



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

**to be held on Wednesday 29 March 2017 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**  
Danielle Connell (Coordinator Statutory Planning)  
Gary O'Reilly (Senior Statutory Planner)  
Cindi Johnston (Governance Officer)
- II. DECLARATIONS OF PECUNIARY INTEREST AND CONFLICT OF INTEREST**
- III. CONFIRMATION OF MINUTES**
- IV. COMMITTEE BUSINESS REPORTS**

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





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

### **POLICY**

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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	PLN16/0913 - 47 Coppin Street, Richmond - Use of the land for a Restricted Recreation Facility (gymnasium) and associated buildings and works.	5	18
1.2	PLN16/0471 - 344 Johnston Street, Abbotsford - Construction of an eight storey building plus a basement containing a shop, office space and six dwellings, use of the land as dwellings, a reduction in the car parking requirement and a waiver of the loading bay requirement	126	152
1.3	7 / 68 Easey Street, Collingwood VIC 3066 - Planning Permit Application No. PLN16/0627	240	254

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**1.1 PLN16/0913 - 47 Coppin Street, Richmond - Use of the land for a Restricted Recreation Facility (gymnasium) and associated buildings and works.**

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**Executive Summary**

**Purpose**

1. This report provides Council with an assessment of planning application PLN16/0913 at 47 Coppin Street, Richmond for use of the land for a Restricted Recreation Facility (gymnasium) and associated buildings and works; and recommends approval subject to conditions.

**Key Planning Considerations**

2. Key planning considerations include:
  - (a) Clause 21.05 – Built form;
  - (b) Clause 22.05 – Interface Uses Policy;
  - (c) Clause 22.07 – Development abutting laneways;
  - (d) Clause 22.10 – Built Form and Design Policy;
  - (e) Clause 32.04 – Mixed Use Zone; and
  - (f) Clause 52.06 – Car Parking.

**Key Issues**

3. The key issues for Council in considering the proposal relate to:
  - (a) Land-use and off-site amenity;
  - (b) Car parking and traffic;
  - (c) Built form; and
  - (d) Objector concerns.

**Objector Concerns**

4. Seventeen (17) objections were received in relation to the application, these can be summarised as:
  - (a) Car parking and traffic impacts;
  - (b) Amenity impacts from noise and vibrations associated with the use;
  - (c) Potential light-spill from the existing skylight (at night);
  - (d) The proposed hours being inappropriate;
  - (e) Potential anti-social behaviour by patrons; and
  - (f) Whether the proposed use is warranted in the location.

**Conclusion**

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

**CONTACT OFFICER: Julian Wearne**  
**TITLE: Statutory Planner**  
**TEL: 9205 5485**

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**1.1 PLN16/0913 - 47 Coppin Street, Richmond - Use of the land for a Restricted Recreation Facility (gymnasium) and associated buildings and works.**

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Trim Record Number: D17/30751

Responsible Officer: Principal Statutory Planner

### Proposal

<b>Proposal:</b>	Use of the land for a Restricted Recreation Facility (gymnasium) and associated buildings and works.
<b>Existing use:</b>	Vacant (previously industry)
<b>Applicant:</b>	Graeme Robinson (care of Ratio Consultants).
<b>Zoning / Overlays:</b>	Mixed Use Zone (MUZ) Environmental Audit Overlay
<b>Date of Application:</b>	10 October 2016
<b>Application Number:</b>	PLN16/0913

### Planning History

1. The following permits have been issued for the site:
  - (a) Planning permit 4571 was issued 5 December 1988 by Council, *To construct alterations and additions to an existing building and for a change of use to showroom in accordance with the attached endorsed plan(s).*
  - (b) Planning permit 7070 was issued 14 October 1993 by Council, *For the purpose of constructing a first floor addition for use as office in accordance with the attached endorsed plans.*
  - (c) Planning permit 000898 was issued 24 November 2000 by Council, for *Buildings and works associated with the construction of a roof deck.*

### Purpose

2. This report provides Council with an assessment of planning application PLN16/0913 at 47 Coppin Street, Richmond for Use of the land for a Restricted Recreation Facility (gymnasium) and associated buildings and works; and recommends approval subject to conditions.

### Background

3. Following a number of objections received regarding potential amenity impacts related to noise and vibration, the applicant provided an acoustic report to Council with recommendations to provide adequate sound-proofing to the existing building. This was circulated to all registered objectors prior to the consultation meeting held 14 February 2017.

### Existing Conditions

#### Subject site

4. The subject site is located on the eastern side of Coppin Street, 68m south of Bridge Road, in Richmond.
5. The site is slightly irregular in shape, being mainly rectangular with a kink in the northern boundary. The site has a frontage to Coppin Street of 9.91m and a depth of 55.71m yielding a total site area of approximately 510sqm.
6. An unnamed right-of-way (ROW) runs along the rear portion of the north boundary, and continues along the east-boundary. The ROW connects to Foster Place to the north, and terminates at the southern boundary of the subject site.

7. The site is developed with a double and single-storey brick-warehouse, built to all title boundaries. The front section of the building is double-storey, with the rear section single-storey. The building comprises two-tenancies. The ground-floor and rear portion of the first-floor forms the area subject to the current application. The balance of the site (being the front portion of the first-floor) is used as a hairdressing studio.
8. A roller door is located within the front-façade, which provides direct access to the subject site. There is also evidence of an original window to the north of the roller-door which has been 'bricked in'. A second roller-door is located towards the rear of the building, along the north elevation of the single-storey section of the building, abutting the ROW. The roof of the building is primarily constructed of corrugated metal, but also includes a section with a corrugated transparent material which forms a large skylight.

*Restrictive Covenants / Agreements*

9. A Section 173 Agreement (Instrument No. S223910H) is registered on title. This agreement requires three unallocated car spaces to be made available on the land at 63-65 Abinger Street only for the use of the warehouse at 55-59 Coppin Street as approved under Planning Permit 6168. Whilst the agreement is registered on the title for the subject site, the land as described in the agreement does not implicate the subject site. The current application to change the use of the land from warehouse to a gymnasium does not contravene this agreement.

Surrounding land

10. The surrounding land comprises a mixture of residential and commercial uses. The Bridge Road Major Activity Centre (MAC) is located approximately 40m north of the subject site, which is zoned Commercial 1 Zone. The east-side of Coppin Street between Foster Place and Abinger Street is zoned Mixed Use Zone. The west-side of Coppin Street, and east-side of Coppin Street south of Abinger Street is predominately zoned General Residential Zone.
11. The surrounding built form comprises a mix of single-storey dwellings, a single-storey warehouse, double-storey commercial buildings fronting Bridge Road, and three large mixed-use developments each between five and six-storeys.

*North*

12. Abutting the subject site to the north is No. 45 Coppin Street. This site is developed with a single-storey brick warehouse, built to the front and side title-boundaries, with an approximately 1.5m rear boundary setback. The building appears to be vacant.
13. Further to the north are Nos. 35 through 43 Coppin Street, which form a group of five, single-storey, semi-attached and detached dwellings. Each dwelling features secluded private open space at the rear, and a number of the dwellings provide off-street parking within the open space, accessed via the unnamed ROW which abuts the subject site.
14. Further north, on the opposite side of Foster Place is No. 372 Bridge Road. This site is developed with the Spreadeagle Hotel, and is within the Bridge Road MAC. This hotel operates 12pm to 11pm Sunday through Thursday, and 12pm to 1am Friday and Saturday.
15. North of the subject site at the rear, on the opposite side of the ROW is the rear of No. 2-6 Lord Street, which is developed with a 6-storey mixed-use development (approved under planning permit PL07/0552). Within the development and closest to the subject site are a number of dwellings front onto the ROW, with balconies and habitable room windows abutting the lane. Car parking access to No. 2-6 Lord Street is provided from Lord Street.

*East*

16. To the east of the subject site, on the opposite side of the ROW is No. 8 Lord Street, which is developed with a five-storey mixed use-development (approved under planning permit PL02/0123). Within the development and nearest the subject site is a dwelling, with a ground-floor courtyard opposite the subject site. Car parking access to No. 8 Lord Street is provided from Lord Street.

*South*

17. Abutting the subject site to the south is No. 49-65 Coppin Street & 63-79 Abinger Street, which is developed with a three to eight-storey mixed-use development (approved under planning permit PL08/0999) commonly known as the 'Cubo' development. At ground-floor within the development and abutting the subject site is a driveway entrance to the underground car park of the Cubo development. Above ground-floor and abutting the subject site are dwellings. The dwellings at fifth-floor include balconies that overlook the subject site, the remaining dwellings front westward to Coppin Street, or eastward. Also of note within the development is 'Anytime Fitness' which operates as a 24-hour gymnasium, and is located towards the south of the development. Further south are more dwellings facing Coppin Street.
- West*
18. West of the subject site, on the opposite side of Coppin Street are dwellings fronting Coppin Street, and dwellings fronting Francis Street. The majority of dwellings fronting these streets do not provide for on-site car parking.

### **The Proposal**

19. The application is for use of the land for a restricted recreation facility (gymnasium) and associated buildings and works. More specifically:

#### Demolition

- (a) Demolition of the existing roller-door.
- (b) Partial demolition of the front-wall where the original window was located to create a new opening.
- (c) Some internal demolition.

#### Buildings and works

- (a) Construction of a recessed entranceway behind the opening where the roller-door was previously, including glazing.
- (b) Re-instatement a window in the opening created above.
- (c) Internal works.
- (d) Double-glazing and works to sound-proof windows and fire-escapes.

#### Use

- (a) Use of the land as a 24-hour restricted recreation facility (gymnasium).
- (b) Between 5.30am and 9.30am ('day-time' hours):
  - (i) A maximum of 50 patrons are to be onsite.
  - (ii) A maximum of 5 staff will be onsite.
  - (iii) No classes are proposed to operate between these times.
- (c) Between 9.30pm and 5.30am ('night-time' hours)
  - (i) A maximum of 15 patrons are to be onsite.
  - (ii) A maximum of 1 staff member is to be onsite.
  - (iii) A maximum of one group class with a maximum of 15 patrons is to operate at any one time.
- (d) The ground-floor of the double-storey section will be used for entry/reception, a yoga/Pilates area and a weights/gym equipment area.
- (e) The single-storey section will be used for storage, bicycle parking and bathroom/change room facilities.
- (f) The first-floor will be used for a yoga/Pilates room and will also include bathroom facilities.

- (g) No more than one Pilates/yoga class will operate at a time, and will operate at the first-floor. No microphones will be used by instructors.
- (h) All music is proposed at background levels at all times.
- (i) Members will gain entry to the site via electronic membership cards.
- (j) Health food / beverages will be served from the front reception counter. This will include fresh juices, protein bars / shakes and the like. No fresh food will be prepared on the site.

Car parking and bicycle facilities

- (a) No car parking is proposed on-site.
- (b) Spaces for 10 bicycles are to be provided, accessed via the roller-door opening onto the laneway.

**Planning Scheme Provisions**

Zoning

*Clause 32.04 – Mixed Use Zone*

- 20. Pursuant to clause 32.04-2 of the Yarra Planning Scheme (the Scheme) a permit is required for use of the land as a restricted recreation facility. Under Section 2 of clause 32.04-2 'Any other use not in Section 1 or 3' requires a planning permit. Neither 'Restricted recreation facility' (gymnasium), or its parent use 'Minor sports and recreation facility', is listed within Section 1 or Section 3 of the clause.
- 21. Pursuant to clause 32.04-8 a permit is required to '*carry out works for use in Section 2 of Clause 32.04-2*'.
- 22. The decision guidelines for applications under the Mixed Use Zone are found at clause 32.04-13 of the Scheme.

Overlays

*Clause 45.03 – Environmental Audit Overlay*

- 23. Pursuant to clause 45.03-1 of the Scheme:  
*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.*
- 24. As a restricted recreation facility is not a sensitive use, the requirements of the Environmental Audit Overlay do not apply.

Particular Provisions

*Clause 52.06 – Car parking*

- 25. Clause 52.06-1 requires that a new use must not commence or the floor area of an existing use must not be increased until the required car spaces pursuant to Table 1 have been provided on the land.
- 26. Pursuant to clause 52.06-5A, where a use of land is not specified in Table 1, car parking spaces must be provided to the satisfaction of the responsible authority prior to a new use commencing. Neither 'Restricted recreation facility', nor its parent use 'Minor sports and recreation facility', is listed within Table 1 of Clause 52.06-5, therefore car parking must be provided to the satisfaction of the Responsible Authority.

*Clause 52.07 – Loading and unloading of vehicles*

27. The policy applies to buildings and works applications, associated with the use of the land for the manufacture, servicing, storage or sale of goods or materials.
28. The traffic report provided by Ratio Consultants discusses Clause 52.07 on the basis that that juices, protein bars and similar will be offered for sale. However the sale of food and drink items are to be ancillary to the primary use of the land as a restricted recreation facility; and therefore clause 52.07 does not apply.

*Clause 52.34 – Bicycle facilities*

29. A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.
30. The table below outlines the bicycle parking requirements for the proposed use pursuant to clause 52.34-3:

Land Use	Units/Area proposed	Rate	No. required	No. proposed	Reduction sought
<b>Minor sports and recreation facilities</b>	5 staff max.	1 space to each 4 employees.	1 (1.25)	10	Surplus of 6
	650m <sup>2</sup> net floor area	1 visitor space to each 200m <sup>2</sup> of net floor area.	3 (3.25)		

31. In addition to the bicycle parking spaces required above, clause 52.34-3 also requires ‘1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.’
32. As indicated in the table above, the proposal would provide a surplus of six (6) bicycle parking spaces above the requirements of this clause, additionally the change rooms proposed for the gym use meet the requirements to provide change rooms associated with the bicycle facilities.

General Provisions

*Clause 65 – Decision Guidelines*

33. The decision guidelines outlined at clause 65 of the Scheme are relevant to all applications. 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 11.01 – Activity Centres*

34. The objective of this policy is: ‘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.’

*Clause 11.04 – Metropolitan Melbourne*

35. The vision outlined under this policy is that Melbourne will be a global city of opportunity and choice. The relevant objective is: ‘to create a city structure that drives productivity, supports investment through certainty and creates more jobs’.
36. Strategies under the policy are:
  - (a) Define a new city structure to deliver an integrated land use and transport strategy for Melbourne’s changing economy.



- (b) *Strengthen the competitiveness of Melbourne's employment land.*
- (c) *Improve decision making processes for State and regionally significant developments.*
- (d) *Plan for the expanded central city to become Australia's largest commercial and residential centre by 2040.*
- (e) *Plan for jobs closer to where people live.*

*Clause 13.04-1 – Noise abatement*

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

*Clause 15.01-1 – Urban Design*

38. 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*

39. 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.'*

*Clause 15.01-4 – Design for safety*

40. 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*

41. The objective is to recognise and protect cultural identity, neighbourhood character and sense of place.

*Clause 15.02-1 – Sustainable development: Energy and resource efficiency*

42. 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 17.01-1 – Business*

43. 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 18.02-2 – Cycling*

44. The objective of this clause is: *'To integrate planning for cycling with land use and development planning and encourage as alternative modes of travel.'*

*Clause 18.02-5 – Car parking*

45. The objective of this clause is: *'To ensure an adequate supply of car parking that is appropriately designed and located.'*

Local Planning Policy Framework (LPPF)

*Municipal Strategic Statement*

46. The MSS provides a broad demographic overview of the municipality and is structured into four themes at clause 21.03 consisting of 'land use', 'built form', 'transport' and 'environmental sustainability'. Relevant clauses are as follows:

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

47. *'Within Yarra the volume of commercial and associated uses is so significant that they form clusters of interrelated activity. The commercial and industrial sectors underpin a sustainable economy and provide employment. Yarra plans to retain and foster a diverse and viable economic base.'* The objective of this clause is: *'To increase the number and diversity of local employment opportunities.'*

*Clause 21.05-3 – Built form character*

48. *'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.'*

*Clause 21.06-3 – The road system and parking*

49. The relevant objectives and strategies of this clause are:
- (a) *'To reduce the reliance on the private motor car.'*
  - (b) *'To reduce the impact of traffic.'*
  - (c) *'Ensure access arrangements maintain the safety and efficiency of the arterial and local road networks.'*
50. *Clause 21.08 – Neighbourhoods (Central Richmond)*
51. The description of the Central Richmond area describes Bridge Road as *'an important regional centre.'*

Relevant Local Policies

*Clause 22.05 – Interface Uses Policy*

52. Pursuant to Clause 22.05 of the Scheme, this policy applies to applications for use or development within Mixed Use, Business and Industrial Zones (amongst others). The policy contains the following relevant objective:
- (a) *'To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity.'*

*Clause 22.07 – Development abutting laneways*

53. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal. The objectives under this policy 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*

54. Pursuant to Clause 22.10 of the Scheme, this policy applies to all new development that is not included within a heritage overlay. The policy comprises design elements to guide the scale, form and appearance of new development, of which the following are relevant to this application:
- (a) Street and public space quality;
  - (b) On-site amenity;
  - (c) Off-site amenity;
  - (d) Parking, traffic and access.

**Advertising**

55. The application was advertised pursuant to Section 52 of *the Planning and Environment Act 1987* (the Act), by way of 432 letters sent to adjoining and neighbouring owners and occupiers; and through a sign displayed at the Coppin Street frontage.
56. A total of seventeen (17) objections were received, the grounds are summarised as follows:
- (a) Car parking and traffic impacts;
  - (b) Amenity impacts from noise and vibrations associated with the use;
  - (c) Potential light-spill from the existing skylight;
  - (d) The proposed hours being inappropriate;
  - (e) Potential anti-social behaviour by patrons; and
  - (f) Whether the proposed use is warranted in the location.

## Referrals

### External Referrals

57. No external referrals were required for this application under Clause 66 of the Scheme.

### Internal Referrals

58. The application was referred to Council's Traffic Engineering Unit; Community Amenity Unit; and SLR Consulting, for advice on acoustic matters. Advice received is included within the appendices to this report and discussed in the officer assessment as relevant.

## OFFICER ASSESSMENT

59. The primary considerations for this application relate to

- (a) Land-use and off-site amenity;
- (b) Car parking and traffic;
- (c) Built form; and
- (d) Objector concerns.

### Land-use and off-site amenity

60. The subject site is located within the Mixed Use Zone, where a purpose is '*To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*' The proposed 'restricted recreation facility' (gymnasium) supports this purpose given the use would primarily service local residents and would provide additional employment opportunities and economic activity.
61. Further, State and local policies encourage the concentration of commercial uses within and around activity centres, and the development of sites well connected to public transport to ensure efficient use of existing infrastructure; whilst providing adequate protection against off-site amenity impacts. Specifically, Clauses 13.04-1 (Noise abatement), 21.04-2 (Activity centres) and 22.05 (Interface Uses Policy) identify that noise and the interface between uses must be managed appropriately, particularly in a municipality such as Yarra where "*almost all residents are within 400m of an activity centre... Abutting uses along the length of the strips are generally residential, creating interface conflicts where some uses are not well managed or inappropriate uses are permitted*" (Clause 21.04-2). The proposed use is located within the Mixed Use Zone with directly abutting residential uses, and also interfaces with the General Residential Zone on the opposite side of Coppin Street. Therefore careful consideration of amenity impacts is warranted.

### Noise

62. Clause 22.05-4.2 provides specific guidance for applications for non-residential development near residential properties. Of relevance to this application, new non-residential development should be designed to:
- (a) *Provide for a high level of acoustic protection to adjoining residential properties by:*
    - (i) *Locating plant and other service infrastructure (including automatic garage doors) in discrete locations*
    - (ii) *Building in effective acoustic insulation.*
  - (b) *Minimise noise transmission within the building, including from machinery and ventilation systems, between floors or separate units and to adjoining residential properties.*
  - (c) *Minimise the opportunity for light spill due to fixed or vehicular lights, outside the perimeter of the site and on to habitable room windows of nearby residential properties.*
63. Pursuant to clause 22.05-6, consideration also needs to be given to:

(a) *Whether the buildings or uses are designed or incorporate appropriate measures to minimise the impact of unreasonable overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances on nearby residential properties.*

64. As outlined earlier, in response to objections relating to potential amenity impacts by way of noise and vibrations, the permit applicant provided Council with an Acoustic Report (prepared by Resonate Acoustics) which recommended implementing a number of measures to prevent unreasonable noise or vibration from impacting nearby residents. These measures included appropriately locating and selecting plant equipment, building treatments and operational management measures.
65. Based on the peer review response from SLR Consulting, the measures suggested would generally address concerns regarding noise and vibration from within the subject site at all proposed hours. However SLR Consulting have requested an amended acoustic report be provided with further consideration to the location of 'sensitive receivers' to ensure the most impacted dwellings have been considered and details of music noise levels within the building. These matters can be dealt with via a condition if a permit is to issue.
66. The proposal includes bicycle parking within the storage room at the rear of the subject site that is accessed via the roller-door abutting the unnamed ROW. The use of the roller-door was not considered in the Resonate Acoustics report, or by SLR Consulting as part of their peer review. Given the roller-door is in close proximity to habitable room windows of No. 2-6 Lord Street there may be noise impacts caused by the use of this door at certain hours. This issue was discussed with SLR Consulting who agreed the roller-door was cause for concern. Therefore to minimise disturbance to nearby residents, conditions are recommended on any permit issued that the rear-roller-door is not used between 10pm and 7am.
67. The above recommendations address concerns regarding noise from within the subject site; however further concerns have been raised by objectors and Council's Community Amenity unit, regarding patrons arriving at and departing the subject site. Between the hours of 9.30pm and 5.30am, a maximum of 15 patrons are proposed to be onsite at any time, and no group classes will be held, therefore only low volumes of patrons are expected between these hours. The impact from this operation is considered reasonable given the Mixed Use zoning of the land and the site's close proximity to the Bridge Road MAC.
68. From 5.30am it is proposed to increase the maximum number of patrons to 50 and commence group classes of up to 15 people. Given that 5.30am to 7.00am is still with the SEPP N-1 Night Time Period classification, the impact of noise external to the site needs to be considered in greater detail. The arrival and departure of individual members during this time is unlikely to result in excessive noise given that they would be arriving individually and sporadically between 5.30am and 7am. However, group classes are likely to result in large groups of patrons arriving or departing the site at the same time, which would increase the occurrences of patrons congregating and/or talking in the street, and thus resulting in more significant disruption to nearby residents.
69. To minimise potential amenity impacts by way of groups of patrons arriving to and departing the site between these hours, conditions should be placed on any permit issued restricting group class times to operate between 7am and 9.30pm. Whilst SEPP N-1 classifies the night period beginning at 10pm, it is noted the proposal states no classes will operate between 9.30pm and 5.30am. It is noted Council's Community Amenity Unit have offered support for such a condition.

#### *Light spill*

70. An objection was received relating to light-spill from the existing skylight within the roof onto nearby habitable room windows. Whilst upgrades to this section of the roof are included in the recommendations made within the acoustic report, it is noted the roof will continue to be fitted with clear glazing.
71. The nearest windows to the skylight are located at top floor of the Cubo development, abutting the subject site to the south. These windows do not have direct line of sight to due to a balcony and balustrade between the windows in question and subject site (Figure 1 and 2).

The nearest windows with direct line of sight to the skylight are located approximately 15m south-east of the subject site (Figure 1). Given lights within the first-floor room will be downward facing, only indirect light will exit the skylight. For these reasons, it is unlikely any unreasonable light-spill from the skylight would affect any existing habitable room windows. Additionally, in the event of a permit being issued, standard amenity conditions will apply, which includes that the amenity of the area must not be detrimentally affected by artificial light.

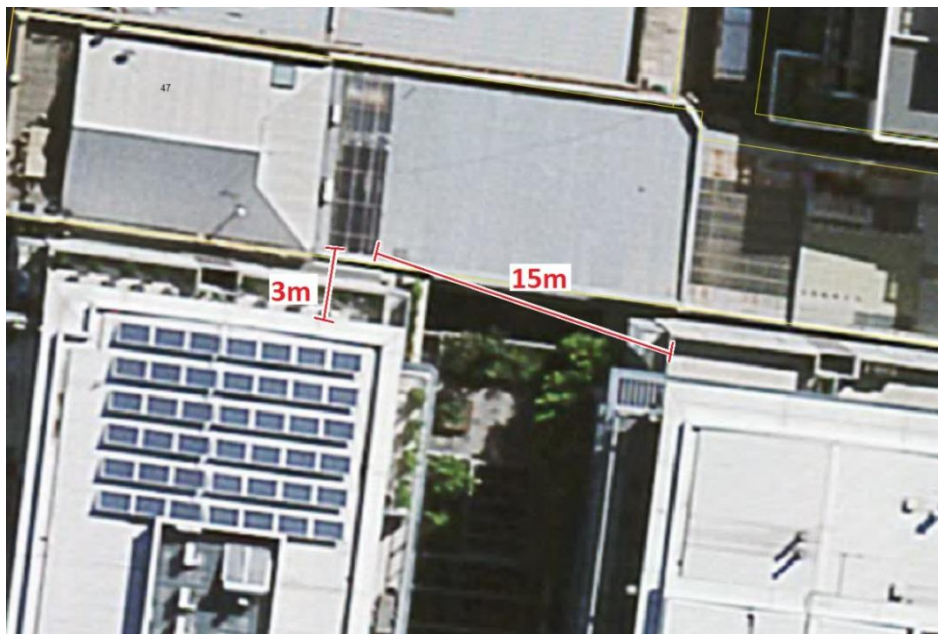


Figure 1 – Distances from the nearest habitable room windows to the skylight at the subject site.

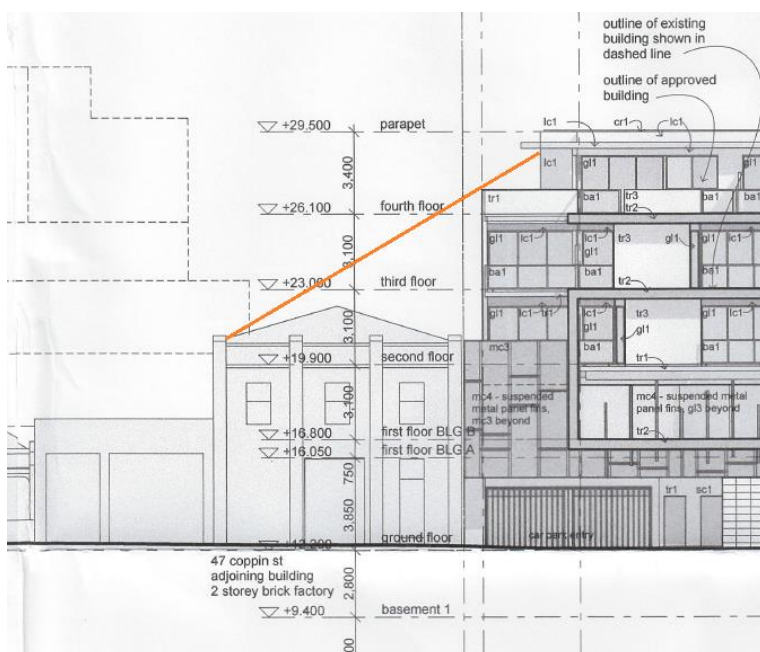


Figure 2 - The nearest habitable room windows do not have direct line of sight to the skylight (drawing taken from Endorsed Plans for Planning Permit PL08/0999).

72. Pursuant to the conditions discussed above applying the permit, it is considering the proposal meets the relevant requirements relating to zoning and off-site amenity impacts.

#### Car parking and traffic

##### Car parking

73. This section of the assessment will be guided by clause 52.06 of the Scheme. As outlined earlier, car parking for the proposed use must be provided to the satisfaction of the responsible authority.

74. The applicant provided a traffic report prepared by Ratio Consultants. The report expects a peak customer car parking demand of 18 spaces, and minimal staff parking, as staff numbers are limited to a maximum of 5 staff members, and will be encouraged to access the site via alternative means. The traffic report states the existing on-street car parking conditions should adequately cope with the expected peak parking demand.
75. Council's Traffic Engineering Unit is generally supportive of the proposal, given:
  - (a) It is expected many gym patrons will live locally, and are likely to walk or cycle to the site;
  - (b) It is expected a number of patrons will catch public transport to the site, given the site is in close proximity to public transport services;
  - (c) The surrounding street network provides adequate on-street car parking, with many time-restrictions in place encouraging frequent turnover of spaces; and
  - (d) A number of the patrons would already be in the vicinity, due to the likelihood of multi-purpose trips to the nearby Bridge Road MAC.
76. In addition to the points raised by Council's Traffic Engineering Unit, it is further noted:
  - (a) The use is proposed to occupy an existing building where there is restricted opportunity to provide on-site car parking spaces;
  - (b) The previous use as industry did not provide on-site car parking, which by the requirements of clause 52.06-5 would have generated a requirement to provide 18 car parking spaces. Whilst this use did not operate 24-hours, it is noted that the car parking demand of the proposed use will be less during night-hours.
  - (c) The proposal further encourages the use of bicycles by providing 6 additional bike parking stations than required under Clause 52.34-3 of the Scheme. However the proposed condition (at paragraph 67) to limit access to the rear roller-door (and by extension bicycle parking) is likely to encourage patrons to drive between 10pm and 7am, that otherwise may have cycled to the site. To counter this, conditions should be placed on any permit issued that space for at least 4 bicycle spaces be provided internally to the site that are accessible from the main entrance. It is acceptable for these spaces to be vertical hanging spaces.
77. Given all of the above, the omission of on-site car parking is appropriate.

#### *Traffic*

78. Regarding traffic associated with the proposal, it is noted the applicant's traffic assessment report does not raise any specific concerns relating to potential traffic impacts as a result of the proposed development; and notes the surrounding street network is operating in a 'relatively safe manner'. It is further noted the application including traffic assessment was referred to Council's Traffic Engineering Unit who offered no comment with regards to traffic impacts.
79. For the same reasons that the car parking demand from the proposal is likely to be adequately catered for on the existing street network, the traffic volumes associated with the proposal are also unlikely to result in any significant impact to traffic flows: namely, the site is well serviced by public transport, features a wide pedestrian and cycling catchment area and is located near a MAC which promotes multi-purpose trips.
80. In addition to support for the proposal offered by Council's Traffic Engineering Unit, it is noted that State policies found at clause 18 (Transport) encourages the clustering of trip generators in and around activity centres in order to encourage the use of sustainable transport modes. Further, clause 21.06 of the Scheme outlines objectives to promote walking, cycling and public transport use in order to reduce car dependency.

#### Built form

81. This section of the assessment will be guided by clause 22.10 of the Scheme. Given the proposal involves only minor buildings and works, most the provisions of clause 22.10 do not apply, and only those identified earlier have bearing on the application. These are assessed below:

*Street and Public Space Quality*

82. The proposal involves the demolition of the existing roller door, the construction of a recessed entranceway behind the new opening including glazing, and the construction of a new window where there is evidence an original window existed. Pursuant to clause 22.10-3.4 these works will result in additional activation of the primary facade, and will help promote passive surveillance in and out of the building through the new glazing. The recessed entranceway also functions as a clear entrance to the site.

*On-site amenity*

83. Pursuant to clause 22.10-3.7 the works to the building will result in reasonable on-site amenity given the limited scale of the works and the proposed use. The sections of the building proposed to be used as the gymnasium will receive reasonable daylight through the front windows, skylight and void between the ground-floor and skylight at first-floor.
84. As identified above, the new glazing at the front provides some passive surveillance opportunity both into and out of the ground-floor, which will help provide perceived safety for patrons within the building. Additional security will be provided through the use of electronic access to the site, and through CCTV cameras inside the building and at all entry points. Finally, an 'emergency station' will be located at the reception area, which will be fitted with a first-aid kit and a '000' phone. Electronic 'distress' necklaces linked to a security company or local police will also be provided for the use of patrons during unstaffed hours.

*Off-site amenity*

85. Off-site amenity impacts have been considered extensively under the *Land-use and off-site amenity* section of the officer assessment (paragraphs 66 – 77). Subject to the conditions proposed within this part of the assessment, the proposal is unlikely to result in any unreasonable amenity impacts, and meets the requirements of clause 22.10-3.8.

*Parking, traffic and access*

86. Car parking and traffic has been considered extensively under the *Car parking* section of the officer assessment (paragraphs 78 – 85). Given the earlier assessment, providing zero car spaces associated with the site is considered appropriate, and the proposal is unlikely to result in unacceptable traffic impacts.
87. With regards to access to the site, the proposed works to the front façade are considered to create a clear and safe pedestrian access point.
88. The provision of bicycle access to the rear of the site is considered acceptable, given the ROW to the rear is wide enough for two-way vehicle movements, and as a result of the ROW ending in a dead-end, low traffic volumes are expected along the laneway. With regards to clause 22.07, which has the objective *'To provide an environment which has a feeling of safety for users of the laneway'*: the proposed conditions to limit access to the rear-roller (discussed at paragraph 67) and to provide some bicycle parking accessible from the front door (discussed at paragraph 76 (c)) will also reduce security concerns regarding users accessing the laneway at night.
89. Given the above, subject to conditions previously discussed, access to the site is considered appropriate.

Objector Concerns

90. Objector concerns have mostly been addressed within the body of this report, the following paragraphs provides a summary of the assessed outcomes discussed earlier:

*Car parking and traffic impacts*

91. The issues regarding car parking and traffic impacts have been considered under paragraphs 73 – 80. It is considered the proposal will not result in unreasonable traffic impacts, and that the omission of on-site car parking is appropriate.

*Amenity impacts from noise and vibrations associated with the use*

92. Amenity impacts from noise and vibrations are considered extensively at paragraphs 62 – 69. Subject to the conditions discussed, including an amended acoustic report being submitted, the proposal should not result in unreasonable amenity impacts by way of noise or vibration.

*Potential light-spill from the existing skylight;*

93. Light-spill from the skylight is discussed in detail at paragraphs 70 – 72. Subject to standard amenity conditions, it is the proposal will not result in unreasonable light-spill to nearby dwellings.

*The proposed hours being inappropriate*

94. The appropriateness of the hours is discussed in detail as part of the assessment regarding noise, in particular at paragraphs 67 – 69. Subject to conditions limiting access to the rear-roller door between 10pm and 7am; and limiting group classes to between 7.00am and 9.30pm, the hours are considered appropriate.

95. The following paragraphs discuss objector concerns that have not been previously covered.

*Potential anti-social behaviour by patrons*

96. Whilst anti-social behaviour can potentially arise around any proposed use of land, it is considered unlikely the proposed restricted recreational (gymnasium) use would result in any significant anti-social behaviour. In addition, the limited patron numbers proposed during the 'night-time' will further limit the potential for anti-social behaviour by patrons during these hours.

*Whether the proposed use is warranted in the location*

97. Both State and local planning policy aims to encourage economic development, employment opportunity and the provision of services to the local community. Whilst planning must assess if a proposed use or development will result in any unreasonable detriment, the scheme is not designed to measure whether a given use is warranted but rather if it is acceptable. As outlined throughout the officer assessment, subject to conditions, the proposed use is considered to be acceptable in this location.

## **Conclusion**

98. The proposal is considered to be acceptable having regard to the relevant State and Local Policies, the Mixed Use Zone and clause 52.06 of the Yarra Planning Scheme, outlined in the above assessment and should therefore, be approved, subject to conditions.

## **RECOMMENDATION**

That having considered all relevant planning controls and policies, it is recommended that a Notice of Decision to Grant a Planning Permit (PLN16/0913) be issued for use of the land for a Restricted Recreation Facility (gymnasium) and associated buildings and works at 47 Coppin Street, Richmond, generally in accordance with the decision plans received 10 October and 10 November 2016 and subject to the following conditions:

1. Before the use or 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 received 10 October and 10 November 2016 but modified to show:
  - (a) All acoustic measures outlined under headings 5.1 and 5.2 in the amended acoustic report required under Condition 3 of the permit.



- (b) A minimum of four bicycle parking spaces accessible from the Coppin Street entrance.
- 2. The use and 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 use or development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority 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 Resonate Acoustics and dated 25 January 2017, but modified to include (or show, or address):
  - (a) further information regarding sensitive receivers, specifically noting or considering distances of habitable room windows from 2-6 Lord Street; and 53-59 Coppin Street (Cubo);
  - (b) A review of calculations relating to the proposed roof-upgrade in relation to the nearest receptor locations, and proposed upgrades to the roof if necessary to meet SEPP N-2 'night' noise limits.
  - (c) Nomination of allowable music levels within the venue. The levels are to be presented in octave bands, or as both 'C' and 'A' weighted levels.
- 4. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Use conditions (5 -15)

- 5. Between the hours of 5.30am and 9.30pm:
  - (a) No more than 50 patrons are permitted on the land at any one time.
  - (b) No more than 5 staff are permitted on the land at any one time.
- 6. Between the hours of 9.30pm and 5.30am:
  - (a) No more than 15 patrons are permitted on the land at any one time.
  - (b) No more than 1 staff member is permitted on the land at any one time.
- 7. Except with the prior written consent of the Responsible Authority, the rear roller-door to the right-of-way must not be operated between 10pm and 7am.
- 8. Except with the prior written consent of the Responsible Authority, no more than (1) group class, is permitted on the land at any one time between 7.00am and 9.30pm. During group classes, microphones must not be used by instructors. No group classes are to be held outside of the aforementioned hours.
- 9. Except with the prior written consent of the Responsible Authority, group classes must not exceed a maximum of 15 patrons.
- 10. The provision of music on the land must be internal and at a background noise level.
- 11. Speakers external to the building must not be erected or used.
- 12. The amenity of the area must not be detrimentally affected by the 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.to the satisfaction of the Responsible Authority.
- 13. The use must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

14. The use must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).
15. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Development Conditions (13 - 14)

16. 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.
17. 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.

Permit Expiry

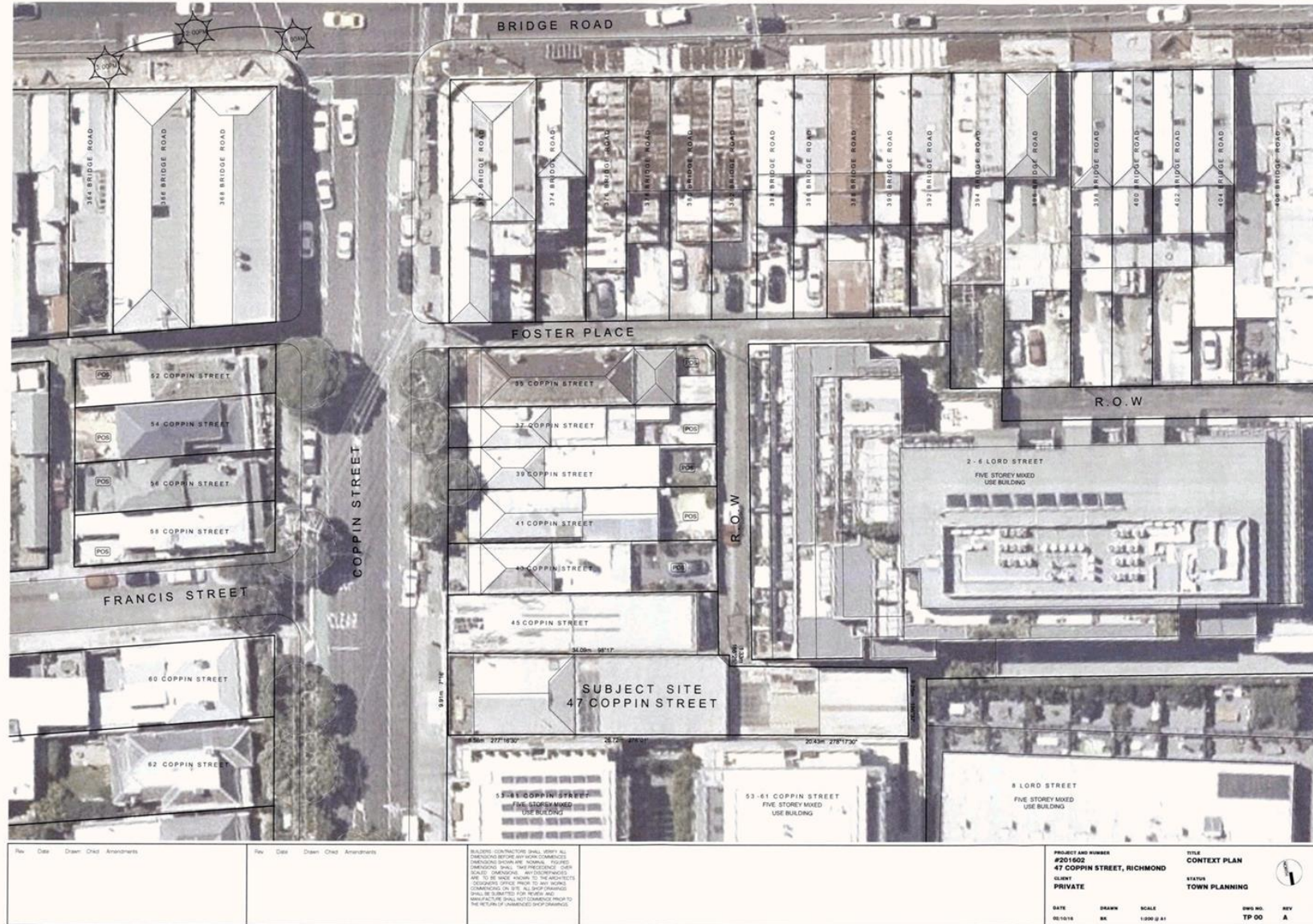
18. This permit will expire if:
  - (a) the development is not commenced within two years of the date of this permit;
  - (b) the development is not completed within four years of the date of this permit; or
  - (c) the use is not commenced within five years of the date of this permit.

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.

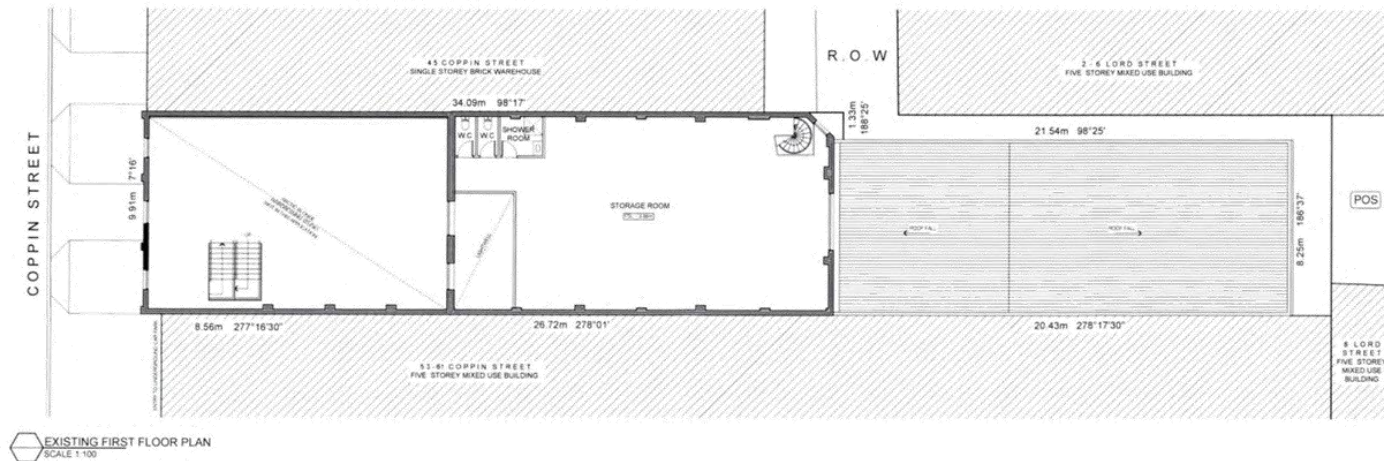
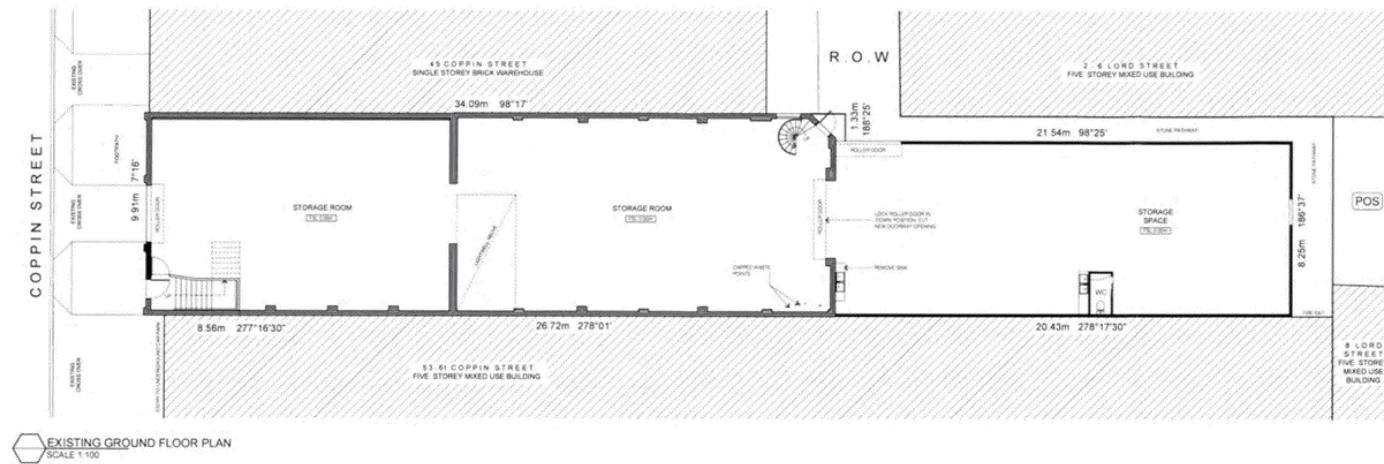
**CONTACT OFFICER: Julian Wearne**  
**TITLE: Statutory Planner**  
**TEL: 9205 5485**

**Attachments**

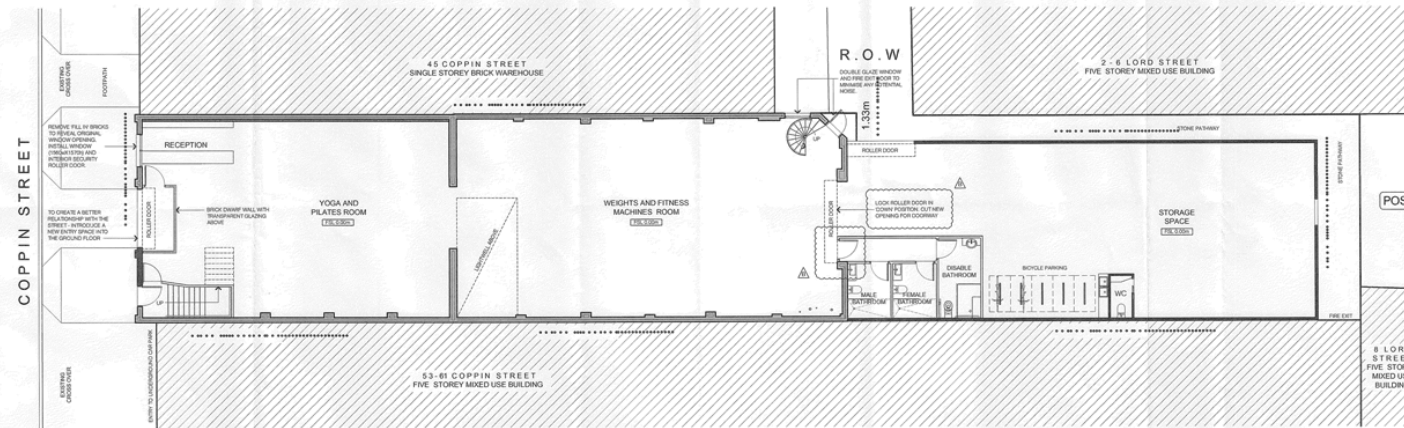
- 1 Decision Plans
- 2 Town Planning Report
- 3 Traffic Report
- 4 Acoustic Report
- 5 Traffic Engineering Unit referral comments
- 6 Community Amenity Unit referral comments
- 7 Community Amenity Unit additional comments
- 8 Acoustic Report peer review (SLR Consultants)
- 9 SLR additional comments and correspondence



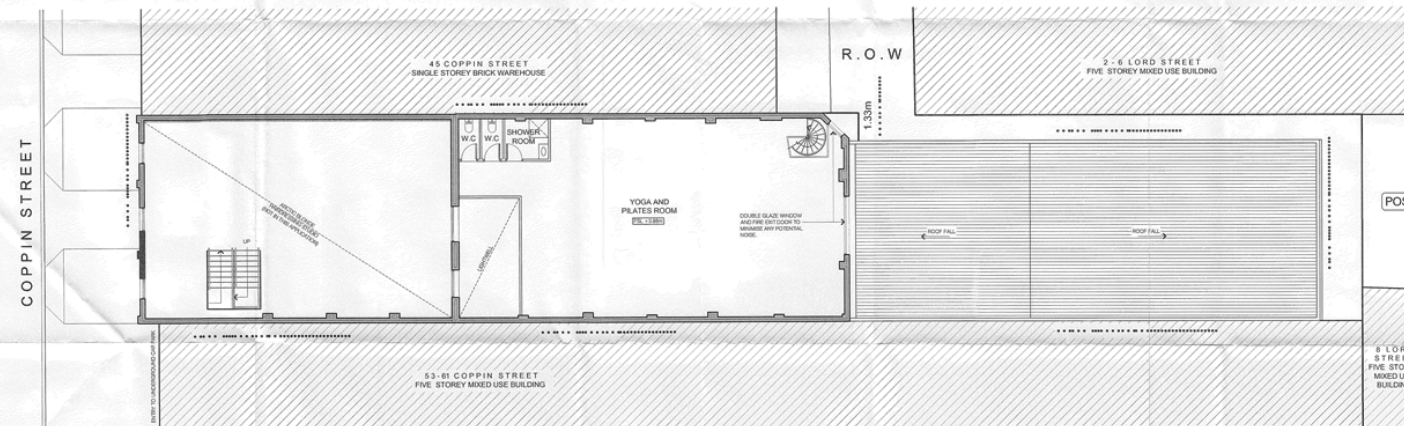





Rev	Date	Drawn	Checked	Amendments	Rev	Date	Drawn	Checked	Amendments	<p>BUILDERS/CONTRACTORS SHALL VERIFY ALL DIMENSIONS BEFORE ANY WORK COMMENCES. DIMENSIONS SHOWN ARE NOMINAL. FOUNDED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND CONCRETEWORKERS ARE TO BE MADE AWARE OF THE ARCHITECT'S REQUIREMENTS PRIOR TO ANY WORK COMMENCING ON SITE. ALL WORK DIMENSIONS SHALL BE OBTAINED FOR REVIEW AND APPROVAL PRIOR TO ANY WORK COMMENCING PRIOR TO THE RETURN OF UNFINISHED SHOP DRAWINGS.</p>	<p><b>AREA ANALYSIS</b></p> <p><b>SITE AREA:</b> 509.8m<sup>2</sup></p> <p><b>GROUND FLOOR AREA:</b> 501.5m<sup>2</sup></p> <p><b>FIRST FLOOR AREA:</b> 180.7m<sup>2</sup></p>	<p><b>PROJECT AND NUMBER</b></p> <p>#201602</p> <p>47 COPPIN STREET, RICHMOND</p> <p><b>CLIENT</b></p> <p>PRIVATE</p>	<p><b>TITLE</b></p> <p>EXISTING FLOOR PLANS</p> <p><b>STATUS</b></p> <p>TOWN PLANNING</p>	<p><b>DATE</b></p> <p>05/10/16</p> <p><b>DRAWN</b></p> <p>BA</p> <p><b>SCALE</b></p> <p>1:100 @ A1</p>	<p><b>DWG NO.</b></p> <p>TP 01</p> <p><b>REV</b></p> <p>A</p>
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**PROPOSED GROUND FLOOR PLAN**  
SCALE 1:100



**PROPOSED FIRST FLOOR PLAN**  
SCALE 1:100

<div>RevDateDrawnChkdAmendments</div> <div>A02/12/16BK-TOWN PLANNING SUBMISSION</div> <div>B08/11/16BK-DOOR AND NOTED ABOVE</div>					<div>RevDateDrawnChkdAmendments</div>					<div>ALL OTHER CONTRACTORS SHALL VERIFY ALL DIMENSIONS BEFORE ANY WORK COMMENCED. DIMENSIONS SHOWN ARE NORMAL. PROVIDED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS. ANY DISCREPANCIES ARE TO BE MADE KNOWN TO THE ARCHITECTS / DESIGNER'S OFFICE PRIOR TO ANY WORK COMMENCING ON SITE. ALL SHOP DRAWINGS SHALL BE SUBMITTED FOR REVIEW AND MANUFACTURE SHALL NOT COMMENCE PRIOR TO THE RETURN OF UNAMENDED SHOP DRAWINGS.</div>	<div>AREA ANALYSIS</div> <div>SITE AREA:509.8m²</div> <div>GROUND FLOOR AREA:501.5m²</div> <div>FIRST FLOOR AREA:180.7m²</div>			<div>PROJECT AND NUMBER</div> <div>#201602</div> <div>47 COPPIN STREET, RICHMOND</div> <div>CLIENT</div> <div>PRIVATE</div>			<div>TITLE</div> <div>PROPOSED FLOOR PLANS</div> <div>STATUS</div> <div>TOWN PLANNING</div>			<div></div>
<div>DATE</div> <div>02/12/16</div>					<div>DRAWN</div> <div>BK</div>	<div>SCALE</div> <div>1:150 @ A1</div>	<div>DWG NO.</div> <div>TP 02</div>	<div>REV</div> <div>B</div>												

Attachment 1 - Decision Plans



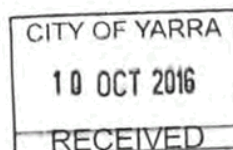
Rev	Date	Drawn	Checked	Amendments	Rev	Date	Drawn	Checked	Amendments	PROJECT AND OWNER #201602 47 COPPIN STREET, RICHMOND CLIENT PRIVATE	TITLE ELEVATIONS STATUS TOWN PLANNING
										DATE 02-15-16	DRAWN BK
										SCALE 1:100 @ A1	DWG NO. TP 03
											REV A

## Attachment 2 - Town Planning Report

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Richmond VIC 3121  
ABN 93 983 380 225

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Dear Ms Condon,

7 October 2016

### Planning Permit Application 47 Coppin Street, Richmond

Ms Laura Condon  
Senior Statutory Planning  
Officer  
City of Yarra  
PO BOX 168  
RICHMOND VIC 3121

We act on behalf of Mr Graeme Robinson, the permit applicant.

Following our pre-application meeting with you on 13 September 2016, we have prepared a planning permit application for the use of this site as a Restricted Recreation Facility and minor buildings and works.

Please find to enclosed with this submission following detailed set of information:

- A completed planning application form;
- A cheque for the application fee of \$553;
- A copy of the Certificate of Title;
- Three copies of plans to scale at A1 and one reduced set at A3;

This submission outlines the subject site, the proposal, the planning context and the key planning issues.

### 1 The subject site and surrounds

The subject site is located at 47 Coppin Street, Richmond, approximately 75 metres to the south of the intersection with Bridge Road (see Figure 1).

The site generally rectangular in shape, with a frontage of 9.91 metres, a depth of approximately 55.7 metres and a total area of approximately 509 square metres.

The site is developed with a double storey brick warehouse built to all boundaries. To the rear of the site is a single storey addition constructed from corrugated iron, also built to the boundaries.

The site comprises two tenancies with the first tenancy including the entire ground floor with a first floor component that can only be accessed from inside the building. The other tenancy is at first floor level located towards front of the site, which has its own separate access from Coppin Street. It is understood that that a planning permit is being sought to use

r:

47 Coppin Street, Richmond

1



## Attachment 2 - Town Planning Report

this tenancy as a hair dressing salon. Only the ground floor and internally accessible first floor are applicable to this application.

The front façade of the building includes a roller door that provides direct access into the existing warehouse building. A second vehicular entry point on the northern side of the building is accessed via a right of way extending south from Foster Place.

While currently vacant, the subject site was formerly used for the manufacturing of kitchen equipment such as stoves and ovens. Machinery was used as part of this operation, that ran from the site for approximately 20 years. No staff car parking is provided on site, with the existing roller doors used only for loading / unloading.

The surrounding area comprises a range of uses and buildings resulting from the various zones applying to land in this area.

Uses opposite the site on the western side of Coppin Street are generally residential, while land on the eastern side comprises a mix of residential apartments, dwellings and commercial uses such as a law firm, café and gym. To the north of the site is Bridge Road, which also consists of a range of uses.

**Figure 1: Aerial Photograph**



47 Coppin Street, Richmond

2



## Attachment 2 - Town Planning Report

### 2 The proposal

The proposal seeks to use the existing warehouse building for a boutique gym (Restricted Recreation Facility). In addition to a typical gym floor offering weights and fitness machines, the proposal will also include classes such as yoga, Pilates, boxing and meditation.

The proposal can be summarised as follows;

- The roller door within the building façade will be removed and an internal wall is proposed to create an entry area. The door to the gym will be via this entrance foyer.
- A window that was previously located within the façade (has been filled in) will be reinstated to enable staff interaction with patrons via the reception desk.
- The ground floor will comprise an entry foyer, reception desk, yoga and pilates area and weight / gym equipment area.
- The rear of the ground floor will be used for storage, bicycle parking and bathroom facilities but will not be used for gym activities.
- The first floor will comprise a yoga / Pilates room and bathrooms.
- The gym will be open 24 hours a day, however patron / staff numbers and classes will vary at different times of the day. The following hours of operation are proposed:
  - 5:30am – 9:30pm
    - A maximum of 50 patrons will occupy the premises at any one time;
    - A maximum of 5 staff will occupy the premises at any one time.
  - 9:30pm – 5:30am
    - No classes will be held during these times;
    - A maximum of 15 patrons will occupy the premises at any one time;
    - A maximum of 1 staff member will occupy the premises at any one time.
- Classes will occur on the first floor with one class running at a time. They will generally include 1 instructor and up to 10 patrons.
- In order to enter the gym, members will be required to 'scan in' using their membership card.
- Health food / beverages will be served from the front reception counter. This will include fresh juices, protein bars / shakes and the like. No fresh food will be prepared on the site.
- Music will be at background levels only.



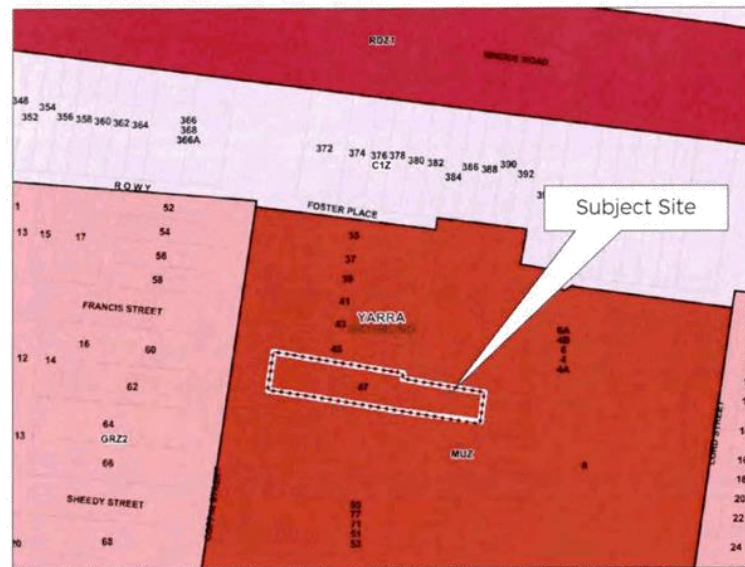
## Attachment 2 - Town Planning Report

### 3 Planning Controls

#### Zoning

The subject site is located within a Mixed Use Zone (MUZ) pursuant to Clause 32.04 of the Yarra Planning Scheme.

**Figure 2: Zoning Map**



Pursuant to Clause 32.04-2 a permit is required for a Restricted Recreation Facility (falls under Leisure and Recreation).

In addition, a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.01-2.

#### Overlay

The subject site is affected by an Environmental Audit Overlay (EAO) pursuant to Clause 45.03 of the Yarra Planning Scheme, however the proposal is not for a sensitive use (residential use, child care centre, pre-school centre or primary school).

## Attachment 2 - Town Planning Report

### State and Local Planning Policy Framework

Clause 11 - Settlement  
 Clause 17 - Economic Development  
 Clause 21.03 – Vision  
 Clause 21.04 – Land Use  
 Clause 21.08 – Neighbourhoods  
 Clause 22.05 – Interface Uses Policy

The applicable State and Local Planning policies generally seek to provide a range of uses to serve the community and add to the vitality of neighbourhoods. commercial uses are encouraged to be located in accessible areas and with good access to public transport.

While Clause 21.08 does not identify the site as being within the Bridge Road Major Activity Centre, it is located just 75 metres to the south of Bridge Road and as such will add to the mix of uses offered in this centre as well as benefit from the public transport available in the area.

Clause 22.05 recognises that in areas where residential and commercial uses operate within close proximity consideration should be given to the amenity of the residential properties with respect to issues such as noise, overlooking, rubbish removal and loading / unloading.

### Particular and General Provisions

#### Clause 52.06 - Car Parking

The number of car parking spaces required for the specified uses is listed under Table 1 of Clause 52.06-5. The car parking table in Clause 52.06-5 of the Yarra Planning Scheme does not have a specific parking provision rate for Leisure and Recreation, Restricted Recreation Facility or Minor Indoor Recreation Facility.

Where a use is not specified in the table at Clause 52.06-5, an adequate number of car spaces must be provided to the satisfaction of the responsible authority.

#### Clause 52.34 – Bicycle Facilities

Pursuant to Clause 52.34-3, the following bicycle spaces are required for a Minor sports and recreation facility:

- Employees – 1 space per 4 employees – based on a maximum of 5 staff, 1 bicycle space is required.
- Patrons – 1 to each 200 square metres of net floor area – based on a net floor area of approximately 680 square metres, 3 bicycle spaces are required.

#### Clause 65 - Decision Guidelines

Clause 65 outlines the relevant decision guidelines that the responsible authority must have regard to.



## Attachment 2 - Town Planning Report

### 4 Planning Assessment

#### Use

The proposed use is considered to be consistent with the planning policy thrust for well serviced mixed use areas, which generally seek to provide a range of uses that complement the mixed use function of the locality.

The proposed gym is considered to be appropriate for the following reasons:

- The gym is located just 75 square metres from Bridge Road Major Activity Centre and will add to the mix of uses in the central Richmond neighbourhood.
- The proximity to an activity centre also means that users of the gym have access to public transport, minimising the likelihood of patrons driving to the site.
- In addition to encouraging a range of uses, one of the purposes of the mixed use zone is to provide for housing at higher densities. The subject site is surrounded by residential properties, including a large apartment building directly next door. The catchment area for the proposal gym is therefore anticipated to be within the immediate area and will provide a valuable service to the local community.
- Being a boutique gym that will have a small member base, the intensity of the use is appropriate for a mixed use area where consideration should be given to residential amenity. Given the site was previously used for industry, a gym is considered to be more compatible with the surrounding uses in the area and less impactful in terms of noise, emission and loading / unloading activity.
- Only background music will be played at the gym and in some instances, no music at all. While this may seem unusual, the current trend is towards patrons using their own music devices and headphone or plugging their headphone into the exercise equipment, as each machine includes its own iPad type system.
- The classes run on the first floor will not include loud music and given the nature of the classes, instructors will not use microphones.
- All gym activity will be contained within the original, brick building structure (i.e. not in the rear corrugated iron addition) and as such, any noise generated will be contained within the building. We note that the windows on the first floor are proposed to be replaced with double glazing and will not be openable.
- It is proposed to use the site as a 24-hour gym, which will provide patrons with flexibility. However, the operation of the gym will be limited during the hours of 9:30pm and 5:30am to minimise noise or traffic generated during this period.



47 Coppin Street, Richmond

6



## Attachment 2 - Town Planning Report

- Patrons are required to scan in using their membership card. This will occur within the proposed entry foyer that will include lighting and CCTV cameras to ensure the safety of customers during the night time hours when no staff are on site.
- Glazing is provided within the new internal wall associated with the entry foyer. This provides for passive surveillance and will safety by allowing views in and out of the gym.

### **Buildings and works**

The buildings and works proposed are minor and essentially comprise the removal of the roller door within the building façade (to facilitate the provision of a new entry foyer) and reinstatement of the window on the northern side of the front façade.

These works will improve the presentation of the building to the street and activate the façade of the building. Further, the reinstatement of the window will allow for patrons and staff to interact from inside / outside the building.

### **Car and bicycle parking**

As mentioned above, the planning scheme does not provide a specific rate for this use. However, the planning scheme does require that a minimum of 4 bicycle spaces be provided on site.

It is proposed to include a minimum of 10 bicycle spaces on site and no car parking spaces. This is considered to be appropriate for the following reasons:

- The proposed exceeds the bicycle parking requirements by providing 10 spaces towards the rear of the site. These spaces are for the use of staff and patrons and will allow people to ride their bike to the site, rather than drive. It is noted that the rear of the site can easily accommodate additional bike racks.
- The site is located 75 metres to the south of Bridge Road that includes a tram line with a number of services running throughout the day. As outlined above, the site is located in a mixed use area and is surrounded by residential properties, including large apartment developments. As such, the catchment area is within close proximity to the site and patrons are highly likely to walk.
- It is stated above in the report that there will be a maximum of 5 staff at the site at any one time. While this is the case, there will typically be fewer staff at the site.
- Given the site use to be used for Industry, the proposal is likely to generate less traffic than the previous use, whereby loading and unloading of goods and equipment would take place on a daily basis.



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### 5 Conclusion

The proposal used will contribute to the range of services offered to local residents and will operate in a way that will not result in any unreasonable amenity impacts.

Given the locational context of the site and the planning policies that apply, the proposal is considered to have merit and should be supported through the issue of a permit.

Should you have any queries in relation to this matter, please contact the undersigned on 9429 3111 or email [blanchem@ratio.com.au](mailto:blanchem@ratio.com.au).

Your sincerely,



**Blanche Manuel**  
**Associate: Planning**  
**Ratio Consultants Pty Ltd**



47 Coppin Street, Richmond

8

## Attachment 2 - Town Planning Report

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Dear Julian,

11 November 2016

### Further Information Response – PLN16/0913 47 Coppin Street, Richmond

Mr Julian Wearne  
Statutory Planner  
Statutory Planning  
Yarra City Council  
PO Box 168  
Richmond.VIC.3121

We continue act for Mr Graeme Robinson, the permit applicant in this matter.

Further to your letter dated 25 October 2016, we enclose 3 copies of the revised drawing sheet TP02 - revision B including the following information as requested:

- A doorway is now shown as being cut into the existing internal roller-door;
- A doorway associated with the ground floor toilets is now provided; It is noted that no signage is proposed as part of this planning permit application and as such it has not been shown on the plans.]

With respect to the questions and statements raised within the further information letter, we offer the following response:

#### How will security of the premises and safety of patrons be maintained, particularly during unstaffed hours?

- The entrance of the building has been designed to remove the existing roller door and provide a formal entrance. This entrance will include lighting and a security camera and will include a safe entrance point for patrons.
- The entrance has also been designed to include glazing as part of the internal wall. This provides for passive surveillance, allowing views both in and out of the gym.
- Individually registered swipe keys will be given to each member of the gym to enter the building via the secure front door to Coppin Street. Each swipe key is configured to the individual member and details such as name, address, phone number, photograph and club access history are available on a secure database.

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## Attachment 2 - Town Planning Report

- The site will be fitted with security cameras to operate and assist in deterrence of misconduct and for monitoring purposes. The security cameras will be located in the following areas:
  - Externally located on the eastern wall of the building recording the main entrance and footpath on Coppin Street;
  - Internally located, above reception facing the main entrance; and
  - Internally located cameras throughout the building to eliminate any blind spots within the premises.
- Regarding patron safety when using the gym, an 'emergency station' will be provided within the reception area and will be equipped with a fully stocked first aid kit, a '000' phone which directly connects to emergency services, distress necklaces linked to the relevant security company/local police and a working defibrillator.

It is noted that the distress necklaces are encouraged to be worn by members during unstaffed hours. Should a member feel threatened and not be able to reach the emergency phone, they can press the HELP button on the distress necklace for aid.

The above measures are considered to provide for appropriate safety for users during both staffed and unstaffed hours.

### How will the maximum patron numbers be controlled?

The gym provides numerous ways to encourage and control the number of patrons using the facility at any one time. These controls include, but are not limited to:

- The proposed gym is a boutique operation with a maximum of 50 members allowed on site at any one time. It is expected that the membership base will be in the order of 500, which is modest when compared to a larger format gym with approximately 1000-2000 members.
- The provision of a class space and a range of fitness equipment that can only cater for a maximum 50 members at any one time.
- Only 1 group fitness class will operate at any one time on the site. These classes require pre-booking and are limited to a maximum of 15 people.
- In the event that a group fitness class attracts in excess of 15 people, numbers will be reallocated to alternative group classes at an alternative timeslot to ensure numbers do not exceed the site capacity.
- As the business grows, weekly membership fees will increase to discourage the member growth at the same rate as the startup period. This allows the business model to provide a boutique gym is maintained and each individual member will feel they are part of an exclusive health and fitness club.





## Attachment 2 - Town Planning Report

As with any use with patron limits, it is up to the business owner / manager to monitor the number of people at a site at any one time. Ultimately, in the case that patron numbers are exceeded and permit conditions are breached, this becomes an enforcement matter.

Will doors and roller doors remain open during any hours of operation? Outline these hours

The roller door presenting to Coppin Street will be permanently open to create a better relationship with the street. It is noted that the inset entrance space allows for a safe, covered space. The inset entrance includes a brick dwarf wall with transparent glazing above in addition to the pedestrian doorway to secure the site frontage.

The roller door at the rear of the building (which will also be monitored via swipe pass and CCTV) will be closed. The door is accessible to members using bicycles who wish to lock and secure their bikes before and after their workouts/classes. The roller door is encouraged to be closed at all times.

Please describe how access to the bicycle storage / storage area will be managed:

The storage space located at ground level will be used for storage of cleaning products and goods within a lockable cupboard. No other products are anticipated to be stored within this area and it will not be made available to patrons, other than for bicycle parking.

Both staff and members will have bicycle access and storage through the roller door at the rear of the building. The door is accessible to staff and members using bicycles who wish to lock and secure their bikes before and after their work/workouts/classes. The roller door is encouraged to be closed at all times.

The bicycle storage area will be accessible 24 hours a day, 7 days a week via the public laneway. Access is monitored by individual swipe pass and a security camera. Furthermore, sensor lights are installed along the laneway for visibility.

Will signage be provided on site and form part of this application?

As the gym will be named after its street address (i.e. 47 Coppin St) and the façade of the building is iconic and well known among the local community, external signage is not envisaged or necessary. The planning permit application does not propose any business identification signage.

Overall, it is considered that the proposal used will contribute to the range of services offered to local residents and will operate in a way that will provide for patron safety and will not result in any unreasonable amenity impacts.

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## Attachment 2 - Town Planning Report

We trust the information provided meets with your requirements and look forward to advertising of the application at your earliest convenience. Should Council require additional details, we hereby request an extension to the lapse date by which information must be provided and ask for this to be confirmed in writing.

If you have any further queries, please do not hesitate to contact the undersigned on 9429 3111 or [blanchem@ratio.com.au](mailto:blanchem@ratio.com.au).

Yours Sincerely,



**Blanche Manuel**  
**Associate: Planning**

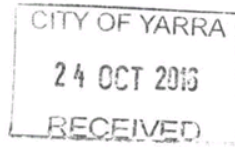
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Attachment 3 - Traffic Report

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Dear Julian,

20 October 2016

**Planning Permit Application PLN16/0913  
47 Coppin Street, Richmond**

Mr Julian Wearne  
Statutory Planning Officer  
City of Yarra  
PO BOX 168  
RICHMOND VIC 3121

We continue to act on behalf of Mr Graeme Robinson, the permit applicant.

Further to the planning permit application submitted on 7 October, please find enclosed a Traffic Report prepared by *Ratio Consultants Pty Ltd*.

Should you have any queries in relation to this matter, please contact the undersigned on 9429 3111 or email [blanchem@ratio.com.au](mailto:blanchem@ratio.com.au).

Your sincerely,

A handwritten signature in black ink, appearing to read "Blanche Manuel".

**Blanche Manuel  
Associate: Planning  
Ratio Consultants Pty Ltd**

r:

47 Coppin Street, Richmond

1

Attachment 3 - Traffic Report

ratio:

Report  
Prepared for  
Graeme Robinson

Proposed Gym Development

47 Coppin Street, Richmond

18 October 2016

r:

traffic:impact



## Attachment 3 - Traffic Report

**ratio:consultants**

9 Clifton Street  
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ABN 93 983 380 225

**Prepared for:**

Graeme Robinson  
Our reference:  
13512rep01

**ratio:consultants** pty ltd June 2016.

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/Traffic Impact Assessment/ 13653Trep01/ September 2016

2

## Attachment 3 - Traffic Report

### Table of contents:

Chapter / Section	Page No.
<b>1 Introduction: .....</b>	<b>4</b>
<b>2 Existing Conditions:.....</b>	<b>5</b>
2.1 Location and Environment .....	5
2.2 Road Network.....	7
2.3 Parking Conditions .....	8
2.4 Sustainable Transport.....	11
2.5 Crash Analysis .....	13
<b>3 The Proposal: .....</b>	<b>15</b>
<b>4 Parking Assessment:.....</b>	<b>16</b>
4.1 Clause 52.06 - Parking Assessment.....	16
4.2 Car Parking Demand Assessment.....	16
4.3 Allowing Fewer Spaces to be provided .....	18
4.4 Parking Provision and Adequacy.....	20
<b>5 Bicycle Parking: .....</b>	<b>22</b>
<b>6 Loading Arrangements :.....</b>	<b>23</b>
6.1 Loading Arrangements.....	23
<b>7 Conclusion:.....</b>	<b>24</b>

#### Appendices:

<b>Appendix A</b>	<b>Parking Survey Results</b>
<b>Appendix B</b>	<b>Swept Path Assessment</b>
<b>Appendix C</b>	<b>Bicycle Parking Specifications</b>



## Attachment 3 - Traffic Report

### 1 Introduction:

Ratio Consultants Pty Ltd was commissioned by Graeme Robinson (the permit applicant) to assess the traffic and parking implications of the proposed boutique gymnasium (gym) development at 47 Coppin Street, Richmond.

This report has been prepared to address the parking and traffic matters of the proposed development and will be submitted to the City of Yarra. The report is based on surveys and observations in the vicinity of the site and of previous studies of similar developments elsewhere in Melbourne.



/Traffic Impact Assessment /13653rep01 /October 2016

4

## 2 Existing Conditions:

The subject site is located on the eastern side of Coppin Street, approximately 75 metres south of the intersection of Bridge Road and Coppin Street, and is in close proximity to the Richmond – Bridge Road Activity Centre. Figure 2.1 illustrates the location of the site relative to the surrounding road network.

The subject site is essentially rectangular in shape with frontage to Coppin Street of 9.91 metres, a maximum depth of 55.71 metres, and an overall site area of approximately 509 square metres.

The first tenancy (associated with the application) occupies the entire ground floor and a portion of the first floor that can only be accessed from inside the building. The tenancy is currently vacant, however was previously used for the manufacturing of kitchen equipment such as stoves and ovens (industrial use). Vehicular access to the tenancy is provided via an existing crossover connecting to/from Coppin Street and the Right-of-Way (ROW) that runs in a north-south alignment between Foster Place and the northern boundary of the subject site. The ROW was previously utilised by the industrial development to facilitate loading activities. No on-site parking was provided as part of the previous use.



## Attachment 3 - Traffic Report

The second tenancy is located on the first floor of the building, towards the front of the site and has a separate access via Coppin Street. It is understood that a separate permit is being sought to use this tenancy as a hair dressing salon.

The site is located within a Mixed Use Zone with surrounding land use comprising a mixture of residential, commercial and retail.

Some other key land uses include:

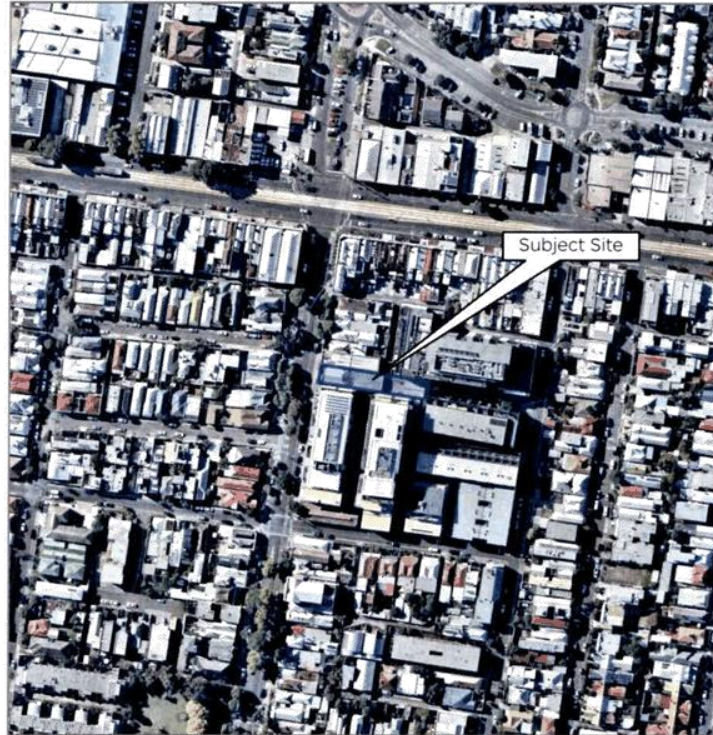
- Several commercial, retail, restaurant, bars and cafes, located along Bridge Road located within 85 metres of the subject site.
- Dame Nellie Melba Memorial Park, located approximately 200 metres south of the subject site.
- Bridge Church, located approximately 250 metres north-west of the subject site.
- Richmond Town Hall, located approximately 350 metres north-west of the subject site.
- City of Yarra Council Offices, located approximately 350 metres north-west of the subject site.
- Richmond Pool & Recreation Centre, located approximately 400 metres north-west of the subject site.
- Citizens Park, located approximately 450 metres north-west of the subject site.
- Richmond Plaza, located approximately 550 metres north-west of the subject site.
- St. Kevins College (Waterford Campus), located approximately 650 metres west of the subject site.
- Richmond Catholic Parish, located approximately 700 metres west of the subject site.

Figure 2.2 provides an aerial photograph of the site and its surrounds.



## Attachment 3 - Traffic Report

**Figure 2.2**  
Aerial View of the Site and Surrounds



Source: [www.nearmap.com](http://www.nearmap.com)

## 2.2 Road Network

**Coppin Street** is a Major Road under the care and management of Council which runs in a north-south alignment between Highett Street and Barkly Avenue, in Richmond. Within the vicinity of the site Coppin Street has a carriageway width of approximately 14.0 metres, accommodating one traffic lane of traffic in each direction, a bicycle lane in each direction and kerbside parallel parking on both sides of the road.

The road is classified as a 'Bicycle Priority Route' as per the VicRoads' SmartRoads Network Operating Plans (October 2012). The road has a posted speed limit of 40km/hr and speed humps are provided at regular intervals along the length of the road. Constructed footpaths are provided on both sides of the road within the vicinity of the site.

**Bridge Road** is classified as a Primary State Arterial Road under the care and management of VicRoads. It essentially runs in an east-west direction between its continuation as Wellington Parade, in East Melbourne and Creswick Street, in Hawthorn. Within the vicinity of the site, Bridge Road has an approximate carriageway width of 22.0 metres, accommodating two traffic lanes in each direction, a central tram corridor and restricted ticketed kerbside parallel parking on both sides. Peak directional 'Clearway' restrictions apply on the southern side of the road between 7:00am-9:15am Monday to Friday, and on the northern side between 4:30pm-6:30pm Monday to Friday.



## Attachment 3 - Traffic Report

The road is classified as a 'Tram Priority Route', 'Bicycle Priority Route', 'Pedestrian Priority Area' and a 'Traffic Route' as per the VicRoads' SmartRoads Network Operating Plans (October 2012). The road has a posted speed limit of 60km/hr with 40km/hr speed restrictions applying between 7:00am and midnight. Constructed footpaths are provided on both sides of the road.

**Foster Place** is a Local Road that runs in an east-west alignment between Coppin Street and its termination to the south of 392 Bridge Road. The road has a carriageway width of approximately 3.0 metres and provides two-way vehicular movements. The road provides vehicular access to the commercial properties fronting Bridge Road (properties 372 to 392).

There is a 3.0 metre wide **Right-of-Way (ROW)** that runs in a north-south alignment between Foster Place and the northern boundary of the subject site. The ROW enables two-way vehicle movements and provides vehicular access to the residential and commercial properties fronting Coppin Street (including the subject site).

### 2.3 Parking Conditions

Ratio Consultants commissioned surveys of parking supply and demand on Thursday 6 October 2016 between 6:00am to 12:00noon and 3:00pm to 9:00pm, and on Saturday 8 October 2016 between 6:00am and 3:00pm. The extent of the survey area is outlined in Figure 2.3 below, with detailed results presented in Table A1 and A2 of Appendix A. The parking inventory reveals the supply of parking is predominantly subject to short-term parking restrictions with some ticketed parking located along Coppin Street to the north of Bridge Road. In summary, the survey results showed:



# Attachment 3 - Traffic Report

**Figure 2.3**  
Survey Area



## Thursday 6 October 2016

- There was observed to be a minimum of 115 and a maximum of 157 parking spaces within the survey area (depending on the time of day).
- The demand for parking was generally low to moderately high during the survey period with parking occupancies ranging between 42% and 70%.
- The peak hour occurred at 5:00pm, when a total of 96 publicly available car parking spaces were recorded occupied out of an available supply of 138 spaces, representing a parking occupancy of 70%. There were a minimum of 42 publicly available spaces at this time.
- Parking occupancy within Coppin Street (Zones A-D), which is considered the most convenient on-street parking location to access the subject site, was very high during business hours (9:00am to





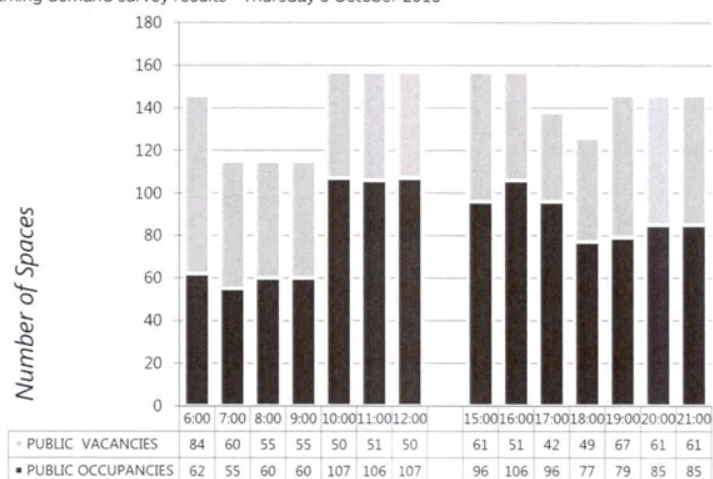
## Attachment 3 - Traffic Report

5:00pm), with parking occupancy ranging from 13% to 88%. There was a minimum of three available spaces recorded in these zones during the survey period, out of a supply of 24 spaces. Outside of business hours the demand for parking reduced significantly. It is noted that the peak periods of the gym will fall outside of business hours, with the morning peak anticipated to be from 6:00am to 9:00am and the afternoon peak from 4:30pm to 7:30pm.

Graph 2.1 provides a graphical representation of the Thursday parking demands.

**Graph 2.1**

Parking demand survey results - Thursday 6 October 2016



### Saturday 8 October 2016

- There was observed to be a minimum of 124 and a maximum of 158 parking spaces within the survey area (depending on the time of day).
- The demand for parking was low to moderate during the survey period with parking occupancies ranging between 35% and 48%.
- The peak hour occurred at 12:00 midday and 1:00pm, when a total of 75 publicly available car parking spaces were recorded occupied out of an available supply of 157 spaces, representing a parking occupancy of 48%. There were a minimum of 82 publicly available spaces at this time.
- Parking occupancy within Coppin Street (Zones A-D), which is considered the most convenient on-street parking location to access the subject site, was low to moderate, with parking occupancy ranging from 0% to 44%. There was a minimum of nine available spaces recorded in these zones during the survey period, out of a supply of 16 spaces.

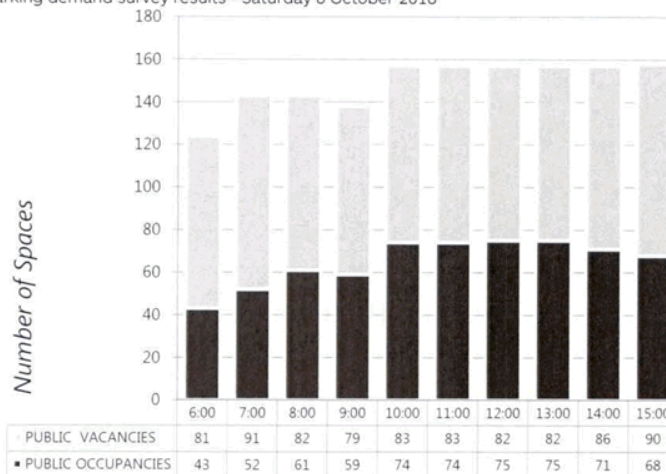
Graph 2.2 provides a graphical representation of the Saturday parking demands.



## Attachment 3 - Traffic Report

**Graph 2.2**

Parking demand survey results - Saturday 8 October 2016



The survey results indicate that the overall parking demand is low to moderately high during weekday business hours and low to moderate during weekend periods. Overall, despite the reasonably strong demand during weekday business hours there is still spare parking capacity within the vicinity of the site to accommodate an increase in short-term car parking.

## 2.4 Sustainable Transport

### Public Transport

The site has very good access to a range of public transport facilities with the following services provided within close proximity to the site:

**Table 2.1**

Public Transport Services - Tram

Route Number	Route Description	Nearest Stop	Walking Distance
48	North Balwyn to Victoria Harbour Docklands	Intersection of Bridge Road and Coppin Street	100 metres
75	Etihad Stadium Docklands to Vermont South	Intersection of Bridge Road and Church Street	500 metres
78	North Richmond to Balacava via Prahran	Intersection of Swann Street and Coppin Street	750 metres
70	Waterfront City Docklands to Wattle Park	Intersection of Victoria Street and McKay Street	1.2km (accessed via Tram Route 78)
12	Victoria Gardens to St Kilda		
109	Box Hill to Port Melbourne		



## Attachment 3 - Traffic Report

**Table 2.2**  
Public Transport Services - Train

Railway Station	Location	Train Lines
East Richmond Railway Station	1.3km south-west of the site (accessed via Tram Route 48/75 and 78)	Alamein Line Belgrave Line Glen Waverley Line
Burnley Railway Station	1.3km south-east of the site	Lilydale Line
West Richmond Railway Station	1.5km north-west of the site (accessed via Tram Route 48 or 75)	Hurstbridge Line South Morang Line

Source:ptv.com.au

### Bicycle Network

The site also has very good access to bicycle facilities, including:

- On-road bicycle lanes along Coppin Street, Burnley Street, Highett Street, Church Street, Palmer Street, Gardner Street, Murphy Street and Davison Street.
- Informal bicycle lanes along Bridge Road and Swan Street.

Figure 2.3 presents the sustainable transport services operating within close proximity of the site.

## Attachment 3 - Traffic Report

**Figure 2.3**  
City of Yarra TravelSmart Map



<http://www.yarracity.vic.gov.au/>

### 2.5 Crash Analysis

A review has been conducted of VicRoads 'Crashstats' database for the most recent five year period of available data from 1 January 2011 to 31 December 2015 for any reported casualty within the following search area:

- Copping Street, between Bridge Road and Abinger Street;
- Bridge Road, between Mary Street and Lord Street;
- The full length of Foster Place;
- The full length of the ROW located at the rear of the subject site; and
- The respective intersections.

The crash search revealed there have been 12 casualty crashes within the search area. The crashes are summarised below:

- Five crashes occurred at the intersection of Bridge Road and Copping Street:
  - One 'far side, ped hit by vehicle from the left' type crash resulting in one 'serious' type injury.
  - One 'ped near side, ped hit by vehicle from the right' type crash resulting in one 'serious' type injury.
  - One 'lane change right (not overtaking)' type crash resulting in one 'other' type injury.
  - One 'right through' type crash resulting in one 'other' type injury.





## Attachment 3 - Traffic Report

- One 'rear end (vehicles in same lane)' type crash resulting in one 'other' type injury.
- One 'far side. ped hit by vehicle from the left' type crash occurred at the intersection of Bridge Road and Griffiths Street, resulting in one 'serious' type injury.
- Three crashes occurred on Bridge Road between Griffiths Street and Coppin Street:
  - Two 'u turn' type crashes resulting in two 'serious' and one 'other' type injuries.
  - One 'ped near side. ped hit by vehicle from the right' type crash resulting in one 'other' type injury.
- Two crashes occurred on Bridge Road between Coppin Street and Lord Street:
  - Two 'vehicle strikes door of parked / stationary vehicle' type crashes resulting in two 'other' type injuries.
- One 'right near (intersections only)' type crash occurred at the intersection of Bridge Road and Lord Street, resulting in one 'other' type injury.
- No crashes occurred mid-block along Coppin Street, Foster Place or the ROW at the rear of the site.

Given the road classifications and associated traffic volumes, it is considered that the road network is operating in a relatively safe manner. Furthermore, no crashes were recorded fronting the subject site along Coppin Street.



## Attachment 3 - Traffic Report

### 3 The Proposal:

It is proposed to use the existing building as a gym (Restricted Recreation Facility). The gym will operate a 'boutique' facility which is intended to serve the local community. In addition to a typical gym floor offering weights and fitness machines, the proposal will also include classes such as yoga, Pilates, boxing and meditation. More specifically the development comprises:

- The ground floor will comprise an entry foyer, reception desk, yoga and pilates area and weight / gym equipment area.
- The rear of the ground floor will be used for storage, bicycle parking and bathroom facilities but will not be used for gym activities. The bicycle parking will comprise a total of five 'Arc de Triomphe' bicycle rails (10 spaces) for use by staff and customers. Showers and lockers are also provided within the development.
- The first floor will comprise a yoga / Pilates room and bathrooms.
- The gym will be open 24 hours a day, however patron / staff numbers and classes will vary at different times of the day. The following hours of operation are proposed:

#### 5:30am – 9:30pm

- A maximum of 50 patrons will occupy the premises at any one time;
- A maximum of 5 staff will occupy the premises at any one time.

#### 9:30pm – 5:30am

- No classes will be held during these times;
- A maximum of 15 patrons will occupy the premises at any one time;
- A maximum of 1 staff member will occupy the premises at any one time.
- No car parking will be provided on-site for staff or customers.



## 4 Parking Assessment:

### 4.1 Clause 52.06 - Parking Assessment

Parking requirements for new developments are set out under in Clause 52.06 of the Yarra Planning Scheme. The purpose of the Clause 52.06, amongst other things, 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 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 number of car parking spaces required for the specified uses is listed under Table 1 of Clause 52.06-5. The proposed gymnasium use is nested in the 'Restricted Recreation Facilities' as defined under Clause 74 of the Yarra Planning Scheme. Car parking requirement rates for Restricted Recreation Facilities are not specified in Table 1 to Clause 52.06-5 of the Planning Scheme. In such instances, Clause 52.06-5A below states:

*Where a use of land is not specified in Table 1 or where a car parking requirement is not specified for the use in another provision of the planning scheme or in a schedule to the Parking Overlay, before a new use commences or the floor area or site area of an existing use is increased, car parking spaces must be provided to the satisfaction of the responsible authority.*

Information provided by the Applicant and an empirical assessment of a similar development have been used to determine the car parking demand that will be generated by the proposal to provide an understanding of the appropriate car parking requirement associated with the proposed use.

### 4.2 Car Parking Demand Assessment

Clause 52.06-6 sets out the factors to be considered when preparing a Car Parking Demand Assessment. These factors are listed below:

- The variation of car parking demand likely to be generated by the proposed use.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use over time.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- An empirical assessment or case study.

Those factors relevant to this assessment are discussed in more detail below:

#### Access to Provision of Alternative Transport Modes

The site has very good access to a range of public transport services with train and tram services operating in convenient proximity to the subject site. Tram route 48 (North Balwyn to Victoria Harbour) and 75 (Etihad Stadium Docklands to Vermont South), operate along Bridge Road, with the closest tram stop located approximately 100 metres north of the



## Attachment 3 - Traffic Report

subject site. Tram Routes 70, 78, 12 and 109 also operate within 1.2km of the subject site.

Further, the site has access to East Richmond Railway Station, West Richmond Railway Station and Burnley Railway Station which are all located within 1.5km of the subject site.

Given the very good access to sustainable transport options, both staff and patrons of the development are able to travel to and from the site without relying on the use of a private motor vehicle.

### **Pedestrian Facilities**

Given that the site will serve the local catchment area, it is expected that a significant portion of the gym patrons will walk to and from the site. Pedestrian footpaths are provided on both sides of roads in the vicinity of the site which are generally in excellent condition. Furthermore, signalised pedestrian crossings are provided at the intersection of Bridge Road and Coppin Street which will provide a link between the Richmond - Bridge Road Activity Centre and the subject site. The proposed main pedestrian access to the site will provide a clear, safe and direct link to and from the surrounding pedestrian network. These facilities provide a viable means of alternative sustainable transport that will reduce future reliance on private motor vehicles.

### **Staff Parking Demand**

Based on information provided from the applicant, it is understood that the gym will initially operate with two staff members, which will be increased overtime to a maximum of five staff on the premise between the hours of 5:30am and 9:30pm. Only one staff member will occupy the site between 9:30pm and 5:30am. The initial two staff members have indicated that they will travel to/from the development by cycling or walking as they live within the local area. Furthermore, any additional staff that are employed by the gym will be encouraged to walk / cycle or utilise the public transport network.

The proposal also includes the provision of 10 on-site bicycle parking spaces plus shower facilities which will encourage cycling as a method of transport to and from the site.

On this basis, it is considered that the staff parking demand generated by the proposed development will be minimal, with the majority of staff residing in close proximity to the subject site and choosing to walk, cycle or utilise the adjacent public transport network.

### **Gym Patron Parking Demand**

It is proposed to operate the site as a small scale 'boutique' style gym that will occupy a maximum of 50 patrons on the premise between the hours of 5:30am and 9:30pm. Between the hours of 9:30pm and 5:30am the gym will occupy a maximum of 15 patrons. It is anticipated that the majority of customers to the site will either live or work within the local area, as people generally choose to join gyms that are in close proximity to their daily activities (work or residence). On this basis, it is expected that a large proportion of the customers will access the gym by walking, cycling or utilising public transport from their place of residence and work.

Furthermore, Ratio Consultants previously conducted patron count surveys at the Body Tite Fitness Centre (floor area of 853sqm) located at 233 Glen Huntly Road, Elsternwick on Tuesday 20 July 2004. The surveys





## Attachment 3 - Traffic Report

were conducted by management between 6:00am to 9:00am and between 5:00pm to 9:00pm. The survey results indicated an average stay of 60 minutes with a peak number of patrons in the gymnasium of 32 at 6:30pm and a maximum of 10 patrons during the morning and daytime periods. The peak usage time for the gymnasium was between 4:30pm and 7:30pm. It was found that 36% of people drove their car to the gymnasium during the busy evening period resulting in a peak patron parking demand of 12 spaces.

Application of the above rate to the proposed development produces a peak customer parking demand of 18 spaces when the gym is operating at capacity. It is considered that the site of the empirical assessment comprises a similar level of access to public transport as the proposed development and is of similar size and nature.

### 4.3 Allowing Fewer Spaces to be provided

Clause 52.06-6 sets out the factors to be considered when determining the appropriateness of allowing fewer car parking spaces to be provided. Some of the relevant factors for this case are listed below:

- The Car Parking Demand Assessment.
- The availability of alternative car parking in the locality of the land.
- Access to or provision of alternative transport modes to and from the land.
- Any other relevant consideration.

Those factors relevant to this assessment are discussed in more detail below:

#### Relevant Local Policy

Clause 21.06 of the Yarra Planning Scheme outlines the relevant Local Planning Policies that relate to transport and parking implications of this proposal. Broadly, Clause 21.06 outlines Yarra's aims to reduce car dependence by promoting walking, cycling and public transport.

It includes a number of strategies that aim to achieve these goals; the following are the key strategies relevant to this proposal:

- Improve pedestrian and cycling links in association with new development where possible.
- Require new development that generates high numbers of trips to be easily accessible by public transport.
- Require all new large developments to prepare and implement integrated transport plans to reduce the use of private cars and to encourage walking, cycling and public transport.

Key reference documents are the City of Yarra's *Strategic Transport Statement* and the *Encouraging and Increasing Walking Strategy*.

The *Strategic Transport Statement* outlines Yarra's broad vision for sustainable transport and places emphasis on encouraging walking, cycling and public transports. It identifies Yarra's transport mode hierarchy, as follows:

#### More sustainable transport modes:

1. Pedestrians
2. Cyclists
3. Tram
4. Bus / Train



## Attachment 3 - Traffic Report

5. Taxi users / car sharers

*Less sustainable transport modes:*

6. Freight vehicles
7. Motorcyclists
8. Multiple occupants local traffic
9. Single occupants local traffic
10. Multiple occupants through traffic
11. Single occupant through traffic

The statement notes that this hierarchy should be applied to all decision making and actions related to transport. In addition, the statement identifies a number of Strategic Transport Objectives and Actions (STOs), as relevant:

- *STO 1.* Create a city which is a great and safe place to walk and increase the numbers of those walking in Yarra.
- *STO 2.* Create the most bicycle friendly city in Australia and increase the numbers of those cycling in Yarra.
- *STO 5.* Ensure Council's response to parking demand is based on Yarra's parking hierarchy and sustainable transport principles.

The *Increasing Walking Strategy* outlines Yarra's desire to encouraging walking by improving connectivity, safety and information.

The proposal is considered to be in-line with the strategic intent of the City of Yarra's Planning Scheme on the basis of the following:

- The reduced provision of on-site parking will reduce car dependence by promoting walking, cycling and public transport in accordance with Clause 21.06 of the Yarra Planning Scheme
- There is a generous provision of on-site bicycle parking which will encourage cycling in accordance with the strategy outlined under Clause 21.06 and STO 2 of the City of Yarra's Strategic Transport Statement.
- The proposal has good connection to the existing pedestrian footpaths which will promote working to/from the site in accordance with STO 1 of the City of Yarra's Strategic Transport Statement and the City of Yarra's *Increasing Walking Strategy*.

### **The Practicality of Providing Parking On-site**

Vehicular access to the site is provided via the ROW which runs in a north south alignment between Foster Place and the northern boundary of the site. The intersection of the ROW and Foster Place is very tight and appears that would present difficulties for vehicles seeking to access the site. A swept path assessment (refer to Appendix B) was conducted using the 'Autodesk Vehicle Tracking' software to determine the appropriateness of the surrounding laneway network for vehicular access to/from the site. The B99 vehicle (99.8<sup>th</sup> percentile) was used in the assessment and it demonstrated that the vehicle would not be able to perform the turn to/from the ROW to Foster Place in a single manoeuvre without relying on the private land located on the northern side of Foster Place.

Further, the site comprises a relatively small floor area and a narrow width which limits the ability to provide and access car parking on-site. Accordingly, it is not considered practical to provide car parking on-site.





## Attachment 3 - Traffic Report

### Car Parking Deficiency Associated With the Existing Use

The site was previously used for the manufacturing of kitchen equipment such as stoves and ovens (industry use) and provided no on-site parking. Application of the relevant requirement under Clause 52.06-5 of the Planning Scheme (2.9 spaces to each 100sqm of net floor area) to the existing floor area of 509sqm, generates a requirement to provide 14 car parking spaces for the existing use. Given that no formal car parking was provided, the previous use generated a deficiency of 14 car parking spaces. This requirement was largely met by the surrounding on-street parking in the vicinity of the site.

The 14 space deficiency associated with the existing use is four spaces less than the 18 spaces anticipated to be generated by customers of the development. On this basis, it is expected that the proposal will generate an additional demand of four spaces that will need to be accommodated by the surrounding on-street parking than what could have been generated by the previous use of the building.

### Availability of Car Parking

The results of the parking surveys, outlined in section 2.3, show that the surrounding on-street car parking demand is low to moderately high during weekday periods and moderate during weekends. The surveys also demonstrate that there is spare capacity for an increase in short-term parking. As discussed previously, the gym will generate a maximum of 18 customer parking spaces during peak periods that need to be accommodated within the surrounding on-street network.

During the expected weekday peak times (6:00am to 12:00 midday and 3:00pm to 9:00pm), there was observed to be a minimum of 42 publicly available parking spaces available within convenient proximity of the site.

During the expected weekend peak times (6:00am to 3:00pm and 3:00pm to 9:00pm), there was observed to be a minimum of 79 publicly available parking spaces.

The availability and nature of the on-street parking supply in the vicinity of the site that could potentially be utilised by staff of the gym is highly constrained given that majority of on-street parking is time restricted to the late-evening or Permit Zone protected. This results in a strong disincentive for future employees to travel to work via a private motor vehicle.

On this basis, all of the short-term parking demand associated with customers of the development can be accommodated in suitable off-site parking locations within convenient proximity of the site without adversely impacting on current parking conditions in the precinct.

### 4.4 Parking Provision and Adequacy

In summary, It is considered that the provision of no on-site car parking is adequate for the following reasons:

- The site is ideally located to take advantage of access to sustainable transport alternatives, such as nearby public transport services, on and off-road bicycle lanes, and the pedestrian footpath network.
- Staff parking demand generated by the proposed development will be minimal, with an expectation of the majority of staff choosing to walk, cycle or utilise the adjacent public transport network.
- On-street parking spaces in the vicinity of the site are sufficiently protected by permit controls and time restricted to discourage staff



**Attachment 3 - Traffic Report**

of the proposed development from using private motor vehicles for travel to and from the site.

- The results of the parking surveys demonstrate that there is suitable on-street parking within close proximity to the subject site to accommodate the short term parking demand associated with gym patrons.
- The reduction associated with the proposal is reduced to four spaces when taking the existing deficiency associated with the previous use into account.
- The development helps to achieve the objectives sought by Local Policy by dependence on private motor vehicles.
- The site comprises a relatively small floor area and a narrow width which limits the ability to provide and access car parking on-site. Further, the swept path assessment undertaken demonstrates that vehicle access to the site via the surround laneway network is very tight. Accordingly, it is not considered practical to provide parking on-site.

On the basis of the reasons discussed above, it is considered that the proposed level of car parking is suitable for the nature and scale of the proposed development.



## Attachment 3 - Traffic Report

## 5 Bicycle Parking:

The provisions set out under Clause 52.34-4 of the Yarra Planning Scheme establish the requirement for bicycle parking spaces applicable to developments. As discussed in Section 4, the proposed gym is nested in the 'Restricted Recreation Facilities' as defined under Clause 74 of the Yarra Planning Scheme. Restricted Recreation Facilities are not listed under Clause 52.34, however the use can be further nested as a 'Minor Sports and Recreation Facility' which is listed under Clause 52.34. Application of the relevant rate is shown below in Table 5.2:

**Table 5.2:**  
Statutory Bicycle Parking Requirement

Land Use	Bicycle Parking Rate	Size	Requirement	Provision	Surplus
Minor Sports and Recreation Facility	1 space per four employees	Maximum of five employees	1 staff space	10 spaces	6 spaces
	1 space to each 200sqm of net floor area for visitors	680sqm net floor area	3 visitor spaces		

On the basis of the above, the development has a requirement to provide four bicycle parking spaces (one staff space and three visitors). The application plans show five 'Arc de Triomphe' bicycle rails (10 spaces) located within the storage space at the eastern end of the site for use by staff and patrons.

Accordingly, the proposed bicycle parking exceeds the requirements of the Yarra Planning Scheme and is therefore considered acceptable. It is also noted that there is ample additional room located within the storage space at the eastern end of the site to accommodate more bicycle parking spaces should they be required in the future.

AS 2890.3:2015 requires that 20% of bicycle parking be provided via ground level rails. The proposed bicycle parking provides all of the bicycle spaces at ground level, which exceeds the requirements outlined in the Australian Standard.

The bicycle parking specifications are provided within Appendix C.

## Attachment 3 - Traffic Report

## 6 Loading Arrangements :

**6.1 Loading Arrangements**

Clause 52.07 'Loading and Unloading of Vehicles' of the Yarra Planning Scheme outlines the provision of loading requirements. Pursuant to Clause 52.07, a loading bay is required for all single buildings which are to be 'used for the manufacture, servicing, storage or sale of goods or materials'.

Under the provisions of Clause 52.07, all single occupancies with up to 2,600sqm of floor area require a loading bay with a minimum area of 27.4sqm and minimum dimensions of 7.6 metres length, 3.6 metres width, and 4.0 metres height. For every additional 1,800sqm of floor area, an additional 18sqm of loading bay must be provided.

As health foods and beverages will be served from the front reception counter, the development triggers a requirement to provide a loading bay on-site.

A permit may be granted to reduce or waive the requirements set out in Clause 52.07 if either:

- The land area is insufficient.
- Adequate provision is made for loading and unloading vehicles to the satisfaction of the responsible authority.

It is considered that the provision of an on-site loading bay is unnecessary and that loading activities associated with the shop are able to be completed on-street, on the basis of the following:

- The relatively small floor area of the proposed tenancy and the small and infrequent nature of loading associated with the gym use.
- The presence of a loading bay along Coppin Street located approximately 50 metres to the north of the subject site.
- The impacts of providing an on-site loading bay on the site's built form.

Accordingly, it is considered appropriate to waive the development's loading requirements, which can be suitably addressed through utilising Coppin Street for all deliveries.





## Attachment 3 - Traffic Report

### 7 Conclusion:

It is proposed to use the existing warehouse building as a boutique gym (Restricted Recreation Facility) on the site located at 47 Coppin Street, Richmond. The gym will operate 24 hours a day and accommodate a maximum of 50 patrons and five staff at any given time. No on-site parking will be provided for the development.

Based on the above assessment, it is considered that:

- The provision of zero car parking spaces on-site is considered appropriate given the following:
  - The site is ideally located to take advantage of access to sustainable transport alternatives, such as nearby public transport services, on and off-road bicycle lanes, and the pedestrian footpath network.
  - Staff parking demand generated by the proposed development will be minimal, with an expectation of the majority of staff choosing to walk, cycle or utilise the adjacent public transport network.
  - On-street parking spaces in the vicinity of the site are sufficiently protected by permit controls and time restricted to discourage staff of the proposed development from using private motor vehicles for travel to and from the site.
  - The results of the parking surveys demonstrate that there is suitable on-street parking within close proximity to the subject site to accommodate the short term parking demand associated with gym patrons.
  - The reduction associated with the proposal is reduced to four spaces when taking the existing deficiency associated with the previous use into account.
  - The development helps to achieve the objectives sought by Local Policy by dependence on private motor vehicles.
  - The site comprises a relatively small floor area and a narrow width which limits the ability to provide and access car parking on-site. Further, the swept path assessment undertaken demonstrates that vehicle access to the site via the surround laneway network is very tight. Accordingly, it is not considered practical to provide parking on-site.
- The provision of 10 bicycle parking exceeds the four space requirement of the Yarra Planning Scheme and is therefore acceptable.

Overall, the proposed development is suitably designed and is not expected to create adverse traffic or parking impacts in the precinct.



## Attachment 3 - Traffic Report

### Appendix A Parking Survey Results



/Traffic Impact Assessment /13653rep01 /October 2016

25



# Attachment 3 - Traffic Report



Project : 13653    October 2016

**r:**

FIGURE 2.3

**PARKING SURVEY AREAS**

# Attachment 3 - Traffic Report

Table A1

TRANS TRAFFIC SURVEY

ONLY USE FOR TRANSIT AND TRAFFIC SURVEY ONLY  
ONLY USE FOR TRANSIT AND TRAFFIC SURVEY ONLY  
ONLY USE FOR TRANSIT AND TRAFFIC SURVEY ONLY  
ONLY USE FOR TRANSIT AND TRAFFIC SURVEY ONLY

Parking Occupancy Survey

Date:	10/01/2017
Location:	47 Coppen Street, Richmond
Weather:	fine
Comments:	none

Public Parking (No)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy												
								6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
1	A	Coppen St	From Bridge St To No. 47	E	2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	6	2	2	2	2	4	4	4	4	5	5	5	5	5
1					Shipping zone - no parking between 10:00am - 11:00am Tue	No Shipping 9:00am - 10:00am Tue	1	0	0	0	0	1	1	1	1	0	0	1	0	0
1	B			W	No Shipping 9:00am - 10:00am Tue	No Shipping 9:00am - 10:00am Tue	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1					2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	2	1	1	1	1	2	2	2	2	1	1	1	1	1
1	C		From No. 53 To Aldinger St	E	P Disabled 10:00am - 7:00pm	No Shipping 9:00am - 10:00am Tue	2	0	0	1	1	2	2	2	2	2	2	2	1	1
1					2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	2	0	0	1	1	2	2	2	2	2	2	2	1	1
1	D				No Parking All Other Time	No Shipping 9:00am - 10:00am Tue	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1	E		From Coppen St To Mary St	W	2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	7	7	7	7	7	7	7	7	7	7	7	7	6	4
1	F		From Coppen St To Mary St	N	Permit Zone	No Shipping 9:00am - 10:00am Tue	14	10	10	10	10	10	10	10	10	10	10	10	9	9
1	G		From Coppen St To Mary St	N	Permit Zone All Other Time, 2P 7:00am - 6:00pm	No Shipping 9:00am - 10:00am Tue	13	7	7	7	7	7	7	7	7	7	7	7	6	5
1	H		From Coppen St To Mary St	N	Permit Zone	No Shipping 9:00am - 10:00am Tue	13	13	13	13	13	13	13	13	13	13	13	13	13	13
1	I		From Coppen St To Mary St	S	2P 7:00am - 7:00pm	No Shipping 9:00am - 10:00am Tue	11	10	10	10	10	9	9	9	9	9	9	9	8	10
1	J				Permit Zone	No Shipping 9:00am - 10:00am Tue	8	8	8	8	8	8	8	8	8	7	7	7	7	8
1	K		From Coppen St To Mary St	W	2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	11	1	1	1	1	1	1	1	1	1	1	0	0	0
1	L		From Aldinger St To Murray St	S	2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	11	9	9	10	9	9	9	9	9	9	9	8	5	8
1					Permit Zone All Other Time	No Shipping 9:00am - 10:00am Tue	10	12	12	12	11	11	11	11	11	12	12	13	13	12
1	M				2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	25	14	14	14	14	14	14	14	14	14	14	14	14	15
1	N				P Disabled All Other Time	No Shipping 9:00am - 10:00am Tue	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	O		From Coppen St To Land St	N	No Shipping	No Shipping 9:00am - 10:00am Tue	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	P				Permit Zone, Yarra City Council Area 7 Permit Accepted	No Shipping 9:00am - 10:00am Tue	4	4	4	4	4	4	4	4	4	4	4	4	4	4
1	Q				P Disabled	No Shipping 9:00am - 10:00am Tue	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	R				Permit Zone	No Shipping 9:00am - 10:00am Tue	8	8	8	8	8	8	8	8	8	8	8	8	7	7
1	S		From Coppen St To Land St	S	2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	10	0	0	0	0	0	0	0	0	0	0	0	0	0
1	T				Loading Zone 9:00am - 5:00pm Mon - Sat	No Shipping 9:00am - 10:00am Tue	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1	U		From Coppen St To Mary St	N	2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	14	2	2	2	2	2	2	2	2	2	2	2	2	2
1	V				Loading Zone 10:00am - 5:00pm Mon - Sat	No Shipping 9:00am - 10:00am Tue	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1	W		From Coppen St To Mary St	W	2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	5	1	1	1	1	1	1	1	1	1	1	1	1	1
1	X				2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	6	2	2	2	2	2	2	2	2	2	2	2	2	2
1	Y		From Coppen St To Mary St	S	2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	13	1	0	0	0	0	0	0	0	0	0	0	0	0
1	Z				Loading Zone 10:00am - 5:00pm Mon - Sat	No Shipping 9:00am - 10:00am Tue	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1	AA				Loading Zone 10:00am - 5:00pm Mon - Sat	No Shipping 9:00am - 10:00am Tue	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	AB		From Coppen St To Mary St	N	2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1	AC				Loading Zone 10:00am - 5:00pm Mon - Sat	No Shipping 9:00am - 10:00am Tue	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1	AD		From Bridge St To Aldinger St	E	2P 10:00am - 11:00pm	No Shipping 9:00am - 10:00am Tue	10	0	0	0	0	0	0	0	0	0	0	0	0	0
1	AE				P Disabled	No Shipping 9:00am - 10:00am Tue	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	AF				Permit Zone, Yarra City Council Area 7 Permit Accepted	No Shipping 9:00am - 10:00am Tue	2	2	2	2	2	2	2	2	2	2	2	2	2	2
1	AG				P Disabled	No Shipping 9:00am - 10:00am Tue	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	AH				Permit Zone	No Shipping 9:00am - 10:00am Tue	14	12	12	12	12	12	12	12	12	12	12	12	12	12
PUBLIC CAPACITY								144	118	118	118	118	118	118	118	118	118	118	118	118
PUBLIC OCCUPANCIES								82	85	85	85	85	85	85	85	85	85	85	85	85
PUBLIC VACANCIES								62	33	33	33	33	33	33	33	33	33	33	33	33
PUBLIC % OCCUPANCIES								42%	48%	52%	52%	52%	52%	52%	52%	52%	52%	52%	52%	52%

not available for public parking

not available for public parking

# Attachment 3 - Traffic Report

Table A2

## TRANS TRAFFIC SURVEY



QUALITY A TRAFFIC SURVEY BY A SURVEYING FIRM  
 QUALITY A TRAFFIC SURVEY BY A SURVEYING FIRM  
 QUALITY A TRAFFIC SURVEY BY A SURVEYING FIRM

### Parking Occupancy Survey

Date:	Saturday 4 October 2016
Location:	41 Coppin Street, Richmond
Weather:	Fine
Customer:	Ratio

Public Parking (ID)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy									
								6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00
1	A	Coppin St	From Bridge St To No. 47	E	2P 10:00am-11:00pm	No Stopping 9:00am-10:00am Tue	6	0	0	2	2	1	1	2	2	0	0
1					2P 10:00am-11:00pm	No Stopping 9:00am-10:00am Tue	1	0	0	1	1	0	0	0	0	0	0
0	B			W	No Stopping 9:00am-10:00am Tue	No Stopping 9:00am-10:00am Tue	1	1	1	1	1	1	1	0	0	0	0
1					2P 10:00am-11:00pm	No Stopping 9:00am-10:00am Tue	2	1	1	1	2	2	2	0	0	0	0
1	C		From No. 53 To Abinger St	E	P Disabled 10:00am-7:00pm	No Stopping 9:00am-10:00am Tue	2	0	0	1	1	0	0	2	2	1	1
1					2P 10:00am-11:00pm	No Stopping 9:00am-10:00am Tue	7	0	0	3	3	3	3	2	2	2	2
0					No Parking All Other Time	No Stopping 9:00am-10:00am Tue	4	0	0	0	0	0	0	0	0	0	0
1	D			W	2P 10:00am-11:00pm	No Stopping 9:00am-10:00am Tue	7	0	0	3	3	3	3	3	3	2	2
0	E	Francis St	From Coppin St To Mary St	N	Permit Zone		14	10	10	10	10	10	10	10	10	10	10
1	F			S	Permit Zone All Other Times, 2P 7:00am-6:00pm		13	7	7	7	7	6	6	7	7	7	7
0	G	Sheddy St	From Coppin St To Mary St	N	Permit Zone		13	13	13	13	13	10	10	11	11	10	10
1	H			S	2P 7:00am-7:00pm		11	10	10	10	10	9	9	9	9	9	9
0	I	Abinger St	From Coppin St To Mary St	N	Permit Zone		5	5	5	5	5	5	5	7	7	6	6
1					Work Zone 7:00am-6:00pm Mon-Fri, 9:00am-3:00pm Sat		1	1	1	0	0	0	0	1	1	0	0
1	J			S	2P 7:00am-7:00pm		8	8	8	7	7	6	6	6	6	7	7
1	K	Coppin St	From Abinger St To Murray St	W	2P 10:00am-11:00pm	No Stopping 9:00am-10:00am Wed	11	9	9	7	7	8	8	5	5	7	7
0					Permit Zone All Other Times	No Stopping 9:00am-10:00am Wed	16	10	10	10	10	8	8	6	6	7	7
1	L			E	2P 10:00am-11:00pm	No Stopping 9:00am-10:00am Tue	23	13	13	13	13	10	10	11	11	10	10
1					P Disabled All Other Time	No Stopping 9:00am-10:00am Tue	1	0	0	0	0	1	1	0	0	0	0
0	M	Abinger St	From Coppin St To Lord St	N	No Stopping		0	0	0	0	0	0	0	0	0	0	0
0	N			S	Permit Zone, Yarra City Council Area 7 Permit Accepted		4	4	4	4	3	3	3	4	4	4	4
1					P Disabled		1	0	0	0	0	0	0	0	0	0	0
0					Permit Zone		6	6	6	7	7	6	6	6	6	6	6
1	O	Bridge St	From Coppin St To Lord St	S	2P Ticket 9:15am-5:30pm Mon-Fri, 8:30am-5:30pm Sat	Clearway 7:00am-9:15am Mon-Fri	10	0	0	1	1	4	4	3	3	4	4
1					Loading Zone 9:15am-5:30pm Mon-Fri	Clearway 7:00am-9:15am Mon-Fri	2	0	0	0	0	0	0	1	1	1	1
1	P			N	2P Ticket 8:30am-4:30pm Mon-Fri, 8:30am-5:30pm Sat	Clearway 4:30pm-6:30pm Mon-Fri	14	0	0	2	2	3	3	5	5	4	4
0	Q	Coppin St	From Bridge St To Palmer St	E	Loading Zone 15 mins		2	0	0	0	0	0	0	1	1	0	0
1					2P 7:00am-7:00pm Mon-Sat		5	1	1	2	2	1	1	2	2	1	1
1	R			W	2P 7:00am-7:00pm Mon-Sat, Yarra City Council Area 7 Permit Accepted		6	2	2	1	1	1	1	2	2	1	1
1	S	Bridge St	From Coppin St To Mary St	S	2P Ticket 9:15am-5:30pm Mon-Fri, 8:30am-5:30pm Sat	Clearway 7:00am-9:15am Mon-Fri	13	1	1	0	0	4	4	3	3	5	5
1					Loading Zone 9:15am-5:30pm Mon-Sat	Clearway 7:00am-9:15am Mon-Fri	2	0	0	2	2	0	0	1	1	0	0
0					Loading Zone 15mins, All Other Time	Clearway 7:00am-9:15am Mon-Fri	1	0	0	0	0	0	0	0	0	0	0
1	T		From Coppin St To Griffiths St	N	2P Ticket 8:30am-4:30pm Mon-Fri, 8:30am-5:30pm Sat	Clearway 4:30pm-6:30pm Mon-Fri	5	0	0	0	0	3	3	4	4	2	2
1					Loading Zone 15mins, All Other Time	Clearway 4:30pm-6:30pm	2	0	0	0	0	0	0	0	0	0	0
1	U	Mary St	From Bridge St To Abinger St	E	2P 7:00am-7:00pm		10	9	9	9	9	9	9	9	9	9	9
1					P Disabled		1	0	0	0	0	0	0	0	0	0	0
0	V			W	Permit Zone, Yarra City Council Area 7 Permit Accepted		2	2	2	2	2	1	1	2	2	2	2
1					P Disabled		1	0	0	0	0	0	0	0	0	0	0
0					Permit Zone		14	12	12	12	12	11	10	10	11	11	11
PUBLIC CAPACITY								124	143	143	138	157	157	157	157	157	158
PUBLIC OCCUPANCIES								43	52	81	59	74	74	75	75	71	68
PUBLIC VACANCIES								81	91	82	79	83	83	82	82	86	90
PUBLIC % OCCUPANCIES								35%	36%	43%	43%	47%	47%	48%	48%	45%	43%

not available for public parking

## Attachment 3 - Traffic Report

### Swept Path Assessment

#### Appendix B



/Traffic Impact Assessment /13653rep01 /October 2016

26



# Attachment 3 - Traffic Report





# Attachment 3 - Traffic Report



NOTE:  
1) Maximum Design Speed 10km/h

**ratio:**

RATIO CONSULTANTS PTY LTD  
ABN 005 422 104  
9 CLIFTON STREET  
RICHMOND, VICTORIA 3121  
TELEPHONE (03) 9429 3111  
FACSIMILE (03) 9429 3011

B99 Vehicle (AS/NZS2890.1:2004)



Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock to Lock Time  
Curb to Curb Turning Radius

VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

5.200m  
1.940m  
2.200m  
0.312m  
1.840m  
4.00 sec  
6.250m

Proposed Gym Development  
47 Coppin Street, Richmond  
Swept Path Assessment



RATIO REFERENCE  
Drawing2/JM

SHEET No.  
AT (2)

SCALE  
1:150@A4

DATE  
18/10/2016

**Attachment 3 - Traffic Report**

**Bicycle Parking  
Specifications**

Appendix C



/Traffic Impact Assessment /13653rep01 /October 2016

27

## Attachment 3 - Traffic Report



# Arc de Triomphe™



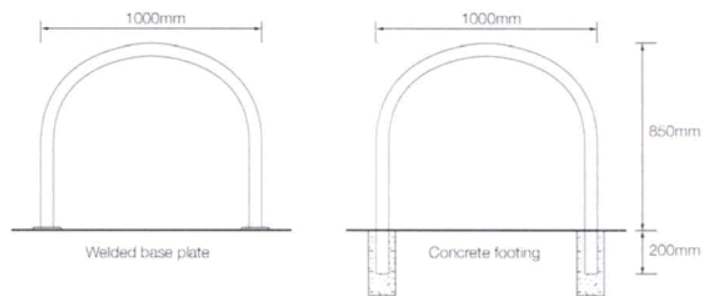
Stainless steel finish

### Features



- Each rail supports two adult bikes in an upright position
- Can be either bolted to a concrete slab or concreted in situ
- Available in stainless steel or galvanised steel
- Provides the ability to lock both wheels and frame
- Suitable for foyers and entry areas

### Dimensions



### Specifications

#### Material options

- 316 Marine grade stainless steel
- Galvanised

#### Fixing options

- Welded flange
- In situ

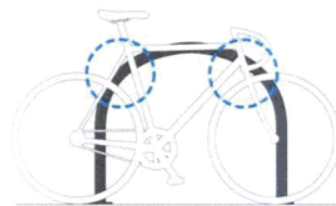
#### Recommended fasteners

- Galvanised Dynabolts (M10 x 65mm)
- Stainless Dynabolts (M10 x 65mm)
- Shear Nut security fasteners

#### Dimensions

1000mm [w] x 850mm [h]

### Locking points



UT 1 16/01/2015 J. Spivackoff may be subject to change without notice ©2011 Bicycle Network

Design. Supply. Install.

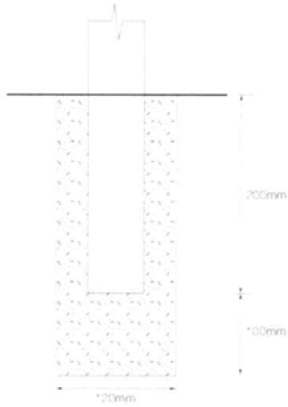
Bicycle Network ABN 41 026 835 903  
 p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au  
 VIC Level 4, 246 Bourke St, Melbourne 3000 NSW 234 Crown St, Darlinghurst 2010  
 TAS 210 Collins St, Hobart 7000



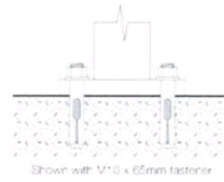
## Attachment 3 - Traffic Report

### Fixing options

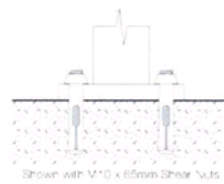
In situ (Concrete footing)



Welded flange (Bolt on)



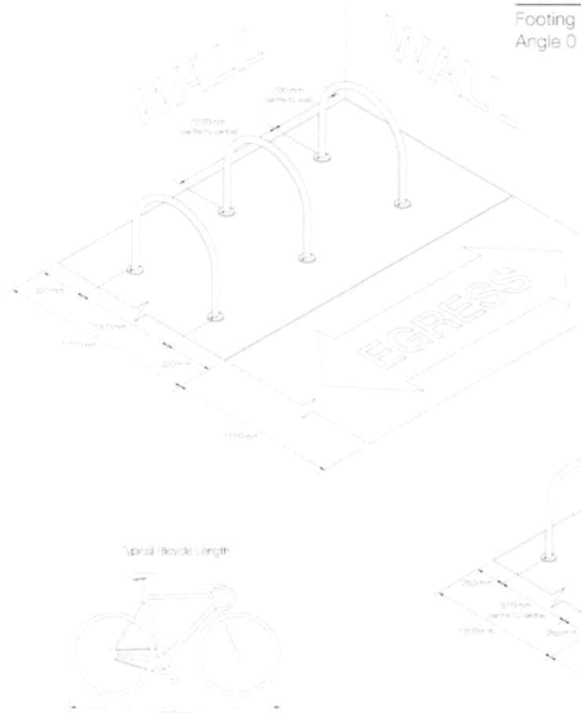
Welded flange (Security heads)



### Layout guidelines

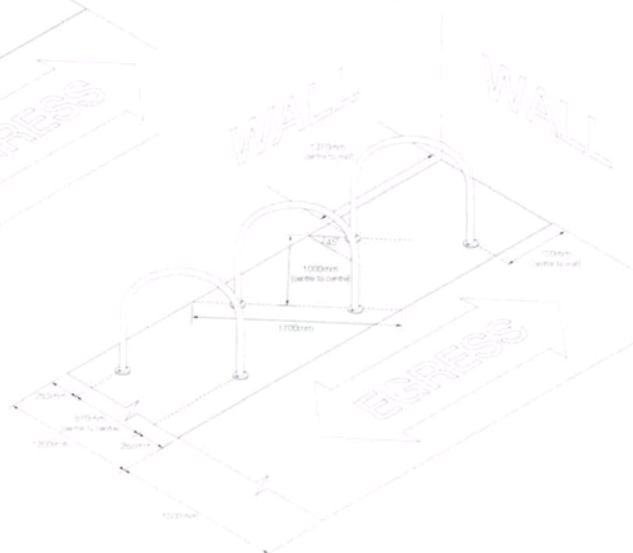
Option 1:

Footing Width 1700mm  
Angle 0



Option 2:

Footing Width 1200mm  
Angle 45



Design. Supply. Install.

**Bicycle Network** ABN 41 026 835 903  
p. 1300 727 563 e. parking@bicyclenetwork.com.au bikeparking.com.au  
VIC Level 4, 246 Bourke St, Melbourne 3000 NSW 234 Crown St, Darlinghurst 2010  
TAS 210 Collins St, Hobart 7000





## Attachment 3 - Traffic Report

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E mail@ratio.com.au

**r:**



**Attachment 4 - Acoustic Report**



**Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report**

Report Date: Wednesday, 25 January 17  
Reference: M16855RP1, Revision C


## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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## Document Information

<b>Project</b>	Proposed Gymnasium—47 Coppin Street, Richmond	
<b>Client</b>	Graeme Robinson	
<b>Report title</b>	Planning Stage Acoustic Report	
<b>Project Number</b>	M16855	
<b>Author</b>	Gina Stewart Acoustic Engineer p+61 3 9020 3888 m+61 412 502 418 gina.stewart@resonateacoustics.com	
<b>Reviewed by</b>	Tom Evans	

## Revision Table

Report revision	Date	Comments
0	22 December 2016	For issue
A	23 January 2017	Addressing comments from planning consultant
B	24 January 2017	Minor amendments
C	25 January 2017	Reference error fixed

Adelaide • Melbourne • Sydney • Brisbane • Perth • Dublin

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Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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## Glossary

A-weighting	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
Background Level	For a day, evening or night period means the arithmetic average of the $L_{90}$ levels for each hour of that period for which the commercial, industrial or trade premises under investigation normally operated as defined in SEPP N-1.
Cumulative Adjustments	Cumulative Adjustments may be applied to $L_{eq}$ noise sources to account for character, duration and measurement position as described within Section A2 of SEPP N-1
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of that sound level.
dB(A)	Units of the A-weighted sound level.
Effective Noise Level	The level of noise emitted from the commercial, industrial or trade premises and adjusted if appropriate for character and duration as defined in SEPP N-1.
$L_{10}$	Noise level exceeded for 10% of the measurement time. The $L_{10}$ level represents the typical upper noise level and is often used to represent traffic or music noise.
$L_{90}$	Noise level exceeded for 90% of the measurement time. The $L_{90}$ level is commonly referred to as the background noise level.
$L_{eq}$	Equivalent Noise Level—Energy averaged noise level over the measurement time.
$L_{max}$	The maximum instantaneous noise level.
$L_{OCT10}$	The noise level exceeded for 10% of the measurement time in a particular octave band. Used as the effective noise level for music noise assessments at night under SEPP N-2
$L_{OCT90}$	The noise level exceeded for 90% of the measurement time in a particular octave band. Used as the background noise level for music noise assessments at night under SEPP N-2.
Noise Limit	The maximum effective noise level allowed at a measurement point in a noise sensitive area as defined in SEPP N-1.
SEPP N-1	Victorian State Environmental Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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SEPP N-2	Victorian State Environmental Protection Policy (Control of Music Noise from Public Premises) No. N-2
Sound Power Level (SWL)	A measure of sound energy produced by a source, independent of distance or location.
Sound Pressure Level (SPL)	A measure of sound energy at a specific location. The measured SPL includes attenuation from distance, screening, etc.
Tonal adjustment $A_{\text{tone}}$	When noise is tonal in nature then an adjustment of +2dB for just detectable tonal character of the noise, adjustment of +5dB for prominent tonal character of the noise as defined in SEPP N-1

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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## Table of Contents

1	Introduction .....	1
2	Site information .....	2
2.1	Site location .....	2
2.2	Proposed Gymnasium .....	3
3	Assessment criteria .....	4
3.1	State Environmental Protection Policy No. N-1 .....	4
3.2	State Environmental Protection Policy No. N-2 .....	7
3.3	Sleep disturbance criteria .....	8
4	Assessment .....	9
4.1	Mechanical services noise .....	9
4.2	Music noise .....	9
4.3	Sleep disturbance .....	11
5	Recommendations .....	12
5.1	Mechanical services .....	12
5.2	Building treatment .....	12
5.3	Gymnasium management .....	13
6	Conclusion .....	14
	Appendix A—Proposed Gymnasium layout .....	15
	Appendix B—Recommended building upgrades .....	16



## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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# 1 Introduction

Resonate Acoustics has been engaged to undertake a noise impact assessment of the proposed Gymnasium at 47 Coppin Street, Richmond.

The gymnasium is to be located within an existing building on Coppin Street with upgrades being undertaken to the building facade. The building is located adjacent to an apartment building to the south and has another apartment building located to the northeast across the rear laneway.

The Gymnasium will operate 24 hours and have facilities for:

- up to 50 patrons and background music at any one time from 5:30 am until 9:30 pm
- up to 15 patrons and no background music outside of these hours.

Group classes will be limited to one class at a time and will not occur during the hours of 9:30 pm until 5:30 am.

This report presents an environmental noise assessment of the proposed Gymnasium, considering the noise impacts of:

- Music noise
- Patron and activity noise
- Mechanical plant noise associated with the operation of the Gymnasium.

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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## 2 Site information

### 2.1 Site location

The proposed Gymnasium is to be located on the ground floor and half of the first floor of a warehouse building at 47 Coppin Street, Richmond.

The location is shown in Figure 1, with the highlighted area (in yellow) being that which is to be used for fitness activities. The area immediately to the east of the highlighted area will also be used by the Gymnasium but only for storage, bathrooms and for staff car parking.

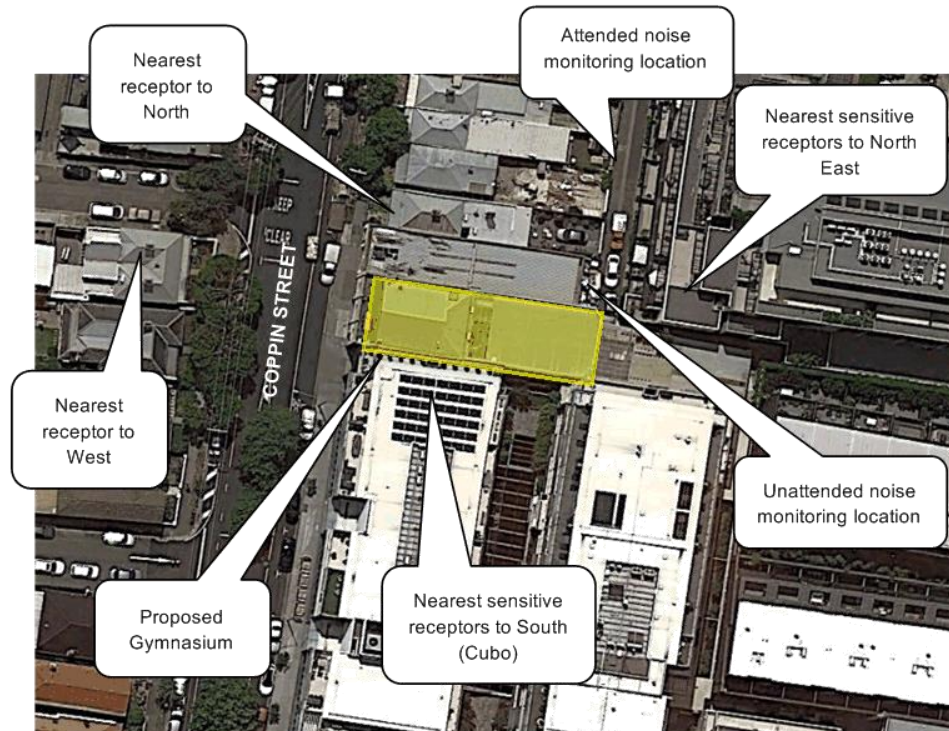


Figure 1 Proposed Coppin Street Gymnasium site location

The nearest noise sensitive receivers to the Gymnasium are the residences in an apartment block directly North East of the site in the laneway and in the Cubo apartment block immediately South of the site. The apartments to the south do not have windows in the Northern facade except at high level where there is typically a limited line-of-sight to the Gymnasium roof.

Residences also exist to the North and West of the site on Coppin Street that have been considered as part of this assessment.

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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### 2.2 Proposed Gymnasium

The proposed Gymnasium will be located in a converted light industrial building. The planning permit is for the brick and metal deck roof part of the building adjacent to Coppin Street to be utilised as the gym. There is an existing hairdresser on the first floor of the building facing to Coppin Street but, on the eastern side, both levels of the building will be taken up by the gym. The more lightweight section of the Gymnasium to the east will not be used for weights, fitness activities or group classes.

The Gymnasium will operate 24 hours and have facilities for:

- up to 50 patrons and background music at any one time from 5:30 am until 9:30 pm
- up to 15 patrons and no background music outside of these hours.

Group classes will be limited to one class at a time. Group classes will be limited in the number of patrons and will consist of pilates and yoga type group exercises which will not have loud bass music.

A proposed layout for the Gymnasium is included as Appendix A. It is noted that:

- Group classes will be held within the ground floor area fronting Coppin Street and the first floor eastern area part of the building.
- A cardio and weights rooms will be located within the eastern ground floor section of the main brick building.
- The easternmost section of the building, which is of a more lightweight construction, will be used for storage, staff car parking and bathrooms only and not as a Gymnasium.

Between the hours of 5:30 am and 9:30 pm, amplified music will be played during the classes and as background music for the cardio and weights rooms. As the first floor is open to the ground floor with the central atrium, we understand that the intent is that music in each space will be played at a low enough level to not impact on other spaces.

Patrons will enter and exit the Gymnasium via the Coppin Street front door, with access to the laneway to be fire exit only.

The Gymnasium will be air-conditioned, and we have assumed that the air-conditioning will be provided utilising split systems.

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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### 3 Assessment criteria

Noise criteria have been determined separately for:

- mechanical services noise – based on State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No N-1 (SEPP N-1)
- music noise – based on State Environment Protection Policy (Control of Music Noise from Public Premises) No N-2 (SEPP N-2)
- short-term maximum noise events (such as weights dropping) – based on accepted sleep disturbance criteria.

#### 3.1 State Environmental Protection Policy No. N-1

State Environmental Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1) prescribes procedures for determining the statutory environmental noise limits that apply at noise sensitive locations, such as residential areas, with respect to commercial, industrial and trade operation noise.

The SEPP N-1 noise limits are dependent on:

- Zoning Levels, which are based on the planning scheme zoning types within 70 m and 200 m radii of the noise sensitive area
- the time of day i.e. different limits apply at different times of the day
- the background noise level ( $L_{90}$ ) in the noise sensitive area, in the absence of noise due to commercial, industrial or trade operations.

Under SEPP N-1, noise from the source under consideration is measured to determine its impact over a continuous 30-minute period. Adjustments to the measured noise level are applied to account for the effects of duration, tonality, intermittency and impulsiveness.

#### SEPP N-1 time periods

The following time period classifications are defined by SEPP N-1:

**Table 1 SEPP N-1 time period classifications**

SEPP N-1 Time Period	Time
Day	7 am to 6 pm Weekdays 7 am to 1 pm Saturdays
Evening	6 pm to 10 pm Weekdays 1 pm to 10 pm Saturdays 7 am to 10 pm Sundays and Public Holidays
Night	10 pm to 7 am All Days

The proposed Coppin Street Gymnasium will be open 24 hours a day and therefore operates during the day and evening and night periods.

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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### Zoning levels

Using the relevant Yarra Planning Scheme, Zoning Levels are calculated for the nearest affected sensitive receivers which are those surrounding the proposed development. The Zoning Levels are based on land uses surrounding a receiver, which in this case are a mixture of properties classified commercial, residential and public use for planning purposes.

Zoning Levels are calculated in accordance with Schedule B2 of SEPP N-1. Table 2 presents the calculated Zoning Levels applicable to noise emissions from the proposed gymnasium at the nearest noise sensitive receivers in the West facing apartments at 2-6 Lord Street, Richmond.

**Table 2 Zoning Levels**

Location	Zoning Level for SEPP N-1 time period		
	Day	Evening	Night
West facing apartments at 2-6 Lord Street, Richmond.	56	50	45

### Background noise levels for SEPP N-1

Resonate Acoustics conducted noise logging at the nearest residence to the proposed site, West facing apartments at 2-6 Lord Street, Richmond, from Thursday 8 December to Thursday 15 December 2016, at the location shown in Figure 1. This location was selected as the monitoring location as it was representative of the nearest sensitive receptor and provided a secure location.

Figure 2 illustrates the background noise monitoring results.

In accordance with SEPP N-1, hourly  $L_{90}$  background levels were arithmetically averaged for each of the daytime, evening and night time periods and are presented in Table 3.

**Table 3 Background Noise Levels**

Background Levels	SEPP N-1 Time Period		
	Day	Evening	Night
Background Noise Level, $L_{90}$	47 dB(A)	47 dB(A)	39 dB(A)



## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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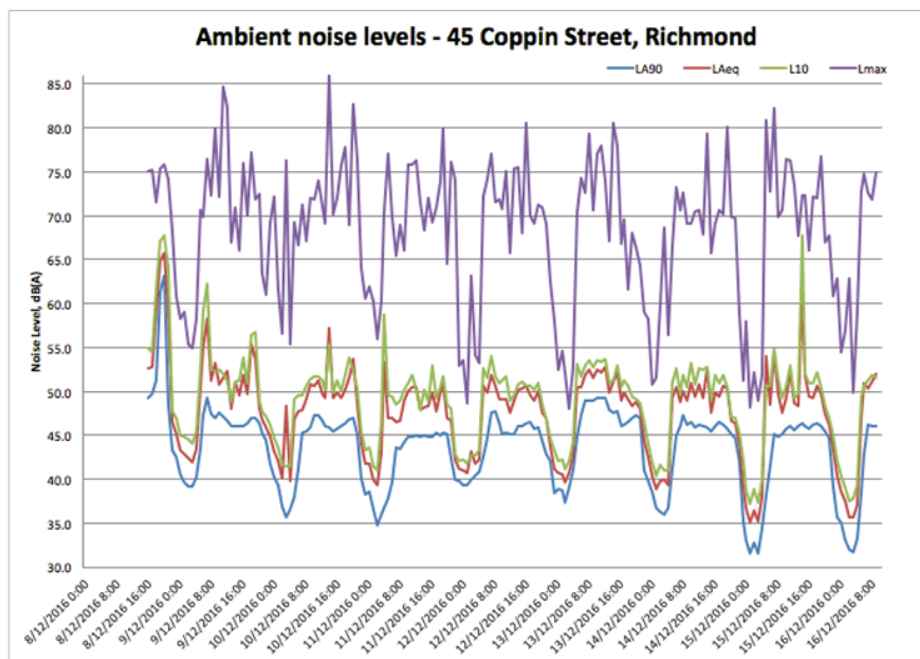


Figure 2 Measured ambient noise levels at 45 Coppin Street

### SEPP N-1 limits

Background levels have been found to be "Neutral" across all time periods. The established noise limits applicable to mechanical services noise from the proposed Coppin Street gymnasium at the surrounding residential locations are presented in Table 4.

Table 4 SEPP N-1 noise limits

Noise limit summary	SEPP N-1 Time Period		
	Day	Evening	Night
Zoning Level	56 dB(A)	50 dB(A)	45 dB(A)
Background Noise Level	47 dB(A)	47 dB(A)	39 dB(A)
	Neutral	Neutral	Neutral
<b>Noise Limit, <math>L_{eq,30min}</math></b>	<b>56 dB(A)</b>	<b>50 dB(A)</b>	<b>45 dB(A)</b>

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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### 3.2 State Environmental Protection Policy No. N-2

Music noise is addressed in Victoria using the State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2).

SEPP N-2 prescribes noise limits for indoor venues based on the measured background noise levels at a representative noise sensitive receiver location. The overall A-weighted background noise levels ( $L_{A90}$ ) are measured to determine day/evening levels as well as the background noise levels in each octave frequency band from 63 Hz to 4 kHz ( $L_{OCT90}$ ), used to determine night time levels.

**Table 5 SEPP N-2 noise criteria**

Venue type	Operating period	Noise level from venue measured as	Noise criteria at noise sensitive location
Indoor venue	Day/evening	$L_{eq}$	$L_{90} + 5 \text{ dB(A)}$
	Night	$L_{OCT10}$	$L_{OCT90} + 8 \text{ dB}$

As the Gymnasium will include music commencing at 5:30 am in the morning and finishing at 9:30 pm in the evening, the more conservative Night time limits are applicable in this instance.

#### SEPP N-2 noise limits

Octave band measurements were performed at 37 Coppin Street at 11 pm on 13 December 2016 in order to establish typical background noise levels at each octave band in terms of  $L_{OCT90}$ . The measured levels were then adjusted to match the overall quietest period from the noise logging that occurred at a time during which music may be played. The background level adopted was 38 dB(A)  $L_{90}$  which occurred at 5 am on Wednesday 14 December 2016.

Table 6 outlines the measured background levels and established SEPP N-2 noise limits for outdoor locations.

**Table 6 Background  $L_{OCT90}$  level and SEPP N-2 limit**

Noise level	A-weighted level at Octave Band Centre Frequency (Hz)						
	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz
Outdoor background level $L_{OCT90}$	19	25	31	32	32	26	20
Outdoor noise limit $L_{OCT10}$ $L_{OCT90} + 8 \text{ dB}$	27	33	39	40	40	34	28

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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### 3.3 Sleep disturbance criteria

Neither SEPP N-1 nor SEPP N-2 address short-term maximum noise levels, such as those that may arise from weights dropping at a gymnasium. As the proposed Gymnasium will operate during the night time period, we have also assessed noise levels from short-term events against relevant sleep disturbance criteria.

The accepted approach at the Victorian Civil and Administrative Tribunal (VCAT) with regard to sleep disturbance is the New South Wales Environment Protection Authority (NSW EPA) approach. The NSW EPA *Road Noise Policy* (RNP) reviews research into sleep disturbance and concludes:

- levels below 50 to 55 dB(A)  $L_{max}$  are unlikely to cause awakening reactions within bedrooms
- maximum internal noise levels of 65 to 70 dB(A)  $L_{max}$  within bedrooms for one or two events per night are not likely to have significant health effects.

Assuming the typically observed noise attenuation of 10 dB(A) across a partially open window into a bedroom, an external level of 60 to 65 dB(A)  $L_{max}$  (outside an open bedroom window) is unlikely to cause awakening reactions.

This criterion is applied to maximum noise levels, such as weights dropping, during the night time period (10 pm to 7 am).

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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## 4 Assessment

### 4.1 Mechanical services noise

The client has advised that mechanical noise from the Gymnasium will consist of external split system condensers placed on the roof of the existing brick building. There will potentially be up to four units, two servicing ground floor and two servicing the first floor.

SEPP N-1 criteria require compliance at all times of day and the most stringent criterion is at night time, therefore have applied the night time criteria to the external mechanical noise. We note that this is likely to be conservative as it may not be necessary for all units to be operating during the typically cooler night time period.

In order to achieve compliance with the noise limits at the nearest sensitive receptors, each outdoor unit should be selected such that the sound pressure level is no higher than 67 dB(A) at 1 m. Placement of these units would be advisable to be at a location on the roof but as far from the eastern side as possible. This is summarised in Table 7.

**Table 7 SEPP N-1 criteria for outdoor mechanical units**

SEPP N-1 time period	SEPP N-1 limit at nearest sensitive receptor, $L_{eq}$	Maximum outdoor unit noise levels, $L_{eq}$
Night	45 dB(A)	67 dB(A) at 1 m per unit

### 4.2 Music noise

#### Internal noise levels

To determine the typical internal noise level that would exist at the proposed Coppin Street Gymnasium, typical internal noise levels from previously measured gymnasiums (Fit Express's Templestowe gym and a Genesis Gym at Caulfield) have been used to obtain a frequency spectrum representative of the reverberant interior levels for the type of establishment proposed.

The measurements were taken:

- within the weights and cardio area at one of the Templestowe gym's busiest hours of operation
- during an early morning cardio class at the Caulfield gymnasium.

In comparison to the proposed Coppin Street Gymnasium's maximum capacity of 50 persons throughout the venue, the Templestowe Gymnasium was occupied by approximately 60 patrons during the measurements, while the Caulfield Gymnasium class had about 20 to 25 attendees.

For both the Templestowe and Caulfield measurements, the  $L_{OCT10}$  level was controlled by music noise, with occasional noise from weights dropping and, in the case of Caulfield, the instructor's voice. Therefore, they are considered suitable representative measurements to assume for the internal noise level at the Coppin Street Gymnasium.

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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Table 8 shows the measured levels from the Templestowe and Caulfield Gymnasiums, as well as the assumed internal noise level for the proposed Gymnasium. As a conservative approach, the highest level in each octave band from either Templestowe or Caulfield has been used for this assessment in both the class areas and the weights and cardio space.

**Table 8 Typical internal gymnasium noise level**

Internal music noise level	Octave Band Centre Frequency (Hz)							L <sub>eq</sub> dB(A)
	Measured internal noise level, dB(A)							
	L <sub>10</sub> 63 Hz	L <sub>10</sub> 125 Hz	L <sub>10</sub> 250 Hz	L <sub>10</sub> 500 Hz	L <sub>10</sub> 1000 Hz	L <sub>10</sub> 2000 Hz	L <sub>10</sub> 4000 Hz	
Templestowe	36	50	62	66	64	59	52	68
Caulfield	42	57	64	67	70	70	65	71
Assumed	42	57	64	67	70	70	65	71

### Predicted external noise levels

Based upon the review of the layout of the proposed gym as per the plans included as Appendix A, the external noise levels at the most affected sensitive receiver were predicted. The most affected residential receiver has been identified as the West facing apartments at 2-6 Lord Street, with predicted noise levels at all other receivers lower than for these apartments. The predicted noise levels at the Cubo apartments are similar to, but marginally lower than, those at 2-6 Lord Street due to the limited direct line-of-sight of the apartments to the Coppin Street gymnasium.

Table 9 presents the predicted external receiver noise levels in A-weighted octave bands for 2-6 Lord Street, compared against the relevant night time SEPP N-2 octave band noise limits. The external noise level predictions incorporate the building improvements specified in Section 5.

**Table 9 Predicted external receiver noise levels**

2-6 Lord Street	Octave Band Centre Frequency (Hz)							L <sub>eq</sub> dB(A)
	Predicted Noise Level dB(A)							
	L <sub>10</sub> 63 Hz	L <sub>10</sub> 125 Hz	L <sub>10</sub> 250 Hz	L <sub>10</sub> 500 Hz	L <sub>10</sub> 1000 Hz	L <sub>10</sub> 2000 Hz	L <sub>10</sub> 4000 Hz	
Predicted noise level	13	25	29	23	18	15	11	20
SEPP N-2 limit	27	33	39	40	40	34	28	

Table 10 presents the marginal difference between predicted external noise levels against SEPP N-2 criteria. Negative values (-) indicating compliance with SEPP N-2 limits, positive values (+) indicating an exceedance.



## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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**Table 10 Marginal difference between predicted noise levels and SEPP N-2 limits**

2-6 Lord Street	Octave Band Centre Frequency (Hz)						
	Noise Level dB(A)						
	L <sub>10</sub> 63 Hz	L <sub>10</sub> 125 Hz	L <sub>10</sub> 250 Hz	L <sub>10</sub> 500 Hz	L <sub>10</sub> 1000 Hz	L <sub>10</sub> 2000 Hz	L <sub>10</sub> 4000 Hz
Marginal difference	-14	-8	-10	-17	-22	-19	-17

It can be seen that predicted music noise levels are easily compliant with the SEPP N-2 limits in each octave band at the West facing apartments at 2-6 Lord Street and are therefore also compliant at all other surrounding noise sensitive receivers.

### 4.3 Sleep disturbance

Previous measurements of maximum noise levels within similar gymnasiums indicate a maximum noise level of 95 dB(A) L<sub>max</sub> for the dropping of weights within the Weights room. Based on this, the predicted maximum (L<sub>max</sub>) noise level outside the most exposed West facing apartments to the East is 52 dB(A), which is well below the level that are unlikely to cause awakening reactions within bedrooms.

Predicted maximum noise levels outside the windows of other neighbouring receivers are predicted to be below 50 dB(A) L<sub>max</sub> and therefore compliant with the sleep disturbance criteria of 60 – 65 dB(A) L<sub>max</sub>.

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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## 5 Recommendations

The predicted noise levels presented in Section 4 are based on the following recommendations being incorporated into the design of the Gymnasium.

A mark up of the recommendations regarding building upgrades and the location of rooftop units is included in Appendix B of this report.

### 5.1 Mechanical services

- No more than four outdoor split system condenser units should be chosen to produce a sound pressure level at one metre of 67 dB(A)  $L_{eq}$  or lower as specified by the manufacturer.
- Outdoor split system condenser units should be placed on the roof of the first floor as far from the eastern laneway as possible and at a location with no direct line of sight to windows of the apartment building to the south (refer Appendix B).

### 5.2 Building treatment

The main part of 47 Coppin Street, where the Gymnasium rooms and noise-generating activities are to be located, is a double brick building. Brick provides good acoustic properties for controlling noise emission from the building, however the facade and roof contain other weaknesses that need to be addressed in order to achieve the predicted noise levels presented above.

As can be seen from Table 10, there is predicted to be no exceedance of SEPP N-2 limits at any frequency band. This predicted result takes into consideration the following recommended upgrades to the building facade before the Gymnasium is operational.

- Replace the glazing in the existing windows at the rear of the double brick portion of the building with minimum 6 mm single glazing or 6/12/6 double glazing.
- Install glazing in the Coppin Street facing windows, including the transparent glazing at the entry, with minimum 6 mm single glazing or 6/12/6 double glazing.
- Ensure entry door from Coppin Street and exit door from weights and fitness machine room to eastern laneway are minimum 38 mm thick solid core or 6 mm thick glazed doors. Doors to be fitted with acoustic seals equivalent to:
  - high quality rubber contact seals for the head and the jambs acoustically equivalent to Kilargo IS7080si or Raven RP10
  - dropdown seal at the bottom acoustically equivalent to Kilargo IS8010si or Raven RP8si
- Light well glazing – replace with glazing minimum 6 mm single glazing or 6/12/6 double glazed
- Roof over the first floor Yoga and Pilates Room – we understand that this roof is currently metal deck with thin insulation blanket. We have been informed that the builder intends to add an additional metal deck sheet on the underside of the roof beams and have predicted based on 0.42 mm BMT metal deck being used.

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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### 5.3 Gymnasium management

The following management measures are recommended to ensure that noise levels from the Gymnasium can achieve compliance with the relevant criteria:

- Background music should not be played, and classes should not be held, during the hours of 9:30 pm to 5:30 am.
- Keep windows and doors closed when the Gymnasium is in operation, other than when doors are required for access and egress.
- Ensure that the roller door from the Weights Room to the Storage Room remains closed other than when materials are being moved between rooms. It should not be used for normal access and egress from the Weights Room.
- Flooring for the Weights Area should consist of 8 mm everroll tiles laid on 40 mm Regupol 4080 acoustic underlay or equivalent.
- All treadmills and impact-based cardio equipment should be located on equipment-specific vibration isolation mounts. These mounts may be supplier manufactured mounts, or specified from a noise and vibration manufacturing company. Suitable suppliers included Embelton and Mason.
- All weight machines should have springs installed at the base of the weights to control noise and vibration associated with dropping weights.
- All weight machines should be free standing and should not have any fixed connection to the floor (i.e. dynabolts) to minimise vibration transfer.

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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## 6 Conclusion

This report presents a noise impact assessment of the proposed Gymnasium at 47 Coppin Street, Richmond.

The Gymnasium will operate 24 hours and have facilities for:

- up to 50 patrons and background music at any one time from 5:30 am until 9:30 pm
- up to 15 patrons and no background music outside of these hours.

Group classes will be limited to one class at a time.

This noise impact assessment report is to support the planning application and considers the potential noise impacts of the following on residential neighbours to the North, East, West and South:

- Music noise
- Patron and activity noise
- Mechanical plant noise associated with the operation of the gymnasium.

Based on our assessment, predicted noise levels from the Gymnasium are able to achieve compliance with relevant assessment criteria for each of the above sources. In order for noise levels to achieve compliance with the criteria, the development should incorporate the recommended upgrades and management measures specified in Section 5 of this report.

## Attachment 4 - Acoustic Report

Proposed Gymnasium  
47 Coppin Street, Richmond  
Planning Stage Acoustic Report  
M16855RP1 Revision C

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## Appendix A—Proposed Gymnasium layout



**Attachment 5 - Traffic Engineering Unit referral comments**



# MEMO

---

**To:** Julian Wearne  
**From:** Artemis Bacani  
**Date:** 28 December 2016  
**Subject:** Application No: PLN16/0913  
Description: Use of the Land for a 24-Hour Gymnasium  
Site Address: 47 Coppin Street, Richmond

---

I refer to the above Planning Application received on 28 November 2016 and the accompanying Traffic Impact report prepared by Ratio Consultants in relation to the proposed development at 47 Coppin Street, Richmond. Council's Engineering Services unit provides the following information:

## **CAR PARKING PROVISION**

Engineering comments and observations:

- The proposal comprises a change of use of an existing site to restricted recreational facility (gymnasium) accommodating a maximum of 50 patrons and five staff at any one time. No on-site car spaces will be provided for staff and visitor use. The facility would operate 24 hours a day.
- Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, no car parking rate is specified for the proposed use and as such, the car parking provision of the development would need to satisfy the Responsible Authority.
- The proposed development would almost resemble a gymnasium type facility. For parking generation of this type of facility, guidance is drawn from the Roads and Traffic Authority of New South Wales's *Guide to Traffic Generating Developments* (issue 2.2). The RTA guide specifies a minimum parking generation rate of 4.5 spaces per 100 square metres of Gross Floor Area. In this instance, the subject site has a GFA of 682 square metres which would generate 30 spaces.

## Car Parking Demand Assessment

To reduce the number of parking spaces required for the proposed development, the Car Parking Demand Assessment must assess the following:

- *Parking Demand for Gymnasium*  
In a previous Town Planning application for 17 and 19 Duke Street, Abbotsford, CS Town Planning Services carried out mode of travel survey for a similar venue at 18-24 Clyde Street in Berwick (survey results uncited). The results of the mode of travel survey indicates that car parking demand generated by the use is 0.84 spaces per person. Applying the rate for the proposed development would generate a parking demand of 42 car spaces.

Staff and patrons to the gymnasium would be well aware of the limitations of parking on-street and would be inclined to take alternative transport in order to commute to and from the site.

## Attachment 5 - Traffic Engineering Unit referral comments

- *Short-stay and Long-stay Parking Demand*

The bulk of parking generated by the site would be short-stay parking for patrons (say, no more than one hour's duration). Since the area is covered with 2P (paid) and 2P parking, patrons intending to stay for a short period should be able to find an on-street parking space in the surrounding streets. It is likely that the peak parking demand would occur in the evenings. The combination of short-stay parking and the closing times of some businesses in the area would improve parking opportunities for patrons.

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

The site is located within walking distance to trams services operating along Bridge Road.

- *The Likelihood of Multi-Purpose Trips within the Area.*

The gymnasium is positioned near the Bridge Road Activity Centre. It is likely that some patrons would already be in the area attending other venues, restaurants, and cafes along Bridge Road.

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

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

- *Availability of Car Parking in the Area.*

Ratio Consultants commissioned parking occupancy surveys on Thursday 6 October 2016 between 6.00am - 12.00pm and 3.00pm – 9.00pm and on Saturday 8 October 2016 between 6.00am – 3.00pm. The extent and duration of the surveys were considered reasonable for this proposal.

An inventory of between 115 to 158 spaces was identified. The peak parking occupancy occurred at 5.00pm on the Thursday with 70 % of parking spaces occupied (leaving 42 spaces vacant). Although the level of parking is medium to high, the streets surrounding the site contain time restricted parking controls which ensure that parking turns over frequently. Visitors to the site during business hours should be able to park on-street in the surrounding road network.

- *Convenience to Pedestrian and Cycling Access to the Site.*

The catchment area surrounding the facility includes residential properties and local businesses that would provide a source of local patrons. The morning and evening classes could potentially include employees who would already be in the area (linked trips). The existing pedestrian and bicycle infrastructure in front of the site and in the surrounding streets would provide patrons adequate access to the site.

- *Access to or Provision of Alternative Transport Modes.*

The site has very good access to public transport and the on-road bicycle network. Car share pods are located within walking distance of the site and provide another option of transportation for both staff and patrons. There is a Flexicar car share pod in Lyndhurst Street, approximately 280 metres west of the site and a GoGet car share pod is located in Griffiths Street, approximately 350 metres north-west of the site.

### Adequacy of Car Parking

From a traffic engineering perspective, the operation of the gymnasium should not result in an adverse impact on existing parking conditions in the area. The area's coverage of short-stay parking and high parking demand would encourage some staff and patrons to utilise public transport to the site. The high pedestrian services would be major factors in reducing the number of parking spaces required for the development.

Engineering Services has no objections to the proposed waiver of car parking.

## Capital Works Programme

## **Attachment 5 - Traffic Engineering Unit referral comments**

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.

### **ENGINEERING CONDITIONS**

The following items must be included in the Planning Permit for this site:

#### Civil Works – Coppin Street

- Upon the completion of all building works and connections for underground utility services, the footpath immediately outside the property's Coppin Street road frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's expense.

#### Road Asset Protection

- Any roads, footpaths and other road related infrastructure adjacent to the development site that are damaged 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.

#### Impact of Assets on Proposed Development

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

### **NON-PLANNING ADVICE FOR THE APPLICANT**

#### Preparation of Detailed Road Infrastructure Design Drawings

- 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.

#### Legal Point of Discharge

- 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.

Regards

Artemis Bacani  
Roads Engineer  
Engineering Services Unit

---

**Attachment 6 - Community Amenity Unit referral comments**



MEMO

---

**TO:** Julian Wearne  
**cc:**  
**FROM:** Steve Alexander  
**DATE:** 27/05/16  
**APPLICATION:** PLN16/0913  
**SUBJECT:** Amenity Enforcement Referral

---

Dear Julian,

Thank you for your referral dated 28 November 2016 in relation to 47 Coppin Street, Richmond.

I note this is a new application in relation to a recreational facility (gymnasium). The branch has received complaints in relation to patrons conducting exercise outside the premises at 53 Coppin Street Richmond which is also a recreation facility (gymnasium).

The 24 hour access proposed time poses a high risk to the amenity given it's located within a mixed use zone, close to residential premises and with no on-site parking. It is recommended the start time is no earlier than 6am Monday-Friday and no later than 12 midnight. No earlier than 7am Saturday and Sunday with the closing time being 12 midnight.

In addition it's recommended no music be allowed prior to 7am all days.

Should you wish to discuss the application further, please feel free to contact me on 9205-5166.

Regards,

A handwritten signature in black ink, appearing to read "Steve Alexander".

**Steve Alexander**  
**Coordinator – Civic Compliance**

## Attachment 7 - Community Amenity Unit additional comments

**Wearne, Julian**

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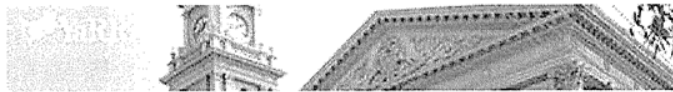
**From:** Alexander, Steve  
**Sent:** Friday, 17 March 2017 10:54 AM  
**To:** Wearne, Julian  
**Subject:** RE: WEARNE \_ PLN 16 0226\_ 335 Swan Street Richmond

Hi Julian, as discussed given the additional information (acoustic report) and conditions proposed to limit class times the Compliance branch is comfortable with the 24 hours proposed. If you wish to discuss further please feel free to see me, thank you.

Steve Alexander  
Coordinator, Civic Compliance  
City of Yarra.  
PO Box 168 RICHMOND 3121  
(T): (03) 9205 5166 (F): (03) 8417 6666  
E: [steve.alexander@yarracity.vic.gov.au](mailto:steve.alexander@yarracity.vic.gov.au)  
W: [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

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**From:** Wearne, Julian  
**Sent:** Thursday, 16 March 2017 4:55 PM  
**To:** Alexander, Steve  
**Subject:** RE: WEARNE \_ PLN 16 0226\_ 335 Swan Street Richmond

Hi Steve

As just discussed earlier can you confirm the following:

Civic Compliance would be comfortable with the proposed gym at 47 Coppin Street, Richmond (PLN16/0913) operating 24 hours, based on the following:

- Classes being limited to between the hours of 7am and 9.30pm (in order to minimise larger groups arriving and dispersing from the site in short time periods outside of these hours);
- The proposal only allows for a maximum of 15 patrons between 9.30pm and 5.30am; and
- Since you initially reviewed the application, the applicant has provided an acoustic report which demonstrates the building and use will comply with the relevant SEPP N-1 and SEPP N-2 requirements (which has been independently peer reviewed).

Kind Regards,

Julian Wearne  
Statutory Planner



## Attachment 7 - Community Amenity Unit additional comments

City of Yarra PO Box 168 Richmond 3121  
T (03) 9205 5485 F (03) 8417 6666  
E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

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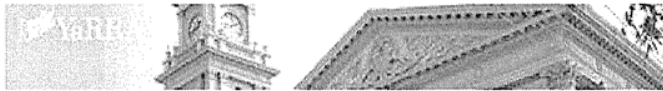
**From:** Alexander, Steve  
**Sent:** Thursday, 16 March 2017 1:15 PM  
**To:** Wearne, Julian  
**Subject:** RE: WEARNE \_ PLN 16 0226\_ 335 Swan Street Richmond

Hi Julian, I'm free most of the afternoon at my desk. Come up when you're free.

Steve Alexander  
Coordinator, Civic Compliance  
City of Yarra.  
PO Box 168 RICHMOND 3121  
(T): (03) 9205 5166 (F): (03) 8417 6666  
E: [steve.alexander@yarracity.vic.gov.au](mailto:steve.alexander@yarracity.vic.gov.au)  
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**From:** Wearne, Julian  
**Sent:** Thursday, 16 March 2017 10:44 AM  
**To:** Alexander, Steve  
**Subject:** RE: WEARNE \_ PLN 16 0226\_ 335 Swan Street Richmond

Hi Steve

Do you have a minute to discuss this application if I come up to you?

Kind Regards,

Julian Wearne  
Statutory Planner  
City of Yarra PO Box 168 Richmond 3121  
T (03) 9205 5485 F (03) 8417 6666  
E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

---

**From:** Alexander, Steve  
**Sent:** Wednesday, 30 November 2016 11:34 AM  
**To:** Wearne, Julian  
**Subject:** WEARNE \_ PLN 16 0226\_ 335 Swan Street Richmond

Hi Julian, please find attached referral as requested, thank you.

## Attachment 8 - Acoustic Report peer review (SLR Consultants)



20 February 2017

640.10090.04620 47 Coppin St Richmond 20170217.docx

City of Yarra  
PO Box 168  
Richmond VIC 3121

**Attention: Julian Wearne**

Dear Julian

### **47 Coppin Street, Richmond Planning Assessment Acoustical Review**

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report for the gymnasium proposed for 47 Coppin Street, Richmond.

Details of the report are as follows:

- Title: Proposed Gymnasium, 47 Coppin Street, Richmond, Planning Stage Acoustic Report
- Reference: M16855RP1, Revision C
- Date: 25 January 2017
- Prepared by: Resonate Acoustics

The acoustic report has been prepared to address potential noise impacts from the gym to the residential development.

#### **1 Preliminary** *(agreed / no comments)*

*(Sections 1 and 2 of the acoustic report)*

The surrounding uses, site, intended use of the site and the nearest noise sensitive receptors are described in these sections of the report.

Details of the proposed use are as follows:

- Group classes will be held for up to 50 patrons between the hours of 5:30 am to 9:30 am
- Individual use of the gym will take place by up to 15 patrons outside these hours
- Group classes will be pilates and yoga style, with no loud bass music contribution
- The weights room will be on the ground floor.

The building is described as brick with metal deck roof. There is also a large skylight in the roof which, while not mentioned in the gym description, is acknowledged later in the report and is proposed to be upgraded in the 'recommendations' section. The lightwell is open to the ground and first levels of the gym.

## Attachment 8 - Acoustic Report peer review (SLR Consultants)

City of Yarra  
47 Coppin Street, Richmond  
Planning Assessment Acoustical Review

20 February 2017  
640.10090.04620 47 Coppin St Richmond  
20170217.docx  
Page 2

The nearest receivers are identified as the multi-level apartment buildings to the north east (2-6 Lord Street) and south of the subject building (53-59 Coppin Street). The writer notes that 53-59 Coppin Street does not have windows directly overlooking the roof of the gym.

The potential noise impacts associated with the use are identified as: music, patrons and mechanical plant.

### SLR Comment:

*This section of the report is clear and generally provides the background information required for the assessment.*

*It would be helpful to have the distances to the nearest residential receptor locations specified in the report, particularly as some of them appear to be very close.*

*There is a lightwell in the apartment building immediately south of the site that is approximately 5 m from the roof of the gym, and immediately adjacent to the first floor roof of the existing hairdressing salon within the building (it is understood that this space will not be used as part of the gym). It is not clear whether the windows onto the lightwell are habitable rooms or service areas. If the windows are to habitable rooms, noise to the lightwell should be considered in the assessment.*

*Similarly, apartments in the Cubo complex with balconies overlooking the roof appear to be only several meters away from the gym building. See photos below. The proximity of these receivers to the gym roof should be confirmed because they appear closer than the apartments at 2-6 Lord Street, which are identified as the most impacted in the acoustic report.*



## 2 Background Noise Monitoring

Unattended background noise monitoring was conducted to obtain data for the purpose of setting noise limits. The noise monitor was located at the rear of the subject building for a period of 1 week. Resonate have confirmed that the monitoring location was at ground level. The graphical results are included in the acoustic report (Figure 2).

### SLR Comment:

*The monitoring location could be expected to provide a conservative indication of background noise levels in the area. Higher background levels are likely to occur at the elevated apartments exposed to noise from the gym roof.*

*Details of the noise monitoring equipment are not included in the acoustic report. It is good practice to provide the make, model and serial number of any equipment used.*

SLR Consulting Australia Pty Ltd

## Attachment 8 - Acoustic Report peer review (SLR Consultants)

City of Yarra  
47 Coppin Street, Richmond  
Planning Assessment Acoustical Review

20 February 2017  
640.10090.04620 47 Coppin St Richmond  
20170217.docx  
Page 3

### 3 Music Noise

#### 3.1 Noise Limits

*(Section 3.2 of the acoustic report)*

Music from the gym is proposed to be assessed to SEPP N-2. The noise limits identified in the report are based on the octave band background noise levels measured at 11 pm on Tuesday 13 December 2016 (attended measurement). The measured level has been adjusted to correspond to the overall A-weighted level at 5 am on Wednesday 14 December. The results are presented as A-weighted octave band levels in Table 6 of the report.

**SLR Comment:**

*It would be preferable to obtain octave band data for the 5 am period, rather than adjust the 11 pm data. However, the use of the night data is unlikely to make a significant difference to the noise limits.*

*The octave band noise limits are presented as A-weighted. This is not in accordance with SEPP N-2. SEPP N-2 limits and music measurements should be unweighted or C-weighted. However the appropriate corrections can be made and corrections will not have any implications for the assessment outcome.*

*The identified music noise limits for the night period look reasonable for the area.*

#### 3.2 Assessment

*(Section 4.1 of the acoustic report)*

The reference gym music levels used in the report have been sourced from gyms with similar proposed operations, including similar patron numbers. The internal music reference level is 71 dB LAeq.

Music noise has been calculated to all apartments, with the closest identified apartment being at 2-6 Lord Street. The calculations assume that all glazing and skylights within the venue will be upgraded, and that an additional layer of 0.42 mm thick steel will be fixed to the underside of the existing, unlined, roof. The predicted levels are well below the music noise limits.

**SLR Comment:**

*The use of measured reference data from similar gyms is good practice.*

*As indicated previously, from my understanding of the site it appears that the Cubo apartments may be closer and potentially more affected by noise from the proposed use, and particularly from noise emanating from the roof.*

*My indicative calculations of music noise through the roof, assuming the building upgrades proposed in the report, suggest higher levels at the Cubo apartments than are presented in the report, and potential for exceedance of SEPP N-2 limits in the 125 Hz octave band. However, I do not have full construction details of the roof/ceiling upgrade proposed for the gym, and my calculations may underestimate the performance of the proposed structure.*

*It is recommended that the Resonate review the prediction of music noise from the roof and provide further detail of the proposed roof construction (air gap, insulation details, etc). Given that roof / ceiling works are proposed by the client, it would be desirable to optimise them for acoustic performance.*

**Attachment 8 - Acoustic Report peer review (SLR Consultants)**

City of Yarra  
47 Coppin Street, Richmond  
Planning Assessment Acoustical Review

20 February 2017  
640.10090.04620 47 Coppin St Richmond  
20170217.docx  
Page 4

*Noise to existing dwellings to the west will be adequately controlled through the proposed upgrades to the foyer (a glazed entrance is proposed and doors and windows in the western façade are proposed to be acoustically treated).*

*Allowable levels for music within the gym are not specifically nominated in the acoustic report. As the assessment assumes low levels of music during the 5:30 am to 9:30 pm period, these should be nominated in Section 5.3 of the acoustic report (Gymnasium Management).*

**3.3 Mechanical Plant****3.4 Noise Limits**

*(Section 3.1 of the acoustic report)*

Mechanical plant noise is proposed to be assessed to SEPP N-1. SEPP N-1 Zoning Levels have been identified, and the measured background noise levels have been compared with the Zoning Levels and found to be classified as 'neutral'. Under these conditions the SEPP N-1 noise limits are equal to the Zoning Levels.

**SLR Comment:**

*I have checked the zoning levels for the site and agree that the ones presented in the report are correct, and that the zoning levels are the noise limits in this instance.*

**3.5 Assessment**

*(Section 4.1 of the acoustic report)*

Up to four air conditioning condenser units are proposed for installation on the roof of the building. Resonate have proposed an installation location, and a maximum sound power level for the units, such that SEPP N-1 night noise limits should be met at affected apartments. The recommended installation location is shown on the marked up plans in Appendix B.

**SLR Comment:**

*The proposed installation location is close to the Cubo Apartments lightwell. This location may need to be revisited if there are habitable rooms off the lightwell (i.e. if the lightwell is a sensitive receptor location).*

**4 SLR Summary**

The acoustic report prepared for the gym proposed for 47 Coppin Street addresses the issue of music and mechanical plant from the proposed use. The issues requiring additional consideration are summarised below.

**Sensitive Receivers**

It is requested that further information regarding sensitive receivers be provided, as our inspection of the site and review of the aerial photography suggests that apartments in the Cubo complex may be more impacted by noise from both within the gym, and from mechanical plant.



## Attachment 8 - Acoustic Report peer review (SLR Consultants)

City of Yarra  
47 Coppin Street, Richmond  
Planning Assessment Acoustical Review

20 February 2017  
640.10090.04620 47 Coppin St Richmond  
20170217.docx  
Page 5

### Music Noise

Our indicative calculations suggest that the proposed roof upgrade will perform poorly in the 125 Hz octave band, and that the identified SEPP N-2 night noise limits may be exceeded by a small amount at the nearest receptor locations. It is recommended that Resonate review the calculations through the metal deck component of the roof and propose upgrades if necessary. Given that an upgrade of the roof is proposed by the applicant, it would be desirable to optimise any such works for acoustics.

The allowable levels of music within the venue should be nominated in Section 5.3 of the acoustic report. As the levels are reasonably low, there is potential for them to be exceeded if, for example, the style of group classes changes in the future.

The planning permit for the application should also ideally require SEPP N-2 noise limits to be met at all times.

### Mechanical Plant Noise

If there are habitable rooms to the Cubo lightwell on the northern façade of that development, a review of the proposed locations for new mechanical plant may need to be conducted.

Yours faithfully,



Dianne Williams  
Associate – Acoustics

Checked by: JA

## Attachment 9 - SLR additional comments and correspondence

### Wearne, Julian

---

**From:** Dianne Williams <dwilliams@slrconsulting.com>  
**Sent:** Friday, 17 March 2017 4:29 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,

I suggested a few more words re the roller door, otherwise it looks good to me.

Regards,  
Dianne.

**From:** Wearne, Julian [mailto:Julian.Wearne@yarracity.vic.gov.au]  
**Sent:** Friday, March 17, 2017 3:53 PM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Sorry Dianne, I missed one condition regarding the roller-door. I've added this below:

Kind Regards,

**Julian Wearne**  
Statutory Planner  
City of Yarra PO Box 168 Richmond 3121  
T (03) 9205 5485 F (03) 8417 6666  
E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

**From:** Wearne, Julian  
**Sent:** Friday, 17 March 2017 3:50 PM  
**To:** 'Dianne Williams'  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Dianne

Thanks for the quick chat. As per our earlier conversations can you please confirm these conditions (plus the standard SEPP N conditions) are OK?

As discussed, I've removed all the conditions regarding the light-well considering we've determined they are not to bedrooms, and are only to the living area via the open plan kitchen.

1. Before the use or 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) All acoustic measures outlined under headings 5.1 and 5.2 in the amended acoustic report required under Condition [X].
2. Before the use or development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority 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

## Attachment 9 - SLR additional comments and correspondence

Report prepared by Resonate Acoustics and dated 25 January 2017, but modified to include (or show, or address):

- (a) further information regarding sensitive receivers, specifically noting or considering:
  - (i) Distances of habitable room windows from 2-6 Lord Street; and 53-59 Coppin Street (Cubo);
- (b) A review of calculations relating to the proposed roof-upgrade in relation to the nearest receptor locations, and proposed upgrades to the roof if necessary to meet SEPP N-2 night noise limits.
- (c) Nomination of allowable music levels within the venue. These levels should be presented in octave bands, or as both 'C' and 'A' weighted levels.
- (d) Appropriate hours for the rear-roller door to be accessible by patrons or staff to minimise the likelihood of sleep disturbance

Enjoy your weekend and thanks for all your assistance.

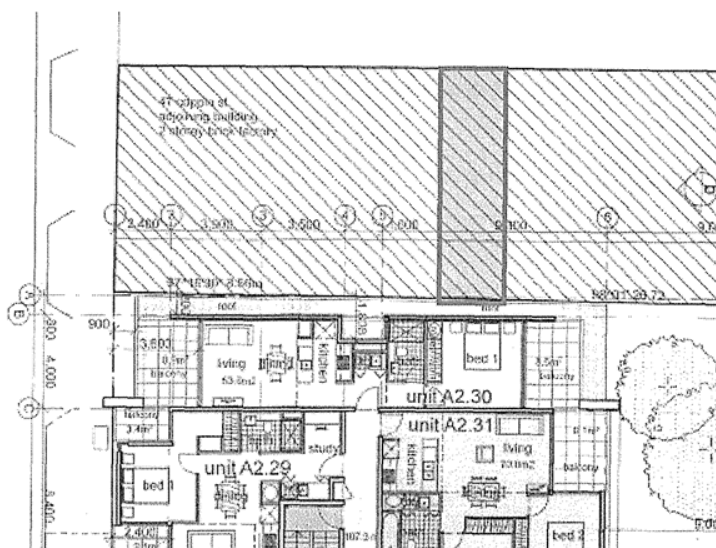
Kind Regards,

**Julian Wearne**  
 Statutory Planner  
 City of Yarra PO Box 168 Richmond 3121  
 T (03) 9205 5485 F (03) 8417 6666  
 E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)  
 W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

**From:** Wearne, Julian  
**Sent:** Friday, 17 March 2017 3:31 PM  
**To:** 'Dianne Williams'  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

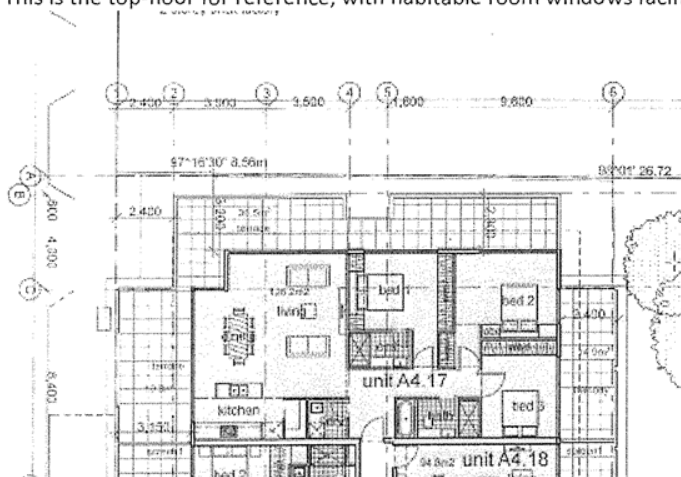
Hi Dianne

I've finally got the endorsed plans for Cubo from the archives. There aren't any habitable room windows facing the lightcourt directly with the first screenshot approximately highlighting the skylight and showing the floor plan layout of the middle levels.



## Attachment 9 - SLR additional comments and correspondence

This is the top-floor for reference, with habitable room windows facing the balcony.



Kind Regards,

Julian Wearne  
Statutory Planner  
City of Yarra PO Box 168 Richmond 3121  
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W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]  
**Sent:** Friday, 17 March 2017 10:24 AM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,  
I forgot to comment on that, sorry. You make a good point and my preference would be for the roller door not to be used between the hours of 10 pm and 7 am unless it can be demonstrated that its use will not cause sleep disturbance at existing dwellings. E.g. the level of noise from operation of the rear roller door should be no greater than 65 dB L<sub>Amax</sub>(slow) at the façade of existing dwellings if the door is to be used between the hours of 10 pm and 7 am.

Regards,  
Dianne.

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Friday, March 17, 2017 10:17 AM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Thanks Dianne, I'll adjust the conditions accordingly. I'll also re-word the condition regarding the habitable room windows depending on what the endorsed plans for Cubo show.

How do you feel about my additional comment regarding the use of the rear roller-door? (copied and pasted below)

*Additionally, I am concerned about access to the bicycle storage area at the rear of the site, via the roller-door on the laneway. It doesn't seem like the Acoustic Report mentioned the roller-door potentially operating at any hour of the night. Do you feel it is warranted that this also be considered within the amended acoustic report?*

## Attachment 9 - SLR additional comments and correspondence

Kind Regards,

**Julian Wearne**  
Statutory Planner  
City of Yarra PO Box 168 Richmond 3121  
T (03) 9205 5485 F (03) 8417 6666  
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---

**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]  
**Sent:** Thursday, 16 March 2017 6:12 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,  
I've made a few suggested below. I've suggested removing the more technical acoustic requests where they do not directly impact the outcome of the assessment. We comment on these issues largely as a reminder to the consultant that they should be included, however where they don't affect the outcome we prefer not to insist on them (It can be hard enough getting the things that count sorted!).  
Feel free to call to discuss,  
Dianne.

---

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Wednesday, March 15, 2017 7:13 PM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Dianne

I just want check whether the conditions I'm proposing below will adequately address the concerns you have raised in your peer review for 47 Coppin Street:

- (a) Before the use or 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:
  - (i) The location of the light-well at 53-59 Coppin Street (Cubo) which abuts the subject site, and whether windows facing the light well are habitable room windows or non-habitable room windows.
  - (ii) All acoustic measures outlined in the amended acoustic report required under Condition X.
- (b) Before the use or development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority 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 Resonate Acoustics and dated 25 January 2017, but modified to include (or show, or address):
  - (i) further information regarding sensitive receivers, specifically noting or considering:
    - Distances of habitable room windows from 2-6 Lord Street; and 53-59 Coppin Street (Cubo);
    - Noise to the light-well at 53-59 Coppin Street (Cubo) which abuts the subject site, if the light well services habitable room windows;

## Attachment 9 - SLR additional comments and correspondence

- (ii) ~~Details of the noise monitoring equipment, including the make model and serial number of equipment used.~~ My preference would be to leave this out of the permit condition. It's not essential from our perspective.
- (iii) ~~The octave band noise limits within the SEPP N-2 assessment presented as unweighted or C-weighted.~~ As above, this is a technical issue rather than something with consequences for the project so doesn't need to be a condition
- (iv) A review of calculations relating to the proposed roof-upgrade in relation to the nearest receptor locations, and proposed upgrades to the roof if necessary to meet SEPP N-2 night noise limits.
- (v) A review of the proposed location for mechanical plant, with consideration to any habitable room windows at the light-well to 53-59 Coppin Street (Cubo).
- (vi) Nomination of allowable music levels within the venue. The levels should be presented in octave bands, or as both 'C' and 'A' weighted levels.

Kind Regards,

Julian Wearne

Statutory Planner

City of Yarra PO Box 168 Richmond 3121

T (03) 9205 5485 F (03) 8417 6666

E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)

W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]

**Sent:** Thursday, 23 February 2017 6:56 PM

**To:** Wearne, Julian

**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,  
She's right, I did get that wrong (I also meant 9:30pm, not am). However it doesn't have any implications for our conclusions.

Regards,  
Dianne.

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]

**Sent:** Thursday, February 23, 2017 5:28 PM

**To:** Dianne Williams

**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Dianne

I've just spoken to the applicant about your referral response. She would like to clarify that one sentence in your referral response is not strictly correct, and wants to ensure this wouldn't have changed the outcome of the rest of your report.

Where your report states:

- Group classes will be held for up to 50 patrons between the hours of 5:30 am to 9:30 am

The proposal and other acoustic report actually state that a maximum of 50 patrons will be onsite at any time between those hours. Group classes would be limited to significantly lower patron numbers.

In my opinion this doesn't really change anything, but it would better to clarify the point.



## Attachment 9 - SLR additional comments and correspondence

Kind Regards,

**Julian Wearne**  
Statutory Planner  
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E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]  
**Sent:** Monday, 20 February 2017 3:57 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,  
Conditions would be fine – there are no deal breakers from my perspective.  
Regards,  
Dianne.

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Monday, February 20, 2017 2:57 PM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Dianne

I would like to check whether you would be comfortable receiving an amended acoustic report via conditions, or whether you think your recommendations need to be addressed before a decision is reached?

Given this application is nearing a decision time, Council would prefer to address your concerns by way of conditions, but if there is anything serious you think must be addressed prior to a permit being issued we'd like to know.

Kind Regards,

**Julian Wearne**  
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E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]  
**Sent:** Monday, 20 February 2017 12:52 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,  
Our review is attached. We've asked for a bit more information in a couple of areas.  
Feel free to call to discuss,  
Dianne.

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Tuesday, February 14, 2017 9:48 AM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

## Attachment 9 - SLR additional comments and correspondence

Hi Dianne

As discussed, please find attached the purchase order for 47 Coppin Street, Richmond.

Kind Regards,

**Julian Wearne**  
Statutory Planner  
City of Yarra PO Box 168 Richmond 3121  
T (03) 9205 5485 F (03) 8417 6666  
E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]  
**Sent:** Monday, 13 February 2017 3:58 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Thanks Julian, I will aim for the end of this week as originally discussed.  
Regards,  
Dianne.

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Monday, February 13, 2017 3:52 PM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Thank you Dianne

It would be appreciated if you could proceed with the review. I will get the purchase order authorised and sent back to you as soon as possible.

Kind Regards,

**Julian Wearne**  
Statutory Planner  
City of Yarra PO Box 168 Richmond 3121  
T (03) 9205 5485 F (03) 8417 6666  
E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]  
**Sent:** Monday, 13 February 2017 3:22 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Thanks Julian,  
Our offer of services is attached. If you decide to go ahead with the review and you want it urgently, let me know as soon as possible and I won't wait for the purchase order before starting. Feel free to call to discuss,  
Dianne.

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Monday, February 13, 2017 2:01 PM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

## Attachment 9 - SLR additional comments and correspondence

Hi Dianne

Apologies, I thought Amy had replied to you directly, but I now see she only replied to me.

Yes, we would still appreciate an offer of services for this project. Thanks you.

Kind Regards,

**Julian Wearne**

Statutory Planner

City of Yarra PO Box 168 Richmond 3121

T (03) 9205 5485 F (03) 8417 6666

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W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

---

**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]

**Sent:** Monday, 13 February 2017 1:59 PM

**To:** Wearne, Julian

**Cc:** Hodgen, Amy

**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,

Apologies for the rushed and somewhat confusing email last week. I was under the pump and seem to have left my proof-reading skills by the wayside...

Anyway, let me know if you still want an offer of services for this project. I will get one to you shortly if you do.

Regards,  
Dianne.

**Dianne Williams**

Associate

SLR Consulting Australia Pty Ltd



Email: [dwilliams@slrconsulting.com](mailto:dwilliams@slrconsulting.com)

Mobile: +61 419 103 019

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Suite 2, 2 Domville Avenue, Hawthorn VIC 3122, Australia



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## Attachment 9 - SLR additional comments and correspondence

SLR Consulting Australia Pty Ltd, Registered Office: Ground Floor, 2 Lincoln Street Lane Cove NSW 2066, Australia

**From:** Dianne Williams  
**Sent:** Thursday, February 09, 2017 10:52 AM  
**To:** 'Wearne, Julian'  
**Cc:** Hodgen, Amy  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,  
Thanks for your email. Unfortunately we may not be able to get the review to you until the end of next week (i.e. 17 February). Unfortunately we have a bit of a backlog at the moment.

Is that too later for you? I will get an offer of services to you early next week if it is not too late.  
Regards,  
Dianne.

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Tuesday, February 07, 2017 1:08 PM  
**To:** Dianne Williams  
**Cc:** Hodgen, Amy  
**Subject:** Acoustic report referral for 47 Coppin Street, Richmond

Hi Dianne

Amy Hodgen has recommended I refer to you an acoustic report for independent review and comments. The planning permit application is for a 24-hour gymnasium at 47 Coppin Street, Richmond.

Please note that the acoustic report has been provided in response to objections, and therefore the application is at its latter stages. Therefore if you have the capacity to provide a response sooner rather than later it would be greatly appreciated.

I have included a copy of the permit application, the advertised plans and the acoustic report. Please let me know if you require any additional information or feel free to give me a call if you have any questions.

Kind Regards,

**Julian Wearne**  
Statutory Planner  
City of Yarra PO Box 168 Richmond 3121  
T (03) 9205 5485 F (03) 8417 6666  
E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)



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**Attachment 9 - SLR additional comments and correspondence**

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Please consider the environment before printing this email.

## Attachment 9 - SLR additional comments and correspondence

### Wearne, Julian

---

**From:** Dianne Williams <dwilliams@slrconsulting.com>  
**Sent:** Friday, 17 March 2017 10:24 AM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,

I forgot to comment on that, sorry. You make a good point and my preference would be for the roller door not to be used between the hours of 10 pm and 7 am unless it can be demonstrated that its use will not cause sleep disturbance at existing dwellings. E.g. the level of noise from operation of the rear roller door should be no greater than 65 dB L<sub>Amax(slow)</sub> at the façade of existing dwellings if the door is to be used between the hours of 10 pm and 7 am.

Regards,  
Dianne.

**From:** Wearne, Julian [mailto:Julian.Wearne@yarracity.vic.gov.au]  
**Sent:** Friday, March 17, 2017 10:17 AM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Thanks Dianne, I'll adjust the conditions accordingly. I'll also re-word the condition regarding the habitable room windows depending on what the endorsed plans for Cubo show.

How do you feel about my additional comment regarding the use of the rear roller-door? (copied and pasted below)

*Additionally, I am concerned about access to the bicycle storage area at the rear of the site, via the roller-door on the laneway. It doesn't seem like the Acoustic Report mentioned the roller-door potentially operating at any hour of the night. Do you feel it is warranted that this also be considered within the amended acoustic report?*

Kind Regards,

**Julian Wearne**  
Statutory Planner  
City of Yarra PO Box 168 Richmond 3121  
T (03) 9205 5485 F (03) 8417 6666  
E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

**From:** Dianne Williams [mailto:dwilliams@slrconsulting.com]  
**Sent:** Thursday, 16 March 2017 6:12 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,

I've made a few suggested below. I've suggested removing the more technical acoustic requests where they do not directly impact the outcome of the assessment. We comment on these issues largely as a reminder to the consultant that they should be included, however where they don't affect the outcome we prefer not to insist on them (It can be hard enough getting the things that count sorted!).

Feel free to call to discuss,  
Dianne.



## Attachment 9 - SLR additional comments and correspondence

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Wednesday, March 15, 2017 7:13 PM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Dianne

I just want check whether the conditions I'm proposing below will adequately address the concerns you have raised in your peer review for 47 Coppin Street:

- (a) Before the use or 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:
  - (i) The location of the light-well at 53-59 Coppin Street (Cubo) which abuts the subject site, and whether windows facing the light well are habitable room windows or non-habitable room windows.
  - (ii) All acoustic measures outlined in the amended acoustic report required under Condition X.
- (b) Before the use or development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority 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 Resonate Acoustics and dated 25 January 2017, but modified to include (or show, or address):
  - (i) further information regarding sensitive receivers, specifically noting or considering:
    - Distances of habitable room windows from 2-6 Lord Street; and 53-59 Coppin Street (Cubo);
    - Noise to the light-well at 53-59 Coppin Street (Cubo) which abuts the subject site, if the light well services habitable room windows;
  - (ii) ~~Details of the noise monitoring equipment, including the make model and serial number of equipment used.~~ My preference would be to leave this out of the permit condition. It's not essential from our perspective.
  - (iii) ~~The octave band noise limits within the SEPP N-2 assessment presented as unweighted or C-weighted.~~ As above, this is a technical issue rather than something with consequences for the project so doesn't need to be a condition
  - (iv) A review of calculations relating to the proposed roof-upgrade in relation to the nearest receptor locations, and proposed upgrades to the roof if necessary to meet SEPP N-2 night noise limits.
  - (v) A review of the proposed location for mechanical plant, with consideration to any habitable room windows at the light-well to 53-59 Coppin Street (Cubo).
  - (vi) Nomination of allowable music levels within the venue. The levels should be presented in octave bands, or as both 'C' and 'A' weighted levels.

Kind Regards,

**Julian Wearne**  
Statutory Planner  
City of Yarra PO Box 168 Richmond 3121  
T (03) 9205 5485 F (03) 8417 6666  
E [julian.wearne@yarracity.vic.gov.au](mailto:julian.wearne@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

## Attachment 9 - SLR additional comments and correspondence

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**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]  
**Sent:** Thursday, 23 February 2017 6:56 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,  
She's right, I did get that wrong (I also meant 9:30pm, not am). However it doesn't have any implications for our conclusions.

Regards,  
Dianne.

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**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Thursday, February 23, 2017 5:28 PM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Dianne

I've just spoken to the applicant about your referral response. She would like to clarify that one sentence in your referral response is not strictly correct, and wants to ensure this wouldn't have changed the outcome of the rest of your report.

Where your report states:

- Group classes will be held for up to 50 patrons between the hours of 5:30 am to 9:30 am

The proposal and other acoustic report actually state that a maximum of 50 patrons will be onsite at any time between those hours. Group classes would be limited to significantly lower patron numbers.

In my opinion this doesn't really change anything, but it would better to clarify the point.

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**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]  
**Sent:** Monday, 20 February 2017 3:57 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,  
Conditions would be fine – there are no deal breakers from my perspective.  
Regards,  
Dianne.

---

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Monday, February 20, 2017 2:57 PM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

## Attachment 9 - SLR additional comments and correspondence

Hi Dianne

I would like to check whether you would be comfortable receiving an amended acoustic report via conditions, or whether you think your recommendations need to be addressed before a decision is reached?

Given this application is nearing a decision time, Council would prefer to address your concerns by way of conditions, but if there is anything serious you think must be addressed prior to a permit being issued we'd like to know.

Kind Regards,

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**Sent:** Monday, 20 February 2017 12:52 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,  
Our review is attached. We've asked for a bit more information in a couple of areas.  
Feel free to call to discuss,  
Dianne.

---

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Tuesday, February 14, 2017 9:48 AM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Dianne

As discussed, please find attached the purchase order for 47 Coppin Street, Richmond.

Kind Regards,

**Julian Wearne**  
Statutory Planner  
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**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]  
**Sent:** Monday, 13 February 2017 3:58 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Thanks Julian, I will aim for the end of this week as originally discussed.  
Regards,  
Dianne.

---

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Monday, February 13, 2017 3:52 PM

## Attachment 9 - SLR additional comments and correspondence

**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Thank you Dianne

It would be appreciated if you could proceed with the review. I will get the purchase order authorised and sent back to you as soon as possible.

Kind Regards,

**Julian Wearne**  
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**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]  
**Sent:** Monday, 13 February 2017 3:22 PM  
**To:** Wearne, Julian  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Thanks Julian,  
Our offer of services is attached. If you decide to go ahead with the review and you want it urgently, let me know as soon as possible and I won't wait for the purchase order before starting. Feel free to call to discuss,  
Dianne.

---

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Monday, February 13, 2017 2:01 PM  
**To:** Dianne Williams  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Dianne

Apologies, I thought Amy had replied to you directly, but I now see she only replied to me.

As we would still appreciate an offer of services for this project. Thanks you.

Kind Regards,

**Julian Wearne**  
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W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

---

**From:** Dianne Williams [<mailto:dwilliams@slrconsulting.com>]  
**Sent:** Monday, 13 February 2017 1:59 PM  
**To:** Wearne, Julian  
**Cc:** Hodgen, Amy  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,  
Apologies for the rushed and somewhat confusing email last week. I was under the pump and seem to have left my proof-reading skills by the wayside...

## Attachment 9 - SLR additional comments and correspondence

Anyway, let me know if you still want an offer of services for this project. I will get one to you shortly if you do.

Regards,  
Dianne.

**Dianne Williams**

Associate  
SLR Consulting Australia Pty Ltd



Email: [dwilliams@slrconsulting.com](mailto:dwilliams@slrconsulting.com)  
Mobile: +61 419 103 019  
Office: +61 3 9249 9400  
Suite 2, 2 Domville Avenue, Hawthorn VIC 3122, Australia



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SLR Consulting Australia Pty Ltd, Registered Office: Ground Floor, 2 Lincoln Street Lane Cove NSW 2066, Australia

---

**From:** Dianne Williams  
**Sent:** Thursday, February 09, 2017 10:52 AM  
**To:** 'Wearne, Julian'  
**Cc:** Hodgen, Amy  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

Hi Julian,  
Thanks for your email. Unfortunately we may not be able to get the review to you until the end of next week (i.e. 17 February). Unfortunately we have a bit of a backlog at the moment.

Is that too later for you? I will get an offer of services to you early next week if it is not too late.

Regards,  
Dianne.

---

**From:** Wearne, Julian [<mailto:Julian.Wearne@yarracity.vic.gov.au>]  
**Sent:** Tuesday, February 07, 2017 1:08 PM  
**To:** Dianne Williams  
**Cc:** Hodgen, Amy  
**Subject:** Acoustic report referral for 47 Coppin Street, Richmond

Hi Dianne

## Attachment 9 - SLR additional comments and correspondence

Amy Hodgen has recommended I refer to you an acoustic report for independent review and comments. The planning permit application is for a 24-hour gymnasium at 47 Coppin Street, Richmond.

Please note that the acoustic report has been provided in response to objections, and therefore the application is at its latter stages. Therefore if you have the capacity to provide a response sooner rather than later it would be greatly appreciated.

I have included a copy of the permit application, the advertised plans and the acoustic report. Please let me know if you require any additional information or feel free to give me a call if you have any questions.

Kind Regards,

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Please consider the environment before printing this email.



## Attachment 9 - SLR additional comments and correspondence

### Wearne, Julian

---

**From:** Dianne Williams <dwilliams@slrconsulting.com>  
**Sent:** Thursday, 23 February 2017 6:56 PM  
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Dianne.

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## Attachment 9 - SLR additional comments and correspondence

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Regards,  
Dianne.

**Dianne Williams**

Associate

SLR Consulting Australia Pty Ltd



Email: [dwilliams@slrconsulting.com](mailto:dwilliams@slrconsulting.com)

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**To:** 'Wearne, Julian'  
**Cc:** Hodgen, Amy  
**Subject:** RE: Acoustic report referral for 47 Coppin Street, Richmond

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**Sent:** Tuesday, February 07, 2017 1:08 PM  
**To:** Dianne Williams  
**Cc:** Hodgen, Amy  
**Subject:** Acoustic report referral for 47 Coppin Street, Richmond

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**1.2      PLN16/0471 - 344 Johnston Street, Abbotsford - Construction of an eight storey building plus a basement containing a shop, office space and six dwellings, use of the land as dwellings, a reduction in the car parking requirement and a waiver of the loading bay requirement**

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**Executive Summary**

**Purpose**

1. This report provides Council with an assessment of planning permit application PLN16/0471 and recommends approval subject to conditions.

**Key Planning Considerations**

2. Key planning considerations include:
  - (a) Land use (Clauses 11.01, 17.01, 21.04, 34.01)
  - (b) Built form (Clauses 15.01, 21.05 and 22.10)
  - (c) Off-site amenity impacts (Clauses 15.01 and 22.10)
  - (d) Internal amenity (Clauses 22.05 and 22.10)
  - (e) Car and bicycle parking provision (Clauses 18.02, 21.06, 52.06 and 52.34)

**Key Issues**

3. The key issues for Council in considering the proposal relate to:
  - (a) Strategic justification.
  - (b) Built form and design.
  - (c) Off-site amenity impacts.
  - (d) Equitable development.
  - (e) Internal amenity.
  - (f) Sustainable design.
  - (g) Car and bicycle parking.
  - (h) Traffic and access.
  - (i) Objector concerns.

**Objector Concerns**

4. A total of nine objections were received to the application, these can be summarised as:
  - (a) Overdevelopment.
  - (b) Excessive height.
  - (c) Insufficient setback to the rear.
  - (d) Wind tunnel effect.
  - (e) Increase in noise.
  - (f) Overshadowing.
  - (g) Overlooking.
  - (h) Lack of car parking.
  - (i) Increase in traffic.
  - (j) Waiver of the loading bay.
  - (k) Loss of views.

**Conclusion**

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

**CONTACT OFFICER:    Nikolas Muhllechner**  
**TITLE:                    Principal Statutory Planner**  
**TEL:                      9205 5373**



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**1.2 PLN16/0471 - 344 Johnston Street, Abbotsford - Construction of an eight storey building plus a basement containing a shop, office space and six dwellings, use of the land as dwellings, a reduction in the car parking requirement and a waiver of the loading bay requirement**

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Trim Record Number: D17/32774

Responsible Officer: Principal Statutory Planner

**Proposal:** Construction of an eight storey building plus a basement and roof top plant containing a shop, office space and six dwellings, use of the land as dwellings, a reduction of the car parking requirement and a waiver of the loading bay requirement associated with a shop.

**Existing use:** Warehouse.

**Applicant:** Tract Consultants

**Zoning / Overlays:** Commercial 1 Zone  
Environmental Audit Overlay

**Date of Application:** 27 May 2016

**Application Number:** PLN16/0471

### Planning History

6. There is no relevant planning history for the site.

### Background

7. This application was received by Council on 27 May 2016. Following the submission of further information the application was advertised and nine objections were received.
8. In response to the issues raised in objections, as well as issues raised by Council officers and in referral comments, a set of 'sketch plans' were submitted on 3 February 2017. These drawings made the following changes to the proposed development:
- (a) Increased setbacks to the interface with the laneway/northern boundary.
  - (b) The reconfiguration of the front residential entrance/lobby.
  - (c) Different surface finishes to the exposed walls to the side boundaries to provide visual interest.
  - (d) An increase in the number of bicycle parking spaces from nine to 16.
9. These drawings have not been formally substituted within the application material but will be utilised for discussion purposes through the body of this report.
10. A consultation meeting was held on 14 March 2017 and attended by two objectors, the applicant's development team and Council officers. No resolutions were reached at the meeting.

### Existing Conditions

#### Subject Site

11. The subject site is rectangular in shape and located on the northern side of Johnston Street, approximately 10 metres west of Rich Street. The site has a frontage to Johnston Street of 10.06 metres, a secondary frontage to Little Turner Street of 10.6 metres and a maximum depth of 40.23 metres. The overall site area is 405 square metres and comprises a gentle indistinguishable slope in topography from the south to the north boundary of 0.3 metres.

12. The subject site is currently developed with a commercial building that presents to Johnston Street as a two storey building and steps down to a single storey built form to the rear laneway. The building has a front setback to Johnston Street of approximately 5.4 metres and is otherwise constructed to all property boundaries. The front setback area is currently paved, providing two car parking spaces. Vehicle access is gained via a crossover from Johnston Street as well as through a garage roller door from the rear laneway.
13. The subject site is legally described as Lot 1 on Title Plan 545394W and is not affected by any restrictive covenants or easements.

#### Surrounding Land

14. The immediately surrounding area is characterised by commercial uses to the east, south-west and west, all located within the Commercial 1 Zone. Low-rise residential development is located to the north across Little Turner Street within the Neighbourhood Residential Zone 1, while land to the south-east on the southern side of Johnston Street is located within the General Residential Zone 2. Abbotsford in general is a highly varied neighbourhood with a substantial number of industrial and commercial buildings of various types and eras.
15. The locality is well serviced by various modes of public transport, with bus routes travelling along Johnston Street and the Victoria Park train station located approximately 270 metres to the west. The site is located within the Johnston Street Neighbourhood Activity Centre, which is characterised by commercial uses and varied built form.
16. To the immediate west of the site, at No. 340-342 Johnston Street, is a single storey commercial building constructed to all boundaries, currently occupied by a clothes retailer. Further west is a double storey commercial building that was most recently used for furniture retailing.
17. Further west, at No. 328-334 Johnston Street, is a three storey building with commercial uses and car parking at ground floor level and dwellings on the upper two levels. There are dwellings within the building that are orientated with a primary outlook to the side boundaries, including the eastern side boundary towards the proposed development.
18. To the immediate south, Johnston Street has a width of approximately 20 metres and carries five lanes of traffic. The Road Zone, Category 1 applies to Johnston Street. On the southern side of Johnston Street, opposite the subject site, is a pair of double storey terraces constructed to the street boundary with commercial uses at ground floor and residential above. To the west of the terraces are two single storey commercial premises constructed to the front boundary, while to the east are two single storey attached dwellings with front verandahs extending to the street boundary.
19. To the east of the site on the north-west corner of Johnston Street and Rich Street, is a single storey commercial building constructed to all boundaries, currently occupied by a signage company.
20. The subject site has a rear abuttal to Little Turner Street to the immediate north. Little Turner Street is a 6 metre wide bluestone laneway that connects with Lulie Street to the west and Rich Street to the east. On the northern side of Little Turner Street is the side boundary of a property with frontage to Rich Street to the east.
21. Directly opposite the subject site, is the rear yard of the dwelling at No. 1 Rich Street. This dwelling has both ground and first floor habitable room windows facing the laneway and the subject site. To the north-west is an outbuilding constructed to the laneway associated with a single storey dwelling at No. 37 Turner Street.

Little Turner Street is characterised by the commercial properties that back on to the southern side of the laneway and residential properties to the north, some of which have been developed with double storey dwellings that front Little Turner Street, including developments at Nos. 32 and 34 Little Turner Street, as well as a development currently under construction at No. 31 Turner Street.

22. The Victoria Park community hub and recreation facility is also a significant feature of the area and is located 70 metres north of the site.

### **The Proposal**

23. This application proposes the construction of an eight storey building plus a basement and roof top plant containing a shop, office space and six dwellings, use of the land as dwellings, a reduction of the car parking requirement and a waiver of the loading bay requirement.
24. Key elements of the proposed development as depicted in the plans advertised with the application are:

#### **Use:**

- (a) The ground floor consists of a shop facing Johnston Street with a floor area of 49 square metres, the residential entrance and lobby off Johnston Street, the lift core and stair well located centrally on the site, bin storage areas, bicycle parking room with nine bicycle parking spaces and a total of 18 car parking spaces in a car stacker arrangement accessed from Little Turner Street to the rear of the site.
- (b) A total of 553.5 square metres of office space over the first, second, third and fourth floors.
- (c) A total of six dwellings on the fifth, sixth and seventh floors, consisting of two one-bedroom dwellings, two two-bedroom dwellings and two three-bedroom dwellings.
- (d) The roof top terrace consisting of the lift core, stair well, building services and mechanical plant equipment.

#### **Height and setbacks:**

- (e) The built form consists of a podium with a five storey (19.3 metres) street wall height facing Johnston Street and a two storey wall height (9.90 metres) to the rear boundary.
- (f) The proposed building has an overall height of 31.02 metres to the top of the lift overrun, while the roof of the seventh floor reaches a height of 28.5 metres.
- (g) The ground and first floors are constructed to all boundaries resulting in 100 per cent site coverage.
- (h) The second floor is set back 2.05 metres from the rear boundary and constructed to all other boundaries.
- (i) The third floor is set back 4.11 metres from the rear boundary and constructed to all other boundaries.
- (j) The fourth floor is set back 4.99 metres from the rear boundary and constructed to all other boundaries.
- (k) The fifth floor is set back 5.42 metres from the rear boundary, 3 metres from Johnston Street and constructed to all other boundaries, with the exception of light courts which begin at this level and extend up through the remainder of the building.
- (l) The sixth floor is set back 7.13 metres from the rear boundary, 3 metres from Johnston Street and constructed to all other boundaries, with the exception of light courts.
- (m) The seventh floor is set back 10.44 metres from the rear boundary, 6.41 metres from Johnston Street and partly constructed to the side boundaries.
- (n) Five light courts are proposed in total, three along the western boundary and two along the eastern boundary.

#### **Design and materials:**

- (o) The proposed building incorporates:
  - (i) Clear sealed rough and flat concrete finish in white, bright and charcoal with sawtooth patterning or brass centre inlay to the side elevations.

- (ii) Standing seam metal cladding in a zinc colour.
- (iii) Feature brass coloured strip.
- (iv) Dressed graded spotted gum timber soffit lining.
- (v) Laser etched aluminium privacy screens in a copper colour.
- (vi) 2.4 metre zinc coloured high louvre screen to the roof top plant.
- (vii) Clear double glazing
- (viii) Powdercoated expressed aluminium frames in a brass colour.

Environmental sustainable design initiatives:

- (p) Exceed the minimum NCC requirements for energy efficiency, with an average 6.4 Star NatHERS (min).
- (q) A STORM rating of 115 per cent has been received which relies on a minimum of 268 square metres of roof connected to toilets that service ten bedrooms.
- (r) Energy efficient heating and cooling split systems to dwellings.
- (s) Water efficient fixtures throughout.

## Planning Scheme Provisions

### Zoning

#### *Clause 34.01 – Commercial 1 Zone*

- 25. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the Scheme), both a shop and an office are section 1 – no permit required uses. A dwelling (nested under accommodation) is also a section 1 use, provided any frontage at ground floor level does not exceed 2 metres. As the residential entrance to the building on Johnston Street is more than 2 metres wide, a planning permit is required to use the land for a dwelling.
- 26. Under clause 34.01-4 of the Scheme a permit is required for buildings and works.

### Overlays

#### *Environmental Audit Overlay*

- 27. Pursuant to Clause 45.03-1 of the Scheme, 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.
- 28. As the proposed development includes a sensitive use (dwellings), the requirements of this overlay apply. Should the application be supported, a note contained in the recommendation will ensure the permit holder is aware that these obligations must be met.

### Particular Provisions

#### *Clause 52.06 – Car Parking*

- 29. 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 requirement to provide the number of car parking spaces required under this clause. The car parking requirements as contained in the table at Clause 52.06-5 are summarised in the table below:

Use	No. required	Proposed	Reduction sought
One or two bedroom dwellings (4)	4	4	0

Three bedroom dwellings (2)	4	2	2
Dwelling visitors	1	0	1
Shops (49 square metres)	1	0	1
Office (1,163.5 square metres)	40	12	28
<b>TOTAL</b>	<b>50</b>	<b>18</b>	<b>32</b>

30. With a shortfall of 32 car parking spaces, this application seeks a reduction in the car parking requirement.

*Clause 52.07 – Loading and Unloading of Vehicles*

31. Pursuant to Clause 52.07 of the Scheme, 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. A planning permit may be granted to reduce or waive these requirements if either the land area is insufficient or adequate provision is made for the loading and unloading of vehicles to the satisfaction of the Responsible Authority. A loading bay is not provided for the shop use, thus a waiver is sought.

*Clause 52.34 – Bicycle Facilities*

32. Pursuant to Clause 52.34-1, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land. The bicycle parking requirements as contained in the table at Clause 52.34-3 are summarised in the table below:

Use	Rate	No. Required	Advertised plans	Sketch plans
Dwellings (6)	1 space per 5 dwellings	1		
Dwelling visitors	1 space per 10 dwellings	1		
Office (1,163.5 square metres)	1 to each 300 sqm of net floor area if the net floor area exceeds 1,000 sqm	4		
Office visitor	1 to each 1000 sqm of net floor area if the net floor area exceeds 1,000 sqm	1		
<b>TOTAL</b>		<b>7</b>	<b>9</b>	<b>16</b>

33. As nine bicycle parking spaces are proposed within the advertised plans, the application meets the requirement for bicycle parking spaces. No bicycle parking is required for the shop because the floor area is less than 1,000 square metres. No end of trip facilities (i.e. showers or change rooms) are required by the Scheme as the trigger is five or more employee spaces for the office.

General Provisions

*Clause 65 – Decision Guidelines*

34. 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)

35. The following SPPF provisions of the Scheme are relevant:

*Clause 11.01 – Activity Centres*

36. 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*

37. 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*

38. The relevant objective of this clause is:
- (a) To assist the control of noise effects on sensitive land uses.

*Clause 15.01 – Urban Environment*

39. 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*

40. 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 16.01 – Residential Development*

41. 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 17.01 - Commercial*

42. The relevant objectives of this clause are:
- (a) 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 – Integrated Transport*

43. 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*

44. 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*

45. 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.
  - (e) To increase the number and diversity of local employment opportunities.

*Clause 21.05 – Built Form*

46. The relevant objectives of this clause are:
- (a) To reinforce the existing urban framework of Yarra.
  - (b) 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.
  - (c) To retain, enhance and extend Yarra's fine grain street pattern.
  - (d) To ensure that new development contributes positively to Yarra's urban fabric
  - (e) To enhance the built form character of Yarra's activity centres.

*Clause 21.06 - Transport*

47. 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*

48. 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*

49. Clause 21.08-1 describes the Abbotsford area in the following way:
- (a) *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.*
  - (b) *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.*
50. Within Figure 5 of Clause 21.08-1, the subject site is identified as being within the Johnson Street Neighbourhood Activity Centre. Figure 6 of Clause 21.08-1 shows the site as being partly within a main road area where the objectives include to '*maintain the hard urban edge of development along main roads*' and '*reflect the fine grain of the subdivision pattern in building design where this exists along main roads*'.

*Relevant Local Policies*

*Clause 22.05 – Interface Uses Policy*

51. This policy applies to applications for use or development within Commercial 1 Zones (amongst others). The relevant objective of this clause is 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.

*Clause 22.07 – Development Abutting Laneways*

52. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal. The objectives of this policy include to provide an environment which has a feeling of safety for users of the laneway, to ensure that development along a laneway acknowledges the unique character of the laneway, to ensure that where development is accessed off a laneway, all services can be provided to the development and to ensure that development along a laneway is provided with safe pedestrian and vehicular access.

*Clause 22.10 – Built Form and Design Policy*

53. The policy applies to all new development not included in a heritage overlay and comprises ten design elements that address the following issues: urban form and character; setbacks and building heights; street and public space quality; environmental sustainability; site coverage; on-site amenity; off-site amenity; landscaping and fencing; parking, traffic and access; and service infrastructure.

*Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)*

54. This policy applies to application for new buildings. The applicant provided a sustainable management plan (SMP) which includes a STORM rating report regarding water re-use. The SMP states that a 10,000 litre water tank will be used for commercial area toilets on the first and second floors, as well as for bin washout.

*Clause 22.17 – Environmentally Sustainable Development*

55. This policy 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. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

*Other*

*Johnston Street Local Area Plan*

56. The Johnston Street Local Area Plan (JSLAP) is relevant to the site; this plan was prepared for the Johnston Street Neighbourhood Activity Centre (NAC) in response to the State Government sustainable growth policy, Melbourne 2030; a plan for the growth and development of the Melbourne metropolitan area. The local area plan was adopted by Council in December 2015.
57. Planning Scheme Amendment C220, which seeks to introduce the Johnston Street Local Area Plan into the Yarra Planning Scheme, received authorisation from the Minister for Planning to proceed with the amendment (subject to conditions) on 8 March 2017. Amendment C220 seeks to introduce a Design and Development Overlay to the activity centre that applies the built form guidance of the JSLAP.
58. The JSLAP recognises Johnston Street as a transport corridor, with this location presenting opportunities for urban intensification to allow greater access to public transport for future population and businesses. Encouraging greater levels of street edge activation in new buildings will also enhance the role, character and amenity of Johnston Street.
59. For Johnston Street, dwelling growth will be dependent on the study area's capacity for change. Higher density housing is encouraged in areas close to public transport and a mix of uses that strengthens the activity centre will be encouraged to provide a sustainable future for the activity centre.
60. Future dwelling growth is likely to be in the following form:
- (a) Higher density (apartment) developments.
  - (b) Smaller household sizes on average (one to two person households).
  - (c) A proportion of student accommodation.
  - (d) Affordable housing will be encouraged.
  - (e) Social housing could potentially increase on and around the Collingwood Housing Estate.
61. Johnston Street serves a role as an activity centre, but also serves a function as an arterial road; a transport corridor; a business centre; and as a place where people live. Opportunities exist for a range of more consolidated land use activity which includes residential, retail, offices and other commercial uses compatible with the mixed use potential of the activity centre.
62. The subject site is located within Precinct 2 – Johnston Street East, with the built form character of this precinct described as follows:

*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.*

63. Opportunities for development within this precinct have been outlined below:
  - (a) *Strengthen the appearance of the street wall façade with good, visually interesting design.*
  - (b) *Avoid additional overshadowing of the southern footpath between 10am and 2pm at the equinox.*
  - (c) *Ensure the ground level of buildings are designed for active uses.*
  - (d) *Design ground floor entries to upper levels to be visible and easy to access from the street level.*
  - (e) *Complement the predominant street wall façade height with infill development.*
  - (f) *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.*
  - (g) *Build to the street frontage boundary of the site.*
  - (h) *Employ a high standard of architectural design to the intersection of Hoddle and Johnston Streets and other key corner sites.*
  - (i) *Upper levels should be setback appropriately and be visually recessive in the streetscape.*
  - (j) *Minimise off site impacts and be recessive in design in respect to the street wall façade.*
  - (k) *Provide a scale transition where new development is adjacent to fine grained residential areas.*
64. Of particular note, the LAP outlines the following built form recommendations:
  - (a) *4-5 storey (17m) street wall façade.*
  - (b) *6-7 storeys (23m) on sites able to accommodate upper level setbacks (a minimum 3m setback from the street façade).*
  - (c) *2-3 storeys at the interface with fine grained residential properties.*
  - (d) *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).*

#### *DSE Guidelines for Higher Density Residential Development (DSE Guidelines)*

65. 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**

66. The application was advertised in accordance with Section 52 of the *Planning and Environment Act 1987* (the Act) by way of 201 letters sent to the surrounding property owners/occupiers and by two signs, with one facing Little Turner Street and one facing Johnston Street.

67. A total of nine objections were received to the application. The concerns can be summarised as:
- (a) Overdevelopment.
  - (b) Excessive height.
  - (c) Insufficient setback to the rear.
  - (d) Wind tunnel effect.
  - (e) Increase in noise.
  - (f) Overshadowing.
  - (g) Overlooking.
  - (h) Lack of car parking.
  - (i) Increase in traffic.
  - (j) Waiver of the loading bay.
  - (k) Loss of views.
68. The grounds of objections raised will be considered and addressed where relevant throughout the following assessment.
69. A consultation meeting was held on 14 March 2017, where the key issues raised in the objections were discussed with the permit applicant, two objectors and planning officers. No resolution was reached as a result of the consultation meeting.

## **Referrals**

### External Referrals

70. The application was not required to be referred to any external authorities under Section 66 of the Scheme.

### Internal Referrals

71. The application and, where required, the amended plans, were referred to the following areas, with their full comments attached to this report:
- (a) Engineering services unit.
  - (b) Waste services unit.
  - (c) ESD advisor.
  - (d) Urban design consultant (David Lock Associates)
  - (e) Acoustic consultant (SLR Consulting)

## **OFFICER ASSESSMENT**

72. The primary considerations for this assessment are as follows:
- (a) Strategic justification.
  - (b) Built form and design.
  - (c) Off-site amenity impacts.
  - (d) Equitable development.
  - (e) Internal amenity.
  - (f) Sustainable design.
  - (g) Car and bicycle parking.
  - (h) Traffic and access.
  - (i) Objector concerns.

### Strategic justification

73. In relation to the SPPF and LPPF, a mixed use development including retail at ground floor level, with office and residential above as proposed is consistent with the general strategies contained therein that 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.
74. 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 site is located within the Johnston Street Neighbourhood Activity Centre. The proposal meets the objectives and strategies of the LPPF by incorporating a range of uses including increased housing and active spaces at ground level to create and reinforce an active and pedestrian friendly street environment. The proximity of the site to a variety of public transport options and the provision of bicycle facilities in the development encourages less reliance on cars as a means of travel.
75. 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) encourage the concentration of development near activity centres and intensifying development on sites well connected to public transport.
76. The proposed development enjoys strong strategic support at both State and local level. The site is within an area where a 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

77. In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are found at Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form), Clause 22.07 (Development Abutting Laneways) and Clause 22.10 (Design and Built Form). As supplementary guidance, the JSLAP and the former Department of Sustainability and Environment's Guidelines for Higher Density Residential Development are also of relevance.
78. 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, relationship to adjoining buildings, views and roof forms.
79. The proposal is generally consistent with the relevant built form and design guidelines, as discussed in further detail below.

#### Street Wall

80. The proposal incorporates a five storey street wall facing Johnston Street reaching an overall height of 19.3 metres. As suggested in the GHDRD, the relationship between street width and building height is important for defining the character of a place. The Johnston Street Local Area Plan calls for a four to five storey (17 metre) street wall façade.
81. In this instance, the Tribunal decision in *Abbotsford Joint Venture Pty Ltd v Yarra CC & Ors [2012] VCAT 146* for a development at 247-259 Johnston Street provides some guidance on the street wall height, noting at paragraph 29 '*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*'.



82. The Tribunal goes on to say at paragraph 30 that '*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*'. These comments are also generally consistent with the Johnston Street Local Area Plan guidelines.
83. At 19.3 metres, the proposed street wall to Johnston Street exceeds the recommended height of the JSLAP by 2.3 metres. However, the proposed street wall height achieves a ratio of 1:1 compared to the 20 metre width of Johnston Street and is considered '*acceptable with respect to the width and character of Johnston Street*' as Council's urban design consultant noted.
84. Additionally, the Johnston Street Local Area Plan seeks to avoid additional overshadowing of the southern footpath of Johnston Street between 10:00am and 2:00pm at the equinox. The proposed street wall height achieves this objective, as shown on the shadow diagrams submitted with the application.

#### *Upper Level Setback to Johnston Street*

85. The building incorporates setbacks above the street wall of 3 metres for the fifth and sixth floors, increasing to 6.4 metres for the seventh floor. The GHDRD suggest that upper levels should be set back from the street to maintain a pedestrian related scale. The JSLAP calls for a minimum 3 metre setback above the street wall.
86. Council's urban design consultant noted that the proposed setback '*is a dimension capable of providing visual distinction between the street wall and upper form*', and '*is consistent with that envisioned for the site under the JSLAP*'. In relation to the 6.4 metre setback to the seventh floor, Council's urban design consultant commented that the setback '*is sufficient in terms of achieving a visually recessive cap*'. Consequently, the proposed upper level setbacks to Johnston Street are considered appropriate in the context.
87. Additionally, as mentioned previously, the Johnston Street Local Area Plan seeks to avoid additional overshadowing of the southern footpath of Johnston Street between 10:00am and 2:00pm at the equinox. The proposed setbacks above the street wall assist in achieving this objective, as shown on the shadow diagrams submitted with the application.

#### *Height*

88. In terms of the built form context, the area is generally defined by the one to three storey hard edged development along Johnston Street. Behind the Johnston Street activity centre spine are one and two storey dwellings with a mixture of building types and styles. Physically, the site and its context provide both opportunities in the form of the neighbourhood activity centre location, and constraints having regard to the proximity of nearby dwellings in a Heritage Overlay to the north.
89. However, there are a number of recently constructed developments and planning approvals that are creating and will add to an emerging character along Johnston Street. These include the five storey GlaxoSmithKline building at 436-438 Johnston Street, as well as a six storey development at 370 Johnston Street that is currently under construction.
90. An eight storey development at 288-298 Johnston Street and a seven storey development at 316-322 Johnston Street have both recently gained planning approval. Additionally, a thirteen storey proposal is currently under consideration at 247-259 Johnston Street and a nine storey proposal is currently under consideration at 329 Johnston Street.

91. The proposed development seeks the construction of an eight storey building. The overall maximum height reaches 31.02 metres to the top of the lift overrun, while the roof of the seventh floor reaches a height of 28.5 metres. The building incorporates setbacks above the street wall of 3 metres for the fifth and sixth floors, increasing to 6.4 metres for the seventh floor. From the rear boundary, the setbacks increase from 2.05 metres at the second floor to 10.44 metres at the seventh floor.
92. Clause 22.10-3.3 (Setbacks and Building Height) aims to ensure that the height of new development is appropriate to the surrounding context and respects the prevailing pattern of heights of the area where this is a positive contribution to neighbourhood character. The JSLAP envisions a *new contemporary urban character will emerge in the eastern part of Johnston Street*.
93. The proposed eight storey building is similar to many of the approved and proposed developments within the Johnston Street Neighbourhood Activity Centre and achieves the general intent of the Yarra Planning Scheme to contribute to the local urban character. The overall height is therefore considered to be consistent in the context of the surrounding built form and the emerging activity centre character, and respects the prevailing and emerging pattern of heights in the area.
94. Clause 21.05 provides the most useful guidance on overall building height by seeking development in the order of five to six storeys within activity centres. The overall height of the proposed development, while exceeding this preferred height, is reflective of the range of existing and emerging heights in proximity to the site and will assist in achieving a new contemporary urban character for Johnston Street.
95. The Tribunal's decision in *Strathelie Property Holdings Pty Ltd v Yarra CC [2014] VCAT 513* to approve an eight storey building at 288-298 Johnston Street, approximately 110 metres to the west of the subject site also supports the proposed height. While the approved eight storey development in that application was located on a corner site and adjacent a four storey apartment building to the north as opposed to single and double storey dwellings as in the current application, and arguably had less sensitive interfaces to contend with than the site in the current application, a similar overall height is considered appropriate for the reasons advanced above.
96. As outlined in the Strathelie Property Holdings decision, '*there is substantial strategic planning policy support*' for an eight storey building, noting the '*review site is zoned Commercial 1 and falls within a nominated activity centre*'. The Tribunal further noted that '*the subject land has excellent access to services and facilities and a fixed rail railway station*'.
97. In the Strathelie Property Holdings decision, the Tribunal also discussed the overall height in the context of Clause 21.05-2, which states that development on strategic development 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) *High quality restoration and adaptive re-use of heritage buildings.*
  - (e) *Positive contribution to the enhancement of the public domain.*
  - (f) *Provision of affordable housing.*
98. The proposed development achieves upper level setbacks to Johnston Street as envisioned by the JSLAP and, as depicted in the 'sketch plans', achieves significant setbacks to the rear boundary. Council's urban design consultant has commented that '*the architecture of the proposal is well resolved*' and supports the intent of the materiality.

99. Council's ESD advisor has noted that *'most of the concerns raised previously have been addressed, including daylight access and external shading; however the bike parking is still inadequate'*. The 'sketch plans' show an increase in the number of bicycle parking spaces from nine to 16, as recommended by Council's ESD advisor. The application will therefore meet Council's environmental sustainable design standards. The subject site is not a heritage building and therefore the adaptive re-use of heritage buildings is not relevant to this application.
100. The development provides a mix of dwelling types contributing to a greater range of affordable and diverse housing options for the Abbotsford and metropolitan community. The appropriate provision of one, two and three bedroom dwellings is in line with 2011 statistics, where 31 per cent of households in the City of Yarra contained only one person, compared with 23 per cent in greater Melbourne, with the dominant household size being two persons per household.
101. Therefore, the proposed development meets the criteria to allow a building that exceeds the five to six storey preferred height limit for development on strategic redevelopment sites or within activity centres. Furthermore, while the Johnston Street Local Area Plan has not been approved as part of the Yarra Planning Scheme yet, it has been formally adopted by Council and can therefore be given some consideration. The JSLAP envisages a preferred maximum height of six to seven storeys for this section of Johnston Street, further adding weight to the proposed height.
102. As discussed above, the physical context of the surrounding area supports the development of an eight storey building. The approved development at 288-298 Johnston Street incorporates eight levels with an overall height of approximately 29.3 metres and is considered to be useful benchmark for the development on the subject site. For the above reasons, the proposed eight storey building is considered appropriate for this site.

#### *Architectural quality*

103. The development is considered to be of a high architectural quality and in that regard responds to the design objectives Clause 15.01-2. The contemporary design is appropriate and responds well to the emerging character of this part of Abbotsford, as confirmed by Council's urban design consultant who noted *'the architecture of the proposal is well resolved'*.
104. The east and west side elevations use various clear sealed concrete finishes, including rough cast concrete in a white and bright concrete mix, flat concrete in a white and bright concrete mix with sawtooth patterning and flat charcoal concrete with a brass centre inlay.
105. The use of these various finishes on the side boundary walls, combined with the light courts, will also assist in articulating these elevations until such time as neighbouring properties develop, which is both logical and supported, as noted by Council's urban design consultant.
106. There are protrusions outside the boundaries of the site, including the awning above the Johnston Street footpath. However, the design and location of the awning is considered acceptable and adds to the visual interest and functionality of the proposed design.

#### *Street Level Interface*

107. At the ground floor, the proposal will activate Johnston Street by way of the main residential entrance and the provision of a retail tenancy to the majority of the ground floor facade. The extent of service cabinets encroaching into the ground floor façade is also considered acceptable and will not have an unreasonable impact on the public realm. The services cabinet only occupies a small 2 metre section of the façade and, with a height of 1.3 metres, does not unduly interrupt the glazing of the shop.
108. Council's urban design consultant also recommended a reduction of the depth of the proposed entry lobby to Johnston Street to no more than one third of its width, also noting that *'specific design measures can be employed to justify why alternatives are an appropriate urban design outcome'*. The 'sketch plans' indicate that the design retains the deep entry lobby and include a chamfered entry aperture with clear glazing, the relocation of the mailboxes to increase the width of the corridor, clear glazing above both the service cabinets along the corridor to the shop and a feature light installation along the eastern internal wall of the corridor.
109. While the changes included in the 'sketch plans' attempt to address the urban design consultant's comment, the depth of the entrance lobby remains a concern as it creates an area of concealment and potential hiding places that undermine the safety of the street as commented upon by Council's urban design consultant.
110. Incorporating a glazed door close to the front property boundary would remove the potential hiding place and maintain the street activation. A condition of any planning permit that issues will therefore require amended plans with a clear glazed security door to a maximum depth of 1 metre from the front property boundary.
111. The proposed awning over the Johnston Street footpath *'is of an appropriate height and depth for the provision of meaningful weather protection to pedestrians'* as noted by Council's urban design consultant and is supported. Council's engineering services unit require awnings be set back no less than 750mm from the kerb as required by the Building Regulations 2006. The proposed awning achieves this.
112. Objective 2.10 of the GHDRD aims to ensure that new tall buildings do not create adverse wind effects. Taller buildings invariably create challenging wind conditions at street level. These include down drafts and wind tunnel effects. Measures to reduce the impact of these effects should be considered.
113. The proposed development incorporates a stepped building form and articulation of the building mass to reduce wind turbulence at ground level of the Johnston Street frontage, with the proposed awning further reducing any adverse wind impacts. To the laneway, the articulation of the building mass and setbacks at the upper levels assists with the minimising any adverse wind impacts.

#### Off-site amenity impacts

114. The subject site is located within the Commercial 1 Zone. Sites to the east, west and south of Johnston Street 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).
115. 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 Commercial 1 Zone. In addition, the local character shows a high level of site coverage and boundary-to-boundary development within the subject site and those surrounding it.

116. The appropriateness of the setbacks and walls on boundaries provided in this instance need to be considered within their strategic context, being located within a Commercial 1 Zone and in a neighbourhood activity centre location. There would be an expectation within this area that buildings would include on boundary walls and limited setbacks, particularly as this area is earmarked for higher density developments.
117. Expectations of those residing in a Commercial 1 Zone must also be tempered with the purpose of these zones to provide for residential uses at densities complementary to the role and scale of the commercial centre. Residents in these zones should not expect wide setbacks particularly if the surrounding area is already characterised with minimal front and side setbacks, which is the case here. Clause 34.01-8 of the Scheme protects the amenity of residential properties in abuttal to commercial areas, although this should also be tempered with amenity expectations for residential properties at commercial interface locations.

#### *Visual Bulk*

118. The sensitive interface to the proposal is to the north, which is separated from the proposal by the 6 metre width of the laneway, thus reducing the visual bulk impact potential. While expectations of visual bulk should be tempered for those who live at the rear of properties with outlooks to laneways, the proposed development as depicted in the advertised plans failed to adequately reduce the visual bulk impact.
119. The JSLAP calls for two to three storey interfaces where opposite existing fine grain residential properties. The proposal provides a two storey wall plus balcony balustrade (9.90 metres) on the rear boundary with the laneway and achieves the intent of the JSLAP and an appropriate transition from the fine grained residential properties to the north.
120. Given the sensitive interface to the north, Council's urban design consultant has recommended an appropriate response would be to assess the proposal against the requirements of Standard B17 of Clause 55.04 as measured from the northern boundary of Little Turner Street for all built form within 10 metres of the site's northern boundary.
121. The proposed setbacks as detailed in the advertised plans failed to achieve compliance with this recommendation and do not represent an acceptable transition from the residential properties on the northern side of the laneway. The 'sketch plans' increase the upper level setbacks to the rear boundary, bringing the proposed development closer to achieving compliance with this recommendation.
122. The fifth and sixth floors still encroach into the recommended setback by between approximately 0.5 metres and 3 metres. The balcony balustrades on the third and fourth floors also encroach, albeit it marginally. The encroachment of the fifth and sixth floors into the recommended setback is considered acceptable in this instance due to the sightlines provided with the 'sketch plans' that demonstrate the visual impact of the proposed building is negligible from the ground and first floor south-facing bedroom windows of the dwelling at No. 1 Rich Street on the northern side of the laneway.
123. Moreover, the increased setbacks as detailed in the 'sketch plans' reduce the visual bulk impacts as seen from the adjoining residential properties to the north and achieve a more acceptable outcome. A condition of any planning permit that issues will require amended plans in line with the 'sketch plans'.

#### *Daylight to windows*

124. There are a number of neighbouring habitable room windows facing the proposal to the north. However, these windows benefit from the 6 metre width of the Little Turner Street and thus are ensured they have adequate daylight access.

125. Similarly, the residential development at No. 328-334 Johnston Street that includes dwellings facing east towards the subject site, benefits from a single and a double storey building sited in between the two sites that combined have a width of approximately 20 metres, thus allowing adequate daylight access to those dwellings.

#### *Overshadowing*

126. The decision guidelines of the Commercial 1 Zone include a requirement of buildings to provide for solar access. The amenity impacts associated with the proposal must be measured in the context of the future development of the land and that the zoning of the land seeks to provide for residential uses at densities complementary to the role and scale of the commercial centre. These same issues have been discussed extensively at the Tribunal. An example are the comments within *RPC Architects v Glen Eira CC [2009] VCAT 1608* where the following was discussed in relation to shadowing impacts and daylight to existing windows of residences within a Commercial 1 Zone (formally Business 1 Zone):

*[54] I have a different view about the impact on the property to the south. The reality is that Ms Rawadi's property is zoned Business 1. Policy encourages redevelopment. The zone purpose encourages intense development. Unlike the property to the north of the site, Ms Rawadi's property has land zoned Business 1 on both sides. What is on the Ms Rawadi's property, and the dwelling to its south, is not what policy envisages is being the future of that land.*

*[55] That is not to say that the residents of those properties should not be able to live there, however, that should not be at the expense of allowing development and use on adjacent land that represents a fair response to the site attributes, zoning and policy context. I think that the expectations on this side of the fence need to be different. That does not however mean that I think the amenity of Ms Rawadi's property should be "sacrificed at the altar", but expectations need to be tempered.*

*[56] Given this, it is unrealistic to expect that solar access in accordance with the relevant standard of Clause 55 be maintained to north facing windows or that the backyard will not be overshadowed to a substantial extent.*

127. It should be noted that the decision guidelines of the Commercial 1 Zone only requires consideration of overshadowing to land in the Neighbourhood Residential and General Residential Zones, not in the Commercial 1 Zone.
128. With the above in mind and noting the proposal will not unreasonably overshadow the Neighbourhood Residential Zone properties to the north, the remaining consideration in relation to overshadowing is the three storey residential development to the west at No. 328-334 Johnston Street located within the Commercial 1 Zone. The shadow diagrams submitted with the application indicate that the shadow cast by the proposed building will not impact the building after 10:00am at the equinox.
129. Given any additional overshadowing occurs before 10:00am, the proposal is not considered to unreasonably overshadow the residential building to the east at No. 328-334 Johnston Street.

#### *Overlooking*

130. Objective 2.9 of the GHDRD suggests that windows 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 the 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.

131. There are habitable room windows facing the proposal within 9 metres on the northern side of Little Turner Street. The proposal's first, second and third floors contain balconies and windows of the offices with outlooks towards the laneway. The offending windows and balconies have been appropriately screened with angled privacy shelves to a height of 1.7 metres to reduce overlooking.
132. From the fourth floor and above, the rear setbacks all ensure a minimum 9 metre setback is achieved from the nearest sensitive residential private open space areas and habitable room windows.

#### *Noise*

133. The dwellings located in the vicinity of the subject site are surrounded by higher intensity, noise emitting uses which results in any noise from the proposed dwellings and vice versa being considered acceptable given that they are both of a residential nature. Furthermore, the Commercial 1 Zone encourages dwellings to be located above ground floor as no planning permit would have been required for the use of the land as dwellings if the residential lobby was less than 2 metres in width.
134. Regarding the noise from the any plant and equipment, compliance with the SEPP N-1 is required. The acoustic report submitted with the application adequately resolved noise issues relating to commercial plant equipment, but did not address noise from the car park entrance roller door or the car stackers, which will be required to comply with SEPP N-1 at both the existing dwellings on Little Turner Street and the proposed dwellings within the development. A condition of any planning permit that issues can ensure this is achieved in accordance with the recommendation of Council's acoustic consultant.

#### Equitable development

135. Objective 2.6 of the GHDRD aims to ensure areas can develop with an equitable access to outlook and sunlight. The design suggestions call for the consideration of the possible future development of adjoining sites and allow, as best as possible, for an equitable spread of development potential throughout an area.
136. The proposed design utilises the Johnston Street and the rear laneway frontages for all primary outlooks. The proposal also includes sheer construction to both side boundaries up to the fourth floor, with light courts extending from the fifth floor. Council's urban design consultant was generally satisfied that the proposed development allowed for the equitable development of adjoining properties to the east and west.
137. Specifically, Council's urban design consultant was supportive of the equitable development outcome, noting that *'the proposal clearly indicates that abutting properties can readily develop with a similar floorplan concept without requiring amalgamation and therefore it is considered that the light courts are of a dimension and location that does not unreasonably impact upon equitable development opportunities for these sites'*.

#### On-site amenity

138. 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 DSE Guidelines for Higher Density Residential Development provide useful guidance with regard to on-site amenity including circulation spaces, site services, dwelling diversity, layout and open space.
139. Being located within a Commercial 1 Zone, Clause 22.05 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*

140. The proposed dwellings 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. Living room and bedroom sizes are all of an adequate size to ensure the usefulness of the space and create functional and comfortable residential dwellings in accordance with Objective 5.3 of the GHDRD.

### *Daylight and ventilation*

141. There are a number of windows able to be operable for each dwelling that face outward either onto Johnston Street, Little Turner Street or towards the internal light courts. Overall, the proposal provides high internal amenity levels, with no bedroom relying on borrowed light and those with a single aspect are provided with a wide frontage and shallow living areas to ensure sufficient daylight access and adequate ventilation. South facing dwellings in particular have been provided with shallow living areas to ensure adequate daylight penetration.
142. As noted by Council's ESD advisor, *'two bedrooms in Dwelling 503 fall just below our best practice standard for daylight, meeting the daylight level for approximately 60% of the floor area rather than 90 per cent'*. However, considering that the remainder of the building exceeds Council's daylight standards, Council's ESD advisor was satisfied that given the rest of the building exceeds the daylight standards, this minor variation is a satisfactory outcome.
143. As the plans are not clear as to which windows are operable and to ensure adequate ventilation for each dwelling, a condition of any planning permit that issues will require this to be clearly shown on the plans.

### *Private open space*

144. 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. Each dwelling is provided with a private open space area that achieves these requirements.
145. The proposed private open space areas of each dwelling are considered acceptable in this instance as, combined with the proximity of the Victoria Park community hub and recreation facility, the recreation and service needs of the future residents can be adequately accommodated.

### *Storage*

146. A storage cage for each dwelling is located on the ground floor, each with a capacity of 4 cubic meters. This is considered acceptable as in this inner urban setting and without the need for a lawnmower or other large equipment, residents of these apartments would not have the same storage needs as residents in detached dwellings.
147. The minimum storage area was confirmed within the Tribunal decision *U1 Stanley Street Pty Ltd v Yarra CC [2012] VCAT 1455* where the minimum acceptable amount of storage was defined as being 3 cubic metres for apartment developments.

### *Safety*

148. The internal entrance to each dwelling is accessed from the communal corridors radiating from the lift core. The communal corridors have been minimised in length, increasing the perceived safety and complying with design guidelines within Clause 21.05-2. The inclusion of balconies facing both Johnston Street and the rear laneway will add to the level of perceived safety which is an improvement on existing conditions.

149. The residential entrance lobby is set back off the street boundary and creates an area of concealment and potential hiding places that undermine the safety of the street. As discussed previously in this report, a condition of any planning permit that issues will therefore require amended plans reducing the depth of the entrance lobby to a maximum one third of its width.

#### *Internal Views*

150. Overlooking between the proposed dwellings has been minimised through the appropriate site and building layout, window location and design. Specifically, the primary living areas, bedrooms and balcony of each dwelling is provided an appropriate outlook to achieve this. While some internal overlooking will occur within the proposed development, this is considered acceptable and future residents will be aware of the existing conditions prior to occupying the dwellings.
151. However, there remains some concern with internal overlooking within the light courts, specifically the central light court on the western boundary and downward views within the other light courts. To ensure no unreasonable internal overlooking occurs, a condition of any planning permit that issues will require sectional elevations of the light court showing the measures proposed to minimise overlooking between dwellings.

#### *Noise*

152. In mixed use areas, there are often points of conflict between different uses. In order to maintain the viability of commercial areas there is a need to ensure that new residents do not have unrealistic expectations of the level of amenity that can be achieved. Council's Interface Uses Policy at Clause 22.05 aims to manage interface use and development conflicts. This policy applies to applications for use or development within the Commercial 1 Zone (amongst others).
153. Clauses 52.43, 13.04 and 22.05 provide specific direction on noise issues and generally require noise generated from the development to comply with relevant policy, and that noise sensitive uses (such as dwellings) protect themselves from surrounding noise generators such as traffic and nearby live entertainment venues.
154. The applicant submitted an acoustic report outlining the acoustic assessment of the proposed development. Council's acoustic consultant reviewed the acoustic report and generally supported the approach, provided additional acoustic assessment of the car park entrance roller door and the car stackers is provided, as discussed previously in this report. Conditions contained within the recommendation will ensure these requirements are met.

#### *Circulation spaces*

155. Dwelling access is via the residential lobby located on the ground floor or the secondary entrance from the car parking area. The main residential passageways are well proportioned and are located close to the lift. The circulation corridors are generously proportioned with a minimum width of in excess of 2 metres. The width is sufficient and the design complies with objective 4.3 of the GHDRD.

#### *Site services*

156. Site services are provided at each level with waste storage areas being located on the ground floor. This is compliant with objective 4.6 of the GHDRD. Mail services have been shown in the residential lobby on the ground floor of the building. The roof plan has been provided showing services that are appropriately screened from view.

#### Sustainable design

157. 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.
158. The applicant submitted a Sustainability Management Plan prepared by GIW Environmental Solutions which provides an overview of the sustainability initiatives that have been assessed for inclusion in the proposed development.
159. Council's ESD advisor has reviewed the application including the Sustainability Management Plan and is satisfied the proposal can achieve an appropriate level of sustainability, subject to minor changes and additions to the plans, including the provision of 16 bicycle parking spaces as depicted in the 'sketch plans'. A condition of any planning permit that issues will require amended plans in line with the 'sketch plans'.
160. It is noted that Council's ESD advisor recommended that kitchens have extractions fans instead of re-circulating fans and that portable drying racks/lines be provided to each dwelling as sustainable design improvement opportunities. The applicant has chosen not to include these components in the design. However, they are not required in this instance as the proposal already satisfies Council's best practice environmental sustainable design standards.

#### Car and bicycle parking

##### *Car parking*

161. Under clause 52.06 of the Scheme, the applicant is seeking a car parking reduction of 32 car parking spaces, as outlined within the table included in the Particular Provisions section earlier in the report. Broken down, the 32 car parking spaces consist of two residential spaces, one residential visitor space, one shop space and 28 office spaces.
162. A total of 18 on-site car parking spaces will be accommodated in mechanical car stacker devices, with four allocated to the one or two bedroom dwellings, two allocated to the three bedrooms dwellings and twelve allocated to the office space. The development will also contain 16 on-site bicycle parking spaces, as depicted in the 'sketch plans'.
163. Council's engineering services unit noted that the car parking provision for the one and two bedroom dwellings satisfies Clause 52.06-5 and the two three-bedroom dwellings are provided with one on-site car parking space each. The Australian Bureau of Statistics' 2011 Census data for car ownership in Abbotsford recorded that the average number of cars per three-bedroom dwelling was 1.6 cars, with 14 per cent of three-bedroom dwellings not owning a car and 34 per cent owning one car. This suggests there is a significant proportion of three-bedroom dwellings that own one or no cars. The proposed allocation of one space for the three-bedroom dwelling is considered acceptable by Council's engineering service unit.
164. Peak car parking for residential visitors generally occurs on weekday evenings and on weekends. The proposed car parking is contained within car stacker devices, which is unsuitable for residential visitor parking. Council's engineering service unit considers the car parking demand of one visitor space can be accommodated on-street.
165. The concept of not providing visitor car parking spaces within car stackers has been well established by VCAT as an undesirable outcome. Within the VCAT decision *207 Bridge Road Pty Ltd v Yarra CC [2013] VCAT 1901* the following comments were made:

[46] We find the need for the provision of two visitor spaces, totally impractical given that a mechanical stacker arrangement is to be used. As noted by Mr Fairlie, stacker systems are appropriate when there is consistency in user, as such persons will become familiar with how they operate. As such, they are often employed to provide residents spaces or those for offices. They are not typically applied in public or visitor parking situations because of the lack of familiarity of those users with such systems.

166. Additionally, VCAT has also determined that it is not acceptable to delete resident car stacker spaces within developments in lieu of at-grade visitor spaces. For example, within the VCAT decision *Strathelie Property Holdings Pty Ltd v Yarra CC [2014] VCAT 513*, the following comments were made:

[39] We accept Ms Dunstan's observation that long term parking by residents is better to be within the development, and that on-street parking is better utilized by short term visitors.

167. Both of these aforementioned VCAT decisions originally included conditions by Council to delete resident car parking spaces in lieu of visitor car parking spaces and in both instances, these conditions were deleted by VCAT.
168. Car parking associated with office type developments is generally long-stay parking for employees and short term parking for customers and clients. The actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3.5 spaces per 100 square metres of floor space, since the area has very good access to public transport services, as confirmed by Council's engineering services unit.
169. The proposed office space has a car parking provision rate of 0.91 spaces per 100 square metres. Council's engineering services unit is satisfied that the office parking rate of 0.91 spaces per 100 square metres for the proposed development is appropriate.
170. The shop component has a statutory car parking requirement of one space. This space would most likely be required for staff. The applicant's traffic report estimates that the shop has a car parking overflow of one staff space and one customer space.
171. On-street car parking occupancy surveys of the surrounding area were undertaken for the applicant's traffic report. An inventory of 327 to 328 on-street car parking spaces was identified in the study area. The results of the car parking occupancy surveys indicate that the car parking occupancy recorded ranges from 54 per cent to 79 per cent. The peak parking occupancy was observed at 2:30pm on the Friday, with 257 car parking spaces occupied. According to Council's engineering services unit, on-street parking should be available for the overflow in any short stay parking demands generated by the development.
172. From a traffic engineering perspective, the waiver of car parking is considered appropriate in the context of the development and the surrounding area. The site has very good accessibility to public transport and connectivity to the on-road bicycle network, while the site is also in proximity to on-street car share pods. Additionally, occupants of the new dwellings will not be eligible to apply for on-street residential and visitor car parking permits. Council's engineering services unit has no objection to the reduction in the car parking requirement for the proposed development.

#### *Bicycle Parking*

173. As outlined earlier in the report, the proposed development is required to provide one resident bicycle parking space, one resident visitor bicycle space, four bicycle parking spaces for employees of the office and one for visitors. The proposal includes 16 bicycle parking spaces on the ground floor as depicted in the 'sketch plans'.

174. Through the provision of these 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 in this development.
175. The bicycle parking spaces have also been provided in a convenient location near to the main pedestrian entrance and in an area where there is limited potential for conflict with motor vehicles. This satisfies the requirements of clause 52.34 of the Yarra Planning Scheme. In relation to residential visitor bicycle parking options, it is noted that there are opportunities within proximity of the site for visitors to temporarily lock-up their bike along the Johnston Street footpath.
176. However, pursuant to AS2890.3 - 2015, at least 20 per cent of bicycle parking spaces should be ground level bicycle hoops, with a maximum of 80 per cent Ned Kelly style hanging hoops. A condition of any planning permit that issues will ensure this balance is achieved.

#### Traffic and access

##### *Traffic generation*

177. For the residential component of the development, the applicant's traffic report adopted a traffic generation rate of four vehicle trips per dwelling per day. The resulting residential traffic volume is 24 vehicle trips per day. The peak hour residential traffic volume would be 10 per cent of the daily traffic volume or two vehicle trips in each peak hour.
178. For on-site office car parking spaces, the peak hour traffic generation of 0.5 trips per office space and the daily office traffic volume of five trips per day have been adopted. For the twelve on-site office car parking spaces, this would equate to six trips per peak hour and 60 trips per day. Overall, the development is expected to generate a daily traffic volume of 84 trips with peak hour traffic volumes of eight trips per peak hour.
179. Council's engineering services unit consider the traffic distributions adopted in the submitted traffic report to be reasonable. By applying the directional splits in the morning and evening peak hours, the development is expected to generate five inbound trips and three outbound trips in the morning peak hour and two inbound trips and six outbound trips in the evening peak hour. These volumes of traffic are not unduly and should not adversely impact the traffic conditions of Little Turner Street or the surrounding streets, as noted by Council's engineering services unit.

##### *Car parking layout*

180. The proposed car parking will be accommodated in a mechanical car stacker device. The car stacker device contains 18 car parking spaces. Each platform has a useable width of 2.4 metres, which satisfies the minimum parking space width for resident parking. The vehicle clearance profile provided in the technical specifications for these devices can accommodate the B85 design vehicle and the B99 design vehicle. The stacker device is considered satisfactory from Council's engineering services unit's perspective, who also noted that six out of the 18 car parking spaces can accommodate vehicle heights of 2.0 metres (33 per cent of the spaces). This satisfies the requirements of Clause 52.06-8.

##### *Vehicle access*

181. The development's vehicular access point is located on Little Turner Street. The submitted swept path diagrams provided by the applicant's traffic consultant for the B85 design vehicle adequately demonstrate satisfactory entry and exit movements into and out of the car stacker platforms via Little Turner Street. Council's engineering services unit is satisfied with the vehicle access arrangements.

### *Loading and unloading*

182. The requirement for a loading bay is triggered by the ground floor shop component, which has a floor area of 49 square metres. The nearest on-street loading zone is located in Little Turner Street, close to the rear of the site. The proposal would use vans or small trucks to transport any goods to the site. These vehicles could also utilise regular on-street kerbside parking when making deliveries.
183. With a site area of 405 square metres, the size of the site is considered insufficient to adequately provide for an on-site loading bay. Additionally, the existing commercial tenancies rely on on-street loading. Council's engineering services unit has no objection to the waiver of the loading requirement for the proposed development.

### *Waste management*

184. Council's waste services coordinator has reviewed the application and the waste management plan prepared by Leigh Design and dated 27 October 2016. The waste management plan is considered satisfactory from Council's waste services coordinator's perspective.

### Objector concerns.

185. The majority of the issues which have been raised by the objectors have been addressed within this report, as outlined below:
- Excessive height (paragraphs 88-102).
  - Insufficient setback to the rear (paragraphs 117-123).
  - Wind tunnel effect (paragraphs 111-112).
  - Increase in noise (paragraphs 133-134).
  - Overshadowing (paragraphs 126-129).
  - Overlooking (paragraphs 130-132).
  - Lack of car parking (paragraphs 161-172).
  - Increase in traffic (paragraphs 177-179).
  - Waiver of the loading bay (paragraphs 182-183).
186. Outstanding concerns raised in the objections are discussed below, and relate to:
- (a) *Overdevelopment.*  
Overdevelopment is a commonly used expression to dismiss development proposals which seek to remove existing buildings and to introduce significant new built form into particular neighbourhoods. An assessment against State and local planning policies and the Guidelines for Higher Density Residential Development can often demonstrate that a proposal is not an overdevelopment despite being more intensive than what existed before. For the reasons advanced in earlier in this report, the proposed development is not considered to be an overdevelopment of the site.
- (b) *Loss of views.*  
While the Victorian Civil and Administrative Tribunal have recognised that views can be a relevant amenity consideration, it has also held that there is no right to a view and that the weight to be given to the amenity impact of loss of views is diminished where no planning control applies encouraging retention or sharing of views. There is no specific policy, provision or local policy control regarding views within the Yarra Planning Scheme. In this context, it is not considered that the extent of loss of view in this case is unreasonable, particularly considering the built form expectations envisaged in the Johnston Street Local Area Plan.

## Conclusion

187. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the State and Local Planning Policy Framework. Notably, the proposal 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.
188. The proposal, subject to conditions outlined in the recommendation below including the adoption of the changes made in the 'sketch plans', is an acceptable planning outcome that demonstrates compliance with the relevant Council policies.

## RECOMMENDATION

That having considered all objections and relevant planning policies, it is recommended that a Notice of Decision to Grant a Planning Permit PLN16/0471 be issued for the construction of an eight storey building plus a basement and roof top plant containing a shop, office space and six dwellings, use of the land as dwellings, a reduction of the car parking requirement and a waiver of the loading bay requirement at 344 Johnston Street, Abbotsford, subject to the following conditions:

### Amended Plans

1. Before the use and 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 advertised plans prepared by CHT Architects and received by Council on 4 November 2016, but modified to show:
  - (a) The changes as shown in the revised plans prepared by CHT Architects and received by Council on 3 February 2017, including:
    - (i) Increased setbacks to the interface with the laneway/northern boundary.
    - (ii) Different surface finishes to the exposed walls to the side boundaries to provide visual interest.
    - (iii) An increase in the number of bicycle parking spaces to 16.
  - (b) The provision of a clear glazed security door to the residential entrance within 1 metre of the front property boundary.
  - (c) Operable windows in all habitable rooms clearly shown.
  - (d) A minimum of 20 per cent of bicycle parking spaces must be ground level bicycle hoops, with a maximum of 80 per cent Ned Kelly style hanging hoops.
  - (e) Overlooking measures to ensure no unreasonable overlooking between habitable rooms within the light courts on the side boundaries in accordance with Clause 55.04-6 of the Yarra Planning Scheme.
  - (f) All glazing installed in accordance with the acoustic report prepared by Marshall Day Acoustics and date 27 October 2016.
  - (g) Any changes recommended in the amended acoustic report required by condition 5 of this planning permit.
2. The use and 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.

### Sustainable Management Plan

3. Prior to the endorsement of plans, 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 GIW Environmental Solutions and dated 28 October 2016, but modified to include or show:
  - (a) The provision of 16 bicycle parking spaces within the development.



4. The provisions, recommendations and requirements of the endorsed sustainable management plan must be implemented and complied with to the satisfaction of the Responsible Authority.

#### **Acoustic Report**

5. Prior to the endorsement of plans, an amended acoustic report to the satisfaction of the Responsible Authority 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 Marshall Day Acoustics and dated 27 October 2016, but modified to include (or show, or address) the following:
  - (a) Car stacker noise assessed to the first floor window of 1 Rich Street. A SEPP N-1 and Lmax assessment should be undertaken.
  - (b) The detail of any shielding between the car stacker and the dwelling included in the acoustic report (for example, if the car park entrance door is to be a solid type without gaps, this should be clearly noted).
  - (c) A maximum allowable noise level for the car stacker (both Leq and Lmax) included in the report as a clear specification. Car stackers that produce higher levels of noise should not be installed on the project, given the proximity of noise sensitive receivers.
  - (d) A maximum noise level at 1 metre be specified for the carpark entrance door, such that SEPP N-1 and sleep disturbance targets will be met at 1 Rich Street.
6. The provisions, recommendations and requirements of the endorsed acoustic report must be implemented and complied with to the satisfaction of the Responsible Authority.

#### **Waste Management Plan**

7. The provisions, recommendations and requirements of the endorsed waste management plan must be implemented and complied with to the satisfaction of the Responsible Authority.

#### **Car Parking**

8. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the car stackers must be installed in accordance with the manufacturer's specifications by a suitably qualified person. The car stackers must be maintained thereafter to the satisfaction of the Responsible Authority.

#### **General**

9. The amenity of the area must not, to the satisfaction of the Responsible Authority, be detrimentally affected by the 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.
  - (d) The presence of vermin.
10. 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.
11. 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.
12. Before the building 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.

13. 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.
14. 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.
15. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.
16. 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 7:00am or after 6:00pm.
  - (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9:00am or after 3:00pm.
  - (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

### **Construction Management Plan**

17. Before the use and/or development commences, a construction management plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:
  - (a) A pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure.
  - (b) Works necessary to protect road and other infrastructure.
  - (c) Remediation of any damage to road and other infrastructure.
  - (d) Containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land.
  - (e) Facilities for vehicle washing, which must be located on the land.
  - (f) The location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street.
  - (g) Site security.
  - (h) Management of any environmental hazards including, but not limited to,:
    - (i) contaminated soil.
    - (ii) materials and waste.
    - (iii) dust.
    - (iv) stormwater contamination from run-off and wash-waters.
    - (v) sediment from the land on roads.
    - (vi) washing of concrete trucks and other vehicles and machinery.
    - (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.
- (q) 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.
- (r) Existing public lighting could only be disconnected once temporary alternative lighting scheme becomes operational.
- (s) A temporary lighting scheme must remain operational until a permanent lighting scheme is reinstated.
- (t) Any site-specific requirements.

If required, the construction management plan may be approved in stages. Construction of each stage must not commence until a construction management plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.

18. During the construction:

- (a) Any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority 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 land enters the stormwater drainage system;
- (c) Vehicle borne material must not accumulate on the roads abutting the land;
- (d) The cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
- (e) All litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

19. The provisions, recommendations and requirements of the endorsed construction management plan must be implemented and complied with to the satisfaction of the Responsible Authority.

**Permit Expiry**

20. 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; or
- (c) the use has 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:**

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

A vehicle crossing permit is required for the construction of any vehicle crossing(s). Please contact Council's construction management branch on 9205 5585 for further information.

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.

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.

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

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

The applicant must liaise with Council's open space unit for the protection of street trees in Johnston Street.

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 developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, Building design near powerlines, which can be obtained from their website: <http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs>.

For the replacement of the public light in Johnston Street, all public lighting works must be undertaken by CitiPower and comply with CitiPower standard requirements and regulations.

**CONTACT OFFICER:**     **Nikolas Muhllechner**  
**TITLE:**                     **Principal Statutory Planner**  
**TEL:**                        **9205 5373**

#### **Attachments**

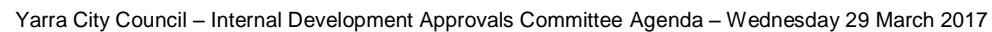
- 1**   PLN16/0471 - 344 Johnston Street Abbotsford - Subject Land Map
- 2**   PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans
- 3**   PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans"
- 4**   PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments
- 5**   PLN16/0471 - 344 Johnston Street Abbotsford - Waste Services Unit Comments
- 6**   PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments
- 7**   PLN16/0471 - 344 Johnston Street Abbotsford - Urban Design Consultant Comments
- 8**   PLN16/0471 - 344 Johnston Street Abbotsford - Acoustic Consultant Comments



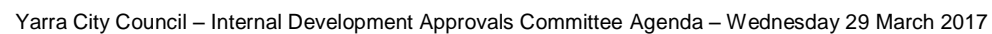
An aerial photograph of a city block in Chicago. The image shows a grid of streets: LULIE ST on the left, TURNER ST at the top, JOHNSTON ST at the bottom, PARK ST on the far left, NICHOLSON ST on the right, and LITTLE TURNER ST running horizontally across the middle. Numerous buildings are visible, many with addresses labeled. A specific building at the intersection of LITTLE TURNER ST and NICHOLSON ST is highlighted with a black rectangle and labeled '945'. The surrounding area is densely packed with urban structures and parking lots.

15144

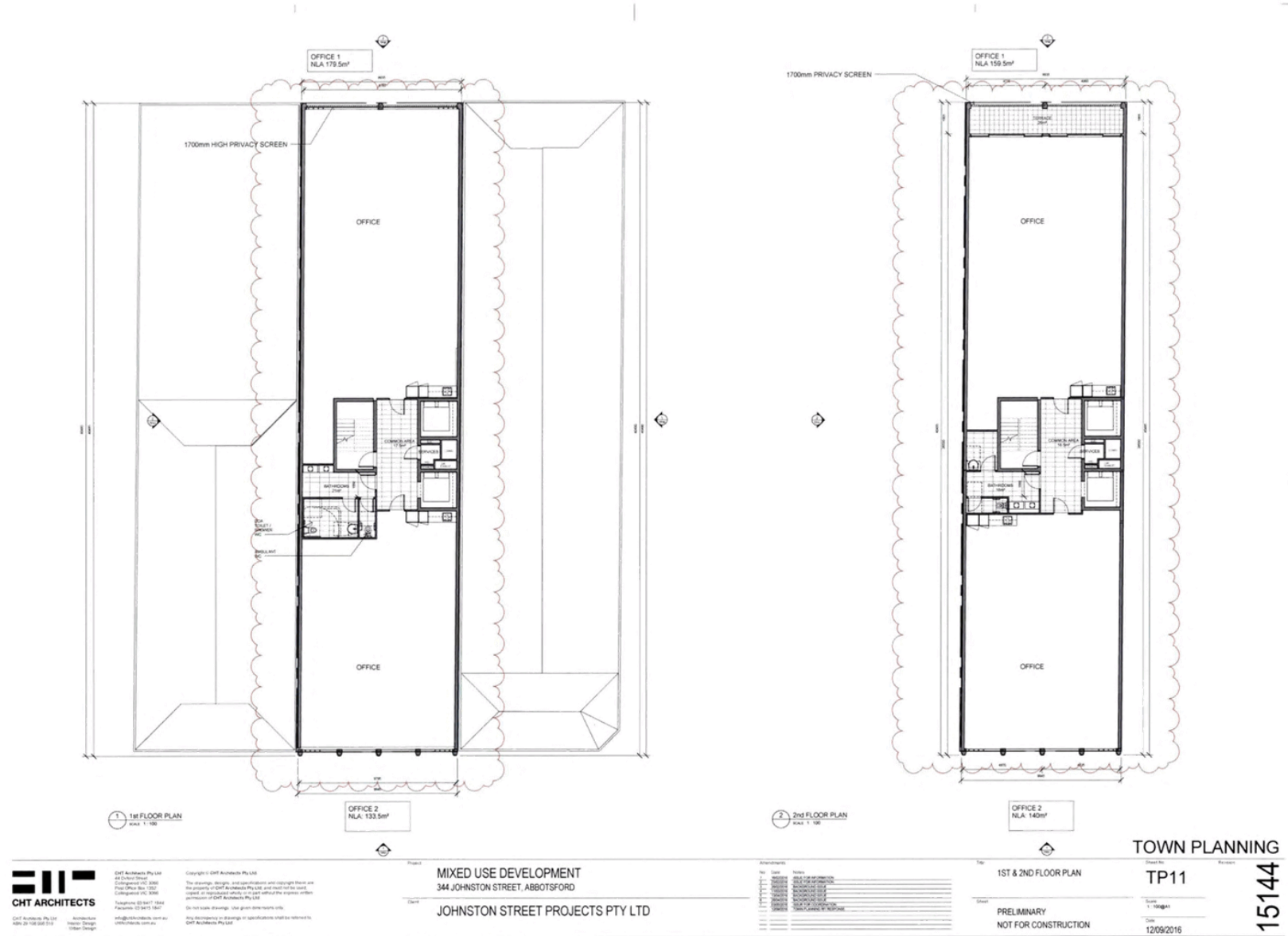




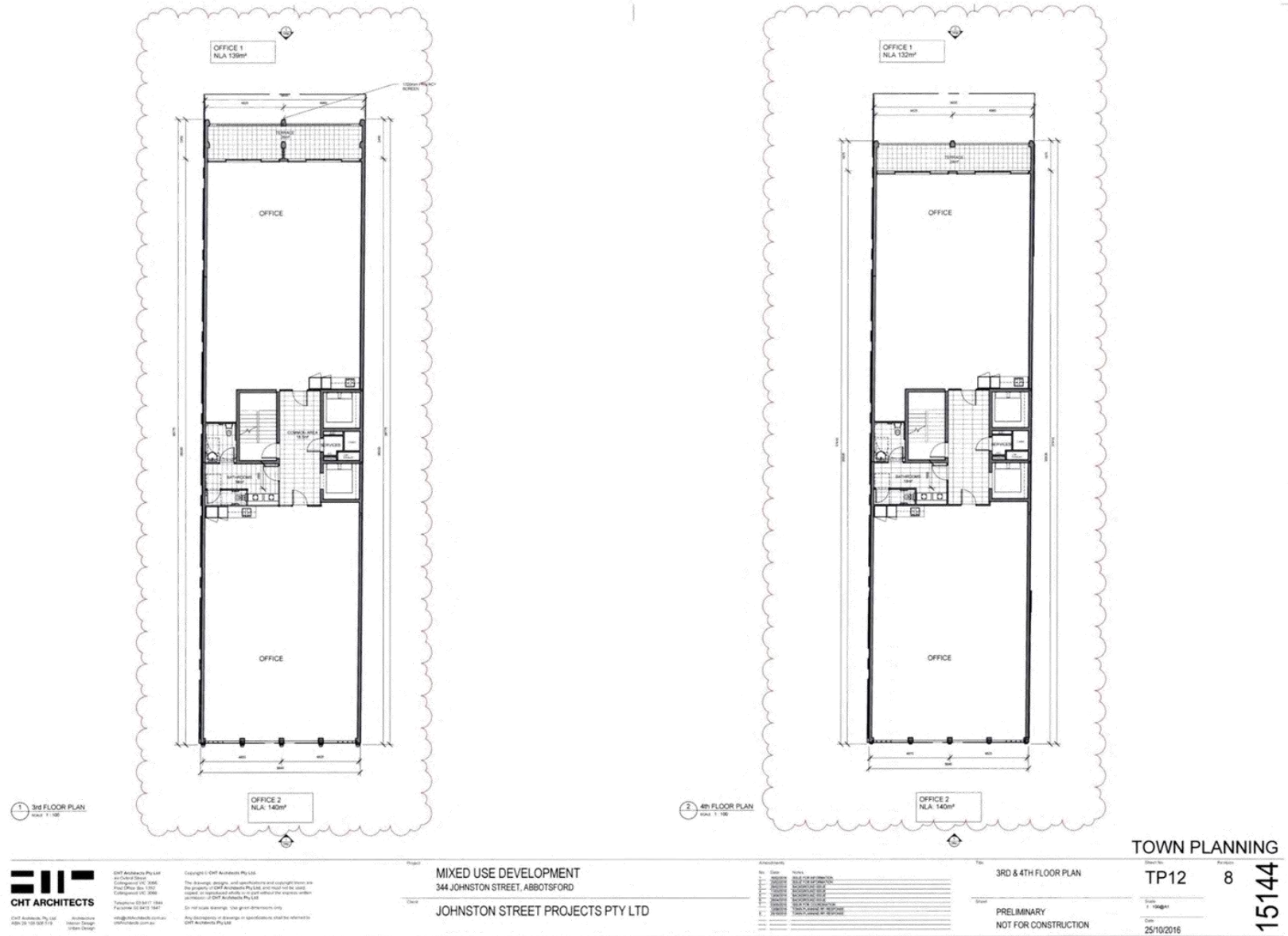




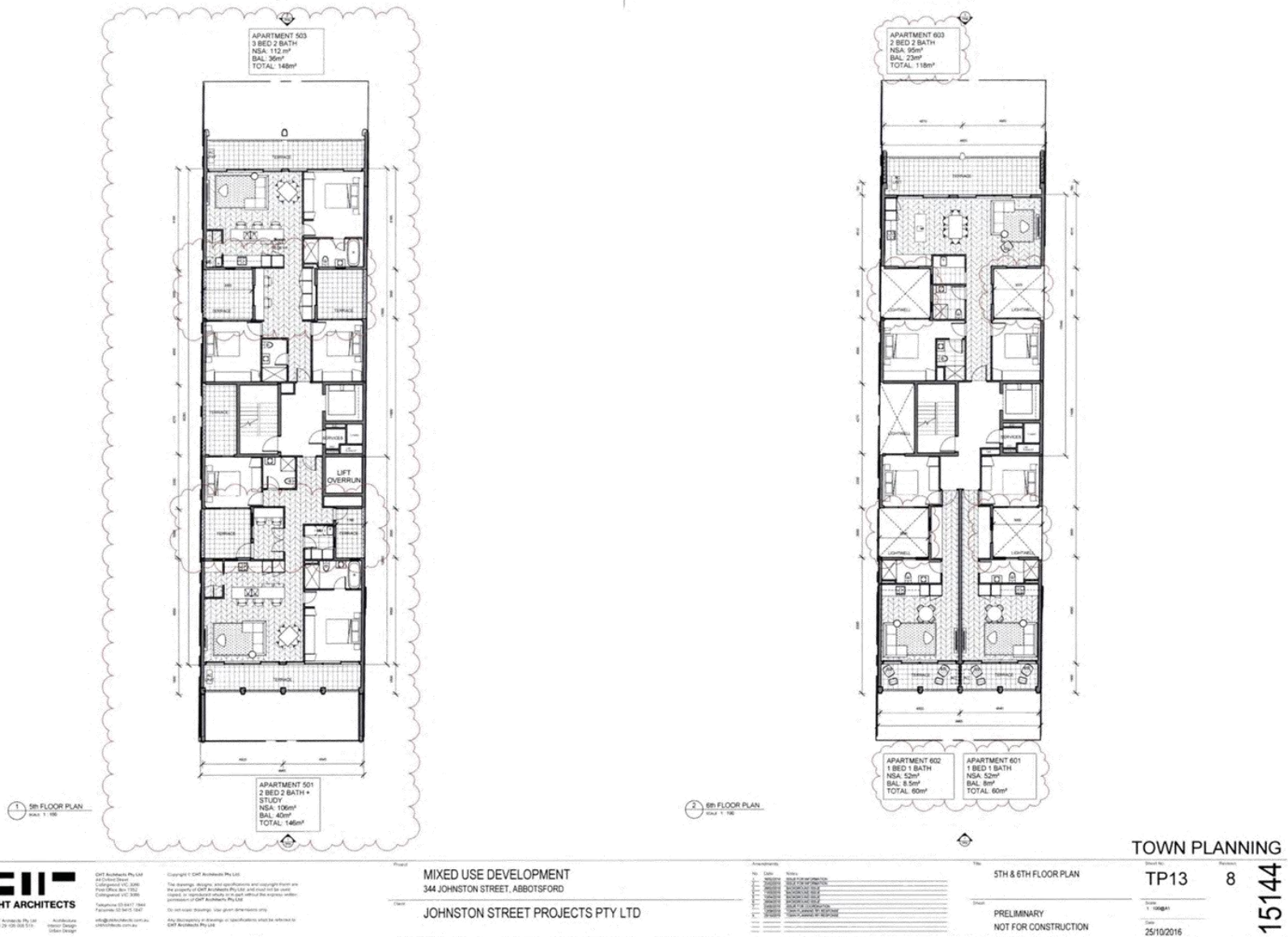
Attachment 2 - PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans



Attachment 2 - PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans



Attachment 2 - PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans

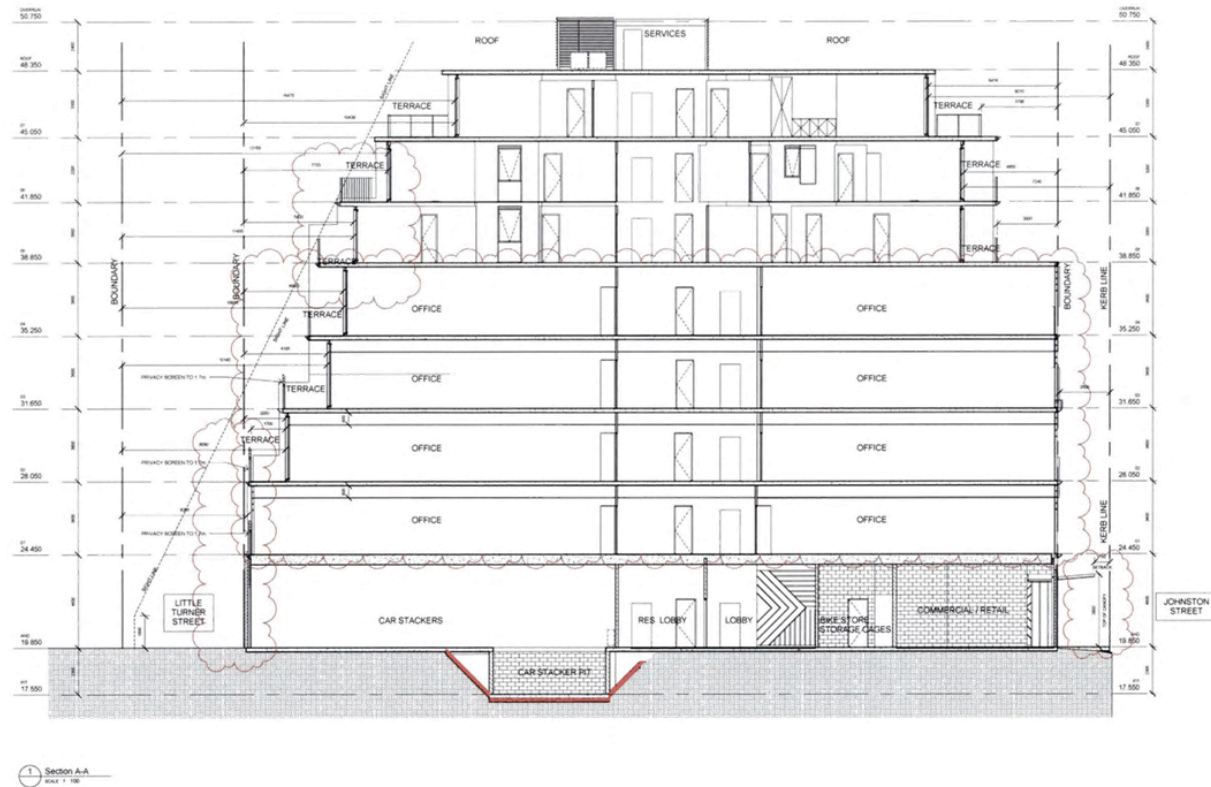




# Attachment 2 - PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans



## Attachment 2 - PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans



Section A-A  
SCALE 1:100



**CHT ARCHITECTS**

CHT Architects Pty Ltd  
A201 29 100-100-110

Architecture  
Planning  
Urban Design

**Project:** **MIXED USE DEVELOPMENT**  
**344 JOHNSTON STREET, ABBOTSFORD**

**Client:** **JOHNSTON STREET PROJECTS PTY LTD**

**Architects:**

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Ms. Emily White	101 Lake Dr, Perth	08 7654 3210	08 7654 3211	emily.white@white.com.au

**Site:** **SECTION A-A**

**Drawn:**

**PRELIMINARY**  
**NOT FOR CONSTRUCTION**

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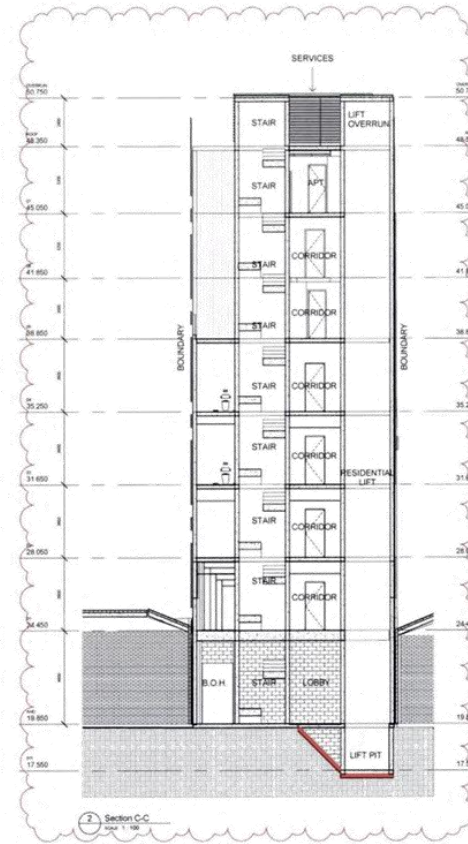
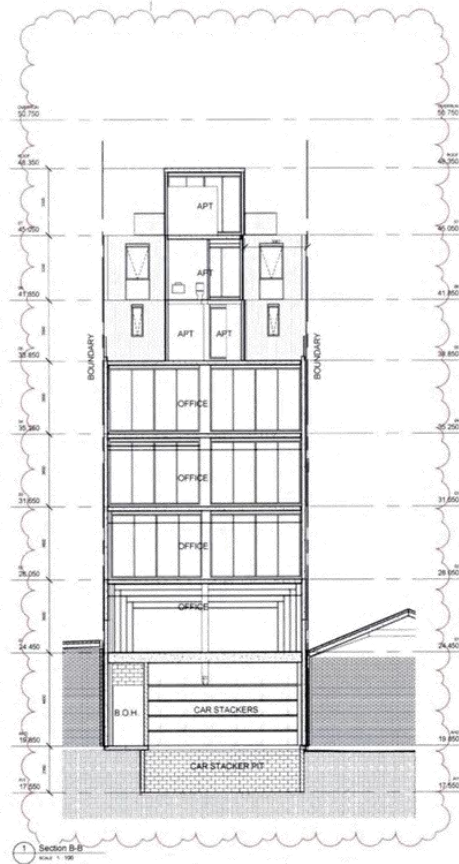
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# Attachment 2 - PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans



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ABN 79 128 028 519

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MIXED USE DEVELOPMENT  
344 JOHNSTON STREET, ABBOTSFORD  
JOHNSTON STREET PROJECTS PTY LTD

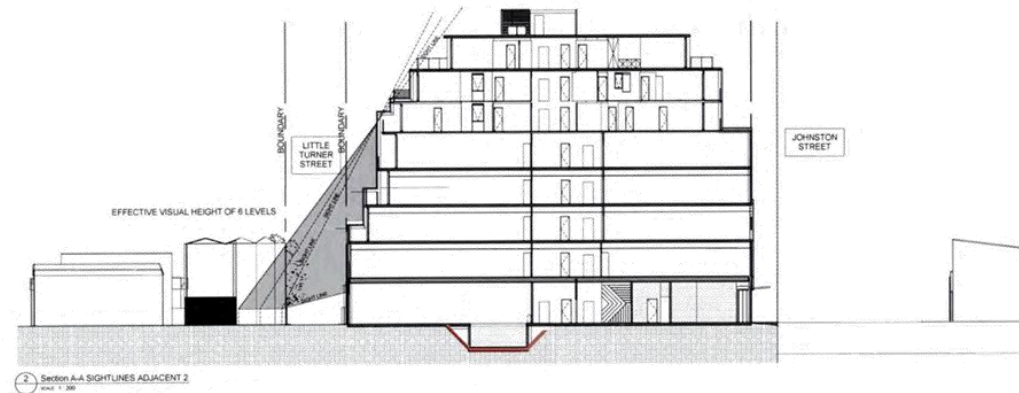
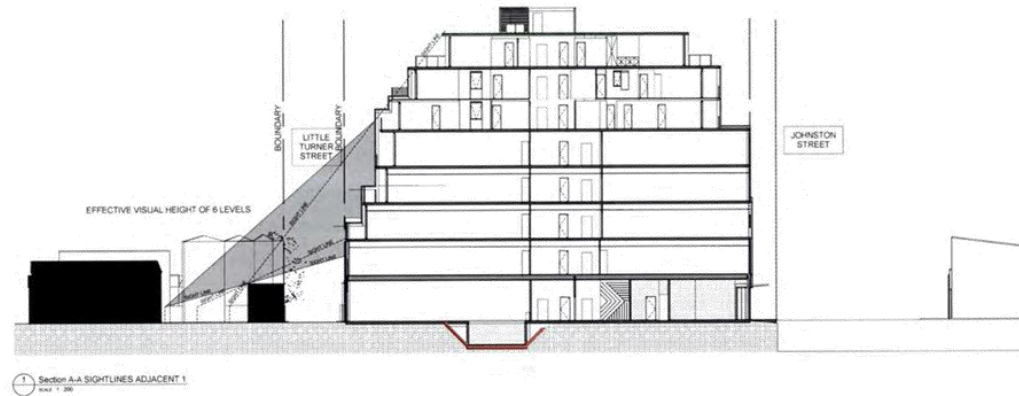
Rev	Date	Notes
1	25/10/2016	Issue for comment
2	25/10/2016	Issue for comment
3	25/10/2016	Issue for comment
4	25/10/2016	Issue for comment
5	25/10/2016	Issue for comment
6	25/10/2016	Issue for comment
7	25/10/2016	Issue for comment
8	25/10/2016	Issue for comment
9	25/10/2016	Issue for comment
10	25/10/2016	Issue for comment

SECTION B-B & C-C  
PRELIMINARY  
NOT FOR CONSTRUCTION

TOWN PLANNING  
TP21  
8  
15144  
25/10/2016



# Attachment 2 - PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans



CHT Architects Pty Ltd  
4301 7th Floor 5/5  
Architectural  
Interior Design  
Urban Design

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4301 7th Floor 5/5  
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**MIXED USE DEVELOPMENT**  
344 JOHNSTON STREET, ABBOTSFORD  
**JOHNSTON STREET PROJECTS PTY LTD**

No.	Date	Revised
1	25/10/2016	Initial Design
2	25/10/2016	Final Design
3	25/10/2016	Final Design
4	25/10/2016	Final Design
5	25/10/2016	Final Design
6	25/10/2016	Final Design
7	25/10/2016	Final Design
8	25/10/2016	Final Design
9	25/10/2016	Final Design
10	25/10/2016	Final Design

ADJACENT SIGHT LINES

PRELIMINARY  
NOT FOR CONSTRUCTION

TOWN PLANNING

TP22 8

Date:  
25/10/2016

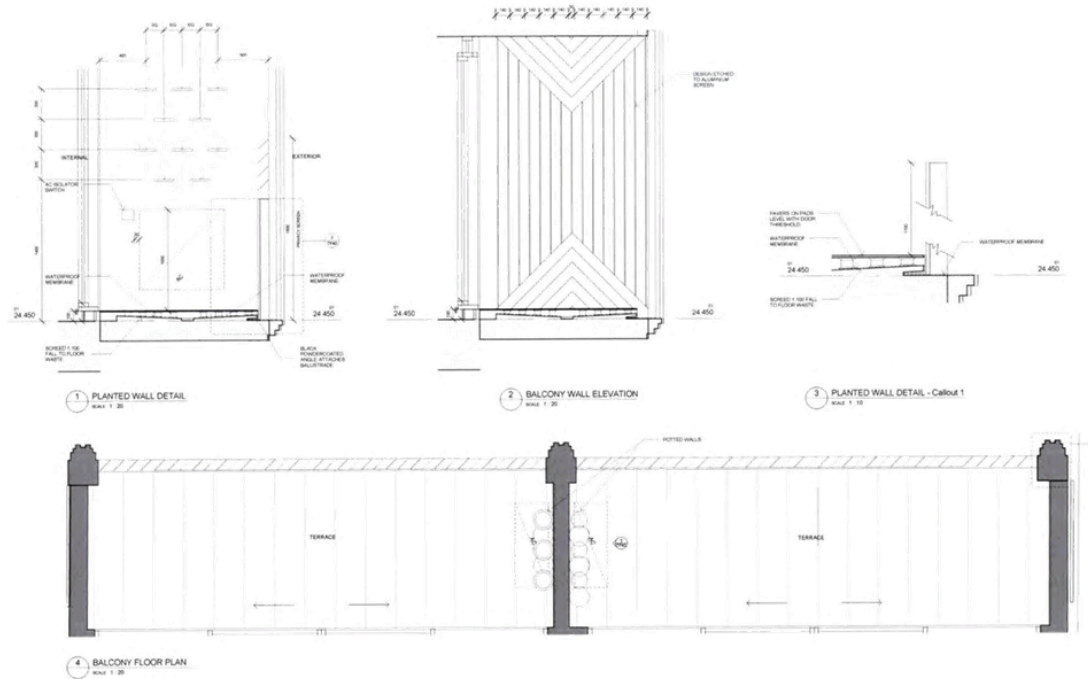
15144







Attachment 2 - PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans



CHT ARCHITECTS  
CHT Architects Pty Ltd  
ABN 26 128 055 710

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Project  
RESIDENTIAL DEVELOPMENT  
344 JOHNSTON STREET, ABBOTSFORD  
Client  
JOHNSTON STREET PROJECTS PTY LTD

Revised	By	Date	Reason
1	CHT	03/05/2016	Initial design
2	CHT	03/05/2016	Revised design
3	CHT	03/05/2016	Final design

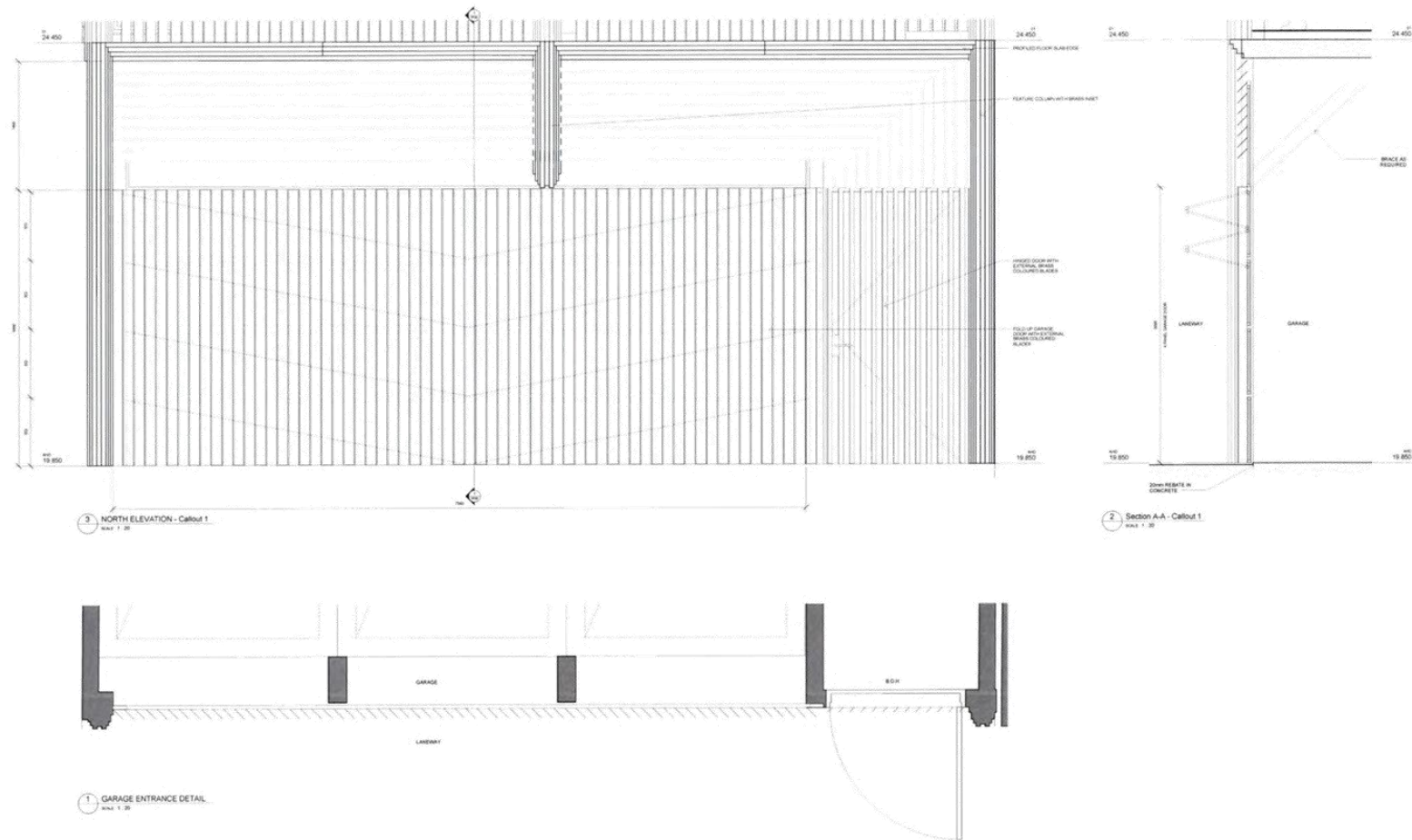
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Preliminary  
NOT FOR CONSTRUCTION

TOWN PLANNING

Sheet No.  
TP40  
Revision  
7  
Date  
03/05/2016

15144

Attachment 2 - PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans



**CHT ARCHITECTS**

CHT Architects Pty Ltd  
ABN 29 138 036 714

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**RESIDENTIAL DEVELOPMENT**  
344 JOHNSTON STREET, ABBOTSFORD  
Client  
**JOHNSTON STREET PROJECTS PTY LTD**

No.	Date	Revised
1	03/05/2016	PRELIMINARY
2	03/05/2016	NOT FOR CONSTRUCTION

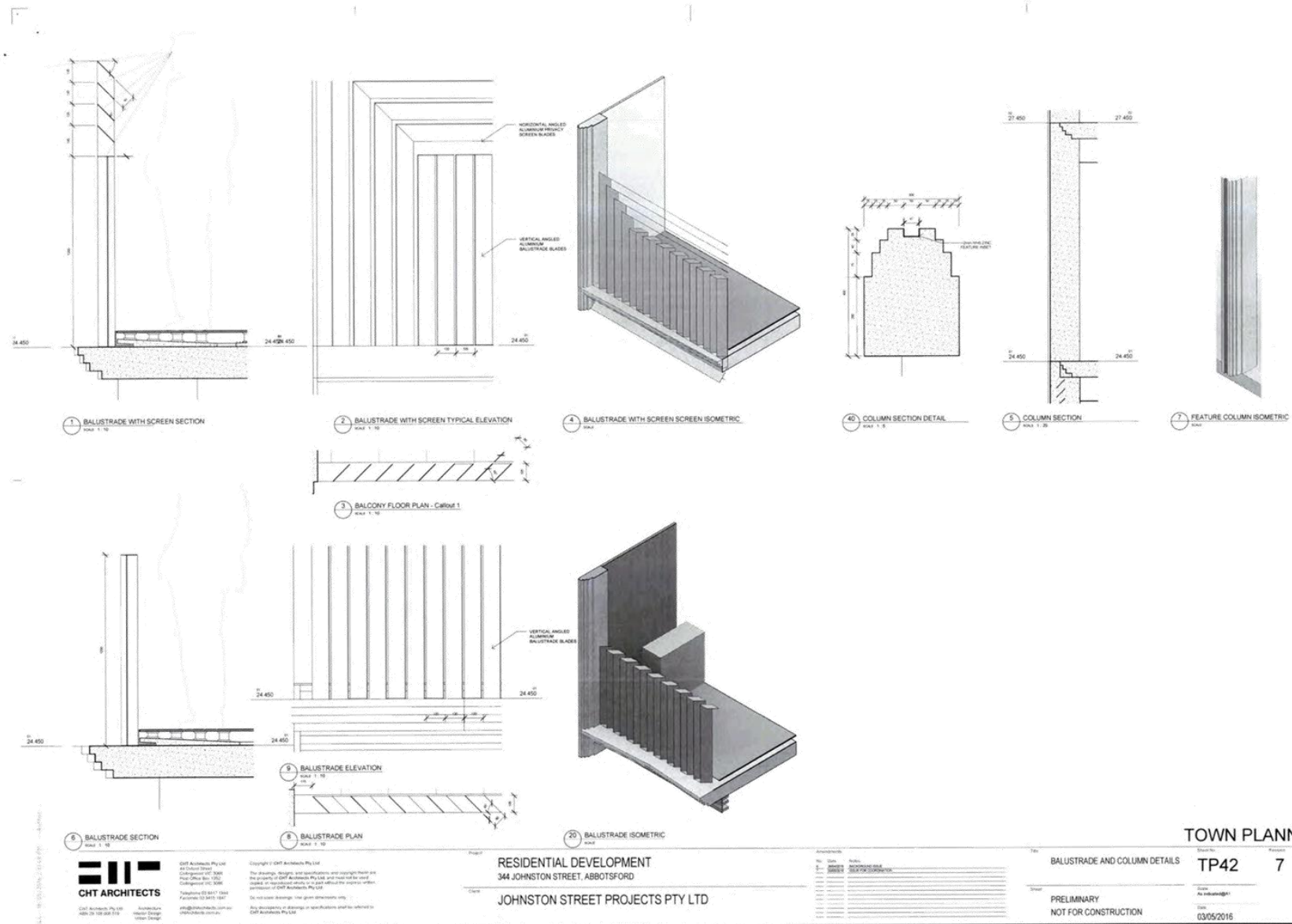
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PRELIMINARY  
NOT FOR CONSTRUCTION

TOWN PLANNING

Street No.  
**TP41**  
Revision  
**7**  
Date  
**03/05/2016**

**15144**

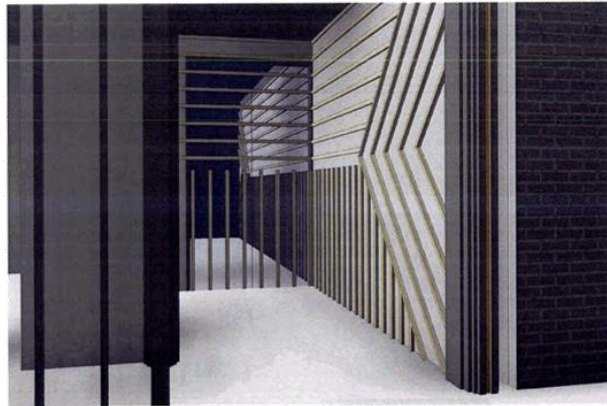
## Attachment 2 - PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans



15144



Attachment 2 - PLN16/0471 - 344 Johnston Street Abbotsford - Advertised Plans



1 ENTRANCE LIGHT FEATURE 3D  
SCALE 1:50



FEATURE LIGHTING REFERENCE BY SAME ARCHITECT AND DEVELOPER



FEATURE LIGHTING REFERENCE



4 ENTRANCE FEATURE LIGHT ELEVATION  
SCALE 1:20



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MIXED USE DEVELOPMENT  
344 JOHNSTON STREET, ABBOTSFORD  
JOHNSTON STREET PROJECTS PTY LTD

No.	Date	Revised
1	25/10/2016	Initial Design
2	25/10/2016	Revised Design
3	25/10/2016	Revised Design
4	25/10/2016	Revised Design
5	25/10/2016	Revised Design
6	25/10/2016	Revised Design
7	25/10/2016	Revised Design
8	25/10/2016	Revised Design
9	25/10/2016	Revised Design
10	25/10/2016	Revised Design

Interior	TP58	8
Preliminary	1:20	A1
NOT FOR CONSTRUCTION	25/10/2016	

15144

# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'

TOWN PLANNING DRAWING LIST		
NO.	SHEET NAME	REV
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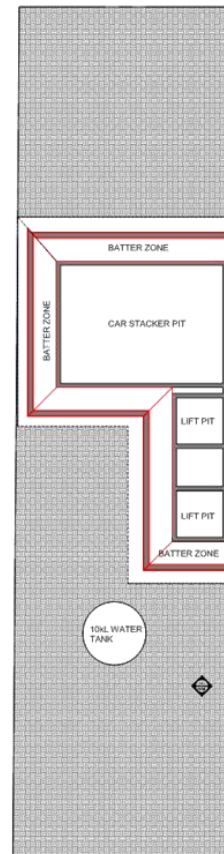


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<p>CHT Architects Pty Ltd 4000 101-101-101 4000 101-101-101</p>		<p>Architecture Interior Design Urban Design</p>		<p>Project: <b>MIXED USE DEVELOPMENT</b> <b>344 JOHNSTON STREET, ABBOTSFORD</b></p>		<p>Client: <b>JOHNSTON STREET PROJECTS PTY LTD</b></p>		<p>Architects: No. Date Notes 1. 10/10/2016 2. 10/10/2016 3. 10/10/2016 4. 10/10/2016 5. 10/10/2016 6. 10/10/2016 7. 10/10/2016 8. 10/10/2016 9. 10/10/2016 10. 10/10/2016</p>		<p>Title: <b>LOCATION PLAN</b></p>		<p>Scale: <b>TP00</b></p>		<p>Sheet: <b>8</b></p>		<p>Project No: <b>15144</b></p>		<p>Date: <b>25/10/2016</b></p>	
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<p>CHT Architects Pty Ltd 4000 101-101-101 4000 101-101-101</p>		<p>Architecture Interior Design Urban Design</p>		<p>Project: <b>MIXED USE DEVELOPMENT</b> <b>344 JOHNSTON STREET, ABBOTSFORD</b></p>		<p>Client: <b>JOHNSTON STREET PROJECTS PTY LTD</b></p>		<p>Architects: No. Date Notes 1. 10/10/2016 2. 10/10/2016 3. 10/10/2016 4. 10/10/2016 5. 10/10/2016 6. 10/10/2016 7. 10/10/2016 8. 10/10/2016 9. 10/10/2016 10. 10/10/2016</p>		<p>Title: <b>LOCATION PLAN</b></p>		<p>Scale: <b>TP00</b></p>		<p>Sheet: <b>8</b></p>		<p>Project No: <b>15144</b></p>		<p>Date: <b>25/10/2016</b></p>	
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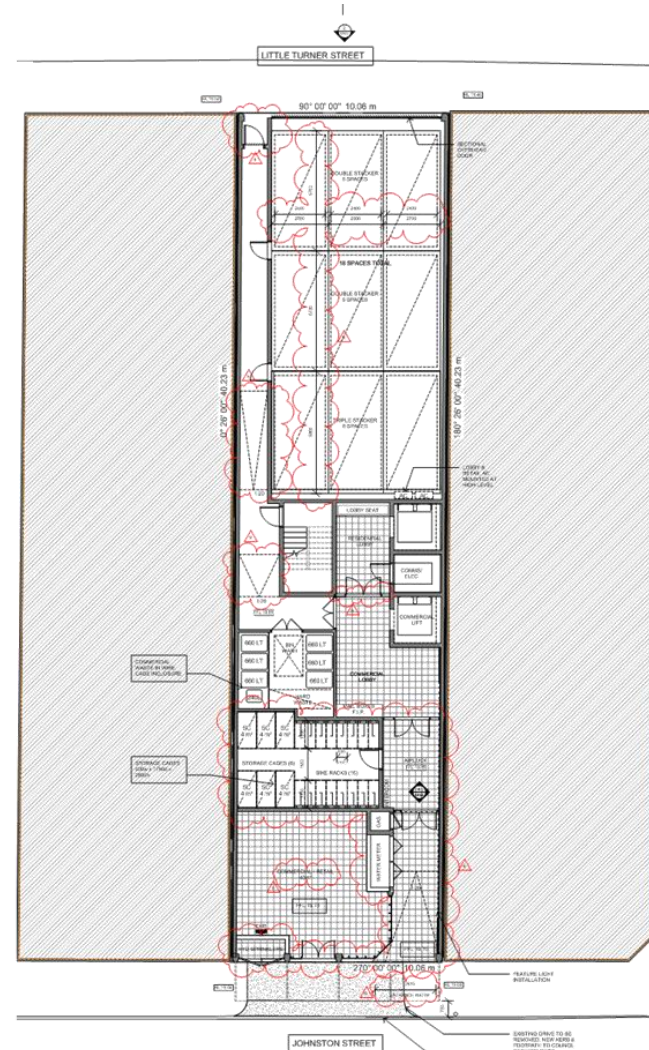




Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



1 BASEMENT 1  
SCALE: 1:100



2 Ground Floor Plan  
SCALE: 1:100



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344 JOHNSTON STREET, ABBOTSFORD  
JOHNSTON STREET PROJECTS PTY LTD

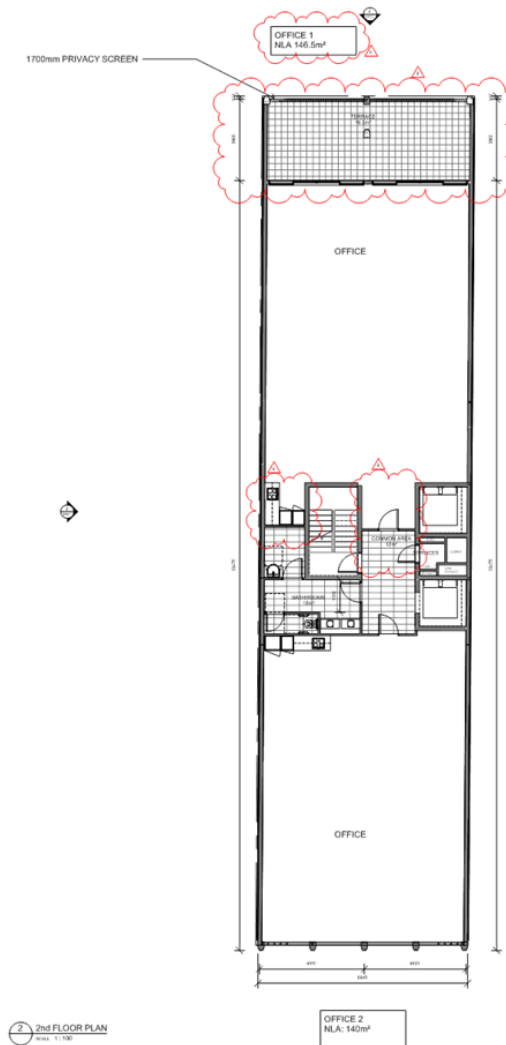
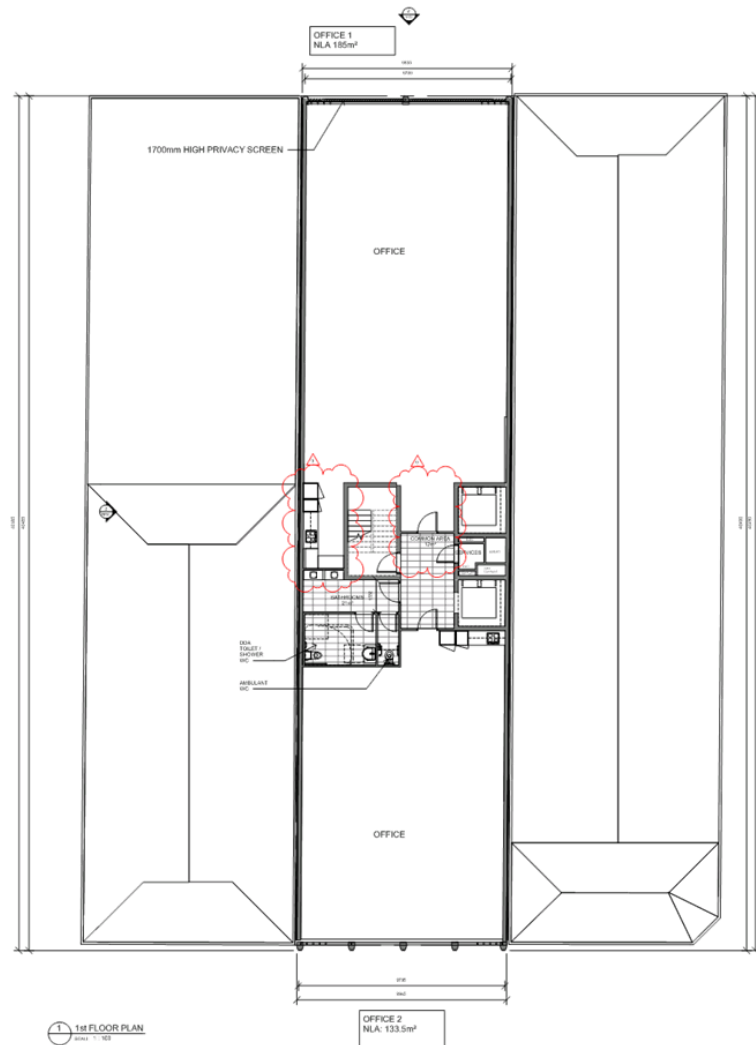
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9	16/01/2017	Revised design
10	16/01/2017	Revised design

GROUND FLOOR PLAN  
PRELIMINARY  
NOT FOR CONSTRUCTION

TOWN PLANNING  
TP10  
16/01/2017

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# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



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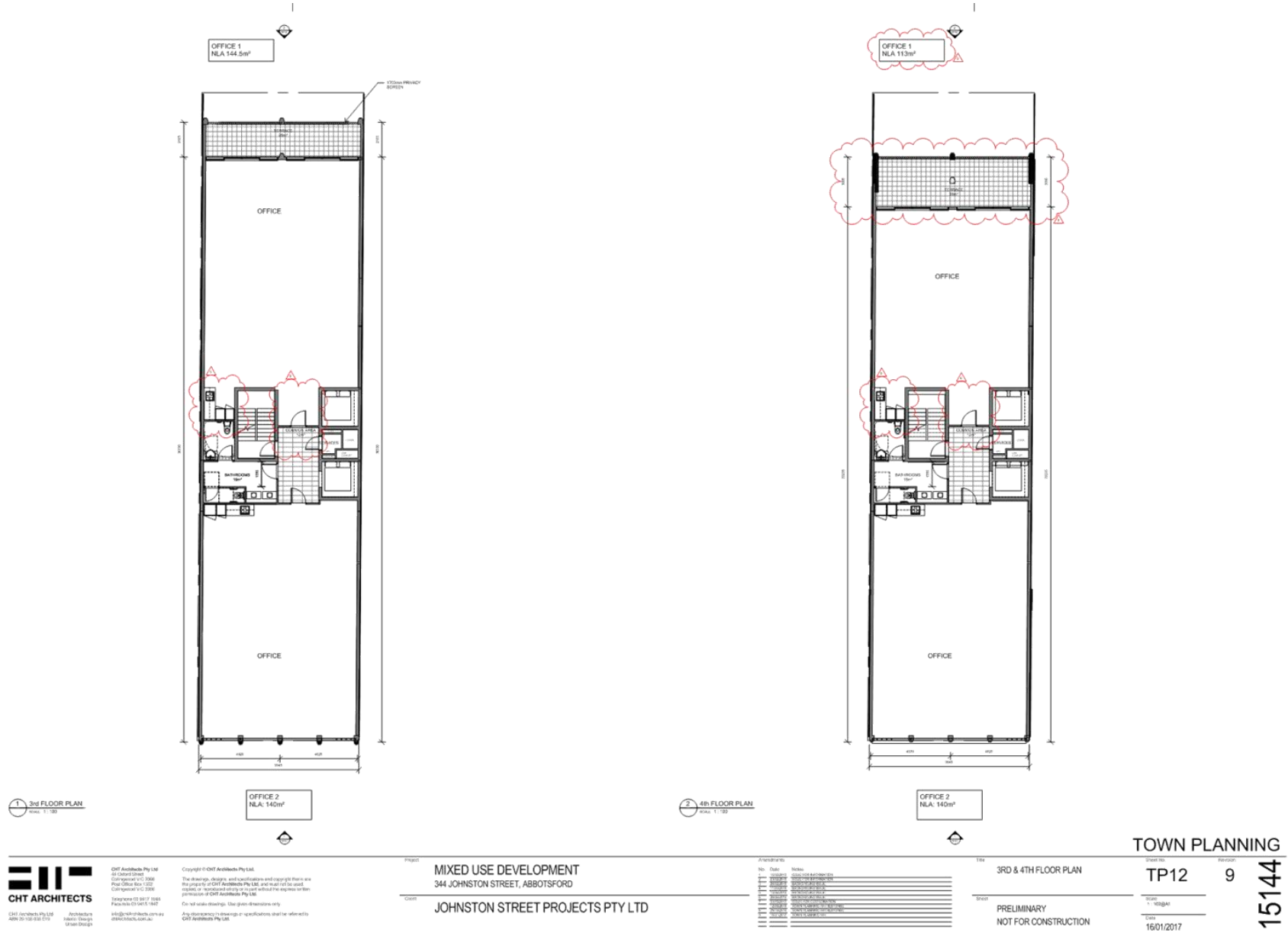
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344 JOHNSTON STREET, ABBOTSFORD  
JOHNSTON STREET PROJECTS PTY LTD

No.	Date	Notes
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2	16/01/2017	Issue for comment
3	16/01/2017	Issue for comment
4	16/01/2017	Issue for comment
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6	16/01/2017	Issue for comment
7	16/01/2017	Issue for comment
8	16/01/2017	Issue for comment
9	16/01/2017	Issue for comment
10	16/01/2017	Issue for comment

1ST & 2ND FLOOR PLAN  
PRELIMINARY  
NOT FOR CONSTRUCTION

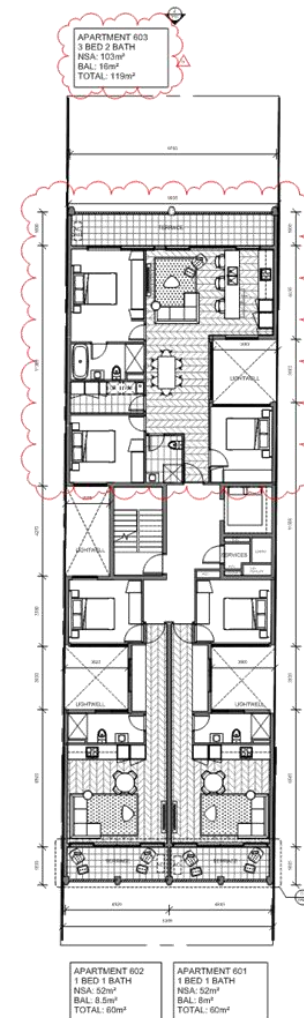
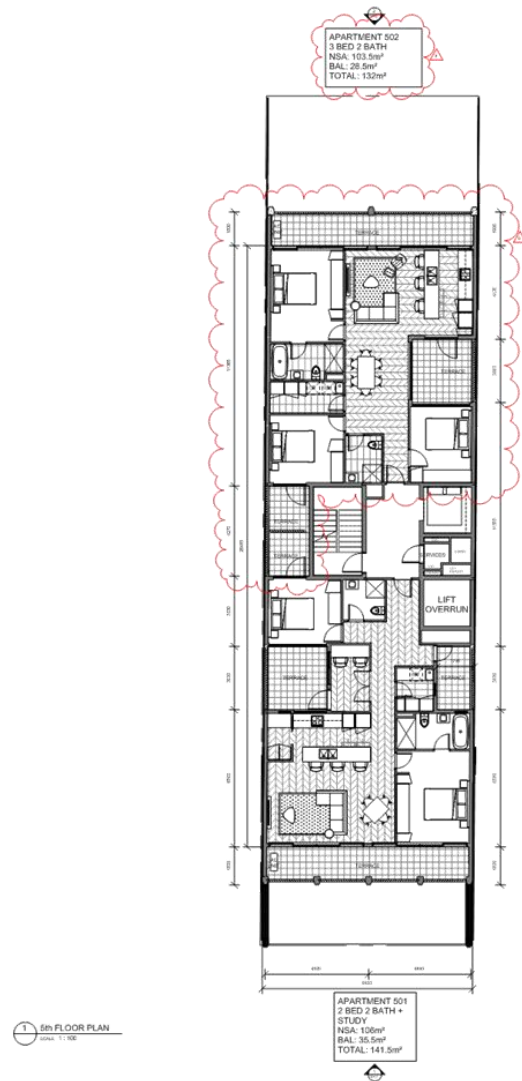
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9  
15144  
16/01/2017

# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'





# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



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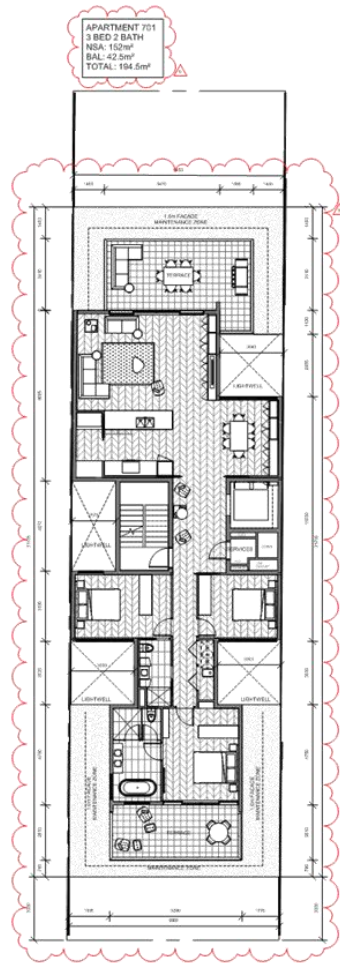
**MIXED USE DEVELOPMENT**  
344 JOHNSTON STREET, ABBOTSFORD  
JOHNSTON STREET PROJECTS PTY LTD

No.	Date	Notes
1	16/01/2017	Issue for comment
2	16/01/2017	Issue for comment
3	16/01/2017	Issue for comment
4	16/01/2017	Issue for comment
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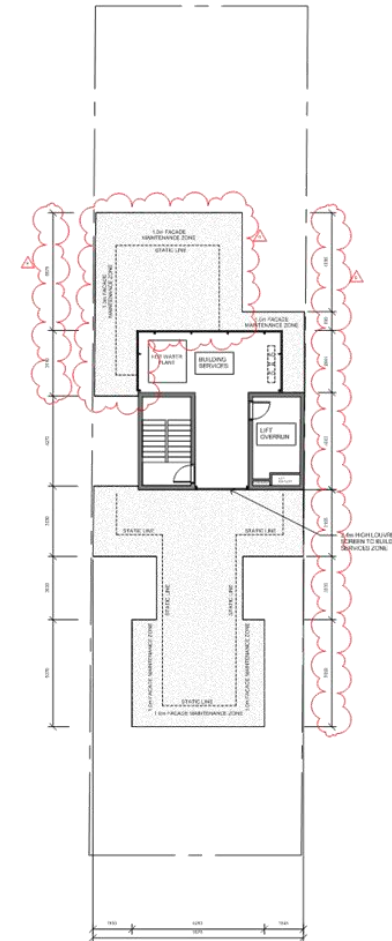
**5TH & 6TH FLOOR PLAN**  
PRELIMINARY  
NOT FOR CONSTRUCTION

**TOWN PLANNING**  
TP13  
9  
15144  
16/01/2017

# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



1 7th FLOOR PLAN  
Scale: 1:100



2 ROOF PLAN  
Scale: 1:100



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Project: MIXED USE DEVELOPMENT  
344 JOHNSTON STREET, ABBOTSFORD  
Client: JOHNSTON STREET PROJECTS PTY LTD

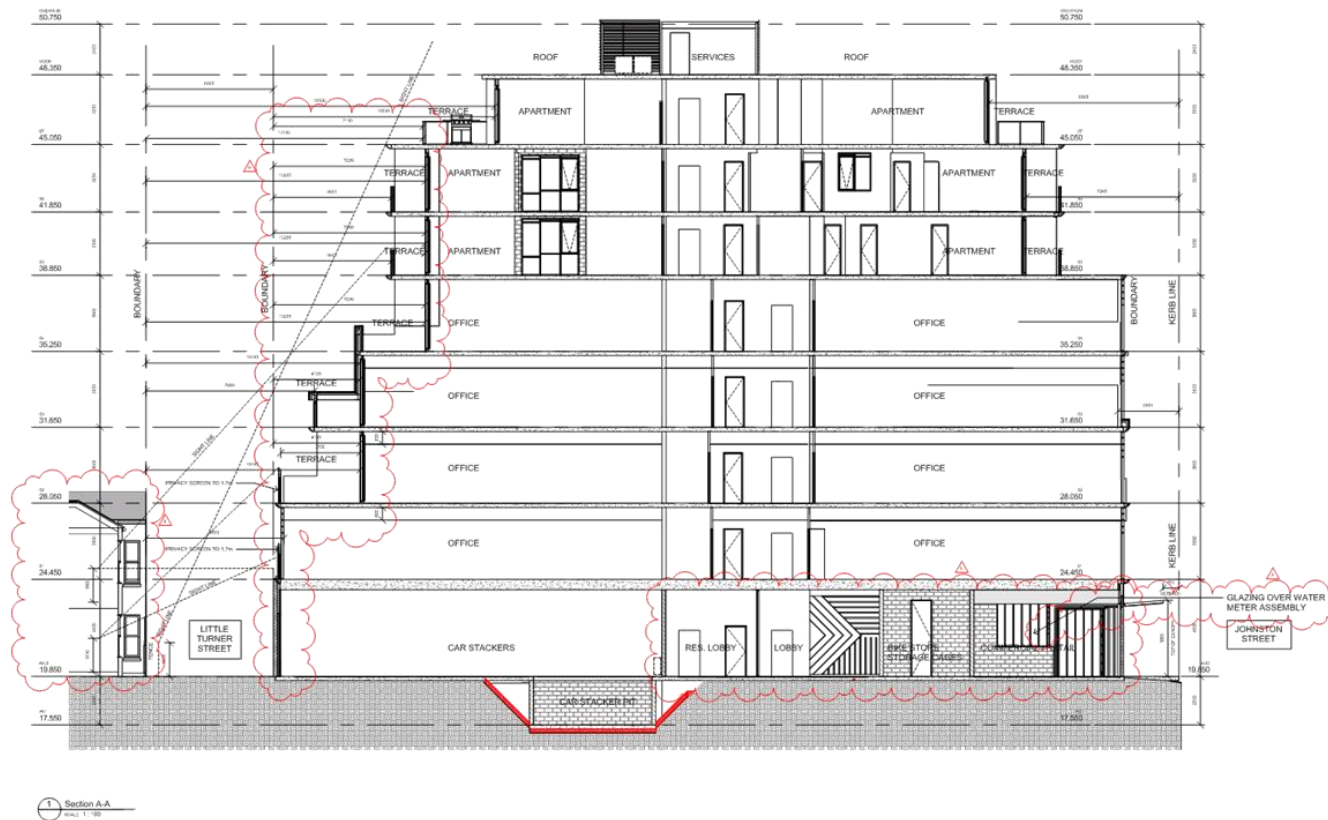
No.	Date	Notes
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6	16/01/2017	Issue for comment
7	16/01/2017	Issue for comment
8	16/01/2017	Issue for comment
9	16/01/2017	Issue for comment
10	16/01/2017	Issue for comment

7th FLOOR & ROOF PLAN  
PRELIMINARY  
NOT FOR CONSTRUCTION

TOWN PLANNING  
Sheet No: TP14  
Revision: 9  
Date: 16/01/2017

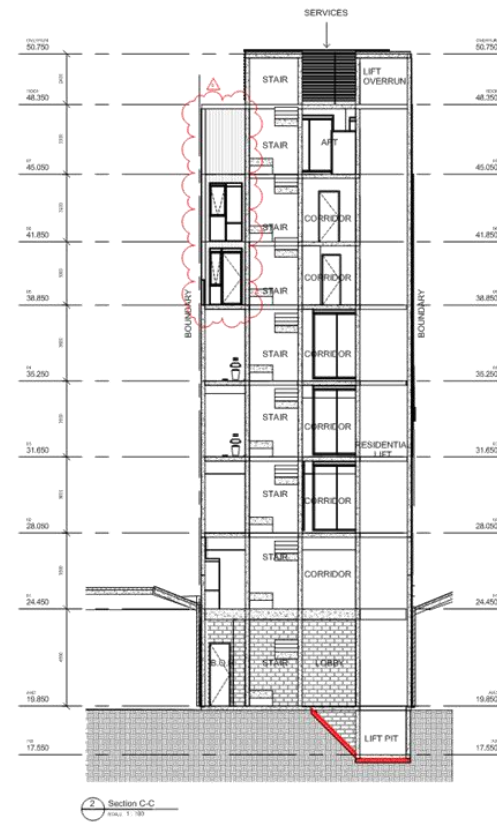
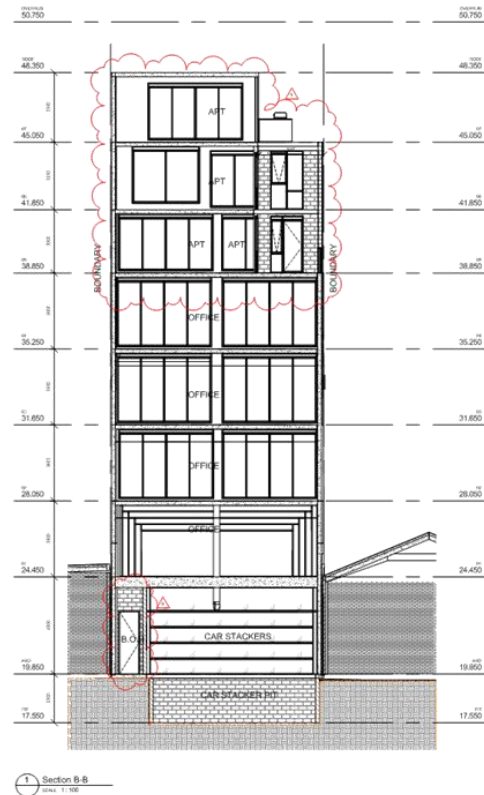
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**Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'**



1 Section A-A  
SCALE 1:100

# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



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 4009 20 100 000 010  
 Architecture  
 Interior Design  
 Urban Design

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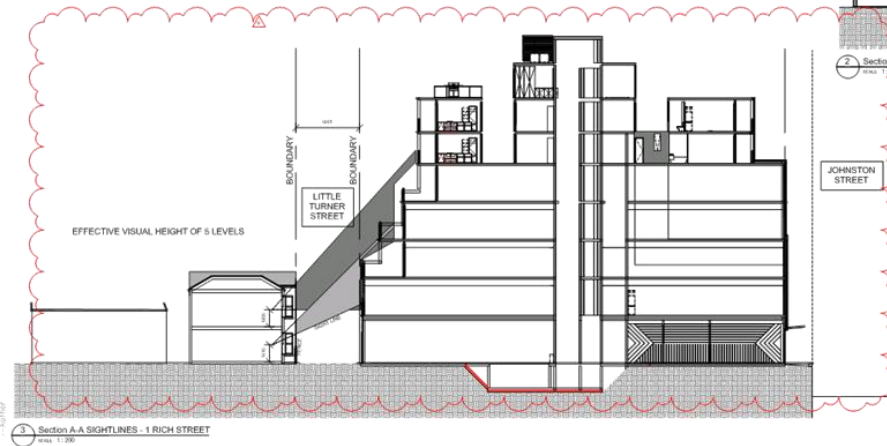
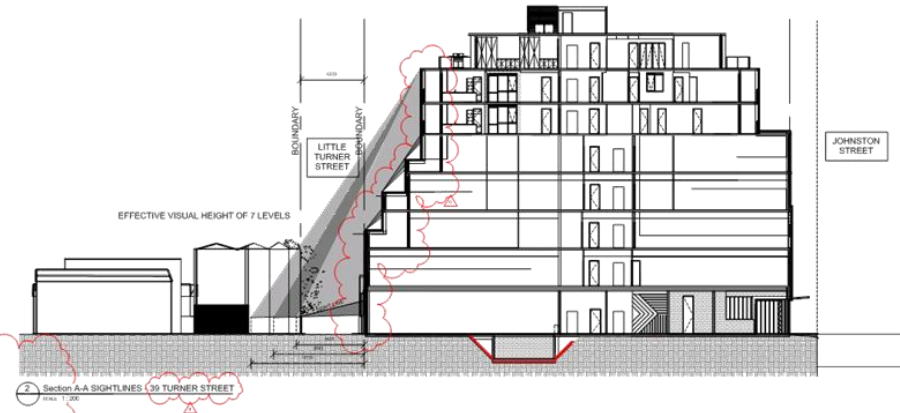
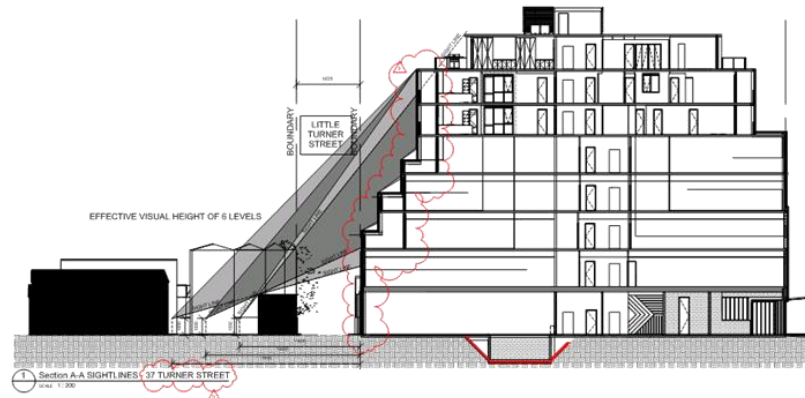
Project: **MIXED USE DEVELOPMENT**  
 344 JOHNSTON STREET, ABBOTSFORD  
 Client: **JOHNSTON STREET PROJECTS PTY LTD**

No.	Date	Notes
1	16/01/2017	Issue for comment
2	16/01/2017	Issue for comment
3	16/01/2017	Issue for comment
4	16/01/2017	Issue for comment
5	16/01/2017	Issue for comment
6	16/01/2017	Issue for comment
7	16/01/2017	Issue for comment
8	16/01/2017	Issue for comment
9	16/01/2017	Issue for comment
10	16/01/2017	Issue for comment

Section: **SECTION B-B & C-C**  
 Title: **TP21**  
 Status: **PRELIMINARY**  
 NOT FOR CONSTRUCTION  
 Date: **16/01/2017**

15144

# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



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**MIXED USE DEVELOPMENT**  
 344 JOHNSTON STREET, ABBOTSFORD  
 JOHNSTON STREET PROJECTS PTY LTD

No.	Date	Notes
1	16/01/2017	Initial design and site plan
2	16/01/2017	Revised design and site plan
3	16/01/2017	Revised design and site plan
4	16/01/2017	Revised design and site plan
5	16/01/2017	Revised design and site plan
6	16/01/2017	Revised design and site plan
7	16/01/2017	Revised design and site plan
8	16/01/2017	Revised design and site plan
9	16/01/2017	Revised design and site plan
10	16/01/2017	Revised design and site plan

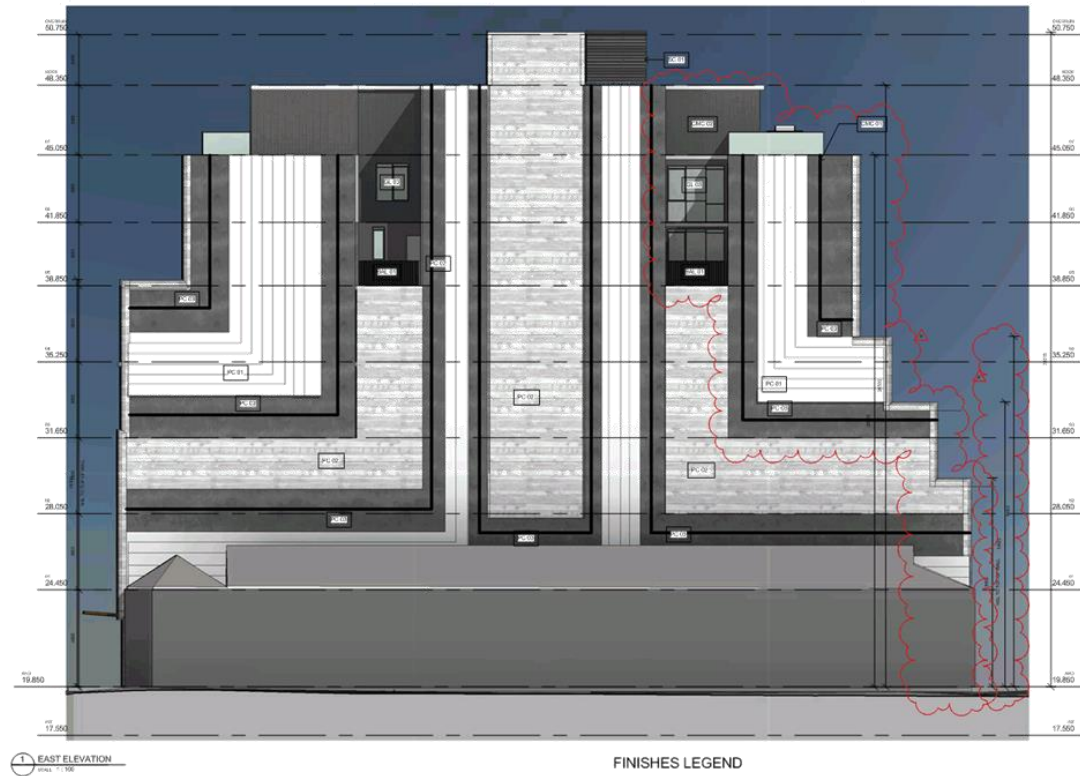
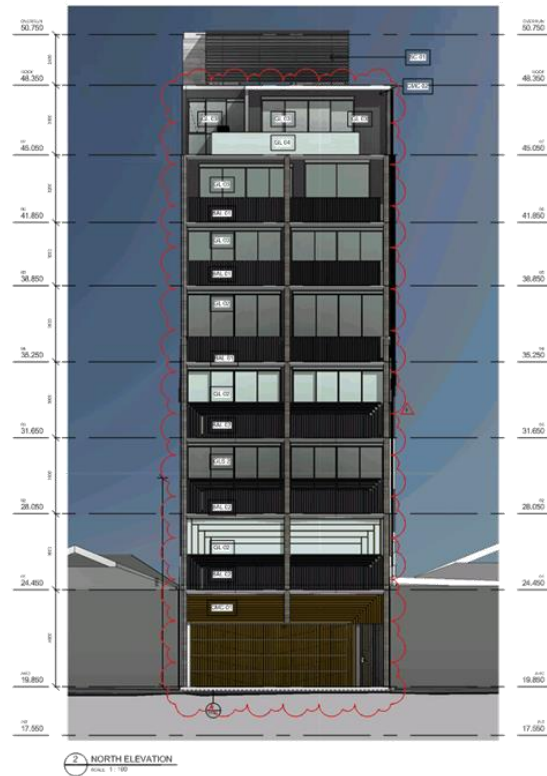
**ADJACENT SIGHT LINES**  
 PRELIMINARY  
 NOT FOR CONSTRUCTION

**TOWN PLANNING**  
 TP22  
 9  
 16/01/2017

15144



# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



## FINISHES LEGEND

GL 01	OFFICE/DEEP EXTERIOR GLAZING, CLAMP DOUBLE GLAZING	BNL 01	2.4M HIGH LUXURIE SCREEN, COLOUR ZINC
GL 02	OFFICE EXTERIOR DOUBLE GLAZING CLEAR, POWDERCOATED ALUMINUM FRAMES COLOUR BRASS	BNL 02	SCREENS PRIMARY SCREEN, LASER ETCHED ALUMINUM FOR BLUE COPPER
GL 03	APARTMENT EXTERIOR DOUBLE GLAZING CLEAR, POWDERCOATED ALUMINUM FRAMES COLOUR BLACK	PC 01	ROUGH CAST CONCRETE TRAIL, WHITE AND BRIGHT CONCRETE AND CLUSTERS
GL 04	REINFORCED BRICKWORK, CLEAR GLAZING DOUBLE GLAZING, STEEL TRIM, STEEL FINISHING	PC 02	FLAT CONCRETE FINISH, WHITE AND BRIGHT CONCRETE TRAIL, CLAMP REINFORCED BRIGHT BRIGHT PATTERN
GL 05	GLASS CANOPY	PC 03	FLAT CONCRETE FINISH, COLOUR COLOUR COLOUR, CLEAR REINFORCED BRIGHT PATTERN
CMC 01	FEATURE BRASS COLOURED GRIP	PC 04	3.0M HIGH LUXURIE SCREEN, COLOUR ZINC
CMC 02	STANDING BRASS METAL GLAZING, COLOUR ZINC	PC 05	CHERRY BRASS SPOTTED GRAY FINISH SUFFY LAMIN



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**MIXED USE DEVELOPMENT**  
344 JOHNSTON STREET, ABBOTSFORD  
**JOHNSTON STREET PROJECTS PTY LTD**

No.	Date	Notes
1	16/01/2017	Initial Design
2	16/01/2017	Design Development
3	16/01/2017	Final Design
4	16/01/2017	Construction Documents
5	16/01/2017	Final Design
6	16/01/2017	Construction Documents
7	16/01/2017	Final Design
8	16/01/2017	Construction Documents
9	16/01/2017	Final Design
10	16/01/2017	Construction Documents

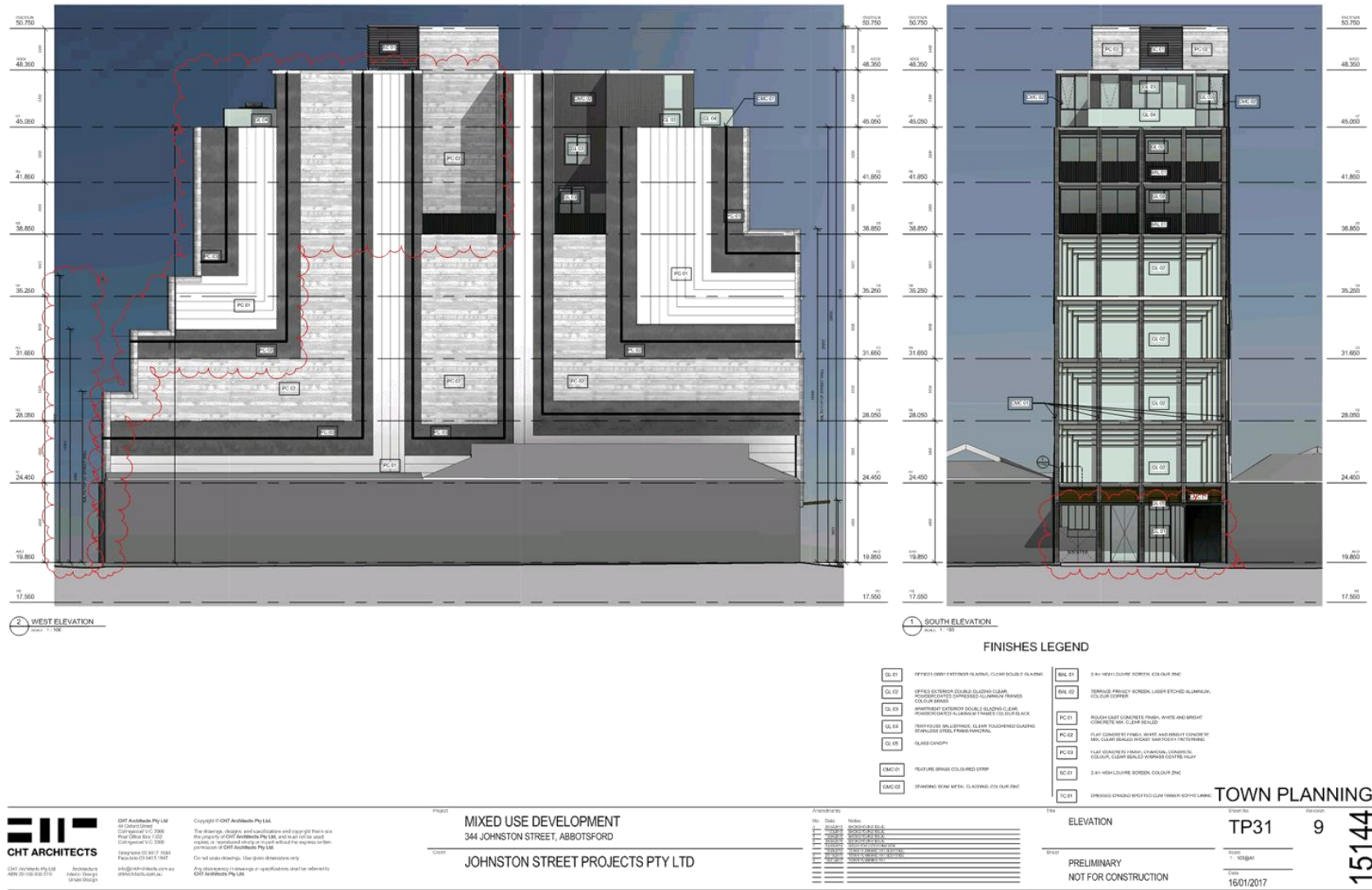
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PRELIMINARY	NOT FOR CONSTRUCTION	16/01/2017

## TOWN PLANNING

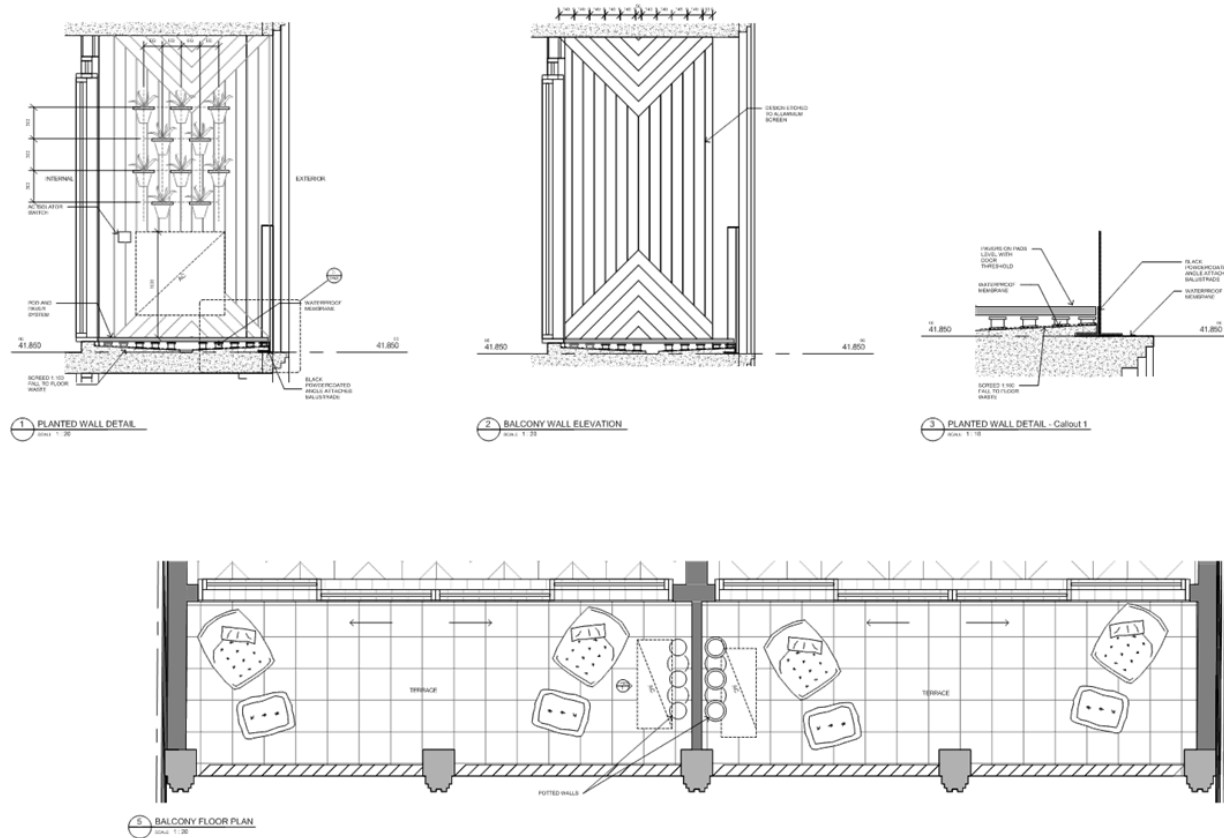
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# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



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Architecture  
Interior Design  
Urban Design

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PROJECT

MIXED USE DEVELOPMENT  
344 JOHNSTON STREET, ABBOTSFORD

CLIENT

JOHNSTON STREET PROJECTS PTY LTD

APPROVALS

No.	Date	Notes
1	25/10/2016	PRELIMINARY DESIGN
2	25/10/2016	REVISIONS
3	25/10/2016	REVISIONS
4	25/10/2016	REVISIONS
5	25/10/2016	REVISIONS
6	25/10/2016	REVISIONS
7	25/10/2016	REVISIONS
8	25/10/2016	REVISIONS
9	25/10/2016	REVISIONS
10	25/10/2016	REVISIONS

DATE

BALCONY DETAILS

STATUS

PRELIMINARY  
NOT FOR CONSTRUCTION

TOWN PLANNING

TP40

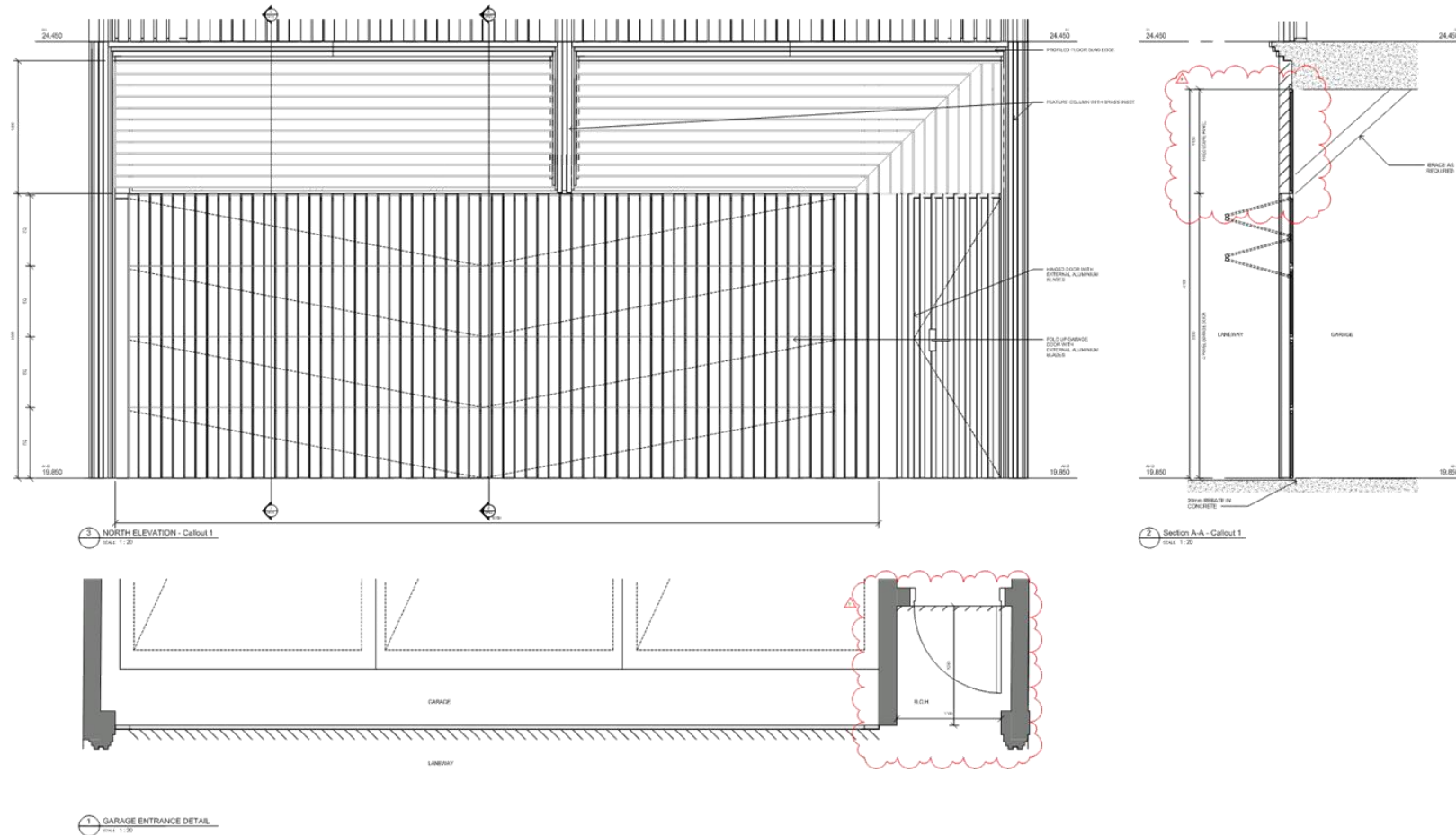
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DATE

25/10/2016

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# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



**CHT ARCHITECTS**  
 40/41 Johnston Street  
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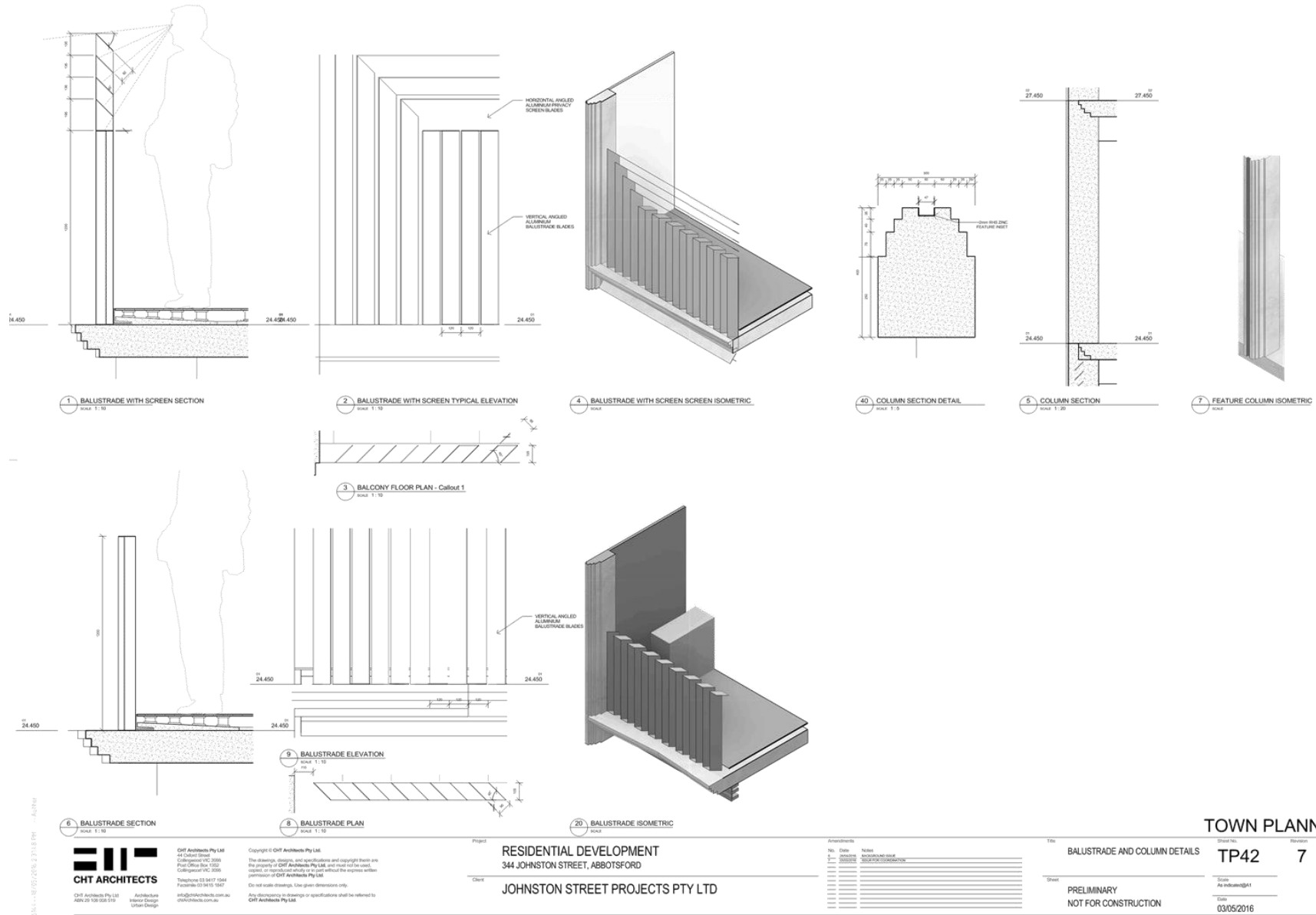
**MIXED USE DEVELOPMENT**  
 344 JOHNSTON STREET, ABBOTSFORD  
 JOHNSTON STREET PROJECTS PTY LTD

No.	Date	Notes
1	16/01/2017	Issue for comment
2	16/01/2017	Issue for comment
3	16/01/2017	Issue for comment
4	16/01/2017	Issue for comment
5	16/01/2017	Issue for comment
6	16/01/2017	Issue for comment
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8	16/01/2017	Issue for comment
9	16/01/2017	Issue for comment
10	16/01/2017	Issue for comment

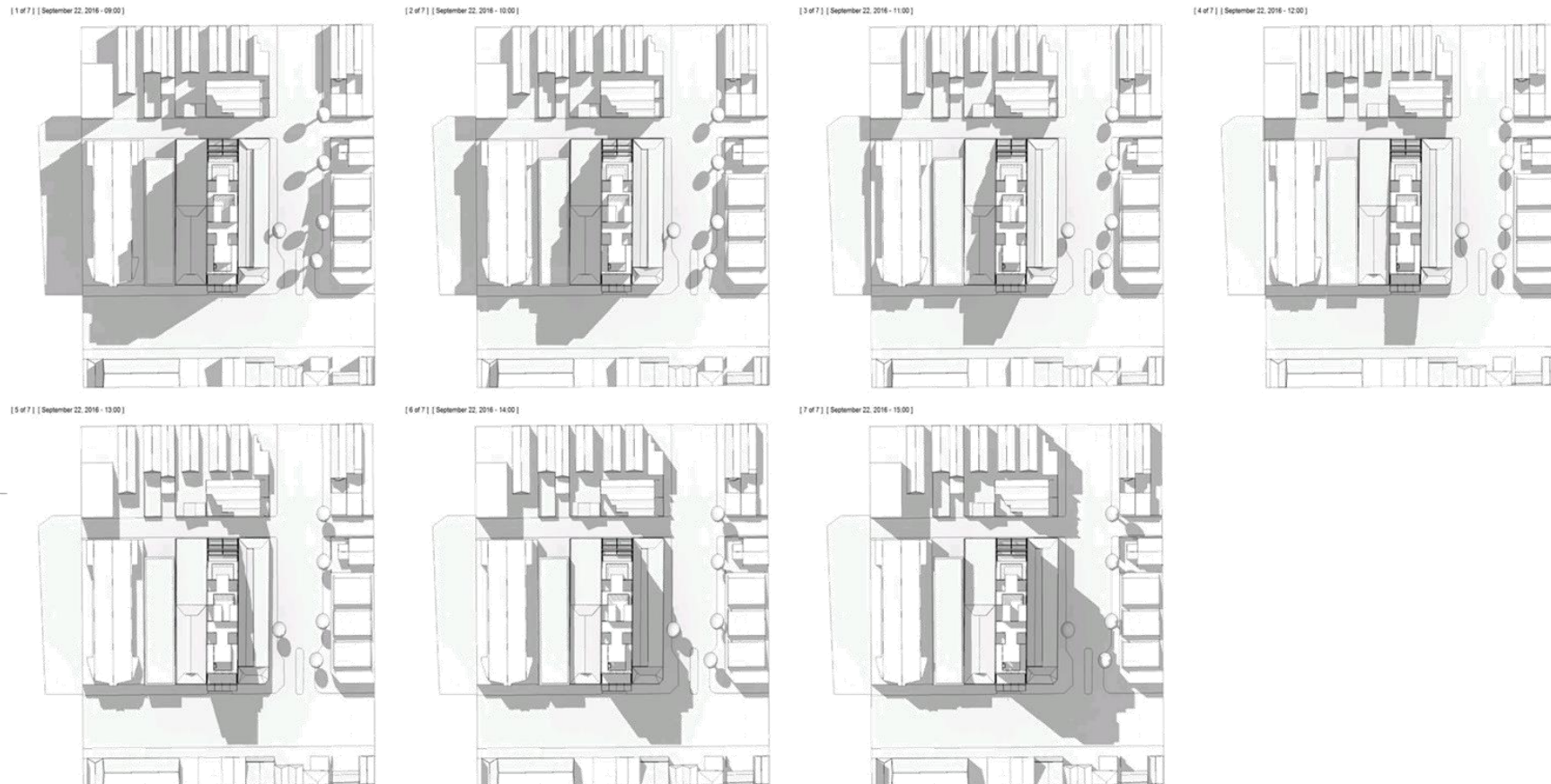
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GARAGE DETAILS	TP41	9
PRELIMINARY NOT FOR CONSTRUCTION		
	16/01/2017	

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# Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



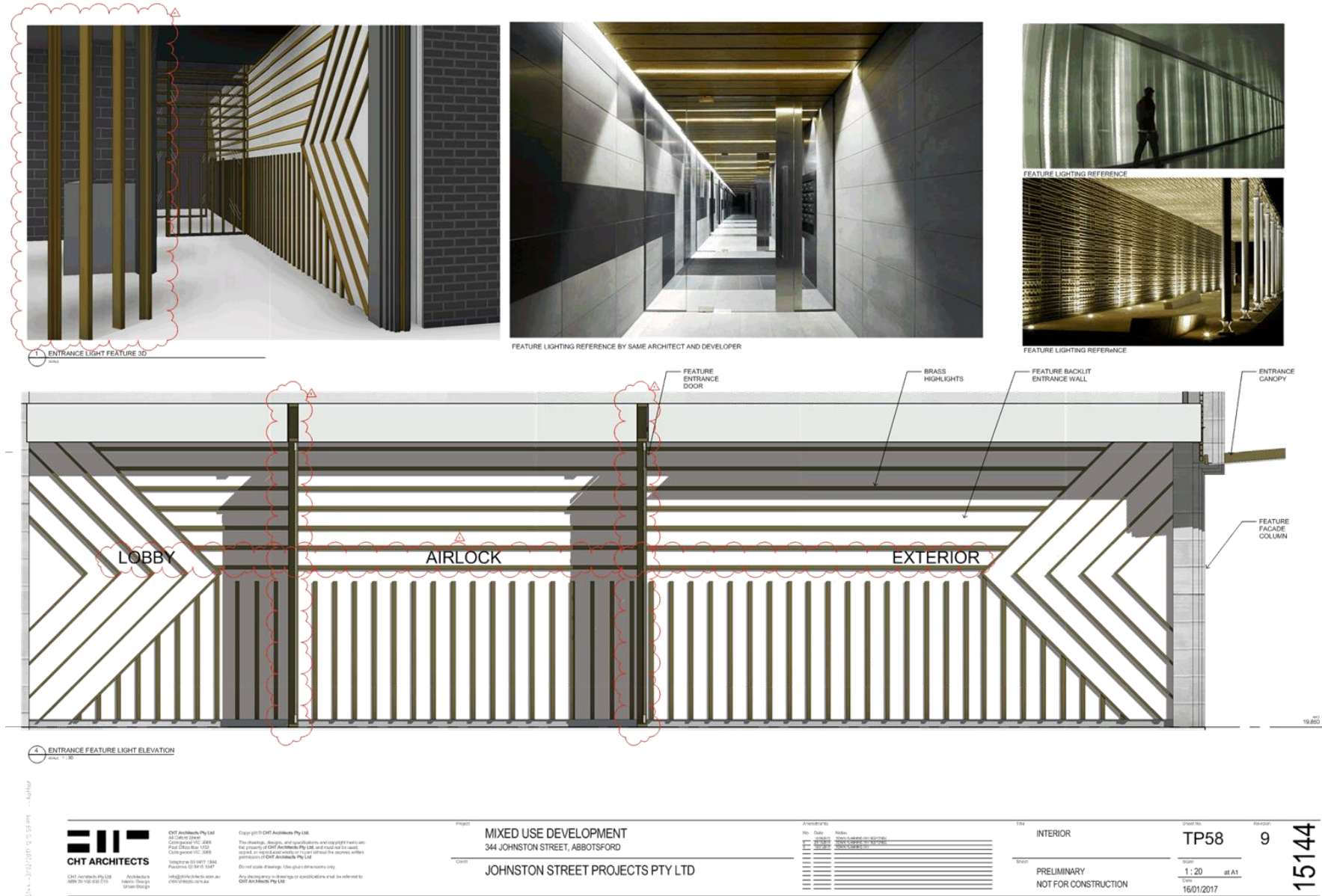
**Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'**



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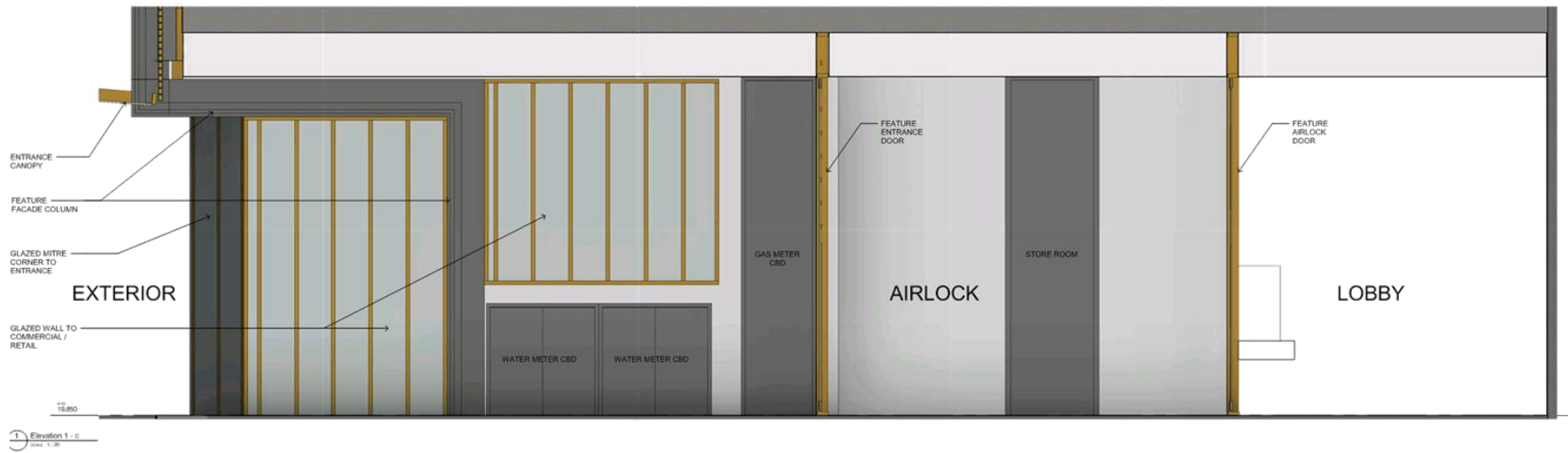


**Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'**





Attachment 3 - PLN16/0471 - 344 Johnston Street Abbotsford - 'Sketch Plans'



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Project: MIXED USE DEVELOPMENT  
344 JOHNSTON STREET, ABBOTSFORD  
Client: JOHNSTON STREET PROJECTS PTY LTD

Rev	Date	Notes
1	16/01/2017	Issues to be resolved
2		
3		
4		
5		
6		
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10		

Disc	INTERIOR	Sheet No.	TP59	Revision	9
Drawn	PRELIMINARY NOT FOR CONSTRUCTION	Scale	1:20 at A1		
		Date	16/01/2017		

15144

# Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments



## MEMO

**To:** Nikolas Muhllechner  
**From:** Mark Pisani  
**Date:** 18 August 2016  
**Subject:** Application No: PLN16/0471  
 Description: Construction of Eight Storey Building  
 Site Address: 344 Johnston Street, Abbotsford

I refer to the above planning application dated 24 June 2016 and the accompanying report prepared by Traffix Group in relation to the proposed development at 344 Johnston Street, Abbotsford. Council's Engineering Services unit provides the following information:

### CAR PARKING PROVISION

#### Proposed Development

The proposed development comprises the construction an eight storey mixed use development comprising residential dwellings and a retail tenancy. The development would be providing a total of 18 car parking spaces contained in mechanical stacker devices. The site located on the north side of Johnston Street and also has a road abuttal to Little Turner Street, which provides vehicular access to the site.

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

Proposed Use	Quantity/Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	10	1 space per dwelling	10	4
Two-bedroom dwelling	13	1 space per dwelling	13	13
Three-bedroom dwelling	1	2 spaces per dwelling	2	1
Residential visitors	24 Dwellings	1 space per 5 dwellings	4	0
Retail	47 m <sup>2</sup>	4 spaces per 100 m <sup>2</sup> of leasable floor area	1	0
Total			30 Spaces	18 Spaces

Since the site has a total statutory car parking requirement of 30 spaces, a reduction of 12 spaces (seven resident spaces, four residential visitor spaces and one space associated with the retail use) is sought by the applicant.

## Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments

### Car Parking Demand Assessment

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

- *Parking Demand for the One-Bedroom Dwellings.* Of the 10 one-bedroom dwellings, six will not be provided with any on-site car. Traffix Group has sourced car ownership rates for the Abbotsford area from the 2011 census conducted by the Australian Bureau of Statistics. For one-bedroom dwellings in Abbotsford, some 35 % of one-bedroom households do not own a motor vehicle. The average number of cars per one-bedroom dwelling is 0.7 cars. The car parking rate for the one bedroom dwellings for this development would be 0.4 car parking spaces per dwelling. The on-site parking for the one-bedroom dwellings is low in comparison to the ABS car ownership statistics. The area well serviced by public transport services and residents and occupants would be fully aware of whether their dwelling has been allocated on-site parking before choosing to live in the development. We consider the proposed parking provision for the one-bedroom dwellings to be acceptable.
- *Parking Demand for the Three-Bedroom Dwelling.* The single three-bedroom dwelling in the development would be provided with one on-site car parking space. The 2011 ABS Census data recorded that the average number of cars per three-bedroom dwelling was 1.6 cars. Some 14 % of three-bedroom dwellings did not own a car, whereas the proportion of three-bedroom dwellings owning one car was 34 %. The data suggests that there is a significant proportion of three-bedroom dwellings that own one or no cars. The proposed allocation of one space for the three-bedroom dwelling is considered acceptable.
- *Residential Visitor Parking Demand.* Peak parking for residential visitors generally occurs on weekday evenings and at weekends. An empirical peak residential visitor parking rate of 0.12 spaces per dwelling is considered appropriate and has been often quoted in other traffic impact reports we have reviewed in the past. Applying this rate to the 24 residential dwellings would result in a peak residential visitor parking demand of three spaces. It is agreed that during normal business hours, the visitor parking rate would be much less than the 0.12 spaces per dwelling. The submitted report indicates that daytime visitor parking would be around 30 percent of the peak residential visitor parking rate, which would result in an off-peak visitor parking demand of one space.

The applicant proposes to accommodate all residential visitor parking off-site, since the site will be containing with mechanical parking devices - not practical for use by residential visitors. For mixed use and multi-unit residential developments that are located along or near activity centres, we would normally encourage applicants to provide some residential visitor parking on-site. In this instance, the proposed car parking arrangement cannot practically allow for residential visitor parking to be accommodated on the property. In the context of the surrounding area, the demand of one to three residential visitor parking spaces off-site should not be detrimental to existing on-street parking conditions in the area.

- *Parking Demand associated with the Retail Use.* The retail parking for this site would have a statutory parking requirement of one space. This space would most likely be required for staff. Traffix Group has estimated that the retail tenancy would have a parking overflow of one staff space and one customer space.
- *Availability of Public transport in the Locality of the Land.* The site is within walking distance of bus services operating long Johnston Street and Hoddle Street. Rail services services can be obtained from Victoria Park railway station.

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

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

- *Availability of Car Parking.* Traffix Group had conducted on-street parking occupancy surveys of the surrounding area on Wednesday 24 February 2016 (at 4:00 p.m.), Friday 26 February 2016 (at 2:30 p.m., 3:30 p.m., 7:00 p.m. and 8:00 p.m.) and Saturday 27 February 2016 (at 12:00 p.m., 1:00 p.m., 7:00 p.m. and 8:00 p.m.). The survey area encompassed Johnston

## Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments

Street (railway line to Hunter St), Lulie Street (Johnston St to Abbot St), Park Street (Yarra St to Johnston St), rich Street and sections of Nicholson Street, Turner Street and Stafford Street. The duration and extent of the surveys are considered satisfactory. An inventory of 327 to 328 on-street car parking spaces was identified in the study area. The results of the parking occupancy surveys indicate that the parking occupancy recorded ranges from 54 % to 79 %. The peak parking occupancy was observed at 2:30 p.m. on the Friday, with 257 parking spaces occupied. On-street parking is available for the overflow in any short stay parking generated by the site (three residential visitor spaces and two spaces associated with the retail tenancy).

- *Practicality of Providing Car Parking on the Site.* All on-site parking would be accommodated within mechanical stacker devices and the footprint of the property does not have any scope to provide at-grade visitor parking.
- *Car Parking Deficiency associated with Existing Land Use.* According to the submitted report, the property's existing use is retail and has two off-street car parking spaces. The floor area of the shop is 340 square metres and applying the parking requirements of Clause 52.06-5 would yield a car parking requirement of six spaces. Therefore, the car parking deficiency of the site would be four spaces. This car parking credit could be potentially transferrable to the new development's short-stay parking as the existing parking overflow from the site would be accommodated off-site.
- *Access to or provision of Alternative Transport Modes.* The site has very good accessibility to public transport and connectivity to the on-road bicycle network. The site is also in proximity to on-street car share pods.
- *Other Relevant Considerations.* Occupants of the new dwellings will not be eligible to apply for on-street residential and visitor car parking permits.

### Adequacy of Car Parking

From a traffic engineering perspective, the waiver of car parking is considered appropriate in the context of the development and the surrounding area. The 2011 Census data suggests that there is a market for dwellings without any on-site car parking in the Abbotsford area. The site has good access to alternative and more sustainable forms of transport.

Engineering Services has no objection to the reduction in the car parking requirement for this development.

### TRAFFIC GENERATION

For the residential component of the development, Traffix group has conservatively adopted a traffic generation rate of 4 vehicle trips per dwelling per day (for dwellings that have been allocated a car parking space). The resulting residential traffic volume would be 72 vehicle trips per day. The peak hour residential traffic volume would be 10 per cent of the daily traffic volume, which would be 7 vehicle trips in each peak hour.

This volume of traffic is not unduly and should not adversely impact the traffic conditions of Little Turner Street or the surrounding streets.

### DEVELOPMENT LAYOUT DESIGN

#### Access Arrangements and Car Stacker Devices

The development's car parking would be accessed the rear of the site via Little Turner Street.

The proposed car stacker system for the site immediately abuts the building line at Little Turner Street. The applicant must demonstrate by way of swept path diagrams that the B85 design vehicle

## Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments

can enter and exit the car stacker platforms via Little Turner Street. The individual doorways along the Little Turner Street frontage should be dimensioned on the drawings.

The existing concrete open invert must be demolished and reconstructed in bluestone in accordance with Council's *Infrastructure Road Materials Policy* to Council's engineering requirements. The applicant must provide a ground clearance check using the B99 design vehicle to demonstrate that vehicles will not scrape or bottom out.

The 18 on-site car parking spaces would be contained within a mechanical car stacker system – the Trendvario 4300 in combination with the Trendvario 4100. The system is three platforms wide by three platforms deep. Each row contains an empty space to allow the system to shuffle and enable a user to access their specific platform. The two front rows contain five platforms in two levels and contain no pit. The rear row contains eight platforms in three levels with a pit.

Each platform has a useable width of 2.4 metres, which satisfies the minimum parking space width of a user class 1A (resident parking) in the Australian/New Zealand Standard AS/NZS 2890.1:2004. The vehicle clearance profile provided in the technical specifications for these devices can accommodate the B85 design vehicle and the B99 design vehicle.

Six out of the 18 spaces can accommodate vehicle heights of 2.0 metres (33 per cent of the spaces). This satisfies the requirements of *Design standard 4: Mechanical parking*.

Engineering Services considers the proposed stacker system to be a satisfactory mechanical parking arrangement for this site.

Pedestrian Doorway off Little Turner must be recessed inside the property and must not swing outwards within a Public Highway. When the development is assessed at the building permit stage, an outward swinging doorway onto Little Turner Street would more than likely be rejected by a Building Surveyor. It is advisable that this item be addressed before the building permit is issued for the site.

### Loading Provision

The site would not be providing an on-site loading facility. The commercial use of the site comprises 47 square metres of retail floor space. The footprint of the site cannot practically accommodate a loading facility required under Clause 52.07 – *Loading and Unloading of Vehicles*. Small trucks or vans would service a shop of this size.

The applicant should advise of the nearest on-street loading zone for Council further considers the waiving of the loading provisions for this site.

### Summary of Design Items to be Addressed

Item	Details
Individual Doorways – Little Turner Street	To be dimensioned on the drawings prior to endorsement.
Vehicle Turning Movements – Little Turner Street	The applicant must demonstrate by way of swept path diagrams that the B85 design vehicle can enter and exit the car stacker platforms via Little Turner Street.
Pedestrian Doorway – Little Turner Street	The outward swinging pedestrian door must be recessed and must not project into the Public Highway of Little Turner Street.
Loading Provision	The applicant must advise of the nearest on-street Loading Zone and briefly describe how goods would be transported to the site.

## Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments

### ROAD INFRASTRUCTURE WORKS

#### Reconstruction of Little Turner Street – West Boundary of Site to Rich Street

The road profile of Little Turner Street comprises an asphalt pavement with open invert drains on either side of the carriageway. A site inspection revealed that the road's current condition contains a number of depressions and irregularities. The open channels on either side of the pavement have subsided outside the property frontage. During construction of the building, it is likely that the movement of construction traffic will rapidly increase the deterioration of the assets. Once the development is complete, the addition of daily, repetitive traffic movements from the development will further impact on the condition and serviceability of Little Turner Street.

Once all building works and connections for underground utilities have been completed, the full width of Little Turner Street must be reconstructed from the west boundary of the site to Rich Street. The reconstruction works shall also incorporate the vehicle crossing that services Little Turner Street (at the Rich Street end).

Council's Engineering Services had prepared a design for the reconstruction of Little Turner Street, between Rich Street and Lulie Street. The applicant should use this design to assist with infrastructure works for Little Turner Street.

#### Building Works and Impact on Council Road Assets

The construction of the new building, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site.

It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for residents and visitors of the site.

### ENGINEERING CONDITIONS

The following items must be included in the Planning Permit for this site:

#### Civil Works – Johnston Street

- The redundant bluestone vehicle crossing must be demolished and reinstated with paving, kerb and channel to Council's satisfaction and at the Permit Holder's expense. Any surplus bluestones are to be returned to Council.
- Upon the completion of all building works and connections for underground utility services, the footpath immediately outside the property's Johnston Street road frontage must be stripped and re-sheeted to Council's satisfaction and at the Permit Holder's expense.
- Pedestrian access must be constructed to a level no steeper than 1 in 40 from the building line to the top of kerb.

#### Civil Works – Little Turner Street

- Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the full width of Little Turner Street, from the western boundary of the site to Rich Street, must be reconstructed:
  - (a) to include matching-in works with the surrounding road infrastructure;
  - (b) to ensure there is sufficient drainage;



## Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments

- (c) at the Permit Holder's cost; and
- (d) to the satisfaction of Council.

- The vehicle crossing servicing Little Turner Street (located on west side of Rich Street) must be reconstructed in accordance with Council's *Infrastructure Road Materials Policy*, Councils Standard Drawings and engineering requirements.

### Ground Clearance Check of Little Turner Street Access

- A 1 in 20 scale cross sectional drawing of the site's access via Little Turner Street must be prepared showing the design pavement of Little Turner Street and the setback area and first car stacker platform inside the development. A ground clearance check must be provided for the B99 design vehicle entering and exiting the property via Little Turner Street. The cross sectional drawing must be submitted to Council's Construction Management branch for assessment and approval.

### Preparation of Detailed Road Infrastructure Design Drawings

- 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

- The developer must replace the existing public light on the north side of Johnston Street, near the western boundary of the site (on pole No. 28098) with a high pressure sodium light HPS150 and with an internal rear shield to prevent light spillage into the habitable windows of the development. All costs associated with the supply and installation of public lighting shall be borne by the Permit Holder.

### Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.
- The Construction Management Plan for the site must also take the following into account:
  - 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.
  - Existing public lighting could only be disconnected once temporary alternative lighting scheme becomes operational.
  - A temporary lighting scheme must remain operational until a permanent lighting scheme is reinstated.

### Road Asset Protection

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

### 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.

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

## Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments

- No parking restriction signs are to be removed, adjusted, changed or relocated without approval or authorisation from Council Parking Management unit and Construction Management branch.

### 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.

### Notes:

- The applicant is to obtain a copy of Council's road design drawings for Little Turner Street by contacting Engineering Services on telephone 9205 5747.

## NON-PLANNING ADVICE TO THE APPLICANT

### **Public Lighting**

For the replacement of the public light in Johnston Street, all public lighting works must be undertaken by CitiPower and comply with CitiPower standard requirements and regulations.

### **Clearances from Electrical Assets**

Overhead power lines run along the north side of Johnston Street, close to the property boundary.

The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website:

<http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs>

Regards

Mark Pisani  
Senior Development Engineer  
Engineering Services Unit

---

# Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments



## MEMO

**To:** Nikolas Muhllechner  
**From:** Mark Pisani  
**Date:** 21 December 2016  
**Subject:** Application No: PLN16/0471  
 Description: Mixed Use Development; Revised Proposal  
 Site Address: 344 Johnston Street, Abbotsford

I refer to the above Planning Application received on 21 November 2016, the accompanying report prepared by Traffix Group and previous referral comments prepared by Engineering Services dated 18 August 2016 in relation to the proposed development at 344 Johnston Street, Abbotsford. Council's Engineering Services unit provides the following information:

### CAR PARKING PROVISION

#### Revised proposal

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

Proposed Use	Quantity/Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	2	1 space per dwelling	2	2
Two-bedroom dwelling	2	1 space per dwelling	2	2
Three-bedroom dwelling	2	2 spaces per dwelling	4	2
Residential visitors	6 Dwellings	1 space per 5 dwellings	1	0
Office	1,311.5 m <sup>2</sup>	3.5 spaces per 100 m <sup>2</sup> of net floor area	45	12
Retail	49 m <sup>2</sup>	4 spaces per 100 m <sup>2</sup> of leasable floor area	1	0
Total			55 Spaces	18 Spaces

The development would have a parking shortfall of two resident spaces, one residential visitor space, 33 office spaces and one retail space.

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

C:\Users\Muhllechner\AppData\Local\Hewlett-Packard\HP TRIM\TEMP\HPTRIM.6604\ID16 183179 PLN16 0471 - 344 Johnston Street Abbotsford - Engineering comments on revised proposal(2).DOCX

## Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments

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

- *Parking Demand for Dwellings.* The parking provision for the one- and two-bedroom dwellings satisfies Clause 52.06-5. The two three-bedroom dwellings in the development would be provided with one on-site car parking space each. The 2011 ABS Census data for car ownership in Abbotsford recorded that the average number of cars per three-bedroom dwelling was 1.6 cars. Some 14 % of three-bedroom dwellings did not own a car, whereas the proportion of three-bedroom dwellings owning one car was 34 %. The data suggests that there is a significant proportion of three-bedroom dwellings that own one or no cars. The proposed allocation of one space for the three-bedroom dwelling is considered acceptable.
- *Residential Visitor Parking Demand.* Peak parking for residential visitors generally occurs on weekday evenings and at weekends. The development's car parking would be contained within car stacker devices – unsuitable for residential visitor parking. The parking demand of one visitor space could be accommodated on-street.
- *Parking Demand for the Office Use.* Parking associated with office type developments is generally long-stay parking for employees and short term parking (say up to two hours' duration) for customers and clients. The actual parking demand generated by the office is expected to be lower than the statutory parking rate of 3.5 spaces per 100 square metres of floor space, since the area has very good access to public transport services.

The proposed office would have a car parking provision rate of 0.91 spaces per 100 square metres (12 spaces for 1,311.5 square metres of floor area). By comparison, the nearby development at 4-6 Gold Street, Collingwood, was approved with an on-site car parking provision of 1.29 spaces per 100 square metres with an office floor area of 1,541 square metres with 20 on-site car parking spaces (Planning Permit PLN13/0763 issued on 12 June 2014). Although the subject's site's office parking rate is slightly below that of 4-6 Gold Street, we are satisfied that the office parking rate of 0.91 spaces per 100 square metres for the proposed development is appropriate.

- *Parking Demand associated with the Retail Use.* The retail parking for this site would have a statutory parking requirement of one space. This space would most likely be required for staff. Traffic Group has estimated that the retail tenancy would have a parking overflow of one staff space and one customer space.
- *Availability of Public transport in the Locality of the Land.* The site is within walking distance of bus services operating long Johnston Street and Hoddle Street. Rail services can be obtained from Victoria Park railway station.

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

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

- *Availability of Car Parking.* Traffic Group had conducted on-street parking occupancy surveys of the surrounding area on Wednesday 24 February 2016 (at 4:00 p.m.), Friday 26 February 2016 (at 2:30 p.m., 3:30 p.m., 7:00 p.m. and 8:00 p.m.) and Saturday 27 February 2016 (at 12:00 p.m., 1:00 p.m., 7:00 p.m. and 8:00 p.m.). The survey area encompassed Johnston Street (railway line to Hunter St), Lulie Street (Johnston St to Abbot St), Park Street (Yarra St to Johnston St), rich Street and sections of Nicholson Street, Turner Street and Stafford Street. The duration and extent of the surveys are considered satisfactory. An inventory of 327 to 328 on-street car parking spaces was identified in the study area. The results of the parking occupancy surveys indicate that the parking occupancy recorded ranges from 54 % to 79 %. The peak parking occupancy was observed at 2:30 p.m. on the Friday, with 257 parking spaces occupied. On-street parking should be available for the overflow in any short stay parking demands generated by the development.
- *Practicality of Providing Car Parking on the Site.* All on-site parking would be accommodated within mechanical stacker devices and the footprint of the property does not have any scope to provide at-grade visitor parking.

## Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments

- *Car Parking Deficiency associated with Existing Land Use.* According to the submitted report, the property's existing use is retail and has two off-street car parking spaces. The floor area of the shop is 340 square metres and applying the parking requirements of Clause 52.06-5 would yield a car parking requirement of six spaces. Therefore, the car parking deficiency of the site would be four spaces. This car parking credit could be potentially transferrable to the new development's short-stay parking as the existing parking overflow from the site would be accommodated off-site.
- *Access to or provision of Alternative Transport Modes.* The site has very good accessibility to public transport and connectivity to the on-road bicycle network. The site is also in proximity to on-street car share pods.
- *Other Relevant Considerations.* Occupants of the new dwellings will not be eligible to apply for on-street residential and visitor car parking permits.

### Adequacy of Car Parking

From a traffic engineering perspective, the waiver of car parking is considered appropriate in the context of the development and the surrounding area. The 2011 Census data suggests that there is a market for dwellings without any on-site car parking in the Abbotsford area. The site has good access to alternative and more sustainable forms of transport.

Engineering Services has no objection to the reduction in the car parking requirement for this development.

### TRAFFIC GENERATION

#### Residential Dwellings

For the residential component of the development, Traffix group has conservatively adopted a traffic generation rate of 4 vehicle trips per dwelling per day (for dwellings that have been allocated a car parking space). The resulting residential traffic volume would be 24 vehicle trips per day. The peak hour residential traffic volume would be 10 per cent of the daily traffic volume, which would be 2 vehicle trips in each peak hour.

#### Office

For on-site office spaces, the peak hour traffic generation of 0.5 trips per office space and the daily office traffic volume of 5 trips per day have been adopted. For the 112 on-site office spaces, this would equate to 6 trips per peak hour and 6- trips per day.

#### Development Traffic

The development is expected to generate a daily traffic volume of 84 trips with peak hour traffic volumes of 6 trips per peak hour.

The traffic distributions adopted in the submitted traffic report are considered reasonable. By applying the directional splits in the morning and evening peak hours, the development is expected to generate 5 inbound trips and 3 outbound trips in the AM peak hour and 2 inbound trips and 6 outbound trips.

These volumes of traffic are not unduly and should not adversely impact the traffic conditions of Little Turner Street or the surrounding streets.

## Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments

### DEVELOPMENT LAYOUT DESIGN

#### Layout Design Assessment

Item	Assessment
<b>Access Arrangements</b>	
Turning Movements into Stacker Platforms	The front row of the proposed stacker almost abuts the south alignment of Little Turner Street. No swept path diagrams have been submitted.
<b>Car Stacker Devices</b>	
Mechanical Parking Spaces	The 18 on-site car parking spaces would be contained within a mechanical car stacker system – the Trendvario 4300 in combination with the Trendvario 4100. The system is three platforms wide by three platforms deep. Each row contains an empty space to allow the system to shuffle and enable a user to access their specific platform. The two front rows contain five platforms in two levels and contain no pit. The rear row contains eight platforms in three levels with a pit. Each platform has a useable width of 2.4 metres, which satisfies the minimum parking space width of a user class 1A (resident parking) in the Australian/New Zealand Standard AS/NZS 2890.1:2004. The vehicle clearance profile provided in the technical specifications for these devices can accommodate the B85 design vehicle and the B99 design vehicle. The stacker device is considered satisfactory.
Vehicle Clearance Height	Six out of the 18 spaces can accommodate vehicle heights of 2.0 metres (33 per cent of the spaces). This satisfies the requirements of <i>Design standard 4: Mechanical parking</i> .
<b>Loading Provision</b>	
Waiver of Loading Requirement	The site would not be providing an on-site loading facility. The commercial use of the site comprises 47 square metres of retail floor space. The footprint of the site cannot practically accommodate a loading facility required under Clause 52.07 – <i>Loading and Unloading of Vehicles</i> . Small trucks or vans would service a shop of this size. No details have been provided.

#### Design Items to be Addressed

Item	Details
Turning Movements into Stacker Platforms	The applicant must demonstrate by way of swept path diagrams that the B85 design vehicle can enter and exit the car stacker platforms via Little Turner Street.
Waiver of Loading Requirement	The applicant must advise of the nearest on-street Loading Zone and briefly describe how goods would be transported to the site.
Pedestrian Doorway off Little Turner Street (Non-Planning Item)	The outward swinging pedestrian door must be recessed and must not project into the Public Highway of Little Turner Street.



## **Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments**

### **ROAD INFRASTRUCTURE WORKS**

#### **Reconstruction of Little Turner Street – West Boundary of Site to Rich Street**

The road profile of Little Turner Street comprises an asphalt pavement with open invert drains on either side of the carriageway. A site inspection revealed that the road's current condition contains a number of depressions and irregularities. The open channels on either side of the pavement have subsided outside the property frontage. During construction of the building, it is likely that the movement of construction traffic will rapidly increase the deterioration of the assets. Once the development is complete, the addition of daily, repetitive traffic movements from the development will further impact on the condition and serviceability of Little Turner Street.

Once all building works and connections for underground utilities have been completed, the full width of Little Turner Street must be reconstructed from the west boundary of the site to Rich Street. The reconstruction works shall also incorporate the vehicle crossing that services Little Turner Street (at the Rich Street end).

Council's Engineering Services had prepared a design for the reconstruction of Little Turner Street, between Rich Street and Lulie Street. The applicant should use this design to assist with infrastructure works for Little Turner Street.

#### **Building Works and Impact on Council Road Assets**

The construction of the new building, the provision of underground utilities and construction traffic servicing and transporting materials to the site will impact on Council assets. Trenching and areas of excavation for underground services invariably deteriorates the condition and integrity of footpaths, kerb and channel, laneways and road pavements of the adjacent roads to the site.

It is essential that the developer rehabilitates/restores laneways, footpaths, kerbing and other road related items, as recommended by Council, to ensure that the Council infrastructure surrounding the site has a high level of serviceability for residents and visitors of the site.

### **ENGINEERING CONDITIONS**

The engineering conditions as specified in our referral comments of 18 August 2016 are still relevant and pertinent to this development application.

### **NON-PLANNING ADVICE FOR THE APPLICANT**

The non-planning advice for the applicant as specified in our referral comments of 18 August 2016 are still relevant and pertinent to this development application.

Regards

Mark Pisani  
Senior Development Engineer  
Engineering Services Unit

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**Attachment 4 - PLN16/0471 - 344 Johnston Street Abbotsford - Engineering Services Unit Comments**

# MEMO

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**To:** Nikolas Muhllechner  
**From:** Mark Pisani  
**Date:** 17 February 2017  
**Subject:** Application No: PLN16/0471  
Description: Mixed Use Development; Revised Drawings  
Site Address: 344 Johnston Street, Abbotsford

---

I refer to the above Planning Application received on 10 February 2017 and the memorandum prepared by Traffix Group dated 30 January 2017 in relation to the proposed development at 344 Johnston Street, Abbotsford. Council's Engineering Services unit provides the following information:

**Turning Movements into Stacker Platforms**

The submitted swept path diagrams provided by Traffix Group for the B85 design vehicle adequately demonstrate satisfactory entry and exit movements into and out of stacker platforms via Little Turner Street.

**Waiver of Loading Requirement**

The nearest on-street loading zone is located in Little Turner Street, close to the rear of the development. The development would use vans or small trucks to transport any goods to the site. These vehicles could also utilise regular on-street kerbside parking when making deliveries.

Engineering Services has no objection to the waiver of the loading requirement for this site.

**Pedestrian Doorway off Little Turner Street (Non-Planning Item)**

The revised drawings show the pedestrian doorway now recessed completely inside the property. This item has now been addressed.

Regards

Mark Pisani  
Senior Development Engineer  
Engineering Services Unit

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**Attachment 5 - PLN16/0471 - 344 Johnston Street Abbotsford - Waste Services Unit Comments**

**Muhllechner, Nikolas**

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**From:** Agostino, Joe <Joe.Agostino@yarracity.vic.gov.au>  
**Sent:** Wednesday, 23 November 2016 3:13 PM  
**To:** Muhllechner, Nikolas  
**Cc:** Valente, Enzo  
**Subject:** RE: PLN16/0471 - 344 Johnston Street Abbotsford - Amended waste management plan

Hi Nik

The Waste Management Plan prepared by LEIGH DESIGN dated 27<sup>TH</sup> October 2016 for 344 Johnston Street Abbotsford is satisfactory from the City Works Branch's perspective. This WMP supersedes all previous WMP's.

If you have any further queries please contact me.

Regards

Joe Agostino

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**From:** Muhllechner, Nikolas  
**Sent:** Monday, 21 November 2016 11:39 AM  
**To:** Valente, Enzo  
**Cc:** Agostino, Joe  
**Subject:** RE: PLN16/0471 - 344 Johnston Street Abbotsford - Amended waste management plan

Hi Enzo/Joe,

Further to Enzo's previous email regarding the waste management plan for the above application.

The applicant has now amended the proposal to incorporate four levels of office, in lieu of residential apartments and amended the waste management plan accordingly.

Attached for your reference is the amended waste management plan (pages 52-63) and the development plans (pages 175-182).

If comments could please be provided by 5 December 2016, that would be much appreciated.

If you have any queries regarding the above or need any further information, please contact me.

Thanks,

Nik

**Nikolas Muhllechner**  
**Principal Statutory Planner**  
City of Yarra PO Box 168 Richmond 3121  
T (03) 9205 5456 F (03) 8417 6666  
E [Nikolas.Muhllechner@yarracity.vic.gov.au](mailto:Nikolas.Muhllechner@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

## Attachment 5 - PLN16/0471 - 344 Johnston Street Abbotsford - Waste Services Unit Comments



Make sure you refer to our website for more information.

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**From:** Valente, Enzo [<mailto:Enzo.Valente@yarracity.vic.gov.au>]  
**Sent:** Monday, 27 June 2016 8:12 AM  
**To:** Muhllechner, Nikolas  
**Subject:** PLN16/0471, 344 Johnston Street Abbotsford, Waste management plan

Hi Nik

The Waste Management Plan from Leigh Design, dated 26 May 2016, is satisfactory from the City Works Branch's perspective.

If you have any queries give me a call.

Regards

Enzo

Enzo Valente

Waste Management and Cleansing Services Coordinator  
City of Yarra PO Box 168 Richmond 3121  
T (03)9205 5475 F(03)8417 6666  
E [enzo.valente@yarracity.vic.gov.au](mailto:enzo.valente@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

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**From:** Muhllechner, Nikolas  
**Sent:** Wednesday, 22 June 2016 2:43 PM  
**To:** Valente, Enzo  
**Subject:** PLN16/0471 - 344 Johnston Street Abbotsford - Waste management plan

Hi Enzo,

I refer to the above application received by Council on 27 May 2016. The application proposes an eight storey building containing a shop and 24 dwellings.

Your comments on the proposed waste management plan would be much appreciated.

Attached for your reference is the waste management plan and the development plans.

If comments could please be provided by 6 July 2016, that would be much appreciated.

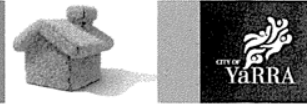
If you have any queries regarding the above or need any further information, please contact me.

Regards,

Nik

## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



### ESD in the Planning Permit Application Process

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development*.

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, all **large** planning permit applications with Yarra City Council are required to include a Sustainable Management Plan (SMP). This application is a 'Large' planning application as it meets the category *Residential – ten or more dwellings*.

### What is a Sustainable Management Plan (SMP)?

An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

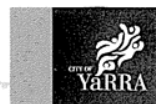
An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

### Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice. The following comments are based on the review of the architectural drawings, prepared by *CHT Architects* (received 27<sup>th</sup> May 2016) and the accompanying SMP, prepared by *GIW Environmental Solutions* (prepared 25<sup>th</sup> May 2016).

**Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments****Sustainable Management Plan (SMP)**

Referral Response by Yarra City Council

**Table of Contents**

Assessment Summary: .....	3
1. Indoor Environment Quality (IEQ) .....	5
2. Energy Efficiency .....	6
3. Water Efficiency .....	7
4. Stormwater Management .....	8
5. Building Materials .....	9
6. Transport .....	10
7. Waste Management .....	11
8. Urban Ecology .....	12
9. Innovation .....	13
10. Construction and Building Management .....	14
Applicant Response Guidelines .....	15



## Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



### Assessment Summary:

Responsible Planner:	Nikolas Muhllechner		
ESD Advisor:	Euan Williamson		
Date:	05.06.2016	Planning Application No:	PLN16/0471
Subject Site:	344 Johnston Street, Richmond		
Site Area:	Approx. 409m <sup>2</sup>	Site Coverage:	100%

Project Description: An eight-storey buildings, comprising 24 apartments and a shop.

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) Application ESD Commitments:

- Most dwellings will have good cross ventilation, providing that all bedroom windows into light courts are operable.
- The applicant proposes to exceed minimum NCC requirements for energy efficiency, with an average 6.4 Star NatHERS (min).
- A STORM rating of 115% has been received which relies on a minimum of 268m<sup>2</sup> of roof connected to a 10,000 litre tank and connected to toilets that service 10 bedrooms.
- Energy efficient heating and cooling split systems to dwellings.
- Water efficient fixtures throughout.

#### (2) Application ESD Deficiencies:

- The reliance on multiple small light courts is highly problematic. Most dwellings will have good daylight access in current conditions, as is clearly shown in the daylight modelling. However it is highly unlikely to deliver best practice daylight standards if adjoining lots are developed using a similar building envelope. To achieve best practice standard of daylight at 18m in depth (6 levels) the minimum size (m<sup>2</sup>) of these lightcourts should be 29m<sup>2</sup>. Therefore an equitable development approach might support light courts of half this size (14.5m<sup>2</sup>). The proposed lightcourts are half this size. Please provide more information on the expected daylight performance if adjoining sites are also developed to the same building envelope and mirrored proposed reliance on light courts. Demonstrate that the development meets a best practice standard. Recommend a re-design to group together some of the smaller light courts into a large centralised light court.
- Balcony over-hangs, building articulation gives reasonable shading to most glazing, except the top floor dwellings. Recommend to provide additional shading to north, east and west facing glazing on the top level exposed to summer sun angles with exterior shading such as blinds, shutters, louvers, fins, etc.
- A total of 8 bicycle parking spaces have been provided for residents and staff in the ground floor carpark. This is not a sufficient number to meet Council's best practice standard, which is one bicycle space per dwelling, plus additional spaces for staff and visitors to the building.

## Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments

### Sustainable Management Plan (SMP)

Referral Response by Yarra City Council



#### (3) Outstanding Information:

- Recommend all windows to habitable rooms are operable and clearly marked on the plans.

#### (4) ESD Improvement Opportunities:

- Recommend kitchens to have extraction fans (not re-circulating ranges).
- Portable drying racks / lines provided to apartments. Recommend retractable clothes drying racks

#### 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.

## Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments

## 1. Indoor Environment Quality (IEQ)

### Objectives:

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Most dwellings will have good cross ventilation, providing that all bedrooms windows into light courts are operable.	Recommend all windows to habitable rooms are operable and clearly marked on the plans.  Recommend kitchens to have extraction fans (not re-circulating ranges).	3
Daylight & Solar Access	The reliance on multiple small light courts is highly problematic.  Most dwellings will have good daylight access in current conditions, as is clearly shown in the daylight modelling. However it is highly unlikely to deliver best practice daylight standards if adjoining lots are developed using a similar building envelope.  To achieve best practice standards at 18m in depth (6 levels) the minimum m <sup>2</sup> of these lightcourts should be 29m <sup>2</sup> . Therefore an equitable development approach might support light courts of half this size (14.5m <sup>2</sup> ). The proposed lightcourts are half this size.	Please provide more information on the expected daylight performance if adjoining sites are also developed to the same building envelope and mirrored proposed reliance on light courts. Demonstrate that the development meets a best practice standard.  Recommend a re-design to group together some of the smaller light courts into a large centralised light court.	2
External Views	External views from most dwellings.	-	1
Hazardous Materials and VOC	All paints, adhesives, sealants, carpets, wall and ceiling coverings will be low VOC type. Engineered timber products to be no, or low formaldehyde.	-	1
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes: - Good access to ventilation - Good shading to manage passive heat gains. - Reasonable thermal efficiency standards.	Please refer to section on, <i>NCC Energy Efficiency Requirements Exceeded and Effective Shading</i>	1

### \* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY  
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

### References and useful information:

SDAPP Fact Sheet: [1. Indoor Environment Quality](#)  
Good Environmental Choice Australia Standards [www.geca.org.au](http://www.geca.org.au)  
Australian Green Procurement [www.greenprocurement.org](http://www.greenprocurement.org)  
Residential Flat Design Code [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)  
Your Home [www.yourhome.gov.au](http://www.yourhome.gov.au)

## Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments

## 2. Energy Efficiency

**Objectives:**

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

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	The applicant proposes to exceed minimum NCC requirements, with an average 6.4 Star NatHERS (min).	-	1
Hot Water System	Centralised gas hot water system with 80% efficiency or 6 Star instantaneous gas hot water.	-	1
Peak Energy Demand	No specific information has been provided.	-	1
Effective Shading	Balcony over-hangs, building articulation gives reasonable shading to most glazing, except the top floor dwellings.	Recommend to provide additional shading to north, east and west facing glazing on the top level exposed to summer sun angles with exterior shading such as blinds, shutters, louvers, fins, etc.	2
Efficient HVAC system	Efficient split systems within one energy star rating of best available energy efficiency rating for the required capacity.	-	1
Efficient Lighting	Efficient lighting throughout. Occupancy/daylight sensor controls.	-	1
Electricity Generation	No information has been provided.	-	1
Clothes Lines Drying Racks	Portable drying racks / lines provided to apartments.	Recommend retractable clothes drying racks that are fixed to balconies be considered.	4

**\* Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY  
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

**References and useful information:**

SDAPP Fact Sheet: [2. Energy Efficiency](#)

House Energy Rating [www.makeyourhomegreen.vic.gov.au](http://www.makeyourhomegreen.vic.gov.au)

Building Code Australia [www.abcb.gov.au](http://www.abcb.gov.au)

Window Efficiency Rating Scheme (WERS) [www.wers.net](http://www.wers.net)

Minimum Energy Performance Standards (MEPS) [www.energyrating.gov.au](http://www.energyrating.gov.au)

Energy Efficiency [www.resourcesmart.vic.gov.au](http://www.resourcesmart.vic.gov.au)

## Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments

### 3. Water Efficiency

**Objectives:**

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	<p>The following WELS water efficiency standards have been specified:</p> <ul style="list-style-type: none"> <li>• Bathroom/Kitchen Taps: 5 Stars</li> <li>• Toilets: 4 Stars</li> <li>• Showerheads: 3 Star</li> </ul>	-	1
Water for Toilet Flushing	Toilets in ground floor retail, first floor apartments to be connected to 10,000 rainwater tank for flushing.	-	1
Water Meter	Separate metering for dwellings to assist with ongoing water management.	-	1
Landscape Irrigation	No information has been provided.	-	1
Other	-	-	1

**\* Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY  
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

**References and useful information:**

SDAPP Fact Sheet: [3. Water Efficiency](#)

Water Efficient Labelling Scheme (WELS) [www.waterrating.gov.au](http://www.waterrating.gov.au)

Water Services Association of Australia [www.wsaa.asn.au](http://www.wsaa.asn.au)

Water Tank Requirement [www.makeyourhomegreen.vic.gov.au](http://www.makeyourhomegreen.vic.gov.au)

Melbourne Water STORM calculator [www.storm.melbournewater.com.au](http://www.storm.melbournewater.com.au)

Sustainable Landscaping [www.ourwater.vic.gov.au](http://www.ourwater.vic.gov.au)

## Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments

## 4. Stormwater Management

### Objectives:

- to reduce the impact of stormwater runoff
- to improve the water quality of stormwater runoff
- to achieve best practice stormwater quality outcomes
- to incorporate Water Sensitive Urban Design principles.

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM rating of 115% has been received which relies on a minimum of 268m <sup>2</sup> of roof connected to a 10,000 litre tank and connected to toilets that service 10 bedrooms.	-	1
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	-	-	-
Stormwater Treatment	-	-	-
Others	-	-	-

### \* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY  
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

### References and useful information:

SDAPP Fact Sheet: [4. Stormwater Management](#)  
 Melbourne Water STORM calculator [www.storm.melbournewater.com.au](http://www.storm.melbournewater.com.au)  
 Water Sensitive Urban Design Principles [www.melbournewater.com.au](http://www.melbournewater.com.au)  
 Environmental Protection Authority Victoria [www.epa.vic.gov.au](http://www.epa.vic.gov.au)  
 Water Services Association of Australia [www.wsaa.asn.au](http://www.wsaa.asn.au)  
 Sustainable Landscaping [www.ourwater.vic.gov.au](http://www.ourwater.vic.gov.au)



## Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments

## 5. Building Materials

**Objectives:**

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment.

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	Recycled materials as appropriate.	-	1
Embodied Energy of Concrete and Steel	Precast concrete to have recycled content subject to structural engineer.	Consider using steel with a recycled component	4
Sustainable Timber	All timbers to be FSC or PEFC certified from sustainable sources.	-	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	1
Others	-	-	-

**\* Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY  
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

**References and useful information:**

SDAPP Fact Sheet: [5. Building Materials](#)

Building Materials, Technical Manuals [www.yourhome.gov.au](http://www.yourhome.gov.au)

Embodied Energy Technical Manual [www.yourhome.gov.au](http://www.yourhome.gov.au)

Good Environmental Choice Australia Standards [www.geca.org.au](http://www.geca.org.au)

Forest Stewardship Council Certification Scheme [www.fsc.org](http://www.fsc.org)

Australian Green Procurement [www.greenprocurement.org](http://www.greenprocurement.org)

**Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments****6. Transport****Objectives:**

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Basement & ground car stacking parking.	-	1
Bike Parking Spaces	A total of 8 bicycle parking spaces have been provided for residents and staff in the ground floor carpark.	This is not a sufficient number to meet Council's best practice standard, which is one bicycle space per dwelling, plus additional spaces for staff and visitors to the building.	2
End of Trip Facilities	No information has been provided.	-	1
Car Share Facilities	Car share facilities are in the neighbouring area.	-	1
Others	-	-	-

**\* Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY  
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

**References and useful information:**

SDAPP Fact Sheet: [6. Transport](#)

Off-setting Car Emissions Options [www.greenfleet.com.au](http://www.greenfleet.com.au)

Sustainable Transport [www.transport.vic.gov.au/doi/internet/icy.nsf](http://www.transport.vic.gov.au/doi/internet/icy.nsf)

Car share options [www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/](http://www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/)

Bicycle Victoria [www.bv.com.au](http://www.bv.com.au)

## Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments

## 7. Waste Management

### Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Issues	Applicant's Design Responses	Council Comments	CAR <sup>+</sup>
Construction Waste Management	An 80% recycling rate target for construction and demolition waste has been set.	-	1
Operational Waste Management	Waste system with different bins for general waste, recycling and hard waste provided on the ground floor.	-	1
Storage Spaces for Recycling and Green Waste	Area for waste bins can be identified on the ground floor plans.	Please check the WMP to ensure that the waste management provisions are sufficient.	1
Others	-	-	-

### \* Council Assessment Ratings:

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY  
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

### References and useful information:

SDAPP Fact Sheet: [7. Waste Management](#)  
Construction and Waste Management [www.sustainability.vic.gov.au](http://www.sustainability.vic.gov.au)  
Preparing a WMP [www.epa.vic.gov.au](http://www.epa.vic.gov.au)  
Waste and Recycling [www.resourcesmart.vic.gov.au](http://www.resourcesmart.vic.gov.au)  
Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002) [www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)  
Waste reduction in office buildings (2002) [www.environment.nsw.gov.au](http://www.environment.nsw.gov.au)

## Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments

## 8. Urban Ecology

**Objectives:**

- to protect and enhance biodiversity
- to provide sustainable landscaping
- to protect and manage all remnant indigenous plant communities
- to encourage the planting of indigenous vegetation.

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	NA
Maintaining / Enhancing Ecological Value	No specific landscaping provided but space available on balconies.	-	1
Reclaiming Contamin. Land	No information has been provided.	-	NA
Green roof	-	-	-

**\* Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY  
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

**References and useful information:**

SDAPP Fact Sheet: [8. Urban Ecology](#)

Department of Sustainability and Environment [www.dse.vic.gov.au](http://www.dse.vic.gov.au)

Australian Research Centre for Urban Ecology [www.arcue.botany.unimelb.edu.au](http://www.arcue.botany.unimelb.edu.au)

Greening Australia [www.greeningaustralia.org.au](http://www.greeningaustralia.org.au)

Green Roof Technical Manual [www.yourhome.gov.au](http://www.yourhome.gov.au)

## Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments

## 9. Innovation

**Objective:**

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

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-	-	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

**\* Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY  
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

**References and useful information:**

SDAPP Fact Sheet: [9. Innovation](#)  
 Green Building Council Australia [www.gbca.org.au](http://www.gbca.org.au)  
 Victorian Eco Innovation lab [www.ecoinnovationlab.com](http://www.ecoinnovationlab.com)  
 Business Victoria [www.business.vic.gov.au](http://www.business.vic.gov.au)  
 Environment Design Guide [www.environmentdesignguide.com.au](http://www.environmentdesignguide.com.au)

## Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments

## 10. Construction and Building Management

**Objective:**

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	Regular building tuning and commissioning in accordance with CIBSE and ASHRAE standards.	-	1
Building Users Guide	A Building Users Guide detailing the sustainability features of the building will be developed and given to building users.	-	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	-	1
Construction Management Plan	No information has been provided.	Consider an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	1
Others	-	-	-

**\* Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY  
 3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

**References and useful information:**

SDAPP Fact Sheet: [10. Construction and Building Management](#)

ASHRAE and CIBSE Commissioning handbooks

International Organization for standardization – ISO14001 – Environmental Management Systems

Keeping Our Stormwater Clean – A Builder's Guide [www.melbournewater.com.au](http://www.melbournewater.com.au)



**Sustainable Management Plan (SMP)**  
for planning applications being considered by Yarra Council



## Applicant Response Guidelines

### Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

### Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

### Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

### Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

### Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

### Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

### How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

### ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

Attachment 6 - PLN16/0471 - 344 Johnston Street Abbotsford - ESD Advisor Comments



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**TO:** Nik Muhllechner  
**FROM:** Euan Williamson, ESD Advisor  
**DATE:** 30.11.2016  
**FILE:** 344 Johnston Street, Abbotsford  
**SUBJECT:** ESD Response to Amended Design

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Nik,

I have reviewed the architectural drawings by *CHT Architects* (issued 25.10.2016), and SMP prepared by *GIW Environmental Solutions* (Issued 28.10.2016).

In summary, most of concerns raised previously have been addressed, including access to daylight and external shading; however the bike parking is still inadequate.

**Daylight**

By changing the lower levels to office rather than dwellings, the access to daylight in the different spaces is more suited to the purpose and meets daylight standards in BESS. Two bedrooms in Apt 503 fall just below our best practice standard for daylight, meeting the daylight level for approximately 60% of the floor area rather than 90%. However, considering that the rest of the building exceeds the daylight standards this is a satisfactory outcome overall.

**External Shading**

Top level dwelling now has some cantilevered overhang to the living areas, and wingwalls to bedroom and bathroom to give some solar protection from the north.

**Bike Parking**

9 bicycle parking spaces for 6 dwellings and ~1060m<sup>2</sup> of office is not sufficient. Recommend that the bike parking spaces be increased to a minimum of 16 spaces: one-per-dwelling (6) for residents and an additional 10 for the offices, equivalent to one bike space for 10% staff at (1 person/10m<sup>2</sup> NLA).

If you have any questions regarding my comments or recommendations, do not hesitate to contact me.

Regards,

Euan Williamson  
Environmental Sustainable Development Advisor  
City of Yarra PO Box 168 Richmond 3121  
T (03) 9205 5366 F (03) 8417 6666  
E [Euan.Williamson@yarracity.vic.gov.au](mailto:Euan.Williamson@yarracity.vic.gov.au)  
W [www.yarracity.vic.gov.au](http://www.yarracity.vic.gov.au)

## Attachment 7 - PLN16/0471 - 344 Johnston Street Abbotsford - Urban Design Consultant Comments



### 344 Johnston Street, ABBOTSFORD

#### Urban Design Referral

Date	23/08/16
Council Reference	PLN16/0471
To	Nik Muhllechner
From	David Lock Associates

#### INTRODUCTION

In July 2016, City of Yarra requested that David Lock Associates undertake an urban design assessment of a proposed development at 344 Johnston Street, Abbotsford (the subject site). The proposal seeks approval to construct an eight storey mixed use building consisting of ground floor retail and seven storeys of shoptop residential development.

In undertaking this assessment we have had regard to the following:

- The relevant provisions of the Yarra Planning Scheme and reference documents,
- The provisions of the Johnston Street Local Area Plan;
- The physical context of the subject site as well as the wider area (confirmed via site inspection 22/08/16);
- The architectural plans prepared by CHT Architects (dated 03/05/16 [Revision 7]);
- The Town Planning Application Report prepared by Tract Consultants (dated 23/05/16);
- Council's recent planning approval for 316-322 Johnston Street, Abbotsford (Council reference PLN15/0644); and
- Relevant VCAT decisions within the immediate Johnston Street area (including development plans), including the following:
  - *370 Johnston Street Pty. Ltd. v Yarra CC and Others [2013] VCAT 1028;*
  - *Abbotsford Joint Venture Pty Ltd. v Yarra CC and others [2012] VCAT 146 (247-259 Johnston Street, Abbotsford); and*
  - *Strathelie Property Holdings Pty. Ltd. v Yarra CC and others [2014] VCAT P2670 (288 Johnston Street, Abbotsford).*

#### BUILT FORM SCALE AND MASSING

##### Context

The site is located within the Johnston Street Neighbourhood Activity Centre (NAC) as per Clause 21.03 of the Yarra Planning Scheme, and is proximate to the Victoria Park rail station as well as a variety of services and open space opportunities. The site forms part of the Johnston Street commercial strip as reflected in the site's Commercial 1 (C1Z) zoning. No overlays apply to the site.

In terms of abutments, the site's eastern and western abutting properties both contain single storey commercial development and are similarly zoned C1Z, as is the commercial built form south of the

## Attachment 7 - PLN16/0471 - 344 Johnston Street Abbotsford - Urban Design Consultant Comments



subject site across Johnston Street. The site is also in abuttal to Neighbourhood Residential (NRZ) zoned properties to the site's north (across Little Turner Street), which are also within the Heritage Overlay Schedule 337 (HO337 – Victoria Park Precinct).

The wider Johnston Street NAC is a declining commercial strip with heights of generally one to two storeys. There are, however, numerous recent examples of emergent change in the area by way of existing built form (such as the five storey GlaxoSmithKline building at 436-438 Johnston Street) as well as recent approvals and NODs (such as those at 316-322 Johnston Street [seven storeys], 370 Johnston Street [six storeys] and 288 Johnston Street [eight storeys]). We further understand that a number of other sites in proximity – including 329 Johnston Street – have current planning permit applications before Council for height in the order of nine storeys. The policy framework generally supports this type of outcome whilst simultaneously requiring development to have regard to existing and preferred neighbourhood character as well as off-site and public realm amenity (Clauses 15.01, 16.01, 21.05 and 22.10).

Although Clause 21.05-2 specifies a maximum building height for activity centres of five to six storeys (that can be exceeded provided a development achieves specific benefits), the Johnston Street Local Area Plan (JSLAP) has recently been adopted by Council and provides the most relevant guidance and seeks specific built form outcomes including:

- *A 4-5 storeys street wall to Johnston Street (17m);*
- *Total overall building height of 6-7 storeys (23m) on sites able to accommodate upper level setbacks (3m minimum street setback);*
- *2-3 storey interfaces with fine grained residential properties; and*
- *Upper level setbacks of 3-6m from rear interfaces.*

It is important to note, however, that although the JSLAP has been adopted it is yet to be formally implemented into the Yarra Planning Scheme by way of a planning scheme amendment.

Taken together, the planning framework pertinent to the site envisions transformative change commensurate with preferred future character provided it is cognisant of reasonable offsite amenity impacts. The JSLAP and Clause 22.10 provide the most useful guidance on how best to achieve this.

### *Height and Massing*

The proposal incorporates a five storey street wall to Johnston Street that rises sheer to a height of 16.6m (approx.). Although the proposed street wall is generally in excess of the existing Johnston Street wall character, it is directly compliant with the envisioned future character of Johnston Street as espoused under the JSLAP and is comparable in height to recent approvals in Johnston Street. Importantly, the Johnston Street road reserve is of a width capable of accommodating a street wall of the height proposed whilst still maintaining a comfortable sense of openness as measured by a 1:1 street-width-to-height ratio. Therefore, the height of the proposed street wall is appropriate.

Above this, the proposal consists of an 'upper form' comprised of another two storeys with an additional recessive level further above (with additional recessive services 'cap'). Although the overall height of the proposal slightly exceeds that which is envisioned by the JSLAP, the uppermost storey has been designed so that it will read as a diminutive and recessive architectural feature as viewed from the Johnston Street public realm in direct views. Refer to Figure 1 below. Further, urban environments generally benefit from variation in building heights and skyline profiles and the additional storey above and beyond that envisioned by the JSLAP will contribute

## Attachment 7 - PLN16/0471 - 344 Johnston Street Abbotsford - Urban Design Consultant Comments



to the achievement of this in longer views, in a manner that is respectful to the identified preferred future character for Johnston Street. The overall height is therefore appropriate.

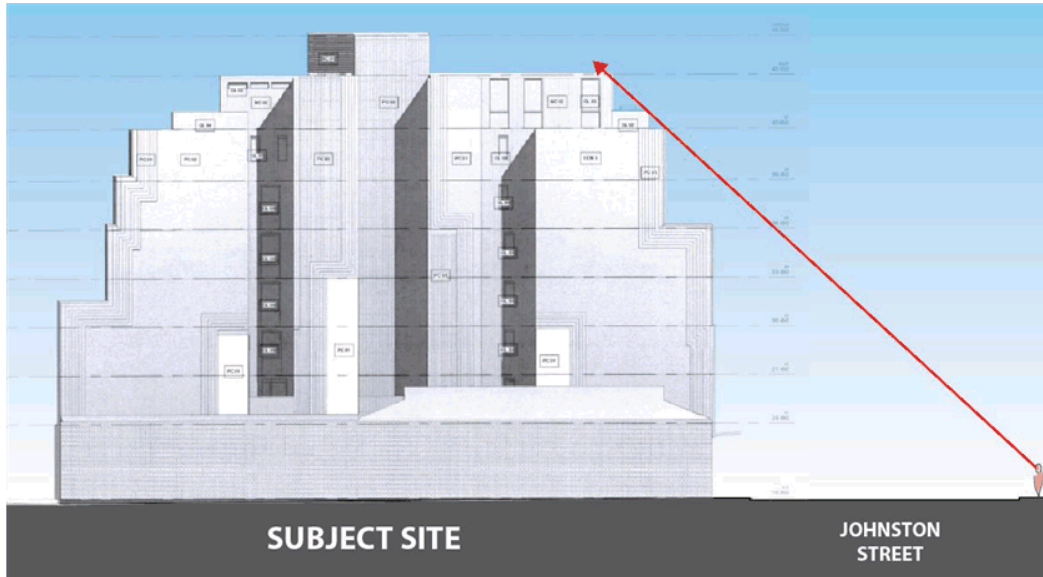


Figure 1 – Upper form recess in relation to direct views from the south side of Johnston Street

### Street Setbacks

The proposed development responds to its commercial location within the Johnston Street NAC at ground floor and the proposed street wall by building sheer to Johnston Street, which is commensurate with existing built form in Johnston Street and is appropriate for a commercial strip.

Above this, the proposed upper form maintains a 2.8m (approx.) street setback to Johnston Street at the sixth and seventh storeys (wing walls and balustrading), which is a dimension capable of providing visual distinction between the street wall and upper form whilst reducing the impact of overshadowing on the southern side of Johnston Street. This is consistent with that envisioned for the site under the JSLAP and is therefore considered appropriate. The additional storey above this makes use of a 6m setback (edge of wing walls) which is sufficient in terms of achieving a visually recessive upper form as discussed earlier.

### Side and Rear Setbacks

The subject site is relatively narrow (10m wide approx.), which is characteristic of the width of many allotments in the subject site's portion of Johnston Street. The proposal responds to this constraint by primarily orienting all proposed dwellings northward and southward, and proposing on-boundary construction at the side interfaces for effectively the full height of the proposal. This is a logical and appropriate design response which is discussed in further detail in the 'Equitable Development' section of this referral.

However, with respect to rear setbacks it is noted that the proposal is located directly south of a number of south-facing bedroom windows and the rear POS of 1 Rich Street (across Little Turner



## Attachment 7 - PLN16/0471 - 344 Johnston Street Abbotsford - Urban Design Consultant Comments



Street). This property is located in the NRZ and HO and likely to remain in its current condition, and therefore particular consideration needs to be given to appropriate visual bulk and rear setbacks at this interface.

The JSLAP specifically anticipates appropriate responses at sensitive interfaces such as this by seeking a 3-6m setback above a 2-3 storey 'podium'. The proposal generally responds to this by way of a 2-3 storey street wall (plus 1.7m balustrading), which is incrementally set back between 3m – 4.2m between Levels 3-6. The upper most level is set back further.

However, the JSLAP provisions are generic and do not factor in individual interface circumstances, such as:

- 1 Rich Street is primarily oriented eastward, and not toward the subject site;
- The outlook from the POS of 1 Rich Street is already dominated by the existing boundary fence; and
- Little Turner Lane provides a 'buffer' between the proposal and this dwelling.

We therefore consider a more appropriate urban design response to be achieving general compliance with Standard B17 of Clause 55.04 (as measured from the northern boundary of Little Turner Street) for all built form within 10m of the site's northern boundary. Refer below. This can primarily be achieved through minor setbacks to the balustrading of north facing terraces and balconies, particularly at Level 3 where the proposed balustrading contributes unnecessarily to the visual bulk of the proposal as viewed from the north. Additional design mechanisms discussed in 'Design Detail' would further reduce the bulk of the proposal as viewed from this aspect.

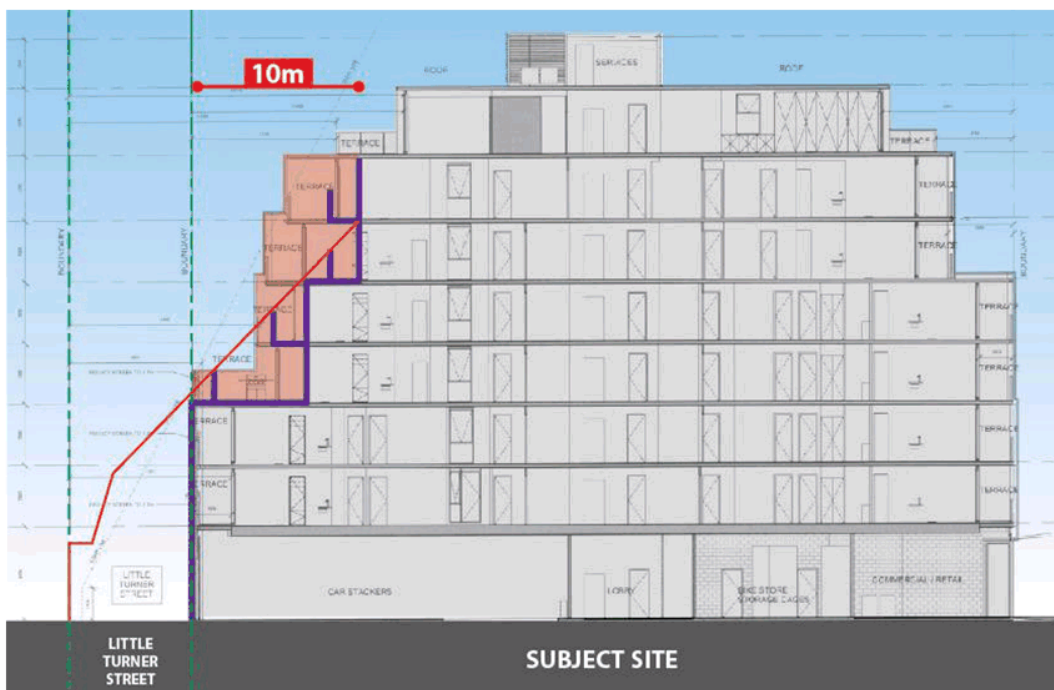


Figure 2 – Recommended northern interface amendments



## Attachment 7 - PLN16/0471 - 344 Johnston Street Abbotsford - Urban Design Consultant Comments



### PUBLIC REALM AND OFFSITE AMENITY

#### *Public Realm Amenity*

Clauses 21.05-2 and 22.10 prioritise the achievement of appropriate public realm amenity outcomes, particularly with regards to overshadowing. The JSLAP further elaborates on this by seeking to ensure the southern footpath of Johnston Street remains free from overshadowing between 10am and 2pm at the equinox. In response, shadow diagrams indicate that the proposal has been designed to avoid overshadowing of this aspect of Johnston Street, which is supported.

At ground level the proposal appropriately activates Johnston Street by way of a small, 47m<sup>2</sup> commercial tenancy and communal entry lobby. This is supported, as is the clever locating of services in a manner that ensures they do not unreasonably detract from the proposal's ground floor activation. A weather canopy is also proposed to Johnston Street which is of an appropriate height and depth for the provision of meaningful weather protection to pedestrians. However, the depth of the communal residential lobby recess appears excessive and consideration should be given to reducing this through relocation of the airlock closer to Johnston Street.

Above this, balconies and dwellings are oriented to Johnston Street where they are capable of passively surveying the public realm in accordance with Objective 2.8 of the Guidelines for Higher Density Residential Development (GHDRD).

At the rear of the property the proposal seeks to concentrate all vehicular movements to Little Turner Street, where they will avoid disrupting the Johnston Street interface and minimise pedestrian-vehicle conflicts. This too is supported.

#### *Offsite Amenity*

Clause 34.01-8 of the Yarra Planning Scheme protects the residential amenity of residential properties in abuttal to commercial areas. This has been considered in the rear setback advice earlier in this referral, which will result in an acceptable visual bulk interface outcome from an urban design perspective. There will be no overshadowing of residential properties to the north, and overlooking is intended be addressed by way of screening. More appropriate alternatives are discussed in 'Design Detail'.

### EQUITABLE DEVELOPMENT

The proposed development abuts commercially zoned sites on either side which are of a similar dimension to the subject site and do not contain any significant existing built form, and therefore - on face value - could reasonably be expected to develop in the future in accordance with the intent for the Johnston Street NAC. On the assumption that 340 Johnston Street (to the west) adopts a similar north-south orientation, and that 348 Johnston Street (to the east) capitalises upon its corner location, the proposal generally facilitates the equitable development of each through provision of sheer boundary walls and primary orientation of all dwellings away from each abutting property. This is supported.

A number of light courts are proposed along each boundary which are relied upon for bedroom amenity only. As both abutting properties are of a similar dimension to the subject site, the proposal clearly indicates that abutting properties can readily develop with a similar floorplan concept without requiring amalgamation and therefore it is considered that the lightcourts are of a dimension and location that does not unreasonably impact upon equitable development opportunities for these sites.

## Attachment 7 - PLN16/0471 - 344 Johnston Street Abbotsford - Urban Design Consultant Comments



Council should also satisfy itself that all proposed light courts are of a dimension that provide for adequate daylight and internal amenity in the event that these are not mirrored by future development of abutting sites.

### DETAILED DESIGN

#### *Internal Amenity*

We note that a number of north-facing balconies/terraces are proposed to include 1.7m high angled louvre screening as a response to the sensitive residential conditions of this interface. However, a number of these are also 'capped' by the balcony/terrace of the level above, resulting in a very narrow aperture from which future residents will have access to outlook and amenity. Consideration should be given to the use of angled shelves that preclude downward views rather than full height screening, which will allow for a vastly enhanced outlook and internal amenity outcome whilst preventing unreasonable overlooking of 1 Rich Street.

All balconies are of an adequate size and dimension for reasonable internal amenity outcomes, acknowledging that the proposed location of condenser units will reduce the usability of these spaces slightly. It will be important to ensure that the dimension and usability of proposed balconies and terraces is retained through achievement of the recommended rear setbacks.

#### *Materiality and Architecture*

The architecture of the proposal is well resolved, and – whilst the intent of the materiality identified in TP31 is supported – the applicant should be invited to submit a detailed materials palette with samples that confirms the intended finish and materiality of the proposal (if not already provided to Council) and elaborates on the materiality of 'Con 2' as depicted on the west elevation of TP31.

Finally, the use of what appears to be an embossed concrete finish to boundary walls will assist in articulating these until such time as neighbouring properties develop, which is both logical and supported.

### SUMMARY

There are many attributes of the subject site that position it as a candidate for higher density mixed use infill, including its location within the Johnston Street NAC and proximity to transport and services. This is an outcome that is specifically envisioned and encouraged by local policy as well as the adopted JSLAP. From an urban design perspective, the proposal generally responds appropriately to this and the preferred future character of the Johnston Street NAC, and – subject to the following minor design changes – will strike the right balance between preferred future character and reasonable existing amenity expectations:

- **Ensure compliance with ResCode Standard B17 to the north (as measured from the northern boundary of Little Turner Street) for all built form within 10m of the site's northern boundary (including balcony balustrades up to Level 5);**
- **Consider using angled privacy shelving for north-facing balconies and terraces that precludes unreasonable downward views, particularly for balconies/terraces proposed to be both screened and 'capped' by the terrace/balcony of the level above; and**
- **Reduce the depth of the proposed communal entry lobby recess to Johnston Street.**

**Attachment 7 - PLN16/0471 - 344 Johnston Street Abbotsford - Urban Design Consultant Comments**



Please do not hesitate to contact Brodie Blades on (03) 9682 8568 should you wish to discuss any aspect of the above further.

**DAVID LOCK ASSOCIATES**

## Attachment 7 - PLN16/0471 - 344 Johnston Street Abbotsford - Urban Design Consultant Comments

### Muhllechner, Nikolas

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**From:** Brodie Blades <brodieb@dlaaust.com>  
**Sent:** Tuesday, 29 November 2016 11:00 AM  
**To:** Muhllechner, Nikolas  
**Subject:** PLN16/0471 - 344 Johnston Street, ABBOTSFORD  
**Attachments:** YAR024\_1\_Rich\_St\_Floorplan.png

Hi Nik,

Thanks for sending through the latest CHT plans for the above matter, as well as the applicant's written response to your RFI.

Whilst I think the fundamental issue continues to be the proposed northern interface, there are a small number of additional changes (such as the FTC heights of the revised office land use component) which have flow-through implications on matters such as street wall height and overall height. I've therefore also provided some additional comments on these types of considerations below:

- Entry Lobby:** The general 'rule of thumb' for entry lobbies in commercial strips such as Johnston Street is for their depth to be no more than  $1/3^{rd}$  of their width. This is a rule of thumb, though, and obviously specific design measures can be employed to justify why alternatives are an appropriate UD outcome. Typical example mechanisms and considerations include things such as lighting, entry design, 'side activation', materiality, alternate access arrangements, site width, prevailing character etc. – some of which the applicant is relying on to justify the outcome. However, although the proposed feature treatment to the residential entry lobby is an improvement, the lobby itself fundamentally remains overtly deep and the proposed widening (circa 100mm from my scaling) is insufficient to offset this. Has the applicant provided confirmation of any particular service authority requirements that preclude an airlock door? If not, we would continue to seek this type of response. However, if there are particular requirements that preclude this type of response, invite the applicant to explore additional design mechanisms such as 'chamfering' the entry aperture to further widen its width (be cognisant of unreasonable 'disruption' of the predominantly commercial streetscape though) as well as confirmation of the height of the hydrant/sprinkler cabinets (ie. if they are half-height in a similar manner to the water meter, then the shop would activate and survey this space which would further assist in justifying the depth). In lieu of the above we remain unsupportive of the current arrangement.
- Street Wall Height:** The changes in street wall FTC heights (office land use) result in a slightly taller revised podium height of approximately 18.5m (previously approximately 16.5m). This is only slightly in excess of the JSLAP, and continues to be acceptable with respect to the width and character of Johnston Street.
- Overall Height:** Again, the above changes result in a slightly taller overall building height (approximately 27.8m overall, compared to around 25.4m previously [plus plant]). Although slightly in excess of that envisioned by the JSLAP, the overall height remains consistent with the pattern of emerging approvals in the streetscape and – importantly – the shadow diagrams (TP50) continue to demonstrate that no overshadowing of the southern footpath occurs at the equinox. When combined with the retained upper form setbacks to Johnston, the overall height continues to be appropriate in principle.
- Northern Interface:** The applicant has provided a number of sightline diagrams (TP22) from Turner St properties that it relies on in justifying the proposed rear setback, which I take to be in response to your RFI request. However, these are not particularly useful in assessing the visibility of the proposal from that which is most affected – the POS and first floor bedroom of 1 Rich Street to the north. As it stands, the JSLAP is clear on desired rear interface outcomes and the previous comments provided were also specific in why minor variations to this may be considered acceptable. Although slight changes have been made at this interface, these have also been partly offset by the net increase in overall building height and we continue

## Attachment 7 - PLN16/0471 - 344 Johnston Street Abbotsford - Urban Design Consultant Comments

to recommend a stronger built form 'stepping' at this interface consistent with other approvals in Johnston Street (refer 370 Johnston St and 316-322 Johnston Street). The applicant should be invited to prepare accurate sight line diagrams of the revised built form from 1 Rich Street (TP20 does not show bedroom visibility, nor does it accurately depict the existing condition of 1 Rich Street) which will be required to confirm the appropriateness of the design response, but at this point continue to recommend achievement of B17 from the northern edge of Little Turner Street for the base of the proposal and a strong built form 'stepping' at the upper levels. At a high level (and acknowledging the need for the viewline assessment diagram), this will likely mean pulling the northern façade of Level 2 back to that of Level 3 (B17 compliance, with additional 'step' and enhanced JSLAP compliance) and pulling the northern façade of Levels 4 and 5 back to that of Level 6 (stronger built form 'step' as per the character of emerging approvals/development in Johnston Street).

I've attached my understanding of the floorplans for 1 Rich Street, which I trust assists.

- **Other:**

- The land use revisions preclude the internal amenity-driven recommendations for angled privacy shelves at the lower level northern balconies; and
- Once received, it would be appreciated if you could provide the requested 3D montage perspectives for comment so that we may confirm the appropriateness of the revised sheer boundary treatment.

Finally, I also note the recent Council motion to ask the Minister to proceed with exhibition of Yarra Amendment C220, which intends to ultimately implement mandatory controls in a Johnston St overlay. This is obviously not yet seriously entertained, however, so I have given this latest evolution little weight in the above.

Let me know if you have any queries Nik,

Brodie

**BRODIE BLADES**  
Senior Planner and Designer

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## Attachment 8 - PLN16/0471 - 344 Johnston Street Abbotsford - Acoustic Consultant Comments



16 August 2016

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City of Yarra  
PO Box 168  
RICHMOND 3121

**Attention:**     **Nikolas Muhllechner**

Dear Nikolas

### **344 Johnston Street Abbotsford Planning Application Acoustic Report Review**

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic report provided in support of the application for a mixed use development at 344 Johnston Street Abbotsford.

Details of the correspondence are as follows:

- Title:                    344 Johnston Street Abbotsford Planning Application Acoustic Report
- Date:                    19 May 2016
- Reference:            Rp 001 R01 2016151ML
- Prepared by:        Marshall Day Acoustics (MDA)
- Prepared for:        Johnston Street Projects Pty Ltd

A review of the acoustic issues addressed in the report is provided below.

#### **1        Road Traffic Noise**

The site is on Johnston Street and is potentially impacted by road traffic noise.

##### **1.1     Noise Targets**

MDA proposed to design traffic noise to AS/NZS2107 recommended indoor noise targets. The 'satisfactory' and 'maximum' AS/NZS2107 levels are both presented, however the specific targets for this project are not specified. In the absence of this information we have assumed that the maximum levels have been targeted.

MDA indicate that the target levels should be met during typical worst case 15 minute levels throughout the relevant time period.

**SLR Comment:** The proposed internal noise levels, whereby the worst case traffic noise levels are designed to the AS/NZS 'maximum' targets can provide for an acceptable minimum level of acoustical amenity in most cases, however where road traffic noise is consistently high, we recommend that long term day and night average targets are also adopted.



## Attachment 8 - PLN16/0471 - 344 Johnston Street Abbotsford - Acoustic Consultant Comments

City of Yarra  
344 Johnston Street Abbotsford  
Planning Application Acoustic Report Review

16 August 2016  
640.10090.04330 344 Johnston St Abbotsford  
20160812.docx  
Page 2

Our recommended targets for achieving a reasonable minimum level of acoustical amenity indoors are provided in the following table.

**Table 1 SLR Recommended design goals for road traffic**

Area	Period	Average Level <sup>1</sup>	Loudest Hour <sup>2</sup>
Habitable rooms including bedrooms	7 am to 10 pm	40 dBA Leq, 15h	45 dBA Leq, 1h
Bedrooms	10 pm to 7 am	35 dBA Leq, 9h	40 dBA Leq, 1h

NOTE 1: The 'average level' is equal to the mid-point between the AS/NZS2107 recommended 'satisfactory' and 'maximum' levels

NOTE 2: The 'loudest' hour targets are equal to the AS/NZS2107 recommended 'maximum' levels.

We note that the recommended average levels provided in **Table 1** are equal to the levels allowed in the 2011 NSW Road Noise Policy (Appendix C10) and the WA State Planning Policy (5.4).

### 1.2 Measured Noise Levels

Road traffic noise levels were measured at the southern boundary of the subject site in the middle of the day on Thursday 12 May 2016 for a 15 minute period. The measured level 69 dBA Leq.

Traffic was also measured at 430 Johnston Street at 11:20 pm. The measured level at this location was 68 dBA Leq.

On the basis of the information provided we have assumed the measured level was 69 dBA Leq (partly reflected level) has been used to determine impacts during the day period and 68 dBA Leq for the night period.

**SLR Comment:** Short term measurements only have been conducted during the middle of the day. These measurements are likely to provide an indication of the daytime average level, rather than the maximum noise level. As such the appropriate indoor target from our perspective would be 40 dBA rather than the AS/NZS2107 maximum level of 45 dBA.

The night time measurement was conducted on a Saturday night. Higher levels may occur during the 6 am to 7 am period, so the measured levels are not necessarily indicative of worst case night time noise levels. Ideally, the measured level should be designed to achieve not much more than 35 dBA Leq, such that higher morning levels will not exceed the AS/NZS2107 'maximum' levels.

### 1.3 Recommendations

Glazing to living rooms overlooking Johnston Street is proposed to comprise either 10.38 mm thick laminated glass, or double glazed units consisting of 6 mm glass / 12 mm airgap / 10 mm glass. Bedrooms exposed to road traffic noise are proposed to be acoustically double glazed, with 10.38 mm thick laminated glass, 100 mm air gap and 10.38 mm laminated glass.

**SLR Comment:** Our indicative calculation suggest that our recommended daytime target of 40 dBA Leq 15 hour for living rooms may be exceed by up to 4 dB with the proposed design.

The night time target will be comfortably met in bedrooms.

## 2 Music Noise

MDA have identified the Yarra Hotel, which is within 50 m of the subject site, as a live music venue. They note that there are existing residential receivers potentially affected by music from the Hotel, but assess noise to SEPP N-2 as a conservative approach to the issue of music noise ingress.

## Attachment 8 - PLN16/0471 - 344 Johnston Street Abbotsford - Acoustic Consultant Comments

City of Yarra  
344 Johnston Street Abbotsford  
Planning Application Acoustic Report Review

16 August 2016  
640.10090.04330 344 Johnston St Abbotsford  
20160812.docx  
Page 3

### 2.1 Noise Targets

MDA propose to meet SEPP N-2 indoor targets, as is allowable under Clause 52.43 of the planning scheme. The nominated indoor targets are:

- SEPP N-2 octave band 'base noise limits' for bedrooms, and
- SEPP N-2 A-weighted 'base noise limit' of 32 dBA for living rooms.

SEPP N-2 external noise limits are also identified for the site.

**SLR Comment:** The external noise limits look reasonable, and we agree with the adoption of SEPP N-2 octave band 'base noise limits' for bedrooms. The nominated targets for living rooms are, however, not in line with SEPP N-2, which does not distinguish between living rooms and bedrooms, only between 'day' and 'night' periods. That is, the same level of acoustical amenity should be provided to living rooms and bedrooms during the night period.

It could be argued that, because the Policy was designed around external noise limits, there was no requirement to differentiate between sleeping and living areas, and that meeting the night limits in bedrooms therefore meets the intent of the Policy. However, this argument is not persuasive, as the Policy could have required octave band night noise limits to be met outside bedrooms only. Furthermore, there is no precedent in other Victorian noise legislation or guidelines for differentiating between bedrooms and general living spaces at night. For example, SEPP N-1 indoor limits are required to be met in all rooms, and the EPA Noise Control Guidelines (Publication 1254) requires noise from fixed domestic plant to be inaudible at night within all habitable rooms, not just bedrooms.

The SEPP N-2 policy will eventually be reviewed and potentially changed by the EPA to accommodate Clause 52.43, and there will be an opportunity at that time to reassess the issue of night time amenity in living rooms. It may be determined that reduced acoustic amenity in living rooms represents a reasonable compromise between the rights of the live music venues and occupants of new residential developments. However, until such changes are made, we advise against adopting A-weighted limits for living rooms at night.

If further glazing upgrades to control music noise are not proposed to be implemented, we would recommend that noise masking be provided to living rooms and that the SEPP N-2 octave band 'background+8 dB' limits are met. Noise masking levels should not exceed NR-20.

### 2.2 Measured Noise Levels

Music noise from the Yarra Hotel was measured on Saturday 23 April 2016 and has been assessed to the identified day and evening noise limits. Compliance with the identified limits is identified for the day and evening periods, and exceedances of up to 11 dB are identified for the night period.

**SLR Comment:** The music noise assessment has been conducted on one night only, and we are generally cautious with such an approach given that venues can produce variable levels of noise, depending on the band playing on the night. Where one measurement only is conducted, it would be desirable to have some assurance from the venue that the music levels are representative of typical worst case.

However on this project, where there are existing receivers potentially impacted by music noise, a lesser level of diligence with regard to the assessment may be acceptable, particularly given that a substantial exceedance of the noise limits has been identified. (If the exceedance was much larger we would have expected complaints from the existing residents.)

### 2.3 Recommendations

Glazing upgrades are proposed to bedrooms to achieve SEPP N-2 base noise limits indoors. It is understood that no upgrades are proposed to living rooms on the grounds that SEPP N-2 compliance is predicted for the day and evening periods (music noise to living rooms has not been assessed for the night period).

## Attachment 8 - PLN16/0471 - 344 Johnston Street Abbotsford - Acoustic Consultant Comments

City of Yarra  
344 Johnston Street Abbotsford  
Planning Application Acoustic Report Review

16 August 2016  
640.10090.04330 344 Johnston St Abbotsford  
20160812.docx  
Page 4

**SLR Comment:** The upgrades proposed for bedrooms look reasonable however we cannot check the calculations. To do this we would need to have a greater understanding of where noise was emitted from the venue and the degree of shielding provided to bedrooms (the bedrooms in question are on the western façade of the development and do not appear to have a line of sight to the venue).

In our opinion upgrades should also be provided to living rooms, or noise masking provided.

### 3 Patron Noise

#### 3.1 Hotel beer garden

MDA identify an outdoor patron area at the rear of the Yarra Hotel, but note that impacts to the subject site will be minimal because the patron area is shielded from the proposed new dwellings by the hotel building. We agree that this will be the case, and that any patron noise impacts will be addressed through the measures adopted to control road traffic noise from Johnston Street.

#### 3.2 Patron arrival and departure noise

MDA assess noise from patrons arriving and departing from the Yarra Hotel to sleep disturbance targets of 60-65 dBA L<sub>max</sub> outside an openable window. A theoretical assessment has been conducted in the report and the noise limits are shown to be met.

**SLR Comment:** We generally recommend lower sleep disturbance L<sub>max</sub> targets for voice as this noise can be particularly intrusive. However, the bedrooms on this project are shielded from Johnston Street, and bedroom glazing is proposed to be upgraded to control music noise ingress. Consequently patron noise in bedrooms will be much lower than the nominated targets. On these grounds, the assessment provided is considered reasonable.

### 4 Commercial Plant Noise Impacts to the Development Site

MDA identify an exhaust fan on the roof of 346 Johnston Street, which is a signage business. Noise from the fan has not been quantified, however MDA note that it should be assessed and that noise control should be implemented if it is found to exceed SEPP N-1 at the subject site (Section 6.1 of MDA report).

**SLR Comment:** We agree that noise from the fan should be assessed. Ideally the assessment should be conducted as part of the planning assessment so that the implications of any identified exceedances can be addressed during the early stage of the project. This is particularly important for small projects where an acoustical consultant may not be retained for the detailed design. Also, while noise control options for non-compliant mechanical plant may be straight forward from an acoustic perspective, they can be difficult to implement due to the number of parties involved.

In summary, our recommendation is for noise from the exhaust fan to be assessed as part of the planning report. The requirement to assess and manage emissions from the exhaust stack could also be included as a condition in the planning permit, if this approach is acceptable to the City of Yarra.

### 5 Car Stacker

A car stacker is proposed to be installed in the ground floor / basement of the development. The carpark will be entered via Little Turner Street to the rear of the site. The entrance appears to be directly opposite an existing dwelling (1 Rich Street), which has ground and first floor windows overlooking the carpark entrance (approximately 7 m from the carpark entrance).

From the architectural drawings it appears that the car park entrance door is constructed of vertical aluminium blades that allow for ventilation.

## Attachment 8 - PLN16/0471 - 344 Johnston Street Abbotsford - Acoustic Consultant Comments

City of Yarra  
344 Johnston Street Abbotsford  
Planning Application Acoustic Report Review

16 August 2016  
640.10090.04330 344 Johnston St Abbotsford  
20160812.docx  
Page 5

### 5.1 Noise limits

Noise from the car stackers is proposed to be assessed to the identified SEPP N-1 night noise limit of 43 dBA.

**SLR Comment:** We agree that car stacker noise should be assessed to SEPP N-1. However, noise from this item should also meet sleep disturbance targets of no greater than 60 dBA L<sub>max</sub> outside openable windows.

### 5.2 Noise assessment

MDA indicate that noise from the car stacker will comply with SEPP N-1 with the car stacker operating continuously, provided that it does not produce noise levels greater than 67 dBA L<sub>eq</sub> at 1 m. Car stacker noise has not been assessed to sleep disturbance targets.

**SLR Comment:** We cannot confirm that the identified noise limits will be met at the first floor window of 1 Rich Street. Even assuming non-continuous operation of the car stacker (we usually assume one 2.5 minute cycle in any 30 minute period during the night time), our predicted levels (which include a 5 dB correction for impulsiveness) exceed SEPP N-1 noise limits.

We recommend that:

- Car stacker noise be assessed to the first floor window of 1 Rich Street if this assessment has not been undertaken. A SEPP N-1 and L<sub>max</sub> assessment should be undertaken.
- The detail of any shielding between the car stacker and the dwelling is included in the acoustic report (for example, if the car park entrance door is to be a solid type without gaps, this should be clearly noted).
- A maximum allowable noise level for the car stacker (both L<sub>eq</sub> and L<sub>max</sub>) be included in the report as a clear specification. Car stackers that produce higher levels of noise should not be installed on the project, given the proximity of noise sensitive receivers.

## 6 Carpark Entrance Gate

### 6.1 Noise limits

Noise from the car park entrance door is proposed to be assessed to the identified SEPP N-1 night noise limit of 43 dBA.

**SLR Comment:** We agree that car park door noise should be assessed to SEPP N-1. However, noise from this item should also meet sleep disturbance targets of no greater than 60 dBA L<sub>max</sub> outside openable windows.

### 6.2 Noise assessment

The report states that the carpark door must comply with SEPP N-1, and that details of how to achieve this will be development during the detailed design phase of the project.

**SLR Comment:** It is recommended that a maximum noise level at 1 m be specified for the carpark entrance door, such that SEPP N-1 and sleep disturbance targets will be met at 1 Rich Street. This information can be determined and included in a planning report, and will provide the builder / developer with clear guidelines for the selection of a suitable carpark entry door.

## Attachment 8 - PLN16/0471 - 344 Johnston Street Abbotsford - Acoustic Consultant Comments

City of Yarra  
344 Johnston Street Abbotsford  
Planning Application Acoustic Report Review

16 August 2016  
640.10090.04330 344 Johnston St Abbotsford  
20160812.docx  
Page 6

### 7 Summary

A summary of our review and recommendations is provided below.

#### Road Traffic Noise

The site is heavily impacted by road traffic noise, and road traffic has been measured during the middle of the day, and on a Saturday night. The results have been assessed to AS/NZS2107 'maximum' levels. Our recommendation would be for the daytime road traffic noise levels measured by MDA to be assessed to a target of 40 dBA Leq,15hr in living rooms, as the measured levels are likely to be representative of daytime average levels. The AS/NZS2107 'maximum' targets should also not be exceeded during any single hour.

#### Music Noise

The site is impacted by music noise, and music from the Yarra Hotel has been assessed to octave band indoor levels to bedrooms at night, and to less stringent A-weighted indoor levels to living rooms at night. In our opinion all music noise during the night period should be assessed to SEPP N-2 octave band limits. The limits could be met through further façade upgrades or implementation of noise masking, or a combination of both.

#### Commercial Plant Noise Impacts to the Development Site

A potential noise impact to the development has been identified in the form of a roof mounted exhaust fan. Noise limits for the equipment are provided in the report however noise from the fan has not been measured or advice for noise control provided. Our recommendation is for noise from the exhaust fan to be assessed as part of the planning report. Alternatively, the requirement to assess and manage emissions from the exhaust stack could be included as a condition in the planning permit, if this approach is acceptable to the City of Yarra.

#### Car Stacker and Carpark Entrance Door

The car stacker and carpark entrance door is in close proximity to an existing residence. The report indicates the stacker will comply with SEPP N-1, however it is not clear whether compliance is predicted at the overlooking residence.

We recommend that:

- Car stacker noise be assessed to the first floor window of 1 Rich Street if this assessment has not been undertaken. A SEPP N-1 and L<sub>max</sub> assessment should be undertaken.
- The detail of any shielding between the car stacker and the dwelling is included in the acoustic report (for example, if the car park entrance door is to be a solid panel door, this should be clearly noted).
- A maximum allowable noise level for the car stacker (both Leq and L<sub>max</sub>) be included in the report as a clear specification. Car stackers that produce higher levels of noise should not be installed on the project, given the proximity of noise sensitive receivers.
- A maximum Leq noise level for the carpark entrance door be included in the report as a clear specification.

Yours faithfully  
SLR Consulting Australia Pty Ltd



Dianne Williams  
Associate – Acoustics

Checked/ Authorised by: JA
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SLR Consulting Australia Pty Ltd

## Attachment 8 - PLN16/0471 - 344 Johnston Street Abbotsford - Acoustic Consultant Comments

**Muhllechner, Nikolas**

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**From:** Dianne Williams <dwilliams@slrconsulting.com>  
**Sent:** Monday, 13 February 2017 1:43 PM  
**To:** Muhllechner, Nikolas  
**Subject:** FW: PL16/0471 - 344 Johnston Street, Abbotsford - Updated acoustic advice

Hi Nik,

I have read the MDA response to our review and looked at the revised drawings.

**1. Road traffic noise**

I'm satisfied that the glazing proposed is likely to achieve the design targets we recommend for City of Yarra projects, particularly with the removal of residential from the lower levels. However MDA have not accepted the lower targets. A way forward on this issue may be for the planning permit to require that the glazing is to be in accordance with the MDA report. This should be sufficient to guard against downgrading the glazing in the future (the potential for future downgrades to achieve the targets explicitly nominated in the acoustic report was our main reservation with this part of the report).

The *Better Apartments Design Standards*, which include internal design levels for road traffic noise that are in line with the targets we have been proposing, will be incorporated into the planning schemes in March 2017. From that point there will no longer be any ambiguity about appropriate indoor targets for road traffic noise.

**2. Music Noise**

MDA have raised the issue of SEPP N-2 night noise limits applying only to sleeping areas. This represents a change from the approach we have been taking (and probably one for the better in terms of managing agent of change impacts). The section of the SEPP N-2 policy they have quoted in support of this approach is superficially in conflict with earlier parts of the policy (and potentially the Planning Practice Note 81 for Live Music and Entertainment Noise), however on further consideration and reflection we agree that it is appropriate and applicable. On the basis of this clarification we accept MDA's treatment of music noise impacts to the subject site.

**3. Commercial plant noise to the development**

This issue was resolved previously.

**4. Car stacker and carpark entrance gates**

MDA recommend specifying noise limits rather than maximum allowable levels for the equipment, on the grounds that this approach would remove design responsibility from the developer. I'm not sure that this is the case, as the equipment can be required to comply with SEPP N-1 and sleep disturbance targets, as well as meeting nominated noise levels at a reference position. The issue on this project is the proximity of the carstackers to the existing dwelling (in the order of 6 m), and the potentially limited options for controlling noise from the equipment post installation.

As a minimum, I would suggest that if further guidance on this issue is not provided in the acoustic report, that the developer be required to conduct post installation tests demonstrating that the equipment meets both the Lmax targets and complies with SEPP N-1 at the overlooking dwelling.

Feel free to call to discuss,  
Dianne.

**Dianne Williams**

Associate  
SLR Consulting Australia Pty Ltd

Email: [dwilliams@slrconsulting.com](mailto:dwilliams@slrconsulting.com)  
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**1.3 7 / 68 Easey Street, Collingwood VIC 3066 - Planning Permit Application No. PLN16/0627 (Development of the land for buildings and works to the existing dwelling, including construction of a third storey and a roof plant (equipment) platform)**

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**Executive Summary**

**Purpose**

1. This report provides Council with an assessment of a planning permit application submitted for Unit 7 / 68 Easey Street, Collingwood, which seeks approval for the buildings and works to the existing dwelling, including construction of a third storey and a roof plant (equipment) platform.

**Key Planning Considerations**

2. Key planning considerations include:
  - (a) clause 15.01 – Urban Environment;
  - (b) clause 21.05 – Built Form;
  - (c) clause 22.10 – Built Form and Design Policy; and
  - (d) clause 54 – One Dwelling on a Lot

**Key Issues**

3. The key issues for Council in considering the proposal relate to:
  - (a) Neighbourhood character;
  - (b) Height; and
  - (c) Amenity Impacts.

**Objector Concerns**

4. Eight (8) objections were received to the application, concerns can be summarised as:
  - (a) Planning Matters:
    - (i) Overlooking;
    - (ii) Visual bulk and loss of views;
    - (iii) Noise from proposed plant equipment;
    - (iv) Potential for additions to be used as a habitable room and roof deck (rather than storage and plant area) and noise resulting from such uses;
    - (v) The appearance of the works would disrupt the uniformity of the residential development, including the roofline and materials; and
    - (vi) Potential for increased car parking demand associated with the extension.
  - (b) Non-planning matters:
    - (i) Property devaluation;
    - (ii) The existing party walls would not support the proposed structure;
    - (iii) Owners Corporation consent has not been obtained for the works;
    - (iv) Potential for flooding of adjacent properties caused by alterations to the existing roof form; and
    - (v) Construction-related issues (in particular, noise and impeded vehicular access)

**Conclusion**

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

**CONTACT OFFICER:** Madeleine Moloney  
**TITLE:** Statutory Planner  
**TEL:** 92055009

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**1.3      7 / 68 Easey Street, Collingwood VIC 3066 - Planning Permit Application No. PLN16/0627**

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Trim Record Number: D17/31193  
 Responsible Officer: Principal Planner

**Proposal:** Development of the land for buildings and works to the existing dwelling, including construction of a third storey and a roof plant (equipment) platform.

**Existing use:** Dwelling

**Applicant:** Evgenia Alekseeva

**Zoning / Overlays:** General Residential Zone (Schedule 2)  
 Design & Development Overlay (Schedule 2 – Main Roads and Boulevards) – only part of the land is affected by this overlay.

**Date of Application:** 18 July 2016

**Application Number:** PLN16/0627

**Planning History**

1. There is no planning history directly associated with Unit 7 / 68 Easey Street, Collingwood.
2. The dwelling was originally constructed as part of a 12 unit residential warehouse shell conversion under planning permit 97/184 (approved by Council on 6 August 1997) on land identified as 64-72 Easey Street, Collingwood.

**Background**

3. The application was received on 18 July 2016. After further information was satisfied, the application was advertised on the 16 December 2016 for a period of 28 days. Eight (8) objections to the application have been received.
4. A consultation meeting was held on 28 February 2017, attended by the applicant, Council officers and a number of objectors. Whilst the applicant indicated at the meeting that they would consider making some changes to the proposal, officers were instructed to proceed with determining the application based on the advertised plans.
5. The advertised plans form the “decision plans” and will be referenced as such throughout the report.

**Existing Conditions**

Subject Site

6. The subject site is situated within a 12-unit residential development (incorporating Nos 64 – 68 Easey Street, Collingwood) located on the north-east corner of Easey Street and Wellington Street, in Collingwood. The subject site comprises a rectangular lot measuring approximately 16.4m in an east-west direction and having a maximum width of 5.09m, giving a total area of approximately 83sqm. The lot has no direct street frontage, with a setback of 10.4m from Easey Street.
7. The residential development which the subject site is part of, contains two to three-storey townhouses arranged in two rows extending in a north-south direction, separated by a 6.75m wide central common driveway (accessed from Easey Street).

8. The subject dwelling is a two-storey townhouse located on the eastern side of the common driveway of the residential development. The dwelling faces west and is set back 5m from the western boundary at ground floor, to provide for an open car parking area; and approximately 1.4m from the eastern boundary, to provide for a small courtyard / lightcourt at ground floor. A small balcony projects from the first floor western façade over the car parking area. An aerial photograph identifying the subject site is provided below.



9. The dwelling has an industrial appearance, reflecting the industrial origins of the site, with external walls a mixture of face brick and grey render walls, a corrugated metal roof, and a steel balustrade to the balcony. The roof form is flat with a raking profile towards the eastern side.

#### Restrictive Covenants/Easements

10. There are no restrictive covenants or easements that affect the site on the certificate of title provided.

#### Surrounding Land

11. The surrounding land is mixed in terms of both use and development.
12. Uses are primarily residential on the eastern side of Wellington Street, with a more varied mixture of mainly commercial and light industrial uses on the western side of Wellington Street – this reflects the residential zoning of land on the eastern side and commercial zoning of land on the western side.
13. Built form in the surrounding area generally varies between one to four storeys, with higher built form more common on or in close proximity to Wellington Street; and there is a variety of architectural styles and eras represented. More specifically, this includes:

- (a) A predominance of Edwardian and Victorian-era dwellings further to the east along Easey Street (reflecting the inclusion within the Gold Street Heritage Precinct, located approximately 20m to the east of the subject site). These older buildings are interspersed with a development from a range of more recent eras.
  - (b) On the southern side of Easey Street, opposite the residential development which the subject site is part of, are single-storey dwellings from a variety of periods, and diagonally opposite is a four-storey 1960s apartment complex.
  - (c) To the north of the residential complex, along Wellington Street (addressed as No. 65 Keele Street) is a single storey petrol station. This site was issued a planning permit (PLN14/0585) on 5 November 2015 for *construction of a three-storey apartment building and reduction in visitor parking* for which works have not yet commenced.
14. In relation to the residential development within which the subject site is located, all of the six townhouses on the western side of the common driveway of the development extend up to three storeys; and one of the six townhouses on the eastern side of the common driveway is three-storeys in height (approved under planning permit No. 97849), with the remainder being two storeys.
15. Immediately to the east of the subject site is a single-storey dwelling fronting Easey Street. The dwelling is set back approximately 1m from the shared boundary with the subject site and has a number of windows facing the subject site.
16. To the north and south of the subject site are attached two-storey dwellings within the same residential development, which also face the common driveway and are very similar in appearance, setbacks and building envelope to the subject dwelling. Both have balconies projecting from the western façade at first floor, a small rear courtyard / lightcourt at the rear, and open car parking areas at the front adjoining the central driveway.
17. To the west of the subject site is the common driveway to the residential development (approximately 6.75m wide) and on the opposite side are three-storey townhouses, most of which are oriented east-west and a number of which have balconies or terraces at first and second floor facing towards the common driveway.

## **The Proposal**

18. The application is for the buildings and works including the construction of a third storey and a roof plant (equipment) platform to the existing dwelling. Details of the proposal are as follows:

### Demolition (no permit required)

- (a) Removal of part of the first floor roof/eastern wall to accommodate the addition.

### Construction

- (b) Construction of a third storey containing a store room, with access from the first floor below, via a spiral staircase. The third storey footprint measures approximately 3.5m long by 5m wide, and a 1.5m eave projects from the western façade with associated wing walls. The third storey will have a flat roof and the eastern wall will rake away from the boundary, with a setback of 3.6m at its highest point.

- (c) Construction of a plant (equipment) platform (measuring approximately 3.7m by 5m wide) to the west of the new store room, accessible by sliding glazed doors. The area is proposed to be non-trafficable (i.e. access for maintenance purposes only). The plant platform will be bordered by 1.7m high balustrades to the western, northern and southern sides. The western balustrade is to be set back 1m from the first floor western façade (equivalent to 6m from the western title boundary of the subject site).
- (d) The overall height of the development is 8.84m.
- (e) Materials and finishes proposed are:
  - (i) Corrugated zincalume cladding to the roof, walls and plant screening.
  - (ii) Zincalume finish to the fascia of western eave over store.
  - (iii) F.R.P (fibre-reinforced plastic) grating to form the plant platform.

## Planning Scheme Provisions

### Zoning

#### *General Residential Zone (Schedule 2)*

- 19. Pursuant to Clause 32.08-3 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 2 to this zone specifies the lot size as 500sqm. As the subject site is approximately 83sqm, a permit is required. Pursuant to Schedule 2 of Clause 32.08 of the Scheme, the maximum building height must not exceed 9m.

### Overlays

#### *Design & Development Overlay (Schedule 2 – Main Roads and Boulevards)*

- 20. The Design and Development Overlay (“DDO2”) affects the western portion of the subject site to a depth of approximately 6.1m.
- 21. The proposed works are located at a setback of 6m from the western boundary of the site so are partially within the area affected by the DD02.
- 22. Pursuant to Clause 43.02-2 of the Scheme, *a permit is required to construct a building or construct or carry out works.*
- 23. The decision guidelines of the DDO2 require consideration (as relevant) of:
  - (a) *The contribution of the proposal to the streetscape.*
  - (b) *The design, height and visual bulk of the development in relation to surrounding land uses and developments.*
  - (c) *The design, height and form of the development in relation to the built form character of the street.*

### Particular Provisions

#### *Clause 54 – One Dwelling on a Lot*

- 24. Clause 54 of the Scheme provisions apply to an application to construct a building or construct or carry out works associated with one dwelling on a lot included in the General Residential Zone.

### General Provisions

#### *Clause 65 – Decision Guidelines*



25. 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, amongst other things, the relevant State Planning Policy Frameworks and Local Planning Policy Framework, as well as the purpose of the Zone, Overlay or any other Provision.

State Planning Policy Framework (SPPF)

*Clause 15.01-1 – Urban design*

26. 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*

27. 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.*

Local Planning Policy Framework (LPPF)

*Clause 21.05-2 – Built Form: Urban Design*

28. The relevant objectives of this clause are:
- (a) *To reinforce the existing urban framework of Yarra.*  
(b) *To retain Yarra's identity of a low-rise urban form with pockets of higher development.*  
(c) *To retain, enhance and extend Yarra's fine grain street pattern.*  
(d) *To ensure that new development contributes positively to Yarra's urban fabric.*

*Clause 21.07-1 – Environmentally sustainable development*

29. The objective of this clause is to promote environmentally sustainable development. The following strategy is relevant to this application:
- (a) *Strategy 34.1: Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.*

*Clause 21.08 – Neighbourhoods*

30. The subject site is located in the 'Collingwood' neighbourhood at Clause 21.08-5 of the Scheme. The clause states:

*Much of Collingwood is industrial in character with the residential precincts surrounded by or interspersed with industrial buildings. North of Johnston Street, the residential area is late Victorian and Edwardian retaining some of its original weatherboard cottage character.*

31. The built form map for Collingwood (Figure 14 at clause 21.08-5) indicates that the subject site is located in an area designated as "non-residential". The strategy for non-residential areas at Figure 14 is to *"improve the interface of development with the street"*.

32. It appears that the designation of this site as part of a non-residential area may reflect the former industrial history of the site, given current the residential zoning of the land.

### Relevant Local Policies

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

33. The policy applies to all new development not included in a Heritage Overlay. The relevant objectives of this policy are to:
- (a) *Ensure that new development positively responds to the context of the development and respect 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 architectural 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.*
34. The clause includes various design objectives and guidelines that can be implemented to achieve the above objectives. The design elements relevant to this application relate to:
- (a) Urban form and character;
  - (b) Setbacks and building heights; and
  - (c) Environmental sustainability.

#### *Clause 22.13 – Residential built form policy*

35. This policy usually applies to the residentially zoned land in areas not covered by a Heritage Overlay and refers to the Built Form Character Type as set out in the Built Form Character Maps in Clause 21.08. However, as the subject site is located within an area designated as non-residential, this clause is not applicable in this instance and therefore no assessment will be made against this policy.

### **Advertising**

36. Pursuant to Section 52 of the *Planning and Environment Act 1987* (the Act) the application was advertised by way of 30 letters sent to surrounding owners and occupiers. A total of 8 objections were received. The objections are summarised as follows:
- (a) Planning Matters:
    - (i) Overlooking;
    - (ii) Visual bulk and loss of views;
    - (iii) Noise from proposed plant equipment;
    - (iv) Potential for additions to be used as a habitable room and roof deck (rather than storage and plant area) and noise resulting from such uses;
    - (v) The appearance of the works would disrupt the uniformity of the residential development, including the roofline and materials; and
    - (vi) Potential for increased car parking demand associated with the extension.
  - (b) Non-planning matters:
    - (i) Property devaluation;
    - (ii) The existing party walls would not support the proposed structure;
    - (iii) Owners Corporation consent has not been obtained for the works;

- (iv) Potential for flooding of adjacent properties caused by alterations to the existing roof form; and
- (v) Construction-related issues (in particular, noise and impeded vehicular access)

## Referrals

### External

37. There are no relevant external Referral Authorities required by the Scheme.

### Internal

38. Given the limited scope of the proposal, the application was not required to be referred to any Council departments for specialist advice.

## OFFICER ASSESSMENT

39. The key issues and policies which will be discussed in the assessment are as follows:

- (a) Clause 54 (Rescode);
- (b) Clause 22.10 (Built Form and Design Policy); and
- (c) Clause 43.02 (Schedule 1 – Main Roads and Boulevards) decision guidelines.

40. Given the scope of the proposal, the assessment will be structured around the relevant standards of Clause 54, with reference made to other policies and guidelines, where relevant.

41. The Clause 54 particular provision comprises 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. The following standards are either not applicable or are met by the existing conditions:

- (a) A2 – Integration with the Street (no change);
- (b) A3 – Street Setback (no change);
- (c) A5 – Site Coverage (no change);
- (d) A6 – Permeability (no change);
- (e) A8 – Significant Trees (not applicable);
- (f) A13 – North-facing Windows (no north-facing windows are located within 3m of the subject site);
- (g) A16 – Daylight to New Windows (there are no new habitable room windows proposed);
- (h) A17 – Private Open Space (unchanged from existing conditions);
- (i) A18 – Solar Access to Open Space (not applicable for an extension to an existing dwelling); and
- (j) A20 – Front Fences (no changes proposed).

### *Standard A1 – Neighbourhood Character*

42. This standard encourages proposed development to respond to the existing neighbourhood character or to contribute to a preferred neighbourhood character of the area. Relevant to this assessment are also the policies at clause 22.10 of the Scheme, as well as the decision guidelines of clause 43.02, Schedule 2 (Main Roads and Boulevards). Clause 22.10 (Built form and design policy) provides some specific guidance on assessing appropriate height and scale of new developments, the most relevant policies to the proposed development (given its scale and lack of direct street frontage) being Clause 22.10-3.2 (Urban form and character) and Clause 22.10-3.3 (Setbacks & building heights).

43. In relation to urban form and character, consistent with policy at clause 22.10-3.2 of the Scheme, the fine-grained pattern of subdivision exhibited in much of the surrounding neighbourhood (including in the layout of the residential complex of which the subject site is part) will be maintained.
44. In relation to setbacks and building heights, consistent with the objectives of clause 22.10-3.3 of the Scheme, the proposed addition respects the height and form of development within the surrounding area, and more particularly, Easey Street, which is the nearest street frontage
45. Built form along this section of Easey Street (between Wellington Street to the west and Gold Street to the east) ranges from one to four storeys in height and exhibits a mixture of building styles, as identified in the description of the site and surrounds earlier in this report.
46. While the subject site is immediately adjoined by built form that is less than three storeys (double-storey dwellings to the immediate north and south; and a single storey dwelling to the east) it forms part of a development that is predominantly triple-storey. The existing triple-storey townhouses in the complex range in height between approximately 9.5m to 10m - i.e. significantly higher than the 8.84m height proposed under this application and three-storey built form is not restricted to the western side of the complex, but rather includes one of the townhouses on the eastern side of the common driveway. There is also a four-storey (circa 1960s) apartment complex located on the southern side of Easey Street, diagonally opposite the residential development which forms part of the built form context for the site.
47. The addition is considered appropriate in this built form context given that it is designed sensitively as it would provide a transition to adjoining lower built form and minimise off-site amenity impacts to these adjoining dwellings. In particular:
  - (a) The proposed eastern wall is appropriately raked away from the single-storey dwelling to the east and provides a 3.6m setback at its highest point (off-site amenity impacts will be discussed in more detail later in the assessment).
  - (b) The limited overall height of the third storey, and minimal floor-to-ceiling heights of only 2.1m, means that the maximum height of the dwelling is only increased by approximately 0.8m overall and the addition would project no more than 2.2m above the north and south- adjoining roof profiles.
  - (c) The use of corrugated zincalume would generally blend in with the grey colour of the surrounding buildings and would ensure the additional height of the dwelling does not draw attention to itself.
  - (d) The location of the dwelling at a setback of approximately 10.4m from Easey Street would further reduce the visibility and bulk of the addition, relative to the wider streetscape.
48. In relation to decision guidelines of the Design and Development Overlay (Schedule 2 – Main Roads and Boulevards) the development is acceptable. The addition will be concealed from view from most vantage points along Wellington Street, with only limited, oblique views possible from the south-east corner of Wellington and Easey Street. Given the limited visibility and that there are many examples of hard-edged built form along Wellington Street between two to three storeys, it is considered that overall the addition would have a negligible impact on the built form character of Wellington Street.
49. Overall, it is considered that the proposed addition will not detract from the streetscape given the built form context and design response and it respects the existing neighbourhood character.

#### *Standard A4 – Building Height*

50. The maximum building height proposed is 8.84m above natural ground level. This complies with the maximum 9m prescribed by this standard and also is within the 9m mandatory maximum building height allowable under the General Residential Zone (Schedule 2).

51. The plans have stated a number of dimensions, including the overall height of the development as “nominal” heights. As the term nominal implies an estimate or approximate height and may indicate a greater degree of variation of stated dimensions than would normally be the case, a condition will require all references to “nominal” in relation to all dimensions to be removed from the plans.

*Standard A7 – Energy Efficiency*

52. Whilst the additions are for a store room only, not a habitable room, this standard does not differentiate between uses and is therefore still applicable.
53. Overall, it is considered that the proposal will achieve an appropriate level of energy efficiency and is also consistent with the relevant provisions of the at clause 22.10-3.5 (Environmental Sustainability) for the following reasons:
- (a) The provision of glazing to the store will reduce reliance on artificial lighting ;
  - (b) The west-facing glazing to the store will be protected from excessive solar heat gain in the afternoon by provision of a generous (1.5m deep) eave, with enclosed sides and a solid wall to either side of the central glazing which would provide a modest area of exposed glazing.
  - (c) The central glazed sliding door would enable ventilation of the area to reduce the need for artificial cooling.
  - (d) The addition would not adversely impact energy efficiency to adjoining dwellings given it is situated between on-boundary construction to the north and south and is substantially set back from the east-adjoining dwelling’s west-facing habitable room window.
54. Overall, the addition is considered to meet the objective of this standard as the energy efficiency of the subject dwelling and adjoining dwellings will protect the energy efficiency of these dwellings.
55. It is noted that the proposed west elevation provided by the applicant does not clearly show details of the western wall of the store as this wall is obscured by the proposed screening to the plant platform. A condition of any approval would require that the details of the glazing and solid wall to the western elevation of the proposed store, including the material and finish of the solid wall are shown, consistent with the proposed floor plan (which shows a sliding door with solid wall to each side).

*Standard A10 – Side and Rear Setbacks*

56. A review of the proposed development has identified a variation is required for the eastern wall to the third storey addition – all other setbacks comply with the standard

Wall/structure	Setback required	Setback provided	Complies with the standard?
Eastern wall to third storey (max. 8.84m high)	3.93m	3.6m (at highest point)	No – 0.33m variation required.
Western wall to third storey (8.84m high)	3.93m	9.81m	Yes
Western balustrade to plant platform (8.14m high)	3.23m	6m	Yes

57. With respect to the variation to the eastern boundary, the 0.33m variation is considered acceptable in this instance having consideration to the relevant decision guidelines given that:
- (a) The raking profile of the eastern wall to the third storey is designed to minimise impact on the east-adjoining dwelling as the setback increases as the wall height increases.

- (b) The variation from the standard required (0.33m) is relatively minor and strict compliance with the standard in this instance would not result in an appreciable change in the visual impact of the wall relative to west-facing habitable room window of the east-adjointing dwelling, particularly given that the existing two-storey wall would prevent views to the new section of wall from most vantage points within this room.
- (c) Due to the relatively small and narrow lot sizes of dwellings in the surrounding area, it is common for setbacks from boundaries to be minimised and thus encroach into the prescribed setbacks, particularly at upper levels. This forms part of the built form character of the area, and the variation sought is considered to be fairly unexceptional in this regard.

*Standard A11 – Wall on Boundaries*

58. Standard A11 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.

59. The length of on-boundary construction is unchanged from existing conditions, however, it is proposed to increase the height of existing northern and southern boundary walls (by between 0.8m to 2.2m) for a length of approximately 5m, to construct the third storey addition, and screening to the plant platform is also to be constructed along northern and southern boundaries for a length of 2.3m. The maximum height of northern and southern boundary walls is 8.84m above natural ground level, and screening to the plant platform extends to a height of 8.14m (or 1.7m above the floor of the plant platform).

60. While the proposed wall heights do not meet the standard, in consideration of the relevant decision guidelines, the additional on-boundary construction is considered to meet the objective and can therefore be supported due to limited amenity impacts and consistency with surrounding neighbourhood character, in particular:

- (a) The boundary walls and screening will abut the roof of adjoining dwellings to the north and south and there are no habitable room windows opposite, nor any secluded private open space (within a 9m radius) from which the walls would be visible. This considerably limits visual bulk impacts from these walls.
- (b) Numerous examples of three-storey on-boundary construction can be seen within the residential complex of which the subject site is part, including the dwelling two doors to the north of the subject site which has a third storey that sits above the adjoining double-storey dwellings to its north and south. In the wider area, the triple-storey unit development at No. 92-94 Easey Street has sections of three-storey on-boundary construction where it abuts on-boundary built form.
- (c) There is no overshadowing to any secluded private open space from these walls (see overshadowing assessment at standard A14).

61. While the on-boundary walls are considered to meet the objective, it is noted that the proposed floor plans and elevations appear to show that these walls encroaching into the adjoining lots to the north and south. As the application pertains only to works to the subject site, a condition of any approval would require that plans be amended to show that all works are contained within the title boundaries of the subject site.
62. Furthermore, the section provided which shows the form and heights of these walls does not show the construction material of the northern or southern boundary walls and structures. A condition of any approval would require that north and south external elevations are submitted to show these walls and confirming that they will be clad with corrugated zincalume (as has been confirmed in writing by the permit applicant).

*Standard A12 – Daylight to Existing Windows*

63. The proposed addition complies with the standard.
64. Specifically, in relation to the west-facing habitable room window of the east-adjoining dwelling, the proposed eastern wall varies in setback from this window. The base of the wall is set back approximately 3.3m from the window and has a height of approximately 6.2m at this point. The top of the wall is set back approximately 4.6m from this window and has a height of 8.84m. The setback at both these points exceeds the minimum setback required from the window (the standard prescribes a 3.1m for a 6.2m high wall; and a 4.42m setback for an 8.84m high wall).
65. All other habitable room windows facing the addition are at a much greater distance than this and would be unaffected.

*Standard A14 – Overshadowing*

66. Shadow diagrams provided with the application confirm that at September Equinox the proposed addition would not cast additional shadows to any adjoining secluded private open space, in accordance with the standard.

*Standard A15 - Overlooking*

67. This standard requires that any habitable room windows or balconies be located or designed to avoid direct views into the secluded private open space and habitable room windows of an existing dwelling within 9 metres and within a 45 degree arc.
68. The proposal does not include any new habitable rooms or a trafficable deck area - the new west-facing glazing to the store room and the proposed plant platform do not require any privacy treatment to prevent overlooking.
69. Nonetheless, a solid screen to a height of 1.7m is proposed to the northern, southern and western edges of the proposed plant platform which is compliant with the standard in regards to screening for habitable decks.

*Standard A19 – Design Detail*

70. The materials are generally respectful of the existing neighbourhood character and the existing building. The use of corrugated zincalume cladding to the walls and roof of the third storey and plant platform screening is acceptable as the material will generally blend in with existing roofing material and will create an addition that is similar in appearance to the third storey of the dwelling situated two properties to the north of the subject site, in the same residential development. The form and materials utilised are also derivative of the industrial history of the building and will not look out of place in this context.

Objector Concerns



71. Some of the concerns raised by the objectors have fully or partially addressed in the ResCode assessment, as follows:

- (a) *Overlooking.*  
Paragraphs 67-69 address this issue.
- (b) *Visual bulk and loss of views.*  
Paragraphs 56-60 address the issue of visual bulk. "Views" are not protected under the Planning Scheme.
- (c) *The appearance of the works would disrupt the uniformity of the residential development, including the roofline and materials.*  
The development has been assessed in relation to those aspects of appearance that fall within the scope of planning i.e. urban design and neighbourhood character (see paragraphs 42-49 and have been found to be acceptable.

72. The remaining concerns are addressed, in turn, below:

- (a) *Noise from proposed plant equipment.*

Noise from domestic services, when associated with a single dwelling on a lot, are typically outside the scope of planning considerations (a planning permit is not required to install these services). Noise emissions from residential equipment is controlled by EPA regulations (specifically, the *Environment Protection (Residential Noise) Regulations 2008*) and these can be enforced if necessary. Nonetheless, domestic services to a single dwelling would not be anticipated to create a level of noise that would be disruptive to surrounding residences. The inclusion of a platform for the plant equipment, with 1.7m high solid screening, may further assist to reduce noise transmissions.

- (b) *Potential for additions to be used as a habitable room and roof deck (rather than storage and plant area) and noise resulting from such uses;*

The generation of noise from normal domestic activities does not fall within the scope of planning considerations for extensions to single dwellings within a residential zone. However, the proposed development is for a store and a platform for plant equipment and although this area will be accessible (for maintenance purposes) it is clearly designated a non-trafficable area on the plans. This will be enforceable. A note will be included on any approval to alert the permit holder to this. Should the areas be occupied for any other purposes, this will be a breach of the permit and enforcement action will be taken.

It is also noted that that floor-to-ceiling height of the proposed store does not meet the 2.4m minimum required by the building regulations for habitable rooms (other than a kitchen) and therefore the development is generally consistent with the stated purpose.

- (c) *Property de-valuation.*

Potential de-valuation of properties is not a matter that can be considered as part of the planning process.

- (d) *The existing party walls would not support the proposed structure.*

Structural considerations are not a planning matter and would have to be dealt with as part of the building permit process.

- (e) *Owners Corporation consent has not been obtained for the works.*

The proposed works are not to common property - the plan of subdivision for the subject site confirms there are no vertical limits to lots. However, if permission from the Owners Corporation is required for any aspect of the works, the issue of a planning permit would not circumvent this requirement. As stated earlier in the report, a condition on any approval would require all works to be contained within the title boundaries of the subject site.

- (f) *Potential for flooding of adjacent properties caused by alterations to the existing roof form.*

This is not a planning matter, however, a note on any planning approval would provide a reminder that the site must be drained to legal point of discharge. Details of drainage would need to be appropriately dealt with at the building permit stage.

- (g) *Construction-related issues (in particular, noise and impeded vehicular access).*

Construction-related issues are not relevant to considering the planning merits of a proposal. For a development of this scale it would also be overly onerous to require a construction management plan. Access to the common driveway during construction is a civil matter as it is private property. Standard construction hours, which are controlled by a local law, would be included as a condition of any approval and these restrictions are designed to protect the amenity of surrounding properties from unreasonable impacts of construction.

- (h) *Potential for increased car parking demand associated with the extension.*

An extension to a single dwelling on a lot in a residential zone is exempt from requiring consideration of car parking pursuant to clause 52.06-1 of the Yarra Planning Scheme, therefore this is not a relevant consideration for the proposed works.

#### Other matters – Plan Corrections

73. The proposed east and west elevations, and the existing east elevation are all incorrectly labelled as “west elevation – existing”.
74. A condition of any approval will require that all elevations are to be correctly labelled.

#### **Conclusion**

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

#### **RECOMMENDATION**

That a Notice of Decision to Grant Planning Permit PLN16/0627 be issued for development of the land for buildings and works to the existing dwelling, including construction of a third storey and a roof plant (equipment) platform, at 7 / 68 Easey Street, Collingwood VIC 3066, generally in accordance with the decision plans (received by Council on 8 November 2016 and 7 December 2016) 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 (received by Council on 8 November 2016 and 7 December 2016) but modified to show:

- (a) Proposed north and south external elevations showing the external walls and balustrade associated with the third storey and plant platform, and confirming the finish to the walls and balustrades to be corrugated zincalume cladding.
  - (b) Details of the glazing and solid wall to the western elevation of the proposed store, including the material and finish of the solid wall, consistent with the location of glazing and solid wall on the floor plan.
  - (c) All development contained within the title boundaries of the subject site.
  - (d) Deletion of all references to “nominal” in relation to dimensions of structures.
  - (e) All elevations correctly labelled.
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. 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.
5. 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.
6. 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.

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.

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.

The third storey and plant platform approved by this permit must not be used as habitable areas.

**CONTACT OFFICER:** Madeleine Moloney  
**TITLE:** Statutory Planner  
**TEL:** 92055009

**Attachments**

- 1** Attachment 1 - Subject Site Map - PLN16/0627 - 7 / 68 Easey Street Collingwood Collingwood
- 2** Attachment 2 - Advertised Plans - PLN16/0627 - 7 / 68 Easey Street, Collingwood

**Attachment 1 - Attachment 1 - Subject Site Map - PLN16/0627 - 7 / 68 Easey Street  
Collingwood Collingwood**

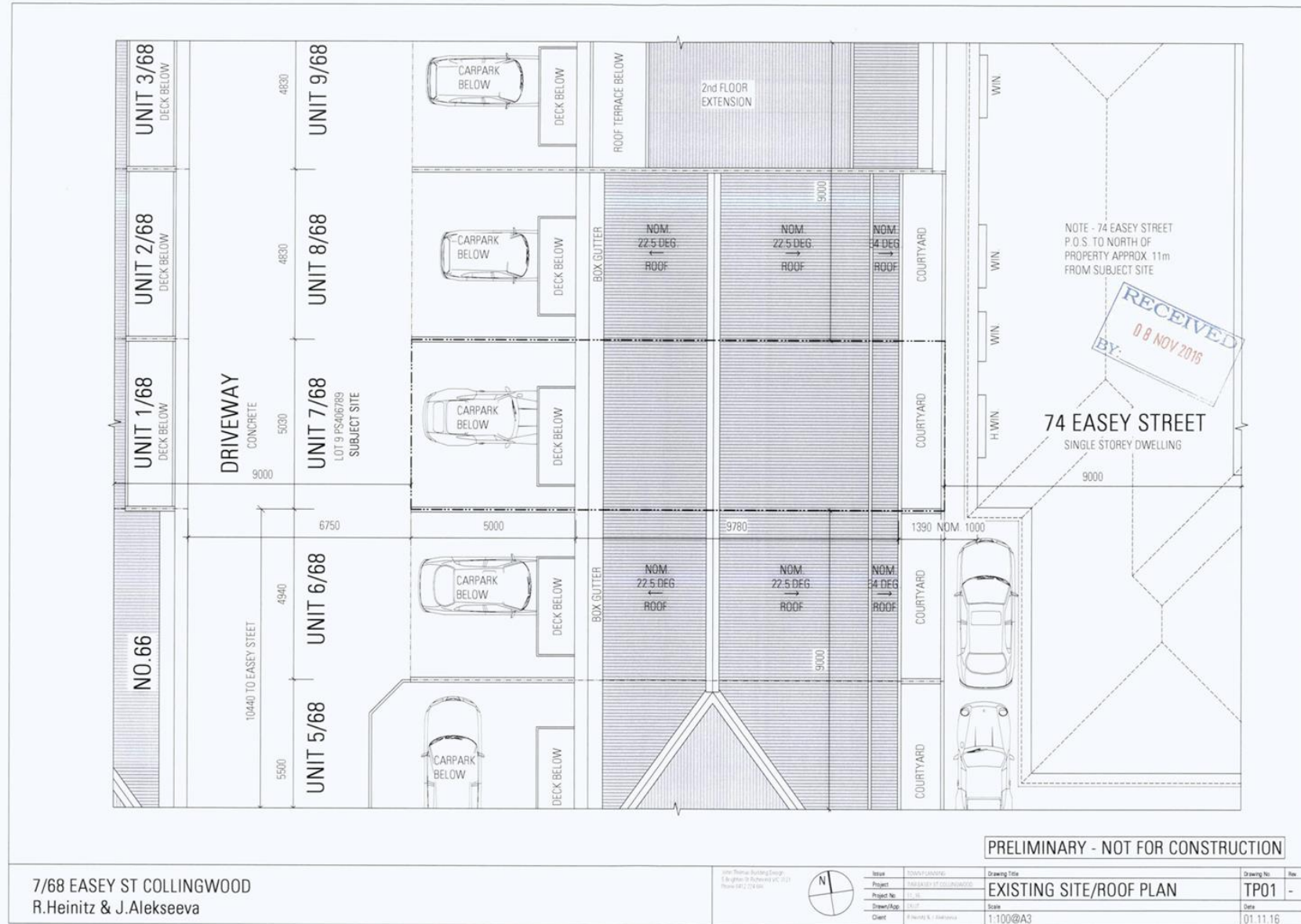
**SUBJECT LAND: 7 / 68 EASEY STREET, COLLINGWOOD**



↑ North

★ Subject Site

Attachment 2 - Attachment 2 - Advertised Plans - PLN16/0627 - 7 / 68 Easey Street, Collingwood



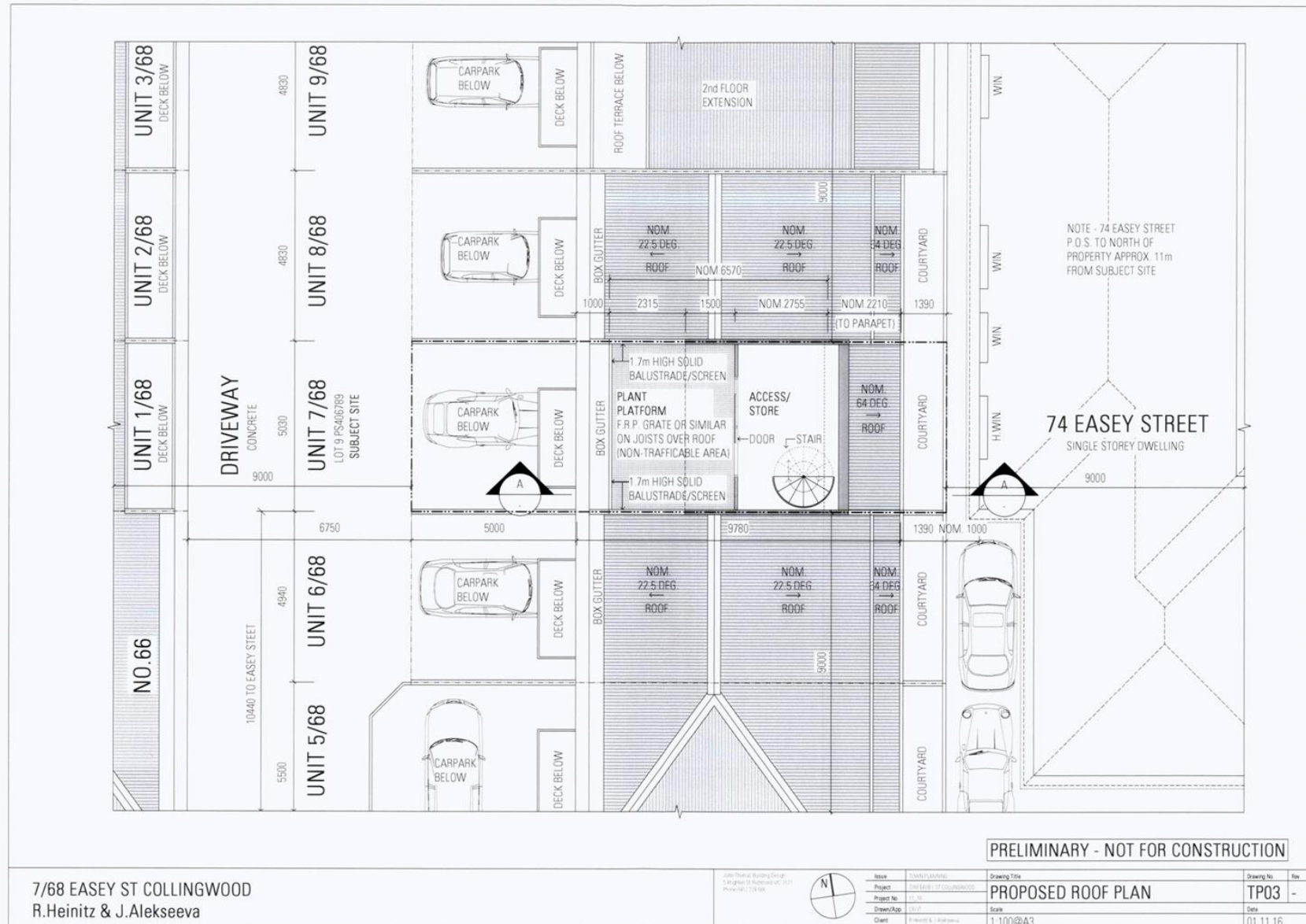


**Attachment 2 - Attachment 2 - Advertised Plans - PLN16/0627 - 7 / 68 Easey Street, Collingwood**





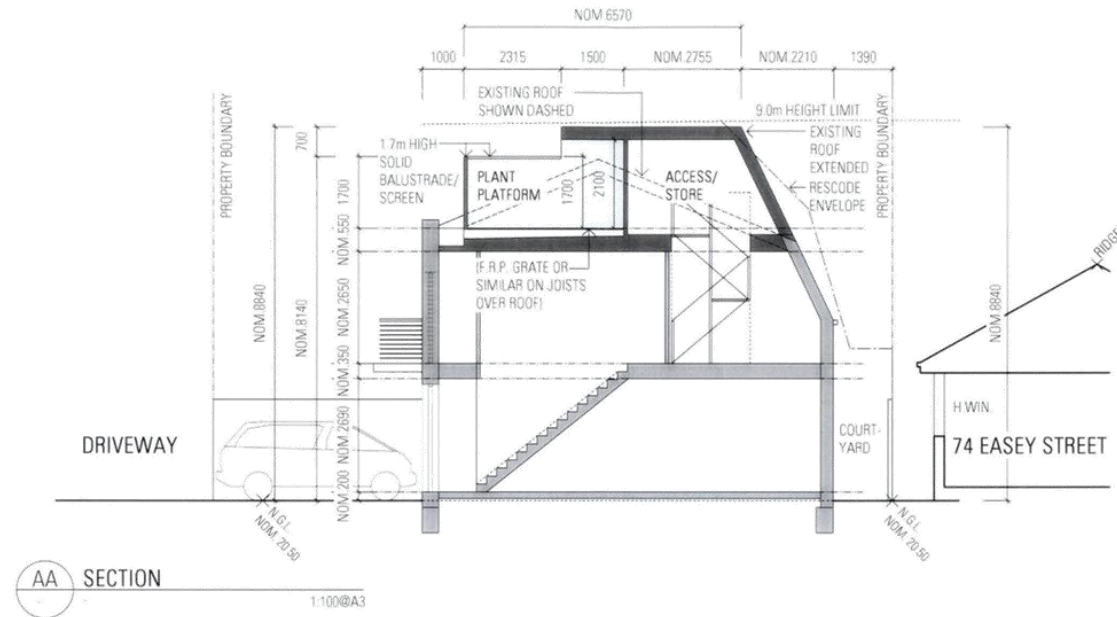
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Attachment 2 - Attachment 2 - Advertised Plans - PLN16/0627 - 7 / 68 Easey Street, Collingwood



Attachment 2 - Attachment 2 - Advertised Plans - PLN16/0627 - 7 / 68 Easey Street, Collingwood



PRELIMINARY - NOT FOR CONSTRUCTION

7/68 EASEY ST COLLINGWOOD  
R.Heinitz & J.Alekseeva

Yarra City Council  
Engineering & Planning  
Phone: 9411 2800

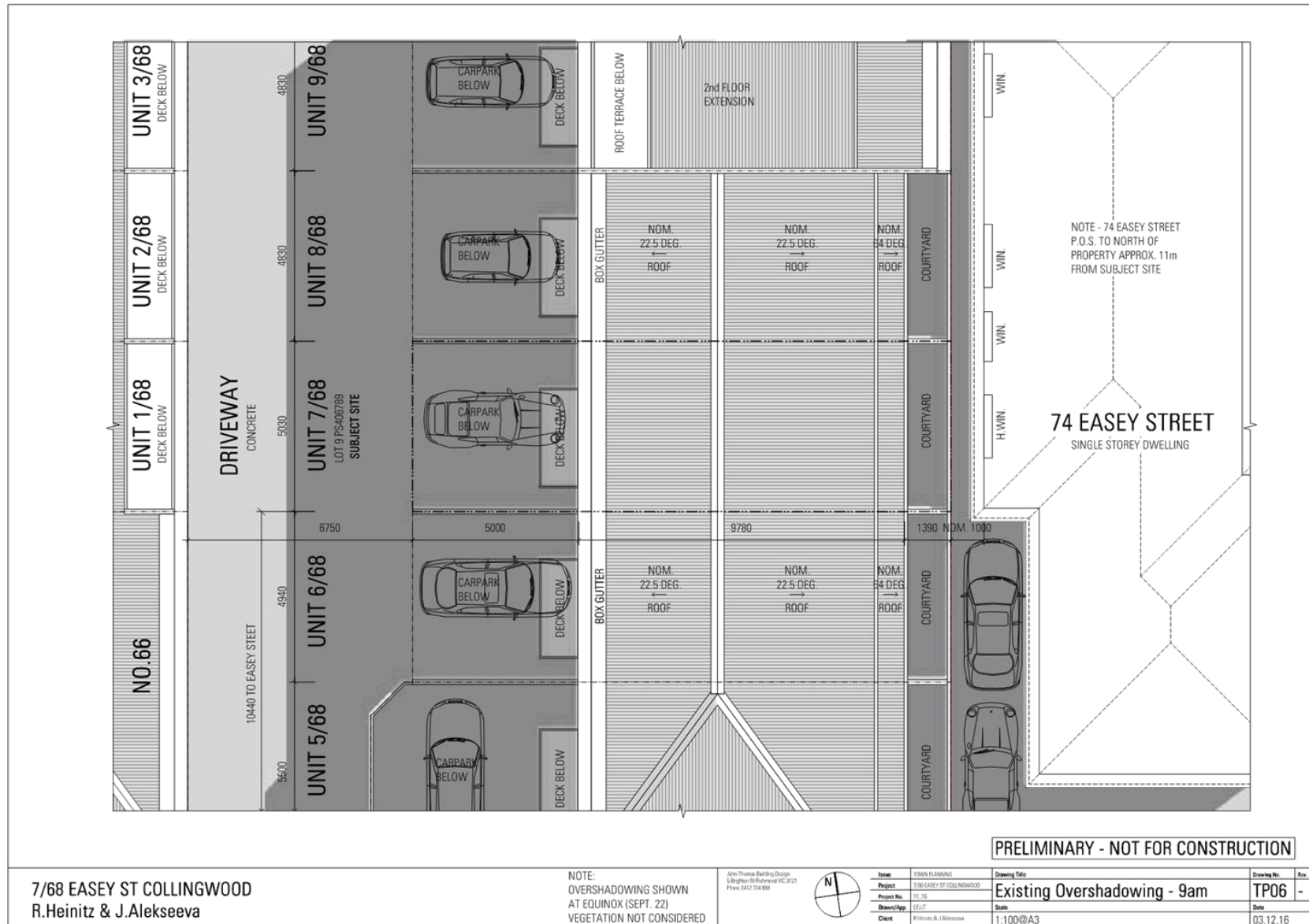


Issue: 1/10/16/0627/001  
Project: 200/16/0627/001/00000000  
Project No: 1/1/16  
Drawn/Rev: 1/1/16  
Client: R.Heinitz & J.Alekseeva

Drawing Title:  
**PROPOSED SECTION**  
Scale:  
1:100@A3

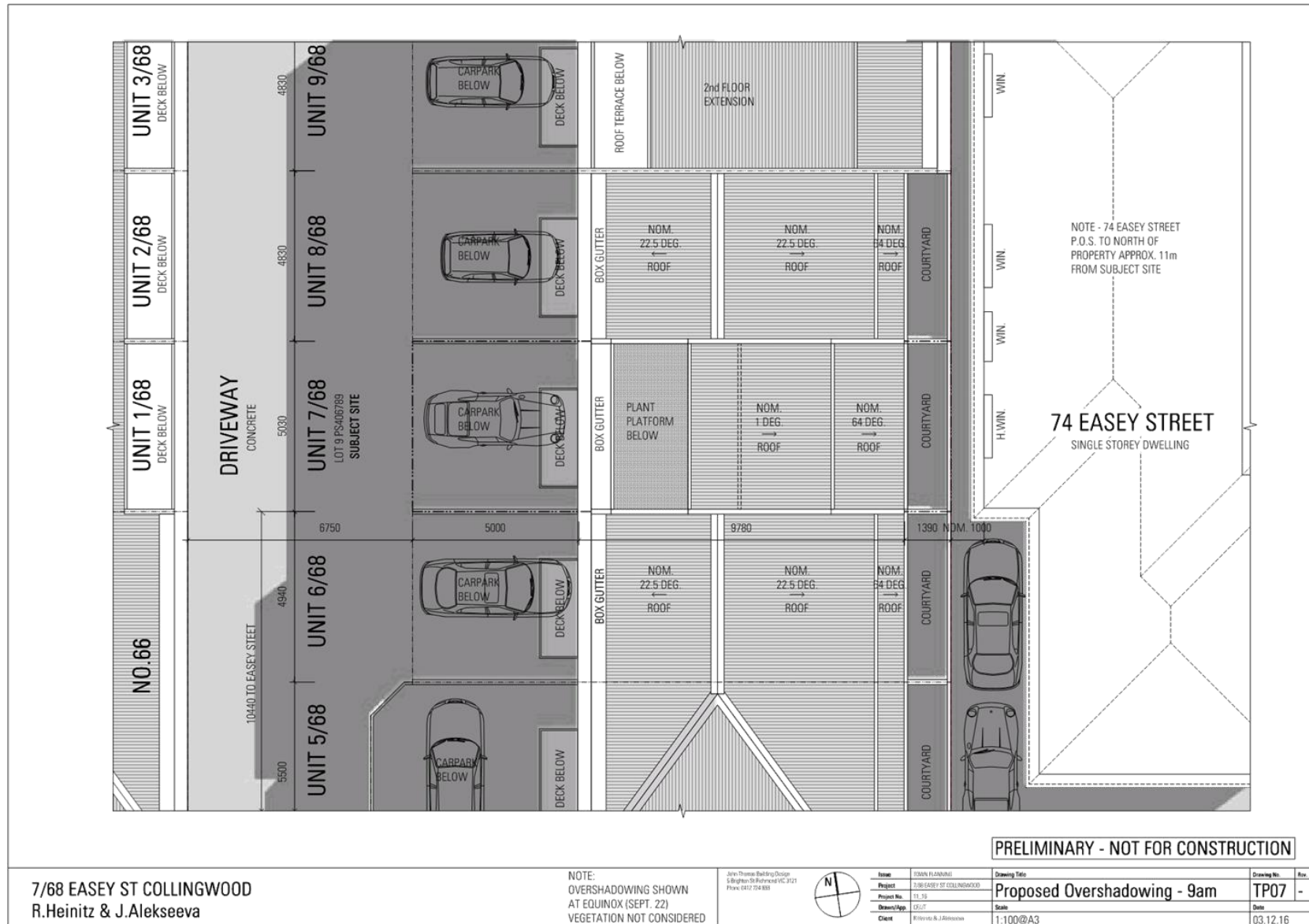
Drawing No.:  
**TP05**  
Date:  
01.11.16

Attachment 2 - Attachment 2 - Advertised Plans - PLN16/0627 - 7 / 68 Easey Street, Collingwood

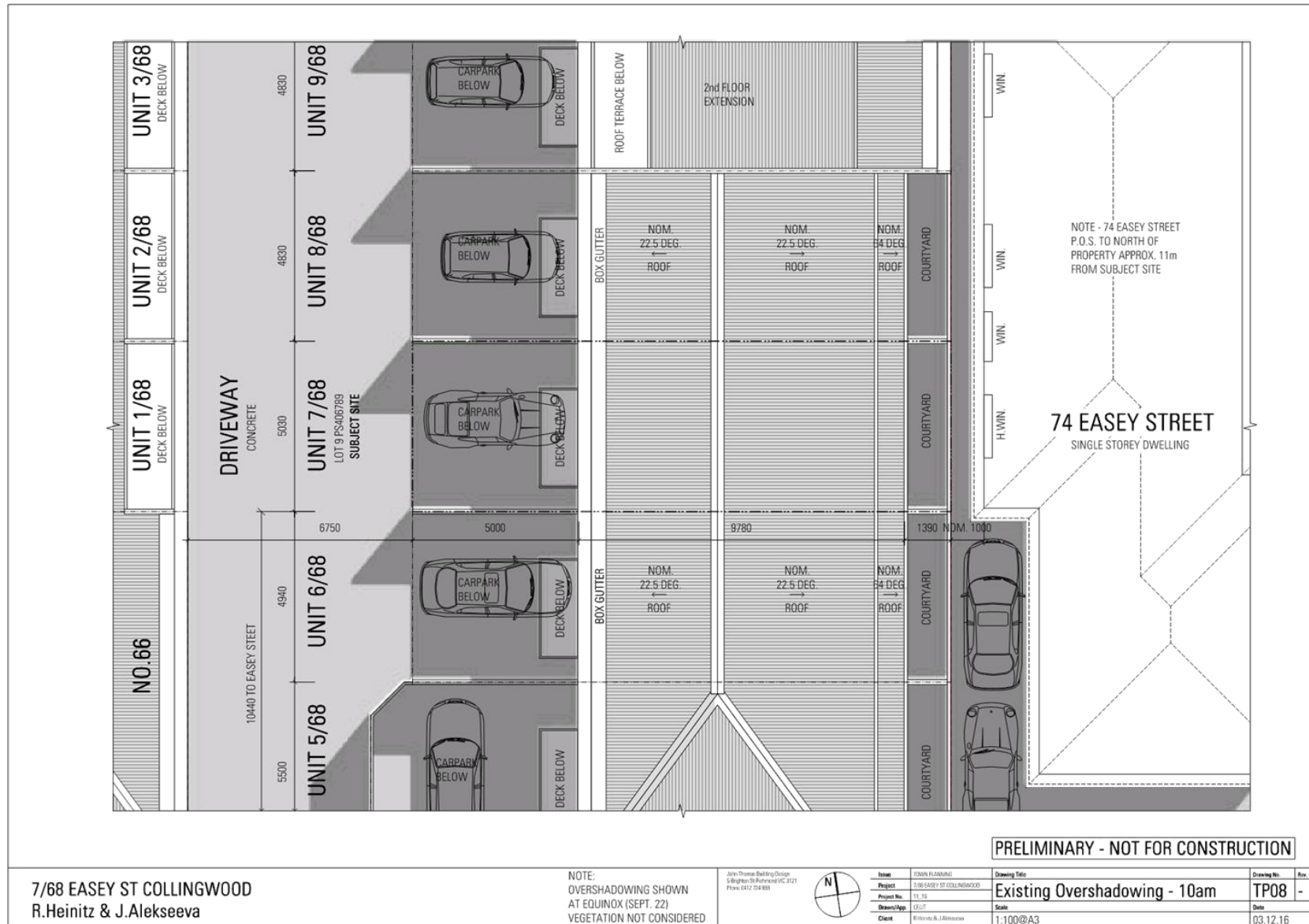




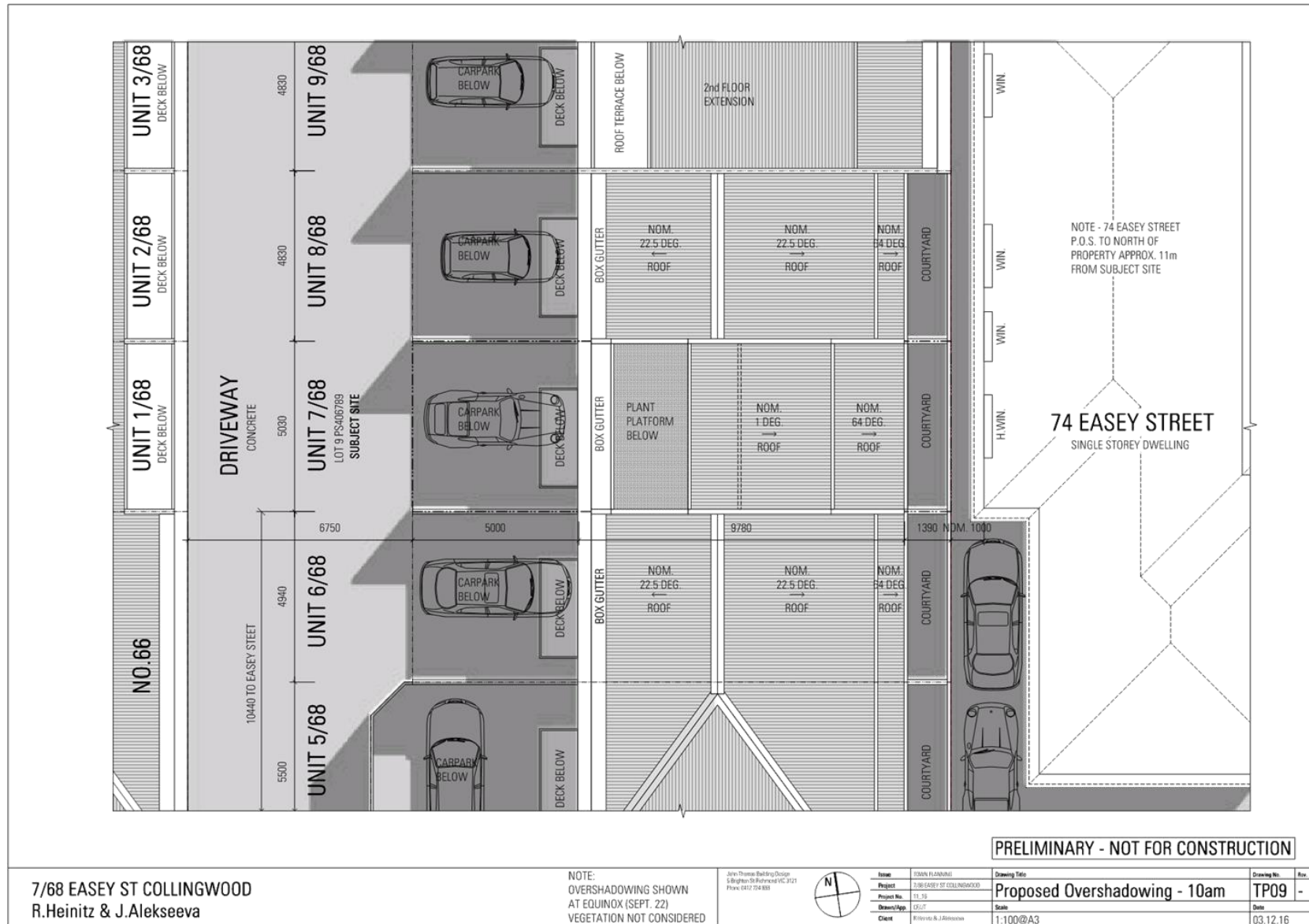
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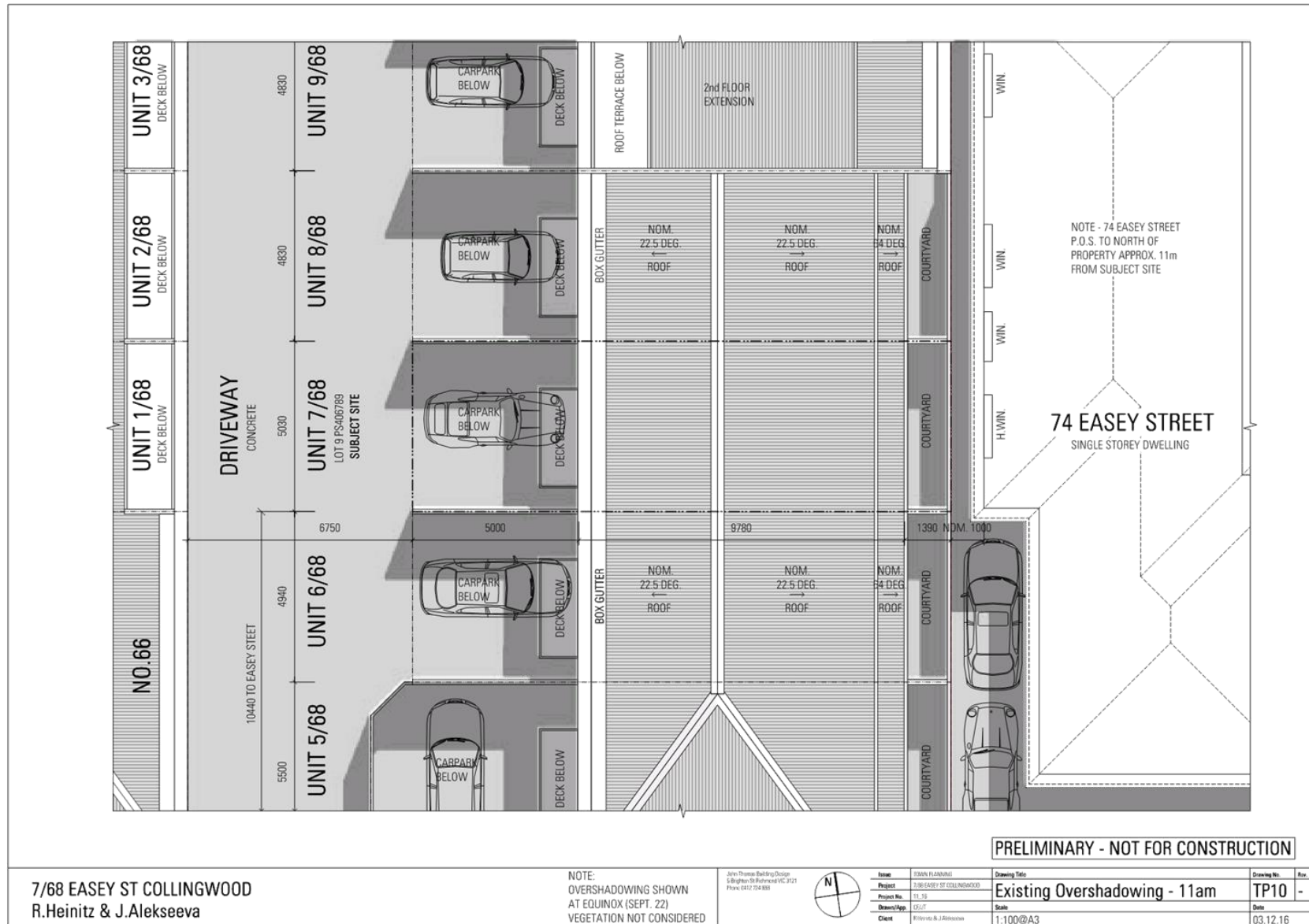


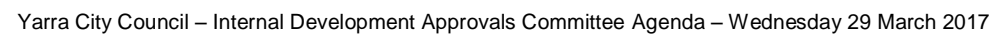
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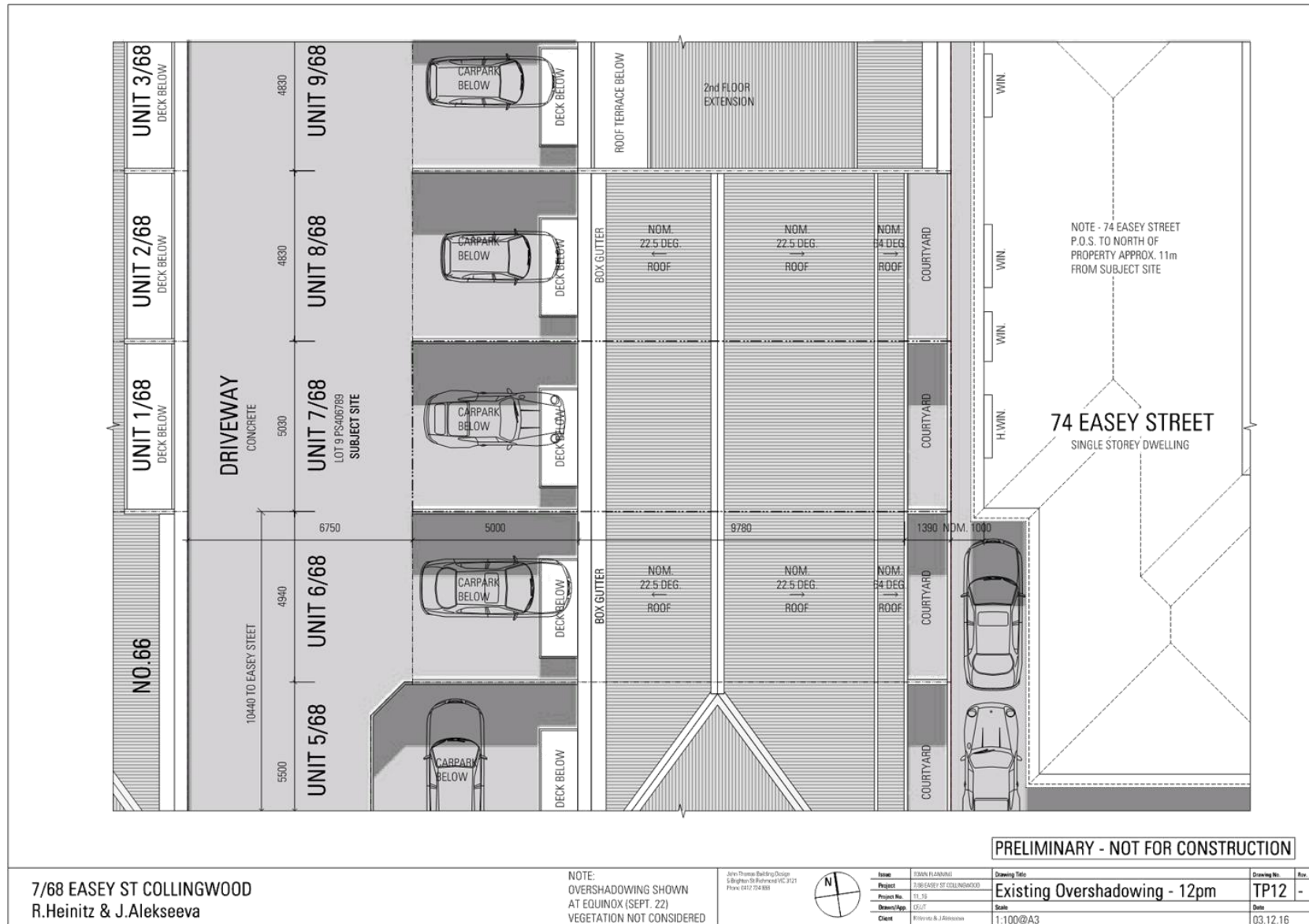


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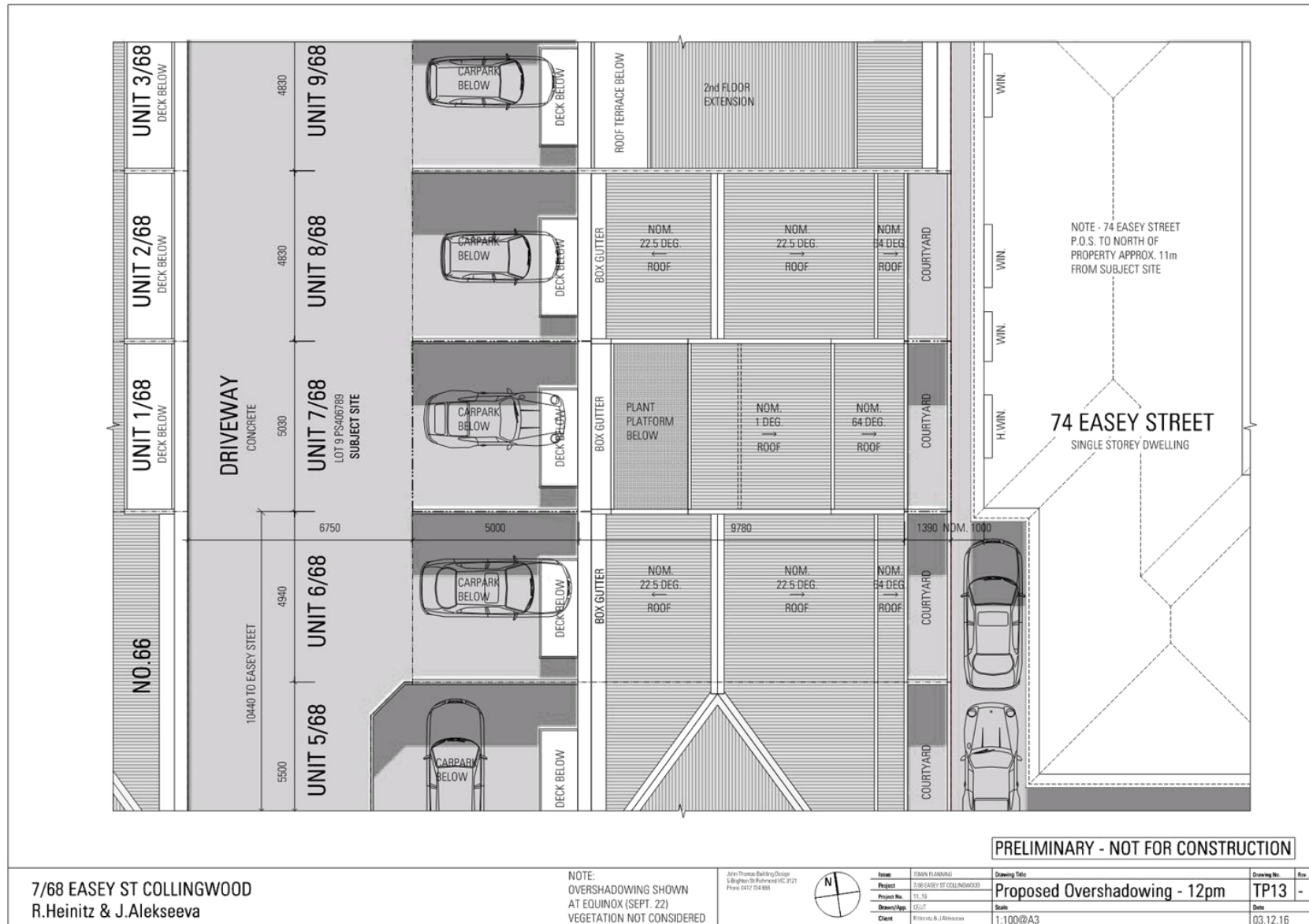




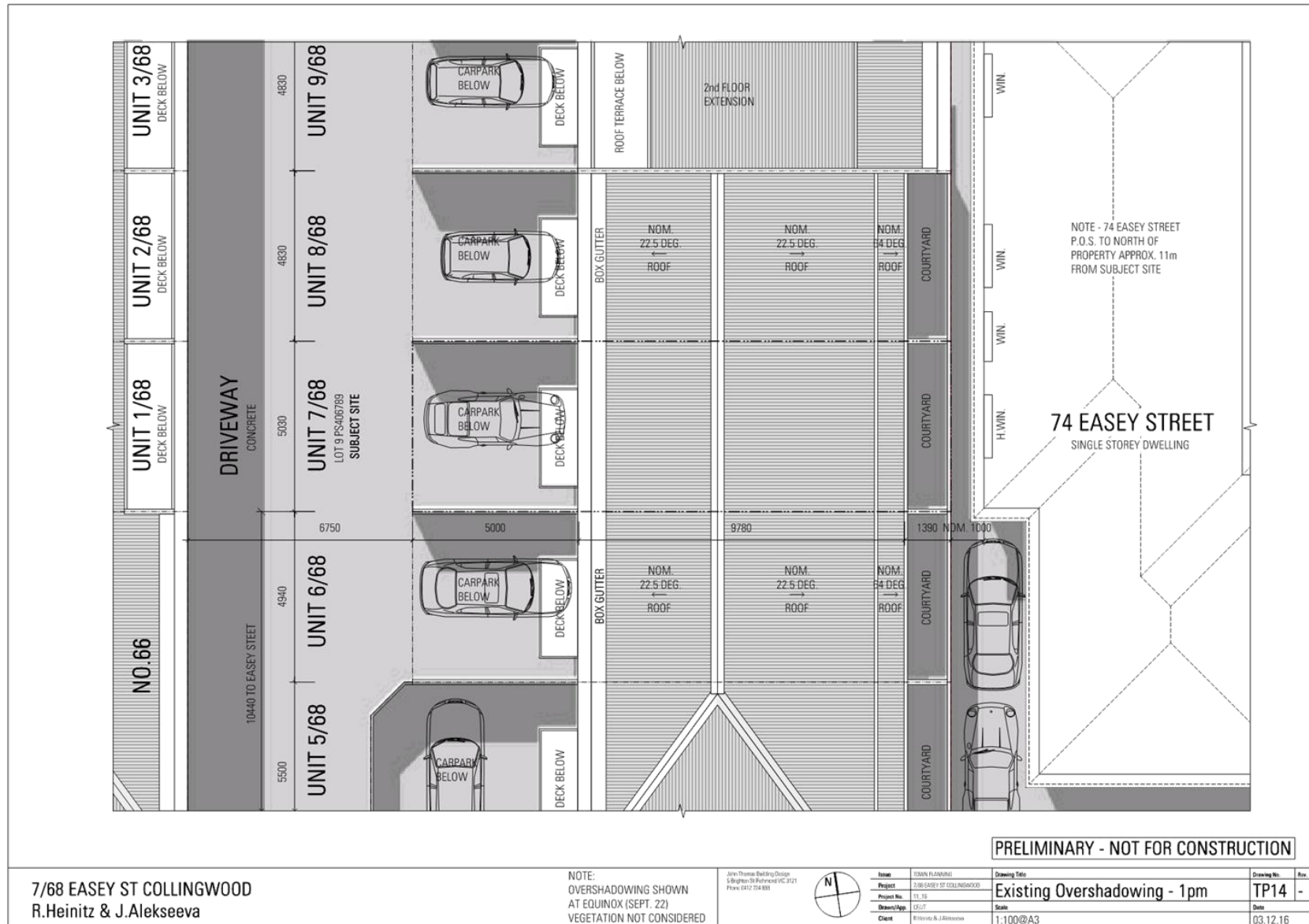
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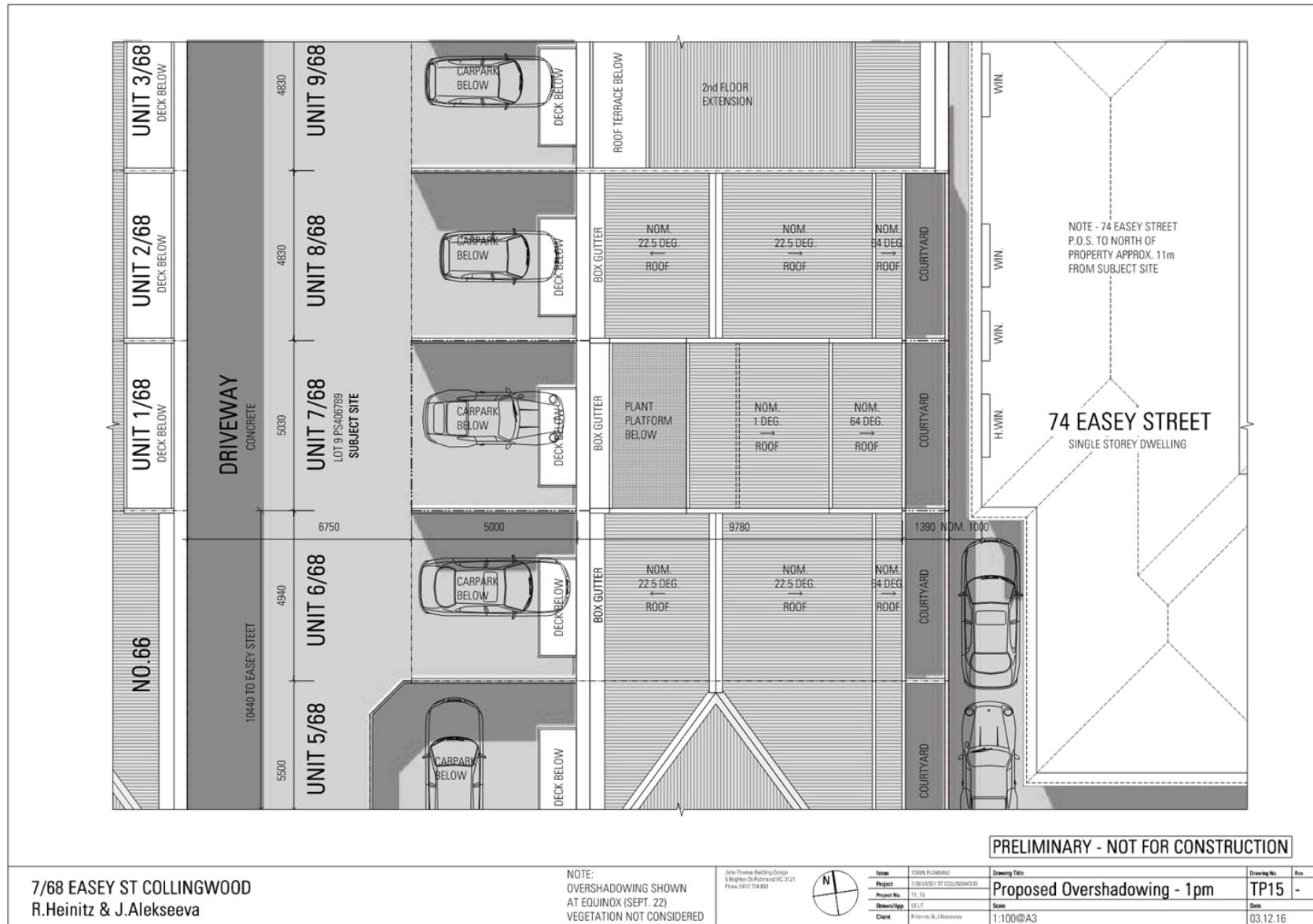


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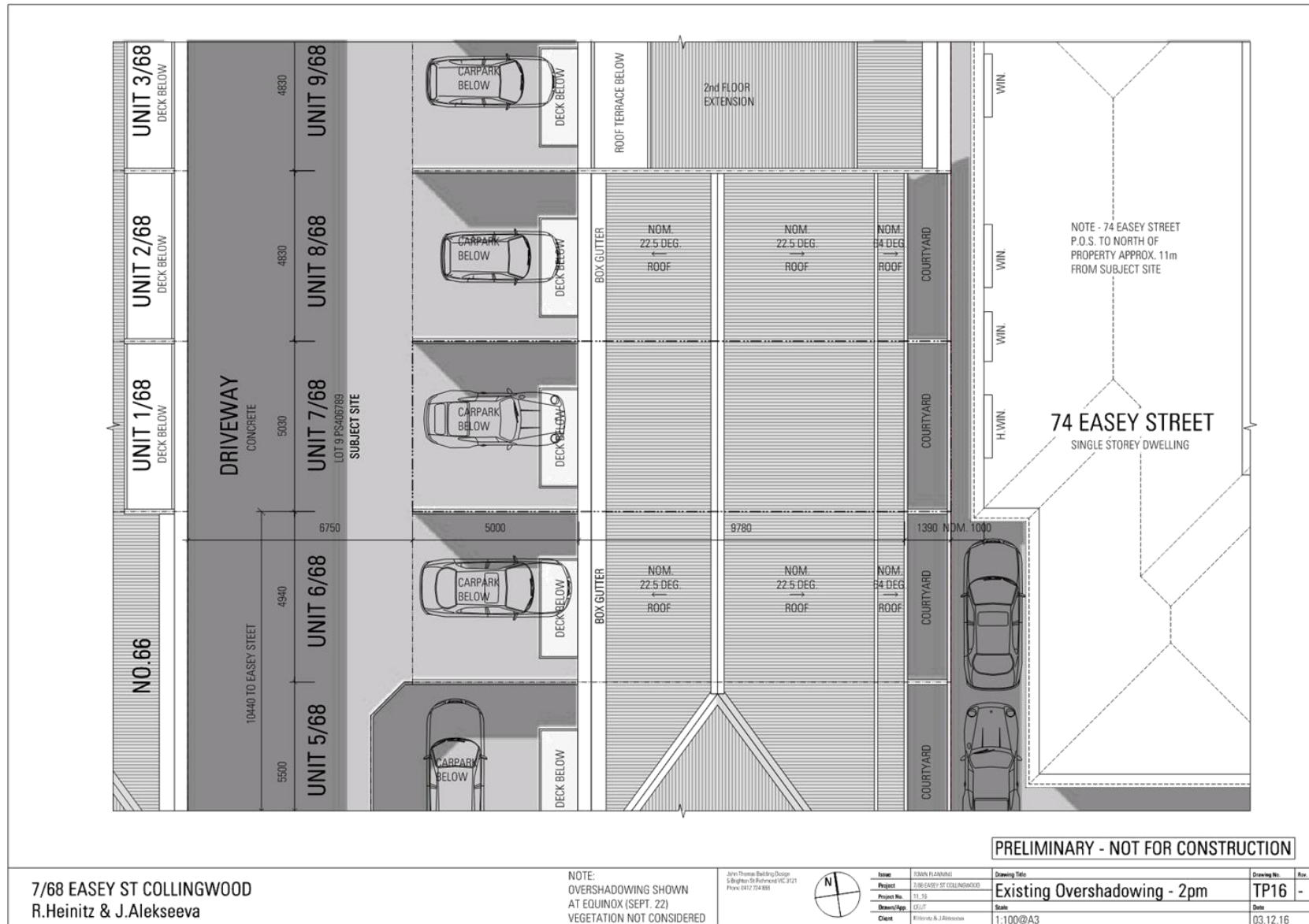




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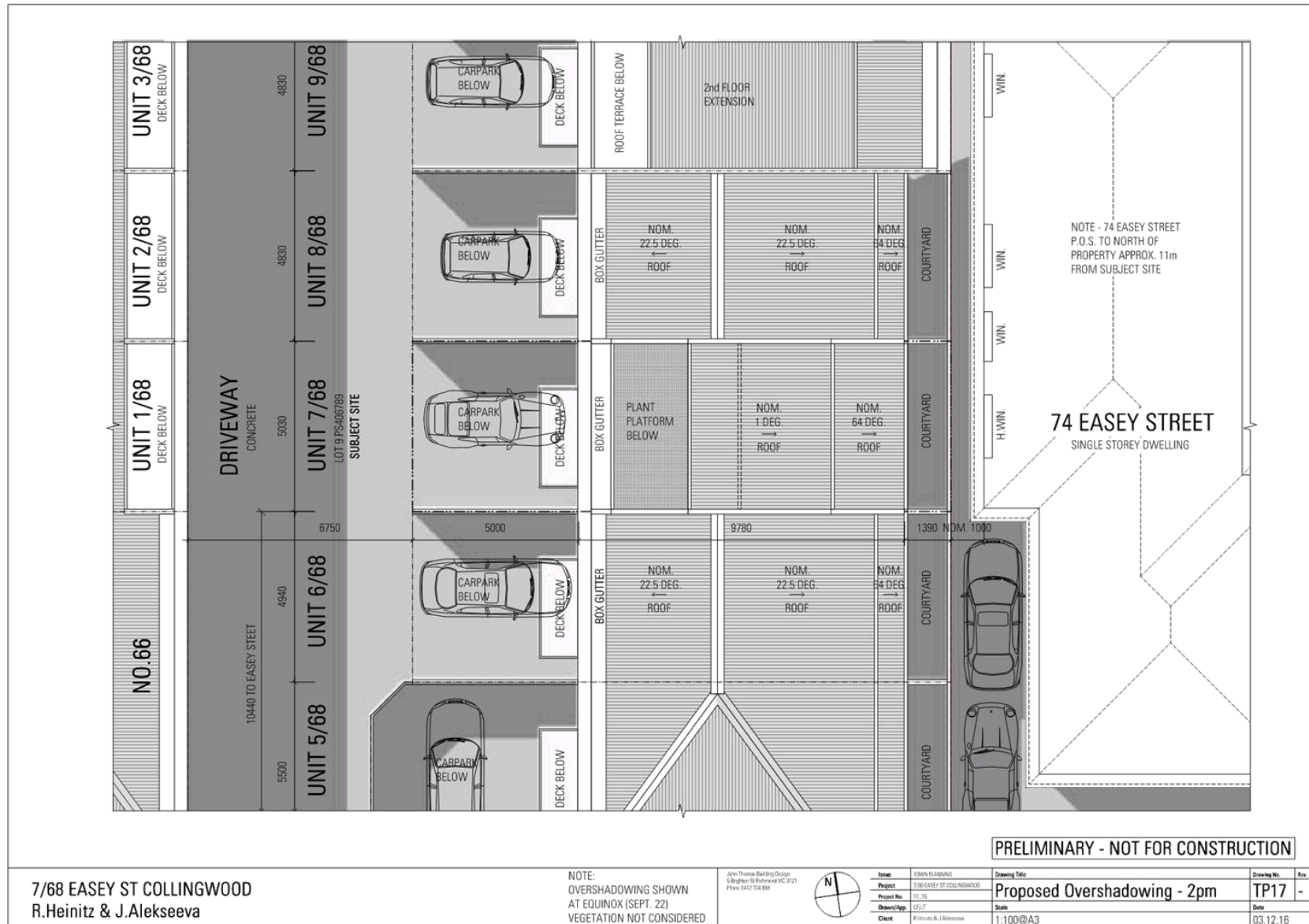


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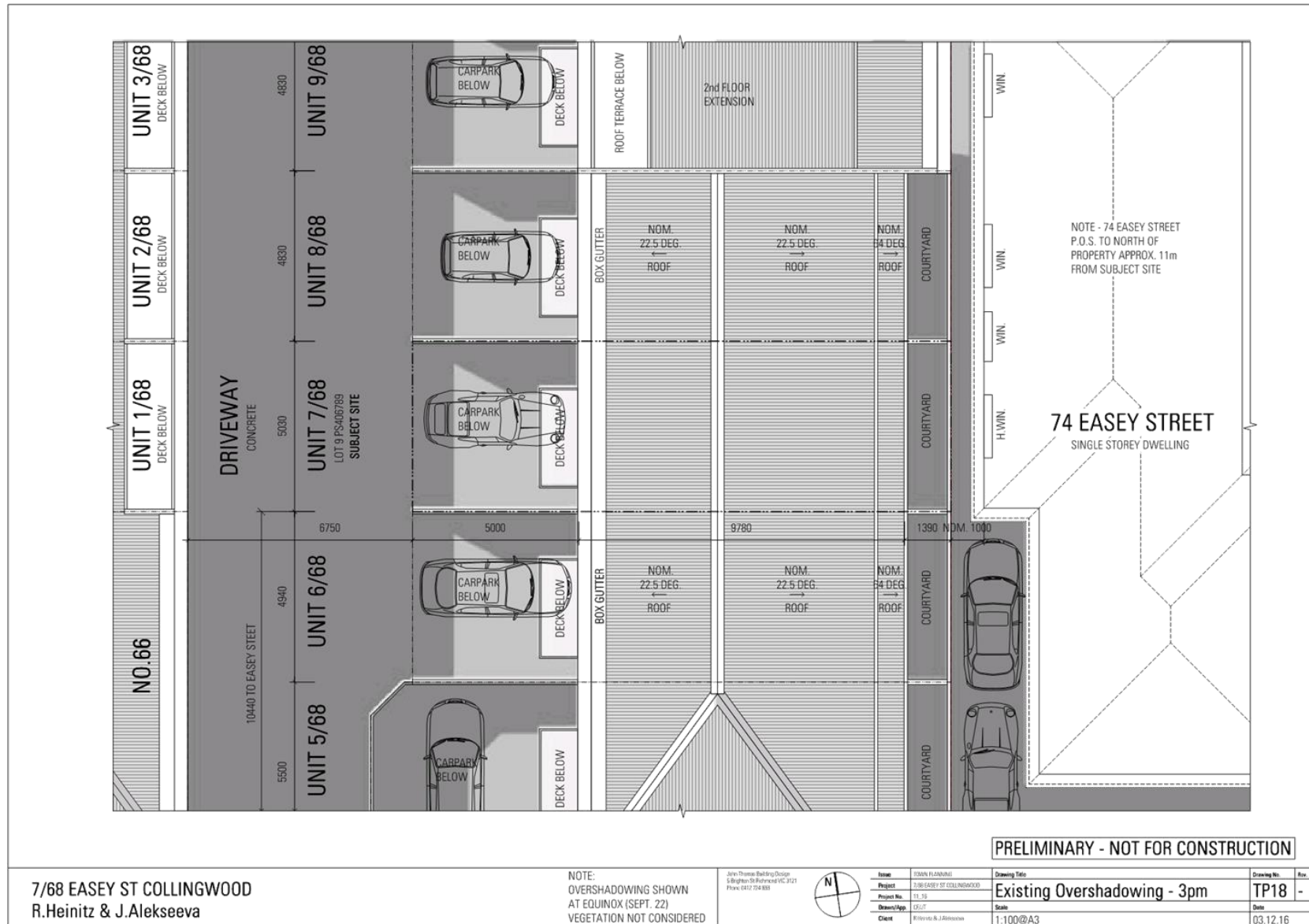




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