



**YARRA CITY COUNCIL**  
**Internal Development Approvals Committee**  
**Agenda**

**to be held on Wednesday 14 December 2016 at 6.30pm  
in Meeting Room 3 at the Richmond Town Hall**

**Rostered Councillor membership**

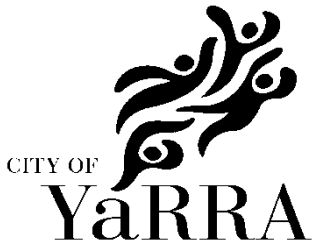
Councillor Stephen Jolly  
Councillor James Searle  
Councillor Mike McEvoy

- I. ATTENDANCE**  
Mary Osman (Manager Statutory Planning)  
Amy Hodgen (Acting Coordinator Statutory Planning)  
Cindi Johnston (Governance Officer)
- II. DECLARATIONS OF PECUNIARY INTEREST AND CONFLICT OF INTEREST**
- III. CONFIRMATION OF MINUTES**
- IV. COMMITTEE BUSINESS REPORTS**

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





## **Guidelines for public participation at Internal Development Approval Committee meetings**

### **POLiCY**

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

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

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

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

**Governance Branch  
2008**

## 1. Committee business reports

Item		Page	Rec. Page
1.1	PLN15/0612 - 247-259 Johnston St and 36-40 Stafford St, Abbotsford VIC 3067	5	88
1.2	PLN12/0132.02 - 416-422 Smith Street and 2 Hotham Street, Collingwood - Section 72 amendment to include one additional level (increase from eight levels to nine levels) containing one dwelling and include one additional car parking space and one additional bicycle parking space within the basement.	187	203
1.3	14 Maugie Street, Abbotsford - Planning Permit PLN15/1173 - Development of the land for partial demolition and construction of a two storey extension with roof terrace to the existing dwelling and three new double storey dwellings with roof terraces.	273	297
1.4	Planning Permit Application No. PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Development of the land for construction of ground and first floor extensions to the existing dwelling, including partial demolition at No. 12 Abbott Grove, Clifton Hill and demolition of an overhanging eave at No. 10 Abbott Grove, Clifton Hill	330	354
1.5	PLN15/1138 - Development of the land for the construction of a 10 storey building above four basement levels, use of the land for shops, reduction in the car parking requirements associated with dwelling visitors and shops and waiver of the loading bay requirement for the shops. land for the construction of a four-storey mixed use development consisting of a food and drink premises (Cafe) and dwellings (no permit for use), full demolition of the existing building and a reduction in the car parking requirements and a waiver of the loading bay requirement  [CONFIDENTIAL ITEM - VCAT COMPULSORY CONFERENCE WITHOUT PREJUDICE POSITION]	366	370

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**1.1 PLN15/0612 - 247-259 Johnston St and 36-40 Stafford St, Abbotsford VIC 3067**

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## **Executive Summary**

### **Purpose**

1. This report provides Council with an assessment of planning permit application PLN15/0612 at 247-259 Johnston St and 36-40 Stafford Street, Abbotsford and recommends a position of approval, subject to conditions.

### **Key Planning Considerations**

2. Key planning considerations include:
  - (a) Clause 16.01-2 – Location of residential development;
  - (b) Clause 16.01-3 – Strategic redevelopment sites;
  - (c) Clause 18.02-5 – Car parking;
  - (d) Clause 21.04-1 – Accommodation and housing;
  - (e) Clause 21.05-2 – Urban design;
  - (f) Clause 21.05-3 – Built form character;
  - (g) Clause 21.05-4 – Public environment;
  - (h) Clause 21.06 – Transport;
  - (i) Clause 21.08-1 – Abbotsford;
  - (j) Clause 22.02 – Development guidelines for sites subject to the heritage overlay;
  - (k) Clause 22.05 – Interface uses policy;
  - (l) Clause 22.10 – Built form and design policy;
  - (m) Clause 22.16 – Stormwater management (water sensitive urban design);
  - (n) Clause 22.17 – Environmentally sustainable development;
  - (o) Clause 52.06 – Car parking;
  - (p) Clause 52.07 – Loading and unloading of vehicles;
  - (q) Clause 52.34 – Bicycle facilities; and
  - (r) Plan Melbourne.

### **Key Issues**

3. The key issues for Council in considering the proposal relate to:
  - (a) strategic policy;
  - (b) dwelling use;
  - (c) urban design (including heritage);
  - (d) on-site amenity;
  - (e) off-site amenity;
  - (f) environmental sustainability;
  - (g) traffic and car parking (including alteration to access to a road in a Road Zone);
  - (h) bicycle parking;
  - (i) loading bay waiver;
  - (j) waste management; and
  - (k) Objector concerns.

### **Objector Concerns**

4. A total of 83 objections were received on the following grounds:
  - (a) height and mass;
  - (b) insufficient upper level setbacks;
  - (c) neighbourhood character and heritage (including the extent of demolition, massing, building design and use of materials);
  - (d) overdevelopment;
  - (e) will turn the area into 'South Yarra';
  - (f) the existing building should be re-used;
  - (g) density would be unhealthy for residents;

- (h) too many 1 bedroom apartments;
  - (i) off-site amenity (overshadowing [including private open space, the community garden to the south and footpaths], overlooking, reduced daylight, wind, visual bulk, noise, site coverage);
  - (j) the substation may impact nearby dwellings;
  - (k) concern shadow diagrams were prepared showing the equinox;
  - (l) on-site amenity (insufficient open/green space and proximity to concrete batching plant);
  - (m) insufficient ESD initiatives;
  - (n) impact on traffic in the area (in particular, Stafford and Park Streets). Traffic surveys are dated;
  - (o) impact on pedestrian safety;
  - (p) impact on infrastructure (water, sewerage, gas, electricity);
  - (q) insufficient car parking;
  - (r) loading bay waiver should not be supported;
  - (s) impact on access for emergency vehicles;
  - (t) bicycle parking would be difficult to access;
  - (u) insufficient public realm/interface treatments, including insufficient landscaping;
  - (v) precedent;
  - (w) cumulative impact of developments in the area;
  - (x) contrary to Johnston Street LAP;
  - (y) construction impacts (including traffic, noise and dirt);
  - (z) questioning what shop types and hours are proposed; and
  - (aa) property devaluation.
5. A planning consultation meeting was held on 15 November 2016, with Council Officer's, the Applicant and Objectors in attendance. A resolution was not reached.
6. On 2 December 2016, Council was informed that the permit applicant had lodged an application for review pursuant to Section 79 of the *Planning and Environment Act 1987* (**The Act**) 'failure to determine' appeal with VCAT. The following dates have been set aside:
- (a) 20 January 2017 – practice day hearing;
  - (b) 6 April 2017 – compulsory conference; and
  - (c) 15-20 May 2017 – hearing.

## Conclusion

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

**CONTACT OFFICER:** Sarah Thomas  
**TITLE:** Principal Planner  
**TEL:** 92055046

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**1.1 PLN15/0612 - 247-259 Johnston St and 36-40 Stafford St, Abbotsford VIC 3067**

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Trim Record Number: D16/176003

Responsible Officer: Manager Statutory Planning

**Proposal:** Development of the land for the construction of a 13 storey building (plus 3 basement levels), including part demolition, use of the land as dwellings, reduction in the car parking requirements associated with dwellings and shops and waiver of the loading bay requirements

**Existing use:** Shop (247-253 Johnston Street), dwellings (first floor), restricted retail premises (255 Johnston Street) and a studio (257 Johnston Street)

**Applicant:** Pace Development Group

**Zoning / Overlays:** Commercial 1 Zone  
Johnston Street is a Road Zone, Category 1  
Part Heritage Overlay (HO410 – St Crispin House) – 247-253 Johnston Street segment  
Environmental Audit Overlay

**Date of Application:** 25 June 2015

**Application Number:** PLN15/0612

**Planning History**

PL01/0654

1. Planning permit PL01/0654 was issued on 30 August 2001 for an increase in internal floor area to use the site as a warehouse and a waiver of the associated parking requirement. This application was specific to the lot at 255-259 Johnston Street, Abbotsford.

PLN10/0573

2. The site has been subject of a recent VCAT appeal. The application (PLN10/0573 or VCAT reference P1416/2011) was for the development of the land for the construction of a 17 storey building comprising 204 dwellings, 321sqm of retail floor space at ground level, and three levels of car parking above and below ground accessed via Stafford Street.
3. Council failed to determine the application within 60 statutory days and the Applicant lodged an application for review pursuant Section 79 of **the Act** with VCAT. The IDAC of July 2011, the Committee determined to advise VCAT that if Council had been in a position to determine the application it would have issued a refusal on the following grounds:
  1. The scale, height and density of the proposed development does not fit into the existing or emerging built form context and streetscape as envisaged under clause 11.04-2 (Activity Centre Hierarchy), clause 15.01 (Urban Environment), clause 21.05-2 (Urban Design).
  2. The proposed development will have a monolithic appearance and will be visually dominating in Johnston Street, failing to comply with the Neighbourhood Character of the precinct as set out in clauses 15.01-5 (Neighbourhood Character), 21.05-2 (Urban Design) and 21.08-1 (Abbotsford).
  3. The site is located within a Neighbourhood Activity Centre and the proposed scale and density of the development does not respond to the hierarchy of Activity Centres as set out in clauses 11.01 (Activity Centres) and 11.04-2 (Activity Centre Hierarchy).



Extract from application material (Council decision plans)

4. Following a 5 day hearing, on 7 February 2012, VCAT determined that no permit be granted.
5. Before excerpts from the VCAT order are listed, it is noted that there have been 2 key policy changes since the hearing:
  - (a) Council has adopted the Johnston Street Local Area Plan; and
  - (b) Plan Melbourne has clarified the vision of Neighbourhood Centres.
6. Both of these documents are outlined in the following 'Other Matters' section of this report and are important in interpreting VCAT's decision on the earlier scheme.
7. Relevant extracts of the VCAT order are as follows:
  2. *The key issue in this case is whether the proposed 17 storey building is acceptable in its context. Whilst the site is in a Business 1 Zone where intensive development is encouraged, there are no overlay controls that provide any guidance about the design or height of buildings.*

*Whilst the State and local planning policy frameworks apply to this site, there are no specific policies to guide development in this area and on this site.*

3. *Johnston Street is a nominated neighbourhood activity centre in the local policies but it is not what we would describe as a vibrant centre. The area is run down and we agree with the Applicant that some stimulus would assist in improving the activity and prosperity of the centre. This consolidated site is large and therefore ripe for redevelopment. None of the parties suggested its redevelopment is not a good planning outcome. Indeed this site typifies this area's potential for redevelopment and we can anticipate that further development is likely to occur over time in this neighbourhood activity centre. The issue is the form of the development that should take place and, more specifically, the height of such development.*

.....

10. *The State planning policies of urban consolidation, housing diversity and affordability; and the economic and social benefits of revitalising Johnston Street are benefits that weigh in favour of this proposal. However, unlike a principal or major activity centre, development within a neighbourhood activity centre is to fit the context and enhance the character of the area. Having regard to the characteristics of Johnston Street neighbourhood activity centre in comparison to the characteristics of the City of Yarra's major activity centres, we are unable to conclude that this proposal is acceptable. In the absence of clear policy directions or planning controls that specifically encourage significant or intensive change in Johnston Street of the magnitude proposed in this application, we are unable to conclude this proposal fits the context and enhances the character of the area.*

.....

#### *The Podium Height*

#### *A Human Scale*

29. *Mr Hutson gave evidence for the Council that a 1:1 ratio of building height to building setback should be adopted because it will maintain a human scale to the public realm of this section of Johnston Street, east of Hoddle Street. He stated the height to street width relationship is important to the public appreciation and perception of a street, and it involves a qualitative appreciation of weighing up the public realm versus the development potential of land. In support of his view, Mr Hutson referred to the document "Transforming Australian Cities"<sup>[5]</sup> as it contains images of potential development along Johnston Street that suggests building height based on a 1:1 ratio<sup>[6]</sup>.*
30. *The Applicant's submission described this idea of a 1:1 ratio as quite arbitrary and a blunt instrument that is likely to curtail design creativity and innovation. However, Mr Biles<sup>[7]</sup> agreed with Mr Hutson that the principle of the 1:1 ratio has legitimacy, particularly along linear corridors but not at nodal or focal points. Mr Biles stated a 1:1 ratio in Johnston Street, west of Hoddle Street works well because it has a much finer grain and a greater presence of Victorian and Edwardian buildings. However, Mr Biles' opinion is that the area around the railway station and Hoddle Street is a node where higher development should be encouraged.*
31. *As we have already stated, other than the fact that the Victoria Park train station is located close to the site, we are not persuaded there is anything about the physical context of this site that identifies it as a hub or focal/nodal point. We have been persuaded by the consensus between Mr Biles and Mr Hutson that a 1:1 ratio has legitimacy along linear corridors such as Johnston Street in considering the merits of this design.*



### *Johnston Street Podium Height*

32. *A podium height in the order of 5-6 storeys would accord with a 1:1 ratio based on the general width of the Johnston Street road reserve. This proposal is different in that it includes 9 storeys comprising:*
  - *Two storeys generally built to the Johnston Street boundary (encompassing the retention of the front of the existing St Crispin House building that actually has a 2-3 storey building scale);*
  - *A third storey that has balconies built to the Johnston Street boundary with the walls set back between 1.5 and 3.6 metres; and*
  - *A further six storeys with walls set back between 5 and 8 metres from Johnston Street and balconies set back between 3 and 6.45 metres from Johnston Street.*
33. *We are not persuaded by the Applicant's submission that the building height of the podium has been well managed to provide a pedestrian related scale at the street level. We find there is logic in the principle of a 1:1 ratio that will create a human scale along Johnston Street and thereby enhance the public realm. The GlaxoSmithKline building is helpful in this regard as its height is similar to the width of the Johnston Street road reserve, i.e. it generally achieves a 1:1 ratio. It provides an actual example of the approximate scale that could be achieved in the future on both sides of Johnston Street based on a 1:1 ratio. This is a change to the existing 1-3 storey building scale but, in our opinion, it would be a level of change which could be contemplated in this locality within the existing strategic framework of the planning scheme. As such, we find the podium height along the Johnston Street frontage should be in the order of 5-6 storeys, and the proposed podium is too high.*

### *Stafford Street Podium Height*

34. *The residents expressed concern about the appropriateness of a six storey building height along the majority of the Stafford Street frontage of this site. At present the industrial, commercial and residential buildings in Stafford Street are generally 1-2 storeys other than the public housing estate opposite the site, which has a three storey height.*
35. *Mr Fricke asked Mr Biles why a six storey height in Stafford Street was appropriate given it does not achieve a 1:1 ratio as was discussed during the hearing in regard to the Johnston Street streetscape. We think this is a pertinent question. Mr Biles' view is the proposed six storeys is still at a human scale. Mr Hutson's view is six storeys can be accommodated in this section of Stafford Street because the public housing building opposite is constructed on an angle with increasing setbacks from Stafford Street. It is appropriate to build to the Stafford Street frontage of this site, but we are not persuaded a six storey height achieves an acceptable human scale in what is a narrower residential street than Johnston Street. Whilst the site has a business zoning, this section of Stafford Street does have an interface with the residential hinterland, therefore we find the six storey podium height needs to be reduced to achieve an acceptable fit within this adjacent residential context.*

### *The Tower Height*

36. *Above the podium, Mr Hutson said the setbacks of this proposal would need to be mirrored on the opposite side of Johnston Street in order to maintain a 1:1 ratio<sup>[8]</sup>. In other words, the height and setbacks of the proposed building would impact upon the development potential of the land on the opposite side of Johnston Street. This is problematic as there are no planning controls or policy guidelines that give effect to this urban design outcome. If we were to adopt Mr Hutson's approach, the approval of a building higher than 5-6 storeys on this site would necessitate a restriction in the development potential of the land on the opposite side of Johnston Street in order to*



*maintain a 1:1 ratio. This is not achievable as it is beyond our power to impose development requirements upon that land.*

37. *In any event, we are not persuaded that a 1:1 ratio should be required for the tower as it is the podium that has the direct relationship with the public realm, not the tower. If we do not accept a 1:1 ratio, there is a real question as to what height or heights are acceptable along Johnston Street. It is evident in this case that there are differing opinions as to what the height of the tower should be:*
- *The Applicant has designed the proposed building at 17 storeys;*
  - *Mr Hutson thinks 11 storeys is appropriate; and*
  - *The Council's planning officer and urban design consultant suggest 14-16 storeys.*
38. *Having regard to the existing physical context of low rise buildings, there is nothing that persuades us that any one of these building heights is the acceptable outcome. Indeed one could pose the question why stop at 17 storeys? Why not more?*
39. *Mr Biles stated the proposal would be "a pioneering building" that will start the process of capital investment in Johnston Street, and his support for 17 storeys is based upon this site being part of a node around the train station. We have already stated we are not persuaded the area around the train station is a 'hub' or nodal point in this activity centre. With such differing views as to what the height on this site should be and in the absence of clear direction from the planning scheme about a preferred height not just for this site but also for this activity centre as a whole; we are not persuaded that any one of these views is the preferable or acceptable outcome having regard to the existing physical context of this neighbourhood activity centre.*
40. *Given this, we do not intend to make any findings about the design detail other than to make one observation. The Applicant suggested the proposal reflects the disparate subdivision pattern of the Johnston Street and Abbotsford area in a vertical form through modulating façade design and articulation. We acknowledge the proposal has an interesting façade treatment, but we fail to understand how this relates in any way to the scale of the tower.*

### **Conclusion**

79. *We reiterate that we are persuaded by the evidence and submissions presented by the Council and the Applicant that this site is suitable for consideration of a building that is, or exceeds, 5-6 storeys in height. In our opinion, a building of 11, 14-16 or 17 storeys on this site is an intense or significant change in a neighbourhood activity centre that is predominantly one to three storeys. We are not persuaded the State or local planning policies in the planning scheme clearly identify this neighbourhood activity centre as an area in which intense or significant change is contemplated or encouraged.*
80. *The major activity centres in this municipality are superior to this neighbourhood activity centre and therefore we find the characteristics (or fundamentals) of Johnston Street neighbourhood activity centre do not make it an area in which intense or significant change is appropriate.*

### **PLN15/0463**

8. On 26 August 2016, Planning Permit PLN15/0463 was issued for the use of the land as an arts and craft centre, artist studios, a recording studio and an associated reduction in the car parking requirements.

### **Background**

9. On 23 August 2016, the Applicant lodged Section 57a amended plans. The plans have:

- (a) reduced the height of the building (from 15 to 13 storeys or 48.8m to 42.3m);
  - (b) increased the northern setbacks;
  - (c) introduced greater articulation (windows and balconies) at the eastern end of the Johnston Street podium);
  - (d) reduced dwellings (from 167 to 148, with an associated reduction in stores).
10. There was no change to the car parking provision.
11. On 2 December 2016, Council was informed that the permit applicant had lodged an application for review pursuant to Section 79 of the *Planning and Environment Act 1987* 'failure to determine' appeal with VCAT. The following dates have been set aside:
- (a) 20 January 2017 – practice day hearing;
  - (b) 6 April 2017 – compulsory conference; and
  - (c) 15-20 May 2017 – hearing.
12. Separate to this application, the plans also detail works to the ROW extending into the site from Stafford Street. The Applicant intends to purchase this land, however as this has not yet occurred, this assessment will take this land as remaining public. The process for the purchase and discontinuance of the ROW is a separate process to the determination of this application.

## Existing Conditions

### Subject Site

13. The subject site is located on the south side of Johnston Street and extends to Stafford Street to the south. The site has a frontage of 38.1m to Johnston Street, 35.4m to Stafford Street, a depth of 63.3m and yields an area of 2,193m<sup>2</sup>.
14. From Johnston Street, the site presents two general forms, a two storey red brick, heritage building at the western end [**heritage building**] known as St Crispin House and a highly glazed, two storey, 1980s infill commercial building at the eastern end (2 shopfronts) [**1980s building**]. Whilst both properties are 2 storeys, the heritage building is approximately 1.5m taller due to greater floor to ceiling heights and the presence of a rendered parapet.
15. St Crispin House is within its own Heritage Overlay (HO410) with the citation below outlining its significance.

### *What is significant?*

*St Crispin House, at 247-253 Johnston Street, Abbotsford, dates from 1923 and is a large two storey red brick warehouse/commercial building with classical influences. The main front (north) component is substantially externally intact, and is rectangular in plan form with a transverse hipped roof. The façade is divided into bays by rusticated brick pilasters (piers), with horizontal brick bands and capitals; three of the bays have entries. The façade also has cement rendered dressings, rounded string courses and a large entablature and parapet with a gabled signage panel. Windows have notched and chamfered mullions.*

*The main (front) component of the building is of primary aesthetic/architectural significance (as shown on the thumbnail aerial image below).*

### *How is it significant?*

*St Crispin House, at 247-253 Johnston Street, Abbotsford, is of local historical and aesthetic/architectural significance.*

### *Why is it significant?*

*St Crispin House is of local historical significance. The building was constructed in 1923 and was originally occupied by two separate tenancies, one of which - the Grimson Shoe Machinery Company - is assumed to have been responsible for the building name, as St Crispin is referred to as the patron saint of shoemakers. Other, including later, shoe-related operations in the building included Standard Engineering Company Ltd, boot machinery manufacturers; and Shoe Fabrics Pty Ltd. The building is also demonstrative of the wider history of shoemaking and related operations in Abbotsford, which was historically a focus for this type of manufacturing. St Crispin House is also of local aesthetic/architectural significance. The main front component to Johnston Street is substantially externally intact, with the façade being an example of the stripped and stylized classicist architecture seen in some commercial and institutional buildings in Melbourne following World War One. Ornate details include the quasi capitals of the rusticated pilasters, the thick rounded string courses, and the notched and chamfered mullions to the windows. The symmetrical placement of the pilasters across the façade, including framing the entrances, is skillfully done. The high parapet with gabled signage panel also enhances the prominence of the building, which has a strong presence to Johnston Street.*

16. To the immediate east of the subject site, along Johnston Street, is a double storey, Edwardian style building currently used as a restaurant. This building is within its own Heritage Overlay (HO20).
17. To Stafford Street, the rear of the Johnston Street buildings can be seen, with the heritage segment stepping down to a single storey form and the 1980s segment remaining at 2 storeys. To Stafford Street, the site presents as an open air car park. A portion is fenced with chain wire fencing and a portion (western end) remains open.
18. A laneway (on Council's Road Register and shown as a 'road – R1' on one of the certificate of titles associated with this site) forms an inverted "L" along the south-west corner of the site, extending from Stafford Street to the rear of the heritage building.
19. The south-western corner of the subject site contains a single storey, red brick warehouse. This warehouse is separated from the main segment of the site by the "L" shaped laneway identified above.

#### *Restrictive Covenants*

20. There are no restrictive covenants shown on the certificates of title provided with the application.

#### Surrounding Land

21. The site is located within the Johnston Street Neighbourhood Centre [NC].
22. The Johnston Street Local Area Plan (adopted by Council in December 2015, to be outlined later in this report) states at page 4:

*Over the past five to ten years, Johnston Street has experienced signs of revitalisation with changes in land use activity, increased development pressure and a number of planning permits issued as well as the construction of new buildings within the study area.*

*The Johnston Street Activity Centre has the potential to accommodate a greater mix of activities including residential, retail, offices and other commercial uses that enhance the character and amenity of the street and local area, as well as the existing mix of activity. Johnston Street has the potential to play a more significant commercial role whilst accommodating a growing population and business community that has good access to areas of open space and public transport.*

*The Abbotsford Convent towards the eastern end of Johnston Street and the emergence of both Circus Oz and the Collingwood Arts Precinct at 35 Johnston Street (former TAFE site) provide opportunities to anchor creative activities such as artist studios and galleries.*

*There is the opportunity to provide a stronger retail and commercial environment along the street, supported by a growing population. There are already a numbers of bars, cafes and restaurants that have created a sense of vibrancy at some locations along Johnston Street, as the street starts to create an identity as a vibrant, eclectic activity centre.*

23. To the immediate west of the subject site, along Johnston Street, is a two storey face brick and blockwork building which was recently used as a mechanics (or more specifically, providing automatic LP gas conversions for vehicles). This building extends to Stafford Street to the south. The building is currently vacant.
24. Further west of the site (approximately 27m) is an elevated train line, connecting Collingwood and Victoria Park Stations over Johnston Street. Johnston Street is serviced by 3 bus routes (including 1 Nightrider services) and Hoddle Street (125m to the west) is serviced by multiple bus routes.
25. To the north of the subject site, across Johnston Street is a service station, the termination of Lulie Street and a row of 1-2 storey shopfronts east of Lulie Street. Land uses in the street include shops, restricted retail premises, a supermarket, offices and a number of vacant/boarded up shopfronts.
26. To the east of the subject site, fronting Johnston Street, is a two storey Edwardian era building used as restaurant. The liquor licence for the venue only permits background music.
27. Further to the east of the subject site, fronting Park Street, is a row of 1-2 storey, red brick dwellings containing terraces at the first floor along Park Street. The ground floor is dominated by vehicular entrance doors. These dwellings wrap the corner around into Stafford Street.
28. To the south of the subject site, across Stafford Street, is a three storey building containing community housing. The building has a staggered setback ranging between 5m to 18m from Stafford Street to provide an area of open space.

## **The Proposal**

29. The application is for the development of the land for the construction of a 13 storey building (plus 3 basement levels), including part demolition, use of the land as dwellings, reduction in the car parking requirements associated with dwellings and shops and waiver of the loading bay requirements. More specifically:

### Demolition

- (a) demolition of all buildings on the site, excluding the retention of the Johnston Street facade of 'St Crispin's' House and a 2m deep portion of the side walls.

### Built form and massing

- (b) construction of a 13 storey building, plus 3 basement levels. The development would be a maximum overall height of 42.5m;
- (c) the basement would be constructed to all title boundaries, save the Stafford Street property, the ROW and a 2.4m deep segment adjacent to Johnston Street;
- (d) the development includes 3 general sections; the podium, the tower and the Stafford Street townhouses;

- (e) the podium would be 12m or 3 storeys to Johnston Street and 18.3m or 5 storeys to Stafford Street
- (f) the tower would start to emerge at level 2, with a partial 4.5m east boundary setback. At level 2, a 4.5m by 5.5m light court would be introduced along the western boundary (northern end);
- (g) at level 3, a 4.5m to 6m northern tower setback would be introduced;
- (h) at level 4, a 7.1m southern setback would be adjacent to the east-west arm of the ROW;
- (i) level 5 would see the introduction of a communal roof terrace adjacent to Stafford Street, increasing the southern setback to 9.5m;
- (j) at level 6, the western end of the tower would have a reduced northern setback, from 6m as per the levels below to 5m. Balconies would also be introduced adjacent to the western boundary at this level, increasing the tower setback to 4.5m;
- (k) at levels 7-9, the eastern end of the tower would have a reduced northern setback, from 4.5m as per the levels below to 4m;
- (l) at level 10, a second communal terrace would be introduced adjacent to Stafford Street, increasing the southern tower setback to 22.1m;
- (m) at level 12 (or 'roof deck') a third communal terrace would be introduced, setback 8.8m from the east, 5m from the north, 4.5m from the west and 34m from the southern boundary;
- (n) the Stafford Street townhouses (western end) would be contained within an 18.3m high or 5 storey building, constructed to all respective title boundaries for that lot;

#### Layout

- (o) 2 shops would front Johnston Street (154m<sup>2</sup> and 450m<sup>2</sup>);
- (p) the proposal would accommodate 148 dwellings:
  - i. 1BR – 73;
  - ii. 2BR – 70; and
  - iii. 3BR – 5.
- (q) a 9m wide residential entry would front Johnston Street at the western end;
- (r) vehicular entry would be provided via Stafford Street, leading to the basement car park and at grade spaces associated with the townhouses;
- (s) rear pedestrian entries would be provided to the townhouses and the rear of the podium/tower dwellings via Stafford Street;
- (t) the basements include 148 residential stores,
- (u) 205 bicycle parking spaces would be provided at the ground level;
- (v) 214 car parking spaces would be provided across the basements, ground level and level 1;

#### Colours and materials

- (w) The podium would primarily be constructed of masonry cladding (red and charcoal brick) and reconstituted timber cladding. The upper levels of the tower would be constructed of a mixture of metal cladding in bronze, silver, charcoal and light grey.

#### Environmentally sustainable development [ESD] features

- (x) Natural daylight to communal corridors.
- (y) A minimum 6.8 star NatHERS rating.
- (z) External, flexible screens to offer solar protection 205 secure bicycle parking spaces.
- (aa) A minimum of 80 per cent of construction and demolition waste would be recycled.
- (bb) A building users guide would be prepared and provided to all residents, commercial tenants and the building owner.

### **Planning Scheme Provisions**

#### Zoning

### Commercial 1 Zone

30. Under clause 34.01-1 of the Scheme, a permit is required to use the site as a dwelling (the ground floor frontage exceeds 2m). A permit is not required to use the site as a retail premises (including a shop).
31. Clause 34.01-2 of the Scheme states that a use must not detrimentally affect the amenity of the neighbourhood, including through the:
  - (b) *Transport of materials, goods or commodities to or from the land.*
  - (c) *Appearance of any building, works or materials.*
  - (d) *Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.*
32. Decision guidelines at clause 34.01-8 of the Scheme relating to use include:
  - (a) The effect that existing uses may have on the proposed use.
  - (b) The drainage of the land.
  - (c) The availability of and connection to services.
  - (d) The effect of traffic to be generated on roads.
  - (e) The interim use of those parts of the land not required for the proposed use.
33. Under clause 34.01-4 of the Scheme, a permit is required to construct a building or construct or carry out works.
34. Decision guidelines at clause 34.01-8 of the Scheme relating to buildings and works include (as relevant):
  - (a) *The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.*
  - (b) *The provision of car parking.*
  - (c) *The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and the landscaping of land adjoining a road.*
  - (d) *The storage of rubbish and materials for recycling.*
  - (e) *Defining the responsibility for the maintenance of buildings, landscaping and paved areas.*
  - (f) *The availability of and connection to services.*
  - (g) *The design of buildings to provide for solar access.*

### Road Zone, Schedule 1

35. No works are proposed within the Road Zone (Johnston Street) and vehicular access is not proposed via this frontage.

### Overlays

#### Part Heritage Overlay (HO410 – St Crispin House) – 247-253 Johnston Street segment



36. The preceding map shows the portion of the site at 247-253 Johnston Street as being affected by HO410. It is also noted that the site to the immediate east (265 Johnston Street) is also affected by a Heritage Overlay.
37. The relevant purpose of the HO is:
  - (a) *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
  - (b) *To conserve and enhance heritage places of natural or cultural significance.*
  - (c) *To conserve and enhance those elements which contribute to the significance of heritage places.*
  - (d) *To ensure that development does not adversely affect the significance of heritage places.*
  - (e) *To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*
38. A planning permit is required to demolish or remove a building and to construct a building or construct or carry out works.
39. Decision guidelines at clause 43.01-4 of the Scheme include (as relevant):
  - (a) *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
  - (b) *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
  - (c) *Any applicable statement of significance, heritage study and any applicable conservation policy.*
  - (d) *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
  - (e) *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
  - (f) *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
  - (g) *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*

#### *Environmental Audit Overlay*

40. The purpose of this overlay is:
  - (a) *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
  - (b) *To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.*
41. Clause 45.03-1 states it is a requirement that:  
*Before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:*
  - (a) *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or*
  - (b) *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*
42. With dwellings proposed, this requirement will be addressed by way of a notation on any approval given for the site.

## Particular Provisions

### *Clause 52.06 – Car parking*

43. The purpose of this provision (amongst others) is to ensure the provision of an appropriate number of car spaces are provided having regard to the activities on the land and the nature of the locality. This provision recommends car parking rates at clause 52.06-5. Under clause 52.06-3, a permit may be granted to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5 (noting there is no relevant Parking Overlay).

Use	Clause 52.06 rate	Clause 52.06 requirement	Provision	Variation sought
Dwelling	1 space to each 1 and 2BR dwelling 2 spaces to each 3BR+ dwelling	172	165	7
Dwelling visitors	1 to each 5 dwellings, for developments of 5 or more dwellings	33	19	14
Shop	4 spaces to each 100m <sup>2</sup> of leasable floor area	24	6	18
<b>TOTAL</b>				<b>39</b>

44. The application has a statutory requirement of 229 car parking spaces (172 residential, 33 residential visitor and 24 shop). With 214 provided on-site a reduction of 15 car parking spaces is sought (7 resident, 14 visitor and 18 shop).
45. Clause 52.06-6 of the Scheme outlines a range of decision guidelines and clause 52.06-8 outlines a range of design standards. The relevant of these will be addressed in the assessment.

### *Clause 52.07 – Loading and unloading of vehicles*

46. The purpose of this provision is 'To set aside land for loading and unloading commercial vehicles to prevent loss of amenity and adverse effect on traffic flow and road safety'.
47. No building or works may be constructed for the manufacture, servicing, storage or sale of goods or materials unless:
- Space is provided on the land for loading and unloading vehicles as specified in the table below.*
  - The driveway to the loading bay is at least 3.6 metres wide. If a driveway changes direction or intersects another driveway, the internal radius at the change of direction or intersection must be at least 6 metres.*
  - The road that provides access to the loading bay is at least 3.6 metres wide.*
48. A permit may be granted to reduce or waive these requirements if either:
- The land area is insufficient.*
  - Adequate provision is made for loading and unloading vehicles to the satisfaction of the responsible authority.*
49. With no loading bay being provided for the retail premises, a permit is required to waive this requirement.

### *Clause 52.29 – Land adjacent to a road zone, category 1, or a public acquisition overlay road*



*a category 1 road*

50. The relevant purpose of this provision is 'To ensure appropriate access to identified roads'.
51. A permit is required to create or alter access to a road in a Road Zone, Category 1. As this is not proposed in this instance (vehicular access would be provided via Stafford St), a permit is not required under this provision.

*Clause 52.34 – Bicycle facilities*

52. The purpose of this Clause is to encourage cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities. Clause 52.34-2 states that a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-3 and Clause 52.34-4.
53. The proposal has a statutory bicycle parking requirement of 33 resident and 17 visitor bicycle parking spaces. With 205 bicycle parking spaces being provided (located at the ground floor in Ned Kelly style systems), a reduction is not sought under this provision. However, it is noted that a bicycle space for a visitor, shopper or student must be provided at a bicycle rail.

*Clause 52.35 – Urban context report and design response for residential development of five or more storeys*

54. The purpose of this clause is 'To ensure that an urban context report is prepared before a residential development of five or more storeys is designed and that the design responds to the existing urban context and preferred future development of the area'.
55. The application was provided with an urban context report and design response in accordance with this provision.

General Provisions

*Clause 65 – Decision Guidelines*

56. The Decision Guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State Planning Policy Frameworks, Local Planning Policy Frameworks and any Local Policy, as well as the purpose of the Zone, Overlay or any other Provision.

**State Planning Policy Framework (SPPF)**

The following SPPF provisions of the Scheme are relevant:

*Clause 11.04-2 – Housing choice and affordability*

57. The relevant objective of this clause is 'To provide a diversity of housing in defined locations that cater for different households and are close to jobs and services'. The relevant strategy is to 'Reduce the cost of living by increasing housing supply near services and public transport'.

*Clause 11.04-4 – Liveable communities and neighbourhoods*

58. The objective of this clause is 'To create healthy and active neighbourhoods and maintain Melbourne's identity as one of the world's most liveable cities'. The relevant strategies are to:
  - (a) *Create a city of 20-minute neighbourhoods.*
  - (b) *Protect Melbourne and its suburbs from inappropriate development.*
  - (c) *Create neighbourhoods that support safe communities and healthy lifestyles.*
  - (d) *Achieve and promote design excellence.*

*Clause 11.04-5 – Environment and water*

59. The objective of this clause is 'To protect natural assets and better plan our water, energy and waste management systems to create a sustainable city'.

*Clause 13.03-1 – Use of contaminated and potentially contaminated land*

60. The objective of this clause is 'To ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely'.

*Clause 13.04-1 – Noise abatement*

61. The objective of this clause is 'To assist the control of noise effects on sensitive land uses'.

*Clause 15.01-1 – Urban Design*

62. The objective of this clause is 'To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity'.

*Clause 15.01-2 – Urban design principles*

63. The objective of this clause is 'To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties'. The strategy of this clause is to apply 11 design strategies. Planning must also consider (as relevant) the Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment, 2004) in assessing the design and built form of residential development of five or more storeys.

*Clause 15.01-4 – Design for safety*

64. The objective of this clause is 'To improve community safety and encourage neighbourhood design that makes people feel safe'. The relevant strategy is to 'Ensure the design of buildings, public spaces and the mix of activities contribute to safety and perceptions of safety'.

*Clause 15.01-5 – Cultural identity and neighbourhood character*

65. The objective of this clause is 'To recognise and protect cultural identity, neighbourhood character and sense of place'.

*Clause 15.02-1 – Energy and resource efficiency*

66. The objective of this clause is 'To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions'.

*Clause 15.03-1 – Heritage conservation*

67. The objective of this clause is 'To ensure the conservation of places of heritage significance'.

*Clause 16.01-1 – Integrated housing*

68. The objective of this clause is 'To promote a housing market that meets community needs'.

*Clause 16.01-2 – Location of residential development*

69. The objective of this clause is 'To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport'.

*Clause 16.01-3 – Strategic redevelopment sites*

70. The objective of this clause is 'To identify strategic redevelopment sites for large residential development in Metropolitan Melbourne'. The relevant strategies are to:

*Identify strategic redevelopment sites that are:*

- (a) *In and around Central Activities Districts.*
- (b) *In or within easy walking distance of Principal or Major Activity Centres.*
- (c) *In or beside Neighbourhood Activity Centres that are served by public transport.*

- (d) *On or abutting tram, train, light rail and bus routes that are part of the Principal Public Transport Network and close to employment corridors, Central Activities Districts, Principal or Major Activity Centres.*
- (e) *In or near major modal public transport interchanges that are not in Principal or Major Activity Centres.*
- (f) *Able to provide 10 or more dwelling units, close to activity centres and well served by public transport.*

*Clause 16.01-4 – Housing diversity*

71. The objective of this clause is 'To provide for a range of housing types to meet increasingly diverse needs'.

*Clause 16.01-5 – Housing affordability*

72. The objective of this clause is 'To deliver more affordable housing closer to jobs, transport and services'.

*Clause 17.01-1 – Business*

73. The objective of this clause is 'To encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities'.

*Clause 18.01-1 – Land use and transport planning*

74. The objective of this clause is 'To create a safe and sustainable transport system by integrating land-use and transport'. The relevant strategy is:
- (a) *Plan urban development to make jobs and community services more accessible by:*
    - (i) *Concentrating key trip generators such as higher density residential development in and around Central Activities Districts, Principal, Major and Specialised Activity Centres on the Principal Public Transport Network.*

*Clause 18.02-1 – Sustainable personal transport*

75. The objective of this clause is 'To promote the use of sustainable personal transport'.

*Clause 18.02-5 – Car parking*

76. It is an objective 'To ensure an adequate supply of car parking that is appropriately designed and located'. This clause includes the following relevant strategies to achieve this objective:
- (a) *Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.*
  - (b) *Prepare plans for the design and location of local car parking to:*
    - (i) *Protect the role and function of nearby roads, enable easy and efficient use and the movement and delivery of goods.*
    - (ii) *Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.*
    - (iii) *Create a safe environment, particularly at night.*
    - (iv) *Facilitate the use of public transport.*
  - (c) *Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

## **Local Planning Policy Framework (LPPF)**

*Municipal Strategic Statement (MSS)*

*Clause 21.03 – Vision*

77. In the City of Yarra in 2020 (as relevant):

*Land Use*

- (a) *The City will accommodate a diverse range of people, including families, the aged, the disabled, and those who are socially or economically disadvantaged.*
- (b) *Yarra will have increased opportunities for employment*
- (c) *Yarra's exciting retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne*

*Transport*

- (d) *Local streets will be dominated by walkers and cyclists*
- (e) *Most people will walk, cycle and use public transport for the journey to work*

*Environmental Sustainability*

- (f) *Buildings throughout the City will adopt state-of the-art environmental design*

*Clause 21.04-1 – Accommodation and housing*

78. The relevant objectives and standards of this clause are:

- (a) *Objective 1 To accommodate forecast increases in population.*
  - (i) *Strategy 1.1 Ensure that new residential development has proper regard for the strategies applicable to the neighbourhood in question identified in clause 21.08.*
  - (ii) *Strategy 1.2 Direct higher density residential development to Strategic Redevelopment Sites identified at clause 21.08 and other sites identified through any structure plans or urban design frameworks.*
  - (iii) *Strategy 1.3 Support residual population increases in established neighbourhoods.*
- (b) *Objective 2 To retain a diverse population and household structure.*
- (c) *Objective 3 To reduce potential amenity conflicts between residential and other uses.*
  - (i) *Strategy 3.1 Ensure new residential development in the Mixed Use, Business 1, Business 2, and Business 5 Zones and near Industrial and Business Zones is designed to minimise the potential negative amenity impacts of existing non-residential uses in the vicinity.*
  - (ii) *Strategy 3.2 Apply the Interface Uses policy at clause 22.05.*

*Clause 21.04-2 - Activity centres*

79. The relevant objectives and strategies of this clause are:

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

*Clause 21.04-3 – Industry, office and commercial*

80. The relevant objective of this clause is: Objective 8 To increase the number and diversity of local employment opportunities.

*Clause 21.05-1 – Heritage*

81. The relevant objective and strategies of this clause are:

- (a) *Objective 14 To protect and enhance Yarra's heritage places.*
  - (i) *Strategy 14.1 Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.*
  - (ii) *Strategy 14.2 Support the restoration of heritage places.*
  - (iii) *Strategy 14.3 Protect the heritage skyline of heritage precincts.*
  - (iv) *Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*

- (v) *Strategy 14.8 Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02*

*Clause 21.05-2 – Urban design*

82. The relevant objectives and strategies of this clause are:

- (a) *Objective 16 To reinforce the existing urban framework of Yarra.*
  - (i) *Strategy 16.2 Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.*
- (b) *Objective 17 To retain Yarra's identity as a low-rise urban form with pockets of higher development.*
  - (i) *Strategy 17.2 Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
    - *Significant upper level setbacks*
    - *Architectural design excellence*
    - *Best practice environmental sustainability objectives in design and construction*
    - *High quality restoration and adaptive re-use of heritage buildings*
    - *Positive contribution to the enhancement of the public domain*
    - *Provision of affordable housing.*
- (c) *Objective 18 To retain, enhance and extend Yarra's fine grain street pattern.*
  - (i) *Strategy 18.2 Enhance the amenity of laneways by applying the Development Abutting Laneway policy at Clause 22.07.*
- (d) *Objective 20 To ensure that new development contributes positively to Yarra's urban fabric.*
  - (i) *Strategy 20.1 Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.*
  - (ii) *Strategy 20.2 Require development of Strategic Redevelopment Sites to take into account the opportunities for development on adjoining land.*
  - (iii) *Strategy 20.4 Apply the Built Form and Design policy at clause 22.10.*
- (e) *Objective 22 To encourage the provision of universal access in new development.*
  - (i) *Strategy 22.1 Encourage applicants to take into account the access needs of all people in the design of new buildings.*

*Clause 21.05-3 – Built form character*

83. New development must respond to Yarra's built and cultural character, its distinct residential 'neighbourhoods' and individualised shopping strips, which combine to create a strong local identity. Four Structural elements and thirteen built form character types have been identified for areas that are not covered by the Heritage Overlay. The subject site is within a 'Main Road' area. The relevant objectives of this clause are:

*General Objective*

- (a) *Objective 23 To maintain and strengthen the identified character of each type of identified built form within Yarra.*

*Transport corridors*

- (b) *Transport corridors offer a window into the City of Yarra seen by thousands of people every day. In Yarra many main roads double as centres of community and commercial activity, and are part of local community identity. In categorising main roads from a built form perspective it is logical to differentiate them by built form character, rather than traffic function.*
- (c) *Objective 26 To improve the built form character of transport corridors.*
  - (i) *Strategy 26.1 Reinforce the scale and formality of the landscape along boulevards.*
  - (ii) *Strategy 26.2 Maintain the dominance of the avenue trees over built form along boulevards.*

*Clause 21.05-4 – Public environment*

84. The relevant objective and strategies of this clause are:
- (a) *Objective 28 To a provide a public environment that encourages community interaction and activity.*
    - (i) *Strategy 28.1 Encourage universal access to all new public spaces and buildings.*
    - (ii) *Strategy 28.2 Ensure that buildings have a human scale at street level.*
    - (iii) *Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.*
    - (iv) *Strategy 28.5 Require new development to make a clear distinction between public and private spaces.*
    - (v) *Strategy 28.8 Encourage public art in new development.*

*Clause 21.06 – Transport*

85. This clause builds upon the objectives outlined at clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

*Clause 21.08-1 – Abbotsford*

86. The following relevant commentary is offered in this clause:

*Abbotsford is a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras. The residential precincts are surrounded by industrial development located in the vicinity of Hoddle Street and the Yarra River.*

...

*...To the south of Johnston Street residential areas consist of Victorian and Edwardian streetscapes with a substantial amount of weatherboard housing. These residential neighbourhoods have a consistent character which must be protected.*

87. Whilst this clause has not yet been updated to:
- (a) reflect the change in terminology from 'Neighbourhood Activity Centres' to 'Neighbourhood Centres';
  - (b) identify newly added sites in the Heritage Overlay; or
  - (c) remove built form character type classifications from sites which are now in the Heritage Overlay (in the Yarra Planning Scheme, sites are either one or the other).
88. Nevertheless, a segment of the site is now in a Heritage Overlay and the balance of the site remains a 'Main Road' character type as per this clause. For this character type, the following applies:
- (a) *maintain the hard edge of development along main roads; and*
  - (b) *reflect the fine grain of the subdivision pattern in building design where this exists along main roads.*

*Relevant Local Policies*

*Clause 22.02 – Development guidelines for sites subject to the heritage overlay*

89. This policy applies to all land within a Heritage Overlay (north-west segment of the site in this instance).
90. The relevant objectives of this clause are:
- (a) *To conserve Yarra's natural and cultural heritage.*
  - (b) *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.*
  - (c) *To retain significant view lines to, and vistas of, heritage places.*
  - (d) *To preserve the scale and pattern of streetscapes in heritage places.*
  - (e) *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.*
  - (f) *To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.*

- (g) *To ensure that additions and new works to a heritage place respect the significance of the place.*
- (h) *To encourage the retention of 'individually significant' and 'contributory' heritage places.*

91. In relation to part demolition, the following is offered at clause 22.02-5.1 of the Scheme:

- (a) *Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.*
- (b) *Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*
  - (i) *That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).*
  - (ii) *For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place.*

92. Under clause 22.02-5.7. of the Scheme, the following is offered in relation to new development, alterations and additions:

- (vi) *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*
  - (i) *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
  - (ii) *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
  - (iii) *Be visually recessive and not dominate the heritage place.*
  - (iv) *Be distinguishable from the original historic fabric.*
  - (v) *Not remove, cover, damage or change original historic fabric.*
  - (vi) *Not obscure views of principle façades.*
  - (vii) *Consider the architectural integrity and context of the heritage place or contributory element.*
- (vii) *Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*
- (viii) *Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.*
- (ix) *Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies, reflective glass, glass balustrades and pedestrian entrance canopies.*

93. Clause 22.02-5.7.2 of the Scheme offers more specific requirements (as relevant):

#### *Corner Sites and Sites with Dual Frontages*

- (a) *Encourage new building and additions on a site with frontages to two streets, being either a corner site or a site with dual street frontages, to respect the built form and character of the heritage place and adjoining or adjacent contributory elements to the heritage place.*
- (b) *Encourage new buildings on corner sites to reflect the setbacks of buildings that occupy other corners of the intersection*

#### *Industrial, Commercial and Retail Heritage Place or Contributory Elements*

- (c) *Encourage new upper level additions and works to:*
  - (i) *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form*

*elements. Each higher element should be set further back from lower heritage built forms.*

- (ii) *Incorporate treatments which make them less apparent.*

#### *Ancillaries and Services*

- (d) *Encourage ancillaries or services in new development to be concealed or incorporated into the design of the building.*
- (e) *Encourage ancillaries or services to be installed in a manner whereby they can be removed without damaging heritage fabric.*

#### *Clause 22.05 – Interface uses policy*

- 94. This policy applies to applications for use or development within Business Zones (albeit now 'commercial zones' amongst others). The relevant objectives of this clause are:
  - (a) *To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.*
  - (b) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.*
- 95. At clause 22.05-3 it is policy that:
  - (a) *New residential use and development in or near commercial centres and activity centres and near industrial uses includes design features and measures to minimise the impact of the normal operation of business and industrial activities on the reasonable expectation of amenity within the dwellings.*
  - (b) *New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*

#### *Clause 22.07 – Development abutting laneways*

- 96. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal. The objectives of this clause are:
  - (a) *To provide an environment which has a feeling of safety for users of the laneway.*
  - (b) *To ensure that development along a laneway acknowledges the unique character of the laneway.*
  - (c) *To ensure that where development is accessed off a laneway, all services can be provided to the development.*
  - (d) *To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

#### *Clause 22.10 – Built form and design policy*

- 97. The policy applies to all new development not included in a heritage overlay. Clause 22.10-3.1 does not apply to residential development. The objectives of this clause are:
  - (a) *Ensure that new development positively responds to the context of the development and respects the scale and form of surrounding development where this is a valued feature of the neighbourhood character.*
  - (b) *Ensure that new development makes a positive contribution to the streetscape through high standards in architecture and urban design.*
  - (c) *Limit the impact of new development on the amenity of surrounding land, particularly residential land.*
  - (d) *Design buildings to increase the safety, convenience, attractiveness, inclusiveness, accessibility and 'walkability' of the City's streets and public spaces.*
  - (e) *Create a positive interface between the private domain and public spaces.*
  - (f) *Encourage environmentally sustainable development.*

#### *Clause 22.12 – Public open space contribution*

- 98. This policy applies to all residential proposals, mixed use proposals incorporating residential uses and proposals incorporating residential subdivision. The relevant objectives of this clause are:



- (a) *To implement the Yarra Open Space Strategy.*
- (b) *To identify when and where land contributions for public open space are preferred over cash contributions.*
- (c) *To ensure that where appropriate, land suitable for public open space is set aside as part of the design of a development so that it can be transferred to or vested in Council, in satisfaction of the public open space contribution requirement.*

99. The site is located in an area where land in lieu of cash is the preferred method of contribution. However, as the site is only 2,193m<sup>2</sup> (not including the central lane on the road register), the site does not meet the selection criteria in that the land to be contributed should be approximately 300m<sup>2</sup>. Should the site be subdivided, a cash contribution would be required.

*Clause 22.16 – Stormwater management (water sensitive urban design)*

100. This policy applies to new buildings (amongst others) and aims to achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999; promote the use of water sensitive urban design, including stormwater re-use; mitigate the detrimental effect of development on downstream waterways; minimise peak stormwater flows; reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and wellbeing.

*Clause 22.17 – Environmentally sustainable development*

101. The most relevant objective of this clause is ‘...that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation’.

102. This policy includes 7 categories in which to assess ESD outcomes. An application of this scale requires the Applicant to submit a Sustainable Management Plan, prepared by a suitably qualified expert. This Applicant has done this.

Other relevant documents

*Johnston Street Local Area Plan [Johnston Street LAP]*

103. The Johnston Street LAP was adopted by Council in December 2015. Council has drafted a Scheme Amendment as a result of the LAP (including a new local policy and Design and Development Overlay [DDO]), Council is currently awaiting on authorisation from the Minister for Planning before the amendment can be exhibited.

104. The subject site is located within the Johnston Street East Precinct (#2), which offers the following:

- (a) *The precinct changes from single and double storey Victorian shopfronts at the Hoddle Street end to 20th century buildings in the east with wider frontages and some setbacks. Some frontages have active uses while other warehouses or workshop buildings do not interact with the street frontage.  
The rear interface of properties fronting Johnston Street ranges from one and two storey buildings to underutilised back yards. The northern boundary of the precinct is Little Turner Street which provides some separation between the rear back yards of properties that have a frontage to Turner Street. There are a small number of properties that have a frontage to Little Turner Street.*
- (b) *Properties located on the south side of Johnston Street have either a laneway or back fence at their rear interface. Both precinct boundaries typically interface with residential areas.*

105. The preferred built form character for this Precinct is outlined as follows:

*2. Johnston Street East Retail & Convenience Precinct*

- (a) *A new contemporary urban character will emerge in the eastern part of Johnston Street. The vibrant strip will link Hoddle Street to Victoria Park Station and through to the Yarra River and associated activities of the Abbotsford Convent and Collingwood Childrens Farm. Shops, building entries and cafes contribute to the lively street environment, particularly around the train station entrance. A hub of activity around the Victoria Park Station entrance on Johnston Street provides a focus along the street.*
- (b) *New well designed buildings with medium height facades line the street and reinforce the street character with taller buildings set back from the main facades. High quality corner buildings at the intersection of Johnston and Hoddle Streets, announce a point of entry into the precinct complemented by streetscape improvements.*

106. More specifically the table at page 53 states:

*Built form guidelines*

- Strengthen the appearance of the street wall façade with good, visually interesting design.
- Avoid additional overshadowing of the southern footpath between 10am and 2pm at the equinox.
- Ensure the ground level of buildings are designed for active uses.
- Design ground floor entries to upper levels to be visible and easy to access from the street level.
- Complement the predominant street wall façade height with infill development.
- Design the street wall façade of larger developments to reflect the finer grain pattern particularly the vertical rhythm of existing built form along Johnston Street.
- Build to the street frontage boundary of the site.
- Employ a high standard of architectural design to the intersection of Hoddle and Johnston Streets and other key corner sites.
- Upper levels should be setback appropriately and be visually recessive in the streetscape.
- Minimise off site impacts and be recessive in design in respect to the street wall façade.
- Provide a scale transition where new development is adjacent to fine grained residential areas.

Maximum heights and setbacks

- 4-5 storey (17m) street wall facade
- 6-7 storeys (23m) on sites able to accommodate upper level setbacks (a minimum 3m setback from the street facade)
- 8-10 (32m) storeys on larger sites (identified in Figure 18), that form a cluster close to the station
- 2-3 storeys at the interface with fine grained residential properties
- Set back upper levels between 3-6 metres from both street facade and rear interfaces (depending on site context and the presence of heritage fabric)
- Behind heritage buildings a setback of 6 metres will generally be required and the heritage building should remain dominant in the streetscape.

#### *Plan Melbourne*

107. Plan Melbourne was prepared by the State Government and released in May 2014. It underpins much of the SPPF, along with urban consolidation policies.
108. Plan Melbourne differentiates between Neighbourhood Centres and Activity Centres.
109. In particular:

##### *INITIATIVE 4.1.1*

##### *SUPPORT A NETWORK OF VIBRANT NEIGHBOURHOOD CENTRES*

*Planning neighbourhood centres that maintain their 'village' character and feel, while enabling a mix of goods and services, is a key role for local governments working with their communities. However, more can be done through the planning system to encourage local governments and their communities to develop and energise these centres.*

*Vibrancy can also be enhanced by supporting and improving access to cafés, dining and shopping, and by creating village shopping strips that promote small business. This can include accommodating more community-based services, and shop-top housing, and by creating more open space. Enhancing the quality of public spaces by making places safer, and improving pedestrian and cycle access, also boosts the investment appeal and economic success of smaller centres.*

*Many newer innovations that add to the 20-minute neighbourhood include the trend toward local 'food truck' businesses that allow small and unique outdoor food vendors to trade. Melbourne has led Australia in this movement, and successful food trucks include Mexican cuisine, gourmet burgers and Asian-inspired street food.*

##### ***In the short term***

*Update the State Planning Policy Framework to specify the role of neighbourhood centres. This will articulate their retail, residential and mixed-use role to assist decision makers, including local governments and the Victorian Civil and Administrative Tribunal.*

##### *INITIATIVE 4.2.2*

##### *PROTECT MELBOURNE'S NEIGHBOURHOOD CENTRES, INCLUDING PROVISION FOR MANDATORY CONTROLS*

*The attributes of, and opportunities for, neighbourhood centres at the small scale vary considerably across the metropolitan area, which is one reason why local communities should lead the planning of their own centres. In some instances, where centres are already well-developed or communities are seeking to protect the unique character of their centres (such as by protecting heritage buildings or access to open space), they should be*

*assisted in determining the desired built form outcomes.*

*Under Plan Melbourne, local governments, after preparing a local housing strategy and consulting with the community, will be able to prepare and exhibit a planning scheme amendment to introduce mandatory height controls for neighbourhood centres.*

***In the short term***

*Update the practice note and prepare and implement planning tools to support local governments to introduce mandatory building height and local-character controls in neighbourhood centres.*

*Investigate options for a fund to support local governments to plan and manage neighbourhood centres, including assessing building height and local character to inform the application of local mandatory controls.*

110. Victoria Park Station is nominated as an urban renewal area.

**Advertising**

111. The application was advertised by way of 813 letters sent to surrounding property owners and occupiers and by way of signs on the Johnston and Stafford Street frontages of the site. The application was re-advertised after the application was amended (under section 57B of the Act) by way of 94 letters (less than the original notification as only objectors and immediately adjoining properties were notified as the amendment generally reduced the height of the development and increased setbacks.

112. A total of 83 objections were received on the following grounds:

- (a) height and mass;
- (b) insufficient upper level setbacks;
- (c) neighbourhood character and heritage (including the extent of demolition, massing, building design and use of materials);
- (d) overdevelopment;
- (e) will turn the area into 'South Yarra';
- (f) the existing building should be re-used;
- (g) density would be unhealthy for residents;
- (h) too many 1 bedroom apartments;
- (i) off-site amenity (overshadowing [including private open space, the community garden to the south and footpaths], overlooking, reduced daylight, wind, visual bulk, noise, site coverage);
- (j) the substation may impact nearby dwellings;
- (k) concern shadow diagrams were prepared showing the equinox;
- (l) on-site amenity (insufficient open/green space and proximity to concrete batching plant);
- (m) insufficient ESD initiatives;
- (n) impact on traffic in the area (in particular, Stafford and Park Streets). Traffic surveys are dated;
- (o) impact on pedestrian safety;
- (p) impact on infrastructure (water, sewerage, gas, electricity);
- (q) insufficient car parking;
- (r) loading bay waiver should not be supported;
- (s) impact on access for emergency vehicles;
- (t) bicycle parking would be difficult to access;
- (u) insufficient public realm/interface treatments, including insufficient landscaping;
- (v) precedent;
- (w) cumulative impact of developments in the area;
- (x) contrary to Johnston Street LAP;
- (y) construction impacts (including traffic, noise and dirt);
- (z) questioning what shop types and hours are proposed; and
- (aa) property devaluation.

113. A planning consultation meeting was held on 15 November 2016, with Council Officer's, the Applicant and Objectors in attendance. A resolution was not reached.

## Referrals

### PTV

114. The following advice was received on the original plans:

Public Transport Victoria, pursuant to Section 56(1) of the *Planning and Environment Act 1987* does not object to the grant of a planning permit **subject to the following condition** being placed on any permit issued:

1. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Johnston Street is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen days (14) prior.

115. As PTV are a referral authority under section 55 of the Act, this condition must be imposed on any permit issued.
116. Given the nature of the amendment, the amended plans were not re-referred to PTV under Section 57C(1) of the Act as the amendments would not adversely affect the interests of PTV.

### Urban Design Consultant (Hansen)

117. Comments on original application:

*From our independent appraisal of the context, surrounding development and the policy framework we are broadly supportive of the site planning and interface treatment of this proposal. However, we consider there to be a considerable and fundamental concerns with the height, scale and massing. Therefore we recommend:*

- (a) *A reduction in height to result in a less prominent and more recessive height that is consistent with the Johnston Street local Area Plan;*
- (b) *A more refined architectural outcome and enhanced street activation to the eastern portion of the Johnston Street street wall;*
- (c) *An increased setback to a minimum of 6m to the upper levels above the street wall from Johnston Street is required to provide greater visual distinction between the street wall and upper forms;*
- (d) *A reduction in the amount of overshadowing of the southern footpath at the Stafford Street interface;*
- (e) *An increased setback to the upper levels above 5 storeys to the eastern elevation (Park Street) to lessen the visual bulk when viewed from Johnston and Park Streets; and*
- (f) *A considerable reduction in height, scale and massing is required.*

*On this basis we are not supportive of the proposed development in its current form.*

118. As outlined, the plans have been amended and were re-referred. The following advice was provided on the amended plans:

*The following commentary and urban design appraisal is based on the application package prepared by SJB Architects and accompanying submissions prepared by Urbis, Jack Merlo Design, ViPAC, Renzo Tonin and Associates, Sustainable Development Consultants, Ratio, Leigh Design, Bryce Raworth and Brogue Consulting Engineers dated 11 February 2016,*

*and subsequently revised as represented by the Revised Town Planning Application prepared by SJB Architects and the accompanying submission prepared by Urbis, dated August 2016.*

### *Site and Context*

*The subject site is of irregular shape with frontages to both Johnston Street and Stafford Street with a total site area of approximately 2300m<sup>2</sup>. The site has a length of 59.9m along the western boundary, 63.3m along the eastern boundary whilst the Johnston Street frontage (northern boundary) has a length of 38.1m and the Stafford Street frontage (southern boundary) has a width of 35.4m. The site currently comprises of 2 separate land parcels (6 land titles). The existing buildings on site are both 2 storeys. The building to the east is a modern office building with no particular architectural merit. The building to the west is St Crispin House, a heritage listed warehouse/commercial building dating from 1923. Vehicular access is provided to the site via a laneway serviced by a single crossover from Stafford Street.*

*The site has the following interfaces:*

- (a) To the **north** across Johnston Street, is a Woolworth's service station at No.276 on the corner of Lulie and Johnston Street. On the western side of the service station is Vic Track owned land accommodating the Hurstbridge/Epping line with Victoria Park Train Station approximately 100m to the north. To the eastern side of Lulie Street at No.288 Johnston Street is a 2 storey Victorian shopfront housing Taranto Shoe Factory Outlet. Further east at No.292 Johnston Street is a 2 storey brick warehouse. Abutting the warehouse is No. 300,302 and 304 which are single storey Victorian Terrace houses.*
- (b) To the **south** across Stafford Street are 2 housing blocks which are owned by the Department of Human Services. These 2 and 3 storey buildings orientate to north facing private open space that has a direct interface with Stafford Street.*
- (c) To the **west** is a commercial property comprising of a 2 storey brick building housing an auto-repair shop (243-245 Johnston Street) the property is built to boundary for the majority of the site with vehicular access via a single crossover on Stafford Street.*
- (d) To the **east** are 2 properties as follows:*
  - (i) At the corner of Johnston Street and Park Street a 2 storey red brick Edwardian building subject to a heritage overlay houses Mesa, a Greek restaurant.*
  - (ii) 7 x 2 storey brick terrace apartments fronting Park Street comprise the remainder of the block with vehicular access to the dwellings via a single crossover from Stafford Street.*





Subject site location

The site is located within the **Johnston Street Neighbourhood Activity Centre (JSNAC) Precinct 2 – Johnston Street East Precinct** on the southern side of Johnston Street. The surrounding neighbourhood is characterised by a mix of mainly 1 and 2 storey Victorian and Edwardian streetscapes with the exception of the aforementioned DHS building to the sites south. The site is well serviced by public transport, being located in close proximity to Victoria Park Train Station as well as being serviced by bus routes along Johnston Street.

#### Urban Design Assessment

The strategic policy context and physical location within the **Johnston Street Local Area Plan** (Adopted December. 2015) specifically **Precinct 2 - Johnston Street East** provides clear support for a mixed-use development of 8-10 storeys (up to 32m) with active frontages and upper level residential. However, in considering a building form proposal which rises to 12 storeys (43.2m) it is important to have regard to the specific site conditions and performance criteria outlined in the aforementioned Structure Plan.

In reviewing the current design response, the dual frontages, proximity to Victoria Park Train Station and absence of sensitive abutments provides some strategic basis for additional height. However, the design in its revised form proposes an additional 2 storeys beyond the recommended 10 storeys. On this basis **we are unable to provide support**, however we feel that there is opportunity to further refine the scheme to achieve a balanced outcome for the significant site.

The following review outlines these matters and recommendations in further detail:

#### Strategic Context:

State and Local Policy provides policy support for more intensive redevelopment of a mixed-use character within the **Precinct 2 - Johnston Street East**. However, a clear vision is articulated within policy for a format of development that is responsive to the heritage

values of the low scale streetscape, and sensitivity of residential abutments to the east, within the Neighbourhood Residential Zone – Schedule 1 (NRZ1).

Usefully, the **Johnston Street Local Area Plan** provides a clear basis to consider any departures from the unambiguous vision. The subject site is located to the east of Precinct 2 in close proximity to Victoria Park Train Station and is clearly highlighted as an area of 8-10 storeys or 32m. Proximate to the subject site, to the north is an area highlighted as 10-12 storeys. It is noted that the proposal highlights the subject sites proximity to this 10-12 storey area as reasonable grounds to extend the height of the building form. However, we consider that this proximity **does not warrant an additional 2 storeys (10m)**. The controls outlined by the Local Area Plan are in place to consolidate the height and utilise the 8-10 storey areas as a buffer or transitional precinct between the lower scale developments to the south in the GRZ 1 zone.



Extract from Johnston Street Local Area Plan

### Site planning

We support the centrally located lift core and stairwell, however we consider the entry arrangement from Johnston Street to be overly convoluted. Therefore we would recommend Tenancy 02 be relocated to the western boundary and the main entranceway be more centrally located, and directly aligned with the lift core, creating a more legible entrance to the residential portion of the building.

We previously raised concern in relation to the Level 01 car parking and its direct interface with Johnston Street. However, we consider that the revised proposal successfully addresses this matter via the provision of apartments 2.07 and 2.08 which will appropriately activate the streetwall.

The existing laneway has also been used as an organisational tool, setting-out the dimensions of a separate 5 storey apartment building on the south-west corner of the site. We support the use of this separate structure in articulating the southern interface of Stafford Street and breaking up the built form of the southern elevation.

The retention of the façade and part of the return of Crispin House (HO410) is supported.

### Overall Height



*We note that the overall height has been reduced from 14 storeys (48.84m) to 12 storeys (42.3m). This represents a 2 storey or 6.5m reduction in height.*

*However, we note that the overall height of the revised proposal still exceeds the Structure Plans recommendations of 8-10 storeys (32m), by approximately 10m beyond the recommended height.*

*We appreciate that the consolidated site creates a large parcel of land and therefore consider that 10 storeys could be considered a minimum with the opportunity to justify 'hidden' upper levels if the proposal was to present a high quality architectural outcome that contributes positively to public amenity.*

*Currently, the proposal results in overshadowing of the southern footpath to the south (Stafford Street) which is un-acceptable as is the overall visual bulk of the proposition. However, we note that the portion of the building which is casting this shadow is not the 'top' of the building.*

*We are generally in support of the streetwall heights and the relationship to the surrounding interfaces, however, the justification for the upper level heights is dramatically inconsistent not only with surrounding physical context but with the aforementioned Structure Plan. We note that, Precinct 2 has a height limit of 10 storeys (32m) and is proximate to Precinct 3 with a max height of 12 storeys (42m). The proposal presents a scheme of 12 storeys (42.3m), which disregards these built form guidelines and ignores the preferred future built form hierarchy of the Activity Centre.*

*Therefore, we recommend the removal of Level 9, in order to reduce the overall building height to 11 storeys (39.3m).*

#### *Massing and Architectural Expression*

*The setbacks to the upper levels (above the Johnston Street streetwall) have all been slightly increased and now range from a minimum of 4m to 6m. We are now satisfied that these increases, along with the architectural refinements result in an acceptable visual distinction between the streetwall and the various elements of the rising form.*

*We support the massing and architectural expression of the 5 storey streetwall to Stafford Street (southern elevation). The robust nature of the brick façade continues the narrative of the light industrial history of the site whilst the fenestrated interface presents a dynamic elevation to Stafford Street. The recessed balconies provide sufficient privacy and passive surveillance to Stafford Street, for the dwellings above street level.*

*We consider that the proposed upper levels of the southern elevation (Stafford Street) now present a more appropriate recessive form, that projects slightly above the streetwall when viewed from the opposite side of Stafford Street. The residential properties to the south of the subject site (2 and 3 storey DHS housing) will have their amenity unreasonably impeded upon by the proposal. The **Johnston Street local Area Plan** stipulates that no portion of the southern footpath (Stafford Street) should be overshadowed between 10am and 2pm. The shadow diagrams included in the drawing package show significant amounts of shadow impacting on the aforementioned footpath. However, we acknowledge that the main offending portion of the proposal that is casting these shadows is the 5 storey streetwall to Stafford Street, which as stated above, we support.*

*The removal of Level 9 would simplify the proposed built form massing as it 'steps' down towards the southern interface, by removing one of the staggers.*

#### *Streetscape Interface*

*We support the retention of the Heritage façade of Crispin House, however we feel the scheme lacks a legible primary residential address. The entryway through the Crispin House façade is not easily identified. As mentioned previously, we would recommend that the entryway be less convoluted.*

*We generally support the proposals presentation to the Stafford Street interface, however there a few minor matters that require refinement:*

*The deeply recessed entry to apartments G.04 and G.05 need to be addressed. The site lines of people exiting the building are impeded by the depth of the entry. This poses an issue in regards to security.*

*We are unclear as to where the security lines are when entering the subject site from Stafford Street. There does not appear to be any physical barrier deterring entry of 'random' vehicles or pedestrians into the private parking on basement and level 01.*

#### *Internal Amenity*

*There are a number of minor internal amenity issues in regards to inter-visibility, opportunities for additional windows, access to daylight and circulation spaces these are broadly as follow:*

*Within the 'elbow' of the building, balconies and primary habitable windows are within approximately 3.5m of each other and this presents inter-visibility issues;*

*Apartments 2.13, 3.09 and 4.11 has a 'study area' arrangement that protrudes into the east-west. We would recommend removing the protruding wall so as to retain the generous egress of 1600mm for the length of the corridor.*

#### **Conclusion**

*From our independent appraisal of the context, surrounding development and the policy framework we are supportive of the site planning and interface treatment of this proposal. However, we consider there to remain concerns with the overall height and scale. Therefore we recommend:*

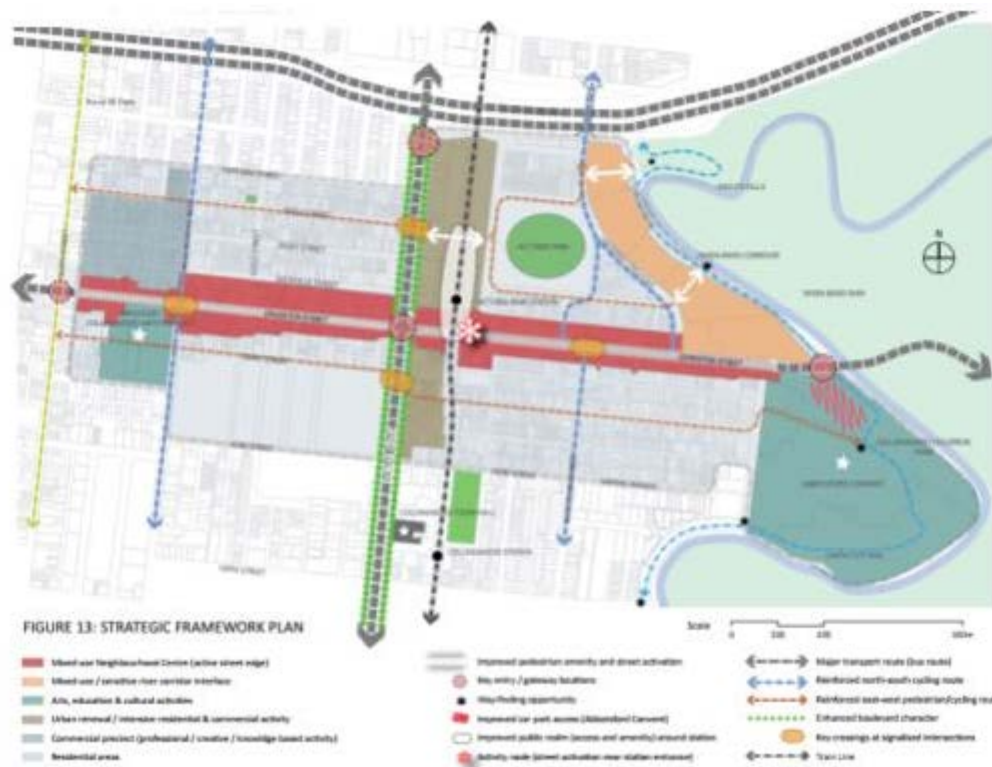
*A **reduction in height** by removing Level 9 to result in a lower overall height that is more consistent with the **Johnston Street local Area Plan**;*

*On this basis we remain **not supportive** of the revised proposal in its current form. However, we acknowledge that overall it represents an improved proposition as a number of our previous recommendations have been addressed.*

#### Urban Design Unit

119. The following advice was received on the original plans, limited to public realm advice only:

- (a) *The subject site forms part of Johnston Street Local Area Plan approved by the Council in December 2015.*
- (b) *It is located at an important activity node near Victoria Park Station. Council has also undertaken upgrade of Victoria Park (an old stadium) recently, which is close to the station. Johnston Street Local Area Plan includes this area as an area for major public realm improvements (Refer map below).*



- (c) Looking at the importance of this activity node, following works are recommended to improve the overall amenity and feel of the area:
- Undergrounding of the power lines.
  - Bluestone footpath instead of asphalt footpath.
  - Installation of trees as recommended by Council's Open Space unit.
  - Improved street lighting, seating and placement of waste disposal bins and bike hoops (in consultation with the Council).

120. As advice was sought in relation to public realm only, these initial comments were not impacted by the amended plans.

#### Heritage Advisor

121. The following advice was received on the original plans:

- Not approved.
- It is noted that the site is unusual in that it is partly constrained by the Heritage Overlay and also partly not, and also the unconstrained portion is between two Individually significant buildings. The 8 level section on the unconstrained portion is a reasonable outcome in terms of height and setback and might be used as a cue for a review of the design for the remainder of the site. Elsewhere, and as previously advised, the proposal needs to be reconsidered with a view to reducing the height considerably further, increasing the setbacks, particularly from sensitive heritage interfaces, and developing a more uniform façade design with a simplification of materials and deleting operable screens. Consideration still should be given to retention of the pressed metal and decorative ceilings as are they are rare in Yarra.
- The demolition as proposed is not significantly, if at all, different from that proposed earlier. Retention of the portion under the hipped roof at the front is recommended, including the ceilings. To achieve this it is recommended that the on-site parking requirements, or provision thereof, be reduced so that the north wall of the basement can be set back behind the line of the hipped roof and the fabric beneath and thus retaining and conserving a portion of the building.

- (d) *It is disappointing that previous advice and the issues aired at VCAT have not been taken up in an acceptable manner. As proposed, the aesthetic significance of St Crispin House will be adversely affected and the historical significance will be undermined.*
- (e) *As a minimum an archival photographic survey of the exterior and interior of St Crispin House should be prepared in accord with Heritage Victoria's protocol and be lodged in the local history collection of Yarra City Libraries.*

122. The following advice was provided on the amended plans:

### **Assessment of Proposed Works**

#### Demolition

- (a) *It is far preferable from a heritage perspective that buildings are not simply reduced to perimeter shells around new construction. Demolition as proposed will have a considerable and adverse impact on its historical significance as a nineteenth century factory building by reducing it to a façade.*

#### *Built form (height/setbacks)*

##### *St Crispin Building*

- (b) *The void and light court are still proposed at the ground and first levels. These elements do not appear to be essential for any practical purpose such as for light and ventilation. I have commented previously on the pressed metal ceiling at the ground floor and the very decorative and unusual pressed metal and possibly plaster ceilings at the first floor level at the front of the building which are quite rare and somewhat unusual. If they cannot be retained then an archival photographic record in accord with heritage Victoria's standard procedures should be made and lodged in the local history collection at the Collingwood or Fitzroy library.*
- (c) *The setbacks at Level 02 appear to have changed marginally as have those on the levels above. The changes are inconsequential. In my opinion the setbacks from Johnston Street are still inadequate and are not respectful of the strong streetscape presence which the building has as is noted in the Statement of Significance.*
- (d) *From the elevation it appears that the original window joinery and glazing will be retained which is essential. This needs to be confirmed.*
- (e) *In summary the setbacks from Johnston Street are inadequate and are not respectful of the strong streetscape presence which the building has as is noted in the Statement of Significance.*
- (f) *The building is proposed to be 12 storeys with a height at the front of 42.5 metres to the top of the plant and 39.55metres to the top of the parapet. While a reduction from the previous version it has little consequential effect and in my opinion is still out-of-proportion with the heritage buildings. In views from the east and west along Johnston Street, notwithstanding the railway bridge, the side elevations will be overbearing and dominant in the streetscape, particularly in longer distance views.*
- (g) *As noted previously, it appears that VCAT was of the view that even an 11 storey building was not what State and local planning policies envisaged on this site (Abbotsford Joint Venture Pty Ltd v. Yarra City Council VCAT Ref. P1416/2-11. p. 27, para. 79). The site is in the Victoria Park Station Activity Node identified in the Johnstone Street Local Area Plan (LAP) in which 8 – 10 storeys is anticipated (p. 52). As noted previously, this LAP places a degree of emphasis on heritage and notes that "the heritage fabric of some sites poses a constraint on development opportunities that will be a consideration in future built form outcome". (p. 37)*

### Colours/materials

- (h) *While less busy than originally, the visual bulk of the design is exacerbated by the number of different design elements and materials, in particular the solid nature of the perforated metal screens when closed. The flat nature of these elements is at odds with the more articulated balcony sections. The screens should be deleted and replaced by conventional balconies as elsewhere on the elevations.*

### **Recommendation / Comments:**

- (i) *Not approved.*
- (j) *As advised previously, it is disappointing that previous advice and the issues aired at VCAT have not been taken up in an acceptable manner. As proposed, the aesthetic significance of St Crispin House will be adversely affected and the historical significance will be undermined.*
- (k) *While some changes have been made they are still insufficient for an appropriate heritage outcome. That said it is noted that the site is unusual in that it is partly constrained by the Heritage Overlay and also partly not, and also the unconstrained portion is between two Individually significant buildings. In my opinion further work needs to occur with a view to reducing the height further and increasing the setbacks so as to be more respectful to the heritage fabric as viewed from Johnston Street.*
- (l) *Retention of the portion under the hipped roof at the front is recommended, including the ceilings and this might be done by making the basements shallower and reducing the on-site parking requirements.*
- (m) *Consideration still should be given to retention of the pressed metal and decorative ceilings as are they are rare in Yarra. However, as a minimum an archival photographic survey of the exterior and interior of St Crispin House should be prepared in accord with Heritage Victoria's protocol and be lodged in the local history collection of Yarra City Libraries.*
- (n) *Confirm whether or not the original windows joinery and glazing of the St Crispin building will be retained.*

### External Acoustic Consultant (SLR)

123. The following advice was received on the original plans:

- (a) *A summary of our review of the acoustic report provided for 247-259 Johnston Street is provided below. The report generally addresses acoustic issues associated with the site. The items we consider require further attention are provided below in **bold**.*

#### *Rail Noise*

- (b) *Rail noise impacts have been assessed and appropriate advice for façade upgrades has been provided in the report.*

#### *Rail Vibration*

- (c) *Rail vibration impacts to the site have been demonstrated to be minimal. As such, further consideration of this issue may not be necessary. It is, however, noted that that the assessment standard used is outdated and, while still currently used in NSW, is not considered best practice. The assessment provided is also insufficiently detailed to enable a full acoustic review to be undertaken.*

#### *Road Traffic Noise*

- (d) *Road traffic noise has been assessed less stringent noise levels that we recommend however the advice provided in the report appears likely to achieve lower noise levels. As such, further consideration of road traffic noise is not considered necessary.*

*Acoustically Treated Fresh Air*

- (e) *Substantial acoustic upgrades are proposed for large areas of the building façade. Where a reasonable level of acoustical amenity is not achieved indoors with windows open, an alternative source of fresh air may need to be provided.*
- (f) ***The acoustic report should include advice for ventilation in rooms where substantial façade upgrades are proposed.***

*Music Noise*

- (g) *Moderately small music noise impacts have been identified at the subject site, however the venue in question has closer residential receivers. Consequently, the proposed new dwellings will not change the SEPP N-2 compliance status of the venue.*

*Industrial Noise Impacts to the Development Site*

- (h) *Noise from the Caltex Service Station has been assessed to the subject site and we agree with RTA that impacts are minimal and do not require further consideration.*
- (i) *Noise from mechanical plant at Mesa Restaurant has been measured and predicted to the subject development. It is however, unclear whether noise from the kitchen exhaust fan located approximately 7 m from the site boundary, has been adequately quantified.*
- (j) ***As bedrooms of some apartments will be approximately 10 m from the kitchen exhaust fan, further information is requested regarding the assessment of noise from this item.***

*Mechanical Plant Noise from the Development*

- (k) *RTA propose to address noise from mechanical plant during the detailed design phase of the project.*
- (l) ***It is recommended that the planning permit include the requirement that:***
  - i. ***Noise from mechanical plant and equipment associated with the project is to be designed to comply with the relevant noise criteria. These include SEPP N-1 (commercial and body corporate operated plant, including carpark infrastructure); EPA Noise Control Guidelines / Publication 1254 (privately owned air conditioning condenser units) and sleep disturbance targets of 60 dBA Lmax outside openable windows of dwellings.***

*Noise from Carpark Gates*

- (m) *Advice for the control of noise from the carpark entrance gate is not provided in the report.*
- (n) ***A recommended maximum noise level at a distance should be provided for noise from the carpark entrance gate. The level should be selected such that SEPP N-1 is met, as well as amenity targets of no greater than 60 dBA Lmax outside openable windows.***

*Noise from Deliveries to Apartments*

- (o) *Noise from deliveries is proposed to be assessed prior to operation of the supermarket. Additionally, RTA have provided glazing upgrades to windows of apartments potentially affected by delivery noise.*
- (p) ***It is recommended that the planning permit include the requirement that:***
  - o ***Noise from deliveries to the supermarket be assessed to SEPP N-1 within 3 months of opening.***

*Noise from Carpark to Apartments*

- (q) *Noise from vehicle movements in the carpark has been adequately addressed in the report.*

*Noise from the Pool and Gym*

- (r) *RTA provide indicative advice for controlling noise from the gym, and recommend that the pool be structurally isolated. From our perspective, this level of detail provided is acceptable for a planning report. However, as indicated in our review, we have some reservations about whether the gym treatments will be sufficient for full operation of the gym (e.g. running machines), so there may need to be specified restrictions on the type of operations in the gym.*

124. Given the nature of the amendments made to the original plans, the amended plans were not referred to SLR.

Council's Engineering Services Unit

125. The following comments were received on the original plans (summary of design items to be addressed only):

***Civil Works – Right of Way Reconstruction (Public Road) and Widening of Right of Way (Private Property)***

- (a) *Upon the completion of all building works and connections for underground utility services, the Right of Way must be reconstructed to Council's satisfaction and at the Permit Holder's expense.*
- (b) *The Right of Way must be reconstructed in accordance with Council's Infrastructure Road Materials Policy.*
- (c) *The widening of the Right of Way (on private property) is to be constructed in materials consistent with the Right of Way (Road).*

***Right of Way Entrance at Stafford Street***

- (a) *The vehicle crossing servicing the Right of Way must be demolished and reconstructed and widened to Council's Standard Drawings and engineering requirements.*
- (b) *The applicant must prepare and submit a 1 in 20 scale cross sectional drawing of the reconstructed vehicle crossing, showing the actual reduced levels (not interpolated levels from the application drawings) of the Stafford Street road profile (centre line of road pavement to property line). The required levels include the building line level (entrance of Right of Way), top of kerb level, invert level, lip level and road pavement levels. The existing road profile of Stafford Street and a few metres inside the Right of Way must be accurately drawn. The applicant must demonstrate by way of a ground clearance check that a B99 design vehicle can traverse the new vehicle crossing and ramp without scraping or bottoming out. The 1 in 20 scale cross sectional drawing must be submitted to Council's Construction Management branch for assessment and approval.*

***Civil Works – Stafford Street***

- (a) *The footpath and kerb and channel along the property's Stafford Street road frontage must be reconstructed after the completion of all building works and connections for all underground utility services, to Council's satisfaction and at the Permit Holder's expense.*
- (b) *The footpath must have a cross-fall of no steeper than 1 in 40.*
- (c) *The redundant property drains must be removed.*
- (d) *The developer must profile and re-sheet the full width of Stafford Street road pavement, extending in line with the site's western boundary to the site's eastern boundary, upon the completion of all building works and utility connections to the site. The cost of the re-sheeting works shall be borne by the Permit Holder.*
- (e) *The existing road hump must be repaired in the event of any damage caused by construction traffic, plant or equipment.*

***Civil Works – Johnston Street***

- (a) *Upon the completion of all building works and connections for underground utility services, the footpath along the property's Johnston Street frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's expense.*
- (b) *The footpath must have a cross-fall of no steeper than 1 in 40.*
- (c) *Isolated repairs to kerb and channel to be carried out upon the completion of all building works.*
- (d) *The half width road pavement of Johnston Street (from south kerb to road centreline) must be profiled and re-sheeted spanning the property frontage to Council's satisfaction and at the Permit Holder's cost. Any isolated areas of pavement failure shall require full depth road pavement reconstruction.*

**Redundant Vehicle Crossings**

- (a) *All redundant vehicle crossings along the property's road frontages must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and the Permit Holder's cost.*

**Preparation of Detailed Road Infrastructure Design Drawings**

- (a) *The developer must prepare and submit detailed design drawings of all road infrastructure works and drainage works associated with this development for assessment and approval.*

**Public Lighting**

- (a) *Lighting for pedestrian access at the property's Stafford Street frontage must comply with the minimum lighting level of P4 as per the Australian Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements. The lighting levels of all existing public lights near the site must be measured and checked against the AS/NZS 1158.3.1:2005 to determine whether new or upgraded public lights are required. The supply and installation of any additional or upgraded lighting, poles or other fixtures shall be funded by the Permit Holder and to the satisfaction of the Responsible Authority.*
- (b) *The developer must ensure that lighting from any existing or new lights does not spill into the windows of any new residences or any existing nearby residences. Any light shielding that may be required shall be funded by the Permit Holder.*

**Construction Management Plan**

- (a) *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.*
- (b) *The Construction Management Plan for the site must also take the following into account:*
  - i. *If any existing public lighting assets require temporary disconnection, alternative lighting must be provided to maintain adequate lighting levels. A temporary lighting scheme can only be approved by Council and relevant power authority.*
  - ii. *Existing public lighting could only be disconnected once temporary alternative lighting scheme becomes operational.*
  - iii. *A temporary lighting scheme must remain operational until a permanent lighting scheme is reinstated.*

**Road Asset Protection**

- (a) *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 Permit Holder's expense.*



**Assessment of Road Pavements**

- (b) The developer must assess the condition of the Stafford Street and Park Street road pavements, in conjunction with the Construction Management branch, upon the completion of construction works. Any damage or areas of excavation or trenching that has occurred in Stafford Street and Park Street as a result of the development will require the developer to rehabilitate these roads to Council standards and at the Permit Holder's expense.

**Impact of Assets on Proposed Development**

- (c) 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.

**Drainage**

- (d) The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the Building Regulations 2006 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the Local Government Act 1989 and Regulation 610.
- (e) Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

126. The following comments were received on the amended plans:

**CAR PARKING PROVISION****Revised Proposal**

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

<b>Proposed Use</b>	<b>Quantity/Size</b>	<b>Statutory Parking Rate</b>	<b>No. of Spaces Required</b>	<b>No. of Spaces Allocated</b>
One-bedroom Dwellings	73	1 space per dwelling	73	66
Two-bedroom Dwellings	70	1 space per dwelling	70	112
Three-bedroom Dwellings	5	2 spaces per dwelling	10	10
Residential Visitors	148 Dwellings	1 space per 5 dwellings	29	19
Retail	603.7 m <sup>2</sup>	4 spaces per 100 m <sup>2</sup> of leasable floor area	24	7
<b>Total</b>			<b>206 Spaces</b>	

- (b) *The reduction in the car parking requirement would comprise seven resident spaces (for the one-bedroom dwellings), 10 residential visitor spaces and 18 spaces associated with the retail use.*
- (c) *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**

- (d) *In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:*
  - (i) *Parking Demand for One-Bedroom Dwellings. Out of the 73 one-bedroom dwellings being provided, 66 car parking spaces have been allocated to these dwellings. Parking would be provided at a rate of 0.9 spaces per one-bedroom dwelling. Ratio Consultants have sourced the 2011 Census data from the Australian Bureau of Statistics for one-bedroom dwellings in the Abbotsford area. One-bedroom dwellings in the Abbotsford area have an average car ownership of 0.83 spaces per dwelling. Some 32 percent of one-bedroom dwellings in Abbotsford do not own a car. The car parking provision for the one-bedroom dwellings is consistent with the statistical trend for Abbotsford.*
  - (ii) *Residential Visitor Parking Demand. Peak parking for residential visitors generally occurs on weekday evenings and at weekends. An empirical visitor parking rate of 0.12 spaces per dwelling has often been quoted in consultants' reports and has been accepted by the Tribunal. Using this rate, the visitor parking demand would be 18 visitor spaces. Ratio Consultants have quoted a peak visitor rate of 0.07 spaces per dwelling, which would equate to 11 visitor spaces. The development would be providing 19 on-site residential visitor spaces. This level of on-site visitor parking is considered adequate.*
  - (iii) *Retail Parking Demand. To adopt a retail parking demand rate, Ratio Consultants have cited two studies, Blackburn Station Shopping Centre and Toorak Village Shopping Centre, and parking surveys undertaken by the City of Port Phillip in 2007 for 32 shops. A retail parking demand from empirical studies range from 3.0 to 4.5 spaces per 100 square metres of floor area. Engineering Services has, in the past, accepted an adopted retail parking rate of 3.0 spaces per 100 square metres that has been used by other consultants. The adopted retail parking rate of 3.5 spaces per 100 square metres mentioned in the Ratio Consultants report is considered acceptable. Application of this rate would yield a retail parking demand of 21 spaces. With seven spaces allocated to staff, the resultant customer parking demand is expected to be around 14 spaces.*
  - (iv) *Availability of Public transport in the Locality of the Land. Geographically, the site is very well positioned in terms of public transport services. Multiple bus services operate along Johnston Street and Hoddle Street and rail services can be accessed from Victoria Park railway station.*
  - (v) *Multi-purpose Trips within the Area. Customers and residential visitors to the development could possibly combine their visit with other activities or business whilst in the area.*
  - (vi) *Convenience of Pedestrian and Cyclist Access. The site is exposed to high pedestrian volumes along Johnston Street. The site also has good connectivity to the Principal Bicycle Network.*

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

- (e) *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:*
  - (i) *Availability of Car Parking. Ratio Consultants had conducted on-street parking occupancy surveys of the surrounding area on Thursday 23 July 2015 between 7:00am and 9:00pm and on Saturday 25 July 2015 between 11:00am and 4:00pm.*

*The survey area encompassed sections of Yarra Street, Studley Street, Park Street, Stafford Street, Nicholson Street, Johnston Street, Lulie Street, Turner Street, Little Turner Street, Rich Street, Hoddle Street and Sydney Street. A parking inventory ranging from 528 spaces to 716 spaces was identified. The extent of the area is considered reasonable.*

*The duration of the Thursday survey is considered appropriate; however, the Saturday survey did not extend into the evening. Saturday evening survey data should have been provided, especially since this is a period likely to experience an influx of visitors to the area as well as the development. Overall, the level of on-street parking in the area is very high. The results indicate that the local streets near the site, such as Stafford Street, Studley Street, Yarra Street and Park Street are already close to saturation point. Residential visitors might be inclined to park in Johnston Street, Lulie Street or Turner Street. Customers to the retail tenancies might park along Johnston Street or Lulie Street.*

- (ii) *Car Parking Deficiency associated with Existing Land Use. The car parking deficiency of the land has not been discussed in the submitted traffic report. The site is currently occupied by a commercial building (specific uses not known). It is possible that the car parking deficiency of this site (or some of it) could be transferrable to the new development with respect to retail customer parking. Whatever the site's current parking deficiency may be, the customers and visitors travelling to this property would already be parking on-street (if they drive to the area).*
- (iii) *Access to or provision of Alternative Transport Modes. The site has very good accessibility to public transport and good connectivity to the Principal Bicycle Network. Car share pods are also within reach of the site.*

### **Car Parking Provision for the Two-Bedroom Dwellings**

- (f) *The development would be containing 70 two-bedroom dwellings with an allocated car parking provision of 112 spaces. The parking would be provided at a rate of 1.6 spaces per dwelling – higher than the average car ownership rate for two-bedroom dwellings in Abbotsford (1.12 spaces per two-bedroom dwelling). As the site has excellent accessibility to public transport services, the provision of two spaces for 42 of the two-bedroom dwellings is considered excessive. The notion of providing more cars than the minimum statutory parking requirement is diametrically opposed to Council's strategic transport objectives, which ultimately aim to reduce car dependency. Each two bedroom dwelling should be provided with no more than one space per dwelling.*

### **Adequacy of Car Parking**

- (g) *From a traffic engineering perspective, the waiving of seven resident spaces, 10 residential visitor spaces and 18 retail spaces is considered appropriate in the context of the development and the surrounding area.*
- (h) *However, for 42 of the two-bedroom dwellings, the provision of two spaces for each of these dwellings is considered excessive and is not in line with Council's aim of reducing car dependency, and is not supported by Engineering Services. All two-bedroom dwellings should have a parking provision of no more than one space per dwelling.*

## **TRAFFIC GENERATION**

### **Residential Traffic**

- (i) *For the residential traffic of the site, Ratio Consultants have adopted the following daily traffic generation rates: 1 vehicle trip for each dwelling not allocated a parking space; 4 vehicle trips for each one- and two-bedroom dwelling allocated one parking space; 6 vehicle trips for each two-bedroom dwelling allocated two spaces and for the three-bedroom dwellings. The peak hour volume is 10 per cent of the daily residential traffic volume.*

- (j) *Given that the site is well positioned in terms of public transport services, the traffic generation rates for the one-bedroom dwelling with or without parking and the two-bedroom dwellings with one space are considered high. For dwellings with no on-site parking, the traffic generation for these dwellings would be expected to be zero.*

*For one- and two-bedroom dwellings that have one allocated parking space per dwelling, a traffic generation rate of 3 trips per dwelling per day could be used. For the two-bedroom dwellings and three-bedroom dwellings that each have been allocated two spaces, the rate of 6 trips per dwelling per day is considered appropriate.*

#### **Retail Traffic**

- (k) *The seven allocated spaces for the retail use would be allocated to employees. We can conservatively assume that each employee would generate 1 trip per peak hour (with negligible trips during the day). The retail component is expected to generate a total of 14 trips per day.*

#### **Summary of Estimated Traffic Generation**

<b>Proposed Use</b>	<b>Traffic Generation</b>	<b>Daily Traffic</b>	<b>Peak Hour</b>
<i>One- and Two-Bedroom Dwellings – One Allocated Space</i>	<i>94 Dwellings 3 Daily Trips per Dwelling</i>	<i>282</i>	<i>28</i>
<i>Two- and Three-bedroom Dwellings – Two Allocated Spaces</i>	<i>47 Dwellings 6 Daily Trips per Dwelling</i>	<i>282</i>	<i>28</i>
<i>Retail Use – Employee Spaces</i>	<i>7 Employee Spaces 2 Trips per Space per Day</i>	<i>14</i>	<i>7</i>
<b>Total</b>		<b>578 trips</b>	

- (l) *All development traffic would enter and exit the site via Stafford Street (one-way eastbound).*
- (m) *Ratio Consultants had undertaken turning movement counts at the Stafford Street/Park Street intersection on Thursday 23 July 2015 between 7:30am and 9:30am and between 4:30pm and 6:30pm. The AM peak hour had occurred between 8:15am and 9:15 am and the PM peak hour had occurred between 5:00pm and 6:00pm.*
- (n) *On Stafford Street, the eastbound AM peak hour traffic was found to be 29 vehicles whereas the PM peak hour east bound traffic was found to be 15 vehicle trips.*
- (o) *In Park Street, the AM peak hour southbound traffic volume was 25 vehicles and in the PM peak hour there were 53 vehicles in same direction. In the AM peak hour, the north bound traffic volume of Park Street was 85 vehicles and in the PM peak hour, the volume was 28 vehicles.*
- (p) *The daily traffic volume of Stafford Street would be around 300 vehicles per day. The post development traffic volume of Stafford Street would be expected to be around 878 say, 900 vehicles per day.*

The post development traffic volume of Stafford Street would be well within the operating capacity of the street (which would be equivalent to an Access Street – Level 1, as defined in Clause 56.06 Access and Mobility Management of the Yarra Planning Scheme). An Access Street – Level would have a target volume of 1,000 to 2,000 vehicles per day.

- (q) The traffic generated by the development can be accommodated within the surrounding road network.

## **RIGHT OF WAY SERVICING THE DEVELOPMENT**

### **Status of Right of Way**

- (r) All access to and from the development would be via a Council controlled Right of Way. The development almost completely envelops the Right of Way.
- (s) Has the applicant applied to have the Right of Way discontinued as a Public Road? If a discontinuance process has been initiated for this Right of Way under the provisions of the Local Government Act 1989, a formal referral would be sent to Council's Engineering and Asset Management branch for comment in relation to any assets contained within the Right of Way and whether any abutting properties have drainage rights within that road.
- (t) In this instance, the property abutting the west end of the Right of Way, 243-245 Johnston Street, appears to have a downpipe discharging directly onto the Right of Way as part of their stormwater discharge points. The property at 243-245 Johnston Street has both drainage and access rights to the Right of Way. An inspection of the Right of Way also revealed that there is an existing concrete pit with a Gatic lid connecting to an unknown service or pipe. The presence of these items may delay or impact the discontinuance of this Right of Way.
- (u) The Ground Floor Plan with Planting and Finished Schedules prepared by Jack Merlo Design Landscape and Construction (Drawing No. TP01(REV A) dated 1 February 2016) had specified materials to be used for the Right of Way (exposed aggregate concrete) on the assumption that the Right of Way would be discontinued or acquired by the applicant. There is no guarantee that the discontinuance of the Right of Way would be granted. Whilst the Right of Way is under Council jurisdiction, the materials used must comply with Council's Infrastructure Road Materials Policy.
- (v) The current version of the landscape drawing for the ground floor of the development must not be approved or endorsed unless the Right of Way has been formally and officially discontinued.
- (w) On the Ground Floor Plan prepared by SJB Architects (Drawing No. SD02-10 dated 19 August 2016), the annotation, "Note: See Landscape Plan for Proposed Laneway Finish", must be deleted from the drawing.
- (x) At this time, the Right of Way continues to function as a Council controlled Public Road under the provisions of the Road Management Act 2004.

## **DEVELOPMENT LAYOUT DESIGN**

<b>Item</b>		<b>Assessment</b>
<b>Access Arrangements - Right of Way Entrance at Stafford Street</b>	Accessway Width	The combined width of the Right of Way and the widened section is 6.436 metres, which provides two-way traffic movements and satisfies The Australian/New Zealand Standard AS/NZS 2890.1:2004.
	Pedestrian Sight Triangles	The 2.0 metre by 2.5 metre visibility triangle satisfies Design standard 1 – Accessways of Clause 52.06-8 of the Yarra Planning Scheme.
	Vehicle Crossing	To be demolished and reconstructed and widened to Council's current standards.

	<i>Vehicle Turning Movements</i>	<i>Ratio swept path diagram A3 AT (1) has not taken on-street parking into account. To be resubmitted.</i>
<b>Access Arrangements - Entrance to Basement Car Park</b>	<i>Ramped Accessway Width</i>	<i>The 6.1 metre width, inclusive of 300 mm kerb, satisfies AS/NZS 2890.1:2004.</i>
	<i>Ramp Grades</i>	<i>The ramp profile comprises a straight transition grade of 1 in 8 for 2.0 metres, followed by the curved section at a grade of 1 in 5, a straight section at a grade of 1 in 5 for 2.05 metres and a transition grade of 1 in 8 for 2.357 metres. Ramp grades satisfy Design standard 3: Gradients.</i>
	<i>Vehicle Passing along Curved Ramp</i>	<i>The vehicle passing check for the curved ramp using the B99 design vehicle and the B85 design vehicle (Ratio swept path diagrams A3 AT (6) and A3 AT (7)) as required by AS/NZS 2890.1:2004 is considered satisfactory.</i>
	<i>Headroom Clearance – Basement Entrance and Ramp</i>	<i>Have not been provided.</i>
<b>Access Arrangements - Entrance to Level 01 (Mezzanine) Car Park</b>	<i>Accessway Width</i>	<i>Accessway width of 3.6 metres, inclusive of 300 mm wide kerbs on either side satisfies AS/NZS 2890.1:2004.</i>
	<i>Ramp Grades</i>	<i>The ramp profile comprises a 2.0 metre long transition grade at 1 in 8 followed by a straight section at 1 in 4 (length not dimensioned on the drawings) and a 1 in 8 transition grade (also not dimensioned).</i>
	<i>Curved Section of Accessway – Vehicle Passing</i>	<i>Swept path diagrams showing a B99 design vehicle traversing the single lane curved accessway are considered satisfactory (Sheet Nos. A3 AT (4) and A3 AT (5)).</i>
	<i>Headroom Clearance – Entrance and Accessway</i>	<i>Have not been provided for the entrance and accessway to Level 01 car park.</i>

<b>Item</b>		<b>Assessment</b>
<b>Internal Traffic Signal System</b>	<i>Swept Path Diagrams</i>	<i>The swept path diagrams showing an exiting B99 design vehicle passing a stationary vehicle on the detector loop and another B99 design vehicle travelling from the detector loop and into the accessway for Level 01 car park are considered satisfactory (Sheet Nos. A3 AT (2) and A3 AT (3)).</i>
	<i>Care and Maintenance of Detector Loop</i>	<i>The Owners Corporation of the site shall be responsible for the care and maintenance of the detector loop in the Right of Way, regardless of whether the Right of Way is discontinued or still under Council control.</i>
<b>Car Parking Modules</b>	<i>Regular Parking Spaces and Aisles</i>	<i>The dimensions of the car parking spaces (2.6 metres by 4.9 metres) in the basement and mezzanine car parks satisfy Design standard 2: Car parking spaces of Clause 52.06-8. The 6.4 metre wide aisles also satisfy Design standard 2.</i>
	<i>Tandem Parking Sets</i>	<i>Tandem parking sets have lengths of 10.3 metres, which satisfy Design standard 2.</i>

	<i>Column Depths and Setbacks from the Aisle</i>	<i>Column depths and setbacks from aisles satisfy Diagram 1 Clearances to car parking spaces of Clause 52.06-8.</i>
	<i>Clearances to Walls and Storage Cages</i>	<i>A minimum clearance of 300 mm has been provided to bays adjacent to walls and storage cages as required by Design standard 2.</i>
	<i>Blind Aisle Extensions</i>	<i>Range from 1.045 metres to 2.082 metres and satisfy AS/NZS 2890.1:2004.</i>
	<i>Motorcycle Spaces</i>	<i>Dimensions of the four bays (each 1.2 metres by 2.5 metres) satisfy AS/NZS 2890.1:2004.</i>
	<i>Accessible Parking Space and Shared Area</i>	<i>The dimensions of the accessible car parking space and associated shared area satisfy AS/NZS 2890.6:2009.</i>
	<i>Parking Bays – West Side of Right of Way</i>	<i>The 5.285 metre depths of these parking bays are considered acceptable. The bay widths of 2.7 metres satisfy AS/NZS 2890.1:2004.</i>
	<i>Garages – East side of Widened Right of Way</i>	<i>Not dimensioned. Swept path diagrams for the B85 design vehicle entering and exiting the garages set back off the east side of the Right of Way and the parking spaces of 36-40 Stafford Street are considered satisfactory (Sheet Nos. A3 AT (9) to A3 AT (18)).</i>

### **Loading Provision**

- (z) *The two retail tenancies would have a combined floor area of 603.7 square metres. The operation of these two commercial businesses would require regular deliveries.*
- (aa) *Guidance on the selection of service vehicle type and service bay design requirements are sought from the City of Brisbane's Transport, access, parking and servicing planning scheme policy (SC6.31). The City of Brisbane's guidelines specify the number and types of vehicle required to service a particular commercial use based on the area of that use.*
- (bb) *For the proposed retail floor area, the Brisbane guidelines indicate that this use would be serviced by a van, the small rigid vehicle and a medium rigid vehicle. The size of the loading facility should be designed/provided for vehicles up to the size of a medium rigid vehicle.*
- (cc) *The applicant proposes to install the loading facility in the Right of Way, just west of the ninety-degree bend. Providing the loading bay in the Right of Way as proposed has the following issues:*
  - (i) *A small rigid vehicle as specified in the Australian Standard AS 2890.2-2002 Parking facilities Part 2: Off-street commercial parking facilities has a length of 6.4 metres, a width of 2.3 metres and a clearance height of 3.5 metres. Although swept paths have been provided by Ratio demonstrating access and egress for a small rigid vehicle, the new buildings would be vulnerable to being damaged by small trucks or high profile vans when delivering goods to the site. A small truck would partially enter the ramp to the basement car park to reverse into the loading bay. The doorway servicing the basement car park entrance would need to have a headroom clearance height of no less than 3.5 metres.*
  - (ii) *Although an amenity issue, a small truck parked in the Right of Way unloading goods would be directly below a habitable window of a dwelling. Reversing beepers, idling engines and diesel exhaust fumes are not ideal in a Right of Way environment that is surrounded by dwellings.*

- (iii) *A small truck or other small rigid vehicle is likely to have difficulty entering and exiting the Right of Way from Stafford Street, particularly if both sides of the street are occupied by parked cars. No swept path diagrams have been provided for a small rigid vehicle entering and exiting the Right of Way from Stafford Street.*
- (iv) *A small truck attempting to manoeuvre into the loading bay could potentially disrupt traffic accessing or exiting the basement and mezzanine car parks, particularly during the AM peak period.*
- (dd) *The location and size of the loading bay is not considered appropriate.*
- (ee) *The applicant should explore other options for loading and unloading of goods to the site. The nearest on-street Loading Zones need to be identified to determine whether they could be practically used for deliveries to the site.*

### **Summary of Design Items to be Addressed**

<b>Item</b>	<b>Details</b>
<i>Vehicle Crossing at Right of Way Entrance – Stafford Street</i>	<i>The vehicle crossing servicing the Right of Way must be demolished and reconstructed and widened to Council's Standard Drawings and engineering requirements.</i>
<i>Swept Path Diagrams – Stafford Street Access</i>	<i>Swept path diagrams showing the B99 design vehicle entering and exiting the Right of Way via Stafford Street are to be resubmitted, showing the parallel parking envelopes on both sides of Stafford Street.</i>
<i>Redundant Vehicle Crossing – Stafford Street</i>	<i>The redundant vehicle crossing on the north side of Stafford Street must be demolished and reinstated with paving, kerb and channel to Council requirements.</i>
<i>Basement Car Park and Mezzanine Car Park – Accessways</i>	<i>All ramp grade lengths should be dimensioned on the drawings. The curved sections of the accessways should be designed to satisfy AS/NZS 2890.1:2004 Figure 2.9 – Dimensions of Curved Circulation Roadways and Ramps. The inside and outside radii of the curved sections of accessway must be specified on the drawings. A maximum superelevation of 1 in 20 (or 5%) to be provided at the curved sections of the accessways.</i>
<i>Ground Clearance along Curved Sections of the Accessways</i>	<i>A ground clearance check of the inside radials of the curved sections of accessway need to be undertaken using the B99 design vehicle. Headroom clearances at critical points along the curved ramps must also be provided and detailed on the drawings.</i>
<i>Mezzanine Car Park – Transition Grade</i>	<i>The 1 in 8 transition grade at the base of the ramp (located at the entrance) needs to be lengthened to 2.5 metres to allow for a B99 design vehicle to traverse without scraping or bottoming out.</i>
<i>Wall in between Basement and Mezzanine Accessways</i>	<i>A translucent or glazed panel should be provided in between the two accessways towards the entrances.</i>
<i>Traffic Signal System</i>	<i>Should be covered in further detail as part of the site's Car Parking Management Plan.</i>
<i>36 Stafford Street – Triple Car Parking Area</i>	<i>The three ninety-degree parking spaces wheel stops should be provided with wheel stops in accordance with AS/NZS 2890.1:2004.</i>
<i>Double Garages and Single Garage</i>	<i>Dimensions to be provided on the drawings and satisfy Design standard 2: Car parking spaces of Clause 52.06-8.</i>



Garages – Dwellings 2.07 and 2.08 – Level 01 Floor Plan	<i>Internal dimensions and doorway widths to be provided on the drawings.</i>
Loading Facility	<i>The applicant to provide details on how goods are to be transported to the site and explore alternative options for loading. The nearest on-street Loading Zones should be identified.</i>

127. The above items should be addressed by way of permit conditions to ensure that the car park can be safely accessed.

**ENGINEERING CONDITIONS**

128. *The engineering conditions as specified in our referral comments of 20 April 2016 are still relevant and pertinent to this development application.*

External Traffic Consultant (Traffix Group)

129. The following advice was received on the original plans:
- (a) *Under a Clause 52.06-5 assessment, the statutory parking requirement for the development is 229 spaces. The numerical provision of 214 spaces results in a shortfall of 15 car spaces.*
  - (b) *Based on the allocation of car parking, the development has a statutory parking shortfall of 38 car spaces including 7 resident, 14 visitor and 17 shop carspaces. There is also a surplus of 23 resident spaces associated with additional car parking for the two-bedroom apartments.*
  - (c) *the required parking reduction is generally acceptable based on:*
    - (i) *an empirical assessment of demands (the Car Parking Demand Assessment),*
    - (ii) *the existing car parking credits associated with the site,*
    - (iii) *the availability of alternative transport modes to the site, and*
    - (iv) *the availability of car parking.*
  - (d) *The level of car parking provided for residents, particularly the two-bedroom apartments, is not especially low and inconsistent with the City of Yarra's sustainable transport objectives. While in accordance with Clause 52.06-5, we would have preferred to see a lower level of car parking provision for the two-bedroom apartments.*
  - (e) *Bicycle parking is provided in excess of the Clause 52.34 requirements and the high level of bicycle parking is supported. Consideration should be given to providing some ground level (horizontal) rails in accordance with AS2890.3-2015.*
  - (f) *The layout of the carpark generally complies with the Planning Scheme, AS2890.1-2004 and current practice and is acceptable, with some minor amendments to the ramps.*
  - (g) *Traffic associated with the development can be satisfactorily accommodated by the surrounding road network.*
  - (h) *The proposed waiver of the loading bay requirement is acceptable, as is the location of a loading area at the dead end of the ROW (whether or not the ROW is acquired by the applicant).*
  - (i) *The waste collection arrangements proposed are acceptable*
130. As the plans were also referred to Council's Engineering Services Unit, it was not considered to also re-refer the amended plans to Traffix.

ESD Advisor

131. The following advice was received on the original plans:

- (a) *This application does meet Council's Environmental Sustainable Design (ESD) standards.*
- (b) *Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met. Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are conditioned to be addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.*

132. (1) Applicant ESD Commitments:

- (a) *Lobbies on each floor, if connected to the outside, are provided with operable external windows.*
- (b) *A minimum average of 6.8 Stars NatHERS rating will be achieved for the apartments of the development.*
- (c) *A large number of apartments, facing north, east and west, will be equipped with external flexible screens.*
- (d) *A minimum of 205 secure bicycle parking spaces will be provided on site.*
- (e) *A minimum of 80% of construction and demolition waste will be recycled.*
- (f) *A Building Users Guide will be prepared and provided to all residents, commercial tenants and building owner.*

133. (2) Application ESD Deficiencies:

- (a) *Please reorientate apartments 11 on level 6-9 (4 in total) from a southern-, to a western orientation.*
- (b) *The lobby on the roof deck must be provided with awnings or screens to avoid overheating of this space outside winter months.*

134. The following advice was received on the amended plans:

- (a) *I have reviewed the SMP prepared by SDC, prepared on the 02.09.2016 and the amended plans by SJB Architects (Rev 03 August 2016) as well as previous submission material and ESD comments provided.*
- (b) *There are several outstanding issues that have not been addressed with this updated set of information. I have repeated a number of the previous issues here that are based on what Johanna advised in March 2016.*

*Stormwater*

- (c) *Stormwater management information is not shown on plans and needs some minor amendments. Please note on plans; the location and size of raingardens, rainwater tank, collection areas and all treatment initiatives (raingarden, tank & buffer strip). Please also note the connections between the individual collection areas and treatment types on all relevant architectural and landscape plans.*
- (d) *Please also note that planter boxes and vegetable gardens are not normally entered as Buffer Strips in STORM – please update STORM report to be consistent with the plans and remove buffer strips from STORM if the areas are simply landscaped. If the landscaping is of a reasonable depth and can absorb rainfall then I would recommend that you treat it as a permeable surface and remove from the STORM calc altogether.*

*Energy Efficiency*

- (e) *SMP states assumed all clear glazing in the NatHERS energy information, but the drawings clearly show a mixture of tinted and clear. Please provide an updated thermal energy (NatHERS) information that confirms different glazing types (clear/tint) that is consistent with the architectural drawings, and ensure that the average 6.8 Star NatHERS rating can be met.*

*IEQ*

- (f) *Windows to common areas on the eastern façade do not appear to be operable. Recommend that they all include an operable element to enable natural ventilation into common area corridors. Please show all window operations on the architectural drawings.*
- (g) *Please confirm the use of glazing types (clear or tinted) where external bronze metal screens are installed to the outside. Recommend clear glass for all dwellings, particularly the dwellings with external screens.*
- (h) *It is strongly recommended to provide external shutters, blinds or awnings in lieu of tinted glazing to the western and northern façade of apartments 11.02 and 11.03 which are currently completely exposed to summer sun angles.*

#### *Water Efficiency*

- (i) *The architectural drawings show extensive landscaping which should utilise rainwater for irrigation. Please provide further information.*
- (j) *Please provide information how water and energy consumption are minimised in regard to the pool operation. Energy efficient pump filter system, thermal pool blanket and rainwater top up are recommended.*

#### Strategic Transport Unit

135. The following advice was received on the amended plans:

- (a) *This is one of the best developments I have seen for bike facilities*
  - (i) *At least one space per apartment*
  - (ii) *Good security with a separate cage/storage area*
  - (iii) *Some lockers*
  - (iv) *Accessible on the ground floor with an acceptable interaction with vehicles.*
- (b) *The only thing missing is some ground level bike storage and some visitor spaces. The visitor spaces could be provided on the footpath on Johnston St or ideally indented into the property on Johnston St.*
- (c) *Are we able to suggest that a carshare company be given the opportunity to put a pod at the rear of the property on Stafford St?*

#### Services Contracts Unit

136. The following advice was received on the original plans:

- (a) *The Waste Management Plan from Leigh Design, dated 18 December 2015, is satisfactory from the Engineering Operations Branch's perspective.*

137. The amended plans were re-referred to Council's Services Contracts Unit and the following advice was received:

- (a) *The Waste Management Plan prepared by LEIGH DESIGN dated 16<sup>TH</sup> August 2016 for 247-249 Johnston Street Abbotsford is satisfactory from the City Works Branch's perspective. This WMP supersedes all previous WMP's.*

#### Wind Consultant (MEL Consultants)

138. The following advice was received on the original plans:

- (a) *The review of the Vipac Wind Effects Statement is based on our 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:*

- (b) *The Vipac Wind Effects Statement has been prepared based on the experience of the consultancy and no wind tunnel testing by Vipac has been carried out to support the report. We 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.*
- (c) *We have no issue with the Analysis Approach, Site Exposure, and Regional Wind Climate that have been used as the basis for the assessment. Vipac has clearly identified the process for the desktop assessment and this is consistent with the approach that MEL Consultants would take to prepare a desktop wind impact assessment. A clear description of the proposed development has been provided along with reference drawings in the Appendix of the report.*
- (d) *We agree that the development would be taller than the existing surrounding buildings and be exposed to direct wind flow for all wind directions. The northerly wind directions are strong and frequent and would affect the wind conditions along Johnson Street and roof recreation area. However, the Vipac Report does state that the southerly wind directions will be the second strongest. This is not correct as Figure 4 indicates that the southwest to west wind directions are stronger than the southerly directions. This appears to be an error and it is corrected in Section 3 and does not affect the assessment.*
- (e) *We have no issue with the assessment criteria and the recommended criteria for proposed activation areas along Johnson Street. The recommended criteria for the ground level pedestrian streetscapes is consistent with the proposed activation but if the ground floor tenancy (Tenancy 01) is intended to become a café with outdoor seating along Johnson Street then the stationary sitting criterion would be recommended. Vipac has recommended the walking criterion for the roof terrace since these areas are not public spaces, use of these areas is optional, and it is common for these areas to experience wind conditions in the vicinity of the criterion for walking. Vipac state that wind conditions that achieve the walking criterion will be no guarantee that occupants will find the conditions in these areas acceptable. Vipac recommend that the wind conditions in outdoor recreation areas should be close to the criterion for sitting comfort and wind conditions over this criterion will tend to result in a perceived reduction in amenity of the area. While we agree with these statements the wind conditions on roof recreation areas are often better due to the wind flow separating off the roof parapets and up over the rooftop recreation areas. Therefore, with good perimeter screening, wind break features, and canopies there would be an expectation that standing and sitting criteria could be achieved on the rooftop recreation area. Achieving these criteria would be expected to increase the utilisation of this area.*
- (f) *The wind conditions on the level 5 and 10 recreation areas have been assessed as being close to or within the walking criterion. Given the locations of these areas we would have an expectation that conditions could exceed the walking criterion and edge screens and landscaping would be required to achieve the criterion for walking comfort. Again, as above, achieving the criteria for standing or sitting would improve the utilisation of these areas.*
- (g) *Vipac have assessed that the entrances to the building as areas where the Standing criterion would be achieved. The entrances are away from the corners of the building and recessed into the building facade, so there would be a reasonable expectation that this criterion would be achieved.*

- (h) *Vipac have made no further recommendations to alter the design of the building for the purpose of environmental wind control. However, Vipac has, in the Conclusions section, suggested that wind tunnel model measurements be undertaken during the design development stage if necessary. The wind tunnel study should quantify the environmental wind conditions in the streetscapes immediately adjacent, on the north side footpath of Johnson Street, and the private recreation areas.*
- (i) *We agree with the recommendations for the high-level terraces with regard to the tethering of objects and would add that any objects that are not tethered should not be left unattended or permanently on the terraces.*
- (j) *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. We agree with many aspects of the Vipac Wind Impact Statement with the podium recreation areas which MEL Consultants would consider to have conditions above the criteria assessed by Vipac. Vipac has suggested that a wind tunnel model study be undertaken to quantify the wind conditions and we agree with this approach.*

139. The following advice was received on the amended plans:

- (a) *We have reviewed the Vipac wind assessment for the amended design and our opinion would be the same as the assessment we provided dated 17 April 2016 (Our Ref D43/16).*
- (b) *Conclusion from our review dated 17 April 2016:*
  - i. *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. We agree with many aspects of the Vipac Wind Impact Statement with the podium recreation areas which MEL Consultants would consider to have conditions above the criteria assessed by Vipac. Vipac has suggested that a wind tunnel model study be undertaken to quantify the wind conditions and we agree with this approach.*

#### Open Space Unit

140. The following advice was received on the original plans:

#### **Advice from Arboriculture and Streetscapes**

- (a) *At present there is a mature Melaleuca and a juvenile Eucalypt on the Johnston Street frontage; and a mature but stunted Callistemon on the Stafford Street frontage. It is recommended that these existing trees are removed to allow for 6 new tree plantings (3 along Johnston Street and 3 along Stafford Street). All costs are to be paid by developer and all works undertaken by council contractors which includes:*
  - i. *Tree removals*
  - ii. *Stump grinding*
  - iii. *Purchase of 6 new 100Ltr trees*
  - iv. *Planting of new trees*
  - v. *2 years maintenance to ensure their establishment*
  - vi. *Total cost: \$4,200.00*

- (b) *With reference to the proposed Acer palmatum tree, it is recommended that this is changed to a different genus with a minimum height of 8m at maturity which will provide shade and better withstand harsh conditions.*

**Advice from Open Space Planning and Design**

- (c) *Further information required regarding irrigation, drainage including the reuse of stormwater where possible. Refer to growing Green Guide as a reference for Green roofs: <http://www.growinggreenguide.org>. In addition, the development could potentially benefit from vertical gardens on external and internal wall. The use of indigenous and drought-tolerant planting in the landscape design is also recommended under Clause 22.17 – Environmentally Sustainable Development in the application. This policy seeks to ensure that the best practice environmentally sustainable design features are incorporated into future development. This policy covers all environmental considerations of design such as (but not limited too) energy efficiency and water usage.*
- (d) *Further information required regarding ‘webforge climber mesh’, including construction details on how it will be secured.*
- (e) *Further information required regarding construction details of planters and planting areas, including soil and mulch depths and irrigation.*
- (f) *Further information required regarding proposed landscape maintenance and maintenance program.*

141. The amended plans were not re-referred as they were of no consequence to the initial open space advice.

**Assessment**

142. The primary considerations for this application are as follows:

- (a) strategic policy;
- (b) dwelling use;
- (c) Built form including Urban Design and Heritage;
- (d) on-site amenity;
- (e) off-site amenity;
- (f) environmental sustainability;
- (g) traffic and car parking (including alteration to access to a road in a Road Zone);
- (h) bicycle parking;
- (i) loading bay waiver;
- (j) waste management; and
- (k) Objector concerns.

Strategic policy

- 143. The site is located within the Johnston Street Neighbourhood Centre, an area well serviced by public transport, services and infrastructure.
- 144. The previous VCAT decision criticised the limited guidance offered in the Scheme for a Neighbourhood Activity Centre (now ‘Neighbourhood Centres’ under Plan Melbourne). However, since this time, Plan Melbourne has been released and Council has prepared and adopted the Johnston Street Local Area Plan.

*Plan Melbourne*

- 145. Plan Melbourne identifies that the land around Victoria Park Station is an urban renewal area. Urban-renewal precincts have the following strategic direction in Plan Melbourne:

*To take advantage of underutilised land close to jobs, services and public transport infrastructure, to provide new housing, jobs and services. Renewal projects in defined precincts and sites will play an important role in accommodating future housing and employment growth and making better use of existing infrastructure.*

146. The degree to which development should occur in this area is also tempered however, by the Neighbourhood Centre classification.
147. Plan Melbourne aims to support '*vibrant neighbourhood centres*', whilst maintaining the village character and feel of these centres. This could be achieved by way of more community focused uses (e.g. cafes) and public realm improvements (including improving pedestrian and cyclist safety).
148. Plan Melbourne also foresees mandatory height controls in Neighbourhood Centres, however it is acknowledged that this should be guided by Local Council's as the attributes of and opportunities in these centres vary by location.
149. The Johnston Street Local Area Plan.

#### *Johnston Street Local Area Plan [LAP]*

150. An adopted Council plan, the LAP supports Plan Melbourne, in that an objective is to encourage '*a hub of activity*' in this NC, in particular, around the Victoria Park Station entrance on Johnston Street.
151. The LAP aims to achieve active frontages/uses, good/visually interesting street walls and facades that respect the rhythm of the street. In this precinct, street wall facades are encouraged to be 4-5 storeys (17m) and overall heights should be 8-10 storeys (32m). Developments should be 2-3 storeys where they interface with fine grained residential properties. Further, a setback of 6m 'will generally be required' behind heritage facades.
152. Although Council has not yet received authorization from the Minister to prepare or exhibit the amendment that flows from the LAP, it remains Council's adopted vision from the area and must be considered, although limited weight can be given to this document.

#### *Zoning*

153. The site is located within the C1Z, which aims to provide residential uses as per the role and scale of the commercial area. The interface between commercial and residential land uses is dealt with by Council's Local Policy at clause 22.05; aiming to encourage reasonable residential amenity levels, without unreasonably impeding business activities.

#### *Policy*

154. When assessing the built form, clauses 15.01-1, 15.01-2, 15.03-1, 21.05-1, 21.05-2 and 22.02 provide the most relevant guidance, along with the *Design Guidelines for Higher Density Residential Development* (Department of Sustainability and Environment, 2004). State and local policy encourage high quality urban design outcomes and in particular, strategy 17.2 of clause 21.05-2 is that: *Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:*
  - *Significant upper level setbacks*
    - (a) *Architectural design excellence*
    - (b) *Best practice environmental sustainability objectives in design and construction*
    - (c) *High quality restoration and adaptive re-use of heritage buildings*
    - (d) *Positive contribution to the enhancement of the public domain*
    - (e) *Provision of affordable housing.*

155. Environmentally sustainable design [**ESD**] guidance is offered at clauses 11.04-5, 15.02-1 and 22.16 of the Scheme, encouraging development that reduces energy consumption and minimises storm water runoff. An ESD assessment is offered later in this report.
156. Car parking policy is offered at clauses 18 and 21.06 of the Scheme, with state and local policy encouraging sustainable transport modes such as walking, public transport and cycling. A detailed car parking and traffic assessment is offered later in this report.

#### *Summary*

157. Subject to the conditions contained in this report, the general scale and density of the development proposed is supported by State and Local policy. The site is considered to be a SRS, is well located within a Neighbourhood Centre and identified as an Urban Renewal Area. The proposal meets broad state and local urban consolidation policies contained within the Scheme, while being respectful of its abuttal to residential properties.

#### Dwelling Use

158. The use of the site for dwellings requires a planning permit as the frontage at ground level to Johnston Street exceeds 2m within the C1Z. The reason is to ensure that dwelling entries do not dominate commercial streets. In addition, clause 21.04-2 aims '*To maintain the long term viability of activity centres*' with a strategy being to '*Discourage uses at street level in activity centres which create dead frontages during the day*'.
159. The proposed dwelling entry is approximately 17m wide, or 23 per cent of the property frontage. The remaining 56m frontage would be used for commercial (shop) purposes, presenting a strong retail frontage within the street and would not undermine the commercial activity of the Neighbourhood Centre or create a 'dead', inactive frontage.
160. A condition however is proposed to be added to any permit issued to relocate the entry lobby to a more central position.

#### Built Form (Urban Design and Heritage)

##### *Site Analysis Plan and context*

161. The Applicant provided a site analysis plan and urban context report with the application.

##### *Urban form and character*

162. The existing built form in the area is typically 1-2 storeys, although recent planning approvals in the immediate area have approved taller forms:
  - (a) 288-296 Johnston Street – PLN12/1147 – 8 storey building approved; and
  - (b) 316 Johnston Street – PLN15/0644 – 7 storey building approved.
163. The urban form and character of Johnston Street can therefore be understood to be changing, albeit tempered by the NC classification. This is in contrast to developments in the Municipalities' ACs which are heading to the 14 storey mark (e.g. Thomas Dux and similar developments along Bridge Road).
164. Stafford Street remains relatively unchanged compared to when the recent VCAT decision was made, with 1-2 storey street wall heights along the northern edge and the 3 storey office of housing buildings setback from the southern edge of the street.



165. There was much discussion about street wall heights along Johnston and Stafford Street in the recent VCAT decision, which will serve as a useful guide in the following height and setback assessment. More work was required by the Applicant to convince the Tribunal however, of the appropriateness of an overall building height. The VCAT decision must be considered against the aspirations of the Johnston Street LAP and State and Local planning policy.

*Height and setbacks*

166. Many applications at Yarra are guided by Council's Local Policy at clause 21.05-2, which states that developments on SRSs should not exceed 5-6 storeys unless a number of benefits can be met (although the list is not exhaustive). However, this site is more appropriately guided by the recent VCAT decision and the Johnston Street LAP.
167. Following from an initial discussion of overall height, each street interface will be considered in turn.

*Overall height*

168. The previous application considered by VCAT was for a 17 storey development. The proposal being considered by Council now is for a 13 storey building, being 4 storeys lower than the earlier scheme.



*Extract of previous application material (Council decision plans) – Johnston Street east of the site looking west*



*Extract of current application material (Council decision plans) – Johnston Street east of the site looking west*



*Extract of previous application material (Council decision plans) – Johnston Street /Hoddle Street intersection looking east*



*Extract of current application material (Council decision plans) – Johnston Street looking east*

169. The application before Council is for a 12 storey building, plus a roof deck (included as a storey given the lift core, i.e. technically 13 storeys or 42m).
170. In the previous VCAT decision, the Tribunal simply noted that they were not persuaded by the policy or physical context, to approve a building of the scale proposed:

*41. Given this, we do not intend to make any findings about the design detail other than to make one observation. The Applicant suggested the proposal reflects the disparate subdivision pattern of the Johnston Street and Abbotsford area in a vertical form through modulating façade design and articulation. We acknowledge the proposal has an interesting façade treatment, but we fail to understand how this relates in any way to the scale of the tower.*
171. This leads to Johnston Street LAP, which states that a building on this site should be no more than 8-10 storeys (32m). Whilst the proposal is 3 storeys above the LAP, the external urban design advice received by Council noted that the following supports a taller building on the site:
  - (a) the performance based criteria within the LAP;
  - (b) the dual frontages;
  - (c) absence of sensitive abuttals;
  - (d) proximity to Victoria Park train station; and
  - (e) the size of the site could afford 'hidden' upper levels if they were sufficiently setback.
172. Compared to the original, advertised plans which formed part of this application, the amended, re-advertised plans have deleted 2 storeys or reduced the proposed height by 6.5m.
173. Council's Heritage Advisor raised issue with the overall height of the proposal, in particular the long range views of the site and dominance of the additions above the retained heritage building stock.
174. Council's external urban designer recommended the deletion of level 9, so that the building appears as 11 storeys (plus the roof terrace). The advice also explained that the proposal should not be supported at the current height due to the shadowing of the southern Stafford Street footpath, however this is tempered as support is given to the street wall to Stafford Street. This is discussed further in the report.



175. It is agreed that the deletion of level 9 is a rational design outcome given the physical and policy controls. A condition deleting level 9 would not unreasonably impact the balance of the building.



176. The deletion of level 9 would result in the top level (except for the roof deck), resulting in a height of 36m, for which a 4m variation to the LAP is considered acceptable in the policy and physical context.
177. Whilst the deletion of 1 level does not directly address the heritage advice, it is considered that the upper level setbacks of the proposal from Johnston Street (see in the following section of this report) would achieve a reasonable break between new and old forms.
178. The Applicant has also committed to the following streetscape upgrades, as recommended by Council's Urban Design Unit:
- (a) undergrounding of the power lines;
  - (b) bluestone footpath instead of asphalt footpath;
  - (c) installation of trees as recommended by Council's Open Space unit; and
  - (d) improved street lighting, seating and placement of waste disposal bins and bike hoops (in consultation with the Council).
179. These streetscape improvements would also assist in supporting the application, with the proposal, making a public contribution to the public realm.

### *Johnston St*

180. The Tribunal considered the previous application to have a 9 storey street wall height and that this presentation to the street was overly dominant.



Extract of previous application – considered by the Tribunal to appear as a 9 storey street wall.

181. There was much discussion in the VCAT decision about what an appropriate street wall height could be. The decision outlined the 1:1 ratio for scale to the property line which would establish a human scale, being the street wall should not exceed the street width to ensure an appropriate human scale is achieved for pedestrians.
182. This application is considered to have a 3 storey or 12m street wall with the levels above (mid-levels) setback and modulated with muted tones to differentiate from the levels below.

Perspective 8d



The Street wall is considered to be clearly defined in this application as the 3 storey 'podium'.

183. The previous VCAT decision considered that the site could accommodate a 5-6 storey street wall. However, the Johnston Street LAP suggests a 4-5 storey (17m) street wall. In any event, as Johnston Street is 20m wide building line to building line, the proposed 12m high podium is considered to achieve a human scale, is appropriate in the streetscape and is reasonably conservative when considering the previous VCAT decision guidance on street wall and the LAP.
184. Considering the proposed façade within the heritage context, the impact of the proposal must be considered in light of St Crispin House (HO410) and 265 Johnston Street (HO20).



185. The use of concrete for the infill façade is considered to positively respond to the parapet material of St Crispin house. The height of the infill building is relative to the adjacent parapet height. The amended plans have 'softened' the infill façade with the introduction of windows and balconies with the new dwelling 'skin' replacing car parking in this area. Whilst the building at 265 Johnston Street is setback approximately 3m from the northern boundary, the hard edge of the infill street wall is supported as it reflects St Crispin House.



The former dwelling at 265 Johnston Street is afforded a west boundary setback, separating itself from the subject site to afford reasonable 'breathing space'. It is considered that the podium level to Johnston Street is an appropriate design response.

186. Council's Heritage Advisor raised issue with the upper level setbacks from Johnston Street *'The setbacks at Level 02 appear to have changed marginally as have those on the levels above. The changes are inconsequential. In my opinion the setbacks from Johnston Street are still inadequate and are not respectful of the strong streetscape presence which the building has as is noted in the Statement of Significance'*.
187. Considering the upper level setbacks from Johnston Street, this must be considered with both urban design (including human scale) and heritage in mind.
188. Heritage Policy at clause 22.02-5.7.2 (industrial, commercial and retail heritage place or contributory elements) states that it is policy to:
  - (a) *Encourage new upper level additions and works to:*
    - (i) *Respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms.*
    - (ii) *Incorporate treatments which make them less apparent.*
189. The DSE Higher Density Guidelines offer the following design suggestion, however specific guidance is not offered:

*DESIGN SUGGESTION 2.2.2: SET BACK UPPER LEVELS OF TALL BUILDINGS OR USE A PODIUM AND TOWER FORM TO HELP CREATE A PEDESTRIAN SCALE AT STREET LEVEL.*

190. The upper levels to Johnston Street or the 'tower' are setback between 4.5m and 6m, reducing to 4-5m at the upper levels where these segments 'pop back out' again to afford a more generous setback at the midlevel. The 6m setback at the western end, at levels 3-5, provides an appropriate separation between the proposal and the heritage fabric of St Crispin House. These upper level setbacks are supported by Council's external urban designer and meets the Johnston Street LAP setback requirements. It is noted that the Johnston Street LAP has been developed with knowledge of the Heritage Overlay that applies to this site and others in Johnston Street. The design is considered to successfully respond to this design tool within the LAP, whilst being modulated or adopting lesser setbacks above and to the east, where the proposal is removed from the heritage fabric.
191. Council's Heritage Advisor also commented/recommended the following:

*It is far preferable from a heritage perspective that buildings are not simply reduced to perimeter shells around new construction. Demolition as proposed will have a considerable and adverse impact on its historical significance as a nineteenth century factory building by reducing it to a façade.*
192. Council's Local Heritage Policy at clause 22.02 does not support part demolition unless *'For individually significant building or works, it can be demonstrated that the removal of part of the building or works does not negatively affect the significance of the place'*.
193. The proposal includes the reconstruction of part of the side walls to St Crispin House, primarily due to the basement construction proposed below. However, this is supported in this instance as these side walls are not currently visible due to adjoining building stock. The reconstructed west boundary wall would continue to be shielded by the warehouse/factory building to the west.



The reconstructed east wall to St Crispin House would now be exposed due to the setback afforded between the existing and new façade elements along Johnston Street.

This would result in an enhanced heritage appreciation of St Crispin House, with increased exposure, even though this wall would be reconstructed.

*The void and light court are still proposed at the ground and first levels. These elements do not appear to be essential for any practical purpose such as for light and ventilation. I have commented previously on the pressed metal ceiling at the ground floor and the very decorative and unusual pressed metal and possibly plaster ceilings at the first floor level at the front of the building which are quite rare and somewhat unusual. If they cannot be retained then an archival photographic record in accord with heritage Victoria's standard procedures should be made and lodged in the local history collection at the Collingwood or Fitzroy library.*

194. There are no internal alteration controls for HO410, therefore it is considered appropriate to address this issue by way of a condition for an archival photographic record.

*While less busy than originally, the visual bulk of the design is exacerbated by the number of different design elements and materials, in particular the solid nature of the perforated metal screens when closed. The flat nature of these elements is at odds with the more articulated balcony sections. The screens should be deleted and replaced by conventional balconies as elsewhere on the elevations.*

195. It is not agreed that there is an overuse of colours of materials in this design. The proposal is considered to be a well resolved, sculptural form. However, it is agreed that a condition should be imposed on any permit issued to confirm details of the transparency and operability of the screens, both from an urban design and an ESD perspective.

*Retention of the portion under the hipped roof at the front is recommended, including the ceilings and this might be done by making the basements shallower and reducing the on-site parking requirements.*

196. Council's Heritage Advisor raised issue with the removal of the pitched roof above St Crispin House. However, this roof is not currently visible along Johnston Street. It is therefore considered that the removal of this element would not negatively affect the significance of the heritage place.

*Consideration still should be given to retention of the pressed metal and decorative ceilings as are they are rare in Yarra. However, as a minimum an archival photographic survey of the exterior and interior of St Crispin House should be prepared in accord with Heritage Victoria's protocol and be lodged in the local history collection of Yarra City Libraries.*

197. As addressed above.

*Confirm whether or not the original windows joinery and glazing of the St Crispin building will be retained.*

198. It is agreed that insufficient information has been provided in this regard. The existing windows (joinery and glazing) should be retained (or replaced to match existing) to ensure that the heritage fabric is suitably maintained.

*Stafford St*

199. The previous application was for a 6 storey street wall, with 6<sup>th</sup> floor balconies projecting above. The application also included a roller door on the street and offered minimal in terms of ground level street activation.



Proposed Building - View North-West from Stafford Street

*Extract of previous application material (Council decision plans) – Stafford Street*

200. The current application utilises the ROW to arrange a well-articulated, interactive façade that presents as an eroded 5 storey building to Stafford Street (eroded through the use of windows that wrap around the facades to create a softer or ‘stepped’ effect). The use of the ROW also breaks up this façade into two built forms which is supported by Council’s external urban designer.



*Extract of current application material (Council decision plans) – Stafford Street, looking east*



*Extract of current application material (Council decision plans) – Stafford Street*

201. In the previous VCAT decision, the Tribunal noted that:

*Whilst the site has a business zoning, this section of Stafford Street does have an interface with the residential hinterland, therefore we find the six storey podium height needs to be reduced to achieve an acceptable fit within this adjacent residential context.*

202. The Johnston Street LAP suggests that developments in this area should be 2-3 storeys at the interface with fine grained residential properties. However, the dwellings on the south side of Stafford Street, opposite the subject site, are setback 17m to 28m from the proposed façade, ensuring adequate 'breathing space' or separation is provided between both elements. This also ensures that the proposal would not lead to a 'canyon' effect given this context.

203. The proposed street wall is approximately 2m lower than the previous application and has adopted a number of design features to support the current proposed scale:

- (a) the use of brick (as opposed to white, cement sheeting), directly responding to the red brick that dominates the northern side of Stafford St;
- (b) feature windows that 'wrap' around corners to erode the edge of the levels;
- (c) a recessed form (and use of darker brick) at the eastern end to articulate a step to the 2 storey forms to the east; and
- (d) utilisation of the ROW to provide an open pedestrian/vehicular link into the site, softening the street wall and ensuring that the activities along the frontage are limited to dwelling entries and active spaces.

204. Council's external urban design advice also support the proposed street wall height at the proposed scale.

205. The Applicant has also amended the upper level, rear setbacks upon further review of the shadow diagrams. These additional setbacks ensure that the upper levels would be read as a secondary element when viewed along Stafford and Park Streets, maintaining the human scale and fine grained nature of these secondary streets. The amended setbacks have also been supported by Council's external urban designer.





View of the current proposal from Park Street, looking north-west

206. As the ROW is on Council's road register, Council's Development Abutting Laneways Policy (clause 22.07) is also relevant. The proposal is considered to meet the relevant elements of clause 22.07 for the following reasons:
- (a) vehicular movements would not cause a material traffic impact (see car parking/traffic section of this assessment);
  - (b) primary pedestrian access has been separated from vehicular access;
  - (c) a standard condition can ensure that pedestrian entries will be well lit, without creating unreasonable light spill into adjacent private open space or habitable rooms;
  - (d) with regard to this ROW, on-site amenity and urban design considerations are throughout this assessment;
  - (e) the ROW may also provide access to the side of 243 Johnston Street. However, conditions contained in this report would ensure that this access would not be obstructed (in any event, this property also has access via Johnston and Stafford Streets);
  - (f) doors are not proposed to impede the ROW;
  - (g) the ROW would not be used for refuse storage;
  - (h) the laneway would be resurfaced by the permit holder, with materials as per Council's standard specifications; and
  - (i) with the ground level setback of 2.7m for the adjacent townhouses, the vehicular entrance via Stafford St would be increased to 6.4m, suitable for emergency service requirements.

#### *Light and shade*

207. An objective of the DSE Guidelines is 'To protect sunlight access to public spaces'.
208. Whilst the Johnston Street LAP states that there should be no shadowing of the southern footpath of Stafford Street between 10am and 2pm, the shadow at this period would be the narrowest, or have the least impact on the southern footpath.
209. Council's external urban design advice also considered this, and stated that 'The shadow diagrams included in the drawing package show significant amounts of shadow impacting on the aforementioned footpath. However, we acknowledge that the main offending portion of the proposal that is casting these shadows is the 5 storey streetwall to Stafford Street, which as stated above, we support'.

210. On balance, the proposal is therefore supported subject to the conditions contained in this report.

*Street, public space and safety*

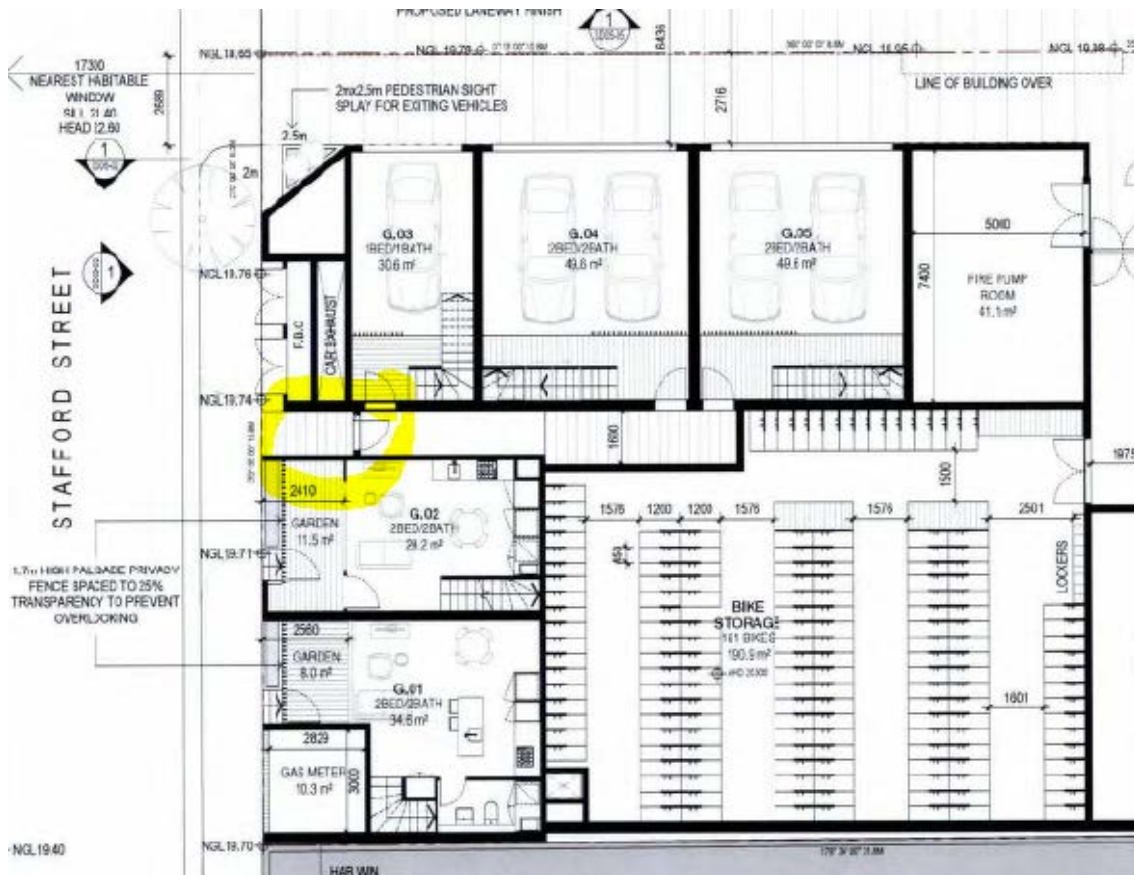
211. The proposal would positively activate both Johnston and Stafford Streets.

*Johnston Street*

212. Initial advice from Council's external urban designer raised issue with the blank façade at the eastern end of the site ('infill façade'). However, the amended plans have positively reconfigured level 1, setting the car park further south and introducing a skin of dwellings to the Johnston Street façade. These dwellings would then activate Johnston Street and serve to also break up what was considered to be an unreasonably sheer and dominate façade element (previously sheer concrete). This amendment is supported on both fronts.

*Stafford Street*

213. As has been identified, the incorporation of the ROW into the design effectively breaks the massing of this elevation to present as two built form elements affording sufficient opportunities for the remainder of the façade to be activated. However, Council's external urban designer recommended that the recessed entry to apartments G.04 and G.05 be addressed to improve sightlines of people exiting these apartments. It is agreed that the door leading to the corridor to the G.04 and G.05 is recessed too far and should be at most 1m behind the property frontage.



214. Finally, Council's external urban designer identified that there does not appear to be vehicular gates to the ramps. This could pose a security concern and should be addressed by way of a condition on any permit. (Noting that any vehicular door must not be on the ROW.)

### *Wind*

215. The DSE Guidelines aim 'To ensure new tall buildings do not create adverse wind effects'.
216. The Applicant provided a wind report (and a subsequent wind report based on the amended plans), prepared by ViPac. Council had these reports peer reviewed by MEL Consultants. The following advice was received:
- (a) the report contains an error, stating that the southerly wind directions would be the strongest. Figure 4 of their report states that southwest to west wind directions would be stronger. This should be addressed by way of a permit condition, but has no bearing on the overall assessment;
  - (b) if the ground level tenancy was to have outdoor seating, then a higher level of protection should be afforded. However, as these areas are covered by a Local Law, this is not a relevant planning consideration;
  - (c) the rooftop terraces should achieve the criteria for standing and sitting comfort (anything less could compromise the amenity of these areas). This should be addressed by way of a permit condition and could be achieved through the use of parapets, perimeter screening, canopies, etc. This would then increase the utilisation of these areas;
  - (d) the recessed nature of building entries will ensure that they meet the criteria for standing comfort;
  - (e) a wind tunnel test should be undertaken, quantifying the environmental wind conditions in the streetscapes immediately adjacent, on the north side footpath of Johnston Street, and the private recreation areas. This will be addressed by way of a permit condition, ensuring the selected targets can be achieved; and
  - (f) in relation to the amended plans/report, MEL Consultants confirmed that their opinion would be the same as per the initial plans/report.
217. Subject to the conditions contained in this report, the proposal would achieve a reasonable level of amenity within and outside the development with regard to wind.

### *Landmarks, views and vistas*

218. The site is not within close proximity of any identified landmarks in the Scheme (clause 22.03). With Johnston Street and the surrounding streets being a clear grid pattern, the proposal would also not unreasonably impact views or vistas (such as along Johnston Street).

### *Site coverage/Permeability*

219. Council's local built form policy at Clause 22.10-3.6 envisages site coverages of 80 per cent, unless the site coverage in the area is higher or there is a need to cap the site to deal with contaminants.
220. In this instance, the immediately adjoining sites are typically fully developed (save the heritage building to the east along Johnston Street, for which the street setback is out of character with the majority of the street). Further, the site is within an EAO. There is also a limited residential interface (to the south-east – Park Street and the south – across Strafford Street), minimising the need to offer greater setbacks to deal with off-site amenity. As a result, the proposed 100 per cent site coverage is site responsive and is in keeping with the character of the area.
221. Clause 22.16 of the Scheme also requires Applicant's to consider storm water runoff. With 100 per cent site coverage, the proposal includes a 15,000L rainwater tank and raingardens to deal with runoff. This achieves a 102 per cent STORM rating and would ensure that the proposal would not unreasonably overload the storm water network. (It is noted that the calculations incorrectly include buffer strips, which Council's ESD advisor notes should not be included in STORM calculations. However, this can be dealt with by way of a permit condition, ensuring a minimum 100 per cent STORM compliance is achieved).

### *Architectural quality, colours and materials*

222. Objective 5.6 of the DSE Guidelines is 'To promote buildings of high architectural quality and visual interest'.
223. The external urban design advice received by Council did not identify any issues with the proposed colours and materials. The use of muted tones and a mixture of concrete, face brick and metal cladding has been successfully used to respect each immediate interface and achieve a well-modulated, sculptural form.
224. The issues raised by Council's heritage advisor with the use of colours and materials have already been addressed in this report.

#### *Landscaping*

225. The proposal included landscape plans, prepared by Jack Merlo Design Landscape and Construction. Landscaping is proposed at the ground level along 'buffer strips' and within the west boundary light court and upper level terraces and communal terraces.
226. Whilst the general landscaping approach is supported in this context, the application was referred to Council's Open Space Unit, which made the following recommendations which should be imposed by way of permit conditions:
- (a) the removal of 3 street trees (the mature Melaleuca and a juvenile Eucalypt on the Johnston Street frontage and a mature but stunted Callistemon on the Stafford Street frontage).;
  - (b) 6 new tree plantings (3 along Johnston Street and 3 along Stafford Street). All costs are to be paid by developer and all works undertaken by council contractors which includes:
    - (i) tree removals;
    - (ii) stump grinding;
    - (iii) purchase of 6 new 100Ltr trees;
    - (iv) planting of new trees;
    - (v) 2 years maintenance to ensure their establishment; and
    - (vi) Total cost: \$4,200.
  - (c) the landscape plans reference a proposed Acer palmatum tree. This tree is to be replaced with a different genus with a minimum height of 8m at maturity which will provide shade and better withstand harsh conditions.
  - (d) further information required regarding 'webforge climber mesh', including construction details on how it will be secured;
  - (e) further information required regarding construction details of planters and planting areas, including soil and mulch depths and irrigation; and
  - (f) further information required regarding proposed landscape maintenance and maintenance program.
227. Council's Open Space Unit requested information relating to drainage and irrigation, with the re-use of stormwater. The STORM report already identifies the incorporation of a 15,000L rainwater tank, however this is only for toilet flushing. Should a permit issue, conditions should be imposed to require consideration of further stormwater re-use (for irrigation) and vertical gardens.
228. Finally, should a permit issue, a condition should require the landscape plan to be amended to reflect the condition 1 requirements (where relevant).

#### *Service infrastructure*

229. The plans adequately detail the location of mailboxes, a substation metres and services.

#### *Urban design summary*

230. Subject to the conditions contained in this report, including the deletion of 1 storey (level 9) the proposal responds appropriately to the physical and policy context of the site and is supported from an urban design and heritage perspective.

On-site amenity

*Access, layout and circulation*

231. The development is not of a scale that would require signage for visitors to understand the layout, however officers agree with Council's external urban design advice that the residential entry from Johnston Street is unreasonably convoluted and should be re-designed. Instead of shifting the lift core (which would have many flow-on design implications and in any event, the central positioning of the lift core is a positive external urban design outcome in terms of visibility), it is recommended that a condition be imposed to relocate tenancy 2 and shift the residential lobby be repositioned centrally. This would create a clear, direct entry to the residential lifts and would assist for wayfinding, circulation and even when residents would be moving large furniture items into the site.
232. The only other issue in relation to access, layout and circulation is the study areas of dwellings 2.13, 3.09 and 4.11, which protrude into the adjacent corridors. These protruding elements should be deleted by way of a permit condition, should a permit issue to improve circulation within the building.

*Overlooking*

233. Objective 2.9 of the DSE Guidelines aims 'To maximise residential amenity through the provision of views and protection of privacy within the subject site and on neighbouring properties'.
234. There are some internal overlooking opportunities provided (including between balconies and within the 'elbow' of the building, as identified by Council's external urban designer and this should be addressed by way of a permit condition, ensuring that views between habitable room windows and balconies within a 9m radius and 45 degree arc must be screened as per clause 55 of the Scheme (as directed in the DSE guidelines even though ResCode is not applicable).

*Noise*

235. Clause 22.05-4.1 of the Scheme outlines design recommendations to protect new dwellings from unreasonable noise, fumes, vibration, light spillage and other likely disturbances.
236. There are a number of uses in the area which must be considered when assessing the amenity of the proposed dwellings: the train line, the restaurant to the immediate east (include a kitchen flue), a mechanic to the immediate west, the petrol/service station to the north-west.
237. The layout of the development has sought to reasonably protect the proposed dwellings from fumes and light spillage, with dwellings primarily orientated away from the mechanic and restaurant (balconies and living areas are positioned as far as possible from these uses).
238. The Applicant also provided an acoustic report, prepared by Renzo Tonin and Associates, which deals with noise and vibration. Council had this report peer reviewed by SLR Consultants, who provided the following advice:
- (a) rail noise has been appropriately dealt with in the report and by the proposal;
  - (b) the method of calculating rail vibration is outdated. This point was discussed further with SLR Consultants, and it was confirmed that although the Applicants assessment standard is outdated, the proposal would still meet relevant rail vibration standards.



- No further conditions are required;
- (c) whilst road traffic noise targets are higher (louder) than SLR would typically recommend, the calculated internal noise levels would meet SLR targets;
  - (d) the acoustic report should include advice for ventilation in rooms where substantial façade upgrades are proposed;
  - (e) music from the restaurant would be acceptable given there are already closer dwellings (along Park Street);
  - (f) noise from the petrol/service station has been assessed and it is agreed that this use would not impact the proposed dwellings;
  - (g) noise from the mechanical plant at the restaurant (including the kitchen exhaust fan) has not been adequately addressed. This should be addressed by way of a permit condition, should a permit issue;
  - (h) a condition should be imposed on any permit issued that noise from mechanical plant and equipment associated with the project is to be designed to comply with the relevant noise criteria. These include SEPP N-1 (commercial and body corporate operated plant, including carpark infrastructure); EPA Noise Control Guidelines / Publication 1254 (privately owned air conditioning condenser units) and sleep disturbance targets of 60dBA Lmax outside openable windows of dwellings;
  - (i) a condition should be imposed on any permit issued to ensure that the noise from carpark access gates will meet SEPP N-1 and be no greater than 60dBA Lmax outside openable windows;
  - (j) SLR recommended that noise from deliveries to the supermarket (albeit 2 shops are proposed) be measured 3 months after opening. However, this report has already dealt with the proposed loading bay and recommended its deletion (as it is proposed within a ROW);
  - (k) noise from cars within the car park have been adequately addressed; and
  - (l) further details of the operation of the ancillary gym, confirming that the gym would not unreasonably impact the amenity of the proposed dwellings, should be required by way of a permit condition.

239. Subject to the conditions recommended above, the proposal would achieve a reasonable level of amenity for the proposed residents.

*Private and communal open space*

240. Objective 6.1 of the DSE Guidelines is 'To ensure access to adequate open space for all residents'. The guidelines continue to state that 'If a balcony is intended to serve as private open space it should be of sufficient size to accommodate outdoor seating, with good connections between these spaces and the building's interior'. Further, objective 6.3 is 'To allow solar access to the private and shared open spaces of new high density residential units'.

241. Whilst the layout of the proposal incorporates a mixture of orientated balconies, ranging from 6.2m<sup>2</sup> to 97m<sup>2</sup>, the development includes communal terraces at level 5 (214m<sup>2</sup>), level 10 (193m<sup>2</sup>) and level 12 (346m<sup>2</sup>) to ensure that residents would have access to open space with reasonable levels of daylight and direct sunlight. The pool and gym would also provide a high level of amenity and recreational activities for residents.

*Solar amenity and daylight to windows*

242. Objective 5.4 of the DSE Guidelines is 'To ensure that a good standard of natural lighting and ventilation is provided to internal building spaces'. With regard to the west boundary light well, design suggestion 5.4.2 is relevant in that Applicant's should 'design light-wells that are adequately sized for their intended purpose'.

243. The proposal affords a reasonable level of daylight and amenity to habitable room windows, achieved with:

- (a) a reasonable light court size along the western boundary (5.5m x 4.5m);

- (b) adequate building separation between building elements (minimum 4.3m between the Stafford Street segments); and
- (c) minimum 4.5m side boundary setbacks for upper levels, where boundary walls are not proposed.

244. The plans show an unlabelled room at level 1 to dwelling 2.07. As this room has no windows, this was discussed with the Applicant. The Applicant provided a sketch plan, replacing the room with storage cages. This should be conditioned by way of a permit condition.

#### *Storage*

245. Objective 5.5 of the DSE Guidelines is 'To provide adequate storage space for household items'.

246. The development includes 148 stores; 1 per dwelling, with a minimum area of 6m<sup>3</sup>. This is adequate for the storage needs of residents living in apartments.

#### *Summary*

247. Subject to the conditions contained in this report, the proposal would achieve a reasonable level of on-site amenity.

#### Off-site amenity/Equitable development

248. Objectives 2.5 and 2.6 of the DSE Guidelines are 'To ensure building separation supports private amenity and reinforces neighbourhood character' and 'To ensure areas can develop with an equitable access to outlook and sunlight'.

249. Each interface will be considered in-turn, with an assessment against off-site amenity and/or equitable development, as relevant.

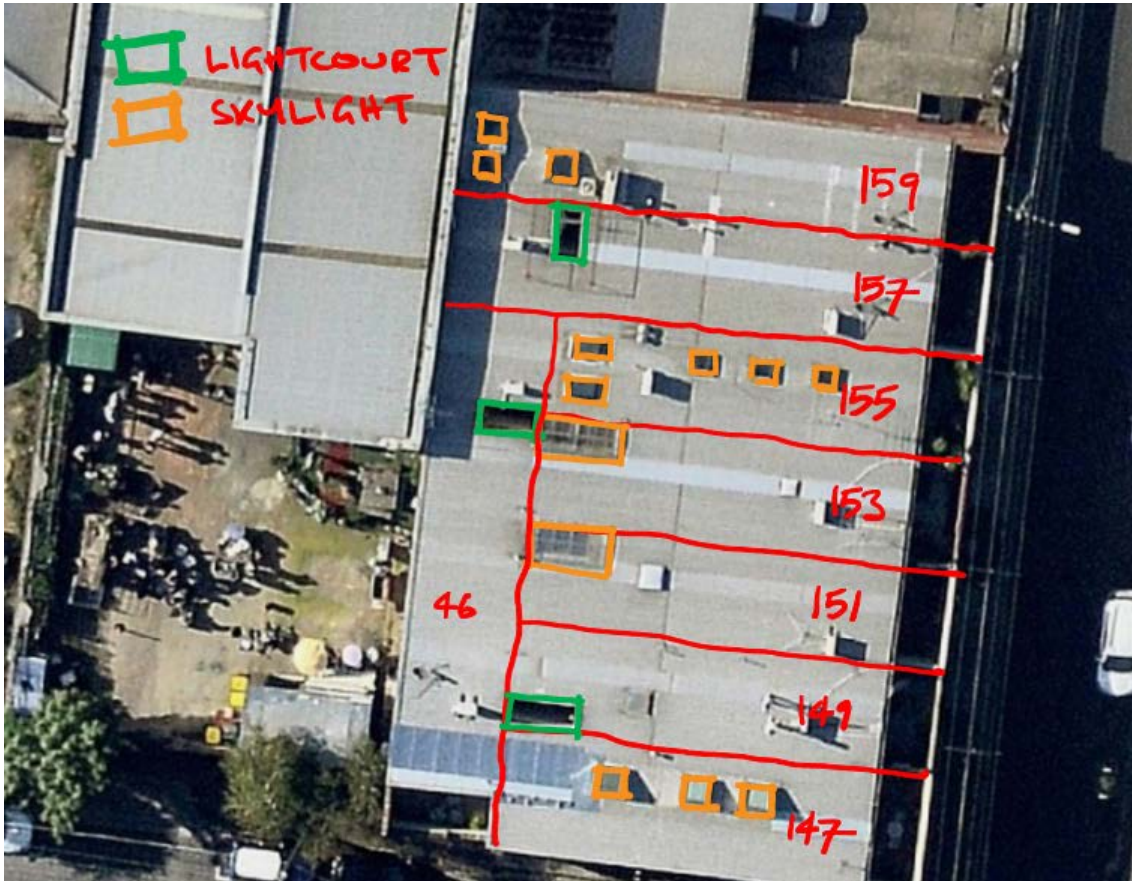
#### *North*

250. The proposal does not bring any off-site amenity or equitable development concerns when considering sites north of Johnston Street.

#### *East*

251. The proposal has adequately dealt with equitable development to the east by virtue of the mixture of on-boundary wall and 4.5m side boundary setbacks. The proposal has not created an unreasonably sensitive eastern interface should the adjacent sites wish to develop.

252. Following from the consultation meeting, the Applicant provided additional information about the dwellings to the east:



253. When considering off-site amenity of the dwellings to the east, this additional information is useful. The plan shows skylights and 2 storey light courts within close proximity to the shared boundary. Whilst the proposal would be partially constructed to the shared boundary and then extend to 13 storeys:
- (a) the skylights would continue to receive adequate ambient daylight, particularly given the development is sited to the west (as opposed to the north);
  - (b) the light courts would already be limited in terms of their daylight access given their size and 2 storey height. The proposal would therefore not unreasonably impact the daylight already experienced by these light courts; and
  - (c) the main private open space areas of these dwellings are first floor terraces adjacent to Park Street, well away from the proposed development. These spaces would also already be overshadowed by their own buildings in the afternoon, ensuring the proposal would not cast additional shadow over these open space areas.

#### South

254. South of the site, across Stafford Street, are dwellings setback 17.3m to 23.9m from the proposal. The Applicant has prepared shadow diagrams, assessing the impact of the proposal at the September equinox.
255. The dwellings opposite the site on the south side of Stafford Street have a shared open space area, with a vegetable garden in the eastern end along Park Street.
256. The shadow diagrams show:
- (a) 9am – an additional 13% of the open space would be shadowed by the proposal;
  - (b) 10am – an additional 15% of the open space would be shadowed by the proposal;
  - (c) 11am – an additional 9% of the open space would be shadowed by the proposal;
  - (d) 12am – an additional 7% of the open space would be shadowed by the proposal;
  - (e) 1pm – an additional 6% of the open space would be shadowed by the proposal;

- (f) 2pm – an additional 5% of the open space would be shadowed by the proposal. It is not until this point that the vegetable garden would experience additional overshadowing; and
- (g) 3pm – an additional 2% of the open space would be shadowed by the proposal. The vegetable garden would not experience additional overshadowing at this time.

257. The proposal would ensure that a large portion of the open space to the south would remain free from shadow. Further, the vegetable garden would only be impacted for a portion between 2pm and 3pm at the equinox.
258. The shadow diagrams also demonstrate that at the equinox, the proposal would not restrict direct sunlight enjoyed by the adjacent windows.
259. Finally, the urban design assessment has dealt with the Stafford Street interface. Whilst it is 5 storeys, the design detailing, incorporation of the ROW into the massing and 'breathing space' afforded by the road and adjacent open space area to the south would ensure that the proposal would not result in adverse visual bulk when viewed from the south.

#### *West*

260. As the site to the west is used as a mechanics workshop, the proposal would not unreasonably impact the amenity of this property.
261. When considering equitable development, the proposal has adequately dealt with equitable development to the east by virtue of the mixture of on-boundary wall and 4.5m side boundary setbacks and the incorporation of a generous western light well (5.5m x 4.5m). The proposal has not created a highly sensitive western interface should this adjoining site be developed in the future.

#### *Summary*

262. Subject to the conditions contained in this report, the proposal would maintain a reasonable level of off-site amenity for nearby residents and would not unreasonably impact the development potential of adjoining sites.

#### Environmental sustainability

263. The Applicant provided a Sustainable Management Plan, prepared by Sustainable Development Consultants and dated 2 September 2016. Specifically, the following commitments have been made:
- (a) a minimum average of 6.8 Stars NatHERS rating will be achieved for the apartments of the development;
  - (b) a large number of apartments, facing north, east and west, will be equipped with external flexible screens;
  - (c) a minimum of 205 secure bicycle parking spaces will be provided on site;
  - (d) a minimum of 80% of construction and demolition waste will be recycled; and
  - (e) a Building Users Guide will be prepared and provided to all residents, commercial tenants and building owner.
264. Council's ESD advisor made a number of following recommendations based on the original plans. These included:

*Please reorientate apartments 11 on level 6-9 (4 in total) from a southern-to a western orientation.*

265. This would enhance the natural daylight afforded to the balcony and living areas of these dwellings and should be imposed by way of a permit condition. It is noted that the dwelling on level 9 will not be referenced in this condition as a condition is recommending the deletion of this level.

*The lobby on the roof deck must be provided with awnings or screens to avoid overheating of this space outside winter months.*

266. This should be addressed by way of a permit condition.

*Please show all window operations on the architectural drawings, particularly those to common areas.*

267. This is still not shown on the plans, however this could be addressed by way of a permit condition, should a permit issue.

*Please provide an updated energy modelling report that reflects the use of different glazing types (clear/tint).*

268. An amended report has been provided, however items remain outstanding (see below).

*Please confirm the use of glazing types on all facades, including where external shutters are installed to the outside.*

269. Still not provided on the plans (see below).

*It is required to provide information about the operation of external screens.*

270. This has not been addressed and could be addressed by way of a permit condition, should a permit issue.

*The architectural drawings show extensive landscaping which should utilise rainwater for irrigation. Please provide further information.*

271. Addressed in the amended plans/documents (see below).

*Please provide information how water and energy consumption are minimised in regard to the pool operation.*

272. This has not been provided, however this could be addressed by way of a permit condition, should a permit issue.

*Please provide a sketch drawing that explains the location and size of rainwater collection areas and treatment initiatives (raingarden, tank & buffer strip). Please also include the connections between the individual collection areas and treatment types.*

273. See below.

274. The amended plans and ESD report addressed a number of these items, however the following remain outstanding:

### **Stormwater**

*Stormwater management information is not shown on plans and needs some minor amendments. Please note on plans; the location and size of raingardens, rainwater tank, collection areas and all treatment initiatives (raingarden, tank & buffer strip). Please also note the connections between the individual collection areas and treatment types on all relevant architectural and landscape plans.*

*Please also note that planter boxes and vegetable gardens are not normally entered as Buffer Strips in STORM – please update STORM report to be consistent with the plans and remove buffer strips from STORM if the areas are simply landscaped. If the landscaping is of a reasonable depth and can absorb rainfall then I would recommend that you treat it as a permeable surface and remove from the STORM calc altogether.*

275. The above should be addressed by way of a permit condition, ensuring that a minimum 100 per cent STORM compliance continues to be achieved as per Clause 22.16 of the Scheme.

### **Energy Efficiency**

*SMP states assumed all clear glazing in the NatHERS energy information, but the drawings clearly show a mixture of tinted and clear. Please provide an updated thermal energy (NatHERS) information that confirms different glazing types (clear/tint) that is consistent with the architectural drawings, and ensure that the average 6.8 Star NatHERS rating can be met.*

276. To ensure the plans are clear and that the stipulated 6.8 star NatHERS rating can be achieved, the above should be addressed by way of a permit condition.

### **IEQ**

*Windows to common areas on the eastern façade do not appear to be operable. Recommend that they all include an operable element to enable natural ventilation into common area corridors.*

*Please show all window operations on the architectural drawings.*

277. To ensure that adequate natural ventilation is provided to dwellings and communal areas, the above should be imposed by way of permit conditions.

*Please confirm the use of glazing types (clear or tinted) where external bronze metal screens are installed to the outside. Recommend clear glass for all dwellings, particularly the dwellings with external screens.*

278. This should be imposed by way of a permit condition, ensuring enough flexibility that glazing may be modified to achieve the specified star rating.

*It is strongly recommended to provide external shutters, blinds or awnings in lieu of tinted glazing to the western and northern façade of apartments 11.02 and 11.03 which are currently completely exposed to summer sun angles.*

279. To minimise solar heat gains in warmer months, the above should be imposed by way of a permit condition.

### **Water Efficiency**

*The architectural drawings show extensive landscaping which should utilise rainwater for irrigation. Please provide further information.*

*Please provide information how water and energy consumption are minimised in regard to the pool operation. Energy efficient pump filter system, thermal pool blanket and rainwater top up are recommended.*

280. The above should be addressed by way of permit conditions, to ensure that rainwater is actively re-used and the use of mains water for the pool is minimised.

281. The following additional items were also recommended:

- (a) *It is strongly recommended to provide fly screens and security mechanisms to openable windows/doors to allow for convenient and effective night purging (ventilation during night) during summer months.*

282. The Applicant has agreed to this by way of a permit condition.

- (b) *It is recommended to install a HVAC mechanism that avoids running of a/c units when doors or windows are opened or when rooms have been vacant for an extended period of time.*

283. The Applicant was reluctant to agree to this, and it is agreed that given the NatHERS target rating, that this is onerous.

- (c) *It is strongly recommended to reduce the extent of tinted glazing; either by providing external shading or by reducing the overall window size.*

284. The Applicant has accepted that this would improve the ESD performance of the building, but would impact the appearance of the façade. A flexible condition should be imposed on any permit issued to achieve a balance between ESD and Urban Design outcomes.

- (d) *Fixed retractable clotheslines should be installed on all balconies.*

285. The Applicant has agreed to this, along with making the balcony balustrades opaque to obscure these elements.

- (e) *Please consider the provision of a small south facing window to apartment G.03 for improved external views.*

286. The Applicant has agreed to this, which can be addressed by way of a permit condition.

- (f) *It is strongly recommended to specify a gas boosted solar hot water system.*

287. The Applicant has indicated that they do not have enough roof space to incorporate a gas boosted solar hot water system. The Applicant has agreed however, to include a central condensing gas boiler with at least 90% efficiency. This is comparable to a solar boosted system and should be confirmed by way of a permit condition.

- (g) *It is strongly recommended to provide external shutters, blinds or awnings in lieu of tinted glazing to the western and northern façade of apartments 13.02 and 13.03.*

288. This level is no longer part of this application (deleted in the Section 57a plans).

- (h) *It is recommended to clearly allocate bicycle parking spaces for at least 10% of on-site staff.*

289. The Applicant has agreed to this, which should be imposed by way of a permit condition.

- (i) *Please accommodate end of trip facilities (showers and lockers) for on-site staff.*

290. The Applicant has agreed to this, which should be imposed by way of a permit condition.

291. Subject to the conditions contained in this report, the proposal would result in a reasonably environmentally sustainable development, with appropriate utilisation of rainwater and minimisation of stormwater runoff, as per clauses 22.16 and 22.17 of the Scheme.

#### Traffic and car parking

292. The decision guidelines at Clause 52.06 will be used to guide this assessment.

*Car parking provision*

293. The application is seeking a 7 space dwelling, a 10 space dwelling visitor and an 18 space shop customer car parking reduction (35 spaces in total) under clause 52.06 of the Scheme. The Applicant provided a traffic report, prepared by ratio, addressing the car parking demand assessment requirements at clause 52.06-6 of the Scheme. The report offered the following in support of the car parking reduction sought:

- (a) Dwelling – ABS data for Abbotsford suggests a car ownership rate of:
  - (i) 1BR – 0.83 spaces per dwelling
  - (ii) 2BR – 1.12 spaces per dwelling
  - (iii) 3BR – 1.4 spaces per dwelling
- (b) The application proposes a rate of:
  - (i) 1BR – 0.9 spaces per dwelling
  - (ii) 2BR – 1.6 spaces per dwelling
  - (iii) 3BR – 2 spaces per dwelling

This is in excess of the anticipated dwelling parking demand.

- (c) Dwelling visitor – Ratio have used empirical evidence of similar developments in inner-city Melbourne to propose a dwelling visitor rate of 0.07 spaces during week days and 0.12 spaces week nights and on weekends. This would equate to a demand for 10-18 visitor spaces. With 19 residential visitor spaces being provided, this represents a surplus of 1 space above anticipated demand.
- (d) Shop – Given the site's positioning within the Johnston Street Neighbourhood Centre, it is likely that some customers to the site would make multi-purpose trips. Ratio have used empirical evidence of similar shopping centres in Melbourne (City of Port Phillip survey, parking survey in Toorak Village and parking demand data from Blackburn Station Shopping Centre). An empirical rate of 3.5 spaces per 100sqmt of floor area was established. This would equate to a shop parking demand of 17 spaces. With 7 spaces being provided on-site, this represents a short-fall of 10 spaces;
- (e) the site is well serviced by public transport (train and bus services);
- (f) the Applicant undertook a car parking demand survey (Thursday 23 July 2015 and Saturday 25 July 2015 between 7.00 am and 9.00 pm). The survey found at least 404 available parking spaces during the survey period. The 35 space reduction sought could therefore be accommodated on-street;
- (g) the development incorporates 205 bicycle parking spaces to encourage sustainable transport modes;
- (h) there are 4 motorcycle/scooter parking spaces proposed within the development; and
- (i) there are 3 car sharing pods within 500m of the site.

294. Council's Engineers have reviewed the car parking provision and made the following comments:

- (a) the car parking provision for 1 bedroom dwelling is similar to empirical rates;
- (b) the car parking provision for 3 bedroom dwellings is above empirical rates, yet is similar to other developments in the Richmond/Cremorne area;
- (c) the car parking provision for 2 bedroom dwellings is 0.48 spaces per dwelling above ABS rates, which when extrapolated across the 70 2BR dwellings, results in a surplus of 33 spaces (rounding down). This is unacceptable in this location, in a Neighbourhood Centre and well serviced by public transport. Local policy also supports sustainable transport modes such as walking cycling and public transport (clause 21.06). The proposed parking provision for 2BR dwellings undermines these objectives. This view is shared by Traffix, who undertook a peer review of the Applicant's traffic report on behalf of Council. As a result, should a permit issue, a condition should require a parking rate of 1 space per 2BR dwelling;
- (d) an empirical residential visitor rate of 0.12 spaces per dwelling is common and has been accepted by VCAT. This equates to a demand for 17 spaces. With 19 spaces being provided, this is very similar to anticipated peak demands and is supported;



- (e) Council's Engineers have accepted rates of 3 spaces per 100sqmt for similar shops, however the proposed 3.5 spaces per 100sqmt is acceptable;
- (f) the site is well located for people to walk, cycle or use public transport to access the site; and
- (g) the engineers indicated that the car parking survey should've been extended into Saturday evening. However, the survey was from 7am to 9pm on Thursday and Saturday. In any event, the car parking provision is considered excessive (in relation to the 2BR dwellings) and the proposal would not be heavily relying on on-street parking.

295. Council's Strategic Transport Unit requested the provision of a car share pod along one of the properties frontages. However, in light of the on-site car parking provision and considering the scale of the proposal, this is not warranted.

296. Subject to the conditions contained in this report, the car parking allocation is acceptable in this location.

#### *Car park access and layout*

297. Traffix and Council's Engineers identified the following issues with the car park layout and access:

- (a) *the ramp grade to the mezzanine level includes a 1:4 maximum grade. The transition at the base of the ramp is only 2m long @ 1:8. This needs to be increased to 2.6m to avoid vehicle scraping;*
- (b) *the curved ramp from ground down to the basement levels includes a 1:5 grade. It is not clear what the grades are along the inside and outside of the curve in the ramp. This needs to be detailed on the plans;*
- (c) *a section drawing is also required to confirm that 2.2m headroom clearance (as per AS2890.1-2004) is available where this ramp passes under the ground floor; and*
- (d) *a section drawing should demonstrate the headroom clearance for the car spaces under the ramp to Basement 3.*

#### *Public realm*

298. Council's Engineering Services Unit recommended a number of conditions relating to the public realm. These included the following, which should be imposed on any permit issued to ensure safe and efficient vehicular, pedestrian and cyclist movements around and through the site:

- (a) the reconstruction of the ROW prior to the occupation of the development;
- (b) the demolition and reconstruction of the Stafford Street crossover, including the provision of a 1 in 20 cross sectional drawing to ensure that vehicles would not scrape or bottom out;
- (c) the footpath, kerb and channel along the property's Stafford Street frontage must be reconstructed prior to the occupation of the development (after the completion of all buildings and works and connections for all underground utility services);
- (d) the footpath, kerb and channel along the property's Johnston Street frontage must be stripped and re-sheeted prior to the occupation of the development (after the completion of all buildings and works and connections for all underground utility services);
- (e) the full width of Stafford Street and the half width of Johnston Street road pavements must be profiled and re-sheeted (spanning the properties frontage). Any isolated areas of pavement failure will require full depth road pavement reconstruction;
- (f) all redundant vehicle crossings along the property's road frontages must be demolished and reinstated with paving, kerb and channel;
- (g) detailed design drawings of all road infrastructure works and drainage works must be submitted to Council;
- (h) whilst a specific public lighting condition was recommended, Council's standard public lighting permit condition is considered sufficient in this instance;

- (i) standard conditions pertaining to the reinstatement of any Council asset, where damaged; and
- (j) standard drainage notations.

299. Further, Council's Engineers suggested a construction management plan condition, which should be imposed on any permit issued given the scale of the development. However, it was identified that the developer's dilapidation report must assess the condition of the Stafford and Park Street road pavements to establish if rehabilitation of these areas will be required post-development as a result of the construction.

#### *Traffic*

300. Traffic was a main objector concern, in particular due to the existing traffic volumes in the area and due to Stafford Street being one-way (east bound).

301. The Applicant's traffic report has adopted a daily traffic generate of 1 vehicle trip per dwelling not allocated a parking space, 4 trips for each 1BR and 2BR dwelling allocated 1 space and 6 vehicle trips for each 2BR and 3BR dwelling allocated 2 spaces. Council's Engineers consider these rates to be high, in particular, the anticipated traffic movements associated with dwellings without parking spaces (should be 0 movements, not 1) and the anticipated traffic movements associated with 1BR and 2BR dwellings with one space (should be 3 movements, not 4).

302. The Applicant's traffic report also suggested 14 vehicle trips per day. This is supported by Council's Engineers.

303. Using the rates accepted by Council's Engineers, this would equate to 578 vehicle traffic movements per day or 63 movements per peak hour. Council's Engineers concluded that:

*The daily traffic volume of Stafford Street would be around 300 vehicles per day. The post development traffic volume of Stafford Street would be expected to be around 878 say, 900 vehicles per day. The post development traffic volume of Stafford Street would be well within the operating capacity of the street (which would be equivalent to an Access Street – Level 1, as defined in Clause 56.06 Access and Mobility Management of the Yarra Planning Scheme). An Access Street – Level would have a target volume of 1,000 to 2,000 vehicles per day.*

304. In addition, the Applicant's traffic report included a survey of turning movements at the Park and Stafford St intersection. The survey results indicated that the intersection was at a 'modest' capacity and that Stafford Street could accommodate an increase in traffic. Council's Engineers did not disagree with this assessment.

305. The Applicant's traffic report also included a crash analysis. A total of 31 casualty incidents were recorded within the immediate area, noting that no crashes were recorded along Stafford or Park Streets. Their assessment concluded that '*...the surrounding road network is operating in a reasonably safe manner*'. Council's Engineers also did not disagree with this assessment.

306. Further to the above, Council had the Applicant's traffic report peer reviewed by Traffix. They assessed the traffic impacts of the proposal and found that '*Traffic associated with the development can be satisfactorily accommodated by the surrounding road network*'.

307. In relation to car park access, whilst the basement would be accessed via a 2 way ramp, the level 1 car park (24 spaces) would be accessed via a 1 way ramp. Vehicles would prop in the ROW and a signaling system would control movements. Given the level 1 car park would only service 24 vehicles, and vehicular movements would generally be the same direction at peak times (out in the morning and in at night), this arrangement is supported.

However, details of this system should be confirmed by way of a car park management plan (to be imposed by way of a permit condition).

308. It is noted however, that at the Consultation Meeting that the Applicant agreed to consider a traffic management plan for the area. However, as neither Council's Engineering Services Unit nor the external engineering advice raised concern with traffic safety, this will not be imposed by way of a permit condition for lack of a reasonable planning nexus.

#### *Laneway*

309. The application includes works via a ROW within the site. Whilst the land is on a title held by the Applicant, the ROW is on Council's Road Register. It is understood that the Applicant has commenced the process of acquiring this land, however the discontinuance process is still to be undertaken. This is of minimal consequence to the application, as works within this space are limited, however conditions should ensure that:
- (a) the loading bay is deleted from the ROW (not private land);
  - (b) material used in the ROW must comply with Council's Infrastructure Road Materials Policy; and
  - (c) no works or landscaping are proposed within the ROW (mirrors may need to be recessed to achieve this).
310. Subject to the conditions contained in this report, the proposed car parking layout, access and traffic impacts would not detrimentally impact the area.

#### Bicycle parking

311. The application meets the bicycle parking provision of clause 52.34. Council's Strategic Transport Unit had no concern with the proposed bicycle parking location, layout or provision.
312. As identified by Traffix, too many of the bicycle parking spaces are hanging style and do not meet the Australian Standard. At most, 80 per cent should be hanging style. should be addressed by way of a permit condition to ensure that the spaces are accessible for people of all abilities.
313. Council's Strategic Transport Unit recommended that ground level bicycle parking be provided on the Johnston Street footpath. This should be addressed by way of a permit condition, should a permit issue.
314. Signage has not been detailed as per clause 52.34-5 of the Scheme. However, a condition could also be imposed however on any permit issued to ensure that bicycle signage is provided in accordance with clause 52.34-5 of the Scheme.

#### Loading bay waiver

315. The Applicant is technically seeking a waiver of the loading bay requirements associated with the shops as the designated loading bay is in an area of the site which is on Council's Road Register (albeit 'owned' by the Applicant, a discontinuance and purchasing process would still have to be completed for the Applicant to privatise this space).
316. The Applicant has confirmed that there is a loading bay on Johnston Street within close proximity of the site. This is considered acceptable for the tenancies to utilise this space, as do the other shops that currently exist on Johnston Street.

#### Waste management

317. Rubbish bins are proposed to be stored in the ground floor, adjacent to the shops and central to the site, with collection to occur within the development by private collection.

318. Council's Services Contract Unit have reviewed the plans and the WMP and do not raise any concerns with this arrangement.

Objector concerns

height and mass;

319. Addressed at paragraphs 160-208.

insufficient upper level setbacks;

320. Addressed at paragraphs 160-208.

neighbourhood character and heritage (including the extent of demolition, massing, building design and use of materials);

321. Addressed at paragraphs 160-208 and 220-222.

overdevelopment;

322. Addressed at paragraphs 160-208.

will turn the area into 'South Yarra';

323. The design was considered throughout paragraphs 160-208.

the existing building should be re-used;

324. Council cannot prohibit the developer from developing the site in any way.

density would be unhealthy for residents;

325. The proposal is considered to support urban consolidation principles where higher densities are encouraged in areas well serviced by existing services.

too many 1 bedroom apartments;

326. With 73 1BR, 70 2BR and 3 3BR, the proposal is considered to achieve a reasonable level of dwelling diversity, noting that the Scheme does not specify minimum 3BR+ dwelling requirements for developments.

off-site amenity (overshadowing [including private open space, the community garden to the south and footpaths], overlooking, reduced daylight, wind, visual bulk, noise, site coverage);

327. Addressed at paragraphs 246-260.

the substation may impact nearby dwellings;

328. The substation is positioned adjacent to Johnston Street, ensuring that it would not unreasonably impact nearby dwellings.

concern shadow diagrams were prepared showing the equinox;

329. The Scheme requires consideration of overshadowing at the Equinox (the mid-point between summer and winter).

on-site amenity (insufficient open/green space and proximity to concrete batching plant);

330. Addressed at paragraphs 229-245.

insufficient ESD initiatives;

331. Addressed at paragraphs 261-289.

impact on traffic in the area (in particular, Stafford and Park Streets). Traffic surveys are dated;

332. Addressed at paragraphs 298-308.

impact on pedestrian safety;

333. Council's Engineering Services Unit and an external traffic consultant reviewed the application on behalf of Council and did not raise concern with pedestrian safety.

impact on infrastructure (water, sewerage, gas, electricity);

334. There is no information to indicate that this application would overload existing infrastructure.

insufficient car parking;

335. Addressed at paragraphs 291-294.

loading bay waiver should not be supported;

336. Addressed at paragraphs 313-314.

impact on access for emergency vehicles;

337. The site would continue to be accessible via Johnston and Stafford Street, along with a widened ROW into the rear of the site. The application does not bring rise to concern for emergency vehicle access.

bicycle parking would be difficult to access;

338. Addressed at paragraphs 309-312.

insufficient public realm/interface treatments, including insufficient landscaping;

339. Addressed at paragraphs 209-212 and 223-226.

precedent;

340. Each application must be considered on its own merits.

cumulative impact of developments in the area;

341. The other recently approved developments have been considered in this assessment.

contrary to Johnston Street LAP;

342. The Johnston Street LAP has been considered throughout this assessment.

construction impacts (including traffic, noise and dirt);

343. Should a permit issue, construction impacts should be mitigated by the imposition of a construction management plan condition.

questioning what shop types and hours are proposed; and

344. The use of the site as shops is a permit not required (Section 1) use. This is why shop types or hours of operation have not been provided.

property devaluation.

345. This is not a relevant planning consideration.

## **Conclusion**

346. Based on the above report, the proposal complies with the relevant Planning Scheme provisions and planning policy and is therefore supported.

## **RECOMMENDATION**

That Council inform VCAT that had it been in a position, it would have issued a Notice of Decision to Grant a Permit (PLN15/0612) for 247, 249, 253 and 255-259 Johnston St and 36-40 Stafford St, Abbotsford VIC 3067 for the development of the land for the construction of a 15 storey building (plus 3 basement levels), including part demolition, use of the land as dwellings, reduction in the car parking requirements associated with dwellings and shops and waiver of the loading bay requirements in accordance with the decision plans (SD00-03, SD00-04, SD02-01, SD02-02, SD02-03, SD02-10, SD02-11, SD2-12, SD02-13, SD02-14, SD02-15, SD02-16, SD02-17, SD02-18, SD02-19, SD02-20, SD02-21, SD02-22, SD05-01, SD05-02, SD05-03, SD05-03A, SD05-05, SD06-01 and SD06-02 all dated 19/08/16, schedule of colours and materials all prepared by SJB Architects) and subject to the following conditions:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the decision plans (SD00-03, SD00-04, SD02-01, SD02-02, SD02-03, SD02-10, SD02-11, SD2-12, SD02-13, SD02-14, SD02-15, SD02-16, SD02-17, SD02-18, SD02-19, SD02-20, SD02-21, SD02-22, SD05-01, SD05-02, SD05-03, SD05-03A, SD05-05, SD06-01 and SD06-02 all dated 19/08/16, schedule of colours and materials all prepared by SJB Architects) but modified to show:

### Building Design

- (a) deletion of level 9;
- (b) the westernmost shop relocated to the west, with the residential lobby repositioned centrally and more inline with the lift core;
- (c) a demolition plan clearly depicting which sections of the St Crispin House building at 247 – 253 Johnston Street are to be demolished;
- (d) confirmation that the existing north-facing windows to St Crispin House building at 247 – 253 Johnston will be retained (or replaced to match existing);
- (e) dwellings 6.11, 7.11 and 8.11 reoriented to the west;
- (f) deletion of the protruding study elements of dwellings 2.13, 3.09 and 4.11 from the adjacent corridors;
- (g) windows and balconies within a 9m radius and 45 degree arc of another habitable room window or balcony treated in one of the following ways:
  - (i) a minimum 1.7m high, maximum 25% transparent, fixed screen;
  - (ii) minimum 1.7m high, obscure glazing; or
  - (iii) minimum 1.7m high sills.
- (h) fixed, retractable clothes lines on all balconies;

- (i) balcony balustrades to be opaque glass or solid;
- (j) addition of a south facing window to apartment G.03;
- (k) all window to be openable, including to communal corridors;
- (l) eternal shutters, blinds or awnings in lieu of tinted glazing to the western and northern facades of dwellings 11.02 and 11.03;
- (m) external awnings or sunshade screens to the roof deck lobby;
- (n) details of all external screens, confirming they would not appear too 'solid', along with details of their operation;
- (o) the pedestrian entry door leading to dwellings G.04 and G.05 a maximum 1m behind the property frontage;
- (p) a schedule of colours and materials including coloured elevations and perspectives, showing:
  - (i) the laneway resurfacing as per Council's standard specifications/materials;
  - (ii) reduced tinted glazing (balancing urban design outcomes and energy efficiency of the dwellings); and
  - (iii) confirmation of glazing types (clear or tinted) where external bronze metal screens are installed to the outside.

#### Car and bicycle parking facilities

- (q) a maximum car parking rate of 1 space per 2 bedroom dwelling, resulting in a reduced car parking provision (i.e. not to be reallocated to other uses/dwellings);
- (r) a maximum 80% of bicycle parking spaces may be hanging style;
- (s) bicycle hoops on the Johnston Street footpath;
- (t) bicycle parking for at least 10% of staff associated with the commercial tenancies;
- (u) end trip facilities (shower[s] and locker[s]) for staff;
- (v) all visitor bicycle parking spaces must be provided at a bicycle rail;
- (w) bicycle signage as per clause 52.34-5 of the Yarra Planning Scheme;
- (x) vehicular gates to the ramps (must not be within the ROW);
- (y) the transition at the base of the mezzanine level ramp at 1:8 increased to a minimum length of 2.6m;
- (z) the 1 in 8 transition grade at the base of the entrance ramp lengthened to 2.5m;
- (aa) inclusion of a translucent or glazed panel in between the two accessways towards the entrances;
- (bb) provision of wheel stops to the three 90 degree parking spaces in the 36-40 Stafford Street parking area (as per AS/NZS 2890.1:2004); internal dimensions and vehicular doorway widths dimensioned on the plans;
- (cc) all ramp grades, lengths and inside and outside radii. The curved sections should be designed to satisfy AS/NZS 2890.1:2004 Figure 2.9 – Dimensions of Curved Circulation Roadways and Ramps. A maximum superelevation of 1 in 20 (or 5%) must be provided at the curved sections of the accessways);
- (dd) a section drawing and ground clearance check using a B99 template to confirm that a minimum 2.2m headroom clearance (as per AS2890.1-2004) is available at critical points (including where this ramp passes under the ground floor, under the ramp to basement 3 and for the entrance and accessway to the level 1 car park);
- (ee) swept path diagram A3 AT(1) updated to take into account on-street car parking. This may require modifications to the vehicular entrance to ensure B99 vehicular access can be provided;
- (ff) demolition of the vehicle crossing servicing the Right of Way, with a notation confirming the crossing will be reconstructed and widened to Council's Standard Drawings and engineering requirements;
- (gg) a 1 in 20 scale cross sectional drawing of the reconstructed vehicle crossing, showing the actual reduced levels (not interpolated levels from the application drawings) of the Stafford Street road profile (centre line of road pavement to property line). The required levels include the building line level (entrance of Right of Way), top of kerb level, invert level, lip level and road pavement levels. The existing road profile of Stafford Street and a few metres inside the Right of Way must be accurately drawn.

A ground clearance check must confirm that a B99 design vehicle can traverse the new vehicle crossing and ramp without scraping or bottoming out;

- (hh) deletion of the loading bay from the ROW;
- (ii) no works obstructing the ROW;

#### Other

- (jj) the unlabelled room of dwelling 2.07 at level 1 replaced with storage cages (as per the sketch plan received by Council on 24 November 2016);
  - (kk) deletion of the 'see landscape plan for proposed laneway finish' note on the ground floor plan;
  - (ll) stormwater management information (the location and size of raingardens, rainwater tank, collection areas and all treatment initiatives [raingarden, tank and buffer strip] and connections between the individual collection areas and treatment types;
  - (e) changes as per the endorsed SMP (where relevant to show on the plans);
  - (f) changes as per the endorsed acoustic report (where relevant to show on the plans);
  - (g) changes as per the endorsed wind report (where relevant to show on the plans); and
  - (h) changes as per the endorsed WMP (where relevant to show on the plans).
2. The development and use as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

#### Heritage Structural report

3. Before the demolition commences, a structural report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the structural report will be endorsed and will form part of this permit. The structural report must be prepared by a suitably qualified structural engineer, or equivalent, and demonstrate the means by which the retained portions of building will be supported during demolition and construction works to ensure their retention.
4. The provisions, recommendations and requirements of the endorsed structural report must be implemented and complied with to the satisfaction of the Responsible Authority.

#### Archival record

5. Before demolition commences, a detailed and annotated photographic record of the existing St Crispin House building at 247-253 Johnston Street in its context must be submitted to and approved by the Responsible Authority as a record of the building. The photographs must:
- (a) include the interior and each external elevation of the building;
  - (b) be submitted in black and white format; and
  - (c) be taken by a suitably qualified heritage photographer.

#### General

3. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.
4. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.



5. The amenity of the area must not be detrimentally affected by the development or office use, including through:
  - (a) the transport of materials, goods or commodities to or from land;
  - (b) the appearance of any buildings, works or materials;
  - (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or
  - (d) the presence of vermin,
  - (e) all to the satisfaction of the Responsible Authority.
6. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.
7. Before the development is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.
8. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

Ongoing involvement of the architect

9. As part of the ongoing consultant team, SJB Architects or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:
  - (a) oversee design and construction of the development; and
  - (b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

Landscape plan

10. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must be generally as per the decision plans (received by Council 11 February 2016), but include (or show):
  - (a) relevant changes as per the condition 1 plans;
  - (b) the removal of 3 street trees (the mature Melaleuca and a juvenile Eucalypt on the Johnston Street frontage and a mature but stunted Callistemon on the Stafford Street frontage).;
  - (c) 6 new tree plantings (3 along Johnston Street and 3 along Stafford Street). A notation must confirm that all costs are to be paid by Permit Holder, with all works undertaken by Council contractors which includes:
    - (i) tree removals;
    - (ii) stump grinding;
    - (iii) purchase of 6 new 100Ltr trees;
    - (iv) planting of new trees; and
    - (v) 2 years maintenance to ensure their establishment.
  - (d) Replacement of the Acer palmatum tree with a different genus with a minimum height of 8m at maturity which will provide shade and better withstand harsh conditions;
  - (e) further information regarding 'webforge climber mesh', including construction details on how it will be secured;
  - (f) further information regarding construction details of planters and planting areas, including soil and mulch depths and irrigation; and
  - (g) proposed landscape maintenance and maintenance program;
  - (h) information regarding proposed plants, the number of plants proposed (for each type), including the name, location, and plant size;
  - (i) detailed design information regarding the proposed drainage, planters, and paving;
  - (j) information regarding irrigation and maintenance, including the reuse of stormwater where possible.

- (k) the location of all areas to be covered by lawn or other surface materials (including the ground level planter and roof deck planting); and
  - (l) a specification of works to be undertaken prior to planting.
11. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be thereafter maintained by:
- (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
  - (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
  - (c) replacing any dead, diseased, dying or damaged plants, all to the satisfaction of the Responsible Authority.

#### Acoustic report

12. Before the plans are endorsed, an amended Acoustic Report prepared to the satisfaction of the Responsible Authority by a suitably qualified acoustic engineer must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Renzo Tonin and Associates dated 14 January 2016, but modified to include (or show, or address):
- (a) relevant changes as per the condition 1 plans;
  - (b) advice for ventilation in rooms where substantial façade upgrades are proposed;
  - (c) noise from the mechanical plant at the restaurant to the east (including the kitchen exhaust fan);
  - (d) noise from mechanical plant and equipment associated with the project is to be designed to comply with the relevant noise criteria. These include SEPP N-1 (commercial and body corporate operated plant, including carpark infrastructure); EPA Noise Control Guidelines / Publication 1254 (privately owned air conditioning condenser units) and sleep disturbance targets of 60 dBA Lmax outside openable windows of dwellings;
  - (e) that noise from carpark access gates will meet SEPP N-1 and be no greater than 60 dBA Lmax outside openable windows; and
  - (f) details of the operation of the ancillary gym, confirming that the gym would not unreasonably impact the amenity of the proposed dwellings.

The report must make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of music noise from public premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the Responsible Authority.

13. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority and any ongoing recommendations or requirements must be complied with at all times.

#### Sustainable Management Plan

14. Before the plans are endorsed, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Sustainable Development Consultants and dated 2 September 2016, but modified to include or show:
- (a) an updated STORM assessment, deleting reference to the buffer strips, with necessary adjustments to achieve a minimum 100% compliance;

- (b) the provision of fly screens and security mechanisms to openable windows/doors to allow for night purging;
  - (c) the provision of fixed, retractable clothes lines;
  - (d) the incorporation of a central condensing gas boiler with at least 90% efficiency;
  - (e) details of the operation of external screens;
  - (f) how water and energy consumption would be minimised with regard to the pool operation;
  - (g) water and energy consumption will be minimised in regard to the pool operation;
  - (h) an updated thermal energy (NatHERS) information that confirms different glazing types (clear/tint) that is consistent with the architectural drawings, and ensure that the average 6.8 Star NatHERS rating can be met; and
  - (i) a building users guide.
15. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority and any ongoing recommendations or requirements must be complied with at all times.

#### Waste management plan

16. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and all ongoing obligations must be complied with to the satisfaction of the Responsible Authority.

#### Wind impact assessment

17. Before the development commences, an amended Wind Assessment Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment Report will be endorsed and will form part of this permit. The amended Wind Assessment Report must be generally in accordance with the Wind Assessment Report prepared by ViPac dated 29 August 2016, but modified to include (or show):
- (a) the correct reference to wind strengths (figure 4 of their report states that southwest to west wind directions would be stronger than the southern winds);
  - (b) the rooftop terraces will achieve the criteria for standing and sitting comfort;
  - (c) a wind tunnel test, quantifying the environmental wind conditions in the streetscapes immediately adjacent, on the north side footpath of Johnson Street, and the private recreation areas, confirming that the wind targets can be achieved.
18. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

#### Car Park Management Plan

19. Before the development is occupied, a Car Park Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:
- (a) the number and location of car parking spaces allocated to each tenancy;
  - (b) details of way-finding, cleaning and security of end of trip bicycle facilities;
  - (c) a schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays and bicycle parking, exits, restrictions, pay parking system etc.;
  - (d) the collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan;
  - (e) details regarding the management of loading and unloading of goods and materials; and

- (f) details of the traffic light system to manage vehicles entering/exiting the level 1 car park. The Owners Corporation must be responsible for the care and maintenance of this system, including the detector loop.
20. The provisions, recommendations and requirements of the endorsed Car Park Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

#### Construction management

21. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:
- (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure. In particular, but not limited to, the dilapidation report must assess the condition of the Stafford Street and Park Street road pavements.  
Any damage or areas of excavation or trenching that has occurred in Stafford Street and Park Street as a result of the development will require the developer to rehabilitate these roads to Council standards and at the Permit Holder's expense;
  - (b) works necessary to protect road and other infrastructure;
  - (c) remediation of any damage to road and other infrastructure;
  - (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land,
  - (e) facilities for vehicle washing;
  - (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
  - (g) site security;
  - (h) management of any environmental hazards including, but not limited to:
    - (i) contaminated soil;
    - (ii) materials and waste;
    - (iii) dust;
    - (iv) stormwater contamination from run-off and wash-waters;
    - (v) sediment from the land on roads;
    - (vi) washing of concrete trucks and other vehicles and machinery; and
    - (vii) spillage from refuelling cranes and other vehicles and machinery;
  - (i) the construction program;
  - (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
  - (k) parking facilities for construction workers;
  - (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
  - (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
  - (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
  - (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.
  - (p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:
    - (i) using lower noise work practice and equipment;
    - (ii) the suitability of the land for the use of an electric crane;

- (iii) silencing all mechanical plant by the best practical means using current technology;
  - (iv) fitting pneumatic tools with an effective silencer;
  - (v) other relevant considerations; and
  - (vi) if any existing public lighting assets require temporary disconnection, alternative lighting must be provided to maintain adequate lighting levels. A temporary lighting scheme can only be approved by Council and relevant power authority;
  - (q) confirmation that existing public lighting would only be disconnected once temporary alternative lighting scheme becomes operational;
  - (r) confirmation that the temporary lighting scheme will remain operational until a permanent lighting scheme is reinstated; and
  - (s) during the construction of the approved development:
  - (t) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
  - (u) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
  - (v) vehicle borne material must not accumulate on the roads abutting the land;
  - (w) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads;
  - (x) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly; and
  - (y) a temporary public lighting scheme, should any public lighting assets require temporary disconnection.
22. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
- (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
  - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
  - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

#### Civil works

23. Council assets must not be altered in any way except with the prior written consent of the Responsible Authority.
24. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, the following works must be carried out, at the permit holder's cost and to the satisfaction of the Responsible Authority:
- (a) the undergrounding of the power lines adjacent to the Johnston and Stafford Street property frontages;
  - (b) construction of bluestone footpath instead of asphalt footpath adjacent to the properties Johnston and Stafford Street frontages;
  - (c) improved street lighting, seating and placement of waste disposal bins and bike hoops;
  - (d) the Right of Way must be reconstructed in accordance with Council's Infrastructure Road Materials Policy (the widening of the Right of Way (on private property) is to be constructed in materials consistent with the Right of Way (Road));
  - (e) the footpath and kerb and channel along the property's Stafford Street road frontage must be reconstructed;
  - (f) the reconstructed footpaths must have a cross-fall of no steeper than 1 in 40.
  - (g) removal of redundant property drains;
  - (h) profile and re-sheet the full width of Stafford Street road pavement, extending in line with the site's western boundary to the site's eastern boundary (upon the completion of all building works and utility connections to the site);
  - (i) the footpath along the property's Johnston Street frontage must be stripped and re-sheeted;
  - (j) isolated repairs to kerb and channel as a result of the development/construction; and

- (k) the half width road pavement of Johnston Street (from south kerb to road centreline) profiled and re-sheeted spanning the property frontage.
- 25. Prior to the commencement of the development, the developer must prepare and submit detailed design drawings of all road infrastructure works and drainage works associated with this development (outlined in condition 24) for assessment and endorsement to the satisfaction of the Responsible Authority.
- 26. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
  - (a) at the permit holder's cost; and
  - (b) to the satisfaction of the Responsible Authority.
- 27. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:
  - (a) in accordance with any requirements or conditions imposed by Council;
  - (b) at the permit holder's cost; and
  - to the satisfaction of the Responsible Authority.
- 28. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath, nature strip, and kerb and channel:
  - (a) at the permit holder's cost; and
  - (b) to the satisfaction of the Responsible Authority.
- 29. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
  - (a) constructed and available for use in accordance with the endorsed plans; formed to such levels and drained so that they can be used in accordance with the endorsed plans;
  - (b) treated with an all-weather seal or some other durable surface; and
  - (c) line-marked or provided with some adequate means of showing the car parking spaces, all to the satisfaction of the Responsible Authority.
- 30. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the basement car park, and dwelling entrances must be provided. Lighting must be:
  - (a) located;
  - (b) directed;
  - (c) shielded; and
  - (d) of limited intensity,all to the satisfaction of the Responsible Authority.
- 31. Before the development is occupied, or by such later date as is approved by the Responsible Authority in writing, a public lighting plan must be prepared to the satisfaction of the Responsible Authority and submitted to the Responsible Authority for approval. Once approved, the plan will be endorsed and will then form part of the permit. The permit holder must provide for the lighting of the pedestrian and vehicle access ways to the satisfaction of the Responsible Authority.

#### PTV Condition

- 32. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Johnston Street is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria fourteen days (14) prior.

### Expiry

33. This permit will expire if:

- (a) the development is not commenced within four years of the date of this permit;
- (b) the development is not completed within six years of the date of this permit; or
- (c) the use is not commenced within five years of the date of this permit.

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

### NOTES:

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

The permit holder must obtain approval from the relevant authorities to remove and/or build over the easement(s).

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5585 for further information.

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

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

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

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

This site is subject to a Heritage Overlay. A planning permit may be required for any external works.

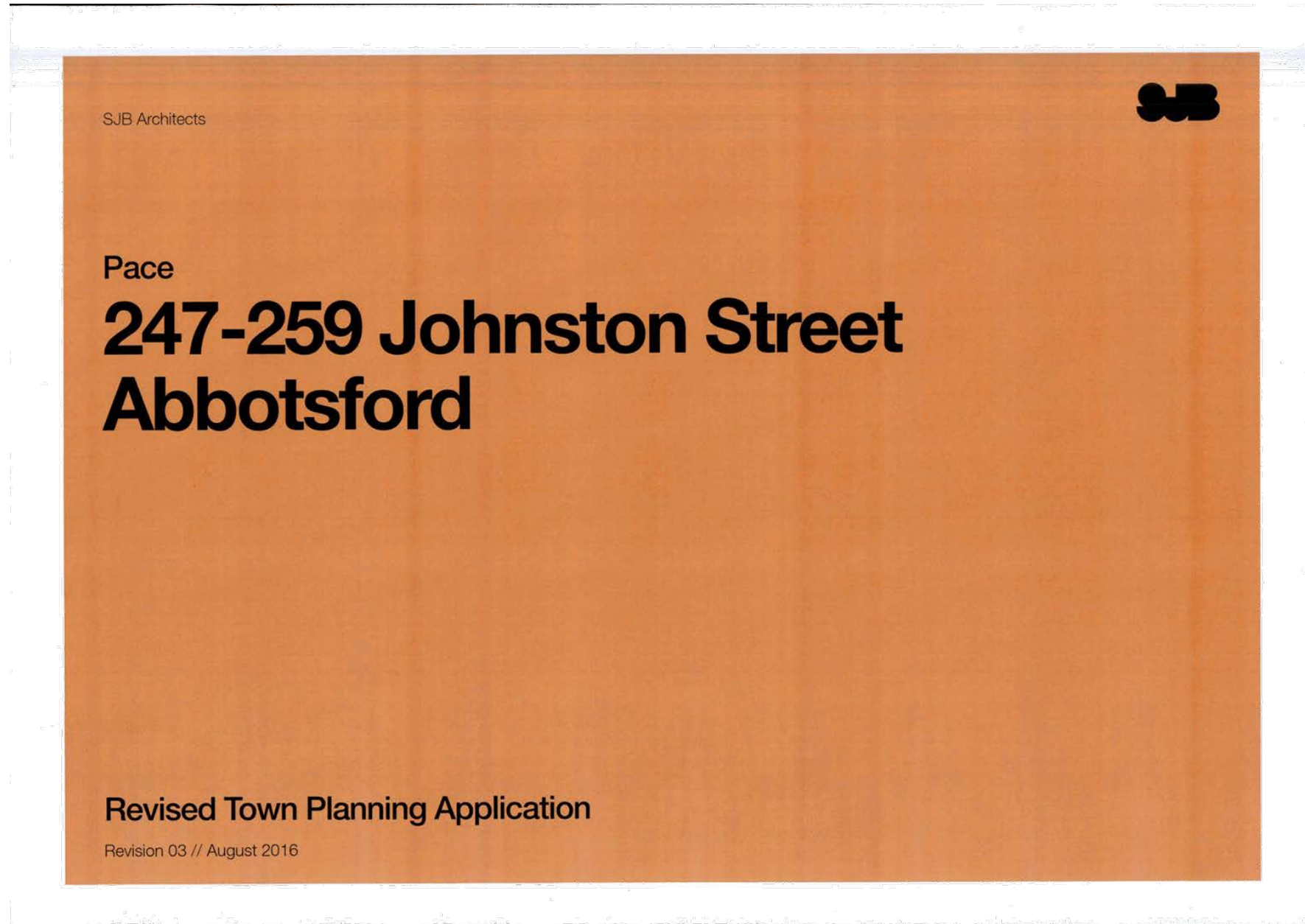
**CONTACT OFFICER:** Sarah Thomas  
**TITLE:** Principal Planner  
**TEL:** 92055046

### **Attachments**

- 1 Architectural Renders
- 2 Floor Plans
- 3 Floor Plans & Elevations
- 4 Elevations & Shadows
- 5 Development Summary & Schedules
- 6 Heritage Advice
- 7 Acoustic Advice
- 8 Urban Design Advice
- 9 Traffic Advice



**Attachment 1 - Architectural Renders**



## Attachment 1 - Architectural Renders

### Design Response

Perspective 8a



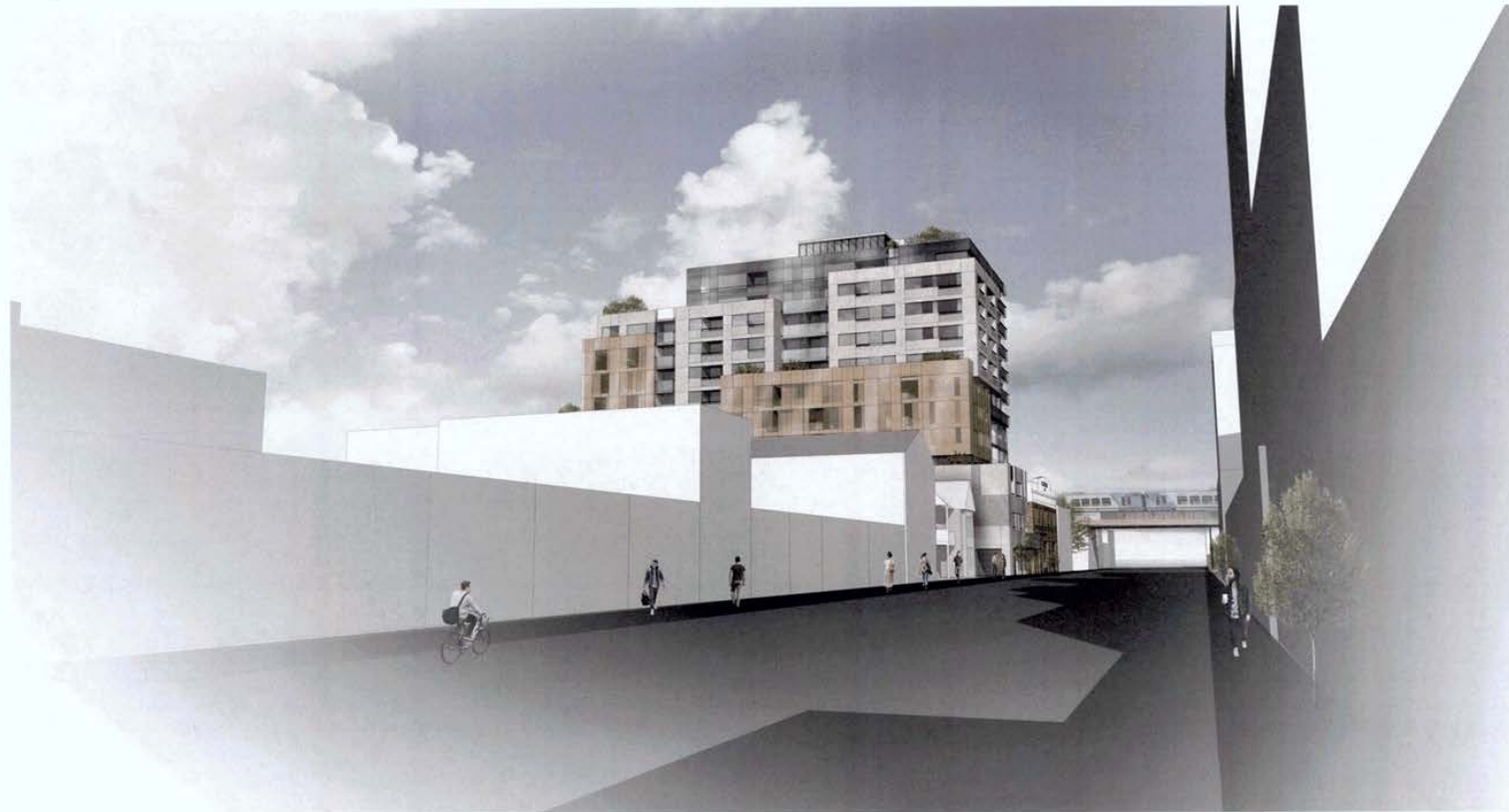
View towards the east along Johnston Street

37 SJB Architects

Attachment 1 - Architectural Renders

Design Response **3**

Perspective 8c



View towards the west along Johnston Street

247-259 Johnston Street, Abbotsford 38



## Attachment 1 - Architectural Renders

### Design Response

Perspective 8d



View towards the west along Johnston Street

09 S&S Architects

Attachment 1 - Architectural Renders

Design Response **3**

Perspective 8f



View towards the north-west from Park Street

247-259 Johnston Street, Abbotsford 40



## Attachment 1 - Architectural Renders

### Design Response

Perspective 8g



View towards the north from Stafford Street

Attachment 1 - Architectural Renders

Design Response **3**

Perspective 8h

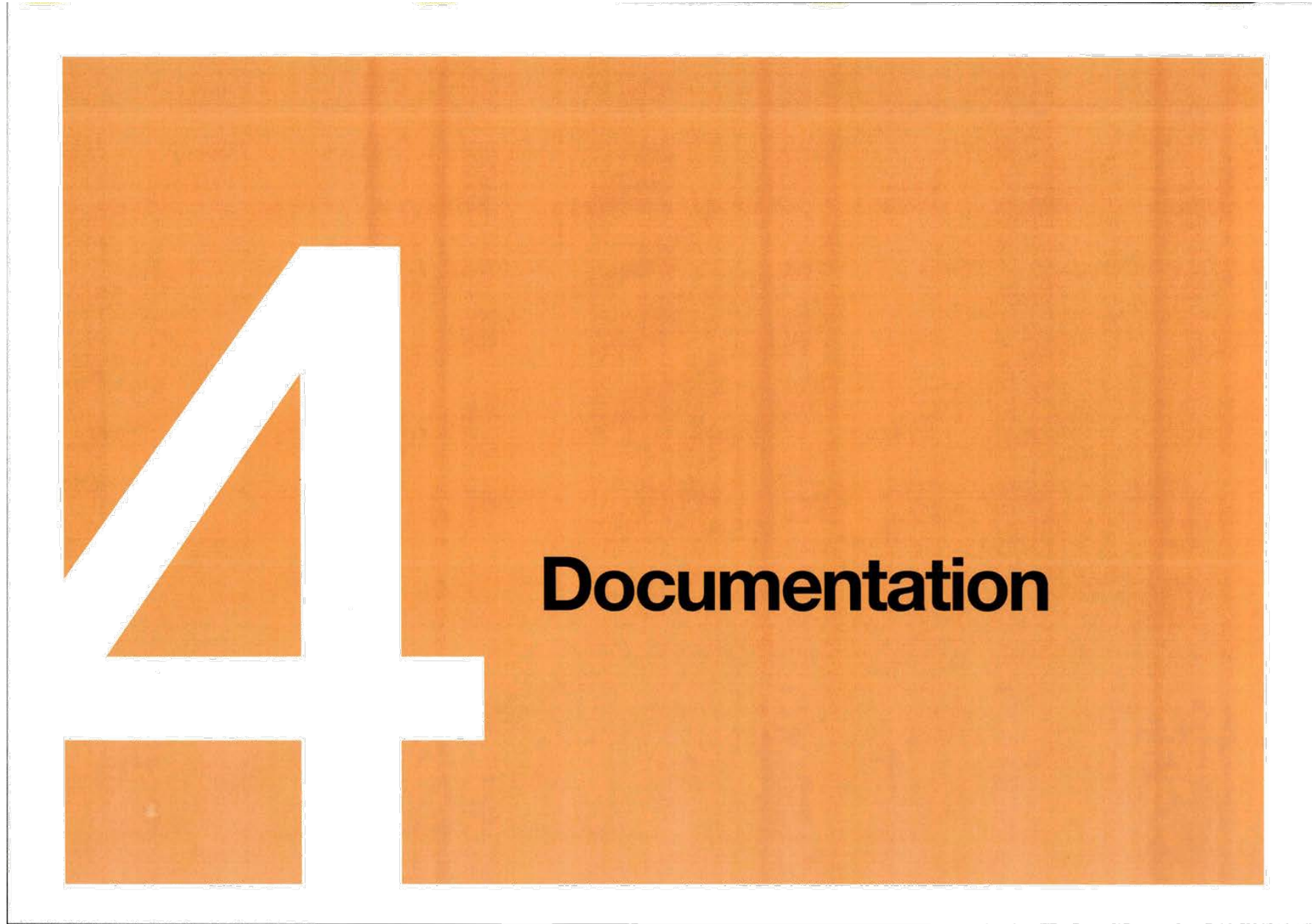


View towards the east from Stafford Street

247-259 Johnston Street, Abbotsford 42



**Attachment 1 - Architectural Renders**



## Attachment 1 - Architectural Renders

Documentation **4**

## Architectural Drawings

SD00-01 Site Analysis Plan  
 SD00-02 Existing Site Plan  
 SD00-03 Demolition Plan  
 SD00-04 Site Plan

SD02-01 Floor Plan - Basement 03  
 SD02-02 Floor Plan - Basement 02  
 SD02-03 Floor Plan - Basement 01

SD02-10 Floor Plan - Ground  
 SD02-11 Floor Plan - Level 01  
 SD02-12 Floor Plan - Level 02  
 SD02-13 Floor Plan - Level 03  
 SD02-14 Floor Plan - Level 04  
 SD02-15 Floor Plan - Level 05  
 SD02-16 Floor Plan - Level 06  
 SD02-17 Floor Plan - Level 07  
 SD02-18 Floor Plan - Level 08  
 SD02-19 Floor Plan - Level 09  
 SD02-20 Floor Plan - Level 10  
 SD02-21 Floor Plan - Level 11  
 SD02-22 Floor Plan - Roof Deck

SD05-01 North Elevation  
 SD05-02 East Elevation  
 SD05-03 South Elevation  
 SD05-03A South Elevation with Laneway Apartments  
 SD05-04 West Elevation  
 SD05-04A West Elevation with Laneway Apartments  
 SD05-05 Internal Elevations & Section - Laneway Apartments

## Material Schedule

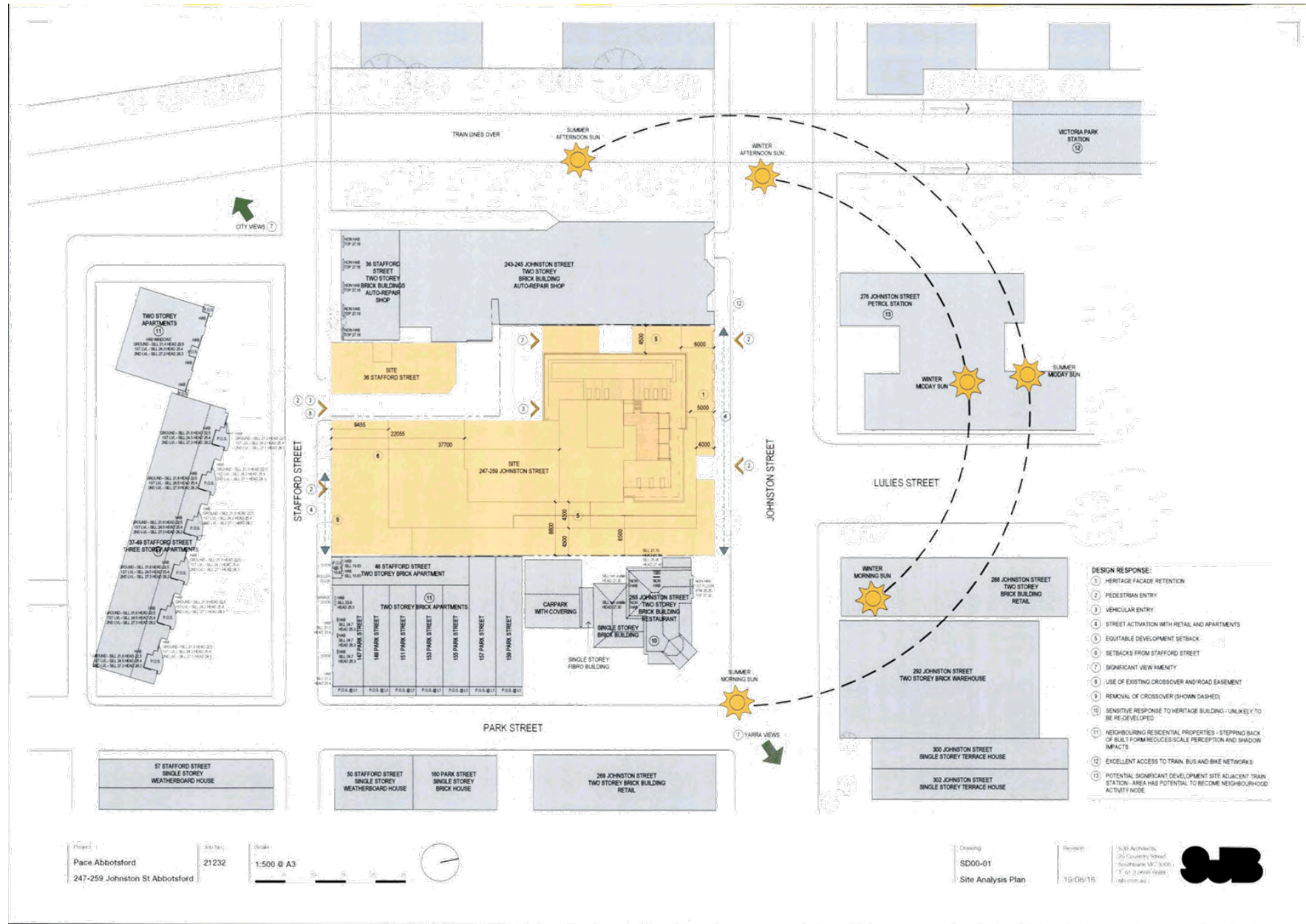
SD06-01 Section 01  
 SD06-02 Section 02

SD3000 Shadow Studies (Proposed 9 am at Equinox)  
 SD3001 Shadow Studies (Proposed 10 am at Equinox)  
 SD3002 Shadow Studies (Proposed 11 am at Equinox)  
 SD3003 Shadow Studies (Proposed 12 pm at Equinox)  
 SD3004 Shadow Studies (Proposed 1 pm at Equinox)  
 SD3005 Shadow Studies (Proposed 2 pm at Equinox)  
 SD3006 Shadow Studies (Proposed 3 pm at Equinox)

## Development Summary

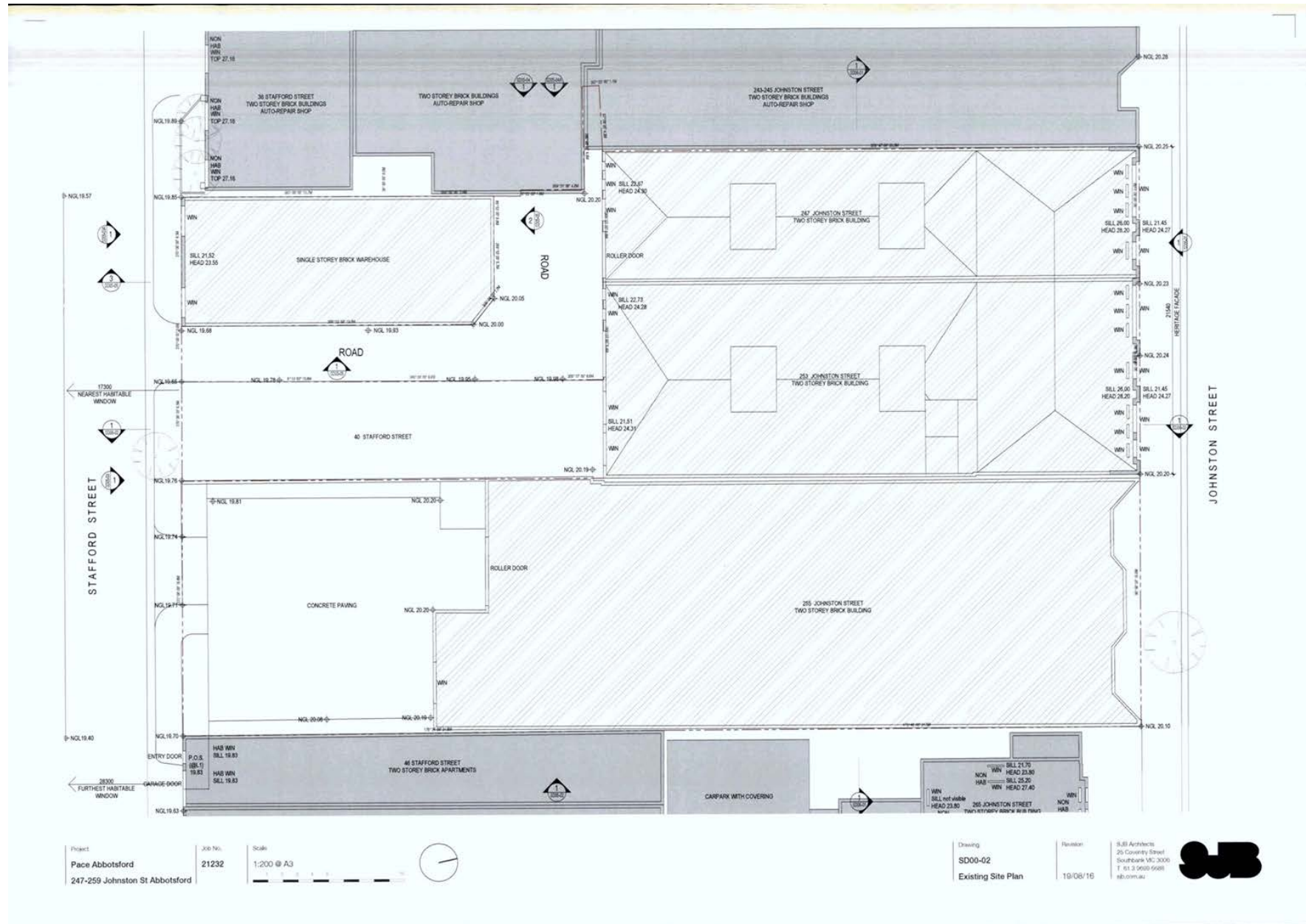
## Area Schedule

# Attachment 2 - Floor Plans

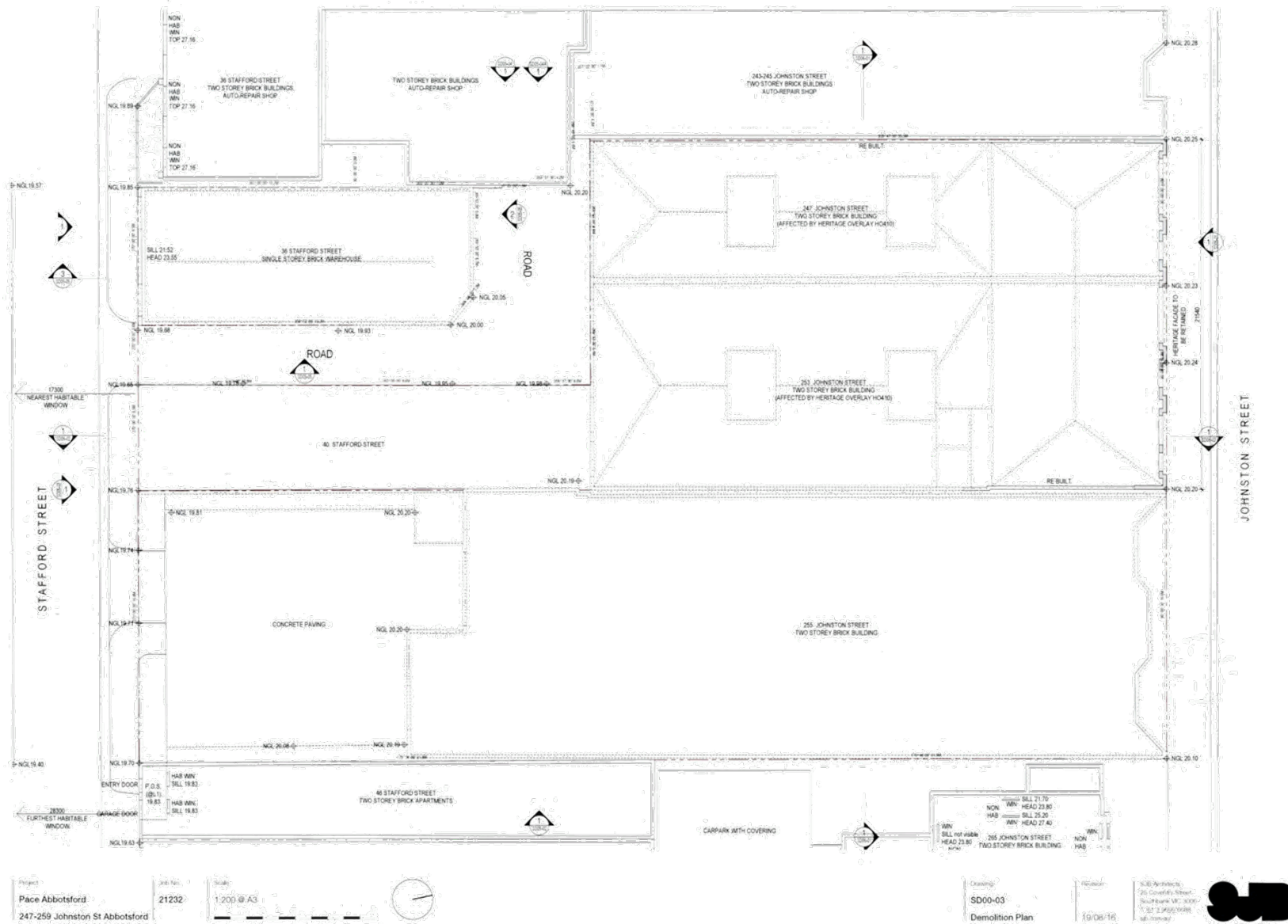




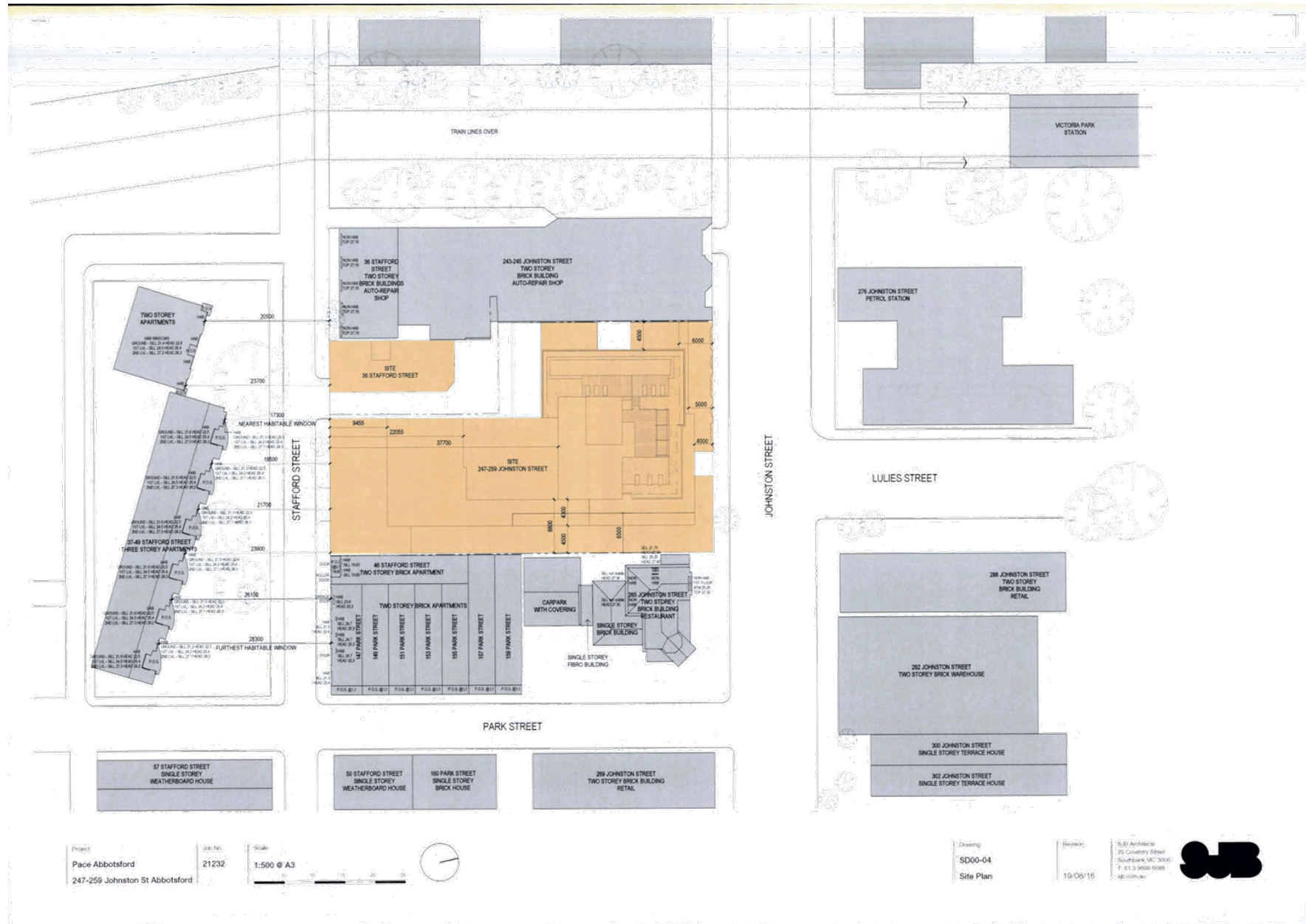
## Attachment 2 - Floor Plans



## Attachment 2 - Floor Plans

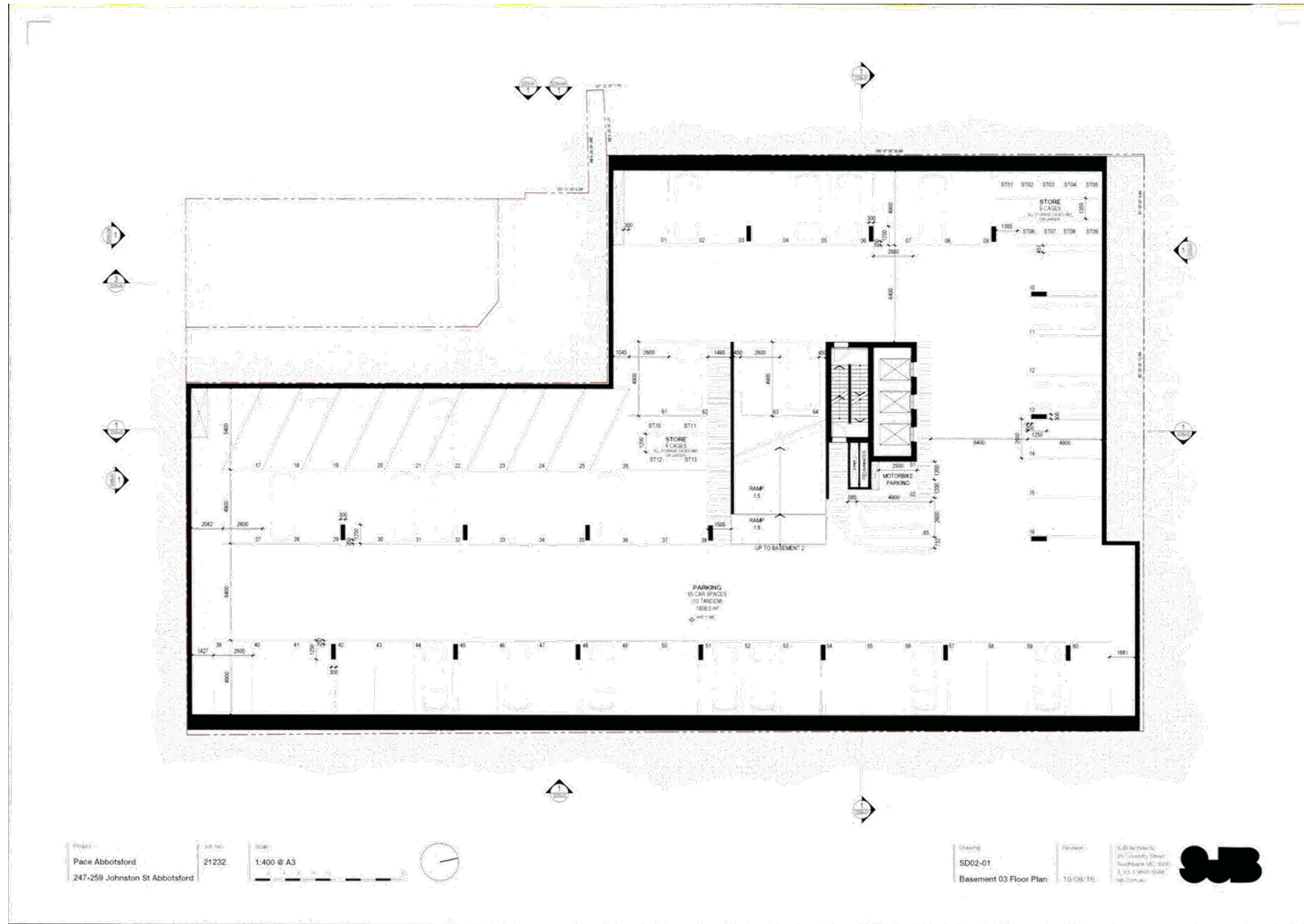


## Attachment 2 - Floor Plans



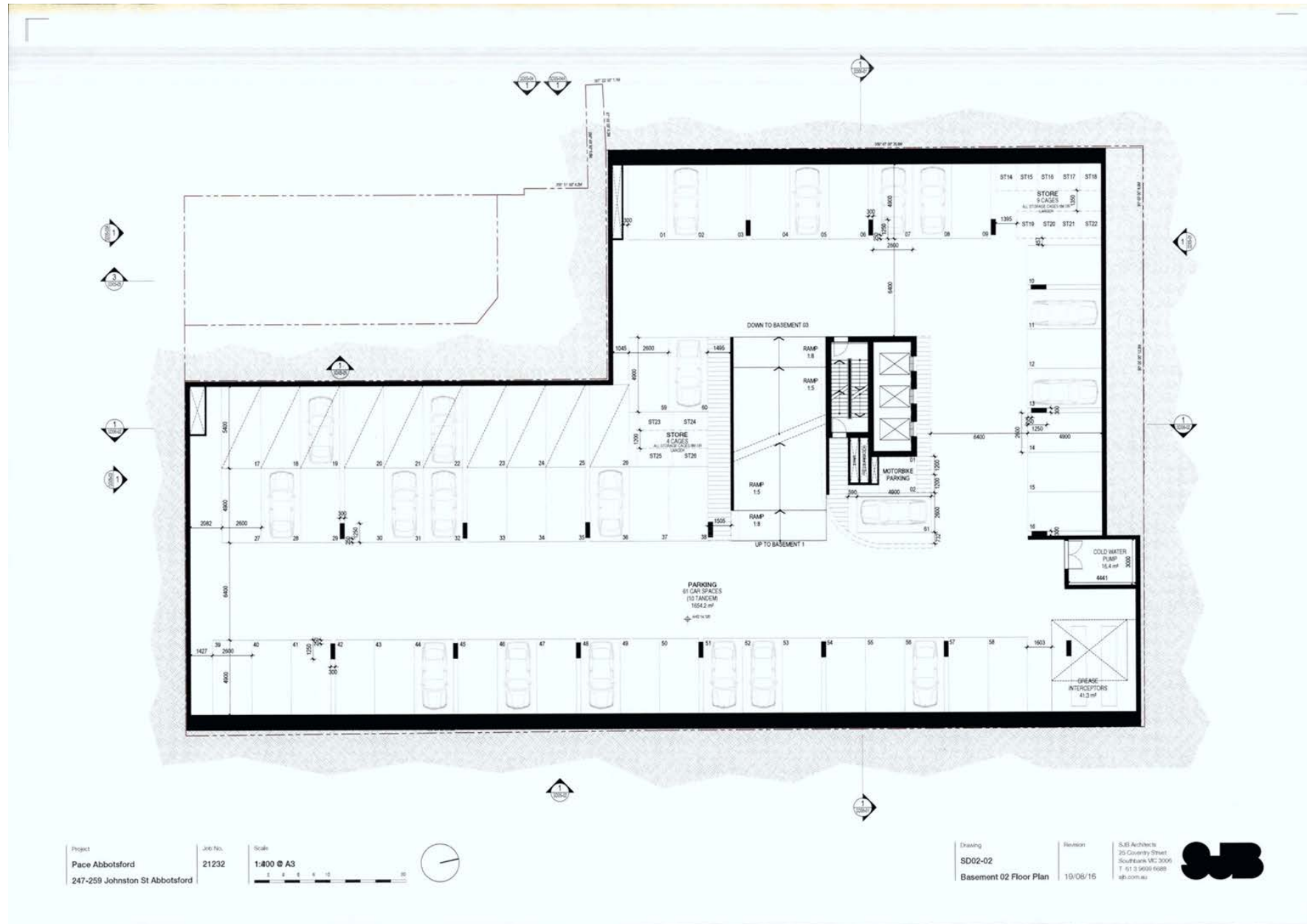


## Attachment 2 - Floor Plans

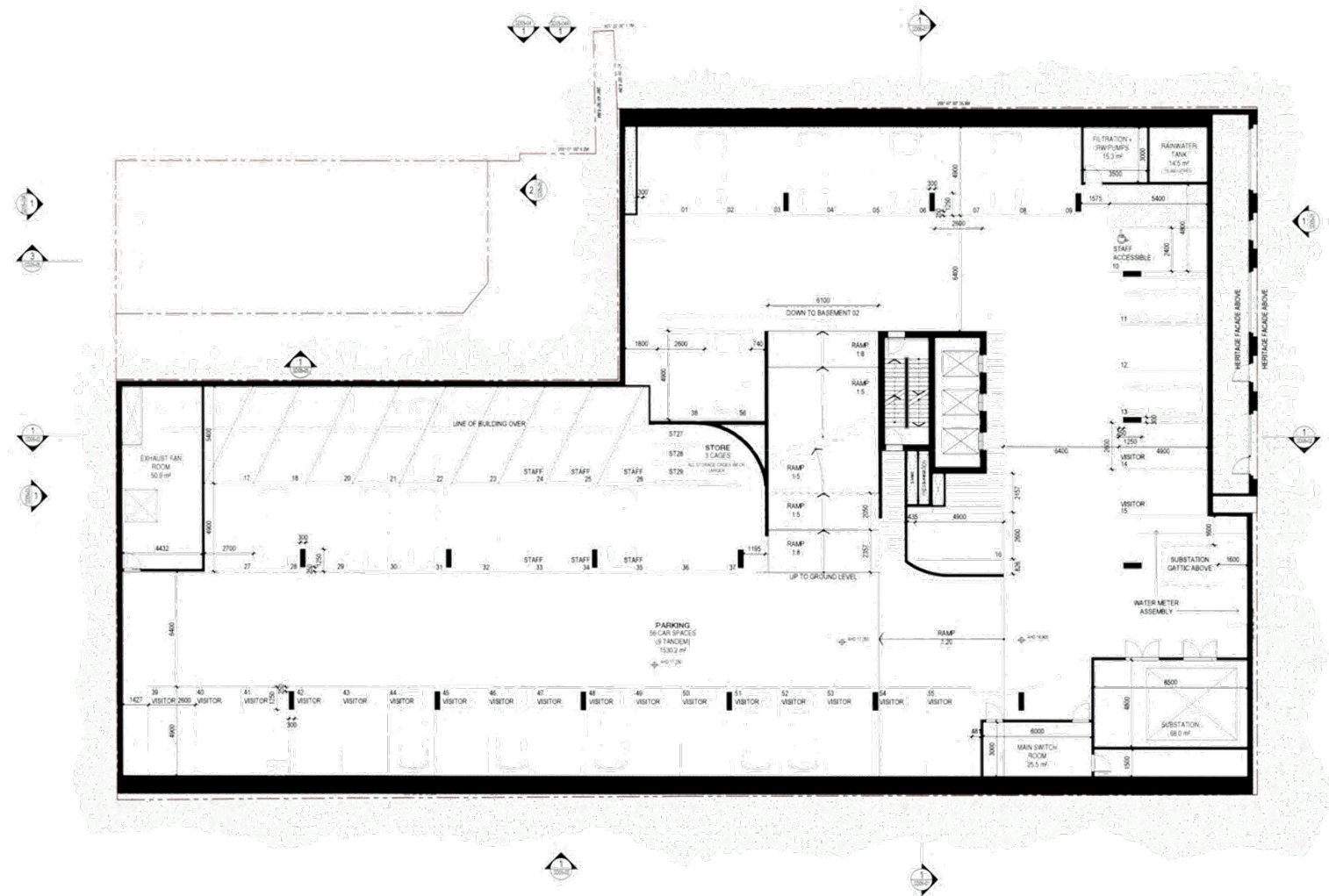




## Attachment 2 - Floor Plans



## Attachment 2 - Floor Plans



Project:  
Pace Abbotsford  
247-259 Johnston St Abbotsford

Job No:  
21232

Scale:  
1:400 @ A3

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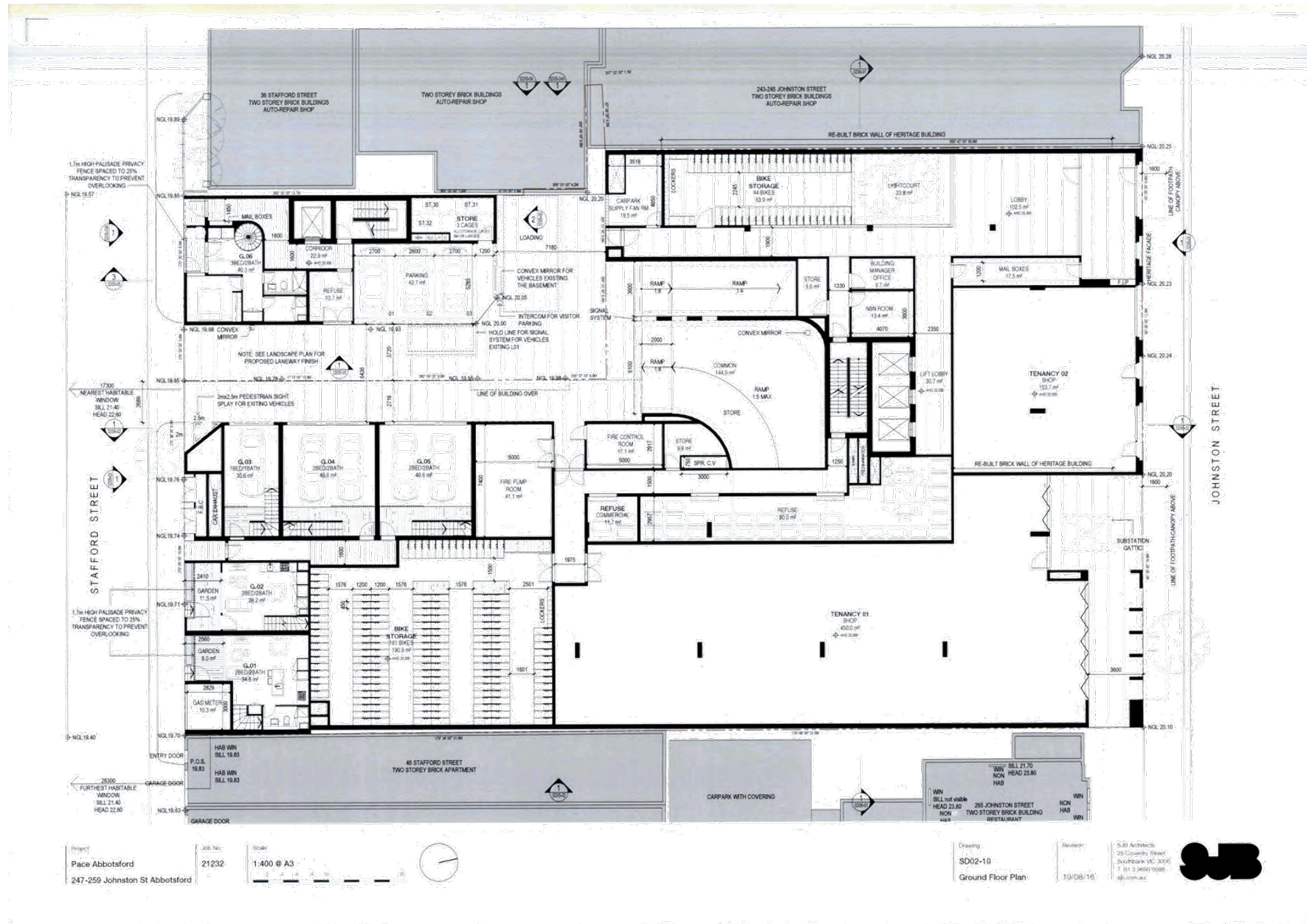
Drawing:  
SD02-03

Basement 01 Floor Plan

Revision:  
19/06/16

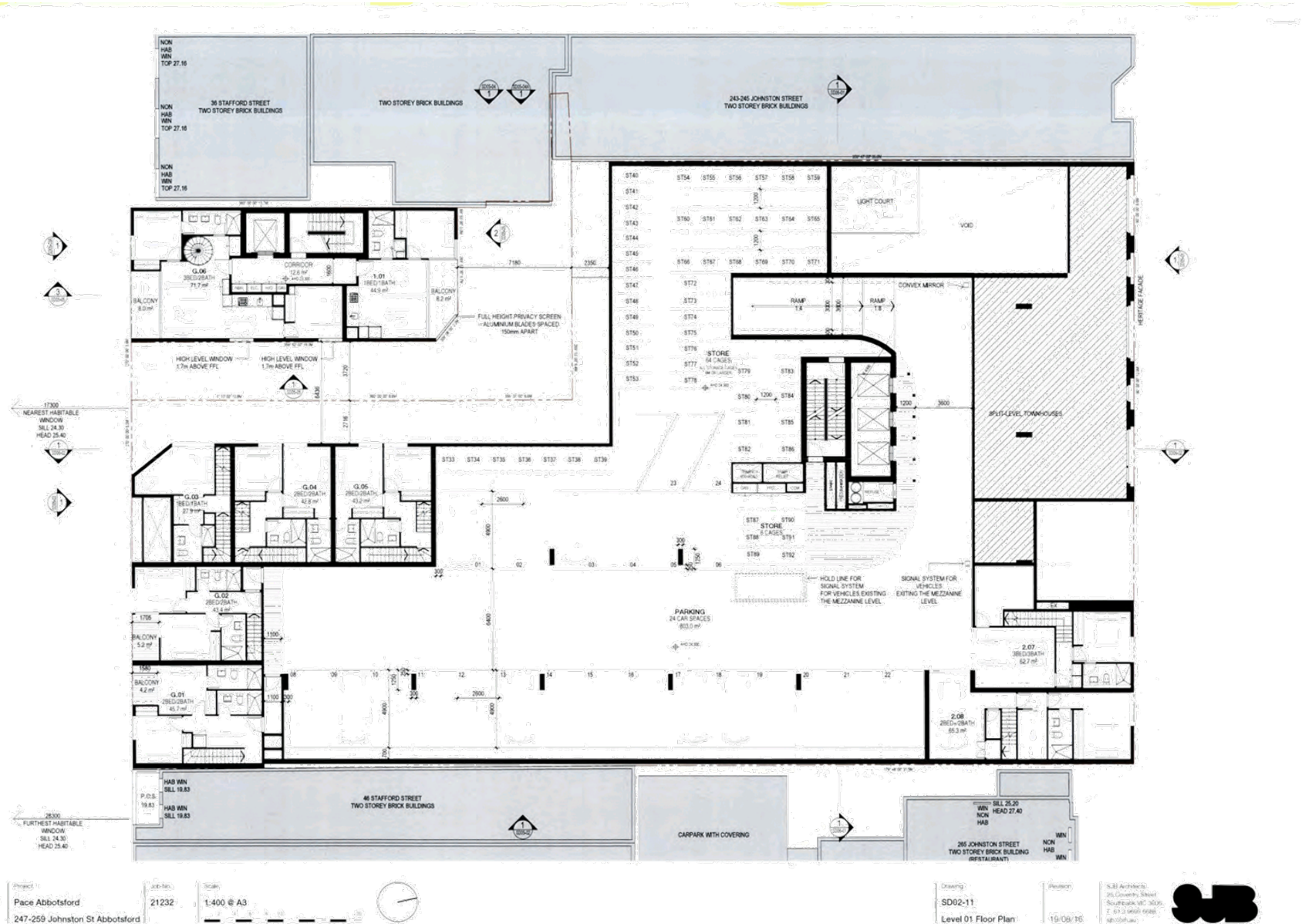
Sub-Contractor:  
25 Coleridge Street  
Southbank VIC 3006  
T 03 9560 5688  
info@sub.com.au



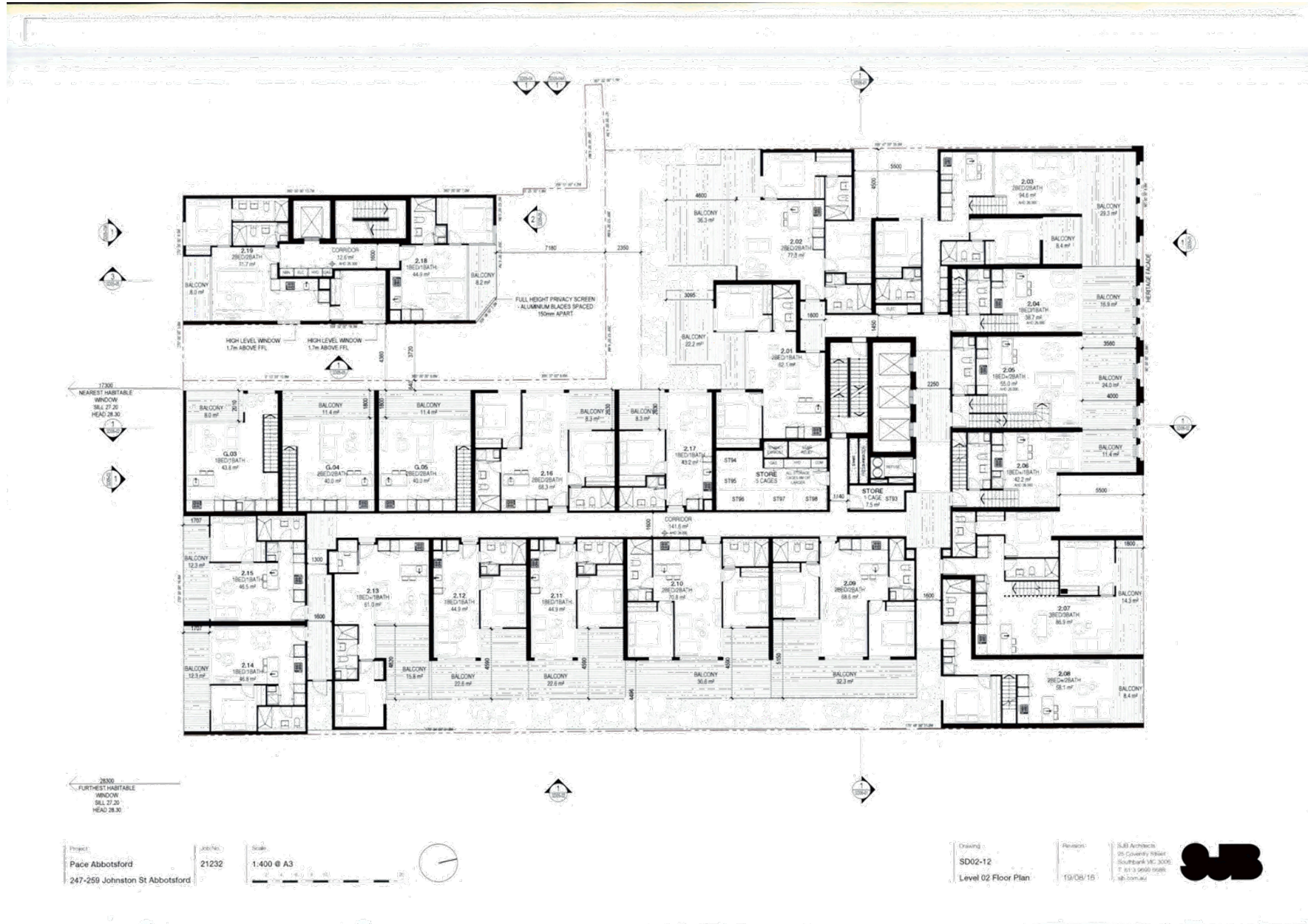




## Attachment 2 - Floor Plans



## Attachment 2 - Floor Plans

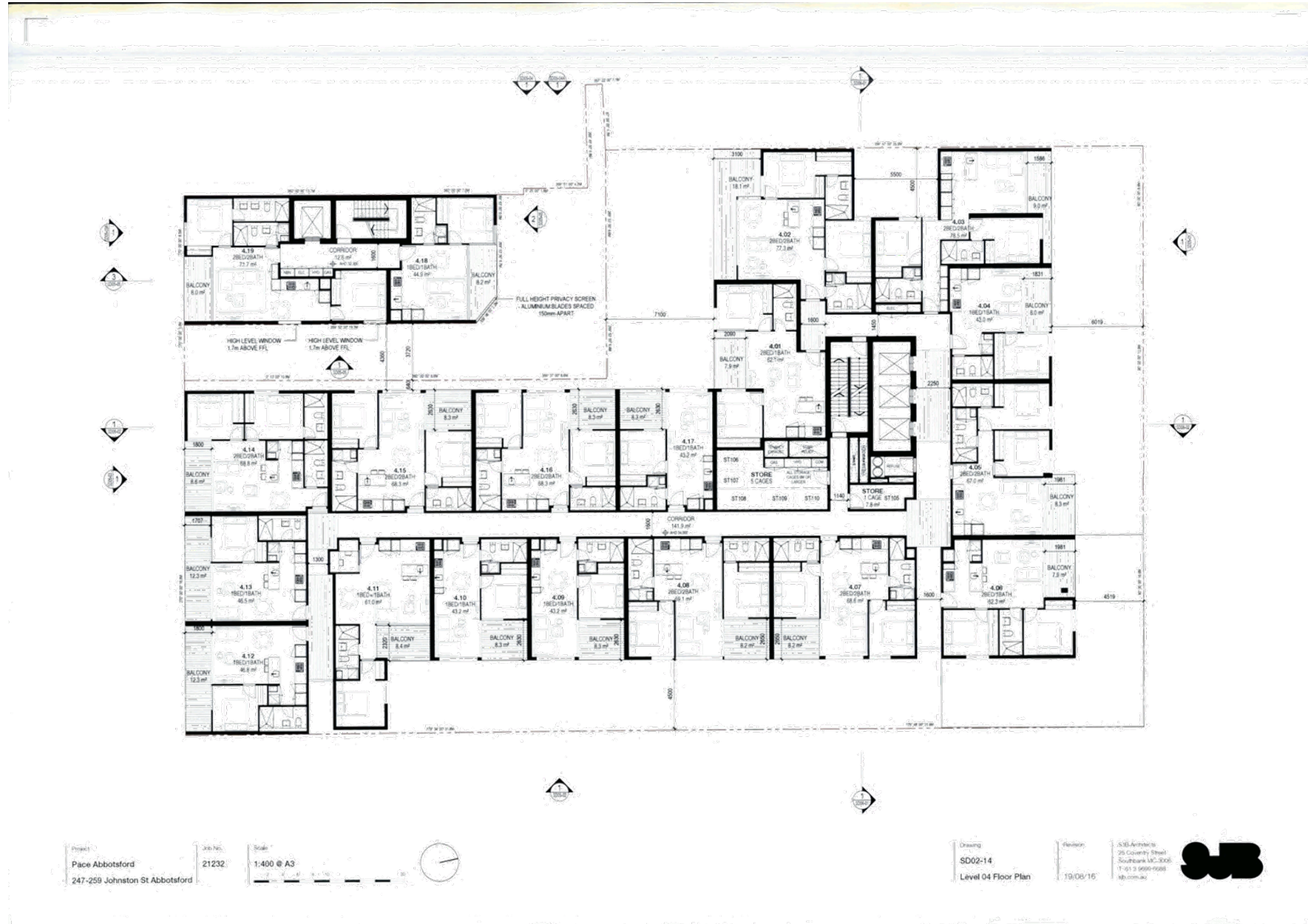




### Attachment 3 - Floor Plans & Elevations

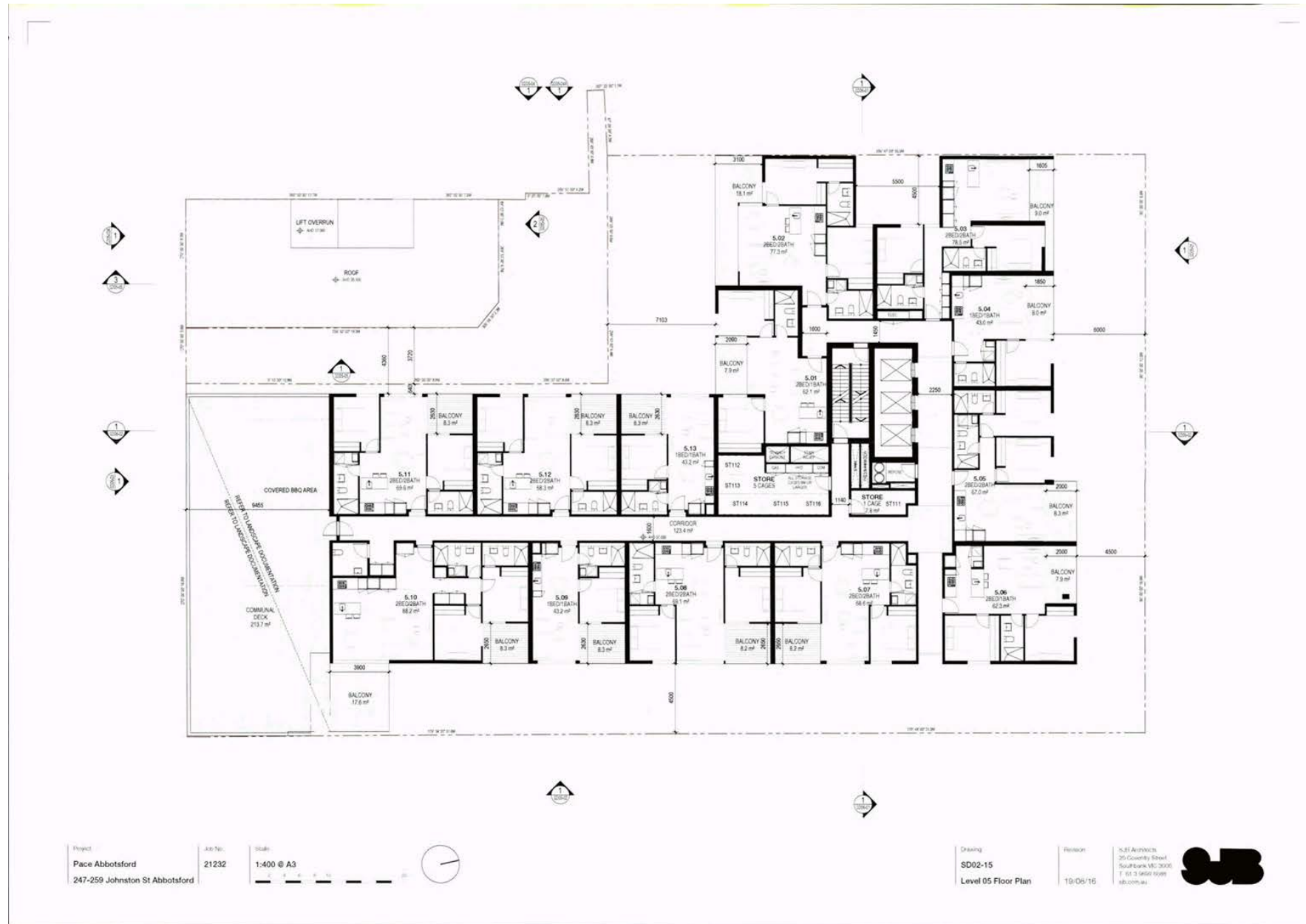


# Attachment 3 - Floor Plans & Elevations

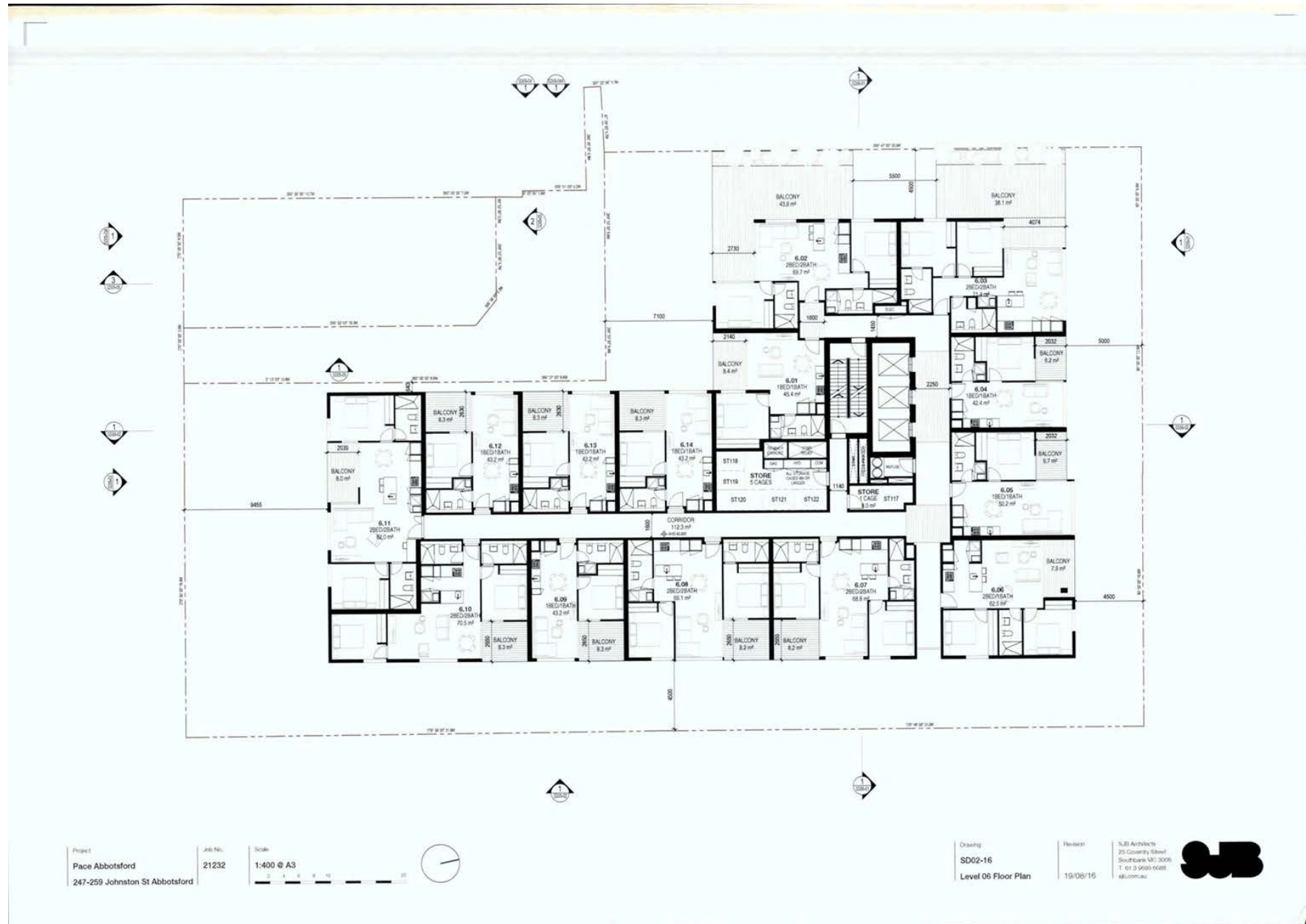




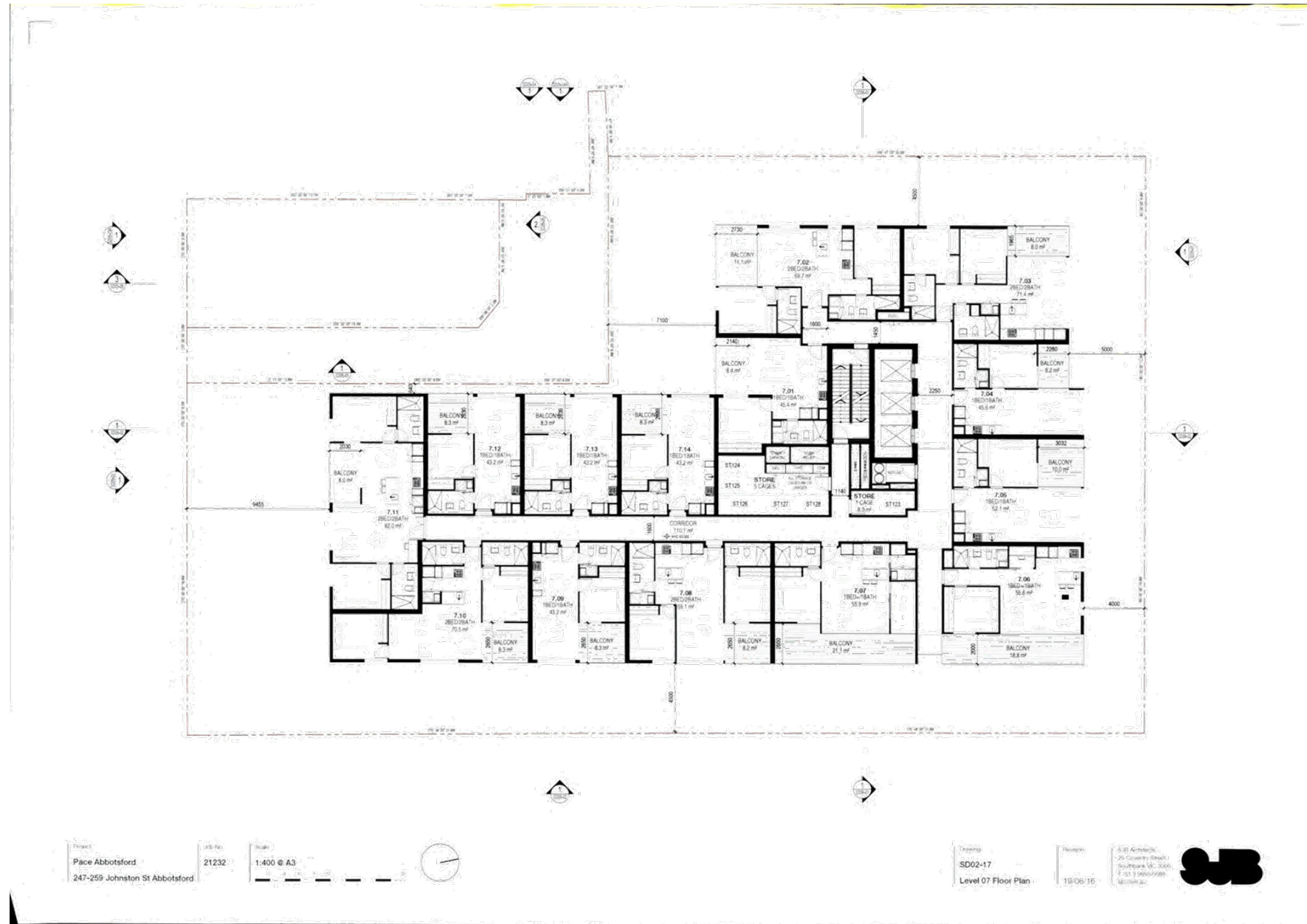
### Attachment 3 - Floor Plans & Elevations



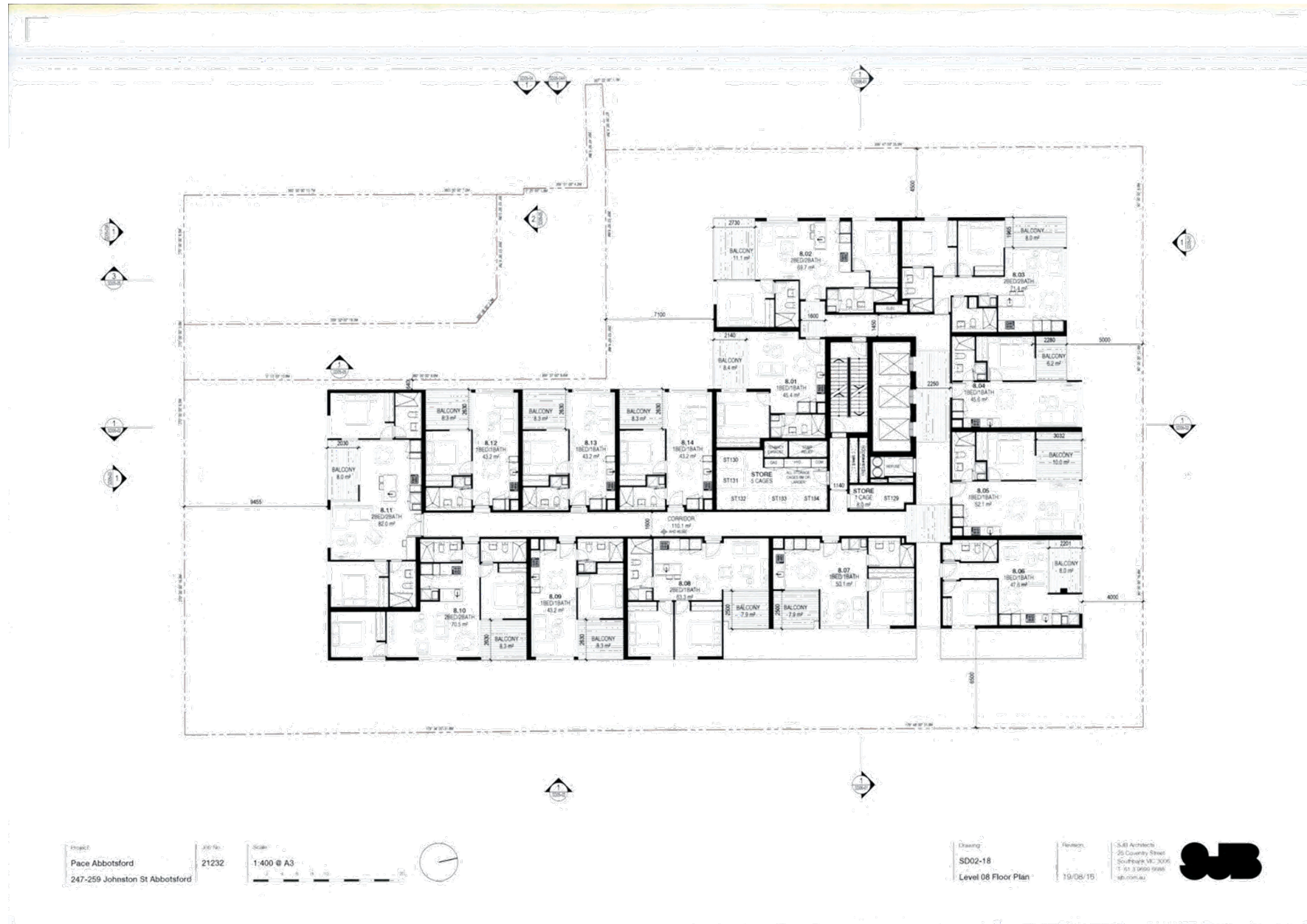
# Attachment 3 - Floor Plans & Elevations



# Attachment 3 - Floor Plans & Elevations

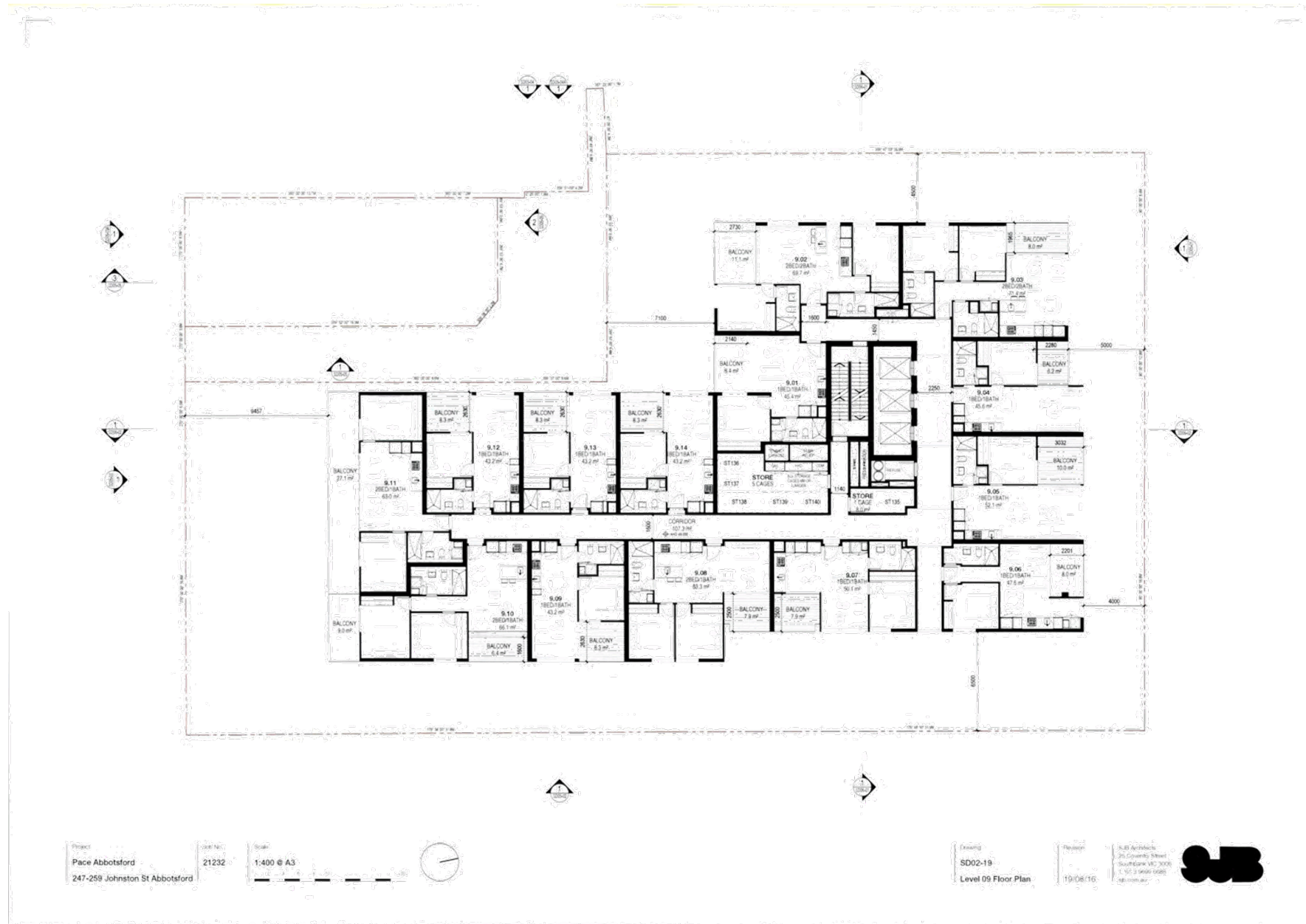


# Attachment 3 - Floor Plans & Elevations

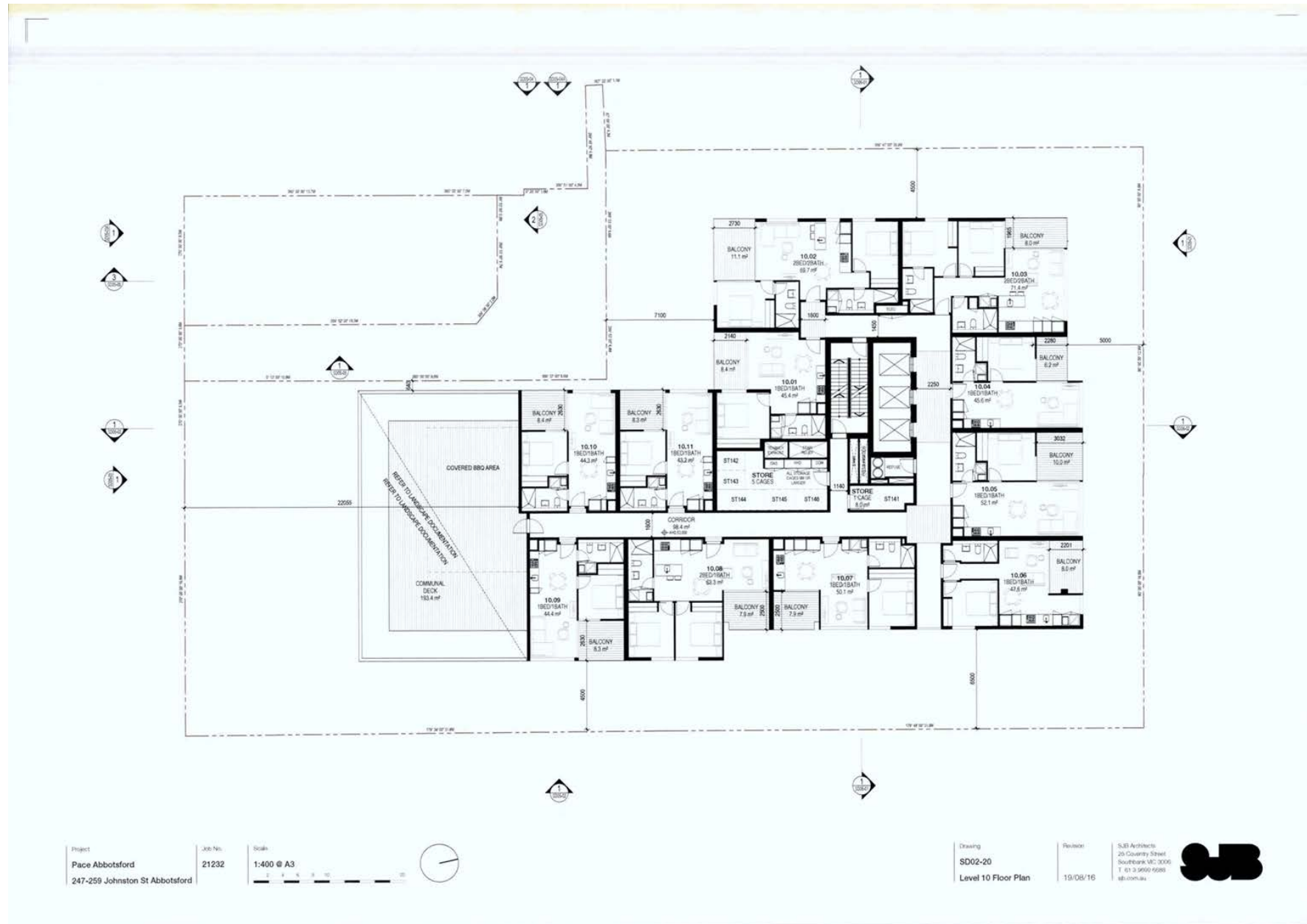




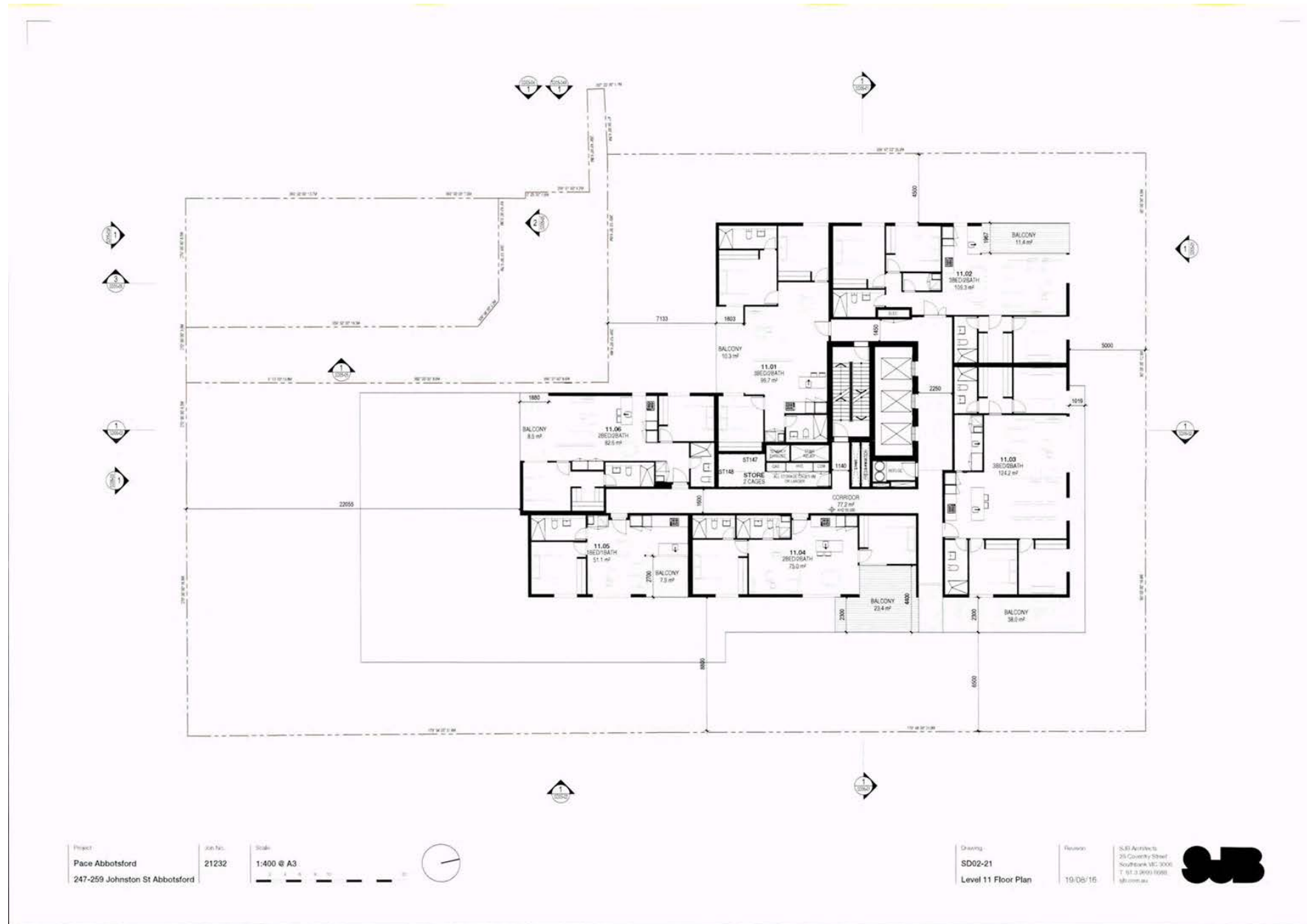
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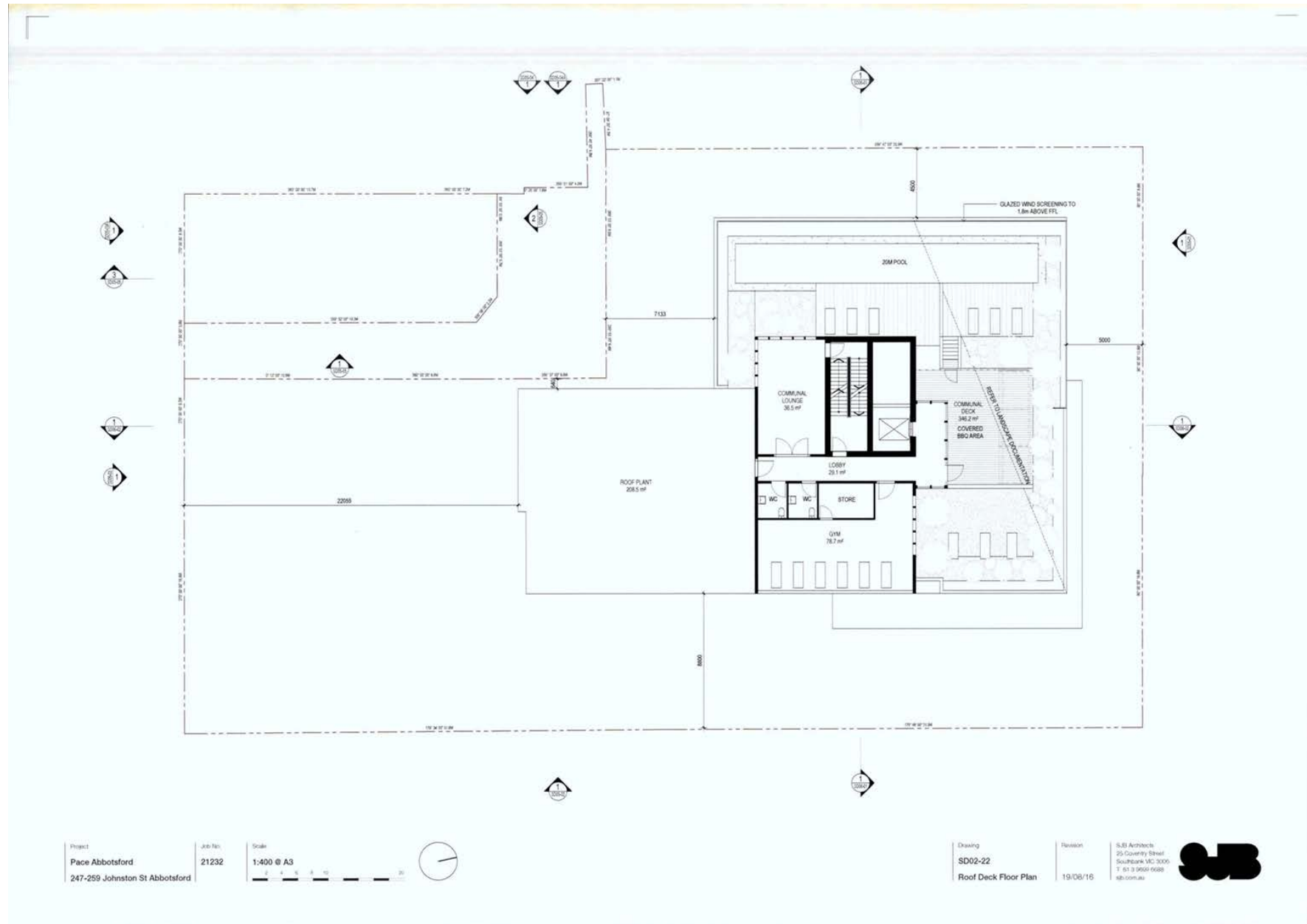
## Attachment 3 - Floor Plans & Elevations



# Attachment 3 - Floor Plans & Elevations



# Attachment 3 - Floor Plans & Elevations

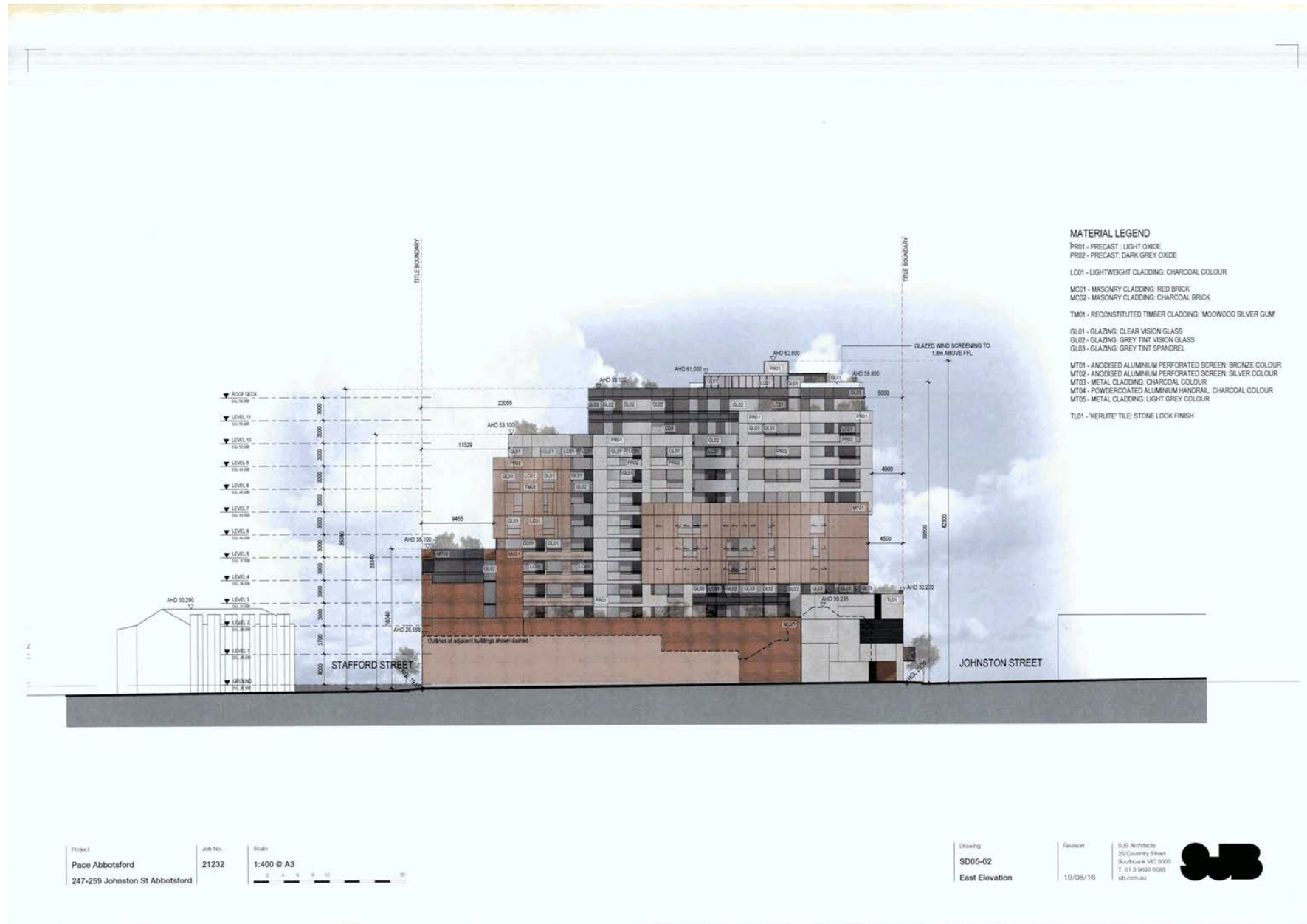




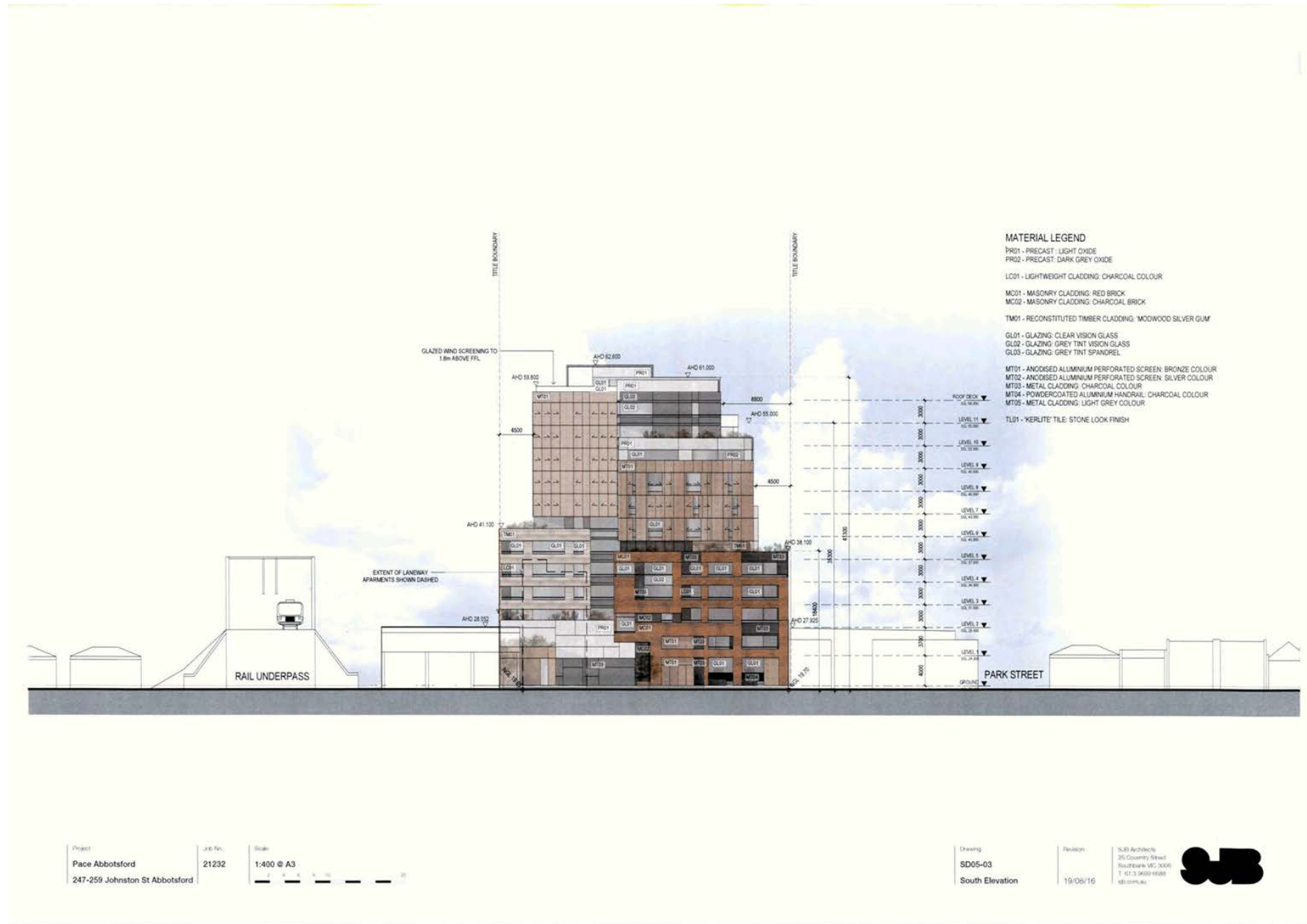
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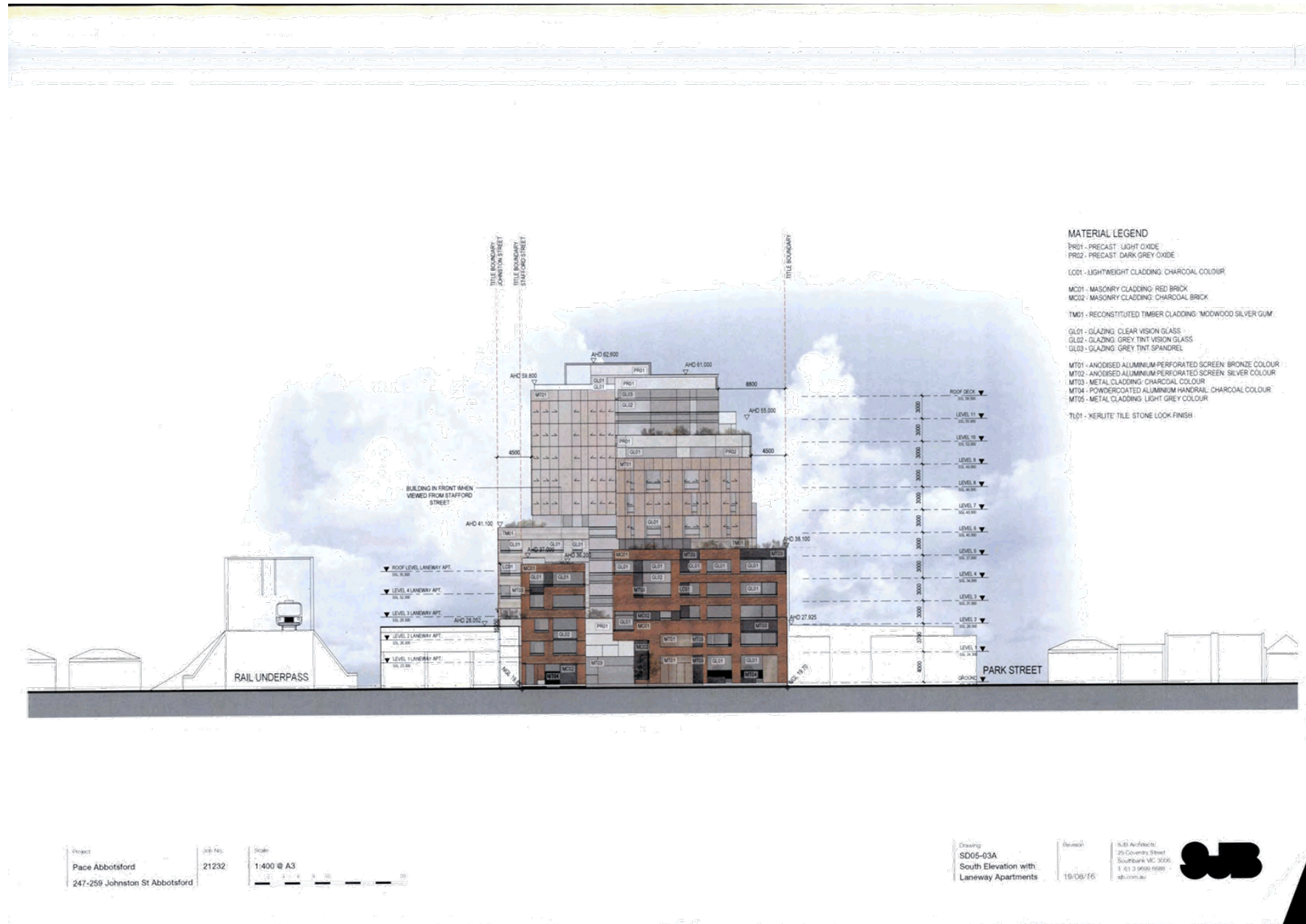
# Attachment 3 - Floor Plans & Elevations



# Attachment 3 - Floor Plans & Elevations

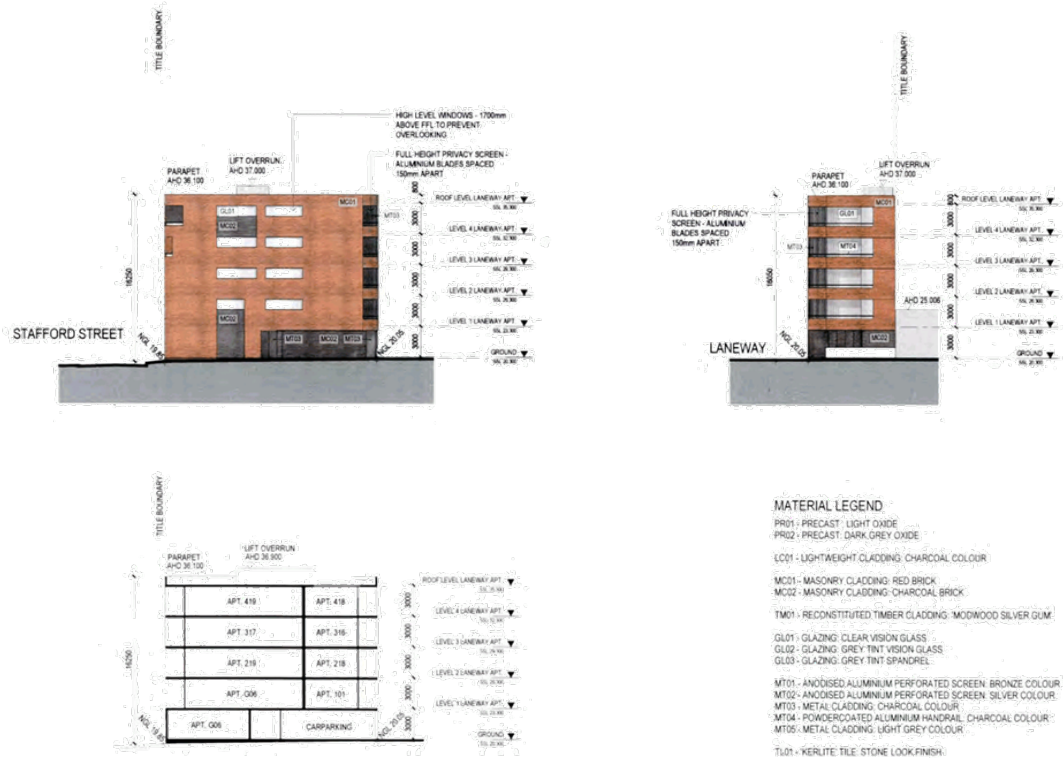


## Attachment 3 - Floor Plans & Elevations





# Attachment 4 - Elevations & Shadows



Project  
Pace Abbotsford  
247-259 Johnston St Abbotsford

Job No.  
21232

Scale  
1:400 @ A3



Drawing  
SD05-05  
Internal Elevations &  
Section - Laneway Apts

Revision  
19/09/16

Client  
SJB Architects  
25 Coventry Street  
Melbourne VIC 3000  
T: 03 9669 8000  
E: info@sjb.com.au

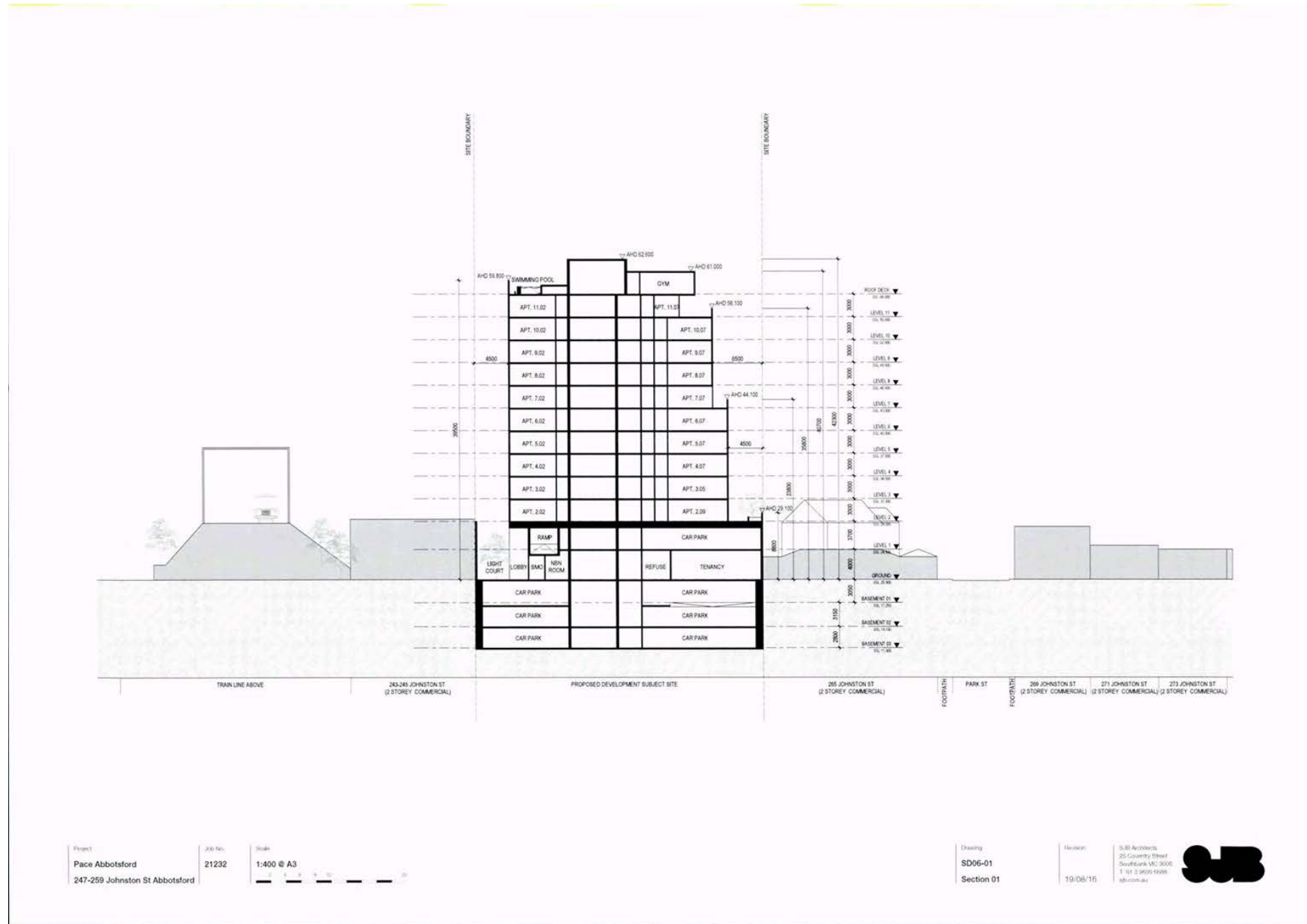


## Attachment 4 - Elevations & Shadows

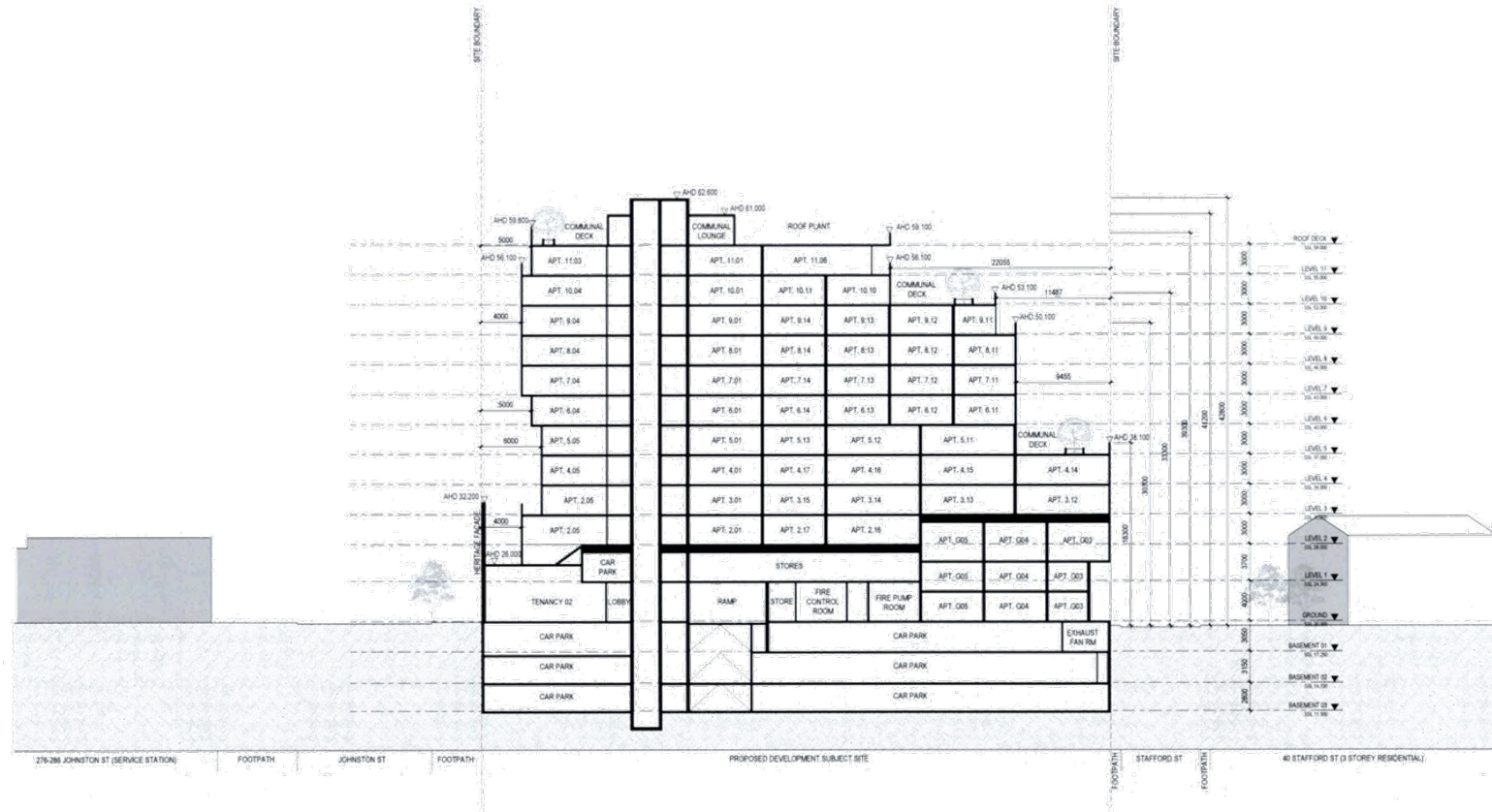




## Attachment 4 - Elevations & Shadows



# Attachment 4 - Elevations & Shadows



Project  
Pace Abbotsford  
247-259 Johnston St Abbotsford

Job No.  
21232

Scale  
1:400 @ A3



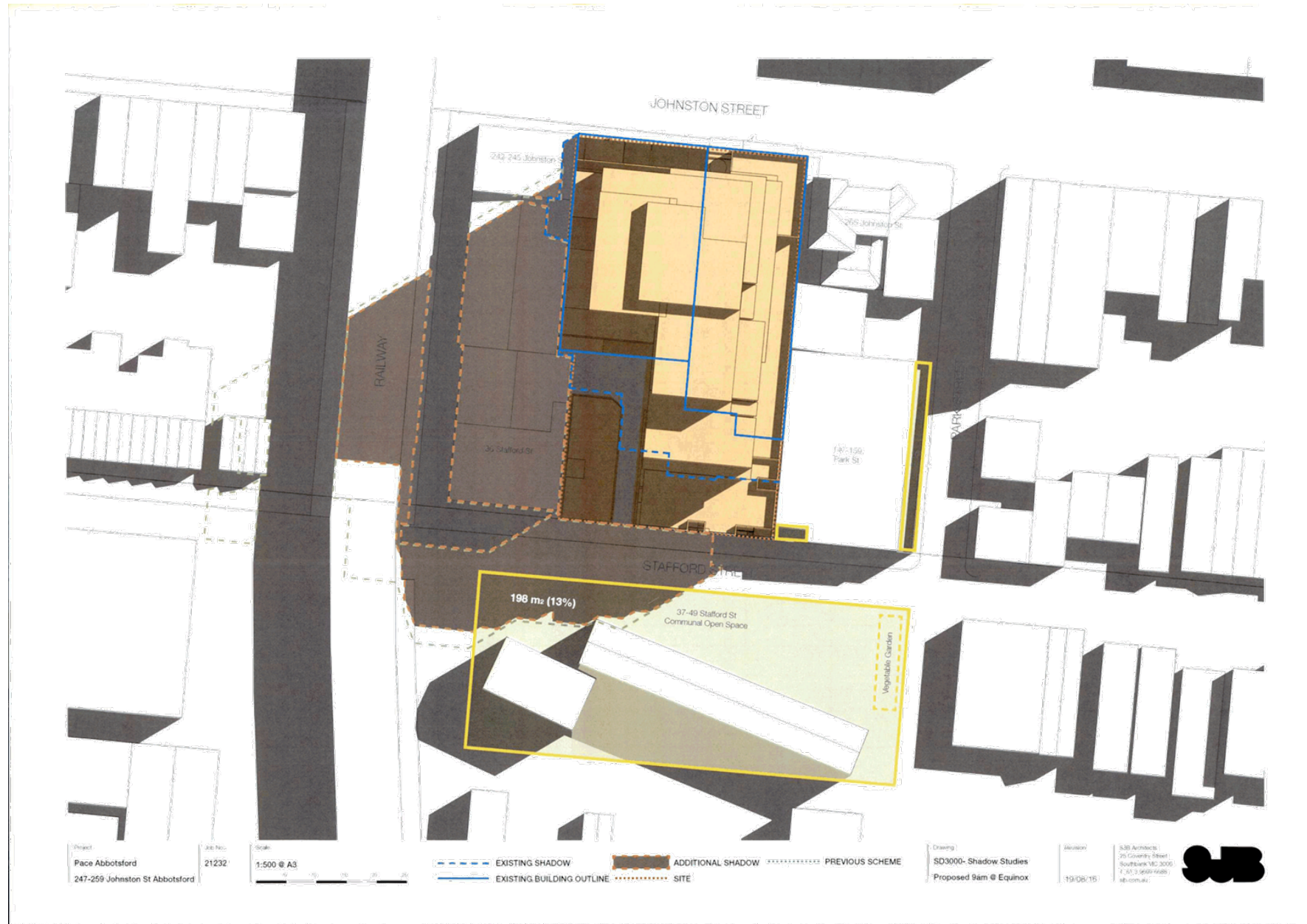
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SD06-02  
Section 02

Revision  
19/08/16

S.51 Architects  
25 Coleridge Street  
Southbank VIC 3006  
T 03 9599 9989  
info@s51.com.au

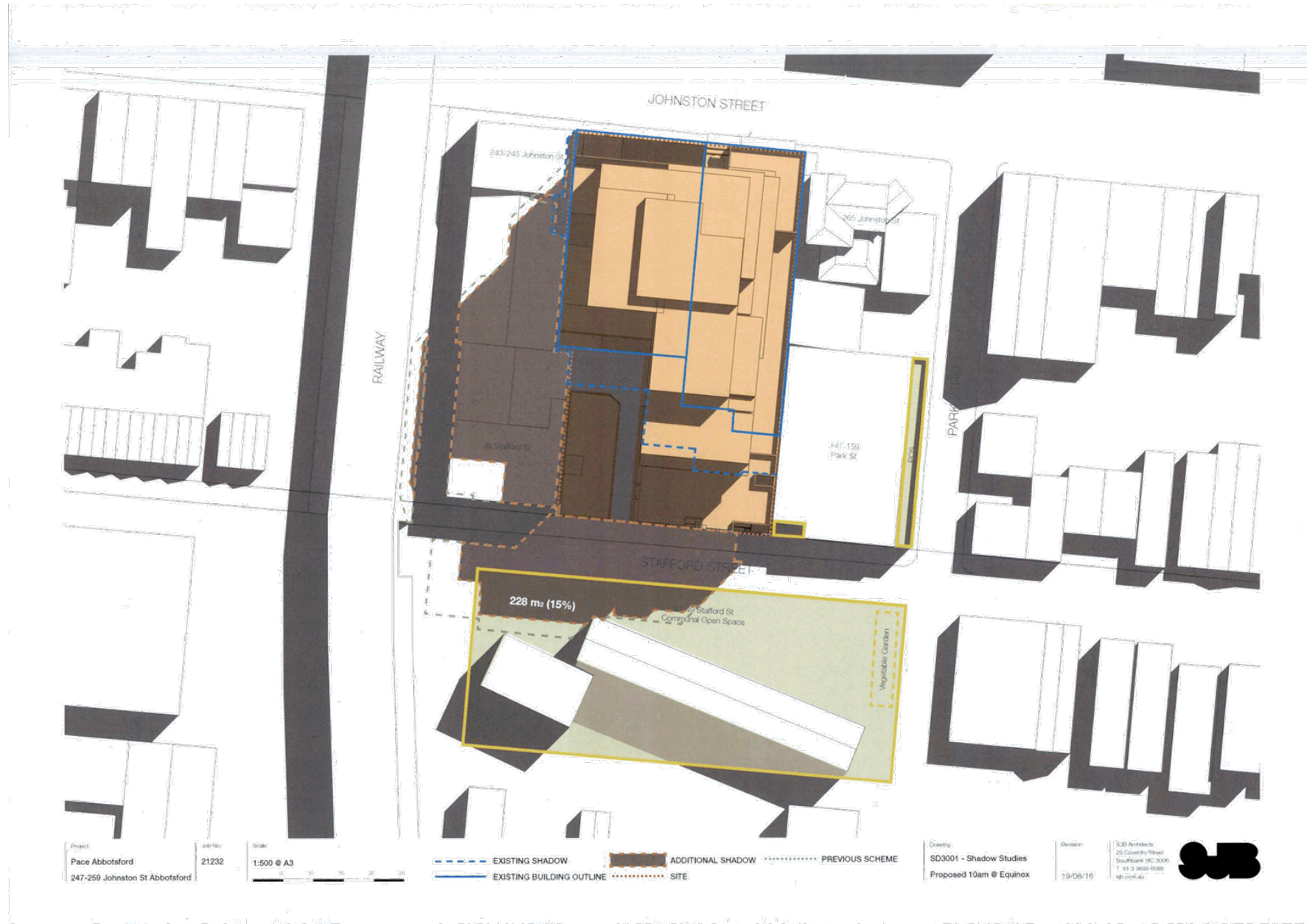


# Attachment 4 - Elevations & Shadows

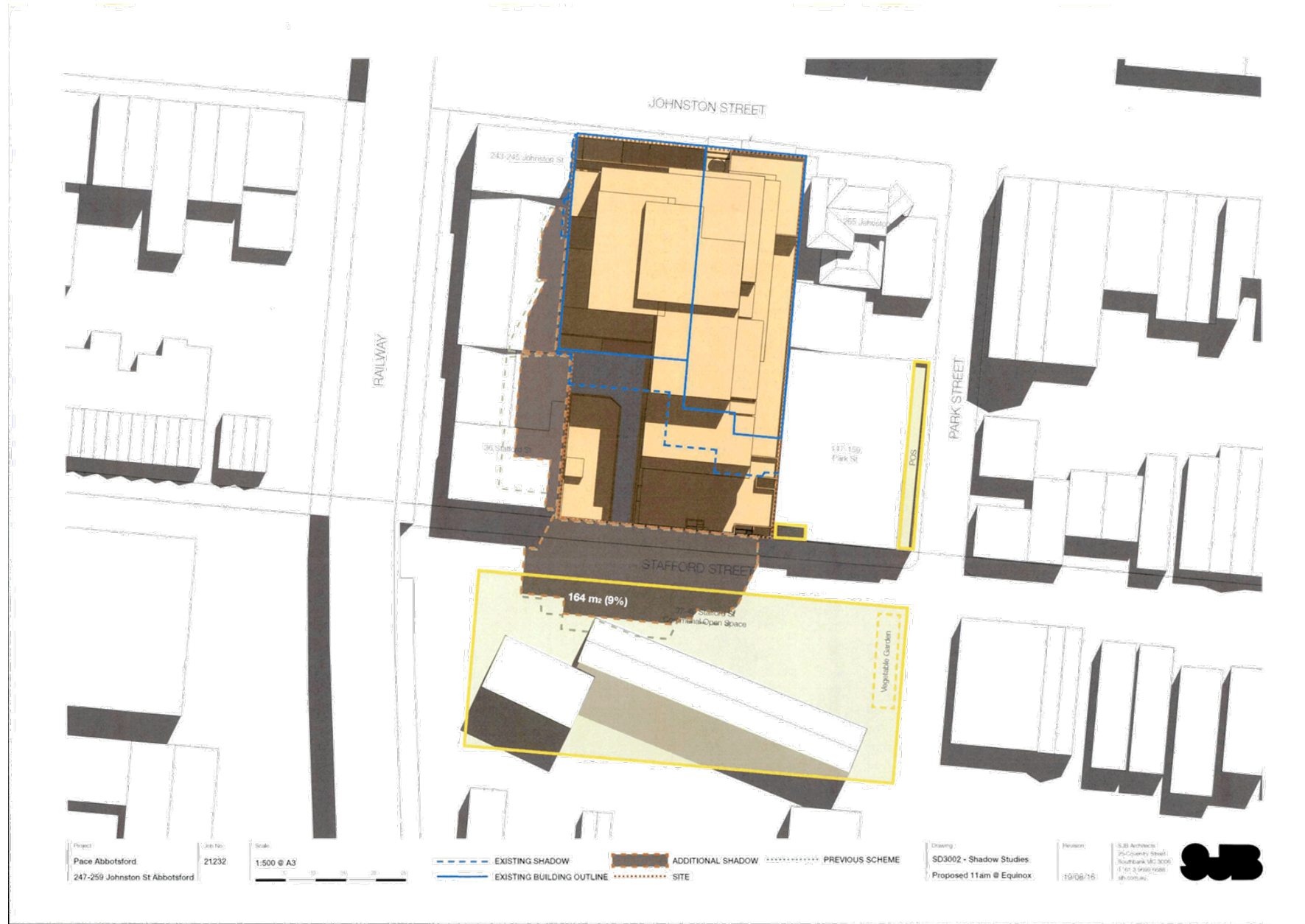




# Attachment 4 - Elevations & Shadows



# Attachment 4 - Elevations & Shadows



# Attachment 4 - Elevations & Shadows

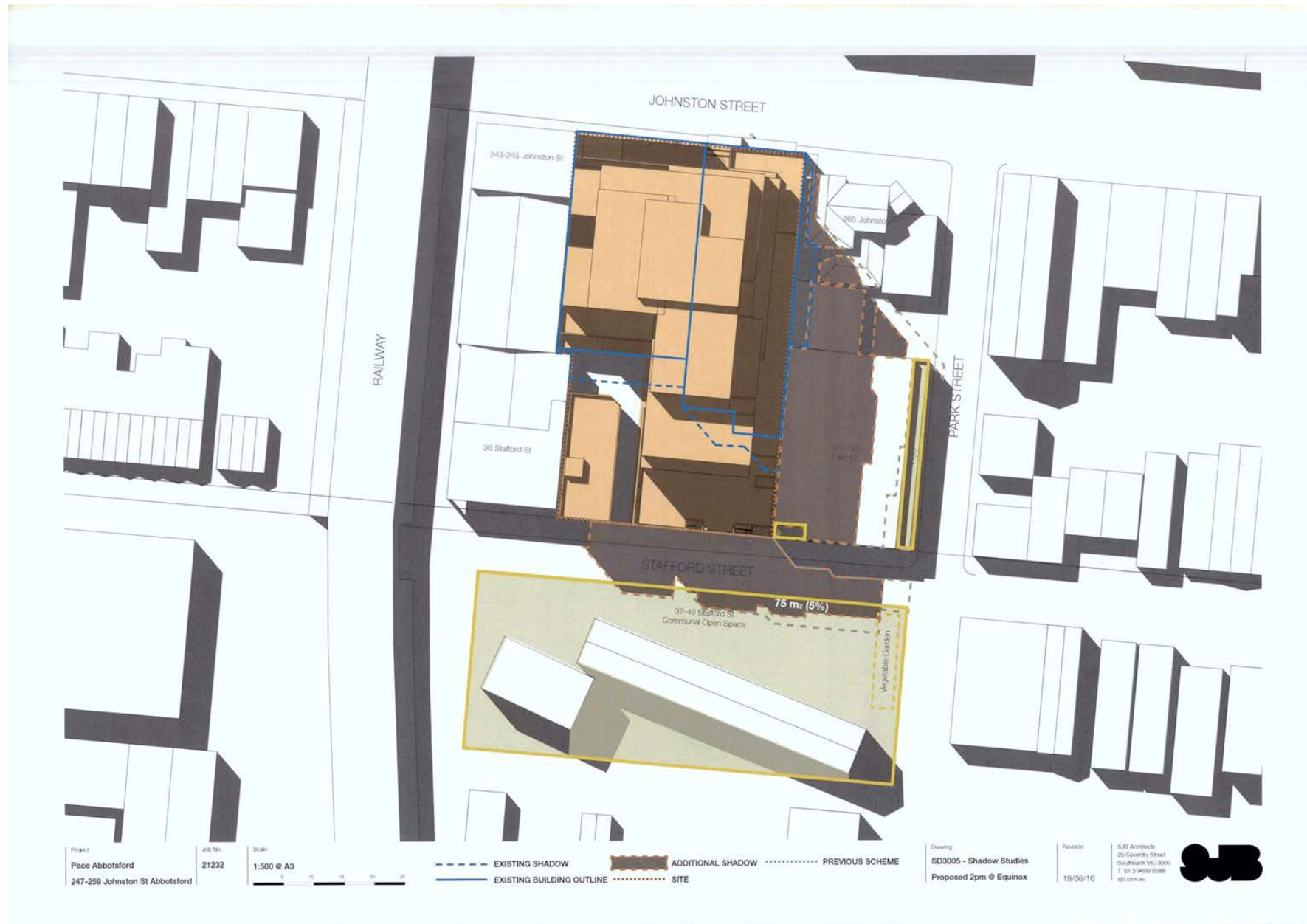




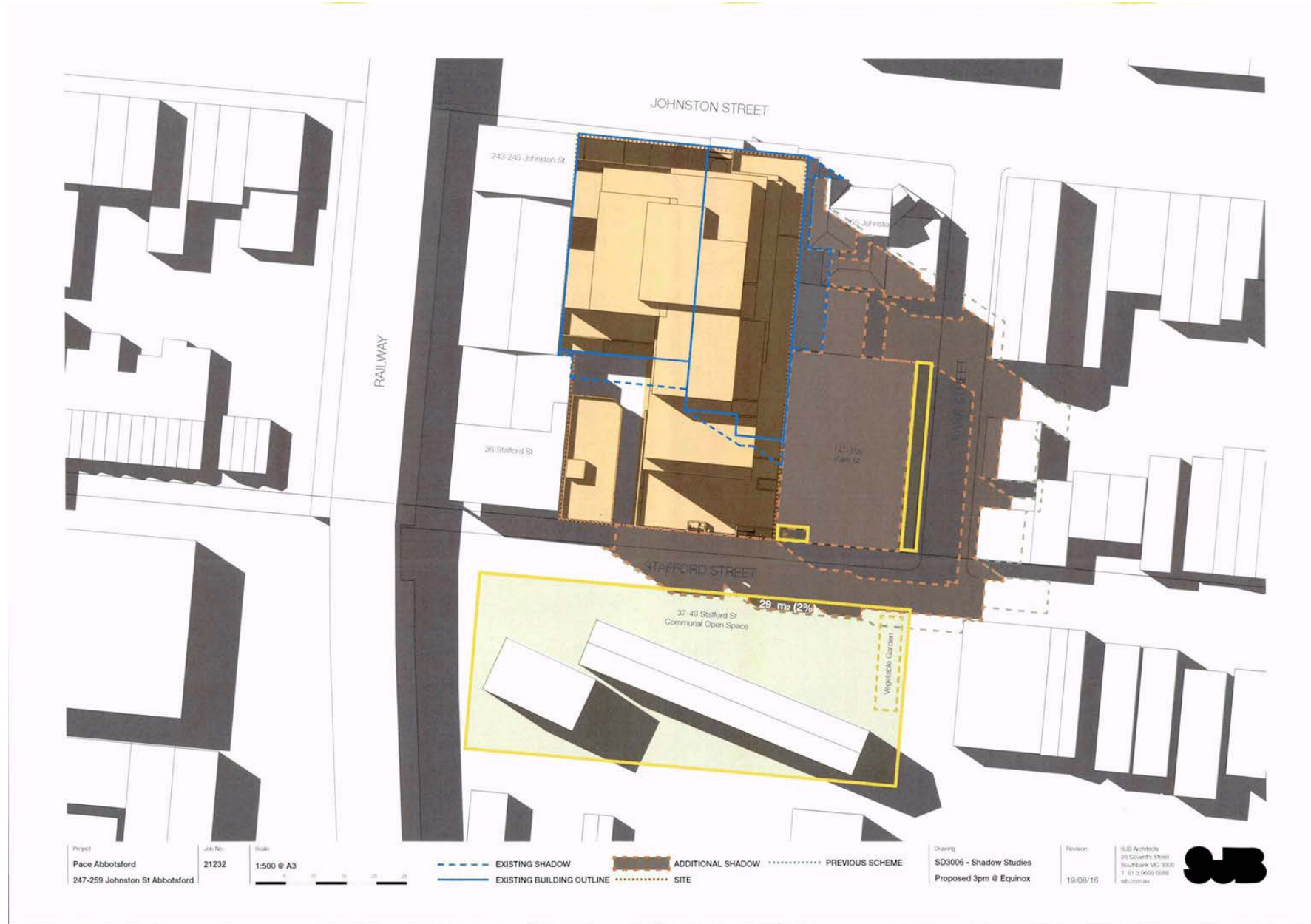
# Attachment 4 - Elevations & Shadows



# Attachment 4 - Elevations & Shadows



# Attachment 4 - Elevations & Shadows





# Attachment 5 - Development Summary & Schedules

## Documentation

### Development Summary

TOTAL AREAS	GFA	APT (NLA)	TENANCY
	21,251 m <sup>2</sup>	9,220 m <sup>2</sup>	604 m <sup>2</sup>
<b>APARTMENT TYPES</b>			
1 BED	66 No.	45%	
1 BED + STUDY	7	5%	
2 BED	69 No.	47%	
2 BED + STUDY	1 No.	1%	
3 BED	5	3%	
<b>TOTAL</b>	<b>148 No. APARTMENTS</b>		
<b>CARS</b>			
BASEMENT 03	65 No.		
BASEMENT 02	61		
BASEMENT 01	56		
GROUND	3		
GROUND (As part of TH)	5		
LEVEL 01	24		
<b>TOTAL</b>	<b>214 No.</b>		
<b>BICYCLES</b>			
GROUND	205 No.		
<b>TOTAL</b>	<b>205 No.</b>		
<b>RESIDENTIAL STORES</b>			
BASEMENT 03-LEVEL 13	148 No.		
<b>TOTAL</b>	<b>148 No.</b>		

### Area Schedule

LEVEL	NUMBER	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
BASEMENT 03				1812.8 m <sup>2</sup>	0.0 m <sup>2</sup>	1812.8 m <sup>2</sup>
	SERVICES			4.8 m <sup>2</sup>		
	COMMON			0.0 m <sup>2</sup>		
	CARPARKING	(10 Tandem)		1808.0 m <sup>2</sup>		
	MOTORBIKE PARKING	2 No.				
	STORE 01	6.19 m <sup>2</sup>				
	STORE 02	6.19 m <sup>2</sup>				
	STORE 03	6.19 m <sup>2</sup>				
	STORE 04	6.19 m <sup>2</sup>				
	STORE 05	6.19 m <sup>2</sup>				
	STORE 06	6.19 m <sup>2</sup>				
	STORE 07	6.19 m <sup>2</sup>				
	STORE 08	6.19 m <sup>2</sup>				
	STORE 09	6.19 m <sup>2</sup>				
	STORE 10	7.07 m <sup>2</sup>				
	STORE 11	7.07 m <sup>2</sup>				
	STORE 12	7.07 m <sup>2</sup>				
	STORE 13	7.07 m <sup>2</sup>				
BASEMENT 02				1736.7 m <sup>2</sup>	0.0 m <sup>2</sup>	1736.7 m <sup>2</sup>
	SERVICES			82.5 m <sup>2</sup>		
	COMMON			0.0 m <sup>2</sup>		
	CARPARKING	(10 Tandem)		1654.2 m <sup>2</sup>		
	MOTORBIKE PARKING	2 No.				
	STORE 14	6.19 m <sup>2</sup>				
	STORE 15	6.19 m <sup>2</sup>				
	STORE 16	6.19 m <sup>2</sup>				
	STORE 17	6.19 m <sup>2</sup>				
	STORE 18	6.19 m <sup>2</sup>				
	STORE 19	6.19 m <sup>2</sup>				
	STORE 20	6.19 m <sup>2</sup>				
	STORE 21	6.19 m <sup>2</sup>				
	STORE 22	6.19 m <sup>2</sup>				
	STORE 23	7.07 m <sup>2</sup>				
	STORE 24	7.07 m <sup>2</sup>				
	STORE 25	7.07 m <sup>2</sup>				
	STORE 26	7.07 m <sup>2</sup>				
BASEMENT 01				1775.0 m <sup>2</sup>	0.0 m <sup>2</sup>	1775.0 m <sup>2</sup>
	SERVICES			244.9 m <sup>2</sup>		
	COMMON			0.0 m <sup>2</sup>		
	CARPARKING	(9 Tandem)		1530.2 m <sup>2</sup>		
	STORE 27	6.19 m <sup>2</sup>				
	STORE 28	6.19 m <sup>2</sup>				
	STORE 29	6.19 m <sup>2</sup>				
LEVEL	APT	TYPE	NSA/NLA	TCE	AREA	TOTAL APT
LEVEL GROUND			831.4 m <sup>2</sup>	67.7 m <sup>2</sup>	1309.9 m <sup>2</sup>	699.1 m <sup>2</sup>
	SERVICES				273.1 m <sup>2</sup>	
	COMMON				239.3 m <sup>2</sup>	
	CARPARKING				42.7 m <sup>2</sup>	
	CARPARKING (As part of TH)					
	BICYCLE STORAGE	(205 No.)			254.8 m <sup>2</sup>	
	TENANCY 01				480.0 m <sup>2</sup>	
	TENANCY 02				153.7 m <sup>2</sup>	
	STORE 30	7.0 m <sup>2</sup>				
	STORE 31	6 m <sup>2</sup>				
	STORE 32	6 m <sup>2</sup>				
	APT 01	2 BED	TH + 2 Levels		80.3 m <sup>2</sup>	92.5 m <sup>2</sup>
	APT 02	2 BED	TH + 2 Levels		71.6 m <sup>2</sup>	88.3 m <sup>2</sup>
	APT 03	1 BED	TH + 3 Levels Inc. Car		102.3 m <sup>2</sup>	110.3 m <sup>2</sup>
	APT 04	2 BED	TH + 3 Levels Inc. Car		132.4 m <sup>2</sup>	143.8 m <sup>2</sup>
	APT 05	2 BED	TH + 3 Levels Inc. Car		132.8 m <sup>2</sup>	144.2 m <sup>2</sup>
	APT 06	3 BED	TH + 2 Levels		112.0 m <sup>2</sup>	120.0 m <sup>2</sup>

# Attachment 5 - Development Summary & Schedules

Documentation 4

## Area Schedule

LEVEL	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
LEVEL 01			44.9 m <sup>2</sup>	8.2 m <sup>2</sup>	852.4 m <sup>2</sup>	53.1 m <sup>2</sup>	910.5 m <sup>2</sup>
	SERVICES				30.7 m <sup>2</sup>		
	COMMON				12.6 m <sup>2</sup>		
	STORE 33	1 of Tandem			818.1 m <sup>2</sup>		
	STORE 34				9.47 m <sup>2</sup>		
	STORE 35				9.47 m <sup>2</sup>		
	STORE 36				9.47 m <sup>2</sup>		
	STORE 37				9.47 m <sup>2</sup>		
	STORE 38				9.47 m <sup>2</sup>		
	STORE 39				9.47 m <sup>2</sup>		
	STORE 40				9.47 m <sup>2</sup>		
	STORE 41				9.47 m <sup>2</sup>		
	STORE 42				9.47 m <sup>2</sup>		
	STORE 43				9.47 m <sup>2</sup>		
	STORE 44				9.47 m <sup>2</sup>		
	STORE 45				9.47 m <sup>2</sup>		
	STORE 46				9.47 m <sup>2</sup>		
	STORE 47				9.47 m <sup>2</sup>		
	STORE 48				9.47 m <sup>2</sup>		
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	STORE 88				9.47 m <sup>2</sup>		
	STORE 89				9.47 m <sup>2</sup>		
	STORE 90				9.47 m <sup>2</sup>		
	STORE 91				9.47 m <sup>2</sup>		
	STORE 92				9.47 m <sup>2</sup>		
	APT 01	1 BED					

LEVEL	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
LEVEL 02			1349.5 m <sup>2</sup>	267.8 m <sup>2</sup>	305.4 m <sup>2</sup>	1707.3 m <sup>2</sup>	2012.7 m <sup>2</sup>
	SERVICES						
	COMMON						
	STORE 93				7.80 m <sup>2</sup>		
	STORE 94				8.0 m <sup>2</sup>		
	STORE 95				8.0 m <sup>2</sup>		
	STORE 96				8.0 m <sup>2</sup>		
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	STORE 313				8.0 m <sup>2</sup>		
	STORE 314				8.0 m <sup>2</sup>		
	STORE 315				8.0 m <sup>2</sup>		
	STORE 316				8.0 m <sup>2</sup>		
	STORE 317				8.0 m <sup>2</sup>		
	STORE 318				8.0 m <sup>2</sup>		
	STORE 319				8.0 m <sup>2</sup>		
	STORE 320				8.0 m <sup>2</sup>		
	STORE 321				8.0 m <sup>2</sup>		



# Attachment 5 - Development Summary & Schedules

## Documentation

### Area Schedule

LEVEL	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
LEVEL 04			1122.8 m <sup>2</sup>	175.1 m <sup>2</sup>	1297.9 m <sup>2</sup>	1008.9 m <sup>2</sup>	1491.2 m <sup>2</sup>
	SERVICES						
	COMMON				26.2 m <sup>2</sup>		
	STORE 105				156.1 m <sup>2</sup>		
	STORE 106	7.80 m <sup>2</sup>					
	STORE 107	6.0 m <sup>2</sup>					
	STORE 108	9.0 m <sup>2</sup>					
	STORE 109	10.50 m <sup>2</sup>					
	STORE 110	5.28 m <sup>2</sup>					
	APT 01	2 BED	62.5 m <sup>2</sup>	7.9 m <sup>2</sup>		70.4 m <sup>2</sup>	
	APT 02	2 BED	77.3 m <sup>2</sup>	16.1 m <sup>2</sup>		93.4 m <sup>2</sup>	
	APT 03	2 BED	78.5 m <sup>2</sup>	9.2 m <sup>2</sup>		87.7 m <sup>2</sup>	
	APT 04	2 BED	42.0 m <sup>2</sup>	8.0 m <sup>2</sup>		50.0 m <sup>2</sup>	
	APT 05	2 BED	57.0 m <sup>2</sup>	9.3 m <sup>2</sup>		66.3 m <sup>2</sup>	
	APT 06	2 BED	62.3 m <sup>2</sup>	7.9 m <sup>2</sup>		70.2 m <sup>2</sup>	
	APT 07	2 BED	68.6 m <sup>2</sup>	8.2 m <sup>2</sup>		76.8 m <sup>2</sup>	
	APT 08	2 BED	68.1 m <sup>2</sup>	8.2 m <sup>2</sup>		76.3 m <sup>2</sup>	
	APT 09	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
	APT 10	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
	APT 11	1 BED + Study	51.0 m <sup>2</sup>	8.4 m <sup>2</sup>		59.4 m <sup>2</sup>	
	APT 12	1 BED	46.8 m <sup>2</sup>	12.3 m <sup>2</sup>		59.1 m <sup>2</sup>	
	APT 13	1 BED	46.5 m <sup>2</sup>	12.3 m <sup>2</sup>		58.8 m <sup>2</sup>	
	APT 14	2 BED	68.8 m <sup>2</sup>	8.6 m <sup>2</sup>		77.4 m <sup>2</sup>	
	APT 15	2 BED	68.3 m <sup>2</sup>	8.3 m <sup>2</sup>		76.6 m <sup>2</sup>	
	APT 16	2 BED	68.3 m <sup>2</sup>	8.3 m <sup>2</sup>		76.6 m <sup>2</sup>	
	APT 17	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
	APT 18	3 BED	44.0 m <sup>2</sup>	8.2 m <sup>2</sup>		52.2 m <sup>2</sup>	
	APT 19	2 BED	71.7 m <sup>2</sup>	9.0 m <sup>2</sup>		80.7 m <sup>2</sup>	
LEVEL	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
LEVEL 05			840.4 m <sup>2</sup>	134.9 m <sup>2</sup>	975.3 m <sup>2</sup>	975.3 m <sup>2</sup>	1348.7 m <sup>2</sup>
	SERVICES						
	COMMON				24.3 m <sup>2</sup>		
	STORE 111	7.80 m <sup>2</sup>			340.1 m <sup>2</sup>		
	STORE 112	6.0 m <sup>2</sup>					
	STORE 113	6.0 m <sup>2</sup>					
	STORE 114	10.50 m <sup>2</sup>					
	STORE 115	7.28 m <sup>2</sup>					
	STORE 116	7.28 m <sup>2</sup>					
	APT 01	2 BED	62.5 m <sup>2</sup>	7.9 m <sup>2</sup>		70.4 m <sup>2</sup>	
	APT 02	2 BED	77.3 m <sup>2</sup>	16.1 m <sup>2</sup>		93.4 m <sup>2</sup>	
	APT 03	2 BED	78.5 m <sup>2</sup>	9.2 m <sup>2</sup>		87.7 m <sup>2</sup>	
	APT 04	1 BED	42.0 m <sup>2</sup>	8.0 m <sup>2</sup>		50.0 m <sup>2</sup>	
	APT 05	2 BED	67.0 m <sup>2</sup>	8.3 m <sup>2</sup>		75.3 m <sup>2</sup>	
	APT 06	2 BED	62.3 m <sup>2</sup>	7.9 m <sup>2</sup>		70.2 m <sup>2</sup>	
	APT 07	2 BED	68.6 m <sup>2</sup>	8.2 m <sup>2</sup>		76.8 m <sup>2</sup>	
	APT 08	2 BED	68.1 m <sup>2</sup>	8.2 m <sup>2</sup>		76.3 m <sup>2</sup>	
	APT 09	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
	APT 10	2 BED	68.2 m <sup>2</sup>	25.9 m <sup>2</sup>		94.1 m <sup>2</sup>	
	APT 11	2 BED	68.6 m <sup>2</sup>	8.3 m <sup>2</sup>		76.9 m <sup>2</sup>	
	APT 12	2 BED	68.3 m <sup>2</sup>	8.3 m <sup>2</sup>		76.6 m <sup>2</sup>	
	APT 13	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	

LEVEL	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
LEVEL 06			804.8 m <sup>2</sup>	177.1 m <sup>2</sup>	981.9 m <sup>2</sup>	981.9 m <sup>2</sup>	1460.3 m <sup>2</sup>
	SERVICES						
	COMMON				26.4 m <sup>2</sup>		
	STORE 118	8.0 m <sup>2</sup>			132.0 m <sup>2</sup>		
	STORE 119	6.0 m <sup>2</sup>					
	STORE 120	10.50 m <sup>2</sup>					
	STORE 121	7.28 m <sup>2</sup>					
	STORE 122	7.28 m <sup>2</sup>					
	APT 01	1 BED	45.4 m <sup>2</sup>	8.4 m <sup>2</sup>		53.8 m <sup>2</sup>	
	APT 02	2 BED	69.7 m <sup>2</sup>	11.1 m <sup>2</sup>		80.8 m <sup>2</sup>	
	APT 03	2 BED	71.4 m <sup>2</sup>	36.1 m <sup>2</sup>		107.5 m <sup>2</sup>	
	APT 04	1 BED	42.4 m <sup>2</sup>	8.2 m <sup>2</sup>		50.6 m <sup>2</sup>	
	APT 05	1 BED	45.0 m <sup>2</sup>	6.2 m <sup>2</sup>		51.2 m <sup>2</sup>	
	APT 06	2 BED	62.5 m <sup>2</sup>	7.9 m <sup>2</sup>		70.4 m <sup>2</sup>	
	APT 07	2 BED	68.6 m <sup>2</sup>	8.2 m <sup>2</sup>		76.8 m <sup>2</sup>	
	APT 08	2 BED	68.1 m <sup>2</sup>	8.2 m <sup>2</sup>		76.3 m <sup>2</sup>	
	APT 09	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
	APT 10	2 BED	70.5 m <sup>2</sup>	8.3 m <sup>2</sup>		78.8 m <sup>2</sup>	
	APT 11	2 BED	60.0 m <sup>2</sup>	8.3 m <sup>2</sup>		68.3 m <sup>2</sup>	
	APT 12	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
	APT 13	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
	APT 14	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
LEVEL	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
LEVEL 07			790.7 m <sup>2</sup>	141.2 m <sup>2</sup>	931.9 m <sup>2</sup>	931.9 m <sup>2</sup>	1068.4 m <sup>2</sup>
	SERVICES						
	COMMON				26.4 m <sup>2</sup>		
	STORE 123	8.0 m <sup>2</sup>			110.1 m <sup>2</sup>		
	STORE 124	6.0 m <sup>2</sup>					
	STORE 125	6.0 m <sup>2</sup>					
	STORE 126	10.50 m <sup>2</sup>					
	STORE 127	7.28 m <sup>2</sup>					
	STORE 128	7.28 m <sup>2</sup>					
	APT 01	1 BED	45.9 m <sup>2</sup>	8.4 m <sup>2</sup>		54.3 m <sup>2</sup>	
	APT 02	2 BED	69.7 m <sup>2</sup>	11.1 m <sup>2</sup>		80.8 m <sup>2</sup>	
	APT 03	2 BED	71.4 m <sup>2</sup>	36.1 m <sup>2</sup>		107.5 m <sup>2</sup>	
	APT 04	1 BED	42.4 m <sup>2</sup>	8.2 m <sup>2</sup>		50.6 m <sup>2</sup>	
	APT 05	1 BED	45.0 m <sup>2</sup>	6.2 m <sup>2</sup>		51.2 m <sup>2</sup>	
	APT 06	2 BED	62.5 m <sup>2</sup>	7.9 m <sup>2</sup>		70.4 m <sup>2</sup>	
	APT 07	1 BED + Study	55.9 m <sup>2</sup>	21.1 m <sup>2</sup>		77.0 m <sup>2</sup>	
	APT 08	2 BED	69.2 m <sup>2</sup>	8.1 m <sup>2</sup>		77.3 m <sup>2</sup>	
	APT 09	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
	APT 10	2 BED	70.5 m <sup>2</sup>	8.3 m <sup>2</sup>		78.8 m <sup>2</sup>	
	APT 11	2 BED	62.0 m <sup>2</sup>	8.0 m <sup>2</sup>		70.0 m <sup>2</sup>	
	APT 12	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
	APT 13	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
	APT 14	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
LEVEL	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
LEVEL 08			770.5 m <sup>2</sup>	117.0 m <sup>2</sup>	887.5 m <sup>2</sup>	887.5 m <sup>2</sup>	1024.0 m <sup>2</sup>
	SERVICES						
	COMMON				26.4 m <sup>2</sup>		
	STORE 129	8.0 m <sup>2</sup>			110.1 m <sup>2</sup>		
	STORE 130	6.0 m <sup>2</sup>					
	STORE 131	6.0 m <sup>2</sup>					
	STORE 132	10.50 m <sup>2</sup>					
	STORE 133	7.28 m <sup>2</sup>					
	STORE 134	7.28 m <sup>2</sup>					
	APT 01	1 BED	45.4 m <sup>2</sup>	8.4 m <sup>2</sup>		53.8 m <sup>2</sup>	
	APT 02	2 BED	69.7 m <sup>2</sup>	11.1 m <sup>2</sup>		80.8 m <sup>2</sup>	
	APT 03	2 BED	71.4 m <sup>2</sup>	36.1 m <sup>2</sup>		107.5 m <sup>2</sup>	
	APT 04	1 BED	42.4 m <sup>2</sup>	8.2 m <sup>2</sup>		50.6 m <sup>2</sup>	
	APT 05	1 BED	45.0 m <sup>2</sup>	6.2 m <sup>2</sup>		51.2 m <sup>2</sup>	
	APT 06	2 BED	62.5 m <sup>2</sup>	7.9 m <sup>2</sup>		70.4 m <sup>2</sup>	
	APT 07	1 BED	50.1 m <sup>2</sup>	7.9 m <sup>2</sup>		58.0 m <sup>2</sup>	
	APT 08	2 BED	61.3 m <sup>2</sup>	7.9 m <sup>2</sup>		69.2 m <sup>2</sup>	
	APT 09	2 BED	63.2 m <sup>2</sup>	8.3 m <sup>2</sup>		71.5 m <sup>2</sup>	
	APT 10	1 BED	43.2 m <sup>2</sup>	8.3 m <sup>2</sup>		51.5 m <sup>2</sup>	
	APT 11	2 BED	70.5 m <sup>2</sup>	8.3 m <sup>2</sup>		78.8 m <sup>2</sup>	

# Attachment 5 - Development Summary & Schedules

## Documentation 4

### Area Schedule

LEVEL	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
LEVEL 09	APT 11	2 BED	82.0 m²	8.0 m²	90.0 m²		
	APT 12	1 BED	43.2 m²	8.3 m²	51.5 m²		
	APT 13	1 BED	43.2 m²	8.3 m²	51.5 m²		
	APT 14	1 BED	43.2 m²	8.3 m²	51.5 m²		
	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
	SERVICES COMMON		747.1 m²	134.2 m²	133.7 m²	861.3 m²	1015.0 m²
	STORE 135				26.4 m²		
	STORE 136	8.0 m²					
	STORE 137	8.0 m²					
	STORE 138	8.0 m²					
	STORE 139	10.00 m²					
	STORE 140	7.28 m²					
	APT 01	1 BED	45.4 m²	8.4 m²	53.8 m²		
	APT 02	2 BED	69.7 m²	11.1 m²	80.8 m²		
LEVEL 10	APT 03	2 BED	71.4 m²	8.0 m²	79.4 m²		
	APT 04	1 BED	45.6 m²	6.2 m²	51.8 m²		
	APT 05	1 BED	52.1 m²	10.0 m²	62.1 m²		
	APT 06	1 BED	47.6 m²	8.0 m²	55.6 m²		
	APT 07	1 BED	60.1 m²	7.0 m²	67.1 m²		
	APT 08	2 BED	63.3 m²	7.9 m²	71.2 m²		
	APT 09	1 BED	43.2 m²	8.3 m²	51.5 m²		
	APT 10	2 BED	66.1 m²	6.4 m²	72.5 m²		
	APT 11	2 BED	63.0 m²	27.1 m²	90.1 m²		
	APT 12	1 BED	43.2 m²	8.3 m²	51.5 m²		
	APT 13	1 BED	43.2 m²	8.3 m²	51.5 m²		
	APT 14	1 BED	43.2 m²	8.3 m²	51.5 m²		
	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
	SERVICES COMMON		577.1 m²	92.5 m²	319.2 m²	669.6 m²	967.8 m²
	STORE 141	8.0 m²			26.4 m²		
	STORE 142	8.0 m²					
	STORE 143	8.0 m²					
	STORE 144	10.00 m²					
	STORE 145	7.28 m²					
	STORE 146	7.28 m²					
	APT 01	1 BED	45.4 m²	8.4 m²	53.8 m²		
	APT 02	2 BED	69.7 m²	11.1 m²	80.8 m²		
	APT 03	2 BED	71.4 m²	8.0 m²	79.4 m²		
	APT 04	1 BED	45.6 m²	6.2 m²	51.8 m²		
	APT 05	1 BED	52.1 m²	10.0 m²	62.1 m²		
	APT 06	1 BED	47.6 m²	8.0 m²	55.6 m²		
	APT 07	1 BED	60.1 m²	7.0 m²	67.1 m²		
	APT 08	2 BED	63.3 m²	7.9 m²	71.2 m²		
	APT 09	1 BED	44.4 m²	8.3 m²	52.7 m²		
	APT 10	1 BED	44.3 m²	8.4 m²	52.7 m²		
	APT 11	1 BED	43.2 m²	8.3 m²	51.5 m²		
	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
	SERVICES COMMON		541.9 m²	99.5 m²	102.0 m²	641.4 m²	743.4 m²
	STORE 147	5.32 m²			24.8 m²		
	STORE 148	5.51 m²			11.2 m²		
	APT 01	3 BED	96.7 m²	10.3 m²	110.0 m²		
	APT 02	3 BED	109.3 m²	11.4 m²	120.7 m²		
	APT 03	3 BED	124.2 m²	38.0 m²	162.2 m²		
	APT 04	2 BED	75.0 m²	23.4 m²	98.4 m²		
	APT 05	1 BED	51.1 m²	7.0 m²	58.0 m²		
	APT 06	2 BED	83.6 m²	8.5 m²	91.1 m²		

LEVEL	APT	TYPE	NSA	TCE	AREA	TOTAL APT	TOTAL GFA
Roof Top					705.4 m²	0.0 m²	705.4 m²
	SERVICES COMMON				208.3 m²		
					496.9 m²		
TOTALS		TYPES	COUNT	PERCENTAGE			
		1 BED	66 No.	46%			
		1 BED + STUDY	7 No.	5%			
		2 BED	69 No.	47%			
		2 BED + STUDY	1 No.	1%			
		3 BED	5 No.	3%			
APT. AREA	9220.2 m² NSA		148 no.	APARTMENTS			
CARPARKING	9807 m²		214 no.	CAR PARKS			
TENANCY AREA	603.7 m² NLA		205 no.	BIKE PARKS			
TOTAL GFA	21250.6 m² GFA		148 no.	STORES			
			4 no.	MOTORBIKE PARKS			

## Attachment 5 - Development Summary & Schedules

SJB Architects

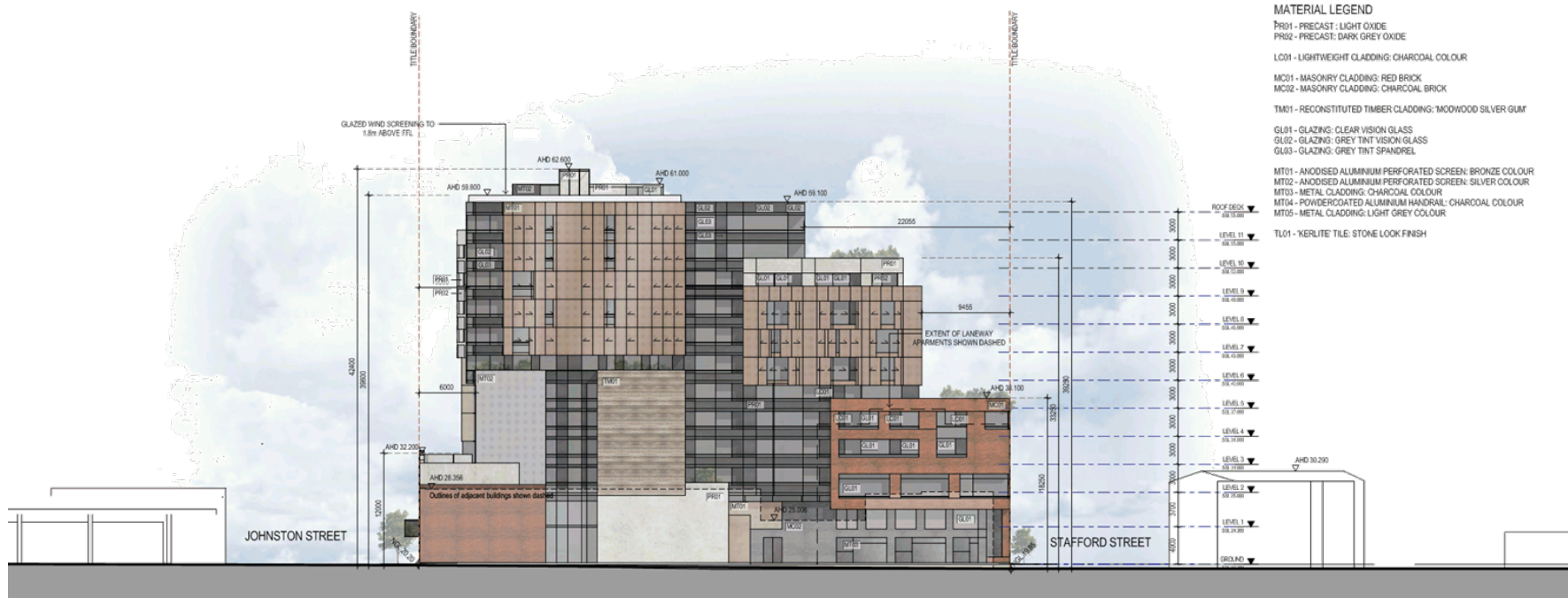


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# Attachment 5 - Development Summary & Schedules



Project  
Pace Abbotsford  
247-259 Johnston St Abbotsford

Job No.  
21232

Scale  
1:400 @ A3



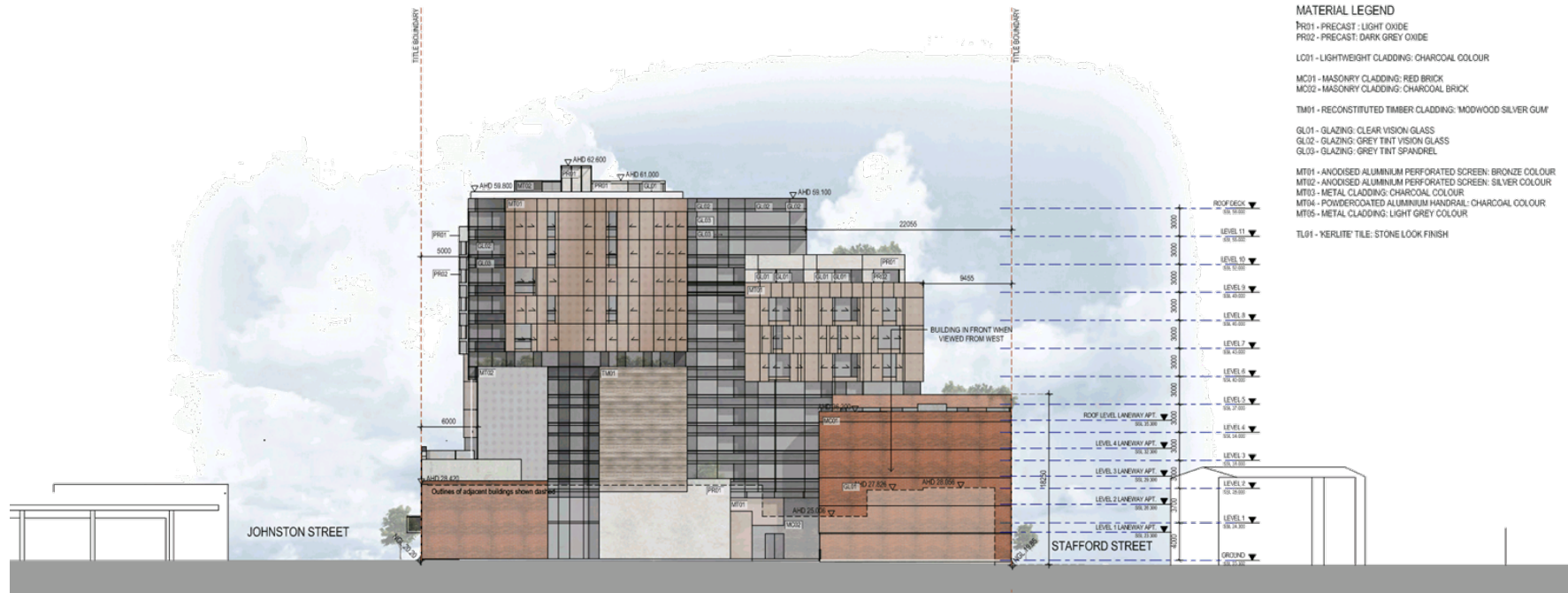
Drawing  
SD05-04  
West Elevation

Revision  
19/08/16

SRB Architects  
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Southbank VIC 3006  
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srb.com.au



# Attachment 5 - Development Summary & Schedules





## **Attachment 6 - Heritage Advice**

### **City of Yarra Heritage Advice**

**Application No.:** PLN15/0612

**Address of Property:** 247-259 Johnston Street, and 36-40 Stafford Street, Abbotsford.

**Planner:** Sarah Thomas

**Yarra Planning Scheme References:** Clauses 43.01, 21.05 and 22.02.

#### **Heritage Overlay No.:**

No. 247-253 Johnston Street, Abbotsford, "St Crispin House" forms HO410.

No. 255-259 Johnston Street is a glass and concrete double storey building which is not covered by a Heritage Overlay.

Nos. 36-40 Stafford Street are not covered by a Heritage Overlay.

No. 265 Johnston Street, constructed 1910 and which abuts 255-259 Johnston Street to the west is Individually significant and forms HO20. (Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007 (Rev. Mar. 2011)*).

#### **Level of significance**

Individually significant.

City of Yarra Heritage Gaps Study, Lovell Chen 2012.

#### **Previous Advice**

I provided advice in relation to 247 Johnston Street in relation to a proposal for a 15 storey proposal, with roof parapet and plant area equating to 2 levels i.e. 17 levels in total, above a single level basement. (PL10/0573) This application was the subject of a VCAT hearing. At that time the site was not covered by a Heritage Overlay. VCAT was of "the opinion, this site could be built to this height [i.e. 56 storeys] as a minimum. (VCAT P1416/2011). The Tribunal then turned its mind as to whether or not 11, 14-16 or 17 storeys, being heights proposed by various parties, was acceptable and noted that these heights "could all be described as tall buildings". (Para. 5). It was also noted that "the buildings in the immediate vicinity are generally low rise at one to three storeys". (Para. 25.) This is still the case.

#### **Proposal**

Demolition of all of the existing building other than for the façade and a small return to the west and east elevations and rebuilding of these walls. Construction of a 14 storey building above a 3 level basement and a roof garden. Vehicle access from the rear with a central laneway.

#### **Drawing Numbers**

Book of drawings; prepared by SJB Architects, Council date stamp, 04 Feb 2016.

## Attachment 6 - Heritage Advice

Assessment of Heritage Impacts prepared by Bryce Raworth Pty Ltd with Council date stamp 04 Feb 2016.

Engineering report on the heritage façade prepared by Brogue Consulting Engineers with Council date stamp 04 Feb 2016.

Planning report prepared by Urbis with Council date stamp 22 Feb 2016.

### Context Description

The Statement of Significance for the place reads:

#### *What is significant?*

St Crispin House, at 247-253 Johnston Street, Abbotsford, dates from 1923 and is a large two storey red brick warehouse/commercial building with classical influences. The main front (north) component is substantially externally intact, and is rectangular in plan form with a transverse hipped roof. The façade is divided into bays by rusticated brick pilasters (piers), with horizontal brick bands and capitals; three of the bays have entries. The façade also has cement rendered dressings, rounded string courses and a large entablature and parapet with a gabled signage panel. Windows have notched and chamfered mullions. To the rear are two hipped roof wings, with no visibility from Johnston Street.

#### *How is it significant?*

St Crispin House, at 247-253 Johnston Street, Abbotsford, is of local historical and aesthetic/architectural significance.

#### *Why is it significant?*

St Crispin House is of local historical significance. The building was constructed in 1923 and was originally occupied by two separate tenancies, one of which - the Grimson Shoe Machinery Company - is assumed to have been responsible for the building name, as St Crispin is referred to as the patron saint of shoemakers. Other, including later, shoe-related operations in the building included Standard Engineering Company Ltd, boot machinery manufacturers; and Shoe Fabrics Pty Ltd. The building is also demonstrative of the wider history of shoemaking and related operations in Abbotsford, which was historically a focus for this type of manufacturing. St Crispin House is also of local aesthetic/architectural significance. The main front component to Johnston Street is substantially externally intact, with the façade being an example of the stripped and stylized classicist architecture seen in some commercial and institutional buildings in Melbourne following World War One. Ornate details include the quasi capitals of the rusticated pilasters, the thick rounded string courses, and the notched and chamfered mullions to the windows. The symmetrical placement of the pilasters across the façade, including framing the entrances, is skillfully done. The high parapet with gabled signage panel also enhances the prominence of the building, which has a strong presence to Johnston Street. [Emphasis added.]

The heritage place also meets two of the Heritage Criteria viz.:

*Criterion A - Importance to the course, or pattern, of the City of Yarra's cultural history.*

## Attachment 6 - Heritage Advice

St Crispin House, at 247-253 Johnston Street, Abbotsford, is of local historical significance. The building was constructed in 1923 and was originally occupied by two separate tenancies. One of the first occupiers, the Grimson Shoe Machinery Company, is assumed to have been responsible for the name, as St Crispin is referred to as the patron saint of shoemakers. Other, including later, shoe-related operations in the building included Standard Engineering Company Ltd, boot machinery manufacturers; and Shoe Fabrics Pty Ltd. The building is also demonstrative of the wider history of shoemaking and related operations in Abbotsford, which was historically a focus for this type of manufacturing. [Emphasis added.]

*Criterion E - Importance in exhibiting particular aesthetic characteristics.*

St Crispin House, at 247-253 Johnston Street, Abbotsford, is of local aesthetic/architectural significance. The main front component to Johnston Street is substantially externally intact, with the red brick north façade being an example of the stripped and stylized classicist architecture seen in some commercial and institutional buildings in Melbourne following World War One. Ornate details of the façade include the quasi capitals of the rusticated pilasters, the thick rounded string courses, and the notched and chamfered mullions to the windows. The symmetrical placement of the pilasters across the façade, including framing the entrances, is skillfully done. The high parapet with gabled signage panel also enhances the prominence of the building, which has a strong presence to Johnston Street. [Emphasis added.]

That this place is of historical and aesthetic significance is relevant in assessing this application. The relevant Decision Guidelines are:

Before deciding on an application the responsible authority will consider:

- Whether there should be an archival recording of the original building or fabric on the site.
- The heritage significance of the place or element as cited in the relevant Statement of Significance or Building Citation. (Cl. 22.02-7)

In addition, the Statement of Significance for No. 265 Johnston Street reads:

### **Significance**

The former residence at 265 Johnston Street, Abbotsford, is of local architectural significance. Although its significance has been diminished by alterations, it remains a relatively externally intact example of an unusually large Edwardian residence—unusual for Abbotsford—on a prominent corner site. {Allom Lovell & Associates. *City of Yarra Heritage Review.*}

In summary the development site include an Individually significant building, a building and area which have no heritage value but which abut another Individually significant building.

The development site is not in the Johnston Street Precinct (HO 324) but in the vicinity are HO 409, HO 411 and HO 412.

## **Assessment of Proposed Works**

### Demolition

## Attachment 6 - Heritage Advice

It is unfortunate that many industrial buildings which were formerly significant aspects of the industrial history of Yarra are disappearing and are now often only visible as perimeter walls or façades. St Crispin House was a boot manufactory, and associated industries, and boot making was "the most well-known and well-documented industry" in Collingwood and Fitzroy. (Allom Lovell & Associates. *City of Yarra Heritage Review: Thematic History*. p. 42) These premises appear to be largely untouched internally and as such the building(s) is a good demonstration of a 19<sup>th</sup> century factory, a building type which is becoming rarer in Yarra. St Crispin House is considered to have historical, in addition to aesthetic significance, the latter vested in the façade. Demolition as proposed will have a considerable and adverse impact on its historical significance as a nineteenth century factory building by reducing it to a façade.

Further, I still have no information as to why the walls are to be taken down and rebuilt, leaving only the façade undisturbed. This is not very acceptable and requires clarification. Meanwhile I assume that this is to accommodate construction of the basement. That said, I note that the side walls have variously been changed and parts are not pristine but to my recollection, these are further back.

I have had the benefit of a site inspection and commented on the pressed metal ceiling at the ground floor and very decorative and unusual pressed metal and possibly plaster ceilings at the first floor level at the front of the building. Even though there are no internal controls, I indicated a strong preference for their retention which, it was agreed by the applicant, was potentially possible. The demolition as proposed is not significantly, if at all, different from that proposed earlier. Retention of the portion under the hipped roof at the front is recommended, including the ceilings. For conservation/heritage reasons it is recommended that the on-site parking requirements, or provision thereof, be reduced so that the north wall of the basement can be set back behind the line of the hipped roof and the fabric beneath.

### *Built form (height/setbacks)*

#### St Crispin Building

It is proposed to put a tenancy in the Ground floor level at the front, and also the lobby, with void above and a light court. Further back are the lifts, building management offices, services, some apartments looking onto the vehicle access. Given the issues discussed above, there does not seem to be any necessity for the void and light court. The apartments abutting the light court have access to daylight and ventilation on other elevations.

At Level 01 split level townhouses are shown plus a void over the lobby.

At Level 02 it is proposed to construct apartments behind the façade, set back 3.56 metres behind the facade and with balconies between the façade and their elevations. From the elevation it appears that the original windows joinery and glazing will be retained which is essential.

At Levels 03 – 05 the setback is 5.5 metres. At levels 06 – 13 the setbacks is generally 4.5 metres.

On the east side there is no setback at the front portion at Level 02. At Levels 03 - 12 the setback is 4.5 metres, presumably to hold the built form back from the abutting heritage place. The setback appears to be the same at the front portion at Level 13.

On the west side there is no side setback until Level 06 where it is 4.5 metres to the elevation and with balconies in the setback. This continues to Level 13.

## **Attachment 6 - Heritage Advice**

At the rear, the setback at Levels 5 - 9 is 9.455 metres. At Levels 10 – 13 the setback is increased to 22.055 metres. These setbacks are presumably related to the residential interface.

In summary the setbacks from Johnston Street are inadequate and are not respectful of the strong streetscape presence which the building has as is noted in the Statement of Significance. In Bridge Road, setbacks of approximately 13 – 15 metres have been achieved behind Individually significant buildings and in some case the complete building has been retained.

The height at the front is 44.8 metres plus another 3.5 metres to the top of the lift core. The height to the flat part of the parapet of St Crispin House is 10.7 metres and the height to the ridge of NO. 265 Johnston Street is 9.955 metres. It is self-evident that what is proposed is out-of-proportion with the heritage buildings. The proposed building dwarfs, overwhelms and dominates the heritage buildings and there is minimal regard for the heritage policy or the VCAT discussion regarding human scale and expectations of height. It appears that VCAT was of the view that even an 11 storey building was not what State and local planning policies envisaged on this site (Abbotsford Joint Venture Pty Ltd v. Yarra City Council VCAT Ref. P1416/2-11. p. 27, para. 79).

In views from the east and west along Johnston Street, notwithstanding the railway bridge, the side elevations are overbearing and dominant in the streetscape.

At the time of the VCAT decision the site was considered to be a Neighbourhood Activity Centre but I now note that the site is in the Victoria Park Station Activity Node identified in the Johnstone Street Local Area Plan in which 8 – 10 storeys is anticipated (p. 52. Further, the Johnston Street Local Area Plan specifically places a degree of emphasis on heritage and notes that "the heritage fabric of some sites poses a constraint on development opportunities that will be a consideration in future built form outcome". (p. 37)

Even at 14 storeys, the proposed building is far higher than anything which has been approved and is higher than anything which has been contemplated. Bearing in mind that the surrounding physical context has not changed since the previous proposal but that the heritage context has changed and the site is no longer a Neighbourhood Activity Centre and that Council has now provided clear direction as to its expectation, is essential that additional storeys are removed and setbacks increased from Johnston Street. As proposed it is disrespectful of the aesthetic qualities of St Crispin House and the Edwardian house (restaurant) and will irretrievably change the streetscape presence of both buildings. Presently they both have a strong and noticeable streetscape presence.

### *Colours/materials*

The visual bulk of overbearing nature of the design is not assisted by the large number of design elements and materials; rather they contribute to a rather disjointed appearance and further distract from the strong streetscape presence and symmetry of St Crispin House. In addition, the operable screens to the façade when closed will only exacerbate the visual bulk and will not form a neutral backdrop to St Crispin house. Experience in Yarra has shown that operable screens are closed more often than they are open and that buildings become fortress-like and have a dominant appearance in the streetscape. The screens should be deleted.

### **Recommendation / Comments:**

Not approved.



## **Attachment 6 - Heritage Advice**

It is noted that the site is unusual in that it is partly constrained by the Heritage Overlay and also partly not, and also the unconstrained portion is between two Individually significant buildings. The 8 level section on the unconstrained portion is a reasonable outcome in terms of height and setback and might be used as a cue for a review of the design for the remainder of the site. Elsewhere, and as previously advised, the proposal needs to be reconsidered with a view to reducing the height considerably further, increasing the setbacks, particularly from sensitive heritage interfaces, and developing a more uniform façade design with a simplification of materials and deleting operable screens. Consideration still should be given to retention of the pressed metal and decorative ceilings as are they are rare in Yarra.

The demolition as proposed is not significantly, if at all, different from that proposed earlier. Retention of the portion under the hipped roof at the front is recommended, including the ceilings. To achieve this it is recommended that the on-site parking requirements, or provision thereof, be reduced so that the north wall of the basement can be set back behind the line of the hipped roof and the fabric beneath and thus retaining and conserving a portion of the building.

It is disappointing that previous advice and the issues aired at VCAT have not been taken up in an acceptable manner. As proposed, the aesthetic significance of St Crispin House will be adversely affected and the historical significance will be undermined.

As a minimum an archival photographic survey of the exterior and interior of St Crispin House should be prepared in accord with Heritage Victoria's protocol and be lodged in the local history collection of Yarra City Libraries.

**Signed:**

A handwritten signature in black ink, appearing to read 'Robyn Riddett', with a stylized flourish at the end.

**Robyn Riddett**

Director – Anthemion Consultancies

**Date:** 5 and 21 April 2016, 5 May, 2016

## Attachment 7 - Acoustic Advice



15 April 2016

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City of Yarra  
PO Box 168  
RICHMOND VIC 3121

**Attention: Sarah Thomas**

Dear Sarah

**247-259 Johnston Street, Abbotsford  
Planning Application Acoustical Review  
PLN15/0612**

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the proposed development at 247-259 Johnston Street, Abbotsford.

Details of the report are as follows:

- Title: 247-259 Johnston Street, TPP Report,
- Reference: MB813-01F02 Acoustic report (r4)
- Date: 14 January 2016
- Prepared for: Pace Development Group
- Prepared by: Renzo Tonin & Associates

The development is a 13 storey building plus three basement levels, and includes a ground floor supermarket and 167 dwellings. The development is in close proximity to Johnston Street and a rail corridor.

Our review of the acoustic report is provided in the table below.

## Attachment 7 - Acoustic Advice

City of Yarra  
247-259 Johnston Street, Abbotsford  
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Table 1 Review

Ref	Item	SLR Response	Report Reference	Comments
<b>1</b>	<b>General</b>			
1a	Is there a City of Yarra planning permit for the project and does it address the key potential noise impacts from the subject site?	No	2	A planning permit has not been issued. The Council have issued RFIs requesting that noise from: road, rail, existing commercial tenancies; plant and equipment associated with the development; the carpark and gym and pool are addressed.
1b	Have the details of the development and location details been adequately described?	Yes	4	Yes. Three levels of carparking, ground floor retail including delivery bay, 162 apartments over 12 levels and communal lounge on Level 14. The retail component will include a 'boutique' supermarket and a cafe.
1c	Have all potential noise impacts to the development been identified?	Yes	5.2	The following potential impacts have been identified: <ul style="list-style-type: none"> <li>Elevated rail line – 29 m to the west. Train passby and train horns</li> <li>Music from pizza shop at 239-241 Johnston Street</li> <li>Music noise from rear of 288 Little Lulie Street, to the north</li> <li>Road traffic noise from Johnston Street to the north.</li> <li>Music noise from Dr Morse, venue 45 m NE of the development site.</li> </ul> RTA comment on the engineering workshop to the west of the site, but note that noise impacts from that premises were not observed.
1d	Have the nearest noise sensitive receptors been identified?	Yes	Fig 1	The nearest existing dwellings are shown in Figure 1 of the report, and abut the eastern boundary of the subject site and are located on the southern side of Stafford Street, south of the subject site.
<b>2</b>	<b>Rail Noise</b>			
2a	Have appropriate criteria for rail noise intrusion been nominated?	Yes	7.3.1	Airborne rail noise is proposed to be assessed to L <sub>max</sub> levels of 50 dBA in bedrooms and 60 dBA in living rooms. Structureborne rail noise (as produced through vibration) is proposed to be assessed to targets 10 dB lower than the airborne noise targets. <b>SLR Comment:</b> The proposed L <sub>max</sub> targets will provide an acceptable level of acoustical amenity for individual train passby events.
2b	Have appropriate measurements been undertaken to quantify rail noise levels?	Yes	5.1	Measurements of rail noise relative to this site were undertaken at two locations along the western boundary of the site, from the parapet of the current building. RTA note that there was a clear line of sight from the monitoring locations to the rail corridor. Audio recordings were conducted to facilitate source recognition. Noise logging data is included in an attachment to the report.
2c	Is there an assessment provided?	Yes	8.2.1	A computer noise model has been prepared to predict rail noise impacts to the subject site.

SLR Consulting Australia Pty Ltd

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Ref	Item	SLR Response	Report Reference	Comments
				The model is reported to take into consideration the measured Lmax noise levels (95 percentile). The predicted noise levels are provided in Figure C1 of the report.
2d	Are the recommendations provided adequate?	Probably	8.2.3	<p>Windows affected by train noise are proposed to be glazed with:</p> <ul style="list-style-type: none"> <li>Bedrooms, 6.38 mm lam / 115 mm air gap / 6 mm glass</li> <li>Living rooms: 10.38 mm thick laminated glass</li> </ul> <p>Advice for lightweight external walls, if they occur on the project, is also provided.</p> <p><b>SLR Comment:</b> A full review of the glazing upgrades proposed has not been conducted (this would require access to the spectral data). However our indicative calculations suggest that the advice provided should achieve the target indoor noise levels.</p> <p>Advice does not appear to be included for acoustically treated ventilation pathways.</p>
<b>3</b>	<b>Rail Vibration</b>			
3a	Have appropriate criteria for rail vibration?	In part	7.4.1	<p>RTA propose to assess rail vibration to the NSW document 'Assessing vibration: A technical guideline' (DEC 2006). The Guideline refers to a superseded British Standard BS6472:1992. The Standard was reissued in 2008 with a different weighting curve and different assessment methodology. Assessment to the revised Standard effectively results in higher measurements of vibration.</p> <p><b>SLR Comment:</b> While acknowledging that NSW continues to reference the outdated Standard, our recommendation would be for vibration assessments to be conducted to the later Standard which reportedly correlates better with human comfort.</p>
3b	Has vibration been adequately quantified?	Probably	5.3	<p>Vibration has been measured at two boundary locations using Soundbook multichannel analyser. The measurements were conducted for 40 minutes.</p> <p><b>SLR Comment:</b> It is unclear whether the meter used measures VDV directly, or whether the eVDV has been calculated from the measured vibration levels. Forty minute measurements are not generally adequate for measuring VDV directly (measurements should be conducted for at least 24 hours). Further detail of the measurement and analysis methodology should be provided in the report. It is also noted that vibration levels have not been predicted up the building. (Higher levels can occur above ground level)</p>
3c	Has an assessment been provided?	Yes	10	The measured and predicted levels of vibration are well below the identified limits.
<b>4</b>	<b>Road Traffic Noise</b>			
4a	Have appropriate criteria for traffic noise intrusion been nominated?	No	7.2.1	<p>RTA propose to assess road traffic noise to internal targets of 45 dBA Leq(15hour) for living rooms and 40 dBA Leq(9 hour) for bedrooms.</p> <p><b>SLR Comment:</b> The proposed targets are 5 dB higher than we recommend. Our recommended targets for achieving a reasonable minimum standard of acoustic amenity correspond to those provided in the NSW Department of Planning document 'Development near rail corridors and busy roads, - Interim Guideline' (2008). The targets provided in this</p>

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Ref	Item	SLR Response	Report Reference	Comments
				document are: <ul style="list-style-type: none"> <li>Bedrooms at night: Leq(9h) not greater than 35 dBA</li> <li>All habitable rooms: Leq(15hr) not greater than 40 dBA</li> </ul> These levels are equal to the mid point between the AS/NZS2107 'satisfactory' and 'maximum' levels.
4b	Have appropriate measurements been undertaken to quantify road traffic noise levels?	Yes	5.1	Noise logging was undertaken on the northern parapet of the existing building, overlooking Johnston Street (12 m high). The measured levels are 65 dBA Leq, 15 hr and 61 dBA Leq, 9hr. The highest hourly levels are 67 dBA Leq (day/evening) and 64 dBA Leq (night).
4c	Is there an assessment provided?	Yes	8.2.3	A computer noise model has been prepared to predict road and rail noise up the building. The predicted levels are shown in Figures C2 and C3.
4d	Are the recommendations provided adequate?	Probably	8.2.3	Windows in the northern and western facades, which are potentially most affected by road traffic noise are proposed to be glazed with: <ul style="list-style-type: none"> <li>Bedrooms, 6.38 mm lam / 115 mm air gap / 6 mm glass</li> <li>Living rooms: 10.38 mm thick laminated glass</li> </ul> Windows in the eastern façade, which will overlook Johnston Street, are proposed to be glazed with: <ul style="list-style-type: none"> <li>Bedrooms, 6.38 mm lam</li> <li>Living rooms: 6 mm thick float glass</li> </ul> Advice for lightweight external walls, if they occur on the project, is also provided. <b>SLR Comment:</b> A full review of the glazing upgrades proposed has not been conducted (this would require access to the spectral data). However our indicative calculations suggest that the advice provided should achieve the target indoor noise levels proposed by RTA and probably also the lower levels recommended in this review. Advice does not appear to be included for acoustically treated ventilation pathways.
<b>5</b>	<b>Music Noise Assessment (existing venues)</b>			
5a	Have music noise impacts to the development site been quantified?	Generally	5.2	Music from 288 Johnston Street (north of the subject site) was measured between 10:12 pm and 10:20 pm between lulls in traffic. Measurements were able to be made in the 63 Hz and 125 Hz octave bands only. Results are reported in Table 7 of the acoustic report. <b>SLR Comment:</b> The Lulie Street Tavern operates until 1 am, and higher noise levels, less affected by background noise, may have been measured closer to that time.
5b	Have appropriate criteria been nominated?	Yes	7.1.3	Music is proposed to be assessed to SEPP N-2. SEPP N-2 noise limits are provided in Tables 11 and 12 of the report.

SLR Consulting Australia Pty Ltd



## Attachment 7 - Acoustic Advice

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Ref	Item	SLR Response	Report Reference	Comments
5c	Is there an assessment provided?	Yes	8.2.2	<p>An assessment of music noise is provided Table 20 and exceedances of up to 5 dB are identified. However RTA suggest that the exceedances do not need to be addressed because they do not trigger Clause 52.43 of the City of Yarra Planning Scheme (the Live music and entertainment noise / agent of change clause) due to the fact that the venue does not play live music, and because there are closer residential receivers to the immediate north of the venue. RTA also observe that the façade upgrades proposed for the building will help to mitigate music noise.</p> <p><b>SLR Comment:</b> The critical issue from our perspective is that the venue has closer residential receptors at which they are currently required to comply. Given this, further consideration of the issue of music noise from the Lulie Street Tavern is not considered necessary.</p>
5c	Is appropriate advice provided for controlling music noise to the proposed apartments?	Not applicable		
6	<b>Patron / Crowd Noise Assessment</b>	NA		Patron noise impacts to the subject site were not identified.
7	<b>Industrial and Commercial Noise Impacts to the Development site</b>			
8a	Have all potential noise impacts been identified?	Yes	5.2	<p>The following sources of commercial noise to the development site are identified:</p> <ul style="list-style-type: none"> <li>• Caltex service station, 276 Johnston Street, identified through logging to be 50 dBA at the subject site.</li> <li>• Mechanical plant on the roof of Mesa restaurant, east of the subject site, and in the loading dock.</li> <li>• Boemo Engineering, 243 Johnston Street, noise not identified from this source.</li> </ul>
8b	Have all significant sources been adequately quantified?	Yes	5.2	From the RTA description, the only potentially significant noise source is the Mesa Restaurant mechanical plant. This plant was measured at ground level in Park Street and found to be 56 dBA.
8c	Have appropriate noise limits been identified?	Yes	5.1 & 7.1.1	<p>SEPP N-1 noise limits for apartments overlooking Johnston Street are provided in Table 9 of the report.</p> <p><b>SLR Comment:</b> Background noise levels used to determine SEPP N-1 noise limits for Johnston Street were measured at approximately 3 am, when the plant serving the Caltex service station appeared to have been turned off. This is an unavoidably conservative approach to determining SEPP N-1 limits, as background noise levels used to calculate limits should be averaged over the entire night. The Johnston Street limit of 47 dBA also appears to be 1 dB too low (should be 'background + 3' = 48 dBA).</p>
8d	Has an assessment been conducted?	Yes	8.2.1	<p><b>Caltex Service Station</b></p> <p>Noise from the service station is identified as being 3 dB above the SEPP N-1 noise limit at</p>

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				<p>the Johnston St façade. RTA observe that this is not a significant excess. We agree with this interpretation of the results, particularly given that the identified limits are possibly too low.</p> <p><b>Mesa Mechanical Plant</b></p> <p>Noise from mechanical plant has been calculated to the development site. Details of the approach are not provided in the report, however it is understood that the predictions are based on the measurement conducted at ground level in Park Street (56 dBA Leq). The predicted level at the façade of the development is 47 dBA Leq. I have some concern about this part of the assessment because it is not clear that the Park Street measurement accurately quantifies impacts from the kitchen exhaust fan, which appears to be elevated and located 7 m from the subject site boundary, and may not have been accurately assessed from Park Street. <b>As bedrooms of some apartments will be approximately 10 m from the kitchen exhaust fan, further information is requested regarding the assessment of noise from this item.</b></p>
9	<b>Mechanical Plant Noise From the Development</b>			
	• Centralised plant	Yes	8.1.1	<p>RTA state that the mechanical selection is not complete and that a detailed acoustic assessment will be required once the design is finalised. They observe that the plant is however, likely to comply with the relevant criteria because equipment will generally be located on the roof of the development or in the enclosed carpark and the subject development is 13 storeys high and surrounding dwellings are only 1 to 3 storeys high.</p> <p><b>SLR Comment:</b> We generally agree with the above but note that there is a 8 storey development proposed for 288 Johnston Street</p>
	• Carpark access gate/s	No		<p>It is unclear from the drawings where the carpark access gate will be installed.</p> <p><b>SLR Comment:</b> The nearest existing potentially affected dwellings from the carpark entrance are 15 m from the carpark entrance. Additionally a number of apartments overlook the carpark entrance. Due to these factors there is moderately high risk that noise from carpark gate will be intrusive. For these reasons we suggest that a recommended maximum noise level at a distance be provided for the carpark entrance gate. The level should be selected such that SEPP N-1 is met, as well as amenity targets of no greater than 60 dBA Lmax outside openable windows. This requirement should also be applied to carpark doors serving any individual tenancies, such as G.03, G.04 and G.05.</p>
	• Commercial premises	In part	8.1.2	<p>Design to ensure compliance from commercial mechanical plant with SEPP N-1 is proposed to be conducted during the detailed design phases of the project.</p> <p><b>SLR Comment:</b> We generally agree that this is an acceptable approach, and recommend that the planning permit include a requirement that that the design is carried out, and/or</p>

SLR Consulting Australia Pty Ltd

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				that a post commissioning SEPP N-1 assessment of noise be conducted.
<b>10</b>	<b>Music from Proposed Commercial Tenancies</b>			
10a	Has appropriate guidance been provided for controlling music noise emissions from commercial tenancies?	Yes	8.1.4	Recommended maximum internal music levels are provided in the report. RTA also note that external speakers are not to be installed.
<b>11</b>	<b>Noise from Deliveries</b>			
11a	Have appropriate criteria been provided?	Yes	8.1.3	Noise from deliveries is proposed to be assessed to SEPP N-1. Additionally it is noted that deliveries need be carried out within the allowable hours provided in the Vic EPA Publication 1254 'Noise Control Guidelines'.
11b	Have impacts from deliveries been adequately quantified?	No	8.1.3	RTA propose that it 'shall be mandatory that an acoustic assessment be conducted for the supermarket prior to occupancy'. <b>SLR Comment:</b> We agree that an assessment should be conducted, but also prefer to see measures undertaken by the developer to limit impacts, such as glazing upgrades to affected areas. Without these measures there are minimal options for the supermarket to achieve compliance. RTA have, however, provided glazing upgrades to the windows of apartments potentially affected by delivery noise. These measures, in conjunction with the proposed restrictions to delivery times, adequately address our concerns.
<b>12</b>	<b>City of Yarra RFI dated 6 October 2015 addressing:</b>			
12a	<ul style="list-style-type: none"> <li>The interface between the carp parking spaces and the proposed dwellings</li> </ul>	Yes	8.1.5.1	The ground level of the development includes an open (i.e. non-roofed) access drive to the basement carpark and loading areas. This drive is overlooked by a number of apartment windows. Glazing advice is provided in the acoustic report for all of these windows, and the advice appears adequate for controlling the anticipated impacts. Advice is also provided in the report for walls separating the carpark areas to common corridors
12b	<ul style="list-style-type: none"> <li>The impact of the gym on the proposed dwellings</li> </ul>	Yes	8.1.5.3 to 5	The gym is proposed to be located above a Level 13 apartment. Advice has been provided in the report for floor upgrades to minimise impacts from the gym to the apartment below. <b>SLR Comment:</b> The upgrades will assist in the control of noise from the gym, however we see some risk that structureborne noise from running machines may not be adequately controlled. This may not be a critical issue for the project, as running machines do not need to be installed.
12c	<ul style="list-style-type: none"> <li>The impact of the pool on the proposed dwellings</li> </ul>	Yes	8.1.5.2	The acoustic report states that the pool will be structurally isolated from the general building. Details are proposed to be developed during the detailed design phase of the project.

SLR Consulting Australia Pty Ltd

## Attachment 7 - Acoustic Advice

### SLR SUMMARY

A summary of our review of the acoustic report provided for 247-259 Johnston Street is provided below. The report generally addresses acoustic issues associated with the site. The items we consider require further attention are provided below in **bold**.

#### *Rail Noise*

Rail noise impacts have been assessed and appropriate advice for façade upgrades has been provided in the report.

#### *Rail Vibration*

Rail vibration impacts to the site have been demonstrated to be minimal. As such, further consideration of this issue may not be necessary. It is, however, noted that the assessment standard used is outdated and, while still currently used in NSW, is not considered best practice. The assessment provided is also insufficiently detailed to enable a full acoustic review to be undertaken.

#### *Road Traffic Noise*

Road traffic noise has been assessed less stringent noise levels that we recommend however the advice provided in the report appears likely to achieve lower noise levels. As such, further consideration of road traffic noise is not considered necessary.

#### *Acoustically Treated Fresh Air*

Substantial acoustic upgrades are proposed for large areas of the building façade. Where a reasonable level of acoustical amenity is not achieved indoors with windows open, an alternative source of fresh air may need to be provided.

**The acoustic report should include advice for ventilation in rooms where substantial façade upgrades are proposed.**

#### *Music Noise*

Moderately small music noise impacts have been identified at the subject site, however the venue in question has closer residential receivers. Consequently, the proposed new dwellings will not change the SEPP N-2 compliance status of the venue.

#### *Industrial Noise Impacts to the Development Site*

Noise from the Caltex Service Station has been assessed to the subject site and we agree with RTA that impacts are minimal and do not require further consideration.

Noise from mechanical plant at Mesa Restaurant has been measured and predicted to the subject development. It is however, unclear whether noise from the kitchen exhaust fan located approximately 7 m from the site boundary, has been adequately quantified.

**As bedrooms of some apartments will be approximately 10 m from the kitchen exhaust fan, further information is requested regarding the assessment of noise from this item.**

#### *Mechanical Plant Noise from the Development*

RTA propose to address noise from mechanical plant during the detailed design phase of the project.

## Attachment 7 - Acoustic Advice

City of Yarra  
247-259 Johnston Street, Abbotsford  
Planning Application Acoustical Review  
PLN15/0612

15 April 2016  
640.10090.00100 247-259 Johnston St.docx  
Page 9

**It is recommended that the planning permit include the requirement that:**

***Noise from mechanical plant and equipment associated with the project is to be designed to comply with the relevant noise criteria. These include SEPP N-1 (commercial and body corporate operated plant, including carpark infrastructure); EPA Noise Control Guidelines / Publication 1254 (privately owned air conditioning condenser units) and sleep disturbance targets of 60 dBA Lmax outside openable windows of dwellings.***

***Noise from Carpark Gates***

Advice for the control of noise from the carpark entrance gate is not provided in the report.

**A recommended maximum noise level at a distance should be provided for noise from the carpark entrance gate. The level should be selected such that SEPP N-1 is met, as well as amenity targets of no greater than 60 dBA Lmax outside openable windows.**

***Noise from Deliveries to Apartments***

Noise from deliveries is proposed to be assessed prior to operation of the supermarket. Additionally, RTA have provided glazing upgrades to windows of apartments potentially affected by delivery noise.

**It is recommended that the planning permit include the requirement that:**

***Noise from deliveries to the supermarket be assessed to SEPP N-1 within 3 months of opening.***

***Noise from Carpark to Apartments***

Noise from vehicle movements in the carpark has been adequately addressed in the report.

***Noise from the Pool and Gym***

RTA provide indicative advice for controlling noise from the gym, and recommend that the pool be structurally isolated. From our perspective, this level of detail provided is acceptable for a planning report. However, as indicated in our review, we have some reservations about whether the gym treatments will be sufficient for full operation of the gym (e.g. running machines), so there may need to be specified restrictions on the type of operations in the gym.

Yours faithfully,



Dianne Williams  
Associate - Acoustics

Checked/  
Authorised by: JA

## Attachment 8 - Urban Design Advice



## urban design memo

to:	Sarah Thomas	date:	17 October 2016
company:	City of Yarra	from:	Hansen Urban Design
re:	<b>247-259 Johnston Street and 36-40 Stafford Street, Abbotsford</b>		

The following commentary and urban design appraisal is based on the application package prepared by SJB Architects and accompanying submissions prepared by Urbis, Jack Merlo Design, ViPAC, Renzo Tonin and Associates, Sustainable Development Consultants, Ratio, Leigh Design, Bryce Raworth and Brogue Consulting Engineers dated 11 February 2016, and subsequently revised as represented by the Revised Town Planning Application prepared by SJB Architects and the accompanying submission prepared by Urbis, dated August 2016.

Site and Context

The subject site is of irregular shape with frontages to both Johnston Street and Stafford Street with a total site area of approximately 2300m<sup>2</sup>. The site has a length of 59.9m along the western boundary, 63.3m along the eastern boundary whilst the Johnston Street frontage (northern boundary) has a length of 38.1m and the Stafford Street frontage (southern boundary) has a width of 35.4m. The site currently comprises of 2 separate land parcels (6 land titles). The existing buildings on site are both 2 storeys. The building to the east is a modern office building with no particular architectural merit. The building to the west is St Crispin House, a heritage listed warehouse/commercial building dating from 1923. Vehicular access is provided to the site via a laneway serviced by a single crossover from Stafford Street.

The site has the following interfaces:

- To the **north** across Johnston Street, is a Woolworth's service station at No.276 on the corner of Lulie and Johnston Street. On the western side of the service station is Vic Track owned land accommodating the Hurstbridge/Epping line with Victoria Park Train Station approximately 100m to the north. To the eastern side of Lulie Street at No.288 Johnston Street is a 2 storey Victorian shopfront housing Taranto Shoe Factory Outlet. Further east at No.292 Johnston Street is a 2 storey brick warehouse. Abutting the warehouse is No. 300,302 and 304 which are single storey Victorian Terrace houses.
- To the **south** across Stafford Street are 2 housing blocks which are owned by the Department of Human Services. These 2 and 3 storey buildings orientate to north facing private open space that has a direct interface with Stafford Street.
- To the **west** is a commercial property comprising of a 2 storey brick building housing an auto-repair shop (243-245 Johnston Street) the property is built to boundary for the majority of the site with vehicular access via a single crossover on Stafford Street.
- To the **east** are 2 properties as follows:
  - At the corner of Johnston Street and Park Street a 2 storey red brick Edwardian building subject to a heritage overlay houses Mesa, a Greek restaurant.

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Melbourne | Vietnam

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## Attachment 8 - Urban Design Advice



- 7 x 2 storey brick terrace apartments fronting Park Street comprise the remainder of the block with vehicular access to the dwellings via a single crossover from Stafford Street.



Subject site location

The site is located within the **Johnston Street Neighbourhood Activity Centre (JSNAC) Precinct 2 – Johnston Street East Precinct** on the southern side of Johnston Street. The surrounding neighbourhood is characterised by a mix of mainly 1 and 2 storey Victorian and Edwardian streetscapes with the exception of the aforementioned DHS building to the sites south. The site is well serviced by public transport, being located in close proximity to Victoria Park Train Station as well as being serviced by bus routes along Johnston Street.

### Planning Provisions

The site is located within **Commercial 1 Zone (C1Z)** pursuant to the provisions of the Yarra Planning Scheme:

#### Purpose:

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

## Attachment 8 - Urban Design Advice



The following State and Local planning policies are considered relevant:

- Clause 09 – Plan Melbourne
- Clause 11 – Settlement
- Clause 15 – Built Environment and Heritage
- Clause 16 – Housing
- Clause 17 – Economic Development
- Clause 21.03 – Vision – **Johnston Street Neighbourhood Activity Centre**  
(Adopted Dec. 2015)
- Clause 21.04 – Land Use
- Clause 21.05 – Built Form
- Clause 21.07 – Environmental Sustainability
- Clause 21.08 – Neighbourhoods
- Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay
- Clause 22.03 – Landmarks and tall structures
- Clause 22.05 – Interface uses policy
- Clause 22.10 – Built Form and Design Policy
- Clause 22.16 – Stormwater Management Water Sensitive Urban Design
- Clause 22.17 – Environmentally Sustainable Development

The following reference documents are further highlighted as relevant:

- **Johnston Street Local Activity Plan** (2015) – site lies within **Precinct 2 – Johnston Street East Precinct**
- Urban Design Charter of Victoria (DPCD, 2010)
- Activity Centre Design Guidelines (DSE 2005)
- Plan Melbourne

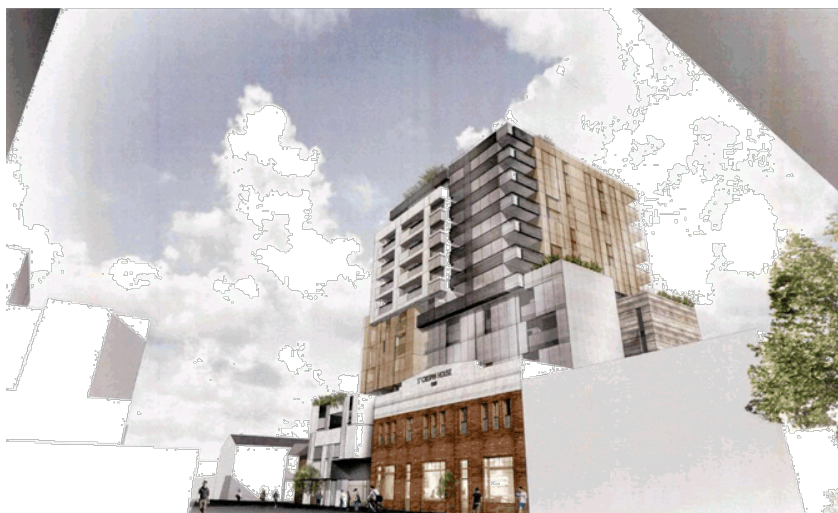
## Attachment 8 - Urban Design Advice



### Proposal

The proposal as documented in the revised application package prepared by SJB Architects comprises the removal of all existing buildings on site with the exception of the front façade of the heritage listed building Crispin House and construction of a 12 storey (42.3m including lift over-run and plant equipment) apartment building with ground floor retail. The proposal comprises of the following attributes:

- A total of 148 dwellings
  - 66 x 1 bedroom apartments;
  - 7 x 1 bedroom +study apartments;
  - 69 x 2 bedroom apartments;
  - 1 x 2 bedroom apartments; and
  - 5 x 3 bedroom apartments;
- 2 ground floor retail premises fronting onto Johnston Street;
- Primary residential entry from Johnston Street frontage with secondary entries from Stafford Street;
- Vehicular access from Stafford Street into 3 levels of basement and 01 level of podium parking comprising of 214 parking spaces;
- The northern interface (Johnston Street) street wall comprising of the heritage façade of Crispin House is approximately 12m (2 storeys + parapet);
- 18.3m street wall to Stafford Street (5 storeys); and
- The proposed maximum built height is 42.3m.



Artists impression from Johnston Street, from underneath rail corridor

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## Attachment 8 - Urban Design Advice



### Urban Design Assessment

The strategic policy context and physical location within the **Johnston Street Local Area Plan** (Adopted December, 2015) specifically **Precinct 2 - Johnston Street East** provides clear support for a mixed-use development of 8-10 storeys (up to 32m) with active frontages and upper level residential. However, in considering a building form proposal which rises to 12 storeys (43.2m) it is important to have regard to the specific site conditions and performance criteria outlined in the aforementioned Structure Plan.

In reviewing the current design response, the dual frontages, proximity to Victoria Park Train Station and absence of sensitive abutments provides some strategic basis for additional height. However, the design in its revised form proposes an additional 2 storeys beyond the recommended 10 storeys. On this basis **we are unable to provide support**, however we feel that there is opportunity to further refine the scheme to achieve a balanced outcome for the significant site.

The following review outlines these matters and recommendations in further detail:

### Strategic Context:

- State and Local Policy provides policy support for more intensive redevelopment of a mixed-use character within the **Precinct 2 - Johnston Street East**. However, a clear vision is articulated within policy for a format of development that is responsive to the heritage values of the low scale streetscape, and sensitivity of residential abutments to the east, within the Neighbourhood Residential Zone – Schedule 1 (NRZ1).
- Usefully, the **Johnston Street Local Area Plan** provides a clear basis to consider any departures from the unambiguous vision. The subject site is located to the east of Precinct 2 in close proximity to Victoria Park Train Station and is clearly highlighted as an area of 8-10 storeys or 32m. Proximate to the subject site, to the north is an area highlighted as 10-12 storeys. It is noted that the proposal highlights the subject sites proximity to this 10-12 storey area as reasonable grounds to extend the height of the building form. However, we consider that this proximity **does not warrant an additional 2 storeys (10m)**. The controls outlined by the Local Area Plan are in place to consolidate the height and utilise the 8-10 storey areas as a buffer or transitional precinct between the lower scale developments to the south in the GRZ 1 zone.



Victoria Park Station Activity Node  
 - Taller development (8-10 storeys) close to the station  
 with public realm improvements  
 - Active ground floor frontages

Street Wall Facade  
 - Consistent street wall facade (height)  
 - Active ground level frontages

Residential Interface  
 - Scale transition to adjoining low rise residential areas

Extract from Johnston Street Local Area Plan



## Attachment 8 - Urban Design Advice



### Site planning

- We support the centrally located lift core and stairwell, however we consider the entry arrangement from Johnston Street to be overly convoluted. Therefore we would recommend Tenancy 02 be relocated to the western boundary and the main entranceway be more centrally located, and directly aligned with the lift core, creating a more legible entrance to the residential portion of the building.
- We previously raised concern in relation to the Level 01 car parking and its direct interface with Johnston Street. However, we consider that the revised proposal successfully addresses this matter via the provision of apartments 2.07 and 2.08 which will appropriately activate the streetwall.
- The existing laneway has also been used as an organisational tool, setting-out the dimensions of a separate 5 storey apartment building on the south-west corner of the site. We support the use of this separate structure in articulating the southern interface of Stafford Street and breaking up the built form of the southern elevation.
- The retention of the façade and part of the return of Crispin House (HO410) is supported.

### Overall Height

- We note that the overall height has been reduced from 14 storeys (48.84m) to 12 storeys (42.3m). This represents a 2 storey or 6.5m reduction in height.
- However, we note that the overall height of the revised proposal still exceeds the Structure Plans recommendations of 8-10 storeys (32m), by approximately 10m beyond the recommended height.
- We appreciate that the consolidated site creates a large parcel of land and therefore consider that 10 storeys could be considered a minimum with the opportunity to justify 'hidden' upper levels if the proposal was to present a high quality architectural outcome that contributes positively to public amenity. Currently, the proposal results in overshadowing of the southern footpath to the south (Stafford Street) which is unacceptable as is the overall visual bulk of the proposition. However, we note that the portion of the building which is casting this shadow is not the 'top' of the building.
- We are generally in support of the streetwall heights and the relationship to the surrounding interfaces, however, the justification for the upper level heights is dramatically inconsistent not only with surrounding physical context but with the aforementioned Structure Plan. We note that, Precinct 2 has a height limit of 10 storeys (32m) and is proximate to Precinct 3 with a max height of 12 storeys (42m). The proposal presents a scheme of 12 storeys (42.3m), which disregards these built form guidelines and ignores the preferred future built form hierarchy of the Activity Centre.
- Therefore, we recommend the removal of Level 9, in order to reduce the overall building height to 11 storeys (39.3m).

## Attachment 8 - Urban Design Advice



### Massing and Architectural Expression

- The setbacks to the upper levels (above the Johnston Street streetwall) have all been slightly increased and now range from a minimum of 4m to 6m. We are now satisfied that these increases, along with the architectural refinements result in an acceptable visual distinction between the streetwall and the various elements of the rising form.
- We support the massing and architectural expression of the 5 storey streetwall to Stafford Street (southern elevation). The robust nature of the brick façade continues the narrative of the light industrial history of the site whilst the fenestrated interface presents a dynamic elevation to Stafford Street. The recessed balconies provide sufficient privacy and passive surveillance to Stafford Street, for the dwellings above street level.
- We consider that the proposed upper levels of the southern elevation (Stafford Street) now present a more appropriate recessive form, that projects slightly above the streetwall when viewed from the opposite side of Stafford Street. The residential properties to the south of the subject site (2 and 3 storey DHS housing) will have their amenity unreasonably impeded upon by the proposal. The **Johnston Street local Area Plan** stipulates that *no portion of the southern footpath (Stafford Street) should be overshadowed between 10am and 2pm*. The shadow diagrams included in the drawing package show significant amounts of shadow impacting on the aforementioned footpath. However, we acknowledge that the main offending portion of the proposal that is casting these shadows is the 5 storey streetwall to Stafford Street, which as stated above, we support.
- The removal of Level 9 would simplify the proposed built form massing as it 'steps' down towards the southern interface, by removing one of the staggers.

### Streetscape Interface

- We support the retention of the Heritage façade of Crispin House, however we feel the scheme lacks a legible primary residential address. The entryway through the Crispin House façade is not easily identified. As mentioned previously, we would recommend that the entryway be less convoluted.

We generally support the proposals presentation to the Stafford Street interface, however there are a few minor matters that require refinement:

- The deeply recessed entry to apartments G.04 and G.05 need to be addressed. The sight lines of people exiting the building are impeded by the depth of the entry. This poses an issue in regards to security.
- We are unclear as to where the security lines are when entering the subject site from Stafford Street. There does not appear to be any physical barrier deterring entry of 'random' vehicles or pedestrians into the private parking on basement and level 01.



## Attachment 8 - Urban Design Advice



### Internal Amenity

There are a number of minor internal amenity issues in regards to inter-visibility, opportunities for additional windows, access to daylight and circulation spaces these are broadly as follow:

- Within the 'elbow' of the building, balconies and primary habitable windows are within approximately 3.5m of each other and this presents inter-visibility issues;
- Apartments 2.13, 3.09 and 4.11 has a 'study area' arrangement that protrudes into the east-west. We would recommend removing the protruding wall so as to retain the generous egress of 1600mm for the length of the corridor.

### **Conclusion**

From our independent appraisal of the context, surrounding development and the policy framework we are supportive of the site planning and interface treatment of this proposal. However, we consider there to remain concerns with the overall height and scale. Therefore we recommend:

- A **reduction in height** by removing Level 9 to result in a lower overall height that is more consistent with the **Johnston Street local Area Plan**;

On this basis we remain **not supportive** of the revised proposal in its current form. However, we acknowledge that overall it represents an improved proposition as a number of our previous recommendations have been addressed.

Yours faithfully,

**urban design team**

hansen partnership pty ltd

17<sup>th</sup> October 2016

## Attachment 9 - Traffic Advice



*Traffic Engineers and Transport Planners*

Our Reference: 20514L#1

8<sup>th</sup> April, 2016

Yarra City Council  
Statutory Planning Branch  
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RICHMOND VIC 3121

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Attention: Ms Sarah Thomas

Dear Madam,

**247-249 Johnston Street & 36-40 Stafford Street, Abbotsford**  
**Proposed Mixed Use Development**  
**Traffic Engineering Review**

### Introduction

Further to your instructions, please find following our review of a proposed mixed use development at the above address.

The following report provides a traffic engineering assessment of traffic and parking issues associated with the development. As part of the assessment, we have reviewed the following documents:

- Development plans prepared by SJB Architects, dated 20<sup>th</sup> January, 2016.
- Traffic Report prepared by Ratio, dated February, 2016.
- Waste Management Plan prepared by Leigh Design, dated 18<sup>th</sup> December, 2015.

A site inspection was conducted on Monday 22<sup>nd</sup> March, 2016.

### Proposal

The proposal is for a multi-storey mixed use development on the site. A development summary is provided in Table 1 below. This summary is sourced from the Ratio Traffic Report (Section 3).

A total of 214 car spaces are proposed, with vehicle access via the ROW to Stafford Street. The Ratio report states that the applicant is in the process of acquiring the ROW from Council. There are 29 tandem pairs of car spaces, 58 car spaces in total. These have to be allocated to the same dwelling or shop.

In addition to car parking, 205 bicycle spaces and 4 motorcycle spaces are proposed on-site.

## Attachment 9 - Traffic Advice

## Traffic Engineering Review

247-249 Johnston Street &amp; 36-40 Stafford Street, Abbotsford



No on-site loading bay has been provided. A loading area is proposed at the dead end of the ROW (which the applicant is in the process of acquiring).

Table 1: Development Summary

Use	Size/No.	Car Parking Allocation	Resultant Parking Rate
<b>Residential Component</b>			
One-bedroom apt.	75	68	0.9 car spaces per apt.
Two-bedroom apt.	87	110	1.3 car spaces per apt. (23 x two-bedroom apts. with 2 car spaces)
Three-bedroom apt.	5	10	2 car spaces per apt.
Residential Visitors	167 (apts.)	19	0.11 car spaces per apt.
<b>Commercial Component</b>			
Shops	604m <sup>2</sup> 2 tenancies	7 (staff only)	1.2 car spaces per 100m <sup>2</sup>
<b>Total</b>	<b>167 apartments</b> <b>604m<sup>2</sup> shop</b>	<b>214 car spaces</b> <b>205 bicycle spaces</b>	

Tandem car spaces are not specifically allocated on the plans, aside from the 6 shop spaces. We have assumed that the 52 tandem car spaces are allocated to 5 x three-bedroom dwellings (10) and 21 x two-bedroom dwellings (42).

## Existing Conditions

## Subject Site

The subject site is located on the south side of Johnston Street, between the railway bridge and Park Street, in Abbotsford. The site comprises the properties 247-253 Johnston Street, 36 Stafford Street and 40 Stafford Street in Abbotsford. An L-shaped ROW is located between 36 and 40 Stafford Street.

No. 247-253 Johnston Street is occupied by a two storey commercial building, tenanted by a clothing store and designer furniture store. Vehicle access is provided to the rear of the site via a laneway. No formal on-site parking is available, however loading is possible from the rear.

No. 36 Stafford Street is occupied by a single storey warehouse building, which appears vacant. No on-site parking is provided.

No. 40 Stafford Street is vacant and used for at-grade car parking using the ROW for access. Approximately 8 cars can park on-site (depending on how efficiently drivers park).

## Attachment 9 - Traffic Advice

### Traffic Engineering Review

247-249 Johnston Street & 36-40 Stafford Street, Abbotsford



The site is located within a Commercial 1 Zone and within the Johnston Street Activity Centre. Nearby land uses are a mixture of commercial and residential uses.

A total of 5 on-street spaces are available along the site's frontages, including:

- 4 spaces to Johnston Street, restricted to '2P Ticket 9am-5pm', and
- 1 space to Stafford Street, which is restricted is '1/2P 9:30am-5:30pm Mon-Fri, 7:30am-12:30pm Sat' and 'Clearway (tow away) 6:30am-9:30am Mon-Fri'.

#### Transport Network

**Johnston Street** is a VicRoads Arterial Road aligned in an east-west direction. Johnston Street provides 5 traffic lanes. The centre lane is a contraflow lane used as a shared turning lane during non-peak times. The kerbside lanes are used for either on-street parking or as bus lanes during Clearway times which apply between 6:30-9:30am on the south side and 4-6:30pm on the north side.

A 40km/h speed limit applies to Johnston Street between 7am-3am.

**Stafford Street** is a Local Road aligned in an east-west direction. Stafford Street operates in a one-way eastbound direction, with access via left-turn only movements from Hoddle Street. The carriageway is 6.5m wide. Road humps are positioned along its length.

On-street parking is permitted on the north side (subject to a combination of short-term, Permit Zone and unrestricted parking). On the south side, parking is prohibited by 'No Parking' restrictions between 8am-4pm Mon-Fri.

A 40km/h area speed limit applies to Stafford Street.

**Park Street** is a local road aligned in a north-south direction between Gipps Street and Johnston Street. It has a carriageway width of approximately 6.5m and allows parking on the east side of the road only. Road humps are positioned along its length.

At its intersection with Johnston Street, left and right turn bans apply to traffic entering Park Street between 7am-9am Mon-Fri.

A 40km/h area speed limit applies to Park Street.

A **ROW** extends north of Stafford Street between No. 36 and No. 40 Stafford Street and ending at No. 247 Johnston Street. The north-south section of the ROW is approximately 3m wide and constructed with gravel and concrete.

Ratio undertook traffic counts of the Stafford Street/Park Street intersection. The survey was undertaken on Thursday 23<sup>rd</sup> July, 2015 between 7:30am-9:30am and 4:30pm-6:30pm. The surveys found that:

- Stafford Street carries a low volume of traffic with 15vph in the AM peak and 29vph in the PM peak.
- Park Street, north of Stafford Street, carried a modest volume of traffic with 85 vehicle movements in the AM peak and 110 movements in the PM peak.

These traffic levels are low and consistent with the functional classification of Park Street and Stafford Street as local roads.

## Attachment 9 - Traffic Advice

### Traffic Engineering Review

247-249 Johnston Street & 36-40 Stafford Street, Abbotsford



#### Car Parking Conditions

Ratio undertook parking surveys in the nearby area at the following times:

- 7am to 9pm on Thursday 23<sup>rd</sup> July, 2015, and
- 11am to 4pm on Saturday 25<sup>th</sup> July, 2015.

The surveys did not include a weekend evening survey. This is important because it captures one of the peak times for residential visitors and this peak can coincide with nearby entertainment uses.

The survey encompassed a very wide area and over 700 car spaces. Some of the areas surveyed are well over 300m from the subject site and not especially close to the subject site. Graphs 2.1 and 2.2 review the entire survey area, which is less helpful when attempting to review the more critical parking areas close to the site.

The survey results generally found:

- A moderate demand for parking during the Thursday survey with a minimum of 155 vacancies. Graph 2.1 appears to contain an error in the legend with the dark colour representing parked cars and the light colours representing vacancies.
- A low demand for parking on the Saturday with a minimum of 404 vacant car spaces.

#### Alternative Transport Modes

The site is well served by public transport services, including the following services within convenient walking distance:

- Victoria Park Railway Station is within 100m of the site,
- Bus Routes 200 and 207 and Night Bus service 966 operate along Johnston Street,
- Multiple bus routes operate along Hoddle Street including Routes 246, 302-305, 309, 318, 520, 684 and 905-908.

There are multiple car share vehicles within close proximity to the site. The nearest pod is on Lulie Street, within 100m of the site (operated by Flexicar).

The site enjoys a high level of access to bicycle infrastructure including formal and informal bicycle routes on many roads surrounding the site.

The site is reasonably walkable. Walkscore<sup>1</sup> rates the site as scoring 80 out of 100 and classifies this location as a 'very walkable, most errands can be accomplished on foot'.

#### Road Safety Review

Ratio undertook a road safety review of the casualty crash statistics in the nearby area using the VicRoads Crashstats database. A total of 31 casualty crashes were recorded, all of which occurred on the arterial road network being Hoddle Street and Johnston Street. No casualty crashes occurred in Park Street or Stafford Street (one occurred at the intersection of Hoddle Street and Stafford Street).

<sup>1</sup> <https://www.walkscore.com/score/247-johnston-st-abbotsford-vic-australia>

## Attachment 9 - Traffic Advice

## Traffic Engineering Review

247-249 Johnston Street &amp; 36-40 Stafford Street, Abbotsford



There was a high number of crashes is partly due to higher exposure (due to higher traffic volumes).

In our view, these statistics do not have a significant bearing on this application.

### Statutory Car Parking Assessment

The proposed development falls within the land-use categories of 'dwelling' and 'shop' under Clause 74 of the Planning Scheme. The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local 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.

The car parking requirements for the proposed use are set out under Clause 52.06 and the car parking table at Clause 52.06-5 of the Planning Scheme. The assessment is set out in the table below.

**Table 2: Statutory Car Parking Assessment – Clause 52.06-5**

Proposed Use	No.	Statutory Car Parking Rate (Column A)	Parking Requirement	Parking Provision	Shortfall/ Surplus
One-bedroom apt.	75	1 space per one & two-bedroom apartment	75	68	-7
Two-bedroom apt.	87		87	110	+23
Three-bedroom apt.	5	2 spaces per three-bedroom apartment	10	10	0
Residential Visitors	167	1 space per 5 dwellings	33	19	-14
Shop	604m <sup>2</sup>	4 car spaces per 100m <sup>2</sup> LFA	24	7	-17
<b>Total</b>			<b>229</b>	<b>214</b>	<b>-15</b>

Notes: Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.

Under a Clause 52.06-5 assessment, the statutory parking requirement for the development is 229 spaces. The numerical provision of 214 spaces results in a shortfall of 15 car spaces.



## Attachment 9 - Traffic Advice

### Traffic Engineering Review

247-249 Johnston Street & 36-40 Stafford Street, Abbotsford



Based on the allocation of car parking, the development has a statutory parking shortfall of 38 car spaces including 7 resident, 14 visitor and 17 shop car spaces. There is also a surplus of 23 resident spaces associated with additional car parking for the two-bedroom apartments, resulting for the high number of tandem car spaces provided).

Accordingly, a car parking reduction is required under Clause 52.06-6.

#### Reducing the requirement for car parking

Clause 52.06-6 allows for the statutory car parking requirement to be reduced (including to zero). An application to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be accompanied by a Car Parking Demand Assessment.

Clause 52.06-6 sets out that a Car Parking Demand Assessment must have regard to the following key factors:

- *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 to or proposed occupants (residents or employees) of the land.*
- *Any empirical assessment or case study.*

Planning Practice Note 22 (June, 2015) specifies that the provisions for reducing the car parking requirement draw a distinction between the assessment of likely demand for parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of fewer spaces than assessed by the Car Parking Demand Assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

- *The car parking demand likely to be generated by the use.*
- *Whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site.*

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

## Attachment 9 - Traffic Advice

### Traffic Engineering Review

247-249 Johnston Street & 36-40 Stafford Street, Abbotsford



#### Car Parking Demand Assessment

Table 4.3<sup>2</sup> of the Ratio Traffic Report allocates car spaces as follows:

- 68 car spaces for 75 one-bedroom apartments @ 0.9 car spaces per apartment,
- 110 car spaces for 87 two-bedroom apartments @ 1.3 car spaces per apartment, and
- 10 car spaces for 5 x three-bedroom apartments @ 2 car spaces per apartment.
- 19 car spaces shared by residential visitors at a rate of 0.11 car spaces per apartment.
- 7 car spaces for shop staff @ 1.2 car spaces per 100m<sup>2</sup>, with all customers parking on-street.

#### Resident Demands

Resident parking is provided at rates of:

- 0.9 car spaces per one-bedroom apartment,
- 1.3 car spaces per two-bedroom apartment, and
- 2 car spaces per three-bedroom apartment.

The provision of at least one car space per two-bedroom apartment and two car spaces per three-bedroom apartment satisfies the Clause 52.06-5 requirements and accordingly, no reduction is necessary for the larger apartments.

The provision of 68 resident spaces for 75 one-bedroom apartments results in a shortfall of 7 car spaces. We are satisfied that the modest reduction in car parking for the one-bedroom apartments is acceptable.

The provision of 1.3 car spaces per two-bedroom apartment is higher than the minimum 1 space per dwelling specified by Clause 52.06. We would have preferred to see a lower provision of resident parking for these apartments given the locational attributes of the site support lower parking levels. This is consistent with City of Yarra's sustainable transport objectives (see *Relevant Local Policy* in the following section).

Residents (and visitors) of this development will not be eligible to access resident or visitor parking permits under Council's Resident Parking Permit Policy.

#### Residential Visitors

No parking is proposed for residential visitors. The Ratio Traffic Report states the development will generate a peak visitor parking demand typically in the order of 0.12 spaces per apartment at peak times during the evening and on weekends and 0.07 spaces per apartment during business hours.

We are generally satisfied with these rates, although we would usually adopt 0.12 spaces per apartment during peak times and 30% of the peak demand during business hours.

Adopting the same rates as used by Ratio, the development is expected to generate a peak visitor parking demand of 20 car spaces and an off-peak demand of 12 spaces.

<sup>2</sup> There is a minor error in table numbering. The caption of the Table reads 4.3, however there is no table captioned Table 4.2

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A total of 19 visitor spaces are proposed on-site, resulting a negligible peak overflow of 1 space.

#### Shop

The Ratio Report adopted an empirical car parking rate of 3.5 car spaces per 100m<sup>2</sup> for the shops, which is consistent with the (Column B parking rate from Clause 52.06-5, which does not apply to the site) and their survey data. We are generally satisfied with this rate.

Adopting this floor space for the 604m<sup>2</sup> of shop space equates to a demand of 21 car spaces. Shop staff typically make up 30% of retail parking demands or 7 car spaces, the balance or 14 spaces associated with customers.

The provision of 7 staff spaces results in an off-site demand of 14 spaces associated with customers. These would only be generated during business hours.

There appears to be a minor error in the Ratio Report, which calculates a customer parking demand of 17 car spaces.

#### **Appropriateness of Providing Fewer Car Spaces than the Number Likely to be Generated**

The second step is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site as assessed by the Car Parking Demand Assessment.

Clause 52.06-6 sets out a series of car parking provision factors that should be considered when assessing the appropriateness of providing fewer car spaces on the site than are likely to be generated by the use.

The car parking provision factors are as follows, with the most relevant factors highlighted:

- ***The Car Parking Demand Assessment.***
- ***Any relevant local planning policy or incorporated plan.***
- ***The availability of alternative car parking in the locality 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.**

The key factors relevant to this application are considered below.

#### Relevant Local Policy

The Ratio report has considered Council's local planning policy Clause 21.06 of the Yarra Planning Scheme. The report concludes that the development is *"inline with the strategic intent of Clause 21.06 and the broader aims of the City of Yarra's Strategic Transport Statement (2006) on the basis of the following:*

- *The proposal is ideally located with regard to sustainable transport alternatives.*
- *There is a generous provision of on-site bicycle and motorcycle/scooter parking, and*
- *The reduced provision of on-site parking will discourage private motor vehicle ownership and use."*

In our view, the proposal is not wholly inline with the City of Yarra's strategic transport goals. Specifically, the development does provide a significantly reduced level of on-site parking in an area well served by sustainable transport alternatives. The site is within 100m of a railway station and a large number of bus services on Johnston Street and Hoddle Street. The site is well served by bicycle infrastructure, is walkable and has access to car share pods. The proposal has a modest reduction of parking for the one-bedroom apartments and an oversupply of 23 car spaces for the two-bedroom apartments.

Council's Parking Management Strategy (2013-2015 Action Plan) sets out Council's vision, goals and principles for managing parking in the City of Yarra as follows:

#### ***Vision for managing parking***

*Parking is managed by the City of Yarra to promote sustainable transport solutions and to optimise residents' access to homes - Council will also seek to accommodate the parking needs of visitors, businesses and community facilities in a manner that is open and clear.*

The relevant principles of managing parking are:

*Principle 7. Ensure that new developments are self-sufficient in meeting their parking needs - with the exception of encouraging reduced parking or no car parking developments for sites very close to public transport stops.*

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*Principle 8. Ensure the adequate provision of bicycle and motorcycle parking.*

*Principle 14. Support and encourage households to use share car schemes.*

The proposal is not consistent with Principle 7 in that the site is very close to public transport (the Ratio Report describes public transport access as excellent) and has a significant oversupply of car parking.

#### Car Parking Demand Assessment

The Ratio Report concludes (Table 4.3) that there will be no overflow from resident and staff, a negligible overflow of 1 space by visitors during the weekday evenings and weekends and 17 spaces by shop customers during business hours (noting that the calculation of 17 spaces should be 14 spaces).

We agree with this assessment.

#### Existing Parking Shortfall

The Ratio Traffic Report does not include a detailed assessment of the existing parking shortfall.

In practice, while some car parking is provided at No. 40 Stafford Street, this is likely to be used by staff. Customers of the two existing shop tenancies park on-street in the nearby area.

No floor area calculations of the existing building are provided. On-site observations indicate that the proposed commercial floor space will be of a smaller size than the existing floor space and likely to generate a similar amount of car parking as the proposed shop floor space. On this basis, we are generally satisfied with the reduction of customer parking proposed.

#### Availability of Parking

The Ratio report concludes that “there is ample spare parking capacity within close vicinity of the site to accommodate the off-site visitor parking demand (up to one vehicle) and customer parking demand (up to 17 spaces)”.

We agree that car parking is available to support a small overflow visitor parking demand, noting that customer parking demands are likely to be consistent with the current use of the site.

#### Availability of Alternative Transport Modes

The Ratio Report does not review this decision point separately, but has considered it during their car parking demand assessment.

The site has a high level of access to alternative transport modes including public transport, car share pods and bicycle infrastructure and on-site bicycle and motorcycle facilities. This decision point reinforces our view that the proposal is oversupplied with car parking for residents.

#### Recommendations

Based on the above, we are satisfied with the level of car parking provided for:

- residents of the three-bedroom apartments,
- residential visitors,
- shop staff, and



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- the non-provision of customer parking for the shops.

The level of car parking provided for the one-bedroom apartments is slightly higher than the ABS data indicates is required and given the proposal's sustainable transport options, the provision of parking at 0.9 spaces per one-bedroom apartment could be reduced further.

The supply of 23 two-bedroom apartments with 2 car spaces at 1.3 car spaces per apartment is an over-supply of parking and missed opportunity to encourage sustainable transport alternatives to private cars. We would prefer that this is reduced to be more consistent with the statutory minimum requirement of 1 space per two-bedroom apartment.

### Bicycle Parking Assessment

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments and changes in use. The table below summarises the statutory bicycle parking requirement of the development.

**Table 3: Statutory Bicycle Parking Assessment – Clause 52.34**

Proposed Use	Size/No.	Bicycle Parking Rate		No. of spaces required
		Resident/Employee	Visitor/Customer	
Dwelling	167	1 space per 5 dwellings	1 space per 10 dwellings	33 resident spaces 17 visitor spaces
Shop	604m <sup>2</sup>	1 space per 600m <sup>2</sup> LFA, if LFA >1,000m <sup>2</sup>	1 space per 500m <sup>2</sup> LFA, if LFA >1,000m <sup>2</sup>	None
<b>Total</b>				<b>50 spaces</b>

Overall the development requires 50 bicycle spaces to be provided on the site, which is satisfied by the provision of 205 bicycle spaces. The high level of bicycle parking proposed is strongly supported.

Bicycle spaces are provided within two secure storage rooms at ground level. The space provided for the bicycle racks is adequate for the number of spaces proposed.

All bicycle racks proposed are wall hanging racks. Clause 2.1 of AS2890.3-2015 includes a requirement that a minimum 20% of bicycle spaces be provided as ground level (horizontal rails). Given the significant number of bicycle spaces proposed, we would prefer to see some bicycle racks converted to ground level rails.

The Ratio report reviews bicycle parking provision at Section 6. The calculation of bicycle parking requirements for the shop erroneously quotes NFA for the shop, instead of LFA.



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### Car Park Layout and Vehicle Access Arrangements

The parking layout and access arrangements have been assessed under Clause 52.06-8 of the Planning Scheme and the relevant clauses of the Australian Standard (AS2890.1-2004 'Parking Facilities, Part 1: Off-Street Car Parking').

We have reviewed the carpark layout in detail and we are satisfied that the parking layout is generally acceptable and accords with the objectives of the Planning Scheme and AS2890.1-2004. The following exceptions are noted:

- The ramp grade to the mezzanine level includes a 1:4 maximum grade. The transition at the base of the ramp is only 2m long @ 1:8. This needs to be increased to 2.6m to avoid vehicle scraping.
- The curved ramp from ground down to the basement levels includes a 1:5 grade. It is not clear what the grades are along the inside and outside of the curve in the ramp. This needs to be detailed on the plans. A section drawing is also required to confirm that 2.2m headroom clearance (as per AS2890.1-2004) is available where this ramp passes under the ground floor.
- A section drawing should demonstrate the headroom clearance for the car spaces under the ramp to Basement 3.

Other comments:

- Access to the site will be via the ROW, which will be widened to 6.4m wide and allow two-way traffic flow. We are satisfied with the arrangements shown.
- The ramp grades will be greater than the 1:10 permitted under Clause 52.06-8 relative to the ROW. However, we are satisfied that this is acceptable in the ROW context.
- Headroom clearance to the apartments above the ROW appears to exceed 5m and is acceptable.
- A stop-go system is proposed to manage the access to the mezzanine level. We are satisfied with the arrangement shown.

### Traffic Generation and Impacts

The Ratio Report provides a detailed analysis of the traffic generation and impacts of the development. The key assumptions are listed below:

- Residential traffic generation rates of:
  - 1 vehicle trip per dwelling not allocated a car space. We would normally adopt 0.
  - 4 vehicle trips per one and two-bedroom apartment allocated one car space. This is slightly higher than we would have adopted (3 vehicle trips per day).
  - 6 vehicle movements to each two and three-bedroom dwelling allocated 2 car spaces.
- A 20/80 and 60/40 inbound/outbound split of residential traffic during the AM and PM peak hours, respectively. We are satisfied with this arrangement.

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- The shop will generate 7 trips per 100m<sup>2</sup> by staff and customers per PM peak hour and 30 vehicle trips per 100m<sup>2</sup> per day. A 50% PM peak rate was adopted for the AM peak hour. We are satisfied with this arrangement.
- In total, the site will generate 105 vehicle trips in the AM peak, 126 vehicle trips in the PM peak and 1,018 vehicle trips per day.

In our view, the critical traffic impacts of the development are in Stafford Street. Shop customers are unlikely to use Stafford Street (as no customer parking is provided), rather it will be dispersed within the nearby area (primarily on Johnston Street).

In our view, the development is likely to generate traffic into Stafford Street as set out in the following table.

Table 4: Traffic Generation

Use	Size/No.	Traffic Generation Rate		Traffic Volume	
		Peak	Daily	Peak	Daily
Dwellings – No parking	7 dwellings without a car space	0 / apt.	0 / apt.	0vph	0vpd
Dwellings – One space	132 dwellings with one car space	0.3 / apt.	3 / apt.	40vph	396vpd
Dwellings – Two spaces	28 dwellings without two car spaces	0.6 / apt.	6 / apt.	17vph	168vpd
Shop	7 car spaces	0.5 / car space	4 / car space	4vph	28vpd
<b>Total</b>				<b>61vph</b>	<b>592vpd</b>

Stafford Street is most comparable to an Access Street – Level 1 under Clause 56.06 of the Yarra Planning Scheme. The environmental capacity of an Access Street Level 1 is 1,000 - 2,000 vehicles per day.

Stafford Street currently carries in the order of 150-300 vehicles per day, assuming that 10% of the daily traffic volume occurs during the commuter peak hours. Accordingly, Stafford Street will remain under its environmental capacity with a post-development volume of around 750-900 vehicles per day.

### Loading

Clause 52.07 of the Planning Scheme specifies that:

*No building or works may be constructed for the manufacture, servicing, storage or sale of goods or materials unless:*

- *Space is provided on the land for loading and unloading vehicles as specified in the table below.*

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- The driveway to the loading bay is at least 3.6 metres wide. If a driveway changes direction or intersects another driveway, the internal radius at the change of direction or intersection must be at least 6 metres.
- The road that provides access to the loading bay is at least 3.6 metres wide.

**Table 5: Loading Bay Requirements of Clause 52.07**

Floor Area of Building	Minimum Loading Bay Dimensions	
2,600 sq m or less in single occupation	Area	27.4 sq m
	Length	7.6 m
	Width	3.6 m
	Height Clearance	4.0 m
For every additional 1,800 sq m or part	Additional 18 sq m	

Under Clause 52.07 of the Planning Scheme, a loading bay of the minimum dimensions is required for the shops.

The Ratio Traffic Report proposes an on-street loading area at the dead end of the ROW. The loading area would accommodate trucks up to 6.4m long (the Small Rigid Vehicle defined in AS2890.2-2002) and has dimensions which accord with Clause 52.07 of the Planning Scheme. Swept path diagrams have been provided demonstrating adequate access to this area.

We understand that the applicant is in the process of acquiring the ROW. If acquired, this would provide a loading bay on the subject site. However, given the loading area is proposed with a dead end of ROW (with no other traffic using the ROW that is not associated with the site), we are satisfied with this arrangement even if the ROW is not acquired.

We are satisfied with the loading arrangements proposed and waiver of the loading bay requirement.

### Waste Collection

A waste management plan has been prepared by Leigh Design (dated 18<sup>th</sup> December, 2015).

Waste collection is proposed by a private contractor with a small 6.4m long waste collection vehicle to use the loading area proposed within the ROW. We are satisfied with these arrangements.

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## Conclusions

Based on our various investigations, we are satisfied that:

- a) Under a Clause 52.06-5 assessment, the statutory parking requirement for the development is 229 spaces. The numerical provision of 214 spaces results in a shortfall of 15 car spaces.
- b) Based on the allocation of car parking, the development has a statutory parking shortfall of 38 car spaces including 7 resident, 14 visitor and 17 shop car spaces. There is also a surplus of 23 resident spaces associated with additional car parking for the two-bedroom apartments.
- c) the required parking reduction is generally acceptable based on:
  - i) an empirical assessment of demands (the Car Parking Demand Assessment),
  - ii) the existing car parking credits associated with the site,
  - iii) the availability of alternative transport modes to the site, and
  - iv) the availability of car parking.
- d) The level of car parking provided for residents, particularly the two-bedroom apartments, is not especially low and inconsistent with the City of Yarra's sustainable transport objectives. While in accordance with Clause 52.06-5, we would have preferred to see a lower level of car parking provision for the two-bedroom apartments.
- e) Bicycle parking is provided in excess of the Clause 52.34 requirements and the high level of bicycle parking is supported. Consideration should be given to providing some ground level (horizontal) rails in accordance with AS2890.3-2015.
- f) The layout of the carpark generally complies with the Planning Scheme, AS2890.1-2004 and current practice and is acceptable, with some minor amendments to the ramps.
- g) Traffic associated with the development can be satisfactorily accommodated by the surrounding road network.
- h) The proposed waiver of the loading bay requirement is acceptable, as is the location of a loading area at the dead end of the ROW (whether or not the ROW is acquired by the applicant).
- i) The waste collection arrangements proposed are acceptable.

We trust this information meets with your requirements. If you require further information, please contact Leigh Furness at Traffix Group on 9822 2888.

Yours faithfully,

TRAFFIX GROUP PTY LTD

A handwritten signature in black ink that reads "Leigh Furness".

LEIGH FURNESS  
Associate

- 
- |            |  |
|------------|--|
| <b>1.2</b> | <b>PLN12/0132.02 - 416-422 Smith Street and 2 Hotham Street, Collingwood - Section 72 amendment to include one additional level (increase from eight levels to nine levels) containing one dwelling and include one additional car parking space and one additional bicycle parking space within the basement.</b> |
|------------|--|
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## **Executive Summary**

### **Purpose**

1. This report provides Council with an assessment of an application to amend planning permit PLN12/0132 and recommends approval, subject to conditions.

### **Key Planning Considerations**

2. Key planning considerations include:
  - (a) Clause 11.01 – Activity Centres
  - (b) Clause 15.01 – Urban Environment
  - (c) Clause 15.03 – Heritage
  - (d) Clause 16.01 – Residential Development
  - (e) Clause 18.01 – Integrated Transport
  - (f) Clause 21.04 – Land Use
  - (g) Clause 21.05 – Built Form
  - (h) Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay
  - (i) Clause 22.17 – Environmentally Sustainable Development
  - (j) Clause 34.01 – Commercial 1 Zone
  - (k) Clause 43.01 – Heritage Overlay

### **Key Issues**

3. The key issues for Council in considering the proposal relate to:
  - (a) Strategic justification.
  - (b) Built form and design.
  - (c) Heritage impacts.
  - (d) Off-site amenity impacts.
  - (e) On-site amenity.
  - (f) Environmental sustainability.
  - (g) Car and bicycle parking and traffic.
  - (h) Objector concerns.

### **Objector Concerns**

4. Fourteen objections were received to the application, these can be summarised as:
  - (a) Visual bulk.
  - (b) Inconsistent with surrounding character.
  - (c) More pressure on car parking.
  - (d) Increased traffic.
  - (e) Overshadowing.
  - (f) Overlooking.
  - (g) No community benefit.
  - (h) Will set a precedent.
  - (i) Inconsistent with VCAT decision.
  - (j) Impacts during construction.
  - (k) Illegal construction activities.
  - (l) Interference with television transmission.

### **Conclusion**

5. Based on the following report, the proposed amendment is considered to comply with the relevant planning policy and should therefore be supported.

**CONTACT OFFICER:**     **Nikolas Muhllechner**  
**TITLE:**                    **Principal Statutory Planner**  
**TEL:**                        **9205 5373**



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**1.2 PLN12/0132.02 - 416-422 Smith Street and 2 Hotham Street, Collingwood - Section 72 amendment to include one additional level (increase from eight levels to nine levels) containing one dwelling and include one additional car parking space and one additional bicycle parking space within the basement.**

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Trim Record Number: D16/172225

Responsible Officer: Principal Statutory Planner

<b>Proposal:</b>	Section 72 amendment to include one additional level (increase from eight levels to nine levels) containing one dwelling and include one additional car parking space and one additional bicycle parking space within the basement.
<b>Existing use:</b>	Construction site.
<b>Applicant:</b>	ERM Australia
<b>Zoning / Overlays:</b>	Commercial 1 Zone Design and Development Overlay (Schedule 13) Environmental Audit Overlay Heritage Overlay (Schedule 333)
<b>Date of Application:</b>	26 September 2016
<b>Application Number:</b>	PLN12/0132.02

### Planning History

1. Planning permit PLN12/0132 was issued at the direction of the Victorian Civil and Administrative Tribunal (VCAT) on 20 December 2012 after agreement was reached between the parties to the appeal. The planning permit allowed the demolition of the existing building and the construction of an eight storey building providing dwellings with ground floor retail and office, a reduction in the car parking requirement and the construction of a vehicle crossover in accordance with the endorsed plans. The planning permit expires on the 20 December 2016 if the development is not completed.
2. A Section 72 amendment to planning permit PLN12/0132 was lodged in March 2014 and sought numerous changes to the endorsed plans, including an additional basement level, the consolidation of the three retail tenancies into one tenancy and a reduction in the overall height of the tower by 1 metre, amongst other changes. The amended planning permit was issued on the 22 May 2014.
3. Planning permit application PLN13/0271 sought approval for a packaged liquor licence for a bottle shop relating to the consolidated ground level retail tenancy sought in the above Section 72 amendment. This planning permit was approved on 18 August 2014.
4. Planning permit application PLN15/0743 sought approval for the construction of a canopy and display of advertising signage associated with the bottle shop. This planning permit was issued on 8 April 2016.

### Background

5. This application to amend planning permit PLN12/0132 was received by Council on the 26 September 2016. Council requested further information on 14 October 2016 and the applicant satisfied the request for further information on the 21 October 2016. The application to amend the planning permit was subsequently advertised from 26 October 2016 to 11 November 2016 and fourteen objections were received.

6. After the advertising period and receipt of the objections, the applicant advised that they were unwilling to make any changes to the proposed amendment or to vary from the current proposal as they consider the proposed amendment to have no adverse planning implications and did not consider that a consultation meeting should be required.
7. The Langridge Ward Councillors were advised of the applicant's request and given the opportunity to request that a consultation meeting proceed. No request was made, therefore the application proceeded without a consultation meeting.

## **Existing Conditions**

### Subject Site

8. The subject site is irregular in shape and located on the north-east corner of Smith Street and Hotham Street, in Collingwood. The site has a frontage to Smith Street in the west of 25.07 metres, a frontage to Hotham Street to the south of 62.31 metres and a frontage to Emma Street in the east of 38.10 metres, for an overall site area of approximately 1,880 square metres.
9. The subject site was previously occupied by a single storey commercial building used as a retail factory outlet store for Nike. The site is currently being developed in accordance with planning permit PLN12/0132. The previous buildings and structures have all been demolished, the basement levels have been excavated and the lower floor levels are beginning to emerge from the ground.
10. The subject site is legally described as Lot 1 on Plan of Subdivision 307511P and Lot 2 on Plan of Subdivision 307511P. Neither lot is affected by any restrictive covenants.

### Surrounding Land

11. The subject site is located in the Smith Street Major Activity Centre (MAC), an important business and retailing strip centre within the City of Yarra. The MAC runs north-south from Alexandra Parade to Victoria Street and provides a range of business types, including offices, manufacturing and local convenience shops. It is also interspersed with a number of dwellings.
12. The subject site is located between Johnston Street and Alexandra Parade. This section of Smith Street has been developed with a diverse mix of architectural styles. Smith Street itself provides a north-south connection linking the northern suburbs of Yarra with the CBD, intersecting with major arterials Alexandra Parade, Johnston Street and Victoria Parade.
13. Smith Street has a shared function, with parallel parking provided adjacent to each kerbside lane and a centralised tram line. On each side of the road is a footpath (approximately 3 metres wide). Hotham Street, to the south of the subject site provides access to the residential area to the east of Smith Street. Emma Street is located to the east of the subject site and runs parallel to Smith Street between Alexandra Parade and Hotham Street. Emma Street generally serves the rear of commercial properties on its western side and dwellings on its eastern side.
14. The area is well serviced by a number of transport options within a radius of approximately 400 metres around the site. These include the number 86 tram on Smith Street running between RMIT University in Bundoora and the Docklands via the CBD and bus routes 200, 201, 203 and 205 (CBD – Bulleen/Doncaster Shopping Town) and 207 (CBD – Donvale). The number 11 and 112 tram routes are located approximately 550 metres to the west (along Brunswick Street) and some 10 bus routes (primarily servicing the eastern suburbs) are located approximately 800 metres to the east (along Hoddle Street).

Victoria Park train station is located approximately 1km to the east of the subject site and serves the Hurstbridge and Epping train lines.

15. North of the subject site is a large double storey red brick building which was previously occupied by a factory retail outlet that is now vacant. Beyond this, further north, are more recently constructed buildings which are generally occupied by factory outlets selling sporting goods. These buildings are generally single and double storey in height. Also abutting the site to the north is a single-level weatherboard dwelling facing Emma Street built to the common boundary with a shallow front setback and verandah to the street. There is an area of secluded private open space at the rear (west side) of the dwelling. The lot width is approximately 7 metres.
16. To the east of the subject site, on the opposite side of Emma Street, are single and double storey dwellings with frontages to either Emma Street or Hotham Street. Areas of secluded private open space are located at the rear of the respective dwellings.
17. To the south of the subject site is Hotham Street, on the opposite side of which are single storey commercial buildings oriented to Hotham Street. Further east on the southern side of Hotham Street are more single and double storey dwellings.
18. The western site boundary is defined by Smith Street. On the opposite side of Smith Street are double storey red brick buildings intersected by Leicester Street. The buildings were previously used as retail factory outlet stores (commercial) but are currently vacant.

## **The Proposal**

19. This proposed amendment seeks to include one additional level (increase from eight levels to nine levels) containing one dwelling and include one additional car parking space and one additional bicycle parking space within the basement. The proposed amendment can be summarised as follows:

### Use

- (a) The addition of one dwelling on the proposed new floor, containing a master bedroom with ensuite and walk-in-robe, two other bedrooms, an open plan kitchen/living/meals area, a separate living area and two bathrooms. A balcony wraps around the north, west and south of the dwelling with an area of 242 square metres.
- (b) Alterations to the layout of the basement car parking to include one additional car parking space and one additional bicycle parking space on basement level two.
- (c) Two car parking spaces allocated to the proposed new dwelling.

### Buildings and Works

- (d) Construct one additional floor on top of the approved eight storey building, resulting in a nine storey building.
- (e) Minimum setbacks to the boundaries of 10.30 metres to the west boundary, 7.20 metres to the north boundary, 14.00 metres to the east boundary and 6.00 metres to the southern boundary.
- (f) Minimum setbacks to the floor below of 3.30 metres to the west, 3.20 metres to the north and 3.00 metres to the south.
- (g) An overall maximum height of 34.53 metres, increasing 3.40 metres from the previously approved height of 31.13 metres.
- (h) The roof top plant area and photovoltaic panel array relocated to the new roof and screened from view.
- (i) Colours and materials including black steel cladding and clear glazing consistent with the approved building.

## **Planning Scheme Provisions**

### Zoning

*Commercial 1 Zone*

20. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the Scheme), a dwelling (nested under accommodation) is a section 1 use, provided any frontage at ground floor level does not exceed 2 metres. As the residential entrance to the building is more than 2 metres wide, a planning permit is required to use the land for a dwelling. This is unaffected by the current application.
21. Under clause 34.01-4 of the Scheme, a planning permit is required for buildings and works.

Overlays*Heritage Overlay (Schedule 310)*

22. Pursuant to Clause 43.01-1 of the Scheme, a planning permit is required to demolish a building and to construct or carry out works.

Particular Provisions*Clause 52.06 – Car Parking*

23. Pursuant to Clause 52.06-2, the car parking spaces required under Clause 52.06-5 must be provided on the land. Clause 52.06-3 requires a planning permit to reduce the number of car parking spaces required under this clause.
24. Pursuant to Clause 52.06-5, the cumulative car parking requirements for the proposed development are as follows:

<b>Use:</b>	<b>Rate:</b>	<b>Spaces required:</b>	<b>Proposed:</b>	<b>Reduction sought:</b>
Three bedroom dwellings (1)	2 per dwelling	2	1	0

25. As this proposed amendment includes one additional car parking space within the basement for the proposed three bedroom dwelling, a further reduction of one car parking space is required.

*Clause 52.34 – Bicycle Facilities*

26. Pursuant to clause 52.34-3 of the Scheme, in developments of four or more levels, one resident bicycle parking space should be provided for every five dwellings. As only one additional dwelling is proposed, no additional bicycle parking spaces are required. However, it is noted that one additional bicycle parking space has been provided within the basement.

General Provisions*Clause 65 Decision Guidelines*

27. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

State Planning Policy Framework (SPPF)

28. The following SPPF provisions of the Scheme are relevant:

*Clause 11.01 – Activity Centres*

29. The relevant objectives of this clause include:

- (a) To build up activity centres as a focus for high-quality development, activity and living for the whole community by developing a network of activity centres.
- (b) To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community.

*Clause 11.04 – Metropolitan Melbourne*

30. The relevant objectives of this clause include:

- (a) To provide a diversity of housing in defined locations that cater for different households and are close to jobs and services.
- (b) To create healthy and active neighbourhoods and maintain Melbourne's identity as one of the world's most liveable cities.

*Clause 13.04 – Noise and Air*

31. The objective of this clause is:

- (a) To assist the control of noise effects on sensitive land uses.

*Clause 15.01 – Urban Environment*

32. The relevant objectives of this clause are:

- (a) To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.
- (b) To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.
- (c) To improve community safety and encourage neighbourhood design that makes people feel safe.

*Clause 15.02 – Sustainable Development*

33. The objective of this clause is:

- (a) To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.

*Clause 15.03 - Heritage*

34. The relevant objective of this clause is:

- (a) To ensure the conservation of places of heritage significance.

*Clause 16.01 – Residential Development*

35. The relevant objectives of this clause are:

- (a) To promote a housing market that meets the community needs.
- (b) To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.
- (c) To provide for a range of housing types to meet increasingly diverse needs.
- (d) To deliver more affordable housing closer to jobs, transport and services.

*Clause 18.01 – Integrated Transport*

36. The relevant objective of this clause is:

- (a) To create a safe and sustainable transport system by integrating land-use and transport.

*Clause 18.02 – Movement Networks*

37. The relevant objectives of this clause are:
- (a) To promote the use of sustainable personal transport.
  - (b) To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.
  - (c) To ensure an adequate supply of car parking that is appropriately designed and located.

Local Planning Policy Framework (LPPF)

*Clause 21 – Municipal Strategic Statement (MSS)*

*Clause 21.04 – Land Use*

38. The relevant objectives of this clause are:
- (a) To accommodate forecast increases in population.
  - (b) To retain a diverse population and household structure.
  - (c) To reduce potential amenity conflicts between residential and other uses.
  - (d) To maintain the long term viability of activity centres.

*Clause 21.05 – Built Form*

39. The relevant objectives of this clause are:
- (a) To protect and enhance Yarra's heritage places.
  - (b) To reinforce the existing urban framework of Yarra.
  - (c) To retain Yarra's identity as a low-rise urban form with pockets of higher development. Strategy 17.2 – Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
    - (i) Significant upper level setbacks.
    - (ii) Architectural design excellence.
    - (iii) Best practice environmental sustainability objectives in design and construction.
    - (iv) High quality restoration and adaptive re-use of heritage buildings.
    - (v) Positive contribution to the enhancement of the public domain.
    - (vi) Provision of affordable housing.
  - (d) To retain, enhance and extend Yarra's fine grain street pattern.
  - (e) To ensure that new development contributes positively to Yarra's urban fabric
  - (f) To enhance the built form character of Yarra's activity centres.

*Clause 21.06 - Transport*

40. The objectives of this clause are:
- (a) To provide safe and convenient pedestrian and bicycle environments.
  - (b) To facilitate public transport usage.
  - (c) To reduce the reliance on the private motor car.
  - (d) To reduce the impact of traffic.

*Clause 21.07 – Environmental Sustainability*

41. The relevant objectives of this Clause are:
- (a) To promote environmentally sustainable development.
  - (b) To improve the water quality and flow characteristics of storm water run-off.

*Clause 21.08 – Neighbourhoods*



42. Clause 21.08-5 describes the central Collingwood area in the following way:
- (a) *The Smith Street major activity centre serves multiple roles for local residents whilst attracting visitors from a larger catchment. It is a classic main road strip generally consisting of buildings of two to four storeys interspersed with the occasional building of up to 6 storeys. The subdivision pattern is consistent, and the pattern of the streetscape is generally fine grain. Unlike many other Victorian shopping strips the street is also characterised by the variance in profile and design of buildings. It has a high proportion of individually significant heritage buildings, supported by contributory buildings from the Victorian-era and Edwardian-eras.*
  - (b) *The Activity centre has developed a strong factory outlet focus including a sports retail focus, at the north of the centre between Johnston Street and Alexandra Parade. Between Johnston Street and Gertrude Street the centre provides much of the convenience retailing for the surrounding neighbourhoods. The area also hosts a variety of restaurants and cafes. The southern precinct, south of Gertrude Street is home to an array of galleries and clothing stores.*
43. Within Figure 13 of Clause 21.08-5, the subject site is identified as being within the Smith Street Major Activity Centre. Figure 14 of Clause 21.08-5 shows the site as being partly within a heritage overlay area where the objectives include to ensure that development does not adversely affect the significance of the heritage place and partly within a non-residential area where the objective is to improve the interface of development with the street.

#### Relevant Local Policies

##### *Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay*

44. This policy applies to all new development included in a heritage overlay. The relevant objectives of this clause are:
- (a) To conserve Yarra's natural and cultural heritage.
  - (b) To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.
  - (c) To retain significant view lines to, and vistas of, heritage places.
  - (d) To preserve the scale and pattern of streetscapes in heritage places.
  - (e) To ensure that additions and new works to a heritage place respect the significance of the place.

##### *Clause 22.05 – Interface Uses Policy*

45. The objectives of this clause are:
- (a) To enable the development of new residential uses within and close to activity centres, near industrial areas and in mixed use areas while not impeding the growth and operation of these areas as service, economic and employment nodes.
  - (b) To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.

##### *Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)*

46. The relevant objectives of this clause are:
- (a) To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended). Currently, these water quality performance objectives require:
    - (i) Suspended Solids - 80% retention of typical urban annual load
    - (ii) Total Nitrogen - 45% retention of typical urban annual load
    - (iii) Total Phosphorus - 45% retention of typical urban annual load
    - (iv) Litter - 70% reduction of typical urban annual load
  - (b) To promote the use of water sensitive urban design, including stormwater re-use.

*Clause 22.17 – Environmentally Sustainable Development*

47. This policy was introduced into the Scheme on 19 November 2015 and applies to residential development with more than one dwelling. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Other

*DSE Guidelines for Higher Density Residential Development (DSE Guidelines)*

48. These guidelines provide 'better practice' design advice for higher density residential development that promotes high quality public and private amenity and good design, and are structured around six elements of design consideration, as follows:
- (a) Urban context
  - (b) Building envelope
  - (c) Street pattern and street-edge quality
  - (d) Circulation and services
  - (e) Building layout and design
  - (f) Open space and landscape design

**Advertising**

49. The application was advertised in accordance with Section 52 of the *Planning and Environment Act 1987* [the Act] by way of 365 letters sent to the surrounding property owners/occupiers and by three signs on the site. Six objections were received. The concerns raised in the objections can be summarised as:
- (a) Visual bulk.
  - (b) Inconsistent with surrounding character.
  - (c) More pressure on car parking.
  - (d) Increased traffic.
  - (e) Overshadowing.
  - (f) Overlooking.
  - (g) No community benefit.
  - (h) Will set a precedent.
  - (i) Inconsistent with VCAT decision.
  - (j) Impacts during construction.
  - (k) Illegal construction activities.
  - (l) Interference with television transmission.

**Referrals**

External Referrals

50. There were no external referrals required by the Scheme.

Internal Referrals

51. There were no internal referrals required.

**OFFICER ASSESSMENT**

52. The primary considerations for this assessment are as follows:
- (a) Strategic justification.
  - (b) Built form and design heritage impacts.
  - (c) Off-site amenity impacts.
  - (d) On-site amenity.
  - (e) Environmental sustainability.

- (f) Car and bicycle parking and traffic.
- (g) Objector concerns.

### Strategic Justification

- 53. In relation to the SPPF and LPPF, a mixed use development including shop and office at ground floor and residential above as proposed is consistent with the general strategies contained therein. These strategies encourage urban consolidation and employment generating uses in such locations, where full advantage can be taken of existing settlement patterns and significant investment in transport, communication, water, sewerage and social facilities that already exist.
- 54. Council, through its MSS, directs the majority of new residential development to sites that are generally located in, abutting or close to activity centres, or in locations that offer good access to services and transport. The subject land is located within the Smith Street Major Activity Centre (MAC). The proposal meets the objectives and strategies of the LPPF by incorporating a range of uses including increased housing and commercial spaces on the ground floor to create and reinforce an active and pedestrian friendly street environment. The proximity of the site to a variety of public transport options and provision of bicycle facilities on the site encourages less reliance on cars as a means of travel.
- 55. The Commercial 1 Zone which applies to the site is readily acknowledged as a zone capable of accommodating a greater density and higher built form, subject to individual site constraints. State and Local policies (such as Clause 16.01-2 and Clause 21.04-1) encourage the concentration of development near activity centres and intensifying development on sites well connected to public transport. Further, Clause 16.01-3 seeks to identify strategic redevelopment sites for large residential development in metropolitan Melbourne that are in or beside major activity centres and able to provide ten or more dwellings.
- 56. The proposed development enjoys strong strategic support at both the State and Local level. The site is within an area where change in the environment is encouraged and is achieved through the mix of uses proposed. It is considered that the proposed development achieves the various land use and development objectives outlined earlier in this report and achieves a sound level of compliance with the relevant policies.

### Built Form and Design and Heritage Impacts

- 57. In considering the design and built form of the proposed amendment, the most relevant aspects of the Scheme are found at Clause 15 (Built Environment and Heritage) and Clause 21.05 (Built Form). As supplementary guidance, the former Department of Sustainability and Environment's Guidelines for Higher Density Residential Development are also of relevance (GHDRD).
- 58. The primary heritage considerations for this application relate to whether compliance is achieved with Clause 43.01-4 (Heritage Overlay: Decision guidelines) and Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) of the Scheme.
- 59. These provisions and guidelines all seek a development outcome that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations for the area. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and its relationship to adjoining buildings and properties.
- 60. The proposed amendment is considered to be generally consistent with the relevant built form, design and heritage guidelines, as outlined in the below assessment.

61. Council's MSS at Clause 21.05-2 states that development on strategic redevelopment sites or within activity centres should generally be no more than five to six storeys unless it can be demonstrated that the proposal can achieve specific benefits, such as:
  - (a) Significant upper level setbacks.
  - (b) Architectural design excellence.
  - (c) Best practice environmental sustainability objectives in design and construction.
  - (d) Positive contribution to the enhancement of the public domain.
  - (e) Provision of affordable housing.
62. The consolidated site and its context within a major activity centre reflect a strategic redevelopment site capable of taller built form. However, this needs to be balanced having regard to the site's heritage context and the proximity of nearby dwellings.
63. The proposed additional floor incorporates minimum setbacks to the boundaries of 10.3 metres to Smith Street (west), 7.2 metres to the north boundary, 14 metres to Emma Street (east) and 6 metres to Hotham Street (south). This includes minimum setbacks to the floor below of 3.3 metres to the west, 3.2 metres to the north and 3 metres to the south and an overall increase in height of 3.4 metres.
64. The proposed setbacks of the additional floor reduce the visibility of the upper levels and result in the additional floor being largely concealed from the public realm. The view line diagrams submitted with the application show that the only increased visibility of the development from adjacent streets is from Emma Street. This is a result of the increased height to the lift core which is approximately 7.6 metres wide.
65. It is considered that the proposed setbacks achieve an appropriate design response that will not be dominant nor detract from the heritage streetscape values of this portion of Smith Street and will integrate well with the existing approved built form. Additionally, as discussed later in this report, the deletion of the bin storage room on the proposed floor will further reduce the extent of visible built form as viewed from Emma Street.
66. Council's local heritage policy at Clause 22.02-5.7.2 encourages new upper level additions and works to respect the scale and form of the existing heritage place or contributory elements to the heritage place by being set back from the lower built form elements. Each higher element should be set further back from lower heritage built forms. New upper level additions should also incorporate treatments which make them less apparent.
67. The proposed setbacks for the additional floor are considered appropriate to reduce its visibility and not detract from the prominence of the street wall as the principal built form reference from Smith Street. Notably, the additional floor will only be visible from Smith Street from long range distances where the difference of 3.4 metres to the approved 31.13 metre height will be indistinguishable.
68. The proposed setbacks result in the additional level forming a small percentage of the overall visual experience of a pedestrian situated on the footpath on the western side of Smith Street. To the rear boundary, the proposed setbacks result in an acceptable built form transition between the subject site in the Commercial 1 Zone and the dwellings on the eastern side of the Emma Street affected by the Heritage Overlay (HO 321) and in the Neighbourhood Residential Zone 1.

#### Off-site Amenity Impacts

69. The subject site is located within the Commercial 1 Zone. Sites to the north, south and west are all also within the Commercial 1 Zone. The policy framework for amenity considerations is contained within clause 22.05 (Interface Uses Policy) and the Guidelines for Higher Density Residential Development. Clause 55 of the Scheme provides some guidance on these matters (although not strictly applicable).

70. The appropriateness of amenity impacts including visual bulk, shadowing and overlooking need to be considered within their strategic context, with the site being located within a major activity centre where higher density residential development is encouraged. In addition, the local character shows a high level of site coverage and boundary-to-boundary development, both within the subject site and those surrounding it.
71. Expectations of those residing in a Commercial 1 Zone and, to a lesser extent, those adjoining a Commercial 1 Zone, must also be tempered with the purpose of these zones to provide residential uses at densities complementary to the role and scale of the commercial centre.

#### *Visual Bulk*

72. The sensitive interface of the subject site is to the east of Emma Street, where the land is located within the Neighbourhood Residential Zone 1. The width of Emma Street assists in reducing the potential for visual bulk impacts to these residential properties. Additionally, expectations of visual bulk should be tempered for those who live adjacent to a Commercial 1 Zone.
73. Having regard to the above, the additional storey will have a minimal visual impact upon the residents to the east of Emma Street. The new level is well setback from the eastern boundary, with only the lift core and bin store area visible. While the lift core is set by the levels below, the bin room adds additional visible built form that could be readily avoided by relocating the bins within a more central location. A condition is therefore recommended that will require the bin room area to be relocated within the remaining footprint of this level. Subject to this condition, the development will not result in any unreasonable visual bulk to this sensitive interface.

#### *Overshadowing*

74. The decision guidelines of the Commercial 1 Zone include the consideration of the overshadowing as a result of building or works affecting adjoining land in a Neighbourhood Residential Zone. The amenity of the adjoining residential properties to the east is therefore an important consideration in the assessment of the proposed development.
75. The shadow diagrams submitted with the proposed amendment show that the extent of additional overshadowing as a result of the additional floor is minimal. Specifically, the proposed amendment will not cast any additional shadow on secluded private open space on the Equinox. The additional shadow that does occur at 3:00pm falls entirely within the Hotham Street road reserve area. The 12:00pm (noon) shadow only increases shadow on the car parking area of the commercial properties on the southern side of Hotham Street. Therefore, the proposed amendment is not considered to unreasonably overshadow the adjoining residential properties.
76. In terms of impacts on the public realm, the 9:00am shadow diagrams show that the proposed additional floor will not cast any additional shadows on the opposite footpath on Smith Street.

#### *Overlooking*

77. Objective 2.9 of the GHDRD suggests that existing dwellings should be protected against overlooking in accordance with Standard B22 of Clause 55. Standard B22 prescribes that a habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into existing habitable room windows or secluded private open space of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio.

78. The proposed dwelling, located on the top floor is sufficiently setback from nearby habitable rooms and private open space to prevent any unreasonable overlooking with the nearest residential property to the north at 21 Emma Street approximately 17 metres away from the proposed dwelling and the residential properties on the eastern side of Emma Street more than 19 metres away from the proposed dwelling.

#### On-site Amenity

79. Clause 22.10-3.7 relating to on-site amenity and Element 4: Circulation and Services, Element 5: Building Layout and Design and Element 6: Private and Communal Open Space of the Guidelines for Higher Density Residential Development provide useful guidance with regard to on-site amenity including circulation spaces, site services, dwelling diversity, layout, open space and wind impacts.
80. Being located within a Commercial 1 Zone, Clause 22.05 also aims to achieve a reasonable level of amenity for new dwellings, whilst ensuring that new dwellings do not impact the functioning of nearby commercial land uses.

#### *Apartment orientation and layout*

81. The proposed dwelling will have an overall high level of internal amenity due to the size, orientation and location of windows that achieve objectives aiming to create functional and comfortable higher density dwellings. The proposed dwelling includes operable windows and a usable balcony to allow for solar access into the dwelling.

#### *Daylight*

82. Objective 5.4 and design suggestion 5.4.1 of the GHDRD aim to ensure a good standard of natural lighting is provided to internal building spaces, provide direct light to all rooms wherever possible and design light wells that are adequately sized for their intended purpose. The proposed dwelling, located on the top floor, achieves the best practice benchmark for daylight assessment.

#### *Ventilation*

83. There are a number of operable windows for the proposed dwelling which provides high internal amenity levels, with no bedroom relying on borrowed light. The proposed dwelling is designed with multiple aspects to ensure adequate cross flow ventilation.

#### *Private open space*

84. Borrowing from Standard B28 of Clause 55 of the Yarra Planning Scheme, a dwelling should have an area of private open space of a minimum area of 8 square metres and a minimum width of 1.6 metres with easy access from the living room. The proposed dwelling comfortably achieves these requirements, with in excess of 200 square metres of balcony space.

#### Environmental Sustainability

85. Council's local policies at Clause 22.16 and Clause 22.17 call for best practice water quality performance objectives and best practice in environmentally sustainable development from the design stage through to construction and operation, respectively.
86. The applicant submitted an amended sustainability management plan prepared by Sustainable Built Environments which updates the previously approved ESD management plan to incorporate the additional floor and dwelling, requiring minor changes only. The proposed dwelling will achieve the same energy targets as previously supported.



The amended sustainability management plan should therefore be endorsed to form part of any amended planning permit that issues, with condition 4 of the planning permit amended to refer to the updated sustainability management plan.

### Car and Bicycle Parking and Traffic

#### *Car Parking*

87. Under Clause 52.06 of the Scheme, the applicant is seeking a further car parking reduction of one space, as outlined within the table included in the Particular Provisions section earlier in this report. This is in addition to the previous reduction of 28 car parking spaces approved in the original application. Overall, the proposed development seeks a reduction of 29 car parking spaces.
88. Traffix Group have assessed the proposed amendment and noted that the approved development had an oversupply of two car parking spaces for the residential component, allowing two of the two-bedroom dwellings to be allocated two car parking spaces each. The proposed amendment allocates one of those spaces plus the proposed additional car parking space to the new three-bedroom dwelling, thus reducing the residential oversupply to one car parking space.
89. From a traffic engineering perspective, the car parking reduction is considered appropriate in the context of the site and the surrounding area. The site is located within a major activity centre with excellent access to multiple public transport options and one additional bicycle parking space is proposed, as discussed below. The car parking demands generated by the proposed amendment within the development should not adversely impact on the existing car parking conditions in the area.

#### *Bicycle Parking*

90. As outlined earlier in this report, pursuant to Clause 52.34-3, in developments of four or more storeys, one resident bicycle parking space should be provided for every five dwellings. Therefore, as only one additional dwelling is proposed, no additional bicycle parking spaces are required. However, the proposed amendment includes one additional bicycle parking space, resulting in the proposed development further exceeding the bicycle parking requirement.
91. Through the provision of the additional and approved bicycle parking spaces, the applicant has responded to the importance that State and Local policies place on encouraging low energy forms of transport such as Clauses 15.02-3, 18.02-1, 18.02-2 and 21.06. This is a development where the use of bicycles can take precedence over the use of private motor vehicles due to the proximity of services and employment opportunities, which will encourage the use of bicycles from this development.

#### *Traffic Generation*

92. The proposed amendment seeks one additional dwelling incorporating one additional car parking space within the basement car parking area. Traffix Group have adopted a rate of 3 vehicle movements per dwelling, inclusive of 0.3 movements per dwelling in peak hours. The additional dwelling and car parking space will therefore not result in the surrounding streets exceeding their design capacity, as this additional level of traffic is negligible and will make minimal difference to the traffic generated by the approved development.

#### *Car Parking Layout*

93. The proposed amendment includes minor changes to the car parking layout to include one additional car parking space and one additional bicycle parking space with basement level two.

The internal layout of the car park, including the ramp grades, accessibility and dimensions of the car parking spaces and the location of the columns remains unchanged and from that perspective remain acceptable.

### Objector Concerns

94. The majority of the issues which have been raised by the objectors have been addressed within this report, as outlined below:
  - (a) Visual bulk (paragraphs 72-73).
  - (b) Inconsistent with surrounding character (paragraphs 57-68).
  - (c) More pressure on car parking (paragraphs 87-89).
  - (d) Increased traffic (paragraph 92).
  - (e) Overshadowing (paragraphs 74-76).
  - (f) Overlooking (paragraphs 77-78).
95. Outstanding concerns raised in the objections are discussed below, and relate to:
  - (a) *No community benefit.*

The State Planning Policy Framework seeks to ensure that the objectives of planning in Victoria are fostered through appropriate land use and development planning policies and practices which integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development. The responsible authority should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations. The proposed amendment achieves this balance.
  - (b) *Will set a precedent.*

Future planning permit applications on this site or neighbouring and nearby land will be assessed against relevant planning policy and site conditions, based on their own merits at the time of assessment. The possibility of setting an undesirable precedent cannot be substantiated.
  - (c) *Inconsistent with VCAT decision.*

While Council's decision on the original application was appealed to the Victorian Civil and Administrative Tribunal (VCAT), ultimately the application was agreed to by all parties via a consent order after mediation. The Tribunal was not required to make a determination on the planning merits of the proposed development. The consent order does not reference a reduction in height, thus this application does not appear to contravene a particular condition to restrict the height to eight floors. The *Planning and Environment Act 1987* allows an applicant to lodge an amendment to an application, regardless of how it was approved.
  - (d) *Impacts during construction.*

Concern has been raised in relation to damage of the adjoining dwellings, buildings and public property during construction. Protection of adjoining properties during construction is not a matter that can be addressed through the planning permit process. However, the developer has obligations under the *Building Act 1993* to protect adjoining property from potential damage. It is the responsibility of the relevant building surveyor to require protection work as appropriate. Council's local laws require an asset protection permit to be obtained to ensure infrastructure assets within the road reserve are protected or repaired if damaged.
  - (e) *Illegal construction activities.*

A number of objections raised concern with the current construction occurring on-site. This included the illegal use of an adjoining site as a storage facility. This matter was passed on to Council's planning enforcement officers and a planning application was subsequently applied for. That application was refused by Council and, on appeal, by the Victorian Civil and Administrative Tribunal. This is not relevant to the current assessment.
  - (f) *Interference with television transmission.*

In the limited cases where the issue of television reception has been considered by the Victorian Civil and Administrative Tribunal, the Tribunal has resolved the loss of television reception could be a relevant amenity consideration although more in the circumstances of high rise development and is unlikely to be a relevant planning consideration in developments of a more modest scale. While this proposed amendment seeks an additional floor on an approved eight storey development, there is no evidence to suggest that this will further impact on television transmissions.

## Conclusion

96. The proposed amendment is considered to demonstrate a high level of compliance with the policy objectives contained within the State and Local Planning Policy Framework. Notably, the proposed amendment will not result in unreasonable impacts on the surrounding area and achieves the State Government's urban consolidation objectives and Council's preference to direct higher density residential development in activity centres on strategic redevelopment sites.
97. Based on the above report, the proposed amendment is considered to comply with the relevant Planning Scheme provisions and planning policy and is therefore supported, subject to conditions outlined in the recommendation below.

## RECOMMENDATION

That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant an Amended Planning Permit PLN12/0132.02 for the demolition of the existing building and development of the land for the construction of a nine storey building providing dwellings with ground floor retail and office, reduction in the associated car parking requirement and construction of a crossover at 416-422 Smith Street and 2 Hotham Street, Collingwood, subject to the following conditions (amended or new conditions in **bold**):

### Amended Plans

1. **Prior to the endorsement of plans, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the planning permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with plans prepared Cera Stribley Architects and numbered TP-01, TP-07, TP-09 to TP-21, TP-30 to TP-37, TP-40 to TP-41 and TP-65 to TP-66, but modified to show:**
  - (a) **The bin store room on level 8 deleted from the plans, with the bin storage relocated to within the remaining footprint of this level.**

### Endorsed plans

2. All development and use must accord with the endorsed plans. Any alterations must be approved in writing by the Responsible Authority.
3. Floor levels shown on the endorsed plans must not be altered or modified. Any alterations must be approved in writing by the Responsible Authority.

### Environmental Sustainable Design (ESD)

4. **The provisions, recommendations and requirements of the endorsed sustainable management plan prepared by Sustainable Built Environments and dated 16 September 2016 must be implemented and complied with to the satisfaction of the Responsible Authority.**

### Acoustic Report

5. Before the plans are endorsed, an acoustic report prepared by a suitably qualified expert must be submitted to and approved by the Responsible Authority. Once approved, the acoustic report will be endorsed and will then form part of the permit. The report must include an assessment of how the requirements of State Environment Protection Policy N-1 and relevant Australian Standards will be met and must prescribe the form of acoustic treatment to the following (addressing on-site and off-site amenity impacts):
  - (a) any proposed air conditioner units;
  - (b) commercial plant and equipment; and
  - (c) on-site residential amenity to protect against noise from nearby commercial uses.
6. The recommendations and any works contained in the approved acoustic report must be implemented and completed and where they are recommendations of an ongoing nature must be maintained to the satisfaction of the Responsible Authority.

#### **Car Parking, Crossovers and Footpaths**

7. The area set aside for the parking of vehicles, together with the aisles and access lanes as delineated on the endorsed plan must:
  - (a) be provided and completed to the satisfaction of the Responsible Authority prior to the commencement of the development hereby permitted;
  - (b) must be used for no other purpose and must be line-marked and maintained at all times to the satisfaction of the Responsible Authority;
  - (c) be made available for such use at all times and not used for any other purpose;
  - (d) be properly formed to such levels that it can be used in accordance with the endorsed plan; and
  - (e) be drained and sealed with an all weather seal coat.

All to the satisfaction on the Responsible Authority.

8. The design and construction of the new vehicle crossing must comply with the following:
  - (a) the vehicle crossing shall be constructed in accordance with City of Yarra Standard Drawings and Specifications;
  - (b) the development's finished floor levels relative to footpath and road levels must be such that pedestrian and vehicular access accord with the Australian/New Zealand Standard AS/NZS 2890.1:2004;
  - (c) Council may permit the adjustment of Building Line levels to provide access in accordance with AS/NZS 2890.1:2004. The designer may also need to alter finished floor levels just inside the property in order to provide satisfactory access;
  - (d) the design and construction of the vehicle crossing must also satisfy the requirements of Council's Community Amenity unit's Vehicular Access into Properties (Info Sheet and Application Form) before a vehicle crossing permit can be issued; and
  - (e) the eastern edge of the crossing shall be positioned no less than 6 metres from the tangent point of the radial located at the Hotham Street/Emma Street intersection and clear of the existing street tree. In the event that the street tree is required to be removed, a replacement tree / the existing street tree to be located to the satisfaction of the Responsible Authority with all costs borne by the permit holder.
9. Prior to the occupation of the development, all redundant vehicle crossings must be demolished and reinstated with paving, kerb and channel of the surrounding area to Council's satisfaction. All costs associated with these works must be borne by the permit holder.
10. The trenching and excavation for underground utility service connections by service authorities on Public Highways will require the reinstatement / rectification of Council road infrastructure to the satisfaction of Council's Engineering Services Unit and at the expense of the permit holder.

11. Upon completion of all building works and underground service connections, the footpaths extending along the property's Hotham and Emma Streets road frontages must be re-sheeted by the developer in accordance with Council standards. All costs associated with these works must be borne by the permit holder.
12. The costs of all of road infrastructure reinstatements and rectification works associated with utility service provision and building works shall be borne by the developer.
13. Any damaged road(s) and footpath(s) adjacent to the development site as a result of the development must be reinstated to the satisfaction of the Responsible Authority and at the expense of the Permit Holder.
14. The development's finished floor levels relative to the existing footpath and road levels must be such that pedestrian and vehicular access accord with the Australian/New Zealand Standard AS/NZS 2890.1:2004.
15. All existing kerb and channel, and road pavement surface levels must not be altered. Council may permit the adjustment of Building Line levels to provide access in accordance with AS/NZS 2890.1:2004.

### **Bicycle Parking**

16. A minimum of 81 bicycle parking spaces (equating to the provision of one (1) space per dwelling) must be provided within the building to support the development hereby permitted, to the satisfaction of the Responsible Authority.

### **Landscaping**

17. Within one (1) month of the development commencing, a landscape plan must be submitted to and approved by the Responsible Authority. When approved, the landscape plan will then form part of this permit. The plan must include details for the proposed landscaping and maintenance regime of areas within the Level 01 setback from the north boundary and the Emma Street facing balconies, and include (but not limited to) the following:
  - (a) proposed plant schedule (with botanical name, common name, mature height and spread, installation size, spacing's, locations and quantities);
  - (b) a legend (with key features, materials and construction details);
  - (c) any raised planter beds (including height and construction methods);
  - (d) investigate opportunities for passive irrigation;
  - (e) alternatives to Environmental Weed Species such as *Acanthus mollis* and *Cotoneaster dameri* (as outlined in *Gardening with Native Plants in Yarra: A home gardener's guide to protecting our natural heritage City of Yarra 2001*);
  - (f) delineation of private areas; and
  - (g) landscaping to be irrigated by harvested rainwater.
18. Before the occupation of the development, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
19. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority including that any dead or diseased or damaged plants are to be replaced.
20. \*Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for:
  - (a) the protection of the tree on the Hotham St footpath closest to Smith St:
    - (i) pre-construction;
    - (ii) during construction; and
    - (iii) post construction

- (b) the provision of any barriers;
- (c) any pruning necessary; and
- (d) watering and maintenance regimes,

21. \*Before the development commences the permit holder must make a one off contribution of a maximum of \$1,200 to the Responsible Authority to be used for a replacement street tree to Hotham Street.

### **Lighting**

22. The development must be provided with external lighting capable of illuminating access to each car parking spaces, storage, rubbish bin, recycling bin, pedestrian walkways, stairwells, lift, dwelling entrances and entry foyer. Lighting must be located, directed, shielded and of limited intensity so that no nuisance or loss of amenity is caused to any person within and beyond the site, to the satisfaction of the Responsible Authority.

### **General**

23. Privacy screens as required in accordance with the endorsed plans must be installed prior to occupation of the building to the satisfaction of the Responsible Authority and maintained to the satisfaction of the Responsible Authority thereafter.
24. All new on boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.
25. All piping and ducting, other than for drainage above the ground floor level of the building must be concealed.
26. The buildings must be maintained in good order and appearance to the satisfaction of the Responsible Authority.
27. Noise emanating from the development, including plant and other equipment, must comply with the State Environment Protection Policy N-1 and N-2 to the satisfaction of the Responsible Authority.
28. The trafficable area shown on the Level 01 Floor Plan within the north boundary setbacks must be accessed for maintenance purposes only.

### **Waste Management**

29. Before the plans are endorsed, an updated Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. Once approved, the Waste Management Plan will then form part of this permit. The Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Waste Tech Services Pty Ltd (dated 10 February 2012), but modified to:
- (a) take account of changes to the proposed development required by condition 1 of this permit;
  - (b) a requirement that bins must be:
  - (c) returned to the loading bay as soon as practicable after collection; and
  - (d) moved from and to the basement car park to the loading bay only between 8am and 7pm.
30. The collection of all waste must be in accordance with the approved Waste Management Plan. Rubbish, including bottles and packaging material, must at all times be stored within the building and screened from external view and be managed to the satisfaction of the Responsible Authority in accordance with the approved Waste Management Plan.

### **Construction Management**

31. Before any development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority.



When approved, the plan will be endorsed and form part of this permit. The plan must provide for or include the following:

- (a) a pre-conditions survey (dilapidation report) of the subject site and all adjacent Council roads frontages and nearby road infrastructure;
- (b) protection works necessary to road and other infrastructure (limited to an area reasonably proximate to the site);
- (c) remediation of any damage to road and other infrastructure (limited to an area reasonably proximate to the site);
- (d) containment of dust, dirt and mud within the site and method and frequency of clean up procedures in the event of build up of matter outside the site;
- (e) on site facilities for vehicle washing;
- (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
- (g) site security;
- (h) management of any environmental hazards that the activities on-site pose including but not limited to: contaminated soil, materials and waste, dust, stormwater contamination from run-off and wash-waters, sediment from the site on roads, washing of concrete trucks and other vehicles and machinery, spillage from refuelling cranes and other vehicles and machinery;
- (i) construction program;
- (j) preferred arrangements for trucks delivering to the site including delivery and unloading points and expected frequency;
- (k) parking facilities for construction workers;
- (l) measures to ensure that sub-contractors/tradespersons operate in accordance with the Construction Management Plan;
- (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
- (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
- (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;
- (p) a noise and vibration management plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008, to the satisfaction of the Responsible Authority. In this regard, consideration (amongst other matters) may be given to:
  - (q) using lower noise work practice and equipment;
  - (r) the suitability of the site for the use of an electric crane;
  - (s) silencing all mechanical plant by the best practical means using current technology; and
  - (t) fitting all pneumatic tools operated near a residential area with an effective silencer on their air exhaust port.

32. During the construction, the following must occur:

- (a) any stormwater discharged into the stormwater drainage system to comply with EPA guidelines;
- (b) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the premises enters the stormwater drainage system;
- (c) vehicle borne material must not accumulate on the roads abutting the site;
- (d) the cleaning of machinery and equipment must take place on site and not on adjacent footpaths or roads;
- (e) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly; and
- (f) all site operations must comply with the EPA Publication TG302/92.

33. Except with the written consent of the Responsible Authority, demolition or construction works may only be carried out between: **7.00am - 6.00pm**, Monday-Friday (excluding public holidays) and **9.00am - 3.00pm**, Saturday and public holidays. No work is to be carried out on Sundays, ANZAC Day, Christmas Day or Good Friday without a specific permit. All site operations must comply with the relevant Environmental Protection Authority's Guidelines on Construction and Demolition Noise.
34. The development once commenced, must be completed to the satisfaction of the Responsible Authority.

**Public Transport Victoria (conditions 33 to 34)**

35. The permit holder must take all reasonable steps to ensure that disruption to tram operation along Smith Street is kept to a minimum during the construction of the development. Foreseen disruptions to tram operations during construction and mitigation measures must be communicated to Yarra Trams and Public Transport Victoria fourteen days (14) prior.
36. The permit holder must ensure that all track, tram and overhead infrastructure is not damaged. Any damage to public transport infrastructure must be rectified to the satisfaction of Public Transport Victoria at the full cost to the permit holder.

**Goods and materials delivery**

37. Except with the written consent of the Responsible Authority, all delivery and collection of goods associated with the retail and office tenancies must be conducted between the retail and office opening hours.
38. The retail and office uses must not cause nuisance or be detrimental to the amenity of the neighbourhood by way of emission of noise or other nuisances, to the satisfaction of the Responsible Authority.
39. The amenity of the area must not be detrimentally affected by the retail and office uses through:
  - (a) the transport of materials, goods or commodities to or from land;
  - (b) the appearance of any buildings, works or materials;
  - (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or the presence of vermin.

**Expiry**

40. This permit will expire if one of the following circumstances applies:
  - (a) the development is not started within two years of the date of this permit; and
  - (b) the development is not completed within four years of the date of this permit.

The Responsible Authority may approve extensions to these time limits if requests are made before the permit expires or within three months afterwards.

**CONTACT OFFICER:**     **Nikolas Muhllechner**  
**TITLE:**                    **Principal Statutory Planner**  
**TEL:**                      **9205 5373**

**Attachments**

- 1 PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans
- 2 PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report

## Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans

416 SMITH STREET  
COLLINGWOOD

The project team comprises:

**Owner**

Premier Developments  
Contact: Steve Angelo

**Project Architect**

Cera Stribley Architects  
Contact: Domenic Cerantonio

**Town Planning Consultant**

ERM Melbourne  
Contact: Christina McRae

**Environmental Consultant**

SBE  
Contact: Sean McArdle

**Traffic Consultant**

Trafix Group  
Contact: Nath Chewta

**Waste Management Consultant**

Wastech Services  
Contact: Christina Coole

**Building Surveyor**

PLP  
Contact: Socrates Capouleas

**Land Surveyor**

Bosco Jonson  
Contact: Karl Norman

**Development Summary**

RESIDENTIAL UNITS		TYPE	QUANTITY	
		1 Bedroom	57	
		2 Bedroom	23	
		3 Bedroom	1	
		<b>TOTAL:</b>	81	UPDATED UNITS & PARKING
COMMERCIAL UNITS		NAME	TYPE	AREA (sq.m)
		Tenancy 01	Retail	1277
		Tenancy 02	Office	197
		<b>TOTAL:</b>	1474	
CAR PARKING		ALLOCATION	QUANTITY	
		1 Bed Units (57)	57	
		2 Bed Units (23)	25	UPDATED UNITS & PARKING
		3 Bed Units (1)	1	
		Tenancy 01	35	
		Tenancy 02	6	
		<b>TOTAL:</b>	124	
BICYCLE PARKING		ALLOCATION	QUANTITY	
		Residents (basement bike racks)	81	
		Residential Visitors (proposed rails on footpath)	8	
		Retail Staff (basement bike racks)	5	
		Retail Customers (proposed rails on footpath)	3	UPDATED UNITS & PARKING
		<b>TOTAL:</b>	97	
STORAGE CAGES (FOR RESIDENTS)		TYPE	QUANTITY	
		Above Bonnet	14	
		Other	67	
		<b>TOTAL:</b>	81	

**CERA STRIBLEY  
ARCHITECTS**

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+61 3 9532 2562 [info@cerastribley.com](mailto:info@cerastribley.com) [www.cerastribley.com](http://www.cerastribley.com)

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REV	DATE	REVISION	BY	CHK
1	15/09/2016	ISSUED IN RESPONSE TO COUNCIL BY		
2	17/09/16	DESIGN CONCEPTS SUBMISSION		
3	18/09/16	DESIGN CONCEPTS SUBMISSION		
4	20/09/16	DESIGN CONCEPTS SUBMISSION		
5	21/11/16	DESIGN CONCEPTS SUBMISSION		
6	16/01/17	DESIGN CONCEPTS SUBMISSION		
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DATE: 15/09/2016  
SCALE: 1:150 @ A1: 1:200 @ A3  
DRAWN BY: PN  
CHECKED BY: DC  
DRAWING STATUS: TOWN PLANNING  
JOB N°: 16044  
REVISION N°: 0  
DRAWING N°: TP-01

PROJECT: HAUS COLLINGWOOD  
416 SMITH STREET, COLLINGWOOD  
PROPOSED MIXED-USE DEVELOPMENT  
DRAWING TITLE: Cover Sheet

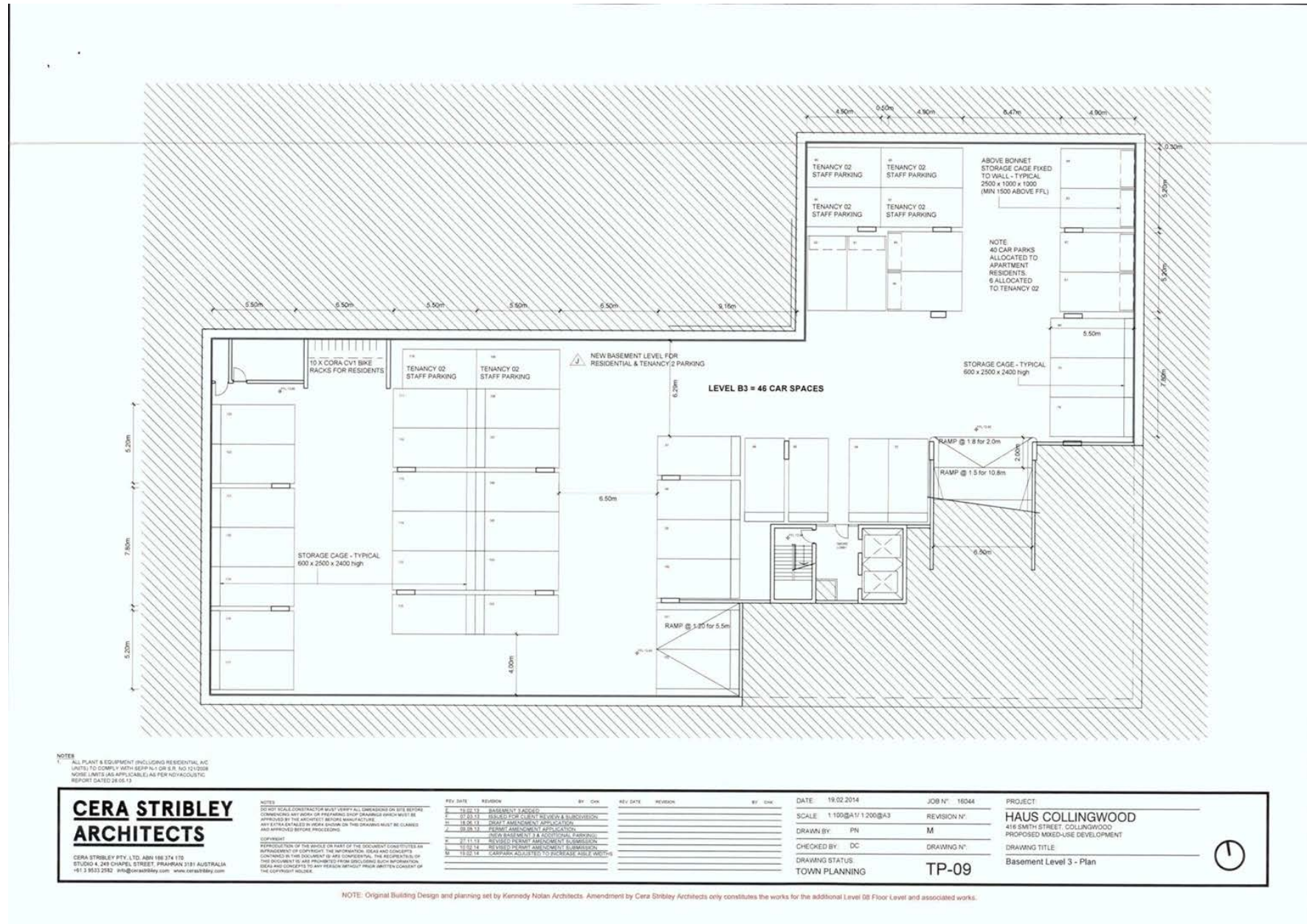


NOTE: Original Building Design and planning set by Kennedy Nolan Architects. Amendment by Cera Stribley Architects only constitutes the works for the additional Level 0B Floor Level and associated works.

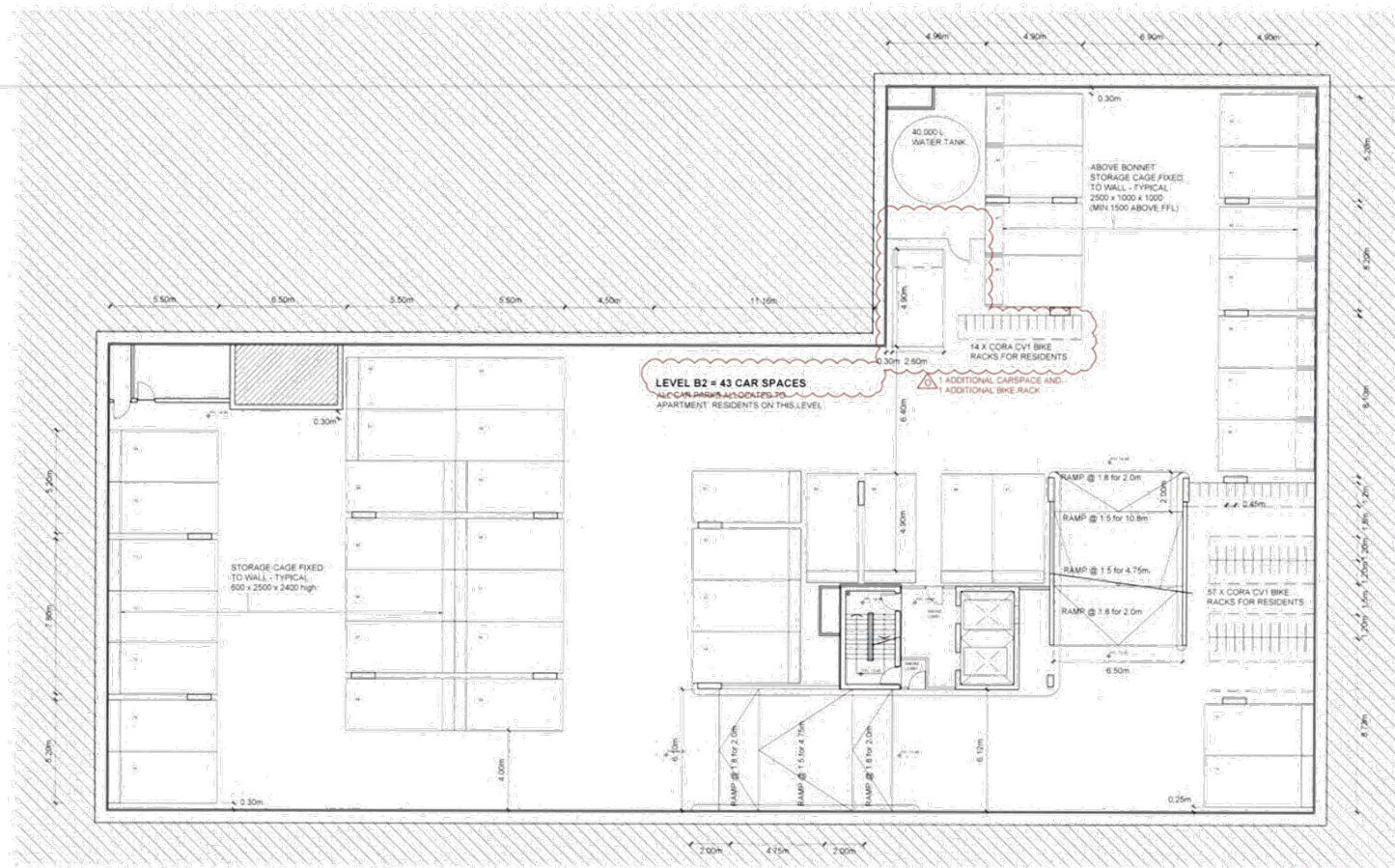




# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans



# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans

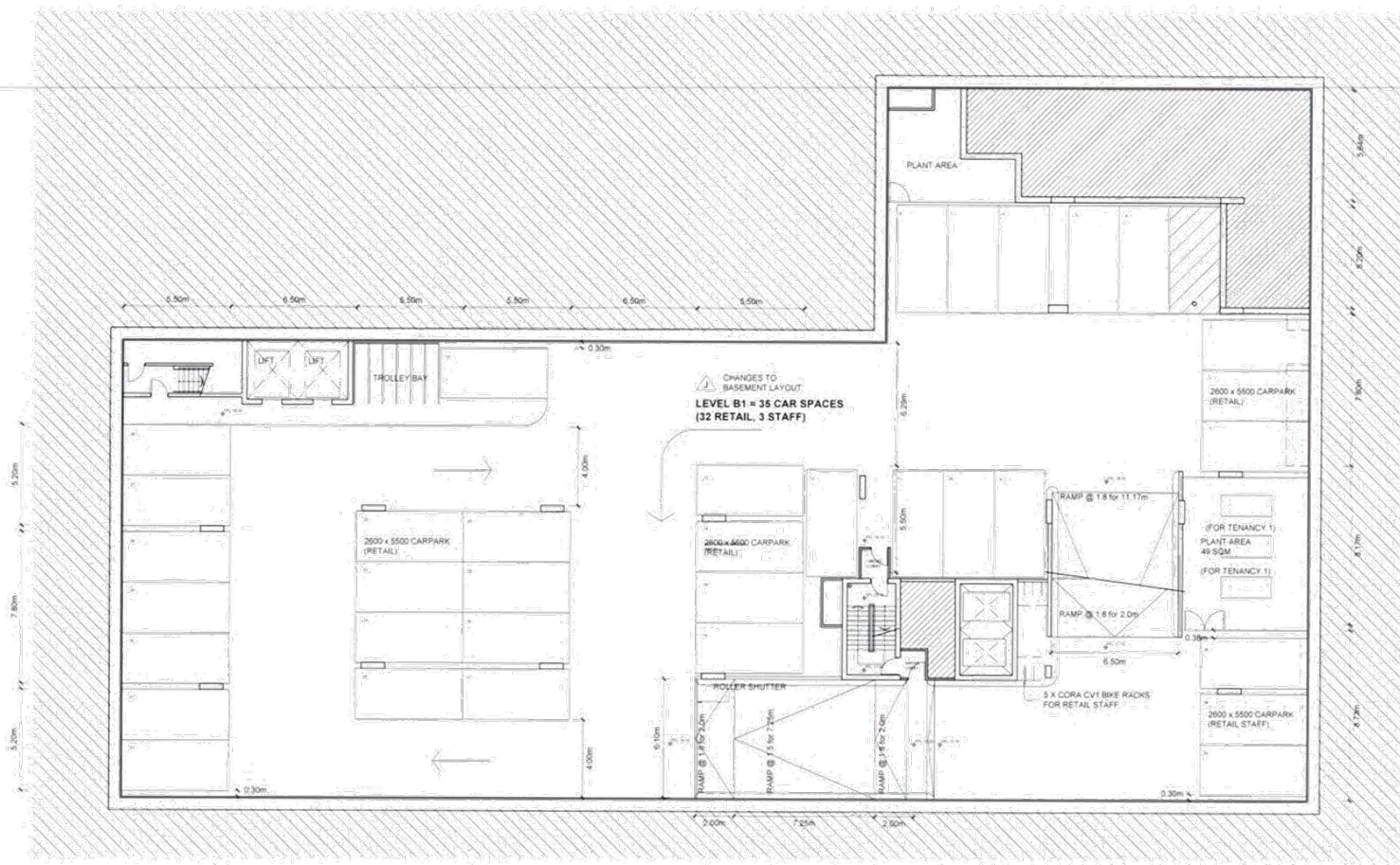


<b>CERA STRIBLEY ARCHITECTS</b> <small>CERA STRIBLEY PTY. LTD. ABN 66 374 170          STUDIO 4, 243 CHAMBERLAIN STREET, PRANAN 3181 AUSTRALIA          +61 3 9533 2362 info@cerastribley.com www.cerastribley.com</small>		<b>NOTES:</b> 1. ALL NOT TO SCALE DIMENSIONS MUST BE VERIFIED BY THE CONTRACTOR ON SITE BEFORE COMMENCING ANY WORK OR PREPARING SHOP DRAWINGS WHICH MUST BE APPROVED BY THE ARCHITECT BEFORE MANUFACTURE. 2. ANY EXTRA DETAILS IN WORK SHOWN ON THIS DRAWING MUST BE CLARIFIED AND APPROVED BEFORE PROCEEDING. 3. REPRODUCTION OF THE WHOLE OR PART OF THIS DOCUMENT CONSTITUTES AN INFRINGEMENT OF COPYRIGHT (THE INFORMATION, IDEAS AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT PERMISSION IN WRITING FROM THE ARCHITECT). 4. 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THE ARCHITECT DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION PROVIDED IN THIS DOCUMENT.		<b>REVISED</b> <table border="1"> <thead> <tr> <th>REV</th> <th>DATE</th> <th>REVISION</th> <th>BY</th> <th>CHK</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>10.04.15</td> <td>ADDITIONAL COMMENTS NOTED</td> <td>PN</td> <td>DC</td> </tr> <tr> <td>2</td> <td>10.04.15</td> <td>ADDITIONAL COMMENTS NOTED</td> <td>PN</td> <td>DC</td> </tr> <tr> <td>3</td> <td>10.04.15</td> <td>ADDITIONAL COMMENTS NOTED</td> <td>PN</td> <td>DC</td> </tr> <tr> <td>4</td> <td>10.04.15</td> <td>ADDITIONAL COMMENTS NOTED</td> <td>PN</td> <td>DC</td> </tr> <tr> <td>5</td> <td>10.04.15</td> <td>ADDITIONAL COMMENTS NOTED</td> <td>PN</td> <td>DC</td> </tr> <tr> <td>6</td> <td>10.04.15</td> <td>ADDITIONAL COMMENTS NOTED</td> <td>PN</td> <td>DC</td> </tr> <tr> <td>7</td> <td>10.04.15</td> <td>ADDITIONAL COMMENTS NOTED</td> <td>PN</td> <td>DC</td> </tr> <tr> <td>8</td> <td>10.04.15</td> <td>ADDITIONAL COMMENTS NOTED</td> 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COLLINGWOOD</b> 416 SMITH STREET, COLLINGWOOD PROPOSED MIXED-USE DEVELOPMENT <b>DRAWING TITLE:</b> Basement Level 2 - Plan
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NOTE: Original Building Design and planning set by Kennedy Nolan Architects. Amendment by Cera Stribley Architects only constitutes the works for the additional Level B2 Floor Level and associated works.



# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans



**CERA STRIBLEY ARCHITECTS**

CERA STRIBLEY PTY. LTD. ABN 166 374 170  
STUDIO 4, 241 CHURCH STREET, SYDNEY NSW 2101 AUSTRALIA  
+61 3 9533 2562 info@cerastribley.com www.cerastribley.com

**NOTES:**

1. THE CLIENT SHALL CONSULT WITH ALL DIMENSIONS ON THE DRAWING. COMMENCING ANY WORK OR PREPARING SHOP DRAWINGS WHICH MUST BE APPROVED BY THE AUTHORITY BEFORE MANUFACTURE. ANY DATA ENTERED IN THESE SPACES ON THIS DRAWING MUST BE CLAIMED AND APPROVED BEFORE PROCEEDING.

**DISCLAIMER:**

2. APPROVAL OF THE WHOLE OR PART OF THE DOCUMENT CONSTITUTES AN ACKNOWLEDGEMENT OF THE CONSULTANT'S DESIGN AND CONCEPTS. THE CONSULTANT SHALL NOT BE RESPONSIBLE FOR ANY CONCEPTS OR INFORMATION NOT PROVIDED BY THE CLIENT. THE CONSULTANT SHALL NOT BE RESPONSIBLE FOR ANY CONCEPTS OR INFORMATION NOT PROVIDED BY THE CLIENT. THE CONSULTANT SHALL NOT BE RESPONSIBLE FOR ANY CONCEPTS OR INFORMATION NOT PROVIDED BY THE CLIENT.

REV	DATE	REVISION	BY	CHK
01	15.02.14	ADDITIONAL DIMENSIONS NOTED	DC	PN
02	15.02.14	PLAN REVISIONS SUBMITTED	DC	PN
03	15.02.14	GENERAL REVISIONS TO CORRECT & LAYOUT TO FIT	DC	PN
04	15.02.14	REVISIONS TO CORRECT & LAYOUT TO FIT	DC	PN
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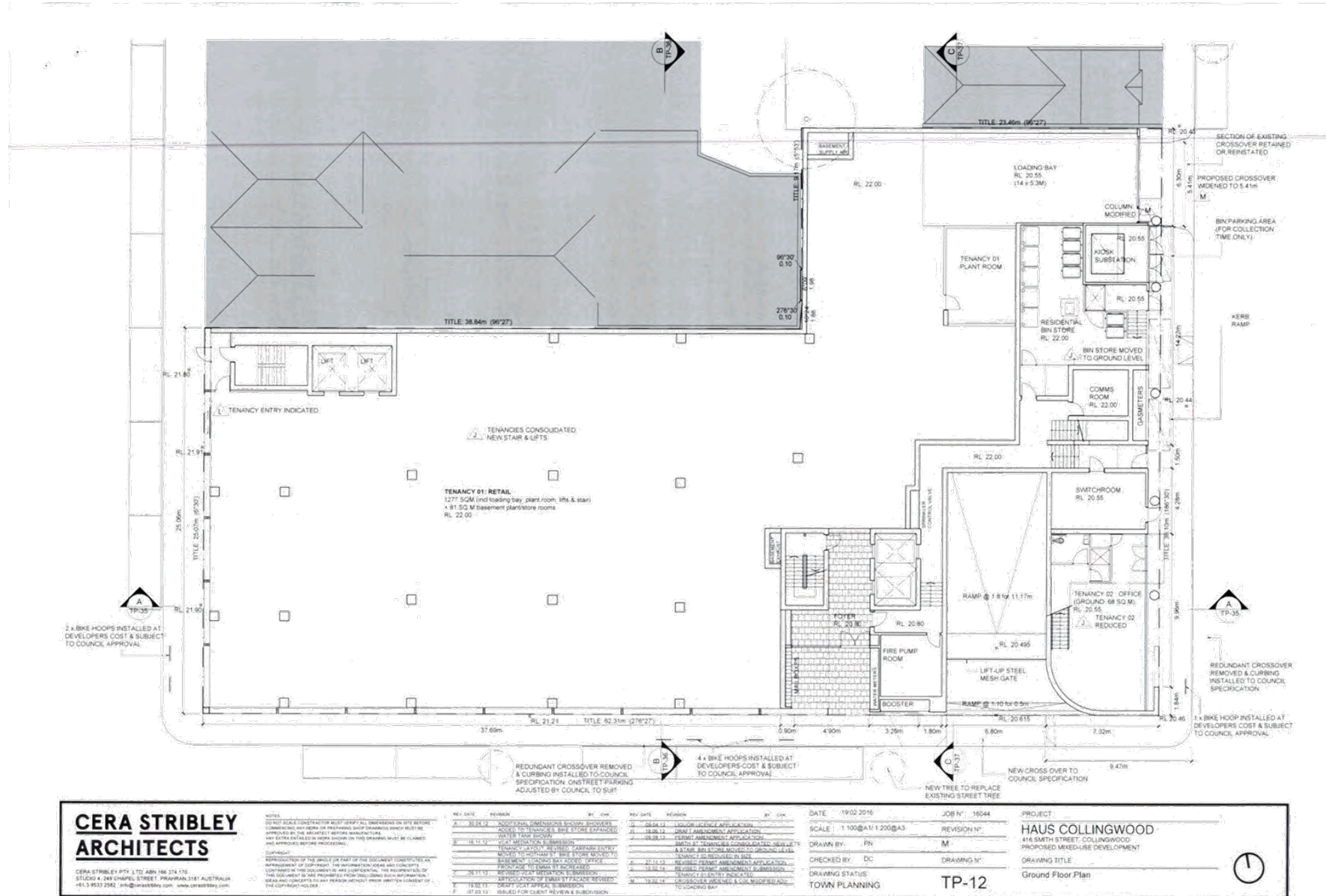
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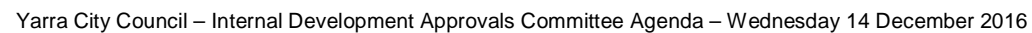
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416 SMITH STREET COLLINGWOOD  
PROPOSED MIXED-USE DEVELOPMENT  
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NOTE: Original Building Design and planning set by Kennedy Nolan Architects. Amendment by Cera Stribley Architects only constitutes the works for the additional Level B1 Floor Level and associated works.

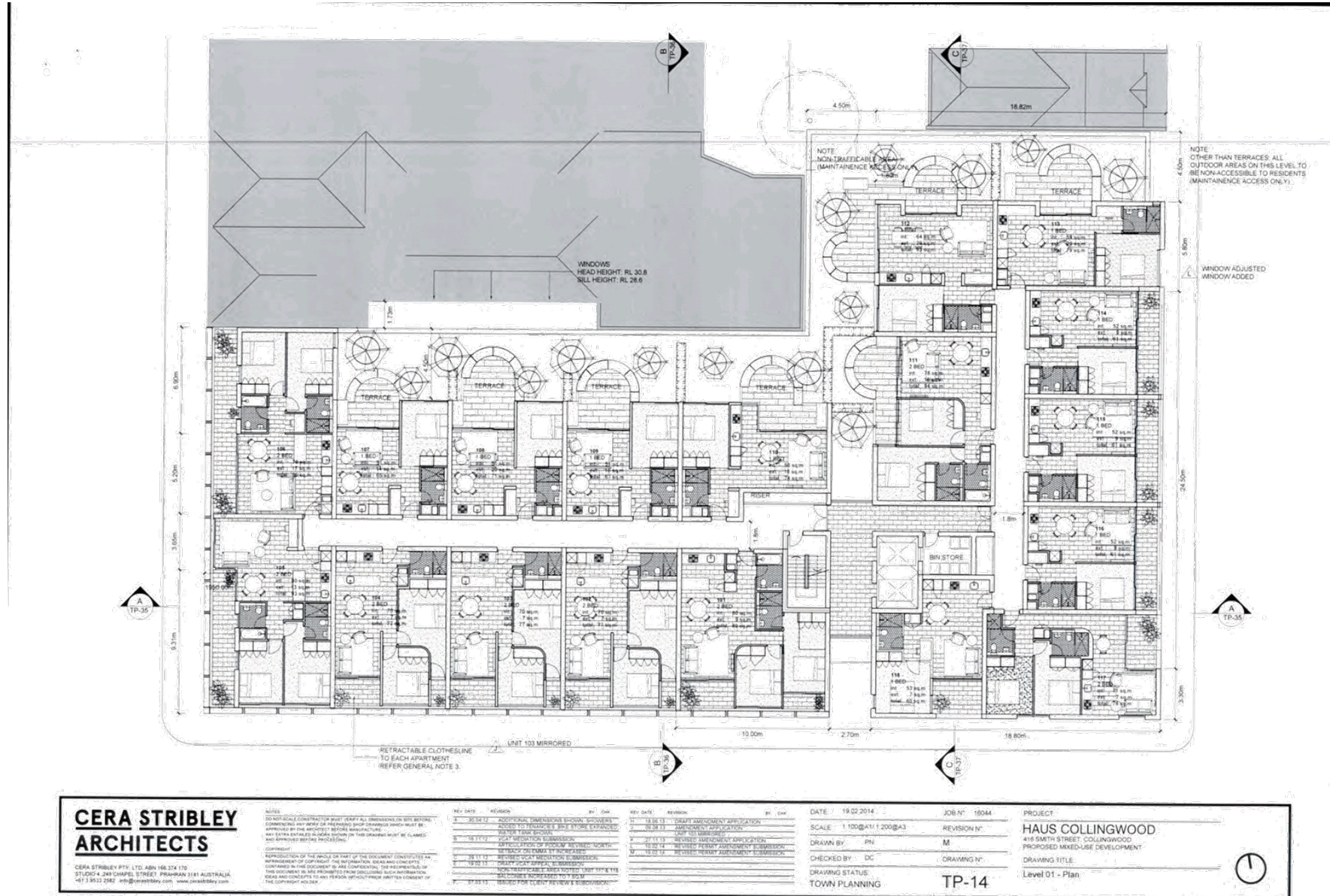
# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans



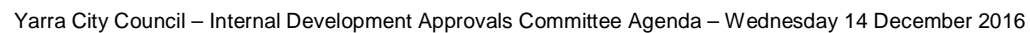




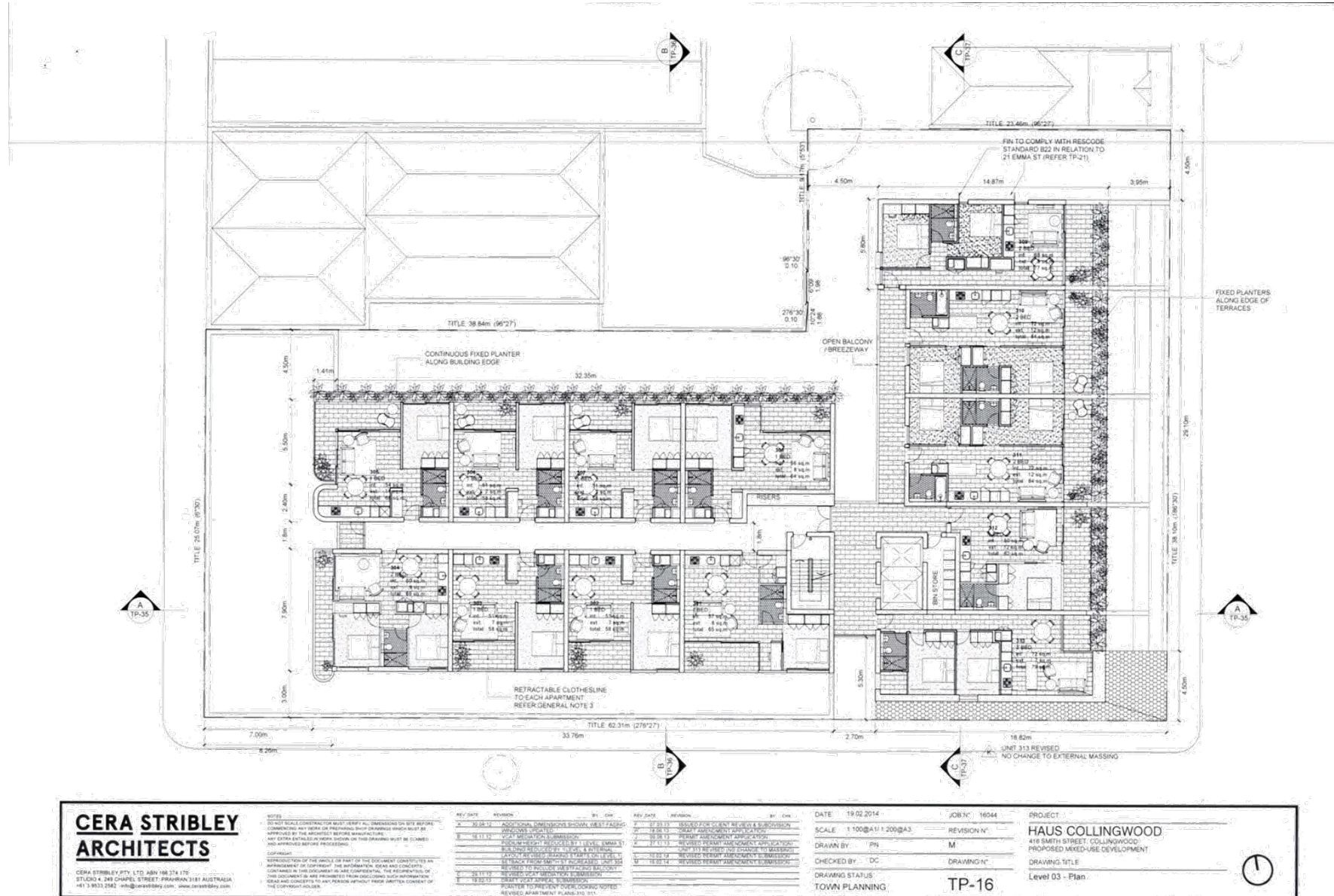
Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans



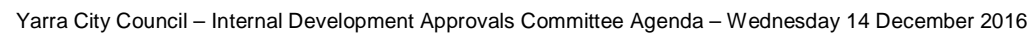




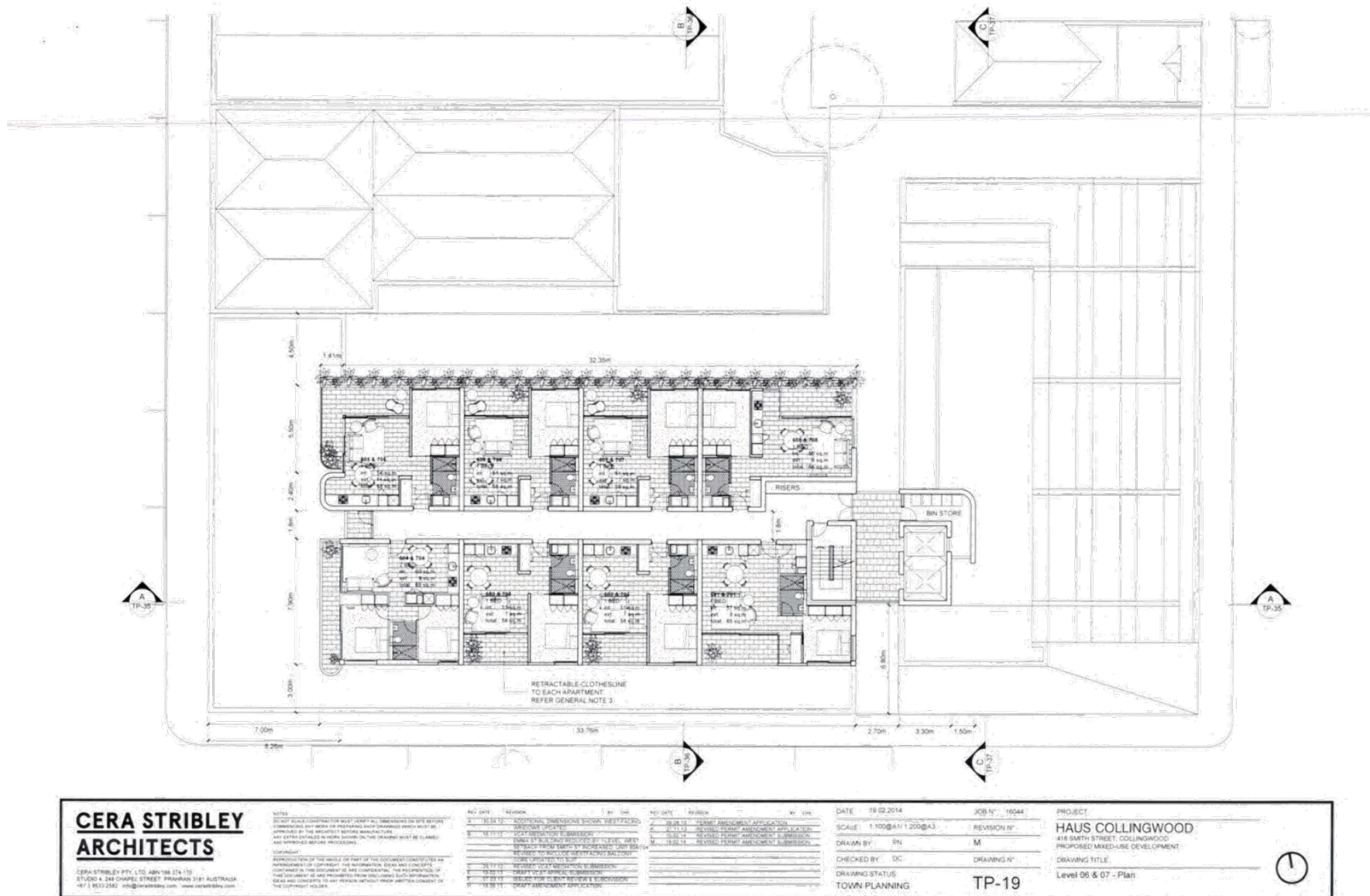
Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans

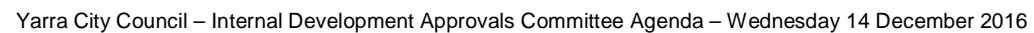






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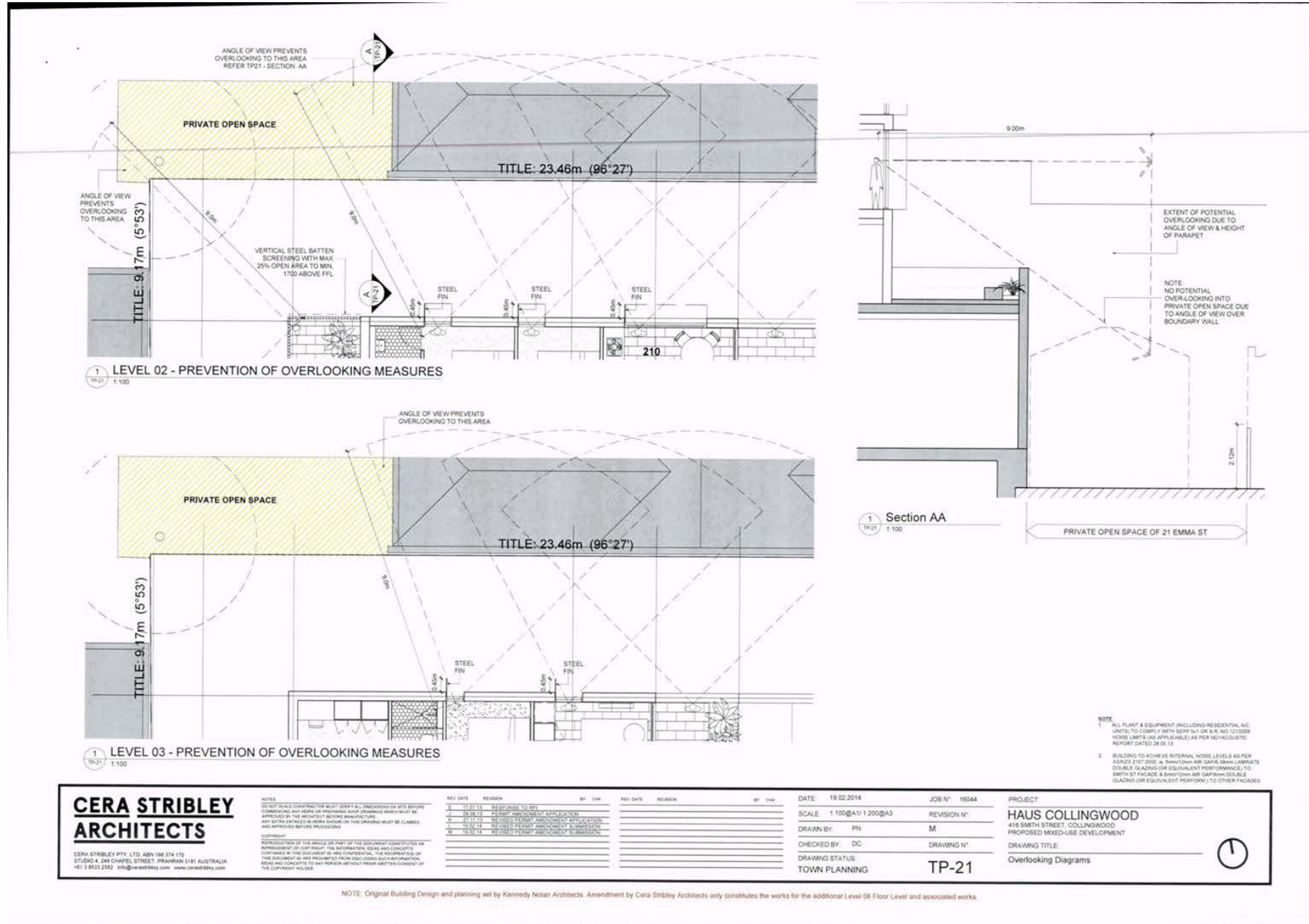








# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans

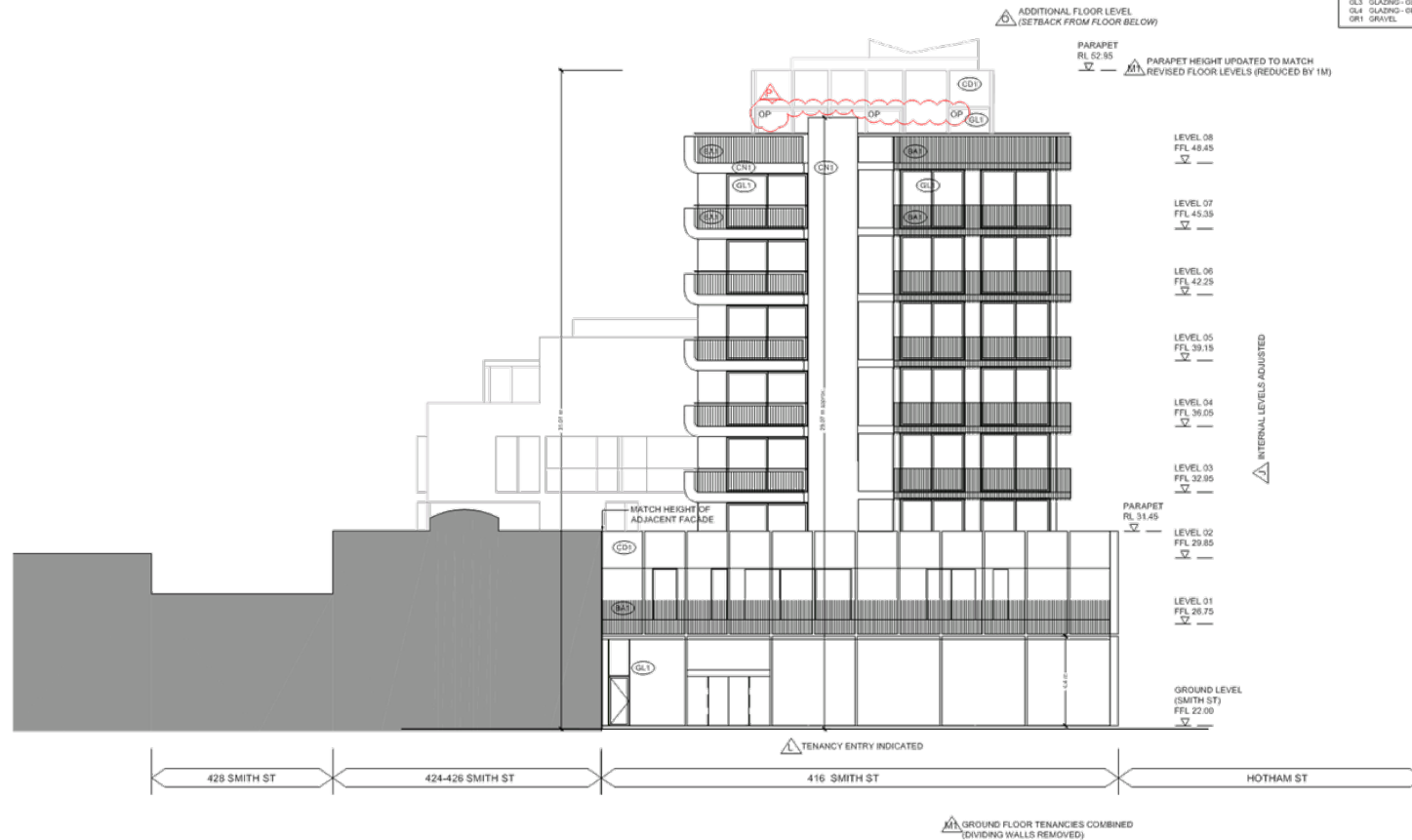




# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans

**NOTE**  
1. BUILDING TO ACHIEVE INTERNAL NOISE LEVELS AS PER AS/NZS 2107:2000, 100mm2 DRAIN AIR GAP 100mm LAMINATE DOUBLE GLAZING OR EQUIVALENT PERFORMANCE TO SMITH ST FACADE

EXTERNAL MATERIALS KEY	
BA1 STEEL FLATS BAUSTRADE - BLACK	MS1 STEEL GRATING
BR1 BRICKWORK - TO MATCH EXISTING	PV1 GRANITE COBBLESTONE PVG
CD1 STEEL CLADDING - BLACK	RF1 COLOURBOND - BURNMIST
CD2 PAINTED RC CLADDING - BLACK	RH1 RENDER
CD3 TILE PATTERN CLADDING - TERRACOTTA	ST1 STEEL PLATE - BLACK
CN1 NATURAL CONCRETE	TL1 WALL PLUMB - WHITE
CN2 CONCRETE - BLACK COLOURING	TM1 TIMBER HANDRAIL
GL1 GLAZING - BLACK ALUM FRAME	TM2 TIMBER LINGS
GL2 GLAZING - GLASS BLOCK	TM3 TIMBER DECKING
GL3 GLAZING - GLASS LOWLINE	OP OPERABLE OPENINGS
GL4 GLAZING - OFFSHORE (COLOURBACKED)	
GR1 GRAVEL	



**CERA STRIBLEY ARCHITECTS**

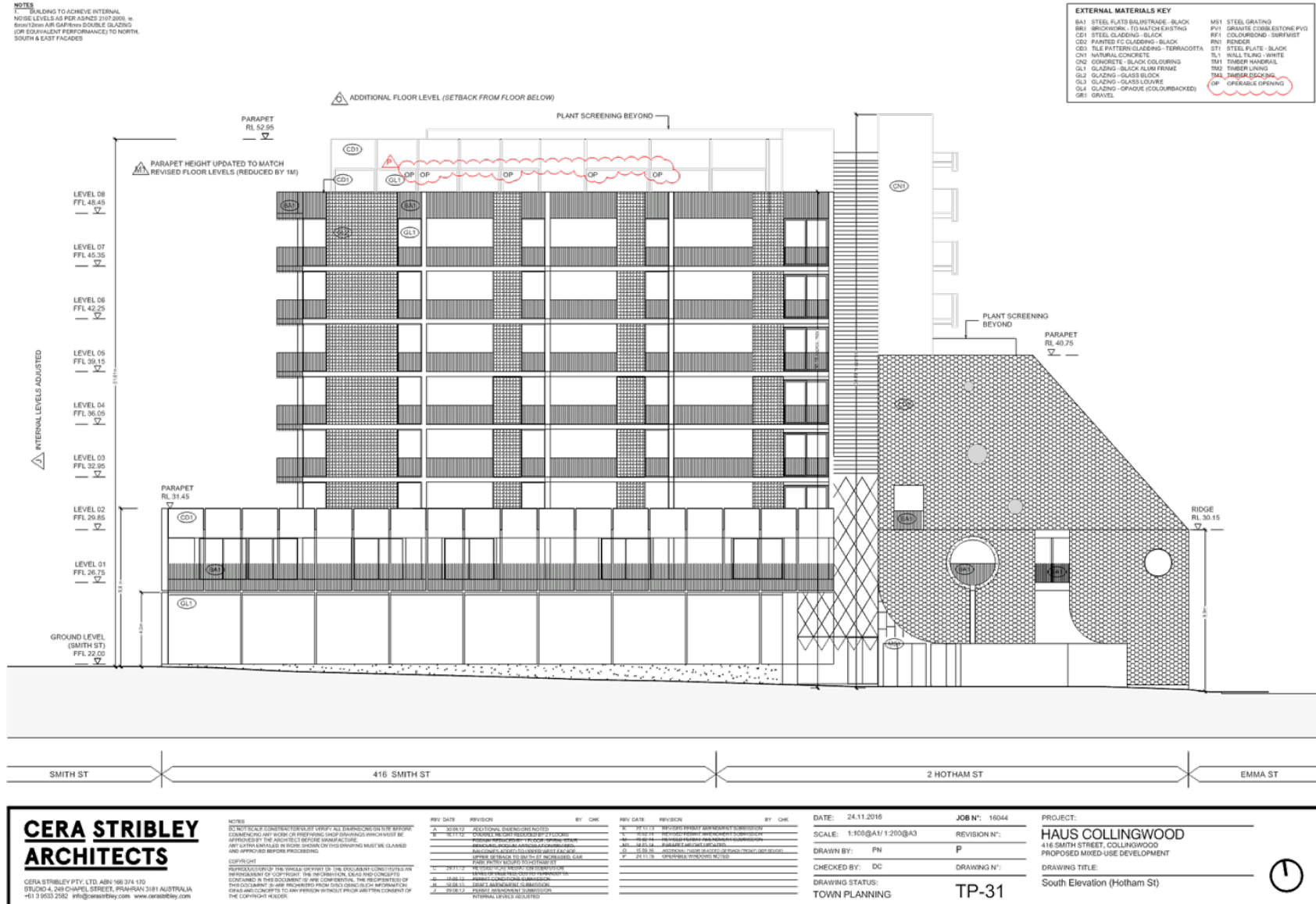
CERA STRIBLEY PTY. LTD. ABN 166 374 110  
STUDIO 4, 248 CHURCH STREET, MURDOCH 3181 AUSTRALIA  
+61 3 9533 2582 info@cerastribley.com www.cerastribley.com

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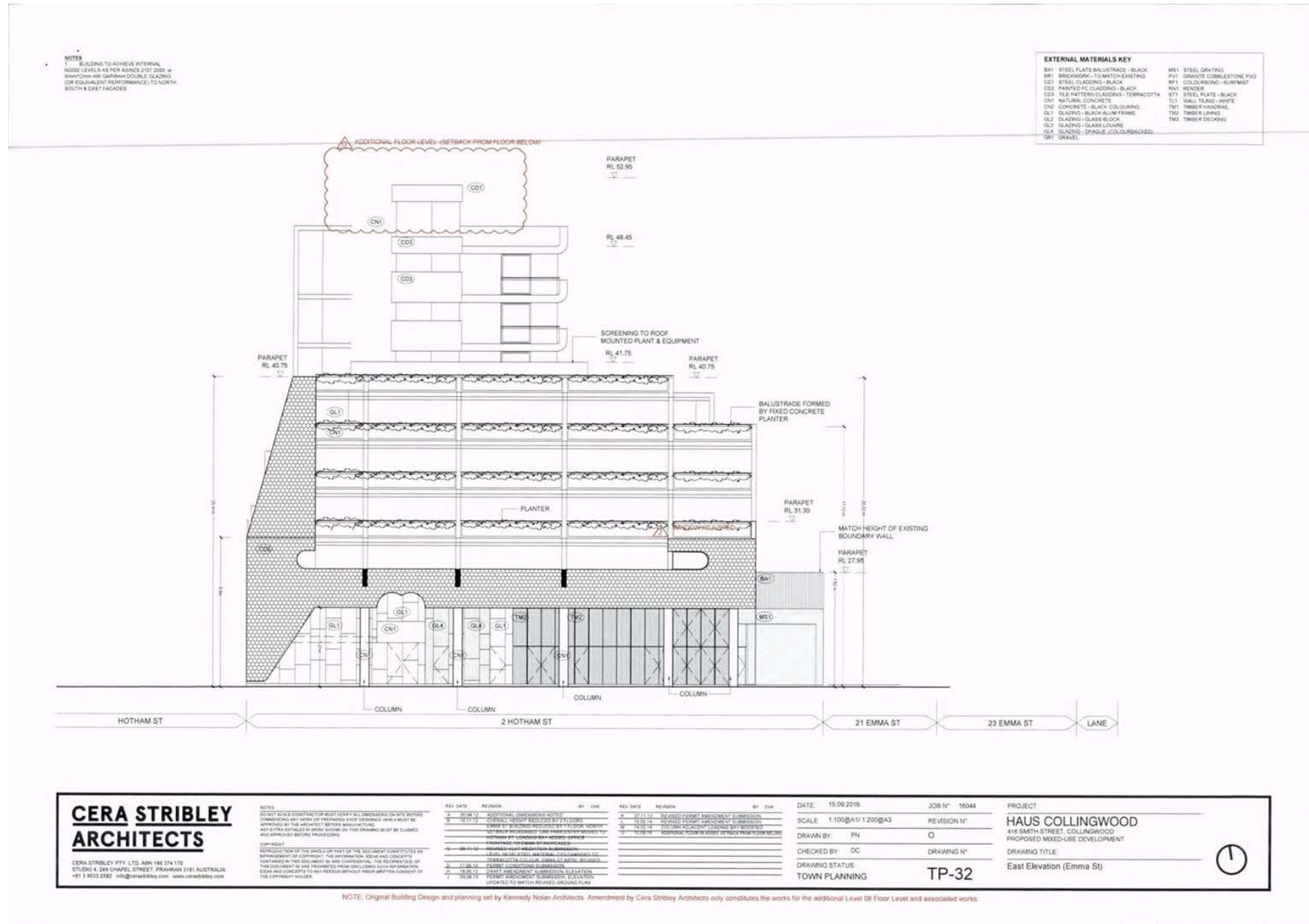
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L	10.02.14	REVISED PERMIT AMENDMENT SUBMISSION TENANCY 01 ENTRY INDICATED		
M	19.02.14	REVISED PERMIT AMENDMENT SUBMISSION		
MT	14.03.14	GROUND FLOOR & PARAPET NOTED		
D	15.09.16	ADD 1 CRIM. FLOOR (AS ACCORD. SETBACK FROM FLOOR BELOW)		
P	24.11.16	OPERABLE WINDOWS NOTED		
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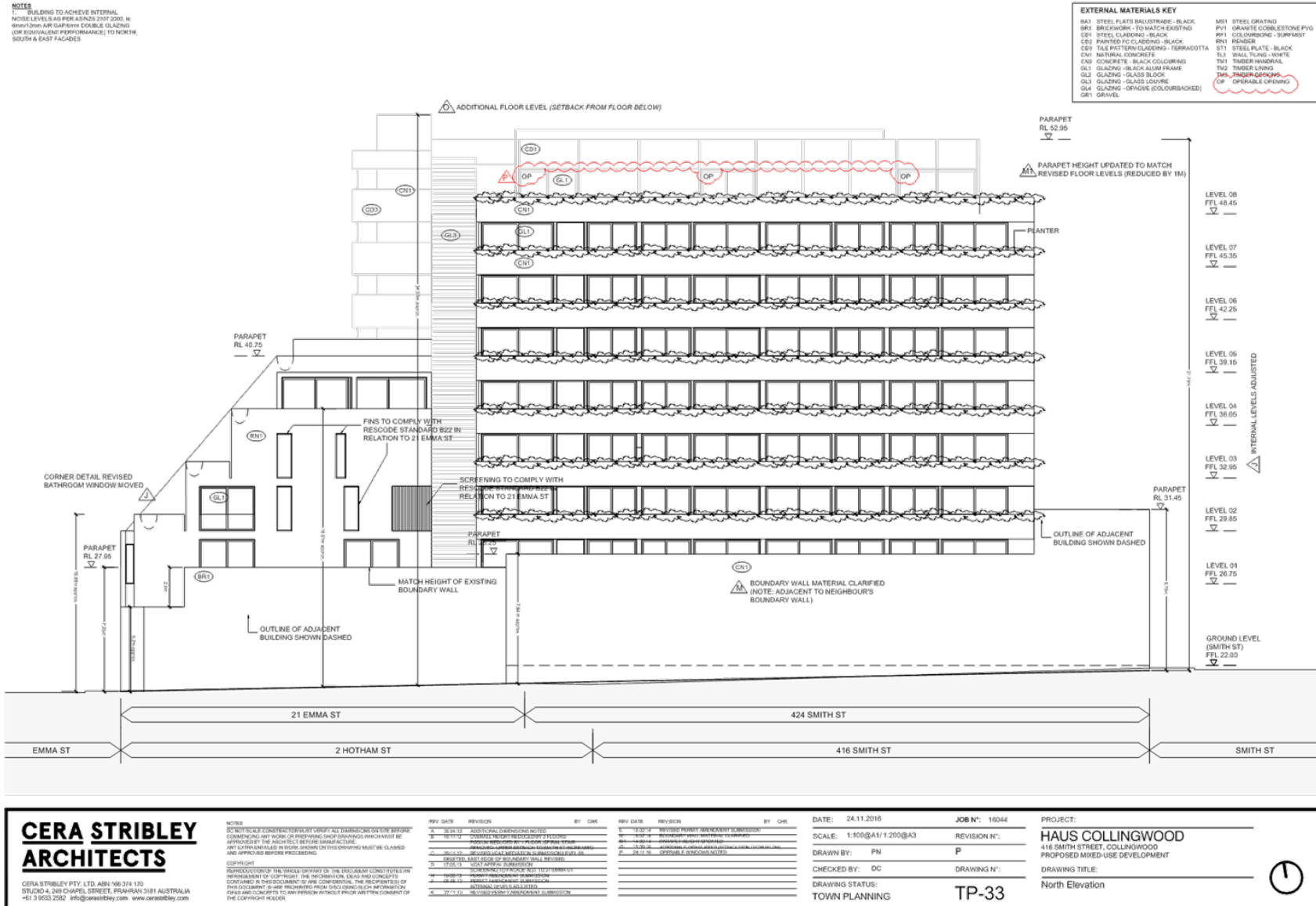
# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans



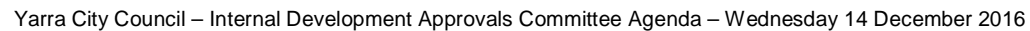
## Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans



# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans



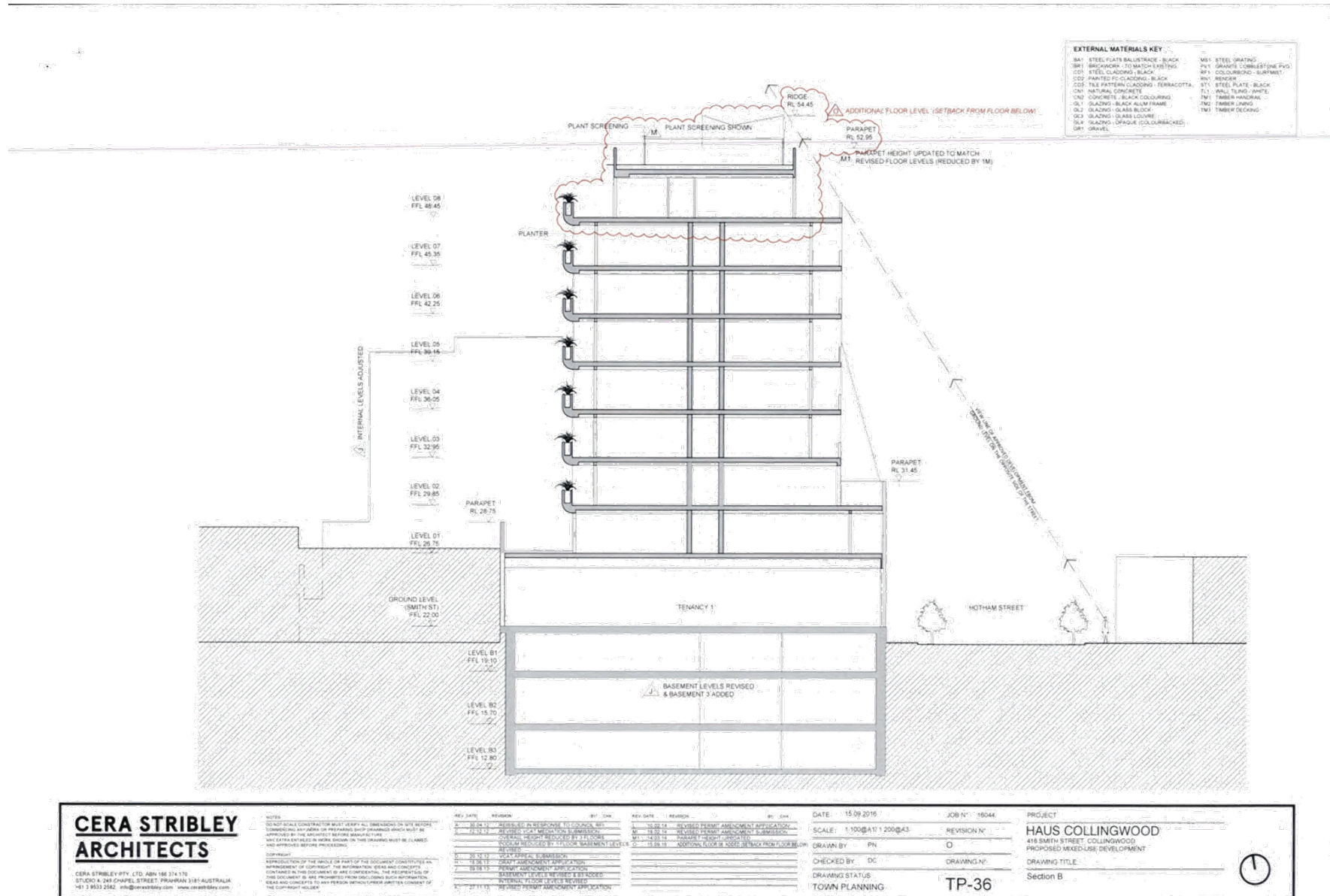






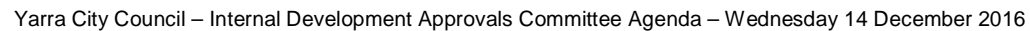


# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans













# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans

## materials and finishes schedule

## materials and finishes external materials and finishes

### External Walls



CD1 - Steel Cladding Black



CD2 - Painted FC cladding Black



CD3 - Tiled Pattern Cladding  
(Terracotta Colour)



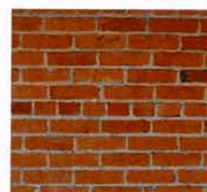
TM2 - Timber batten screen



CN1 - Natural concrete



RN1 - Roughcast Render



BR1 - Brickwork, to match existing



MS1 - Black Gridmesh Steel Grating

### Glazing Materials



GL2 - Glass block



GL3 - Glass louvre



GL4 - Opaque Glazing  
(grey colourback)

### Roofing Materials



Zincalume roofing

### External Paving



PV1 - Granite cobblestones



RF1 - Colorbond Monument  
Downpipes, guttering and capping



GR1 - Granite cobblestones

### Balustrades / External Steelwork



BA1 - Painted steelwork  
Dulux 'Black'

### Door & Window frames



GL1 - Black anodised aluminium  
framed windows & doors, sun louvers

## kennedy nolan architects

## CERA STRIBLEY ARCHITECTS

CERA STRIBLEY PTY. LTD. ABN 186 274 170  
STUDIO 4, 249 CHAPMAN STREET, PHARMAN 3181 AUSTRALIA  
+61 3 9533 2562 info@cerastribley.com www.cerastribley.com

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REV	DATE	REVISION	BY	CHK
1	20.04.12	ISSUED FOR RESPONSE TO COUNCIL 801		
2	17.05.13	REVISED CONSTRUCTION SUBMISSION		
3	07.08.13	RESPONSE TO 801		
4	08.08.13	REVISED CONSTRUCTION SUBMISSION		
5	27.11.13	REVISED PLANNET AMENDMENT APPLICATION		
6	12.04.14	REVISED PLANNET AMENDMENT APPLICATION		
7	18.10.14	REVISED PLANNET AMENDMENT SUBMISSION		

REV	DATE	REVISION	BY	CHK

DATE: 19.02.2014 JOB N°: 16044  
SCALE: 1:100@A1/ 1:200@A3 REVISION N°:  
DRAWN BY: PN M  
CHECKED BY: DC DRAWING N°:  
DRAWING STATUS: TP-65  
TOWN PLANNING

PROJECT  
HAUS COLLINGWOOD  
416 SMITH STREET, COLLINGWOOD  
PROPOSED MIXED-USE DEVELOPMENT  
DRAWING TITLE:  
Materials & Finishes



NOTE: Original Building Design and planning set by Kennedy Nolan Architects. Amendment by Cera Stribley Architects only constitutes the works for the additional Level 08 Floor Level and associated works.

Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans

Proposed Mixed-use Development 416 Smith Street, Collingwood  
materials and finishes schedule

materials and finishes



**CERA STRIBLEY ARCHITECTS**

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STUDIO 4 249 CHAPEL STREET PHARMAN 3181 AUSTRALIA  
PH: 03 9533 2562 email: cstrailey@csa.com.au www.cerastribley.com.au

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02	12/08/13	PERMIT CONSTRUCTION SUBMISSION							
03	07/08/13	RESPONSE TO SET							
04	08/08/13	PERMIT APPROVAL APPLICATION							
05	21/11/13	RECEIVED PERMIT APPROVAL APPLICATION							
06	18/02/14	RECEIVED PERMIT APPROVAL APPLICATION							
07	18/02/14	EMMIE ST COLUMN MODIFIED							

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REVISION N°: M  
DRAWING N°: TP-66

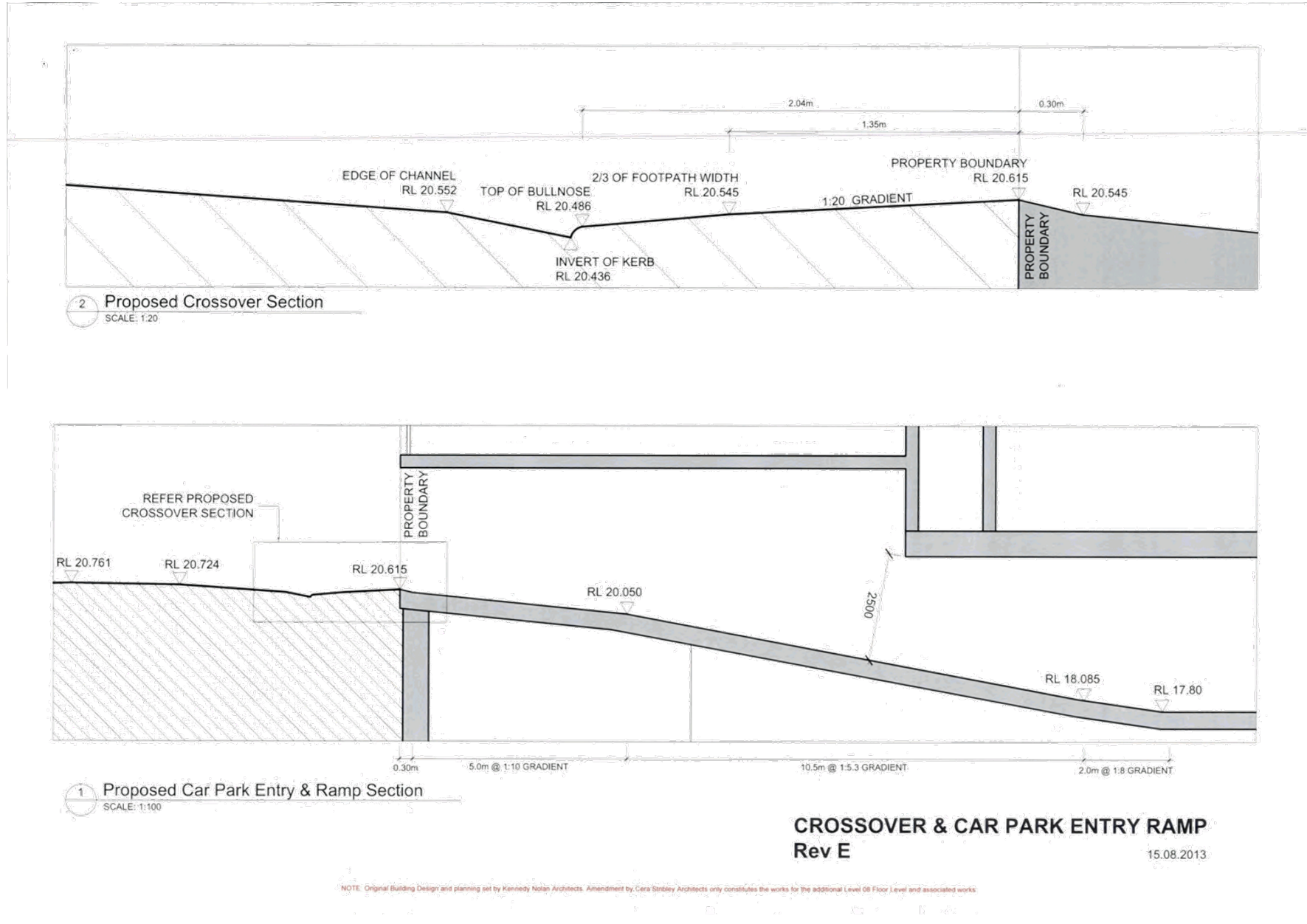
PROJECT  
**HAUS COLLINGWOOD**  
416 SMITH STREET COLLINGWOOD  
PROPOSED MIXED-USE DEVELOPMENT  
DRAWING TITLE:  
Materials & Finishes



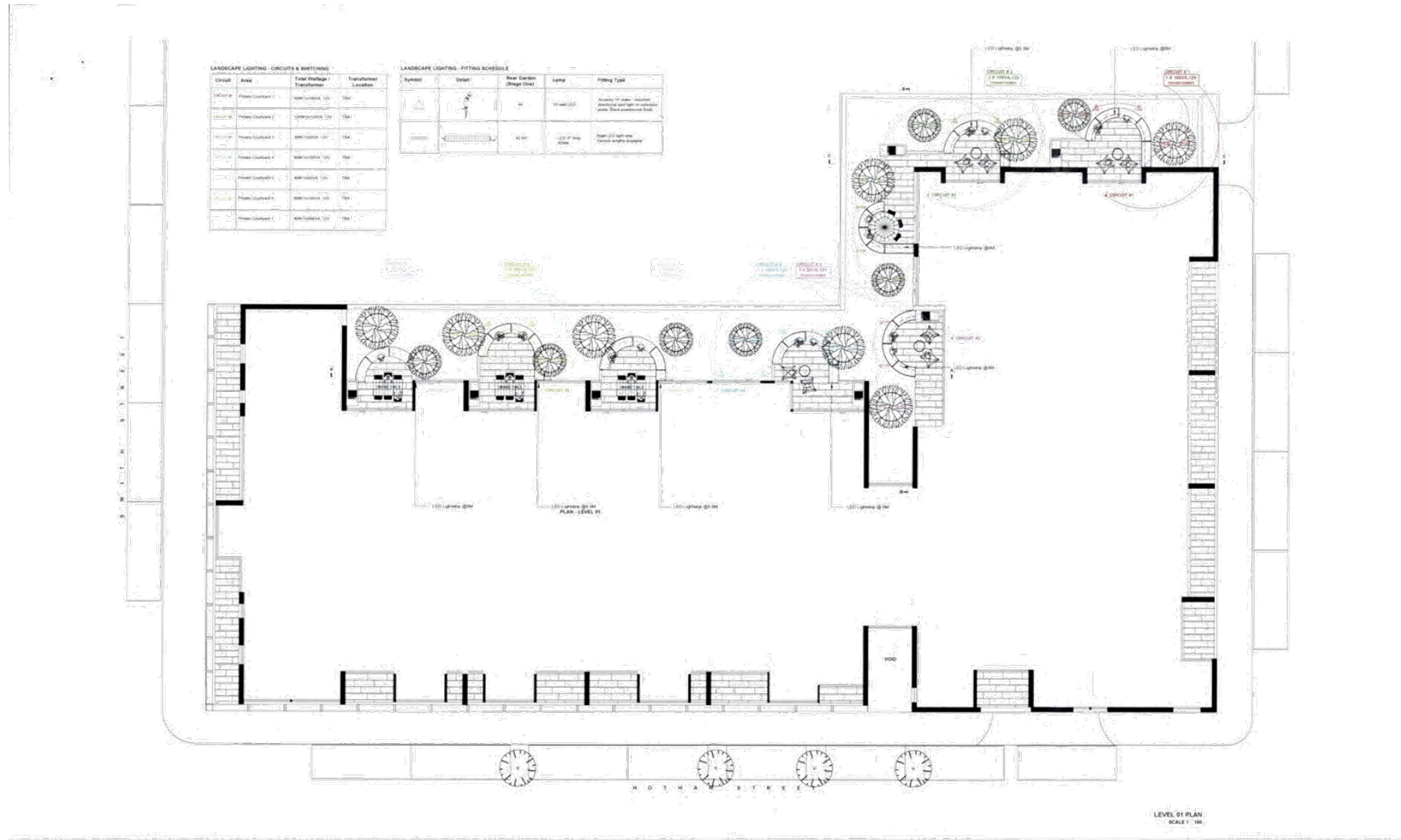
NOTE: Original Building Design and planning set by Kennedy Nolan Architects. Amendment by Cera Stribley Architects only constitutes the works for the additional Level 08 Floor Level and associated works.



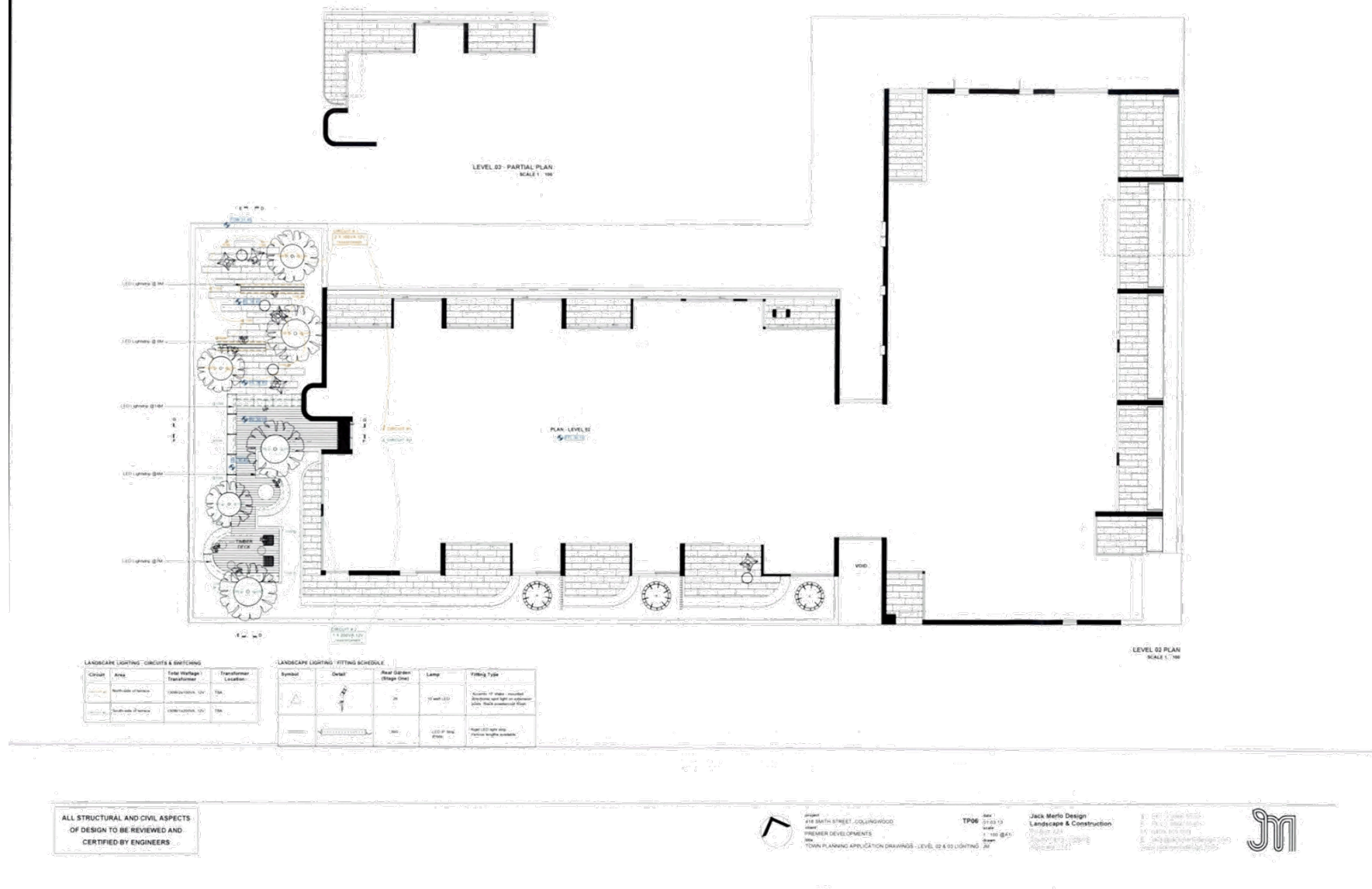
Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans



Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans

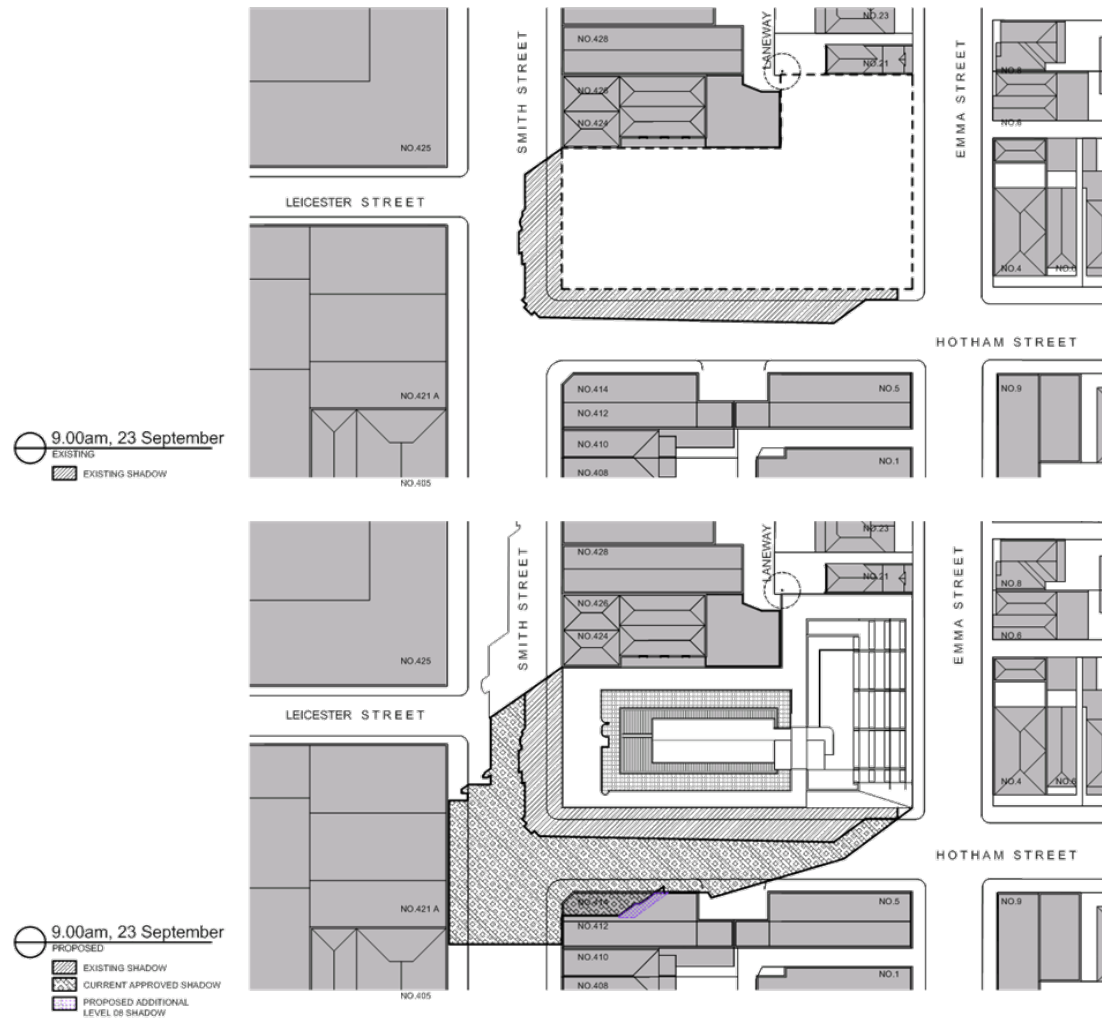


**Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans**





# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans



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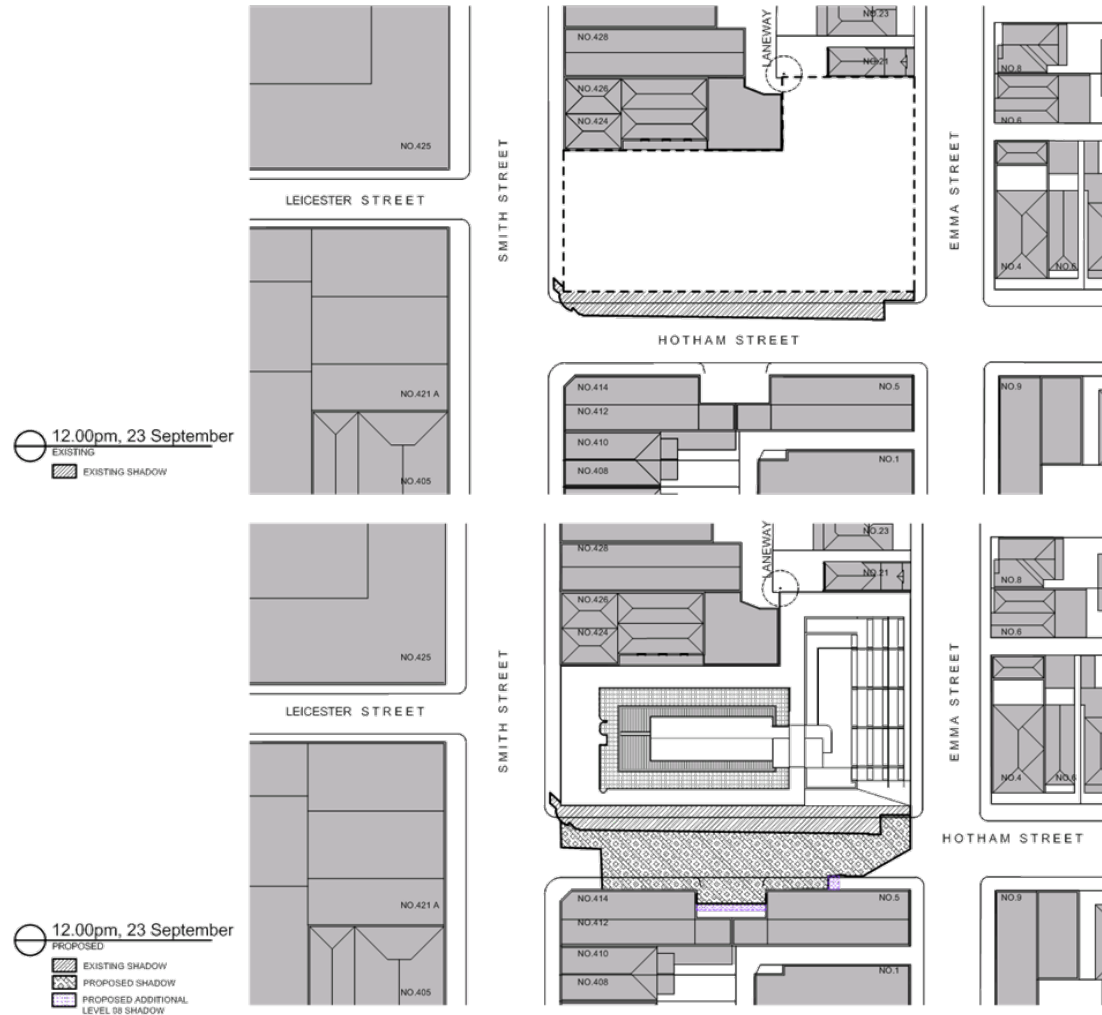
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JOB N°: 16044  
REVISION N°: A  
DRAWING N°: TP-50

PROJECT: HAUS COLLINGWOOD  
416 SMITH STREET, COLLINGWOOD  
PROPOSED MIXED-USE DEVELOPMENT  
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# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans



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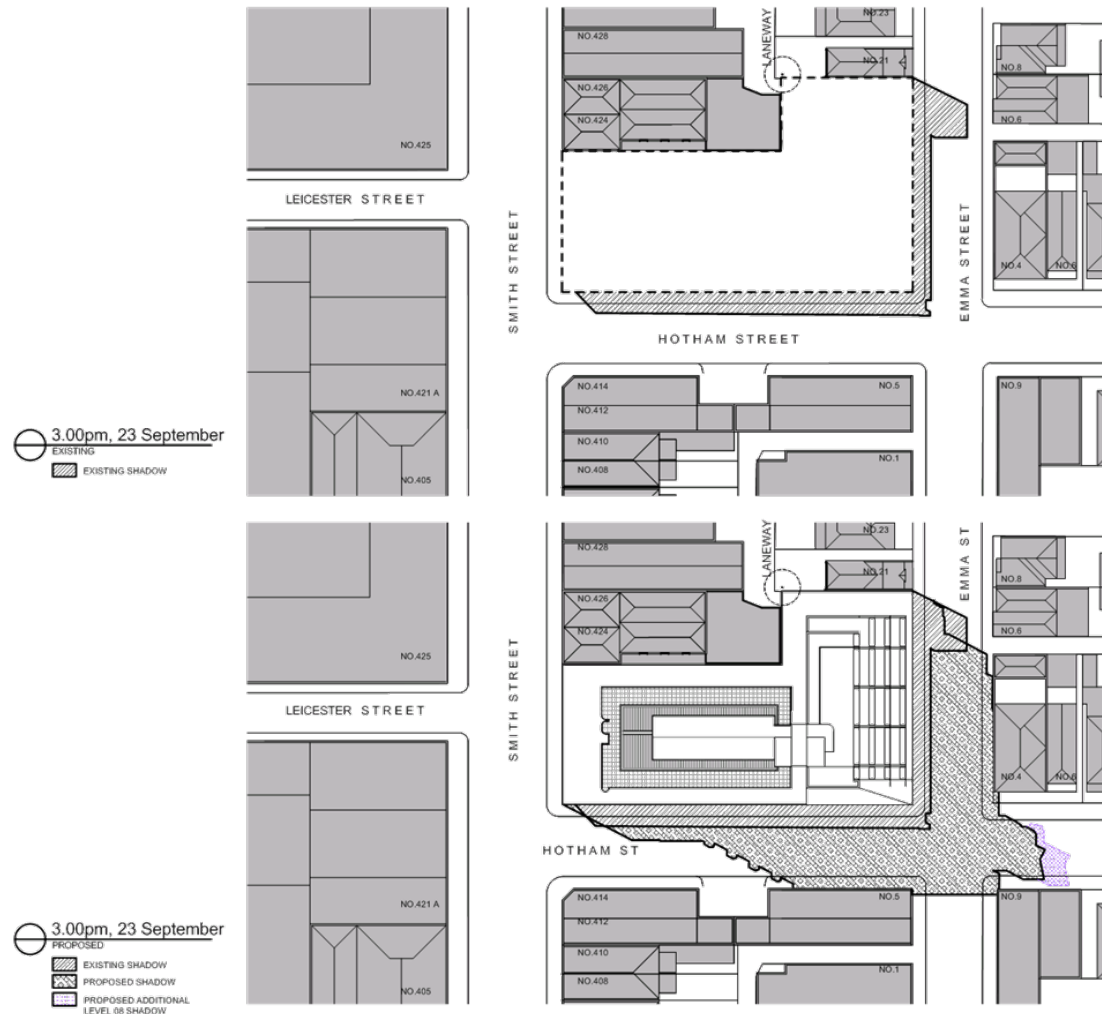
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CHECKED BY: DC DRAWING N°:  
DRAWING STATUS: TOWN PLANNING TP-51

PROJECT:  
**HAUS COLLINGWOOD**  
416 SMITH STREET, COLLINGWOOD  
PROPOSED MIXED-USE DEVELOPMENT  
DRAWING TITLE:  
Shadow Diagrams- 12pm



# Attachment 1 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Decision Plans



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DRAWING STATUS: TOWN PLANNING

JOB N°: 16044  
REVISION N°:  
DRAWING N°:  
DRAWING STATUS: TP-52

PROJECT:  
HAUS COLLINGWOOD  
416 SMITH STREET, COLLINGWOOD  
PROPOSED MIXED-USE DEVELOPMENT  
DRAWING TITLE:  
Shadow Diagrams- 3pm



**Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report**



**SUSTAINABLE BUILT ENVIRONMENTS**

**ESD Town Planning Report**

Multi-Residential Development  
416 Smith St, Collingwood

16 September 2016

Submitted to:  
**Angelo Group Pty Ltd**

**SBE - innovative ideas, collaborative design, practical solutions**

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**Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report****CONTENTS**

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**Quality Assurance**  
Document: **ESD Town Planning Report**  
Date: **25/11/2016**

Revision	Date	Details	By
R3	16 <sup>th</sup> September 2016	Add Penthouse on roof	SMc
R2	25 <sup>th</sup> March 2014	Revised design	SMC
R1	23rd May 2013	Revised design	SMC
Final	21 <sup>st</sup> February 2012	ESD Town Planning Report and ESD Management Plan	SMC
Draft	31-1-2012	Preliminary ESD Opportunities Study for discussion	SMC

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416 Smith St, Collingwood

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## Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report

## EXECUTIVE SUMMARY

Sustainable Built Environments (SBE) has been commissioned to provide an Ecologically Sustainable Design (ESD) report for the proposed multi-residential development at 416 Smith St, Collingwood

The aim of the ESD report is to identify the key sustainability issues relevant to the project and to convey to Council how they are being addressed. SBE has used our in-house ESD matrix to assess the proposal and the Green Star Multi Unit Residential tool to benchmark its performance.

While the Green Star tool defines benchmarks for the majority of ESD initiatives contained within the current proposal, some sustainability initiatives are not directly covered by the Green Star methodology and have been addressed under additional categories of Design, Social and Community Innovations. While such initiatives may not directly contribute to the Green Star 'score' they are nonetheless of great importance to the overall sustainable performance of the project.

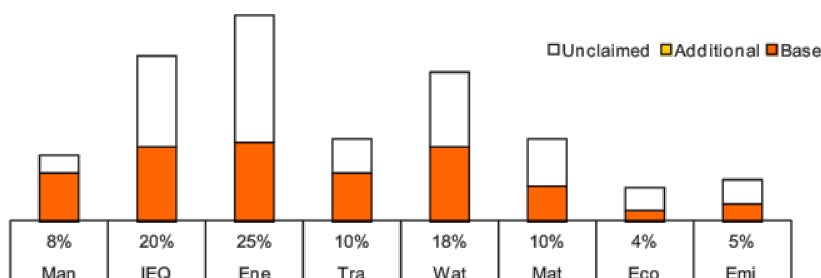


Figure 1: Green Star Multi Unit Residential credit summary for 416 Smith St, Collingwood

47 points claimed.

The project is currently predicted to include ESD measures that equate to Australian Best Practice, being equivalent to 4 Star Green Star Multi-Residential Design rating.

**NOTE:** SBE has prepared a preliminary Green Star assessment of the project based discussions with the project team, review of the project documentation and experience with similar projects. The results of this preliminary Green Star assessment cannot be published without an official endorsement of the rating by the Green Building Council of Australia (GBCA).

The GBCA does not endorse any self-assessed Green Star rating achieved by the use of Green Star – Multi Unit Residential v1. The GBCA offers a formal certification process for 4 Star ratings and above; this service provides for independent third party review of points claimed to ensure all points can be demonstrated by the provision of the necessary documentary evidence. The use of Green Star - Multi Unit Residential v1 without formal certification by the GBCA does not entitle the user or any other party to promote the Green Star rating achieved.



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## Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report

## 1. INTRODUCTION

This town planning Ecologically Sustainable Design (ESD) report provides an overview of the sustainable design initiatives and predicted environmental performance of the proposed residential development 416 Smith St, Collingwood. The report addresses the City of Yarra's commitment to promoting good ESD outcomes in the built environment and demonstrates how this is being achieved within the project.

### 1.1 The project

The proposed multi-residential development includes:

- Spaces for 124 Car parks, including 41 for tenancies
- 2 No retail / commercial tenancies
- 81 apartments
- 81 resident bike parks, 8 for residential visitors, 5 for retail staff and 3 on the street for retail visitors
- 81 storage cages for residents

### 1.1 Documents

This report has been informed by:

- Drawings TP01-66\_M1 dated Feb 12 by Kennedy Nolan Architects (endorsed)
- Drawings TP01-41\_O dated September 16 by Cera Stribley Architects

### 1.2 Responsible authority – City of Yarra

The City of Yarra is the responsible authority. According to the Sustainable Design Assessment in the planning Process (SDAPP) protocol adopted by Yarra, projects larger than 10 apartments should provide an SMP.

**When is an SMP required?** An SMP is required for all larger developments, comprising of ten or more dwellings or more than 1000m<sup>2</sup> of non-residential Gross Floor Area (GFA).

**What is an SMP?** An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP addresses the **10 Key Sustainable Building Categories** (overleaf) and demonstrates that a holistic ESD review has been undertaken during a project's early design stage. It identifies beneficial, easy to implement and best practice initiatives.

According to the SDAPP protocol the SMP must address the following categories:

1. Indoor Environment Quality (IEQ)
2. Energy Efficiency
3. Water Efficiency
4. Stormwater Management
5. Building Materials
6. Transport
7. Waste Management
8. Urban Ecology
9. Innovation
10. Construction and Building Management

Finally, according to the SDAPP protocol, Green Star may be used as the basis for the SMP. Green Star rating tool have been developed by the Green Building Council of Australia to define and measure the environmental performance in the design, construction and operation of a range of building types. The Green Star Multi-unit Residential tool would be the most appropriate to assess this proposal. For further information on Green Star tools see [www.gbaca.com.au](http://www.gbaca.com.au)

### 1.3 Report Methodology – SBE Matrix

SBE believes that the ultimate environmental design aim for our built environment is to create buildings that are comfortable and humane, that use no mains energy or water, produce no waste in operation or construction, and are made of materials that are derived from fully sustainable sources. Whilst this is very difficult to achieve in practice, this aim should act as a theoretical lighthouse for the opportunities that should be considered in any project.



416 Smith St, Collingwood

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## Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report

Our consultancy work is guided by a matrix of ESD themes that our firm has developed. The matrix covers the key ESD themes listed below:

- Design
- **Energy**
- **Water**
- **Indoor Environment Quality**
- Waste
- **Building materials**
- Landscape (**Ecology**)
- **Transport**
- Social and Community
- **Management**

The sustainable design initiatives being explored in the project are presented and discussed under the key ESD themes outlined above. We have used the following tools to benchmark the sustainable initiatives included in the proposal:

- Green Star - Multi Unit Residential v1 rating tool to assess the residential component.
- NatHERS rating (First Rate5) to assess the thermal performance of the apartments.
- STORM to assess stormwater aspects of the overall site.

### 1.4 Green Star Multi Unit Residential

The Green Building Council of Australia (GBCA) developed the Green Star - Multi Unit Residential v1 rating tool in July 2009 to promote the design and construction of high-performance green residential developments. Green Star is a comprehensive, national, voluntary environmental rating system that evaluates the environmental design and construction of buildings.

The Green Star Multi Unit Residential tool considers 60 individual environmental initiatives, under 9 categories that include innovation that may be pursued in a Multi Residential project. Each initiative is given a value of between 1 and 5 points.

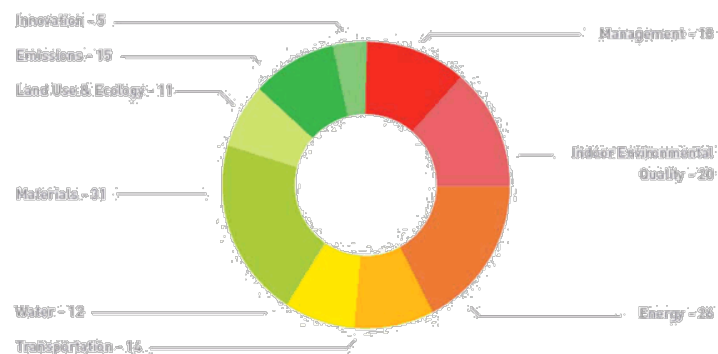


Figure 2: Multi Unit Residential v1 – Credit Points Available

Each category is given relative weightings dependant on the environmental issues in each state to reflect issues of importance in each state or territory. The Victoria weightings are as follows:

Categories	Weightings (%)
Management	8
Indoor Air Quality (IEQ)	8



416 Smith St, Collingwood

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**Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report**

Categories	Weightings (%)
Energy	20
Transport	25
Water	18
Materials	10
Land Use & Ecology	4
Emissions	5

**Table 1: Victorian Category Weightings**

The following weighted credit scores are required to satisfy Green Star requirements.

Star rating	Weighted credits required.
4 stars	45 – 59 weighted credits – Australian Best Practice.
5 stars	60 – 74 weighted credits – Australian Excellence.
6 stars	75 – 100 weighted credits – World Leadership.

**Table 2: Green Star Rating Tool Scores and equivalent Star rating**

The following report details how the environmental initiatives included in the proposal perform against the Green Star credit criteria.

**1.5 Use of this report**

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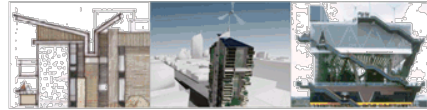


416 Smith St, Collingwood

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## Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report



### 2. DESIGN

The ultimate environmental design aim for our built environment is to create buildings that are comfortable, use no energy, no water, that neither produce waste in operation or create waste in their construction, and are made from materials that derive totally from sustainable sources. While this may be less likely achieved, it has the ability to act as the theoretical lighthouse for the opportunities that should be considered in any project.

#### 2.1 Environmental Strategy

A sound strategy for reducing the environmental impact of a project is to tackle the design in three ways and in this order of priority:

1. Reduce the demands on active systems in the building by enhancing the passive performance of the building. This includes optimising orientation, shading, insulation, daylighting, ventilation and longevity.
2. Select and specify the most efficient active systems available to satisfy the resultant demands of the building.
3. Offset the resultant energy demands of the building with local or off site mechanisms for example Photo Voltaic panels.

The above numbered items are also generally in decreasing order of cost effectiveness over the life of the building. This development has embraced the above Strategy.

#### 2.2 Site

The site is located at 416 Smith Street, interfacing with Smith, Hotham and Emma Street.

The site has excellent access to local amenities and public transport (trams 86 and 96).



Figure 3: Aerial View of Site and Surrounds

#### 2.3 Building Form

The design of the building is consistent with the philosophy that increasing inner city density of occupation is a sustainable way to support population growth. 80 apartments as well as two tenancies, public and back of house spaces and attendant carparking have been provided on what was originally a two storey industrial site.

The space is used more efficiently and the housing of people in apartments that share walls, floors and roof allows for a more efficient provision of comfort control and consequent reduction in energy consumption per person.

The layout of the design permits very good access to natural daylight and ventilation for all habitable rooms in the development.

Good access to natural ventilation can significantly reduce the cooling energy demands within a dwelling. However, to achieve this effect openings are required to be sized and located so as to induce significant flows of fresh air through the apartment. The most effective way to harness the free cooling potential is with cross flow ventilation. Cross flow ventilation opportunities within the development are evident for apartments located on levels 2-7, because the internal corridor is openable to the outside. Apartment dwellers may open external windows and their corridor



416 Smith St, Collingwood

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## Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report

door to harness cross flow. A security door and possibly a magnetic door release may be necessary for security and fire safety reasons.

For the remainder of the apartments where the adjacent corridor is not connected to outside the apartments can still target enhanced natural ventilation via appropriate single sided ventilation strategies.

The Penthouse located on the roof will have ample opportunities to harness good cross flow ventilation and daylighting.

We note the basement carparking will require mechanical extraction and artificial lighting. However, we expect the use of the carpark will be intermittent. Presence sensing overrides for lighting should be provided and CO sensing on the exhaust extraction fans and variable speed drives to that the system can adjust up or down the running of the fans to suit the intermittent need for extraction (see energy section).

A PV and solar hot water array will be located on the roof of the building (see energy section).

### 2.4 Building Fabric

The design approach is to create a well insulated building fabric that has a high thermal and acoustic performance so as to reduce energy demands for comfort control.

According to the sample rating set the apartments achieve a 6.28 star average with an average predicted heating demand of 101MJ/m<sup>2</sup>/p.a and a Cooling demand of 23MJ/m<sup>2</sup>/p.a. To achieve this rating the following performance levels have been set for the building fabric:

Roof, Exposed Ceiling (balcony above)	R3
Floors (suspended / exposed)	R1
Walls (external)	R2
Glazing	Double glass
Framing	Aluminium Improved
System (frame + glass)	U value = 3.95, HGF=0.68 *

\* Note – the penthouse will require a higher performance glazing – see ratings appendix.

Glass blocks will be used in some areas of the façade, some of which form part of the external walls of some of the apartments. We anticipate that glass blocks will be used as a veneer or cosmetic skin in most instances and be lined behind with a second solid insulated wall.

The glass block walls (backed by an insulated inner skin) have been conservatively assumed to achieve an R2 level in current calculations (actually R2.58 see below).

	Layers	Thermal Conductivity (W/m.K)	Thickness (mm)	R-Value Winter (up) (m <sup>2</sup> .K/W)	R-Value Summer (down) (m <sup>2</sup> .K/W)
1	Still Air Vertical High Emittance			0.12	0.12
2	Glass Block 80mm thick		80	0.17	0.17
3	2 High Emittance Surfaces Vertical 20 mm		20	0.15	0.15
4	Assume 100mm bulk insulation	0.05	100	2	2
5	'Plasterboard'	0.17	10	0.059	0.059
6	Indoor air-conditioned 0.5 m/s Any Position			0.08	0.08
Total Thickness		210	mm		
Total R		(m <sup>2</sup> .K/W)	2.58	2.58	
U Value		(W/m <sup>2</sup> .K)	0.39	0.39	

Eliminating thermal bridges around openings, overhangs, soffits, concrete balconies, above roof and between changes of use will be considered when detailing building components. We note that balconies are likely to be extensions of the floor slabs and there is a risk of thermal bridging, with the balconies acting as radiators – continuously leaching heat out of floor slabs in winter and the opposite in summer. However, with good detailing this risk can be reduced.

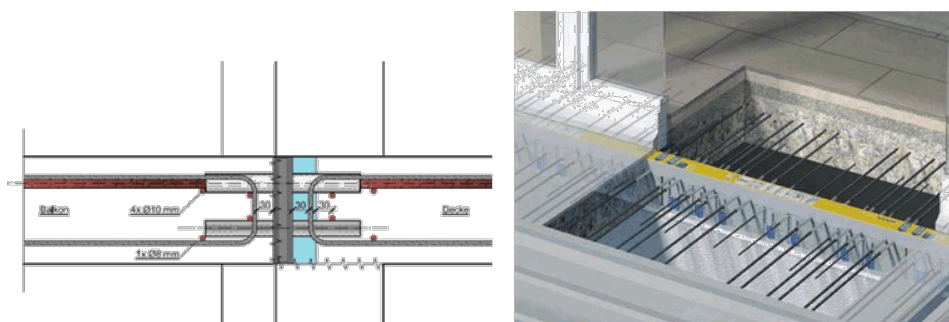


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*Example of a propriety system available to introduce thermal breaks between balconies and inner floor slabs.*

### 2.5 Environmental Footprint

The ready access to surrounding amenities means that the reliance on cars is reduced. The density of occupation means less space is wasted and better use is made of existing infrastructure and services. Shared walls, floors, roofs and services make for more efficient comfort control.

Consequently the environmental footprint of each occupant is significantly less than a person living in a stand alone dwelling in the outer suburbs and heavily reliant on a car for transportation to work and amenities.



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### 3. MANAGEMENT

It is important to encourage an environmental focus in the management of design, construction and operational phases of the development. The Green Star Management category aims to highlight the importance of a holistic and thoroughly integrated approach to constructing and operating a building with good environmental performance.

Since much of a building's impact is attributed to the operational phase of its life cycle, proper commissioning and tuning can ensure that all systems operate to their design potential. Occupant training, and ongoing information management, enables building users to contribute to the building's environmental performance.

Green Star rewards project teams for developing a comprehensive Building Users' Guide to inform the building owner and occupants of the environmental features in the building and the requirements for their maintenance.

In Australia, construction and demolition waste account for around 40% of all waste generated. Implementation of appropriate strategies during the construction phase of a building can significantly reduce this figure.

#### 3.1 Green Star Management category assessment

The Project is targeting 13 of the 18 points available in the Management category.

Management			
No	Credit	Green Star Tool Requirements	Design Response/ Project Compliance
Man-1	Green Star Accredited Professional	Green Star Accredited Professional to participate in at least 50% all project design meetings and 75% of all building services meetings	This self assessment has been carried out by Jane Toner, a Green Star Accredited Professional at SBE. Jane has been involved with the project since sketch design to provide sustainability advice to the project team. <b>2 points claimed</b>
Man-2	Commissioning - Clauses	Details of commissioning for HVAC, BMS, hydraulic, electrical, and fire-protection will need to be included in specification	The client has committed to commissioning the building services in accordance with the best practice requirements outlined in this credit (ASHRAE and/or CIBSE Commissioning Codes as applicable). This requirement will be included in the tender documents. <b>1 points claimed</b>
Man-3	Commissioning - Building tuning	To ensure that building operates to design potential it must be demonstrated that project design reflects commitment to building tuning	The client has committed to tuning monthly with quarterly reporting to the building owner (body corporate) during first 12 months of occupation <b>1 point claimed</b>
Man-5	Building Users Guide	Engage architect to write a Building User's Guide for residents, staff and other non-resident users.	To ensure that building users have the relevant information to understand the efficiency and sustainable measures included in the development, the project team will develop a handover pack for occupants. The Building Users Guide (BUG) will include information on: <ul style="list-style-type: none"> <li>• Energy and environmental strategy (including social initiatives and body corporate arrangements such as domestic hot water, garden beds, bike parking, metering, etc)</li> <li>• Monitoring and targeting</li> <li>• Building services</li> <li>• Transport facilities</li> <li>• Materials and waste policy</li> <li>• Expansion / refit considerations</li> <li>• References and further information</li> </ul> <b>1 point claimed</b>
Man-6	Environmental Management	Contractor to have EMP & ISO 14001 - include requirements in contract documentation	The Builder will be required to submit an Environmental Management Plan (EMP) for the construction of the building in accordance with Green Star requirements - covering water, waste, transport, ecology, energy, materials and safety. <b>2 points claimed</b>
Man-7	Waste Management	% of construction waste recycled - include clauses within contract. 1 pt for 60%; 2 for 80%.	The Builder will be required to achieve a minimum of 80% construction waste recycling. Clauses to this effect will be included in contract documents. <b>2 points claimed</b>



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Management			
No	Credit	Green Star Tool Requirements	Design Response/ Project Compliance
Man-16	Metering	2 points for each of the following: Water meters and monitoring to all major water uses and domestic cold water in each dwelling, Energy sub-metering & monitoring to major uses and for each dwelling, Smart-metering installed with consumption analysis and display. Maximum of 6 points.	<p>The project will include</p> <ul style="list-style-type: none"> <li>• Water metering &amp; monitoring to all major water uses</li> <li>• Energy sub-metering &amp; monitoring for substantive energy uses and light &amp; general power for common areas</li> <li>• Sub-metering for electricity and hot water flow to each apartment</li> <li>• Smart metering</li> </ul> <p><b>4 points claimed</b></p>

**Table 3: Management Criteria & Assessment**

It is important to note that compliance with the Management category for a Design rating requires that project Tender documentation and specifications include clauses relating to Commissioning and Construction Waste Management.

**3.2 Design verification**

While it is outside of the design commission, the body corporate will be encouraged to commit to compiling information and reporting upon the environmental performance of the building including:

- Energy
- Water
- Waste

The BMS for the building will enable collection of data on energy and water use. Methods for reporting waste, recycling rates will need to be developed by the body corporate.

Further, the tenancies will be provided with a [tenancy fitout guide](#) to ensure they take environmental considerations into account in their fitout.

Finally the tenancies will be signed up with '[green leases](#)' which will require the landlords and tenants to report on and exchange energy, water and waste consumption data.



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#### 4. INDOOR ENVIRONMENT QUALITY (IEQ)

Indoor Environment Quality (IEQ) is a key ESD objective in the provision of a healthy and safe internal building environment for residents. The IEQ category in the Green Star tool aims to balance other categories, in the sense that reductions in energy consumption could easily be achieved at the expense of the occupants getting less outside air, yet occupant comfort is vital. The IEQ category in Green Star rating tools encourages a healthy indoor environment.

Each credit within the IEQ category aims to enhance the comfort and well being of building occupants. The credits address how the HVAC system, lighting, indoor air pollutant monitoring systems and other building attributes contribute to a good indoor environmental quality. Comfort factors addressed within this category include thermal comfort and internal noise levels. Health issues such as minimisation of indoor VOCs, asbestos and formaldehyde emissions, as well as mould prevention, are also addressed in this category.

##### 4.1 Indoor environment Quality (IEQ) category assessment

The Project has the potential to achieve 9 of the 20 points available in the Green Star Multi Residential IEQ category.

Indoor Environment Quality			
No	Credit	Green Star Tool Requirements	Design Response/ Project Compliance
IEQ-5	Thermal Comfort	1 pt for ceiling fans to 95% of apartments. 2pts for heating and cooling loads < 30 MJ/m2 (9 star energy rating)	Ceiling fans will be included throughout. <b>1 point claimed.</b>
IEQ-8	Volatile Organic Compounds	Specify low VOC paints, adhesives / sealants, wall and ceiling linings, flooring	Raw or low VOC finishes, paints, sealants, adhesives and recycled timber floors will be specified throughout. <b>4 points claimed.</b>
IEQ-9	Formaldehyde Minimisation	Specify E0 board or NA if no composite wood.	E0 boards will be specified for Joinery. <b>1 point claimed.</b>
IEQ-13	Electric Lighting Levels	Min 300 Lux on surfaces (900 mm AFL) - kitchen bench, cook top, vanity basins to be shown with typical lighting layouts with Tender Reflected Ceiling plans and Isolux plots	Project will comply with Green Star lighting levels through task lighting to these surfaces. <b>1 point claimed</b>
IEQ-21	Dwelling Ventilation	2pts for if trickle ventilators at least 4000mm2 to each room - separate to extraction fans. 1 more pt where 90% of kitchens ventilated with dedicated & separate extract fans	Kitchens will have dedicated extraction to outside. <b>1 point claimed.</b>
IEQ-22	Natural Ventilation	1 pt where 70% of dwellings with dual aspect design have effective natural ventilation, 2 pts for 90%.1 more pt if 95% of net floor area of common lobbies is naturally ventilated. 1 pt where >95% of net floor area of common lobbies has natural ventilation with openable window at least 5% or more of net floor area on floor-by-floor basis.	Apartments will benefit from cross flow and/or effective single sided ventilation provisions. <b>1 point claimed.</b>

Table 4: IEQ Criteria and Assessment



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## 5. ENERGY

Australian energy is largely produced from the incineration of non-renewable fossil fuels and is our greatest contributor to greenhouse gas emissions. Per person, Australia's greenhouse gas emissions are amongst the highest in the world.

Greater efficiency of energy use, energy demand reduction methods and generation of energy from alternative sources are all means of addressing this urgent issue.

The credits within the Green Star Energy Category target an overall reduction of energy consumption. Such reduction has an impact upon greenhouse gas emissions and energy production capacity (peak demand) as well as other emissions associated with energy generation. Reductions in energy consumption may be achieved through more efficient use of energy in buildings. Reductions in emissions and capacity may be achieved through generation of energy from alternative sources.

### 5.2 Energy category assessment

The Project has the potential to achieve 10 of the 26 points available in the Energy category.

Energy			
No	Credit	Green Star Tool Requirements	Design Response / Project Compliance
Ene-0	Energy	10% above thermal performance standard required by the BCA is the minimum conditional requirement.	The NCC 6 Star standard requires that apartments achieve an average rating of 6 Stars with a 5 Star minimum rating. Preliminary energy rating has been made for a sample set of apartments. The apartments currently achieve a 6.28 star average with an average predicted heating demand of 103MJ/m2/p.a and a Cooling demand of 23MJ/m2/p.a.
Ene-1	Greenhouse Gas Emissions	Up to 20 points are awarded where it is demonstrated that the predicted greenhouse gas emissions has been reduced compared to the Green Star Multi Unit Residential standard practice energy benchmark. 100% reduction refers to Zero net operating emissions. It depends on ALL energy reduction features in the design.	Sample of the apartments have been energy rated with results shown in the Appendix to this report. The following factors also contribute to the potential score in this category. Gas cooking, efficient lighting, appliances and HVAC equipment. Provision of a clothes line and the use of centralised solar boosted gas hot water., <b>4 from 20 points claimed.</b>
Ene-7	Unoccupied Spaces	1pt dwelling shut down switch at main door. 1pt all other areas in building have automated controls when unoccupied.	Shut down switch at main door will be provided for each dwelling (deactivating all non essential circuits). Lobbies, stairs and other back of house spaces will have occupancy sensors and time switches on lighting. <b>2 points claimed</b>
Ene-11	Energy Efficient Appliances	1 pt where all clothes dryers and dishwashers are at or within one point of the highest available rating AND Internal or external clothes lines and/or hoists are provided that have a total line length of not less than 7.5m per dwelling. 2 pts where all have the highest rating.	Clothes dryers are not being provided by the developer. Dishwashers will be within 1 point of highest available Australian Government's "Energy Rating" labelling system. Internal or external clothes lines and/or hoists that have a total line length of at least 7.5m will be provided for each apartment. <b>2 points claimed.</b>
Ene-12	Peak Demand Energy Reduction	1 pt for each of the following (max 2pts): Non electric cooking appliances, Air-conditioning is 1-star of best available, Heating system that is non-electric; 2 pts if no air-conditioning and 2 pts under IEQ-5. Renewable energy of 1kW per apartment for peak demand.	Cooking appliances will be gas. <b>A/C to be within 1 Star of best available (ie: 5 Star minimum)</b> Heating will be electric (reverse cycle a/c) <b>2 points claimed</b>

Table 5: Energy Criteria and Assessment

### 5.3 Active systems - Appliances

**Air Conditioning** – Each apartment will have an individual reverse cycle high efficiency DX fan coil unit.

**Ventilation** – Natural ventilation throughout. Kitchen hoods extract to outside. Extraction and make up air provisions to bathrooms.

Carpark and exhaust air from the garbage room will discharge via roof top fans. Car park fans (and lights) will have Variable Speed Drive and occupancy and CO sensors so as to operate only when needed.



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Single-sided and double-sided natural ventilation strategies are to be optimised for the apartments by locating openings correctly, ensuring sufficient openable area, and maintaining breeze paths.

**Lighting** – Reasonable daylighting is provided to all apartments. Energy efficient compact fluorescents lighting will be used in apartments. T5 fluorescents controlled with daylight and occupancy controls (timers, motion and photoelectric sensors) will be used in common areas.

**Hot Water** – Domestic hot water will be provided to each dwelling via a central re-circulating system warmed by evacuated tube solar hot water panels and boosted with gas. This system will have a solar contribution of 30 - 40% average across the year.

**Clothes Dryers** – Will not be provided by the developer. The Building Users Guide will encourage that owners / renters select clothes dryers that are within 1 star of the highest star rating available, as per Australian Government's "Energy Rating" labelling system. However, the provision of 7.5m of clothes drying line per apartment will reduce the reliance on clothes dryers.

**Dishwashers** – Dishwashers specified to each apartment will be within one star of the highest star rating available, as per the Australian Government "Energy Rating" labelling system.

### 5.4 Renewable Energy

An area has been set aside for Photovoltaic panels and vacuum tube solar collectors of approximately 100m<sup>2</sup>. The exact mix of panels is yet to be determined. However, the solar hot water panels will be sized to provide 30 - 40% of the average demand across the year. This should be in the order of 60m<sup>2</sup> of panels.

The remainder of the nominated area will be a Photo Voltaic (PV) array of no less than 5kW, which will be used to help offset base building back of house energy consumption for items such as lifts, public lighting and carpark consumption.

5kW PV array = Predicted performance

- Daily Production (annual average): 22.85 kWh
- Average Yearly Production: 8,339.51 kWh
- Annual Energy Bill Savings: \$1,417.72
- Annual GHG Emission Savings: 8.92 tonnes  
 \*\* Which is the equivalent as removing 8 cars from the road or planting 446 trees.
- 30 panels and an area of around 40m<sup>2</sup>



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## 6. TRANSPORT

The automobile accounts for 54% percent of Australia's total domestic transport emissions and approximately 80% of adults use a private car to commute to and from work. Global warming is directly affected by motor vehicle use due to the high amounts of energy required to build cars and supporting infrastructure and services, as well as the greenhouse gas emissions within exhaust fumes. Car exhaust fumes also contribute to asthma and other respiratory illnesses.

There is a need to maximise alternative transport options if the environmental impact of car commuting is to be reduced. Locating denser residential development adjacent to services and public transport infrastructure can be the single most effective environmental benefit of a project such as this.

Public transport options available to those living in this location will include trains, buses and, light rail trams. Also walking and cycling.

All credits within the Green Star Transport category have the same underlying principle; to reward the reduction in automotive movement by simultaneously discouraging it and encouraging use of alternative transportation. Reducing the dependency on private car use is an important means of reducing overall greenhouse gas emissions.

### 6.1 Green Star Transport category assessment

The Project is targeting 10 of the 14 points available in the Transport category.

Transport			
No	Credit	Green Star Tool Requirements	Design Response/ Project Compliance
Tra-1	Provision of car parking	50% or 25% less than Council maximum.	83 car spaces are to be provided for residents which is half the permissible maximum. <b>2 points claimed</b>
Tra-3	Cyclist Facilities	One bike rack per dwelling (1pt) OR one bike cage per dwelling (2pt). Plus 1 visitor bike rack for every 4 dwellings.	Each apartment has a dedicated bike rack and storage locker. <b>2 points out of 3 claimed.</b>
Tra-4	Commuting Public Transport	Depends upon location and score output from the public transport calculator.	Good location for access to public transport – tram services 86 and 96. <b>4 points claimed</b>
Tra-5	Trip reduction - mixed use	1 pt for 5 amenities within 400m, 2 for 10.	Good location for access to amenities – refer to walk score results below. 5 amenities located within 400m of site <b>2 points claimed.</b>

Table 6: Transport Criteria and Assessment

### 6.2 Walkability

To measure the walkability of the site SBE used the Walk Score tool that can be found at - <http://www.walkscore.com>. The tool provides a measure of how walkable an address is by assessing the amenities within a mile (approximately 1.6km walking radius of the site). Highest scores are available for amenities within a quarter of a mile (approximately 400m walking distance from the site). This provides useful information about potential for having a car-free or car-lite development.

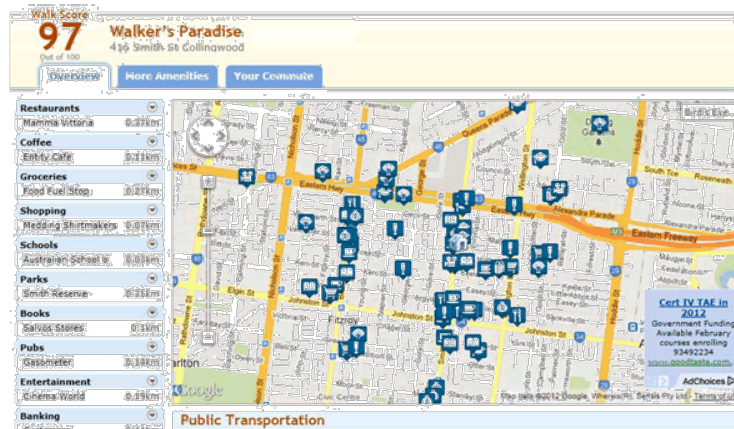


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### How Walk Score Works

Walk Score is a number between 0 and 100 that measures the walkability of any address.

Walk Score	Description
90-100	<b>Walker's Paradise</b> — Daily errands do not require a car.
70-89	<b>Very Walkable</b> — Most errands can be accomplished on foot.
50-69	<b>Somewhat Walkable</b> — Some amenities within walking distance.
25-49	<b>Car-Dependent</b> — A few amenities within walking distance.
0-24	<b>Car-Dependent</b> — Almost all errands require a car.

Want more details on how it works? Read about our [methodology](#) or [Transit Score™](#).

According to the Walkability website, 416 Smith Street rates as a 97 on their scale, a walker's paradise.

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## 7. WATER

In Australia, water has long been considered a precious and high-demand resource. Fresh water supplies are increasingly affected by a range of factors including catchment locations, contaminated sources, drought and rising demand. Australia remains the driest inhabited continent in the world with the third largest per capita water consumption rates, and demand for water is close to outstripping supply in many major cities'.

Within the Water category, credits address the reduction of potable water use through efficient design of building systems, rainwater collection and water re-use. In addition to reducing the demand for water, efficient use of water in buildings can reduce building owners' operational costs. Green Star aims to minimise the impacts on the environment from extensive water use in the built environment. Demand for potable water can be reduced through recycling from rainwater, greywater and blackwater. Currently, less than ten percent of Australia's sewage is being recycled.

Green Star is encouraging measures to reduce the potable water consumption in buildings. Such reductions will ease the pressure on Australian water sources as well as contribute to more cost-efficient operation of buildings.

### 7.1 Green Star Water category assessment

The Project is targeting 5 of the 10 points available in the Green Star Multi Residential Water category.

Water			
No	Credit	Green Star Tool Requirements	Design Response/ Project Compliance
Wat-1	Occupant Amenity Water	Up to 5 points are awarded where the predicted potable water consumption for sanitary use has been reduced against a 'best practice' benchmark. The points are determined by the Green Star Potable Water Calculator. Up to two of the five points available in the Potable Water Calculator are awarded for efficient fixtures and fittings. Up to three points are awarded for re-use of water in clothes washers and toilets.	Significant demand reduction initiatives adopted including specification of low flow fixtures and fittings (highest WELS rating available). <ul style="list-style-type: none"> <li>Toilet – 4 star</li> <li>Taps &amp; Fittings – 6 star</li> <li>Showerhead – 3 star (6 to 9 litres / minute)</li> <li>Dishwashers – Highest star rating available</li> </ul> A central rainwater tank (40kL) will be installed and reticulated to all retail/office toilets and back of house wash down <b>2 points claimed.</b> Location of tank – basement level 1
Wat-3	Landscape Irrigation	Drip irrigation with soil moisture sensors from rainwater	Sub surface irrigation for terrace gardens - supplied by rainwater tanks. <b>1 point claimed.</b>
Wat-4	Heat Rejection Water	1pt is awarded where potable water consumption of water-based heat rejection systems is reduced by 50%. 2pt for 90%. OR No water-based heat rejection systems are provided.	No water-based heat rejection systems are provided. <b>2 points claimed.</b>
Wat-5	Fire System Water Consumption	Provide temporary storage tank for minimum 80% of routine fire protection water – and – each floor with a sprinkler system is to be fitted with isolation valves or shut off points for floor-by-floor testing.	No collection and reuse system will provided <b>0 points claimed</b>

Table 7: Water Criteria and Assessment



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## 8. MATERIALS

The production and use of building materials can have serious impacts on the environment. Energy is used to extract, produce and transport building materials; natural resources are exploited to be used in building materials; the industrial production of the materials causes pollution, and if poorly selected and used, the material ends up as waste, to become land-fill or be incinerated.

The environmental impact from building materials can be reduced by limiting the quantities of virgin building materials used in projects and choosing the least harmful when using virgin building materials. The Green Star rating tools reward initiatives and strategies to do so.

Within the Materials category of Green Star, the credits target the consumption of resources through selection and re-use of materials, and efficient management practices. The basic concepts of the category are to reduce the amount of natural resources used, re-use whatever materials can be re-used, and recycle whenever possible. In particular, this category attempts to focus on the lifespan, lifecycle and approach towards use of materials, resources and building fabrics.

### 8.1 Green Star Materials category assessment

The Project is targeting 6 of the 19 points available in the Materials category.

Materials			
No	Credit	Green Star Tool Requirements	Design Response/ Project Compliance
Mat-1	Recycling Waste Storage	Dedicated storage, convenient recycling, compost facilities, garbage chutes & facilities for over-sized household items. Any 3 = 1pt, 4 =2pts	A comprehensive Waste Management Plan has been produced by Waste Tech P/L. The design allows for the collection of general waste and co-mingled recyclable waste, using storage areas on each floor level as well as a dedicated waste handling room in the basement. Similar provisions are made for the commercial tenancies. The drawings TP40 and 41 show the physical provisions. However, no points can be claimed because chutes are not provided. <b>0 points claimed.</b>
Mat-4	Concrete	1 pt recycled content = 30% in situ conc., 20% in precast, 15% in stressed conc., 2 pt = 60%, 40%, 30% respectively. 1 additional pt is 20% of aggregate for structural purposes is recycled. If material cost of concrete is <1% of project contract value this credit is not applicable.	One point is achievable with current industry practice - precast concrete walls, in situ floor and roof slabs, concrete blocks with recycled content or green alternative. Will target cement displacement with recycled content (or waste equivalent) = 30% in situ conc., 20% in precast, 15% in stressed conc., <b>1 point claimed.</b>
Mat-6	PVC	1 pt if 30% of total cost of PVC content reduced by replacement with alternative materials. 2pt for 60%	Will comply with GBCA new requirements for PVC - specification of responsibly manufactured PVC. <b>2 points claimed.</b>
Mat-7	Timber	1 pt for 95% (by cost) reused, post-consumer or FSC or PEFC (GBCA's Essential Criteria) 2 pts for as above with GBCA's Essential and Significant criteria. (Currently, only 1 point available for this credit). NA if cost of timber less than 0.1% of project's total contract value	Will comply with GBCA new requirements for timber - specification of responsibly sourced timber products and/or reused timber. <b>1 point is claimed.</b>
Mat-11	Flooring	Reduced environmental impact, e.g. AELA certified products.	Recycled carpet is to be specified for bedrooms and living rooms. Tiles will be specified for wet areas. <b>1 point claimed.</b>
Mat-12	Joinery	Reduced environmental impact, e.g. AELA certified products or E0 board	Will specify reused, recycled or E0 board. <b>1 point claimed.</b>

Table 8: Materials Criteria and Assessment



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## 9. LAND USE AND ECOLOGY

Australia is home to more than one million different species, many of which are found nowhere else in the world. Australia is also a continent defined as 'megadiverse', which means that it has a very large variation of life forms in the environment. Over the past few hundred years, development has caused displacement and degradation of much of Australia's natural flora and fauna and reduced biodiversity in many locations. Achieving an increase in levels of biodiversity across an ecosystem may require protection and restoration of local indigenous flora and fauna.

The credits within the Land Use and Ecology category promote initiatives to improve or reduce impacts on ecological systems and biodiversity.

### 9.1 Green Star land use and ecology category assessment

The Project is targeting 3 of the 9 points available in the Land Use and Ecology category.

Land Use & Ecology			
No	Credit	Green Star Tool Requirements	Design Response/ Project Compliance
Eco	Conditional Requirement	Development is not on land of high ecological value	The site is not prime agricultural land, within 100m of a wetland, or classified as old growth forest. Therefore, the conditional requirement is met.
Eco-1	Topsoil	No net change in volume of topsoil on site and 95% of volume retains its productivity	if the top-soil on site is productive, the following measures will be undertaken: <ul style="list-style-type: none"> <li>• All productive topsoil affected by the construction works will be separated and protected from degradation, erosion or mixing with fill or waste;</li> <li>• No net change in the volume of topsoil on the site; and</li> <li>• 95% of all topsoil (by volume) retains its productivity</li> </ul> <b>1 Point claimed.</b>
Eco-2	Reuse of Land	At the time of the site purchase, 75% of the site had been previously built on.	yes <b>1 Point claimed</b>
Eco-4	Change of Ecological Value	Significantly improve the overall ecological value of the site.	1 pt is achievable in the Green Star Ecological Improvement Calculator. <b>1 point claimed</b>
Eco-5	Outdoor Communal Facilities	Communal garden and at least 3/6/9 of the following facilities provided: compost facilities, garden plots that can be tendered by residents, communal or individual vegetable gardens, in-ground deep soil planting capable of supporting large trees, landscaped areas for quiet contemplation, landscaped areas for active play, natural clothes drying facilities, playground area, outdoor entertainment area with integrated BBQ facilities.	Outdoor communal facilities will include: <ul style="list-style-type: none"> <li>• Natural clothes drying facilities.</li> </ul> <b>0 points claimed</b>

Table 9: Ecology Criteria and Assessment

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## 10. EMISSIONS

The credits in the Emissions category address the environmental impacts of a building's emissions which range from: watercourse pollution, light pollution, ozone depletion, global warming, legionella and sewage.

Traditionally in Australia, stormwater has been transported separately from the sewerage system. Unlike sewage, stormwater has received little, if any, treatment. The aim has been to channel the stormwater as rapidly as possible from within urban areas to the nearest waterway, which has caused increased pollution to watercourses. The necessity to deal with both the quantity and quality of runoff is now recognised.

Light travelling up into the night sky or spilling on to neighbouring properties is also seen as a form of pollution; it can disrupt the habits of migratory species, causing major impacts upon overall biodiversity. Light pollution may also disrupt biological rhythms and otherwise interfere with the behaviour of nocturnal animals and insects.

Emissions of substances such as Chlorofluorocarbons (CFCs) as well as Hydrochlorofluorocarbons (HCFCs), used as refrigerants and in insulation materials, deplete the ozone layer and contribute to global warming'. Long-term damage to the Earth's stratospheric ozone layer would expose living organisms to harmful radiation from the sun.

The Emissions category rewards design and management approaches which effectively reduce building emissions and their impacts.

### 10.1 Green Star Emissions category assessment

The Project is targeting 6 out of 14 points available in the Green Star Multi Residential Emissions category.

Emissions			
No	Credit	Green Star Tool Requirements	Design Response/ Project Compliance
Emi-1	Refrigerant ODP	1 pt is awarded where it is demonstrated that either all HVAC refrigerants have an Ozone Depletion Potential (ODP) of zero OR no refrigerants are used.	All the HVAC Refrigerants will have an ODP of zero. <b>1 point claimed.</b>
Emi-3	Refrigerant Leaks	1 pt if Direct Expansion Split Systems and Chillers with Remote Condensers are equipped with a automated pump-down system, sized to capture 95% (by weight) of the maximum refrigerant charge, operation ('On') and maintenance ('Off') modes and if triggered, refrigerant is pumped into a heat exchanger or storage tank equipped with isolation valves.	As the air conditioning will be self contained and sealed propriety units (Direct Expansion Split Systems) this credit is satisfied. <b>1 point claimed.</b>
Emi-4	Insulant ODP	1 pt is awarded where it can be demonstrated that thermal insulants avoid the use of ozone-depleting substances in either manufacture or composition.	Will be specified for all thermal insulants (eg hot water pipe insulation, building fabric insulation). <b>1 point claimed.</b>
Emi-5	Stormwater	Up to three points are available. Points are awarded where the post-development peak 1.5 year Average Recurrence Interval (ARI) event discharge from the site does not exceed the pre-development peak 1.5 year ARI event discharge; AND • For one point, two points and three points, all stormwater discharged from site meets the Pollution Reduction Targets in Column A, Column B and Column C respectively of Table Emi-5.1	Credit not targetted. However, a STORM rating has been carried out (See appendix) to confirm that the proposed rainwater collection tanks (40kL) will satisfy Council's Stormwater management requirements. <i>15 September 16 -The addition of the terrace on the roof has required an adjustment to the stormwater management proposal. The additional terrace area will be directed to a raingarden for treatment.</i> <b>0 points claimed.</b>



416 Smith St, Collingwood

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**Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report**

Emissions			
No	Credit	Green Star Tool Requirements	Design Response/ Project Compliance
Emi-6	Discharge to Sewer	Up to 4 pts are awarded where it is demonstrated that the building outflows to the sewerage system due to building occupants' usage have been reduced (30%, 50%, 70% & 90%) The number of points is determined using the Green Star Sewerage Calculator. No more than 1 pt is available for discharge reduction from fittings/fixtures alone; the other three points can only be obtained through grey- and blackwater reuse systems.	One point claimed through specification of highest rating fixtures and fittings - reduce discharge to sewer. <b>1 point claimed.</b>
Emi-7	Light Pollution	1 pt is awarded if no light beam (generated from within, e.g. skylights, or outside of the building boundary) is directed at any point in the sky hemisphere without falling directly onto a non-reflective surface with the explicit purpose of illuminating that surface, the lighting design complies with AS4282 "Control of the Obtrusive Effects of Outdoor Lighting" and 95% of outdoor spaces do not exceed the minimum requirements of AS1158 for illuminance levels.	Will be designed in accordance with these requirements. <b>1 point claimed.</b>
Emi-8	Legionella	1 pt where it is demonstrated that there are no water - based cooling systems serving the building.	No water based heat rejection systems are specified. <b>1 point claimed.</b>

**Table 10: Emissions Criteria and Assessment**

416 Smith St, Collingwood

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## Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report



### 11. SOCIAL & COMMUNITY INNOVATIONS

The Development supports a significant number of innovative social, community and environmental initiatives that should be acknowledged:

The Body Corporate will be encouraged to undertake a range of responsibilities to ensure the building functions sustainably, including:

- Negotiating overall utility contracts (for 100% Green Power)
- Building User's Guide provided to each occupant detailing how common systems operate, and providing guidance on maintenance and the selection of appliances, fixtures, fittings, paints, sealants, adhesives and cleaning.

It is important to note that the project's developer cannot oblige the Body Corporate to make these commitments.

Further social sustainability initiatives integrated into the project are:

- Shared domestic hot water. The business as usual approach from other developers has been to provide individual electric instantaneous hot water units for each apartment which saves on reticulation and flue costs but provides for a poor environmental outcome (greenhouse gas emissions and running costs for tenants). Centralised systems are also often discounted due to the complexities of measuring and monitoring the provision of the service to each apartment. The centralised system proposed in this building provides a more efficient system both in terms of water and energy consumption.

### 12. NON RESIDENTIAL COMPONENTS

The ground floor tenancies are yet to be confirmed. However the following initiatives will be adopted for each:

- NCC (building code) compliance plus 10% improvement in thermal performance over minimum compliance requirements for building fabric.
- Recyclable waste collection.
- Rainwater for toilet flushing.
- Green fitout guide (materials, paints, adhesives, sealants, finishes, lighting, fixtures and fittings, appliances and equipment within one star rating of highest available on the market – energy and water, construction waste recycling target).
- Green Leases (operational procedures, dual reporting commitments between landlord and tenant – energy, water and waste, commitment to achieving targets in environmental performance, green cleaning).
- Bike parking facilities for visitors/customers on footpath.



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**Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report****13. CONCLUSION**

This report demonstrates that the development proposal could target a 4 star Green Star rating using the GBCA's Multi Unit Residential rating tool thereby demonstrating Australian Best Practice.

By using this approach the proposed development will embody the following benefits.

Quantifiable Benefits	Qualitative Benefits
Improved energy efficiency	Fostering community living
Reduced emissions	Improved resident well being
Improved water efficiency	Increased socialising through design
Reduced operating costs	Meeting community environmental expectations
Contribution to emission reduction obligations	

This report has identified the environmental performance and benefits of the development and demonstrates a holistic approach to sustainable urban development that addresses the Council's ESD objectives. The proposal embodies best practise design strategies and initiatives that should be endorsed and encouraged in the future.



## Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report

### APPENDIX I – ESD MANAGEMENT PLAN

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See ESD Initiative Implementation Schedule following.



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## Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report

sbe ESD Initiative Implementation Schedule 416 Smith Street Collingwood			15-Sep-16	
No	Green Star Tool Requirements	Project Compliance	Project Stage	Responsibility
<b>Management</b>				
Man-2	Commissioning - Clauses	Details of commissioning for HVAC, BMS, hydraulic, electrical, and fire-protection will need to include in specification	Building services will be commissioned in accordance with best practice requirements.	Design Engineer to specify in contract
			Construction	Builder to obtain commissioning reports
Man-3	Commissioning - Building tuning	To ensure that building operates to design potential it must be demonstrated that project design reflects commitment to building tuning	Building services will be fine tuned during first 12 months of occupation in accordance with best practice requirements.	Design Engineer to specify in contract
			Construction	Builder to obtain tuning reports
Man-5	Building Users Guide	Engage architect to write a Building User's Guide for residents, staff and other non-resident users.	The client proposes to prepare a handover pack for occupants that will detail building systems, social initiatives and body corporate arrangements (such as domestic hot water sharing, access to garden beds, bike parking, metering etc).	Construction Architect to compile with input from design team
Man-6	Environmental Management	Contractor to have EMP & ISO 14001 - include requirements in contract documentation	Builder will be required to submit an EMP for the construction of the building in accordance with Green Star requirements - covering water, waste, transport, ecology, energy, materials and safety.	Design Architect to specify in contract
Man-7	Waste Management	% of construction waste recycled - include clauses within contract. 1 for 60%; 2 for 80%.	Builder will be required to achieve a minimum of 80% construction waste recycling.	Design Architect to specify in contract
			Construction	Builder to produce a report with dockets as evidence
Man-16	Metering	2 points for each of the following: Water meters and monitoring to all major water uses and domestic cold water in each dwelling, Energy sub-metering & monitoring to major uses and for each dwelling, Smart-metering installed with consumption analysis and display.	All water and energy collection and consumption will be metered at an individual level and for the common spaces.	Design Electrical Engineer to specify
<b>Indoor Environment Quality</b>				
IEQ-5	Thermal Comfort	1 pt for ceiling fans to 95% of apartments. 2pts for heating and cooling loads of less than 30MJ/m2 (9 star energy rating)	All apartments have a minimum rating of 5 stars and an overall average of 6 stars.	Design Apartments to be rated by architect's agent
IEQ-8	Volatile Organic Compounds	Specify low VOC paints, adhesives / sealants, wall and ceiling linings, flooring	Will be specified throughout - raw or OODP finishes, paints, sealants, adhesives and flooring	Design Architect
IEQ-9	Formaldehyde Minimisation	Specify E0 board or na if no composite wood.	E0 particleboard to be specified.	Design Architect
IEQ-13	Electric Lighting Levels	Min 320Lux on surfaces (kitchen bench, cook top, vanity basins) to be specified.	Project will comply.	Design Electrical Engineer
IEQ-21	Dwelling Ventilation	2pts for if trickle ventilators at least 4000mm2 in side to each room separate to extraction fans. 1 more pt where 90% of kitchens ventilated with dedicated & separate extract fans	Kitchens will have dedicated extraction to outside.	Design Mechanical Engineer to design extraction. Architect to specify internal trickle vents.
IEQ-22	Natural Ventilation	1 pt where 70% of dwellings with dual aspect design have effective natural ventilation, 2 pts for 90%. 1 more pt if 95% of net floor area of common lobbies is naturally ventilated.	Good % of apartments achieve cross flow requirements, the remainder will rely on single sided provisions. Architect to demonstrate calculations of openable area in compliance with natural ventilation guidelines (outlined in appendix to ESD TP Report).	Design Architect to size and specify.
<b>Energy</b>				
Ene-1	Greenhouse Gas Emissions	Up to 20 points are awarded where it is demonstrated that the building's predicted greenhouse gas emissions has been reduced compared to the Green Star -Multi Unit Residential standard practice energy benchmark. 100% reduction refers to Zero net operating emissions. It depends on ALL energy reduction features in the design.	6 stars average apartment rating, efficient air conditioning to apartments (see ENE-12), gas cooking oven and hot plate, central PV array and shared gas domestic hot water with solar boost. Cross flow provisions to naturally ventilated central corridor.	Design Apartments to be rated by architect's agent for building permit.
Ene-7	Unoccupied Spaces	1pt dwelling shut down switch at main door. 1pt all other areas in building have automated controls when unoccupied.	Each apartment, studio and commercial space will have a 'kill switch' to turn off all power except a dedicated circuit in each space (for refrigerators). Lobbies, stairs and other back of house spaces (waste store and bicycle store) will have occupancy sensors and time switches on lighting.	Design Electrical Engineer

## Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report

sbe ESD Initiative Implementation Schedule 416 Smith Street Collingwood			15-Sep-16	
Ene-11	Energy Efficient Appliances	1 pt where all clothes dryers and dishwashers are at or within one point of the highest available rating AND Internal or external clothes lines and/or hoists are provided that have a total line length of not less than 7.5m per dwelling. 2 pts where all have the highest rating.	All apartments have access to external clothes line. Dishwasher best energy rating available.	prior to occupation. Architect/Client Specify
Ene-12	Peak Demand Energy Reduction	1 pt for each of the following (max 2pts): Non electric cooking appliances, Air-conditioning is 1-star of best available, Heating system that is non-electric, 2 pts if no air-conditioning and 2 pts under IEQ-5	All cooking will be with gas. A/C units provided will be within 1 star of highest star rating available.	Mechanical Engineer gas works in mech specification. Architect to specify gas appliances.
<b>Transport</b>				
Tra-1	Provision of car parking	50 or 25% less than Council maximum.	83 car spaces provided = less than half permissible.	Early design Architect
Tra-3	Cyclist Facilities	One bike rack per dwelling (1pt) OR one bike cage per dwelling (2pt). Plus 1 visitor bike rack for every 4 dwellings.	Each apartment has a dedicated bike rack and storage locker.	Design Architect
Tra-4	Commuting Public Transport	Depends upon location.	Excellent location for access to public transport train, bus, tram.	NA NA
Tra-5	Trip reduction - mixed use	1 pt for 5 amenities within 400m, 2 for 10.	Excellent location for access to amenities.	NA NA
<b>Water</b>				
Wat-1	Occupant Amenity Water	Up to five points are awarded where the predicted potable water consumption for sanitary use within the building has been reduced against a 'best practice' benchmark. The points are determined by the Green Star Potable Water Calculator. Up to two of the five points available in the Potable Water Calculator are awarded for efficient fixtures and fittings. Up to three points are awarded for re-use of water in clothes washers and toilets.	Significant demand reduction initiatives adopted including specification of low flow fixtures and fittings (highest WELS rating available). Provision of rainwater tank (40kL) for public facility and retail tenancy flushing and public irrigation	Design Architect and Hydraulic Engineer to specify in contract documents
Wat-3	Landscape Irrigation	Drip irrigation with soil moisture sensors from rainwater	Sub surface and/or drip irrigation for garden beds - supplied by rainwater tanks.	Design Hydraulic Engineer
Wat-4	Heat Rejection Water	1pt is awarded where potable water consumption of water-based heat rejection systems is reduced by 50%. 2pt for 90%. OR No water-based heat rejection systems are provided.	No water based heat rejection systems to be specified.	Design Mechanical Engineer
<b>Materials</b>				
Mat-1	Recycling Waste Storage	Dedicated storage, convenient recycling, compost facilities, garbage chutes & facilities for over-sized household items. Any 3 = 1pt, 4 = 2pts	dedicated storage area for waste handling and recycling.	Design Architect
Mat-4	Concrete	1 pt recycled content = 30% in situ conc., 20% in precast, 15% in stressed conc., 2 pt = 60%, 40%, 30% respectively. 1 additional pt is 20% of aggregate for structural purposes is recycled. If material cost of concrete is <1% of project contract value this credit is not applicable.	One point is achievable with current industry practice - precast concrete walls, in situ floor and roof slabs, concrete blocks with recycled content or green alternative (eg timber crete - TBC). Going for 1 pt recycled content = 30% in situ conc., 20% in precast, 15% in stressed conc.,	Design Structural Engineer
Mat-6	PVC Minimisation	1 pt if 30% of total cost of PVC content reduced by replacement with alternative materials. 2pt for 60%	Will comply with GBCA new requirements for PVC - specification of responsibly manufactured PVC.	Design Architect
Mat-7	Sustainable Timber	2 pts is 95% is reused, post-consumer or FSC or PEFC NA if cost of timber less than 0.1% of project's total contract value (i.e.: > \$25,000)	Will comply with GBCA new requirements for timber - specification of responsibly sourced timber products and/or reused timber.	Design Architect
Mat-11	Flooring	Reduced environmental impact, e.g. AELA certified products.	AELA Certified products will be specified. EG - Recycled carpet for bedrooms and living room, marmoleum. will be specified for wet areas.	Design Architect
Mat-12	Joinery	Reduced environmental impact, e.g. AELA certified products or E0 board	Will specify reused, recycled or E0 board.	Design Architect
<b>Land Use &amp; Ecology</b>				
Eco-1	Topsoil	No net change in volume of topsoil on site and 95% of volume retains it productivity	unlikely to be any active topsoil on site.	Design/Construction Civil Engineer
Eco-2	Reuse of Land	At the time of the site purchase, 75% of the site had been previously built on.	yes	NA NA
Eco-4	Change of Ecological Value	Significantly improve the overall ecological value of the site.	difficult to achieve this credit. However, should be able to score 1 point for making the site no worse.	Design Landscape Architect - use Green Star Calculator.
Eco-5	Communal Garden Facilities	Communal garden and at least 3/6/9 of the following facilities provided compost facilities, garden plots that can be tendered by residents, communal or individual vegetable gardens, in-ground deep soil planting capable of supporting large trees, landscaped areas for quiet contemplation, landscaped areas for active play, natural clothes drying facilities, playground area, outdoor entertainment area with integrated BBQ facilities.	Natural clothes drying facilities.	Design Architect/Landscape Architect

## Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report

sbe ESD Initiative Implementation Schedule 416 Smith Street Collingwood				15-Sep-16	
Emissions					
Emi-1	Refrigerant ODP	1 pt is awarded where it is demonstrated that either all HVAC refrigerants have an Ozone Depletion Potential (ODP) of zero OR no refrigerants are used.	Specify zero ODP refrigerants	Design	Mechanical Engineer
Emi-3	Refrigerant Leaks	1 pt if Direct Expansion Split Systems and Chillers with Remote Condensers are equipped with a automated pump-down system, sized to capture 95% (by weight) of the maximum refrigerant charge, operation ('On') and maintenance ('Off') modes and if triggered, refrigerant is pumped into a heat exchanger or storage tank equipped with isolation valves.	Sealed split systems achieves this credit.	Design	Mechanical Engineer
Emi-4	Insulant ODP	1 pt is awarded where it can be demonstrated that thermal insulants avoid the use of ozone-depleting substances in either manufacture or composition.	Will be specified for all thermal insulants (eg hot water pipe insulation)	Design	Architect, mechanical and hydraulic engineers
Emi-7	Light Pollution	1 pt is awarded if no light beam (generated from within, e.g. skylights, or outside of the building boundary) is directed at any point in the sky hemisphere without falling directly onto a non-reflective surface with the explicit purpose of illuminating that surface, the	will be designed in accordance with these requirements.	Design	Electical Engineer
Emi-8	Legionella	1 pt where it is demonstrated that there are no water - based cooling systems serving the building.	Compliance as no water based rejection systems to be specified.	Design	Mechanical Engineer



## APPENDIX II – FIRST RATE 5 INFORMATION

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We have demonstrated with a sample set of apartments that the dwellings within the development have the capacity to achieve the necessary ratings. We note there have been some minor amendments to a few of the apartments in the TP drawings revision M. However, these amendments are not enough to warrant selecting and re-rating a new sample set of apartments.

*16 September 2016 update. - A Penthouse has been added to the roof of the building. This penthouse has been energy rated and included in the following sample set.*



# Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report

## New Prelim Rating for 416 Smith St. Collingwood

Date 9/09/2016  
Revision 1

RATED  
10/02/2012  
9/09/2016

## PRELIMINARY RESULTS



### House Energy Rating (HER) Summary - FirstRate 5 software used

Building information					Insulation Imp.				Window Information			Energy Information				
Building	Level	Apartment / Unit #	Living Spaces Orientation	Initial Star rating	Ceiling / roof insulation	Exposed ceiling Insulation	Exposed Floor Insulation	External Wall insulation	Glazed area (m2)	Thermally Broken Double glass U=1.95, SHGF=0.52	Alum improved Double glass U=3.95, SHGF=0.68	Improved Star rating	Net Conditioned floor area (m2)	Heating Score (MJ/m2)	Cooling score (MJ/m2)	Total energy (MJ/m2)
1	GF	1	West	4.80	0	0	1	2	14.88	No	Yes	6.30	45.20	102.60	23.20	125.80
1	GF	2	West	4.00	0	0	1	2	23.1	No	Yes	5.80	48.20	107.80	37.30	145.10
1	1	101	South	3.90	0	0	1	2	28.81	No	Yes	5.70	67.50	139.50	10.20	149.70
1	1	106	West	4.60	0	3	1	2	21.4	No	Yes	6.10	57.50	113.50	18.80	132.30
1	1	108	North	5.20	0	0	1	2	18.99	No	Yes	7.00	44.50	80.90	17.50	98.40
1	1	110	North	4.30	0	0	1	2	26.76	No	Yes	6.50	47.30	95.90	20.70	116.60
1	3	304	South	5.60	0	0	0	2	13.94	No	Yes	7.40	54.40	73.40	12.00	85.40
1	3	306	North	4.90	0	0	0	2	18.99	No	Yes	6.90	44.50	83.10	18.20	101.30
1	3	308	North	3.90	0	0	0	2	26.76	No	Yes	6.20	47.30	104.40	23.60	127.90
1	4	402	South	4.00	0	0	0	2	18.98	No	Yes	6.10	45.00	113.90	16.30	130.20
1	4	413	South	4.80	0	3	0	2	19.95	No	Yes	6.40	61.90	90.10	30.00	120.10
1	5	510	East	4.10	0	3	0	2	17.5	No	Yes	5.90	39.30	87.00	51.30	138.30
1	5	513	East	4.10	0	3	0	2	15.01	No	Yes	5.50	40.10	110.80	43.70	154.50
1	7	702	South	3.50	0	3	0	2	18.98	No	Yes	5.30	45.00	147.50	19.30	166.80
1	7	704	South	5.00	0	3	0	2	13.94	No	Yes	6.50	54.40	100.80	14.20	115.00
1	9	Penthouse	West	3.30	4	0	0	2	131	Yes	No	6.90	289.50	75.40	26.40	101.80
Average				4.30								6.28	64.48	101.66	23.92	125.58

Element	Added Insulation
Ceiling / Roof	R4
Exposed Ceiling (balcony above)	R3
Floors (suspended / exposed)	R1
Floors (shared)	na
Walls (external)	R2
Walls (shared)	na

**Aluminium Double Glass**  
System (frame + glass) U value = 3.95, SHGF=0.68

**Thermally Broken Double Glass**  
System (frame + glass) U value = 1.95, SHGF=0.52



## Attachment 2 - PLN12/0132.02 - 416-422 Smith Street Collingwood - Amended ESD Report

## APPENDIX III – STORM RATING REPORT

The development has 40,000L of proposed Rainwater storage and a site area of 1,850m<sup>2</sup>.

There is 600m<sup>2</sup> of terrace garden, balcony and paving which is not considered permeable but at the same time cannot be connected to clean rainwater collection and reuse. 1,250m<sup>2</sup> of roof area can be used to collect clean rainwater for reuse.

16Sept16 – The roof area available for collection of rainwater has changed with the addition of an upper level terrace for the penthouse (242m<sup>2</sup>). To balance this change, the penthouse terrace runoff will be directed to a 5m<sup>2</sup> raingarden for treatment prior to discharge.

There will be 1,277m<sup>2</sup> of retail space and 197m<sup>2</sup> of office space within the building. We propose to connect all retail and office toilets to rainwater for flushing.

Using the conservative office figure of 1 person per 15m<sup>2</sup> (retail could be as much as 1 person per 5m<sup>2</sup> – but with a shorter duration of occupancy) that equates to 100 people. If we further conservatively equate this to 50 occupants/ bedrooms worth of WCs flushing demand satisfied by rainwater, the STORM Calculator calculates the project a pass of 104%.

Added to the above will be the supply of rainwater for back of house washdown and irrigation for the two large communal terrace areas.

Given the above, the project is deemed to adequately address the Council Stormwater management requirements.



## STORM Rating Report

TransactionID: 381741  
 Municipality: YARRA  
 Rainfall Station: YARRA  
 Address: 416 smith  
 Collingwood  
 VIC: 3064  
 Assessor: SMC  
 Development Type: Residential - Mixed Use  
 Allotment Site (m2): 1,850.00  
 STORM Rating %: 109

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
roof (penthouse terrace removed)	1,008.00	Rainwater Tank	40,000.00	50	170.00	82.00
penthouse terrace to RG	242.00	Raingarden 100mm	5.00	0	128.40	0.00
remainder untreated	599.00	None	0.00	0	0.00	0.00



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#### APPENDIX IV – ENHANCED NATURAL VENTILATION STRATEGY

The following is an accepted means of achieving enhanced ventilation rates and the cooling effect of good air movement. It has been defined by tools such as BASiX and Green Star (IEQ-22) and is an appropriate solution for buildings up to 10 storeys

The following conditions are required to demonstrate effective **cross flow ventilation**:

- There must be a ventilation openings either within the space/room or from one space/room to another
- The length of the breeze path must be < 15m measured between ventilation openings and around internal walls, obstructions and partitions. It includes change in height where it flows from one level to another
- Ventilation openings must be located either in opposite or adjacent external walls or an external wall and an operable skylight
- Size of ventilation openings must be > 2% of total floor area or 1m<sup>2</sup>, whichever is greater
- There must not be more than 1 doorway or opening < 2m<sup>2</sup> between the ventilation openings
- Where the breeze path travels through an internal door, that door must be provided with door catches
- If on adjacent walls, ventilation openings must be at least 3m apart at their closest point. This is to ensure the space has reasonable ventilation throughout and not just in one corner. If the locations are on opposite walls, there is no maximum or minimum separation.

The following conditions are required to demonstrate effective **Single-sided ventilation**:

- Maximum permissible depth of room 5m.
- Separated openings high and low or split across the width of the room/facade, each 5% of the floor area, are preferred.
- Ventilation may be borrowed by an adjacent room provided that:
  - The openable area provided in the wall of the adjacent room matches the openable area in the façade
  - The openings must be in line and the breeze path direct.
  - The room borrowing the ventilation must be no more than 3.5m deep.



- 
- 1.3      14 Maugie Street, Abbotsford - Planning Permit PLN15/1173 - Development of the land for partial demolition and construction of a two storey extension with roof terrace to the existing dwelling and three new double storey dwellings with roof terraces.**
- 

## **Executive Summary**

### **Purpose**

1. This report provides an assessment of the above planning application, which seeks approval for the construction partial demolition and construction of a two storey extension with roof terrace to the existing dwelling and three new double storey dwellings.

### **Key Planning Considerations**

2. Key planning considerations include:
  - (a) Clause 22.02 – Development guidelines for sites subject to the Heritage Overlay;
  - (b) Clause 22.07 – Development abutting laneways;
  - (c) Clause 32.09 – Neighbourhood Residential Zone – Schedule 1;
  - (d) Clause 43.01 – Heritage Overlay; and
  - (e) Clause 55 – Two or more dwellings on a lot and residential buildings

### **Key Issues**

3. The key issues for Council in considering the proposal relate to:
  - (a) State and Local Planning Policy Framework;
  - (b) Clause 55 of the Yarra Planning Scheme (ResCode);
  - (c) Heritage; and
  - (d) Objector concerns.

### **Objector Concerns**

4. Eleven objections were received to the application, these can be summarised as:
  - (a) Rescode non-compliances (overshadowing, overlooking, neighbourhood character, inadequate setbacks, visual bulk, and poor internal amenity);
  - (b) Excessive building bulk and scale, overall building height;
  - (c) Overdevelopment /inappropriate design response;
  - (d) Inadequate dwelling diversity;
  - (e) Insufficient justification for reduction of parking dispensation;
  - (f) Vehicle access from rear laneway is inappropriate;
  - (g) The proposal fails to meet local and State planning environmental policies;
  - (h) Lack of landscaping/ loss of existing trees;
  - (i) Noise impacts from the rooftop gardens and of air conditioners; and
  - (j) Applicant's report does not address Clause 22.02 and the Heritage Overlay provisions of the Scheme.

### **Conclusion**

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

**CONTACT OFFICER:**    **Gary O'Reilly**  
**TITLE:**                    **Senior Statutory Planner**  
**TEL:**                      **9205 5040**



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**1.3 14 Maugie Street, Abbotsford - Planning Permit PLN15/1173 - Development of the land for partial demolition and construction of a two storey extension with roof terrace to the existing dwelling and three new double storey dwellings with roof terraces.**

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Trim Record Number: D16/172733

Responsible Officer: Coordinator Statutory Planning

**Proposal:** Development of the land for partial demolition and construction of a two storey extension with roof terrace to the existing dwelling and three new double storey dwellings with roof terraces

**Existing use:** Residential

**Applicant:** The Town Hall Consulting Group

**Zoning / Overlays:** Neighbourhood Residential Zone 1/Heritage Overlay (HO337)

**Date of Application:** 25 November 2015

**Application Number:** PLN15/1173

### Planning History

1. On the 10 April 1989 planning permit 88/385 was issued for alterations and additions to the existing dwelling and construction of a garage at the rear of the dwelling.

### Background

2. The application was received on 25 November 2015. After further information was satisfied, the application was advertised in April, 2016 with eleven (11) objections received.
3. Following the advertising period and receipt of comments from Council's Heritage Advisor, the applicant submitted an amended application pursuant to Section 57A of the *Planning and Environment Act 1987* on the 18 August 2016. The amended plans sought to address the concerns of both Council and objectors by reducing the total number of dwellings by one and reducing the overall built form. The application was re-advertised in September, 2016 with no objections withdrawn and two existing objectors providing additional comments.

### Existing Conditions

#### Subject Site

4. The subject site is located on the southern side of Maugie Street, between Trenerry Street to the east and Lulie Street to the west, in Abbotsford. The site is rectangular in shape, with a frontage of 20.12m to Maugie Street and a depth of 40.23m, constituting an overall area of approximately 809sqm. The southern (rear) boundary abuts Federation Lane.
5. Occupying the site is a single storey, single fronted Victorian-era brick and weatherboard dwelling. The dwelling's front wall is setback 6m from the front (northern) boundary and comprises a front garden with a 2.2m high brick fence along the site frontage. The dwelling is setback 1.17m off the western boundary and 8.6m off the eastern boundary. Within the eastern boundary setback is a single storey studio, setback behind the dwelling's front façade and 1.77m off the eastern boundary. To the rear of the dwelling is a large secluded private open space, leading into a four car garage constructed along the western and rear boundary and accessed via Federation Lane.
6. The subject dwelling consists of four bedrooms, hallway, bathroom, open plan living/meals area, kitchen, laundry and dining area leading out onto the secluded private open space.

7. The certificate of title does not show any registered restrictive covenants or caveats.

#### Surrounding Land

8. The surrounding land is predominantly residential in nature. Maugie Street has a mixture of Victorian-era dwellings to more recent infill developments. The built form along Maugie Street is predominantly single storey, with two dwellings constructed with first floor additions setback from Maugie Street, and one double storey dwelling fronting the street.
9. To the east is a single storey dwelling with a double storey addition, single fronted, cement rendered dwelling. The dwelling has a front setback of approximately 5.1m and comprises a small front garden with a 1.5m high rendered/ steel picket fence along the site frontage. The dwelling is constructed along the eastern side boundary and setback approximately 1m off the common (western) boundary with a double-storey garage/studio on Federation Lane. The first floor is centrally located within the site, with a 16m setback to the front boundary. The first floor has a pitched gable-end roof with raked ceiling, giving the appearance as an attic styled addition. Planning permit PLN15/0817 was approved for this site on the 5 August 2016 for a ground and first floor addition to the existing dwelling.
10. To the west is a single storey dwelling, single fronted, Victorian-era brick dwelling. The dwelling has a front setback of 4.5m, with a verandah encroaching 1.7m into this setback. A transparent rendered/steel picket fence is constructed along the front boundary. The dwelling is constructed along both side boundaries towards the front, with a 1.3m (approx) side setback off the eastern (common) boundary with the subject site towards the rear. The rear setback provides the dwelling's secluded private open space and car space, accessed off Federation Lane.
11. To the rear, southern boundary of the subject site is Federation Lane, a 3.6m wide roadway. Beyond that are the secluded private open spaces of dwellings associated with Units 14 to 22, No. 1 Abbott Street. These dwellings form part of a larger residential development fronting Abbott Street, with the units fronting/accessed via an internal accessway. Along Federation Lane, the rear of these properties front the lane, with rear vehicle and pedestrian access provided.
12. To the north is a residential street (approx. 10m wide), with two-way traffic and parallel parking along both sides of the street. There is permit parking along the southern side of the street, with 4P along the northern side. On the opposite side of the street is a reserve, leading onto the Eastern Freeway.
13. The subject site is approximately 320m south-west of Victoria Park Train Station and 350 metres north of Johnston Street, which provides two bus routes (200 and 207) to and from the city centre.

### **The Proposal**

14. This proposal is for the partial demolition and construction of a two storey extension with roof terrace to the existing dwelling and the construction of three new double storey dwellings with roof terraces to the rear. Details of each of the proposed dwellings are as follows:
15. Demolition
  - (a) Demolition of the existing single storey studio within the eastern setback;
  - (b) Demolition of the garage structure constructed along the rear boundary;
  - (c) Partial removal of the eastern wall/door of the existing dwelling;
  - (d) Demolition of the existing roller door along Maugie Street (not shown on plans);and
  - (e) Removal of the south-facing dining room and laundry.
16. Existing Dwelling

- (a) Internal alterations associated with the construction of the bathroom/en-suite, laundry, pantry and open plan dining and kitchen area (no-permit required).
- (b) Installation of a laundry window along the southern elevation;
- (c) Construction of a ground floor glass connection between the existing house and the new double storey addition to the east;
- (d) The double storey addition would contain:
  - (i) Ground floor bathroom, stairwell and living area with north-facing bi-fold doors leading out into the dwelling's secluded private open space;
  - (ii) First floor master-bedroom, en-suite, walk-in-robe and a stairwell;
  - (iii) Roof top terrace of 20.5 sqm, stairwell and planter box/landscaping;
- (e) Maximum overall height of 8m above the natural ground level;
- (f) The ground floor to incorporate a front setback of 13.4m from Maugie Street, a rear setback of 1m to the internally dividing fence, a 2.17m setback along the eastern boundary and a 1.485m setback to the existing dwelling;
- (g) The first floor to incorporate a front setback of 13.37m from Maugie Street, a rear setback of 1m to the internally dividing fence, a 2.17m setback along the eastern boundary and a 1.485m setback to the existing dwelling;
- (h) The roof terrace to incorporate a front setback of 13.795m from Maugie Street, a rear setback of 1m to the internally dividing fence, a 2.17m setback along the eastern boundary and a 1.485m setback to the existing dwelling;
- (i) A total of 100sqm of secluded private open space is provided within the front and eastern side setbacks;
- (j) A total of 20.5sqm of secondary open space is provided within the roof terrace area;
- (k) Two car spaces are provided within the north-eastern corner, accessed via an existing crossover along Maugie Street; and
- (l) The existing 2.2m high brick fence is to be retained, with a proposed 2.2m high aluminium horizontal blade gate to replace the roller door structure.

17. Dwelling 1

- (a) This dwelling is to front Federation Lane, with the ground floor comprising a double width garage with associated laundry and bin storage areas, an entry and associated hallway, bathroom and open plan kitchen, dining and living area leading out onto 38.5sqm of secluded open space.
- (b) The first floor is to consist of three bedrooms, an en-suite, bathroom and a 7sqm north-facing balcony;
- (c) The roof to comprise of an external stairwell, 20.33sqm roof terrace with a planter box along the eastern edge;
- (d) Maximum overall height of 8m above the natural ground level;
- (e) The ground floor to incorporate a varied zero to 1m front setback from Federation Lane, a minimum rear setback of 3m to the internally dividing fence, a varied zero to 3m setback from the eastern boundary, with Dwelling 2 constructed along its western boundary;
- (f) The first floor to incorporate a varied 1.05m to 1.155m front setback from Federation Lane, a varied 2.05m to 3.05m setback from the eastern boundary, a varied rear setback of between 3m to 4.82m to the internally dividing fence, and Dwelling 2 constructed along its western boundary;
- (g) The roof terrace to incorporate a 4.3m front setback from Federation Lane, a 3.05m setback from the eastern boundary, a rear setback of 9.16m to the internally dividing fence, and Dwelling 2 constructed along its western boundary;
- (h) A 2,000 litre rainwater tank and 3m<sup>3</sup> storage shed is provided within the dwelling's secluded private open space (no elevations provided); and
- (i) Solar hot water panels.

18. Dwelling 2

- (a) This dwelling is to front Federation Lane, with the ground floor comprising a single width garage with associated laundry and bin storage areas, an entry and associated hallway, bathroom and open plan kitchen, dining and living area leading out onto 37sqm of secluded open space;
- (b) The first floor is to consist of two bedrooms, an en-suite, bathroom and a 8sqm north-facing balcony;
- (c) The roof to comprise of an external stairwell, 21.78sqm roof terrace with 1.7m high “green walls” to the east and west sides;
- (d) Maximum overall height of 8m above the natural ground level;
- (e) The ground floor to incorporate a varied zero to 1m front setback from Federation Lane, a minimum rear setback of 3m to the internally dividing fence and party walls constructed along the dwelling’s eastern and western boundaries;
- (f) The first floor to incorporate a varied 1.655m to 1.71m front setback from Federation Lane, a varied rear setback of between 3m to 4.82m to the internally dividing fence, and party walls constructed along the dwelling’s eastern and western boundaries;
- (g) The roof terrace to incorporate a 4.5m front setback from Federation Lane, a rear setback of 9.16m to the internally dividing fence and party walls constructed along the dwelling’s eastern and western boundaries;
- (h) A 2,000 litre rainwater tank and 6m³ storage shed is provided within the dwelling’s secluded private open space (no elevations provided); and
- (i) Solar hot water panels.

19. Dwelling 3

- (a) This dwelling is also to front Federation Lane, with the ground floor comprising a single width garage with associated bin storage areas, laundry, an entry and associated hallway, bathroom two bedrooms and an en-suite. Both bedrooms have access to 25sqm of open space along the western boundary of the dwelling;
- (b) The first floor is to consist of a toilet, storage area and an open plan kitchen, dining and living area leading out onto a north-facing 8.3sqm balcony;
- (c) The roof to comprise of an external stairwell and a 12.9sqm roof terrace with a 1.7m high “green walls” along its eastern edge and planting along the western edge;
- (d) Maximum overall height of 8m above the natural ground level;
- (e) The ground floor to incorporate a varied zero to 1m front setback from Federation Lane, a varied zero to 2.88m setback to the western boundary and Dwelling 2 constructed along its eastern boundary;
- (f) The first floor to incorporate a varied 1.21m to 1.28m front setback from Federation Lane, a varied 1.83m to 2.93m setback to the western boundary and Dwelling 2 constructed along its eastern boundary;
- (g) The roof terrace is to incorporate a 5.5m front setback from Federation Lane, a 3.6m to the western boundary and Dwelling 2 constructed along its eastern boundary;
- (h) A 2,000 litre rainwater tank and 3m³ storage shed is provided within the dwelling’s open space along the ground floor (no elevation provided); and
- (i) Solar hot water panels.

20. The proposed development utilises a range of materials and finishes as follows:

- Face brickwork; light cream
- Steel cladding; dark grey
- Rendered finish; white
- Horizontal steel louvers; light grey
- Garage and pedestrian entry doors; dark grey
- Aluminium window frames; dark grey
- Steel shading devices; dark grey

## Planning Scheme Provisions

### Zoning

#### Neighbourhood Residential Zone

21. Pursuant to *Clause 32.09-5* of the Yarra Planning Scheme (the Scheme), a permit is required to construct two or more dwellings on a lot of less than 500sqm. Such development must meet the requirements of clause 55 of the Scheme.

#### Overlays

22. The subject site is affected by the Heritage Overlay (Schedule 337 – Victoria Park Precinct). Pursuant to *Clause 43.01-1* of the Scheme, a permit is required to construct a building or construct or carry out works, including demolition.

#### Particular Provisions

##### *Clause 52.06 (Car Parking)*

23. Pursuant to the Car parking requirement table at clause 52.06-5 of the Scheme, dwellings are required to provide on-site car parking spaces as follows;

Land Use	Rate	No. of dwellings proposed	Spaces required	Spaces proposed	Reduction sought
Dwelling	1 car space to each 1-2 bedroom dwelling  2 car spaces to each 3 or more bedroom dwelling	4 dwellings (1 x 4 bedroom, 1 x 3 bedroom and 2 x 2 bedrooms)	6	6	0
Dwelling	For visitors to every 5 dwellings for developments of 5 or more dwellings	4 dwellings (1 x 4 bedroom, 1 x 3 bedroom and 2 x 2 bedrooms)	0	0	N/A

24. Given all car parking will be provided on site, no reduction is sought.

##### *Clause 55 (Two or more dwellings on a lot)*

25. These provisions apply to construct a building or construct or carry out works associated with two or more dwellings on a lot under the provisions of the NRZ.

#### General Provisions

26. The Decision Guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State Planning Policy Frameworks, Local Planning Policy Frameworks and any Local Policy, as well as the purpose of the Zone, Overlay or any other Provision.

#### State Planning Policy Framework (SPPF)

##### *Clause 11 - Settlement*

27. The relevant policy objective is to ‘*encourage a diversity of housing types at higher densities in and around activity centres*’.

##### *Clause 11.02 – Urban Growth*



28. This clause includes several strategies to achieve this objective including *'planning for urban growth should consider opportunities for the consolidation, redevelopment and intensification of existing urban areas'* and *'Concentrate urban expansion into growth areas that are served by high-capacity public transport'*.

*Clause 11.04-2 – Housing Choice and Affordability*

29. The objective of this clause is *'to provide a diversity of housing in defined locations that cater for different households and are close to jobs and services'*.

*Clause 15 – Built Environment and Heritage*

*Clause 15.01-1 – Urban design*

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

*Clause 15.01-4 – Design for Safety*

31. The objective of this clause is *'to improve community safety and encourage neighbourhood design that makes people feel safe'*.

*Clause 15.01-5 – Cultural identity and neighbourhood character*

32. The objective of this clause is *'to recognise and protect cultural identity, neighbourhood character and sense of place'*.

*Clause 15.02-1 – Energy and resource efficiency*

33. The objective of this clause is *'to encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions'*.

*Clause 16 – Housing*

*Clause 16.01-1 – Integrated housing*

34. The objective of this clause is *'to promote a housing market that meets community needs'*.

*Clause 16.01-2 – Location of residential development*

35. The objective of this clause is *'to locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport'*.

*Clause 16.01-4 – Housing diversity*

36. The objective of this clause is *'to provide for a range of housing types to meet increasingly diverse needs'*.

*Clause 18.02-1 - Sustainable personal transport*

37. The objective of this clause is *'to promote the use of sustainable personal transport'*.

*Clause 18.02-2 - Cycling*

38. It is an objective *'to integrate planning for cycling with land use and development planning and encourage as alternative modes of travel'*.

Local Planning Policy Framework (LPPF)

*Clause 21 – Municipal Strategic Statement (MSS)*

*Clause 21.04 – Land Use*

39. The relevant objectives and strategies of this clause are ‘to accommodate forecast increases in population’ and to ‘support residual population increases in established neighbourhoods’.

*Clause 21.05 Built form*

*Clause 21.05-2 – Urban design*

40. This clause incorporates the following relevant objectives:

- (a) *Objective 16 - To reinforce the existing urban framework of Yarra; and*
- (b) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric.*

*Clause 21.05-4 – Public environment*

41. The relevant objective of this clause is:

- (a) *Objective 28 - To provide a public environment that encourages community.*

*Clause 21.06 - Transport*

42. This clause builds upon the Objectives outlined at Clause 18, promoting cycling, walking and public transport as alternatives to private motor vehicle usage. The clause encourages the following:

- (a) *Yarra needs to reduce car dependence by promoting walking, cycling and public transport as viable and preferable alternatives.*

*Clause 21.08 Neighbourhoods – Abbotsford.*

43. The policy describes Abbotsford as being: *“highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras. The residential precincts are surrounded by industrial development located in the vicinity of Hoddle Street and the Yarra River”.*
44. *“Victoria Park is a major cultural and recreational asset of Yarra. Surrounding Victoria Park is a residential area which is Victorian in origin. To the south of Johnston Street residential areas consist of Victorian and Edwardian streetscapes with a substantial amount of weatherboard housing. These residential neighbourhoods have a consistent character which must be protected”.*
45. The neighbourhood section is silent for the subject site. Therefore in this instance, the built form guidelines contained in Clause 22.02 ‘Development Guidelines for sites subject to the Heritage Overlay’ and Clause 55 (ResCode) are the principal policies against which the proposal will be assessed.

Relevant Local Policies

*Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay*

46. The applicable objectives of this policy are:

- (a) *To conserve the historic fabric and maintain the integrity of places of cultural heritage significance;*
- (b) *To retain significant view lines to, and vistas of, heritage places;*

- (c) *To preserve the scale and pattern of streetscapes in heritage places;*
- (d) *To ensure that additions and new works to a heritage place respect the significance of the place;*
- (e) *To encourage the retention of 'individually significant' and 'contributory' heritage places.*

47. Pursuant to the incorporated document 'City of Yarra Review of Heritage Overlay Areas 2007, Graeme Butler and Associates 2007: Appendix 8 (revised Sept 2015) City of Yarra Heritage Database' the site is nominated as "contributory" within the Precinct.

*Clause 22.07 – Developments Abutting Laneways*

48. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal

*Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)*

49. This policy to new buildings and extensions to existing buildings which are 50sqm in floor area or greater. The relevant objective of this policy is to achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999.

*Clause 22.17 – Environmentally sustainable development*

50. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.
51. The following objectives should be satisfied where applicable:
- (a) Energy performance;
  - (b) Water resources;
  - (c) Indoor environment quality;
  - (d) Stormwater management;
  - (e) Transport;
  - (f) Waste management;
  - (g) Urban ecology.

**Advertising**

52. The application was advertised by means of two signs on-site and by 18 letters sent to surrounding owners and occupiers. Eleven (11) objections were received.

53. Objections can be summarised as follows:

- (a) Rescode non-compliances (overshadowing, overlooking, neighbourhood character, inadequate setbacks, visual bulk, and poor internal amenity);
- (b) Excessive building bulk and scale, overall building height;
- (c) Overdevelopment /inappropriate design response;
- (d) Inadequate dwelling diversity;
- (e) Insufficient justification for reduction of parking dispensation;
- (f) Vehicle access from rear laneway is inappropriate;
- (g) The proposal fails to meet local and State planning environmental policies;
- (h) Lack of landscaping/ loss of existing trees;
- (i) Noise impacts from the rooftop gardens and of air conditioners; and
- (j) Applicant's report does not address Clause 22.02 and the Heritage Overlay provisions of the Scheme.

54. A section 57A amendment was submitted on the 18 August 2016 which incorporated the following alterations
- (a) Reducing in the total number of dwellings from four to three along the rear boundary;
  - (b) Decreasing in the walls constructed along the western boundary;
  - (c) Increasing side setbacks from the eastern and western boundaries;
  - (d) Decreasing rear setback from Federation Lane (first and roof terrace levels);
  - (e) Increase in spacing/amount of secluded private open space between the existing dwelling and proposed dwellings along the ground, first and roof terrace levels; and
  - (f) Relocating the secluded private open spaces associated with Dwellings 1 and 2 at ground floor.
55. The application was re-advertised and no objections withdrawn but two existing objectors adding to their original objection. A total of 11 objections to the application remain.
56. A consultation meeting was held on 14 November 2016, attended by the applicant, Council officers and objectors. At the consultation meeting, the main concerns raised were in relation to overlooking, noise, heritage, landscaping and overshadowing.

## Referrals

### External

57. The application was not required to be referred (or notice given) to any referral authorities under Clause 66 of the Scheme.

### Internal

58. The application was referred to the following internal Departments, with the advice included in the attachments to this report:
- (a) Engineering Department;
  - (b) Heritage Advisor; and
  - (c) Environmental Sustainability Development Officer.
59. The application was also informally referred to council's Waste management department who advised that they had no objection to the proposal.

## OFFICER ASSESSMENT

60. The following key issues and policies will be used to frame the assessment of this planning permit application:
- (a) State and Local Planning Policy Framework;
  - (b) Clause 55 (ResCode);
  - (c) Heritage;
  - (d) Car parking; and
  - (e) Objector concerns.

### State and Local Policy Frameworks

61. When assessed against the State and Local Planning Policy Frameworks, there is strategic support for the development with regards to its location within close proximity to an activity centre (AC) and within the Neighbourhood Residential Zone (NRZ). The purposes of the NRZ are as follows:
- (a) *To recognise areas of predominantly single and double storey residential development.*
  - (b) *To limit opportunities for increased residential development.*

(c) *To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.*

62. It considered that the proposed development fulfils these objectives, and allows for an addition to the existing dwelling and three modern homes in an inner city context that is ideally located to take advantage of existing services including train and bus services. Victoria Park Train Station is located approximately 320m to the south-west. Bus services are also available along Johnston Street 350 metres to the south, and along Hoddle Street, approximately 310m to the west.
63. Clause 11 of the Scheme aims for an increase in diversity of choice, economic viability, accessibility and land use and transport integration, whilst facilitating sustainable development that takes full advantage of existing settlement patterns. The future residents of the dwellings will use the services available in the nearby commercial environment, in accordance with clause 11.02.
64. The development also accords with a number of key strategic policies within the Scheme, in particular clause 11.04-2 and 18.02-1 and 18.02-2, by providing higher density housing with connections to public transport and cycling networks and clauses 16.01-2, 16.01-4 and 21, by increasing and consolidating the supply and diversity of housing in existing urban areas. For all of the reasons outlined above, the proposal is considered to achieve sufficient compliance with the relevant State and Local Planning policies.

#### Clause 55 (Rescode)

65. Clause 55 (ResCode) provides an assessment tool for the appropriateness of the design of two or more dwellings on a lot. Given the site's location within a built up inner city residential area, strict application of the standard is not always appropriate. The relevant test is whether the proposal meets the objectives. The following provides an assessment against the relevant standards of ResCode and shows the proposal achieves a high level of compliance with relevant objectives.

#### *Standard B1 – Neighbourhood Character*

66. This standard encourages proposed development to respond to the existing neighbourhood character or to contribute to a preferred neighbourhood character of the area. Consideration of the suitability of the proposed development in relation to the prevailing neighbourhood character will be discussed in detail in the following *Heritage* assessment, given that the character of the area is largely defined by the presence of heritage buildings in the wider area. However the proportions of the proposed dwellings are sufficiently modest not to overwhelm the existing heritage streetscape.

#### *Standard B2 – Residential Policy*

67. The proposal demonstrates consistency with State policies by contributing to urban consolidation and utilising existing infrastructure without unreasonably affecting the existing character of the surrounding neighbourhood and therefore the medium density can be supported.
68. The proposal has a reasonable level of consistency with local planning policies contained within the Scheme, including relevant components of the MSS. Accordingly, the proposed development is considered to adequately respond to the requirements of this Standard.

#### *Standard B3 – Dwelling Diversity*

69. Not applicable as there are not ten dwellings.

#### *Standard B4 – Infrastructure*



70. The development is located within an existing established residential area. It is not expected that the three additional dwellings would overload the utility services and infrastructure. The proposed development would be readily connected to the required utility services and infrastructure which are present at the site. The site is capable of supporting the proposed additional dwellings.

*Standard B5 – Integration with the street objective*

71. The existing dwelling is to maintain its orientation towards Maugie Street, with both vehicle and pedestrian access via this street as per the existing conditions. The existing 2.2m front fence is to be retained. Although not encouraged under this standard, given it is an existing condition it is not considered appropriate to require the applicant to demolish an existing condition. Furthermore a review of properties along Maugie Street has identified a number of dwellings which have similar fence heights.
72. With respect to the Federation Lane interface, this laneway is characterised by roller doors associated with the rear of dwellings fronting both Maugie Street and Abbott Street. It is proposed to incorporate three roller doors with a zero setback and three entrances setback 1m from the lane. Given the surrounding context, with roller doors and fences constructed along the rear boundary, the proposed design response is characteristic of the laneway.
73. In addition the setting back of the entrances provides a clear identification of each dwelling. To provide surveillance and activation to the lane, large habitable room windows are provided along the first floor (albeit privacy screens may be required to a number of these windows).
74. The combined first floor activation with the provision of clearly identifiable entries is considered to provide an appropriate integration with Federation Lane, particularly given the surrounding context.

*Standard B6 – Street Setback*

75. There is to be no alteration to the front setback of the existing dwelling to Maugie Street.
76. With respect to dwellings 1 to 3 along Federation Lane, all three dwellings are proposed to have a zero setback. Under the above standard, the dwellings are required to have a front setback which is the average of the two abutting dwellings. Both adjoining properties have rear structures constructed to the rear boundary. Therefore no variation is required under the above standard.

*Standard B7 – Building Height Objective*

77. The total overall building height of 8 metres is proposed. This is in accordance with the maximum 8 metres prescribed by the standard and the 8 metres mandatory height control of the Neighbourhood Residential Zone – Schedule 1.

*Standard B8 – Site Coverage*

78. The site coverage is proposed to increase from the existing 38% to 58%, which complies with the maximum 60% recommended by the standard.

*Standard B9 – Permeability*

79. The proposal will result in approximately 33% of permeable surfaces retained on the subject site, located within the front setback and SPOS to the rear of all dwellings, meeting the minimum requirements of the above standard.

*Standard B10 – Energy Efficiency*

80. It is considered that the development will achieve an acceptable level of energy efficiency in accordance with the relevant energy efficiency objectives and standard at Clause 55.03-5 as follows:
  - (a) All habitable room windows will receive natural light in accordance with clause 55.05-3 (Daylight to New Windows);
  - (b) Openable windows and doors on multiple aspects of each dwelling (except Dwelling 2) allows for cross-ventilation; and
  - (c) The dwellings to the rear are each provided with rainwater tanks to treat stormwater runoff. A condition will require STORM treatments to be provided to the existing dwelling, increasing the overall environmental sustainability of the development.
81. It is not expected that the dwellings would result in any unreasonable impact to the energy efficiency of adjoining properties. Consideration of existing windows and overshadowing will be undertaken later in this report.
82. The proposal, subject to the submission of an amended STORM report, complies with Clause 22.16 Stormwater Management (WSUD) and meets the required on site stormwater treatment as demonstrated by achieving 100%, or greater, using the STORM tool.
83. The applicant provided a Sustainable Design Assessment (SDA) report in response to Clause 22.17 of the Scheme. The SDA covered all areas required under clause 22.17 (such as indoor environment, energy efficiency, water resources, stormwater management, transport, and building details). Council's ESD officer was supportive of the proposal given:
  - (a) Overall rating and performance of the dwellings (including 6.5 Star NatHERS rating);
  - (b) Solar hot water systems;
  - (c) Shading provided;
  - (d) Use of green walls;
  - (e) Three 2,000 litre rainwater tanks linked to all toilets associated with the proposed dwellings; and
  - (f) A STORM report rating of above 100%.
84. A review of the STORM assessment has identified that only half of the subject site has been included in the calculations (i.e. only the rear portion of the site associated with the three dwellings). Council's ESD Officer has recommended that an amended STORM report be submitted, requiring the entire site to be included in calculations and a possible additional treatment measure to be incorporated into the existing dwelling (i.e. additional rainwater tank associated with the existing dwelling).
85. As such a condition will be included requiring an amended STORM report to be submitted incorporating the above alterations. An additional condition will be included for notations to be included on plans requiring all rainwater tanks to be connected to all toilets for flushing.

*Standard B11 – Open Space*

86. Not applicable as no public or communal space is proposed.

*Standard B12 – Safety*

87. The entry to the existing dwelling will remain unaltered from Maugie Street, with both the vehicle and pedestrian entrance retained.

88. The entries to Dwellings 1-3 will be located along Federation Lane. The entries to all three dwellings are setback behind the garages and provided with security lights to provide better identification from the street. The front setback pedestrian entrances combined with the security lighting allow for a clear sense of address and legibility. In addition street lighting is provided along the southern side of Federation Lane, including a light pole directly opposite the subject site) and footpaths along both sides of the laneway. The proposal is considered to be in accordance with the objective and standard.

*Standard B13 – Landscaping*

89. In accordance with the objective and standard, it is proposed to retain a large number of canopy trees within the front and side setbacks of the site. Additional planter boxes are proposed along the roof terraces to soften the overall built form. Overall it is considered that an acceptable level of landscaping will be provided within the front setback to Maugie Street and along both side boundaries, consistent with an inner suburban residential context.
90. No landscaping is proposed along the rear boundary, which considering the surrounding context with garages and fences constructed to the rear boundary is considered an appropriate design response.

*Standard B14 – Access*

91. There are no alterations proposed to the existing crossover along Maugie Street.
92. To the rear, there are two existing double width crossovers providing access to the existing garage. Both sides of Federation Lane are also designated as no-standing areas. It is proposed to construct one double width crossover and two single width crossovers, which equates to an equal width of crossovers/accessways as is currently present.
93. Taking into account the no-standing along the laneway, there will be no loss in on-street car parking. In addition, there are a large number of accessways along the laneway ensuring that the proposed accessways will not be uncharacteristic of the laneway. Overall the provision of three crossovers is considered an appropriate design response given the surrounding context and large number of vehicle accessways along the lane.

*Standard B15 – Parking Location*

94. Car spaces have been provided to all dwellings, in accordance with Clause 52.06 (Car Parking). All car spaces are close and convenient to their respective dwellings as well as being secure by means of a garage or fenced area to the street. There are no shared accessways proposed as part of this application.

*Standard B17 – Side and Rear Setbacks*

95. The objective of the above standard is, *“To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings”*.

96. Standard B17 generally requires that:

*“A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:*

- (a) At least the distance specified in a schedule to the zone, or*
- (b) If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.”*

97. A review of the proposed development has identified four variations required along the eastern (side) boundary, southern (rear) and western (side) boundary. The following table identifies the variations required:

<b>Boundary</b>	<b>Setback required</b>	<b>Setback provided</b>	<b>Variation required</b>
Eastern (first floor to existing dwelling addition)	1.58m	2.17m	Not required
Eastern (roof terrace addition to existing dwelling)	2.99m	2.17m	0.82m
Eastern (first floor to Dwelling 1)	1.84m	2.05m	Not required
Eastern (roof terrace associated with Dwelling 1)	2.99m	2.2m	0.79m
Southern (first floors associated with dwellings 1-3)	1.85m to 2.88m	1.05m to 1.71m	0.195m to 1.825m
Southern (roof terraces associated with dwellings 1-3)	2.86m to 2.88m	4.25m to 5.4m	Not required
Western (1 <sup>st</sup> floor, kitchen wall associated with Dwelling 3)	1.86m	1.83m	0.03m
Western (roof terrace associated with Dwelling 3)	2.69m	2.9m	Not required
Western (roof terrace associated with existing dwelling addition)	3.09m	12.7m	Not required

98. With respect to the eastern boundary, two variations are required for the roof terraces and associated screening (planter boxes) for the side addition to the existing dwelling and terrace for Dwelling 1 to the rear. Both dwellings have similar heights of approximately 7.9m (to the top of the planter boxes), both requiring similar setback variations, as identified in the above table. The first floors of both dwellings are setback in accordance with the above standard, resulting in only the roof terraces requiring further consideration.
99. The terrace associated with the existing dwelling is directly opposite two habitable room windows. The new dwelling terraces are directly in line with the garage/studio and verandah associated with the abutting property to the east at No. 16 Maugie Street.
100. A variation in the above standard to the roof terraces is considered acceptable in this instance. The variation to the side addition to the existing dwelling will interface two habitable room windows and have a minimum setback of 2.17m. To soften the impact of the proposed addition onto the adjoining property, a vertical garden has been incorporated onto the eastern and southern sections of the addition. Furthermore some fenestration has been provided, combined with a planter box along the roof terrace. Given that the first floor would comply, a 0.82m variation is considered to be acceptable.
101. With respect to Dwelling 1, a variation is also required for the roof terrace interfacing the rear garage and associated verandah of No. 16 Maugie Street. A similar setback of approximately 2.2m is provided, with an increased level of fenestration along the lower floors. This elevation also incorporates a range of external materials including brick, white rendered finishes and steel cladding.

102. It is considered that the combined setbacks and use of fenestration, landscaping and external materials provides an appropriate response to address this sensitive interface and to not cause undue visual bulk towards No. 16 Maugie Street.
103. In relation to the western elevation, a 0.03m variation is required for the first floor kitchen wall associated with Dwelling 3. This wall interfaces a driveway and secluded private open space associated with No. 12 Maugie Street. The dwelling's primary secluded private open space is located further to the north. Given the non-sensitive interface and relatively minor variation required, it is considered an acceptable design response.
104. A final variation is required with respect to the rear interface of Dwellings 1-3. As identified above in the table, variations ranging between 0.195m to 1.825m are required. Federation Lane contains a number of double storey structures constructed along the rear boundary. In addition a review of the development to the south at No. 1-3 Abbott Street has also identified elevated open spaces directly opposite the subject site presenting as double storey built forms, with an additional third storey setback into the sites.
105. The proposed development will provide a single storey built form constructed to the boundary, with the first floor setback a minimum of 1m. The roof terraces are further setback to not be visible from the lane. The development will also incorporate clearly identifiable front entrances along the ground floor, fenestration along the first floor to activate the laneway and the use of varied external finishes (brick, steel cladding and rendered finishes). It is considered that given the surrounding context and existing conditions on-site, the proposal provides an appropriate design response that can be comfortably absorbed into the laneway.

*Standard B18 – Walls on boundaries*

106. Standard B18 generally requires that:
  - (a) All walls on boundaries or within 200mm of a boundary should not exceed an average height of 3.2m with no part higher than 3.6m, i.e. unless the wall abuts a higher existing or simultaneously constructed wall; and
  - (b) A new wall should not abut the boundary for a length of more than 10m plus 25% of the remaining length of the boundary of an adjoining lot; or
  - (c) A new wall should not abut the boundary for a length more than the length of the existing or simultaneously constructed walls or carport on an abutting lot, whichever is the greater.
107. Under the above standard the eastern and western (side) boundary walls should not exceed a length of 17.55m. The proposed development provides wall lengths of 9.81m along the eastern boundary and a 6.5m along the western boundary. No variation in the length of wall along either side boundary is required.
108. A variation however is required for the rear (Federation Lane) boundary. Under the above standard the southern boundary wall should not exceed a length of 12.53m. The proposed development provides a combined wall length of 15.3m, requiring a variation of 2.77m.
109. A variation to this boundary is considered acceptable for the following reasons:
  - (a) The existing garage is constructed for the majority of the rear boundary (19.05m);
  - (b) Other existing built forms along Federation Lane are constructed for the entire length of the rear boundary, with examples at Nos. 6, 8, 16 and 22 Maugie Street.
  - (c) The off-site amenity impacts are considered reasonable when viewed from the adjoining properties and will not present unreasonable visual bulk, subject to compliance with daylight to existing windows and overshadowing provisions.
  - (d) The southern boundary does not directly abut an adjoining secluded private open space.



110. A review of the wall heights associated with the eastern and western walls meet the above standard with average heights of 2.9m and 3.2m respectfully.
111. A variation however is required with respect to the proposed wall heights along the southern (rear) boundary. The combined wall/garage entries are to have an overall average height of 3.5m, exceeding the permitted height by 0.3m. A variation in the above standard is considered acceptable in this instance for the following reasons:
  - (a) A review of the surrounding area shows a number of dwellings with double storey walls constructed along the boundaries. Examples can be identified at Nos. 32 and 34 Lulie Street and along the lane at No. 10 Federation Lane. Furthermore, directly adjacent to the subject site at the multi-unit development at Nos. 1-3 Abbott Street, there are elevated secluded private open spaces, with elevated fences/screens constructed along the laneway for approximately 40m. The elevated nature of the fences/screens, as a result of the semi-basement car park, results in a double storey built form presenting to the laneway.
  - (b) The off-site amenity impacts (overshadowing and daylight to existing windows) are considered reasonable given the inner city context of the subject site and will not present unreasonable visual bulk or amenity impacts as discussed earlier in this report.
  - (c) The wall does not directly abut secluded private open spaces. This maintains the rear garden areas and reduces the visual bulk.

*Standard B19 – Daylight to Existing Windows*

112. Standard B19 seeks to, “allow adequate daylight into existing habitable room windows”
113. The side and rear setbacks provided by the development provide sufficient daylight to adjoining property habitable rooms in accordance with the above standard; which is for buildings opposite to provide a light court with a minimum area of 3sqm and a minimum dimension of 1m clear to the sky.

*Standard B20 – North-Facing Windows*

114. There are no existing north-facing habitable room windows within 3 metres of a boundary of an abutting lot shown on plans submitted.

*Standard B21 – Overshadowing*

115. This standard requires, where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75%, or 40 square metres with a minimum dimension of 3 metres should receive a minimum of five hours of sunlight between 9am and 3pm on 22 September. If existing sunlight to the secluded private open space (POS) of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.
116. A review of the shadow diagrams has identified that the secluded private open spaces associated with Nos. 12 and 16 Maugie Street will receive increased levels of overshadowing as a result of the proposed development. There is to be no overshadowing of the properties to the rear at 1-3 Abbott Street during the September 22 equinox.
117. With respect to No. 12 Maugie Street, partial overshadowing will occur during the morning period. A review of the layout to this property has identified approximately 30sqm of secluded private open space directly to the rear of the dwelling, with a shed directly behind this space and additional open space behind the shed leading to the rear boundary. A roller door is constructed along the rear boundary, providing vehicle access from Federation Lane.

118. Plans submitted show that the car space for the dwelling is located to the east of the shed. The owner of this property stated at the consultation meeting, held in November, that the area identified as a car space is sometimes used as open space. As such this area will be considered open space in calculating the extent of overshadowing.
119. A review of the shadow diagrams shows that overshadowing into No. 12 Maugie Street is contained to the very rear of the property. With the primary area associated with the dwelling's secluded private open space overshadowed by the existing boundary fence. However on review of the shadow diagrams, these appear incorrect. Additional shadow is shown to the northern portion (where there is a reduction of built form), and no additional shadow is identified (ie. plans show 'hatched' area as new shadow). However officer assessment of the shadows cast concludes that while there will be additional shadowing at 9am and 10am, this will largely fall over the driveway/open space component (ie. the additional shadow will not impact the more sensitive private open space area). With shadows removed by 11am from the neighbouring site, the extent of overshadowing is considered reasonable.
120. With respect to No. 16 Maugie Street, partial overshadowing will occur during the afternoon period. The dwelling's secluded private open space is located to the rear of the existing dwelling, incorporating approximately area of 35sqm. Again, the shadow diagrams submitted appear incorrect. However officer assessment of the shadows cast in the afternoon, identify additional shadows after 1pm. Given that this area is largely overshadowed by its own building (and given that the recent plans permit further increases this overshadowing) the proposed increase is considered reasonable.

*Standard B22 - Overlooking*

121. No overlooking has been identified along the ground floor, with paling fences to a minimum height of 1.8m provided and the finished floor levels not exceed 0.8m in accordance with the above standard.
122. With respect to the first floor habitable room windows, potential overlooking has been identified in four windows (east facing Bedroom 2 – Dwelling 1, south-facing Bedroom 3 of Dwelling 1, south-facing Bedroom 2 of Dwelling 2 and south-facing Kitchen of Dwelling 3). As such a condition will be included for these windows to be screened or to demonstrate no overlooking will occur, in accordance with the above standard.
123. There are no details regarding the screens to the first floor balconies, therefore the above condition will also ensure this information is also provided.
124. With respect to windows along the first floor of the proposed addition associated with the existing dwelling, only one window (north-facing master bedroom window) is within 9m of an adjoining property. This window however does not interface with any adjoining habitable room window or secluded private open space. The window therefore does not need to be screened.
125. With respect to the roof terraces, a number of these are within 9m of a secluded private open space or habitable room windows. To address overlooking, the applicant has proposed the use of planter boxes, which will provide landscaping to a height of 1.7m. No details have been provided in relation to the proposed landscaping to demonstrate compliance with the above standard (i.e. 25% transparency).

As such a condition will be included for details to show compliance with the above standard. In addition, the roof terrace associated with Dwelling 3 also overlooks No. 12 Maugie Street. A condition will require the northern edge of the terrace to be screened.

*Standard B23 – Internal Views*

126. To prevent overlooking along the ground floor, a 1.8m high internal dividing fence is proposed between the existing dwelling and dwellings to the rear. A 1.8m high internal fence is proposed between dwellings 1 and 2 and dwellings 2 and 3 which complies.
127. With respect to the upper floors, screening has been provided along the north-facing balconies associated with Dwellings 1 to 3, to prevent overlooking into the existing dwelling. No screening details however have been provided. A condition will therefore be included for screening details to be provided, in accordance with the above standard.
128. A review of party walls between both the first floor balconies and the roof terraces (Dwellings 1-3) clearly identify the provision of a minimum 1.7m high wall to prevent internal overlooking in accordance with the above standard. However the roof terraces are only screened by "green walls". Therefore a condition will require all screen details in compliance with this standard, as vegetation cannot be relied upon as a screen.

*Standard B24 – Noise Impacts*

129. The use as a dwelling(s) does not require a planning permit. Given the proposed development, including SPOS areas and roof terrace, will be used for residential purposes it is considered that there will be no unreasonable off-site acoustic amenity impacts to the surrounding area. Roof terraces are a common design response with the municipality and any noise emanating from terraces is a civil matter.
130. Domestic services normal to a dwelling do not require a permit and would need to comply with relevant EPA noise regulations. However air conditioners have been located along the ground level and away from adjoining habitable room windows, ensuring the minimal level of potential amenity impacts.

*Standard B25 – Access*

131. All dwellings will have adequate ground-floor access and would be able to cater for persons with limited mobility.

*Standard B26 – Dwelling Entry*

132. As discussed above, there is to be no alteration to the entry associated with the existing dwelling. This dwelling will retain both pedestrian and vehicle access for Maugie Street.
133. With respect to dwellings 1-3, fronting Federation Lane, it is proposed to incorporate three individual entrances setback 1m from the laneway. Three garage structures will be constructed on the boundary resulting in these entries being alcove like element. These entries will be provided with pergola structures, low front fences and security lighting to ensure they are visible and easily identifiable from the street as well as provide shelter and sense of address.

*Standard B27 – Daylight to New Windows*

134. Standard B27 generally requires that:

*A window in a habitable room should be located to face:*

- (a) *An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot.*
135. A review of the proposed development has identified that all new habitable room windows are provided with an outlook to the sky of 3 square metres and a minimum dimension of 1 metre clear to the sky in accordance with the above standard.

*Standard B28 – Private Open Space*

136. Standard B28 generally requires that:

*A dwelling or residential building should have private open space of an area and dimensions specified in a schedule to the zone.*

*If no area or dimensions are specified in a schedule to the zone, a dwelling or residential building should have private open space consisting of:*

- (a) An area of 40 square metres, with one part of the private open space to consist of secluded private open space at the side or rear of the dwelling or residential building with a minimum area of 25 square metres, a minimum dimension of 3 metres and with a minimum area of 25 square metres, a minimum dimension of 3 metres and, or;*
- (b) A balcony of 8 square metres with a minimum width of 1.6 metres and convenient access from a living room, or*
- (c) Roof-top area of 10 square metres with a minimum width of 2 metres and convenient access from a living room.*

137. The existing dwelling is to be provided with an area in excess of the minimum area of 40sqm, within the front setback of the site. Given that the existing 2.2m high fence is to be retained, it will ensure that this area can be used as a secluded open space area.

138. With respect to Dwellings 1 and 2, an area of 38sqm and 37sqm has been provided within the rear setback to both dwellings. Additional areas have also been provided with first floor balconies and roof terraces. Combined, these areas result in an overall area of 40sqm and is considered appropriate.

139. With respect to Dwelling 3, an 8.3sqm balcony with a width of 2.2m has been provided along the first floor in accordance with the above standard. Additional spaces have also been provided along the ground floor (25sqm) and a roof terrace (12.9sqm) and meets the above objective.

*Standard B29 – Solar Access*

140. Standard B29 generally requires that:

- (a) The private open space should be located on the north side of the dwelling or residential building, if appropriate;*
- (b) The southern boundary of secluded private open space should be set back from any wall on the north of the space at least  $(2 + 0.9h)$  metres, where 'h' is the height of the wall.*

141. A review of the proposed development has identified that the secluded private open spaces associated with both the existing dwelling and Dwelling 3 to the rear, will be provided with direct northern solar access in accordance with the above standard.

142. Variations however are required for the open spaces associated with Dwellings 1 and 2. Dwelling 1 requires a variation of 5.2m, with Dwelling 2 requiring a variation of 0.7m. A variation in the above standard is considered acceptable for the following reasons:

- (a) Both dwellings are provided with secondary first floor balconies/roof terraces with direct northern solar access. This will allow residents to have solar access in spaces, which meet the minimum dimension standards pursuant to Clause 55.05-4 (Private Open spaces).
- (b) Given the orientation of the subject site, both areas will receive some solar access through the day;

- (c) With respect to Dwelling 1, there is approximately 24sqm of the ground floor open space setback 8m, providing some solar access into this area throughout the morning period.

*Standard B30 – Storage*

- 143. Under the above standard, “each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space”.
- 144. A review of the proposal has identified that only Dwelling 2 has been provided with a minimum area of 6m<sup>3</sup>. No space has been provided with the existing dwelling and dwellings 1 and 3 have only been provided with 3m<sup>3</sup>. The ground floor plan however does identify some additional over bonnet storage space within the garages of Dwellings 1 and 3.
- 145. A condition will therefore be included to require storage spaces to be provided for the existing dwelling and dwellings 1 and 3, in accordance with the above standard.
- 146. In addition the external storage areas for the new dwellings are not shown on any elevations. A condition will require this to be shown, with no shed higher than 3m (given they are proposed to be adjacent to secluded private open spaces.)

*Standard B31 – Design Detail*

- 147. The proposed development incorporates a mix of cream brick finishes along the ground floor, rendered finishes, steel cladding and glazing. The proposed materials are not considered to be characteristic or respectful to the surrounding heritage precinct, with Council's Heritage Advisor recommending the incorporation of a red brick finish along the ground floor to dwellings 1 to 3 and incorporation of timber panel garage doors along Federation Lane. Subject to the incorporation of these materials, it is considered that the proposal will provide a more appropriate design response with respect to materials to better respect the laneway nature of the precinct.
- 148. The dwellings pick up on a number of existing design details within the street including gable-end roofing for dwellings 1 and 3 and incorporation of first floor windows which activate the laneway. The proposal also incorporates ground floor articulation and verandahs to the dwelling entries. The garages are to be constructed along the rear boundary, which in the surrounding context is consistent with other garages along Federation Lane.
- 149. With respect to the addition to the existing dwelling, as discussed above it is sufficiently setback behind the existing dwelling combined with the glazed facade is considered to be a recessive element from the street. The incorporation of the vertical “green” wall further assists in providing a softening of the overall built form to the adjoining properties
- 150. Overall it is considered that the proposed development incorporates appropriate design details in terms of built form/building proportions, setbacks and use of materials to allow the proposed development to comfortably be absorbed into the streetscape.

*Standard B32 – Front Fences*

- 151. There are no alterations proposed to the existing front fence along Maugie Street, with the exception of a new gate for vehicle access.
- 152. Dwellings 1 to 3 incorporate a 1 metre high steel panel fence. This is considered an acceptable fence height to clearly identify the dwelling entries and an appropriate material that respects the predominant fences along Federation Lane.

*Standard B33 – Common Property*



153. There is no common property proposed.

*Standard B34 – Site Services*

154. Mailboxes and bin storage areas have been provided to all dwellings to the rear, with adequate space within the rear private open spaces to accommodate clotheslines in accordance with the above standard.
155. With respect to the existing dwelling, there is to be no alterations to the mailboxes, with sufficient areas provided to accommodate both bins and clotheslines.

Heritage

156. The decision guidelines of the Heritage Overlay at clause 43.01 are considered to be incorporated in the requirements of clause 22.02 of the Scheme (*Development Guidelines for sites subject to the Heritage Overlay*) and an assessment is contained below.
157. The demolition and subsequent construction of a double storey addition and three dwellings to the rear is considered appropriate. The extent of demolition is consistent with the directions provided under *Clause 22.02-5.1*, where original fabric which would be visible from the street is to be maintained.
158. The extent of demolition associated with the existing dwelling will not be visible from the street, ensuring the front façade and heritage features associated with the dwelling are retained and which in turn does not negatively affect the heritage precinct. The subsequent demolition of the brick dwelling and garage structure to the rear is also supported as they do not form part of the original dwelling, with a planning permit issued for the garage in 1989 (planning permit 88/385). The extent of demolition is therefore supported.
159. However the demolition plans do not show the detail in relation to the existing dwelling. A condition will require the full extent of demolition to be shown on the existing floor plan rather than the neighbourhood character plan. Similarly, the roller door on Maugie Street to be removed has not been shown on the demolition plan. This will be required as part of the above condition.
160. In terms of the subsequent construction, *Clause 22.02-5.7* provides direction as to appropriate designs of new developments and alterations to a contributory building. It provides the following guidelines:
- (a) *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*
    - (i) *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration roof form, materials and heritage character of the surrounding historic streetscape.*
    - (ii) *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
    - (iii) *Be visually recessive and not dominate the heritage place.*
    - (iv) *Be distinguishable from the original historic fabric.*
    - (v) *Not obscure views of principle façades.*
    - (vi) *Consider the architectural integrity and context of the heritage place or contributory element.*
  - (b) *Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*
  - (c) *Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.*

161. The subject site contains a single storey Victoria-era dwelling. The proposed addition is to incorporate a double storey built form, setback 13m from the street frontage. This ensures that the addition is a recessive element to the street and to the existing contributory dwellings. In addition to setting back the addition, a glazed façade is proposed to further reduce the building's presence on the street as well as distinguishing the original dwelling from the new additions.
162. However the presence of the roof terrace will add to the overall height and will not be in keeping with similar building heights on the adjoining properties. Clause 22.02-5.7 seeks to encourage similar façade heights to the adjoining contributory elements. While a double storey built form may be an appropriate height along Maugie Street (and consistent with the height of No. 16 Maugie Street), the proposed roof terrace will result in a two and a half/three storey built form which would overwhelm and unbalance the heritage building. A condition will therefore be required the removal of the roof terrace associated with the addition to the existing dwelling.
163. Dwellings 1-3 are to be constructed to the rear of the existing dwelling and have frontages to Federation Lane. Federation Lane is primarily used as a rear access to dwellings fronting Maugie Street and dwellings at Nos. 1-3 Abbott Street. The laneway therefore generally consists of roller doors providing vehicle and pedestrian access and rear fences. The existing garage on the subject site incorporates two double width garage doors and a pedestrian entrance.
164. It is proposed to construct three double storey dwellings, with roof terraces setback into the site. Along the laneway the ground floor is to consist of three garages (one double width and two single widths) with a zero setback and three 1m deep entrances. Given the surrounding context, where garages form the dominant character of the laneway, it is considered an acceptable response. As discussed within the ResCode assessment the entrances are considered to be acceptable and provide a clearly visible, identifiable entrance feature to each dwelling.
165. The first floors are to have a varied setback of between 1m and 1.7m from Federation Lane. The upper floor incorporates a varied use of external materials (i.e. grey steel cladding, white render and fenestration). This ensures that each dwelling is individually identifiable and provides activation to the street. Also given the elevated gardens associated with Nos. 1-3 Abbott Street, which present as a double storey built form to the lane, the proposed built form is considered acceptable.
166. Council's Heritage Advisor has also raised concerns with respect to the use of materials along the ground floor. It is recommended that the use of red bricks and a timber garage doors be incorporated in lieu of the light cream brick finish and dark grey garage door. A review of the surrounding area has identified a number of red brick structures within the immediate area and the timber panel garage doors would respond more positively to the character and appearance of the laneways. The uses of these materials will also soften the use of dark grey cladding at the upper level. A condition will therefore be included requiring the above alterations.
167. Overall it is considered that a double storey built form is appropriate in this instance given the surrounding context. The use of varied setbacks combined with the use of varied external finishes subject to condition and planter boxes sufficiently reduce the built form and does not present unreasonable to the abutting properties of precinct as a whole.
168. Given the laneway nature of the rear interface, it is considered that the provision of roller doors and entrances along the ground floor is an appropriate design response. As discussed the setback of the first floor and roof terraces, combined with the use of alternative (softer) materials reduced the overall built form to the laneway.

The proposal is therefore considered to meet the objectives contained with Clause 22.07 (Development Abutting Laneways) of the Yarra Planning Scheme.

### Car Parking

169. Pursuant Clause 52.06, each new one or two bedroom dwellings requires the provision of one car space with three (or more) bedroom dwellings requiring the provision of two on-site car spaces.
170. The proposed development incorporates one, four-bedroom dwelling, one, three-bedroom dwelling and two, two-bedroom dwellings requiring a total of 6 car spaces. A total of six car spaces are in accordance with the above rate. There is no requirement for the provision of any visitor car parking.
171. The above clause also states that where two or more car spaces are provided, at least one space be covered. The existing dwelling is to incorporate two open air spaces with the dwelling's eastern setback. Given that the dwelling is a contributory building within the precinct, it is considered that a requirement to cover any of these spaces would potentially detract from the significance of the dwelling. As such it is considered that a variation to this design standard is applicable in this instance.
172. The proposal has also been referred to Council's Traffic Engineers, who have reviewed the proposal in relation to the access arrangement from Federation Lane and garage dimension. They have no objection to the proposed access arrangement from the laneway, with the laneway and garage door widths sufficient to provide safe and efficient vehicle access.
173. The majority of properties along Maugie Street are provided with vehicle access from Federation Lane, with garage doors or roller doors constructed to the boundary. As such this is considered an appropriate design response and in keeping with the streetscape.

### Objector Concerns

174. The objections received raised the following (summarised) concerns with the proposal:

- (a) Rescode non-compliances (overshadowing, overlooking, neighbourhood character, inadequate setbacks, visual bulk, and poor internal amenity);

Paragraphs 66 to 155 assess all Rescode elements.

- (b) Excess building bulk and scale, overall building height;

Paragraphs 156 to 168.

- (c) Overdevelopment/ inappropriate design response;

This has been discussed in the Rescode and Heritage sections of the report.

Furthermore the site is located within a Neighbourhood Residential Zone which does not prohibit an increased density of five dwellings or less, with the proposed development providing an overall density of four dwellings.

It is therefore considered that the proposal does not represent an overdevelopment of the site and has a building envelope that is appropriate for an area experiencing increased development.

- (d) Inadequate dwelling diversity;

Concerns have been raised with respect to the high dependence on two bedroom dwellings. The proposed development incorporates only two, two-bedroom dwellings with the remaining two dwellings incorporating four and three bedrooms. Given the diversity provided, it is considered that there is an appropriate variation in the number of bedrooms.

- (e) Insufficient justification for reduction of parking dispensation;

No car parking dispensation is being applied for, with the proposed development providing sufficient on-site car parking in accordance with clause 52.06 (Car Parking).

- (f) Vehicle access from rear laneway is inappropriate;

Paragraphs 168 to 173.

- (g) The proposal fails to meet local and State planning policies of Clause 21.07 Environmental sustainability;

Paragraphs 61 to 64, and 80-85.

- (h) Lack of landscaping/loss of existing trees;

Paragraphs 89 to 90 discuss landscaping. The removal of trees from the site is not controlled by the Yarra Planning Scheme as there is no environmental significance overlay. However, trees are being maintained in the front setback and along part of the side boundaries. Therefore there will be no loss of vegetation to the street.

- (i) Noise impacts from the rooftop gardens and of air conditioners;

Paragraphs 129 and 130.

- (j) Applicant's report does not address Clause 22.02 and the Heritage Overlay provisions of the Scheme.

Under the Scheme, there is no specific requirement for the applicant to provide a written submission to Council. Council Officers have carried out a full assessment of the relevant decision guidelines and deemed that the proposed development, subject to conditions, is appropriate.

## Conclusion

- 175. Based on the report, the proposal is considered to generally comply with the relevant policies of the Yarra Planning Scheme and is recommended for approval subject to conditions.

## RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant Planning Permit PLN15/1173 for partial demolition and construction of a two storey extension with roof terrace to the existing dwelling and three new double storey dwellings with roof terraces at No. 14 Maugie Street, Abbotsford VIC 3067, generally in accordance with the decision plans and subject to the following conditions

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the decision plans but modified to show:

- (a) An existing floor plan to clearly show all demolition (including front roller door).
  - (b) The deletion of the roof terrace associated with the addition to the existing dwelling.
  - (c) The incorporation of timber garage doors to dwellings 1, 2 and 3 (demonstrating they are fully openable within the title boundary).
  - (d) Use of red brick along the ground floors of dwellings 1, 2 and 3.
  - (e) First floor habitable room windows and balconies screened, demonstrating compliance with Clause 55.04-6 (Overlooking) and Clause 55.04-7 (Internal Views) of the Yarra Planning Scheme; including details of screening associated with planter boxes and “green walls”.
  - (f) The provision of storage areas to all dwellings in accordance with clause 55.05-6 (Storage) of the Yarra Planning Scheme, with details shown on elevations (sheds to be no higher than 3 metres).
  - (g) The rainwater tanks to be notated as being connected for flushing of toilets.
  - (h) Solar hot water panels to be shown on elevations (as relevant).
2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.
3. Before the development commences, an amended Sustainable Design Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Design Assessment will be endorsed and will form part of this permit. The amended Sustainable Design Assessment must be generally in accordance with the Sustainable Design Assessment prepared by The Urban Leaf and dated 9 August 2016, but modified to include or show:
  - (a) An amended STORM report and storm management response that meets best practice standards, demonstrated through a minimum 100% STORM score for the whole site area.
4. The provisions, recommendations and requirements of the endorsed Sustainable Design Assessment must be implemented and complied with to the satisfaction of the Responsible Authority.
5. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
6. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.
7. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.
8. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any new vehicle crossing must be constructed:
  - (a) In accordance with any requirements or conditions imposed by Council;
  - (b) At the permit holder's cost; and
  - (c) To the satisfaction of the Responsible Authority.
9. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:



- (a) At the permit holder's cost; and
  - (b) To the satisfaction of the Responsible Authority.
10. Upon the completion of all building works and connections for underground utility services, the footpath immediately outside the property's Maugie Street road frontage and Federation Lane must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's expense.
11. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:
- (a) Constructed and available for use in accordance with the endorsed plans;
  - (b) Formed to such levels and drained so that they can be used in accordance with the endorsed plans;
  - (c) Treated with an all-weather seal or some other durable surface; and
  - (d) Line-marked or provided with some adequate means of showing the car parking spaces.

To the satisfaction of the Responsible Authority.

12. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
- (a) At the permit holder's cost; and
  - (b) To the satisfaction of the Responsible Authority.
13. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
- (a) Monday to Friday (excluding public holidays) before 7 am or after 6 pm;
  - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
  - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.
14. This permit will expire if:
- (a) The development is not commenced within two years of the date of this permit; or
  - (b) The development is not completed within four years of the date of this permit.

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

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

This site is subject to a Heritage Overlay. A planning permit may be required for any external works.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

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

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

**CONTACT OFFICER:** Gary O'Reilly  
**TITLE:** Senior Statutory Planner  
**TEL:** 9205 5040

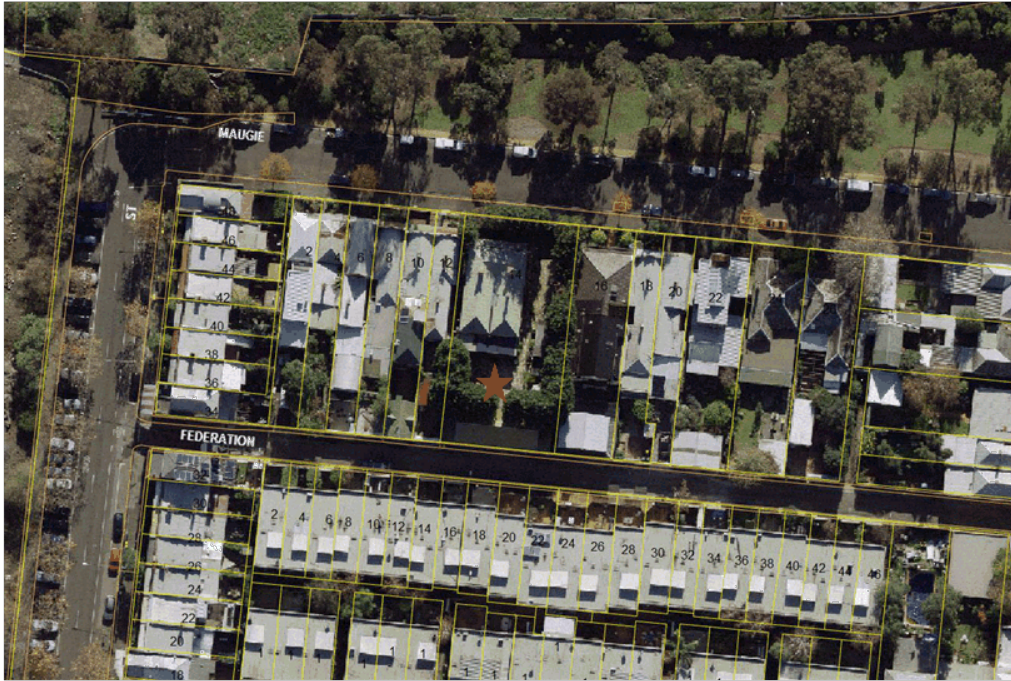
**Attachments**

- 1** Attachment 1 - Site Plan - 14 Maugie Street, Abbotsford
- 2** Attachment 2 - S57B Advertising Plans - 14 Maugie Street Abbotsford - Part1
- 3** Attachment 3 - S57B Advertised Plans - 14 Maugie Street Abbotsford - Part2
- 4** Attachment 4 - Engineering Referral - 14 Maugie Street Abbotsford
- 5** Attachment 5- Heritage Referral - 14 Maugie Street Abbotsford
- 6** Attachment 6 - ESD Referral - 14 Maugie Street, Abbotsford

**Attachment 1 - Attachment 1 - Site Plan - 14 Maugie Street, Abbotsford**

# ATTACHMENT 1

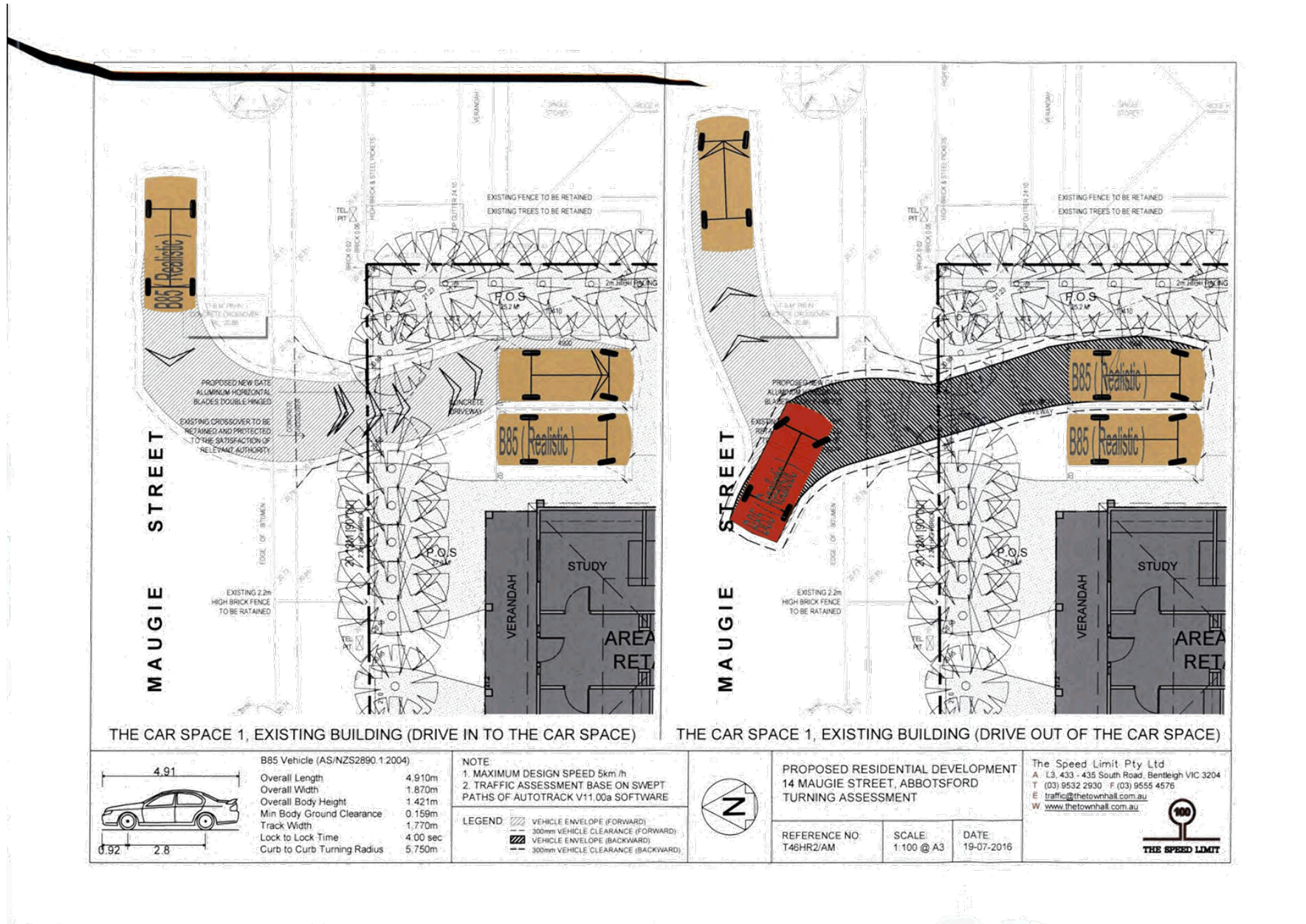
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↑ North

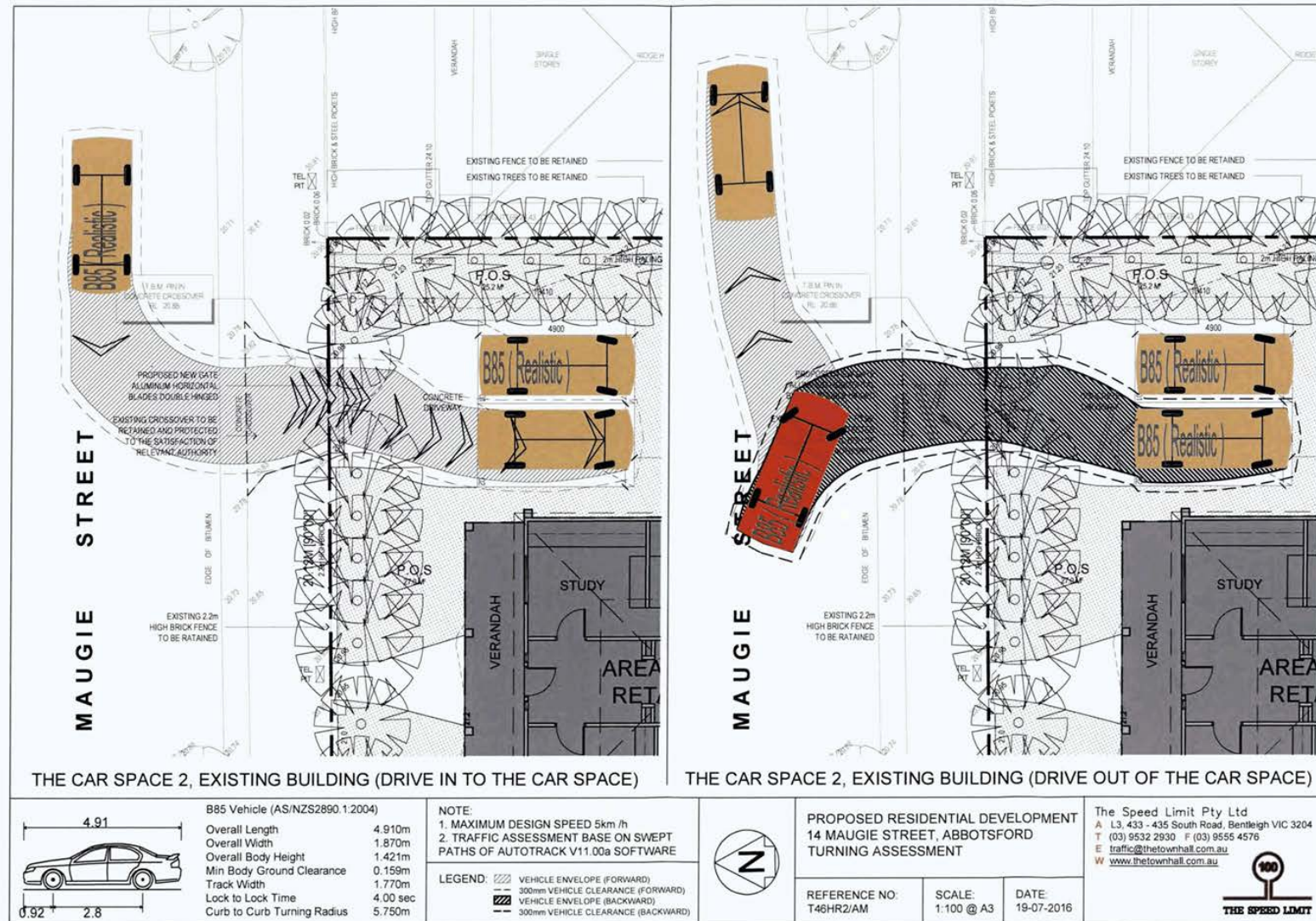
★ Subject Site

Attachment 2 - Attachment 2 - S57B Advertising Plans - 14 Maugie Street Abbotsford - Part1



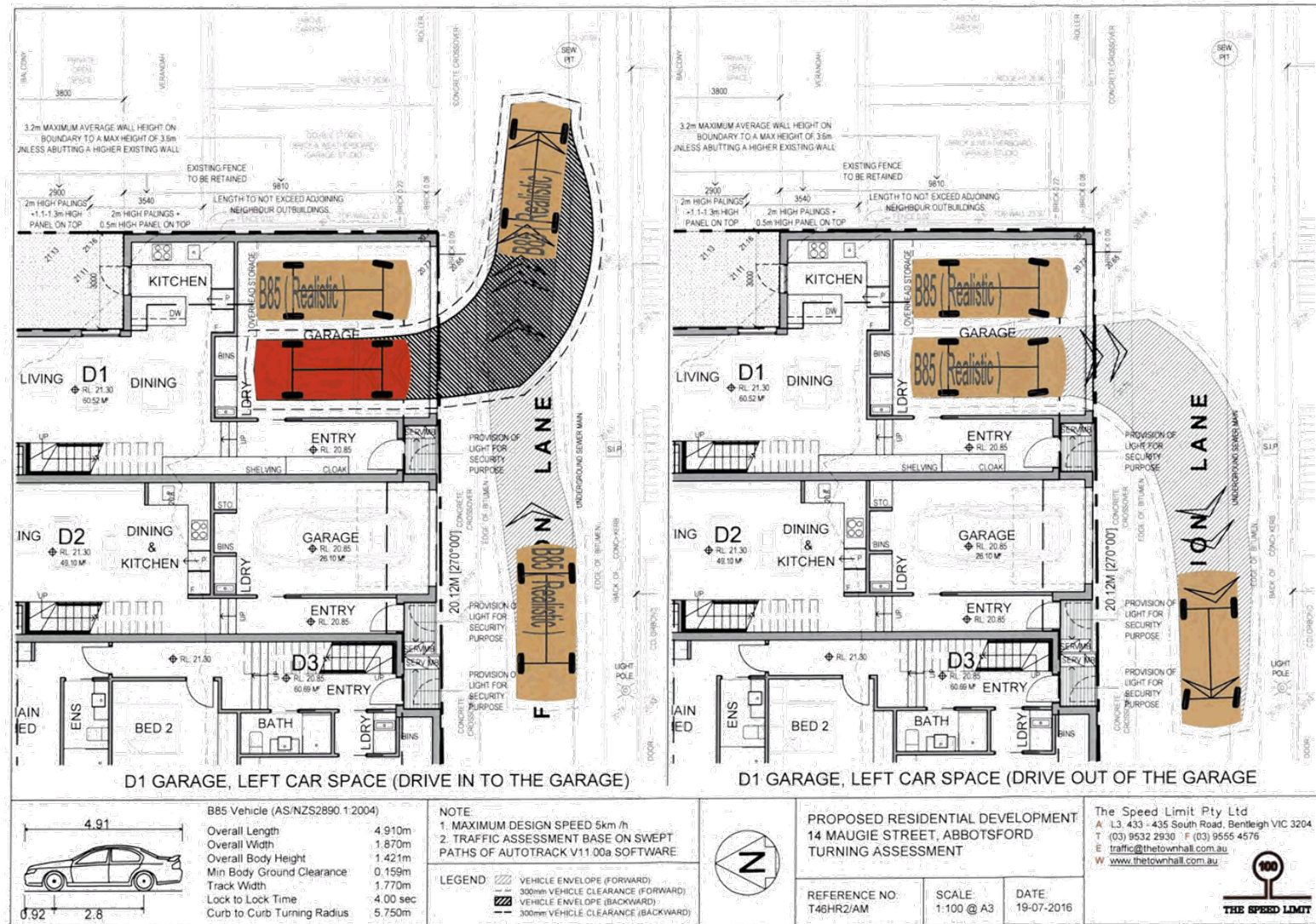


Attachment 2 - Attachment 2 - S57B Advertising Plans - 14 Maugie Street Abbotsford - Part1





Attachment 2 - Attachment 2 - S57B Advertising Plans - 14 Maugie Street Abbotsford - Part1



Attachment 2 - Attachment 2 - S57B Advertising Plans - 14 Maugie Street Abbotsford - Part1



LOCATION MAP

PROPOSED RESIDENTIAL DEVELOPMENT

**14 MAUGIE STREET, ABBOTSFORD**

PROJECT NO: 46H

TOWN PLANNING

REVISION B  
JULY 2016

TP00	COVER SHEET
TP01	LOCATION AND SITE ANALYSIS PLAN
TP02	EXISTING FLOOR PLAN
TP03	DESIGN RESPONSE
TP11	GROUND FLOOR PLAN
TP12	FIRST FLOOR PLAN
TP15	ROOF PLAN
TP21	PROPOSED ELEVATIONS 1
TP22	PROPOSED ELEVATIONS 2
TP23	STREETSCAPE ELEVATIONS 1
TP24	STREETSCAPE ELEVATIONS 2
TP31	EXISTING SHADOW DIAGRAMS 1
TP32	EXISTING SHADOW DIAGRAMS 2
TP33	EXISTING SHADOW DIAGRAMS 3
TP34	SHADOW DIAGRAMS 1
TP35	SHADOW DIAGRAMS 2
TP41	ARTIST IMPRESSION 1
TP42	ARTIST IMPRESSION 2

 **THE SILVER ARC**  
The Silver Arc Pty. Ltd.  
11/11/2016 11/11/2016  
11/11/2016 11/11/2016  
11/11/2016 11/11/2016



REV	DATE	DESCRIPTION
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2	11/11/2016	14 MAUGIE STREET ABBOTSFORD

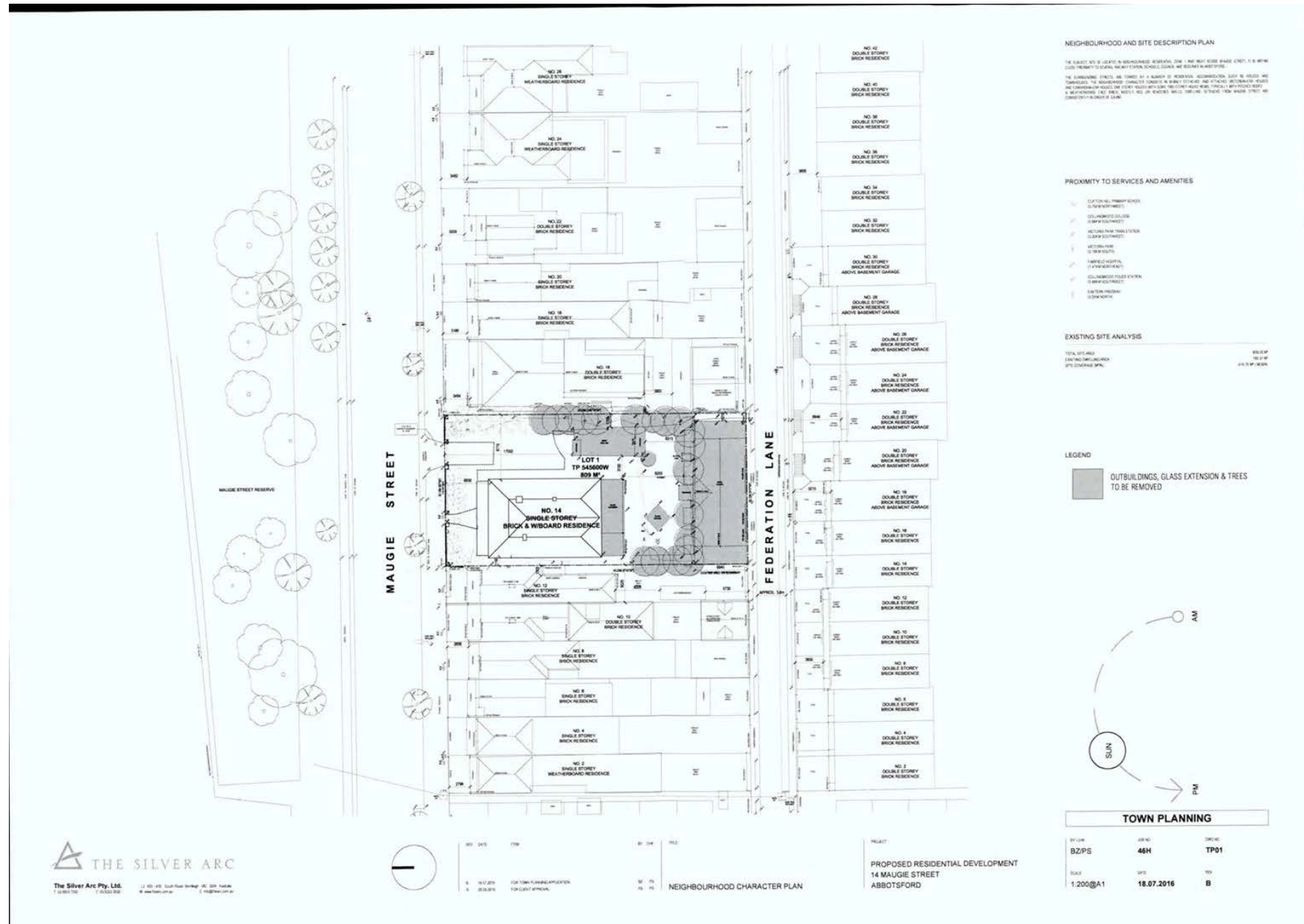
REV	DATE	DESCRIPTION
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2	11/11/2016	14 MAUGIE STREET ABBOTSFORD

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT
14 MAUGIE STREET
ABBOTSFORD

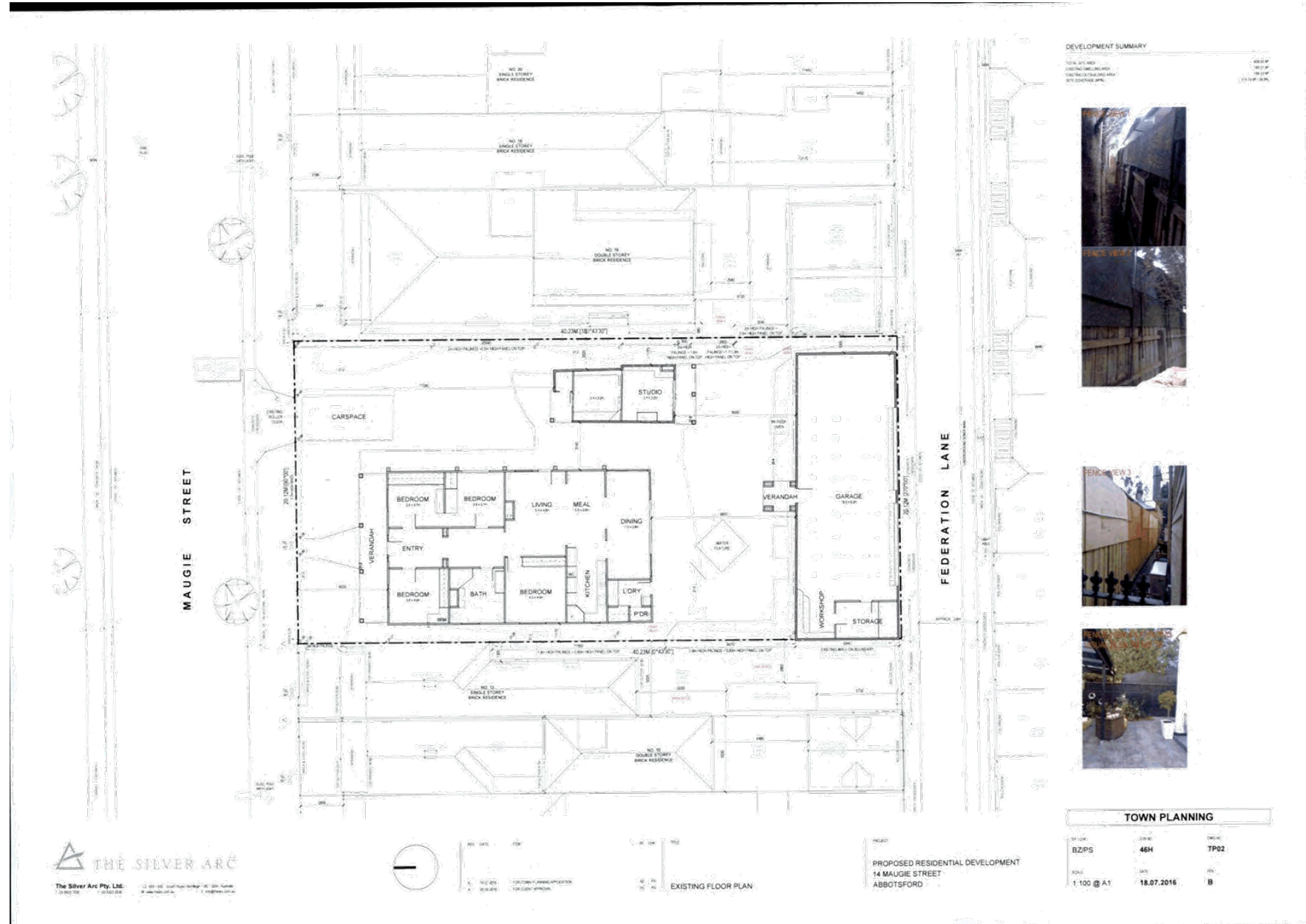
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NTS	18.07.2016	B

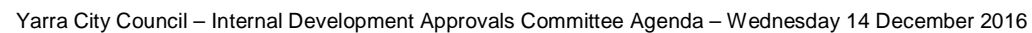


# Attachment 2 - Attachment 2 - S57B Advertising Plans - 14 Maugie Street Abbotsford - Part1



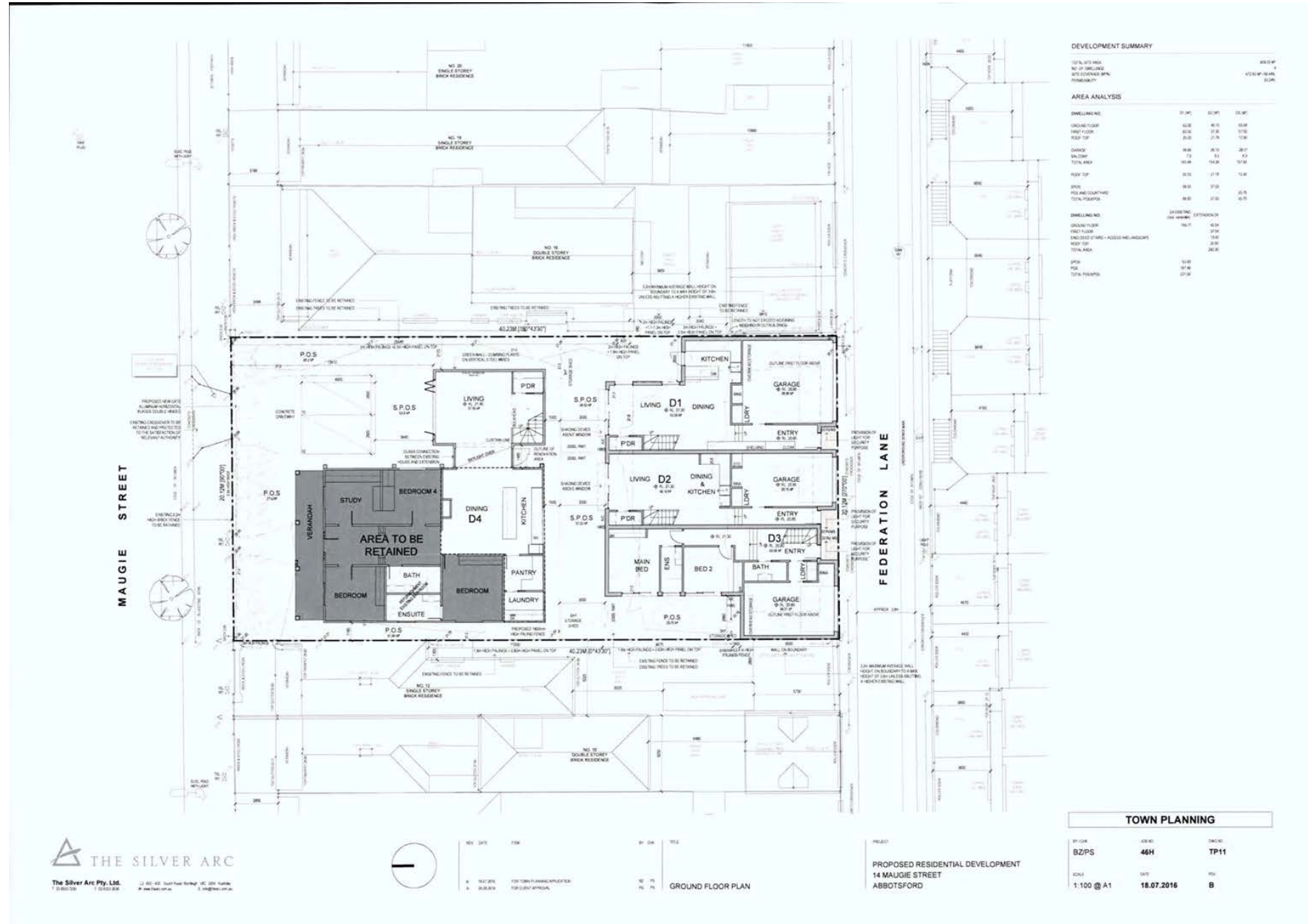
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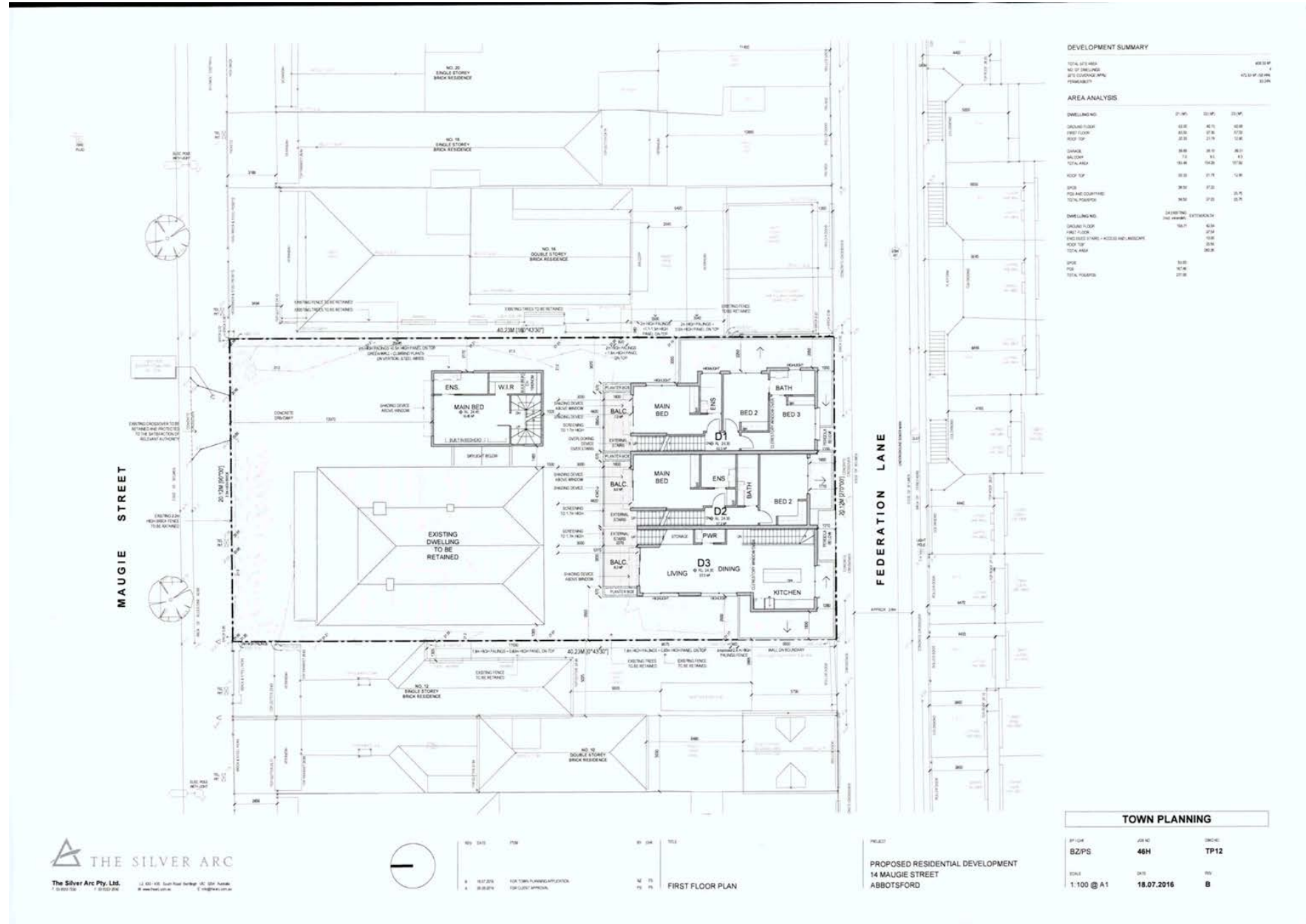




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# Attachment 2 - Attachment 2 - S57B Advertising Plans - 14 Maugie Street Abbotsford - Part1



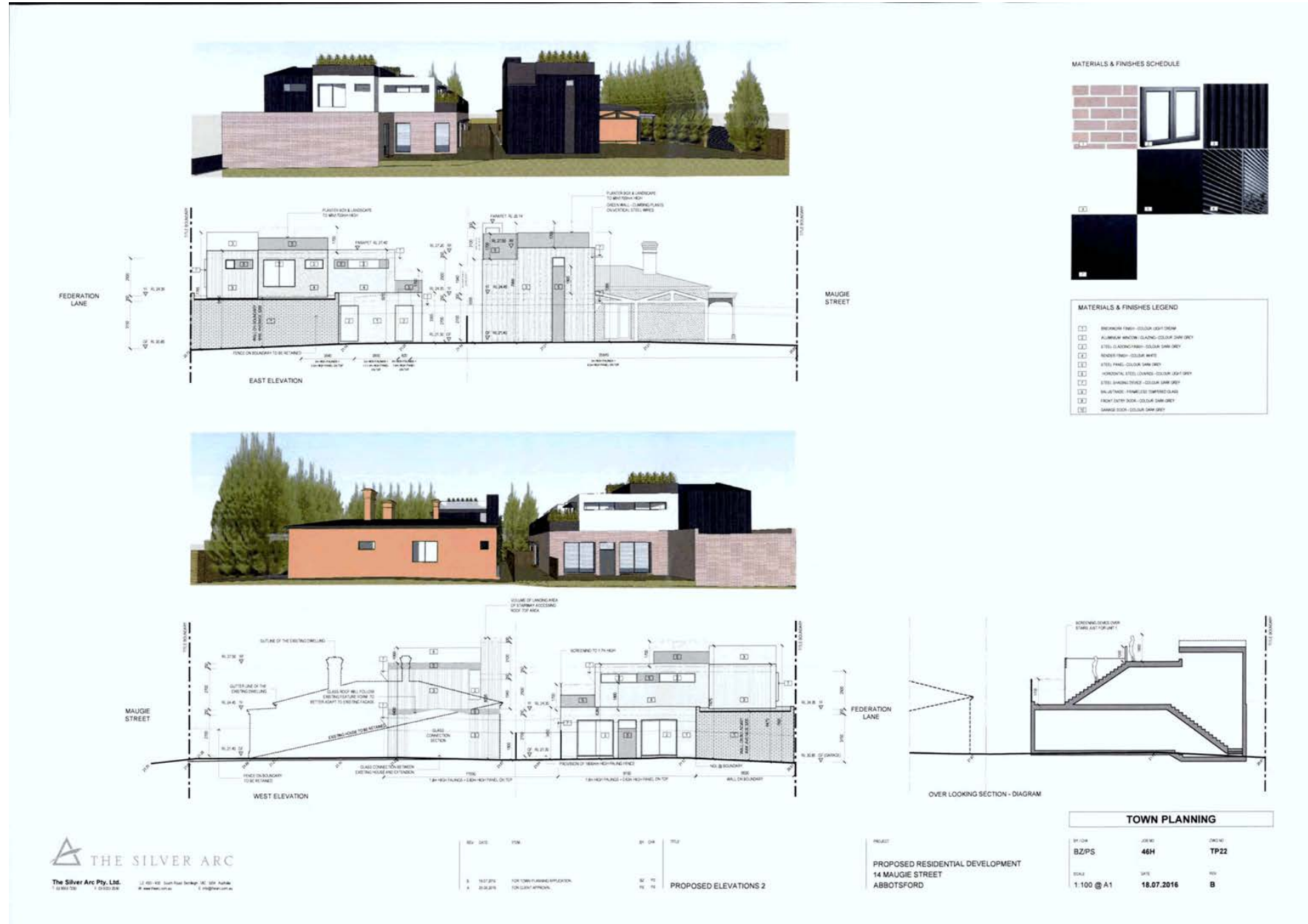


Attachment 3 - Attachment 3 - S57B Advertised Plans - 14 Maugie Street Abbotsford - Part2





Attachment 3 - Attachment 3 - S57B Advertised Plans - 14 Maugie Street Abbotsford - Part2

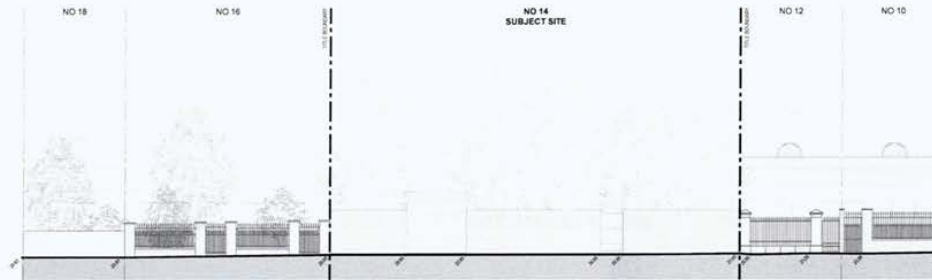




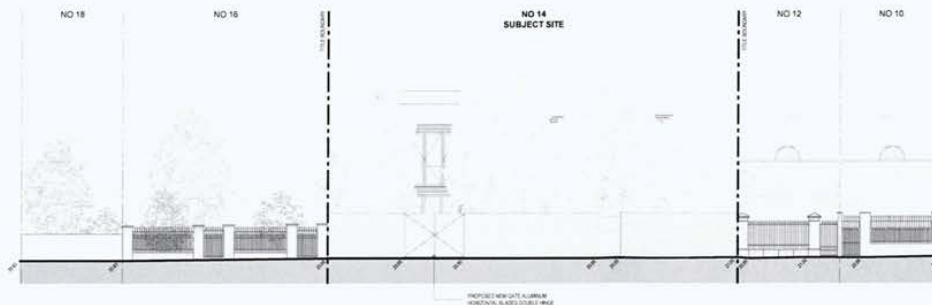
Attachment 3 - Attachment 3 - S57B Advertised Plans - 14 Maugie Street Abbotsford - Part2



STREETSCAPE PHOTOS - MAUGIE STREET



EXISTING STREETSCAPE ELEVATION - MAUGIE STREET



PROPOSED STREETSCAPE / FRONT FENCE ELEVATION - MAUGIE STREET

 **THE SILVER ARC**  
The Silver Arc Pty. Ltd.  
7/100-102, South Road, Abbotsford, VIC 3067, Australia  
P: 03 9360 1000 F: 03 9360 1001 E: info@silverarc.com.au

REV	DATE	BY	CHK	FILE
1	18.07.2016			FOR TOWN PLANNING APPLICATION
2	20.08.2016			FOR CLIENT APPROVAL
3				
4				

PROJECT  
PROPOSED RESIDENTIAL DEVELOPMENT  
14 MAUGIE STREET  
ABBOTSFORD

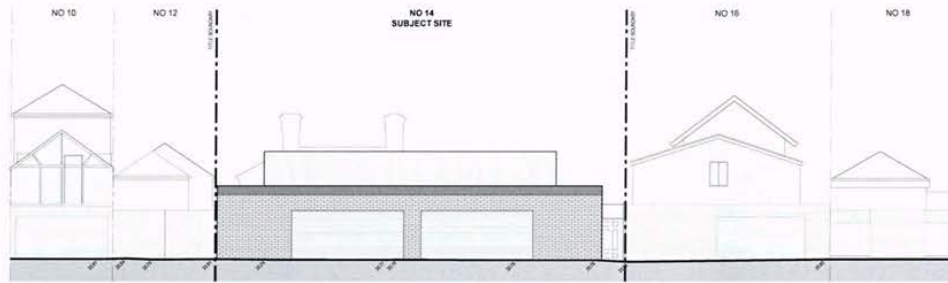
**TOWN PLANNING**

BY / DATE	JOB NO.	DRAWING
BZ/PS	46H	TP23
SCALE	DATE	REV.
1:100 @ A1	18.07.2016	B

# Attachment 3 - Attachment 3 - S57B Advertised Plans - 14 Maugie Street Abbotsford - Part2



STREETSCAPE PHOTOS - FEDERATION LANE



EXISTING STREETSCAPE ELEVATION - FEDERATION LANE



OPPOSITE SUBJECT SITE - FEDERATION LANE



PROPOSED STREETSCAPE ELEVATION - FEDERATION LANE



PROPOSED STREETSCAPE - FEDERATION LANE

**THE SILVER ARC**  
The Silver Arc Pty. Ltd.  
11 101 400 South Road Bendigo VIC 3550 Australia  
08 9496 1000 08 9496 1001

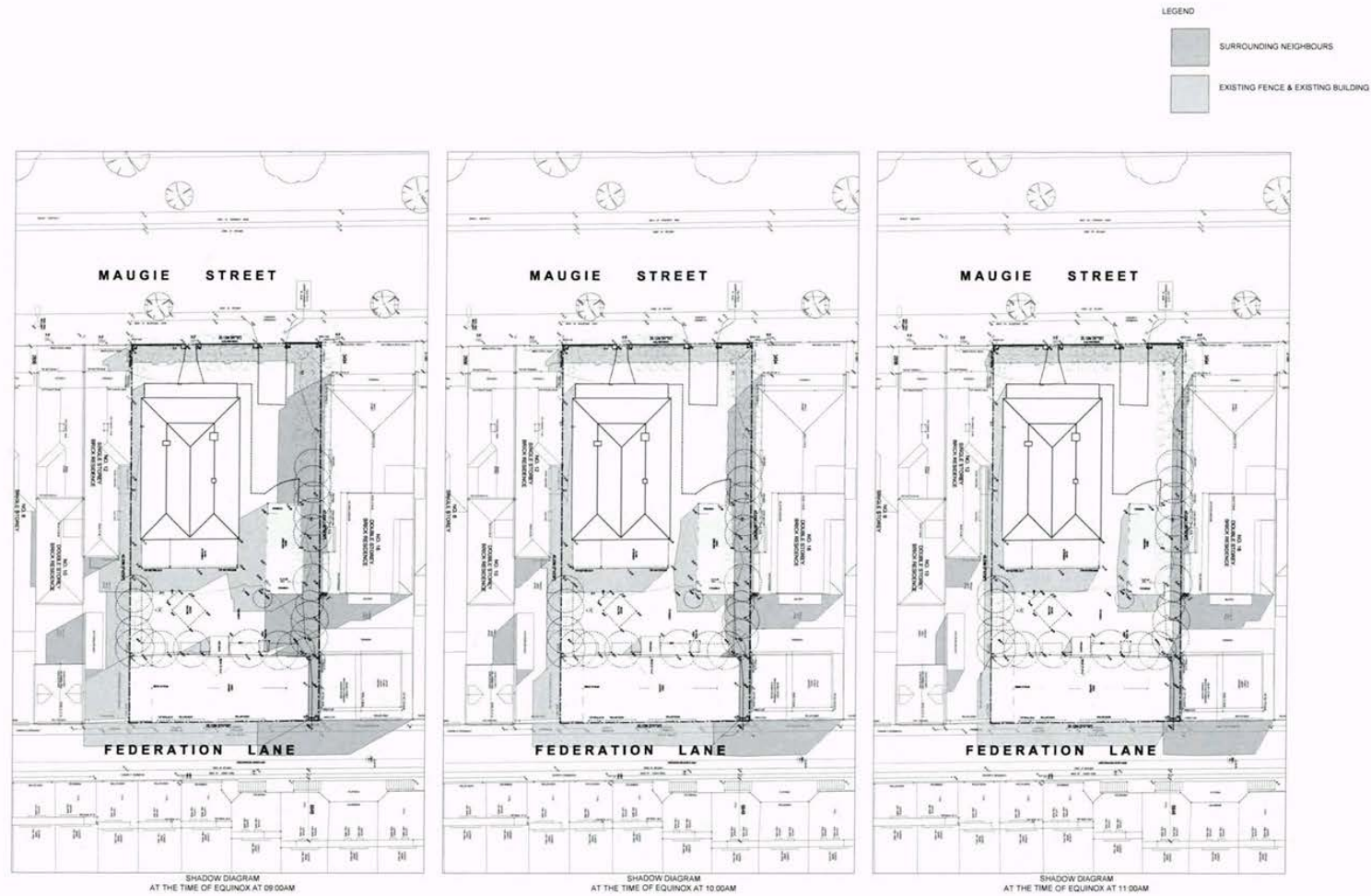
REV	DATE	BY
1	18.07.2016	TPZ
2	18.07.2016	TPZ

REV	DATE	BY
1	18.07.2016	TPZ
2	18.07.2016	TPZ

PROJECT  
PROPOSED RESIDENTIAL DEVELOPMENT  
14 MAUGIE STREET  
ABBOTSFORD

TOWN PLANNING		
BY/DATE	46H	TP24
SCALE	DATE	REV
1:100 @ A1	18.07.2016	B

Attachment 3 - Attachment 3 - S57B Advertised Plans - 14 Maugie Street Abbotsford - Part2



**THE SILVER ARC**  
The Silver Arc Pty. Ltd.  
1/101-102 South Road, VIC 3004  
03 9593 1234



REV: 04/15

1. 14.07.2015  
2. 18.07.2016

1. 14.07.2015  
2. 18.07.2016

REV: 04/15

1. 14.07.2015  
2. 18.07.2016

1. 14.07.2015  
2. 18.07.2016

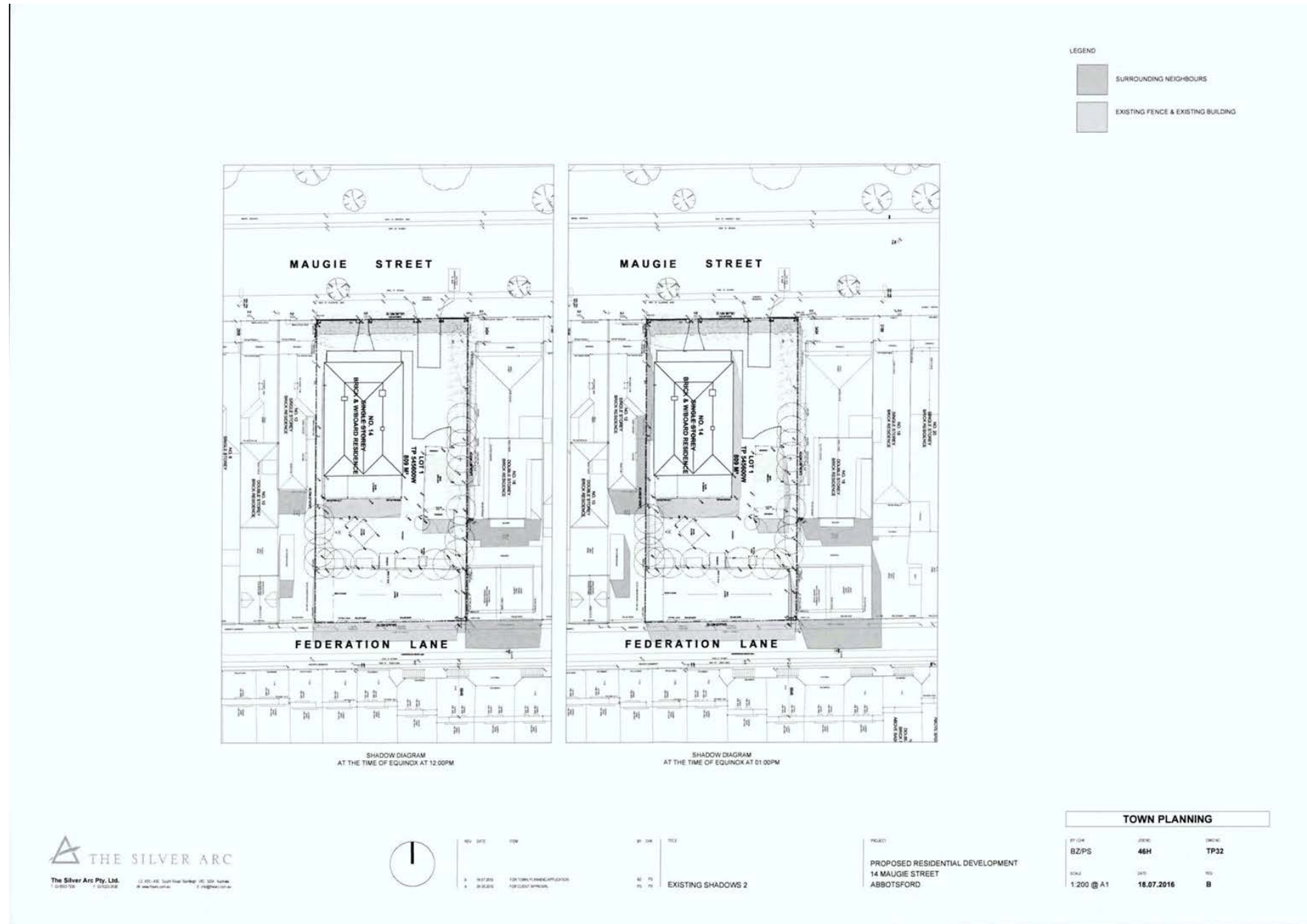
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PROPOSED RESIDENTIAL DEVELOPMENT  
14 MAUGIE STREET  
ABBOTSFORD

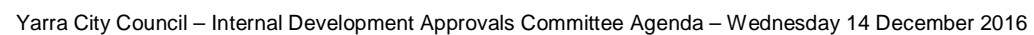
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BY: 04/15	DATE: 18.07.2016	TP31
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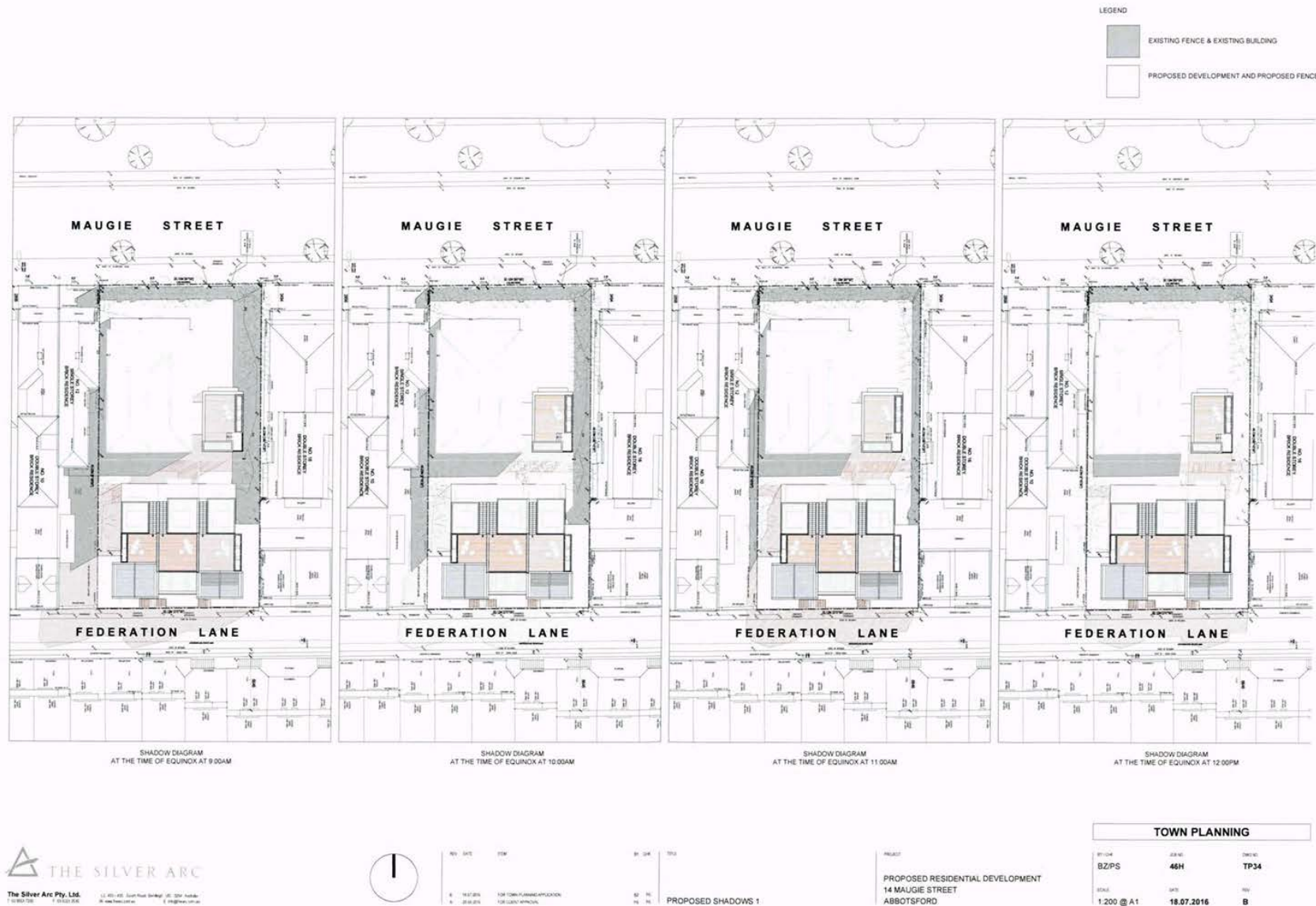


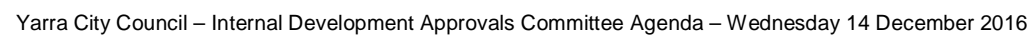






Attachment 3 - Attachment 3 - S57B Advertised Plans - 14 Maugie Street Abbotsford - Part2





Attachment 3 - Attachment 3 - S57B Advertised Plans - 14 Maugie Street Abbotsford - Part2



 **THE SILVER ARC**  
The Silver Arc Pty. Ltd.  
10/100 100th St, Abbotsford, VIC 3067  
Tel: 03 9360 1000 Fax: 03 9360 1001

REV: 001  
DATE: 18.07.2016  
BY: [Signature]  
3D ARTIST IMPRESSION 1

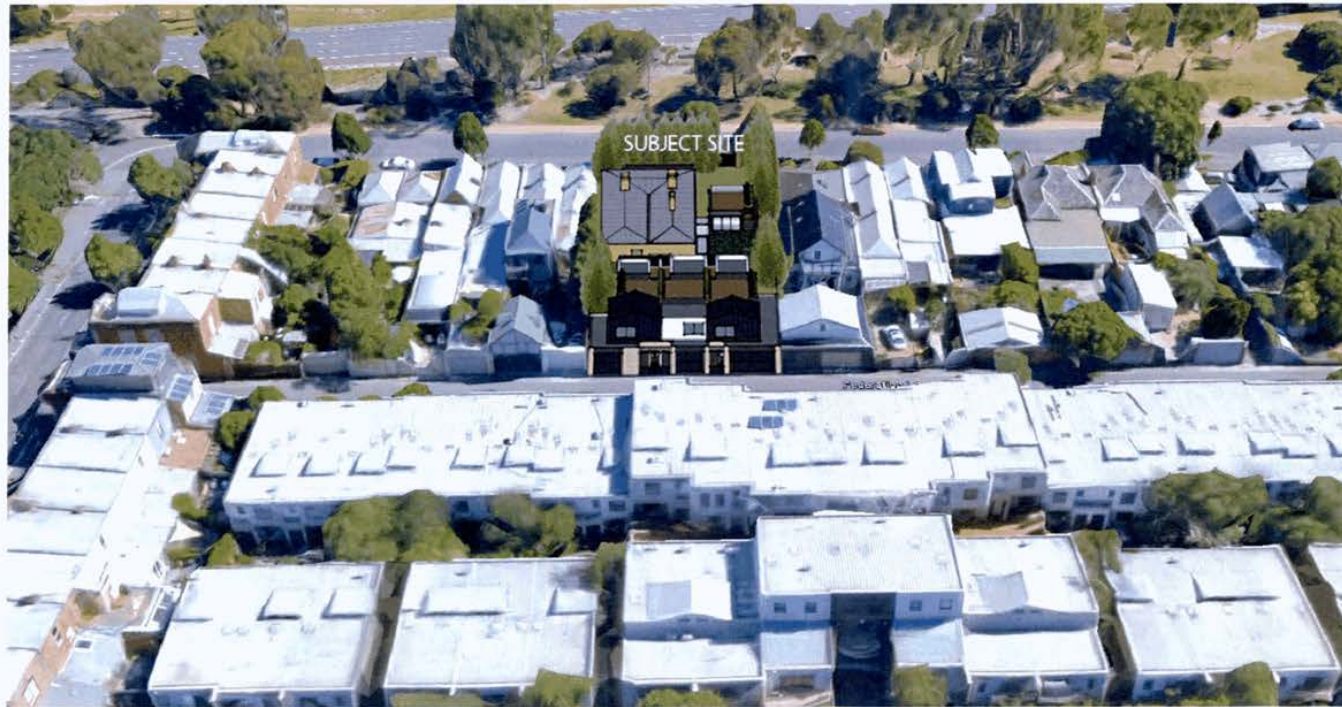
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BY: [Signature]  
3D ARTIST IMPRESSION 1

PROJECT:  
PROPOSED RESIDENTIAL DEVELOPMENT  
14 MAUGIE STREET  
ABBOTSFORD

TOWN PLANNING		
PROJ. NO.	46H	TP41
DATE	18.07.2016	B
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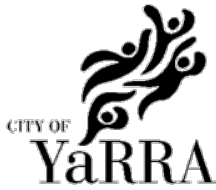
Attachment 3 - Attachment 3 - S57B Advertised Plans - 14 Maugie Street Abbotsford - Part2



NEIGHBOURHOOD CHARACTER - PROPOSED DEVELOPMENT

 **THE SILVER ARC**  
The Silver Arc Pty. Ltd.  
1/100-102, 104-106, 108-110, 112-114, 116-118, 120-122, 124-126, 128-130, 132-134, 136-138, 140-142, 144-146, 148-150, 152-154, 156-158, 160-162, 164-166, 168-170, 172-174, 176-178, 180-182, 184-186, 188-190, 192-194, 196-198, 200-202, 204-206, 208-210, 212-214, 216-218, 220-222, 224-226, 228-230, 232-234, 236-238, 240-242, 244-246, 248-250, 252-254, 256-258, 260-262, 264-266, 268-270, 272-274, 276-278, 280-282, 284-286, 288-290, 292-294, 296-298, 300-302, 304-306, 308-310, 312-314, 316-318, 320-322, 324-326, 328-330, 332-334, 336-338, 340-342, 344-346, 348-350, 352-354, 356-358, 360-362, 364-366, 368-370, 372-374, 376-378, 380-382, 384-386, 388-390, 392-394, 396-398, 400-402, 404-406, 408-410, 412-414, 416-418, 420-422, 424-426, 428-430, 432-434, 436-438, 440-442, 444-446, 448-450, 452-454, 456-458, 460-462, 464-466, 468-470, 472-474, 476-478, 480-482, 484-486, 488-490, 492-494, 496-498, 500-502, 504-506, 508-510, 512-514, 516-518, 520-522, 524-526, 528-530, 532-534, 536-538, 540-542, 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## Attachment 4 - Attachment 4 - Engineering Referral - 14 Maugie Street Abbotsford



## MEMO

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**To:** Gary O'Reilly  
**From:** Artemis Bacani  
**Date:** 24 October 2016  
**Subject:** Application No: PLN15/1173  
 Description: Two-Storey Extension and Construction of Three New Dwellings; Residential  
 Site Address: 14 Maugie Street, Abbotsford

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I refer to the above Planning Application received on 8 September 2016 in relation to the proposed development at 14 Maugie Street, Abbotsford. Council's Engineering Services unit provides the following information:

#### DEVELOPMENT LAYOUT DESIGN

##### Access Arrangements

A site inspection of Federation Lane revealed that the north footpath and carriageway has widths of approximately 1.0 metre and 4.46 metres respectively. Off a 5.46 metre wide apron, the proposed 3.0 metre, 3.0 metre, and 5.2 metre wide doorways to access the on-site parking spaces satisfies AS/NZS 2890.1:2004.

The design and construction of the new vehicle crossings must satisfy Council's *Infrastructure Road Materials Policy*, Council's Standard Drawings and engineering requirements.

In providing the new vehicle crossings for the site, the applicant will be required to prepare a detailed 1 in 20 scale cross sectional drawing of the new vehicle crossing. The cross sectional drawing and ground clearance check of a B85 design vehicle must be submitted to Council's Construction Management branch for assessment and approval.

Engineering Services has no objections to the continual use of the concrete vehicle crossing to access the car spaces off Maugie Street.

##### Internal Layout

The internal dimensions of the garages of 3.5 metres wide by 6.0 metres long and 5.4 metres wide by 6.0 metres long satisfy AS/NZS 2890.1:2004.

The dimensions of the double open car space comply with Clause 52.06-8 *Design standard 2 – Car parking spaces*.

##### Capital Works Programme

A check of the Capital Works Programme for 2016/17 indicates that no infrastructure works have been approved or proposed within the area of the site at this time.

##### Building Works and Impact on Council Road Assets

The construction works on the site would result in the transportation of heavy vehicles, plant and equipment to the site via the Federation Lane. In addition, it is highly likely that underground services connections to the site would be made within Federation Lane. The pavement surface of



## Attachment 4 - Attachment 4 - Engineering Referral - 14 Maugie Street Abbotsford

Federation Lane will deteriorate after all construction and underground utility services for the site have been completed.

### ENGINEERING CONDITIONS

The following items must be included in the Planning Permit for this site:

#### Civil Works – Maugie Street

- Upon the completion of all building works and connections for underground utility services, the footpath immediately outside the property's Maugie Street road frontage must be stripped and resheeted to Council's satisfaction and at the Permit Holder's expense.

#### Civil Works – Federation Lane

- Upon the completion of all building works and connections for underground utility services, the footpath immediately outside the property's Federation Lane road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's expense.
- Upon the completion of all building works and connections for underground utility services, the area of any damage and service trenches in relation to the development outside the Federation Lane frontage must be re-sheeted full width to Council's satisfaction and at the Permit Holder's expense.
- The kerb and channel must be reconstructed in accordance with Council's *Infrastructure Road Materials Policy* to Council's satisfaction and at the Permit Holder's expense.
- In providing the new vehicle crossings for the site, the applicant will be required to prepare a detailed 1 in 20 scale cross sectional drawing of the new vehicle crossing. The cross sectional drawing and ground clearance check of a B85 design vehicle must be submitted to Council's Construction Management branch for assessment and approval.

#### Public Lighting

- The developer must ensure that light projected from any existing, new or modified lights does not spill into the windows of any new dwellings or any existing nearby residences. Any light shielding that may be required shall be funded by the Permit Holder.

#### 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.

#### Drainage

- The applicant must apply for a Legal Point of Discharge under Regulation 610 – Stormwater Drainage of the *Building Regulations 2006* from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act 1989* and Regulation 610.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Regards

Artemis Bacani  
Roads Engineer

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Abbotsford - Engineering comments.DOCX

**Attachment 4 - Attachment 4 - Engineering Referral - 14 Maugie Street Abbotsford**

Engineering Services Unit

## Attachment 5 - Attachment 5- Heritage Referral - 14 Maugie Street Abbotsford

## City of Yarra Heritage Advice on Amended Drawings

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<b>Application No.:</b>	PLN15/1173
<b>Address of Property:</b>	<b>14 Maugie Street, Abbotsford</b>
<b>Planner:</b>	<b>Gary O'Reilly</b>
<b>Yarra Planning Scheme</b>	STATE POLICY:
<b>References:</b>	<ul style="list-style-type: none"> <li>• Clause 15.03 Heritage</li> </ul> LOCAL POLICY: <ul style="list-style-type: none"> <li>• Clause 21.05-1 Built Form (Heritage)</li> <li>• Clause 43.01 Heritage Overlay</li> <li>• Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay</li> </ul>
<b>Heritage Overlay No. &amp; Precinct:</b>	HO337-Victoria Park Precinct, Abbotsford (Residential Sub Area: A)
<b>Level of significance:</b>	Contributory, constructed 1860-1880 (Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007- updated March 2013)
<b>General description:</b>	<p>Demolition of garage at the rear of existing dwelling, for construction of <b>three</b> new double storey dwellings with roof terraces.</p> <p>Demolition at the side of existing dwelling, for construction of double storey extension with roof terrace.</p>
<b>Drawing Nos.:</b>	Set of 23 x A1 drawings prepared by The Silver Arc, received by Council and date stamped 18 August 2016

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### RECOMMENDATIONS FROM PREVIOUS HERITAGE ADVICE (1 JUNE 2016):

- 1) That the floor-to-ceiling height of the proposed side addition's upper floor level must be reduced to about 2.4 metres to reinforce the dominance of the single-storey scale of the original property;
- 2) That the proposed roof deck to the side addition must be deleted;
- 3) That the ground floor façade of the proposed new development fronting Federation Lane must be constructed from face brickwork using a brick colour similar to traditional pressed reds in appearance;
- 4) That the proposed garage doors must be modified to be tilt lift doors constructed of vertical timber lining boards, either painted or left to weather to a natural silver colouring, to be more in keeping with a traditional appearance of gates opening to the laneway;
- 5) That the need for balustrading for the garage roof top terraces of the proposed new development fronting Federation Lane must be mitigated by the introduction of a single parapet for the pair of attached garage structures below.
- 6) That the colour of the first floor façade of the proposed new development fronting Federation Lane must generally resemble the colouring of natural weathered timber or galvanised metal to be more in keeping with the traditional character of colour of materials associated with historic laneways.

### MODIFICATIONS TO PREVIOUS PROPOSAL

- Roof terrace on proposed side addition setback from street front an additional 300mm.
- Reduction in number of town houses at rear, from four (4) dwellings to three (3) dwellings.
- Change in roof form to dwellings at the rear.
- Change in materiality at the rear.
- Reduction in setback from rear boundary of roof terraces.

## Attachment 5 - Attachment 5- Heritage Referral - 14 Maugie Street Abbotsford

### ASSESSMENT OF PROPOSED CHANGES:

#### Comments regarding new development to the side of the existing building:

The previous assessment deemed the proposed side addition as too tall and dominating against the existing building. Planning scheme clause 22.02-5.7.1 encourages the design of additions to a contributory element to a heritage place to:

- *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, **roof form, materials and heritage character** of the surrounding historic streetscape.*
- *Be **articulated and massed** to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
- *Be **visually recessive** and **not dominate** the heritage place.*
- *Consider the **architectural integrity and context** of the heritage place or contributory element.*
- *Encourage **similar façade heights to the adjoining contributory elements** in the street. **Where there are differing façade heights, the design should adopt the lesser height.***

At 6.1 metres tall (7.7 metres including the roof terrace balustrades and stair run) the proposed side addition will be between 1.3 metres and 2.7 metres taller than the roofline of the original house. As the entire new build will be visible next to the contributory building, the overall height of the new build should be reduced.

For best practice residential design, 2.7 metre internal ceiling heights are the minimum ceiling heights required. To reduce the overall height of the addition, it is therefore would be for the roof terrace on the side addition be deleted.

*\*Note: The fact that the site is currently obscured from the public realm by an unsympathetic fence and vegetation is not justification for proposing an inappropriate scaled addition. Neither of these elements is considered to be original features of heritage value and therefore could be removed.*

#### Comments regarding new developments at the rear:

The previous assessment recommended a number of changes both to the addition to the original house and to the character/appearance of the proposed dwellings at the rear.

The laneway is included within the HO area, and therefore it must be assessed as being a contributing streetscape.

The amended proposal includes the following changes:

Proposed modification	Comments on heritage grounds
Number of townhouses reduced from four to three	Supported as reducing the amount of new development within a heritage overlay area
'Box form' of development revised to combination of flat roofs at ground level and mostly gable forms at the upper level.	The revised forms are supported as being more complementary to the historic setting by incorporating more traditional forms.
Balconies deleted from the laneway frontage	Supported as removing non-traditional activity away from the historic laneway
Roof terraces rearranged to be square in form, and setback from laneway reduced	Supported as being mostly concealed by the gable fronts of the development
Materials revised to include cream brick walls at ground level	Dark grey metal cladding which was not originally supported continues to be specified for garage doors and at the upper level.  The previous assessment required a material palette that is sympathetic to the traditional character of a laneway – viz: redbrick stables / privies and timber fences. The proposed material palette does not reflect these objectives and should be revised to include at minimum red bricks and a timber garage doors at ground level. Whilst not originally supported, dark grey cladding at the upper level could be agreed provided the materials at ground level respond more positively to the character and appearance of traditional laneways.

## Attachment 5 - Attachment 5- Heritage Referral - 14 Maugie Street Abbotsford

### RECOMMENDATIONS

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

- 1) That the proposed roof terrace associated with the addition to the side of the original house must be deleted;
- 2) That the new development at the rear must incorporate external materials that typically characterise historic laneways such as red brickwork, natural galvanised metal sheeting and natural weathered timber.

### Other comments:

Clause 22.02-5.1 encourages the removal of inappropriate alterations, additions and works that detract from the cultural significance of a place. In accordance with this policy **the unsympathetic brick fence should be replaced with a more traditional timber picket fence.** Doing so would greatly enhance the contribution of the property to the streetscape and the heritage precinct generally by allowing visibility of the house.

### SIGNED:



Ruth Redden

DATED: 8 November 2016



## Attachment 6 - Attachment 6 - ESD Referral - 14 Maugie Street, Abbotsford

**Sustainable Design Assessment (SDA)**  
Referral Response by Yarra City Council



### Assessment Summary:

Responsible Planner:	Gary O'Reilly		
ESD Advisor:	Euan Williamson		
Date:	14.11.2016	Planning Application No:	PLN15/1173
Subject Site:	14 Maugie Street, Abbotsford		
Site Area:	Approx. 809m <sup>2</sup>	Site Coverage:	~58%
Project Description:	Extension to existing dwelling and three new dwellings at the rear.		
Pre-application meeting(s):	No ESD involvement.		

**This application does not meet Council's Environmental Sustainable Design (ESD) standards.** Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met. *Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.*

#### (1) Applicant ESD Commitments:

- Good standard of access to daylight and natural ventilation.
- 6.5 Star NatHERS thermal efficiency to building envelopes.
- Shading provided through metal canopies.
- Solar hot water systems.
- Green wall on easterly façade of extension.

#### (2) Application ESD Deficiencies:

- A STORM report has been submitted with a 114% score relying on a minimum of 180m<sup>2</sup> of roof drained into 6,000 litres of rainwater storage connected to toilets for flushing. Unfortunately, the STORM report site area appears to include only half the site (371m<sup>2</sup>). I recommend that an updated SDA including STORM report and stormwater management response be prepared that meets a best practice standard, demonstrated through a minimum 100% STORM score for the whole site area (~803m<sup>2</sup>). This is likely to require an additional rainwater tank connected to toilets for flushing in the altered existing dwelling, or an equivalent stormwater management response; to be advised by undertaking a STORM assessment.

#### (3) Outstanding Information:

*There is no additional information required at this stage.*

#### (4) ESD Improvement Opportunities:

- Consider additional shading to the east facing 'Bedroom 2' window in Dwelling 1 that will be exposed to summer sun angles and large amounts of solar heat gain.
- Consider a solar photovoltaic array on each dwelling, mounted on roof or pergola over roof deck to provide some shelter and contribute to onsite electricity consumption.

#### Further Recommendations:

The applicant is encouraged to consider the inclusion of ESD recommendations, detailed in this referral report. Further guidance on how to meet individual planning conditions has been provided in reference to the individual categories. The applicant is also encouraged to seek further advice or clarification from Council on the individual project recommendations.

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**1.4 Planning Permit Application No. PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Development of the land for construction of ground and first floor extensions to the existing dwelling, including partial demolition at No. 12 Abbott Grove, Clifton Hill and demolition of an overhanging eave at No. 10 Abbott Grove, Clifton Hill**

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**Executive Summary**

**Purpose**

1. This report provides Council with an assessment of a planning permit application submitted for 10 and 12 Abbott Grove, Clifton Hill, which seeks approval for development of the land for construction of ground and first floor extensions to the existing dwelling, including partial demolition at No. 12 Abbott Grove, Clifton Hill and demolition of an overhanging eave at No. 10 Abbott Grove, Clifton Hill. The report recommends approval, subject to conditions.

**Background**

2. The application was received by Council on 6 June 2016 and subsequently advertised, with nine (9) objections received.
3. A consultation meeting was held on 25 October 2016 and was attended by the applicant, five (5) objectors and Council officers.
4. In response to objector and Council's Heritage Advisor's concerns, the applicant submitted amended plans on 21 November 2016 pursuant to Section 57A of the *Planning and Environment Act 1987* (the Act). In summary, the changes incorporated into the amended plans include:
  - (a) The floor area of the proposed ground and first floor extensions reduced as follows:
    - (i) the rear section of the southern wall of the ground extension further setback from the boundary by 1.17m; and
    - (ii) the southern wall of the first floor extension further setback from the boundary by 0.195m-1.0m;
  - (b) The size and location of the south-facing ensuite window altered and proposed skylights relocated as a result of the reduced floor area and internal rearrangement to the first floor addition;
  - (c) The internal height of the ground floor extension reduced by 300mm and the overall building height subsequently reduced;
  - (d) The render finish of the proposed first floor addition amended to profiled cladding; and
  - (e) Additional louvres provided on the external screens to the east-facing first floor habitable window.
5. As the alterations were minor in nature and were not considered to result in any additional detriment to surrounding properties, the amended plans received discretionary exemption from advertising at Council's internal Development Assessment Panel on 22 November 2016. However, the amended plans were circulated to all objectors via post.
6. On 2 December 2016, the application was further amended under Section 57A of the Act to formally include the property at No. 10 Abbott Grove, Clifton Hill as part of the subject site to allow for the demolition of the northern overhanging eave of the dwelling at No. 12 Abbott Grove, Clifton Hill, which is constructed over the boundary of No. 10 Abbott Grove, Clifton Hill. Hence, the address of the subject site has been updated to No. 10 & 12 Abbott Grove.
7. This further amendment to the application was not re-advertised as it is only a matter of technicality. This amendment has not revised the plans. Therefore, a discretionary exemption from advertising was granted by Council's internal Development Assessment Panel on 6 December 2016.

8. The amended plans submitted on 21 November 2016 under Section 57A of the Act will continue to form basis of Council's assessment.

### **Key Planning Considerations**

9. Key planning considerations include:
  - (a) Clause 15.01-1 Urban design;
  - (b) Clause 15.3-1 Heritage conservation;
  - (c) Clause 22.02 Development guidelines for sites subject to the heritage overlay;
  - (d) Clause 22.07 Development Abutting Laneways;
  - (e) Clause 22.16 Stormwater Management;
  - (f) Clause 43.01 Heritage Overlay; and
  - (g) Clause 54 Rescode.

### **Key Issues**

10. The key issues for Council in considering the proposal relate to:
  - (a) Clause 54 (Rescode);
  - (b) Heritage;
  - (c) Clause 22.07 (Development Abutting Laneways);
  - (d) Clause 22.16 (Stormwater Management);
  - (e) Objector concerns; and
  - (f) Other matters.

### **Objector Concerns**

11. Nine (9) objections were received to the application. These can be summarised as:
  - (a) Visual bulk;
  - (b) Not in keeping with the historic character of the area;
  - (c) Non-compliance with ResCode (overlooking, side setbacks, walls on boundaries and overshadowing);
  - (d) Loss of daylight and solar access to existing windows, skylight and solar panels;
  - (e) Loss of privacy, noise impact and dust emissions during construction;
  - (f) Impact on house values and living standards; and
  - (g) Lack of ESD elements incorporated into the development.

### **Conclusion**

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

**CONTACT OFFICER:** Catherine Balagtas  
**TITLE:** Statutory Planner  
**TEL:** 03 9426 1425

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**1.4 Planning Permit Application No. PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Development of the land for construction of ground and first floor extensions to the existing dwelling, including partial demolition at No. 12 Abbott Grove, Clifton Hill and demolition of an overhanging eave at No. 10 Abbott Grove, Clifton Hill**

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Trim Record Number: D16/171992

Responsible Officer: Principal Planner

**Proposal:** Development of the land for construction of ground and first floor extensions to the existing dwelling, including partial demolition

**Existing use:** Dwelling

**Applicant:** Seamus Walsh Designs

**Zoning / Overlays:** Neighbourhood Residential Zone (Schedule 1)  
Heritage Overlay (Schedule HO316)

**Date of Application:** 06 June 2016

**Application Number:** PLN16/0505

**Planning Permit History**

1. There is no planning permit history available for this site.

**Background**

2. The application was received by Council on 6 June 2016 and subsequently advertised, with nine (9) objections received.
3. A consultation meeting was held on 25 October 2016 and was attended by the applicant, five (5) objectors and Council officers.
4. In response to objector and Council's Heritage Advisor's concerns, the applicant submitted amended plans on 21 November 2016 pursuant to Section 57A of the *Planning and Environment Act 1987* (the Act). In summary, the changes incorporated into the amended plans include:
  - (a) The floor area of the proposed ground and first floor extensions reduced as follows:
    - (i) the rear section of the southern wall of the ground extension further setback from the boundary by 1.17m; and
    - (ii) the southern wall of the first floor extension further setback from the boundary by 0.195m-1.0m;
  - (b) The size and location of the south-facing ensuite window altered and proposed skylights relocated as a result of the reduced floor area and internal rearrangement to the first floor addition;
  - (c) The internal height of the ground floor extension reduced by 300mm and the overall building height subsequently reduced;
  - (d) The render finish of the proposed first floor addition amended to profiled cladding; and
  - (e) Additional louvres provided on the external screens to the east-facing first floor habitable window.
5. As the alterations were minor in nature and were not considered to result in any additional detriment to surrounding properties, the amended plans received discretionary exemption from advertising at Council's internal Development Assessment Panel on 22 November 2016. However, the amended plans were circulated to all objectors via post.

6. On 2 December 2016, the application was further amended under Section 57A of the Act to formally include the property at No. 10 Abbott Grove, Clifton Hill as part of the subject site to allow for the demolition of the northern overhanging eave of the dwelling at No. 12 Abbott Grove, Clifton Hill, which is constructed over the boundary of No. 10 Abbott Grove, Clifton Hill. Hence, the address of the subject site has been updated to No. 10 & 12 Abbott Grove.
7. This further amendment to the application was not re-advertised as it is only a matter of technicality. This amendment has not revised the plans. Therefore, a discretionary exemption from advertising was granted by Council's internal Development Assessment Panel on 6 December 2016.
8. The amended plans submitted on 21 November 2016 under Section 57A of the Act will continue to form basis of the following assessment.

## **Existing Conditions**

### Subject Site

9. The subject site comprises of two separate properties at No. 10 and 12 Abbott Grove with No. 12 Abbott Grove being the main site for the proposed development. The subject site is located on the eastern side of Abbott Grove, with Spensley Street and Marshall Place to the north and Fenwick Street to the south-east, in Clifton Hill.
10. No. 12 Abbott Grove (the main site) has a frontage of 6.76m to Abbott Grove and a depth of 33m, yielding an overall area of approximately 223sqm. The eastern (rear) boundary abuts a 3.05m wide Right-of-Way (ROW).
11. The main site is occupied by a single-storey, Victorian-era, brick and weatherboard dwelling with a hipped roof and bullnose verandah. The dwelling has a 2.6m setback from the front boundary to the verandah, with a small front garden and low picket fence provided. It is constructed on the northern boundary for a length of approximately 20m and setback a minimum of 1.4m from the southern boundary. Secluded private open space (SPOS) is located to the south and east (rear) of the dwelling, with the primary area located within the eastern (rear) setback of 7.6m.
12. The dwelling at No. 12 Abbott Grove (the subject dwelling) contains two bedrooms, a kitchen, living area and amenities. Access to the SPOS area is to the south via the double doors of the living area. The site is also provided with a roller door on the rear boundary for access to the laneway.
13. No. 10 Abbott Grove has a frontage of 6.76m to Abbott Grove and a depth of 32.99m, yielding an overall area of approximately 223sqm. The eastern (rear) boundary also abuts a 3.05m ROW. It is noted that this property is only included as part of the subject site for the purpose of demolishing the northern eaves of the subject dwelling, which overhangs onto this property. Details of the existing built form on this property are provided in the 'Surrounding Land' section below. The impact of the proposed development on the amenity of No. 10 Abbott Grove, as an adjoining property, will continue to be assessed in this report.
14. There are no restrictive covenants listed on the submitted titles for both properties at No. 10 & 12 Abbott Grove. However, as shown in the title for No. 10 Abbott Grove, there is a 17.68m long and 0.25m from wide easement along the southern boundary of No. 10 Abbott Grove to allow for maintenance of overhanging eaves of the subject dwelling at No. 12 Abbott Grove. Similarly, a 14.63m long easement applies to the southern boundary of No. 12 Abbott Grove to allow for maintenance of the overhanging eaves of the southern adjoining property at No. 14 Abbott Grove.

### Surrounding Land



15. The surrounding neighbourhood is largely residential, with a mixture of single and double-storey Victorian-era dwellings and an increasing number of contemporary developments. Construction of walls on boundary is a common element in the surrounding area, with the majority of buildings being constructed on or in close proximity to at least one side boundary.
16. To the north of the main site, at No. 10 Abbott Grove, is a single-storey, Victorian-era brick and weatherboard dwelling, with a hipped roof and bullnose verandah identical to the subject dwelling. It is built along its northern boundary for a length of approximately 23m and setback a minimum of 1m from its southern boundary. A site visit of this property has revealed inaccuracies with the submitted plans in terms of locations of the south- and east-facing windows, doors and verandahs of this property. The image below has been prepared by Council's planning officer to demonstrate the approximate locations of the south- and east-facing windows, doors and verandahs of No. 10 Abbott Grove.



17. The primary area of secluded private open space (SPOS) of No. 10 Abbott Grove is located to the rear of the dwelling, which includes the eastern (rear) verandah with Perspex roofing and a shed on the south-eastern corner of the lot. The verandah to the southern side of the dwelling also has Perspex roofing and serves as additional outdoor storage area for the dwelling, as confirmed by the owner of No. 10 Abbott Grove.
18. Further to the north are properties occupied by single-storey, Victorian-era dwellings with hipped roofs and front verandahs identical to the subject dwelling and are generally built on their northern boundaries with SPOS to the rear of the dwellings.
19. To the south of the subject site, at No. 14 Abbott Grove, is an irregular-shaped lot, which is approximately 10m wide to the front and is splayed on the south-eastern side with its width narrowing down to 2m at the rear. This adjoining property is occupied by a single-storey, Victorian-era, brick and weatherboard double-fronted dwelling with a hipped roof, three chimneys and a bullnose verandah on the north-western side of the dwelling.

It is built along its northern boundary for a length of approximately 20m and setback a minimum of 0.6m from its southern boundary. It has solar panels and a skylight on the northern side of its main front roof and has a north-facing leadlight window to a front bedroom. Secluded private open space is located to the rear of the dwelling and consists of two triangular parcels of land along the south-eastern boundary of the lot.

20. Further to the south are irregular-shaped lots, occupied by single-storey double-fronted dwellings with the narrow SPOS area to the rear.
21. The land to the east of the subject site, across the ROW, is occupied by double-storey contemporary unit developments, which front Marshall Place. The units directly opposite the subject site, Nos. 8/1 and 9/1 Marshall Place, have double-storey walls facing the laneway and are located more than 9m from the proposed dwelling extensions.
22. To the west, on the opposite side of Abbott Grove, consists predominantly of single-storey detached Victorian-era dwellings which are similar in appearance. The only exception is No. 9 Abbott Grove, which has a second storey that appears to be a later addition to the dwelling.

## **The Proposal**

23. The application is for development of the land for construction of ground and first floor extensions to the existing dwelling, including partial demolition. Details of the proposal are as follows:

### Demolition at No. 10 Abbott Grove

- (a) Demolition of the rear portion of the northern overhanging eave of the subject dwelling (the overhanging eave of the front two bedrooms will be retained).

### Demolition at No. 12 Abbott Grove

- (b) Demolition of the rear portion of the subject dwelling, including the roof and associated northern boundary wall (the front façade and the two bedrooms to the front of the dwelling will be retained);
- (c) Demolition of a portion of the southern wall of the second bedroom to create a window opening;
- (d) Removal of the roller door on the rear boundary; and
- (e) Demolition of the 1.65m high paling fence with 0.5m high trellis on the southern boundary and the 1.95m high paling fence on the northern boundary (the side fence and gate to the south of the subject dwelling will be retained).

### Buildings and works at No. 12 Abbott Grove

- (f) Construction of ground and first floor extensions to the rear of the dwelling, consisting of:
  - (i) An open-plan kitchen/dining/living area, a bathroom, a European laundry and staircase at ground floor; and,
  - (ii) A master bedroom with walk-in-robe and ensuite, rumpus room and staircase at first floor.

### *Ground Floor*

- (g) The proposed ground floor extension is to be constructed on the northern boundary for a length of approximately 14m and on the southern boundary for a length of 10.58m. The rear portion of the ground floor extension will be setback 1.17m from the southern boundary. It will be setback a minimum of 6.3m from the rear boundary.
- (h) The ground floor extension will be constructed of rendered walls in 'White Duck Quarter' finish.

- (i) A vertical rectangular window is to be installed on the southern wall of the second bedroom.
- (j) A 2.4m by 2.4m swimming pool and associated pool equipment shed are proposed in the north-eastern corner of the site.
- (k) A 2000-litre rainwater tank is to be installed to the south of the front bedroom, behind the existing side fence and gate, which is setback 3.95m from the front boundary.
- (l) A 3m wide roller door and a pedestrian gate is also proposed to be constructed on the eastern (rear) boundary.
- (m) 2m high brick fences are also proposed on the northern and southern boundaries to the rear of the site.

#### *First Floor*

- (n) The proposed first floor addition is to be constructed on the northern boundary for a length of approximately 13.5m and setback between 1.6m and 2.41m from the southern boundary. It is setback approximately 12.6m from the front boundary and 7.2m from the rear boundary.
- (o) The proposed first floor addition will be constructed of profiled cladding walls in a 'grey' colour with a rendered wall on the northern boundary. It will have a hipped roof, which is constructed of colorbond metal sheeting with eaves.
- (p) The proposed extensions will have an overall building height of 7m.

### **Planning Scheme Provisions**

#### Zoning

##### *Neighbourhood Residential Zone (Schedule 1)*

- 24. Pursuant to *Clause 32.09-4* of the Yarra Planning Scheme (the Scheme), *a permit is required to construct or extend a dwelling on a lot of less than the lot size specified in a schedule to this zone*. Schedule 1 to this zone specifies the lot size as 500sqm. As the total area is approximately 233sqm, a planning permit is required. A development must meet the requirements of Clause 54 of the Scheme.
- 25. Pursuant to *Clause 32.09-8* of the Scheme, the maximum height of a dwelling must not exceed 8m as specified under Schedule 1 to the Neighbourhood Residential Zone.

#### Overlays

##### *Heritage Overlay (Schedule HO316 – Clifton Hill Eastern Precinct)*

- 26. Pursuant to *Clause 43.01-1* of the Scheme, *a permit is required to demolish or remove a building, construct a building or construct or carry out works, including a fence*.
- 27. Pursuant to the schedule of the Heritage Overlay, no external paint controls, internal alteration controls or other specific heritage controls apply to the Clifton Hill Eastern Precinct (HO316).

#### Particular Provisions

##### *Clause 54 One Dwelling on a lot*

- 28. Pursuant to *Clause 54* of the Scheme the provisions apply to extend one dwelling on a lot less than 500sqm.

#### General Provisions

##### *Clause 65 Decision guidelines*

29. The decision guidelines outlined at *Clause 65* of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

*Clause 15.01-1 Urban design*

30. The objective of this clause is:

- (a) *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

*Clause 15.01-2 Urban design principles*

31. The objective of this clause is:

- (a) *To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*

*Clause 15.01-5 Cultural identity and neighbourhood character*

32. The objective of this clause is:

- (a) *To recognise and protect cultural identity, neighbourhood character and sense of place.*

*Clause 15.02-1 Energy and resource efficiency*

33. The objective of this clause is:

- (a) *To encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.*

*Clause 15.03 Heritage*

34. The objective of this clause is:

- (a) *To ensure the conservation of places of heritage significance.*

Local Planning Policy Framework (LPPF)

*Clause 21.05-1 Heritage*

35. The objective of this clause is:

- (a) *Objective 14 – To protect and enhance Yarra’s heritage places;*

The relevant strategies supporting this objective, specific to this proposal, are:

- (i) *Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
- (ii) *Apply the Development Guidelines for Heritage Places policy at clause 22.02.*

*Clause 21.05-2 Urban Design*

36. The relevant objectives of this clause are:

- (a) *Objective 16 - To reinforce the existing urban framework of Yarra.*
- (b) *Objective 17 - To retain Yarra's identity as a low-rise urban form with pockets of higher development.*
- (c) *Objective 18 - To retain, enhance and extend Yarra's fine grain street pattern.*
- (d) *Objective 20 - To ensure that new development contributes positively to Yarra's urban fabric.*
- (e) *Objective 22 - To encourage the provision of universal access in new development.*

*Clause 21.07 Environmental Sustainability*

37. The relative objective of this clause is:

- (a) *Objective 34 – To promote ecologically sustainable development.*

The relevant strategy supporting this objective, specific to this proposal, is:

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

*Clause 21.08-4 Clifton Hill*

38. The neighbourhood character statement for this area states:

- (a) *This largely residential neighbourhood has good public open space including the parklands associated with the Yarra River and Merri Creek to its east and Darling Gardens and Mayors Park located within the neighbourhood.*

*Clifton Hill has two neighbourhood activity centres.*

*The Spensley Street centre is a small convenience centre based around the intersection of Spensley and Berry streets. The centre has a village atmosphere and an attractive streetscape and landscaping. There is limited scope for more intense development of this centre.*

*The Queens Parade centre is a mixed use centre with strong convenience retailing. There is an opportunity to create stronger linkages between the community facilities to the east and the centre.*

*A small industrial/ business precinct exists on the north side of Alexandra Parade between Smith Street and Wellington Street. The business focus of this precinct should remain, however flexibility should exist for residential development on the upper levels of buildings and on underutilised sites abutting residential properties.*

39. The map at *Figure 12: Built-form character Map: Clifton Hill* identifies the site as being included in the 'Heritage Overlay' area, in which the specific development guideline is to:

- (a) *Ensure that development does not adversely affect the significance of the heritage place.*

Relevant Local Policies

*Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay*



40. *Clause 22.02 of the Scheme applies to all development where a planning permit is required under the Heritage Overlay. The objectives of the policy include:*
- (a) to conserve Yarra's natural and cultural heritage;*
  - (b) to conserve the historic fabric and maintain the integrity of places of cultural heritage significance;*
  - (c) to retain significant view lines to, and vistas of, heritage places;*
  - (d) to preserve the scale and pattern of streetscapes in heritage places;*
  - (e) to ensure that additions and new works to a heritage place respect the significance of the place;*
  - (f) to encourage the retention of 'individually significant' and 'contributory' heritage places; and*
41. *Clause 22.02-5.1 generally encourages the retention of a building in a heritage place, unless the building is identified as being not-contributory.*

*Removal of Part of a Heritage Place or Contributory Elements*

- (a) Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.*
- (b) Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*
  - (i) That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).*
  - (ii) For a contributory building:*
    - that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or*
    - the removal of the part would not adversely affect the contribution of the building to the heritage place.*

42. *Clause 22.02-5.7 New Development, Alterations or Additions*

The relevant policies of *Clause 22.02-5.7.1*, in relation to the development subject of this application, encourages the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:

- (a) Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
  - (b) Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
  - (c) Be visually recessive and not dominate the heritage place.*
  - (d) Be distinguishable from the original historic fabric.*
  - (e) Not remove, cover, damage or change original historic fabric.*
  - (f) Not obscure views of principle façades.*
  - (g) Consider the architectural integrity and context of the heritage place or contributory element.*
43. This policy refers to an incorporated document (City of Yarra Review of Heritage Overlay Areas 2007), which identifies the level of significance for all buildings/sites within the Heritage Overlay. Specifically, the subject site is nominated as being 'Contributory' to the Clifton Hill Eastern Precinct.

*Clause 22.07 Development Abutting Laneways*

44. The objectives of this clause are:

- (a) *To provide an environment which has a feeling of safety for users of the laneway.*
- (b) *To ensure that development along a laneway acknowledges the unique character of the laneway.*
- (c) *To ensure that where development is accessed off a laneway, all services can be provided to the development.*
- (d) *To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

*Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)*

45. This policy applies to applications for new buildings and recognises that increased development can result in greater hard surface area and changes to the volume, velocity and quality of stormwater drainage into natural waterways.

**Advertising**

46. The application was originally advertised in accordance with Section 52 of the Act with 12 letters sent to the owners and occupiers of the adjoining and surrounding land and one public notice sign displayed on the Abbott Grove frontage.

47. Council received a total of nine (9) objections. The grounds of objection are summarised as follows:-

- (a) Visual bulk;
- (b) Not in keeping with the historic character of the area;
- (c) Non-compliance with ResCode (overlooking, side setbacks, walls on boundaries and overshadowing);
- (d) Loss of daylight and solar access to existing windows, skylight and solar panels;
- (e) Loss of privacy, noise impact and dust emissions during construction;
- (f) Impact on house values and living standards; and
- (g) Lack of ESD elements incorporated into the development.

48. The amended plans submitted under S.57A of the Act on 21 November 2016 were not re-advertised as the alterations are minor in nature and are not considered to result in any additional detriment to surrounding properties. Discretionary exemption from advertising was granted by Council's internal Development Assessment Panel on 22 November 2016. However, the amended plans were circulated to all objectors via post.

49. A further amendment to the application was submitted under S.57A of the Act on 2 December 2016 was also not re-advertised as it is only a matter of technicality. This further amendment has not revised the plans. Therefore, a discretionary exemption from advertising was granted by Council's internal Development Assessment Panel on 6 December 2016.

**Referrals**

External Referrals

50. The application does not trigger any referrals to external authorities under the requirements of the Scheme.

Internal Referrals

*Heritage Advisor*

51. The application was not formally referred to Council's Heritage Advisor; however, a discussion was had on the amended plans with the Heritage Advisor generally supportive of the proposal subject to minor modifications.
52. It was advised that the extent of demolition is considered acceptable given the main building form, including roof form, of the existing dwelling (to a depth of two rooms) will be retained, as encouraged by policy. The hipped roof form and materiality of the proposed additions are also appropriate as it would complement the hipped roof form of the existing dwelling with the difference in materiality/finish of the walls creating a clear distinction between the original historic fabric and proposed additions.
53. However, some concerns were raised regarding the siting and visual dominance of the proposed first floor addition, particularly as it protrudes above the projected sightline as set out in Figure 2 of Clause 22.02-5.7.1 of the Scheme, which provides guidance on the appropriate areas for additions to a contributory graded building. It was suggested that the front wall of the first floor addition should be reduced from 2.4m to 2.2m high above finished floor level and the front hip of the first floor roof be lowered to reduce the visibility of the first floor addition and bring it closer to compliance with Council's Heritage Policy.
54. The window configuration in the front façade of the first floor addition also does not appear to be consistent with the existing fenestration of the dwelling. It is recommended that the two middle window panes be deleted with the two end panes retained as separate vertical rectangular windows in keeping with the window proportions of the existing dwelling.
55. Further discussions of these recommendations will be provided later in this report.

## OFFICER ASSESSMENT

56. The key planning considerations for Council in considering the proposal are:

- (a) Clause 54 (Rescode);
- (b) Heritage;
- (c) Clause 22.07 (Development Abutting Laneways);
- (d) Clause 22.16 (Stormwater Management);
- (e) Objector concerns; and
- (f) Other matters

### Clause 54 (Rescode)

57. The following is a detailed assessment of the proposal against the relevant provisions of ResCode (*Clause 54*).
58. This particular provision comprises of 19 design objectives and standards to guide the assessment of new residential development. Given the site's location within a built up inner city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test.

#### *A1 – Neighbourhood character objective*

59. The immediate streetscape comprises predominantly of single-storey Victorian-period dwellings with some double-storey additions visible from the street and built form constructed to at least one side boundary with secluded private open space areas to the rear. The proposal, which retains the main building form of the existing dwelling and locates the dwelling extensions to the rear, is therefore responsive to the historic character of the area. The double-storey height, on-boundary construction and contemporary finish of the proposed dwelling additions are also in keeping with the characteristics of the existing residential built form along Abbott Grove. The retention of secluded private open space at the rear of the site would also maintain the existing pattern of the development in the area.

*A2 – Integration with the street objective*

60. The dwelling will remain orientated to Abbott Grove. There will also be no change to the existing low picket fence along the site frontage, which allows views into the site for passive surveillance.

*A3 – Street setback objective*

61. As there is no change to the street setback, the dwelling will continue to respect the existing neighbourhood character.

*A4 – Building height objective*

62. The proposed maximum building height is 7m above natural ground level, thereby achieving compliance with the maximum 8m specified in restrictions of the zone and 9m under this standard.

*A5 – Site coverage objective*

63. This standard states that the site area covered by buildings should not exceed 60%. The proposed development will result in 58.9% site coverage, thereby, complying with the standard.

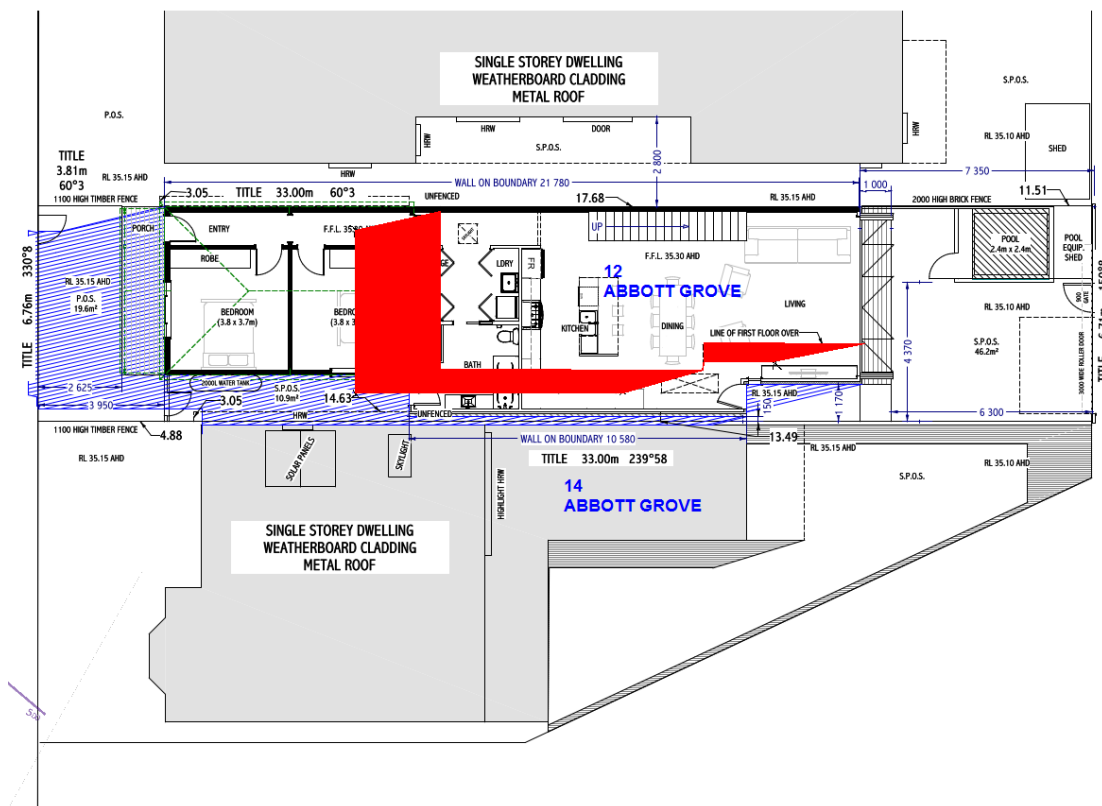
*A6 – Permeability objectives*

64. A minimum of 20% site permeability is recommended by this standard. The submitted plans indicate that the site will have 61.75sqm of permeable surfaces, resulting in 26.5% site permeability, which exceeds compliance with the standard. However, the plans do not show which parts of the site will consist of permeable surfaces. It can be ascertained that the existing 19sqm front garden will be retained. However, it is not clear whether the remaining permeable surfaces are located on site. It is appropriate to identify the permeable surfaces on site to demonstrate compliance with Standard A6. This will form as a condition on any permit to issue.

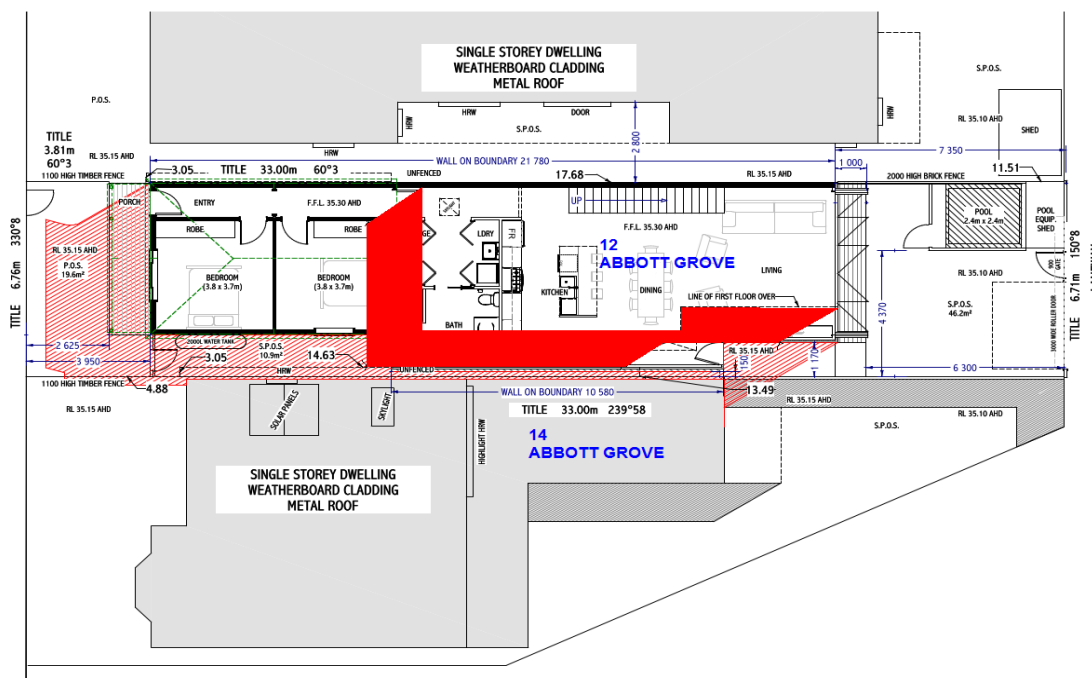
*A7 – Energy efficiency protection objectives*

65. It is considered that the proposed development will have a good level of energy efficiency given:
- (a) The new open-plan kitchen/dining/living area at ground floor will be provided with east-facing operable windows and clear-glazed doors, which would allow for daylight, solar access and natural ventilation into this main living area;
  - (b) All rooms within the dwelling, including the existing bedroom at ground floor and non-habitable rooms, will be provided with either a window or skylight for access to natural daylight, thereby minimising the need for artificial lighting during daytime; and,
  - (c) The west-facing windows of the first floor bedroom will be provided with eaves and glazed louvres above the windows for protection from the western sun.
66. The proposed development will also not unreasonably reduce the energy efficiency of the adjoining properties given:
- (a) The majority of the proposed built form is adjacent to existing walls of dwellings on the abutting lots. The only exception is the northern wall of the proposed extensions, which is opposite the south-facing windows of No. 10 Abbott Grove. As will be discussed in the assessment of Standard A12 later in this report, the proposed extensions will not unreasonably impact on daylight access to these existing windows of the northern adjoining property.
  - (b) The proposed first floor addition will not reduce the amount of sunlight available to the skylight and solar panels of No. 14 Abbott Grove. Based on officer's assessment (as demonstrated in the images below), the shadows of the proposed first floor addition at the September equinox (in red) would mainly cast onto the roof of the subject dwelling at 10am, 11am and 12noon.

From these depicted shadows, it can be established that the proposed first floor addition would not cast additional shadows to the skylight and solar panels of No. 14 Abbott Grove during the afternoon, when the shadows would become more south- and south-easterly, away from the adjacent skylight and solar panels, which are located to the south-west of the proposed first floor addition. Accordingly, it is considered that these adjacent domestic services will continue to receive good solar access.

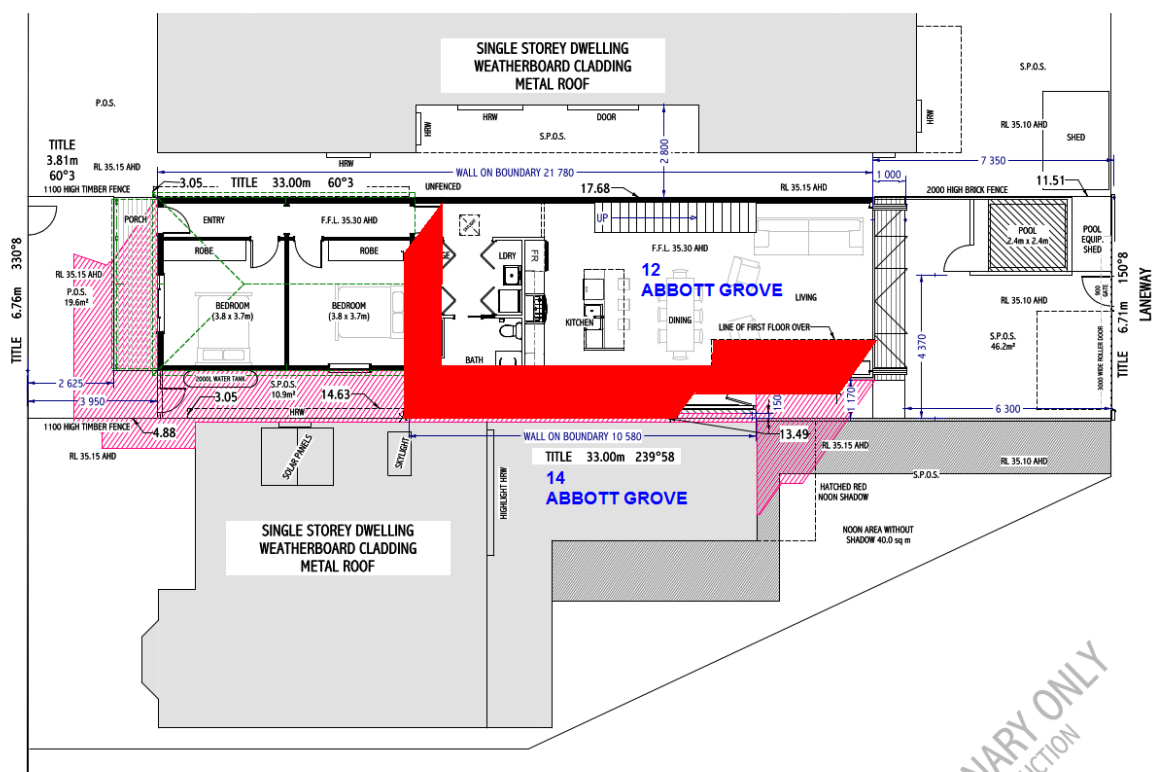


**SHADOWS AT EQUINOX - 10am**  
SCALE 1:100



**SHADOWS AT EQUINOX - 11am**  
SCALE 1:100





## SHADOWS AT EQUINOX - Noon

SCALE 1:100

PRELIMINARY ONLY  
NOT FOR CONSTRUCTION

### A8 – Significant trees objective

67. No tree removal has been proposed under this application.

### A10 – Side and rear setbacks objective

68. Pursuant to the standard, a new building not on or within 200mm of a boundary should be set back from side or rear boundaries:

- (a) At least the distance specified in a schedule to the zone, or
- (b) If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.

### Southern setback

69. The proposed southern wall at ground floor associated with the living room will be setback 1.17m from the boundary, which meets the 1m setback required for a wall height of approximately 3.5m above natural ground level under the standard. However, the first floor plan does not appear to accurately show the outline of the ground floor southern wall being setback from the boundary. It is appropriate to correct this error on the first floor plan for consistency. This will be included as a condition on any permit to issue.
70. The southern wall of the proposed first floor addition will be constructed at a height of 5.75m above natural ground level, which requires a setback of 1.65m. The front part of this southern wall associated with the master bedroom will be setback 1.6m from the southern boundary, which falls short of the standard requirements by 5cm. However, it is considered that this wall will not cause any unreasonable visual bulk impact to the adjoining property given this wall is adjacent to the existing boundary wall of No. 14 Abbott Grove and not opposite any existing windows or secluded private open space areas. Also, the rear part of this southern wall associated with the rumpus room will be setback 2.41m from the southern boundary, which more than exceeds the requirement of the standard.

*Eastern setback*

71. The eastern (rear) wall of proposed extensions will also be setback a minimum of 7.2m, which meets the 1.65m setback required for a 5.75m high wall under Standard A10.
72. Overall, the design response is considered to be appropriate given there will be no unreasonable visual bulk impacts that would result from the varied setback of the southern wall at first floor. The articulation on the first floor southern wall would also reduce any visual bulk appearance of this wall. It is considered that the objective of the standard is met and the adjacent dwelling to the south will not be unreasonably impacted.

*A11 – Walls on boundaries objective*

73. Pursuant to the standard:
  - (a) the total length of walls along the northern and southern boundaries should not exceed 15.75m, unless abutting an existing or simultaneously constructed wall; and
  - (b) the maximum height of all boundary walls should not exceed an average 3.2m height, with no part higher than 3.6m unless abutting a higher existing or simultaneously constructed wall on an adjoining lot.

*Northern boundary*

74. Currently there is a 20m long wall along the northern boundary with an average height of approximately 3.3m above natural ground level. As such, the existing wall along this boundary already exceeds the length and height set by the standard.
75. An additional length of 1.78m is proposed to this northern boundary wall, which will result in a total length of 21.78m. The overall height of this northern boundary wall will also be increased to 5.75m as a result of the proposed dwelling extensions. While the length and height of this new northern boundary wall exceed the standard requirements, it is considered acceptable as it will not cause any unreasonable visual bulk and amenity impacts to the adjoining property due to the following reasons:
  - (a) The eastern (rear) part of this northern boundary wall is adjacent the existing built form of No. 10 Abbott Grove, which is not opposite any windows or SPOS areas. The existing built form at No. 10 Abbott Grove would also obscure views of the proposed northern wall from its SPOS area at the rear of the property.
  - (b) While the western part of this northern boundary wall is opposite habitable room windows of No. 10 Abbott Grove, views of the proposed double-storey wall from these adjacent windows would be limited as the adjacent windows are either within close to proximity to the boundary or face a verandah, which obscures upward views of the proposed wall. Therefore, the additional height to the existing northern boundary wall will not be readily visible from these existing windows at ground floor level.
  - (c) The proposed northern boundary wall will not impact on solar access to the adjacent windows of No. 10 Abbott Grove given this wall is orientated to the south of these existing windows, hence, will not reduce sunlight available to these existing windows.
  - (d) The applicant has also offered to incorporate face brickwork at ground level and a lighter coloured material/finish at first floor level, which is considered appropriate to reduce any appearance of visual bulk from the proposed northern boundary wall and allow some daylight to reflect back onto the windows of the northern adjoining property. Therefore, this will be included as a condition on any permit to issue.
  - (e) In addition, the construction of double-storey walls on boundaries is not uncommon in the area.

*Southern boundary*

76. Currently, the existing dwelling does not have any walls constructed on the southern boundary.

77. The proposed development will have a new wall on the southern boundary for a length of 10.58m and a consistent height of 3.6m. The length of this wall complies with the standard; however, the average height of this wall exceeds the 3.2m average height specified under Standard A11. While the height of this southern boundary wall varies from the standard, it is considered acceptable given it would abut the existing boundary wall of the adjoining property and would not be highly visible from public realm, resulting in no amenity impact.
78. However, as shown on the plans, this proposed wall will be setback by only 150mm from the southern boundary. Therefore, it would encroach into the easement along the southern boundary, which allows for the overhanging eaves of No. 14 Abbott Grove. It is appropriate to relocate the proposed southern boundary wall outside the easement to ensure the adjoining property will continue to have reasonable access to their eaves for maintenance. This will form as a condition on any permit to issue.
79. In addition, boundary to boundary construction is common element within the inner-city context, particularly in this street where dwellings are predominantly constructed on at least one side boundary. A variation to the standard is therefore considered acceptable and the objective is appropriately satisfied.

*A12 – Daylight to existing windows objective*

80. Pursuant to the standard, *buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.*

*Walls or carports more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.*

*Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window.*

81. The northern wall of the proposed extensions will be constructed opposite the existing south-facing habitable room windows at ground floor level of No. 10 Abbott Grove (as shown in the image below).



82. The adjacent south-facing habitable room windows (as identified in the above image as 'HRW') consist of (from left to right): a bedroom window, a study/office window with an associated east-facing window, and, two living room windows (with a door in between).
83. Given the proposed northern wall has a height of 5.75m above natural ground level, a standard setback of 2.88m is required from the adjacent windows. The proposed northern wall is only setback approximately 1.3m from the adjacent study/office window and 2.8m from the adjacent living room windows; therefore, it falls short of the standard requirements. However, it is considered that this northern wall will not unreasonably reduce daylight access to the adjacent windows of No. 10 Abbott Grove due to the following reasons:
  - (a) The existing 3.3m high northern boundary wall is setback 1.3m from the south-facing study/office window of the adjoining property. Pursuant to the standard, this existing wall height would require a setback of 1.65m from the adjacent window; therefore, the existing wall on boundary already falls short of the standard in relation to this window. Therefore, daylight access from this south-facing study/office window is already limited. The adjacent habitable room is also provided with an alternate light source via its east-facing window, with reasonable access to daylight and are not directly opposite the proposed extensions.
  - (b) The proposed northern wall is setback 2.8m from the adjacent living room windows, which falls short of the standard by only 8cm. This variation to the standard is considered minor in nature and would not have perceptible difference on reduce daylight access to the existing living room windows of the adjoining property.
  - (c) The applicant has also offered to incorporate lighter coloured materials/finish for the proposed northern wall to allow daylight to reflect back onto these adjacent windows. This will form as a condition on any permit to issue.

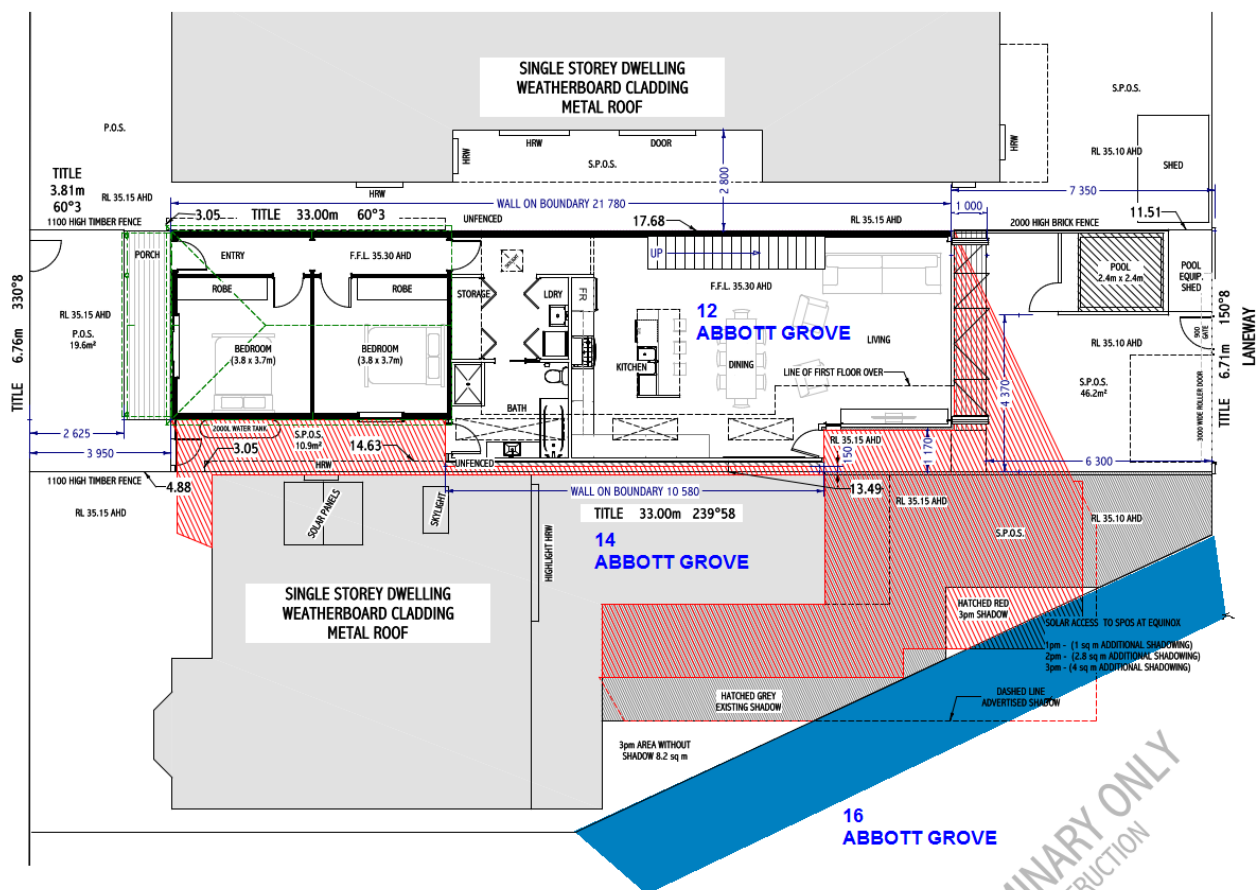
*A13 – North-facing windows objective*

84. The southern adjoining property only has one north-facing window, which is a leadlight/stained-glass window towards the front of the dwelling. The new walls of the proposed development are not opposite this north-facing window; therefore, Standard A13 does not apply.

*A14 – Overshadowing open space objective*

85. The standard states, *where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September. If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.*
86. Based on the submitted shadow diagrams, the proposed development will not result in additional overshadowing to the secluded private open space (SPOS) areas of adjacent properties to the north, east and west. However, the proposed development will result in additional overshadowing to the SPOS area of No. 14 Abbott Grove (to the south) in the order of approximately 1sqm to 4sqm and reduce the unshaded area of the adjacent SPOS to less than 40sqm, contrary to the standard requirements. However, the overshadowing impact to this adjacent SPOS area will be limited to the afternoon hours, with an additional 1sqm of shadow at 12 noon and 1pm, 2.8sqm at 2pm and 4sqm at 3pm. There is no overshadowing impact to the SPOS of the southern adjoining property prior to 12 noon. As shown in the shadow diagrams, majority of this adjacent SPOS area will be in shade primarily due to the existing dwelling on the abutting property and boundary fence, which are located to the north of this SPOS area. Nonetheless, the adjacent SPOS area will continue to receive sunlight within an area of at least 40sqm at 12 noon, 29sqm at 1pm, 21sqm at 2pm and 8sqm at 3pm.
87. This level of additional overshadowing is not considered unreasonable given it is limited in duration and is consistent with inner-city overshadowing situations, where it is often difficult to avoid any additional overshadowing due to small lot sizes and the east-west orientation of lots. The southern adjoining property will continue to have a reasonable area of SPOS, which will receive adequate sunlight during the day for outdoor and recreation needs. The southern walls of the proposed extensions have also been appropriately setback from the boundary where it is adjacent to SPOS of the southern adjoining property to minimise overshadowing impacts to the adjoining property. Based on officer's assessment, the proposed development will also not result in any additional overshadowing to the SPOS of No. 16 Abbott Grove (further south) as the 3pm shadow of the proposed development will not go beyond the existing shadow of the boundary fence between No. 14 and 16 Abbott Grove (as demonstrated in the image below with the shadow of an approximately 1.8m high boundary fence in blue). The proposal is therefore generally in accordance with the objective.





## SHADOWS AT EQUINOX - 3pm

SCALE 1:100

### A15 – Overlooking objective

88. The standard states that a *habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space and habitable room windows of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.*
89. Overlooking opportunities at ground level would be limited given the finished floor level of the ground floor extension is less than 800mm above natural level and the 2m high fences on the northern and southern boundaries would obscure views from the proposed ground floor extension to the SPOS of the adjoining properties.
90. The east-facing window of the rumpus room at first floor will be provided with 1.2m wide obscure glazed screens, which will be externally fixed to the northern and southern ends of the window with vertical metal slats/louvers between the screens to restrict overlooking to the SPOS of the northern and southern adjoining properties. The slats on these vertical louvers will be 20mm thick with a depth/width of 200mm and gaps of 150mm between the slats and will be installed up to a height of 1.7m above the finished floor level of the first floor rumpus room. Given these vertical metal slats will be installed parallel to the northern and southern boundaries, the east-facing rumpus room window will only have views of the SPOS on site and the laneway and will have no views of the adjacent SPOS areas. This east-facing window is also located more than 9m away from the eastern adjacent properties across the laneway, therefore, no unreasonable overlooking can occur from this window. However, it is considered that the provision of 1.2m wide external screen is not ideal as it creates an unnecessary bulk when viewed from the adjoining properties. It is appropriate to revise the screening treatment on this window to reduce visual bulk from the proposed development. This will form as a condition on any permit to issue.

91. Also, it is considered that no overlooking can occur from the proposed west-facing windows of the first floor bedroom and from the proposed south-facing window of the ground floor bedroom to the north-facing habitable room window of No. 14 Abbott Grove given this existing adjacent window is a leadlight window (i.e. stained glass window), which has obscure glazing preventing any views into this adjacent room and vice versa.
92. However, the proposed west-facing windows are also located within a 9m horizontal distance from the south-facing habitable room window of No. 10 Abbott Grove. Based on officer's assessment, some overlooking may occur from the proposed west-facing first floor windows to this adjacent window due to its height, close proximity to the adjacent window and lack of screening. It is appropriate to amend the plans to demonstrate that these west-facing first floor windows are in compliance with the objectives of Clause 54.04-6 (Overlooking) of the Yarra Planning Scheme. This will form as a condition on any permit to issue.
93. The south-facing and east-facing windows of the ensuite at first floor do not require any form of screening as they are not habitable room windows. These windows will have obscure glazing and the south-facing window will have a sill height of 1.7 above finished floor level.

*A16 – Daylight to new windows objective*

94. All of the proposed habitable room windows will face an area with a minimum 3sqm and minimum dimension of 1m clear to the sky, thereby complying with the standard.

*A17 – Private open space objective*

95. The standard states that a dwelling should have POS of an area consisting of 80sqm or 20% of the area of the lot, whichever is the lesser, but not less than 40sqm. Furthermore, at least one part of the POS should consist of SPOS with a minimum area of 25sqm and a minimum dimension of 3m at the side or rear of the dwelling with convenient access from a living room.
96. The proposed development will be provided with approximately 65sqm or 29% of POS, which includes the 19sqm front yard and 46sqm rear yard. The 46sqm area of SPOS at the rear of the dwelling will have a minimum dimension of 3m and will be accessible via the open-plan ground floor living area of the dwelling, in compliance with the standard.

*A18 – Solar access to open space objective*

97. This standard does not apply to extensions to existing dwellings.

*A19 – Design detail objective*

98. The design of the addition is supported given:
  - (a) The presentation, siting and proportions of the proposed addition at first floor are considered to achieve a design response which respects the existing historic character of the area;
  - (b) The materials, finishes and muted colour palette of the proposed development (subject to earlier recommended conditions) are sympathetic to those adopted by the existing dwelling as well as surrounding development; and,
  - (c) The hipped roof form of the proposed first floor addition with eaves also complements the roof of the existing dwelling and is keeping with the roof forms of surrounding dwellings, which are mostly hipped and gable roofs.

*A20 – Front fences objective*

99. The existing front fence will not be altered as part of this application. Therefore, this objective does not apply.

Heritage

100. The relevant purpose of the Heritage Overlay is to ensure that development does not adversely affect the significance of heritage places. The subject site is included in HO316, and is identified as a 'contributory' building to the Clifton Hill Eastern Precinct. Clause 22.02 articulates Council's local planning policy in relation to development guidelines for sites subject to the heritage overlay.
101. The proposed extent of demolition to the rear portion of the dwelling at ground floor, is consistent with the directions provided under *Clause 22.02-5.1* of the Scheme which states where original fabric is to be removed from a contributory building; *if that part is not visible from the street frontage (other than a laneway) or the removal of the part would not adversely affect the contribution of the building to the heritage place.* The proposed demolition associated with the dwelling and the rear boundary fences is largely located to the rear of the site and not visible from the street frontage. Furthermore, Council's heritage advisor has not raised concerns with the demolition.
102. The proposal also includes the installation of a window on the southern wall of the second bedroom at ground floor, including partial demolition, which is considered acceptable as it would not be visible from street and would be in keeping with the existing vertical rectangular windows of the existing dwelling.
103. Overall, the proposed demolition is considered acceptable and will not adversely impact the heritage significance of the heritage precinct.
104. In relation to the additions, *Clause 22.02* of the Scheme seeks to ensure that new additions are visually recessive so as to not dominate the heritage place and are distinguishable from the original historic fabric. Figures 1 and 2 of *Clause 22.02-5.7.1* of the Scheme also provide direction as to the appropriate siting for new additions to a heritage building.
105. *Clause 22.02-5.7.1* of the Scheme states that ground floor additions should be sited within the envelope created by Figure 1 projected sightline. The proposed ground floor additions are mostly sited behind the existing front portion of the dwelling, except the southern side of the ground floor which is to be constructed to the boundary. This section of the ground floor addition is setback 11.6m from the street, which is well within the area appropriate for ground level additions as set out in Figure 1.
106. The policy also states that proposed additions should be recessive and not dominate the heritage place and that upper level additions to contributory buildings should be sited within the envelope created by the Figure 2 projected sightline. The front wall and roof of the first floor addition protrudes above the Figure 2 projected sightline in the order of 0.4m to 1.0m. While Council's Heritage Advisor indicated a preference for the front wall and roof of the first floor addition to be slightly lowered in height to bring it into compliance with the projected sightline at Figure 2, the design in its current form is not considered to be detrimental to the heritage significance of the dwelling and overall precinct. The amount of protrusion above the sightline is limited to the small portion of the roof and the very top section of the front wall of first floor addition. The pitched hipped roof form also allows the first floor addition to recede from view. The proposal also has minimal internal heights with a floor-to-ceiling height (FCL) of 2.7m at ground floor and FCL of 2.4m at first floor. The proposed first floor addition is also setback 12.6m from the street. Therefore, any visibility of the proposed first floor addition would be minimal compared to the overall scale of the extension and the retained portion of the dwelling.
107. However, as suggested by Council's Heritage Advisor, it is appropriate to delete the two middle window panes on the front façade of the first floor addition to ensure that it is in keeping with the fenestration of the existing dwelling given this window will be visible from the street. Therefore, this will be included as a condition on any permit to issue.

108. Furthermore, the materials and finishes proposed for the extension are also considered to be acceptable. The proposal has incorporated a rendered finish to the proposed ground floor and profiled cladding and rendered finish to the proposed first floor addition, which will appropriately distinguish the new addition from original heritage fabric. Council's Heritage Advisor is also supportive of the proposed material palette.
109. Overall, the double storey additions are recessive, located at the rear of the dwelling (setback 12.6m from the street frontage), will be reasonably concealed by the existing hipped roof of the existing dwelling when viewed from Abbott Grove, and any visible elements would be minimal and clearly read as secondary to the heritage dwelling. It is considered that the original dwelling will not be dominated when viewed from the street and the character and presentation of the heritage place will be reasonably respected and remain intact, as is generally encouraged by policy.
110. The installation of the following ancillary services and fences would also not detract from heritage significance of the dwelling as they are either located at the rear of the site or will be appropriately obscured behind existing structures when viewed from the street:
  - (a) The proposed rainwater tank to be installed behind the existing side gate and fence;
  - (b) The 2m high brick fences proposed on the northern and southern boundaries;
  - (c) The swimming pool and associated pool equipment shed at the rear of the site; and
  - (d) The roller door and pedestrian gate proposed on the rear boundary.
111. Accordingly, the proposal appropriately responds to the particular requirements contained within *Clause 22.02* (Development Guidelines for sites subject to the Heritage Overlay) and *Clause 43.01* (Heritage Overlay) of the Scheme, and therefore is considered acceptable in relation to the heritage context of the street.

Clause 22.07 (Development abutting laneways)

112. The proposed development is considered to be compliant with the requirements of Clause 22.07 of the Scheme due to the following reasons:
  - (a) No vehicle access is proposed for the site, aside from an inward opening pedestrian gate and roller door, which would not protrude onto the laneway.
  - (b) The primary pedestrian access to the dwelling will continue to be provided via Abbott Grove.
  - (c) No external lighting is proposed that would cause unreasonable light spill to adjacent private open space and habitable rooms across the laneway.
  - (d) No unreasonable overlooking can occur from the proposed dwelling extension to the eastern adjacent properties across the laneway given it is located more than 9m away.
  - (e) The proposed double-storey built form towards the rear of the site is consistent with other double-storey buildings along Marshall Place, which abut the laneway; therefore, the proposal will not cause unreasonable visual detriment to the laneway.

Clause 22.16 (Stormwater Management)

113. In response to Clause 22.16, the application proposes to install a 2,000-litre rainwater tank to collect stormwater runoff from the roof of the proposed development. Based on the submitted STORM rating report, the provision of this rainwater tank will achieve a STORM rating of 100%, which would satisfy the objectives of Clause 22.16 for best practice in water sensitive urban design and improve stormwater management on site. However, the plans do not indicate whether this rainwater tank will be connected for toilet flushing or garden irrigation, which would ensure appropriate re-use of the stormwater runoff collected into this rainwater tank. Therefore, a condition will require a notation on the plans confirming this rainwater tank will be connected for toilet flushing or garden irrigation.

Objector Concerns

114. The majority of concerns raised by the objectors have been addressed in the above assessment. A summary of the response to objector concerns is provided as follows:

*115. Visual bulk*

This matter has been addressed in the assessment of Standards A10 (Side and rear setbacks) and A11 (Wall on boundaries) at paragraphs 68 to 79 of this report.

*116. Not in keeping with the historic character of the area*

An assessment of the proposed development against Council's heritage policy has been provided at paragraphs 100 to 111 of this report.

*117. Non-compliance with ResCode (overlooking, side setbacks, walls on boundaries and overshadowing)*

Matters relating to overlooking, side setbacks, walls-on-boundaries and overshadowing have already been addressed in the assessment of Clause 54 (Rescode) at paragraphs 68 to 79 and 85 to 93 of this report.

*118. Loss of daylight and solar access to existing windows, skylight and solar panels*

A concern was raised regarding the impact of the proposed development on the east-facing (rear) highlight window and the north-facing skylight and solar panels of No. 14 Abbott Grove, as shown on the plans. The issue regarding impact on solar access to the existing skylight and solar panels of No. 14 Abbott Grove has already been addressed at paragraph 66 of this report. As advised at the consultation meeting, the proposed development will not cause any loss of daylight to the east-facing (rear) highlight window of No. 14 Abbott Grove as this window is not facing the subject site, but rather face the rear of the property and receive daylight from the east.

*119. Loss of privacy, noise impact and dust emissions during construction*

The potential for loss of privacy arising from the proposed development during construction are outside the scope of the planning process and are not sufficient to warrant the refusal of the application. These matters are dealt with by the building surveyor and are addressed at the building permit stage.

Some noise and other off site impacts are inevitable when any construction occurs. The developer will be required to meet relevant Local Laws and EPA regulations regarding construction practices to ensure these impacts are mitigated.

*120. Impact on house values and living standards*

The Victorian Civil and Administrative Tribunal has consistently found that property values are speculative and is not a planning matter. Fluctuations in property prices are not a relevant consideration in assessing an application under the provisions of the Planning & Environment Act 1987, or the Yarra Planning Scheme.

*121. Lack of ESD elements incorporated into the development*

A concern was raised regarding the application not complying with Council's ESD policy at Clause 22.17 of the Scheme. However, the requirements of Clause 22.17 do not apply to construction or extensions to one dwelling; therefore, it does not apply to the proposed development. Nonetheless, the energy efficiency of the proposed development and provision of water sensitive urban design have been assessed under Standard A7 (Energy Efficiency) in paragraph 65 and under Clause 22.16 (Stormwater Management) in paragraph 113 of this report.

Other matters

*122. Correction of drafting errors on the plans and additional information on plans*

A review of the submitted plans revealed inaccuracies and errors on the plans, which need corrected, as well as information missing from the plans, which has been clarified by the applicant via email, as follows:

- (a) The existing side gate and fence to the south of the dwelling as to be retained;
- (b) The northern wall of the front two bedrooms of the existing dwelling as to be retained;
- (c) The existing 1m high timber picket fence on the front boundary as to be retained;



- (d) The height of the proposed southern boundary fence depicted as 2m high brick fence on all relevant plans (as opposed to 1.65m high paling with 500mm trellis shown on the proposed site plan);
- (e) The accurate locations of the south- and east-facing windows, doors and verandahs of No. 10 Abbott Grove;
- (f) The southern setback of the ground floor extension accurately depicted on the first floor plan;
- (g) The setback of the northern boundary wall from the adjacent living room windows of No. 10 Abbott Grove as 2.8m (as opposed to 2.83m shown on the proposed first floor plan, which is not taken from the edge of the window);
- (h) The width of the easements reserved for overhanging eaves as confirmed by the title plans of the adjoining properties (it is established that the 3.05m wide easements shown on the title plan of No. 12 Abbott Grove is incorrect based on the scale of the plan and the dimensions on the title plan of No. 10 Abbott Grove).

Conditions will therefore require these matters to be shown on the plans for clarity and consistency.

**123. *Locating works within the boundaries of No. 12 Abbott Grove and outside the easements***

As previously discussed, a condition will require the southern boundary wall of the proposed ground floor extension to be located outside the easement along the southern boundary, which is reserved for the overhanging eaves of No. 14 Abbott Grove.

Similarly, the eastern (rear) part of the northern eaves of the proposed first floor addition is not considered appropriate as it encroaches into the boundary of the northern adjoining property. While there is an easement along the southern boundary of No. 14 Abbott Grove which would allow for overhanging eaves, the length of this easement is not adequate to fit the entire length of the northern eave of the proposed first floor addition. The rear section of this northern eave; therefore, encroaches into the title boundaries of No. 14 Abbott Grove without the benefit of an easement. Therefore, a condition will require the proposed additions, including eaves, to be sited within the title boundaries of No. 12 Abbott Grove.

## Conclusion

124. The proposal demonstrates a high level of compliance with the policy requirements outlined in the Yarra Planning Scheme. Based on the above report, the proposal is considered to comply with relevant planning policy and is supported, subject to conditions.

## RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant Planning Permit PLN16/0505 for development of the land for construction of ground and first floor extensions to the existing dwelling, including partial demolition at No. 12 Abbott Grove, Clifton Hill and demolition of an overhanging eave at No. 10 Abbott Grove, Clifton Hill, subject to the following conditions:

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans dated 21 November 2016, but modified to show:
  - (a) The ground floor northern wall of the proposed extensions to be constructed of face brickwork;
  - (b) The first floor northern wall of the proposed extensions to be constructed of render in a light colour/ finish;
  - (c) The southern boundary wall of the proposed extensions to be constructed outside the easement along the southern boundary;

- (d) The proposed extensions, including eaves, constructed within the title boundaries of No. 12 Abbott Grove;
  - (e) Revised screening treatment for the east-facing first floor rumpus room window so as to not result in additional visual bulk;
  - (f) The west-facing windows of the proposed first floor bedroom to demonstrate compliance with the objective of Clause 54.04-6 (Overlooking) of the Yarra Planning Scheme;
  - (g) The first floor western façade revised to incorporate two Victorian-era style windows;
  - (h) A notation confirming the 2,000-litre rainwater tank will be connected for toilet flushing and garden irrigation.
  - (i) All permeable surfaces on site shown on the ground floor plan confirming compliance with Standard A6 (Site permeability);
  - (j) The floor plans to accurately depict the locations of the south- and east-facing windows, doors, verandahs and other structures of No. 10 Abbott Grove;
  - (k) The first floor plan to accurately depict the setback of the ground floor southern wall;
  - (l) The existing side gate and fence to the south of the dwelling as to be retained;
  - (m) The northern wall of the front two bedrooms of the existing dwelling as to be retained;
  - (n) The existing 1m high timber picket on the front boundary as to be retained;
  - (o) The height of the proposed southern boundary fence consistently depicted as 2m high brick fence on all relevant plans;
  - (p) The setback of the northern boundary wall from the adjacent living room windows of No. 10 Abbott Grove consistently depicted as 2.8m;
  - (q) The width of the easements reserved for overhanging eaves on the subject site accurately depicted on the plans as confirmed by the title plans of the adjoining properties.
2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.
  3. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.
  4. Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.
  5. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:
    - (a) at the permit holder's cost; and
    - (b) to the satisfaction of the Responsible Authority.
  6. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:
    - (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
    - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
    - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.
  7. This permit will expire if:
    - (a) the development is not commenced within two years of the date of this permit; or
    - (b) the development is not completed within four years of the date of this permit.

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

**NOTES:**

This site is subject to a Heritage Overlay. A planning permit may be required for any external works.

A building permit may be required before development is commenced. Please contact Council's Building Department on Ph. 9205 5585 to confirm.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5585 for further information.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

**CONTACT OFFICER:** Catherine Balagtas  
**TITLE:** Statutory Planner  
**TEL:** 03 9426 1425

**Attachments**

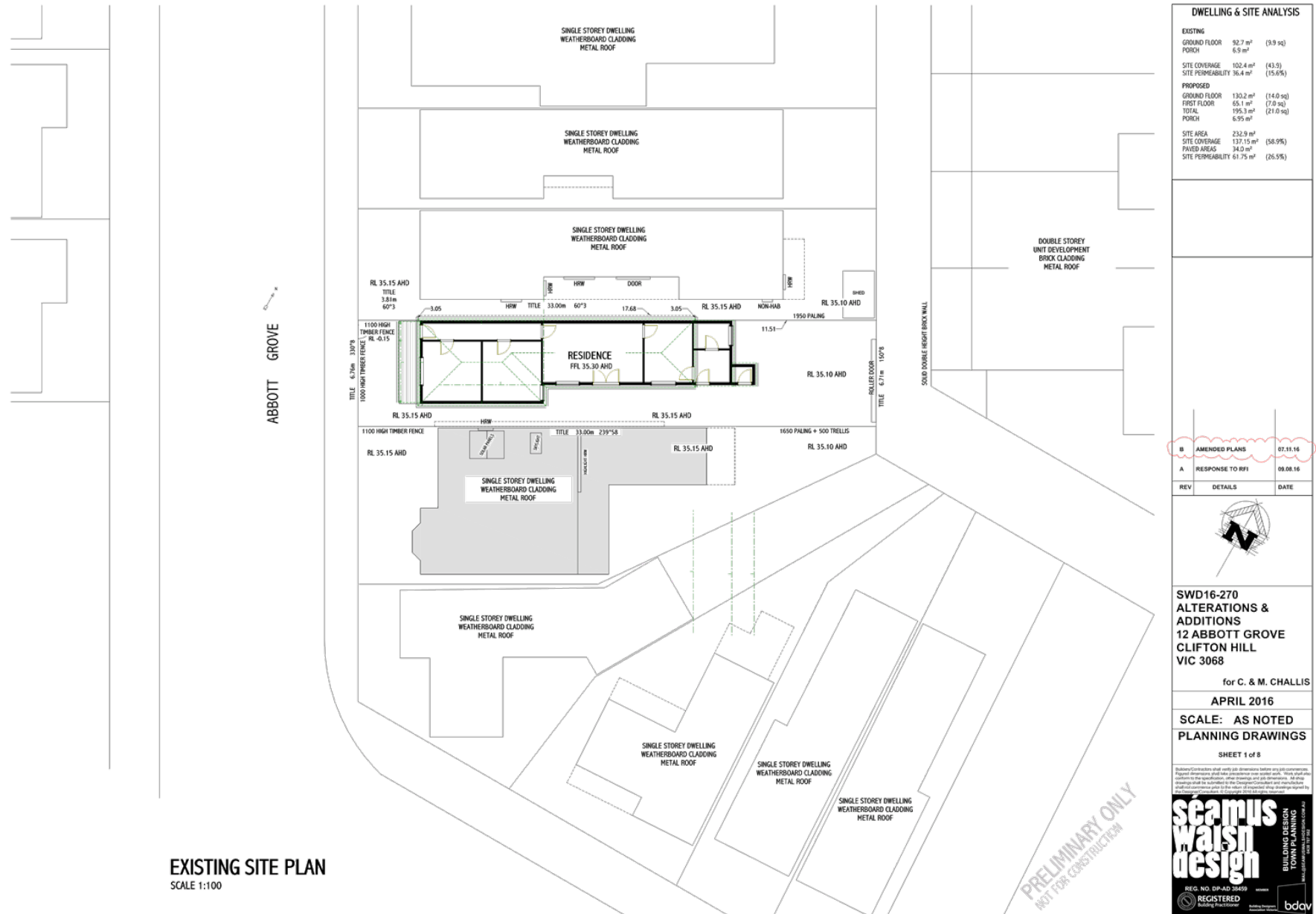
- 1 PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Site Location Plan
- 2 PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Decision Plans

**Attachment 1 - PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Site Location Plan**

**SUBJECT LAND: 10 & 12 ABBOTT GROVE, CLIFTON HILL**

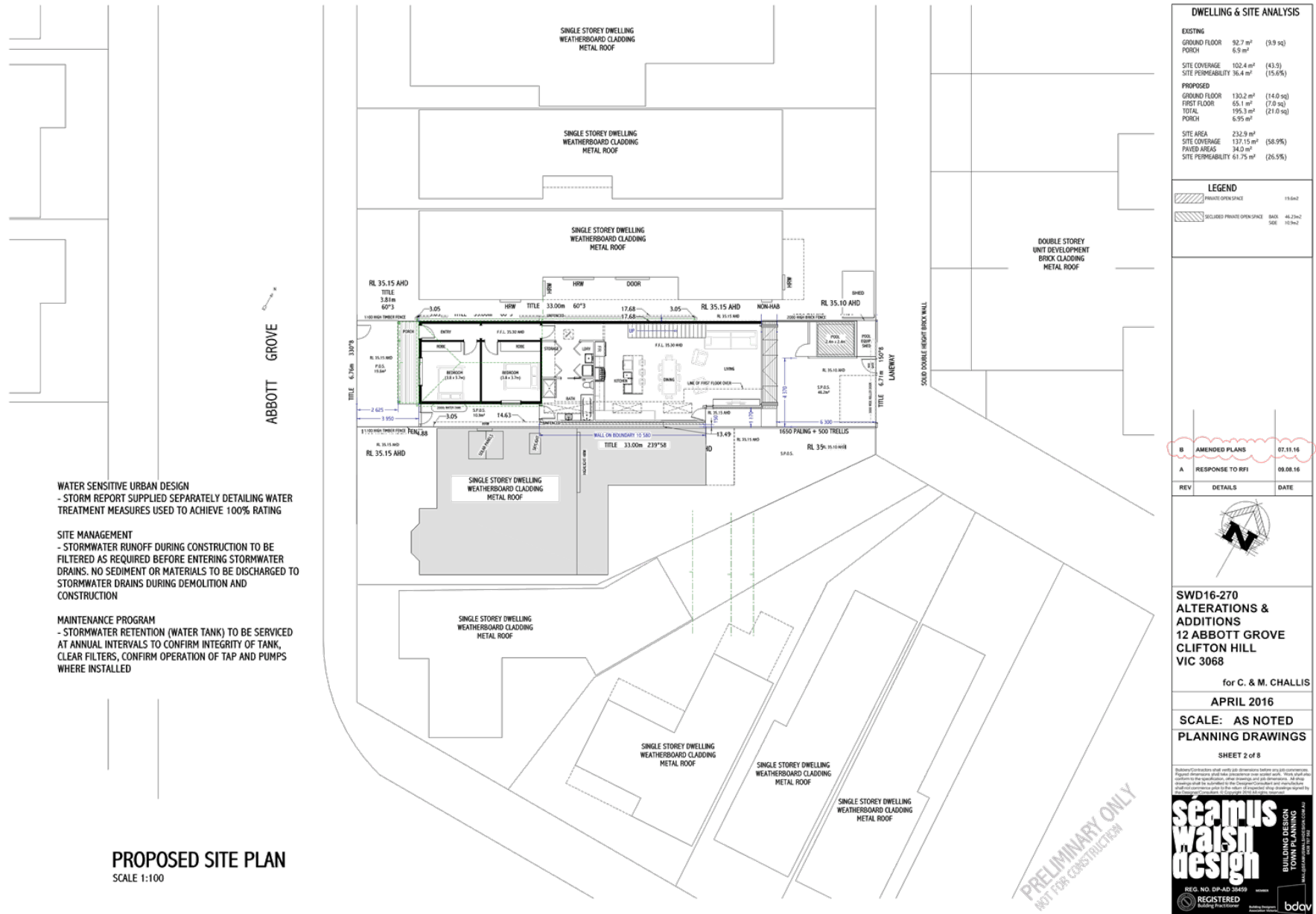


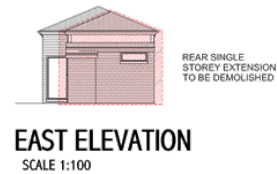
# Attachment 2 - PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Decision Plans





# Attachment 2 - PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Decision Plans





DWELLING & SITE ANALYSIS		
<b>EXISTING</b>		
GROUND FLOOR	92.7 m <sup>2</sup>	(9.9 sq)
PORCH	6.9 m <sup>2</sup>	
SITE COVERAGE	102.4 m <sup>2</sup>	(43.5)
SITE PERMEABILITY	36.4 m <sup>2</sup>	(15.6%)
<b>PROPOSED</b>		
GROUND FLOOR	130.2 m <sup>2</sup>	(14.0 sq)
FIRST FLOOR	65.1 m <sup>2</sup>	(7.0 sq)
TOTAL	195.3 m <sup>2</sup>	(21.0 sq)
PORCH	6.95 m <sup>2</sup>	
SITE AREA	232.9 m <sup>2</sup>	
SITE COVERAGE	137.15 m <sup>2</sup>	(58.9%)
PAVED AREAS	34.0 m <sup>2</sup>	
SITE PERMEABILITY	61.75 m <sup>2</sup>	(26.5%)

B	AMENDED PLANS	07.11.16
A	RESPONSE TO RFI	09.08.16
REV	DETAILS	DATE



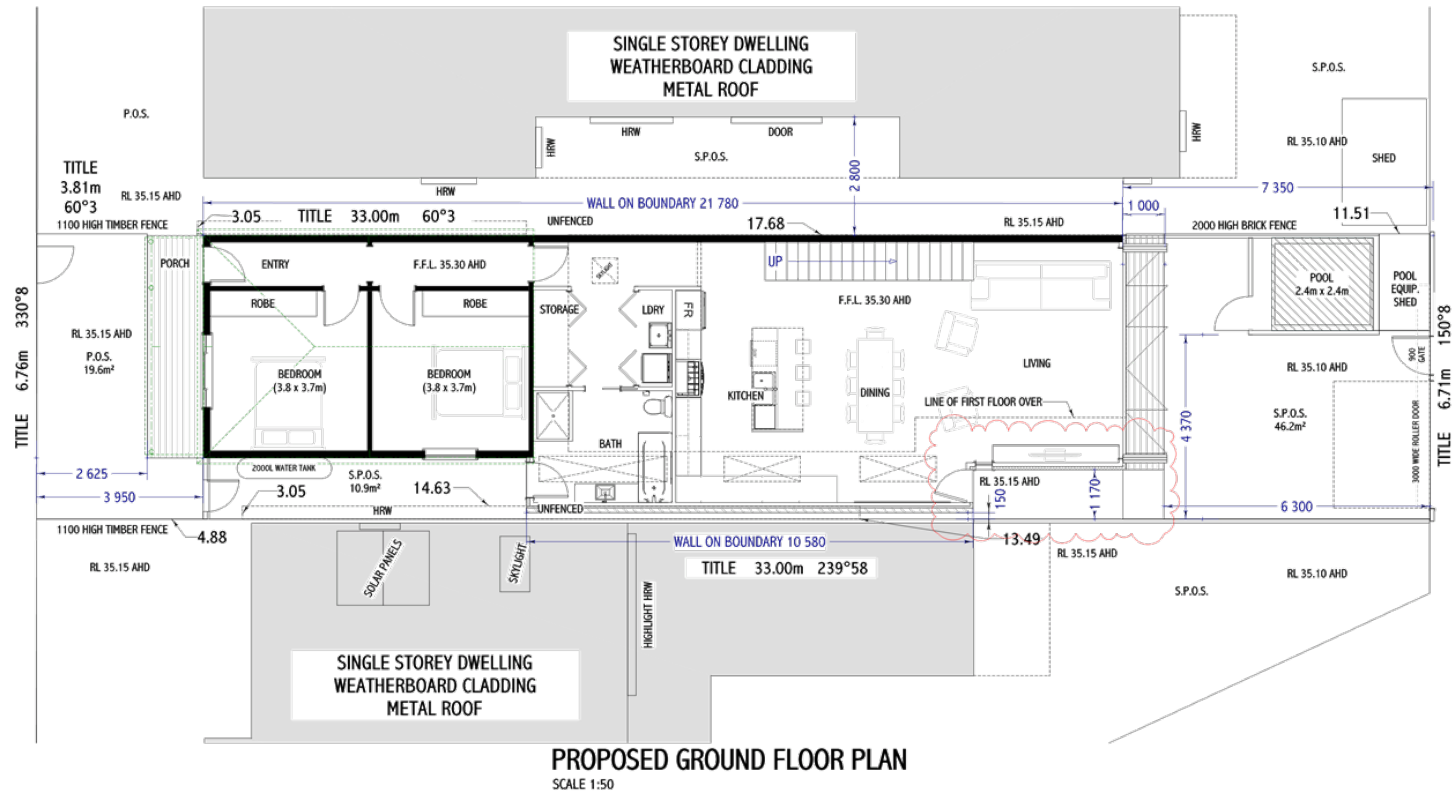
SCALE:
PLANNING DRAWINGS
SHEET 3 of 8

Builders/Contractors shall verify job dimensions before any job commences. Figured dimensions shall take precedence over scaled work. Work shall also conform to the specification, other drawings and job dimensions. All shop drawings shall be submitted to the Designer/Consultant and manufacture shall not commence prior to the return of inspected shop drawings signed by

REG. NO. DP-AD 38459  
 REGISTERED  
 Building Practitioner  
 Building Design  
 bda



# Attachment 2 - PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Decision Plans



DWELLING & SITE ANALYSIS			
<b>EXISTING</b>			
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FIXED AREAS	34.0 m <sup>2</sup>		
SITE PERMEABILITY	61.75 m <sup>2</sup>	(26.5%)	

B AMENDED PLANS			07.11.16
A RESPONSE TO RFI			08.08.16
REV	DETAILS	DATE	

**SWD16-270**  
**ALTERATIONS & ADDITIONS**  
**12 ABBOTT GROVE**  
**CLIFTON HILL**  
**VIC 3068**

for C. & M. CHALLIS

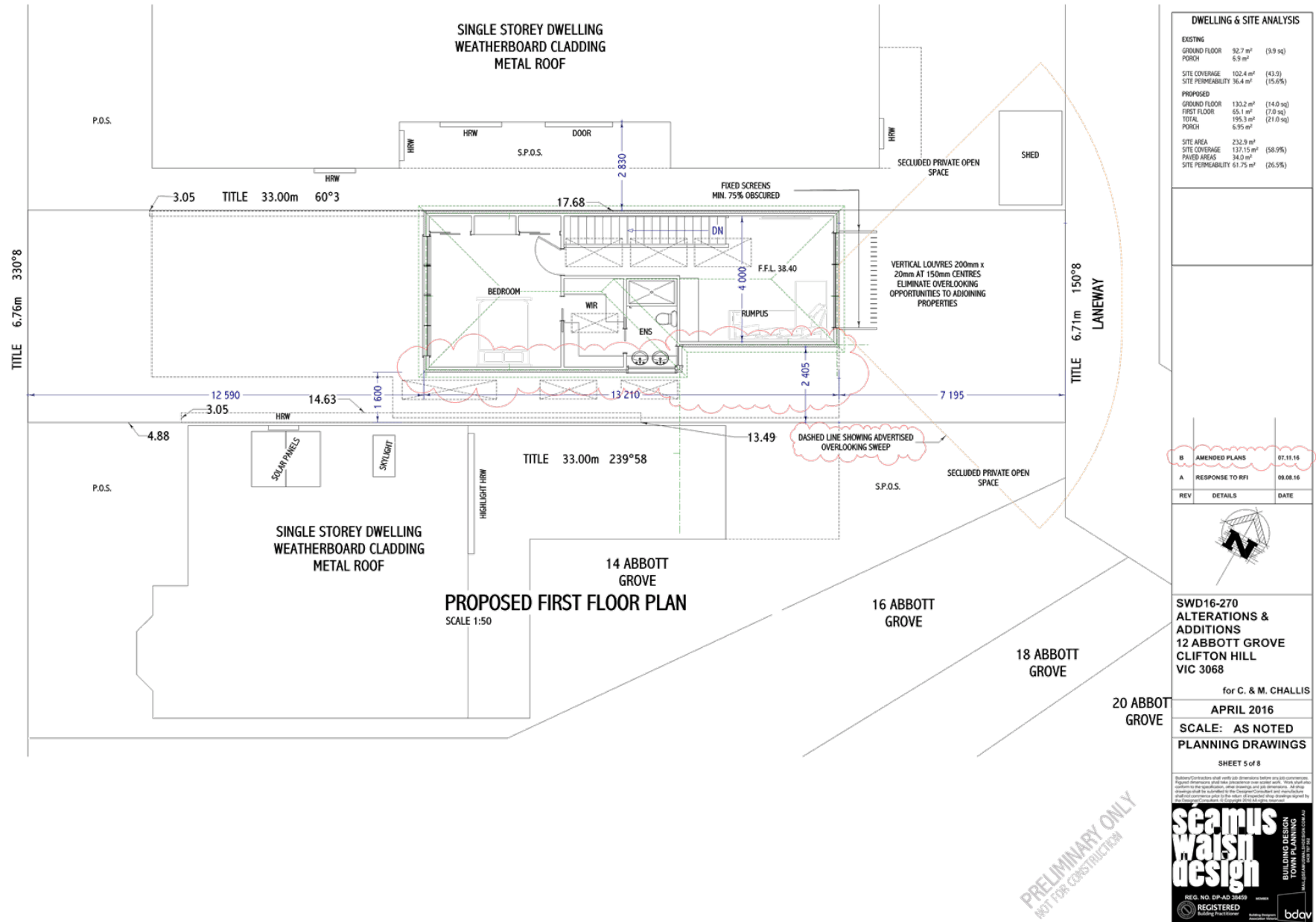
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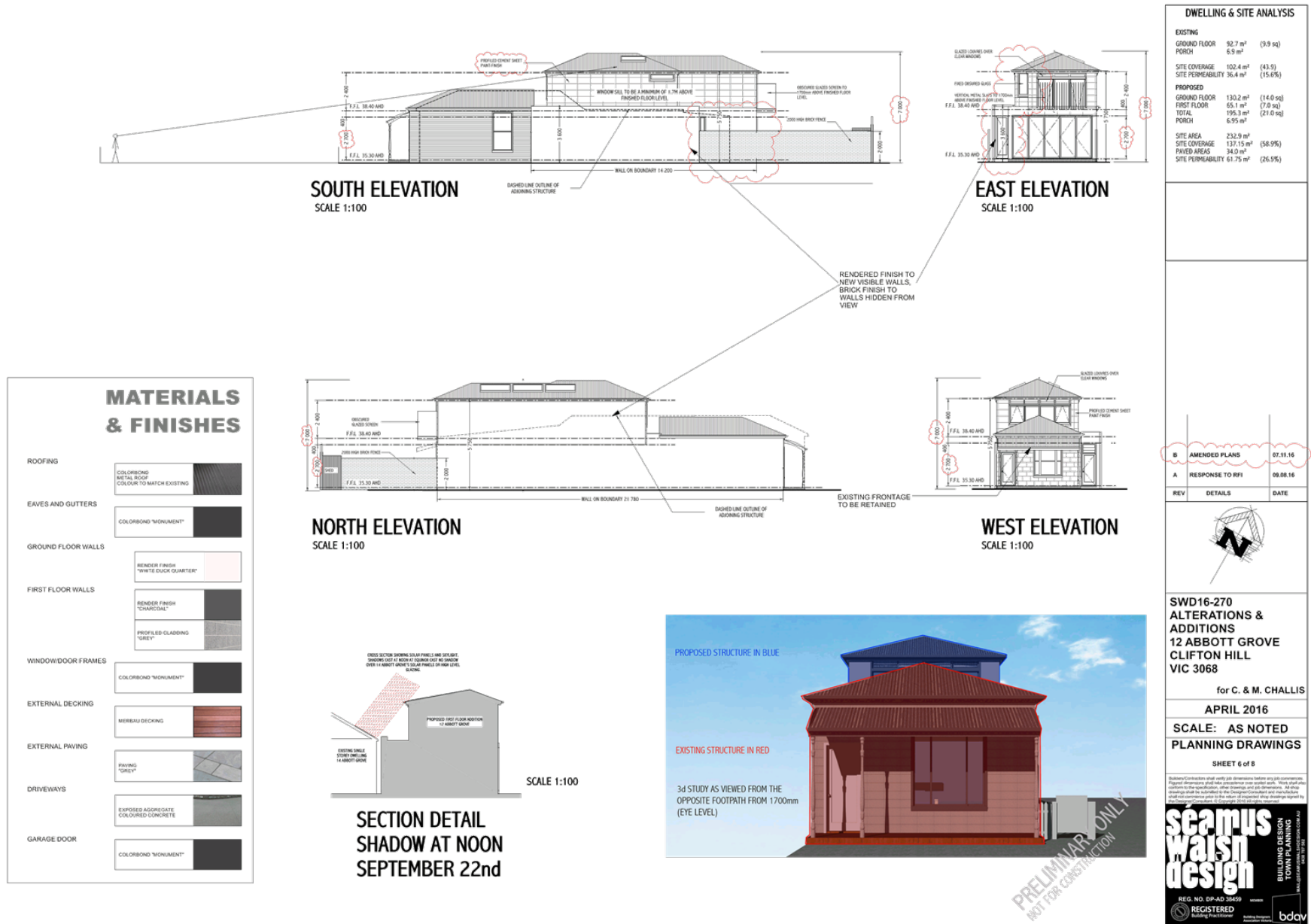
SHEET 4 of 8

**seamus wals design**  
BUILDING DESIGN  
TOWN PLANNING  
REG. NO. DP-AD 38459  
REGISTERED  
Building Practitioner  
Building Design  
Building Design  
bdw

# Attachment 2 - PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Decision Plans

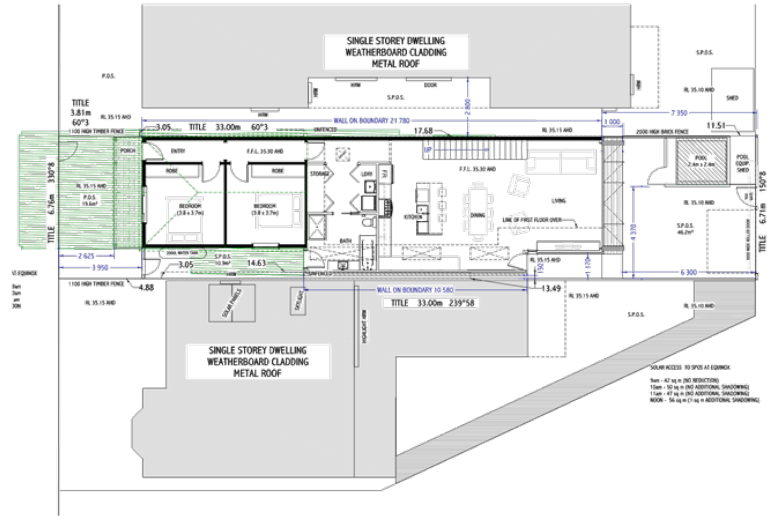


# Attachment 2 - PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Decision Plans

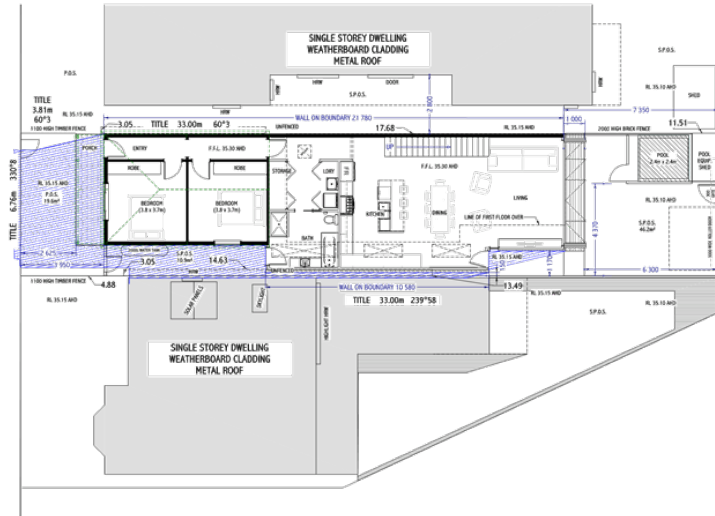




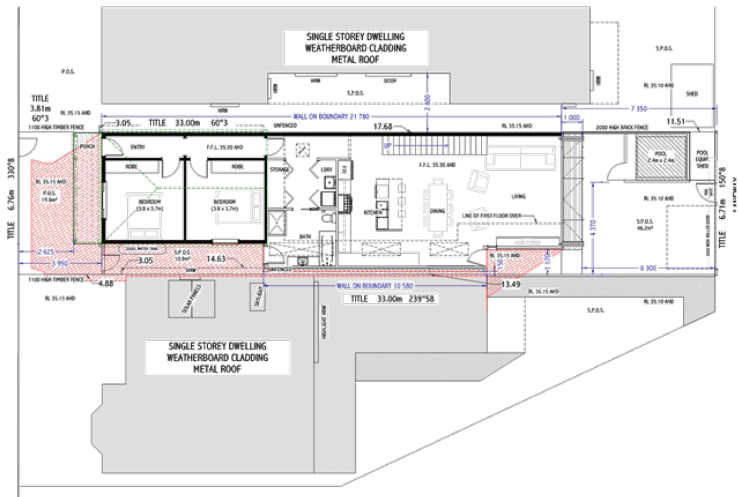
# Attachment 2 - PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Decision Plans



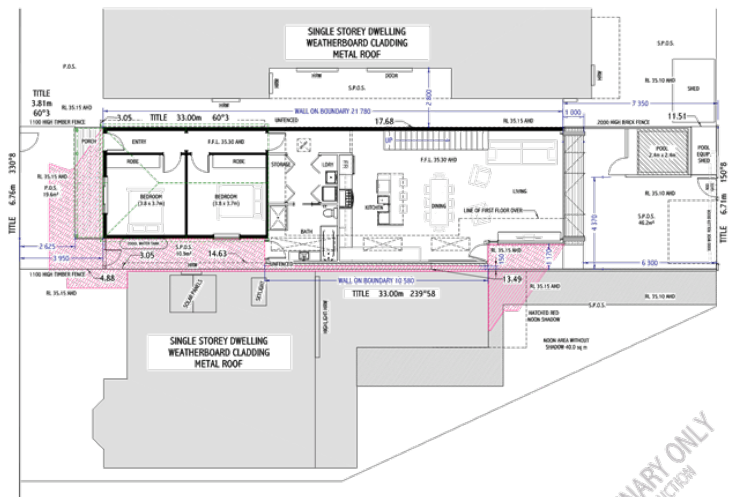
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SHADOWS AT EQUINOX - 10am  
SCALE 1:100



SHADOWS AT EQUINOX - 11am  
SCALE 1:100



SHADOWS AT EQUINOX - Noon  
SCALE 1:100

DWELLING & SITE ANALYSIS			
EXISTING			
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SITE COVERAGE	102.4 m <sup>2</sup>	(43.9)	
SITE PERMEABILITY	36.4 m <sup>2</sup>	(15.6%)	
PROPOSED			
GROUND FLOOR	130.2 m <sup>2</sup>	(14.0 sq)	
FIRST FLOOR	65.1 m <sup>2</sup>	(7.8 sq)	
TOTAL	195.3 m <sup>2</sup>	(21.8 sq)	
PORCH	6.95 m <sup>2</sup>		
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REV	DETAILS	DATE



SWD16-270  
ALTERATIONS &  
ADDITIONS  
12 ABBOTT GROVE  
CLIFTON HILL  
VIC 3068

for C. & M. CHALLIS

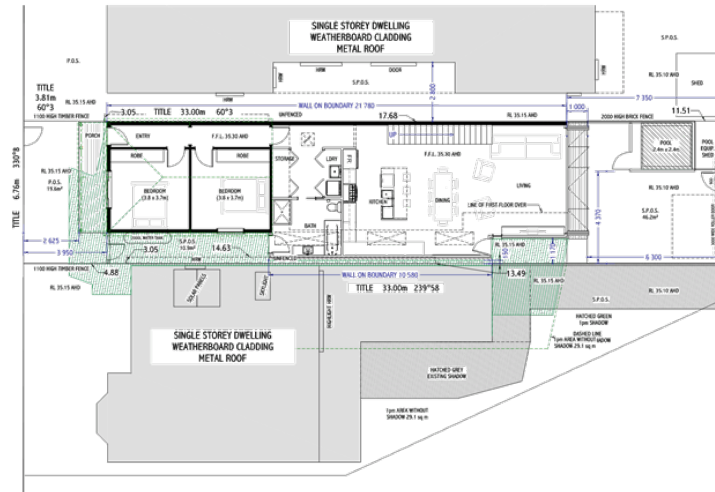
APRIL 2016

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PLANNING DRAWINGS

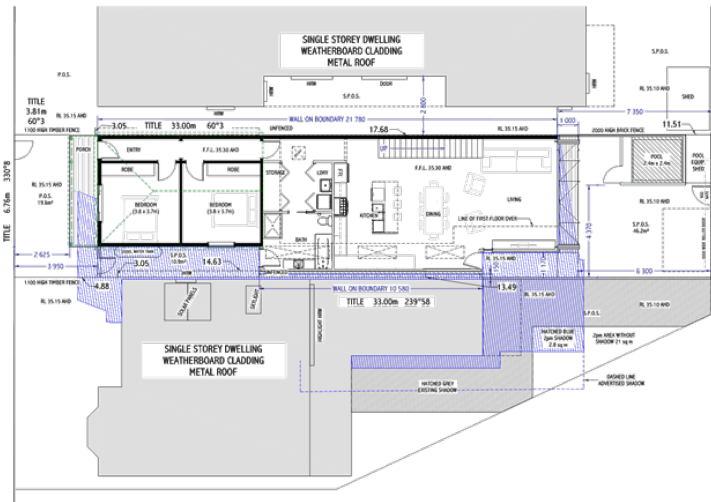
SHEET 7 of 8



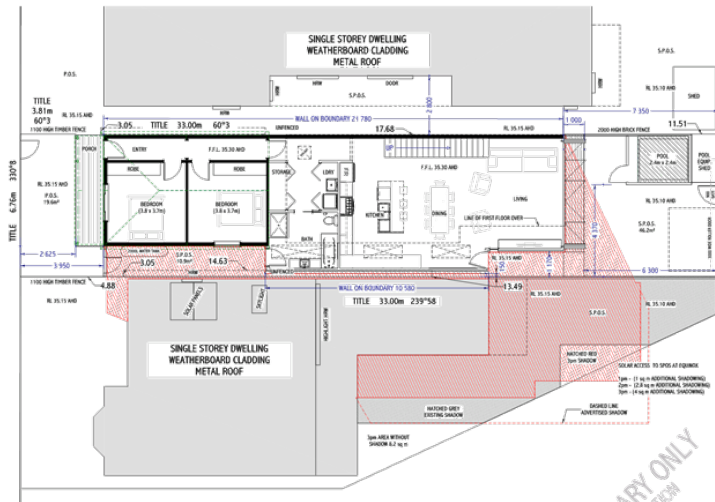
# Attachment 2 - PLN16/0505 - 10 & 12 Abbott Grove, Clifton Hill - Decision Plans



SHADOWS AT EQUINOX - 1pm  
SCALE 1:100



SHADOWS AT EQUINOX - 2pm  
SCALE 1:100



SHADOWS AT EQUINOX - 3pm  
SCALE 1:100

DWELLING & SITE ANALYSIS			
EXISTING			
GROUND FLOOR	92.7 m <sup>2</sup>	(3.9 sq)	
PORCH	6.9 m <sup>2</sup>		
SITE COVERAGE	102.4 m <sup>2</sup>	(43.9)	
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SWD16-270  
ALTERATIONS &  
ADDITIONS  
12 ABBOTT GROVE  
CLIFTON HILL  
VIC 3068

for C. & M. CHALLIS

APRIL 2016

SCALE: AS NOTED  
PLANNING DRAWINGS

SHEET 8 of 8

Seamus Walsen design  
BUILDING DESIGN  
TOWN PLANNING  
REG. NO. DP-AD 38459  
REGISTERED  
Planning Practitioner  
bdw