

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

**M G
A O**

PROJECT
350-356 JOHNSTON ST

TITLE
**TOWN PLANNING
APPLICATION
DRAWING SET TP2**

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

**MATT GOODMAN
ARCHITECTURE OFFICE**

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1 / SITE ANALYSIS

PROJECT
350-356 JOHNSTON ST

TITLE
**TOWN PLANNING
APPLICATION
DRAWING SET TP1**

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

MATT GOODMAN
ARCHITECTURE OFFICE

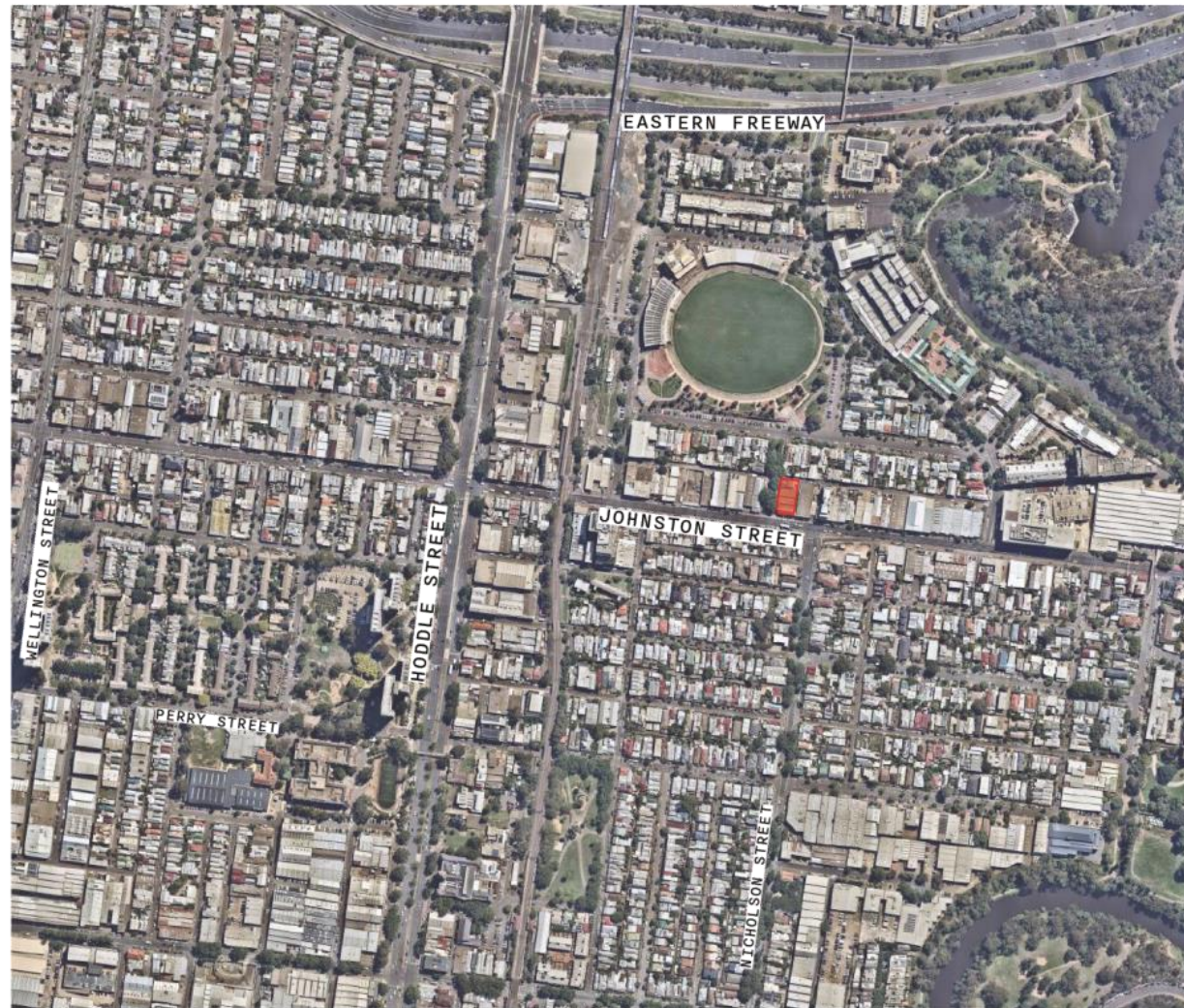
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

URBAN CONTEXT

1.1 SUBJECT SITE

The Subject site, 350-356 Johnston St & 2 Rich St, Abbotsford, is set within the heart of the Precinct 2 of the Johnston St Local Area Plan.

The site fronts Johnston St, Abbotsford key Activity Centre and Commercial corridor. Surrounding development differs greatly, with a mix of single and double storey heritage dwellings, to 7+ storey Commercial Buildings.



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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**URBAN CONTEXT
ABBOTSFORD**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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DRAWING NO.
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LEGEND
 SUBJECT SITE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

URBAN CONTEXT

1.2 TRANSPORT

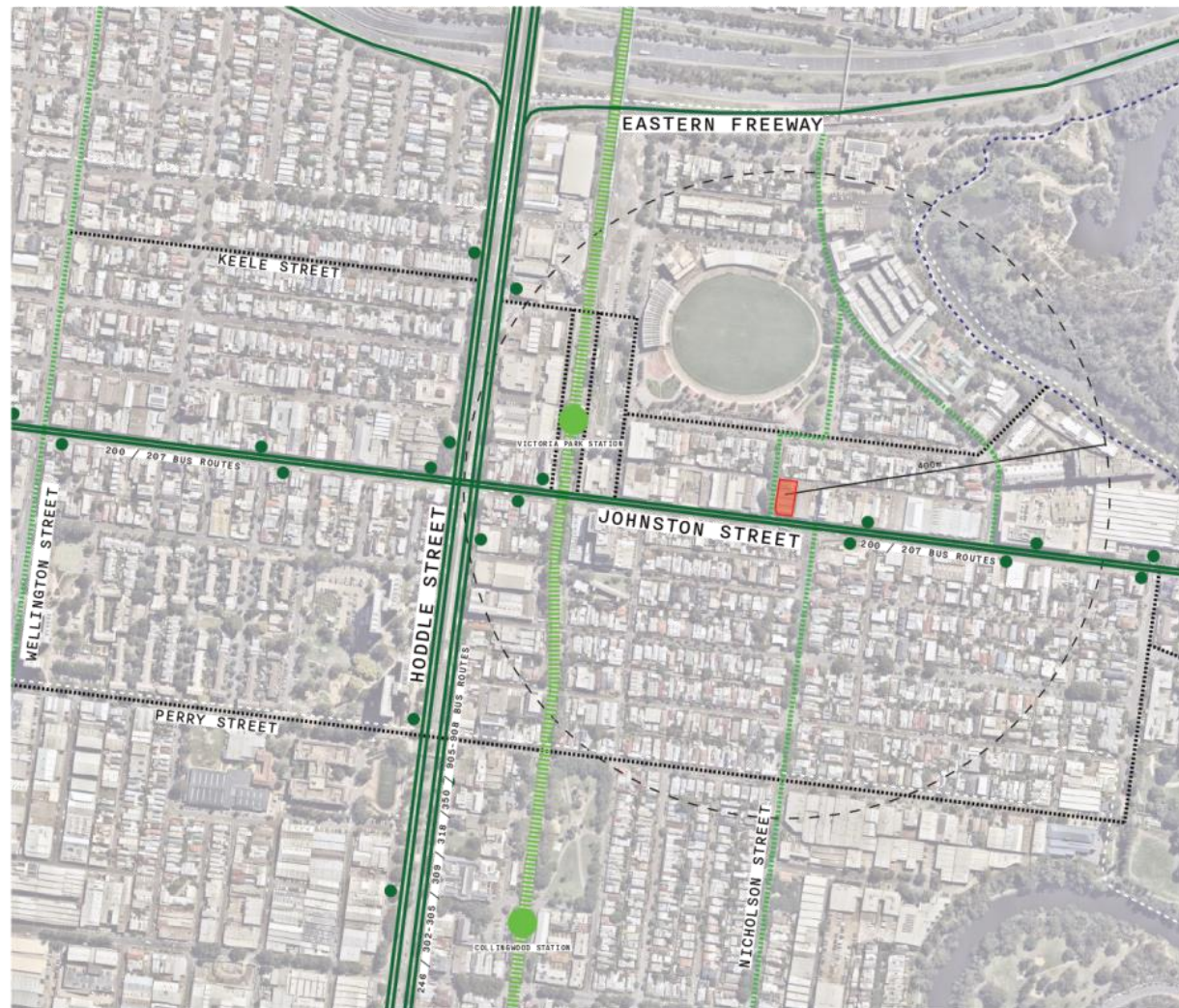
Abbotsford is accessed via several transport links.

Bus routes run in an East West direction along Johnston St, and Worth South along Hoodle St. The Subject site is located 190m from Victoria Park Train Station and a short walk from Collingwood Train Station.

The Subject site is in close proximity to a number of Bicycle tracks, including the Capital City Trail and a number of pedestrian links, connecting Abbotsford to the Melbourne CBD

LEGEND

- SITE
- TRAIN LINE
- TRAIN STATION
- ARTERIAL ROADS
- BUS STOP
- MAJOR BICYCLE PATH
- MAJOR PEDESTRIAN LINKS
- CAPITAL CITY TRAIL



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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3087

CLIENT
COBILD

TITLE
**URBAN CONTEXT
TRANSPORT**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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URBAN CONTEXT

1.3 OUTDOOR AMENITY

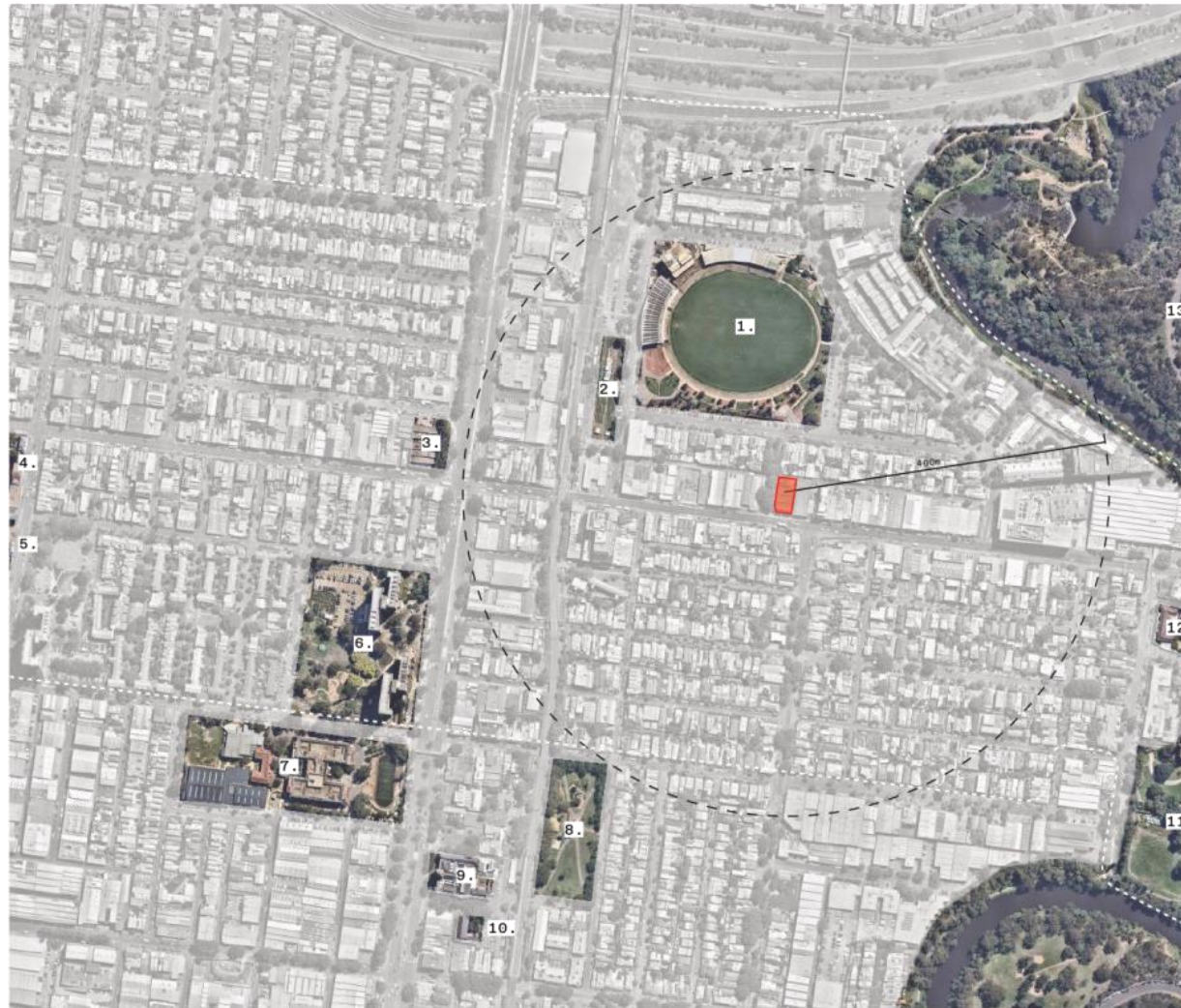
Abbotsford is accessed via several transport links.

Bus routes run in an East West direction along Johnston St, and North South along Hoodle St. The Subject site is located 190m from Victoria Park Train Station and a short walk from Collingwood Train Station.

The Subject site is in close proximity to a number of Bicycle tracks, including the Capital City Trail and a number of pedestrian links, connecting Abbotsford to the Melbourne CBD

- 1. Victoria park club & club rooms
- 2. Fareshare kitchen garden
- 3. North yarra community health centre
- 4. Collingwood arts precinct
- 5. St joseph's primary school
- 6. Collingwood neighbourhood house
- 7. Collingwood college
- 8. Gahan reserve
- 9. Collingwood town hall
- 10. Collingwood library
- 11. Abbotsford convent
- 12. University of melbourne early learning centre
- 13. Dights fall reserve

LEGEND
 SUBJECT SITE



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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**URBAN CONTEXT
OUTDOOR AMENITY**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

URBAN CONTEXT

1.4 SURROUNDING DEVELOPMENTS

Abbotsford is accessed via several transport links.

1. 370 JOHNSTON ST
2. 312-314/316-322 JOHNSTON ST
3. 344 JOHNSTON ST
4. 329 JOHNSTON ST
5. 1E MARINE PDE
6. 218 HOODLE ST
7. 247 JOHNSTON ST
8. 288 JOHNSTON ST

LEGEND

- SUBJECT SITE
- 6 STOREYS
- 7 STOREYS
- 11 STOREYS
- 10 STOREYS
- 13 STOREYS



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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**SURROUNDING
DEVELOPMENTS**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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370 JOHNSTON ST
6 STOREY
BUILT



316-322 JOHNSTON ST
7 STOREY
APPROVED



344 JOHNSTON ST
7 STOREY
APPROVED



329 JOHNSTON ST
7 STOREY
APPROVED



1E MARINE PDE
7 STOREY
APPROVED (VCAT)



218 HOODLE ST
10 STOREY
APPROVED



288-296 JOHNSTON ST
316-322 JOHNSTON ST
11 STOREY APPROVED
12 STOREY ADVERTISED



247 JOHNSTON ST
13 STOREY
APPROVED

MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
URBAN CONTEXT
AND DEVELOPMENTS

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

SITE ANALYSIS

1.6 SUBJECT SITE

The Subject Site is located within Precinct 2 of the Johnston St Local Area Plan.

The JSLAP anticipates a new contemporary urban character emerging in the eastern part of Johnston Street. With a preference for new well designed buildings.

The Subject Site book ends a streetblock, turning the corner to face Rich St. This locates the Subject Site at the junction of a Residential area fronting Turner St designated for Minimal Change and Johnston St, an area set for Moderate change of a Contemporary Character.

This unique condition enables the proposed development to form a key transition between these two interfaces.

LEGEND
 SUBJECT SITE



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PROJECT
JOHNSTON ST
 LOCATION
 350-356 JOHNSTON ST
 ABBOTSFORD, VIC
 AUSTRALIA, 3067
 CLIENT
 COBILD

TITLE
**SITE ANALYSIS
 SUBJECT SITE**

SCALE
 NTS
 DATE
 10 DECEMBER 2020
 JOB NO.
 A052/ JOHNSTON ST /1907
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 DRAWING NO.
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SITE ANALYSIS

1.7 PLANNING ZONES

LEGEND

- C1Z - COMMERCIAL 1
- C2Z - COMMERCIAL 2
- GRZ - GENERAL RESIDENTIAL
- NRZ - NEIGHBOURHOOD RESIDENTIAL
- PPRZ - PUBLIC PARK & RECREATION
- PUZ4 - PUBLIC USE - TRANSPORT
- RDZ1 - ROAD - CATEGORY 1



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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**SITE ANALYSIS
PLANNING ZONES**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

SITE ANALYSIS

1.8 PLANNING OVERLAYS



LEGEND

-  DD015 - DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 15
-  HERITAGE OVERLAY

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**SITE ANALYSIS
PLANNING OVERLAYS**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

SITE ANALYSIS

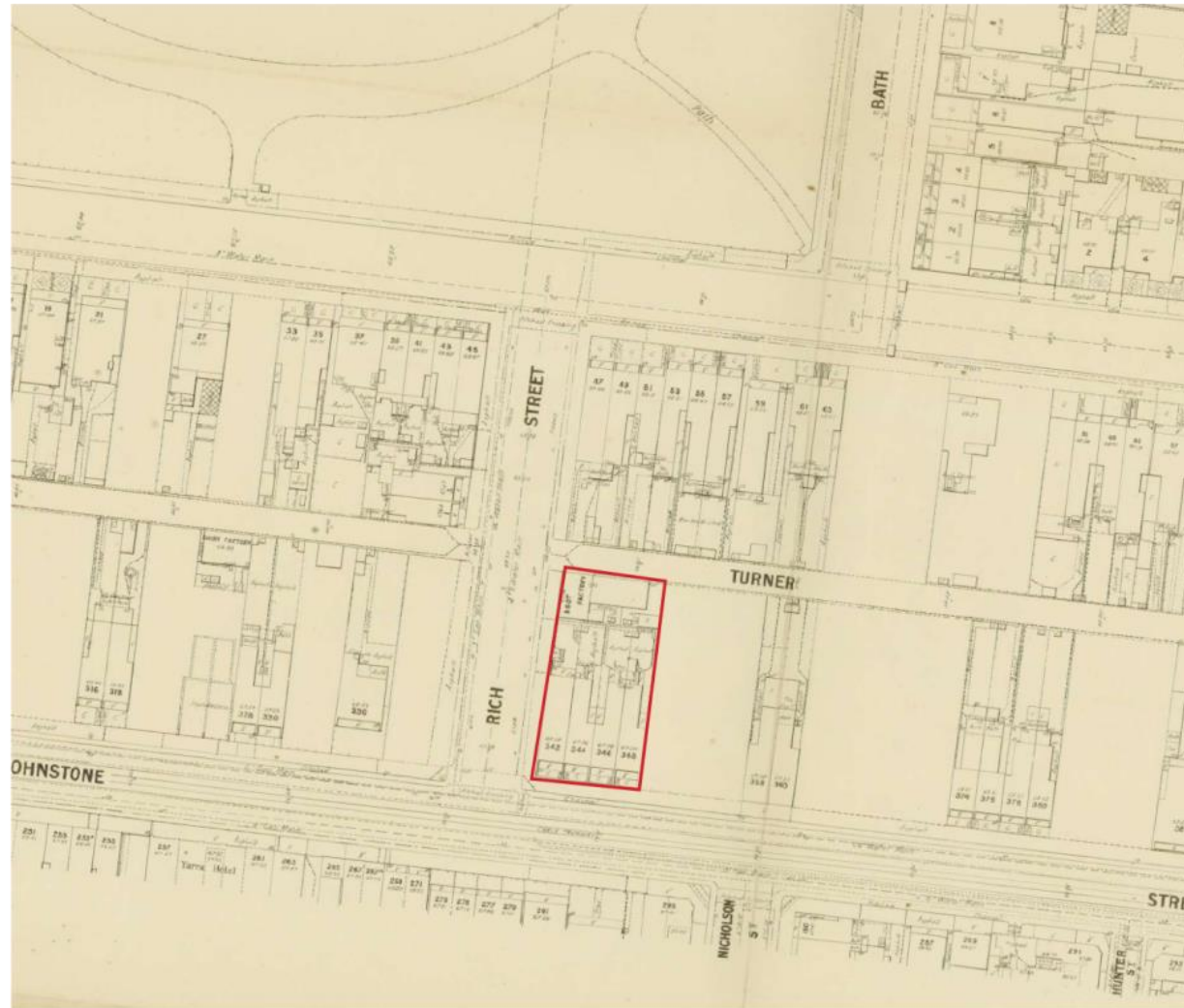
**1.9 HERITAGE CONTEXT
MMBW PLAN - 1901**

The Subject Site is located in the Commercial 2 zone, set for moderate change, located alongside a Neighbourhood residential zone with a Heritage Overlay.

The surrounding Neighbourhood residential zone contains numerous single and double storey Victorian Terrace houses. There are a number of continuous rows of single storey Terraces, broken up by Double storey Terrace houses.

The MMBW Map from 1901 shows many of the surrounding dwellings have been contributing to the character of the area for 100+ years.

LEGEND
 SUBJECT SITE



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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**SITE ANALYSIS
HERITAGE CONTEXT**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

SITE ANALYSIS

1.10 PHOTO LOCATIONS



LEGEND
 SUBJECT SITE
 ARROW SIGNIFIES CAMERA DIRECTION
 NUMBER RELATES TO IMAGE

**MG
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PROJECT
JOHNSTON ST
 LOCATION
 350-356 JOHNSTON ST
 ABBOTSFORD, VIC
 AUSTRALIA, 3067
 CLIENT
 COBILD

TITLE
**SITE ANALYSIS
 PHOTO LOCATIONS**

SCALE
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 A052/ JOHNSTON ST /1907
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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**SITE ANALYSIS
SITE PHOTOS
JOHNSTON STREET**

SCALE
NTS

DATE
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JOB NO.
A052/ JOHNSTON ST /1907

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1. Johnston Street facing North East toward Rich St & Subject site.



2. Nicholson Street facing North toward Johnston Street. Subject site is out of view.



3. Corner of Nicholson Street & Johnston Street facing North toward existing facade.



4. Johnston Street facing North West toward Rich Street. Existing facade.



5. Johnston Street facing West toward The City.

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**SITE ANALYSIS
SITE PHOTOS
RICH STREET**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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6. Corner Rich Street & Johnston Street facing East



7. Rich Street facing North, Subject Site to the right, Victoria Park beyond.



8. Rich Street East down Lt Turner St, Subject Site to the right.



9. Rich Street facing South, Subject Site in the distance to the left, Johnston Street beyond.



10. Rich Street facing South East toward Subject Site, 2 Rich St to the left and 350-356 Johnston Street to the right.

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**SITE ANALYSIS
SITE PHOTOS
LT TURNER STREET**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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11. Rich Street facing East down Lt Turner Street



12. Lt Turner Street facing West toward Rich St



14. Lt Turner Street facing East toward 370 Johnston Street development.

47 TURNER STREET

49 TURNER STREET

51 TURNER STREET

53 TURNER STREET

55 TURNER STREET



14. Lt Turner Street facing North toward rear façades of adjacent properties.

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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1.11 SITE SURVEY (REFER FOLLOWING PAGE FOR SCALE DRAWING)

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans



NOTES

CERTIFICATION BY SURVEYOR

I, Stephen Crockett of Level 19B Exhibition Street, Melbourne, VIC 3000, certify that this plan has been prepared from a survey made under my direction and supervision in accordance with the Surveying Act 2002 and completed on 29/01/2020. This Plan is accurate and correctly represents the adopted boundaries and that the survey accuracy accords with that required by regulation 102 of the Surveying (Statutory) Regulations 2015.

Date: 28/01/2020

Licensed Surveyor
Surveying Act 2004

WHERE OCCUPATION INCLUDING FENCES AND BUILDINGS AROUND THE PERIMETER OF A PROPERTY ENCLOSED ABOUT THE SUBJECT SITE THE LAND BEYOND THE OCCUPATION MAY NOT BE RECOVERABLE AS RIGHTS OF POSSESSION MAY HAVE PASSED TO ADJOINING OWNERS. FULL TITLE CONDITIONS SHOULD NOT BE ASSUMED FOR DESIGN PURPOSES UNTIL THESE ISSUES HAVE BEEN RESOLVED.

THIS PLAN HAS BEEN SPECIFICALLY PREPARED FOR COBILD PTY LTD AND IS NOT TO BE REPRODUCED FOR USE BY PARTIES OTHER THAN THE ABOVE MENTIONED WITHOUT THE PRIOR WRITTEN CONSENT OF CHARTER KECK CRAMER.

SURVEY

ALL SERVICES SHOWN HEREIN HAVE BEEN DETERMINED BY DIRECT MEASUREMENT WHERE POSSIBLE. IF DIRECT MEASUREMENT WAS NOT POSSIBLE ON THE DATE OF SURVEY THEN THE LOCATION OF THAT SERVICE HAS BEEN DETERMINED FROM SERVICE AUTHORITY RECORDS. PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, THE RELEVANT AUTHORITIES SHOULD BE CONTACTED TO ASCERTAIN THE POSSIBLE LOCATION OF FURTHER SERVICES AND DETAILED LOCATION OF ALL SERVICES.

ALL NOTES SHOWN HEREIN ARE AN IMPORTANT AND INTEGRAL PART OF THIS PLAN MUST REMAIN ON THE PLAN AND BE READ IN CONJUNCTION WITH THE PLAN DETAILS.

SURVEY DIMENSIONS SHOWN DO NOT ACCORD WITH TITLE BUT REPRESENT LAND AVAILABLE TO TITLE. RECOMMEND PREPARATION OF BOUNDARY PLAN UNDER PROVISIONS OF SECTION 52 OF SUBDIVISION ACT 1988 FOR APPROVAL BY LAND USE VICTORIA.

SOME LEVELS HEEDEN FOR PLOTTING CLARITY. REFER TO CAD DRAWING FOR ALL LEVELS. AUTOCAD DRAWING IS IN 3D.

- LEGEND**
- E electricity pit
 - EP electric pole
 - ELP electric pole & sewer vent
 - light
 - DP drainage pit
 - dp down pipe
 - PH fire hydrant
 - GP grate pit
 - GM gas meter
 - GV gas valve
 - PU junction pit
 - LP light pole
 - JP pit unclassified
 - SEP side entry pit
 - GSEP grate side entry
 - SP sewer pit
 - SW sewer unclassified
 - SV stop valve
 - sp sprinkler
 - S sign
 - T tel
 - TP telecom's pillar
 - WH water meter
 - WU water unclassified
 - TSP traffic signal post
 - TSPH traffic signal pit
 - bk back of kerb
 - ik invert of kerb
 - lk lip of kerb
 - ra top of kerb
 - r ridge
 - u/s underside spout
 - w wave
 - w window sill
 - w window head
 - pw parapet wall
 - ff top of fence
 - tp top of building
 - hw top of wall
 - FL floor level
 - ht Height of tree/pole
- SITE/TITLE BOUNDARY
--- APPROXIMATE BUILDING LOCATION
● DENOTES PHOTO LOCATION
1 1:60-200 2 1:60-200 3 1:60-200 4 1:60-200 5 1:60-200
1 1:60-200 2 1:60-200 3 1:60-200 4 1:60-200 5 1:60-200
1 1:60-200 2 1:60-200 3 1:60-200 4 1:60-200 5 1:60-200



No.	Date	Description	Rev.
1			

Project: 350-356 JOHNSTON STREET ABBOTSFORD

Client: COBILD PTY LTD

Title: TITLE RE-ESTABLISHMENT, FEATURE & LEVEL SURVEY

Title Description: VOL 8888 FOL 308
VOL 5019 FOL 757

Last Plan Reference: CP100489

Created From: LOTS 1 & 2 ON TP5927220

Parish: JKA 38A

City/Township: JKA 38A

Coast Allotment: 78 (PART)

Coast Portion: 78 (PART)

Survey datum: MGA 2020 ZONE 55

Level datum: AHD wale Bonardara PHMS, RL 41.979m wale MaltPlus RTX GNSS observations

Contour Interval: 0.20m

Surveyor: SC, MS Date of Survey: 23.01.2020

Drawn: DR Date: 29.01 & 11.02.2020

Checked: SC

Surveyors Reference: J141532

CAD Reference: J141532 RPL (v1) 01.dwg

SHEET 1 OF 1 SHEETS

SCALE: ORIGINAL SCALE 1:50
LENGTHS ARE IN METRES

CHARTER KECK CRAMER
Level 19B Exhibition Street, Melbourne Victoria 3000
Telephone 03 9102 8888 www.charter.com.au

M G
A O

2 / URBAN RESPONSE

PROJECT
350-356 JOHNSTON ST

TITLE
TOWN PLANNING
APPLICATION
DRAWING SET TP1

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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ARCHITECTURE OFFICE

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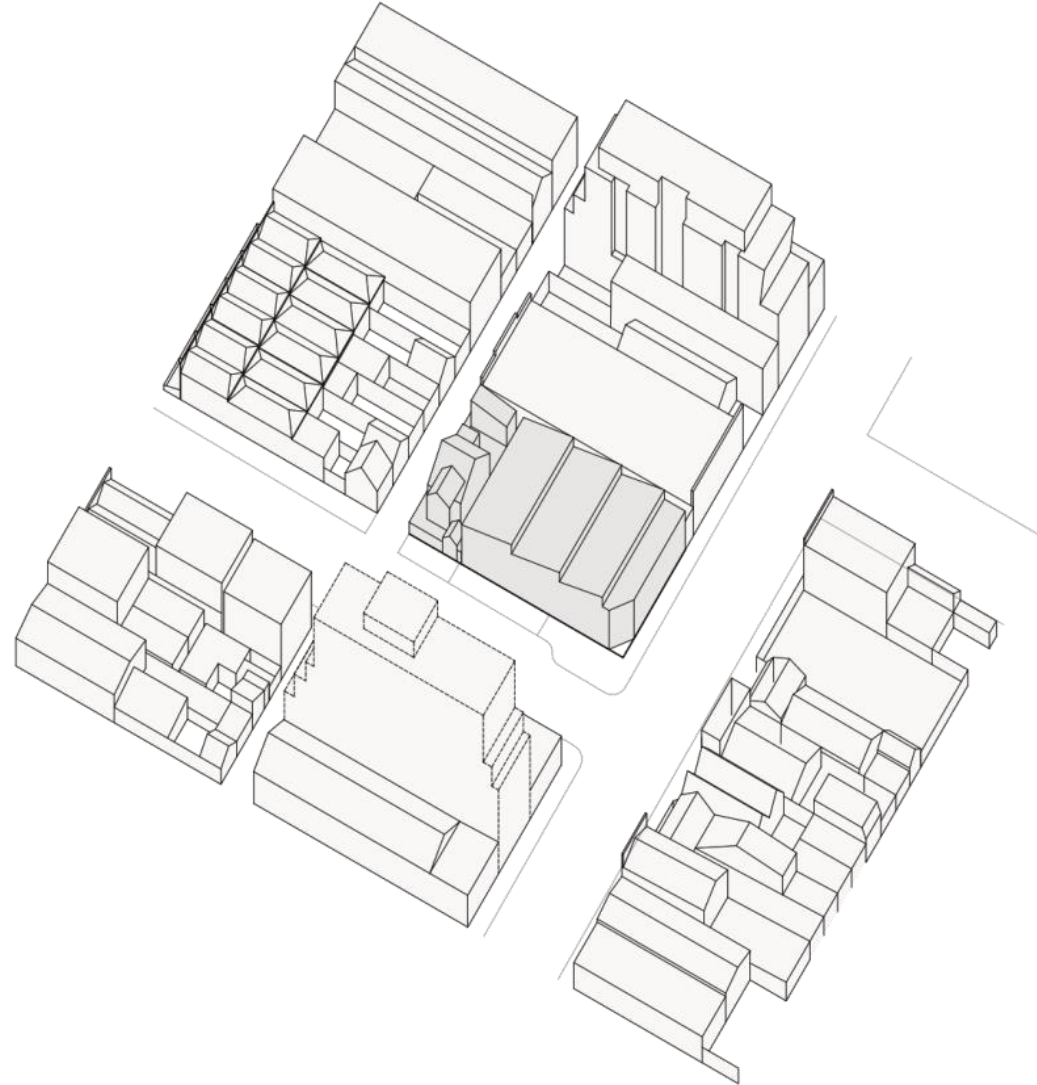
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AO**

DESIGN RESPONSE DIAGRAM

2.1 EXISTING SITE

The Subject site, 350-356 Johnston St & 2 Rich St, Abbotsford, is set within the heart of the Precinct 2 of the Johnston St Local Area Plan.

The site fronts Johnston St, Abbotsford key Activity Centre and Commercial corridor. Surrounding development differs greatly, with a mix of single and double storey heritage dwellings, to 7+ storey Commercial Buildings.



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**DESIGN RESPONSE
DIAGRAM 1
EXISTING SITE**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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LEGEND
 SUBJECT SITE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

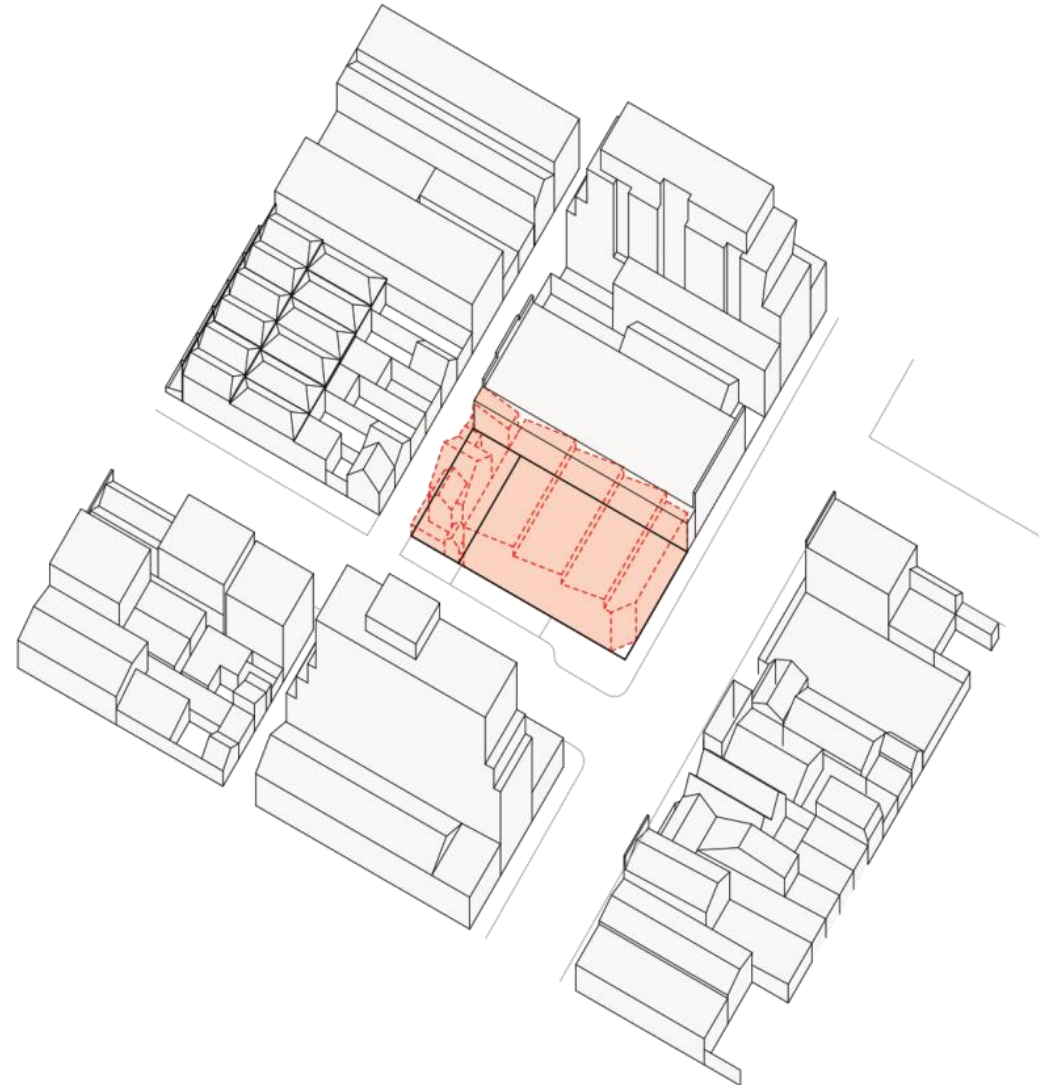
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DESIGN RESPONSE DIAGRAM

2.2 DEMOLITION

The Subject site, contains two existing structures, a single storey dwelling and a double storey warehouse. Both structures are to be demolished.

NOTE: THIS SITE IS NOT AFFECTED BY A HERITAGE OVERLAY



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
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**DESIGN RESPONSE
DIAGRAM 2
DEMOLITION**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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ARCHITECTURE OFFICE**

LEGEND
 DEMOLITION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

**MG
AO**

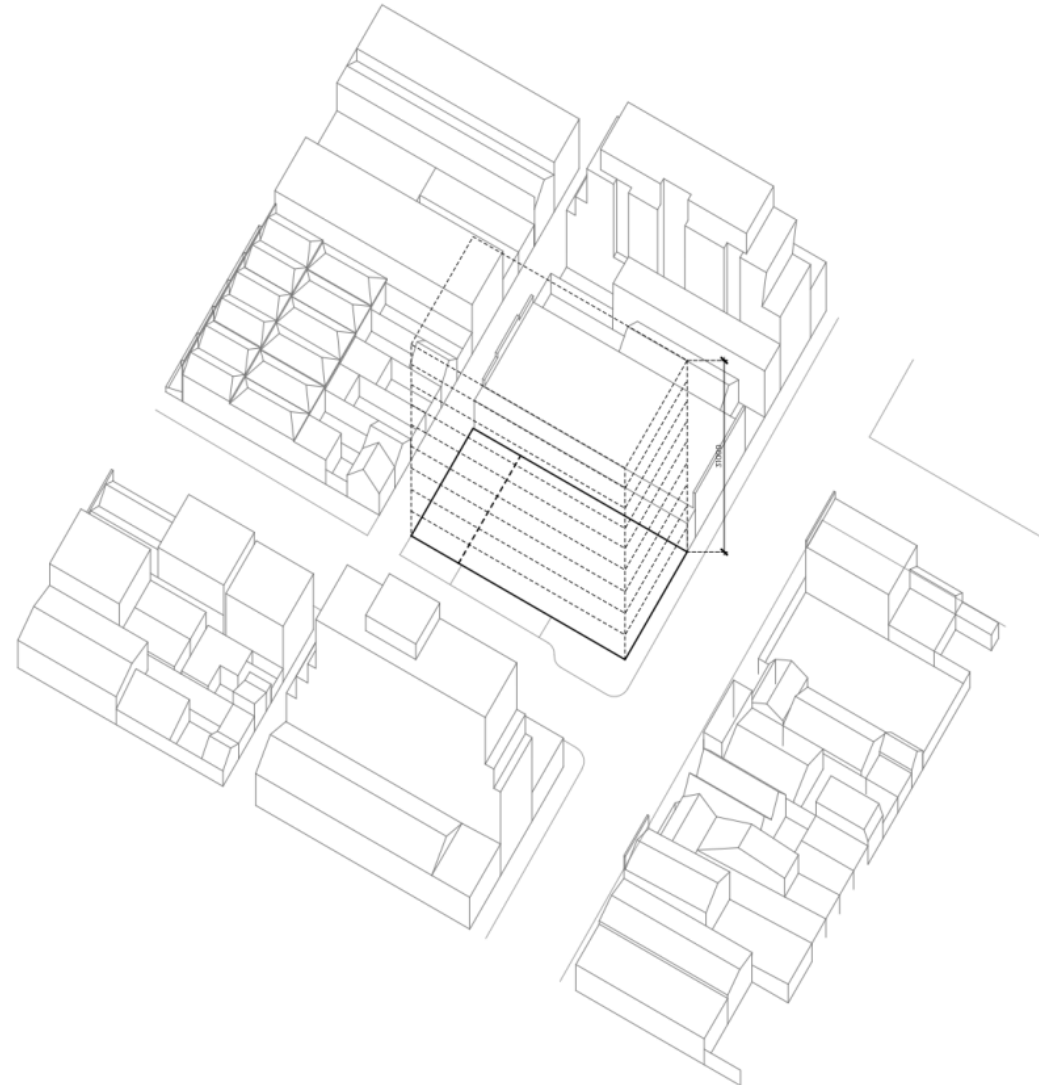
DESIGN RESPONSE DIAGRAM

2.3 BUILDING HEIGHT

DESIGN GUIDELINES

Preferred building height: 24m
Maximum building height: 31m
Building height excludes lift overrun and plant preferred building height can be exceeded when the following is achieved:

- Consistency with design objectives of DD015 excellence for Environmental Sustainable Design measured as a minimum best project score of 70% or 5 star green standard;
- Minimal additional amenity impacts to residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height;



PROJECT
JOHNSTON ST

LOCATION
350-358 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**DESIGN RESPONSE
DIAGRAM 3
MAX BUILDING HEIGHT**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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DESIGN RESPONSE DIAGRAM

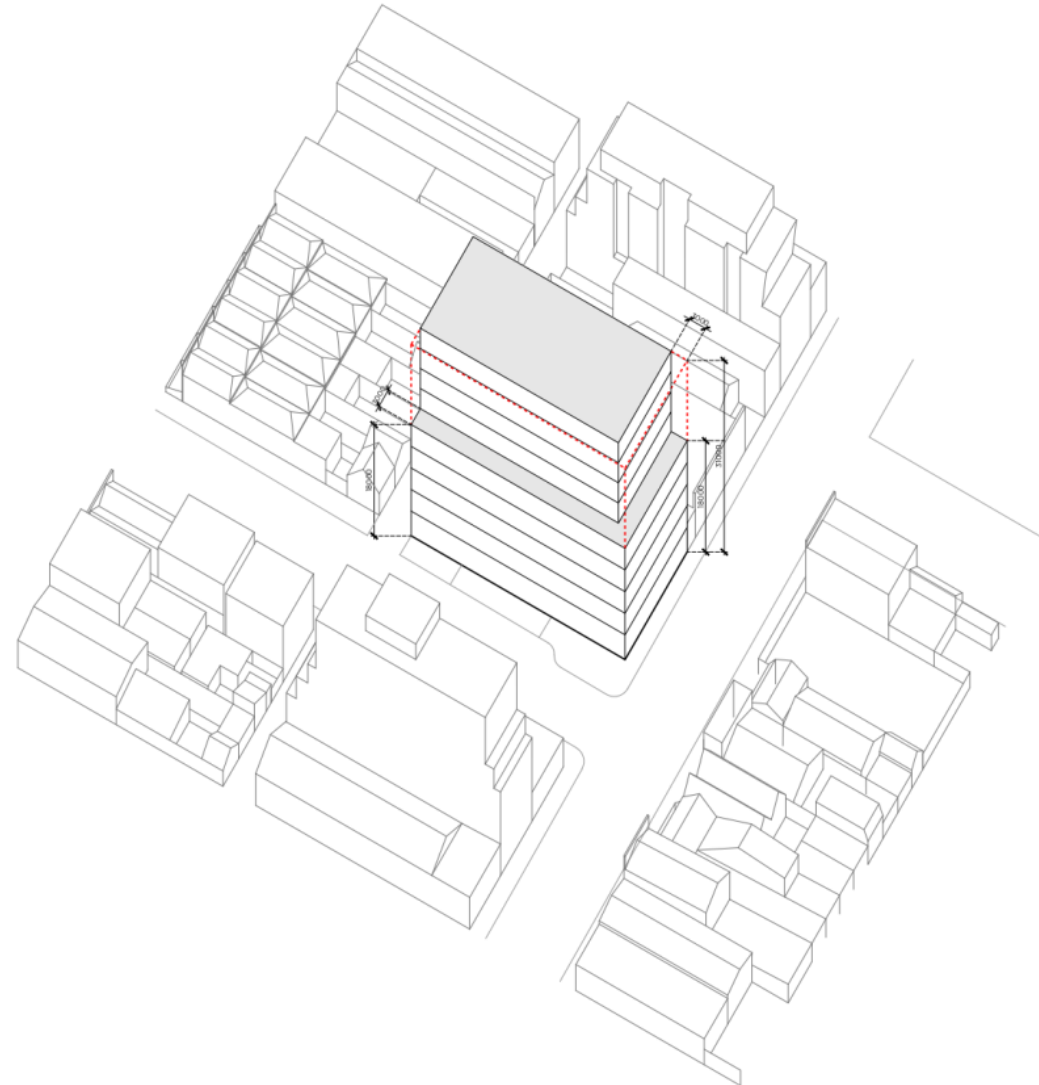
2.4 STREET WALL HEIGHT

DESIGN GUIDELINES

Preferred street wall height: 15m
Maximum street wall height: 18m

DESIGN RESPONSE

The proposed design setback adheres to the maximum 18m street wall height to Rich St and Johnston St facades



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
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TITLE
**DESIGN RESPONSE
DIAGRAM 4
STREET WALL HEIGHT**

SCALE
NTS

DATE
10 DECEMBER 2020

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LEGEND
[Red dashed line symbol] PREVIOUS BUILDING ENVELOP

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DESIGN RESPONSE DIAGRAM

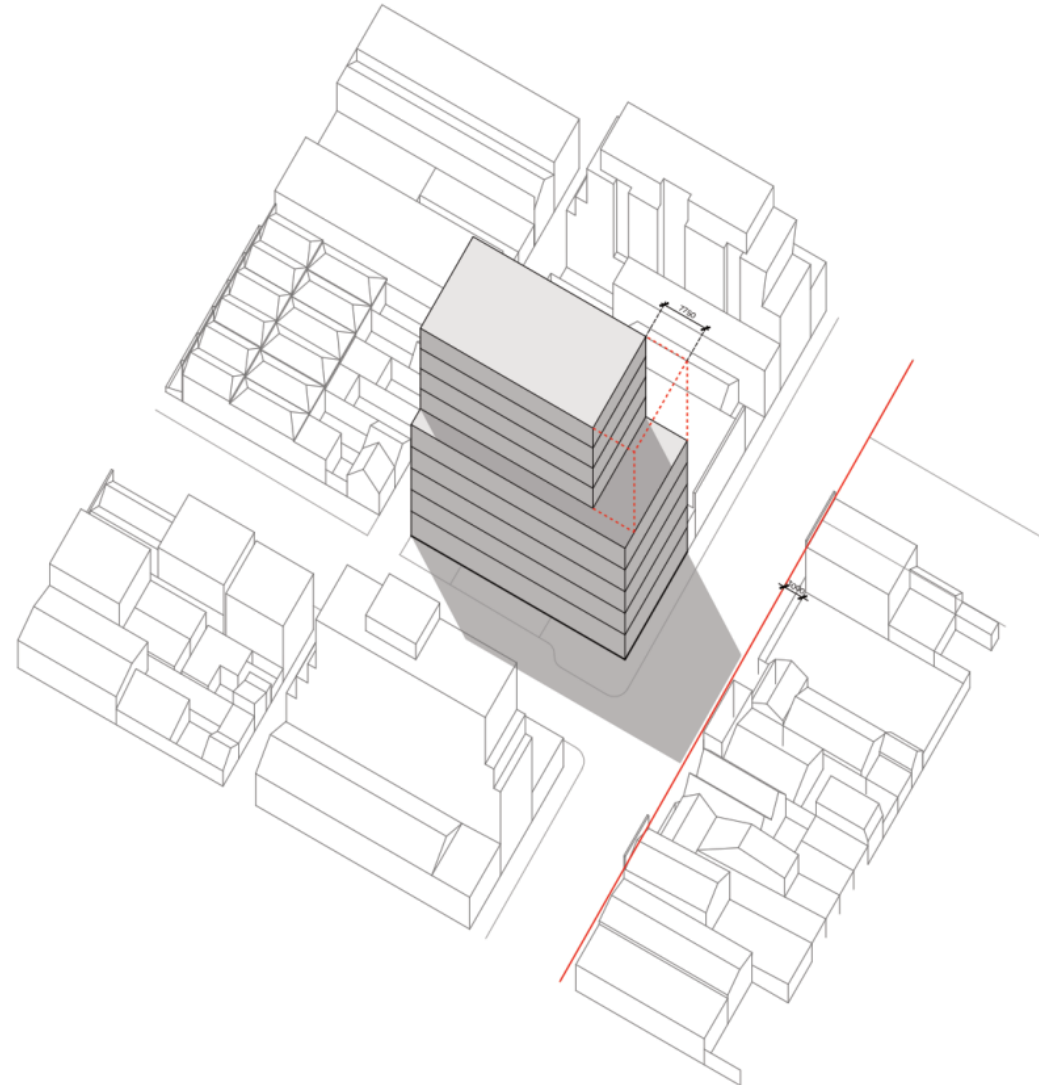
2.5 OVERSHADOWING OF FOOTPATH

DESIGN GUIDELINES

New development must not overshadow the southern footpath of Johnston St, measured as 3m from the boundary of Johnston St, between 10am and pm at September 22

DESIGN RESPONSE

The upper levels have been setback 7550mm in order to avoid overshadowing of the Southern footpath of Johnston St



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
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AUSTRALIA, 3067

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**DESIGN RESPONSE
DIAGRAM 5
JOHNSTON ST
SHADOWS**

SCALE
NTS

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LEGEND
 PREVIOUS BUILDING ENVELOP

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DESIGN RESPONSE DIAGRAM

2.6 REAR INTERFACE

DESIGN GUIDELINES

Preferred minimum rear interface height: 11m

Preferred setback upper level setback: 45° plane taken from top of rear interface wall

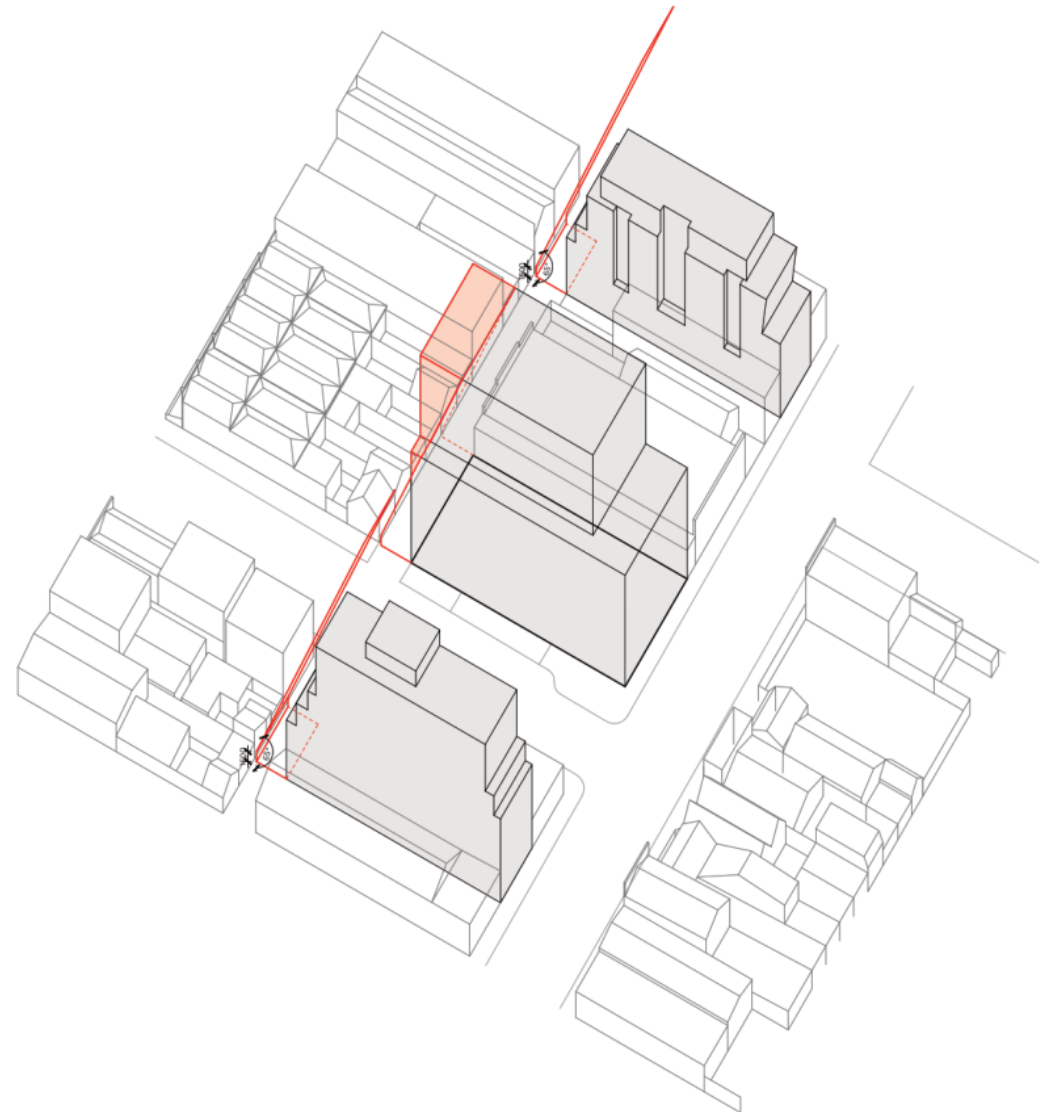
DESIGN RESPONSE

The proposed design adheres to the preferred 11m wall height to the rear interface.

The upper level setbacks do not adhere the design guidelines, with the proposed upper levels being setback at a 54° plane taken from top of rear interface wall.

JUSTIFICATION

The upper level setbacks are inline with neighbouring developments, 344 & 370 Johnston Street.
(Please refer to drawing PA_064)



LEGEND

CURRENT FOR EXCEEDS SETBACK REQUIREMENTS

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**DESIGN RESPONSE
DIAGRAM 6
LT TUNER ST SETBACK**

SCALE
NTS

DATE
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DESIGN RESPONSE DIAGRAM

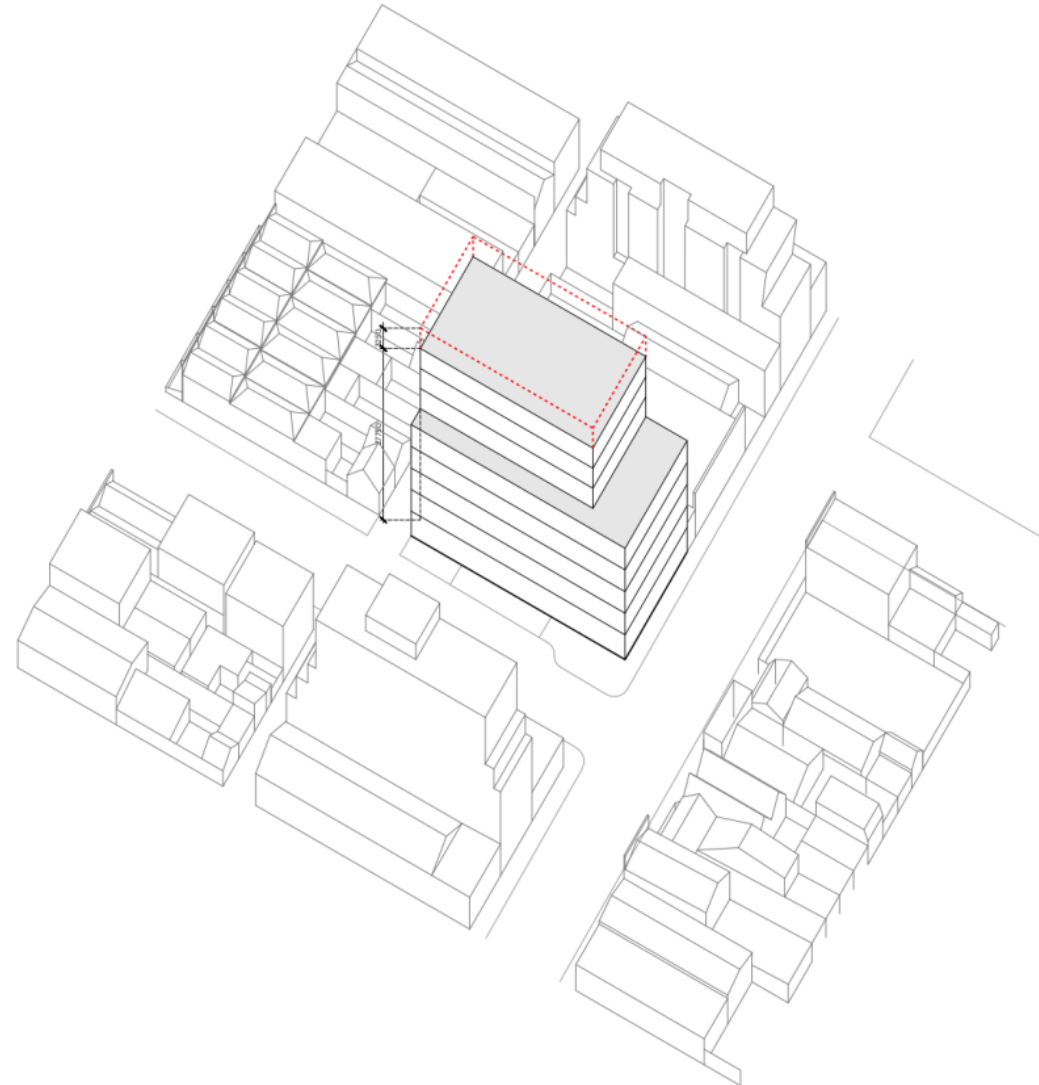
2.7 REDUCED BUILDING HEIGHT

DESIGN GUIDELINES

Preferred building height: 24m
Maximum building height: 31m

DESIGN RESPONSE

The first step taken in order to address the Design guidelines building height requirements was to delete the 9th Storey, reducing the overall height from 31m to nom.28m



PROJECT
JOHNSTON ST

LOCATION
350-358 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**DESIGN RESPONSE
DIAGRAM 6
REDUCED HEIGHT**

SCALE
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DATE
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JOB NO.
A052/ JOHNSTON ST /1907

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LEGEND
 PREVIOUS BUILDING ENVELOP

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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DESIGN RESPONSE DIAGRAM

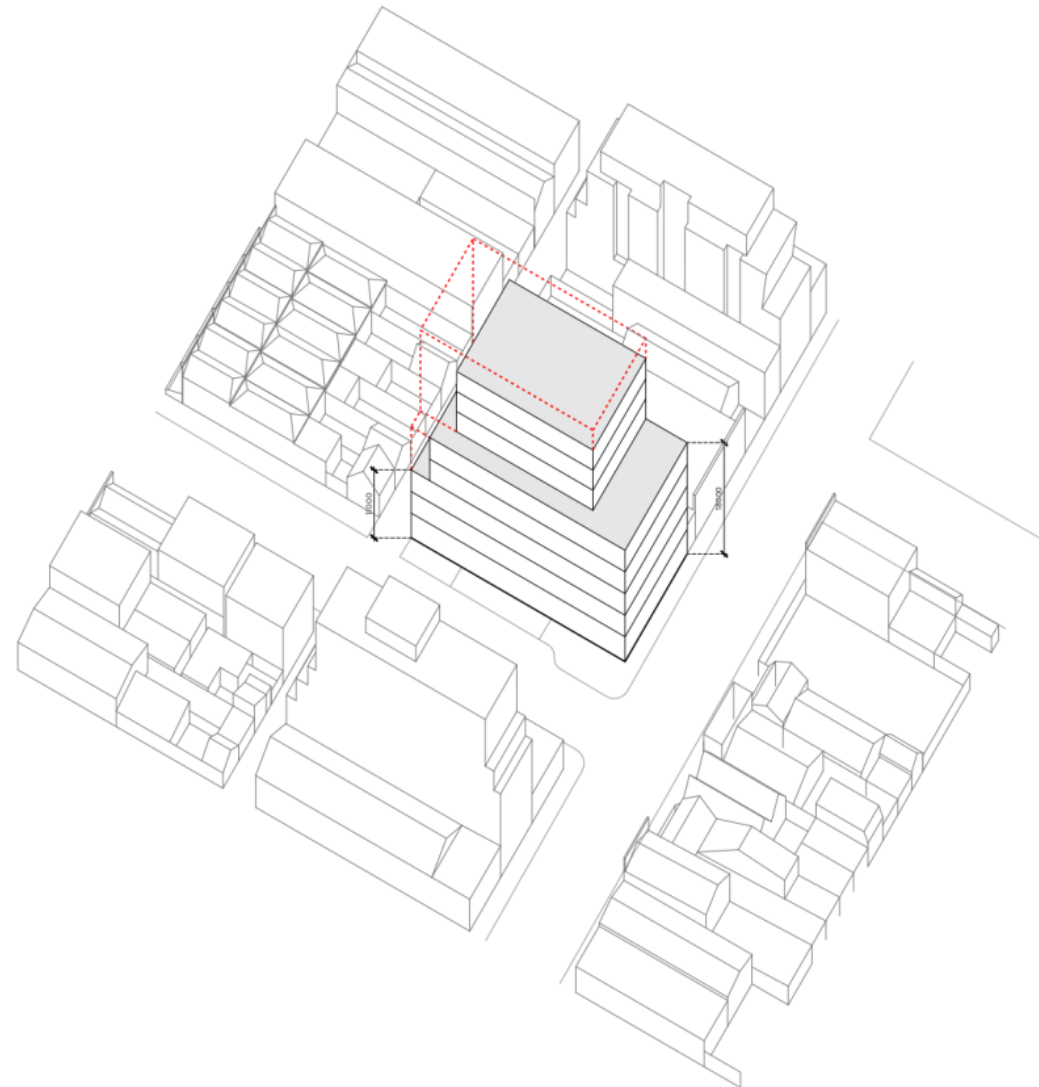
2.8 REAR SETBACK

DESIGN GUIDELINES

Preferred setback upper level setback:
45° plane taken from top of rear
interface wall

DESIGN RESPONSE

The second step taken in order to
address the Design guidelines rear set
back requirements was to terrace the
rear interface facade



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**DESIGN RESPONSE
DIAGRAM 7
REAR SETBACK**

SCALE
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DATE
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LEGEND
 PREVIOUS BUILDING ENVELOP

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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DESIGN RESPONSE DIAGRAM

2.9 PROPOSED REAR SETBACK

DESIGN GUIDELINES

Preferred setback upper level setback:
45° plane taken from top of rear
interface wall - Avoiding wedding cake
design

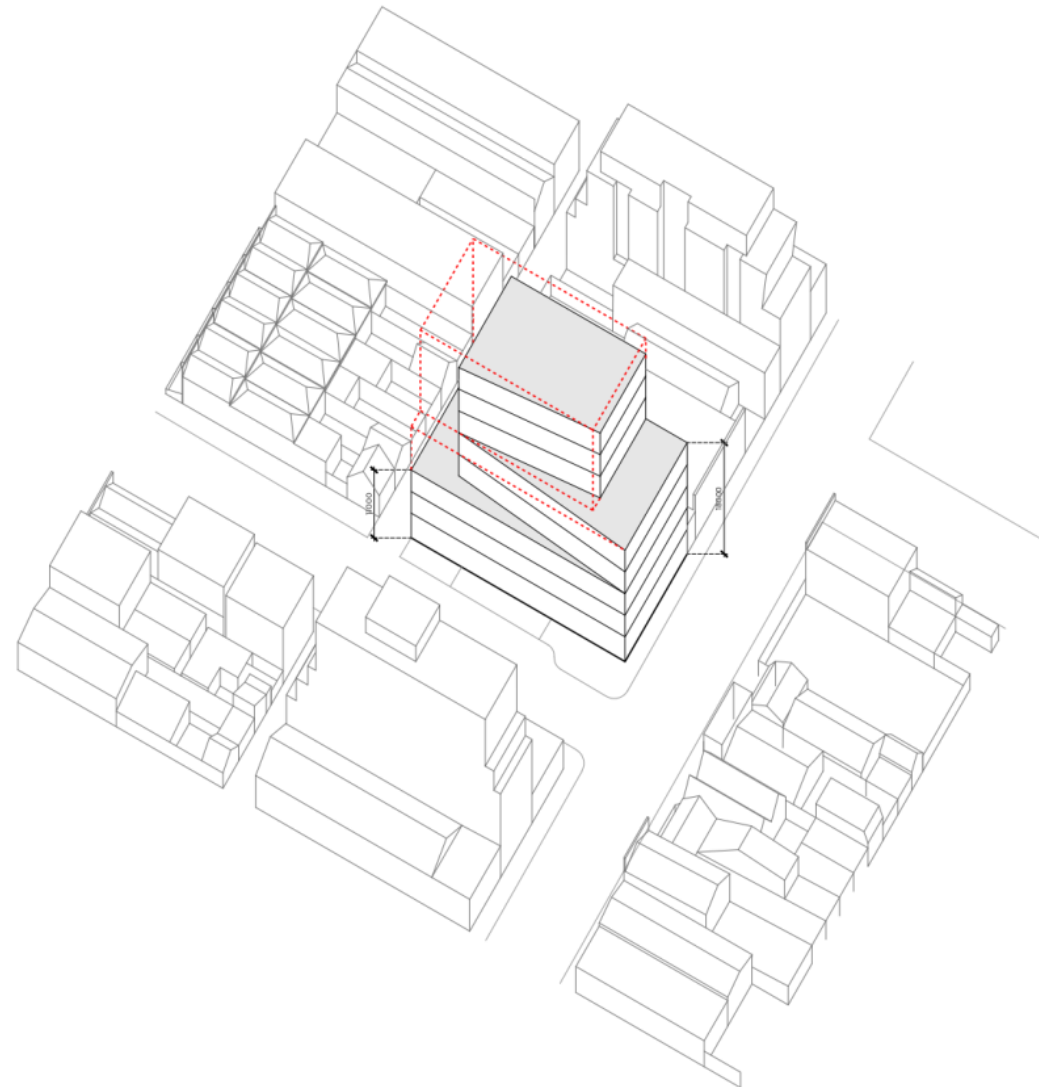
DESIGN RESPONSE

In order to avoid creating a Wedding
Cake effect, the proposed building
envelope sets the upper levels back 7m+
from the title boundary.

The Johnston St street wall height
is retained at 18m, ensuring the
Johnston St facade retains a commercial
character.

The Rich street facade is used to
transition from the large scale
commercial street wall to the small
scale Lt Turner St wall.

The upper levels are further setback
from the Rich St title boundary,
breaking down the sheer wall whilst
reinforcing the scale shift between the
Commercial and Residential zones



LEGEND
 PREVIOUS BUILDING ENVELOP

PROJECT
JOHNSTON ST
 LOCATION
 350-358 JOHNSTON ST
 ABBOTSFORD, VIC
 AUSTRALIA, 3067
 CLIENT
 COBILD

TITLE
**DESIGN RESPONSE
 DIAGRAM 8
 PROPOSED SETBACK**

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 JOB NO.
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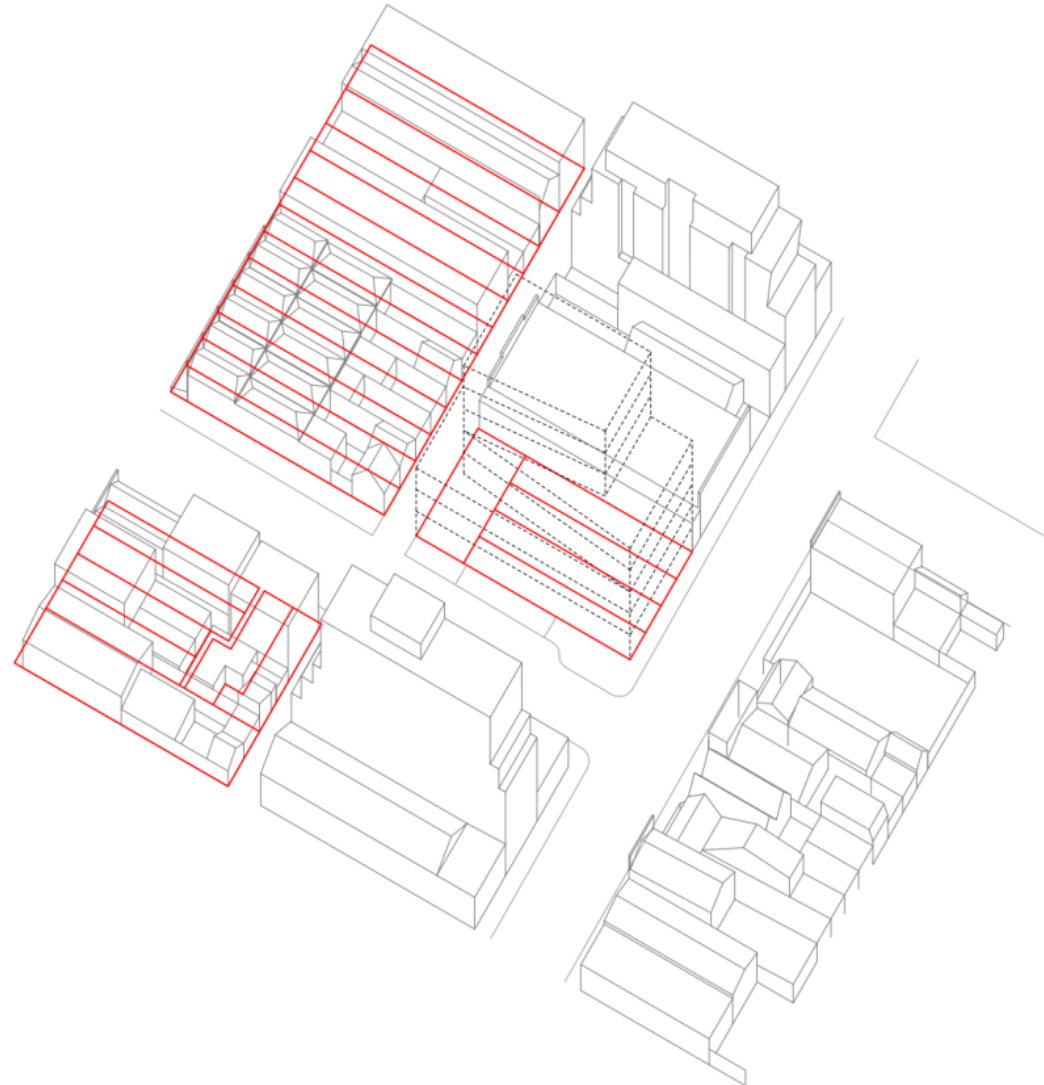
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AO**

DESIGN RESPONSE DIAGRAM

2.10 HERITAGE REFERENCE

The original site, prior to the construction of the existing warehouse, once contained four terrace houses facing Johnston Street.

The plot sizes were at a similar scale and rhythm as the neighbouring heritage dwellings, houses which have contributed to the character of the area for more the 100 years.



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
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TITLE
**DESIGN RESPONSE
DIAGRAM 9
HERITAGE REFERENCE**

SCALE
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LEGEND
 PREVIOUS BUILDING ENVELOP

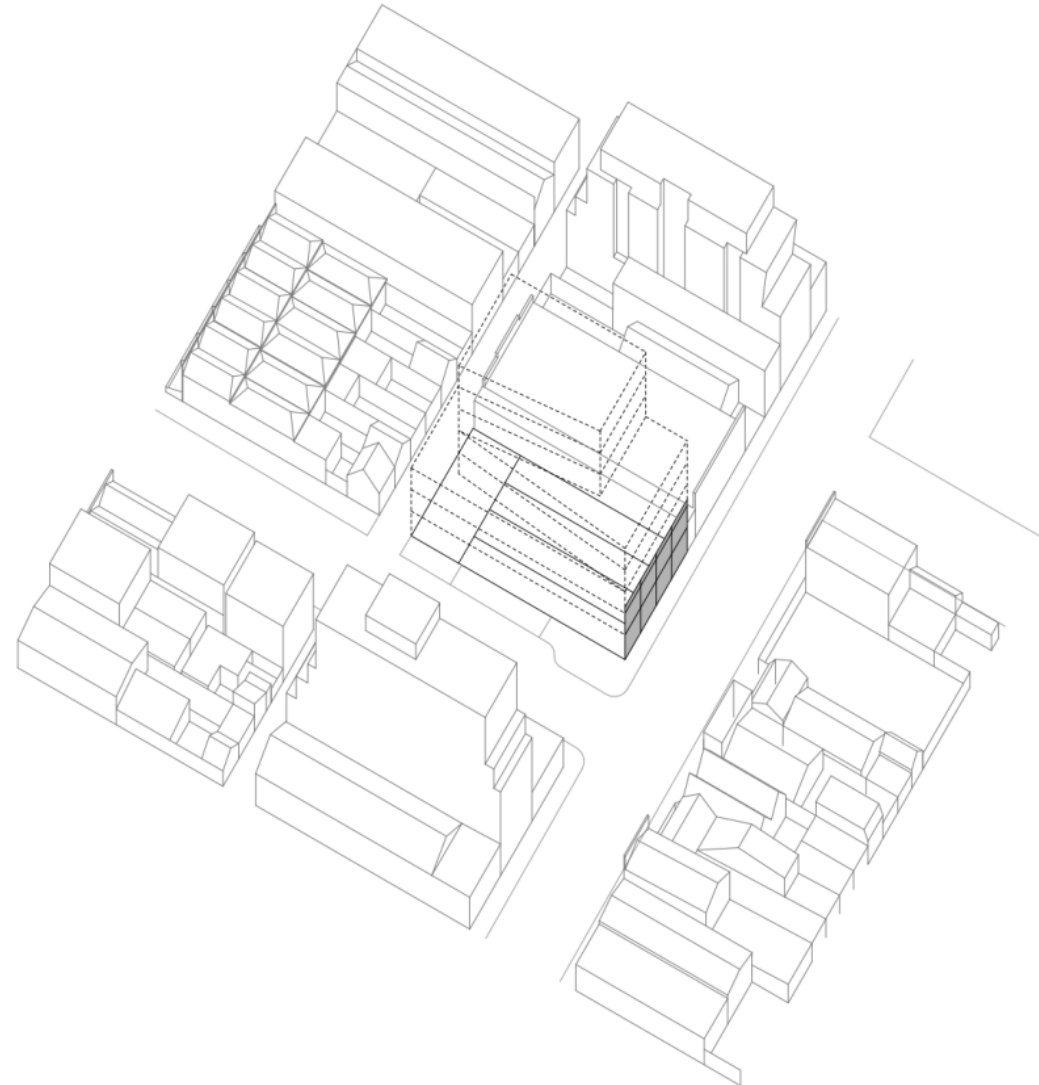
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DESIGN RESPONSE DIAGRAM

2.11 HERITAGE REFERENCE

The former structures provide the basis for the proposed design.



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**DESIGN RESPONSE
DIAGRAM 10
HERITAGE REFERENCE**

SCALE
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LEGEND
 PREVIOUS TERRACE HOUSE FAÇADES

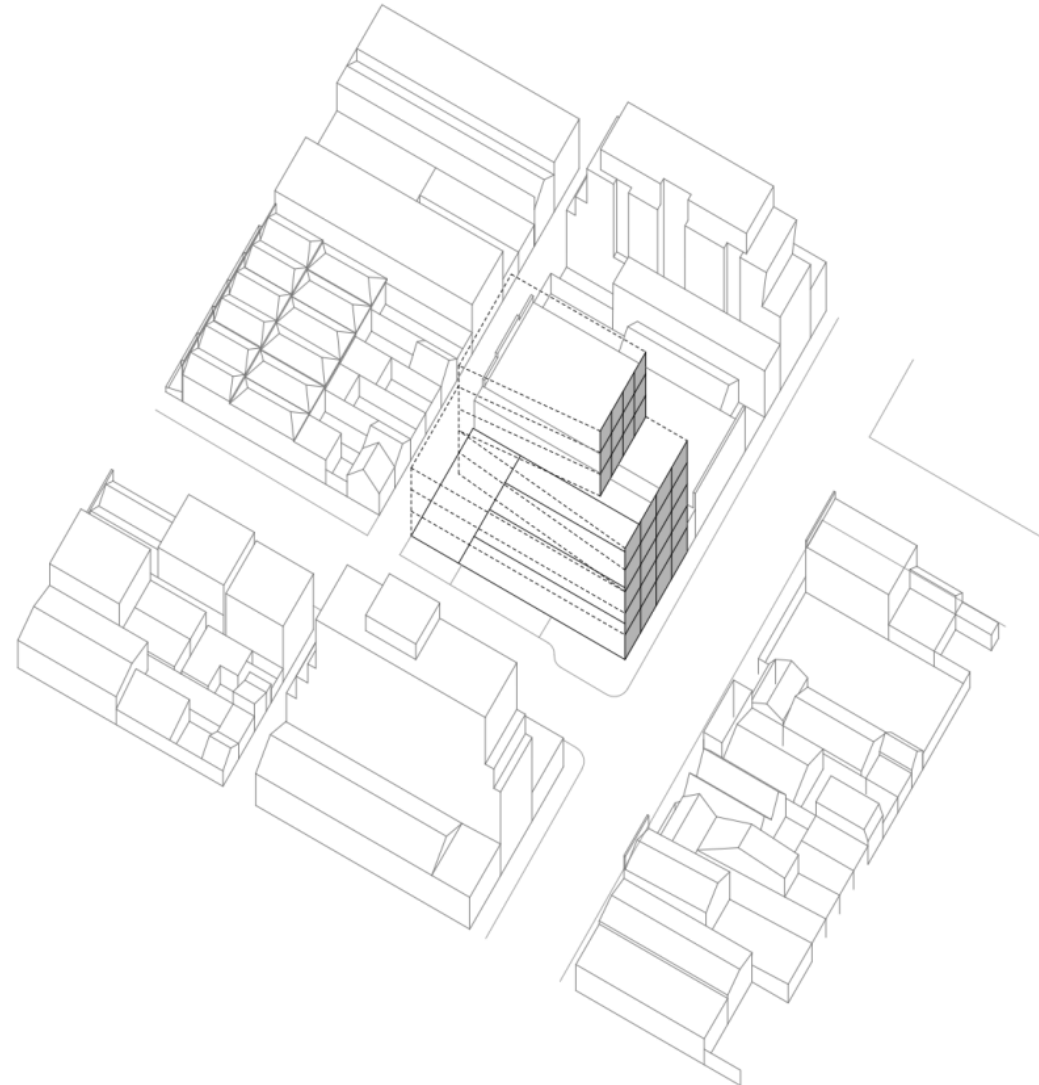
Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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DESIGN RESPONSE DIAGRAM

2.12 HERITAGE OVERLAID

The rhythm of the former Terrace houses is overlaid over the Johnston Street facade. Reinstating the rhythm which was lost when the former terraces house were demolished.



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**DESIGN RESPONSE
DIAGRAM 11
HERITAGE OVERLAID**

SCALE
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DATE
10 DECEMBER 2020

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A052/ JOHNSTON ST /1907

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LEGEND
 PREVIOUS TERRACE HOUSE FAÇADES

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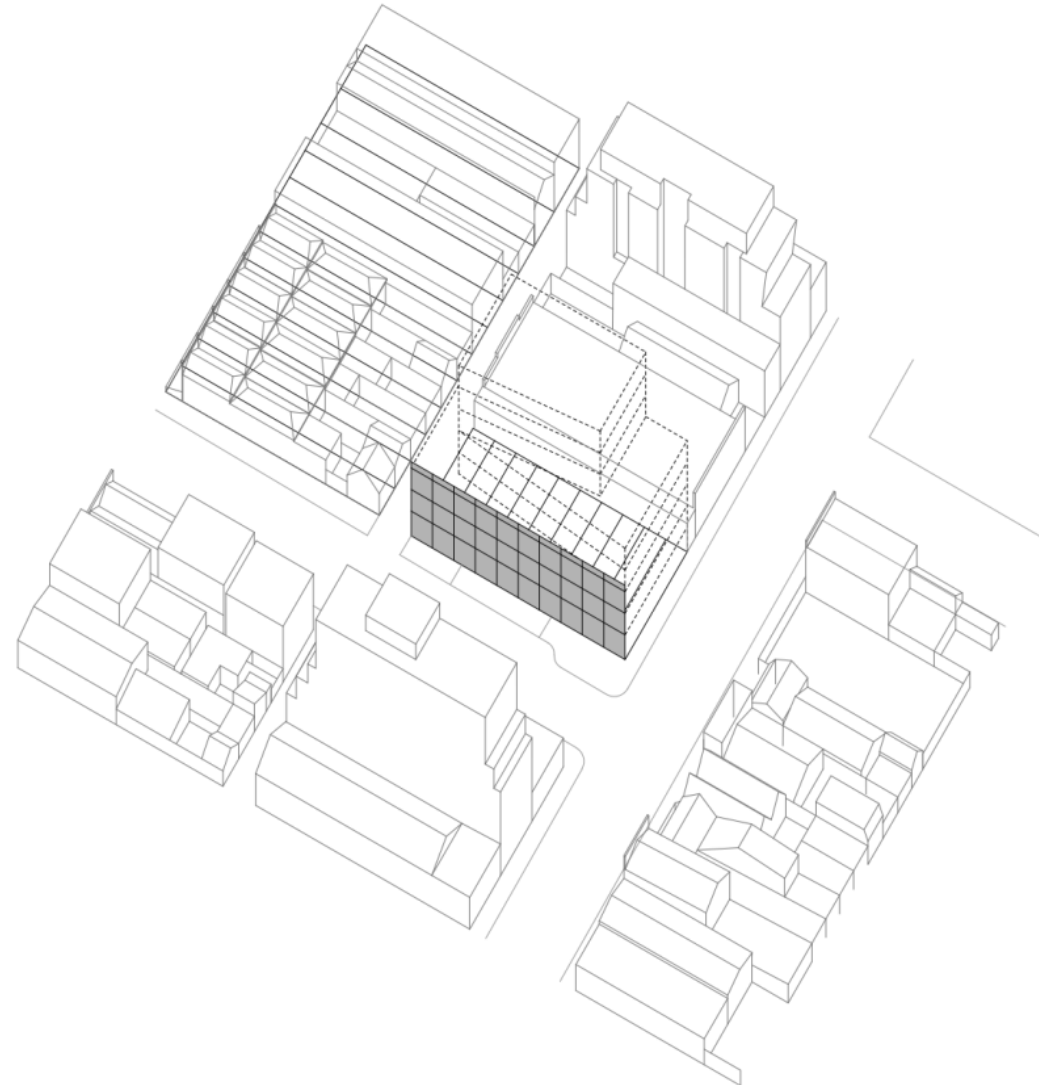
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AO**

DESIGN RESPONSE DIAGRAM

2.13 HERITAGE REFERENCE

The Rich St facade draws reference from rhythm of the neighbouring terrace houses.

The proposed three storey street wall creates a transition from the mid rise commercial facade, and the neighbouring single and double storey terraces houses.



LEGEND
 PREVIOUS TERRACE HOUSE FAÇADES

PROJECT
JOHNSTON ST
 LOCATION
 350-356 JOHNSTON ST
 ABBOTSFORD, VIC
 AUSTRALIA, 3067
 CLIENT
 COBILD

TITLE
**DESIGN RESPONSE
 DIAGRAM 12
 LANDSCAPING**

SCALE
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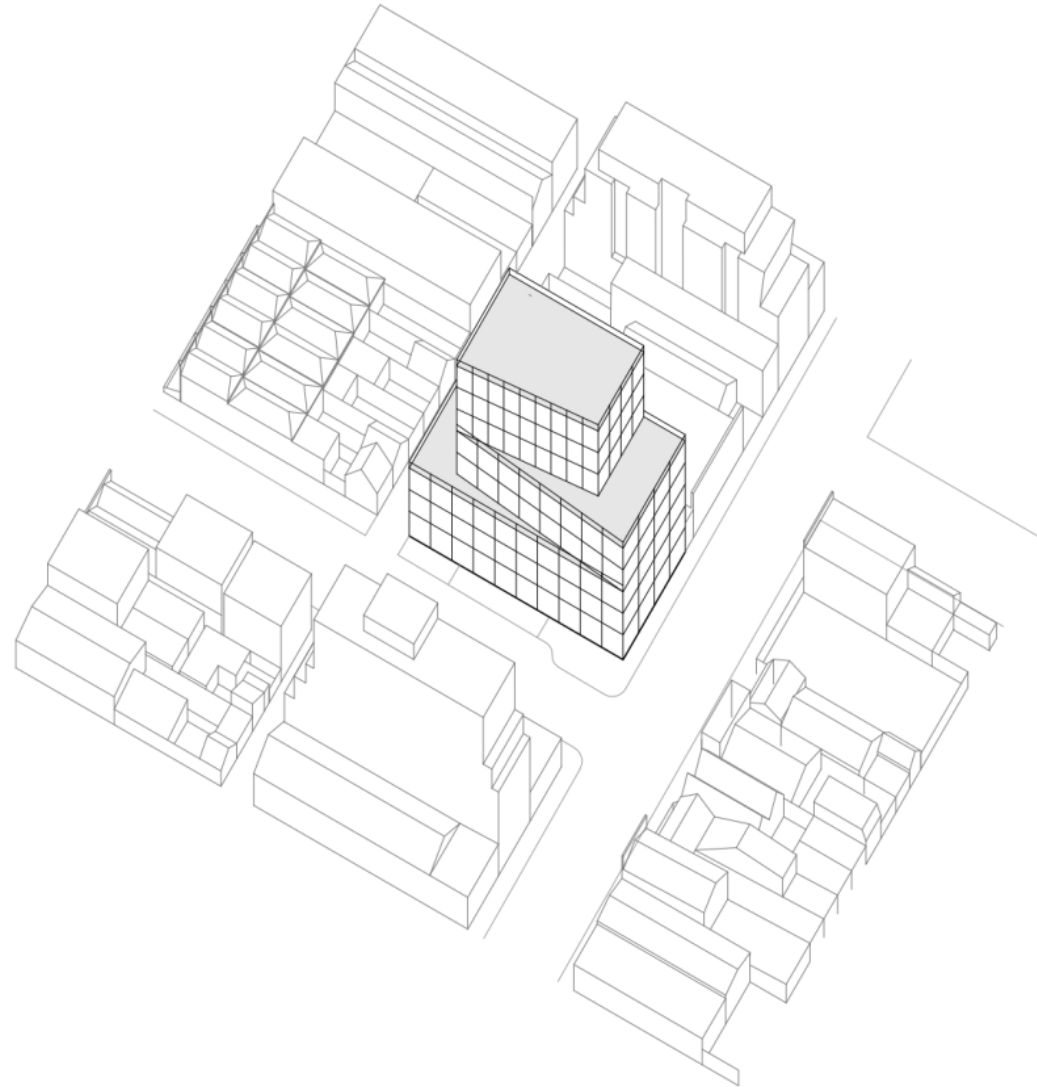
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DESIGN RESPONSE DIAGRAM

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2.14 HERITAGE REFERENCE

The structural logic of the lower levels draws reference from the surrounding terrace houses. This logic is then drawn through the upper levels creating a coherent facade.



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**DESIGN RESPONSE
DIAGRAM 12
HERITAGE REFERENCE**

SCALE
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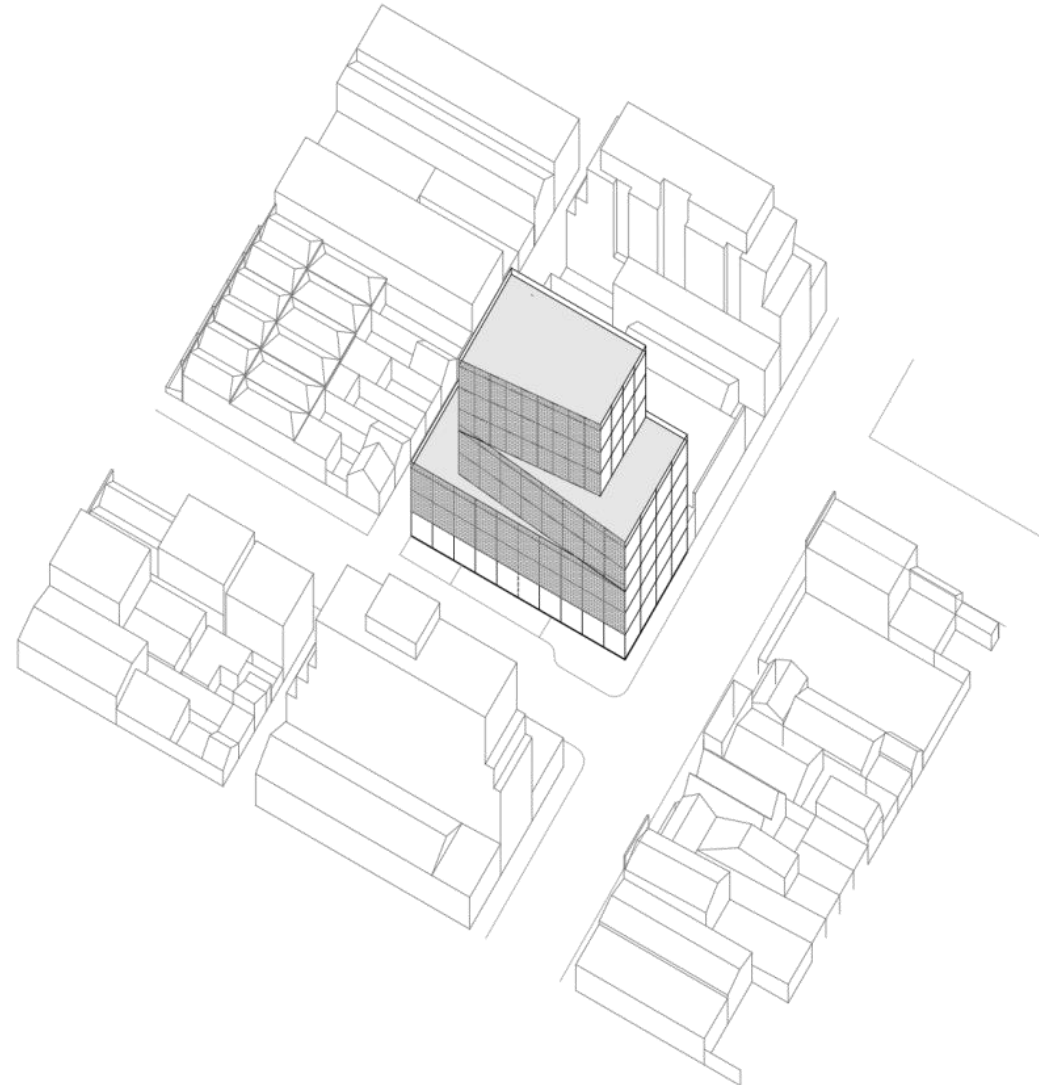
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DESIGN RESPONSE DIAGRAM

2.15 SCREEN

The Rich St facade faces West.
An external shade screen is proposed
for the western elevation, providing
relief from the harsh western sun.

The use of the external screen
draws reference from the cast iron
fenestration found on the terrace house
balcony. A simple device which is both
functional and ornamental.



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**DESIGN RESPONSE
DIAGRAM 12
LANDSCAPING**

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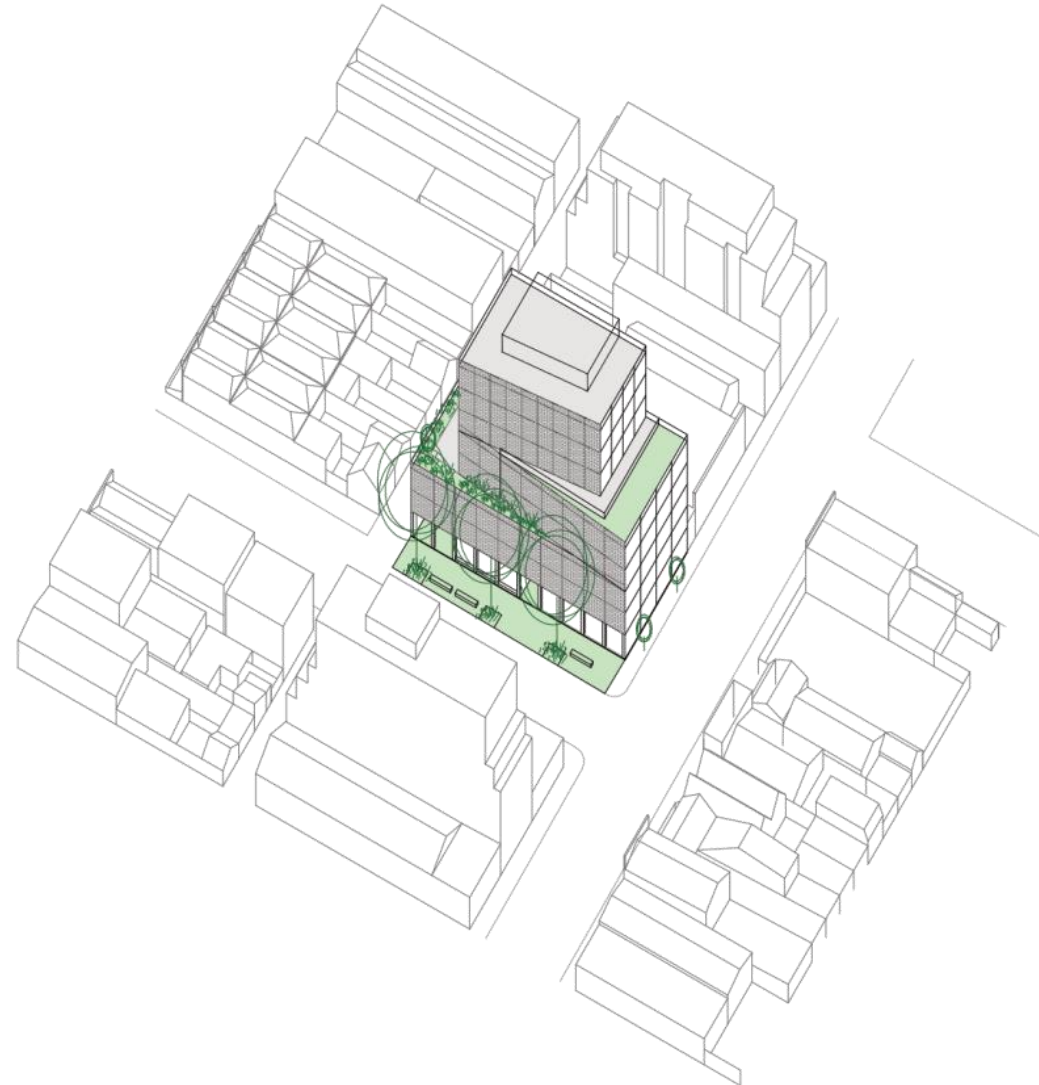
DESIGN RESPONSE DIAGRAM

2.16 LANDSCAPING

The Rich St facade is currently comprised of a number of crossovers, providing vehicle access into the warehouse.

The Landscape design propose to reinstate the footpath, creating an activated street frontage, accommodating external trading for the proposed commercial tenancies.

The landscaping is drawn further into the design, through a number of landscaped terraces.



LEGEND
LANDSCAPED AREAS

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3087

CLIENT
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TITLE
**DESIGN RESPONSE
DIAGRAM 12
LANDSCAPING**

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3 / DESIGN CONCEPT

PROJECT
350-356 JOHNSTON ST

TITLE
TOWN PLANNING
APPLICATION
DRAWING SET TP1

DATE
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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

3.1 HERITAGE REFERENCES



IMAGE LEGEND

1. CONTINUOUS ROW OF SINGLE STOREY TERRACE HOUSES - TURNER ST, ABBOTSFORD
2. CONTINUOUS ROW OF DOUBLE STOREY TERRACE HOUSES CONVERTED INTO COMMERCIAL / RETAIL AT GROUND LEVEL - WELLINGTON ST, CLIFTON HILL
3. SCALE SHIFT BETWEEN SINGLE STOREY TERRACE HOUSES AND LARGER DOUBLE STOREY TERRACE HOUSE - BATH ST, ABBOTSFORD
4. A PAIR OF DOUBLE STOREY TERRACE HOUSES, GRAND PROPORTIONS AT GROUND LEVEL, SMALL PROPORTIONS TO UPPER LEVEL - TURNER ST, ABBOTSFORD
5. A PAIR OF DOUBLE STOREY TERRACE HOUSES, CAST IRON FENESTRATION, ACTS AS ORNAMENT AND SHADING / PRIVACY SCREEN - RICH ST, ABBOTSFORD

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**HERITAGE REFERENCE
IMAGES**

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3.2 HERITAGE ANALYSIS

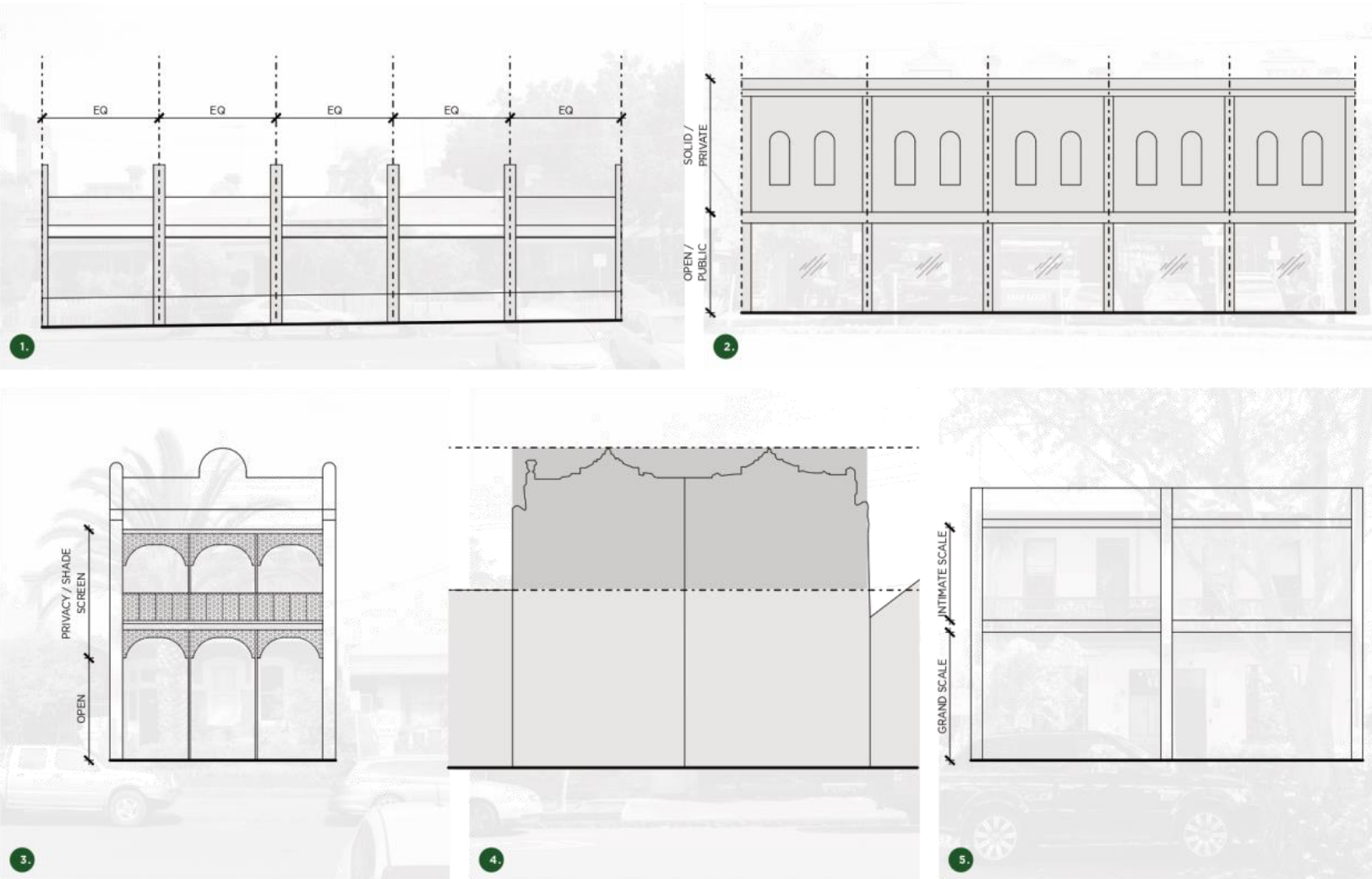


IMAGE LEGEND

1. RHYTHM OF THE ROW OF VICTORIAN TERRACE HOUSES, CREATED BY STRUCTURAL PARTY WALL
2. THE PUBLIC STREET LEVEL IS ACTIVATED BY GLAZED OPENINGS TO THE RETAIL SPACE - THE UPPER LEVEL IS CLOSED AND PRIVATE IN CONTRAST.
3. CAST IRON SCREENS TO THE UPPER LEVEL ENHANCES SENSE OF PRIVACY TO THE INTERNAL SPACE
4. SHIFTS IN SCALE FREQUENTLY OCCUR IN THE NEARBY AREA. JUMPING FROM SINGLE STORY COTTAGES TO GRAND DOUBLE STOREY TERRACE HOUSES
5. A SUBTLE SHIFT IN CEILING HEIGHTS PROVIDES THE GROUND FLOOR WITH A SENSE OF GRANDEUR, AND A MORE INTIMATE SCALE / PROPORTION TO THE UPPER LEVEL.

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**HERITAGE REFERENCE
DIAGRAMS**

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3.3 DESIGN PRECEDENTS - SCREEN FACADE

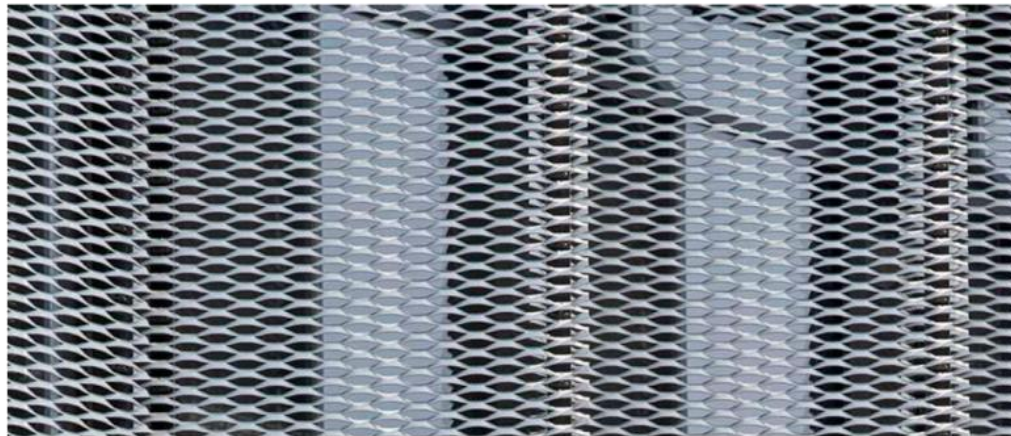


PROJECT REFERENCE

FIELDWORK
 COBILD HQ
 CREMORNE, 2019

PROJECT QUALITIES

- EXPANDED MESH SCREEN
- COMMANDS THE CORNER SITE WHILE CREATING FOCUS ON THE STREET LEVEL FACADE
- OPERABLE FACADE



**MG
 AO**

PROJECT
JOHNSTON ST

LOCATION
 350-356 JOHNSTON ST
 ABBOTSFORD, VIC
 AUSTRALIA, 3067

CLIENT
 COBILD

TITLE
FACADE REFERENCE

SCALE
 NTS

DATE
 10 DECEMBER 2020

JOB NO.
 A052/ JOHNSTON ST /1907

DRAWN
 MG

DRAWING NO.
PA_033

REVISION
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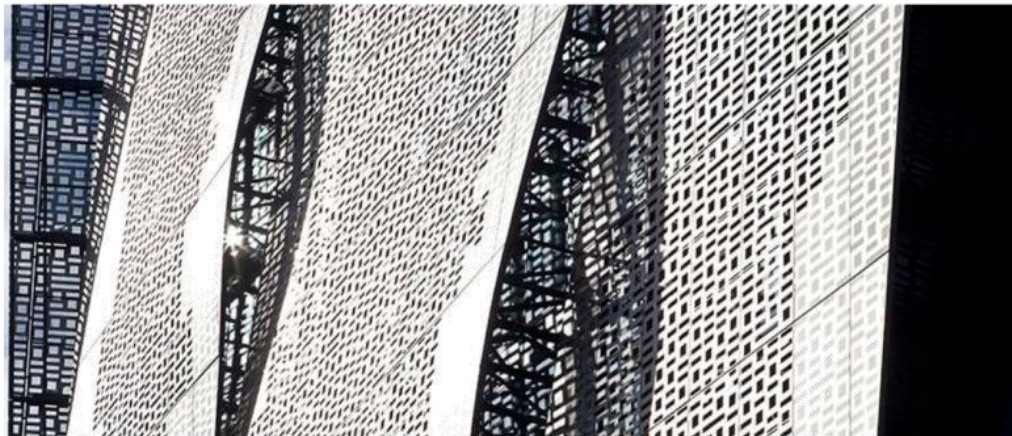
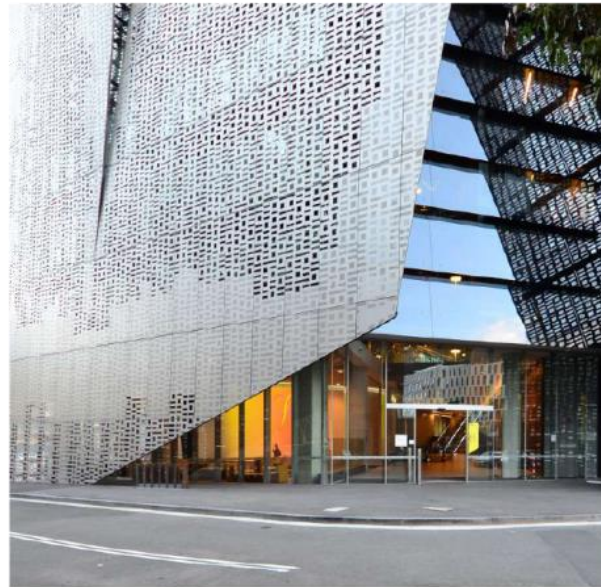


311 GREVILLE STREET
 PRAHRAN, VIC
 AUSTRALIA 3181
 (03) 9939 9392
 MGAO.COM.AU

**MATT GOODMAN
 ARCHITECTURE OFFICE**

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

3.4 DESIGN PRECEDENTS - SCREEN



**MG
AO**

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
FACADE REFERENCE

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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DRAWING NO.
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PROJECT REFERENCE

DENTON CORKER MARSHALL
UTS
SYDNEY, 2015

PROJECT QUALITIES

- PERFORATED MESH SCREEN
- COMMANDS THE CORNER SITE
- CONSIDERED AT 'GATEWAY' BUILDING INTO THE SYDNEY CBD

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

3.5 DESIGN PRECEDENTS - SCALE TRANSITION / GRID

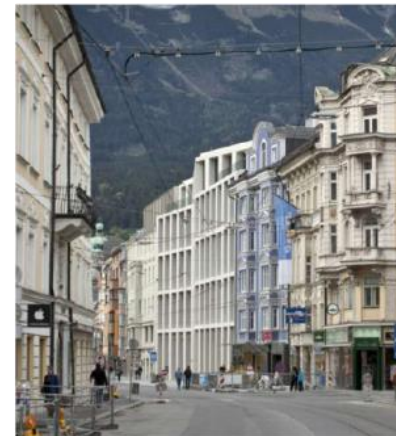


PROJECT REFERENCE

DAVID CHIPPERFIELD ARCHITECTS
KAUFHAUS TYROL
INNSBRUCK, 2010

PROJECT QUALITIES

- FORM MEDIATES SCALE BETWEEN NEIGHBOURING BUILDINGS
- RHYTHM OF FACADE REFERENCES NEIGHBOURING BUILDINGS
- MODERN / ABSTRACTED FORM, STILL SITS COMFORTABLY IN CONTEXT



MG
AO

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
FACADE REFERENCE

SCALE
NTS

DATE
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3.6 DESIGN PRECEDENTS - STRUCTURAL GRID



PROJECT REFERENCE

HERZOG DE MEURON
40 BOND
NEW YORK, 2007

PROJECT QUALITIES

- STREET WALL HEIGHT MATCHES NEIGHBOURS
- SETBACKS USED TO ENABLE ADDITIONAL BUILDING HEIGHT
- FACADE CREATES SUBTLE CONNECTION WITH LOAD BEARING FACADES
- USE OF LANDSCAPE/PLANTING TO INCREASE SENSE OF SET BACK



**MG
AO**

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
FACADE REFERENCE

SCALE
NTS

DATE
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JOB NO.
A052/ JOHNSTON ST /1907

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**3D PERSPECTIVE
JOHNSTON ST
LOOKING WEST**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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MG

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3.7 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**3D PERSPECTIVE
JOHNSTON ST
LOOKING EAST**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
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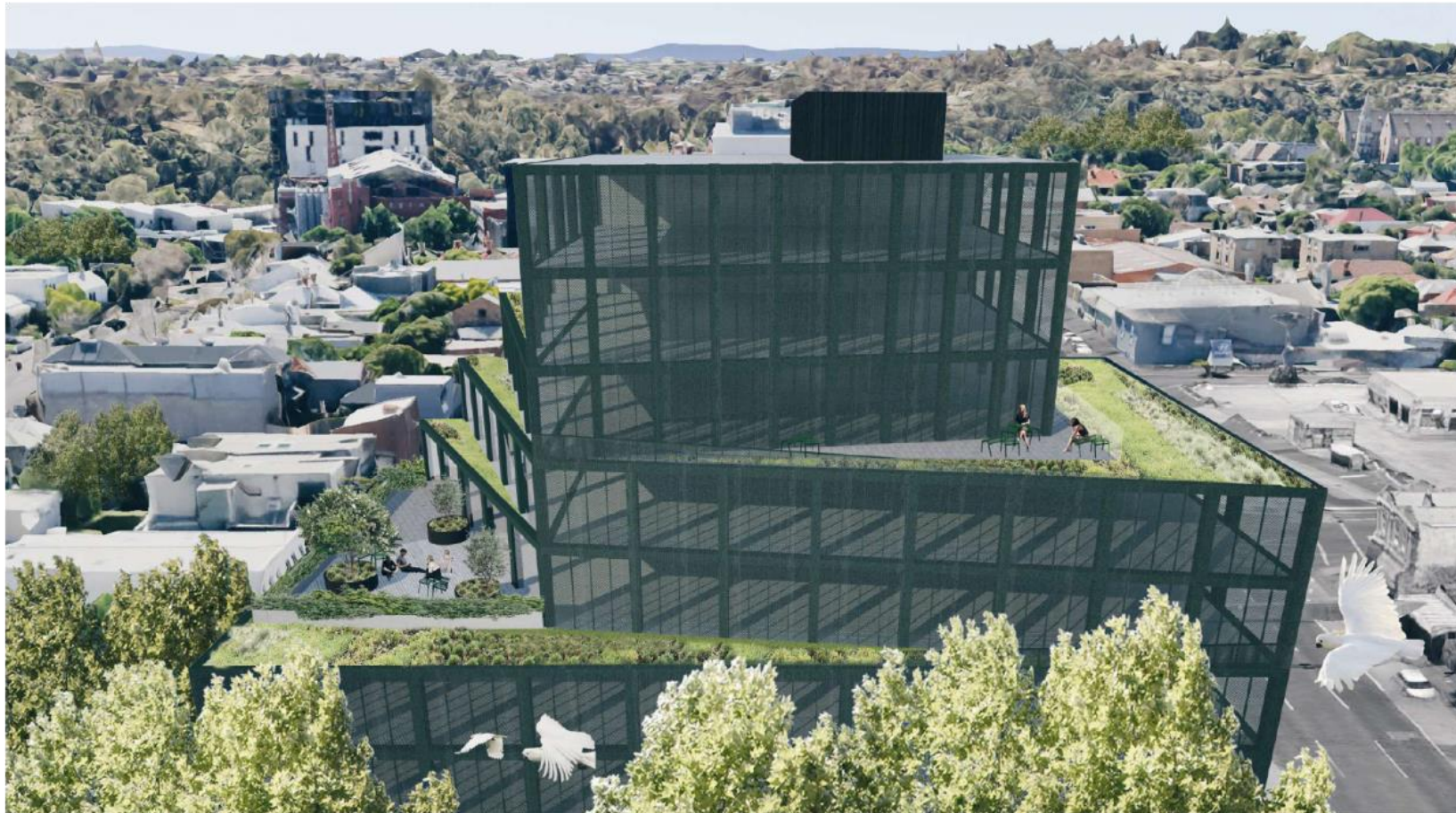
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3.8 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**3D PERSPECTIVE
BIRDSYE VIEW
ABOVE RICH ST**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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3.9 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**3D PERSPECTIVE
TURNER ST
LOOKING SOUTH**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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3.10 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**3D PERSPECTIVE
RICH ST
LOOKING SOUTH**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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3.11 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**3D PERSPECTIVE
RICH ST AND
LITTLE TURNER ST**

SCALE
NTS

DATE
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JOB NO.
A052/ JOHNSTON ST /1907

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3.12 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**3D PERSPECTIVE
RICH ST FACADE**

SCALE
NTS

DATE
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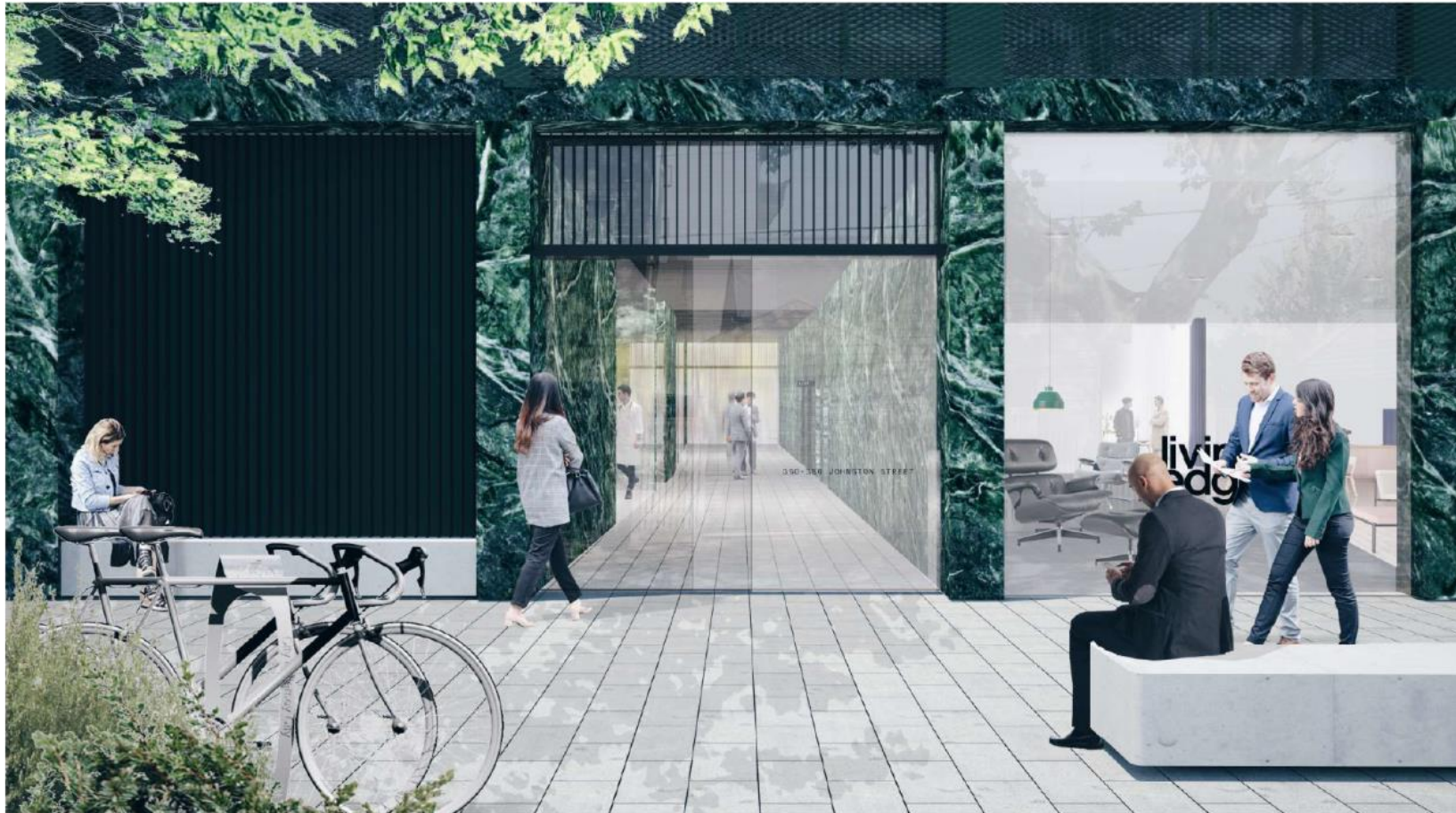
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3.13 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**3D PERSPECTIVE
RICH STREET ENTRY**

SCALE
NTS

DATE
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3.14 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

**MG
AO**



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**3D PERSPECTIVE
OFFICE INTERIOR
LEVEL 3 TERRACE**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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3.15 3D PERSPECTIVE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**3D PERSPECTIVE
LEVEL 5 TERRACE**

SCALE
NTS

DATE
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3.16 3D PERSPECTIVE

M G
A O

4 / DOCUMENTATION

PROJECT
350-356 JOHNSTON ST

TITLE
TOWN PLANNING
APPLICATION
DRAWING SET TP1

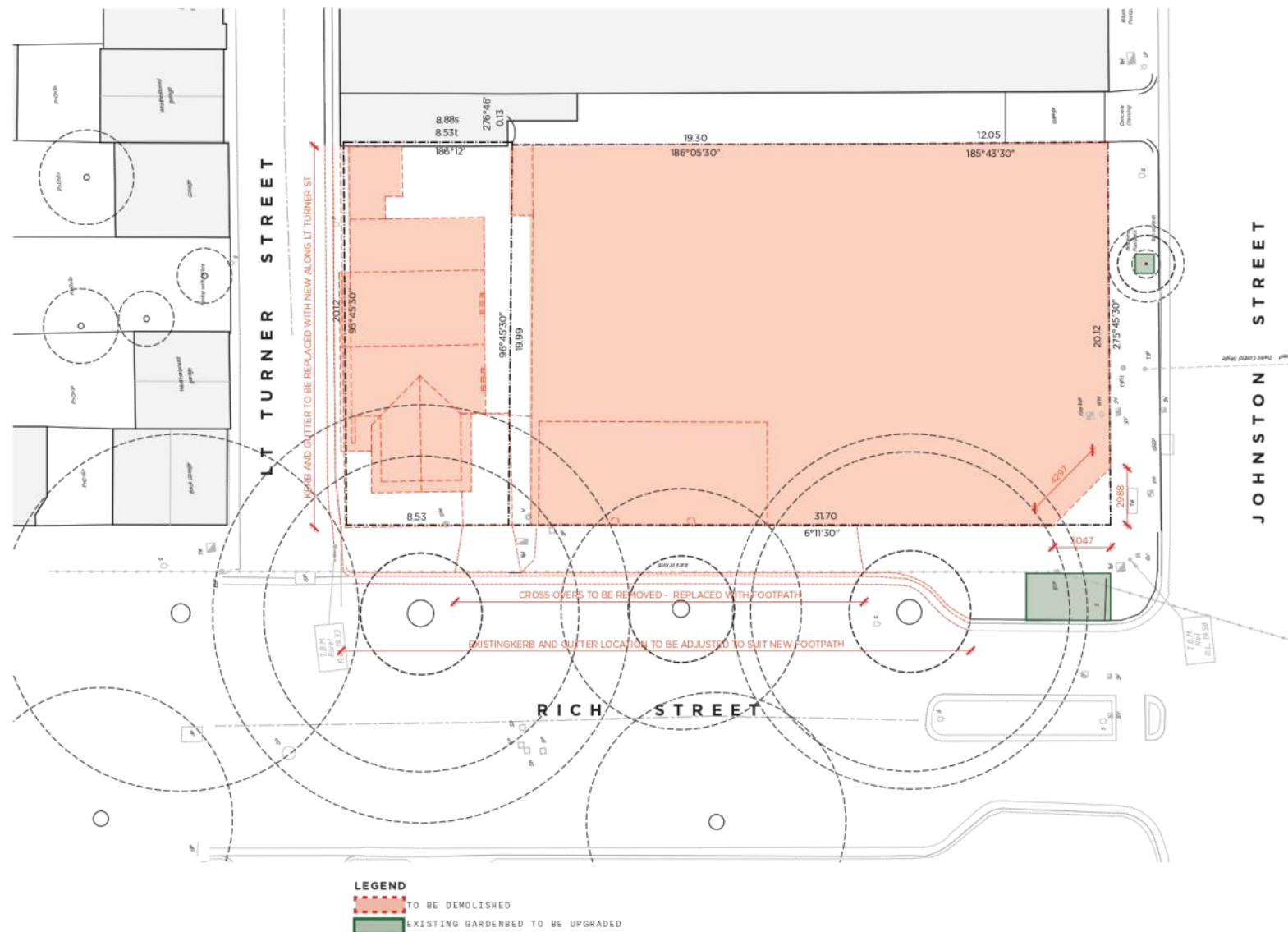
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3087

CLIENT
COBILD

TITLE
**FLOORPLAN
DEMOLITION**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

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MG

DRAWING NO.
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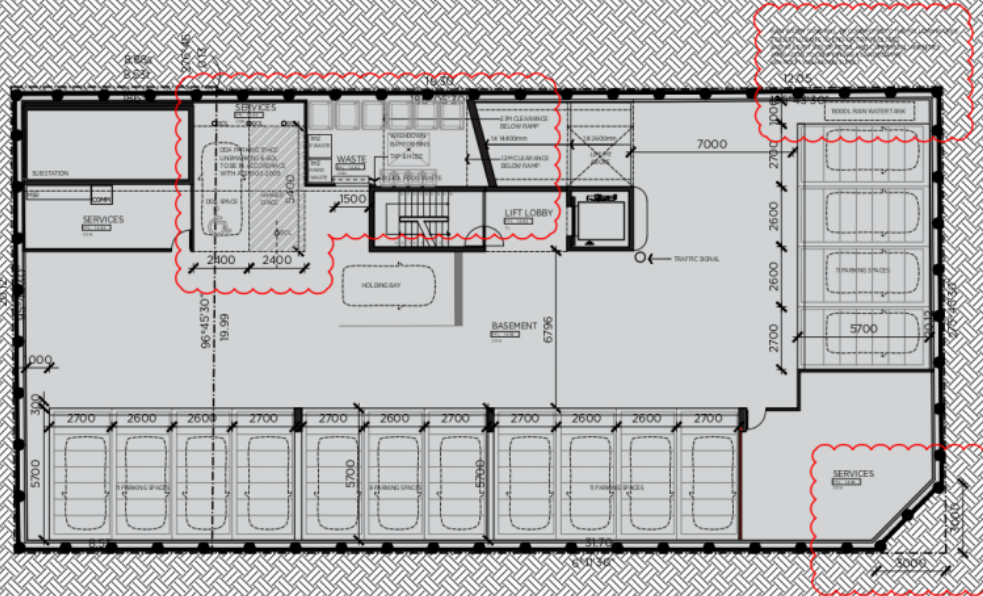
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4.2 GROUND FLOORPLAN - DEMOLITION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



PROJECT
JOHNSTON ST

LOCATION
350-358 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3087

CLIENT
COBILD

TITLE
**FLOORPLAN
BASEMENT 1**

SCALE
1:200BA3

DATE
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JOB NO.
A052/ JOHNSTON ST /1907

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DRAWING NO.
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AREA SCHEDULE
GFA AREA: 806M2

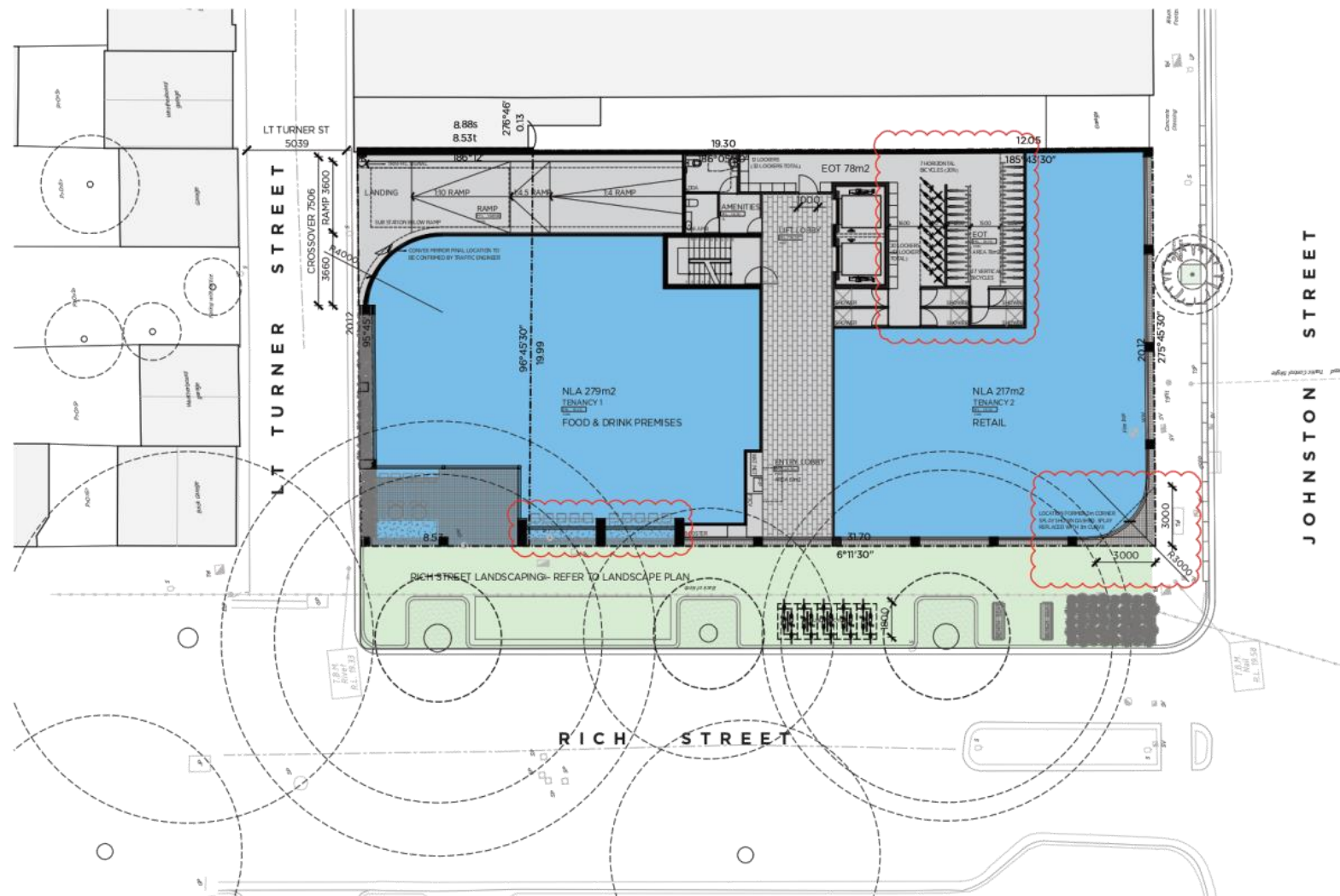
LEGEND
[Grey Box] SERVICES/STORE

41 PARKING SPACES
1 DDA PARKING SPACE

4.3 BASEMENT FLOORPLAN

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



AREA SCHEDULE
GFA AREA: 806M2
NLA AREA: 521M2

LEGEND
 [Grey Box] SERVICES/STORE
 [Blue Box] TENANCY (RETAIL - FOOD & DRINK PREMISE)
 [Green Box] LANDSCAPED STREETFRON - REFER LANDSCAPE DRAWINGS

39 BICYCLE PARKING SPACES
20% HORIZONTAL

NOTE: NO OPERABLE WINDOWS

4.4 GROUND FLOORPLAN

PROJECT
JOHNSTON ST
 LOCATION
 350-356 JOHNSTON ST
 ABBOTSFORD, VIC
 AUSTRALIA, 3067
 CLIENT
 COBILD
 TITLE
FLOORPLAN
GROUND - 0
 SCALE
 1:200BA3
 DATE
 10 DECEMBER 2020
 JOB NO.
 A052/ JOHNSTON ST /1907
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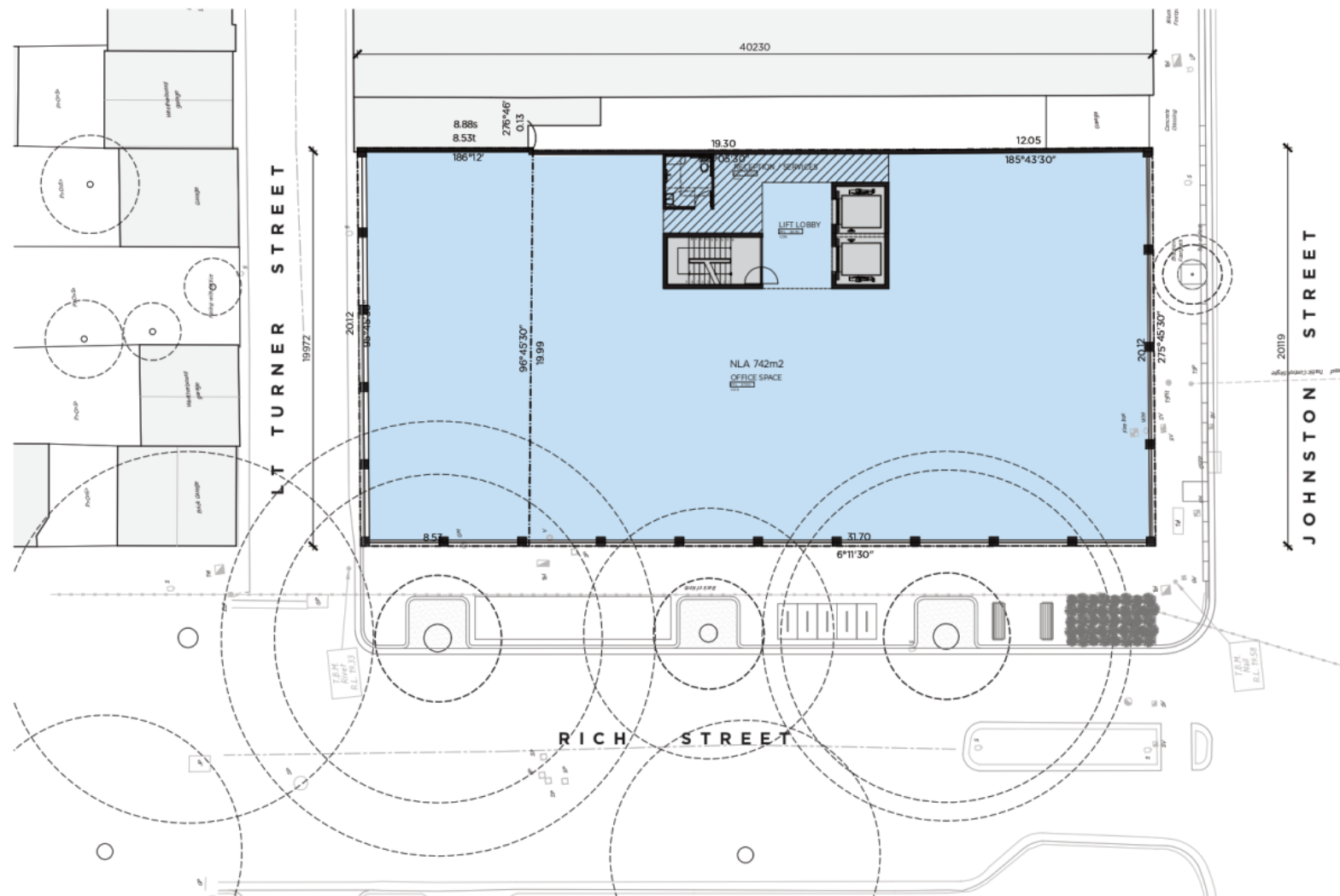


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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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AREA SCHEDULE

GFA AREA: 806M2
 NLA AREA: 742M2
 SERVICES: 29M2

LEGEND

- SERVICES/STORE
- TENANCY (OFFICE)

NOTE: NO OPERABLE WINDOWS

4.6 LEVEL 2 FLOORPLAN

PROJECT
JOHNSTON ST

LOCATION
 350-358 JOHNSTON ST
 ABBOTSFORD, VIC
 AUSTRALIA, 3067

CLIENT
 COBILD

TITLE
**FLOORPLAN
 LEVEL 2**

SCALE
 1:200BA3

DATE
 10 DECEMBER 2020

JOB NO.
 A052/ JOHNSTON ST /1907

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DRAWING NO.
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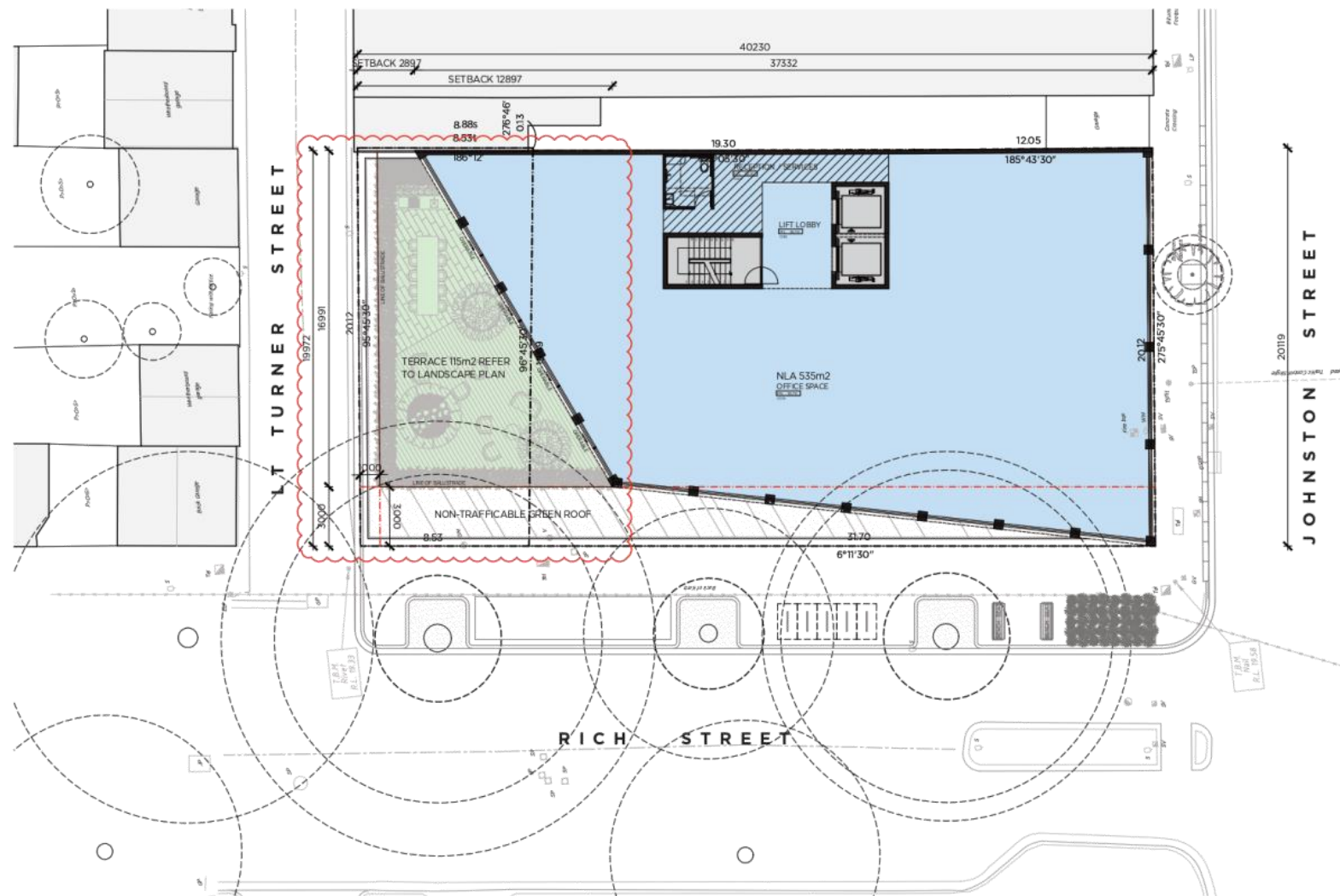
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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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AREA SCHEDULE

GFA AREA: 593M2
 NLA AREA: 535M2
 TER. AREA: 115M2
 SERVICES: 29M2

LEGEND

- SERVICES/STORE
- TENANCY (OFFICE)
- TERRACE - REFER LANDSCAPE DRAWINGS

NOTE: NO OPERABLE WINDOWS. LOCATION OF OPERABLE DOORS TO TERRACE NOTED ON PLAN

4.7 LEVEL 3 FLOORPLAN

PROJECT
JOHNSTON ST

LOCATION
 350-356 JOHNSTON ST
 ABBOTSFORD, VIC
 AUSTRALIA, 3067

CLIENT
 COBILD

TITLE
**FLOORPLAN
 LEVEL 3**

SCALE
 1:200BA3

DATE
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JOB NO.
 A052/ JOHNSTON ST /1907

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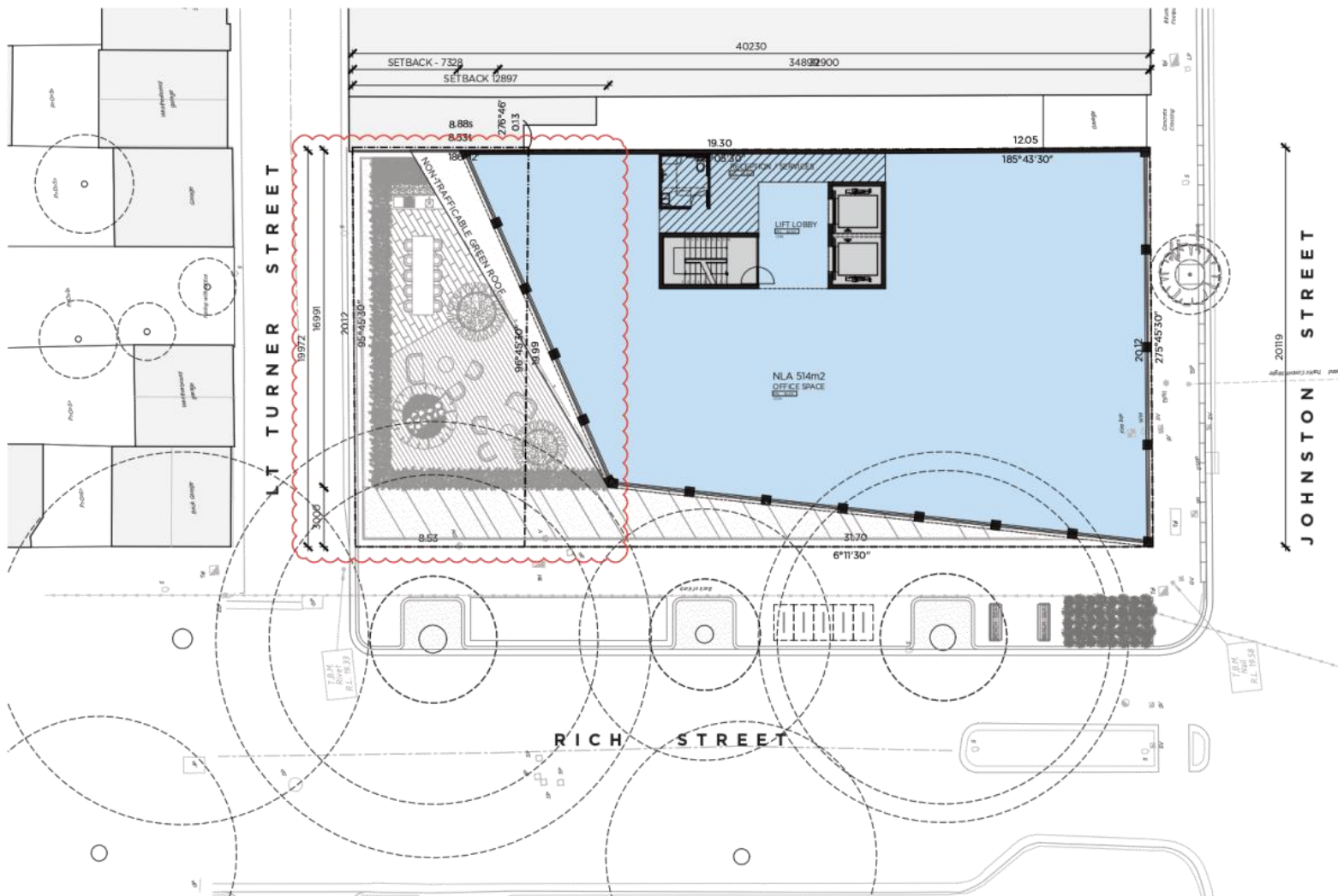


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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**FLOORPLAN
LEVEL 4**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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MG

DRAWING NO.
PA_054

REVISION
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AREA SCHEDULE

GFA AREA:	571M2
NLA AREA:	514M2
SERVICES:	29M2

LEGEND

- SERVICES/STORE
- TENANCY (OFFICE)

NOTE: NO OPERABLE WINDOWS

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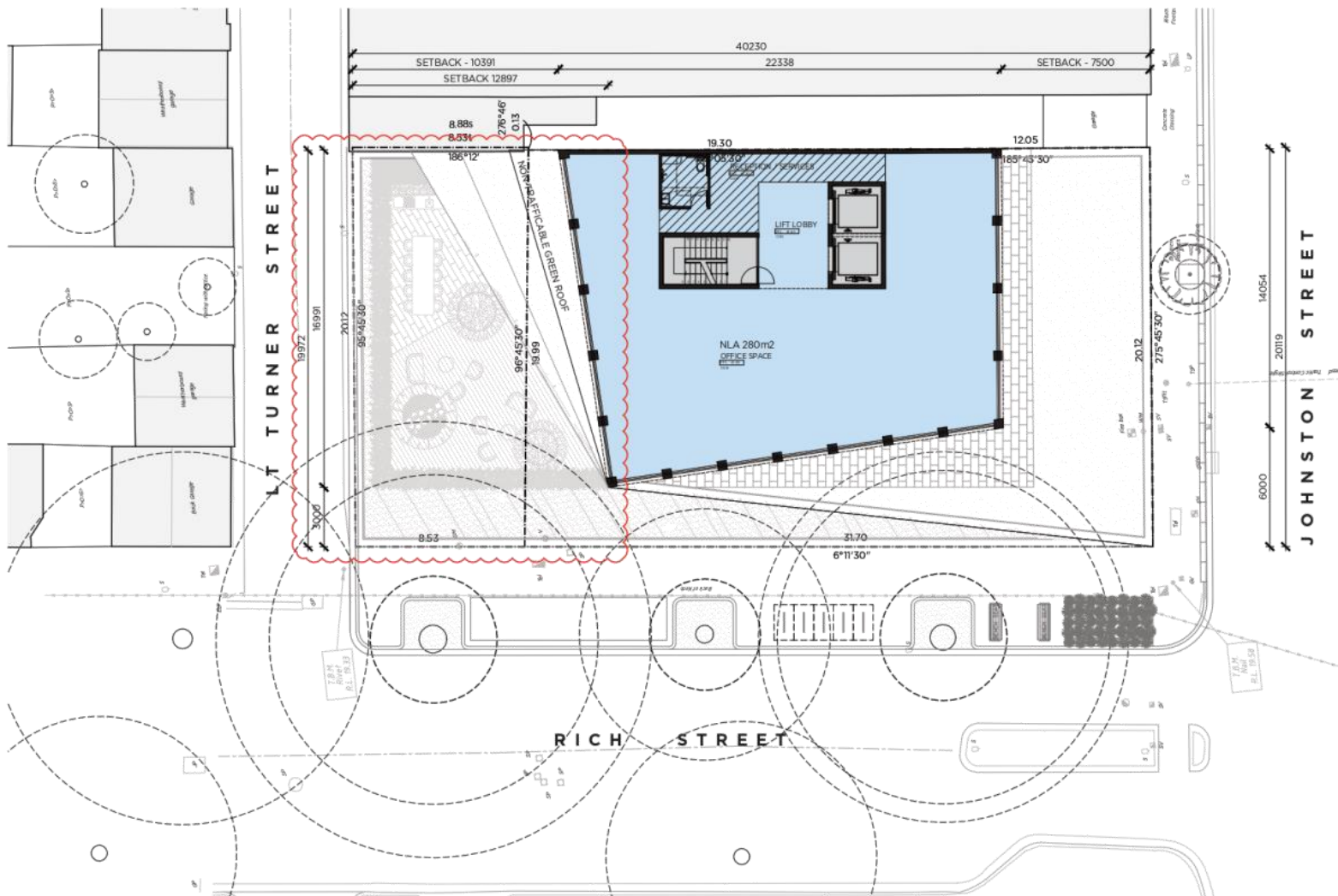
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**MATT GOODMAN
ARCHITECTURE OFFICE**

4.8 LEVEL 4 FLOORPLAN

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3087

CLIENT
COBILD

TITLE
**FLOORPLAN
LEVEL 6**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_056

REVISION
02

AREA SCHEDULE

GFA AREA:	395M2
NLA AREA:	343M2
SERVICES:	29M2

LEGEND

- SERVICES/STORE
- TENANCY (OFFICE)

NOTE: NO OPERABLE WINDOWS

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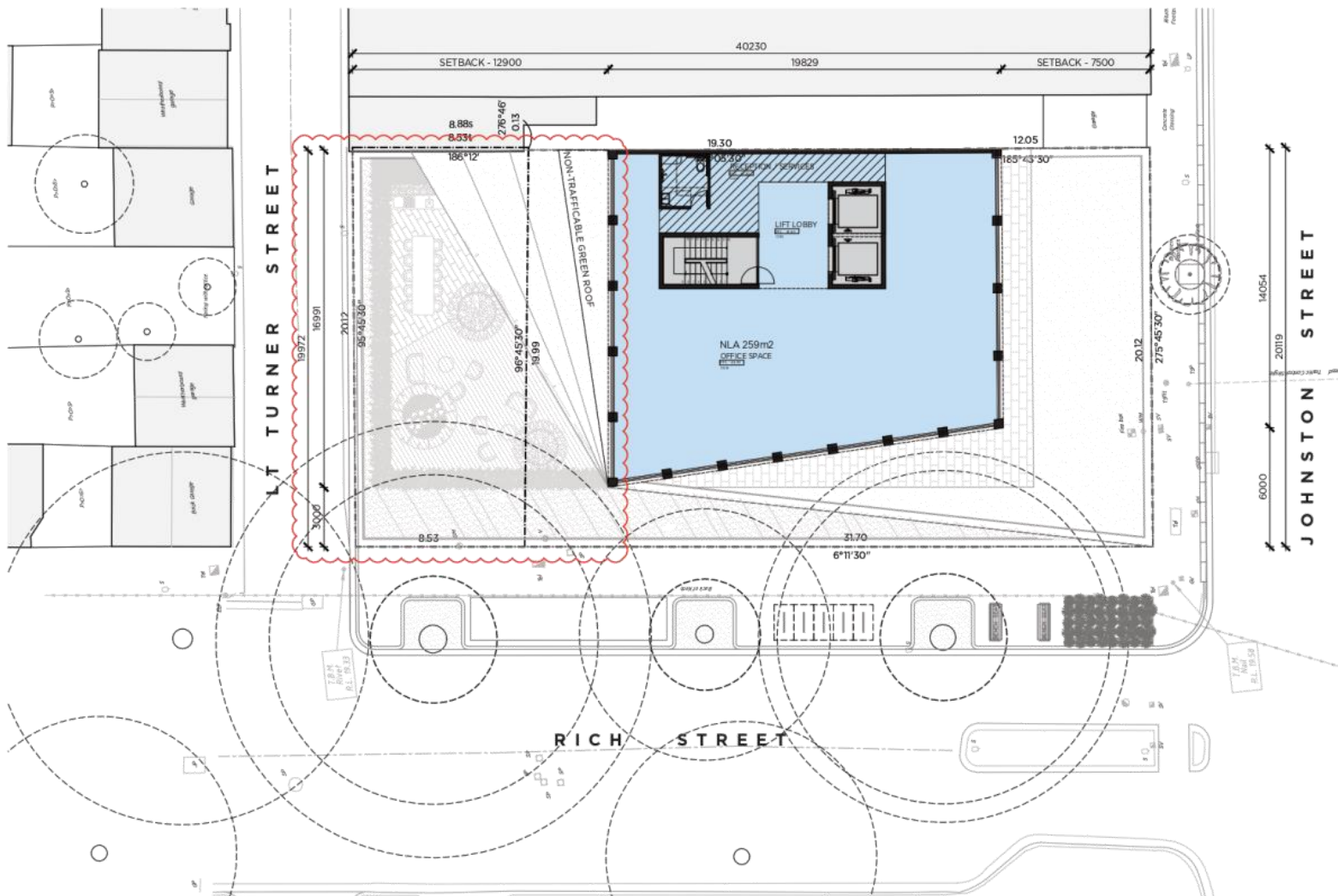
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4.10 LEVEL 6 FLOORPLAN

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3087

CLIENT
COBILD

TITLE
**FLOORPLAN
LEVEL 7**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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MG

DRAWING NO.
PA_057

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311 GREVILLE STREET
PRAHRAN, VIC
AUSTRALIA 3181
(03) 9839 5332
MGAO.COM.AU

AREA SCHEDULE

GFA AREA:	308M2
NLA AREA:	259M2
SERVICES:	29M2

LEGEND

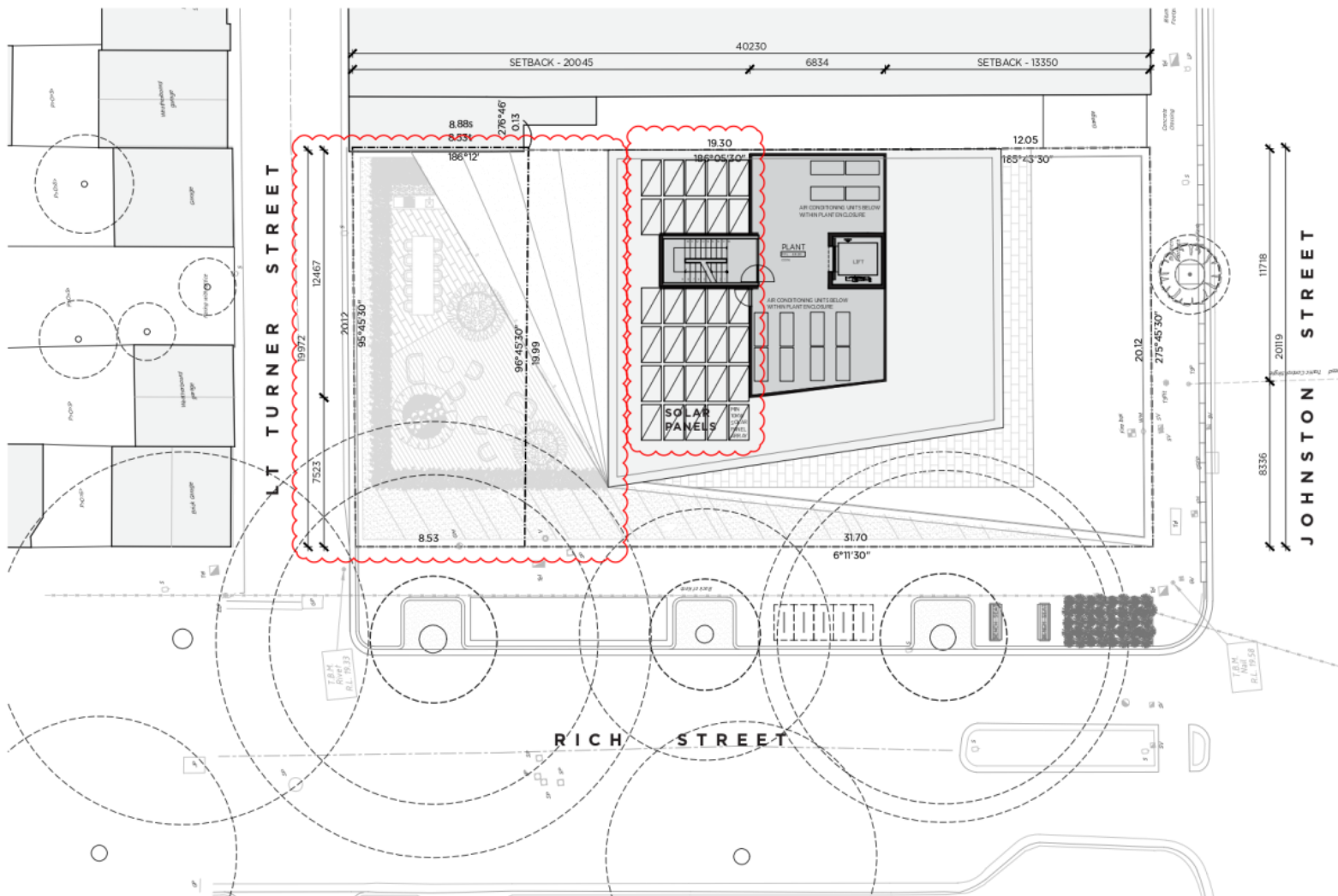
- SERVICES/STORE
- TENANCY (OFFICE)

NOTE: NO OPERABLE WINDOWS

4.11 LEVEL 7 FLOORPLAN

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



PROJECT
JOHNSTON ST

LOCATION
350-358 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**FLOORPLAN
ROOF / PLANT**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
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AREA SCHEDULE

GFA AREA: 395 M2
NLA AREA: N/A
SERVICES: 145 M2

LEGEND

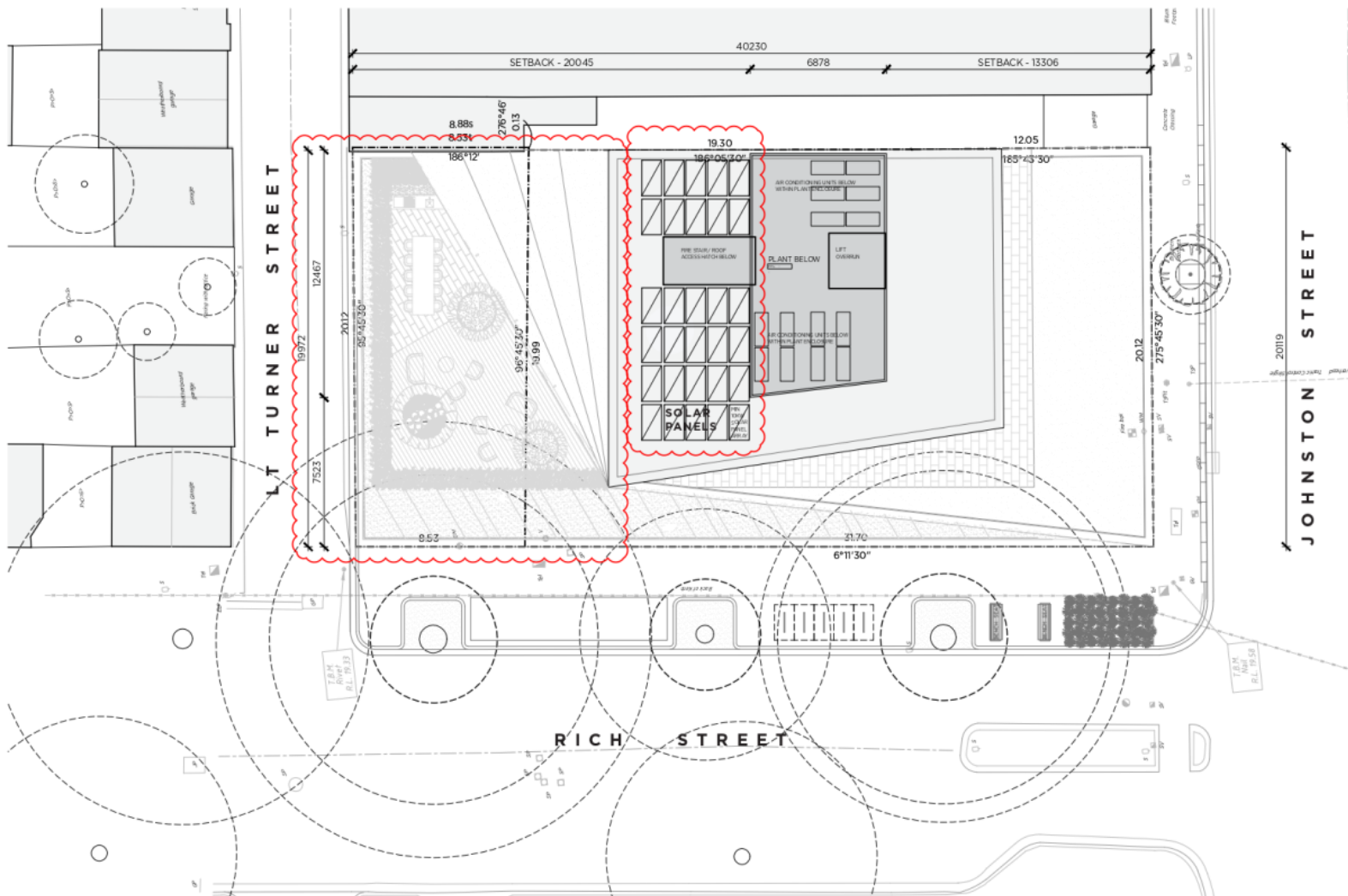
■ SERVICES/STORE

4.12 ROOF / PLANT

**MATT GOODMAN
ARCHITECTURE OFFICE**

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



PROJECT
JOHNSTON ST

LOCATION
350-358 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**FLOORPLAN
ROOF PLAN**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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DRAWING NO.
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AREA SCHEDULE
ROOF AREA: 242 M2

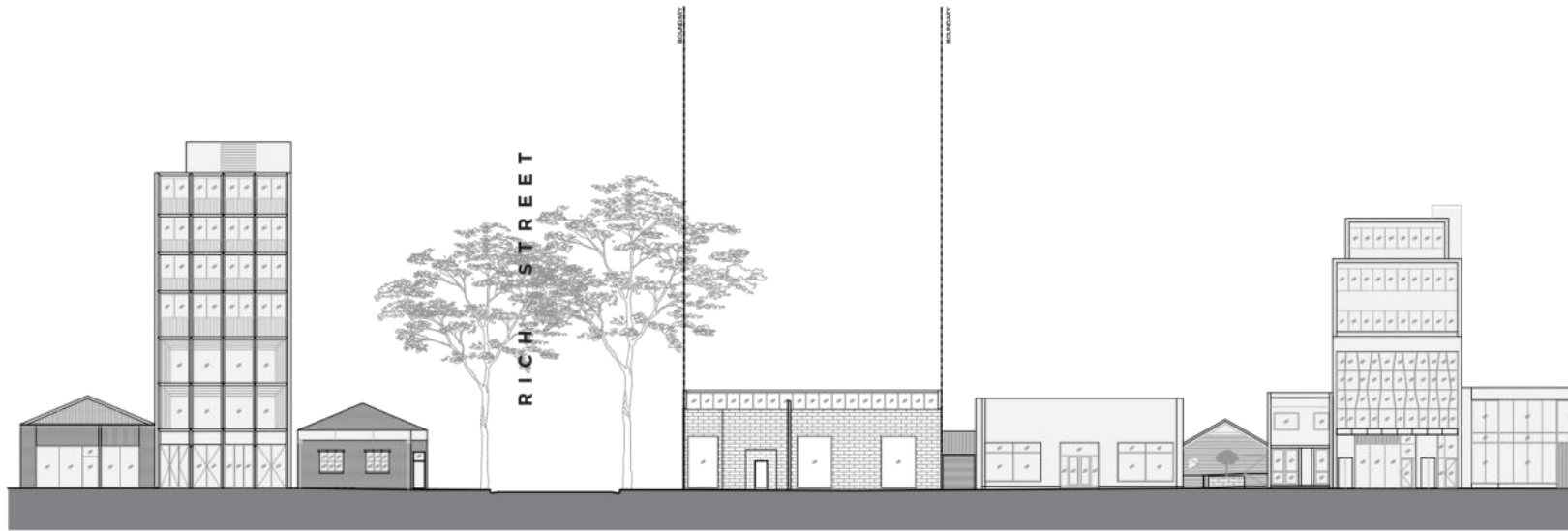
LEGEND
[Grey Box] ROOF / PERGOLA

4.13 ROOF PLAN

MATT GOODMAN
ARCHITECTURE OFFICE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**EXISTING & PROPOSED
JOHNSTON ST
STREETScape**

SCALE
1:350BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

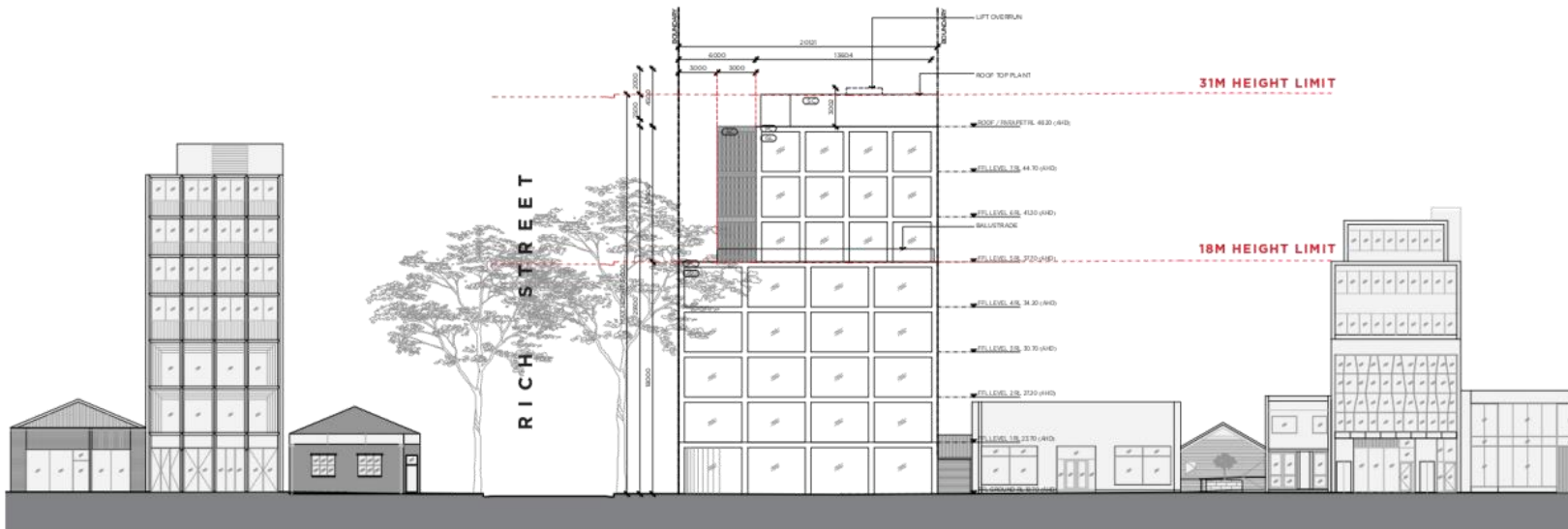
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EXISTING



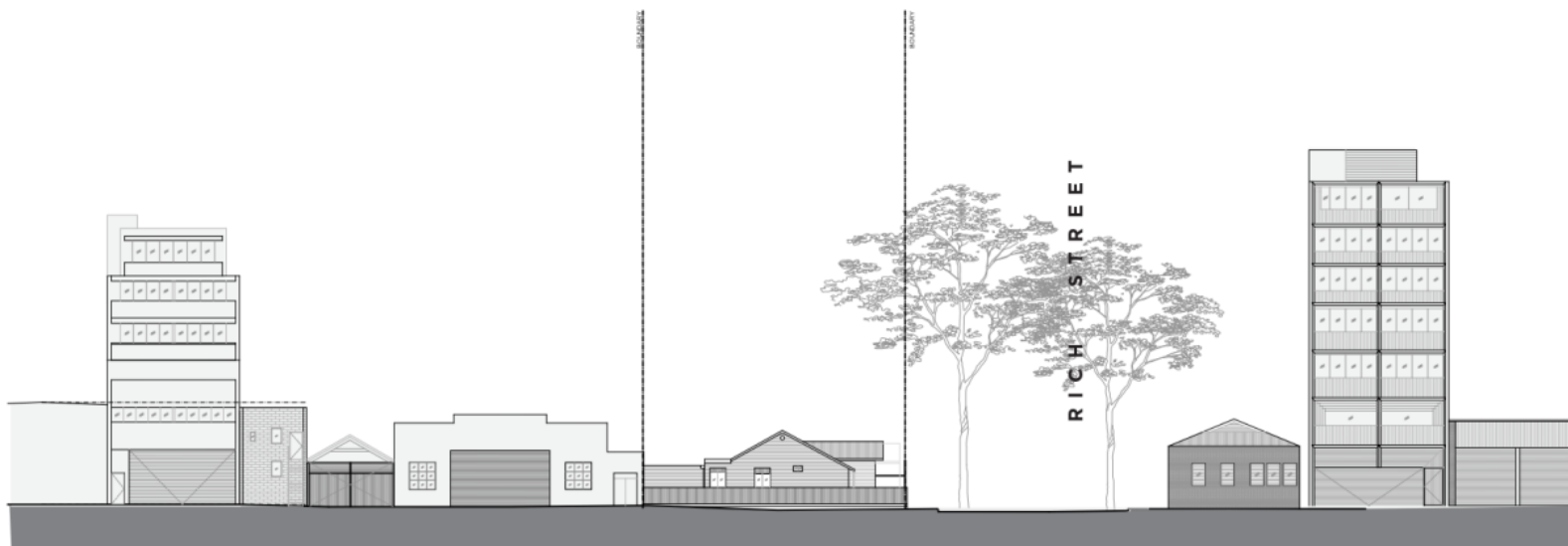
PROPOSED

4.14 STREETScape

MATT GOODMAN
ARCHITECTURE OFFICE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



EXISTING

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**EXISTING & PROPOSED
LT TURNER ST
STREETScape**

SCALE
1:350@A3

DATE
10 DECEMBER 2020

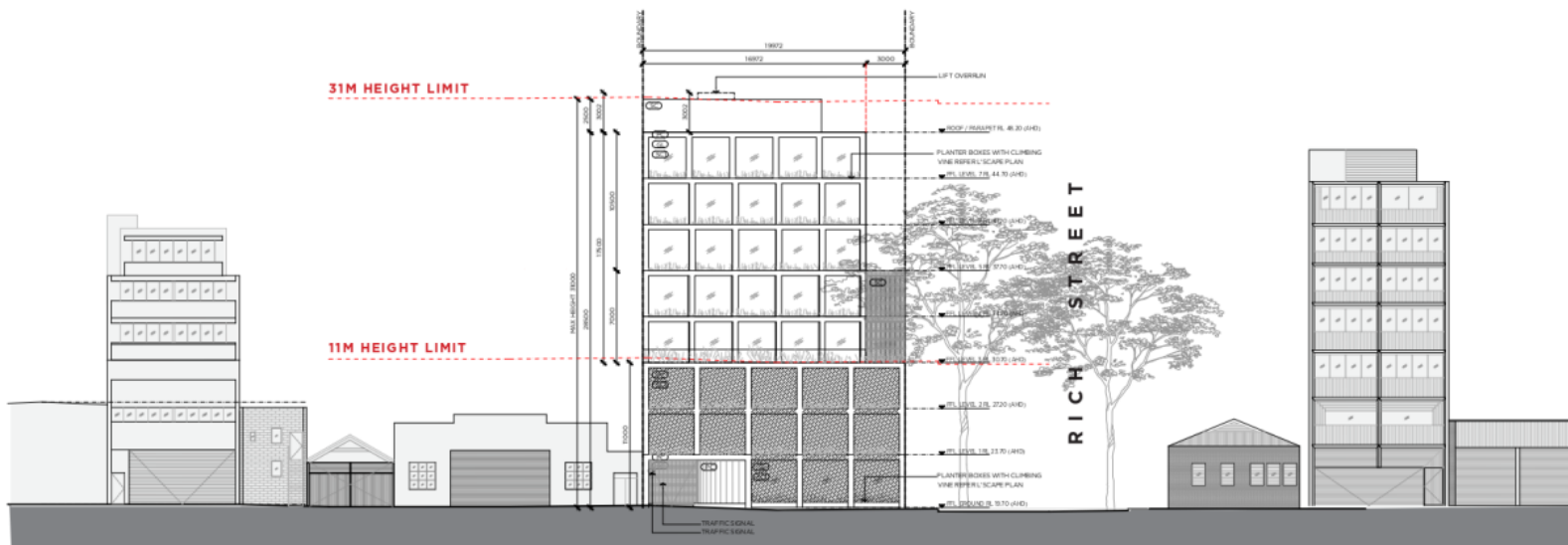
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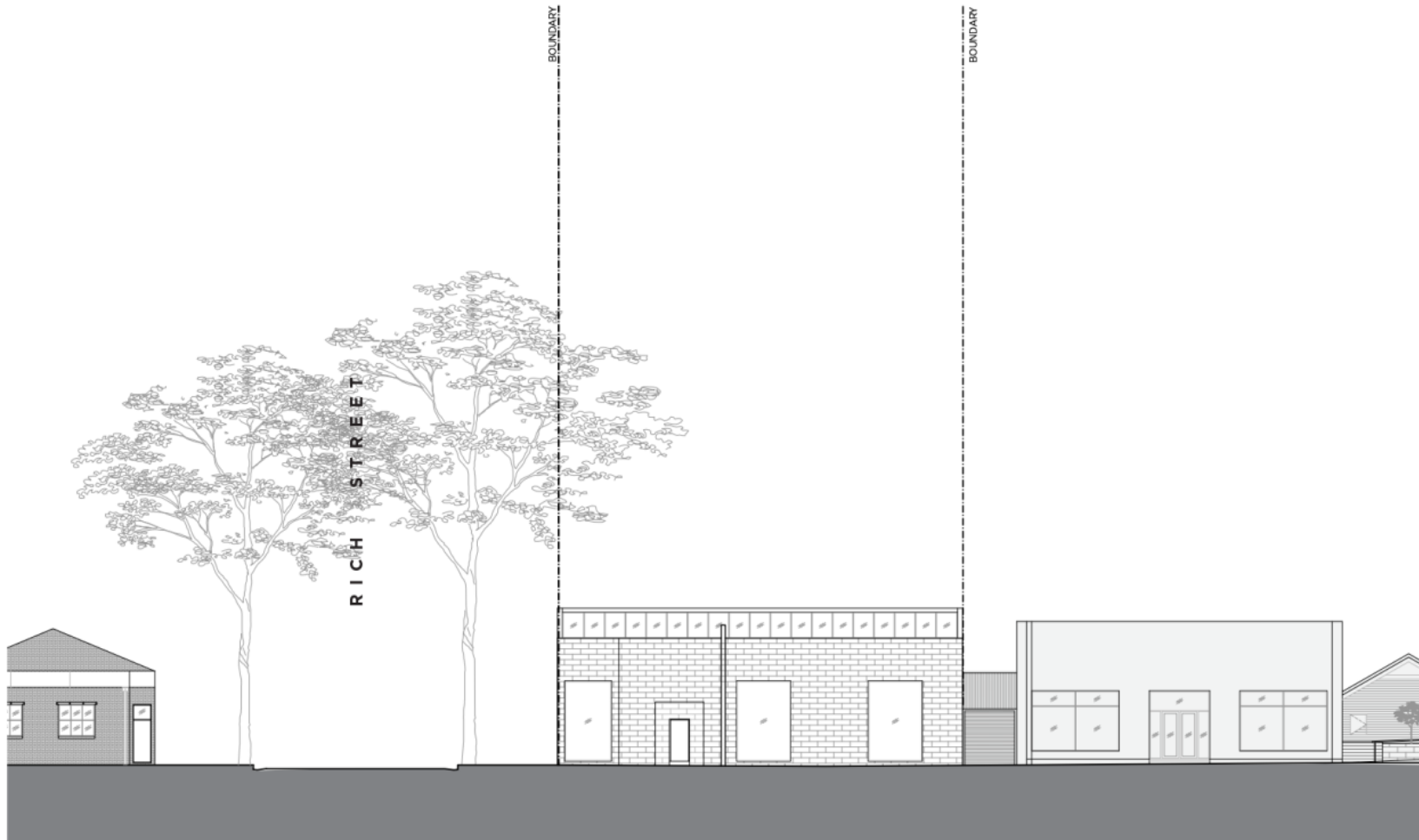
311 GREVILLE STREET
PRAHRAN, VIC
AUSTRALIA 3181
(03) 9939 5332
MGAO.CORP.AU

MATT GOODMAN
ARCHITECTURE OFFICE

4.15 STREETScape

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



PROJECT
JOHNSTON ST

LOCATION
 350-356 JOHNSTON ST
 ABBOTSFORD, VIC
 AUSTRALIA, 3067

CLIENT
 COBILD

TITLE
**EXISTING
 SOUTH ELEVATION
 JOHNSTON ST FACADE**

SCALE
 1:200BA3

DATE
 10 DECEMBER 2020

JOB NO.
 A052/ JOHNSTON ST /1907

DRAWN
 MG

DRAWING NO.
PA_062

REVISION
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**MATT GOODMAN
 ARCHITECTURE OFFICE**

4.16 ELEVATION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



4.18 ELEVATION

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**EXISTING
WEST ELEVATION
RICH ST FACADE**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_064

REVISION
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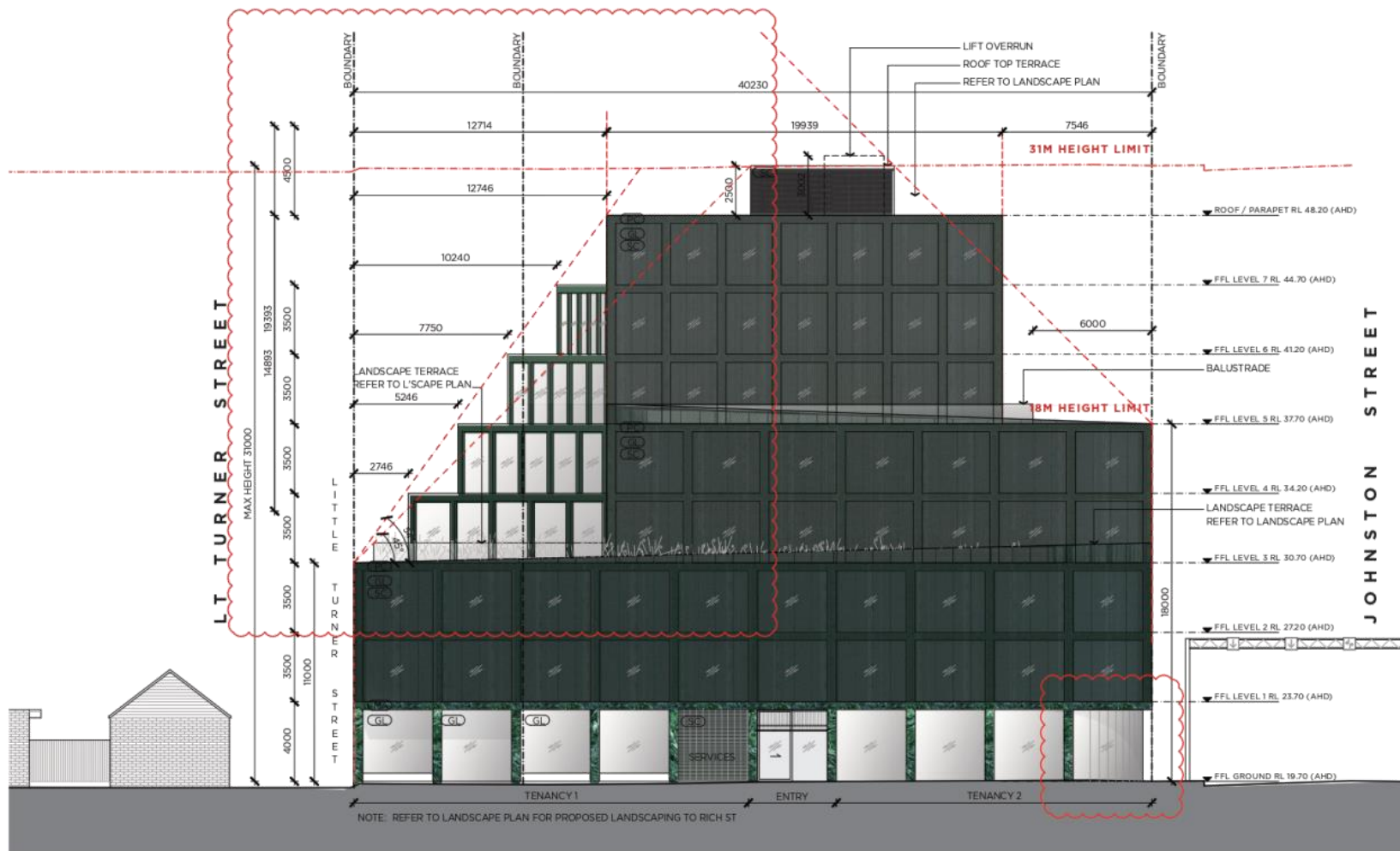
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MGAO.COM.AU

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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
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PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**PROPOSED
WEST ELEVATION
RICH ST FACADE**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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4.19 ELEVATION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO

PROJECT
JOHNSTON ST
LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067
CLIENT
COBILD

TITLE
**EXISTING
NORTH ELEVATION
LT TURNER ST FACADE**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
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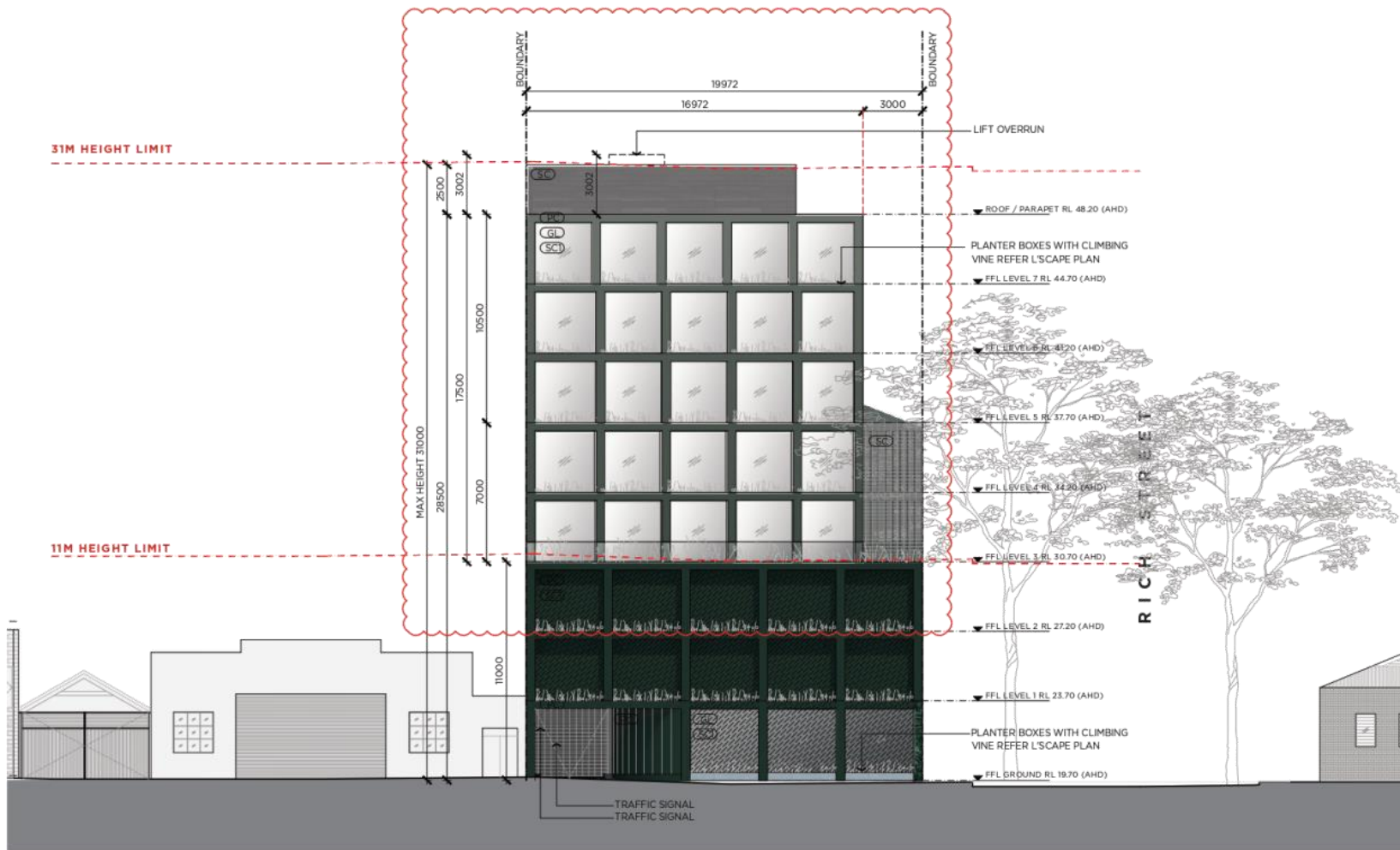
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4.20 ELEVATION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**PROPOSED
NORTH ELEVATION
LT TURNER ST FACADE**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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MG

DRAWING NO.
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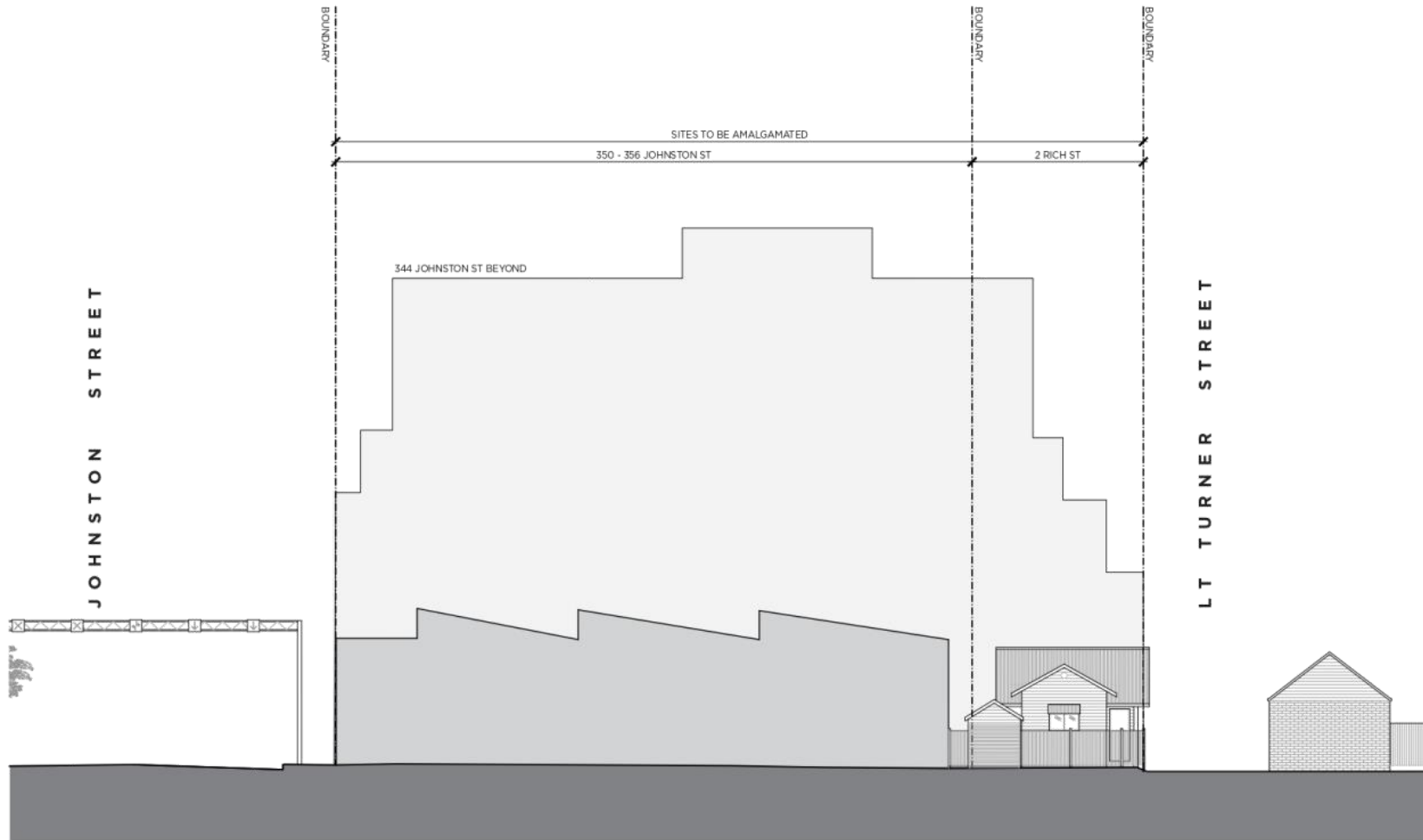
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4.21 ELEVATION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

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PROJECT
JOHNSTON ST

LOCATION
 350-356 JOHNSTON ST
 ABBOTSFORD, VIC
 AUSTRALIA, 3067

CLIENT
 COBILD

TITLE
**EXISTING
 EAST ELEVATION
 PARTY WALL**

SCALE
 1:200BA3

DATE
 10 DECEMBER 2020

JOB NO.
 A052/ JOHNSTON ST /1907

DRAWN
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DRAWING NO.
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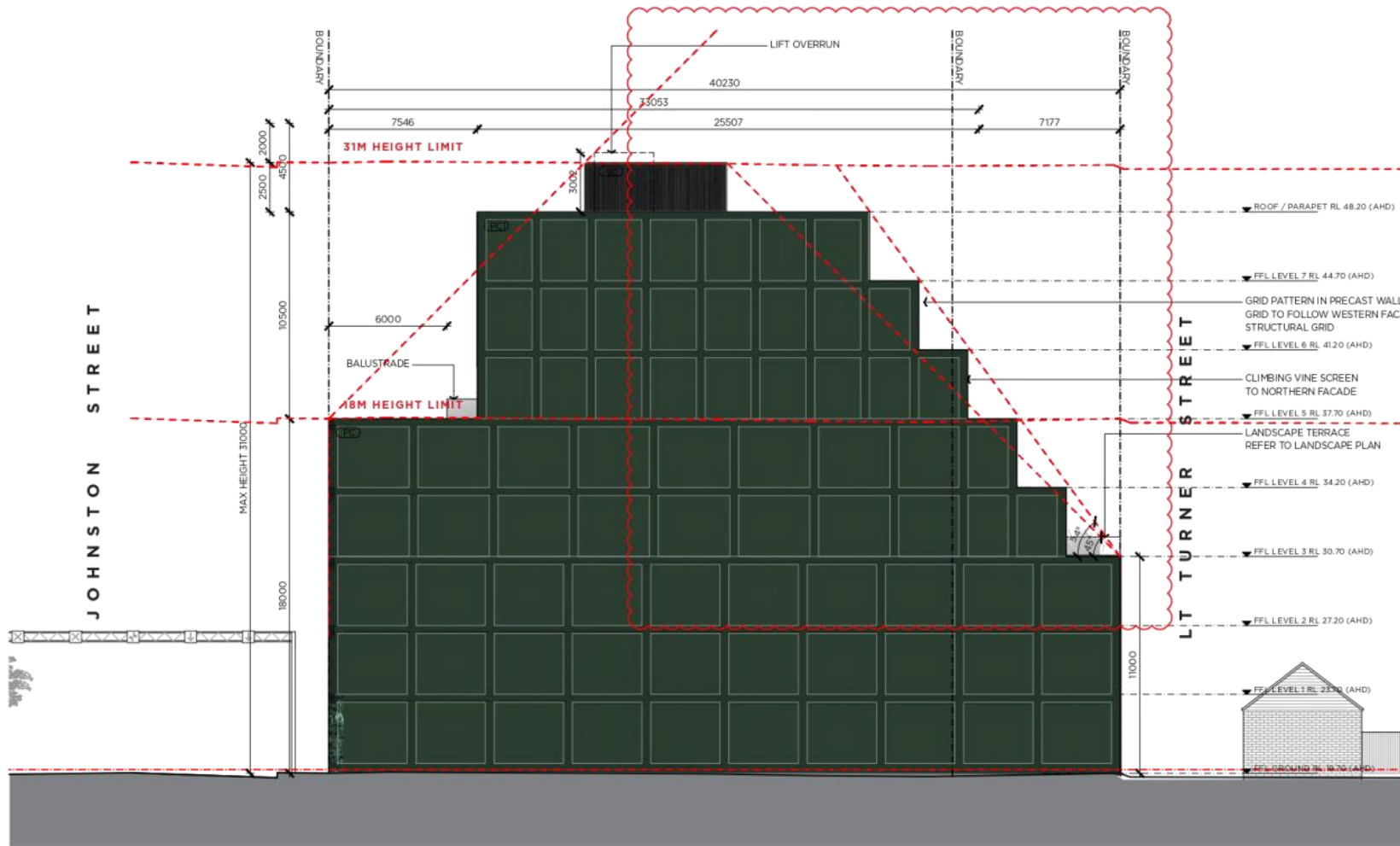
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**MATT GOODMAN
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4.22 ELEVATION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3087

CLIENT
COBILD

TITLE
**PROPOSED
EAST ELEVATION
PARTY WALL**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
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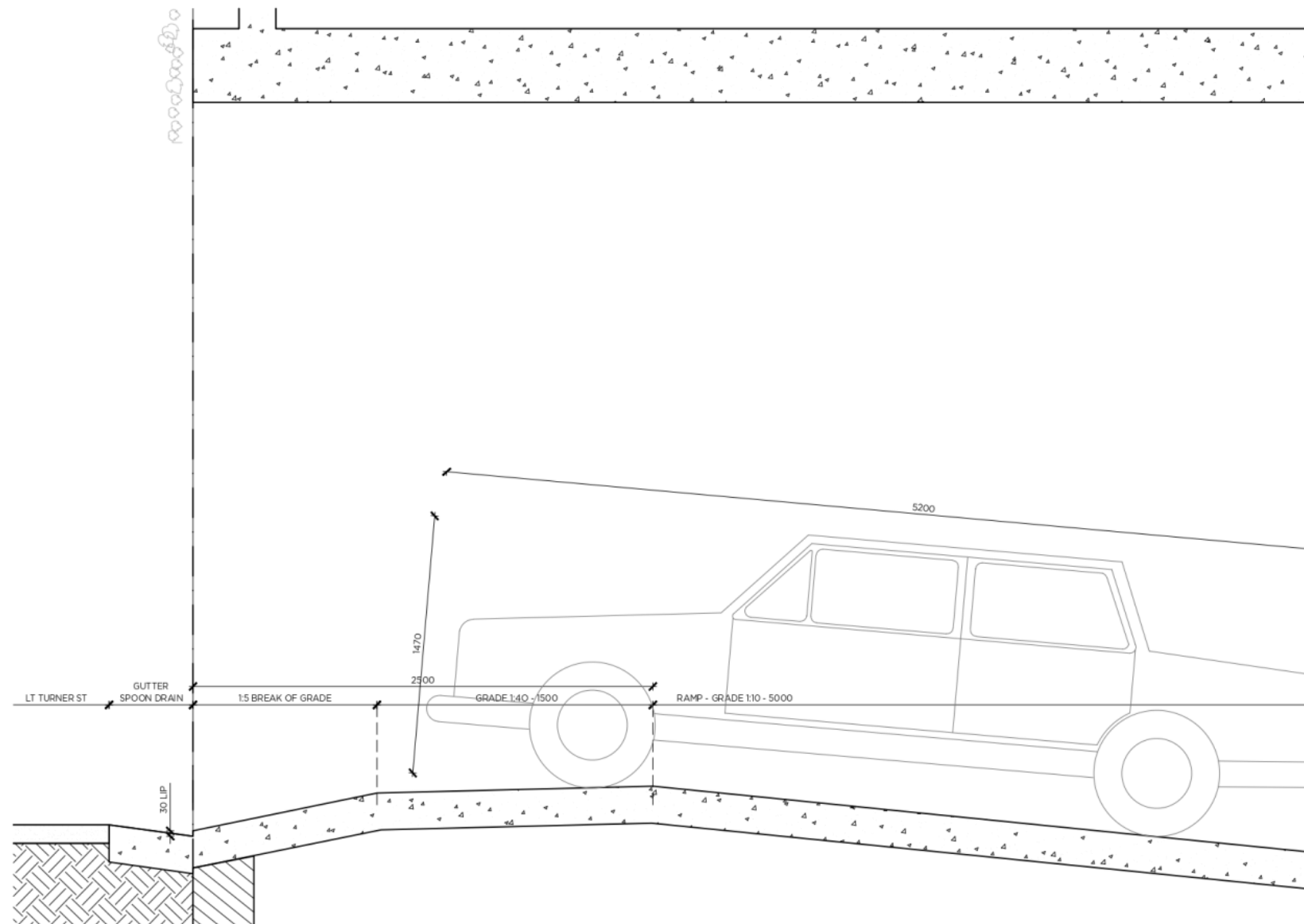
311 GREVILLE STREET
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AUSTRALIA 3181
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4.23 ELEVATION

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
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4.26A SECTION DETAIL - BASEMENT RAMP CROSS OVER

PROJECT
JOHNSTON ST

LOCATION
 350-356 JOHNSTON ST
 ABBOTSFORD, VIC
 AUSTRALIA, 3067

CLIENT
 COBILD

TITLE
**SECTION DETAIL
 BASEMENT RAMP**

SCALE
 1:20@A3

DATE
 10 DECEMBER 2020

JOB NO.
 A052/ JOHNSTON ST /1907

DRAWN
 MG

DRAWING NO.
PA_072A

REVISION
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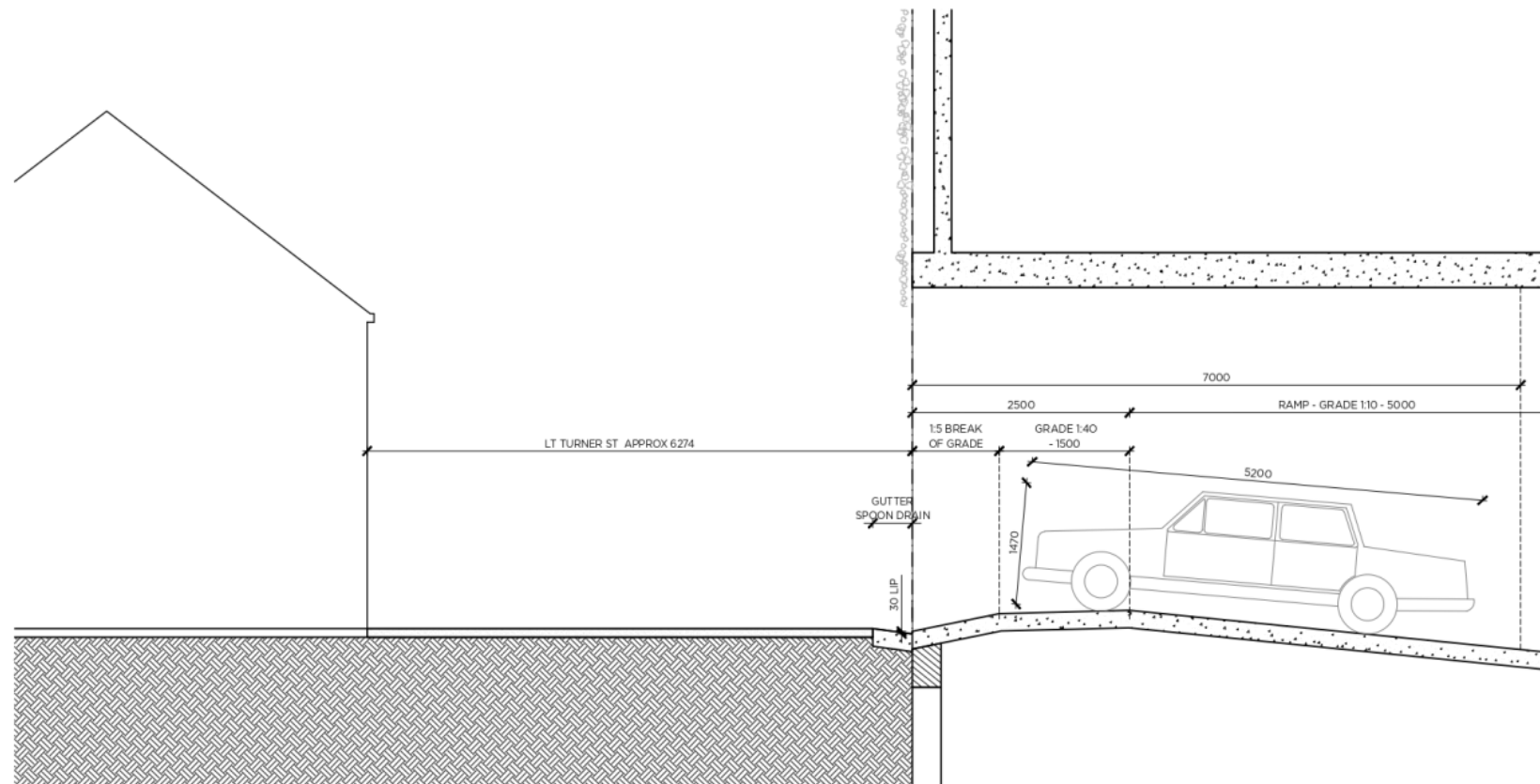
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Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**SECTION
BASEMENT RAMP**

SCALE
1:50@A3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_072B

REVISION
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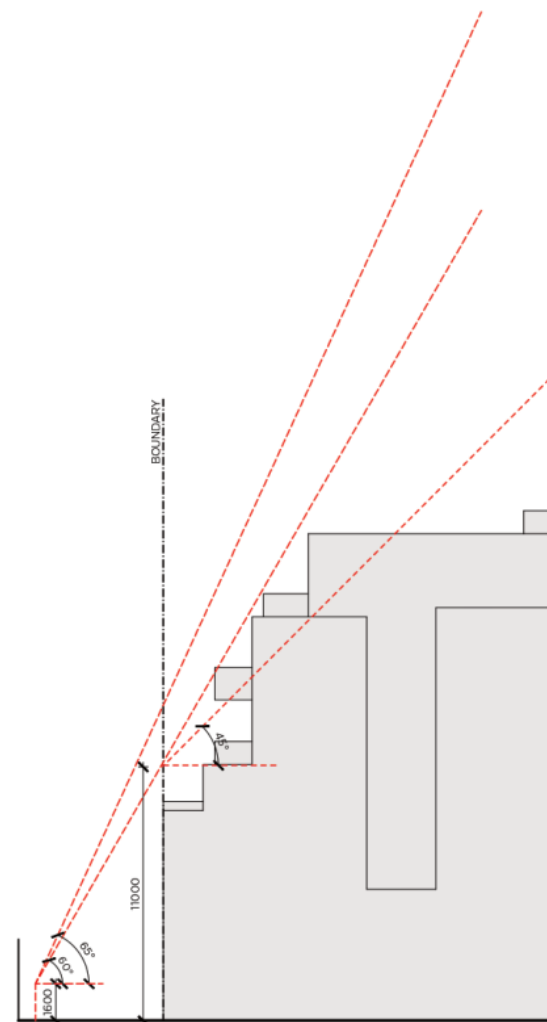
311 GREVILLE STREET
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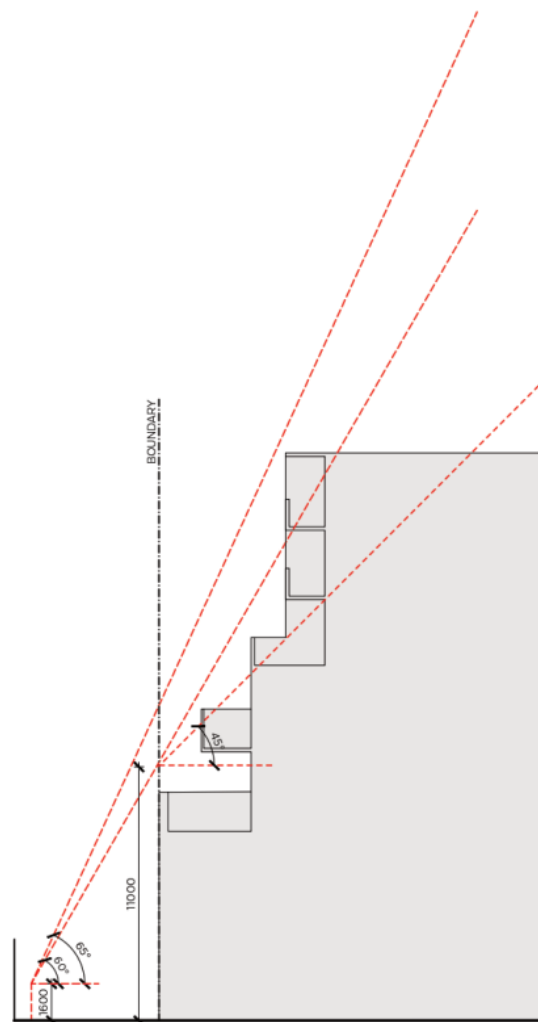
4.26B SECTION - BASEMENT RAMP CROSS OVER & LT TURNER ST

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

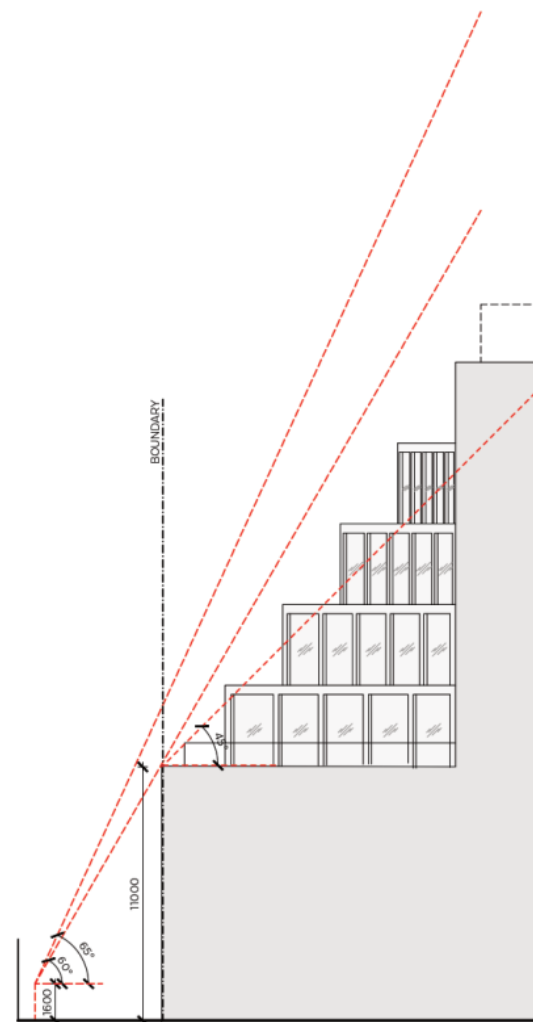
MG
AO



370 JOHNSTON ST - BUILT



344 JOHNSTON ST - APPROVED



350-356 JOHNSTON ST - PROPOSED

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**LT TURNER STREET
SETBACK STUDY**

SCALE
1:200BA3

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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PA_073

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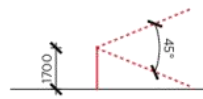
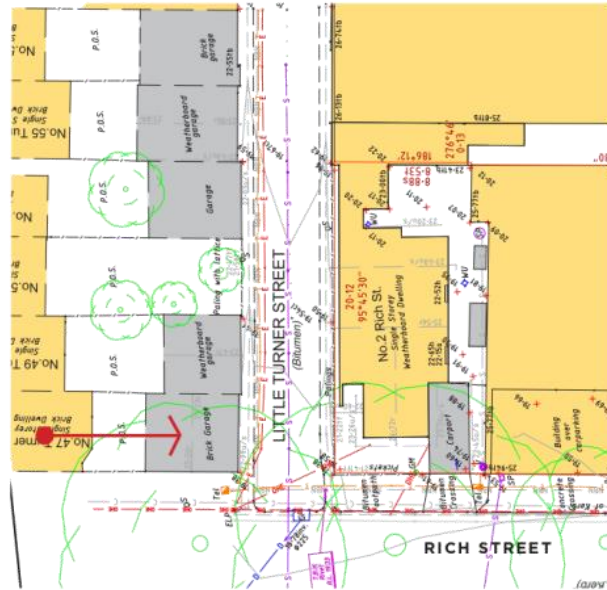
311 GREVILLE STREET
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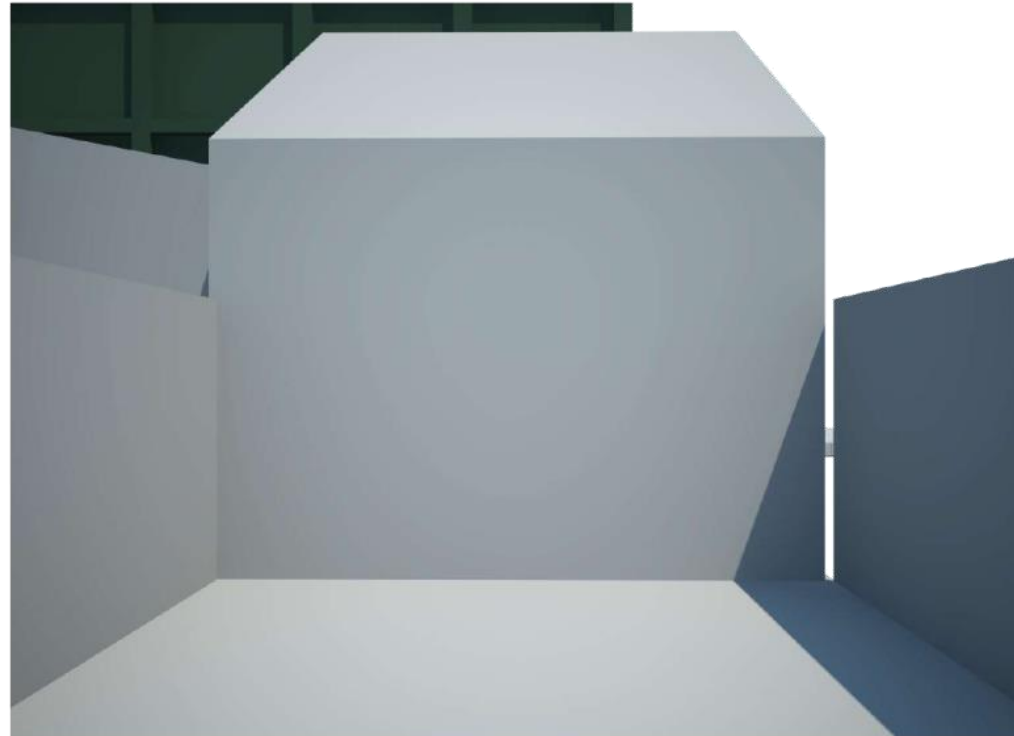
MG
AO

EXCERPT SITE SURVEY



VIEWCONE AT POINT NOTED ABOVE

VIEW LOCATION



VIEW FROM REAR OF 47 TURNER ST

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**VISUAL IMPACT STUDY
47 TURNER ST**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
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DRAWING NO.
PA_074

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AUSTRALIA 3181
(03) 9839 5332
MGAO.COM.AU

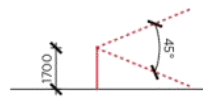
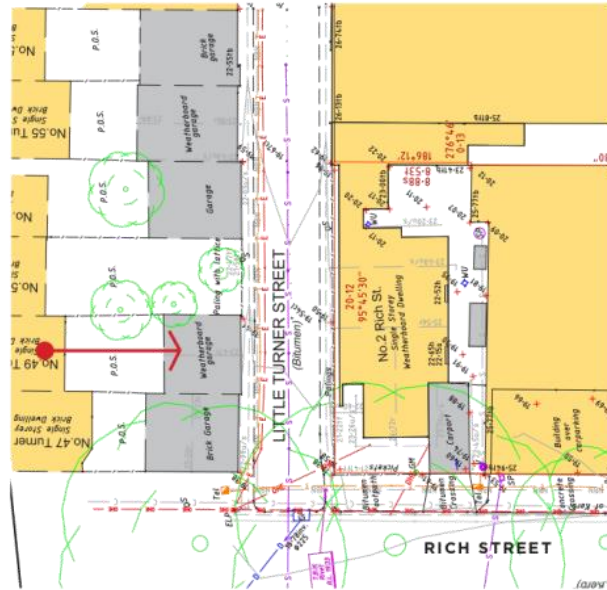
MATT GOODMAN
ARCHITECTURE OFFICE

4.28 VISUAL IMPACT STUDY - 47 TURNER ST

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

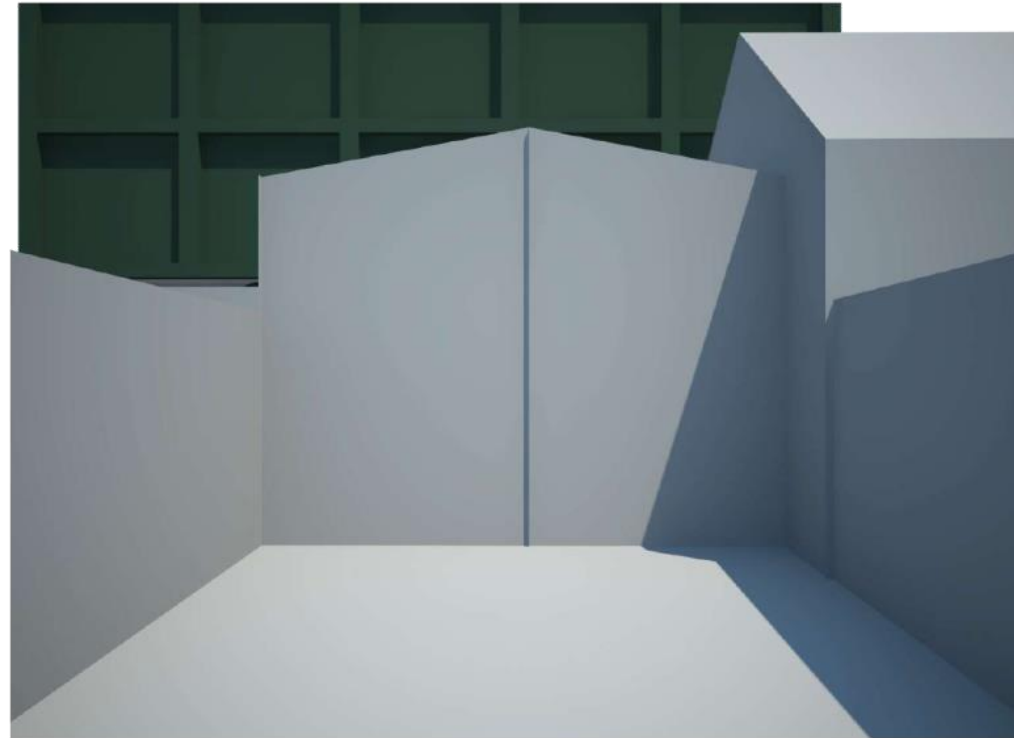
MG
AO

EXCERPT SITE SURVEY



VIEWCONE AT POINT NOTED ABOVE

VIEW LOCATION



VIEW FROM REAR OF 49 TURNER ST

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**VISUAL IMPACT STUDY
49 TURNER ST**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

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DRAWING NO.
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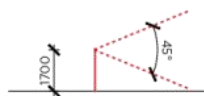
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4.29 VISUAL IMPACT STUDY - 49 TURNER ST

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

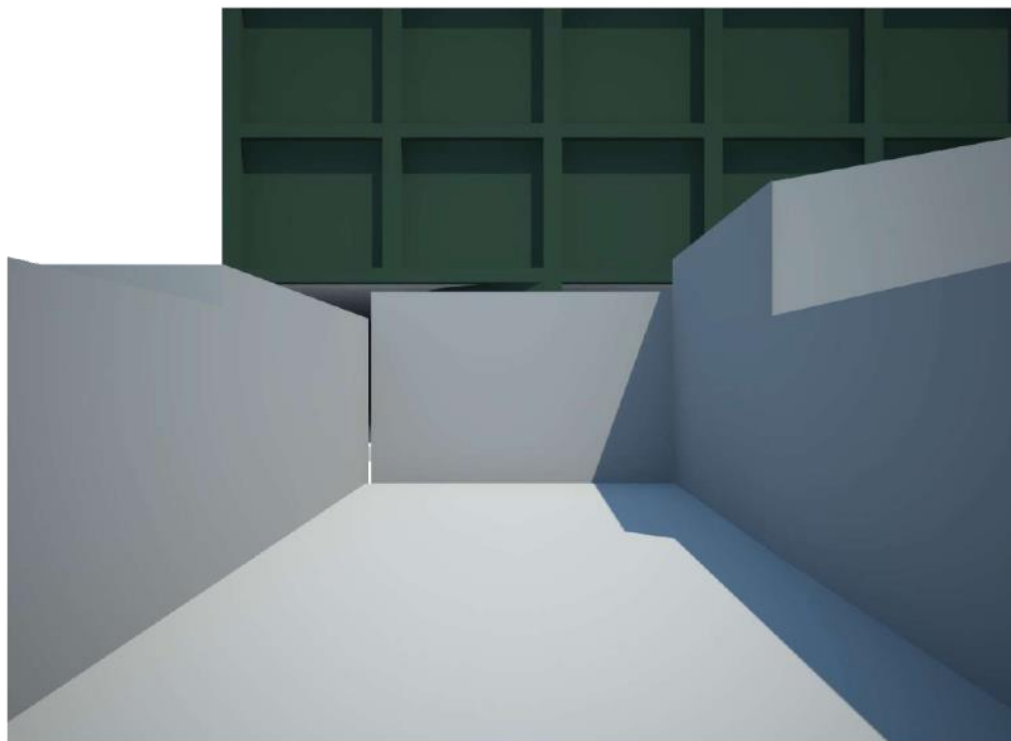
MG
AO

EXCERPT SITE SURVEY



VIEWCONE AT POINT NOTED ABOVE

VIEW LOCATION



VIEW FROM REAR OF 51 TURNER ST

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**VISUAL IMPACT STUDY
51 TURNER ST**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_076

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AUSTRALIA 3181
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MGAO.COM.AU

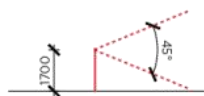
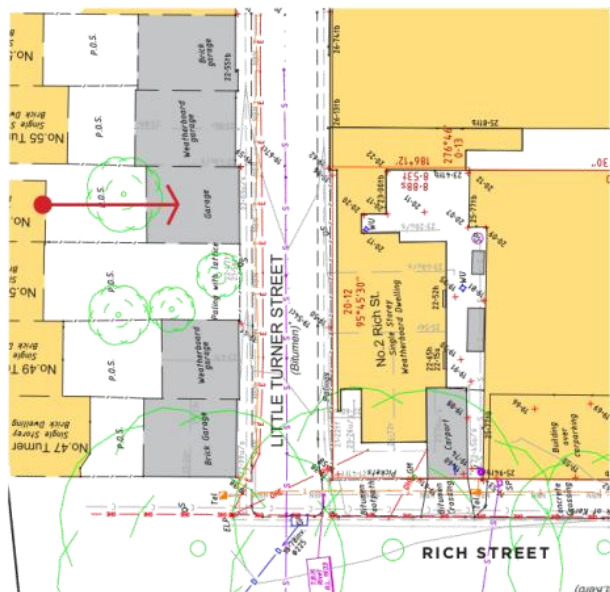
MATT GOODMAN
ARCHITECTURE OFFICE

4.30 VISUAL IMPACT STUDY - 51 TURNER ST

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

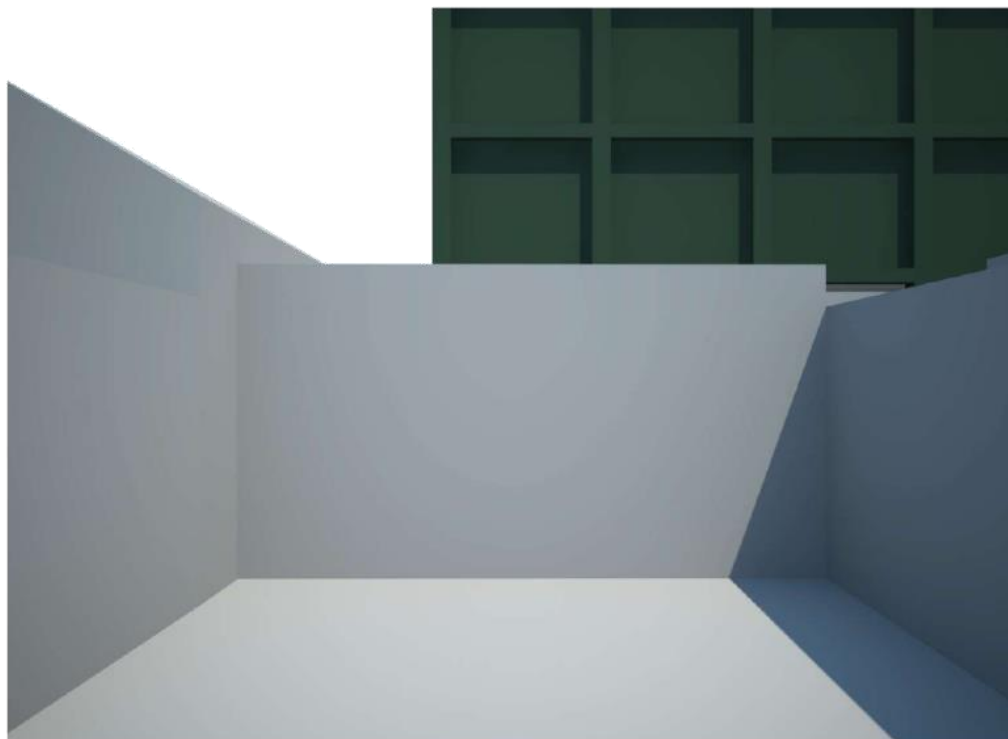
MG
AO

EXCERPT SITE SURVEY



VIEWCONE AT POINT NOTED ABOVE

VIEW LOCATION



VIEW FROM REAR OF 53 TURNER ST

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**VISUAL IMPACT STUDY
53 TURNER ST**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_077

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MGAO.COM.AU

MATT GOODMAN
ARCHITECTURE OFFICE

4.31 VISUAL IMPACT STUDY - 53 TURNER ST

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



10AM

11AM

12PM

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**SHADOW DIAGRAMS
SEPTEMBER 22**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_078

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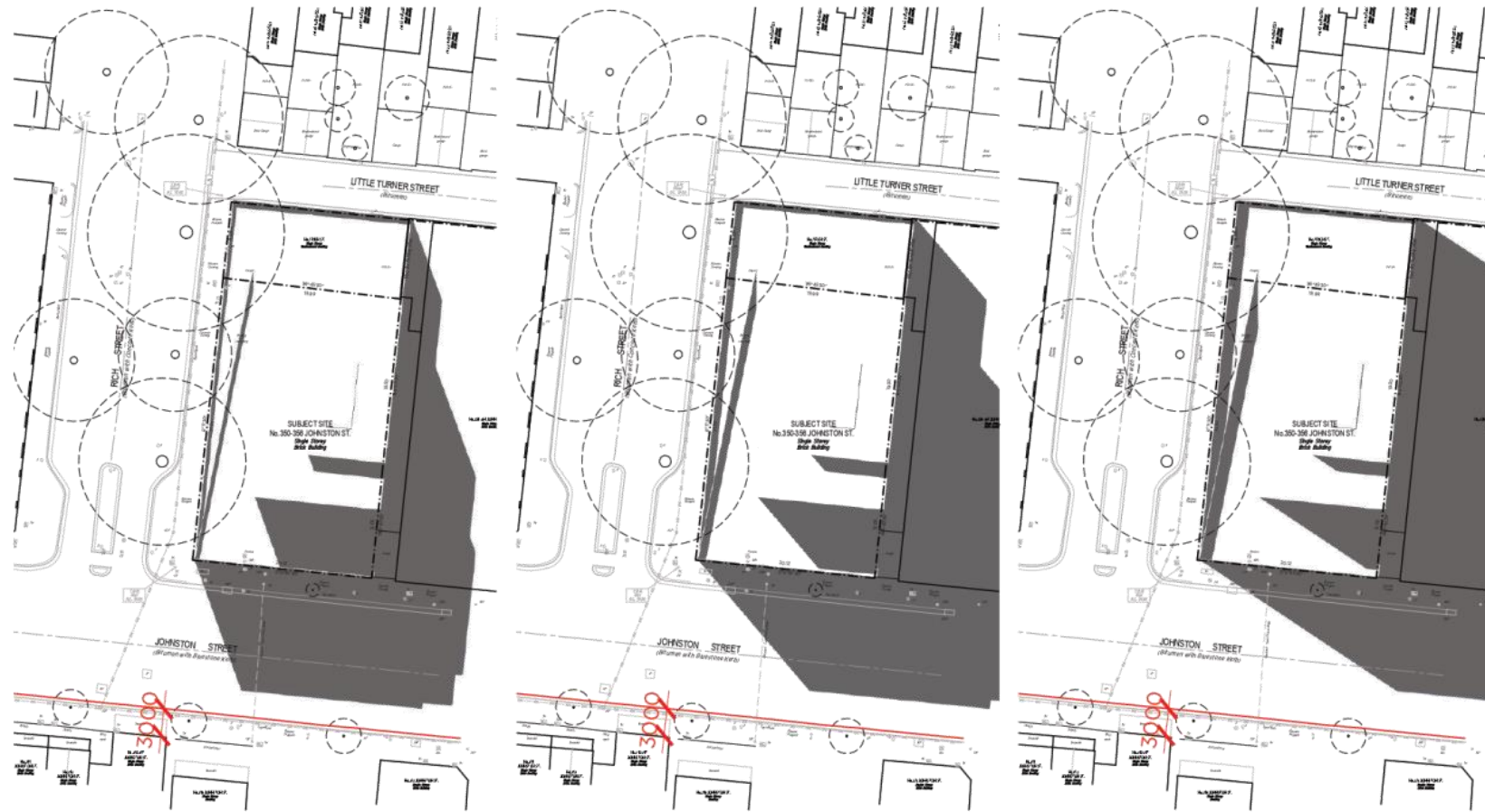
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**MATT GOODMAN
ARCHITECTURE OFFICE**

4.32 SHADOW DIAGRAMS

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



1PM

2PM

3PM

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**SHADOW DIAGRAMS
SEPTEMBER 22**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_079

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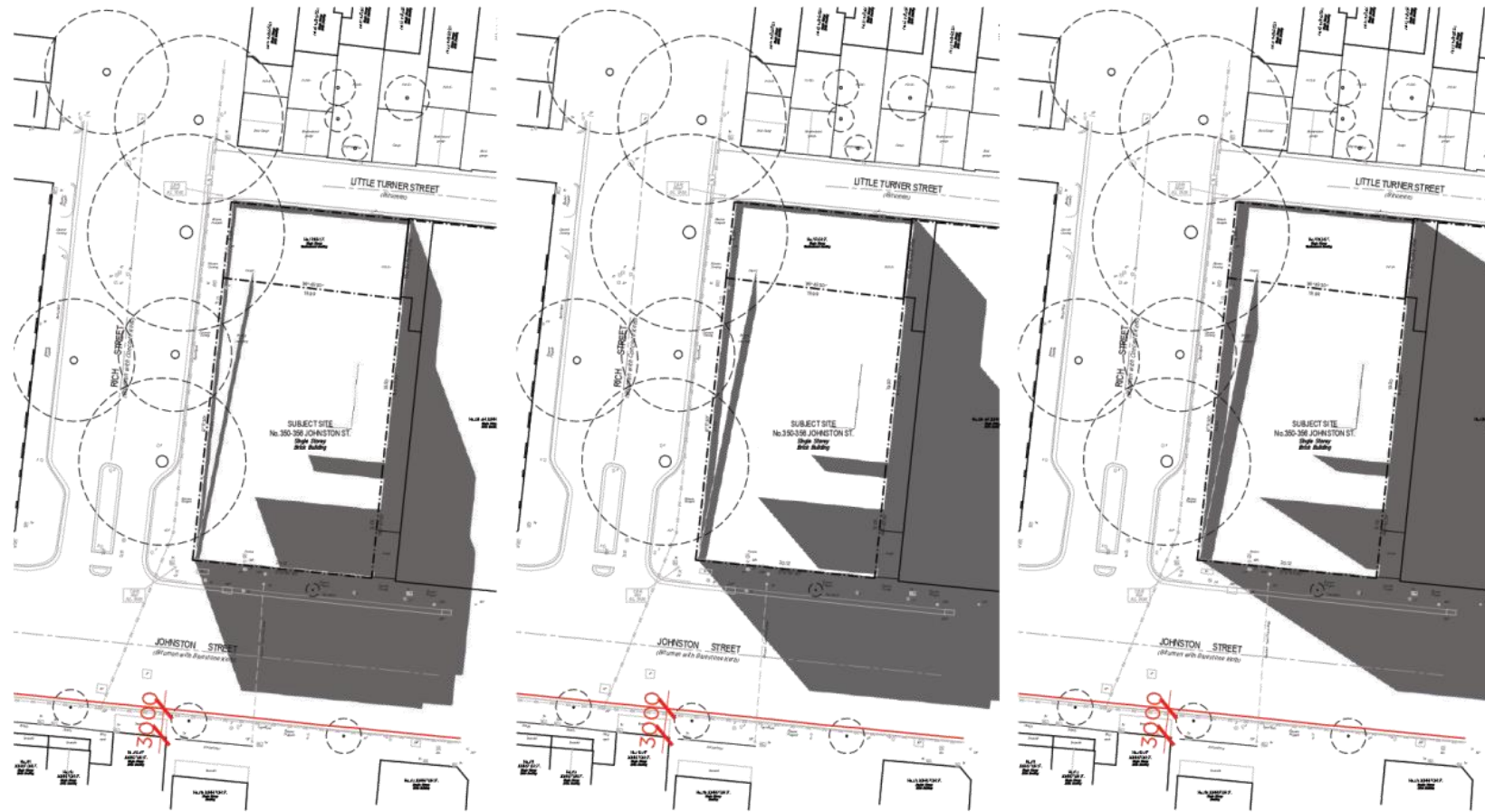
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4.33 SHADOW DIAGRAMS

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

MG
AO



1PM

2PM

3PM

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
**SHADOW DIAGRAMS
SEPTEMBER 22**

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
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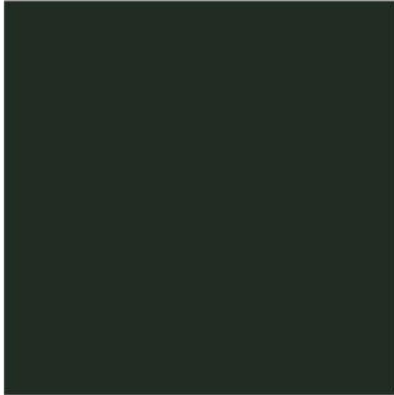
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4.34 SHADOW DIAGRAMS

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

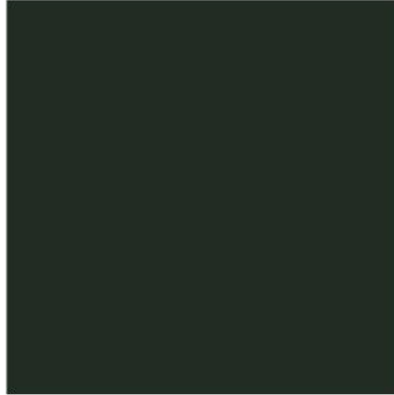
MG
AO

(FR) POWDERCOATED METAL FRAME



POWDERCOATED METAL FRAME
POWDERCOAT COLOUR: HERITAGE GREEN
WINDOW FRAMES / MULLIONS / FLAT SHEET

(PC / PC1) PAINTED CONCRETE



PC- PAINTED PRECAST CONCRETE
PC1- PAINTED CONCRETE WITH RECESSED DETAIL
PAINT COLOUR: FOREST GREEN

(MA) MARBLE SLAB



VERDE ALPI STONE CLADDING TO GROUND LEVEL
FACADE

(SC) SCREEN & BALUSTRADE



EXPANDED MESH SCREEN - GLAZED OR SOLID WALL
BEHIND.
COLOUR: FOREST GREEN

PROJECT
JOHNSTON ST

LOCATION
350-356 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3067

CLIENT
COBILD

TITLE
MATERIAL SCHEDULE

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
MG

DRAWING NO.
PA_081

REVISION
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ARCHITECTURE OFFICE

(GL) GLAZING



GLAZING TO WINDOWS

(AL) ALUMINIUM FRAMES



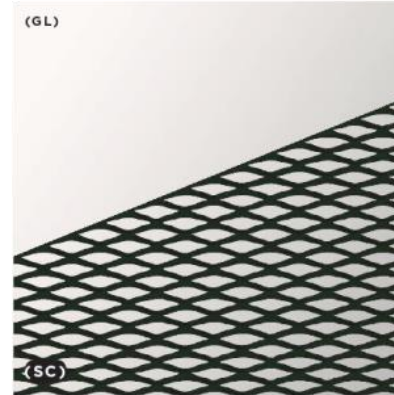
BLACK ALUMINIUM WINDOW FRAMES TO GROUND
LEVEL

(PAV) BLUESTONE PAVER



BLUESTONE PAVER TO GROUND LEVEL LOBBY

BALUSTRADE (LEVEL 3 & 5 TERRACE)



GLAZED BALUSTRADE WITH TAPERED EXTERNAL
EXPANDED MESH SCREEN (SC) IN FRONT TO
MATCHFACADE SCREEN - REFER TO ELEVATIONS FOR
MORE DETAILS

4.35 MATERIAL SCHEDULE

Attachment 1 - PLN20/0322 - PDC Attachment - Decision Plans

**MG
AO**

AREA SCHEDULE

BASEMENT -1	
GFA	806m2
SERVICES	382m2
GROUND	
GFA	806m2
NLA	521m2
LOBBY / SERVICES	160m2
LEVEL 1	
GFA	806m2
NLA	742m2
SERVICES	29m2
LEVEL 2	
GFA	806m2
NLA	742m2
SERVICES	29m2
LEVEL 3	
GFA	593m2
NLA	535m2
SERVICES	29m2
TERRACE	115m2
LEVEL 4	
GFA	571m2
NLA	514m2
SERVICES	29m2
LEVEL 5	
GFA	351m2
NLA	301m2
SERVICES	29m2
TERRACE	55m2
LEVEL 6	
GFA	330m2
NLA	280m2
SERVICES	29m2
LEVEL 7	
GFA	308m2
NLA	259m2
SERVICES	29m2
ROOF	
GFA	308m2
TOTAL GFA:	5685 m2
TOTAL NLA:	3894m2
TOTAL SERVICES:	719 m2
TOTAL TERRACE:	170 m2
GFA / NLA RATIO:	68.5%

PROJECT
JOHNSTON ST

LOCATION
350-358 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3087

CLIENT
COBILD

TITLE
AREA SCHEDULE

SCALE
NTS

DATE
10 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1907

DRAWN
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DRAWING NO.
PA_082

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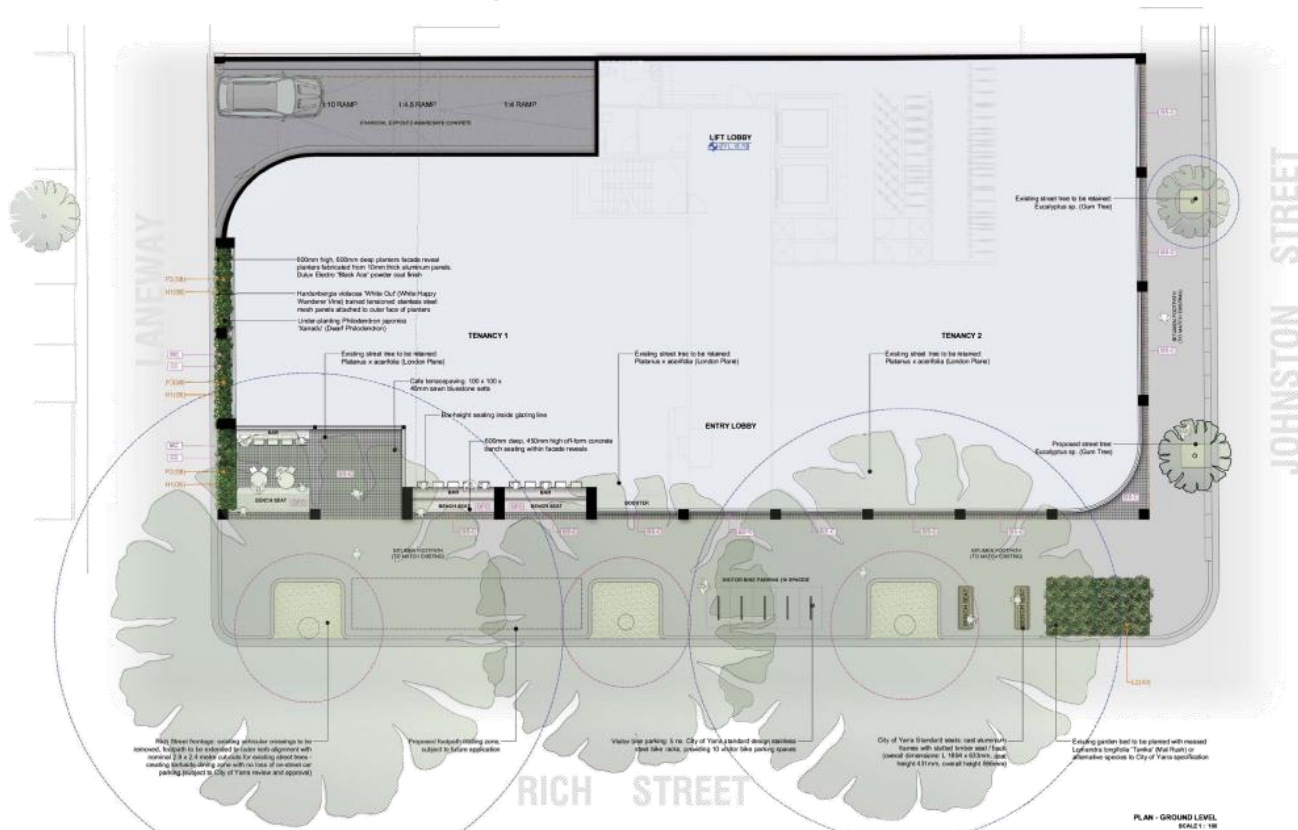


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4.36 AREAS

Attachment 2 - PLN20/0322 - PDC Attachment - Landscape Plan



PLAN - GROUND LEVEL
SCALE: 1:100

PLANTING SCHEDULE

Symbol	Plant	Common Name	Pot Size	Quantity	Planted Height	Planted W/B	Maintained Height	Maintained Width
P1.010	Handkerchief vine/White Clif	White Clif/White Clif	250mm	18	0.25m	0.25m	2.50m	1.20m
P1.015	Concordia vine/White Clif	White Clif/White Clif	150mm	40	0.15m	0.15m	1.50m	0.75m
P1.020	Philadelphus japonicus 'Tanaka'	Dark Philadelphus	250mm	24	0.25m	0.25m	0.80m	0.80m

FINISHES SCHEDULE

Code	Finish	Description
ES10	Exterior Paint	Exterior paint
ES11	Cladding	10mm brick aluminum cladding, painted in Dulux Tenador - Natural Grey metallic iron oxide metal paint
ES12	Concrete	Formed (100 x 100 x 100mm modules, split-face sides, sawn top face, laid in grid format) finished with 10mm wet laid, over wet-laid concrete slab, joint sealed with channel. Refer to Arch Cut documentation
ES13	Cladder Cable	20mm diameter vertical horizontal Grade 310 stainless steel vertical cables at 300mm centres, attached to base Langleigh and underside of coping plate
ES14	Off Form Concrete	Applications: Reinforcement off form concrete walls, seating etc. constructed to profiles/dimensions as detailed and in accordance with structural engineering specifications. Concrete specification: blend comprising Brighton Lake cement and white washed sand with only 5mm white quartz aggregate, class 2 finish, exposed edges to face from area
ES15	Metal Cladding	10mm brick aluminum cladding plates, painted in Dulux Tenador - Natural Grey metallic iron oxide metal paint



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PROJECT TITLE
350-356 Johnston Street, Abbotsford

CLIENT
Cobire Pty Ltd

SCALE: 1:100, AS SHOWN

DRAWING TITLE
Ground Level Landscape Plan

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
20-017	FP01	11-12-20	P

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Attachment 2 - PLN20/0322 - PDC Attachment - Landscape Plan

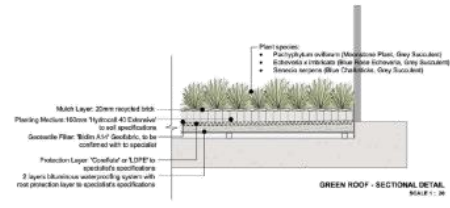


PLANTING SCHEDULE - GREEN ROOF

Symbol	Plant	Common Name	Pot Size	Quantity	Planted Height	Planted Width	Planted Height (95%)	Material	Material
S1	Senecio serotus	Blue Chalksticks	10cm	300	0.25m	0.25m	0.25m	0.25m	0.25m
E1	Echeveria imbricata	Blue Rose Echeveria	10cm	300	0.25m	0.25m	0.25m	0.25m	0.25m
M1	Perpetua	Blue Chalksticks	10cm	300	0.25m	0.25m	0.25m	0.25m	0.25m

FINISHES SCHEDULE

Code	Finish	Description
GF	Concrete Floor	Standard 100mm thick formed with grey cement plaster Formed 1000 x 800mm modules in staggered format (800mm offset) Installation method: lay on high-strength pedestal system, pedestal maximum spacing 800mm
MC	Metal Cladding (Corrugated)	Application: cylindrical roof panners Material: 0.4mm 316L stainless steel Finish: Dulux Enamac Black Acrylic powder coating



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PROJECT TITLE 350-356 Johnston Street, Abbotsford CLIENT Cobild Pty Ltd SCALE: 1:100, 1:1000	DRAWING TITLE Level 05 Landscape Plan and Sectional Detail		
	PROJECT NUMBER 20.017	DRAWING NUMBER TP03	DATE 11.12.20

Figure of dimensions have precedence to scale readings. North orientation is indicated by the arrowhead. Dimensions are in millimeters unless otherwise stated. All dimensions are to face unless otherwise stated.

Attachment 2 - PLN20/0322 - PDC Attachment - Landscape Plan

Commentary on General Irrigation Requirements for Healthy Plant Growth Overview

Irrigation requirements for trees, shrubs, groundcovers and grasses, will vary upon planting density and transpiration rates of plants. Plants require an increase in water delivery after establishments to support healthy growth in constrained volumes. The moisture deficit period in Melbourne occurs during the months of December, January and February, with greater likelihood of drought conditions (days between rain events).

In order to establish and successfully manage plantings, it is important to have an appreciation of the amount of water required. When considering the water use rate for a particular species, it is the changing climatic conditions that will have the greatest influence on the water use rates. The rate at which trees use water depends on:

- The water use characteristics of the plant,
 - The stage of developments, maturity and
 - Prevailing environmental conditions
- eg. Extreme climate conditions of high ambient air temperature, low relative humidity, high wind speed and high levels of solar radiation are all associated with high water consumption by trees.

With restricted volumes of soil, the irrigation required to support any contained plantings needs to be applied more frequently. Street trees in natural soil can have less frequent, deeper watering once established.

Moisture sensors (tensiometers) buried in the soil profile should be located in all irrigation zones. A reading below 8kpa should be programmed to activate the system to deliver water to plantings.

Water shall be supplied to planters via Tech-line and/or Drippers - with emitters located at 200mm centres for full coverage of the soil surface area.

Establishment (2 year period)

The rate of tree water use can be estimated by taking into account (adapted from Hendreck and Black, 2001).

- Total leaf area of the tree - water can be evaporated/transpired from all the leaves (Represented by Leaf Area Index value)
- Evaporation capacity of the atmosphere
- Water use characteristics of the particular species (high or low water user - Crop Factor value)
- Available water in the soil

Table 1 below is to provide a continuum of water needs as root diameter and soil depth increases. The calculated amounts (Litres of soil) are for individual plants. Irrigation at establishment shall require less water resources to keep verdant life to optimum health than when plants are fully established. The less soil volume for roots to explore the more water required for optimum health/growth.

Tree Water Use Requirements, Table 1 from (Connellan 2004)

Soil/Root System Diameter	Soil Depth	Water Available (20% of total volume)
200mm	200mm	12L
300mm	300mm	14.2L
500mm	500mm	47.1L
1.0m	500mm	314L
2.0m	500mm	629L
3.0m	500mm	1414L

Water Management Strategies for Newly-Planted Trees

- Maintain adequate soil moisture - match supplemental irrigation water needs to climate conditions and available soil water
- Water effectively - apply water so that it reaches the tree root system with minimal losses
- Encourage extension of the root system - apply water to extremity of root system and beyond
- Remove competition for water - mulch around the tree

Landscape Maintenance Management Plan

Brief

Provide a Landscape Maintenance management Plan for ongoing maintenance of landscape at 350-356 Johnston Street, Abbotsford.

Included in this specification is work for the following programme in order:

1. General
2. Horticultural Staff Competency
3. Maintenance Procedures
 - a. Pruning
 - b. Fertiliser
 - c. Mulch
 - d. Wetting Agents
4. Irrigation systems
5. Control of Pests, Weeds and Vermin, including: fungus bacteria and virus
6. Site Inspection
7. Plant Replacement
8. Maintenance Outcome
9. Maintenance Delivery and Specification requirements

1. General

Maintenance and Establishment shall mean the care and maintenance of the planting area by accepted horticultural practices, as well as rectification of any defects that become apparent in the work under normal use. This shall include but shall not be limited to, the following items where required.

ITEM	FREQUENCY
Pruning/Climbing	As required, to establish landscape vision
Fertilising	Annual in Spring and/or as required when deficiency is obvious
Weeding	As required
Pest and Disease control	As required
Watering	Fortnightly or as required to establish trees and shrubs, including monitoring of sprinkler settings for garden beds
	On-going monitoring for drought stress and adjustments made to watering regime in accordance to local weather conditions
maintaining site neat and tidy	Keep grounds area/s and planters tidy and in good health, replenish mulch as necessary, in line with landscape vision

2. Horticultural Staff Competency

A written briefing/management plan shall be provided to the property managers that states the landscape vision or the entire site, to clearly establish an understanding of landscape objectives / vision among all stakeholders.

Staff responsible for the management of the site shall be informed of the landscape vision and purpose of the landscape scheme for the site to ensure that the vision at the establishment of the scheme and expectations of the planning authorities are clearly communicated and continued into the future and that plant maintenance is implemented to achieve this consistent landscape vision. Appreciating the objectives of a landscape plan is essential to successful establishment and maintenance.

Horticultural staff are to be trained to an appropriate standard to satisfy the landscape vision. Preference shall be given to already qualified or trained staff.

Staff shall be:

- Familiar with names and requirements of individual plants and group plantings, (i.e. water, fertilizer and ecological niche) to ensure desired quality and health.
- Knowledgeable about planting maintenance procedures and practices appropriate to the site.

3. Maintenance Procedures

- a. Pruning
 - Plant material is to always be maintained to secure the landscape vision of the designers and to satisfy stakeholders.
 - Facade planters - inaccessible facade planters are to be accessed twice annually via davit arms. Plants are to be trimmed and have slow-release fertiliser applied, unhealthy plants are to be replaced
 - In all situations pruning shall utilise accepted horticultural techniques and shall meet expectations of hygiene to minimise spread of disease and shall be appropriately timed to secure appropriate growth and flowering.
 - The following pruning procedures are recommended:
 - i. The removal of all dead, diseased and damaged plant parts, using appropriate pruning techniques, including deadheading (trees, hedges, shrubs, perennials, annuals etc.)
 - ii. Timely removal of growth, to maintain control, optimise appearance and maximise flowering in shrubs and perennials, without placing excess stress on plant material.
 - iii. Formative structural pruning to secure tree health, shape and vigour and to establish the long term integrity of tree structure. Staking of trees may also be a necessary measure to ensure appropriate structure in future.
 - iv. Rejuvenation of some plant material may be required in aged planting schemes. This will require hard pruning to old wood to re-establish appropriate dimensions of plants. This work will only be undertaken by appropriately qualified practitioners.
 - v. Division for perennial plants that extend incrementally will be needed. Undertake division and replanting to maintain health and vigour. This shall be timed to ensure appropriate re-growth and establishment, i.e. outside times of greatest stress and at specific times required by specific plant taxa.
 - vi. The removal of plant parts that are affected by insect, bacteria or fungal attack is to be the first and preferred method for plant care. Chemical control should be the 'last else fails' methods to control insect, bacteria or fungal (Integrated Pest Managements IPM protocols apply).
- b. Fertiliser
 - Annual applications of fertilisers shall be undertaken to secure the sustained absorption of nutrients for effective and appropriate plant growth.
 - Fertilisers shall be applied in the usual way, and fertilisers should be:
 - Of known chemical constituents
 - Convenient for transport and handling
 - Of low toxicity
 - Of low odour
 - All soft landscape areas shall be fertilised annually, in spring, by the application of a complete timed release fertiliser at recommended rates.

Appropriate fertilisers include Osmocote, Decco fertilisers etc. The use of organic fertilisers should not be considered for several reasons however the most important is the likelihood of long-term impact on the structure of the growth medium within planters and resultant changes to soil porosity, texture and drainage.

All planted areas shall be maintained in an appropriately mulched condition by utilising gravel mulch to 50-75mm depth. The use of organic mulches shall be avoided to ensure that the structure of the growing medium is maintained to secure appropriate porosity for air and water movement.

Organic debris (dead flowers, leaves, branches) shall be removed from the surface of the mulch in spring. Mulch is to be topped up as required to cover and protect the drip irrigation system and provide a consistently mulched surface to planted areas.

Wetting Agents shall be applied in conjunction with the application of fertilisers in spring. An application of a commercial wetting agent shall be undertaken to secure appropriate water penetration/ spread into soils. Wetting agents shall be applied in a granular form at recommended rates as specified by manufacturers.

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4. Irrigation system

Rainwater tanks to be installed to WSUD consultant's specifications, collecting stormwater runoff from roof areas to be connected to irrigation system

All above ground planting is to be provided with a drip irrigation system to secure appropriate moisture for plant growth. Regular maintenance of the irrigation and drainage infrastructure shall be completed as below.

Monthly

- Check irrigation system for evidence of leaks or splits to ensure effective on-going irrigation supply to all soft landscape areas.
 - Review the effectiveness of aperture nozzles to ensure that each is free of dirt and provides effective irrigation at the prescribed rate to all planted areas.
- #### Annual
- Provide a complete inspection of the irrigation system including but not limited to:
 - o Replacement of all batteries within the controllers and timers etc.
 - o Check the performance of timers / controllers, moisture sensor devices and replacement and repair as required.
 - o Assessment of the function of drainage from planter beds and the removal of such debris as required to maintain effective site drainage.
 - o Inspection and clean-up of all silt traps to remove debris and ensure free flow of water.

5. Control of Pests, Weeds, and Vermin, including: fungus, bacteria & virus

Inspect for pests or disease outbreak and take immediate action. Integrated Pest Managements (IPM) is the preferred method to deal with any pest outbreak. Strict attention to manufacturer's instructions regarding health and safety precautions is required with all chemical applications. Application of chemicals is the method of last resort, once all other methods have been applied, (IPM protocols). Spraying against insect and fungus infestation shall be carried out in accordance with manufacturer's directions.

If chemicals are to be used in any capacity or form, notification is required to all stakeholders including residents, with proper signage posted on day to inform.

6. Site Inspections

A nominated landscape design professional is to be engaged for site inspections and to provide on-going design and horticultural advice to the site managers. This professional shall monitor the performance of site landscape and enforce the landscape vision.

Site inspections post-occupancy by the nominated professional shall be undertaken on a three monthly basis to review the health and structure of the planting. Specific attention shall be given to ensure:

- Pruning requirements are met, to meet the established landscape vision as planned.
- Appropriate health and vigour is achieved for plants and specifically evidence of disease is identified and controlled.
- The structure and form of trees is appropriate and formative pruning implemented as required.
- Planting stresses resulting from over or under watering are minimised.
- Perennial plants are lifted and divided as required and re-planted to establish plant densities.

7. Plant Replacement

Replacement of dead or dying plants shall occur as the need arises in order to maintain a complete and healthy appearance for the site's landscape scheme. Where plant replacement is required, replacements shall be like with like and shall be established at sizes identified within the Landscape Architectural site plans.

- Should a selected plant taxon consistently fail to perform adequately in the landscape then it shall be replaced within the planting scheme but only following discussion with the landscape professional responsible for the site.
- Given that planting environments change, (sun areas become shaded etc.), it should be recognised that planting, especially of low shrubs and ground covers, may need to change over time to meet changing circumstances. Reference to the site landscape professional should occur prior to a replacement plant selection being made.

8. Maintenance Outcome

The outcome of the implementation of the above specification shall be:

- Appropriate and healthy plant growth in line with the vision for the developments.
- Effective screening to site boundaries to the south and the west.
- Attractive, appropriately scaled tree growth to the pedestrian entrance
- An effective landscape contribution to community amenity within both private and public domain of the development.

9. Maintenance Delivery and Specification requirements

The Owners Corporation will cover all maintenance costs of the landscape along common boundaries.

Specification Requirements

A suitably qualified horticultural contractor is to be hired to complete the horticultural maintenance works. A specification of works shall be required to complete the required works to the aesthetic appearance and intent of the involved stakeholders.

An example of a descriptive landscape maintenance specification may include but are not limited to:

- Pruning General (dead, damaged and disease plant parts)
- Pruning of the trees (species specific requirements)
- Hedge pruning (frequency and desired appearance)
- Pruning of shrubs (size and shape)
- Weeding (hand or herbicide spraying by qualified applicator)
- Date and Time (when, and how long works will take)
- Equipment (appropriate power equipment and restrictions)
- Clearing of rubbish (papers and garbage blown in paths and other surfaces)
- Spoil replacement (over time soils will subside and require replacement to appropriate level)
- Mulching (mulch schedule)
- Qualifications (suitably qualified and knowledgeable contractor to achieve specification requirements)


Street Tree Protection Measures

Prior to commencement of any construction works, the following protection measures must be implemented around the street tree:

1. Tree protection fencing must be erected around the street tree at a radius of 2.0 metres from the base of the trunk to define a 'Tree Protection Zone'. The fence must be constructed of star pickets and chain mesh or equivalent to at least 1.8m in height to the satisfaction of the Responsible Authority. The tree protection fences must remain in place until all construction is completed
2. The accessible ground surface of the Tree Protection Zone must be covered by a 100mm deep layer of mulch before the development starts and be watered regularly to the satisfaction of the Responsible Authority
3. No vehicular or pedestrian access, trenching or soil excavation is to occur within the Tree Protection Zones without the written consent of the Responsible Authority. No storage or dumping of tools, equipment or waste is to occur within the Tree Protection Zones

Soil Preparation Specifications

1. Garden Beds
 - Cultivate to a depth of 300mm and install 150mm layer of 5 way organic topsoil / compost blend
 - E - 75 x 6mm galvanised steel, treated pine stakes 900mm apart, matt black paint
 - Potted plants - install irrigation lines through base of pots / planters, line floors with AG drainage coil and fill with Decco Terra Cotta and Potting Mixture
 - Ensure stormwater wastes are installed in all planters, in accordance with Civil Engineer's specifications, lay non-shrink screed with 1 in 50 falls to wastes
 - Apply waterproofing membrane to buried surfaces in accordance with waterproofing specialist's specifications
 - Line floors of planters with AG drainage coil panels and walls with black core flute protective boards fill planters with potting mix (75%), blended with 'Surecrop' compost (25%). Both available from Fulton Gardens supplies
 - Spread layer of 'Surecrop' compost after planter installation
2. Pots and Planters
 - Apply Mapei acrylic waterproofing membrane to internal walls and floor of all pots
 - Install double layer of 50mm AG drainage coil panels to base of pots
 - Void filling media (through central zone of tall pots, up to 440mm below top lip of pots): vermiculite
 - "Planters filled with appropriate mineral based mix - scoria or coarse sand - to approved specification"
 - Install plants, apply Osmocote slow-release fertiliser and spread double layer of 35-50mm diameter 'Indo Cream' pebbles



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350-356 Johnston Street, Abbotsford

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DRAWING TITLE
Soil, Irrigation & Maintenance Schedule

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Figure dimensions take precedence to scale readings. Verify all dimensions on site. Report any discrepancies to Jack Merlo Office for decision before proceeding with the work.

Traffix Group

Traffic Engineering Assessment

Proposed Mixed Use Development

350-356 Johnston Street & 2 Rich Street,
Abbotsford

Prepared for
Cobuild TM

December 2020

G27858R-01C

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Traffic Engineering Assessment

350-356 Johnston Street & 2 Rich Street,
Abbotsford

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Our Reference: G27858R-01C

Issue No.	Type	Date	Prepared By	Approved By
C	Final	11/12/20	J. Cossins	C. Morello

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Appendix A Swept Paths

**Traffic Engineering
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1. Introduction

Traffix Group has been engaged by Cobuild TM to undertake a Traffic Engineering Assessment for the Proposed Mixed Use Development at 350-356 Johnston Street & 2 Rich Street, Abbotsford.

This report provides a detailed traffic engineering assessment of the parking and traffic issues associated with the proposed development.

In the course of undertaking this assessment, we inspected the subject site, reviewed development plans and background material, and assessed the car parking and traffic impacts of the proposal.

Our assessment is as follows.

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350-356 Johnston Street & 2 Rich Street,
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2. Existing Conditions

2.1. Subject Site

The subject land, addressed as 350-356 Johnston Street & 2 Rich Street, Abbotsford, is located on the north-east corner of the intersection Johnston Street and Rich Street in Abbotsford. The site has a frontage of approximately 20 metres to Johnston Street at the south, a western abuttal to Rich Street of approximately 40 metres and a northern abuttal to Little Turner Street of approximately 20 metres.

The development site comprises two lots being No. 350-356 Johnston Street and No. 2 Rich Street.

The site at 350-356 Johnston Street is currently occupied by a retail showroom and workshop. Four under croft parking spaces are provided accessed via Rich Street.

The site at No. 2 Rich street is currently occupied by a single residential dwelling. Access to dwelling is provided via a crossover to Rich Street.

A locality plan and photograph of the site frontage are provided at Figure 1 and Figure 2, respectively.

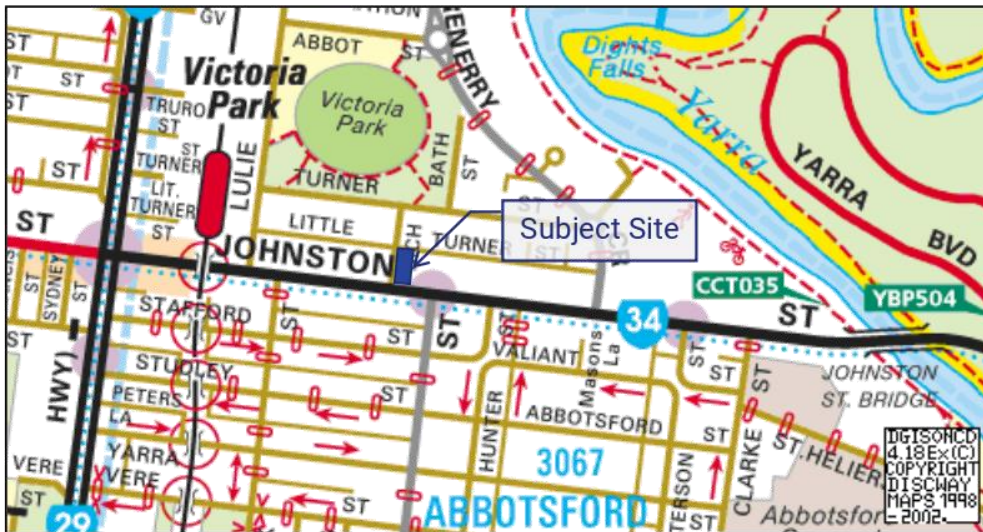


Figure 1: Locality Map

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Figure 2: Site Frontage - View from Johnston Street

2.2. Planning Scheme Zones & Surrounding Uses

The subject site is zoned as Commercial 1 Zone under the Yarra Planning Scheme. A planning zone map is provided at Figure 3.

The subject site is located within the Johnston Street Activity Centre. This Activity Centre provides a variety of everyday services.

Land uses in the immediate vicinity of the subject is generally a mixture of commercial and residential in nature.

Notable nearby uses include:

- Victoria Park – Located approximately 70 metres north of the site, and
- Victoria Park Station – located approximately 290 metres west of the site.

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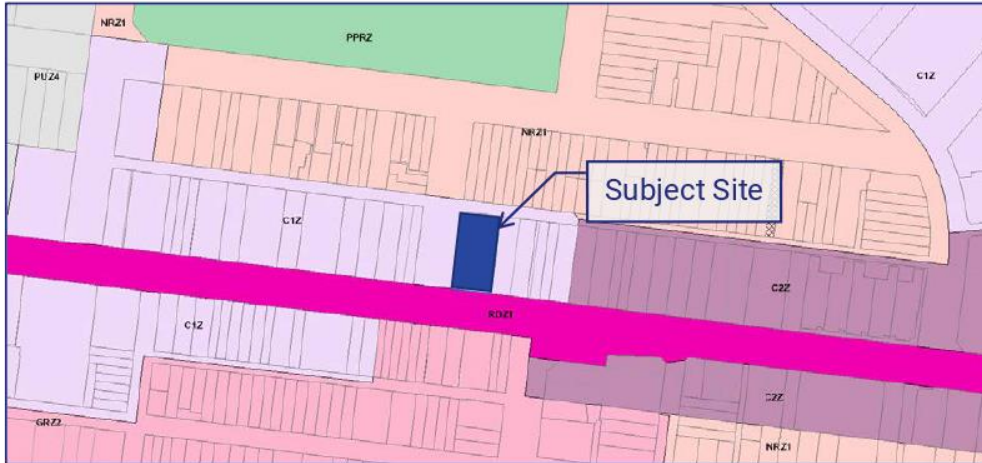


Figure 3: Planning Zone Map - Yarra

2.3. Road Network

Johnston Street is a primary state arterial road generally aligned in an east west direction, between Nicholson Street, Carlton in the west where it continues further west as Elgin Street and Clarke Street in the east, where it continues further east as Studley Park Road.

In the vicinity of the subject site, Johnston Street typically provides a total of 5 lanes. The kerbside lanes are typically used for on-street parking outside of Clearway times and a dedicated bus lane during Clearway times. The centre lane is subject to contra flow arrangements whereby it operates westbound in the morning peak (toward the City) and eastbound in the afternoon peak (out of the City). Outside of peak commuter periods, it operates as a shared central turning lane.

On-street parking along Johnston Street is generally short-term (1P or 2P) with varying time restrictions. Clearway Tow-Away restrictions apply between 6:30am-9:30am Mon-Fri on the south side and 4pm-6:30pm Mon-Fri on the north side. On-street parking along the site's frontage is No Stopping due to traffic signals located immediately east of the site.

Rich Street is a local street aligned in a north-south direction between Johnston Street in the south and Turner Street in the north. Rich Street accommodates a wide central carriageway for two-way traffic. It provides angled kerbside parking on the east side and kerbside parallel parking on the east side, with intermittent tree outstands.

There is currently no on-street parking along the site's Rich Street abuttal due to existing crossovers and site access.

Little Turner Street is a local access place/laneway aligned in an east-west direction between Lulie Street in the west and Trenerry Crescent in the east. Little Turner Street accommodates two-way traffic movements and provides access to the rear of a number of properties fronting Johnston Street and Turner Street.

A portion of the site's abuttal to Little Turner Street is 'Loading Zone' restricted.

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Figure 4 and Figure 9 provide views of the surrounding road network.



Figure 4: Johnston Street - View East



Figure 5: Johnston Street - View West



Figure 6: Rich Street - View North



Figure 7: Rich Street - View South



Figure 8: Little Turner Street - View East



Figure 9: Little Turner Street - View West

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3. Proposal

The application proposes to develop the site for the purposes of a commercial development inclusive of office uses and ground floor retail tenancies.

The proposed development schedule is provided in Table 1.

Table 1: Proposed Development Schedule

Use	Current Scheme
Retail/Shop/Food & Drink	496 m ²
Office	3,382 m ²

The development will be constructed with a total of 42 parking spaces, inclusive of a single DDA space and 41 spaces within mechanical parking systems.

Access to the on-site car park will be provided from Little Turner Street in the north-east corner of the site.

Access will be accommodated by a single width ramp with a signalling system installed to assist with two-way movements to/from the site.

The application proposes the provision of 39 bicycle spaces.

End of Trip facilities are proposed on-site for staff, inclusive of four showers and changerooms at ground floor. Additional End of Trip facilities have been provided on each floor within the office tenancies.

An additional 10 on-street bicycle spaces are proposed on the site’s frontage to Rich Street, subject to Council approval, as part of proposed landscaping within this area.

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4. Car Parking Considerations

4.1. Statutory Requirements – Clause 52.06

The car parking requirements for the proposed development are outlined under Clause 52.06 of the Yarra Planning Scheme. The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Clause 52.06-5 states that:

“Column B rates apply to a site if any part of the land is identified as being within the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps”

An excerpt of the Principal Public Transport Network (PPTN) Area Map is provided at Figure 10.



Figure 10: Yarra PPTN Area Map

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The subject site falls within the PPTN area map and therefore Column B rates apply to the proposal.

A statutory assessment of the proposal under Clause 52.06 is provided at Table 2.

Table 2: Statutory Car Parking Requirements (Clause 52.06)

Use	No / Size	Statutory Requirement	No of Spaces Required
Retail (Shop)/Food & Drink	496 m ²	3.5 spaces to each 100 square metres	17 spaces
Office	3,382 m ²	3 spaces to each 100 square metres	101 spaces
Total			118 spaces

Based on the table above, the development is statutorily required to provide 118 car spaces inclusive of 17 retail/food & drink spaces and 101 office spaces.

The application proposes the provision of 42 car spaces and therefore a reduction in the parking provisions by 76 spaces is sought.

Clause 52.06-7 of the Planning Scheme allows a permit to be granted to vary the statutory car parking.

Planning Practice Note (June, 2015) specifies that the provisions draw a distinction between the assessment of likely demand for parking spaces, and whether it is appropriate to allow the supply of fewer spaces. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

An assessment of the appropriateness of reducing the car parking provision below the statutory requirement is set out as follows.

4.2. Car Parking Demand Assessment

The Scheme requires the assessment of car parking demand likely to be generated by the proposed use to have regard for listed factors, as appropriate, including:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use
- The variation of car parking demand likely to be generated by the proposed use over time
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

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An assessment of the projected car parking demand for the proposed development, accounting for these factors follows.

4.2.1. Sustainable Modes of Transport

The site has excellent access to sustainable transport modes and is well located with regard to retail and essential services as detailed below.

Walking & Bicycle Accessibility

The site is well located to promote walking to everyday services as it is located within the Johnston Street Activity Centre.

The City of Yarra is well serviced by the Principal Bicycle Network (PBN), with a number of streets within the vicinity of the site highlighted as principal bicycle routes including Johnston Street, Trenerry Crescent and Nicholson Street directly linking areas within City of Yarra with surrounding municipalities.

The subject site has excellent access to bicycle infrastructure with on-road bicycle lanes and informal bicycle routes on many roads in the immediate vicinity of the subject site, including the site’s frontage to Johnston Street.

Public Transport

The site is also very well serviced by public transport with a bus stop on the site’s southern abuttal on Johnston Street (Route 200 and 207).

Additional Bus Routes (12 major routes) operate along Hoddle Street approximately 450 metres to the west of the site.

Victoria Park train station is located approximately 290 metres to the west of the site.

Table 3 summarises the available services, whilst Figure 11 illustrates the nearby routes.

Table 3: Public Transport Services in the Vicinity of the Subject Site

Service	Route	Distance to Node
Metropolitan Train Services		
Victoria Park Station	City – Williamstown	~290m west
Metropolitan Bus Services		
Route 200	City (Queen St) - Bulleen	~45m East
Route 207	City – Doncaster SC via Kew Junction	~45m East
Route 246	Elsternwick – Clifton Hill via St Kilda	~450m west
Route 302	City – Box Hill via Belmore Road and Eastern Fwy	~450m west
Route 303	City – Ringwood North via Park Road	~450m west
Route 304	City – Doncaster SC via Belmore Rd and Easter Fwy	~450m west

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Route 305	City – The Pines SC via Eastern Fwy	~450m west
Route 309	City Donvale via Reynolds Road	~450m west
Route 318	City – Deep Creek	~450m west
Route 350	City – La Trove University via Eastern Fwy	~450m west
Route 905 (SMARTBUS)	City – The Pines via Eastern Fwy & Templestowe	~450m west
Route 906 (SMARTBUS)	City – Warrandyte via The Pines SC	~450m west
Route 907 (SMARTBUS)	City – Mitcham via Doncaster Rd	~450m west
Route 908 (SMARTBUS)	City – The Pines SC via Eastern Fwy	~450m west

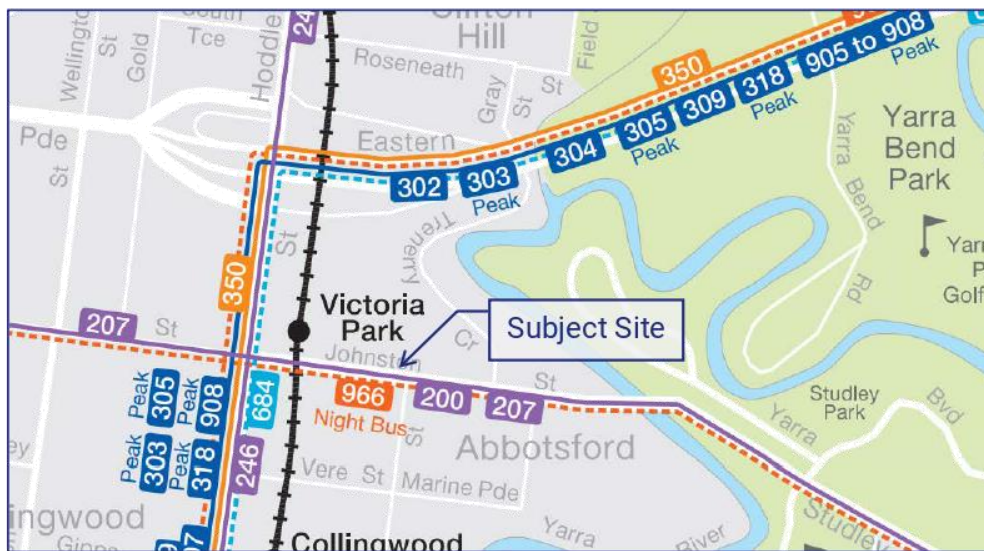


Figure 11: PTV Public Transport Map – Yarra

Source: Public Transport Victoria

Car Share

Car sharing schemes have been operating in Melbourne since 2003 with a number of inner metropolitan Councils actively supporting their use by allocating public spaces throughout their municipalities for the purposes of accommodating ‘car share’ cars¹.

Yarra City Council supports ‘car sharing’ schemes by allocating spaces within private developments and Council operated off-street car parks for the purposes of accommodating ‘car share’ cars operated by Flexicar, Go Get and GreenShareCar.

¹ The three main schemes supported by these Councils are Flexicar (www.flexicar.com.au), Go Get Car Share (www.goget.com.au) and Green Share Car (www.greensharecar.com.au).

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Commercially operated car share cars currently available proximate to the subject site, include:

- Trenerry Crescent near Johnston Street (GoGet and Flexicar)
- Sackville Street near Hoddle Street (GoGet) (1 car)
- Lulie Street and Johnston Street (Flexicar) (1 car).

Car sharing schemes provide accessibility for businesses that may require a car for short trips during the daytime period, but otherwise can easily commute to/from the site at the start and end of the day. This actively encourages the use of alternative transport modes for the main commuter trips.

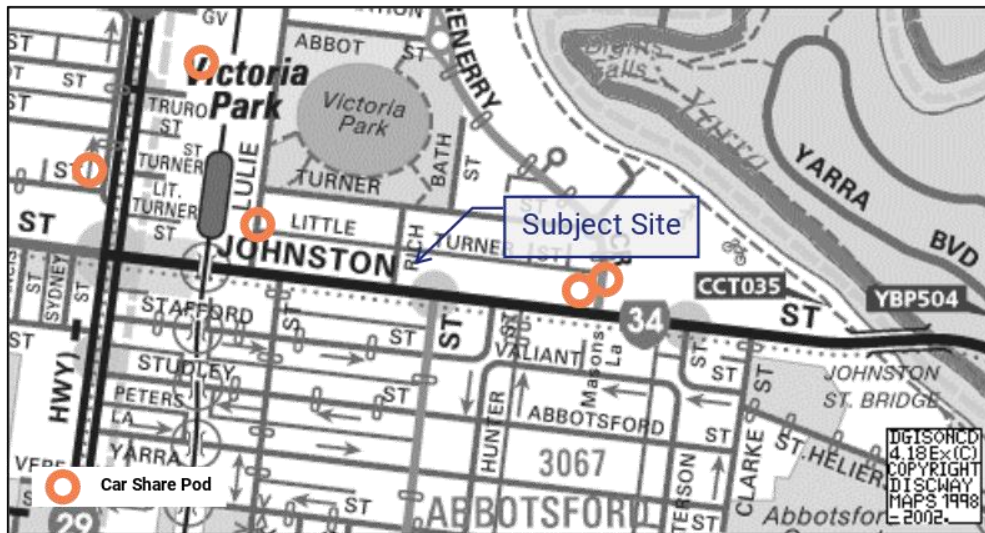


Figure 12: Proximate Car Share Pods

Anticipated Parking Demand

ABS Journey to Work Data

A review of the ABS 'journey to work' data for the 2016 census identifies that a significant number of office employees who work in the Yarra – Abbotsford SA2 statistical area, which includes the subject site, use active or alternate transport modes to travel to work, rather than a car, as driver.

This data reveals a high level of public transport and walking trips for the suburb of Abbotsford, summarised at Table 4.

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Table 4: Journey to Work Data (2016 Census) – Office Employees Working in Abbotsford

Mode of Travel for 'journey to work' trips	Work within Abbotsford – SA2
Car as driver	54.7%
Public Transport	23.7%
Walking	3.4%
Cycling	3.8%

This data highlights a low reliance on private cars by office employees working in Abbotsford, which is supported by the high level of public transport access and ability to walk to the site and day to day services.

The proposed development has good accessibility to public transport, bicycle infrastructure and car share facilities. There is access to 2 bus routes within 50 metres of the site, a train station within 300 metres of the site and a further 12 bus routes 450 metres to the west of the site.

Effectively, a reduced parking allocation enables travel demand management by suppressing car parking demands. That is, by not providing on-site car parking the applicant is forcing the use of alternative transport modes for their staff. Whilst there is existing on-street parking surrounding the site, it is typically short-term parking, or permit restricted, and not practically able to be utilised by employees who would require long term parking spaces.

Accordingly, future office employees who are not provided with an on-site car parking space will most likely seek alternative modes of transport to access the site, rather than utilise a motor vehicle, and consequently the employee parking demand will be dictated by the supply.

Retail

Retail uses such as the proposal would typically operate as service type uses that draw trade from the surrounding existing (and proposed) commercial and residential uses. In this case, the proposed development includes the addition of some 3,382 square metres of office floor area.

Based on the site’s location, the parking demand for the retail tenancies is unlikely to reach the Planning Scheme rate of 3.5 spaces per 100 square metres and we would expect that once shared trips have been accounted for, a rate of around 3.0 spaces per 100 square metres would be more akin, if not still conservative for the site.

Application of this rate to the 496 square metres of retail use would indicate a peak demand for 15 spaces.

It is typical to adopt a rate of 1 space per 100 square metres of floor area for staff. This would realise a staff demand for five (5) spaces, and a customer demand for 10 spaces.

The provision of five (5) spaces is therefore expected to meet the long-term demand for retail staff parking.

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The customer demand (10 spaces) would be accommodated on-street.

Total

The proposed long term on-site parking provision of 42 spaces is equivalent to a rate of 1.08 spaces per 100 square metres.

This rate is consistent with long term parking rates recently adopted in the City of Yarra as demonstrated in Table 5.

Table 5: City of Yarra - Approved Parking Rates

Development Site	Approved Parking Rate
60-88 Cremorne Street, Cremorne (PLN17/0626)	0.72 spaces per 100 m ²
2-16 Northumberland Street, Collingwood (PLN16/0435)	0.89 spaces per 100 m ²
51 Langridge Street (PLN17/0332 (Amended))	0.54 spaces per 100 m ²

Based on the foregoing assessment, it is projected that the proposed development could generate an off-site parking demand for up to 10 short term customer spaces during business hours.

4.3. Allowing Fewer Car Spaces

When considering if appropriate to provide fewer car parking spaces on-site, the responsible authority must consider as appropriate:

- The Car Parking Demand Assessment
- The availability of alternative car parking in the locality of the land.
- Any car parking deficiency associated with the existing use of the land, including:
 - Efficiencies gained from the consolidation of shared car parking spaces.
 - Public car parks intended to serve the land.
 - On street parking in non residential zones.
 - Streets in residential zones specifically managed for non-residential parking.
- On street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.
- Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.

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- Local traffic management in the locality of the land.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- The need to create safe, functional and attractive parking areas.
- Access to or provision of alternative transport modes to and from the land.
- The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

A discussion of the relevant items follows.

4.3.1. Existing On-Street Parking

To ascertain existing parking within the area, Traffix Group commissioned a spot car parking occupancy survey on Tuesday 21st January, 2020 at 3pm.

The survey area is illustrated in Figure 13 included up to 258 spaces, which were seen to be generally short term restricted. Parking occupancy in the area was noted to be heavily utilised, with a maximum occupancy occurring when a total of 240 out of the 258 spaces were occupied (93% occupancy).

At this time, there were no fewer than 18 parking spaces available in the area.

It is noted that the parking in the area surrounding the site is predominantly controlled by short term parking restrictions (1P and 2P) with very limited long term on-street parking available.

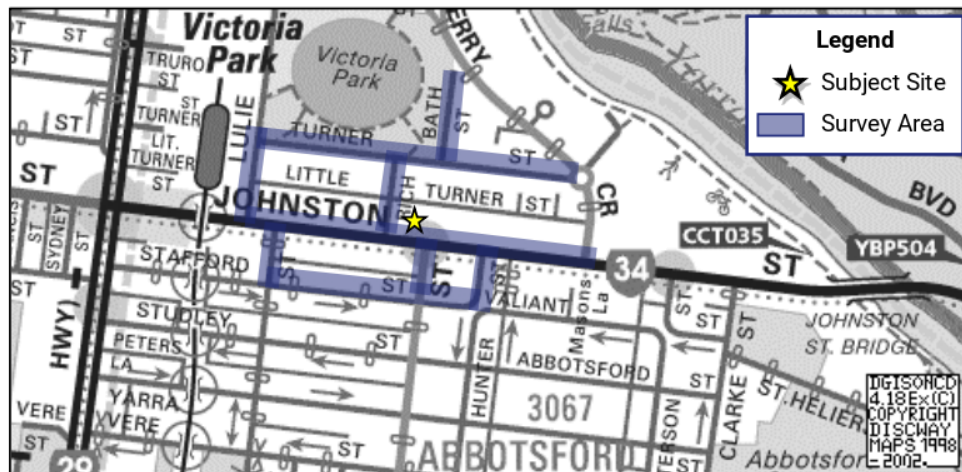


Figure 13: On-Street Car Parking Survey Area

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Observations of alternative weekday daytime periods from Nearmap Aerials suggest that this is generally consistent with typical demands during normal periods, albeit there is expected to be sufficient availability of on-street parking for customers of the retail use to be accommodated.

Based on the preceding, it can be seen that parking within the area is actively managed by Council to restrict long term (non permit) parking and protect existing residents who are eligible for permits.

The limited supply of unrestricted parking spaces was observed to be in high demand during normal periods.

In this regard, it is highly likely that either by choice, or necessity, staff without a car space on-site will not be able to park in the near vicinity of the site.

4.3.2. Existing Deficiency

It is noted that the site currently operates as a showroom and workshop of approximately 541 square metres. It provides four on-site parking spaces in an undercroft area.

At 541 square metres, and adopting the 'Restricted Retail' rate for the existing use would indicate a requirement to provide 13 spaces.

In this regard, the existing use is currently reliant on nine spaces on-street which would be associated with customers/visitors.

The sought reliance of up to 10 spaces on-street for customers of the proposed retail use is comparable to the existing on-street reliance, and therefore can be accepted.

4.3.3. Activity Centre Parking

It has been a long-held practice within Activity Centres to rely on a centre based approach to parking. That is, individual sites do not provide car parking on their land but rather rely on a pool of car parking throughout the activity centre.

More specifically, Practice Note 22 (Using the Car Parking Provisions, June, 2015) states:

In an Activity Centre, car parking issues have a part to play, but should not dominate when assessing an application for a use or development.

Where a change of use or relatively small extension is consistent with the strategic plan for the centre and car parking cannot easily be provided, it will often be more sensible to reduce the car parking requirement, rather than prevent the use or development. Some activity centres will have excellent public transport access, ample car parking or mainly serve local customers who arrive on foot. In such circumstances, an increase in business and activity would increase the overall viability of the centre, and the reduced number of car trips would have a positive impact.

In this instance, it is expected that a significant proportion of customers to retail uses will be visitors to the area rather than a specific trip to this site, and there will also be a significant proportion of customers from the surrounding area that will patron the proposal.

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Assessment**

350-356 Johnston Street & 2 Rich Street,
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The subject site is located within the Johnston Street Activity Centre and is very well served by public transport and therefore this approach to car parking is considered to be appropriate for the site.

4.3.4. Relevant Council Policy

Yarra City Council supports sustainable transport and design in new and existing developments through a number of policies and initiatives.

Clause 21.06 of the Municipal Strategic Statement sets out these policies and includes a number of policies directly related to this site to encourage walking and cycling, increased public transport, a reduced reliance on the private motor car, and ultimately a reduced impact on vehicular traffic and congestion.

Yarra City Councils Strategic Transport Statement (adopted April, 2006) has also created a Hierarchy of Transport Modes that “should be applied to all decision making and actions related to transport in the City”. The hierarchy prioritises sustainable transport modes such as walking, cycling and public transport and aims to support the statements at Clause 21.06 by reducing the reliance on single occupant local and through traffic within the Yarra municipality.

Council’s Parking Management Strategy (2013-2015 Action Plan) also sets out Council’s vision, goals and principles for managing parking in the City of Yarra. The action plan seeks to encourage reduced parking or no car parking for development sites close to public transport stops.

4.3.5. SRO, Victoria - Congestion Levy

The subject site is located in the State Revenue Office (SRO) of Victoria ‘congestion 2 levy area (blue area) as detailed in Figure 14, an excerpt from the SRO website.

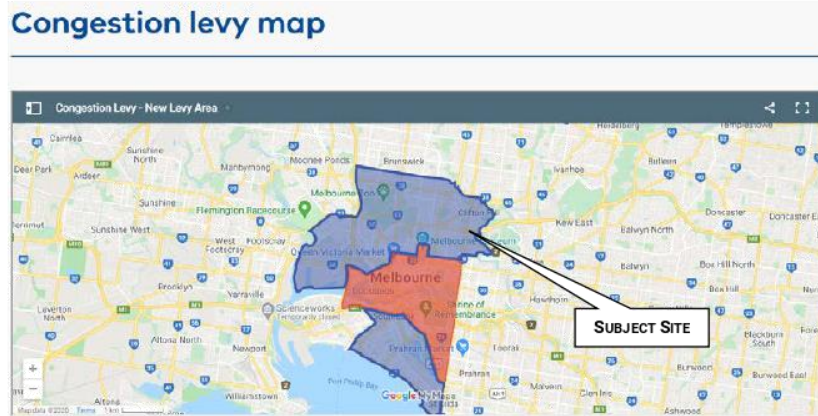


Figure 14: State Revenue Office Congestion Levy Areas

This levy applies to private and public car spaces that are used for commercial / office purposes within the inner Melbourne area.

Traffic Engineering Assessment

350-356 Johnston Street & 2 Rich Street,
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The SRO Victoria identifies that:

This annual levy aims to reduce traffic congestion in central Melbourne by encouraging more motorists to regularly use public transport.

Introduced in 2005, the congestion levy is charged each calendar year to off-street private and public car parking spaces in two specified areas.

The current congestion levy is \$1,040 for the Category 2 Area.

This policy clearly encourages lower levels of car parking for office uses to minimise car use and reduce congestion.

The provision of 1.08 space per 100 square metres for office and retail staff is a relatively low provision and accords with this policy.

4.3.6. Summary & Conclusions

Based on the preceding, we are of the view that the proposed parking provisions are acceptable and the sought dispensation is justified on the following grounds:

- Limiting staff and long term parking will actively suppress parking demands.
- The proposed staff rates are consistent with rates adopted by Council for similar developments.
- Local and State Policy supports a reduced car reliance.
- The site is in an activity centre and shared use of on-street parking for customers is appropriate.
- The existing reliance on on-street parking by the existing use is comparable to the proposed on-street reliance.

4.4. Car Parking Layout & Access Arrangements

The car park layout and access arrangements have been developed with design advice provided to the project architect (Matt Goodman Architecture) and is considered to principally meet the relevant requirements of the Yarra Planning Scheme and where applicable, the Australian Standard for Off-Street Parking (AS2890.1:2004).

A review of the car park layout reveals:

General Car Parking Layout

- The stacker units are proposed as a Klaus Trendvario 6300 or similar, provided with dimensions of 2.6 metres width (allowing for a 2.4 metre platform) and 5.7 metres length (allowing for a 5.2 metre long car). The height clearance in basement 1 is such that the minimum 25% of spaces required by Clause 52.06 will be provided to accommodate a vehicle of 1.8 metres.
- The aisle width provided to the stacker units is predominantly in excess of 6.4 metres, exceeding the requirements of Clause 52.06 of the Planning Scheme.
- A DDA parking bay has been provided in accordance with the requirements of AS2890.6:2009. A dedicated bay and shared area have been dimensioned at a minimum

Attachment 3 - PLN20/0322 - PDC Attachment - Traffic Assessment Report**Traffic Engineering
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width of 2.4 metres, minimum length of 5.4 metres and provided with a minimum headroom clearance of 2.5 metres.

- A blind aisle extension of 1.0 metre has been proposed exceeding the relevant recommendation of the Australian Standard.
- A minimum head clearance of 2.2 metres is provided within all trafficable areas of the car parking area.

Access & Ramps

- The proposal intends to take access via Little Turner Street via a single width (two-way) crossover, located at the north-eastern corner of the site.
- The ramp from street has a width of 3.6 metres between walls, in excess of AS2890.1:2009.
- As the proposed access is not to a Road in a Road Zone and is less than 50 metres long there is no requirement to provide for a passing bay.
- However, stop/go signals are proposed at the top and bottom of the ramps from ground to basement 1 to manage traffic associated with the development. Hold lines are proposed in basement 1 to allow for opposing vehicles to pass. This arrangement is considered to be appropriate for the proposed development, particularly when considered that parking is all for staff and traffic is highly tidal.
- The first 5 metres of ramp is with the grade of 1 in 10 satisfying the requirements of the Planning Scheme.
- The plans illustrate a maximum grade of 1 in 4 on the ramp, with a 1 in 8 transition of 2.6 metres at the bottom, satisfying the requirements of the Planning Scheme.
- A full sight triangle has not been provided on the eastern side of the access ramp due to neighbouring property, this could be addressed by permit condition to provide flashing beacon light/convex mirror and/or signage.

In this regard, the above access arrangements, grades, transitions and clearances have been assessed and, in our view, meet the intent of the relevant standards.

Swept paths have been prepared demonstration appropriate access and passing and have been provided at Appendix A.

Based on the foregoing, the car park layout and access is considered satisfactory.

5. Traffic Considerations

5.1. Traffic Generation & Impact

A total of 42 car spaces are proposed on-site for office and retail staff.

Based on our experience with commercial office developments and staff parking traffic generation, it is expected that 50% of the available parking supply will fill in the morning peak hour, and 50% will vacate during the afternoon peak hour.

There are currently 4 staff parking spaces on-site and a single residential dwelling.

Allowing for the existing uses, we expect that the additional 37 staff spaces on-site will generate up to 19 arrivals and 19 departures in the morning and afternoon peak hours, respectively.

This level of traffic generation is relatively low in traffic engineering terms, equivalent to an average of not more than one additional vehicle movement being generated every 3 minutes during the peak periods.

This is a low level of traffic and will be able to be accommodated by the surrounding road network and is therefore considered acceptable.

Signals immediately west of the site will manage traffic on Johnston Street and create gaps in traffic on Johnston Street to allow staff to enter and exit Rich Street in the peak hours with relative ease.

Traffic Engineering Assessment

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Abbotsford

6. Bicycle Considerations

Clause 52.34 of the Planning Scheme specifies the bicycle parking requirement for new developments.

The relevant requirements are summarised in Table 6.

Table 6: Statutory Bicycle Parking Requirements

Use	Units	Statutory Requirement	No. Of Spaces Required
Retail	496 m ²	1 space per 300 square metres for staff 1 space per 500 square metres for customers	2 staff space 1 visitor spaces
Office	3,382 m ²	1 space to each 300 square metres of area for staff 1 space per 1000 square metres for visitors	11 staff space 3 visitor spaces
Total		Staff Visitors	13 staff spaces 4 visitor spaces

Based on the above assessment, the development is required to provide a total of 17 bicycle spaces, comprising 13 staff spaces and four visitor spaces.

The requirement for 13 staff spaces also triggers a requirement for End of Trip Facilities at a rate of 1 shower/changeroom for the first 5 bicycle spaces and 1 space for each 10 bicycle spaces thereafter.

The application plans illustrate the provision of 39 bicycle spaces with a further 10 visitor spaces along the site frontage to Rich Street. End of Trip facilities with four shower and changerooms is also provided.

These provisions exceed the minimum requirements under Clause 52.34 of the scheme.

Bicycle parking has been provided in accordance with AS2890.3-2015 with a mix of vertical and horizontal rails as follows:

- Wall mounted vertical rails are dimensioned at 1.2 metres deep spaces, 0.4 metres spacings, and are accessible from an aisle 1.5 metres wide; and
- Horizontal rails are provided with dimensions of 1.8 metre length and spaced at 1.0 metre centres, accessible from a 1.5 metre aisle.

7. Loading & Waste Considerations

7.1. Loading

Clause 65.01 of the Planning Scheme states that the responsible authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

Loading activities for the office component will be infrequent. In this regard, it is considered appropriate for delivery vehicles to utilise nearby on-street parking.

Based on the size and nature of the proposed retail tenancies it is expected that they will only require deliveries that are of a small and infrequent nature, which will most likely be undertaken by vans or small rigid vehicles (SRVs) that can utilise short-term kerbside parking or on-street loading zones in the vicinity of the site.

Notably, there are existing Loading Zone restrictions along the southern side of Little Turner Street which would be appropriate for use by the site.

Ultimately, deliveries will be transient and will not materially disrupt the operation of the road network or nearby properties.

Accordingly, we are of the view that nearby on-street parking provisions will adequately accommodate any loading activities generated by the proposed development.

7.2. Waste

We understand that waste collection will be in accordance with the Waste Management Plan prepared by Wastech Services.

Waste collection will be undertaken by a 6.4 metre waste-wise mini loader. A minimum height clearance of 2.2 metres has been provided within all circulation routes for waste collection with a height clearance of 2.5 metres provided for the collection area.

Swept paths demonstrating access by a waste collection vehicle are provided at Appendix A.

Based on the preceding the waste collection of the site is proposed in accordance with the waste management plan prepared by Wastech Services and is therefore considered acceptable.

Traffic Engineering Assessment

350-356 Johnston Street & 2 Rich Street,
Abbotsford

8. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 350-356 Johnston Street & 2 Rich Street, Abbotsford, we are of the opinion that:

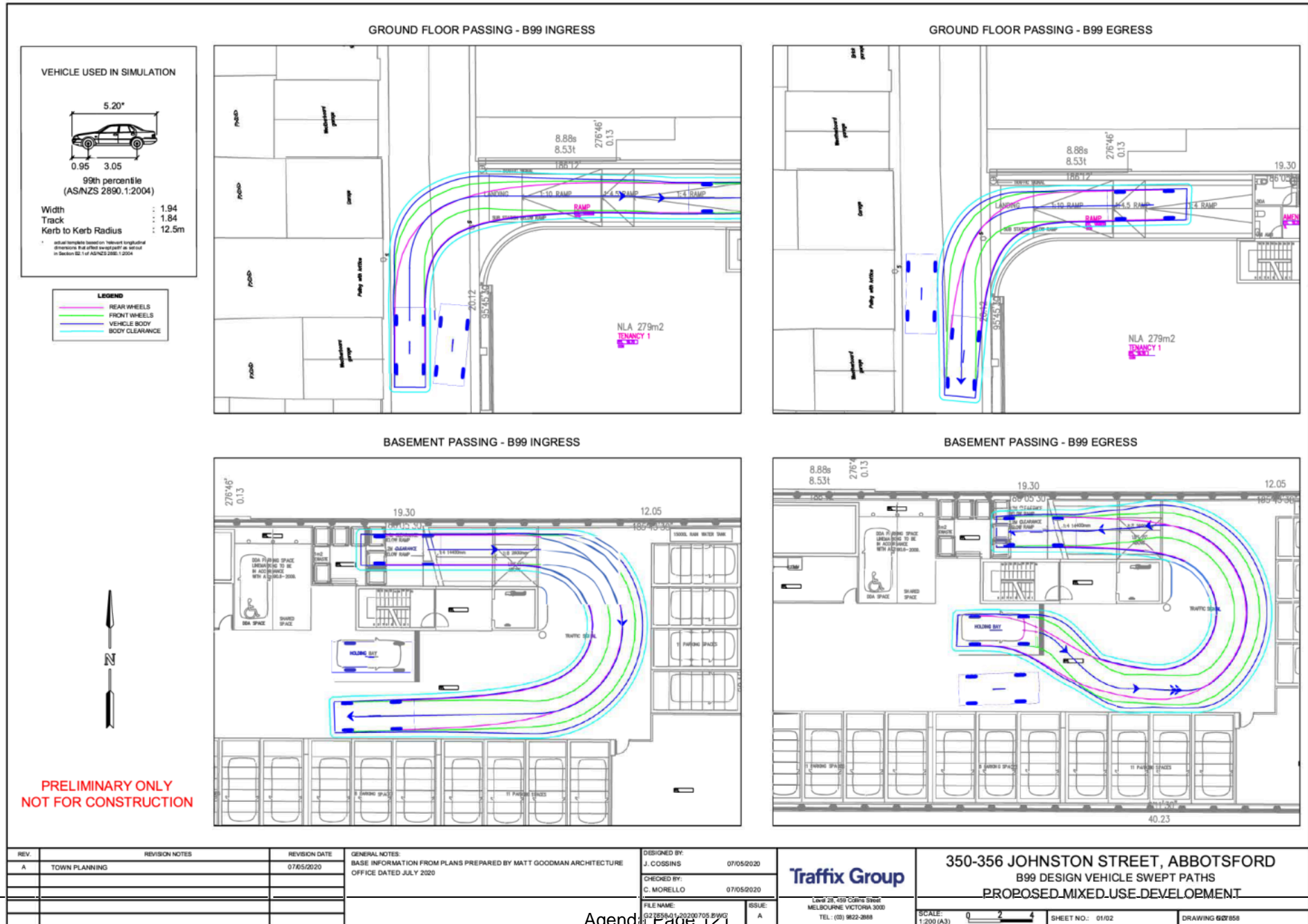
- a. the proposed development has a statutory car parking requirement of 118 car spaces under Clause 52.06-5 of the Planning Scheme and the provision of 42 car space results in a shortfall of 76 car spaces,
- b. the required reduction in parking under Clause 52.06-6 is supported on the following grounds:
 - i) the site is located within a Johnston Street Activity Centre and is well served by public transport and alternative transport modes,
 - ii) The context of site within the whole of the surrounding activity centre and a shared approach to both parking use and parking demand generation,
 - iii) those staff who do not have an on-site parking space have the opportunity to make a mode shift to more sustainable transport to access the site,
 - iv) the site car parking layout is considered to be efficient and there is limited ability to provided additional parking within the car park extents,
 - v) the existing car parking deficiency of the site, and
 - vi) Council policy encourages alternative transport modes and the suppression of car parking to support such modes.
- c. the proposed parking layout, access arrangements and car stacker systems accord with the requirements of the Planning Scheme, AS2890.1:2004 (where relevant) and current practice,
- d. the level of traffic generated as a result of this proposal is acceptable and will not have a detrimental impact on the surrounding road network,
- e. bicycle parking is provided in excess of the requirements set out at Clause 52.34 of the Planning Scheme,
- f. the loading arrangements meet the objectives of Clause 65.01 of the Planning Scheme,
- g. waste collection is proposed in accordance with the Waste Management Plan prepared by Wastech Services, and
- h. there are no traffic engineering reasons why a planning permit for the proposed mixed use development at 350-356 Johnston Street & 2 Rich Street, Abbotsford, should be refused, subject to appropriate conditions.



Appendix A

Swept Paths

Attachment 3 - PLN20/0322 - PDC Attachment - Traffic Assessment Report



REV.	REVISION NOTES	REVISION DATE	GENERAL NOTES:
A	TOWN PLANNING	07/05/2020	BASE INFORMATION FROM PLANS PREPARED BY MATT GOODMAN ARCHITECTURE OFFICE DATED JULY 2020

DESIGNED BY:
J. COSSINS 07/05/2020

CHECKED BY:
C. MORELLO 07/05/2020

FILE NAME:
G327554-1-20200705 B99V2

ISSUE:
A

Traffix Group

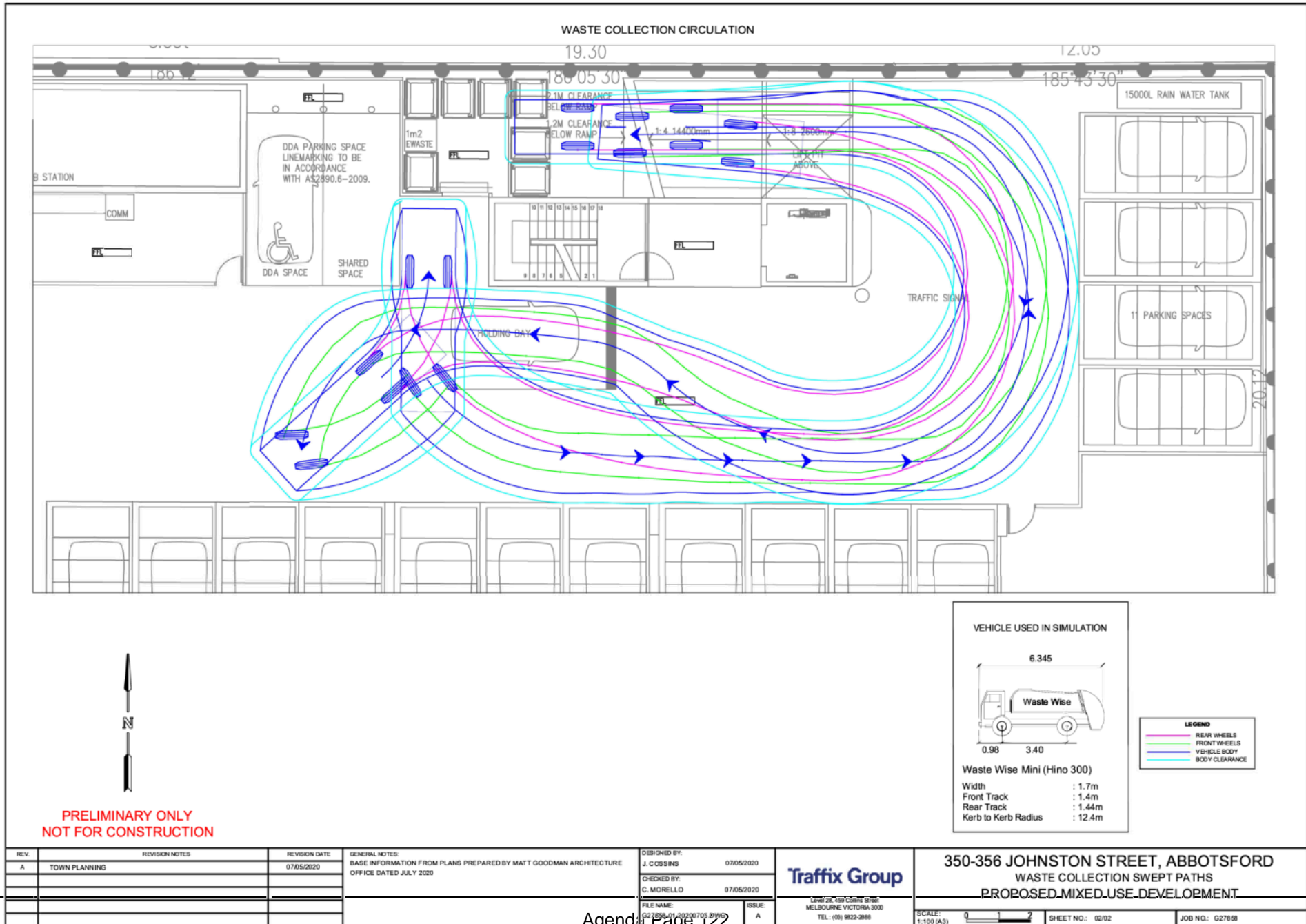
Level 28, 459 Collins Street
MELBOURNE VICTORIA 3000
TEL: (03) 9622-8888

350-356 JOHNSTON STREET, ABBOTSFORD
B99 DESIGN VEHICLE SWEEP PATHS
PROPOSED MIXED USE DEVELOPMENT

SCALE: 0 2 4
1:200 (A3)

SHEET NO.: 01/02
DRAWING 602/658

Attachment 3 - PLN20/0322 - PDC Attachment - Traffic Assessment Report





Waste Management Plan

11th of December 2020

Site Name: 350-356 Johnston St, Abbotsford

Prepared for: Cobild

Prepared by: Lachlan Harris



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1. Introduction

Wastech Services Pty Ltd was commissioned by Cobild to prepare a waste and recycling plan associated with a proposed development to be located at 350-356 Johnston St, Abbotsford.

The development summary is given in the table below;



Commercial

350-356 Johnston St	
Type	Size
Show room	217.00 m ²
Café	279.00 m ²
Office	3382.00 m ²

1.1. Scope

Wastech Services will review the building layout drawings and provide a Waste Management Plan including the following:

All recommendations and equipment shall follow council codes, BCA, Australian Standards and statutory requirements.

The results of the above analyses are outlined in the following sections.

- Calculation of weekly waste and recyclable volumes;
- Provide recommendations for compaction, storage and transportation of waste and recyclables within the building;
- Highlight relevant design issues that may affect the handling and movement of Waste and Recyclables within the development;
- Include technical brochures and drawings for recommended equipment;
- Provide recommendation for collection vehicle type;
- Reference collection companies and/or council collection/disposal services; Provide a bound, hard copy of the report if required.

Attachment 4 - PLN20/0322 - PDC Attachment - Waste Management Plan

1.2. Conditions

The recommendations and estimates contained in this Waste Management Plan (WMP) have been prepared by analysing information, guidelines, documents and regulations provided by you and third parties, including local government and council bodies.

This report has been prepared using data from City of Yarra.

Wastech Engineering has developed the WMP with due care and skill, in reliance on information from third parties outside its control and knowledge. It does not represent or warrant that the WMP (or the information contained in it) is accurate, complete, reliable or suitable for your needs. To the maximum extent, permitted by law, Wastech Engineering excludes liability for any and all loss or damage of any kind whatsoever suffered by you or any third party arising from use of, or reliance on, the WMP or the information in it. Wastech Engineering recommends you make your own enquiries to determine if the WMP is suitable for your needs.

1.2.1. Inclusions

- On-going use of the premises. Does not include demolition or construction stages.
- Figures and calculations are based on drawings and information supplied by Cobild
- Waste volume figures are estimates only and will be influenced by the tenant, resident and operator's disposition toward waste disposal and recycling, and by the development's occupancy rate. Refer to the enclosed tables for rates and assumptions.
- A preoccupation site meeting to ensure adequate implementation of the waste management plan is required; the meeting is to occur at least a month prior to occupation.
- The owner's corporate must read, understand and be familiar with the waste management plan.

1.2.2. Exclusions

- Hard rubbish and green/garden wastes. Disposal shall be arranged by the building operator via appropriate contractors. For larger developments, an area will be nominated based on the number of apartments but will not be included in the calculations for required area.
- Liquid waste such as cooking oil shall be collected and disposed of by a specialist contractor engaged by the cafe tenancy operator. Waste oil will be stored within the tenancy and collected as required.
- Medical waste such as a needle, syringe or any other matter that is discarded in the course of medical practice that poses a significant risk to the health of a person that comes into contact with it, shall be collected in the appropriate medical containers and disposed of by a specialist contractor engaged by the Building Manager.

1.3. Company Profile

Wastech Engineering was established in March 1993 and provides waste management services throughout Australia. Wastech Engineering is a prominent manufacturing business with a national presence and is committed to providing professional and flexible services to the development and construction industries.



Our consultants will work with you and provide solutions for waste & recycling in a diverse range of commercial and residential premises. We work closely with business owners, operators and staff involved in the logistics required to reduce, recycle and remove garbage and recycling material from their business.

Wastech Engineering, through our products and services and extensive community involvement, promote efficient waste and recycling strategies that are cost effective, reliable and environmentally sound.

In addition, Wastech has provided over 300 waste management plans/reports for proposed developments to meet BCA and local council guidelines in the past six years.

Attachment 4 - PLN20/0322 - PDC Attachment - Waste Management Plan

2. Waste Management Summary

Below table summarises bin quantities and collection frequencies for the development. Refer to the enclosed calculations in the following chapter, *Calculations and Estimates*, for further details.

¹ Commercial Waste Room 1	Garbage	Commingled	Organics	Unit
Weekly Volume (uncompacted)	5.23	5.75	2.94	Cubic Metres
Bin Size	1100	1100	240	Litres
Frequency of Collection	2	2	2	Per Week
Bins Required for Collection	3	3	4	#
Spare Bins Required	0	0	0	#
Total Bins Required	3	3	4	#

¹Includes: 350-356
Johnston St,
Location of Waste Room: Basement

The bins in each waste room are assigned to be collected from the following collection point(s):

Commercial	Commercial Waste Room 1
Collection Point 1	●

Location of Collection Point 1: Basement 1

3. Calculations and Estimates

3.1. Generated Waste Estimates

The enclosed waste estimates for each of the various waste streams, expressed in cubic metres per week, are summarised in the table(s) below and are based on the numbers presented in the introduction chapter (development summary data). Commingled recycling incorporates glass, HDPE, and PET containers, paper and cardboard.

Commercial: 350-356 Johnston St		Days of Operation	Garbage Rate	Total Garbage Generated	Commingled Rate	Total Commingled Generated	Organics Rate	Total Organics Generated
Type			m ³ /week		m ³ /week			m ³ /week
Show room	7	0.04 L/Day/100m ²	0.61	0.01 L/Day/100m ²	0.15	-	-	-
Café	7	0.15 L/Day/100m ²	2.93	0.20 L/Day/100m ²	3.91	0.15 L/Day/100m ²	2.93	
Office	5	0.01 L/Day/100m ²	1.69	0.01 L/Day/100m ²	1.69	-	-	
Total (Uncompacted)		-	5.23	-	5.75	-	2.93	

3.2. Bins Required

The number of bins required is detailed in the table below;



Commercial	Garbage Bins	Commingled Bins	Organics Bins	Total Bin Area Required
Unit	Qty	Qty	Qty	m ²
Bin Size	1100L	1100L	240L	-
¹ Commercial Waste Room 1	3	3	4	9.67
Total Bins Required	3 x 1100L	3 x 1100L	4 x 240L	

¹ Includes:

3.3. Waste Storage Area(s)

The required and provided area for each waste room detailed in the table below;

Commercial	Commercial Waste Room 1	Unit
Total Required area for Garbage / Commingled Bins	9.67	m ²
E-Waste	1.00	m ²
Hard Waste	1.00	m ²
Total Area Required*	11.67	m²
Total Area Provided	17.50	m²

*Required Area – does not include bin movements.

4. Commercial Waste Management

4.1. Waste Streams

Waste shall be sorted on-site by the tenants, visitors and staff into the following streams and associated bins:

- Garbage; and
- Recycling (Glass, PET, aluminium, steel, HDPE and Paper/Cardboard)
- Organics (Food Waste)

The bins will have the below colour(s):

Bin type	Colour
Garbage	Red lid and dark green/black body
Recycling	Yellow lid and dark green/black body
Organics	Lime green lid and dark green/black body

4.2. Office, Café & Showroom

COMMINGLED RECYCLING

Suitable commingled recycling bins, no larger than 60 litres shall be provided for the office and tenancies which are labelled, and colour coded as commingled recycling only. Cleaning staff shall periodically transfer commingled recycling to the 1100L litre collection bins located in assigned waste room (refer to *Waste Summary* chapter for location details).

GARBAGE

Plastic lined garbage bins, no larger than 60 litres shall be provided for the office and tenancies which are labelled, and colour coded as garbage only. Cleaning staff shall transfer bagged garbage to the 1100L litre collection bins located in assigned waste room (refer to *Waste Summary* chapter for location details).

Organics

Unlined kitchen caddies shall be provided for the café kitchen and should be labelled, and colour coded as organics only. Cleaning staff shall organics to the 240L litre collection bins located in assigned waste room (refer to *Waste Summary* chapter for location details).

4.3. Waste Collection

4.3.1. Collection Point 1: Basement

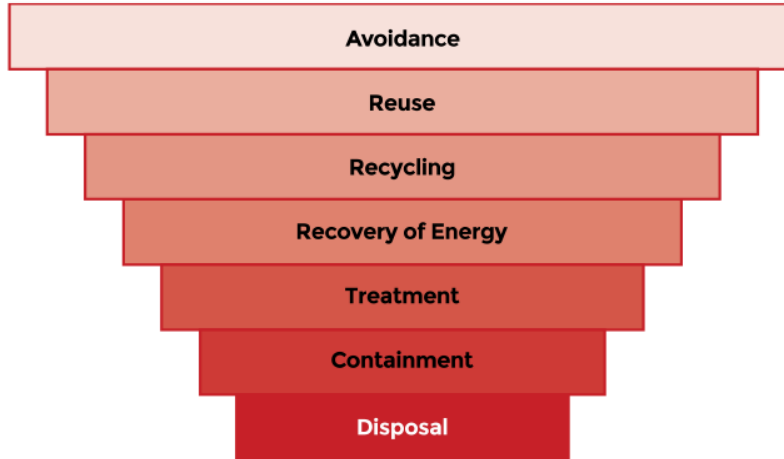
The collection of waste and recycling bins is to be performed by a private contractor. Twice per week garbage, recycling and organics collections are expected.

Waste and recycling shall be collected directly from the refuse room. The collection contractor will enter the bin store in the basement via the entry off Little Turner St and park their vehicle in proximity to the refuse room. The collection contractor will then move bins from the refuse room to the rear of the collection vehicle and return the emptied bins to their original location.

A small rigid vehicle (SRV) is expected to perform collections; the minimum overhead clearance for this vehicle is 2.2 m. as required. A minimum of 2.2m is available at the collection point and throughout the basement level, enabling collection vehicle access.

5. Waste Minimization Strategies

The operator (Body Corporate) will be responsible for the education of tenants, staff and general public in the practices of waste reduction/minimisation to divert waste from landfill. This will be achieved by the following:



Document and distribute details of the waste management system that is in place on site to residents and/or staff.

Distribution of notices to all residents and/or staff encouraging waste separation and waste reduction.

All bins to be labelled and colour coded stating types of waste that can be deposited i.e. paper/cardboard bins, container recycling bins, garbage bins. Signage and usage labels for the garbage and recycling bins will be provided by the operator of the premises.

Any future change to regulatory requirements or to the developments' waste generation rates will require the operator to conduct a waste audit and revise the waste management system that is in place accordingly.

6. Recommendations & Additional Information

As bins would be “wheeled” throughout the building, any ramps would require a maximum gradient of 1:14 to meet regulatory requirements (steps not permitted) if manual handling is required.

The sizing and selection of bins have been chosen to reflect average waste and recycling generation rates. For seasonal peaks throughout the year, we advise you incorporate an additional 25% buffer, or provide an additional scheduled ‘at-call’ service in peak periods.

Items unsuitable for disposal via garbage or recycling bins would need to be disposed with the assistance of the building manager; this would include large, heavy, and liquid waste items.

To minimise security, vandalism, odour/visual impact, and health/safety issues, the following shall be implemented:

- Transferring waste and shifting bins shall require the minimum possible manual handling. The operator will assess manual handling risks as per regulatory requirements and provide appropriate documentation to the building manager.
- Signage and usage labels for the garbage and recycling bins will be provided by the operator.
- Hard waste and E-waste are to be temporarily stored in the refuse room. Collections/drop-offs are to be arranged by staff on an as-need basis.
- The bin storage room will be adequately lighted, be secure and vermin proof.
- Bins will be washed by staff when needed with the tap provided in the refuse room
- The staff shall keep the bin enclosures clean, wash bins when needed.
- The building manager will monitor bins and adjust collection frequencies as required.
- The operator of the proposed development shall source and enter into a service agreement for waste collection services. The operator will be responsible for all payments and costs associated with the waste collection service provided by the collection contractor.

The area calculated for bin storage does not include circulation space. An additional 50% of the area calculated will be required as a minimum for bin storage and circulation.

6.1. Impact Reduction

The main annoyance produced by domestic refuse collections occurs in the early morning (in other words, before 7 am). Therefore, if possible, routes should be selected to provide the least impact on residential areas during that time.

Collection of refuse should follow the following criteria:

- Collections occurring once a week should be restricted to the hours 6 am — 6 pm Monday to Saturday.
- Collections occurring more than once a week should be restricted to the hours 7 am — 6 pm Monday to Saturday.
- Compaction should only be carried out while on the move.
- Bottles should not be broken up at the point of collection.
- Routes that service entirely residential areas should be altered regularly to reduce early morning disturbance.

Noisy verbal communication between operators should be avoided where possible.

7. Contact Information

Wastech Engineering

(Waste Equipment Designer & Manufacturer)
33 Wedgewood Road, Hallam VIC 3803
T: 03 8787 1600
info@wastech.com.au

City of Yarra

PO Box 168
Richmond VIC 3121
T: (03) 9205 5555
E: info@yarracity.vic.gov.au

Eco-Safe Technologies

(Odour Control Equipment)
C/o Wastech Engineering
33 Wedgewood Road, Hallam VIC 3803
T: 03 8787 1600
E: info@wastech.com.au

SUEZ

(Private Waste Collector)
64-84 Waterview Close,
Hampton Park, VIC 3976
T: 8795 2000

Veolia Environmental Services

(Private Waste Collector)
Level 1, 85 Buckhurst St,
South Melbourne, VIC, 3205
T: 132 955

VISY Waste Management Integrated Solutions

(Private Waste Collector)
Lot 2, 46-48 Dohertys Road,
Laverton, VIC 3025
T: 03 9369 7477

Orora

(Private Waste Collector)
60-72 Harcourt Road
Altona, VIC, 3018
T: 1800 819 000

Cleanaway

(Private Waste Collector)
Head Office
Level 4, 441 St Kilda Road
Metro Vic (South East), VIC, 3004
T: 13 13 39

Haulaway

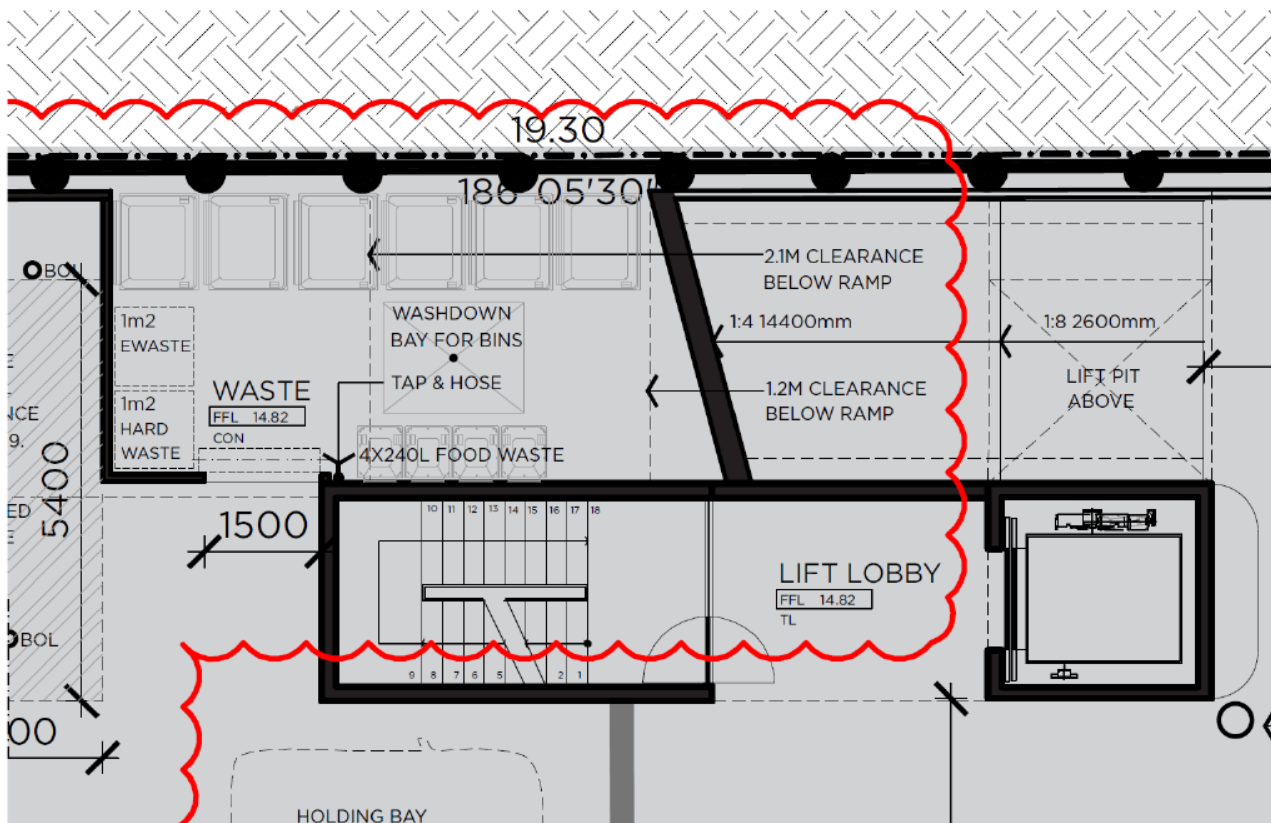
(Private Waste Collector)
1-7 Souffi Place
Dandenong South, VIC, 3175
T: 03 9706 5489

Citywide Service Solutions Pty. Ltd.

(Waste Contractor)
294 Arden Street
North Melbourne, VIC, 3051

8. Appendices

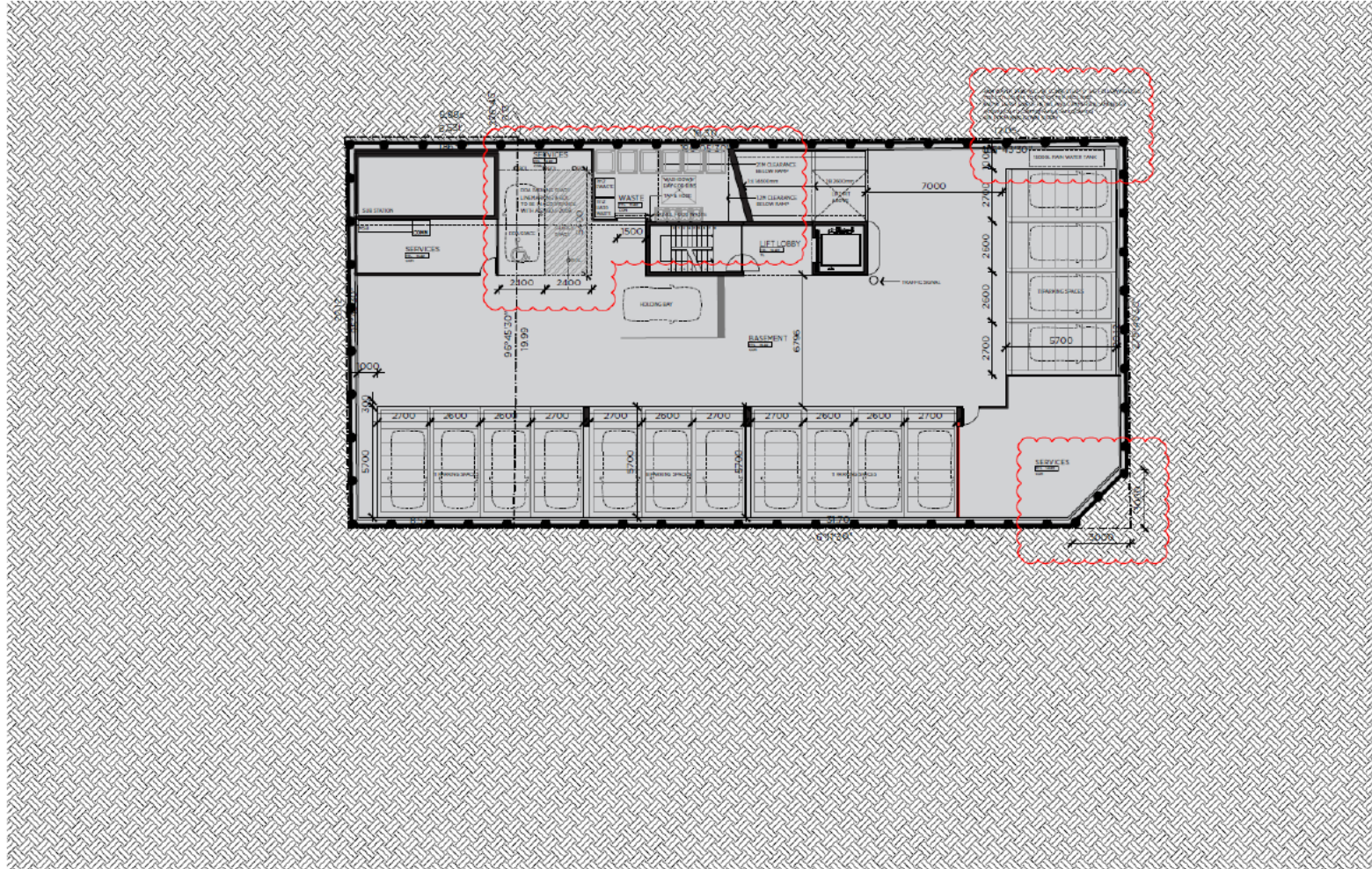
Waste Storage Drawing



Attachment 4 - PLN20/0322 - PDC Attachment - Waste Management Plan

Basement 1 Drawing

MG
AO



PROJECT
JOHNSTON ST

LOCATION
350-358 JOHNSTON ST
ABBOTSFORD, VIC
AUSTRALIA, 3007

CLIENT
CORILD

TITLE
**FLOORPLAN
BASEMENT 1**

SCALE
1:200@A0

DATE
18 DECEMBER 2020

JOB NO.
A052/ JOHNSTON ST /1007

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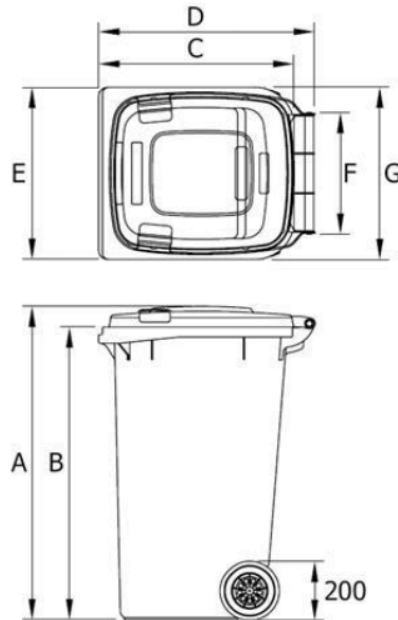
AREA SCHEDULE
GFA AREA: 806M2

LEGEND
[Grey Box] SERVICES/STORE

41 PARKING SPACES
1 DDA PARKING SPACE

311 DREVILLE STREET
PRAHRAN, VIC
AUSTRALIA 3102
(03) 9928 3332
MGAO.COM.AU

240L Bin



Dimensions - Weights - Standards

■ Nominal volume:	240 litres		
■ Net weight:	approx 13 kg		
■ Max load:	96 kg		
■ Permitted total weight:	110 kg		
■ A	1060 mm	■ D	730 mm
■ B	990 mm	■ E	585 mm
■ C	660 mm	■ F	400 mm
		■ G	550 mm

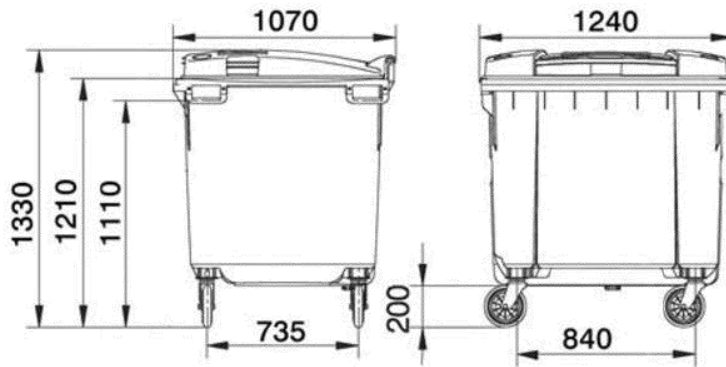
Material

- **Polymer components:**
 - Injection moulded from specially designed HDPE
 - Resistant to decay, frost, heat and chemicals
 - Special UV-stabilisation provides excellent ageing characteristics
- **Corrosion resistant steel axle**
- **Noise reduction:**
 - Quiet-running solid rubber tyres
 - Tight-fitting axle
- **Long service life:**
 - High quality materials
 - Most advanced manufacturing processes
 - Withstands exposure to high mechanical stress levels
- **Recycling:**
 - All container parts are recyclable

Prepared by: Lachlan Harris

WASTECH
SERVICES Pty Ltd.

1100L Bin



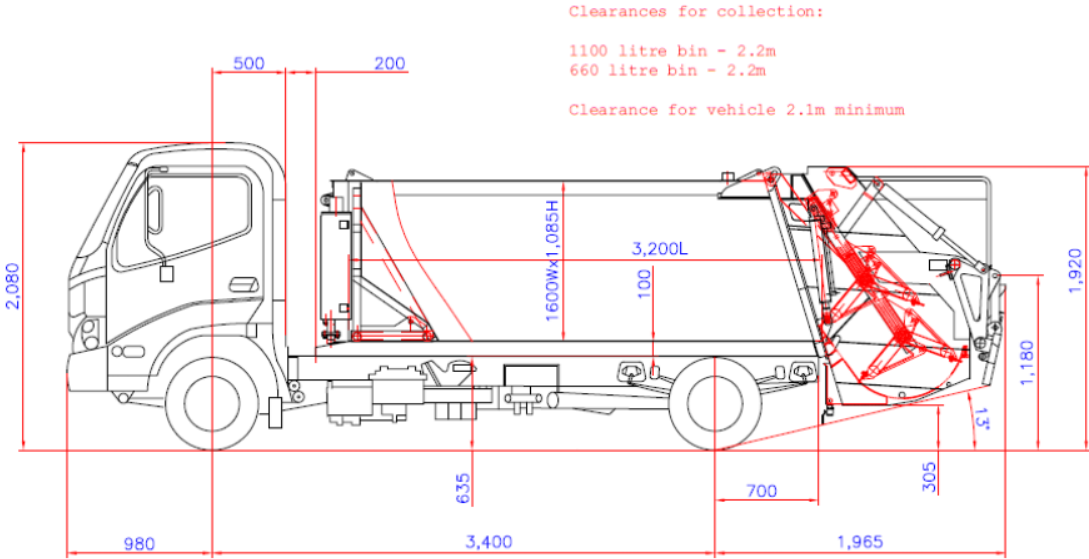
Dimensions - Weights - Standards

■ Nominal volume:	1100 litres
■ Net weight:	approx. 65 kg
■ Max. load:	440 kg
■ Permitted total weight:	510 kg

Material

- Polymer components:
 - Injection moulded from specially designed HDPE
 - Resistant to decay, frost, heat and chemicals
 - Special UV-stabilisers provide excellent ageing characteristics
- Corrosion resistant steel components
- Noise reduction:
 - Wheel assemblies with solid rubber tyres
- Long service life:
 - High quality materials
 - Excellent manufacturing processes
 - Withstands exposure to high mechanical stress levels
- Recycling:
 - All container parts are recyclable

SRV Collection Vehicle





350-356 Johnston Street, Abbotsford

SUSTAINABILITY MANAGEMENT PLAN

WRAP Engineering Pty Ltd
ACN: 612 992 720 T: 03 9428 7987
E: info@wrapengineering.com.au
www.wrapengineering.com.au

Date: 11 December 2020
Project Number: 20199
Revision: 03

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford



DOCUMENT PROPERTIES

DOCUMENT FOR: Cobild
 Attn: Chris Coyle
 Development Manager

DOCUMENT BY: WRAP Engineering Pty Ltd
 132 Chestnut Street
 Cremorne, Victoria 3121

DATE: 11 December 2020

DESCRIPTION: Sustainability Management Plan

PROJECT SITE: 350-356 Johnston Street
 Abbotsford, Victoria

PROJECT NUMBER: 20199

DOCUMENT AMENDMENTS

REVISION	DETAILS	AUTHOR/S	DATE	ISSUED BY
01	Draft issue for review	Damon Cuming	14/04/2020	Damon Cuming
02	Town Planning Issue	Damon Cuming	07/05/2020	Damon Cuming
03	Town Planning Issue update	Ruchita Panchal	11/12/2020	Damon Cuming

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1 INTRODUCTION

This Sustainability Management Plan (SMP) has been prepared to assist the design, construction and operation of the proposed commercial development at 350-356 Johnston Street, Abbotsford, to achieve a range of best-practice sustainable development objectives.

WRAP Engineering have assessed the proposed plans and provided input to the design team.

This SMP captures initiatives necessary to ensure that the development meets the sustainability requirements of the City of Yarra, in particular the ESD requirements of the following Planning Clauses:

- 22.17 “Environmentally Sustainable Development”.
- 22.16 “Stormwater Management (Water Sensitive Urban Design)”

1.1 SITE DESCRIPTION

The site at 350-356 Johnston Street, Abbotsford has an area of approximately 806m² and is located approximately 2.5km north-east of the Melbourne CBD.

The site is currently occupied by a single-storey brick building which will be demolished prior to construction of the proposed development.



Figure 1: Aerial view of the site location (Source: Nearmap)

1.2 DEVELOPMENT SUMMARY

The proposed development will consist of the following:

- Basement car parking and services
- Ground level retail tenancies and end-of-trip facilities.
- 7 levels of commercial space
- Communal rooftop terrace

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford



1.3 COUNCIL PLANNING REQUIREMENTS

The City of Yarra expects new developments to be designed, built and maintained at a level that reflects best practice sustainable development outcomes. The ESD response will need to ensure that the design meets sustainability targets in the areas of energy reduction, water use reduction and water sensitive urban design, indoor environment quality, materials selection, transportation, waste management and urban ecology.

The council's Planning Scheme also encourages the use of relevant ESD tools to assess the proposed development. For this project, the following tools will be used:

- Green Star – a holistic sustainability assessment tool; and
- Melbourne Water STORM – a stormwater assessment tool.

This SMP incorporates initiatives to ensure that the council's ESD requirements are satisfied by addressing the Green Star categories, demonstrating that council's objectives will be achieved, and using relevant and appropriate ESD assessment tools.

1.4 REFERENCE DOCUMENTATION

This SMP should be read in conjunction with the other relevant documentation included within the development's town planning submission to council. These documents may include the following:

- Architectural documentation
- Landscape plans
- Waste Management Plan
- Traffic engineer's report, transport plan, green travel plan or similar.

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2 ESD ASSESSMENT

The following sections outline the ESD assessment which has been completed for the project. The assessment is presented within the Green Star categories, and for each item following information is provided:

1. A short description of the ESD initiative and/or the project’s design response;
2. The nominated party responsible for implementation of the initiative; and
3. The stage of the project at which implementation could be demonstrated.

Within this assessment, the level of detail that has been provided is generally in proportion to what is appropriate or practicable at this early stage of design. This is described or explained within each item, with future commitments included as appropriate.

Based on the current Green Star benchmarking assessment, the project is currently on target to achieve the equivalence of 62.5 Green Star points, with a further 8.5 points to be confirmed (“TBC”). A 5 Star Green Star rating is equivalent to 60 points or above.

2.1 CONSTRUCTION AND BUILDING MANAGEMENT

2.1.1 OBJECTIVES:

- To encourage a holistic and integrated design and construction process and ongoing high performance.
- To ensure waste avoidance, reuse and recycling during the operation stages of development.

2.1.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Green Star Professional WRAP Engineering are engaged for the project to provide advice, support and information related to Green Star and sustainable design.	Developer	Initiation
Environmental Targets The building owner will set environmental targets for water and energy, and monitor the performance of the building against those targets.	Developer	Operation
Services & Maintainability Review The project team will complete a services & maintainability review prior to construction.	Developer	Contract Documentation
Building Systems Commissioning Comprehensive building systems commissioning will be completed in accordance with best practice standards.	Contractor	Construction
Climate Adaptation A climate risk assessment and adaptation plan will be prepared for the project, and the building’s design will respond to all of the high-risk items identified.	Developer	Design Development
Building Tuning The building owner will implement a building tuning process for at least the first 12 months after occupation.	Developer Contractor	Occupation

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ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
<p>Independent Commissioning An Independent Commissioning Agent will be engaged during the design phase to advise, monitor and verify the commissioning and tuning processes.</p>	Developer	Contract Documentation
<p>Air-Tightness Testing Air-tightness testing will be undertaken to target a permeability rate of not more than 5 m³/h/m² @ 50 Pa.</p>	Contractor	Construction
<p>Building Information Prior to occupancy, a package of building information will be developed and handed over to the building manager. This will include as-built drawings, operations and maintenance manuals, and supplier and warranty details.</p>	Contractor	Construction
<p>Building User Guide Prior to occupancy, a Building User Guide (BUG) will be developed for use by the residents. The BUG will use non-technical language help facilitate more sustainable behaviour by building occupants and more efficient use of the building systems.</p>	Developer	Construction
<p>Environmental Building Performance The building owner will commit to set targets and measure results for the environmental performance of the building.</p>	Developer	Operation
<p>End-of-Life Waste Performance The building owner will commit to reduce demolition waste at the end of life of interior fit-outs and base-building areas.</p>	Developer	Operation
<p>Energy Metering – Electricity and Gas All tenancies will be provided with individual authority meters, and all major base-building systems will be individually sub-metered to allow for effective building tuning.</p>	Services Engineer	Contract Documentation
<p>Water Metering All tenancies will be provided with individual authority meters, and all major base-building systems will be individually sub-metered to allow for effective building tuning.</p>	Services Engineer	Contract Documentation
<p>Monitoring Systems A monitoring system will be implemented to automatically capture and process the data produced by the energy and water meters.</p>	Services Engineer	Contract Documentation
<p>Construction Environmental Management The contractor will prepare and implement a Best Practice project-specific EMP at the start of construction. The EMP will be developed in accordance with the NSW Environmental Management Systems Guidelines or equivalent.</p>	Contractor	Construction
<p>Contractor Environmental Management The contractor engaged for the construction will hold ISO14001 certification.</p>	Contractor	Construction

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ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
<p>Contractor Staff Support The contractor will promote positive mental and physical health outcomes of site activities and culture of site workers, and enhance site workers’ knowledge on sustainable practices through education programs.</p>	Contractor	Construction
<p>Operational Waste A dedicated storage area will be provided for the separation and collection of recyclable waste, located in a convenient location. Recycling facilities will be separated from general waste, but will be located next to each other. Provisions will be made for the inclusion of both waste and recycling receptacles within the development to help encourage occupants to separate their waste at the earliest point of disposal.</p>	Architect	Contract Documentation

2.2 INDOOR ENVIRONMENT QUALITY

2.2.1 OBJECTIVES

- To achieve a healthy indoor environment quality for the wellbeing of building occupants.
- To provide a naturally comfortable indoor environment will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices.

2.2.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
<p>Volatile Organic Compounds All paints, adhesives and sealants and carpets will not exceed the limits outlined in Appendix A.</p>	Architect Services Engineer	Contract Documentation
<p>Formaldehyde All engineered wood products will have ‘low’ formaldehyde emissions, certified as E0 or better, or will not exceed the limits outlined in Appendix A.</p>	Architect	Contract Documentation
<p>Ventilation System The mechanical ventilation system will be designed to mitigate the entry of outdoor pollutants, provide easy access for maintenance, and will be cleaned prior to occupation.</p>	Services Engineer Contractor	Construction
<p>Acoustic Comfort Noise levels, reverberation and cross-talk will be maintained to relevant best-practice levels.</p>	Acoustics	Contract Documentation
<p>Daylight High-VLT (> 50%) glazing will be specified for the development. A Green Star daylight assessment has been completed for the project, refer to Appendix B.1 and B.2. The preliminary assessment shows that the project is on track to achieve high levels of daylight to at least 40% of the lettable floor areas.</p>	Architect	Contract Documentation

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20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford



ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
External Views A Green Star views assessment has been completed for the project, refer to Appendix C. The preliminary assessment shows that the project is on track to achieve high quality views to at least 60% of the lettable floor areas.	Architect	Design Development
Effective Ventilation The mechanical ventilation system will be designed to control CO ₂ to 800 PPM.	Services Engineer	Contract Documentation
Thermal Comfort The development will include low-e double glazing and will be mechanically air-conditioned throughout all primary and secondary spaces.	Architect ESD Consultant	Contract Documentation
Window Shading External window shading is provided to all western facing windows from Level 1 to 7 via a perforated mesh screen.	Architect	Contract Documentation
Artificial Lighting The lighting design throughout development will ensure that the minimum illuminance levels and uniformity are in accordance with the requirements of AS1680	Services Engineer	Contract Documentation
Localised Lighting Control Building occupants will have the ability to control the lighting in their immediate environment: - Tenanted areas to be provided with individually addressable light fittings and a digital control system, for configuration by the tenant fit-out design. - Base-building primary and secondary spaces to be provided with locally dimmable lighting.	Services Engineer	Contract Documentation

2.3 ENERGY EFFICIENCY

2.3.1 OBJECTIVES:

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

2.3.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Heating and Cooling Systems The project will implement the following energy efficient heating and cooling systems, compliant with the requirements of NCC Section J 2019: - Reverse-cycle VRF system.	Services Engineer	Contract Documentation

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ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Fuel Switching The base-building services will be all-electric, with heating and hot water provided by heat pumps instead of gas boilers.	Services Engineer	Contract Documentation
Domestic Hot Water The project will implement an energy efficient electric heat pump central hot water system.	Services Engineer	Contract Documentation
Solar PV The building will install a solar PV array, sized to fit the available roof area. The system will be at least 10 kW.	Architect Services Engineer	Contract Documentation
Artificial Lighting - The lighting design throughout the development will be at least 10% more energy efficient than the NCC 2019 Part J6 requirements.	Services Engineer	Contract Documentation
Car Park Ventilation The project will achieve energy reductions in the car park ventilation system by using carbon monoxide sensors.	Services Engineer	Contract Documentation
Vertical Transportation All passenger lifts to be energy efficient with energy performance level as per ISO 25745-2.	Services Engineer	Contract Documentation
Energy Efficient Appliances Where domestic appliances are installed or provided by the developer, they will be within one star of the best available and comparable type of appliance, as per the Equipment Energy Efficiency (E3) program. This may include dishwashers, refrigerators, washing machines and/or clothes dryers.	Architect	Contract Documentation

2.4 TRANSPORT

2.4.1 OBJECTIVES:

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

2.4.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Active Transport Facilities The development will include the following facilities to support active transport: - 34 secure bicycle parking spaces for use by office and retail workers; - Change facilities, including 6 showers on Ground level end-of-trip facility. - 32 lockers on Ground level end-of-trip facility; and - 10 publicly accessible bicycle parking spaces for use by visitors, located directly outside the main entrance.	Architect	Contract Documentation

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ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Access to Public Transport The development is located in Abbotsford, with excellent access to trains, trams and buses. It scores a Transit Score of 79 out of 100.	n/a	
Walking Access to Amenities The development is a “Walker’s Paradise”, achieving a Walk Score of 92 out of 100.	n/a	
Electric Vehicle Charging The development will support the use of electric vehicles by providing electric vehicle charging points for at least 5% of car parking spaces.	Architect Services Engineer	Contract Documentation

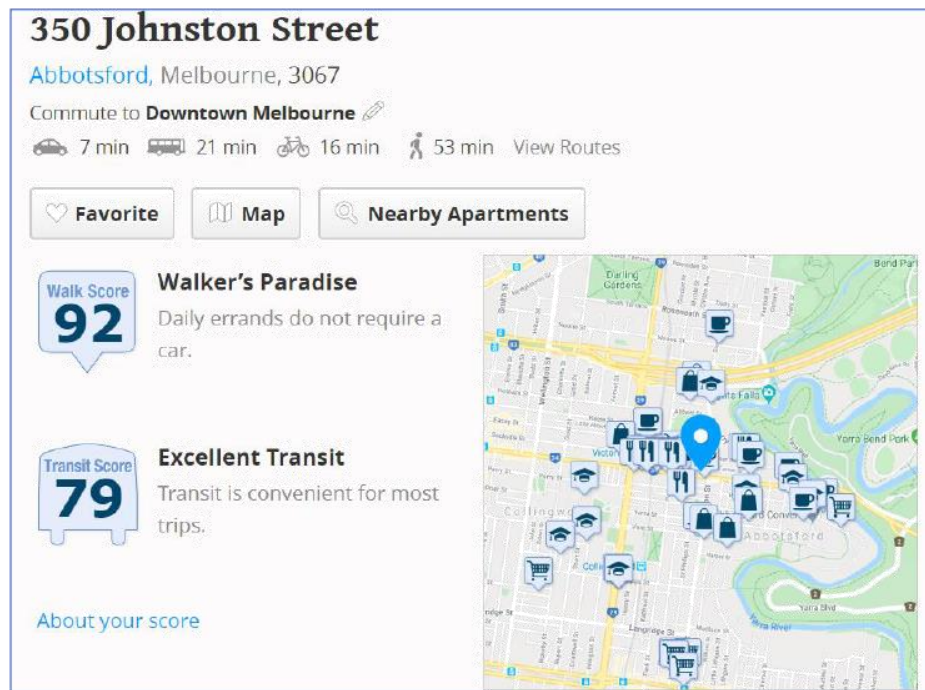


Figure 2: Walk Score and Transit Score for the site location

2.5 WATER EFFICIENCY

2.5.1 OBJECTIVES:

- To ensure the efficient use of water.
- To reduce total operating potable water use.
- To encourage the collection and reuse of stormwater.
- To encourage the appropriate use of alternative water sources (e.g. grey water).
- To minimise associated water costs.

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2.5.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
<p>Water Fixtures and Fittings</p> <p>The following Water Efficiency Labelling Scheme (WELS) star ratings will be specified:</p> <ul style="list-style-type: none"> - Toilets: 4 Star; - Urinals: 5 Star; - Taps (bathroom and kitchen): 5 Star; and - Showerheads: 3 Star (≤ 7.5 L/min). 	Architect	Contract Documentation
<p>Water Efficient Appliances</p> <p>Where domestic appliances are installed or provided by the developer, they will be within one star of the best available and comparable type of appliance, as per the WELS program. This may include dishwashers or washing machines.</p>	Architect	Contract Documentation
<p>Rainwater Collection and Reuse</p> <p>Rainwater harvesting for non-potable uses will be implemented as a water saving initiative. The details of this system for this development are as follows:</p> <ul style="list-style-type: none"> - Rainwater tank size: 15 kL - Rainwater tank location: Basement - Roof catchment area: 308 m² - Rainwater usage: <ul style="list-style-type: none"> - Toilet flushing to end-of-trip facilities and at least 50% of commercial amenities (subject to water balance calculations); - Irrigation to common area gardens; and - Bin room washdown supply. <p>Refer to Appendix D for details.</p>	Architect Services Engineer	Contract Documentation
<p>Landscape Irrigation</p> <p>Common area landscaping will be supplied from the rainwater system and will use generally use water-efficient drip irrigation where appropriate.</p> <p>Landscape design will include a mixture of native and exotic species.</p>	Services Engineer Landscape	Contract Documentation
<p>Waterless HVAC</p> <p>All HVAC systems will use air-cooled heat rejection systems.</p>	Services Engineer	Contract Documentation
<p>Fire System Test Water</p> <p>The fire water test system will not expel water for testing, or the fire systems will include temporary storage for 80% of the routine fire protection system test water and maintenance drain-downs for reuse on site.</p>	Services Engineer	Contract Documentation

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2.6 BUILDING MATERIALS

2.6.1 OBJECTIVES:

- *To minimise the environmental impacts materials used by encouraging the use of materials with a favourable lifecycle assessment based on the following factors:*
 - *Fate of material*
 - *Recycling/Reuse*
 - *Embodied energy*
 - *Biodiversity*
 - *Human health*
 - *Environmental toxicity*
 - *Environmental responsibility.*
- *To ensure waste avoidance, reuse and recycling during the construction stages of development.*

2.6.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
PVC At least 90% of all flooring, pipes, cables and blinds used in the project will be GBCA approved Best Practice PVC or PVC-alternative materials.	Contractor	Construction
Timber At least 95% of timber used in the project will be reused or will be from FSC or PEFC certified forests.	Contractor	Construction
Recycled Content All bulk thermal insulation used in the project will contain a minimum of 50% post-consumer recycled material.	Contractor	Construction
Steel - At least 95% of all structural steel used in the project will be sourced from a Responsible Steel Maker; and - At least 60% of reinforcing steel used in the project will be produced using energy-reducing processed in its manufacture.	Contractor	Construction
Concrete - At least 50% of concrete mix water will be reclaimed; and - Concrete aggregate to be substituted with crushed slag or other alternative materials as follows: - At least 40% of coarse aggregate; or - At least 25% of fine aggregate (sand).		
Construction Waste Management The contractor will prepare a construction waste management plan for the project and will divert at least 90% of all demolition and construction waste from landfill.	Contractor	Construction

2.7 URBAN ECOLOGY

2.7.1 OBJECTIVES:

- *To protect and enhance biodiversity.*

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- To provide sustainable landscaping.
- To protect and manage all remnant indigenous plant communities.
- To encourage the planting of indigenous vegetation.
- To minimise the urban heat island effect.
- To remediate contaminated and hazardous sites and existing buildings.

2.7.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Vegetation At least 35% of the building area will be covered by vegetation. Refer to the landscape plans for further details.	Landscape	Contract Documentation
Communal Spaces The project will include at least 200 m ² of communal spaces for social interaction, including the rooftop terrace area. Refer to the architectural and landscape plans for further details.	Architect Landscape	Contract Documentation
Urban Heat Island Effect The project will minimise the urban heat island effect through the implementation of high-SRI roofing materials (> 81) and soft landscaping.	Architect Landscape	Contract Documentation
Contamination and Hazardous Materials The project will assess the existing site for contamination and any existing buildings will be assessed for asbestos, lead and PCB's. Any contamination or hazardous materials will be safely remediated and cleared in accordance with relevant standards.	Contractor	Construction

2.8 EMISSIONS & STORMWATER MANAGEMENT

2.8.1 OBJECTIVES:

- To reduce the impact of stormwater run-off.
- To improve the water quality of stormwater run-off.
- To achieve best practice stormwater quality outcomes.
- To incorporate water sensitive urban design principles.
- To reduce impacts to wildlife due to light pollution.
- To reduce risk of harmful microbes in HVAC systems.
- To reduce ozone layer depletion.

2.8.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Stormwater Pollution Reduction The project will achieve a Best Practice stormwater pollution reduction outcome by achieving a STORM score of at least 100%. Refer to Appendix D for details.	Architect Services Engineer	Contract Documentation

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20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford



ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Stormwater Discharge Post-development peak discharge will not exceed the pre-development peak discharge rate.	Civil Engineer	Contract Documentation
Light Pollution The lighting design will minimise light pollution to neighbours and the night sky through compliance with AS4282 and ensuring that no external light fittings have an upward light output ratio greater than 5%.	Services Engineer	Contract Documentation
Microbial Control All HVAC systems will use air-cooled heat rejection systems.	Services Engineer	Contract Documentation
Insulation All insulants will have zero ozone depletion potential (ODP).	Contractor	Construction
Refrigerants All HVAC refrigerants used in the development will be selected to have an Ozone Depletion Potential (ODP) of zero.	Services Engineer	Contract Documentation

2.9 INNOVATION

2.9.1 OBJECTIVES:

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

2.9.2 DEVELOPMENT RESPONSE

ESD INITIATIVE	RESPONSIBILITY & IMPLEMENTATION	PROJECT STAGE
Ultra-Low VOC Paints At least 50% of all paints used in the base-building works will be Ultra-Low VOC (<5 g/L).	Architect	Contract Documentation
Air-Tightness Testing The building will be air-tightness tested and will achieve a permeability result of less than 5 m ³ /h/m ² @ 50 Pa.	Architect Contractor	Construction
Financial Transparency Disclosure of itemised design, construction, documentation and project cost for the project development.	Developer	Construction
Green Cleaning Cleaning services in accordance to a green cleaning policy applicable to all common areas.	Developer	Post Construction
Groundskeeping Practices Groundskeeping in accordance to a sustainable groundskeeping policy applicable to all common areas.	Landscape Developer	Post Construction
BREEAM: Design for Robustness Exposed elements of the building and landscape areas to be adequately protected to minimise replacement and optimising material.	Developer	Design Development

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3 GREEN STAR ASSESSMENT

A summary of the Green Star results is presented below.

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Green Star - Design & As Built v1.3

Project:	350-356 Johnston St, Abbotsford	Core Points Available	Total Score: Targeted	Total Score: Targeted + TBC
Targeted Rating:	5 Stars (Benchmark)	100	62.5	71.0
Date:	10/12/2020			

CATEGORY / CREDIT	CODE	CREDIT CRITERIA	POINTS AVAILABLE	POINTS TARGETED	POINTS TBC	RESPONSIBILITY	NOTES
Management			14				
Green Star Accredited Professional	1.1	Accredited Professional	1	1		ESD	
Commissioning and Tuning	2.0	Environmental Performance Targets	-	Complies		CLIENT ESD SERVICES	
	2.1	Services and Maintainability Review	1	1		CLIENT	
	2.2	Building Commissioning	1	1		CONTRACTOR SERVICES	
	2.3	Building Systems Tuning	1	1			
	2.4	Independent Commissioning Agent	1	1		CLIENT	
Adaptation and Resilience	3.1	Implementation of a Climate Adaptation Plan	2	2		CLIENT	
Building Information	4.1	Building Information	1	1		CLIENT	
Commitment to Performance	5.1	Environmental Building Performance	1	1		CLIENT	
	5.2	End of Life Waste Performance	1	1			
Metering and Monitoring	6.0	Metering	-	Complies		SERVICES	
	6.1	Monitoring Systems	1	1			
Responsible Construction Practices	7.0	Environmental Management Plan	-	Complies			
	7.1	Environmental Management System	1	1		CONTRACTOR	
	7.2	High Quality Staff Support	1	1			
Operational Waste	8A	Performance Pathway: Specialist Plan	1		1	ARCHITECT WASTE	Waste management facilities will be in accordance with endorsed WMP. Detailed waste monitoring and reporting will be considered during Design Development
Total			14	13	1		

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Green Star - Design & As Built v1.3

Project:	350-356 Johnston St, Abbotsford	Core Points Available	Total Score: Targeted	Total Score: Targeted + TBC
Targeted Rating:	5 Stars (Benchmark)	100	62.5	71.0
Date:	10/12/2020			

CATEGORY / CREDIT	CODE	CREDIT CRITERIA	POINTS AVAILABLE	POINTS TARGETED	POINTS TBC	RESPONSIBILITY	NOTES
Indoor Environment Quality			17				
Indoor Air Quality	9.1	Ventilation System Attributes	1	1		SERVICES	
	9.2	Provision of Outdoor Air <input type="checkbox"/>	2	1			Implement CO2 control to 800 PPM
	9.3	Exhaust or Elimination of Pollutants <input type="checkbox"/>	1	1			
Acoustic Comfort	10.1	Internal Noise Levels	1	1		ACOUSTIC	
	10.2	Reverberation	1	1			
	10.3	Acoustic Separation	1	1			
Lighting Comfort	11.0	Minimum Lighting Comfort	-	Complies		SERVICES	
	11.1 General Illuminance and Glare Reduction	11.1.1 General Illuminance <input type="checkbox"/>	1	1			
		11.1.2 Glare Reduction <input type="checkbox"/>					
		11.2 Surface Illuminance <input type="checkbox"/>					1
	11.3	Localised Lighting Control <input type="checkbox"/>	1	1			
Visual Comfort	12.0	Glare Reduction <input type="checkbox"/>	-	Complies		ESD ARCHITECT	
	12.1	Daylight <input type="checkbox"/>	2	1			Preliminary calculation shows 1 point could be achieved.
	12.2	Views <input type="checkbox"/>	1	1			Preliminary calculation shows 1 point could be achieved.
Indoor Pollutants	13.1 Paints, Adhesives, Sealants and Carpets	13.1.1 Paints, Adhesives and Sealants <input type="checkbox"/>	1	1		ARCHITECT CONTRACTOR	
		13.1.2 Carpets <input type="checkbox"/>					
	13.2	Engineered Wood Products <input type="checkbox"/>	1	1			
Thermal Comfort	14.1	Thermal Comfort <input type="checkbox"/>	1	1		ARCHITECT SERVICES	
	14.2	Advanced Thermal Comfort <input type="checkbox"/>	1		1		Credit requires detailed modelling to confirm during documentation phase.
Total			17	13	1		

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Green Star - Design & As Built v1.3

Project:	350-356 Johnston St, Abbotsford	Core Points Available	Total Score: Targeted	Total Score: Targeted + TBC
Targeted Rating:	5 Stars (Benchmark)	100	62.5	71.0
Date:	10/12/2020			

CATEGORY / CREDIT	CODE	CREDIT CRITERIA	POINTS AVAILABLE	POINTS TARGETED	POINTS TBC	RESPONSIBILITY	NOTES
Energy			22				
Greenhouse Gas Emissions	15A.0	Conditional Requirement: Prescriptive Pathway	-			-	
	15A.1	Building Envelope	1			ARCHITECT	Credit not targeted
	15A.2	Wall-Glazing Construction and Retail Display Glazing	1				Credit not targeted
	15A.3	Lighting	1	1			
	15A.4	Ventilation and Air Conditioning	1			SERVICES	Credit not targeted
	15A.5	Domestic Hot Water	1	1			
	15A.6	Transition Plan	1			CLIENT	Credit not targeted
	15A.7	Fuel Switching	1	1			
	15A.8	On-Site Storage	1			SERVICES	Credit not targeted
	15A.9	Vertical Transportation	1	1			
15A.10	Off-Site Renewables	5			CLIENT	Credit not targeted	
Peak Electricity Demand Reduction	16A	Prescriptive Pathway: On-Site Energy Generation <input type="checkbox"/>	1			SERVICES	Credit unlikely to be achieved
Total			11	4	0		

Transport			10				
Sustainable Transport	17B.1	Access by Public Transport	3	2		-	Score estimated based on Transit Score of 79/100 Site is located 400m from Victoria Park train station
	17B.2	Reduced Car Parking Provision	1	1		-	
	17B.3	Low Emission Vehicle Infrastructure	1	1		SERVICES	At least 5% of car spaces will be provided with EV charging
	17B.4	Active Transport Facilities	1	1		ARCHITECT	
	17B.5	Walkable Neighbourhoods	1	1		-	Walk Score of 92/100
Total			7	6	0		

Water			12				
Potable Water	18B.1	Sanitary Fixture Efficiency	1	1		ARCHITECT	
	18B.2	Rainwater Reuse	1			SERVICES	Credit not targeted
	18B.3	Heat Rejection	2	2			
	18B.4	Landscape Irrigation	1	1		LANDSCAPE	
	18B.5	Fire Protection System Test Water	1	1		SERVICES	
Total			6	5	0		

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Green Star - Design & As Built v1.3

Project:	350-356 Johnston St, Abbotsford	Core Points Available	Total Score: Targeted	Total Score: Targeted + TBC
Targeted Rating:	5 Stars (Benchmark)	100	62.5	71.0
Date:	10/12/2020			

CATEGORY / CREDIT	CODE	CREDIT CRITERIA	POINTS AVAILABLE	POINTS TARGETED	POINTS TBC	RESPONSIBILITY	NOTES	
Materials			14					
Life Cycle Impacts	19B.1 Concrete	19B.1.1 Portland Cement Reduction <input type="checkbox"/>	2		2	STRUCTURAL CONTRACTOR	Design and construction implications to be reviewed during design development	
		19B.1.2 Water Reduction	0.5	0.5				
		19B.1.3 Aggregates Reduction	0.5	0.5				
	19B.2 Steel	A. Reduced Mass of Steel Framing	1			STRUCTURAL	Credit not targeted	
	19B.3	Building Reuse		2			-	Credit not targeted
				2				Credit not targeted
19B.4	Structural Timber		-			-	Credit not targeted	
			3				Credit not targeted	
Responsible Building Materials	20.1	Structural and Reinforcing Steel	-	Complies		CONTRACTOR		
			1	1				
	20.2	Timber <input checked="" type="checkbox"/>	1	1		ARCHITECT CONTRACTOR		
	20.3	Permanent Formwork, Pipes, Flooring, Blinds and Cables <input checked="" type="checkbox"/>	1	1		ARCHITECT CONTRACTOR		
Sustainable Products	21.1	Product Transparency and Sustainability <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	3	3		ARCHITECT CONTRACTOR		
Construction and Demolition Waste	22.0	Reporting Accuracy	-	Complies		CONTRACTOR		
	22B	Percentage Benchmark	1	1				
Total			12	8	2			

Land Use & Ecology			6				
Ecological Value	23.0	Endangered, Threatened or Vulnerable Species	-	Complies		-	
	23.1	Ecological Value	3	0.5	0.5	LANDSCAPE	To be reviewed in detail during design development
Sustainable Sites	24.0	Conditional Requirement	-	Complies		-	
	24.1	Reuse of Land	1	1		-	
	24.2	Contamination and Hazardous Materials <input type="checkbox"/> <input checked="" type="checkbox"/>	1	1		CLIENT CONTRACTOR	
Heat Island Effect	25.1	Heat Island Effect Reduction	1	1		ARCHITECT LANDSCAPE	
Total			6	3.5	0.5		

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Green Star - Design & As Built v1.3

Project:	350-356 Johnston St, Abbotsford	Core Points Available	Total Score: Targeted	Total Score: Targeted + TBC
Targeted Rating:	5 Stars (Benchmark)	100	62.5	71.0
Date:	10/12/2020			

CATEGORY / CREDIT	CODE	CREDIT CRITERIA	POINTS AVAILABLE	POINTS TARGETED	POINTS TBC	RESPONSIBILITY	NOTES
Emissions			5				
Stormwater	26.1	Stormwater Peak Discharge	1	1		CIVIL	
	26.2	Stormwater Pollution Targets	1	1			100% STORM score is considered equivalent to this credit
Light Pollution	27.0	Light Pollution to Neighbouring Bodies	-	Complies		SERVICES	
	27.1	Light Pollution to Night Sky	1	1			
Microbial Control	28	Legionella Impacts from Cooling Systems	1	1		SERVICES	
Refrigerant Impacts	29.1	Refrigerants Impacts	1			SERVICES	Credit not targeted
Total			5	4	0		

Innovation			10				
Innovative Technology or Process	30A	Innovative Technology or Process	10				
Market Transformation	30B	Market Transformation					
Improving on Green Star Benchmarks	30C	Improving on Green Star Benchmarks		2			- Ultra low VOC paints - Air-tightness "Normal"
Innovation Challenge	30D	Innovation Challenge		1	3		- Financial Transparency TBC in design development: - High Performance Site Office - Occupant Engagement - Local Services & Skilled Labour
Global Sustainability	30E	Global Sustainability		3	1		- Green Star Performance: Green Cleaning to common areas - Green Star Performance: Groundskeeping Practices - BREEAM: Design for Robustness TBC in design development: - Green Star Performance: Procurement and Purchasing - Fitwel: Stairwell
Total			10	6	4		

TOTALS	AVAILABLE	TARGETED	TARGETED + TBC
CORE POINTS	100	56.5	61.0
CATEGORY PERCENTAGE SCORE		56.5	61.0
INNOVATION POINTS	10	6.0	10.0
TOTAL SCORE		62.5	71.0

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20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford



APPENDIX A – VOC & FORMALDEHYDE LIMITS

VOC LIMITS – PAINTS, ADHESIVES & SEALANTS

PRODUCT CATEGORY	MAX. TVOC (g/L OF READY TO USE PRODUCT)
General purpose adhesives and sealants	50
Interior wall and ceiling paint, all sheen levels	16
Trim, varnishes and wood stains	75
Primers, sealers and prep coats	65
One and two pack performance coatings for floors	140
Acoustic sealants, architectural sealant, waterproofing membranes and sealant, fire retardant sealants and adhesives	250
Structural glazing adhesive, wood flooring and laminate adhesives and sealants	100

VOC LIMITS – CARPETS

COMPLIANCE OPTIONS	COMPLIANCE CRITERIA
A – PRODUCT CERTIFICATION	The product is certified under a recognised Product Certification Scheme (listed on the GBCA website http://new.gbca.org.au/product-certification-schemes/) or other recognised standards. The certificate must be current at the time of project registration or submission and list the relevant product name and model.
B – LABORATORY TESTING	<u>ASTM D5116:</u> - Total VOC limit: 0.5mg/m ² per hour, & - 4-PC limit: 0.05mg/m ² per hour <u>ISO 16000 / EN 13419:</u> - TVOC at three days: 0.5mg/m ² per hour <u>ISO 10580 / ISO/TC 219 (Document N238):</u> - TVOC at 24 hours: 0.5mg/m ² per hour

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FORMALDEHYDE LIMITS

TEST PROTOCOL	EMISSION LIMIT/ UNIT OF MEASUREMENT
AS/NZS 2269:2004, testing procedure AS/NZS 2098.11:2005 method 10 for Plywood	≤1mg/ L
AS/NZS 1859.1:2004 - Particle Board, with use of testing procedure AS/NZS 4266.16:2004 method 16	≤1.5 mg/L
AS/NZS 1859.2:2004 - MDF, with use of testing procedure AS/NZS 4266.16:2004 method 16	≤1mg/ L
AS/NZS 4357.4 - Laminated Veneer Lumber (LVL)	≤1mg/ L
Japanese Agricultural Standard MAFF Notification No.701 Appendix Clause 3 (11) - LVL	≤1mg/ L
JIS A 5908:2003- Particle Board and Plywood, with use of testing procedure JIS A 1460	≤1mg/ L
JIS A 5905:2003 - MDF, with use of testing procedure JIS A 1460	≤1mg/ L
JIS A1901 (not applicable to Plywood, applicable to high pressure laminates and compact laminates)	≤0.1 mg/m ² hr
ASTM D5116 (applicable to high pressure laminates and compact laminates)	≤0.1 mg/m ² hr
ISO 16000 part 9, 10 and 11 (also known as EN 13419), applicable to high pressure laminates and compact laminates	≤0.1 mg/m ² hr (at 3 days)
ASTM D6007	≤0.12mg/m ³
ASTM E1333	≤0.12mg/m ³
EN 717-1 (also known as DIN EN 717-1)	≤0.12mg/m ³
EN 717-2 (also known as DIN EN 717-2)	≤3.5mg/m ² hr

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APPENDIX B.1 – DAYLIGHT ASSESSMENT

A daylight assessment of the building’s primary and secondary spaces has been completed in accordance with the GBCA *Green Star Daylight Hand and Views Calculation Guide*, to estimate the areas which will receive a daylight factor of at least 2%.

Under this assessment methodology, there is a requirement that the project must specify glazing with Visible Light Transmission (VLT) at least 40%. For this project, glazing with a high higher VLT (at least 50%) will be specified, hence ***the results for this assessment presented below are deemed to be conservative compared to the real daylight factor outcome which will be achieved.***

LEVEL	OCCUPIED FLOOR AREA (m ²)	DAYLIGHT COMPLIANT AREA (m ²)
Ground	496	240
Level 1-2	1484	493
Level 3	535	225
Level 4	514	242.7
Level 5	301	156.2
Level 6	280	140.6
Level 7	259	138.4
Total	3869	1637
Overall Compliance	42%	

Results Summary:

Green Star Target	40% (1 point) 60% (2 points)
Preliminary Assessment Result	42%
Result	PASS – 1 point

Comments on Daylight Assessment

This assessment has been prepared, generally in accordance with the methodology as outlined within the Green Star Daylight Hand and Views Calculation Guide, except for the western façade:

- Western Façade at Rich Street:
 - External shading screen (perforated mesh) proposed to western façade;
 - Daylight coverage adjusted to include effect of screen shading, compliance daylight areas on western façade (Level 1-7) having an average of 3m depth (reduced depth of daylight penetration compared to unscreened facades);
 - Calculation based on reference project Cobild HQ (9-11 Cremorne Street, Cremorne) building having similar proposed external screen. Refer to Appendix B.2 for daylight modelling report for details and assumptions.

Images of the daylight “zone of compliance” levels are presented below:

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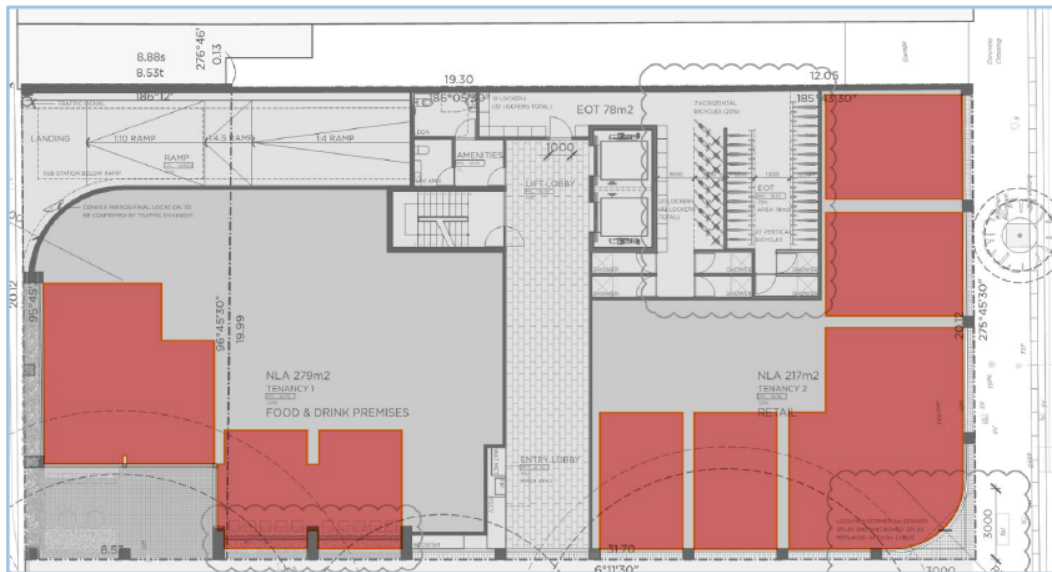


Figure 3: Ground level daylight compliance areas shown in red.

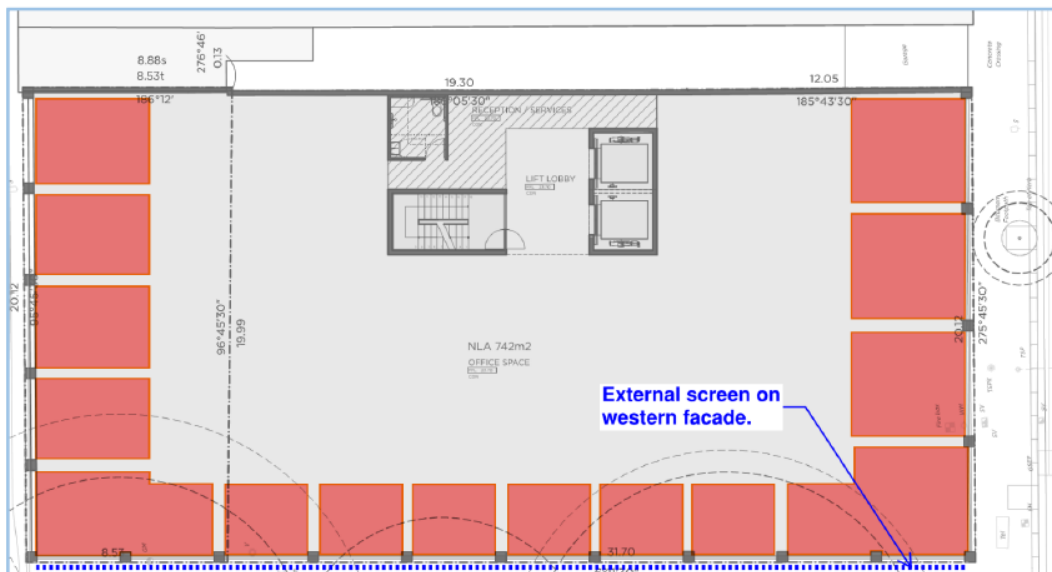


Figure 4: Level 1-2 daylight compliance areas shown in red.

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Figure 5: Level 3 daylight compliance areas shown in red.



Figure 6: Level 4 daylight compliance areas shown in red.

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Figure 7: Level 5 daylight compliance areas shown in red.



Figure 8: Level 6 daylight compliance areas shown in red.

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Figure 9: Level 7 daylight compliance areas shown in red.

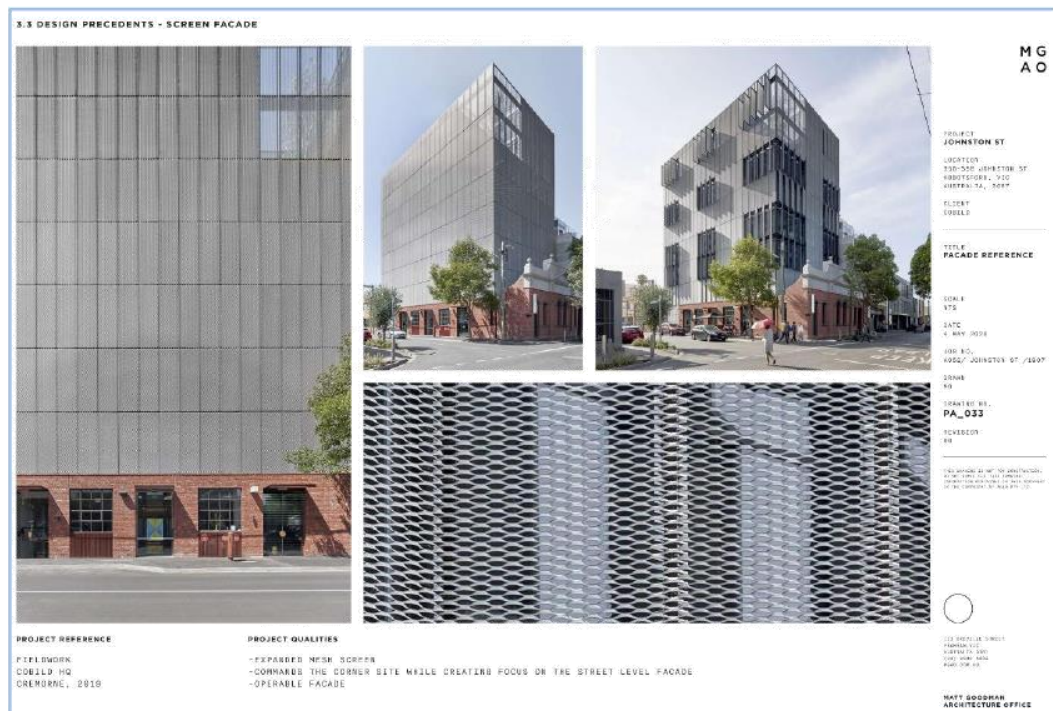


Figure 10: Reference project for shade screen details – Cobild HQ, Cremorne

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APPENDIX B.2 – REFERENCE DAYLIGHT MODELLING REPORT



DAYLIGHT MODELLING REPORT

Client: C&R Building Pty Ltd
Project: 9-11 Cremorne Street,
Cremorne
Subject: Daylight Modelling Report

Date: 7/04/2020
Project Number: GIW12647
Revision: B

DRAFT



285 Lennox St / Richmond VIC 3121 / (t) 61 3 9044 5111 / giw.com.au

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9-11 Cremorne Street, Cremorne
Daylight Modelling Report

1. Introduction

The following Daylight Modelling Report has been prepared for the proposed office development at 9-11 Cremorne Street, Cremorne. This assessment responds to Green Star Design & As-Built v1.1 rating tool – Credit 12.1 Daylight.

Sources of Information

The Daylight Modelling Report is based on the following documentation:

Architectural Drawings by: Fieldwork
 Project No.: 112544
 Drawing No.: A0-000 – A0-001 Rev C00; A0-100 Rev C00; A0-101 Rev C01; A2-000 – A2-005 Rev AB01; A2-007 Rev AB01; A2-200 – A2-201 Rev C01; A2-202 – A2-205 Rev C02; A2-206 Rev C01; A2-250 – A2-252 Rev C00; A2-253 Rev C01; A2-300 – A2-301 Rev C01; A2-302 – A2-303 Rev C02; A2-304 Rev C04; A2-305 Rev C02; A2-306 Rev C02; A3-000 – A3-003 Rev AB01; A4-000 – A4-003 Rev C02; A5-000 Rev C02; A5-001 Rev C01; A5-100 Rev C03; A6-200 Rev C01; A6-201 Rev C00; A6-202 Rev C01; A6-300 – A6-302 Rev C02; A6-303 – A6-305 Rev C01; A6-306 Rev C00; A7-100 – A7-101 Rev C01; A7-200 Rev C01; A7-300 Rev C02; A7-301 – A7-302 Rev C01; ASC-10 Finishes and Fittings Schedule – External Rev C02;


Facade Details by: Tensys
 Project No.: PE 0574
 Drawing No.: GN001 Rev 0, F002 – F003 Rev 0,

Revision History

Revision Number	Date Issued	Author	Approved	Comments
A	15/12/2017	NP / IB	GW	Design Review
B	7/04/2020	NP / IB	GW	Draft

Report Prepared by:
 Technical Lead – ESD

Niraj Patel
 B.Eng (Mechanical)
 M.Eng (Sustainable Energy)

Report Approved by:
 Director

Gary Wertheimer
 B.App. Sci. (Construction Management)
 MSc. Renewable Energy & Architecture. [UK].

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9-11 Cremorne Street, Cremorne
Daylight Modelling Report

2. Scope of Modelling

We have undertaken daylight modelling for all nominated areas of the proposed commercial development at 9-11 Cremorne Street, Cremorne. Nominated areas are defined as follows:

Nominated area	NLA
Retail 1	146.9m ²
Retail 2	64.1m ²
Office Level 1	311m ²
Office Level 2-5	311m ² x 4
Office Level 6	281.9m ²
Office Level 7	285.3m ²

The development has been modelled with consideration of the effect of neighbouring buildings on daylight levels in the proposed building.

3. Methodology

The daylight levels in the nominated areas are benchmarked against the best practice requirements as set out under the Green Star Design & As-Built v1.1 rating tool: Credit 12.1B Daylight – Compliance Using Daylight Factor. These levels are as follows:

“For this option, a specified proportion of the nominated area must be shown to have a Daylight Factor (DF) of at least 2.0% at finished floor level (FFL) under either a CIE overcast sky or a CIE uniform sky.”

The daylight modelling has been completed using the Radiance software suite, an accurate computing program used to predict light levels in a space prior to construction. Scene geometric data and material properties are interfaced into the Radiance software using DesignBuilder.

Daylight Factor has been calculated using a CIE uniform cloudy sky.

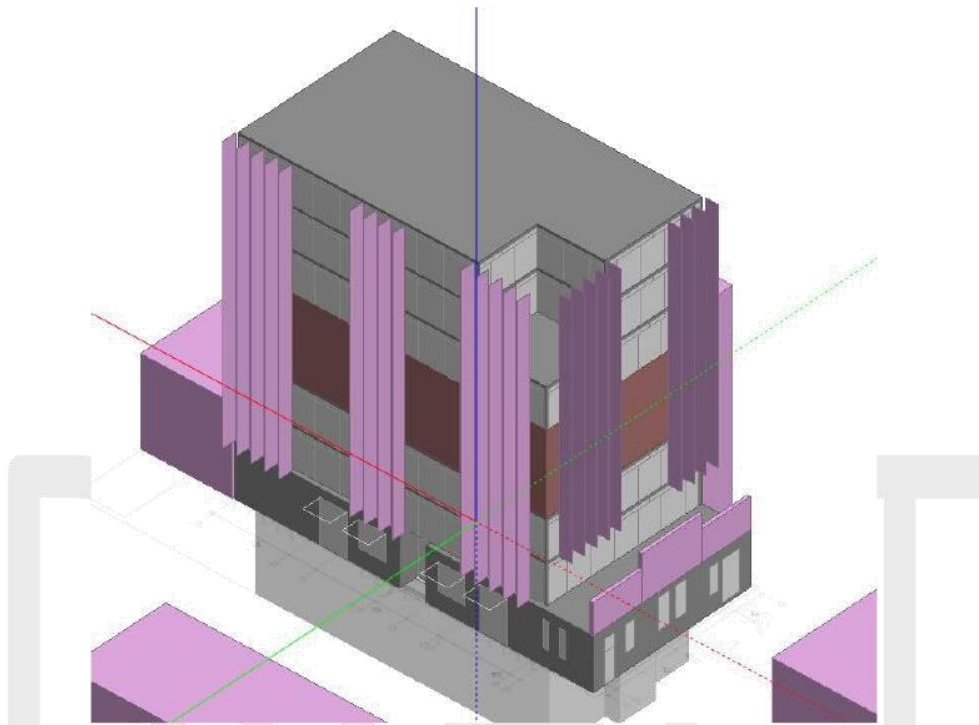


Figure 1 – DesignBuilder model of proposed and adjacent equitable development right buildings

4. Modelling Assumptions

The following assumptions have been made with respect to the modelling:

- Modelled window dimensions are as depicted on the [Architectural drawings](#).
- The shading screen around the building has a total Visible Light Transmittance (VLT) of 0.315 (Refer Appendix A – Section A.1 for calculation of VLT) and is modelled as follows:
 - Where a fixed shading screen is located in front of windows, the transmittance of the shading screen is multiplied by the VLT of the window to find the resultant total system VLT. This VLT is then applied to the window system in-lieu of the window only VLT.
 - Where an operable shading screen is located in front of a window, the screen is modelled as a non-transparent block in the 90° open position. This methodology has been adopted as a shading block cannot be modelled with a VLT greater than zero.
- The glazing performance (per [Exterior Finishes Schedule](#)) used for external windows is as follows:
 - Ground Floor Retail & Heritage Windows: single glazed, low-e, clear window with a total system VLT of 0.66 (Refer Appendix A – Section A.2 for calculation of VLT)

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9-11 Cremorne Street, Cremorne
Daylight Modelling Report

- Fixed windows: double glazed, low-e, neutral tint window with a total system VLT of 0.50 (Refer Appendix A – Section A.2 for calculation of VLT). Where a fixed shading screen is in front, the VLT is 0.16
- Sliding Doors: double glazed, low-e, neutral tint window with a total system VLT of 0.42 (Refer Appendix A – Section A.2 for calculation of VLT).
- Louvres: single glazed, low-e, neutral window with a total system VLT of 0.46 (Refer Appendix A – Section A.2 for calculation of VLT). Where a fixed shading screen is in front, the VLT is 0.15
- The reflectance of all materials (per [Architectural Drawings](#)) is as follows (Refer Appendix A – Section A.3 for calculation of VLT):
 - Internal Walls – Office: 0.3 based on Equitone Tectiva TE15 panels nominated internally.
 - Internal Walls – Retail: 0.8 based on white painted plasterboard walls.
 - Ceiling – Office: 0.80 based on charcoal finish to underside of acoustic insulation lining.
 - Ceiling / Soffit – Retail: 0.4 based on exposed concrete finish
 - Floor: 0.4 based on exposed concrete finish
- Transient and unoccupied spaces such as corridors and wardrobes have been excluded from the modelled area.
- The reflectance of external buildings and structures is assumed to be 0.4.

5. Daylight Results

Numerical Results

The daylight results for the nominated areas of 9-11 Cremorne Street, Cremorne can be summarised as follows:

Nominated Area	Modelled Floor Area* (m ²)	Floor Area above DF 2 (m ²)	% of floor area above DF 2
Retail 1	154.4	93.3	60.4
Retail 2	69.5	29.6	42.6
Office Level 1	310.5	150.5	48.5
Office Level 2-4	310.5 (x3)	175.7	56.6
Office Level 5	310.5	179.3	57.7
Office Level 6	281.6	194.6	69.1
Office Level 7	281.6	187.3	66.5
Total	2,340	1,362	58.2

*The modelled floor area does not vary by more than 5% from the NLA. The modelled floor area varies marginally from actual NLA due to minor differences in wall thickness, partitioning locations and

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9-11 Cremorne Street, Cremorne
Daylight Modelling Report

simplifications incorporated into the modelling.

Visual Results

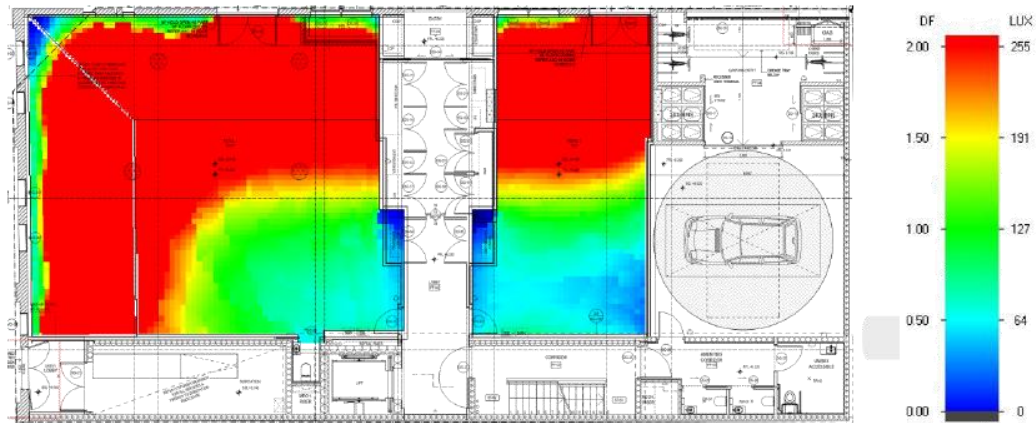


Figure 2 - Daylight Map - GF

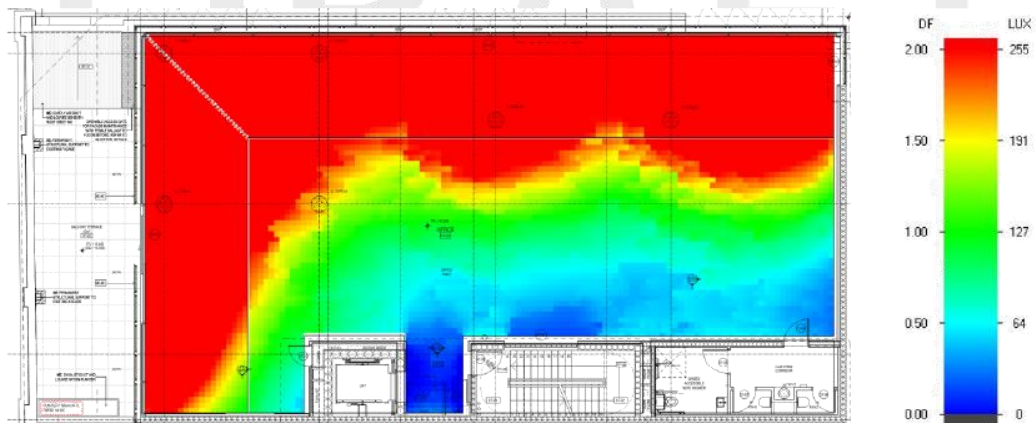


Figure 3 - Daylight Map - L1

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9-11 Cremorne Street, Cremorne
Daylight Modelling Report

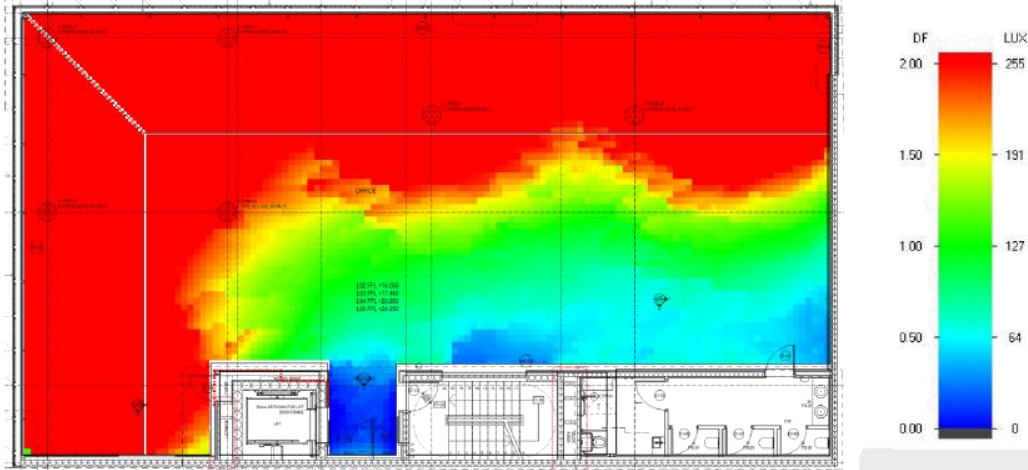


Figure 4 - Daylight Map - L2-5

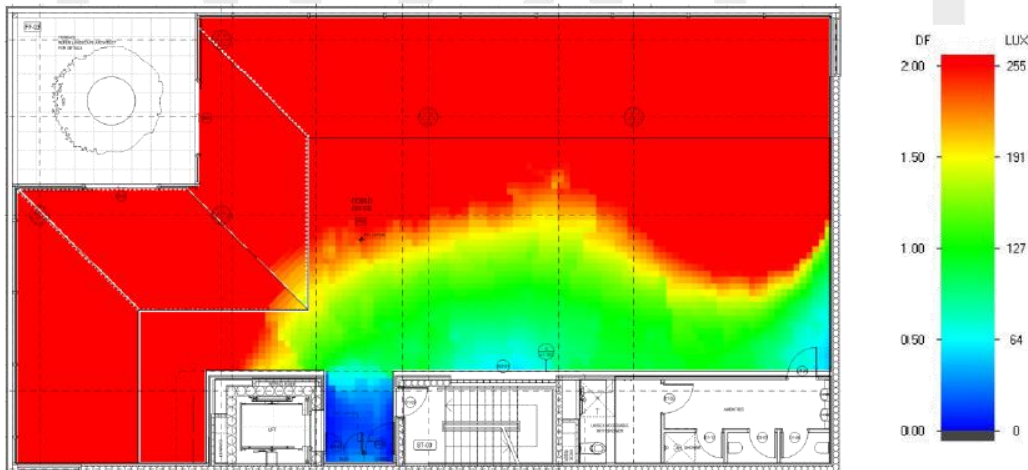


Figure 5 - Daylight Map - L6

Ref: GIW12647

7

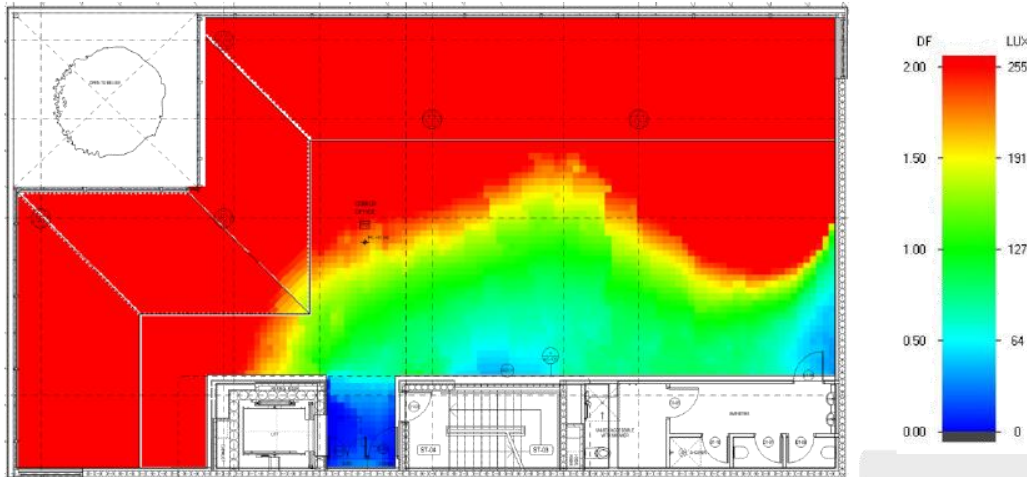


Figure 6 - Daylight Map - L7

6. Conclusion

The development has been assessed and it has been determined that 58.2% of the nominated areas achieve a Daylight factor of 2%. This is equivalent to 1 point under Green Star Design & As-Built v1.1 – Credit 12.1 Daylight.

Appendix A – Calculations and Assumptions

A.1 Shading Screen Transmittance

A value for the transmittance of the proposed shading screen has been determined from the Façade Detail drawings provided by Tensys (refer Sources of Information). An extract from the drawings depicting how the porous area has been calculated can be seen below:

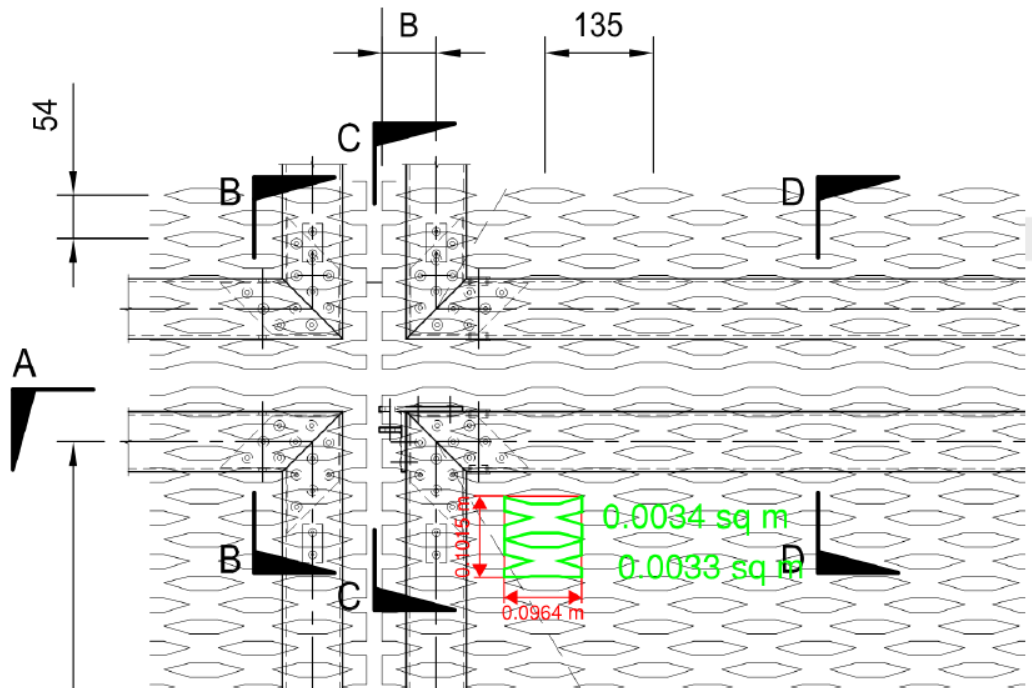


Figure 7 – Shading screen detail by Tensys with measurement of opacity

The parts highlighted in green represent opaque area with the red measurements representing the sample area size.

Sample area	= 0.1015m x 0.0964m	0.009785	m ²
Solid area	= 0.0034m ² + 0.0033m ²	0.0067	m ²
opaque %	= 0.0067 / 0.009785	68.5%	
Vision area	= 1 - 0.685	31.5%	

Refer Attached:
[Shading Screen drawings](#)

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9-11 Cremorne Street, Cremorne
Daylight Modelling Report

A.2 Window Visible Light Transmittance

The VLT of windows has been determined as follows:

(a) Ground Floor Retail

For ground floor retail, steel framed heritage windows have been reused with a retrofit low-E film added. However, no Window Energy Rating Scheme (WERS) thermal performance values exist for steel framed windows or retrofit film solutions. The steel windows must be retained for heritage purposes. Therefore the following aluminium frame, single glazed, Low-E Clear window has been applied and proportionally adjusted to reflect the proposed 3M Thinsulate Climate Control 75 film:

	Total System			
	Capral 100mm 419 ComfortPlus Clear	Viridian ComfortPlus Clear glass only	3M CC 75 Clear glass only	Estimated Capral 100mm 419 with CC75
U-value	4.30	3.60	3.60	4.30
SHGC	0.62	0.68	0.53	0.48
VLT	0.73	0.82	0.74	0.66

Proportionality is applied to the SHGC and VLT values by taking the ratio of the total system values and glass only values and multiplying by the proposed glass only values.

(b) Office fixed windows

Fixed windows for offices are based on Capral 150mm 419 Flushline – Double Glazed, Argon filled, SolTech Neutral tint windows with WERS ID CAP-073-019. The total system performance is as follows:

- Total system U-value = 3.0
- Total system SHGC = 0.42
- Total system VLT = 0.50

(c) Sliding doors

Sliding doors for offices are based on Capral 900 Sliding Door – Double Glazed, SolTech Neutral tint windows with WERS ID CAP-057-21. The total system performance is as follows:

- Total system U-value = 3.3
- Total system SHGC = 0.36
- Total system VLT = 0.42

(d) Office louvre windows

Louvre windows for offices are based on Safetyline Jalousie frame with single glazed 6mm SolTech Neutral tint windows. No WERS entry exists for this window configuration however the Safetyline Jalousie Design Manual includes some AFRC rated values for single glazed ComfortPlus Clear systems. Therefore, the proposed system must be proportionally determined as follows:

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan



9-11 Cremorne Street, Cremorne
Daylight Modelling Report

	Total System Safetyline Jalousie with ComfortPlus Clear (100H x 2700W)	Viridian ComfortPlus Clear glass only	Viridian 6mm SolTech Neutral glass only	Estimated Safetyline Jalousie 6mm SolTech Neutral
U-value	5.90	3.60	3.70	6.00
SHGC	0.50	0.68	0.53	0.39
VLT	Not Reported	0.82	0.63	0.45

Note that the Safetyline Jalousie Design Manual does not report VLT values for their frames. Therefore the VLT values have been derived from a product with similar total system U-value and SHGC. The Breezway Innoscreen Altair Louvre Window System with WERS ID of BRZ-009-05 is a 6mm SolTech Neutral louvre system with similar total system values. The VLT of this product has been applied.

Refer Attached:

[Architectural ground floor window schedule](#)

[Low-E film datasheet](#)

[Safetyline Jalousie Louvre datasheet](#)

A.3 Material Reflectance

(a) Internal Walls – Office

Internal walls to office areas are to be clad with Equitone Tectiva TE15 fibre-cement panels per the Architectural Internal Finishes and Fittings Schedule. The colour of Equitone Tectiva TE15 is described in the Equitone material sampler document as follows:



Figure 8 – Equitone Tectiva TE15 colour as depicted in the Equitone Material Sampler

In correspondence with Equitone, it was determined that the TE15 colour has not yet undergone light reflectance testing. Therefore, a similar colour with a known reflectance value must be applied. The

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

9-11 Cremorne Street, Cremorne
Daylight Modelling Report

COLORBOND steel colours for BCA and BASIX have been applied in lieu. The 'Monument' and 'Ironstone' colours appear to be similar to the TE15 yet marginally darker. The reflectivity of these colours is 0.27 and 0.26 respectively. As the TE15 is slightly lighter, it has been assumed that the reflectivity is 0.30. (Note: the COLORBOND steel colours for BCA and BASIX report colours in absorbance. To convert this to reflectivity: $\text{Reflectivity} = 1 - \text{Absorbance}$).

(b) Internal Walls – Retail

Internal walls to retail are to be plasterboard which are assumed to be painted white. Per the legacy Green Star – Office v3 tool credit IEQ-4 Daylight, internal plasterboard walls are assumed to have a reflectivity of 0.80.

(c) Ceiling – Office

Ceilings to office areas are generally to be Autex Quietspace panel or similar with charcoal finish. Where thermal insulation is used in place, the insulation is to be painted black. These surfaces are assumed to have a reflectivity of 0.2. These nominations are per drawing A7-200 Ceiling and Floor Type Schedule 1.

(d) Ceiling / Soffit – Retail

Ceilings in retail area are to be exposed concrete finish which is assumed to have a reflectivity of 0.4.

(e) Floor

Floors in retail and office areas are to be exposed concrete finish. This is assumed to have a reflectivity of 0.4.

Refer Attached:

[EQUITONE Colour sample](#)

[EQUITONE Email](#)

[Colorbond BCA colours](#)

[Ceiling and Floor Type Schedule 1](#)

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford



APPENDIX C – VIEWS ASSESSMENT

A preliminary views assessment has been prepared, in accordance with the methodology as outlined within the Green Star Daylight Hand and Views Calculation Guide. This assessment has not assessed every floor of the building; it has focused only on the floors which are repeated, and the results give a very close indication of the overall performance for the whole building.

LEVEL	OCCUPIED FLOOR AREA (m ²)	VIEW COMPLIANT AREA (m ²)
Ground	521	373
Level 1-2	1484	800
Level 3	535	348.4
Level 4	514	341.2
Level 5	301	235.2
Level 6	280	220.9
Level 7	259	206.9
Total	3869	2525.6
Overall Compliance	65%	

Results Summary:

Green Star Target	60%
Preliminary Assessment Result	65%
Result	PASS

- Western Façade at Rich Street
 - External shading screen proposed to western façade.
 - Daylight coverage adjusted to include effect of screen shading, compliance view areas on western façade (Level 1-7) has been reduced by 50% (4m depth, instead of 8m).

Images of the view “zone of compliance” levels are presented below:

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford

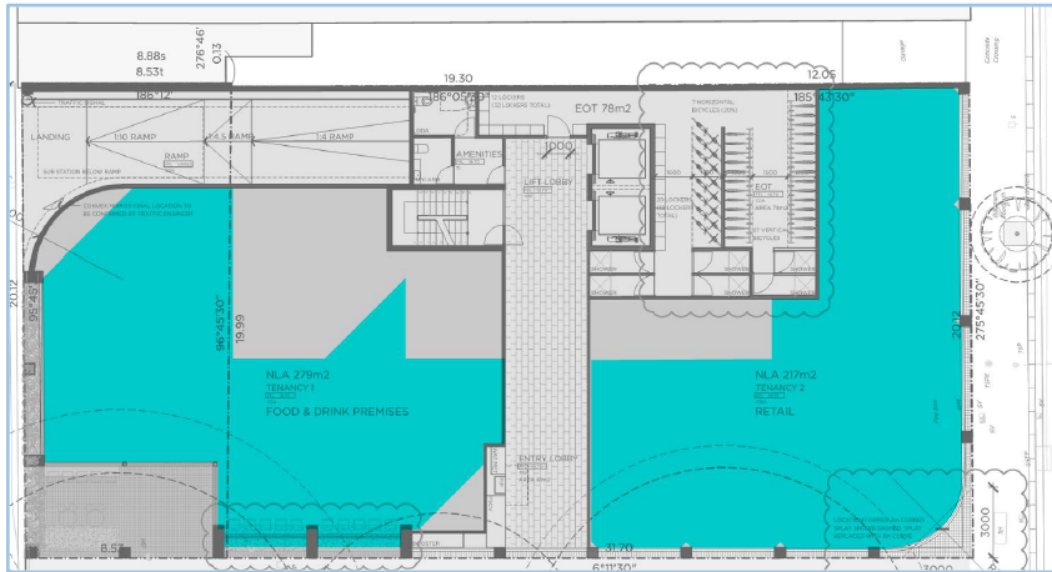


Figure 11: Ground level view compliance areas shown in blue.

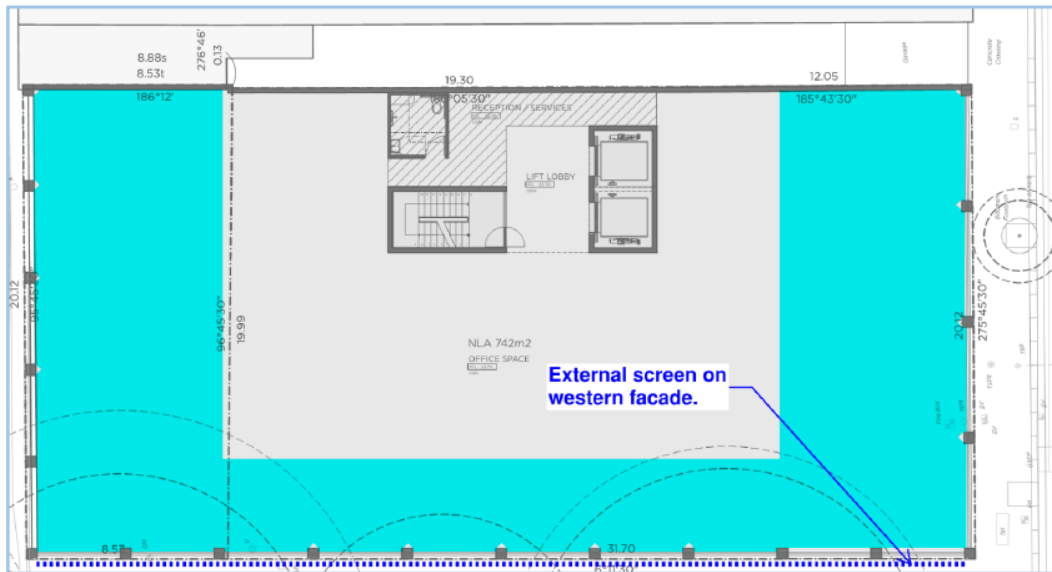


Figure 12: Level 1-2 view compliance areas shown in blue.

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford

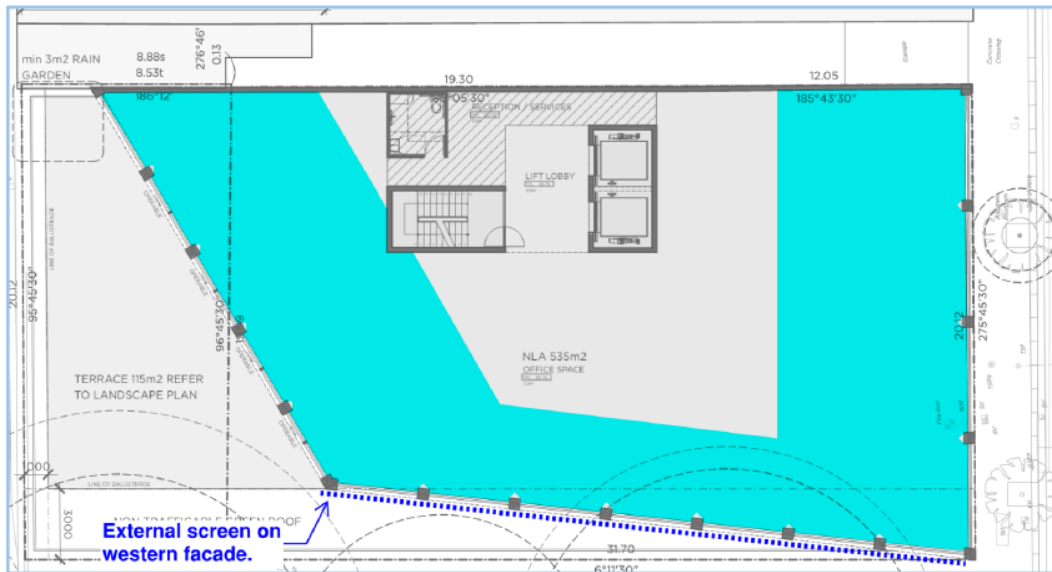


Figure 13: Level 3 view compliance areas shown in blue.

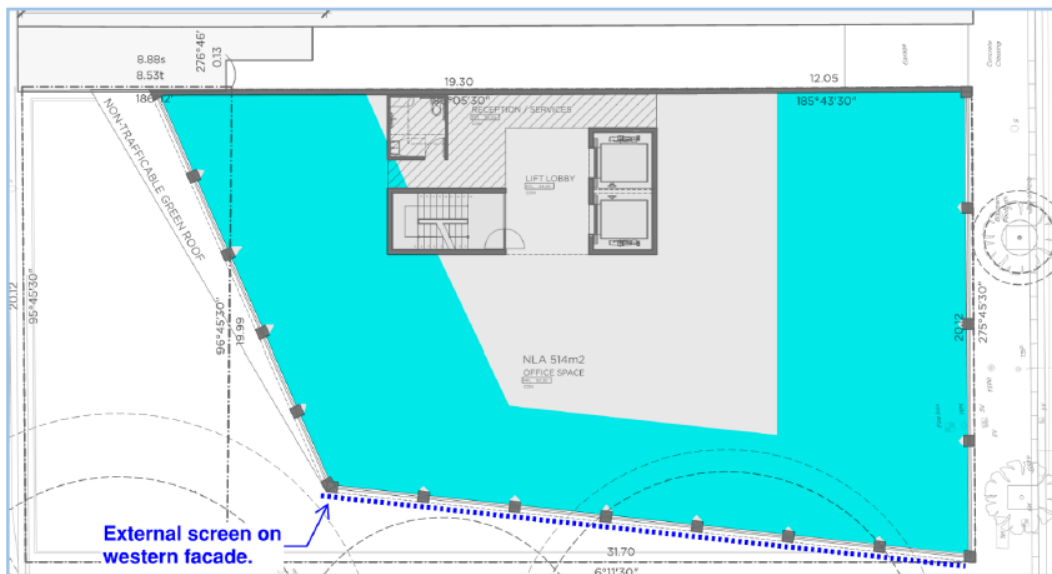


Figure 14: Level 4 view compliance areas shown in orange.

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20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford

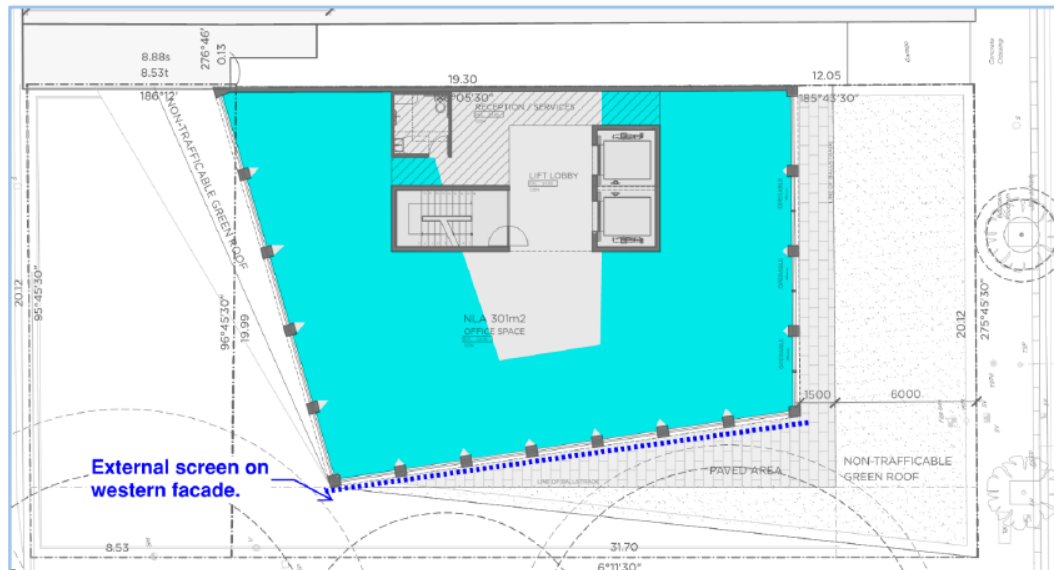


Figure 15: Level 5 view compliance areas shown in orange.

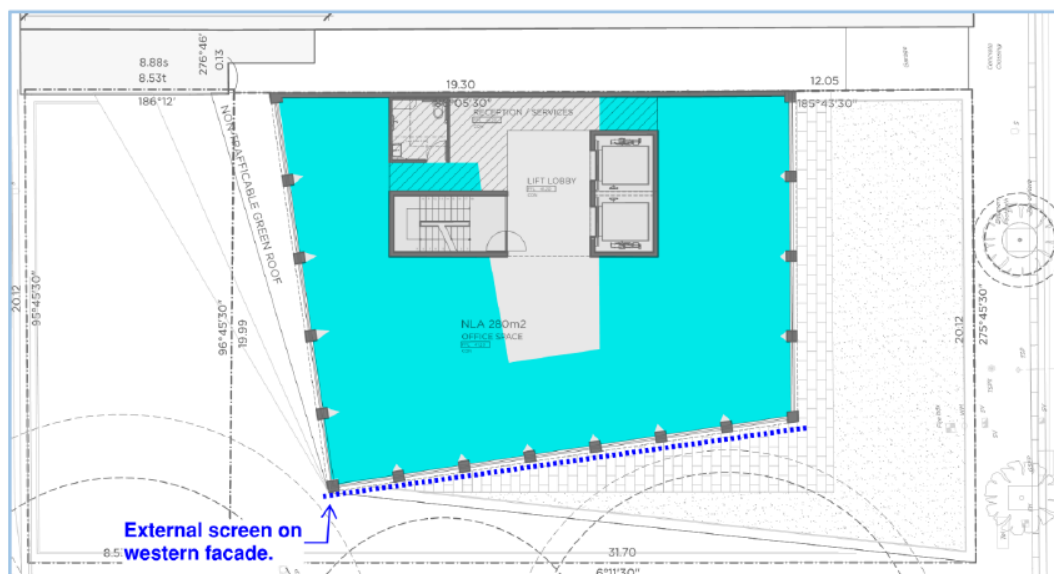


Figure 16: Level 6 view compliance areas shown in orange.

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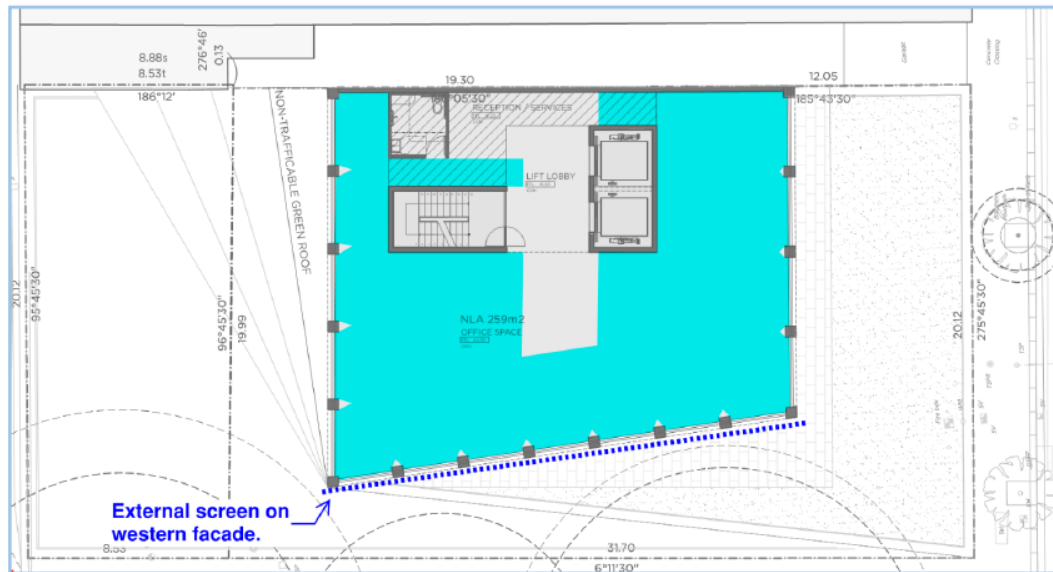


Figure 17: Level 7 view compliance areas shown in orange.

APPENDIX D – STORMWATER ASSESSMENT

OVERVIEW

Under clause 22.16 of the City of Yarra Planning Scheme, “Stormwater Management (Water Sensitive Urban Design)”, the proposed development is required to demonstrate, as part of its town planning application, its ability to meet the water quality performance objectives as set out in the Urban Stormwater Best Practice Environmental Management Guidelines, Victorian Stormwater Committee 1999.

In response to this, the Water Sensitive Urban Design Response proposed for this development has been assessed using the Melbourne Water *STORM* software.

The preliminary stormwater treatment proposed for this development achieves best practice performance objectives outlined in the Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO 1999) to achieve the objectives of the State Environment Protection Policy (Water of Victoria).

General considerations and potential maintenance activities for the proposed WSUD response have been outlined in this report. The final detailing of the systems will be agreed with the civil and hydraulic design consultants.

General measures to be considered by the building contractor to minimise stormwater pollution during construction have also been included.

BASIS OF ASSESSMENT

Clause 22.16 of the City of Yarra Planning Scheme aims to achieve improved stormwater quality. The policy is based on the best practice performance objectives outlined in the Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO 1999) to achieve the objectives of the State Environment Protection Policy (Water of Victoria). These performance objectives are:

- Suspended solids - 80% retention of typical urban annual load
- Total Nitrogen – 45% retention of typical urban annual load
- Total Phosphorus – 45% retention of typical urban annual load
- Litter – 70% reduction of typical urban annual load.

The policy also aims to promote use of Water Sensitive Urban Design (WSUD) strategies as well as stormwater re-use, minimise peak stormwater flows and pollutants, and mitigate the detrimental effect of development on downstream waterways.

In accordance with the requirements outlined in Clause 22.16-4, the application must address the following:

- Site layout plan showing location of proposed stormwater treatment measures;
- A report outlining how the application achieves the objectives of the policy;
- Design details, such as cross sections, to assess the technical effectiveness of the proposed stormwater treatment measures;
- A Site Management Plan which details how the site will be managed through construction; and

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20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford



- A maintenance programme setting out future operational and maintenance arrangements.

PERFORMANCE MEASUREMENT TOOL

The Water Sensitive Urban Design Response proposed for this development has been assessed using the Melbourne Water software STORM.

DEVELOPMENT RESPONSE – WSUD

A summary of the development’s WSUD response is presented below:

STORMWATER TREATMENT	TREATMENT DESCRIPTION AND DETAILS
Treatment #1 – Rainwater Harvesting	- 1x 15 kL rainwater tank, located in Basement. Refer to architectural plans. - Roof catchment area of approximately 308 m ² collecting into rainwater tank. - Captured rainwater used for toilet flushing (end-of-trip facilities and at least 50% of commercial office levels), landscape irrigation and bin room washdown.

STORM ASSESSMENT RESULTS

Based on the stormwater treatment details described above, the development achieves a STORM score of 102%.

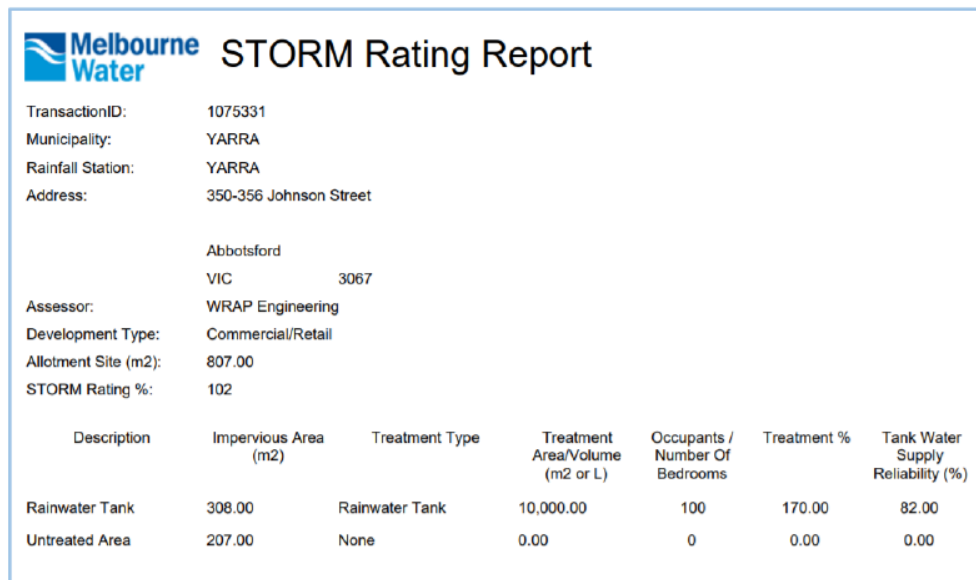


Figure 18: STORM rating report results and inputs

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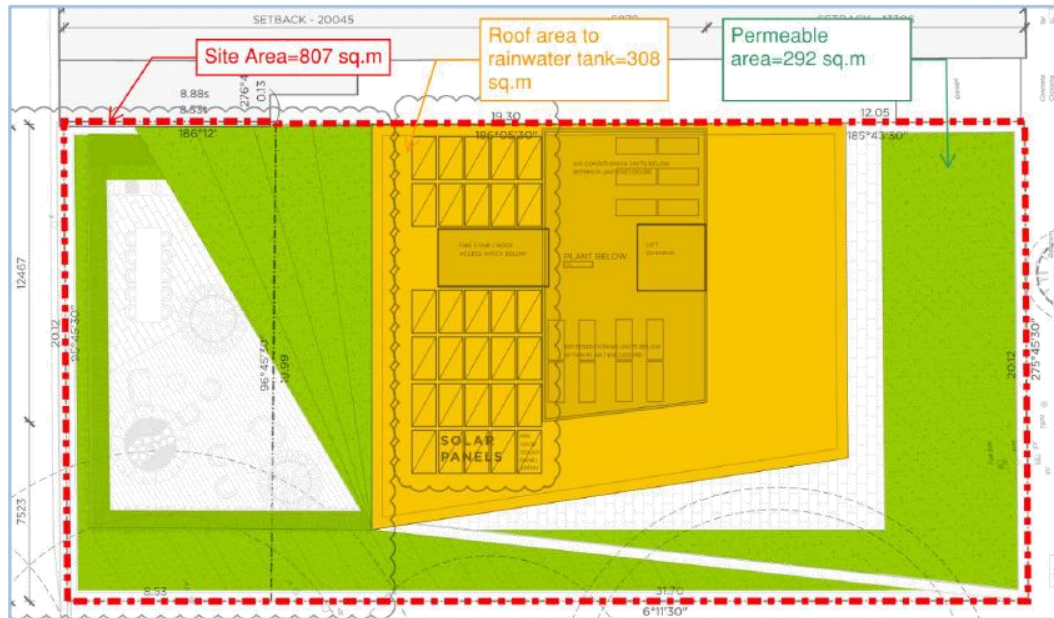


Figure 19: Roof plan marked-up showing proposed permeable/catchment areas.

RAINWATER TANK DESIGN & INSTALLATION CONSIDERATIONS

Rainwater tanks provide flow retention capacity and storage for reuse. They reduce stormwater run-off, decrease the demand of potable water and allow particle settlement within the tank, thus treating rainwater. General considerations for rainwater tank systems design and potential maintenance activities include:

- Incorporating a first flush device to the rainwater collection system. First flush devices divert the initial most polluted portion of water runoff.
- Automated switches to divert water supply from the tank to mains need to be incorporated.
- Connection to toilets ensure water tanks are run down on a daily basis, leaving spare capacity for new rainwater collection.

STORMWATER RUNOFF TREATMENT DURING THE CONSTRUCTION STAGE

Stormwater management in the construction stage will be required to minimise the likelihood of contaminating stormwater discharge from the site and reducing the velocity of the flows generated from the development as it is being constructed.

Stormwater management will form a part of the contractor’s EMP, and it will need to specifically address the following objectives:

1. Prevent discharge of contaminated stormwater;
2. Prevent impact on offsite surface or groundwater due to construction works; and
3. Slow down stormwater flows during heavy rainfall.

The EMP should consider the following specific items in relation to stormwater management:

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford



- Storage of materials, chemicals and construction waste must be well clear of site drainage lines or other infrastructure;
- Immediate clean-up of chemical spills;
- Soil and dust containment;
- Regular cleaning of roadways and other impervious surfaces;
- Install sediment or silt traps around stormwater drain points;
- Prevent stormwater from adjacent properties entering the site;
- Capping/bunding of piles of contaminated materials or soil;
- Inspect and clean all sediment filters and traps after heavy rains; and
- Regularly evaluate site stormwater management systems for effectiveness.

More information is available from Melbourne Water booklet “Keeping Our Stormwater Clean – A Builder’s Guide”.

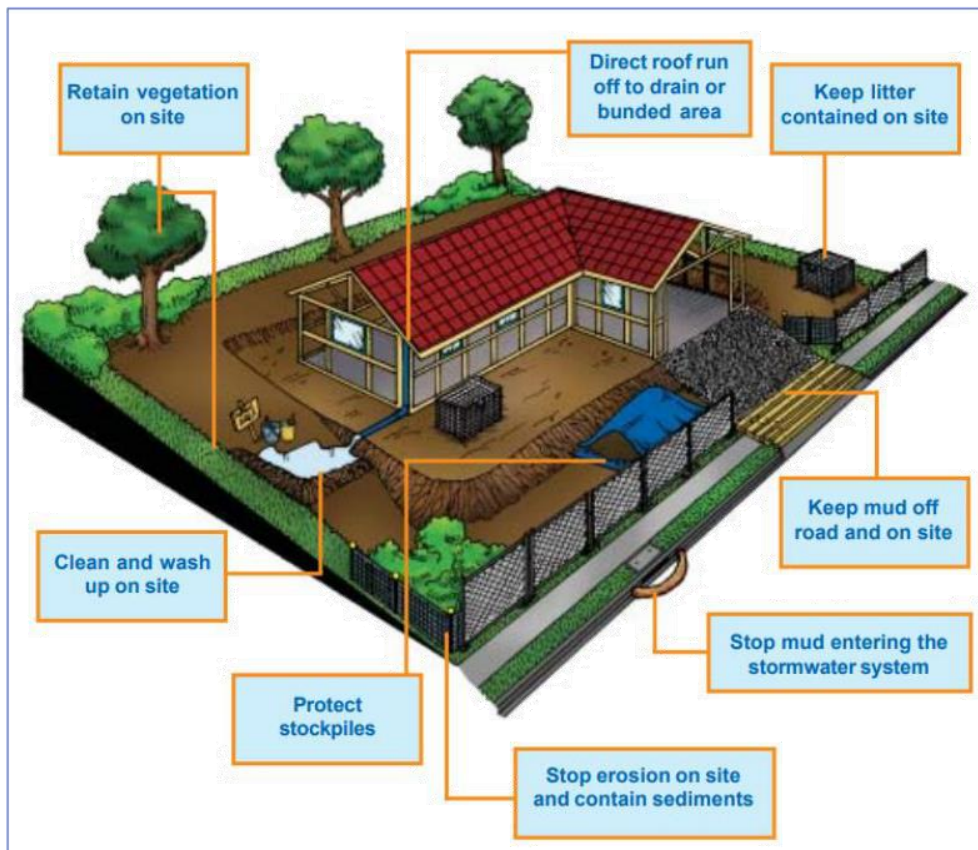


Figure 20: Site stormwater management considerations. Source: Melbourne Water – Keeping Our Stormwater Clean: A Builder’s Guide

Attachment 5 - PLN20/0322 - PDC Attachment - Sustainability Management Plan

20199 Sustainability Management Plan – 350-356 Johnston Street, Abbotsford

**STORMWATER MAINTENANCE PROGRAMME**

The proposed rainwater harvesting system will be maintained in accordance with the manufacturer's requirements. The building owner, body corporate or facility manager will be responsible for undertaking the routine maintenance and ensuring that the system is operating as designed.

The following specific maintenance activities will be required as a minimum:

- Roof and other rainfall collection areas are to be inspected regularly, at minimum every 3 months, to ensure they are kept free of pollutants, leaves and other debris;
- First flush devices should be cleaned at least every 6 months; and
- Routine maintenance as specified by the manufacturers for the hardware; pumps, tanks and filters.

Sludge layers and biofilms can be formed in the tanks walls. If water colour and smell become an issue, professional tank cleaners should be engaged.

RAINGARDEN MAINTENANCE PROGRAMME

A maintenance program will be implemented by the building's maintenance contractor to ensure the any installed raingardens operate as designed and water quality and filtration performance are maintained. The scope of the maintenance program will include inspection and rectification of issues associated with the raingarden soil, pipework, plants and gravel/pebbles.

Inspections of the raingarden system and any maintenance works required will be undertaken in accordance with the following general guidelines:

ANNUAL MAINTENANCE:

- Inspect and clean mulch layer as needed
- Check for litter, leaves and sediment, and remove as needed
- Check for erosion and gouging, rectify as needed

3-MONTHLY MAINTENANCE:

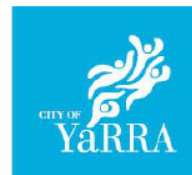
- Check plant health, replace unhealthy plants as needed
- Remove weeds by hand – do not use herbicides
- Check that all pipes are flowing freely and that raingarden is infiltrating properly
- Check for and remove any surface litter and leaves
- Redistribute or top up mulch layer as needed

AFTER MAJOR STORMS OR HEAVY RAIN:

- Undertake general visual inspection and rectify as needed
- Check for litter, leaves and sediment, and remove as needed

Attachment 6 - PLN20/0322 - PDC Attachment - Internal Urban Design Comments

MEMO



To: Chris Stathis (Statutory Planning)
From: Daniel Perrone (Urban Design)
Date: 04 Feb 2021
Site Address: 350 – 356 Johnston Street & 2 Rich Street, Abbotsford
Application No: PLN20/0322
Description: The construction of an eight-storey (plus basement) building for office, food and drinks premises and retail premises (no permit required for uses) and a reduction in the car parking requirements.

COMMENTS SOUGHT

Urban Design comments have been sought on the above application, in regard to the following matters:

- Public realm interface
 - Public realm treatment including changes to Rich Street
 - Whether there are any capital works approved or proposed within the area of the subject site (as relevant to the above planning application)
-

COMMENTS SUMMARY

The comments provided below are based on the following documents:

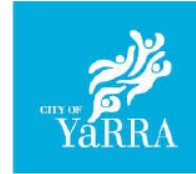
- Architectural Plans – Matt Goodman Architecture Office – 10 Dec 2020
- Landscape Plans – Jack Merlo Design & Landscape – 11 Dec 2020

In summary, the proposal is supported in its current form from Urban Design perspective and I am satisfied that all previously raised concerns have been addressed.

Note: The extent of this review is limited to the proposed development's integration with the streetscape and public realm.

Attachment 6 - PLN20/0322 - PDC Attachment - Internal Urban Design Comments

MEMO



URBAN DESIGN COMMENTS

Urban Design Comments 06/11/2020	Applicant Response 11/12/2020	Urban Design Response 04/02/2021
There are no known capital works being led by the Urban Design team directly around the site.	Noted.	No further comments.
The expressed structural grid provides articulation and rhythm to the ground floor interface, referencing the warehouse character of the area and breaking up the scale of the glazing.	Noted.	No further comments.
The entrance is clearly defined, and the change flooring material appropriately demarcates the property boundary.	Noted.	No further comments.
There is a discrepancy between the landscape and the architectural floor plans around the food and drink premises. The landscape plan shows there to be built-in bench seats between the façade columns, however this is not shown on the architectural plan. Both proposals are supported (providing built-in bench seating is considered more beneficial from an Urban Design perspective), however the drawings should be amended to show a consistent proposal.	The architectural and landscape plans have been updated to ensure they are consistent.	Satisfied.
The proposed footpath extension to Rich Street is supported from an Urban Design perspective as it will provide additional public amenity to the area while simultaneously creating outdoor dining space for the proposed and drink premises. (Note: a separate application must be submitted to obtain a footpath trading permit and the proposed footpath extension is not a guarantee of its approval.)	Noted.	No further comments.
Council civil engineering team to provide detailed comments regarding drainage and infrastructure required to support the new footpath extension.	Noted.	No further comments.
The location and arrangement of the proposed bench seats to Rich Street are supported. Ensure these seats have back and arm rests as per Yarra Public Domain Manual.	Noted. Please refer to landscape plans for details of the proposed seats.	Satisfied.
The applicant is only required to provide 8no. visitor parking bays (4no. bike hoops), however given the lack of opportunities to install additional bicycle parking along Johnston St, the 10no. spaces provided is acceptable. However, it may be beneficial to move the group of bike hoops slightly towards the south, so as to provide a clear view to the entry lobby.	Noted. The bicycle spaces have been specifically located to provide convenient access to the building entry, while avoiding conflicts with the garden bed and seating to the south and food and drink tenancy to the north.	Noted. No further comments.
All materials to be used within the public realm are to comply with Yarra Standard Drawings and Road Materials Policy.	Noted.	No further comments.

- END -

Attachment 7 - PLN20/0322 - PDC Attachment - Strategic Transport Comments



Planning Referral

To: Chris Stathis
From: Chloe Wright
Date: 13/01/2021
Subject: Strategic Transport Comments
Application No: PLN20/0322
Description: Eight-storey office development with a reduction in the car parking requirements.
Site Address: 350 – 356 Johnston Street and 2 Rich Street, Abbotsford

I refer to the above amended application and the accompanying Traffic report prepared by Traffix Group in relation to the proposed development at 350 – 356 Johnston Street and 2 Rich Street, Abbotsford. Council's Strategic Transport unit provides the following information:

Access and Safety

No access or safety issues have been identified.

Bicycle Parking Provision

Statutory Requirement

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

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Office	3,382 sqm	1 employee space to each 300 sqm of net floor area if the net floor area exceeds 1000 sqm	11 employee spaces	
		1 visitor space to each 1000 sqm of net floor area if the net floor area exceeds 1000 sqm	3 visitor spaces	
Retail	496 sqm	1 employee space to each 300 sqm of net floor area	2 employee spaces	
		1 visitor space to each 500 sqm of net floor area	1 visitor spaces	
Bicycle Parking Spaces Total			13 employee spaces	34 employee spaces
			4 visitor spaces	10 visitor spaces
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	2 shower / change room	6 showers / change rooms

Attachment 7 - PLN20/0322 - PDC Attachment - Strategic Transport Comments

Adequacy of visitor spaces

The amended plans do not include any changes to the visitor bicycle spaces. Provision of 10 visitor bicycle spaces at Rich Street footpath is considered adequate as per the previous Strategic Transport comments.

Adequacy of employee spaces

Number of spaces

34 employee spaces are proposed, which does not meet the best practice recommendation of 36 employee spaces (based on Council's best practice rate¹ recommendation of 34 spaces for the office use and 2 employee spaces for the retail use).

Design and location of employee spaces and facilities

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

- All employee bicycle spaces are provided within a secure facility at the ground floor, with access via the entry lobby at Rich Street.
- 8 horizontal spaces are shown on the plans, however 7 horizontal spaces are noted. The provision of horizontal spaces satisfies the AS2890.3 requirement for at least 20% of bicycle storage spaces to be provided as horizontal at ground-level spaces.
- There appears to be several discrepancies between the Traffic report and what is shown on the plans; Section 6 of the Traffic report references 39 employee spaces (the plans show 35 spaces however note a total of 34 spaces) and 4 shower change rooms (the plans show 6).
- Dimensions of bicycle spaces are noted on the plans and the layout appears to meet clearance access requirements of AS2890.3.
- Six shower / change rooms are provided for employees, which exceeds the best practice recommendation of 4 shower / change rooms.

Electric Vehicles

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

Green Travel Plan

Given the development has a total non-residential floor area of more than 1,000sqm, pursuant to Clause 22.17-4 a Green Travel Plan (GTP) must be provided. The following information should be included:

- a) Description of the location in the context of alternative modes of transport;
- b) Employee welcome packs (e.g. provision of Myki/transport ticketing);
- c) Sustainable transport goals linked to measurable targets, performance indicators and monitoring timeframes;
- d) A designated 'manager' or 'champion' responsible for co-ordination and implementation;
- e) Details of bicycle parking and bicycle routes;
- f) Details of Green Travel funding and management responsibilities;
- g) The types of bicycle storage devices proposed to be used for employee and visitor spaces (i.e. hanging or floor mounted spaces);
- h) Security arrangements to access the employee bicycle storage spaces;
- i) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3; and
- j) Provisions for the GTP to be updated not less than every five years.

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

Attachment 7 - PLN20/0322 - PDC Attachment - Strategic Transport Comments

Recommendations

The following should be shown on the plans before endorsement:

1. 36 employee bicycle spaces within a secure facility.

A Green Travel Plan should be provided with the information outlined previously.

Regards

Chloe Wright

Sustainable Transport Officer
Strategic Transport Unit

Attachment 8 - PLN20/0322 - PDC Attachment - ESD Comments



MEMO

TO: Chris Stathis
cc:
FROM: Gavin Ashley, ESD Advisor
DATE: 14.01.2021
SUBJECT: 350 – 356 Johnston & 2 Rich Street, Abbotsford VIC 3067

Dear Chris,

I have reviewed the amended SMP (V3 – 11.12.20 – by WRAP), WMP (11.12.20 – by WasteTech) and plans (10.12.20 – by MGAO) against previous ESD advice (dated 20.10.20) for the above property, with an assessment (in **bold**) below:

(2) Application ESD Deficiencies:

- Modify waste approach to include organic waste management within the WMP.
 - **Satisfactory** – The Waste Management Plan has been updated to include a strategy for organic waste – 4x 240L bins collected twice weekly – with the amended plans articulating their provision in the basement (PA_049).

(3) Outstanding Information:

- Clarify strategy to provide natural ventilation. Consider strategically located operable windows to create breeze paths across each level.
 - **Unsatisfactory** - No operable windows are to be provided, with ventilation dependant upon the mechanical system. Provide operability to a selection of windows.
- Clarify approach to exceeding NCC requirements, and provide a Section J Assessment to support claim, including thermal performance, GHG emissions, hot water, HVAC and peak demand reduction.
 - **No Section J Assessment has been provided.**
 - **Include as a permit condition:** *Prior to commencing construction, provide a Section.J Assessment to support claims of meeting and/or exceeding NCC 2019 energy efficiency requirements, including thermal performance, GHG emissions, hot water, HVAC and peak demand reduction.*
- Confirm PV system size and include details within Section J Assessment.
 - **No amendments have been made regarding the identification of the rooftop PV system size, which still reads as 'minimum 10kW'** (SMP, p. 10).
 - **Include as permit condition:** *Prior to commencing construction, clarify rooftop PV system size, generation and associated reduction in GHG (within Section J Assessment or memo-style response).*
- Clarify provision and size of rain gardens. While the SMP (and STORM report) indicates 2x 4 m² rain gardens on level 3 & 5 – the Landscape Plan indicates a 3 m² rain garden on level 3 (with non-trafficable green roof on level 5).
 - **Satisfactory** – The amended SMP (and STORM report) have been amended to remove the two 4m² raingardens – resulting in a 20% drop in the STORM score (still >100%) (SMP, p. 48). The Landscape Plan still articulates a 3m² on level 3 which is included in the 'untreated area' within the amended STORM report.
- Clarify use of 'shared space' (i.e. for Car-share program?).
 - **Satisfactory** – The 'shared space' has been identified for the accessible car parking space, with the plans updated to include a bollard and line markings (PA_049).

Attachment 8 - PLN20/0322 - PDC Attachment - ESD Comments

- Clarify inconsistency in bike parking provision. The SMP claims 34x secure and 10-x public bicycle parking spaces, while the plans indicate 39x secure parking spaces (in addition to 10x public spaces).
 - **Satisfactory** – The plans have been amended to align with the SMP’s commitment to 34x secure bicycle parking spaces and 10x publicly accessible spaces (PA_050).
- Clarify inconsistency in provision of showers on ground floor (EoT facilities). The SMP claims 2x showers have been provided as EoT, while the plans show 4x showers on the ground floor.
 - **Satisfactory** – The SMP has been updated to indicate the provision of 6x showers for EoT (SMP, p. 10), in line with the ground level plans (PA_050).
- Address car share provision within Green Travel Plan (GTP).
 - **No Green Travel Plan provided.**
 - **Include as a permit condition:** *Prior to commencing construction, provide a Green Travel Plan which outlines the developments strategy to reducing car dependency, through the promotion of public transport, active commuting and car share programs (and locations) – including performance targets and monitoring and reporting components.*
- Provide a Green Travel Plan with performance targets and monitoring and reporting components included.
 - **As above.**
- Provide an operational Waste Management Plan with generation rates, and management and maintenance considerations.
 - **Satisfactory** – An operational Waste Management Plan has been provided.
- The Landscape Plan articulates north-facing planter boxes incorporated into the façade – update plans to show extent of strategy.
 - **Satisfactory** – The north elevation plans (PA_067) have been updated to indicate vegetation detailed in Landscape Plan.
- More information is requested on how the 10 innovation credits will be achieved.
 - **Unsatisfactory** – The amended SMP has not been updated in regards to the 6 innovation credits targeted, and 4 innovation credits TBC. Consider a selection of innovation credits which contribute to carbon reduction (embodied or operational).

Having reviewed the amended documents there still remains ambiguity around full value and achievability of the innovation credits which requires clarification in order to meet the City of Yarra’s ESD expectations. In addition the lack of operable windows remains a concern.

The energy efficiency (Section J Assessment), solar and strategy to reduce car dependency (GTP) are also lacking – however should be conditioned into the permit for submission prior to construction.

Cheers,
Gavin

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Attachment 9 - PLN20/0322 - PDC Attachment - Engineering Comments



MEMO

To: Chris Stathis
From: Mark Pisani
Date: 5 January 2021
Subject: Application No: PLN20/0322
 Description: Amended Drawings
 Site Address: 350-356 Johnston Street & 2 Rich Street, Abbotsford

I refer to the above Planning Application received on 14 December 2020 in relation to the proposed development at 350-356 Johnston Street and 2 Rich Street, Abbotsford. Council's Engineering Referral team provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Matt Goodman Architecture	PA_047 Siteplan Existing	00	10 December 2020
	PA_048 Floorplan Demolition	00	10 December 2020
	PA_049 Floorplan Basement 1	01	10 December 2020
	PA_050 Floorplan Ground - 0	01	10 December 2020
	PA_051 Floorplan Level 1	00	10 December 2020
	PA_070 Section A	03	10 December 2020
	PA_071 Section B	02	10 December 2020
	PA_072 Section Detail Basement Ramp	00	10 December 2020
	PA_072B Section Basement Ramp	00	10 December 2020
Traffix Group	Traffic Engineering Assessment	C	11 December 2020

CAR PARKING PROVISION

Proposed Development

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

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Office	3,382 m ²	3.0 spaces per 100 m ² of net floor area	101	37
Retail	496 m ²	3.5 spaces per 100 m ² of leasable floor area	17	5
Total			118 spaces	42 spaces

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

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

Car Parking Demand Assessment

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

- **Parking Demand for Office Use.** The proposed office would provide on-site parking at a rate of 1.09 spaces per 100 square metres of floor area. Throughout the municipality, a number of developments have been approved with reduced office rates, as shown in the following table:

Development Site	Approved Office Parking Rate
60-88 Cremorne Street, Cremorne PLN17/0626 issued 21 June 2018	0.72 spaces per 100 m ² (200 on-site spaces; 27,653 m ²)
71-93 Gipps Street PLN16/1150 issued 30 August 2017	0.96 spaces per 100 m ² (86 on-site spaces; 8,923 m ²)
2-16 Northumberland Street PLN16/0435 issued 14 June 2017	0.89 spaces per 100 m ² (135 on-site spaces; 15,300 m ²)

The proposed on-site office parking rate of 1.09 spaces per 100 square metres of floor area is fairly consistent with the above rates and is considered appropriate, having regard to the site's good accessibility to public transport services and proximity to Melbourne.

- **Parking Demand for Retail Use.** For the retail use, a staff parking demand of 1 space per 100 square metres of floor area could be adopted. Using this rate would equate to 5 spaces. Customers would park on-street or make other travel arrangements to access the site.
- **Availability of Public Transport in the Locality of the Land.** The following public transport services can be accessed to and from the site by foot:
 - Johnston Street buses – 50 metre walk
 - Victoria Park railway station – 320 metre walk
 - Hoddle Street buses – 420 metre walk
- **Multi-Purpose Trips within the Area.** Clients and customers to the development might combine their visit by engaging in other activities or business whilst in the area.
- **Convenience of Pedestrian and Cyclist Access.** The site has good pedestrian access to public transport nodes and the Johnston Street activity centre. 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:

- **Availability of Car Parking.** Traffix Group had conducted a spot on-street parking occupancy survey of the surrounding area on Tuesday 21 January 2020 at 3:00pm. The study area encompassed Johnston Street (Lulie St to Trenerry Cr), Turner Street, Rich Street, Bath Street and sections of Lulie Street, Nicholson Street, Stafford Street and Park Street. The time and extent of the survey are considered appropriate. An inventory of some 258 publicly available parking spaces was identified. The results of the survey indicate that 240 space were occupied (an occupancy of 93%), which suggest that clients or customers should be able to find a short-stay parking space in the vicinity of the site.

Attachment 9 - PLN20/0322 - PDC Attachment - Engineering Comments

- *Relevant Local Policy or Incorporated Document.* The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.
- *Car Parking Deficiency associated with Existing Land Use.* According to Traffix Group, the existing use on the land would be classified as restricted retail and has an area of 541 square metres and four on-site spaces. This use would have a statutory parking requirement of 13 spaces, and a parking deficiency of nine spaces – which would be accommodated off-site. The parking deficiency of the site could potentially be transferrable to the new development.

Adequacy of Car Parking

From a traffic engineering perspective, the waiver of parking associated with the office and retail uses is considered appropriate in the context of the development and the surrounding area. The on-site parking provision rates are consistent with other developments that have been approved in Yarra. The operation of the development should not adversely impact on existing on-street parking conditions in the area.

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

TRAFFIC IMPACT

Trip Generation

The trip generation for the site adopted by Traffix Group is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Commercial (Office, retail); 42 spaces	0.5 trips per space in each peak hour	Not Provided	21 trips	21 trips

Traffix Group had estimated the additional traffic generation of the site based on 37 spaces, given that there are currently four spaces on-site.

By applying a peak directional split of 90% IN and 10% OUT in the AM peak and reversed in the PM peak, some 19 arriving trips in the morning peak and 19 exiting trips in the evening peak are expected.

The traffic generated by the site is not unduly and should not adversely impact on the surrounding road network.

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**DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment**

Item	Assessment
Access Arrangements	
Development Entrance	The accessway of the development has a clear carriageway width of 3.6 metres and satisfies the Australian/New Zealand Standard AS/NZS 2890.1:2004.
Visibility	On Little Turner Street, visibility to the east is restricted by the building's wall and the building on the adjoining property. A convex mirror has been provided in lieu of a sight triangle as required by <i>Design standard 1 – Accessways</i> . The use of the mirror is considered acceptable.
Headroom Clearance	A minimum headroom clearance of 2.2 metres has been provided, which satisfies AS/NZS 2890.1:2004.
Car Parking Modules and Mechanical Parking	
Accessible Parking Space	The dimensions of the accessible parking space and shared area (each 2.4 metres by 5.4 metres) satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009. The shared area has been hatched line marked and contains a bollard in accordance with the Standard.
Aisles	The 6.796 metre wide aisle satisfies <i>Table 2: Minimum dimensions of car parking spaces and accessways</i> of Clause 52.06-9.
Stacker Device	The Traffix Group report indicates that the development would be using a shuffle type stacker device, such as the Klaus Trendvario 6300 model. This stacker device provides a useable platform width of 2.4 metres and a platform length of 5.7 metres.
Vehicle Clearance Heights	The basement has a floor to ceiling height of 4.524 metres and the stacker pits have been provided with depths of 2.3 metres. The stacker accommodated the vehicle clearance height requirements as per <i>Design standard 4: Mechanical parking</i> .
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp profile, commencing from the Little Turner Street property line comprises the following: An upward grade of 1 in 5 for 1.0 metre; An upward grade of 1 in 40 for 1.5 metres; and A downward grade of 1 in 10 for 5.0 metres. The above ramp profile for the first 5.0 metres inside the property satisfies <i>Design standard 3: Gradients</i> . However, the applicant needs to demonstrate that the ground clearance for this ramp is satisfactory (Please see ' <i>Design items to be addressed</i> ').
Ramp Grades and Changes of Grade	The grades and changes of grade satisfy <i>Table 3 Ramp Gradients</i> of Clause 52.06-9.
Other Items	
Loading Arrangements	The loading associated with the retail use (496 m ²) would be undertaken by vans and other small commercial vehicles. These vehicles can park in on-street spaces or on-street Loading Zones, such as the one on the south side of Little Turner Street.

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Item	Assessment
Traffic Signal System	There is no objection to the use of a traffic signal system to regulate vehicle movements into and out of the site.
Swept Path Assessment	
Basement Passing – Vehicle Ingress and Egress G27858* Sheet 01/02	The swept path diagrams for a B99 design vehicle entering and exiting the site via Little Turner Street and passing a waiting B99 design vehicle are considered satisfactory.
Vehicle Circulation Basement Level G27858 Sheet 01/02	The swept path diagrams for a B99 design ascending and descending the ramp from and from the basement are considered satisfactory.
Waste Collection Vehicle Basement Level G27858 Sheet 02/02	The swept path diagrams for a 6.345 metre long waste collection vehicle entering and exiting the bin area via the accessway/ramp are considered satisfactory.

* Traffix Group swept path diagram drawing number.

Design Items to be Addressed

Item	Details
Ground Clearance Check – Development Entrance and Ramp	The applicant must provide a ground clearance check of the development entrance and ramp (for the first 7.0 metres inside the property) using the B99 design vehicle. In Little Turner Street, spot levels of the south spoon drain and road pavement (including the north edge of the Little Turner Street pavement) are to be obtained from site and be incorporated and depicted in the cross sectional drawing of the ramp. The spoon drain as shown on drawings PA_72 and PA_72B has been depicted incorrectly and is to be corrected/amended on the drawings. Please see appended diagram for spot levels required.
Kerb Extension – Rich Street	Comment on the drainage aspects and design of the kerb extension works is to be provided by Council's Civil Engineering (Infrastructure) team.

ENGINEERING CONDITIONS
Civil Works

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

- The kerb extension (including any drainage infrastructure) along the property's Rich Street frontage must be constructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Johnston Street and Rich Street frontages must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 33 (for asphalt) or unless otherwise specified by 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.

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Attachment 9 - PLN20/0322 - PDC Attachment - Engineering Comments

Construction Management Plan

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

Impact of Assets on Proposed Development

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

Discharge of Water from Development

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

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

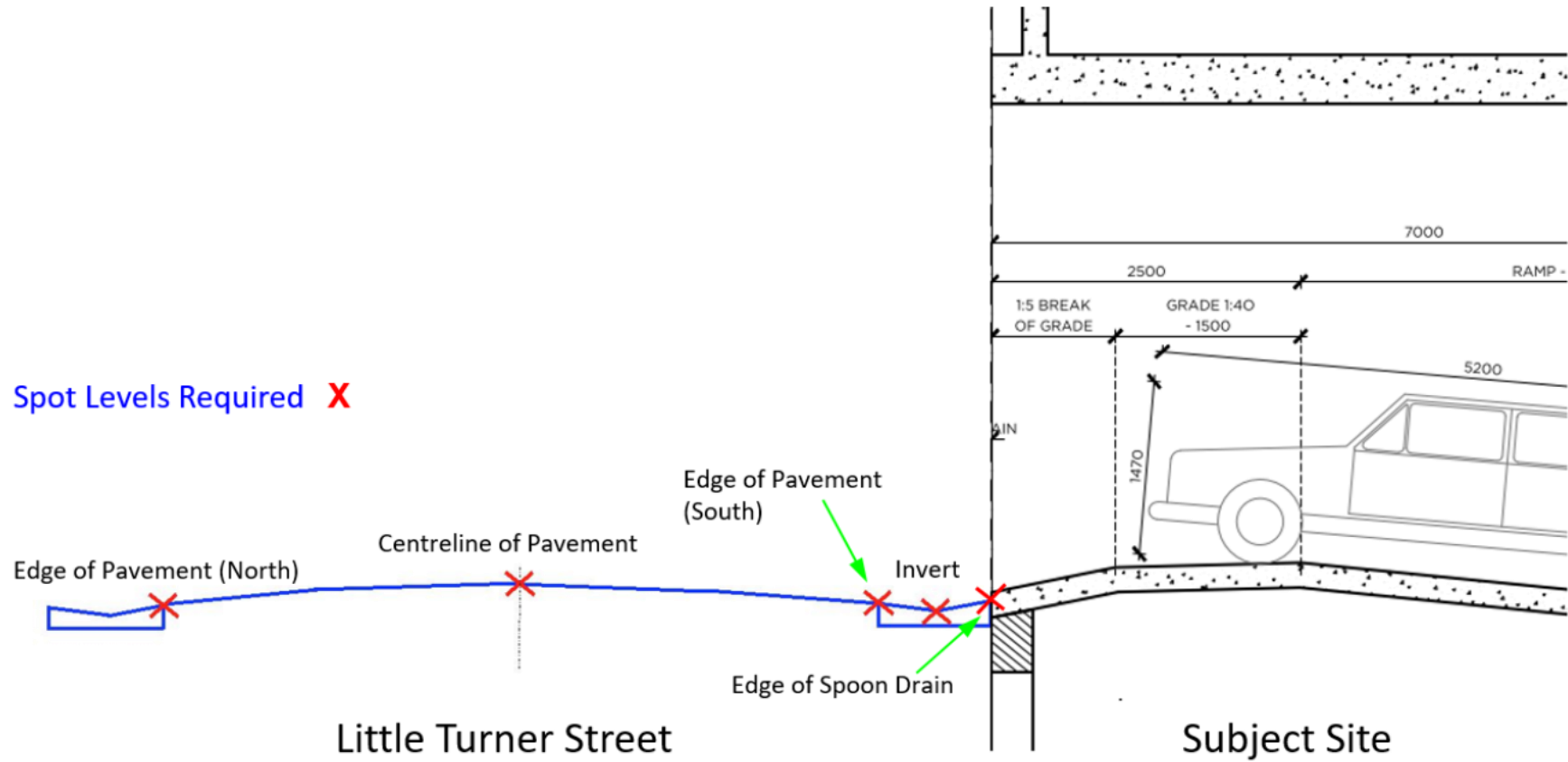
- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council’s Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must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

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the <i>Building Regulations</i> 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 <i>Local Government Act</i> 1989 and Regulation 133.

Attachment 9 - PLN20/0322 - PDC Attachment - Engineering Comments

SPOT LEVELS REQUIRED FOR GROUND CLEARANCE CHECK OF DEVELOPMENT ENTRANCE



Spot Levels Required X

Edge of Pavement (North)

Centreline of Pavement

Edge of Pavement (South)

Invert

Edge of Spoon Drain

Little Turner Street

Subject Site

Cross Section of Little Turner Street to be fully dimensioned

Attachment 10 - PLN20/0322 - PDC Attachment - Open Space, Waste and Civil Engineering Comments

OPEN SPACE COMMENTS (amended plans)

Hi Chris

I'm satisfied with the response provided by ProUrban to my previous comments.

Please let me know if there's anything else you need from me at this stage.

Thanks
Julia

WASTE COMMENTS (amended plans)

Hi Chris,

The waste management plan for 350 - 356 Johnston Street & 2 Rich Street Abbotsford authored by Wastetech and dated 11/12/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi
Contract Management Officer

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CIVIL ENGINEERING COMMENTS (amended plans)

Hi Chris,

Mark and I have reviewed the clauses and made some amendments. The revised clauses are below. The comment in brackets at the end of clause (d) is a suggestion and not part of the condition:

- 1. Before the development commences, a detailed civil and drainage design plan prepared to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once the plan is approved, it will be endorsed and will then form part of the permit. The plan must include provisions for all civil and drainage works that are required to the abutting road frontages, as part of*

Attachment 10 - PLN20/0322 - PDC Attachment - Open Space, Waste and Civil Engineering Comments

the development (including curb extension along Rich Street). The detailed civil and drainage design must show:

- a. *Drainage scheme to ensure no 'ponding' or retention of water in the roadways (i.e. including curb extension);*
- b. *Integration of curb extension with the intersection of Rich Street and Little Turner Street;*
- c. *Integration of curb extension with the surrounding road network in accordance with Council engineering standards, including transitioning of the road pavement from the kerb extension back to existing surface levels beyond the Rich street frontage of the development and roadworks to provide road pavement crossfalls as determined by Council;*
- d. *All proposed works to maintain the health of the existing street trees on Rich Street to the satisfaction of Council's Arborist and to be in accordance with Council's engineering standards and requirements.
(I have noted that Council's arborist has commented on this proposal, however I strongly suggest that Council's Arborist be made aware that there will be significant excavation works (approx. 470mm deep) in the root zone and close to the tree trunk when constructing this proposal).*

to the satisfaction of the Responsible Authority.

2. *Before the development is completed, all works shown on the endorsed detailed civil and drainage design plan must be fully constructed and completed by the permit holder, and all to the satisfaction of the Responsible Authority*

Regards,

Nick Demosthenous
Senior Project Engineer
City Works and Assets

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Attachment 11 - PLN20/0322 - PDC Attachment - External Urban Design Comments on Amended Plans

Hi Chris,

Julia has reviewed the readvertised plans dated 10 December 2020 and has the following comments.

The readvertised plans have responded to previous recommendations with respect to setting back further from the rear. We also consider the proposed fanning of the levels to be innovative design thinking that will create an interesting composition.

However, we consider that the proposal remains unable to achieve a suitable transition to the low-scale dwellings to the north. The visual bulk impact remains concerning as demonstrated in the 3D perspective at 3.10 of the plans.

Based on this, our recommendation for the deletion of Level 7, combined with setbacks more consistent with the 45 degree angle plane remains valid. Or, another approach could be to retain the setbacks but delete Level 3. The figure attached demonstrates the deletion of Level 3, which will result in the (average) rear setbacks aligning better to the 45 degree setback line. In this scenario the 5 storey street wall would remain.

Regarding other recommendations, including the 5m upper level setback on Johnston Street, contrast in colour at upper levels, retractable awning along Rich Street and bench seating remains applicable.

Happy to discuss any further questions.

Kind regards,

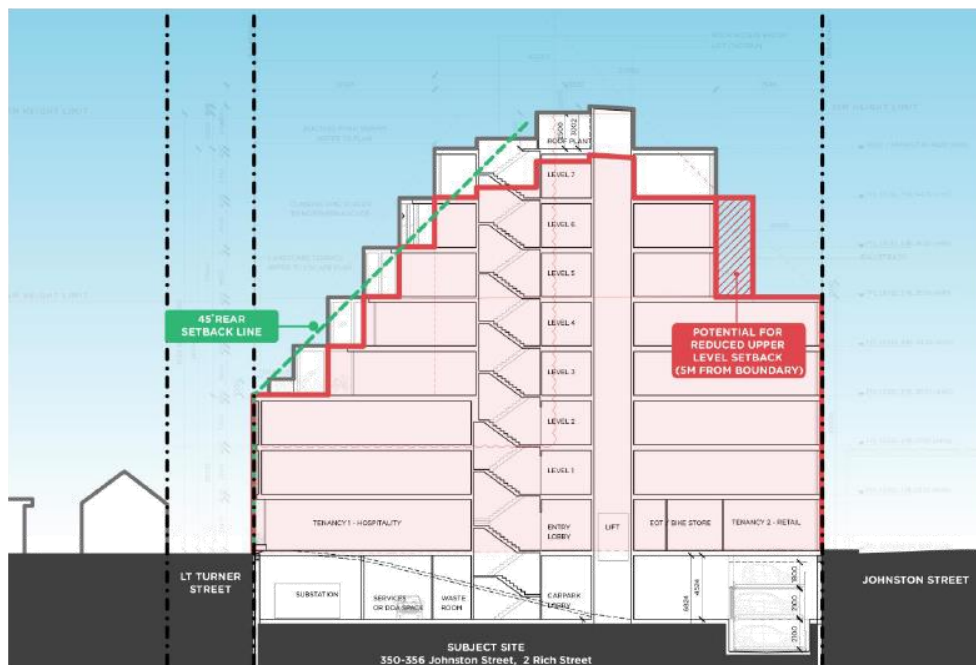


Jane Witham / Senior Consultant / **kinetica**

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Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)



Date: 12 November 2020

350-356 Johnston Street and 2 Rich Street, Abbotsford / Urban Design Referral

Council Reference	PLN20/0322
To	Chris Stathis - Senior Statutory Planner, City of Yarra
From	kinetica

1.0 INTRODUCTION

In October 2020, City of Yarra requested that **kinetica** undertake an urban design assessment of a proposed development at 350-356 Johnston Street and 2 Rich Street, Abbotsford (the Site) based on the architectural plans prepared by Matt Goodman Architecture Office dated 24 July 2020.

2.0 CONTEXT

The Site is a large 800m² (approx.) amalgamated property on the corner of Johnston Street and Rich Street. It currently contains a two-storey warehouse building at the corner and a single storey weatherboard dwelling at the rear.

The Site contains the following interface conditions:

- To the north, the Site abuts Little Turner Street, which is approximately 6.3m in width and used for driveway access. It is classed as a laneway under DDO15. Across Little Turner Street are a series of terraces all within the NRZ1 and HO337 that are orientated north with rear garages with their POS orientating towards the Site.
- To the east, the Site abuts 358-364 Johnston Street, which contains a two-storey commercial building across two lots. The properties are similar in size to the Site with a similar development opportunity.

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Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)



350-356 Johnston Street and 2 Rich Street, Abbotsford
Urban Design Referral - City of Yarra

- To the south is Johnston Street at 20m in wide. Directly opposite contains 319 and 321 Johnston Street both zoned C1Z. A heritage building (HO413) is located on the corner of Johnston and Nicholson Street, diagonally south-east from the Site.
- To the west is Rich Street, which is 20m in width and includes wide footpaths, on-street parking and large mature street trees including 3 along the boundary of the Site. The opposite side of the street contains a single storey remnant brick warehouse at 346 Johnston Street. Further west along Johnston Street is a recently constructed 7-storey building (344 Johnston Street).

The Site forms part of the Johnston Street Neighbourhood Activity Centre corridor. It is well serviced by a range of transport options, services and facilities including Victoria Park Station 250m north-west, Victoria Park approximately 70m to the north, and the Yarra River corridor approximately 300m north-east. Under Clause 21.12 the Site falls within Precinct 2 (Johnston Street East) which envisions a prominent, well-designed and contemporary built form character, with taller forms set back from main facades.

This part of Johnston Street, east of the train corridor contains an eclectic character of low-rise, fine grain terrace houses mixed with more robust 1-2 storey warehouse/commercial buildings. More recently, there has been an emergence of tall buildings between 6-9 storeys (Figure 1). Newer emerging built form generally contains street walls between 3-6 storeys and upper levels setback between 1.4-4.5m approx. Figure 1 demonstrates that in this pocket of Johnston Street, more development is occurring on the northern side than the southern side.

Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)



350-356 Johnston Street and 2 Rich Street, Abbotsford
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Figure 1 – Surrounding emerging development (source: Matt Goodman Architecture Office excerpt).

The Site forms part of Precinct 2B in DDO15. Precinct 2B is characterised by larger lots (compared to more fine grain lots on the southern side of the street) and is not affected by heritage. It does, however, contain sensitive fine-grain residential land zoned NRZ1 with a 2-storey maximum to the north. The row of heritage terraces to the north of the Site are highly intact and are identified as contributory.

DDO15 is the primary built form control that applies to the Site. Relevant design objectives within DDO15 seek to ensure the overall scale and form is mid-rise (5-10 storeys) and provides a suitable transition to low-scale residential areas, such as land to the north in Little Turner Street. It seeks activated street frontages and for new buildings to provide equitable development outcomes for neighbouring sites.

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Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)



350-356 Johnston Street and 2 Rich Street, Abbotsford
Urban Design Referral - City of Yarra

3.0 ASSESSMENT

Height and massing

DDO15 contains a 24m preferred maximum building height and a 31m mandatory maximum building height for Precinct 2B. A permit should only be granted to exceed the preferred maximum building height if the following criteria (from an urban design perspective) can be met:

- The building elements permitted by the proposed variation satisfy the design objectives of Clause 1.0 and the provisions of Clause 21.12-1.
- Greater building separation than the minimum requirement.
- No additional amenity impacts to residential zoned properties, beyond that which would be generated by a proposal that complies with the preferred maximum building height.

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DDO15 contains the following setback controls for Precinct 2B:

- 6m preferred mid-level setback.
- Preferred front upper level setback of 45 degrees above 18m.
- Preferred rear minimum setback of 45 degrees above 11m.
- 3m preferred minimum setback from side street.

The proposal is for an 8-storey building reaching 28.5m to the top of the parapet and 31m to the top of the roof, therefore exceeding the preferred height requirement in DDO15.

The proposal has a strong architectural concept that results in a clean, contemporary form. However, from an urban design perspective, it fails to meet two criteria in order to exceed the preferred maximum height.

Firstly, we assess that the proposal does not provide a suitable transition to the low-scale dwellings to the north, creating additional visual bulk impacts to these properties beyond which would be generated by a compliant 24m form.

Figure 2 below demonstrates how highly exposed the building is from the north along Turner Street.

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Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)



350-356 Johnston Street and 2 Rich Street, Abbotsford
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Figure 2 - 3D perspective view from the north (source: Matt Goodman Architecture Office).

While we assess that the proposed built form is too pronounced at the rear, in making recommendations to revise the form, we have taken into consideration the importance of not interrupting the elegant architectural composition and avoiding an unnecessarily stepped form. To reduce the buildings visual bulk and respond to the 45-degree setback plane as outlined in DDO15, we recommend the uppermost level be removed and either:

- Levels 5 and 6 are setback an additional 6m from the rear; or
- The building rakes back on a 45-degree angle plane from Level 3 upwards.

To Johnston Street, the 7.546m upper level setback exceeds the 6m preferred mid-level setback within DDO15. However, from reviewing the context, we assess that:

- Johnston Street has a robust emerging streetscape character containing a variety of upper level setbacks less than the preferred 6m;
- There is no heritage fabric on the Site or adjacent in Johnston Street, which would typically require implementation of a large upper level setback to distinguish the heritage base from the upper form addition; and
- The Site's location on a corner allows for a more robust built form.

Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)



350-356 Johnston Street and 2 Rich Street, Abbotsford
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It is also noted that the proposed 5-storey street wall will conceal more of the upper form than a 3-storey street wall due to the steep angle of view, therefore negating the need for a large upper level setback.

Based on the above considerations, we are of the opinion that a setback of less than 6m may be appropriate on the Site.

We note that this would reduce the size of the landscaped terrace proposed at Level 3 however it would not render it an unusable space.

Figure 3 below demonstrates the resulting height and massing based on the above.

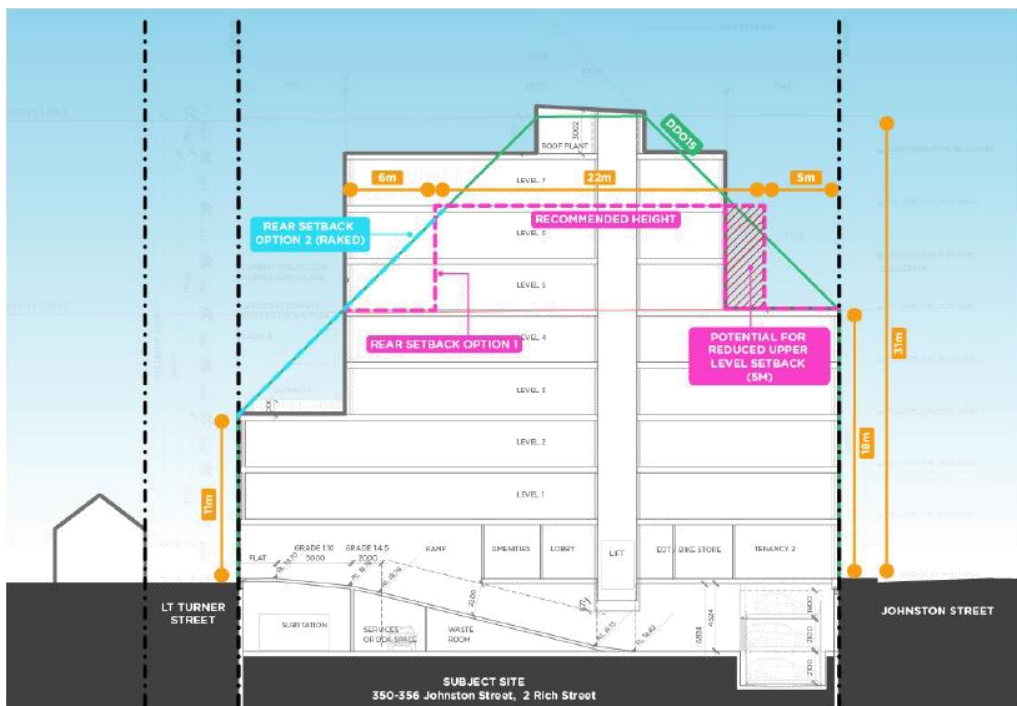


Figure 3 - Recommended height and massing (source: Matt Goodman Architecture Office, with annotations).

Street wall

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Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)



350-356 Johnston Street and 2 Rich Street, Abbotsford
Urban Design Referral - City of Yarra

DDO15 requires a 15m preferred and 18m mandatory maximum street wall height. On corner sites, the street wall height established along Johnston Street should be continued, with a transition in height to the rear interface where required. A 3m preferred upper level setback is required along Rich Street.

The proposal is for a 5 storey/18m street wall that transitions down to 11m towards the rear of the property along Rich Street.

The emerging street wall character of Precinct 2B along Johnston Street is between 3 and 6 storeys. This variety and eclectic character is reinforced by DDO15 through its 15-18m bracket.

The proposed street wall at 18m on a corner site with a relatively wide side street (20m approx.), and no immediate heritage context, is an appropriate response to DDO15 and the streetscape.

The transition from 18m to 11m to the rear is cleverly created through a diagonal setback at Levels 3 and 4. Though not strictly compliant with DDO15, the 3m setback has been appropriately achieved in an effective manner that maintains the prominence of the corner while responding to residential character of the side street.

Design Detail

DDO15 states *“facades above the street wall, including side walls, should:*

- *Employ a high standard of architectural design.*
- *Be well-articulated.*
- *Be designed to be read as part of the overall building.*
- *Not detract from the character of the streetscape when viewed directly or obliquely along either.*
- *Johnston Street or Sackville Street.”*

We consider the proposal to be generally well resolved with a high-quality architectural composition. The design detail consists of a metal frame with “forest green” expanded mesh screen that wraps around the building, with a glazed or solid wall behind.

The Ground Level façade is proposed to have a distinct materiality via marble slab cladding.

Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)



350-356 Johnston Street and 2 Rich Street, Abbotsford
Urban Design Referral - City of Yarra

We support the overall architectural composition and consider it to be a unique contribution to Johnston Street, providing multi-dimensional visual interest and overall forming part of a coherent overall building composition.

In longer range views from the surrounding area, particularly on the exposed western side, the building would benefit from variation in the colour of the upper form to distinguish it from the lower and mid-section pieces.

It is recommended that a darker shade of the expanded mesh screen is considered at Levels 5 and 6.

Public Realm

DDO15 seeks street frontages that:

- Are continuous, visible and activated;
- Provide passive surveillance;
- Provide an active or visually interesting interface with the public realm;
- Locate services away from the primary street frontage; and
- Contribute to a well-designed, contemporary urban character that provides articulation that reinforces the fine grain street pattern.

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The proposed Ground Floor program is activated, articulated and generally visually interesting, with services well concealed along the Rich Street frontage. Overall, the ground floor plane will contribute to a new, contemporary urban character within the Johnston Street Activity Centre.

To improve the public realm amenity, it is recommended a retractable awning is provided along the extent of the Rich Street frontage. Bench seating is also recommended intermittently between the columns along Rich Street.

4.0 CONCLUSION

In summary, the Site supports a more intensive built form outcome, given its location in the Johnson Street Activity Centre. However, the proposal requires changes to ensure it

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Attachment 12 - PLN20/0322 - PDC Attachment - External Urban Design Comments (Original Plans)



350-356 Johnston Street and 2 Rich Street, Abbotsford
Urban Design Referral - City of Yarra

appropriately responds to the context and DDO15. Therefore, we recommend the following design changes be made from an urban design perspective:

- Deletion of Level 7.
- Set back Levels 5 and 6 an additional 6m from the rear (13.177m from rear boundary), or alternatively, rake the building back on a 45-degree angle plane from Level 3 upwards.
- Application of a darker shade of expanded mesh screen at Levels 5 and 6 to create contrast and interest.
- Introduction of a retractable awning along the Rich Street frontage.
- Introduction of bench seating between the columns along the Rich Street frontage.

Please do not hesitate to contact Julia Bell or Jane Witham should you wish to discuss any aspect of the above further.

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Attachment 13 - PLN20/0322 - PDC Attachment - Streetscape and Natural Values Unit Comments



Memo

To: Glen Williames

Cc:

From: Mark Russell

Date: 23/9/20

Subject: PLN20/0322 350-356 Johnston St, Abbotsford

diverse

vibrant

exciting

inclusive

Glen,

I have reviewed the following documents accessed from <https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/09/25/pln200322>

- Landscape Plans
- PLN20.0322 – Applicants Civil Engineering Advice and Concept Drainage Plan
- Tree Impact Assessment
- Plans Part 1
- Plans Part 2

The trees Amenity values are as follows: (Tree numbers in line with Tree Impact Assessment)

Tree 1 - \$29625
Tree 2 - \$16825
Tree 3 - \$30490
Tree 4 - \$484

Total - \$77424 – A protection bond for this amount is required to be taken

The pruning of the 3 trees in Rich St outlined in the Tree Impact Assessment is appropriate however is to be performed by Yarra City Council's approved Tree Maintenance Contractors and paid for by the applicant.

I raise the following points:

- The Civil Engineering and Concept Drainage plan is not consistent with the landscape plans provided. Spoon drain construction and loss of green space is identified on the Drainage plan

Attachment 13 - PLN20/0322 - PDC Attachment - Streetscape and Natural Values Unit Comments

however not the landscape plan. Landscape plan shows reduced green space, loss of green space would be inappropriate.

- The new tree proposed on the Landscape plan is not appropriate due to existing infrastructure (Fire hydrant and overhead gantry) I would propose that 2 small trees such as Crepe Myrtle to be planted in the two existing traffic treatments. (One traffic treatment on the opposite side of Rich St)
- The construction method of pavement and Kerb/Channel between the trees requires further clarification. I recommend a porous material to be utilised in this space and retain the tree squares open face to water runoff from the street as identified in the Landscape Plan.
- Aerial Bundled Cable should be considered to replace the open wire Low Voltage power cables within Rich St.

Additional Comments provided by Council's Streetscapes and Natural Values Unit about the proposed curb extension along Rich Street (phone discussion 17 February 2021)

The submitted Tree Management Plan needs to be updated to provide a detailed tree impact assessment for the proposed curb extension along Rich Street with a specific assessment of any proposed works (including drainage works etc.). The assessment must provide a detailed description of proposed works, including construction methodology and assessment against AS4970 (protection of trees on development sites).

Attachment 14 - PLN20/0322 - PDC Attachment - Wind Peer Review Comments



M E L

C O N S U L T A N T S

(ACN 004 230 013)

Ref: 194-20-DE-REV-00

13 November 2020

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Chris Stathis

Dear Chris,

**350-356 Johnston Street & 2 Rich Street, Abottsford
Review of Vipac Wind Impact Assessment
Vipac Document Number: 30N-20-0133-TRP-6782750-0**

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

- The Vipac Wind Impact Assessment 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

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Attachment 14 - PLN20/0322 - PDC Attachment - Wind Peer Review Comments

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desktop wind impact assessment. A clear description of the 350-356 Johnston Street & 2 Rich Street, Abbotsford, development has been provided along with reference drawings are listed in the Appendix of the report. The main building entrance is located in the middle of the Rich Street face. The ground floor drawing (PA_050) dated 24 July, 2020, indicates an outdoor seating area at the northwest corner associated with the adjacent retail tenancy.

- 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. However, the Vipac desktop assessment has not provided a target criterion for the northwest outdoor seating area.
- The desktop assessment has identified the heights of the surrounding existing buildings. It is agreed that the proposed development would have exposure to the majority of wind directions with shielding for the east from the 24m high building.
- The Vipac desktop assessment of the wind conditions in the surrounding streetscapes would be they satisfy the walking criterion for all wind directions and the standing criterion in front of the Rich Street entrance. MEL Consultants would agree the wind conditions in these areas would satisfy these criteria. However, the Vipac has not assessed the wind conditions in the northwest seating area and this area should be assessed.
- Vipac have assessed the wind conditions on the communal on Levels 3 and 5 and the rooftop to have wind conditions satisfying the walking criterion. MEL Consultants would agree with the assessment of the wind conditions on the terraces could satisfy the walking criterion. However, MEL Consultants would query the assessment of the Level 3 seating wind conditions as satisfying the standing and sitting criteria. The local canopy over the seating area would be expected to provide for downwash from the facade above, but the standard

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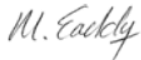
Attachment 14 - PLN20/0322 - PDC Attachment - Wind Peer Review Comments

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height balustrades, particularly on the west side where the drawings do not indicate landscaping, would be expected to result in the seating area being exposed to direct wind flow. The northerly winds over the balustrades and the westerly wind directions around the northwest corner could get under the pergola and impact the seating area wind conditions. Further comment from Vipac is recommended.

In conclusion, the Vipac Wind Impact Assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. We have no issues with the Analysis Approach, Site Exposure, Regional Wind Climate, and description of the development used in the preparation of the assessment. This is consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. MEL Consultants would mostly agree with the Vipac assessment of the expected wind conditions in the surrounding streetscapes but would request further assessment of the ground floor seating area at the northwest corner. MEL Consultants agree with the Vipac assessment of the communal terrace wind conditions would satisfy the walking criterion. MEL Consultants query the assessment of the wind conditions in the Level 3 seating area and further comment is sort from Vipac on their assessment of this area.

Yours sincerely,



M. Eaddy
MEL Consultants Pty Ltd

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