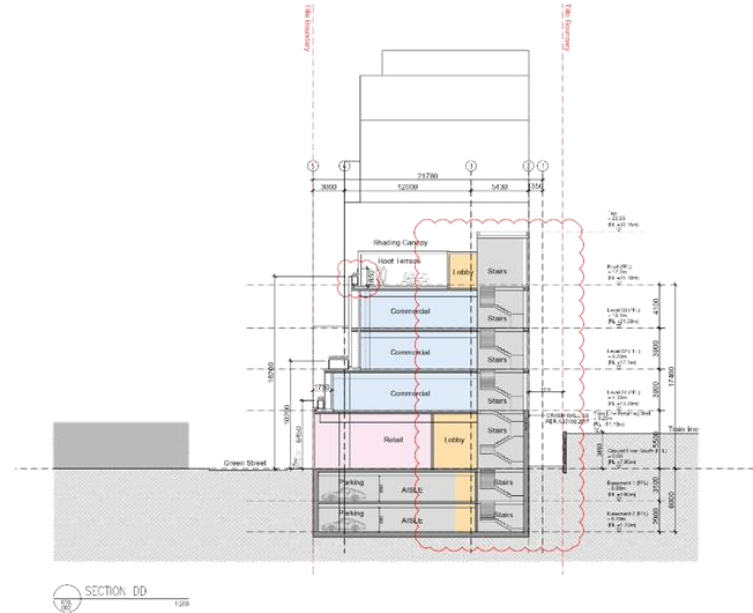
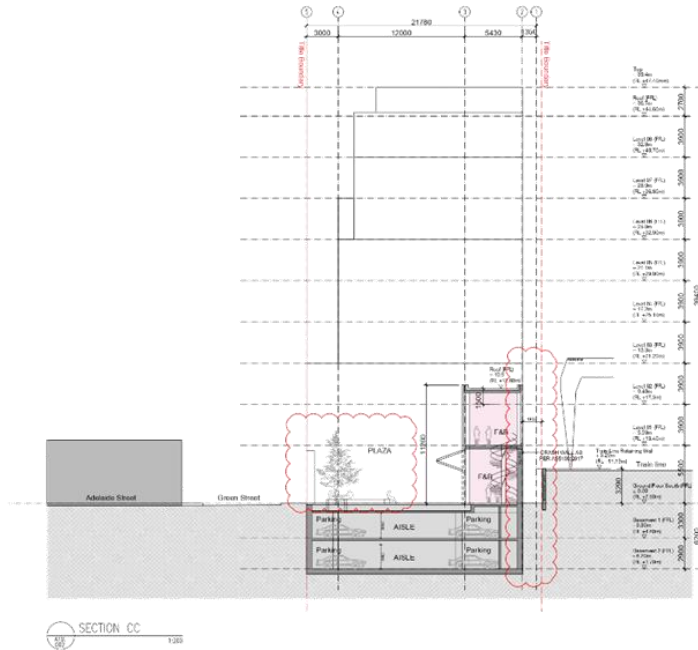
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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Revision	Date	Description	Author	Checked

Cremorne Properties  
Green St  
SECTION C + D

Scale: 1:200 @ A3, 1:400 @ A2	
Drawn: J.C.	Checked: C.D.
Project No: 18/215	
Status: VCAT Amended Plans	
Not Date: 08/03/19	
Not Ref: 18/215_Plan A, B, C, D	
Drawing No: 4/15/18/1	Sheet No: 02

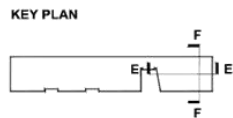
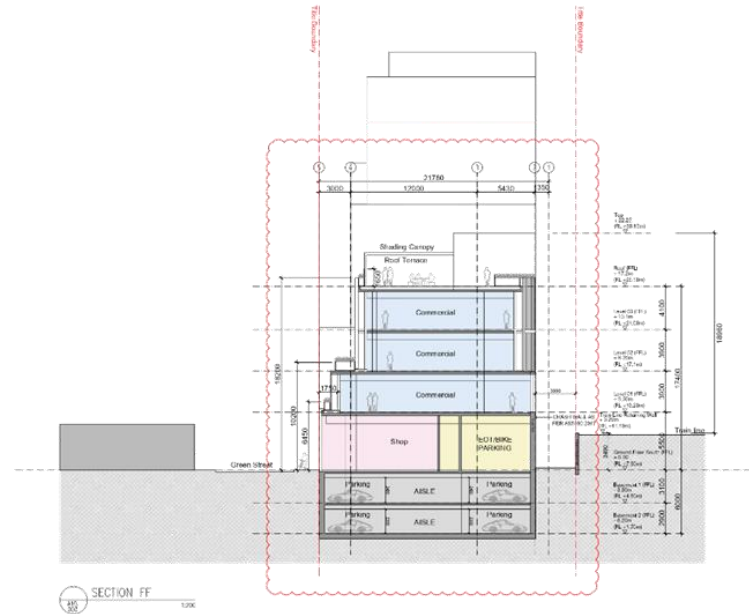
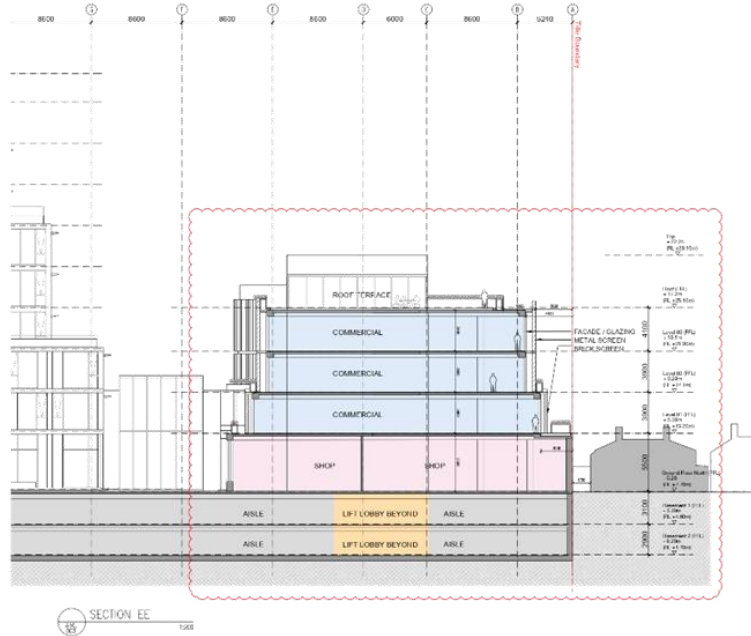
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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Revision Date	Description	Initial	Checked

Cremorne Properties  
Green St  
SECTION E + F

Scale: 1:200 @ A3 - 1400 x 914	
Drawn: J.C.	Checked: C.D.
Project No: 18/2415	
Status: VCAT Amended Plans	
Not Date: 08/08/2019	

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**BATESSMART.**

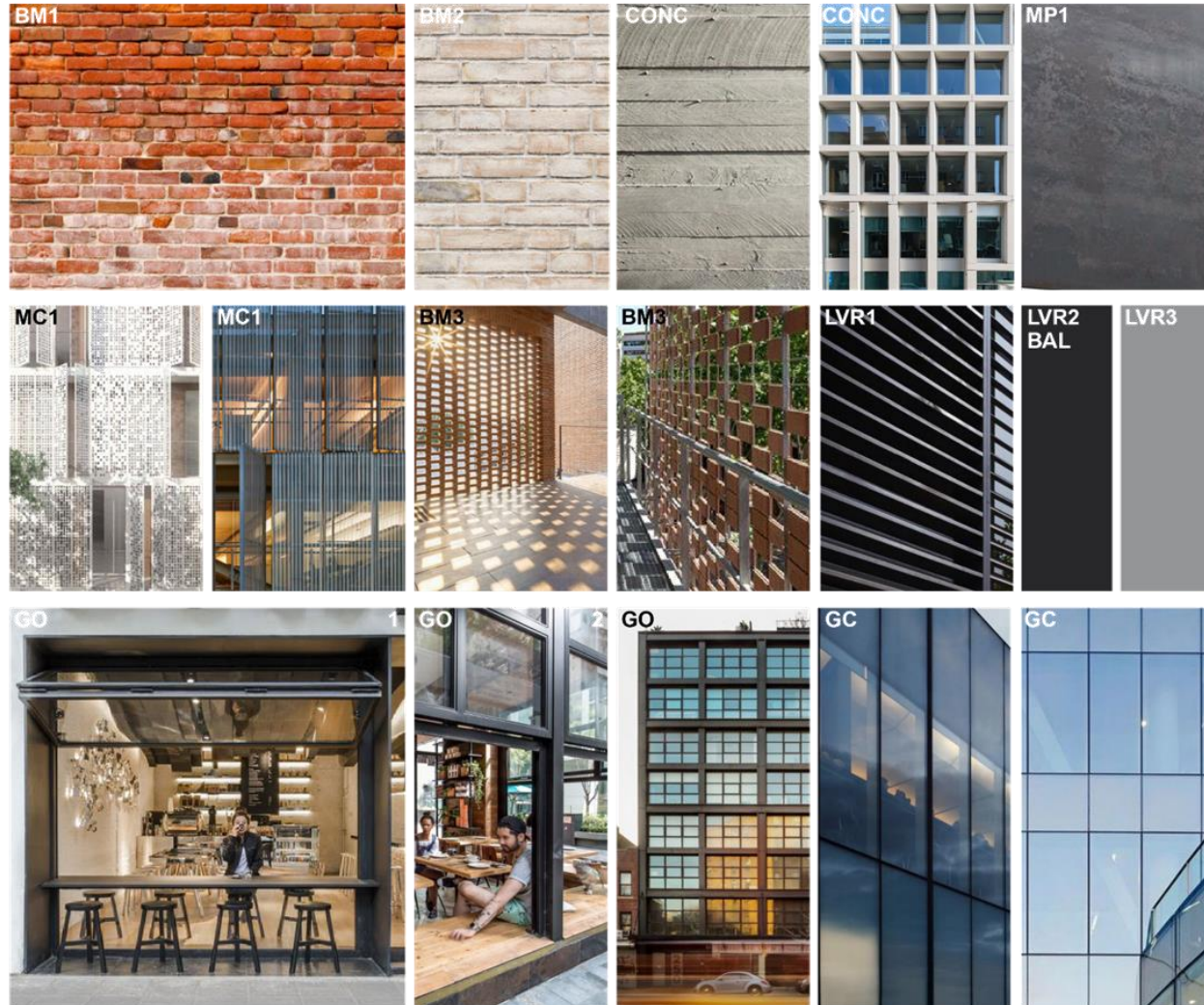
**Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans**





Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans

# MATERIALS & FINISHES



LEGEND	DESCRIPTION
BAL	Guard Rail Balustrade
GC	Fixed Clear Glazing
GO	Operable Clear Glazing
CONC	Off-form Concrete
MC1	Perforated Metal Screen
MP1	Metal Planter 1
LVR1	Metal Louvres
LVR2	Metal slat roller shutter to match LVR1
LVR3	Light Metal Louvres
BM1	Masonry Color 1
BM2	Masonry Color 2
BM3	Brick Masonry 3—Masonry Screen

Revisions	Date	Description	Initial	Checked

88 Green Pty Ltd  
Green St

**MATERIALS & FINISHES**



Scale	
Drawn: J.C.	Checked: J.C.
Project No: 18/215	
Client: Bates Smart Architects	
File No: 18/0913-6	

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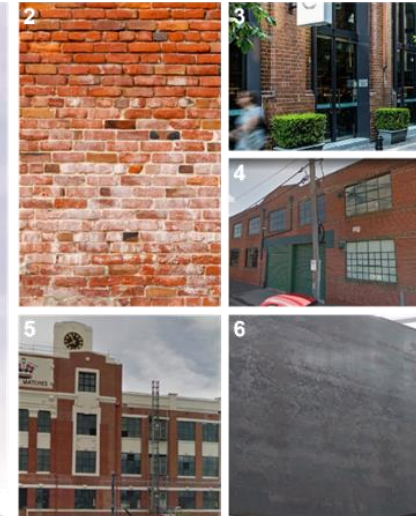


**Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans**



Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans

**GREEN ST**  
**VIEW TO NORTH**



BM1: Masonry Color 1, MP1: Metal Planter 1

1. Artist Impression near Green/Adelaide St intersection, view to north
2. Material Example—BM1: Masonry Color 1
3. Precedent Example—BM1: Masonry Color 1—Kensington St, Sydney
4. Project Context—116 Green St
5. Project Context—Bryant & May Factory
6. Material Example—MP1: Metal Planter 1

REVISIONS		DATE		BY		CHECKED	

**88 Green Pty Ltd**  
**Green St**  
**MATERIAL DETAIL**



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Drawn by:	Checked by:
Project No:	
Client:	
Date:	
File No:	

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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans

# GREEN ST ENTRANCE & PLAZA




Revisions table with columns for Date, Description, Initial, and Checked.


Revisions table with columns for Date, Description, Initial, and Checked.

## 88 Green Pty Ltd Green St

### MATERIAL DETAIL

Scale: 1:200  
Project No: 18/0913-6  
Date: 18/09/2019  
File No: 18/0913-6



Scale:	1:200
Project No:	18/0913-6
Date:	18/09/2019
File No:	18/0913-6
Revised:	
Checked:	

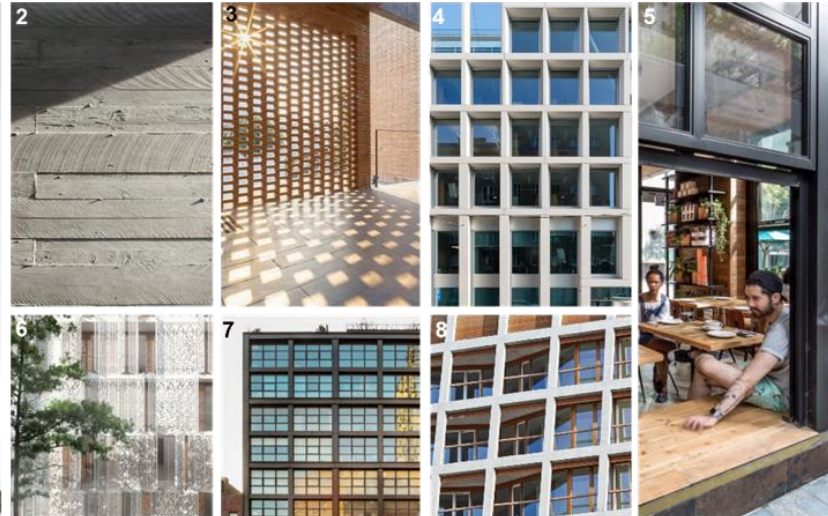
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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans

**GREEN ST  
ENTRANCE & PLAZA**



CONC: Off-form Concrete, GO: Operable Clear Glazing, BM3: Brick Masonry Screen, MC1: Perforated Metal Screen

1. Artist Impression near Green/Adelaide St intersection, view to north
2. Material Example—CONC: Off-form Concrete
3. Material Example—BM3: Brick Masonry Screen
4. Precedent Example—CONC: Off-form Concrete—Post Headquarter, Vienna
5. Precedent Example—GO: Operable Clear Glazing
6. Material Example—MC1: Perforated Metal Screen
7. Precedent Example—GO: Operable Clear Glazing
8. Material Example—CONC: Off-form Concrete

Version	Date	Description	Initial	Checked

88 Green Pty Ltd  
Green St

**MATERIAL DETAIL**



Scale:	
Drawn by:	Checked by:
Project No:	
Client:	
Project Name:	
File No:	
Drawing No:	
Sheet No:	

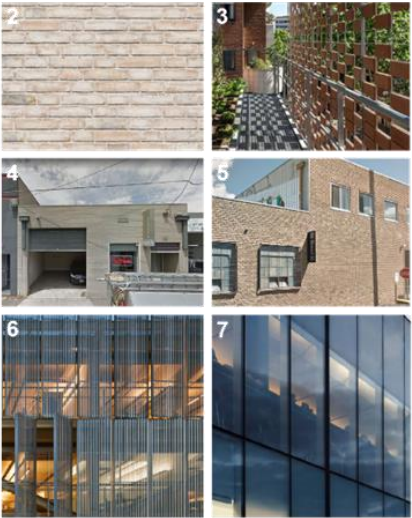
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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans

# GREEN ST VIEW TO SOUTH



*BM2: Masonry Color 2, BM3: Brick Masonry Screen, MC1: Perforated Metal Screen, GC: Fixed Clear Glazing*

1. Artist Impression at Green St, North of site, view towards Green/Adelaide St intersection
2. Material Example—BM2: Masonry Color 2
3. Material Example—BM3: Brick Masonry Screen
4. Project Context: 86 Green St
5. Project Context: 116 Green St
6. Material Example—MC1: Perforated Metal Screen
7. Material Example—GC: Fixed Clear Glazing

_____	_____	_____	_____
_____	_____	_____	_____
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**88 Green Pty Ltd  
Green St**

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Scale:	
Drawn by:	Checked by:
Project No:	18/02/2019
Date:	18/02/2019
File No:	18/02/2019
Drawing No:	18/02/2019
Sheet No:	18/02/2019

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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans

**GREEN ST  
PLAZA SPACE**



GC: Fixed Clear Glazing, GO: Operable Clear Glazing,  
BM3: Brick Masonry Screen

1. Artist Impression inside Green/Adelaide St public space, view to West
2. Material Example—BM3: Brick Masonry Screen
3. Material Example—GC: Fixed Clear Glazing
4. Precedent Example—GO: Operable Clear Glazing
5. Precedent Example—Superimpose Factory—GC: Fixed Clear Glazing

DESIGNER		DATE	
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
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_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

**88 Green Pty Ltd  
Green St**

**MATERIAL DETAIL**

DATE: 02 SEP 19  
DRAWN BY: MCAE  
SCALE: 1:100  
PROJECT NO: 182215

DATE: 02 SEP 19  
DRAWN BY: MCAE  
SCALE: 1:100  
PROJECT NO: 182215

Scale: \_\_\_\_\_  
Project No: 182215  
Date: 02 SEP 19  
File No: \_\_\_\_\_  
Drawing: A1E255

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**Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans**





Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Revision	Date	Description	Initials	Created

**Cremore Properties  
Green St**

**SHADOW DIAGRAMS**



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Scale: N/A  
 Drawn: JG  
 Project No: 18/0175  
 Status: VCAT Amended Plans  
 Plot Code: 18/0175  
 Plot Title: A\_SHADOW\_DIAGRAM  
 Drawing No: 06/00 [Printed]

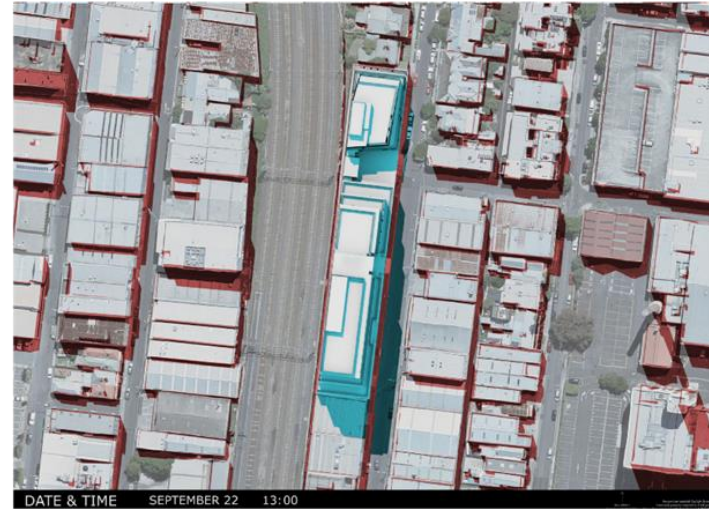
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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Revision	Date	Description	Initial	Checked

Cremorne Properties  
Green St

SHADOW DIAGRAMS



Scale: 1:100	
Drawn: JC	Checked: CD
Project No: 18/070	
Subject: VCAT amended Plans	
Site Code: 18/070	
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Drawn By: JC	Checked By: CD

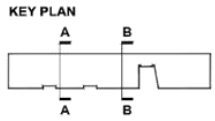
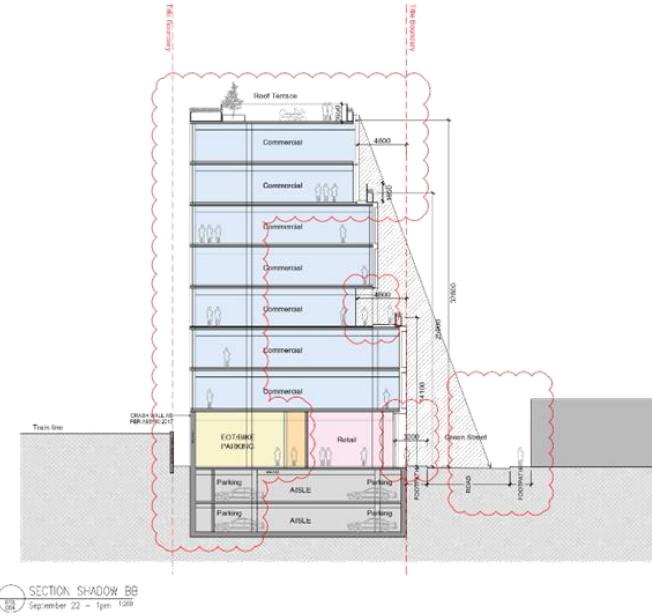
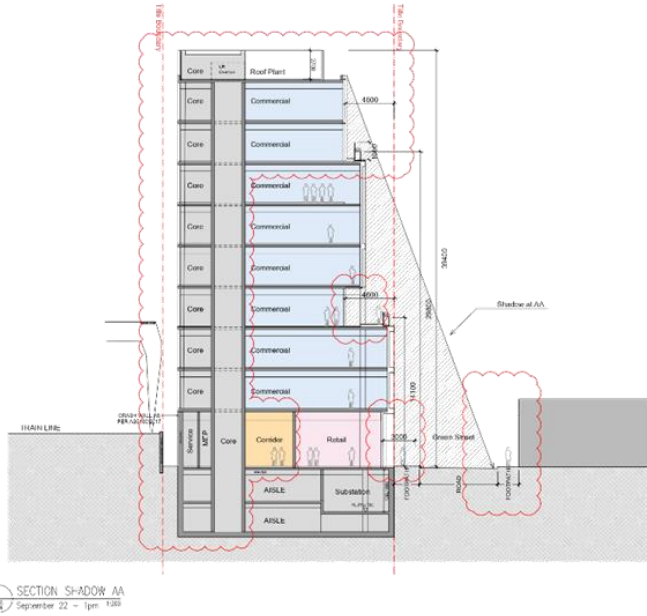
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Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans



Revisions Date	Description	Initial	Checked

Cremorne Properties  
Green St

SECTION SHADOW



Scale: 1:200 @ A3 - 1400 x 914	
Drawn: J.C.	Checked: J.C.
Project No: 18/215	
Notes: VCAT Amended Plans	
File Date: 18/09/2018	
File No: 18/215_Plan_A-B-C-Bug	
Drawing: (J.C.)	(J.C.)

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**Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans**



Attachment 1 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - VCAT amended plans

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**BATESSMART.**

Architecture Green Street, Cremorne  
Interior Design Urban 09.08.19

**Note:**  
All area calculations are advisory only and all figures should be checked and verified by a licensed surveyor.  
Gross Floor Area (GFA) includes the total floor area of the building including all roofed structures and is measured to the outer extent of the building walls.  
Net Lettable Area (NLA) includes the total floor area of all floors of all buildings on a site. It includes half the width of any party wall and the full width of all other walls. It does not include the area of stairs, loading bays, accessways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply, or lifts.  
All areas are subject to consultant input and advice regarding required plant spaces.

AREA SCHEDULE	
Summary	
Site Area (sqm)	2,868
TOTAL GFA (including Basement) (sqm)	19,021
TOTAL GFA (Excluding Basement) (sqm)	14,697
TOTAL NLA (sqm)	6,739
TOTAL COMMERCIAL (sqm)	9,028
TOTAL RETAIL (sqm)	916
TOTAL OPEN SP/ACC (sqm)	202
TOTAL DECKS	150
TOTAL CAVS	100

BASEMENT			
Floor Level	F.F.	Level	GFA (below Ground)
-0.200	2.800	Basement 2	2,612
-3.300	3.300	Basement 1	2,612

BUILDING A													
Floor Level	F.F.	Level	GFA (above Ground)	Core	Services / BOH	Circulation	EDT	F&B	Retail / Commercial	Commercial	Void	Terrace/Garden (not in GFA)	NLA
0.000	5.500	Ground Floor	1,004	194	194	307	273	224	211	240	1,327	100	459
5.500	3.900	Level 1	1,624	170	170					1,397	10		1,378
9.400	3.900	Level 2	1,624	170	170					1,397	10		1,378
13.300	3.900	Level 3	1,148	178	178					953	19	499	900
17.200	3.900	Level 4	1,248	178	178					1,032	19	30	969
21.100	3.900	Level 5	1,248	178	178					1,032	19	30	969
25.000	3.900	Level 6	1,148	178	178					904	19	15	127
28.900	3.900	Level 7	993	178	178					757	19	15	792
32.800	3.900	Level 8 (Open Roof)	782	178	178					628	19		628
		TOTAL	12,114	1,618	1,618		273		211	248	8,005	1,240	6,259

GALLERY													
Floor Level	F.F.	Level	GFA (above Ground)	Core	Services / BOH	Circulation	EDT	F&B	Retail / Commercial	Commercial	Void	Terrace/Garden	NLA
0.000	5.500	Ground Floor	68						67				67
5.500	3.900	Level 1	65						64				64
		TOTAL	133						121	0	0		121

BUILDING B													
Floor Level	F.F.	Level	GFA (above Ground)	Core	Services / BOH	Circulation	EDT	F&B	Retail / Commercial	Commercial	Void	Terrace/Garden	NLA
0.000	5.500	Ground Floor	653	80	80	77	119			100			330
5.500	3.900	Level 1	628	80	80					419			419
9.400	3.900	Level 2	494	80	80					387			387
13.300	3.900	Level 3	494	80	80					387			387
		Level 4 (Roof)	483	80	80							263	263
		TOTAL	2,452	425	425		77		0	336	1,023		1,359
		TOTAL	14,697	2,043	2,043		350		332	584	9,028	1,460	6,739

Car parking - provided	TOTAL	102 (incl. 3 ODA)
Bike parking - provided	TOTAL	104 = 24 visitor + 8 shared e-bikes

	Building A	Building B
1 Lockers Male	52	12
1 Lockers Men side	32	12
1 Vertical Bikes	56	20
1 Horizontal Bikes	24	4
E-bikes	4	2
Visitor Bikes	24	

88 Green Pty Ltd  
Green St

DEVELOPMENT SUMMARY

Version	Date	Description	Initial	Checked
02	30 Aug 19	Issue for VCAT	AC	GD

88 Green Pty Ltd  
Green St  
DEVELOPMENT SUMMARY

Scale  
Prepared by: [Name] Checked by: [Name]  
Project No: 182219  
Status: VCAT Amended Plans  
Not Date: 30/08/19  
Not No:



Drawing No: 04E/20H  
Project No: 182219

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**Attachment 2 - PLN18/0913-6 - 68 - 88 Green Street Cremorne - referrals - idac attachment**

External Referrals

- Head, Transport for Victoria;
- EPA;
- VicRoads/CityLink;

Internal departments

- Urban Design;
- Engineering Services Unit;
- Strategic Transport;
- Streetscapes and Natural Values;
- Waste Services;
- ESD Advisor;
- Open Space;
- Heritage;

External consultants

- Urban Design (MGS Architects);
- Acoustics (SLR Consulting); and
- Wind (MEL Consultants).

**External Referrals**

**Head, Transport for Victoria**

*To our knowledge there was no pre application meeting held with the Transport Group for this site which adjoins significant State infrastructure. In future that would be encouraged before a design is finalised. The plans submitted with the application propose a new 10 level office development with basement carparking. The buildings and works will interface with the rail corridor and following a preliminary assessment by Public Transport Victoria and the Head Transport for Victoria some matters need clarification or amendments to the design.*

*These matters are outlined as follows:*

1. *Given the building's location abutting the rail corridor, the design is to be designated as an 'important level 2 structure' for the purposes of 'AS1170.4 Structural design actions: Part 4 Earthquake actions in Australia'. The building must be designed to ensure that collapse onto the railway is avoided.*
2. *The building must comply with the Building Code of Australia and relevant Australian Standards, including AS5100:2017 (Part 1&2) Bridge Design for impact protection and collision loads where a structure is within 10 metres of rail, and risk assessment / mitigation measures for buildings within 10-20m of rail. This is critical given the development is located at the end of a slight rail curve in a multi-track environment on an embankment/retaining wall.*
3. *Public Transport Victoria (PTV) and Metro Trains Melbourne (MTM) minimum clearance requirements apply for external developments. Standard L1-CHE-STD-025 and/or PTV- NTS-001 shall apply for clearances and associated Technical Requirement.*
4. *Working adjacent to rail overhead power cables: Consultation and compliance with conditions of the rail operator are required. Plant reach within 2m of electrical infrastructure is not permitted without a power shutdown permit. Plant reach 2-6.4m of electrical infrastructure requires rail operator safety observer on site and*

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*protective measures. Developer to confirm consultation and compliance with MTM requirements.*

5. *Rail traction power, signalling and High Voltage (HV) transmission assets: The proponent is to ensure sufficient clearance and protection of critical rail assets on the corridor boundary at this location. Particularly the catenary wire supports, signal structure supports, ground mounted assets and HV transmission during project development and delivery stages.*

*Energy Safe Victoria (ESV) requirements and Australian Standards AS7000 for clearances to these assets applies to this development. Refer to Electricity Safety (Installations) Regulations 2009 S.R. No. 164/2009, regulation 225. It is considered that further building setback from the rail boundary will be required.*

6. *The provision of a sun glare report is required, confirming that the building materials (including glass/window/balcony treatments) along the rail corridor are of a non-reflective finish and the colour schemes of the development do not interfere with train driver operations and train driver view and recognition of rail signals (use of red, green and/ or yellow should be avoided).*
7. *The building must be designed so that maintenance (such as window cleaning or access to the structure exterior) will not affect railway operations and mitigate against debris falling onto the rail corridor. The development is to exclude windows and balconies facing directly onto rail corridor.*
8. *The building elevations show windows or openings directly abutting onto the rail corridor. This is not permitted and adequate setback from the boundary for access and maintenance and the protection of the rail corridor must be provided. The higher levels and accessible roof space must be risk assessed for the danger posed to the rail corridor also. The omission of balconies at the rail corridor face and/or further setback must be considered.*

*Metropolitan Fire Brigade (MFB) Guideline No. GL-27 for a building abutting an inaccessible rail corridor applies. The developer is to confirm consultation and agreement with MFB. Sufficient clearance for MFB assets adjacent to the rail corridor is required. This does not appear to be provided for in the current proposal. The proponent must consult MFB and modify as required. Evidence of consultation will be required.*

9. *This development must not prevent or preclude the future development of the corridor by the State, including any potential future air-space development above the rail corridor. The permit applicant is to ensure that adequate light and ventilation clearance is allowed for in the design to ensure certification for occupancy can be achieved for the building under BCA.*
10. *Basement Car Park: Undermining of the rail corridor and rail assets (either during construction or in the future) is not permitted.*

*The developer is to ensure that the detailed plans, proposals and construction methodologies clearly demonstrate (including by way of structural calculation and independent structural check) that the integrity of the rail corridor, and safety of passengers, shall not be compromised.*

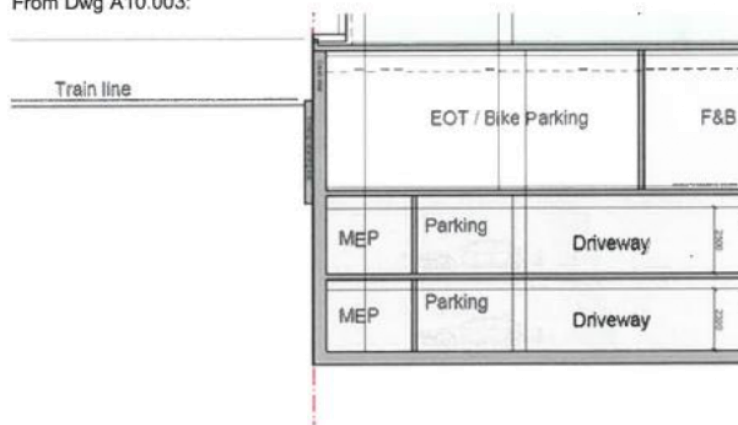
*No structure including ground anchors (either temporary or permanent) are permitted to penetrate the rail corridor (across the rail corridor boundary). No interference with*

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*the retaining wall foundations is permitted and no curtailment of the retaining wall's structural performance will be permitted.*

11. Confirmation that the impact of excavation for basement levels has been considered in proximity to rail lines (noting that the design includes structure up to the title boundary & 7+ metres below the level of the rail line). It may be inferred that the excavation will in fact pass across the title boundary in order to provide the structure to this point- how is this intended to be managed with VicTrack as the management authority for the rail reserve?

From Dwg A10.003:

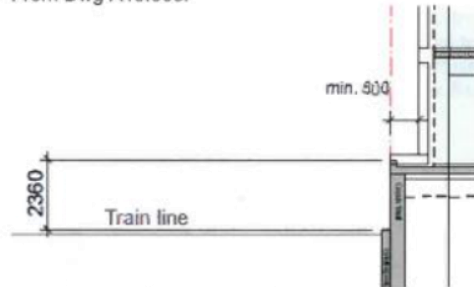


12. The rear of the building includes a ledge of 600mm wide including a drop of 2360mm into the rail reserve. This raises several concerns:
- (a) How will this construction be managed to avoid disruption to rail services? (It is expected that with construction against the rail reserve equipment, personnel etc will need to access the reserve, impacting rail services).
  - (b) The proposed construction appears to be no more than 1.5m from the rail line, it appears as though this does not meet standards which require a minimum horizontal clearance of 3 or 4 metres (depending on track/sleeper structure) from the centreline of the track.
  - (c) The platform of 600mm width meets the absolute minimum stipulated by AS 1657:2018 (4.1.3) leaving no space for required guard railing (4.4)- placement of railing will decrease the space below that stipulated within the standard. As it is reasonably foreseeable that people will need to access this space for maintenance and cleaning etc. Noting the proximity to the rail line this will require effective protection.
  - (d) Placement of the building edge in this location provides no position of safety in the event of personnel on the rail lines, as there is potential for ingress at both nearby rail bridges the failure to provide safe locations is insufficient.
  - (e) The proposed design provides no space for access should maintenance / repair be needed on the building rear. Any works (including construction) will require rail operation to be halted for unspecified periods of time. This will pose a significant risk to rail operation.



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From Dwg A10.003:



Note the limited distance from the track to the existing retaining wall (on the title, see image above)



*Note the limited distance from the track to the existing retaining wall (on the title, see image above).*

*This information is requested pursuant to Section 55(2) of the Planning and Environment Act. The application will be further considered thereafter.*

**Environmental Protection Authority (EPA)**

*Thank you for the correspondence relating to PLN18/0913 received by the EPA on 28/02/2019.*

**1. City Link Exhaust Stack Environs**

*EPA has reviewed the referral and documents accompanying the application. EPA advises that we do not have concerns with the proposal given the nature of the proposed works with respect to the City Link Exhaust Stack Environs. As such, EPA has no concerns with Council issuing this planning permit according to the information that has been provided.*

**2. Contaminated Land**

*In the absence of any environmental assessment, and considering the land has historically been used for industrial purposes it is appropriate that further investigation is undertaken. Council is encouraged to consider whether further information should be sought to assist in determining what level of assessment is required.*

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*Under Clause 14(2)(a) of the State Environment Protection Policy (Prevention and Management of Contamination of Land), responsible authorities must require the applicant to provide sufficient information on the potential for existing contamination to have adverse effects on future land use, to enable a decision regarding the suitability of the site for the proposed use or development.*

*The information provided by the applicant should be assessed against the decision matrix in the General Practice Note for Potentially Contaminated Land (DSE 2005). Depending on the outcome of this assessment, Council must exercise their duties under Clause 14(2)(c) by imposing such conditions necessary to ensure any contamination identified is managed such as the site is suitable for the permitted use(s).*

*It is noted that a portion of the site is currently used for the purposes of automotive repairs, which is considered a land use with a high potential for contamination under the Practice Note.*

*EPA is willing to support Council in determining the appropriate level of assessment for this application, once further information is provided on the historical land uses at the site, or adjacent to it.*

### **VicRoads/CityLink**

*Thank you for forwarding planning permit application PLN18/0913 pursuant to Section 52 of the Planning and Environment Act 1987.*

*In consultation with CityLink, VicRoads has considered the application and has no objection to the proposal.*

### **Internal departments**

#### **Urban Design**

*Comments are provided below and are based on the plans TP01 dated 2 November 2018 and TP02-TP08 dated 30 October 2018. In summary:*

- *The Landscape Plans need to be revised to include a number of missing details and suggested changes.*
- *Some of these changes on the Landscape Plans would require drainage analysis to determine if feasible.*
- *There are also some required changes to the architectural drawings to improve the ground floor interface.*

*Unless otherwise stated, the changes could potentially be addressed through planning conditions (updated Landscape Plan with drainage analysis, and updated architectural drawings), although it is preferable to address these during the application stage.*

#### *Details required on drawings*

*The following details are required on the drawings:*

- *Dimensions of footpath and unobstructed footpath width alongside any street furniture or other fixtures.*
- *The exact location of the existing post box, sewer vent and power pole.*

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- *On-street parking bays. We note that the car parking bays along the site frontage, south of Adelaide Street, have parking sensors in place.*
- *Drainage including any side entry pits.*
- *The traffic treatment and footpaths on the eastern side of Green Street.*

*Additional details required on the drawings are set out in the relevant sections below.*

### *Ground Floor Interface*

*A number of vertical columns extend along the site frontage at ground floor level, which creates a series of shallow recessed elements. Whilst this detail provides some depth and articulation to the ground floor and reduces the prominence of glazing, we have a couple of practical concerns.*

*Firstly, the building does not have a continuous edge and therefore could not be used as a shoreline. Secondly, the recessed elements would likely trap litter, creating a maintenance issue.*

*The east elevation in the architectural drawings shows raised planter beds within the recesses (where there is no door), which would address the above concerns.*

*The Landscape Plans therefore should be updated to show the planter boxes. In addition:*

- *Further detail is required on the Landscape Plans to show the material of the planters, dimensions, depth of soil and planting proposed.*
- *We suggest that some of the planters be replaced with inset seating, as there are currently limited opportunities to provide seating on the footpath. This can easily be provided on the frontage south of Adelaide Street, as the recesses measure 600mm deep. On the north side of Adelaide Street the recesses are much shallower (about 300mm deep), therefore could remain as planters.*

*The architectural drawings should be updated with the above arrangement and consider the following:*

- *Where there are planters and seating between the brick columns, we recommend that the bottom of the windows are raised to the height of the planters and seats. This is so the windows do not sit directly behind the base of the planters/seats, and to better integrate the planters and seats with the building.*

*The doors to the backup generator, water meter, gas meter and fire control centre open outwards into the footpath environment, and compromise pedestrian access. Is it possible for the doors to open inwards, or change the position and type of the doors so that they can be fixed to the building when swung open?*

### *Vehicle access*

*A number of vehicle access points are being removed and vehicle access consolidated at the southern portion of the site – this is supported from an Urban Design perspective.*

*However, it appears that the proposed entries to the car park and loading bays would impact some of the parking bays, which have parking sensors. This should be referred to the Parking Management team to assess and confirm if acceptable. If the parking bays need to be reshuffled to mitigate any parking loss, this should be referred to the Parking Management and Traffic teams to review. This should be addressed before a decision is made on the application.*

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### *Street Furniture and Fixtures*

*A number of bike hoops are proposed on the western footpath on Green Street. The footpath is currently narrow, particularly south of Adelaide Street. Whilst parallel cycle parking on the footpath is welcomed, the current arrangement is not supported as it compromises footpath accessibility. The arrangement of cycle parking will need to be revised to meet the following requirements:*

- *Cycle hoops set back 600mm from kerb.*
- *A clearance of 1200mm wide by 1800mm long, to account for bicycles fixed to the hoop.*
- *Minimum 1500mm clear path of travel between the property boundary and the cycle parking (including above clearance space). If this cannot be achieved, an absolute minimum of 1200mm may be acceptable provided that the hoops are spaced out along the footpath to allow people to comfortably pass before and after the cycle hoop.*
- *Cycle hoops positioned to avoid cars door zones in the adjacent car parking spaces.*
- *The Landscape Plans need to be updated to show the new parking arrangement, and this should also be referred to Strategic Transport for comment.*
- *Cycle hoops must be Yarra standard, as set out in Yarra's Public Domain Manual.*

*The applicant should explore any opportunities for seating in the public realm. As mentioned above, there are opportunities to provide inset seating along the building edge to offer places to sit along this section of Green Street. Opportunities to widen the footpath are discussed on page 4 below, and this may provide additional space for seats.*

### *Pavements*

*The drawings show Sawn Bluestone along the Green Street western footpath. Given that Green Street is a typical local street and is not in the Heritage Overlay, we consider that asphalt is an appropriate material and is consistent with the broader area. This should be shown on the Landscape Plans and designed and built to Council's standards.*

*Within the site, it is appropriate for the new publically accessible space to have a high quality material, such as the granite paving shown.*

*Considering that the footpath will be changed to asphalt, further consideration is needed on the paving material for the recessed elements (where there are no planter boxes or inset seating). Whilst it is appropriate to have a different paving treatment than asphalt to provide a clear distinction between public footpath and private land, and integrate the paving treatment with the building, the paving size will need to work with the shallow space available. Suggest that sawn bluestone is changed to granite paving, as shown within the public space, to provide a coordinated treatment.*

*Further detail is required to show the crossovers for the access points to the car park and loading bays. This should be designed to with pedestrian accessibility in mind, and the design will need to be referred to the Engineering team for comment. We recommend that the crossovers are charcoal coloured concrete, in accordance with Council's Roads Materials Policy (page 10).*

*Details of the kerb and channel are missing from the plans. We recommend that the kerb and channel is charcoal coloured concrete in accordance with Council's Roads Materials Policy (page 10).*

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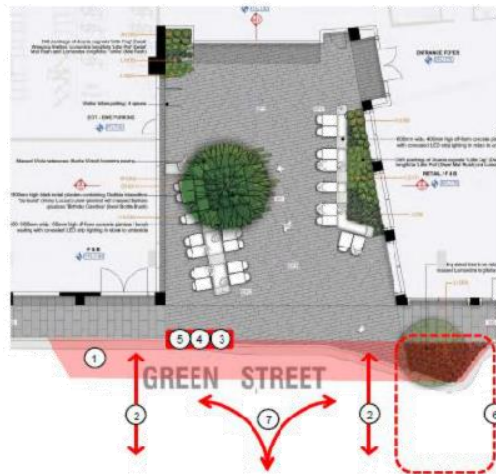
*The drawings show a small kink in the kerb and channel, directly east of the new public space. This should be straightened out.*

*For all standard materials, references should be made on the plans to Council's Standard Drawings.*

**Street Tree Planting and Kerb Extensions**

*We consider that there are opportunities to enhance the streetscape in front of the site to provide more trees, widened footpath space and improved crossing points. These are discussed in more detail below.*

*The new public space is well located in line with Adelaide Street, and as such will benefit from views of the space from along Adelaide Street travelling west. To protect these views, improve access to the public space and provide an enhanced footpath environment, we recommend that the kerb is extended in front of the public space, as shown on the diagram below.*



**Suggested improvements and considerations:**

1. *Extend kerb along existing 'No Standing' area, to provide a wider footpath alongside the new public space. This could accommodate new tree planting to help frame the new public space, and could consider changes to the existing Queensland Brush Box and planting. It could also include greenery and street furniture.*
2. *Provide drop kerbs to improve pedestrian connections to the footpath on Adelaide Street. If only one drop kerb is feasible, our preference is to connect to the southern footpath with better solar access.*
3. *Incorporate existing post box into the design. Approval may be needed from Australia Post.*
4. *Explore opportunities to relocate the power pole and sewer vent if possible. Approval may be required from relevant authorities.*
5. *Relocate the existing side entry pit to accommodate the kerb extension, and provide adequate drainage. Drainage analysis would be required to demonstrate that the side entry pit could be relocated in the design.*
6. *Improve the kerb alignment and planting of the existing traffic treatment.*
7. *Designs to accommodate necessary swept paths for a 10 metre truck, particularly for vehicles turning between Green and Adelaide Streets.*

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*If the kerb extension is not feasible, i.e. for drainage reasons, then an alternative would be to provide tree planting along the site frontage in the road reserve. This could be provided where there are no parking spaces.*

*If the kerb extension is not feasible, the edge of the garden bed (traffic treatment) should be shown as existing – it currently shows the garden bed cut back on the southern side.*

**Capital works**

*Urban Design does not have any current or upcoming capital works planned around the site.*

**Comments on Kerb Outstand**

**Initial discussion**

*A Revised landscape plan needs to be submitted to include a number of missing details (eg, existing post box, electrical pole, sewer vent, pram crossings/vehicle crossovers etc).*

*Kerb extension is supported **in principle** (pending advice from Parking Management and Traffic/Engineering regarding on-street parking and drainage impacts), however, more detail is required to assess properly. For example: kerb type, crossing alignments, dimensions, drainage etc.*

*UD does not support the number of visitor bike hoops (10 currently shown) proposed within the public realm. Whilst there is a shortage of bike parking within Cremorne more broadly, concentrating this much bike parking in one location isn't appropriate. It appears that the applicant is attempting to use the public realm to reach their bike parking quota instead of their own site.*

*Generally, our advice regarding visitor bike parking is that only a portion of this should be in the form of on-street bike parking. I am unsure if there have been negotiations between Hayley and Julian about this in this instance, however, my advice regarding this is as follows:*

*The proposed kerb outstand should provide a public benefit other than solely being used for bike parking. As such, a maximum of 5 bike hoops may be installed on the kerb outstand, and any remaining visitor parking required should be accommodated within the property boundary of the subject site, but clearly visible and accessible from the public realm. Other uses should be explored for the remaining space on the kerb extension, such as public seating and landscaping.*

*In summary, UD supports the provision for a kerb outstand as part of this development, however in its current arrangement, the design is not supported. Further detail in the form of a revised landscape plan (inc. civil works and drainage) is required to make a full assessment.*

**Follow up discussion**

*UD's position is to only allow 5 bike hoops on the kerb outstand (ie, one bank as currently shown). The rest need to be accommodated within their own site. I read Julian's comments and it appears they are providing more than what council's best practice rate requires anyway.*

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The remaining space should be used to accommodate a minimum of 2 public seats (as shown in Yarra Standard Drawings) – their position is to be reviewed once landscape drawings are received.

Regarding landscaping, it is desirable to provide the largest street trees possible, and if possible, combine them with understorey planting within the kerb extension. This is in alignment with the Urban Forest Strategy to help mitigate the urban heat island effect. Which is especially prevalent within Cremorne.

**Engineering Services Unit (VCAT AMENDED PLANS)**

I refer to the above Planning Application received on 29 August 2019 in relation to the proposed development at 68-88 Green Street, Cremorne. Council’s Civil Engineering unit provides the following information:

**CAR PARKING PROVISION**

**Proposed Development**

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

<b>Proposed Use</b>	<b>Quantity/ Size</b>	<b>Statutory Parking Rate*</b>	<b>No. of Spaces Required</b>	<b>No. of Spaces Allocated</b>
Office	9,031 m <sup>2</sup>	3 spaces per 100 m <sup>2</sup> of net floor area	270	102
Food and Drink	332 m <sup>2</sup>	3.5 spaces per 100 m <sup>2</sup> of leasable floor area	11	
Retail	583 m <sup>2</sup>	3.5 spaces per 100 m <sup>2</sup> of leasable floor area	20	
<b>Total</b>			<b>301 Spaces</b>	<b>102 Spaces</b>

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

A net reduction of 199 spaces is being sought.

Assuming that the proportion of parking spaces for each use is the same as the original proposal, the parking allocation for each use could be adopted as follows:

<b>Proposed Use</b>	<b>No. of Spaces Allocated (Assumed)</b>
Office	94
Food and Drink	3
Retail	5

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

**Car Parking Demand Assessment**

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

*Based on the assumption above, the office component of the development would be providing 94 on-site parking spaces, which equates to a rate of 1.04 spaces per 100 square metres of floor area. This rate is considered acceptable as a number of office developments have been approved with rates lower than 1.0 space/100 m<sup>2</sup>, as shown in the following table:*

<b>Development Site</b>	<b>Approved Office Parking Rate</b>
<b>Cremorne</b>	
<b>60-88 Cremorne Street PLN17/0626 issued 21 June 2018</b>	0.85 spaces per 100 m <sup>2</sup> (233 on-site spaces; 27,306 m <sup>2</sup> )
<b>9-11 Cremorne Street PLN16/0171 (Amended) issued 13 June 2017</b>	0.85 spaces per 100 m <sup>2</sup> (20 on-site spaces; 2,329 m <sup>2</sup> )
<b>Collingwood</b>	
<b>2-16 Northumberland Street PLN16/1150 issued 14 June 2017</b>	0.89 spaces per 100 m <sup>2</sup> (135 on-site spaces; 15,300 m <sup>2</sup> )

*The proposed on-site office parking rate of 1.04 spaces is considered appropriate, having regard to the site's good accessibility to public transport services and proximity to Melbourne.*

*Parking Demand for Food and Drink and Retail Uses.*

*The on-site parking allocated to these uses would be used by employees. The parking demand generated by patrons and customers would be accommodated off-site. Patrons to the food and drink premises would be drawn from employees of the office, nearby workplaces and local residents. It is unlikely that the proposed food and drink premises would be a specific destination in its own right. For the shop use's customers, it is likely that they would be already parked in the area (multi-purpose/linked trips).*

*Availability of Public Transport in the Locality of the Land.*

*The site is within walking distance of tram services operating along Church Street. The Richmond and East Richmond railway stations and tram services operating along Swan Street are also within walking distance of the site. Buses operating along Punt Road can also be reached on foot.*

*Multi-Purpose Trips within the Area.*

*Clients and customers to the site who choose to drive might combine their visit by engaging in other business or activities whilst in the area.*

*Convenience of Pedestrian and Cyclist Access.*

*The site has very good walking accessibility to public transport nodes. The site also has good connectivity to the on- and off-road bicycle network.*

*Appropriateness of Providing Fewer Spaces than the Likely Parking Demand*

*Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:*



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*Availability of Car Parking.*

*Based on the Traffic and Transport Assessment report prepared by Cardno (version F02 dated 28 November 2018), on-street parking occupancy surveys were undertaken of the surrounding area on Wednesday 15 August 2018 between 9:00am and 6:00pm. The survey area encompassed Green Street, Chapel Street, Chestnut Street, Walnut Street, Balmain Street, Adelaide Street, William Street and Hill Street. The times and extent of the survey are considered appropriate. An inventory of 278 publicly available short-stay parking spaces was identified. The results of the survey indicate that the peak on-street parking occupancy had occurred at 11:00am, with only 24 spaces remaining vacant. Parking sensors have been introduced in Green Street, Walnut Street and Balmain Street to ensure parking turns over regularly. Some clients and visitors to the development should be able to park on-street (short-stay).*

*Relevant Local Policy or Incorporated Document.*

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

*Other Relevant Considerations.*

*The lack of available on-street long-stay parking would be a disincentive for employees to travel to the site by private motor vehicle. Employees who have not been allocated any on-site parking would be inclined to make their own travel arrangements to commute to and from the site, such as take public transport or ride a bicycle.*

*Adequacy of Car Parking*

*From a traffic engineering perspective, the waiver in the car parking requirement for the office, food and drink, and retail uses is considered appropriate in the context of the development and the surrounding area. The site has the advantage of being located close to public transport nodes.*

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

**TRAFFIC GENERATION**

**Trip Generation**

*The traffic generation for the site adopted by Cardno is as follows:*

<b>Proposed Use</b>	<b>Adopted Traffic Generation Rate</b>	<b>Daily Traffic</b>	<b>Peak Hour</b>	
			<b>AM</b>	<b>PM</b>
<i>Office (94 spaces)</i>	<i>0.5 trips per on-site space in each peak hour</i>	<i>Not Provided</i>	<i>47</i>	<i>47</i>
<i>Food and Drink/Retail (8 spaces)</i>	<i>1.0 trip per on-site space in each peak hour</i>	<i>Not Provided</i>	<i>8</i>	<i>8</i>
<b>Total</b>		<b>-</b>	<b>55</b>	<b>55</b>

*Directional Splits and Traffic Distribution*

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*Directional split assumptions in each peak hour for the office traffic –*

- *AM Peak – 10% outbound (5 trips), 90% inbound (42 trips); and*
- *PM Peak – 90% outbound (42 trips), 10% Inbound (5 trips).*

*Food and Drink/Retail traffic directional split:*

- *AM Peak – 0% outbound (0 trips), 100% inbound (8 trips); and*
- *PM Peak – 100% outbound (8 trips), 0% inbound (0 trips).*

*The traffic directional split and distribution assumptions outlined in sections 7.1 and 7.2 of the Traffic and Transport Assessment report appear reasonable.*

*We are satisfied that the traffic movements into and out of the site can be readily accommodated in the surrounding road network.*

**DEVELOPMENT LAYOUT DESIGN**

*Bates Smart Architects Drawing Nos. A02.001, A02.002, A02.100, A10.001, A10.002 and A02.003*

*Revision C dated 2 August 2019*

*Traffic and Transport Assessment report by Cardno Version F02 dated 28 November 2018*

**Layout Design Assessment**

<b>Item</b>	<b>Assessment</b>
<b>Access Arrangements</b>	
<b>Development Entrance – Green Street Frontage</b>	<i>The individual entry and exit lanes are each 3.0 metres in width and are provided by a 1.2 metre central separator and outer kerbs of at least 300 mm in width. The widths of the lanes satisfy the Australian/New Zealand Standard AS/NZS 2890.1:2004.</i>
<b>Proposed Vehicle Crossings</b>	<i>The vehicle crossings would have a width of 7.2 metres and 4.5 metres.</i>
<b>Visibility</b>	<i>The provision of a convex mirror in lieu of a 2.0 metre by 2.5 metre sight triangle is considered acceptable.</i>
<b>Headroom Clearance</b>	<i>Headroom clearance at the development entrance and along critical points of the ramped accessways have not been dimensioned.</i>
<b>Internal Ramped Accessways</b>	<i>The internal ramped accessway has a kerb-to-kerb width of no less than 5.5 metres and satisfies AS/NZS 2890.1:2004.</i>
<b>Inside Radials – Curved Ramps</b>	<i>The inside radii of the curved ramps have not been provided in this version of the drawings.</i>
<b>Car Parking Modules</b>	
<b>At-grade Parking Spaces</b>	<i>The 4.9 metre depths of the spaces satisfy Design standard 2: Car parking spaces. Widths of the spaces have not been dimensioned.</i>
<b>Accessible Parking Spaces</b>	<i>Not dimensioned on the drawings.</i>
<b>Aisles</b>	<i>Aisles have been provided with widths of 6.4 metres and satisfy Table 2: Minimum dimensions of car parking spaces and accessways of Clause 52.06-9.</i>
<b>Column Depths and Setbacks</b>	<i>Not dimensioned on the drawings.</i>

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<b>Blind Aisle Extensions</b>	<i>Blind aisle extensions of at least 1.737 metres have been provided, which satisfy AS/NZS 2890.1:2004.</i>
<b>Motorcycle Spaces</b>	<i>Not dimensioned on the drawings.</i>
<b>Gradients</b>	
<b>Ramp Grade for First 5.0 metres inside Property</b>	<i>Not depicted on the drawings.</i>
<b>Ramp Grades and Changes of Grade</b>	<i>Not depicted on the drawings.</i>

<b>Item</b>	<b>Assessment</b>
<b>Other Items</b>	
<b>Loading Facility</b>	<i>The loading bay has a width of 4.5 metres. and can comfortably accommodate a 6.4 metre long Small Rigid Vehicle. The depth of the loading facility has not been dimensioned.</i>
<b>Truck Turning Movements – Via Green Street</b>	<i>Not provided.</i>
<b>Vehicle Turning Movements – Via Green Street</b>	<i>The swept path diagrams for a B99 design vehicle entering and exiting the development entrance via Green Street are considered satisfactory.</i>
<b>Vehicle Passing Movements – Curved Ramps</b>	<i>Not provided.</i>

Design Items to be Addressed

<b>Item</b>	<b>Details</b>
<b>Headroom Clearance</b>	<i>The headroom at the development entrance and along critical points along the ramped accessways are to be dimensioned on the drawings.</i>
<b>Curved Ramps – Radii and Vehicle Passing</b>	<i>The inside and outside radii of the curved ramp must be specified on the drawings. Each inside radial should be no less than 4.0 metre radius as required by AS/NZS 2890.1:2004. The swept path diagram for a B99 design vehicle and an oncoming B85 design vehicle passing one another at the curved ramp must be submitted to Council for assessment and approval.</i>
<b>At-grade Parking Spaces</b>	<i>Widths of the spaces are to be dimensioned.</i>
<b>Accessible Parking Spaces</b>	<i>To be dimensioned on the drawings and to comply with the Australian/New Zealand Standard AS/NZS 2890.6:2009.</i>
<b>Column Depths and Setbacks</b>	<i>To be dimensioned on the drawings and satisfy Diagram 1 Clearance to car parking spaces of Clause 52.06-9.</i>
<b>Motorcycle Spaces</b>	<i>To be dimensioned on the drawings and to comply with AS/NZS 2890.1:2004.</i>
<b>Ramp Grade for First 5.0 metres inside Property</b>	<i>The ramp grade for the first 5.0 metres inside the property is to be shown on the drawings</i>
<b>Ramp Grades and Changes of Grade</b>	<i>Ramp grades, ramp grade lengths and transition grades are to be dimensioned on the drawings.</i>
<b>Loading Facility</b>	<i>Depth of loading facility to be dimensioned on the drawings.</i>
<b>Swept Path Diagrams – Truck Turning Movements</b>	<i>Swept path diagrams using a 6.4 metre long truck or equivalent vehicle are to be provided demonstrating</i>

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	<i>ingress and egress movements into and out of the loading bay.</i>
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**ENGINEERING CONDITIONS**

*Civil Works*

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

- *Selected sections of kerb and channel along the property's Green Street road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The extent of these kerb works shall be determined by Council's Reinstatement Officer.*
- *The footpath along the property's Green Street road frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.*
- *All redundant vehicle crossings must be demolished and reinstated with footpath, kerb and channel and parking sensors (where practicable and appropriate) to Council's satisfaction and at the Permit Holder's cost.*
- *All redundant property drains must be demolished and reinstated to Council's satisfaction and at the Permit Holder's cost.*

*Vehicle Crossing*

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

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

*Road Asset Protection*

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

*Construction Management Plan*

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

*Impact of Assets on Proposed Development*

- *Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.*

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- *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.*

*Discharge of Water from Development*

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

*Removal, Adjustment, Changing or Relocation of Parking Restriction Signs*

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

**ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT**

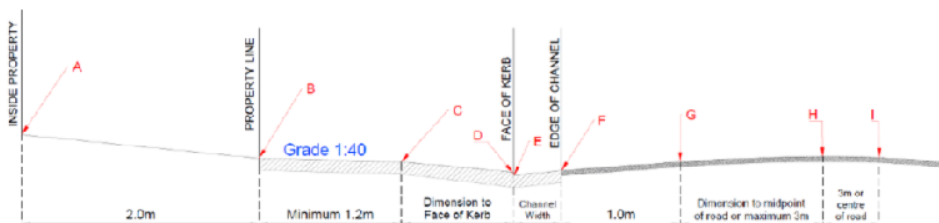
<b>Item</b>	<b>Details</b>
<b>Legal Point of Discharge</b>	<i>The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the Building Regulations 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 133.</i>
<b>Sewer Vent – West Side of Green Street</b>	<i>The existing sewer vent on the east side of Green Street could potentially be problematic for occupants/employees of the upper level of the new offices. The developer should liaise with the relevant water authority regarding the sewer vent and ascertain any clearances required from windows. If the vent is still active, measures should be taken by the developer to ensure that fumes do not waft into the new building.</i>

### Vehicle Crossing – Cross Section



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

- A. Finished floor level 2.0 metres inside property
  - B. Property line surface level
  - C. Surface level at change in grade (if applicable)
  - D. Bullnose (max height 60mm) – must be clearly labelled
  - E. Surface level at the bottom of the kerb
  - F. Surface level at the edge of channel
  - G. Road level 1.0 meter from the edge of channel
  - H., I. Road levels
- o Please note the cross section must be fully dimensioned. As shown in the sketch below.
  - o Please show both the existing and proposed surface.
  - o The maximum allowable cross-fall between points B and C is 1:40 (2.5%).
  - o A bullnose (max 60mm) is permitted at point D, however not compulsory.
  - o The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable.
  - o The designer must demonstrate that an 85<sup>th</sup> or 99<sup>th</sup> percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004).
  - o Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing.
  - o Please include any additional levels or changes in grade that are not shown in the diagram.



### Strategic Transport

#### Access and Safety

There are no significant access or safety concerns noted.

#### Bicycle Parking Provision

#### Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office (other than specified in the table)	10,509 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	35 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	11 visitor spaces.	
Retail premises	381 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	

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<i>(other than specified in this table)</i>		<i>1 visitor space to each 500 sqm of leasable floor area</i>	<i>1 visitor spaces.</i>	
Shop	623 sqm	<i>1 employee space to each 600 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm</i>	<i>0 employee spaces</i>	
		<i>1 visitor space to each 500 sqm of leasable floor area if the leasable floor area exceeds 1000 sqm</i>	<i>0 visitor spaces.</i>	
<i>Bicycle Parking Spaces Total</i>			<i>36 employee spaces</i>	<i>141 employee spaces</i>
			<i>12 visitor spaces</i>	<i>28 visitor spaces</i>
<i>Showers / Change rooms</i>		<i>1 to the first 5 employee spaces and 1 to each additional 10 employee spaces</i>	<i>4 showers / change rooms</i>	<i>16 showers / change rooms</i>

*The development provides a total of 105 additional employee spaces and 16 additional visitor spaces above the requirements of the planning scheme.*

*Adequacy of visitor spaces*

*28 spaces are noted as visitor bicycle parking spaces. The provision of the visitor spaces is adequate given the following:*

- It is highly preferable that visitor spaces are provided at ground-floor level; however due to the constraints of the site it is acceptable that the bulk of visitor bike parking is located within the basement levels.*
- The visitor spaces within the basement are directly visible from the lift, so if spaces are occupied, there is no need to depart the lift and re-enter it.*
- All ground-floor spaces are well located in terms of visibility and access.*
- All spaces appear to meet AS2890.3 requirements for clearances and accessways.*

*Adequacy of employee spaces*

*Number of spaces*

*The number of employee bicycle spaces exceeds the statutory rate and Council's Best Practice rate (107 spaces<sup>1</sup>) and is acceptable.*

*Design and location of employee spaces and facilities*

*Employee and resident spaces are adequately located and designed for the following reasons:*

<sup>1</sup> *Category 6 of the BESS offers the following for best-practice guidance for employee office rates: 'Non-residential buildings should provide spaces for at least 10% of building occupants.' For the office use, assuming a floor-space occupancy of 1 staff member to 10sqm (which is the maximum rate allowed under the National Construction Code for fire safety), providing bicycle spaces for 10% of occupants results in a rate of 1 space per 100sqm of floor area. The Statutory Rates are adequate for the remaining proposed uses.*

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- All employee bicycle parking is provided at ground-floor level, within two secure facilities.
- Approximately 24% of spaces are provided as horizontal at-grade spaces, exceeding the AS2890.3 requirement for at least 20% of spaces to be horizontal and at-grade.
- All spaces appear to meet AS2890.3 requirements for clearances and accessways.

### *Electric vehicles & accessible car spaces*

*The location of the accessible car spaces is supported as these are as close as practicable to the main lift-lobby.*

*Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV) and the supplied Sustainability Management Plan references 5% of car parking spaces to be fitted with EV charging bays. Three bays are marked as having EV charging stations equalling 3% of the 105 car parking bays. Provision at least 2 additional EV charging points should be noted on the plans. Additionally, to allow for easy future expanded provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to these areas for this purpose.*

### *Green Travel Plan*

*It is noted most required information regarding travel options is provided within the Traffic Impact Assessment, however no Green Travel Plan (GTP) has been provided. Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a GTP must be provided. The following information should be included:*

- A description of the location in the context of alternative modes of transport;*
- Employee welcome packs (e.g. provision of Myki/transport ticketing);*
- Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;*
- A designated 'manager' or 'champion' responsible for coordination and implementation;*
- Details of bicycle parking and bicycle routes;*
- Details of GTP funding and management responsibilities;*
- Security arrangements to access the employee bicycle storage spaces;*
- Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;*
- Reference to EV charging facilities; and*
- Provisions for the Green Travel Plan to be updated not less than every 5 years.*

### *Recommendations*

*The following should be shown on the plans before endorsement:*

- A minimum of 5 EV charging points should be noted within the car park levels.*
- All car parking areas must be electrically wired with a minimum 40A single phase electrical sub circuit to facilitate the future provision of additional EV charging points.*

### Comments on VCAT Amended Plans

*These plans still look great at my end.*



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*The minor concerns that I had raised previously have been adequately addressed:*

- *There are 6 EV charging sites shown, exceeding the 5 I had requested.*
- *There are notations indicating the basements will be wired for expanded EV charging provision in future.*

*I had previously raised no concerns with the provision of bike parking, but I've noted and assessed the changes below:*

- *The majority of visitor bike parking has been relocated from the basement levels to a kerb outstand at the building entrance*
  - *This is an improvement on the previously acceptable conditions and provided the kerb outstand is supported by engineering and Urban design is an excellent outcome. If the kerb outstand cannot be located here due to engineering constraints, the previous location for visitor bike parking within the basement, directly visible from the lift doors is still supported.*
  - *It is noted 24 visitor bike spaces are shown. This exceeds Council's best practice rate of 19 spaces and is an excellent outcome.*
- *The employee bike stores have been reduced in size have been reconfigured and have an accordingly lower number of bike spaces*
  - *The reduction in number of spaces reflects the reduced floor area of the building and is acceptable.*
  - *The location and configuration of the bike stores complies with the spacing and clearance requirements of AS2890.3.*
  - *30% of spaces are hoops, exceeding the AS2890.3 requirement for 20% of spaces to be horizontal and at grade.*

*If you are requesting any conditions for changes to the plans, the one thing that would be nice to see is a notation showing the typical spacing of bike spaces, clearances from walls and other objects for end spaces, and the corridors between the bike spaces.*

**Streetscapes and Natural Values**

*The current architectural plans do not show existing street trees.*

*There does not appear to be any opportunity for streetscape development that includes additional tree planting*

*The following aspects must be applied in conjunction with a CMP*

- *A bond needs to be applied to the street tree(s) to a minimum value of \$5,000*
- *Movement of vehicles needs to be shown on plan to identify any conflict between street trees and large vehicle movement*

**Comments on Kerb Outstand**

**Initial discussion**

*A revised landscape plan for the proposed kerb outstand needs to be submitted to properly assess the proposal.*

*In general, the proposal will be supported, however should the existing street tree form part of this proposal then a tree management plan will be required.*

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*Should the existing tree be removed to facilitate new planting designs then Council will accommodate this subject to use of green infrastructure to increase the volume of quality soil medium below hard surface infrastructure and increase water availability via permeable surface or other wsud design.*

### Follow up discussion

*Revised landscape plan to the satisfaction of the responsible authority which incorporates design measures to increase soil volumes and provide for passive irrigation.*

### Waste Services

*The waste management plan for 68-88 Green St, Cremorne authored by LID Consulting and dated 02/04/19 is satisfactory from a City Works branch's perspective.*

### ESD Advisor (VCAT AMENDED PLANS)

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

#### *Applicant ESD Commitments:*

- *Green Star 5 Star Rating achievable, Green Star Design & As Built (Version 1.2). 60.8 points targeted, including 7 Innovation points. (60 points required for 5 stars)*
- *NABERS Energy 5 star rating achievable*
- *Preliminary NABERS base-building energy modelling assessment will be carried out with the aim of confirming a 5 star NABERS Energy rating*
- *70kWp rooftop solar photovoltaic system.*
- *A STORM report with a 149% STORM score has been submitted that demonstrates best practice and relies on 2,321m<sup>2</sup> of roof connected to a 90,000 litre rainwater tank connected to toilet flushing and irrigation.*

#### *Application ESD Deficiencies:*

- *The Application includes a Green Star pathway which shows that the development has the preliminary design potential to achieve a 5 star Green Star standard but is noticeably short on commitments and supporting details. Provide supporting information requested in (3) and/or details of Green Star project registration is required.*

#### *Outstanding Information:*

- *Clarify provision of outdoor air to office spaces on all levels compared to NCC minimum.*
- *Provide daylight modelling for typical floor.*
- *Modelling or other evidence required to demonstrate basis for thermal comfort claim.*
- *Provide preliminary energy modelling report.*
- *Façade performance required to be addressed in energy modelling report.*
- *More information on proposed HWS servicing is required.*
- *An estimate for peak demand is required.*
- *More information on proposed HVAC approach is required.*

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- *More information on proposed car park ventilation is required.*
- *Confirm extent of water metering proposed.*
- *Include car share facilities in proposed green travel plan.*
- *Provide a Green Travel Plan with performance targets and monitoring and reporting components included.*
- *Confirm commitment to organic food waste collection.*
- *More information is required on the building and landscape elements that reduce UHI effect.*

### *ESD Improvement Opportunities:*

- *Recommend the introduction of external shading systems to reduce heat gain*
- *Consider low embodied energy options for in-situ concrete*
- *Consider a green roof or wall to improve the ecological value of this site.*
- *Recommend that an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction*

### **Open Space**

#### *Ground Level Landscape Plan*

- *Review the layout of the plaza:*
  - *Orientate the proposed tree toward the east side of the plaza to take advantage of the solar amenity on that side.*
  - *The building apron on the north and south side of the plaza should be kept clear and the proposed planter beds and seating moved away from the walls, with a minimum 1.5m walk through space provided to function as a shoreline and guide users to the entrance foyer.*
  - *Ensure there is still a minimum 1.5m walkthrough space through the centre of the plaza.*
- *The footpath outside the title boundary should be asphalt for consistency with the broader public realm.*
- *Provide further detail on the furniture/planter beds proposed.*
- *Clarify if the existing electrical posts will be relocated and if so, provide further information about the location on the landscape plan.*

#### *Other*

- *The Level 2 landscape plan indicates a wider planter bed that is not show in the section. Provide information on any change in height for the extended garden bed. Given proposed access to the planter bed on level 2 seems to be restricted to maintenance, is there opportunity to increase the width of the planter bed along the eastern side of that balcony to maximise opportunities for greening.*
- *Is there opportunity to install a green roof instead of a ballast roof above the F&B premises adjoining the two buildings?*
- *On Level 3 and 8, will there be access to the southern side of the balcony on the south building as no doors are shown? How will this side of the building be accessed for maintenance? If access is to be restricted to maintenance, consider increasing the width of the planter beds to maximise greening opportunities.*
- *Should the balustrades sit on the outside of the planter beds on all levels to make maintenance access easier?*

*Further information, please provide:*

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- A specification of works to be undertaken prior to planting; and
- Detail plant/planting maintenance schedules and requirements.

**Heritage**

***Building Height***

*I note that at 3.1 Massing Strategy there is a series of blocking diagrams which indicate that there is a conscious attempt to respond to the NRZ1 and heritage nature of the Green Street Precinct while increasing the height to the south as a response to the C2Z.*

*This is appropriate.*

*The height of the north building, Building B, is 18.030 metres and which includes three storeys plus a rooftop garden. The height of the Ground floor is 6.1 metres which is approximately the height of No. 66 Green Street and is appropriate.*

*The Ground floor is built to the Title boundaries and on the north side there is a separation from the dwelling at No. 66 Green Street of 1.68 metres which is a sideage on that site. The proposal replicates existing conditions.*

*The height overall is acceptable because of the setbacks on the north interface and as discussed below.*

***Setbacks from the North Interface***

*The planter balustrade of Level 1 is on the boundary and is no worse than existing conditions whereas the glazed elevation is set back 3.0 metres. In between is the brick screen. Overall this is acceptable.*

*Levels 2 and 3 are set back 3.0 metres to the centre of the planter, 3.5 metres to the metal screen and 4.4 metres to the glazed elevation. The 4.4 metres setback is preferred and the metal screen should be deleted to create the deeper setback and as will be discussed below, because of its materiality.*

*The roof garden structural elements and plant area are in the south-west corner of the building and any visual impacts on No. 66 Green Street or the Green Street Precinct will be negligible, if at all.*

***Building Design***

*It is proposed to clad part of the Ground floor and all of Level 1 in a "Brick masonry screen" (BM3). Brick masonry screens at street level on the east elevation (Green Street) are acceptable because they are visually permeable and continue the materiality of the solid wall elements (a feature of the south part of the Green Street streetscape) and they are also relieved by the glazed openings in between. At the upper level they will appear more solid and emphasise the blockiness of the building envelope. It is preferred that they are deleted from the east and north elevations or otherwise greatly relieved by visually permeable elements such as thermal glazing (not blades), in between. The openness of the façade treatment of Building A is preferred.*

*It is proposed to clad Levels 2 and 3 of Building B in Perforated metal screens (MC1).*

*From a heritage perspective, given the adjacency of the development site to dwellings abutting and opposite in the Green Street precinct, the north and east elevations are the relevant considerations insofar as heritage is concerned.*

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*I note that at 3.1 Massing Strategy there is a blocking diagram which indicates that there is a conscious attempt to respond to the residential materiality of Green Street. (Town Planning Report p. 35) The heritage materiality of Green Street is face brick, render and painted timber.*

*At 2.2 Neighbouring Context, the cast iron verandahs on various cottages are discussed and illustrated. It concludes, viz.:*

*Intricately detailed cast-iron verandah elements as typical period-style architectural features sit within the framed [verandah] building frontages and offer a variety of colours, patterns and grades of perforation. (Town Planning Report p. 24)*

*However, what this fails to observe is that the amount of cast iron on the verandahs is probably 1 – 5% of the materiality and visible elements of the façades and that the principle visible elements are the front wall of the dwellings. It is also noted from a site inspection that some dwellings have no cast iron or verandahs at all.*

*Perorated metal screens will introduce a new and alien element to the streetscape i.e. use of metal as cladding and a flat one-dimensional element over 100% of the surface. It is not necessary and is inappropriate to respond to the cast iron. Metal screening is counter to the three-dimensionality, layering and visual permeability of the typical streetscape in this case the heritage streetscape. The metal screening creates a solid visually impervious element in the streetscape which typically becomes prominent, even overbearing, and dominant thus detracting from elements around it, in this case the heritage dwellings. Further north in the Green Street Precinct are some contemporary elements which were alien to the streetscape when constructed and they continue to be unhappily conspicuous.*



*Examples of alien designs and materials which sit unhappily and conspicuously in the Green Street Precinct.*

*Rather than making a design statement through texture and solidity which emphasises visual bulk, the external treatment and materiality of Building B should be light, simple, pale and receding from the visual solidity of the heritage elements, even skeletal. This approach is where design excellence should emanate.*

*The edge planters/plantings and roof top garden are acceptable, provided they are maintained, and there needs to be some mechanism, such as an Incorporated Landscape Plan, to ensure that they are maintained to the satisfaction of the Responsible Authority.*

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*Recommendation / Comments:*

*Reconsider at least the treatment of the north and east elevations of Building B. Prefer a light, simple, pale treatment which recedes from the visual solidity of the heritage elements.*

*Prefer the openness of the façade treatment of Building A on the upper levels of Building B. Delete the brick screens from the east and north elevations or otherwise greatly relieve them by visually permeable elements, such as thermal glazing, in between as per the Ground floor.*

*Delete the perforated metal screens and continue the revised treatment of Level 1 upwards.*

*Clarify all masonry colours.*

*Ensure that the vegetation is maintained to the satisfaction of the Responsible Authority such via an Incorporated Landscape Plan.*

**External consultants**

**Urban Design (MGS Architects)**

*Siting, bulk and height of the proposed building and its impact on abutting street*

104. *As noted earlier the subject site is in the hinterland of the Cremorne Street area occupying neither a primary arterial network road like Church Street Swan Street or the Freeway nor a primary open space nor major interconnecting east-west road network.*
105. *The midblock location further diminishes its urban importance and whilst its dimensional characteristics as a site suggest a scale of development larger than its neighbours could be warranted if managed well at the edges the potential is diminished through its reliance on its sole dependency on Green Street for access and servicing of the site.*
106. *The role of Green Street within the precinct and more broadly within the IMAP group of councils has been acknowledged with earlier Chapel Vision work and Victrack and Vicroads studies identifying it and its unique alignments including:*
  - (a) *existing pedestrian river crossings and alignment with what I understand is a seriously entertained northern South Yarra Station entrance and enhanced links to the Capital City Trail*
  - (b) *Under rail pedestrian cycle links to the Swan Street Activity Centre and major supermarket and extended bike links via Coppin and Lennox Street to the north.*
  - (c) *Interconnection of each of the eastern Cremorne Neighborhoods and pedestrians to the East Richmond Station.*
107. *For these reasons the obvious focus on development in Green Street must be on uses delivering enhanced bicycle and pedestrian amenity and capacity contiguously along the street and an enhanced pedestrian experience with car use actively discouraged due to the narrow and contested access routes serving the site. The site has in comparison to some recent precinct developments I have considered, delivered a solution that excessively borrows from the public domain for the inclusion of in excess of 100 cars on site and a 30m frontage to the street dedicated to back of house facilities including a loading dock directly to the street. These outcomes sit at odds with the principles of enhanced emphasis on green travel to optimize development potential of the precinct that must prevail of the location is to continue to attract enterprise as it*

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*develops. Additionally these other supported developments have looked to increase footpath capacity and in turn amenity for the neighborhood. I acknowledge and support the inclusion of the proposed plaza in this instance.*

108. *The public realm should be underpinned by the following principles for development aimed at enhancing the capacity of an increased public realm including footpaths to pedestrian use. Measures might include :*
- (a) *Develop an exemplary green travel strategy and minimized car parking on site.*
  - (b) *Provide kerb outstand area in alignment with the proposed plaza to deliver a more expansive public realm in addition to tree outstand areas to reduce urban heat island effects and improve pedestrian amenity along the west side of Green Street noting that overhead power to the east precludes trees to this side of the street.*
  - (c) *Fully contain loading within the site and ensure loading is not visible from the street.*
  - (d) *Reconfigure the southern car park entrance as a southern laneway with ramped access off this at the west end to a single basement car park and a loading dock sleeved along the street interface by retail activity. Configure this laneway as a shared zone with future expansion deliverable in conjunction with development by the southern neighbour that should be anticipated at a future date given its single level nature.*
  - (e) *Provide a minimum 3m wide western footpath to Green Street with outstands for short term bike and scooter parking at enterprise entry points.*
  - (f) *Reconsider the nature of the retail tenancy in the northeastern corner of the south tower to configure it as a contiguous part of a ground floor entry zone to the building enabling the lift core and entry to be by both Green Street and from the northern plaza.*
  - (g) *Provide share car and courier drop off zones within the enhanced street zone and reduce the amount of conflicts between bicycles using this corridor and kerbside parking with a focus on share care services and short term parking in the public realm.*
  - (h) *Remove the second basement level as car parking provision is excessive in its impacts and shifts the role and future function of Green Street from one where pedestrian and cycling are enhanced in capacity and mode share.*

**Overshadowing**

109. *The shadow diagrams indicate many of the problematic attributes of the development and point to the issues that are central to the scale and positioning of the building that in combination are excessive. Shadow diagrams indicate the substantial impacts on the proposed plaza and the eastern footpath and public realm in Green Street between 10am and 2pm at the equinox.*
110. *Commensurate with other emerging enterprise precincts in the City of Yarra, success is dependent on a major shift towards green travel and the enhanced quality of place and experience for users on foot as an attractor for enterprises to relocate and to collaborate. In each instance the protection of walking networks from overshadowing has been key.*
111. *Green Street with its connections to the river to the south its interconnections with major eastwest interconnecting roads and underpass to the north is one such street.*

**Recommendation**

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112. *Ensure the eastern footpath of Green Street is not overshadowed between 10am and 2pm at the equinox and that the south edge of the plaza and 75% of the north facing tenancies of the plaza enjoys access to sunlight between 10am and 2pm at the winter solstice.*
113. *Ensure 50% of the proposed plaza enjoys access to sunlight between 10am and 2pm at the equinox and that the south edge of the plaza and 75% of the north facing tenancies of the plaza enjoys access to sunlight between 10am and 2pm at the winter solstice.*

*Height*

114. *The development currently suggests a development of 43m in the case of the south tower in the context of a hinterland location and secondary narrow street network. The outcome in offsite impacts arising from bulk and overshadowing is significant and additionally the incongruity of the response in the context of its surrounds is evident. The northern interface with the NRZ will always be an interface with little change in the adjoining neighbourhood whilst the limited scale of the adjoining sites to the east and south combined with interfacing heritage has similar reductive consequences for development uplift.*
115. *On recent sites earmarked as gateway sites in the junction of Church Street and Balmain Street and sites adjoining that have developed site characteristics that have delivered enhanced placemaking in conjunction with their large dimensional characteristics and primary interconnecting road address are being developed or proposed with primary development scale of between 33m and 36m.*
116. *The proposal in this instance in a site of obvious lesser supporting place characteristics is suggested some 20-25% greater in height when the contrary logical response should be of lesser development potential.*

*Recommendation*

117. *Delete levels 4 to 7 inclusive from the southern tower. This outcome should achieve to deliver a tower height not exceeding 28m.*

*Interface with the NRZ area*

118. *The proposed northern interface with the residential neighbourhood is in my view excessive and given by the value attributed to the neighbourhood and the absence of separating laneways that might mitigate scale is in my view unreasonably bulky in its expression to the neighbour with a proposed 18m+ high wall only 3.5m from the interface. Whilst the expression of the building as characterized in many of the architects works is of a high standard, in this case the proximity combined with height needs review. Whilst I accept that the provisions of B17 do not apply in the zone and for the proposed use, they provide a useful guide to the amenity that would typically be sought arising from managing building bulk via height and setback at the interface between a dwelling and its private open space and a neighbour.*
119. *In this instance for a building with a height of 13.5m a setback of 8.5m would be anticipated. In this instance with a screen forming the effective northern wall a height some 35%+ higher is proposed with a setback of 5m less. A balance needs to be struck of greater street and northern setbacks for levels 2 and 3 or alternatively deletion of level 2. Given the embedded nature of the northern site in a residential low*



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*rise neighbourhood to the north and east a lower scale would be preferred as an outcome.*

*Recommendation*

120. *Delete level 2 of the development to reduce the overall scale of the screened form to 14.3m and overall height to 16.3m when seen from the public realm to the top of the pergola and lift core when measured from Green Street. P53 provides the current details indicating the boundary wall approximates the ridge height of adjoining development. An additional 8.8m of development above this height or more than an effective three residential stories with the proposed setback is in my view only supportable because of the effort provided by the designers in crafting the building as they have. The additional floor and its additional 4m of height could only be supported with more consistently generous setbacks to the north and east that may undermine the suitability and efficacy of floors for use hence my recommendation to lose a floor as a better outcome in this instance.*

*Appropriateness of the design treatment and scale of the proposed building*

121. *As noted earlier the design language of the development is not the issue in this instance but rather the excessive ground level footprint and building scale.*

*Does the proposal achieve a high architectural and urban design outcome?*

122. *Whilst the splitting of development into two forms and creating a place at the terminus of Adelaide Street are supported, the scale, magnitude of parking, absence of increased footpath capacity generally along the street, impact on the public realm and impact on Green Street through site configuration and intensification of traffic movements is not supported. In summary the proposal does not achieve a high architectural and urban design outcome.*

*Place-making initiatives along Green Street and also within the proposed public plaza*

123. *The inclusion of a plaza is supported. Treatments more generally have in my view undermined the amenity in Green Street and more needs to be done in indenting of the street wall at street level in combination with outstand areas and re-imagining of lobby and tenancy arrangements in conjunction with the piazza to create a quality outcome for Green Street.*

*Use of colours and materials*

124. *Use of Colours and materials as is usually the case with these architects of a quality and appropriateness that will support optimisation of development outcomes albeit considerably lesser than currently proposed.*

*ESD principals*

125. *The provision of bike facilities is less than what might be expected as a proportion of transport options in a site such as this. With the road network having limited capacity, car use and capacity should be discouraged and bicycle, scooter and walking encouraged. Green Street's amenity as a green travel route and walking environment is critical in achieving this outcome.*
126. *Short term cycle provision and green travel share car, shade and greening are all critical to this outcome. The large expanses of unshaded west facing glass proposed in*

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*the development at upper levels should be reconsidered given recent upgrading of performance standards in the BCA.*

**CONCLUSION**

127. *The project should for the reasons noted be refused in its current form. The proposal requires radical change to built form height and ground floor footprint and access and loading arrangements to deliver sufficient community benefit to warrant intensification at the levels I have recommended.*
128. *Notwithstanding and having regard for the successful negotiations that have been undertaken with the architects on earlier developments I would encourage discussion in the first instance to determine if they wish to review their proposal and address the concerns. As I noted whilst the use and in broader terms redevelopment and intensification of the site for commercial use is supported, the scale and footprint of the development is inconsistent with the site constraints and location of the site within Cremorne and could not be supported on the grounds of bulk, scale, offsite impacts and undermining of key State and Local Policy goals for the precinct.*

**Acoustics (SLR Consulting)**

*Our review of the acoustic assessment report for 68-88 Green Street, Cremorne is provided above. The report includes the following recommendations to control noise from the subject development:*

- *Loading dock usage to adhere to the operational practices detailed in the acoustic report, which includes:*
  - *Deliveries from vehicles no larger than 'medium rigid trucks', and*
  - *Truck deliveries to take place during the SEPP N-1 defined 'day' period only.*
- *Noise from mechanical services is to be reviewed by an acoustical consultant during the detailed design phase of the project.*
- *Music from the food and beverage tenancies to be carefully managed to ensure compliance with SEPP N-2.*
- *Waste collections to occur in accordance with the schedules in EPA Publication 1254.*

*The above advice can be expected to manage likely impacts from the proposed use.*

*SLR recommend the following approach to managing potential noise impacts from the food and beverage tenancies:*

- *If any of the food and beverage tenancies propose to operate as bar style establishments with a focus on evening/night trading and music, a further acoustic report should be prepared to support the application. The acoustic report should include decibel levels for allowable music and should provide guidance with respect to the times music can be played.*
- *If any of the food and beverage tenancies propose to operate outside standard business hours, and propose to use the public outdoor space during these times, a further acoustic report should be prepared to support the application. The acoustic report should address the issue of patron noise to noise sensitive locations.*

*The report prepared to support the application does not consider noise impacts to the office development. Given that the site is located in extremely close proximity to a busy existing rail corridor, we recommend that rail noise impacts are assessed and that advice for meeting*

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*appropriate indoor design levels is provided. However, Yarra City Council should advise on whether the assessment should be provided in the acoustic planning report.*

**Wind (MEL Consultants)**

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

- *The Vipac Wind Effects Statement has been prepared based on the experience of the consultancy and no wind tunnel testing by Vipac has been carried out to support the report. MEL Consultants have no issue with this approach for a desktop study as this is a common approach to provide architects, developers, and responsible authorities advice on the wind effects of the design.*
- *MEL Consultants have no issue with the Analysis Approach, Site Exposure, and Regional Wind Climate that have been used as the basis for the assessment. Vipac has clearly identified the process for the desktop assessment and this is consistent with the approach that MEL Consultants would take to prepare a desktop wind impact assessment. A clear description of the proposed development has been provided along with reference drawings in the Appendix of the report.*
- *The desktop assessment has identified the adjacent developments and the heights of the existing buildings. MEL Consultants agree that the proposed development will be significantly taller than the surrounding buildings and be exposed to direct wind flow for all wind directions.*
- *MEL Consultants have no issue with the assessment criteria that Vipac have used for the desktop assessment. The recommended criteria for the immediate surroundings streetscapes would be walking comfort and the standing criteria for the entrances to the building. The assessment clearly discusses the rationale for recommending the walking criterion for the terraces and there is no issue with this recommendation.*
- *MEL Consultants agree with the Vipac assessment that the ground level wind conditions would be expected to achieve the recommended walking criteria in the surrounding streetscapes. The entrances and ground level public open space will be located on the east side of the development, so we would agree that these would be shielded from the prevailing and strong wind directions. The public open space off Green Street may be impacted by downwash deflected off the broad west face and around the north end of the 9 level building and additional mitigation may be necessary to achieve the standing criterion.*
- *Vipac have assessed that the wind conditions on the communal terraces on the levels of the development would be expected to achieve the walking criterion, with the exception of the large terraces on level 4 and 9. MEL Consultants would query this assessment for terraces that wrap around corners of the building, where local acceleration of wind would be expected to increase wind conditions above the walking criterion. MEL Consultants would agree that with the taller balustrades for the rooftop terraces on levels 4 and 9 that the wind conditions would be expected to achieve the walking criterion.*

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- *MEL Consultants would further add, that due to the broad west face of the 9 level building there would be expected to be acceleration of wind flow around the north and south ends of the building. This accelerated wind flow would be expected to impact the local wind conditions at the intersection of Green and Adelaide Streets and around the buildings at 107 Green Street.*

*In conclusion, the Vipac Wind Impact Assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. We have no issues with the Analysis Approach, Site Exposure, Regional Wind Climate, and description of the development used in the preparation of the assessment. This is consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. MEL Consultants agree with the Vipac Wind Impact Statement for the assessment of the wind conditions and the likely environmental wind conditions predicted by Vipac in the surrounding streetscapes, and that these wind conditions will be higher than the existing conditions.*

*MEL Consultants agree that the development, due to its size relative to the surroundings, should be wind tunnel tested to quantify the environmental wind conditions and the study should include the assessment of wind conditions at the following locations:*

- *Surrounding streetscapes*
- *Terraces*
- *Private outdoor area of 66 Green Street*